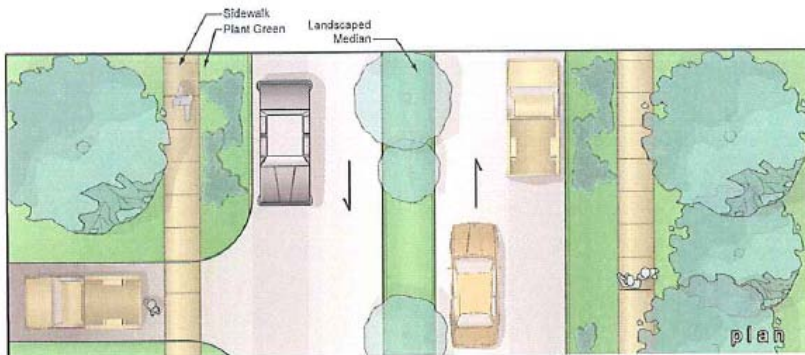
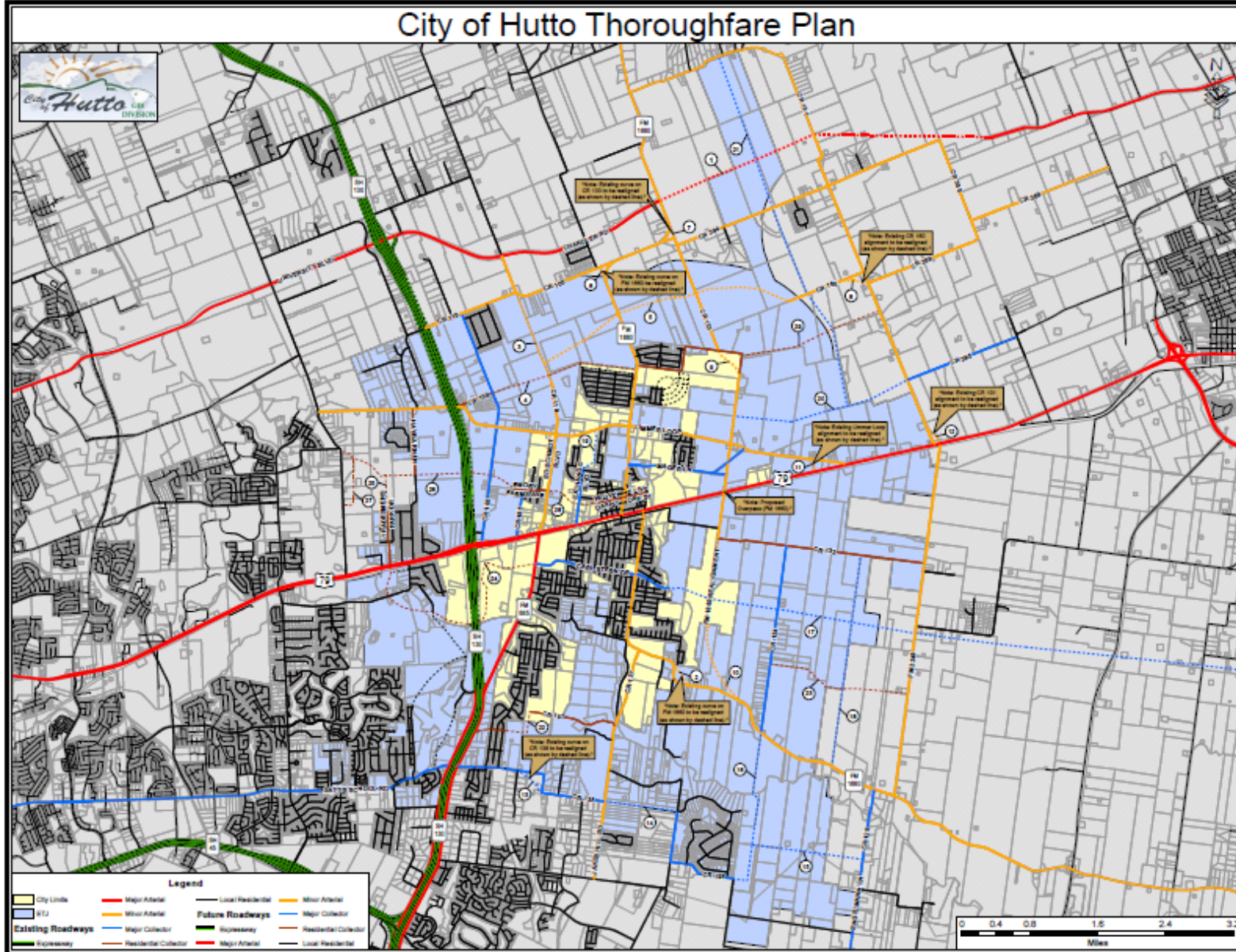


2011

Hutto Thoroughfare Plan



Hutto Thoroughfare Plan



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Introduction

The Hutto Thoroughfare Plan is focused primarily on major thoroughfares and connections throughout the city limits, extra-territorial jurisdiction (ETJ), and future growth area. It is a long-range plan for identifying needed roadway connections as well as for classifying existing thoroughfares for future improvements and adequate right-of-way reservation.

