

RESOLUTION NO. 1261-10-08-24-7A

**RESOLUTION OF THE CITY OF PFLUGERVILLE, TEXAS APPROVING  
THE CITY OF PFLUGERVILLE SAFE ROUTES TO SCHOOL PLAN 2008**

**WHEREAS**, the City of Pflugerville has found in its best interest to seek funding and create a Safe Routes to School Plan; and

**WHEREAS**, with aid and collaboration of the Safe Routes to School Team composed of City of Pflugerville and Pflugerville Independent School District stakeholders, the Plan defines the fundamental needs, issues, and impediments facing the school(s) in the attempt to increase the number of students who bike and walk to school safely; and

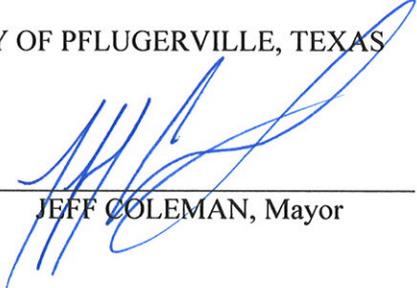
**WHEREAS**, the goals have been established to achieve increased participation in biking and walking, reducing congestion, and promoting safety; and

**NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PFLUGERVILLE, TEXAS:**

That the City of Pflugerville approves the City of Pflugerville Safe Routes to School Plan 2008 and directs staff to integrate its recommendations as part of the City's on-going School Safety Enhancement Effort and should become a matter of routine performance.

APPROVED this 24<sup>th</sup> day of August, 2010.

CITY OF PFLUGERVILLE, TEXAS

By:   
JEFF COLEMAN, Mayor

ATTEST:

  
KAREN THOMPSON, City Secretary

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*City of Pflugerville*  
*Safe Routes to School Plan*  
*2008*

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## Introduction

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The City of Pflugerville, the Pflugerville Independent School District, the Pflugerville Police Department, business and civic leaders, parents, and members of the public have come together to create this plan to establish an ongoing process for the establishment of Safe Routes to Schools for the elementary and middle school students who live within the jurisdictional boundaries of the City of Pflugerville (including its Extraterritorial Jurisdiction). The plan includes three middle schools nine elementary schools, and one primary school.

This plan is designed to implement the following policy statement that has been adopted by both the City of Pflugerville and the Pflugerville Independent School District:

*The City of Pflugerville and the Pflugerville Independent School District desire to create a community that enhances quality of life. We believe a safe community contributes to quality of life. The Pflugerville Independent School District and the City of Pflugerville consider the ability of young people to have the option to safely walk or bike to elementary and middle school as contributing to quality of life. In addition, walking and biking to school addresses the larger issues of rising gasoline costs for parents and the school district and the troubling trend of increased childhood obesity and its attendant issues.*

*Therefore, it is the policy of the City of Pflugerville and the Pflugerville Independent School District to work together and with parents, students, and teachers to encourage walking and biking to school, remove barriers to independent travel to elementary and middle schools, and avoid creating barriers with future development.*

## History

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Pflugerville is a fast-growing, primarily residential community on the northeastern edge of Austin, Texas. The City's town site was established in 1904, with sixteen blocks and the depot grounds for the coming Missouri-Kansas-Texas Railroad. Pflugerville was incorporated in 1965 and largely remained a farming-centered community well into the 1980s. The rapid growth of the Austin area during that decade began to change the image of Pflugerville to that of a place where, instead of crops, neighborhoods and families grew. With a prime source of open land located near Interstate Highway 35, Pflugerville became attractive to housing developers looking for a place to provide mid-level housing for the growing employment centers of Austin and Round Rock.

Between 1980 and 1990, Pflugerville grew from fewer than 800 people to more than 4,000. In 2000, Pflugerville's population was 16,335 according to the census Bureau. The City's population estimate in January 2006 was 41,817. The area within Pflugerville's City limits has grown considerably. With the completion of large sections of State Highways 130 (SH130) and 45 (SH45), Pflugerville's growth on its eastern side is increasing. This growth into what was a previously rural area of the county is expected to continue as more segments of the highways are completed.

In 2002, the City of Pflugerville adopted a comprehensive plan with the goal of addressing the needs of the City relative to the expected growth from the completion of SH130 and SH45. The transportation section of that comprehensive plan included the following goals:

- The City will continue to participate as a member of the Capital Area Metropolitan Planning Organization (CAMPO)
- The automobile will be the predominant form of transportation
- Citizens shall be able to walk, drive or ride safely and conveniently in the City of Pflugerville
- Connectivity between adjacent land uses is important
- Control of traffic in residential neighborhoods will continue to be an important issue
- The hike and bike trail system is considered a transportation alternative and is an important amenity of the City of Pflugerville

The Comprehensive Plan also contained the following policy initiative:

### ***Policy Initiative #1 – Bicycle Routes***

#### ***Policy Statement***

*Pflugerville's hike and bike trail system is to be designed to provide for interconnectivity between neighborhoods and community*

*destinations, such as schools, parks and shopping areas. When necessary, this will include complimentary bicycle routes along selected collector roadways for the purpose of providing connections that would otherwise not be possible by use of the off road hike and bike trail system.*

**Actions**

- 1. Identify existing and future collector roadways that are suitable for use as bicycle routes for the purpose of providing connectivity and neighborhood access to the hike and bike trail system.*
- 2. Develop proposed standards for bicycle route signing, striping and other design features.*

**Guidance**

*The bicycle routes anticipated in this section of the plan are intended to be low cost routes operating in the roadway of suitable collector streets. Bicycle operation is intended to be either in mixed traffic with other vehicles or separated only by signing and paint markers on the roadway.*

Therefore, the decision of the City to work with the Pflugerville ISD to implement a Safe Routes to Schools Program was an extension of its already established priorities relative to providing a safe pedestrian and bicycling transportation system for its citizens.

## The Safe Routes to School Team

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In order to achieve the support necessary to implement this Safe Routes to School (SRTS) Plan, a diverse team of stakeholders was brought together to provide the leadership, knowledge, and community outreach necessary for the successful implementation of the SRTS Plan.

The Mayor of the City of Pflugerville agreed to be the champion for the SRTS Plan and leads the planning effort. The Champion (primary) contact person for our Safe Routes to School Plan is:

**Honorable Jeff Coleman**  
**Mayor, City of Pflugerville**  
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 Pflugerville, Texas 78691  
 Phone: (512) 990-4363  
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The members of the SRTS steering committee are:

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Randy Reese, Asst. Sup't	Pflugerville ISD	<a href="mailto:randy.reese@pflugervilleisd.net">randy.reese@pflugervilleisd.net</a>	512-594-0093
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Mariela Marquez Singh	Pflugerville Council of Neighborhood Associations	<a href="mailto:Kensing97@hotmail.com">Kensing97@hotmail.com</a>	512-252-3078

## **The Public Input Process**

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The Pflugerville Safe Routes to School program grew out of increasingly vocal public concern over the safety of students walking or biking to schools. It was this vocal parental concern that brought the situation to the attention of the City of Pflugerville. Then through conversation with the Pflugerville ISD, the City learned that the increasing traffic around all of the elementary and middle schools within the City of Pflugerville and its ETJ was beginning to affect the ability of young people to safely walk and/or bike to their schools.

