

Chapter 6 – Transportation

Taylor Comprehensive Plan - 2004

The purpose of this chapter is to identify local travel and mobility needs and address orderly development of the City’s thoroughfare system. It includes an overview of existing transportation and travel characteristics, transportation planning criteria and facility design standards. Within this chapter is the Taylor **Thoroughfare Plan**—a graphic representation that addresses transportation improvement needs over a 20 to 25-year planning period. By identifying the proposed street classifications and needs, the Thoroughfare Plan will serve as the guide for current and future roadway requirements, rights-of-way, upgrades, improvements and extensions to the existing network of streets, roads and highways within the City and its Extraterritorial Jurisdiction (ETJ). The Transportation element is closely coordinated with the Land Use and Downtown Revitalization chapters.

Key Issues

In the development of the Comprehensive Plan, work by the Steering Committee, Town Meeting participants and City staff identified the following key issues:

- ✧ **Roads in need of repair, replacement and maintenance**
- ✧ **Completion of the Loop**
- ✧ **Lack of transit system**
- ✧ **Inadequate Bicycle Facilities –**
- ✧ **Regional and Local Airport Issues**
- ✧ **Railroad Presence**
- ✧ **Lack of Parking**
- ✧ **More Sidewalks and Trails**

The streets and roadways in the City of Taylor are in general need of repair and or replacement. Gutters and sidewalks need to be cleaned and repaired.

The completion of the Loop will provide more access to the yet to be developed areas, residential and commercial, as well as reduce some of the through traffic off of local streets. Limited access should be considered. Commercial nodes/clusters should be developed rather than “strip” developments, particularly on the south side of the City.

A adequate public (bus) or private (taxi) transportation system is lacking. To a limited extent, CARTS is available, but there is nothing that directly serves the citizens of Taylor for local and regional trips.

Taylor has a hike and bike system, but it does not connect to all parts of the City. Parks, schools, activity centers, and neighborhoods need to be connected with off-street means of transportation.

Although the existing local airport is the source of noise problems, future use of the airport must be considered, not only as a means of transportation, but as appropriate locations for new businesses, as well as travel and shipping opportunities.

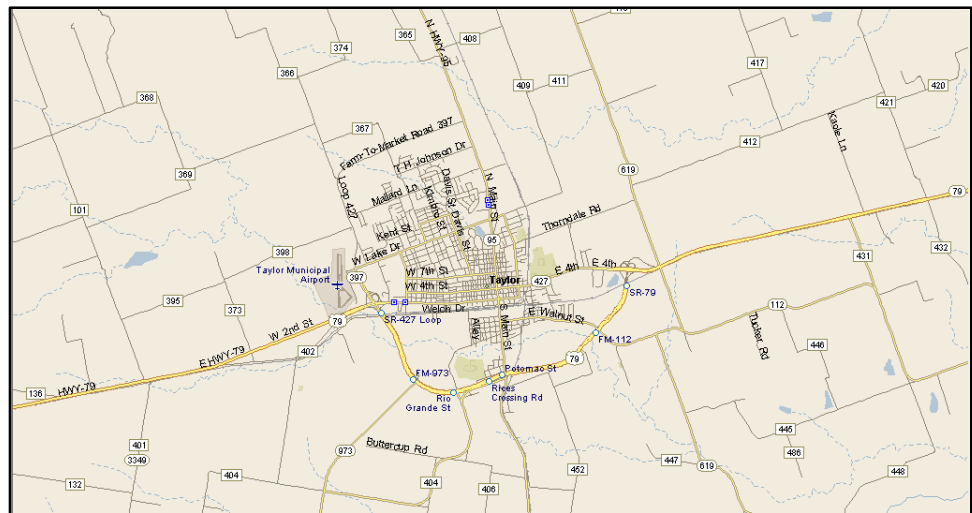
Regional Highways

As shown in **Figure 6.1 - Regional Setting** and in **Figure 6.2 - Regional Highway Network**, Taylor is at the intersection of two major highways in the National Highway System: US 79 and SH 95 bisect the City and divide it into four quadrants. The closest Interstate Highway is Interstate 35, approximately 30 miles west of Taylor. In addition, the new State Highway 130 will pass in close proximity to the west of Taylor. Neighboring towns include Hutto and Round Rock to the west, Thorndale to the east and Manor to the south. Austin has the only commercial air service airport within a 45-mile radius of Taylor.

The following are the regional highways in the Taylor area:

- ◆ **US Highway 79** – Connects Taylor to Hutto, Round Rock, and IH 35 to the west and Thorndale to the east.
- ◆ **State Highway 95** – A north-south highway that runs from Elgin through Taylor on into Belton.

