



City of Hutto

# Transit Development Plan

## Final Report

January 2016





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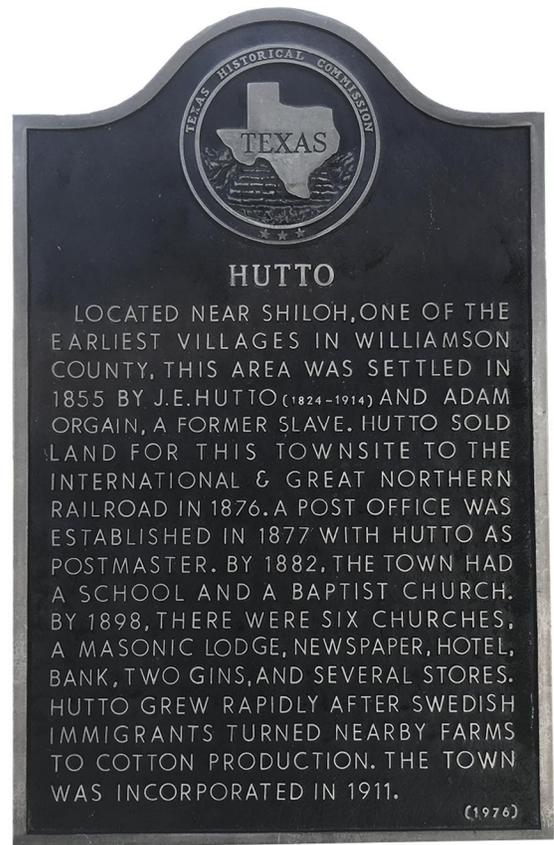
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## 1. Introduction

The City of Hutto, part of the Austin-Round Rock-San Marcos metropolitan statistical area (MSA), had a 2010 population of 14,698 residents and has a 2014 U.S. Census Bureau-estimated population of 21,170, a 44 percent increase. Hutto has undergone a major transformation over the past decade from a rural Texas farm town of 1,250 in the Year 2000 to one of Austin’s fastest growing suburbs. This growth has been spurred by affordable housing and quality public schools coupled with the opening of Highway 130 (SH 130) on the new Central Texas Turnpike System. Hutto is located 28 miles northeast of Austin on SH 130.

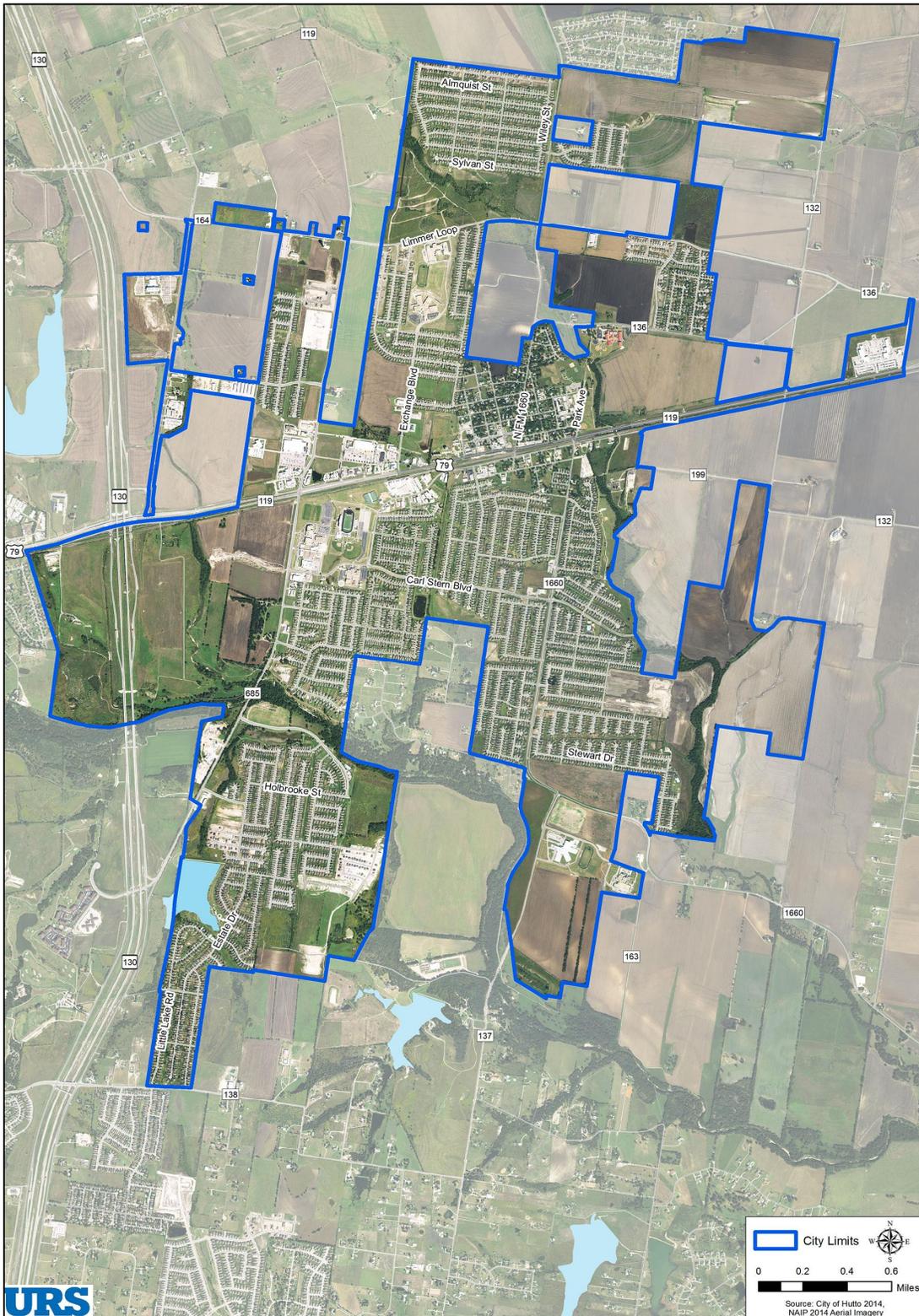
This study is being developed to serve as a local Transit Development Plan (TDP) for the City of Hutto that focuses on the implementation of transit service that will serve the needs within the city limits and connect to existing and future regional transit options to form a regional transit network that would improve mobility, reduce the region’s carbon footprint, and slow the increase of congestion on roadways. Capital Metro and the city have undertaken this study to assist Hutto in developing and realizing its public transit goals and to help advance regional mobility goals.



### 1.1 City of Hutto Overview

The City of Hutto has grown rapidly over the past decade, with much of this growth taking the form of low- to medium-density residential development. The current development pattern of the city results in the need to travel outside the city limits for many daily employment and shopping trips. The spread out, low-density nature of the city’s development and the predominance of housing in the city over employment, retail, and social service land uses present challenges to the implementation of a traditional, fixed-route bus service. In the near term, the growing population would likely be best served with enhanced commuter service to Austin and a demand-response service for trips within Hutto and the surrounding communities. As the city becomes more dense and develops a wider mix of land uses, the city’s transit system will also evolve to serve the changing needs of the City of Hutto.

Figure 1: Hutto City Limits (2014)



Source: URS, 2015.

## 2. Mission and Goals

Transit system performance must be measured based on goals and standards that reflect the operating environment and values of the community it serves. The goals and objectives recommended for the City of Hutto were created to establish a baseline. These measures are meant to be a starting point for Hutto and Capital Metro to build on and further develop in the future. In order to achieve the stated goals and objectives, Hutto will need to establish performance measures and begin tracking and monitoring service performance.



### 2.1 Goals and Objectives

The project team developed goals, objectives, and strategies with the intention of developing public transportation options that interconnect Hutto residents with both local and regional employment and other activity centers in Central Texas.

Goal 1: Provide a safe, reliable, efficient, and accessible transportation option for residents of and visitors to the City of Hutto.

Objective: Implement a transit service that is efficient and reliable by meeting or exceeding established standards of performance.

- Strategy: Identify key performance indicators specific to Hutto; establish standards for these indicators that correlate with effective service delivery.
- Strategy: Establish a schedule for service evaluation and follow-up remedial actions.

Goal 2: Address the mobility needs of the residents of Hutto.

Objective: Improve access to employment, healthcare, shopping, and recreation.

- Strategy: Evaluate possible connectivity to other modes of local transportation.
- Strategy: Evaluate the existing CARTS service to ensure it works together with proposed services to provide a seamless system when and where it is needed..

Goal 3: Develop a local system that operates effectively and continues to develop regional transit options connecting the local community to the region.

Objective: Provide access to activity centers today with an understanding of where future regional transit infrastructure is proposed to be located.

- Strategy: Submit regional transit projects to the CAMPO Transportation Improvement Plan (TIP).
- Strategy: Develop funding strategies over time for local transit system.
- Strategy: Remain committed to a regional system to provide residents with access to Austin and visitors with access to Hutto.

These goals and objectives are meant to be a starting point and will continue to be refined throughout this project, as well as in the future, to best meet the needs of the residents of the City of Hutto.

## 2.2 Service Design and Performance Standards

The City of Hutto does not have its own service standards for transit operations, as the bus route that stops in Hutto is currently provided by CARTS. CARTS operates an interurban bus system that provides daily service to Austin from several of the outlying communities including Hutto.

Performance measures must be developed to address standards within the categories of efficiency, service quality, and service design. These standards will be used to guide future service evaluation; set standards for future service changes, and to ensure compliance with the Americans with Disabilities Act (ADA), Title VI, and other local, state, and federal requirements.

The City of Hutto service standards that will be used to identify the efficiency, effectiveness, and productivity include:

- **Passengers per Revenue Hour:** The total number of passengers divided by the total number of revenue service hours provides a data point for monitoring ridership as it relates to total bus hours operated. This key productivity measurement works as an effective tool for future service planning. Improving ridership is often the goal of planning bus service, however it is just as important to plan for additional ridership with a “right sized” route or system.
- **Operating Costs per Revenue Hour:** This is calculated by dividing operating costs by the total number of revenue (in service) hours. Operating cost per revenue hour is one of the key cost effective performance measures to gauge the amount of service provided to the cost to operate that service. The standard should be tracked over time for the system and by route to identify service areas that are less cost effective compared to other routes within the bus system.
- **Operating Cost per Passenger:** The total operating costs are divided by total passengers (unlinked trips) to calculate the cost for each passenger on the service. This is designed to track the cost effectiveness for the system as it relates to ridership over time.
- **Cost Recovery prior to Subsidy (Farebox Recovery):** This is calculated by dividing the revenue from the farebox by the total operating costs. Farebox recovery shows the amount of the total revenue that is generated by passenger fares. The goal for most small to medium sized systems should ultimately be 15 to 20 percent farebox recovery.
- **Revenue to non-revenue hour:** Non-revenue hours are deadhead hours that include the time for the operator to travel between the bus yard and the scheduled starting point of the service. This also includes the hours of paid operator time before and after shifts.

Service quality standards help staff evaluate system performance pertaining to reliable and high quality service which encourages ridership. The recommended service quality performance standards include the following:

- **On-time performance:** Buses must arrive at the stop no later than five minutes from the scheduled timepoint 90 percent of the time. To be considered on-time, buses should also not depart a timepoint prior to the time in the schedule.
- **Missed trips per month:** No trips should be missed or cancelled for fixed route or demand response. It is important to schedule appropriate operator spare board and to have adequate vehicle spares to ensure reliable service.
- **Service to all ADA eligible customers within  $\frac{3}{4}$  mile of a fixed route.**

Service design standards help guide decisions for adding new service and making changes to the system. It identifies standards to design the service with a more consistent and uniform approach. The service design standards include the following:

- Bus stop design: All bus stops should be clearly marked with bus stop signs. It is preferable that the bus stop signs show the route(s) serving each stop. Route number decals can be added to signs or removed from signs during service changes. Bus stop amenities should be added to stops only when a minimum boarding threshold has been met. These thresholds can be defined after one year of fixed-route service.
- New service: Ridership and productivity measures should be defined prior to introducing new service. Service should operate for at least one-year as a pilot program to allow for ridership to develop.

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## 3. Public Involvement and Outreach

Public involvement and outreach is critical to the development of a transit plan that meets the needs and expectations of the local community. During the TDP process, the Project Team engaged members of the community in a variety of ways to gain as much input as possible from a representative cross-section of the population. Public meetings, a Spanish language outreach event, public intercept surveys, an online survey, and stakeholder interviews were used to engage the local community in the TDP process. In addition, the City of Hutto disseminated information through their website and Capital Metro provided social media support.

### 3.1 Public Meetings

Two public meetings were held for the project. The first meeting occurred on August 13, 2015 at the Williamson County Higher Education Center (WCHEC) and the second was held on October 21, 2015 at Hutto City Hall. Both meetings were advertised in the *Hutto News* and through the City of Hutto's website, Bike Hutto, and the City's and Capital Metro's social media. Public meetings were offered as an opportunity to share information with the public and to receive feedback from attendees about their perspectives on transit in Hutto and about the proposed transit recommendations developed by the Project Team.

#### 3.1.1 Public Meeting #1

The first public meeting for the Hutto TDP was held on August 13, 2015, at the East Williamson County Higher Education Center (EWCHEC). The open-house format of this early evening meeting allowed the public to come and go at will between 6:00 and 8:00 p.m. Five people attended the open house and Project Team members were available to explain the TDP and answer questions as the meeting participants reviewed project exhibits, including maps of the Hutto area. Participants also had an opportunity to indicate preferred transit route locations and to complete a project survey. Two representatives from Capital Metro were also in attendance to discuss the project and its relationship to the regional expansion efforts of Capital Metro.

Feedback during the first meeting included identification of locations that meeting attendees felt should be served by transit. These locations included:

- Tech Ridge Transit Center
- Downtown Austin
- Dell in Round Rock
- Arboretum
- University of Texas
- Bus to train and Park & Ride
- HEB and Walmart in Round Rock
- Stone Hill Town Center in Pflugerville
- Amtrak in Taylor
- ARSIL Independent Living Center in Round Rock
- IKEA and the outlet mall
- EWCHEC
- State complex near 45<sup>th</sup> Street and Lamar

Attendees also identified the top priorities for transit in Hutto by placing dots on a board under one of their top three transit priorities. The top priorities identified at the public meeting were:

- Access to retail
- Access to entertainment and recreation
- Access to employment
- Regional transit services
- Social services
- Austin employment centers

Two people at the first public meeting took the intercept survey that was developed for the project. Both individuals indicated that they would use public transit at least once a month to go to work and possibly for entertainment destinations if transit were available. They both are currently traveling by car exclusively and both would like a Park & Ride and/or express bus service to Austin where they both work. The respondents identified the convenience to, or availability of, transit where they live and where they need to go as a reason that would make them more likely to use transit.

### 3.1.2 Spanish Public Outreach Event

The City of Hutto organized a Spanish language outreach event at City Hall on August 29, 2015. This informal meeting, held at 11:00 a.m. on a Saturday, was conducted in Spanish and English. Five people were in attendance, and were able to ask questions of the Project Team as well as offer their ideas. This group indicated an interest in using public transit if it were available, both within the Hutto area and to Austin for a variety of reasons including commuting to work, and traveling to entertainment events, social service, shopping/errands, and medical appointments.

In addition to the feedback received verbally during the meeting, four surveys were submitted at the end of the event. Respondents indicated that they would be interested in using public transit at least one - three times per month to commute to work; at least one – two times a month for entertainment; at least one – two times per month for shopping and errands; at least one – two times per month to travel to social services; and at least one – two times per month to attend medical appointments. Most respondents are currently using a car to travel to various destinations, supplemented by occasional use of a bicycle or walking. They also indicated that they would be more likely to use public transit if it were convenient, provided a feeling of security, took less time and reduced transportation costs, as well as if it allowed them to avoid traffic. Destinations identified for public transit included downtown Austin, transit terminals, Round Rock (outlets and hospital), shopping, Austin Regional Clinic, colleges, and recreational areas.

### 3.1.3 Public Meeting #2

The second public meeting was held from 6:00 – 8:00 p.m. on October 21, 2015, at Hutto City Hall. Four people attended the meeting, which included both an open-house and a formal presentation. During the open house portion of the meeting, participants had an opportunity to review exhibits of project information (including project background, public input findings, and TDP overview). This information was supplemented with additional details during the meeting presentation, which also included the Project Team's findings and recommendations for transit in Hutto.

Attendees viewed the proposed Phase 1 and 2 route recommendations. Overall the attendees provided positive feedback about the service plan. There was interest in the Austin Express route to downtown Austin and the ability to travel to Round Rock and Hutto as part as Phase 2. One attendee suggested that

service be extended in the future to Farley Middle School and Ray Elementary School in south Hutto since there are limited options for students who live too close for school bus service. Another attendee asked about the cost of a fare and liked the concept of riding the bus to Austin to save on tolls and parking. A question was asked about the timeline for the project and how it will fit in with the future Lone Star rail project.

The public meeting PowerPoint presentation is displayed in Appendix A.

## 3.2 Public Intercept Surveys

The Project Team developed an intercept survey to solicit public input regarding transit in Hutto. Survey questions included demographics, home and work zip codes, current transportation habits, and hypothetical future transit use. These intercept surveys allowed the Project Team to get out into the community to engage the public at events unrelated to the project or transit in general and solicit feedback from individuals who may not attend a TDP public meeting or be aware of the TDP project. Intercept surveys were administered at the Co-op Market Days on July 30, 2015, and at the Gin Building Grand Opening on August 29, 2015. Project Team members administered the survey by intercepting people at the two locations and asking them to answer a few questions regarding public transit in Hutto. Those who agreed to participate answered the questions verbally or filled out the survey on their own and handed it back to one of the team members. The survey instrument is included in this report as Appendix B.

### 3.2.1 Co-op Market Days Intercept Survey

Capital Metro hosted a booth at Hutto Co-op Market Nights from 5:00 to 7:00 p.m. on July 30, 2015. The booth included materials from Capital Metro about Project Connect and Capital Metro services. Eight people signed in and 15 individuals completed survey forms.

The individuals who completed surveys represented a mix of individuals ranging in age from their twenties to early sixties. Most of these respondents rely on their personal cars for transportation with only a handful noting that they use public transit (CARTS or the Capital Metro Express Bus), ride a bicycle, or walk to their destinations.

About 75% of those who completed surveys indicated that they would use public transit at least once or twice a month to go to work or to go shopping and 86% said that they would use public transit at least once a month to reach an entertainment/recreation destination. When asked, "What would make you more likely to begin using public transportation?" the most common response was that they would use it, if it were convenient to where they live and to their destination. The second most common response was that they would use transit, if it took less time to get to their destination or if it reduced overall transportation costs.

Survey respondents were also asked about desired connections for public transportation and their responses were varied. The most common request was for transportation from Hutto to Austin (Tech Ridge, downtown, or The University of Texas). Transportation to Round Rock was the second most common request. A third of the respondents indicated a desire for transportation within Hutto (Williamson County Higher Education Center and Carmel Creek Senior Housing).

### 3.2.2 Gin Building Grand Opening Intercept Survey

Capital Metro set up a booth at the Gin at the Hutto Co-op grand opening, which was held from 6:00 to 10:00 p.m. on August 29, 2015. The Project Team shared information about the TDP with event attendees and asked them to fill out a survey for the project. Nine surveys were filled out at the event.

The individuals who completed surveys were of all ages and various ethnicities and races. They generally rely on their cars for transportation with two individuals who also indicated that they use CARTS once or twice a month.

About 66 percent of those surveyed indicated that they would use public transit to reach an entertainment or recreation destination and 56 percent indicated that they would use public transit to commute to work at least once or twice a month, mainly if it were convenient. Survey respondents were also asked about desired connections for public transportation and their responses were varied. More people indicated a preference for traveling within Hutto and to go to Round Rock on public transit than to go to Austin.

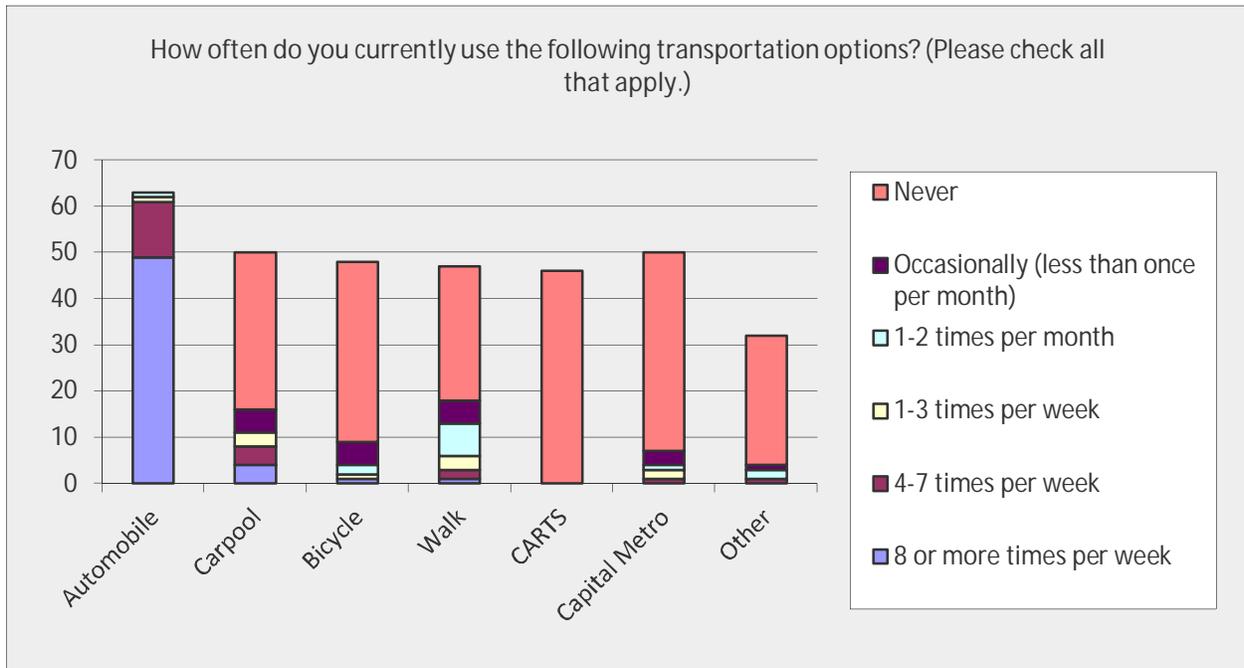
### 3.3 Online Survey

The Project Team developed an online survey and uploaded the survey to the Hutto TDP website ([www.huttotransitplan.org](http://www.huttotransitplan.org)) on August 4, 2015. The survey included questions pertaining to transit priorities, transit preferences, and existing transportation behaviors. Results from the survey will be used by the city to help guide transit development decisions during this project and any future planning projects related to the development or expansion of public transportation in the City of Hutto.