As a result of the expressed concern by citizens and ISD officials, the City decided to initiate a comprehensive program that would look at barriers to walking and biking to all the elementary and middle schools within the City of Pflugerville's jurisdiction.

Due to the separate development of the City and School District, their boundaries are not coterminous. Although the Pflugerville ISD is working to ensure safe routes to schools for the students at all of its schools, this plan is focused on the barriers to safe routes to schools for the students at those Pflugerville ISD schools that lie within the jurisdiction of the City of Pflugerville, i.e. those schools located within the city limits or the ETJ of the City.

The next step taken by the City of Pflugerville was to establish a SRTS Planning Committee tasked with developing a SRTS plan that would identify problem areas and then create a plan of action to address those problems. The City then secured the necessary funding and hired a consultant, *Alliance Transportation Group*, to provide expertise on transportation planning and engineering to the SRTS planning committee, the City of Pflugerville called the first meeting of the committee in January of 2008.

At the first SRTS planning meeting, the consultant was tasked with identifying as many stakeholder groups as possible, and extending an invitation to representatives of those stakeholder groups to participate in the SRTS planning process on behalf of the committee. Initiations were extended to schools administrators (especially in the safety, security and transportation sections); school principals and their respective staffs; all parent-teacher organizations at the respective schools; the Chief of Police; Bicycle organizations; the chamber of commerce, and all neighborhood associations.

The following meeting, the Mayor of the City of Pflugerville agreed to be the champion for SRTS efforts, and the committee agreed to meet once a month for at least six months in order to conduct the SRTS planning process and to develop an action plan for implementation of a SRTS plan.

The planning committee met once a month for eight months to gather data, create a publicity strategy, establish needs, evaluate data, prioritize strategies, and create an action plan for addressing identified problems.

The committee began by surveying parents using the National Safe Routes to Schools Program forms. In addition, teachers were asked to conduct a survey of the mode students used to get to and from school for three consecutive days, and tallies of students using active transportation to travel to and from school were gathered at each school. Data was also collected from the Pflugerville Police Department, the Pflugerville ISD safety and security department, and school crossing guards on accidents and other safety concerns near schools or along routes to schools.

The ISD already had a process in place for determining routes deemed too hazardous for students who live within two miles of its schools to safely walk or bike to school. This information was being used to determine which students, who did not otherwise qualify for bus transportation according to state regulations (live more than two miles from school), would receive school bus transportation to and from school. This information was also gathered by the committee and used as an initial starting point for identifying areas of concern. [See Map 7 of PISD Designated Hazardous Routes]

While these data were being collected and analyzed, the committee implemented a publicity strategy that included articles in the local newspaper, flyers to parents about the program, and an informational slide show for all principals and assistant principals that invited their active participation in the SRTS program. Safe Routes to School information was also made available at the Pflugerville Police Department's annual Bike Safety Rodeo. This publicity strategy was used to educate the community about the SRTS programs and to invite public input into the SRTS planning process.

To solicit further input from parents and concerned citizens, the Pflugerville ISD included a link on its official website to solicit comments on the Safe Routes to Schools plan being created.

The final plan, therefore, used the following methods to collect data used to arrive at its plan of action:

- Administered parent surveys
- Administered student surveys
- Collected tallies of student travel methods
- Collected ISD safety data
- Collected police department accident and safety data
- Interviewed crossing guards and school safety personnel
- Gathered data from school administrators
- Solicited parent and student opinions through PISD website

- Incorporated the City's existing bike and pedestrian plan recommendations
- Incorporated PISD's School Wellness Policy objectives
- Included members of the business and civic community in the planning process

Through this input process the SRTS Committee collected data from all of the identified stakeholder groups so that informed decisions about goals, objectives, strategies, action plans, and evaluation processes could be developed. The results of the input process are described further in later sections of this plan and in Supporting Document D Parent Surveys and Student Travel Tallies.

## School Descriptions

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The City of Pflugerville’s Safe Routes to School Plan addresses the needs of all of the Pflugerville ISD elementary, primary and middle schools that are located within the jurisdictional boundaries of the City of Pflugerville, including the city’s ETJ. As a result, the plan includes three middle schools, nine elementary schools, and one primary school. (Because Windermere Elementary and Windermere Primary schools are located on the same campus, they are sometimes treated as one school for the purposes of this plan.)

The following schools are, therefore, included in this plan:

