

Collin County Mobility Plan 2007 Update

Prepared for
Collin County Department of Engineering
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**Collin County Mobility Plan
2007 Update**

Prepared under the direction of

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Preface

The Collin County Mobility Plan is a comprehensive, multimodal plan for transportation systems that will serve the mobility needs of the County residents and guide major transportation investments. The Mobility Plan includes a county-wide system of roadways, transit facilities, and hike-and-bike-trails that are needed to meet the travel needs of the County. The purpose of the Mobility Plan is to identify the transportation needs of area residents and businesses. It identifies the future transportation network that will be needed to serve projected population and employment growth and increased travel demand. The plan serves as a guide for major investment in improving transportation facilities and services. The plan responds to goals established for connectivity and mobility, environmental quality, community development, and safety. It identifies policies, programs and projects for implementation and continuing development, and it serves as a guide for local, state, and federal funding decisions.

According to the United States Census Bureau, Collin County, in 2006, is the 14th fastest growing county in the nation, with an estimated population growth of 34.1% between April 2000 and July 2005. The County is home to six of the top 20 fastest growing cities in

the state. According to the region's Metropolitan Planning Organization, the population is projected to cross the one million mark well before 2025.

With continuing growth, Collin County faces the challenge of meeting the transportation needs of its citizens and maintaining and improving the serviceability of the County's transportation system. In addition, delays due to accidents, construction, special events, and congestion affect the County's mobility and air quality. Moreover, Collin County is a designated an air-quality "non-attainment" area for the pollutant ozone. Increased ozone levels and reduced air quality lead to a potential reduction in the federal funding available for the County's transportation projects. In light of these factors, the current County Mobility Plan, last updated in 2002, required a major update.

The 2007 Update to the Collin County Mobility Plan was a team effort by numerous agencies and organizations. Among these are the Collin County Commissioner's Court, the Collin County Planning Board, the Collin County Engineering Department, the local municipal jurisdictions within the County, North Central Texas Council of Governments, and the consultant team. An intense public

participation program was conducted to allow the opportunity for citizens to be involved in the planning process.

The planning area for the Mobility Plan includes all of Collin County. Municipalities within the County are responsible for planning for their respective incorporated areas and extra-territorial jurisdictions. The Collin County Mobility Plan provides continuity and coordination of planning between the municipalities and for incorporated areas outside the municipal jurisdictions.

Carter & Burgess, Inc. was retained by Collin County to develop the 2007 update to the County Mobility Plan. Carter & Burgess were assisted in the Plan Update process by Dunkin Sefko & Associates (DSA), Alliance Transportation Group (ATG); and the North Central Texas Council of Governments (NCTCOG). DSA developed population and employment estimates for the base year (2007), and forecasts for the interim year (2015), the horizon year (2030), and the "build-out" scenario. NCTCOG along with ATG used the draft thoroughfare plan updated by Carter & Burgess, and the demographic data generated by DSA to calculate the future travel demand.



Executive Summary

Collin County is one of the 254 counties in the State of Texas, and is located in the north central region of the State of Texas. The County is a part of the Dallas - Fort Worth - Arlington Metropolitan area (DFW Metroplex). Collin County is bordered by Dallas County and Rockwall County on the south, Denton County on the west, Grayson County and Fannin County on the north, and Hunt County on the east.

The County experienced dramatic growth in the past 35 years, with its population growing from 66,920 in 1970, to an estimated 659,457 in 2005. The County population is projected to increase by 132 percent between 2000 and 2030, reaching more than 1.1 million people. Highway congestion is also forecast to increase dramatically in Collin County. According to NCTCOG, 26.4 percent of all principal arterial lane miles in Collin County will experience Level of Service “F” during peak periods in 2030, a 45 percent increase compared to congestion in 2007. Collin County drivers will spend 327 percent more time delayed in traffic in 2030. Finally, highway funding in Collin County is forecast to be insufficient to keep up with demand for construction needed to help reduce anticipated congestion. Region-wide, NCTCOG’s Mobility 2030 plan notes that the region will experience a \$58.6 billion (2006 dollars) shortfall in transportation system component funding between now and 2030.

As the County population continues to grow, an increasing number of local residents will travel to employment sites within the County, rather than commuting to Dallas County (the county with largest number of employers in the metropolitan area), or elsewhere. This high level of growth will place a great burden on the existing transportation system. Since Collin County is designated “non-attainment” for the pollutant ozone, increased ozone levels and reduced air quality can cause the reduction of federal funding available for transportation projects in the future. Consequently, a

comprehensive, cooperative, and continuing approach toward alleviating existing and projected mobility problems is required in concert with NCTCOG’s 2030 Regional Mobility Plan.

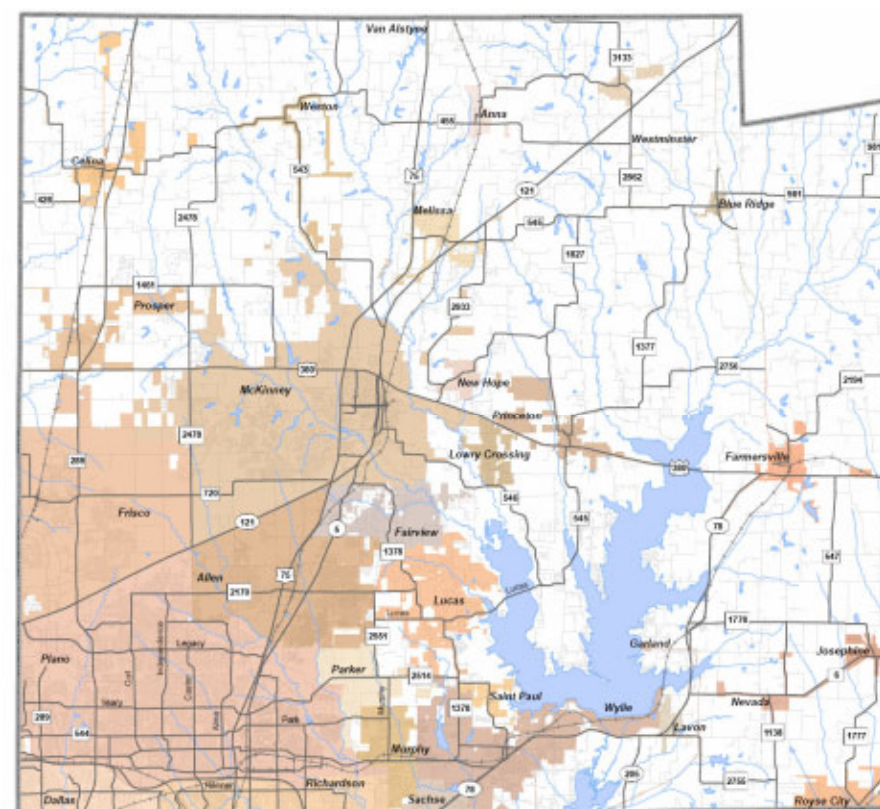


Figure 1: Collin County

The Collin County Mobility Plan, or the Mobility Plan, is the officially adopted plan to identify the transportation needs of the County. It identifies the future transportation network needed to meet the travel demand of the projected population/employment growth. The Mobility Plan ensures coordination between transportation improvement efforts by various entities and jurisdictions in the County by drawing upon previous planning efforts, and provides a comprehensive guide to transportation plans, projects, and policies.

The Mobility Plan should be updated every five years to include the changing transportation needs of the County. Since the last plan update in 2002, the County has experienced faster population and employment growth than before, and many previously rural areas of the County have also undergone rapid urbanization. The increased population and employment result in higher travel demand which warrants expansion of the transportation network in the County. The primary objective of the 2007 Update is to develop an updated multi-modal transportation plan for the County through the year 2030. The primary objective of the revised Mobility Plan is to ensure reservation of adequate right-of-way on appropriate alignments and of sufficient width to allow the orderly and efficient expansion and improvement of the thoroughfare system to serve existing and future transportation needs.

The Collin County Planning Board acted as the steering committee for the Mobility Plan 2007 Update. The Collin County Planning Board’s Transportation Committee acted as the Technical Advisory Group (TAG), and provided recommendations to the Collin County Planning Board. The final result and product of the study are two documents – the Mobility Plan report; which describes the goals and objectives, policies, projects, funding, and implementation aspects of the plan; and the Thoroughfare Plan map; which shows the existing and proposed alignments, functional classifications of the thoroughfares, and other transportation facilities. Upon completion of this process, the Mobility Plan was approved by Collin County Planning Board. The Collin County Commissioners Court adopted the Collin County Mobility Plan through resolution.

The Mobility Plan is the product of a team effort by a number of agencies and organizations. Among these are the Collin County Commissioners Court, Collin County Planning Board, Collin County



Engineering Department, municipalities within the County, and the North Central Texas Council of Governments.

An Initial project kick-off meeting with County officials and staff was held on November 18, 2005 to discuss the overall strategy for the project. Thereafter, monthly meetings were held with the Collin County Planning Board to coordinate and review the planning efforts.

The consulting team met with staff and official representatives of more than 18, out of the total 30, municipalities in the County during the course of the project. A workshop for municipalities with the county was conducted on May 23, 2006. Public meetings for obtaining input from interested citizens were held on February 16, 2006 and June 26, 2007. Some of the municipalities were interviewed more than once to discuss certain complex issues. Most of the meetings were held during the initial stages of the project, when the consultant team was compiling relevant data pertaining to demographics, land use, transportation (including transit), and hike-and-bike trails from each of the jurisdictions.

A number of other agencies and organizations provided major input for the Collin County Mobility Plan 2007 Update. NCTCOG prepares the long range (20 years) regional transportation plans for the entire metropolitan area, and also prepares the annual Unified Planning Work Program (UPWP), and Transportation Improvement Program (TIP) to guide the use of available Federal funding for transportation improvements, consistent with Federal requirements and guidelines. The Federal Aid Highway Program, administered by the Federal Highway Administration (FHWA) and the Texas Department of Transportation (TxDOT), is the major funding source for development of highways and many urban arterial improvements in Texas cities. The North Texas Tollway Authority (NTTA) is a political subdivision of the State of Texas, and is empowered to acquire, construct, maintain, repair, and operate turnpike projects. Dallas Area Rapid Transit Authority (DART) operates Light Rail Transit (LRT) and fixed route transit bus and para-transit service

within portions of the County. The Collin County Area Regional Transit (CCART) also provides para-transit service. The Union Pacific and Burlington Northern Santa Fe Railroads own and operate freight rail lines that bisect the County. The Northeast Texas Rural Transit District (NETEX) is re-establishing the abandoned rail line that formerly served southeast Collin County and the northeast Texas region.

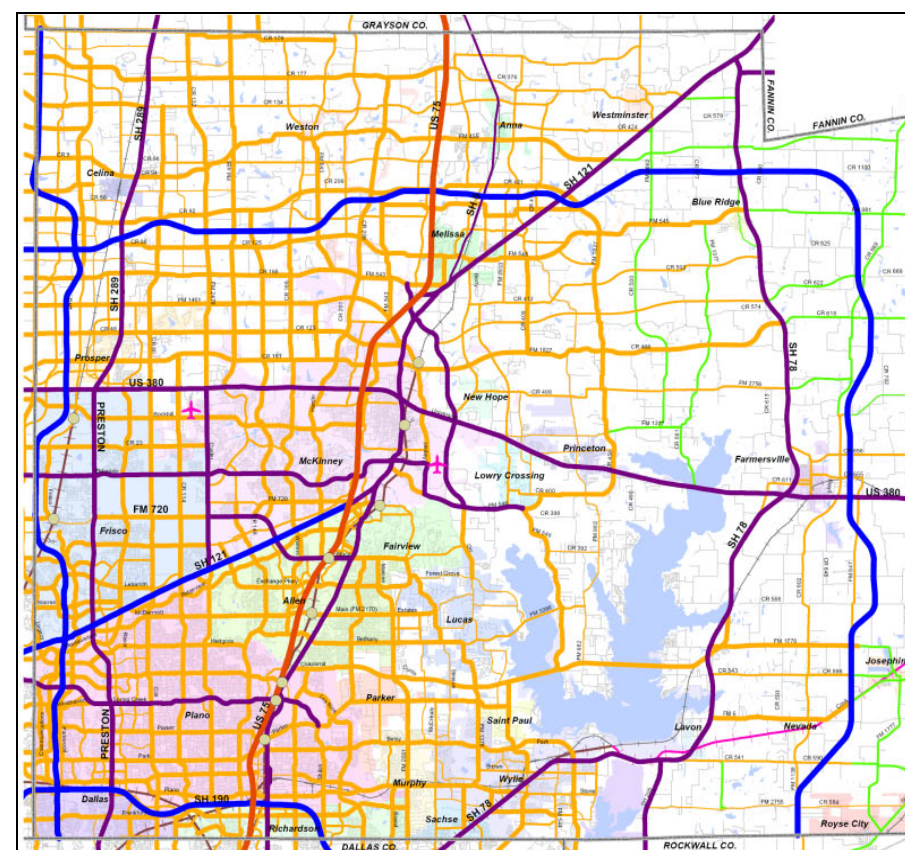


Figure 2: Collin County Mobility Plan – 2007 Update

Existing data were compiled from reports and documents published by these and many other organizations. The consulting team assembled existing Comprehensive Plans, Land Use Plans, and Transportation Plans available for the various local jurisdictions. For areas that did not have plans available, planning assumptions were used to develop the county-wide plan. These plans provided the basis

for developing “ultimate” population and employment projections for the Collin County planning area.

Demographic estimates were developed for the base year (2007), and projections were developed for the interim year (2015), the horizon year (2030), and the “build-out” scenario. The “build-out” projections reflect the population and employment that will occur if the various local jurisdictions “build-out” according to their existing adopted plans. Collin County is developing or growing generally from the southwest (e.g., Dallas, Plano, and Richardson) to the northeast/east portion of the County (e.g., Frisco, Allen, McKinney, Prosper, Celina, Anna, Melissa, Blue Ridge, Farmersville, Josephine, etc.) Cities in the southwestern portion of the County will reach build-out earlier than cities in the northeastern/eastern portion. As a whole, the County is projected to reach its “build-out” or ultimate population of 2,166,000 people in approximately 2047. This would be three times the existing (year 2007) population of approximately 702,110. The County will reach its “build-out” or ultimate employment with 1,240,224 jobs within the County. This would be five times the existing (year 2007) employment of 241,433.

The greatest concentration of population and employment will be located in the western portion of the County. This area extends from Plano, Dallas, Richardson, Murphy, Sachse, and Wyllie; northward to Prosper, Celina, Weston, Anna, and Melissa, and also includes the cities of Allen, Frisco, McKinney, and Fairview. This area reflects the County’s expanding urbanized area, with residential development consisting of a variety of housing types and densities and non-residential development ranging from retail to manufacturing.

In light of the updated demographic projections, future year 2015 and 2030 transportation networks were identified. Considering the lifecycle of typical transportation improvement projects requires over ten years from inception to completion, the 2015 network was created with the assumption that projects currently underway or already committed (in planning or construction stages) will be in place



by 2015. The 2030 network was created based on increased travel demands for the projected future population and employment growth.

With the demographic projections and transportation networks available, the Dallas – Fort Worth Regional Travel Model (DFWRTM), a computer travel demand model, was used to determine how many trips will be generated, how these trips will be distributed across the study area, what mode of travel (auto, carpool, transit etc;) travelers

will use, and what routes trip makers will select (based on travel delay and other constraints) to reach their destination. The NCTCOG Travel Model Development Group performed initial model runs for year 2015, year 2030, and build-out scenarios.

To statistically measure the benefits and impacts of each scenario in terms of roadway functional class, level-of-service and mobility indicators, statistical profiles of each scenario were

developed. Additional travel model runs were performed to identify capacity deficiencies of the 2015 network by applying 2030 demographics to the 2015 network.

Using the statistical profiles of the scenarios, measures of effectiveness, and the capacity deficiency analysis, the proposed transportation actions were prioritized and additional projects were included in the final draft mobility plan.



1. Introduction

Collin County is one of the 254 counties in the State of Texas, and is located in the northeastern part of the state. The County is a part of the Dallas - Fort Worth - Arlington Metropolitan area (DFW Metroplex), and lies just north of the Dallas County.



Figure 3: Location of Collin County

Collin County was demarked from Fannin County on April 3, 1846, and named for Collin McKinney – one of the first settlers of the county, and a signer of the Texas Declaration of Independence. Like the county, McKinney - the county seat – was named for Collin McKinney.

The first phase of development occurred during the early period of the county’s history, from 1840s to 1860. An offer of land grants by the Peters colony attracted settlers to the area in the early

1840s. The majority of first settlers were farmers who lived near streams, and established small, family-operated farms. In 1860, the county’s population was 9,264. Between 1840 and 1870, lack of transportation facilities, limited markets, and absence of mechanized farm-equipment restricted the agricultural production of the county.

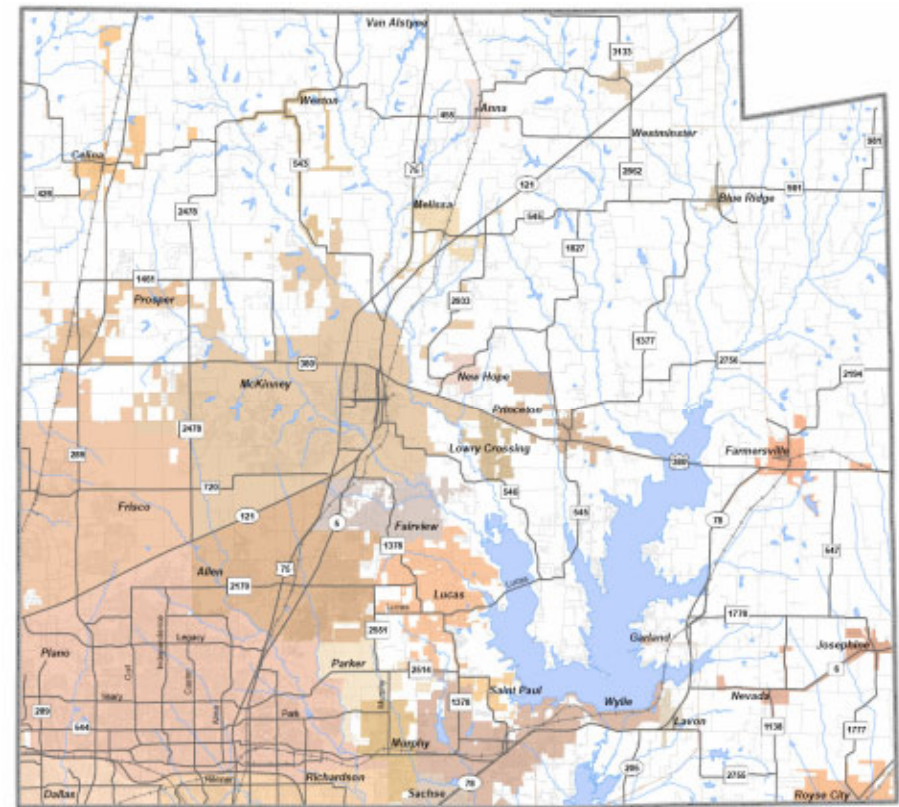
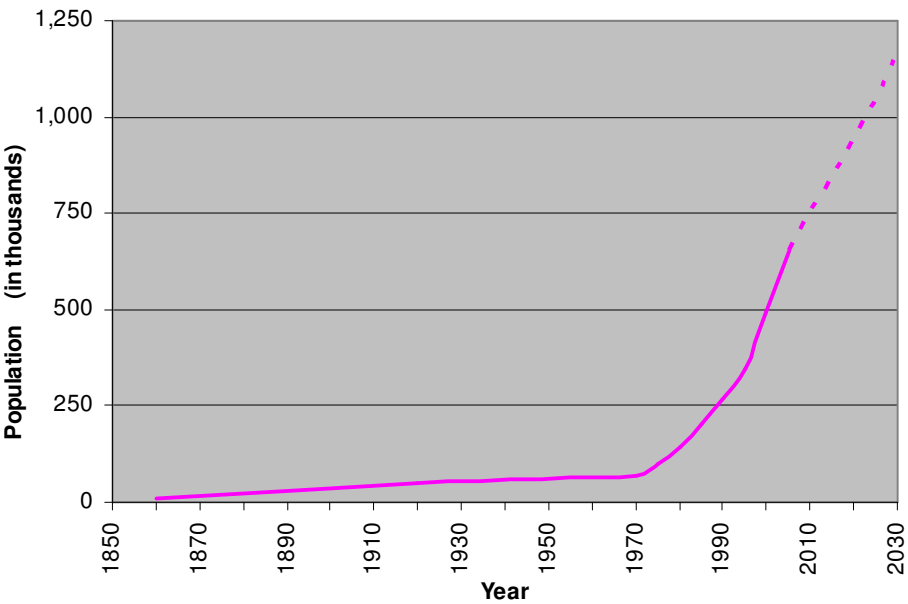


Figure 4: Collin County

The arrival of the railroads removed these obstacles and initiated a fifty-year period of economic growth. By 1890, six railroads crisscrossed the county, connecting farmers to markets throughout Texas. By 1920, the population of the county was 49,609. New roads, combined with SH 289 provided county residents easy access to Dallas, Fort Worth, and Waco.

During next forty years, population declined. The Great Depression, mechanization of farms, and employment opportunities outside the county contributed to the drop in population. The county had a population of 41,247 in 1960.

By 1950 the economy recovered. The economic growth between 1960 and 1980 accompanied comparable population growth. Collin County’s population increased to 144,576 in 1980. By 1990, the county grew to 264,036, nearly double what it had been just a decade before.



Source: United States Census Bureau

Figure 5: Collin County Population Estimates and Projections



Today, Collin County is the second fastest growing county in Texas, and the 14th fastest growing county in the nation according to the U.S. Census Bureau. The County experienced dramatic growth, with its population growing from 66,920 in 1970 to 491,675 by 2000, and to an estimated 702,110 in 2007. During this time period, six different jurisdictions (Allen, Fairview, Frisco, McKinney, Murphy, and Prosper) experienced population growth in excess of 50 percent. The City of Plano experienced the largest absolute increase in population, as it grew from 170,000 in 1995, to 232,000 in 2000. The North Central Texas Council of Governments estimates that these high rates of growth will continue into the future. The County population is projected to increase by 132 percent between 2000 and 2030, reaching more than 1.1 million people.

Highway congestion is forecast to increase dramatically in Collin County. According to NCTCOG, 26.4 percent of all principal arterial lane miles in Collin County will experience Level of Service "F" during peak periods in 2030, a 45 percent increase compared to

2007. Collin County drivers will spend 327 percent more time stuck in traffic in 2030.

Finally, highway funding for Collin County is forecast to be unable to keep up with demand for construction needed to help reduce anticipated congestion. Region-wide, NCTCOG's Mobility 2030 report notes that the region will experience a \$58.6 (2006 dollars) billion shortfall in transportation system component funding between now and 2030.

As the County continues to grow, an increasing number of local residents will travel to employment sites within the County, rather to Dallas (the city with maximum employers in the metropolitan area), or elsewhere. This high level of growth will place a great burden on the County's existing transportation system.

With continuing growth, the County faces the challenge of meeting the transportation needs of its citizens, and maintaining or improving the serviceability of the County's transportation system with increased budget constraints. In addition, delays due to accidents,

construction, special events, and congestion will affect the County's mobility and air quality. Since Collin County is designated "non-attainment" for the pollutant ozone, increased ozone levels and reduced air quality can cause the reduction of federal funding available for transportation projects in the future. Consequently, a comprehensive, cooperative, and continuing approach toward alleviating existing and projected mobility problems is required in concert with NCTCOG's Regional Mobility 2030 Plan.

Growth experienced through the entire DFW Metroplex has resulted in major expansions to the regional transportation system. These expansions have directly, and indirectly, affected Collin County. Over the last several years, various entities, including the Texas Department of Transportation (TxDOT), the North Texas Tollway Authority (NTTA) and the Dallas Area Rapid Transit (DART) have initiated several major projects. These projects are in various stages of completion, with some recently opened for public use.



2. The Plan

The Collin County Mobility Plan, or the Mobility Plan, is the officially adopted plan to identify the transportation needs of the County. It identifies the future transportation network needed to meet the travel demand of the projected population / employment growth. The Mobility Plan is adopted to guide transportation system improvements, including planned expansion of the highways and county roads, extension of transit services, and development of hike-and-bike trail network. It provides the County with a guide to transportation choices, improved air quality, and coordinated land use that can potentially enhance the quality of life. The purpose of the Mobility Plan is to provide the County with a planning tool that may be used to evaluate future needs as conditions change.

2.1. Vision and Goals

Goals and objectives for transportation planning for Collin County are identified in this section. Policies to guide further transportation planning and investment as well as a process to keep the plan and the transportation model updated are needed to:

1. Adequately maintain existing transportation infrastructure.
2. Build and expand a more balanced transportation system
3. Reduce congestion and improve traffic flow
4. Enhance the County's natural environment and air quality.
5. Enhance the County's economic competitiveness
6. Improve travel safety
7. Develop additional new funding sources

The goal of the Mobility Plan is to establish a more balanced transportation system which provides modal choices and improves mobility by adding system capacity and, at the same time, expands transit, pedestrian, and bicycle travel, mitigates adverse impacts on

existing communities, and improves quality of life for residents; and enhances the County's natural environment and air quality by improving environmental quality, conserving transportation energy, and preserving sensitive environmental areas.

- **Community Development:** Enhance the County's economic competitiveness by implementing sustainable development integrating economic, social equity, and environmental values.
- **Safety and Security:** Improve travel safety to minimize accidents and fatalities, and decrease the risk of injury or property damage around transportation facilities.
- **Funding for Construction and Maintenance:** The primary source of revenue for construction, operation, and maintenance of transportation facilities includes federal and state motor fuel taxes, state vehicle registration fees, dedicated transportation authority sales taxes, toll road revenue, and local government bond programs.
- **Education and Inter-governmental Coordination:** Collaborate with transportation officials in Collin County, North Central Texas, and at the state and federal level, to coordinate effective transportation solutions.

2.2. Relationship with other Plans and Programs

The Mobility Plan ensures coordination between transportation improvement efforts by various entities and jurisdictions in the County by drawing upon previous planning efforts, and provides a comprehensive guide to transportation plans, projects and policies of Collin County. A number of government and non-government agencies manage various transportation and related services and networks in any given area. These agencies may be authorized by federal, state, or local laws to develop and manage various systems.

Some of these systems are directly or indirectly related to transportation facilities. Many such agencies operate some of the transportation facilities and plan for their improvements.

As part of the development of the Mobility Plan, a wide range of planning studies were reviewed to ensure that the plan update would be consistent with adopted land use and transportation plans in Collin County. The plans and studies reviewed are described in the following paragraphs.

2.2.1. National Highway System

The National Highway System (NHS) is a 163,000-mile system of interconnected principal arterial routes of national importance. The NHS system includes all Interstate System segments, all strategic highways and their connectors, and any other urban or rural "Principal Arterials" meeting the goals of the NHS. By providing these essential linkages between different modes of transportation, NHS creates a seamless network for the rapid movement of people and products across the nation.

2.2.2. Mobility 2030 Metropolitan Transportation Plan

The Metropolitan Transportation Plan – Mobility 2030 (MTP) is a comprehensive, multi-modal blueprint for transportation systems and services aimed at meeting the mobility and financial needs of the Dallas-Fort Worth metropolitan area. The MTP, prepared by the NCTCOG, identifies most of the southern and western areas of the County as "areas of severe peak-period congestion", especially along US 75, SH 121, Dallas North Tollway, and President George Bush Turnpike. Mobility 2030 includes recommendations for installation of managed lanes on US 75, and tolling of SH 121, Collin County Outer Loop, and the Dallas North Tollway. It introduces a Regional Outer Loop, and proposes development of regional rail transit facilities in



Collin County, including a rail transit line from Carrollton (in Dallas County) to Frisco, and another line from Plano to McKinney.

2.2.3. Regional Thoroughfare Plan

The Regional Thoroughfare Plan (RTP) establishes a network that incorporates the primary features of each city's thoroughfare plans. The RTP identifies the ultimate system of arterials when the region is completely developed. City and county plans were incorporated where appropriate to indicate the future proposed thoroughfares that will carry traffic across multiple jurisdictions. The RTP gives neighboring communities an opportunity to see how individual roadway systems affect the entire region and not just one city.

2.2.4. Texas Metropolitan Mobility Plan

The Texas Metropolitan Mobility Plan (TMMP) addresses a statewide initiative to quantify long-range needs within the larger metropolitan areas of the state. Unlike the region's long-range metropolitan Transportation Plan, it is not constrained by anticipated revenues, and focuses on the magnitude of unmet transportation needs for the region. The TMMP identifies the US 75 corridor from central Collin County to the Dallas central business district, and SH 121 from DFW International Airport to central Collin County as the corridors with largest capacity deficiencies in the region.

2.2.5. Collin County Public Transportation Plan

The Collin County Public Transportation Plan (CCPTP) was completed by the North Central Texas of Governments (NCTCOG) in May 2004, in response to a request for assistance by the cities of Allen, Frisco, McKinney, and Collin County, to analyze demand for public transportation and providing recommendations, cost estimates, and an implementation schedule.

2.2.6. Collin County 2003 Bond Program

The residents of Collin County approved a ballot measure in 2003, which approved the 2003 Collin County Bond Program. The 2003 Bond Program provided \$142 million in bond funding for transportation improvements, including 65 projects totaling \$291 million in project cost. The 2003 Bond Program projects created a majority of the transportation network for the County, including new roads, upgrades to existing roads and other transportation projects such as sidewalks, trails, or transit improvements to increase mobility in the Collin County area.

The 2003 Bond Program also included improvements for recreational facilities and parks. The 2003 Bond Program was preceded by the 1999 Collin County Bond Program, which resulted in 51 projects at a total project cost of \$124 million.

2.2.7. Collin County 2007 Bond Program

The 2007 bond propositions were developed by citizen committees, which evaluated and determined viable projects for the program. Committee members were nominated by the Commissioners Court and included representatives from municipalities and unincorporated areas of the County. The committees were supported by engineers, architects, urban planners, and other specialists. The mission of the citizen committees was to make recommendations.

The 2007 Bond Program consists of three components – facilities, parks and open space, and transportation - with \$76.3 million, \$17 million, and \$235.6 million in funding respectively.

The list of road projects for inclusion in the bond program was developed based on traffic, population, and employment projections. The 2007 bond program funded 113 transportation projects costing \$235.6 million. An additional 66 projects were identified to be funded if additional monies were secured or made available from the "most critical" project list.

2.2.8. Parks and Open Space Strategic Plan

The Parks and Open Space Strategic Plan is a guidebook for adding new parks and open space resources to the 7,400 acres of existing municipally owned parks and open spaces in Collin County. The recommendations within the Strategic Plan are intended to work with the jurisdictions that have park system plans (such as Allen, Frisco, McKinney, Plano, and Richardson), as well as those smaller communities that do not have park system plans (such as Josephine, Melissa, and Celina). The plan encourages coordination between all levels of government, as well as the partnering with private, non-profit, religious and citizen resources.

2.2.9. Municipal Comprehensive Plans and Thoroughfare Plans

Municipalities in Collin County have adopted comprehensive plans that will have significant impacts on transportation planning of the County. These plans are discussed in further detail under section 4.1.3

2.3. The Plan Update

The Collin County Thoroughfare Plan was originally prepared and adopted in 1981. In 1998, the thoroughfare plan was revised, and renamed as the Collin County Mobility Plan. In 2000, a comprehensive update of the Mobility Plan was carried out. The plan was again updated in 2002.

The Mobility Plan should be periodically updated to include the changing transportation needs of the County. Since the last update in 2002, the County experienced faster population and employment growth than before, and the previously under-developed areas of the County also began rapid growth. The increased travel demands generated by population and employment growth warrant expansion of the transportation network in the County.



As a result of the rapid growth, the transportation agencies are undertaking a number of transportation improvement projects to limit the negative impact on the transportation system. Development of the Collin County Outer Loop and extension of the Dallas North Tollway and the President George Bush Turnpike are underway. Tolling of SH 121 was completed in 2007. Light rail transit service in Collin County is in the early planning stages.

The primary objective of the Mobility Plan 2007 Update is to develop an updated, multi-modal, transportation plan for the County through the year 2030. The updated plan reflects current development trends and anticipated future growth, and recommends innovative solutions to transportation needs. The primary objective of the revised Mobility Plan is to ensure reservation of adequate right-of-way on appropriate alignments and of sufficient width to allow the orderly and efficient expansion and improvement of the thoroughfare system to serve existing and future transportation needs.

The Collin County Planning Board acted as the Steering Committee for the Mobility Plan 2007 Update. The Steering Committee is made up of elected and appointed officials from various jurisdictions in the County. The Collin County Transportation Committee acted as the Technical Advisory Group (TAG), and provided input to the Steering Committee. Upon completion of this process, initial approval of the Plan was sought from the steering

committee. In early 2008, the Collin County Commissioners Court will adopt the Collin County Mobility Plan 2007 Update through resolution.

2.3.1. Scope

While other long range development plans look at foreseeable changes over a 10 or 20 year period, thoroughfare planning should consider an even longer range perspective. The Mobility Plan 2007 Update was carried out to guide transportation policy and program development through the designated 2030 horizon year. The plan was developed to coordinate the integration between land use, growth, development patterns, and the needed transportation infrastructure. It required systematic analysis of transportation needs, long-range comprehensive planning, and identification of future improvements to serve the County's continuing growth and development.

2.3.2. Plan Organization

To accommodate the projected growth in Collin County, a comprehensive multi-modal approach was deemed necessary. Therefore, the Mobility Plan consists of three distinct elements:

1. **A Thoroughfare Plan**, which includes the recommended road network, proposed alignments, functional classification of thoroughfares, and location of other transportation facilities. The

Mobility Plan is primarily used for the physical development of thoroughfares in the County.

2. **A Transit Plan**, which includes the recommended transit network, proposed alignments for transit services (commuter or light rail, or bus), and location of transit terminals. It primarily deals with public transportation and transit facilities.
3. **A Hike-and-Bike Trails Plan**, which includes recommended trail network, proposed alignment of pedestrian and bike trails.

The result and product of the study are two documents – a report that discusses the goals and objectives, policies, projects, funding, and implementation aspects of the plan, and the thoroughfare plan map that shows the proposed alignments and classification of the thoroughfares, and location of other transportation plan elements.



3. The Partners

The Mobility Plan is a team effort of a number of agencies and organizations. Among these are Collin County Commissioners Court, Collin County Planning Board, Collin County Engineering Department, local municipal jurisdictions within the County, NCTCOG, and the consultant team.

3.1. The County

The plan was updated while working closely with the County and City officials and staff to create a plan that emphasizes the interrelationships between land use, transportation issues, and other infrastructure extensions. An initial project kick-off meeting with County officials and staff was held on November 18, 2005, to discuss the overall strategy for the project. Thereafter, monthly meetings were held with the Planning Board appointed by the Commissioner’s Court to coordinate and review the efforts.

The Draft Mobility Plan 2007 Update will be presented to the Collin County Commissioner’s Court and the Planning Committee for review and adoption in early 2008.

3.2. The Cities

There are 30 incorporated jurisdictions in Collin County, some of which are completely contained within the County. Table 1 lists the jurisdictions that are completely contained within Collin County. Some of the jurisdictions are NOT completely contained in the County, and have only a part of their jurisdiction area in the neighboring counties. Table 2 lists cities NOT completely contained within Collin County.

Table 1: Municipalities completely contained with Collin County

Jurisdiction	Jurisdiction
Allen	Melissa
Anna	Murphy
Blue Ridge	Nevada
Celina	New Hope
Fairview	Parker
Farmersville	Princeton
Lavon	Saint Paul
Lucas	Weston
McKinney	

Table 2: Municipalities NOT completely contained with Collin County

Jurisdiction	Jurisdiction
Carrollton	Prosper
Dallas	Richardson
Frisco	Royse City
Garland	Sachse
Josephine	Van Alstyne
Lowry Crossing	Wylie
Plano	

The consultant team met with more than 18 out of the total 30 jurisdictions in the county during the course of the project. Some of the jurisdictions were interviewed more than once to discuss certain complex issues. Most of the meetings were held during the initial stages of the project when the consultant team was procuring relevant data pertaining to demographics, land use, transportation (including transit), and hike and bike trails from each of the jurisdictions. The minutes of these meetings are included in Appendix C.

3.3. Transportation Agencies

A number of other agencies and organizations have a major influence on the transportation system in Collin County. Those entities are identified in the following paragraphs.

3.3.1. North Central Texas Council of Governments

North Central Texas Council of Governments (NCTCOG) is a voluntary association of, by and for local governments, and was established to assist local governments in planning for common needs, cooperating for mutual benefit, and coordinating sound regional development. NCTCOG also serves as the Metropolitan Planning Organization for regional transportation planning in the 16-county Metroplex Area including Collin County.

The plans and programs of the NCTCOG facilitate the development, management, and operation of an integrated, inter-modal transportation system that enables safe, efficient, and economic movement of both people and goods. NCTCOG prepares the long range (20 years) transportation plans for the entire metropolitan area, and also prepare the annual Unified Planning Work Program (UPWP), and Transportation Improvement Program (TIP) to guide the use of available Federal funding for transportation improvements, consistent with Federal requirements and guidelines.



3.3.2. Texas Department of Transportation

The system of Interstate Highways, U.S. and State Highways, and other Federal Aid facilities in an urban area comprises a substantial portion of the city's major street and highway system. The Texas Department of Transportation constructs and maintains many of the thoroughfares in Collin County, as it does throughout the State of Texas.

The Federal Aid Highway Program, administered by the Federal Highway Administration (FHWA) and the Texas Department of Transportation (TxDOT), is the major funding source for development of highways and many urban arterial improvements in Texas cities.

TxDOT has various projects scheduled within the Collin County area, which include the following planned improvements:

- SH 121 from Preston Road to US 75;
- FM 2551 (Murphy Road) from FM 544 to Parker Road

3.3.3. North Texas Tollway Authority

The North Texas Tollway Authority (NTTA) is a political subdivision of the State of Texas, and is empowered to acquire, construct, maintain, repair, and operate turnpike projects. NTTA has representatives from Collin, Denton, Dallas, and Tarrant counties, as well as one surrounding county, on its Board of Directors.

NTTA is currently performing construction of the Dallas North Tollway (DNT) Extension between SH 121 and US 380 in Collin County. Once finished, the 9.6 mile extension, with three lanes in each direction, will provide a vital route to downtown Dallas for motorists coming from Frisco and cities to its north.

NTTA will build and operate SH 121 as a toll road, extending about 26 miles through Collin and Denton Counties, and a small segment in Dallas County.

NTTA is also working on the DNT extension between US 380 and Collin / Grayson County Line. Initial planning is under way for this 13.5-mile extension of the DNT, and NTTA is working with Collin County on securing a two-lane county road in the proposed tollway extension corridor. To date, no financial commitments have been made on this project.

3.3.4. Dallas Area Rapid Transit Authority

Dallas Area Rapid Transit Authority (DART) operates Light Rail Transit (LRT) and fixed route transit bus service within portions of the County. Cities of Carrollton, Garland, Plano, and Richardson are the only member cities of DART. DART is currently planning extension of the LRT service along the North Central corridor, and the North Cross-town corridor within the Cotton Belt Railroad right-of-way.

3.3.5. Collin County Area Regional Transit

Collin County Area Regional Transit (CCART) provides many transit services in Collin County including but not limited to On-Call/Demand Response, Contract Subscription, North Central DART-On-Call in Plano, and various hourly bus routes in the cities of McKinney and Frisco.

CCART funding comes from Federal/State/Local governments, fares/donations, and contracts for service. On a typical day, over 40 vehicles are in operation.

Vehicles range in size from sedans to 28 passenger buses and are equipped with two-way radios. Services accessible to riders in wheelchairs are available. All service is "curb-to-curb" except where provided on the regular hourly bus routes.

3.3.6. Railroads

The Union Pacific and Burlington Northern Santa Fe Railroads own and operate rail lines that bisect the County.

Collin County has recently become a member county of the Northeast Texas Rural Rail District (NETEX). NETEX is considering re-establishing the rail that once served southeast Collin County and the northeast Texas region.

4. The Planning Process

The process of updating the Collin County Mobility Plan was divided into four activity-oriented tasks:

1. Data Collection
2. NCTCOG Model Coordination and Analysis
3. Mobility Plan Update
4. Public Involvement

4.1. Data Collection

A large amount of data was collected, compiled, analyzed, and reviewed to guide the plan update process. The data collection activities are described in the following paragraphs.

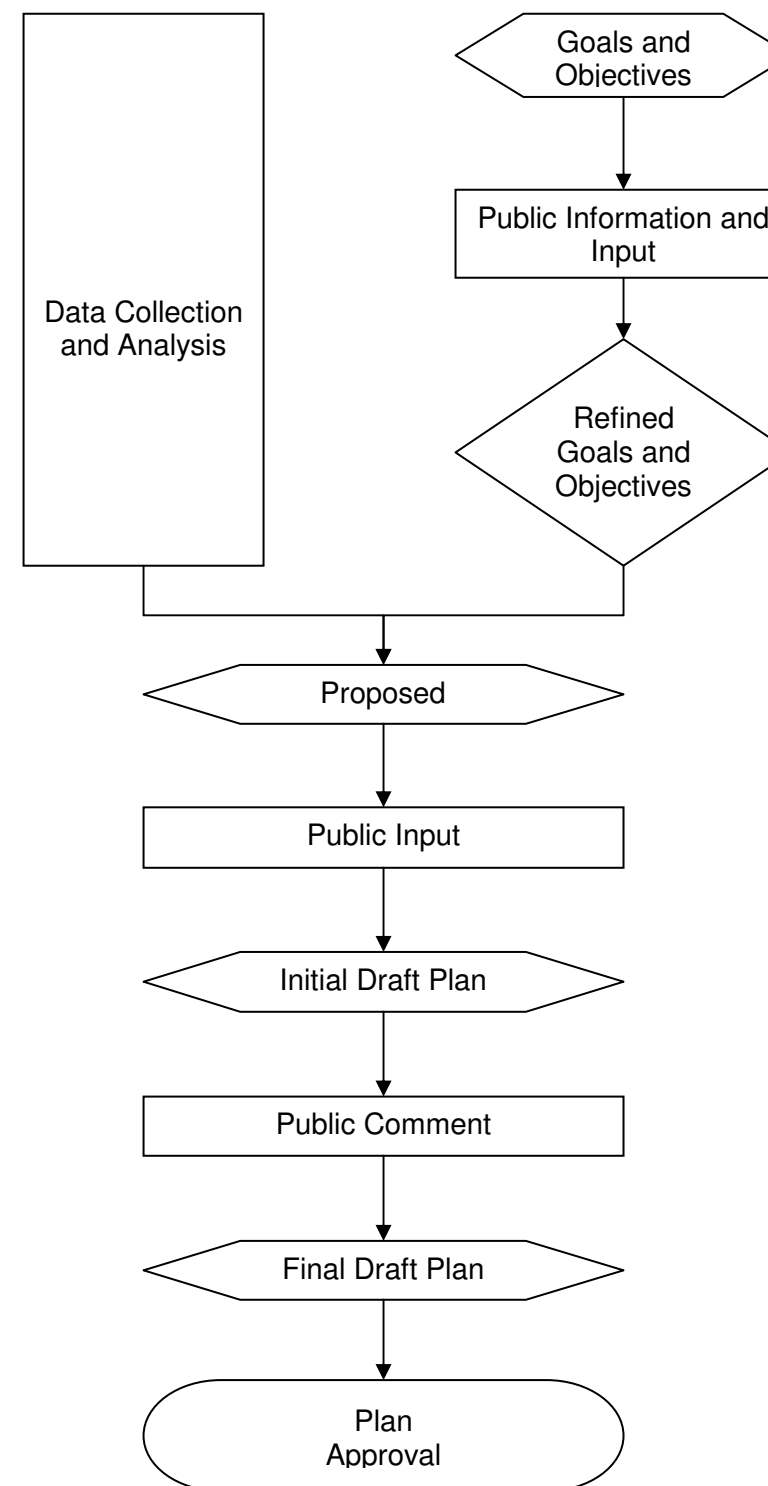


Figure 6: Collin County Plan Methodology

4.1.1. Thoroughfare System Inventory

Existing data sets and models were compiled from previously published reports from sources including Collin County, municipalities within Collin County, Texas Department of Transportation (TxDOT), North Central Texas Council of Governments (NCTCOG), North Texas Tollway Authority (NTTA), Dallas Area Rapid Transit (DART), and U.S. Census Bureau. The 2030 Regional Mobility Plan, which includes the adopted regional plan of freeways, tollways, regional arterials, rail transit, HOV lanes, and hike-and-bike trails, was obtained from the NCTCOG. Adopted comprehensive plans and land use plans were obtained from the municipalities within Collin County. These existing plans provided the basis for developing population and employment projections. Thoroughfare Plans and the Regional Mobility Plan were utilized to develop the initial transportation model networks that were evaluated during the travel demand forecasting process.