A total of 63 online survey responses were received during the development of the plan. The majority of respondents do not currently use other modes of transportation besides the automobile; however, 33 percent of respondents use another transportation mode at least once per month. Other modes include carpool, walk, bike, CARTS, Capital Metro bus and rail, Capital Metro ride share, and Uber.

Figure 2 illustrates the responses provided for Question 6 of the online survey, which asked respondents to share their current transportation habits. Nearly 50 people responded that they use an automobile eight or more times per week. The most frequently-utilized alternative to the personal vehicle was walking. Transit is not currently used very often by respondents in the online survey, because there are not many transit options currently available in Hutto.

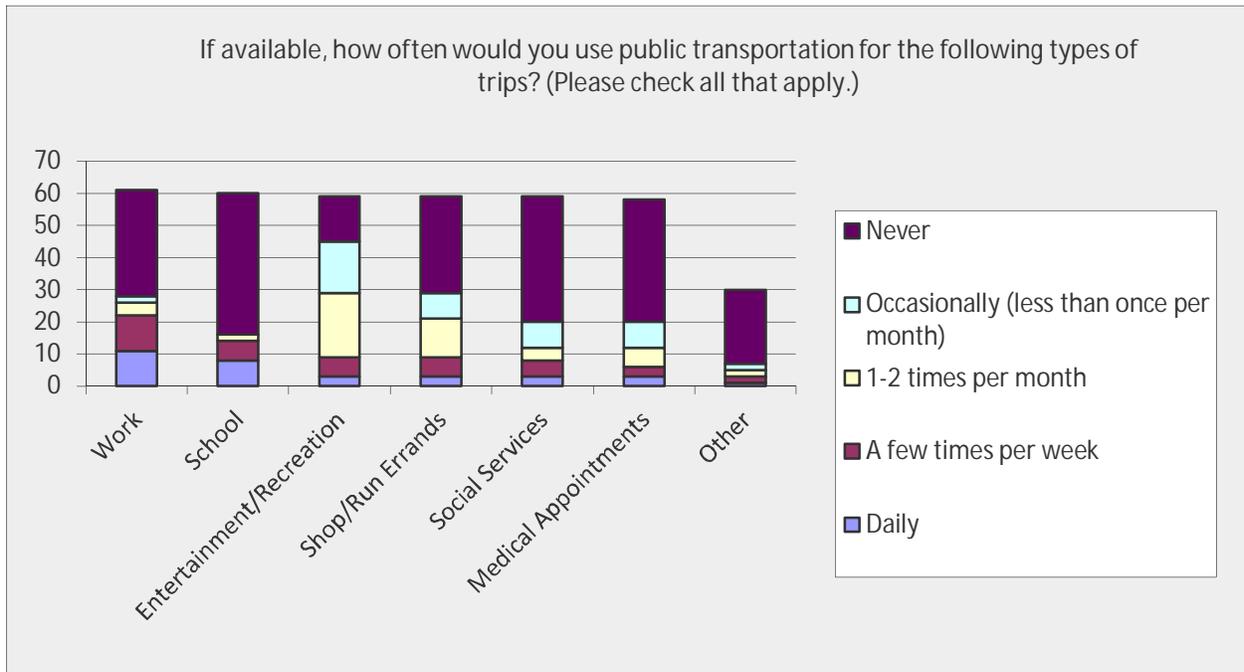
Figure 2: Existing Transportation Habits in Hutto



Source: Survey Monkey, URS, 2015.

Figure 3 illustrates online survey responses for Question 8, which asked respondents for what types of trips they would like to use transit and how often might they use transit for those types of trips. Forty-two percent of respondents ranked regional connections to Austin in the top two transit priorities for Hutto. Approximately 38 percent of respondents ranked regional connections to Round Rock in the top two transit priorities for Hutto. Work and school are the primary destinations respondents anticipate using transit to reach on a daily basis, at 16 percent and 10 percent of respondents, respectively. Thirty-five percent of respondents envision using Hutto’s transit service for entertainment/recreation trips once or twice a month.

Figure 3: Anticipated Future Transit Trips in Hutto



Source: Survey Monkey, URS, 2015.

### 3.4 Stakeholder Interviews

This section provides a summary of discussions with local organizations, business groups, and regional transportation agencies. Stakeholders were identified by City of Hutto Planning staff, Capital Metro staff, and consultant staff. The primary purpose of the stakeholder interviews was to identify community transit needs, preferences, and potential markets. Notes from the stakeholder interviews are provided in Appendix C of this report.

Seven organizations were interviewed between August and October 2015, as identified below.

- Tiffany Anders, Owner and Chef – Baked ‘n Sconed
- Dennis Bigbee, Director of Transportation – Hutto Independent School District (HISD)
- Pastor Marcus Bigott and Lynda Herrin, Representatives – Hutto Food Pantry
- Kori Cox, Resident– Hutto University and Local Business Owner
- John Darby, President and Chief Executive Officer – Hutto Chamber of Commerce
- Lyle Nelson, Chief of Staff – Capital Area Rural Transportation System (CARTS)
- Dr. Robbin Ray, Director – East Williamson County Higher Education Center
- Jessica Romigh, Director – Bike Hutto

Interviews were conducted both in person and over the telephone using an informal, conversational format that was guided by a few key questions, including:

- What role should public transit play in Hutto and the region?
- Who are the people that most need to be served by transit and what destinations should be targeted?

Their responses to the interview questions are summarized below.

What role should public transit play in Hutto and the region?

Stakeholders stated that public transit in Hutto could benefit the members of the community with limited means of transportation including residents without a car and one-car households. Transit would play a key role in providing transportation options and access to services in Hutto, HEB and Walmart in Taylor and Round Rock, shopping at Stone Hill Town Center in Pflugerville, medical facilities, and employment and education in Austin and throughout the region. The stakeholders expressed a need to connect Hutto residents to specific locations in Austin including downtown, the University of Texas, Tech Ridge Transit Center to connect to other Capital Metro routes, and a MetroRail Station. They said that commuting to Austin can be expensive with tolls, gas, and parking costs. Stakeholders suggested that a park & ride facility is needed at Highway 79 and State Highway 130.

Mobility within Hutto was also recommended by stakeholders. There is a need to provide transportation options for trips to City Hall, to and from schools, to the Hutto Food Pantry on Saturday mornings, to the East Williamson County Higher Education Center and to current and future employment centers. Some stakeholders stated that not only do people need to travel from Hutto to other areas, but transit should provide access for people traveling to Hutto for shopping, tourism and jobs.

Stakeholders expressed a need for transit to connect the north and south sides of the city. They said that it is currently difficult to travel across the railroad tracks and Highway 79 and there are limited access points for bicycles and pedestrians. Stakeholders stated that a multi-modal approach will be a critical component to the transit plan. The bus service should provide connections to bicycle and pedestrian facilities including sidewalks, trails and potential future bike share locations. The Highway 79, FM 1660, FM 685 and Carl Stern Boulevard corridors were identified as the primary transportation corridors. Overall stakeholders believed that the two primary markets for transit were commuting and life line service for lower income residents to jobs and services. Transit is seen by some stakeholders as way to attract new residents, college students and employers to Hutto.

Who are the people that most need to be served by transit and what destinations should be targeted?

According to the stakeholders, the people that most need to be served by transit include:

- seniors/elderly,
- disabled residents,
- zero to one vehicle households,
- low to moderate income,
- bicyclists,
- students,
- regional job commuters, and
- tourists.

Destinations that should be targeted by transit include:

- HEBs and Walmarts in Round Rock and Taylor,
- downtown Austin from a park & ride facility in Hutto,
- social service organizations in Round Rock,
- Hutto City Hall,
- Stone Hill Town Center in Pflugerville,

- schools and East Williamson County Higher Education Center,
- Hutto Food Pantry,
- Medical facilities in Round Rock, and
- Downtown Hutto.

Additional comments include:

- Hutto Park & Ride should be located on the southside of Highway 79 to provide better access to the high school, trails (Brushy Creek), and the new senior housing.
- The Park & Ride should include a bike share location and safe access across Highway 79 and the railroad tracks.
- The city is divided by the railroad track and transit could be a catalyst to connect the two sides.
- Transit should be provided to lower income residents in the city and the extraterritorial jurisdiction.
- Transit could provide better access to area schools and provide a service for extracurricular activities.
- Transit could provide an important link between the East Williamson County campuses in Taylor and Hutto.
- Hutto is primarily an auto-oriented city. Transit may not be well utilized except as a commuter service.

## 4. Existing Conditions

### 4.1 City Overview

The City of Hutto is located in Williamson County, northeast of Austin. The tolled roadway, SH 130, runs along the western edge of the city and has increased transportation access and egress for the city. This new level of mobility has resulted in skyrocketing population growth over the last 15 years in Hutto. Residential development, primarily in the form of single-family neighborhoods, continues to be in high demand in Hutto; to complement this development, the city is also working to increase the influx of services, retail, and entertainment development.

### 4.2 Demographic Profile

#### 4.2.1 Population Density

Total population in the 2000 decennial census in Hutto was 1,250. In 2010 that number grew to approximately 14,700, and this trend is expected to continue as the implementation of SH 130 has made Hutto one of the fastest growing suburbs in the Austin region. Newer development south of US 79, which bisects the community, is the most densely populated area of the city.

Existing data does not fully capture the growth that has occurred over the past few years, and thus is not able to fully depict the population, which was estimated at over 21,000 in 2014. Figure 4 illustrates the 2013 population density of Hutto.

#### 4.2.2 Employment Density

Employment numbers are small in Hutto, as much of the growth has taken the form of housing. This also means that many services are not available to residents within city limits. Employment is concentrated in areas near old town and the area north of US 79 just west of SH 130 around the Home Depot and Lowe's. The major employers in Hutto are shown in Table 1, and employment density is illustrated on Figure 5.



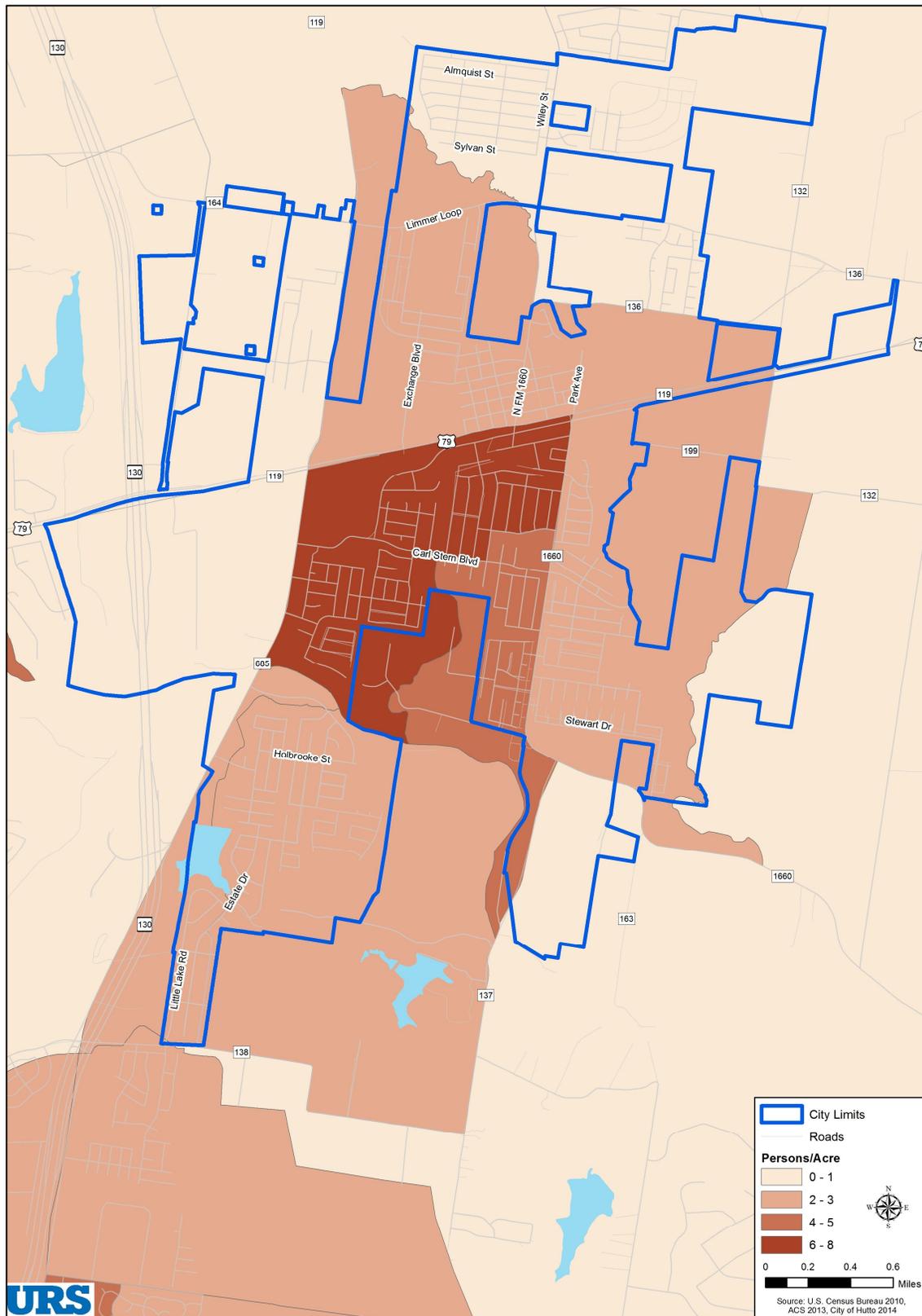
The employment density shown in Figure 5 does not necessarily depict the current conditions of employment density in the area. The most recent available data for employment density comes from the American Community Survey (ACS) 2013 Five-Year Estimate. A sample of data is collected each of the five years and then aggregated to develop an estimate at the end of the five years. The 2013 estimate consists of data from 2009 to 2013. As Hutto is changing very rapidly, it is difficult for the best available data to keep pace with the rate of development experienced in Hutto.

Table 1: Major Employers in Hutto

Employer	Industry Type	Employees
Hutto ISD	Education	813
Home Depot	Retail	150
Lowe's	Retail	125
YMCA	Recreation, Community Service	124
Covert Ford	Auto Sales	95
F.L. Crane & Sons	Construction	89
City of Hutto	Government	85
Texas Fixtures	Manufacturing	68
A.R. Machining	Manufacturing	65
Chili's	Restaurant	60

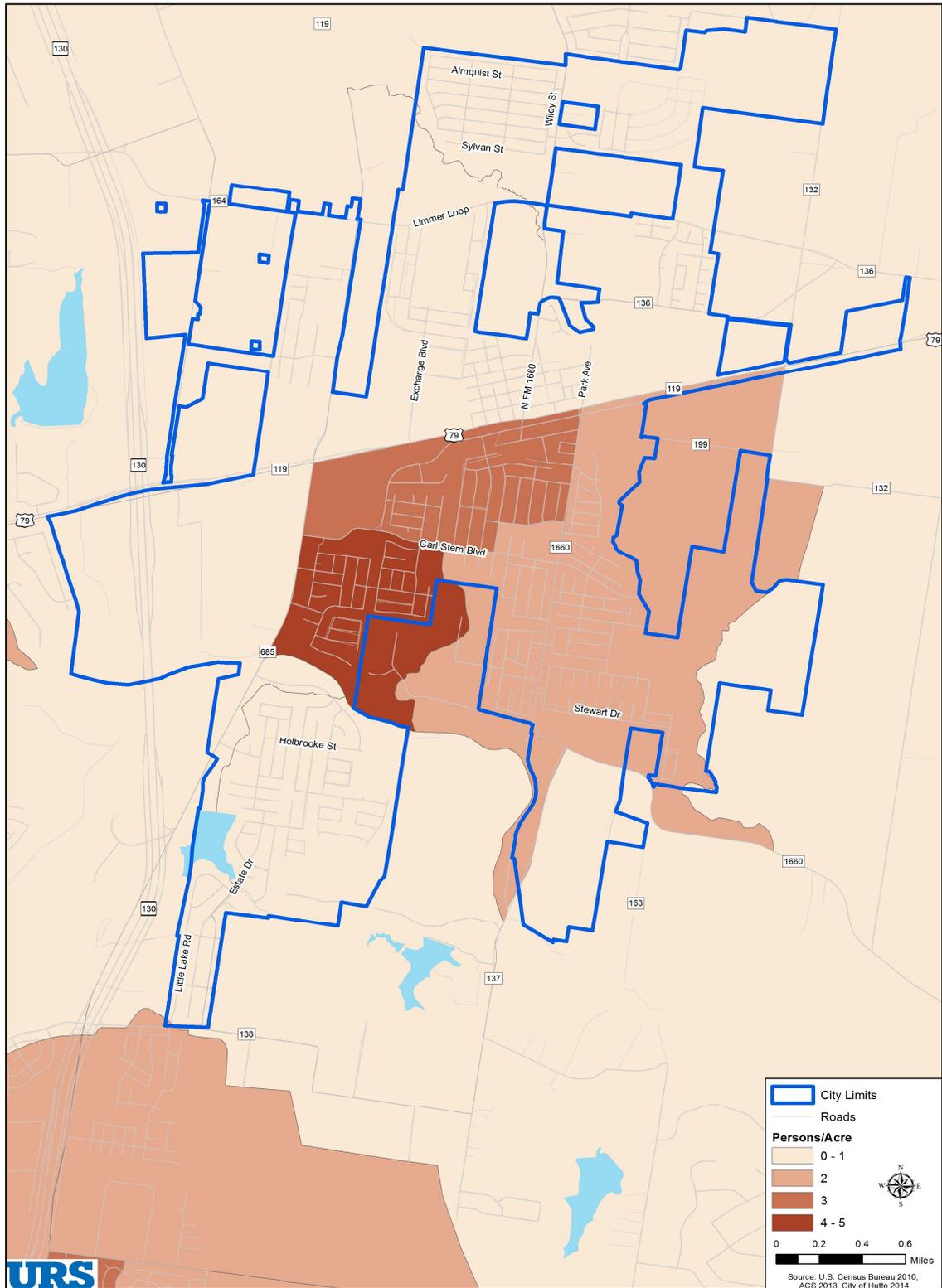
Source: Hutto Economic Development Corporation, 2015.

Figure 4: Population Density (2013)



Source: URS, 2015.

Figure 5: Employment Density (2013)



URS, 2015.

Source:

#### 4.2.3 Population Over 65 Years of Age

The higher percentages of residents aged 65 or older (above 10 percent) occurs on the southeast side of the city, including areas within the city's extra-territorial jurisdiction (ETJ). The residential areas in much of the northern portion of the city have a senior population of between seven and ten percent. The senior population south of US 79 is fairly evenly divided between zero to three and four to six percent. Figure 6 illustrates the distribution of the senior population in the city. There is a 61-unit (48 single-bedroom and 13 two-bedroom) senior living community being developed in an area that has a zero to three percent of the population over 65.

#### 4.2.4 Population Under 18 Years of Age

With the exception of the old town which has very few, a significant portion of the city north of US 79 has a high percentage (36 to 40 percent) of the population that is 18 years of age or under. This also continues outside of the existing city limits of Hutto into the ETJ. As shown in Figure 7, south of US 79, Hutto generally has between 26 and 35 percent aged 18 or under of the total population.

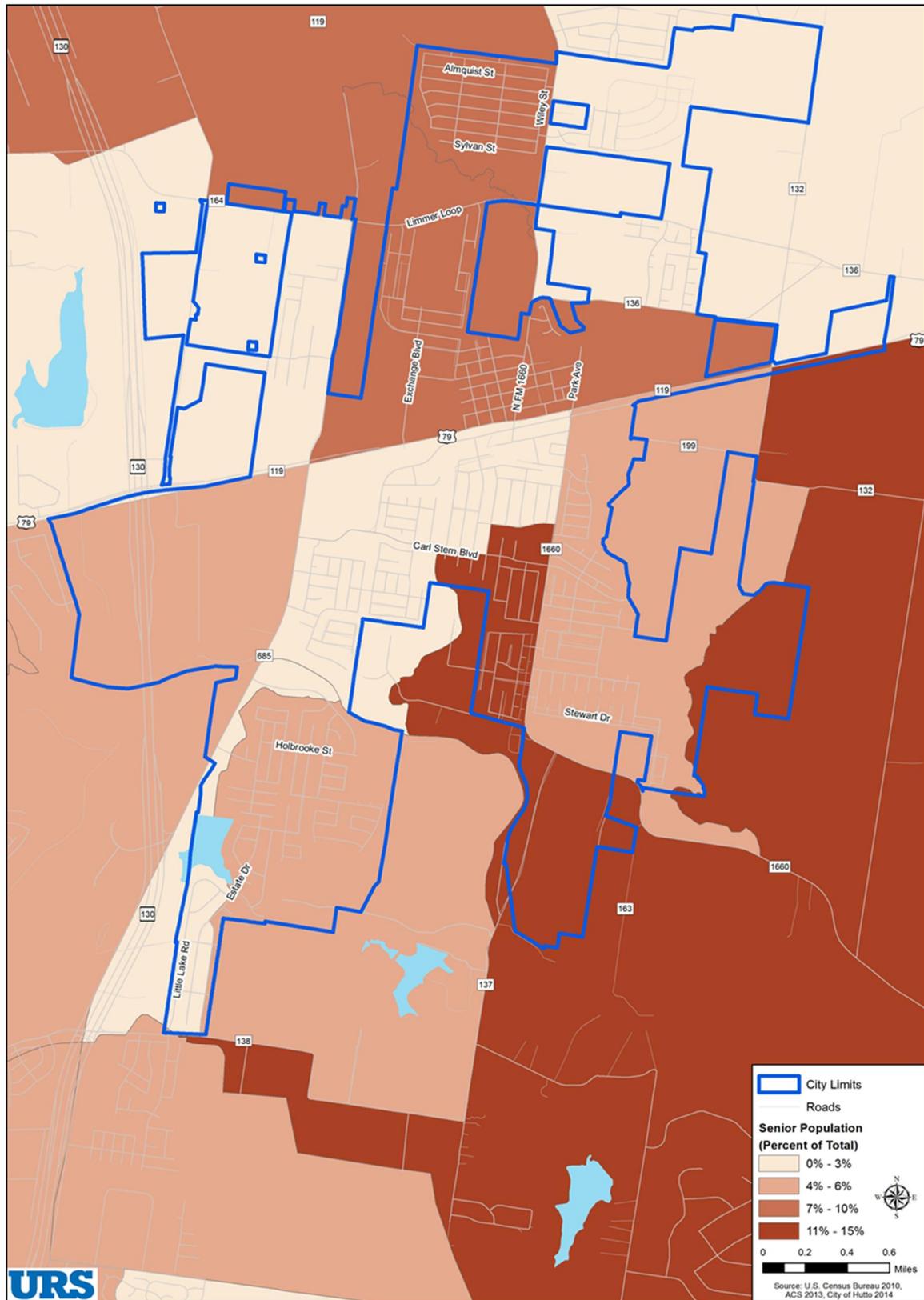
#### 4.2.5 Zero-Car Households

As shown in Figure 8, most of Hutto is shown to have very few zero-car households. The one area where this number increases to three percent is the area north of US 79 and west of County Road 119. Similarly, the area on the west side of the city south of US 79 has two percent of total households that do not have access to a vehicle.

