

City of Pflugerville Transit Development Plan

Final Report

January 2017



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1. Introduction

The City of Pflugerville is a community located 14 miles north of downtown Austin and is part of the Austin-Round Rock-San Marcos Metropolitan Statistical Area (MSA). The city has experienced rapid growth over the past 15 years from a population of 16,335 in 2000 to 57,122 in 2015. Pflugerville contains 23.8 square miles of land within the city limits and 39 square miles within the extraterritorial jurisdiction (ETJ).

Pflugerville currently has limited public transportation options as the city is not a member of the Capital Metro service area, and is not directly served by the Capital Area Rural Transportation System (CARTS). Located 4.6 miles from downtown Pflugerville, Capital Metro's Tech Ridge Transit Center is the closest transit facility to the city. Howard Station, the closest MetroRail Station, is located 5.8 miles from downtown Pflugerville.

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

Figure 1 illustrates the city limits of Pflugerville and the surrounding ETJ area.

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¹ United States Census Bureau. "Five of the Nation's Eleven Fastest-Growing Cities are in Texas". May 19, 2016. http://www.census.gov/newsroom/press-releases/2016/cb16-81.html

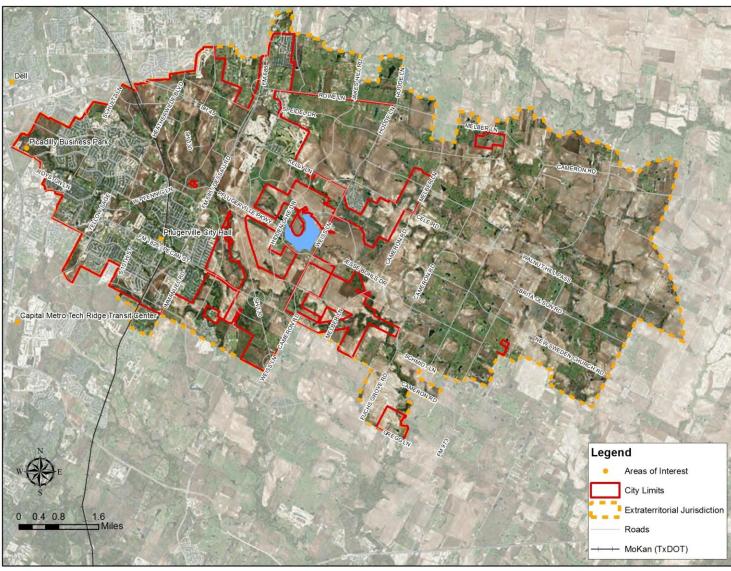


Figure 1: Pflugerville City Limits and Extraterritorial Jurisdiction (2016)

2. Existing Conditions

The existing conditions section presents background data and analysis on the current conditions within the City of Pflugerville. The data in this section provide a basis from which the city's potential for transit service can be evaluated.

2.1 Demographic Profile

2.1.1 Population Density

According to the 2013 American Community Survey (ACS), the northwest portion of Pflugerville is the most densely populated area, with an average of fifteen people per acre or greater. The central portion of the city consists of areas with two to nine people per acre. The rest of the city and areas of the ETJ have fewer than 1.5 persons per acre, as shown in **Figure 2**.

Higher population densities are beneficial for fixed route service as it provides greater numbers of people with close access to the bus service. Other transit modes such as commuter bus and demand response services can be more compatible with low density development patterns, similar to what is seen in the southeast portion of the city and ETJ area.

It is important to note that available data does not capture the growth that has occurred in the last few years, and thus is not able to fully depict the existing conditions of Pflugerville and the surrounding areas.

Springbrook Corporate Stone Hill Town Center Picadilly Business Park ●Walmart Supercenter Pflugerville Justice Center Capital Metro Tech Ridge Transit Center Legend Areas of Interest City Limits Extraterritorial Jurisdiction MoKan (TxDOT) Population Density Person/Acre Miles

Figure 2: Population Density in Pflugerville and ETJ Area (2013)

Source: City of Pflugerville.

2.1.2 Employment Density

According to the 2013 ACS, Pflugerville's employment sector consists primarily of retail, manufacturing, educational services, healthcare and social assistance. However, growth in the employment sector is occurring in construction, entertainment, and recreation. Employers are dispersed throughout the city causing lower employment densities as shown in **Figure 3**. According the *City of Pflugerville Master Transportation Plan (2015)*, by 2035 the greatest employment densities in Pflugerville will be located along the westside of SH 130 between Pecan Street and just north of SH 45. The plan projects a large increase in Service and Retail employment along the SH 130 corridor. Overall demand for commuter service in Pflugerville may be high as a recent report by the Austin State Agency Congestion Footprint found that Pflugerville is an area with a large number of state government employees.² This may provide a strong transit market from Pflugerville to state jobs in central Austin.

Table 1 provides a list of the top 12 primary employers in Pflugerville identified by the Pflugerville Community Development Corporation. Currently, the City of Pflugerville, Mtech, and Hawaiian Falls top the list as the primary employers in the city. It is important to note that Hawaiian Falls is primarily seasonal (summer) employment. **Table 2** provides a list of the twelve key employers located within a ten mile radius of Pflugerville. The data provided in **Figure 3** does not capture employment density growth that has occurred beyond 2013.

Table 1: Top 12 Primary Employers within the City of Pflugerville

Employer	Employees
City of Pflugerville	316 Full-time/32 Part-time
Mtech	265
Hawaiian Falls	6 Full-time/235 Part-time*
Flextronics	195
Avant Technologies	155
FedEx	120
Austin Foam Plastics	115
Cortec Precision Metal	115
Advanced Integration Technologies	102
Air Craft, Inc.	100
Community Impact	74
EVS Metal	73

^{*}Note: The number of employees for Hawaiian Falls represents seasonal workers from Memorial Day to Labor Day each year.

Source: Pflugerville Community Development Corporation (2016)

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² Austin State Agency Congestion Footprint, 2015. http://d2dtl5nnlpfr0r.cloudfront.net/tti.tamu.edu/documents/PRC-14-32-F.pdf.

Table 2: Top 12 Major Employers within 10 Miles of Pflugerville

Employer	Employees	Employer Location
Dell	14,000	Round Rock
IBM	6,239	Austin
National Instruments	2,510	Austin
Apple	2,500	Austin
Applied Materials	2,250	Austin
Flextronics	2,113	Austin
Samsung Austin Semiconductor	2,000	Austin
Activision Blizzard	1,200	Austin
Hospira	1,200	Austin
Time Warner Cable Co.	1,161	Austin, Round Rock
Charles Schwab	1,100	Austin
AECOM	886	Austin

Source: Pflugerville Community Development Corporation (2015), Research 360.

●Dell SPEIDEL DR Stone Hill Town C Picadilly Business Park CAMERON RD • Walmart Supercenter
• Pflugerville Justice Cen Capital Metro Tech Ridge Transit Center Legend Areas of Interest MoKan (TxDOT) **Employment** Density Employment/Acre 2 ⊐Miles < 1 Source: 2010 U.S. Census, 2013 ACS

Figure 3: Employment Density in Pflugerville and ETJ Area (2013)

Source: City of Pflugerville.

2.1.3 Population 65 Years of Age and Older

The highest percentage of residents age 65 and older occurs east of the city boundary and east of SH 130. In contrast, the residential areas in the western portion of the city and ETJ area have a senior population between zero and 10 percent. Locations just west of SH 130 with higher percentages of senior populations have senior living homes and rehabilitation centers such as Heatherwilde Park Retirement Apartments, Serenity Senior Living, and Pflugerville Nursing and Rehabilitation Center. **Figure 4** illustrates the distribution of the senior population in the city.

2.1.4 Population Under 18 Years of Age

The majority of the city includes a high population of youth under the age of 18. However, there is a portion of the city directly west of SH 130 that has a lower percentage of youth population as illustrated in **Figure 5.**

2.1.5 Zero-Car Ownership

The majority of Pflugerville residents have access to an automobile. Nearly the entire eastern portion of the ETJ area has a zero to 0.5 percent of the population that is of driving age but do not own a car, while the western portion of the city has between 0.5 and five (5) percent of the total population that is of driving age but do not own a car. Zero-car ownership population patterns in Pflugerville are illustrated in **Figure 6**.

2.1.6 Median Households Income

As shown in **Figure 7**, median income is highest in the eastern portion of the city from FM 685 to the ETJ. Median income levels in this area are greater than \$80,000. The lowest median income levels in the City of Pflugerville are shown west of Heatherwilde Boulevard and north of the Travis County Annex, which range from \$24,251 to \$50,000. According to the 2013 ACS 5-Year estimates, the median income in Pflugerville is \$76,032, which is higher than the overall Austin-Round Rock Metropolitan Statistical Area's median income level of \$63,572.

2.1.7 Limited English Proficiency

The majority of Pflugerville is English proficient with the exception of the area located in the Southeast portion of the city south of Pecan Street and east of Immanuel Road as depicted in **Figure 8.** This area has limited English proficiency levels greater than 16% of the population.

●Dell Springbrook Corporate Cente Stone Hill Town Center Picadilly Business Park CAMERON RD •Walmart Supercenter
•Pflugerville Justice Cen ●Pflugerville City Hal ●130 Commerce Center Capital Metro Tech Ridge Transit Center Legend Areas of Interest City Limits Extraterritorial Jurisdiction - MoKan (TxDOT) Senior Population 65 & Above (Percent of Total) 0% - 5% 11% - 25% √Miles > 26%

Figure 4: Senior Level Population in Pflugerville and ETJ Area (2013)

Dell Springbrook Corporate Center Stone Hill Town Center Picadilly Business Park •Walmart Supercenter
Pflugerville Justice Center Pflugerville City Hall 130 Commerce Center Capital Metro Tech Ridge Transit Center Legend Areas of Interest City Limits Extraterritorial Jurisdiction - MoKan (TxDOT) Youth Population 18 & Under (Percent of Total) 0% - 5% 6% - 10% 11% - 25% > 26% Source: 2010 U.S. Census, 2013 ACS

Figure 5: Population Ages 18 and Under in Pflugerville and ETJ Area (2013)

Stone Hill Town Center Picadilly Business Park CAMERON RD Walmart Supercenter
Pflugerville Justice Center Capital Metro Tech Ridge Transit Center Legend Areas of Interest City Limits Extraterritorial Jurisdiction MoKan (TxDOT) Zero Car Availability (% of Driving-Age Population) 0% - 0.5% 0.5% - 2.5% 2.5% - 5% 5% - 10% > 10%

Figure 6: Driving Age with Zero Car Availability in Pflugerville and ETJ Area (2013)

●Dell SPEIDEL DR OStone Hill Town Center Picadilly Business Park • Walmart Supercenter
• Pflugerville Justice Center Pflugerville City Hall •H-E-B ●130 Commerce Center Capital Metro Tech Ridge Transit Center Legend Areas of Interest City Limits Extraterritorial Jurisdiction Roads — MoKan (TxDOT) **Median Income** (US Dollars) < \$24,250* \$24,251 - \$50,000 \$50,001 - \$80,000 \$80,001 - \$110,000 > \$110,000 *According to the Department of Health and Human Services, \$24,250 is the 2016 Federal Poverty Level for a family of four. Miles Source: 2010 U.S Tract. Census, 2013 ACS

Figure 7: Median Income in Pflugerville and ETJ Area (2013)

Stone Hill Town Picadilly Business Park CAMERON RD •Walmart Supercenter
•Pflugerville Justice Center Capital Metro Tech Ridge Transit Center Legend Areas of Interest City Limits Extraterritorial Jurisdiction MoKan (TxDOT) Limited English Proficiency (Percent of Total) 0% - 5% 6% - 10% 11% - 15% Source: 2010 U.S. Census, 2013 ACS

Figure 8: Limited English Proficiency in Pflugerville and ETJ Area (2013)

3. Community Facilities

3.1 Community Facilities within City Limits

Community facilities in the City of Pflugerville are located primarily along the Pecan Street corridor from Immanuel Road to Foothill Farms Loop.

Pflugerville Recreation Center: Pflugerville's Recreation Center, located at 400 Immanuel Road, offers a variety of outdoor and sporting opportunities. Amenities include a gymnasium, a "Pfitness Room", game room, walking/jogging track, senior center, and a nursery. The recreation center also hosts the monthly senior luncheon. The recreation center hours are Monday through Friday 5:30 am to 9:00 pm, Saturday 8:00 am to 8:00 pm, and Sunday 1:00 pm to 6:00 pm.

Pflugerville City Hall: The City Hall is located in downtown Pflugerville, 100 E. Main Street, at the intersection of E Main Street and 1st Street. The city also houses some administrative offices at 201-B East Pecan Street.

Pflugerville Justice Center: The Pflugerville Justice Center, located at 1161 Pfennig Lane, includes the Pflugerville Police Department and the Pflugerville Municipal Court. The Pflugerville Justice Center has meeting facilities and is also considered a Safe Trade Site for residents who are buying and selling merchandise. In addition, the Pflugerville Justice Center holds court proceedings which enforce criminal laws, traffic laws and municipal ordinances within the court's jurisdiction. The hours of operation are Monday through Friday 8:00 am to 6:00 pm.

Pflugerville Public Library: The Pflugerville Public library, located at 1008 W. Pfluger Street, provides educational, informational, and recreational services for its patrons in the community. The public library in Pflugerville operates Monday through Thursday 10:00 am to 8:00 pm, Friday from 10:00 am to 6:00 pm, and Saturday and Sunday from 1:00 pm to 6:00 pm the library also offers public computers, free WiFi, and a summer reading program for kids.

Travis County Annex Community Center: The Travis County Annex, located at 15822 Foothill Farms Loop just north of Pecan Street, offers important social services for the county such as Meals on Wheels, voting opportunities, senior lunch programs, and volunteer legal services. In addition, the center is also the location for the CommUnity Care Clinic, which provides family medicine, women's health, maternity care, and telepsychiatry through video conferencing.







Location: Pflugerville Public Library

3.2 Employment Centers within City Limits

Figure 9 shows the locations of the major employment centers in the City of Pflugerville. Stone Hill Town Center is a regional shopping center at the intersection of SH 45 and SH 130. The shopping center's primary tenants include Super Target, Ross, Dick's Sporting Goods, Home Depot and Best Buy. In addition, there are other large employment complexes throughout Pflugerville including Springbrook Corporate Center, 130 Commerce Center, and 685 Commercial Park. Pflugerville's first hotels are currently under construction on Impact Way south of Pecan Street within the 130 Commerce Center Park. Both the Best Western Plus and the Courtyard by Marriott are planned to open in 2016.

●Del Springbrook Corporate SPEIDEL DR Stone Hill Town Center Picadilly Business Park CAMERON RD •Walmart Supercenter
Pflugerville Justice Cen BRITA OLSON RD ●Capital Metro Tech Ridge Transit Center Legend **Employment Centers** City Limits Extraterritorial Jurisdiction 0 0.5 1 Miles - MoKan (TxDOT) *City limits and ETJ, May 2016

Figure 9: Employment Centers in Pflugerville

4. Land Use

4.1 Existing Land Use

Existing land use in Pflugerville consists of over 4,328 acres of single family residential attached and detached lots, 21,161 acres of crops, livestock, or otherwise undeveloped, and roughly 394 acres used for educational purposes. Land uses that tend to complement transit include retail in the urban district, high-density residential, general business, and some commercial/office. These particular land-uses experience higher levels of activity throughout the day. Retail areas include Pecan Street and FM 685 corridors.

Figure 10 displays Pflugerville's existing land use map. As shown, the city is largely composed of single family residential housing, and agriculture in the ETJ.

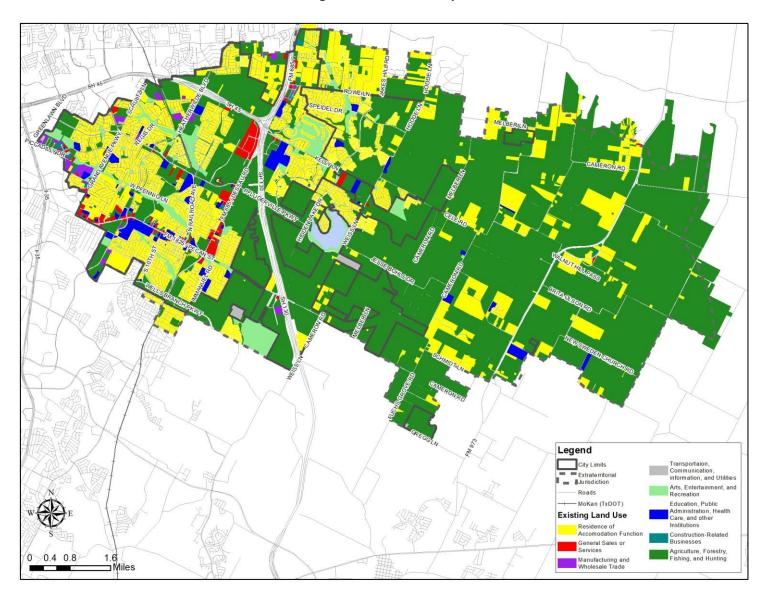


Figure 10: Land Use Map

5. Existing Transit Services near Pflugerville

5.1 CARTS Service

CARTS does not currently provide demand response service in the City of Pflugerville; however, there are some limited service areas within the ETJ and rural areas of Pflugerville. Pflugerville residents can access the CARTS Interurban Coach services at the Capital Metro Tech Ridge Park-and-Ride facility at 900 Center Ridge Drive near the intersection of Howard Lane and IH 35. The CARTS Red Route operates two trips per weekday in each direction from Tech Ridge serving locations in Georgetown, Round Rock, and Austin. In addition, the Round Rock CARTS Station at 402 West Bowman Drive, near IH 35 and Highway 79, is served by the CARTS Silver Route with five trips in each direction between Taylor, Hutto and Round Rock.

To access CARTS online use the following website address: http://www.ridecarts.com/.

5.2 Drive a Senior

Drive a Senior is a volunteer based program that offers curb-to-curb, door-to-door, and door-through-door services. In 2015, Drive a Senior provided roughly 3,000 rides in Pflugerville. To be eligible, seniors must be non-driving or limited driving, over the age of 60 and living in their own home or with family members within the service area. Also, they must be able to walk on their own or with walkers or canes. Drive a Senior is a free service to those who are enrolled. The service extends to North Austin, Round Rock, Pflugerville, and Elgin.

Drive a Senior provides regularly scheduled trips on a weekly basis within Pflugerville including service to HEB, Walmart, Pflugerville Public Library, and the Pflugerville Recreation Center. On Tuesdays and Wednesdays, Drive a Senior provides service to Round Rock serving Walmart, HEB Plus, Baca Center, and Round Rock Library.

To access Drive a Senior online use the following website address: https://www.volunteerdriving.com/.

5.3 Capital Metro

The Capital Metro Tech Ridge Park-and-Ride is a commuter hub for north Austin with seven routes, including Route 243 with service to Howard Station, a dedicated express route to downtown Austin, access to 801 MetroRapid and 1 Metric/South Congress routes. CARTS operates service between Round Rock/Georgetown to the Tech Ridge Park & Ride. The Tech Ridge Park & Ride is the closest transit hub for Pflugerville residents. A large portion of the ETJ area falls within the Capital Metro service area but lacks service directly to Pflugerville residents. **Figure 11** illustrates Pflugerville's city limits, ETJ, Urbanized Areas (UZA) boundaries, and Capital Metro Service Area.

To access Capital Metro online use the following website address: http://www.capmetro.org/.

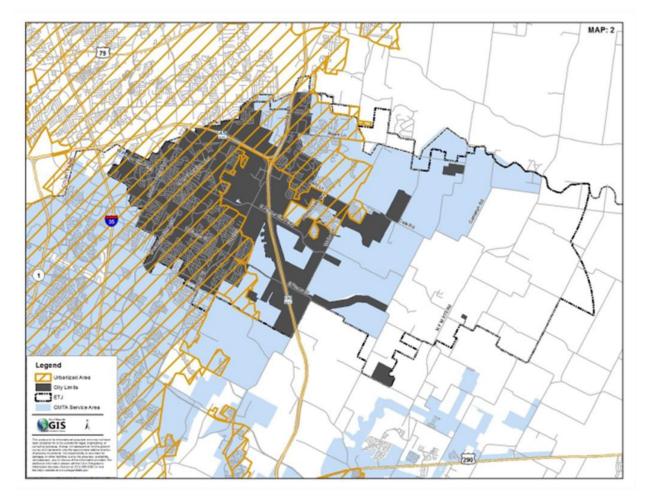


Figure 11: Pflugerville City Limits and Capital Metro Service Area

5.4 Capital Metro RideShare

Capital Metro also provides a RideShare program operated by vRide, providing eligible groups of five to 12 riders with month-to-month vanpool lease agreements. This program includes insurance, maintenance, 24-hour roadside assistance, a choice between five vehicles, and an optional fuel purchasing program.

The program is open to commuters that live or work within the Capital Metro service area, as well as outside the service area. The RideShare program helps reduce traffic congestion, reduce air pollution, and helps riders save money.

The program varies in cost based on vehicle type, commute distance, group size, fuel, and tolls. The monthly cost is shared by the number of riders utilizing the service. For residents beginning or ending their trips outside of the Capital Metro service area they receive a \$450 monthly subsidy. For riders beginning and ending in the Capital Metro service area they receive a \$500 monthly subsidy. There is no subsidy for riders that begin and end trips outside the service area.

Currently, there are 14 RideShare vanpools operating within Pflugerville provided by the vRide service. Each vRide begins at different locations within Pflugerville and stops in downtown Austin or various locations in south Austin. Some locations in south Austin are located at the Texas Department of

Transportation and City of Austin Planning and Development Center. Most Pflugerville vRide routes operate Monday through Friday however one van only operates on Monday, Tuesday, and Thursday.

5.5 Capital Metro MetroAccess

Capital Metro provides a shared-ride paratransit service providing origin-to-destination service for eligible passengers seven days a week. The service provides paratransit rides to complement Capital Metro's fixed route bus system with comparable hours, days, and service area. The MetroAccess service area is provided within ¾ of a mile of Capital Metro's regular fixed route services.

MetroAccess schedules rides using a 30-minute ready window for passenger pick-ups. Passengers must be ready to board the vehicle within five minutes after the vehicle arrives. The service is provided with three different types of service levels: curb-to-curb, door-to-door, and hand-to-hand.

5.6 Amtrak

Amtrak currently does not serve Pflugerville directly. The nearest Amtrak station is in Taylor, about eighteen miles northeast of Pflugerville. There are also stations in Austin and to the north in Temple. The Texas Eagle route stops in Taylor once daily in each direction, heading south towards San Antonio and north towards Saint Louis and Chicago.

To access Amtrak online use the following website address: https://www.amtrak.com/home.

5.7 Greyhound

Greyhound currently does not serve Pflugerville directly but it does serve neighboring areas. Pflugerville residents can access the nearest Greyhound bus stations located in Round Rock at the CARTS Greyhound Station at 402 W Bowman Drive or in Georgetown at the CARTS Georgetown Bus Station at 3260 South Austin Avenue. The route serving the Round Rock and Georgetown stations provides a connection to the Austin Station.

To access Greyhound online use the following website address: https://www.greyhound.com/.

5.8 Taxi and Other Car Services

Pflugerville does not regulate taxi service or other similar services in the area. City of Austin provides a ground transportation website link which includes all vehicle services for hire such as taxi, car-share, pedi-cabs, transportation network companies, shuttle services, limousine services, charter services, and touring and sightseeing companies. Transportation network services such as Lyft and Uber also provide service in Pflugerville but do not provide direct trips to Austin. Transportation network services such as GetMe, Fare, and RideAustin also provide service in the Pflugerville area which do provide direct trips to Austin. The following list provides links to taxi and transportation services offered in Pflugerville.

To access Uber online use the following website address: https://www.uber.com/.

To access Lyft online use the following website address: https://www.lyft.com/.

To access GetMe online use the following website address: https://www.getme.com/

To access Fare online use the following website address: http://ridefare.com/

To access RideAustin online use the following website address: http://www.rideaustin.com/

To access City of Austin ground transportation service providers: http://www.austintexas.gov/department/ground-transportation-regulation

5.9 Round Rock Transportation Services

The City of Round Rock provides transit service through a contract with Star Shuttle. Round Rock provides a Demand Response curb-to-curb service that is provided to the residents of Round Rock, as well as those residing within the Round Rock ETJ on weekdays between 7:00 am and 6:00 pm. Trips must be scheduled by 4:00 pm on the day prior and can be scheduled up to 14 days in advance. A one-way fare is \$5 for those with a home address within the Round Rock city limits and \$7 for those with a home address within the ETJ of Round Rock.