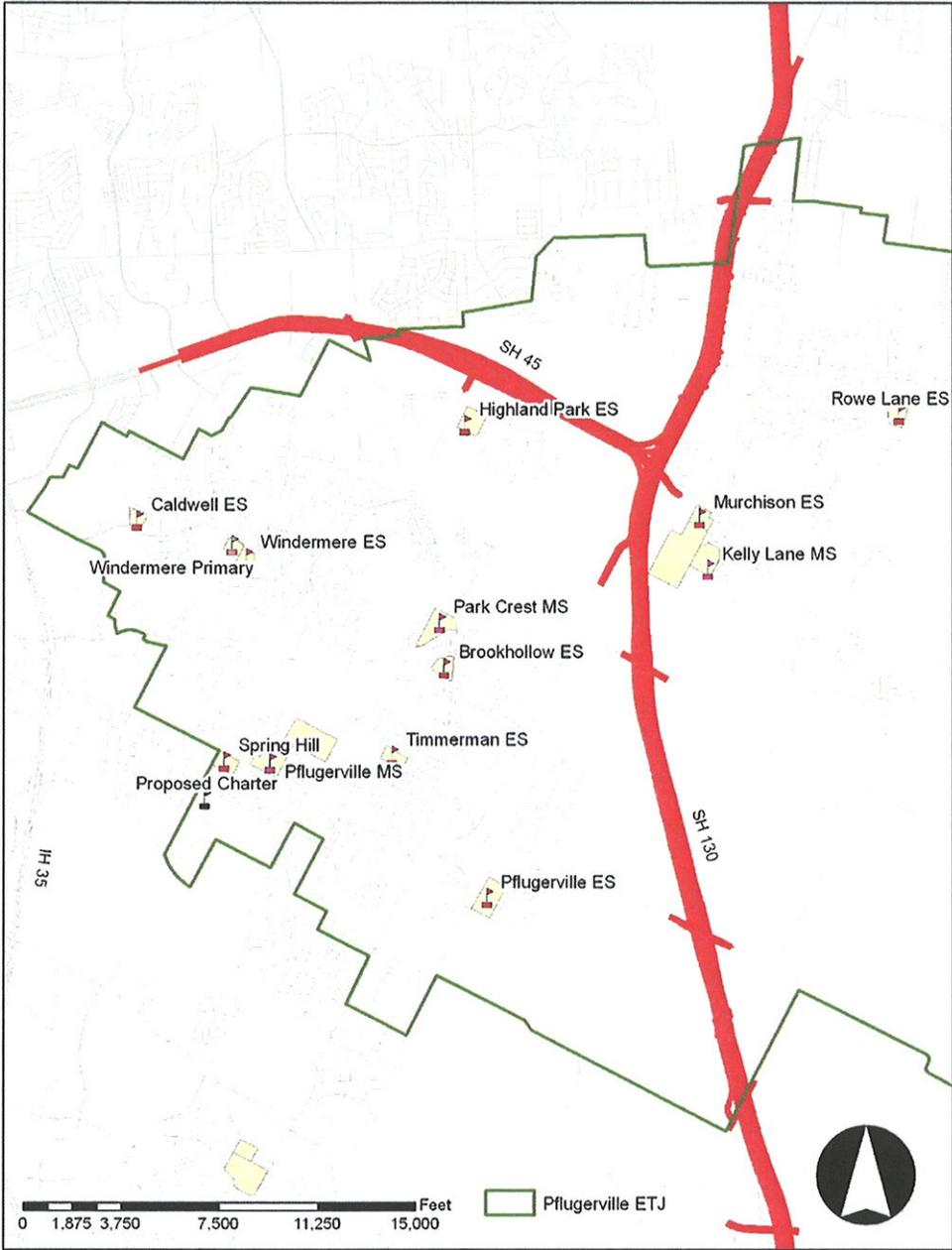
### Middle Schools

Campus	Address	City	Zip
Kelly Lane Middle	18900 Falcon Point Blvd.	Pflugerville	78660
Park Crest Middle	1500 N. Railroad Ave.	Pflugerville	78660
Pflugerville Middle	1600 W. Settlers Valley Dr.	Pflugerville	78660

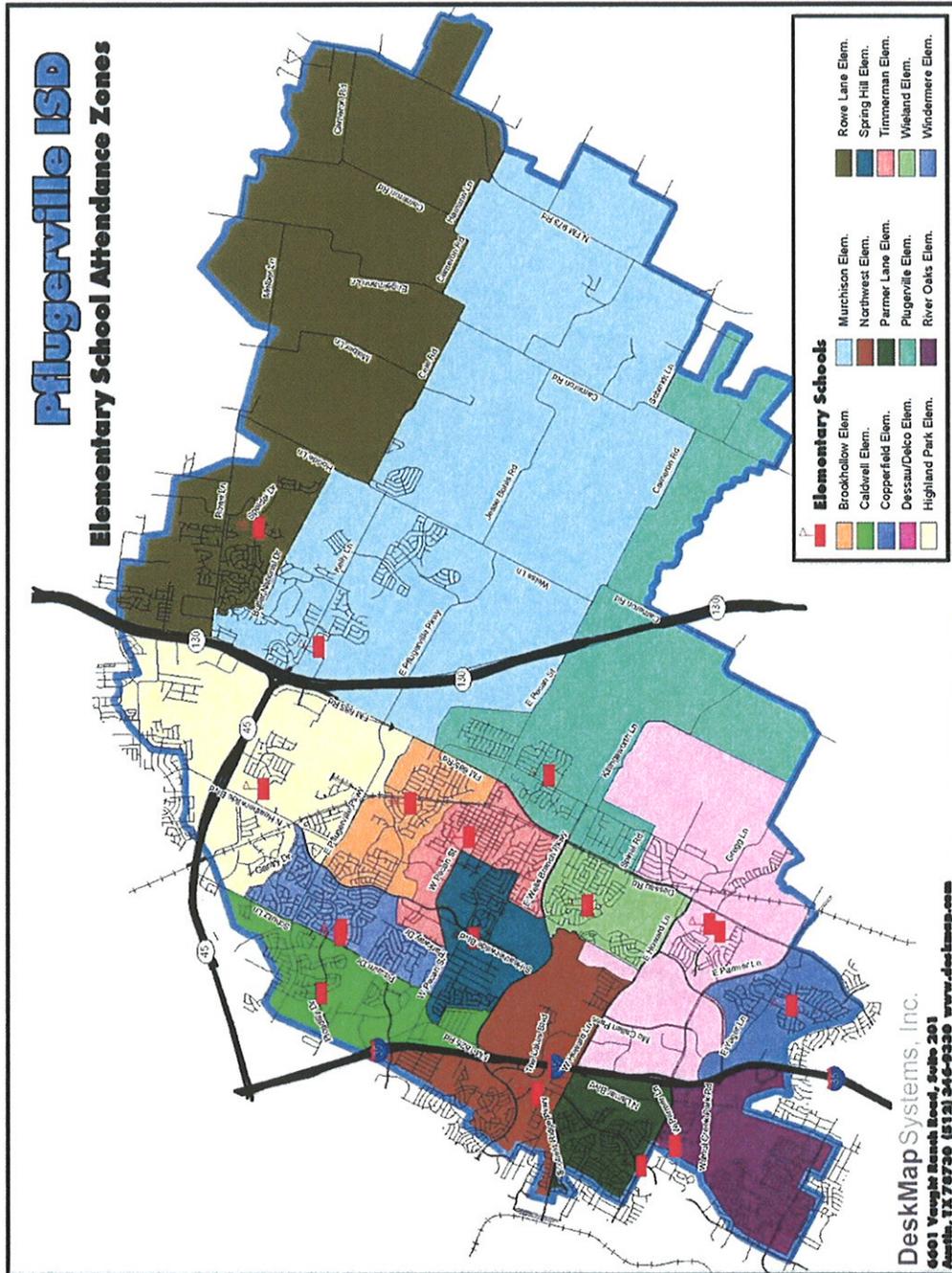
### Elementary and Primary Schools

Campus	Address	City	Zip
Brookhollow Elementary	1200 Railroad Avenue	Pflugerville	78660
Caldwell Elementary	1718 Picadilly Drive	Round Rock	78664
Highland Park Elementary	428 Kingston Lacy Boulevard	Pflugerville	78660
Murchison Elementary	2215 Kelly Lane	Pflugerville	78660
Pflugerville Elementary	701 Immanuel Road	Pflugerville	78660
Rowe Lane Elementary	3112 Speidel Drive	Pflugerville	78660
Spring Hill Elementary	600 S. Heatherwilde Boulevard	Pflugerville	78660
Timmerman Elementary	700 West Pecan Street	Pflugerville	78660
Windermere Elementary	1100 Picadilly Drive	Pflugerville	78660
Windermere Primary	1330 Grand Avenue Parkway	Pflugerville	78660