Figure 6.2
Regional Highway Network

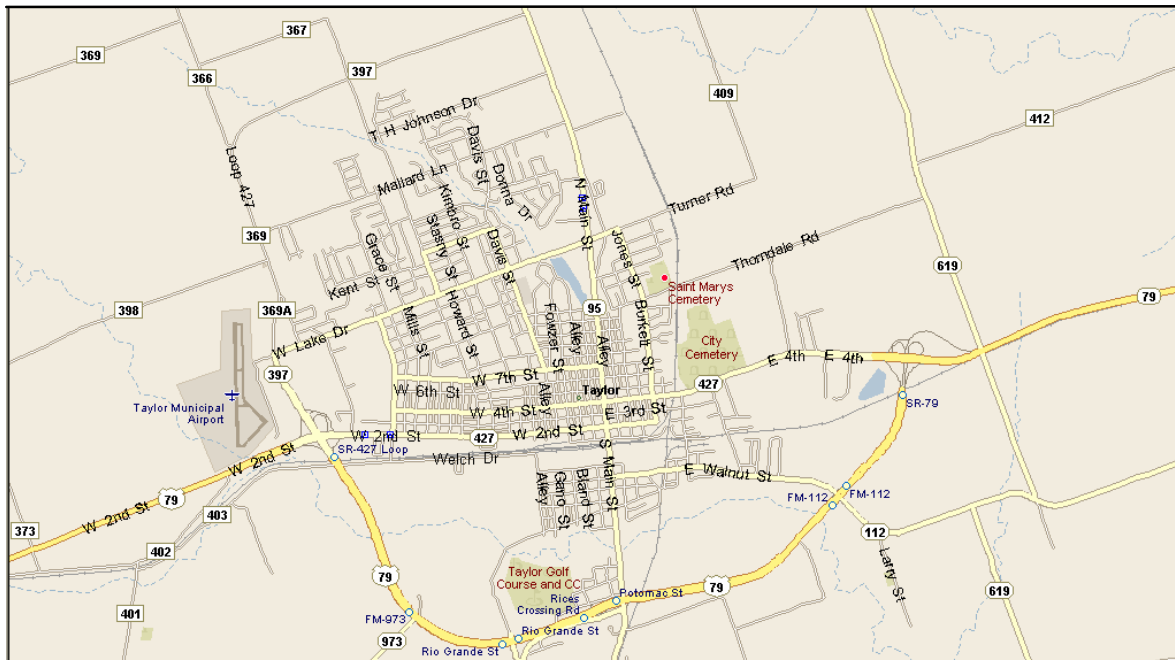


Business 79 and Farm-to Market (FM) Roads 112, 397 and 973 provide additional regional connections. Numerous County Roads form almost a grid of smaller connections.

Major City Streets

Taylor's existing system of regional highways are supported in the City by a major street system that brings local traffic to and from the highway and provides interconnection between the highways. The location and character of land uses that generate large numbers of trips influence traffic volumes and flow patterns. The following major arterials serve the City of Taylor and are illustrated in

**Figure 6.3
Major City Streets**



- ❖ **Business 79/W. 2nd Street/E. 4th Street** – This is the primary east-west route through the City of Taylor. This roadway provides the north-south dividing line within the city.
- ❖ **State Highway 95** – This is the primary north-south route through the city and it divides the city between east and west.
- ❖ **W. Lake Drive** – Between SH 95 and FM 397, this street is a major arterial that primarily serves the residents within the northwest quadrant of the City.
- ❖ **Mallard Street/Davis Street/etc.** – These streets are minor arterials as indicated on the Thoroughfare Plan. They run north/south and are located between SH 95 and CR 397. These are just a few streets within this area that will be upgraded to minor arterials. Later in this chapter **Figure 6.6 – Taylor Thoroughfare Plan Map** shows each of these streets in greater detail.

Thoroughfare Network Concepts

The emphasis of the Thoroughfare Plan is on the major streets within and surrounding the City that carry the majority of the City's traffic. The classification terms used to describe the three categories of street identified in the Thoroughfare Plan are consistent with the Texas Departments of Transportation's "Functional Classification Map."

Roads and streets are grouped into functional classes according to the type of service they are intended to provide in terms of traffic movement and access. A

schematic illustration of a functionally classified roadway network is shown in **Figure 6.4 - Example of a Functionally Classified Thoroughfare Network**. Taylor's thoroughfare network includes the following functional classes: Major Arterials, Minor Arterials, Collectors and Local/Residential streets.

Criteria used in determining the functional classifications of roadways are shown in **Table 6.1 - Thoroughfare Classification System**. Classification is based on each roadway's functional role in the overall network, the existing and future travel patterns and areas served.

Functional Classifications

As stated previously, each of Taylor's streets and roads, existing and future, has been assigned one of the following classifications: Major Arterial, Minor Arterial, Collector and Local Street, with the Arterial being the highest classification, and the Local Street the lowest.

Major Arterials are streets and highways that provide a high degree of mobility, serve relatively high traffic volumes, have high operational speeds and serve a significant portion of through-travel or long-distance trips. Freeways and Major Arterials together typically accommodate about 30 to 40 percent of a region's travel on 5 to 10 percent of the total roadway network. Major Arterials serve as primary routes through a region and between regions. They are continuous over long distances (greater than five miles) and accommodate both intraregional and interregional travel. These facilities generally serve high-volume travel corridors that connect major generators of traffic, such as the central business district, other large employment centers, suburban commercial centers, industrial centers, major residential communities and other major activity centers within the urban area.

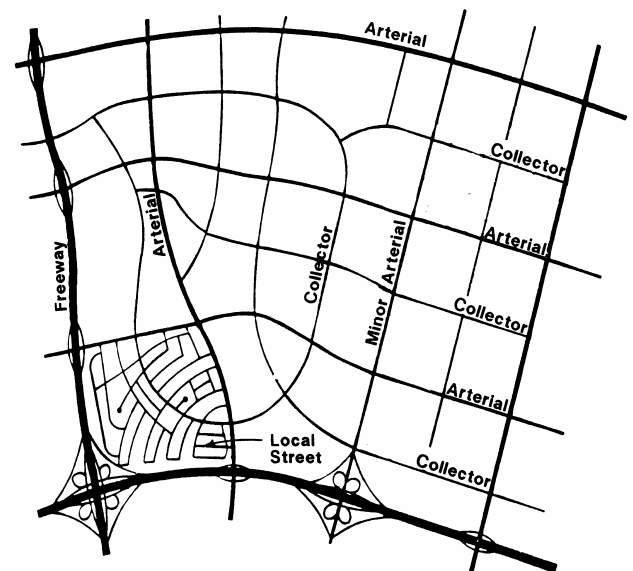


Figure 6.4
Example of a Functionally Classified Thoroughfare Network

Currently in Taylor US 79 is the only facility that function as a Major Arterial. This roadway is owned, operated and maintained by TxDOT. Thus, the number of lanes and physical appearance is controlled by TxDOT, though they will work with local jurisdictions to incorporate local concepts for roadway appearance and needs for access.

