



# Future Mobility in Collin County

Presented by  
Collin County  
Commissioners Court  
Spring, 2016

# Collin County Growth

- **High growth rate sustained over last 40 years**
- **6<sup>th</sup> Largest County in Texas**
- **Population at “build-out” estimated to be well over 2 million**

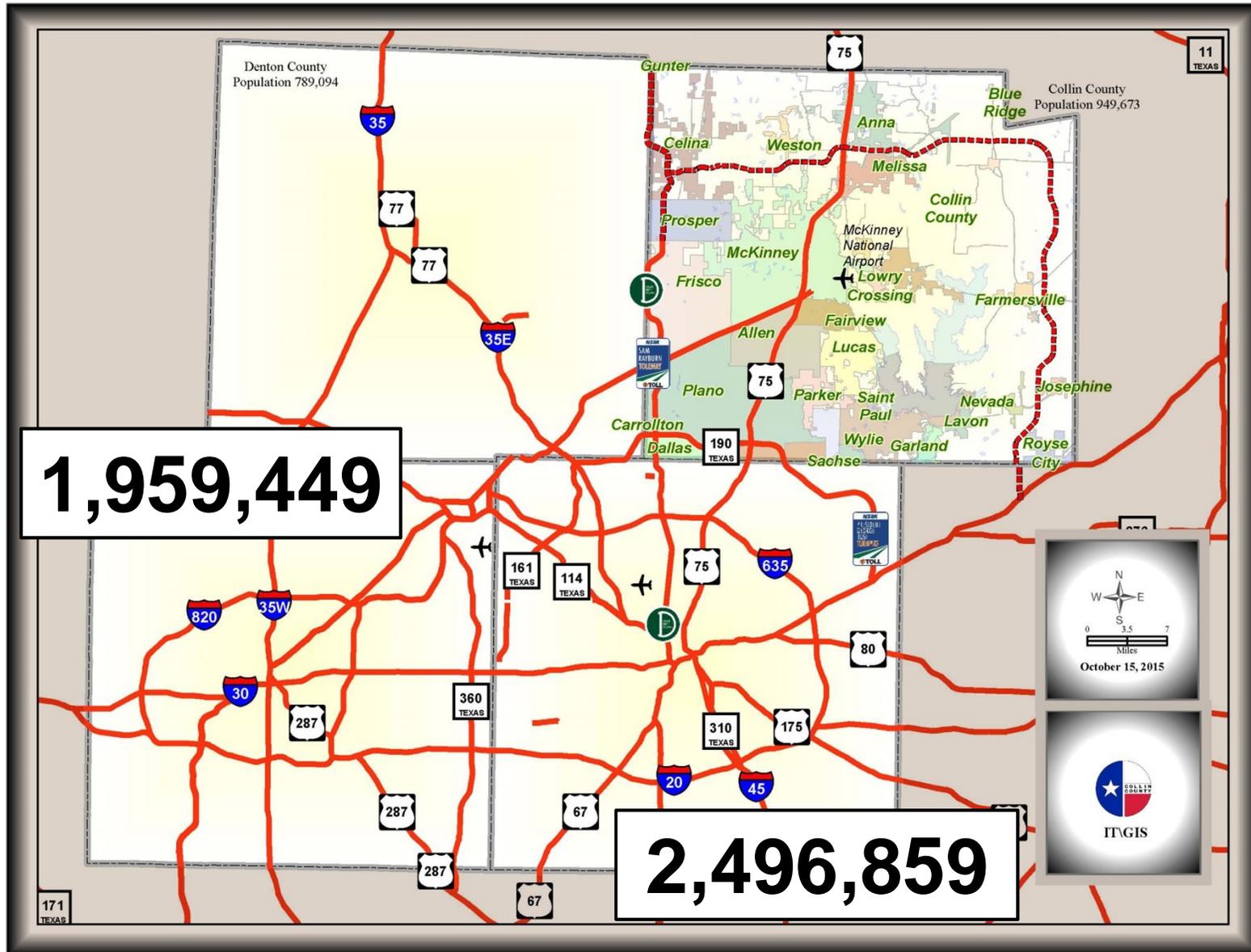
# Question!

