

SAVE LAKE LAVON -- NO LAKE CORRIDOR

Summary of NCTCOG/Collin County Elected officials meeting:

The NCTCOG stated this was their final recommendation to Collin County. The COG was trying to seek consensus to move forward with the four north – south routes proposed. Note the four north-south routes are **not** options; **all** four are part of the solution proposed by the COG's Engineering Dept. The consensus was not there. The COG by the end of the meeting (which ran 30 minutes passed the allotted 1h30m) admitted that more meetings with Collin County elected officials would be needed to reach a consensus. This was for a number of reasons:

1. The COG assumed support for the north-south routes from cities where the councils of those towns had not voted officially to support (several spoke to this fact, including Mayor Hogue of Wylie).
2. Some cities that had expressed previous support positions were changing due to changes to other routes affecting their cities: Richardson and Murphy due to east-west traffic impact of north-south routes; Farmersville due to changes to status of 380.
3. Large number of cities which have not weighed in because they were either unaware of the need to do so, did not want to weigh in, or had not officially taken up the topic to date.

THIS REPORT IS NOT END! THIS IS THE BEGINNING! CONTACT YOUR ELECTED OFFICIALS AND LET THEM KNOW YOUR THOUGHTS ON FUTURE TRANSPORTATION SOLUTIONS FOR COLLIN COUNTY. They have not all made up their minds yet.

ALSO: The elected officials know that hard decisions are required to make mobility in the fastest growing county work once the population increases.

Eminent Domain arguments are valid, dividing cities arguments are valid, but the strongest way to STOP THE LAKE CORRIDOR, is to support the reason we should no obstruct Collin County's largest resource, LAKE LAVON.

STOP THE BRIDGE, STOP THE LAKE CORRIDOR.

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LOCAL GOVERNMENT COORDINATION MEETING

September 29, 2017

Plano Municipal Center - Senator Florence Shapiro Council Chambers

Plano, Texas



North Central Texas Council of Governments

COLLIN COUNTY STRATEGIC ROADWAY PLAN

CONSIDERATIONS FOR EXPEDITED IMPLEMENTATION

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WELCOME + INTRODUCTIONS

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NCTCOG STAFF

Michael Morris, P.E. – Director of Transportation

Dan Lamers, P.E. – Senior Program Manager

Jeff Neal – Program Manager

Chris Reed – Senior Transportation Planner

UPDATED

ROADWAY ACTION PLAN FOR COLLIN COUNTY

UPDATED

Corridor 1 (Near Term): US 75

- Widening in Allen
- Ridgeview Drive Interchange
- PGBT Interchange Ramp Improvement
- Technology Lane

Corridor 2 (Near Term): Collin County Outer Loop

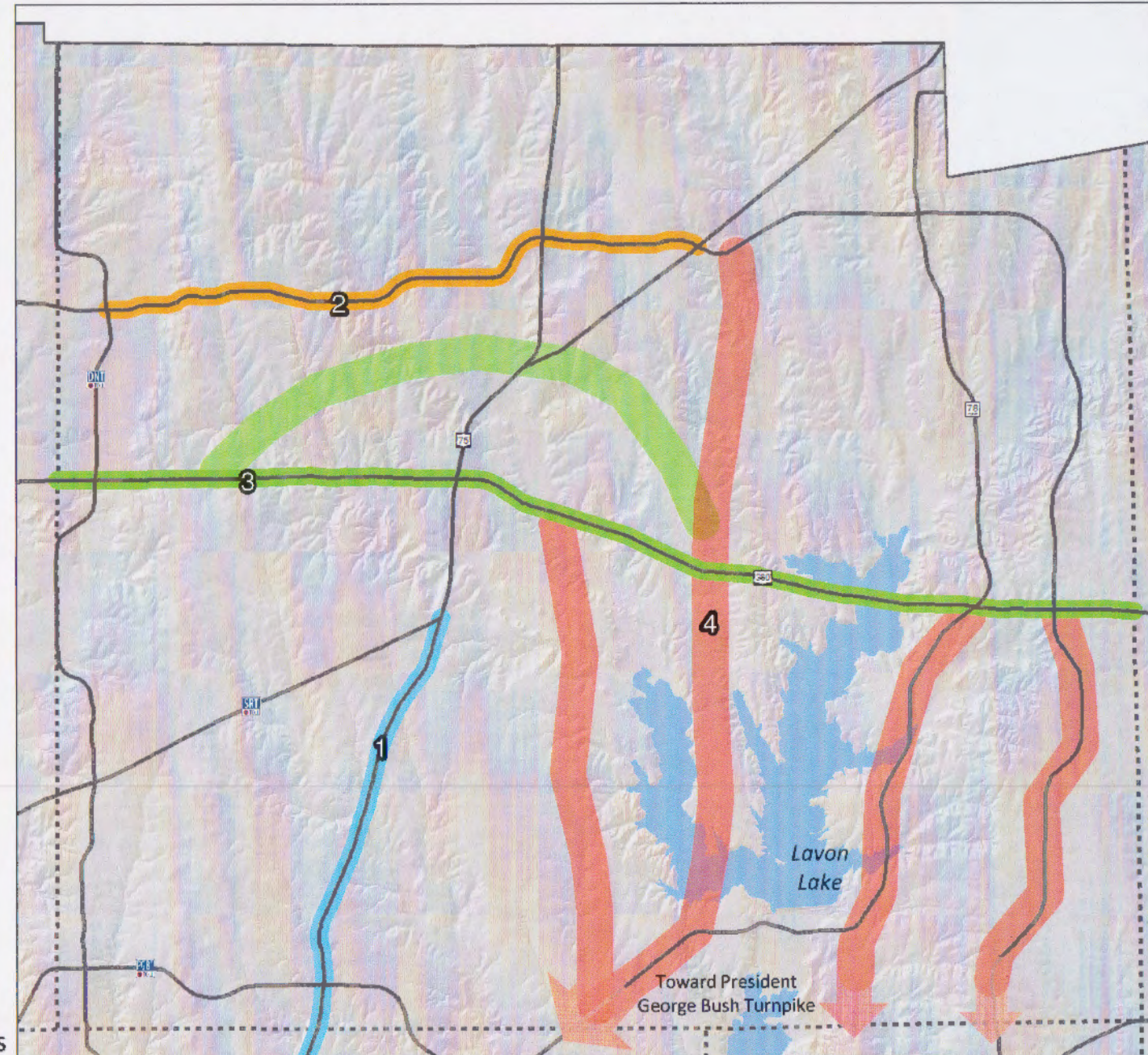
- Staged construction of frontage roads

Corridor 3 (Near Term): US 380

- Countywide Study
- McKinney Bypass

Corridor 4 (Longer Term): Collin County Strategic Transportation Initiative

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



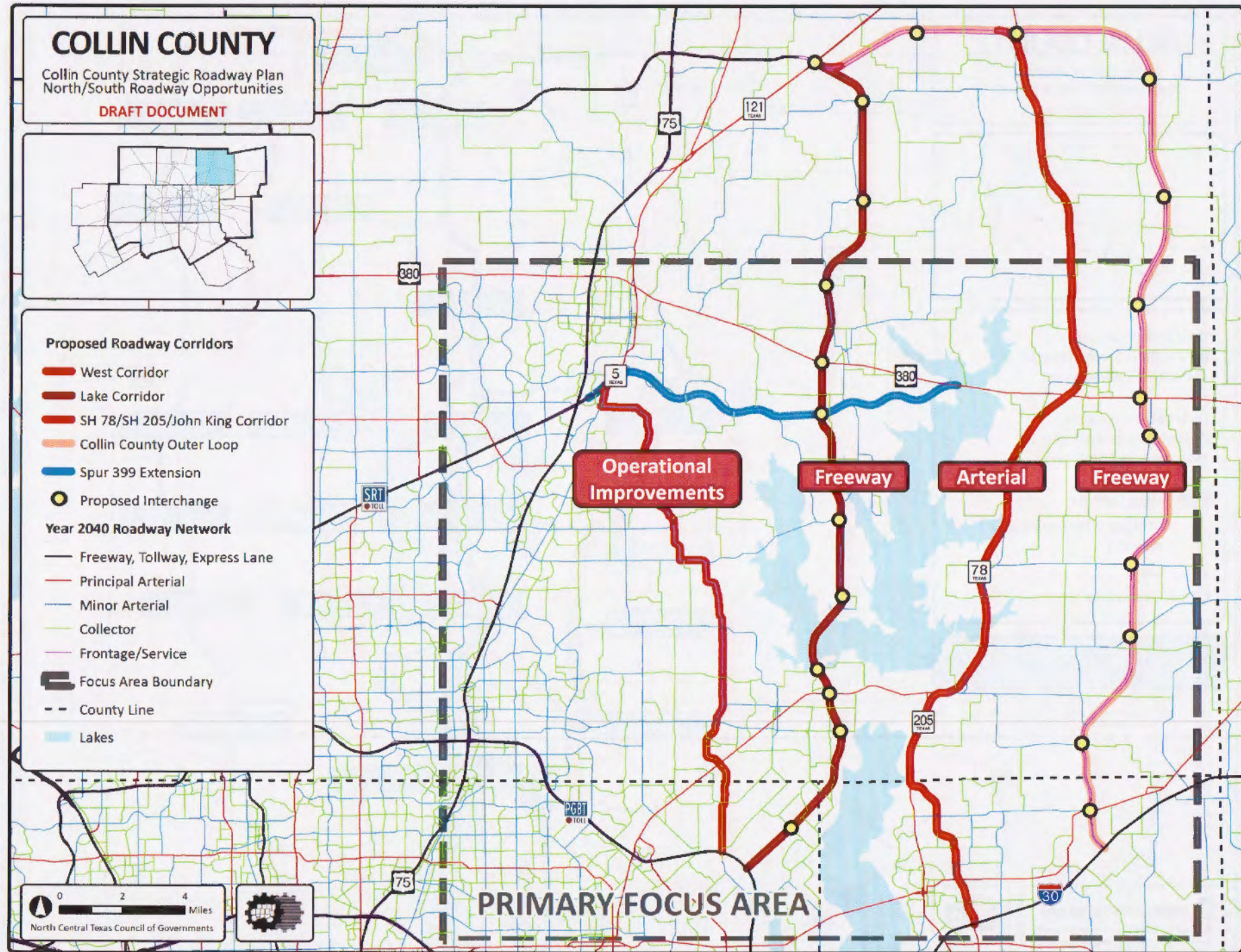
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SUMMARY OF NORTH/SOUTH SCENARIOS

