MASTER

THOROUGHFARE

PLAN

UPDATE

April 16, 2008

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I. INTRODUCTION

Transportation is the movement of people, goods and services from one place to another. The transportation network facilitates the passage of workers, shoppers, tourists and various other individuals, as well as raw materials and finished goods, from their origins to their destinations. It connects the various residential, commercial, industrial and recreational centers within an urban environment. The transportation network is one of the principal driving forces behind the economic and social growth of an urban area and serves as the lifeline of its economy.

Careful planning of the transportation network of a region is extremely critical. It must sustain the future traffic conditions and facilitate the movement of people, goods and services efficiently and safely. The primary factors that need to be considered while planning the transportation network for an urban area are the nature of its existing land uses and their expected growth pattern. The Master Thoroughfare Plan (MTP) of a city documents its existing and proposed thoroughfares, and also classifies all the thoroughfares into different roadway types with specific design criteria. The roadway network plays a significant role in major land use decisions and on the other hand land use decisions also impact the Master Thoroughfare Plan. Land use planning decisions and planning of thoroughfares go hand in hand. In order to serve its purpose as a planning and information tool the Master Thoroughfare Plan needs to be continuously amended and updated.

The City of The Colony is in southern Denton County and lies east of Lake Lewisville and West of Plano. With an existing population of approximately 40,000 the city is also home to several large retailers, offices and distribution and light industrial businesses. The City of The Colony also serves as a popular tourist destination due to its close proximity to Lake Lewisville. The City of The Colony has direct access to State Highway 121 and also provides easy access to Interstate 35 and US Highway 75. The Colony adopted its first thoroughfare plan in 1989. The following update to the thoroughfare plan considers the growth and future developments of the city and makes recommendations to serve the anticipated future traffic demands.

This Master Thoroughfare Plan is based on Traffic forecast derived from the North Central Texas Council of Governments (NCTCOG) 2030 planning model (TRANSCAD). This model is based on a series of assumptions for land use (population and employment) and models roadway network anticipated to be in place by the 2030 forecast year. Major changes to this plan may cause revisions to future Master Thoroughfare Plan updates. This thoroughfare plan for The Colony balances projected land uses and traffic in the year 2030 and recommends several modifications to the existing plan to improve circulation within the city and provide a roadway network that meets 2030 traffic needs.

II. PURPOSE OF A THOROUGHFARE PLAN

The NCTCOG defines a Master Thoroughfare Plan (MTP) as a comprehensive multimodal "blueprint" for transportation systems and services aimed at meeting the mobility needs of the city. It is a critical document required in the long-term planning of the city. The amount of traffic generated on the roadway network of a city depends on the nature and distribution of its land uses and the surrounding cities. The Master Thoroughfare Plan accounts for the existing and future traffic demands by considering the current land use development and the expected growth patterns for this area.

The purpose of the Master Thoroughfare Plan is to determine the size and distribution of the roadway network, taking into consideration the future transportation needs as well as satisfying the mobility and access needs of the land use developments, local and regional traffic.

The benefits provided by an effective Master Thoroughfare Plan are as follows:

- Efficient utilization of the existing land resources to meet the current traffic demands and the reservation of necessary right-of-way for future long-term developments.

- Development of a framework for the future development of the city in which the functional role of each street is defined. This framework ensures that the major areas of the community are connected to each other as well as connecting adjacent jurisdictions to the community.

- Provision of information about the thoroughfare improvements beforehand to ensure that major land use and capital budget decisions are effectively made.

- A city's land use plan makes frequent use of elements in the Master Thoroughfare Plan. The access density and framework of streets have a direct relationship with the type of land use in any part of the street network system. For example, parks and schools are most likely located near local streets while major retail and offices are located adjacent to major arterials.

III. FUNCTIONAL CLASSIFICATION

Roadway facilities have been classified in accordance with the degree of access they provide to surrounding land uses. Generally, the greater the degree of access to and from a roadway, the less capacity is available for through movement of traffic. Therefore, the highest classification of roadways is a freeway facility where the through movement of traffic over long distances and high speeds with minimal interruption is most important and direct access to abutting land uses is prohibited. The lowest classification is the residential street where access is liberally provided to adjacent land uses and vehicle trips are short, speeds are low and interruptions frequent. Between the two extremes are Expressways, Arterial and Collector street types.

In addition, street classifications have particular geometric standards which determine the relative vehicle capacity of the facility. These standards include street, lane and median widths, intersection spacing, grades, degrees of access, clearances and numerous other standards. **Figure 1** illustrates the street classification system graphically based on the level of access in relation to the speed and through traffic movement.

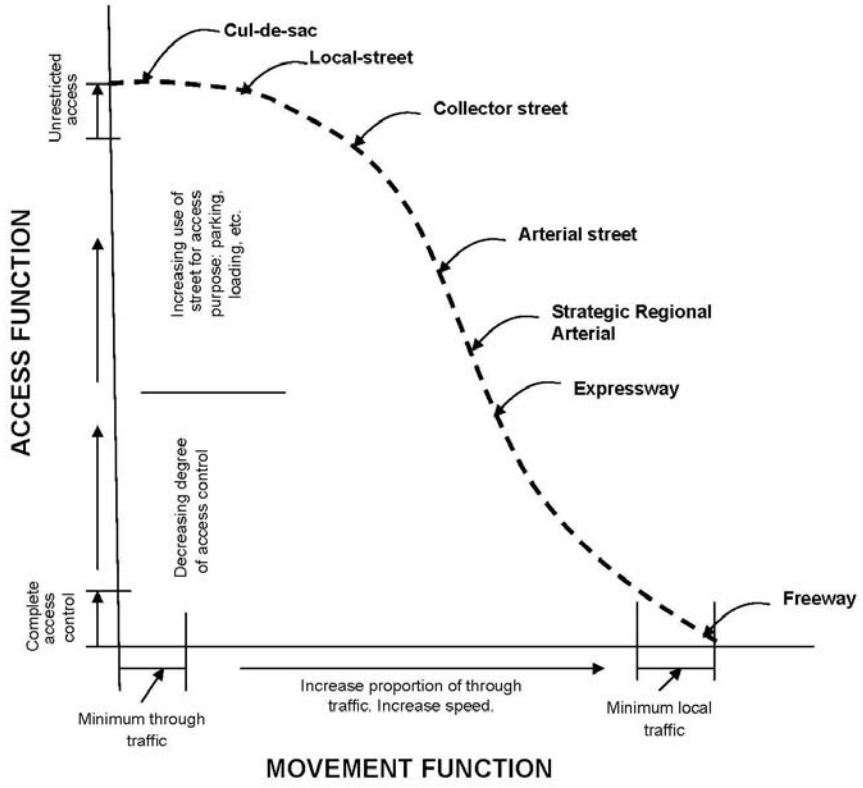


Figure 1: Functional Classification

As previously mentioned, the street classification plays an important role in the Master Land Use Plan. The street classification process helps in identifying the roadway type and impacts various aspects of roadway design like