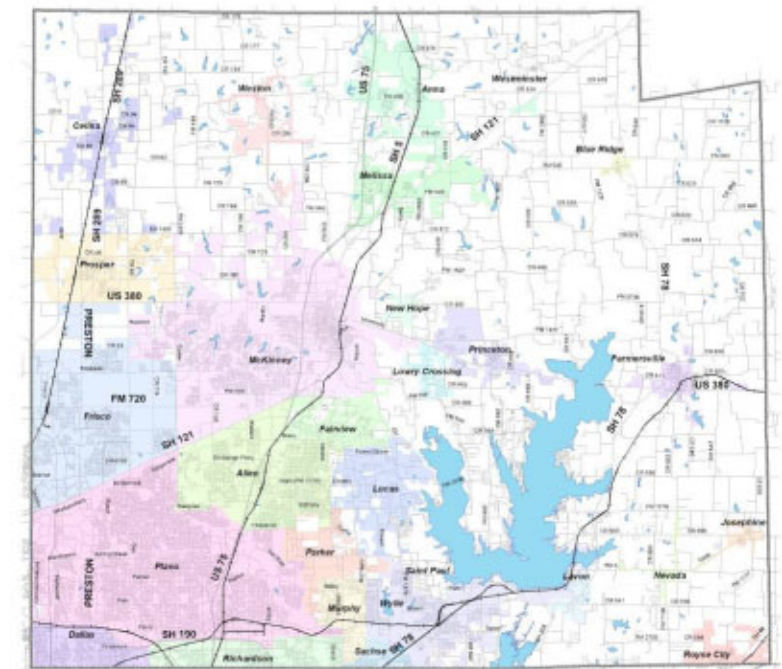


Figure 7: Collin County Existing Roadways

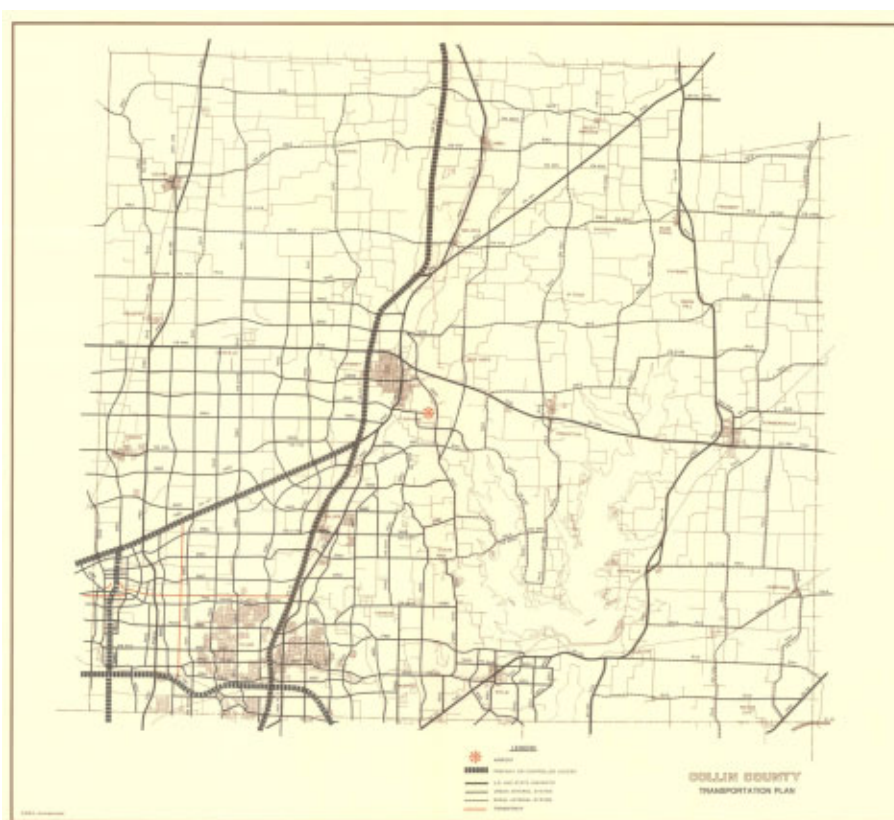


Figure 8: 1982 Collin County Thoroughfare Plan

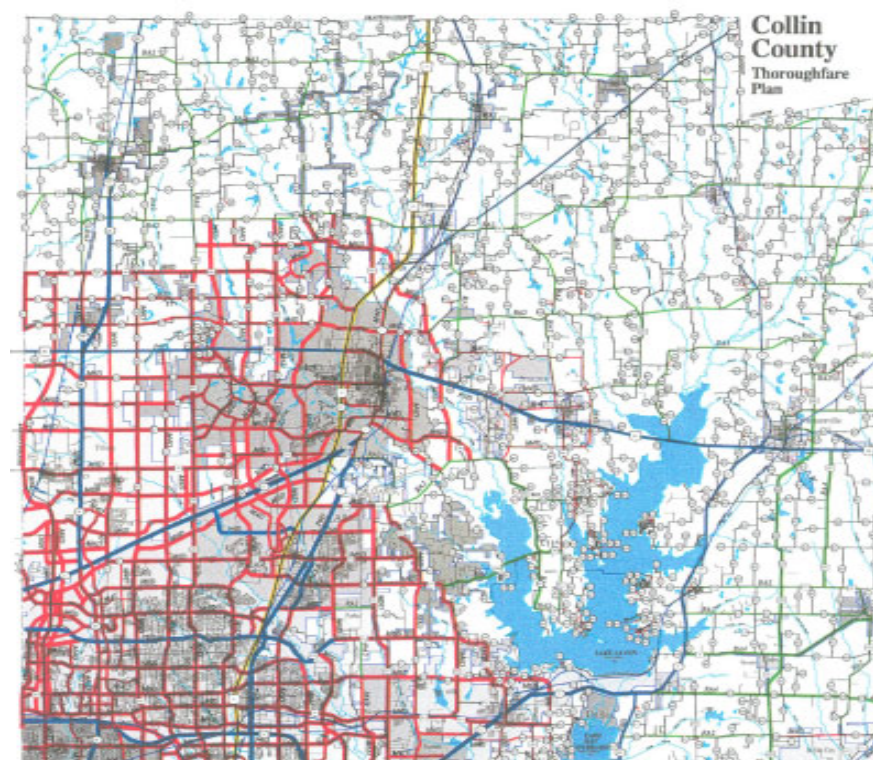


Figure 9: 1998 Collin County Thoroughfare Plan

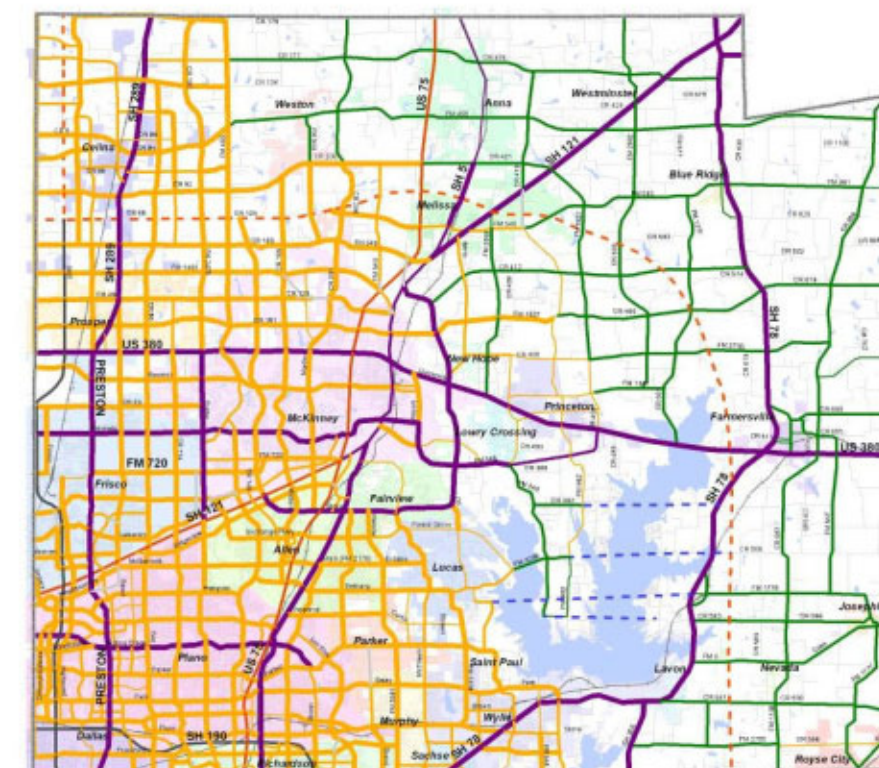


Figure 10: 2002 Collin County Thoroughfare Plan

4.1.2. Environmental Constraints

Environmental and physical constraints to thoroughfare development were recognized in preparation of the Thoroughfare Plan. Existing physical constraints included:

1. Topographic constraints such as steep slopes or abrupt changes in elevation;
2. Railroad crossings requiring grade separations or at grade crossing protection, and thoroughfare improvements paralleling a railroad corridor involving right of way constraints;
3. Existing development interfering thoroughfare improvement in areas where right of way was insufficient when the property was originally platted, or where buildings were constructed with minimal setbacks from the right of way;



- 4. Public parks and historic sites either interfere with conversion of parkland to other uses, or impact cultural resources;
- 5. Major water bodies such as lakes, reservoirs, rivers, bayous, and creeks and their associated floodplain areas affecting thoroughfare alignment increasing the capital cost of thoroughfare improvements for necessary bridges, causeways or fill sections;
- 6. Sensitive environmental areas such as wetlands, prime farmland, or critical habitat areas;

4.1.3. City Land Use and Transportation Plans

Many Texas jurisdictions, including cities and incorporated towns within Collin County, have adopted plans for future land use and improvements to the transportation network within their corporate limits and extraterritorial jurisdiction (ETJ). Each local jurisdiction within the County with a population of 5,000 or more, as well as some of the smaller jurisdictions, had developed a Comprehensive Plan to guide further land use development activity and a Thoroughfare Plan to serve the travel needs of area residents. Of the 30 jurisdictions in Collin County, at least 20 have adopted plans. The consulting team assembled the existing Comprehensive Plans, Land Use Plans, and Transportation Plans for the various local jurisdictions. Table 3 lists all cities that made their plans available to the consultant team for review and consideration. For the cities that did not either have the data available, or did not provide the data, reasonable planning assumptions were developed and incorporated into the database.

Figure 11 shows the resulting Future Land Use plan for the entire county.

Typically, the thoroughfare system map indicates whether the existing rights-of-way for thoroughfares have sufficient existing width or need to be widened, and shows the planned extensions of thoroughfares on new alignments where right-of-way needs to be acquired in the future. Thoroughfare Plans also include typical roadway cross sections, indicating the desired number of lanes, right-of-way and pavement widths, and other dimensional criteria for any city streets.

The principals of regional connectivity and coordinated planning are especially significant to the mobility planning process. Therefore, this County Mobility Plan 2007 Update has taken the thoroughfare plans adopted by municipalities into consideration. The existing land use and transportation plans provided the basis for developing population and employment projections.

Table 3: Cities and Documents provided for Review

Municipality	Documents
Allen	Comprehensive Plan, Traffic Volumes
Anna	Land Use Plan
Carrollton	Comprehensive Plan
Celina	Comprehensive Plan
Dallas	Thoroughfare Plan

Municipality	Documents
Fairview	Comprehensive Plan
Farmersville	Thoroughfare Plan, Future Land Use Plan
Frisco	Comprehensive Plan
Garland	Comprehensive Plan
Lucas	Comprehensive Plan
McKinney	Comprehensive Plan
Melissa	Transportation Plan
Murphy	Future Land Use
Nevada	Comprehensive Plan
Parker	Comprehensive Plan
Plano	Comprehensive Plan
Prosper	Master Thoroughfare Plan, Future Land Use Plan
Richardson	Comprehensive Plan
Sachse	Comprehensive Plan
Weston	Thoroughfare Plan
Wylie	Thoroughfare Plan

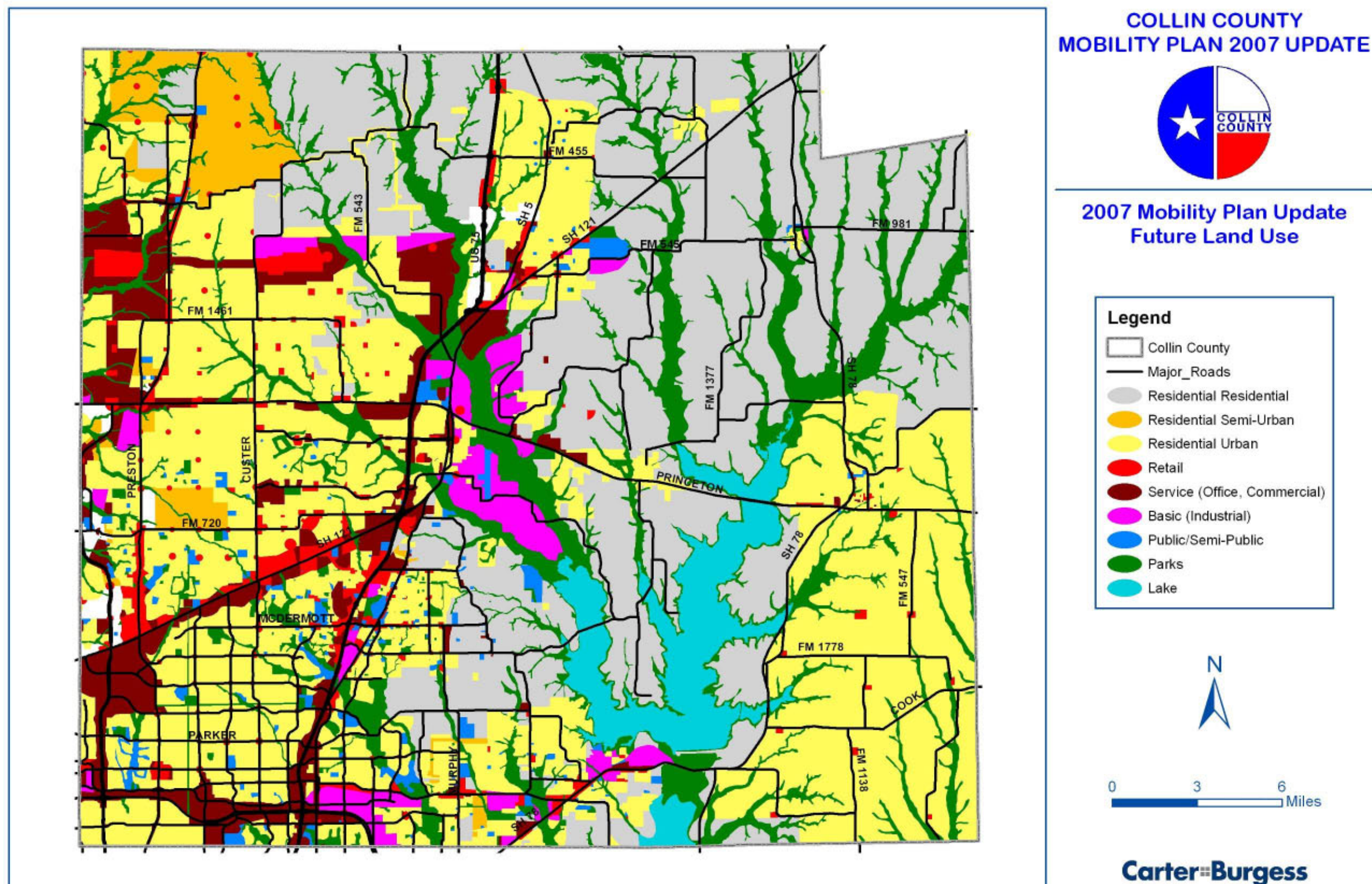


Figure 11: Collin County Future Land Use Map



**COLLIN COUNTY
Mobility Plan 2007 Update**



Environmental Constraints

Legend

- Collin County
- Cemeteries
- Schools
- Hospitals
- Fire Stations
- National Register Sites
- Railroad
- Lakes
- Floodplain
- Parks



0 3 6 Miles

CarterBurgess

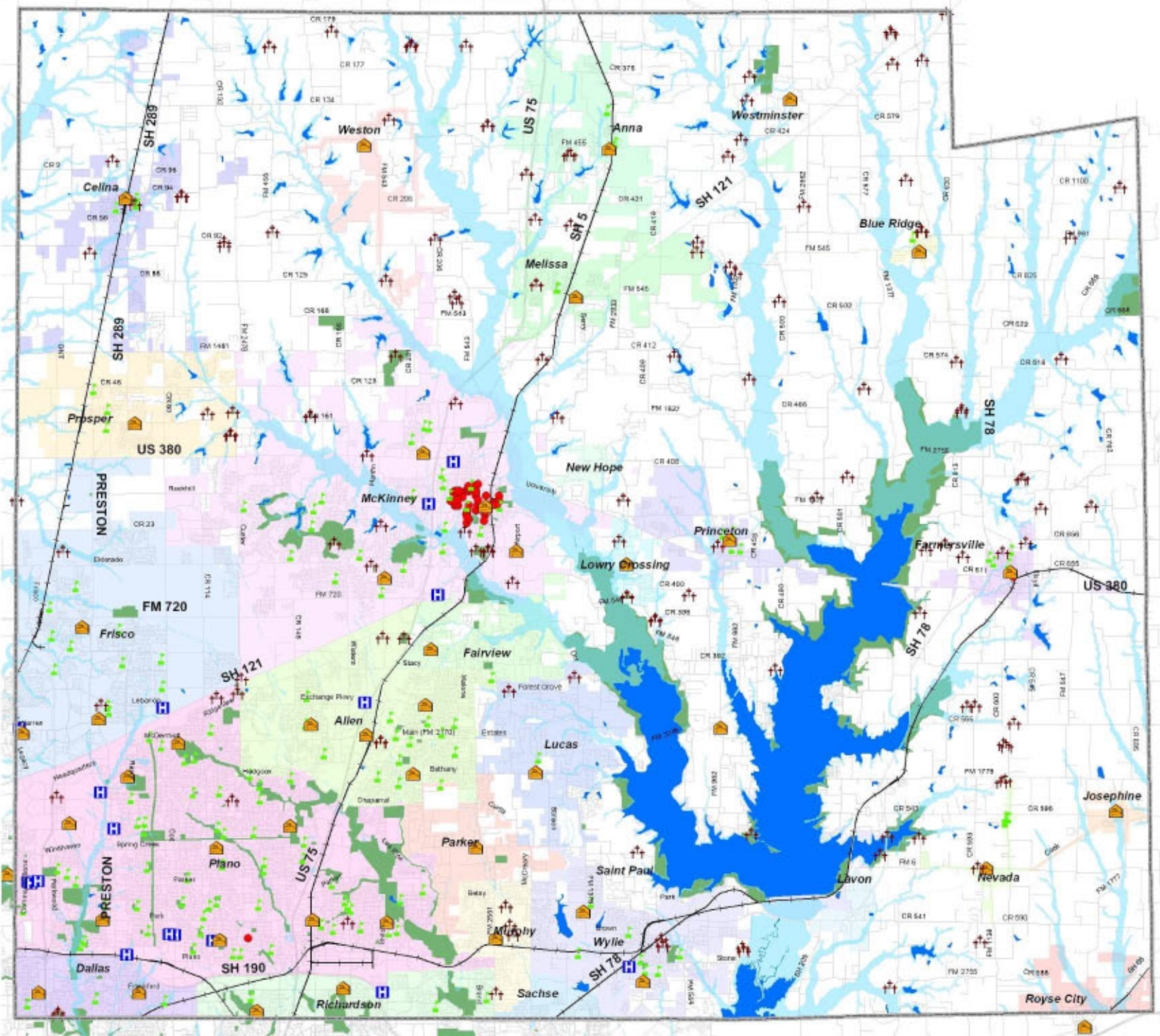


Figure 12: Environmental Constraints

4.1.4. Demographic and Land Use Forecasts

For the purpose of the Mobility Plan Update, population and employment estimates were developed for the base year (2007), and projections were developed for the interim year (2015), the horizon year (2030), and the “build-out” scenario. The “build-out” projections reflect the population and employment that will occur if the various local jurisdictions “build-out” according to their existing adopted plans.

A Transportation Survey Zone (TSZ) was used as the smallest geographical unit. A TSZ is a geographical area based on the geography, population size, land use, and transportation facilities. The TSZs are typically bounded by roadways or other natural features, such as lakes or streams. The NCTCOG has divided the entire nine-county, DFW Metroplex area into 6,399 TSZs. Collin County consists of 453 TSZs, each of which was assigned to a city area or to the county. Boundaries of TSZs rarely follow city limits, so it was necessary to assign TSZs to a city area that comprises the dominant portion of each TSZ.

These combinations of TSZs are referred to as “City Areas” for purposes of this analysis. City Areas do not equate to the incorporated area of a municipality. A total of 438 TSZs were assigned to the City Areas and the remaining 15 TSZs were assigned to the County. The TSZs were assigned to the City Areas if:

1. A TSZ boundary coincided with, or exceeded beyond, a city boundary;
2. A TSZ boundary spanned more than one city, the TSZ was assigned to the City Area that comprised the greater portion of the TSZ;
3. A TSZ boundary more or less, if not exactly, followed a city boundary. Consequently, demographic values for some of the City Areas are either higher or lower than those for the city actual because of this effect.

Figure 13 shows the geographic distribution of each of the 453 TSZs and the City Areas based on the TSZs in the County.

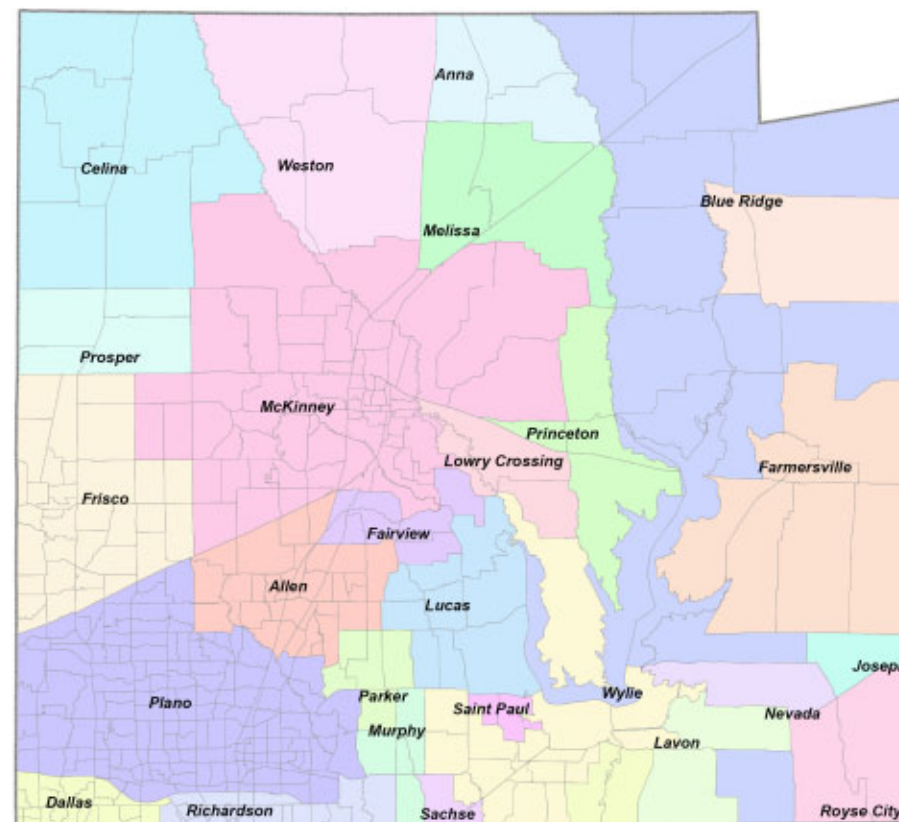


Figure 13: Collin County Transportation Serial Zones and City Areas

As part of the Mobility Plan Update, an accurate and updated estimate (control total) for Collin County’s 2007 population and employment was required. Therefore, NCTCOG 2007 population and employment data was used as a starting or reference point. The NCTCOG 2007 data was reviewed for accuracy, and consequently updated to form the 2007 estimates for the Mobility Plan Update. Specifically, using the NCTCOG aeriels and visual site inspections (for selected properties), each TSZ and associated data was either confirmed or revised. Revisions to NCTCOG 2007 data were made on an as-needed basis using a detailed, parcel-by-parcel analysis in

each TSZ. Additionally, Texas Work Force Commission data and U.S. Census (July 1, 2005) data were used in establishing control totals.

Once the NCTCOG 2007 data were either confirmed or revised, comprehensive plans, future land use plans (FLUPs), and general planning assumptions were applied to vacant land to determine the build-out population and employment for each of the 453 TSZs. If density information was provided in a municipal comprehensive plan, then that density was used instead of the standards listed above. The following factors were used in calculating demographics:

- Density for Population
- Urban – 3.50 Dwelling Units per Acre
- Semi-Urban – 1.50 Dwelling Units per Acre
- Rural – 0.75 Dwelling Units per Acre
- Density for Employment
- Retail – 0.25 F.A.R. – 350 S.F. per employee
- Service – 0.25 F.A.R. – 450 S.F. per Employee
- Basic – 0.10 F.A.R. – 1,000 S.F. per Employee
- Population (General)
- A 10 % reduction was applied to vacant residential land of 500 acres or greater to accommodate roads and other public and semi-public land uses.
- Population (Households)
- A 93.4% occupancy rate was used to determine the amount of future households. However, if a City cited a different number, then the city’s number was used. The 93.4% occupancy rate was reported in the 200 U.S. Census for Collin County.
- Population (Persons)
- The number of persons in each TSZ was calculated by using each TSZs person per household and multiplying by the number of households.



In order to calculate 2015 and 2030 population and employment, growth rates were determined for each TSZ based on the municipal comprehensive plans and observed growth patterns in each TSZ or city. The complete listings of the 2007, 2015, 2030, and the ultimate build-out population and employment figures for each of the TSZ zones, are included in Appendix D.

In general, Collin County is developing or growing from the southwest (e.g., Dallas, Plano, and Richardson) to the northeast/east portion of the County (e.g., Anna, Melissa, Blue Ridge, Farmersville, and Josephine). Furthermore, cities in the southwestern portion of the County will reach build-out earlier than cities in the northeastern/eastern portion. As a whole, the County is projected to reach its “build-out” or ultimate population of 2,166,000 people in 2045. This would be three times the existing (year 2007) population of approximately 702,110. The County will reach its “build-out” or ultimate employment in the year 2039 with 1,240,224 jobs within the County. This would be five times the existing (year 2007) employment of 241,433.

The resulting population forecasts for 2007, 2015, 2030 and Ultimate Buildout are illustrated by the population density maps showing in Figure 14, 15, 16, and 17. Each dot represents 250 residents.

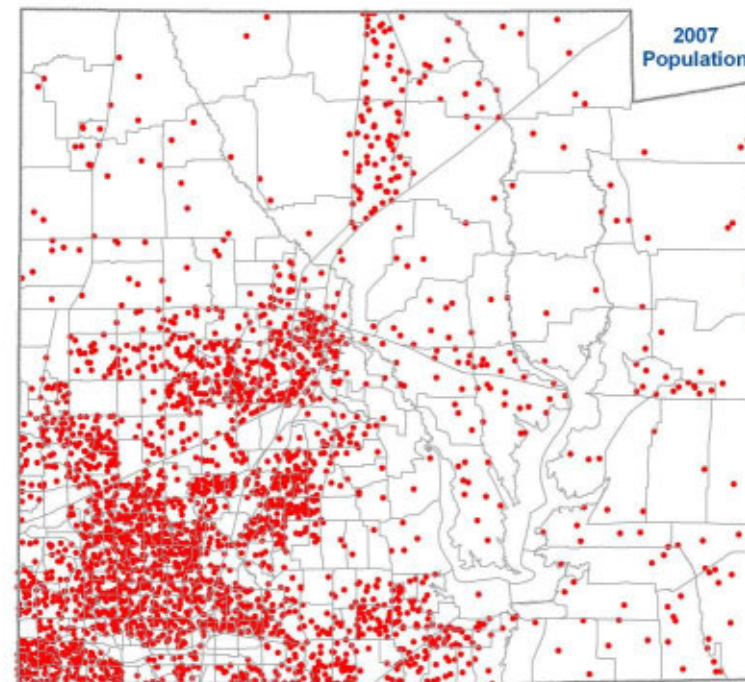


Figure 14: Collin County Population Estimate – 2007
(1 dot = 250 residents)

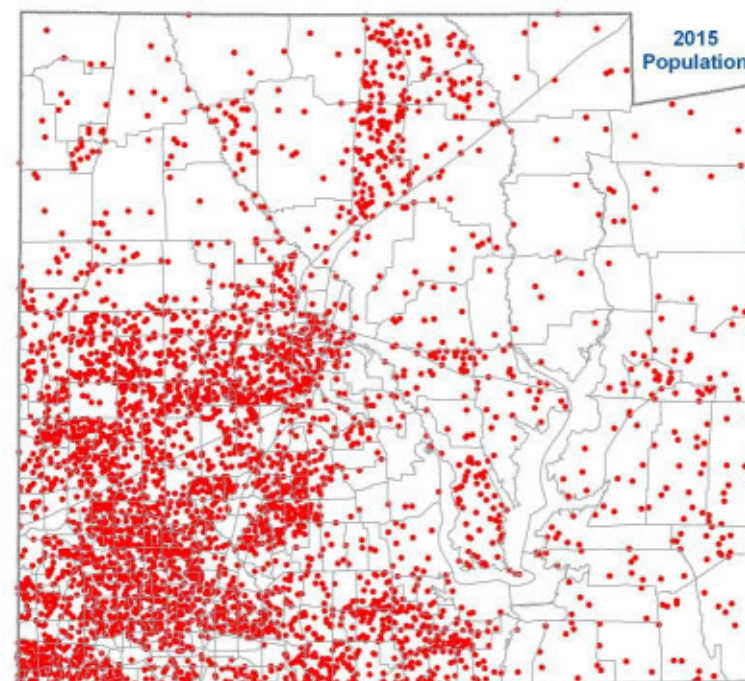


Figure 15: Collin County Population Estimate – 2015
(1 dot = 250 residents)

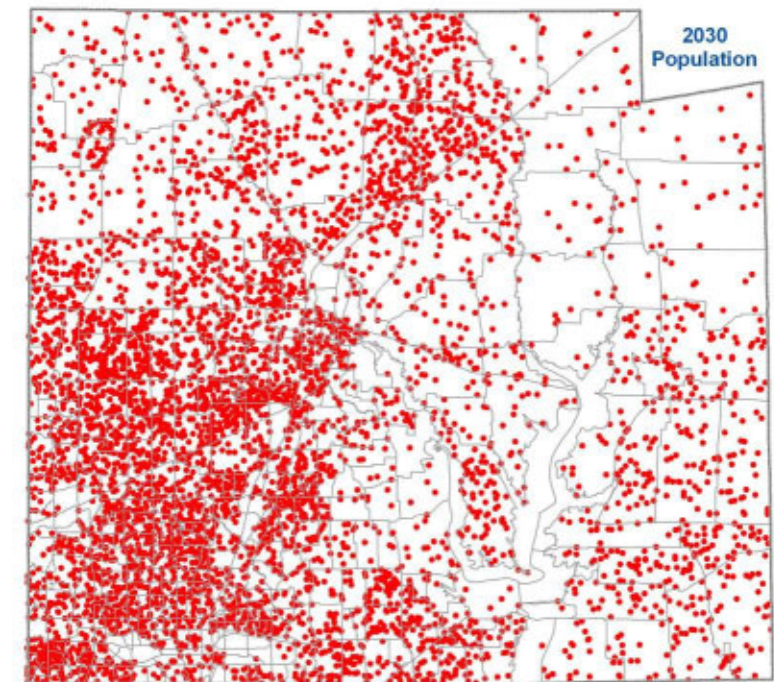


Figure 16: Collin County Population Estimate – 2030
(1 dot = 250 residents)

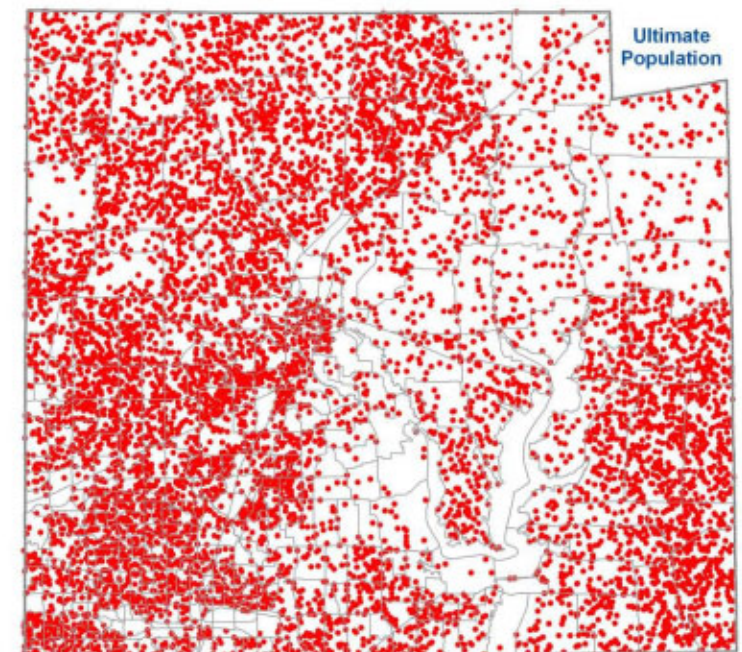


Figure 17: Collin County Population Estimate – Ultimate
(1 dot = 250 residents)

In some areas, particularly in the southwestern portion of the County, build-out will occur prior to 2025. In other areas, such as in north-east, build-out will occur after 2025. For example, the City of Plano is projected to build-out within the next ten years. However, the Cities of Allen and Frisco are projected to build-out within the next 15 years, while the City of McKinney will not build-out for 25 years. The greatest concentration of population and employment will be located on the west side of the County. This area stretches from Plano northward to Celina and also includes the cities of Allen, Frisco, McKinney, and Wylie. This area reflects the County's urbanized area, with residential development consisting of a variety of housing types and densities and non-residential development ranging from local retail to international manufacturing.

The employment forecasts for 2007, 2015, 2030, and Ultimate Buildout are shown in Figures 18, 19, 20, and 21. Each dot represents 150 employees.

The population and employment forecasts are listed in Tables 4 and 5. The City Areas listed in these tables do not coincide with the incorporated areas of the respected municipalities.

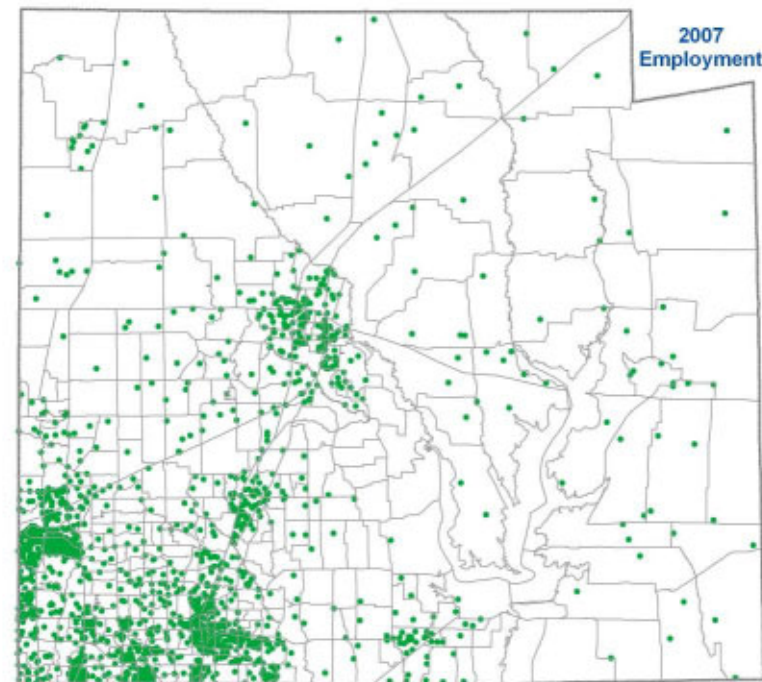


Figure 18: Collin County Employment Estimate – 2007
(1 dot = 150 employees)

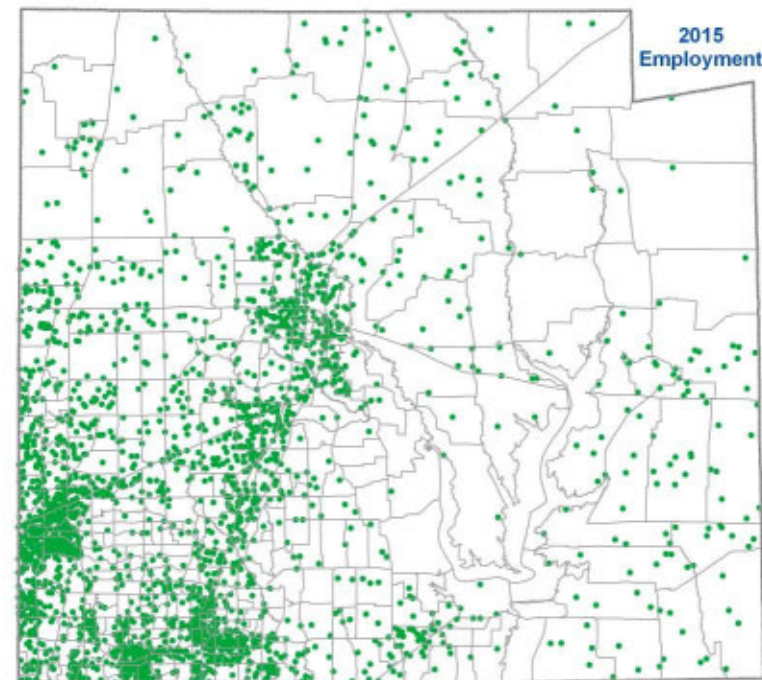


Figure 19: Collin County Employment Estimate – 2015
(1 dot = 150 employees)

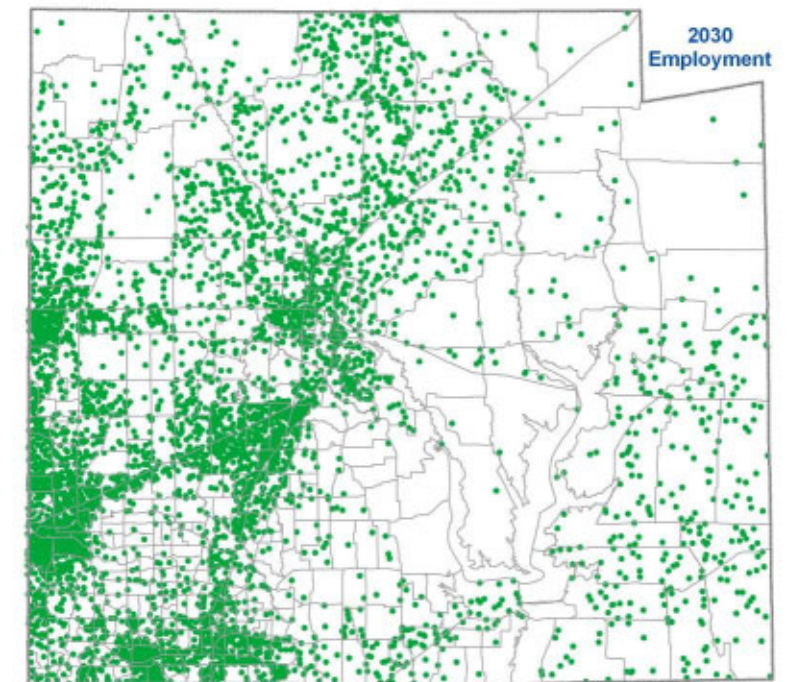


Figure 20: Collin County Employment Estimate – 2030
(1 dot = 150 employees)

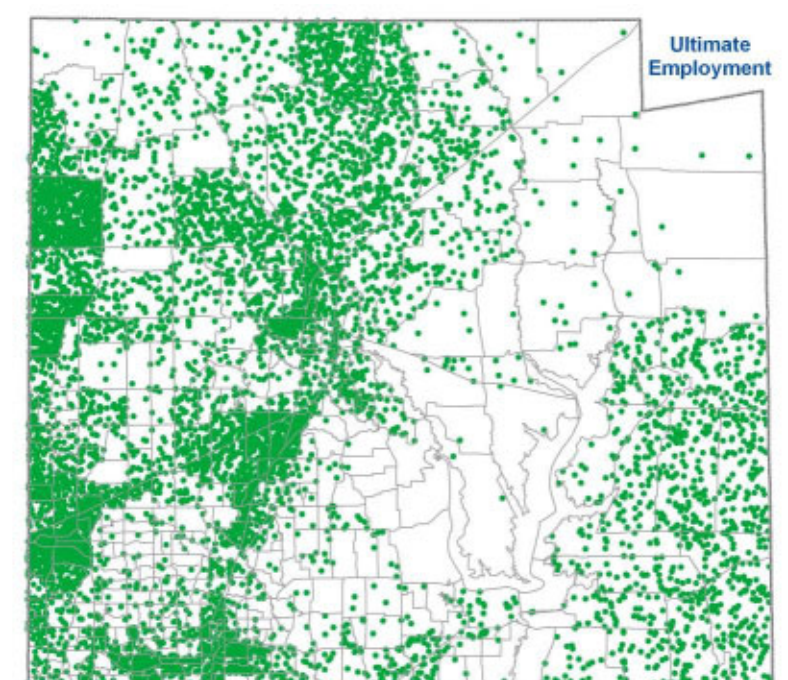


Figure 21: Collin County Employment Estimate – Ultimate
(1 dot = 150 employees)



Table 4: Collin County Population Projections

Population					
City Areas	2007	2015	2030	CAGR	Ultimate
Allen	74,887	92,021	100,004	1.27%	100,004
Anna	9,669	24,267	38,444	6.18%	72,814
Blue Ridge	1,538	2,331	6,077	6.16%	17,249
Carrollton	Classified Under Plano				
Celina	5,410	13,363	48,004	9.96%	164,881
Dallas	51,009	54,870	56,475	0.44%	56,475
Fairview	6,868	12,357	19,332	4.60%	20,231
Farmersville	6,354	20,760	54,423	9.79%	199,221
Frisco	55,731	113,268	164,258	4.81%	164,258
Garland	Classified Under Richardson				
Josephine	1,132	3,845	10,302	10.08%	21,313
Lavon	1,340	3,867	13,139	10.44%	28,390
Lowry Crossing	2,547	4,338	7,065	4.54%	7,596
Lucas	4,552	7,799	11,452	4.09%	11,452
McKinney	113,128	191,078	330,197	4.77%	358,840
Melissa	13,918	28,254	67,799	7.13%	95,702
Murphy	10,947	14,994	15,301	1.47%	15,301
Nevada	841	2,770	12,374	12.40%	23,958
New Hope	Classified Under McKinney				
Parker	4,444	7,953	11,615	4.27%	11,860
Plano	244,691	255,871	259,024	0.25%	259,024
Princeton	7,297	12,465	16,638	3.65%	36,623
Prosper	3,969	11,983	36,025	10.06%	51,938
Richardson	26,482	28,950	30,584	0.63%	30,584
Royse City	4,195	4,195	17,789	6.48%	81,213
Sachse	3,076	3,900	5,574	2.62%	5,574
Saint Paul	1,325	1,913	2,218	2.27%	2,218
Van Alstyne	Classified Under Anna				
Weston	1,957	12,623	53,697	15.49%	142,621
Wylie	37,424	63,318	75,217	3.08%	85,758
County (Remainder)	7,379	13,436	33,860	6.85%	129,310
Totals	702,110	1,006,789	1,496,887	3.35%	2,194,408
Compound Annual Growth Rates	Years 2007-2015			4.608%	
	Years 2015-2030			2.679%	

Note: City Areas are based on TSZ boundaries as described in Section 4.1.2

Source: Projections by Freese and Nichols updated from the Collin County Mobility Plan 2002 Update

Table 5: Collin County Employment Projections

Employment					
City Areas	2007	2015	2030	CAGR	Ultimate
Allen	12,902	31,962	71,867	7.75%	84,232
Anna	554	2,640	13,553	14.91%	21,562
Blue Ridge	505	530	553	0.40%	553
Carrollton	Classified Under Plano				
Celina	2,459	4,566	27,431	11.06%	139,812
Dallas	15,194	20,152	20,213	1.25%	22,249
Fairview	136	3,135	12,320	21.64%	17,131
Farmersville	2,509	7,860	19,799	9.40%	71,155
Frisco	12,729	46,367	117,498	10.15%	117,498
Garland	Classified Under Richardson				
Josephine	307	1,390	3,680	11.40%	7,585
Lavon	184	1,382	4,699	15.13%	10,069
Lowry Crossing	285	285	327	0.60%	327
Lucas	608	1,397	1,460	3.88%	2,946
McKinney	36,475	67,802	168,323	6.87%	240,419
Melissa	1,000	2,772	27,199	15.44%	40,935
Murphy	617	1,565	2,572	6.40%	3,162
Nevada	142	993	4,400	16.10%	8,508
New Hope	Classified Under McKinney				
Parker	550	798	1,546	4.60%	1,546
Plano	123,272	151,582	187,319	1.84%	204,348
Princeton	1,280	2,020	2,220	2.42%	2,487
Prosper	1,300	8,558	24,875	13.69%	43,075
Richardson	17,995	24,028	35,363	2.98%	35,363
Royse City	660	1,534	6,355	10.35%	28,850
Sachse	334	1,280	3,226	10.36%	4,299
Saint Paul	299	299	299	0.00%	299
Van Alstyne	Classified Under Anna				
Weston	682	4,937	30,238	17.92%	93,345
Wylie	6,734	8,394	11,746	2.45%	16,727
County (Remainder)	1,721	3,681	11,331	8.54%	21,742
Totals	241,433	401,908	810,412	5.41%	1,240,224
Compound Annual Growth Rates	Years 2007-2015			6.578%	
	Years 2015-2030			4.786%	

4.2. NCTCOG Model Coordination and Analysis

Since the early 1960's, travel demand forecasting models have been used as a tool in the transportation decision making process. These models simulate existing and future traffic on the transportation network and measure the impact of possible changes or additions. The projected level of service (LOS) for the Collin County thoroughfare networks in 2015 and 2030 are shown in Figures 22, 23, 24 and 25 (AM peak period) and Figures 26, 27, 28, and 29 (PM peak period).

