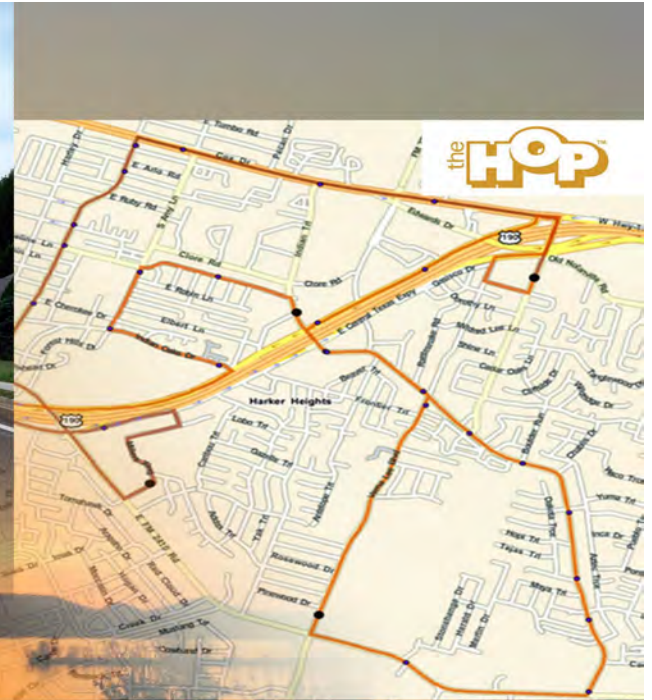
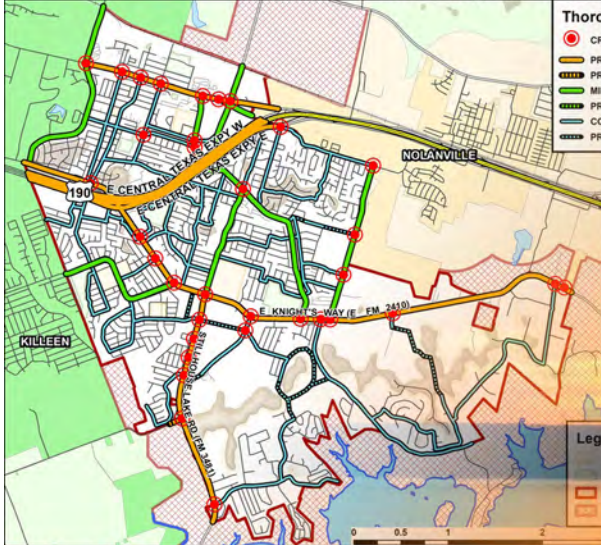


Map Date: 5/12/2014

City of Harker Heights Thoro



City of Harker Heights, Texas

Mobility 2030

Ordinance 2014-10 Adopted 05/27/14

Ordinance 2015-22 Supplemented 10/27/15

Mayors Letter:

Date: May 28, 2014

To our citizens:

Our City strives to provide transportation opportunities that recognize the diverse nature of our population. Planning for a balanced and functional transportation system is a key element in our plans for growing a successful and sound community. **MOBILITY 2030** lays out the City's plans in relation to transportation.

MOBILITY 2030 is a critical update to the City's 2007 Comprehensive Plan that recognizes and embraces a true multi-modal systems approach to the transportation challenges of the future. This system provides a balanced network of roads, streets, sidewalks, trails, and transit opportunities that link our key residential, recreational, business and educational assets. Those operating motor vehicles, pedestrians, cyclists and persons with mobility challenges are all accommodated with transportation options that will meet their particular needs, challenges, and choices.

The definitions and standards contained within this document will guide decision making for years to come and they supersede and override any and all conflicting regulations. **MOBILITY 2030** will help ensure that the transportation needs of current and future generations of citizens are met.

Respectfully submitted,



Rob Robinson, Mayor
City of Harker Heights, Texas



City of Harker Heights, Texas

Mobility 2030

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City of Harker Heights, Texas

Mobility 2030

Section I

Thoroughfare Plan



City of Harker Heights, Texas

Mobility 2030

Definitions

Collector – Street designed to distribute traffic between more principal traffic routes and residential streets within the neighborhood. Collectors often support cycling and pedestrians in the absence of sidewalks and trails, and must balance the need to move automobile traffic with maintaining and enhancing neighborhood character and the public realm.

Context Sensitive Design Manual – Designing Walkable Urban Thoroughfares: A Context Sensitive Approach is a design guide published by ITE, FHWA, and CNU. It is adopted by TxDOT as a preferred design manual due to the focuses on meeting the needs of stakeholders and users; preservation of scenic, aesthetic, historic, and environmental resources; safety, efficiency, capacity, and maintenance; and integration of the values and objectives of compatibility, livability, sense of place, urban design, and environmental impacts into public investment.

Critical Intersection – The confluence of several travel modes into an area where public safety is the primary concern. Pedestrians, cyclists, transit users and automobiles must share this space and designs must accommodate safety enhancements for all users.

Design Speed – A selected speed used to determine the various geometric design features of the roadway and is used explicitly for determining minimum values for highway design such as horizontal curve radius and sight distance.

Green Book – A Policy on Geometric Design of Highways and Streets is a design guide published by AASHTO. The Green Book is the dominant reference publication for geometric design in the U.S. and its application involves selecting a "design speed." The Green Book recommends that topography, anticipated operating speed, adjacent land use, and functional classification be considered, and as high a design speed as practical be selected.

Minor Arterial – High speed and high volume roads that move traffic between activity nodes. They are limited access roads with no single or two-family direct access. Movement and speed are the primary function.

Principal Arterial – High speed and high volume, multiple lane roads that move traffic between activity nodes. They are limited access roads with no single or two-family direct access. Movement and speed are the primary function.



Definitions (Continued)

Residential Street – A low speed, low volume street that supports neighborhood integrity by simultaneously providing for vehicular movement, social contacts, and civic activities within a neighborhood unit.

Road – A transportation facility designed to provide speed and efficiency of movement between places; any reduction in the speed and efficiency devalues that facility. Roads connect places: they get you from a-to-b. They have minimum distractions on the side, infrequent intersections, and are wide enough for course corrections at speed.

Street – Shared multimodal transportation spaces containing intersections with crosswalks; sidewalks which provide access to property, homes, and businesses; pedestrians and cyclists; and parking and transit. Streets facilitate mixed activities such as vehicles pulling over to park, vehicles entering and emerging from side-streets, pedestrians and cyclists moving along or crossing the streets, and buses stopping and starting. Maximum street speed should be 20 – 25 mph with lane widths of 10 feet.