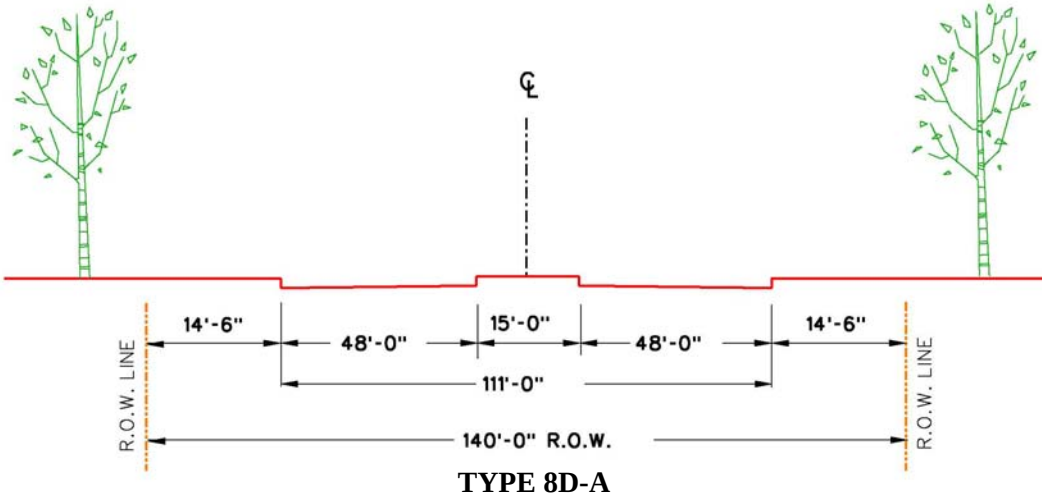
- Roadway Width
- Right-of-way acquisition
- Pavement Markings
- Speed Limits
- Lighting standards
- Landscaping
- Access Control
- Application of traffic calming techniques

THE COLONY THOROUGHFARE SECTIONS

The Thoroughfare Plan identifies eight types of roadway sections in the functional classification for local, collector and major arterials. Each roadway section has geometric standards for pavement width(s), minimum right-of-way, number of parking and traveling lanes, median width, when applicable, design speed and minimum pavement thickness. Cross sectional characteristics and other geometric standards are set forth below for each class of roadway.

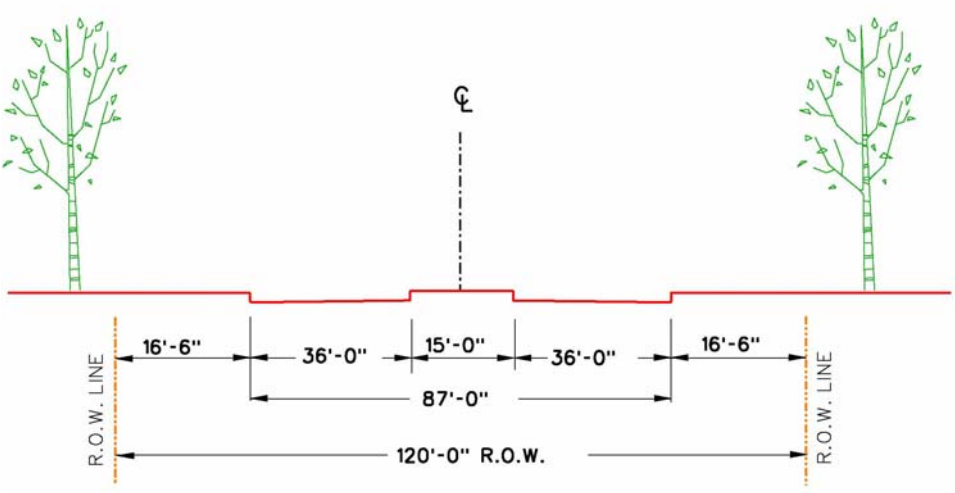
1. **Major Arterial:** There are four thoroughfare standards for assignment to primary roadways where the higher traffic volumes are expected, or forecasted to occur. The principal differences between the standards are the traveling lane widths, the number of lanes and right-of-way widths.

   Type 8D-A Arterial: This thoroughfare classification accommodates the highest expected traffic volume in the system. The divided thoroughfare section has a one-hundred-forty-foot (140') right-of-way with forty-eight-foot pavement widths on either side of a fifteen-foot median. Intersections with other arterials should flare out to contain dual left-turn lanes and additional right-turn only lanes. The eight lane divided section has a design speed of fifty-five miles per hour.



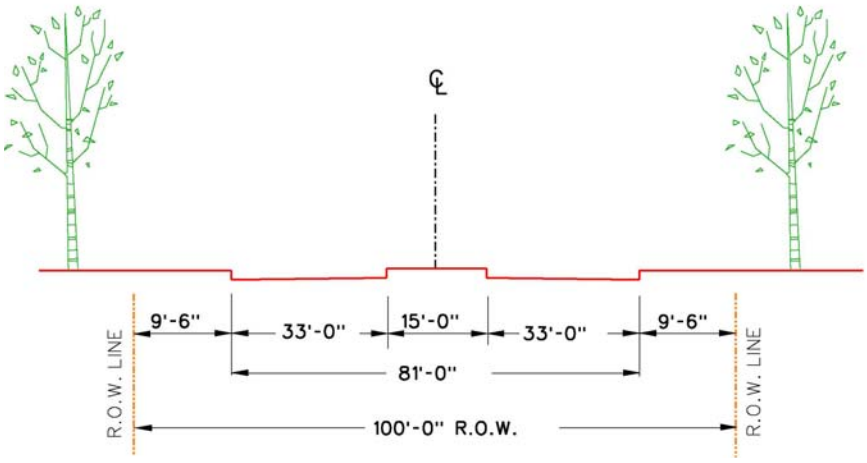
TYPE 8D-A
Major Arterial

Type 6D-A Arterial: This thoroughfare classification is the most commonly used section in the system for a major arterial. The six-lane divided thoroughfare section has a one-hundred-twenty-foot (120') right-of-way with thirty-six-foot (36') pavement widths either side of a fifteen-foot (15') median. Intersections with other arterials should flare out to contain dual left-turn lanes and additional right-turn only lanes. The six-lane divided thoroughfare can accommodate speeds of fifty-five miles per hour.



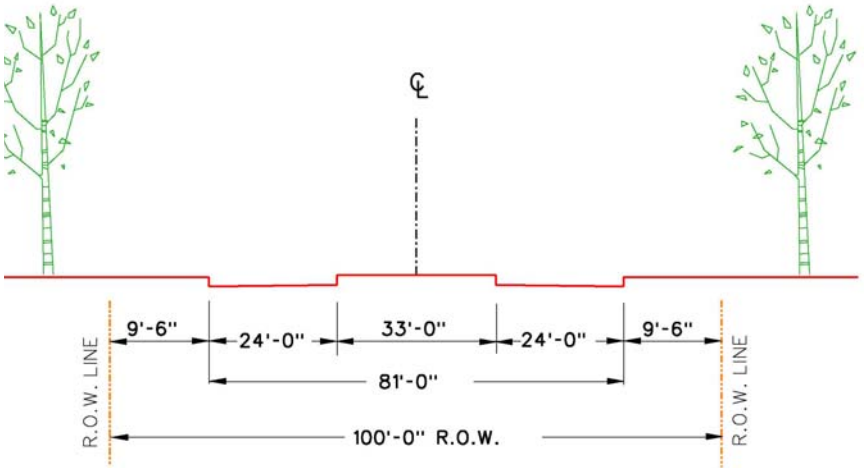
TYPE 6D-A
Major Arterial

Type 6D-B Arterial: This thoroughfare classification is similar to the 6D-A standard except for the right-of-way is decreased to one-hundred-feet (100') and the lane widths are reduced to eleven-feet (11'). Intersections with other arterials should flare out to contain dual left-turn lanes and additional right-turn only lanes. The six-lane divided section is capable of handling traffic volumes similar to the 6D-A with a lesser design speed of forty-five miles per hour.