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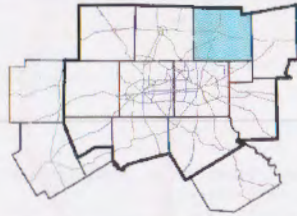


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COLLIN COUNTY

Collin County System 2
Magnitude of Volume Change

DRAFT DOCUMENT



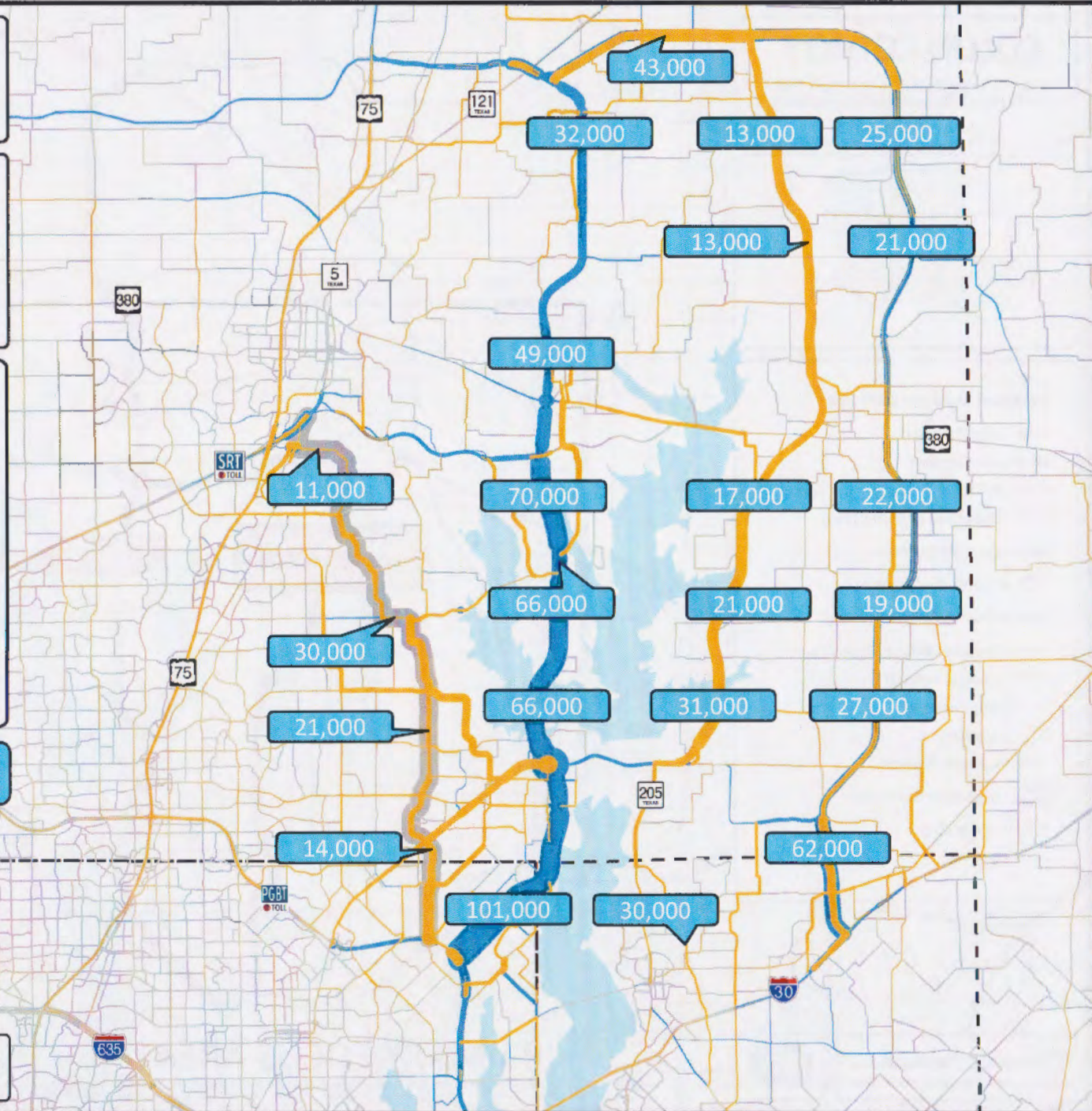
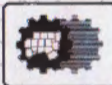
Daily Volume Decrease
(Linewidth is proportional to
decrease in daily volume)

Daily Volume Increase
(Linewidth is proportional to
increase in daily volume)

- West Corridor
- Mobility 2040 Roadway
Network
- Lakes
- County Line

Projected daily volumes in 2040
listed in blue callout boxes.

0 2 4 Miles
North Central Texas Council of Governments



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FREEWAY OPTION PERFORMANCE COMPARISON (NORTH/SOUTH)*

	Outer Loop Corridor (ONLY)	Lake Corridor (ONLY)	North-South System
COLLIN COUNTY			
Vehicle Miles of Travel (VMT)	1%	0%	0%
Vehicle Hours of Travel (VHT)	-2%	-6%	-6%
Average Speed	3%	6%	7%
Traffic Control Delay (Hours)	-1%	-4%	-4%
Congestion Delay (Hours)	-5%	-14%	-16%
ROCKWALL COUNTY			
Vehicle Miles of Travel (VMT)	0%	1%	3%
Vehicle Hours of Travel (VHT)	-3%	-6%	-6%
Average Speed	3%	7%	9%
Traffic Control Delay (Hours)	-6%	-5%	-9%
Congestion Delay (Hours)	-7%	-18%	-19%

	Outer Loop Corridor (ONLY)	Lake Corridor (ONLY)	North-South System
DALLAS COUNTY			
Vehicle Miles of Travel (VMT)	0%	0%	0%
Vehicle Hours of Travel (VHT)	0%	0%	0%
Average Speed	0%	1%	1%
Traffic Control Delay (Hours)	0%	-1%	-1%
Congestion Delay (Hours)	-1%	-1%	-1%
12-COUNTY REGION			
Vehicle Miles of Travel (VMT)	0%	0%	0%
Vehicle Hours of Travel (VHT)	0%	-1%	-1%
Average Speed	0%	1%	1%
Traffic Control Delay (Hours)	0%	-1%	-1%
Congestion Delay (Hours)	-1%	-3%	-3%

*compared to CCSRP baseline

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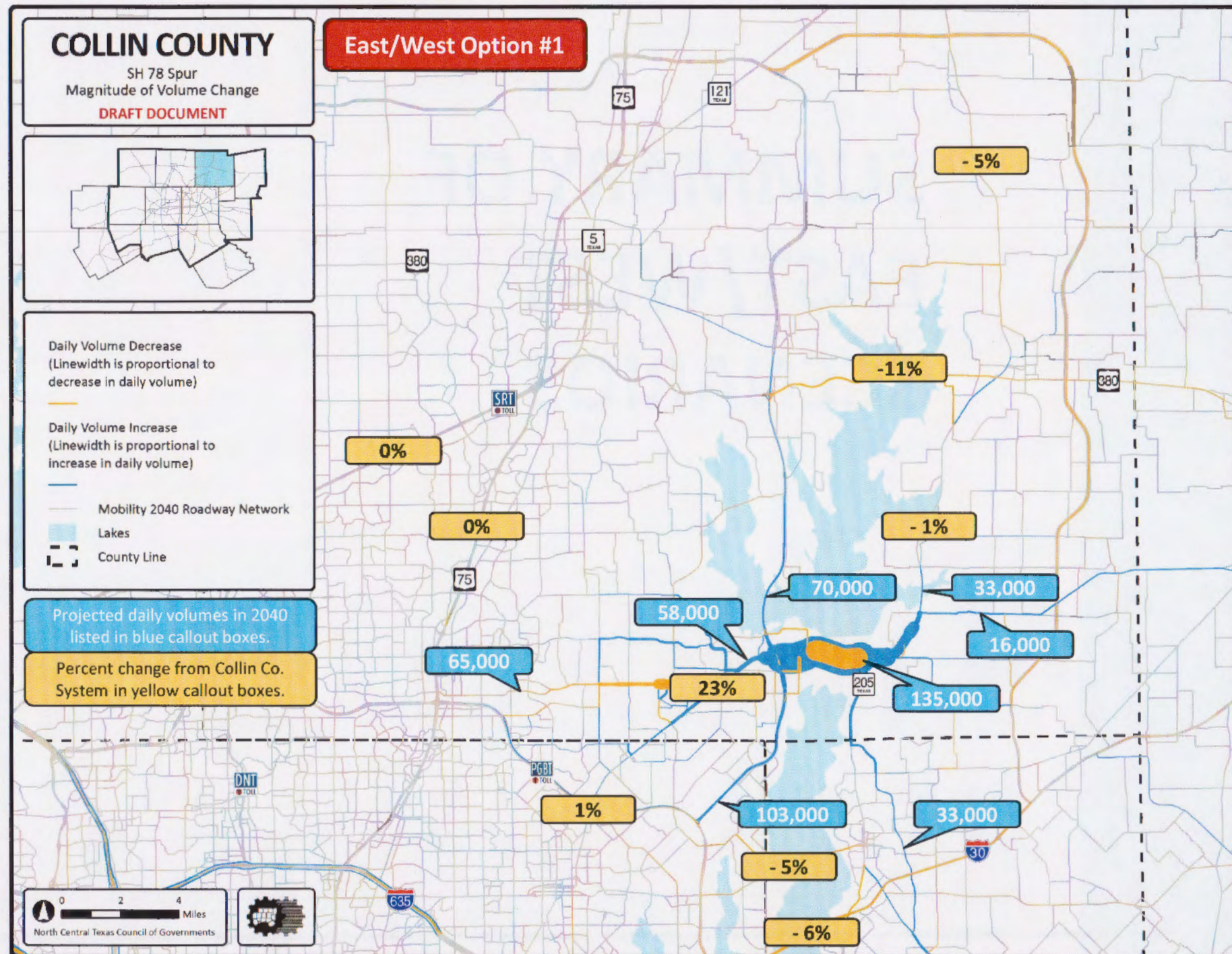
SUMMARY OF FINDINGS (UPDATED FROM JUNE 1ST MEETING)

