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McKinney Presents State Highway 5 Corridor Study Update

by Chris Beattie | April 4, 2014

McKinney officials this week updated residents on the city's vision for improvements to the State Highway 5 corridor.

City planners and private consultants presented the latest version of the State Highway 5 Corridor Context Sensitive Transportation Study, which is focused on coordinating potential updates to the roadway with surrounding land uses.

The study is looking at alternative road and intersection layouts along about six miles of S.H. 5 from the southern to northern city limits. It is funded through the North Central Texas Council of Government's (NCTCOG) 2010 Sustainable Development Grant program.

"This is purely illustrative – nowhere near at the site-planning level," said Jennifer Arnold, city planning manager, to the crowd gathered Wednesday night at city hall. "It's to show how some of the proposed cross-sections of State Highway 5 could interact with the private side."

Study goals include creating a corridor master plan to make the highway more accommodating for all modes of transportation and for current and future private developments; preserve aesthetic and historic resources along the corridor; and to enhance its mobility and safety.

The city is working with NCTCOG, Texas Department of Transportation and a private-consultant team on the study and ensuing projects. This study stemmed from the city's Town Center Study's first phase adopted in 2008; city staff members said the corridor needed to be its own focus area, because the Town Center Study included just a small portion of S.H. 5.

Officials presented initial corridor design alternatives last spring, held public workshops into June, then presented a first draft to the McKinney City Council.

The city's final recommendations, presented Wednesday, relate to the four context zones, which are ways the immediate physical surroundings are defined. In this case, the zones are rural transition, suburban, urban transition and urban, and they make up the six-mile stretch of S.H. 5.

The city recommends at least a four-lane divided roadway and a shared-use path for the entire corridor. It calls for a six-lane divided roadway with a shared-use path between Spur 399 and Old Mill Road, and a four-lane divided with parallel



This rendering shows the city's latest recommendations for infrastructure improvements along the southern portion of State Highway 5 in McKinney.

parking and a shared-use path from Watt Street to Standifer Street.

“It’s going to vary along the corridor,” said Tom Grant of consultant Kimley-Horn and Associates. “It’s not going to be a one-size-fits-all.”

There are not yet cost estimates for any project to be based on the study’s master plan. Estimates won’t come until the city approves the final plan and scopes out specific sections for construction.

The city has about \$5 million budgeted for S.H. 5 improvements between Eldorado Parkway and U.S. Highway 380, which is the city’s top-priority segment. The city could get up to \$3 million in infrastructure funds from NCTCOG, but would likely need to match any grant funds, Arnold said.

On Monday, the city council approved a memorandum of understanding that signifies a formal partnership between the city, NCTCOG and TxDOT.

Officials aim to present a master plan by early May to garner public feedback before bringing it to the city council for approval. They hope to have a final plan by June.