Target Speed – A design principal where the geometrics are specifically applied so that a maximum speed is limited to an acceptable range that is dependent on the context.



Policy Statement

The Thoroughfare Plan is referenced in the Harker Heights Code of Ordinances throughout the street layout section of the Subdivision Code. The street layout section opens with §154.37(A)(1), which states:

(1) Thoroughfare plan. Proposed streets must be in conformance with the city thoroughfare plan. All arterial and collector street locations, alignments, right-of-way widths, pavement widths and cross-sections shall be in accordance with the adopted plans and standards. Streets that are not on the thoroughfare plan and are proposed to collect traffic from residential streets shall be designed and constructed as collectors.

This section gives the City the authority to require all proposed street layouts for future subdivisions to follow the Thoroughfare Plan. Further, this section requires proposed streets whose function appears to be a collector to be designed and constructed as a collector, meeting all requirements set forth in the Thoroughfare Plan.

Use of the Thoroughfare Plan

The Thoroughfare Plan establishes a long-range guide for the location and function of roads and streets. It recognizes the basic functions of roads, such as Arterials, as moving traffic quickly between activity centers. Movement, capacity, and speed are the driving influence in road design.

Streets, such as Collectors, function as conduits that gather or collect users from low speed, low volume areas and move them to other higher volume and higher speed facilities. Collectors must be designed within specific parameters so that safety and cost are the principal consideration.

Streets are also recognized as public investments that capture value from development, aesthetics, and social interaction. The inclusion of sidewalk and trail networks, lighting, landscape plantings, transit options, and other enhancements ensure that a full contingent of uses and users benefit from the street. Properly designed streets become activity areas that support human interaction, vehicular travelers, pedestrians, and cyclists.

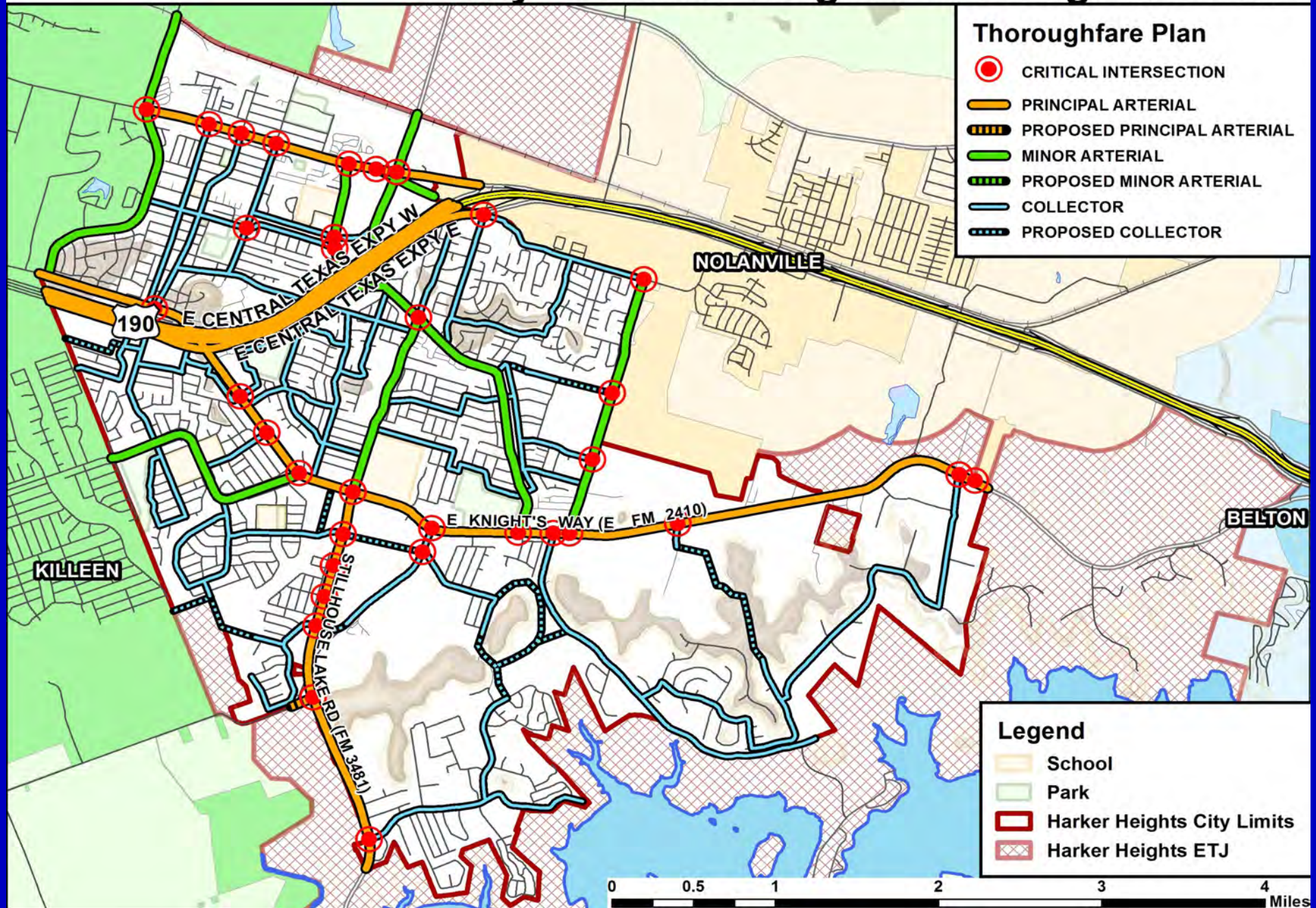
By recognizing basic functions and context sensitive design considerations, and by applying these ideals to new construction as well as to the rehabilitation of older streets and roads, these public facilities begin to serve a full range of users and modes of transportation.