4.2.1. Travel Demand Forecasting Process

The Travel Demand Forecasting Process for the Collin County Mobility Plan Update was a collaborative effort between the project team and the North Central Texas Council of Governments. The forecasting process used the Dallas-Fort Worth Regional Travel Model (DFWRTM) customized to address the demographic and transportation system assumptions of the Collin County Mobility Plan Update.

There are four basic steps in the travel demand forecasting process. These are:

1. Trip Generation
2. Trip Distribution
3. Mode Choice
4. Traffic Assignment

In general, person trips are generated based on established relationships for trip-making activity; distributed between zones based on their relative attractiveness; converted to vehicle trips by adjusting for auto occupancy and transit ridership; and then assigned to the roadway network according to the shortest time path between each origin and destination, while taking into consideration the constraining effect of individual roadway capacities.

As a part of the modeling process for Collin County, traffic assignments were prepared for the base year (2007), the interim year (2015), and the horizon year (2030).

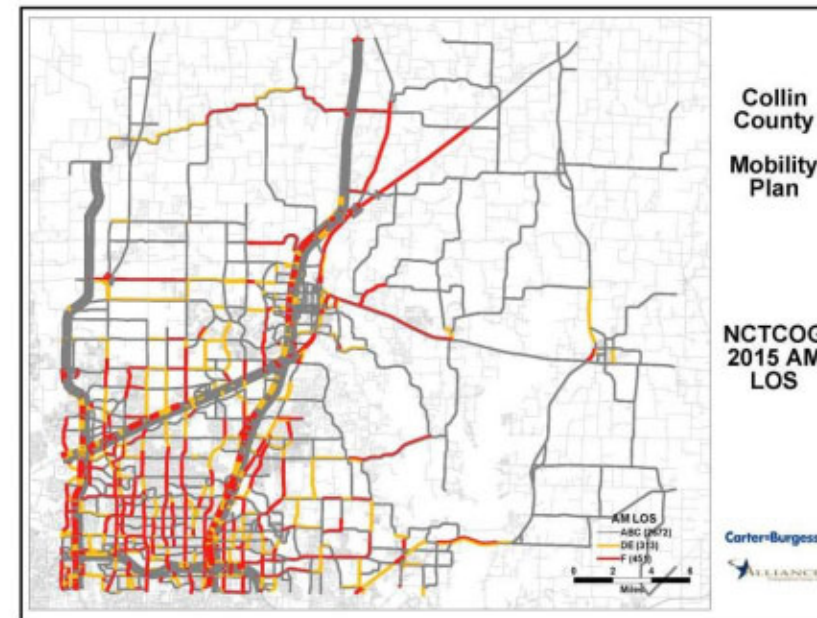


Figure 22: 2015 AM LOS – No Build

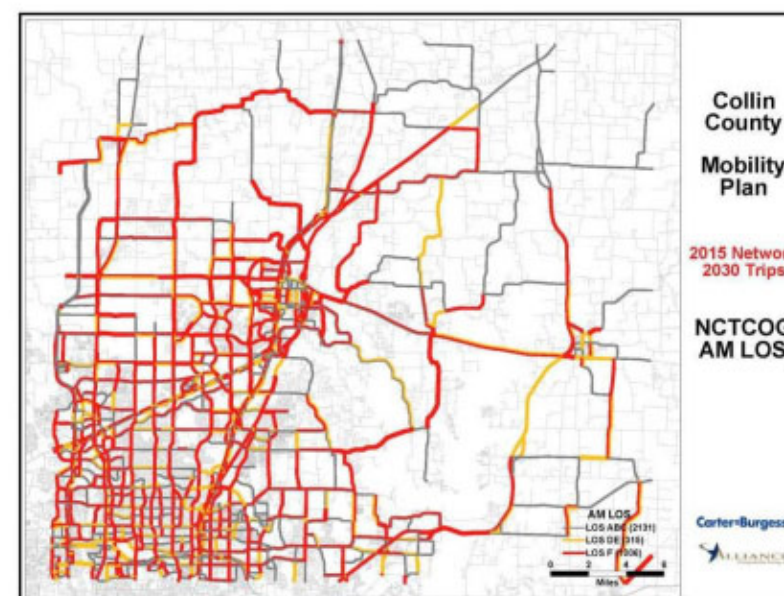


Figure 23: 2015 AM LOS

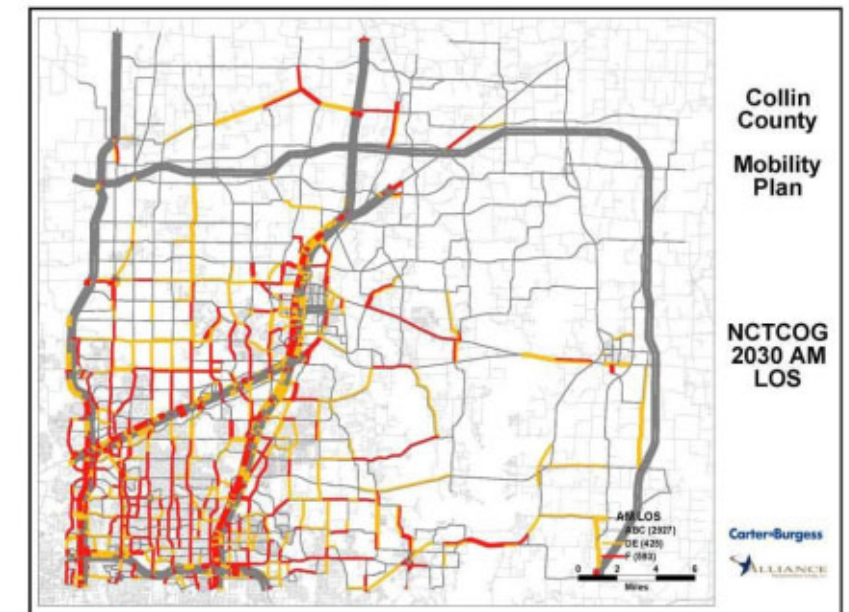


Figure 24: 2030 AM LOS

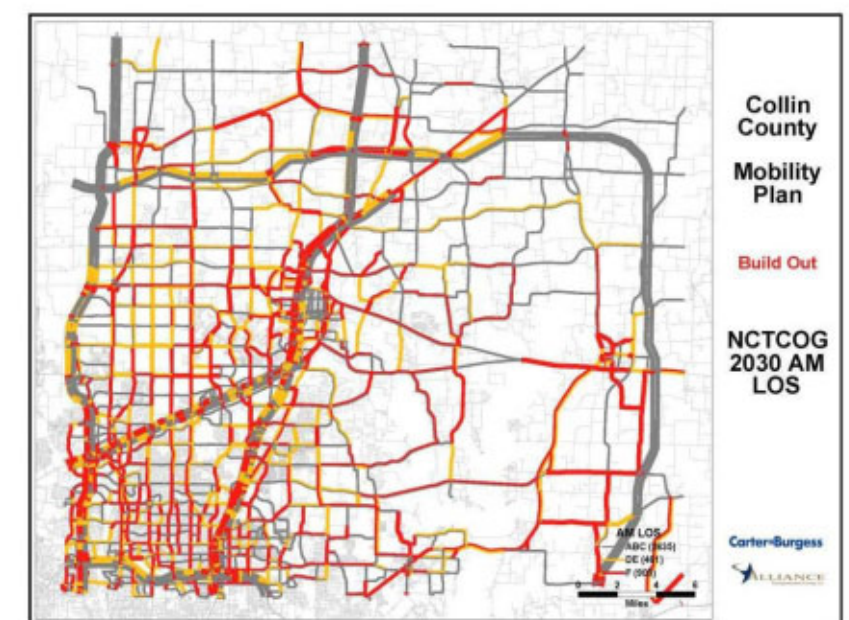


Figure 25: 2030 AM LOS - Buildout

Note: Red segments identify roadways with LOS F
Orange segments identify roadways with LOS D or E
Clear segments identify roadways with LOS A, B, or C

In addition to calculating traffic assignments for each “model year” using the draft transportation network and demographic forecast for the year, traffic assignments were also calculated using the draft transportation network for the year and demographic forecast for the next “model year”. This was done to understand the deterioration of traffic conditions in the absence of transportation improvements.

4.2.2. Transportation Networks

The purpose of the 2007 traffic assignment was to validate the model against observed traffic counts on the roadway system that existed in 2007. Through this procedure, the accuracy of the model in replicating actual traffic conditions could be determined. Upon completion of the 2007 model validation process, several traffic assignments were then performed for ultimate build-out conditions. The first of these was based on:

1. The ultimate projections for population and employment within the County, as determined from the local Comprehensive Plans;
2. The currently projected ultimate population and employment for the Dallas-Fort Worth region, as estimated by the NCTCOG;
3. The roadway and transit improvements recommended in the NCTCOG 2025 Regional Mobility Plan; and
4. The existing Thoroughfare Plans for each jurisdiction within Collin County.

Following review of the resulting traffic volume projections, additional refinements were made to the ultimate model network in order to identify a transportation system that would sufficiently accommodate projected travel demand over the next 20-25 years.

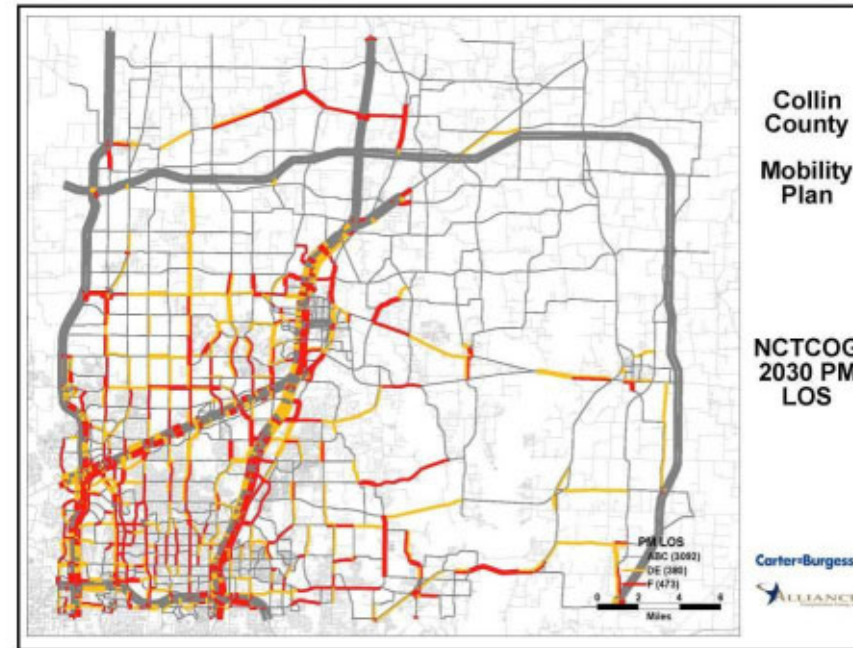


Figure 26: 2015 PM LOS – No Build

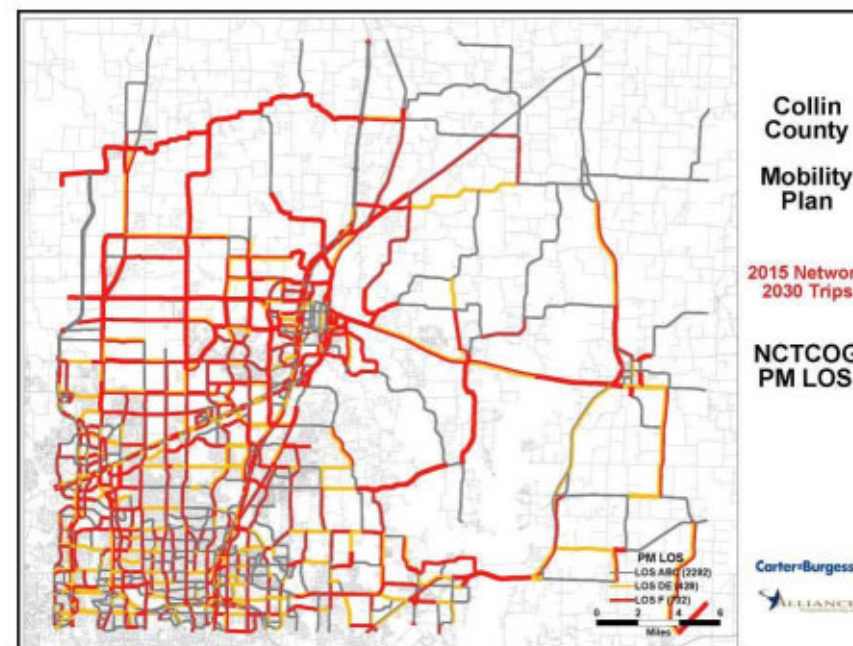


Figure 27: 2015 PM LOS

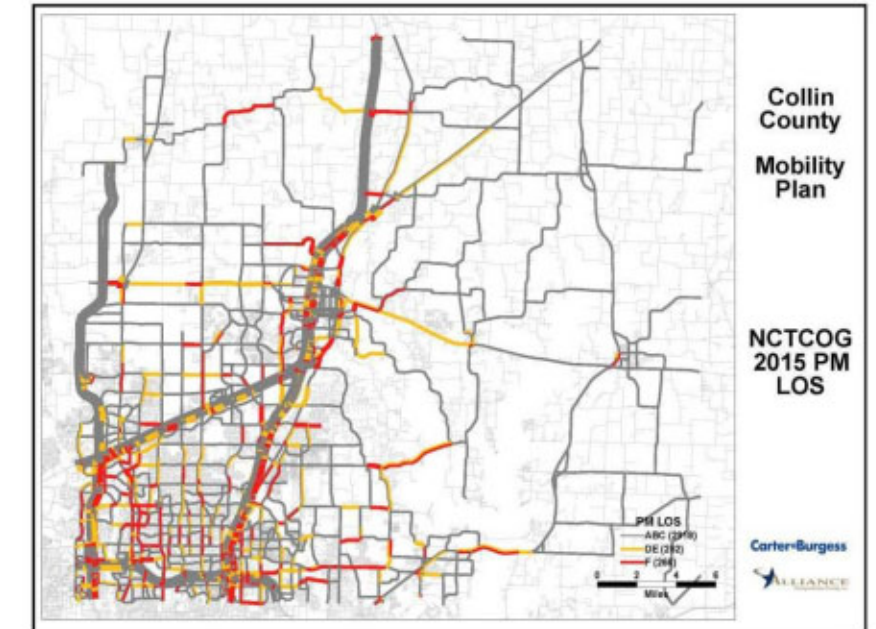


Figure 28: 2030 PM LOS

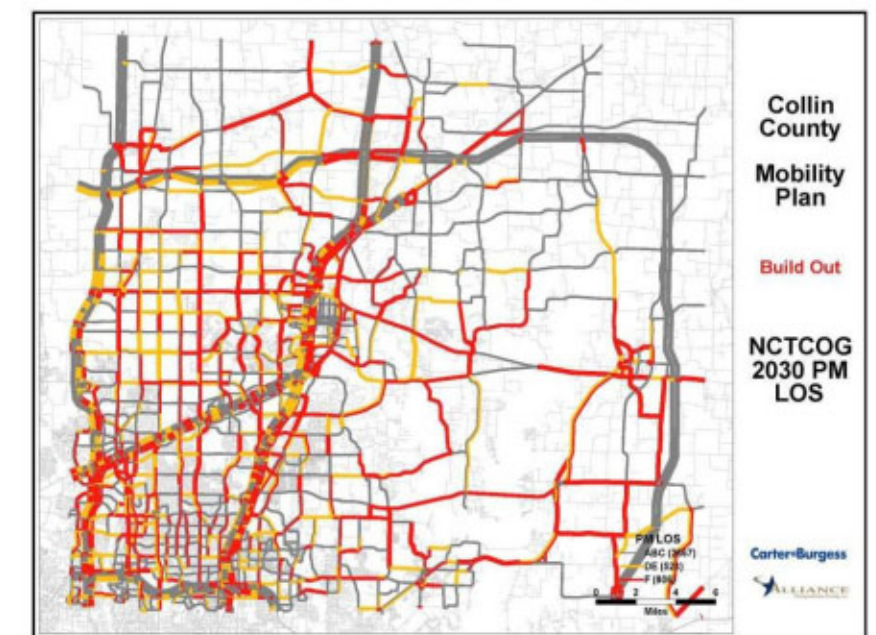


Figure 29: 2030 PM LOS – Buildout

Note: Red segments identify roadways with LOS F
Orange segments identify roadways with LOS D or E
Clear segments identify roadways with LOS A, B, or C

As one of the outputs of the travel demand modeling process, "Performance Summary Reports" were created to compare one alternative traffic assignment with another relative to such performance measures as lane miles, capacity, vehicle miles of travel, operating speeds, congestion delay, level of service, etc. These performance measures enable the transportation analyst to estimate the degree to which the travel demands created by population and employment growth will be accommodated by the planned investment in transportation infrastructure.

Performance Summary Reports were prepared for the 2007 traffic assignment, as well as for each alternative traffic assignment for the ultimate "build-out" condition.

4.2.3. Regional Travel Model

Travel models use input data consisting of demographic and employment variables combined with a detailed description of the transportation system to determine how many trips will be generated, how these trips will be distributed across the study area, what mode of travel (auto, carpool, transit etc;) travelers will use, and what routes trip makers will select (based on travel delay and other constraints) to reach their destination. The Dallas-Fort Worth Regional Travel Model (DFWRTM) is a four-step trip-based travel demand model that covers approximately 5,000 square miles in North Central Texas. The modeling area includes the entire counties of Collin, Dallas, Denton, Rockwall and Tarrant, the western portion of Kaufman County, the northern portion of Ellis and Johnson Counties, and the eastern portion of Parker County. To focus the travel model on Collin County and to customize the model data and transportation system networks to address the assumptions being applied for the Collin County Mobility Plan Update, revisions were made to the model input data and transportation system networks. These revisions included an update of the demographic and employment forecasts of anticipated

growth in Collin County for the milestone years 2015 and 2030 as well as for full build out of the County.

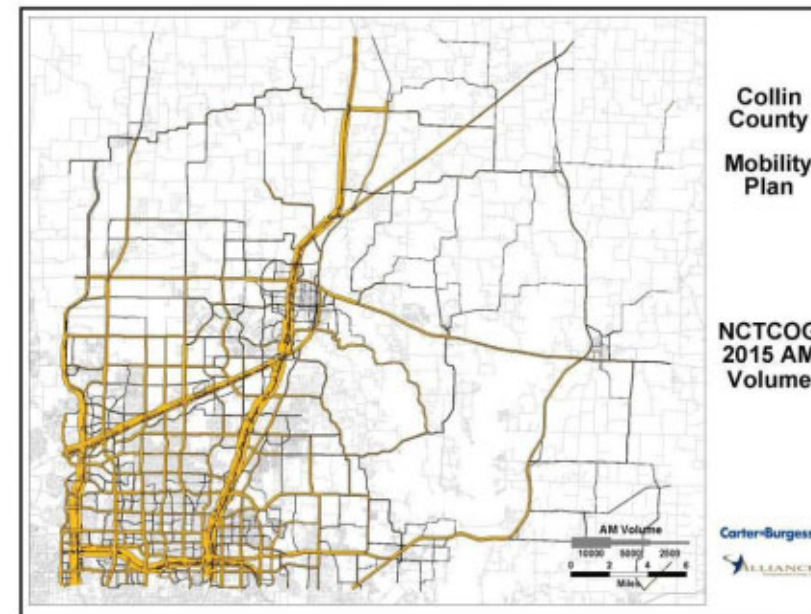


Figure 30: 2015 AM Volume – No Build

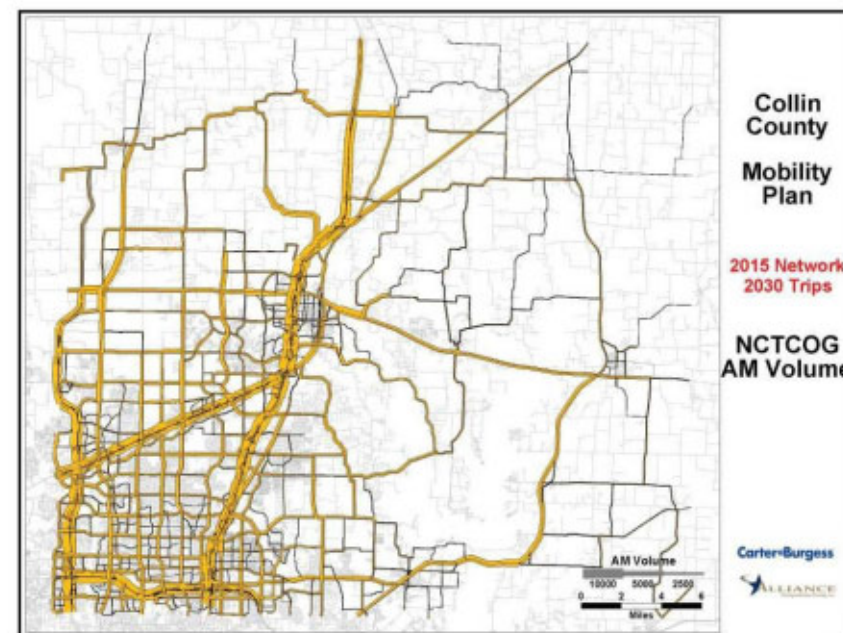


Figure 31: 2015 AM Volume

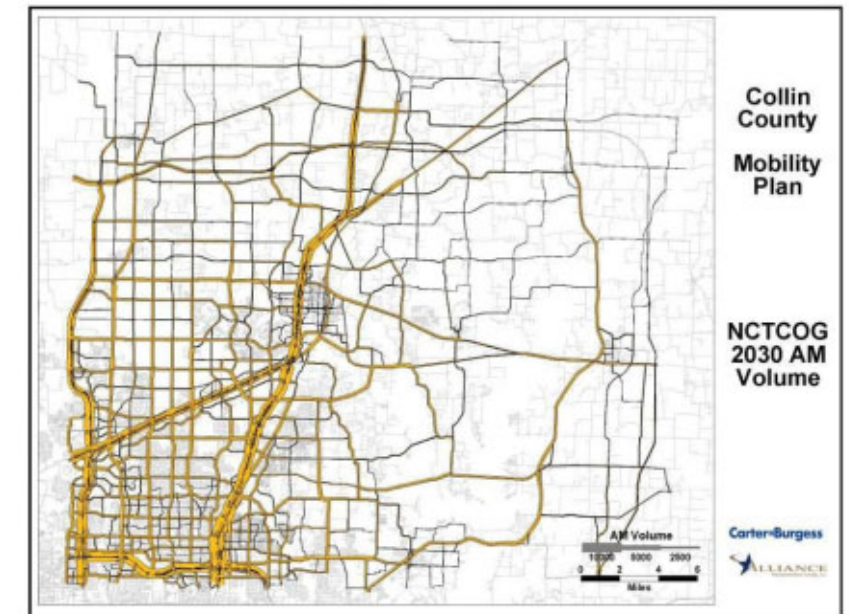


Figure 32: 2030 AM Volume

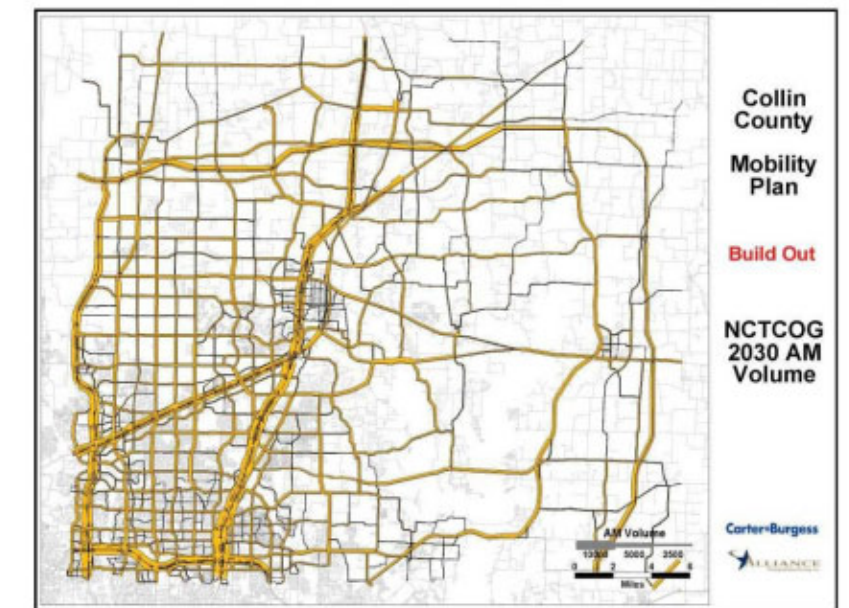


Figure 33: 2030 AM Volume - Buildout

The NCTCOG highway networks were also modified to reflect committed and proposed roadway projects that were to be included in the Collin County Mobility Plan Update, but were not included in the standard NCTCOG highway networks. These modified demographic inputs and highway network refinements were developed by the project team and provided to the NCTCOG Travel Model Development Group who coded the highway networks and performed the initial travel model runs using the adjusted demographics and network definition. The NCTCOG Travel Model Development Group performed initial model runs for three scenarios-

1. **Scenario Number 1** is a 2015 analysis that applied the anticipated 2015 demographic and employment growth to a transportation network consisting of existing + committed projects. Committed projects are those that are under construction or are fully and irrevocably funded for construction and are expected to be operational by the 2015 analysis year.
2. **Scenario Number 2** is a 2030 analysis that applied the anticipated 2030 demographics and employment growth to a transportation network consisting of all of the existing, committed and proposed projects included in the March 2007 draft of the 2030 Collin County Mobility Plan.
3. **Scenario Number 3** is a Build Out analysis that applied the full build out demographics to the transportation network representing the March 2007 draft of the Collin County Mobility Plan.

NCTCOG provided the results of these initial travel model runs to the project team for interpretation, analysis and reporting. To make the travel forecast results useful within the context of the Collin County Mobility Plan update, the project team used the initial runs performed by NCTCOG to develop a statistical profile of each scenario based on a set of selected measures-of-effectiveness derived from the travel model output.

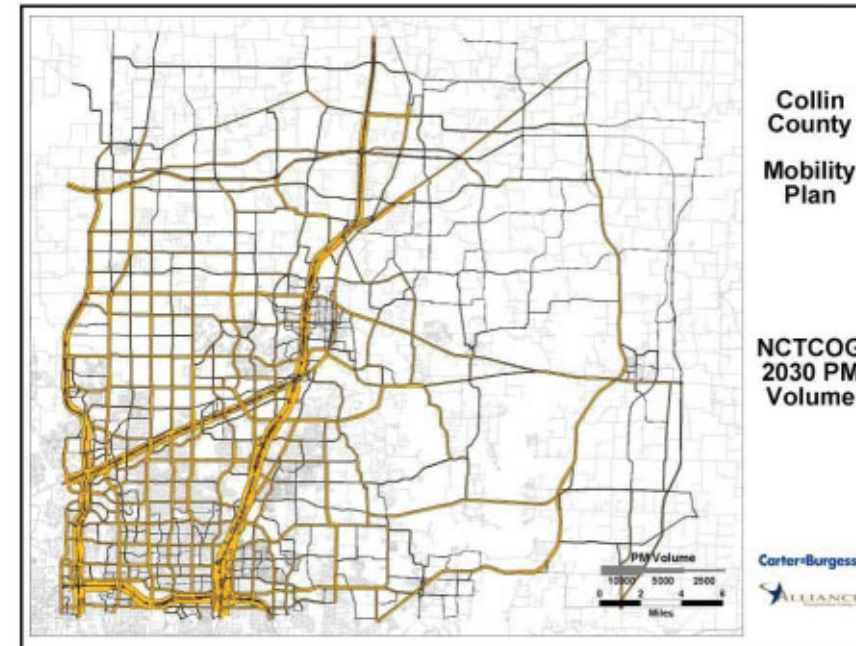


Figure 34: 2015 PM Volume – No Build

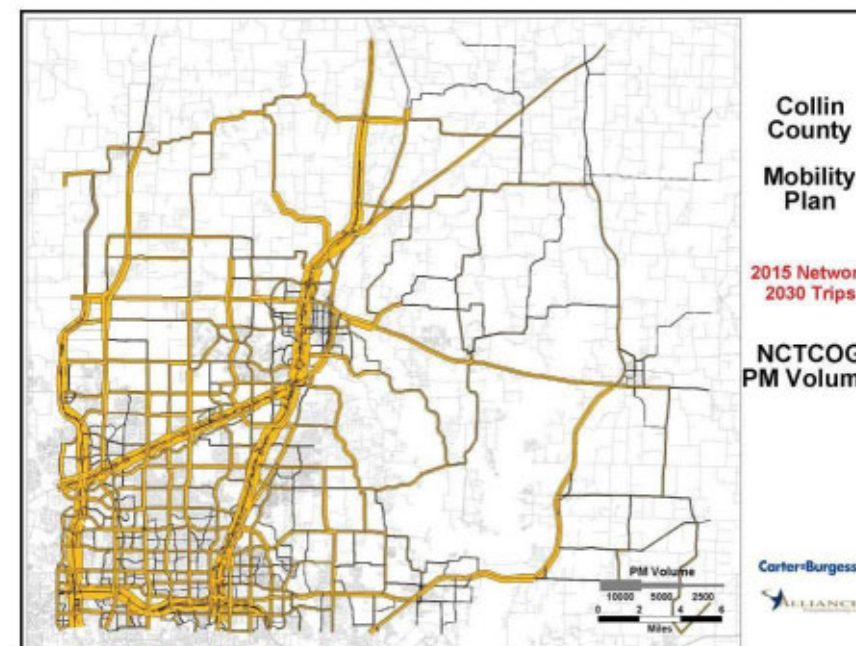


Figure 35: 2015 PM Volume

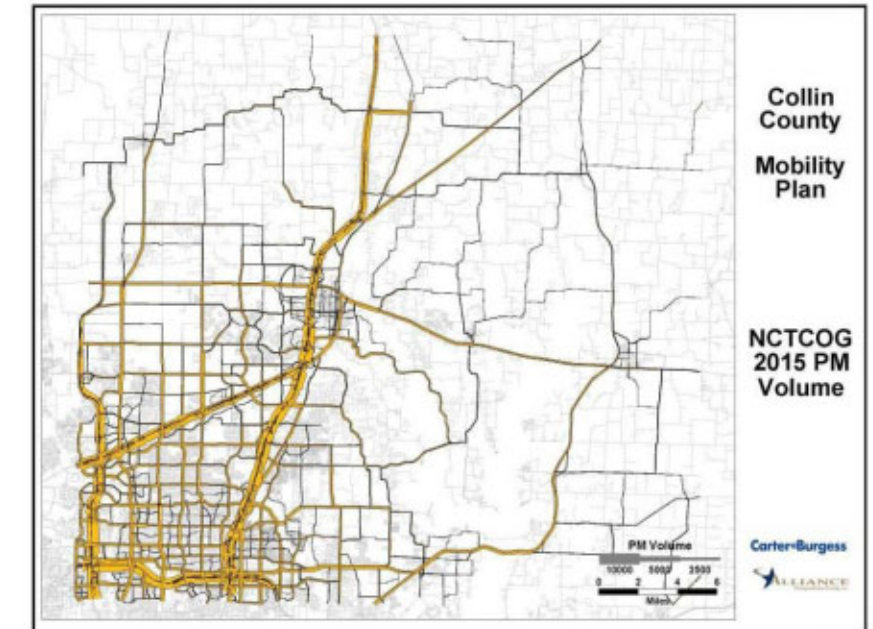


Figure 36: 2030 PM Volume

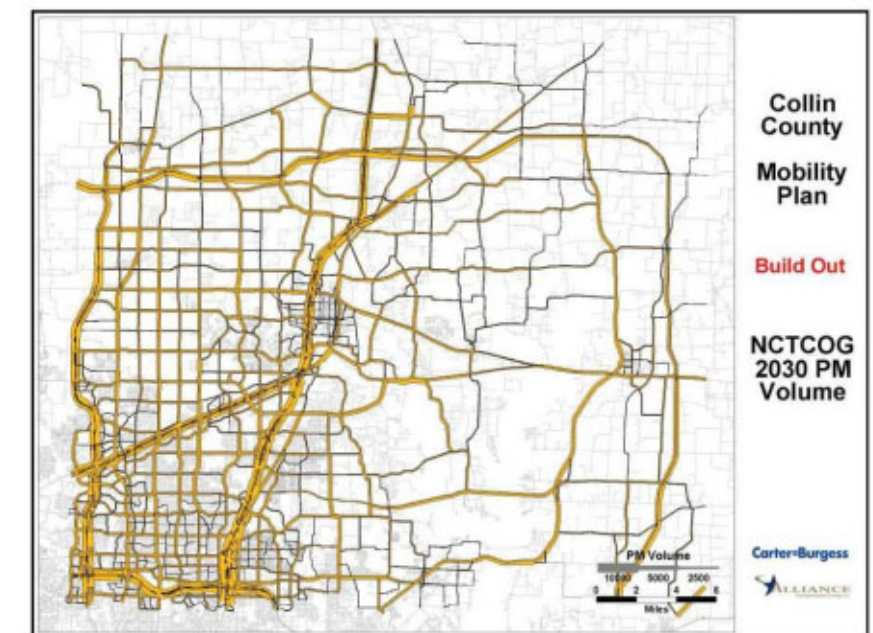


Figure 37: 2030 PM Volume - Buildout



In addition to compiling the statistical profile of each scenario, the project team used trip tables and networks provided by NCTCOG to perform additional travel model runs to identify capacity deficiencies of the existing plus committed network. The deficiency analysis consisted of applying the 2030 build out demographics to the 2015 Existing plus Committed Network.

The results of this deficiency analysis were then compared in terms of level-of-service on the transportation system to the statistical profile of the travel forecasts for the build scenario contained in the 2030 Collin County Mobility Plan. By comparing the planned

improvements against the “no build” scenario, the benefits achieved by the capacity improvements identified in the plan can be measured and evaluated.

The project team used the statistical profiles of the scenarios and the capacity deficiency analysis to prioritize proposed transportation actions based on the measures of effectiveness, and to suggest additional projects for inclusion in the final mobility plan. The result of this analysis was the recommendation to include two additional projects in the final plan to reduce capacity deficiencies not addressed in the draft plan.

The collaborative effort between the project team and the NCTCOG Travel Model Development Group to develop travel forecasts, statistical profiles, and comparative analysis of transportation system alternatives for the Collin County Mobility Plan provides Collin County with the means to fully explore the various options being analyzed and to determine the best course of action to achieve community goals and optimize the County transportation system.



4.3. Public Involvement

An intensive public participation program was conducted to provide opportunities for citizens and organizations to be involved in the planning process.

4.3.1. Collin County Planning Board

The Collin County Planning Board acted as the steering committee for the Mobility Plan 2007 Update. The Collin County Planning Board's Transportation Committee acted as the Technical Advisory Group (TAG), and provided recommendations to the Collin County Planning Board.

Meetings were held with the Planning Board throughout the duration of the project to update members of the status and provide guidance on the development of the Mobility Plan Update.

4.3.2. Initial Public Meeting

The initial public meeting for the Collin County Mobility Plan 2006 Update was held February 16, 2006 from 6:30 pm to 8:30 pm at the Jury Room "Annex B" of the Collin County Courthouse. Attendees at the meeting received handouts that consisted of the meeting agenda, copy of the presentation, and a questionnaire. During the open house prior to the meeting, attendees browsed boards showing the study area, 2002 Adopted Thoroughfare Plan, 2000 and 2030 employment density, and 2000 and 2030 household population density maps.

The purpose of the meeting was to present to the citizens of Collin County the purpose and objectives of the Mobility Plan Update and to gather input regarding major issues and concerns with the Collin County transportation network.

4.3.3. Meetings with Municipalities

The consulting team met with staff and official representatives of more than 18, out of the total 30, municipalities in the County during the course of the project to go over each city's individual thoroughfare and comprehensive plans and to discuss one-on-one the needs and concerns of the individual cities. The 18 cities the consulting team met with are:

- City of Allen
- City of Anna
- City of Celina
- City of Dallas
- City of Farmersville
- City of Fairview
- City of Frisco
- City of Lucas
- City of McKinney
- City of Melissa
- City of Murphy
- City of Plano
- City of Prosper
- City of Richardson
- City of Royse City
- City of Sachse
- City of Weston
- City of Wylie

4.3.4. Final Public Meeting

The final 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. Total

attendance was approximately 70 persons, based on the sign-in sheets. The purpose of the meeting was to present to the public the Draft 2007 Thoroughfare Plan.

During the 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.

Presented during the meeting were the 2015 and 2030 population projections and future level-of-service projections. Comments and questions regarding the draft thoroughfare was received and used to create the final thoroughfare plan.

4.3.5. Project Website

Carter & Burgess established a special internet web site devoted to the Collin County Mobility Plan Update. The website, <http://www.ccmplu.org> was used to disseminate information and enhance communication about the development and results of the plan update. Draft copies of the thoroughfare plan, functional classification, design criteria, and other products were incorporated in the website for review and comment. A comments form was included for visitors to submit written comments via the web site. The website was also used to provide information about meetings and other pertinent information regarding the mobility plan. The website has the versatility and flexibility to be useful to the County after adoption of the updated Mobility Plan.



