



Memorandum

TO: Bruce Glasscock, City Manager

FROM: Jack Carr, P.E., Director of Engineering

THRU: Frank Turner, Deputy City Manager

DATE: March 12, 2014

SUBJECT: Construction of Windhaven Parkway

Summary of the Windhaven Project

- The section of Windhaven from Gentle Way to east of the Dallas North Tollway is currently a mixture of 4 lane and 6 lane divided thoroughfare.
- From east of the Dallas North Tollway to Spring Creek Parkway Windhaven is a mixture of 2 lane and 4 lane roadway, but traffic is restricted to two lanes (one eastbound one west bound).
- In 2006, the City of Plano was selected to receive a grant in the amount of \$2,400,000 from the Federal government. Because the funds are Federal transportation funds, TxDOT oversees the administration of the funds.
- In 2007, Teague, Nall and Perkins was selected by the City of Plano to prepare construction plans as a 6 lane divided thoroughfare, in accordance with the City of Plano Thoroughfare Plan.
- On December 2, 2010 a public meeting was held to inform the property owners near the project of the proposed improvements, and approximately 30 citizens attended the meeting.
- The major concern of many of the citizens was they felt the portion of the project from Parkwood Boulevard to Spring Creek Parkway should be a 4 lane divided thoroughfare instead of 6 lane.
- In June 2011, the City Council passed a resolution to modify the project scope, changing to 4 lanes from Parkwood to Spring Creek Parkway, with the remainder of the project as 6 lanes.
- The design was completed and on February 18, 2014, a public hearing was conducted by TxDOT.
- A notice for the public hearing was mailed to the owners of property that touch the proposed roadway.

- At the public hearing, citizens voiced concern about the widening west of the Dallas North Tollway. They said they felt the additional lanes would increase the volume of traffic using the roadway.

Reason for 6 Lanes

- The Plano Comprehensive Plan was adopted by the City Council as a land use framework and is used as the basis for decisions and actions related to development.
- Infrastructure, such as utilities and roadways, are necessary to support the land use anticipated in the comprehensive plan and master plans provide guidance to ensure the infrastructure is available when needed.
- The Master Thoroughfare Plan lays out the network of roads needed to support the traffic generated by the projected land use. Each of the roads shown has the appropriate balance between the access provided and the mobility provided. Alleys provide mostly access with little mobility and freeways provide mobility with essentially no access via driveways connected directly to the main lanes. The roadway network includes residential streets that feed into collectors, which then feed into the arterials.
- Windhaven is an arterial roadway that is being constructed in phases. In the current configuration, it provides adequate access for the development that exists today; however, as development occurs, additional capacity will be necessary to meet the mobility requirements.
- Motorists will travel along Windhaven, regardless of the number of lanes and the traffic volume will continue to increase until the capacity is consumed, resulting in congestion during peak periods.
- Land use in adjacent cities was factored into the decisions regarding the transportation network requirements, just as the adjacent cities have considered the Plano land uses that add traffic to the roadways within the jurisdictions of their cities.
- Some of the traffic generated by the development that is currently underway in the neighboring cities will likely use Windhaven Parkway, again, regardless of the number of lanes.

Notice of Hearing

- We have heard some of the residents are concerned that they did not receive a notice of the public hearing. We have confirmed the notices were mailed to the owners of property that are immediately adjacent to the proposed roadway, per TxDOT requirements.

Construction Schedule

- We have heard comments that suggest the work will take more than 1.5 years to complete. In reality, the project involves a simple construction of additional lanes that will be completed in less than a year.