Major Arterials typically operate at between 40 to 55 MPH. To expedite the movement of traffic, access to adjacent properties is minimized, on-street parking is prohibited and signals are spaced at not less than ½ mile intervals and are typically limited to only those intersections where the intersecting street is of a classification of Minor Arterial or higher. Where two Major Arterials intersect, a grade separation should be considered. At an interchange of a Major Arterial and a tollway or freeway, a cloverleaf or similar indirect ramping system is desirable to minimize the impedance of through-traffic. Where intersections on Major Arterials are installed, they are typically designed to limit speed differentials between turning vehicles and other traffic to no more than 10 to 15 MPH.

**Table 6.1
Thoroughfare Classification System**

Criterion	Major Arterial	Minor Arterial	Major/Minor Collector	Local Street
Functional Role	Mobility is primary, Access is secondary; Connects highways and other Arterials	Connect Major Arterials and lower classes Access is secondary	Collects traffic; Connect Arterials to Local Streets; also land access	Access is primary; Little through movement
Roadway Continuity	Connect Highways, Arterials and lower classes; Connect major activity centers	Connect Major Arterials to lower classes	Continuous in spaces between Arterials. Connect Arterials to local streets; extend across Arterials	Discontinuous Connect to Collectors
Purpose	Serve trips entering and leaving the urban area as well as trips within	Serve shorter distance trips than Major arterials.	Provide direct access to residential, commercial and other land uses.	Provide direct access to residential and commercial properties.
Roadway Length	Usually more than 5 miles long	Usually more than 3 miles long	Varies from about 1/2 mile to 2 miles	Generally less than 1 mile long
Traffic Volumes	12,000 to 50,000 VPD	3,500 to 18,000 VPD	1,500 to 8,000 VPD	100 to 1,500 VPD
Desirable Spacing	2 miles or more between Major Arterials	Generally 1/2 to 2 miles between Minor Arterials	Generally 1/4 to 1/2 miles between Collectors	Varies with block length, min. >125 ft.
Posted Speed	40 to 55 mph	30 to 45 mph	30 mph or less	20 to 30 mph
Peak Period Speeds	30 to 35 mph	20 to 35 mph	-	-
Access	Intersect with Arterials, Collectors and Local Streets; Restricted driveway access	Intersect with Arterials, Collectors, and Local Streets, Limited driveway access	Intersect with Arterials and Local Streets; Driveways permitted	Intersect with Collectors and Arterials; Driveways permitted
On-Street Parking	Restricted	Restricted	Generally permitted	Permitted
Intersections	Intersections should be designed to limit speed differentials between turning vehicles and other traffic to no more than 10 to 15 mph		Higher speed differential and closer intersection/access spacing can be used than on Arterials	
Percent of Roadway Network	5 to 10 percent	15 to 25 percent	5 to 10 percent	65 to 80 percent
Percent of Total Motor Vehicle Travel	30 to 40 percent	40 to 60 percent	-	-
Community Relationship	Define neighborhood boundaries	Define and traverse neighborhood boundaries	Internal and traverses boundaries	Internal
Through Truck Routes	Yes	Permitted	No	No
Bikeways	No	Limited	Yes	Yes
Sidewalks	Yes	Yes	Yes	Yes

Minor Arterials function similarly to Major Arterials, except that their primary function is to accommodate only intraregional mobility. Minor Arterials are from one to five miles in length, operate at lower speeds (35 to 45 MPH), and provide more direct access to adjacent properties and the local street network. Signals and driveways are more frequent on Minor Arterials; with signals every block in heavily urbanized districts. Unlike Major Arterials, on-street parking is sometimes permitted on Minor Arterials. Major and Minor Arterials are generally spaced at one mile intervals in an alternating grid pattern. Based on the discussion above, State Highway 95 is the only minor arterial within Taylor. The integrated system formed by Major Arterials and Minor Arterials typically includes 15 to 25 percent of the total roadway network and serves 40 to 60 percent of total motor vehicle travel.

Collector Streets are the connectors between Arterials and Local Streets, which serve to collect traffic and distribute it to the Arterial network. Collectors also serve to provide direct access to a wide variety of residential, commercial and other land uses, and their design involves site-specific considerations. They provide direct service to neighborhoods and other local areas, and may border or traverse neighborhood boundaries. Parking is generally permitted on Collectors.

Since Collectors are used for short distance trips between Local Streets and Arterials, they should be continuous in the spaces between Arterials. Collectors should not be more than two miles in length in a rural setting. Collectors should generally line up across an Arterial, to promote connectivity between neighborhoods and reduce short trips on the arterial, but such alignment should be carefully considered as to not promote the misuse of the Collectors as an Arterial. To provide efficient traffic circulation and preserve amenities of neighborhoods, Collectors should desirably be spaced at about one-quarter to one-half mile intervals, depending on development density. Subdivision street layout plans should include Collectors as well as Local Streets in order to provide efficient traffic access and circulation.

Since Collectors generally carry higher traffic volumes than Local Streets, they require a wider roadway cross section. An Urban Collector (usually designed for suburban residential subdivisions) should be designed to accommodate two travel lanes a total of 40 to 45 feet in width. A Collector should rarely be designed to accommodate more than two travel lanes throughout its length; such a design will encourage the misuse of the Collector as an Arterial. A Collector in a rural setting as in Taylor should be designed for an operating speed of 30 to 35 MPH. Collectors typically make up about 5 to 10 percent of the total street system.