#### 4.2.6 Median Household Income

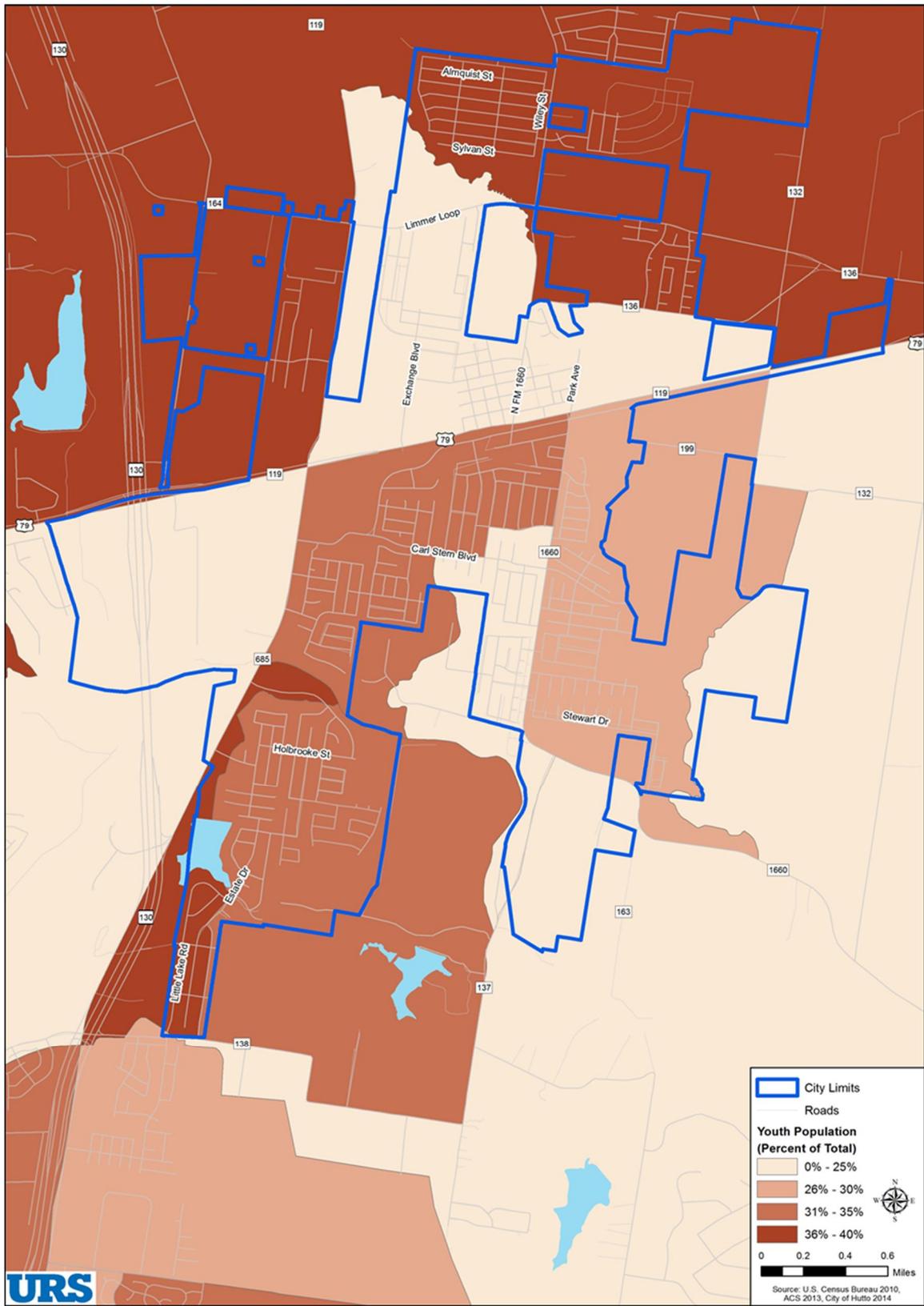
Most of the community north of US 79 has a median household income of between \$80,000 and \$110,000. Much of the central area of the city south of US 79 has a median household income of \$50,000 to \$80,000. South and west of the core of the city, there are a couple of pockets of median household income between \$80,000 and \$110,000. Finally, there are a few small areas within the city limits with a median household income of over \$110,000. Figure 9 displays the median household income levels in Hutto.

Figure 6: Percent of Population Age 65 and Older (2013)



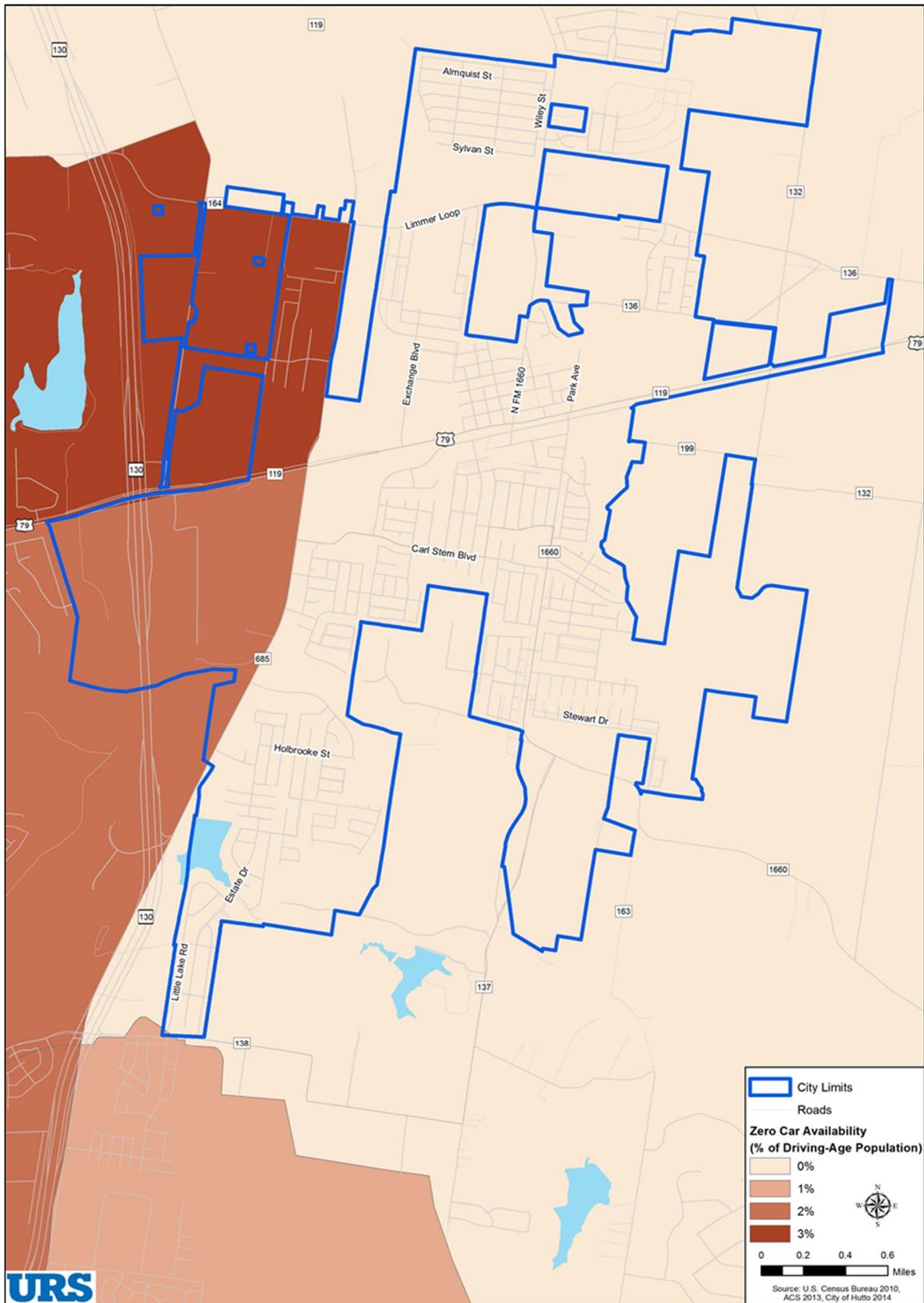
Source: U.S. Census Bureau, ACS, 2013. City of Hutto, 2015.

Figure 7: Percent of Population Under Age 18 (2013)



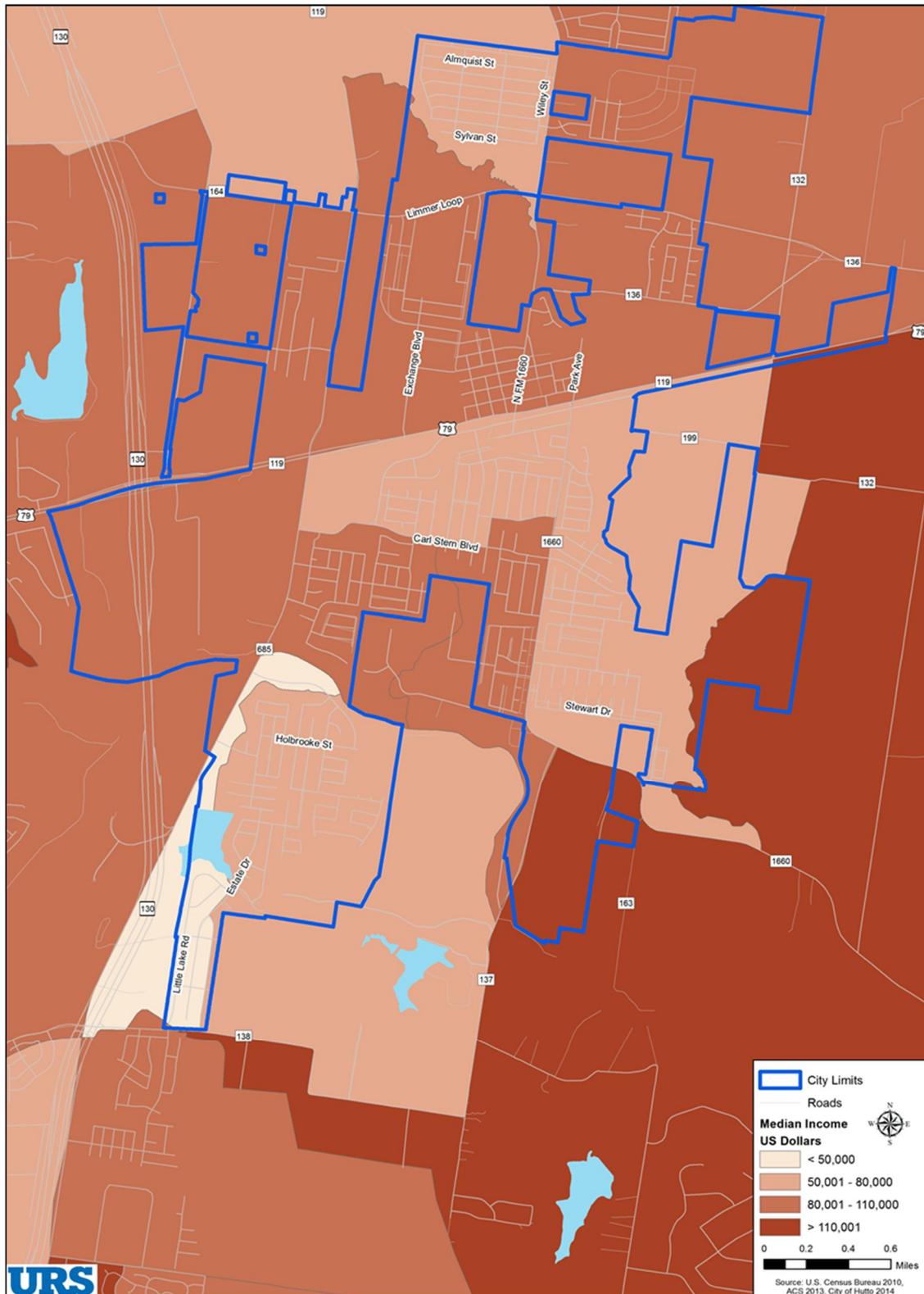
Source: U.S. Census Bureau, ACS, 2013. City of Hutto, 2015.

Figure 8: Percent of Driving -Age Population with Zero Car Availability (2013)



Source: U.S. Census Bureau, ACS, 2013. City of Hutto, 2015.

Figure 9: Median Income (2013)



Source: U.S. Census Bureau, ACS, 2013. City of Hutto, 2015.

### 4.2.7 Community Facilities

This section provides an inventory of community facilities and other types of activity centers in Hutto and Williamson County that may be important locations for transit to serve.

#### *Within City Limits*

**Hutto Public Library** – The Hutto Public library provides educational, informational, and recreational services for its patrons in and around the community. The library is open from noon to 8:00 p.m. on Tuesdays and Thursdays, noon to 6:00 p.m. on Mondays and Wednesdays, 10:00 a.m. to 2:00 p.m. on Saturdays, and is closed on Sunday and Monday. For adults, the library offers Senior Game Days on Fridays from 10:00 a.m. to noon, Hooks and Needles (where adults can learn to knit or crochet) on Tuesdays and Fridays from 10:00 a.m. to noon, and a book group on the last Thursday of the month. For children the library offers Preschool Story Time on Thursdays from 10:30 a.m. to noon and Home School Day on Wednesdays from 10:15 to 11:45 a.m. The library also offers public computers, free WiFi, and a summer reading program for kids.

**The Trails at Carmel Creek** – Construction began in the fall of 2014 on a 61-unit mixed-income apartment community for people aged 55 and older. This senior housing includes 48 single-bedroom apartments and 13 two-bedroom apartments. Twenty seven of the units are located in a two-story elevator building that includes community activity spaces and the leasing offices. The remaining 34 units are single-story units with carports. This independent living senior community will offer services that encourage health and wellness, facilitate social interaction, and foster creativity. Community spaces will include a multipurpose room, an auditorium, a business center, a fitness center and laundry facilities. The community is under construction (as of July 2015), and is expected to open in late 2015.

**Hutto Family YMCA** – The Hutto Family YMCA opened in January of 2014. The center provides Hutto residents a fitness center, free-weight area, group exercise studio, cardio theater, child watch center and Kids Gym, indoor playscape, indoor aquatics center, full-size gymnasium, locker rooms, and the Zone (for ages 8 to 12).

**Hutto Food Pantry** – In collaboration with several Hutto area churches, the Lutheran Church provides a food pantry for residents living within the Hutto ISD or City of Hutto boundaries. Items available include fresh fruits and vegetables, canned and non-perishable foods, frozen meats, toiletries, cleaning supplies and paper products. The food pantry also has baby products on occasion. The City of Hutto, Hutto ISD, and area businesses and community groups sponsor food drives.

**The Sandbox at Madeline's Place** – The Sandbox is a nonprofit teen center and volleyball facility dedicated to high school and middle school students throughout Hutto. The mission is to empower teens to navigate adolescence safely, happily, and with a healthy sense of self. This mission is carried out through recreational activities, relationship building, and mentoring.

**East Williamson County Higher Education Center** – Located on 57 acres along SH 130, the East Williamson County Higher Education Center-Hutto (EWCHEC) is a multi-institutional teaching center that provides various educational opportunities and workforce readiness programs to East Williamson County. Temple College and Texas State Technical College- Waco partnered to bring college courses and workforce readiness programs with certificate and licensure opportunities to the EWCHEC in Hutto. Students can complete a certificate or associate's degree or transfer to one of several university partners to complete a bachelor's degree. Phase 1 includes a 113,000 square foot facility. As the only Texas mandated technical college system, Texas State Technical College (TSTC) is designed to work with local business and industry partners to design training programs specific to area employer needs that

lead to technical jobs throughout the State. TSTC at EWCHEC was established to provide advanced manufacturing, information science, and industrial training within the greater Austin region. TSTC works with manufacturers and industries to develop targeted short-term and/or degree-level technical training. TSTC offers certificate and associate programs in Air Conditioning, Building Construction, Culinary Arts, Industrial Systems & Engineering Technology, Electrical Construction, Plumbing & Pipefitting, and Welding. Texas A&M University-Central Texas also joined the campus and currently offers undergraduate business courses and select graduate courses.

### *Outside City Limits*

Switzer Senior Center (Taylor) – The Senior Center is available to nearby residents who are 50 years and older for recreational, social, educational, and informational activities and classes. These often include holiday parties, bingo, support groups, and others throughout the year, with most events being free of charge. The center also has a resource area that provides information about local services available to seniors.

Shepherd’s Heart Food Pantry (Taylor) – Shepherd’s Heart is a partner agency of the Capital Area Food Bank. The Pantry is a faith-based partnership between the Taylor Area Ministerial Alliance and volunteers dedicated to serving the Taylor area with food, clothing, and emergency shelter. Shepherd’s Heart is open Tuesday through Friday, 1:00 to 3:00 p.m. and on Saturdays, 9:00 to 10:30 a.m. The Pantry’s Thrift Shop is open on Tuesdays, 1:00 to 3:00 p.m. and on Saturdays, 9:30 to 11:30 a.m. The Food Pantry is not subsidized by government programs, but, as a Partner Agency of the Capital Area Food Bank in Austin, the center is able to purchase discounted food each month.

Round Rock Serving Center (Round Rock) – Provides a food pantry and limited financial assistance for people in the service area for rent, mortgage, utilities (electric, gas, water), and long-distance bus tickets. Utility assistance is available only if the utilities are on. Assistance for people under age 60 is very limited. People age 60 and older may walk in any time during the hours of operation to apply for services.

Agape Food Pantry (Taylor) – Open to anyone of need on the first and third Friday of the month from 6:30 to 7:30 p.m.

Taylor Dialysis Center – DaVita operates a dialysis center in Taylor at 3100 West 2<sup>nd</sup> Street (US 79). This center is approximately seven miles from downtown Hutto.

Round Rock Dialysis Centers – There are several dialysis centers in Round Rock including the Renal Care Group (Fresenius) at 1499 E Old Settlers Boulevard, Satellite Healthcare Dialysis at 16010 Park Valley Drive, and the DaVita Dialysis Center at 2120 N Mays.

Bluebonnet Trails Community Services – The Bluebonnet Trails serves the greater Austin area. In Williamson County there are several locations including one in Hutto which provides Behavioral Health and Family Health Care service. There is also a larger facility in Round Rock that offers assistance and support in the following areas: Autism, Behavioral Health (BH), BH Employment Assistance, Crisis Services, Early Childhood Intervention, Intellectual Developmental Disabilities (IDD), IDD Supported Employment, Justice Involved, Substance Use, and Supportive Housing.

## 4.3 Land Use

### 4.3.1 Existing Land Use

Existing land use in Hutto is primarily medium density residential (approximately 46 percent). Residential areas in Hutto in which there are between three and eight single-family residential units per acre are defined as a Mid Density Residential land use. Other residential uses make up approximately eight percent of total land use, for a total residential use of 54 percent. The Low Density Residential land use type is defined as having less than three single-family residential units per acre, and Mixed Use Residential land uses must be at least 60 percent residential with a density in the residential portion of at least 8 residential units per acre.

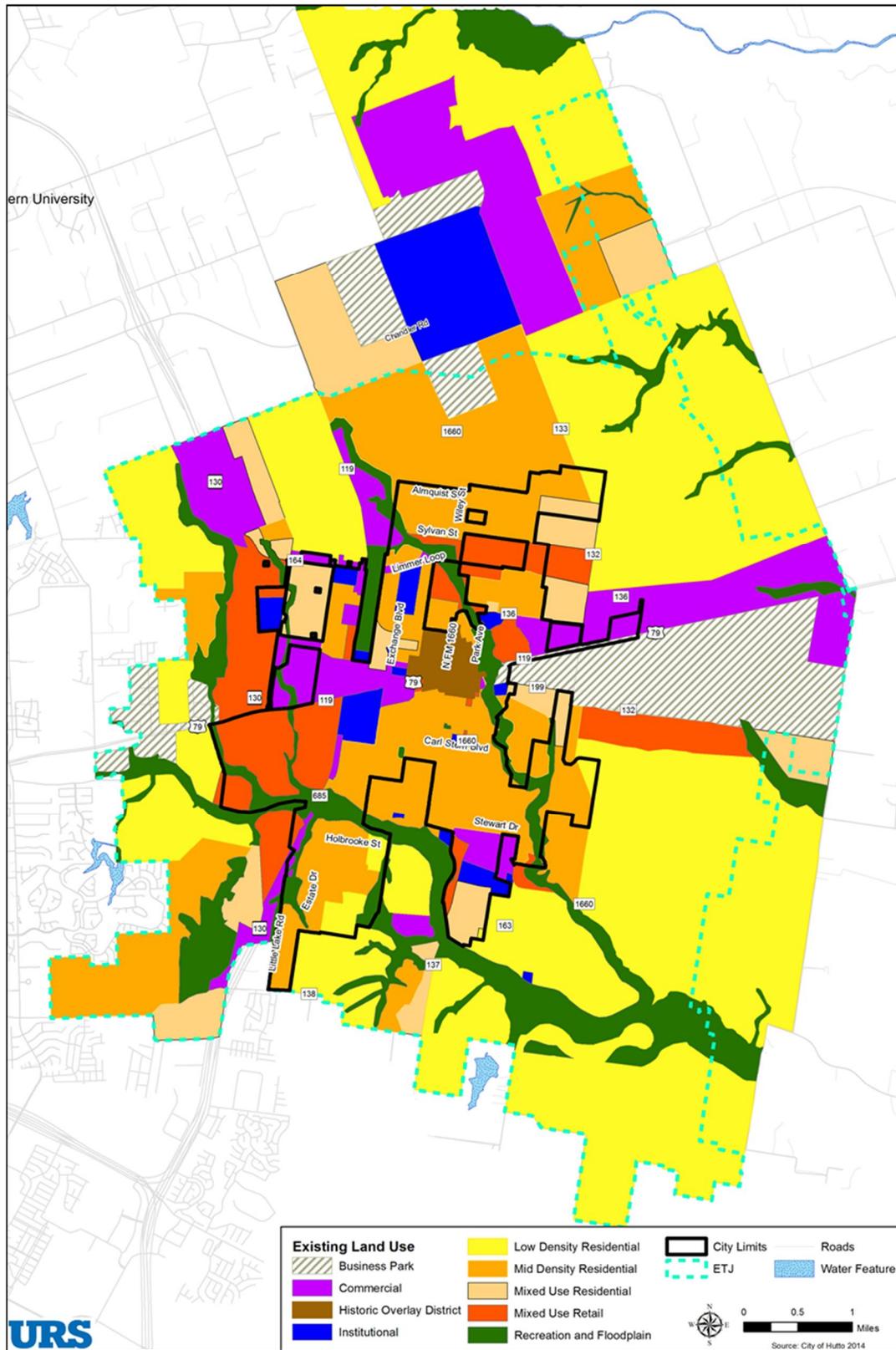
The city's combined commercial uses (Business Park, Commercial, and Mixed Use Retail) total approximately 26 percent of land use. The Historic Overlay District also includes some retail. A land use pattern focused on residential land uses over retail and business park/employment uses indicates that most residents commute outside the city daily to reach places of employment and shopping, entertainment, and social service destinations. This land use pattern also tends to be more compatible with a demand-response transit service and/or commuter-type services. Table 2 provides a summary of the existing land uses within the city limits. A map of the existing land use is provided as Figure 10.

