PFLUGERVILLE
PFORWARD
MOBILITY MASTER PLAN

where quality meets life
PFLUGERVILLE
TEXAS

Kimley»Horn

MAY 2025

ACKNOWLEDGEMENTS

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PFLUGERVILLE PFORWARD MOBILITY MASTER PLAN

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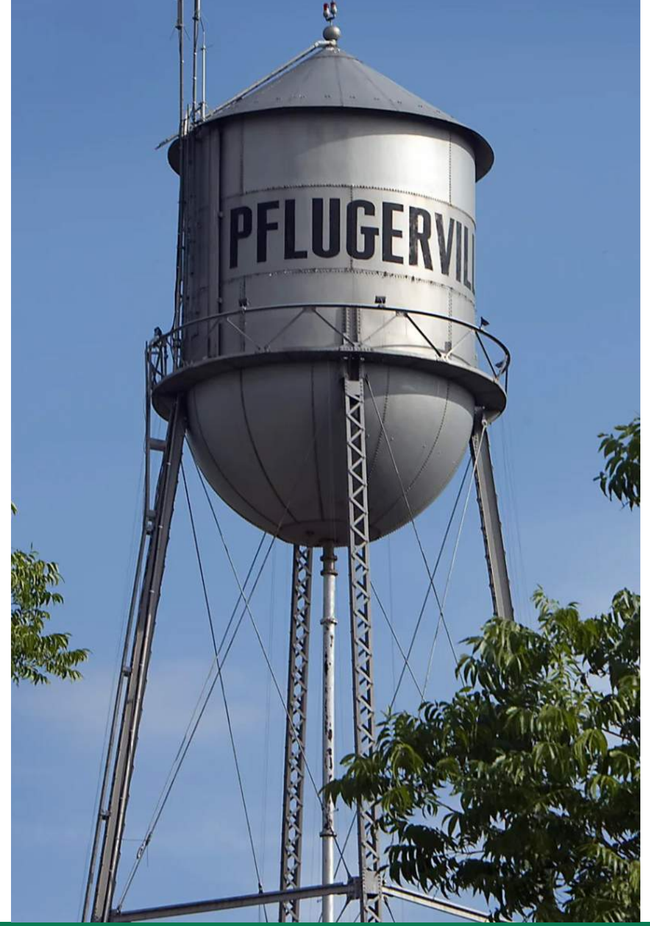


CRITICAL MAPS

PFLUGERVILLE PFORWARD MOBILITY MASTER PLAN

INDEX OF ABBREVIATIONS

ADA	Americans with Disabilities Act
ADT	Average Daily Trip
AWSC	All-Way Stop Control
CAMPO	Capital Area Metropolitan Planning Organization
CAP-X	Capacity Analysis for Planning of Junctions (by FHWA)
CIP	Capital Improvement Plan
CRIS	Crash Record Information System (by TxDOT)
CRP	Carbon Reduction Program
ETJ	Extra-Territorial Jurisdiction
FHWA	Federal Highway Adminstration
FM	Farm to Market
GIS	Geographic Information Systems
HIN	High Injury Network
HSIP	Highway Safety Improvement Program

HUD	Housing and Urban Development
ICE	Intersection Control Evaluation
LPI	Leading Pedestrian Interval
LSV	Low Speed Vehicles
LWCF	Land and Water Conservation Fund
MMP	Mobility Master Plan - this document
MOE	Measure of Effectiveness
MPH	Miles per Hour
PHB	Pedestrian Hybrid Beacon
PID	Public Improvement District
PUD	Planned Unit Development
ROW	Right-of-Way
RTP	Regional Transportation Plan
SH	State Highway

SPICE	Safety Performance for Intersection Control Evaluation (by FHWA)
SS4A	Safe Streets and Roads for All
SUP	Shared Use Path
TASA	Transportation Alternative Set-Aside
TDC	Transportation Development Credits
TDP	Transit Development Plan
TIF	Tax Increment Finance
TIRZ	Tax Increment Reinvestment Zone
TMP	Transportation Master Plan - Last updated in Pflugerville in 2020
TWSC	Two-Way Stop Control
TxDOT	Texas Department of Transportation
UDC	Unified Development Code
USDOT	United States Department of Transportation
VRU	Vulnerable Road User

PFLUGERVILLE PFORWARD MOBILITY MASTER PLAN

EXECUTIVE SUMMARY

The Pflugerville Pforward Mobility Master Plan (MMP) is the overall blueprint for Pflugerville's future transportation network and infrastructure investments. It plays a crucial role as a forward-thinking planning instrument, empowering municipal staff, policymakers, and residents to guide the future growth and physical development of Pflugerville's transportation network.

City leaders in Pflugerville initiated the development of this Plan to craft a unified vision for the City's mobility system, incorporating direct input from the community. The Plan's recommendations are intended to influence Pflugerville's future by:

- **Establishing a long-term vision and strategy for Pflugerville's mobility infrastructure**
- **Prioritizing and directing funding for capital improvements**
- **Integrating community input and feedback**
- **Committing infrastructure requirements within future developments**

This Mobility Master Plan consists of nine parts:

HOW DID WE GET HERE?

TRANSPORTATION MASTER PLAN (2019 - UPDATE IN 2020)

ASPIRE 2040 COMPREHENSIVE PLAN (2022)

PARKS, RECREATION, & OPEN SPACE MASTER PLAN (2023)

PFLUGERVILLE PFORWARD MOBILITY MASTER PLAN (MMP) (2024)

Key differences between the MMP and previous transportation-related documents are:

All mobility modes are prioritized	Trails plan integrated with overall transportation plan	Multiple plans made into one comprehensive plan

VISION & GOALS

VISION

THE MOBILITY MASTER PLAN STRIVES TO CREATE A SUSTAINABLE NETWORK FOR MULTIPLE TRANSPORTATION OPTIONS THAT

ENHANCE SAFETY, CONNECTIVITY, AND RESILIENCY

FOR THE PFLUGERVILLE COMMUNITY AND VISITORS.

EXECUTIVE SUMMARY | PFLUGERVILLE PFORWARD MOBILITY MASTER PLAN

MOBILITY MASTER PLAN GOALS VS OTHER PLAN GOALS

With input from the MMP Advisory Committee, six project goals were developed:

- Communication
- Well-Connected
- Travel Options
- Safety
- Effective
- Regional Partnership

These goals align with goals from other adopted Pflugerville plans:

PFLUGERVILLE STRATEGIC PLAN 2021-2025 GOALS
Safety
Economic Development
Infrastructure
Services & Engagement

ASPIRE 2040 COMPREHENSIVE PLAN KEY PRINCIPLES
Network Connectivity
Regional Traffic
A Piece of the Puzzle
A Living Document

ASPIRE 2040 COMPREHENSIVE PLAN GOALS
Pedestrian Amenities
10-Minute Neighborhoods
Enhance Major Corridors
Sidewalk Connectivity
Expand Transit System
Increase Trail System
Regional Partnerships

PUBLIC ENGAGEMENT

The MMP came together thanks to input from the Pflugerville community. There were several opportunities to provide feedback, including:

Pop-up booths at community events throughout 2024	Social media campaigns
Sidewalk and trail stickers with project website QR codes around town	Community survey
Key to the City email campaigns	Community mapping activity

Specific groups who gave input are:

PROJECT AMBASSADORS

- 11-member Advisory Committee
- Consultant team
- City staff

ADDITIONAL PARTNERS

- Pflugerville Parks & Recreation Commission
- Pflugerville Planning & Zoning Commission
- Pflugerville City Council
- Travis County
- TxDOT
- City of Austin
- City of Round Rock
- City of Hutto

The MMP was created to represent the needs and wishes of the community it serves. Thank you to everyone who participated in this important process!

EXECUTIVE SUMMARY | PFLUGERVILLE PFORWARD MOBILITY MASTER PLAN

PUBLIC GOALS FOR PFLUGERVILLE MOBILITY

Appropriate growth	Serves all members of the community
Proactive planning	Create implementable policies
Create a sense of identity	Finish projects
Promote active mobility	Increase connectivity

INPUT FROM ADVISORY COMMITTEE MEETING IN JULY 2024

REPORT CONTENTS

The main takeaways of the MMP are:

- Updated Roadway Plan
- Updated Trails Plan
- Updated cross sections
- Updated project prioritization list for CIP development
- Recommendations for policy updates
- Framework for next steps

RECOMMENDATIONS

The strategies and policies formulated in this Plan will shape the future of Pflugerville's mobility. This Plan should be a dynamic document, periodically updated and modified to stay relevant. The implementation of the Plan's policies and suggestions can be achieved through established development regulations like zoning and subdivision rules, as well as Capital Improvement Programs (CIP). Certain recommendations can be enforced by refining current regulations or processes, while others may require the creation of new regulations, programs, or processes. Some recommendations will necessitate further community input. The recommendations of this Plan are organized by Goal into a matrix in Chapter 7: Pframework & Policy. The highest priority projects are recommended in Chapter 8: Pfinal Thoughts.

EXECUTIVE SUMMARY | PFLUGERVILLE PFORWARD MOBILITY MASTER PLAN

CHAPTER 1

INTRODUCTION AND EXISTING CONDITIONS

PFIRST

IMPRESSIONS

INTRODUCTION

The City Council adopted the Pflugerville Transportation Master Plan (TMP) in November 2019, which was later updated in 2020. The TMP is a long-range plan that identifies transportation objectives, solutions, and policies for the City of Pflugerville. The TMP identifies future investments with the purpose of moving people and goods safely and efficiently. The 2020 Pflugerville TMP reflects current City priorities through the identification of updates to the Pflugerville Thoroughfare Plan map, which includes roadway classification changes, intersection projects, and new corridor studies to manage existing condition and future demands on the transportation system.

The Pflugerville MMP is a long-range and strategic multimodal plan that integrates and modernizes the City's existing Transportation Master Plan and Trails Plan into one comprehensive document. This initiative is a local change of thinking to include trails as part of the overall transportation network. The TMP served to implement transportation goals specifically towards vehicular improvements, while the MMP focuses on multimodal improvements. A key implementation within the MMP aimed at focusing on multimodal improvements is 10-Minute Neighborhoods. 10-Minute Neighborhoods refer to providing a 10-minute walking radius to reach nearby amenities like shops, services, schools and community centers.

Pflugerville Pforward builds on the progress of the previous plans, while refreshing and updating the vision, goals, and objectives of the mobility plan. Some other key reasons to develop a mobility plan include:

EFFICIENT TRANSPORTATION

A mobility plan helps improve transportation efficiency within a city by identifying and addressing gaps in the existing transportation system. It can help reduce congestion, improve travel times, and enhance overall accessibility for residents and visitors.

SUSTAINABLE DEVELOPMENT

A mobility plan is essential for promoting sustainable development in a city. It can encourage the use of alternative modes of transportation such as walking, cycling, and public transit, which helps reduce greenhouse gas emissions, improve air quality, and minimize the reliance on private vehicles.

ECONOMIC GROWTH

A well-planned mobility system can contribute to economic growth by improving connectivity and accessibility. It can enhance the movement of goods and services, attract businesses and investments, and create job opportunities.

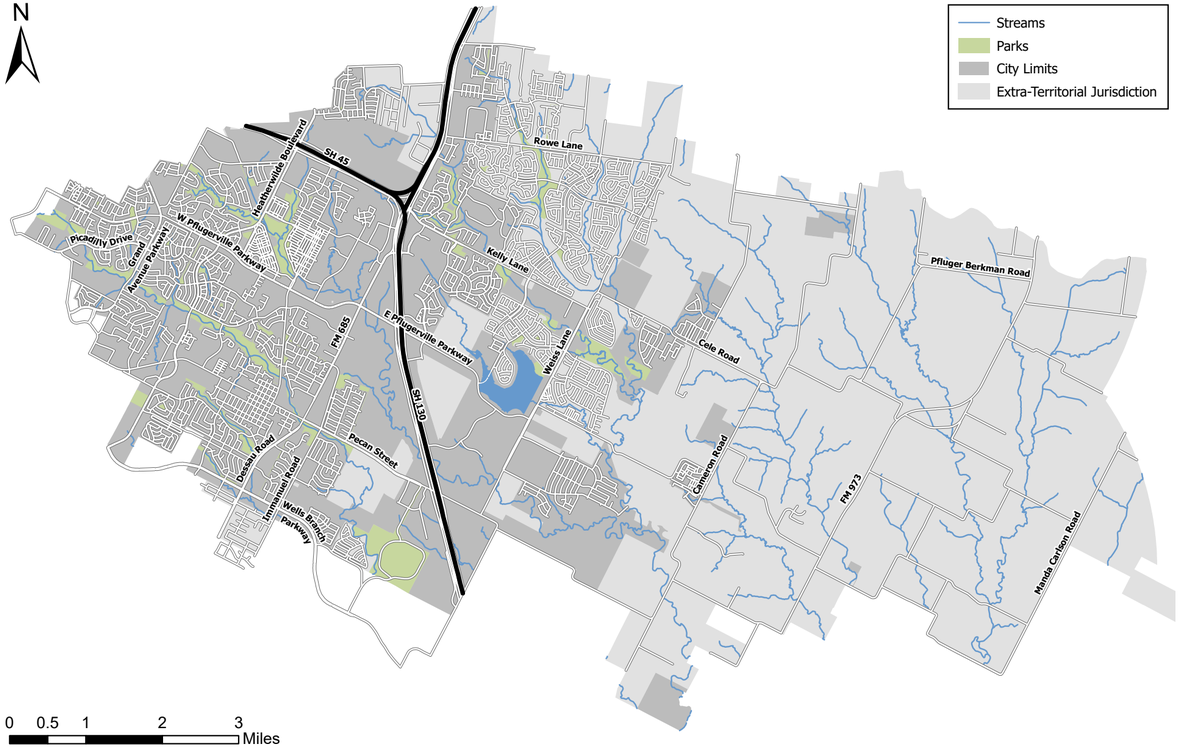
QUALITY OF LIFE

A mobility plan is crucial for enhancing the quality of life for residents. It ensures that transportation options are accessible to all, including those with disabilities or limited mobility. It can also promote active transportation providing access to goods and services for personal, professional, and leisure activities.

SAFETY AND SECURITY

A comprehensive mobility plan includes measures to enhance the safety and security of transportation systems. It can address issues such as infrastructure design, traffic management, and emergency response to minimize accidents and ensure a secure environment for commuters.

PFLUGERVILLE CITY LIMITS & ETJ



PROCESS

The MMP planning process consisted of four major phases, each building upon the insights and outcomes of the previous phase. The planning process began with a project kick-off meeting in April 2024, which brought together the MMP project team consisting of City staff and the consultant project team. Over the course of the project, these phases laid the foundation for the MMP and reflects the needs and wants of the community.

PHASE 1
PROJECT KICKOFF - VISION, GOALS, AND ASSESSMENT

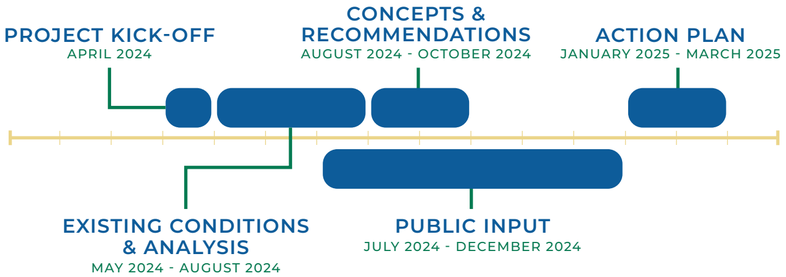
PHASE 2
EXISTING CONDITIONS & ANALYSIS

PHASE 3
CONCEPTS & RECOMMENDATIONS

PHASE 4
ACTION PLAN

PROJECT TIMELINE

Over the course of the 12-month development process, the team evaluated existing conditions, formulated targeted recommendations, and incorporated valuable feedback from public input. This collaborative effort concluded with the creation of a detailed action plan to guide future implementation. The MMP timeline is outlined below:



ADVISORY COMMITTEE

A Stakeholder Advisory Committee was established and tasked with guiding the development of the MMP, which included creating the goals and objectives, confirming action items, and assisting with public outreach. A variety of stakeholders (such as city residents and county staff) within the City of Pflugerville comprised the committee. The Stakeholder Advisory Committee met seven (7) times throughout the project timeline to discuss the following topics:

- Project Kick-off & Field Review
- Data Analysis
- Review Report
- Advisory Committee
- Stakeholder & Public Engagement
- Existing Conditions
- Recommendations & Prioritizations

VISION AND GOALS

The MMP strives to create a sustainable network for multiple transportation options that enhance safety, connectivity, and resiliency for the Pflugerville community and its visitors. The following goals support the vision of the MMP:

SAFETY

Establish **SAFETY** as the foundation for every project, including a focus on reducing fatalities and severe injuries for all transportation users.

EFFECTIVE

Deliver an **EFFECTIVE** travel network that relieves congestion, leverages regional partnerships, and prioritizes funding through a CIP.

TRAVEL OPTIONS

Offer diverse **TRAVEL OPTIONS** by implementing new roadway connections and alternative modes like walking, biking, and other non-motorized transportation.

WELL-CONNECTED

Create a **WELL-CONNECTED** transportation network that links neighborhoods to community destinations including parks, schools, and retail centers.

COMMUNICATION

Develop a **COMMUNICATION** system that enhances awareness and education about transportation projects, their timelines, and their functions.

PARTNERSHIPS

Foster regional **PARTNERSHIPS** that can advance the transportation network within and beyond the City.

EXISTING CONDITIONS

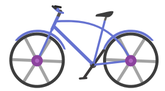
REVIEW OF EXISTING PLANS

An essential step of the MMP planning process included a review of existing plans, which consisted of other Pflugerville planning documents, relevant codes, and state, regional, and local policies. By analyzing these existing planning documents, adjustments and improvements can be made to goals and objectives to more accurately align the MMP with state and regional goals.

ROUTE OPTIONS

VS

MODE OPTIONS



VIEW OPTIONS

UNOFFICIAL PROJECT MOTTO INSPIRED BY THE VISION AND GOALS IS:

PROVIDING OPTIONS FOR YOUR TRAVEL

CITY OF PFLUGERVILLE CODE OF ORDINANCES (1993)

A collection of laws and regulations to provide for the future progress of the City of Pflugerville. The ordinances include a variety of topics including traffic codes and land uses.

IMPACT

Title VII of the Code of Ordinances, known as the Traffic Code, is essential to the MMP as it establishes regulations for traffic signs, signals, and markings; prohibits large vehicles from on-street parking; sets speed limits for highways and streets; designates stop sign locations; and restricts motorized vehicles from the trail system.

ENGINEERING DESIGN MANUAL (2014 - UPDATE IN 2020)

A design manual that establishes a standard for engineering practices and minimum engineering criteria within the City of Pflugerville and its extraterritorial jurisdiction.

IMPACT

The Engineering Design Manual provides minimum standards for construction of streets, sidewalks, pedestrian and bicycle facilities, and conducting traffic impact analyses. Policy and design guidelines should be consistent with the MMP.

PFLUGERVILLE TRAILS MASTER PLAN & PARKS DEVELOPMENT PLANS (2014)

A planning document that outlines the City of Pflugerville's existing and proposed trails and parks.

IMPACT

The Pflugerville Trails Master Plan & Parks Development Plan includes existing trail and park inventory as well as proposed trails and parks. This plan is used as the foundation for the MMP updated Trails Plan.

PARK DEVELOPMENT MANUAL (2015)

A guiding policy document to help administer the applicable elements of the Parks, Recreation, and Open Space Master Plan. The Parks Development Manual establishes policies and standards for the creation of new public parks and the renovation of existing parks.

IMPACT

The Park Development Manual includes trail standards such as minimum length of trail, material of trail, and minimum width of trail. The trail master plan does not include shared use path (SUPs) connectors.

UNIFIED DEVELOPMENT CODE (UDC) (2015 - UPDATE IN 2024)

A regulating document for development in the City of Pflugerville. It contains zoning, site design, and subdivision regulations necessary for implementing the vision of the community as reflected in the comprehensive plan.

IMPACT

The UDC outlines development criteria for driveways, emphasizing the goal of minimizing their number. It also establishes pedestrian mobility requirements for sidewalks, trails, and bicycle facilities.

TRANSPORTATION MASTER PLAN (2019 - UPDATE IN 2020)

A long-range planning document that identifies transportation objectives, solutions, and policies the City of Pflugerville needs to consider as it continues to grow. The transportation planning process defines future investments that will move people and goods in a safe and efficient manner.

IMPACT

The Transportation Master Plan serves as the basis for the MMP. The MMP evaluates previously identified goals and objectives based on stakeholder and public feedback and determines how these goals should be updated.

PFLUGERVILLE COUNCIL STRATEGIC PLAN 2021 - 2025

A guiding document that outlines goals and objectives for the City of Pflugerville.

IMPACT

Four themes were identified by the City of Pflugerville's City Council to serve as the foundation of the 2021-2025 Strategic Plan. These themes are safety, economic development, infrastructure, and services. The themes and goals of the Strategic Plan were incorporated in the MMP.

ASPIRE 2040 COMPREHENSIVE PLAN (2022)

A planning document that outlines the City of Pflugerville's goals and objectives over the next 20 years. Aspire 2040 analyzes the details of Pflugerville's existing and future land use, parks and recreation, economic development, transportation and mobility strategies, city services and facilities, and neighborhood vitality.

IMPACT

Aspire 2040 includes an existing thoroughfare plan with functional classifications. The thoroughfare plan is used as the foundation for the MMP updated thoroughfare plan. The MMP also uses the 10-Minute Neighborhood features from within the Aspire Comprehensive Plan.

PARKS, RECREATION, & OPEN SPACE MASTER PLAN (2023)

A comprehensive guide for parks, recreation, aquatic facilities, programs and services throughout Pflugerville in consideration of current and anticipated future needs and trends. The plan analyzes current facilities and census data projections for the next 10 years to provide recommendations to help guide the community's future.

IMPACT

The Parks, Recreation, and Open Space Master Plan establishes an existing trails inventory as well as proposed trails within the City of Pflugerville and the Extra-Territorial Jurisdiction (ETJ).

DOWNTOWN STREETSCAPE MASTER PLAN (2024)

Pflugerville's Downtown Streetscape Master Plan is designed to enhance the pedestrian experience, improve traffic flow, and create a vibrant public space. The plan includes upgrades to sidewalks, lighting, landscaping, and public art installations to create a more attractive and functional downtown area.

IMPACT

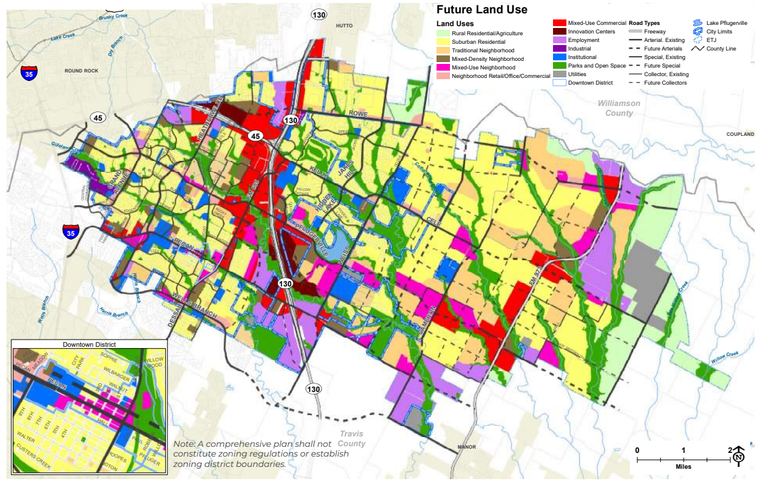
The Downtown Streetscape Master Plan provides planning concepts and recommendations for Pecan Street, Main Street, and Railroad Avenue through Downtown Pflugerville. Recommendations such as cross sections, right-of-way, lighting, and pedestrian facilities are included.

LAND USE AND COMPREHENSIVE PLAN

The Aspire Pflugerville 2040 Comprehensive Plan serves as a strategic guide for the city's development, focusing on various aspects such as land use, transportation, and community facilities. The transportation and mobility goals in Pflugerville's Aspire Comprehensive Plan Chapter 5 focus on enhancing pedestrian and bike infrastructure. They also aim to foster connectivity and improve major corridors. These efforts aim to create a safer, more accessible, and well-integrated mobility network that aligns with land use and development strategies.

A large goal identified in Aspire 2040 is developing 10-Minute Neighborhoods. Ten minutes is the ideal walking radius to reach nearby amenities like retail, services, schools, and community centers. The integration of transportation, mobility, and land use is essential for creating 10-Minute Neighborhoods. Land use and development patterns can support shorter trips to access goods, services, and employment. By bridging transportation and land uses, the City of Pflugerville can potentially create less reliance on vehicular travel.

The City of Pflugerville's current land use is primarily residential with retail, commercial, and service business land uses centered along heavily traveled roadways and near intersections within the City. The land surrounding SH 45 and SH 130 within the City of Pflugerville is commercial land use. The land use map to the right shows the planned land uses within the City of Pflugerville.

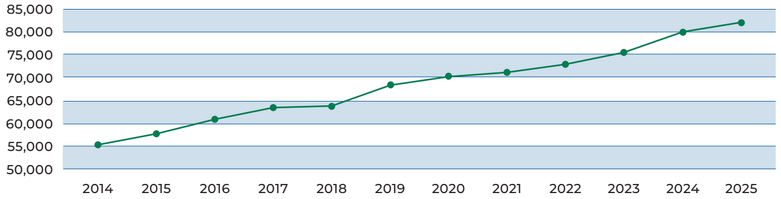


PFLUGERVILLE FUTURE LAND USES

DEMOGRAPHICS

Demographics and population growth are important to the MMP because they provide insight into the City of Pflugerville's mobility needs. Pflugerville has experienced significant population growth in recent years. According to recent demographic data, the city's population has steadily increased, with estimates indicating a growth rate of over 50% since 2010. This growth can be attributed to a combination of factors, including the expansion of nearby industries, the availability of new housing developments, and the city's proactive efforts to attract businesses and residents. According to the U.S. Census Bureau's estimates, the population of Pflugerville has steadily increased over the past decade. For instance, in 2010, the population was approximately 46,936 residents, and by 2020, it had grown to an estimated 67,230 residents. It is important to include the growth of the City of Pflugerville within the transportation infrastructure plans.

POPULATION



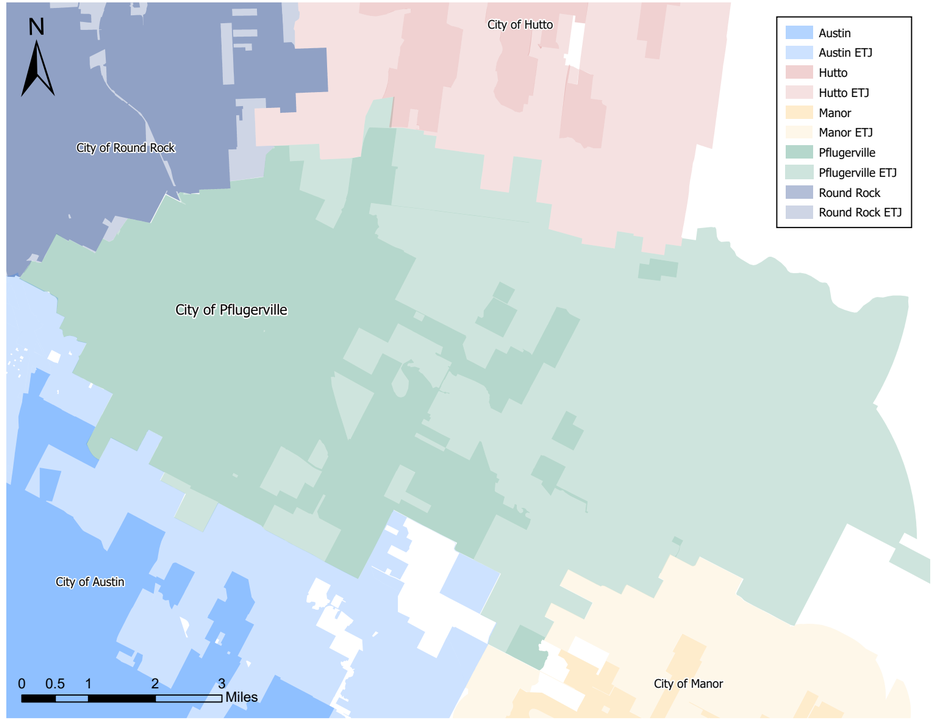
SOURCE: CITY OF PFLUGERVILLE GIS DEPARTMENT HOUSEHOLD DATA

VEHICLE NETWORK

The city of Pflugerville has a well-developed transportation network that supports its growing population and economic activity. The city is located near major highways, including IH 35, SH 130, and SH 45, providing convenient access to neighboring cities. Within the city, Pflugerville has invested in a comprehensive road network that includes major thoroughfares, collector streets, and local roads. These roads are designed to accommodate the increasing traffic volume.

REGIONAL NETWORK

The City of Pflugerville, located in Travis County, is surrounded by several neighboring jurisdictions that play a crucial role in its transportation network. To the north, the City of Pflugerville shares a border with the City of Round Rock in Williamson County. The City of Round Rock is well-connected to the City of Pflugerville through major roadways such as State Highway 45 and Interstate 35, providing convenient access for travelers. To the south, Pflugerville is adjacent to the City of Austin. The City of Austin is a major transportation hub, with Capital Metropolitan Transportation Authority (CapMetro) bus services offering further connectivity options for Pflugerville residents. To the east, the City of Pflugerville borders the City of Hutto, another rapidly growing city in Williamson County.



THOROUGHFARE PLAN

A thoroughfare plan is a long-term plan that identifies the location and type of roadway facilities that are needed to meet the anticipated future growth within a region or area. A thoroughfare plan was developed for the City of Pflugerville as part of the 2019 Transportation Master Plan and later updated in 2020 as part of the roadway impact fee adoptions. This plan was created to address the city's transportation needs and provide a framework for the development of their road network in the coming years. The thoroughfare plan for Pflugerville considers factors such as population growth projections, land use patterns, economic development, existing transportation infrastructure, and improving level of service. The thoroughfare planning process involved analyzing traffic patterns, conducting traffic studies, and consulting with various stakeholders to determine the most suitable locations for new roads or improvements to existing ones.

FUNCTIONAL CLASSIFICATIONS:

LOCAL ROADS

Local roads are a type of roadway that serves primarily residential areas and provides access to individual properties. They typically have lower traffic volumes and speeds compared to arterial or collector roads.


ARDISIA DRIVE

COLLECTORS

They serve to collect traffic from local streets and urban streets and distribute it onto higher-capacity roads, such as arterials or highways. The primary function of collectors is to provide improved connectivity and mobility within a community or region by linking residential areas, commercial centers, and other destinations to higher-level roadways. They typically have higher traffic volumes and speeds compared to local and urban roads, but lower volumes and speeds compared to arterial roads. Collectors are classified as major and minor. Major collectors serve as residential access facilities for higher density residential land uses and connect commercial districts to the arterial system. Minor collectors serve as the spine roads of neighborhoods and connect residences to the rest of the transportation system.


GRAND AVENUE PARKWAY

URBAN STREETS

Urban streets are a type of low speed roadway within a commercial area. They typically have lower traffic volumes and higher pedestrian volumes.


BLACK LOCUST DRIVE

ARTERIALS

An arterial roadway is a high-capacity road that serves as a primary route for large volumes of traffic, typically connecting major neighborhoods, employment centers, and other significant destinations. Major arterials are characterized by their high traffic volumes and higher design speeds compared to minor arterials and collectors. Major arterials have been removed from the proposed MMP.

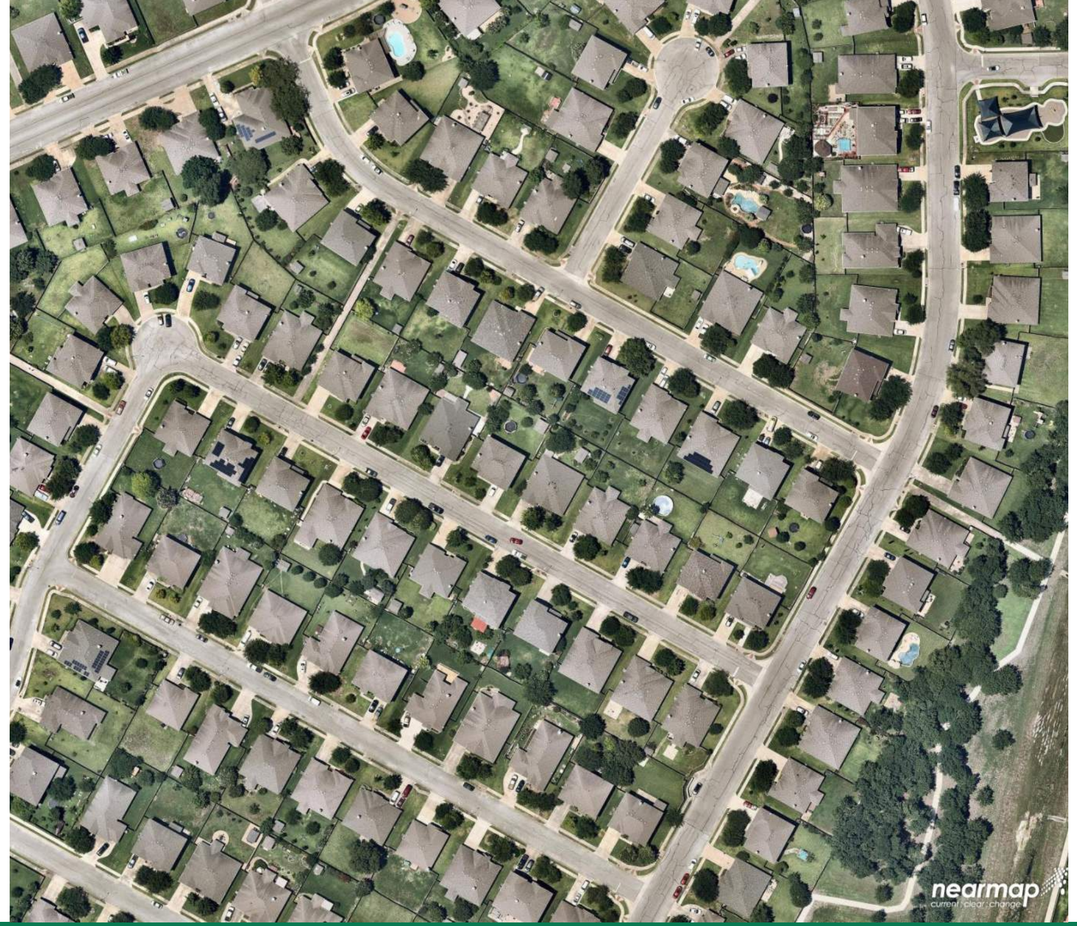
PFLUGERVILLE PARKWAY

ARTERIAL NETWORK IS BUILT OUT IN CITY LIMITS

BUILT OUT EAST OF SH 130 IN CITY LIMITS

COLLECTOR NETWORK IS BUILT OUT IN CITY LIMITS

BUILT OUT EAST OF SH 130 IN CITY LIMITS



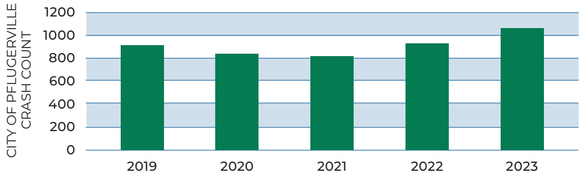
SAFETY

Safety is a primary consideration in the process of transportation planning. The successful and efficient movement of people and goods relies on the implementation of effective safety measures. This plan is focused on improving safety by promoting safe active and vehicular transportation. Prioritized projects include pedestrian and bicycle routes, as well as improved intersections and roadways. By prioritizing safety in the planning process, transportation agencies can mitigate risks, reduce accidents, and enhance the overall quality of transportation systems.

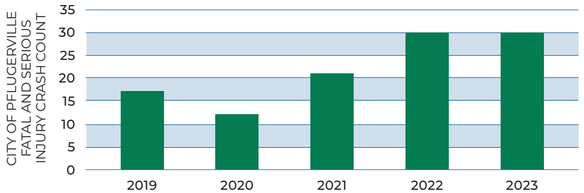
CRASH STATISTICS AND TRENDS

In an effort to enhance the transportation network and improve safety, the existing network was analyzed to identify the location and number of crashes as well as any associated trends. Analyzing crashes identifies safety concerns, high-risk areas, and underlying factors contributing to accidents. Crash data provides valuable insights that can be used to improve road design, enhance traffic control measures, and implement targeted safety countermeasures. By understanding trends and patterns in crashes, planners can make informed decisions to reduce accidents, improve mobility, and create a safer transportation network for all users.

ALL CRASHES



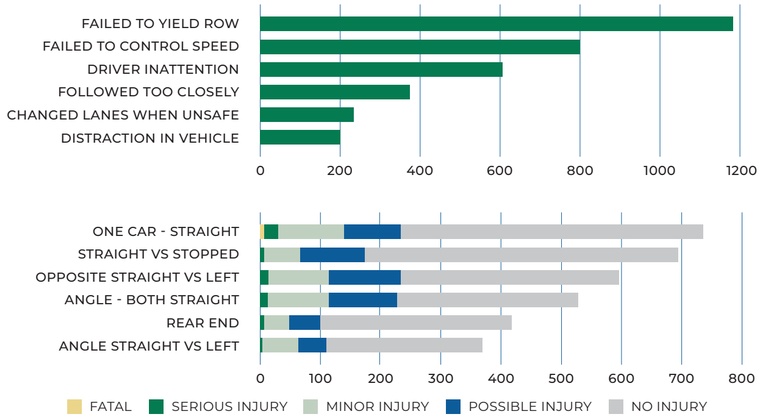
FATAL AND SERIOUS INJURY CRASHES



Since COVID-19 in 2020, crashes statewide in Texas have increased by 17%, and in the CAMPO area have increased by 20%. Since COVID-19 in 2020, fatalities and serious injuries statewide in Texas have increased by 22%, and in the CAMPO area have increased by 27%.

A total of 4,536 crashes occurred in the City of Pflugerville between 2019 and 2023. 110 fatal and serious injury crashes have occurred within Pflugerville over the past five years. Within the City of Pflugerville, the top three contributing factors are failure to yield ROW, failed to control speed, and driver inattention. The top manners of collision are also shown below, with the highest manner of collision involving one car heading straight.