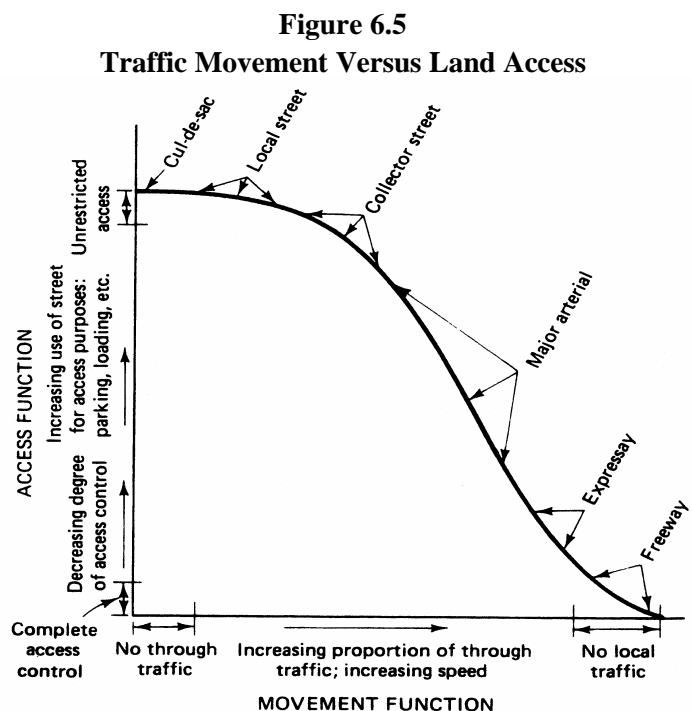
Collectors serve an important role in collecting and distributing traffic between Arterials and Local Streets. Their identification is essential in planning and managing traffic ingress/egress and movement within residential neighborhoods as well as commercial and industrial areas.

This type of street classification is the most prevalent within the City of Taylor. Streets included as Collector Streets would be: West Lake Drive, West Seventh Street, West Fourth Street, Davis Street, and East Walnut Street. These streets provide much of the circulation within the City.

Local Streets include all other streets and roads that are not included in higher classes. They include internal and access streets that allow direct access to residential and commercial properties and similar traffic destinations. Direct access to abutting land is their primary role, for all traffic originates from or is destined to abutting land. Through-traffic and excessive speeds should be discouraged by using appropriate geometric designs, traffic control devices, curvilinear alignments and discontinuous streets. On-street parking is generally permitted. Trip lengths on Local Streets are short, volumes are low and speeds are slow, typically 25 to 30 MPH. A typical local street can accommodate one travel lane and two parking lanes and a width of 26 to 28 feet of pavement is desirable, although cross-sections as wide as 34 feet can be acceptable. Often on rural Local Street sections with open-ditch drainage and unpaved shoulders, minimum portions of the shoulder and drainage ditch slope are used for parking. Local Streets typically comprise about 65 to 80 percent of the total street system in urban areas. Examples of Local Streets include: Mills Street, Howard Street, Alley Street, and Bland Street.

Traffic Movement Versus Land Access

One important principal of thoroughfare planning is the "traffic movement function versus land access" function. Each class of street shares a portion of each function, as illustrated by the graph in **Figure 6.5, Traffic Movement Versus Land Access**.



For Major Arterials, emphasis is placed upon the movement function--moving vehicles across town with a controlled number of intersecting streets and driveways that conflict with the movement of traffic.

On the opposite side of the scale, the function of local streets is to provide access to adjoining land. A residential cul-de-sac is one example--the traffic service function is non-existent. In theory, only trips having an origin or destination at a lot on the cul-de-sac would be made on such a street.

On many other streets, the two functions are shared more evenly. Washington Street in downtown is an example of a Major Arterial street where both access *and* movement are emphasized. The mix of functions results in a relatively high level of traffic congestion, particularly during peak shopping periods. In other words, traffic movement is sacrificed for the benefit of land access.

Both functions are important. Without the land access function being served, motorists would be trapped in their cars with no ability to arrive at a destination. It is important that the street network allow traffic to flow smoothly and safely within and through the city for all trips.

Traffic Operations

For evaluation purposes, general guidelines developed by the National Academy of Sciences Transportation Research Board's *Highway Capacity Manual* (HCM) were used. The HCM identifies a comparative quality of operation on roadways based upon the number of cars per travel lane during a one-hour period, for various types of roadway, as shown in **Table 6.2 - Typical Service Volumes for Urban Streets**. Level of Service (LOS) is used as a measure to represent different gradations of flow conditions, with LOS A being essentially free flow, LOS B through D becoming gradually more congested, LOS E being very congested, and LOS F extremely congested. LOS D represents moderate congestion, a condition that should be a tolerable quality of service for peak traffic period conditions in Taylor.

Table 6.2
Typical Service Volumes for Urban Streets

Lanes	Service Volumes (vehicles/hour)				
	A	B	C	D	E
Class I					
1	n/a	860	930	1020	1140
2	n/a	1720	1860	2030	2280
3	n/a	2580	2780	3050	3430
4	n/a	3450	3710	4060	4570
Class II					
1	n/a	n/a	670	850	890
2	n/a	n/a	1470	1700	1780
3	n/a	n/a	2280	2550	2670
4	n/a	n/a	3090	3400	3560
Class III					
1	n/a	n/a	480	780	850
2	n/a	n/a	1030	1600	1690
3	n/a	n/a	1560	2410	2540
4	n/a	n/a	2140	3220	3390
Class IV					
1	n/a	n/a	540	780	800
2	n/a	n/a	1200	1570	1620
3	n/a	n/a	1900	2370	2430
4	n/a	n/a	2610	3160	3250

Source: Transportation Research Board, *Highway Capacity Manual 2000*, Exhibit 10-7.

Roadway classification characteristics for traffic analysis are described in **Table 6.3 - Typical Characteristics of Roadway Types**. Actual roadway characteristics differing from these values may produce different Level of

Table 6.3
Typical Characteristics of Roadway Types

	Roadway Class			
	I	II	III	IV
Signal Density (signals/mile)	0.8	3	5	10
Free-flow speed (MPH)	50	40	35	30
Effective green ratio out of entire cycle	0.45	0.45	0.45	0.45
Free flow rate (vehicle/lane/hr of green)	1850	1800	1750	1700
% left turns, % right turns	10	10	10	10
Left turn bay at intersections	yes	yes	yes	yes

Source: Transportation Research Board, *Highway Capacity Manual 2000*, Exhibit 10-7.