Table 2: 2014 Land Use- Hutto City Limits

Land Use	Acres	Percent of City Limits
Business Park	36	1%
Commercial	507	10%
Historic Overlay District	208	4%
Institutional	320	6%
Low Density Residential	173	3%
Mid Density Residential	2,393	46%
Mixed Use Residential	285	5%
Mixed Use Retail	763	15%
Recreation and Floodplain	554	11%
TOTAL	5,240	100%

Source: City of Hutto, 2015.

Figure 10: Existing Land Uses in the City of Hutto (2014)



## 4.4 Existing Transit Services near Hutto

### 4.4.1 CARTS SERVICE

CARTS provides east-west Interurban Coach service between Round Rock and Taylor with a stop in Hutto on the Silver Route. There are five daily, weekday trips in each direction from the Downtown Hutto Bus Stop, two of which provide a timed transfer to Austin (on the southbound Red Route). The CARTS stop in Hutto is located in the downtown area at 202 Farley Street. CARTS does not provide demand-response service within the city limits of Hutto. Table 3 provides an overview of CARTS schedule in Hutto.



Table 3: CARTS Silver Route Schedule for Downtown Hutto Bus Stop

Westbound (to Round Rock)	Eastbound (to Taylor)
7:45 a.m. (timed transfer to Austin at Round Rock CARTS Station)	8:15 a.m.
8:55 a.m.	9:25 a.m.
1:45 p.m. (timed transfer to Austin at Round Rock CARTS Station)	2:15 p.m.
2:55 p.m.	3:25 p.m.
4:05 p.m.	4:30 p.m. (this trip from Round Rock to Hutto/Taylor provides a connection opportunity with the CARTS Red Route heading north from Austin to Round Rock; this is the only return trip from Austin to Hutto/Taylor)

Source: CARTS, 2015.

### 4.4.2 Capital Metro Service

#### *Express Bus Service*

The Tech Ridge Park & Ride is a commuter hub for north Austin, featuring a transfer route to Howard Station, a dedicated express route, and access to the popular 801 MetroRapid and 1 Metric/South Congress routes. CARTS operates service between Round Rock/Georgetown to the Tech Ridge Park & Ride. For Hutto residents, the Tech Ridge Park & Ride is the closest Park & Ride/Transfer Center, as it is located approximately 15 miles west of the city.

### Commuter Rail Service

Capital Metro’s MetroRail provides rail service between downtown Austin and Leander Monday through Friday. On Saturdays, northbound service terminates at the Lakeline Station, and MetroRail does not operate on Sundays. Although the service does not operate in Hutto, the Howard Station is approximately 16 miles west of Hutto by car.

### 4.4.3 Greyhound Bus Service

Hutto does not have Greyhound bus service in the city limits. The nearest Greyhound bus stations are located in Round Rock at the CARTS Greyhound Station at 402 W Bowman Drive, or in Georgetown at the CARTS Georgetown Bus Station at 3260 South Austin Avenue. The route serving the Round Rock and Georgetown stations provides a connection to the Austin Bus Station where passengers then transfer to routes heading to cities such as Dallas, Houston, and San Antonio.

### 4.4.4 Amtrak Rail Service

Hutto does not have Amtrak service in the city limits. The nearest Amtrak station is in Taylor, about nine miles east of Hutto. There are also stations to the south of Hutto in Austin and to the north in Temple. The Texas Eagle route stops in Taylor once daily in each direction, heading south towards San Antonio and north towards Saint Louis and Chicago.



### 4.4.5 Non-Profit Services

Drive a Senior Round Rock/Pflugerville provides free transportation for anyone aged 60 or older in Pflugerville, Round Rock, North Austin, and Hutto. Drive a Senior offers demand-response services for nonwheelchair-bound seniors that include curb-to-curb, door-to-door, and door-through-door services. The areas of Hutto served are not identified on the [www.volunteerdriving.com](http://www.volunteerdriving.com) website, but service began in January 2015 for Hutto seniors. A unique aspect of this particular Drive a Senior affiliate is that it offers a van service to local HEB and Walmart stores Monday through Thursday. The van schedule as accessed on [www.volunteerdriving.com](http://www.volunteerdriving.com), is shown in Table 4. This affiliate also provides rides to and from the Walgreens in Hutto for veterans. At the Walgreens, veterans can receive a ride from a van operated by the VA, which provides transportation to the VA clinic at 7901 Metropolis Drive in Austin.

Table 4: Drive a Senior Round Rock/Pflugerville Van Schedule

Day of Week	Destination
Monday	HEB, Pflugerville (Hwy 685 & Pecan)
Tuesday	Walmart, Round Rock (Hwy 79)
Wednesday	HEB Plus, Round Rock (Hwy 79)
Thursday	Walmart, Pflugerville
Friday	No rides at this time
Saturday	Van service not offered on weekends
Sunday	Van service not offered on weekends

Source: [www.volunteerdriving.com](http://www.volunteerdriving.com), 2015.

#### 4.4.6 Taxi and Other Demand-Response Car Services

A company called A Cheap Ride offers taxi service and airport transportation in Hutto. A defining feature of the service is its flat-rate fare structure. The company is based in Round Rock and offers local service in Round Rock, Brushy Creek, Pflugerville, and Hutto. Airport and other longer distance services are available for many cities outside of this local-service area.

Lyft, an on-demand ride service, includes Hutto in its Austin service area. Rides within Hutto are estimated on the Lyft website to range from \$6 to \$11. A fare for an example trip a Hutto resident might take from downtown Hutto (Texan Café, for example) to Dell Diamond Park where the Round Rock Express play would cost approximately \$11 dollars using Lyft.

Uber is also present in the Hutto area. Although Hutto is not technically shown to be within the Austin service area on the uber website, uber's fare estimator tool does provide a fare estimate when a Hutto origin and a Hutto destination are plugged into the tool. UberX fares within Hutto appear to range from \$5 to about \$12. A fare for an example trip a Hutto resident might take from downtown Hutto (Texan Café, for example) to Dell Diamond Park where the Round Rock Express play would cost between \$8 and \$11 dollars using uberX.

#### 4.4.7 Agency/Facility-Specific Shuttle Services

Currently, there are no known shuttle services organized by specific agencies or facilities in Hutto. A senior living community in Hutto is planned and is under construction, however no shuttle service is currently planned for the community.

### 4.5 Review of Relevant Plans

The following plans include useful information for achieving multi-modal planning objectives. The most directly relevant regional plans are Project Connect, which acts as the system plan for the Central Texas region, and the Project Connect: North Corridor Plan. The Lone Star Rail Project proposes the implementation of commuter rail between Georgetown, Austin, and San Antonio.

While the service areas in these plans are different than that of the City of Hutto, having a clear understanding of regional and neighboring services allows the city to develop transit options that are complementary to regional and other local services both in the short- and long-term.

#### 4.5.1 Regional Plans

##### *Project Connect: North Corridor Plan*

Project Connect was developed by the project partners in the Central Texas region to coordinate transportation options. The Project Connect High-Capacity Transit System Plan provides a framework for moving forward with high-capacity transit in Central Texas, with the goal of including the fiscally constrained portions of the Project Connect System Plan in the Capital Area Metropolitan Planning Organization's 2040 Regional Transportation Plan (CAMPO 2040) and implementing the components of the plan as fiscally feasible. Project Connect is the vision for Central Texas's high-capacity transit system. Linking activity centers within the fastest growing region in the country, Project Connect aims to connect people, places, and opportunities in an easy, efficient way. The vision unites efforts to develop the best solutions for getting around Central Texas and addressing regional growth challenges.

During the Project Connect study, Hutto was part of the Northeast Corridor. However, the North Corridor is more important to Hutto in the short term, as improvements in the North Corridor are seen

as a higher priority than those proposed in the Northeast Corridor, and Hutto lies on the edge of both corridors.

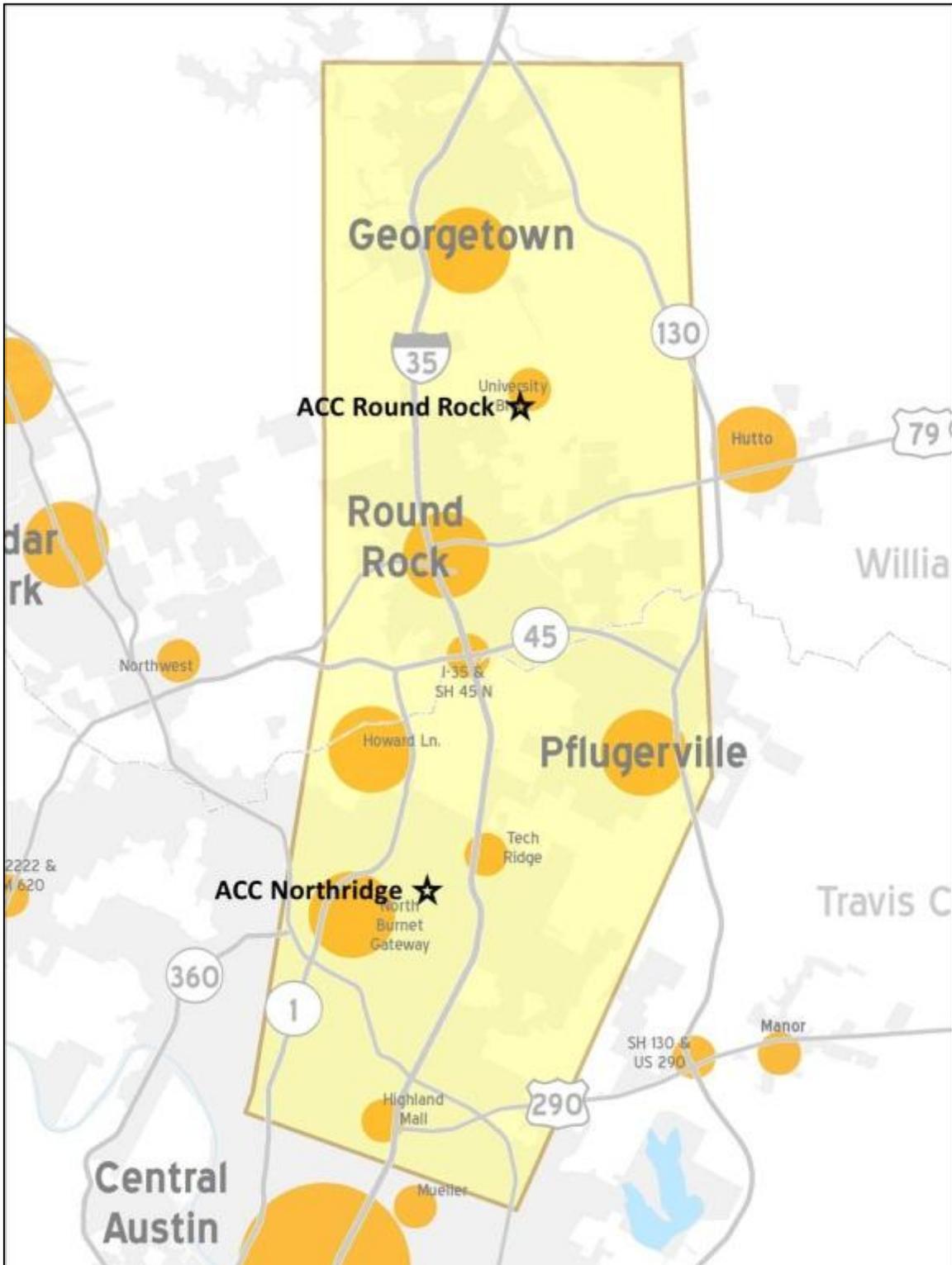
From 2005 to 2035, the region's population is forecasted to increase by 123 percent, with employment increasing by 135 percent. Half the population of Williamson and Travis counties are projected to reside in the North Corridor by 2035 and 55 percent of all jobs in the five-county region will be located in the North Corridor. The North Corridor extends north from approximately US 290 north of downtown Austin, and generally follows I-35 north of the City of Georgetown, as shown in Figure 11. Additionally, 14 of the 38 regional growth centers (areas with a dense mix of employment, housing, and retail) identified in the CAMPO 2035 plan are located in the North Corridor. With this significant population and employment projected to reside in the North Corridor by 2035, the Project Connect: North Corridor Study was initiated as one of the first projects to advance elements of the regional plan. High-Capacity transit improvements are expected to:

- Provide direct and frequent service between Austin's core and the North Corridor
- Link activity centers in the North Corridor with Connect and Rapid service
- Serve both traditional and new target transit markets
- Maximize both existing vacant and planned future land use opportunities
- Offer a scalable and expandable transit network

Capital Metro, CAMPO, the Lone Star Rail District, and the cities of Austin, Pflugerville, Round Rock, Georgetown, and other partners are working together to improve long-term mobility and accessibility in the North Corridor. The North Corridor team began an alternatives analysis in June 2012 by collecting public input on the issues facing the corridor. The project identified transportation problems within the corridor ("purpose and need"); determined feasible alternatives to address those problems; analyzed, evaluated, and refined alternatives; and selected a locally preferred alternative (LPA). Options considered included both roadway and transit projects, and while not all projects will connect to Hutto, future connections may be possible as recommendations of this study. For the sub area that includes the Cities of Georgetown, Round Rock, Pflugerville, and Hutto, major elements of the plan include the following, and are illustrated in Figure 12.

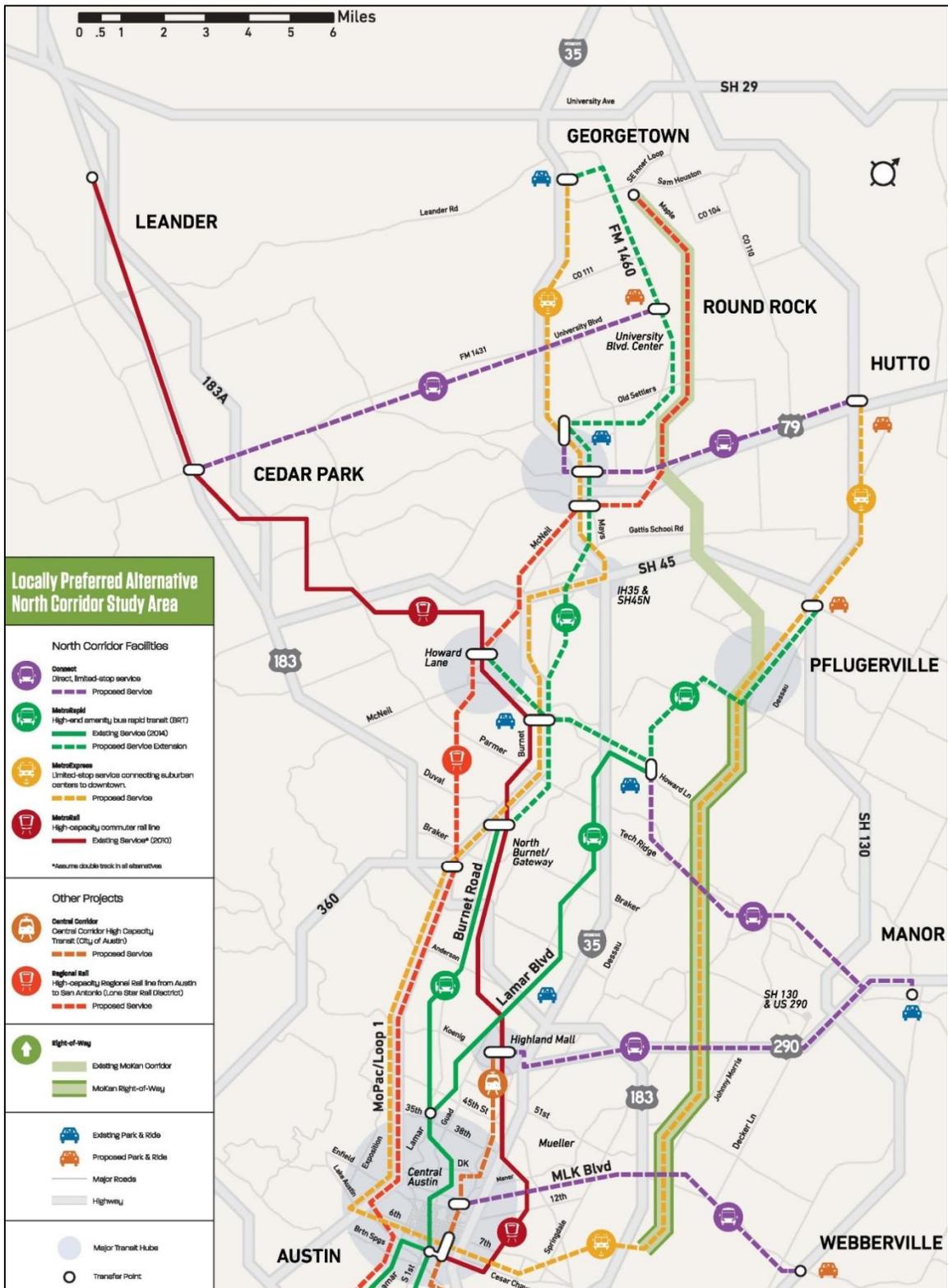
- Utilizing Capital Metro's express and connect bus services to provide transit options within the Corridor, like Round Rock's University Boulevard Center to Cedar Park and Round Rock's established Park & Ride center to Hutto, and linking the centers from Georgetown to central Austin.
- Extending Capital Metro's premium MetroRapid service from The Domain to Round Rock and Georgetown.
- New express routes from Georgetown and Round Rock to leverage investments in the new express lanes along MoPac.
- Moving forward with Lone Star Rail District's plans for commuter rail from Georgetown through Austin to San Antonio.
- Initially using the MoKan Corridor from Pflugerville to downtown Austin as a dedicated busway with limited stops. Corridor preservation would allow for the bus way to be extended to Georgetown in the future.

Figure 11: Extent of Project Connect North Corridor



Source: Capital Metro and URS, 2011.

Figure 12: Project Connect: North Corridor Study LPA



Source: Capital Metro, 2014.

### *CAMPO 2035 (and updated 2040)*

The *CAMPO 2035* plan is a long-range plan that specifies a set of investments and strategies to maintain, manage, and improve the surface transportation system in the five-county region of Williamson, Travis, Hays, Caldwell, and Bastrop Counties in Central Texas. Major transit projects recommended in the plan include:

- Urban commuter rail (MetroRail)
- Urban Rail
- Intercity passenger rail (LSTAR)
- Intercity bus service
- Express bus and commuter bus
- Rapid bus (MetroRapid)

Based on the 2035 plan's fiscally constrained analysis, approximately \$28.4 billion would be available to construct, operate, and maintain the regional transportation system over the 25-year timeframe (2010-2035), with \$2.9 billion dedicated to transit capital expenditures and \$10.3 billion dedicated to operations and maintenance (O&M).

*CAMPO 2035* was the basis for the Project Connect System Plan. The Project Connect team worked with CAMPO on the development of the Project Connect System Plan to ensure that the fiscally constrained portions of the System Plan would then inform the planning process for *CAMPO 2040*.

The process to update the regional transportation plan, *CAMPO 2040*, began in May 2013. The process to update the plan took two years and was adopted in May, 2015. The ultimate plan will include the recommendations of the Transit Working Group (TWG).

### *Lone Star Rail Project*

The Lone Star Rail Project is the central element of the Lone Star Rail District (LSRD), which is an independent public agency authorized by the Texas Legislature in 1997 and created in 2002. LSRD is governed by a board of directors made up of representatives of member cities and counties, various planning and transit agencies, the business community, and general public. Its planning area covers Williamson, Travis, Hays, Comal, and Bexar Counties.

The Federal Highway Administration (FHWA), Texas Department of Transportation (TxDOT), and the LSRD began an Environmental Impact Statement (EIS) for proposed passenger rail line that would travel along the IH-35 corridor connecting the greater Austin and San Antonio metropolitan areas. Agency and public scoping meetings were held in January 2015.

The LSRD has worked closely with the Union Pacific Railroad (UPRR), as a major stakeholder, to evaluate operational scenarios for joint freight and passenger operations within UPRR's existing system. A potential alternative to be evaluated in the EIS includes development and operation of passenger rail service within the abandoned MoKan railroad right-of-way between Georgetown and Round Rock, and along the existing UPRR corridor between Round Rock and San Antonio. A branch route providing passenger rail service between Round Rock and Taylor along the existing UPRR corridor could also be evaluated.

A potential alternative could include development of a freight bypass to accommodate some existing freight rail traffic that could be displaced by the proposed passenger rail operations. The proposed freight rail bypass could extend from near Taylor along a greenfield alignment to Seguin. From Seguin,

the proposed freight rail bypass could follow existing UPRR right-of-way and terminate near downtown San Antonio.

