



**IMAGINE
ROTARY**

F A L L
Weekly

Reader

Volume 22, Issue 39, November 03, 2022

The Plano Rotary Club
www.PlanoRotary.com

UPCOMING PROGRAMS

- Nov 3**
Henry Gentry
"What Makes Henry's Ice Cream so Special"
- Nov 10**
Plano Rotary Club Remembers
A Walk Down Memory Lane
- Nov 17**
TBA

OCTOBER BIRTHDAYS

Daniel Boone	Nov 2
Marie Curie	Nov 7
Grace Kelly	Nov 12
Alan Shepard	Nov 18
Dale Sheldon	Nov 21



Countywide Webb

PTFL Janelle opened the festivities at 12:12, anointing **Johnny Lewis** for the Invocation (and the Greeting) and **Mike McCormack** for the Pledge. Mike prompted **Jeff McKee** to introduce his guest, **Rick**



Steen, a Healthcare Consultant to Private Equity Firms. Mike also noted the Rotary East invasion by Visiting Rotari-



ans **Lenny Schwartz** and **Rick Maucieri**.

Janelle emailed us "important dates"

11/8	5-7p	"12 Cuts Brazilian"
11/9		Wine Tasting, Sip & Savor
11/10	noon	PRC Reunion, <i>Gleneagles</i>
11/11		<i>Plano East</i> lunch for vets
12/3	6-9p	Holiday Party, <i>Party Barn</i> Bring coats for Plano cops
12/8	noon	Angel Tree shopping <i>Target</i> , Park and Tollway
12/10		Plano Holiday Parade

Sainted Editor lost Janelle's announcement for 12/29 involving s'mores and hot chocolate, but apparently we're scheduled for the 4:30-8p shift.

Nancy Humphrey had a (\$5) announcement: Early voting is started and ends on 11/4, so **VOTE**.

Janelle introduced speaker **Duncan Webb**, County Commissioner for Precinct 4, saying that it wouldn't be a political stump speech.

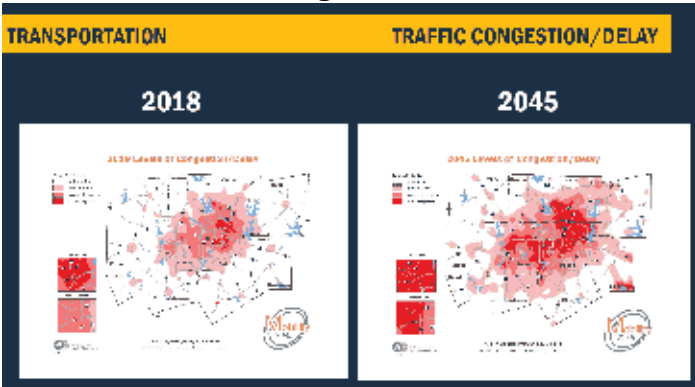


Duncan began with an architectural chat about how the county facilities were to be augmented: expanding the jail (not good news!), expanding health services (that's better), and adding Mental Health Services among other items. Then he launched into his subject, discussing the McKinney Bypass which passes by these service buildings on the north side (where the banner headline goes in the above photo). Or rather he would have, if the 2nd slide appeared, but it took IT guru **Bob Kehr** to prompt Janelle in the advancing mechanism on her computer. That accomplished, Duncan began by noting that population growth in Collin exceeds that in three neighboring counties. And it is projected to continue through 2062!

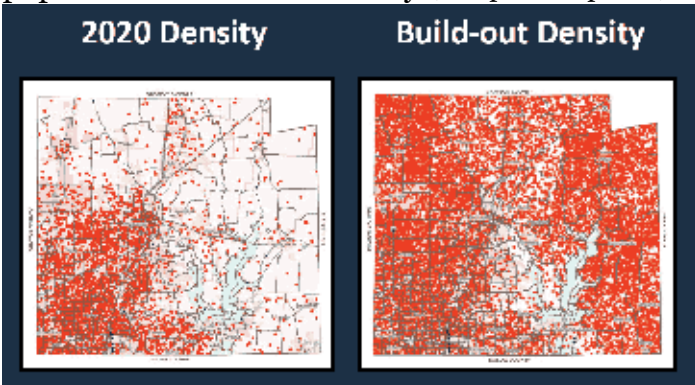


The 2020 Census gave us 1.1M residents and an annual 3.1% growth which translates into 81 net increase in residents per day! That means “10 new cars every day.” **John Caldwell** corrected his math: “20 new cars!” All of them will add to the current congestion:

some “cities coming around,” as he shows them that their own growth will stifle them. We’re just “not going to be able to handle 2.5M,” let alone the 3.5M upper estimate!