TYPE 6D-B
Minor Arterial

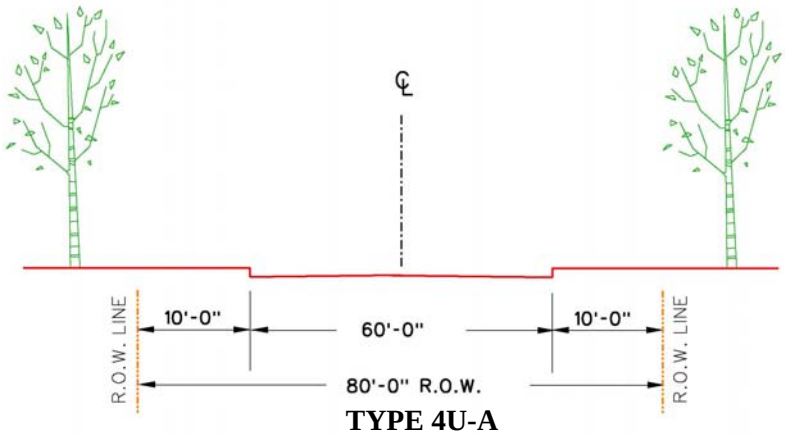
Type 4D-C Arterial: This four-lane divided thoroughfare section is a one-hundred-foot (100') right-of-way with twenty-four-foot (24') pavement widths on either side of a thirty-foot (30') median. Intersections with other arterials should flare out to contain dual left-turn lanes and additional right-turn only lanes. The configuration of the pavement within the one-hundred-foot right-of-way allows the section to be upgraded to a 6D-B, if warranted by higher than expected traffic volumes.



TYPE 4D-C
Minor Arterial

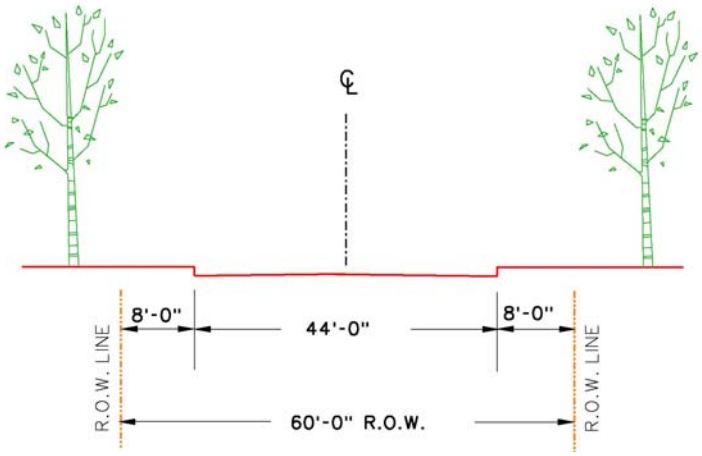
2. **Collector:** The collector street has the function of moving traffic between local areas and the major system. Collector streets generally are of short travel lengths and are designed to handle low volumes of traffic. Intersections with arterials should flare out to contain a right-turn only lane. There are standards for three collector streets in The Colony System.

Type 4U-A Collector: This thoroughfare classification has four (4) twelve-foot lanes centered in an eighty-foot right-of-way. Intersections with arterials should flare out to contain a right-turn only lane. Generally, all four lanes are used for through traffic, unless parking is permitted until such time volumes are reached which require used of all four moving lanes. Design speed for this section is forty - miles per hour.



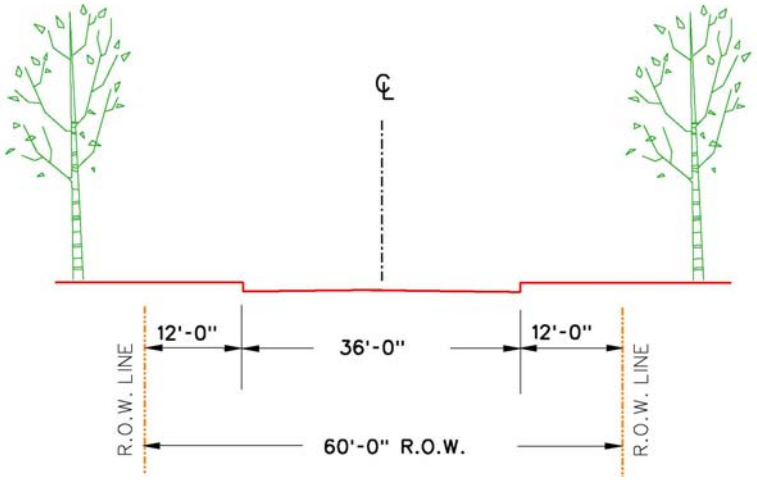
TYPE 4U-A
Major Collector

Type 4U-B Collector: This section is similar to the 4U-B except for the decrease in right-of-way to sixty-feet (60') and lane widths to eleven-feet (11').



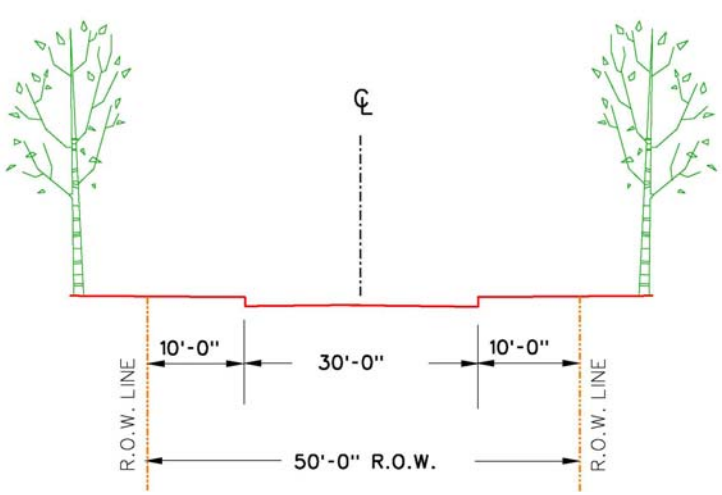
TYPE 4U-B
Minor Collector

Type 2U-C Collector: The 2U-C is designed to accommodate two (2) eight-foot (8') parking lanes and two (2) ten-foot (10') traveling lanes in sixty-foot (60') of right-of-way.