The benefits of the Thoroughfare Plan include:

- Ensuring proper connectivity throughout Hutto;
- Coordinating thoroughfares regionally with surrounding communities ;
- Ensuring future roadways are compatible with future growth and land use;
- Identifying the appropriate functions and classifications for roadways to ensure they are compatible with existing land uses and traffic patterns;
- Reserving the necessary amount of right-of-way for future expansions and improvements;
- Providing developers with plans for future thoroughfares and connections and roadway improvements so that they make educated decisions on where, when, and how to develop;
- Keeping citizens informed of their community's plans for future thoroughfares and connections and roadway improvements;
- Providing information regarding needs and priorities for the Capital Improvements Plan (CIP);
- Coordinating with pedestrian and bicycle plans to promote alternative modes of transportation such as walking, bicycling, and eventually, mass transit.

The Thoroughfare Plan was developed by a committee of City of Hutto staff members, in conjunction with other applicable entities. Members of the Planning, Engineering, GIS, and City Administration Divisions served on this committee. This plan was also

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coordinated with members of TxDot, Williamson County, the Hutto Police Department, the Hutto Independent School District, and was ensured to be consistent with the CAMPO 2035 Plan.

Some constraints needed to be taken into account in the development of the Thoroughfare Plan. Such constraints include:

- Creeks, water bodies, and other flood-prone areas;
- Topographic constraints such as steep slopes;
- Public parks and historic lands;
- Existing neighborhoods;
- Existing development;
- Existing roadway network.

Thoroughfare Plan Roadway Classifications

- Expressways
- Major Arterials
- Minor Arterials
- Major Collectors
- Residential Collectors

Expressways

Expressways are designed primarily for moving automobiles at high volumes and high speeds within and through an urban area. They have multiple traffic lanes, divided sections, limited access, and few, if any, intersections. The Hutto Thoroughfare Plan contains only one expressway: SH 130. SH 130 is an existing toll road that carries traffic to and through Hutto. It is a TxDot highway, and there are no current plans for significant improvements.

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Major Arterials

Major arterials are roadways designed to carry a relatively high volume of traffic and high operational speeds. They serve as key roadways for through-traffic as well as some local traffic. Access is managed and fairly limited, as the main purpose of major arterials is to move traffic, not provide direct access. Hutto has two existing major arterials: Highway 79 and FM 685. There is also one identified future major arterial in Chandler Road.

New Major Arterials:

<u>Roadway</u>	<u>Limits</u>
1. Chandler Road	Across Hutto's entire northern jurisdiction; regional roadway

Minor Arterials

Minor arterials are similar to major arterials in classification, but they provide more direct access than major arterials. They carry medium levels of traffic volume and a medium to high traffic speed, and serve areas that generate less traffic than those along major arterials. Their primary function, however, is still moving traffic. The existing minor arterials classified in the Thoroughfare Plan include Limmer Loop, FM 1660 North, FM 1660 South, CR 119/Ed Schmidt Blvd, CR 133, CR 101, CR 394, CR 100, CR 118, CR 160, FM 3349, and CR 137.

The chart below identifies future minor arterials and minor arterial connections and realignments.

New Minor Arterials, Realignments, and Connections:

<u>Roadway</u>	<u>Limits</u>
2. FM 1660 South curve realignment	Between CR 137 and FM 3349
3. CR 119 extension	CR 119 to CR 100
4. new road	CR 108 to CR 119
5. new road	CR 119 to CR 160
6. FM 1660 North curve realignment	at CR 100

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7. CR 133 curve realignment	at CR 100
8. CR 160 curve realignment	at CR 101
9. CR 133 extension	at FM 1660 Realignment
10. new road: FM 1660 Realignment Project	CR 133 to existing FM 1660 South
11. Limmer Loop	at Highway 79
12. CR 101	at Highway 79

Major Collectors

Major collectors provide a balance of traffic flow and direct access. They typically carry traffic from streets in commercial, industrial, and residential areas to arterials. Compared to arterial roadways, major collectors accommodate smaller traffic volume numbers, slower speeds, and provide shorter travel distances. On-street parking on both sides is typically allowed. The existing major collectors identified in Hutto include Gattis School Road/CR 138, CR 198, Carl Stern Dr, CR 134, Mager Ln, Exchange Blvd, CR 165 and CR 108.