1. US 75 must be solved independently.
2. Computer simulation supports theoretical spacing of facilities.
3. Spur 399 Extension should get significant consideration. Focus on expediting engineering services for TxDOT.
4. West Corridor to be advanced through operational improvements and targeted capacity enhancement per local thoroughfare plans.
5. Lake Corridor alignment should be considered as a staged freeway (with parkway design). Evaluate reversible facility.
6. SH 78/SH 205/John King should continue to be advanced as a thoroughfare (US 380 to IH 30) and proceed through environmental process.
7. Collin County Outer Loop should continue to advance as a staged freeway.
8. N/S corridor roadway system should be (west to east starting at US 75): **freeway/operational improvements/freeway/thoroughfare/freeway.**

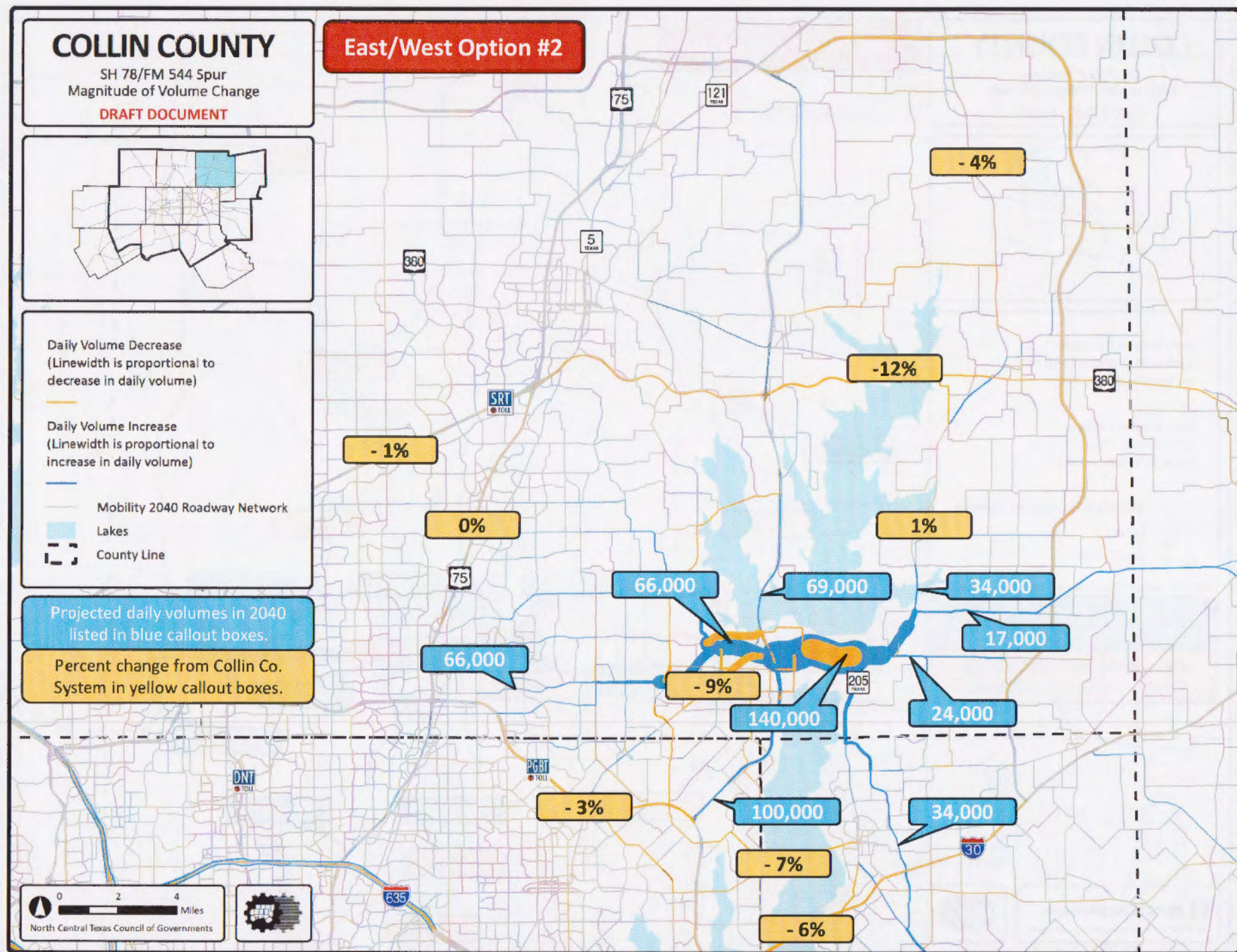
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SUMMARY OF EAST/WEST SCENARIOS



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COLLIN COUNTY

East/West Freeway
Magnitude of Volume Change
DRAFT DOCUMENT



Daily Volume Decrease
(Linewidth is proportional to decrease in daily volume)

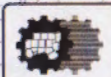
Daily Volume Increase
(Linewidth is proportional to increase in daily volume)

Mobility 2040 Roadway Network
Lakes
County Line

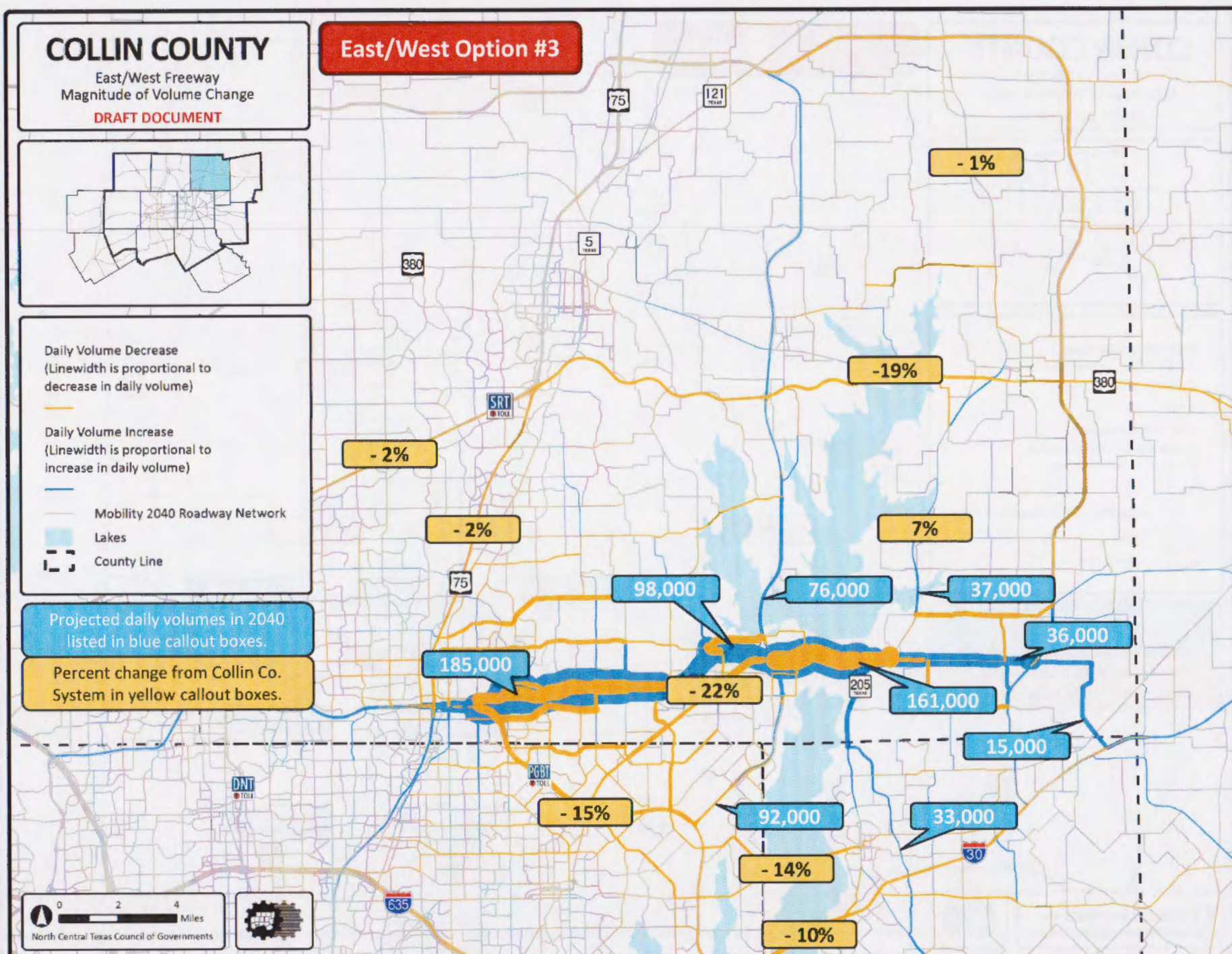
Projected daily volumes in 2040
listed in blue callout boxes.

Percent change from Collin Co.
System in yellow callout boxes.