5. Existing Conditions

5.1. Overview

Collin County is a fast-developing County in the DFW-Metroplex area. The character of urbanized areas of the County varies considerably across its geographic sub-areas, but largely consists of well established urban and suburban residential neighborhoods as well as long-standing commercial developments. The County is steadily maturing beyond a once rural and suburban community into an active metropolitan area with urban characteristics. Redevelopment and infill plus new development in the north and north-eastern parts of the County offer future growth opportunities, as steady development in the southern parts of the County continues.

5.1.1.1. Geography

According to the United States Census Bureau, Collin County has an area of 886 mi² (2,294 km²). 848 mi² (2,195 km²) of it (95.68%) is land and 38 mi² (99 km²) of it (4.32%) is water. The elevation ranges from 450 to 700 feet above mean sea level. Temperatures range from an average high of 96° F in July to an average low of 34° F in January. The East Fork of the Trinity River drains the western and central portions of the County. The Elm Fork of the Trinity drains the eastern sections. Lake Lavon is a another major water body and it provides drinking water to the Collin County and the DFW Metropolitan area.

5.1.1.2. Demographics

Collin County has experienced dramatic growth in the past 35 years, with its population growing from 66,920 in 1970, to an estimated 659,457 in 2005. According to the United States Census Bureau, Collin County, in 2006, is the 14th fastest growing county in the nation, with an estimated population growth of 34.1% between April 2000 and July 2005. The County is home to six of the top 20

fastest growing cities in the state. Texas has only seen a growth of 9% and the U.S. 5% growth in population. According to the region's Metropolitan Planning Organization, the population is projected to cross the one million mark well before 2025.

Table 6: Collin County Population Estimates, 2000 to 2005

Geographic Area		Collin County	Texas	United States
Population estimates	July 1, 2005	659,457	22,859,968	296,410,404
	July 1, 2004	628,426	22,471,549	293,656,842
	July 1, 2003	597,322	22,099,136	290,850,005
	July 1, 2002	568,804	21,722,394	287,984,799
	July 1, 2001	537,791	21,333,606	285,107,923
	July 1, 2000	500,136	20,949,354	282,193,477

Source- Population Division, U.S. Census Bureau

5.1.1.3. Housing

According to the U.S. Census Bureau, Collin County has 250,252 housing units in 2005. That is 28.4% increase from 2000. The average household size in 2005 was 2.80 persons per household.

5.1.1.4. Economy

2005 Employment in Collin County is 493,230 which is a 3.5% increase from 2000, according to the U.S. Census Bureau. Collin County has a median household income is \$70,784 and an average household income of \$90,814.

5.1.1.5. Infrastructure

The Collin County Commissioner's Court adopted the Collin County Subdivision Regulations to provide minimum standards for land subdivisions and developments and prevent substandard subdivisions in Collin County. The Subdivision Regulations provide for the safety, health and well being of the general public. The regulations require subdivision construction standards for streets, drainage, water availability and sewage facilities conducive to a superior quality of life and maintainability without imposing a burden to the taxpayers.

5.1.1.6. Air Quality

The nine-county DFW Metropolitan area region has been designated "non-attainment" for the pollutant ozone by the U.S. Environmental Protection Agency. The air quality standard is designed to address the prolonged exposure to unhealthy air and to ensure federal funds and approval of transportation activities consistent with regional air quality goals. The non-attainment area has until June 15, 2010 to reach conformity of the federal air quality standards.

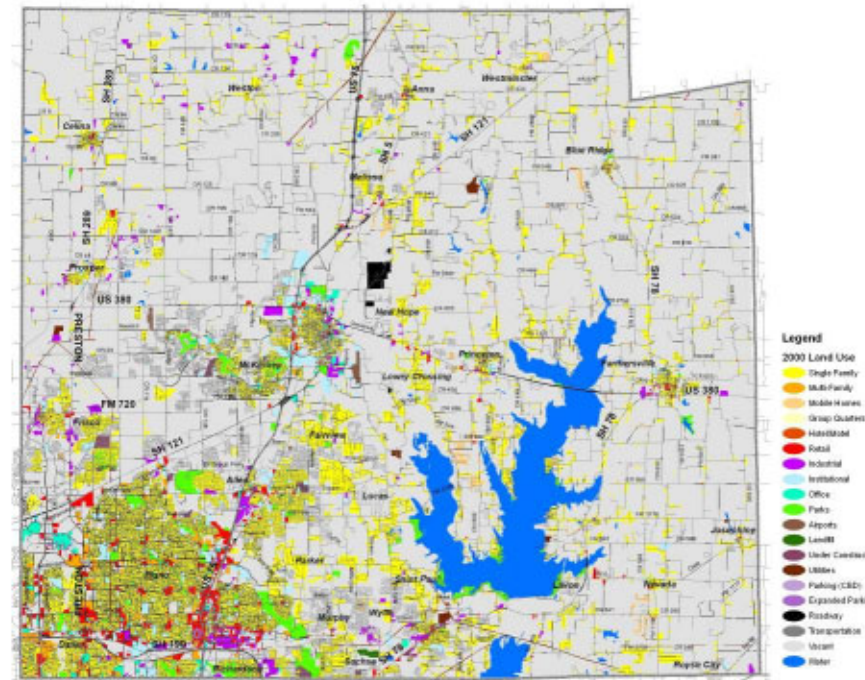
5.2. Land Use

2000 Land Use for Collin County is shown in Table 7 and Figure 38. Of the 565,277 acres in Collin County 74% is vacant land and 11% is single family residential. Roadways and water make each make up 5% of the land area of the county.

Table 7: Collin County 2000 Land Use

Land Use	Acres	% of Total Acreage
Single Family	59,640	10.55%
Multi-Family	2,746	0.49%
Mobile Home	2,433	0.43%
Group Quarters	3	0.00%
Office	2,074	0.37%
Retail	5,151	0.91%
Institutional	6,735	1.19%
Hotel/Motel	3	0.00%
Industrial	3,961	0.70%
Transportation	395	0.07%
Roadway	29,026	5.13%
Utilities	1,752	0.31%
Airports	375	0.07%
Parks	5,619	0.99%
Landfill	149	0.03%
Under Construction	887	0.16%
Vacant	418,182	73.98%
Parking	1	0.00%
Expanded Parking	137	0.02%
Water	26,008	4.60%
Total	565,277	100%

Source: NCTCOG


Figure 38: NCTCOG Collin County 2000 Land Use

5.3. Transportation

Collin County is served by a multimodal transportation system which includes roads, transit, rail, aviation, and pedestrian networks. The transportation system is further described in the following paragraphs.

5.3.1. Roadway Network

The Collin County roadway system is comprised of a series of major regional thoroughfares that provide for multiple routing alternatives in the heavily urbanized areas, which are located primarily in the southwest quadrant of the County. A network of two lane primary and secondary state highways, farm-to-market highways, country roads, and urban streets serves the rural areas.

The hierarchical roadway system serves the surface transportation needs of areas and uses within the County. The state highway system provides the basic transportation network, while the farm-to-market highways provide access from agricultural land uses

to the major state routes. The County road system provides access to support urban development activity. The expansion of the roadway system has corresponded to the physical growth pattern of the County.

Collin County's major roadway infrastructure consists of the following facilities-

- **US Highway 75** – an eight lane freeway facility with 4-6 lane frontage roads extending from the Dallas / Collin County line to Park Boulevard in Plano, a six-lane freeway facility from Park Boulevard to the city of McKinney, and a four-lane freeway facility from the City of McKinney to the Collin / Grayson County line;
- **US Highway 380** – a four lane undivided roadway from the Denton/Collin County line to Lake Lavon, east of Princeton;
- **SH 121** – a six lane divided facility from the Denton/Collin County line to the Dallas North Tollway (DNT), a four-lane divided roadway from the DNT to Hillcrest Road, and a two-lane undivided section east of Hillcrest Road;
- **SH 289 (Preston Road)** – a six-lane divided roadway from the Dallas / Collin County Line to the SH 121, a four-lane divided roadway from SH 121 to CR 22, and a two-lane undivided roadway from CR 22 to the Collin / Grayson County Line;
- **SH 78** – a four-lane undivided roadway from the Dallas/ Collin County Line to Wylie and a two-lane undivided roadway east of Wylie;
- **President George Bush Turnpike (PGBT)** – an eight-lane facility through the southern portion of the County to IH 35 in Denton County; and



- **Dallas North Tollway (DNT)** – a six-lane facility with 4-6 lane frontage roads extending from the Dallas / Collin County Line to SH 121, a four-lane frontage road from SH 121 to FM 720, and a two-lane frontage road FM 720 to US 380.

Since the mid 1990's, the County's pattern of urbanization has continued to radiate northward and eastward. The cities of Allen, Frisco, McKinney, Murphy, Plano, Prosper, and Wylie are some of the fastest growing communities in Collin County and the state.

Many roadway projects have been implemented throughout the County to address increasing traffic congestion problems. However, the rate of growth experienced by the quickly urbanizing areas has continued to generate traffic volumes that exceed the planned operating capacities of much of the County's major roadway network.

Since a thoroughfare plan guides the reservation of right-of-ways needed for the future development of long range transportation improvements, it has far reaching effects on the growth and development of the urban area.

5.3.2. Public Transportation and Transit Service

Several transit services are currently available to Collin county residents. These include DART fixed-route, express, and para-transit service; the Collin County Area Rapid Transit (CCART) demand-responsive service; intercity bus service; and the McKinney Shuttle.

5.3.2.1. DART

DART transit bus and para-transit services extend north from Dallas into southern Collin County. Presently, six different fixed routes and four express routes serve County residents. In addition, transit centers are located in both East and West Plano and in the southeast corner of the Parjer road / US 75 intersection, and facilitate route transfers as well as provide parking for the express services.

Four of the fixed routes (#350, 360, 410 and 451) and three of the express routes (#200, 234, and 511) connect with the East Plano transit Center. This center is located on Archerwood Road, north of Park Boulevard. Five of the fixed routes (#316, 350, 352, 353, 358 and 451) and one express route (#210) connect with the West Plano Transit Center. This Center is located on Coit Road, south of 15th Street.

Fixed-route bus service is provided on weekdays from approximately 6-00 a.m. to 10-00 p.m. with typical headways ranging from 30 minutes to one hour. Saturday service is available on the two-routes that serve Collin Creek Mall. No Sunday or holiday service is presently available.

Express service is provided on weekdays during both the morning and evening peak periods, as follows-

1. East Plano Transit Center to Downtown Dallas
2. East Plano Transit Center to Richardson Transit Center and North Irving Transit Center
3. East Plano Transit Center to Richardson Transit Center and Park Lane Rail Station (Dallas)
4. West Plano Transit Center to Downtown Dallas

In addition to the fixed-route and express bus services, DART offers paratransit service to mobility impaired persons residing in its member cities in Collin County (Plano, Richardson, and Dallas). Lift-equipped vans are utilized to provide this service. For those mobility-impaired persons wishing to ride fixed-route buses independently, travel training is available.

Third transit center, known as Parker Road Station, is the northernmost stop on the North Central corridor. DART's Red Line, the light rail line that connects Plano to downtown Dallas, extends to this station. The Parker Road Station includes a light rail station, a bus transit center, and parking facilities. The line includes seven

stations located at major thoroughfares. Of these seven stations, two are located in Collin County. These two stations are the SH 190 Station, and the downtown Plano Station. The SH 190 station is located at the intersection of SH 190 and the DART light rail line. This station includes parking facilities. The downtown Plano Station is located in Plano's old town area and provides access to the City's municipal complex and central business district.

5.3.2.2. Collin County Area Regional Transit

Collin County Area Regional Transit (CCART) operates a demand-responsive transit system for senior citizens in the County, as well as for other citizens residing outside the DART service area. Service is provided on weekdays from 6-00 a.m. to 6-00 p.m. with a fleet of 28 small buses and 12 vans. Most of the vans are wheelchair accessible. Normally, a two-day notice is required to use the service. All service is "curb-to-curb" except where provided on the regular hourly bus routes.

CCART has implemented a regular transit service for the City of McKinney. This service, known as the Mid-town Route, runs from 6-00 a.m. to 6-00 p.m. on weekdays with scheduled stops on an established route.

5.3.2.3. Intercity Bus Service

Greyhound and other intercity bus carriers operate regularly scheduled bus service through Collin County. Greyhound provides service between Sherman and Downtown Dallas with a stop in McKinney.

5.3.2.4. McKinney Shuttle

The McKinney Shuttle is primarily an airport shuttle service. It operates three vans that provide service from the Cities of McKinney, Allen, Fairview, and Lucas to Love field and DFW. Occasionally, service is provided to the West End in Dallas or to the Fort Worth

Stockyards. Sometimes the Shuttle is utilized to provide an intermodal connection in coordination with CCART or Greyhound.

5.3.3. Biking and Walking

Biking and walking are a low-cost and effective means of transportation that are quiet, non-polluting, extremely energy-efficient, versatile, healthy, and fun. Bicycles also offer low-cost mobility to the non-driving public, including the young. In the United States, bicycles were a popular means of transportation in the pre-automobile age. As the automobile became more popular, bicycles lost their advantage as well as their place on the road. Now, as cities work to create more balanced transportation systems, and make streets a safe place for all modes of transportation, the bicycle is making a comeback.

A countywide network of bicycle and pedestrian trails has begun to take shape throughout Collin County. A plan that covers all of Collin County has been created, utilizing the regional planning efforts of the NCTCOG and the local planning efforts of individual communities as a basis for the comprehensive Collin County Trail Plan.

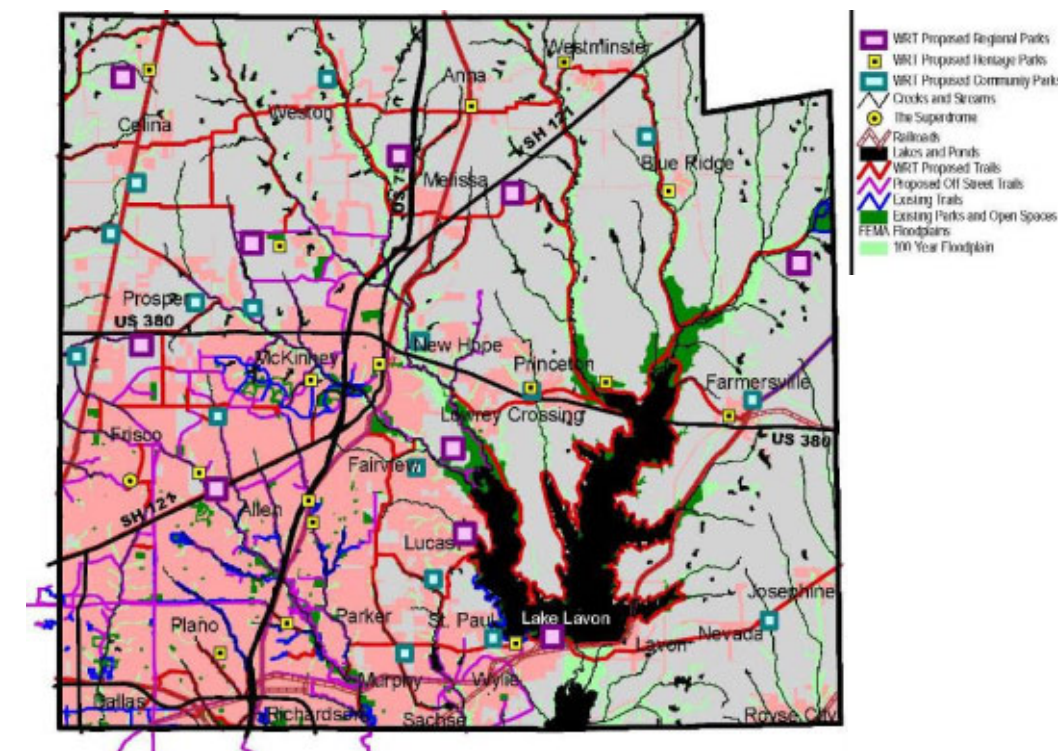
The cities of Allen, Dallas, Frisco, McKinney, Plano and Wylie have each prepared independent bicycle and pedestrian trail plans. These communities are in various stages of the implementation process. The City of Plano has constructed the most miles of trails, 43.8 miles, while the Cities of Frisco and Wylie completed their respective plans in 2002 and 2003, and are in the initial phases of implementation.

A regional plan for a system of bicycle and pedestrian trails has been prepared by the NCTCOG. This system, called the Veloway, outlines a network of trails that link the urban sections of the NCTCOG planning area. The individual plans prepared by Allen, Dallas, Frisco, McKinney, Plano, and Wylie have each been integrated into the Veloway, and therefore, may ultimately become part of a much larger regional system.

A bicycle and pedestrian trail plan for all of Collin County was prepared in 2001 by Wallace, Roberts, and Todd (WRT). This planning effort incorporated the individual City plans and the Veloway, which covered the entire County. The WRT plan provides for a network of on-road and off-road bicycle and pedestrian trails that connect residential areas to retail and commercial nodes, parks, recreation centers, community centers, and other places of interest. Other important elements of the plan are the integration with other transit facilities such as DART Transit Centers and the construction of bicycle parking and storage facilities.

Overall, the Collin County trail Plan provides for a network comprised of approximately 724 miles of trails. The majority of this system is planned with a small portion already constructed. Table 1 shows the distribution of existing and planned trails for Collin County. As shown in the table, 115 miles of the total planned system has been constructed, while a total of 609 miles, or 84 percent of the total system, remain to be built.

The construction of the remainder of the trail system will require the cooperative efforts of the municipalities, developers, and property owners. Trails will be constructed through the efforts of volunteers, the donation of appropriate land and/or fees by the development community, and the acquisition of land and the construction of trails by local governments and Collin County. The NCTCOG may serve as a regional planning agency that helps coordinate the continued planning and construction efforts of multiple jurisdictions. Figure 39 displays the existing and planned trail system within Collin County.



Source: Collin County Parks and Open Space Strategic Plan

Figure 39: Collin County Existing and Proposed Hike & Bike Trails

5.3.4. Airport System

Presently, there are eight general aviation airports in Collin County. These include one public airport (Collin County Regional), two private airports which are open to the public (Air Park Dallas and Aero Country), and five private airports which are not open to the public except for emergency use (Kittyhawk, Lavon North, JSI, Square Air, and Flying T).

The three airports open to the public have runways with asphalt surfaces and lights, while the five private airports have grass runway surfaces and no runway lighting. Collin County Regional is the only airport in the County with an FAA control tower. Figure 40 displays the location of the existing general aviation airports in Collin County.

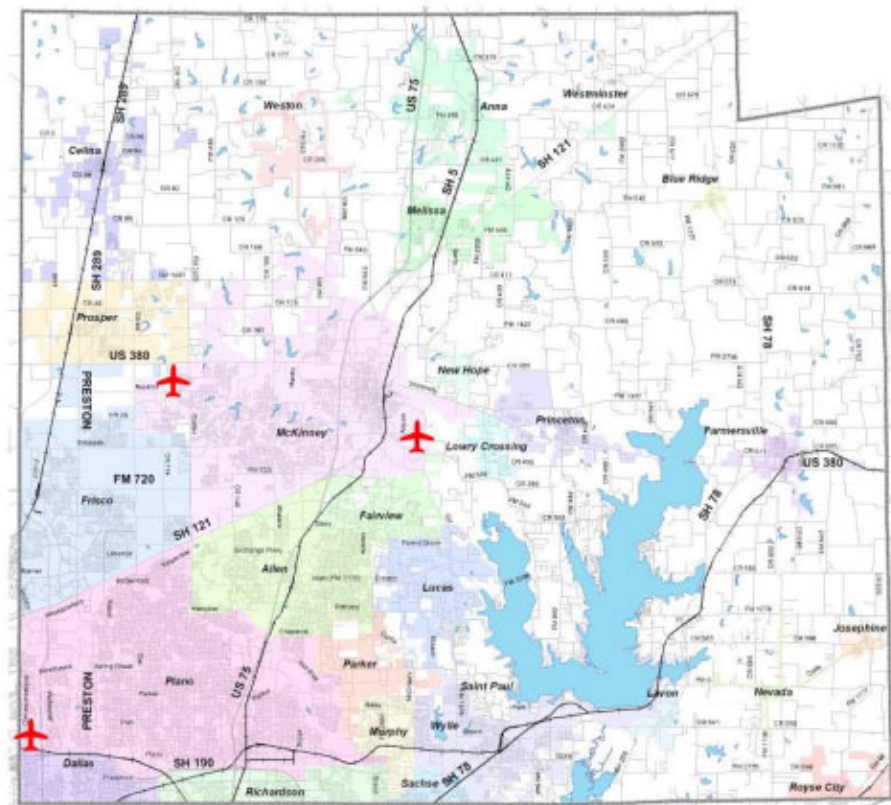


Figure 40: Collin County Airports

5.3.5. Freight Movement

Goods movement is the lifeblood of Texas economy, and specifically the DFW Metropolitan Area. The region represents one of the largest “inland ports” in the nation, where freight is moved, transferred, and distributed to destinations across the State and around the World. North Central Texas has one of the most extensive surface and air transportation networks in the world, providing extensive trade opportunities for the more than 600 motor/trucking carriers and almost 100 freight forwarders that operate out of the DFW area.

5.3.5.1. Rail

Collin County is served by three freight railroads – Union Pacific Railroad Company (UP), Burlington Northern Santa Fe Corporation (BNSF) and Kansas City Southern Railroad Company (KCS).

UP operates two lines through Collin County- an east-west line from the City of Wylie to Greenville in Hunt County to the east,

and a north-south line through the City of Frisco and connects to the City of Sherman to the north,

BNSF operates a north-south line through the City of McKinney that connects to the City of Sherman to the north,

KCS operates an east-west line through the City of Wylie that connects to the City of Greenville in Hunt County to the east and to the City of Denton to the west.

5.3.5.2. Truck

Major truck corridors within Collin County include SH 121, US 75, US 380, and SH 78; truck traffic within these corridors range from 500 to 10,000 trucks per day according to the *Freight Bottleneck Study* by NCTCOG.



6. Recent Efforts

Several studies have been done to address the transportation needs of Collin County. These studies include such transit modes as commuter rail, light rail, tollways, new roadways, and freight rail.

6.1. Collin County Transit Study

This 2006 study examined the feasibility of extending transit services within Collin County. The NCTCOG, in cooperation with the City of Allen, the City of Frisco, the City of McKinney, and Collin County, conducted this study. Options for the extension of commuter rail and bus services to the Cities of Allen, Frisco, and McKinney were evaluated. Potential rail transit expansion include extending the DART Red Line northward to McKinney and the construction of a commuter rail line northward from SH 121 to Frisco. Potential bus services would provide service between major origin and destination points, such as transit centers and retail / employment centers.

6.2. Regional Rail Corridor Study

The North Central Council of Governments (NCTCOG) and its Regional Transportation Council (RTC), in partnership with Dallas Area Rapid Transit (DART), Denton County Transportation Authority (DCTA), and the Fort Worth Transportation Authority (FWTA) conducted a comprehensive Regional Rail Corridor Study (RRCS) in May 2003. The study focused on eight passenger rail corridors throughout the Dallas-Fort Worth Metropolitan Area. The RRCS effort included a review, inventory, and assessment of the transit needs throughout the eight rail corridor areas. The overall goal was to provide sound data and recommendations to decision makers regarding the region's transit needs. Study results refined recommendations for the Metropolitan Transportation Plan, guided decisions regarding regional rail staging and implementation, and outlined financial and institutional structures for consideration by regional policy makers.

6.3. Dallas North Tollway Extension- 3, SH 121 to US 380

Construction is under way to extend the Dallas North Tollway from SH 121 to US 380 north of Frisco. The length of the project, known as DNT Extension Phase 3, is approximately 10 miles. Three lanes in each direction will provide a vital route from Frisco and the fast-growing cities to its north to downtown Dallas.

6.4. Dallas North Tollway Extension- 4, US 380 to Grayson County Line

Initial planning is under way for an extension of the Dallas North Tollway from US 380 north to the Grayson County line. The length of this extension would be about 13.5 miles. Collin County is planning to build a two-lane roadway on the alignment from US 380 to FM 428. North of FM 428, work is ongoing to determine the final alignment.

6.5. President George Bush Turnpike- Eastern Extension

The President George Bush Turnpike Eastern Extension is a proposed segment from SH 78 east to IH 30. The toll road will pass through Garland, Sachse and Rowlett and will include a one-mile bridge over Dallas' Lake Ray Hubbard. The Eastern Extension received environmental clearance from the Federal Highway Administration in January 2005, giving approval to begin design and construction. Design is underway.

6.6. SH 121

State Highway 121 runs from downtown Fort Worth, TX to Bonham, TX. SH 121 is very heavily traveled within Collin County, and has become an urban highway due to rapid growth of the County. Therefore, sections that do not meet freeway standards currently are

scheduled for upgrade or replacement as freeway. SH 121 is to be built as a toll facility.

In early 2007, Cintra agreed to a \$2.8 billion, 50-year deal to finish and maintain SH 121. In May 2007, the North Texas Tollway Authority (NTTA), which was prevented from bidding on the contract earlier, was allowed to bid. NTTA announced their proposed bid that would provide approximately \$3.3 billion in road funding, but was based on traffic counts that differ from those used by Cintra. In June 2007, the Texas Transportation Commission announced it would accept the proposal from NTTA. NTTA will build and operate SH 121 as a toll road, running about 26 miles through Collin and Denton Counties including a small segment in Dallas County.

6.7. Collin County Outer Loop

Collin County Outer Loop is proposed to connect the future extension of DNT with SH 121, US 75, US 380, and on to Rockwall County. The six-lane facility will provide the necessary east-west link in the County, and is expected to relieve congestion on US 380. The project is under detailed design and development stage, and is expected to be constructed around 2015.

6.8. Northeast Texas Rural Rail District

Collin County has recently become a member county of the Northeast Texas Rural Rail District (NETEX). NETEX is considering re-establishing the rail that once served southeast Collin County and the northeast Texas region.

The rail line was abandoned and removed in early 1990s. A study is currently being conducted by Texas A&M - Commerce to determine the feasibility of replacing the rail and its economic impact to the Northeast Texas region. The NETEX Right-Of-Way section between the cities of Lavon and Wylie involves federal lands, wetlands, county roads and the Kansas City Southern Classification Yard.



7. Recommendations

The Mobility Plan influences the transportation access and mobility, the desirability of areas as locations for development, and the pattern and density of land use. It recognizes the importance of the relationship between land use and transportation. Land use alone, to a large extent, determines the travel demand and the function of the roads in an area.

This section includes analysis and discussion of transportation-related issues associated with existing and future land use. This section examines key issues related to the land development process that has an impact on the implementation of the plan and transportation model. It focuses on the relationship of the mobility plan to proposed commercial nodes and other potential developments identified in future land use plans. There is also a discussion of the impacts of the future road network on existing neighborhoods. Design standards must accommodate the changing character of traffic and road function. The functional classification and context sensitive design of thoroughfares should be related to changing land uses and the extent of existing and future development.

The Collin County Mobility Plan 2007 Update is shown in Figure 41. The Mobility Plan Update includes delineation of functional classes of existing and proposed major thoroughfares. The rationale for development of the updated Mobility Plan includes the following criteria:

- Traffic service;
- System relationship;
- Network continuity;
- Land access;
- Growth potential;
- Multi-modal transportation;
- Development constraints;

- Maximizing use of the existing street network; and
- Community values.

The mobility plan addresses not only the foreseeable transportation improvement needs over the 25-year planning period but also includes consideration of requirements for preservation of rights-of-way over a longer term. This right-of-way preservation function of the thoroughfare plan is an important consideration in subdivision platting in order to avoid short-sighted development decisions which overlook the opportunity to preserve future rights-of-way needed to accommodate the longer-term development of the County's thoroughfare network.

7.1. Policies and Guidelines

The following represent general guidelines the County should follow in the implementation of the Mobility Plan Update.

7.1.1. Thoroughfare Development

The following roadway functional classification and design standards are intended to provide regional consistency, yet be broad enough to allow for local flexibility. The plan intends to standardize, from a regional perspective, how roadways are characterized as the federal, state, and local levels.

7.1.1.1. Functionally Classified System of Thoroughfares

The various roadways on the Thoroughfare Plan have been functionally classified according to the uses for which they are intended. These uses provide a balance between traffic movement and property access.

In general, freeways and tollways are designed to be high speed facilities with controlled access that will serve very long trips and very high traffic volumes. Principal arterials are designed to serve moderate to long trips and moderate to high traffic volumes, but

operate at lower travel speeds and are characterized by restricted, rather than prohibited, access. Major arterials are designed to serve trips of moderate length and moderate traffic volumes at lower average operating speeds with somewhat restricted access. Finally, rural arterials are designed to serve corridor movements through low density areas.

The Mobility Plan includes the Thoroughfare Plan for a functionally classified system, incorporating the following components:

- A classification of all links in the network by Functional Classification System as follows- Freeways, Arterials (Principal and Major), Regional Arterials, Collectors and Local Streets.
- The Thoroughfare System Map depicts the functionally classified thoroughfare network and defines the criteria for each classification.
- Typical Sections - For each functional classification, a typical section is identified describing the geometric properties as well as right-of-way width.

The mobility plan includes policies and criteria to acquire additional right-of-way to meet the requirements of the identified typical cross-sections.



The following are the thoroughfare designations for the Mobility Plan 2007 Update:

- **Freeways/Tollways** – A fully controlled access facility on expansive right-of-way (ROW) serving traffic within an urban area and linking urban areas. Freeway/Tollways include interstates, urban freeways, and tollways.
- **Principal Arterial (P6D, P4D, P4U)** – A major arterial roadway which serves to interconnect regional roadways and link identifiable neighborhood areas with major activity centers improved to accommodate high-volume locations allowing for grade separations, curb and median access controls, and signal progression.

- **Major Arterial (M6D, M4D, M4U)** – Roadways which augment principal arterials with emphasis on the distribution of vehicles to higher and lower roadway classes and land access.
- **Regional Arterial (RA4, RA2)** – Roadways primarily in the rural areas of the county that augment minor arterials with emphasis on the distribution of vehicles to higher roadway classes and land access.

7.1.1.2. Roadway Design Standards

Design and construction of the thoroughfare system should comply with recommended design standards, consistent with TxDOT design guidelines as well as criteria contained in county and city

subdivision regulations. Thoroughfare design standards include minimum and desired criteria and guidelines for design characteristics. Figures 42, 43, and 44 show the typical sections for the Mobility Plan Update functional classifications. Figure 45 shows the 2015 Network of Improvements anticipated to be in place before the year 2015.

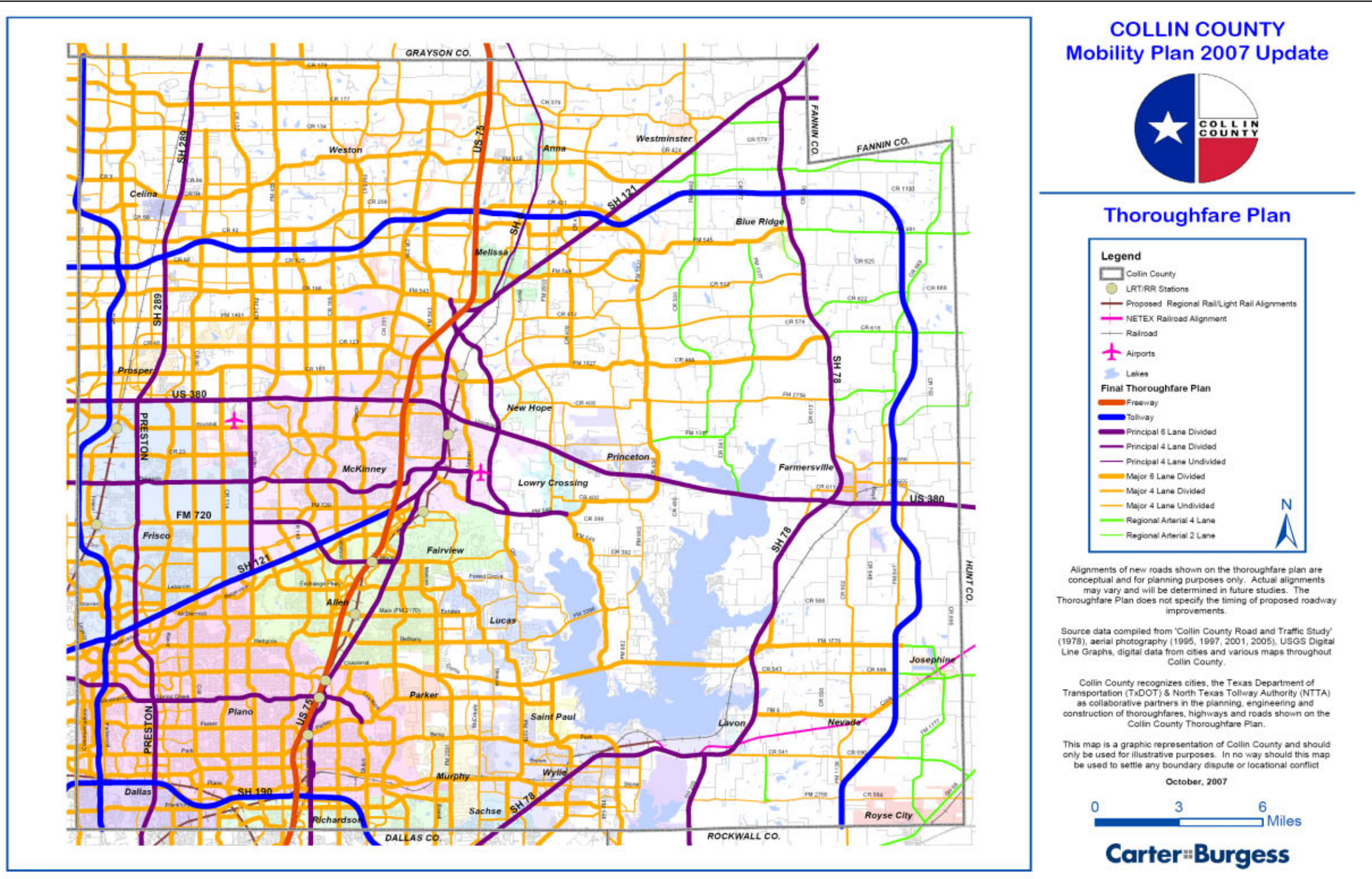


Figure 41: Collin County Thoroughfare Plan

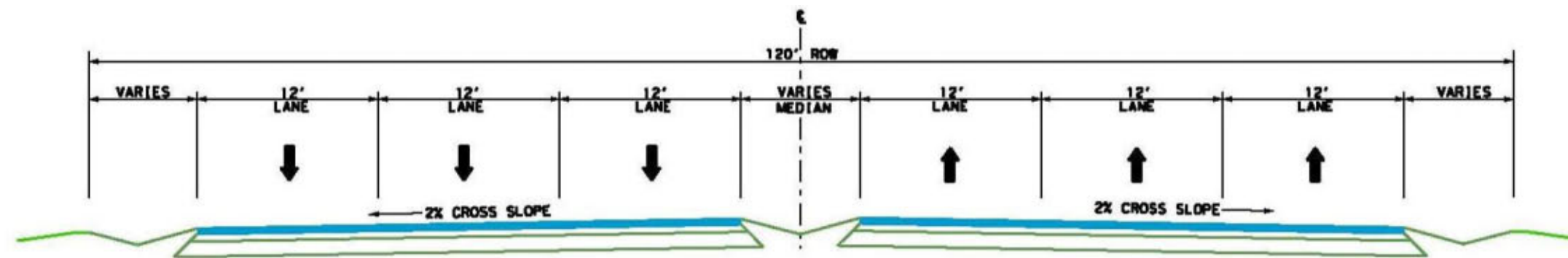


Figure 42: Typical Section – P6D and M6D Six Lanes Divided with Median

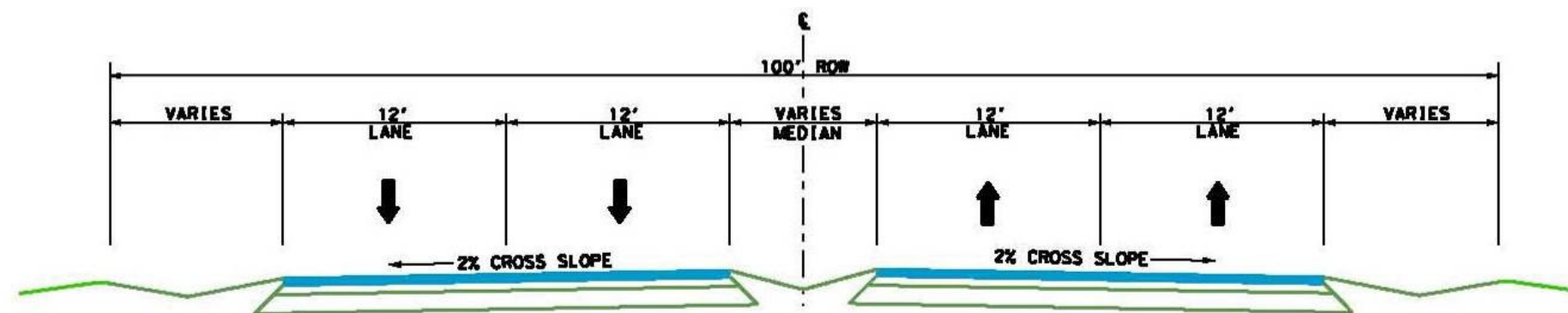


Figure 43: Typical Section – P4D and M4D Four Lanes Divided with Median

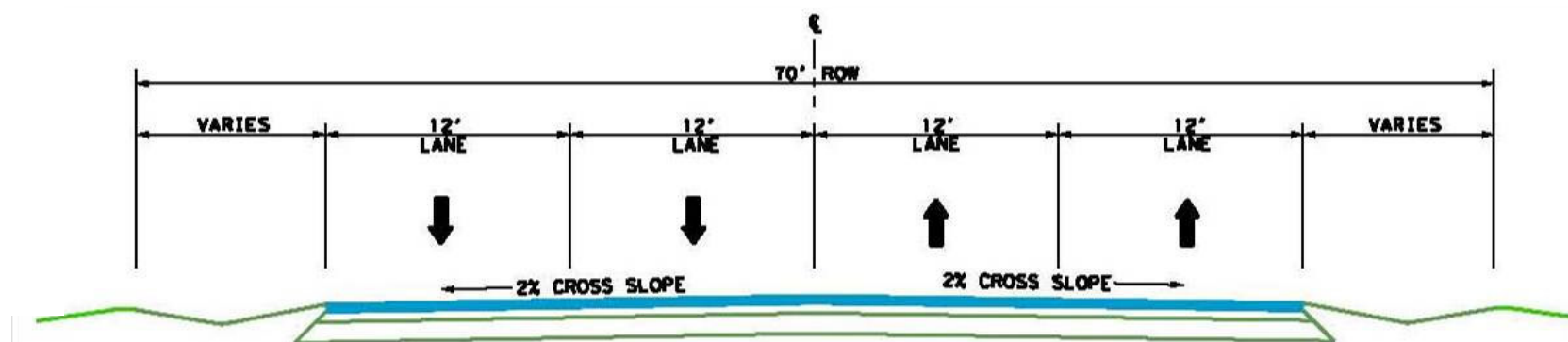


Figure 44: Typical Section – P4U and M4U Four Lanes



7.1.1.3. Geometric Design Standards

Collin County, in addition to identifying and functionally classifying roadway improvements, establishes appropriate geometric design standards for each roadway classification. The purpose of these standards is to ensure that each roadway type provides the intended level of safety and functional operation.

In 1996, the NCTCOG published a document entitled Thoroughfare Planning and Design Guidelines. This document recommended appropriate geometric design guidelines for roadway, transit, and bikeway facilities, at-grade intersections, and access management. Guidelines were provided for the following design elements for each roadway type:

1. Right-of-way width;
2. Lane width;
3. Median width;
4. Parkway width;
5. Design speed;
6. Vertical grade;
7. Stopping sight distance;
8. Horizontal curvature;
9. Vertical clearance; and
10. Lateral clearance.

Where applicable, both "minimum" and "recommended" standards were provided. The "minimum" standard is the lowest value that should be used to develop a specific roadway type without the approval of a design exception by the responsible agency. The "recommended" standard, on the other hand, is generally higher than the minimum and should be used whenever possible.

Of particular relevance to the Collin County Thoroughfare Plan are the recommended roadway right-of-way widths. These are a function of the typical cross-section for each roadway functional

classification. A typical cross-section is comprised of pavement width, median width, and parkway width.

Pavement width varies according to the number of traffic lanes and the width of the lanes. Driving lane widths are typically 11-12 feet in urban areas.

The width of medians varies according to the use for which the median is intended, a median width of 14-16 feet will permit the construction of a 10-12 feet deceleration and storage lane for left-turning vehicles. A median width of 22 feet is needed to provide a full vehicle refuge for a passenger car in the median, while a 30 feet median will accommodate dual left-turns at signalized intersections. When right-of-way is being preserved for future roadway widening, the additional width required for the additional lanes is usually included in the median.

Parkways are the areas between the curb or pavement edge and the right-of-way line. They must be of sufficient width to accommodate non-traffic functions such as sidewalks and utilities. When right-of-way permits, a wider parkway can be used to buffer the surrounding areas from the roadway. The typical width of a parkway in an urban area is 15 feet. However, larger parkways are generally required in rural areas to provide for paved shoulders, clear recovery zones, and drainage swales.

Table 8 displays the minimum and recommended right-of-way widths for each thoroughfare type on the Collin County Thoroughfare Plan. Additional right-of-way should be acquired at roadway intersections in order to accommodate left and right turn lanes. It is recommended that Collin County adopt all of the appropriate NCTCOG standards for roadway, transit, and bikeway design elements.

The design standards should be tailored to meet the full range of circumstances occurring within the planning area, including land use, urban design, and valued community resources as well as

mobility and access needs. Standards should create an attractive environment for pedestrians for boulevards, downtown streets and squares, collector streets, residential streets, lanes, and alleys. Bikeways and sidewalks should be integrated in typical sections and design standards. The mobility plan's standards for corridor and roadway design should ensure design sensitive to the regional context as well as the corridor's features and surroundings.

- **Context Sensitive Design** - The design criteria embodies the principles of Context Sensitive Design, to consider the total context within which future transportation improvements will exist. Context sensitive design means establishing roadway standards that relate not only to mobility and to access, but also to keeping streets and sidewalks in scale with development, making streets connect, promoting transit-supportive densities, and including special standards for transit oriented development. A typology of street types will be identified, each of which will be accompanied by a unique set of use, dimensional, and design standards.
- **Access Management** - Access management is necessary to reduce interference and allow movement as the primary function of streets. Access control options range from full control of access for Interstate Highways and freeways, to limited access control for expressways, to controls over driveway spacing for arterials other public streets. Traffic conflicts at the intersections of driveways with arterial streets create traffic congestion, increase delay, and reduce traffic safety. A functional access management policy and implementation strategy will be recommended. Arterial intersections with other public streets and driveway access points should be designed to limit speed differentials between turning vehicles and other traffic.



