Central Expressway/ US 75 Guiding Principles

The Central Expressway/US 75 Corridor is the City of Richardson's "Main Street"; its paramount transportation artery. The Corridor is authentically multi-modal in character and function as it comprises an extraordinary confluence of freeway travel lanes, managed lanes, high-occupancy vehicle lanes, and frontage roads complemented by DART's light rail Red Line and its four stations, the Cotton Belt commuter line connection, and the backbone of the City's regional trail system, the Central Trail. The Central Expressway/US 75 Corridor traverses the heart of the community and sustains the local economy, which in turn nourishes the quality of life enjoyed by its citizens. The image the City imparts and its perception are not only substantially shaped by one's experience on Central Expressway itself, but also by one's experience within the adjoining urban fabric that comprises the highway's broader physical context. It is therefore imperative that any reconstruction of the highway be mindful of its dual role as a component of the greater state-wide transportation network as well as an essential contributor to the long-term health and vitality of the City of Richardson. It is the City of Richardson's view that this objective may be best achieved through a context sensitive approach that acknowledges the following:

- Central Expressway/US 75 operates foremost as a commuter corridor serving locally-situated regional employment centers and proximate residential population. The accommodation of comparatively larger volumes of traffic, particularly commercial trucking, is better suited to true interstate corridors.
- Interstate status for the segment of Central Expressway/US 75 that passes
 through the City of Richardson would not be in the best interests of the City and
 is categorically opposed. However, Richardson does steadfastly maintain its
 support for designation of US 75 to Interstate status beginning in McKinney and
 continuing north into Oklahoma.
- The bi-directional, eight hour span of traffic congestion projected for the segment of Central Expressway/US 75 that passes through the City of Richardson affirms its unique character as a commuter corridor. Consequently, addressing long-term traffic projections by maintaining bi-directional congestion relief is a fundamental necessity.
- Any expansion of the Central Expressway/US 75 right-of-way within the City of Richardson must not impair long-term planning objectives to enhance neighborhood integrity and foster on-going reinvestment, redevelopment and densification of properties that flank either side of the highway.
- Increasing the traffic capacity of Central Expressway/US 75 must be
 accomplished in manner that does not require vertical expansion of the roadway.
 At-grade and below-grade design solutions are the preferred options to
 accommodate additional capacity. Vertical expansion shall be minimized to the

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greatest extent practicable and limited exclusively to discrete locations as necessary to provide access to or from the freeway and managed travel lanes.

- East/west, intra-city connectivity through the Central Expressway/US 75 Corridor must be meaningfully improved by providing for safer, more attractive and comfortable pedestrian and bicycle mobility.
- While managed lanes may afford a viable solution to generate revenue for project funding, safe and efficient ingress and egress shall be made available and maintained to benefit those individuals working, residing or visiting in the City of Richardson.
- High Occupancy Vehicle (HOV) Lanes are an essential component of the Central Expressway/ US 75 Corridor. Safe and efficient ingress and egress shall be made available and maintained to benefit those individuals working, residing or visiting in the City of Richardson.
- Any reconstruction or redesign of Central Expressway/US 75 must tangibly
 contribute to one's sense of arrival and the City's uniqueness of place by
 implementing a comprehensive urban design theme that fortifies City of
 Richardson gateway and portal features, and which should include landscaping,
 enhanced pavement, specialty lighting, signage, and architectural treatments to
 elements such as column cladding, retaining walls, bridge bents, abutments, etc.
- Access to the proximate DART Red Line light rail stations and the capacity of the Red Line itself must not be compromised in any way as a result of reconstruction or redesign of Central Expressway/US 75. Neither shall such reconstruction or redesign impede extension of the Cotton Belt commuter rail over Central Expressway /US 75 to link with the DART Red Line at the Bush Turnpike Station.