0 2 4 Miles
North Central Texas Council of Governments



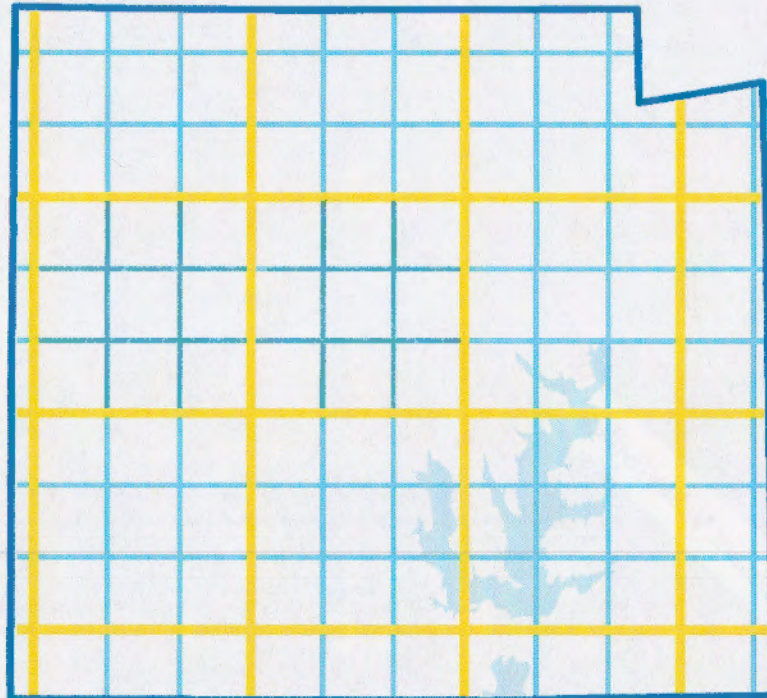
East/West Option #3



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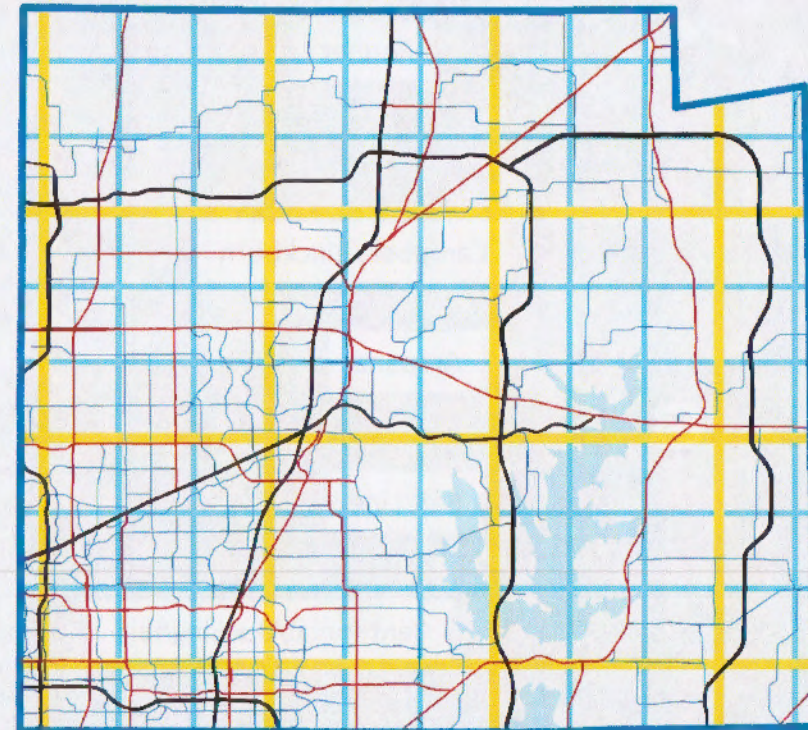
FACILITY SPACING IN COLLIN COUNTY

Theoretical Facility Spacing
(Freeways \approx 10 mi.,
Principal Arterials \approx 2-5 mi.)



Freeway Principal Arterial

Theoretical Facility Spacing
overlaid on Year 2040
Collin County System Roadway Network



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**CCSRP:
Addressing
Network Gaps**

US 75 – SH 205

Lack of East – West
Thoroughfare
Continuity



Renner Road Extension

Murphy Road to
McCreary Road

(Impacts to Local
Streets & Residential
Properties)



Renner Road Extension

Hensley Lane/
Alanis Drive
Connection

(w/ SH 78 Grade
Separation & Access
via Sanden Boulevard)



**CCSRP:
"E – W Max
Thoroughfare"
Alternative
Concept**

**Option #4A:
Renner/John King
Bridge**

4/6-Lane
Thoroughfare
Recommendations
(Murphy/Rowlett/
Sachse/Wylie Area)



**Options #4A/#4B – Other Major Thoroughfares
(not pictured on this/next page):**

4 lanes (new) –

1. Chaparral Road (Chose Oaks Drive to SH 5)
2. FM 548 (SH 276 to SH 205)
3. Naaman Forest Road (Campbell Road to North Garland Road)
4. Naaman Forest Road/Naaman School Road (North Garland Road to SH 78)

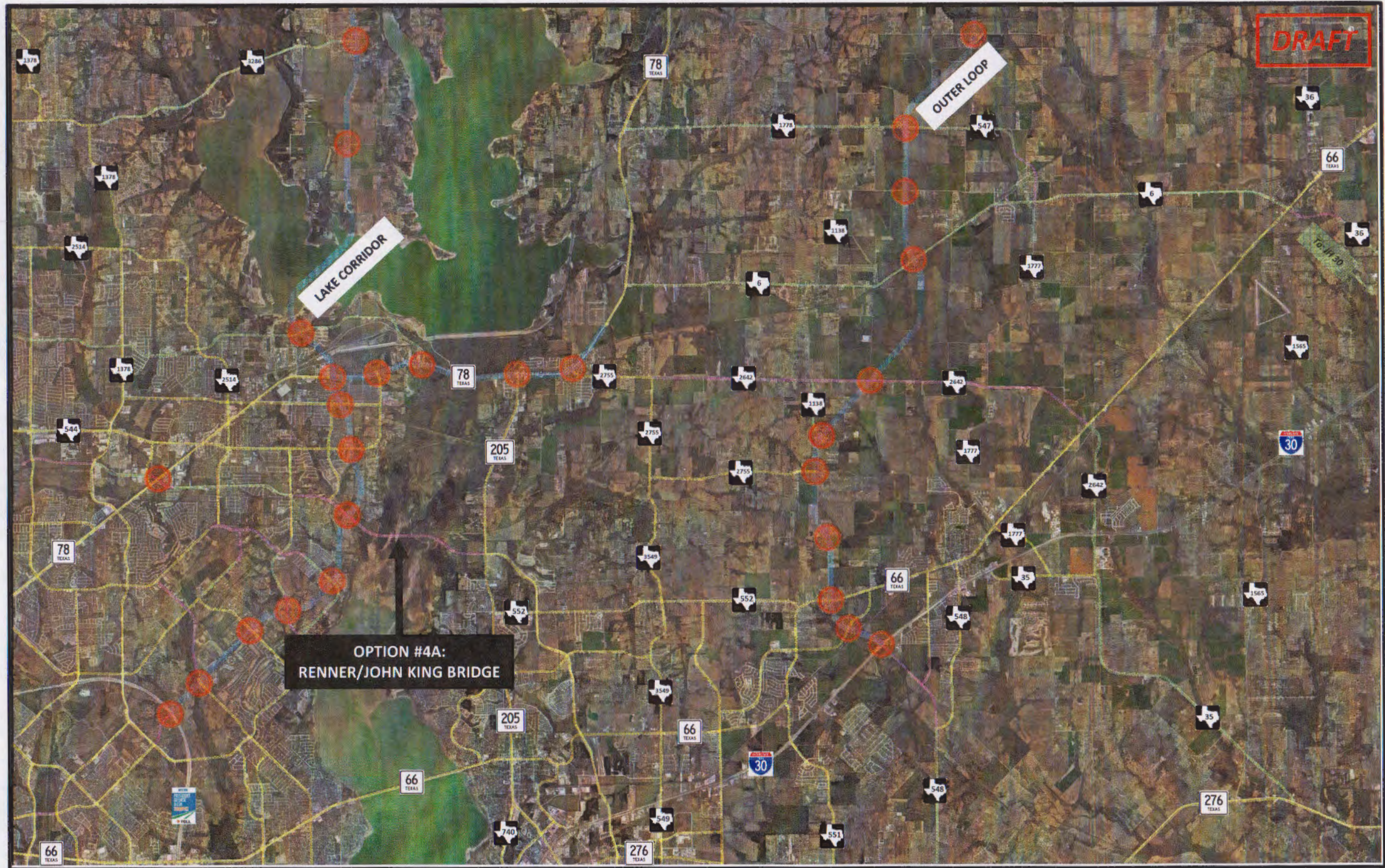
6 lanes –

1. Arapaho Road (Jupiter Road to Belt Line Road)
2. Campbell Road (PGBT to Murphy Road)
3. Park Boulevard/Betsy Lane (Shiloh Road to McCreary Road)

**CCSRP:
"E – W Max
Thoroughfare"
Alternative
Concept**

**Option #4A:
Renner/John King
Bridge**

4/6-Lane
Thoroughfare
Recommendations
(SE Collin/NE Dallas/
SW Hunt/N Rockwall
Counties)

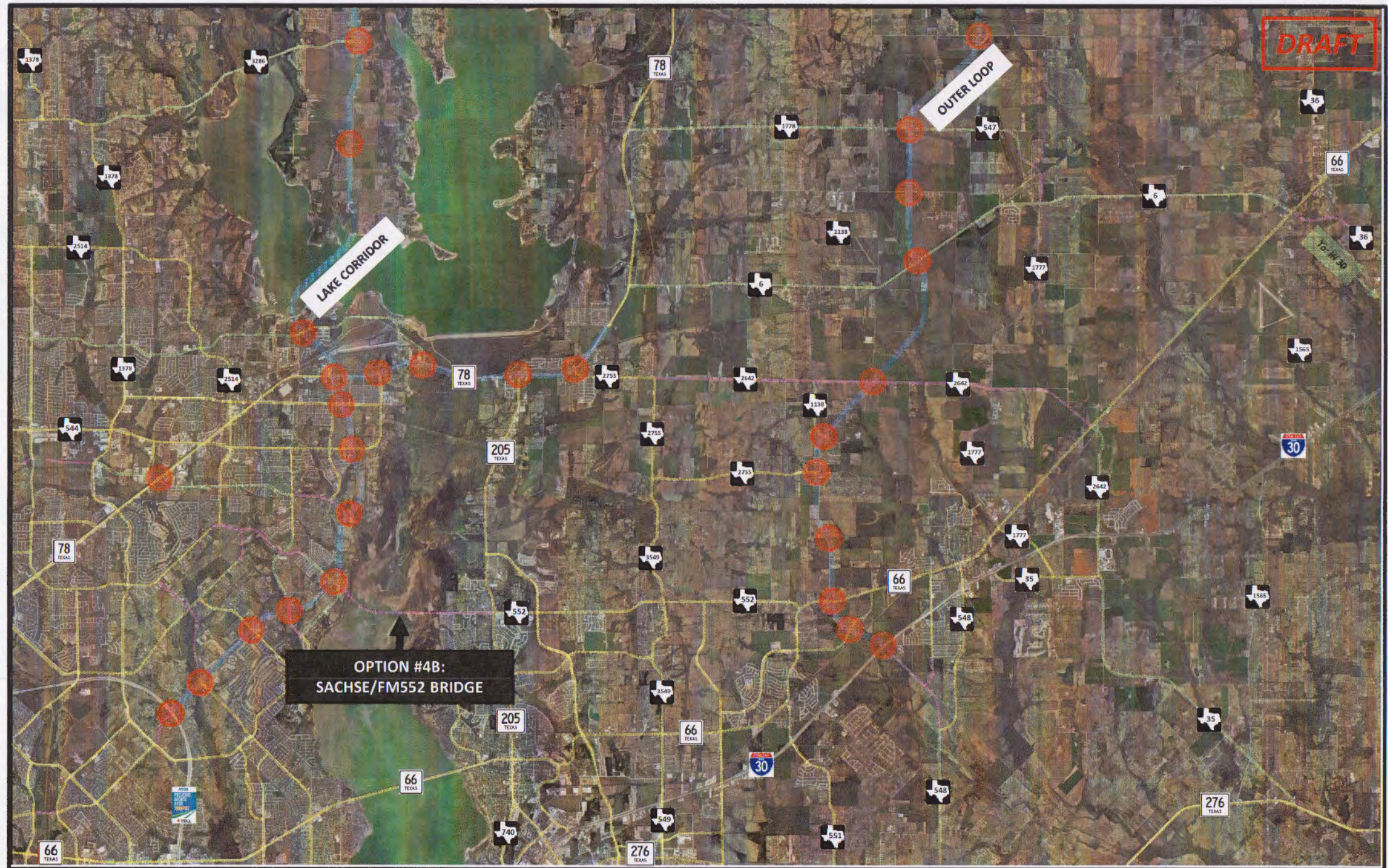
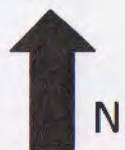