The Reverse Commuter route operates three northbound morning and three southbound afternoon trips between Capital Metro Tech Ridge Park & Ride and employment centers in Round Rock such as Sears Teleserv. The Reverse Commuter route operates on I-35, Greenlawn Boulevard, and Louis Henna Boulevard in order to cross TX-45 to access Sears Teleserv. Service currently operates on weekdays only, with trips at 6:30 am, 7:15 am, 4:30 p.m., and 5:15 pm.

6. Review of Relevant Plans

6.1 Pflugerville 2030 Comprehensive Plan

The Pflugerville 2030 Comprehensive Plan establishes a vision and framework for the future of Pflugerville. Pflugerville is strategically located in the Central Texas region and has become a city of regional significance, with a growing number of residents and jobs. It is located fourteen miles north of downtown Austin and seven miles southeast from Round Rock, with access via IH 35 and more recently, SH 130, and SH 45.

6.1.1 Transportation Element

The purpose of the transportation element of the comprehensive plan is to deliver a workable set of goals, policies, and actions that can be used to guide the future development of Pflugerville's transportation system. The first step towards the development of these policies and goals is to define the point from which the City will proceed. Planning for future public transportation options is considered as a key part of Pflugerville's preferred land use vision decisions. While only one percent (1%) of the respondents at the Values Workshop identified public transportation as their current work commute mode, over twenty percent (20%) said they would use public transportation if they could. Fifty three percent (53%) of respondents who supported rail public transportation along SH 45, while forty seven percent (47%) preferred using the MoKan corridor. The transportation element includes goals and policies to follow as the Pflugerville 2030 Comprehensive Plan is established. Below is one of the goals that has been developed in the transportation element of the 2030 Comprehensive Plan.

Goal 3: The design, development, and maintenance of roads will consider the needs of current and projected populations in a consistent and coordinated manner.

Policy 3.1 Use the Thoroughfare Plan as a guide to determine, classify, locate, and schedule roadway development improvements.

• Action 3.1.4: Review and evaluate the Thoroughfare Plan annually.

6.2 Master Transportation Plan – 2015

The City of Pflugerville developed the Master Transportation Plan (MTP) to guide the development of transportation improvements. The purpose of this document was to replace the previously developed Transportation Element of the Pflugerville 2030 Comprehensive Plan. It was established to deliver a set of goals, policies and actions, and to develop the MTP for the City of Pflugerville and its ETJ.

This document included recommended roadway improvements needed to accommodate estimated travel demand through the year 2035. The overall goal of the MTP was to provide a transportation network that accommodates the growth of Pflugerville while effectively integrating the future land use plan.

The Pflugerville MTP is a comprehensive long range planning approach to address the city's transportation needs which would ultimately create the Pflugerville Thoroughfare Plan. The City of Pflugerville is anticipating significant growth and development between 2010 and 2035 and planning for the necessary roadway improvements is imperative. Goals, policies, and objectives are addressed below:

• Goal 1: Pflugerville will have a regional transportation presence and will maintain a voice in regional transportation planning and funding opportunities.

- Policy 1.1: Cooperate with all government entities in the development of the roadway system.
- Policy 1.2: Evaluate the potential for developing public transportation options.
- Goal 2: In order for Pflugerville to continue to be a vibrant community, land use and transportation must be balanced.
 - Policy 2.1: Thoughtfully locate traffic generators to ensure accessibility and surrounding land use compatibility.
- Goal 3: The design, development and maintenance of the roadway network shall take into consideration the community as a whole.
 - o Policy 3.1: Use the Thoroughfare Plan as a guide for future roadway development.
 - Policy 3.2: Maintain access while not affecting the flow of traffic for primary and secondary roadways.
- Goal 4: The cost associated with the development of the transportation network shall be shared.
 - Policy 4.1: Develop a funding plan for the completion of projects identified within the Comprehensive Plan.
 - o Policy 4.2: Establish a comprehensive impact fee structure for the city.

The primary objective of the MTP is to plan for a future thoroughfare system that balances supply and demand so that resources are maximized and the system functions safely and efficiently. The future system is shown in **Figure 12**. All projects should be consistent with state, regional, and local transportation plans and conform to the state, regional, and local planning requirements. Proposed projects are not inclusive of general maintenance and local street improvements; however, at a minimum, should include the following:

- Roadway classification of Collector, Arterial, or Freeway
- Intersection or safety improvements along the above roadway classifications, and/or
- New Collectors, Arterials, or Freeway locations

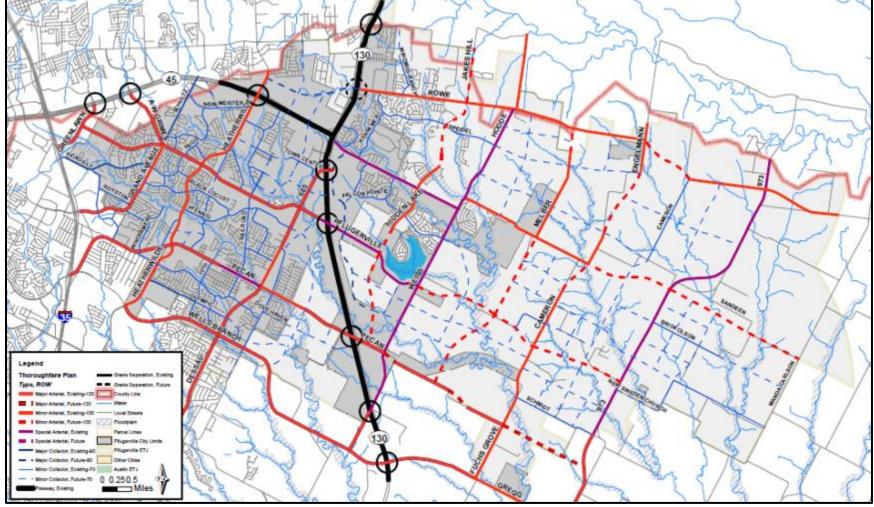


Figure 12: Pflugerville Master Thoroughfare Plan

Source: City of Pflugerville Master Transportation Plan

6.3 Project Connect: North Corridor

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

With decades-long rapid growth in and around Williamson County and northern Travis County, the geographic "center of population" in the Central Texas region is actually between Austin and Round Rock. For this reason, a top priority following completion of Project Connect was to initiate the North Corridor study of alternatives to link Georgetown, Round Rock and Pflugerville and other communities within central Austin. Of the 100 most congested roadways in Texas, six are located in the North Corridor, which is expected to be home to half the region's population and more than half of its jobs by 2035.

Project Connect: North Corridor, conducted from 2012-2104, studied alternatives for improving transportation within and between central and north Austin and the cities of Pflugerville, Round Rock, Georgetown, Hutto, and others. A key aspect of this study effort is that a substantial portion of the study area lies outside of the Capital Metro service area. As such, working closely with partner jurisdictions to develop the plan was essential. Additionally, implementing the plan will require funding beyond the resources currently available to Capital Metro.

The North Corridor study included the following four major steps:

- Identify transportation problems and issues within the corridor
- Determine reasonable and feasible alternatives to address those problems
- Analyze, evaluate, and refine alternatives
- Select a locally preferred alternative

Capital Metro, CAMPO, the Lone Star Rail District, and the cities of Austin, Pflugerville, Round Rock, Georgetown, Hutto, and other partners worked together to improve long-term mobility and accessibility in the North Corridor, support regional growth objectives, and meet community needs by helping families with the following:

- Gain more transportation options
- Have better access to affordable housing
- Connect to employment and education centers
- Create and sustain vibrant local communities

The Locally Preferred Alternative (LPA) for the North Corridor calls for several different types of services, including the extension of existing MetroRapid lines to Round Rock, Georgetown and Pflugerville; Express service linking Hutto and Pflugerville to Austin via the MoKan Corridor; Connect bus service from Hutto to Round Rock, from Round Rock to Cedar Park, and from Manor to Tech Ridge and the emerging

transit hub of Highland Mall; New Park & Ride facilities in Round Rock, Hutto, Pflugerville, Webberville, and more. **Figure 13** shows the LPA North Corridor.

According to Project Connect, the north corridor will see a large amount of growth over the next 20 years.

• Half the population of Williamson and Travis counties will reside in the North Corridor by 2035. By 2035, 55 percent of all jobs in the five-county region will be located in the North Corridor.

The Locally Preferred Alternative is built around three principal bus modes: Rapid, Express, and Connect. For these modes, there are two Rapid extensions, two Express extensions, and five Connect routes.

- One Rapid service extends from the current Burnet MetroRapid terminus to Round Rock and Georgetown via Burnet/Hesters/Mays/Old Settlers/FM1460/Inner Loop.
- A second Rapid route is new and runs from Pflugerville to Howard Lane with an intermediate stop at Tech Ridge.
- One Express route connects the greater Georgetown area with Central Austin via IH 35/SH 45/MoPac.
- A second Express route runs from Hutto to Central Austin via MoKan and Capital Metro's freight rail ROW into Central Austin. This alternative also identifies the MoKan Corridor to be preserved for future use.

6.3.1 MoKan Corridor

The Mokan Corridor is an abandoned rail corridor which has been considered for development of transportation infrastructure. The corridor which has been unimproved includes bicycle and hiking trail connections. In recent years, various ideas of how to best utilize the corridor have been identified, studied, vetted and opposed due largely to a lack of benefit and uncertainty of the scope. However, the portion within Pflugerville has been identified as an area that could support transit and provide regional connectivity and connect northern residents to areas in Austin. MoKan is being considered as a potential high capacity corridor as part of Capital Metro's Project Connect study. TxDOT owns portions of the corridor in the Pflugerville area.

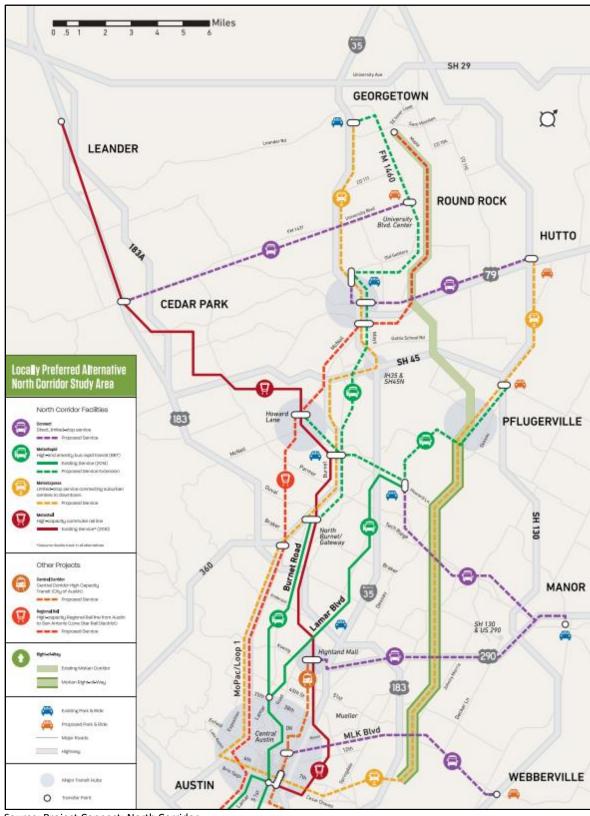


Figure 13: Locally Preferred Alternative (North Corridor)

Source: Project Connect: North Corridor

6.4 Old Town Vision Report - 2009

The Old Town Pflugerville Vision process was intended to consolidate input from all interested parties toward a consensus vision and action framework for the Old Town area, particular for further consideration through the city's upcoming Comprehensive Plan update.

With the significant growth that Pflugerville has experienced over the past 15 years, Pflugerville is now much more integrated into the Austin metropolitan region with the completion of SH 45 and SH 130. Significant road improvements are also occurring locally, including improved east-west connections via Pflugerville Parkway, Wells Branch Parkway, and East Pecan Street. However, many individuals noted the detrimental effect from the volume and speed of traffic that passes through Old Town daily along FM 1825, also known as Pecan Street.

One uncertainty is the future of MoKan. The MoKan right-of-way, which passes through Old Town just east of Railroad Avenue, still has the potential to accommodate high-capacity transit at some point. However, this will likely remain a "wild card" for Pflugerville's downtown planning scenario until some direction is determined through ongoing regional transportation planning. In the meantime, the Texas Department of Transportation (TxDOT), as the current owner of the corridor, sees itself in a caretaker role, protecting against encroachments that would be difficult and costly to remove if the corridor were to be adapted for regional transportation in the future. Listed below are some issues that were not addressed in earlier plans and studies:

- Main Street extension (east and/or west) and downtown access/visibility in general.
- Pecan Street safety and walkable/bike-able downtown in general.
- Parking quantity, location/convenience, and type (centralized public, angled along frontages, rear and alley, etc.).
- Transit potential (via MoKan right-of-way) and possible future spark for downtown

6.5 Residential Construction Map - 2016

The Pflugerville Residential Construction Map is updated monthly to locate residential neighborhoods that are currently under development and/or going to be developed. This map also provides the number of units that will be built each year, the number proposed to be built, total built, remainder to be built, and the amount of acres that will be utilized in every residential neighborhood. **Table 3** provides insight on which neighborhoods have started construction and where they are currently during the construction process. Each ID represented in the table corresponds to the February 2016 residential construction map in **Figure 14**.

Table 3: Residential Units by Year

ID	Name	Prior to 2008	2008	2009	2010	2011	2012	2013	2014	2015	2016	Proposed to be Built	Total Built	Remainder to be Built	Acres
1	Reserve at West Creek	66	19	31	83	35	44	91	144	73	7	604	593	11	163
2	Villages of Hidden Lakes	715	65	26	83	47	35	48	42	49	29	1,285	1,140	145	345.8
3	Falcon Pointe	556	73	32	120	84	105	141	162	173	101	1,705	1,547	158	704.4
4	Commons at Rowe Lane	78	34	18	58	60	73	50	51	80	62	915	564	351	291
5	Avalon	72	55	11	62	29	46	49	80	167	178	1,500	749	751	546.4
6	Spring Trails	39	50	15	45	21	54	31	79	56	2	405	392	13	161.9
7	Highland Park	385	37	44	36	28	58	82	73	119	128	1,272	990	282	470.7
8	Blackhawk	436	78	17	92	55	63	52	56	69	129	3,501	1,047	2,454	939.2
9	Sorento	0	0	0	0	0	0	0	1	75	52	944	128	816	365.1
10	Carmel	0	0	0	0	0	0	0	0	0	0	2,317	0	2,317	723
11	Blackhawk Far East	0	0	0	0	0	0	0	0	0	0	637	0	637	201
12	Verona	0	0	0	0	0	0	0	0	0	27	324	27	297	148.3
13	Carrington Court	0	0	0	0	0	0	0	0	23	51	133	74	59	19.2
14	Vine Creek	0	0	0	0	0	0	0	0	0	0	507	0	507	147
15	Penley Park	0	0	0	0	0	0	0	0	8	15	161	23	138	49.8
16	Huntington Park	0	0	0	0	0	0	0	0	0	0	128	0	128	20.8
17	Kuempel Townhomes	0	0	0	0	0	0	0	0	0	0	18	0	18	3
18	The Commons (Pacana)	0	0	0	0	0	0	0	0	0	0	1,250	0	1,250	45.9
19	Walden Square	0	0	0	0	0	0	0	0	0	0	62	0	62	14.2
20	Emerson Apartments	0	0	0	0	0	0	0	0	0	0	384	0	384	19.4
21	Townes on 10 th	0	0	0	0	0	0	0	0	0	20	93	20	73	9.4
22	Mansions at Stone Hill Ph 2	0	0	0	0	0	0	0	0	0	105	399	105	294	23.2
23	Swenson Farms Condos Ph 1 & 2	0	0	0	0	0	0	0	0	0	2	136	2	134	37.1
24	Falcon Pointe Multi-Family	0	0	0	0	0	0	0	0	0	0	316	0	316	19.6
25	Villages at Legacy	0	0	0	0	0	0	0	0	0	0	85	0	85	31.1
26	Windermere Park Garden Villas Ph 1 & 2	0	0	0	0	0	0	0	0	0	0	N/A	0	N/A	11.4
27	Highlands Apartments	0	0	0	0	0	0	0	0	0	0	292	0	292	16.6
28	Falcon Pointe Condominiums	0	0	0	0	0	0	0	0	0	0	72	0	72	8.6
29	Branson Condominiums	0	0	0	0	0	0	0	0	0	0	130	0	130	22.6
30	Paradise Cove Condominiums	0	0	0	0	0	0	0	0	0	0	17	0	17	4.6
31	Commerce Place Apartments	0	0	0	0	0	0	0	0	0	0	254	0	254	12.3
	Totals	2,347	411	194	579	359	478	544	689	892	908	19,846	7,401	12,445	5,575

Source: City of Pflugerville Planning Department (2016)

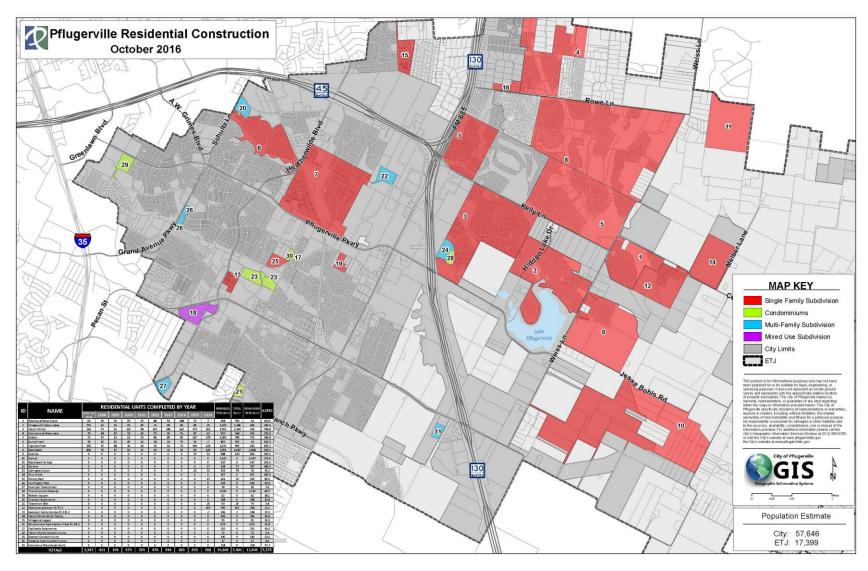


Figure 14: Residential Construction in Pflugerville

Source: City of Pflugerville Planning Department, http://pfgis.maps.arcgis.com/

6.6 Pflugerville 2015 Demographic Report

The Pflugerville Demographic Report highlights statistics regarding people, parks and trails, housing, education, capital improvement projects (CIP), economy, and community characteristics. According to the 2015 demographic report, only 6.2 percent of the residents of Pflugerville are seniors.

Single family home development has increased over four percent (4%) since 2014. The City of Pflugerville added 763 single family homes in 2015 with a median home value of \$167,000 compared to the rest of Travis County which has a median home value of \$219,200. Pflugerville has a large number of parks in its geographical area. Currently 62 percent (62%) of the parks are developed with amenities.

There are 76 public parks in the area on over 1,218 acres. The trails in Pflugerville total over 45 miles throughout the geographical area.

At the time of the development of the demographic report there were eight CIPs underway and 24 CIPs under design. In 2015 there were over 39 construction plans and roughly 60 site acceptances for new construction.

6.7 CAMPO 2035

The *CAMPO 2035* plan served as the basis for development of the Project Connect System Plan; however, CAMPO is required to update the plan every five years. The CAMPO 2035 plan was adopted May 2010 and is a long-range plan that provides a vision for how the region implemented a comprehensive multi-modal transportation system by 2035. The purpose of the plan set goals to improve livability in the region by balancing traffic and improving quality communities. This plan set four elements to balance the transportation system, which are movement of people and goods, improving the quality of travel, managing the demand on the system, building a sustainable system, and considering the impact of transportation on lives and landscapes.

6.8 Campo 2040

The CAMPO 2040 plan was adopted in May 2015 and is a long-range plan that specifies a set of investments and strategies to maintain, manage, and improve the surface transportation system in the five-county region of Williamson, Travis, Hays, Caldwell, Bastrop and Burnet counties in Central Texas.

Based on the 2040 plan's fiscally constrained analysis, approximately \$35.1 billion will be available to construct, operate, and maintain the regional transportation system over the 25-year timeframe (2015-2040), which includes approximately \$9.7 billion in local transit funds. The plan includes a project list that provides details on future transportation investments in the region. The list includes several transit projects, including a commuter rail line from Elgin to Austin and the addition of several Capital Metro MetroRapid bus routes.

6.9 Project Connect

The Project Connect Vision Plan (2012) identified the first regional high capacity transit plan for Central Texas. In 2016, Project Connect has a defined Focus Area in Central Austin that is bounded by US 183 to the north and east, MoPac Expressway (SH 1) to the west, and US 290/Ben White Boulevard to the south. While the Focus Area examines opportunities for high-capacity transit alternatives in a more centralized location, the project also includes a regional Study Area that provides connections to the Focus Area from the surrounding five-county metropolitan statistical area of Bastrop, Caldwell, Hays, Travis and Williamson counties. Project Connect is a plan designed to create a system of high-capacity transit options that will connect people, places and opportunities in an affordable, efficient and

sustainable way. High-capacity transit travels the entire trip, or a portion of its trip, on a dedicated lane or guideway.

To access Project Connect online use the following website address: http://capmetro.org/projectconnect/.

6.10 Round Rock Transit Master Plan

The Round Rock Transit Plan (2015) was developed to serve the transit needs of Round Rock residents. This plan serves as a draft for implementing new transit services within the City of Round Rock and connections to regional destinations in a logical manner. The plan set the framework to improve local mobility and access to jobs, education, medical facilities, and shopping destinations. It will enhance the connectivity to regional transit hubs and provide convenient and reliable options for Round Rock residents commuting to Austin.

The transit plan provided comprehensive service evaluation and community engagement efforts that served as the basis for service recommendations. The local route recommendations seek to connect residential areas that exhibited the highest demand for transit with major employment, educational, and medical destinations. In addition, regional route recommendations are intended to provide direct access to Capital Metro Transit stations, downtown Austin, and the University of Texas.

The service recommendations were divided into nine phases that represent years 2017-2025. The first phase consisted of the initial route network with a minimum level of weekday service. Succeeding the first phase, a strategic and incremental growth in terms of improved headways, expanded hours of operation, and the addition of Saturday service would be reviewed. The final phase included two new routes, which will supplement the initial network and provide coverage along rapidly-growing corridors.

Route alignments and service levels were developed based on the following characteristics:

- Population and employment densities
- Travel patterns throughout the region
- Transportation infrastructure that is planned and existing
- Community preferences obtained through Design You Transit System survey results
- Comments provided through public meeting attendees and survey responses
- Feedback through stakeholders

The recommendations gathered through the transit plan helped shape the transit markets and collectively enhance local and regional mobility by providing and improving access to employment, education, retail, and medical destinations. The initial route network consisted of two local routes operating on weekdays serving the majority of destinations in Round Rock and two regional routes connecting Round Rock with downtown Austin and the University of Texas. The primary connection point for local and regional services is the Round Rock Transit Center, located on the western edge of downtown. The following website provides additional information about the plan:

https://www.roundrocktexas.gov/departments/transportation/public-transportation/.

6.11 City of Hutto Transit Development Plan

The City of Hutto's Transit Development Plan was developed to assist with the implementation of transit service that will serve the needs within the city limits and connect to existing and future regional transit options. Capital Metro and the City have undertaken this study to assist Hutto in developing and realizing its public transit goals and to help advance regional mobility goals.

Public transit in Hutto could benefit the members of the community with limited means of transportation including residents without a car and one-car households. Transit would play a key role in providing transportation options and access to services in Hutto, HEB, and Walmart in Taylor and Round Rock, shopping at Stone Hill Town Center in Pflugerville, medical facilities, and employment and education in Austin and throughout the region.

The proposed transit system includes an express bus service from Hutto to Austin and a deviated fixed route along the Highway 79 corridor serving Taylor, Hutto, and Round Rock. The routes were developed to be phased in over a three-year planning horizon based on need for the service and the availability of funding. The plan does not include a fixed-route line within the first three to five years of service.

6.12 City of Georgetown Transit Development Plan

The purpose of the study was to develop a local transit plan for the City of Georgetown that would serve transit needs within the city limits and connect to existing and future regional transit options.

