

Existing Conditions Report

May 2023



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1 INTRODUCTION

Background

Pflugerville has undergone tremendous change and population growth in recent decades. As the city's population, destinations, and employment opportunities have expanded, so has demand for public transportation services. In 2021, CapMetro and the City of Pflugerville partnered to introduce an on-demand Pickup pilot program, which operated until September 2022. In October of that year, the City of Pflugerville launched a voucher program that subsidizes some or all of a rideshare trip for riders within a localized area. Subsidy is relative to the average rideshare cost within the city. Since 2022 there has been no fixed route transit service in the city. This plan will examine the feasibility of providing an appropriate level of expanded transit service to residents, workers, and visitors in the City of Pflugerville.

Transit Development Plan

The purpose of this Transit Development Plan (TDP) is to provide guidance to the City of Pflugerville as it seeks to explore and implement additional transit service options for its citizens. The adoption of the TDP will allow the City to access Federal Transit Administration (FTA) funds for public transportation projects. These three sections of the Existing Conditions Report herein provide the basis for transit service recommendations that will be presented by the TDP:

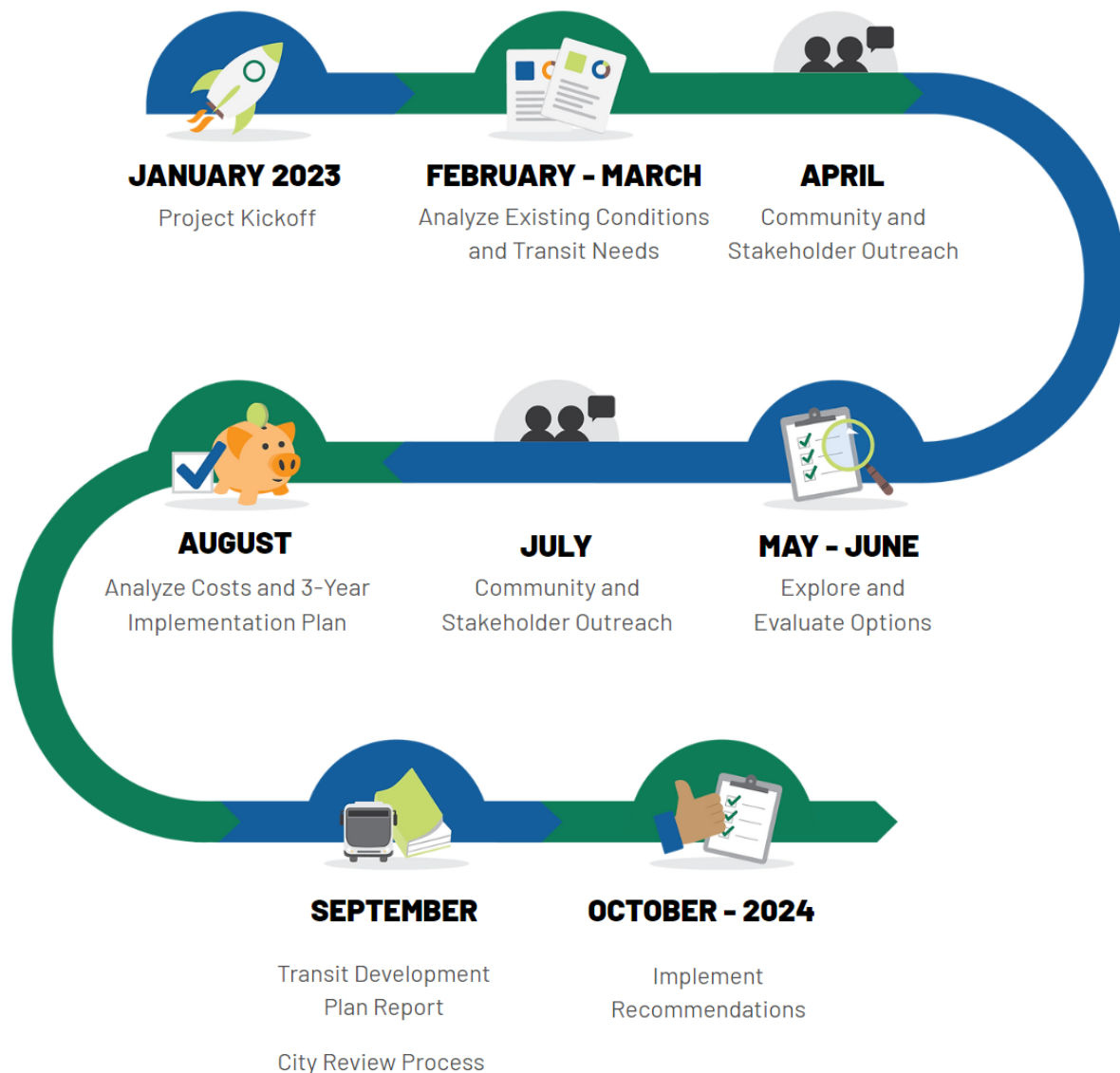
- Market Analysis
- Inventory of existing transit services
- Review of relevant plans

A fundamental goal of this effort is to enhance mobility options within the city while also considering connectivity with the rest of the region. To achieve this goal, the TDP will result in a menu of recommendations accompanied by high-level capital cost, and operation and maintenance (OM) cost estimates. These cost estimates will establish a baseline by which the City can begin to identify funding sources for a transit solution.

Existing Conditions Report

This Existing Conditions Report is the initial deliverable of the Pflugerville Transit Development Plan. The following sections summarize historical growth, local demographic and socio-economic characteristics, travel patterns, transit options, local and regional job centers, and recently completed planning documents. The Existing Conditions Report will serve as the basis for the preliminary transit concepts which will be presented to the public following the initial round of community outreach.

Project Timeline

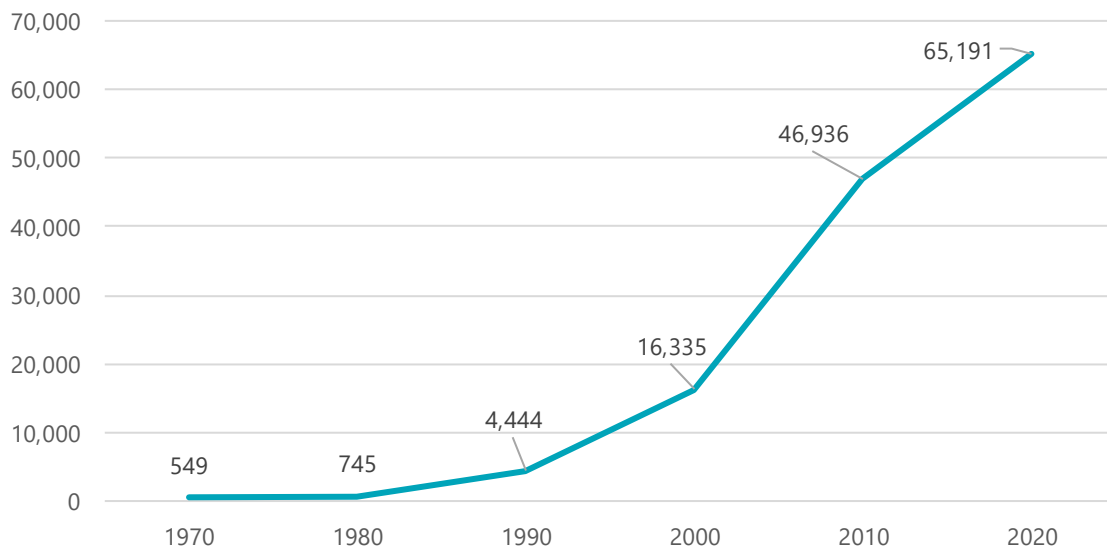


2 MARKET ANALYSIS

Population Growth

The City of Pflugerville was founded in 1860 and incorporated in 1965. Since 1990, the city has experienced rapid population growth and geographic expansion. The population of Pflugerville has grown more than 14.5 times the size from its 1990 population of 4,444. The City has grown geographically, annexing surrounding areas incrementally. Growth patterns have until recently mimicked a largely suburban trajectory. As growth continues, more multifamily and population-dense development is occurring.

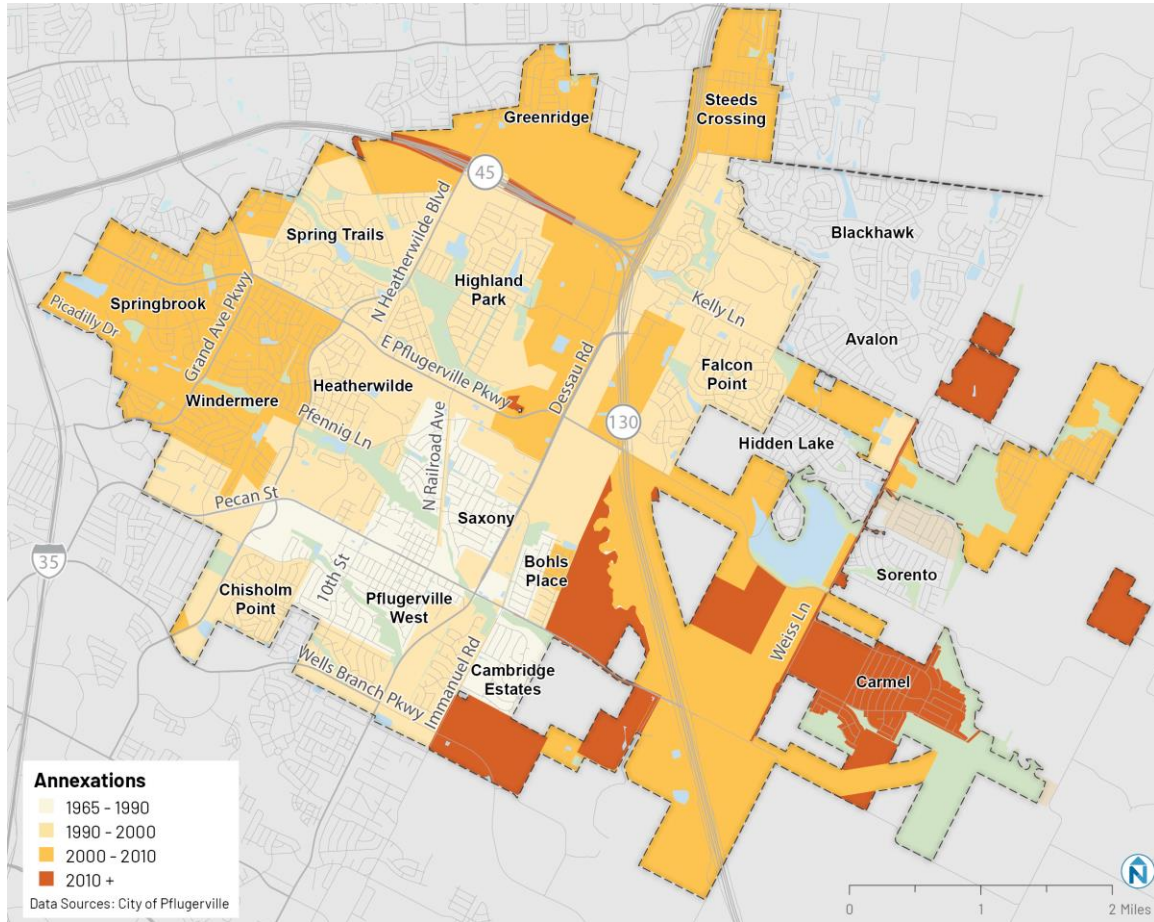
Pflugerville Population by Decennial Census



Source: US Census Bureau

Prior to the opening of State Highway (SH) 130 and SH 45 North in 2006, Pflugerville primarily expanded to the north of its original plat. The most recent annexations, 2000 to present, have occurred along or east of SH 130. The original incorporated area includes areas of Pflugerville West, Saxony, Bohls Place, and Cambridge Estates.