**What should the  
transportation system  
in Collin County  
look like for over 2  
million residents?**

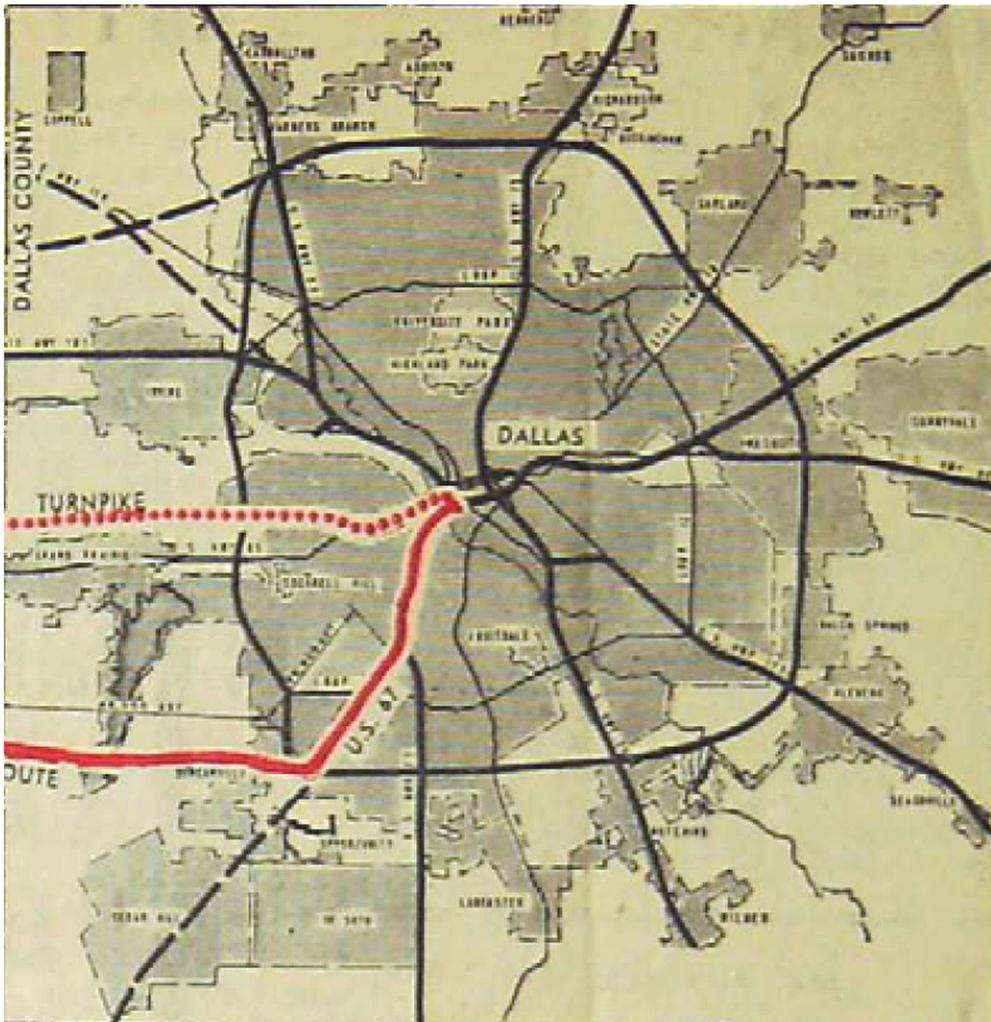
# Examples in Other Counties

**What do the systems  
of “limited access  
roadways” (LARs)  
look like in Dallas and  
Tarrant Counties?**

# LARs Comparison



# LARs Network Planning in Dallas County



*Dallas Morning News*  
July 2, 1957

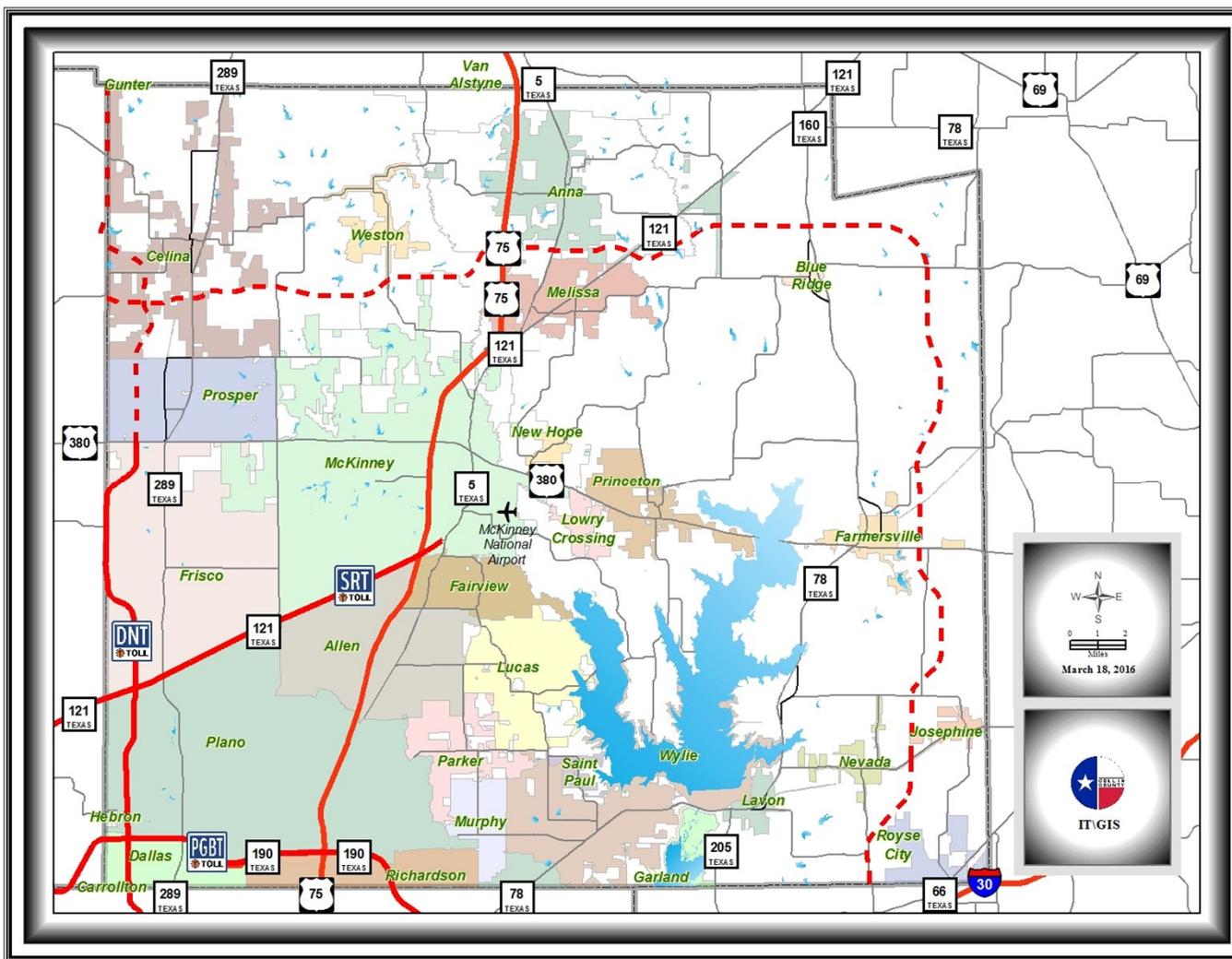
## Dallas Co. Population

**1950: 614,799**

**1957: 850,508 est.**

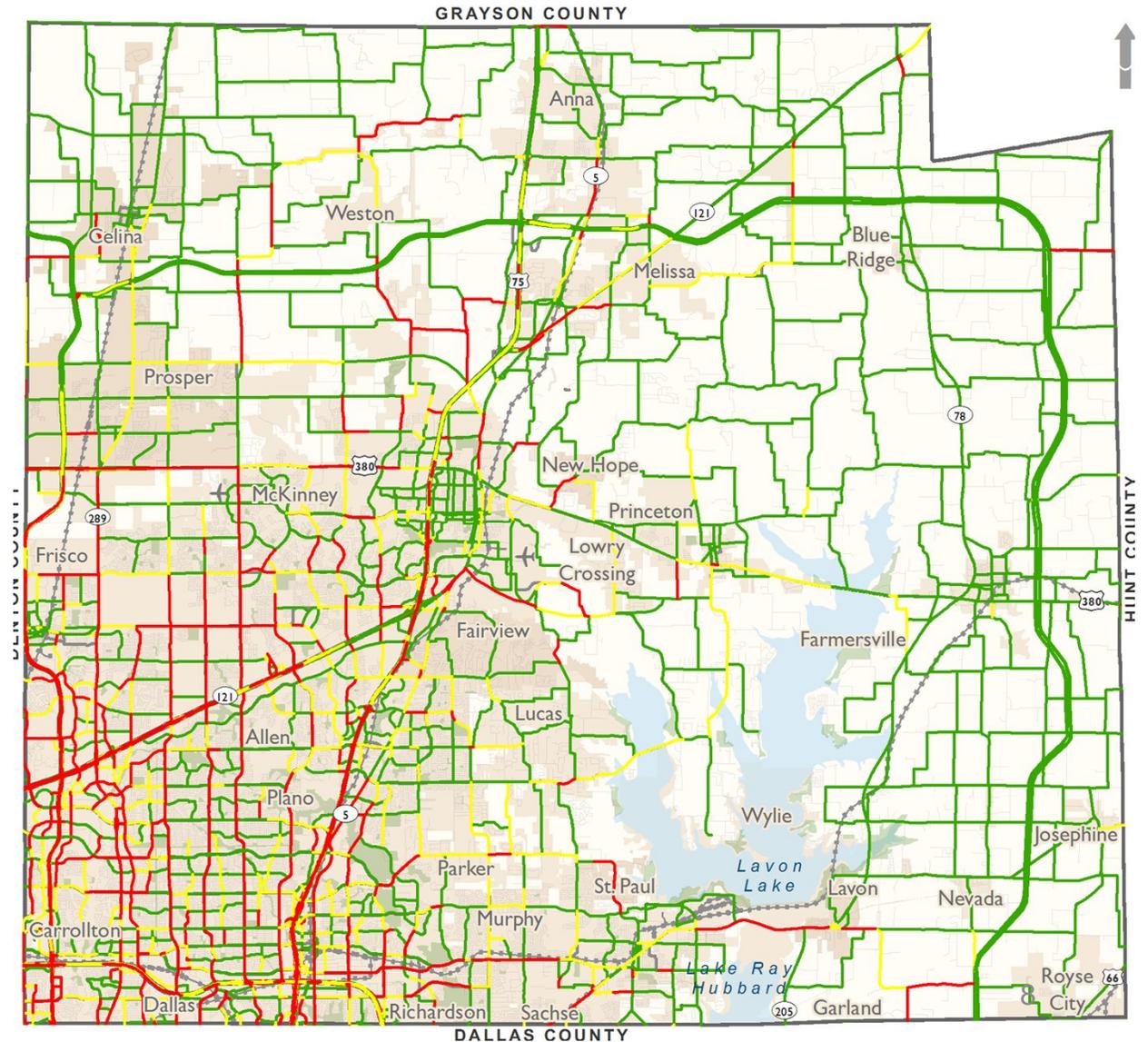