The chart below identifies future major collectors and major collector connections and realignments.

New Major Collectors, Realignments, and Connections:

<u>Roadway</u>	<u>Limits</u>
13. CR 138 curve realignment	between Greenridge Dr and Spring Valley St.
14. CR 138 extension	Jakes Hill Rd to CR 139
15. new road	new road to CR 129
16. CR 134 extension	FM 1660 South to CR 198
17. Carl Stern Dr extension - east	to FM 3349
18. new road	CR 132 to FM 1660 South
19. Exchange Blvd extension (existing road becomes public)	to Limmer Loop
20. CR 395 extension	to CR 133/FM 1660 Realignment
21. new road	proposed CR 395 extension to beyond northern boundary

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Residential Collectors

Residential collectors carry less traffic volumes than major collectors and may provide direct access to all types of residential uses. However, access is more limited than that of local streets. Parking is allowed on both sides of the street. Residential collectors function similarly to major collectors, as they primarily carry traffic from residential areas to arterial roadways. Residential collectors carry anticipated traffic of between 800-1200 average daily trips (ADT). Existing residential collectors identified in Hutto's jurisdiction include CR 197, Tradesmen Park Dr, Hay Barn Ln, Metcalfe St, Emory Farms Dr, CR 132 (from FM 1660 North to CR 133)

The following chart identifies future residential collectors and residential collector connections and realignments.

New Residential Collectors, Realignments, and Connections:

<u>Roadway</u>	<u>Limits</u>
22. CR 197/Kaatz Lane extension	To Kaatz Lane and SH 130
23. new road	CR 134 to FM 3349
24. Carl Stern Rd. extension - west	To Highway 79/Tradesmens Park Dr.
25. Tradesmens Park Dr. extension	To new road
26. Emory Farms Ave. extension	Across SH 130 to new road
27. new road	CR 110 to new road
28. Live Oak St. extension	To Emory Farms Ave.
29. new road	CR 132 to CR 101

*Some proposed local street connections are shown on the Thoroughfare Plan map. While the Thoroughfare Plan focuses primarily on arterials and collectors, it is beneficial to show some key street connections such as the proposed extension of Kothman Drive to Carl Stern, on which the City of Hutto will work with HISD. Live Oak Street will also be extended to Exchange Boulevard, per the Heart of Hutto Master Plan and Co-Op site re-development. Other proposed local streets are shown such as those planned in Hutto Highlands and Hutto Parke, and some possible connections for future phases of Star Ranch.

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Thoroughfare Plan Goals

1. Connectivity and Mobility
2. Effective Transportation and Land Use Coordination
3. Multi-Modal Transportation
4. Quality of Life

1. Connectivity and Mobility

The first goal is to improve the overall connectivity and mobility within Hutto as well as through Hutto.

Below are the policies and objectives to help achieve this goal:

- 1.1 Through UDC implementation, the City of Hutto will encourage a more interconnected network of streets and reduce excessively long blocks and the numbers of cul-de-sacs and dead-ends.
- 1.2 The City will discourage direct access to arterials in residential areas.
- 1.3 The City will discourage and, if necessary, prohibit driveway permits onto streetscaping projects and other improved street sections.
- 1.4 The City will encourage the signalization of intersections at major arterials.
- 1.5 The City will strive to mitigate issues created by barriers to connectivity and mobility such as the railroad and certain natural features.

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2. Effective Transportation and Land Use Coordination

The second goal is to increase the effectiveness of coordination between transportation and land use in Hutto.

Below are the policies and objectives to help achieve this goal:

- 2.1** The City will ensure that new development proposals have adequate internal circulation, appropriate connections to adjacent uses, and multi-modal connection to the City of Hutto's overall transportation system.
- 2.2** The City will encourage more infill and mixed-use developments that decrease the need for long-distance automobile trips.
- 2.3** The City will encourage the implementation of ITE Context Sensitive Solutions to ensure of the appropriate scale, urbanization, and general taming of major roadways such as Highway 79.
- 2.4** The City will create corridor plans that identify the needs for particular roadways in relation to adjacent development and their density levels.
- 2.5** The City will work with other public entities such as HISD to ensure new facilities are placed where there is appropriate multi-modal transportation infrastructure and accessibility in place.

3. Multi-Modal Transportation

The third goal is to provide a network that encourages the use of multiple modes of transportation besides the private automobile, including walking, bicycling, and public transportation.