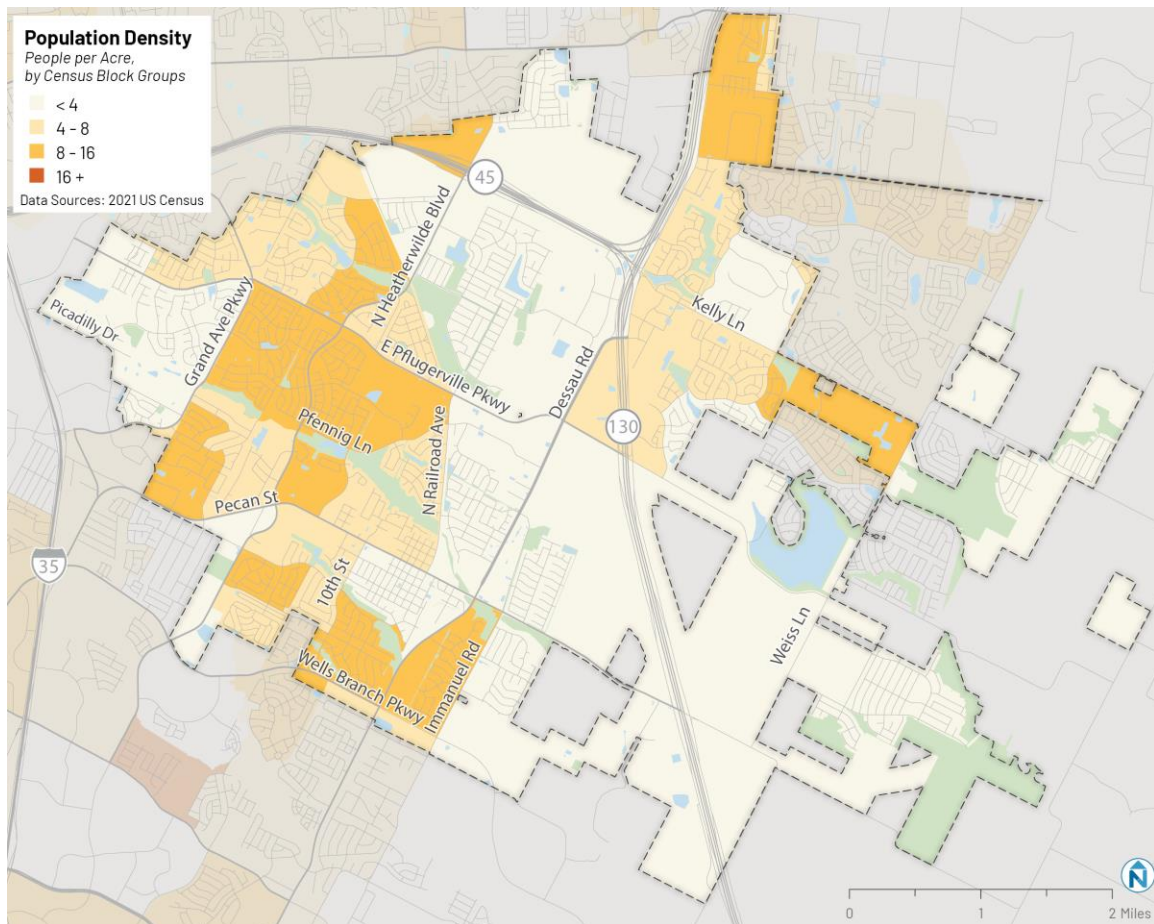
The corridors of Pflugerville Pkwy, Dessau Rd, Wells Branch Pkwy, SH 45 and SH 130 will continue to influence future growth within the City of Pflugerville. Large tracts along segments of these corridors remain undeveloped, some of which are unincorporated Travis County.



Population Density

Population density is one of the primary factors that influences transit demand. As a general standard, population densities of eight or more persons per acre are necessary to support regular or fixed-route transit service. However, additional demographics play a role in determining propensity for transit service. Characteristics of households such as vehicle ownership, income, and size all impact transit demand.

Areas with transit-supportive population densities in Pflugerville are mostly concentrated north and south of the city's Historic Downtown. Some new development along Kelly Ln, east of SH 130 has sprouted additional population density with a new neighborhoods and senior living community. Much of the unincorporated land east of SH 130 (along and south of Rowe Ln and Kelly Ln) is being developed with single family neighborhoods, which benefit from Pflugerville's community investments and infrastructure but do not contribute to the City's property tax revenue.

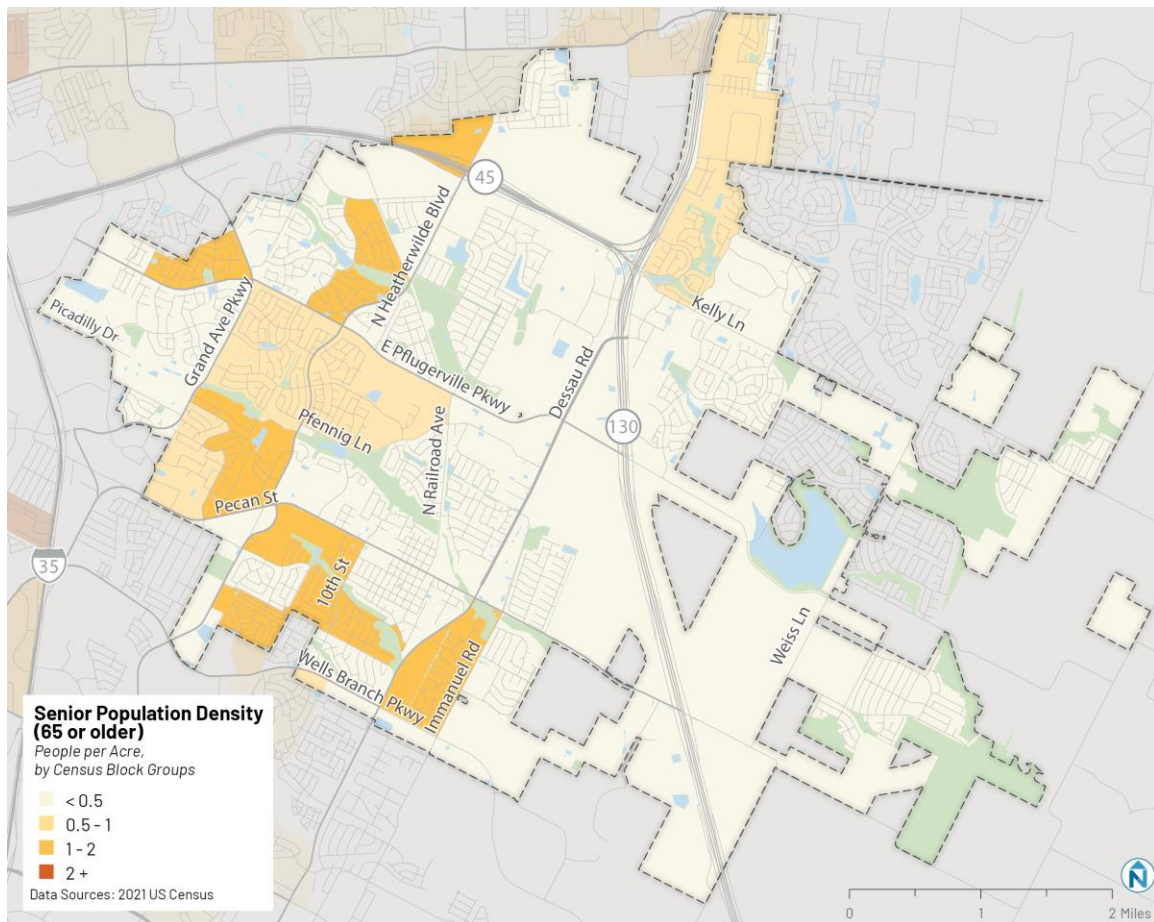


Seniors

Seniors (ages 65 or older) often face mobility challenges that hinder their ability to depend on personal vehicles – including health issues, the need to use assistive mobility devices, and/or for various reasons a lack of comfort behind the wheel. For this reason, seniors may require supplemented mobility, including reliable public transportation.

Seniors comprise approximately 10% of Pflugerville’s total population. The highest concentrations of seniors are in the western and northern areas of the city, specifically:

- Neighborhoods near Downtown Pflugerville such as Pflugerville West, Settlers Ridge, Chilson Point, and Cambridge Villas
- Neighborhoods in West Pflugerville such as Windermere, Springbrook, and Spring Trails



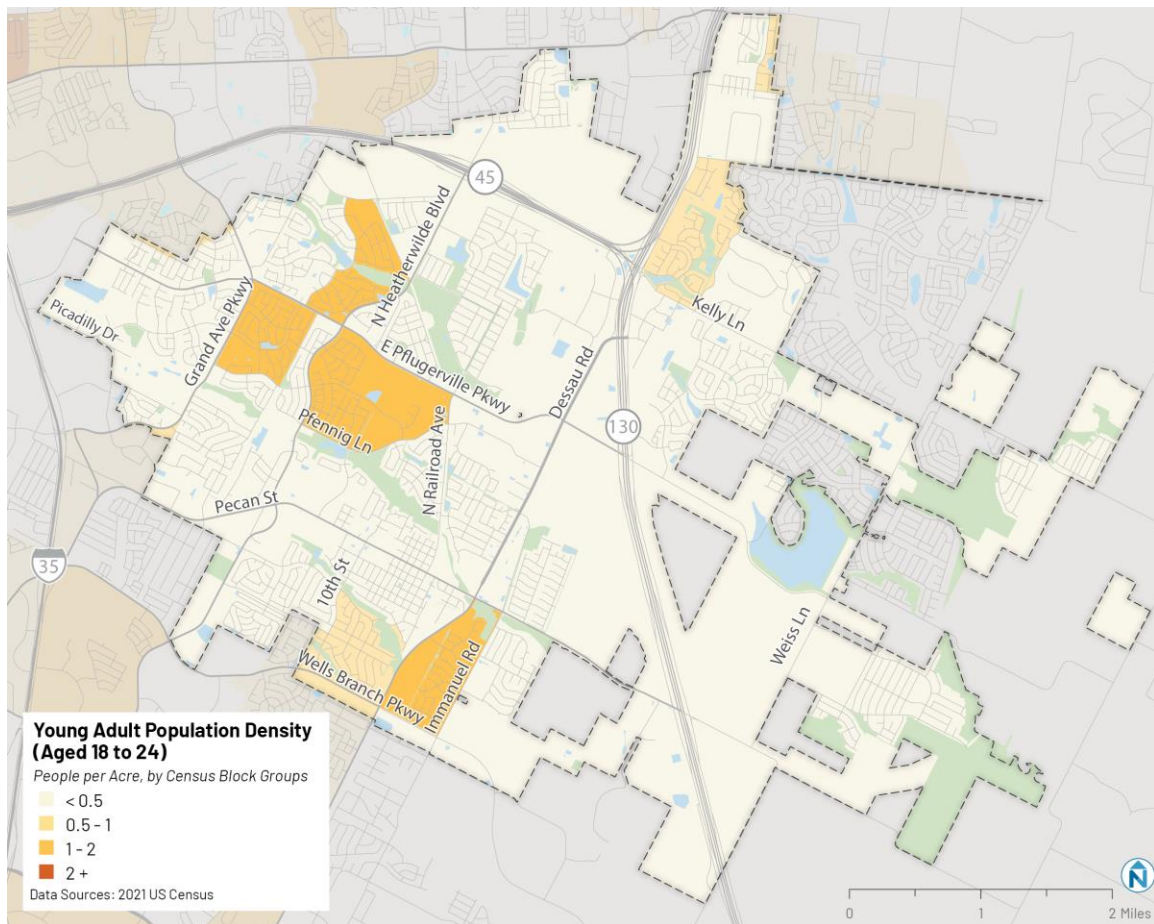
Young Adults

Young adults (ages 15-24) are less likely to own a personal vehicle than middle-aged adults and are therefore more likely to consider public transportation as an option.

Young adults comprise approximately 11.6% of Pflugerville’s total population.