**1960: 951,527**

# Existing & Currently-Planned LARs



# CC Mobility Plan

**2035:  
Heavy  
congestion  
(red lines)**



# CC Mobility Plan

## Examples By 2035:

	<u>Projected</u>	<u>Capacity</u>
<b>US 380</b>	<b>59,000</b>	<b>36,000</b>
<b>SH 78</b>	<b>60,000</b>	<b>36,000</b>

# CC Mobility Plan

**Build-out:  
much  
worse**



SO!

**How do we determine  
what the transportation  
system should be?**

# Strategic Planning

Take strategic steps forward

What are those steps?

# Planning Strategically

- **Resist the urge to plan for tomorrow or even 2035 or 2040. Think “BUILD- OUT” when planning.**
- **Analyze traffic demand at build-out**

# Planning Strategically

- **Partner with TxDOT, cities, transit agencies and NCTCOG to develop build-out plan**
- **It will appear to be an overwhelming task – will require EVERYONE to accomplish it**

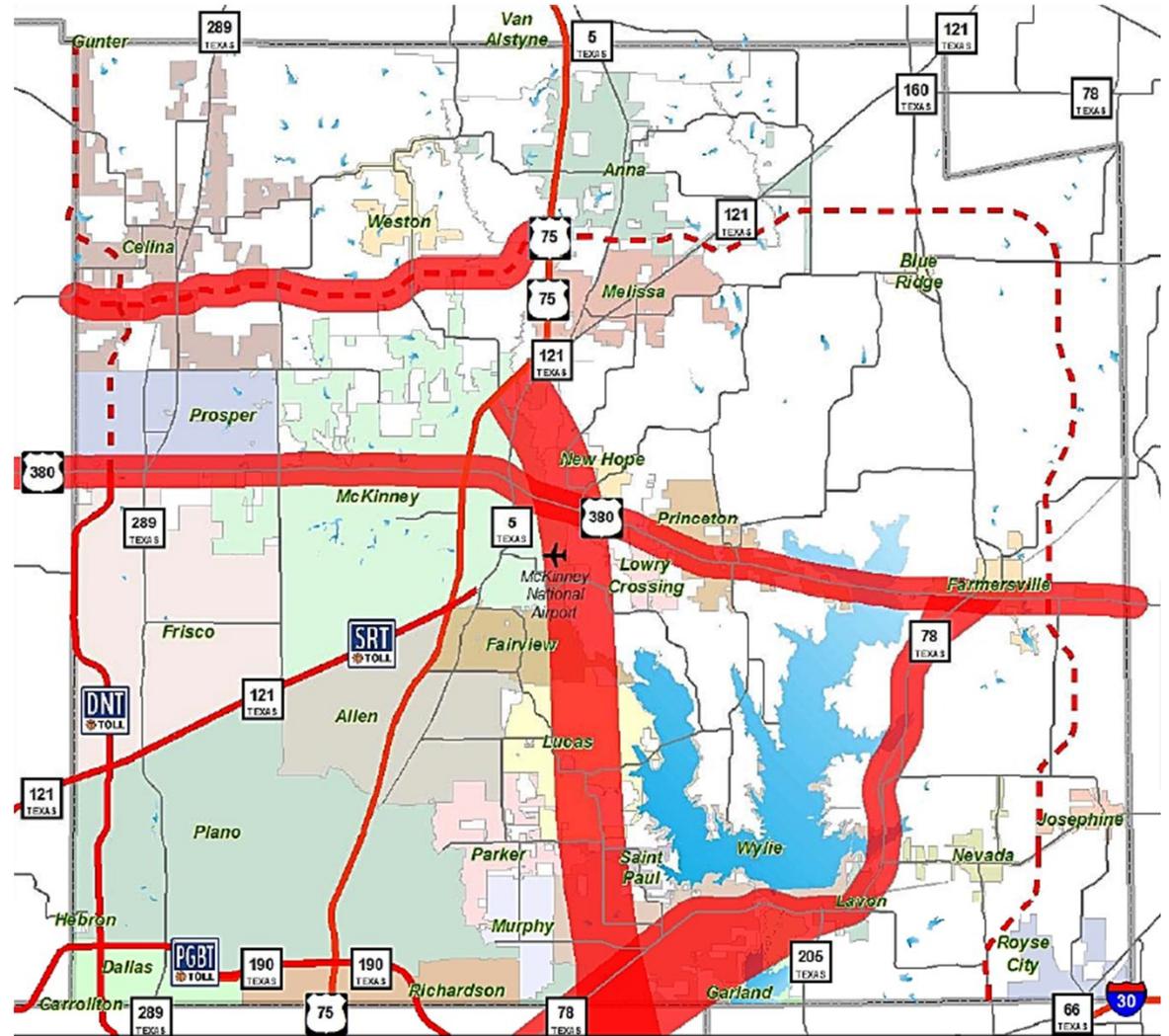
# Planning Strategically

- **Take a lesson from planning in Dallas County before the 1950s**
- **Identify major roadway “backbone” for the mobility system**