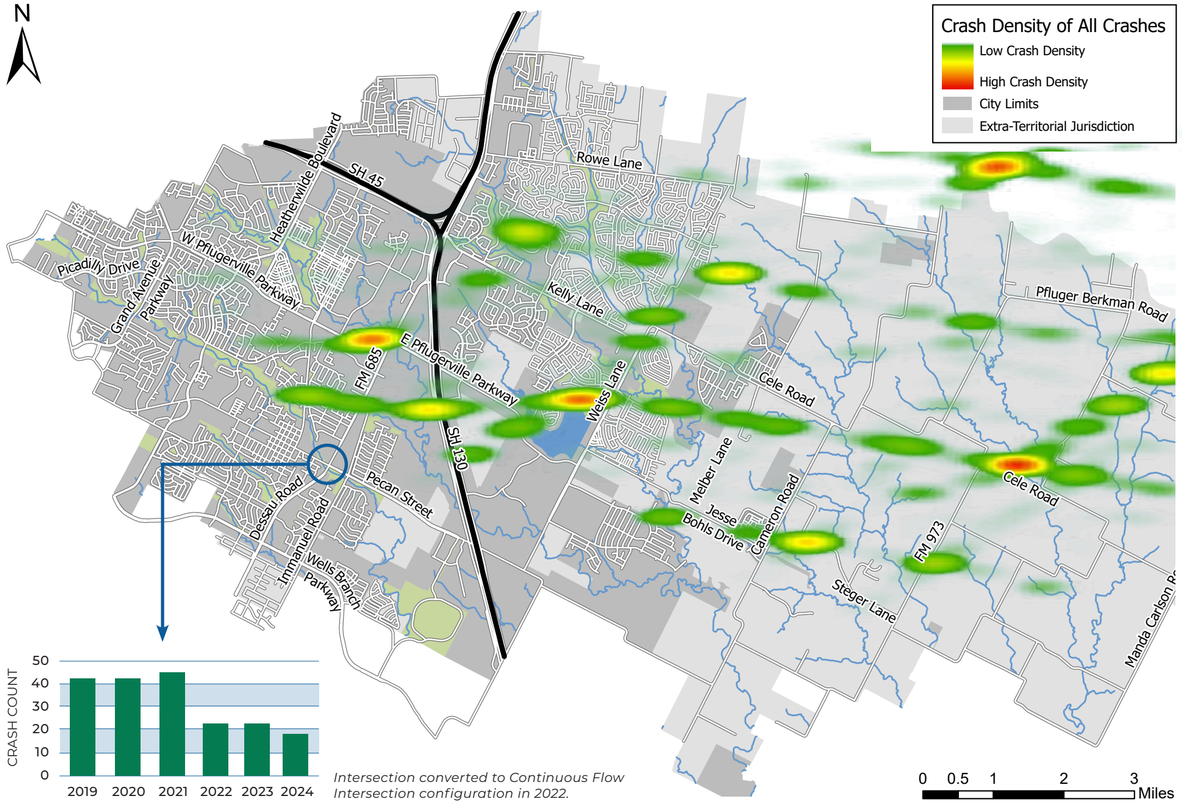
ALL CRASHES



A crash heat map was created using TxDOT's Crash Record Information System (CRIS) to determine locations within the City of Pflugerville where clusters of crashes occurred. The map to the right shows crash hotspot locations within Pflugerville. Intersections within the City created larger hotspot with higher crash densities. Significant intersections with high crash densities include:

Dessau Road & Pecan Street	Heatherwilde Boulevard & Pecan Street
FM 685 & Pflugerville Parkway	Heatherwilde Boulevard & SH 45
FM 685 & Kelly Lane	Grand Avenue & Royston Lane

2019-2023 CRASH HEAT MAP



WEEKDAY

CRASHES ARE MORE COMMON THAN WEEKEND CRASHES

42%

OF CRASHES HAPPEN AT INTERSECTION

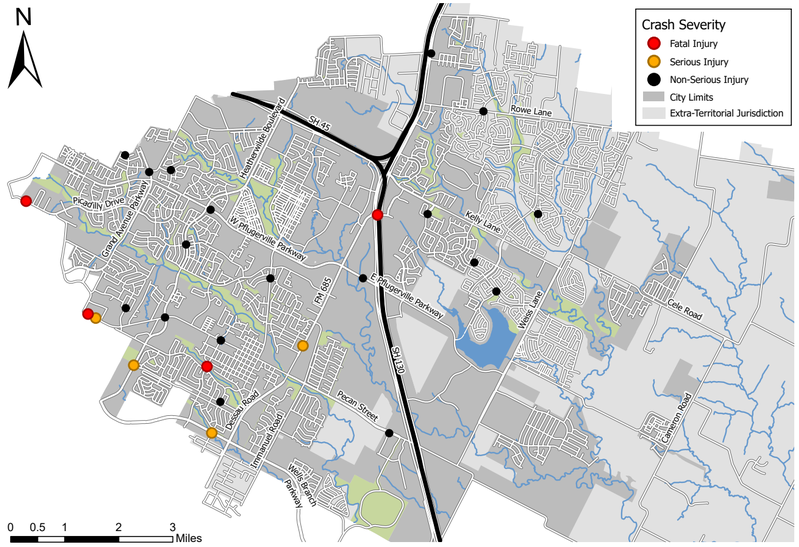
32%

OF PEDESTRIAN CRASHES OCCURRED IN THE DARK OR AT DUSK

VULNERABLE ROAD USER SAFETY

Prioritizing Vulnerable Road User (VRU), which are non-motorists such as pedestrians or bicyclists that are more likely to be injured in a crash due to not having vehicle protection, safety is importance due to several reasons. By focusing on their safety, we can significantly reduce the number of injuries and fatalities on roadways. Additionally, prioritizing vulnerable road user safety promotes a more inclusive and equitable transportation system.

Between 2019 and 2023, there were 47 crashes involving pedestrians or bicyclists on roadways in the City of Pflugerville. The map below displays all such incidents over the past five years. Notably, 60 percent of these crashes took place outside of intersections. Additionally, nearly all fatal and serious injury crashes involving pedestrians or bicyclists occurred on arterial roads.



CRASH SEVERITY OVER THE PAST FIVE YEARS

ACTIVE TRANSPORTATION

Active transportation, which refers to modes of travel that involve pedestrians or bicyclists, such as walking or cycling, has gained significant attention in the process of transportation planning. Recognizing the importance of active transportation in creating sustainable and livable communities, pedestrian and bicycle infrastructure is focused on in the planning process. This shift is driven by the City of Pflugerville's initiative to provide active transportation to its residents.

BICYCLE AND PEDESTRIAN FACILITIES

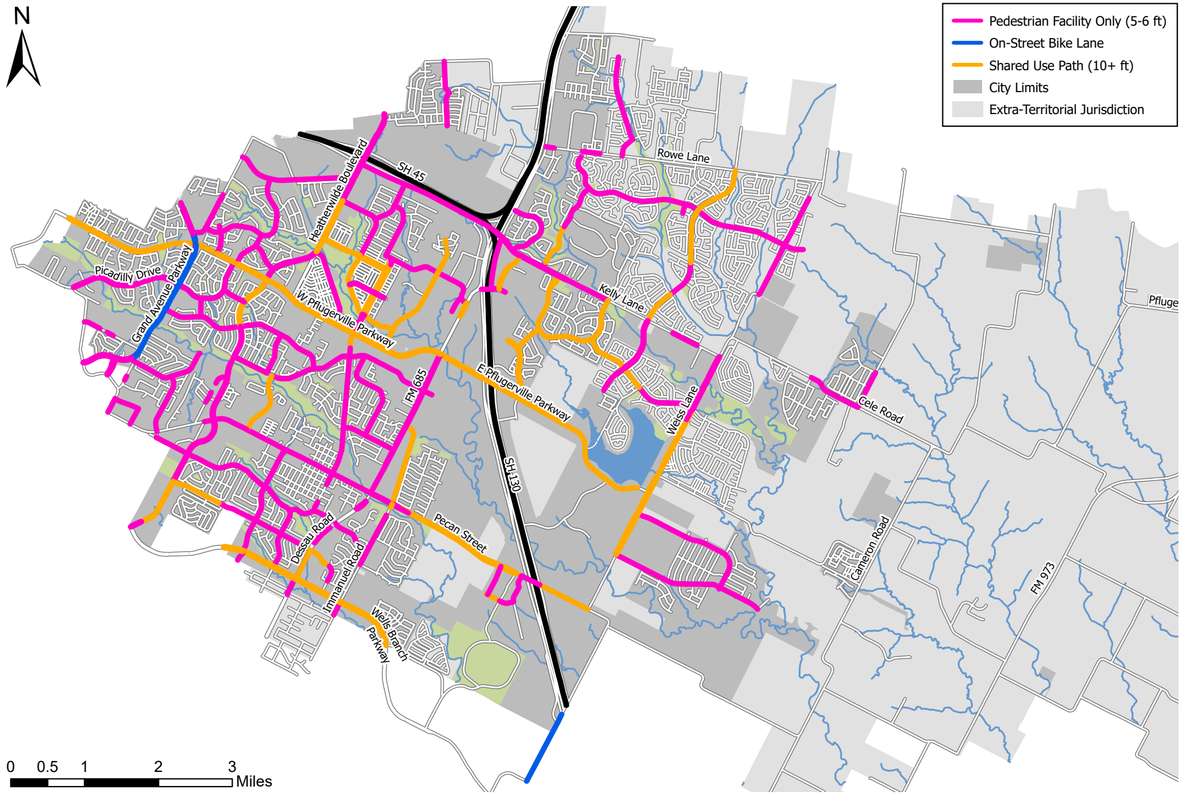
The City of Pflugerville operates and maintains an extensive active transportation network. This network consists of SUPs, sidewalks, and bike paths, providing residents and visitors with convenient options for getting around. Sidewalks are located adjacent to roadways and range from 6 to 9 feet in width. This allows pedestrians to comfortably walk alongside the road, separate from vehicular traffic, promoting safety and ease of travel. Bike paths are primarily situated along the edge of the roadway. These paths are specifically designated for bicyclists, offering them a dedicated space to ride safely and efficiently. By providing separate paths for cyclists, the city encourages sustainable transportation. The City of Pflugerville also features SUPs. These paths are wider, at least 10 feet wide, allowing ample space for pedestrians and bicyclists to travel together comfortably.

SHARED USE PATH | PFLUGERVILLE

DENSON DRIVE | AUSTIN

BIKE LANES SEPARATED | AUSTIN

EXISTING BICYCLE AND PEDESTRIAN FACILITIES



TRAILS

Pflugerville's trail network is a comprehensive and well-engineered system that exemplifies the city's commitment to promoting active transportation and outdoor recreation. The City of Pflugerville has more than 71 miles of trails. The trails are strategically located throughout the city, facilitating seamless connectivity to key destinations such as parks, schools, and other community amenities. Pflugerville's trail system has a classification system that consist of spines, loops, and arms. Spines are "Major Arterials" that provide regional connections and have large pedestrian volumes. Loops are "Minor Arterials" that provide important connections and disperse spine traffic. Arms are "Collectors" that provide the final connections with lower traffic volumes. As of 2023, 94.8% of Pflugerville residents have access to trails within half a miles of their homes.

PFLUGERVILLE IS THE TRAIL CAPITAL OF TEXAS

OVER 71 MILES OF EXISTING TRAILS

71

MILES OF TRAILS IN THE CITY OF PFLUGERVILLE

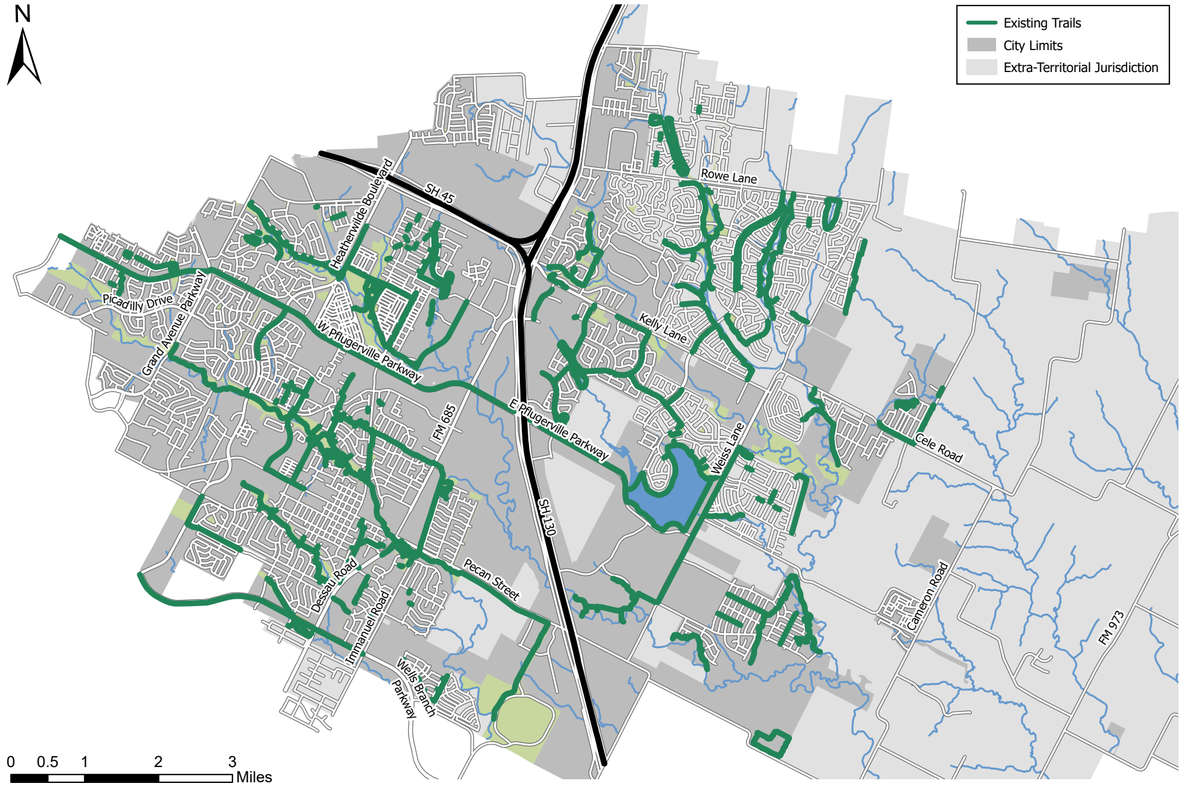
1.91

EXISTING MILES OF TRAIL PER 2,000 RESIDENTS

94.8%

OF PFLUGERVILLE RESIDENTS HAVE ACCESS TO TRAILS WITHIN HALF A MILES OF THEIR HOMES

EXISTING TRAIL SYSTEM



ISSUES AND OPPORTUNITIES

The MMP addresses the issues and opportunities that have emerged since the implementation of the 2019 TMP and update of the TMP in 2020. In the 2020 TMP, several gaps were identified, such as missing sidewalks within the City of Pflugerville and incomplete roadways on the thoroughfare plan. Over the past six years, the transportation infrastructure has undergone significant changes, and new opportunities for development and improvement have surfaced. The MMP aims to build upon the groundwork established by the 2020 TMP, enhancing connections and identifying necessary improvements within the city. Many 2020 TMP projects, such as improvements to intersections, signals, and road expansions have been completed, therefore an update is necessary. Additionally, the MMP highlights the 10-minute neighborhoods of Aspire 2040 and recommends projects to accomplish their development. By addressing both the existing gaps and the new opportunities, the MMP will create a more comprehensive and effective transportation network for Pflugerville, better accommodating the city's growth and residents' needs.

CHAPTER 2

PUBLIC ENGAGEMENT

GATHERING COMMUNITY FEEDBACK

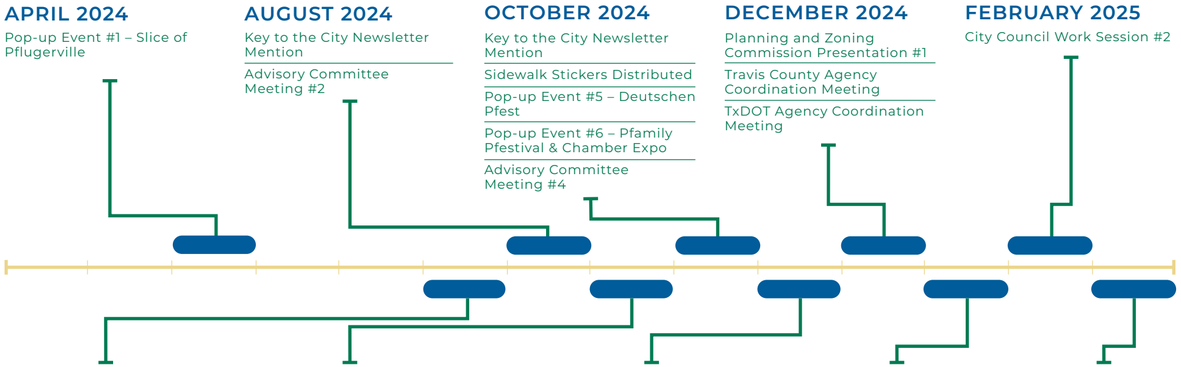
The Pflugerville Mobility Master Plan (MMP) was developed with a focus on engagement and input from City staff, stakeholders, and the public. The Gathering Feedback section summarizes the comprehensive public participation that took place throughout plan development, engaging the community through both in-person and virtual formats at various locations in the City to maximize feedback opportunities.

OPPORTUNITIES FOR FEEDBACK

CLICK HERE TO ACCESS THE MMP PROJECT WEBSITE

Members of the public were given the opportunity to provide feedback through a project website, in person and virtual meetings, and public engagement pop-up events. The project website, created using Social Pinpoint, provided the public with a map that allowed users to place geographical comments from 13 different categories, such as "Roadway Improvements" or "Connectivity Needed", to a location on a map and a written survey that contained questions on travel preferences, transportation issues, and future transportation within Pflugerville.

Members of the Pflugerville community were engaged through multiple formats to maximize input opportunities. The various opportunities for public feedback and oversight by community stakeholders are listed below in a timeline.



APRIL 2024
- Pop-up Event #1 – Slice of Pflugerville

JULY 2024
- Online Survey Went Live
- Online Map Went Live
- Advisory Committee Meeting #1

AUGUST 2024
- Key to the City Newsletter Mention
- Advisory Committee Meeting #2

SEPTEMBER 2024
- Key to the City Newsletter Mention
- Pop-up Event #2 – Public Safety Day
- Pop-up Event #3 – Rock the Block
- Pop-up Event #4 – Pirate Invasion Pub Crawl
- Advisory Committee Meeting #3

OCTOBER 2024
- Key to the City Newsletter Mention
- Sidewalk Stickers Distributed
- Pop-up Event #5 – Deutschen Pfest
- Pop-up Event #6 – Pfamily Pfestival & Chamber Expo
- Advisory Committee Meeting #4

NOVEMBER 2024
- Key to the City Newsletter Mention
- Facebook Post Mention
- Online Engagement Closed
- Advisory Committee Meeting #5
- Nextdoor Post Mention

DECEMBER 2024
- Planning and Zoning Commission Presentation #1
- Travis County Agency Coordination Meeting
- TxDOT Agency Coordination Meeting

JANUARY 2025
- City Council Work Session #1
- Austin, Round Rock, and Hutto Trails Coordination Meeting
- Advisory Committee Meeting #6

FEBRUARY 2025
- City Council Work Session #2

APRIL 2025
- Advisory Committee Meeting #7

ONLINE ENGAGEMENT

A project website was created using Social Pinpoint to give the public a central location with project information. The Social Pinpoint displayed public events in the Pflugerville community where the public was encouraged to share thoughts on the future of Pflugerville Mobility. The website also included an online survey and interactive web map for the public to provide comments.

To increase project website visitors and feedback, the project website was promoted through a variety of online and real-world information campaigns.

SIDEWALK STICKERS

A total of 67 sidewalk stickers with the project logo and website QR code were placed in locations throughout Pflugerville, including Lake Pflugerville, 1849 Park, the Gilleland Creek Trail, Stone Hill Town Center, Weiss High School, Hendrickson High School, Pflugerville High School, multiple neighborhoods, and more.

BUSINESS CARDS

Over 2,000 project business cards were distributed which included information about the MMP project and its website.

KEY TO THE CITY EMAIL CAMPAIGNS

The Pflugerville Key to the City newsletter included information about the MMP project each month between August and November.

SOCIAL MEDIA CAMPAIGNS

The MMP was promoted in several social media campaigns, including Facebook, Instagram, LinkedIn, and a community-initiated Reddit post.

ADVISORY COMMITTEE NETWORKING

Each MMP Advisory Committee member was provided 200 project business cards and were tasked to reach out to their networks to promote the MMP engagement process.

ONLINE SURVEY

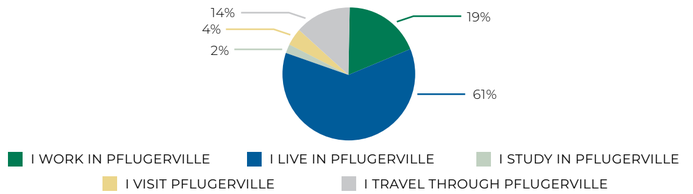
A 13-question survey was posted on the project website for the public to provide input. The survey collected information on commuting patterns, mode preferences, the trail system, and future transportation project priorities. The survey was also printed out and distributed at public engagement events. In total 364 surveys were completed between July 9 and December 31, 2024. The purpose of the survey was to assess public opinions of the state of Pflugerville's transportation infrastructure and gain an understanding of the needs of the public for the future.

Respondents listed a variety of modes that they would use if they were better available, including walking, biking, transit, golf carts, low-speed vehicles, and the Pfetch a Ride rideshare program. Over 60% of respondents indicated a strong or very strong interest in using a low-speed vehicle for short local trips if the infrastructure was available, but only 25% of respondents indicated that they believed safe infrastructure is currently available for it.

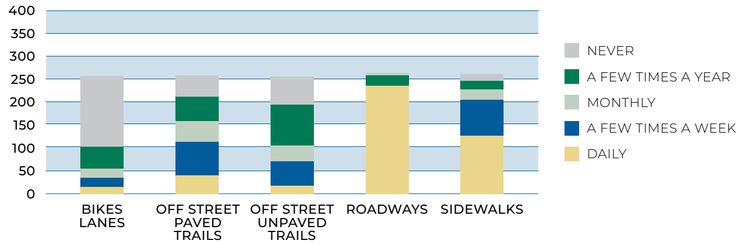
The three issues with the highest levels of concern from Pflugerville residents were **intersection performance**, **traffic congestion**, and **safety**. Concerns were used in the development of the thoroughfare plan, trails plan, and identified projects within the City of Pflugerville.

Summarizing the free-form input from of hundreds of responses, the most common themes were a request for improved congestion, improved safety, and better multimodal options. Responses about the future were optimistic for a safe and efficient network.

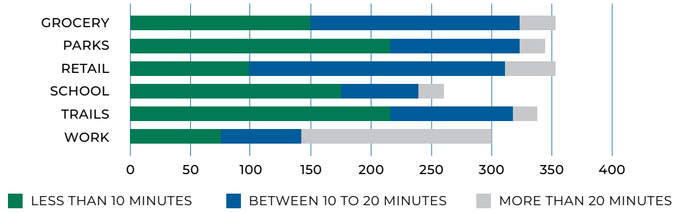
WHAT IS YOUR RELATIONSHIP WITH THE CITY OF PFLUGERVILLE?



HOW FREQUENTLY DO YOU USE THE FOLLOWING CITY TRANSPORTATION INFRASTRUCTURE?



HOW LONG DOES IT TAKE YOU TO MAKE EACH TYPE OF TRIP?



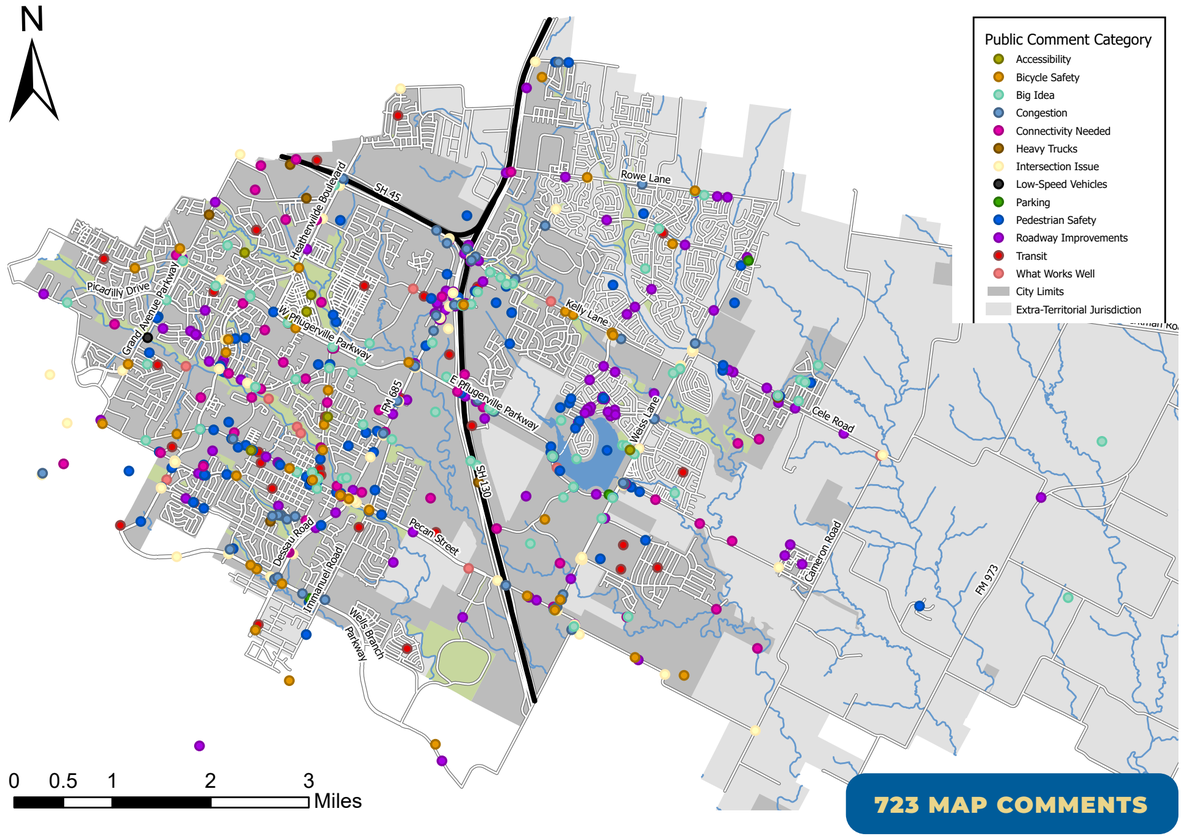
ONLINE MAP

The public shared their input on the MMP using an interactive web map, which enabled them to geographically display comments related to specific areas. This tool allowed users to actively participate by placing points for their comment on an interactive map and categorizing their comments based on specific types, ensuring a structured collection of input. Additionally, users could interact with existing comments by giving them a thumbs up or thumbs down to signify agreement or disagreement of the comment. This interactive feature allowed direct public engagement but also helped highlight the most relevant and widely supported concerns or suggestions within the community.

Through this engagement process, several key trends emerged. Many users highlighted concerns related to pedestrian safety, emphasizing the need for improved infrastructure such as sidewalks, crosswalks, and pedestrian lighting. Others pointed out issues with roadway infrastructure and suggested solutions such as warning signs, speed bumps, roundabouts, and repaving roadways. There was also notable support for the trail that runs through Pfennig Park and Pfluger Park.

INTERACTIVE WEB MAP CATEGORIES

- Accessibility
- Bicycle Safety
- Big Idea
- Connectivity Needed
- Congestion
- Intersection Issue
- Low-Speed Vehicle Suggestions
- Parking
- Pedestrian Safety
- Roadway Improvements
- Transit
- What Works Well
- Heavy Trucks



ADVISORY COMMITTEE

A Stakeholder Advisory Committee was established and tasked with guiding the development of the City of Pflugerville MMP. The Stakeholder Advisory Committee consists of a variety of representatives from within the City of Pflugerville including residents and staff members. Resident participants were individually appointed by the City Council based on their interest and expertise in transportation while representing the community's interests. The Stakeholder Advisory Committee were ambassadors to the MMP process and provided feedback which helped to ensure the community as a whole was equitably represented through the process. Members represented the City of Pflugerville, CAMPO, and the development community. Members helped develop goals and objectives, confirm action items, and assist with public outreach.

STAKEHOLDER ADVISORY COMMITTEE

Nicholas Goettsche
Jackie Sartor
Celso Baez
Frank Fuentes
Rachel Martin
Yvonne Garcia Thomas
Brittany Mann
Shawn Mann
Joan Clark
Fawn Spencer
Lisa Wright

TIMELINE OF MEETINGS

JUNE 2024

Introduced the MMP to the Stakeholder Advisory Committee. The meeting discussed previous planning efforts, the project overview, active transportation and network planning, safety planning, and vision and goals for the MMP.

AUGUST 2024

Discussed the vision and goals for the MMP. Existing conditions were reviewed with the Stakeholder Advisory Committee.

SEPTEMBER 2024

Confirmed the MMP vision and goals with the Stakeholder Advisory Committee. The meeting focused on the MMP Trail Plan, with discussions on trail classifications, trail destinations, and barriers, as well as trail philosophies for the City of Pflugerville.

OCTOBER 2024

The 2019 Thoroughfare Plan was reviewed with focused discussions on roadway safety and 10-minute neighborhoods within the City of Pflugerville.

NOVEMBER 2024

Reviewed the draft Roadway Plan, Trails Plan, and cross sections for the 2025 MMP.

JANUARY 2025

Summarized feedback received from the P&Z meeting, City Council presentation, and public agency meetings. Reviewed next steps for the MMP project.

APRIL 2025

Flipped through draft MMP for comments.

PUBLIC EVENTS

The MMP and its project website were promoted to the Pflugerville community at multiple in-person community events.

SLICE OF PFLUGERVILLE

APRIL 27, 2024

Slice of Pflugerville is a festival that celebrates the city's diverse cultures with music, food, and vendors. An estimated 6,000 people attended this event. An MMP pop-up booth was stationed at the event which asked people for their input on what the future of Pflugerville transportation will hold.

PUBLIC SAFETY DAY

SEPTEMBER 7, 2024

Public Safety Day was an event at Parkway Bible Church that featured police, fire, EMS, and other public safety officials with booths for kids' activities, information, and safety demonstrations. An MMP pop-up booth was stationed at the event which promoted the project website and provided a map for people to mark up their thoughts on Pflugerville's transportation system.

ROCK THE BLOCK

SEPTEMBER 13, 2024

Rock the Block is an outdoor music series hosted downtown on select Fridays throughout the year. On September 13, a Tool tribute band played from 8 PM to 10 PM. A joint booth for the MMP and the Parks department was stationed at the event to promote the project website.

PIRATE INVASION PUB CRAWL

SEPTEMBER 20, 2024

The Pirate Invasion Pub Crawl was co-organized by one of the members of the project Advisory Committee and was recommended by multiple members of Advisory Committee as an opportunity to promote the MMP. According to the event's Facebook page, over 2,300 people marked interest in the event or commitment to attend the event. An MMP pop-up booth was stationed downtown to promote the project website and ask event attendees what mode of transportation they used to arrive at the event.

DEUTSCHEN PFEST

OCTOBER 19, 2024

Deutschen Pfest is Pflugerville's most popular festival and was hosted for the 48th year in 2024 with an estimate of over 6,000 attendees. An MMP pop-up booth was stationed at the event which promoted the project website and provided a map for people to mark up their thoughts on Pflugerville's transportation system.

PFAMILY PFESTIVAL & CHAMBER EXPO

OCTOBER 26, 2024

The Pfamily Pfestival & Chamber Expo attracts several thousand people each year to an event for businesses to promote themselves to the community. Members of the MMP team attended the event and distributed project business cards to the attendees.

REGIONAL ENGAGEMENT

Public transportation agencies that are neighboring the City of Pflugerville were interviewed as part of the MMP engagement process. The primary goal of these efforts was to ensure a seamless integration between the MMP's maps, data, and planning strategies with those of neighboring stakeholders. By aligning transportation plans and sharing relevant information, the agencies worked toward creating a more connected and efficient regional transit network.

DECEMBER 9
TRAVIS COUNTY

A virtual meeting was conducted with Travis County staff to discuss planning efforts relevant to the region. Discussions with Travis County staff were focused on consistency with County standards, as well as future roundabout locations specifically within the City of Pflugerville's ETJ. Based on Travis County feedback, edits were made to the Thoroughfare Plan to identify "Special Corridors" to match future cross sections of roadways that transition into Travis County roadways across the City of Pflugerville boundary.

DECEMBER 11
TxDOT

A virtual meeting was conducted with the TxDOT Austin District staff. TxDOT expressed interest in gaining more information about Low Speed Vehicles (LSVs) and the infrastructure required to support their use. Additionally, discussions focused on maintaining consistency in transportation planning and infrastructure standards across the region.

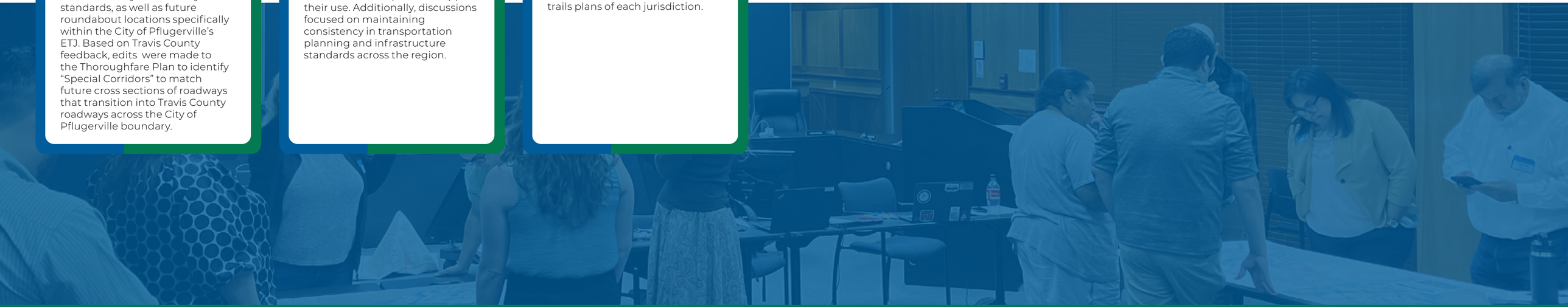
JANUARY 23
AUSTIN, ROUND ROCK, AND HUTTO TRAILS

A meeting was conducted with staff members from the City of Austin, City of Round Rock, and City of Hutto to coordinate the trails plan in the MMP with the trails plans of each jurisdiction.

SUMMARY OF ENGAGEMENT

Throughout the public engagement process, several key themes consistently emerged as areas of concern and priority among both the public and stakeholders. These insights were gathered through various engagement methods, including an online survey, an interactive web map, and direct feedback from in-person events. The recurring themes identified through these channels highlighted critical transportation issues and opportunities for improvement within the community. Recurring themes identified through public engagement were incorporated into the development of the trails plan, thoroughfare plan, and identified MMP projects.

Among the most frequently discussed topics were the design and functionality of thoroughfares, the safety and efficiency of intersections, and the accessibility and connectivity of trails. Community members expressed concerns about traffic congestion, the need for better roadway infrastructure, and improvements to pedestrian and bicyclist safety.



THOROUGHFARES

The top 8 most commented thoroughfares are listed below.

1 PECAN STREET
Pedestrian safety concerns, bicycle lanes needed, road widening

2 PFLUGERVILLE PARKWAY
Congestion, pedestrian and bicyclist safety concerns

3 ROWE LANE
Bicyclist safety, roadway re-pavement

4 FM 685 / DESSAU ROAD
Congestion, roadway improvements, pedestrian and bicyclist safety concerns

5 CELE ROAD
Roadway improvements, pedestrian safety concerns

6 PFENNIG LANE
Congestion, connectivity needed

7 RAILROAD AVENUE
Bicycle safety, connectivity

8 SH 130
Connectivity

Major themes from the surveys and online map are listed below:

The most commented area and area which received the highest number of "upvotes" was the S-curve in Cele Road east of Quebrada Drive and the safety issue it presents.

Kelly Lane, East Pflugerville Parkway, and Weiss Lane were all specifically mentioned as locations respondents would like to see widened.

Respondents wanted more ways to cross SH 130.

Concerns in industrial areas like New Meister Lane and Schultz Lane about roadway deterioration from heavy vehicles

Many neighborhood collectors noted speeding concerns, especially Black Locust Drive.

Many responses were focused on maintenance and repairs for existing roadways.

INTERSECTIONS

The top 8 most commented intersections are listed below.

1 FM 685 & PECAN STREET
"This is a very confusing intersection. I constantly see cars going the wrong way coming from 685 and turning onto Pecan Street."

2 PFLUGERVILLE PARKWAY & COLORADO SAND DRIVE
"This area requires a thorough traffic analysis."

"The light at this new HEB needs to be timed with the EB/WB lights at 130 as well as the EB/WB lights at 685. The traffic backs up to the lake during peak traffic."

"Adding lanes in the long term is needed. In the short term, redo the lane markings. If you shift the left turn lane into the HEB to the south, you'll be able to fit more cars as well as avoid the sharp turns that through traffic currently has to make."

3 PFLUGERVILLE PARKWAY & BECKER FARM ROAD
"Congestion in rush hours due to turning traffic. Need to expand or add dedicated turning lanes."

4 FM 685 & SH 130
"The current pedestrian infrastructure used for crossing SH-130 is very dangerous. It would also increase business in the shopping centers in this area. A pedestrian bridge should be constructed over SH-130 for ease of access for people crossing the highway."

5 RAILROAD AVENUE & PECAN STREET
"Left turn signals on both directions of railroad avenue should be dedicated arrows. Dangerous for pedestrians and drivers."

6 SH 130 FRONTAGE & KELLY LANE
"This intersection backs up heavily heading westbound during rush hour."

7 WEISS LANE & PECAN STREET
"Traffic backs up during morning commutes at this intersection."

8 AW GRIMES BOULEVARD & PFLUGERVILLE PARKWAY
"Roundabout suggestion."

Major themes from the surveys and online map are listed below:

Respondents indicated congestion and expressed a desire for improved operations getting to, from, and within the Stone Hill Town Center area.

The new HEB on Pflugerville Parkway opened while MMP engagement was ongoing. Many comments were received about improving operations for the new signal at the HEB entrance.

