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Business

As DFW toll roads expand north, development, property values and traffic ramp up

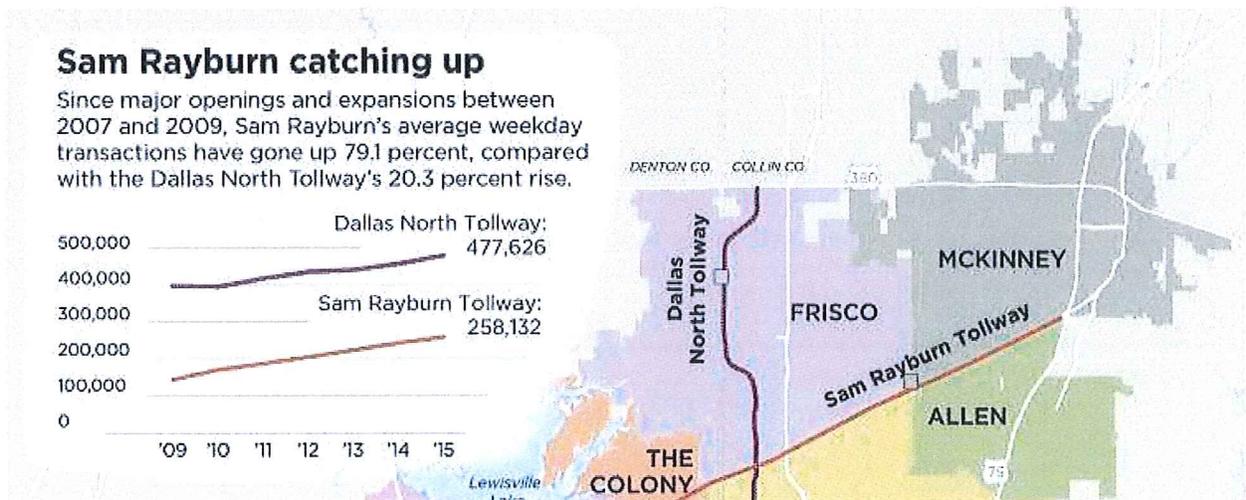
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The North Texas Tollway Authority opened major portions of both Sam Rayburn Tollway and the Dallas North Tollway between 2007 and 2009. The intersection of those two tolled highways lies at the heart of residential and commercial building booms in Collin and Denton counties.

That's been good financial news for the cities. But only Carrollton, Lewisville and Plano are members of a transit agency, and the region's transportation director has said that highways and roads likely won't be enough to handle the mobility demands as that part of the region continues to grow.

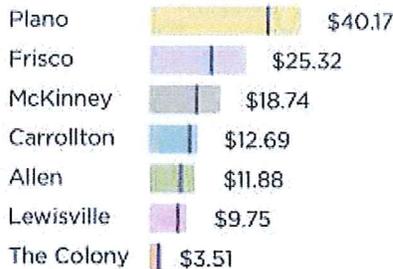




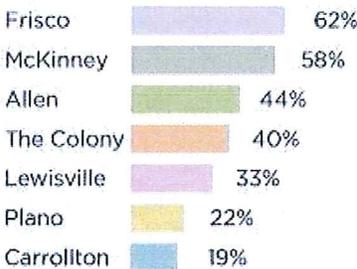
Big winners

All cities along the Dallas North Tollway and Sam Rayburn saw the market value of properties increase. As more and more people moved to the area and expanded toll roads made travel easier, residential property values in several cities exploded. After Sam Rayburn's completion, The Colony finally started luring much-needed commercial development.

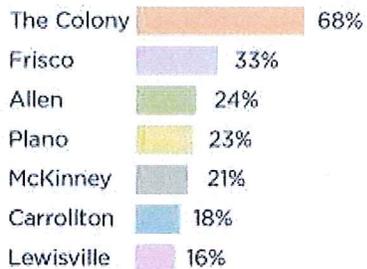
Market value of properties in 2015 (in billions) | 2009 value



Residential value growth rate 2009-15

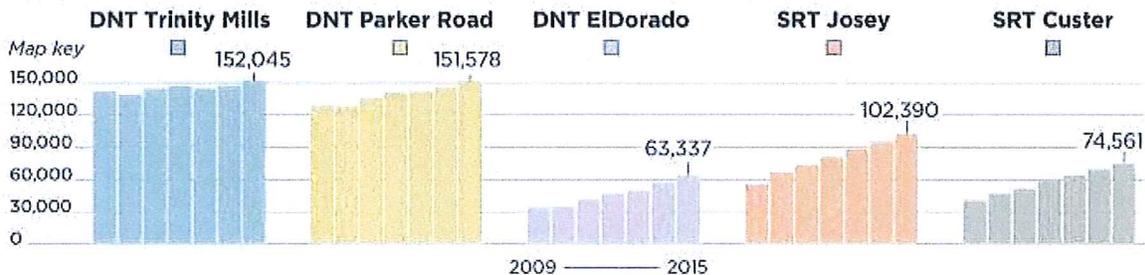


Commercial value growth rate 2009-15



Collin, Denton toll plazas lead the way

Average weekday toll transaction at the Dallas North Tollway's Trinity Mills plaza went up only 7.1 percent. But one northern Dallas North Tollway and two Sam Rayburn toll plazas saw increases of 85 percent or more.



SOURCES: North Texas Tollway Authority; Dallas, Denton and Collin county appraisal districts

The bottom line

"Over time, more and more people see [a new toll road], see a sign, take it, experience it, see the benefits, and we see the numbers grow that way. It's not just people driving on the road. It's people developing along the road, which ultimately increases the ridership."



"The development of State Highway 121 [Sam Rayburn Tollway] from a four-lane road to one of D-FW's primary thoroughfares has been a tremendous benefit for economic development in The Colony. It has enabled us to attract the kind of businesses that thrive on a regionwide



"Thanks to plans to extend Dallas North Tollway north to the Collin-Greysen county line, Prosper and cities north could one day see similar development growth. In many ways, the intersection of the two toll roads has become a new economic center of gravity."