The project team developed goals, objectives, and strategies for the transit development plan. The Goals included the following:

- Goal 1: Provide a safe, reliable, efficient, and accessible transportation option for residents and visitors of Georgetown.
- Goal 2: Adequately address the mobility needs of Georgetown residents.
- Goal 3: Maximize resource utilization and operational efficiency with respect to system administration and operations.
- Goal 4: Develop a local system that operates effectively in the short-term, continues to develop
 an audience for regional transit options in the mid-term, and will connect the local community
 to the region in the long-term.

The proposed fixed route transit system would serve many local destinations radiating from a centralized transfer center providing transit service within the City of Georgetown. A four route transit system was identified to provide a foundation of local service for the city. The routes were developed to link as many local origins and destinations as possible while keeping route lengths and running times reasonable. Service operation assumptions include:

- Operating each route on a 60-minute frequency
- Development of a central transfer center
- Complementary demand-response ADA paratransit service

7. City of Pflugerville Goals and Objectives for Transit

This section summarizes the initial goals and objectives for public transit in the City of Pflugerville. Goals and objectives are an integral part of any transportation plan because they provide the policy direction to achieve the community's vision. The goals, objectives, and strategies presented in this section were prepared based on a review and assessment of policies examined by the City of Pflugerville; feedback received during the public involvement process, and the review of local and regional transportation planning documents.

7.1 Goals and Objectives

The project team developed initial goals, objectives, and strategies with the intention of developing public transportation options that connect Pflugerville residents with both local and regional employment and other activity centers in area.

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

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

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

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

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

- Strategy: Evaluate possible connectivity to other modes of local transportation.
- Strategy: Evaluate locations for Park & Ride capability near other modes of local transit.
- **Strategy:** Evaluate the capacity of the Red Line and phase connecting routes based on ability to serve additional riders.

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

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

- Strategy: Submit regional transit projects to the CAMPO Transportation Improvement Plan (TIP).
- Strategy: Develop funding strategies over time for the local transit system.
- **Strategy:** Remain committed to a regional system to provide residents with access to Austin, Round Rock, and Hutto and visitors with access to Pflugerville.
- Strategy: Evaluate Pflugerville's future land-use plan and zoning for possible transit capability.

Goal 4: Pflugerville will have a regional transportation presence to ensure connectivity between emerging destinations and centers both within and external to Pflugerville, and to maintain a voice in regional transportation planning and funding cycles.

Objective: Evaluate the potential for developing public transportation options.

- **Strategy:** Encourage active participation in regional discussions concerning public transportation.
- **Strategy:** Continue to seek opportunities to collaborate with other entities, such as CAMPO, in the region in regards to public transportation, specifically through Project Connect North Corridor.
- **Strategy:** Pursue the development of a comprehensive transportation development program to integrate transit and associated funding priorities.
- **Strategy:** Integrate opportunities for high capacity transit that will serve the City of Pflugerville, such as the MoKan corridor, into Pflugerville transportation planning.

These goals and objectives are meant to be a starting point and will continue to be refined in the future to best meet the needs of the residents of the City of Pflugerville.

7.2 Service Design and Performance Standards

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

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

- Passenger per Revenue Hour: The total number of passengers divided by the total number of revenue service hours provides a data point for monitoring ridership as it relates to total bus hours operated. This key productivity measurement works as an effective tool for future service planning. Improving ridership is often the goal of planning bus service, however, it is just as important to plan for additional ridership with a "right sized" route or system.
- Operating Costs per Revenue Hour: This is calculated by dividing operating costs by the total number of revenue (in service) hours. Operating costs per revenue hour is one of the key cost effective performance measures to gauge the amount of service provided to the cost to operate that service. The standard should be tracked over time for the system and by route to identify service areas that are less cost effective compared to other routes within the bus system.
- Operating Costs per Passenger: The total operating costs are divided by total passengers (unlinked trips) to calculate the operating cost per each passenger on the service. This is designed to track the cost effectiveness for the system as it relates to ridership over time.
- Cost Recovery prior to Subsidy (Farebox Recovery): This is calculated by dividing the revenue from the farebox by the total operating costs. Farebox recovery shows the amount of the total revenue that is generated by passenger fares. The goal for most small to medium sized systems should be 8 to 10 percent farebox recovery within the first three years of service.
- Revenue to non-revenue hours: Non-revenue hours are deadhead hours that include the time for the operator to travel between the bus yard and the scheduled starting point of the service. This also includes the hours of paid operator time before and after shifts.

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

- On-time Performance: Buses must arrive at the stop no later than five minutes from the scheduled timepoint at least 90 percent of the time. To be considered on-time, buses should also not depart a timepoint prior to the time in the schedule.
- **Missed trips per month:** No trips should be missed or cancelled for fixed-route, demand response, or express service. It is important to schedule appropriate operator spare board and to have adequate vehicle spares to ensure reliable service.
- Service to ADA eligible riders: Service to all ADA eligible customers within ¾ mile of a fixed-route.

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

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

Standards focused on the needs of the community can also be considered for transit's impacts. These standards include economic development, roadway congestion, land values and roadway capacity. The measures will consider the community as a whole and assess the availability and convenience of transit service.

8. Public Involvement

This section summarizes the public involvement process and activities that have occurred as a part of the Pflugerville TDP. The goal of the public involvement activities was to increase the likelihood of active participation from citizens and stakeholder agencies during the development of the plan. Input from the public is critical since the plan provides a strategic guide for public transportation in the community.

Specific public involvement activities described in this section include various types of surveys and public workshops to receive public feedback and comments.

The remainder of this section summarizes in detail the public involvement activities conducted for the Pflugerville TDP.

8.1 Public Meetings and Outreach

Two public meetings were held for the project. Notice for the meetings was posted on the City of Pflugerville website and on social media (including Facebook and Twitter). A notice of the first public meeting was also available at an intercept survey conducted at the Pflugerville Public Library on February 10, 2016. The City of Pflugerville also distributed an email meeting notice to its mailing list as well as issuing a media advisory.

8.1.1 Public Meeting #1

The public meeting for the Pflugerville TDP was held on February 22, 2016, at the Pflugerville Public Library located at 1008 West Pfluger Street. The open-house format of this early evening meeting allowed the public to come and go at-will between 6:30 p.m. and 8:30 p.m. Twenty-eight individuals attended the open house and Project Team members were available to discuss the TDP and answer questions as the participants reviewed project exhibits, which included maps of the Pflugerville area. The participants also had the opportunity to indicate preferred transit route locations and to complete a project survey. Of the 28 attendees, two were local elected officials, and the remaining participants were local residents or represented local agencies, state agencies, and community organizations. Sixteen surveys were completed by attendees at the public meeting. **Appendix A** shows a complete list of the survey results.

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

- Stone Hill Town Center
- Pecan Street
- Parks within Pflugerville
- Pflugerville Public Library
- HEB
- Walmart
- Pflugerville Recreation Center
- Travis County Annex
- SH 130 industrial park
- Schools within Pflugerville
- Hawaiian Falls
- Churches within Pflugerville

Locations near Pflugerville included:

- Three Points Plaza
- Transit Transfer Stations in Austin
- Downtown district
- Red Line Metro stations
- The Domain
- Tech Ridge
- City of Hutto
- City of Cedar Park
- City of Round Rock
- Austin-Bergstrom International Airport

Attendees asked questions related to the routing of transit and if the system would serve local locations or travel to Round Rock and Austin. Several attendees asked questions related to the MoKan corridor and if the rail line is being considered as part of the TDP. Other questions focused on the transit plans in Hutto and Round Rock and how the Pflugerville plan will fit into the regional framework. Several people were also interested in park & ride locations along the SH 130 corridor. Overall, attendees were receptive of the concept of transit service in Pflugerville.

8.1.2 Public Meeting #2

The public meeting for the Pflugerville TDP was held on May 25, 2016 from 5:30 p.m. to 7:30 p.m. at the Justice Center located at 1611 E. Pfennig Lane. There were 10 attendees at the meeting. Attendees were notified by the City of Pflugerville website and through social media. There was also an email sent to the mailing list notifying those individuals of a media advisory. The primary goal of this meeting was to describe why a TDP was being developed, explain how the TDP was created, present proposed scenarios, and get feedback from the public using a comment form. **Appendix B** provides a list of comments gathered from the public.

The public was interested in how the proposed transit service was going to connect to neighboring communities and whether or not there would be express service to downtown Austin. It was mentioned that the TDPs for Hutto and Pflugerville would work more effectively as a coordinated plan with shared service on the SH 130 corridor.

The attendees expressed concern about safety in the communities served by the buses and if the fixed route service would be the first step in a larger scale bus rapid transit (BRT) line. They did not feel that Pflugerville needed higher capacity service such as BRT. Some attendees stated that the primary market for transit would be seniors and persons with disabilities and requested local routes and demand response service. Others commented that the service in Pflugerville should also be designed to bring people from the region to jobs in Pflugerville.

8.1.3 Stone Hill Town Center Intercept Survey

Two AECOM staff members (Nancy Gates and Allison Kaplan) conducted an intercept survey at the Stone Hill Town Center from 2:30 p.m. to 5:30 p.m. on January 15, 2016. The location assigned by the property manager for the survey was outside the GNC store. The project team members set up a table with Capital Metro/Project Connect identification and various Capital Metro handouts. Roughly 50 percent of the people approached indicated that they were not from Pflugerville. They were from cities

including Austin, Buda, Round Rock, Hutto and out of state. A few individuals declined to take the survey.

Of the 10 people who were willing to be interviewed, all expressed an interest in and need for public transit in the Pflugerville area and between Pflugerville and Austin locations. Feedback during the intercept survey included identification of locations that surveyors felt should be served by transit. Locations within Pflugerville included:

- Walmart
- Stone Hill Town Center
- HEB
- Recreational Purposes
- Churches

Locations outside of Pflugerville included:

- Downtown Austin
- University of Texas
- City of Round Rock
- City of Cedar Park
- The Domain
- Tech Ridge

All survey responses are shown in Appendix C.

8.1.4 Pflugerville Public Library Intercept Survey

Three AECOM staff members (Nancy Gates, Andrew Ittigson, and Taylor Cox), along with Michelle Meaux of Capital Metro, conducted an intercept survey at the Pflugerville Public Library from 3:40 p.m. to 5:15 p.m. on February 10, 2016. The three project team members used a table provided by the library and a sign advertising the survey and promoting the first public meeting provided by the City of Pflugerville.

At the time of the survey, there was a substantial amount of traffic in and out of the library. Most people who were approached agreed to complete the survey and only a few individuals declined to take the survey. Several groups of Pflugerville High School students stopped by to fill out surveys.

Of the 35 people who completed a survey, 77 percent were women and 23 percent men. Approximately half were African American and the other half Caucasian or of Hispanic ethnicity. Roughly half of the individuals were younger than 30 and the remaining respondents were evenly distributed from ages 30 to 64.

Most of the respondents expressed an interest in some type of public transit in the Pflugerville area. Results indicated that the most popular response for how respondents planned to use transit was for transportation to entertainment at least 1-2 times per month, followed by transportation to shopping destinations at least 1-2 times per month. Other planned uses were evenly distributed among work, school, social services, and medical appointments.

By a wide margin, survey respondents are currently using both cars and walking for transportation at least 4-7 days a week. When asked what would make them more likely to use public transportation, the

rankings were as follows: 1) If it were more convenient to where I live and where I'm going; 2) If it took less time to get where I'm going; 3) If it is cost effective; and 4) If it took less time to get where I'm going. All survey responses are provided in **Appendix D**.

The Top 15 desired destinations for public transit include the following (in order of response count):

- Downtown Pflugerville (11 responses)
- Pflugerville Library (8 responses)
- Downtown Austin (7 responses)
- Grocery Stores (6 responses)
- Shopping Centers (5 responses)
- Churches (3 responses)
- Recreation Centers (3 responses)
- Restaurants (3 responses)
- City of Round Rock (3 responses)
- Sarah's Creek (3 responses)
- Schools (3 responses)
- Graham Central Station (2 responses)
- Hospitals in Austin (2 responses)
- Rosemont (2 responses)
- Physician Offices (1 response)

8.1.5 Drive a Senior and Senior Luncheon Surveys

The Project Team developed a hard copy survey that was distributed at the Senior Luncheon in February 2016 and to Drive a Senior users. Combined, there were 150 surveys completed. Of the total respondents, 120 were female and 30 were male. In addition, there were 124 respondents stating that their age was over 65 and 20 who were between the ages of 50 and 64.

One survey question gauged which types of transportation riders currently use and how often. Based on the results, respondents utilized Drive a Senior, a personal vehicle, and a relative or friend as the most common uses of transportation (**Figure 15**).

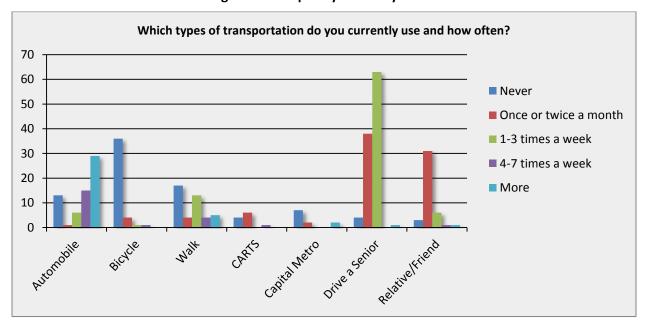


Figure 15: Frequency of Use by Mode

Figure 16 illustrates transit habits in Pflugerville. The survey asked respondents what types of trips they would consider using for transportation if each use was equally convenient and available. The majority of the respondents stated that they would use public transit once or twice a month. The most common reasons for using public transit in Pflugerville was for shopping/running errands and medical appointments.

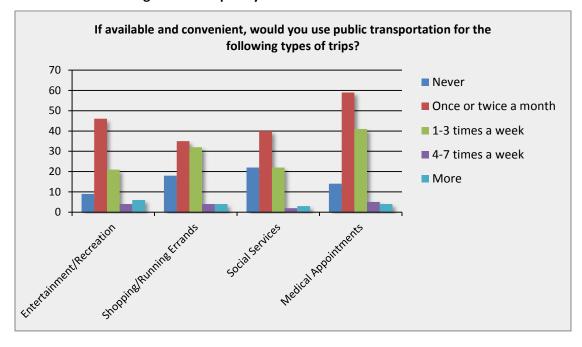


Figure 16: Frequency of Use if Transit Were Available

Respondents were asked what would make them most likely to use public transit if it was readily available, as shown in **Figure 17**. Of the 94 responses, the most common responses were convenience and whether or not the service would be cost effective.

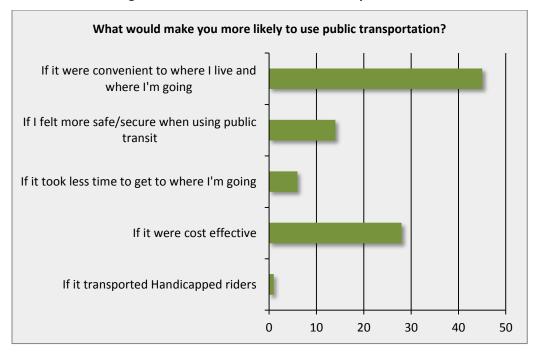


Figure 17: Likeliness to Use Public Transportation?

Respondents were also asked if public transit was readily available, what would be the top destinations that should be served in the area. As shown in **Figure 18**, the greatest number of survey respondents stated medical appointments, grocery store, and the recreation center as the most important destinations for transit.

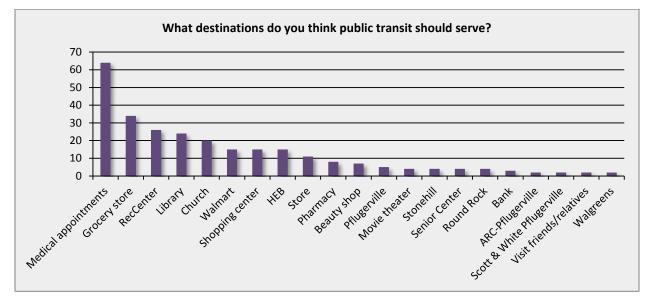


Figure 18: Destinations Public Transit Should Serve

A complete list of survey responses are provided in **Appendix E**.

8.1.6 Online Survey

An online survey similar to the paper survey was available on the Pflugerville website from January 15, 2016 to February 28, 2016. The survey included questions pertaining to transit priorities, existing transportation behaviors, and transit preferences.

A total of 561 online survey responses were received over the collection period. The majority of respondents currently use automobiles as their primary mode of transportation; however, other modes of transportation were used including bicycle, walking, CARTS, Capital Metro, Drive a Senior, taxi services, and relatives or friends.

Figure 19 illustrates the responses provided for Question 7 of the online survey, which asked respondents to share their current transportation habits. Nearly 314 people responded that they use an automobile more than 7 times per week as their primary mode of transportation. Walking was the most frequently utilized alternative to a personal vehicle.

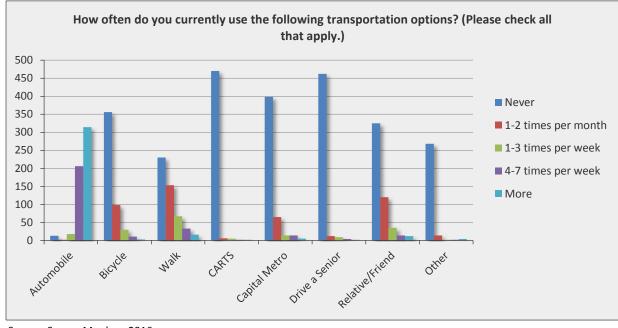


Figure 19: Frequency of Use by Mode

Source: Survey Monkey, 2016.

Figure 20 illustrates online survey responses for Question 6, which asked respondents the types of trips they would like to use for transit and how often they would use transit for those types of trips. Respondents said that if transit was available they would most likely use it to travel to work, entertainment and recreation, shopping, and running errands.

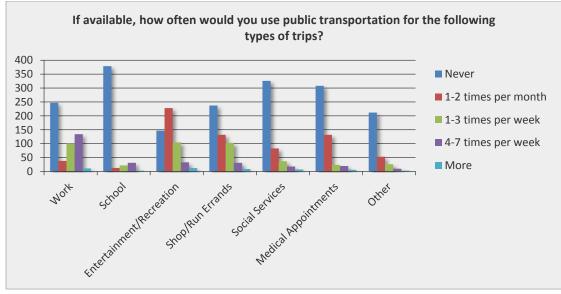


Figure 20: Frequency of Use if Transit Were Available

Source: Survey Monkey, 2016.

Question 8 of the online survey asked respondents what would factor would make them more likely to use public transportation as an alternative mode if it was available. Respondents said that if it was more convenient they would be more likely to use public transportation. The second most common response was if it took less time to get to where their destination. **Figure 21** illustrates what would make respondents more likely to use public transportation.

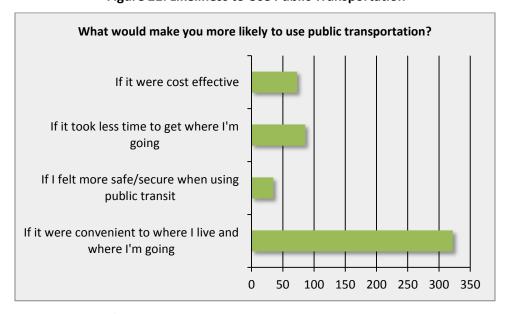


Figure 21: Likeliness to Use Public Transportation

Source: Survey Monkey, 2016.

Respondents indicated the top destinations that should be served by transit. The locations include the following:

- Pflugerville Parkway
- Downtown Austin
- Stone Hill Town Center
- University of Texas
- The Domain

8.2 Stakeholder Interviews

This section provides a summary of discussions with local organizations, business groups, and regional transportation agencies. Stakeholders were identified by City of Pflugerville staff, Capital Metro staff, and consultant staff. The primary purpose of the stakeholder interviews was to identify community transit needs, preferences, and potential markets.

Seven organizations were interviewed from December 2015 to April 2016, as identified below.

- Micah Brassfield, Coordinator of Planning and Student Transportation, Pflugerville Independent School District (PISD)
- Patricia Gervan-Brown, President and CEO, Pflugerville Chamber of Commerce
- Chris Davenport, Director, Downtown Pflugerville Association
- Serita Lacasse, Executive Director, Round Rock/Pflugerville Drive a Senior

- Caren Lee, Transit Coordinator, City of Round Rock
- Amy Madison, Executive Director, Pflugerville Community Development Corporation (PCDC)
- Lyle Nelson, Chief of Staff, Capital Area Rural Transportation

Interviews were conducted both in person and over the telephone and were guided by two key questions:

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

Their responses to the interview questions are summarized below.

What role should transit play in Pflugerville and the region?

Stakeholders stated that public transit in Pflugerville could benefit members of the community who are without means of transportation and residents who commute to Austin and Round Rock. Stakeholders stated that seniors and persons with disabilities are a key market for transit. Drive a Senior plays a critical role in providing services to residents over 60 years of age; however, there are important mobility needs for people with limited transportation options under 60 years of age. Most stakeholders that were interviewed believed that some type of Park & Ride express service to downtown Austin would be an attractive transit service option. They noted that potential Park & Ride locations could be in the vicinity of SH 130 and SH 45 or near Pecan Street and SH 130. Stakeholders also stated that regional connections are important including service to Round Rock, Hutto and north Austin for access to jobs, shopping and medical trips.

According to the stakeholders, transit could complement existing school bus services and allow students access to jobs and extracurricular programs and activities, especially during the summer months. It was also noted that although there is rapid growth on east side of SH 130, most of the growth is planned as lower density housing. Overall, stakeholders believed that the two primary markets for transit were for commuting to Austin and life-line service for lower income residents to medical appointments, shopping and, other services. Life-line transit is a service that provides essential trips to people with no other transportation options. The service often includes medical and social service trips.

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

According to the stakeholders, the potential riders that most need to be served by transit include seniors, zero- to one-vehicle households, low to moderate income households, students (high school, college, etc.), regional job commuters, and reverse commuters to retail jobs at Stone Hill Town Center. Stakeholders pointed out that services for dialysis patients and other recurring medical patients are needed as previous services were discontinued in December 2015. Due to the current designation of Pflugerville as an urbanized area, CARTS can only provide Medicaid and meals trips. Destinations that should be targeted by transit include the following:

- Tech Ridge Park & Ride for connections to Capital Metro and CARTS services
- Downtown Austin and the University of Texas at Austin
- Travis County Annex
- Hotels and commercial uses on Impact Way
- Dell campus in Round Rock
- Austin Executive Airport
- Howard Lane MetroRail Station

- Schools
- Recreation Center and Senior Center
- Pflugerville Library
- Medical offices in Pflugerville, Austin, and Round Rock
- Downtown Pflugerville
- Shopping centers in Pflugerville including Stone Hill Town Center, Walmart, and HEB.

Additional comments include:

- Pflugerville needs ADA accessible transit service for seniors (especially under 60 years of age) and residents with disabilities.
- An important benefit of transit for workers commuting to and from Pflugerville would be the ability to not pay tolls when riding the bus.
- There is a need for alternative service types including Uber, Lyft, and Drive a Senior.
- Need to connect to Round Rock and Austin.
- Express service to downtown Austin on weekends.
- Tourism service could connect the new hotels near Pecan Street and SH 130.

9. Transit Issues and Opportunities

This section provides an assessment of the key issues and opportunities for transit in Pflugerville based on findings from the existing conditions assessment, observations by the consultant team, and through community input.

9.1 Identifying Transit Markets and Service Delivery Options

The first key component of implementing transit service in Pflugerville is to identify the potential markets of riders. According to the information gathered for this report, primary markets for transit in Pflugerville include seniors, students, commuters, reverse commuters, persons with disabilities, and zero to one car households. Services such as express buses from a Park & Ride location would benefit a segment of the commuter market; however, there are a number of work-related trips with destinations other than where an express bus would operate. Feeding into the existing regional system at locations such as Capital Metro's Tech Ridge Park & Ride and Howard Lane MetroRail Station with fixed-route service would provide access to and from Pflugerville for commuters.

Other services such as demand response and flex routes offer coverage of service in the community and important life line routes for seniors and people with limited transportation options.





Express and demand response buses (Source: AECOM)

9.2 Pflugerville has Local and Regional Needs

Transit in Pflugerville should be part of a larger regional transportation network. Neighboring cities such as Hutto and Round Rock have recently completed transit development plans. Communication and partnerships between the cities would allow for greater efficiencies and overall better service for riders in all three communities. In the future there may be opportunities to inter-line or directly connect service from one city to the other as demand for routing evolves over time. It is crucial to consider connections to the neighboring transit services such as the Capital Metro and CARTS systems at the outset of the Pflugerville transit plan to maximize existing resources.