Below are the policies and objectives to help achieve this goal:

- 3.1** The City of Hutto will ensure all new roadways are designed to accommodate automobiles, pedestrians, and in many cases, bicyclists.
- 3.2** The City will review and update the Pedestrian Mobility Plan to ensure proper coordination between plans.

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3.3 The City will continue to evaluate the construction of new sidewalks and encourage such projects through the Capital Improvements Plan (CIP).

3.4 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.

3.5 The City will adopt a Bicycle Lane/Path Plan.

3.6 The City will promote the usage of CARTS to citizens with special needs or without automobiles.

4. Quality of Life

The fourth goal is to improve the citizens' quality of life and livability by ensuring a safe transportation network. Below are the policies and objectives to help achieve this goal:

4.1 The City will ensure the location of new roadways minimizes the impact on natural features, environmentally sensitive areas, or historically or culturally significant areas.

4.2 The City will ensure the ultimate transportation network creates a balance between the mobility of automobiles and the needs of pedestrians and bicyclists, as well as preserving neighborhood character.

4.3 The City will strive to ensure that Hutto is a safe, walkable place for its citizens, particularly those with special needs and disabilities.

4.4 The City will enforce traffic laws and development regulations to ensure the safe use and efficiency of the transportation system.

4.5 The City will restrict truck traffic through residential areas as much as possible. Heavy commercial and industrial land uses should not be located in areas that would require truck traffic to utilize residential streets.

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Implementation Plan

- Thoroughfare Plan Adoption and Future Revisions:
 - The City Council will adopt the Thoroughfare Plan as part of the Growth Guidance Plan. The Thoroughfare Plan will then be incorporated into a fully updated Comprehensive Plan.
 - Any amendment requested by a developer to the Thoroughfare Plan must go through the Planning & Zoning Commission and ultimately be approved by the City Council.
 - City staff will review the plan every three (3) years beginning in 2014 for possible revisions to bring forward to the Planning & Zoning Commission and the City Council.

- Preliminary Plat Review:
 - Proposed roadways shown on preliminary plats must conform to the Thoroughfare Plan. Williamson County will keep a copy of Hutto's Thoroughfare Plan to ensure that ETJ plats over which the County has exclusive review authority conform to the plan.

- Capital Improvements Plan (CIP)
 - Implement City-initiated projects from the Thoroughfare Plan through the Capital Improvements Plan (CIP).
 - Ensure improvements and new roadways identified in the Thoroughfare Plan also meet the sidewalk and bicycle lane recommendations outlined in the Pedestrian Mobility Plan.
 - Implement sidewalk construction in neighborhoods and in commercial areas without sidewalks through the CIP.

- City Coordination with Other Public Entities
 - Work with TxDot, Williamson County, CAMPO, and other public entities to ensure a mutually beneficial transportation network.
 - Encourage Capital Metro to expand to serve Hutto's large commuting population.
 - Work with CARTS to improve efficiency to Hutto's citizens.
 - Work with HISD to encourage neighborhood schools where at least 50% of the student population may safely walk or ride bicycles to and from school.
 - Work with the necessary public and private entities regarding future proposals for rail or rapid bus through Hutto.

- City Action
 - Consider transportation projects a high priority in the annual budget.

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UDC Street Classification Standards Table

Standard	Alley	Green Lane	Loop Lane	Residential Lane	Residential Local	Residential Collector	Major Collector	Minor Arterial	Major Arterial
ADT (Avg Daily Traffic)	---	--	<150	< 800	< 800	> 800	> 2500	> 12,500	> 24000
ROW (Right of Way)	20	50	92	49	55	69	69	110	135
FOC – FOC (Face of curb to Face of curb)	--	--	20	24	30	44	44	82	106
Length		< 250	< 250	#	#	#	#	#	#
Lanes	1	n/a	1	2	2	2	2-4	4	6
Lane Width	20	36-40	11-12	10-12	8-15 (includes parking)	10-12	10-12	12	12
Median Width	---	---	---	---	---	---**	---**	24	24
Design Speed	---	---	15	20-30	20-30	30-35	30-35	35-45	35-45
Driveways	Yes	Alley	Yes	No	Yes	Yes	Yes	Yes	Yes
Parking	No	#	Yes	No*	Both Sides	Both Sides	Both Sides***	No	No
Tree Lawn	No	No	No	5', both	5', both	5', both	5', both	5', both	5', both
Sidewalks	No	5', both	5', both	5', both	5', both	5', both	5', both	5', both	5', both
Commercial Driveway Spacing for City / County Controlled Roadways and State System Highways									
Posted Speed (MPH)					Driveway Spacing (Feet)				

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< 30					200				
35					250				
40					305				
45					360				
50					425				