Map 1 Pflugerville ISD Schools within the City of Pflugerville and its ETJ



Map 2 Pflugerville Elementary Attendance Boundaries



Map 3 PSID Middle School Attendance Boundaries

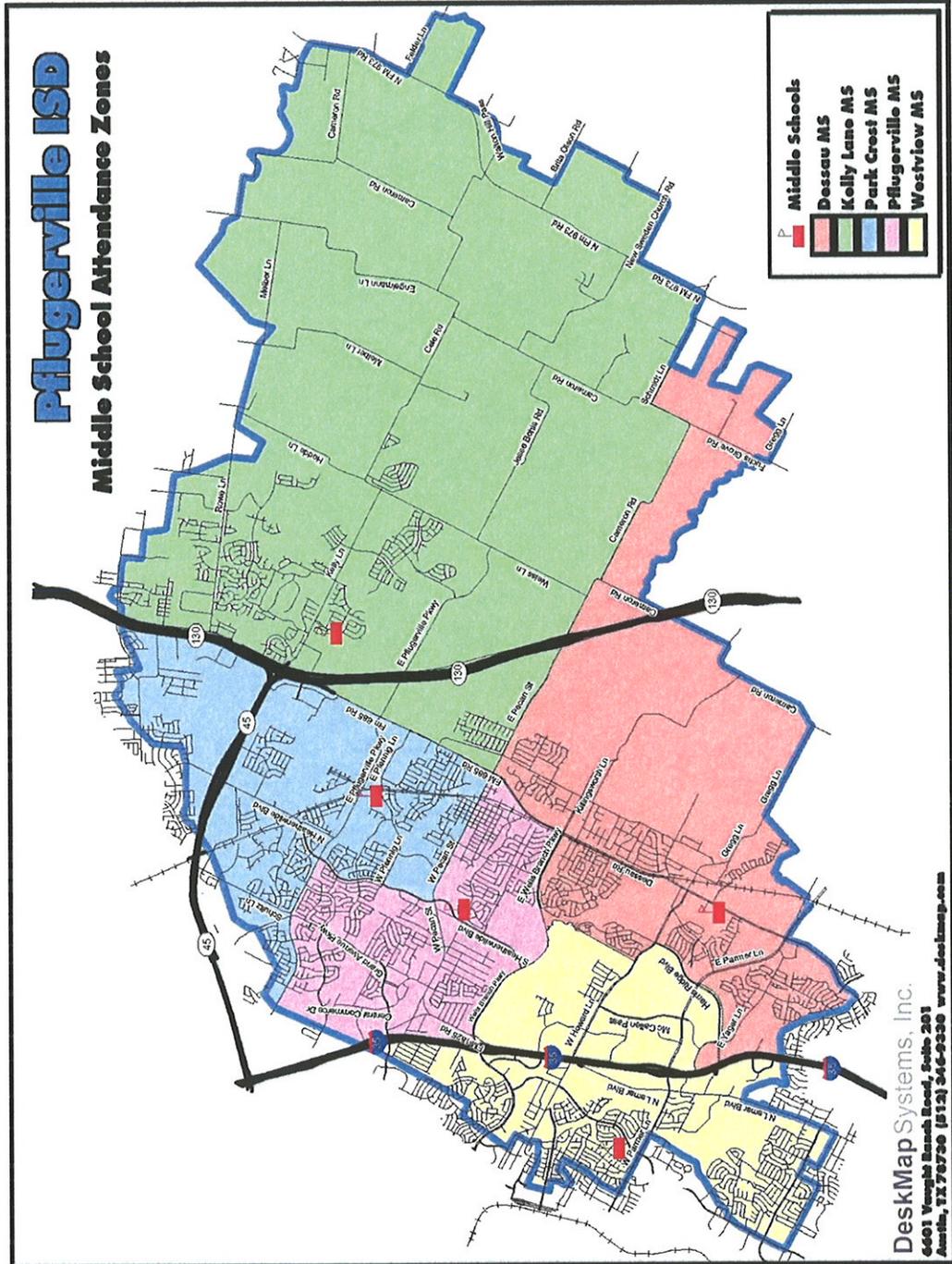


Table 1 Student Information by School

School	Total students	% students w/in 2 miles	% bus riders	% participating free/reduced lunch
<b>Middle Schools</b>				
Kelly Lane	804	50.4	42.0	18.9
Park Crest	936	60.1	46.6	36.9
Pflugerville	1,101	74.5	34.7	40.2
<b>Elementary Schools</b>				
Brookhollow	665	89.7	24.2	34.1
Caldwell	732	72.5	34.4	49.7
Highland Park	805	73.8	42.4	47.5
Murchison	731	77.7	24.1	12.8
Pflugerville	548	92.5	22.4	34.2
Rowe Lane	595	59.2	27.8	16.7
Spring Hill	611	94.0	3.4	42.0
Timmerman	490	95.3	31.5	29.7
Windermere	624	97.0	30.1	39.7
<b>Primary School</b>				
Windermere	555	98.0	28.1	49.4
<b>TOTALS</b>	<b>9,197</b>	<b>77.5</b>	<b>31.5</b>	<b>35.0</b>

## Travel Environment

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The Travel Environment at each of these schools influences the number of students that currently use active transportation to travel to school. The following information was gathered in order to obtain a clear picture of the current travel environment for each school.

A key element in the travel environment is the number and location of the school zone safety features near each school. Table 2 below shows the safety-related features at each school. The four types of safety features are cross walks, flashing school zone signs, pedestrian crossing signs, and “stop for pedestrians in cross walk” signs. The table shows where the signage currently exists – even though not all of the safety features are of the same style and quality throughout the City. Maps 4-11 following the tables show the location of these safety features relative to the individual schools, as well as other features such as trails, future trails, and future traffic signals that affect the bicycle and pedestrian routes available to students at the respective schools.