Neighborhoods with higher densities of young adults include:

- Cambridge Villas
- Heatherwilde
- Windermere
- Spring Trails



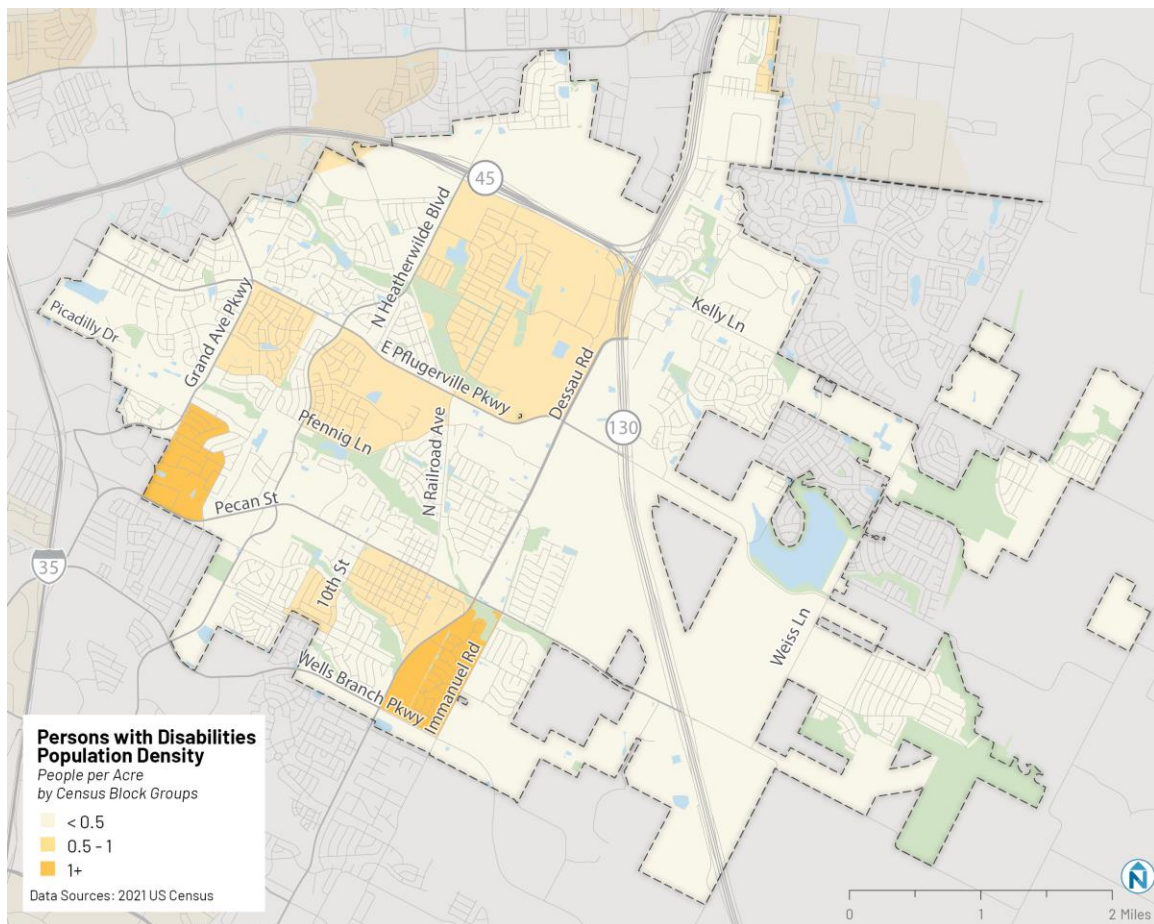
Persons with a Disability

Persons with one or more disability typically depend on public transportation more than the general population.

Approximately 5,700 Pflugerville residents have a disability. Between 2012 and 2021, the percentage of Pflugerville residents with a disability increased from 7.5% to 9%.

Neighborhoods with higher densities of persons with disabilities include:

- Cambridge Villas
- Windermere
- Heatherwilde
- Highland Park

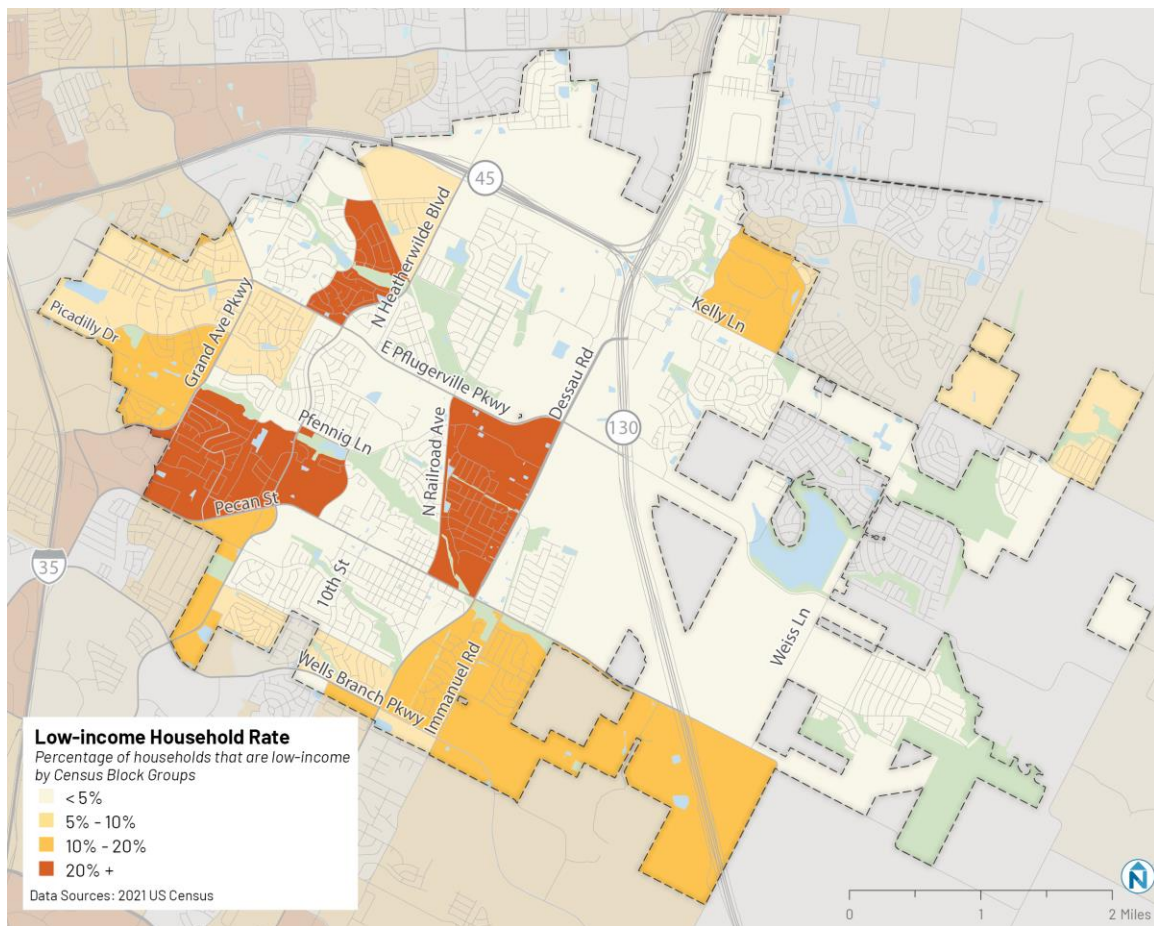


Low-Income Households

Low-income households typically have a greater need for public transportation than higher-income households.

Low-income households are concentrated in neighborhoods west of Dessau Road, including:

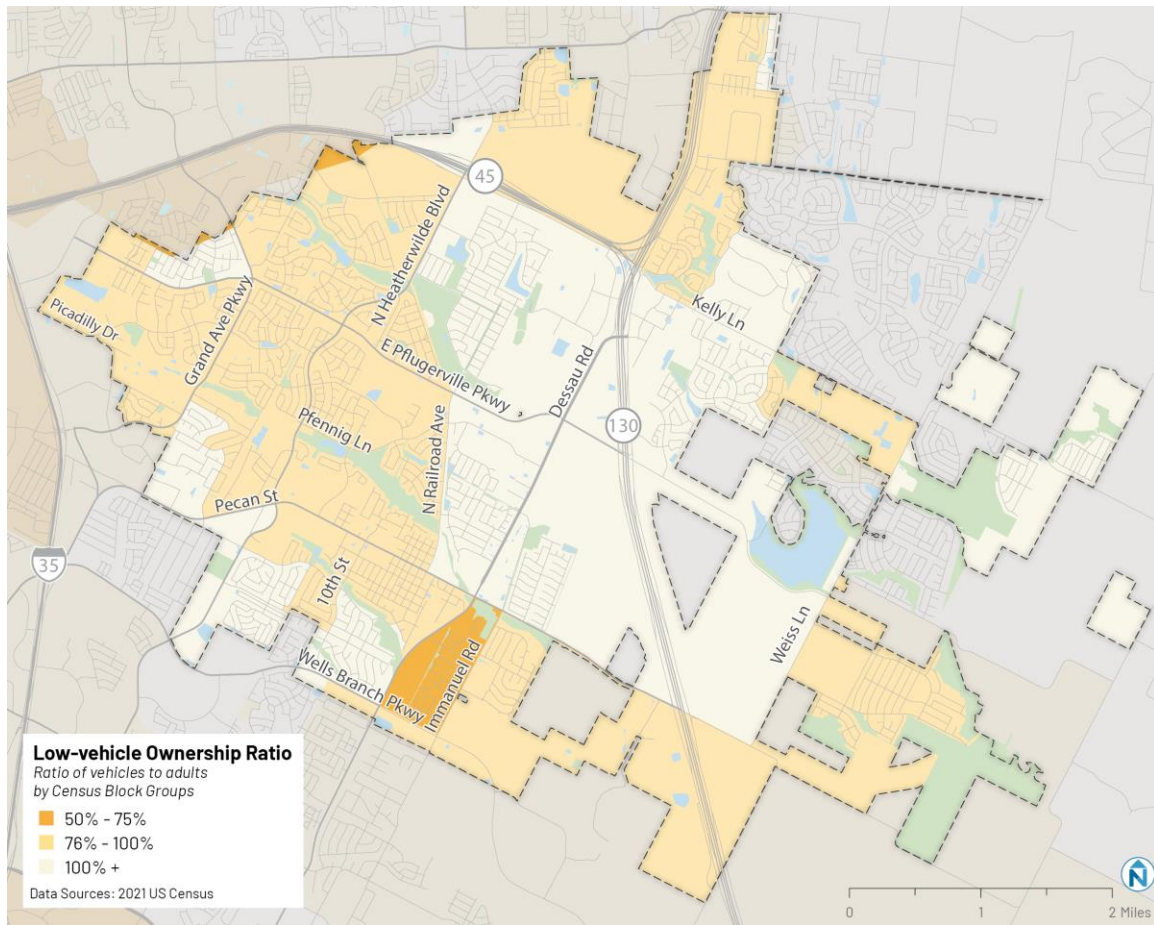
- Saxony
- Windermere
- Heatherwilde
- Spring Trails



