

POSITION PAPER

TXDOT Collin County US 380 Feasibility Study

Background

The Texas Department of Transportation (TxDOT) is conducting a feasibility study for improvements to US 380 through Collin County. The study will analyze potential roadway alternatives, including the existing alignments and new alignments for US 380. This paper will focus on and discuss the five (5) preliminary alignments proposed through the City of McKinney which were presented in public forums, to the McKinney City Council, and to the Collin County Commissioners Court.

Preliminary Alignments

Pink and Green Preliminary Alignments

A combination of the Pink and Green Preliminary Alignments should be adopted as the preferred alignment and move on to more advanced phases of project development.

Key Factors supporting adoption of US 380's current alignment as the preferred option for a limited access highway or freeway are:

- **Engineering Analysis** - US 380's current alignment would likely receive a higher Engineering Service Level Rating than the other preliminary alignments. One major consideration is the freeway corridor would extend from Custer Road on the west to Airport Road on the east without a major curve or bend. The project's engineering design may have what some would describe as significant issues, but the issues are not insurmountable.
- **Traffic Analysis** - Traffic will be able to flow freely through McKinney at freeway speed, and, at the same time, adjoining communities will make McKinney's commercial corridor a destination. Traffic will also be reduced on service roads as local traffic travels from one end of the commercial corridor to the other using the freeway. A prime example where local traffic can travel on US 75 from US 380 to Eldorado Parkway, and points in between, to shop in McKinney bypassing the service roads and major intersections.
- **Safety and Crash Data** - A freeway corridor will provide significant safety improvements with no signalized intersections. Service road traffic safety will also benefit for no left turns or u-turns to reach commercial businesses along University Drive (US 380).

- **Right-of-way requirements** - The existing US 380 right-of-way is between 130 to 180 feet. The preliminary requirements for a freeway with two lane service roads is between 350 to 400 feet. The additional right-of-way is estimated to be 220 feet. The right-of-way requirement can be drawn from the north or south side of the current alignment, and should take into consideration the adjacent property's current use and condition. For example, east of US 75 the majority of the acquired right-of-way could come for the north side of the highway where fewer residential properties would be impacted.

Also, the right-of-way requirement between Stonebridge Drive and Ridge Road can be reduced significantly by lowering US 380 and cantilevering the service roads over the limited access highway similar to US 75 in Dallas through Highland Park. This reduction in right-of-way requirement would help to mitigate Tucker Hill and Stonebridge Ranch right-of-way impacts.

- **Residential and Commercial Developments** - Residential properties adjacent to the new alignment east of US 75 may enjoy higher prices as those properties turn commercial and provide a buffer for the residential neighborhood to the south.
- **Social and Community Impacts** - The social and community impacts will be significant during construction. However, the long term impacts are significant with improved mobility, commercial development along the corridor and its related tax base benefiting the City of McKinney and its residents.
- **Environmental Impacts** - Other properties adjacent to US 380 may also experience a reduction in traffic noise and pollution with a limited access highway. Vehicles will no longer be starting and stopping at traffic signals. There may be an incremental increase in traffic noise that can be mitigated with noise reduction strategies. The majority of the property adjoining US 380 is commercial or under development as commercial property where noise has minimal impacts.

Lowering US 380 between Stonebridge Road and Ridge Road will significantly mitigate the environmental impact that would otherwise be imposed on Tucker Hill and Stonebridge Ranch communities.

- **Cost and Economic Impact** - The cost to build the Pink and Green preliminary alignment may be significant. However, the significant accompanying benefits deliver the best investment for addressing McKinney's safety and mobility issues along with the long term needs of the community.

Blue, Red and Yellow Preliminary Bypass Alignments

The Blue, Red and Yellow Proposed Bypass Alignments should all be rejected as a preferred alignment.

Key Factors supporting the rejection of the three proposed bypass alignments for a limited access highway or freeway are:

- Engineering Analysis - ***Negative Impact*** - The Blue, Red and Yellow Proposed Bypass alignments through the City of McKinney would likely be assigned a lower Engineering Service Level Rating than Green and Pink alignments. A lower service rating for the bypass alignments will require lower speed limits to levels closely matching University Drive (US 380).
- Traffic Analysis - ***Negative Impact*** - Traffic will be able to flow freely through McKinney, but less than freeway speed (See comments in Engineering Analysis). During heavy traffic period slowing to negotiate bypass curves, traffic may jump on the service roads to move more quickly. The bypass alignment may also impose additional traffic on Prosper Trail and Frontier Parkway as drivers discover the short cuts from Preston Road to the bypass at Bloomdale east of Custer Road and continue on to US 75. The short cut will avoid the signaled intersection at Preston Road and US 380.
- Safety and Crash Data - ***Negative Impact*** - A freeway corridor will provide significant safety improvements with no signalized intersections. However, a lower Engineering Service Level Rating will be required to reflect the risk crashes related to the Bypass design. The increased traffic imposed on Prosper Trail and Frontier Parkway may also increase safety risk to the Town of Prosper residents between Preston Road and the proposed bypass (see Traffic Analysis). Finally, the bypass proposals do nothing to address the negative traffic safety and crash impacts related to left turns and, in limited cases, u-turns as drivers attempt to ingress and egress commercial establishments along University Drive.
- Right-of-way requirements - ***Negative Impact*** - The preliminary requirements for a freeway with two lane service roads is between 350 to 400 feet. Unlike the incremental impacts associated with the Pink and Green preliminary alignment, the bypass proposals negative impacts are transformative (see Residential and Commercial Developments).
- Residential and Commercial Developments - ***Negative Impact*** - Existing neighborhoods will be transformed by the negative impacts imposed on the peaceful and tranquil family homes. These properties experience highway noise that never anticipated when they acquired their property. It will also transform the plans for the

development of residential properties with high density projects adjacent to the proposed bypass right-of-way. Commercial development may occur along the development, but at the expense of commercial properties and business along University Drive.

- Social and Community Impacts - **Negative Impact** - The social and community negative impacts will be significant. Again, unlike the incremental changes imposed by the Pink and Green preliminary alignment, the changes along the bypass right-of-way will be transformative. In addition to the transformation of the properties adjacent to the proposed bypass right-of-way, neighborhoods will also experience a transformation. In some cases the social fabric of the community is forever changed.
- Environmental Impacts - **Negative Impact** - The negative effects traffic noise and pollution generated by a limited access highway are obvious. The imposed negative impacts are unnecessary when a more reasonable alternative exists with the Pink and Green preliminary alignment.
- Cost and Economic Impact - **Negative Impact** - Comparatively, the cost to build one of the bypass alignments is significantly less than the pink and green proposed alignment. However, the proposed bypass alignments do not fully address the City of McKinney's safety and mobility issues for University Drive, or the longterm expectations and needs of the community.

Position Statement

“A combination of the Pink and Green Preliminary Alignments should be adopted as the preferred alignment and move on to more advanced phases of project development, and The Blue, Red and Yellow Proposed Bypass Alignments should all be rejected.”