Table 2 Safety Features by School

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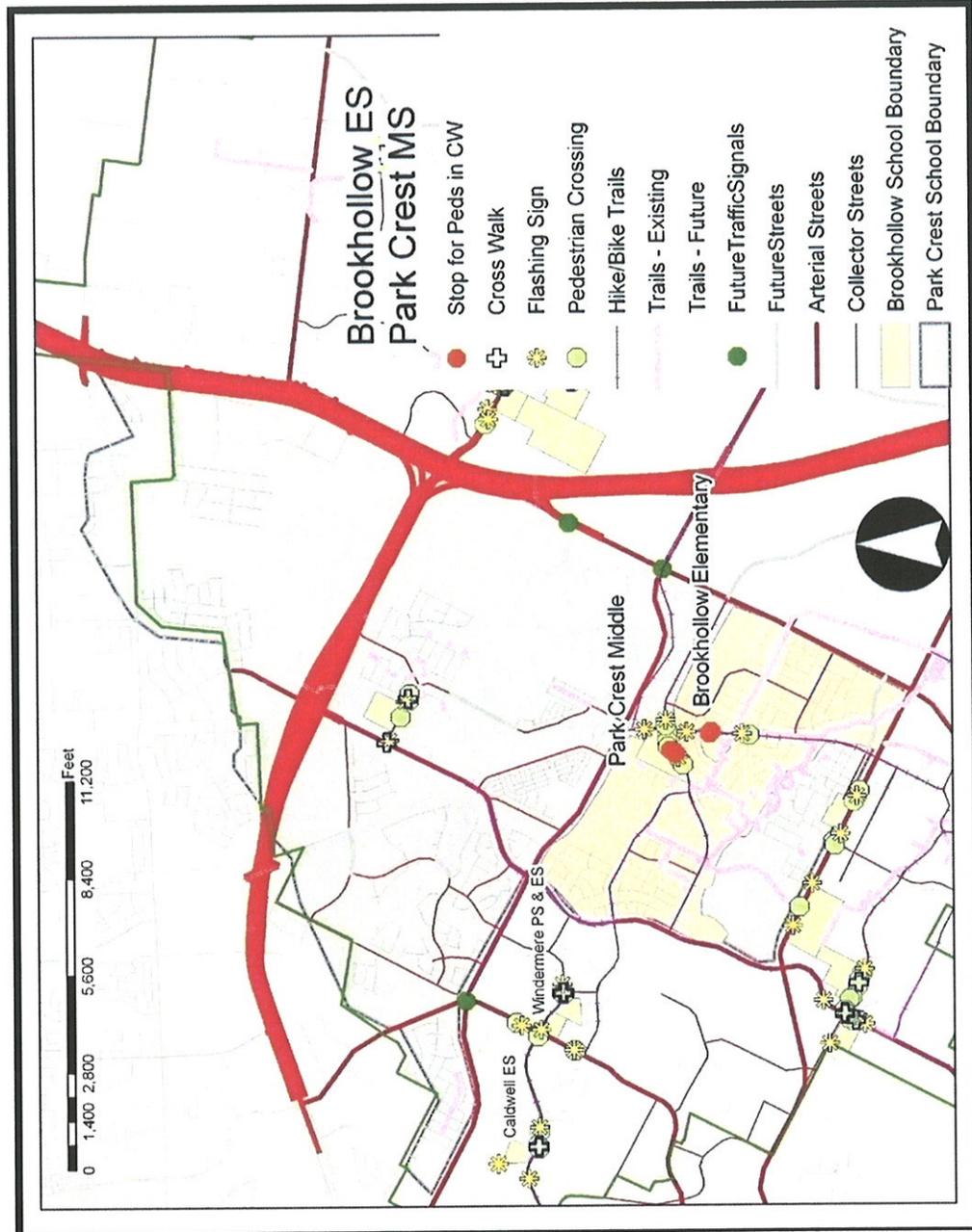
	Cross Walk	Ped Crossing	Flashing Sign	Stop for Peds Sign
<b>Brookhollow ES</b>	√	√	√	√
<b>Caldwell ES</b>	√	√	√	-
<b>Highland Park ES</b>	√	√	√	-
<b>Murchison ES</b>	√	√	√	-
<b>Pflugerville ES</b>	√	√	√	-
<b>Rowe Lane ES</b>	√	√	-	-
<b>Spring Hill ES</b>	√	√	√	-
<b>Timmerman ES</b>	-	√	√	-
<b>Windermere PS and ES</b>	√	√	√	-
<b>Kelly Lane MS</b>	√	√	√	-
<b>Park Crest MS</b>	√	√	√	√
<b>Pflugerville MS</b>	√	√	√	-

Table 3 Accident Data for incidents near schools - data from the City of Pflugerville Police Department

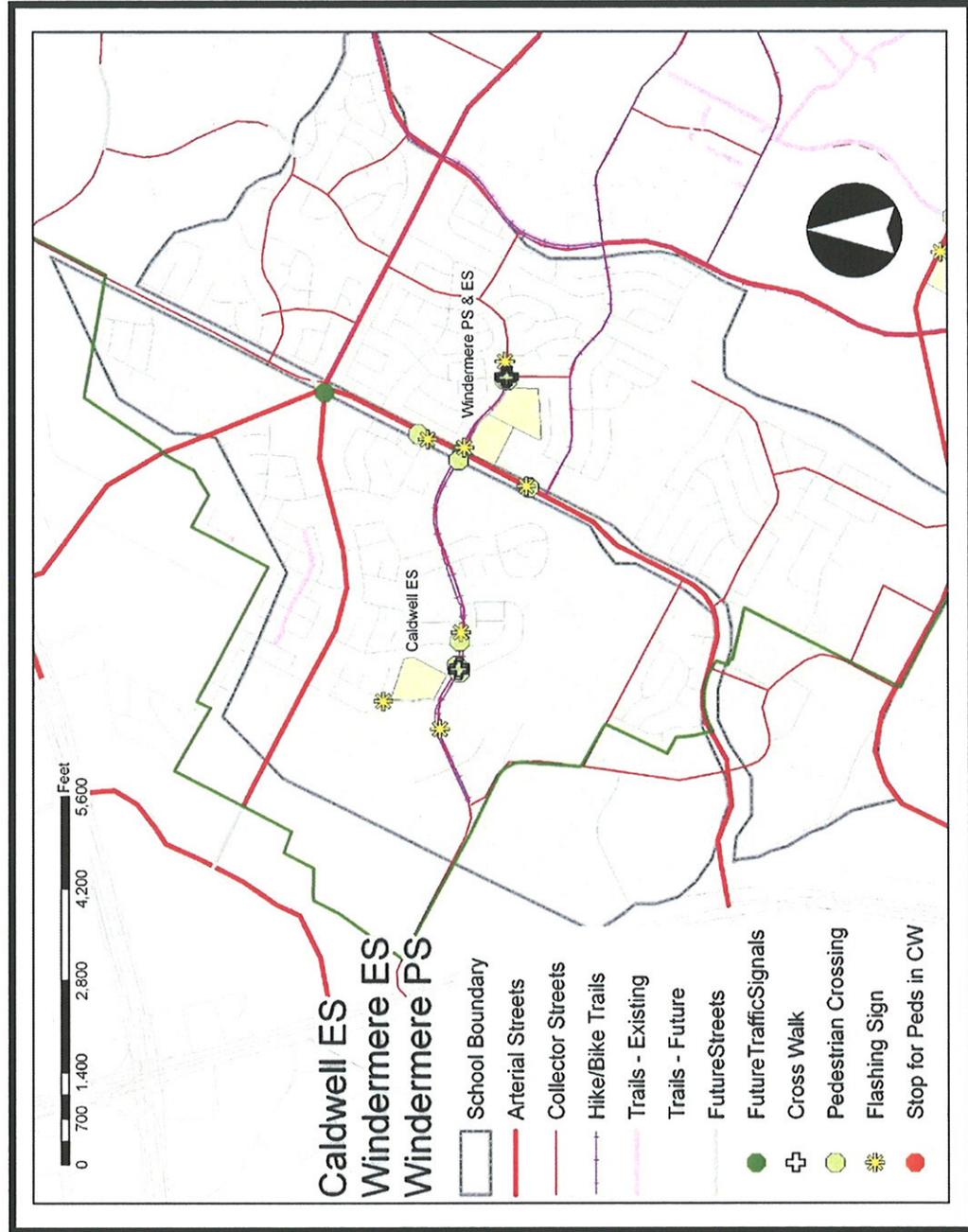
School	Traffic Stop	Traffic Other	Collision	Reckless Driving	Hazard/Debris	Other	Total
Timmerman Elem							
1/06-6/06	61	7	3	1	3		75
7/06-12/06	102	3	8		5		118
1/07-6/07	64	6	3		2		75
7/07-12/07	52	4	7		4		67
	279	20	21	1	14	0	335
Kelly Lane Middle and Murchison Elem							
1/06-6/06							0
7/06-12/06	1						1
1/07-6/07	4		1				5
7/07-12/07	9	1	1				11
	14	1	2	0	0	0	17
Pflugerville Middle and Brookhollow Elem							
1/06-6/06	12	2	2		2		18
7/06-12/06	13	3					16
1/07-6/07	17		3		1		21
7/07-12/07	16	1			2		19
	58	6	5	0	5	0	74
Highland Park Elem							
1/06-6/06	1						1
7/06-12/06	13	1					14
1/07-6/07	11		3				14
7/07-12/07	23	2		1			26
	48	3	3	1	0	0	55
Caldwell Elem and Windemere Primary and Windemere Elem							
1/06-6/06							0
7/06-12/06							0
1/07-6/07	10			1			11
7/07-12/07	1						1
	11	0	0	1	0	0	12
Pflugerville Elem							