Based on findings from the community, local trips were identified as an important component of transit. Residents need service to medical appointments, shopping, jobs, school, and social services within Pflugerville. Residents also stated that there is a need for transit to provide direct trips to central Austin utilizing the SH 130 corridor. Depending on the number of routes introduced in Pflugerville, a Park & Ride lot and/or a transit center may be needed to better connect the services.



Tech Ridge Park & Ride (Source: AECOM)

9.3 Access to Bus Service

A major component of a successful transit system is the quality of the pedestrian environment. Most passengers are pedestrians at one or both ends of their trip. Their ability to access stops safely and comfortably is important to the transit service. Sidewalks should be uninterrupted to allow for passengers to walk safely to and from their origins and destinations. Sections of Pflugerville including downtown, Heatherwilde Boulevard, Pflugerville Parkway, and Pecan Street east of FM 685 have a good sidewalk network on at least one side of the street; however, there are areas with significant gaps in the pedestrian network. These areas include portions of Pecan Street west of downtown and most of FM 685.



Limited pedestrian access with wide shoulder and no sidewalk at Pecan Street and Heatherwilde (Source: AECOM)



Continuous sidewalk on Heatherwilde Boulevard (Source: AECOM)

In addition, it is important to have a safe environment at the street level to allow for connections between the bus service and the comprehensive trail network in Pflugerville. The trail system, if properly tied into the street level network, can form an important part of the overall transportation network, especially for the first mile and last mile. It also provides a separation from motor vehicles.

Stone Hill Town Center poses challenges for transit service. The overall design of the shopping center is oriented towards automobile access and provides large surface parking areas. Although convenient for drivers, the shopping center circulation may be difficult for buses to operate in and may pose some conflicts with pedestrians and cars.

9.4 Public Transit May Not Be the Only Mobility Solution for Pflugerville

There are many benefits of having social service and private transportation options available in the Pflugerville area, but it would benefit users if information about and access to these services are coordinated and information is made available in one location. This can include vanpooling, taxi, Drive a Senior, transportation network services such as Uber, Lyft, and private shuttles from senior communities. This comprehensive approach will allow the systems to work together and provide more efficient services. This may be an opportunity for the city to provide information about the various services on their website. It should be noted that the city has recently procured a study to assess the potential need for taxi and transportation network regulations.

10. Service and Operations Plan

Based on input from the public outreach process and the data analysis tasks, the project team developed recommendations for service and financial plans. The proposed service plan includes an express bus service from Pflugerville to downtown Austin in Year 1 and fixed route and flex services in the Year 2. The routes were developed to be phased in over a three-year planning horizon based on need for the service and the availability of funding. There may be a demand for other service over time as Pflugerville continues to grow at a rapid pace. Future flex zones or possibly direct service to a MetroRail Station may be options outside of the three-year planning horizon. In addition, there may be opportunities to extend existing Capital Metro routes from the Tech Ridge Transit Center into Pflugerville.

The routes in this service plan were developed as new routes that serve Pflugerville. The routes are developed based on current community needs developed through the TDP process. Since Pflugerville is a rapidly growing community, transit needs will continue to change. Adoption of this TDP will allow the city to continue to develop routes that best serve the city. Modifications to the routes and types of service available to the city will be ongoing and will be reflected in the yearly update process for the TDP.

All services implemented in Pflugerville will meet the requirements of the Title IV Civil Rights Act of 1964 (Title IV). Title VI ensures that no person shall be excluded from participation in, denied benefits of, or be subjected to discrimination on the basis of race, color, or national origin under any program receiving federal financial assistance.

10.1 Phase 1 - Austin Express

Phase 1 of the service plan introduces an express route from a Park & Ride location within Pflugerville to downtown Austin (4th Street and Guadalupe). Phase 1 also illustrates potential future partnership opportunities with neighboring cities north of Pflugerville such as Hutto. The express route will operate two buses to meet the demand during the morning and evening peak hours. Key components of the express route are as follows:

- Utilizes a proposed Park & Ride in Pflugerville
- Provides direct service from Pflugerville to downtown Austin
- Weekday peak period service

The service will operate during the AM and PM peak periods utilizing SH 130 or future Mopac managed lanes. In downtown Austin the express route will operate along the Guadalupe/Lavaca transit mall.

10.1.1 Phase 1 Service Characteristics

Figure 22 illustrates the proposed Austin Express with potential Park & Ride locations within Pflugerville.

Pflugerville is currently in the process of identifying potential locations for a park & ride lot. Possible site locations include the following:

- SH 45 and SH 130
- SH 130 and Pflugerville Parkway
- SH 130 and Pecan Street

- Downtown Pflugerville
- Pecan Street and Heatherwilde Boulevard

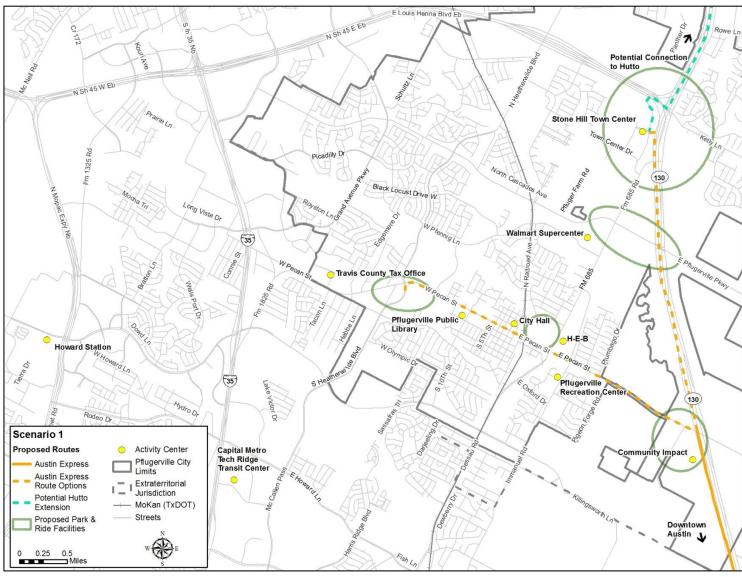


Figure 22: Austin Express and Potential Park & Ride Locations

Source: City of Pflugerville, May 2016

10.1.2 Phase 1 Route Overview

Austin Express

The service will travel the most efficient route available depending on the time of day and traffic conditions. The service may travel south on SH 130, west on Highway 290 and south on I-35. The travel times will be competitive with the automobile since there are no stops between Pflugerville and downtown Austin.

A turn-by-turn description in downtown Austin is as follows: the route travels south on SH 130, west on Highway 290, south on I-35, west on 15th Street, south on Guadalupe Street, east on 4th Street, north on Lavaca Street and east on 15th Street, and north on I-35.

10.2 Phase 2 - Express Service with Local, Flex and Paratransit

After the implementation of the Austin Express, it is recommended to begin focusing service on connecting residents to local activity centers and to the regional transit system. Phase 2 of the service plan introduces a fixed-route (Route 1) from the Tech Ridge Transit Center to Stone Hill Town Center providing key connections to the Capital Metro system. A complementary paratransit service will also be implemented within a ¾-mile catchment area around Route 1 based on ADA requirements. Key components of Phase 2 are as follows:

- Provides direct access to the Tech Ridge Transit Center served by seven Capital Metro routes
- Provides service to areas within Pflugerville such as the Travis County Annex, Pflugerville Public Library, Walmart, and HEB
- Introduces a flex service that operates from the Travis County Annex on Foothill Farms to the higher density residential areas in northwest Pflugerville
- Service will operate at 60 minute headways for 12 hours on weekdays and 10 hours on Saturdays
- A complementary paratransit service within a ¾-mile of Route 1

A flex zone was created for the northwestern area of the city. The flex service operates general public and ADA demand response service in the zone with a fixed-stop at the Travis County Annex with a connection to Route 1.

Passengers can call ahead to reserve a pickup and drop off location within the zone at a specific time within the service hours. Dispatchers create a route for each time period that picks up the passengers at the requested location following a routing that is most direct. Each trip of the day will most likely follow a different routing to the Travis County Annex depending on where the pickups drop-offs were scheduled.

The service will alternate between flex service and demand response service every half hour creating a combined one-hour headway for each service.

10.2.1 Phase 2 Service Characteristics

Figure 23 illustrates the proposed fixed-route from Tech Ridge to Stone Hill Town Center, as well as the %-mile paratransit catchment zone and flex service.

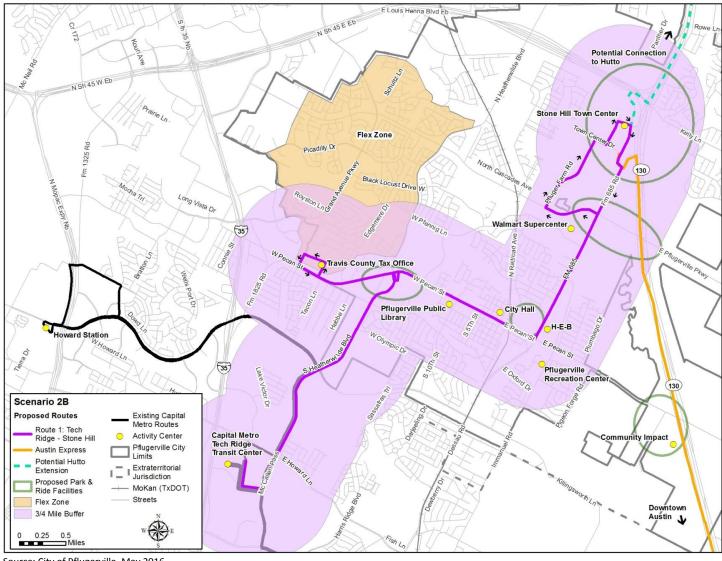


Figure 23: Express Service with Local, Flex, and Park & Ride

Source: City of Pflugerville, May 2016

10.2.2 Phase 2 Route Overview

Route 1 - Tech Ridge to Stone Hill Town Center

Route 1 provides access from Capital Metro's Tech Ridge station to Stone Hill Town Center located in the northeastern side of Pflugerville. The route also travels to the Travis County Annex and along Pflugerville Parkway. It provides access to Pflugerville Public Library, downtown Pflugerville, and HEB. As the service travels north on FM 685 it will offer accessibility to Walmart and Stone Hill Town Center. Route 1 terminates at Stone Hill Town Center which will provide riders the opportunity to possibly transfer to the Austin Express.

A turn-by-turn description in downtown Austin is as follows: from Tech Ridge Route 1 travels south on Center Line Pass, east on Center Ridge Drive, north on McCallen Pass/Heatherwilde Boulevard, west on Pecan Street, north on Central Commerce Drive, east on Foothill Farms Loop, east on Pecan Street, north on FM 685, west on Pflugerville Parkway, north on Pfluger Farm Lane, east on Town Center Drive, north on Hill Top Commercial Drive, east on Stone Hill Drive.

Paratransit Service

Similar to MetroAccess, this will be a curb to curb demand-response service for qualified residents with disabilities or seniors 65 years and up. As defined by ADA, service will operate the same hours of operation as the fixed route service. Pflugerville will not need to operate paratransit service south of Wells Branch since it is already in the MetroAccess service area.

Flex Service

A flex service will operate in the northwest portion of Pflugerville as a hybrid of fixed route and demand response service. Riders may call and schedule to be picked up at any address within the flex zone or board at the designated stop at the Travis County Annex. This service will provide access to Route 1 and other areas in Pflugerville.

The boundaries of the flex zone are Howlin Wolf Trail to the north, W. Pecan Street to the south, Heatherwilde Boulevard to the east and Picadilly Drive to the west. <u>Flex service</u> offers the advantages of fixed route service, plus the convenience of curbside service. Flex routes are designed to allow for a flexible schedule with formal time points. Flex routes provide coverage service to lower density areas without the higher cost of operating fixed-route services.

10.2.3 Demand Response Option

Pflugerville may also choose to start a transit program by operating only a general public demand response service in the city limits and the Pflugerville ETJ. The demand response route will provide service for all residents of Pflugerville including seniors and persons with disabilities with curb to curb trips to medical appointments, shopping, jobs, school, etc. The route will complement the services that are provided by Drive a Senior.

All demand response trips will be scheduled ahead of time in order to group route trips efficiently. In addition to serving all locations in Pflugerville, the demand response route could also provide direct service to medical and employment destinations in nearby north Austin and Round Rock. The initial service will operate with one bus however as demand increases over time a second bus may be needed. The service would also include an additional spare bus. The initial cost for the demand response service would be \$500,000 to purchase two buses and \$217,000 per year for operating 10 hours a day on weekdays only.

11. Service Plan Operations

Phase 1 Austin Express

Phase 1 will operate nine revenue hours on weekdays from 6:00 am to 9:00 am and from 4:20 pm to 7:30 pm. One-way trip travel times will vary by time of day, but, on average the route should complete the trip between 30 to 40 minutes to Downtown Austin. Each route will have a minimum of 10 minutes for a layover at the Pflugerville Park & Ride. Austin Express will have four morning peak period trips and four evening peak period trips. **Table 4**, below, illustrates the proposed schedule of service for Phase 1 utilizing a two bus system.

Table 4: Austin Express Conceptual Schedule

Route	Depart from Pflugerville P&R	Arrive at Guadalupe & 4 th Street	Depart from Guadalupe & 4 th Street	Arrive at Pflugerville P&R
Austin Express (Bus A)	6:00 a.m.	6:40 a.m.	6:40 a.m.	7:20 a.m.
Austin Express (Bus B)	6:50 a.m.	7:30 a.m.	7:30 a.m.	8:10 a.m.
Austin Express (Bus A)	7:30 a.m.	8:10 a.m.		
Austin Express (Bus B)	8:20 a.m.	9:00 a.m.		
Austin Express (Bus A)			4:20 p.m.	5:00 p.m.
Austin Express (Bus B)			5:20 p.m.	6:00 p.m.
Austin Express (Bus A)	5:10 p.m.	5:50 p.m.	5:50 p.m.	6:30 p.m.
Austin Express (Bus B)	6:10 p.m.	6:50 p.m.	6:50 p.m.	7:30 p.m.

Source: AECOM, 2016.

Phase 2 Operations

The local fixed-route for Phase 2 will operate twelve revenue hours on weekdays from 6:30 am to 6:30 pm and ten revenue hours on weekends from 7:00 am to 5:00 pm. No service is planned for Sundays. One-way trip travel time will take 25-minutes from Capital Metro's Tech Ridge to Stone Hill Town Center. There will be a 5 minute layover at Capital Metro's Tech Ridge and Stone Hill Town Center. The headways for Route 1 will be 60 minutes for weekday and Saturday service. Phase 2 will also include the Austin Express with the same operational schedule as Phase 1. The flex service and paratransit service will share a bus and alternate every 30 minutes to pick-up riders who have requested a ride. **Table 5** illustrates the proposed weekday schedule of service for Route 1 utilizing a one bus system.

Table 5: Route 1 Conceptual Weekday Schedule

Route	Depart from Capital Metro Tech Ridge Park & Ride	Arrive at Stone Hill Town Center	Depart from Stone Hill Town Center	Arrive at Capital Metro Tech Ridge Park & Ride
Route 1	6:30 a.m.	6:55 a.m.	7:00 a.m.	7:25 a.m.
Route 1	7:30 a.m.	7:55 a.m.	8:00 a.m.	8:25 a.m.
Route 1	8:30 a.m.	8:55 a.m.	9:00 a.m.	9:25 a.m.
Route 1	9:30 a.m.	9:55 a.m.	10:00 a.m.	10:25 a.m.
Route 1	10:30 a.m.	10:55 a.m.	11:00 a.m.	11:25 a.m.
Route 1	11:30 a.m.	11:55 a.m.	12:00 p.m.	12:25 p.m.
Route 1	12:30 p.m.	12:55 p.m.	1:00 p.m.	1:25 p.m.
Route 1	1:30 p.m.	1:55 p.m.	2:00 p.m.	2:25 p.m.
Route 1	2:30 p.m.	2:55 p.m.	3:00 p.m.	3:25 p.m.
Route 1	3:30 p.m.	3:55 p.m.	4:00 p.m.	4:25 p.m.
Route 1	4:30 p.m.	4:55 p.m.	5:00 p.m.	5:25 p.m.
Route 1	5:30 p.m.	5:55 p.m.	6:00 p.m.	6:25 p.m.

Source: AECOM, 2016.

Table 6 illustrates the proposed Saturday schedule of service for Route 1 of Phase 2 utilizing a one bus system.

Table 6: Route 1 Conceptual Saturday Schedule

Route	Depart from Capital Metro Tech Ridge Park & Ride	Arrive at Stone Hill Town Center	Depart from Stone Hill Town Center	Arrive at Capital Metro Tech Ridge Park & Ride
Route 1	7:00 a.m.	7:25 a.m.	7:30 a.m.	7:55 a.m.
Route 1	8:00 a.m.	8:25 a.m.	8:30 a.m.	8:55 a.m.
Route 1	9:00 a.m.	9:25 a.m.	9:30 a.m.	9:55 a.m.
Route 1	10:00 a.m.	10:25 p.m.	10:30 a.m.	10:55 a.m.
Route 1	11:00 a.m.	11:25 a.m.	11:30 a.m.	11:55 a.m.
Route 1	12:00 p.m.	12:25 p.m.	12:30 p.m.	12:55 p.m.
Route 1	1:00 p.m.	1:25 p.m.	1:30 p.m.	1:55 p.m.
Route 1	2:00 p.m.	2:25 p.m.	2:30 p.m.	2:55 p.m.
Route 1	3:00 p.m.	3:25 p.m.	3:30 p.m.	3:55 p.m.
Route 1	4:00 p.m.	4:25 p.m.	4:30 p.m.	4:55 p.m.

Source: AECOM, 2016.

Revenue Hours

Phase 1 weekday operations require approximately nine (9) daily revenue hours for the service. The two buses combined operate a total of 4.5 daily revenue hours in the morning peak and 4.5 hours in the evening peak.

Phase 2 will introduce a fixed-route (Route 1) into the weekday service with approximately 12 daily revenue hours for the service. Additionally, Route 1 will operate on Saturday with approximately 10 daily revenue hours for the service.

Phase 2 will also provide a ¾-mile paratransit zone along Route 1, as well as a flex zone in northwest Pflugerville utilizing the same bus. The ¾-mile paratransit zone and flex service will operate with the same operational hours as Route 1.

Revenue Miles

The proposed Phase 1 of the service plan will require roughly 377 total daily revenue miles. The Austin Express will operate 14 one-way trips per day. Each trip will be approximately 29 miles. Phase 2 will require 516 miles for the fixed-route portion of the service. Additional revenue miles will be needed for paratransit and flex service, however the total hours will vary by trip and by day of service. **Table 7**, below presents the weekday and weekend proposed route operations plan. It should be noted that it is difficult to estimate revenue miles from paratransit service and flex service since number of trips and trip lengths vary each day.

Proposed Route Name Weekday Weekday Weekend Weekend (Corridor) **Revenue Hours Revenue Miles** Revenue Revenue Miles **Hours Phase 1 Austin Express** 9 377 N/A N/A Phase 2 Route 1 12 516 10 430 Flex/Paratransit 12 N/A 10 N/A

893

20

430

33

Table 7: Proposed Route Operations Plan – Weekday and Weekend

Source: AECOM, 2016.

Intermodal Connectivity

An important factor in a successful transit system is intermodal connectivity. The ability of transit users to connect to local transit services via pedestrian and bicycle facilities and to connect to regional transit service is a critical component of the success of the transit system. Intermodal connectivity considerations will help transit riders get to the bus stop at the beginning of their trip and reach their final destination at the end of the trip (often referred to as first-mile and last-mile connections). Riders in Pflugerville would have the benefit of connecting to the comprehensive trail network in the city. Transit riders can also use their personal bicycles to begin and end their transit trips, as bike racks will be available on all Pflugerville buses.

The City of Pflugerville bus service will provide connections to Capital Metro at the Tech Ridge Transit Center and downtown Austin utilizing the Austin Express.

Fare Policy

Total

The base fare should be set for a year with an adjustment planned for phase 2. This allows the system to grow with a stable base fare and the city can gain a full understanding of how the system will be utilized. Capital Metro base fare is \$1.25 for local service and \$3.50 for commuter service and CARTS requires \$2 for intra-county trips. Since the Pflugerville routes will include both commuter service and local services it is recommended that Pflugerville use two different fares based on service types. The Austin Express falls within the commuter service route and should start with a \$3.50 fare. The local fixed-route in Pflugerville should start at \$1.25. It should be widely publicized by the city that fare structure will be reexamined for Year 2 and potentially adjusted based on ridership and desired revenue recovery percentage.

11.1.1 Capital Plan

The primary capital investments for the system will relate to the procurement of vehicles and installation of stop amenities along the fixed route. The future Park & Ride Facility is currently being evaluated by the city. Total costs have not yet been determined and therefore will not be included in this analysis. The system may likely be contracted out to a turnkey operator, or if operated directly, maintenance services can be provided through a contractor. Support infrastructure, such as a maintenance facility, will not be necessary to initiate service.

One year prior to fixed route service, an investment in bus stop signage and other amenities will be required and should be implemented in phases as the system matures. Phase 1 recommends an express service, with limited stops outside of the Pflugerville Park & Ride and downtown Austin. Signage and stop amenities at the Park & Ride will be included in the plan as it develops. It is assumed that signage in downtown Austin will be updated in conjunction with other projects in the area. As such, no additional stop costs are associated with Phase 1.

For Phase 2, approximately 45 signs with poles were assumed as well as 10 benches and two additional shelters. The city may want to approach Capital Metro or another transit system for the opportunity to purchase shelters since only a low volume will be needed.

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

The system will need a total of three standard 40-foot vehicles (two in operation plus one spare) for Phase 1 service. Three additional cutaway vehicles will be required for Phase 2. **Table 8** outlines capital needs for the system. It should be noted that vehicle costs may be deferred or even eliminated depending on the service contract negotiated.

Item	Unit Cost* (\$FY15)	Number of Proposed Units	Total Cost (\$FY15)			
Flag Stop Signs/Poles	\$250	45	\$11,250			
Bench	\$800	10	\$8,000			
Shelters	\$7,500	2	\$15,000			
Concrete Bench Pad	\$2,500	8	\$20,000			
Concrete Shelter Pad	\$2,900	2	\$5,800			
Park & Ride**	N/A	N/A	N/A			
Cut-away Vehicle	\$250,000	3	\$750,000			
40-foot CNG Vehicle	\$463,000	3	\$1,389,000			

Table 8: Capital Unit Costs for Phases 1 and 2

61

Final Report

Source: AECOM, 2016.

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

^{**} Park & Ride costs will be developed and financed through a separate project

11.1.2 Marketing Plan

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

Items that should be addressed could include:

- Graphics, maps, and schedules
- Overall system branding and imaging
- Advertising
- Community outreach
- Coordination strategies with other organizations

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

11.1.3 Service Monitoring

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

Key considerations for establishing a service monitoring program include:

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

Program elements must be identified prior to the initiation of service as certain data must be recorded on a daily basis. The City of Pflugerville should work with Capital Metro to ensure data is collected, evaluated, and reported in an accurate and timely manner. In addition to the compilation and analysis of statistical data, periodic field observations of system operations and contract monitoring must also be regularly undertaken.

12. Management Options

12.1 Direct (City Management and Operation)

The City of Pflugerville would be responsible for the hiring of a transit management executive and all necessary staff. Vehicles and equipment would be handled through a public procurement process. Advantages associated with the Direct option include full continuing control by the local jurisdiction over the quality of transit operations. The City could incorporate standards of administration and performance consistent with standards applicable to City employees. Due to the addition of mechanics, technicians, and vehicles fleet maintenance functions can be performed in-house rather than externally, creating an additional benefit. Expenses supporting profit and overhead due to private-sector management or operation would be foregone.

Potential disadvantages with the Direct option include the challenges of hiring and retaining expert personnel at satisfactory wage levels to oversee transit operations. Additionally, transit staff members, such as drivers, are often unionized. The Direct option will require stringent care to assure conformance with federal labor protection regulations and may pose additional challenges for management when administering labor contracts. Finally, without strong performance measures and guidelines for administration in place, day-to-day service decision making can become highly susceptible to the political processes at the municipal government level.

12.2 Contract Management

This scenario involves the competitive selection of a firm or organization to manage the transit service. The City may own and maintain the equipment, facility, and vehicles and would hire the labor to support the transit service. A transit management firm would have access to experienced and specialized personnel that is needed often, but may be too expensive for the City to retain directly and sustain on an annual basis. The City and/or Capital Metro would maintain control, but unlike the Direct option, management expertise can be competitively procured from the contractor as needed on a contract basis. In addition to potential cost-effectiveness gains relative to the Direct option, transit management firms can be highly experienced in pooling resources to respond to a host of matters relating to intergovernmental reporting and compliance, service promotion, labor, and operations, and may exceed the responsiveness capacities of City staff.