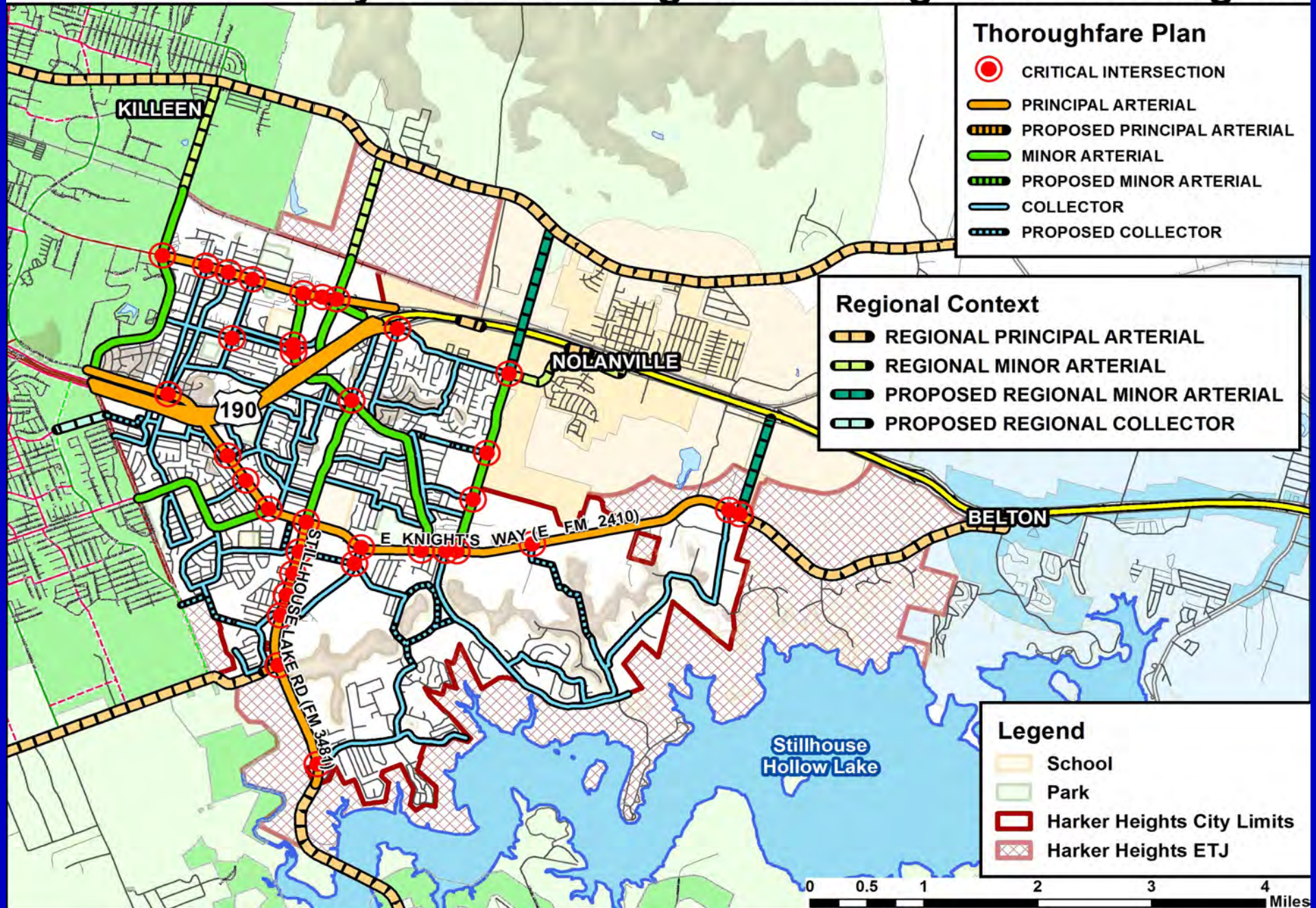
City of Harker Heights, Texas

Mobility 2030

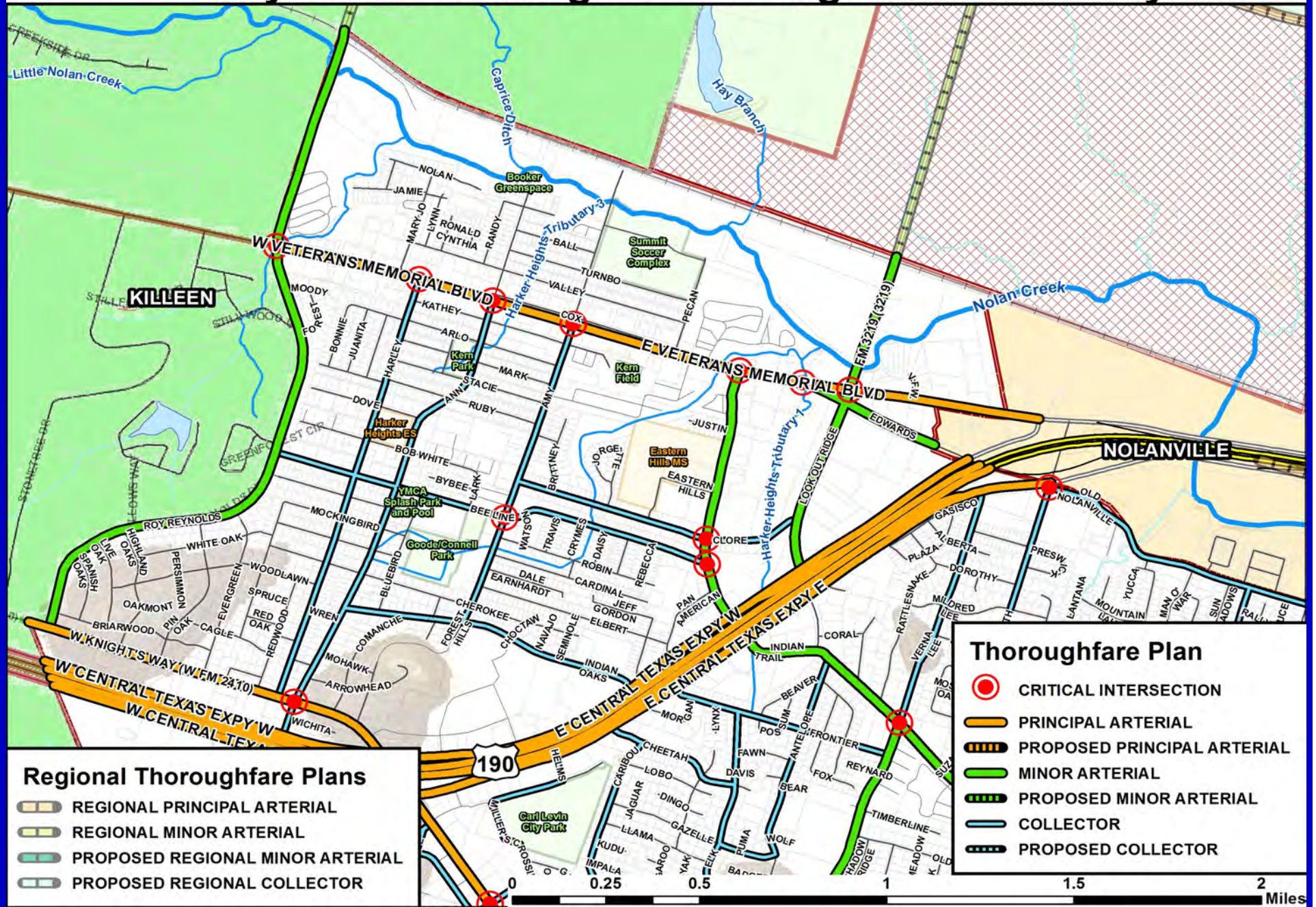
City of Harker Heights Thoroughfare Plan