TYPE 2U-C
Minor Collector

3. **Residential**: This street is the lowest in the system's hierarchy but the most used. The right-of-way standard is fifty-feet (50') and the thirty-foot (30') pavement has two (2) eight-foot (8') parking lanes and a fourteen-foot (14') traveling lanes.



Residential

Table 1: Specifications for Functional Classification

CHARACTERISTIC	FUNCTIONAL CLASSIFICATION				
	FREEWAY	**EXPRESSWAY**	**ARTERIAL**	**COLLECTOR**	**RESIDENTIAL**
Facility Spacing	5+ Miles	5+ Miles	1 Mile	1/4 to 1/2 Mile	300-500 Feet
Length	Continuous	Continuous	Continuous	1/2 to 1 Mile	500-1,000 Feet
Degree of Access	None	Controlled	Moderate	No Restriction	No Restriction
Traffic Volumes	60,000-200,000 Veh/Day	40,000- 60,000 Veh/Day	10,000-40,000 Veh/Day	2,000- 5,000 Veh/Day	< 500 Veh/Day
Design Speeds	> 50 MPH	40 - 50 MPH	30 - 45 MPH	30 MPH	< 30 MPH
Typical Right-of-Way	> 300 Feet	200 - 300 Feet	80 - 200 Feet	60 Feet	50 - 60 Feet

IV. LEVEL OF SERVICE

The concept of level of service has been developed for street facilities. Roadway LOS is quantifiable set of roadway operating conditions which describe the relative ease or difficulty of completing a vehicle trip on a particular facility. The highest LOS is where there is virtually no constraint to the progress of a vehicle trip, where speeds are fairly uniform and high, and the density and total volume of traffic is low. The lowest LOS is characterized by frequent stops and speed changes with high densities of traffic. The LOS is described as shown in **Table 2.**

Table 2: Level of Service

LEVEL OF SERVICE	DESCRIPTION
A and B	Very low density of traffic with individual vehicle speeds controlled by the physical features of the roadway and the driver's abilities. Little or no delay at intersections.
C	Stable flow conditions with moderate density of traffic, uniform, moderate speeds and relatively easy maneuvering ability. Moderate delay at intersections with short-term queuing on critical approaches. Progression of traffic through a series of signals possible.
D	Approaching unstable flow conditions with maneuvering difficult because of the density of traffic. Speeds are lower and the necessity for speed changes more frequent. Probability of delay at intersections increases and more than one cycle often required to clear traffic on a signalized approach. Progression of traffic difficult.
E	Unstable flow conditions, maneuvering difficult and speeds low and erratic. Delays of two or more cycles at signals usual and probability of stopping at every signal is high.
F	Forced flow conditions, heavy congestion, long queues and delays at intersections. Total breakdown with stop-and-go operation.

The LOS concept has great importance to the development of a thoroughfare plan and the relative cost of constructing a facility. A high level of service would require a greater cost to serve the same number of vehicles than would a design or facility type accepting a lower level of service. Generally, a LOS “C” is desirable. However, a LOS “C” for projecting “daily” traffic volumes may actually operate at a lower LOS for short periods of time during the peak periods of the day.

Capacity, or the number of vehicles that can be accommodated at a particular LOS over a period of time has been defined for the various types of facilities. These capacities, in terms of Daily vehicles are shown in **Table 3** for both LOS “C” and LOS “E”.

Table 3: Level of Service based on Functional Classification

FACILITY TYPE	LEVEL OF SERVICE "C"		LEVEL OF SERVICE "E"	
	DAILY SERVICE VOLUME PER FACILITY	DAILY SERVICE VOLUME PER LANE	DAILY SERVICE VOLUME PER FACILITY	DAILY SERVICE VOLUME PER LANE
8D-A	46,400	5,800	58,000	7,250
6D-A	34,800	5,800	43,500	7,250
6D-B	33,600	5,600	42,000	7,000
4D-C	22,400	5,600	28,000	7,000
4U-A	20,000	5,000	25,000	6,250
4U-B	16,000	4,000	20,000	5,000
2U-C	8,000	4,000	10,000	5,000

V. THE CITY OF THE COLONY MASTER THOROUGHFARE PLAN

The Colony is a bedroom community of the Dallas-Fort Worth area. By nature, this determines some of the traffic peaking and travel patterns of the city. While The Colony has employment centers within the city, the main employment centers are located in other areas of the metroplex and require travel to reach these destinations. Existing employment (2007) within The Colony is approximately 6,900 and by 2030 it is forecasted to increase to 13,500.

The original Master Thoroughfare Plan for the City of The Colony was adopted in 1989 and has undergone updates in the past with the last revision in 2006. Revisions to the Master Thoroughfare Plan, like any other planning document, should not deviate significantly from the original version. The Master Thoroughfare Plan for a city is developed based on the best existing information available regarding future growth and traffic patterns.

The City of The Colony is bounded by the Plano on the east, and Lewisville on the south and south-west side. The growth of these cities will have significant impact on the traffic conditions in the City of The Colony in addition to internal growth. A significant number of vehicles using a city's roadway originate and end in neighboring cities. The growth of neighboring cities can, therefore, have a significant impact on the roadway infrastructure of a city. Planned infrastructure may, therefore, fall short of projected demands due to the dynamic nature of internal growth of a city and also due to the growth of neighboring cities. Therefore, a thoroughfare plan should be reviewed at regular intervals to assess its adequacy to meet future traffic demands based on the most updated demographic and other impacting resources.

The Dallas/Fort Worth region has experienced tremendous population growth during the past decade and is one of the fastest growing metropolitan regions in the country. NCTCOG predicts that more than 100,000 people enter the region every year. Among the 16 counties in the NCTCOG region, Denton is one of the fastest growing ones. The Colony's population has grown by 50% in a span of five years between 2000 and 2005. Given this tremendous rate of growth within and in nearby cities, it is all the more relevant to continuously evaluate the adequacy of the thoroughfare plan. **Table 4** shows the population projections for The Colony and its neighboring cities through 2030. It can be seen that the population of The Colony and neighboring cities are expected to substantially increase. This projected growth can significantly affect the nature and extent of the regional roadway network, both from internal growth and that of adjoining cities.