Map comments include 41 requests for roundabouts. The most polarizing requests are listed below:

Roundabout request locations with positive voting response:

- Pflugerville Parkway & Pfluger Farm Lane
- Copper Mine Drive & Colorado Sand Drive
- Cameron Road & Pecan Street

Roundabout request locations with negative voting response:

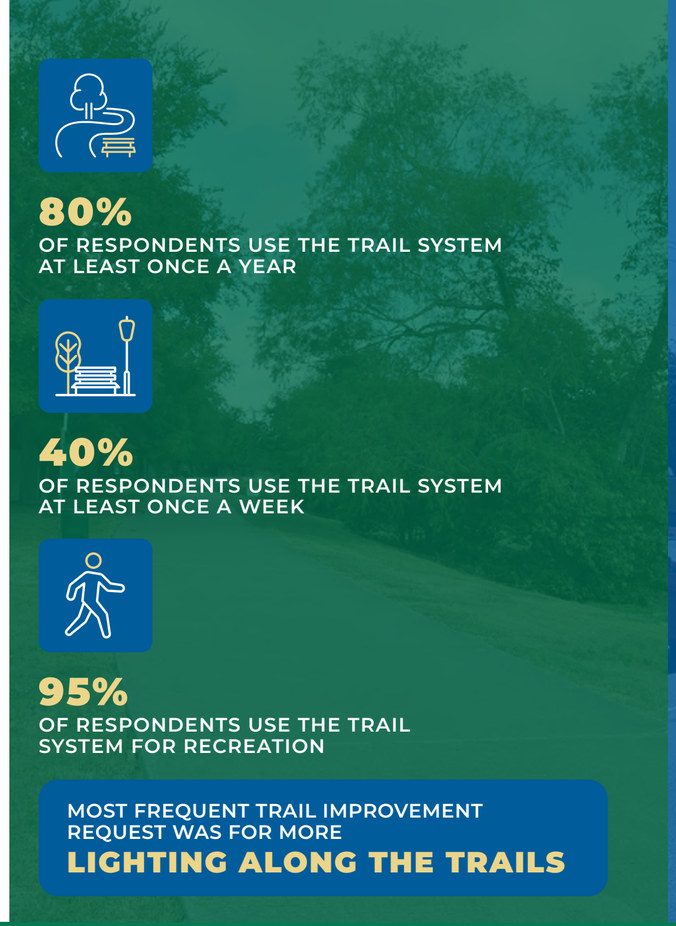
- Pflugerville Parkway & Colorado Sand Drive
- Kelly Lane & Colorado Sand Drive
- Town Center Drive & FM 685

TRAILS

Over 80% of survey respondents said they used the Pflugerville trail system at least once a year, and over 40% of respondents said they used the trail system at least once a week. While most respondents (95%) use the trails for recreation, 25% of users also use the trail system for short trips to the store, and 10% of users use the trail system to commute to school or work. When traveling to parks and trails as a destination, over half of survey respondents used an active mobility option to reach them.

Comments about trails are overwhelmingly positive, especially the Gilleland Creek trail. Commenters noted multiple locations that new trails were desired, including the locations listed below:

1. Heritage Loop Trail access north of Pecan Street east of FM 685
2. Neighborhood trail connections along Cele Road
3. Pedestrian bridges over SH 130 toward Lake Pflugerville
4. Trail access to Lake Pflugerville
5. Trail between Settlers Valley Drive and Pflugerville High School
6. Trail from Picadilly Drive near Central Commerce to Grand Avenue Parkway near Black Locust

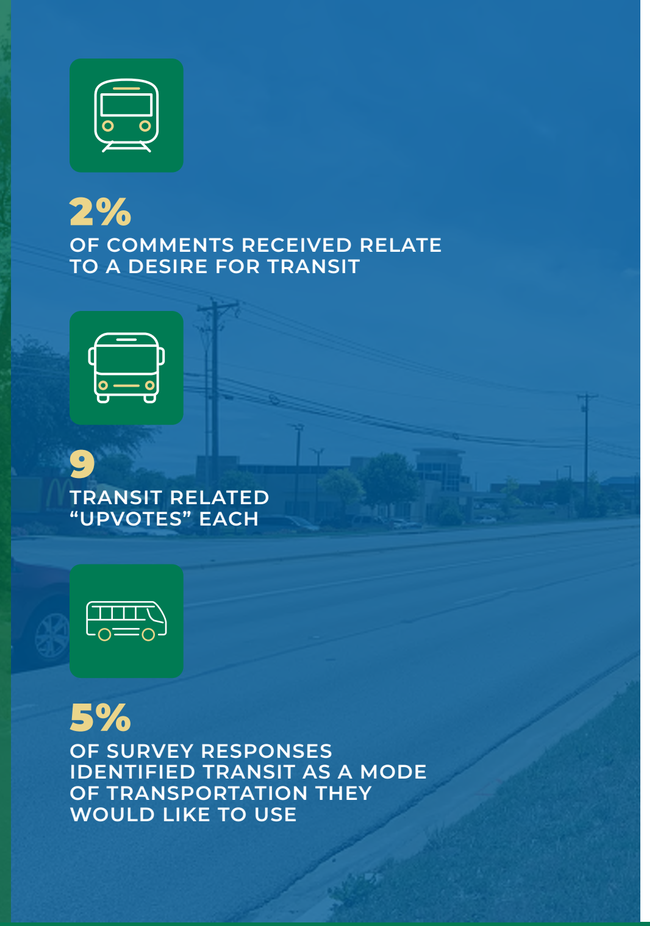


80%
OF RESPONDENTS USE THE TRAIL SYSTEM AT LEAST ONCE A YEAR

40%
OF RESPONDENTS USE THE TRAIL SYSTEM AT LEAST ONCE A WEEK

95%
OF RESPONDENTS USE THE TRAIL SYSTEM FOR RECREATION

MOST FREQUENT TRAIL IMPROVEMENT REQUEST WAS FOR MORE
LIGHTING ALONG THE TRAILS



2%
OF COMMENTS RECEIVED RELATE TO A DESIRE FOR TRANSIT

9
TRANSIT RELATED "UPVOTES" EACH

5%
OF SURVEY RESPONSES IDENTIFIED TRANSIT AS A MODE OF TRANSPORTATION THEY WOULD LIKE TO USE

TRANSIT

About 2% of comments received on the online map relate to a desire for transit. On average, the map comments about transit received about 9 "upvotes" each, only 21 comments received greater than 9 "upvotes".

In general, requests for transit were made in dense commercial and mixed-use areas, including Stone Hill Town Center, Pecan Street, and FM 685. While some transit comments mentioned a desire for a rail connection, most transit comments were related to a desire for bus routes and bus lanes.

TRANSIT DEVELOPMENT PLAN (2023)

The City of Pflugerville's Transit Development Plan (TDP), developed in partnership with Capital Metro, aims to enhance local and regional transit connectivity. Approved by the Pflugerville City Council, the TDP serves as a strategic framework for integrating Pflugerville into the broader Austin metropolitan transit network. The TDP recommended an expansion of the Pfetch a Ride program and introduced discussion of a reactivated microtransit service within a fixed zone. While a bus service is not in the immediate horizon, the expansion of the Pfetch a Ride program with continued access to the CapMetro limited stop route at Tech Ridge Park and Ride reflects the City of Pflugerville's continued commitment to providing transportation connections to regional transit. The TDP reflects the City of Pflugerville's commitment to improving transit options and improving connectivity.

CHAPTER 3

KEEPING THINGS PFLOWING - ROADWAY PLAN

KEEPING THINGS PFLOWING - ROADWAY PLAN

If the MMP is the overall blueprint for Pflugerville's future transportation network and infrastructure investments, the Roadway Plan is the first major component of that blueprint. Its primary focus is on the planned future roadway network in Pflugerville, including the new construction and reconstruction of roadway facilities.

ROADWAY PLAN PURPOSE

The purpose of the Roadway Plan can be summarized as two major components:

DETERMINE ALIGNMENT, CROSS SECTIONS, AND ROW
OF EXISTING AND FUTURE ROADWAYS

DEVELOP A BASIS FOR FINANCING AND REGULATING
TRANSPORTATION IMPROVEMENTS

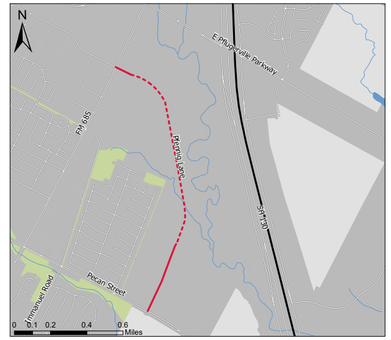
1. DETERMINE ALIGNMENT, CROSS SECTIONS, AND ROW OF EXISTING AND FUTURE ROADWAYS

The Roadway Plan acts as a guide for the development and enhancement of roadways. As Pflugerville continues to grow, especially east of SH 130, identifying future roadways is crucial to achieving MMP goals like delivering an effective travel network and creating a well-connected transportation network. The Roadway Plan ensures the City of Pflugerville's transportation network can support current and future needs. The Roadway Plan determines alignment, cross sections, and advised ROW.

Roadway alignments consider factors like the existing roadway network layout, property boundaries, existing planned unit developments (PUDs) and other development agreements, and floodplains. The roadway alignments are intended to be general locations, and exact alignments may be adjusted during design and construction.

Roadway cross sections and ROW are determined based on the functional classification of each road. Cross sections for the MMP have been established for an arterial section, a major and a minor collector section, an urban section, and a local section. Design and ROW requirements of each cross section are included later in this chapter.

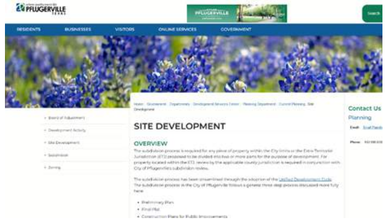
EXAMPLE CASE - PFENNIG LANE EXTENSION



2. DEVELOP A BASIS FOR FINANCING AND REGULATING TRANSPORTATION IMPROVEMENTS

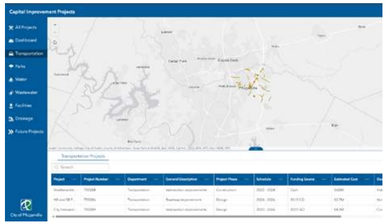
A. DEVELOPMENT REQUIREMENTS

The Roadway Plan is codified in state law in the Local Government Code. Chapter 212 grants the City the authority to require that development plans and subdivision plats conform to "the general plan for the extension of the municipality and its roads, streets, and public highways within the municipality and in its extraterritorial jurisdiction." By adopting a Roadway Plan, the City can require new developments to dedicate ROW and to construct facilities on the Roadway Plan that intersect with the development boundaries.



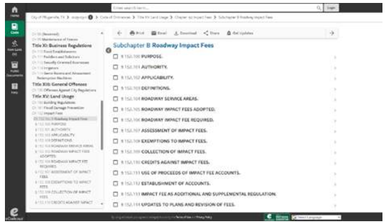
B. CAPITAL IMPROVEMENTS PLAN

The Roadway Plan is a critical piece in the development of a strategic Capital Improvements Plan (CIP). The five year CIP is adopted annually through the budget process following recommendations from the Capitol Improvements Advisory Board. The five year CIP is evaluated annually and funding is allocated based on project priorities and development goals. It identifies the city's transportation infrastructure needs, assesses gaps in the existing road network, and outlines the requirements for necessary new infrastructure or upgrades. By detailing the scope and costs of these projects, the Roadway Plan helps inform budgetary estimates and establishes a framework for prioritizing projects. The resulting CIP serves as a roadmap to implement the long-term visions of the MMP, ensuring that the implementation timeline for transportation infrastructure aligns with development goals and community needs.



C. IMPACT FEE BASIS

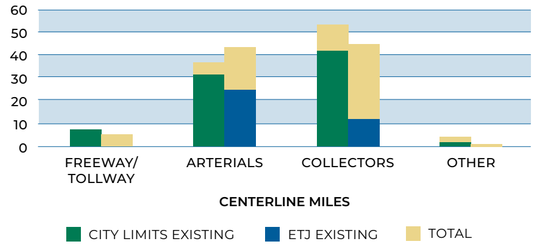
Impact fees are codified in state law in the Local Government Code. Chapter 395 grants the City the authority to impose impact fees to cover the costs associated with constructing or expanding capital improvements, as identified in a capital improvements plan. By adopting a Capital Improvements Plan (CIP) based on a Roadway Plan, the City can conduct an engineering study for the assessment of Impact Fees.



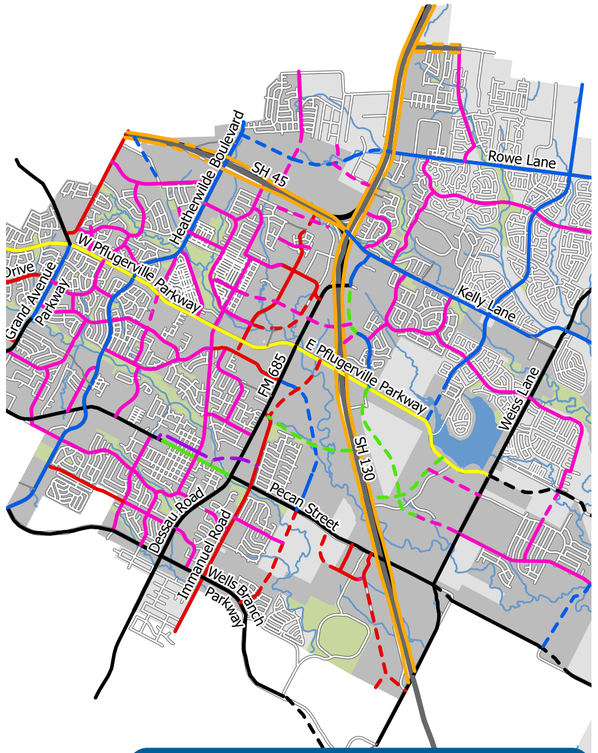
2020 THOROUGHFARE PLAN

The prior adopted Thoroughfare Plan was established as part of the Transportation Master Plan, most recently updated in 2020. This Thoroughfare Plan can be seen below.

The prior adopted Thoroughfare Plan was comprised of local roadways, an urban 3-lane section, a Main Street cross section, major and minor collectors, major and minor arterials, and freeways. The distribution of centerline miles in the prior adopted plan are shown below:



THE 2020 THOROUGHFARE PLAN
CAN BE FOUND HERE



MAP IS FOR REFERENCE ONLY.

MMP ROADWAY PLAN

The previous page showed elements of the prior Thoroughfare Plan, which served as the baseline for the updated Roadway Plan. Several changes were made to the prior plan, based on the established MMP project goals:

ALIGNMENT WITH PLAN GOALS

One function of the updated MMP Roadway Plan is to align the plan with the overall MMP project goals. Some of the fundamental motivators that informed the updated Roadway Plan are included below:

1 ESTABLISH SAFETY AS THE FOUNDATION FOR EVERY PROJECT

The proposed Thoroughfare Plan removes 6-lane cross sections.

Each of the proposed cross sections, besides local roads, put bicycle infrastructure behind the curb.

2 DELIVER AN EFFECTIVE TRAVEL NETWORK

The proposed Roadway Plan identifies "critical connections," which when completed are strategically designed to facilitate quicker access to essential destinations and advance the Aspire Pflugerville 2040 Comprehensive Plan goal of "10-minute neighborhoods".

The proposed Thoroughfare Plan has an emphasis on the expansion of the roadway grid network east of SH 130 within the Pflugerville ETJ.

The proposed Thoroughfare Plan includes a crossing across SH 130 at Rowe Lane to facilitate east-west movement in the region.

3 OFFER DIVERSE TRAVEL OPTIONS

The proposed Thoroughfare Plan includes pilot locations for shared use path connections.

Each of the proposed cross sections includes both bicycle and pedestrian infrastructure.

4 CREATE A WELL-CONNECTED TRANSPORTATION NETWORK

The proposed Roadway Plan specifically identified community destinations like neighborhoods, parks, schools, and retail centers to ensure connections between each.

5 FOSTER REGIONAL PARTNERSHIPS

The proposed Roadway Plan has been developed with input from regional partners including Travis County and TxDOT.

The proposed Roadway Plan accounts for discrepancies with the established Travis County Blueprint Roadway Plan.

ALIGNMENT WITH REGIONAL PLANS AND TRENDS

Another function of the updated MMP Roadway Plan is to align the plan with the plans and trends of the broader region.

Planning documents from the City of Pflugerville, Travis County, Capital Area Metropolitan Planning Organization (CAMPO), and TxDOT all reflect significant anticipated growth in development and traffic volumes east of SH 130. To proactively address this growth, the Roadway Plan integrates a denser grid network east of SH 130 to provide capacity and route options.

The proposed Throughfare Plan does not align with the Travis County Blueprint in five locations. Each of these alignment differences are described below:

ROWE LANE & SH 130

The Travis County Blueprint does not include Rowe Lane crossing SH 130. Because of City goals and priorities regarding a well-connected roadway network and issues stemming from a lack of existing east-west connectivity across SH 130, the MMP Roadway Plan continues to account for a crossing at this location.

PFLUGERVILLE PARKWAY EAST OF SH 130

The Travis County Blueprint plans for Pflugerville Parkway east of SH 130 to be part of FM 1100 Connector, a 6-lane cross section. This roadway segment has been included in the Roadway Plan as a "special corridor" which will be coordinated with Travis County as it develops. CAMPO has a planned study for portions of the Pflugerville Parkway corridor.

DESSAU ROAD SOUTH OF PECAN STREET

The Travis County Blueprint plans for Dessau Road to be a 6-lane cross section. This roadway segment has been included in the Roadway Plan as a "special corridor." Decisions about the design of Dessau Road will be developed based on the results of an ongoing City bond project for Corridor Study and Schematic Design of FM 685.

CAMERON ROAD FROM PECAN STREET TO FUCHS GROVE

The Travis County Blueprint plans for Cameron Road to be a 6-lane cross section with 140' of ROW. This roadway segment has been included in the Roadway Plan as a "special corridor" which will be coordinated with Travis County as it develops.

WELLS BRANCH PARKWAY FROM PECAN STREET TO FM 973

The Travis County Blueprint plans for Wells Branch Parkway to be a 6-lane cross section. This roadway segment has been included in the Roadway Plan as a "special corridor" which will be coordinated with Travis County as it develops.

ROUNDABOUTS

The Travis County Blueprint does not currently account for roundabouts at ETJ intersections. The City of Pflugerville will coordinate with Travis County as roundabouts are proposed at ETJ intersections that are within both the City of Pflugerville ETJ and Travis County.

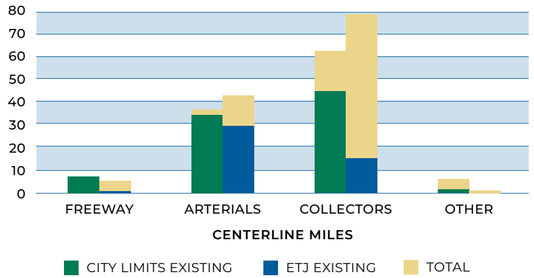
The proposed Throughfare Plan does not align with published TxDOT plans in one location. This difference is described below:

FM 685 FROM SH 130 TO PECAN STREET (FM 1825)

TxDOT plans for FM 685 to be a 6-lane cross section. This roadway segment has been included in the Roadway Plan as a "special corridor." Decisions about the design of Dessau Road will be developed based on the results of an ongoing City bond project for Corridor Study and Schematic Design of FM 685.

PROPOSED ROADWAY PLAN

The updated Roadway Plan includes 46 new centerline miles of planned roadways, with most of the new infrastructure planned for the ETJ. The roadway network proposed in the ETJ follows a grid pattern. These roadways include local roadways, an urban 3-lane section, major and minor collectors, arterials, and freeways. The distribution of centerline miles in the prior adopted plan are shown below:



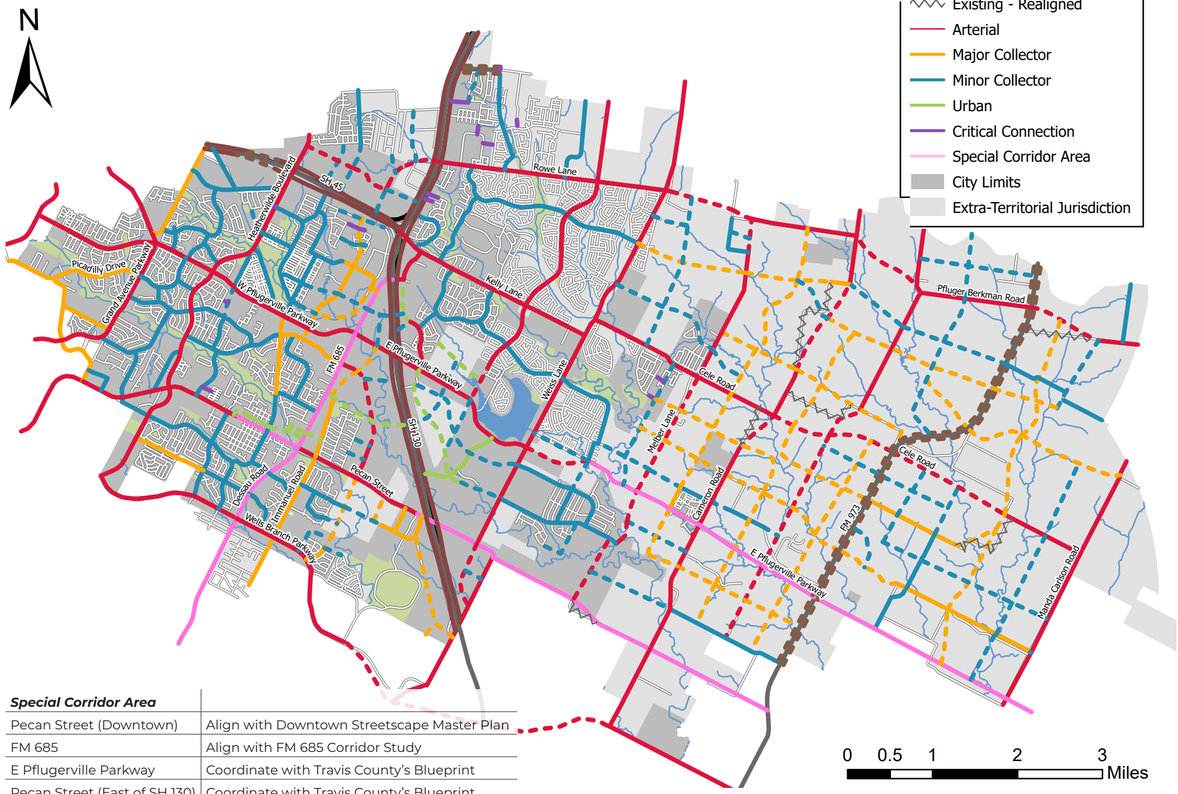
CLASSIFICATIONS WITH INCREASE IN CENTERLANE MILES

45% MORE COLLECTORS IN MMP THAN TMP

25% MORE OTHER ROADWAYS INCLUDED IN THE MMP THAN TMP

Information about each type of roadway, their characteristics, and their cross sections is in the pages that follow.

2025 ROADWAY PLAN



Special Corridor Area	
Pecan Street (Downtown)	Align with Downtown Streetscape Master Plan
FM 685	Align with FM 685 Corridor Study
E Pflugerville Parkway	Coordinate with Travis County's Blueprint
Pecan Street (East of SH 130)	Coordinate with Travis County's Blueprint

FUNCTIONAL CLASSIFICATIONS

Functional classifications define the role of a roadway in the overall transportation network. Different functional classifications provide different levels of access and mobility, with local streets having the most access and arterial streets having the most mobility. The functional classifications within the Roadway Plan are based on anticipated traffic demand and the specific role each roadway will serve within the system. This classification system balances network demands so that each roadway serves the needs of its users while maintaining an efficient flow of traffic.

The functional classifications that make up the Roadway Plan are described below:

ARTERIAL

An arterial roadway is a high-capacity road that serves as a primary route for large volumes of traffic, typically connecting major neighborhoods, employment centers, and other significant destinations. Arterials are characterized by their high traffic volumes and higher design speeds compared to collectors.


PFLUGERVILLE PARKWAY

Minor Arterials are included in the 2020 Thoroughfare Plan and the existing roadway network. Minor Arterials function very similar to arterials as they are high-capacity roads that serve as primary routes for large volumes of traffic. TxDOT uses major and minor classifications for arterials, so TxDOT-maintained facilities like FM 685 will classify as minor or major arterials.

MAJOR COLLECTOR

They serve to collect traffic from local streets and minor collectors and distribute it onto higher-capacity roads, such as arterials or highways. The primary function of major collectors is to provide improved connectivity and mobility within a community or region by linking residential areas, commercial centers, and other destinations to higher-level roadways. They typically have higher traffic volumes and speeds compared to minor collectors, but lower volumes and speeds compared to arterial roads.


GRAND AVENUE PARKWAY

MINOR COLLECTOR

They serve to collect traffic from local streets and funnel it onto higher-capacity roads, such as major arterials or highways. The design of minor collectors often includes wider lanes, turning lanes at intersections, and improved signage and pavement markings to enhance safety and facilitate traffic flow.


SETTLERS VALLEY

URBAN

Urban streets are a type of roadway that serves primarily residential areas and provides access to individual properties. They typically have lower traffic volumes and speeds compared to arterial or collector roads.

BLACK LOCUST DRIVE

LOCAL

Local streets are generally in neighborhood and residential areas, though they occasionally serve small retail or mixed-use developments. These are low-speed streets designed to provide access directly to properties and connect to higher classification streets. Local streets do not include dedicated bicycle infrastructure behind the curb.

ARDISIA DRIVE

CROSS SECTIONS

Cross sections provide a detailed representation of the intended configuration for each roadway identified in the Roadway Plan and provide a blueprint for how the space within the public ROW will be allocated. These cross sections define design elements, including the number and width of vehicular travel lanes, the inclusion of pedestrian sidewalks, bicycle lanes, and SUPs, as well as streetscape features such as landscaping, lighting, and street furniture. By specifying these components, cross sections help to ensure that roadways are designed to accommodate the needs of system users, including motorists, bicyclists, and pedestrians, while also promoting safety and accessibility within the City of Pflugerville.

The recommended ROW dimensions for each roadway classification are also an integral component of the cross-section designs. These specifications outline the amount of land designated for public use, ensuring adequate space for various roadway elements. By including these ROW guidelines, the plan provides a clear framework for accommodating current and future transportation needs while supporting multimodal connectivity and urban development goals.

FUNCTIONAL CLASSIFICATION	ROW	LANES	MULTIMODAL ACCOMMODATIONS
Arterial	120 ft	4	SUP Off-Street Bike
Major Collector	80 ft	2 - 3	Sidewalk Off-Street Bike
Minor Collector	60 ft	2	Sidewalk Off-Street Bike
Local	50 ft	2	Sidewalk
Urban	70 ft	2	SUP Option Sidewalk + On-Street Bike Option
Special Corridor	TBD	TBD	SUP Off-Street Bike

The following cross sections are illustrative examples of ultimate configurations for each functional classification within the City of Pflugerville. Specific local conditions such as topography, drainage considerations, and adjacent land uses may lead to variation in ultimate design of these facilities. Buffers may or may not be landscaped depending on City staff review. Chapter 7 presents the interim, minimum build requirements for each of these cross sections.

The ultimate condition of all cross sections includes consideration for bike facilities. Dedicated bike facilities are also envisioned to include scooters, E-bikes, roller blades, and similar mobility options to “future proof” for Pflugerville’s evolving mobility needs.

Each cross section is shown within an urbanized context, including curb and gutter with underground drainage facilities. All cross sections include 11 foot travel lanes, for consistency. All cross sections include trees behind sidewalk and illumination, when present, in the median or in front of sidewalk. All cross sections are designed to be context-sensitive, with alternative configurations available when context demands it. Major changes to cross sections from previously approved configurations are listed with each section below.

For minimum build requirements for each cross section, see Chapter 7.

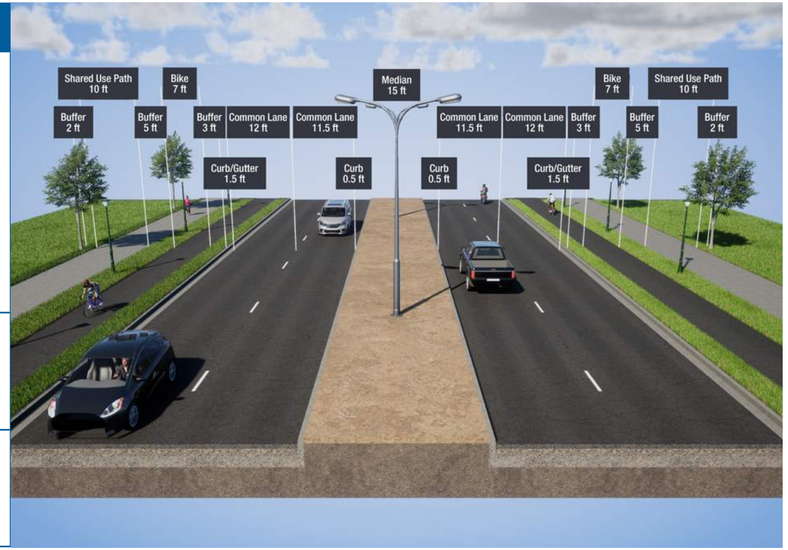
ARTERIAL (120 FT ROW)

All planned arterial segments are 4-lane cross sections with 120 ft ROW

- Some arterial segments are designated on the Roadway Plan as “special corridors.” These corridors are context-sensitive to factors that have not been finalized at this time, including coordination with other agencies and completion of studies. The ultimate cross sections of these special corridors will be defined when they are studied and constructed.

Off-street bicycle lanes that have a future potential for use by low speed vehicles are provided in addition to SUPs, which provide facilities for shared use between bicyles and pedestrians.

The 120 ft ROW provides context sensitivity for future needs, such as a transit lane or turn lanes



MAJOR COLLECTOR - OPTION 1 (80 FT ROW)

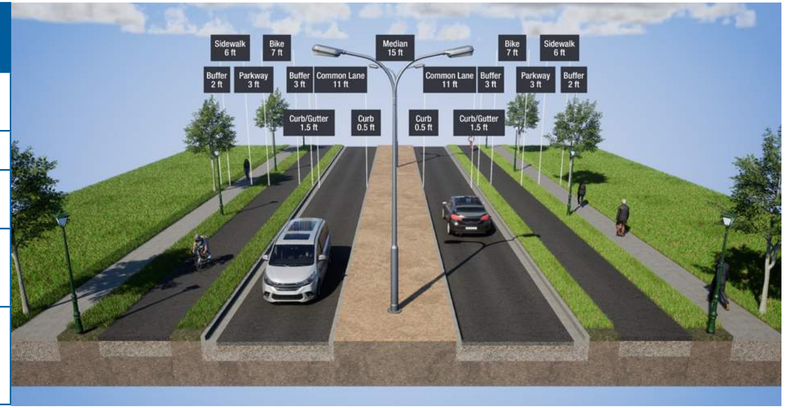
Major Collector ROW has increased by from 70 ft to 80 ft

Travel lanes are 11 ft

Bicycle facilities have been moved behind curb with added landscape buffer

Sidewalk and bicycle facilities are separated to ensure safe walk/roll from bicycle and possible low speed vehicle use

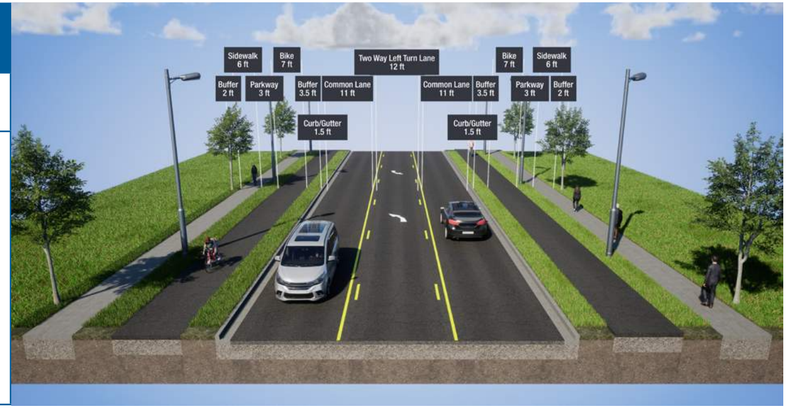
Major Collector is context-sensitive in the center median; this can be a curbed median with lighting or a 2-way left turn lane



MAJOR COLLECTOR - OPTION 2 (80 FT ROW)

Major Collector ROW has increased by from 70 ft to 80 ft

Major Collector is context-sensitive in the center median; this can be a curbed median with lighting or a 2-way left turn lane

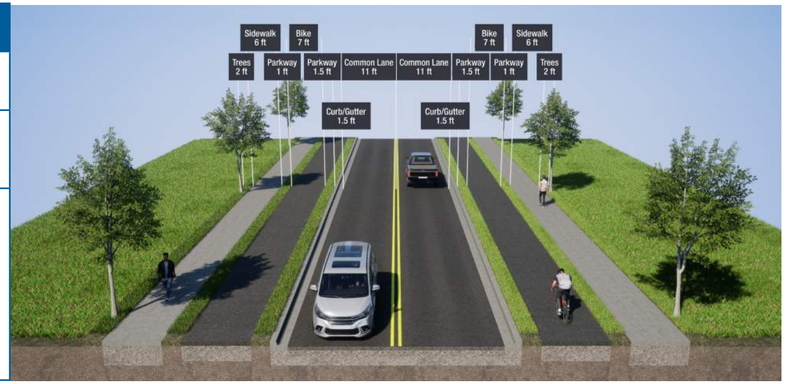


MINOR COLLECTOR (60 FT ROW)

Bicycle facilities have been moved behind curb

Separated bicycle and sidewalk facilities for a total of 13 ft per side of active mobility paths

Sidewalk and bicycle facilities are separated to ensure safe walk/roll from bicycle and possible low speed vehicle use



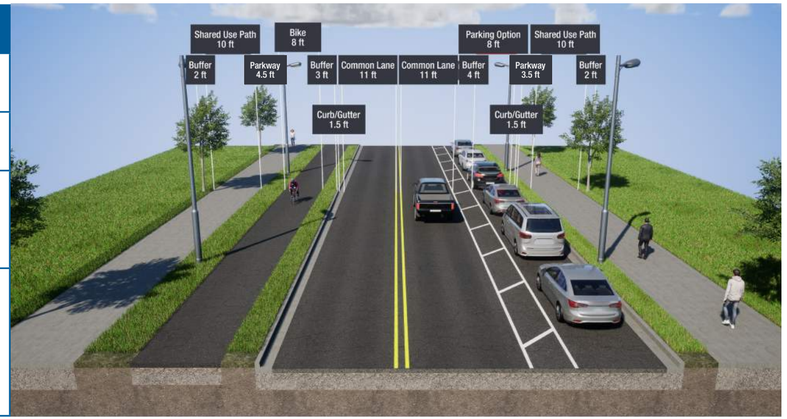
URBAN (80 FT ROW)

Center turn lane is no longer present in urban section

Bicycle facilities, where present, have been moved behind curb

Urban is context-sensitive outside the travel lanes; cross section can be configured with on-street parking and SUPs or with separate sidewalk and bicycle lane

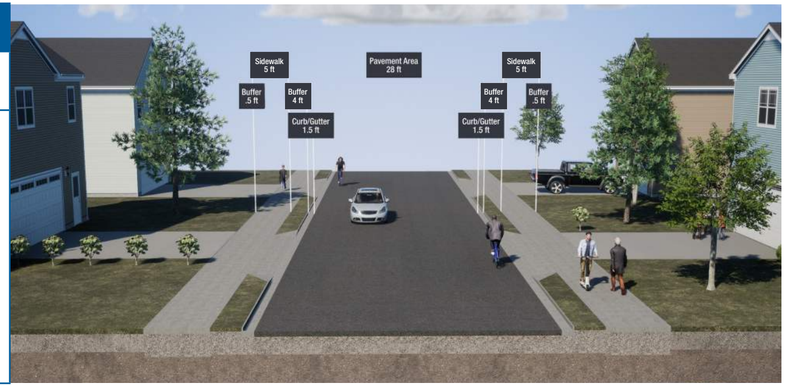
Sidewalk and bicycle facilities are separated to ensure safe walk/roll from bicycle and possible low speed vehicle use

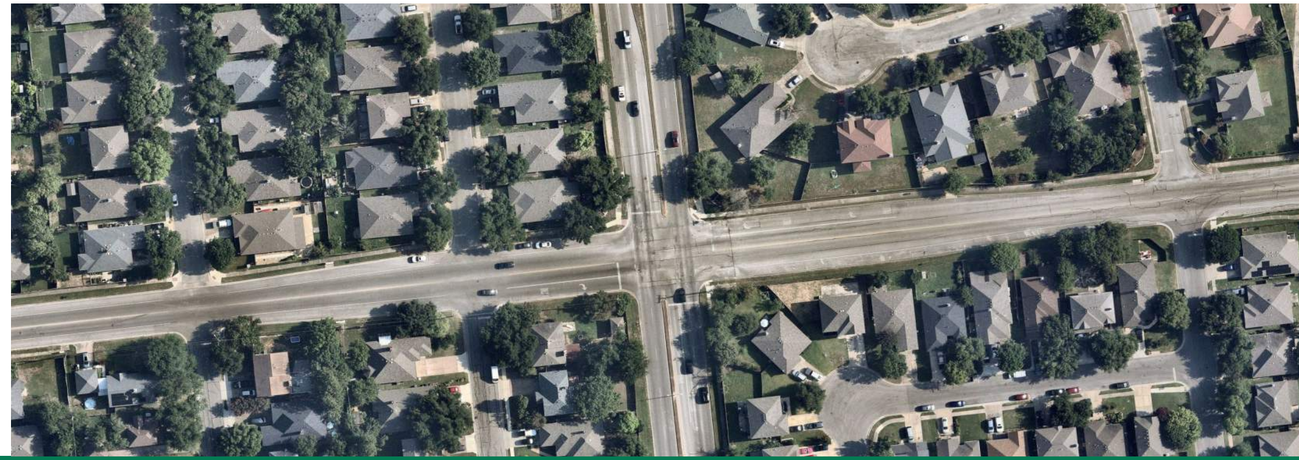


LOCAL (50 FT ROW)

Buffer has been added between sidewalk and curb line

Sidewalk along local streets has been shifted back to account for the 4 ft wide buffer between sidewalk and back of curb.