Low-Vehicle Ownership

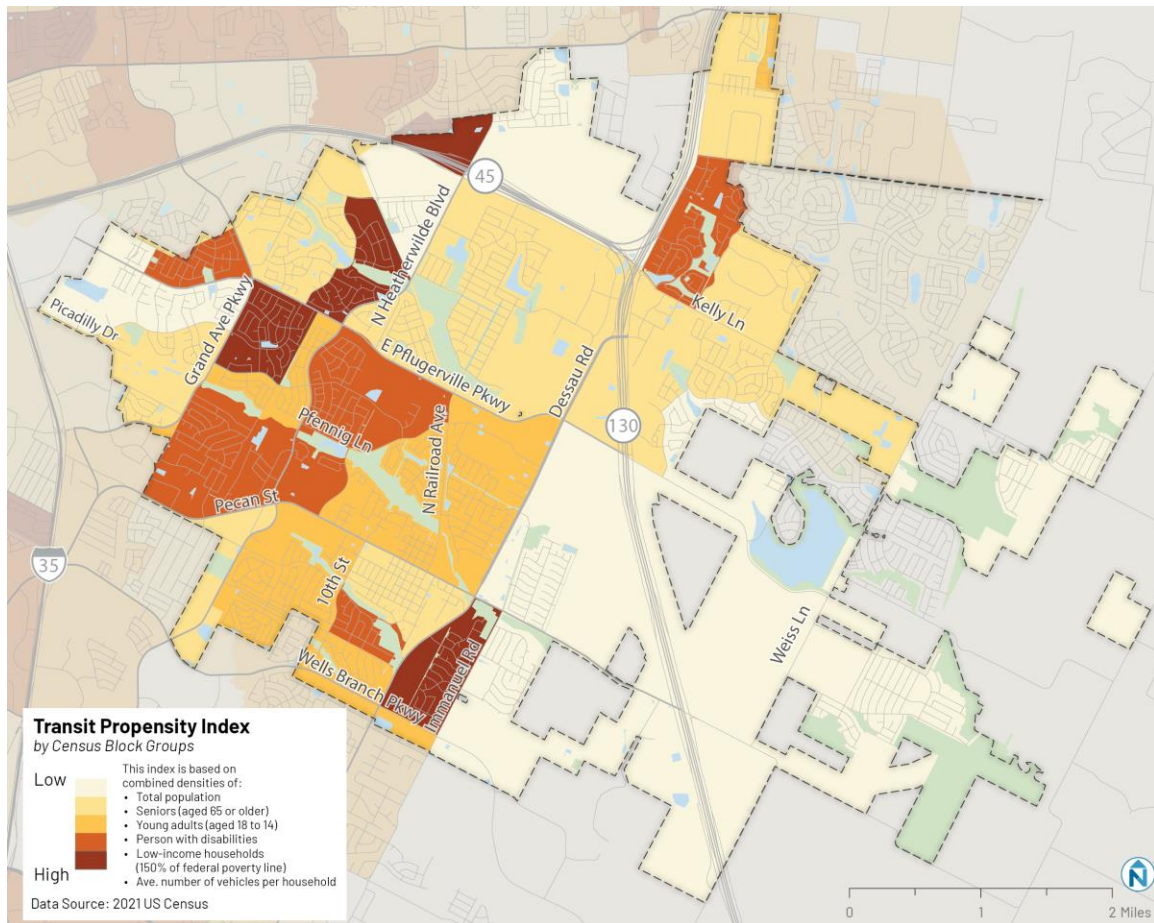
Adults with low vehicle ownership rates typically have a greater need for public transportation than adults with higher vehicle ownership rates.

Cambridge Villas has the lowest vehicle ownership rates within the City of Pflugerville.



Transit Propensity Index

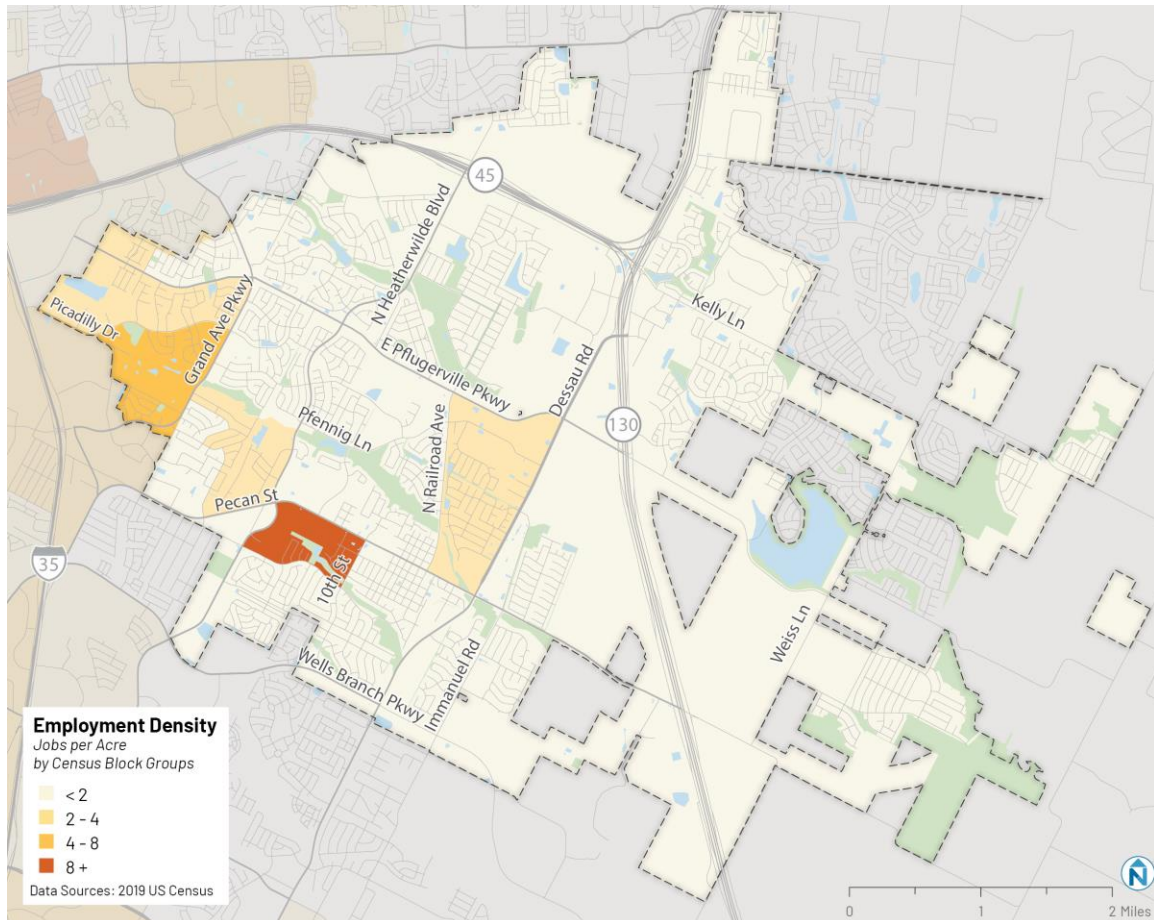
In order to gain insight to likely success and supportiveness of transit service, the project team performed a comprehensive calculus of demographic factors at the scale of census block groups which indexed total population, seniors (ages 65+), young adults (ages 14 to 18), persons with disabilities, low-income households (150% of federal poverty line), and average vehicles per household. Areas with high scoring transit propensity are mostly west of SH 130, along Pecan Street, Heatherwilde Boulevard, and Grand Avenue Parkway.



Employment Density

In addition to the previously mentioned demographic and socio-economic factors, employment density is also an important factor influencing transit demand.

Areas with employment densities tend to support more frequent transit service. The highest employment densities in Pflugerville can be found in sectors north of downtown and in western sections of the city.



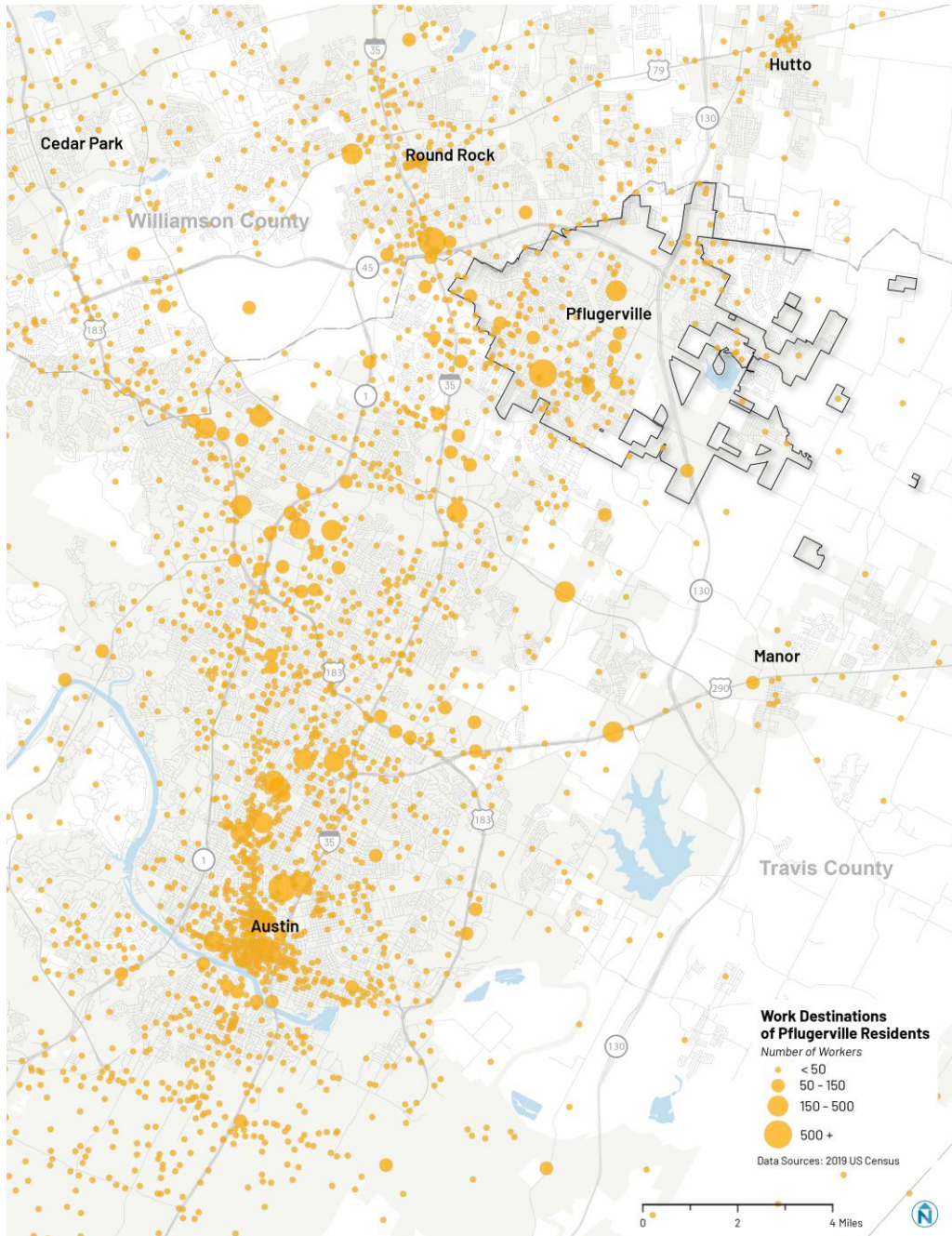
Local Work Destinations of Pflugerville Residents

Understanding the location of employment centers is crucial when determining the potential for transit use in a given area. The figure below shows the local work destinations of Pflugerville residents, most of which are located west of SH 130, especially around and near downtown, Pecan Street, and Dessau Road.



Regional Work Destinations of Pflugerville Residents

Work destinations for Pflugerville residents are widespread throughout the Austin area. However, a large concentration of work destinations for those who live in Pflugerville exists in Austin - especially in and around downtown and in northern sections of the city. Important concentrations of job destinations are also located in southern Round Rock and nearby areas immediately to the west of Pflugerville.