The need for the proposed project stems from the rapid growth occurring in Central Texas. Congestion within the IH-35 corridor has resulted in decreased mobility and travel time reliability for both travelers and freight transporters. The deficiencies of the existing transportation network, including lack of modal transportation options and limited roadway capacity, contribute to decreased regional air quality, increased crash rates, and diminished quality of life for residents living in proximity to IH-35.

The Lone Star Regional Rail Project would provide regional passenger rail service connecting communities along the IH-35 corridor between the metropolitan areas of Austin and San Antonio, including north of Austin terminating in Georgetown. As currently envisioned, the project would span approximately 120 miles across Williamson, Travis, Bastrop, Hays, Caldwell, Comal, Guadalupe, and Bexar counties. Based upon previous studies, the purpose of the proposed project is to improve mobility, accessibility, transportation reliability, modal choice, safety, and facilitate economic development along the IH-35 corridor in Central and South Texas.

Figure 13: Lone Star Rail Project

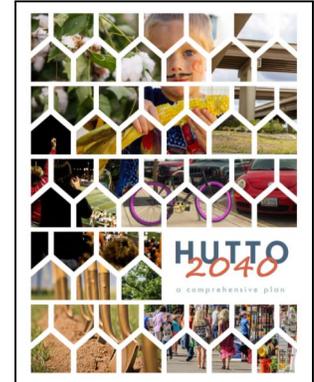


Source: Lone Star Rail District.

## 4.5.2 Local Plans

### *Hutto 2040: A Comprehensive Plan*

*Hutto 2040: A Comprehensive Plan* was approved May 7, 2015, begins by noting that Hutto's population began to skyrocket in the early 2000's, growing exponentially and earning the title of fastest-growing city in the U.S. The pace of growth decelerated with the recession but has picked back up in recent years. Future population estimates vary greatly depending on methodology. If the city grows at a pace similar to the years 2009 through 2013, about 200 residential permits per year, the population would be nearly 40,000 by 2040. If Hutto grows at a pace similar to 2014, with around 400 permits per year, the approximate population in 2040 would exceed 50,000, assuming a household size of 3.04 persons. Growth rates are dependent on a number of factors, but because the city has experienced a great deal of growth since 2000, it is likely that higher than normal growth will occur as long as housing remains affordable, the city remains safe, and the quality of schools remains high.



Hutto must now begin to address some of the issues associated with the high growth rates of the past decade and a half. One of the areas where the outcome of this growth is clear is in congestion levels on city streets. The Hutto 2040 plan describes four mobility goals, and associated objectives, as shown below.

Develop a transportation network which safely accommodates drivers, pedestrians, and cyclists

- Explore innovative mitigation of significant community barriers such as the railroad.
- Build the city's street and road networks in accordance with the *Thoroughfare Plan*.
- Expand the city's sidewalk network in accordance with the *Pedestrian Mobility Plan*.
- Develop a Transportation Master Plan.

Support efforts to serve Hutto with regional public transit, such as bus or rail

- Maintain an active and cooperative relationship with entities such as Lone Star Rail, CAMPO, and Capital Metro.
- Establish a Park-and-Ride location in Hutto.
- Promote existing services, such as CARTS, to citizens with special needs or without automobiles.

Ensure that transportation projects respect and preserve surrounding character to the greatest practical extent

- Design new streets to the surrounding and planned context to ensure appropriate geometry and design speed.
- Collaborate with state and regional entities to ensure that roadway design balances regional mobility goals with the unique needs and character of Hutto.

Provide a developed trail system to connect neighborhoods, commercial areas, schools and downtown to one another

- Develop Hutto's trail system in accordance with the *Parks, Trails and Open Space Master Plan*.
- Maintain active participation in regional trail planning efforts.

The plan goes on to state that “At some point in the future, Hutto will likely be served by regional public transit. Maintaining an ongoing relationship with bus and rail entities will enable Hutto to plan and garner support for any upcoming transportation investments. In the meantime, the city will continue to support existing services and connect residents with all available transit options.” This transit development plan represents the first step in supporting regional efforts to serve the city with public transportation.

*Hutto Old Town Master Plan*

The 2009 *Hutto Old Town Master Plan* does not describe public transportation. However, it does discuss the importance of connectivity to and within the Old Town District. Short city blocks make the area attractive to both automobiles and pedestrians, so safety will continue to be important. Similarly, the Texas Department of Transportation (TxDOT) plans to upgrade US 79, which bisects the city east to west, to a six-lane divided major arterial before 2030. FM 1660 is also proposed to be expanded and realigned (realignment will only be done on the south side of the city, not through Old Town) in the coming years, which could slow the growth of traffic on US 79. Regardless, the Hutto Old Town District sits adjacent to US 79 and traffic is expected to increase as more residents move into the city and other surrounding areas.



Parking is another concern in the district and the *Old Town Master Plan* describes options for angled parking on several streets within the district. If bus service is implemented in Hutto, buses would likely be smaller vehicles, but allowances must be made to ensure these vehicles can traverse streets within the district.

*Hutto Pedestrian Mobility Plan*

While the 2012 *Hutto Pedestrian Mobility Plan* does not describe public transportation, a highly connected community is more likely to use public transportation if potential passengers can safely and efficiently get to and from it stops. Citywide nearly half of the streets have sidewalks, due in large part to new developments being required to have them on both sides of the street. However, in Old Town sidewalks are nearly nonexistent. Additionally, many of the larger collector and arterial streets also lack sidewalks. In a survey conducted during the plan, 79 percent of respondents said that a portion of their child’s walk to school was made without a sidewalk. Sidewalks and trails are valuable both for transportation and recreational activities. The plan proposes sidewalk and trail connection projects that fall in one of four categories: improves city-wide connectivity, is included in the trails master plan, is a potential school route, or is identified in safe routes to school. With the implementation of the sixteen projects described in this plan, pedestrian mobility would be improved throughout Hutto. Moving forward with the Transit Development Plan, any facilities that would be constructed for transit service such as park-and-rides or transfer centers should be constructed in areas where sidewalks exist or are proposed to ensure passengers can easily walk or bike to these facilities.

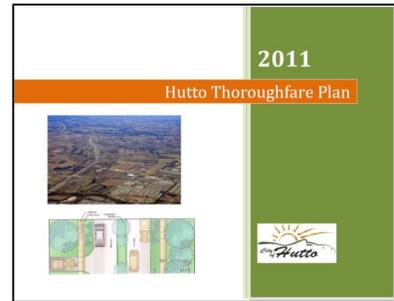


*Hutto Thoroughfare Plan*

The 2011 *Hutto Thoroughfare Plan* has four goals. Goal 3 is to provide a network that encourages the use of multiple modes of transportation besides the private automobile, including walking,

bicycling, and public transportation. Six policies/objectives were developed to achieve this goal, two of which specifically described public transportation:

- The City will stay updated on plans for regional rail and bus systems, and work with and encourage Capital Metro, TxDOT, CAMPO, and any other applicable agencies to extend rail and bus systems to Hutto to help serve the high number of commuters.
- The City will promote the usage of CARTS to citizens with special needs or without automobiles.



This Transit Development Plan represents the first step in supporting the efforts of the Thoroughfare Plan by working with Capital Metro and CARTS, as well as TxDOT, CAMPO, and the Lone Star Rail Project to serve the city with public transportation in the short- and long-term. On December 5, 2013, Hutto City Council approved a resolution of support concerning Project Connect. The resolution formally lends support to Project Connect but does not commit any funding. The city has also passed a resolution supporting the Lone Star Rail District.

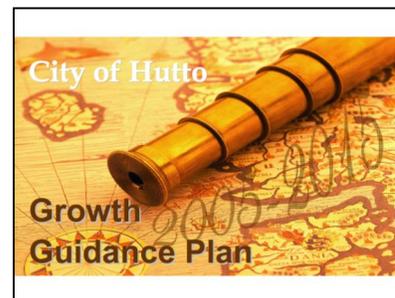
### *Sustainable Places Project*

The Sustainable Places Project (SPP) is a regional initiative to encourage development and investment decisions that promote healthy, sustainable, livable places that include feasible and affordable options for housing, jobs, and transportation. CAMPO 2035 identified 37 activity centers in the region where jobs and housing already exist. The intent is to have future growth of jobs and housing focused in these activity centers to create mixed-use environments that meet the needs of a wide variety of people.

Hutto was selected as one of five cities to host a demonstration site of the city’s choosing. The City of Hutto chose Old Town Hutto and nearby undeveloped parcels for the demonstration area. The outcome of the demonstration was a set of plans and strategies to help the city move forward to make the site a “sustainable place.”

### *Hutto 2005-2015 Growth Guidance Plan*

The 2005-2015 *Growth Guidance Plan* (GGP) provides a strategic approach for the physical build out of the City to identified growth boundaries through 2015. The intent is to achieve the orderly growth and development of the City to promote beneficial and appropriate land uses and supporting infrastructure.



In recent years, Hutto has been regularly identified as one of the fastest growing communities in the region and throughout the state of Texas. This description derives from key indicators regarding physical expansion of city boundaries, new construction activity, and increase in population.

In terms of physical expansion, the boundaries of the city expanded through the annexation of nearly 1,200 acres to include the US 79/SH 130 intersection to the Brushy Creek area. Additionally, the city gained 2,021 acres of extra-territorial jurisdiction (ETJ) around SH 130 in an ETJ property exchange with the City of Round Rock to establish Hutto’s westward growth boundary and legal jurisdictional limit. Figure 14 shows the boundaries of the city limits, the extra-territorial jurisdiction, and the growth boundary area.

The City has tracked permits and final inspections since 2002, to more thoroughly understand construction activity. These figures indicate the fast pace of actual construction in Hutto. From 2002 to 2005, there was a 58 percent increase in permits issued; and a 66 percent increase in final inspections performed. While these numbers slowed in the years following, growth in Hutto continues to make it one of the fastest growing communities in the region.



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## 5. Transit Service Performance

### 5.1 CARTS Silver Route Service Statistics

#### 5.1.1 Overview

CARTS operates with a fiscal year (FY) that begins on September 1 of each calendar year. CARTS operates the Silver Route between Taylor and Round Rock with a stop in downtown Hutto. This fixed-route, inter-city service is the only transit service provided in Hutto. No demand-response, or curb-to-curb, service is offered within the City of Hutto. The fixed-route service does not provide local bus service. CARTS fares are \$2.00 for a one-way trip within a single county and \$4.00 for a one-way trip anywhere in the CARTS district. Half-priced fares are offered for elderly and disabled passengers.

Ridership for the Silver Route is 903 in FY2015. Ridership figures for the past three years are provided in Table 5.

Table 5 provides a summary of key service statistics for the Silver Route service that passes through Hutto. Total passengers have decreased from FY2013 to FY2014, but rebounded slightly in FY2015. It should be noted that the Silver Route was modified in January 2014.

Table 5: CARTS Silver Route Service Characteristics

	FY2013	FY2014	FY2015
Total Passengers	1,393	709	903
Total Revenue Hours	2,488	1,527	1,960
Total Revenue Miles	52,483	33,630	44,254

Source: CARTS, 2015.

Total revenue miles and revenue hours follow the same trend as ridership on the Silver route, as shown in Figure 15 (ridership) Figure 16 (revenue miles), and Figure 17 (revenue hours).

CARTS also provided supplemental information from the previous full fiscal year regarding boardings and alightings by stop. For FY2014-2015, there were 70 boardings and 72 alightings at the Hutto stop, compared to 492 boardings and 492 alightings for the entire route. This represents nearly 15 percent of the total boardings and alightings on the route occur in Hutto.

Figure 15: CARTS Passengers for Silver Line (2013-2015)

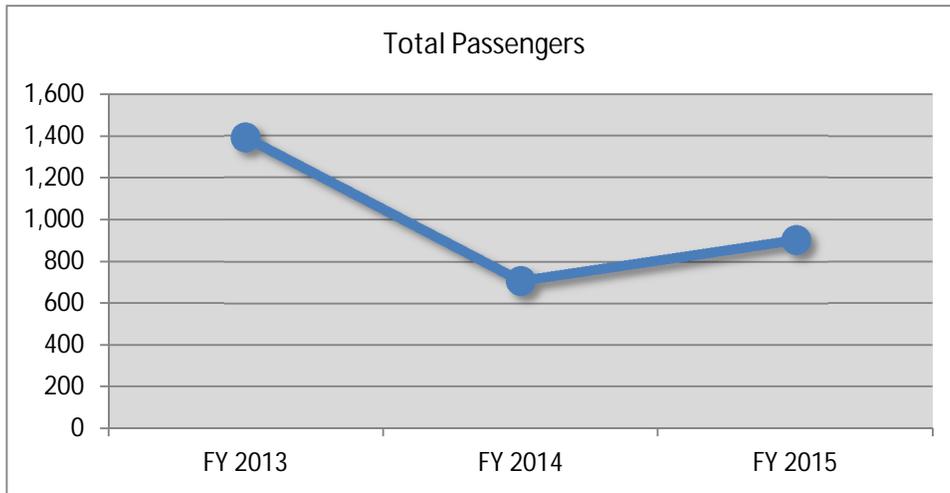


Figure 16: Annual Revenue Miles for Silver Line (2013-2015)

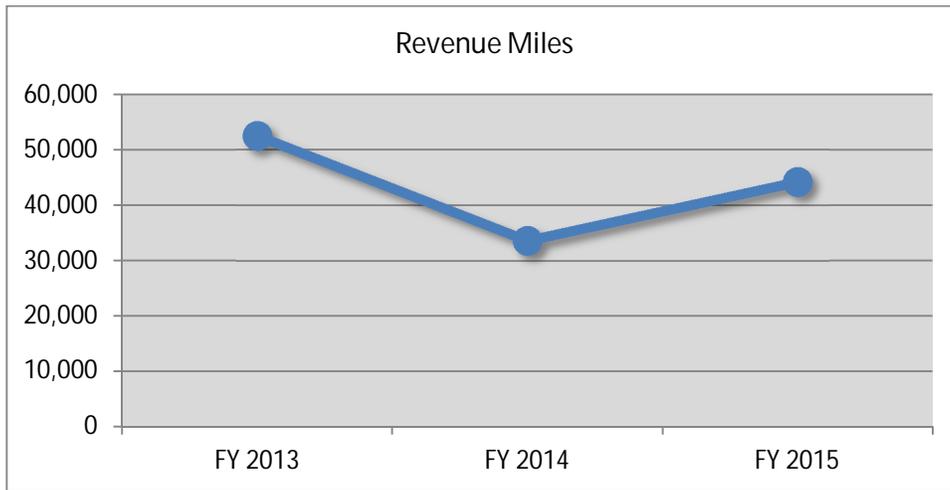
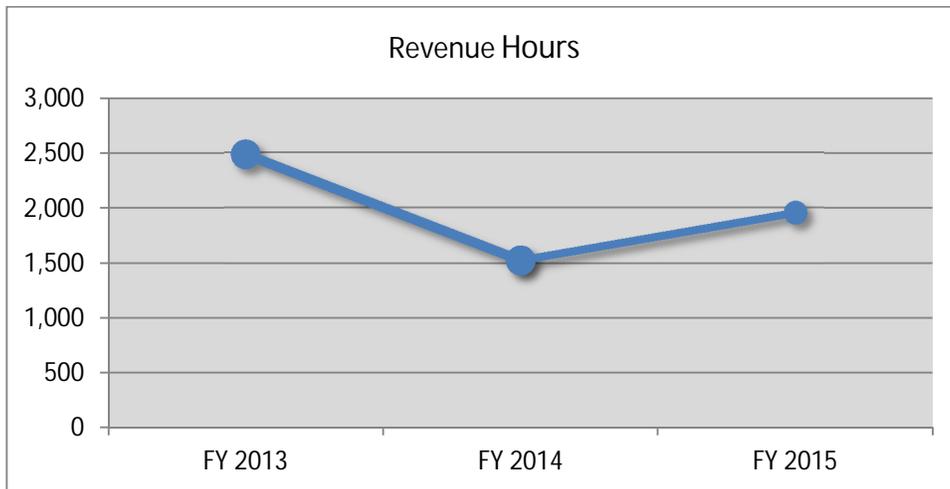


Figure 17: Annual Revenue Hours for Silver Line (2013-2015)



### 5.1.2 Performance Indicators

This section characterizes the performance of the CARTS Silver Route service using standard transit performance measures.

The number of passenger trips increased from 2014 to 2015 after seeing a sharp decrease from 2013 to 2014. As noted above, the route was modified in January 2014. These figures are shown in Table 6.

Table 6: CARTS Silver Route Performance Indicators

	FY2013	FY2014	FY2015
Annual Passenger Trips	1,393	709	903
Passengers per Revenue Hour	0.56	0.46	0.46
Passengers per Revenue Mile	0.03	0.02	0.02

#### *Service Effectiveness*

The number of passengers who are served per hour of revenue service and per mile of revenue service are indications of the productivity, or effectiveness, of the service. Table 6 above shows that passengers per revenue mile are low and have decreased since FY2013.

### 5.1.3 Transit Needs and Opportunities

The data from the Existing Conditions Report, the public outreach process and the consultant team's field observations provided critical information about the community and its transportation needs. Through this process potential transit needs and opportunities were identified. These key opportunities include the following:

- Express bus service from Hutto to downtown Austin, the UT area, and North Austin.
- Local and demand response transit service for households with one or no cars available.
- Connections to shopping and medical in Round Rock, Pflugerville and Taylor.
- Partnerships with surrounding communities to develop an inter-city bus service.

Connections to MetroRail and future high capacity transit such as Lone Star Rail and the Project Connect North Corridor.

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## 6. Service and Operations Plan

Based on input from the public outreach process and the comprehensive data analysis tasks, the project team developed recommendations for service and financial plans. The proposed transit system includes an express bus service from Hutto to Austin and a deviated fixed route along the Highway 79 corridor serving Taylor, Hutto and Round Rock. The routes were developed to be phased in over a three-year planning horizon based on need for the service and the availability of funding.

The plan does not include a fixed-route line within the first three to five years of service. It is important to note that any future fixed-route will require complementary paratransit service within a  $\frac{3}{4}$ -mile catchment area of a route based on the Americans with Disabilities Act (ADA). The Phase 2 Highway 79 route will provide the  $\frac{3}{4}$ -mile catchment area within the flex zone. In addition, all future transit service in Hutto must be provided equitably and meet the requirements of the Title VI Civil Rights Act of 1964 (Title VI). Title VI ensures that no person shall be excluded from participation in, denied benefits of or be subjected to discrimination on the basis of race, color, or national origin under any program receiving federal financial assistance.

### 6.1.1 Phase 1 – Austin Express and Tech Ridge Service

Phase 1 of the service plan introduces a commuter service from a future Park & Ride facility in Hutto to downtown Austin along the SH 130 corridor. The proposed service will operate three trips during the morning peak period from Hutto to Austin and three afternoon/evening trips from Austin to Hutto. The plan also includes limited service from Hutto to the Tech Ridge Transit Center in Austin near Parmer Lane and I-35. Two buses and a spare bus would be needed to operate the routes. The commuter-based service would operate weekdays only.

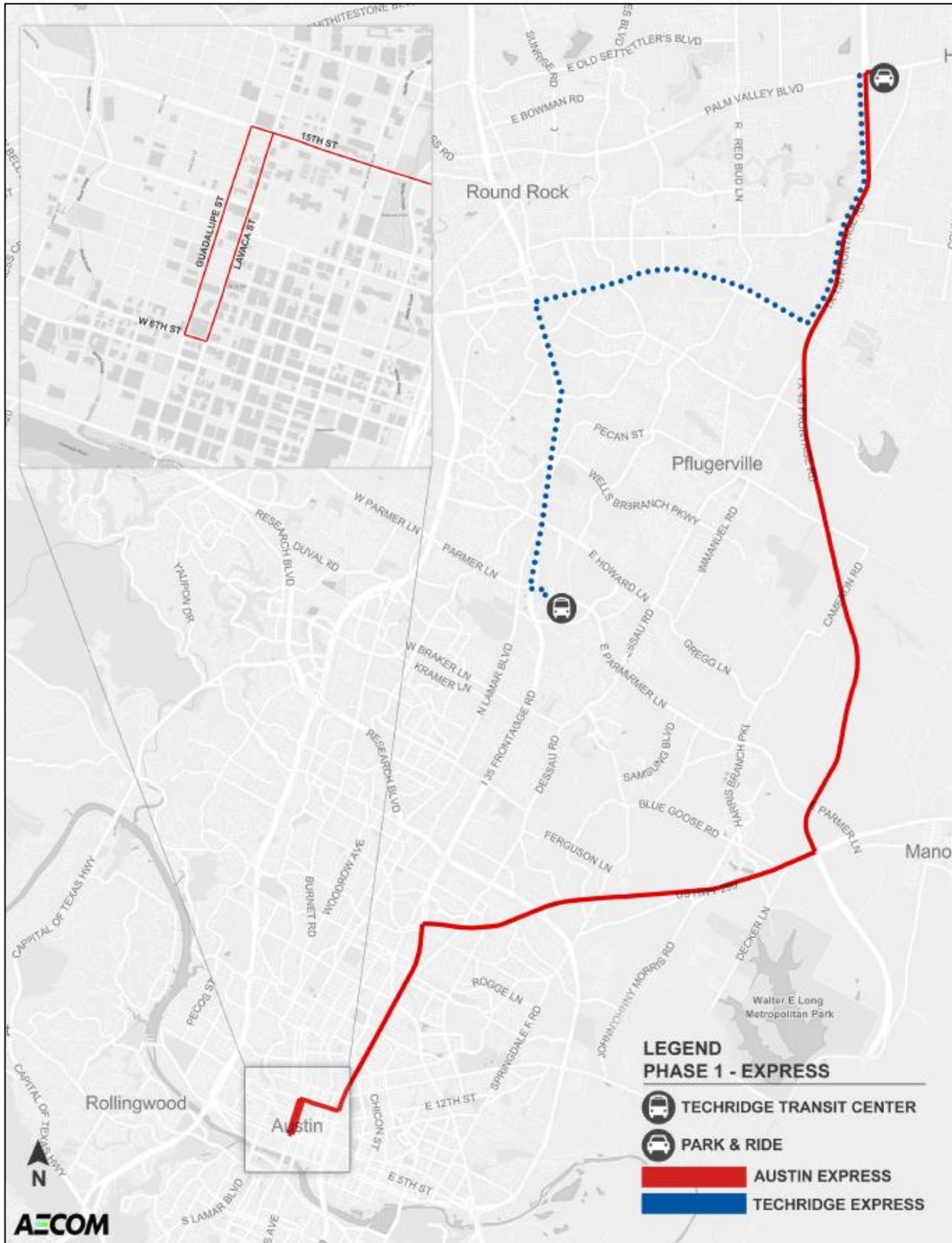
The service, guided by public input throughout the development of this TDP, is recommended for implementation in FY 2017. Key components of the Phase 1 plan are as follows:

- Utilizes the future Hutto Transit Center/Park & Ride facility on Highway 79 just east of SH 130.
- Provides direct service from Hutto to downtown Austin and the State Capital area with service along 15<sup>th</sup> Street and the Downtown Transit Mall on Guadalupe Street and Lavaca Street.
- Connects to Capital Metro routes at Tech Ridge or downtown Austin for service to the University of Texas campus.
- Provides limited stop service from Hutto to the Capital Metro Tech Ridge Transit Center with a connection to seven routes.
- Provides opportunities for reverse commute to Hutto for education, jobs, and services.
- Proposes Monday to Friday service.