Table 4: NCTCOG 2000-2030 Population Projections

CITY NAME	2000	2005	2010	2015	2020	2025	2030
THE COLONY	**26,519**	**39,148**	**46,131**	**50,906**	**55,916**	**59,519**	**64,216**
THE COLONY ETJ	**27**	**167**	**259**	**536**	**811**	**831**	**970**
LEWISVILLE	78,360	87,841	92,437	95,544	96,844	105,444	111,168
PLANO	222,498	245,261	255,812	256,882	256,882	257,061	257,061
FRISCO	34,028	80,969	112,725	144,788	178,558	202,949	227,911
CARROLLTON	109,364	114,164	119,250	119,435	120,868	123,676	124,086
LITTLE ELM	3,667	11,231	12,436	13,790	15,223	17,066	18,882

Source: The City of The Colony Comprehensive Plan Update

VI. NCTCOG TRAVEL DEMAND

The North Central Texas Council of Governments (NCTCOG) has developed and maintains a regional travel demand-forecasting model (TDM) which uses the traditional four-step modeling process (i.e. trip generation, trip distribution, trip assignment and modal split). This model captures the travel pattern in the Dallas-Fort Worth metroplex area as shown in **Figure 2**. The 2030 mobility model takes into consideration planned improvements expected to happen by the year 2030 across the modeled area and is continuously updated based on the latest demographic data available from all the cities included in the model. This process ensures that the model projects volumes in the network as realistically as possible. The trips are assigned to various roadways and the projected traffic data is then used for various purposes such as air quality analysis, congestion management and identifying potential capacity issues. Based on the 2030 mobility analysis, and as shown on **Figure 3**, City of The Colony is identified as an 'Area with Severe Congestion'. This implies that there is a severe shortage in the planned roadway capacity to handle the projected traffic volumes in 2030. Consideration should be given to the addition of future relief routes to reduce the projected congestion in the major corridors in the City of The Colony. This update to the city's Master Thoroughfare Plan addresses this issue and proposes solutions to mitigate the congestion.

The NCTCOG regional transportation model consists primarily of all the major thoroughfares in the DFW area. All the freeways, and most of the major and minor arterials and collectors are coded as part of this network. Since this model's primary role is that of a planning tool, local and residential streets are not represented in detail in this model.

The model was initially evaluated to understand the representation of the city's thoroughfare network compared to the existing thoroughfare plan. The model was found to adequately represent the thoroughfare network of the City of The Colony. The model was updated to reflect the proposed changes to the thoroughfare network. The updated network was then run to determine the projected traffic on all the major thoroughfares in The Colony and better understand the traffic impact of the proposed recommendations. The projected traffic volume, which was provided by the model, was compared to the capacity of the proposed thoroughfares to identify the need for additional improvements. The proposed recommendations were found to be adequate to handle the traffic demand in 2030. While sections of Main Street (FM 423) will continue to experience congestion, the proposed modifications will considerably reduce the burden on this critical corridor of the city. The proposed recommendations that were incorporated into the model are described in detail in the following chapter. As mentioned earlier, the Master Thoroughfare Plan should be periodically evaluated, especially when major land use changes are anticipated within the city and in neighboring cities that might have a significant impact on the street network of The Colony.

Figure 2: Mobility 2030 NCTCOG Model

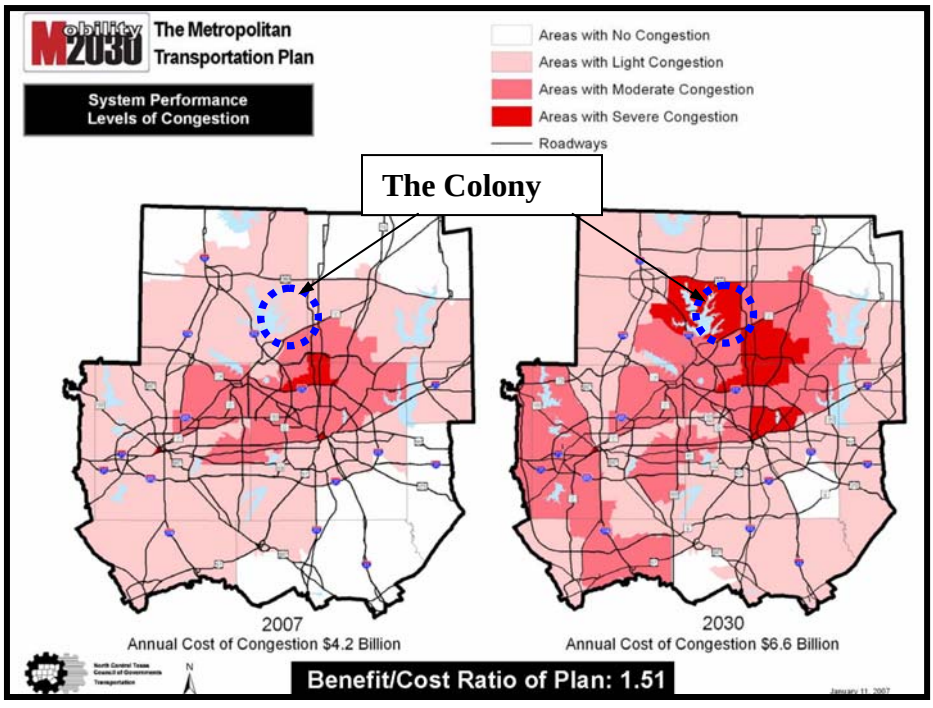


Figure 3: Mobility 2030 – Congestion Map

VII. THOROUGHFARE UPDATES

1. Wynnwood Peninsula

- *Colony Causeway*

The Colony Causeway (extension of Lebanon Road) is a proposed six-lane divided thoroughfare that would serve The Tribute, an active development under construction on the Wynnwood peninsula. It would also provide an additional north-south major arterial to supplement Main Street (FM 423). The Causeway project has been in planning stages since the development of the previous thoroughfare plan, and geometric alignment is yet to be finalized. Therefore, this project plan has been included in the updated thoroughfare plan. The ultimate alignment of the Causeway will be determined in the future based on engineering and/or economic opportunities and challenges identified at the time. Because the alignment within the "bubble" traverses public lands, the appropriate governmental entities will have a good deal of flexibility in determining the final alignment. From an operational viewpoint, virtually any alignment that will connect the end of Lebanon Road to SH 121T will accomplish the goal of alleviating congestion on FM 423 and improving mobility both in the Wynwood Peninsula and outside. Therefore, a rough "bubble" alignment would suffice for the purposes of transportation planning. The Thoroughfare Plan demonstrates the critical need for The Colony Causeway connection with the understanding that the specific alignment will be determined at a future date.

At present, Main Street (FM 423) is the major north-south corridor that serves the City of The Colony. The Average Daily Traffic (ADT) on Main Street (FM 423) near SH 121 under existing conditions is about 55,000-60,000 vehicles per day (vpd). The traffic on Main Street (FM 423) has been steadily growing over the last decade. Future projections , based on NCTCOG's planning model, indicate an ADT of 80,000 vpd on sections of Main Street (FM 423). Even after the proposed expansion of Main Street (FM 423), this volume far exceeds the capacity. The operation of this corridor is critical to maintaining high regional mobility. In the absence of an alternate route like the Colony Causeway (Lebanon Road), Main Street (FM 423) would be overloaded and motorists would experience severely congested traffic conditions. The availability of an alternate route to and from SH 121, like the Causeway, would remove a significant burden from Main Street (FM 423). This roadway would also serve local traffic that would otherwise be forced to use Main Street (FM 423). The Colony Causeway (Lebanon Road), based on its alignment and available capacity is projected to carry 17,500 vehicles per day in each direction. This will significantly improve the operations on Main Street (FM 423). This projected volume will be much higher if the proposed land use development in the Wynnwood peninsula is more aggressive and generates more trips than accounted for in the NCTCOG planning model. Both the old and new proposed alignments for the Causeway Corridor (Lebanon Road) are illustrated in **Figure 4**.