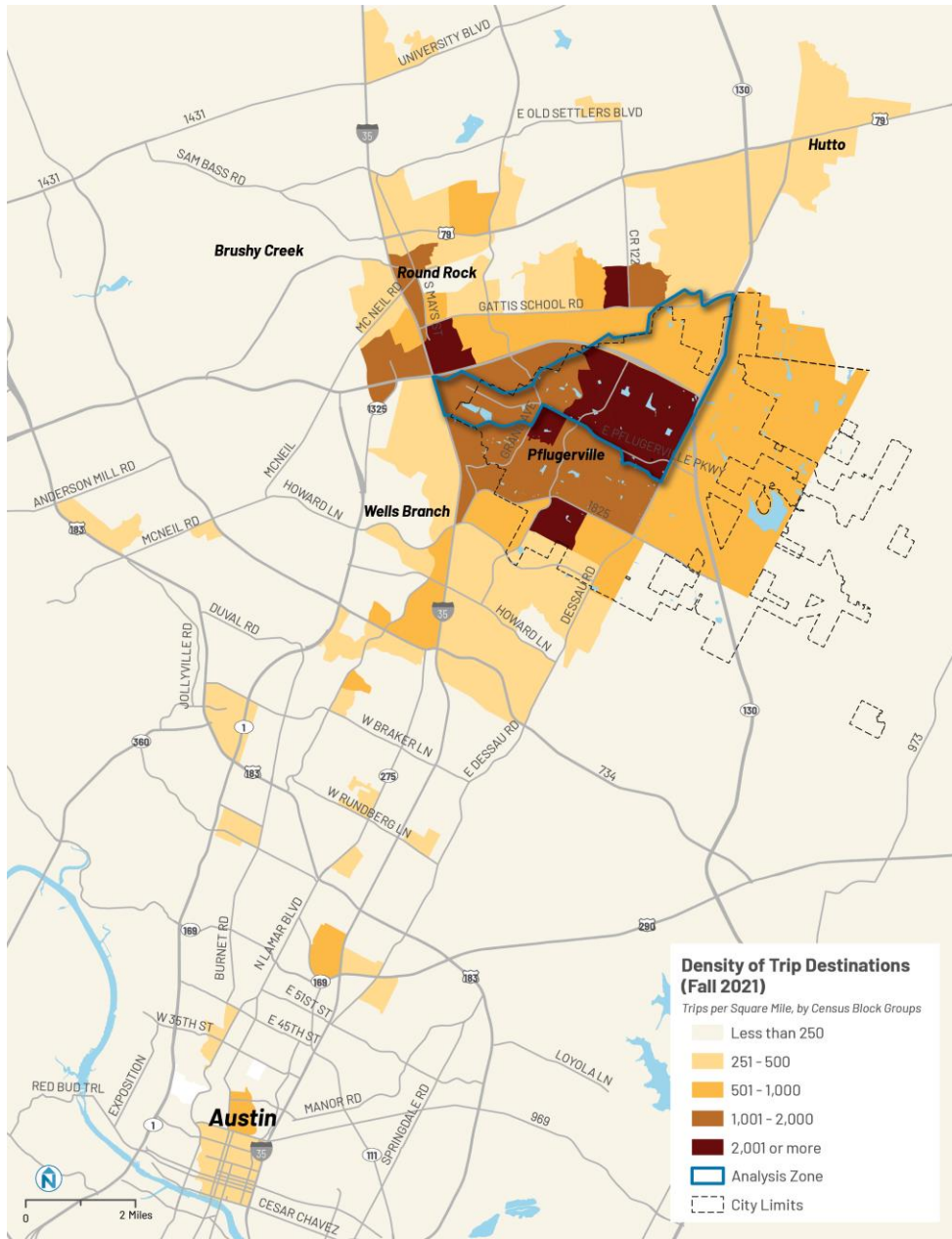


Regional Trip Destinations Analysis

Trip destination analyses provide a deeper understanding of areas where the residents of Pflugerville are traveling to. For this assessment, the regional trip destinations for residents of various sections of Pflugerville are presented. As can be observed on the maps below, locals tend to travel heavily to areas near their residence and sectors within city limits. Localities surrounding Pflugerville also tend to be important destinations (for example, Round Rock, Hutto, and Wells Branch). Additionally, residents of different sectors of Pflugerville also tend to visit Downtown Austin and localized areas north of it.

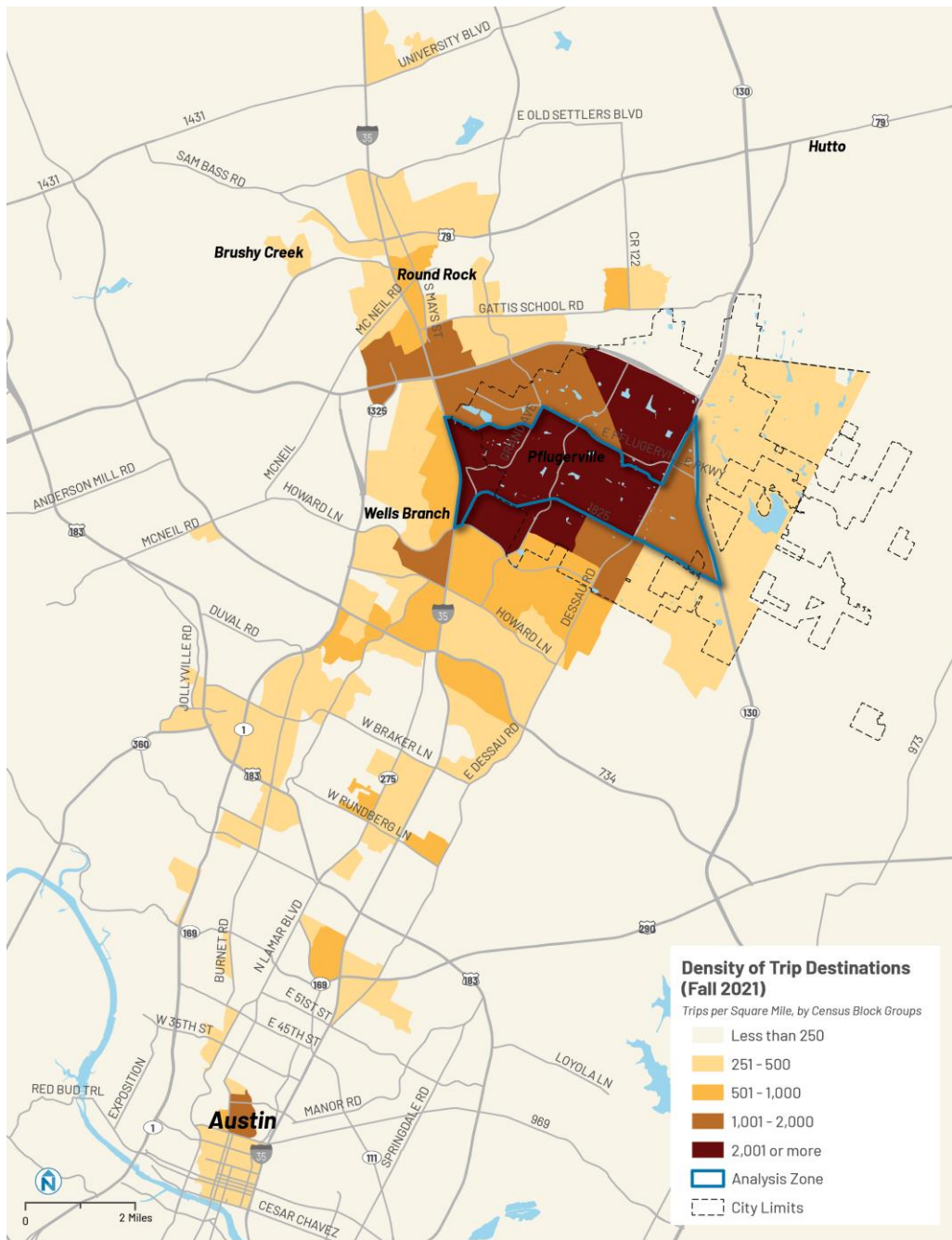
Regional Trip Destinations of North Pflugerville Residents

Regional trip destinations for residents of North Pflugerville outside of city limits include Hutto, Windemere, and Wells Branch, southern and western Round Rock, neighborhoods immediately east of city limits south of Rowe Ln and west of Huddle/Weiss Lanes, as well as sectors of Austin north and around Parmer Ln, Downtown, and the UT and Highland neighborhoods.



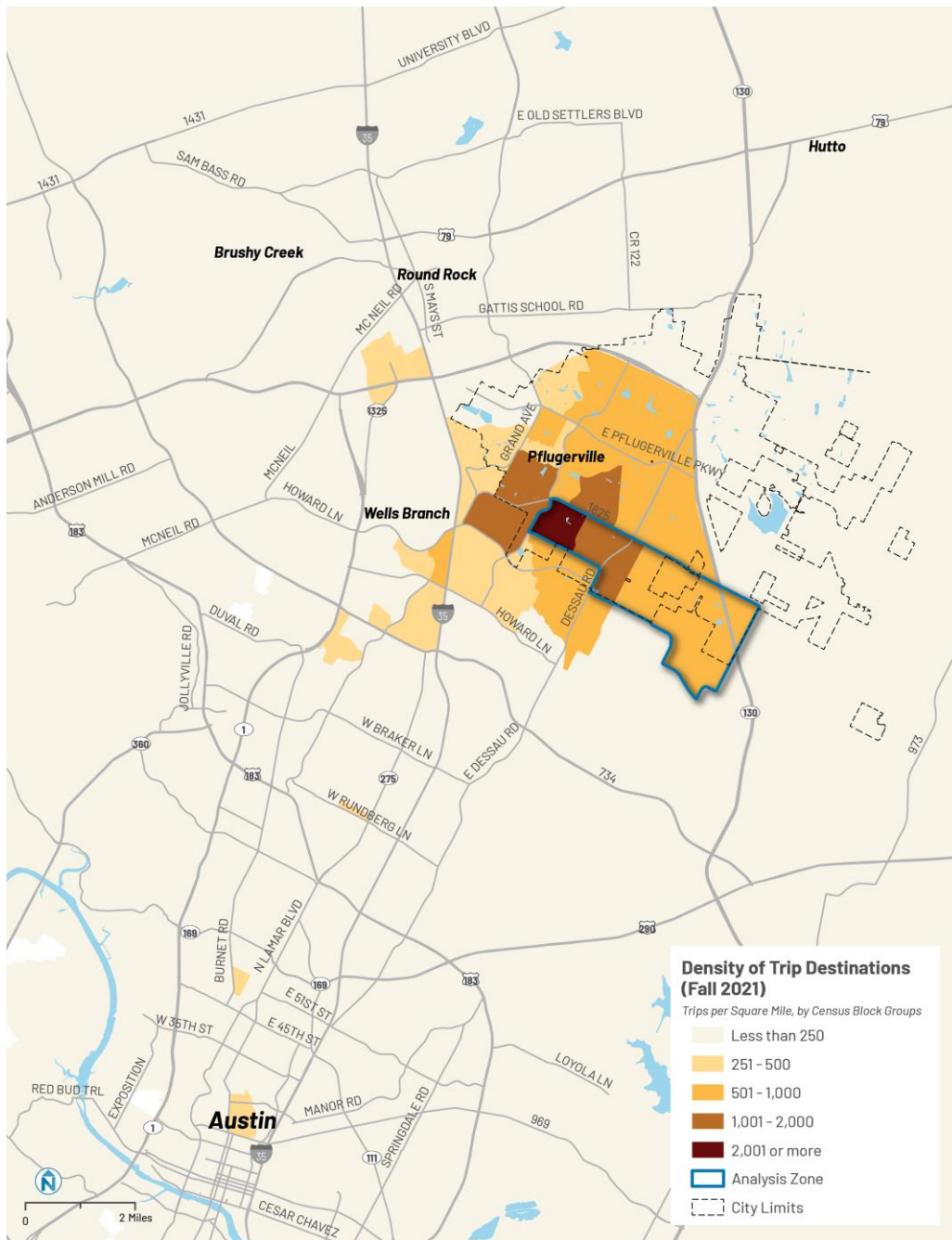
Regional Trip Destinations of Central Pflugerville Residents

Regional trip destinations for residents of Central Pflugerville outside of city limits include, Windemere, Wells Branch, southern and western Round Rock, as well as sectors of Austin north and around Parmer Ln, Downtown, Windsor Hills, North Austin Civic Association, and the UT and Highland areas.