### 6.1.2 Service Characteristics

Figure 18 illustrates the bus routes proposed in Phase 1.

Figure 18: Phase 1 Austin Express and Tech Ridge Route Map



The following sections present a detailed summary for Phase 1.

### 6.1.3 Phase 1 Route Overview

#### *Austin Express*

The proposed Austin Express route connects the future Hutto Transit Center/Park & Ride (Highway 79 and SH 130) to the downtown Austin transit mall at Lavaca Street and 6<sup>th</sup> Street. The service will travel the fastest route available depending on time of day and traffic conditions. Trips may travel south on SH 130, west on Highway 290 and south I-35. Service is designed to be flexible and dynamic and may take alternate routes if the primary roadways are congested. The travel times will be competitive with the automobile since there are no stops between Hutto and downtown Austin.

A turn-by-turn description in downtown Austin is as follows:

IH-35 south, west on 15<sup>th</sup> Street, south on Guadalupe Street, north on Lavaca Street and east on 15<sup>th</sup> Street, north on I-35.

Buses will stop at current Capital Metro bus stop locations within the downtown area.

#### *Tech Ridge Route*

The proposed Tech Ridge Route connects the Hutto Transit Center to the Capital Metro Tech Ridge Transit Center and the Dell Computer Campus near Parmer Lane and I-35. The route makes one outbound trip in the morning and one inbound trip in the evening. The purpose of this route is to provide direct connections to other Capital Metro routes that serve locations in North Austin including the North Lamar Corridor and the ACC Northridge Campus.

A turn-by-turn description of the proposed route is as follows:

Westbound from the proposed Hutto Park & Ride – west on Highway 79, south on SH 130, west on SH 45, south on IH-35, east on Parmer Lane, south on Center Line Pass, west on Center Ridge Drive.

Eastbound from Tech Ridge Transit Center to the Hutto Park & Ride – east on Center Ridge Drive, north on Center Line Pass, west on Parmer Lane, North on IH-35, east on SH 45, north on SH 130, east on Highway 79.

Buses will stop at the Hutto Park & Ride and the Tech Ridge Transit Center. At Tech Ridge passengers can walk to the Shops at Tech Ridge or transfer to Capital Metro Routes including:

- 1 Metric/South Congress
- 135 Dell Limited
- 243 Wells Branch
- 275 North Lamar Feeder
- 392 Braker
- 801 MetroRapid North Lamar/South Congress
- 935 Tech Ridge Express

### 6.1.4 Phase 2 Route Overview

#### *Highway 79 Flex*

Phase 2 is recommended to begin service by Year 3 of the planning horizon. This will allow time for Phase 1 to mature and to begin building partnerships with neighboring cities. The proposed Highway 79

Flex route provides fixed-route service along Highway 79 in Taylor, Hutto and Round Rock with the ability to operate general public demand response within  $\frac{3}{4}$  mile from the corridor as shown in Figure 19. The  $\frac{3}{4}$  mile demand response zone will provide service to the most densely populated areas of Hutto including the areas south of City Hall and north of downtown. Figure 20 displays the portion of Hutto that is within the flex zone.

This route is intended to be developed through a partnership between the three cities for planning and funding the service. All demand response trips will be scheduled ahead of time in order to group route deviations efficiently for each trip. The route follows a similar alignment as the current CARTS Silver Route with additional stops in Hutto and Taylor. The route will serve the primary shopping centers in the three cities along the Highway 79 corridor including HEB and Walmart in Taylor and Round Rock. It is also intended for the route to provide connections to the Austin Express and Tech Ridge routes at the Hutto Park & Ride lot. The demand response component will allow for transit to penetrate into neighborhoods and better serve residents who would be less likely to walk longer distances to bus stops such as seniors and persons with disabilities.

Bus stop placement should be limited to streets and locations near a controlled intersection. The Highway 79 portion of the route will require bus stops to be placed at or near traffic signals to allow for safe crossing for passengers.

A turn-by-turn description of the proposed route is as follows:

Westbound from Taylor Walmart – South on Main Street, west on 2<sup>nd</sup> Street/Highway 79, north on Mays Street in Round Rock, west on Bowman Road.

Eastbound from Round Rock CARTS – East on Bowman Road, south on Mays Street, east on Highway 79, north on Main Street in Taylor.

Proposed westbound bus stop locations from Taylor to Round Rock for the route include, but not limited to the following:

- Walmart - Taylor
- Baylor Scott and White – Taylor
- Temple College - Taylor
- Amtrak – Taylor
- CARTS – Taylor
- Downtown Hutto/FM 1660
- Exchange Boulevard - Hutto
- FM 685 - Hutto
- Walmart – Round Rock
- HEB - Round Rock
- Old Settler’s Park/Dell Diamond – Round Rock
- CARTS – Round Rock

The same bus stop locations are recommended for both the westbound and eastbound directions.

Figure 19: Phase 2 Highway 79 Flex

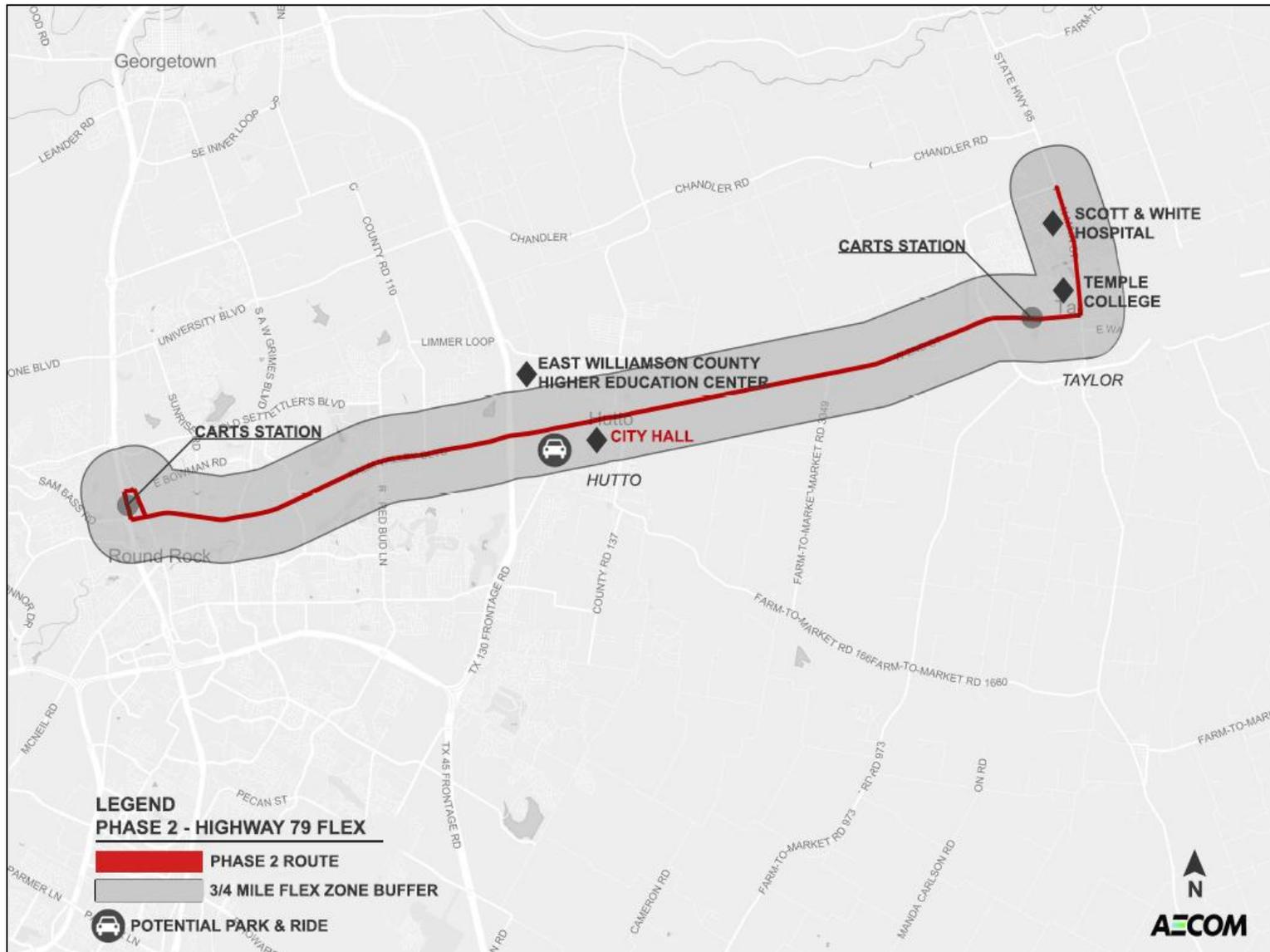
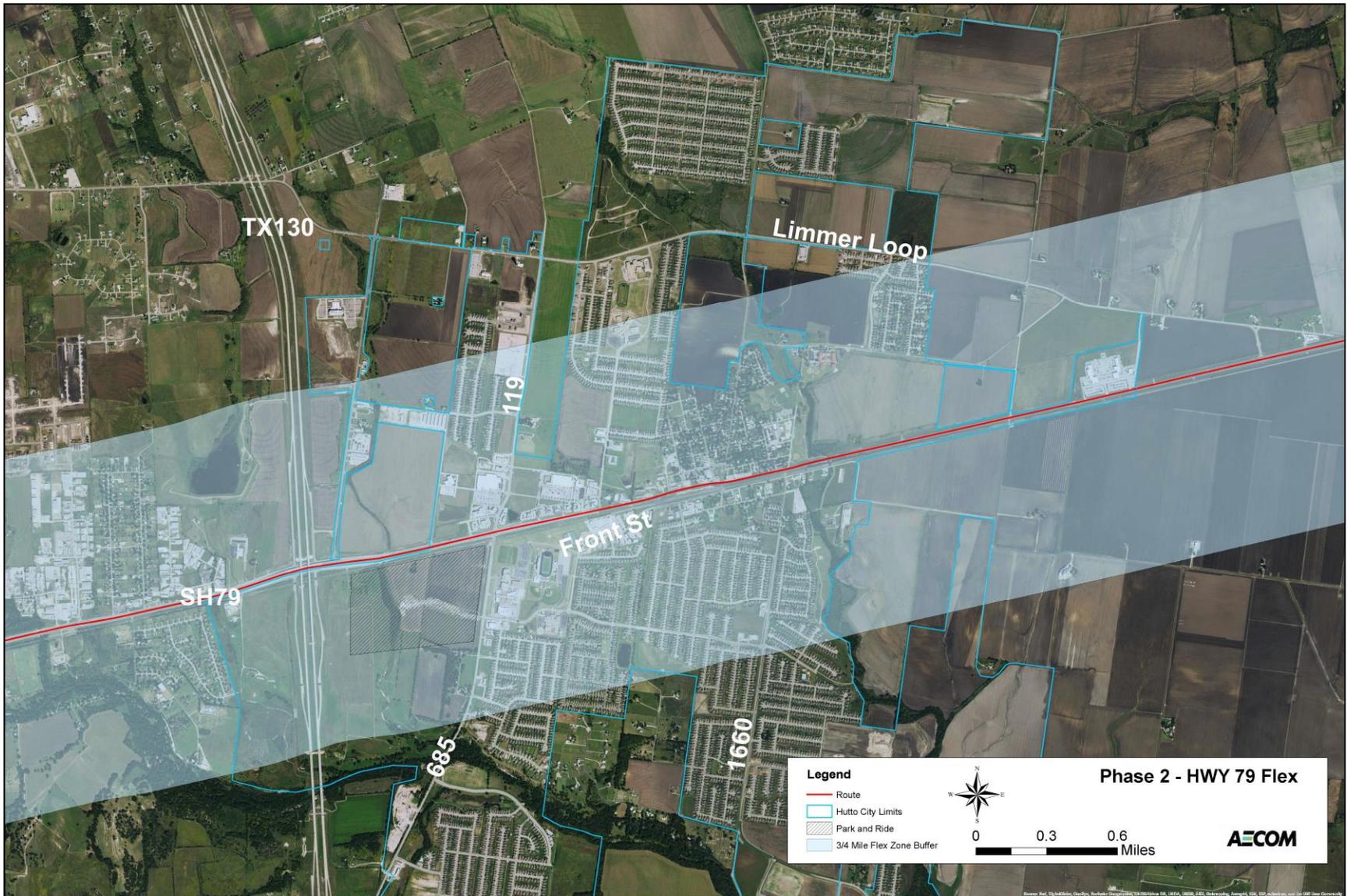


Figure 20: Highway 79 Flex Route in Hutto



## 6.2 Service Plan Operations

Phase 1 will operate about nine revenue hours on weekdays from 6:00 am to 8:30 am and from 4:15 pm to 7:00 pm weekdays only. There is no Saturday or Sunday planned at this time. One way trip travel times will vary by time of day but on average the route should complete the trip between 30 to 40 minutes to downtown Austin and about 25 minutes to Tech Ridge. Each route will have a minimum of 10 minutes for a layover at the Hutto Park & Ride. Table 7, below, illustrates the proposed schedule of service for Phase 1 utilizing a two bus system.

Phase 2 will operate about 11 revenue hours on weekdays from approximately 7:00 am to 6:00 pm connections to the Austin Express route. The route makes a round trip in approximately 90 - 100 minutes with one bus or more frequent if operated by two buses. Each route will have a minimum of 10 minutes for a layover at the Hutto Park & Ride. The proposed schedule of service for Phase 2 is shown in Table 8.

Table 7: Austin Express and Tech Ridge Conceptual Schedule - Morning

Route	Hutto P&R	Guadalupe & 6 <sup>th</sup> Street	Tech Ridge TC	Hutto P&R
Austin Express (Bus A)	6:00 a.m.	6:40 a.m.		7:10 a.m.
Tech Ridge (Bus B)	6:50 a.m.		7:20 a.m.	7:50 a.m.
Austin Express (Bus A)	7:20 a.m.	8:00 a.m.		8:35 a.m.
Austin Express (Bus B)	8:00 a.m.	8:40 a.m.		n/a
Austin Express (Bus A)	n/a	4:15 p.m.		5:00 p.m.
Austin Express (Bus B)		5:15 p.m.		6:00 p.m.
Austin Express (Bus A)	5:20 p.m.	6:00 p.m.		6:35 p.m.
Tech Ridge (Bus B)	6:10 p.m.		6:35 p.m.	7:05 p.m.

Source: URS, 2015.

Table 8: Phase 2 Highway 79 Conceptual Schedule

Taylor Walmart	Round Rock CARTS	Taylor Walmart
7:00 a.m.	7:45 a.m.	8:30 a.m.
8:45 a.m.	9:30 a.m.	10:15 a.m.
10:30 a.m.	11:15 a.m.	12:00 p.m.
12:15 p.m.	1:00 p.m.	1:45 p.m.
2:00 p.m.	2:45 p.m.	3:30 p.m.
3:15 p.m.	4:00 p.m.	4:45 p.m.
5:00 p.m.	5:45 p.m.	n/a

Source: URS, 2015.

### Revenue Hours

Phase 1 weekday operations require approximately nine (9) daily revenue hours for the service. The two routes combined operate with a total of 4.5 daily revenue hours in the morning peak and 4.5 hours in the evening peak. This is a key metric of the bus system since in most cases the transit contractor will base the cost of operating the service on the total revenue hours. Phase 2 will operate 11 revenue hours

with one bus at 90 minute headways. A second may be needed over time as demand grows for the service.

*Revenue Miles*

The proposed Phase 1 service plan will require 282 total daily revenue miles. As shown in Table 9 the total includes 252 daily revenue miles for the Austin Express route and 30 miles for the Tech Ridge route. The Austin Express will operate nine one-way trips per day. Each trip will be approximately 28 miles however trip lengths will vary depending on the routing. The Tech Ridge route will operate two 15 mile one way trips per day. Phase 2 will require 266 miles for the fixed route portion of the service. Additional revenue miles will be required for the demand response/flex service, however total hours will vary by trip and by day.

Table 9: Proposed Fixed Route Operations Plan – Weekday

Proposed Route Name (Corridor)	Weekday Revenue Hours	Weekday Revenue Miles
Phase 1 Austin Express/Tech Ridge	9.0	282
Phase 2 Highway 79 Flex	11	266*
Total	20	548

Source: URS, 2015.

*Intermodal Connectivity*

A key factor in the success of a transit system is intermodal connectivity. The ability of transit users to connect to local transit services via pedestrian and bicycle facilities and to use local transit to reach regional transit connections impacts the ridership of the system. A system that includes regional connections and safe pedestrian and bicycle access to its facilities will be more successful than a system that does not offer intermodal connectivity. This is consistent with the goals of the *Hutto 2040: A Comprehensive Plan*. Intermodal connectivity considerations will help transit riders get to the bus stop at the beginning of their trip and reach their final destination at the end of the trip (often referred to as first-mile and last-mile connections). Transit riders can also use their personal bicycles to begin and end their transit trips, as bike racks will be available on all Hutto buses.

The City of Hutto bus service will provide connections to CARTS at the CARTS Stations in Taylor and Round Rock and to Capital Metro at the Tech Ridge Transit Center and downtown Austin. Connections to future regional services implemented by Capital Metro (Project Connect) and Lone Star Rail District would also be provided by the proposed Highway 79 Flex route.

*Fare Policy*

Until the system is initiated and the city gains a full understanding of how the system will be utilized, the base fare should be set for a year with an adjustment planned for year 2. CMTA base fare is \$1.25 for local service and \$3.50 for commuter service and CARTS requires \$2 for intra-county trips. Since the Hutto routes will include both commuter service and intra-county services it is recommended that Hutto use two different fares based on service type. The Austin Express falls within the commuter service route and should start with a \$3.50 fare. The Tech Ridge Route and the Highway 79 Express have shorter trip lengths and should fall into the \$2.00 fare category. It should be widely publicized by the city that fare structure will be re-examined for year 2 and potentially adjusted based on ridership and desired revenue recovery percentage (10%).

CARTS utilized a stored-value card system for fares on its system. If CARTS is selected to operate the service, that fare system is customer friendly and reduces cash handling. Most systems do offer a

reduced or half-fare for the elderly, disabled, and school-aged children. The city should consider adding this type of fare at the outset of service but this would negatively impact the revenue recovery rate. Other structural changes to the fare policy like adding weekly passes and other discounted fares should be reserved for a future fare analysis based on actual understanding of system utilization.

### 6.2.1 Capital Plan

The primary capital investments for the system will relate to the procurement of vehicles, additional stops, and a Park & Ride Facility planned in Hutto. The system may likely be contracted out to a turnkey operator, or if operated directly, maintenance services can be provided through a contractor. As such, support infrastructure like a maintenance facility will not be necessary to initiate service. To begin the service, an investment in bus stop signage and other amenities will be required and should be implemented in phases as the system matures. Phase 1 calls for an express service, so new signage will only be required at the Hutto Park & Ride. Existing signage at the Tech Ridge transit Center and up to ten locations in downtown Austin will need updates to reflect the new routes as well. For Phase 2, approximately 65 signs (bus stop every ¼ mile) with poles were assumed as well as 18 benches and two additional shelters. The City may want to approach CMTA or another transit system for the opportunity to purchase shelters since only a low volume will be needed.

A key factor in understanding the vehicle needs of the system will be the details of the contract with the service provider. These contracts can be structured in a number of ways depending on the full scope of services to be provided. The determination on whether the contractor provides vehicles for the service will dictate if or how many vehicles will be procured for the system. If vehicles are to be provided by the contractor, then the City can expect to pay a higher unit cost for the service contract.

The system will require a total of three vehicles (two in operation plus one spare) for Phase 1 service. An additional vehicle will be required for Phase 2. A total of four standard 31-foot CNG vehicles are recommended for full service implementation.

Table 10 outlines capital needs for the system. It should be noted the vehicle costs may be deferred or even eliminated depending the service contract implemented.

Table 10: Capital Unit Costs

Item	Unit Cost*	Number of Proposed Units	Total Cost
Flag Stop Signs/Poles	\$250	65	\$16,250
Bench	\$800	18	\$14,400
Shelters	\$7,500	2	\$15,000
Concrete Bench Pad	\$2,500	16	\$40,000
Concrete Shelter Pad	\$2,900	2	\$5,800
Hutto Park & Ride	\$600,000	1	\$600,000
Existing Stop Updates	\$200	10	\$2,000
31-foot CNG Vehicle	\$445,000	0-4	\$0-\$1,780,000

Source: URS, 2015.

\* Bus stop amenity prices reflect average cost with installation for large transit agency and may vary based on purchasing through CMTA or other procurement.

### 6.2.2 Marketing Plan

A comprehensive marketing plan for the recommended system should be developed to assist in implementing the new system. This can be done through a partnership between the city and Capital Metro staff. A strong marketing plan is crucial for establishing the foundation for future marketing strategies once the implementation is completed.

Items to be addressed could include:

- Overall system image/brand
- Graphics/maps/schedules
- Community outreach
- Advertising
- Coordination techniques with other organizations

It is essential that a distinctive system logo, vehicle paint scheme, signage, and theme for the new services be developed to generate a unique and positive image for the transit program. A key recommendation is that the image (logo/graphics) created be unique to the service area and avoid the more conventional or institutional look often utilized by new transit systems.

Customer Service is closely linked with marketing as this function typically:

- Provides transit service information through various methods including internet, printed media and telephone
- Coordinates the sale of fare media
- Handles customer complaints, commendations, inquiries, requests, and suggestions
- Responsible for "Lost and Found"

### 6.2.3 Service Monitoring

Transit systems have recurrent needs and requirements to collect and report a wide range of information about operations and ridership. The continual compilation of data is essential for the effective planning and management of transit services. Without detailed operations information, the ability to effectively monitor and report system performance and subsequently revise services would be severely impacted. Resource limitations frequently limit comprehensive service monitoring programs. However, the information resulting from service monitoring is very important because fundamental transit functions such as scheduling, service planning, maintenance, finance, and marketing require this data for decision making and reporting.

