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Sent: Tuesday, July 15, 2014 12:09 PM

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Cc: Bill Hale; Natalie Bettger; 'John Barton'

Subject: US75 Requested Improvements North of IH635

There appears to be a lot of confusion and misinformation. I just wanted to take a minute and summarize current efforts and underscore the interrelationship between Phase 1a, Phase 1b, and Phase 2 on US75.

This is the current RTC/TxDOT plan for US75 Improvements: Permanent (Phase 2)

An Environmental Impact Statement (EIS) is underway and the elected officials have requested a transportation solution from several types of improvements, instead of a big capacity improvement that will take a lot of right-of-way. I have termed this a hybrid approach because it will include traditional capacity, operational improvements and multi-modal improvements. On US75, It will have the same or more gas tax lanes, 2 or 4 tolled express lanes (fewer lanes may be reversible), first in region "Integrated Corridor Management", aggressive incident management with staged tow trucks and enhanced green times on frontage roads (police/sheriffs will need a single consistent response protocol), parallel arterial improvements, system wide traffic signal improvements, parallel transit/rail improvements with extensions to McKinney, bicycle/pedestrian improvements with integrated land use plans from local governments (lowering vehicle trips), refinement of Intelligent Transportation Systems increasing reliability and smoothing demand, a parallel regional loop (moving more westerly maybe to the west side of the lake) and finally an aggressive travel demand program using variable work hours. This approach is intended to be a pretty nice balance or hybrid.

This is the current RTC/TxDOT plan for US75 Improvements: Interim (Phase 1)

Do "more with less" by permitting vehicles onto the interim/temporary facilities. This recommendation comes from DART, TxDOT, the RTC, local governments and the public. It would be for the HOV lane only. The remaining lanes are free. I understand that new elected officials have come along and a new discussion is necessary. A letter is being developed to outline the needed public input process. This is referred to as Phase 1a. Phase 1B implements the Phase 2 improvements from Phase 2 in the Richardson area so additional access and egress to the HOV is available. Therefore Phase 1 and 2 are interconnected and not independent actions. The construction sequence is Phase 1a, Phase 1b (Phase 2 Richardson) and Phase 2 remainder. We do not have enough revenue for transportation improvements and innovative strategies like this or something else are essential.

Both engineering Phases are underway at the same time. I plead for more communication before any side takes action without knowing the plans to date. We can make this plan better with your constructive involvement.

Michael