Traffic Impact Assessments

Many communities in the United States have established permitting criteria that require the conduct of a Traffic Impact Assessment (TIA) for developments exceeding certain size thresholds. The TIA provides information on the volumes of traffic that is anticipated to be generated by the development, and the traffic level of service that would result by adding site traffic onto background traffic for the specified planning horizon year. The findings of the TIA can assist in identifying needed roadway infrastructure improvements to accommodate planned improvements and traffic growth in the vicinity of the development. Some communities utilize this information to assess traffic impact fees or to develop cost sharing strategies for advancement of public infrastructure improvement projects to meet development schedules. This would require establishment of supporting policies within city zoning and permitting requirements.

Thoroughfare Plan

An orderly, efficient transportation system is the result of orderly thoroughfare planning and ensures the preservation of adequate rights of way and appropriate alignments for existing and future major thoroughfares. Such planning influences the pattern of land development in the city and therefore is interrelated with other components of comprehensive planning and urban development.

The recommended new Thoroughfare Plan is graphically displayed in Figure 6.6 - Thoroughfare Plan. This plan/ a map identifies the existing and proposed thoroughfare system of arterials, collectors and local streets. It serves as the City's general plan for guiding thoroughfare system development, including planned widening and extension of its roads, streets, and public highways. The plan indicates the needed rights-of-way, general alignments and typical sections for planned new roadways. Proposed alignments and actual alignments may vary depending on future development. A Thoroughfare Plan should be considered in platting of subdivisions, right-of-way dedication and construction of major roadways. It does not, however, show future alignments for new local streets, because these streets function principally to provide access to adjacent land. Future alignments will depend upon specific development plans.

The Thoroughfare Plan (Figure 6.6) represents a functional, feasible plan and classification scheme for Taylor's existing and future major streets. Existing major streets are color-coded and classified according to their relative function within an overall street circulation system. Where existing streets tend to carry more than ideal traffic volumes, extensions, and new street developments are anticipated to increase capacity or divert the traffic load.

The new streets proposed by the Thoroughfare Plan will function to: serve newly developing areas of town, provide better access to existing trip-generating land uses and more evenly distribute existing and projected traffic loads. One of the principal characteristics of the Thoroughfare Plan is the projection of additional major streets. These new streets, in conjunction with other major street

development, will provide Taylor with an effective street system for both existing and future residents.

Advance planning for major street construction is critical as many projects require significant participation from the Texas Department of Transportation, and thus must be placed on the State's five-year plan.

Thoroughfare Planning Principles

Population growth and expansion of the City and its Extraterritorial Jurisdiction (ETJ) make it necessary to review and update the Thoroughfare Plan and expand the geographic scope of the map. The process of amending and updating the Thoroughfare Plan reaffirms the importance of establishing an efficient and coordinated transportation network to serve the city's growing population and expanding area of development. As in the past, for the foreseeable future, the automobile will continue to be the most significant transportation mode, necessitating the development of new streets and the improvement of existing streets. Through adoption of this Thoroughfare Plan amendment and careful monitoring of building activity in the City and its ETJ, major street rights-of-way can be protected for future use and segments of the proposed streets can be developed in conjunction with subdivisions and other developments.

Assignment of streets (both existing and proposed) to one of the three thoroughfare classifications is determined largely by "future intended function"--not solely by the street's current function. That criterion helps to explain why some street segments are assigned thoroughfare status even though existing traffic volume or right-of-way width falls short of the standard for a particular category of thoroughfare.

City staff must continue to study existing major and minor streets to determine rights-of-way and traffic control needs and other problems related to existing street improvements. This information will be used to determine priorities for a systematic street development and improvement program. Implementation of program improvements will be driven by new private developments, subdivisions, improvement districts and, in some cases, through the City's annual Capital Improvements Program. The City should continue to seek State and Federal funding.

Implementation of the Thoroughfare Plan, a long-range planning tool, is also linked to the City's CIP. This mid-range planning tool guides the timing of future thoroughfare development and other street network and traffic control improvements where the City takes the lead. Timing of some major street segments will be dictated by private development initiatives. This, coupled with ever-present funding and land development uncertainties, makes it impossible to precisely schedule future thoroughfare development more than a few years into the future.

Thoroughfare Requirements and Standards

Outlined in the following text are typical criteria for certain characteristics of street and land development, incorporated as a part of a City's thoroughfare development standards, Zoning Ordinance and Subdivision Regulations in the city and in the Extraterritorial Jurisdiction.

- ⊗ The general **location and alignment of thoroughfares** must be in conformance with the Thoroughfare Plan. Subdivision plats should provide for dedication of needed rights-of-way for thoroughfares within or bordering the subdivision. Any major changes in thoroughfare alignment that are inconsistent with the plan require the approval of the Planning and Zoning Commission and City Council through a public hearing process. A major change would include any proposal that involves the addition or deletion of established thoroughfare designations, or changes in the planned general alignment of thoroughfares that would affect parcels of land beyond the specific tract in question.
- ⊗ The **pavement width and rights-of-way width** for thoroughfares and other public streets should conform to minimum City standards unless the Planning Commission grants a waiver. Properties proposed for subdivision that include or are bordered by an existing thoroughfare with insufficient right-of-way width should be required to dedicate land to compensate for any rights-of-way deficiency of that thoroughfare. When a new thoroughfare extension is proposed to connect with an existing thoroughfare that has narrower rights-of-way, a transitional area should be provided.
- ⊗ Existing streets in adjacent areas should be continued and, when an adjacent area is undeveloped, the street layout should provide for future **projection and continuation of streets** into the undeveloped area. In particular, the arrangement of streets in a new subdivision must make provision for continuation of rights-of-way for the principal existing streets in adjoining areas or where new streets will be necessary for future public requirements on adjacent properties, which have not yet been subdivided. Where adjacent land is undeveloped, stub streets should include a temporary turnaround to accommodate fire apparatus.
- ⊗ **Locations of new intersections of subdivision streets** with existing thoroughfares within or bordering the subdivision should be planned to align with existing intersections, where feasible, to avoid creation of off-set or "jogged" intersections and to provide for continuity of existing streets, especially Collectors and higher classes of thoroughfares.
- ⊗ The **angle of intersection** for street intersections should be as nearly at a right angle as possible. Corner cutbacks or radii should be required at the acute corner of the right-of-way line, to provide adequate sight distance at intersections.