Key considerations for establishing a service monitoring program include:

- Identification of the data categories to be collected
- Methods and sources to be used in data collection
- Procedures to be used to process and store the data
- Evaluating and reporting the data in a meaningful and ongoing format
- Determining where and ensuring required reports are properly transmitted

Program elements must be identified prior to the initiation of service as certain data must be recorded on a daily basis. The City of Hutto should work with Capital Metro to ensure the data is collected, evaluated, and reported in an accurate and timely manner. In addition to compilation of statistical data,

periodic field observations of system operations and contract monitoring must also be regularly undertaken.

### *Implementation Plan*

The following section outlines the recommended phased approach of the TDP.

#### Year 0 – FY 2017 – Contracting and System Start-up

- Present Plan for adoption to Hutto City Council
- City of Hutto and Capital Metro finalize budget for service based on council priorities.
- Maintain existing CARTS service during Year 0.
- Set system start-up date.
- City of Hutto and Capital Metro enter into an agreement for service.
- Develop Capital Plan.
- Procure buses for service, if not included in Contractor service.
- Procure bus stop amenities – stops, benches and shelters.
- Proposed service is included in Capital Metro service change process.
- Initiate marketing campaign to promote new service.
- Begin meeting with Round Rock and Taylor to develop plan for Phase 2.

#### Year 1 – FY 2018 - Implementation

- Implement Phase 1 service.
- Develop method for collecting feedback from clients – customer comments should be documented by contractor for analysis by the City.
- Prepare Title VI review to ensure that the level and quality of fixed-route and demand response services are provided in a non-discriminatory manner. The City of Hutto and Capital Metro will need to provide equitable service that meets the requirements of the Title VI Civil Rights Act of 1964 (Title VI). Title VI ensures that no person shall be excluded from participation in, denied benefits of or be subjected to discrimination on the basis of race, color, or national origin under any program receiving federal financial assistance. This process may best be incorporated into the Capital Metro plan.
- Update and establish regular procedures for maintaining system goals, objectives and strategies based on first six months of service.
- Finalize agreements with other cities for partnership to operate Phase 2.

#### Year 2 – FY 2019

- Conduct on-board counts and rider survey. Travel patterns and utilization by passengers should be established by then.
- Begin to plan for Phase 2 implementation including capital needs.
- Procure bus stop amenities – stops, benches and shelters.
- Proposed service is included in Capital Metro service change process.
- Initiate marketing campaign to promote new service.

#### Year 3 – FY 2020

- Implement Phase 2 service.

## 6.3 Financial Plan

A five-year financial plan was developed for the system based on the capital needs, operating plan, and an assumed start date at the beginning of FY 2017. This start date will allow the City adequate time to

negotiate a contract with a service provider, procure vehicles (if necessary) and assemble federal funds. The estimated level of FTA \$5307 funding available through Cap Metro for operations in the City of Hutto is approximately \$76,000 annually.

The overall cost of the system will be different depending on whether or not the vehicles are included in the service contract. If the City chooses to ask the service contractor to provide vehicles then a major capital outlay in FY 17 can be avoided, however, the City can expect to pay a higher unit cost for service. Table 11 illustrates the funding levels required for the system if the contractor provides the vehicles. Table 12 shows a financial plan based on the City providing vehicles.

As the tables illustrate, total operating costs for the system range from \$172,125 in Year 1 to \$425,513 in Year 5 if the city procures and supplies its own vehicles. If vehicles are provided through a contractor, operating costs range from \$229,500 in Year 1 to \$567,351 in Year 5. The addition of Phase 2 service in Year 3 increases operating costs by approximately 130% under both scenarios. It should be noted that Phase 2 costs are planned to be shared with the other cities along the corridor. Capital costs are approximately \$1.8 Million lower if contracted vehicles are used. Key assumptions informing the financial plan are:

- The plan assumes 10% farebox recovery. The City should reserve a contingency to cover net operating cost, in case; the system utilization does not generate this percentage of fare revenue. It may take several years for the system to mature and a revised fare structure in order to generate a level of ridership necessary for that farebox recovery rate.
- All capital improvements required to implement a new service are assumed to occur the year before service operations.
- The plan assumes a 2.7% escalation rate for capital and operating expenditures.
- Operating revenue reflects the amount currently available through Capital Metro (\$76,052) and was not assumed to increase in future years.
- The unit costs for capital improvements and operations are estimates and do not reflect negotiated prices. The operating and capital cost and subsequent local funding amounts are subject to change based on procurement decisions and the agreed service contract pricing.

Table 11: Financial Plan Based on a Contractor Providing Vehicles

Operating Plan	Peak Vehicles	Fleet Vehicles	FY 17 Rev. Hrs.	FY 18 Rev. Hrs.	FY 19 Rev. Hrs.	FY 20 Rev. Hrs.	FY 21 Rev. Hrs.
Phase 1	2	3	2,295	2,295	2,295	2,295	2,295
Phase 2	1	1	0	0	2,805	2,805	2,805
Total	3	4	2,295	2,295	5,100	5,100	5,100
Cost/Rev. Hr.			\$100	\$103	\$105	\$108	\$111
Annual Operating Cost			\$229,500	\$235,697	\$537,912	\$552,435	\$567,351
5307 Operating	Fixed	\$ -	\$76,052	\$76,052	\$76,052	\$76,052	\$76,052
5307 Capital	20% LM	\$494,603	\$ -	\$79,247	\$ -	\$ -	\$ -
Other Sources		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funding		\$123,651	\$130,498	\$155,887	\$408,069	\$421,140	\$434,564
Total Revenue		\$618,254	\$206,550	\$311,186	\$484,121	\$497,192	\$510,616
Expenses	\$FY15 Value	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21
Phase 1 Vehicles	\$ -	\$ -					
Phase 1 P&R	\$600,000	\$616,200					
Phase 1 Stops	\$2,000	\$2,054					
Phase 2 Vehicles	\$ -			\$ -			
Phase 2 Stops	\$91,450			\$99,059			
Capital Total		\$618,254	\$ -	\$99,059	\$ -	\$ -	\$ -
Operating Expense		\$ -	\$229,500	\$235,697	\$537,912	\$552,435	\$567,351
Fare Recovery		\$ -	\$(22,950)	\$(23,570)	\$(53,791)	\$(55,244)	\$(56,735)
Operating Total		\$ -	\$206,550	\$212,127	\$484,121	\$497,192	\$510,616
Total Expense		\$618,254	\$206,550	\$311,186	\$484,121	\$497,192	\$510,616

Source: URS, 2015.

Table 12: Financial Plan Based on the City of Hutto Providing Vehicles

Operating Plan	Peak Vehicles	Fleet Vehicles	FY 17 Rev. Hrs.	FY 18 Rev. Hrs.	FY 19 Rev. Hrs.	FY 20 Rev. Hrs.	FY 21 Rev. Hrs.
Phase 1	2	3	2,295	2,295	2,295	2,295	2,295
Phase 2	1	1	0	0	2,805	2,805	2,805
Total	3	4	2,295	2,295	5,100	5,100	5,100
Cost/Rev. Hr.			\$75	\$77	\$79	\$81	\$83
Annual Operating Cost			\$172,125	\$176,772	\$403,434	\$414,327	\$425,513
5307 Operating	Fixed	\$ -	\$76,052	\$76,052	\$76,052	\$76,052	\$76,052
5307 Capital	20% LM	20% LM	\$1,591,439	\$ -	\$464,869	\$ -	\$ -
Other Sources			\$ -	\$ -	\$ -	\$ -	\$ -
Local Funding		\$ 397,860	\$78,861	\$199,260	\$287,038	\$296,842	\$306,910
Total Revenue		\$1,989,299	\$154,913	\$740,181	\$363,090	\$372,894	\$382,962
Expenses	\$FY15 Value	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21
Phase 1 Vehicles	\$1,335,000	\$1,371,045					
Phase 1 P&R	\$600,000	\$616,200					
Phase 1 Stops	\$2,000	\$2,054					
Phase 2 Vehicles	\$445,000			\$482,027			
Phase 2 Stops	\$ 91,450			\$ 99,059			
Capital Total		\$1,989,299	\$ -	\$581,086	\$ -	\$ -	\$ -
Operating Expense		\$ -	\$172,125	\$176,772	\$403,434	\$414,327	\$425,513
Fare Recovery		\$ -	\$(17,213)	\$(17,677)	\$(40,343)	\$(41,433)	\$(42,551)
Operating Total		\$ -	\$154,913	\$159,095	\$363,090	\$372,894	\$382,962
Total Expense		\$1,989,299	\$154,913	\$740,181	\$363,090	\$372,894	\$382,962

Source: URS, 2015.

## Appendix A: Public Meeting #2 PowerPoint Presentation

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# ***Hutto Transit Development Plan***

*Hutto City Council  
November 19, 2015*

# What is a Transit Development Plan?



- Provides an assessment of transit opportunities and the associated requirements for providing public transit service to the City of Hutto.
- Identifies and designs transit alternatives that consider the varied needs of the area's growing population and employment markets.
- Develop service and financial plans for future transit options



# Why a Transit Plan Now?



- Hutto is one of the fastest growing communities in Central Texas – population has increased by 1500% since 2000
- Increased regional roadway congestion
- Opportunity to coordinate with other multi-modal plans including the Hutto 2040: A Comprehensive Plan, Project Connect North Corridor Plan, Lone Star Rail and the City's Pedestrian Mobility Plan
- In 2010 the City became part of the Austin Urbanized Area allowing for partnering with Capital Metro to provide transit service
- Availability of federal funds



# Transit Development Plans in the Region



Georgetown

- Complete, Implementation Planning in Process

Buda

- Completion: Fall 2015

Hutto

- Completion: Fall 2015

Pflugerville

- Start Date: November 2015

Round Rock

- 10 Year Master Plan
- Completion: Fall 2015



- **Public Involvement and Outreach**
- **Existing Conditions**
- **Mission and Goals**
- **Evaluate Course of Action/Transit Needs Assessment**
- **Three-Year Implementation Plan**
  - Service and operations plan
  - Financial plan
  - Phases of implementation
- **Draft and Final Transit Development Plan**



# Existing Conditions



- Evaluation of Existing Conditions
  - Existing and future demographic analysis
  - Land use
  - Review of relevant Hutto planning documents
  - Analysis of multi-modal accommodations
- CARTS Service in Hutto
- Field Observations
- Public Outreach
  - Intercept surveys
  - Public meetings
  - Stakeholder Interviews



# Existing Conditions



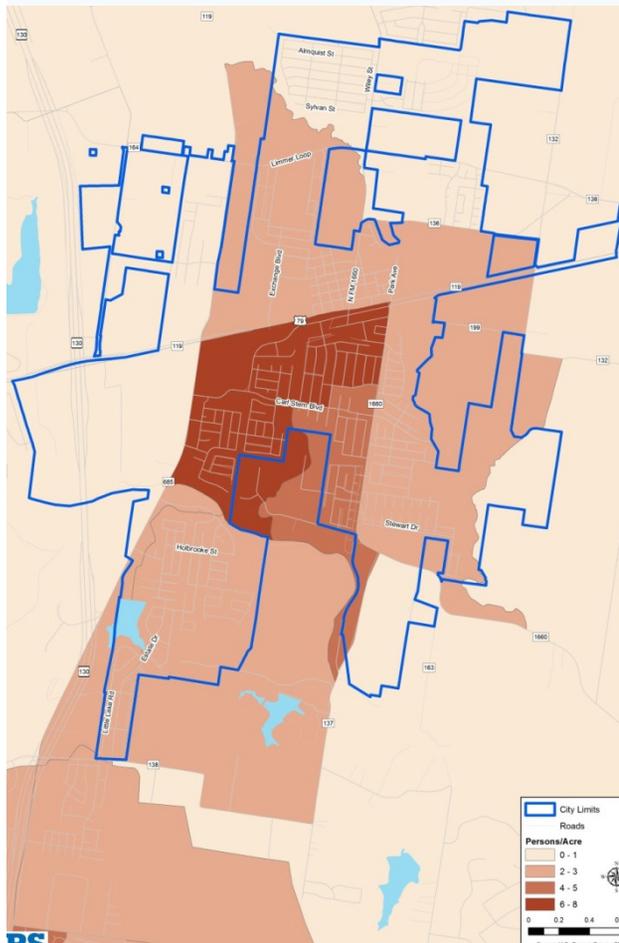
# Existing Conditions



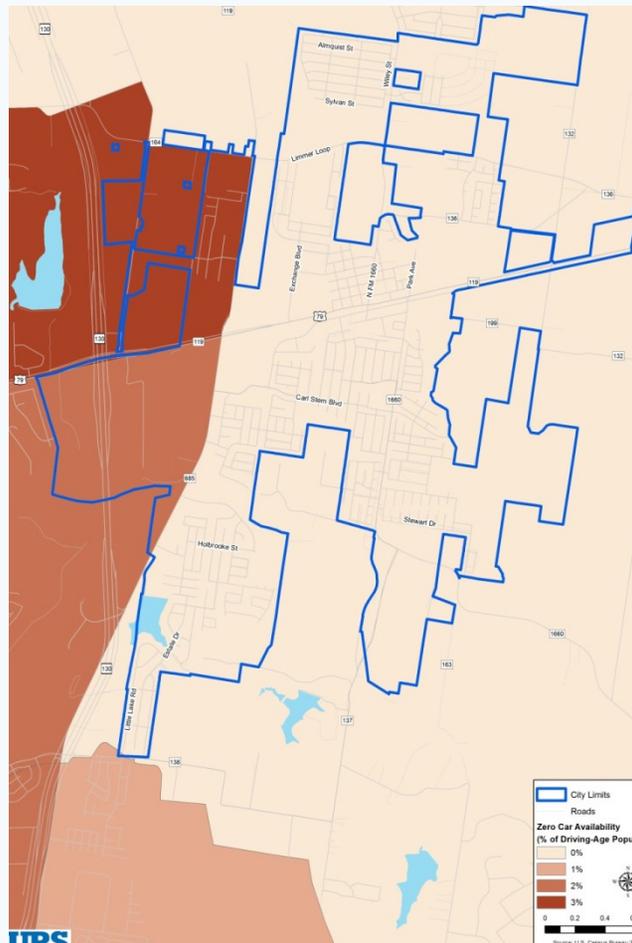
# Existing Conditions



## Population Density



## Zero Car Household



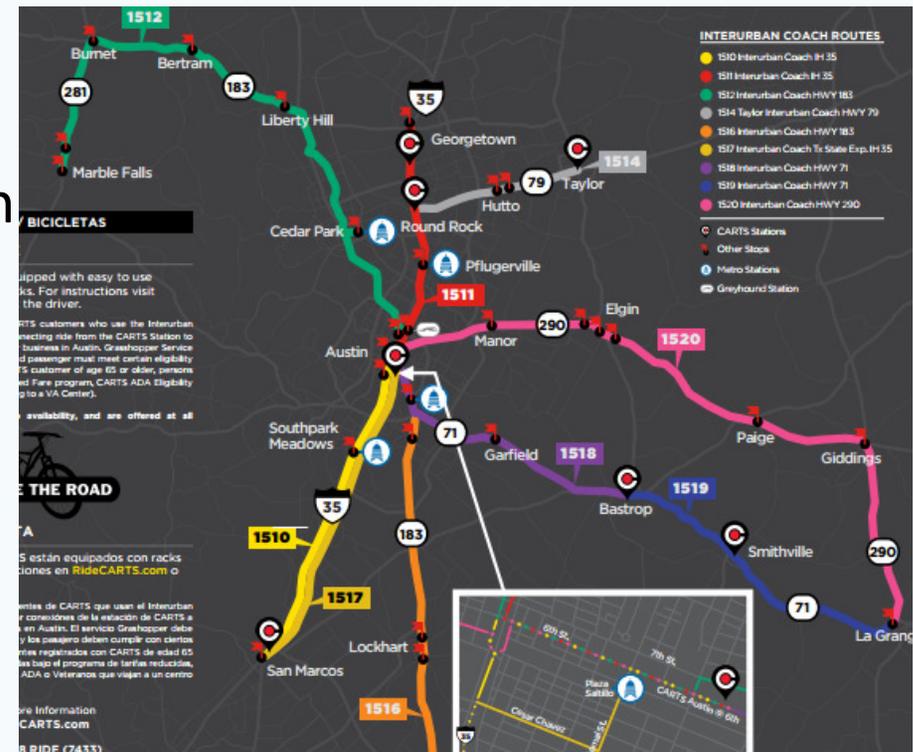
- Demographic data is from 2013 and does not fully capture the rapid growth in Hutto
- The data provides a basic understanding of where potential transit captive populations are

Source: U.S. Census Bureau, ACS 2013, City of Hutto

# Existing Conditions – CARTS Bus Service



- Operates Silver Line on Highway 79 from Temple College in Taylor to Round Rock CARTS Station with a stop in downtown Hutto
- Provides five daily weekday trips in each direction
- Connections to CARTS Red Route in Round Rock with service to Austin and Georgetown



# Public Outreach



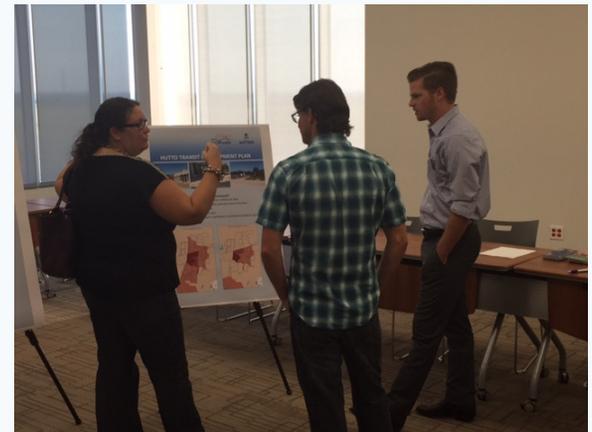
Event/Interview	Date
Website/Facebook and Online Survey (over 60 responses)	May to October
Hutto Co-op Market Nights	July 30
Public Meeting at EWCHEC	August 13
Gin Grand Opening	August 29
Spanish Language Focus Group	August 29
Hutto Food Pantry Stakeholder Meeting	September 9
HISD Stakeholder Meeting	September 9
Hutto Chamber of Commerce Stakeholder Meeting	September 10
Bike Hutto	September 16
Community Impact Article	September 30
EWCHEC Stakeholder Meeting	October 1
Hutto Community University Stakeholder Meeting	October 1
Olde Tyme Days	October 17
Public Meeting at City Hall	October 21

# Public Outreach



What we head from the public?

- Bus service to activity centers/shopping in surrounding cities including HEB, Walmart, Stone Hill Town Center and social services
- High capacity transit service to Austin from Park & Ride in Hutto
- Connections to Round Rock, Pflugerville, and Taylor
- Provide service to medical offices and social service agencies
- Service for transit dependent populations and commuters



## Workplace Locations from Williamson County



- Residence county to workplace county commuting flows from 5-yr American Community Survey 2009-2013:
- Williamson: 108,487 people
- Travis: 94,930 people
- Bell County: 3,310 people

# Proposed Service Plan Goals

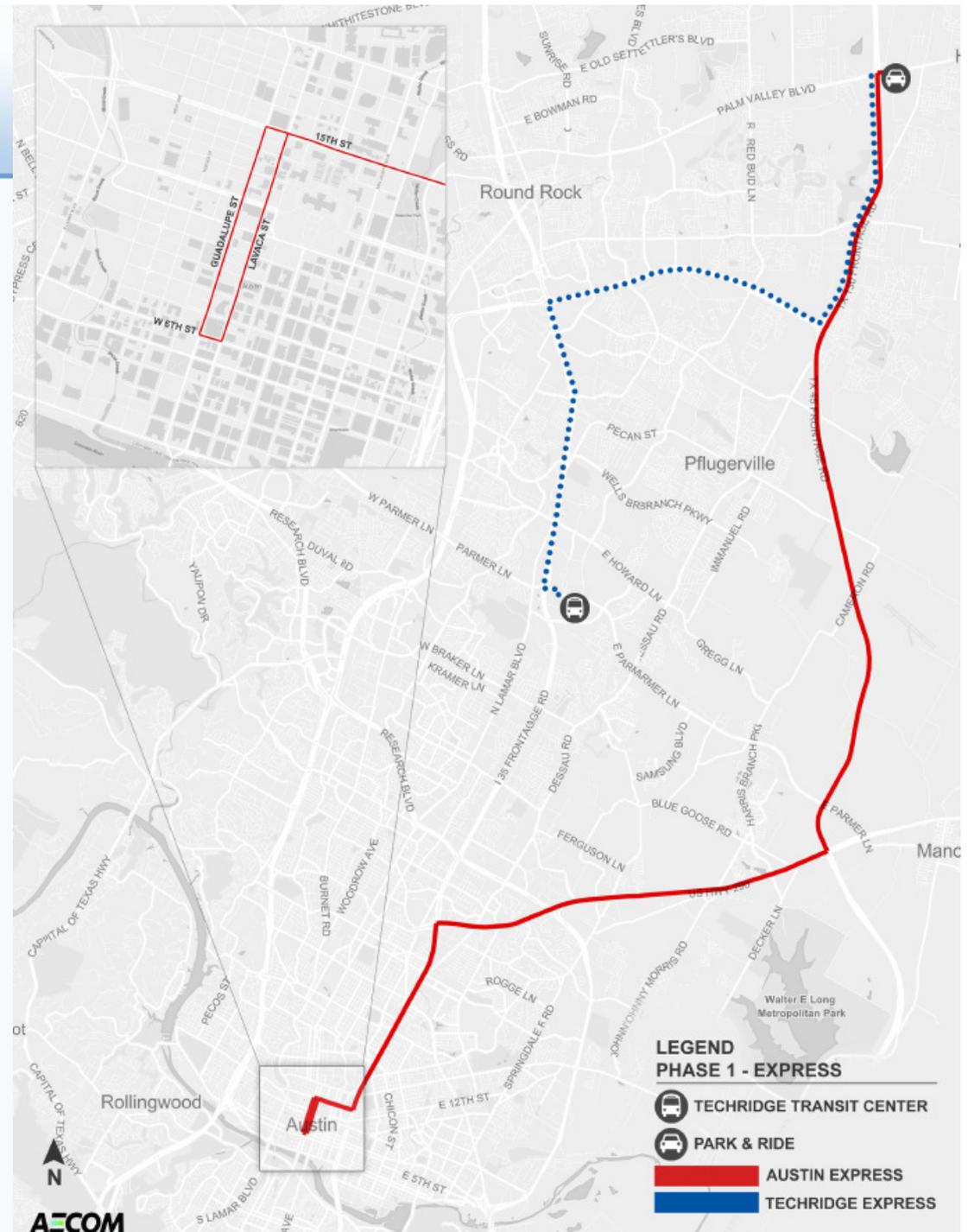


- Provide lifeline service to shopping, jobs, medical appointments, and social services
- Provide commuter service to UT and downtown Austin
- Create a cost effective, useful and user-friendly transit plan
- Develop partnerships with neighboring communities and local organizations/companies
- Establish a solid foundation for transit to build on over time
- Connect to future regional services – Project Connect and Lone Star Rail