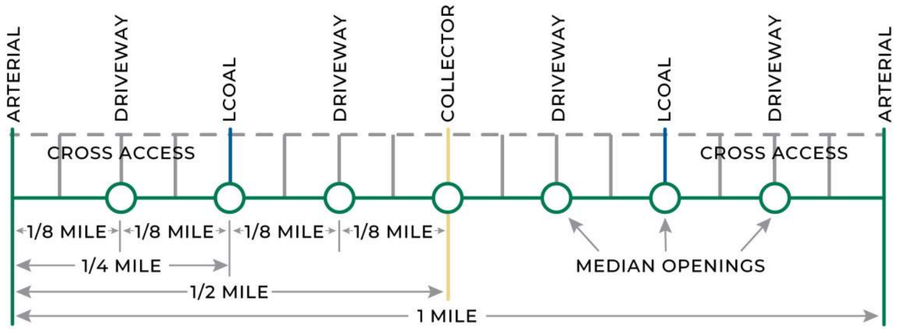


CONTINUOUS AND COMPLETE BLOCKS

Related to the MMP goals of a well-connected and effective mobility network, street blocks should be laid out in a complete and continuous manner.

All roadways should be connected through properties to be stubbed out and continued as development occurs. The figure below shows an ideal roadway system. Arterial roadways should be spaced at about 1-mile frequency, with collector roads breaking up the blocks at half-mile frequency. Local streets should break up the network further at quarter-mile frequency, and driveways with median openings would be spaced at 1/8-mile spacing at densest. Neighborhoods with smaller lots should reduce block length to increase connectivity and improve walkability. While undeveloped areas are unlikely to develop in this exact manner, the intent is to require connectivity through the prioritization of collector streets and improve access in Pflugerville to relieve congestion, shorten trip lengths, and bolster connectivity. The UDC should be updated to carry out this block length vision to support increased connectivity and walkability.

As Pflugerville continues to grow, connectivity becomes increasingly more important. The use of dead ends and cul-de-sacs to terminate roadways should be limited to only areas where future development is designated entirely infeasible by City staff. Limiting these roadway termini ensures options are established or “future-proofed” as the community continues to grow.



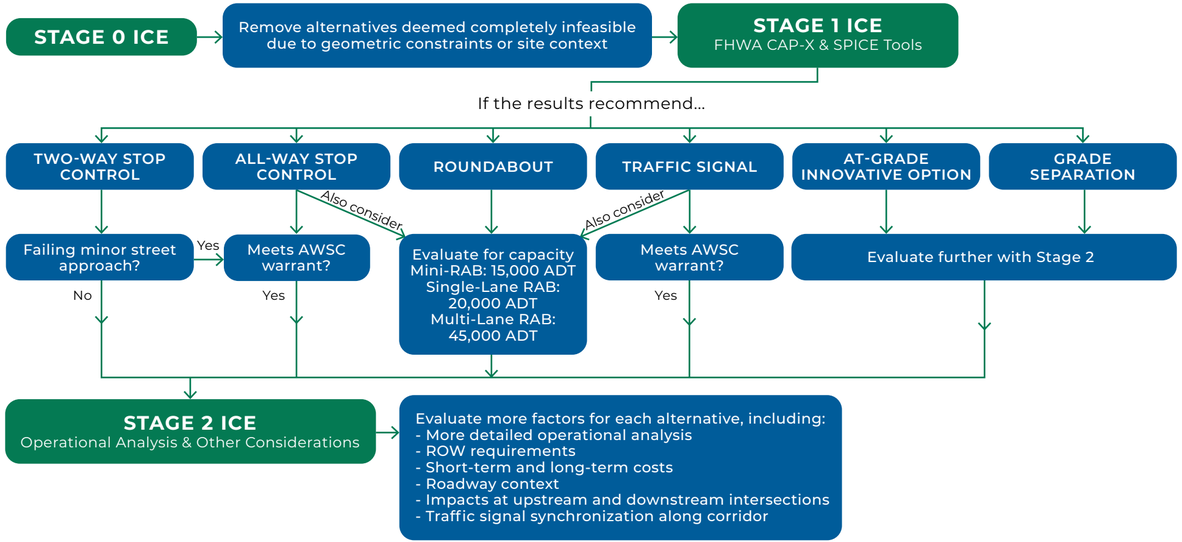
INTERSECTIONS

FOR MORE INFORMATION ON INNOVATIVE INTERSECTIONS PLEASE CLICK HERE.

New and retrofitted intersections in the City of Pflugerville shall be evaluated for optimal intersection control type by undergoing an intersection control evaluation (ICE). The City is interested in intersection control options that allow for efficient operations for all users, increase safety, and reduce long-term maintenance costs.

ICE should be consistent and data driven. The recommended ICE evaluation tool and process is to use the Federal Highway Administration’s (FHWA’s) Capacity Analysis for Planning of Junctions (Cap-X) Tool. This structured evaluation process will help prioritize resources, reduce potential conflicts, and support the city’s long-term transportation planning goals.

A high level overview of the ICE approach to intersection evaluation is below.

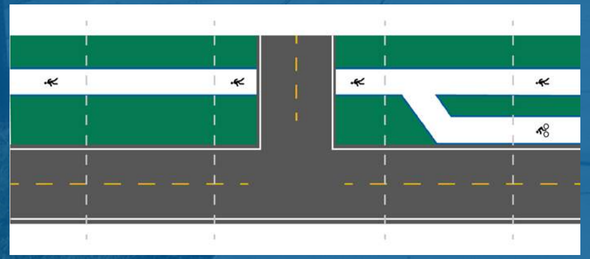


TRANSITIONS, INTERSECTIONS, AND **DRIVEWAYS**

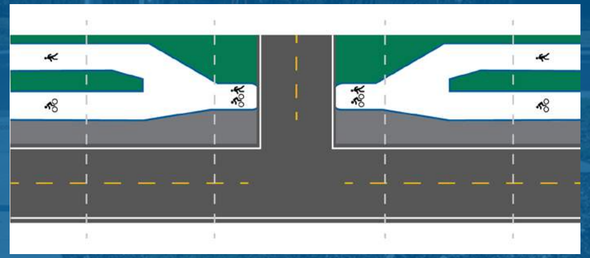
The cross sections identified as part of this MMP are illustrative of midblock roadway layouts; however, there must be considerations for how the elements of the cross sections transition at intersections and driveways. Typical transition zone configurations are shown in the figures below to address situations ROW is limited at intersections and driveways which require a narrower cross section than the standard.

More information is included in the following chapter about treatments for midblock crossings.

NEW BIKE FACILITIES TRANSITION TO EXISTING PEDESTRIAN-ONLY FACILITY

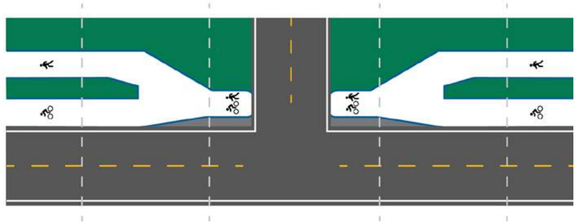


BIKE AND PEDESTRIAN FACILITIES MERGE INTO ONE SUP



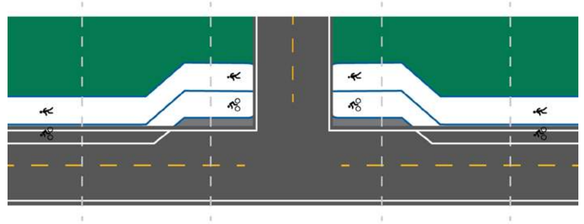
LOCAL EXAMPLE: BURNET ROAD & GAULT LANE, SOUTHEAST CORNER, AUSTIN, TEXAS

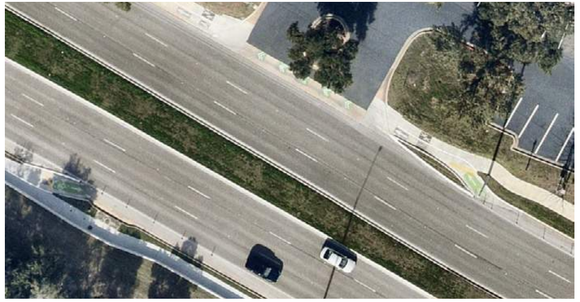
BIKE AND PEDESTRIAN FACILITIES TRANSITION TO A NARROWER SECTION



LOCAL EXAMPLE: AIRPORT BOULEVARD & DENSON DRIVE, SOUTHEAST CORNER, AUSTIN, TEXAS

BIKE TRANSITIONS TO ROADWAY





LOCAL EXAMPLE: BRAKER LANE EAST OF STONELAKE BOULEVARD, NORTHEAST CORNER, AUSTIN, TEXAS

TRANSITIONS

RETROFIT ARTERIAL

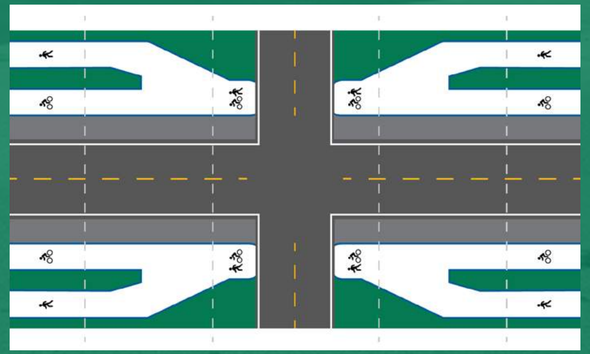
The Mobility Master Plan eliminated major and minor distinctions for arterials. All planned arterial segments, except those along designated Special Corridors, will be 4-lane divided segments within 120 ft ROW.

However, it is acknowledged that the previous TMP and Engineering Design Manual accounted for minor arterials with a 4-lane divided cross section with previously dedicated ROW. Additionally, TxDOT uses major and minor classifications for arterials, so TxDOT-maintained facilities may still classify as minor or major arterials for TxDOT purposes. Therefore, there will be some locations where it is necessary to transition from the 100 ft ROW section to the new 120 ft ROW section.

RETROFIT ARTERIAL - PREVIOUSLY DEDICATED ROW ROW

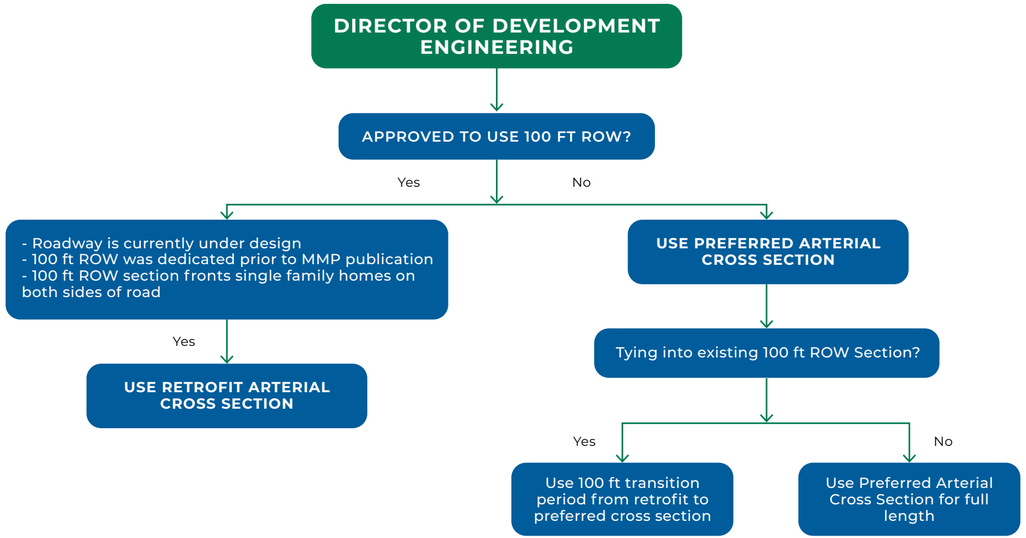
Roadways where previously dedicated ROW has already been dedicated before the development of the MMP arterial cross section. Retrofit Arterial should only be used when existing constraints of ROW exist per prior City coordination

Provides a transition between previously dedicated ROW and 120 ft of ROW



ARTERIAL RETROFIT APPLICABILITY

New arterials are expected to be designed to the cross section criteria outlined in this MMP. Some arterial segments will require retrofits due to existing agreements or tie ins to existing facilities. The flowchart below describes the applicability of the arterial cross section based on context criteria. All decisions about arterial cross sections are ultimately at the the direction of City staff.



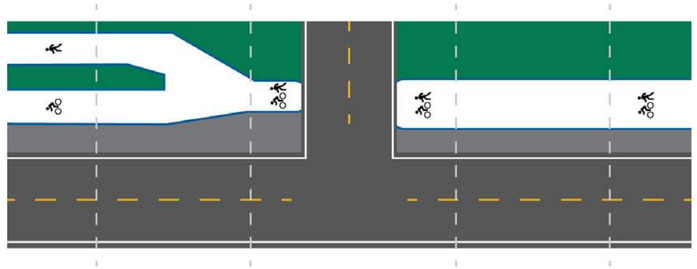
AS-NEEDED TRANSITIONS WITHIN ETJ

The Mobility Master Plan has established cross sections for proposed and reconstructed roadways within Pflugerville. However, facilities in the ETJ will ultimately be maintained by Travis County. Both jurisdictions will continue to coordinate on ROW and cross sections as needed in the shared jurisdiction areas.

In general, the proposed cross-jurisdictional points of alignment between the City of Pflugerville Mobility Master Plan cross sections and the Travis County established cross sections for the Major Collector section are:

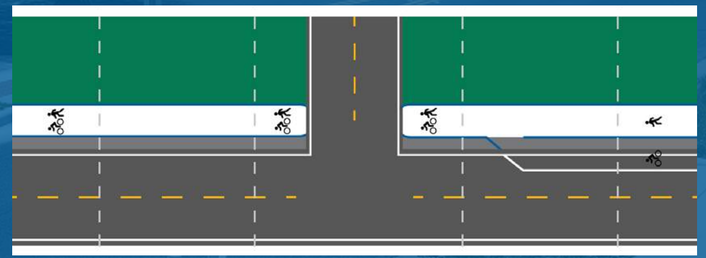
Bike lanes will transition behind curb.
Bike lanes and sidewalk will merge into one 10' SUP facility at the driveway or roadway crossing.
ROW width will be coordinated by project – 74 ft to 80 ft.
Travel lane width will be coordinated by project – 11 ft to 12 ft.

ETJ TO FULL CITY LIMITS TRANSITION

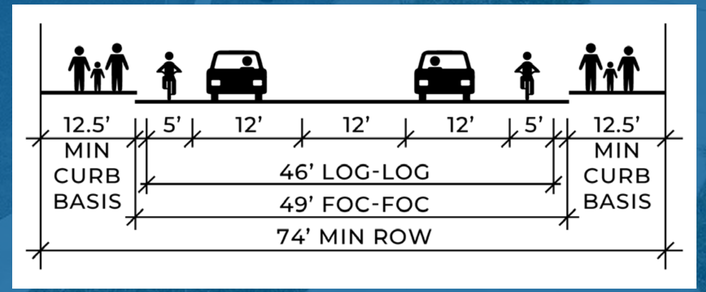


AS-NEEDED TRANSITIONS WITHIN ETJ CONTINUED

FULL COUNTY JURISDICTION TO ETJ TRANSITION



TRAVIS COUNTY TYPICAL CROSS SECTION



SOURCE: AUSTIN TRANSPORTATION CRITERIA MANUAL (2020) AS REFERENCED BY TRAVIS COUNTY

ACCESSING ROADWAY SAFETY

The City of Pflugerville has prioritized implementing comprehensive transportation safety measures to enhance safety and decrease crashes on its roadways, in line with recent investments from the U.S. Department of Transportation (USDOT) like the Safe System Approach. Nationally, the Safe System Approach reflects a nationwide commitment to reducing traffic-related fatalities and serious injuries by promoting safer roadway designs, improved infrastructure, and data-driven strategies. Locally in Pflugerville, this focus translates into proactive measures aimed at creating safer streets, fostering equitable access for all modes of transportation, and supporting the city's vision for a more connected and secure community.

Goals from the Aspire 2040 Plan that Address Safety:

1. Consider the creation of additional roadway corridors and innovative intersections to disperse traffic rather than relying primarily on the widening of existing corridors.
2. Adopt a complete street policy to help define the designs that are appropriate for different streets.
3. Update roadway cross-sections to implement a complete street policy.
4. Continue to focus efforts on major corridors (e.g., Kelly Lane, FM 685, MoKan Corridor, Pflugerville Parkway, Rowe Lane, Pecan Street, and Weiss Lane).

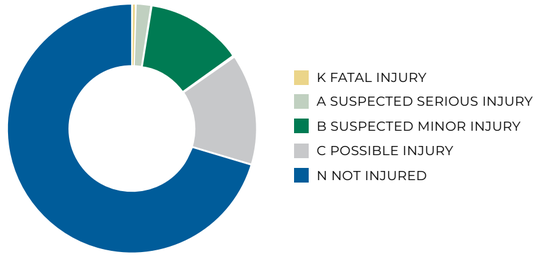
CRASH HISTORY

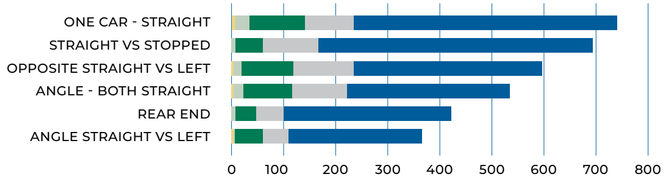
One of the goals of the MMP is to establish safety as the foundation for every project. Safety is best addressed proactively, but crash history is the best tool to inform proactive investments. It is recommended that the City of Pflugerville adopt a vision statement to reach a goal of zero fatal and serious injury crashes on Pflugerville's roadway network.

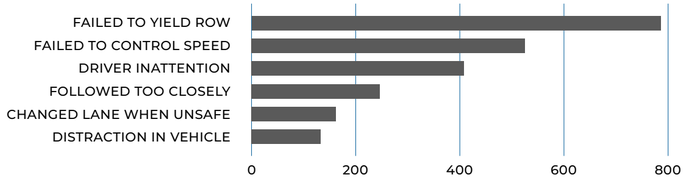
Between 2019 and 2023, there were a total of 4,395 recorded crashes in the City of Pflugerville, including 20 recorded fatalities and 90 recorded serious injuries. In total, about 29.6% of all recorded crashes in Pflugerville involved some sort of injury, which is consistent with other cities in the Austin area.

CRASH STATISTICS (2019 - 2023)

- Crash severity
- Type of collision
- Contributing factors



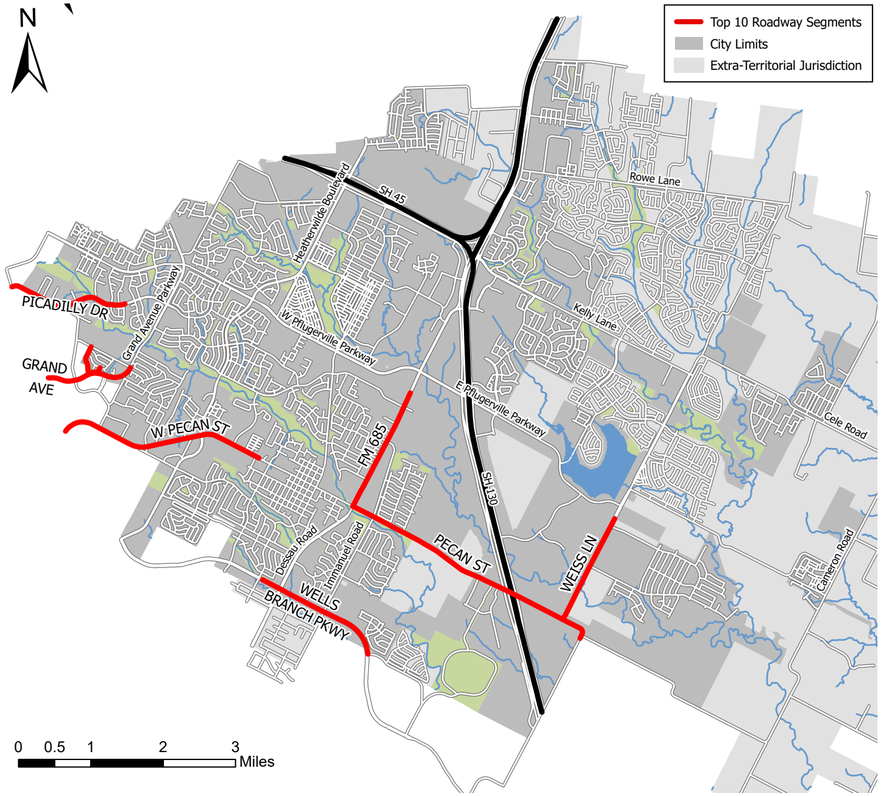




HIGH INJURY NETWORK

Crash data from 2019 to 2023 was analyzed to develop a High Injury Network (HIN) for the City of Pflugerville. Road segments were grouped and ranked based on crash frequency per mile. The HIN highlights the top 10 corridors and intersections with the highest crash rates within the city. To effectively monitor changes in roadway safety, it is recommended that the City of Pflugerville update the HIN annually as new crash data becomes available. This regular update will help identify trends, pinpoint areas where safety has improved or declined, and guide future safety interventions.

Pflugerville has received grant funding from FHWA to develop a Safe Streets for All Safety Action Plan to develop countermeasures aimed at treating safety issues along these networks. The Safety Action Plan should reference safety analysis done as part of this MMP.



SAFETY COUNTERMEASURES

To enhance safety within the City of Pflugerville, the implementation of the Federal Highway Administration's (FHWA) Proven Safety Countermeasures is recommended. These countermeasures consist of evidence-based strategies and modifications that have been demonstrated to effectively reduce crashes and improve roadway safety. The Safe Streets and Roads for All (SS4A) grant program, which Pflugerville has been awarded a grant through, recommends the implementation of the Proven Safety Countermeasures on roadways with high fatal and serious injury crashes. By incorporating these countermeasures within Pflugerville, Pflugerville can take a proactive approach to improving roadway safety for all users. Below is a list of FHWA's Proven Safety Countermeasures:

ROUNDABOUTS

Reduce severe crashes at intersections by eliminating angle collisions. Roundabouts are generally supported by the community as evidenced by public engagement.

CORRIDOR ACCESS MANAGEMENT

Manage entry and exit points along roadways to minimize conflict points and improve traffic flow.

LEFT- AND RIGHT-TURN LANES AT INTERSECTIONS

Reduce rear-end and turning collisions by providing dedicated space for turning vehicles.

MEDIANS AND PEDESTRIAN CROSSING ISLANDS

Improve pedestrian safety and reduce vehicle crashes by separating opposing traffic and providing safe crossing points.

PEDESTRIAN HYBRID BEACONS (PHBS)

Increase visibility and safety for pedestrians crossing busy streets.

SAFETY EDGE

Create a tapered pavement edge to reduce run-off-road crashes.

ROAD DIETS

Reallocate roadway space to enhance safety for all users, including pedestrians and cyclists, while calming traffic.

RUMBLE STRIPS AND STRIPES

Alert drivers to lane departures and reduce run-off-road and head-on crashes.

BACKPLATES WITH RETROREFLECTIVE BORDERS

Improve the visibility of traffic signals to reduce intersection crashes.

ENHANCED DELINEATION AND FRICTION FOR CURVES

Provide better guidance and surface friction to reduce crashes on curved roadways.

LEADING PEDESTRIAN INTERVALS (LPIS)

Give pedestrians a head start at signalized intersections to reduce conflicts with turning vehicles.

REDUCED LEFT-TURN CONFLICT INTERSECTIONS

Modify intersections to decrease the likelihood of severe angle crashes.

CHAPTER 4

ACTIVE TRANSPORTATION

PFRIENDLY PATHS

PFLUGERVILLE IS THE
TRAIL CAPITAL OF TEXAS

The City of Pflugerville maintains an extensive trail system that highlights its commitment to providing mobility for city residents and visitors. With over 71 miles of trails, Pflugerville's existing network connects neighborhoods, parks, and key city destinations, and there is an extensive planned network.

Prior to the MMP, the City of Pflugerville in 2014 published a Pflugerville Trails Master Plan & Parks Development Plans which included a master plan for existing and proposed trails in the City and its ETJ. In 2023, the City published a Parks, Recreation, and Open Space Master Plan which incorporated the same Trails Master Plan. With the MMP being the overall blueprint for Pflugerville's future transportation network and infrastructure investments, the Trails Plan and its incorporation of trails as a form of mobility is the second of three major components of that blueprint.

The trail system is carefully integrated into the City's park infrastructure, ensuring accessibility for users. Trails such as the Gilleland Creek Trail and the Wilbarger Creek Trail are especially popular. The city has made significant investments in expanding and enhancing the trail system to accommodate its growing population and the increasing demand for multi-modal transportation options.

The updated Trails Plan aims to further expand the trail network, ensuring greater accessibility and convenience for all residents while continuing to emphasize the City's dedication to mobility.

TRAILS PLAN PURPOSE

Similar to the Roadway Plan, the purpose of the Trails Plan can be summarized as three major components:

MAINTAIN PFLUGERVILLE'S STATUS
AS THE TRAIL CAPITAL OF TEXAS

DETERMINE INVENTORY AND ALIGNMENT
OF EXISTING AND FUTURE TRAILS

DEVELOP A BASIS FOR
FINANCING AND REGULATING TRAILS IMPROVEMENTS

1. MAINTAIN PFLUGERVILLE'S STATUS AS THE TRAIL CAPITAL OF TEXAS

The benchmark standard for municipal trail access is 1 mile of trail per 2,000 residents. Based on 2023 population estimates and trail inventory in the City and ETJ, Pflugerville currently exceeds this estimate at 1.91 miles of trail per 2,000 residents. This is the highest trail density in the state of Texas based on a 2022 Park Metrics report. Because of this high trail density, legislature has been brought before the Texas State Senate to designate Pflugerville as the Trail Capital of Texas. It is important to continue to contain and maintain the amount of trails per resident within the City of Pflugerville as it continues to grow.

One purpose of this Trails Plan is to maintain and exceed the high trail density which exists today. If the Trails Plan is built out to completion and Pflugerville reaches its maximum projected population of 250,000 residents, this trail density will increase to 2.01 miles per 2,000 residents.

	EXISTING CONDITIONS	BUILD OUT CONDITIONS
Miles of Trail	71.2	263.2
Population	74.393	250,000
Miles of trail per every 2,000 residents	1.91	2.01

2. DETERMINE INVENTORY AND ALIGNMENT OF EXISTING AND FUTURE TRAILS

The Trails Plan is the blueprint for the development of the trails system. Pflugerville has miles of existing trails especially within City limits, but trail access in the ETJ is sparse, and there are several existing “gaps” in the trail system. Building out the trails plan achieves several of the MMP goals, including:

OFFER DIVERSE TRAVEL OPTIONS

Provide a variety of travel and recreation options through a trail system that supports walking, biking, and other non-motorized transportation

CREATE A WELL-CONNECTED TRANSPORTATION NETWORK

The trails system provides a commute path between neighborhoods and other community destinations

FOSTER REGIONAL PARTNERSHIPS

The trails plan has been intentionally developed to tie in with regional trail networks in Travis County and the cities of Austin, Round Rock, Hutto, and Manor

Example “Gap” in trail system:

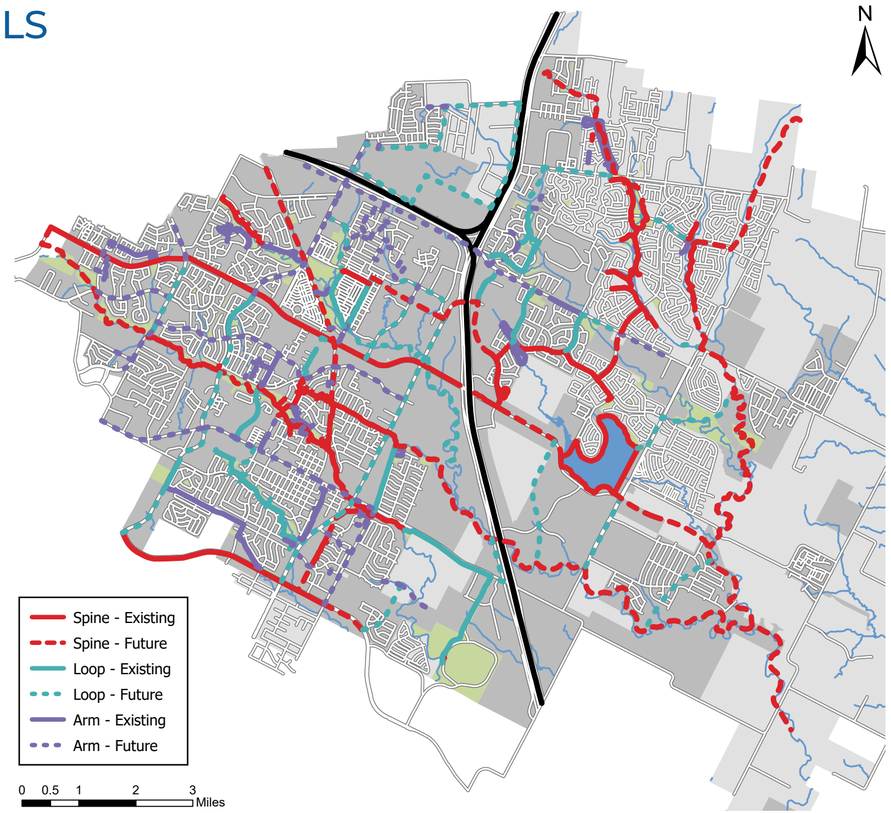
The image to the left shows an example gap in the existing trail system. although the Sorento neighborhood near Lake Pflugerville has access to trails, the trail system does not directly link the park to the neighborhood. By adding the proposed connection shown in yellow, the existing trail system can be enhanced to be better connected from people to destinations.

3. DEVELOP A BASIS FOR FINANCING AND REGULATING TRAILS IMPROVEMENTS

State law in Chapter 212 of the Local Government Code grants the City authority to require that development plans and subdivision plats conform to the adopted Trails Plan. By adopting the Trails Plan, the City can require new developments to dedicate ROW and to construct facilities on the Trails Plan that intersect with the development boundaries.

EXISTING TRAILS PLAN

Previous plans that included trails within the City of Pflugerville were reviewed for integration with the updated Trails Plan. The Trails Master Plan, created in 2014, identifies existing and proposed trails within the City of Pflugerville. The existing Trails Master Plan identifies spines, loops, and arms largely west of SH 130 within the City of Pflugerville. The existing trails inventory was incorporated into the updated Trails Plan.



EXISTING TRAILS MASTER PLAN

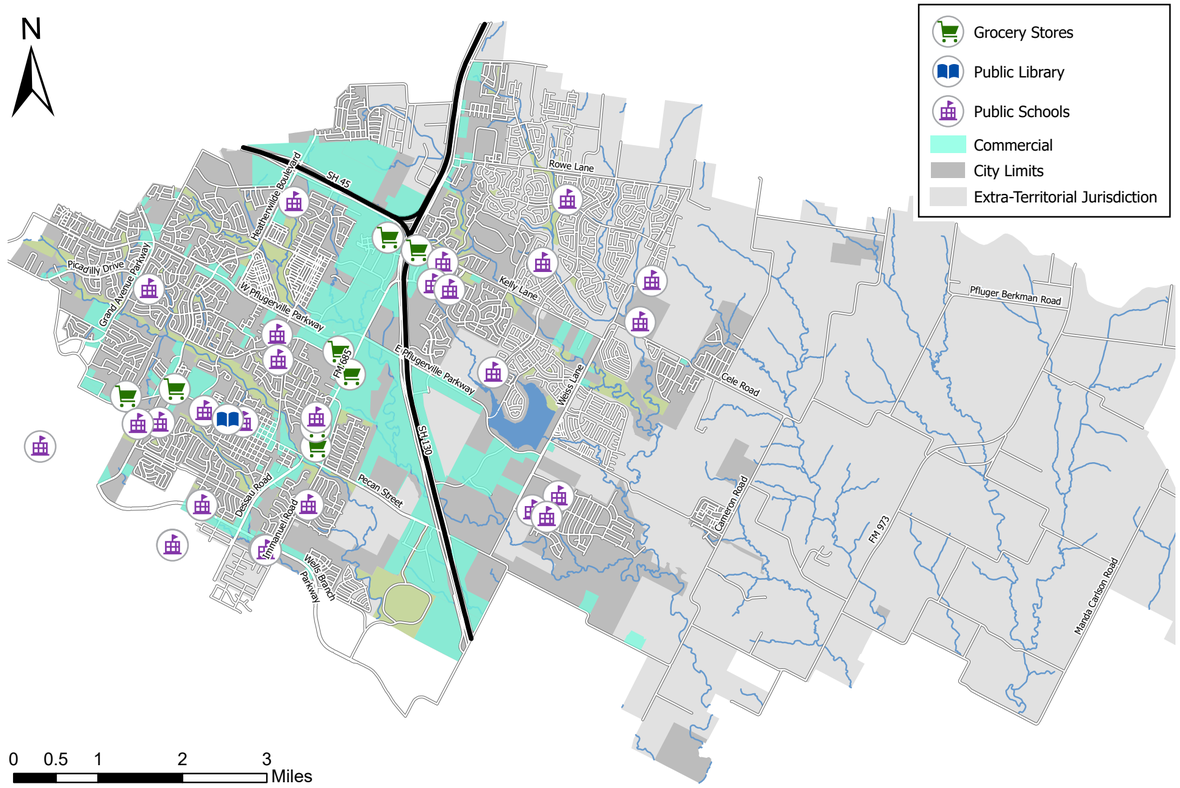
CREATING A CONNECTED SYSTEM

The City of Pflugerville active mobility system serves for both mobility and recreation. To lay out a complete system to serve both needs, the Pflugerville system was evaluated to determine where people are coming from and going, how they want to get there, and what's in the way of them getting there. These three principles - Origins and Destinations, Routes, and Barriers, lay the framework for the propsed trails and active mobility network.

ORIGINS & DESTINATIONS

The City of Pflugerville's Trails Plan plays a key role in connecting origins and destinations to increase accessibility within the City. Origins within the City include neighborhoods, with a special consideration for residential communities where 10% or more of the population is aged 65 and older. These neighborhoods represent a significant portion of the community that benefits from walkable and bikeable routes. Providing trail connections from these areas to essential services and recreational opportunities helps meet the mobility needs. Key destinations in the Trails Plan include grocery stores, libraries, schools, and parks, which serve as essential hubs for daily life and community engagement. By linking these destinations with origins through a comprehensive trails network, Pflugerville can create a more connected, equitable, and vibrant city, supporting the diverse needs of its residents.

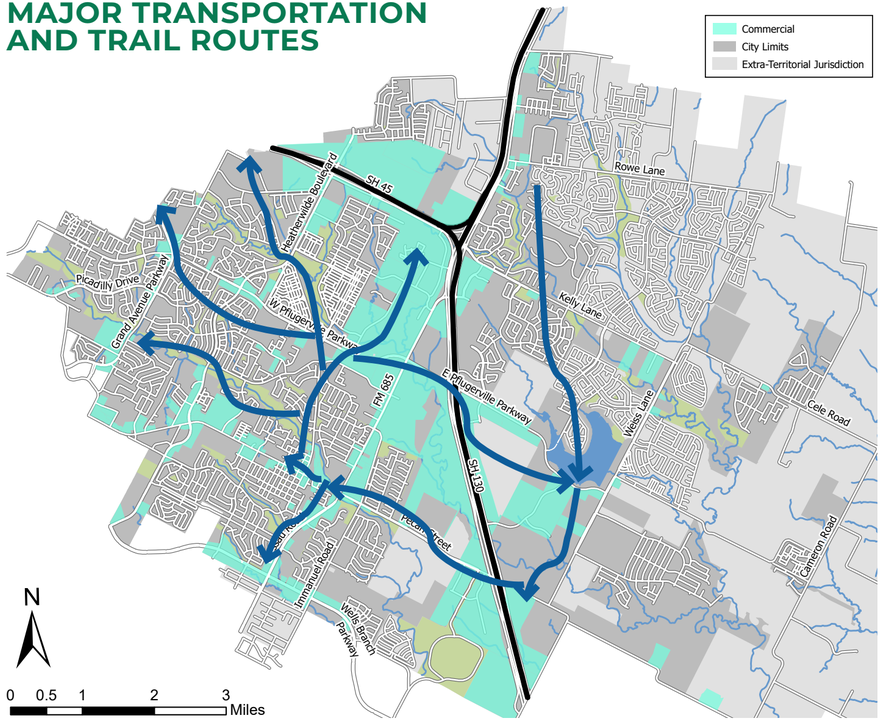
ORIGINS AND DESTINATIONS



ROUTES

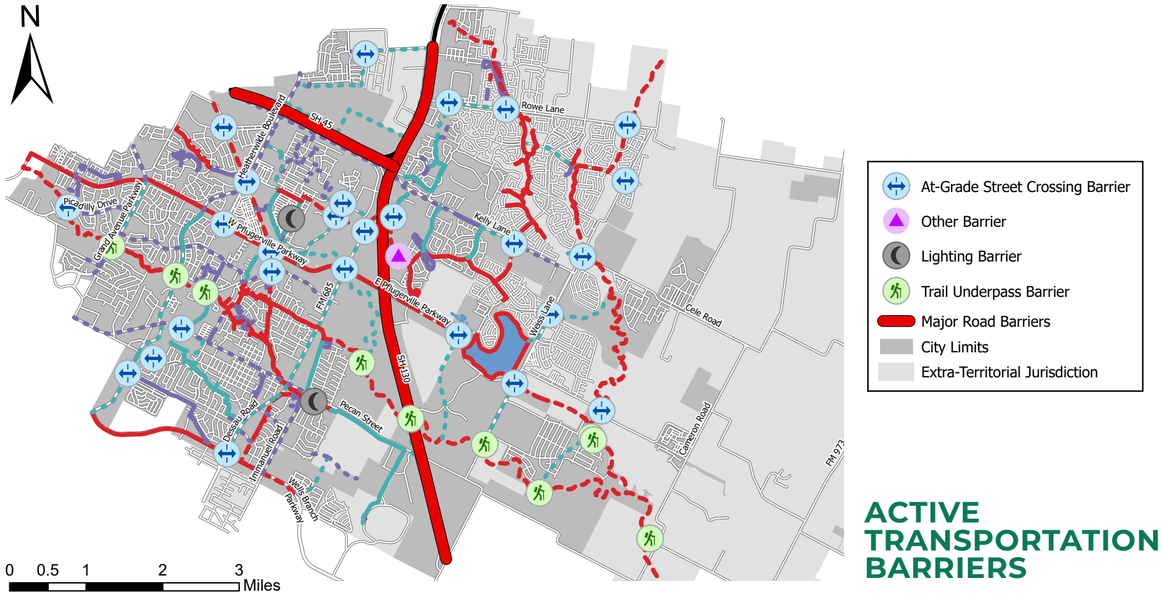
Trails are essential for providing residents with safe, convenient, and enjoyable ways to travel for both basic needs and leisure activities, including schools, workplaces, shopping centers, recreational facilities, and parks. This includes commuting from residential neighborhoods to the downtown area, accessing local parks like Pfluger Park or Lake Pflugerville Park, and reaching commercial centers like Stone Hill Town Center or a local grocery store. Trails offer major contributions to the 10-minute neighborhood concept outlined in the Aspire 2040 Plan as well as access to parks as called for within the Parks, Recreation, and Open Space Master Plan. Major transportation and trail routes within the City of Pflugerville are shown to the right.