13. Financial Plan

A three-year financial plan was developed for the system based on the capital needs, operating plan, and an assumed start date at the beginning of FY 2018. This start date will allow the City adequate time to negotiate a contract with a service provider, procure vehicles (if necessary) and assemble federal funds. The estimated level of FTA §5307 funding available through Cap Metro for operations in the City of Pflugerville is over \$261,000 annually. In addition, the city can apply for additional §5307 capital funding to cover capital expenditures with a 20 percent non-federal funding match requirement.

If the City chooses to ask the service contractor to provide vehicles then a major capital outlay in FY 2017 and FY 2018 can be avoided, however, the City can expect to pay a higher unit cost for service. **Table 9** illustrates the funding levels required for the system if the contractor provides the vehicles. **Table 10** shows a financial plan based on the City providing vehicles.

As the tables illustrate, total operating costs for the system range from \$175,586 in Year 1 to \$762,893 in Year 3 if the city procures and supplies its own vehicles. If vehicles are provided through a contractor, operating costs range from \$206,550 in Year 1 to \$897,522 in Year 3. The addition of Phase 2 service in Year 2 increases operating costs by over 400 percent under both scenarios.

Capital costs are approximately \$2.2 Million lower if contracted vehicles are used; however, after applying FTA §5307 match funding, overall costs to the City of Pflugerville are similar under both scenarios, with vehicle purchase requiring more capital up front, and contracted vehicles costing more in later years.

Key assumptions informing the financial plan are:

- The plan assumes 10 percent farebox recovery. The City should reserve a contingency to cover net operating cost, in case the system utilization does not generate this percentage of fare revenue. It may take several years for the system to mature and a revised fare structure in order to generate a level of ridership necessary for that farebox recovery rate.
- All capital improvements required to implement a new service are assumed to occur the year before that service begins operations.
- The plan assumes a 3 percent escalation rate for capital and operating expenditures.
- FTA §5307 operating funding reflects the amount currently available through CapMetro (\$261,733) and was not assumed to increase in over the next four years (though it may increase as a result of the 2020 census).
- The unit costs for capital improvements and operations are estimates and do not reflect negotiated prices. The operating and capital cost and subsequent local funding amounts are subject to change based on procurement decisions and the agreed service contract pricing.
- In addition to working directly with Capital Metro, Pflugerville may also decide to operate independently as a direct FTA recipient.

Table 9: Financial Plan Based a Contractor Providing Vehicles

Operating Plan	D	aily Hrs.	Peak Vehicles			nual Rev. rs. FY18		nual Rev. rs. FY 19		nnual Rev. Irs. FY 20
Austin Express (Year 1)		9	2			2,295		2,295		2,295
Route 1- Tech Ridge (Year 2)		12	1			0		3,060		3,060
Route 1 Saturday (Year 2)		10	1			0		520		520
Paratransit + Flex (Year 2)		12	1			0		3,060		3,060
Paratransit Saturday (Year 2)		10	1			0		520		520
Total			4			2,295		9,455		9,455
Expenses	\$F\	16 Value	FY 17			FY 18		FY 19		FY 20
Cost/Rev. Hr. Purchased					\$	100	\$	103	\$	105
Annual Operating Cost					\$	229,500	\$	971,029	\$	997,246
Fare Recovery			\$	- :	\$	(22,950)	\$	(97,103)	\$	(99,725)
Operating Total			\$	- :	\$	206,550	\$	873,926	\$	897,522
Capital Expenses	\$FY	15 Value	FY 17	F	Y 1	L8	FY	19	FY	20
Standard Vehicles (Year 0)	\$	-	\$	-						
Cutaway Vehicles (Year 1)	\$	-			\$	-				
Route 1 Stops (Year 1)	\$	60,050			\$	65,047				
Park & Ride**	\$	_	۲							
Park & Ride	۲		\$	-						
Capital Total	Ų	-	\$	- -	\$	65,047	\$	-	\$	-
	Ų	-			\$ \$	65,047 271,597	\$ \$	- 873,926	\$ \$	- 897,522
Capital Total	Ų		\$	- (•	271,597	-	<u> </u>	\$	- 897,522 20
Capital Total Total Expense	Ų		\$ \$ FY 17 \$	- F	; \$ Y 1	271,597	\$	<u> </u>	\$	-
Capital Total Total Expense Revenue	Ų		\$ \$ FY 17 \$	- ; - ;	• \$ Υ 1 \$	271,597	\$ FY	19	\$ FY	20
Capital Total Total Expense Revenue 5307 Operating (60% Local match)	, ,		\$ \$ FY 17 \$ \$	- ; - ;	; \$ Y 1	271,597 18 82,620	\$ FY \$	19	\$ FY \$	20
Capital Total Total Expense Revenue 5307 Operating (60% Local match) 5307 Capital (20% Local match)	, ,		\$ \$ FY 17 \$	-	• \$ Υ 1 \$	271,597 18 82,620 52,037	\$ FY \$ \$	19 261,733 -	\$ FY \$	20

Source: AECOM, 2016.

Table 10: Financial Plan Based on the City of Pflugerville Providing Vehicles

Operating Plan	Daily Hrs.			eak ehicles	Annual Rev. Hrs. FY18		Annual Rev. Hrs. FY 19		Annual Rev. Hrs. FY 20	
Austin Express (Year 1)		9		2		2,295	2	,295	2	,295
Route 1- Tech Ridge (Year 2)		12		1		0	3	,060	3	,060
Route 1 Saturday (Year 2)		10		1		0	520		į	520
Paratransit + Flex (Year 2)		12		1		0	3	,060	3,060	
Paratransit Saturday (Year 2)		10		1	0		520		520	
Total				4		2,295		,455	9,455	
Operating Expenses				FY 17		FY 18	F	Y 19	F	Y 20
Cost/Rev. Hr. Direct Operation				N/A	\$	85	\$	87	\$	90
Annual Operating Cost	perating Cost		\$	-	\$ 195,075		\$ 825,374		\$ 847,659	
Fare Recovery			\$	-	\$ (19,508)		\$ (82,537)		\$ (84,766)	
Operating Total		\$	-	\$ 175,568		\$ 7	\$ 742,837		\$ 762,893	
Capital Expenses	\$F	Y16 Value		FY 17		FY 18	F	Y 19	F	Y 20
Standard Vehicles (Year 0)	\$:	1,389,000	\$1	,465,019						
Cutaway Vehicles (Year 1)	\$	750,000			\$	812,405				
Route 1 Stops (Year 1)	\$	60,050			\$ 65,047					
Park & Ride**		N/A	\$	-						
Capital Total			\$1	,465,019	\$	877,452	\$	-	\$	-
Total Expense			\$1	,465,019	\$1	,053,019	\$ 7	42,837	\$ 70	62,893
Revenue				FY 17		FY 18	F	Y 19	F	Y 20
5307 Operating (60% Local match	າ)		\$	-	\$	70,227	\$ 26	51,733	\$ 26	51,733
5307 Capital (20% Local match)				1,172,015	\$	701,961	\$	-	\$	-
Other Sources			\$	-	\$	-	\$	-	\$	-
Local Funding			\$	293,004	\$	280,831	\$ 48	31,104	\$ 50	01,160
Total Revenue			\$:	1,465,019	\$1	1,053,019	\$ 74	12,837	\$ 76	52,893

Source: AECOM, 2016.

14. Implementation Plan

Implementation Plan

The following section outlines the recommended phased approach of the TDP based on the assumption that the City and Capital Metro will enter into a service agreement.

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

- Present Plan for adoption to the Pflugerville City Council.
- If the City decides to move forward with Capital Metro service, the City and Capital Metro will finalize budget for service based on council priorities.
- Set system start-up date.
- City of Pflugerville and Capital Metro enter into an agreement for service.

- Develop Capital Plan.
- Procure buses for service, if not included in Contractor service.
- Procure bus stop amenities stops, benches and shelters.
- Initiate marketing campaign to promote new service.

Year 1 - FY 2018 - Implementation

- Implement Phase 1 service.
- Develop method for collecting feedback from clients; customer comments should be documented by contractor for analysis by the City.
- Prepare Title VI review to ensure that the level and quality of fixed-route and demand response services are provided in a non-discriminatory manner. The City of Pflugerville and Capital Metro will need to provide equitable service that meets the requirements of the Title VI Civil Rights Act of 1964 (Title VI). This process may best be incorporated into the Capital Metro plan.
- Update and establish regular procedures for maintaining system goals, objectives and strategies based on first six months of service.
- Begin to plan for Phase 2 implementation, including capital needs.
- Procure bus stop amenities, such as stops, benches and shelters.
- Proposed service is included in Capital Metro service change process.
- Initiate marketing campaign to promote new service.

Year 2 - FY 2019

- Implement Phase 2.
- Conduct on-board counts and rider survey. Travel patterns and utilization by passengers should be established.

Year 3 - FY 2020

- Continue to monitor service.
- Update goals, objectives and strategies.

In order to achieve the goals and objectives defined in Section 7, implementation of service will require the completion of several tasks and a well-organized decision making process. After adoption of the TDP, it is recommended that staff begin working on the following implementation tasks. These tasks are not comprehensive, but provide guidance on the main tasks needed to implement transit services.

Immediate Implementation Tasks

- Staff and council determine which services from Section 10 to implement. This includes determining which services are a priority for the city and phasing of implementation of services.
- Staff and council decide on a management option from the Capital Metro Service Expansion Policy. Options include joining Capital Metro, contracting with Capital Metro for service, forming a Local Government Corporation, becoming a FTA sub-recipient, or becoming a FTA direct recipient of Section 5307 funds. Some management options will require a longer timeline to implement, such becoming a direct-recipient, so adjust timeline accordingly.
- Confirm financing options. Coordinate with Capital Metro on use of Section 5307 funds.

- If contracting for service directly, begin RFP/RFQ process. Coordinate with Capital Metro to ensure that the process is consistent with FTA regulations.
- Finalize financing, capital, marketing, service and operations plans.
- Set start date for transit service.
- Throughout the process, ensure regional coordination with transit providers, non-profit transportation providers, for-profit transportation providers and Transportation Network Companies so that the Pflugerville transit system is connected and inclusive.

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Appendix A: Public Meeting #1 Surveys





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

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

1. Gender:	Please snare your opinions	2. Home		3. Work/School	
	7	Code or		Zip Code or	Lawrence Lines
		Address	18060	Address:	78725
4. Ethnicity:	☐ Caucasian ☐ Hispanic ☐ African-American	5. Age:	□ (under16) □ (17-29) □ (30-39)		
	☐ Asian-American		(40-49)		
	☐ Other, please	_	□ (50-64)		
	specify		□ (65+)		
	Spoonly		□ (00·)		1
	and convenient, would you use public on for the following types of trips? (P t apply)		7. Which types of t and how often? (Pl	ease check all that	
			EXC		
	Never ☐ Once or twice a month ☐ 1-3	times a	- Automobile -		
	1-7 times a week ☐ More	1 2 tim		k □ 4-7 times a we	
	□ Never □ Once or twice a month □ 1 1-7 times a week □ More ⋈A	i-3 times a			a month □ 1-3 times
	ment/Recreation - \(\text{Note} \) Never \(\alpha \) Onc	o or twice	- Walk - □ Never	es a week More	month [] 1 2 times a
	☐ 1-3 times a week ☐ 4-7 times a week		week □ 4-7 times		nonur 🗆 1-3 umes a
	n Errands – □ Never □ Once or twice		- CARTS - Nev		a month □ 1-3
	s a week 4-7 times a week More	o a monar		-7 times a week □	
	ervices - Never Once or twice a	month	- Capital Metro -		
	s a week □ 4-7 times a week □ More			☐ 4-7 times a week	
	appointments - Never Once or	twice a	- Drive a Senior		
	-3 times a week ☐ 4-7 times a week ☐			☐ 4-7 times a week	
- Other/Ho	w often?		- Relative/Friend	d – □ Never □ Ond	e or twice a month
				☐ 4-7 times a week	
			- Other/How Ofte	en?	
	d make you more likely to use public		on? (Please rank the	following)	
	were convenient to where I live and whe				
	elt more safe/secure when using public t ook less time to get where I am going	transit			
If it is	s cost effective				
Othe					
9. What destin	nations do you think public transit sh	ould serve?	(Specific places in Pf	flugerville, Austin, e	tc.)
the free poll	there a proposed solution using	The Ap	oee brtween 130	N & S lans	?
For fore you	in propose using Mokan for	rail I	it is your saf	ite solun for	Hose Kida
44 0	1 1 0 1 1 1	0 %	10 0 11	191111	11/11/A
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be a Fina	ancial Sur-out poekagy for	Those	come values th	- rail line	will lower?
) 0 0		I would love to s	seettle cost and	lypis between light
Email complete	ed survey to: michelle.meaux@capmet d survey to: Michelle Meaux, Capital N	ro.org or		18702 GRALNIN rail	elevated monorar
Complete onlin	ne survey: www.pftransitplan.org	vicuo, 2910	L. J St, Austill, IA	etc.	The second secon





Capital Metro wants to get your ideas about public transit service in the region. Please share your opinions with us. We truly appreciate your time and input.

1. Gender:	M □F	2. Home Code or Address	Zip Code or
4. Ethnicity:	□ Caucasian □ Hispanic □ African-American □ Asian-American □ Other, please specify NATINE AMERICAN	5. Age:	□ (under16) □ (17-29) □ (30-39) □ (40-49) □ (50-64) ▷ (65+)
	and convenient, would you use public on for the following types of trips? (Ple t apply)	ase	7. Which types of transportation do you currently use and how often? (Please check all that apply)
week		or twice ☐ More a month onth wice a	- Automobile — □ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Bicycle — □ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Walk — □ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - CARTS — □ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Capital Metro — □ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Drive a Senior — □ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Relative/Friend — □ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Relative/Friend — □ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Other/How Often?
_/	d make you more likely to use public tra were convenient to where I live and where elt more safe/secure when using public tra took less time to get where I am going is cost effective er	I'm going	ion? (Please rank the following)
	in Dock / Ha TTO / CEDAR MA involud Austra - Metro sas to Thene show, etc	l real	(Specific places in Pflugerville, Austin, etc.) Le provide service on weekday avenage Le and area cant of 130 Lo support At the more downship Person street
Email complete Mail complete	ded survey to: michelle.meaux@capmetro ded survey to: Michelle Meaux, Capital Mone survey: www.pftransitolan.org	o.org or etro, 2910	E. 5th St, Austin, TX 78702 secen - repostular





Capital Metro wants to get your ideas about public transit service in the region. Please share your opinions with us. We truly appreciate your time and input.

1. Gender:	N □ F	2. Home		3. Work/School	
1 11	7 2.	Code or		Zip Code or	î.
		Address	: 78660	Address:	One Dell Way)
					DR
4. Ethnicity:	⊠ Caucasian	5. Age:	□ (under16)		C
•	□ Hispanic		□ (17-29)		
	□ African-American		□ (30-39)		f i
	□ Asian-American				LI
	☐ Other, please		□ (50-64)		
	specify		□ (65+)		
	specify		□ (00+)		
6 If available	and convenient, would you use public		7. Which types of tr	anenortation do	YOU currently use
	on for the following types of trips? (Pk	2200	and how often? (Ple		
check all tha		case	and now oftens (FR	case crieck all triat	apply)
Check all tha	т арргу)				
- Work -	Never ☐ Once or twice a month ☐ 1-3 t	times a	- Automobile -	Never □ Once or	twice a month
	4-7 times a week More		☐ 1-3 times a weel		
	□ Never □ Once or twice a month □ 1-	3 times a			a month □ 1-3 times
		o unico d	a week □ 4-7 time		a monun 🗆 1-5 umes
	4-7 times a week ☐ More		The state of the s		
	ment/Recreation - Never Once		- Walk - □ Never		nonth 🗆 1-3 times a
	☐ 1-3 times a week ☐ 4-7 times a week		week □ 4-7 times		
- Shop/Ru	n Errands - □ Never 🖄 Once or twice	a month	- CARTS - I Neve	er 🗆 Once or twice	e a month ☐ 1-3
	es a week 4-7 times a week More		times a week □ 4-	7 times a week	More
- Social Se	ervices - Never Once or twice a m	nonth	- Capital Metro -	□ Never □ Once	or twice a month
	es a week 4-7 times a week More		1-3 times a week		
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	d make you more likely to use public t		on? (Please rank the	following)	
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4 If I f	elt more safe/secure when using public tr took less time to get where I am going	ansit			
$=$ \times If it	took less time to get where I am going				
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9. What desti	nations do you think public transit sho	ould serve?	(Specific places in Pf	lugerville, Austin, e	etc.)
-			7		
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Email comple	ted survey to: michelle.meaux@capmetr	o org or			
Mail complete	ed survey to: Michelle Meaux, Capital M	letro, 2910	E. 5 th St. Austin. TX 7	8702	
Camplete and	ne survey: www.pftransitplan.org	,			





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1. Gender:	ØM OF	2. Home	Zip	3. Work/School	l
		Code or	71/11	Zip Code or	26269
		Address	: 18061	_ Address:	1878/
transportatic check all that - Work - week	□ Caucasian □ Hispanic □ African-American □ Other, please specify and convenient, would you use public on for the following types of trips? (Pleat apply) Never □ Once or twice a month □ 1-3 to 1-7 times a week □ More □ Never □ Once or twice a month □ 1-3 to 1-7 times a week □ More	Address 5. Age:	(under16) (17-29) (30-39) (40-49) (50-64) (65+) 7. Which types of the and how often? (Please of the and how often) - Automobile – 1-3 times a weel	ransportation do ease check all that Never Once ook 4-7 times a wer Once or twice	r twice a month reek ⊕ More e a month □ 1-3 times
- Entertain a month - Shop/Rui - 3 time - Social Se - 1-3 time - Medical a month - 1	I-7 times a week □ More Ment/Recreation - □ Never □ Once I -3 times a week □ 4-7 times a week In Errands - □ Never □ Once or twice In Section - □ Never □ Once or twice In Section - □ Never □ Once or twice a management of the section o	☐ More a month onth wice a	- Walk - □ Never □ week □ 4-7 times - CARTS - □ Never times a week □ 4 Capital Metro - 1-3 times a week - Drive a Senior 1-3 times a week	☐ Once or twice a a week ☐ More er ☐ Once or twic 7 times a week ☐ ☐ Never ☐ Once ☐ 4-7 times a wee ☐ 4-7 times a wee ☐ 4-7 times a wee ☐ 1-☐ Never ☐ Onc ☐ 4-7 times a wee ☐ 1-☐ Never ☐ Orc ☐ 4-7 times a wee	month
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Mail complete	ed survey to: michelle.meaux@capmetrod survey to: Michelle Meaux, Capital Mone survey: www.pftransitplan.org	o.org or letro, 2910	E. 5 th St, Austin, TX 7	78702	





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1. Gender:	₽M OF	2. Home Code or Address	Zip Code or
4. Ethnicity:	☐ Caucasian ☐ Hispanic ☐ African-American ☐ Asian-American ☐ Other, please specify	5. Age:	☐ (under16) ☐ (17-29) ☐ (30-39) ☐ (40-49) ☐ (50-64) ☐ (65+)
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1. Gender:	XM OF	2. Home	Zip	3. Work/School	
		Code or		Zip Code or	
		Address	78660	Address:	78701
transportati check all tha - Work - week - School -	Never □ Once or twice a month ☑ 1-3 t 4-7 times a week □ More □ Never □ Once or twice a month □ 1-	Address 5. Age: ease times a	(under16)	ransportation do yo ease check all that a l Never Once or to k 4-7 times a weeder Once or twice a	ou currently use apply) wice a month
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M □F	2. Home Z	ip.	Work/School	
	Code or	70/10		78753
	Address:	10660	Address:	10133
☑ Caucasian☐ Hispanic☐ African-American☐ Asian-American☐ Other, pleasespecify		□ (17-29) □ (30-39) ፩ (40-49) □ (50-64)		4
		7 Mhigh types of t	ransportation do v	ou currently use
tapply) Never □ Once or twice a month ⅓ 1-4-7 times a week □ More Never □ Once or twice a month □ 4-7 times a week □ More More □ More Never □ Once or twice a month □ 4-7 times a week □ More Net □ 1-3 times a week □ 4-7 times a week □ More Se a week □ 4-7 times a week □ More Never □ Once or twice a week □ 4-7 times a week □ More Never □ Once or twice a week □ 4-7 times a week □ More Never □ Once or twice a week □ 4-7 times a week □ More Never □ Once or twice a week □ 4-7 times a week □ More Never □ Once or twice a week □ 4-7 times a week □ More Never □ Once or twice a week □ 4-7 times a week □ More	Please 3 times a 1-3 times a ace or twice k □ More ace a month a month	and how often? (P - Automobile - □ □ 1-3 times a wee - Bicycle - □ Nev a week □ 4-7 time - Walk - □ Never week □ 4-7 times - CARTS - ☒ Nev times a week □ 4 - Capital Metro 1-3 times a week - Drive a Senior 1-3 times a week - Relative/Frien 1-3 times a week	ease check all that a Never Once or t A	wice a month k
were convenient to where I live and whe felt more safe/secure when using public took less time to get where I am going is cost effective her	ere I'm going c transit			tc.)
	Marcancasian Hispanic African-American Other, please specify and convenient, would you use publication for the following types of trips? (Interpretation of of trips	Code or Address: Caucasian	Code or Address: Caucasian	Code or Address: Code or Address: 78660 Zip Code or Address:

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1. Gender:	□M DE	2. Home	Zip	3. Work/School	¥
		Code or	20115	Zip Code or	70705
		Address	78660	Address:	18703
4. Ethnicity:	Caucasian	5. Age:	□ (under16)		
4. Lannony.	Hispanic		□ (17-29)		
	☐ African-American		□ (30-39)		
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week 🗆	4-7 times a week ☐ More	2 times s			a month 1-3 times
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month \square	1-3 times a week $\ \square$ 4-7 times a week $\ \square$	More		ek ☐ 4-7 times a wee	
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8. What wou	ıld make you more likely to use public	transporta	tion? (Please rank t	he following)	
¥ If i	t were convenient to where I live and whe	re I'm going	9		
If 1	felt more safe/secure when using public	transit			
	t took less time to get where I am going				
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9. What des	tinations do you think public transit sh	ould serve	? (Specific places in	n Pflugerville, Austin,	etc.)
	: 11 Along Mokan				
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- Like	Austin Blod / Dechal	m	17411		
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1. Gender:	DM DF	2. Home		3. Work/School	
		Code or	78660	Zip Code or	70.70
		Address	70660	Address:	78 103
4. Ethnicity:	☐ Caucasian ☐ Hispanic ☐ African-American ☐ Asian-American ☐ Other, please specify	5. Age:	☐ (under16) ☐ (17-29) ☐ (30-39) ☐ (40-49) ☐ (50-64) ☐ (65+)		
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If I felt more safe/secure when using public transit 2 If it took less time to get where I am going 3 If it is cost effective Other 9. What destinations do you think public transit should serve? (Specific places in Pflugerville, Austin, etc.) Doublown Austin Core Stonehill Town Conter, NE Metro Part

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1. Gender:	OM DEF	2. Home	Zip	3. Work/School	
		Code or		Zip Code or	1041
		Address	: 78660	Address:	78353
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1. Gender:	XM □F	2. Home	Zip	3. Work/School	
		Code or Address	78660	Zip Code or Address:	78705
		Audiess	10660	_ Addicoo.	10103
4. Ethnicity:	⊠ Caucasian	5. Age:	☐ (under16)		
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8. What wou	ld make you more likely to use public t	ransportat	ion: (Flease rank the	ioliowing)	
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	obs transfer stations to Austin facations	*		apping center, Ch	uniones,
NE Metro !	ask lebt Mast, Prille Rec Center,	procend	Diores, library		
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Mail complet	ed survey to: Michelle Meaux, Capital N	Aetro, 2910	E. 5th St, Austin, TX	78702	
Complete onl	line survey: www.pftransitplan.org	5			





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Mail completed survey to: Michelle Meaux, Capital Metro, 2910 E. 5th St, Austin, TX 78702

Complete online survey: www.pftransitplan.org





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

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

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Email completed survey to: michelle.meaux@capmetro.org or Mail completed survey to: Michelle Meaux, Capital Metro, 2910 E. 5th St, Austin, TX 78702

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Email completed survey to: michelle.meaux@capmetro.org or Mail completed survey to: Michelle Meaux, Capital Metro, 2910 E. 5th St, Austin, TX 78702 Complete online survey: www.pftransitplan.org

Appendix B: Public Meeting #2 Comments

Summary of Meeting Comments and Questions

Question: How will our transit service intersect with that of Hutto? Will there be express bus service to downtown Austin?