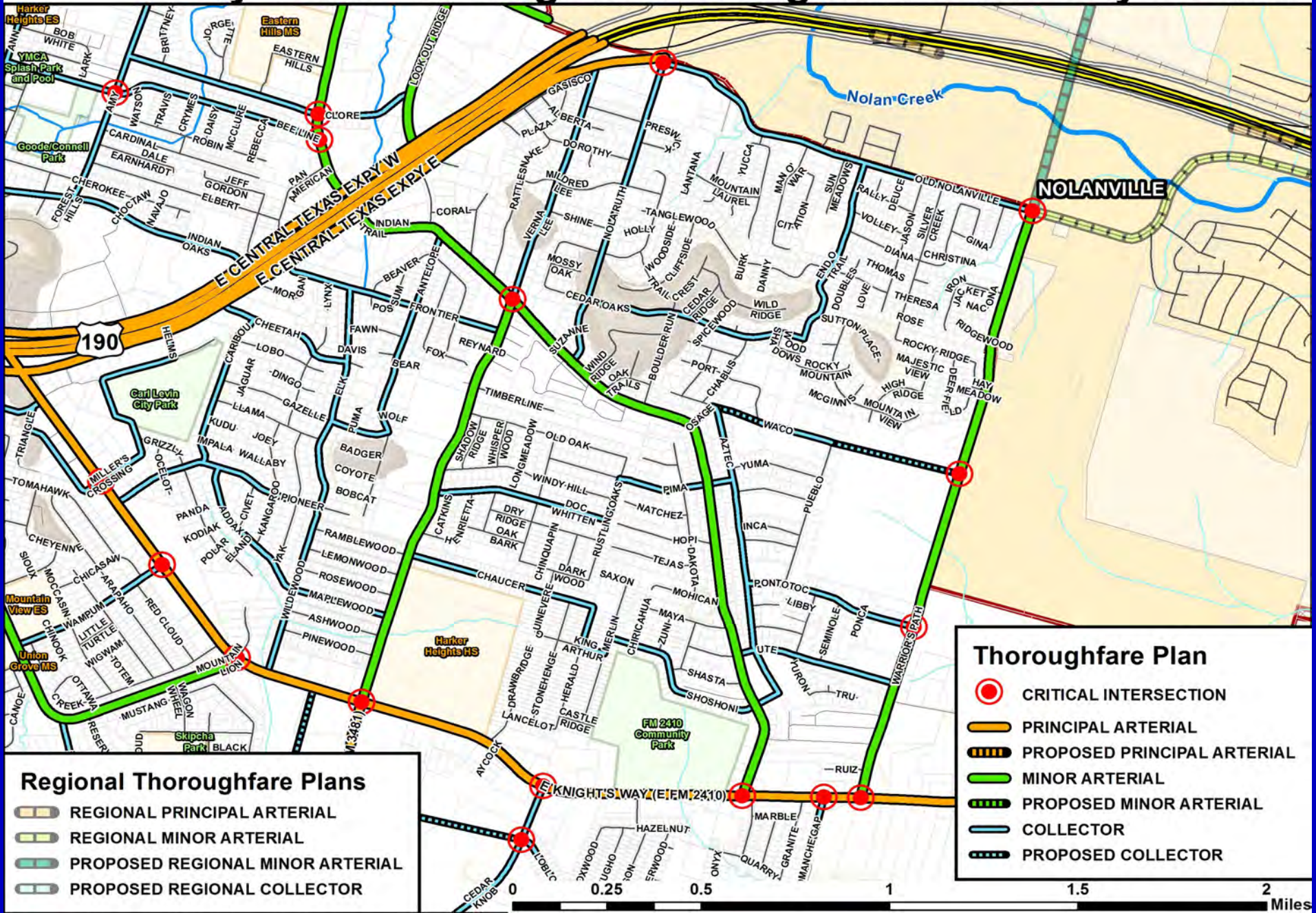
City of Harker Heights Thoroughfare Plan Region