MAJOR TRANSPORTATION AND TRAIL ROUTES



BARRIERS

The City of Pflugerville's active transportation network faces notable challenges in maintaining connectivity and accessibility, largely due to the presence of State Highway 130 (SH 130). As a major thoroughfare, SH 130 poses a significant barrier to the trail system within the City. The highway's considerable size, the high vehicular speeds, and its strategic trajectory directly through the heart of Pflugerville effectively cutting the City in half, complicating efforts to link trails and pathways on either side. This division limits the mobility and safety of pedestrians and cyclists. Addressing this challenge is crucial to ensure the creation of a cohesive and user-friendly trail system for the community.



ACTIVE TRANSPORTATION BARRIERS

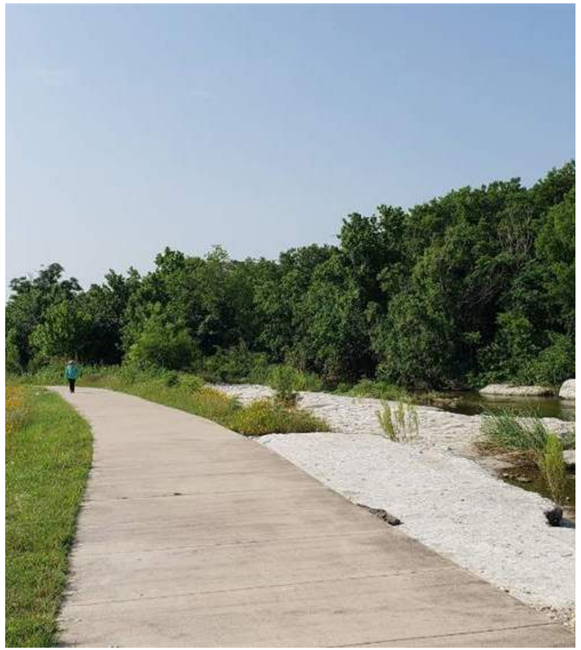
CLASSIFICATIONS

Trail classifications are a context-sensitive organization system to use the overall purpose of each trail to inform its design. The Pflugerville Trails Plan includes three trail classifications:

SPINE

Spines are the primary paths within the trail system, serving as “arterial routes” that cross the City of Pflugerville. These trails are designed to facilitate long-distance travel and connect major areas, allowing users to efficiently move from one side of Pflugerville to the other. The backbone of the trail network that link neighborhoods, parks, and other key destinations.

WIDTH	10+ ft
MATERIAL	concrete
USERS	pedestrians, non-motorized vehicles



LOOP

Loops are secondary trails that connect spines, creating connections within the trail network. The purpose of loops is to increase connectivity between spines and provide a cohesive system for active transportation and recreation.

WIDTH	10 ft
MATERIAL	concrete
USERS	pedestrians, non-motorized vehicles

ARM

Arms are smaller trails that extend from a loop or a spine but do not specifically function as through routes. These trails provide access to specific areas of interest. Arms do not connect two major trails, however they play an important role in extending the trail network and improving accessibility of the trail network.

WIDTH	8 - 10 ft
MATERIAL	concrete, deconstructed granite
USERS	pedestrians, non-motorized vehicles

UPDATED TRAILS PLAN

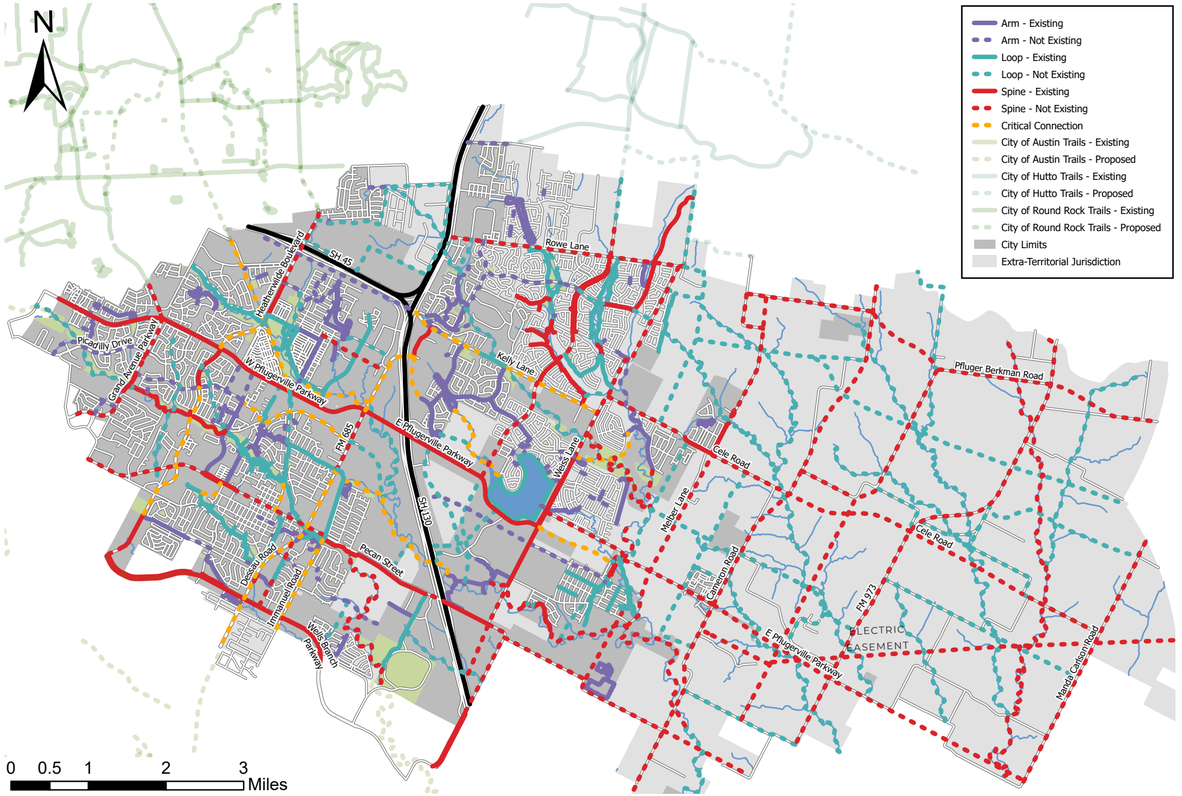
The updated Trails Plan builds upon the existing and proposed trails within the City of Pflugerville. A large focus of this plan is the development of new trails east of SH 130 and within Pflugerville's ETJ. The updated trails plan addresses gaps in the existing trails plan and aims to provide access to all areas of the community.

The identification of new trails was guided by several considerations. Trails were identified using the alignment of existing trails, utility easements, and the proximity to parks to create a well-connected network. Proposed trails are designed to be primarily separated from roadways to enhance safety and minimize user exposure to vehicle traffic. Efforts were made to reduce the number of road crossings, and where crossings are unavoidable, measures to prioritize safety and accessibility were incorporated. Additionally, the updated plan places significant emphasis on identifying trails that serve major neighborhoods and areas anticipated for future growth. This forward-looking approach ensures that the trail network can support the City's evolving needs, fostering connectivity between residential areas, commercial hubs, schools, churches, and recreational destinations.

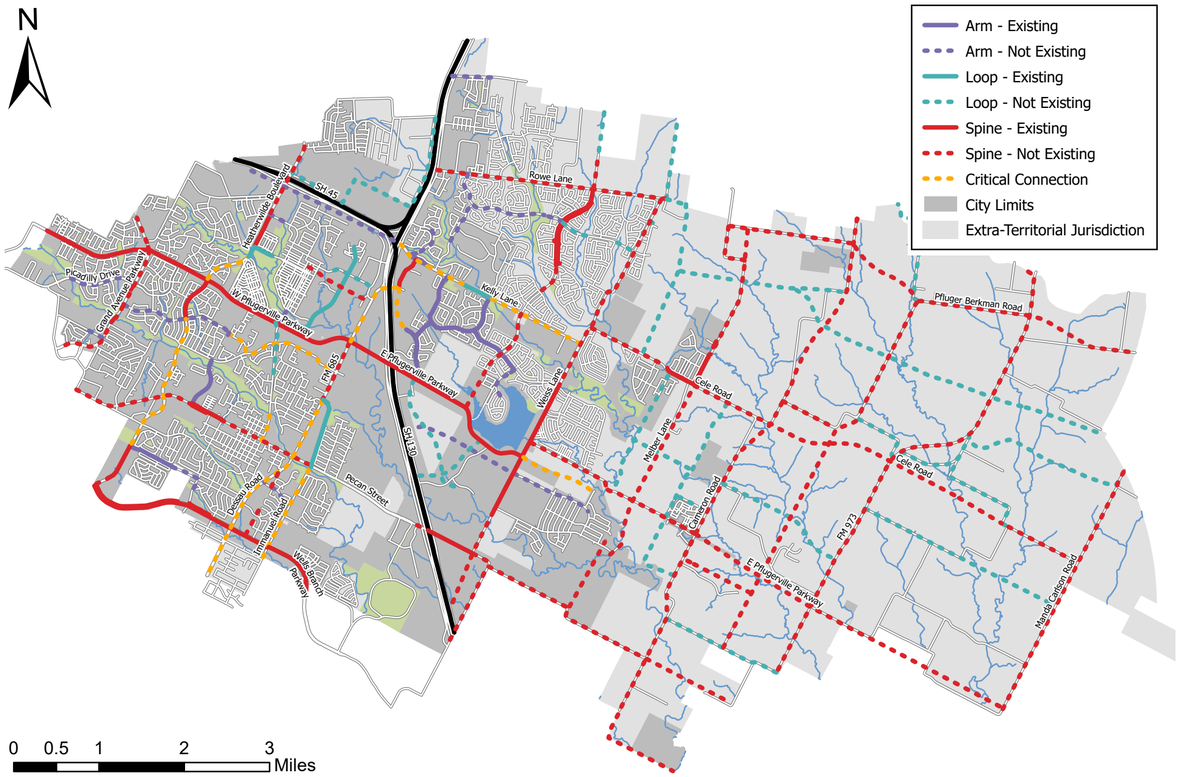
SIDEWALKS OR TRAILS WITHIN THE ROW AS PART OF THIS TRAILS MASTER PLAN ARE CONSIDERED MOBILITY IMPROVEMENTS. THESE IMPROVEMENTS ARE NOT CONSIDERED A PARKLAND IMPROVEMENTS FOR PURPOSES OF PARKLAND DEDICATION OR PARK DEVELOPMENT FEES.

The updated Trails Plan closes some critical connections in the network, both along traditional routes and through some innovative routing options. For example, see the proposed trail connection below - this proposed connection utilizes an existing downtown alleyway to connect Old Town Park to Pflugerville Park and the Pfairways Trail.

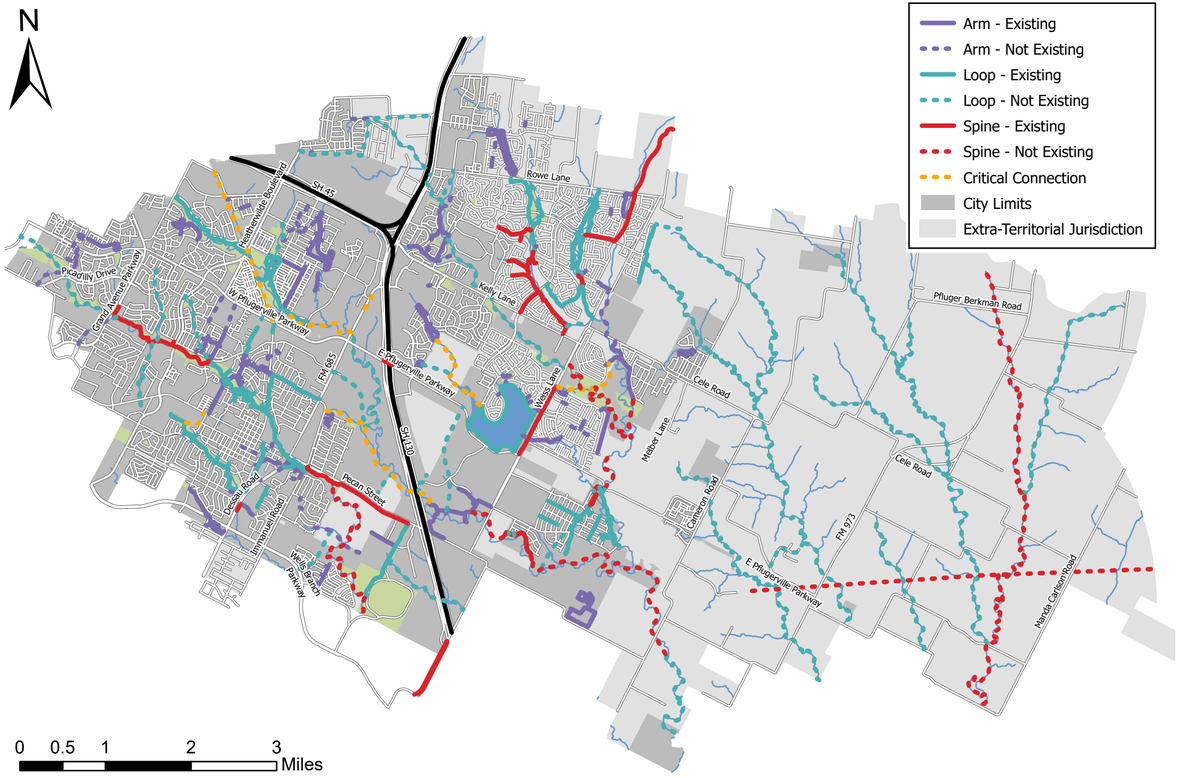
2025 TRAILS PLAN



TRAILS WITHIN STREET ROW



TRAILS OUTSIDE STREET ROW



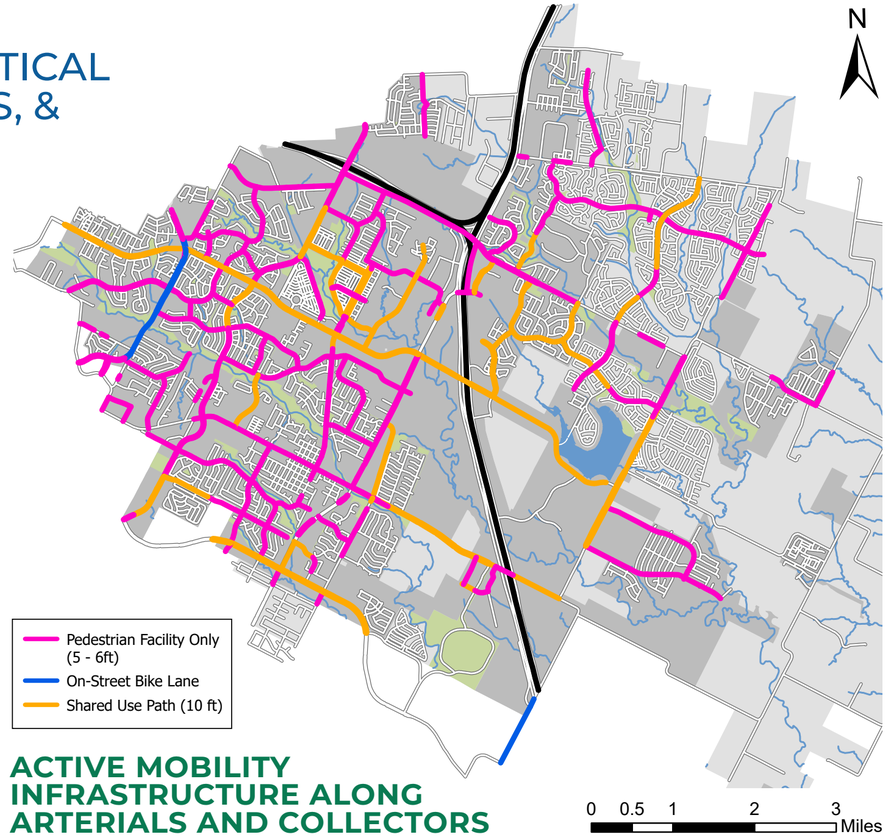
SIDEWALKS, BICYCLES, CRITICAL CONNECTIONS, & ADA

Another critical piece of multimodal mobility is sidewalks and bicycle infrastructure, including roadway crossings and ADA accessibility.

As of 2024, over 80% of City arterial and collector roads have existing sidewalk on at least one side. Of this existing sidewalk, about one third is a SUP with a width larger than 10 feet which also allows for bicycle use. The majority of major routes within Pflugerville have sidewalk infrastructure, however routes within the ETJ do not.

As of 2024, about one third of City thoroughfares have adjacent bike facilities within the ROW. Pflugerville Parkway has the longest continuous bike path in the City. Overall, the City has more east-west bicycle facility connectivity than north-south connectivity.

Existing sidewalk inventory is shown to the right.



ACTIVE MOBILITY INFRASTRUCTURE ALONG ARTERIALS AND COLLECTORS

CRITICAL CONNECTIONS

In the Trails Plan, critical connections play a pivotal role in ensuring the trail network's functionality and accessibility. These connections facilitate seamless access to community hubs such as schools, parks, and recreational areas, encouraging daily use and promoting healthy lifestyles. By linking trails to commercial areas, the plan enhances walkability and supports local businesses. By linking trails to schools, the plan provides mobility options to community members who may not have cars to otherwise use the Pflugerville mobility network. Integral to these connections is the integration with intermodal transportation, including public transit options and bike share stations, offering convenient alternatives to driving and improving overall mobility.

Connecting trails through greenways and conservation areas not only provides scenic routes but also highlights local biodiversity, fostering environmental awareness. Aligning trails with waterways and natural features enhances their aesthetic appeal and offers unique recreational opportunities. In residential neighborhoods, accessible trails encourage regular use and promote community well-being. Ensuring safe crossing points over busy roads and other barriers is crucial to maintaining user safety.

Long-distance trail systems and regional networks extend the reach of local trails, promoting tourism and enhancing regional connectivity. Collaborating with neighboring areas to create interstate trail links facilitates extended adventures and connects diverse landscapes. Existing utility corridors can be repurposed for multi-use paths, maximizing land use and providing uninterrupted routes.

Including economic and cultural nodes, such as historic sites and event venues, enriches the trail experience by integrating educational and entertainment opportunities. Furthermore, ensuring trails are ADA-compliant is essential for inclusivity, allowing all community members to enjoy these outdoor spaces.

Effective planning for these critical connections involves stakeholders' collaboration, detailed Geographic Information Systems (GIS) mapping, and active community engagement to address residents' needs and desires. Through these efforts, a well-designed trail network fosters vibrant, interconnected communities that promote health, sustainability, and happiness. Ultimately, critical connections in a trail master plan create pathways that not only link places but also unite people.

ADA TRANSITION PLAN

An ADA Transition Plan was prepared for the City of Pflugerville in 2020. The ADA Transition Plan involves a comprehensive evaluation of existing public facilities, including buildings, sidewalks, parks, and other infrastructure, to identify barriers that may obstruct access for individuals with disabilities. This assessment is followed by the development of strategies and schedules to address these barriers and make necessary modifications. In Pflugerville, the plan prioritizes critical areas and facilities based on factors such as usage frequency, public feedback, safety, and proximity to essential services like schools, medical centers, and public transport. The ultimate goal is to create an environment where people of all abilities can move freely, participate fully in community life, and access public services without hindrance.

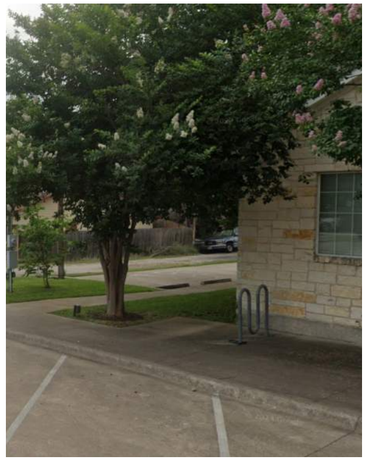
The MMP and subsequent design guidelines must align with the ADA Transition Plan to create an inclusive and accessible city for all residents. This alignment involves coordinated planning, incorporating ADA-compliant designs in mobility infrastructure, and prioritizing projects that address both mobility and accessibility needs. Engaging with the community, especially individuals with disabilities, ensures practical solutions are developed.

AMENITIES

Trail amenities enhance a trail users experience and improve safety and accessibility of the trail. These features make trails more inviting and functional for a range of users, from walkers to bicyclists. Amenities for trails within the City of Pflugerville were identified by the Advisory Committee and through the Pflugerville Trails Master Plan and Parks Development Plan. The following list of amenities are recommended for consideration on all trails in Pflugerville:

BICYCLE PARKING

Allows trail users to park their bicycles if they wish to pause along their route. Bicycle parking should be placed at parks, trailheads, and other popular destinations.



DRINKING FOUNTAINS

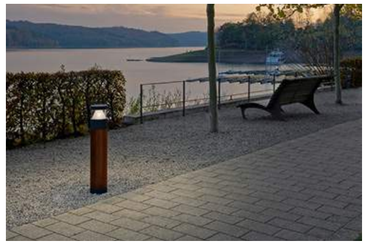
Provide drinking water for people. Drinking fountains should be placed at trailheads, rest areas, and near high traffic destinations.

FOOD TRUCKS AND VENDORS

To attract visitors to the trail system and promote accessibility. Provide trail users with food and beverages along their route.

PEDESTRIAN-SCALE LIGHTING

Improves safety by providing night-time visibility and the sense of security. Lighting allows the trail to be used throughout the evening. Lighting should be placed throughout the trail.



MAPS AND SIGNAGE

Allow users to navigate through the trail system. Information kiosks and maps at trailheads should include features like a “You Are Here” marker, key destinations, and distances to help users plan their route.

MURALS AND SCULPTURES

Provide a peaceful environment and attract trail users.

RESTROOMS

Shall be ADA accessible and be provided at major trailheads. Clean and well-maintained facilities contribute to a trail users experience.

TRAIL FURNITURE

Provides trail users with a place to rest along their route. Benches can be placed near restrooms, trailheads, and periodically along routes. Shade should also be provided to trail users.

TRASH CANS AND DOG WASTE PICK-UP STATIONS

Help keep the trails clean and free of litter. Containers should be placed periodically along routes.

WILDFLOWERS

To encourage habitat and beautification.

WORK OUT EQUIPMENT

Enhances fitness for Pflugerville residents.

PEDESTRIAN AND BICYCLIST CROSSING AND FACILITY TYPE

The multimodal crossing matrix is to be a guide for improving safety at pedestrian and bicycle crossings within the City of Pflugerville. The matrix should be used as guiding principles for potential implementation on future projects. The matrix documents the preferred type of crossing based on existing conditions. This matrix provides general recommendations on crossing treatments to consider; in all cases, engineering judgment should be used in selecting a specific treatment for installation. In addition to the results provided by this matrix, users should consider whether a crossing treatment could present an increased safety risk to pedestrians or bicyclists, such as where there is poor sight distance, complex geometrics, or nearby traffic signals.

MULTIMODAL CROSSINGS

CRITERIA	NUMBER OF LANES	NEARBY SCHOOLS (100 FT)	SPEED LIMIT	LAND USAGE	VEHICLE OR PEDESTRIAN COLLISION REDUCTION
PEDESTRIAN CROSSING TYPE					
Marked Crosswalk at Intersection	All Lanes	Yes	< 45 MPH	Commercial, Residential	40% (Urban Areas)
Mid Block Crossing	2 Lanes	Yes	< 30 MPH	Residential	18% (Rural Areas)
Pedestrian Bridge/Tunnel	4 Lanes	No	< 45 MPH	Commercial	Eliminates Pedestrian Crashes
SUPPLEMENTAL CROSSING DEVICES					
Rectangular Rapid Flashing Beacon at Mid Block crossing	2 Lanes	Yes	N/A	Local, Residential	47.7% (Urban and Suburban Areas)
Pedestrian Actuated Stop Control at Mid Block Crossing	2 Lanes	Yes	N/A	Local	43% (Urban and Suburban Areas)
Overhead Flashing Beacon at Mid Block Crossing	2 Lanes	Yes	N/A	Local, Residential	*No data available*
Refuge Island at Intersection	4 - 6 Lanes	Yes	N/A	Commercial	31.5% (Urban and Suburban Areas)
Curb Extension /Bulb-Out at Intersection	2 - 4 Lanes	Yes	N/A	Commercial	*No data available*

MIDBLOCK CROSSINGS

Midblock crossings increase connectivity for pedestrians and bicyclists. However, midblock crossings are a safety risk for these vulnerable users, and effective countermeasures should be selected to increase safety at midblock crossing locations. The table below includes context-sensitive criteria for selecting safety countermeasures at midblock crossing locations.

RECOMMENDED MIDBLOCK TREATMENT BASED ON STREET CONTEXT				
ROADWAY CONFIGURATION	<5,000 ADT 30 MPH	5,000 - 12,000 ADT 30 - 35 MPH	12,000 - 15,000 ADT 35 - 40 MPH	>15,000 ADT 45+ MPH
2 LANES	High visibility crosswalk Pedestrian crossing signs	High visibility crosswalk Pedestrian crossing signs	Activated flasher like Rectangular Rapid Flashing Beacon	
3 LANES	High visibility crosswalk Pedestrian crossing signs	High visibility crosswalk Pedestrian crossing signs	Activated flasher like Rectangular Rapid Flashing Beacon	
4 LANES		Activated flasher like Rectangular Rapid Flashing Beacon	Midblock signal like Pedestrian Hybrid Beacon	Midblock signal like Pedestrian Hybrid Beacon
5 LANES		Activated flasher like Rectangular Rapid Flashing Beacon	Midblock signal like Pedestrian Hybrid Beacon	Midblock crossing not recommended
6 LANES WITH MEDIAN			Midblock crossing not recommended	Midblock crossing not recommended

Additional midblock crossing countermeasures are available and should be considered on a context-sensitive basis. These additional countermeasures include:

	SAFETY CONTEXT				
MIDBLOCK CROSSING COUNTERMEASURE	PEDESTRIAN VS VEHICLE CONFLICT	HIGH VEHICLE SPEED	LOW VISIBILITY	FAILURE TO YIELD	INSUFFICIENT SEPARATION
High-visibility crosswalk markings	✓		✓	✓	
Improved nighttime lighting	✓		✓		
Advance pedestrian crossing signs	✓		✓	✓	✓
In-Street pedestrian crossing signs	✓	✓	✓	✓	
Curb extension	✓	✓	✓		✓
Raised crosswalk	✓	✓	✓	✓	
Pedestrian refuge island	✓	✓	✓		✓
Road diet – reducing the number of vehicle lanes	✓	✓	✓		✓

Where mid-block crossings are needed for access to schools, the City and School District will continue to coordinate to ensure the appropriate crossing type is provided to ensure safe routes and crossings are provided.

HIGH-VISIBILITY CROSSWALK MARKINGS

IMPROVED NIGHTTIME LIGHTING

ADVANCE PEDESTRIAN CROSSING SIGNS

IN-STREET PEDESTRIAN CROSSING SIGNS

CURB EXTENSION

RAISED CROSSWALK

PEDESTRIAN REFUGE ISLAND

ROAD DIET

FACILITY TYPES

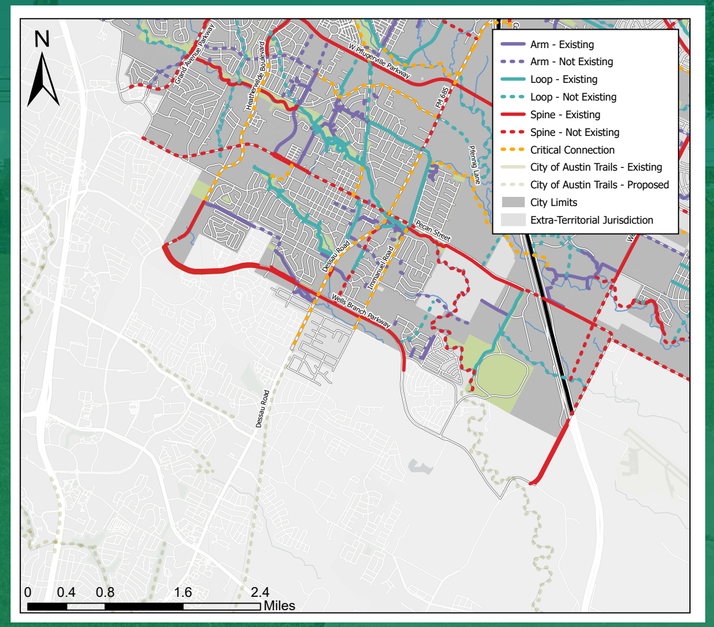
The facility types matrix serves as a guide for installing pedestrian and bicyclist facilities. It can be used to select appropriate infrastructure for new connections. By considering characteristics such as speed limits and surrounding land usage, projects can utilize the matrix to identify suitable facility types for specific locations. This approach aims to support the City's goal of ensuring that 95% of the population is within a 10-minute walk of a park. This matrix provides general recommendations on facility types to consider; in all cases, engineering judgment should be used in selecting a specific treatment for installation. In addition to the results provided by this matrix, users should consider whether a facility type could present an increased safety risk to pedestrians or bicyclists.

CRITERIA	POSTED SPEED LIMIT	LAND USE CONTEXT	FUNCTIONAL CLASSIFICATION	WIDTH	PRESENCE OF CURB
PEDESTRIAN CROSSING TYPE					
On-Street Bikes - Sharrow	30 mph	Local, Residential	Minor Collector	6 ft	N/A
On-Street Bike Lanes - Bicycle Boulevard	30 mph	Local, Residential	Urban	6 ft	N/A
On-Street Bike Lanes - Wide Shoulder	30 mph	Agricultural	Minor Collector	6 ft	N/A
On-Street Bike Lanes - Buffered	30 mph	Commercial	Arterial, Major Collector	8 ft	N/A
On-Street Bike Lanes - Separated	35 mph	Commercial	Arterial, Major Collector	6 ft	N/A
Shared Use Path (SUP)	> 35 mph	Local, Residential	Arterial, Urban	11 ft	Highly Recommended
Unpaved Trails	N/A	N/A	N/A	6 ft	N/A
Sidewalk	N/A	Local, Residential	All	6 ft	Highly Recommended

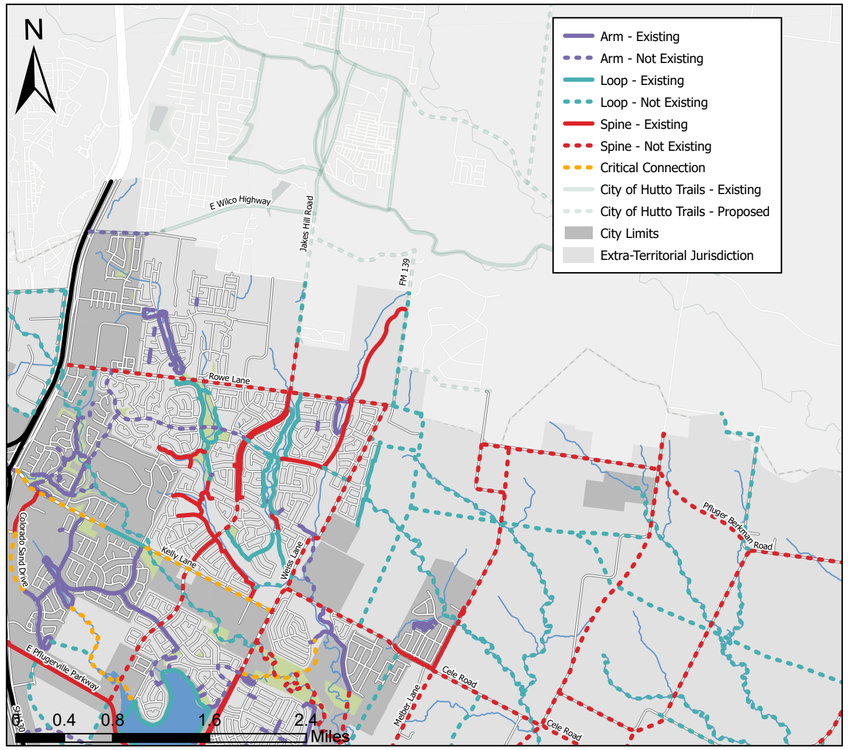
REGIONAL ALIGNMENT

The updated trails plan for the City of Pflugerville was designed to enhance connectivity with the trail systems for neighboring jurisdictions. During the Trail Plan development, existing Trail Plans from Travis County, the City of Austin, the City of Hutto, the City of Round Rock, and the City of Manor were reviewed to ensure regional alignment. The updated Trails Plan establishes connections to existing and proposed trails in neighboring jurisdictions. This provides trail users with greater accessibility and access across jurisdictional boundaries.

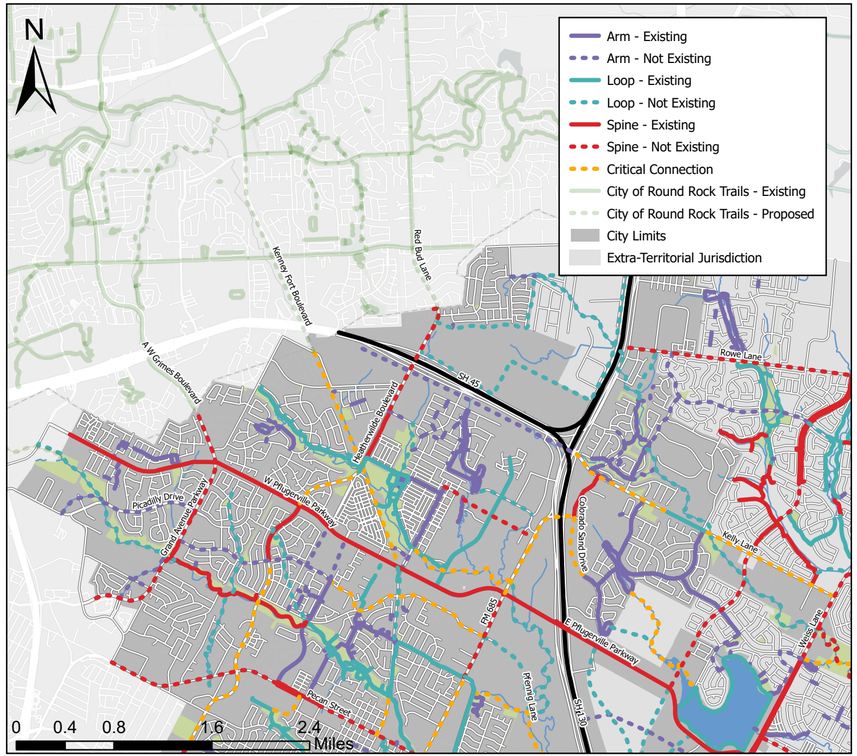
AUSTIN TRAIL CONNECTION

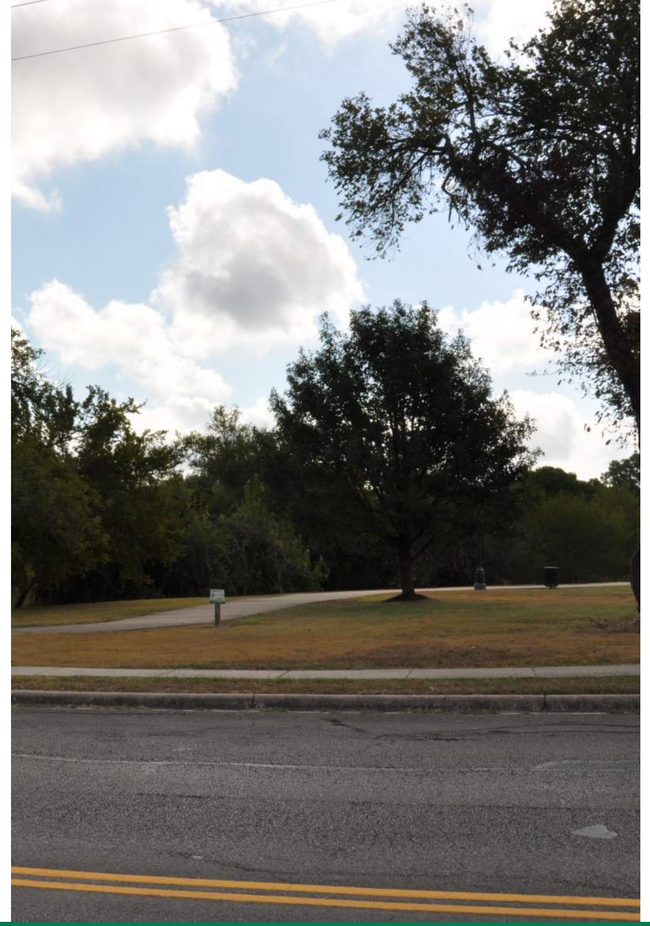


HUTTO TRAIL CONNECTION



ROUND ROCK TRAIL CONNECTION





ADDRESSING SAFETY

As Pflugerville continues to grow, ensuring pedestrian and bike safety is critical for fostering a vibrant and connected community. Safe streets and pathways allow residents to choose walking or cycling as modes of transportation. Prioritizing safety reduces the risk of accidents and encourages outdoor activity by making public spaces accessible to everyone, including children, seniors, and people with disabilities. When safety measures such as well-lit crosswalks, protected bike lanes, and traffic-calming features are in place, the City becomes a more welcoming environment for all users.