- ❖ **Offset or "jogged" street intersections** should have a minimum separation of 125 feet between the centerlines of the intersecting streets.
- ❖ **Cul-de-sac** streets should have a maximum length of no more than 500-600 feet measured from the connecting street centerline to centerline of radius point, with a paved turnaround pad of at least 60 feet and a right-of-way at least 50 foot radius in residential areas. As an alternative, the street length may be longer if there is a density of no more than 24 lots. Cul-de-sacs should generally be discouraged in commercial and industrial developments, however when used there should be at least 180 feet radius of paving with a 100 foot right-of-way radius in commercial and industrial areas.
- ❖ Subdivision layout should generally avoid the creation of **residential lots fronting on Arterials**, with direct driveway access to the Arterial street. Lots should be accessed from Collector or Local/Residential streets within or bordering the subdivision or an auxiliary street designed to accommodate driveway traffic.
- ❖ Subdivision layout should minimize the arrangement of **residential lots fronting on Collectors**, particularly within 180 feet of an intersection. To the extent possible, lots should be accessed from local residential streets.
- ❖ Requirements and guidelines for the **geometric design of thoroughfares and public streets** should be provided in the City's Subdivision Ordinance and standard specifications. This includes special provisions for lot width and building setbacks on corner lots to preserve sight distances at adjacent intersections.
- ❖ The Planning and Zoning Commission should not approve a plat containing **private streets**
- ❖ Within the boundaries of a subdivision, **sidewalks** should be installed on both sides of Arterials, Collectors and Local/Residential Streets.

Standard Street Cross-Sections

Cross-sections of a roadway are related to anticipated traffic volumes and design capacity to provide a desired level of service, but also to the desired pedestrian accommodations and streetscape. Some examples of typical cross-sections are shown in the following figures: **Figure 6.7 – Major Arterial**, **Figure 6.8 – Minor Arterial**, **Figure 6.9 – Collector**, **Figure 6.10 – Urban Local**, and **Figure 6.11 – Rural Local**. These recommended cross-sections are different, narrower than in the previous comprehensive plan and are for consideration in an attempt not to overbuild streets and to provide for improved appearance and traffic flow.