Table 8: Collin County Geometric Design Standards

	Functional Classification/Roadway Type*							
	P6D	P4D	P4U	M6D	M4D	M4U	RA4	RA2
Number of Traffic Lanes	6	4	4	6	4	4	4	2
Lane Widths (feet)	12	12	12	12	12	12	12	12
R-O-W Widths (feet)	120	100	70	120	100	70	110	90
Design Speed (mph)	40-50			35-45			55-65	
Grade (percent)								
Maximum	6 %			7 %			6 %	
Minimum	0.5 %			0.5 %			0.5 %	
Stopping Site Distance (feet)	350-500			300-425			475-500	
Horizontal Curvature (degrees)	5.5-13.5			7.0-13.5			3.0-5.5	
Vertical Clearance (feet)	15			15			15	
Lateral Clearance (feet)	6			6			6	

Note: Median widths vary according to the use for which the median is intended.

A median width of 14 – 16 feet will permit the construction of a 10 – 12 feet deceleration and storage lane for left-turning vehicles.

A median width of 30 feet will accommodate dual left-turns at signalized intersections.

When right-of-way is being preserved for future roadway widening, the additional width required for the additional lanes is usually included in the median.

A parkway is the area between the curb or pavement edge and the edge of right-of-way.

Typical parkway width in an urban area is 15 feet.

* See “Collin County Thoroughfare Plan Map” for roadway types.

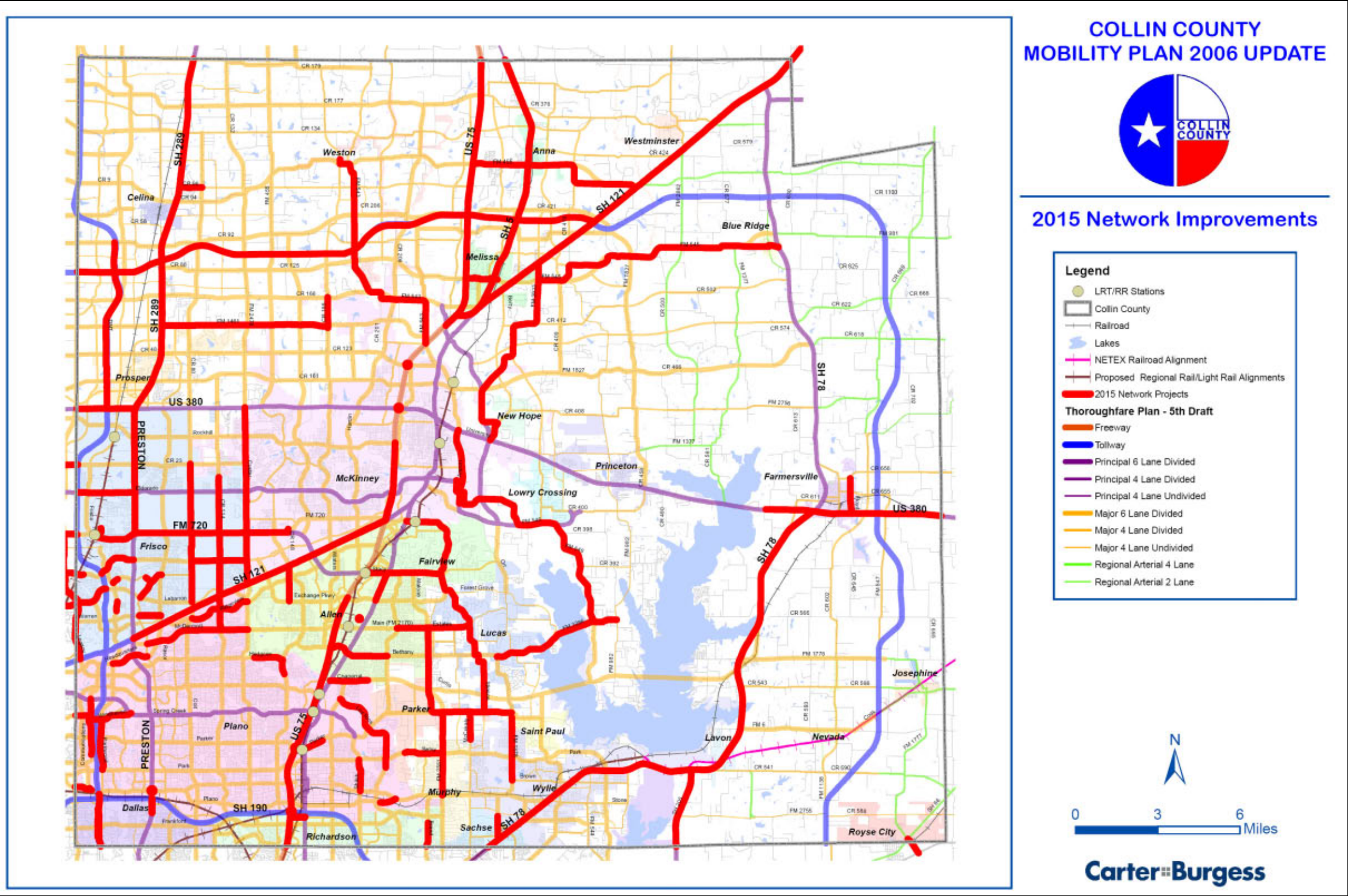


Figure 45: 2015 Network Improvements



7.1.2. Public Transportation

Current plans and programs were reviewed for the future transit and other forms of non-automobile transportation improvements planned by Collin County, DART, municipalities, NCTCOG, and other agencies. Planned extension of light rail transit or commuter rail transit service connecting Collin County communities with Dallas and other parts of the Metroplex are shown as part of the Mobility Plan.

7.1.3. Rail

Future rail transit and high occupancy vehicle (HOV) lanes are key components of the Mobility Plan for Collin County. Rail passenger service will provide a viable alternative to the private automobile, whereas HOV lanes will provide travel time savings for express buses, carpools, and vanpools.

The NCTCOG Regional Rail Corridor Study determined the feasibility of extending transit services within Collin County beyond the current DART service area. This study evaluated the engineering feasibility and environmental implications of implementing rail transit in the existing Cottonbelt and Santa Fe railroad corridors.

Consistent with the 2030 Regional Mobility Plan, the Collin County Mobility Plan includes HOV lanes on US 75 from McKinney to Dallas. In conjunction with the continuation of existing fixed-route and demand-responsive bus service, these new facilities would provide Collin County residents with several alternative travel opportunities to the private automobile.

7.1.4. Aviation

According to the National Flight Data Center, there are 229 airports or airports or airstrips located within the 16-county NCTCOG region. These airports range in size from 1,800' x 40' turf runway to the 17,520 acres of Dallas/Fort Worth International Airport (DFW).

Only two airports currently provide air carrier services within the region, DFW and Love Field.

The Collin County Regional Airport is one of five general aviation facilities located in the north Dallas County and Collin County area and is second in annual operations to Addison Municipal Airport. The 7,000 foot runway permits the municipal airport to accommodate aircraft larger than those handled by a utility airport. As airspace becomes more congested for airports interior to the region, use of the Collin County Regional Airport can be expected to increase and be coupled with growth from personal and business operations conducted from the airport.

7.1.5. Bicycle and Pedestrian

NCTCOG's Mobility 2030 plan calls for bicycle and pedestrian improvements including the regional Veloweb system, an on-street bicycle improvement program, bicycle and pedestrian transportation districts and support for local pedestrian and bicycle initiatives. The regional Veloweb consists of:

- System of interconnected trails;
- Recommended minimum 12-foot width;
- Grade separated to improve safety;
- 117 miles completed;
- 37.5 miles funded;
- 650 miles of identified corridors.

More than 400 miles of on-street existing bicycle routes and more than 400 additional miles are funded. There are 50 bicycle-pedestrian districts that have been identified throughout the region with mixed or integrated land uses and have easy access to transit.

According to the *Collin County Parks and Open Space Strategic Plan*, there are between 350 and 431 miles of trails proposed. These trails are intended to provide facilities for activities such as walking, jogging, hiking, cycling and equestrian use. Primarily proposed along creek corridors, the trail system is designed

to link with existing and proposed facilities under consideration by local municipalities, and with regional facilities proposed by the NCTCOG. Consideration of proposed trail facility needs need to be taken into account during the planning, design and construction of the local, state and federal road facilities is recommended. Integration of the proposed recreational trail system with trail systems that link to schools, libraries, neighborhoods and more transportation-oriented trail facilities is strongly encouraged so that an accessible, countywide family-friendly system is created.

7.1.6. Freight

NCTCOG conducted a Freight Bottleneck Study that looked at truck traffic movement throughout the DFW Metroplex. Truck freight bottlenecks are most prevalent at the following locations:

- Intermodal connectors that have not been properly designed or maintained for heavy truck traffic;
- National highway safety corridors that lack sufficient capacity to handle freight and passenger movements safely and efficiently;
- Highway interchanges that lack "acceleration lanes" for freight vehicles;
- Industrial districts and related connectors that lack proper signage for out-of-town drivers;
- Corridors on which truck stops and other terminal locations cannot meet the demand for overnight truck parking;
- Warehouse districts improperly situated close to residential uses.

Action steps to help reduce the truck bottleneck situation include:

- Pursue Intelligent Transportation Systems, capacity, safety and geometric improvements on existing truck routes as part of Trans-Texas Corridor 35;



- Determine applicability of dedicated truck lanes and truck lane restrictions in the region;
 - Review hazardous cargo routing system;
 - Expand idle reduction technologies;
- Expand Intelligent Systems network supporting truck movements.



8. Implementation

Collin County currently has an estimated 3,773 lane miles of roadway and that is expected to increase to 5,199 lane miles in 2030. In comparison with existing conditions, improvements to the existing freeway, tollway, principal arterial, major arterial and rural road systems are recommended. A collective effort among multiple agencies and jurisdictions will be required to implement the Plan.

For transportation projects within municipal jurisdictions, the city and the County should be partners through inter-local agreements defining the scope and funding. For projects within incorporated areas, an agreement between the county and city should be established before the project is initiated.

8.1. Funding Sources and Financing Methods

Most of the short-term, small-capital projects can be implemented as a part of the Regional Transportation Improvement Program. For larger projects that rival the size of the total county budget, it will be more economical to fund such projects using the county and municipal bond programs, like the 2003 and 2007 Bond Programs. Alternative funding sources and financing methods are listed below.

1. SAFETEA-LU and Upcoming 2009 Reauthorization
2. Toll Facilities, Revenue Bonds
3. Public Community Districts
4. General Obligation Bonds
5. Road Impact Fees
6. Other Potential Funding Sources:
 - a. Texas Department of Transportation
 - b. Surface Transportation Program
 - c. Congestion Mitigation and Air Quality
 - d. Safe Routes to School
 - e. Federal Transit Administration (FTA) Programs

- f. Pass Through Funds
- g. Comprehensive Development Agreements (CDA)
- h. Regional Mobility Authority (RMA)

Implementation of the mobility plan will assist Collin County with keeping pace and facilitating desired growth patterns in the County. Development of a project implementation plan combines transportation needs with capital cost estimates and available funding to create a plan that can effectively be implemented and actually be used to serve the transportation needs of the community.

In the administration and enforcement of the Thoroughfare Plan, special cases and unique situations arise in certain areas where existing physical conditions and development constraints conflict with the need for widening of designated thoroughfares to the planned right-of-way and roadway cross section. Such special circumstances require a degree of flexibility and adaptability in the administration and implementation of the plan.

Although the County has developed this Plan, it should be noted that the municipalities have ultimate authority for thoroughfare construction within their own incorporated areas.

Acceptable minimum design criteria and roadway cross sections have to be applied in constrained areas where existing conditions limit the ability to meet desirable standards and guidelines. Special roadway cross sections should be determined on a case-by-case basis when a unique design is needed. The standard roadway cross sections should be used in all newly developing areas and, whenever possible, in existing areas.

Wherever feasible, the existing and planned rights of way for thoroughfares should be maintained at the recommended standard right of way width, in order to accommodate potential thoroughfare improvements as may be needed in future years. The policy of the County and individual municipalities should be to maintain the

consistency and integrity of the Thoroughfare Plan and, whenever possible, to keep exceptions to a minimum.

8.2. Projects and Programs

Based on the previously noted Performance Summary Report, it has been determined that there is an estimated 3,773 lane miles of roadways in Collin County in 2007. Upon build-out of this recommended Thoroughfare Plan, there would be 5,199 lane miles of roadways in the County. (For definition purposes, a six lane road that is one mile in length equates to six lane miles.) Therefore, the Plan would result in a 38% increase in roadway infrastructure over that in 2007. However, the number of County residents is projected to increase by over 235% between 2005 and ultimate build-out (from 655,994 to 2,194,408). As a result, projected demand and supply will be out of balance if all projections are realized and if no significant changes are undertaken relative to current thoroughfare planning practices.

To alleviate this potential deficiency, it is recommended that new major transportation improvement projects be identified for future addition to the Mobility Plan. These would include new regional roadway corridors in the far north and eastern sections of the County, as well as additional transit improvements in areas that are currently outside of the current DART service area. Given that build-out is not projected to occur until 2047, there will be many opportunities to update and refine this Plan before then.



9. Continuing Planning Process

The majority of the improvements and projects included in the Collin County Mobility Plan Update are not fully developed at this time. In keeping with State and Federal requirements, further study and public involvement will be necessary prior to actual construction of the various proposals included here. This project-level study and discussion will address issues such as specific alignments, impacts on residents, and actual project design and construction. This additional work on each project will require citizens, planners, and elected officials to continue to work together to assure that the transportation system in Collin County achieves the goals set forth in this Plan.

As projects are completed, or additional information becomes available, modifications to the contents of this Plan will be needed. To facilitate this, the Collin County Planning Board should conduct a workshop of elected officials each year to review the projects included in this document, and modify the project lists and prioritization as appropriate. In addition, it is recommended that the forecasts used as a basis for developing this Plan be updated at least every five years, and the Plan be reviewed and revised to reflect those modifications. Each of these activities should be subject to a public review and

comment period and formal approval of the outcome by each of the local governments. Additional recommendations for continuing the planning process are:

- Update the Mobility Plan every 5 years;
- Update the Bicycle and Pedestrian Plan;
- Update the Collin County Transit Plan;
- Coordinate with DART and CCART;
- Continue discussions with NETEX.

The development of a new Mobility Plan for Collin County has been a team effort among numerous agencies and organizations. Among these are the Collin County Commissioners Court, the Collin County Planning Board, the Collin County Engineering Department, the local municipal jurisdictions within the County, the NCTCOG, and the consulting team consisting of Carter & Burgess, Inc. Dunkin, Sefko, and Associates, and Alliance Texas Transportation.

During the plan development process, three principal tasks were undertaken and completed. These were as follows:

1. A comprehensive assessment of existing and projected levels of population and employment within the County was conducted;

2. The need for enhancements to the existing transportation system was evaluated; and
3. Specific multi-modal transportation improvements that will serve the needs of Collin County residents to the year 2030 and beyond were identified.

This process has resulted in significant revisions to the 2002 Collin County Transportation Plan relative to the recommended roadway, transit, and hike-and-bike trails improvements. However, it should be noted that the Plan Update process is a dynamic process. This Mobility Plan will serve the transportation needs of area citizens and guide major transportation investments well into the future. It should be reviewed and updated on a countywide basis every five years to respond to the changing conditions that will occur.



Appendices

Appendix A: Definitions

Appendix B: Collin County Profile

Appendix C: Minutes of Meetings

Appendix D: Demographic Projections

Appendix E: Dot Density Maps – Population

Appendix F: Dot Density Maps – Employment



Appendix A. Definitions

1. Acceleration Lane - A speed change lane for the purpose of enabling a vehicle entering a roadway to increase its speed to a rate at which it can more safely merge with through traffic. 2. Center Line - A line indicating the division of the pavement between traffic moving in opposite directions. It is not necessarily at the exact geometric center of the pavement. 3. Control of Access - The condition where the right of owners or occupants of abutting land or other persons to access, light, air or view in connection with a highway is fully or partially controlled by public authority. 4. Deceleration Lane - A speed change lane for the purpose of enabling a vehicle that is to make an exit turn from a roadway to slow to the safe speed on the curve ahead after it has left the main stream of faster-moving traffic. 1. Design Capacity - The maximum number of vehicles that can pass over a given section of a lane or roadway in one direction on multi-lane highway (or in both directions on a two or three lane highway) during a specified time period while operating conditions are maintained corresponding to the selected or specified level of service. 2. Design Speed - A speed selected for purposes of design and correlation of those features of a highway, such as curvature, super-elevation, and sight distance, upon which the safe operation of a vehicle is dependent. 3. Divided Road - A directional roadway on which opposing traffic is separated by a median, either natural or structural.	4. Free-flow Operating Speed - The operating speed of a passenger car over a section of highway during extremely low traffic densities. 5. Frontage Road - A road contiguous to and generally paralleling an expressway, freeway, parkway, or through-street and so designed as to intercept, collect, and distribute traffic desiring to cross, enter, or leave such highway and which may furnish access to properly that otherwise would be isolated as a result of the controlled-access feature; sometimes called a service road or feeder road. 6. Grade Separation - A structure used to separate vertically two or more intersection roadways, thus permitting traffic on all roads to cross traffic on all other roads without interference. 7. Interchange - A system of interconnecting roadways in conjunction with one or more grade separations, providing for the interchange of traffic between two or more roadways or highways on different levels. 8. Level of Service (LOS) - A generalized measure of a street's operational characteristics. Six levels, ranging from "A" for light traffic flow "F" for congested traffic flow, are used. 9. Median - That portion of a divided highway separating the traveled ways for traffic in opposite directions. 10. Modal Split - The proportion of total person-trips that uses each of the various modes of transportation, e.g. automobile, bus, carpool, transit.	11. Mode of Travel - The means of travel, such as auto driver, vehicle passenger, mass transit passenger, or walking. 12. Model - A mathematical formula that expresses the actions and interactions of the elements of a system in such a manner that the system may be evaluated under any given set of conditions (e.g. land use, economic, socioeconomic, and travel characteristics). 13. Network - A system of roadway links and land use activity nodes (e.g. shopping centers, offices) which make up the transportation system; the skeleton of movement. 14. Operating Speed - The highest overall speed at which a driver can travel on a given highway under favorable weather conditions and under prevailing traffic conditions without at any time exceeding the safe speed as determined by the design speed on a section-by-section basis. 15. Pavement - That part of a roadway having a constructed surface for the facilitation of vehicular movement. 16. Peak Hour - That one-hour period during which the maximum amount of travel occurs. Generally, there is a morning peak and an afternoon peak and traffic assignments may be made for each period, if desired. 17. Person Trip - A trip made by a person using any mode for any purpose.
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| <p>18. Reversible Lane(s) - A lane(s) where traffic moves in one direction only during some period of time, then in the reverse direction during another period of time.</p> <p>19. Right-turn Lane - A traffic lane within the normal surfaced width of a roadway, or an auxiliary lane to the right of and adjacent to the through traffic lanes, reserved for right-turning vehicles at an intersection.</p> <p>20. Roadway - That portion of a road which is improved, designed, or ordinarily intended for vehicular use. Roadways are designed and built as divided, undivided, or one-way roads.</p> <p>21. System Analysis - A method by which the transportation system may be studied to determine its effectiveness in meeting the objective of satisfying travel demand.</p> <p>22. Traffic Control Device - Any sign, signal, marking, or device placed or erected for the purpose of regulating, warning, or guiding vehicular traffic and/or pedestrians.</p> <p>23. Traffic Island - An island provided in the roadway to separate or direct streams of traffic, which includes both divisional and channelizing islands.</p> <p>36. Average daily traffic (ADT) - The term used to describe the number of vehicles on a roadway segment during a non-holiday week day.</p> <p>37. Bike Lane- A lane devoted to non-motorized bicycles.</p> <p>38. Department of Transportation (DOT) - Most state departments of transportation place one or two letters before the DOT in their name. For instance, Colorado's DOT is CDOT and Missouri's is MODOT.</p> | <p>24. Traffic Lane - A strip of roadway intended to accommodate a single line of moving vehicles.</p> <p>25. Traffic Model - A mathematical equation or graphical technique which is said to be able to simulate travel patterns, particularly those in urban areas.</p> <p>26. Traffic Sign - A traffic control device mounted on a fixed or portable support which conveys a specific message by means of words or symbols, and is officially erected for the purpose of regulating, warning, or guiding traffic.</p> <p>27. Travel Forecasting - A method used to predict the future travel patterns on particular roadways or between travel modes by using current counts, predictions of intensity and location of land uses, population growth and availability of transit alternatives.</p> <p>28. Trip - A one-directional movement which begins at the origin at the start time, ends at the destination at the arrival time, and is conducted for a specific purpose.</p> <p>29. Trip Distribution - The process by which the movement of trips between zones is estimated. The data for each</p> <p>39. Geometric Improvements - Improvements to roads such as widening, adding signals to intersections, or adding turning lanes. These are required to mitigate traffic impacts and maintain a required level of service (LOS).</p> <p>40. High Occupant Vehicle (HOV) - Any vehicle carrying two or more passengers. Many larger communities have HOV lanes on major highways, that permit only HOV's to use them.</p> | <p>distribution may be measured or be estimated by a growth factor process or by synthetic mode.</p> <p>30. Trip End - A trip origin or a trip destination.</p> <p>31. Trip Generation - The number of vehicular trips caused by or resulting from a particular land use activity.</p> <p>32. Undivided Road - A road which has no directional separator, either natural or structural, separating traffic moving in opposite directions.</p> <p>33. Vehicle - Any component of wheeled traffic. Unless otherwise qualified, the term vehicle will normally apply to free-wheeled vehicles.</p> <p>34. Volume - The number of vehicles that pass over a given section of a lane or a roadway during a time period of one hour or more. Volume can be expressed in terms of daily traffic or annual traffic, as well as on an hourly basis.</p> <p>35. Volume/Capacity Ratio - A measure used to determine a street's ability to accommodate traffic. The v/c ratio is determined by dividing traffic volumes by the street design capacity.</p> <p>41. Institute of Transportation Engineers (ITE) - Organization for professional transportation engineers. ITE publishes the Trip Generation Manual, which provides information on trip generation for land uses and building types. For instance, if an individual needs to know the number of trip ends (see definition below) produced by an industrial park, the report provides a trip rate based upon the size of the building. The report also divides the trip rate into peak hour rates, weekday rates, etc.</p> |
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42. Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) -This Congressional act requires states to develop a Statewide Transportation Plan and a Statewide Transportation Improvements Program (STIP) that identifies short-term project needs and priorities. It has also been a major source of funding for transportation planning and encourages the linking of transportation and community planning. (See also TEA-21 below).
43. Intersection Level of Service - This is a measure of the average delay experienced by each vehicle passing through an intersection. It can be measured for the vehicles making each directional turning movement, using each approach leg, or as a composite average value for all vehicles using the intersection. Similar to roadway level of service, it is reported with a letter grade designation ranging from A to F. An LOS A represents insignificant delay (less than 10 seconds per vehicle); LOS F represents significant waiting. This means more than 50 seconds per vehicle for intersections with non-existent or inadequate signals or more than 80 seconds per vehicle for intersections with signals.
44. Roadway Level of Service - This is a measure of roadway congestion ranging from LOS A--least congested--to LOS F--most congested. LOS is one of the most common terms used to describe how "good" or how "bad" traffic is projected to be. LOS serves as a benchmark to determine whether new development will comply with an existing LOS or if it will exceed the preferred or adopted LOS. As part of planning for new projects or developments, transportation professionals

conduct a Traffic Impact Study (TIS). The TIS determines how specific streets and intersections will function with increased traffic volumes either with or without improvements. There are six levels of service letter grades typically recognized by transportation planners and engineers. They are as follows-

- a. Level of Service A Level of Service A describes a condition of free flow, with low volumes and high speeds.
- b. Level of Service B Level of Service B is the zone of stable flow, with operating speeds beginning to be restricted somewhat by traffic conditions. Drivers still have reasonable freedom to select their speed and lane of operation.
- c. Level of Service C Level of Service C is the zone of mostly stable flow, but speeds and maneuverability are more closely constricted by the higher volumes.
- d. Level of Service D Level of Service D is a zone that approaches unstable flow, with tolerable operating speeds, however driving speed is considerably affected by changes in operating conditions.
- e. Level of Service E Level of Service E is a zone that cannot be described by speed alone. Operating speeds are lower than in Level D, with volume at or near the capacity of the highway.
- f. Level of Service F Level of Service F is a zone in which the operating speeds are controlled by stop-and-go mechanisms, such as traffic lights. This is called forced flow operation. The stoppages disrupt the traffic flow so that the volume carried by the roadway falls below its capacity; without the stoppages, the volume of traffic on

the roadway would be higher, or in other words, it would reach capacity.

It should be noted that LOS is a measure of a roadway segment's (zone's) efficiency at moving automobiles through the zone. By definition, it places a high emphasis on the free-flowing speeds of autos and does not give consideration to the comfort or safety other roadway users such as bicyclists or pedestrians.

45. Link Volumes- The number of vehicles using a specific street segment. It is typically expressed as average daily traffic (ADT) or vehicle per peak hour (VPH).
46. Linked Trip/Trip Chain- The sequence of grouping stops between the origin and ultimate destination. The intermediate stops made while enroute to the ultimate destination are referred to as passby trips. The term is used in the evaluation of the operation of the accesses or driveways serving the uses at the intermediate stops.
47. Median- A physical divider separating lanes of traffic that typically are traveling in opposite directions. A median is often installed to prohibit unsafe turning movements. It can also be used to beautify a streetscape.
48. MPO- Metropolitan Planning Organization. The agency which administers the federally required transportation planning processes in a metropolitan area. An MPO must be in place in every urbanized area with a population over 50,000, and is responsible for the 20-year long-range plan and the Transportation Improvement Program (TIP). The MPO is the



coordinating agency for grants, billings and policy-making for transportation.

49. Multimodal - More than one mode of transportation in the same geographic area.

50. NHS - National Highway System.

51. Peak Hour- The one hour period during which the roadway carries the greatest number of vehicles. Traffic impacts are typically evaluated during the morning and afternoon peak hours when the greatest number of motorists are traveling to and from work.

52. Pedestrian LOS- Level of service for pedestrians can also be studied as part of a transportation or traffic analysis. This is less common. It is typically only an issue in larger urban areas. Exhibit 1 illustrates the congestion of a proposed pedestrian walkway LOS.

53. Platoon- A grouping of vehicles traveling in the same direction at the same approximate speed.

54. Regional Transportation Plan (RTP) - The RTP is created by the Metropolitan Planning Organization (MPO) or the regional planning commission (see above).

55. Reverse Commute - The travel from the city center to suburban locations, moving counter to the primary or major volume of traffic flow.

56. Stacking - The process of vehicles forming a line or queue. If the stacking extends into the through-lanes, delays and unsafe conditions become prevalent.

57. SOV - Single Occupant Vehicle or one person per vehicle.

58. Street Cross-Section- A term used to describe the total number of lanes on a street. For instance, a street that has two lanes of north bound traffic, two lanes of southbound traffic, and a refuge lane is commonly referred to as a five-lane cross-section.

Traffic Calming- The process of designing streets or adding design elements to tame fast traffic and address unsafe traffic conditions. Design elements include, for example, speed humps, narrowed streets, added traffic circle. Good initial design and street layout can prevent the need to install traffic calming measures after the street is built.

59. Traffic Impact Study (TIS) - A study conducted by a transportation professional using transportation modeling and analysis software to predict the volumes and associated impacts from traffic generated by a proposed land use or development project. The study analyzes the impacts to roads and intersections and include recommendations for roadway improvements that may be needed to mitigate unsafe situations and comply with the regulations of the reviewing jurisdiction.

60. TAZ- Transportation Analysis Zone. A geographic area that identifies land uses and associated trips that is used for making land use projections and performing traffic modeling.

61. TEA 21- Transportation Equity Act of the 21st Century. TEA 21 was enacted June 9, 1998 as Public Law 105-178. TEA-21 authorizes and funds the Federal surface transportation programs for highways, highway safety, and transit for the 6-year period 1998-2003. The TEA 21 Restoration Act, enacted July 22, 1998, provided

technical corrections to the original law. (See also ISTEa above).

62. Trip End- The term used to describe trips in terms of their common origins or destination.

63. Turn Lane- A lane devoted to vehicles making a turning movement to go in a different direction. Turn lanes are necessary to ensure the free-flow of traffic in the through lanes by providing a separate area/lane for turning traffic to slow down and complete the turning maneuver without impeding the through traffic.

64. VMT- Vehicle Miles Traveled. Increases in VMT from existing residents are occurring every year, contributing to added congestion on roadways.

65. VPH- Vehicle per peak hour. This relates to Link Volumes (see above).

66. Volume-to-Capacity Ratio- Expressed as v/c, this is a measure of traffic demand on a facility (expressed as volume) compared to its traffic-carrying capacity. A v/c ratio of 0.7, for example, indicates that a traffic facility is operating at 70 percent of its capacity. In evaluating the performance of a roadway, v/c ratios should be considered together with the letter grade system, which is more of a qualitative assessment based heavily on speeds and travel time. With traffic moving at an acceptable rate of speed, roadways will perform at favorable Level of Service grades. However, even with an acceptable LOS grade, a v/c ratio may indicate that the same facility is operating at or near full capacity (e.g., 0.95 to 0.99). Conversely, road segments operating at deficient levels of service (e.g., peak-hour LOS E and F) may have an acceptable v/c



ratio in cases where the adjoining intersections are not operating efficiently (e.g., cycle lengths on the traffic signals are long or the signal progressions are poor). Consequently, a high v/c ratio does not always imply

that a facility has more volume than it can handle nor does a deficient LOS grade necessarily indicate that there is insufficient roadway capacity available.

67. Weaving- The process of exiting a site and merging across multiple lanes "with traffic" to reach an intersection and go in a different direction.



Appendix B. Collin County Profile

Table 9: Profile of General Demographic Characteristics

Subject	Number	Percent
Total population	491,675	100
SEX AND AGE		
Male	245,633	50
Female	246,042	50
Under 5 years	42,367	8.6
5 to 9 years	41,374	8.4
10 to 14 years	37,460	7.6
15 to 19 years	30,799	6.3
20 to 24 years	25,704	5.2
25 to 34 years	87,579	17.8
35 to 44 years	98,991	20.1
45 to 54 years	67,296	13.7
55 to 59 years	21,191	4.3
60 to 64 years	13,062	2.7
65 to 74 years	15,132	3.1
75 to 84 years	8,089	1.6
85 years and over	2,631	0.5
Median age (years)	32.9	(X)
18 years and over	350,368	71.3
Male	173,192	35.2
Female	177,176	36
21 years and over	334,994	68.1
62 years and over	33,021	6.7
65 years and over	25,852	5.3
Male	10,767	2.2
Female	15,085	3.1

Subject	Number	Percent
RACE		
One race	481,299	97.9
White	400,181	81.4
Black or African American	23,561	4.8
American Indian and Alaska Native	2,323	0.5
Asian	34,047	6.9
Asian Indian	9,673	2
Chinese	12,788	2.6
Filipino	1,634	0.3
Japanese	977	0.2
Korean	2,865	0.6
Vietnamese	3,390	0.7
Other Asian 1	2,720	0.6
Native Hawaiian and Other Pacific Islander	230	0
Native Hawaiian	61	0
Guamanian or Chamorro	46	0
Samoan	42	0
Other Pacific Islander 2	81	0
Some other race	20,957	4.3
Two or more races	10,376	2.1
Race alone or in combination with one or more other races 3		
White	409,197	83.2
Black or African American	25,366	5.2
American Indian and Alaska Native	4,777	1
Asian	37,215	7.6
Native Hawaiian and Other Pacific Islander	562	0.1
Some other race	25,468	5.2
HISPANIC OR LATINO AND RACE		
Total population	491,675	100
Hispanic or Latino (of any race)	50,510	10.3
Mexican	36,383	7.4
Puerto Rican	1,383	0.3



Subject	Number	Percent
Cuban	696	0.1
Other Hispanic or Latino	12,048	2.5
Not Hispanic or Latino	441,165	89.7
White alone	374,116	76.1
RELATIONSHIP		
Total population	491,675	100
In households	488,343	99.3
Householder	181,970	37
Spouse	113,089	23
Child	155,320	31.6
Own child under 18 years	133,780	27.2
Other relatives	19,529	4
Under 18 years	5,844	1.2
Nonrelatives	18,435	3.7
Unmarried partner	6,667	1.4
In group quarters	3,332	0.7
Institutionalized population	1,839	0.4
Noninstitutionalized population	1,493	0.3
HOUSEHOLDS BY TYPE		
Total households	181,970	100
Family households (families)	132,268	72.7
With own children under 18 years	73,864	40.6
Married-couple family	113,089	62.1
With own children under 18 years	62,081	34.1
Female householder, no husband present	13,576	7.5
With own children under 18 years	8,818	4.8
Nonfamily households	49,702	27.3
Householder living alone	40,262	22.1

Subject	Number	Percent
Householder 65 years and over	5,663	3.1
Households with individuals under 18 years	77,386	42.5
Households with individuals 65 years and over	18,389	10.1
Average household size	2.68	(X)
Average family size	3.18	(X)
HOUSING OCCUPANCY		
Total housing units	194,892	100
Occupied housing units	181,970	93.4
Vacant housing units	12,922	6.6
For seasonal, recreational, or occasional use	702	0.4
Homeowner vacancy rate (percent)	1.7	(X)
Rental vacancy rate (percent)	12.3	(X)
HOUSING TENURE		
Occupied housing units	181,970	100
Owner-occupied housing units	124,916	68.6
Renter-occupied housing units	57,054	31.4
Average household size of owner-occupied unit	2.94	(X)
Average household size of renter-occupied unit	2.12	(X)

(X) Not applicable

Source- U.S. Census Bureau, Census 2000 Summary File 1, Matrices P1, P3, P4, P8, P9, P12, P13, P,17, P18, P19, P20, P23, P27, P28, P33, PCT5, PCT8, PCT11, PCT15, H1, H3, H4, H5, H11, and H12.



Appendix C. Minutes of the Meetings

City of Allen Meeting Report

PROJECT: Collin County Mobility Plan Update
PROJECT NO.: 023463

PRESENT: Lee Battle – City of Allen
John Baumgartner – City of Allen
Mike McAnelly – Carter & Burgess, Inc.
Lee Nichols – Carter & Burgess, Inc.
Sudhish Verma - Carter & Burgess, Inc.
DATE: 05/23/2006

1. The city believes that the population estimates (by the North Central Texas Council of Government) are close to the current observations.
2. The city is land-locked and is primarily single-family residential. The only exceptions to single-family residential character is the central business district (CBD), where the city promotes increased population densities by permitting lofts and condominiums.
3. The city owns large proportion of land in the CBD, and has built a number of community facilities such as a library, a senior center and a barge park. The city is also considering construction of structured parking unit. There are only a few vacant or run-down properties in the CBD. The development regulations permit two to eight storied structures in the CBD.
4. The city is aware of potential transit service in near future, and would prefer light-rail to other modes. However, the city is not aware of any time-frame for the service.
5. The city recommends widening of Stacey Road to at least 4 lanes. The city's Thoroughfare Plan classifies Stacey Road as a 6-lane.
6. The city would like to widen the US-75 from 6-lane to 8-lane or 8-lane + 2-HOV in accordance with the city's Thoroughfare Plan. The right-of-way may be constrained at some points along the corridor. The city may introduce acceleration lanes in future.
7. The city has no plans for any grade-separation projects in near future.

Submittals:
1. The city submitted the following to Carter & Burgess, Inc.
a. Transportation Plan (hard-copy)

Actions:
1. The city will submit the following to Carter & Burgess, Inc.

- a. Demographics Data (soft-copy)
- b. Land Use Plan (soft-copy)
- c. Transportation Plan (soft-copy)
- d. Trails Plan (soft-copy)



City of Anna Meeting Report

PROJECT: Collin County Mobility Plan Update

PROJECT NO.: 023463

PRESENT: Nathan Wilkinson – City of Anna
Lee Lawrence – City of Anna
Mike McAnelly – Carter & Burgess, Inc.
Lee Nichols – Carter & Burgess, Inc.
Sudhish Verma - Carter & Burgess, Inc.

DATE: 05/25/2006

1. City of Anna and City of Melissa have mutual agreement over the boundary between the two cities.
2. The city has recently annexed some parcels in the Westminster area.
3. The city issues over 500 permits every year.
4. The city has 10,000 units platted, and over 2,000 units have already been developed. Most of the plats have access to utility services.
5. The city is expecting significant changes in traffic movement in the area due to the upcoming Mantua development in Van Alstyne.
6. The city does not have a Trails Plan; however, the Thoroughfare Plan does include existing trails.
7. The city supports conversion of Hwy-121 to Business 121 through the City of Melissa.
8. The city would like to include FM-455 as a project in the 2006 Collin County Bond Program.

Submittals:

1. The city submitted the following to Carter & Burgess, Inc.
 - a. Land Use Plan (hard-copy)

Actions:

1. The city will submit the following to Carter & Burgess, Inc.
 - a. Demographics Data (soft-copy)
 - b. Land Use Plan (soft-copy)
 - c. Transportation Plan (soft-copy)

City of Celina Meeting Report

PROJECT: Collin County Mobility Plan Update

PROJECT NO.: 023463

PRESENT: Scott Albert – City of Celina
Cindy Jackson – City of Celina
Mike McAnelly – Carter & Burgess, Inc.
Lee Nichols – Carter & Burgess, Inc.

DATE: 05/24/2006

1. Dunkin, Sefko and Associates prepared the Comprehensive Plan for the city. The Comprehensive Plan includes Thoroughfare Plan.
2. The city does not have a Trails Plan. However, the city is obtaining easements for bike trails along creeks.

Submittals:

1. The city submitted the following to Carter & Burgess, Inc.
 - a. Comprehensive Plan (hard-copy)

Actions:

1. The city will submit the following to Carter & Burgess, Inc.
 - a. Demographics Data (soft-copy)
 - b. Land Use Plan (soft-copy)
 - c. Transportation Plan (soft-copy)



City of Dallas Meeting Report

PROJECT: Collin County Mobility Plan Update
PROJECT NO.: 023463

PRESENT: Keith Manoy – City of Dallas
Mike McAnelly – Carter & Burgess, Inc.
Lee Nichols – Carter & Burgess, Inc.
Sudhish Verma - Carter & Burgess, Inc.
DATE: 05/25/2006

1. The city does have a Thoroughfare Plan, which was last updated in 1991. Since then, the city has been making amendments to the Plan as and when required.
2. The city is undergoing a process to adopt its first Comprehensive Plan.
3. The city does not have a Trails Plan.
4. Frankford Road is a six-lane divided on the Thoroughfare Plan; however, the city is only building four lanes.
5. The city is working on a bond program scheduled to be issued in November 2006.
6. The city does not have any projects for the 2006 Collin County Bond Program.

Action

1. The city will submit the following to Carter & Burgess, Inc.
 - a. Demographics Data (soft-copy)
 - b. Land Use Plan (soft-copy)
 - c. Transportation Plan (soft-copy)

Town of Fairview Meeting Report

PROJECT: Collin County Mobility Plan Update
PROJECT NO.: 023463

PRESENT: Alan Efrussy – City of Fairview
Mike McAnelly – Carter & Burgess, Inc.
Lee Nichols – Carter & Burgess, Inc.
Sudhish Verma - Carter & Burgess, Inc.
DATE: 05/26/2006

1. The town revised its various plans almost a year ago which are available on the city's website.
2. The town's ETJ now extends up to Lake Lavon.
3. A 1.1 million square feet development is planned on Stacey Road (FM 2786).

Submittals:

1. The town submitted the following to Carter & Burgess, Inc.
 - a. Comprehensive Plan (soft-copy)

Actions:

1. The town will submit the following to Carter & Burgess, Inc.
 - a. Demographics Data (soft-copy)
 - b. Land Use Plan (soft-copy)
 - c. Transportation Plan (soft-copy)



City of Frisco Meeting Report

PROJECT: Collin County Mobility Plan
Update

PROJECT NO.: 023463

PRESENT: Cissy Sylo – City of Frisco
Jeff Witt – City of Frisco
Mari Bailey – City of Frisco
Mike McAnelly – Carter &
Burgess, Inc.
Lee Nichols – Carter &
Burgess, Inc.
Sudhish Verma - Carter &
Burgess, Inc.

DATE: 05/24/2006

1. The 2006 Comprehensive Plan contains recent population estimates and projections.
2. The city would like to include Independence Road on the list of projects for the 2006 Collin County Mobility Plan Update.

Submittals:

1. The city submitted the following to Carter & Burgess, Inc.
 - a. 2006 Comprehensive Plan (soft-copy)
 - b. Land Use Plan (hard-copy)

Actions:

1. The city will submit the following to Carter & Burgess, Inc.
 - a. Trails Plan (soft-copy)



City of McKinney Meeting Report

PROJECT: Collin County Mobility Plan Update
PROJECT NO.: 023463

PRESENT: Robyn Root – City of McKinney
Kevin Spath – City of McKinney
Shilpa Ravande – City of McKinney
Mike McAnelly – Carter & Burgess, Inc.
Lee Nichols – Carter & Burgess, Inc.
Sudhish Verma - Carter & Burgess, Inc.
DATE: 05/26/2006

1. The current population of the city exceeds the 2010 projections (by the North Central Texas Council of Governments). The 2004 Comprehensive Plan has estimates and projections by the city. The city will revise the projections by July 2006.
2. The city is experiencing an annual growth rate of 12%.
3. Some thoroughfares within the city are being built by various developers.
4. The city has a Hike and Bike Trails Plan, which includes on-street and off-street trails.
5. The city has prepared and voted on a new bond program recently.