CHAPTER 5

PFINDING PLACES (10- MINUTE NEIGHBORHOODS)

PFINDING PLACES: 10-MINUTE NEIGHBORHOODS

Pflugerville's Comprehensive Plan, known as Aspire Pflugerville 2040, introduced the concept of "10-minute neighborhoods" to shape the future growth and identity of Pflugerville. "10-minute neighborhoods," among other goals, aim to enhance walkability and provide easy access to a variety of land uses, ensuring that residents can reach goods, services, and employment within a short distance. It serves as a guide for neighborhood planning and design, emphasizing the development of land in ways that promote shorter trips and reduce reliance on personal automobiles.

To illustrate this concept, think about how these Pflugerville community members may get around:

- A 10-year-old trying to get home from school
- A 16-year-old without a car trying to get home from their job at night
- A wheelchair-bound resident trying to go out for dinner
- An out-of-town family member visiting for the holidays without a car
- A family cooking dinner who realize they need a quick trip to the store

In each of these cases, these community members need a way to get around without depending on arterial streets or without depending on automobiles at all. These ways can include trails, connected sidewalks, and connected local streets and collectors.

To help achieve these goals, development standards should include trails and SUP connectors through greenways, integrating multimodal network design into overall transportation planning. Furthermore, standards should be strengthened to ensure neighborhoods have multiple routes for both vehicles and pedestrians, and that local streets are extended into new developments. This approach supports a land use and development pattern that enhances access and connectivity, allowing residents to reach essential goods, services, and amenities with less reliance on automobiles.

Neighborhoods that are renowned for being walkable have a few features that set them apart. These features include a strong pedestrian network with traffic calming, active streets, and inclusive design. Pedestrian-friendly streets prioritize the pedestrian by slowing down vehicular traffic and focusing on the needs of the pedestrian. Lighting, wide sidewalks for multiple users, and other amenities like benches and shade structures make the pedestrian experience much more comfortable. The image to the right shows the features of a 10-minute neighborhood.

10-MINUTE NEIGHBORHOOD FEATURES

10-MINUTE NEIGHBORHOOD
PROJECTS

The MMP aims to implement the vision of 10-minute neighborhoods by creating a comprehensive, multimodal transportation system.

In the revised trails plan, critical connections have been identified to enhance accessibility throughout the City of Pflugerville. These essential links bridge existing trails to key urban destinations such as schools, grocery stores, parks, and other community hubs. By integrating these critical connections, the plan aims to facilitate seamless and convenient access for residents, encouraging walking and cycling as viable transportation options. The map below illustrates these critical connections within the overall trail network, highlighting their strategic locations to promote a more accessible and connected community.

VEHICLE CONNECTIONS

See the two example route options to the right. The top image shows an example where homes along five neighborhood streets all funnel through one connection point to the broader network at Kennemer Drive. If there are any delays or issues at this intersection, there are no alternative routes to exit the neighborhood.

Alternatively, the image to the right at the bottom shows an example where each street in the downtown district intersects with the others, creating a grid with a large number of connection options. If there are any delays or issues at an intersection, there are multiple alternative routes available.

The image below shows an example of where a minor road connection can increase connectivity from the neighborhood to the local retail lessoning the need for local trips to use the arterial road network.

ROUTE OPTIONS

VS

MULTIMODAL CONNECTIONS

The image below on the left shows a good example near Pflugerville High School where the existing trail network provides easier access from the neighborhood to the school than the roadway network is able to provide. This provides more options for school students in this neighborhood to travel, including those without a car or who feel unsafe walking directly along a roadway. This also relieves congestion on the roadway network if people are provided and choose to use alternative modes of travel.

VEHICLE OPTION FOOT OPTION

The image above shows an example of connections to the existing trail network that would increase connectivity through neighborhoods near Lake Pflugerville and to the park.

The image to the left shows an example of a crossing point that would increase neighborhood access to commercial areas.

CHAPTER 6

FUNDING

FUNDING

Funding is the final major component of the overall MMP blueprint for Pflugerville's future transportation network. This chapter outlines the sources of funding available for trails and mobility projects and how this funding has been prioritized for MMP-identified projects.

FUNDING SOURCES

A variety of strategic partners and funding sources are available to the City of Pflugerville to implement the projects, policies, and goals of this Mobility Master Plan. These partner agencies can provide valuable support in securing funding for projects within Pflugerville's mobility network. These partners span all levels of government, from federal to local. The City of Pflugerville primarily utilizes the Capital Improvement Plan (CIP) funding but has received a Highway Safety Improvement Program (HSIP) grant for Applewood/FM 685 and a Safe Streets and Roads for All (SS4A) grant. Some of Pflugerville's primary mobility partners include:

US Department of Transportation (USDOT)/Federal Highway Administration (FHWA)
Texas Department of Transportation (TxDOT)
Capital Area Metropolitan Planning Organization (CAMPO)
Travis and Williamson Counties
Local Developers

FEDERAL FUNDING

The U.S. Department of Transportation (USDOT) and the Federal Highway Administration (FHWA) offer several grant funding opportunities to cities to support investments in mobility and safety. These grants serve various stages of mobility projects from planning to design to construction. In addition to opportunities available from USDOT and FHWA, other federal level grants and match programs are available to fund multimodal transportation projects identified in this MMP.

FHWA GRANTS
Highway Safety Improvement Program (HISP)
Transportation Alternatives Set-Aside Program (TASA)
Advanced Transportation Technologies and Innovative Mobility Deployment
Safe Streets and Roads for All (SS4A)
Congestion Mitigation and Air Quality Improvement Program

USDOT GRANTS
RAISE Discretionary Grants
BUILD Grants (Previous Iterations: TIGER or RAISE grants)

OTHER FEDERAL GRANTS
Land and Water Conservation Fund Outdoor Recreation Legacy Partnership (LWCF) – City Parks Alliance and Land and Water Conservation Fund
Community Development Block Grants – US Housing and Urban Development (HUD)
Resilient Communities – National Fish and Wildlife Foundation

STATE FUNDING

The Texas Department of Transportation (TxDOT) is a critical partner for supporting Pflugerville's mobility network. TxDOT maintains several key arterials in the network, including FM 685 (Dessau Road) and FM 1825 (Pecan Street), so ongoing coordination with the agency is critical to advance transportation needs. TxDOT offers various grant programs designed to assist local governments, either by matching local funding or providing direct financial support for transportation projects, which Pflugerville should explore.

Local Government Assistance Programs (City and County Roads)
Traffic Safety Grants (funded by the National Highway Traffic Safety Administration and administered through TxDOT)
State Infrastructure Bank

REGIONAL FUNDING

The Capital Area Metropolitan Planning Organization (CAMPO) offers various funding opportunities for transportation projects within its six-county region. CAMPO will have occasional calls for projects and select projects for funding based on scoring criteria, including project readiness, planning factors, and cost/benefit analysis.

CAMPO also administers competitive funding programs like the Transportation Alternative Set-Aside (TASA), the Carbon Reduction Program (CRP), and Transportation Development Credits (TDCs). TASA is funded by FHWA and supports projects for non-motorized users. CRP is funded by FHWA and supports projects which reduce transportation-related greenhouse gas emissions. TDCs are a federal financing tool that allows the non-federal share of a project's cost to be met through a "soft match." This mechanism offers greater flexibility in state and local transportation programs by enabling funds designated for local match requirements to be reallocated to other transportation-related expenses.

Travis County manages its own project funding, which includes several projects in Pflugerville's ETJ. For example, the 2023 Travis County Bond election included $233,060,000 of road bonds as part of Proposition A including Cameron Road from Pecan Street to Fuchs Grove Road, Rowe Lane from SH130 to Hodde Lane, and Jesse Bohls Road from Weiss to Cameron Road.

FUNDING OPPORTUNITES

The City of Pflugerville has multiple local funding mechanisms available to support identified transportation projects.

The annual current maintenance budget is funded by the General Fund. Unlike water and wastewater, streets do not have a dedicated enterprise fund. Cities in Texas have begun to implement a enterprise fund (Street Maintenance Fee) to cover the necessary funding needs for their roadway infrastructure. This fee typically appears on the water bill and ties directly to the projects identified in the City's System Operations Plan.

Property taxes
Capital Improvements Program (CIP)
City bond program
Special Districts like Public Improvement Districts (PID), Tax Increment Finance (TIF) or Tax-Increment Reinvestment Zones (TIRZ)
Dedicated street enterprise fund (Street Maintenance Fee) to cover the necessary funding needs for their roadway infrastructure and ties directly to the projects identified in the maintenance plan.

DEVELOPER CONTRIBUTIONS

As Pflugerville continues to develop, funding opportunities are available through developer contributions. These contributions can fund a variety of mobility improvements, including streets, intersections, sidewalks, and trails. These developer contribution systems are already in place and should continue to be utilized as development progresses.

Developer constructed improvements	Park Development Fees
Roadway Impact Fees	Development Agreements
Traffic Impact Analyses	

PROJECT LIST

Projects were identified from a variety of sources, including input from City staff, input from the project Advisory Committee, and public feedback. Projects were selected based on their potential ability to achieve MMP goals, including addressing safety, improving connectivity and level of service, and providing travel options. Not all projects identified as part of the existing Pflugerville CIP are included, since funding is already allocated and prioritized for those projects.

Projects can be funded through various methods such as developers or the Capital Improvement Plan (CIP). This includes projects such as roadway improvements, park developments, and utility upgrades. These projects are funded through a combination of sources including city bonds, state and federal grants, and developer contributions. Each project is designed to meet the community's needs, with significant planning and public input involved in the process. The projects identified in the MMP are identified in addition to the approved CIP.

Projects identified as part of this planning process can be categorized as roadway, intersection, and trails projects. These projects are detailed in the tables below in alphabetical order, without prioritization.

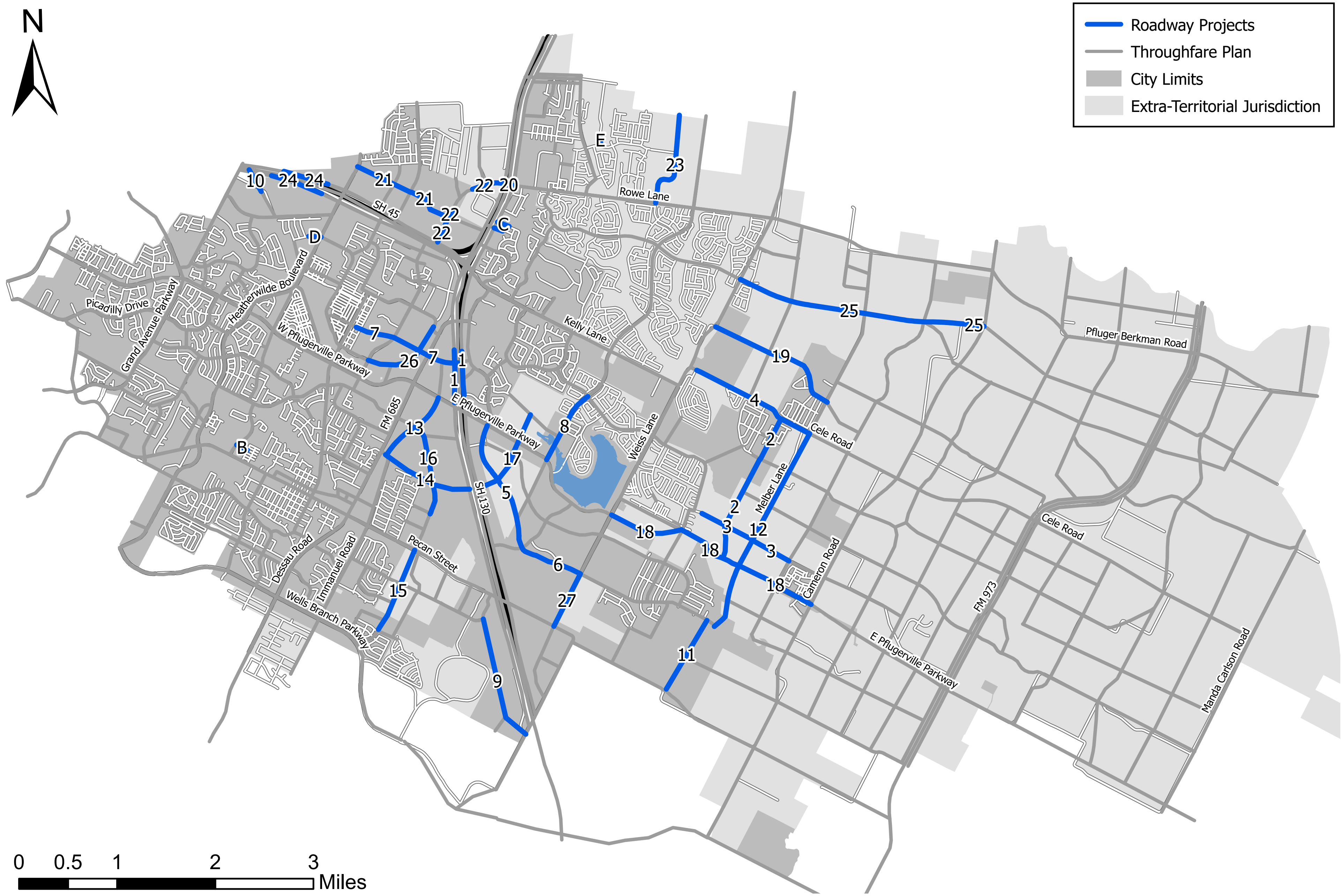
ROADWAYS

PROJECTS LISTED ALPHABETICALLY. LIST ORDER DOES NOT IMPLY PRIORITY.

NAME	MAP REFERENCE	FUNCTIONAL CLASSIFICATION	DESCRIPTION	LENGTH (MI)	MOBILITY IMPROVEMENT
SH 130 Ramp Reversals	1	Freeway	New Roadway	-	Provides additional entrances and exits from SH 130
Ariel Elena Way Extension (Cele Road to Steger Lane)	2	Minor Collector	New Roadway	1.56	Improves connectivity east of SH 130
Bassano Avenue Extension (Aventura Avenue to Jesse Bohls Drive)	3	Minor Collector	New Roadway	0.99	Improves connectivity east of SH 130
Cele Road S-Curve & Road Widening	4	Arterial	New Roadway	1.33	Provides addition lanes
Colorado Sand Drive (Pflugerville Parkway to Balaton Boulevard)	5	Urban	New Roadway	1.53	Connection to East Pflugerville Parkway

Colorado Sand Drive Phase 2	6	Minor Collector	New Roadway	0.49	Connection to Weiss Lane
Geraldine Road	7	Minor Collector	New Roadway	1.11	Connection to SH 130
Hidden Lake Drive Extension (Texel to Existing Terminus)	8A	Arterial	New Roadway	0.49	Provides connection to East Pflugerville Parkway
Hidden Lake Drive Extension (Existing Terminus to Pflugerville Parkway)	8B	Arterial	New Roadway	0.29	Provides connection to East Pflugerville Parkway
Impact Way Extension	9	Major Collector	New Roadway	1.29	Provides connection to Cameron Road
Meister / Kenney Fort Extension	10	Arterial	New Roadway	0.25	Provides connectivity from Pflugerville to Round Rock
Melber Lane (Cameron Road to Pleasanton Parkway)	11	Arterial	New Roadway	0.81	Improves connectivity east of SH 130
Melber Lane (Cameron Road to Pleasanton Parkway)	12	Arterial	New Roadway	2.21	Improves connectivity east of SH 130
Old Austin Hutto Road Extension	13	Major Collector	New Roadway	0.80	Connection to East Pflugerville Parkway
Old Austin Hutto Road - SH 130 Connection	14	Urban	New Roadway	0.95	Provides access to SH 130 from FM 685
Pfenning Lane Extension (Pecan to Wells Branch)	15	Major Collector	New Roadway	0.89	Provides connection between Pecan Street and Wells Branch Parkway
Pfenning Lane Extension (to Pecan)	16	Arterial	New Roadway	0.94	Provides alternate connection between FM 685 and Pecan Street
Pflugerville Parkway - SH 130 Connection	17	Urban	New Roadway	0.68	Provides additional connection to SH 130 from East Pflugerville Parkway
Pflugerville Parkway Extension	18	Arterial	New Roadway	2.28	Extends Pflugerville Parkway east of Weiss Lane
Phelps Drive Extension (Hodde Lane to Melber Lane)	19	Arterial	New Roadway	1.46	Improves connectivity east of SH 130
Rowe Lane Bridge	20	Minor Collector	New Roadway	0.97	Provides alternate route across SH 130
Rowe Lane (north of SH 45)	21	Arterial	New Roadway	1.08	Provides alternate route to development north of SH 45
Rowe Lane Extension (west of SH 45)	22	Minor Collector	New Roadway	0.68	Provides connection from Rowe Lane to SH 45
Martin Lane	23	Minor Collector	Cross Section Update	1.34	Provides connection to East Wilco Highway
SH 45 Frontage Road	24	Frontage Road	New Roadway	1.01	Connects existing SH 45 Frontage Road
Speidel Drive Extension (Weiss Lane to Engelmann Lane)	25	Major Collector	New Roadway	2.53	Improves connectivity east of SH 130
Terrell Lane Extension	26	Major Collector	New Roadway	0.86	Additional connection to Stone Hill Town Center
Weiss Lane (Pleasanton Parkway to Pecan Street)	27	Arterial	Widening	0.59	Additional lanes along Weiss Lane
Copper Point Cove Connection	A	Critical Connection	Critical Connection	0.09	Provides neighborhood connection to SH 130
Lincoln Avenue Connection	B	Critical Connection	Critical Connection	0.12	Provides connection to Swenson Farms Boulevard
Tranquility Lane Connection	C	Critical Connection	Critical Connection	0.13	Provides neighborhood connection to SH 130
Valjean Drive Connection	D	Critical Connection	Critical Connection	0.13	Provides connection from Heatherwilde Boulevard to Valjean Drive
Greenridge Dr Connection	E	Critical Connection	Critical Connection	0.06	Provides neighborhood connection options to wind vane drive

ROADWAY PROJECTS



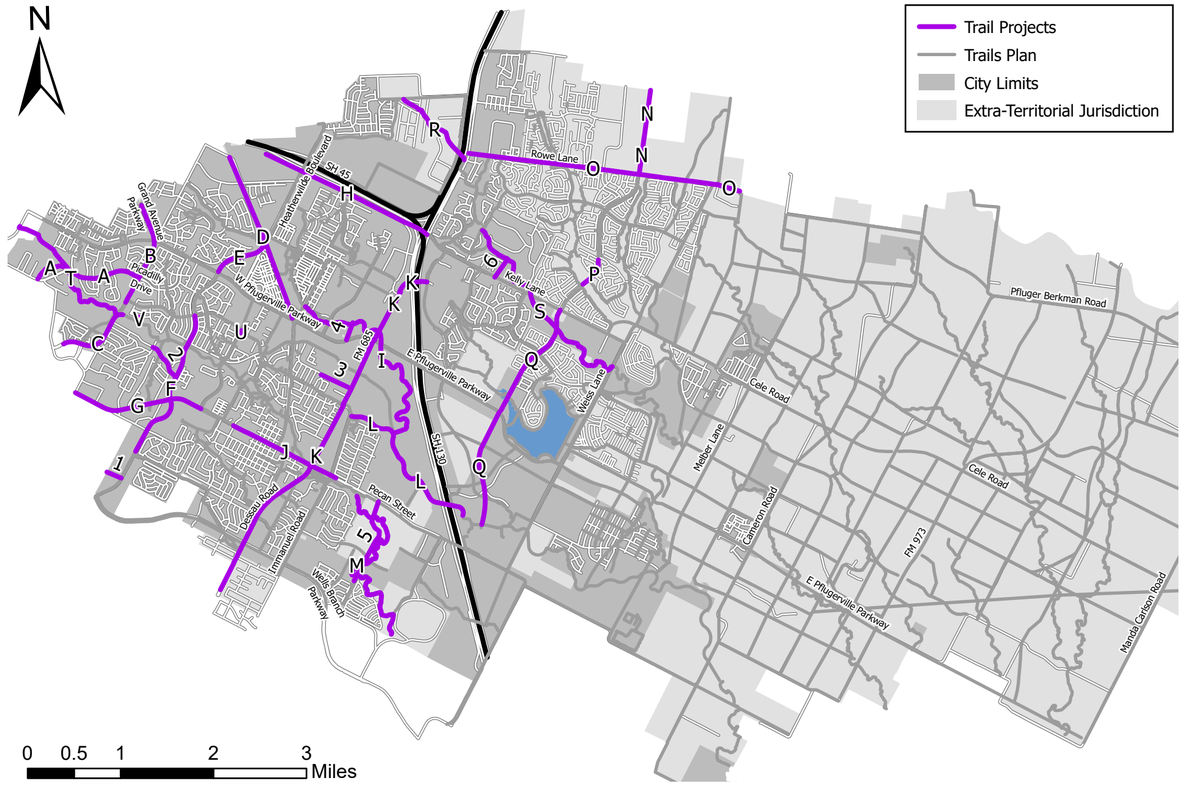
TRAILS

PROJECTS LISTED ALPHABETICALLY. LIST ORDER DOES NOT IMPLY PRIORITY.

MAP REFERENCE	NAME	FUNCTIONAL CLASSIFICATION	DESCRIPTION	LENGTH (MI)
A	Picadilly Trail	Arm	Trail	1.17
B	Grand Ave Parkway Trail (northward)	Spine	Trail	1.14
C	Grand Ave Parkway Trail (southward)	Spine	Trail	0.76
D	Railroad Trail	Spine	Trail	1.86
E	Heatherwilde Trail (Segment 1)	Spine	Trail	0.57
F	Heatherwilde Trail (Segment 2)	Spine	Trail	1.68
G	Pecan Street Trail (westward)	Spine	Trail	1.43
H	SH 45 Trail	Arm	Trail	1.94
I	Kingston Lacy Trail	Loop	Trail	2.63
J	Pecan Street Trail (eastward)	Spine	Trail	1.25
K	FM 685 Trail	Spine	Trail	4.15
L	Heritage Park Trail Extension	Spine	Trail	1.83
M	Pecan Park Trail Extension	Spine	Trail	2.61
N	Jakes Hill Trail (Segment 1)	Spine	Trail	0.90
O	Jakes Hill Trail (Segment 2)	Spine	Trail	2.93

P	Hidden Lake Trail (Segment 1)	Spine	Trail	0.33
QA	Hidden Lake Trail (Segment 2)	Spine	Trail	1.27
QB	Hidden Lake Trail (Segment 3)	Loop	Trail	1.29
R	Panther Drive Trail	Loop	Trail	0.98
S	Black Hawk Trail	Loop	Trail	2.48
T	Gilleland Creek Trail Extension	Spine	Trail	1.69
U	Swenson Farms Trail Extension	Arm	Trail	0.02
1	Falkland Trace Shared Use Path Connection	Shared Use Path Connection	Trail	0.17
2	Framingham Circle Shared Use Path Connection	Shared Use Path Connection	Trail	0.42
3	Milton Cove Shared Use Path Connection	Shared Use Path Connection	Trail	0.35
4	Pflugerville Parkway Shared Use Path Connection	Shared Use Path Connection	Trail	0.20
5	Ollie Briar Shared Use Path Connection	Shared Use Path Connection	Trail	0.97
6	Sotogrande Drive Shared Use Path Connection	Shared Use Path Connection	Trail	0.23
V	Windermere Park Trail Extension	Arm	Trail	0.04

TRAIL PROJECTS



INTERSECTIONS

PROJECTS LISTED ALPHABETICALLY. LIST ORDER DOES NOT IMPLY PRIORITY.

MAP REFERENCE	PROJECT ID	NAME	DESCRIPTION
I - 1	I - 5	CR 138 & Derby Day Avenue	Traffic Signal Installation
I - 2	I - 13	FM 685 & Copper Mine Drive	Intersection Control Evaluation (ICE) Analysis & Intersection Control Redesign
I - 3	I - 6	FM 685 & CR 138 Intersection Improvements	Turn Lane Installation
I - 4	I - 1	FM 685 & Kelly Lane	Intersection Control Evaluation (ICE) Analysis & Intersection Control Redesign
I - 5	I - 18	FM 685 & Pecan Street	Intersection Control Evaluation (ICE) Analysis & Intersection Control Redesign
I - 6	I - 16	FM 685 & Pfennig Lane	Turn Lane Installation
I - 7	I - 15	FM 685 & Pflugerville Parkway	Intersection Control Evaluation (ICE) Analysis & Intersection Control Redesign
I - 8	I - 17	FM 685 & Split Oak Drive	Turn Lane Installation
I - 9	I - 14	FM 685 & Town Center Drive	Turn Lane Installation
I - 10	I - 19	FM 685 & Wells Branch Parkway	Turn Lane Installation
I - 11	I - 21	Grand Ave Parkway & Edgemere Drive	SPICE Analysis & Left Turn Treatment
I - 12	I - 20	Heatherwilde & Pflugerville Parkway	SPICE Analysis & Left Turn Treatment
I - 13	I - 9	Pecan Street & S 1st Street	Pedestrian Crossing & Warning
I - 14	I - 8	Pecan Street & S 4th Street	Pedestrian Crossing & Warning
I - 15	I - 10	Pecan Street & Wren Avenue	Pedestrian Crossing & Warning
I - 16	I - 22	Pfluger Farm Lane & Pflugerville Parkway	Intersection Control Evaluation (ICE) Analysis & Intersection Control Redesign
I - 17	I - 4	Pflugerville Parkway & Becker Farm Road	Turn Lane Installation
I - 18	I - 2	Railroad Avenue & Main Street	Roundabout Installation
I - 19	I - 12	Schultz Lane & AW Grimes Boulevard	SPICE Analysis & Left Turn Treatment
I - 20	I - 11	Settlers Valley Drive & 10th Street	Intersection Control Evaluation (ICE) Analysis & Intersection Control Redesign
I - 21	I - 3	Weiss Lane & Via Sorento Way	Pedestrian Hybrid Beacon
I - 22	I - 7	Wells Branch Parkway & Settlers Valley Drive	Intersection Control Evaluation (ICE) Analysis & Intersection Control Redesign

INTERSECTION PROJECTS

Projects from each category were prioritized based on goal-serving criteria. Criteria were identified and prioritized based on several sources, including:

- MMP Advisory Committee
- CAMPO Project Prioritization Criteria for project selection
- Pflugerville adopted TMP Prioritization Criteria
- Staff feedback

The result of the ranking system reflects a greater weight or priority for projects that addressed the top mobility priorities identified. Each category and the specific Measures of Effectiveness (MOEs) associated with each are described in detail on the following pages.

ROADWAYS

ENHANCE USER SAFETY (20/100)

The Safety measure prioritizes projects that address known and potential future safety issues based on crash history and known safety concerns.

- Five-year collision rate
- Five-year crash severity
- Safety issues

FEASIBILITY (20/100)

The Feasibility measure prioritizes projects that are closer to shovel-ready conditions based on a lack of feasibility issues.

- Floodplain
- ROW concerns

CONGESTION (10/100)

The Congestion measure prioritizes projects that relieve capacity constraints and travel time issues for the vehicular roadway network.

- Functional classification
- Future model volume to capacity (v/c) ratio
- Vehicular capacity
- Growth potential for existing corridor

CONNECTIVITY (35/100)

The Connectivity measure prioritizes projects that have the highest impact to increased connectivity.

- Local destinations
- Facility connectivity
- Local connectivity
- Bicycle and pedestrian mobility
- Connected network
- Alternative routes
- Gap closures

MEETS COMMUNITY NEEDS (15/100)

The Community Needs measure prioritizes projects that had significant community support.

- Community Support

INTERSECTIONS

ENHANCE USER SAFETY (30/100)

The Safety measure prioritizes projects that address known and potential future safety issues based on crash history and known safety concerns.

- Five-year collision rate
- Five-year crash severity
- Pedestrian or bicycle improvements
- Pedestrian or bicycle collision history

TRAFFIC FLOW AND CONGESTION RELIEF (25/100)

The Traffic Flow and Congestion Relief measure prioritizes projects that relieve capacity constraints and travel time issues for the vehicular roadway network.

- Current Traffic Volumes

CONNECTIVITY AND ACCESSIBILITY (30/100)

The Connectivity and Accessibility measure prioritizes projects that have the highest impact to increased connectivity.

- Improvement of network connectivity

ENVIRONMENTAL AND COMMUNITY IMPACT (15/100)

The Environmental and Community Impact measure prioritizes projects that have limited environmental impacts and had significant community support.

- Community support

TRAILS

SAFETY (25/100)

The Safety measure prioritizes projects that address known and potential future safety issues.

- Safety improvements
- History of incidents

CONNECTIVITY (25/100)

The Connectivity measure prioritizes projects that have the highest impact to increased connectivity.

- Network integration
- Cross Zone Trail Travel

DEMAND AND USAGE (17/100)

The Demand and Usage measure prioritizes projects that have community support and high projected demand.

- Current and projected usage
- Public support

ENVIRONMENTAL IMPACT (8/100)

The Environmental measure prioritizes projects that have limited environmental impacts.

- Interactions with environmentally sensitive areas

EQUITY AND ACCESSIBILITY (15/100)

The Equity and Accessibility measure prioritizes projects that improve access for underserved communities and people with disabilities.

- Increased access for underserved communities

IMPLEMENTATION FEASIBILITY (10/100)

The Implementation Feasibility measure prioritizes projects that are closer to shovel-ready conditions based on a lack of feasibility issues.

- Technical feasibility

CHAPTER 7

PFRAMEWORK & POLICY

PFRAMEWORK & POLICY

The Pflugerville Mobility Master Plan envisions a multimodal transportation network that enhances safety, connectivity, and resiliency. The recommended projects in the MMP were carefully selected and ranked to foster a balanced mix of transportation modes that align with the plan's vision. Furthermore, policy recommendations from this chapter provide the framework to put these project recommendations and goals in place.

Unforeseen circumstances might require amendments to this plan. City Staff has the authority to make modifications to this plan over the next several years. Project and policy elements of the Pflugerville MMP should be evaluated by staff on an annual basis based on development trends, and sections should be updated if warranted. Formally, the MMP should be fully updated approximately every five years with the Roadway Impact Fee.

EXISTING TRANSPORTATION POLICIES

STATE AND REGIONAL TRANSPORTATION POLICIES

A large number of planning and policy documents influence transportation policy at a statewide and regional level. Some of the most relevant documents are summarized below:

DOCUMENT	DESCRIPTION
TxDOT Texas Transportation Plan 2050	The Texas Transportation Plan 2050 is a long-term transportation plan that outlines the state's vision for transportation infrastructure and services over the next 30 years. This plan will have a significant impact on Pflugerville's transportation system as the City continues to grow. By aligning with the goals and objectives of the Texas Transportation Plan 2050, Pflugerville can ensure a coordinated and efficient approach to improving transportation infrastructure, reducing congestion, and enhancing mobility for its residents particularly on the state's system. The plan's goals and objectives provide a framework for guiding transportation planning efforts at the state level, prioritizing investments, and promoting collaboration between different cities and regions to create a more connected and seamless transportation network across Texas.
CAMPO 2045 Regional Transportation Plan	The Capital Area Metropolitan Planning Organization's (CAMPO) 2045 Regional Transportation Plan (RTP) is the agency's current long-range transportation plan, which is updated every five years. CAMPO is currently updating this plan to the planning horizon of 2050. This plan serves the purpose of coordinating regional transportation planning activities, creating a prioritized list of projects, activities, and programs, and estimates the region's funding capacity for transportation projects based on a fiscal constraint analysis. The plan is multimodal by nature and includes not only roads and highways, but transit, walking, and biking. CAMPO's goals and objectives for the plan are heavily tied to federal and state goals and objectives, with a focus on Safety, Mobility, Stewardship, Economy, Equity, and Innovation.
CAMPO Active Transportation Plan	The 2045 Regional Active Transportation Plan prioritizes the development of a safe and efficient network of bicycle and pedestrian facilities for the 6 counties of the CAMPO region. The plan includes an inventory of existing bicycle and pedestrian facilities, a needs assessment, and an implementation plan with project priorities and priority networks within the region. The plan is the culmination of the efforts started with the Step It Up!: Walkability Action Institute - Action Plan and a first-of-its kind effort for the region.

STATE AND REGIONAL TRANSPORTATION POLICIES CONTINUED

DOCUMENT	DESCRIPTION
CAMPO Transit Study	The 2045 Regional Transit Study was developed by CAMPO to evaluate and address long-term transit needs for the six-county region surrounding Austin, Texas. The study covers the areas outside of the Capital Metropolitan Transportation Authority's (CapMetro) service area and aims to create a comprehensive and adaptable transit plan for the growing Central Texas region, looking ahead to the year 2045. Pflugerville is discussed in relation to Project Connect, a long-term transit vision that includes potential future transit expansions. Specifically, the Regional Transit Study includes options like express bus services and the possibility of extending MetroRapid services north of Austin to Pflugerville, Round Rock, and Georgetown. The study also identifies Pflugerville as one of twelve priority locations for park-and-ride facilities.
Travis County Transportation Blueprint	The Travis County Transportation Blueprint (Blueprint) was established July 16, 2019 and guides transportation planning for the unincorporated county through 2045. The Blueprint feeds into the CAMPO 2045 Regional Transportation Plan and will be updated by the county every 5 years. It identifies transportation needs and prioritizes solutions for the unincorporated areas of the County over the next 30 years.
Williamson County Long-Range Transportation Plan	Williamson County adopted a Long-Range Transportation Plan in 2009, with amendments made in 2016, to coordinate mobility and connectivity to accommodate projected increases in population and vehicles over the next 25 years. The plan results in 100 miles of new roadways and 250 miles capacity increases, resulting in a total cost of $2.2 billion (in 2009 dollars). The CAMPO 2030 model was updated to create a model for needs analysis for a number of scenarios. Recommendations were made that resulted in projects to be developed between 2016 and 2035.
Williamson County Comprehensive Parks Master Plan	Williamson County released an updated Comprehensive Parks Master Plan in 2018. The plan includes 4 key implementation focus areas: a regional trail plan, park system expansion, parkland improvements, and operation and maintenance. The vision statement of the plan seeks to provide parks and trails for Williamson County that allow for conservation and education, as well as to partner with cities to establish a regional, connected trail system. The guiding principles that pertain to the trail system include prioritizing conservation of natural/sensitive lands and partnering with municipalities to create a regional trail plan that connects population centers with regional destinations.
MoKan/Northeast Subregional Plan	The 2019 MoKan/Northeast Subregional Plan, created by CAMPO, establishes the MoKan corridor and is intended to support local project development that addresses pedestrian, bicycle, private automobile, and regional transit. The Plan suggests a series of concepts for multimodal and transportation improvements along the MoKan corridor, a 27-mile stretch between Georgetown and Austin that also includes the shared-use trail in Pflugerville adjacent to Railroad Avenue.

LOCAL TRANSPORTATION POLICIES

Many of the planning documents included in the Review of Existing Plans section of the introduction have transportation polices which are in effect today. A summary of these transportation policies is below.

CITY OF PFLUGERVILLE CODE OF ORDINANCES (1993)

A collection of laws and regulations to provide for the future progress of the City of Pflugerville. The ordinances include a variety of topics including traffic codes and land uses.

EXISTING TRANSPORTATION POLICIES IN EFFECT

TITLE VII: TRAFFIC CODE

All signs, signals, markings, etc must conform to Texas Manual and Texas Transportation Code.

Work on or adjacent to the right-of-way should consult the Transportation Mobility Plan.

TITLE IX: GENERAL REGULATIONS

Prohibits motorized vehicles on the city trail system except for emergency or trail maintenance.

ENGINEERING DESIGN MANUAL (2014)

A design manual that establishes a standard for engineering practices and minimum engineering criteria within the City of Pflugerville and its extraterritorial jurisdiction.

EXISTING TRANSPORTATION POLICIES IN EFFECT

SECTION 2 - STREETS

Curbs, signs, and markings required and conform to Texas Manual on Uniform Traffic Control Devices for Streets and Highways.

Street design requirements including width, lanes, speed, curve radius, max grade, etc.

SECTION 3 – SIDEWALKS, PEDESTRIAN AND BICYCLE FACILITIES

Sidewalks required on both sides of every street, with curb ramps at every vehicle stop.

Residential sidewalks minimum width of 5 feet.

Commercial sidewalks minimum width of 6 feet.

Light or control device required for trail crossings of large streets.

LOCAL TRANSPORTATION POLICIES CONTINUED

UNIFIED DEVELOPMENT CODE (2015)

A regulating document for development in the City of Pflugerville. It contains zoning, site design, and subdivision regulations necessary for implementing the vision of the community as reflected in the comprehensive plan.

EXISTING TRANSPORTATION POLICIES IN EFFECT

10.3 PEDESTRIAN MOBILITY

Sidewalks must extend entire length of development frontage along public streets.

Sidewalks along TxDOT roadways require TxDOT approval.

Sidewalks must connect to adjacent sidewalks, parking, and primary entrances, and be designed to allow connection with future sidewalks.

Non-residential sidewalks must be 6 feet wide.

Sidewalks must provide all residential areas w/ direct access to all neighborhood facilities: schools, parks, playgrounds, churches, shopping centers.

Pedestrian and bicycle facilities required according to Comprehensive Master Plan.

Trails along streets require 10 feet widening of right-of-way.

Trails must be 10 feet wide concrete or brick and provide distinct walking and cycling options in addition to sidewalks.

Residential blocks longer than 1,000 feet must have a hike and bike trail throughout the middle with minimum 10 feet width.

10.7 BICYCLE FACILITIES

Bike facilities to be separated from motor vehicle parking by at least 3 feet.

ASPIRE PFLUGERVILLE 2040 COMPREHENSIVE PLAN (2022)

A planning document that outlines the City of Pflugerville's goals and objectives over the next 20 years. Aspire 2040 analyzes the details of Pflugerville's existing and future land use, parks and recreation, economic development, transportation and mobility strategies, city services and facilities, and neighborhood vitality.

EXISTING TRANSPORTATION POLICIES IN EFFECT

Develop new and strengthen existing pedestrian amenities.

Develop 10-minute neighborhoods.

Enhance major corridors.

Focus on sidewalk connectivity.

Increase trails within the parks system and continue to acquire land to accommodate a larger trail system.

Invest in and support the regional partnerships and efforts of the Transportation Master Plan to advance the mobility network in the City and beyond.

PARKS, RECREATION, & OPEN SPACE MASTER PLAN (2023)

A comprehensive guide for parks, recreation, aquatic facilities, programs and services throughout Pflugerville in consideration of current and anticipated future needs and trends. The plan analyzes current facilities and census data projections for the next 10 years to provide recommendations to help guide the community's future.