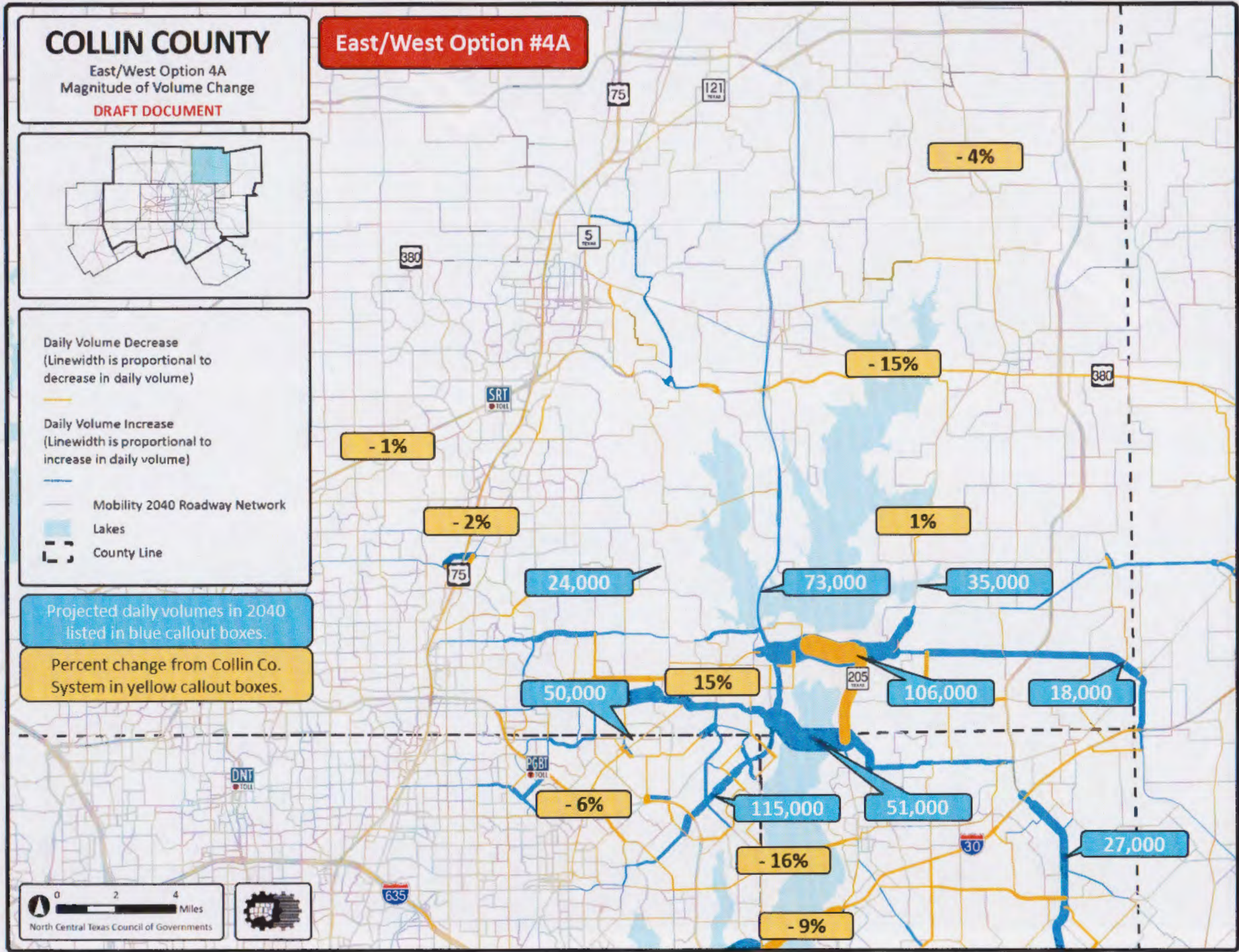
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**CCSRP:
“E – W Max
Thoroughfare”
Alternative
Concept**

**Option #4B:
Sachse/FM 552
Bridge**

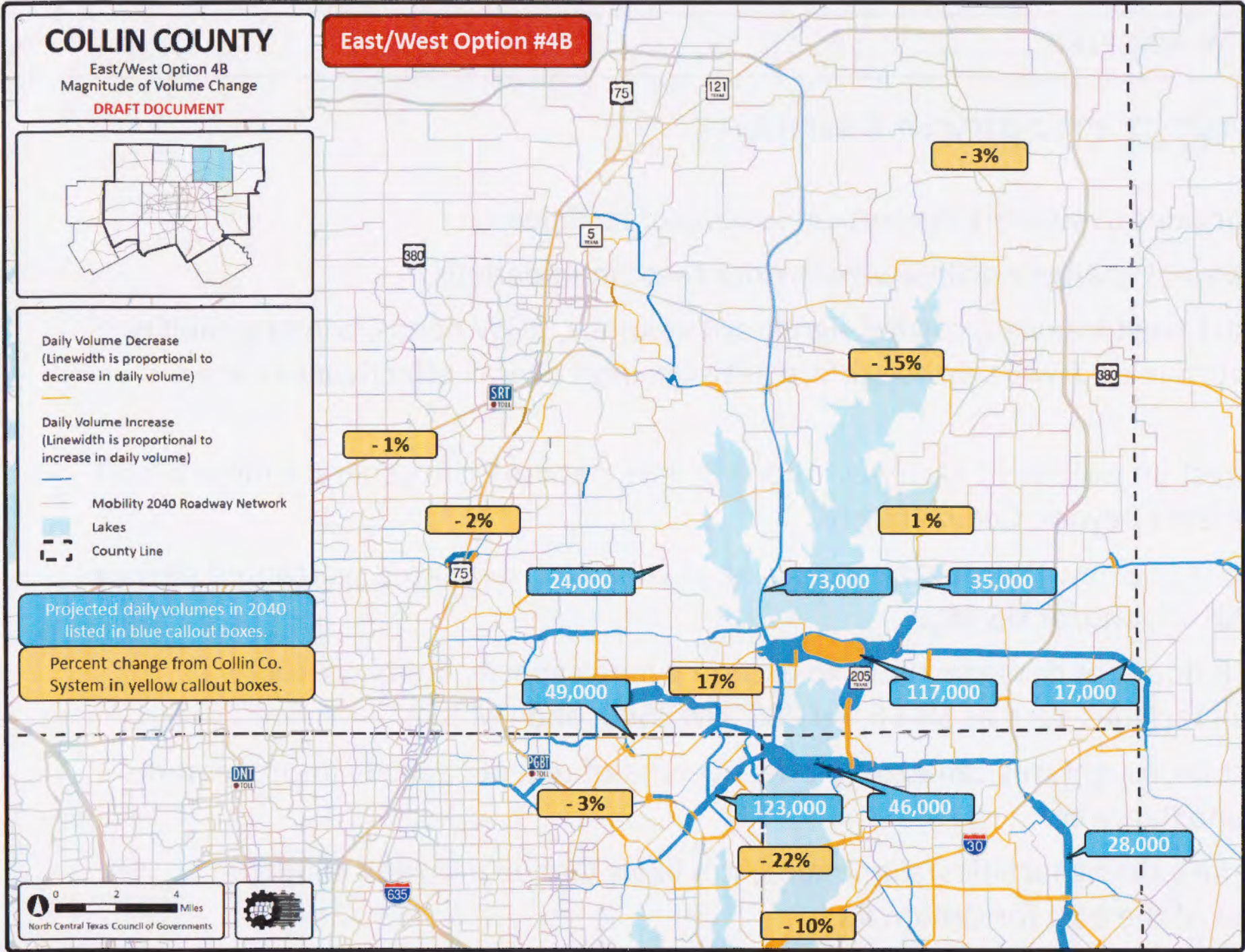
4/6-Lane
Thoroughfare
Recommendations
(SE Collin/NE Dallas/
SW Hunt/N Rockwall
Counties)





Computer Simulation Performance Comparison*	N/S System	N/S System + E/W Option #3	N/S System + E/W Option #4
COUNTY			
VMT =	Vehicle Miles or Travel		
VHT =	Vehicle Hours of Travel		
Avg. Speed =	Average Speed		
Control Delay =	Traffic Control Delay		
Cong. Delay =	Congestion Delay		
COLLIN COUNTY			
VMT	0%	3%	1%
VHT	-6%	-8%	-8%
Avg. Speed	7%	11%	10%
Control Delay	-4%	-7%	-5%
Cong. Delay	-16%	-22%	-23%
DALLAS COUNTY			
VMT	0%	-1%	0%
VHT	0%	-2%	-1%
Avg. Speed	1%	1%	1%
Control Delay	-1%	-2%	-1%
Cong. Delay	-1%	-4%	-4%
ROCKWALL COUNTY			
VMT	3%	0%	-3%
VHT	-6%	-15%	-18%
Avg. Speed	9%	18%	19%
Control Delay	-9%	-13%	-12%
Cong. Delay	-19%	-46%	-51%
HUNT COUNTY			
VMT	-2%	-2%	-2%
VHT	-3%	-3%	-4%
Avg. Speed	1%	2%	2%
Control Delay	-2%	-4%	-1%
Cong. Delay	-8%	-12%	-16%
12-COUNTY REGION			
VMT	0%	0%	0%
VHT	-1%	-2%	-2%
Avg. Speed	1%	2%	2%
Control Delay	-1%	-2%	-1%
Cong. Delay	-3%	-6%	-5%