- *Boyd Road, Aberdeen and Stonefield Road*

Boyd Road, Aberdeen and Stonefield Roads are minor thoroughfares that would serve traffic in Wynnwood Peninsula.

- Portions of Boyd Road, shown in the previous Thoroughfare Plan, have been removed from the updated plan. The old and proposed alignments of Boyd Road are illustrated in **Figure 4.** The existing and the proposed thoroughfares are expected to be able to serve the demand in this area.

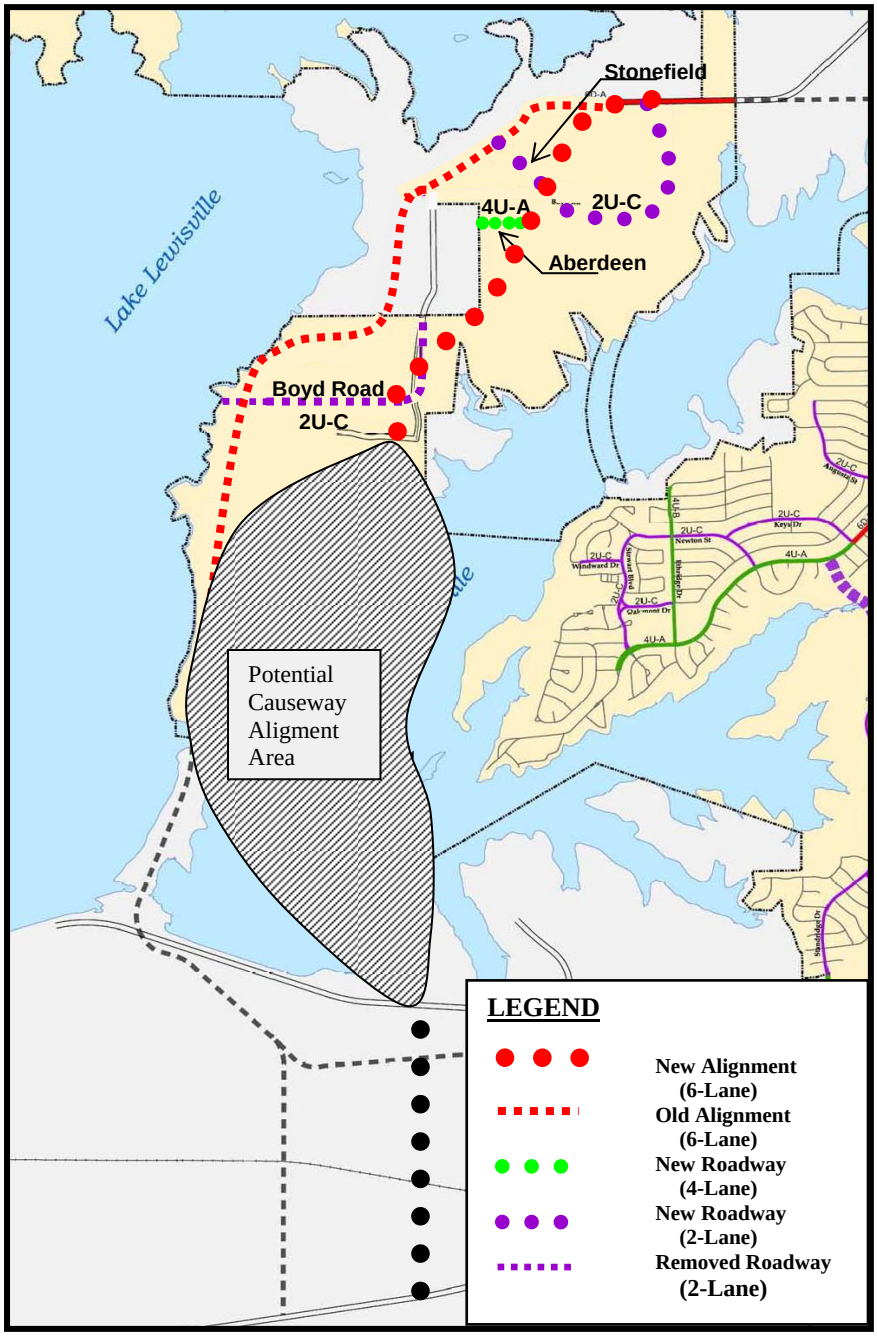


Figure 4: Wynnwood Peninsula Improvements

- Aberdeen is a proposed east-west four-lane collector that will provide connection for traffic originating from and destined to the areas west of Lebanon Road and north of old Boyd Road in the Wynnwood Peninsula. **Figure 4** illustrates the proposed alignment and location of Aberdeen.

- Stonefield Road is a proposed two-lane collector that will provide a connection route for residents living along Lake Lewisville in the north-west section of Wynnwood Penninsula. The alignment of this proposed roadway is illustrated in **Figure 4**.

2. Morning Star and South Colony Boulevard south of SH 121

   The alignment of Morning Star and South Colony Boulevard south of SH 121 in the original thoroughfare plan was compared to the existing schematics for the SH 121 corridor. These roadways would serve uses and activities between SH 121 frontage roads and Headquarters Drive and therefore to all land uses south of SH 121 between Plano Parkway and W.Spring Creek Parkway.