Answer: The TDPs for Pflugerville and Hutto work better together rather than in isolation. For instance, SH 130 can be used to link the cities and provide transit to other destinations such as central Austin.

Question: How does your TDP address the needs of the elderly and other transit-dependent people?

Answer: Scenario 1 would be the best for these individuals.

Question: How will we spend transit dollars in this area? Some people might not want to go to downtown Austin.

Answer: With Scenario 2, will tie into the Tech Ridge Transit Center. There is also a ¾ mile paratransit zone that provides seniors with demand response service. There would also be a flex zone that can be scheduled and ties into paratransit.

Question: What is curb to curb service?

Answer: It would be similar to Capital Metro's Metro Access, a service that allows people to call and schedule pickups in the driveway or at the curb—the driver does not get off the bus.

Question: In Scenario 2, would Heatherwilde be the only connection to Tech Ridge?

Answer: There would be lots of transit options via the highway and Pecan. Also in Scenario 3, you could connect with the Howard Station for the MetroRail Red Line and also tie into the fixed route and paratransit in Pflugerville.

Question: Why don't fares pay for the transit system?

Answer: Historically transit systems do not pay for themselves but they serve the common good.

Question: Will the TDP address financing?

Answer: Yes, we will be looking at Federal Transit Administration funding as well as local funding (through taxes). We are working with another consultant (Goodman) to identify grants and other funding sources. We also want to partner with companies to create economic opportunities. For example, a Danish firm is coming soon to Pflugerville.

Comment: Pflugerville does not provide transit options for people who are isolated.

Question: Is there a correlation between bus stop areas and economic development? Is there economic development around park and ride facilities?

Answer: Transit stations/stops generally lead to increased economic development. It is possible that there would be increased economic development around park and ride areas.

Question: What will be the local cost share? I don't think that this transit could be implemented for \$1.4 million.

Answer: Any cost estimates are tentative at this time.

Question: Pecan St. will not accommodate buses. The flex zone can be bad for neighborhoods because it allows access to the criminal element.

Answer: The flex zone would make use of small buses. Riders would have to be identified and registered. The buses would respond to calls for pickups and would be similar to paratransit in that way.

Question: I'm concerned about the tandem buses coming into our area via Parmer Lane. Many of the buses we see are empty.

Answer: There is no plan to bring bus rapid transit into Pflugerville at this time. Buses are sometimes empty at certain points in their routes.

Comment: Any route taking clusters of people into downtown Austin would be useful. As we grow, more businesses need to be able to get around in Pflugerville. Many people use I-35 when they should use SH 130. I like the egg-shaped route (including Hutto).

Comment: Gas is cheap now; it is more difficult for people when gas is high and then taking the bus would save money.

Comment: I would like to see the data from the 560 people who took the TDP survey. People with nice cars will not use mass transit.

Comment: We need to move the largest number of people that we can with transit. The younger generation goes out of their way to use transit.

Question: Are you coordinating with other TDPs? What are other nearby cities doing with their plans?

Answer: Yes, Capital Metro is working with Georgetown, Hutto, and Buda, as well as Pflugerville. Hutto has flex service and express bus planned. Buda has a demand/response service in their plan. Georgetown is moving forward with a combination of fixed route and demand response.

Question: Are you considering the MoKan corridor in your transit plan?

Answer: We are looking at MoKan for transportation in the long term (20-25 years out). The TDP covers a time period of three years.





Pflugerville Transit Development Plan Public Open House Wednesday, May 25, 2016 Pflugerville, TX

COMMENTS
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Written comments may be turned in today, or mailed or emailed by June 3, 2016 to:

Michelle Meaux Capital Metro 2910 E. 5th St. Austin, TX. 78702

Email: Michelle.Meaux@capmetro.org





Pflugerville Transit Development Plan Public Open House Wednesday, May 25, 2016 Pflugerville, TX

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Written comments may be turned in today, or mailed or emailed by June 3, 2016 to:
Michelle Meaux Capital Metro 2910 E. 5th St. Austin, TX. 78702
Email: Michelle.Meaux@capmetro.org
Also hook up w trail suptem & provide
Email: Michelle. Meaux@capmetro.org Also hook up w trail system of provide bike lockers at P+Rs

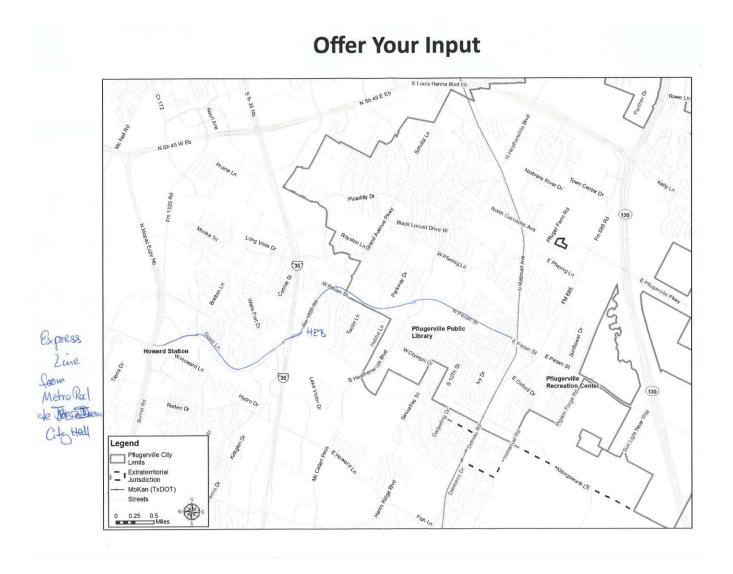




Pflugerville Transit Development Plan Public Open House Wednesday, May 25, 2016

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Michelle Meaux Capital Metro
2910 E. 5th St.
Austin, TX. 78702
Email: Michelle.Meaux@capmetro.org



Appendix C: Stone Hill Town Center Intercept Surveys





Capital Metro wants to get your ideas about public transit service in the region. Please share your opinions with us. We truly appreciate your time and input.

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Email completed survey to: michelle.meaux@capmetro.org or Mail completed survey to: Michelle Meaux, Capital Metro, 2910 E. 5th St, Austin, TX 78702



Capital Metro wants to get your ideas about public transit service in the region. Please share your opinions with us. We truly appreciate your time and input.

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Stave hill 1-15-16 APPRINGER Pflugerville Transit Plan – Survey on Transit Needs

	Capital Metro wants to get your Please share your opinions wit				
1. Gender:	□ M X(F	2. Home Code or Address	Zip 78660	3. Work/School Zip Code or Address:	78729
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Email completed survey to: michelle.meaux@capmetro.org or Mail completed survey to: Michelle Meaux, Capital Metro, 2910 E. 5th St, Austin, TX 78702



State hill 1-15.16 A Transit Needs METRO Pflugerville Transit Plan - Survey on Transit Needs

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

4. Ethnicity:	1. Gender:	M □ F	2. Home		3. Work/Schoo	l
4. Ethnicity: \(\) Caucasian \\		= .				
Hispanic African-American (30-39) (40-49) (50-64) (50-64) (65+)			Address	:	Address:	78660
transportation for the following types of trips? (Please check all that apply) - Work - □ Never □ Once or twice a month ☑ 1-3 times a week □ 4-7 times a week □ More - School - □ Never □ Once or twice a month ☑ 1-3 times a week □ 4-7 times a week □ More - Entertainment/Recreation - □ Never ☑ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Shop/Run Errands - ☒ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Medical appointments - ☒ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Other/How often? □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Other/How often? □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Other/How Often? □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Other/How Often? □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Other/How Often? □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Other/How Often? □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Other/How Often? □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Other/How Often? □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Other/How Often? □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Other/How Often? □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ 4-	4. Ethnicity:	☐ Hispanic☐ African-American☐ Asian-American☐ Other, please	5. Age:	☐ (17-29) ☐ (30-39) ☐ (40-49) ☐ (50-64)		
week □ 4-7 times a week □ More - School - □ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Entertainment/Recreation - □ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ 4-7 times a week □ More - Shop/Run Errands - ☒ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Shop/Run Errands - ☒ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Social Services - ☒ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Medical appointments - ☒ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Other/How often? 8. What would make you more likely to use public transportation? (Please rank the following)	transportat	ion for the following types of t				
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3 X If it took less time to get where I am going 1 X If it is cost effective Other 9. What destinations do you think public transit should serve? (Specific places in Pflugerville, Austin, etc.) Outlet wall	2 × If it	were convenient to where I live a felt more safe/secure when using took less time to get where I am is cost effective her tinations do you think public tr	and where I'm going g public transit — we going			etc.)





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

1. Gender:	Please share your opinions with	2. Home		3. Work/School	
i. Gender.	∯M □F	Code or	- -14	Zip Code or	
		Address	78660	Address:	Georgetown
4. Ethnicity:	☑ Caucasian ☐ Hispanic ☐ African-American ☐ Asian-American ☐ Other, please specify	5. Age:	☐ (under16) ★(17-29) ☐ (30-39) ☐ (40-49) ☐ (50-64) ☐ (65+)		
	and convenient, would you use public on for the following types of trips? (Pleat t apply)	ase		transportation do please check all that	
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		I'm going Insit	1 x -no x -no Z		
9. What desti	nations do you think public transit shows centers, entertainme	uld serve?	(Specific places in occitions	Pflugerville, Austin, e	etc.)
Email come	ted survey to: michelle meaux@canmetro	org or			

Mail completed survey to: Michelle Meaux, Capital Metro, 2910 E. 5th St, Austin, TX 78702



State Mill 1-15-16 Pflugerville Transit Plan – Survey on Transit Needs



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

4. Ethnicity:	1. Gender:	/	2. Home Code or Address	Zip	3. Work/School Zip Code or Address:	Georgelown
transportation for the following types of trips? (Please check all that apply) - Work -		☐ African-American ☐ Asian-American ☐ Other, please specify	5. Age:	□ (17-29) □ (30-39) □ (40-49) □ (50-64) □ (65+)		
If it were convenient to where I live and where I'm going If I felt more safe/secure when using public transit If it took less time to get where I am going If it is cost effective	transportaticheck all that - Work - week 4 - School - week 4 - Entertain a month - Shop/Rui 1-3 time - Medical a month 1	on for the following types of trips? (Please tapply) Never Once or twice a month 1-3 times. A-7 times a week More	es a r twice More month	and how often? (Pl - Automobile — □ □ 1-3 times a wee - Bicycle — □ Never a week □ 4-7 times - Walk — □ Never week □ 4-7 times - CARTS — □ Onc □ 4-7 times a wee - Capital Metro- week □ 4-7 times - Drive a Senior a week □ 4-7 times - Relative/Frience times a week □ 4-7	Page 2 Never □ Once or 1 Neve	apply) twice a month ek More a month □ 1-3 times nonth □ 1-3 times a □ 1-3 times a week month □ 1-3 times a a month □ 1-3 times a month □ 1-3 times a month □ 1-3 times
9. What destinations do you think public transit should serve? (Specific places in Pflugerville, Austin, etc.)	 ✓ If it t ✓ If it t ✓ If it i ✓ Othe 9. What desti	were convenient to where I live and where I' elt more safe/secure when using public trans took less time to get where I am going s cost effective er	m going sit	1 x-no 2 x-no		tc.)

Mail completed survey to: Michelle Meaux, Capital Metro, 2910 E. 5th St, Austin, TX 78702



Pflugerville Transit Plan – Survey on Transit Needs METERSTANDARY



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

1. Gender:	□M XF	2. Home Zip		3. Work/School	ol
	*	Code or Address:	78660	Zip Code or Address:	sauce
4. Ethnicity:	☐ Caucasian ☐ Hispanic ☐ African-American ☐ Asian-American ☐ Other, please specify	5. Age:	(under16) (17-29) (30-39) (40-49) (50-64) (65+)	/	34.00
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If it v If I fe If it t Othe	d make you more likely to use powere convenient to where I live an elt more safe/secure when using pook less time to get where I am gos cost effective	d where I'm going public transit oing		·	
9. What destii	nations do you think public trar	isit should serve? (Sp	ecific places in F	rtugerville, Austin,	etc.)

Appendix D: Pflugerville Library Intercept Surveys





Pflugerville Transit Plan – Survey on Transit Needs

Capital Metro wants to get your ideas about public transit service in the region. Please share your opinions with us. We truly appreciate your time and input. 1. Gender: 2. Home Zip 78660 3. Work/School OM XF Code or Zip Code or Address: Address: 5. Age: □ (under16) 4. Ethnicity: □ Caucasian □ (17-29) ☐ Hispanic African-American \Box (30-39) ☐ Asian-American \Box (40-49) ☐ Other, please (50-64) specify ☐ (65+) 6. If available and convenient, would you use public 7. Which types of transportation do you currently use transportation for the following types of trips? (Please and how often? (Please check all that apply) check all that apply) - Work - □ Never Once or twice a month □ 1-3 times a - Automobile - □ Never □ Once or twice a month week □ 4-7 times a week □ More ☐ 1-3 times a week ☐ 4-7 times a week ☐ More - Bicycle - Never □ Once or twice a month □ 1-3 times - School - ☐ Never ☐ Once or twice a month ☐ 1-3 times a week □ 4-7 times a week □ More N/H a week ☐ 4-7 times a week ☐ More - Entertainment/Recreation - □ Never ☑ Once or twice - Walk - □ Never > Once or twice a month □ 1-3 times a a month ☐ 1-3 times a week ☐ 4-7 times a week ☐ More week ☐ 4-7 times a week ☐ More - Shop/Run Errands – □ Never 🗷 Once or twice a month - CARTS - ☐ Once or twice a month ☐ 1-3 times a week ☐ 4-7 times a week ☐ More M/T ☐ 1-3 times a week ☐ 4-7 times a week ☐ More - Capital Metro - □ Once or twice a month □ 1-3 times a - Social Services - □ Never ♥ Once or twice a month ☐ 1-3 times a week ☐ 4-7 times a week ☐ More week □ 4-7 times a week □ More - Medical appointments – □ Never ☑ Once or twice a - Drive a Senior - □ Once or twice a month □ 1-3 times month □ 1-3 times a week □ 4-7 times a week □ More a week □ 4-7 times a week □ More Other/How often? - Relative/Friend – □ Once or twice a month 1/2 1-3 times a week □ 4-7 times a week □ More - Other/How Often? 8. What would make you more likely to use public transportation? (Please rank the following) If it were convenient to where I live and where I'm going If I felt more safe/secure when using public transit If it took less time to get where I am going If it is cost effective Other What destinations do you think public transit should serve? (Specific places in Rflugerville, Austin, etc.)

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Complete online survey: www.pftransitplan.org





Pflugerville Transit Plan - Survey on Transit Needs

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

	□M D/F	2. Home Code or Address:	Zip Code or
4. Ethnicity:	☐ Caucasian ☐ Hispanic ☐ African-American ☐ Asian-American ☐ Other, please specify	5. Age:	
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√ If it t ✓ If I fe ✓ If it it ✓ Othe	nations do you think nublic trans	where I'm going ablic transiting	

Complete online survey: www.pftransitplan.org



Final Report

Library February 10, 2016



Pflugerville Transit Plan - Survey on Transit Needs

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

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

	Please share your opinions wi			solate your time		
1. Gender:	OM DE	2. Home Code or			3. Work/School Zip Code or	
	-remale	Address		78660	Address:	78660
4. Ethnicity:	☐ Caucasian ☐ Hispanic ☑ African-American ☐ Asian-American ☐ Other, please specify	5. Age:	1	der16) 29) 39) 49) 64)		
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Email complete	ed survey to: michelle.meaux@capmetrd survey to: Michelle Meaux, Capital M	o.org or	E. 5 th St	t. Austin. TX 7	8702	

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Pflugerville Transit Plan - Survey on Transit Needs

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

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

1. Gender:		2. Home	Zip 3. Work/School			
i. Gender.	OM OF	Code or	VH3			
	1,	Address	75/1/1/			
		Addiess	100 00 Address.			
4. Ethnicity:	Caucasian	5. Age:	14 (under16)			
4. Ethinicity.		J. Age.				
	☐ Hispanic		<u>(17-29)</u>			
5	☐ African-American		□ (30-39)			
	☐ Asian-American		□ (40-49)			
	☐ Other, please		□ (50-64)			
	specify		□ (65+)			
transportation	and convenient, would you use public on for the following types of trips? (Ple	ase	7. Which types of transportation do you currently use and how often? (Please check all that apply)			
check all that	apply)					
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117121712171	-7 times a week ☐ More	iiios a	□ 1-3 times a week □ 4-7 times a week ♠ More			
	□ Never □ Once or twice a month □ 1-3	timon o	- Bicycle - Never □ Once or twice a month □ 1-3 times			
		unies a	a week □ 4-7 times a week □ More			
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- Shop/Run Errands – □ Never □ Once or twice a month		- CARTS - Conce or twice a month □ 1-3 times a week				
☐ 1-3 times a week ☐ 4-7 times a week ☐ More		□ 4-7 times a week □ More				
- Social Services - □ Never □ Once or twice a month		- Capital Metro - □ Once or twice a month □ 1-3 times a				
☐ 1-3 times a week ☐ 4-7 times a week ☐ More		week				
	ppointments - □ Never □ Once or to	vice a	- Drive a Senior - □ Once or twice a month □ 1-3 times			
	-3 times a week		a week ☐ 4-7 times a week X More			
- Other/Ho		1010	- Relative/Friend - □ Once or twice a month □ 1-3			
- Other/file	w orten:		times a week \(\sqrt{4-7}\) times a week \(\sqrt{More}\)			
			- Other/How Often?			
0 14/1	l mala man mana likahi ka mas ambila ka		and (Places rank the following)			
	make you more likely to use public tr		on r (riease rank the following)			
	vere convenient to where I live and where		most -> least			
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	s cost effective					
Othe						
	7I					
9. What destin	nations do you think public transit sho	uld serve	(Specific places in Pflugerville, Austin, etc.)			
food 1	2)400					
	from pflugerull	le to	Austin			

Email completed survey to: michelle.meaux@capmetro.org or Mail completed survey to: Michelle Meaux, Capital Metro, 2910 E. 5th St, Austin, TX 78702 Complete online survey: www.pftransitplan.org





Pflugerville Transit Plan – Survey on Transit Needs

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4. Ethnicity: Caucasian	1. Gender:	☑M □F	2. Home Code or Address		3. Work/School Zip Code or Address:
transportation for the following types of trips? (Please check all that apply) - Work	4. Ethnicity:	✓ Hispanic☐ African-American☐ Asian-American☐ Other, please	5. Age:	☐ (30-39) ☐ (40-49) ☐ (50-64) ☐ (65+)	
If it were convenient to where I live and where I'm going If I felt more safe/secure when using public transit If it took less time to get where I am going If it is cost effective	transportat check all that - Work - week - School - week - Entertail a month - Shop/Ru 1-3 tim - Social S 1-3 tim - Medical month - Other/H	ion for the following types of trips at apply) A-7 times a week	? (Please 1-3 times a 1-3 times a Once or twice yeek □ More twice a month ore e a month ore e or twice a k □ More	and how often? (I - Automobile — □ 1-3 times a we - Bicycle — ☑ Ne a week □ 4-7 time - Walk — Never week □ 4-7 time - CARTS — □ Or □ 4-7 times a we - Capital Metro week □ 4-7 time - Drive a Senio a week □ 4-7 tir - Relative/Frier times a week □ - Other/How Or	Please check all that apply) Never Once or twice a month ek 4-7 times a week More ever Once or twice a month 1-3 times mes a week More r Once or twice a month 1-3 times a es a week More nce or twice a month 1-3 times a es a week More o Once or twice a month 1-3 times a es a week More or Once or twice a month 1-3 times a es a week More or Once or twice a month 1-3 times mes a week More ond Once or twice a month 1-3 times mes a week More ond Once or twice a month 1-3 4-7 times a week More ften?
9. What destinations do you think public transit should serve? (Specific places in Pflugerville, Austin, etc.) Pflugerwise library Bluff springs Grahm Centeral Starks Sarans Creek J Rose mon t, Parks	9. What des	were convenient to where I live and felt more safe/secure when using pult took less time to get where I am going is cost effective her tinations do you think public trans	where I'm going blic transit ng it should serve	? (Specific places in	Pflugerville, Austin, etc.)





Pflugerville Transit Plan - Survey on Transit Needs

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4. Ethnicity: Caucasian Hispanic African-Ame Asian-Americ Other, please specify	ican would you use public wing types of trips? (Ple or twice a month	imes a 3 times a or twice More a month	s: <u>/8660</u> Address: <u>YHS</u>
Hispanic African-Ame Asian-Americ Other, please specify 6. If available and convenient, transportation for the follow check all that apply) Work — Never Once week 4-7 times a week School — Never Once week 4-7 times a week Entertainment/Recreat a month 1-3 times a week Shop/Run Errands — 1-3 times a week 4-7 times a week Shop/Run Errands — 1-3 times a week 4-7 times a week 1-3 times a week 1-7 times a week	ican would you use public wing types of trips? (Ple or twice a month	ease imes a 3 times a or twice More a month	□ (17-29) □ (30-39) □ (40-49) □ (50-64) □ (65+) 7. Which types of transportation do you currently use and how often? (Please check all that apply) - Automobile — ■ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Bicycle — □ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Walk — □ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - CARTS — □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More
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month 1-3 times a week - Other/How often?	- □ Never ☑ Once or tv □ 4-7 times a week □ N		week □ 4-7 times a week □ More - Drive a Senior - □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Relative/Friend - □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Other/How Often?
If it took less time to g If it is cost effective Other	to where I live and where cure when using public tra get where I am going think public transit shou	e I'm going ansit uld serve?	? (Specific places in Pflugerville, Austin, etc.)

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	OM RE	2. Home Code or		3. Work/School Zip Code or	ol
		Address	7866	Address:	Alignville
4. Ethnicity:	□ Caucasian □ Hispanic □ African-American □ Asian-American □ Other, please specify	5. Age:	⊠ (under16) □ (17-29) □ (30-39) □ (40-49) □ (50-64) □ (65+)		y. 3g pg
	nd convenient, would you us on for the following types of apply)			f transportation do Please check all tha	
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Mail completed survey to: Michelle Meaux, Capital Metro, 2910 E. 5th St, Austin, TX 78702

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Pflugerville Transit Plan - Survey on Transit Needs

Capital Metro wants to get your ideas about public transit service in the region. Please share your opinions with us. We truly appreciate your time and input.

1. Gender:	OM OF	2. Home Code or Address	29/2/20	3. Work/School Zip Code or Address:	Eluzarville hist
4. Ethnicity:	☐ Caucasian ☐ Hispanic ☐ African-American ☐ Asian-American ☐ Other, please specify	5. Age:	(under16) (17-29) (30-39) (40-49) (50-64) (65+)		
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Email completed survey to: michelle.meaux@capmetro.org or Mail completed survey to: Michelle Meaux, Capital Metro, 2910 E. 5th St, Austin, TX 78702 Complete online survey: www.pftransitplan.org





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r to use public transporta e I live and where I'm goin en using public transit ere I am going	ation? (Please rank the following) g
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Pflugerville Transit Plan – Survey on Transit Needs

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C C .	2. Home		3. Work/School	
	Code or		Zip Code or	717
	Address	78753	Address: 1/8	11/
on for the following types of apply) Never ☑ Once or twice a mo -7 times a week ☐ More ☑ Never ☐ Once or twice a m	5. Age: use public trips? (Please nth □ 1-3 times a	□ (under16) □ (17-29) □ (30-39) □ (40-49) □ (50-64) □ (65+) 7. Which types of and how often? (P - Automobile – □ □ 1-3 times a wee - Bicycle – □ Nev	transportation do you curre lease check all that apply) □ Never □ Once or twice a nek □ 4-7 times a week ☑ Mo er □ Once or twice a month	nonth ore
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			uly appreciate your time		
1. Gender:	OM OF	2. Home	Zip	3. Work/School	
		Code or Address	7860	Zip Code or Address:	72660
		Address	· result	Address.	1000
4. Ethnicity:	□ Caucasian	5. Age:	□ (under16)		
	☐ Hispanic	3	☑ (17-29)		
	☑ African-American		□ (30-39)		
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	on for the following types of trips	s? (Please	and how often? (Pl	ease check all that	apply)
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	ment/Recreation - P Never	Once or twice	- Walk - □ Never	☐ Once or twice a	month 11/1-3 times a
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	were convenient to where I live and				
	elt more safe/secure when using pu look less time to get where I am go				
	s cost effective	ing			
Othe	er			100	
9. What desti	nations do you think public trans	sit should serve?	(Specific places in P	flugerville, Austin, e	etc.)
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					K
Email complet	ed survey to: michelle.meaux@ca	pmetro.org or	n stha t	70700	
	d survey to: Michelle Meaux, Cap	ntal Metro, 2910	E. 5" St, Austin, TX	/8/02	
ompiete onli	ne survey: www.pftransitplan.org				





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1. Gender:	□M D∕F	2. Home Code or	Zip 3. Work/School Zip Code or
		Address	10 1 1
4. Ethnicity:	☐ Caucasian ☐ Hispanic ☐ African-American ☐ Asian-American ☐ Other, please specify	5. Age:	☑ (under16) ☐ (17-29) ☐ (30-39) ☐ (40-49) ☐ (50-64) ☐ (65+)
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	nations do you think public trans	sit should serve?	(Specific places in Pflugerville, Austin, etc.)