Submittals:

1. The city submitted the following to Carter & Burgess, Inc.
 - a. Population projections from the 2004 Comprehensive Plan (hard-copy)
 - b. Transportation Plan (hard-copy)
 - c. Hike and Bike Trails Plan (hard-copy)
 - d. Utility CIP Projects – FY06 (hard-copy)
 - e. Roadway CIP Projects – FY06 (hard-copy)

Actions:

1. The city will submit the following to Carter & Burgess, Inc.
 - a. Demographics Data (soft-copy)
 - b. Land Use Plan (soft-copy)

- c. Transportation Plan (soft-copy)
- d. Trails Plan (soft-copy)



City of Melissa Meeting Report

PROJECT: Collin County Mobility Plan Update
PROJECT NO.: 023463

PRESENT: Bob Helmberger – City of Melissa
Mike McAnelly – Carter & Burgess, Inc.
Lee Nichols – Carter & Burgess, Inc.
Sudhish Verma - Carter & Burgess, Inc.
DATE: 05/24/2006

1. The city's current population is over 3,000, and is expected to be 65,000 in 2030.
2. The alignment of the "outer loop" shown on the plan, prepared by Carter & Burgess, Inc. differs from the one agreed upon by the City of Melissa, City of Anna, and the Collin County. The city suggests that the alignment of the outer loop should be moved to east of the Sister Grove Creek.
3. The DART station in downtown Melissa was not shown on the plan.
4. The city has prepared plans for DART LRT station in the downtown. The plan covers an area of approximately 10 acres, and over 10,000 people live within "bikeable range" from the station.
5. The boundary between the City of Melissa and the City of Anna follows the school district boundary.
6. The existing interchange between Hwy-121 and Hwy-5 could be improved by designating Hwy-121 through the city as a "Business 121", and introducing a loop north of the City of Melissa.
7. Though Melissa Road has been designated as a four-lane divided in the city's Thoroughfare Plan, the city would like to convert it to a six-lane road. There is an existing 37' median on Melissa Road.
8. The city is in process to prepare a trail system consisting of both on-road and off-road trails. The plan may be adopted by the city before the end of June 2006.
9. An Outer Loop Pilot Road may be the city's first priority for the 2006 Collin County Bond Program. In addition, the city may be interested in some more city-wide projects.

Submittals:

1. The city submitted the following to Carter & Burgess, Inc.
 - a. Transportation Plan (hard-copy)

Actions:

1. The city will submit the following to Carter & Burgess, Inc.
 - b. Demographics Data (soft-copy)
 - c. Land Use Plan (soft-copy)
 - d. Transportation Plan (soft-copy)
 - e. Trails Plan (soft-copy)



City of Murphy Meeting Report

PROJECT: Collin County Mobility Plan Update
PROJECT NO.: 023463

PRESENT: Craig Sherwood– City of Murphy
Mike McAnelly – Carter & Burgess, Inc.
Lee Nichols – Carter & Burgess, Inc.
Sudhish Verma - Carter & Burgess, Inc.
DATE: 05/24/2006

1. The city would like to widen Murphy Road, and the County may have some funds for the project.
2. The cities of Sachse, Wylie and Murphy are working together on the extension of McCreary Road.
3. The city does not have a Trails Plan.
4. Murphy Road and Betsy Lane are the two key projects the city would like to include in the 2006 Collin County Bond Program.

Submittals:

1. The city submitted the following to Carter & Burgess, Inc.
 - a. Land Use Plan (hard-copy)
 - b. Transportation Plan (hard-copy)

Actions:

1. The city will submit the following to Carter & Burgess, Inc.
 - a. Demographics Data (soft-copy)
 - b. Land Use Plan (soft-copy)
 - c. Transportation Plan (soft-copy)

City of Prosper Meeting Report

PROJECT: Collin County Mobility Plan Update
PROJECT NO.: 023463

PRESENT: Douglas Mousel – City of Prosper
Mike McAnelly – Carter & Burgess, Inc.
Lee Nichols – Carter & Burgess, Inc.
Sudhish Verma - Carter & Burgess, Inc.
DATE: 05/24/2006

1. The city is in process of adopting a revised Comprehensive Plan by July 2006.
2. The city has some equestrian centers and trails and is in the process of preparing a Hike and Bike Plan.
3. The city is considering an alternative alignment for Hwy-380.
4. The city would like to have extension of Preston Road to Prosper on the 2006 Collin County Bond Program.
5. City of Frisco maintains the GIS database for the City of Prosper.

Submittals:

1. The city submitted the following to Carter & Burgess, Inc.
 - a. Land Use Plan (hard-copy)
 - b. Transportation Plan (hard-copy)

Actions:

1. The city will submit the following to Carter & Burgess, Inc.
 - a. Demographics Data (soft-copy)
 - b. Land Use Plan (soft-copy)
 - c. Transportation Plan (soft-copy)



City of Richardson Meeting Report

PROJECT: Collin County Mobility Plan Update
PROJECT NO.: 023463

PRESENT: John Webb – City of Richardson
Mike McAnelly – Carter & Burgess, Inc.
Lee Nichols – Carter & Burgess, Inc.
Sudhish Verma - Carter & Burgess, Inc.
DATE: 05/24/2006

1. The city is in the process of updating the Comprehensive Plan.
2. The city had no suggestions for projects to be included in the 2006 Collin County Bond Program.

Submittals:

1. The city submitted the following to Carter & Burgess, Inc.
 - a. Comprehensive Plan with the Land Use Plan and the Thoroughfare Plan (soft-copy)

Actions:

1. The city will submit the following to Carter & Burgess, Inc.
 - b. Demographics Data (soft-copy)
 - c. Trails Plan (soft-copy)

City of Royse City Meeting Report

PROJECT: Collin County Mobility Plan Update
PROJECT NO.: 023463

PRESENT: Karen Philippi – City of Royse City
Mike McAnelly – Carter & Burgess, Inc.
Lee Nichols – Carter & Burgess, Inc.
Sudhish Verma - Carter & Burgess, Inc.
DATE: 05/26/2006

1. The current population of the city exceeds the projections (by the North Central Texas Council of Governments). The Comprehensive Plan includes recent projections by the city.
2. The city is updating its Thoroughfare Plan, and expects to complete the update by June 2006.
3. The city has recently got a 36" connection from North Texas Municipal Water District.
4. The city has recently established a Parks Commission.
5. A 2,500 home development is underway within the city limits. In addition, two other developments (750 home and 1,000 home) are planned in the western parts of the city.
6. The city is interested in smoothing out the loops around the city.

Actions:

1. The city will submit the following to Carter & Burgess, Inc.
 - a. Demographics Data (soft-copy)
 - b. Land Use Plan (soft-copy)
 - c. Transportation Plan (soft-copy)
 - d. Comprehensive Plan (soft-copy)



City of Weston Meeting Report

PROJECT: Collin County Mobility Plan Update
PROJECT NO.: 023463

PRESENT: Patti Harrington – City of Weston
Chantal Kirkland– Kimley-Horn and Associates, Inc
Mike McAnelly – Carter & Burgess, Inc.
Sudhish Verma - Carter & Burgess, Inc.
DATE: 06/06/2006

1. The city is a general law city, and is not a home rule city.
2. The city boundary and the ETJ as shown on the map are not accurate.
3. The city has land use and transportation plan in AutoCAD, photoshop, and pdf formats.
4. The city does not have a hike and bike trails plan. However, the tentative locations of various parks have been identified, and the city would like to establish trail connections between them in the future.
5. Most of the parcels in the city have water and sewer services.
6. A large 6,000 home development is coming up between FM-543 and FM-2478.
7. The city is expecting a fresh water supply district within the city limits.
8. Paving of FM-543, FM-455 and, FM-209 would be cities top three priorities for the 2006 Collin County Bond Program.

Submittals:

1. The city submitted the following to Carter & Burgess, Inc.
 - a. Land Use Plan (hard-copy)
 - b. Transportation Plan (hard-copy)

Actions:

1. The city will submit the following to Carter & Burgess, Inc.
 - a. Demographics Data (soft-copy)
 - b. Land Use Plan (soft-copy)
 - c. Transportation Plan (soft-copy)

City of Wylie Meeting Report

PROJECT: Collin County Mobility Plan Update
PROJECT NO.: 023463

PRESENT: Chris Holsted – City of Wylie
Mike McAnelly – Carter & Burgess, Inc.
Lee Nichols – Carter & Burgess, Inc.
Sudhish Verma - Carter & Burgess, Inc.
DATE: 05/23/2006

1. The city suggested that the population estimates by the North Central Texas Council of Governments (NCTCOG) may not be representative of the existing situation. The current population of the city is more than the 2020 projections by the NCTCOG
2. The city is anticipating a population growth of 30,000 in next 10 years at the rate of 3,500 per year approximately.
3. The city expects to build all the roads as per the Thoroughfare Plan (copy submitted to Carter & Burgess, Inc.) in next 10 years. The city is in the process of preparing a \$35M bond program
4. TxDOT will widen Hwy-78 to 6 lanes from existing 4 lanes.
5. The city has NO plans for any grade-separation projects in the near future.
6. The city does not have a Trails Plan, and there are NO plans to prepare one in the near future.

Submittals:

1. The city submitted the following to Carter & Burgess, Inc.
 - a. Transportation Plan (hard-copy)

Actions:

1. The city will submit soft copy of the following to Carter & Burgess, Inc.
 - a. Demographics Data (soft-copy)
 - b. Land Use Plan (soft-copy)
 - c. Transportation Plan (soft-copy)
 - d. Traffic Counts (soft-copy)



Public Meeting Report, June 26, 2007

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

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

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.

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.ccmpu.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 located 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

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.ccmpu.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.ccmpu.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.

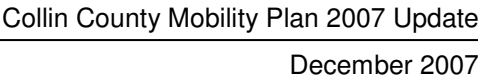
Question: Town of Fairview has been very supportive of similar regional plans. However, the town is of the opinion that it has been left out of the process. In spite of the fact that a comprehensive plan for Town of Fairview exists, the current version of the thoroughfare plan does not reflect the town's 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.

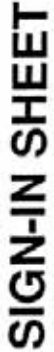
Question: What is being done to promote light/heavy rail to non-DART member communities?

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.

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.ccmpu.org. The meeting was adjourned at 8:40 pm.



Name (please print)	Mailing Address (street, city, zip)	Phone	Email
Mike McAnelly	Conifer # Burgess 7950 Elbrook Dallas TX 75047	(214) 532-6722	mike.mcaddy@e-b.com
SUDHISH VERMA	CARTERS BURGESS, 7950 ELM BROOK DR.	(214) 920-8091	sudhish.verma@e-b.com
Buddy Dean	5012 BELLHARE DR. PLANO, TX 75093	214-637-3291	K DEAN 116@aol.com
JOE CARONNA	4302 BOULDER DR LAKEN TX 75002	972-365-5118	jcaronna@att.net
Paul Hurney	1750 N. Collins. #200 P.O. Box 7500	972-696-6918	RICH PAUL@ZEEB.NE7
Ed Town	7997 GREENS WAY WASSER	972-837-2594	towning@e-b.com
Sim Israeloff	901 Main Suite 400 Dallas 75202	214-672-2131	simisraeloff@e-b.com
LEE NICHOLS	Carters Burgess Streets	214-944-0086	lee.nichols@e-b.com
Roger Bolin	2616 Walnut Ln. Plano 75075	214-642-4154	roger.bolin@mustak.com
Dick Popkes	4222 Branding Iron way	972-549-1001	felix.kand7@e-b.com



Public Meeting ★
Collin County Mobility Plan
2006 Update

Tuesday, June 26, 2007
 7:00 to 8:00 P.M.
 Jury Room
 Annex "B" of the Collin County Courthouse
 314 S. Chestnut St.
 McKinney, Texas 75069



SIGN-IN SHEET

Name (please print)	Mailing Address (street, city, zip)	Phone	Email
Bob Brown	1124 Shady Brook Dr.		
Silvia Escamilla	309 Lincoln Street	972-542-1621	Silvia.Escamilla42@aol.com
Sam Sardo	4601 Hackberry Park 75072	972-881-1059	psardo@verizon.net
Billy Mitchell	2457 Country Club Wylie, TX	972-442-5093	
Lisa Ferrell	1650 W. Virginia #110 MCK	972-542-0168	ferrell@metlink.org
George Elving	2813 ST. Charles Dr	972-481-1885	edking@metlink.org
Rich Larkins	221 N Tennessee, McKinney TX 75070	972-547-7438	elcollin@metlink.org
Mike Tuttle	7015 Sleepy Hollow	972-547-6795	H.Tuttle@SBCGlobal.net
Tony Kraus	1212 Woodhenge 75181	214-697-2450	TKraus@metlink.org
Roger Parsons	1584 FM 981 BLUE ADG 75424	972-752-5499	R.Parsons@metlink.org

Public Meeting ★
Collin County Mobility Plan
2006 Update

Tuesday, June 26, 2007
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 Annex "B" of the Collin County Courthouse
 314 S. Chestnut St.
 McKinney, Texas 75069



SIGN-IN SHEET

Name (please print)	Mailing Address (street, city, zip)	Phone	Email
Liada Jemer	Collin County Eng.	972-548-3827	liada@collincounty.org
Joe Farmer	CCPB	972-927-5020	
LINCOLN THOMPSON	112 S. MORRIS STREET, MCKINNEY, TX 75069	469-667-9438	linthompson@metlink.org
BARBARA MACNEILL	2457 Country Club Wylie TX 75098	972-462-5693	
Bob Helmbarger	15 Brookhollow Circle, Melissa, TX 75451	972-342-1376	helmbarger@baur.com
Loretta Ellerbe	City of Plano Council	972-618-1489	
Robyn Roe	221 N. Tennessee, McKinney	972-547-7425	moot@metlink.org
Toni Tuttle	7015 Sleepy Hollow Rd	972-547-6795	toni.shhband@sbcc.edu
George Dupont	1400 Harvest Ridge Ln Prosper	214-585-0118	georgee-clayton@yahoo.com
CLAUDET PARSONS	P.O. BOX 358 BLUEZ, DEERFIELD	972-752-5499	



Public Meeting ★
Collin County Mobility Plan
2006 Update

Tuesday, June 26, 2007
 7:00 to 8:00 P.M.
 Jury Room
 Annex "B" of the Collin County Courthouse
 314 S. Chestnut St.
 McKinney, Texas 75069

SIGN-IN SHEET

Name (please print)	Mailing Address (street, city, zip)	Phone	Email
James Simpson	3761 Billy Ln McKinney	214 334 4519	MH2990@yahoo.com
Ed Jackson	3784 Billy Ln McKinney	972 896 4540	
Don Thores	2609 Brookside Ct	972-562-9315	
Ken Shuffan	5864 E. 1 st Wm. 455	972-924-3749	
John Ky	P.O. Box 873, Princeton Tx	469-667-7177	joshANDdora@gmail.com
Loyd Beverly Norman	1122 Belvedere Dr, Allen, TX	972-359-1073	
Charlie James	P.O. Box 21 Anna, TX 75209	972 924 3401	charlie-12@carney.net
Pat Crismanti	11524 C.R. 439	972 734 3991	Pat Nancy@SBCglobal.net
Tracy Hornfield	Collin City	972-546-5733	
SELPATEL	5423 E FM 455	972 924 3737	

Public Meeting ★
Collin County Mobility Plan
2006 Update

Tuesday, June 26, 2007
 7:00 to 8:00 P.M.
 Jury Room
 Annex "B" of the Collin County Courthouse
 314 S. Chestnut St.
 McKinney, Texas 75069

SIGN-IN SHEET

Name (please print)	Mailing Address (street, city, zip)	Phone	Email
JACKIE M. MATHAN	2017 FM 805 Binson	972 736 2896	JMATHAN@SBCglobal.net
Ed BAYLESS	45T LongCove Dr. Fairview	972-886-0260	ed.bayless@comcast.net
HARVEY MC CARTER	365 Southern Hills, Fairview	972-549-1003	hmcarter@regent.edu
Sandra S. Green	5864 E FM 455 Anna	972-924-3749	
Martha Josoule	PO Box 1263, Anna	972-924-2411	mjosoule@shaw.net
Christy Schell	612 S. FM 1138 Nevada	972-791-4601	cschell@cityoffate.com
Steve Gudman	3505 Selzer Pl Plano	214-869-9803	
Dan & Jo Ann Gipsan	3678 FM 2194, Farmersville		jagipsan@aol.com
Lee Lawrence	220 Biddbrook Drive Anna	972-924-2919	pl-c11@comcast.net
Nancy Grisanti	11524 C.R. 439 Princeton	972-734-3991	Pat Nancy@SBCglobal.net



Public Meeting ★
Collin County Mobility Plan
2006 Update

Tuesday, June 26, 2007
 7:00 to 8:00 P.M.
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Name (please print)	Mailing Address (street, city, zip)	Phone	Email
DAVID CLARKE	2833 Sundance Dr. McKinney TX	972 628 3131	dclarke@hntb.com
OLYN JAYE			
Billy A Smith	717201d Vespera Rd		bas4155@msn.com
Nannette Ellis	8037 Main		
Wade Moore	1013 Howell St. McKinney	972-955-5783	dkk0049@unt.edu
Laura Randall	4206 Weston Creek Trail	972-382-3771	DancingDragonfly@msn.com
Richard Boyd	4910 Goodman Ave, #2419, Addison TX	469-323-5146	rbruce-boyd@cyberway.com
DAVID WILFER	8205 STEED ST. FRISCO TX 75035	972-712-2196	
CHUCK TURNER	1383 SHARDU CREEK DR	972 886 0240	

Public Meeting ★
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Name (please print)	Mailing Address (street, city, zip)	Phone	Email
JOHN DOSTART	305 CENTURY PARK ALLEN, TX 75014	214-589-4579	jdosstart@cityofallen.org
CAROLYN SOMMER	944 CASABRES, FAIRVIEW TX 75069		
D. Leal	1650 W. Virginia	972-542-2631	
DEBORAH ANGELL SMITH	533 OLDSKIDGE PK. ALLEN TX 75002	214-893-3643	angellsmith@prodigy.net
JEFF WITT	6101 FRISCO STREET SQUARE FRISCO TX 75034	972-292-5360	jwitt@frisco-texas.gov
Jerry Randall	4704 Weston Creek Trl Collin TX 75009		
John Black	6101 Frisco Square Blvd Frisco, TX 75035	972-644-2811 City of Frisco	jblack@frisco-texas.gov



SIGN-IN SHEET

[illegible]



Appendix D. Demographic Projections

Allen																																							
TSZ	City	2007 ID	# of Cities in TSZ	1999					2007					2015					2015 Revised					2030					2030 Revised					Ultimate					TSZ
				Pop		Employment			Pop		Employment			Pop		Employment			Pop		Employment			Pop		Employment			Pop		Employment			Pop		Employment			
				HH	P	BAS	RET	SER	HH	P	BAS	RET	SER	HH	P	BAS	RET	SER	HH	P	BAS	RET	SER	HH	P	BAS	RET	SER	HH	P	BAS	RET	SER	HH	P	BAS	RET	SER	
3154	Allen	114	1	21	52	103	29	29	0	0	0	700	20	52	129	2,055	572	572	0	0	0	1,058	1,529	54	136	2,080	579	579	0	0	0	5,958	4,634	0	0	0	5,958	4,634	3154
3178	Allen	131	1	81	259	36	0	36	1,659	5,349	0	0	60	2,270	7,297	1,444	0	1,444	2,021	6,497	0	1,787	2,399	2,758	8,866	1,463	0	1,463	2,021	6,944	0	5,417	7,231	2,021	6,944	0	5,417	7,231	3178
3179	Allen	132	1	0	0	0	0	0	0	0	0	0	0	698	1,876	465	198	936	1,062	3,414	0	295	2,903	1,151	3,092	470	200	947	1,062	3,414	0	332	5,893	1,062	3,414	0	422	8,797	3179
3193	Allen	142	1	349	919	12	148	339	390	1,025	19	238	544	393	1,030	29	354	807	390	1,025	0	120	637	394	1,032	36	448	1,022	390	1,189	0	303	813	390	1,189	0	303	813	3193
3194	Allen	143	1	8	21	0	0	0	0	1	3	0	0	13	35	448	190	895	864	2,530	0	603	1,027	14	37	453	192	906	864	2,530	0	1,829	1,544	864	2,530	0	1,829	1,544	3194
3195	Allen	144	1	0	0	0	0	0	425	1,245	0	150	1,208	3,224	0	0	2,125	943	2,752	149	196	687	1,502	4,009	0	0	3,298	943	2,752	298	392	4,066	943	2,752	298	392	5,421	3195	
3196	Allen	145	1	208	740	0	0	10	1,334	4,756	0	90	120	1,376	4,907	0	0	108	1,334	4,756	0	235	358	1,376	4,907	0	0	110	1,334	4,756	0	392	655	1,334	4,756	0	392	655	3196
3197	Allen	146	3	139	444	0	107	0	1,339	4,211	0	0	40	1,822	5,694	0	544	0	1,436	4,516	0	301	229	2,089	6,392	0	566	0	1,488	4,680	0	301	229	1,488	4,680	0	301	229	3197
3209	Allen	155	1	1,084	3,544	19	19	36	1,794	5,863	20	300	90	1,795	5,850	22	22	42	1,794	5,863	20	300	90	1,796	5,853	22	22	42	1,794	5,863	20	300	90	1,794	5,863	20	300	90	3209
3210	Allen	156	1	394	1,341	3	2	5	880	2,994	0	36	89	880	2,986	87	58	144	880	2,994	0	36	89	880	2,986	87	58	144	1,092	3,715	0	425	89	1,092	3,715	0	425	89	3210
3213	Allen	157	1	222	450	63	376	109	761	2,320	103	621	180	761	2,320	155	932	270	761	2,320	103	621	180	1,030	2,067	197	1,187	344	761	2,320	103	621	180	761	2,320	103	621	180	3213
3215	Allen	158	1	857	2,690	0	0	17	845	2,654	0	133	0	845	2,646	0	0	131	845	2,654	0	133	0	845	2,646	0	0	183	845	2,654	0	133	0	845	2,654	0	133	0	3215
3216	Allen	159	1	276	886	0	0	278	672	2,142	0	150	0	823	2,615	0	0	319	672	2,142	0	150	0	866	2,752	0	0	337	672	2,142	0	150	672	2,142	0	150	672	3216	
3229	Allen	169	1	686	2,074	0	0	144	1,036	3,124	0	200	40	2,223	6,703	0	0	311	1,482	4,468	0	200	90	2,235	6,740	0	0	1,380	1,971	5,964	0	200	90	1,971	5,964	0	200	90	3229
3230	Allen	170	1	152	438	11	10	7	212	608	0	45	117	234	669	61	55	39	212	608	0	45	117	249	712	122	111	76	212	608	0	45	117	212	608	0	45	117	3230
3231	Allen	171	1	663	2,301	10	5	29	663	2,301	31	38	92	1,021	3,536	75	45	224	1,193	4,140	31	58	92	1,073	3,716	154	93	463	1,338	4,843	31	58	92	1,338	4,843	31	58	92	3231
3232	Allen	172	1	1	2	0	578	0	0	0	0	999	100	50	100	0	1,860	0	0	0	0	1,217	239	65	129	0	3,429	0	0	0	1,217	655	0	0	1,217	713	3232		
3235	Allen	173	1	1,406	4,432	0	220	119	1,381	4,352	0	20	74	1,381	4,338	0	320	173	1,529	4,821	0	272	74	1,381	4,338	0	492	265	1,529	4,821	0	272	74	1,529	4,821	0	272	74	3235
3236	Allen	174	1	256	659	0	87	76	256	659	0	137	120	411	1,046	0	202	177	256	659	0	231	120	428	1,091	0	255	223	256	659	0	423	120	256	659	0	423	120	3236
3237	Allen	175	2	1,083	3,535	0	0	270	1,380	4,457	0	37	74	1,405	4,523	0	0	511	1,380	4,457	0	37	74	1,405	4,522	0	0	913	1,380	4,457	0	37	74	1,380	4,457	0	37	74	3237
3238	Allen	176	1	975	2,747	0	164	138	1,416	3,968	0	181	152	1,562	4,362	0	201	170	1,416	3,968	0	181	152	1,603	4,477	0	218	184	1,416	3,968	0	181	152	1,416	3,968	0	181	152	3238
3239	Allen	177	1	1,558	4,744	0	115	86	2,260	6,886	0	30	80	2,260	6,862	0	245	184	2,260	6,886	0	87	96	2,260	6,862	0	471	354	2,260	6,886	0	143	112	2,260	6,886	0	143	112	3239
3240	Allen	178	1	124	409	5	3	9	683	2,212	15	29	89	738	2,384	114	67	204	683	2,212	15	29	89	738	2,384	293	174	525	683	2,212	15	29	89	683	2,212	15	29	89	3240
3262	Allen	194	1	0	0	0	1	1	0	0	0	0	0	309	832	0	750	750	104	304	0	250	670	626	1,685	0	1,827	1,827	252	735	0	1,198	2,609	252	735	0	1,198	3,479	3262
3263	Allen	195	1	0	0	2,024	50	434	0	0	2,024	50	434	86	232	3,565	88	765	0	0	2,168	50	582	364	979	4,472	110	959	0	0	2,311	50	731	0	0	2,311	50	731	3263
3264	Allen	196	1	1,069	3,127	0	195	165	1,127	3,287	0	195	115	1,127	3,277	0	302	256	1,127	3,287	0	195	115	1,127	3,277	0	351	297	1,127	3,287	0	241	281	1,127	3,287	0	482	796	3264
30106	Allen	390	1	41	78	0	0	0	1,897	4,363	142	284	16	931	1,743	205	87	410	2,277	5,237	0	284	856	945	1,771	205	87	410	2,277	5,237	0	282	2,173	2,277	5,237	0	282	3,025	30106
30108	Allen	391	1	685	2,105	0	186	259	685	2,105	0	186	259	675	2,064	0	206	287	685	2,105	0	186	451	675	2,064	0	214	299	625	2,105	0	186	731	625	2,105	0	186	731	30108
30109	Allen	392	1	804	2,472	0	219	305	793	2,430	0	147	88	793	2,422	0	241	337	793	2,430	0	147	231	793	2,422	0	252	351	793	2,430	0	147	231	793	2,430	0	147	231	30109
40014	Allen	404	1	363	1,241	0	20	13	200	684	0	0	0	548	1,879	0	25	86	200	684	0	0	0	548	1,879	0	27	217	200	684	0	0	0	200	684	0	0	0	40014
40015	Allen	405	1	5	8	0	2	0	100	161	0	0	0	320	512	3	1,687	3	680	2,072	0	1,131	707	349	558	3	1,709	3	1,160	3,535	0	1,777	3,883	1,160	3,535	0	1,777	5,177	40015
40016	Allen	406	1	34	64	0	0	0	0	0	121	252	244	761	1,426	175	76	352	0	0	121	401	388	774	1,449	175	76	352	0	0	121	1,213	2,561	0	0	121	1,726	5,123	40016
40121	Allen	427	1	185	379	0	0	0	185	379	0	0	25	1,411	3,355	142	60	287	448	1,464	0	412																	

Celina																																									
TSZ	City	2007 ID	# of Cities in TSZ	1999					2007					2015					2015 Revised					2030					2030 Revised					Ultimate					TSZ		
				Pop		Employment			Pop		Employment			Pop		Employment			Pop		Employment			Pop		Employment			Pop		Employment			Pop		Employment					
				HH	P	BAS	RET	SER	HH	P	BAS	RET	SER	HH	P	BAS	RET	SER	HH	P	BAS	RET	SER	HH	P	BAS	RET	SER	HH	P	BAS	RET	SER	HH	P	BAS	RET	SER			
3001	Celina	1	1	27	87	0	5	20	27	87	0	5	20	234	728	0	27	102	331	1,067	0	11	37	1,536	5,129	0	216	840	1,325	4,269	0	138	117	7,442	23,981	0	690	504	3001		
3010	Celina	10	1	105	283	36	28	60	105	283	36	28	60	308	854	62	48	103	348	938	36	43	70	1,389	3,862	188	147	313	1,392	3,753	36	296	464	8,088	21,798	36	866	1,779	3010		
3012	Celina	12	1	71	192	0	5	20	71	192	0	5	20	158	434	0	18	69	321	868	0	181	263	1,153	3,079	0	22	86	1,981	5,359	0	726	435	5,742	15,527	0	1,816	19,049	3012		
3021	Celina	18	1	179	568	101	129	271	200	633	122	155	327	379	1,202	140	179	375	418	1,384	0	259	219	1,480	4,716	325	416	874	1,336	4,429	0	628	533	1,803	5,977	0	785	817	3021		
3022	Celina	19	1	231	695	43	40	100	355	1,095	82	77	192	959	2,877	138	128	322	674	2,022	0	311	301	1,701	5,021	602	558	1,402	2,697	8,092	0	1,245	1,000	15,228	45,684	0	6,233	7,260	3022		
3024	Celina	21	1	472	1,305	61	225	477	514	1,427	70	260	550	789	2,190	78	291	614	856	2,377	276	623	669	3,704	10,289	1,433	669	1,862	1,712	4,753	551	1,243	669	1,862	5,511	15,243	966	3024			
3027	Celina	23	1	35	106	10	10	16	135	388	25	25	40	168	477	38	38	62	371	1,067	32	158	214	1,183	3,276	595	595	957	1,857	5,337	736	3,167	4,289	2,073	5,958	1,472	31,674	54,692	3027		
40017	Celina	407	1	60	196	0	11	13	136	395	0	41	49	167	483	0	108	129	481	1,398	0	129	204	167	469	0	244	293	1,588	4,613	0	517	305	5,398	15,678	0	517	419	40017		
3002	Celina	2	1	219	667	6	23	57	309	910	19	72	176	328	960	39	152	376	761	2,242	0	338	192	331	642	101	386	956	2,512	7,399	0	1,595	4,832	8,526	25,109	0	4,832	3,611	3002		
				1,399	4,119	257	476	1,034	1,862	5,410	354	668	1,437	3,490	10,205	495	989	2,155	4,561	13,363	344	2,053	2,169	12,644	36,783	1,993	3,262	7,154	16,400	48,004	1,323	9,545	16,563	56,162	164,881	2,059	48,656	89,097			
				Total Pop.		Total Employment			Total Pop.		Total Employment			Total Pop.		Total Employment			Total Pop.		Total Employment			Total Pop.		Total Employment			Total Pop.		Total Employment			Total Pop.		Total Employment					
				4,119		1,767			5,410		2,459			10,205		3,639			13,363		4,566			36,783		12,409			48,004			27,431			164,881		139,812				

			County																																					
3007	County	7	0	214	581	39	16	84	242	648	59	25	133	314	836	82	34	183	315	843	82	34	183	544	1,414	242	102	544	893	1,856	242	102	544	2,333	6,247	242	102	544	3007	
3008	County	8	0	155	443	10	6	30	184	517	21	12	65	292	813	33	19	97	320	899	33	19	97	720	1,950	66	38	200	1,056	2,967	66	38	200	3,577	10,050	66	38	200	3008	
3009	County	9	0	164	447	30	15	70	185	501	47	23	109	247	661	64	31	149	304	825	64	31	149	447	1,162	126	61	292	609	1,651	126	61	292	2,264	6,131	126	61	292	3009	
3014	County	14	0	221	604	15	15	35	269	728	30	30	70	445	1,194	43	43	103	493	1,335	43	43	103	1,156	3,009	110	110	262	1,233	3,336	110	110	262	5,513	14,920	110	110	262	3014	
3020	County	17	0	130	379	25	15	99	157	446	34	21	135	258	731	42	26	168	270	810	42	26	168	670	1,843	155	95	622	674	2,025	155	95	622	3,191	9,582	155	95	622	3020	
3029	County	25	0	161	441	12	12	77	199	537	19	19	126	342	916	26	26	172	391	1,054	26	26	172	910	2,367	122	122	794	976	2,635	122	122	794	4,968	11,787	122	122	794	3029	
3041	County	37	0	200	577	12	12	30	233	660	24	24	59	355	965	35	35	87	337	953	35	35	87	840	2,292	185	185	461	841	2,383	185	185	461	3,757	10,542	185	185	461	3041	
3042	County	38	0	35	96	0	5	9	50	134	0	13	24	110	291	0	21	37	109	292	0	21	37	352	902	0	124	224	273	731	0	124	224	1,173	3,144	0	124	224	3042	
3043	County	39	0	102	271	0	0	21	136	358	0	0	65	264	691	0	0	106	325	893	0	0	106	775	1,967	0	0	668	813	2,232	0	0	668	3,642	9,999	0	0	668	3043	
3075	County	62	0	108	298	0	21	37	110	302	0	33	58	110	301	0	45	77	144	395	0	45	77	110	299	0	199	350	359	966	0	199	350	1,802	4,398	0	199	350	3075	
3076	County	63	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3076		
3077	County	64	0	78	231	6	21	37	79	233	9	33	59	79	232	13	45	86	572	1,617	13	45	86	79	231	56	203	362	1,890	5,356	56	833	1,069	6,433	18,162	56	2,825	3,616	3077	
3107	County	83	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3107		
3220	County	162	0	522	1,557	31	57	91	557	1,550	40	73	119	586	1,731	51	93	149	741	2,195	51	93	149	828	2,424	148	268	433	1,483	4,393	148	683	875	3,186	9,437	148	1,466	1,879	3220	
30037	County	382	0	240	715	7	33	44	221	665	9	44	56	221	662	11	53	73	440	1,324	11	53	73	221	657	37	175	238	1,100	3,309	37	515	656	4,922	14,811	37	2,304	2,949	30037	
				2,330	6,640	186	228	664	2,622	7,379	291	350	1,080	3,623	10,054	400	471	1,481	4,761	13,436	400	1,079	2,202	7,652	20,517	1,247	1,682	5,450	12,000	33,860	1,247	3,067	7,017	45,961	129,310	1,247	7,634	12,861		
				Total Pop.	Total Employment			Total Pop.	Total Employment			Total Pop.	Total Employment			Total Pop.	Total Employment			Total Pop.	Total Employment			Total Pop.	Total Employment			Total Pop.	Total Employment			Total Pop.	Total Employment			Total Pop.	Total Employment			
				6,640	1,078			7,379	1,721			10,054	2,352			13,436	3,661			20,517	8,379			33,860	11,331			129,310	21,742											

Dallas																																								
3400	Dallas	296	1	3,416	5,868	0	245	685	3,658	6,257	0	279	782	3,664	6,231	0	279	782	3,664	6,231	0	279	1,055	3,664	6,231	0	279	782	3,664	6,231	0	279	1,055	3,664	6,231	0	279	1,176	3400	
3402	Dallas	297	1	2,831	4,330	0	47	0	2,997	4,567	0	0	0	3,011	4,559	0	461	0	3,011	5,420	0	0	727	3,011	4,559	0	461	0	3,011	5,420	0	0	727	3,011	5,420	0	0	1,050	3402	
3403	Dallas	298	1	1,312	3,117	0	0	100	1,379	3,261	0	0	169	1,386	3,263	0	0	169	1,386	3,263	0	0	266	1,386	3,263	0	0	266	1,386	3,263	0	0	169	1,386	3,263	0	0	169	3403	
3405	Dallas	300	1	2,228	3,695	134	29	1,228	2,274	3,758	135	29	1,232	2,285	3,754	135	29	1,232	2,285	3,754	135	29	1,232	2,285	3,754	135	29	1,232	2,285	3,754	135	29	1,232	2,285	3,754	135	29	1,387	3405	
3452	Dallas	333	1	1,042	1,713	7	40	51	1,067	1,748	7	39	48	1,069	1,740	7	39	48	1,069	1,740	7	39	48	1,069	1,740	7	39	48	1,069	1,740	7	39	48	1,069	1,740	7	39	48	3452	
3453	Dallas	334	1	783	1,846	0	41	179	820	1,934	0	46	200	821	1,929	0	58	200	821	1,929	0	46	200	821	1,929	0	58	200	821	1,929	0	58	200	821	1,929	0	58	200	3453	
3454	Dallas	335	1	244	725	95	65	299	257	767	101	69	320	257	765	101	69	320	257	765	101	69	320	257	765	101	69	320	257	765	101	69	320	257	765	101	69	320	3454	
3455	Dallas	336	1	2,888	4,515	0	636	0	2,953	5,315	0	650	0	2,967	5,591	0	650	0	2,967	5,591	0	650	0	2,967	5,591	0	650	0	2,967	5,591	0	650	0	2,967	5,591	0	650	0	3455	
3458	Dallas	337	1	500	1,017	129	616	903	547	1,112	129	617	904	552	1,115	129	617	904	552	1,150	129	617	904	552	1,115	129	617	904	552	1,150	129	617	904	552	1,150	129	617	904	3458	
3459	Dallas	338	1	905	2,279	34	255	492	953	2,313	38	281	543	961	2,324	40	299	578	960	2,369	40	299	578	961	2,324	40	302	584	960	2,369	40	302	584	960	2,369	40	302	584	3459	
3460	Dallas	339	1	1,046	1,828	23	0	0	1,121	1,950	151	0	0	1,132	1,957	242	0	0	1,132	1,957	242	0	0	1,132	1,957	258	0	0	1,132	1,957	258	0	0	1,132	1,957	258	0	0	3460	
3463	Dallas	341	2	0	0	0	0	0	0	0	142	61	284	28	75	288	123	580	0	0	142	61	1,285	28	75	300	128	603	0	0	142	61	1,285	0	0	142	61	1,730	3463	
3480	Dallas	353	1	375	776	6	41	43	381	784	6	40	42	381	781	6	40	42	381	781	6	40	42	381																
3481	Dallas	354	1	862	1,511	95	65	299	1,050	1,828	156	106	491	1,052	1,820	156	106	491	1,052	1,820	156	106	491	1,052	1,820	156	106	491	1,052	1,820	156	106	491	1,052	1,820	156	106	491	3481	
3486	Dallas	357	1	2	5	935	15	837	2	5	959	15	859	2	5	1,117	18	1,000	263	658	959	15	3,215	2	5	1,129	18	1,011	279	698	959	15	3,215	279	698	959	15	4,262	3486	
30015	Dallas	372	1	652	1,711	87	99	0	687	1,796	179	204	0	693	1,804	243	277	0	744	1,937	179	284	0	790	2,055	256	290	0	752	1,957	179	284	0	752	1,957	179	284	0	30015	
30016	Dallas	373	1	267	699	36	41	0	281	733	73	83	0	283	737	99	113	0	312	813	73	166	0	322	840	104	119	0	315	821	73	166	0	315	821	73	166	0	30016	
30017	Dallas	374	1	1,948	3,306	0	156	69	2,007	3,399	0	163	72	2,025	3,409	0	168	74	1,139	1,917	0	94	41	2,114	3,558	0	168	74	1,139	1,917	0	94	41	2,139	1,917	0	94	41	30017	
30018	Dallas	375	1	1,095	1,860	0	88	39	1,129	1,912	0	92	41	1,139	1,917	0	94	41	2,025	4,253	0	168	74	1,189	2,002	0	95	43	2,025	4,253	0	168	74	2,025	4,253	0	168	74	320	30018
30100	Dallas	384	1	418	1,320	42	9	305	450	1,423	52	11	376	452	1,426	52	11	376	452	1,426	52	11	376	452	1,426	52	11	376	452	1,426	52	11	376	452	1,426	52	11	376	30100	



Fairview																																							
TSZ	City	2007 ID	# of Cities in TSZ	1999					2007					2015					2015 Revised					2030					2030 Revised					Ultimate					TSZ
				Pop		Employment			Pop		Employment			Pop		Employment			Pop		Employment			Pop		Employment			Pop		Employment			Pop		Employment			
				HH	P	BAS	RET	SER	HH	P	BAS	RET	SER	HH	P	BAS	RET	SER	HH	P	BAS	RET	SER	HH	P	BAS	RET	SER	HH	P	BAS	RET	SER	HH	P	BAS	RET	SER	
3144	Fairview	108	1	118	315	3	3	6	118	315	3	3	6	462	1,279	103	103	200	837	2,235	296	3	6	866	2,333	171	171	348	1,674	4,469	1,490	3	6	1,674	4,469	2,959	177	6	3144
3156	Fairview	116	1	40	86	29	0	0	40	86	29	0	0	1,972	4,206	4,991	0	0	660	1,418	0	786	903	2,146	4,577	8,402	0	0	1,999	4,298	0	3,143	3,615	1,999	5,197	0	3,143	5,222	3156
3157	Fairview	117	1	73	225	2	2	3	236	728	2	2	3	329	1,010	58	58	87	556	1,713	2	2	73	433	1,330	59	59	89	556	1,713	2	2	73	556	1,713	2	2	73	3157
3180	Fairview	133	1	39	91	18	0	26	119	275	2	2	3	1,201	2,759	640	0	960	223	545	2	147	676	2,175	4,997	954	0	1,434	707	1,650	2	588	2,705	707	1,650	2	588	3,906	3180
3181	Fairview	134	1	72	209	49	0	0	94	273	15	10	20	199	573	227	0	0	169	491	0	15	103	224	645	231	0	0	300	872	0	15	415	300	872	0	15	591	3181
3182	Fairview	135	1	297	960	6	5	11	351	1,159	6	5	11	364	1,198	25	21	47	390	1,288	6	5	11	395	1,298	25	21	48	430	1,420	6	5	11	430	1,420	6	5	11	3182
3183	Fairview	136	1	67	184	26	0	0	1,119	3,073	5	0	0	1,295	3,537	313	0	0	1,271	3,708	5	0	85	1,322	3,602	335	0	0	1,271	3,708	5	0	85	1,271	3,708	5	0	85	3183
3198	Fairview	147	2	105	369	0	9	0	273	959	0	9	0	1,019	3,334	0	320	0	273	959	0	9	0	1,290	4,146	0	351	0	342	1,202	0	9	150	342	1,202	0	9	324	3198
				811	2,459	133	19	46	2,350	6,868	92	31	43	6,841	17,896	6,357	502	1,303	4,379	12,357	311	967	1,857	8,860	22,928	10,177	602	1,919	7,279	19,332	1,495	3,765	7,060	7,279	20,231	2,974	3,939	10,218	
				Total Pop.		Total Employment			Total Pop.		Total Employment			Total Pop.		Total Employment			Total Pop.		Total Employment			Total Pop.		Total Employment			Total Pop.		Total Employment			Total Pop.		Total Employment			
				2,459		196			6,868		136			17,896		6,162			12,357		3,135			22,928		12,698			19,332		12,330			20,231		17,131			

Farmersville																																							
3059	Farmersville	50	1	282	851	137	31	56	324	960	170	38	60	471	1,383	201	45	81	1,370	4,056	170	631	808	1,053	3,007	615	138	249	4,418	13,080	170	2,035	2,604	17,884	52,900	170	8,244	10,550	3059
3124	Farmersville	92	1	493	1,251	132	183	285	538	1,370	141	195	305	700	1,785	149	207	322	1,001	2,968	141	462	591	1,346	3,398	254	352	551	1,502	4,451	141	692	899	3,167	8,065	141	1,255	1,606	3124
3146	Farmersville	110	1	574	1,629	34	201	291	683	1,913	37	222	321	976	2,710	41	241	348	791	2,217	37	345	441	2,707	7,321	85	507	734	1,187	3,326	37	517	662	1,628	4,554	37	708	907	3146
3161	Farmersville	120	1	229	648	31	57	93	247	695	40	75	123	278	777	51	95	156	657	1,848	40	287	368	539	1,460	152	281	461	1,313	3,696	40	575	736	3,142	8,841	40	1,375	1,780	3161
3162	Farmersville	121	1	169	454	31	57	89	186	502	45	83	132	232	613	61	112	179	829	2,197	45	342	437	596	1,530	210	386	613	4,114	10,965	45	1,709	2,187	10,741	28,680	45	4,462	5,710	3162
3165	Farmersville	122	1	89	258	2	14	25	135	371	6	41	78	252	690	11	73	137	1,211	3,328	6	518	563	990	2,631	53	366	687	3,028	8,520	6	1,325	1,696	15,880	43,540	6	6,789	8,689	3165
40108	Farmersville	416	1	192	543	37	87	130	192	543	58	131	199	384	1,050	80	181	275	1,466	4,146	58	645	825	1,524	4,020	297	640	983	3,665	10,365	58	1,612	2,064	18,720	52,451	58	8,160	10,443	40108
				2,028	5,634	404	630	970	2,307	6,354	497	785	1,227	3,293	9,008	594	954	1,498	7,325	20,760	497	3,230	4,133	8,755	23,367	1,666	2,670	4,278	19,227	54,423	497	8,467	10,836	71,162	199,221	497	30,993	39,665	
				Total Pop.		Total Employment			Total Pop.		Total Employment			Total Pop.		Total Employment			Total Pop.		Total Employment			Total Pop.		Total Employment			Total Pop.		Total Employment			Total Pop.		Total Employment			
				5,634		2,004			6,354		2,509			9,008		3,046			20,760		7,960			23,367		8,614			54,423		19,799			199,221		71,155			