Figure 6.7
Major Arterial

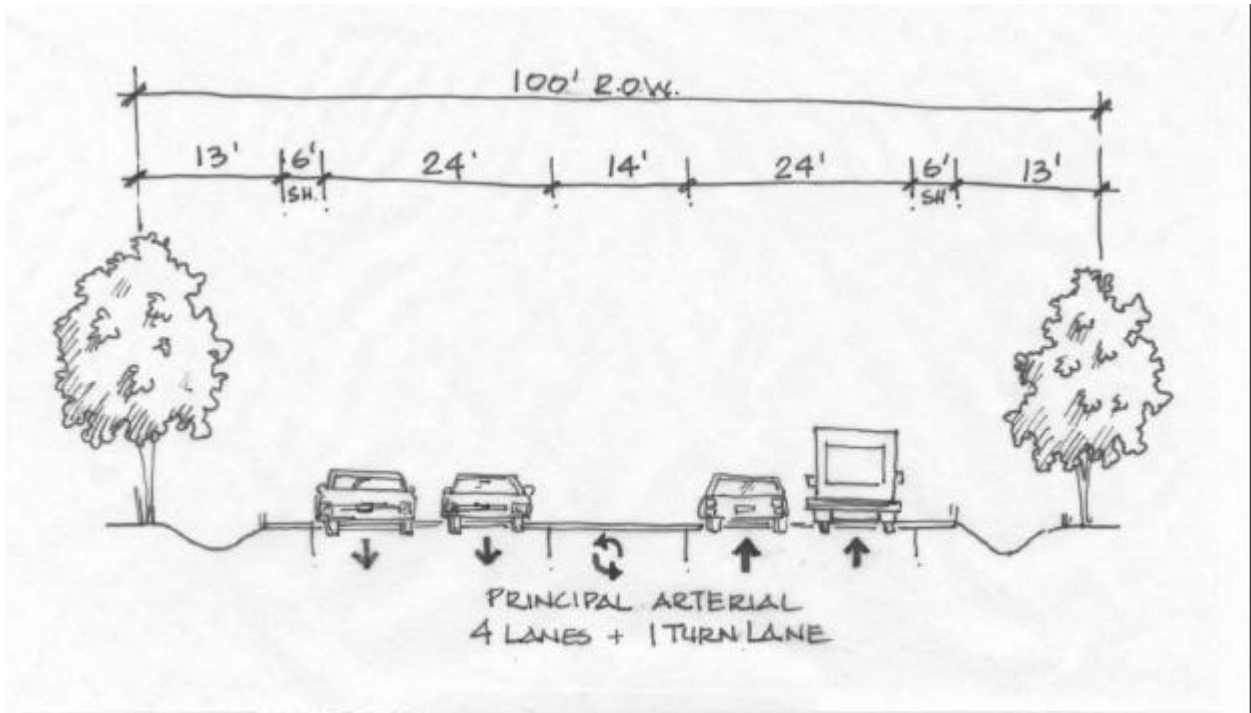


Figure 6.8
Minor Arterial

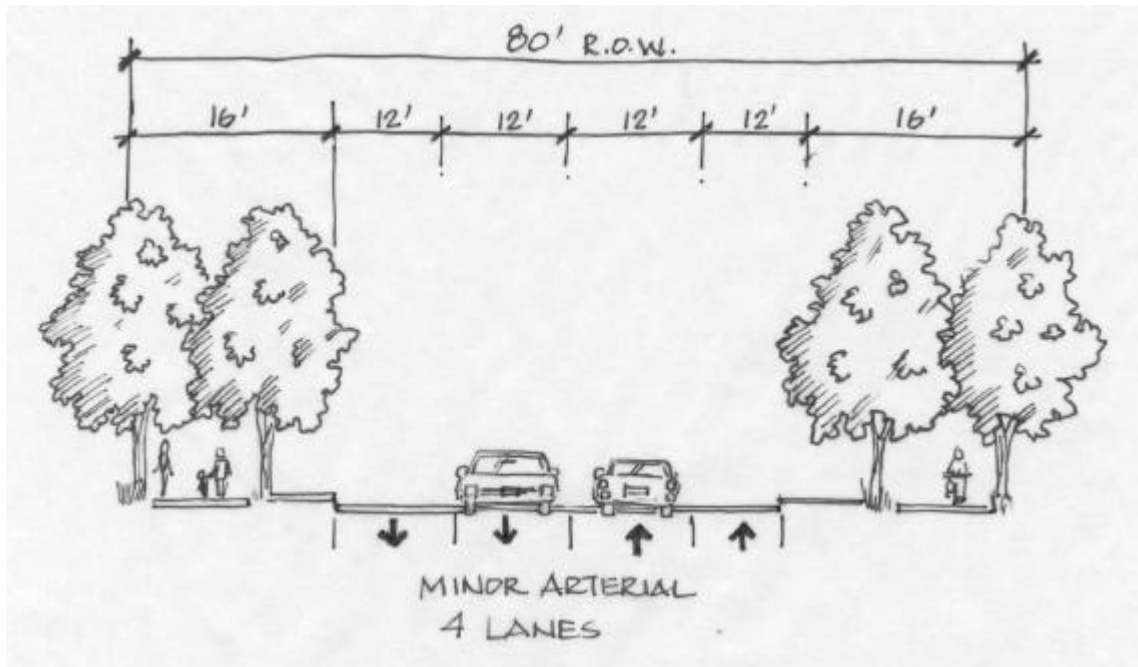


Figure 6.9
Collector

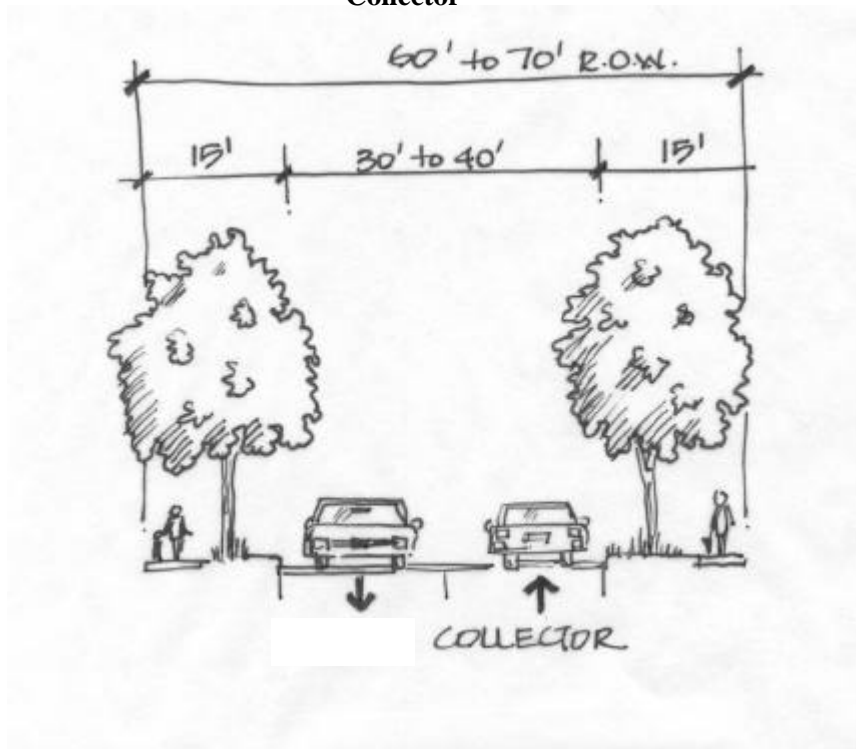


Figure 6.10
Urban Local

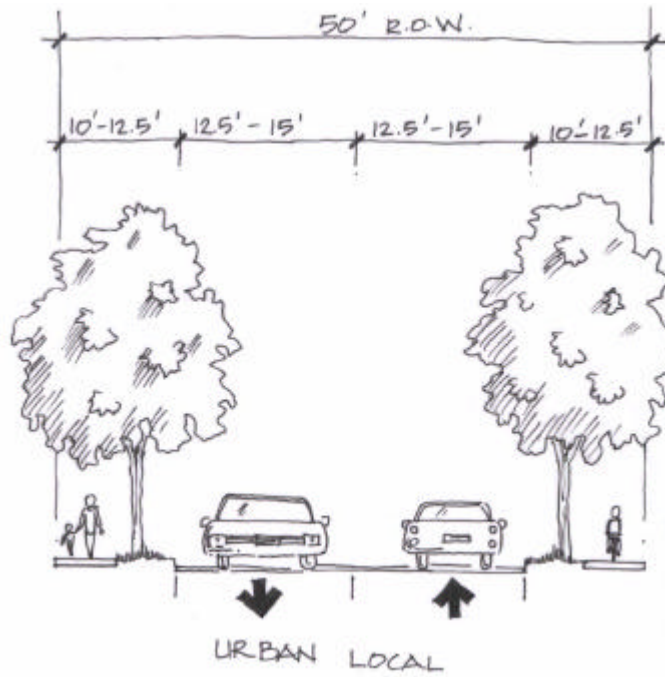
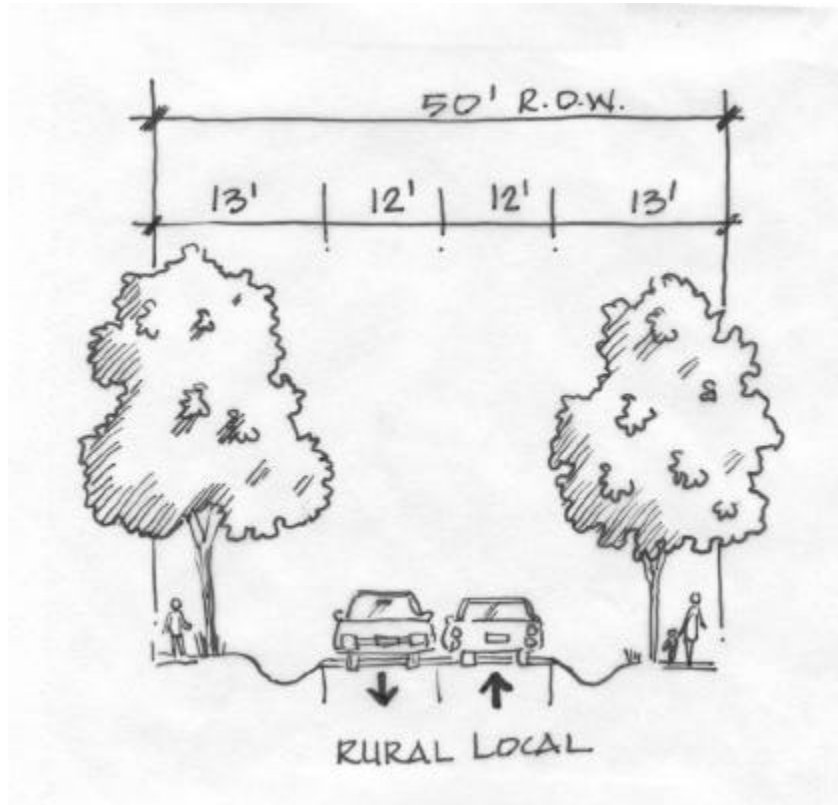


Figure 6.11
Rural Local



Goal, Objectives, and Actions

Goals, objectives, and actions form the basis of the Comprehensive Plan and will serve in guiding future thoroughfare development decisions in Taylor. The following goal was created based upon input from citizens and Steering Committee members.

Transportation Goal: Provide access to neighborhoods and businesses while serving overall mobility needs of residents and businesses.

Objective T1: Ensure the road system in the City provides appropriate access for residents while discouraging commercial traffic in neighborhoods.

Action T1.1: Use the Thoroughfare Plan to determine where arterial and collector streets are needed in new residential and commercial developments.

Action T1.2: Program City funds to repair and/or replace streets that will benefit the community as a whole.

Objective T2: Explore alternative transportation modes that could be available to the residents of the City.

Action T2.1: Provide designated on and off street bike routes.

Action T2.2: Provide trails, sidewalks and crosswalks on all arterial and collector streets.

Objective T3: Minimize negative impacts on neighborhoods by requiring larger vehicles should utilize major transportation/truck routes around the City.

Action T3.1: Reevaluate the functional classifications of roads traversing Taylor to either discourage or accommodate larger vehicles.

Objective T4: Create a “front door” entry and identity for the City.

Action T4.1: Develop a design for city entrance signs and landscaping that reflect the character of Taylor.

Action T4.2: Require major entry roads reflect the character of Taylor with landscaping, additional setbacks, preservation of existing trees and planting of additional trees.

Objective T5: Ensure adequate access and circulation within the City.

Action T5.1: Complete continuous loop around Taylor to create additional access in and around the City.

Action T5.2: Upgrade Lake Drive so that is no longer functions a “dividing line” within the City,

Objective T6: Ensure that all airports plans be incorporated into any future plans for the City.

- Action T6.1:** Work with the area residents and develop a plan that works with the existing local airport to ensure that this airport does not hinder growth in this part of the City.