# Strategic Planning

## Identify and Prioritize Limited Access Roadways (LARs)

Commissioners Court  
Feb. 1, 2016





# Planning Strategically

**Long-term  
planning &  
working  
together  
can prevent  
THIS**



# Planning Strategically

**And  
provide  
THIS**



# Planning Strategically

**Beyond congestion,  
what impact will each of these  
conditions have on our economy?**



# Economic Impact

**From the dawn of civilization, transportation has been the defining force in economic progress. The earliest settlements were concentrated along the great navigable waterways of the world, and trails and trade routes determined commerce for millennia. Over time, railroads, highways, and, more recently, airports have been added to the infrastructure complex of the world. As at the beginning, modern economies are defined by accessibility and logistics, and superior transportation offerings are a critical factor in the competitiveness and success of a region.**

**-- Dr. M. Ray Perryman, March 21, 2016**

# Economic Impact

**Thoroughfares generally only support “local” retail & commercial**



# Economic Impact

**But limited access  
roadways support larger  
regional commercial  
like THIS**



# Economic Impact

or  
**THIS**



# Economic Impact



**or  
THIS**

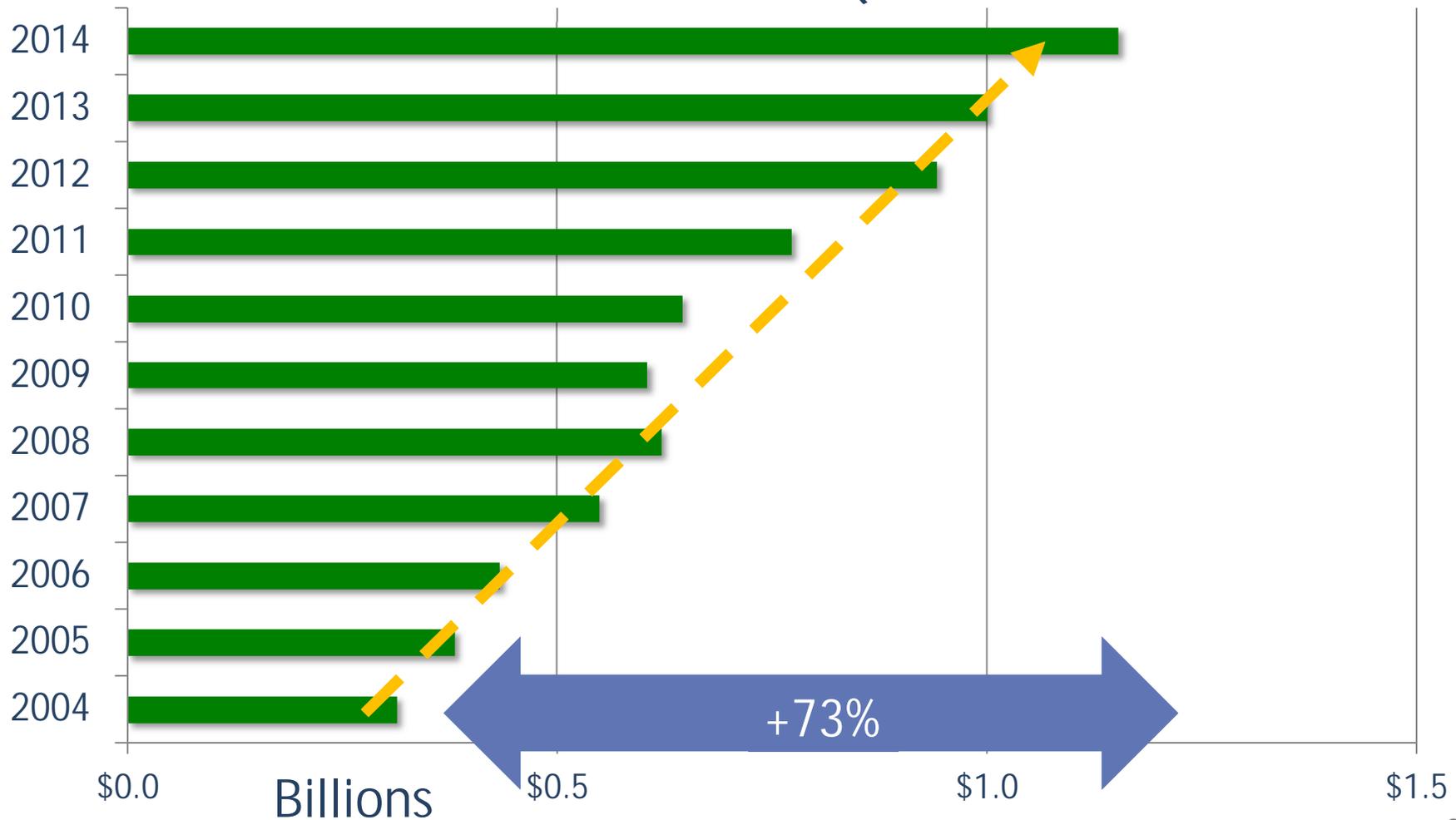
# The Economic Impact

*A very important question must be answered now:*

**Will the “economic engine” that has made Collin County what it is today be maintained – or left to grind to a halt?**

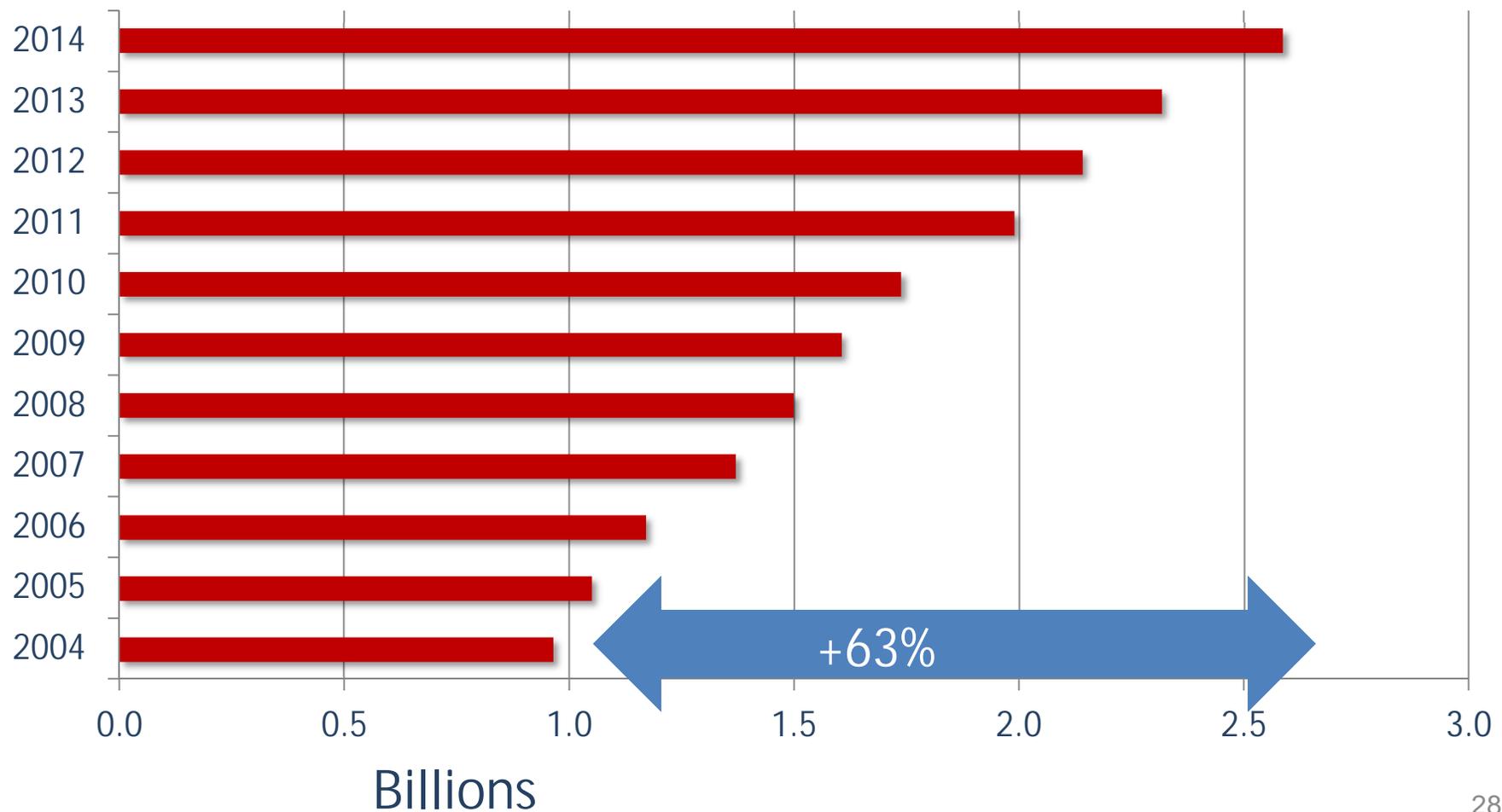
# Economic Engine

## DNT - Taxable Sales (1-Mile Corridor Buffer)



# Economic Engine

## US 75 - Taxable Sales (1-Mile Corridor Buffer)



# Economic Engine

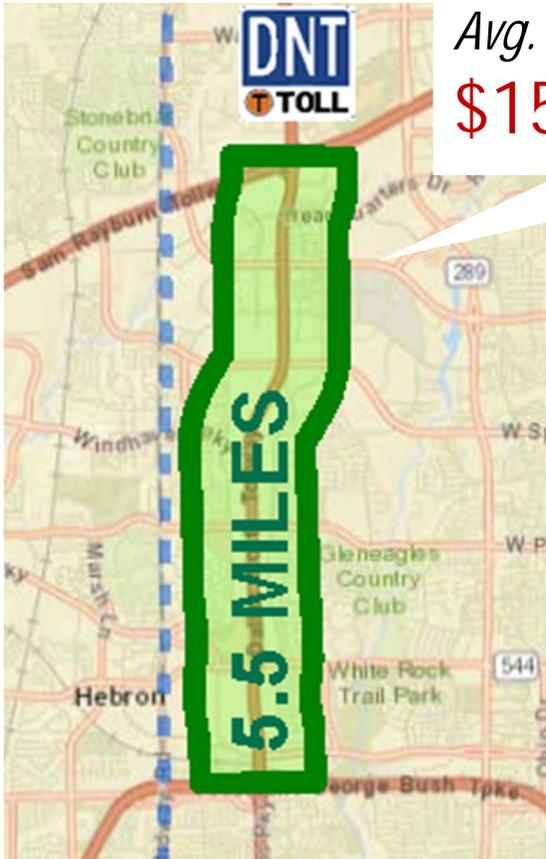
## 5.5 Miles: PGBT-SRT

*2014 Taxable Sales per Mile:*

**\$209.6 Million**

*Avg. Yearly Growth per Mile:*

**\$15.2 Million**



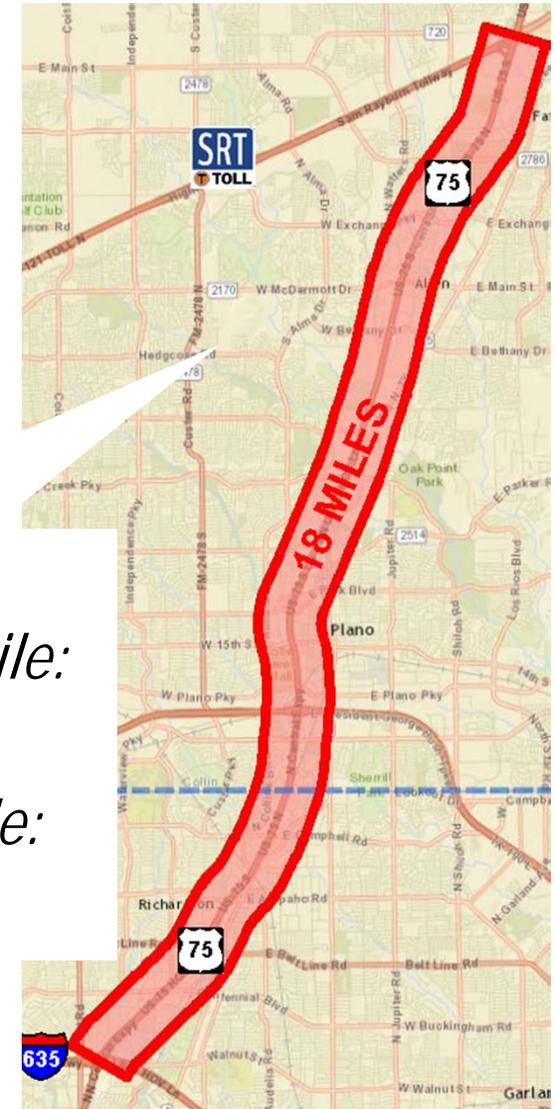
## 18 Miles: I-635-SRT

*2014 Taxable Sales per Mile:*

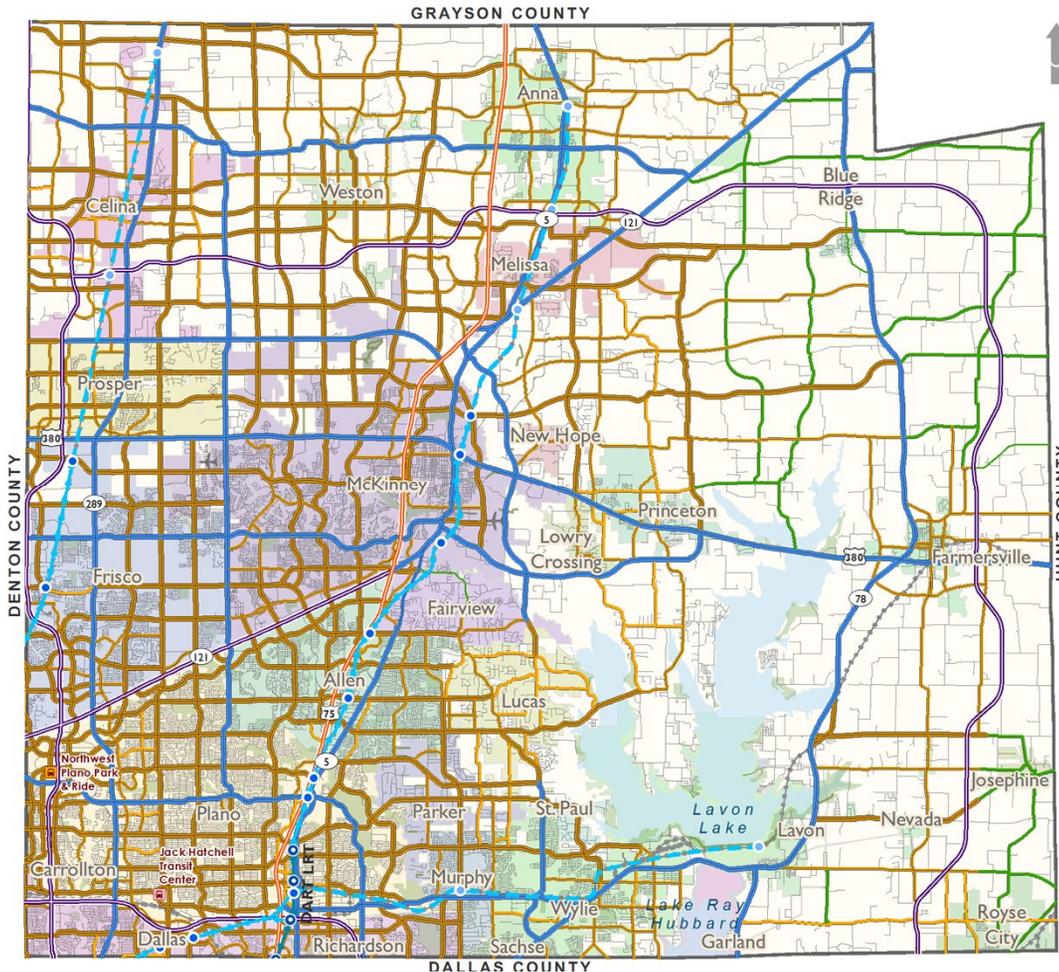
**\$143.6 Million**

*Avg. Yearly Growth per Mile:*