School	Traffic Stop	Traffic Other	Collision	Reckless Driving	Hazard/Debris	Other	Total
1/06-6/06							
7/06-12/06	15	1	1	2	1		20
1/07-6/07	9			2		1	11
7/07-12/07	11		2				13
	6		1				7
Pflugerville Middle and Springbook Elem	41	1	4	4	1	1	51
1/06-6/06							
7/06-12/06	99	2	9	5	12		127
1/07-6/07	117	2	11	5	5		140
7/07-12/07	82	5	6	3	3		99
	111	2	16	3	5		137
	409	11	42	16	25	0	503

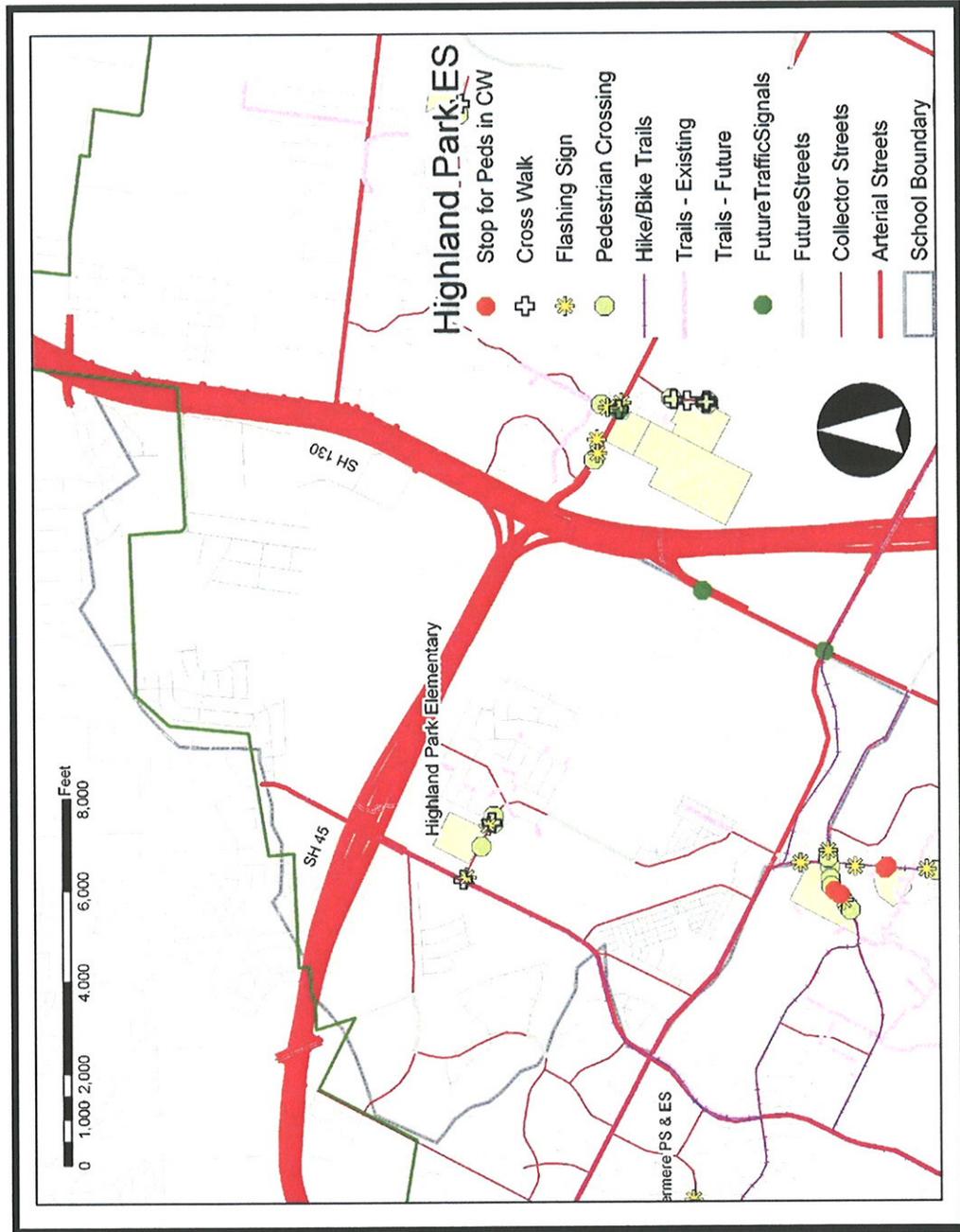
Map 4 Brookhollow ES & Park Crest MS Area