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Pflugerville Transit Plan – Survey on Transit Needs Capital Metro wants to get your ideas about public transit service in the region.

1. Gender:	Please share your opinio	2. Home	
i. Gender.	IN WIL	Code or	Zip Code or
		Address	Address:
4. Ethnicity:	□ Caucasian □ Hispanic □ African-American □ Asian-American □ Other, please specify	5. Age:	□ (under16) 1 (17-29) □ (30-39) □ (40-49) □ (50-64) □ (65+)
	nd convenient, would you use pu on for the following types of trips' apply)		7. Which types of transportation do you currently use and how often? (Please check all that apply)
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9. What destir	nations do you think public transi	t should serve	(Specific places in Pflugerville, Austin, etc.)
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1. Gender:	□ M ≥ F	2. Home		3. Work/School	
		Code or	: 18753	Zip Code or	75720
		Address	18133	Address:	72728
4. Ethnicity:	☐ Caucasian ☐ Hispanic ☐ African-American ☐ Asian-American ☐ Other, please specify	5. Age:	□ (under16) □ (17-29) □ (30-39) □ (40-49) ⋈ (50-64) □ (65+)		
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1. Gender:	□ M ☑F	2. Home Z		3. Work/School	1
		Code or	7011.	Zip Code or	70103
		Address:	78666	Address:	78653
4. Ethnicity:	☐ Caucasian ☐ Hispanic ☐ African-American ☐ Asian-American ☐ Other, please specify		□ (under16) □ (17-29) □ (30-39) □ (40-49) □ (50-64) □ (65+)		
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1. Gender:	Please share your opinior	2. Home		3. Work/School	powntown
	- m (a)(1	Code or		Zip Code or	- PAUSIIN
		Address	: 78660	Address:	78758.
4. Ethnicity:	☐ Caucasian ☐ Hispanic ☐ African-American ☐ Asian-American ☐ Other, please specify	5. Age:	□ (under16) □ (17-29) □ (30-39) ⋈ (40-49) □ (50-64) □ (65+)		,
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9. What destin	nations do you think public transit	should serve	? (Specific places in P	flugerville, Austin, e	tc.)
all of p	Flugerville, joining w	Austin			
Email complete	ed survey to: michelle.meaux@capr d survey to: Michelle Meaux, Capita	netro.org or al Metro, 2910	E. 5 th St, Austin, TX	78702	





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1. Gender:	OM OF	2. Home Z Code or		3. Work/School Zip Code or	72103
		Address:		Address:	78653
4. Ethnicity:	☐ Caucasian ☐ Hispanic ☐ African-American ☐ Asian-American ☐ Other, please specify		□ (under16) □ (17-29) □ (30-39) □ (40-49) □ (50-64) □ (65+)		
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9. What desti	nations do you think public transit	should serve?	(Specific places in Pi	flugerville, Austin, el	(c.)





Pflugerville Transit Plan – Survey on Transit Needs

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□M XF	2. Home Code or Address:	•	3. Work/School Zip Code or Address:	powntown Austin 78758.
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1. Gender:	□M ★F	2. Home 2 Code or	Zip	Work/School Zip Code or	
		Address:	78660		78660
4. Ethnicity:	☆ Caucasian☐ Hispanic☐ African-American☐ Asian-American☐ Other, pleasespecify		□ (under16) □ (17-29) □ (30-39) (40-49) □ (50-64) □ (65+)		
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9. What desti	inations do you think public transit sho	ould serve?	(Specific places in Pt	lugerville, Austin, e	etc.)





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1. Gender:	□M ØF	2. Home Code or Address:	Zip Code or
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Email complet	ed survey to: michelle.meaux@capmet	ro.org or	

Email completed survey to: michelle.meaux@capmetro.org or Mail completed survey to: Michelle Meaux, Capital Metro, 2910 E. 5th St, Austin, TX 78702 Complete online survey: www.pftransitplan.org





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1. Gender:	OM OF	2. Home	Zip 3. Work/School
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9. What destin	nations do you think public transit sho	uld serve?	(Specific places in Pflugerville, Austin, etc.)
To -	Austin, Round	Ro	CK, GOOGOTOWN
Coda	or Park		

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		Zip Code or Address:
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4. Ethnicity: Caucasian S. Age: (under16) (17-29) (30.39) (30.39) (30.39) (30.39) (40.49) (50.64) (55.4) (65.4)	1. Gender:	OM OF	2. Home Zip Code or Address:	120000	3. Work/School Zip Code or Address:	78660
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1. Gender:		Code or		Zip Code or	No. of the last
		Address	78660	Address:	78735
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1. Gender:	□M (X)F	2. Home Code or	
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Email comple	ted survey to: michelle meany@canmetr.	o org or	

Email completed survey to: michelle.meaux@capmetro.org or Mail completed survey to: Michelle Meaux, Capital Metro, 2910 E. 5th St, Austin, TX 78702 Complete online survey: www.pftransitplan.org



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			uly appreciate your time and input.			
1. Gender:	□M Q/F	2. Home	Zip 3. Work/School Zip Code or			
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Rou	Round Rock, Pflugenille					





Pflugerville Transit Plan – Survey on Transit Needs

Capital Metro wants to get your ideas about public transit service in the region. Please share your opinions with us. We truly appreciate your time and input. 1. Gender: OF 2. Home Zip +6+18 3. Work/School MON Code or Zip Code or Address: Address: 4. Ethnicity: □ Caucasian **5. Age:** □ (under16) Mispanic □ (17-29) ☐ African-American \Box (30-39) □ (40-49) ☐ Asian-American N(50-64) ☐ Other, please specify_ \Box (65+) 6.If available and convenient, would you use public 7. Which types of transportation do you currently use transportation for the following types of trips? (Please and how often? (Please check all that apply) check all that apply) - Work - Meyer □ Once or twice a month □ 1-3 times a - Automobile - ☐ Never ☐ Once or twice a month ☐ 1-3 times a week ☐ 4-7 times a week ☐ More week ☐ 4-7 times a week ☐ More - School - Never □ Once or twice a month □ 1-3 times a - Bicycle - WNever □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More week □ 4-7 times a week □ More - Entertainment/Recreation - □ Never ☑ Once or twice - Walk - Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More a month ☐ 1-3 times a week ☐ 4-7 times a week ☐ More - CARTS - pronce or twice a month □ 1-3 times a week - Shop/Run Errands - Never □ Once or twice a month ☐ 1-3 times a week ☐ 4-7 times a week ☐ More ☐ 4-7 times a week ☐ More - Social Services - □ Never □ Once or twice a month - Capital Metro - □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More ☐ 1-3 times a week ☐ 4-7 times a week ☐ More - Medical appointments - Never □ Once or twice a - Drive a Senior - □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More month □ 1-3 times a week □ 4-7 times a week □ More Other/How often? - Relative/Friend – □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More Other/How Often? 8. What would make you more likely to use public transportation? (Please rank the following) If it were convenient to where I live and where I'm going If I felt more safe/secure when using public transit If it took less time to get where I am going H If it is cost effective Other

Email completed survey to: michelle.meaux@capmetro.org or Mail completed survey to: Michelle Meaux, Capital Metro, 2910 E. 5th St, Austin, TX 78702 Complete online survey: www.pftransitplan.org

9. What destinations do you think public transit should serve? (Specific places in Pflugerville, Austin, etc.)





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Please share your opinions with				
1. Gender: M DF	2. Home Code or		3. Work/School Zip Code or	ne/12
)	Address		Address:	18600
4. Ethnicity: Caucasian Hispanic African-American Asian-American Other, please specify	5. Age:	☐ (under16) ☐ (17-29) ☐ (30-39) ☐ (40-49) ☐ (50-64) ☐ (65+)		angel
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Email completed survey to: michelle.meaux@capmetro Mail completed survey to: Michelle Meaux, Capital Me Complete online survey: www.pftransitplan.org	o.org or etro, 2910	E. 5 th St, Austin, TX 7	8702	





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		Address	: <u>78783</u> Address:
4. Ethnicity:	☐ Caucasian ☐ Hispanic ☑ African-American ☐ Asian-American ☐ Other, please specify	5. Age:	☐ (under16) ☐ (17-29) ☐ (30-39) ☐ (40-49) ☐ (50-64) ☐ (65+)
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1. Gender:	□M MF	2. Home	Zip	3. Work/School	
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		Address	78660	Address:	10660
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a	Il around Privagerville	anol	COUNTILOCK.		
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All complete	ed survey to: Michelle Meaux, Capital Nine survey: www.pftransitplan.org	vietro, 2910	E. 5 St, Austin, 1X	10/02	
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1. Gender:	□ M	2. Home		3. Work/School	
ii oonaari	I W I	Code or		Zip Code or	
		Address	: 7866U	Address:	78701
4. Ethnicity:	☐ Caucasian CHispanic ☐ African-American ☐ Asian-American ☐ Other, please specify	5. Age:	□ (under16) □ (17-29) ⋈ (30-39) □ (40-49) □ (50-64) □ (65+)		
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Email complete	ed survey to: michelle.meaux@capmetrd survey to: Michelle Meaux, Capital M	o.org or	E. 5 th St. Austin. TX 7	8702	

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1. Gender:	□ M OF	2. Home	Zip 3. Work/School
Jonath	LIM GI	Code or	7:- 0-4
		Address	: 78060 Address: 7800
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	ed survey to: michelle.meaux@capme		

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		Address		Address.
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Email comple	ted survey to: michelle.meaux@capme	tro.org or	th	
	ed survey to: Michelle Meaux, Capital	Metro, 2910	E. 5 th St, Austin, TX	78702
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1. Gender:	12'M OF	2. Home		3. Work/School		
		Code or	70110	Zip Code or		
		Address	: 78660	Address:		
4. Ethnicity:	☐ Caucasian ☐ Hispanic ☐ African-American ☐ Asian-American ☐ Other, please specify	5. Age:	□ (under16) ☑ (17-29) □ (30-39) □ (40-49) □ (50-64) □ (65+)			
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9. What destir	nations do you think public transit sho Church of Jesus Ch	uld serve?	(Specific places in Pfl	ugerville, Austin, etc.)		
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Library February 10, 2016



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	□ M ØF	2. Home	Zip	3. Work/School
		Code or Address	: 78634	Zip Code or Address:
4. Ethnicity:	☐ Caucasian ☐ Hispanic ☐ African-American ☐ Asian-American ☐ Other, please specify	5. Age:	☐ (under16) ☐ (17-29) ☐ (30-39) ☐ (40-49) ☑ (50-64) ☐ (65+)	
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9. What desi	tinations do you think public transit sho	ould serve?	? (Specific places in F	Pflugerville, Austin, etc.)



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1. Gender:	□M ØF	2. Home	uly appreciate your time Zip	3. Work/School	
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			- Other/How Ofte	en?	
	d make you more likely to use pub vere convenient to where I live and v		on? (Please rank the	following)	
	elt more safe/secure when using pub				
	ook less time to get where I am going				
If it is	s cost effective				
Othe	er				
9. What desting	nations do you think public transit	t should serve?	(Specific places in Pf	lugerville, Austin, e	etc.)
				-	
Email complet	ed survey to: michelle.meaux@cap d survey to: Michelle Meaux, Capit	metro.org or			

Appendix E: Drive a Senior and Senior Luncheon Survey Summary





Capital Metro wants to get your ideas about public transit service in the region. Please share your opinions with us. We truly appreciate your time and input.

1. Gender:	□M ØF	2. Home	Zip	3. Work/School	
		Code or	7011.	Zip Code or	
		Address	: 78660	_ Address:	
4. Ethnicity:	Caucasian	5. Age:	□ (under16)		
	☐ Hispanic	OURIE POR DOS	□ (17-29)		
*	☐ African-American		□ (30-39)		
	☐ Asian-American		□ (40-49)		
	☐ Other, please		☑ (50-64)		
	specify		□ (65+)		
	- 11:25:500 J		nes Very 18		22
transportation check all that week 4 4 School 1 week 4 - Entertains a month 5 - Shop/Rur 1-3 times - Medical a month 5 1-3	nd convenient, would you use public on for the following types of trips? (Pleapply) Never □ Once or twice a month □ 1-3 tinger. -7 times a week □ More □ Never □ Once or twice a month □ 1-3 tinger. -7 times a week □ More ment/Recreation - ☑ Never □ Once or twice a week □ 4-7 times a week □ More n Errands - ☑ Never □ Once or twice a week □ 4-7 times a week □ More rvices - ☑ Never □ Once or twice a most of the week □ 4-7 times a week □ More ppointments - ☑ Never □ Once or twice a week □ 4-7 times a week □ More ppointments - ☑ Never □ Once or twice a week □ 4-7 times a week □ More ppointments - ☑ Never □ Once or twice a week □ 4-7 times a week □ More	mes a s times a or twice More a month onth	- Automobile - □ □ 1-3 times a week - Bicycle - □ Neve a week □ 4-7 time - Walk - □ Never □ week □ 4-7 times - CARTS - □ Onc □ 4-7 times a week □ Capital Metro - week □ 4-7 times - Drive a Senior - a week □ 4-7 time - Relative/Friend	☐ Once or twice a mor a week ☑ More e or twice a month ☐ d ☐ More ☐ Once or twice a mo a week ☐ More ☐ Once or twice a mo s a week ☐ More ☐ Once or twice a mo times a week ☐ Mo	ce a month More month 1-3 times at 1-3 times a week onth 1-3 times a month 1-3 times a month 1-3 times month 1-3 times
	make you more likely to use public tra ere convenient to where I live and where It more safe/secure when using public tran lock less time to get where I am going cost effective	I'm going nsit			
9. What destin	ations do you think public transit shou	ıld serve?	(Specific places in Pfl	ugerville, Austin, etc.)	35,000.35
Downto			2 2 2 2		
13	,				Sp
	The state of the s				

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

1. Gender:	☐ M XF	2. Home	e Zip 3. Work/School
i. Gender.	□ M 2	Code or	Zin Code or
		Address	
		, , , , , , , , , , , , , , , , , , , ,	
4. Ethnicity:	Caucasian	5. Age:	□ (under16)
	☐ Hispanic		□ (17-29)
†	☐ African-American		(17 20) (30-39)
	☐ Asian-American		□ (40-49)
ĺ	☐ Other, please		△(+0-43) △ (50-64)
	specify		□ (65+)
	specify		□ (00+)
6 If available	and convenient, would you use public		7. Which types of transportation do you currently use
	on for the following types of trips? (Ple	200	and how often? (Please check all that apply)
check all tha		400	and now often (i lease check all that apply)
oncok ali tila	(appiy)		
- Work ->	Never ☐ Once or twice a month ☐ 1-3 ti	mes a	- Automobile - □ Never □ Once or twice a month
	4-7 times a week ☐ More		☐ 1-3 times a week 🗫 4-7 times a week 🗆 More
- School -	Never ☐ Once or twice a month ☐ 1-3	3 times a	- Bicycle - □ Never □ Once or twice a month □ 1-3 times
	4-7 times a week ☐ More		a week □ 4-7 times a week □ More
60-0000330050- 03	ment/Recreation - Never Once	or twice	- Walk - □ Never □ Once or twice a month □ 1-3 times a
	□ 1-3 times a week ►4-7 times a week [week □ 4-7 times a week □ More
	n Errands – □ Never □ Once or twice a		- CARTS - □ Once or twice a month □ 1-3 times a week
	s a week □ 4-7 times a week □ More	a monu	□ 4-7 times a week □ More
	ervices – □ Never □ Once or twice a mo	- m 4 h	and the state of t
		Jilli	- Capital Metro - □ Once or twice a month □ 1-3 times a
	s a week 4-7 times a week More		week □ 4-7 times a week □ More
	ppointments - □ Never Monce or tw		- Drive a Senior - □ Once or twice a month □ 1-3 times
	-3 times a week ☐ 4-7 times a week ☐ M	ore	a week □ 4-7 times a week □ More
- Other/Ho	w often?		- Relative/Friend – □ Once or twice a month □ 1-3
			times a week □ 4-7 times a week □ More
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·	<u>.</u>		
8. What would	I make you more likely to use public tra	insportatio	on? (Please rank the following)
	vere convenient to where I live and where		
	It more safe/secure when using public tran ook less time to get where I am going	1511	2
	s cost effective		
CO	r		
Ouie			
9. What destin	ations do you think public transit shou	ld serve?	(Specific places in Pflugerville, Austin, etc.)
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£	/	80	
			CM FANNAGA
		T	

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

1. Gender:	☐ M D'F	2. Home	Zip	3. Work/School
	B.M. 8.	Code or	A 1000 100 100 100 100 100 100 100 100 1	Zip Code or
	est.	Address	: 78660	Address:
	· /			¥
4. Ethnicity:	☑ Caucasian	5. Age:		
	□ Hispanic		□ (17-29)	
	☐ African-American		□ (30-39)	
	☐ Asian-American		□ (40-49)	
	☐ Other, please		□ (50-64)	
	specify		C (65+)	
	• •			
transportation check all that - Work - 12/1 week - 4 - School - 4 week - 4 - Entertains a month - 5 - Shop/Run - 1-3 times - Medical a month - 1-	nd convenient, would you use public on for the following types of trips? (Pleapply) Never □ Once or twice a month □ 1-3 tillowing types a week □ More □ Never □ Once or twice a month □ 1-3 tillowing types a week □ More ment/Recreation -□ Never □ Once □ 1-3 times a week □ 4-7 times a week □ the following types a week □ More recrease □ Never □ Once or twice a most of the following types a week □ 4-7 times a week □ More rvices -□ Never □ Once or twice a most of the following types a week □ 4-7 times a week □ More ppointments -□ Never □ Once or twice a most of the following types a week □ 4-7 times a week □ More ppointments -□ Never □ Once or twice a most of the following types a week □ More ptotal Triple types of trips? (Pleapple types a week □ More of the following types of the following	mes a i times a or twice ☐ More a month onth	and how often? (Ple - Automobile - □ □ 1-3 times a week - Bicycle - □ Never a week □ 4-7 times - Walk - □ Never □ week □ 4-7 times a - CARTS - □ Once □ 4-7 times a week - Capital Metro - □ week □ 4-7 times a - Drive a Senior - a week □ 4-7 times - Relative/Friend times a week □ 4-7	Once or twice a month □ 1-3 times a
If it w If I fe If it to Other	make you more likely to use public tra ere convenient to where I live and where It more safe/secure when using public tra book less time to get where I am going cost effective	I'm going nsit		
9. What destin	ations do you think public transit show	uld serve? one F	(Specific places in Pflu	ugerville, Austin, etc.) Nestau Ran Ts

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1. Gender:	□M ØF	2. Home		3. Work/School
		Code or		Zip Code or
		Address	13669	Address:
4. Ethnicity:	☐ Caucasian ☐ Hispanic ☐ African-American ☐ Asian-American ☐ Other, please specify	5. Age:	□ (under16) □ (17-29) □ (30-39) □ (40-49) □ (50-64) ⋈ (65+)	
	nd convenient, would you use public on for the following types of trips? (Plea apply)	ase		transportation do you currently use Please check all that apply)
week 4 - School - F week 4 - Entertains a month 5 - Shop/Run 1-3 times - Social Ses 1-3 times - Medical a month 1-1	Never Once or twice a month 1-3 time. A times a week More Never Once or twice a month 1-3 Times a week More Ment/Recreation Never Once or twice a week 4-7 times a week 4-7 times a week 4-7 times a week More Terrands Never Once or twice a week 4-7 times a week More Trices Never Once or twice a most a week 4-7 times a week More Trices Never Once or twice a most a week 4-7 times a week More Trices Never Once or twice a most a week 4-7 times a week More Trices Never Once or twice a most a week 4-7 times a week More Trices Never Once or twice a most a week 4-7 times a week More	or twice □ More □ month onth	□ 1-3 times a we - Bicycle - □ Ne a week □ 4-7 tim - Walk - □ Never week □ 4-7 time - CARTS - □ Or □ 4-7 times a we - Capital Metro week □ 4-7 time - Drive a Senio a week □ 4-7 tim - Relative/Frien	— □ Once or twice a month □ 1-3 times a s a week □ More r — □ Once or twice a month □ 1-3 times nes a week □ More rd — □ Once or twice a month □ 1-3 4-7 times a week □ More
If it w If I fel If it to If it is	make you more likely to use public tra ere convenient to where I live and where It more safe/secure when using public tran ok less time to get where I am going cost effective	I'm going	on? (Please rank the	e following)
9. What destin	ations do you think public transit shou	ıld serve?	(Specific places in F	Pflugerville, Austin, etc.)
				i di constanti di

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1. Gender:	□M g/F	2. Home	
	n a	Code or	Zip Code or
		Address	s: 74 le () Address:
4. Ethnicity:	 ✓ Caucasian ☐ Hispanic ☐ African-American ☐ Asian-American ☐ Other, please specify 	5. Age:	☐ (17-29)
	nd convenient, would you use public on for the following types of trips? (Plea apply)	ase	7. Which types of transportation do you currently use and how often? (Please check all that apply)
week	Never	or twice More month nth ce a	- Automobile - □ Never □ Once or twice a month □ 1-3 times a week ☒ 4-7 times a week □ More - Bicycle - ☒ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Walk - □ Never □ Once or twice a month ☒ 1-3 times a week □ 4-7 times a week □ More - CARTS - □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Capital Metro - □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Drive a Senior - □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Relative/Friend - □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Relative/Friend - □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Other/How Often?
_ <u>X</u> If it we _ <u>X</u> If I feli If it too	make you more likely to use public trai ere convenient to where I live and where I t more safe/secure when using public tran ok less time to get where I am going cost effective	m going	on? (Please rank the following)
9. What destina	ations do you think public transit shoul	d serve?	(Specific places in Pflugerville, Austin, etc.)
Sin'or	Living Centur Faci	Belitic	es, moine, graines, decharosses

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1. Gender:	□M ØF	2. Home	ZIP GRAND AVES. Work/School
		Code or Address	21/1/2 2
		Audress	Address.
4. Ethnicity:	⊠ Caucasian	5. Age:	□ (under16)
	☐ Hispanic		□ (17-29)
	☐ African-American		□ (30-39)
	☐ Asian-American		□ (40-49)
	☐ Other, please		□ (50-64)
	specify		⊠ (65+)
6 If available a	and convenient, would you use public		7. Which types of transportation do you currently use
	on for the following types of trips? (Ple	ase	and how often? (Please check all that apply)
check all that	t apply)	5	
Work a	Never ☐ Once or twice a month ☐ 1-3 ti	mes a	- Automobile - □ Never □ Once or twice a month
I STATISTICS SEE THE	I-7 times a week ☐ More	11100 a	☐ 1-3 times a week Ø 4-7 times a week ☐ More
1.1. (a) (b) (c) (c)	☐ Never ☐ Once or twice a month ☐ 1-3	times a	- Bicycle - □ Never □ Once or twice a month □ 1-3 times
	-7 times a week □ More		a week □ 4-7 times a week □ More
- Entertain	ment/Recreation - □ Never □ Once	or twice	- Walk - □ Never □ Once or twice a month □ 1-3 times a
a month J	X1-3 times a week □ 4-7 times a week [☐ More	week ☐ 4-7 times a week ☐ More
	n Errands – ☐ Never ☐ Once or twice a	a month	- CARTS - □ Once or twice a month □ 1-3 times a week
	s a week □ 4-7 times a week □ More		☐ 4-7 times a week ☐ More
	ervices – Never Once or twice a mo	onth	- Capital Metro - □ Once or twice a month □ 1-3 times a
	s a week □ 4-7 times a week □ More	o Brancas arms	week □ 4-7 times a week □ More - Drive a Senior - □ Once or twice a month □ 1-3 times
	ppointments - Never Once or tw		a week □ 4-7 times a week □ More
	-3 times a week ☐ 4-7 times a week ☐ M	iore	- Relative/Friend - ☑ Once or twice a month □ 1-3
- Other/Ho	w often?		times a week 4-7 times a week More
37	v v		- Other/How Often?
			- Othernor Otton:
<u></u> ✓ If it v	I make you more likely to use public tra	I'm going	ion? (Please rank the following)
	elt more safe/secure when using public tra book less time to get where I am going	HOIL	
	s cost effective		
Othe	r	3	
O Miles Calas Co	ations do you think muhiis transit shar	ild come?	(Specific places in Pflugerville, Austin, etc.)
9. What destin	Tations do you think public transit shot		by STORES, DRS OFFICE ETC
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Capital Metro wants to get your ideas about public transit service in the region.