Frisco																																							
3061	Frisco	51	1	3	5	174	0	0	3	5	174	0	15	1,749	2,896	999	0	0	1,170	3,590	762	211	341	2,149	3,560	1,004	0	0	2,013	6,160	1,645	560	876	2,013	6,160	1,645	560	876	3061
3062	Frisco	52	1	7	18	0	2	0	7	18	0	2	2	860	2,203	0	393	0	1,696	5,190	0	1,008	1,317	2,025	5,187	0	393	0	3,127	9,569	0	2,481	4,168	3,127	9,569	0	2,481	4,168	3062
3078	Frisco	65	1	6	13	0	2	0	2,012	5,593	0	0	178	2,439	5,261	0	231	0	4,852	14,847	2	352	367	5,987	12,913	0	231	0	7,006	21,438	2	352	451	7,006	21,438	2	352	451	3078
3125	Frisco	93	1	6	12	0	0	6	6	12	0	0	200	966	1,964	0	0	179	117	358	0	350	1,522	1,193	2,377	0	0	483	123	376	0	1,919	1,522	123	376	0	1,919	1,522	3125
3126	Frisco	94	1	10	35	0	0	0	529	1,471	10	4	19	1,495	5,218	24	9	45	829	2,537	10	4	631	1,634	6,400	24	9	48	832	2,546	10	4	903	832	2,546	10	4	903	3126
3127	Frisco	95	1	342	1,091	80	64	0	529	1,471	0	0	54	501	1,591	304	244	0	709	2,170	0	57	160	513	1,631	749	600	0	709	2,170	0	57	185	709	2,170	0	57	185	3127
3128	Frisco	96	1	3	10	0	2	0	3	10	2	0	2	956	3,335	0	928	0	411	1,258	0	1,680	1,698	1,966	6,859	0	2,091	0	4,561	13,957	0	4,832	3,758	4,561	13,957	0	4,832	3,758	3128
3129	Frisco	97	1	2	6	0	0	0	2	6	28	12	56	1,486	4,447	94	41	188	1,762	5,392	0	109	59	2,292	6,861	96	42	192	2,964	9,070	0	145	113	2,964	9,070	0	145	113	3129
3130	Frisco	98	1	82	264	3	2	5	248	889	0	0	127	358	1,154	82	55	138	1,574	4,816	0	156	314	561	1,806	84	56	140	2,027	6,203	0	467	363	2,027	6,203	0	467	363	3130
3149	Frisco	111	1	378	1,037	0	182	0	299	830	0	0	0	464	1,265	0	241	0	299	915	0	17	31	464	1,265	0	342	0	403	1,233	0	17	38	403	1,233	0	17	38	3149
3166	Frisco	123	1	460	1,237	0	0	0	1,164	3,236	0	3	11	644	1,725	13	6	26	1,164	3,561	0	1,272	3,371	861	2,308	37	16	74	1,447	4,428	0	1,899	5,907	1,447	4,428	0	1,899	5,907	3166
3171	Frisco	124	1	1,227	3,214	0	183	407	1,643	4,568	0	285	136	1,659	4,329	0	415	925	1,973	6,037	0	596	739	1,693	4,415	0	848	1,896	1,973	6,037	0	994	739	1,973	6,037	0	994	739	3171
3172	Frisco	125	1	305	959	0	48	118	200	612	0	49	119	338	1,059	0	49	120	200	612	0	49	119	338	1,059	0	51	123	200	612	0	49	119	200	612	0	49	119	3172
3173	Frisco	126	1	1,424	3,937	255	0	0	1,832	5,093	0	311	180	2,970	8,344	1,080	0	0	2,248	6,879	0	1,089	599	4,541	12,755	2,111	0	0	2,248	6,879	0	1,089	785	2,248	6,879	0	1,089	785	3173
3174	Frisco	127	1	975	2,868	23	14	37	2,155	5,990	0	0	348	2,270	6,652	165	100	266	2,370	7,252	0	288	458	2,295	6,726	206	124	330	2,370	7,252	0	565	458	2,370	7,252	0	565	458	3174
3175	Frisco	128	1	0	0	0	0	0	246	664	0	0	0	512	1,376	158	68	317	961	2,941	0	208	159	1,007	2,708	258	110	517	1,435	4,391	0	311	312	1,435	4,391	0	311	312	3175
3176	Frisco	129	1	9	34	91	0	0	1,147	3,189	41	0	0	1,566	5,920	2,559	0	0	2,130	6,518	41	224	347	3,073	11,614	4,115	0	0	2,887	8,834	41	1,129	878	2,887	8,834	41	1,129	878	3176
3185	Frisco	137	1	184	698	58	28	86	320	890	114	56	220	368	1,398	184	90	274	591	1,808	114	568	860	402	1,524	436	213	649	789	2,414	114	1,440	1,297	789	2,414	114	1,440	1,297	3185
3186	Frisco	138	1	963	2,396	82	0	386	1,435	3,989	0	110	386	2,376	5,911	262	0	1,234	1,587	4,856	0	435	946	3,810	9,476	487	0	2,298	1,587	4,856	0	1,322	2,121	1,587	4,856	0	1,322	2,121	3186
3187	Frisco	139	1	2,048	5,810	27	18	43	2,446	6,799	5	5	92	3,406	9,632	141	93	223	2,627	8,039	5	5	92	3,406	9,632	173	114	274	2,627	8,039	5	5	92	2,627	8,039	5	5	92	3187
3188	Frisco	140	1	2	4	112	0	0	2	4	112	0	0	1,799	3,590	2,039	0	0	1,081	3,308	112	373	835	3,538	7,059	3,253	0	0	2,352	7,197	112	1,867	1,452	2,352	7,197	112	1,867	1,452	3188
3201	Frisco	149	1	23	43	15	0	0	309	858	0	291	37	1,736	2,859	935	0	0	454	1,389	0	696	760	3,103	5,776	3,562	0	0	907	2,775	0	6,917	3,279	907	2,775	0	6,917	3,279	3201
3203	Frisco	150	1	742	2,180	64	64	0	841	2,322	0	287	214	916	2,682	401	401	0	841	2,573	0	440	574	916	2,682	496	496	0	835	2,555	0	1,547	1,194	835	2,555	0	1,547	1,194	3203
3204	Frisco	151	1	446	1,191	64	19	0	519	1,444	0	0	180	581	1,547	872	257	0	519	1,588	0	205	955	581	1,547	1,099	323	0	519	1,588	0	609	2,366	519	1,588	0	609	2,366	3204
3223	Frisco	164	1	0	0	70	64	0	0	0	0	432	80	185	496	778	711	0	231	707	0	1,220	1,136	185	496	976	893	0	231	707	0	2,991	2,815	231	707	0	2,991	2,815	3223
30001	Frisco	358	1	5	13	0	1	0	3	8	0	0	0	1,055	2,920	0	372	6	963	2,947	0	701	1,761	1,295	3,585	0	375	0	1,929	5,903	0	5,449	12,089	1,929	5,903	0	5,449	12,089	30001
30002	Frisco	359	1	4	12	0	1	0	176	490	15	0	40	974	2,696	0	344	0	928	2,840	275	174	937	1,196	3,309	0	346	0	2,321	7,102	549	547	4,227	2,321	7,102	549	547	4,227	30002
30003	Frisco	360	1	32	112	1	0	0	393	1,095	7	0	1,180	482	1,659	101	30	0	507	1,551	0	436	1,463	893	3,077	388	116	0	507	1,551	0	712	2,281	507	1,551	0	712	2,281	30003
30004	Frisco	361	1	24	81	9	3	0	99	275	0	150	300	349	1,202	910	272	0	221	676	0	359	460	647	2,228	3,487	1,041	0	221	676	0	1,009	968	221	676	0	1,009	968	30004



Josephine																																							
TSZ	City	2007 ID	# of Cities in TSZ	1999					2007					2015					2015 Revised					2030					2030 Revised					Ultimate					TSZ
				Pop		Employment			Pop		Employment			Pop		Employment			Pop		Employment			Pop		Employment			Pop		Employment			Pop		Employment			
				HH	P	BAS	RET	SER	HH	P	BAS	RET	SER	HH	P	BAS	RET	SER	HH	P	BAS	RET	SER	HH	P	BAS	RET	SER	HH	P	BAS	RET	SER	HH	P	BAS	RET	SER	
3272	Josephine	202	1	185	538	23	109	147	408	1,132	26	120	161	653	1,785	27	130	174	1,386	3,845	26	598	766	2,004	5,293	52	248	333	3,719	10,302	26	1,603	2,051	7,682	21,313	26	3,316	4,243	3272
				185	538	23	109	147	408	1,132	26	120	161	653	1,785	27	130	174	1,386	3,845	26	598	766	2,004	5,293	52	248	333	3,719	10,302	26	1,603	2,051	7,682	21,313	26	3,316	4,243	
				Total Pop.		Total Employment			Total Pop.		Total Employment			Total Pop.		Total Employment			Total Pop.		Total Employment			Total Pop.		Total Employment			Total Pop.		Total Employment			Total Pop.		Total Employment			
				538		279			1,132		307			1,785		331			3,845		1,390			5,293		633			10,302		3,680			21,313		7,585			

Lavon																																									
3399	Lavon	295	1	154	434	0	19	0	227	631	0	65	0	395	1,085	0	106	0	829	2,336	0	363	465	1,408	3,752	0	636	0	2,073	5,481	0	853	1,091	4,339	12,371	0	1,925	2,463	3399		
30038	Lavon	383	2	256	762	7	35	47	236	709	10	46	63	236	707	12	57	77	515	1,531	10	238	305	236	701	39	187	254	2,573	7,558	39	1,191	1,525	5,382	16,019	0	2,492	3,189	30038		
				410	1,196	7	54	47	463	1,340	10	111	63	631	1,792	12	163	77	1,344	3,867	10	602	770	1,644	4,453	39	823	254	4,646	13,139	39	2,044	2,610	9,721	26,390	-	4,417	5,652			
				Total Pop.		Total Employment			Total Pop.		Total Employment			Total Pop.		Total Employment			Total Pop.		Total Employment			Total Pop.		Total Employment			Total Pop.		Total Employment			Total Pop.		Total Employment					
				1,196		108			1,340		184			1,792		252			3,867		1,382				4,453				1,116			13,139		4,699			26,390		10,069		

Lowry Crossing																																											
3106	Lowry Crossing	82	3	589	1,753	90	38	14	589	1,753	90	38	14	1,222	3,711	269	114	42	975	2,903	90	38	14	3,098	8,596	414	176	66	1,456	4,333	90	38	14	1,553	4,522	90	38	14	3106				
3120	Lowry Crossing	90	1	53	135	2	2	3	53	135	2	2	3	108	282	34	34	52	53	135	2	2	3	122	314	67	67	100	53	135	44	2	3	53	135	44	2	3	3120				
3160	Lowry Crossing	119	1	221	659	90	32	14	221	659	90	32	14	567	1,669	226	81	35	436	1,300	90	32	14	1,827	5,238	338	122	52	871	2,597	90	32	14	905	2,839	90	32	14	3160				
				863	2,547	182	72	31	863	2,547	182	72	31	1,897	5,662	529	229	129	1,465	4,338	182	72	31	5,047	14,250	819	365	218	2,380	7,065	224	72	31	2,511	7,596	224	72	31					
		Total Pop.			Total Employment			Total Pop.			Total Employment			Total Pop.			Total Employment			Total Pop.			Total Employment			Total Pop.			Total Employment			Total Pop.			Total Employment								
		2,547			285			2,547			285			5,662			887			4,338			285			14,250			1,402			7,065			327			7,596			327		

Lucas																																							
3199	Lucas	148	1	117	408	3	2	3	117	408	3	2	3	554	1,794	126	85	126	200	621	3	2	3	1,170	3,791	135	92	135	266	928	3	2	3	266	928	3	2	3	3199
3217	Lucas	160	1	205	620	0	156	0	205	620	0	156	0	217	652	0	283	0	205	620	0	156	0	217	652	0	286	0	205	620	0	156	0	205	620	0	156	0	3217
3218	Lucas	161	1	181	577	25	12	36	205	654	25	12	36	617	1,918	304	145	451	190	604	25	12	36	721	2,228	325	155	483	283	902	25	12	36	283	902	25	12	36	3218
3269	Lucas	200	1	80	247	3	2	5	120	370	3	2	5	976	2,863	210	139	348	296	915	3	2	75	1,621	4,638	222	146	368	442	1,365	3	2	75	442	1,365	3	2	75	3269
3270	Lucas	201	1	108	307	5	3	6	108	307	5	3	6	910	2,518	65	38	78	203	579	5	177	281	2,853	7,702	208	121	249	304	864	5	177	281	304	864	5	236	701	3270
40324	Lucas	428	3	432	1,267	2	2	213	432	1,267	2	2	213	1,033	2,929	2	2	274	1,094	3,149	5	3	6	2,310	6,405	2	2	419	1,642	4,816	5	3	6	1,642	4,816	5	3	6	40324
40859	Lucas	432	1	58	162	39	0	41	134	372	39	0	41	788	2,113	224	0	230	166	464	135	106	168	1,538	4,023	228	0	234	248	693	39	264	313	248	693	39	663	921	40859
40860	Lucas	433	1	181	518	8	5	13	181	518	8	5	13	658	1,846	175	113	284	253	727	52	33	85	783	2,158	338	217	550	379	1,085	8	5	13	379	1,085	8	5	13	40860
40861	Lucas	434	3	34	81	22	2	0	15	36	22	2	0	504	1,325	246	30	0	50	120	22	2	0	752	1,955	462	57	0	75	179	22	2	0	75	179	22	2	0	40861
		1,396	4,187	107	184	317	1,517	4,552	107	184	317	6,257	17,958	1,352	835	1,791	2,657	7,799	250	493	654	11,965	33,552	1,920	1,076	2,437	3,844	11,452	110	623	727	3,844	11,452	110	1,081	1,755			
		Total Pop.		Total Employment		Total Pop.		Total Employment		Total Pop.		Total Employment		Total Pop.		Total Employment		Total Pop.		Total Employment		Total Pop.		Total Employment		Total Pop.		Total Employment		Total Pop.		Total Employment		Total Pop.		Total Employment			
		4,187		608		4,552		608		17,958		3,978		7,799		1,397		33,552		5,433		11,452		1,460		11,452		2,946											



McKinney																																							
3028	McKinney	24	1	111	301	53	20	51	255	687	178	67	171	352	944	623	236	600	544	1,735	178	752	369	735	1,957	1,332	503	1,282	8,462	24,455	178	12,420	5,091	15,131	40,765	178	25,749	19,508	3028
3031	McKinney	27	2	57	164	54	16	65	72	199	88	25	105	104	284	145	41	173	762	2,108	88	483	514	336	897	338	97	404	5,481	15,149	88	3,238	3,441	5,481	15,149	88	5,003	13,217	3031
3032	McKinney	28	2	354	967	36	26	138	404	1,116	72	52	278	466	1,275	106	77	410	932	2,575	813	457	465	1,575	3,572	365	264	1,404	3,500	10,115	3,052	3,428	3,487	5,510	15,221	4,069	4,570	4,649	3032
3033	McKinney	29	2	300	840	14	5	13	392	1,067	60	22	47	514	1,388	102	36	81	832	2,264	413	636	420	1,119	2,941	425	152	334	3,500	10,115	1,847	2,547	1,879	5,872	15,983	2,757	4,245	3,814	3033
3034	McKinney	30	1	52	131	3	3	14	52	131	3	3	14	120	299	30	30	142	52	131	0	706	426	676	1,651	129	129	600	52	131	0	2,142	852	52	131	0	2,142	852	3034
3037	McKinney	33	1	151	394	8	30	65	151	394	8	30	65	1,163	3,028	60	225	490	1,706	4,930	8	347	191	4,245	11,679	175	659	1,434	7,453	21,539	8	2,603	1,438	7,453	21,539	8	3,471	2,090	3037
3038	McKinney	34	1	73	199	7	30	65	240	648	15	66	142	791	2,137	39	169	365	1,627	4,702	15	423	244	3,465	9,939	113	488	1,053	6,769	19,562	15	2,115	405	6,769	19,562	15	2,820	2,131	3038
3039	McKinney	35	1	11	22	0	2	6	11	22	0	2	6	144	320	0	192	573	634	1,500	0	315	2,692	505	1,038	0	437	1,305	2,537	7,307	0	1,260	673	2,537	7,307	0	1,260	984	3039
3040	McKinney	36	1	2	4	0	0	968	0	0	0	0	300	24	53	0	0	1,950	0	0	0	692	83	179	0	0	2,211	0	0	0	0	0	0	0	0	0	5,032	3040	
3045	McKinney	41	1	4	6	2	3	6	4	6	2	3	6	842	1,362	160	237	477	302	862	0	150	82	5,630	11,309	284	419	846	3,020	8,666	0	1,129	946	3,020	8,616	0	1,505	1,728	3045
3046	McKinney	42	1	258	778	64	19	57	893	2,681	303	88	270	1,200	3,594	663	193	591	1,818	5,454	303	424	697	3,703	11,116	884	257	787	1,818	5,454	303	633	2,324	1,868	5,454	303	633	2,324	3046
3047	McKinney	43	1	1	3	681	0	1,279	146	439	918	0	224	143	285	1,209	0	2,270	146	438	1,736	0	756	378	751	1,301	0	2,444	146	438	2,315	0	1,511	146	438	2,315	0	2,083	3047
3051	McKinney	46	1	158	359	6	5	11	584	1,330	193	161	353	790	1,792	475	396	871	1,325	3,017	193	458	415	2,466	5,594	649	541	1,190	2,649	7,629	193	2,289	830	2,649	7,629	193	2,289	1,043	3051
3052	McKinney	47	1	313	838	0	427	829	462	1,236	0	427	829	534	1,422	0	696	1,351	523	1,399	0	427	1,254	1,112	2,964	0	795	1,542	523	1,399	0	427	2,067	523	1,399	0	427	3,062	3052
3053	McKinney	48	1	1	3	0	380	26	0	114	0	692	251	1	3	0	1,095	74	0	0	114	692	627	1	3	0	1,223	82	0	0	114	692	1,253	0	0	114	692	1,253	3053
3058	McKinney	49	1	438	1,274	20	50	227	737	2,126	28	72	328	1,483	4,281	48	120	552	1,186	3,426	28	119	410	2,638	7,587	101	255	1,170	2,138	6,166	28	428	491	2,375	6,851	28	476	548	3058
3063	McKinney	53	2	97	277	173	0	0	512	1,447	505	0	0	882	2,509	1,085	0	0	2,200	6,820	505	342	487	1,543	4,403	1,252	0	0	2,716	8,404	505	1,369	1,950	2,716	8,404	505	1,369	2,817	3063
3064	McKinney	54	1	17	36	35	0	0	1,465	3,103	391	0	0	2,905	6,123	1,411	0	0	2,514	7,265	15	416	335	3,890	8,200	1,418	0	0	4,396	12,704	15	622	670	4,396	12,704	15	622	670	3064
3065	McKinney	55	1	161	482	2	0	2	639	1,918	57	0	57	1,612	4,819	212	0	212	2,612	7,836	57	0	57	2,105	6,293	214	0	214	2,986	8,958	57	0	57	2,986	8,958	57	0	355	3065
3066	McKinney	56	1	104	342	0	17	11	104	342	0	17	11	327	1,070	0	258	166	276	910	0	17	578	996	3,064	0	304	197	553	1,819	0	17	1,753	553	1,819	0	17	2,508	3066
3067	McKinney	57	1	494	1,325	2,486	0	0	637	1,708	0	432	2,486	648	1,729	4,325	0	0	696	1,866	0	1,132	3,765	898	2,398	4,677	0	0	696	1,866	0	432	7,529	696	1,866	0	432	12,278	3067
3068	McKinney	58	1	371	1,015	0	32	360	355	1,003	0	33	373	365	999	0	34	384	370	1,012	0	34	384	365	999	0	43	478	370	1,012	0	34	384	370	1,012	0	34	384	3068
3069	McKinney	59	1	303	539	0	395	677	298	530	0	437	749	298	527	0	470	806	298	530	0	437	749	298	527	0	747	1,282	520	1,498	0	437	1,005	520	1,498	0	437	1,064	3069
3070	McKinney	60	1	345	857	3	61	55	385	958	8	160	93	385	954	31	662	388	388	965	8	160	93	385	954	234	4,909	2,863	388	966	8	160	93	388	1,117	8	160	93	3070
3071	McKinney	61	1	296	906	17	84	123	299	917	17	84	123	299	914	17	84	123	305	935	17	84	123	299	914	17	84	123	305	935	17	84	123	305	935	17	84	123	3071
3079	McKinney	66	2	16	58	0	0	0	870	3,129	14	6	54	1,685	6,096	48	22	100	2,940	10,574	14	214	234	3,092	11,208	50	22	102	3,642	13,099	14	429	224	3,642	13,099	14	429	224	3079
3080	McKinney	67	2	77	246	0	0	43	846	2,697	0	0	87	1,894	6,091	0	0	193	1,957	6,241	0	195	159	3,328															



Melissa																																								
TSZ	City	2007 ID	# of Cities in TSZ	1999					2007					2015					2015 Revised					2030					2030 Revised					Ultimate					TSZ	
				Pop		Employment			Pop		Employment			Pop		Employment			Pop		Employment			Pop		Employment			Pop		Employment			Pop		Employment				
				HH	P	BAS	RET	SER	HH	P	BAS	RET	SER	HH	P	BAS	RET	SER	HH	P	BAS	RET	SER	HH	P	BAS	RET	SER	HH	P	BAS	RET	SER	HH	P	BAS	RET	SER		
3019	Melissa	16	2	172	504	49	13	62	270	755	88	23	111	270	755	113	29	143	1,058	2,959	145	387	413	821	2,233	352	92	444	8,466	23,694	1,158	3,092	3,305	10,647	30,450	1,447	3,865	5,919	3019	
3023	Melissa	20	1	59	167	6	5	29	60	171	28	24	136	60	170	49	42	238	526	1,098	361	197	120	60	169	207	176	1,004	5,258	14,984	2,708	1,475	896	7,703	22,031	3,611	1,966	1,666	3023	
41124	Melissa	452	2	646	1,849	128	53	265	4,711	12,992	170	71	349	1,509	4,103	214	89	441	8,146	23,297	191	213	745	4,958	13,116	529	219	1,090	10,182	29,121	344	8,635	5,599	19,112	43,221	344	11,514	10,603	41124	
				877	2,520	183	71	356	5,041	13,918	286	118	596	1,839	5,028	376	160	822	9,730	28,254	697	797	1,278	5,839	15,518	1,088	487	2,538	23,906	67,799	4,210	13,202	9,787	33,462	95,702	5,402	17,345	18,188		
				Total Pop.	Total Employment			Total Pop.	Total Employment			Total Pop.	Total Employment			Total Pop.	Total Employment			Total Pop.	Total Employment			Total Pop.	Total Employment			Total Pop.	Total Employment			Total Pop.	Total Employment			Total Pop.	Total Employment			
				2,520	610			13,918	1,000			5,028	1,358			28,254	2,772			15,518	4,113			67,799	27,199			95,702	40,935											

Murphy																																								
TSZ	City	2007 ID	# of Cities in TSZ	1999					2007					2015					2015 Revised					2030					2030 Revised					Ultimate					TSZ	
				Pop		Employment			Pop		Employment			Pop		Employment			Pop		Employment			Pop		Employment			Pop		Employment			Pop		Employment				
				HH	P	BAS	RET	SER	HH	P	BAS	RET	SER	HH	P	BAS	RET	SER	HH	P	BAS	RET	SER	HH	P	BAS	RET	SER	HH	P	BAS	RET	SER	HH	P	BAS	RET	SER		
3388	Murphy	290	2	159	483	0	0	48	975	3,018	0	0	106	1,163	3,593	0	0	106	1,519	4,702	0	171	106	1,163	3,589	0	0	518	1,519	4,702	0	171	106	1,519	4,702	0	171	263	3388	
3390	Murphy	291	1	0	0	0	0	0	83	223	13	5	27	106	284	30	12	59	620	1,666	13	104	96	118	314	30	12	60	620	1,666	13	207	191	620	1,666	13	207	244	3390	
3438	Murphy	326	2	1,032	3,148	17	11	28	1,874	5,602	37	24	60	2,100	6,356	62	40	102	2,272	6,901	37	130	179	2,205	6,670	62	41	103	2,272	6,901	37	130	179	2,272	6,901	37	130	232	3438	
40076	Murphy	415	1	79	238	99	50	0	282	921	127	64	3	338	1,107	159	80	7	121	365	13	105	298	364	1,192	160	81	7	121	365	13	316	804	121	365	13	316	1,220	40076	
41032	Murphy	444	2	44	106	2	0	19	457	1,093	37	0	115	573	1,360	80	0	234	573	1,360	80	0	234	625	1,469	80	0	236	697	1,667	80	0	236	697	1,667	80	0	236	41032	
				1,314	3,975	118	61	95	3,671	10,947	214	93	310	4,280	12,700	331	132	507	5,105	14,994	143	510	912	4,475	13,234	332	134	922	5,229	15,301	143	824	1,605	5,229	15,301	143	824	2,195		
				Total Pop.	Total Employment			Total Pop.	Total Employment			Total Pop.	Total Employment			Total Pop.	Total Employment			Total Pop.	Total Employment			Total Pop.	Total Employment			Total Pop.	Total Employment			Total Pop.	Total Employment			Total Pop.	Total Employment			
				3,975	274			10,947	617			12,700	970			14,994	1,565			13,234	1,388			15,301	2,572			15,301	3,162											

Nevada																																								
30247	Nevada	393	1	304	905	9	41	57	279	841	11	55	76	279	839	14	68	92	919	2,770	11	431	552	279	832	46	222	302	4,105	12,374	11	1,925	2,464	7,948	23,958	11	3,727	4,770	30247	
				304	905	9	41	57	279	841	11	55	76	279	839	14	68	92	919	2,770	11	431	552	279	832	46	222	302	4,105	12,374	11	1,925	2,464	7,948	23,958	11	3,727	4,770		
				Total Pop.	Total Employment			Total Pop.	Total Employment			Total Pop.	Total Employment			Total Pop.	Total Employment			Total Pop.	Total Employment			Total Pop.	Total Employment			Total Pop.	Total Employment			Total Pop.	Total Employment			Total Pop.	Total Employment			
				905	107			841	142			839	174			2,770	993			832	570			12,374	4,400			23,958	8,508											

Parker																																										
3266	Parker	197	2	314	955	35	0	36	483	1,394	68	110	54	650	1,827	114	0	114	795	2,297	68	110	54	1,645	4,308	247	0	247	1,122	3,209	68	110	54	1,180	3,405	68	110	54	3266			
3267	Parker	198	2	126	365	5	3	9	430	1,225	39	23	41	769	2,159	89	54	161	668	1,902	39	41	308	1,000	2,746	227	137	411	906	2,580	39	82	1,015	923	2,580	39	82	1,015	3267			
3268	Parker	199	1	128	358	5	3	9	279	771	71	21	32	775	2,120	299	178	538	534	1,475	71	4	12	1,219	3,245	606	361	1,090	1,067	2,949	71	4	12	1,067	2,949	71	4	12	3268			
3294	Parker	216	2	148	411	3	3	6	174	481	10	10	7	208	570	22	22	42	174	481	10	10	7	326	897	54	54	107	174	481	10	10	7	174	481	10	10	7	3294			
3318	Parker	235	2	56	148	0	10	0	209	573	0	10	54	1,149	3,138	0	105	0	656	1,798	0	10	54	2,760	7,449	0	414	0	874	2,396	0	10	54	892	2,445	0	10	54	3318			
				772	2,237	49	19	60	1,575	4,444	188	174	188	3,551	9,614	624	359	855	2,828	7,953	188	175	435	6,950	18,645	1,134	966	1,855	4,143	11,615	188	216	1,142	4,236	11,860	188	216	1,142				
				Total Pop.	Total Employment			Total Pop.	Total Employment			Total Pop.	Total Employment			Total Pop.	Total Employment			Total Pop.	Total Employment			Total Pop.	Total Employment			Total Pop.	Total Employment			Total Pop.	Total Employment			Total Pop.	Total Employment					
				2,237	128			4,444	550			9,614			1,738			7,953			798			18,645			3,955			11,615			1,546			11,860			1,546			

December 2007

Plano

3189	Plano	141	1	1,431	3,290	0	0	100	1,752	4,026	0	0	162	1,752	4,027	0	0	170	1,752	4,027	0	257	1,190	1,752	4,027	0	0	171	1,752	4,027	0	257	1,643	1,752	4,027	0	257	1,643	3189	
3205	Plano	152	1	0	0	5	0	0	522	1,404	88	0	300	624	1,679	378	0	0	624	1,679	0	0	2,029	624	1,679	1,826	0	0	624	1,679	0	0	3,035	624	1,679	0	0	3,035	3205	
3206	Plano	153	1	541	1,625	0	0	88	1,478	4,260	0	0	207	1,591	4,586	0	0	458	1,598	4,606	0	120	20	1,591	4,586	0	0	1,816	1,598	4,606	0	120	20	1,598	4,606	0	120	20	3206	
3207	Plano	154	1	66	171	2	2	68	498	1,250	4	4	307	534	1,340	7	7	218	546	1,374	0	189	1,500	534	1,340	23	23	772	546	1,374	0	375	3,000	546	1,374	0	375	3,000	3207	
3222	Plano	163	1	0	0	0	60	0	0	0	0	0	2,239	0	0	0	0	2,329	0	0	0	90	4,545	0	0	0	2,341	0	0	0	90	5,088	0	0	0	90	6,764	3222		
3224	Plano	165	1	278	470	0	30	0	281	475	0	712	171	281	475	0	868	0	288	487	0	712	1,154	281	475	0	868	0	288	487	0	712	2,368	288	487	0	712	3,420	3224	
3225	Plano	166	1	301	537	0	6	0	725	1,293	0	65	90	859	1,531	0	352	0	821	1,463	0	65	90	859	1,531	0	352	0	821	1,463	0	234	90	821	1,463	0	234	90	3225	
3226	Plano	167	1	324	937	0	0	13	1,587	4,591	0	0	171	1,833	5,305	0	0	723	1,640	4,746	0	0	171	1,833	5,305	0	0	3,485	1,640	4,746	0	0	171	1,640	4,746	0	0	171	3226	
3227	Plano	168	1	789	2,500	0	9	90	807	2,557	0	13	139	807	2,557	0	21	219	807	2,557	0	21	219	807	2,557	0	65	692	807	2,557	0	65	692	807	2,557	0	65	692	3227	
3245	Plano	179	1	283	891	2,931	1,478	0	283	891	0	300	7,384	492	1,373	4,547	2,368	0	283	891	0	500	8,175	492	1,373	4,801	2,446	0	283	891	0	500	12,638	283	891	0	500	16,851	3245	
3247	Plano	180	1	0	0	0	0	172	0	0	0	0	0	0	0	0	223	0	0	0	0	0	1,793	0	0	0	0	226	0	0	0	0	0	0	0	0	0	3,587	3247	
3248	Plano	181	1	1	3	3,911	237	0	0	0	0	97	4,077	1	3	5,106	312	0	167	453	0	339	4,348	1	3	5,203	318	0	167	453	0	512	5,436	167	453	0	512	5,436	3248	
3249	Plano	182	1	0	0	0	16	0	0	0	0	0	1,046	0	0	0	2,406	0	0	0	0	0	3,170	0	0	0	0	2,418	0	0	0	0	0	0	0	0	0	4,579	3249	
3250	Plano	183	1	248	415	0	7	0	588	979	0	50	658	696	1,158	0	530	0	588	979	0	50	1,316	696	1,158	0	530	0	588	979	0	50	2,623	588	979	0	50	2,623	3250	
3252	Plano	184	1	913	3,009	0	6	19	1,342	4,425	0	18	56	1,342	4,425	0	42	133	1,350	4,451	0	42	133	1,342	4,425	0	177	556	1,350	4,451	0	42	133	1,350	4,451	0	42	133	3252	
3253	Plano	185	1	966	3,202	4	25	20	980	3,248	20	127	101	980	3,248	54	345	277	980	3,248	0	0	101	980	3,248	242	1,038	1,231	980	3,248	0	0	101	980	3,248	0	0	101	3253	
3254	Plano	186	1	678	2,234	0	170	0	686	2,257	0	173	0	686	2,258	0	173	0	686	2,258	0	173	0	686	2,258	0	173	0	686	2,258	0	173	0	686	2,258	0	173	0	3254	
3255	Plano	187	1	826	2,604	0	153	156	842	2,657	0	62	159	842	2,657	0	155	159	812	2,657	0	62	159	842	2,657	0	155	159	812	2,657	0	62	159	812	2,657	0	62	159	3255	
3256	Plano	188	1	723	2,369	0	0	29	764	2,518	0	10	19	718	2,366	0	0	29	764	2,518	0	10	19	718	2,366	0	0	29	764	2,518	0	10	19	764	2,518	0	10	19	3256	
3257	Plano	189	1	1,640	4,450	0	0	150	1,644	4,459	0	70	100	1,644	4,459	0	0	149	1,644	4,459	0	138	110	1,644	4,459	0	0	149	1,644	4,459	0	198	110	1,644	4,459	0	198	110	3257	
3258	Plano	190	1	309	866	0	0	150	307	860	0	0	149	307	860	0	0	149	307	860	0	0	149	307	860	0	0	149	307	860	0	0	149	307	860	0	0	149	3258	
3259	Plano	191	1	711	1,874	0	0	30	709	1,864	0	311	30	709	1,864	0	0	30	709	1,864	0	311	30	709	1,864	0	0	30	709	1,864	0	311	30	709	1,864	0	311	30	3259	
3260	Plano	192	1	610	1,841	0	0	30	682	2,041	0	0	90	682	2,041	0	0	30	682	2,041	0	0	90	682	2,041	0	0	30	682	2,041	0	0	90	682	2,041	0	0	90	3260	
3261	Plano	193	1	1,367	3,221	9	56	19	1,379	3,242	11	77	320	1,379	3,242	11	68	29	1,424	3,422	0	129	883	1,379	3,242	18	110	38	1,529	3,595	0	257	1,765	1,529	3,595	0	257	1,765	3261	
3273	Plano	203	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	658	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,316	3273
3274	Plano	204	1	1,250	3,323	20	22	139	1,278	3,393	10	10	759	1,278	3,393	25	27	173	1,398	3,712	10	10	3,389	1,278	3,393	25	27	173	1,398	3,712	10	10	7,342	1,398	3,712	10	10	9,789	3274	
3275	Plano	205	1	0	0	360	134	12,667	713	1,917	420	572	14,915	968	2,604	460	172	16,306	2,125	5,716	460	572	16,306	968	2,604	460	172	16,306	2,125	5,716	460	572	16,879	2,125	5,716	460	572	16,879	3275	
3276	Plano	206	1	0	0	195	0	1,441	0	0	297	0	2,151	0	0	361	0	2,615	167	453	297	0	2,615	0	0	362	0	2,620	167	453	297	0	3,654	167	453	297	0	6,921	3276	
3279	Plano	207	1	1,192	3,957	0	186	0	1,192	3,955	0	7	199	1,192	3,955	0	199	0	1,192	3,955	0	7	199	1,192	3,955	0	199	0	1,192	3,955	0	7	199	1,192	3,955	0	7	199	3279	
3280	Plano	208	1	641	1,747	0	85	7	641	1,744	0	85	7	641	1,744	0	85	7	641	1,744	0	85	7	641	1,744	0	85	7	641	1,744	0	85	7	641	1,744	0	85	7	3280	
3281	Plano	209	1	779	2,107	0	63	7	778	2,098	0	133	15	778	2,098	0	131	15	778	2,098	0	131	15	778	2,098	0	131	15	778	2,098	0	131	15	778	2,098	0	131	15	3281	
3282	Plano	210	1	1,017	2,095	11	124	348	1,020	2,101	9	104	291	1,020	2,101	9	104	291	1,020	2,101	9	104	291	1,020	2,101	9	104	291	1,020	2,101	9	104	291	1,020	2,101	9	104	291	3282	
3283	Plano	211	1	755	2,100	9	56	43	759	2,106	9	58	45	759	2,107	9	58	45	759	2,107	9	58	45	759	2,107	9	58	45	759	2,107	9	58	45	759	2,107	9	58	45	3283	
3284	Plano	212	1	1,426	4,180	35	23	58	1,423	4,167	0	0	0	1,423	4,167	15	10	25	1,423	4,167	0	0	0	1,423	4,167	15	10	25	1,423	4,167	0	0	0	1,423	4,167	0	0	0	3284	
3285	Plano	213	1	1,201	3,113	0	118	106	1,195	3,088	0	104	94	1,195	3,088	0	104	94	1,195	3,088	0	104	94	1,195	3,088	0	104	94	1,195	3,088	0	104	94	1,195	3,088	0	104	94	3285	
3286	Plano	214	1	886	2,672	0	77	46	882	2,664	0	62	37	882	2,664	0	62	37	882	2,664	0	62	37	882	2,664	0	62	37	882	2,664	0	62	37	882	2,664	0	62	37	3286	
3292	Plano	215	1	384	1,116	0	19	0	576	1,658	0	53	0	606	1,743	0	100	54	606	1,743	0	100	54	606	1,743	0	235	0	1,243	3,575	0	235	50	1,243	3,575	0	235	50	3292	
3298	Plano	219	1	912	2,784	0	0	488	1,065	3,258	0	400	1,391	1,065	3,258	0	0	1,192	1,098	3,358	0	0	1,773	1,065	3,258	0	0	1,230	1,098	3,358	0	0	1,773	1,098	3,358	0	0	1,773	3298	
3299	Plano	220	1	675	1,847	0	0	34	939	2,567	0	0	347	939	2,567	0	0	553	939	2,567	0	50	412	939	2,567	0	0	556	939	2,567	0	156	566	939	2,567	0	156	664	3299	
3300	Plano	221	1	733	1,681	0	279	0	744	1,706	0	360	180	745	1,708	0																								