*compared to CCSRP baseline



Computer Simulation Performance Comparison*	N/S System	N/S System + E/W Option #3	N/S System + E/W Option #4
COUNTY			
COLLIN COUNTY			
VMT =	Vehicle Miles or Travel		
VHT =	Vehicle Hours of Travel		
Avg. Speed =	Average Speed		
Control Delay =	Traffic Control Delay		
Cong. Delay =	Congestion Delay		
VMT	0%	3%	1%
VHT	-6%	-8%	-8%
Avg. Speed	7%	11%	10%
Control Delay	-4%	-7%	-5%
Cong. Delay	-16%	-22%	-23%
DALLAS COUNTY			
VMT	0%	-1%	0%
VHT	0%	-2%	-1%
Avg. Speed	1%	1%	1%
Control Delay	-1%	-2%	-1%
Cong. Delay	-1%	-4%	-4%
ROCKWALL COUNTY			
VMT	3%	0%	-1%
VHT	-6%	-15%	-15%
Avg. Speed	9%	18%	17%
Control Delay	-9%	-13%	-9%
Cong. Delay	-19%	-46%	-46%
HUNT COUNTY			
VMT	-2%	-2%	-2%
VHT	-3%	-3%	-4%
Avg. Speed	1%	2%	2%
Control Delay	-2%	-4%	-1%
Cong. Delay	-8%	-12%	-16%
12-COUNTY REGION			
VMT	0%	0%	0%
VHT	-1%	-2%	-2%
Avg. Speed	1%	2%	2%
Control Delay	-1%	-2%	-1%
Cong. Delay	-3%	-6%	-5%

*compared to CCSRP baseline

SUMMARY OF EAST-WEST CORRIDOR FINDINGS

1. Computer simulation continues to support theoretical spacing of facilities.
2. New east-west facilities do not change north-south corridor recommendations.
3. Though Option #3 (full east-west freeway) carried significant volumes, ROW needs, constructability issues, and lack of a supportive east-west thoroughfare network limit overall effectiveness at a regional level.
4. Travel model results suggest an expanded east-west thoroughfare network can generate more broad regional performance benefits beyond Collin County.
5. New alternatives indicate that a new thoroughfare crossing of Lake Ray Hubbard is warranted despite improvements to IH 30, SH 78, and/or US 380.
6. Proposed Option #4A/#4B does not cause volumes to exceed 4-lane capacity limits on Rockwall County Thoroughfare Plan facilities such as SH 66, SH 205, FM 3549, and FM 552.
7. New/expanded east-west thoroughfares can extend effectiveness of recent capacity improvements on SH 78 and FM 544/Plano Parkway.
8. Through utilization of some existing facilities/alignments, it is likely Option #4A/#4B could be implemented at a fraction of the cost for Option #3.

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INVENTORY OF LOCAL GOVERNMENT POSITIONS TO DATE

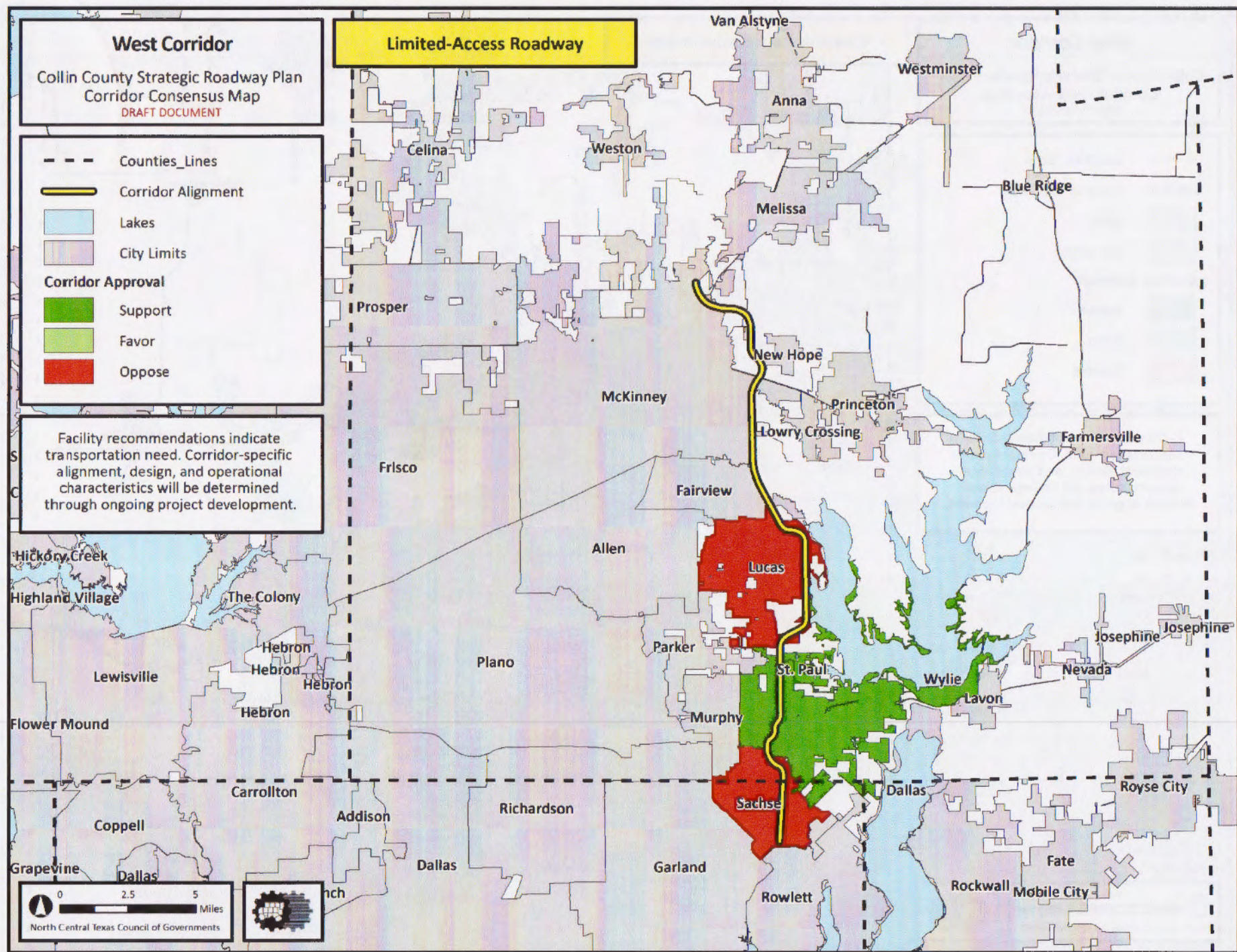
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COLLIN COUNTY STRATEGIC ROADWAY PLAN

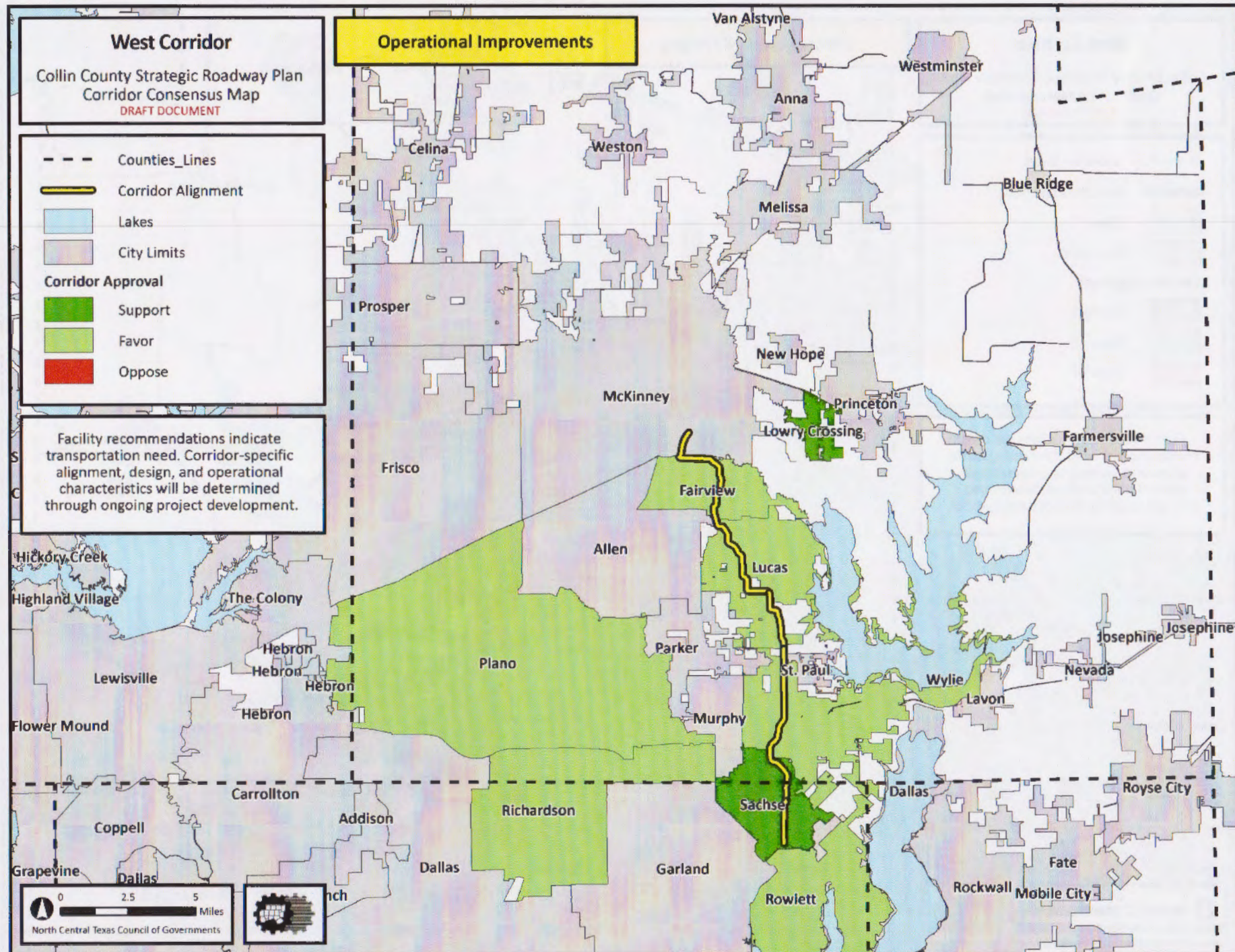
CORRIDOR-SPECIFIC LOCAL GOVERNMENT FEEDBACK