	Home Zip 3. Work/School
	de or OC// Zip Code or
Security Sec	dress: / Old Address:
4. Ethnicity: Caucasian 5. A Hispanic African-American Asian-American Other, please specify	Age: (under16) (17-29) (30-39) (40-49) (50-64)
6.If available and convenient, would you use public	7. Which types of transportation do you currently use
transportation for the following types of trips? (Please	and how often? (Please check all that apply)
check all that apply)	
- Work - □ Never □ Once or twice a month □ 1-3 times week □ 4-7 times a week □ More - School - □ Never □ Once or twice a month □ 1-3 times week □ 4-7 times a week □ More - Entertainment/Recreation - □ Never □ Once or twa a month □ 1-3 times a week □ 4-7 times a week □ More - Shop/Run Errands - □ Never □ Once or twice a mon□ 1-3 times a week □ 4-7 times a week □ More - Social Services - □ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Medical appointments - □ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Other/How often?	- Sicycle - Never Once or twice a month 1-3 times a week 4-7 times a week More - Walk - Never Once or twice a month 1-3 times a week 4-7 times a week More - CARTS - Once or twice a month 1-3 times a week 4-7 times a week More - Capital Metro - Once or twice a month 1-3 times a week 4-7 times a week More - Drive a Senior - Once or twice a month 1-3 times a week 4-7 times a week More - Drive a Senior - Once or twice a month 1-3 times a week 4-7 times a week More - Relative/Friend Once or twice a month 1-3 times a week 4-7 times a week More - Relative/Friend More - Other/How Often?
8. What would make you more likely to use public transp	ortation? (Please rank the following)
If it were convenient to where I live and where I'm g If I felt more safe/secure when using public transit If it took less time to get where I am going If it is cost effective Other	
9. What destinations do you think public transit should s	erve? (Specific places in Pflugerville, Austin, etc.)
medical appointin	ev do
Serior transportation	is needed in F.
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5 S	

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1. Gender:	OM DA	2. Home	Zip 18728	3. Work/School
		Code or		Zip Code or
		Audiess	: 2323 Wells Brach	Addiess.
4. Ethnicity:	☑ Caucasian	5. Age:	□ (under16)	*
	☐ Hispanic	-	□ (17-29)	
	□ African-American		□ (30-39)	
	□ Asian-American		□ (40-49)	
	☐ Other, please		☑ (50-64)	
26	specify		□ (65+)	5.
	and convenient, would you use public			ansportation do you currently use
check all tha	on for the following types of trips? (Ple t apply)	ase	Tham, 243 (or	ase check all that apply) ^{(C})
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	I-7 times a week □ More Returned	l limas s		☐ 4-7 times a week ☐ More ☐ Once or twice a month ☐ 1-3 times
	□ Never □ Once or twice a month □ 1-3 I-7 times a week ☑ More	umes a	a week □ 4-7 times	
	ment/Recreation - □ Never □ Once	or twice		Once or twice a month 121-3 times a
	☐ 1-3 times a week ☐ 4-7 times a week §		week □ 4-7 times a	week □ More
	n Errands - □ Never □ Once or twice		- CARTS - □ Once	or twice a month □ 1-3 times a week
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man is at graphin	ervices – □ Never □ Once or twice a mo	onth	- Capital Metro - [□ Once or twice a month □ 1-3 times a
☐ 1-3 time	s a week □ 4-7 times a week ☑More		week □ 4-7 times a	week ☑ More
- Medical a	ppointments - □ Never □ Once or tw	vice a		☐ Once or twice a month, ☐ 1-3 times
	-3 times a week 4-7 times a week		a week □ 4-7 times	a week - More Need to contact the
- Other/Ho	w often?		- Relative/Friend	- □ Once or twice a month □ 1-3
	8	- hove	times a week □ 4-7	times a week ☑-More
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8. What would	i make you more likely to use public tra	insportati	on? (Please rank the fo	ollowing) Seniora
If it v	vere convenient to where I live and where	I'm going		
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	ook less time to get where I am going			Wolls Branch Pools
If it is	s cost effective or I use train and bus - I	in and by	hla transportation	Los to MUNELLYMCA
				¥ .
9. What destin	nations do you think public transit shou The Parks and Rec, wells Br	ıld serve? anch f	(Specific places in Pflu	gerville, Austin, etc.)
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Mease Ke	ep me informed			
K	witt 78728 cattinet	80 SET	м.	

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

1. Gender:	□M ØF	2. Home	
		Code or	10///
		Address	s: $\frac{1866}{\text{Address}}$ Address: $\frac{196}{\text{Address}}$
	Caucasian Hispanic African-American Other, please specify nd convenient, would you use public on for the following types of trips? (Pleaapply)	5. Age:	
week 4 4 - School - 1 week 4 - Entertains a month 5 - Shop/Run 1-3 times - Social Ses 1-3 times - Medical a	Never Once or twice a month 1-3 tin-7-times a week More Never Once or twice a month 1-3-7-times a week More Tement/Recreation Never Nonce or twice a week 4-7 times a week Errands Never Once or twice as a week 4-7 times a week More Temperature Never Once or twice a most a week 4-7 times a week More Trices Never Once or twice a most a week 4-7 times a week More Trices Never Once or twice a most a week 4-7 times a week More Trices Never Once or twice a most a week 4-7 times a week More Trices Never Once or twice a most a week 4-7 times a week More Trices Never Once or twice a week More Trices Never Once or twice a week More Trices Never Once or twice a week More Trices Never	or twice ☐ More a month onth	- Automobile — □ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ 4-7 times a week □ 4-7 times a week □ More - Bicycle — □ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Walk — □ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - CARTS — □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Capital Metro — □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Drive a Senior — □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More @ ♂v: V e V - Relative/Friend — □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Other/How Often? ■
/ If it w If I fel If it to If it is Other	make you more likely to use public tra ere convenient to where I live and where t more safe/secure when using public trar ok less time to get where I am going cost effective	I'm going nsit Leep	a certain group put of le
9. What destina	ations do you think public transit shou	ld serve?	R (Specific places in Pflugerville Austin, etc.)

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

1. Gender:	☐ M DF	2. Home		reciate your time		al .
i. odnaci.	□ M CSyl	Code or		20m = 1	3. Work/Scho Zip Code or	100
		Address		18754	Address:	5
4. Ethnicity:	☐ Caucasian ☐ Hispanic ☐ African-American ☐ Asian-American ☐ Other, please specify	5. Age:	□ (ur □ (17 □ (30 □ (40 □ (65)-39))-49))-64)		25
6.If available a transportation check all that	and convenient, would you use public on for the following types of trips? (Plea apply)	ase	7. Whand h	nich types of tra now often? (Plea	ansportation do ase check all tha	you currently use at apply)
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1. Gender:	Please share your opinions wi	2 Homa	Zip 78660	3. Work/School		
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1. Gender:	Please share your opinions wi ☐ M	2. Home		3, Work/School
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1. Gender:	OM (F)	2. Home		3. Work/School	
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1. Gender:	☐ M ØF	2. Home		3. Work/School
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1. Gender:	□M N/F	2. Home	Zip 78660	3. Work/School
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1. Gender:	OM AF	2. Home			
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4. Ethnicity:	☐ Caucasian ☐ Hispanic ☐ African-American ☐ Asian-American ☐ Other, please specify	5. Age:	□ (under16) □ (17-29) □ (30-39) □ (40-49) □ (50-64) 1▶ (65+)		
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Work → Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More School → Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More Entertainment/Recreation → □ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More Shop/Run Errands → Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More Social Services → Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More Medical appointments → □ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More Other/How often? □ Other/How often? □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More		- Automobile — □ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Bicycle → □ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Walk → □ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - CARTS — □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Capital Metro — □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Drive a Senior → □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Relative/Friend — □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Relative/Friend — □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More			
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9. What destinated the second	ations do you think public transit shou	ld serve?	? (Specific places in Pflugerville, Austin, etc.)		
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1. Gender:	Please share your opinions wi				
i. Gender.	JAWI LIF	2. Home Code or	Zip	3. Work/School	
		Address	. 2016A	Zip Code or	RETIRED
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4. Ethnicity:	☆ Caucasian	5. Age:	□ (under16)		
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1. Gender:	DM □ F	2. Home		soluto jour unio	3. Work/School	
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4. Ethnicity:	☐ Caucasian ★Hispanic ☐ African-American ☐ Asian-American ☐ Other, please specify	5. Age:	□ (und □ (17- □ (30- □ (40- □ (50- □ (65-	29) 39) 49) 64)		
6. If available and convenient, would you use public transportation for the following types of trips? (Please check all that apply) - Work - Never Once or twice a month 1-3 times a week 4-7 times a week More - School - Never Once or twice a month 1-3 times a week 4-7 times a week More - Entertainment/Recreation - Never Once or twice a month 1-3 times a week 4-7 times a week More - Shop/Run Errands - Never Once or twice a month 1-3 times a week 4-7 times a week More - Social Services - Never Once or twice a month 1-3 times a week 4-7 times a week More - Medical appointments - Never Once or twice a month 1-3 times a week 4-7 times a week More		7. Which types of transportation do you currently use and how often? (Please check all that apply) - Automobile - □ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Bicycle - □ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Walk - □ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - CARTS - □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Capital Metro - □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Drive a Senior - □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Relative/Friend - □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Relative/Friend - □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More				
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1. Gender:	□M \$ÀF	2. Home Code or Address	r Zip Code or
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If it we If I felt If it too	make you more likely to use public tra ere convenient to where I live and where more safe/secure when using public tra ok less time to get where I am going cost effective	I'm going	on? (Please rank the following)
9. What destina	itions do you think public transit shou	ıld serve?	(Specific places in Pflugerville, Austin, etc.)

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Capital Metro wants to get your ideas about public transit service in the region. Please share your opinions with us. We truly appreciate your time and input. 1. Gender: DM MF 2. Home Zip 13600 3. Work/School Code or Zip Code or Address: Address: 4. Ethnicity: 5. Age: □ (under16) `d Caucasian ☐ Hispanic □ (17-29) ☐ African-American \Box (30-39) ☐ Asian-American \Box (40-49) ☐ Other, please □ (50-64) specify Ø (65+) 6. If available and convenient, would you use public 7. Which types of transportation do you currently use transportation for the following types of trips? (Please and how often? (Please check all that apply) check all that/apply) - Work -

✓ Neyer □ Once or twice a month □ 1-3 times a - Automobile - □ Never □ Once or twice a month week □ 4-7/times a week □ More ☐ 1-3 times a week ☐ 4-7 times a week ☐ More - School - ✓ Never □ Once or twice a month □ 1-3 times a - Bicycle - □ Never D'Once or twice a month □ 1/3 times week □ 4-7 times a week □ More a week □ 4-7 times a week □ More - Entertainment/Recreation - □ Never \(\textstyle \te - Walk - □ Never □ Once or twice a month □√1-3 times a a month □ 1-3 times a week □ 4-7 times a week □ More week □ 4-7 times a week □ More - Shop/Run Errands - □ Never □ Once or twice a month - CARTS - □ Once or twice a month □ 1-3 times a week ☐ 1-3 times a week ☐ 4-7 times a week ☐ More ☐ 4-7 times a week ☐ More - Social Services - □ Never □ Once or twice a month - Capital Metro - □ Once or twice a month □ 1-3 times a ☐ 1-3 times a week ☐ 4-7 times a week ☐ More week □ 4-7 times a week □ More - Medical appointments - □ Never Monce or twice a - Drive a Senior - □ Once or twice a month □ 1-3 times month □ 1-3 times a week □ 4-7 times a week □ More a week □ 4-7 times a week □ More - Other/How often? - Relative/Friend - □ Once or twice a month □ 1-3 times a week ☐ 4-7 times a week ☐ More Other/How Often? 8. What would make you more likely to use public transportation? (Please rank the following) If it were convenient to where I live and where I'm going If I felt more safe/secure when using public transit If it took less time to get where I am going If it is cost effective Other 9. What destinations do you think public transit should serve? (Specific places in Pflugerville, Austin, etc.)

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1. Gender:	M □ F	2. Home Code or	or Zip Code or
	- W	Address	ss: //bbc/Address:
4. Ethnicity:	☐ Caucasian ☐ Hispanic ☐ African-American ☐ Asian-American ☐ Other, please specify	5. Age:	: ☐ (under16) ☐ (17-29) ☐ (30-39) ☐ (40-49) ☐ (50-64)
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1. Gender:	☐ M 7.F	2. Home Code or	Zip	ate your time	3. Work/School
		Address	: 2	8660	Zip Code or Address:
4. Ethnicity:	☐ Caucasian ☐ Hispanic ☐ African-American ☐ Asian-American ☐ Other, please specify <u>American</u>	5. Age:	□ (under □ (17-29 □ (30-39 □ (40-49 □ (50-64))))))	
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1. Gender:	DM QF	2. Home		ate your time	3. Work/Sch	ool
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1. Gender:	□M MF	2. Home Code or	r Zip Code or
		Address	s: <u>78665</u> Address:
4. Ethnicity:	 □ Caucasian □ Hispanic □ African-American □ Asian-American □ Other, please specify 	5. Age:	☐ (under16) ☐ (17-29) ☐ (30-39) ☐ (40-49) ☐ (50-64) ☐ (65+)
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9. What destina	tions do you think public transit sh	ould serve? ((Specific places in Pflugerville, Austin, etc.)

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1. Gender:	XM □F	2. Home	Zip	3. Work/School	3. Work/School		
	ı	Code or	2011	Zip Code or	78660		
	F	Address	: 7866	Address:	18660		
4. Ethnicity:	Caucasian Hispanic African-American Asian-American Other, please specify nd convenient, would you use public	5. Age:	☐ (under16) ☐ (17-29) ☐ (30-39) ☐ (40-49) ☐ (50-64) ▷ (65+)	of transportation do y			
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9. What destina	tions do you think public transit shoul /	d serve?	(Specific places in	n Pflugerville, Austin, etc	2.)		
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1. Gender:	□ M □ F	2. Home Code or Address	Zip	3. Work/School Zip Code or Address:			
4. Ethnicity:	☑ Caucasian ☐ Hispanic ☐ African-American ☐ Asian-American ☐ Other, please specify	5. Age:	□ (under16) □ (17-29) □ (30-39) □ (40-49) □ (50-64) № (65+)				
6.If available and convenient, would you use public transportation for the following types of trips? (Please check all that apply) - Work — ☑ Never ☐ Once or twice a month ☐ 1-3 times a week ☐ 4-7 times a week ☐ More - School — ☑ Never ☐ Once or twice a month ☐ 1-3 times a week ☐ 4-7 times a week ☐ More - Entertainment/Recreation — ☐ Never ☐ Once or twice a month ☐ 1-3 times a week ☐ 4-7 times a week ☐ More - Shop/Run Errands — ☐ Never ☐ Once or twice a month ☐ 1-3 times a week ☐ 4-7 times a week ☐ More - Social Services — ☐ Never ☐ Once or twice a month ☐ 1-3 times a week ☐ 4-7 times a week ☐ More - Medical appointments — ☐ Never ☐ Once or twice a month ☐ 1-3 times a week ☐ 4-7 times a week ☐ More - Other/How often?		nes a times a or twice More month onth	7. Which types of transportation do you currently use and how often? (Please check all that apply) - Automobile - □ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Bicycle - □ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Walk - □ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - CARTS - □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Capital Metro - □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Drive a Senior - □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Relative/Friend - □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More				
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1. Gender:	□М № Г	2. Home	Zip	ooiato jour timo t	3. Work/School		
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1. Gender:	TM FF	2. Home	Zip	3. Work/School
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1. Gender:	M DF	2. Home		soluto jour timo	3. Work/School	
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1. Gender:	₽M □F	2. Home	Zip 3. Work/School
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1. Gender:	□M N/F	2. Home	Zip	eciale your lime a	2 Mark/School
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1. Gender:	□ M OFF	2. Home	
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1. Gender: M	2. Home 2 Code or Address: 5. Age:	3. Work/School Zip Code or Address: Center Dr. Address: Center Dr.
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1. Gender:	☐ M (☐) F	2. Home		olato your time	3. Work/School	
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9. What destina	ations do you think public transit shou	ıld serve?	(Specific	places in Pflu	gerville, Austin, etc.)	
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1. Gender:	□ M F	2. Home Code or Address		3. Work/School Zip Code or Address:	
4. Ethnicity: 6. If available a	☐ Hispanic ☐ African-American ☐ Asian-American ☐ Other, please specify	5. Age:		f transportation do you currently use	
6.If available and convenient, would you use public transportation for the following types of trips? (Please check all that apply) - Work - □ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - School - □ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Entertainment/Recreation - □ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Shop/Run Errands - □ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Social Services - □ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Medical appointments - □ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Medical appointments - □ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Other/How often?		times a -3 times a e or twice More e a month nonth	and how often? (Please check all that apply) - Automobile — □ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Bicycle → Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Walk — □ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - CARTS — □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Capital Metro — □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Drive a Senior — □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Relative/Friend — ◯ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Relative/Friend — ◯ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Other/How Often?		
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1. Gender:	OM OF	2. Home	
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9. What destina	ations do you think public transit should meet and a mee	ld serve?	(Specific places in Pflu	gerville, Austin, etc.)
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1. Gender:	ØM □ F	2. Home		3. Work/School		
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1. Gender:	Please share your opinions w M 风F	2. Home Code or Address	Zip78660	3. Work/School Zip Code or Address:	
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1. Gender:	□M NAF	2. Home Code or Address	Zip 🧦	78660	3. Work/So Zip Code o Address:		
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1. Gender:	☐ M X F	2. Home		eciale your lime	and input. 3. Work/School	
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		Address	: :	78660	Address:	NA
4. Ethnicity:	Caucasian ☐ Hispanic ☐ African-American ☐ Asian-American	5. Age:	□ (und □ (17- □ (30- □ (40-	29) 39) 49)		, .
	☐ Other, please specify	a	D(50- □ (65-			
transportation check all that - Work - 1	nd convenient, would you use public on for the following types of trips? (Plea apply) Never Once or twice a month 1-3 tire? times a week More Never Once or twice a month 1-3 tire? times a week More Ment/Recreation Never Once or twice a week 4-7 times a week More Errands Never Once or twice a week More Vices Never Once or twice a month Once or twice a week 4-7 times a week More Dopointments Never Once or twice a week Once or twice a week 4-7 times a week More	mes a times a or twice More month nth	7. Whi and he a	ich types of trace ow often? (Ple comobile —	Never □ Once or t □ 4-7 times a wee □ Once or twice a a week □ More Once or twice a m week □ More or twice a month □ □ More □ Once or twice a r week □ More □ Once or twice a r	twice a month
	often?		- Rela	tive/Friend -	a week □ More -□ Once or twice a times a week □ M	a month □ 1-3 fore
8. What would make you more likely to use public transportation? (Please rank the following) If it were convenient to where I live and where I'm going If I felt more safe/secure when using public transit If it took less time to get where I am going If it is cost effective Other						
> Pthyse	tions do you think public transit should review, Round Rock nta, HEB, nelle Prasmaey	d serve? (Den	445	ting_	gerville, Austin, etc	

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1. Gender:	□M bF	2. Home	Zip	3. Work/School	
Te	\$ °	Code or		Zip Code or	
		Address	S:	Address:	NOWE
4. Ethnicity:	☐ Caucasian ☐ Hispanic ☐ African-American ☐ Asian-American ☐ Other, please specify _ \(\) \(\) \(\) \(\) \(\) \(\)	5. Age:	☐ (under16) ☐ (17-29) ☐ (30-39) ☐ (40-49) ☐ (50-64) ☐ (65+)		
6.If available and convenient, would you use public transportation for the following types of trips? (Please check all that apply)			7. Which types of transportation do you currently use and how often? (Please check all that apply)		
- Work → Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - School → Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Entertainment/Recreation → □ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Shop/Run Errands → □ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Social Services → □ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Medical appointments → □ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Other/How often?		- Automobile → Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Bicycle → Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Walk → □ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - CARTS → □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Capital Metro → □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Drive a Senior → □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Relative/Friend → □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Relative/Friend → □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Other/How Often?			
If it we If I felt If it too	make you more likely to use public trans are convenient to where I live and where I'n more safe/secure when using public trans ask less time to get where I am going cost effective	m aoina	n? (Please rank the f	ollowing)	
9. What destina	tions do you think public transit should	d serve? (Specific places in Pflo	ugerville, Austin, etc	.)
	. 8		1-p.	/7	
					100

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1. Gender:	□M 100F		Zip 78660	3. Work/School Zip Code or
,		Address		Address:
4. Ethnicity:	☐ Caucasian ☐ Hispanic ☐ African-American ☐ Asian-American ☐ Other, please specify	5. Age:	□ (under16) □ (17-29) □ (30-39) □ (40-49) □ (50-64) △ (65+)	
	nd convenient, would you use public on for the following types of trips? (Plea apply)	ise		ansportation do you currently use ease check all that apply)
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If it we If I fel If it to	make you more likely to use public transere convenient to where I live and where I more safe/secure when using public transek less time to get where I am going cost effective	m going	on? (Please rank the fo	ollowing)
	ations do you think public transit shoul Town Center		(Specific places in Pflu	10 to the transference broads
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1. Gender:	M of	2. Home Code or Address	Office	3. Work/School Zip Code or Address:	
4. Ethnicity:	☐ Caucasian ☐ Hispanic ☐ African-American Asian-American ☐ Other, please specify	5. Age:	☐ (under16) ☐ (17-29) ☐ (30-39) ☐ (40-49) ※ (50-64) ☐ (65+)		2
transportation check all that - Work	Never □ Once or twice a month □ 1-3 tinger of times a week □ More □ Never □ Once or twice a month □ 1-3 -7 times a week □ More ment/Recreation □ Never Monce of the More 1 Errands □ Never Monce or twice a sa week □ 4-7 times a week □ More rvices □ Never □ Once or twice a more a week □ 4-7 times a week □ More sa week □ 4-7 times a week □ More ppointments □ Never □ Once or tw 3 times a week □ 4-7 times a week □ More	mes a itimes a or twice More month onth ice a	- Automobile - □ Nover a week □ 4-7 times a week - Bicycle - □ Never a week □ 4-7 times a week ⋈ 4-7 times a capital Metro - □ week □ 4-7 times a week □ 4-7	Once or twice a month week More or twice a month 1-3 More Once or twice a month week More Once or twice a month a week More Once or twice a month a week More More More	a month More AND Trues th 1-3 times a times a week 1-3 times a n 1-3 times th 1-3 times
- Other/How Often? Car Share, bit of ficulty to Lowwood Myburfor Chipper, of Lowwood Myburfor Chiper, of Lowwood Myburfor Chipper, of Lowwood Myburfor Chipper, o					

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1. Gender:	□M XF	2. Home		3. Work/School	
	520 B 1	Code or		Zip Code or	
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week	check all that apply) - Work — □ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - School — □ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Entertainment/Recreation — □ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Shop/Run Errands — □ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Social Services — □ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Medical appointments — □ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Other/How often? □ Other/How often?		- Automobile — □ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week ▼ More - Bicycle — □ Never □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Walk — □ Never □ Once or twice a month ▼ 1-3 times a week □ 4-7 times a week □ More - CARTS — □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Capital Metro — □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Drive a Senior — □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Relative/Friend — □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Relative/Friend — □ Once or twice a month □ 1-3 times a week □ 4-7 times a week □ More - Other/How Often? ■		
Left to	make you more likely to use public tra ere convenient to where I live and where t more safe/secure when using public tran ok less time to get where I am going cost effective	I'm going	on? (Please rank the	following)	
9. What destina	ations do you think public transit shou xas State Library		(Specific places in P	flugerville, Austin, etc.) Pernor S Mansiph,	

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