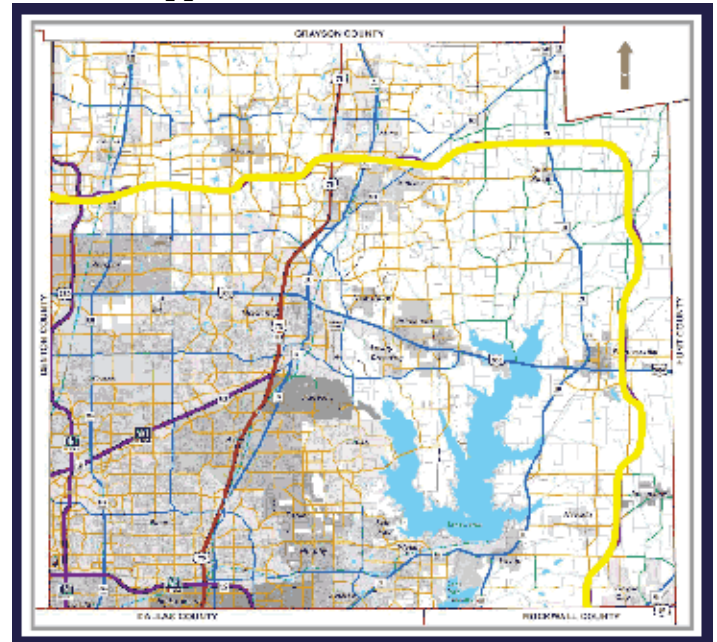


In 23 years, congestion in Collin is likely to rival that in Dallas! And that’s with all the construction currently planned in place and accessible!! Those efforts were supposed to leave the then residents mobile. And at “buildout,” our population will fill the county (except flood plains).



Most counties in the State rely upon Regional planning, but in 2014, Collin was the only one to develop its own Mobility Plan. But “*it may not cut it, guys.*”

For example, TxDOT dropped a planned upgrade of 75 because of the objections of cities through which it passed (because it ate up some commercial real estate). This year, Duncan is seeing



And renovation of 75 is insufficient; we need new freeways in the east, an “**outer loop**” extending from Rockwall to I-30, crossing 75 around Anna/Melissa. The approval of the \$600M bond package in 2017 is starting the development of 75, the outer loop, 380, and a new N-S freeway east of 75.

A cheap fix would be the removal of the HOV lane on 75, but the Federal Highway Commission has vetoed that. Duncan’s working on ‘em.

380 gets five bypass alignments including Farmersville and McKinney. Sam Rayburn loses tolls and extends to 380. McKinney is planning a passenger terminal for its Regional Airport, turning it into the 3rd major airport in DFW. Lenny said Tarrant County is likely to object, and Duncan conceded that it is growing as fast as Collin! **Janis** asked about south outer loop; development there “*is closing down options.*”

But even all that is insufficient. Smarter cars and transit must be part of the solution. The Future Mobility Study showed that 2.5-3.5M inhabitants crowded into Collin necessitates public transport. So even though many Collin cities are proud of their “no” vote on DART, they must come around. The Lavon area, now rural, will become as packed as Plano. One slightly more palatable alternative is to contract with on-demand carriers modeled after Uber. Other possibilities may cost the cities 1/2¢ of their State Tax instead of the 1¢ needed for DART. The holdouts are at least at the planning table.

And then there’s the technological fixes, making cars and their traffic more efficient. Eventually, all vehicles will be required to “talk” to one another via wifi. And the signal lights and pedestrian access will coordinate with all traffic.



For the last six months, caravans of **driverless trucks** have been transiting from Houston to Dallas, unbeknown to most. They are essentially trackless trains! Speaking of trains, they too will communicate with traffic to add to the caution around grade crossings. All of this involves insertion into mobility planning.



And it got even more science fiction. Duncan spoke of “delivery bots” currently serving in the DFW area. (Sainted Editor was stopped by one on the UTD campus just this week.) But even scarier is a Hyperloop, an underground tunnel linking the Collin Creek Mall area to the DART station on 15th. It will whisk folk at 760 mph, giving them whiplash on so short a route! Parking structures in the area will be retrofitted for air taxis! JPods will carry smart vehicles above highways in a lane above lanes. All of this can be researched at

www.connectNTXfutures.org

Rick Steen asked what will replace the gas tax when everyone drives electric. Duncan said a tax on EVs is coming.

Janelle led us in the 5-Way Test and quit at 1.



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