City of Harker Heights Thoroughfare Plan - City North



City of Harker Heights Thoroughfare Plan - City Central



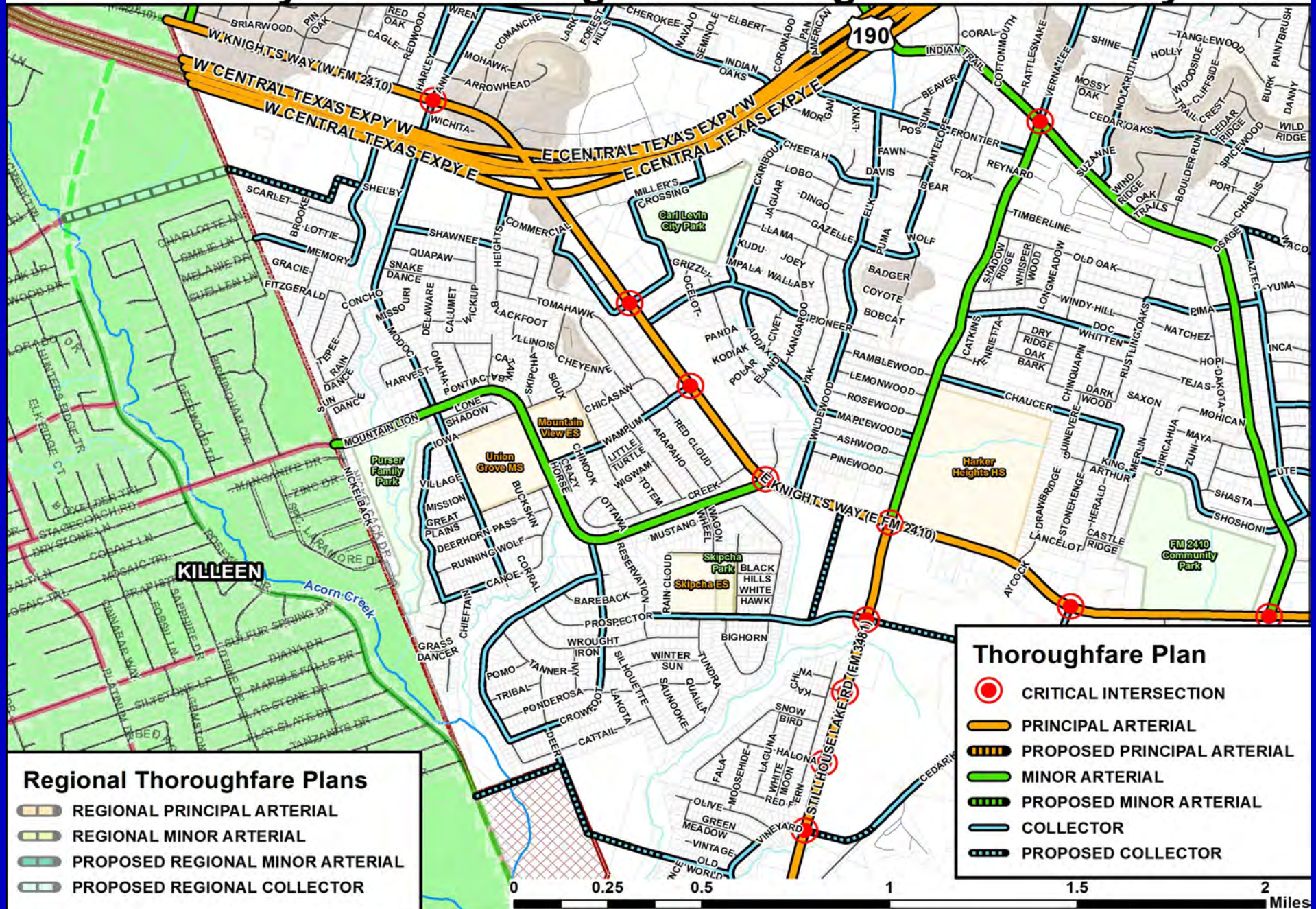
Regional Thoroughfare Plans

- REGIONAL PRINCIPAL ARTERIAL
- REGIONAL MINOR ARTERIAL
- PROPOSED REGIONAL MINOR ARTERIAL
- PROPOSED REGIONAL COLLECTOR

Thoroughfare Plan

- CRITICAL INTERSECTION
- PRINCIPAL ARTERIAL
- PROPOSED PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- PROPOSED MINOR ARTERIAL
- COLLECTOR
- PROPOSED COLLECTOR

City of Harker Heights Thoroughfare Plan - City West



Regional Thoroughfare Plans

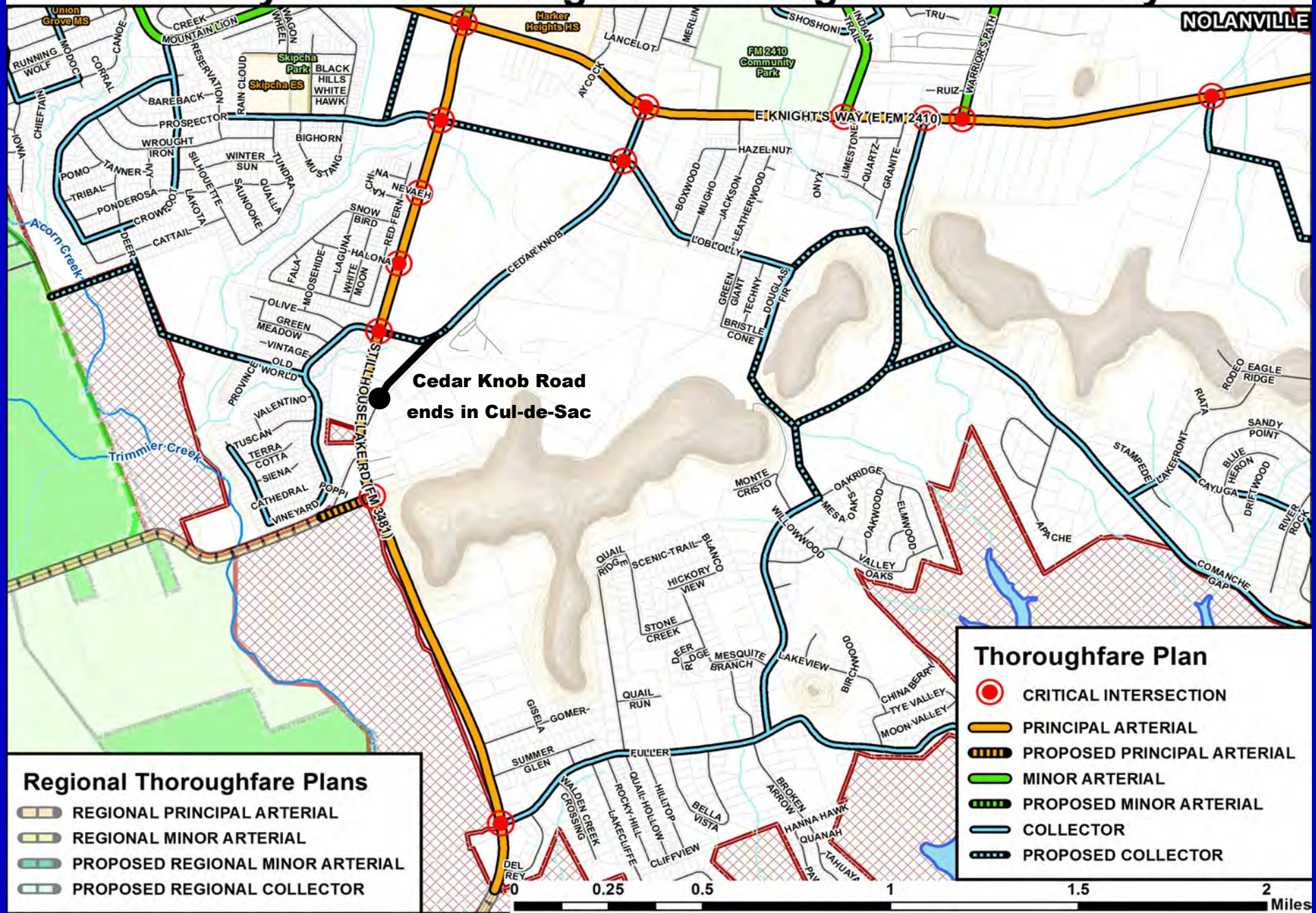
- REGIONAL PRINCIPAL ARTERIAL
- REGIONAL MINOR ARTERIAL
- PROPOSED REGIONAL MINOR ARTERIAL
- PROPOSED REGIONAL COLLECTOR