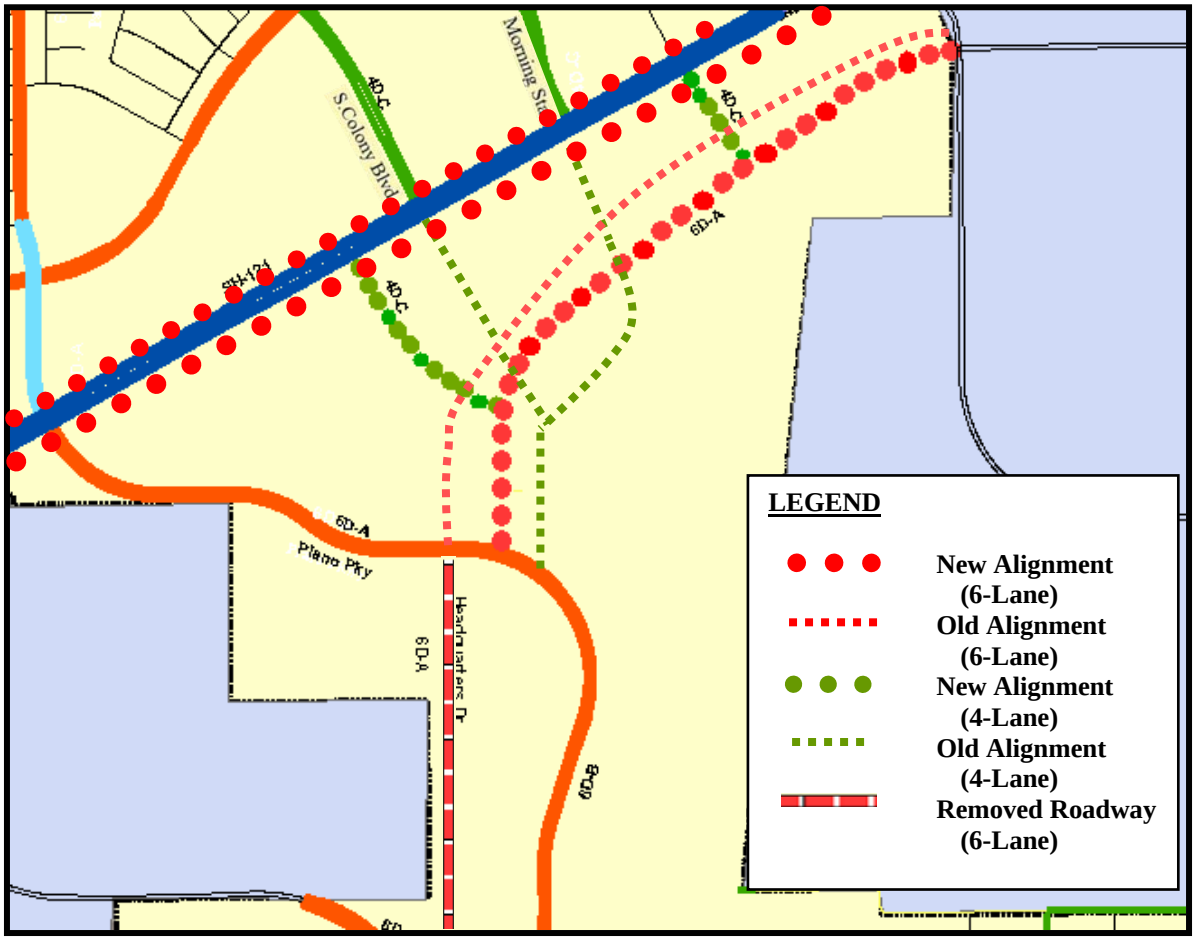


Figure 5: Headquarters Drive Realignment and SH 121 EB Frontage Road Connectors

In comparing the alignment of these streets found in the 2006 Master Thoroughfare Plan to the SH 121 schematic design, conflicts with 'point of no access locations' on the SH 121 Frontage Road were noted. 'Point of no access locations' are locations that are in close proximity to entrance and exit ramp gores on the frontage road. Therefore, the alignment of these proposed roadways were revised to allow access to and from the SH 121 on and off ramps as appropriate. The revised alignment of these roadways is shown in **Figure 5**. The revised alignment of these roadways is shown (western segment), connecting SH 121 eastbound frontage road to Headquarters Drive, is located just downstream of the proposed location of the eastbound off-ramp from SH 121. This would provide access to traffic exiting off eastbound SH 121 and also reduce the traffic that would otherwise continue farther downstream and interfere with the SH 121 eastbound entrance ramp bound traffic.

As illustrated in **Figure 5**, the proposed modification is primarily the location of these proposed roadways in the original Thoroughfare Plan. These roadways are expected to serve its original purpose of providing a good connection to SH 121 mainlanes and frontage roads on the south side.

3. SH 121 Frontage Road

   The previous thoroughfare plan showed only the proposed mainlanes for SH 121. The frontage roads have since been constructed and the mainlanes are now under construction. The frontage road alignments have been included in the updated thoroughfare plan. These roads function as arterials with three lanes in each direction. The inclusion of these in the Thoroughfare Plan is essential as the location/alignment of connector roads to the frontage road can now be better planned.

4. Headquarters Drive

   Headquarters Drive south of Plano Parkway has been removed in the updated Master Thoroughfare Plan as shown in **Figure 5**. Plano Parkway, which will be a six-lane divided thoroughfare in its ultimate configuration, has sufficient capacity to carry the traffic that will be shifted as a result of this change.

5. Carr Street and W. Lake Highlands Drive Connection and Connection to Main St.

   This proposed two-lane collector links W. Lake Highland Drive and Carr Street. It provides access between north of W. Lake Highlands Drive and south of Carr Street as shown in **Figure 6**. This connection would also provide vehicles an alternate access to Main Street (FM 423) for short trips.

Figure 6: Carr Street and W. Lake Highlands Dr. Connector

6. Trails included on Master Thoroughfare Plan

   Trails that run along city's major thoroughfares are included in the updated Thoroughfare Plan. The Trail System Master Plan was reviewed to this end. The inclusion of trails in the Master Thoroughfare Plan would ensure that the acquisition of right-of-way for future expansion of arterials would account for trails as well. The objective of showing trails on the Master Thoroughfare Plan is also to promote them as a viable alternative to motorized transport in addition to its role as a recreational facility. In the future, when the traffic demand will increase considerably, it is critical that alternative and environmental friendly modes of transportation be considered where feasible especially for short trips, trips to Transit stations etc. Trail beautification is an effort on the city's part to promote the attractiveness of trails. Even though, only the trails that run alongside major thoroughfares are included in

this updated Master Thoroughfare Plan, the Trail System Master Plan (last updated in 2004) can be used to obtain the comprehensive trail system in the City of The Colony.

7. Memorial Drive and SH 121 WB Frontage Road connector

A future four-lane divided access road is proposed that connects the SH 121 westbound frontage road to Memorial Drive just west of Main Street (FM 423). **Figure 7** illustrates this revision to the Master Thoroughfare Plan. This roadway would serve retail-related traffic north of the SH 121 westbound frontage road.