EXISTING TRANSPORTATION POLICIES IN EFFECT

Goal 3 expresses a desire for a multi-modal network of trails that links homes, parks, schools, and other land uses across the City for bicycles and pedestrians.

Walking trails must be granite, concrete, or asphalt with a minimum of ¼ mile length and 6 feet width, with a number of loops.

DOWNTOWN STREETSCAPE MASTER PLAN (2024)

A comprehensive guide for parks, recreation, aquatic facilities, programs and services throughout Pflugerville in consideration of current and anticipated future needs and trends. The plan analyzes current facilities and census data projections for the next 10 years to provide recommendations to help guide the community's future.

EXISTING TRANSPORTATION POLICIES IN EFFECT

Reduce vehicular travel lane widths.

Improve traffic controls.

Expand pedestrian network.

Enhance pedestrian safety.

Expand bicycle network.

Acquire additional ROW.

UPDATES AND AMENDMENTS TO CITY POLICIES

Based on the analysis, input, and goals that make up the MMP, some of the existing policies are recommended to be amended. Recommended amendments to existing policies are described in the table below. Recommended additions to existing policies are described in the section that follows.

DOCUMENT	DESCRIPTION
City of Pflugerville Code of Ordinances (1993)	Provide designation for when low speed vehicles are allowed to use a path.
Engineering Design Manual (2014)	Update street design requirements based on new cross sections identified in the MMP.
	Consider updating traffic impact analysis requirements.
	Include recommendations for an emphasis on safety, connectivity, enhanced intersection design, and ultimate build out of the roadway. Should include pavement design recommendations to maximize life cycle costs.
	Include prescriptions for drought-resistant landscaping and illumination standards.
	Provide information about place making for neighborhoods.
	Provide information about where to place trail amenities.
	Identify when alternative materials may be used in lieu of vegetation within right of way.
Unified Development Code (2018)	Revise trail requirements to be consistent.
	Revise subdivision code requirements to be consistent.
	Consider updating parking minimums to be less stringent.
	Define bike lane and where these on-street facilities are allowed.
	Include prescriptions for drought-resistant landscaping and illumination standards.
	Add neighborhood traffic calming measures.
Aspire Comprehensive Plan (2022)	No recommended changes.
Parks, Recreation, & Open Space Master Plan (2023)	No recommended changes.
Downtown Streetscape Master Plan (2024)	No recommended changes.

ACTION IMPLEMENTATION MATRIX

Beyond the specific roadway, trail, and intersection improvement projects identified throughout this document, the City should implement additional policies, strategies, and actions to help support this plan's overall vision. The following pages provide a detailed list of action items City Staff can use as a toolbox to help guide them to complete the Pflugerville Mobility Master Plan. This action matrix also includes policy recommendations, which should inform all future transportation decisions. The actions are categorized according to the goals of the Mobility Master Plan.

SAFETY

Establish **SAFETY** as the foundation for every project, including a focus on reducing fatalities and severe injuries for all transportation users.

S.1	Develop Safety Action Plan with Safe Streets and Roads for All (SS4A) funding that includes safety coutnermeasures. Safety countermeasures can include both short term "quick wins" and long-term investments in a safer transportation network.
S.2	Monitor high crash intersections and roadway segments as new data becomes available. As new roadway projects are implemented, continue this monitoring so new high crash locations can be identified, and solutions can be determined.
S.3	Implement a standard for using the FHWA Cap-X Intersection Control Evaluation (ICE) and Safety Performance for Intersection Control Evaluation (SPICE) tools when evaluating control for new and retrofitted intersections.
S.4	Implement a standard for using FHWA proven safety countermeasures when evaluating safety improvements for intersections.
S.5	Develop a neighborhood traffic calming toolkit to quickly evaluate and choose safety features for neighborhood-specific concerns like speed and volume.
S.6	Encourage the Pflugerville City Council to adopt a vision statement to strive to eliminate roadway fatalities on Pflugerville's roadway network.
S.7	Apply for federal, state, and regional funding opportunities, including Safe Routes to School funding, to complete the construction of the identified priority pedestrian projects.
S.8	Develop a funding strategy to ensure that all Roadway Plan roadway intersection crossings contain visible crosswalks, working pedestrian push buttons, and ADA accessible curb ramps. Special emphasis should be placed on areas with high pedestrian activity.

S.9	Create a Roadway Safety Task Force that meets to review roadway fatalities and high crash locations. Meetings can be regularly reoccurring or on an as needed basis.
S.10	Establish a physical separation between automotive uses and low speed/bicycle facilities to ensure safe travel, crossing, and connectivity between uses.
S.11	Initiate a neighborhood traffic management/calming program.
S.12	Develop a program that addresses Intersection Safety.
S.13	Coordinate with local schools to develop a Safe Routes to School program.

EFFECTIVE

Deliver an **EFFECTIVE** travel network that relieves congestion, leverages regional partnerships, and prioritizes funding through a Capital Improvement Program.

E.1	Update existing policy and its reference to the 2019 TMP to ensure all references are made to the MMP. This should also include updates and references for development standards and make note of the updated cross sections.
E.2	Implement an internal standard to coordinate with surrounding jurisdictions when implementing projects near the boundary of Pflugerville's limits to connect trails & roads cohesively.
E.3	Dedicate resources for staff to subscribe to updates and attend trainings to stay on top of technology updates that impact transportation.
E.4	Design and configure a small Transportation Management Center to better manage signal and transportation technology operations.
E.5	Perform signal retiming and regular operational evaluations using Signal Performance Measures.
E.6	Develop new and update existing requirements for both roadways and trails in the Design Manual update that align with City priorities, including placemaking, beautification with low maintenance landscaping, establishing shade, lighting along roadways and key trail corridors, inclusion of art into all projects, and wayfinding signage.
E.7	Regularly review the adopted Capital Improvement Plan to ensure project prioritization remains current with the City's needs.
E.8	Partner with neighboring regions to implement initiatives aimed at reducing transportation-related emissions and promoting sustainability.
E.9	Adopt an intersection control evaluation process for intersection configuration selection for new intersections and retrofitted intersections. Consider innovative approaches such as round abouts over traditional intersection controls where safety and efficiency can be achieved.
E.10	Add policy that requires dedication of additional right-of-way at intersections for future capacity improvements.
E.11	Incorporate connectivity requirement into Pflugerville's Unified Development Code. Residential street systems must be designed in a manner that discourages "through" traffic, without eliminating connectivity.

TRAVEL OPTIONS

Offer diverse **TRAVEL OPTIONS** by implementing new roadway connections and provide travel options for alternative modes like walking, biking, and other non-motorized transportation.

T.1	Include in the updated Design Manual information about requiring trail amenities, including bicycle resources, lighting, and wayfinding.
T.2	Include in the updated Design Manual information about standardization for trail construction materials.
T.3	Include in the updated Design Manual considerations for flood prevention for trails intended to be used as transportation corridors or identified as "spines".
T.4	Implement pedestrian-level lighting requirements in all CIP projects and developer-led sidewalk and shared use path projects.
T.5	Prioritize trail connections with other jurisdictions.
T.6	Evaluate opportunities for expansion of the Pfetch a Ride program to potentially include additional connections with regional partners and additional transportation hubs.
T.7	Update the Transit Development Plan with Capital Metro regularly. The cross sections established in Chapter 3 have built-in flexibility to work with future transit features if necessary, including room for a bus lane, bus stops, or rail track by reassigning space within the existing ROW.
T.8	Evaluate City policy regulating the use of Low-Speed Vehicles to allow them to use public roadways in neighborhoods and potentially on off-street facilities in designated corridors.

T.9	Set aside an annual budget for new facilities for pedestrians and bikes to help fill critical gaps in these networks and set their construction as a priority in the community.
T.10	Update the Transit Development Plan with CapMetro regularly. The cross sections established in Chapter 3 have built-in flexibility to work with future transit features if necessary, including room for a bus lane, bus stops, or rail track by reassigning space within the existing ROW.
T.11	Develop a policy to collect bike lane “fee in lieu” payments as a development condition for interim-condition cross sections on the south or east sides of roadways where bike lanes will not be initially constructed.
T.12	Develop a policy to determine the timeline and location to utilize bike lane “fee in lieu” payments for new infrastructure.

WELL-CONNECTED

Create a **WELL-CONNECTED** transportation network that links neighborhoods to community destinations including parks, school, and retail centers.

W.1	Prioritize “critical connection” projects identified in the Roadway and Trails Plan to provide more connection points for neighborhoods to the surrounding street system, parks, and retail establishments.
W.2	Construct pedestrian crossings across Pecan Street downtown.
W.3	Invest in a “trial area” for shared use path connectors and monitor usage.
W.4	Develop incident management plans along critical corridors to keep route options available.
W.5	Include in the updated Design Manual information about requiring shade along trails to promote them as a mobility option.
W.6	Update the Unified Development Code to codify updated block lengths as referenced in Chapter 3

COMMUNICATION

Develop a **COMMUNICATION** system that enhances awareness and education about transportation projects, their timelines, and their functions.

C.1	Develop a trails wayfinding system. The wayfinding system should both communicate relevant location information and provide an aesthetic sense of place for the Pflugerville trail system.
C.2	Include a standardized segment in the City Communication outlets such as Key to the City about mobility planning and construction updates.
C.3	Provide regular construction updates about “invisible” work, including ROW acquisition and utility coordination, in communication materials.
C.4	Continue to offer and update a publicly-available dashboard for CIP project status to be included on the City website.
C.5	Install informative signage and displays at key locations around the city, such as downtown, community centers, and public libraries.
C.6	Recruit and train members of the PF 101 program to serve as liaisons between the transportation department and local neighborhoods to disseminate information, gather feedback, and address community concerns.
C.7	Based on community feedback, create an on-going public engagement platform where concerns and requests can be submitted in real time.

PARTNERSHIPS

Foster regional **PARTNERSHIPS** that can advance the transportation network within and beyond the City.

P.1	Maintain recurring check ins with regional partners to identify opportunities for co-sponsorship of regional transportation projects, ensure cohesiveness between transportation and construction plans, and stay up to date on changes and best practices.
P.2	Collaborate with neighboring jurisdictions to develop a regional network of pedestrian and cycling paths, including standardized signage, safe crossings, and micro-mobility sharing programs between jurisdictions.
P.3	Dedicate staff or consultant resources to monitoring grant programs with relevant agencies.
P.4	Partner with regional logistics and freight stakeholders to optimize freight routes, and reduce congestion on key corridors through coordinated planning and infrastructure investments.

IMPLEMENTATION PLAN - DESIGN REQUIREMENTS FOR
CROSS SECTIONS

Chapter 3 presented the ultimate cross section design, designed to 'future-proof' for all mobility modes. For implementation purposes, an interim condition of the cross sections is proposed, and the full cross sections shown in Chapter 3 will not be required to be fully constructed immediately.

The interim cross section condition removes the bike path construction requirement on the south side or east side of a newly constructed or reconstructed roadway. If a roadway is being constructed or reconstructed using City CIP funding, City staff will evaluate funds and function and determine if the cross section will be built in the interim or ultimate condition.

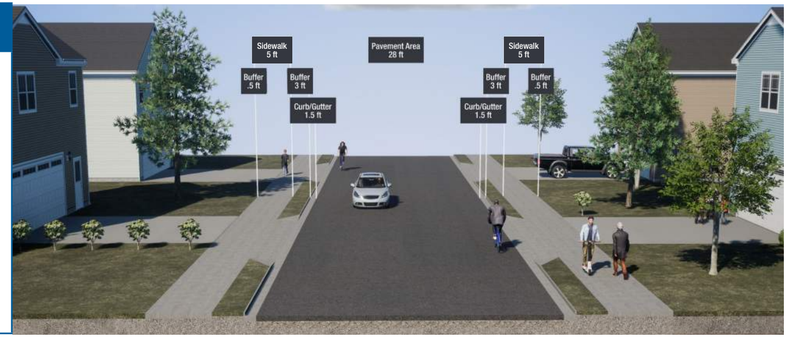
When a roadway is constructed or reconstructed by private development, the bike lane reflected in the respective cross section shall be required to be constructed on the north and/or west side of the road by the development. When development occurs on the south and/or east side of the road, the development shall be required to pay a fee in lieu of design and construction which will be used by the City to construct the bike lane in the future.

The cross sections depicted below represent the interim condition of each cross section.

Each cross section is shown within an urbanized context, including curb and gutter with underground drainage facilities. All cross sections include 11 foot travel lanes, for consistency. All cross sections include trees behind sidewalk and illumination, when present, in the median or in front of sidewalk.

LOCAL (50 FT ROW)

There are no differences between the minimum and ultimate cross section for Local roads.

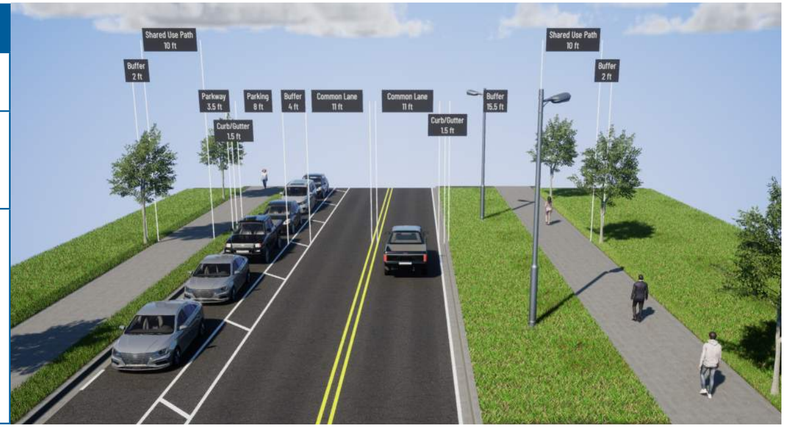


URBAN (80 FT ROW)

Center turn lane is no longer present in urban section

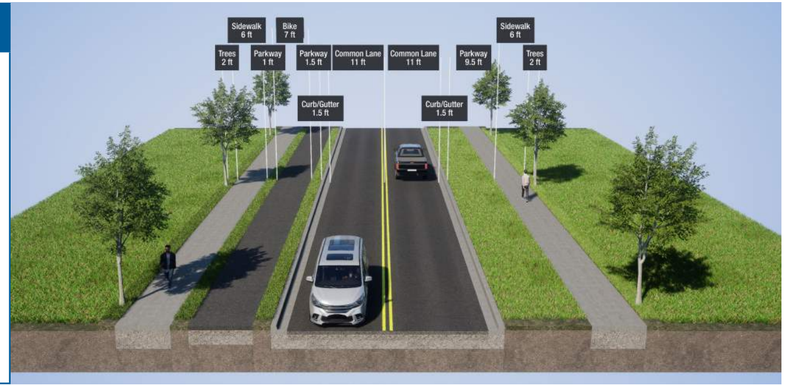
Urban is context-sensitive outside the travel lanes; cross section can be configured with on-street parking and SUPs or with separate sidewalk and bicycle lane

Off-street bicycle lanes are required to be constructed on the north and west sides of urban streets, unless street parking is present on the north or west side of the road. On the south and east sides of urban streets, roadways constructed as part of development agreements or requirements will be required to pay a bike path "fee in lieu," unless street parking is present on the north or west side of the road



MINOR COLLECTOR (60 FT ROW)

Off-street bicycle lanes are required to be constructed on the north and west sides of collectors. On the south and east sides of collectors, roadways constructed as part of development agreements or requirements will be required to pay a bike path "fee in lieu.



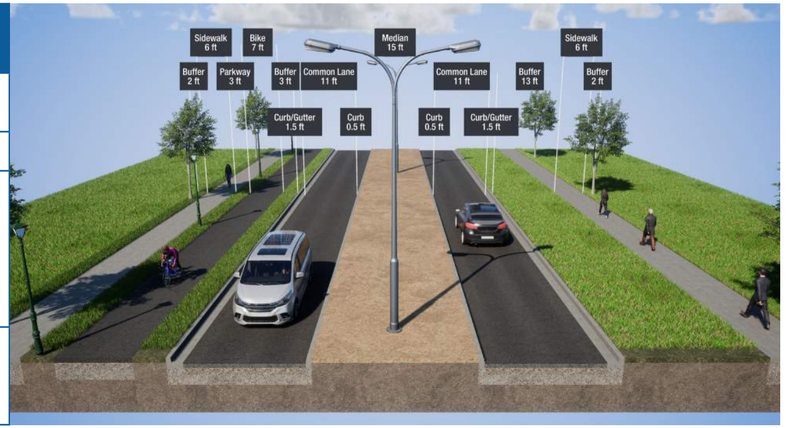
MAJOR COLLECTOR - OPTION 1 (80 FT ROW)

Major Collector ROW has increased by from 70 ft to 80 ft

Travel lanes are 11 ft

Off-street bicycle lanes are required to be constructed on the north and west sides of collectors. On the south and east sides of collectors, roadways constructed as part of development agreements or requirements will be required to pay a bike path “fee in lieu.

Major Collector is context-sensitive in the center median; this can be a curbed median with lighting or a 2-way left turn lane

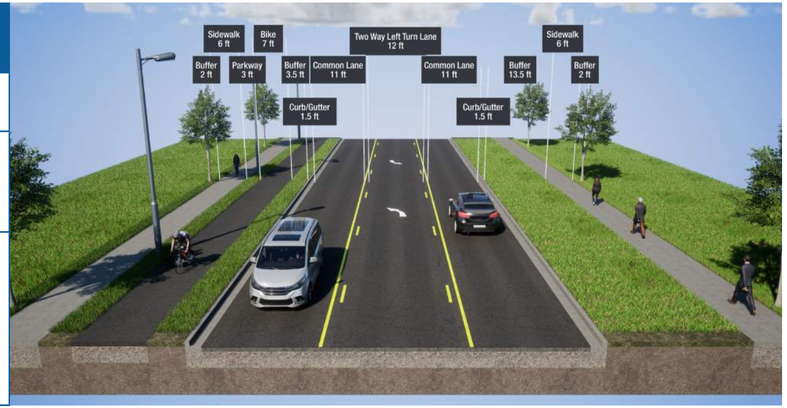


MAJOR COLLECTOR - OPTION 2 (80 FT ROW)

Major Collector ROW has increased by from 70 ft to 80 ft

Major Collector is context-sensitive in the center median; this can be a curbed median with lighting or a 2-way left turn lane

Off-street bicycle lanes are required to be constructed on the north and west sides of collectors. On the south and east sides of collectors, roadways constructed as part of development agreements or requirements will be required to pay a bike path “fee in lieu.



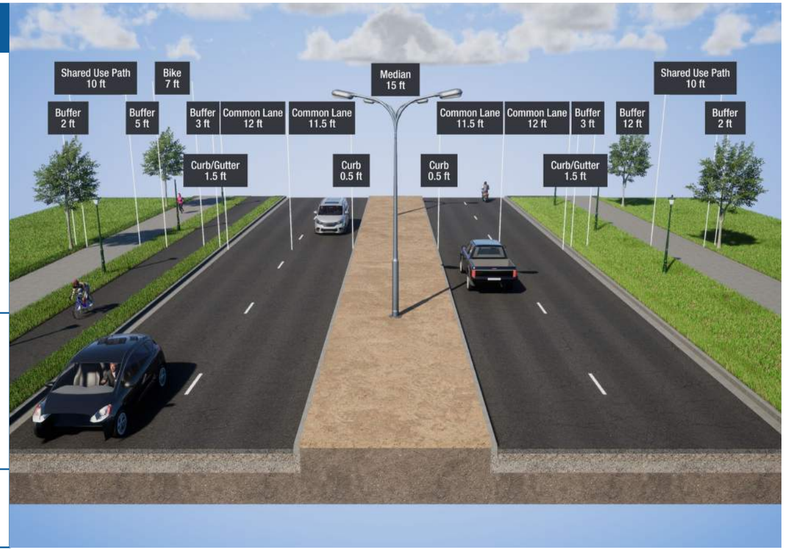
ARTERIAL (120 FT ROW)

All planned arterial segments are 4-lane cross sections with 120 ft ROW

Some arterial segments are designated on the Roadway Plan as “special corridors.” These corridors are context-sensitive to factors that have not been finalized at this time, including coordination with other agencies and completion of studies. The ultimate cross sections of these special corridors will be defined when they are studied and constructed.

Off-street bicycle lanes are required to be constructed on the north and west sides of arterials. On the south and east sides of arterials, roadways constructed as part of development agreements or requirements will be required to pay a bike path “fee in lieu.

The 120 ft ROW provides context sensitivity for future needs, such as a transit lane or turn lanes



CHAPTER 8

PFINAL THOUGHTS

PFINAL THOUGHTS

The Mobility Master Plan is the blueprint for Pflugerville's future transportation network and infrastructure investments. The primary components that make up this blueprint are:

- **ROADWAY PLAN**
- **TRAILS PLAN**
- **PRIORIZATION AND FUNDING**
- **POLICY PFRAMEWORK**

Each of these components come together for the final implementation plan to create a 5-year City Capital Improvements Plan (CIP). The CIP consists of projects identified through the Mobility Master Plan planning process and prioritized based on project goals. This chapter describes the recommended programming to implement the Mobility Master Plan.

PRIORITIZED PROJECT LIST

After analyzing projects and coordinating with City staff and the Technical Advisory Committee to refine the prioritization, 80 total were ranked, and 33 were identified as priority projects. These priority projects include 13 roadway projects, 10 trails projects, and 10 intersection projects. These priority projects should be considered for addition to Pflugerville's CIP at the time that each of them are within City limits. For projects located in the ETJ, Pflugerville should support these projects in coordination with Travis County. Priority projects selected are those that increase mobility and connectivity within Pflugerville. Prioritization factors included the following objectives:

- Enhance User Safety
- Congestion
- Connectivity
- Meets Community Needs
- Feasibility

The mobility system in the City of Pflugerville represents a major investment by the residents of Pflugerville. Getting to, from, and around the City depends on the serviceability of its roadway network. When roadways become distressed with ruts, potholes, and cracks, it impacts the community: trips take longer, rides are bumpier, and vehicle maintenance costs increase. The City makes frequent decisions regarding the timing and type of maintenance and rehabilitation activities that should be completed on its roadway network to maintain an acceptable and safe operational condition. To maintain a reasonable M&R schedule and capital improvement program (CIP), decision makers must know the condition of their roadways to make informed decisions. An up-to-date Systems Operation Plan should be completed that aligns with prolonging the service life and usability of the roadways.

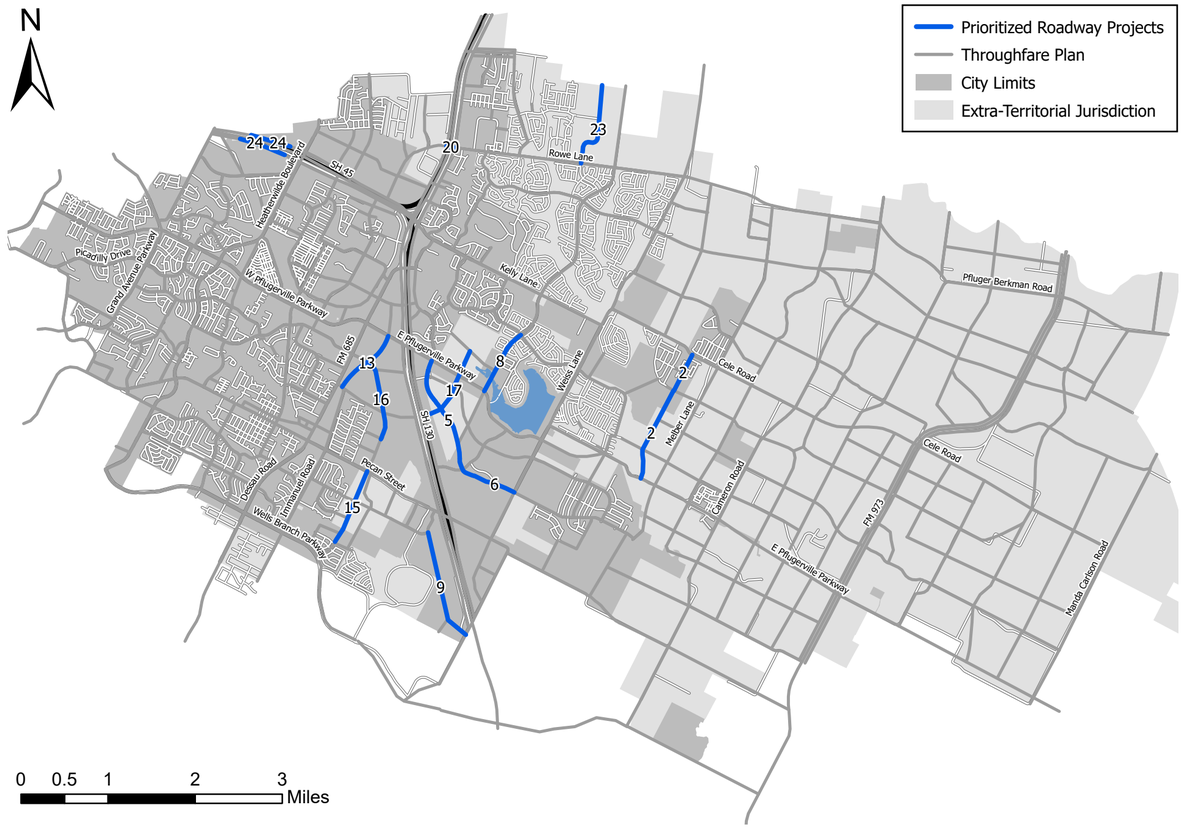
Anticipated timelines of construction for projects are not included due to the uncertainty of funding, but rather are presented in priority ranked order to help inform needs. Projects that move forward would need to be selected on an annual basis as part of the City's general Capital Improvements Plan.

Project prioritization for each of the three project categories are shown below. The final list of prioritized project recommendations consists of 14.42 centerline miles of roadway improvements, 13.68 miles of trails improvements, and 10 identified locations for intersection improvements.

ROADWAYS PROJECT LIST

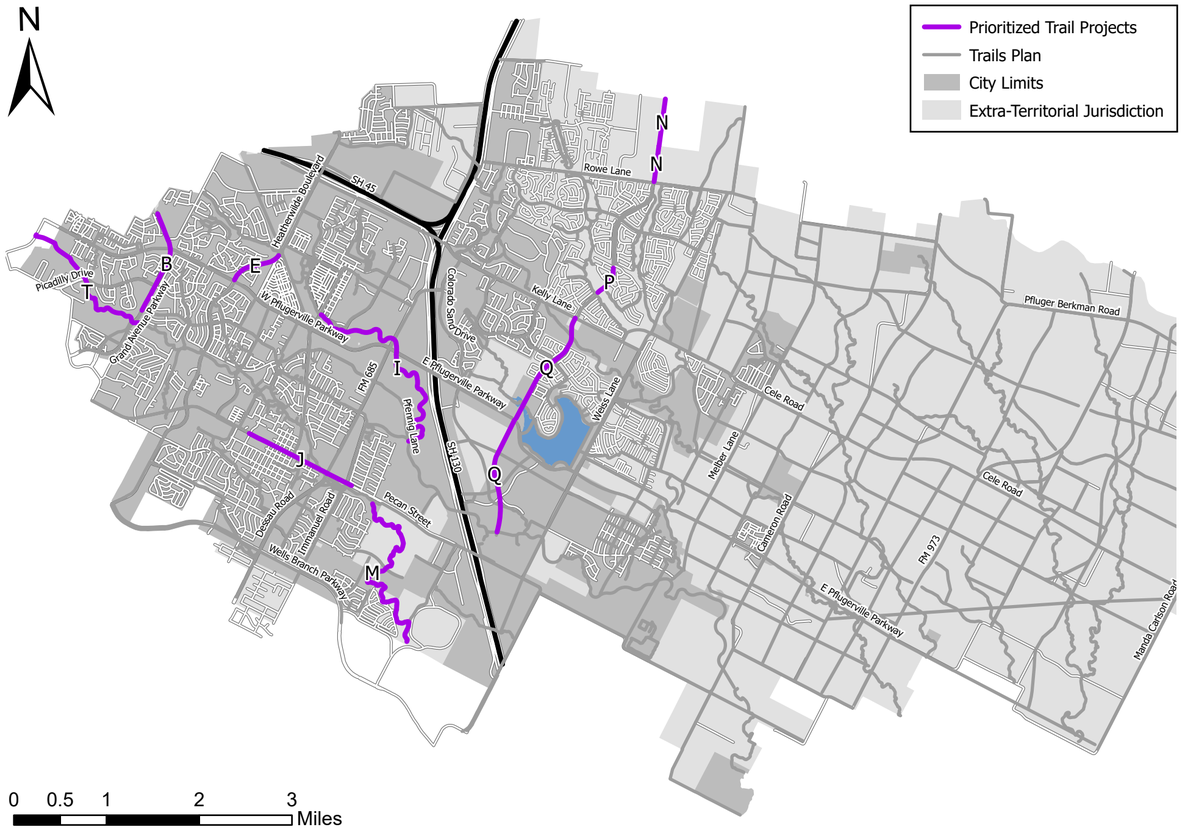
MAP REFERENCE	NAME	FUNCTIONAL CLASSIFICATION	DESCRIPTION	LENGTH (MI)	COST
2	Ariel Elena Way Extension (Cele Road to Steger Lane)	Minor Collector	New Roadway	1.56	$12,800,000
5	Colorado Sand Drive (Pflugerville Parkway to Balaton Boulevard)	Urban	New Roadway	1.53	$16,600,000
6	Colorado Sand Drive Phase 2	Minor Collector	New Roadway	0.49	$4,000,000
8B	Hidden Lake Drive Extension (Existing Terminus to Pflugerville Pkwy)	Arterial	New Roadway	0.29	$5,700,000
8A	Hidden Lake Drive Extension (Texel to Existing Terminus)	Arterial	New Roadway	0.49	$9,700,000
9	Impact Way Extension	Major Collector	New Roadway	1.29	$13,600,000
13	Old Austin Hutto Road Extension	Major Collector	New Roadway	0.80	$8,400,000
15	Pfenning Lane Extension (Pecan to Wells Branch)	Major Collector	New Roadway	0.89	$9,400,000
16	Pfennig Lane Extension (to Pecan)	Arterial	New Roadway	0.94	$18,600,000
17	Pflugerville Parkway - SH 130 Connection	Urban	New Roadway	0.68	$5,600,000
20	Rowe Lane Bridge	Minor Collector	New Roadway	0.97	$60,000,000
23	Martin Lane	Minor Collector	Cross Section Update	1.34	$11,000,000
24	SH 45 Frontage Road (Eastbound and Westbound)	Frontage Road	New Roadway	1.01	$14,800,000
					$186,200,000

*PROJECTS LISTED ALPHABETICALLY



TRAILS PROJECT LIST

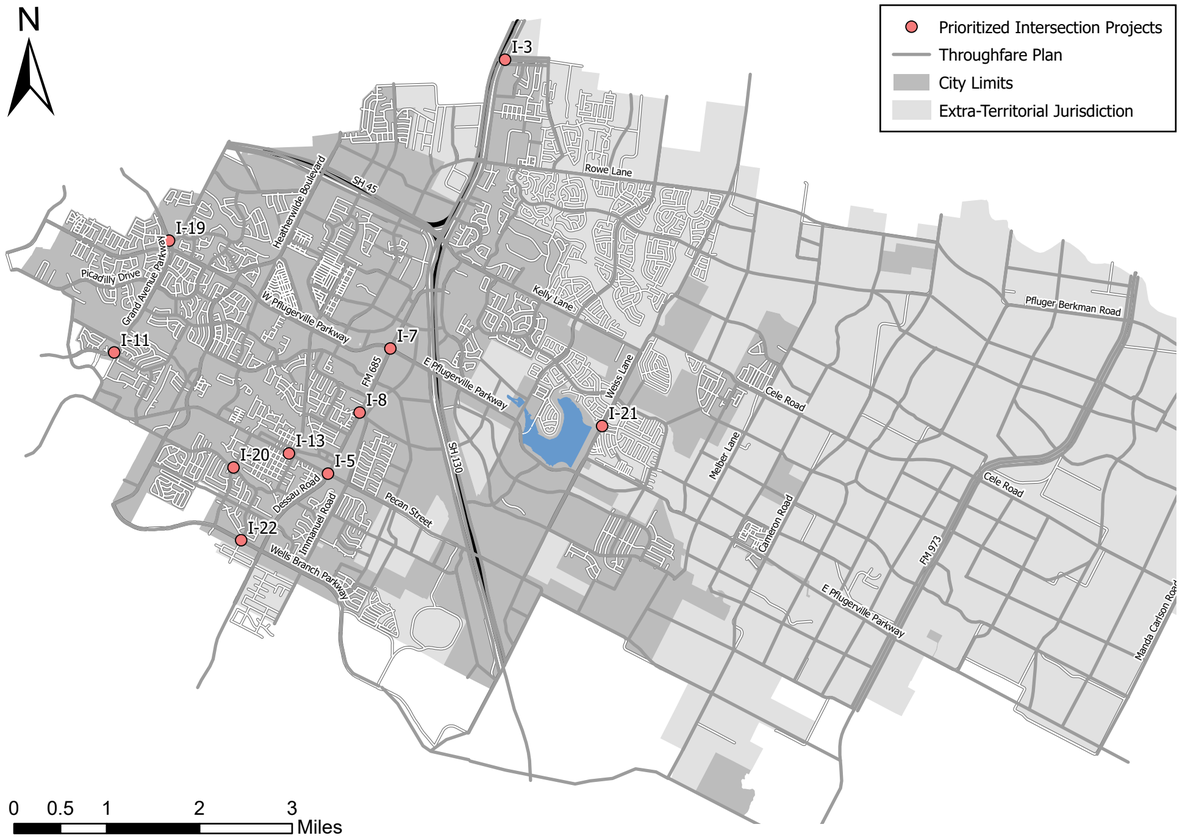
MAP REFERENCE	NAME	FUNCTIONAL CLASSIFICATION	DESCRIPTION	LENGTH (MI)	COST
B	Grand Ave Parkway Trail (northward)	Spine	Trail	1.14	$1,520,000
E	Heatherwilde Trail (Segment 1)	Spine	Trail	0.57	$760,000
I	Kingston Lacy Trail	Loop	Trail	2.63	$2,920,000
J	Pecan Street Trail (eastward)	Spine	Trail	1.25	$1,660,000
M	Pecan Park Trail Extension	Spine	Trail	2.61	$3,470,000
N	Jakes Hill Trail (Segment 1)	Spine	Trail	0.90	$1,200,000
P	Hidden Lake Trail (Segment 1)	Spine	Trail	0.33	$440,000
QA	Hidden Lake Trail (Segment 2)	Spine	Trail	1.27	$1,690,000
QB	Hidden Lake Trail (Segment 3)	Loop	Trail	1.29	$1,430,000
T	Gilleland Creek Trail Extension	Spine	Trail	1.69	$2,250,000
					$17,340,000



INTERSECTIONS PROJECT LIST

MAP REFERENCE	NAME	DESCRIPTION	COST
I-3	FM 685 & CR 138 Intersection Improvements	Turn Lane Installation	$960,000
I-5	FM 685 & Pecan Street	ICE Analysis & Intersection Control Redesign	$2,000,000
I-7	FM 685 & Pflugerville Parkway	ICE Analysis & Intersection Control Redesign	$2,000,000
I-8	FM 685 & Split Oak Drive	Turn Lane Installation	$720,000
I-11	Grand Ave Parkway & Edgemere Drive	SPICE Analysis & Left Turn Treatment	$2,000,000
I-13	Pecan Street & S 1st Street	Pedestrian Crossing & Warning	$600,000
I-19	Schultz Lane & AW Grimes	SPICE Analysis & Left Turn Treatment	$720,000
I-20	Settlers Valley Drive & 10th Street	ICE Analysis & Intersection Control Redesign	$2,000,000
I-21	Weiss Lane & Via Sorento Way	Pedestrian Hybrid Beacon	$500,000
I-22	Wells Branch & Settlers Valley Drive	ICE Analysis & Intersection Control Redesign	$2,000,000
			$13,500,000

*PROJECTS LISTED ALPHABETICALLY



CRITICAL CONNECTIONS PROJECT LIST

MAP REFERENCE	NAME	FUNCTIONAL CLASSIFICATION	DESCRIPTION	LENGTH (MI)
A	Valjean Dr Connection	Critical Connection	Critical Connection	0.13
B	Lincoln Ave Connection	Critical Connection	Critical Connection	0.12
C	Tranquility Lane Connection	Critical Connection	Critical Connection	0.13
D	Copper Point Cove Connection	Critical Connection	Critical Connection	0.09
E	Greenridge Dr Connection	Critical Connection	Critical Connection	0.06

Based on the project prioritization categories, none of the critical connection projects were ranked in the top 15 roadway projects in Pflugerville. However, these projects are low cost and high reward for connectivity in the network. It is recommended to include these projects in the CIP regardless of their overall ranking due to the high benefit/cost they provide.

