

RESOLUTION NO. 50-2004

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MESQUITE, TEXAS, SUPPORTING THE POLICY ADVISORY COMMITTEE'S ENDORSED, LOCALLY PREFERRED INVESTMENT STRATEGY FOR THE EAST CORRIDOR AND ENCOURAGING THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS' REGIONAL TRANSPORTATION COUNCIL, THE TEXAS DEPARTMENT OF TRANSPORTATION, THE TEXAS TRANSPORTATION COMMISSION AND DALLAS AREA RAPID TRANSIT TO SUPPORT AND INCORPORATE THE RECOMMENDATIONS INTO THE NEXT PHASES.

WHEREAS, the Transportation East Corridor that runs along IH 30, US Highway 80, Scyene Road and Military Parkway is a critical corridor and key to the economic health of corridor users and property owners as well as the North Texas region; and

WHEREAS, the East Corridor Policy Advisory Committee, with broad political and community representation, has guided the Major Investment Study (MIS) process to arrive at a community-based consensus; and

WHEREAS, a broad range of transportation alternatives has been carefully examined and a recommendation has been prepared by the East Corridor MIS Policy Advisory Committee for detailed study in the schematic design or preliminary engineering phase; and

WHEREAS, the MIS process is near completion and support from local governments and transportation agencies is needed to include the recommended project(s) in the regional transportation plan (i.e. Mobility Plan) and to move it into the schematic design or preliminary engineering phase; and

WHEREAS, the schematic design or preliminary engineering phase of the process will provide answers to the detailed environmental, design and cost questions that need to be answered before implementation can begin; and

WHEREAS, public involvement will continue to be a critical part of the process during the schematic design or preliminary engineering phase; and

WHEREAS, the City will participate in the schematic design phase, and it will have an opportunity to act on the final recommendation prior to implementation.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MESQUITE, TEXAS:

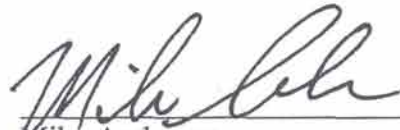
SECTION 1. That the City Council supports the Policy Advisory Committee's Endorsed Locally Preferred Investment Strategy for the East Corridor shown on the attached Exhibit "A."

SECTION 2. That the City Council encourages the North Central Texas Council of Governments' (NCTCOG) Regional Transportation Council (RTC) to incorporate the Recommendations into the Mobility Plan. The Texas Department of Transportation (TxDOT) and the Texas Transportation Commission are also urged to support the Recommendations and move the project into the Schematic Design/Environmental phase. In addition, Dallas Area Rapid Transit (DART) is encouraged to proceed with the Recommendations to the next phases (i.e. preliminary engineering, detailed feasibility study, system plan), as appropriate.

SECTION 3. That the Recommendation shall serve as a guiding document for the development of schematic designs or preliminary engineering, environmental studies, staging and funding.

SECTION 4. That notwithstanding the foregoing, nothing contained herein is intended to convey that the City of Mesquite will expend funds on projects outside its city limits.

DULY RESOLVED by the City Council of the City of Mesquite, Texas, on the 15th day of November, 2004.



Mike Anderson  
Mayor

ATTEST:

  
Judy Womack  
City Secretary

APPROVED:

  
B. J. Smith  
City Attorney



## LPIS Recommendations Major Capital Investments

Exhibit "A"

### Transit Element Recommendations

- Bus Rapid Transit (BRT)**

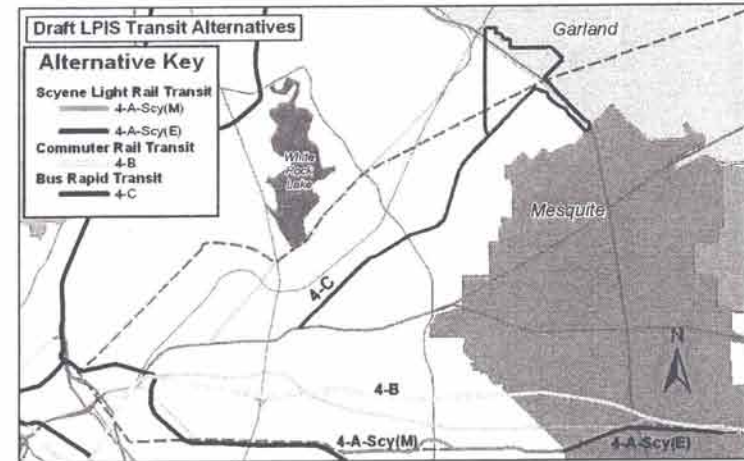
Recommend a Bus Rapid Transit (BRT) strategy along Ferguson Road and the proposed IH- 30 Managed HOV Lanes, where specific operational and physical characteristics will be identified by DART, in collaboration and with the approval of the City of Dallas, in ongoing BRT and traffic LOS analyses.

- Light Rail Transit (LRT)**

Recommend that LRT along Scyene Corridor, between Bisbee and Beltline be phased and prioritized through DART's Transit System Plan development process, which would consider cost-effectiveness and implementability of each project, along with forecasted revenues and financial constraints. Furthermore, recommend local governments preserve right-of-way along this corridor.

- Commuter Rail Transit (CRT)**

Recommend that CRT along the UPRR Corridor, since it was not warranted within these study boundaries, be evaluated further, as part of a cooperative regional transit effort between DART, NCTCOG and others, to some terminus east of Mesquite, at which point ridership, finances and cost-effectiveness warrants its development and operation.



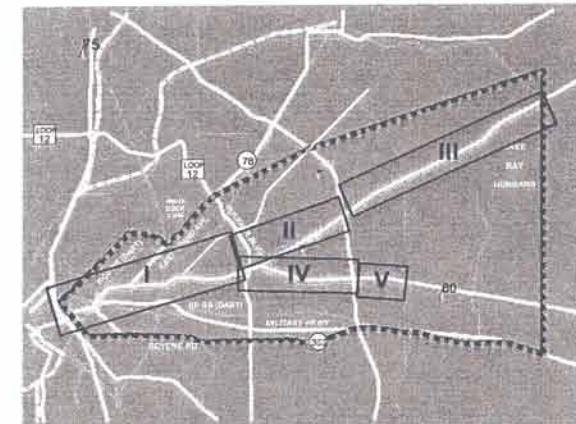
Draft Transit LPIS Elements

### Freeway Element Recommendations

- IH 30 from US 75 to IH 635** - Reconstruct to include 2-3 Reversible Managed HOV Lanes, an 1 additional Mainlane and revised access to balance regional and local mobility needs.
- US 80 between IH 30 and SH 352** - Reconstruct to include 1 reversible Managed HOV Lane (IH 635 eastern terminus) and 1 additional Mainlane.

- IH 30 between IH 635 and the Future PGBT** - Construct 1 lane reversible Managed HOV lane within the existing median.

Segment I: IH 30 from IH 45/US 75 to US 80 <b>10 Mainlanes + 3 Managed HOV Lanes</b>	
Segment II: IH 30 from US 80 to IH 635 <b>6 Mainlanes + 2 Managed HOV Lanes</b>	
Segment III: IH 30 from IH 635 to PGBT/Dalrock <b>8 Mainlanes + 1 Managed HOV Lane</b>	
Segment IV: US 80 from IH 30 to IH 635 <b>6 Mainlanes + 1 Managed HOV Lane</b>	
Segment V: US 80 from IH 635 to SH 352 <b>6 Mainlanes</b>	



Freeway Segment Key