North/South Corridors

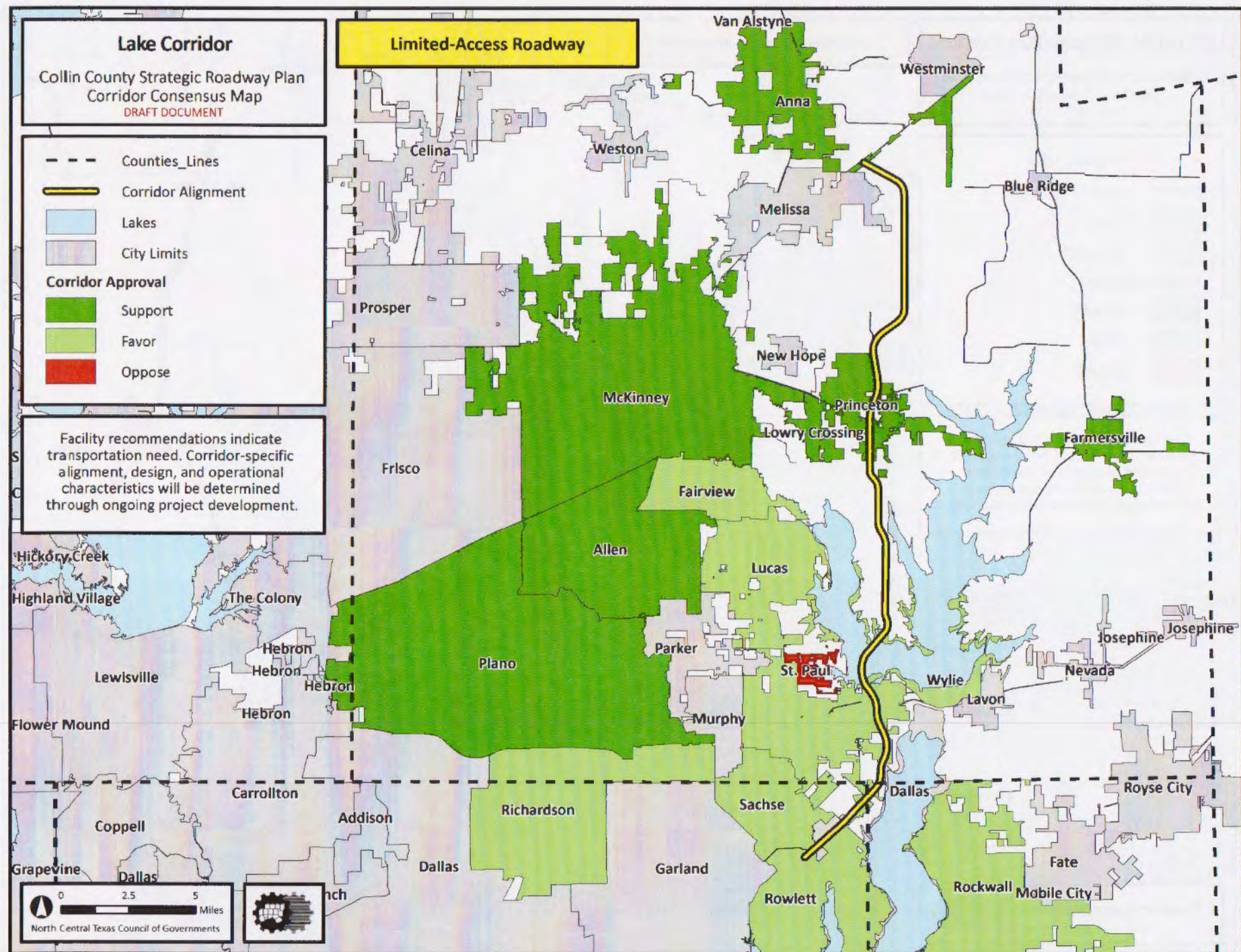
City/County	West Corridor				Lake Corridor		SH 78/SH 205/John King Corridor				Outer Loop Corridor	
	Limited-Access Roadway	Date	Operational Improvements	Date	Limited-Access Roadway	Date	Limited-Access Roadway	Date	Major Arterial	Date	Limited-Access Roadway	Date
NCTCOG	Oppose	6/1/17	Support	6/1/17	Support	6/1/17	Oppose	6/1/17	Support	6/1/17	Support	6/1/17
Collin County	Support	4/20/16	Favor	6/1/17	Favor	6/1/17	Support	4/20/16	Favor	6/1/17	Support	4/20/16
Rockwall County					Favor	9/12/17			Favor	9/12/17	Favor	9/12/17
Anna					Support	4/3/17						
Allen					Support	6/13/17					Support	6/13/17
Fairview			Favor	8/14/17	Favor	8/14/17			Favor	8/14/17	Favor	8/14/17
Farmersville					Support	5/23/17	Oppose	5/10/16	Support	5/10/16	Support	5/23/17
Frisco												
Lavon												
Lowry Crossing			Support	7/25/17	Support	7/25/17						
Lucas	Oppose	3/17/16	Favor	8/14/17	Favor	8/14/17			Favor	8/14/17	Favor	8/14/17
McKinney					Support	5/16/17					Support	5/16/17
Melissa												
Nevada												
Plano			Favor	8/18/17	Support	7/24/17			Support	4/15/16	Support	7/24/17
Princeton					Support	5/22/17					Support	5/22/17
Prosper											Support	4/25/16
Richardson			Favor	8/18/17	Favor	8/18/17			Favor	8/18/17	Favor	8/18/17
Rockwall					Favor	9/18/17			Favor	9/18/17	Favor	9/18/17
Rowlett			Favor	8/1/17	Favor	8/1/17			Favor	8/1/17	Favor	8/1/17
St. Paul	Support	7/17/17			Oppose	7/17/17						
Sachse	Oppose	4/27/17	Support	4/27/17	Favor	8/11/17						
Wylie	Support	5/10/16	Favor	8/15/17	Favor	8/15/17	Support	5/10/16	Favor	8/15/17	Favor	8/15/17