Thoroughfare Plan

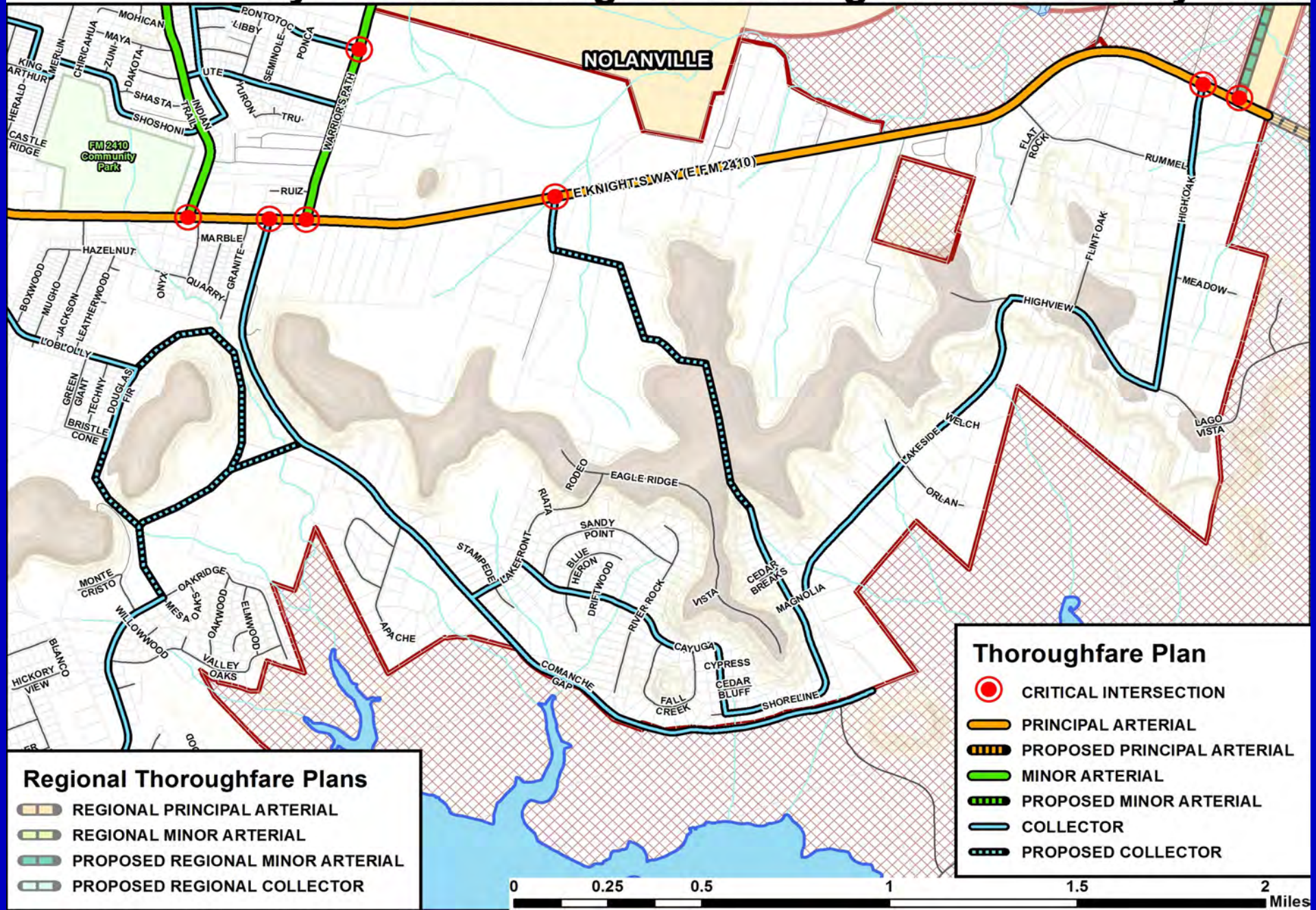
- CRITICAL INTERSECTION
- PRINCIPAL ARTERIAL
- PROPOSED PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- PROPOSED MINOR ARTERIAL
- COLLECTOR
- PROPOSED COLLECTOR

City of Harker Heights Thoroughfare Plan - City South

NOLANVILLE



City of Harker Heights Thoroughfare Plan - City East



Section II

Sidewalk Plan



City of Harker Heights, Texas

Mobility 2030

Introduction

Providing paths for pedestrians has always been fundamental to community building, and while the need for and function of sidewalks has changed, it has not disappeared. The basic purpose of sidewalks is to provide a safe location for people to walk separated from motorized or mechanized vehicles. Sidewalks are an elemental form of transit, connecting people to public transit, schools, work, shopping, services, and cultural or recreational facilities and activities. They provide a space for spontaneous social interaction. They are increasingly used as a recreation and health amenity in themselves for walkers and joggers. For families with young children, sidewalks provide a safe and dedicated space for youngsters to learn to ride a bike or rollerblade.

The City previously had limited sidewalk requirements which has led to fragmented sidewalk network as seen on the Existing Sidewalk Network Map. For all of these reasons the City of Harker Heights has recognized the need for sidewalks to be constructed by individuals or businesses developing land in the City. The overriding goal is to provide pedestrian connections within neighborhoods, connections between neighborhoods, and connections from homes to services, facilities, and amenities in the community. The Plan articulates policies for where new sidewalks should be installed, effectively and rationally deals with new installations in developed areas, and sets guidelines on materials and size for construction.