- Action T6.2:** Work with the Regional Airport developers on ensuring that the Taylor residents are kept informed of all decisions affecting this airport.
- Action T6.3:** Review all development in around the flight zones in accordance with the Future Land use plan for protection any future neighborhoods as well as preserving the functional ability of the airport.

Thoroughfare Plan Implementation

Implementation of thoroughfare system improvements occurs in stages over time as the City grows and, over many years, builds toward the ultimate thoroughfare system shown in the Thoroughfare Plan. The fact that a future thoroughfare is shown on the Plan does not represent a commitment to a specific time frame for construction, nor that the City will build the roadway improvement. Individual thoroughfare improvements may be constructed by a variety of implementing agencies, including the City of Taylor, Williamson County, and the Texas Department of Transportation as well as private developers and land owners for sections of roadways located within or adjacent to their property.

The City, Williamson County, and Texas Department of Transportation, as well as residents, land owners and developers, can utilize the Thoroughfare Plan in making decisions relating to planning, coordination and programming of future development and transportation improvements. Review by the City of preliminary and final plats for proposed subdivisions in accordance with the City's Subdivision Regulations and Zoning Ordinance should include consideration of compliance with the Thoroughfare Plan in order to ensure consistency and availability of sufficient rights-of-way for the general roadway alignments shown in the plan. By identifying thoroughfare locations where rights-of-way are needed, land owners and developers can consider the roadways in their subdivision planning, dedication of public rights-of-way, and provision of setbacks for new buildings, utility lines, and other improvements located along the rights-of-way for existing or planned thoroughfares.

Major Thoroughfare Plan Amendment Process

It will be necessary for the City to periodically consider and adopt amendments to the Major Thoroughfare Plan to reflect changing conditions and new needs for thoroughfare system improvements and development. A systematic procedure should be followed for making Plan amendments, including a set schedule for annually inviting and considering proposed changes.