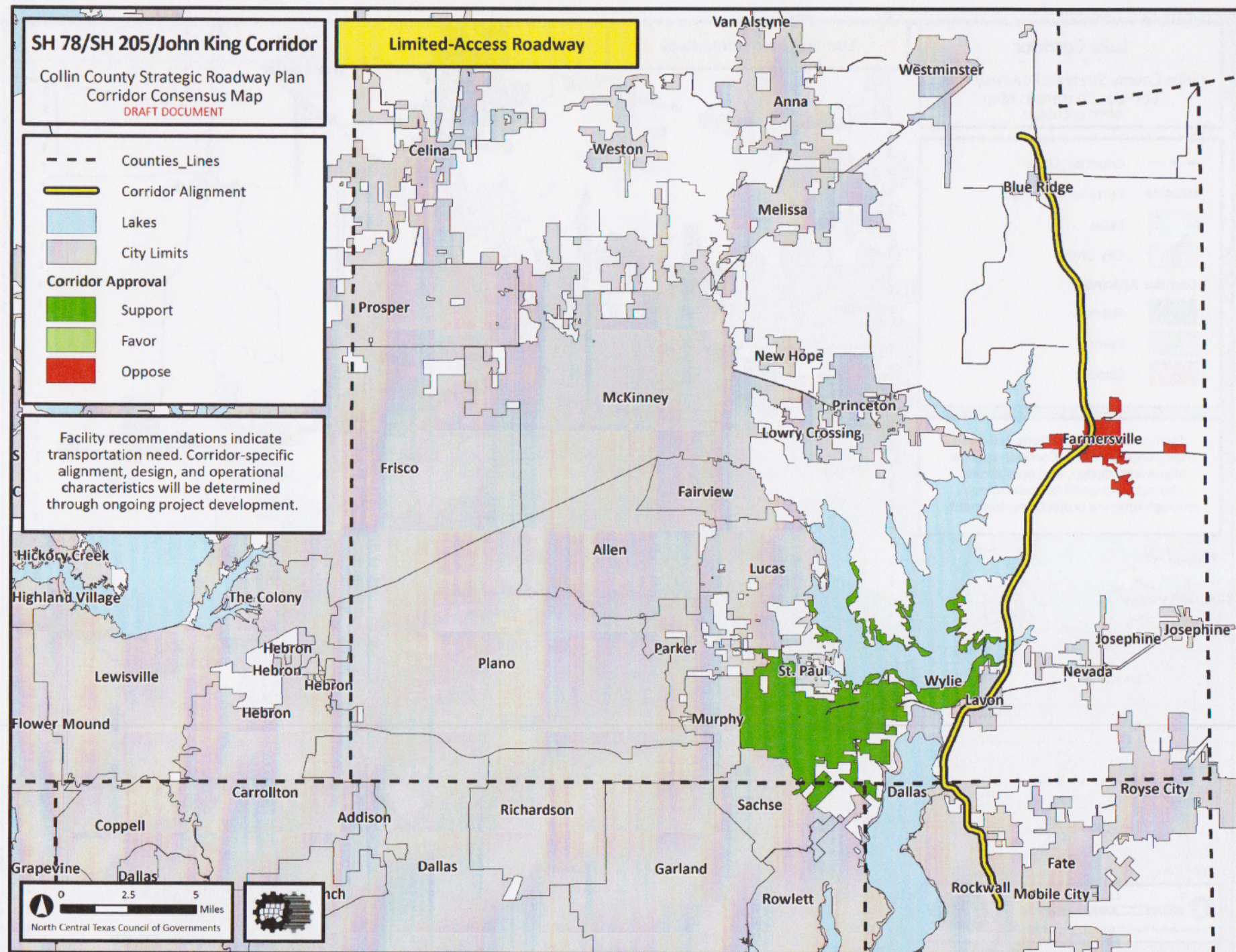
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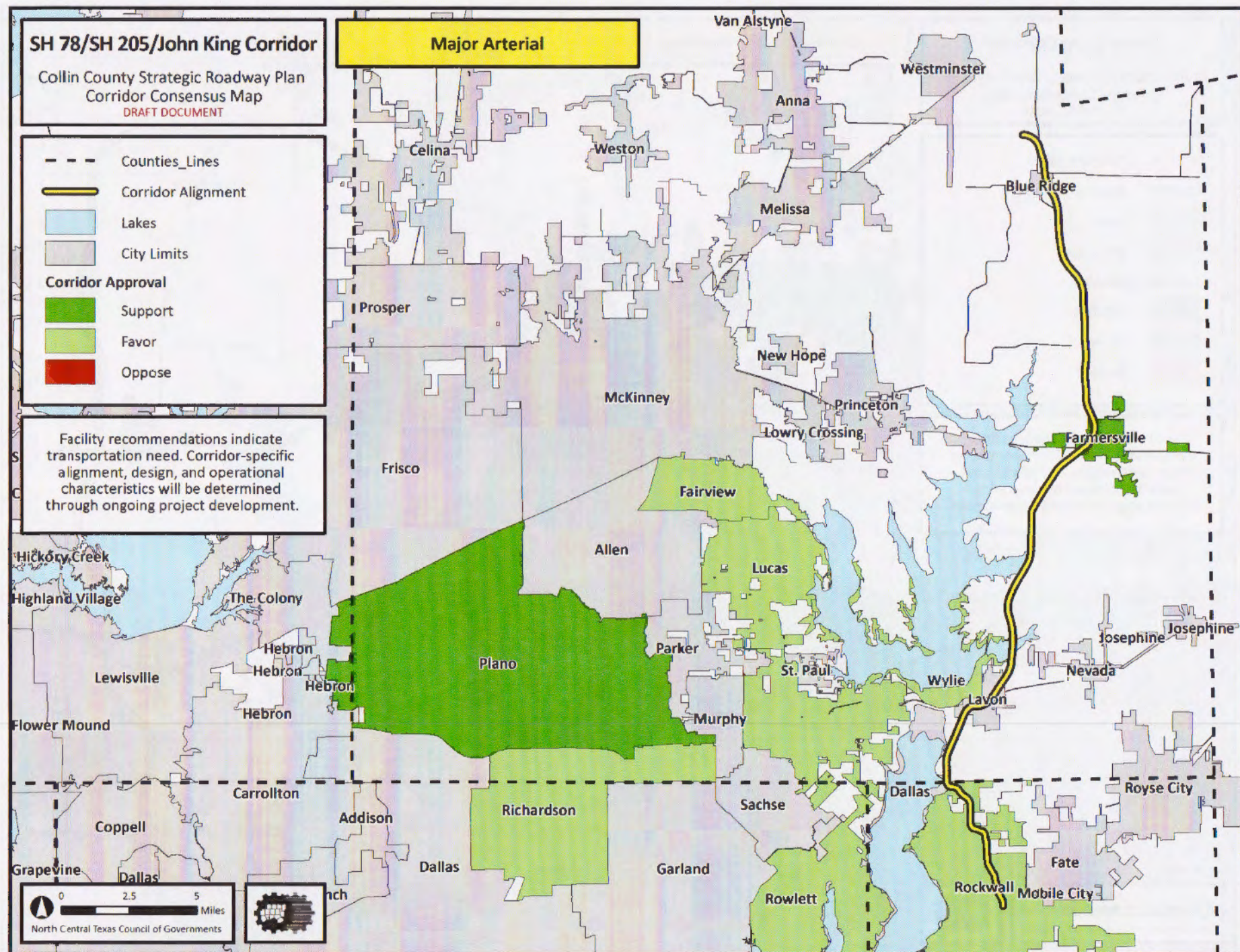
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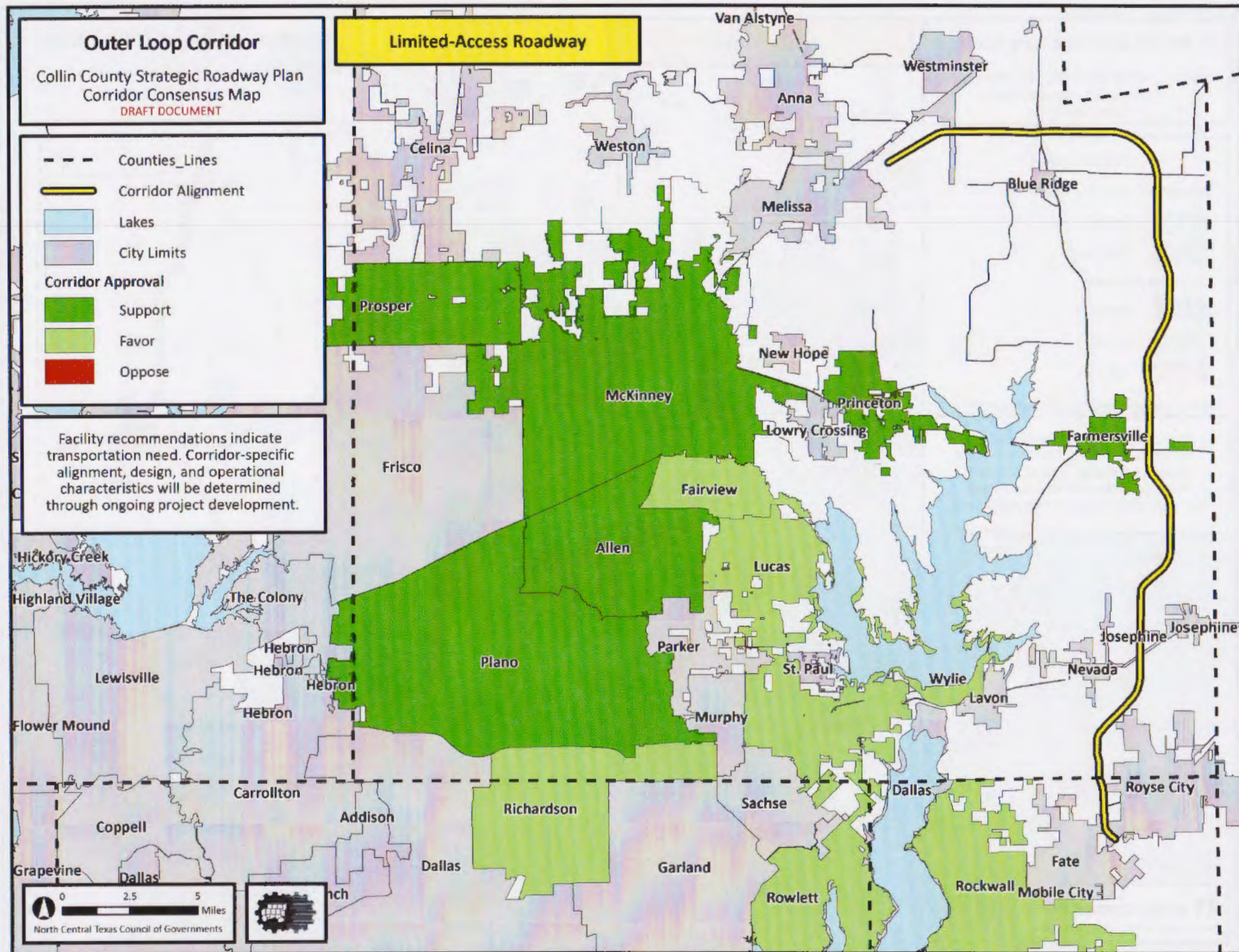
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NEXT STEPS

SUMMARY OF RECOMMENDATIONS FOR MOBILITY 2045:

(ALL RECOMMENDATIONS ARE NON-TOLLED)

1. **Spur 399 Extension Freeway** – US 75/SRT to US 380 east of Princeton (awaiting TxDOT authorization)
2. **West Corridor Operational Improvements** (FM 1378/Woodbridge Pkwy/Merritt Rd)
3. **Lake Corridor Freeway** – SH 121/Outer Loop to PGBT
4. **SH 78/SH 205/John King Blvd:**
 - a. SH 78 – same as Mobility 2040 plus “Spur Freeway” (Lake Corridor to south of FM 6)
 - b. SH 205/John King Blvd – consistency w/ SH 205 Feasibility Study recommendations
5. **Regional Outer Loop** (continued staged development – SH 121 to IH 30)
6. **East-West Thoroughfare Option #4A** (corridor placement awaiting final design results):
 - a. Maximize capacity per local thoroughfare plans (SE Collin/NE Dallas/Rockwall County)
 - b. New/expanded thoroughfare facilities:
 - i. West of SH 205 – Chase Oaks Dr/Chaparral Rd Connector; Sachse Rd Extension to Lake Corridor; Renner Rd/John King Blvd Connector (w/ Lake Ray Hubbard bridge)
 - ii. East of SH 205 – FM 547/FM 1778 corridor; FM 6/FM 36 corridor; FM 2755/FM 2642/FM 35 corridor; Outer Loop/FM 548 Connector

NOTE: Recommendations represent proposed accommodation of needs ONLY; NO proposed project or alignment may proceed to construction WITHOUT completion of a formal environmental study AND public involvement process.

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PUBLIC OUTREACH FOR CCSRP

NCTCOG recommends conducting public meetings with potential partners in several locations this fall for the following purposes:

- Explain the Collin County Strategic Roadway Plan study process and the current context of draft recommendations.
- Determine general consensus and discuss potential outcomes related to integrating recommendations into Mobility 2045 and local thoroughfare plans. Mobility 2045 will have an independent public involvement process.
- Obtain input/feedback in advance of potential environmental studies by TxDOT and/or other partners, particularly with major corridors such as the Lake Corridor and Spur 399.
- Discuss possible construction staging opportunities based on available UTP (10-Year Plan) funds and implications for planned Collin County Bond Program. (maximize additional 10% design and 10% right-of-way funds)

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COMMITMENT TO ENVIRONMENTAL/ENGINEERING/CONSTRUCTION EFFORTS

1. Advance West Corridor operational improvement components into the next Transportation Improvement Program (TIP).
2. Present Lake Corridor recommendations to indicate need to expedite environmental process in order to capture public feedback/sentiment.
3. Continue construction of SH 78/SH 205/John King Blvd. corridor sections and investigate where funding gaps exist.
4. Advance environmental procedures to secure Regional Outer Loop right-of-way.
5. Begin environmental procedures for both SH 78 Freeway Spur (east of Lake Corridor) and thoroughfare crossing of Lake Ray Hubbard.
6. Develop master cost/revenue matrix to leverage RTC funds with Collin County, TxDOT, and local governments that incorporates potential staged construction elements.
7. US 75 Technology Lanes are fully funded and should be implemented as soon as possible.
8. Continue environmental clearance efforts to advance frontage road construction on the Regional Outer Loop in northern Collin County (DNT to SH 121).
9. Continue to support TxDOT recommendations for US 380 corridor improvements.

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