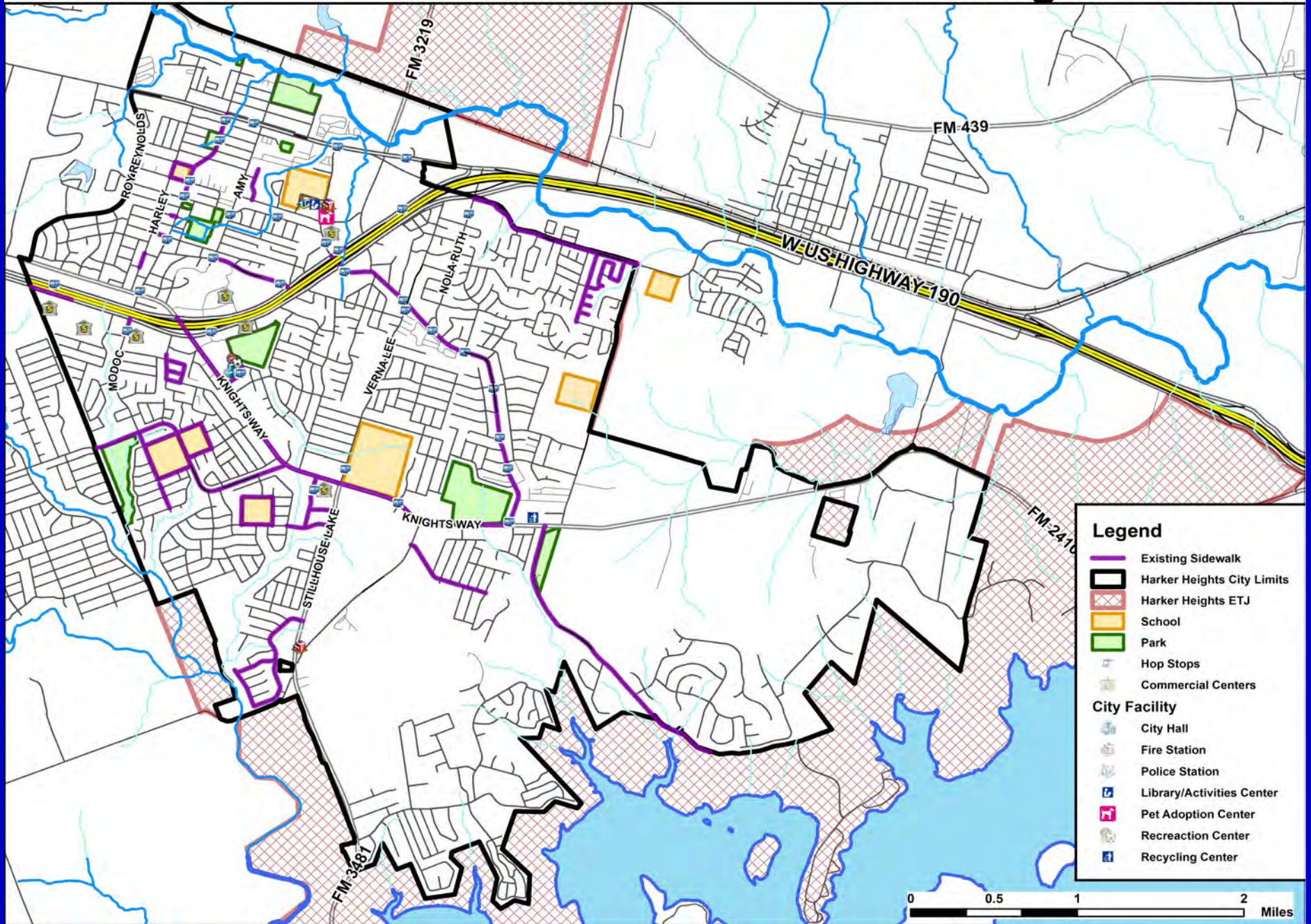


City of Harker Heights, Texas

Mobility 2030

Map Date: 10/27/2015

Existing Sidewalks



Definitions

Promenade Sidewalk - The main function of Promenade Sidewalk is to provide inter-community accessibility connecting community centers or major facilities as well as critical intersections in the City. It is the primary location for high volumes of pedestrians congregating, making transfers to other modes or walking to a destination. They serve high density residential, retail, service, industrial, and mixed uses. Promenade Sidewalks will be 6 to 10 feet wide mixed use paths on both sides of the street featuring numerous amenities such as benches, community flags and banners, water fountains, mile markers, and pet waste stations. They are primarily located along principal arterial streets in the City.

Connector Sidewalk - Connector Sidewalks connect with the principal sidewalk system to accommodate trips of moderate length with a lower level of travel mobility and a higher level of land access. Connector Sidewalk collects residential paths and channels them to public nodes such as parks, schools, and other public facilities and commercial nodes such as hospitals and shopping centers. They are 6 to 8 feet wide mixed use paths on both sides of the street featuring limited amenities such as benches and mile markers. They are primarily located along minor arterial streets in the City.

Residential Sidewalk - Residential Sidewalks are commonly located along neighborhood borders and collect traffic from residential areas and channel people to the Connectors and Promenade. They are 5 to 6 feet wide pedestrian paths on one or both sides of the street. They are primarily located along collector streets and some minor arterial streets in the City.



New Sidewalk Installation and Classification

As a general policy, the Sidewalk Plan calls for concrete sidewalks along streets in the City of Harker Heights. The amount and location of sidewalks will vary depending on the type of street and its function. Table One describes the minimum standards and location for sidewalks. Sidewalk Classifications are shown on the City of Harker Heights Sidewalk Plan.

On all new designated streets, sidewalks will be constructed as required in Table One unless an alternative is deemed necessary by the Planning and Zoning Commission, with the recommendation of the Public Works Department (PWD).

On all existing designated streets sidewalks will be required as identified on the Sidewalk Location Map unless an alternative is deemed necessary by the Planning and Zoning Commission, with the recommendation of the Public Works Department (PWD).