3360	Piano	258	1	1,156	1,902	30	454	20	1,154	1,919	33	494	22	1,164	1,919	34	509	22	1,164	1,919	34	509	22	1,164	1,919	35	520	23	1,164	1,919	35	520	23	1,164	1,919	35	520	23	3360	
3362	Piano	259	1	386	625	43	246	1,795	394	636	46	256	1,924	394	636	47	267	2,003	394	636	47	267	2,003	394	636	47	267	2,003	394	636	47	267	2,003	394	636	47	267	2,003	3362	
3363	Piano	270	1	1,082	3,012	6	54	371	1,086	3,032	6	56	381	1,086	3,032	6	57	387	1,086	3,032	6	57	387	1,086	3,032	6	57	387	1,086	3,032	6	57	387	1,086	3,032	6	57	387	3363	
3365	Piano	271	1	303	848	12	228	283	304	849	12	233	288	304	849	12	236	291	304	849	12	236	291	304	849	12	236	291	304	849	12	236	291	304	849	12	236	291	3365	
3367	Piano	272	1	519	1,490	0	20	66	556	1,592	0	21	70	556	1,592	0	21	74	556	1,592	0	21	70	556	1,592	0	21	70	556	1,592	0	21	70	556	1,592	0	21	70	3367	
3368	Piano	273	1	587	1,514	0	79	0	590	1,518	0	81	0	590	1,518	0	82	0	590	1,518	0	82	0	590	1,518	0	82	0	590	1,518	0	82	0	590	1,518	0	82	0	3368	
3369	Piano	274	1	1,014	2,432	34	219	1,205	1,021	2,443	35	224	1,236	1,021	2,443	35	225	1,242	1,088	2,603	35	224	1,236	1,021	2,443	42	270	1,493	1,088	2,603	35	224	1,236	1,088	2,603	35	224	1,236	3369	
3370	Piano	275	1	151	751	50	719	1,459	152	763	51	740	1,502	152	763	51	743	1,509	152	763	51	743	1,509	152	763	59	860	1,746	152	763	59	860	1,746	152	763	59	860	1,746	3370	
3371	Piano	276	1	242	1,078	25	89	217	242	1,085	26	93	227	242	1,085	26	95	233	242	1,085	26	95	233	242	1,085	27	97	238	242	1,085	27	97	238	242	1,085	27	97	238	3371	
3372	Piano	277	1	61	245	18	72	507	61	247	18	73	511	61	247	18	73	513	61	247	18	73	513	61	247	18	73	514	61	247	18	73	514	61	247	18	73	514	3372	
3373	Piano	278	1	55	161	8	196	142	328	965	8	200	144	351	1,033	8	202	145	351	1,033	8	202	145	351	1,033	8	202	146	351	1,033	8	202	146	351	1,033	8	202	146	3373	
3374	Piano	279	1	144	354	112	101	550	144	354	55	50	270	144	354	55	50	270	144	354	55	50	270	144	354	55	50	270	144	354	55	50	270	144	354	55	50	270	3374	
3375	Piano	280	1	424	1,192	72	187	901	426	1,200	65	168	200	426	1,200	66	170	819	426	1,200	66	170	200	426	1,200	623	1,610	7,774	426	1,200	66	170	334	426	1,200	66	170	334	3375	
3378	Piano	281	1	427	1,368	0	154	31	429	1,374	0	157	32	429	1,374	0	157	32	429	1,374	0	157	32	429	1,374	0	157	32	429	1,374	0	157	32	429	1,374	0	157	32	3378	
3379	Piano	282	1	459	1,437	0	96	700	462	1,453	0	42	306	462	1,453	0	42	306	462	1,453	0	42	306	462	1,453	0	42	306	462	1,453	0	42	306	462	1,453	0	42	306	3379	
3380	Piano	283	1	395	1,182	0	36	150	397	1,190	0	37	152	397	1,190	0	37	152	397	1,190	0	53	158	397	1,190	0	53	158	397	1,190	0	53	158	397	1,190	0	53	158	3380	
3381	Piano	284	1	363	835	0	79	11	365	839	0	79	11	365	839	0	79	11	365	839	0	79	11	365	839	0	79	11	365	839	0	79	11	365	839	0	79	11	3381	
3382	Piano	285	1	531	1,438	13	9	22	537	1,455	15	10	25	537	1,455	15	10	25	537	1,455	15	110	25	537	1,455	15	110	25	537	1,455	15	110	25	537	1,455	15	110	25	3382	
3383	Piano	286	1	461	1,521	12	9	21	464	1,535	14	11	25	464	1,535	14	11	25	464	1,535	14	11	25	464	1,535	14	11	25	464	1,535	14	11	25	464	1,535	14	11	25	3383	
3384	Piano	287	1	650	1,977	88	0	0	657	1,997	99	89	10	657	1,997	99	0	0	657	1,997	99	0	0	657	1,997	99	0	0	657	1,997	99	0	0	657	1,997	99	0	0	3384	
3385	Piano	288	1	1,117	2,943	0	7	235	1,134	2,967	0	7	243	1,134	2,967	0	7	245	1,134	2,967	0	7	245	1,134	2,967	0	7	245	1,134	2,967	0	7	245	1,134	2,967	0	7	245	3385	
3386	Piano	289	1	369	1,042	0	171	0	363	1,022	0	74	0	363	1,022	0	74	0	363	1,022	0	74	0	363	1,022	0	74	0	363	1,022	0	74	0	363	1,022	0	74	0	3386	
3404	Piano	299	1	585	1,263	317	292	234	606	1,301	313	288	231	606	1,302	313	288	231	606	1,302	313	288	273	606	1,302	318	293	235	606	1,302	313	288	273	606	1,302	313	288	273	3404	
3407	Piano	301	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3407		
3408	Piano	302	1	662	1,187	171	353	117	663	1,190	0	100	792	663	1,190	588	1,210	400	677	1,215	0	100	851	763	1,369	671	1,382	457	677	1,215	0	100	934	677	1,215	0	100	934	3408	
3409	Piano	303	1	32	94	418	400	140	35	95	0	208	291	36	98	218	208	73	36	98	0	208	291	36	98	218	208	73	36	98	0	208	676	36	98	0	208	676	3409	
3410	Piano	304	1	0	0	0	199	0	0	0	0	713	55	0	0	1,078	0	0	0	0	0	0	713	312	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3410	
3411	Piano	305	1	1	3	399	398	143	1	3	405	405	143	1	3	407	407	144	1	3	405	405	190	1	3	409	409	145	1	3	405	405	190	1	3	405	405	190	3411	
3415	Piano	306	1	569	1,530	73	0	23	571	1,530	77	0	24	571	1,530	81	0	24	571	1,530	77	0	24	571	1,530	99	0	30	571	1,530	77	0	24	571	1,530	77	0	24	571	3415
3416	Piano	307	1	414	1,141	0	0	445	414	1,139	0	0	516	414	1,139	0	0	560	414	1,139	0	0	560	414	1,139	0	0	895	414	1,139	0	0	895	414	1,139	0	0	895	3416	
3417	Piano	308	1	474	1,353	10	180	706	476	1,357	10	184	722	476	1,357	10	187	733	476	1,357	10	187	733	476	1,357	11	207	815	476	1,357	11	207	815	476	1,357	11	207	815	3417	
3418	Piano	309	1	0	0	2,639	9	1,633	0	0	0	10	1,633	0	0	3,156	10	1,954	0	0	0	0	10	1,906	0	0	4,654	15	2,881	0	0	0	0	0	0	0	0	3418		
3419	Piano	310	1	553	1,596	0	229	0	547	1,576	0	50	15	547	1,576	0	228	0	547	1,576	0	50	50	547	1,576	0	228	0	547	1,576	0	50	242	547	1,576	0	50	242	3419	
3421	Piano	311	1	676	1,768	3	70	310	668	1,743	3	71	313	668	1,743	3	71	314	668	1,743	3	71	340	668	1,743	3	71	314	668	1,743	3	71	435	668	1,743	3	71	435	3421	
3422	Piano	312	1	0	0	0	2,790	0	0	0	0	2,895	0	0	0	0	2,915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3422		
3423	Piano	313	1	149	503	251	11	318	149	506	0	269	327	149	506	262	11	333	149	506	11	395	200	149	506	264	11	335	149	506	11	395	200	149	506	11	395	200	3423	
3424	Piano	314	1	0	0	501	142	3,045	0	0	0	272	700	0	0	272	77	1,651	0	0	0	0	272	700	0	0	272	77	1,651	0	0	272	927	0	0	0	0	272	927	3424
3425	Piano	315	1	0	0	758	296	1,023	0	0	774	301	1,044	0	0	782	304	1,055	0	0	0	782	304	1,055	0	0	786	306	1,061	0	0	786	306	1,061	0	0	786	306	3425	
3426	Piano	316	1	37	99	11	144	406	37	99	11	148	417	37	99	11	150	423	37	99	11	150	423	37	99	11	151	427	37	99	11	151	427	37	99	11	151	427	3426	
3427	Piano	317	1	22	53	139	321	294	22	53	141	325	298	22	53	141	327	300	22																					



Princeton																																												
TSZ	City	2007 ID	# of Cities in TSZ	1999					2007					2015					2015 Revised					2030					2030 Revised					Ultimate					TSZ					
				Pop		Employment			Pop		Employment			Pop		Employment			Pop		Employment			Pop		Employment			Pop		Employment			Pop		Employment								
				HH	P	BAS	RET	SER	HH	P	BAS	RET	SER	HH	P	BAS	RET	SER	HH	P	BAS	RET	SER	HH	P	BAS	RET	SER	HH	P	BAS	RET	SER	HH	P	BAS	RET	SER						
3049	Princeton	44	1	147	404	0	14	25	147	404	0	46	96	328	889	0	100	210	231	635	0	46	96	435	1,145	0	264	553	770	2,118	0	46	96	1,716	4,716	0	46	96	3049					
3121	Princeton	91	1	66	182	12	19	22	566	1,568	19	30	34	286	786	31	48	56	1,820	5,041	19	336	458	444	1,208	67	103	119	1,820	5,041	19	336	668	2,019	5,592	19	336	935	3121					
3145	Princeton	109	1	1,047	2,879	90	32	14	1,149	3,190	185	66	29	1,470	4,048	344	122	53	1,421	3,940	185	66	29	2,520	6,754	554	197	85	2,132	5,918	185	66	29	8,196	22,754	185	66	29	3145					
41125	Princeton	453	1	789	2,135	72	202	501	789	2,135	72	202	501	1,013	2,742	234	313	904	1,052	2,849	72	202	501	1,163	3,136	544	521	1,663	1,316	3,561	72	202	501	1,316	3,561	72	202	501	41125					
				2,049	5,600	174	267	566	2,651	7,297	276	344	660	3,097	8,465	609	583	1,222	4,524	12,465	276	650	1,094	4,562	12,240	1,165	1,065	2,420	6,038	16,638	276	650	1,294	13,247	36,623	276	650	1,561						
				Total Pop.		Total Employment			Total Pop.		Total Employment			Total Pop.		Total Employment			Total Pop.		Total Employment			Total Pop.		Total Employment			Total Pop.		Total Employment			Total Pop.		Total Employment			Total Pop.		Total Employment			
				5,600		1,007			7,297		1,280			8,465		2,414			12,465		2,020			12,240		4,670			16,638		2,220			36,623		2,487								

Prosper																																												
TSZ	City	2007 ID	# of Cities in TSZ	1999					2007					2015					2015 Revised					2030					2030 Revised					Ultimate					TSZ					
				Pop		Employment			Pop		Employment			Pop		Employment			Pop		Employment			Pop		Employment			Pop		Employment			Pop		Employment								
				HH	P	BAS	RET	SER	HH	P	BAS	RET	SER	HH	P	BAS	RET	SER	HH	P	BAS	RET	SER	HH	P	BAS	RET	SER	HH	P	BAS	RET	SER	HH	P	BAS	RET	SER						
3035	Prosper	31	1	390	1,184	156	201	465	519	1,558	156	302	465	743	2,175	341	441	1,021	1,311	3,980	156	1,353	1,448	1,327	3,730	598	774	1,793	4,916	14,925	156	5,075	5,432	7,121	21,618	156	8,766	8,372	3035					
3036	Prosper	32	1	159	500	6	20	50	273	831	3	5	55	478	1,420	83	276	688	546	1,662	3	157	139	1,343	3,873	85	279	695	1,365	4,155	3	157	139	1,502	4,572	3	157	176	3036					
3044	Prosper	40	1	213	672	8	31	65	422	1,221	46	15	37	983	2,764	112	439	920	1,125	3,257	46	1,032	1,378	2,756	7,479	114	445	933	2,285	6,612	46	2,094	2,797	3,569	10,326	46	3,126	6,014	3044					
3050	Prosper	45	1	34	105	0	0	57	121	359	0	0	216	324	949	0	0	462	1,040	3,084	238	1,225	1,353	690	1,991	0	0	1,142	1,715	10,333	238	4,105	4,633	5,198	15,422	238	6,128	9,893	3050					
				796	2,461	170	252	637	1,335	3,969	205	322	773	2,528	7,308	536	1,156	3,091	4,023	11,983	443	3,767	4,348	6,116	17,073	797	1,490	4,563	10,281	36,025	443	11,431	13,001	17,390	51,938	443	18,177	24,455						
				Total Pop.		Total Employment			Total Pop.		Total Employment			Total Pop.		Total Employment			Total Pop.		Total Employment			Total Pop.		Total Employment			Total Pop.		Total Employment			Total Pop.		Total Employment			Total Pop.		Total Employment			
				2,461		1,059			3,969		1,300			7,308		4,783			11,983		8,558			17,073		6,658			36,025		24,875			51,938		43,075								

Richardson																																												
3436	Richardson	324	3	664	1,682	0	73	37	1,698	4,306	0	156	78	1,752	4,430	0	197	99	1,752	4,430	0	197	1,265	1,848	4,671	0	199	100	1,752	4,430	0	197	1,265	1,752	4,430	0	197	1,265	3436					
3437	Richardson	325	3	933	3,175	0	73	0	1,626	5,645	0	141	0	1,704	5,902	0	141	0	1,990	6,892	0	268	366	1,704	5,902	0	450	0	1,990	6,892	0	537	672	1,990	6,892	0	537	672	3437					
3462	Richardson	340	1	261	537	935	30	2,750	396	815	1,198	38	3,521	420	861	1,396	44	4,104	396	815	1,198	38	4,428	1,040	2,131	1,412	45	4,149	396	815	1,198	38	5,335	396	815	1,198	38	5,335	3462					
3465	Richardson	342	1	435	775	0	0	0	448	794	165	70	331	448	794	271	114	544	448	794	165	70	554	448	794	1,083	461	2,177	448	794	165	70	2,558	448	794	165	70	2,558	3465					
3466	Richardson	343	1	518	1,160	0	363	113	515	1,151	0	379	122	527	1,172	0	396	127	515	1,151	0	379	226	829	1,844	0	398	127	515	1,151	0	379	226	515	1,151	0	379	226	3466					
3467	Richardson	344	1	99	253	5	3	6	105	268	5	3	6	109	277	5	3	6	109	277	5	3	6	211	535	5	3	6	136	349	5	3	6	136	349	5	3	6	3467					
3468	Richardson	345	1	742	1,264	0	0	0	756	1,289	181	77	362	760	1,287	215	92	431	760	1,287	512	77	588	760	1,287	698	299	1,399	760	1,287	1,184	77	1,047	760	1,287	1,184	77	1,047	3468					
3470	Richardson	346	1	158	403	320	19	1,509	157	399	323	19	1,523	158	399	323	19	1,523	157	399	323	19	1,523	158	399	323	19	1,523	157	399	323	19	1,523	157	399	323	19	1,523	3470					
3472	Richardson	347	1	0	0	0	0	0	0	0	0	0	0	636	1,704	511	218	1,029	287	767	0	85	479	869	2,329	604	258	1,213	869	2,329	0	258	1,450	869	2,329	0	258	1,450	3472					
3473	Richardson	348	1	785	2,339	310	0	65	786	2,342	421	0	89	786	2,334	480	0	101	786	2,342	421	0	89	786	2,334	511	0	108	786	2,342	421	0	89	786	2,342	421	0	89	3473					
3474	Richardson	349	1	201	331	457	274	732	201	330	50	45	1,768	201	328	1,455	871	2,327	201	330	50	233	2,516	201	328	1,635	979	2,614	201	330	50	750	5,506	201	330	50	750	5,506	3474					
3476	Richardson	350	1	74	241	3,037	0	0	144	472	3,333	0	0	144	471	3,470	0	0	144	471	3,470	0	0	144	471	3,475	0	0	144	471	3,605	0	0	144	471	3,605	0	0	144	471	3,605	0	0	3476
3477	Richardson	351	1	352	1,101	0	0	0	540	1,689	24	85	50	647	2,017	290	128	599	647	2,017	127	0	50	821	2,558	302	129	605	647	2,017	336	0	50	647	2,017	336	0	50	3477					
3482	Richardson	355	1	191	400	0	0	57	199	395	0	0	57	190	395	0	0	57	190	395	0	0	57	190	395	0	0	57	190	395	0	0	57	190	395	0	0	57	3482					
3485	Richardson	356	1	0	0	0	18	1,390	0	0	0	18	1,390	0	0	0	46	3,602	0	0	0	0	18	1,507	0	0	0	48	3,689	0	0	0	18	1,860	0	0	0	18	1,860	3485				
30021	Richardson	378	1	0	0	401	2	46	0	0	0	0	723	53	142	777	3	90	0	0	0	0	723	53	142	845	4	96	0	0	0	723	0	0	0	0	723	0	0	0	723	30021		
30022	Richardson	379	1	0	0	1,602	7	186	0	0	0	0	624	211	566	3,106	14	360	0	0	0	0	1,059	211	566	3,380	15	391	0	0	0	2,363	0	0	0	0	2,363	0	0	0	2,363	30022		
30023	Richardson	380	1	528	1,353	71	47	118	537	1,371	0	0	0	537	1,366	114	76	191	537	1,371	0	0	0	537	1,366	115	77	192	537	1,371	0	0	537	1,371	0	0	537	1,371	0	0	30023			
30024	Richardson	381	1	961	2,513	131	87	218	997	2,546	0	0	500	997	2,536	213	142	355	997	2,546	0	0	831	997	2,536	214	142	356	997	2,546	0	0	831	997	2,546	0	0	831	30024					
40109	Richardson	417	1	1,053	2,681	29	20	43	1,058	2,666	0	33	87	1,066	2,677	71	45	126	1,058	2,666	0	33	70	1,168	2,946	74	48	130	1,058	2,666	0	33	70	1,058	2,666	0	33	70	1,058	2,666	40109			
				7,985	26,208	7,298	1,016	7,276	10,153	26,482	5,700	1,064	11,231	11,346	29,658	12,706	2,550	15,668	10,974	28,950	6,271	1,420	16,337	12,975	33,534	14,676	3,574	18,934	11,583	30,584	7,287	2,379	25,697	11,583	30,584	7,287	2,379	25,697						
				Total Pop.		Total Employment		Total Pop.		Total Employment		Total Pop.		Total Employment		Total Pop.		Total Employment		Total Pop.		Total Employment		Total Pop.		Total Employment		Total Pop.		Total Employment		Total Pop.		Total Employment										
				20,208		15,590		26,482		17,985		29,658		30,924		28,950		24,028		33,534		37,184		30,584		35,363		30,584		35,363														



Sachse																																							
3440	Sachse	327	2	77	209	129	17	8	396	1,066	129	17	8	1,188	3,186	446	58	27	804	2,164	323	17	556	1,303	3,491	450	59	27	1,212	3,262	970	17	1,666	1,212	3,262	1,293	17	2,221	3440
3478	Sachse	352	2	280	784	0	90	11	718	2,010	0	100	80	861	2,401	0	433	52	630	1,736	0	145	239	1,071	2,986	0	655	79	826	2,312	0	217	356	826	2,312	0	290	478	3478
				357	993	129	107	19	1,114	3,076	129	117	88	2,049	5,587	446	491	79	1,424	3,900	323	162	795	2,374	6,477	450	714	106	2,038	5,574	970	234	2,022	2,038	5,574	1,293	307	2,699	
Total Pop.		Total Employment		Total Pop.		Total Employment		Total Pop.		Total Employment		Total Pop.		Total Employment		Total Pop.		Total Employment		Total Pop.		Total Employment		Total Pop.		Total Employment		Total Pop.		Total Employment		Total Pop.		Total Employment		Total Pop.		Total Employment	
993		255		3,076		334		5,587		1,016		3,900		1,280		6,477		1,270		5,574		3,226		5,574		4,299													

Saint Paul																																							
3321	Saint Paul	237	2	64	211	0	0	16	126	376	0	0	231	157	464	0	0	243	232	692	0	0	231	179	514	0	0	290	232	692	0	0	231	232	692	0	0	231	3321
3322	Saint Paul	238	1	200	547	6	5	12	347	949	18	14	36	421	1,143	28	23	56	502	1,221	18	14	36	474	1,264	69	56	130	558	1,526	18	14	36	558	1,526	18	14	36	3322
				264	758	6	5	28	473	1,325	18	14	267	578	1,607	28	23	299	734	1,913	18	14	267	653	1,778	69	56	428	790	2,218	18	14	267	790	2,218	18	14	267	
				Total Pop.		Total Employment		Total Pop.		Total Employment		Total Pop.		Total Employment		Total Pop.		Total Employment		Total Pop.		Total Employment		Total Pop.		Total Employment		Total Pop.		Total Employment		Total Pop.		Total Employment					
				758		39		1,325		299		1,607		350		1,913		299		1,778		553		2,218		299		2,218		299									

Weston																																								
TSZ	City	2007 ID	# of Cities in TSZ	1999					2007					2015					2015 Revised					2030					2030 Revised					Ultimate					TSZ	
				Pop		Employment			Pop		Employment			Pop		Employment			Pop		Employment			Pop		Employment			Pop		Employment			Pop		Employment				
				HH	P	BAS	RET	SER	HH	P	BAS	RET	SER	HH	P	BAS	RET	SER	HH	P	BAS	RET	SER	HH	P	BAS	RET	SER	HH	P	BAS	RET	SER	HH	P	BAS	RET	SER		
3003	Weston	3	1	142	375	10	7	41	142	375	10	7	41	252	650	37	26	151	335	885	0	66	236	823	2,060	97	67	390	4,169	11,075	0	332	2,366	16,775	44,300	0	1,328	9,462	3003	
3004	Weston	4	1	93	259	10	10	41	113	307	16	16	66	160	427	27	27	111	394	1,070	240	364	554	489	1,270	64	64	260	2,598	7,058	1,581	4,806	5,635	7,872	21,386	4,792	14,565	22,543	3004	
3013	Weston	13	1	341	979	25	10	60	381	1,070	92	37	222	467	1,304	189	76	453	1,099	3,074	0	413	521	1,128	3,067	375	152	902	7,256	20,377	0	3,568	6,885	21,987	61,748	0	14,725	20,865	3013	
3017	Weston	15	1	67	161	25	10	60	85	205	46	18	111	123	293	84	33	201	3,149	7,594	0	787	1,746	391	911	209	83	502	6,297	15,187	0	1,574	3,491	6,297	15,187	0	1,574	3,491	3017	
				643	1,774	70	37	202	721	1,957	164	78	440	1,002	2,674	337	162	916	4,977	12,623	240	1,630	3,067	2,831	7,308	745	366	2,059	20,320	53,697	1,581	10,280	18,377	52,931	142,621	4,792	32,192	56,361		
				Total Pop.		Total Employment			Total Pop.		Total Employment			Total Pop.		Total Employment			Total Pop.		Total Employment			Total Pop.		Total Employment			Total Pop.		Total Employment			Total Pop.		Total Employment				
				1,774		309			1,957		682			2,674		1,415			12,623		4,937			7,308		3,170			53,697		30,238			142,621		93,345				

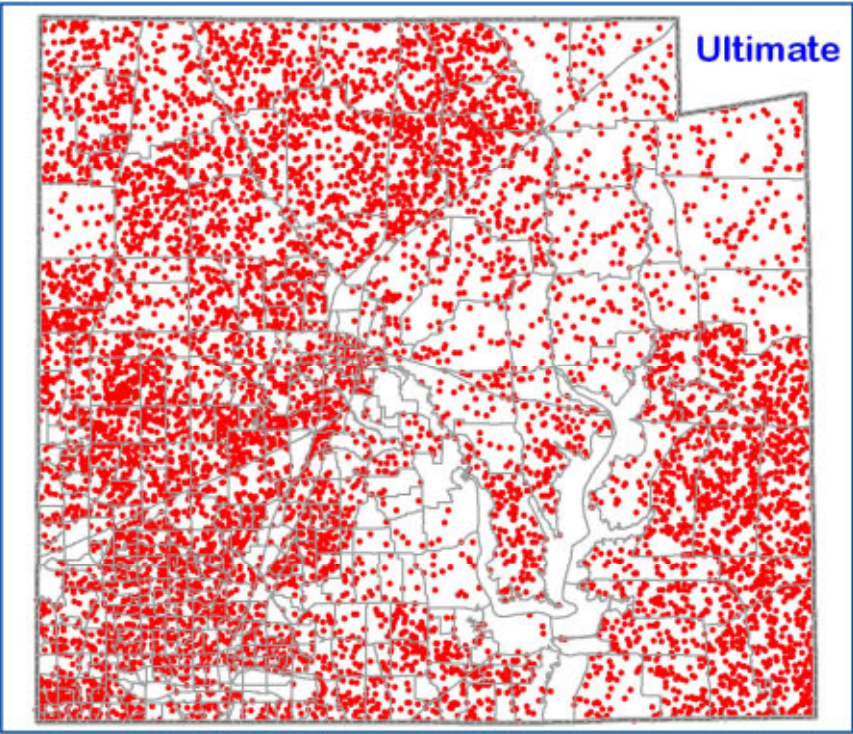
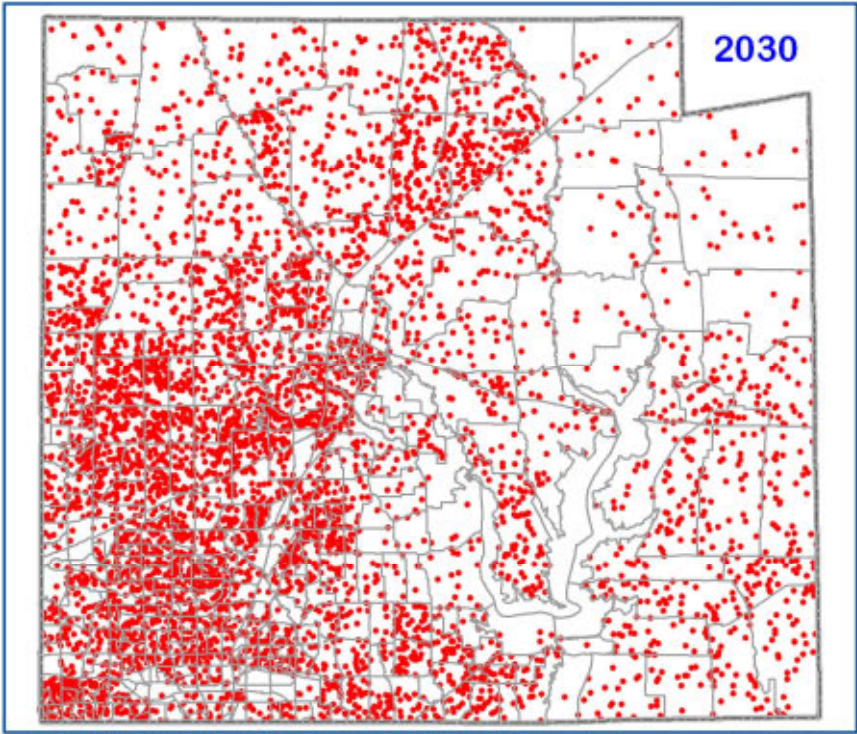
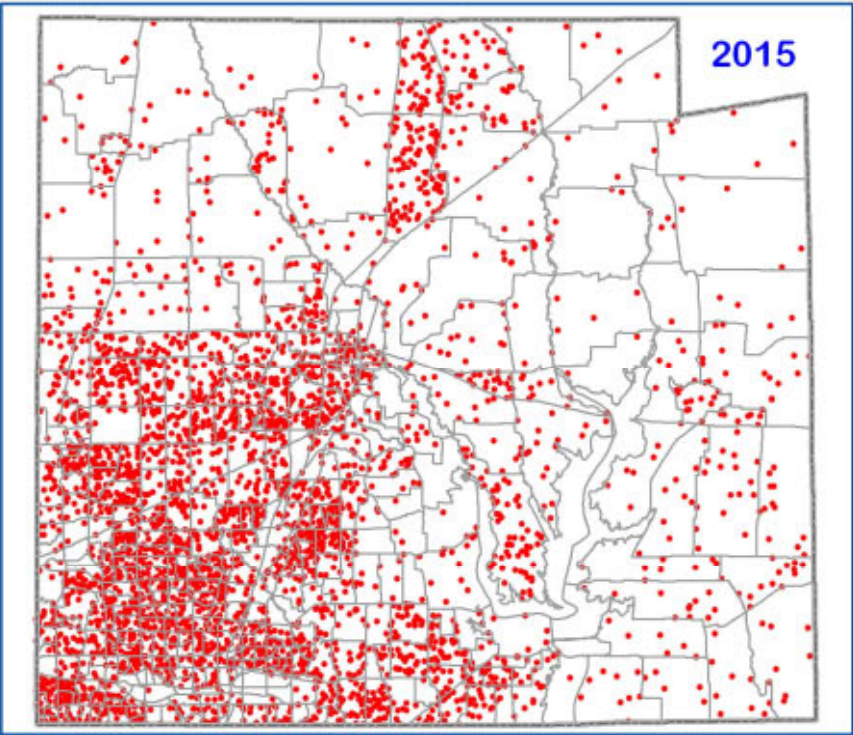
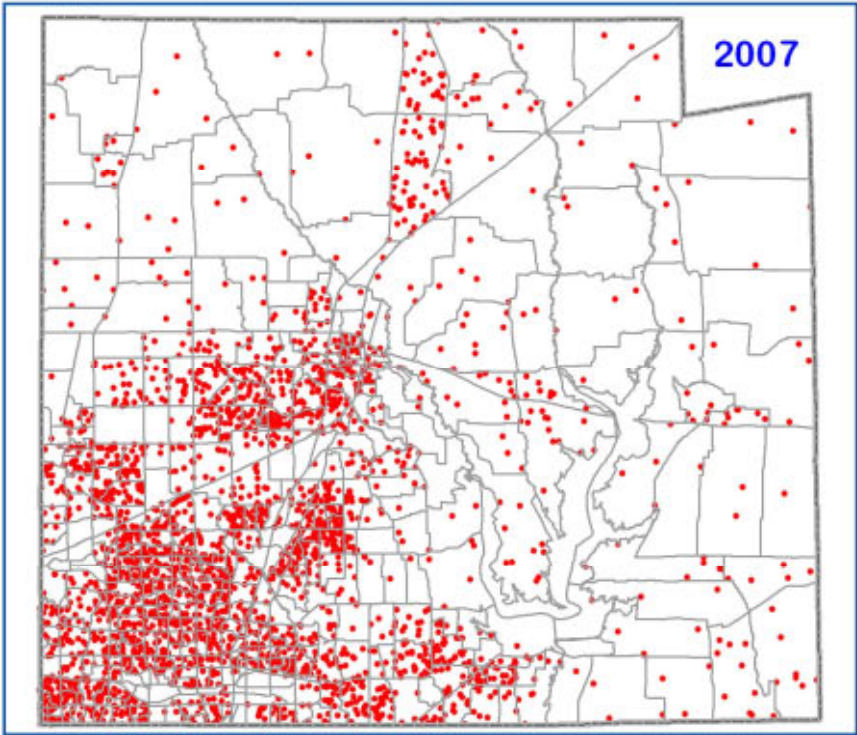
Wylie																																							
3159	Wylie	118	1	763	2,170	88	31	14	673	2,507	193	68	31	1,236	3,513	302	106	48	5,616	15,972	193	68	31	3,394	9,416	569	201	92	7,525	21,402	193	68	31	11,231	31,943	193	68	31	3159
3295	Wylie	217	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3295
3320	Wylie	236	2	99	307	58	0	0	961	2,902	129	0	0	1,178	3,545	219	0	0	2,018	6,259	65	165	198	1,287	3,845	221	0	0	3,011	9,341	13	165	198	3,011	9,341	13	165	198	3320
3352	Wylie	262	2	774	2,598	190	0	228	2,430	7,866	20	0	310	1,030	3,322	242	0	290	2,430	7,866	20	218	427	1,085	3,489	338	0	408	2,430	7,866	20	218	427	2,430	7,866	20	218	476	3352
3354	Wylie	263	2	10	22	0	0	0	18	42	3	15	10	48	109	7	3	15	32	72	3	15	10	165	376	47	23	105	96	218	3	15	10	96	218	3	15	10	3354
3391	Wylie	292	1	792	2,170	96	34	5	2,612	7,162	174	62	70	1,633	4,460	272	97	14	2,612	7,162	174	62	70	1,718	4,693	274	96	14	2,904	7,962	208	62	70	2,904	7,962	208	62	70	3391
3395	Wylie	293	1	272	862	77	29	163	623	1,980	114	43	243	338	1,069	156	60	333	623	1,980	154	43	311	413	1,307	208	79	444	623	1,980	222	43	633	623	1,980	332	43	1,257	3395
3397	Wylie	294	1	59	182	0	51	20	189	552	0	10	41	177	512	0	162	54	554	1,620	0	10	56	323	916	0	234	93	738	2,159	0	10	83	738	2,159	0	10	111	3397
3441	Wylie	328	2	10	26	0	135	0	10	27	0	0	287	633	1,664	0	406	0	54	141	0	64	395	786	2,069	0	900	0	54	141	0	256	790	54	141	0	256	1,127	3441
3442	Wylie	329	1	669	2,039	2,074	317	48	682	2,080	2,074	342	51	1,231	3,769	2,358	360	54	1,259	3,835	2,068	417	117	1,370	4,195	2,885	441	66	1,259	3,835	2,068	492	357	1,259	3,835	2,068	492	483	3442
3443	Wylie	330	2	788	2,163	29	250	294	896	2,453	33	284	332	1,459	3,981	38	320	376	1,410	4,187	33	284	332	2,195	5,972	43	365	425	1,410	4,187	33	284	332	1,410	4,187	33	284	3,332	3443
3448	Wylie	331	1	552	1,806	0	82	18	1,119	3,516	0	102	22	1,100	3,537	0	124	27	1,380	4,459	0	102	22	1,679	5,363	0	151	33	1,380	4,459	0	102	22	1,380	4,459	0	102	22	3448
3449	Wylie	332	1	193	599	0	90	36	290	859	0	108	42	344	1,014	0	118	48	351	1,034	0	118	48	532	1,530	0	136	55	543	1,561	0	136	55	543	1,561	0	136	55	3449
40075	Wylie	414	1	104	303	130	66	34	106	309	130	66	34	461	1,340	209	100	52	273	796	130	66	34	546	1,579	350	161	81	273	796	168	66	34	273	796	168	66	34	40075
40110	Wylie	418	1	740	2,040	55	194	154	755	2,081	57	202	163	644	1,769	61	214	171	755	2,081	61	214	171	653	1,792	64	229	183	755	2,081	64	229	183	755	2,081	64	229	183	40110
40111	Wylie	419	1	112	297	53	140	161	149	381	56	157	167	162	410	59	162	170	165	418	59	162	170	173	433	70	185	190	176	442	70	185	190	176	442	70	185	190	40111
41033	Wylie	445	1	302	925	2	7	341	775	2,284	8	8	383	1,133	3,319	15	8	428	1,376	4,052	8	8	383	2,507	7,117	24	10	483	1,834	5,403	8	8	383	1,834	5,403	8	8	383	41033
41062	Wylie	449	1	117	317	0	56	40	119	323	0	56	40	1,076	2,868	0	245	174	511	1,384	165	78	392	1,317	3,482	0	593	423	511	1,384	660	311	1,588	511	1,384	660	311	2,285	41062
				6,396	18,736	2,852	1,491	1,556	12,607	37,424	2,991	1,518	2,225	13,883	40,201	3,938	2,485	2,266	21,419	63,318	3,133	2,094	3,167	20,143	57,574	5,093	3,906	3,099	25,522	75,217	3,730	2,650	5,366	29,228	85,758	3,840	2,650	10,237	
				Total Pop.		Total Employment		Total Pop.		Total Employment		Total Pop.		Total Employment		Total Pop.		Total Employment		Total Pop.		Total Employment		Total Pop.		Total Employment		Total Pop.		Total Employment		Total Pop.		Total Employment		Total Pop.		Total Employment	
				18,736		5,899		37,424		6,734		40,201		8,689		63,318		8,394		57,574		11,998		75,217		11,746		85,758		16,727									



Collin County Totals																																		
1999					2007					2015					2015 Revised					2030					2030 Revised					Ultimate				
Pop		Employment			Pop		Employment			Pop		Employment			Pop		Employment			Pop		Employment			Pop		Employment			Pop		Employment		
HH	P	BAS	RET	SER	HH	P	BAS	RET	SER	HH	P	BAS	RET	SER	HH	P	BAS	RET	SER	HH	P	BAS	RET	SER	HH	P	BAS	RET	SER	HH	P	BAS	RET	SER
182,900	489,221	54,364	45,418	102,824	257,720	702,110	37,837	60,341	143,255	317,767	861,519	108,566	88,286	164,707	360,120	1,006,789	44,970	109,731	247,207	438,981	1,187,753	154,749	131,034	242,070	526,832	1,496,887	67,657	260,596	482,159	773,449	2,194,408	76,626	399,283	764,315
Total Pop.		Total Employment			Total Pop.		Total Employment			Total Pop.		Total Employment			Total Pop.		Total Employment			Total Pop.		Total Employment			Total Pop.		Total Employment			Total Pop.		Total Employment		
489,221		202,606			702,110		241,433			861,519		361,559			1,006,789		401,908			1,187,753		527,853			1,496,887		810,412			2,194,408		1,240,224		



Appendix E. Dot Density Maps -- Population



COLLIN COUNTY
Mobility Plan 2007 Update



Demographic Forecast:
Population

Legend

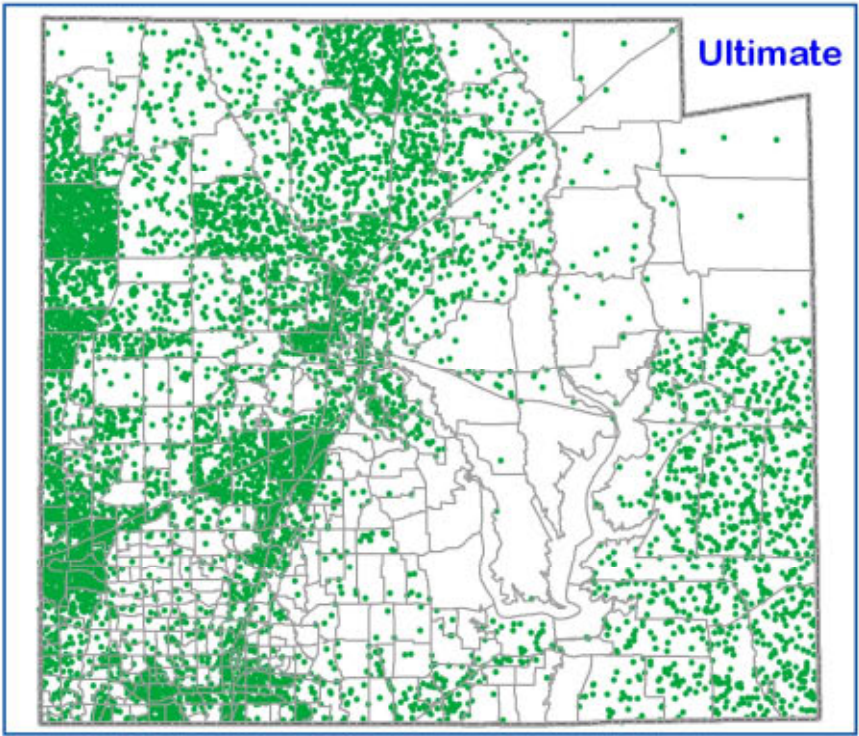
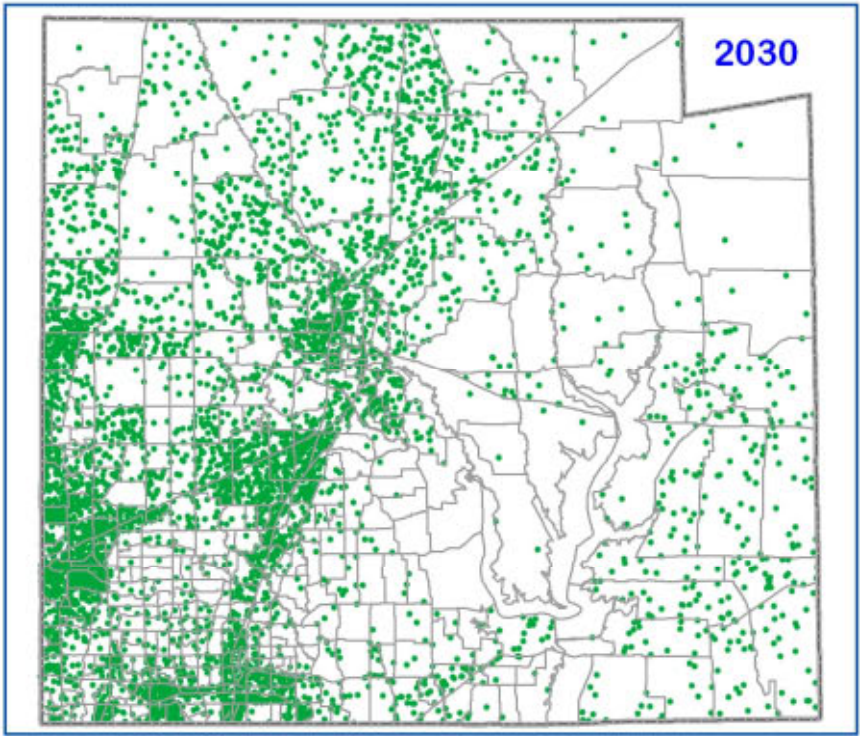
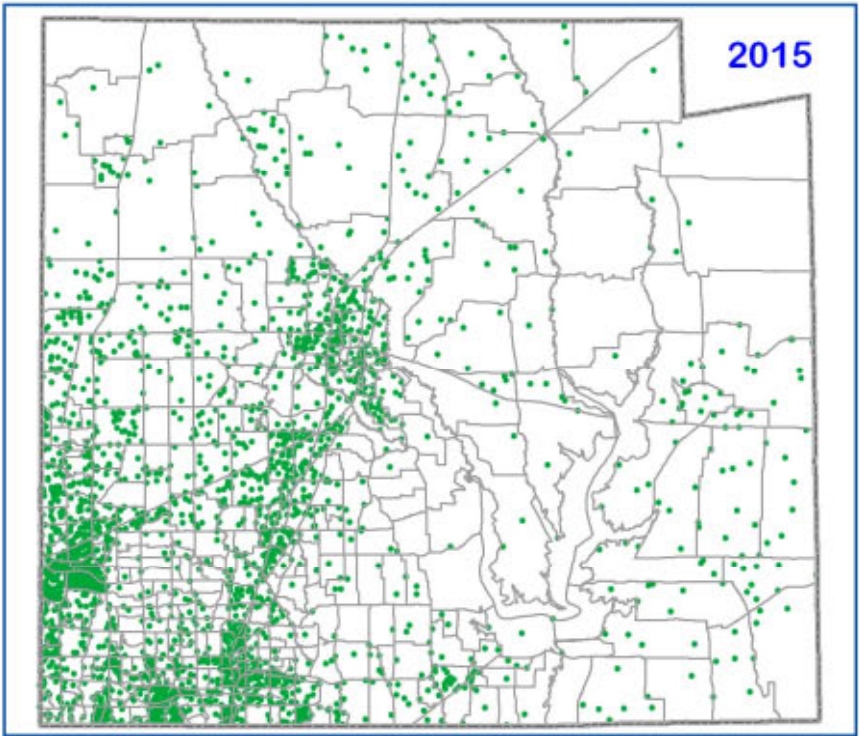
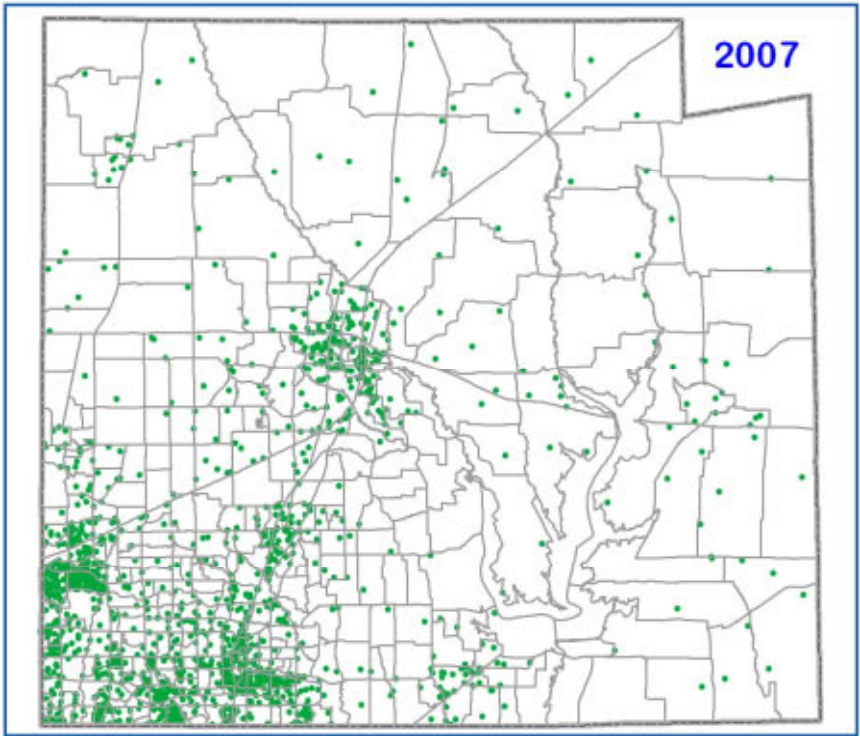
- Collin County
- Population
- 1 Dot = 250



CarterBurgess
Dunkin, Sefko & Associates, Inc.



Appendix F. Dot Density Maps -- Employment



COLLIN COUNTY
Mobility Plan 2007 Update



Demographic Forecast:
Employment

Legend

- Collin County
- Employment
- 1 Dot = 150



CarterBurgess
Dunkin, Sefko & Associates, Inc.