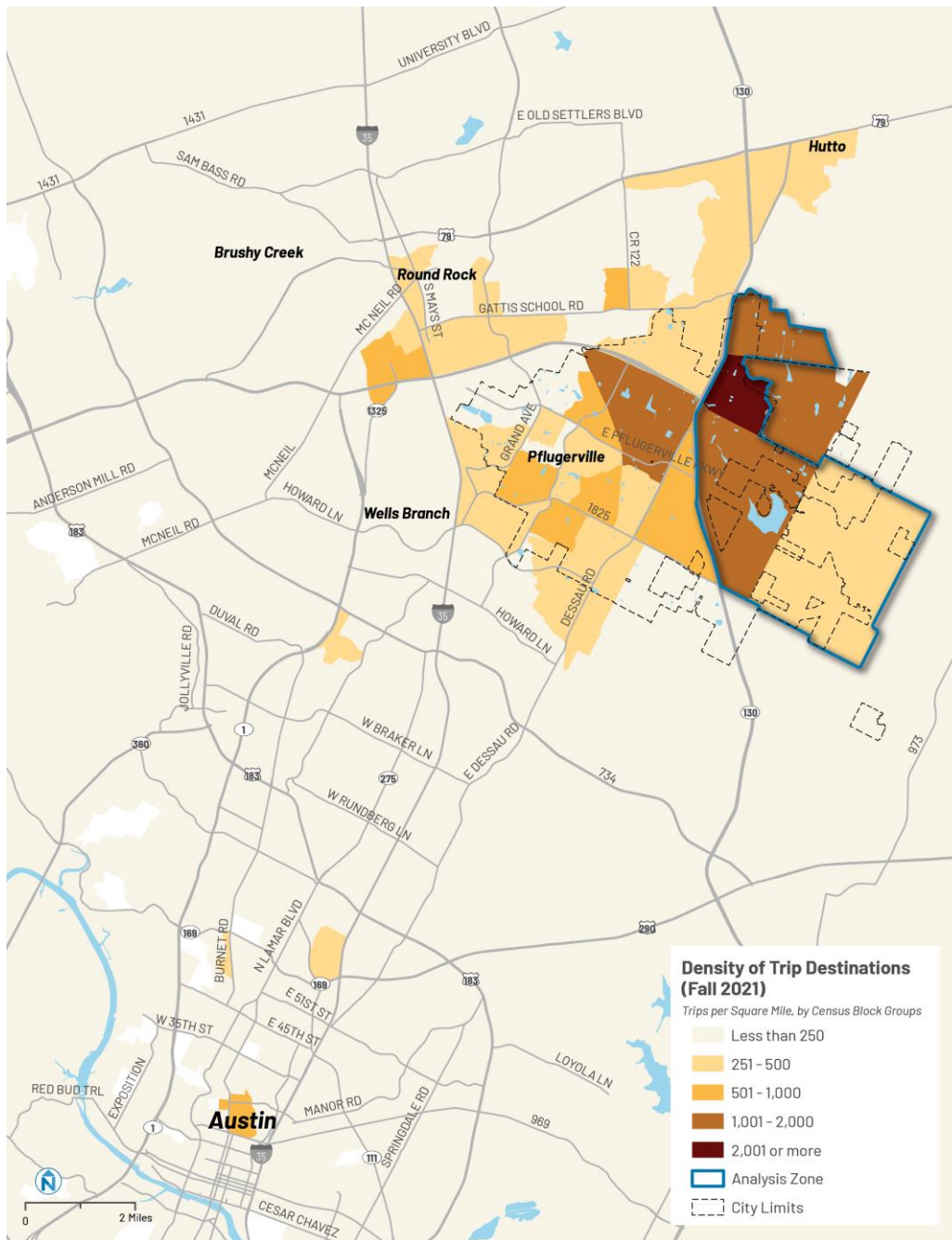
Regional Trip Destinations of South Pflugerville Residents

Regional trip destinations for residents of South Pflugerville outside of city limits include Windemere and Wells Branch west of the city, Spring Willow Creek, Sarah's Creek, and Spring Hill Village southwest of city limits, and Pflugerville Estates, Bluebonnet Acres, Dessau Estates, and Brookfield Estates south of Pflugerville.



Regional Trip Destinations of East Pflugerville Residents

Regional trip destinations for residents of East Pflugerville outside of city limits include Hutto, Windemere, southern and western Round Rock, neighborhoods immediately east of city limits south of Rowe Ln and west of Huddle/Weiss Lanes, as well the UT and Highland neighborhoods in Austin.



3 TRANSIT INVENTORY

Existing Transit Service in Pflugerville

Pfatch a Ride

Pfatch a Ride is the City of Pflugerville’s voucher program for discounted Uber rides. The service was introduced on October 1, 2022.

Pfatch a Ride provides individuals with ten \$10 vouchers per month that can apply to any Uber ride from within Pflugerville city limits or from Pflugerville to Tech Ridge Park-and-Ride or Three Points Plaza.

Once a rider downloads the Uber app, they can navigate to the City’s website to download the vouchers that are added to the app. The rider then pays \$4 upfront for eligible rides and receives up to \$10 of the remainder of the cost covered by Pfatch a Ride. This reimbursement structure is based on the average cost of an Uber ride within city limits, which ranges from \$10-\$15. Any amounts exceeding \$14 are paid by the rider.

Pfatch a Ride also offers Wheelchair Accessible Vehicle (WAV) rides through Maruti Transportation Group. WAV rides meet Americans with Disability Act (ADA) requirements and are not subject to quantity limitations, meaning people making use of WAV vehicles can receive unlimited \$10 ride vouchers. Pfatch a Ride includes two WAV vans as part of the program. These vehicles are also accessed through the Uber app.

Discontinued Transit Service in Pflugerville

Pflugerville Pickup

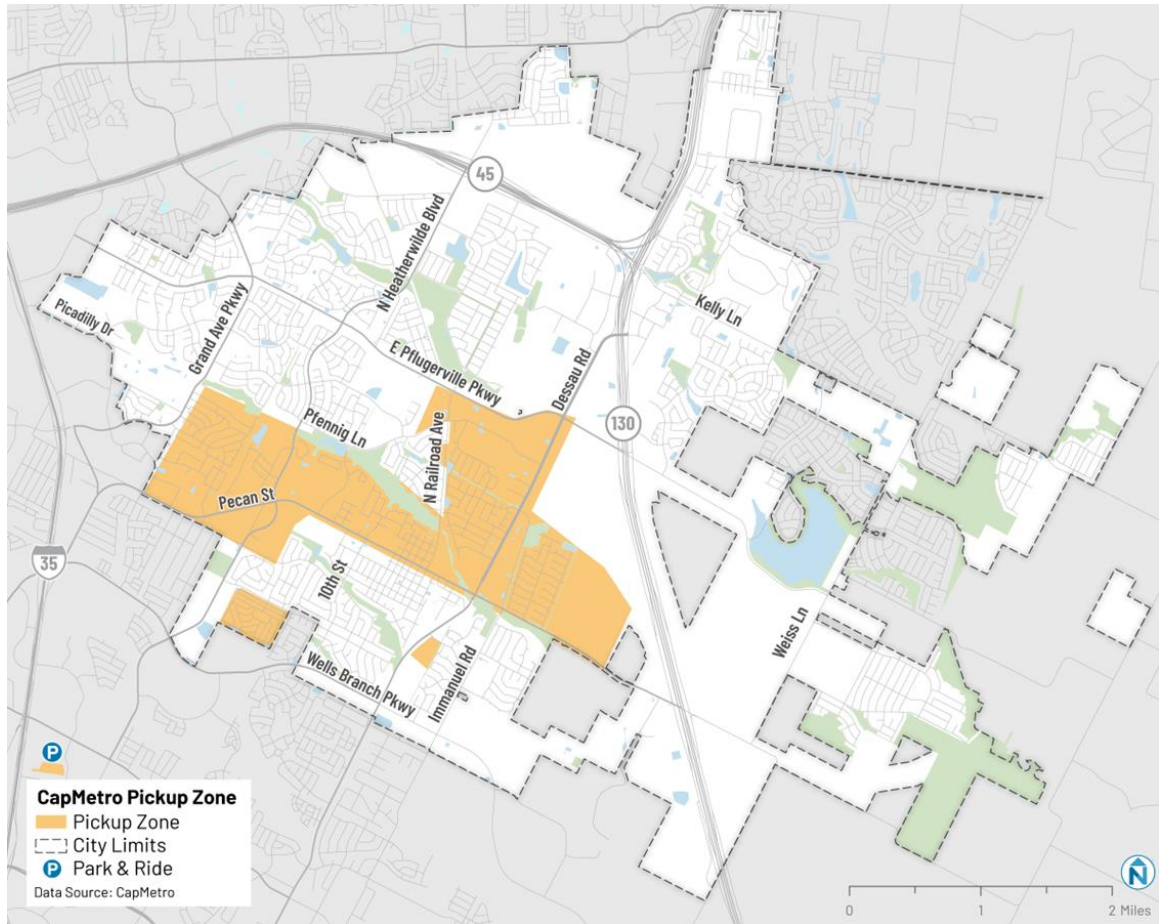
Pickup is CapMetro's local rideshare program, an on-demand transit service operating within select zones across the region. Pickup service is wheelchair accessible and typically arrives within 15 minutes from the time a trip is requested.

CapMetro and the City of Pflugerville partnered to pilot Pickup service in Pflugerville from March 23, 2021, to September 30, 2022.

The Pflugerville Pickup zone primarily consisted of areas immediately north of Pecan Street between Grand Avenue Parkway and SH-130. The Pflugerville Pickup zone also extended north along Dessau Road to include Walmart Supercenter and Pflugerville Municipal Court. Other areas included in the Pflugerville Pickup zone included Chisholm Point mobile home park and Cambridge Villas senior apartments.

Pflugerville Pickup trips could be requested by either app or phone number. The Pflugerville Pickup one-way fare was \$1.25, the same price as a MetroBus or MetroRapid trip, with children 18 and younger riding for free with a promo code.

Pflugerville Pickup Zone



Pflugerville Pickup Ridership

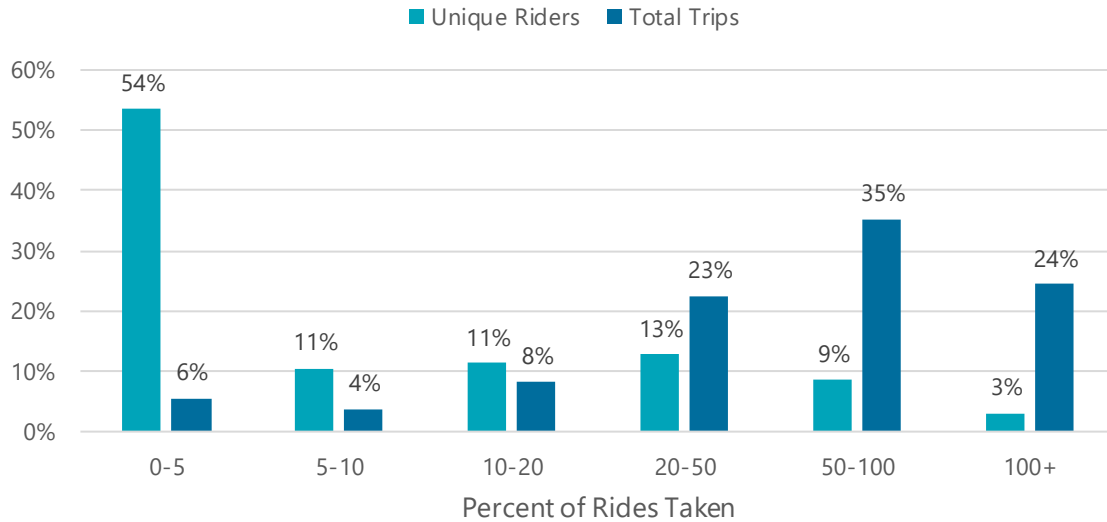
Category	Statistic
Total Trips During Pilot Period	7,371
Total Unique Riders	416
Average Trips per Unique Rider	18

Pflugerville Pickup Ride Statistics

Category	Statistic
Average Distance	3.2 miles
Average Duration	12.0 minutes
Estimated Duration	12.7 minutes
Average Wait Time (Request to Pickup)	12.7 minutes
Difference between Planned and Actual Pickup Time	3.3 minutes
Difference between Planned and Actual Dropoff Time	5.4 minutes
Average Fare	\$1.11

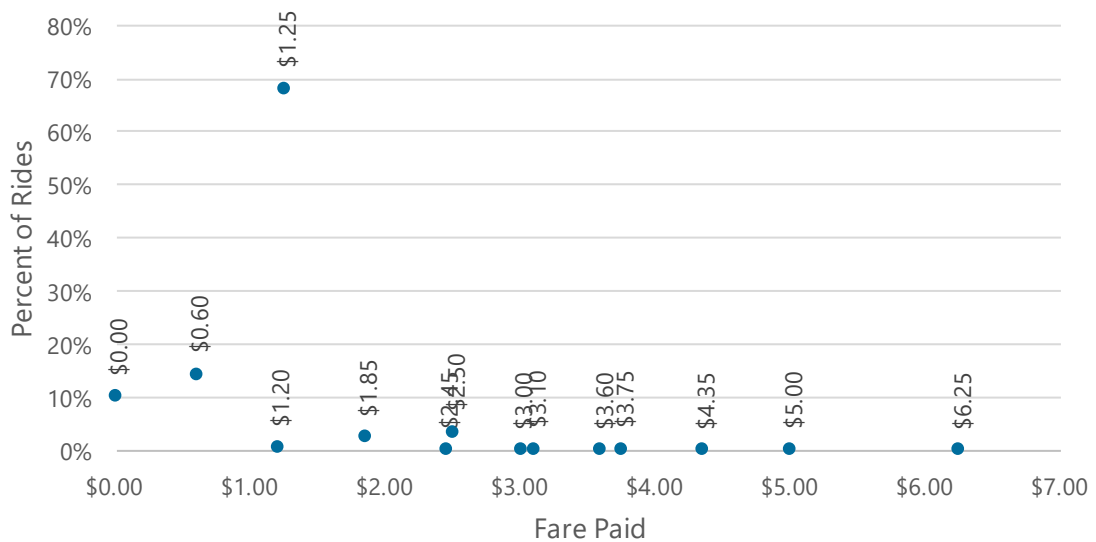
Pickup Trip Usage

A small percentage of Pickup Pflugerville riders (12%) took a large percentage of rides (59%).