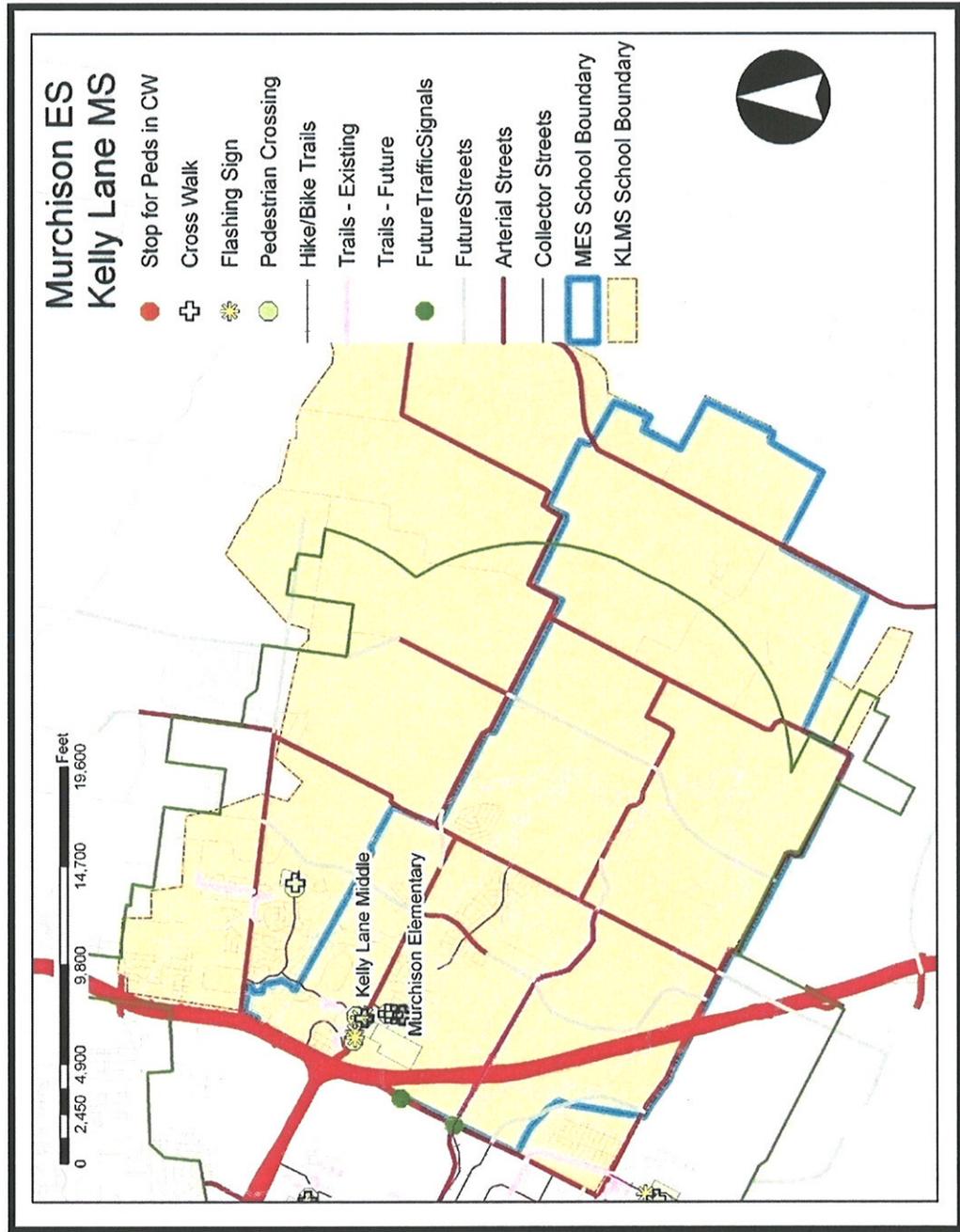
Map 5 Caldwell ES and Windermere PS/ES Area