**\$9 Million**



# Estimated Funding Needed for LARs & Principal Arterials (blue) to 2040



Outer Loop Rockwall Co to Denton Co 4 main lanes 4 service road lanes	\$2.4 billion
US 75 Re-build H 635 to SRT	\$3 billion
US 75 Widening OL to Co Line	\$190 million
US 78 as a LAR PGBT to FM 6	\$790 million
US 380 as a LAR US 75 to Preston Rd/SH 289	\$535 million
LAR Parallel to US 75 from Laud Howell/FM 543 to PGBT	\$1.1 billion
DNT Extension and Widening	\$1.6 billion
SRT Widening includes Denton Co	\$110 million
PGBT Widening including Dallas and Denton Co	\$78 million
Collin Co Mobility Plan Principal Arterials	\$1.3 billion
<b>TOTAL 2040 NEEDS</b>	<b>\$11.103 billion</b>

# Estimated Funding Available to 2040

		MPA	Collin**
Maximize Existing System	<b>Infrastructure Maintenance</b> <ul style="list-style-type: none"> <li>Maintain &amp; Operate Existing Facilities</li> <li>Bridge Replacements</li> </ul>	\$37.4	\$4.0
	<b>Management and Operations</b> <ul style="list-style-type: none"> <li>Improve Efficiency &amp; Remove Trips from System</li> <li>Traffic Signals and Bicycle &amp; Pedestrian Improvements</li> </ul>	\$7.2	\$0.9
	<b>Growth, Development, and Land Use Strategies</b> More Efficient Land Use & Transportation Balance	\$3.6	\$0.5
Strategic Infrastructure Investment	<b>Rail and Bus</b> Induce Switch to Transit	\$27.2	\$2.4
	<b>HOV/Managed Lanes</b> Increase Auto Occupancy	\$43.4	\$8.3
	<b>Freeways/Tollways and Arterials</b> Additional Vehicle Capacity		
<b>Mobility 2040 Expenditures</b>		\$118.9*	\$16.1*

**DRAFT**

# Collin County Estimated Gap Through 2040

Needs	\$11.1B
Available	<u>\$ 8.3B</u>
Gap	\$ 2.8B

Over 25 years, per year is \$112M  
For 5 years, that is \$560M

# Next Steps

- **Complete build-out traffic projections**
- **Develop process for cities, TxDOT, transit agencies and NCTCOG to work together on build-out plan**

# Next Steps

- **Cities and County agree where LARS should go in order to maximize larger commercial development as opposed to neighborhood commercial**

# Next Steps

- **Work together to find routes through our fast-growth county now in order to preserve ROW**

# Contacts

**Names**  
**Contacts**