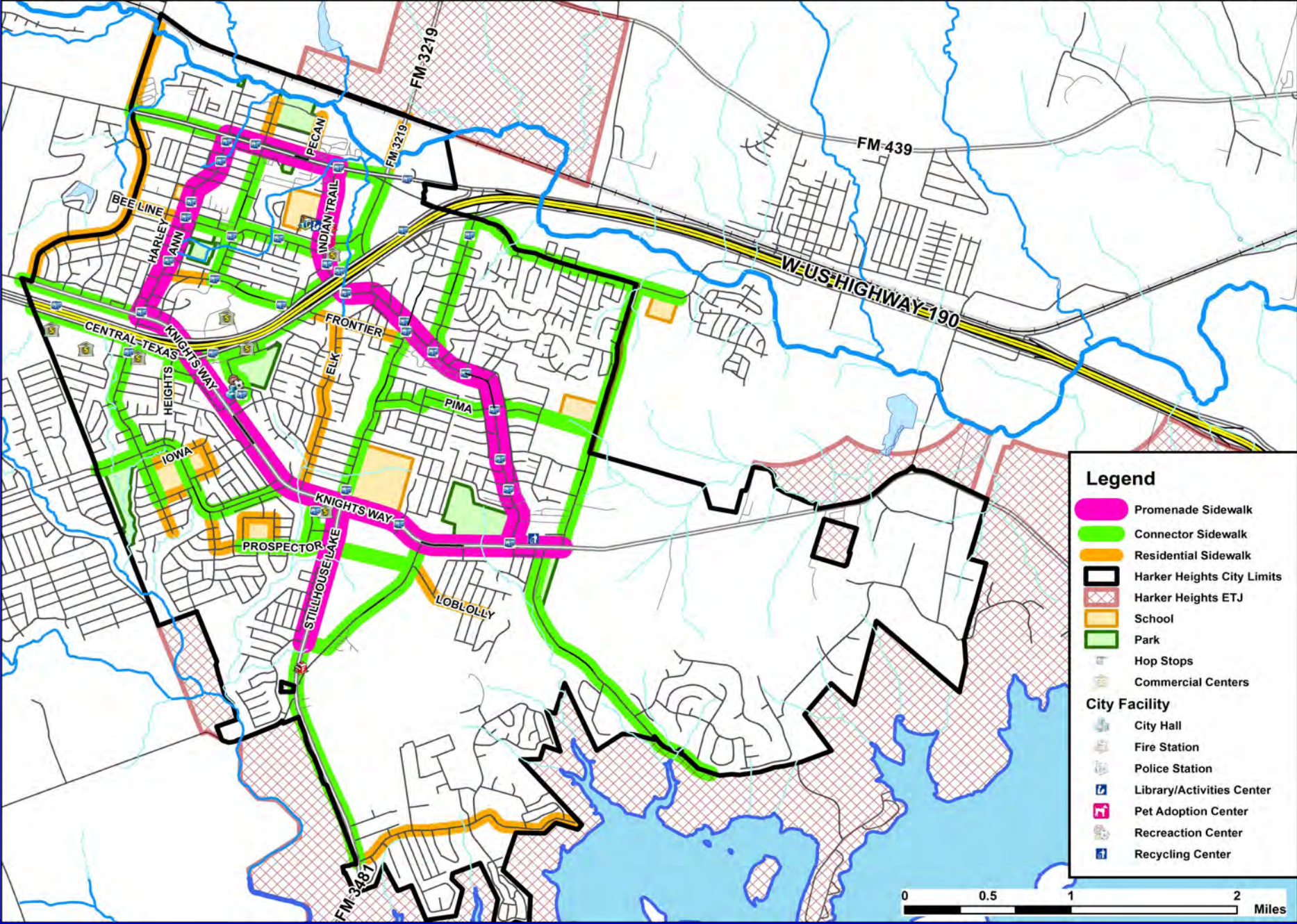
TABLE ONE - SIDEWALK CLASSIFICATION SUMMARY

Sidewalk Classification	Sidewalk Width (feet)	One Side	Two Sides	Amenities
Promenade Sidewalk	6 - 10		X	Benches, Bicycle Racks, Mile Markers, Pet Waste Stations, Water Fountains
Connector Sidewalk	6 - 8	X	X	Benches, Mile markers, Bicycle Racks
Residential Sidewalk	5 - 6	X	X	



Sidewalk Network

Map Date: 10/26/2015



- Legend**
- Promenade Sidewalk
 - Connector Sidewalk
 - Residential Sidewalk
 - Harker Heights City Limits
 - Harker Heights ETJ
 - School
 - Park
 - Hop Stops
 - Commercial Centers
- City Facility**
- City Hall
 - Fire Station
 - Police Station
 - Library/Activities Center
 - Pet Adoption Center
 - Recreation Center
 - Recycling Center



Regardless of the general policy and standards recommended in this Plan and contained in Table One above, the location of sidewalks on existing streets shall be based on the Sidewalk Network Map which is a part of this Plan. In some cases the Plan may require that sidewalks be built on both sides of an existing street if it is deemed necessary for pedestrian safety given the proximity to schools, the housing density of the neighborhood, and other factors to be determined by City Staff.

Sidewalk Construction Details

(A) In developments in which the original application for approval is filed after the effective date hereof, the developer/property owner shall construct sidewalks on both sides of all streets, private access drives, passage easements and other circulation routes. Sidewalks shall be installed by the developer at the time of development, and owners of lots that remain undeveloped must construct sidewalks within two years after the date of approval of the final plat. Sidewalks must be constructed and accepted by the city prior to the issuance of a certificate of occupancy.

(B) Sidewalks shall be constructed one foot from the property line in the rights-of-way adjacent to their lots, whether on the front, side, or rear of the lots, with a minimum six foot buffer strip behind the back of the curb or edge of pavement. New sidewalks shall be properly connected with existing sidewalks and constructed according to city standards. Streets designated by the Thoroughfare Plan for use as a collector or larger shall require a minimum six foot wide sidewalk. All other sidewalks shall be a minimum of five feet in width.

(C) The appearance of a sidewalk (scoring pattern or special paving) shall be maintained across commercial driveways and alley access points, and crosswalks shall be marked at all legs of the intersection. Obstructions such as, but not limited to, fire hydrants, telephone poles, and street signs, shall not be located within a sidewalk, unless written approval of such is obtained from the Director of Public Works.



(E) An alternative sidewalk design may be approved in writing by the Director of Public Works where there are unusual and practical difficulties in carrying out the provisions set forth by this code, provided the alternate design will not adversely affect any adjoining property or the general public.

(F) Exemptions. Division (A) of this section shall not apply to:

- (1) Large-lot residential subdivisions, where lots are one acre or larger in size;
- (2) Cul-de-sacs with a throat length of one lot or fewer; or
- (3) Improvements to existing developments on streets not identified in the sidewalk network where the majority of the developed portions of the street do not have sidewalks present.



City of Harker Heights, Texas

Mobility 2030

Section III

Off-Street Hike and Bike Trail Network Plan



City of Harker Heights, Texas

Mobility 2030

Section IV

On-Street Striping Plan for Biking and Pedestrians



City of Harker Heights, Texas

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Section V

Transit Planning



City of Harker Heights, Texas

Mobility 2030