# Phase 1 – Austin Express

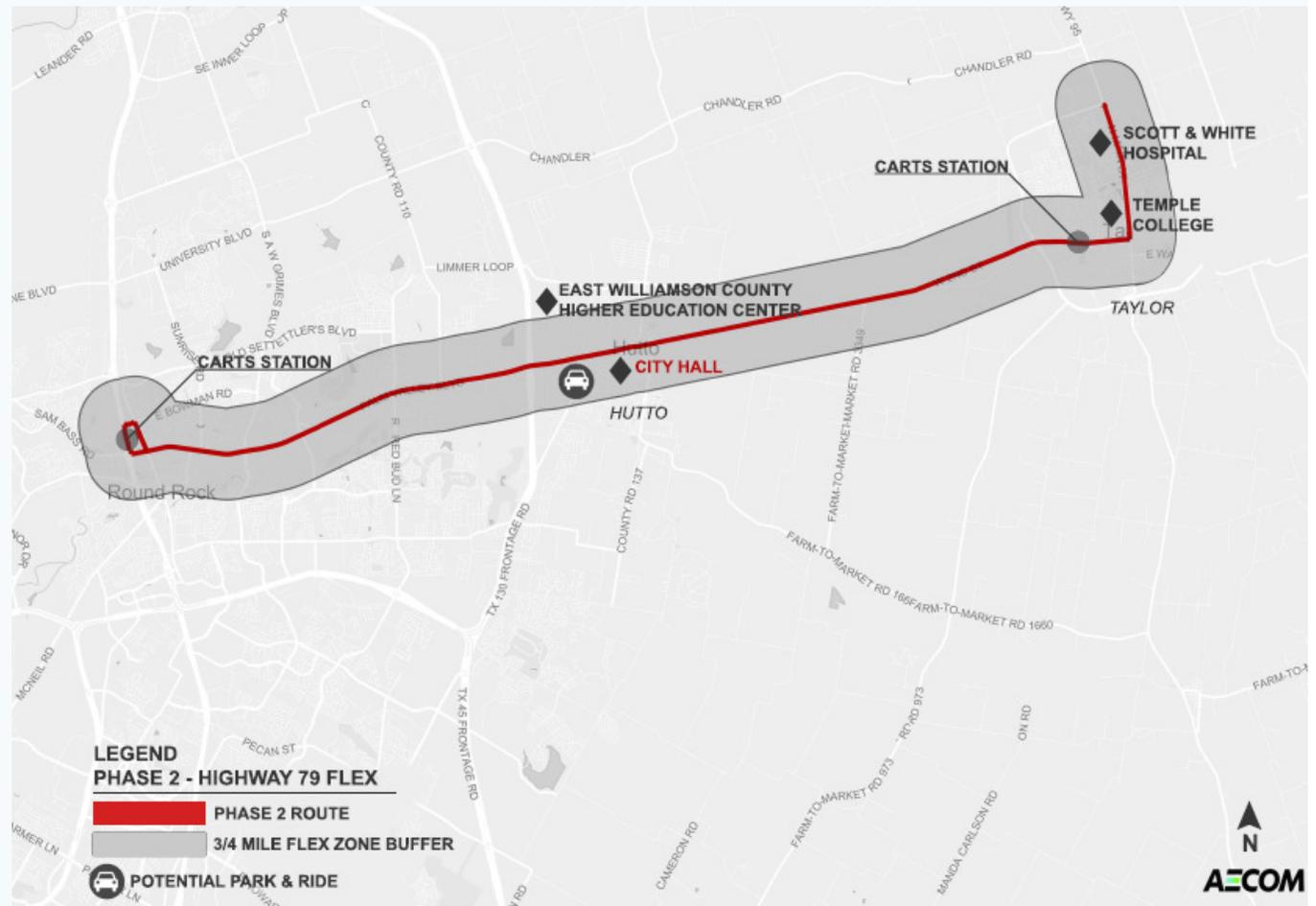
- Utilize planned Park & Ride facility on Hwy 79 near SH 130
- Three AM and PM peak trips to downtown Austin
- Two trips per day to Capital Metro's Tech Ridge Transit Center
- Connect to Cap Metro system including MetroRail and MetroRapid in downtown
- Connect to seven Cap Metro routes at Tech Ridge
- Opportunities for reverse commute to Hutto for education, services and jobs



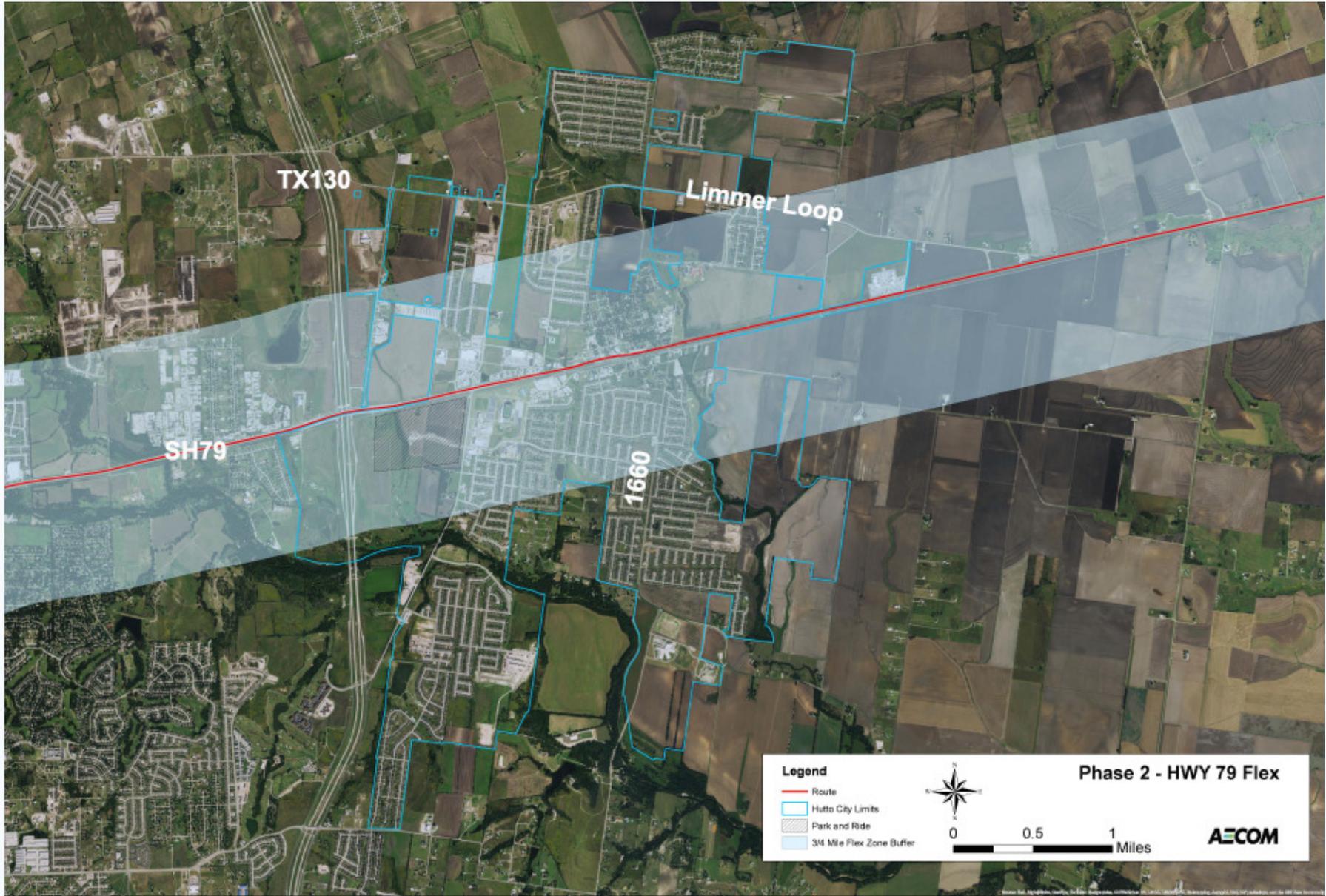
# Phase 2 – Hwy 79 Flex



- Deviated Fixed-Route service
- Designated stops with ability for demand response  $\frac{3}{4}$  mile from route
- Opportunity to develop transit partnerships with neighboring communities
- Provides connections to shopping, work and medical



# Phase 2 – Hwy 79 Flex



# Operations and Financial Planning



- Operations
  - Define type of service and vehicles
  - Establish frequency of service
  - Identify service hours and days (weekdays and weekends)
  - Identify number of routes and buses
- Capital Plan
  - Park & Ride facility
  - Bus stops and amenities
  - Bike treatments including bikeshare program
- Financial Plan
  - Cost per hour/mile to operate service
  - Capital cost to implement service
  - Direct operations or contracted service
  - Fares – local and commuter services
- Other important steps include bus procurement, marketing and branding service

# Operations and Capital Costs



- Phase 1 projected 9 revenue hours on weekdays only (2,295 annual revenue hours)
- Transit Operator Contractor - costs per hour ranges from \$75 - \$100 per hour
- Cost to purchase a vehicle
  - FTA provides 80% match for buses
  - Smaller cutaway buses - \$200,000
  - Standard 35 foot bus - \$500,000
- Phase 1 requires a minimum of three buses

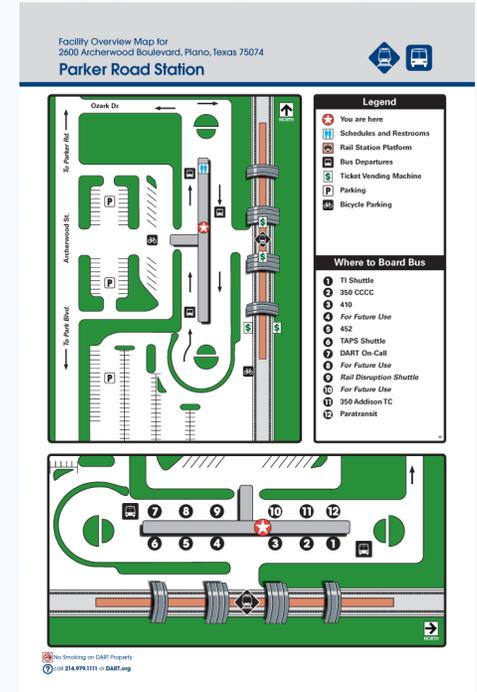


# Operations Costs



	Phase 1 - Express Bus	Phase 2 – Hwy 79 Flex
Service Overview	3 AM and 3 PM peak trips to downtown Austin, 2 trips per day to Tech Ridge TC (weekdays only)	Taylor, Hutto, Round Rock (weekdays only) Flex ¾ mile from Hwy 79 Need partnership with Taylor and Round Rock
Service Hours	6:00am – 8:30am 4:30pm – 7:00pm	7:00am – 6:00pm (Every 90 - 100 mins)
Number of Buses	2	1
Total Daily Revenue Hrs	9	11
Cost per Revenue Hr (estimated)	\$85	\$85
Operating Costs per Day	\$765	\$935
Annual Operating Costs	\$195,075	<b>\$238,425 (Taylor and RR)</b>
FTA 5307 Share for Hutto	\$76,052	N/A
<b>Total Annual Share for Hutto</b>	<b>\$119,023</b>	N/A

# Capital Improvements



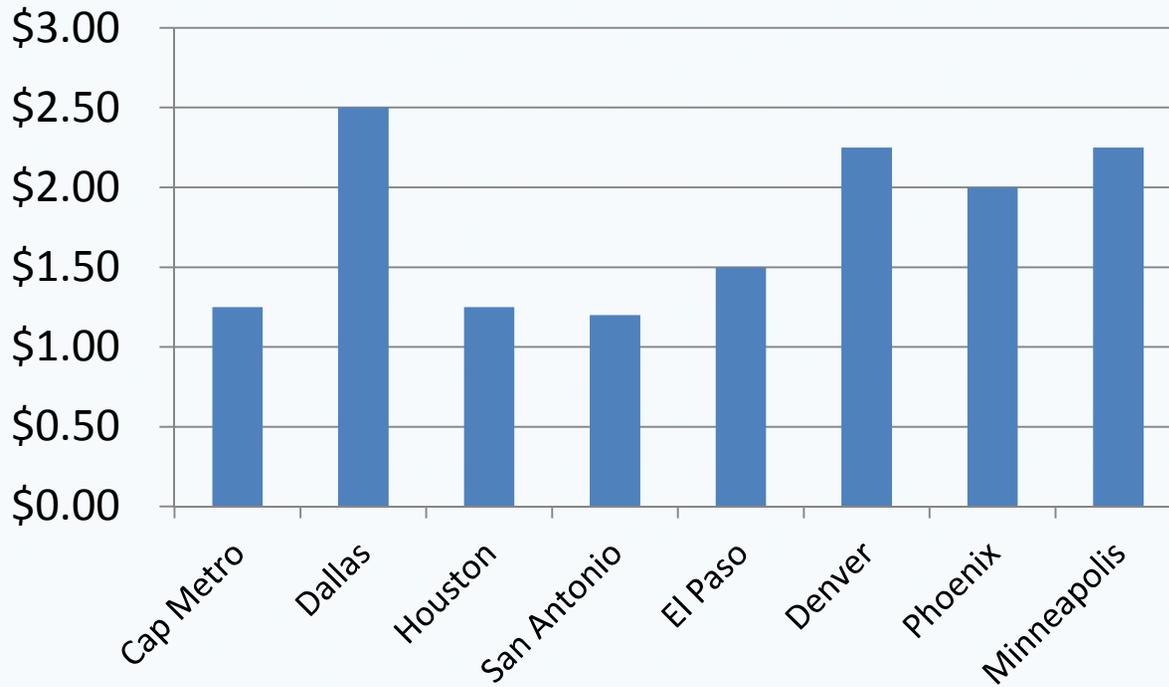
# Fare Comparison



- Capital Metro Fares

- Local bus = \$1.25 Single Ride, \$41.25 Monthly
- Commuter bus = \$3.50 Single Ride, \$96.25 Monthly

Local Single Ride



\* Dallas is a two-hour fare

## Benefits of Transit



- Provides transportation options for residents
- Cost savings for commuters compared to auto (tolls, gas, maintenance)
- Quality of life
- Amenity to attract new residents and employers to Hutto
- Economic development opportunities near bus station
- Begin to promote alternative modes
  - Transit, bike, walking



## Next Steps



- Finalize service/operations, financial and implementation plans for transit service over three-year planning horizon
- Submit Draft and Final Transit Development Plan to City/Capital Metro



# ***Hutto Transit Development Plan***

Questions?

## Appendix B: Intercept Survey Instrument

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# Hutto Transit Plan – Survey on Transit Needs



Capital Metro wants to get your ideas about public transit service in the region.

Please share your opinions with us. We truly appreciate your time and input.

1. Gender:   • M   • F	2. Home Zip Code: _____	3. Work/School Zip Code: _____
4. Ethnicity:   • Caucasian • Hispanic • African-American • Asian-American • Other, please specify _____	5. Age:   • (under16) • (17-28) • (29-40) • (41-52) • (53-64) • (65+)	
6. If available and convenient, would you use public transportation for the following types of trips? (Please check all that apply)  - Work – • Never   • Once or twice a month   • a few times a week   • daily   • More - School – • Never   • Once or twice a month   • 1-3 times a week   • 4-7 times a week   • More - Entertainment/Recreation – • Never   • Once or twice a month   • 1-3 times a week   • 4-7 times a week   • More - Shop/Run Errands – • Never   • Once or twice a month   • 1-3 times a week   • 4-7 times a week   • More - Social Services – • Never   • Once or twice a month   • 1-3 times a week   • 4-7 times a week   • More - Medical appointments – • Never   • Once or twice a month   • 1-3 times a week   • 4-7 times a week   • More - Other/How often? _____	7. Which types of transportation do you currently use and how often? (Please check all that apply)  - Automobile – • Never   • Once or twice a month   • 1-3 times a week   • 4-7 times a week   • More - Bicycle – • Never   • Once or twice a month   • 1-3 times a week   • 4-7 times a week   • More - Walk – • Never   • Once or twice a month   • 1-3 times a week   • 4-7 times a week   • More - CARTS – • Once or twice a month   • 1-3 times a week   • 4-7 times a week   • More - Capital Metro – • Once or twice a month   • 1-3 times a week   • 4-7 times a week   • More - Other/How Often? _____	
8. What would make you more likely to use public transportation? (Please select your top 3 reasons) • If it were convenient to where I live and where I'm going • If I felt more safe/secure when using public transit • If it took less time to get where I am going • To reduce my transportation costs • Other _____		
9. What destinations do you think public transit should serve? (Specific places in Hutto, Round Rock, Pflugerville, Austin, etc.) _____ _____		



## Appendix C: Stakeholder Comments

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## Hutto Stakeholder Notes

Baked and Sconed, Owner and Chef – Tiffany Anders – September 9, 2015

- RR Track is barrier that separates the city between north and south.
- Difficult to bike or walk across the track
- Need better bike and ped treatments across the city
- Hwy 79 cuts the city in half
- Need other types of new development instead of car parts stores
- Commuter city – most people are working in other cities

Hutto Food Pantry, Pastor Marcus Bigott and Lynda Herrin, Representatives – September 9, 2015

- Saturday mornings is when the pantry has food available
- A lot of single car household families participate
- It is difficult to get around town without a car
- Some people rely on friends and family to drive them to the food pantry
- 76 families are served, 350 people
- 3500 lbs of food every Saturday
- Canned meats, veggies, breads, pizzas, starbucks breakfasts
- No grocery store in town to get donations from
- Affiliated with Capital Area Food Bank
- Try to focus more on fresh produce
- Territory is based on HISD zone
- Mobile pantries in surrounding communities
- Need a bus to Taylor to food banks
- Looking to do a mobile pantry in Hutto, need a large parking lot
- People may need to get to Fresh Food for Families in Georgetown
- Areas of need – Limmer Loop, East of 130, and south of City Hall
- Carl Stern Street could be fixed route
- Metcalf Street – multigenerational families
- Drive a Senior may be coming to the city
- Need more business growth

HISD – Dennis Bigbee, Director of Transportation – September 9, 2014

- No grocery store in town
- Little multifamily in Hutto, mostly in Pflugerville and Round Rock
- Sidewalks are limited and key to access in city and walking to school
- Without sidewalks there are no safe routes to school
- Older city and some newer subdivisions no sidewalks
- If you live within two miles, you don't have to provide bus service
- No jobs in Hutto – kids have to leave Hutto after they graduate
- Fast growing community

- Plans for two more elementary schools and one middle school
- Limited transportation today for extra curricular activities
- Hutto overall is more middle income, not as much lower income in city limits
- Marvin Cove and Lola is rent control
- Traffic is heavy at some schools during drop and pick up

Hutto Chamber of Commerce, John Darby, CEO – September 10, 2015

- Represents the voice of businesses and city hall
- Looking at workforce development and retention
- It is important to connect to Pflugerville and Austin
- If a big company comes to Hutto what do they do about transportation?
- 300 members at the Chamber
- Need walkability and access over the RR tracks
- 29 trains per day
- Need to grade separate the tracks
- Transit to Austin is key
- Start commute route in Taylor and stop in Hutto and go to Austin
- Transit to college and larger employer

Bike Hutto, Director, Jessica Romigh – September 16, 2015

- Need another underpass under rail and 79 – currently there is only one that connects Fritz and Cottonwood park. Need another one near Coop Gin. Needs to be closer to services at City Hall, Downtown and shopping centers.
- Difficult to travel north south, have to bike out of direction
- Crossing at 1660 is very dangerous
- More population on the southside
- Hwy 685 is supposed to have bike lanes when finished
- Trail to Nadine School and Brushy Creek needs to be paved – part of CIP in 2017
- Safe Routes to School not in Texas
- Council is more supportive of peds than bikes
- Need to get out ahead of all the growth and build infrastructure now
- Need to attract more tourists to Hutto
- Park and Ride lot – have bike facilities and a bike share - on southside because more population, high school, senior apartments
- Bike Share at P&R, College, downtown, City Hall
- Buses need to have bike racks
- Bike locker at P&R
- Connectivity to trails – Carmel Creek will have 23 acres and Brushy Creek to connect to Round Rock
- Hutto needs to plan for all modes

Dr. Robbin Ray, Director, East Williamson County Higher Education Center – October 1, 2015

- College is comprised of Temple College, Texas A&M Central Texas, and Texas State Technical College
- Campuses in Taylor and Temple and Killeen for A&M
- 40% of students are from Hutto
- 750 students
- Travel patterns from Hutto and Taylor
- No housing in the area, so folks can't walk to campus
- Students have a car or carpool
- Round Rock pays into the ACC taxing district
- Pflugerville not part of ACC district
- The property site in Hutto is planned for 13 buildings – current building is on the north side of site

Hutto University, Kari Cox – October 1, 2015

- Local business owner and lives in Hutto Park
- HOA member of Hutto Park
- Family has a garage door business
- Student at Hutto University
- Meets monthly with City Manager and others at City Hall
- Lone Star Rail – want it to go through downtown and have a station
- It is a car community and people depend on cars
- Tolls add up for hutto residents
- Need rail to downtown Austin, tolls and parking are costly
- Not a lot of multifamily in Hutto

Lyle Nelson, Chief of Staff, CARTS – October 16, 2015

- CARTS currently operates the Silver Line four trips per day in each direction from Temple College in Taylor to the CARTS Station in Round Rock. The route has a stop in downtown Hutto.
- Need to maintain service along the Hwy 79 corridor. Adding a demand response service along the corridor would continue to serve existing riders.
- The Round Rock station may move west in the future. It is currently just east of I-35.
- The service is corridor based and does not go directly to downtown Austin but provides connections at the Round Rock Station.





City of Hutto  
Transit Development Plan  
Final Report



January 2016