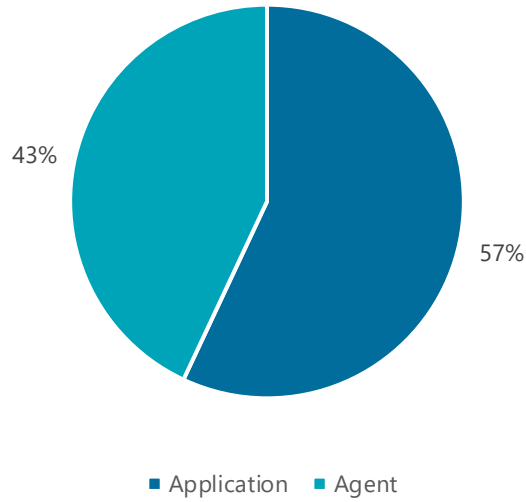
Pricing

Approximately 70% of Pickup Pflugerville riders paid a fare of \$1.25. The average fare was \$1.11, and the highest fare was \$6.25.



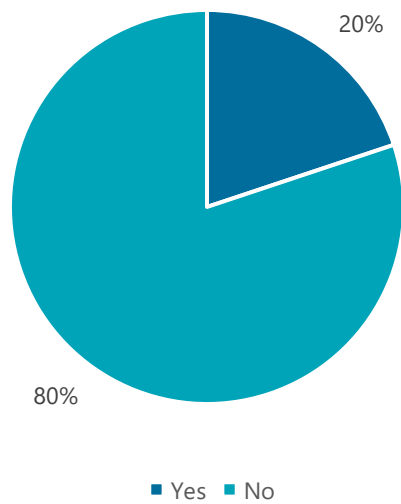
Booking Method

More than half of Pickup Pflugerville rides were requested using the CapMetro Pickup app. The remainder of rides were requested by calling a booking agent.



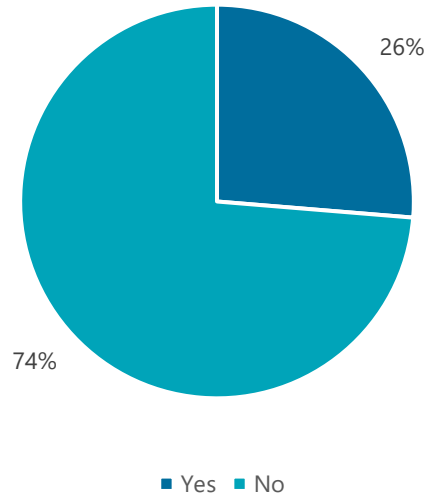
Wheelchair Accessible Vehicles Requested

A wheelchair accessible vehicle was requested for approximately four out of five Pickup Pflugerville rides.

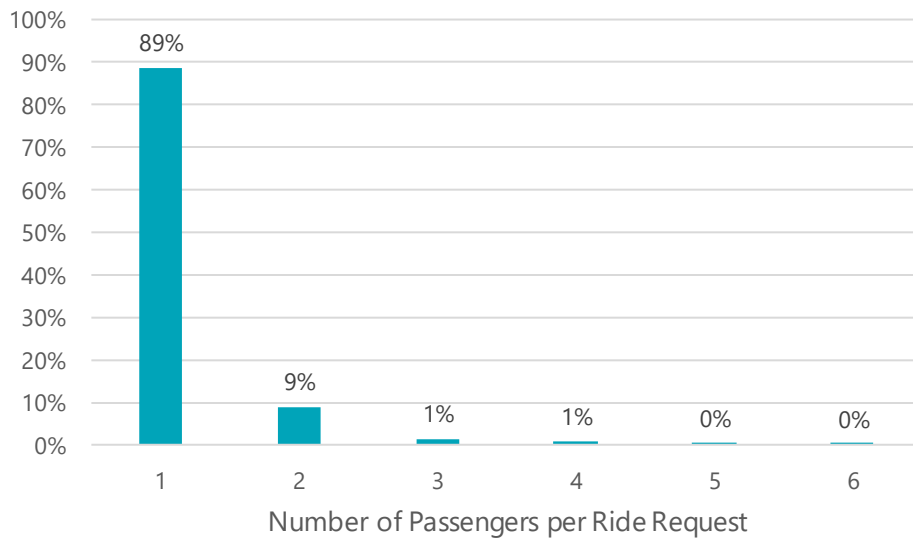


Shared Rides

Nearly three out of four Pickup Pflugerville trips were shared rides, accommodating more than one ride request.

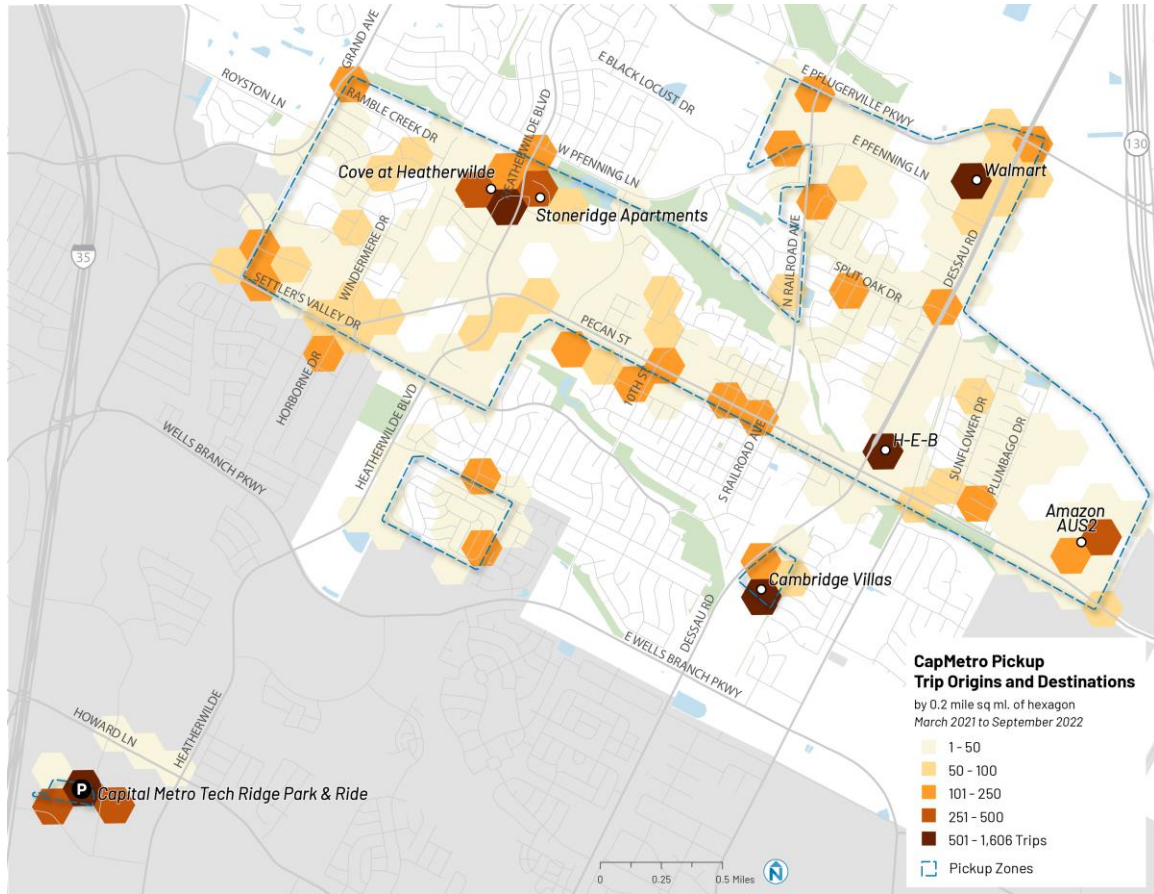


Most Pickup Pflugerville ride requests (89%) were for a single passenger. Nearly 10% of ride requests were for multiple passengers.



Origin-Destination Travel Patterns

This analysis shows origins and destinations of Pickup trips within the service area. High OD locations include Stoneridge Apartments, Walmart, H-E-B, the Amazon fulfillment center, Cambridge Villas, and CapMetro’s Tech Ridge Park & Ride. There are a significant number of trips that occur near Stone Hill Town Center, as well as along Pecan Street including the Historic Downtown.



CapMetro Service near Pflugerville

Route 243 Wells Branch

CapMetro Round 243 connects Tech Ridge Park-and-Ride with Howard Station, serving the Wells Branch Parkway and Heatherwilde Boulevard corridors in Austin and unincorporated Travis County. The Route 243 bus stops at Wells Branch Parkway and Heatherwilde Boulevard are located just outside Pflugerville city limits.

Route 50 Round Rock Tech Ridge

CapMetro Round 50 operates exclusively within the City of Round Rock and within 1 mile of Pflugerville city limits. Route 50 has a primarily north-south orientation along arterial and collector streets. Major corridors include University Boulevard to Louis Henna Boulevard.

Route 50 operates on weekdays only from 6:15 a.m. to 8:07 p.m. with headways of 60-70 minutes. Major destinations include:

- Austin Community College Round Rock Campus
- Texas State University Round Rock Campus
- Ascension Seton Williamson Hospital
- Baylor Scott & White Medical Center Round Rock
- Round Rock Premium Outlets
- University Boulevard H-E-B Plus
- Round Rock H-E-B Plus!
- Downtown Round Rock
- Round Rock Transit Center – Connection point with Route 980
- Dell Campus
- Walmart Supercenter
- Target

Northbound Route 50 trips end at Austin Community College Round Rock Campus.

Southbound Route 50 trips end at Dell Way and Greenlawn Boulevard and continue as Route 152.