SHARED USE PATH CONNECTION PROJECT LIST

RANK	PROJECT ID	NAME	FUNCTIONAL CLASSIFICATION	DESCRIPTION	LENGTH (MI)
1	V	Ollie Briar Shared Use Path Connection	Shared Use Path Connection	Shared Use Path Connection	0.97
2	I	Falkland Trace Shared Use Path Connection	Shared Use Path Connection	Shared Use Path Connection	0.17
3	III	Milton Cove Shared Use Path Connection	Shared Use Path Connection	Shared Use Path Connection	0.35
4	IV	Pflugerville Parkway Shared Use Path Connection	Shared Use Path Connection	Shared Use Path Connection	0.20
5	II	Framingham Cir Shared Use Path Connection	Shared Use Path Connection	Shared Use Path Connection	0.42
6	VI	Sotogrande Dr Shared Use Path Connection	Shared Use Path Connection	Shared Use Path Connection	0.23

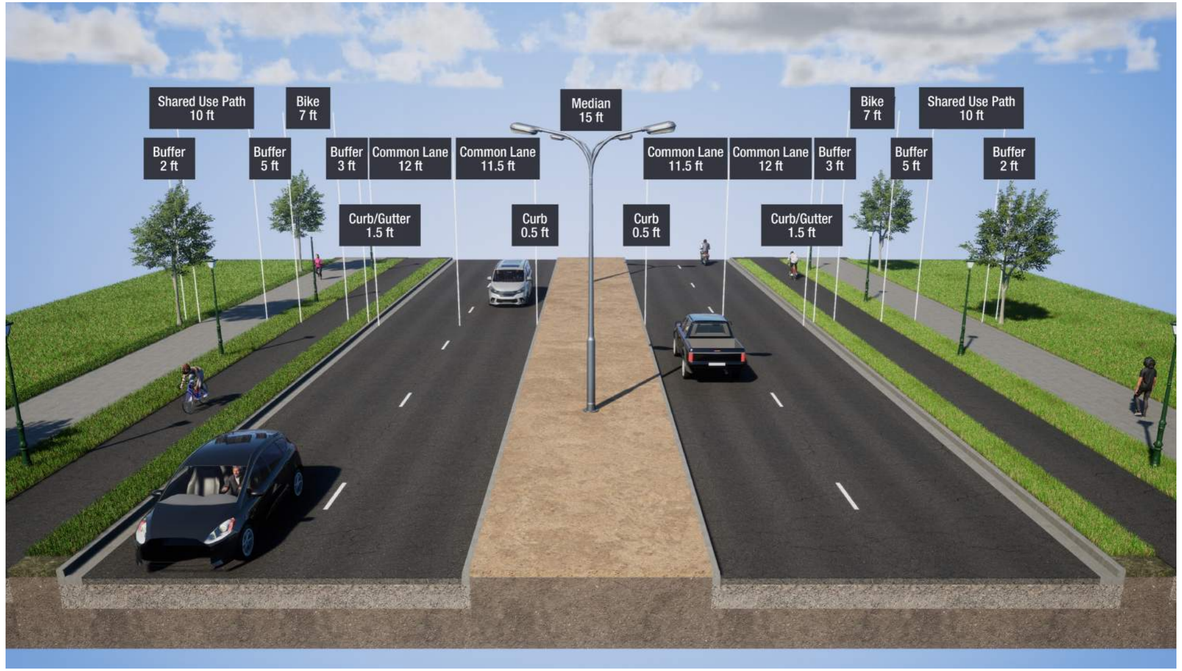
Additionally, none of the shared use connector projects were ranked in the top 15 roadway projects in Pflugerville. However, it is recommended to do a pilot project for the shared use path connector network and test how the presence of appropriate infrastructure influences demand for this mode. The table below shows how each of the shared use path connectors were ranked relative to the others. As community support is vocalized, it is recommended to implement one of these projects and monitor its use.

GLOSSARY OF TERMS

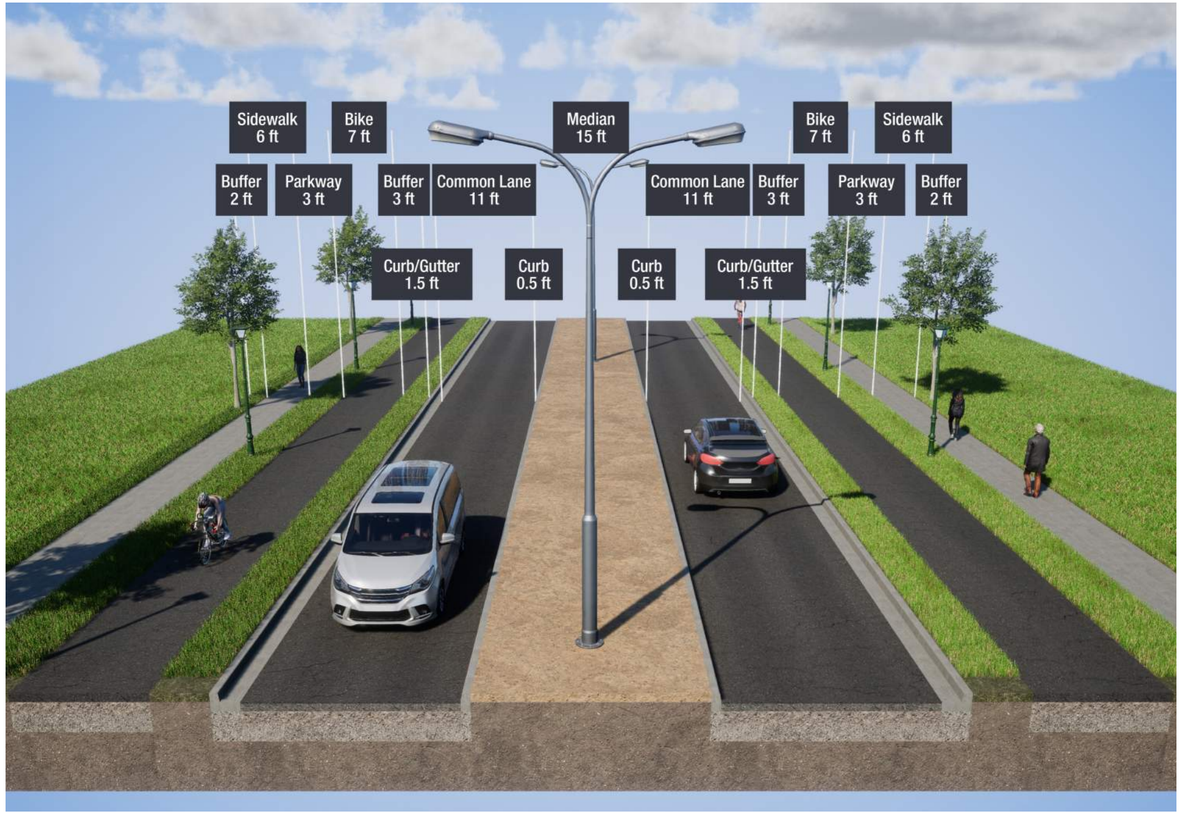
CAPITAL IMPROVEMENTS PLAN	A short-range plan which identifies capital projects, provides a planning schedule, and identifies option for financing the plan.
CRASH RECORDS INFORMATION SYSTEM	An online database provided by TxDOT that provides a central system to access all reported crash data within the State of Texas.
PLANNED UNIT DEVELOPMENT	A type of building development that designs groupings of compatible land uses within one contained subdivision.
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION	The regional transportation planning organization encompassing Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson counties in Texas.
LEVEL OF SERVICE	A qualitative measure used to relate the quality of motor vehicle traffic service on a scale of A-F. Level of Service A-C generally represents acceptable conditions, while LOS D reflects deteriorating conditions. LOS E/F represents unacceptable conditions where demand exceeds capacity on system roadway links.
EXTRATERRITORIAL JURISDICTION	The legal ability of a city government to exercise planning authority beyond its normal boundaries.
RIGHT-OF-WAY	The private property or easement granted by a public agency that is set aside for transportation or utility purposes.
VULNERABLE ROAD USER	Non-motorists such as pedestrians or bicyclists that are more likely to be injured in a crash due to not having vehicle protection.
10-MINUTE NEIGHBORHOODS	The concept of creating residential hubs where grocery stores, key household services, public transit options, schools, parks, and public facilities are within a 10-minute walk from residences.

SHARED USE PATH	Facilities that are dedicated and designed for the use of pedestrians, cyclists, and other non-motorized vehicles.
PUBLIC IMPROVEMENT DISTRICT	A defined geographical area established to provide specific types of improvements of maintenance which are financed by the property owners within the area.
TAX INCREMENT FINANCE	A public financing method that is used as a subsidy for redevelopment, infrastructure, and other community-improvement projects.
TAX-INCREMENT REINVASTMENT ZONES	A political subdivision of a municipality or county in the State of Texas created to implement tax-increment financing

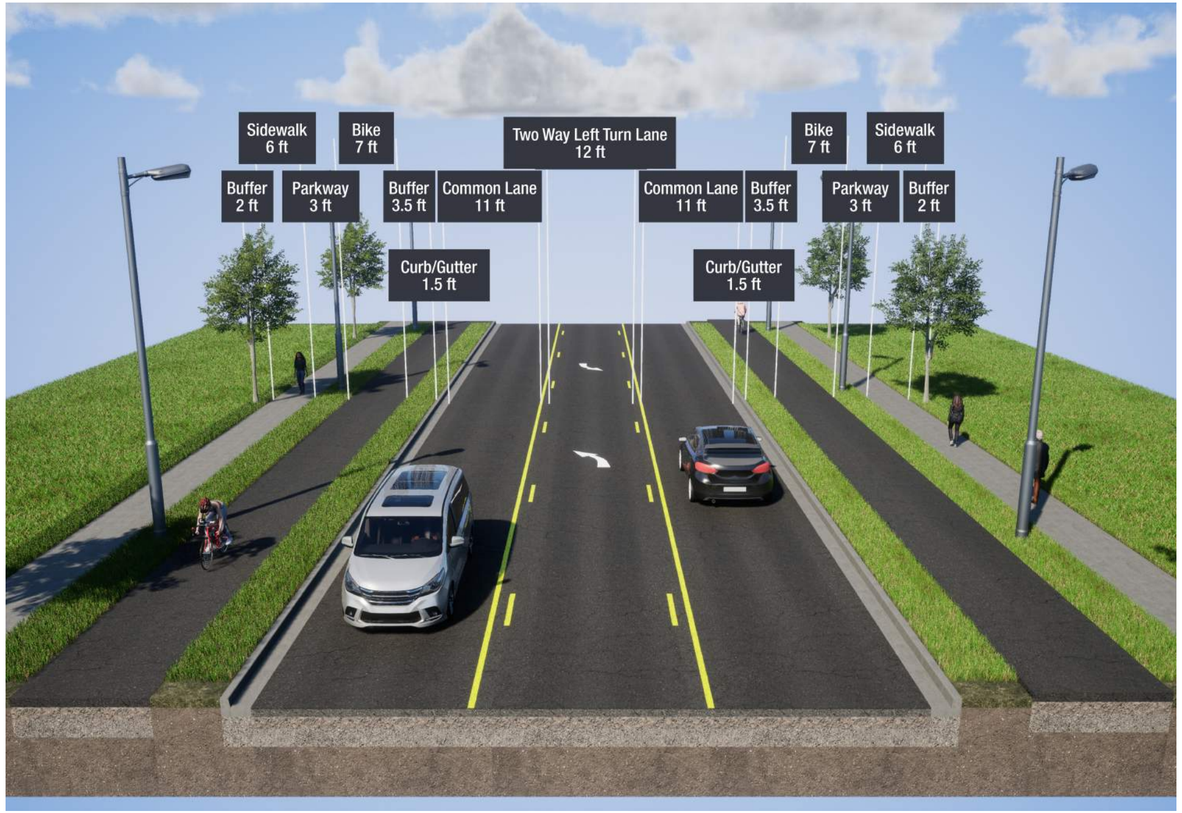
APPENDIX
ULTIMATE CROSS SECTIONS



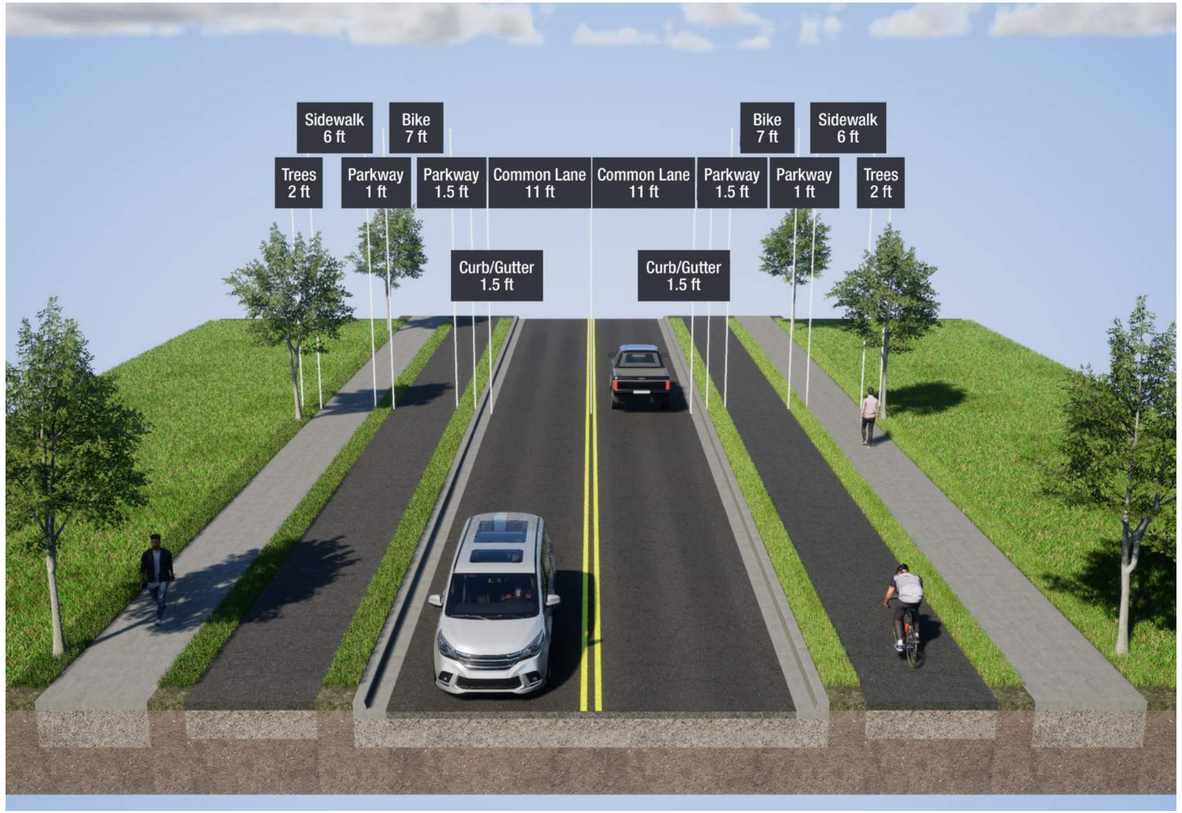
ARTERIAL - ULTIMATE



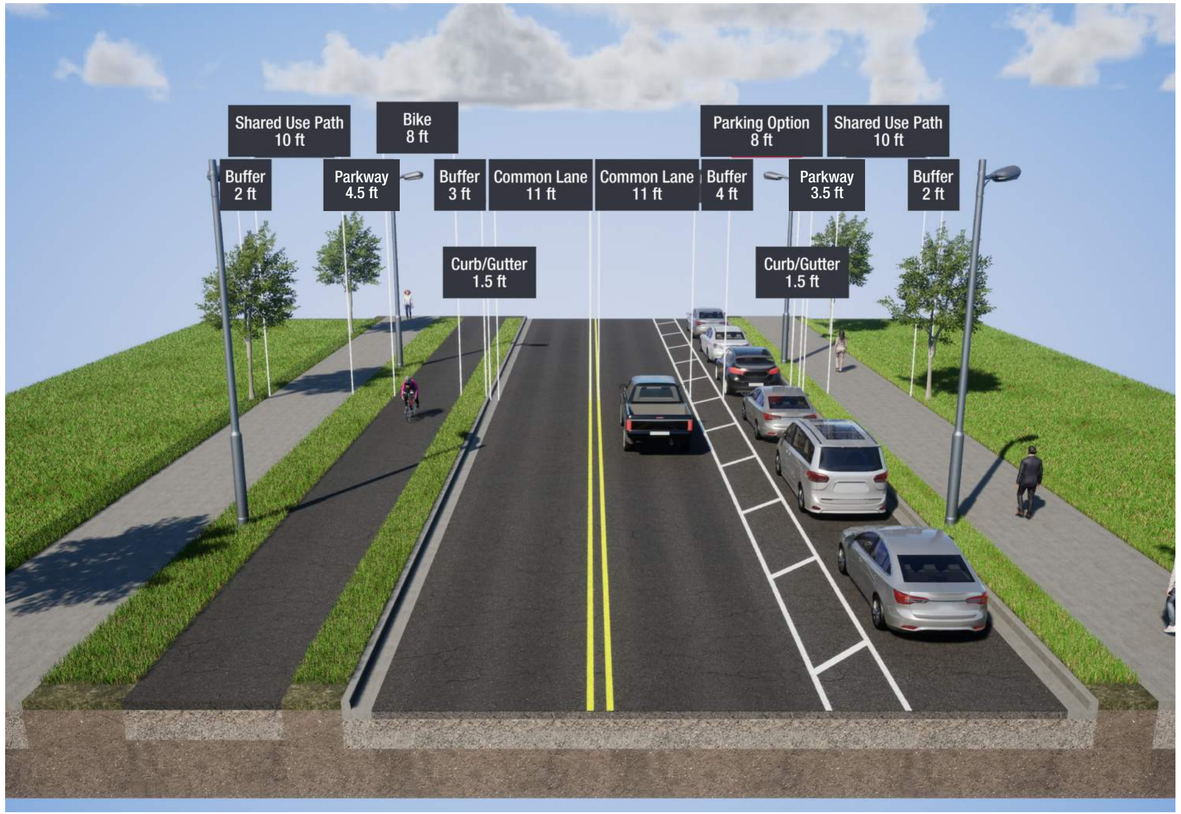
MAJOR COLLECTOR WITH MEDIAN - ULTIMATE



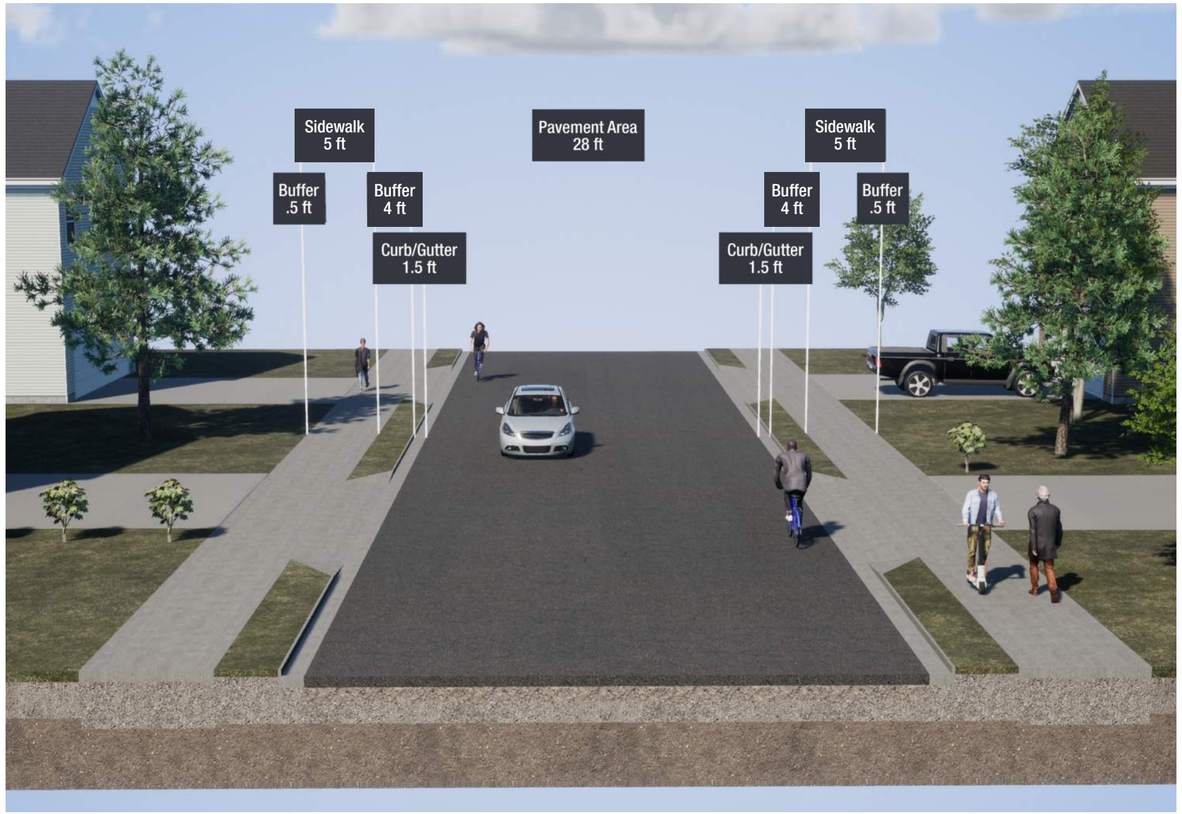
MAJOR COLLECTOR WITH TURN LANE - ULTIMATE



MINOR COLLECTOR - ULTIMATE

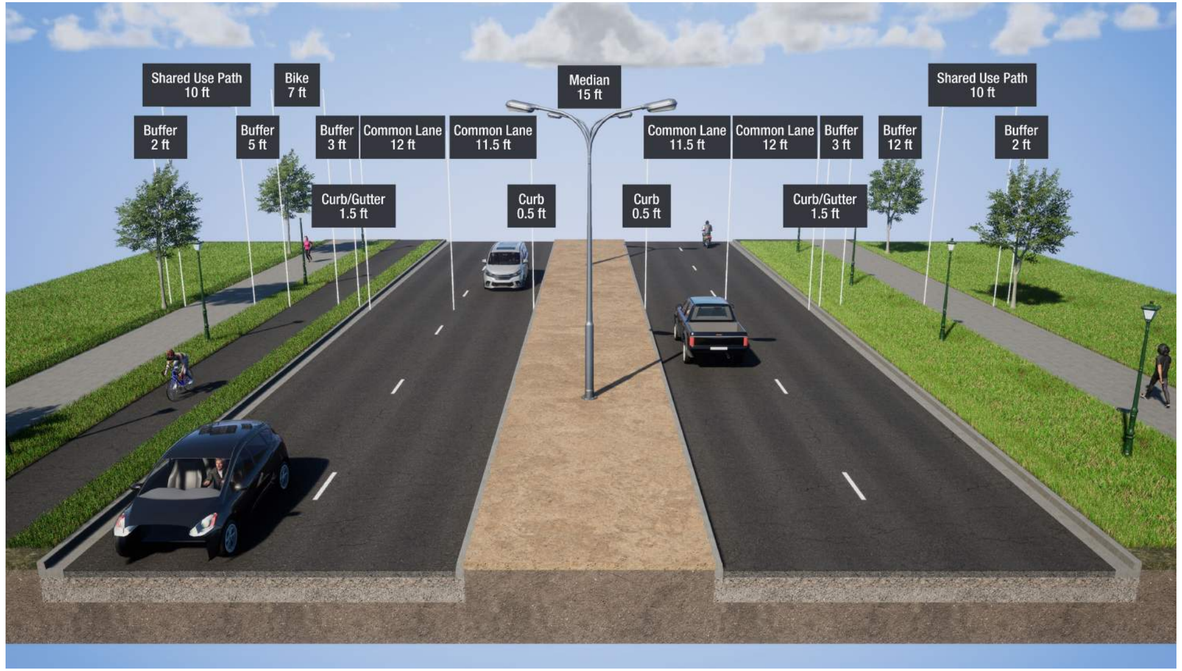


URBAN - ULTIMATE



LOCAL - ULTIMATE

APPENDIX
INTERIM CROSS SECTIONS



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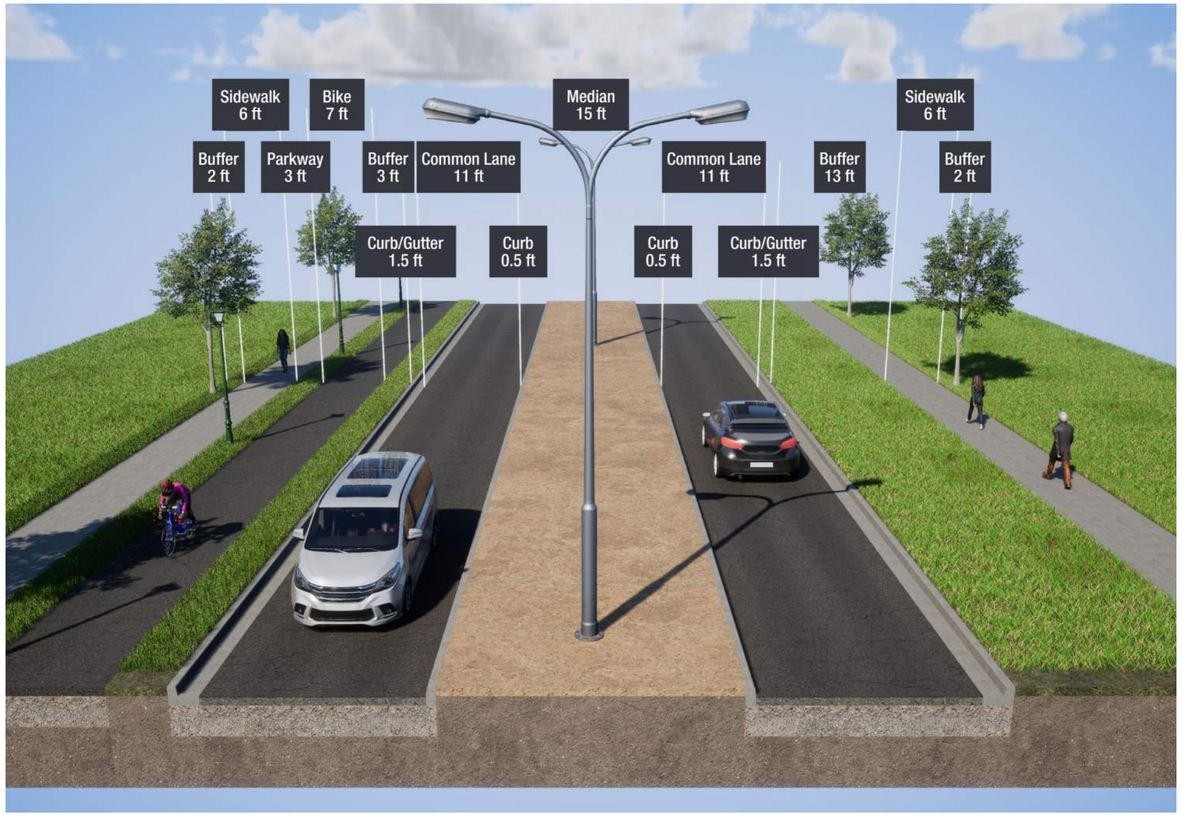
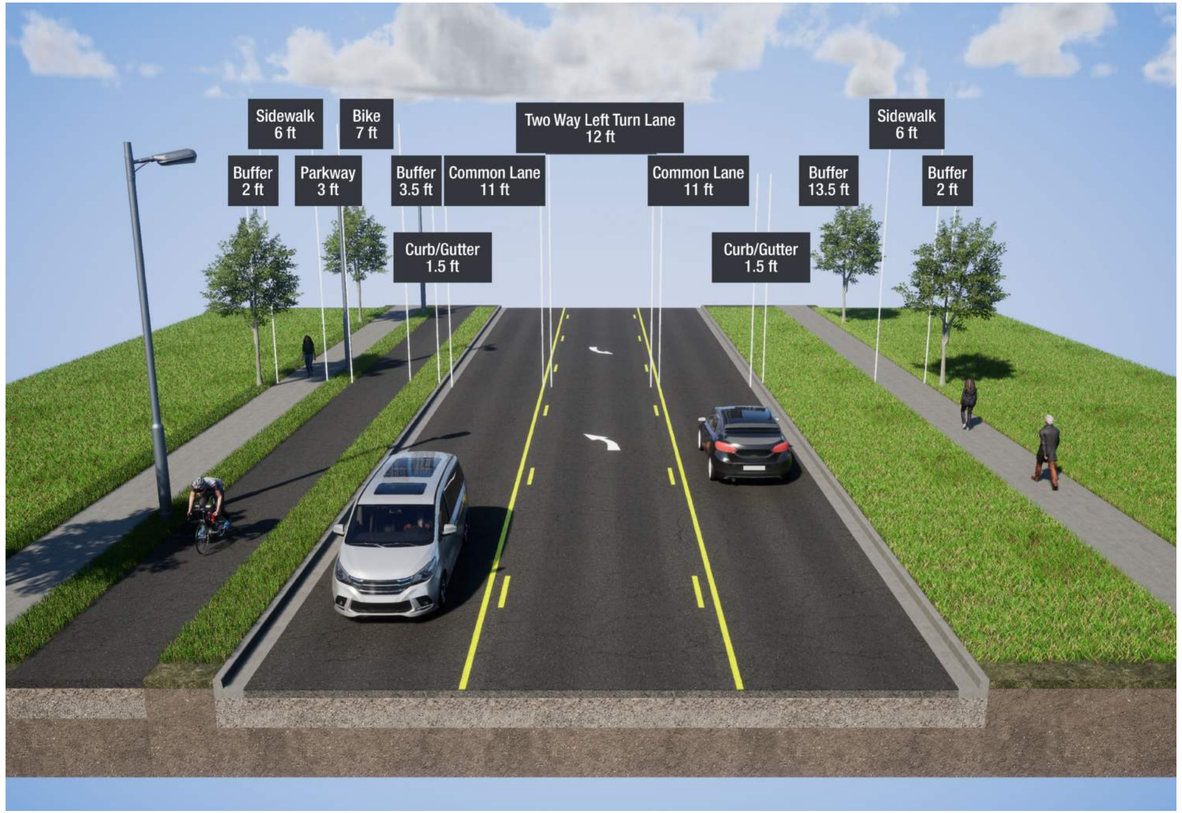
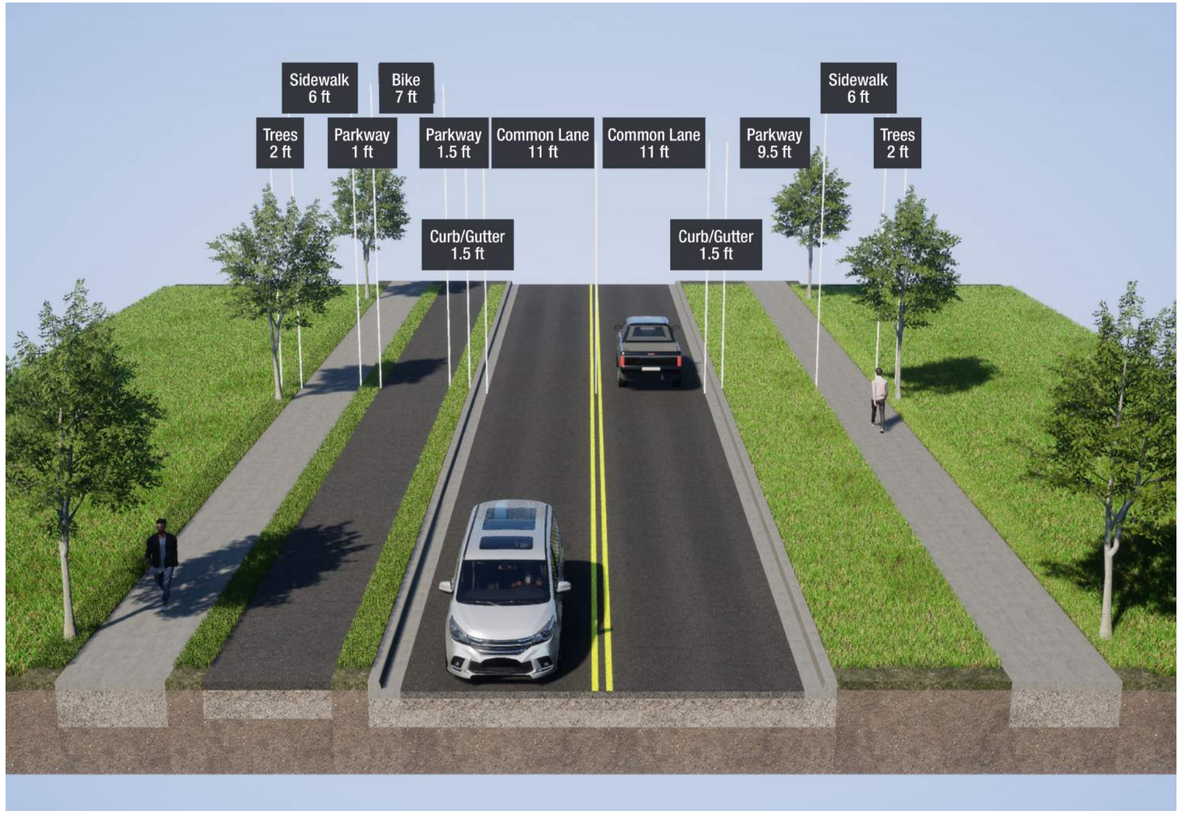


MAJOR COLLECTOR WITH MEDIAN - INTERIM



MAJOR COLLECTOR WITH TURN LANE - INTERIM



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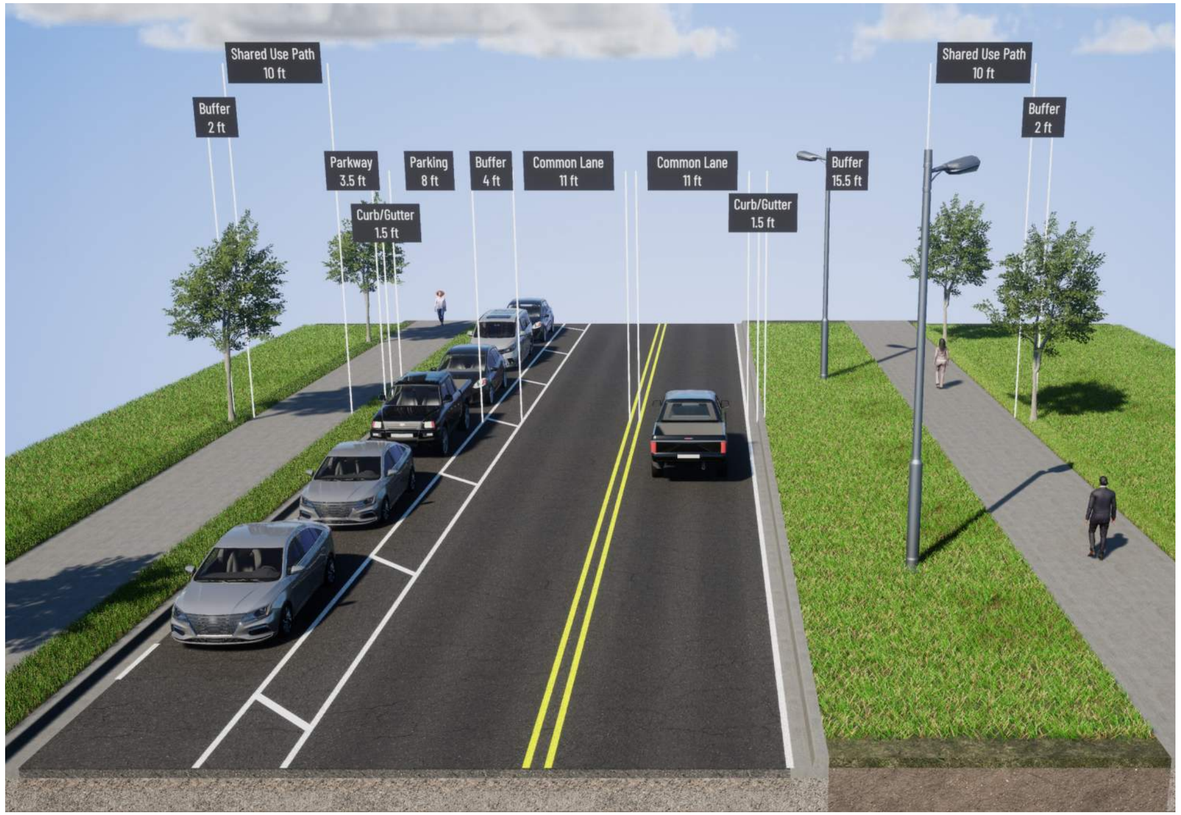
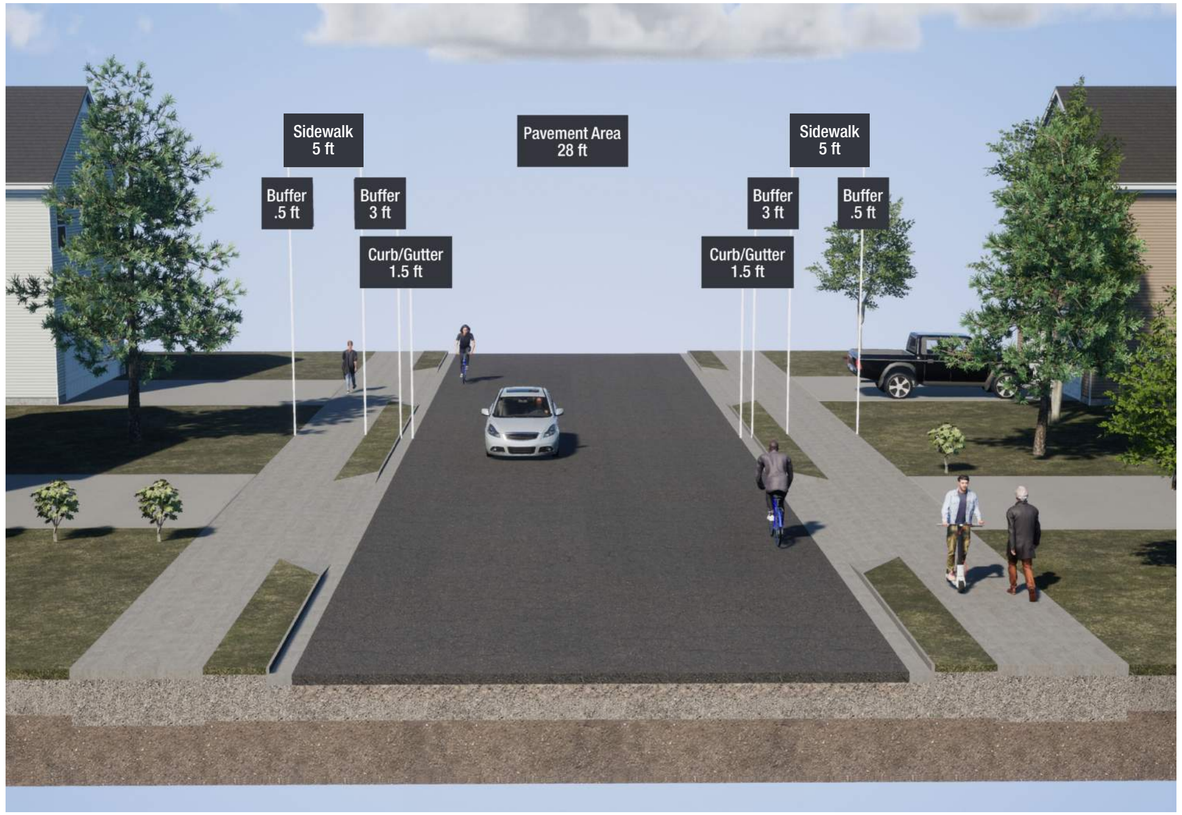


URBAN - INTERIM



LOCAL - INTERIM

PFLUGERVILLE
PFORWARD
MOBILITY MASTER PLAN

where quality meets life
PFLUGERVILLE
TEXAS

Kimley»Horn