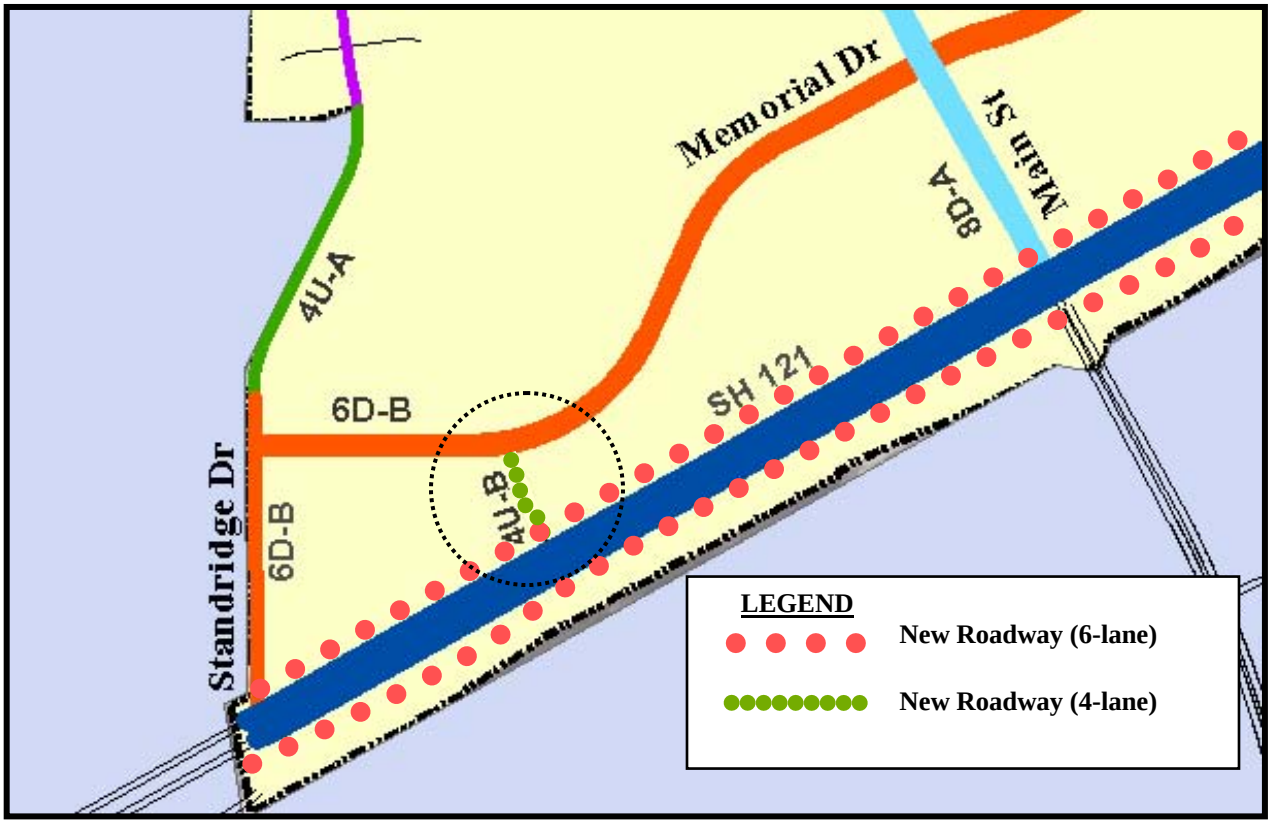


Figure 7: SH 121 Frontage Road and Memorial Drive Connector

8. Lakeshore Boulevard and North Colony Boulevard connector

A two-lane connector (with a short four-lane section at the intersection with Main Street (FM 423) is proposed in the updated Master Thoroughfare Plan to provide access between Lakeshore Boulevard and North Colony Boulevard. This proposed connection would primarily serve local traffic north of North Colony Boulevard and south of Lakeshore Boulevard. **Figure 8** shows the proposed alignment options for this roadway. Any alignment that allows local circulation behind and along Main

Street will effectively serve the needs of the local transportation network. With regard to the connection at North Colony, an alignment of Lakeshore at Pogue Circle or at Keys Drive will accomplish local transportation objectives. These two options are shown in the circled area in **Figure 8**. At such time as the first segment is constructed, the second connection to Lakeshore option may be eliminated from future consideration. There are benefits and detriments to either choice. A connection at Keys would be the most efficient (and probably more utilized). In the long run, such an alignment may be preferable to the more circuitous route utilizing Pogue.

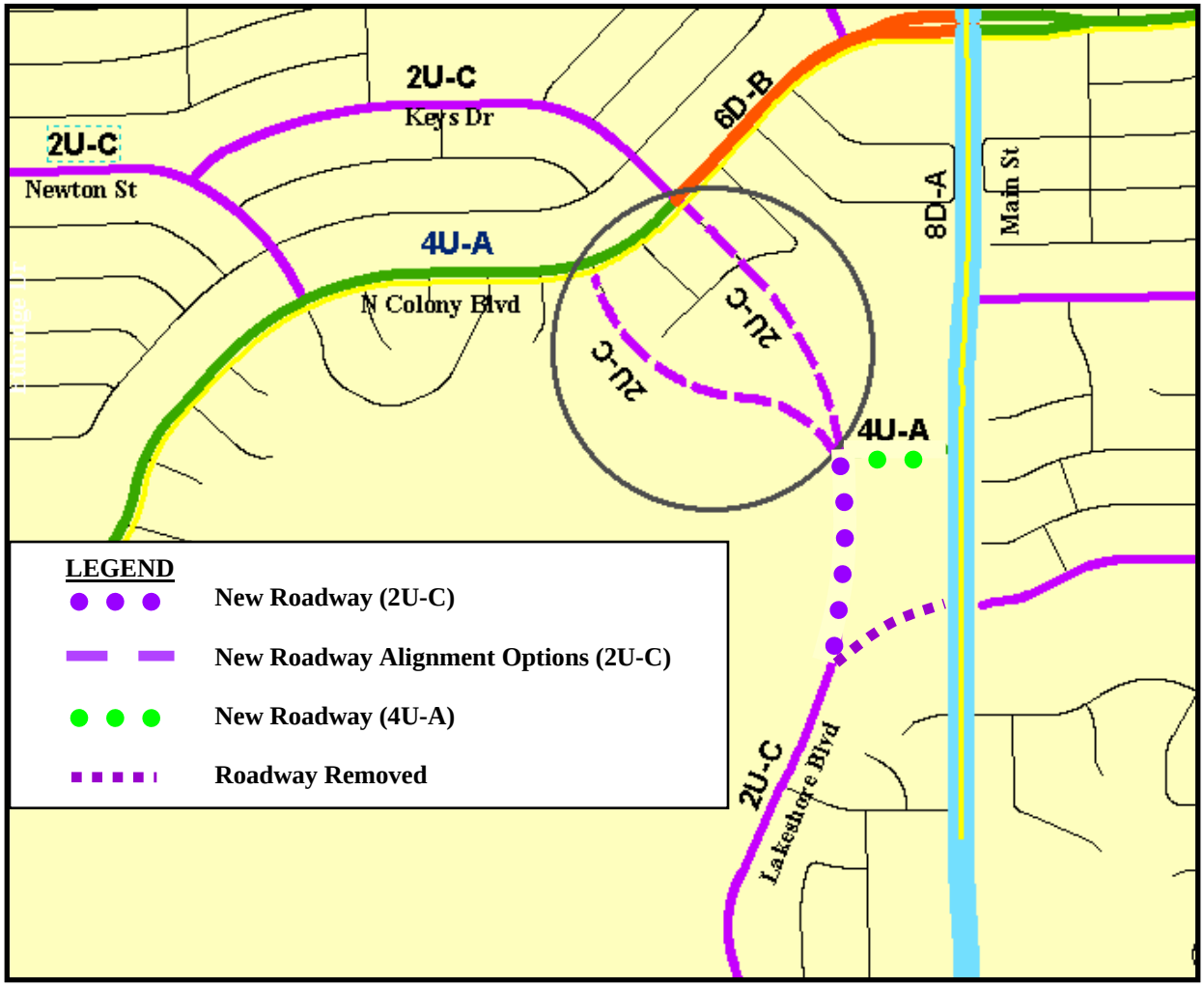


Figure 8: Lakeshore Boulevard/N.Colony Boulevard Connector

This proposed roadway would provide a good connection for traffic to or from local streets east and west of Main Street (FM 423). Example of these trips include, parents dropping their kids at school, local retail trips from local residents etc. This roadway will reduce congestion at the intersection of North Colony Blvd. at Main Street (FM 423) by attracting commuters, bound east or west of Main Street (FM 423). It will also serve local traffic bound south on Main Street (FM 423) from North Colony Blvd.

With the above modifications to the existing thoroughfare plan in place, the future roadway network of the City of The Colony can be expected to sustain the projected traffic demands of the city and maintain the mobility of the region.