Route 152 Round Rock Tech Ridge

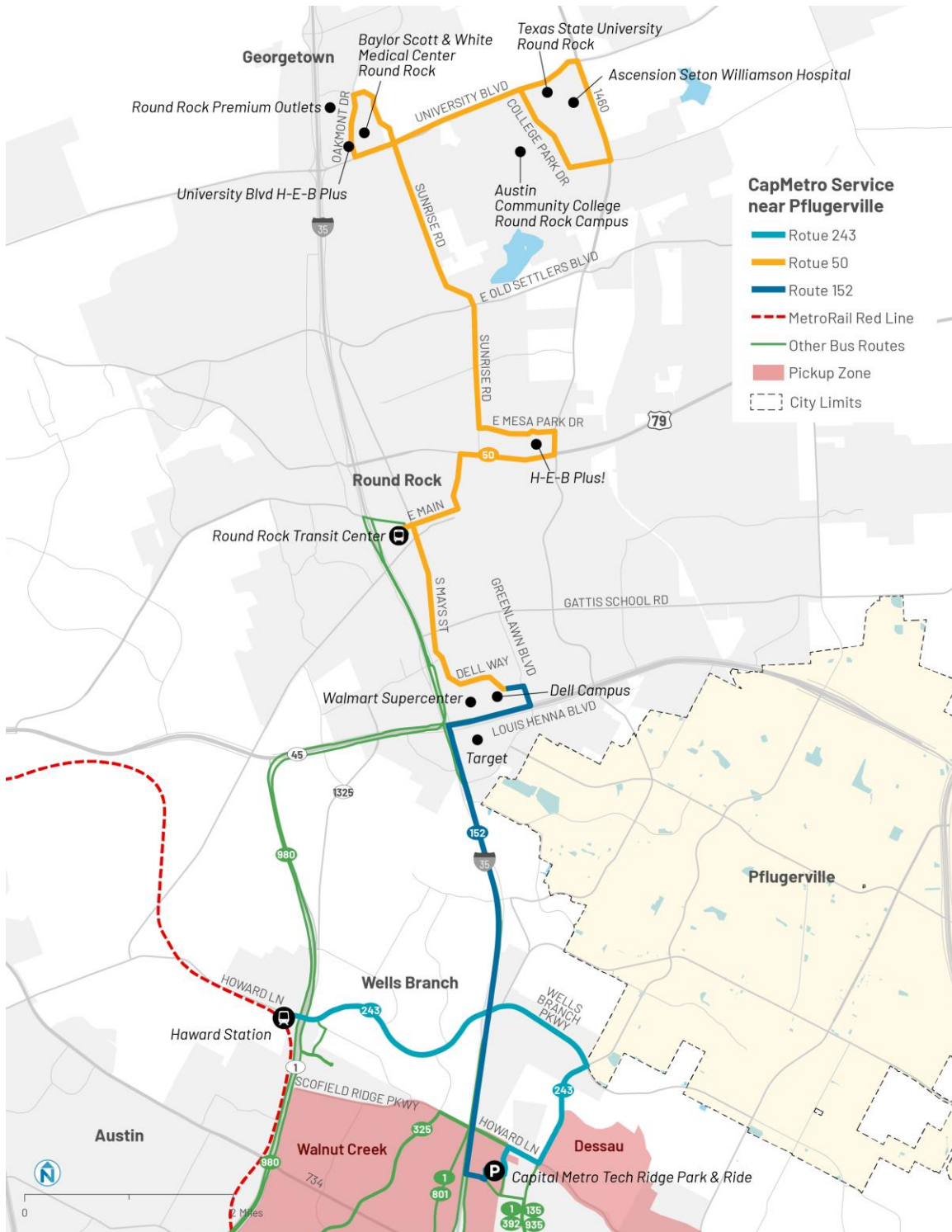
Route 152 connects Route 50 with Tech Ridge Park-and-Ride, operating along I-35 with no intermediate stops. Route 152 operates on weekdays from 6:30 a.m. to 8:00 p.m. with headways of 60-70 minutes.

Northbound Route 152 trips end at Dell Way and Greenlawn Boulevard and continue as Route 50. Southbound Route 152 trips end at Tech Ridge Park-and-Ride.

Tech Ridge Park-and-Ride

Tech Ridge Park-and-Ride is a regional transit center that offers 476 parking spaces and facilitates connections between several transit routes:

- CapMetro
 - 1 North Lamar/South Congress
 - 135 Dell Limited
 - 152 Round Rock Tech Ridge
 - 243 Wells Branch
 - 325 Metric/Rundberg
 - 392 Braker
 - 801 MetroRapid North Lamar/South Congress
 - 935 Tech Ridge Express
 - Dessau Pickup
- CARTS
 - Round Rock/Georgetown



CARTS Service near Pflugerville

CARTS operates a Country Bus that serves an area in the northeast area of Pflugerville. The Country Bus provides curb-to-curb services reserved by phone. Its fares are set by its zones, which are city, intra-county, and inter-county. Bus passes are available through the HOPTHRU app, where they can be bought to be presented when boarding.

Pflugerville is one of the zones for the CARTS Country Bus in Travis County. The bus offers free service for people in Pflugerville to the Pflugerville Community Center, or service to Austin for \$4. Service to the community center runs Monday, Wednesday, and Friday from 9 a.m. to 2 p.m. Service to Austin operates Monday, Wednesday, and Friday from 10 a.m. to 3 p.m. or Tuesday and Thursday from 9 a.m. to 3 p.m.

Non-Profit Transportation

Senior Access is a non-profit organization that serves the Pflugerville community. Senior Access was founded in 1993 to help senior citizens with transportation to services and facilities. Senior Access connects senior citizens to volunteer drivers who will drive them to anywhere within the Pflugerville city limits. They also offer weekly van services to the HEB on Tuesdays and the Walmart on Thursdays, as well as a monthly trip to Target on the third Thursday of each month.

4 REVIEW OF ADOPTED PLANS

In order to understand the strategic context of transportation services in Pflugerville, other plans were reviewed and relevant goals, objectives, and strategies from those plans were identified. This review included the following documents:

- Pflugerville's 2017 TDP and 2018 Addendum
- Aspire Pflugerville 2040 Comprehensive Plan and Transportation Master Plan
- Travis County Land, Water, and Transportation Plan
- Regional Transit Coordination Committee Plan
- CapMetro's Project Connect

Pflugerville's 2017 TDP and 2018 Addendum

The 2017 Transit Development Plan was undertaken by CapMetro and the City of Pflugerville to frame the City's public transit goals and to inform a strategy for improving the City's mobility both locally and regionally. The 2017 TDP developed its objectives through analysis of existing conditions including demographics, existing services, key destinations, and land use. From that analysis, the plan produced the following goals:

1. Provide a safe, reliable, efficient, and accessible transportation option for residents of and visitors to the City of Pflugerville.
2. Address the mobility needs of the residents of Pflugerville.
3. Develop a local transit system that operates effectively and continues to develop regional transit options connecting the local community to the region.
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.

Using those goals as a framework, CapMetro and the City conducted public outreach through surveying and stakeholder interviews to identify key issues and opportunities for Pflugerville. These issues and opportunities included providing an express service for commuters, coordination with neighboring cities to connect regional transit services, improving pedestrian access to bus stops, and exploring alternative mobility services through paratransit or ride share programs.

From these issues and opportunities, the 2017 TDP created a two-phase plan to implement improved transportation service in Pflugerville. Phase One was to introduce an express route from a Pflugerville park-and-ride location to downtown Austin. Phase Two was to focus on services that can connect residents to local activity centers and to the regional transit system. This included a fixed route service to the Tech Ridge Center, paratransit service within a $\frac{3}{4}$ -mile catchment of Route 1, and a demand-responsive service within Pflugerville to access key destinations.

A 2018 Addendum to the 2017 TDP provided further information related to background information, implementation strategies, and other implementation projects across the region. The Addendum recommended the Pickup pilot program that Pflugerville launched in 2021, as well as an Austin Express Route and an internal Pflugerville fixed route. The Addendum also bolsters the TDP's call for more communication and coordination with CapMetro and other agencies and cities to identify partnerships that can improve transit service in Pflugerville.

Aspire Pflugerville 2040 Comprehensive Plan and Transportation Master Plan

2040 Comprehensive Plan

The Aspire Pflugerville 2040 Comprehensive Plan was adopted in April 2022 and outlines the goals and aspirations, and the resulting public policy initiatives, for the city of Pflugerville over the next two decades. The Comprehensive Plan addresses land use, community character, parks and recreation, neighborhood vitality, economic development, transportation, utilities, community facilities and public service.

The plan puts forth six guiding principles that shaped the strategy's initiatives:

1. Diverse and Equitable
2. Community Oriented
3. Fiscally Responsible
4. Environmentally Sustainable
5. Safe and Healthy
6. Economic Opportunities for All

Several objectives in the plan directly or indirectly address Pflugerville's transportation needs, including a chapter dedicated to transportation and mobility. The plan calls for improving pedestrian amenities and sidewalk connectivity, improving public services, and expanding the transit system. Another goal is to coordinate land use with emerging corridors, and existing

and future transportation networks to develop 10-minute neighborhoods. This implies fostering development patterns that produce neighborhoods where people can easily access daily needs and destinations by walking or taking transit.

The City of Pflugerville conducted four surveys between November 2020 and October 2021 to understand the community's priorities for the city. In the first general survey, survey responses ranked infrastructure as the most important priority, followed by transportation and mobility, placing transportation as the second most important priority of the eight options that the question provided.

Pfluger Pforward

In November 2019, the City Council adopted Pflugerville's Transportation Master Plan, Pfluger Pforward. The Transportation Master Plan is a long-range plan that identifies transportation objectives, solutions, and policies for the City as it grows and changes.

The plan uses public engagement, as well as land use analysis, travel demand modeling, and capital improvement project prioritization to inform the objectives and subsequent policies for transportation in Pflugerville. The objectives in the transportation plan include enhancing safety and connectivity, as well as relieving congestion. Policies based on the objectives and the data collected for the strategy focus on implementing facilities and infrastructure that make active transportation safer, more accessible, and more comfortable, analyzing intersections through a new street typology to determine appropriate interventions, engineering design reform, traffic management/calming programs, and pursuing regional partnerships.

Travis County Land, Water, and Transportation Plan

The Travis County Land, Water & Transportation Plan (LWTP) is a guiding document for policies and capital improvements programs. It informs development patterns as the county experiences rapid population growth and aims to balance development with conservation of natural resources.

In the LWTP, the SH 130 Corridor that passes through Pflugerville is identified as a transportation corridor priority where new developments will occur and where there are expected mixed-use activity centers.

During the public involvement program where feedback for the LWTP was collected, multiple top issues noted in public input related to transit and transportation, including traffic congestion, increasing alternate modes of travel, and addressing existing transportation infrastructure.

Regional Transit Coordination Committee Plan

The Regional Transit Coordination Committee puts together a long-range Regional Transportation Plan every five years. The most recent plan is the CAMPO 2045 Transportation Plan, which was adopted in May 2020. The plan is a multimodal approach to addressing congestion and transportation needs over the next 25 years.

The regional plan projects a future Central Texas megacity that encompasses the Capital Area, Alamo Area, and Killeen-Temple regions with a forecasted population of 9.5 million people and covering a geographic length of 160 miles by 2045, resembling today's Chicagoland Metro. Specifically, the Capital Area is expected to double in population and employment levels by 2045, to approximately 4.7 million and 2.4 million, respectively.

The plan aggregated case studies, as well as regional, subregional, and local plans to synthesize and coordinate transportation-related investments. While the plan does not show current plans in the RTP located in Pflugerville, the plan emphasizes that the largest share of growth in the Capital Area will be decentralized and located in suburban regions like Pflugerville, emphasizing the need for further transportation investment.

CapMetro's Project Connect

CapMetro Transit Authority's Project Connect was designed to investigate possible transit expansions in the North Corridor of the greater Austin area. This project consisted of an extensive community engagement process that involved open houses, online forums, and smaller "roadshows". CapMetro also formed a Project Advisory Group of community members to solicit detailed community feedback on transportation issues in the region.

As part of Project Connect's outreach effort, CapMetro distilled community feedback into a set of locally preferred alternatives. These options represent feasible and scalable options for extending the public transit system in the greater Austin area.

Some of the proposed projects include:

- Extending CapMetro's service from Tech Ridge to Pflugerville.
- Using the MoKan Corridor as a dedicated busway with service from Pflugerville to downtown Austin.
- Building new Park-and-Ride facilities in strategic locations, such as Pflugerville, Round Rock and Hutto.

5 KEY OPPORTUNITIES



Support the development of Pflugerville into an “Age in Place” community.

As the senior population increases and expands geographically, new services and facilities may be needed to ensure that seniors can continue to thrive in the community. Convenient and accessible public transportation is critical to this aspiration.



Connect Pflugerville to nearby regional transit hubs.

Tech Ridge Park & Ride and Howard Red Line Station are transportation hubs that facilitate access to Downtown Austin and other parts of the region. Connecting Pflugerville to these two hubs will enhance access to regional destinations.



Connect multifamily housing to community destinations.

The demand for transit is greatest in areas of dense population. As multifamily housing development increases in Pflugerville, connecting transit-supportive areas with grocery stores, employment, schools, recreation, medical, and other destinations is critical.



Identify potential partnerships with major employers and local organizations that support transit.

A variety of stakeholders, including major employers, educational institutions, community-based organizations, homeowners associations will be engaged throughout this planning effort. Many stakeholders in the Pflugerville area have identified a need for the provision of transit service.



Continue investing in pedestrian and bicycle facilities to complement future transit options.

Walkability and bikeability are important to the success of any transit service. Investing in active transportation facilities ensures that residents can access transit and destinations.



Promote transit supportive land use through development regulations and policies.

Nearly 30% of Pflugerville's population growth has occurred in the last ten years. Rapid greenfield and infill development is expected over the next few decades. Transit-supportive policies such as mixed land uses, high-density housing along major corridors, pedestrian and bicyclist-friendly design, and managed parking encourage sustainable development.