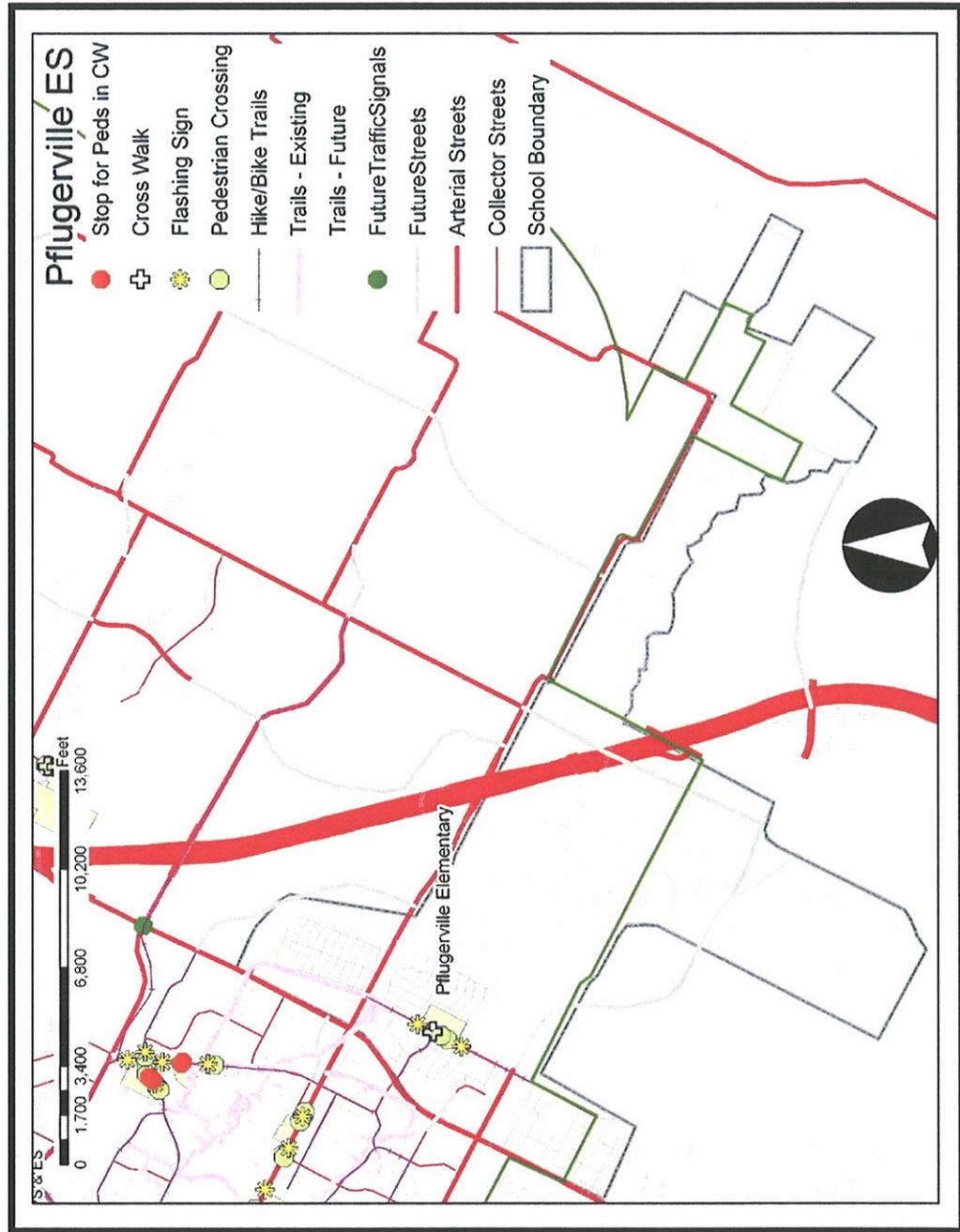


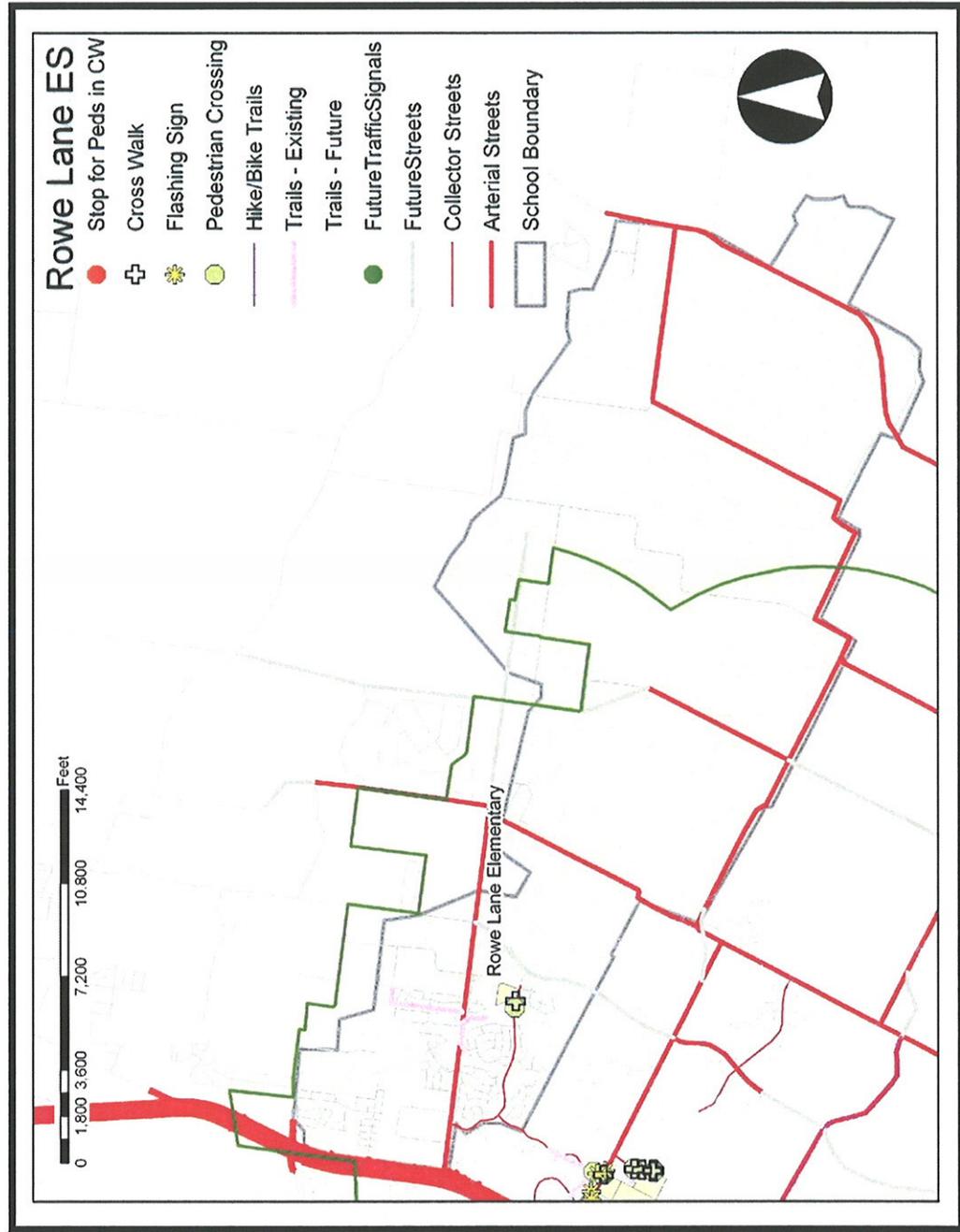
Map 6 Highland Park ES Area



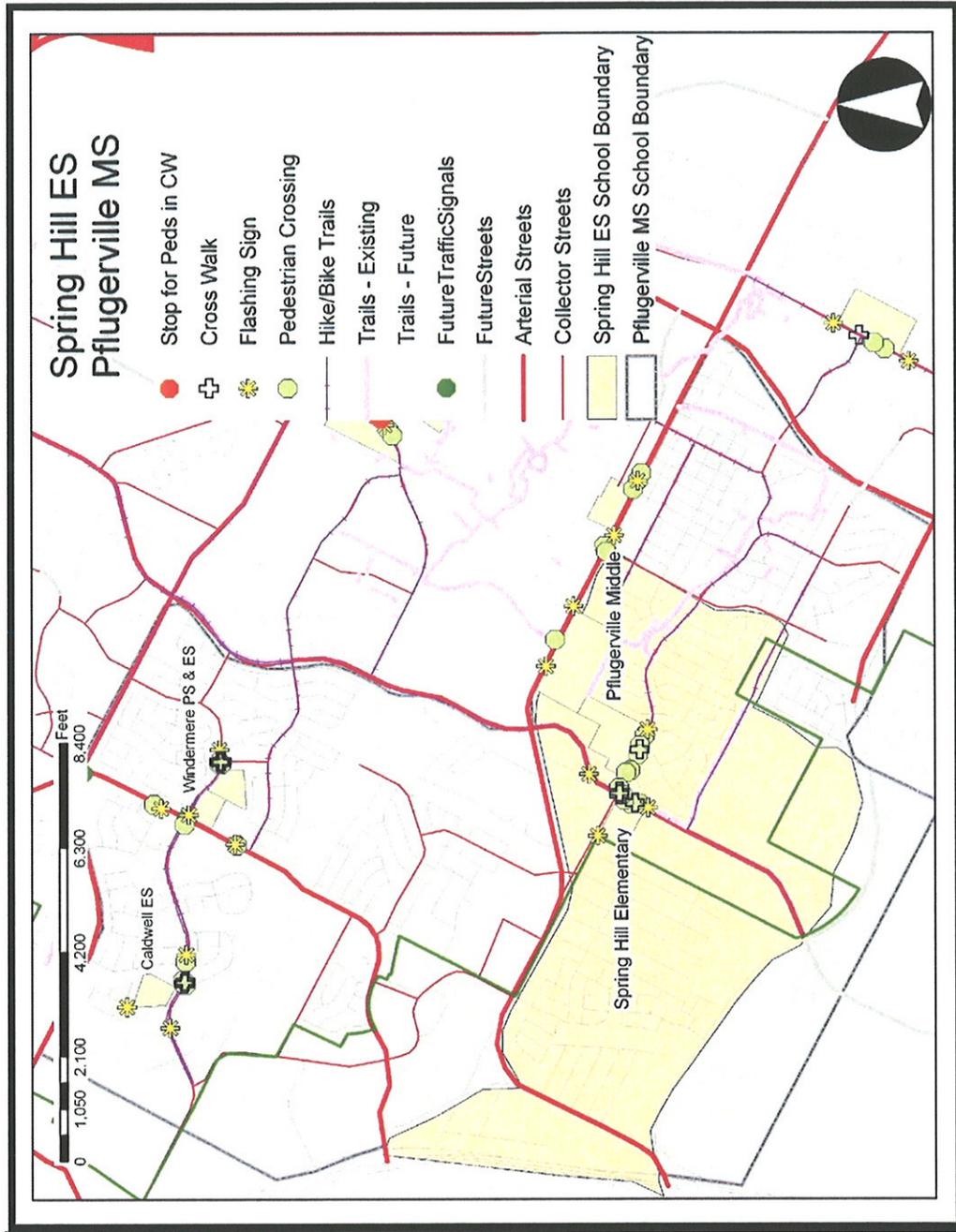
Map 7 Murchison ES & Kelly Lane MS Area

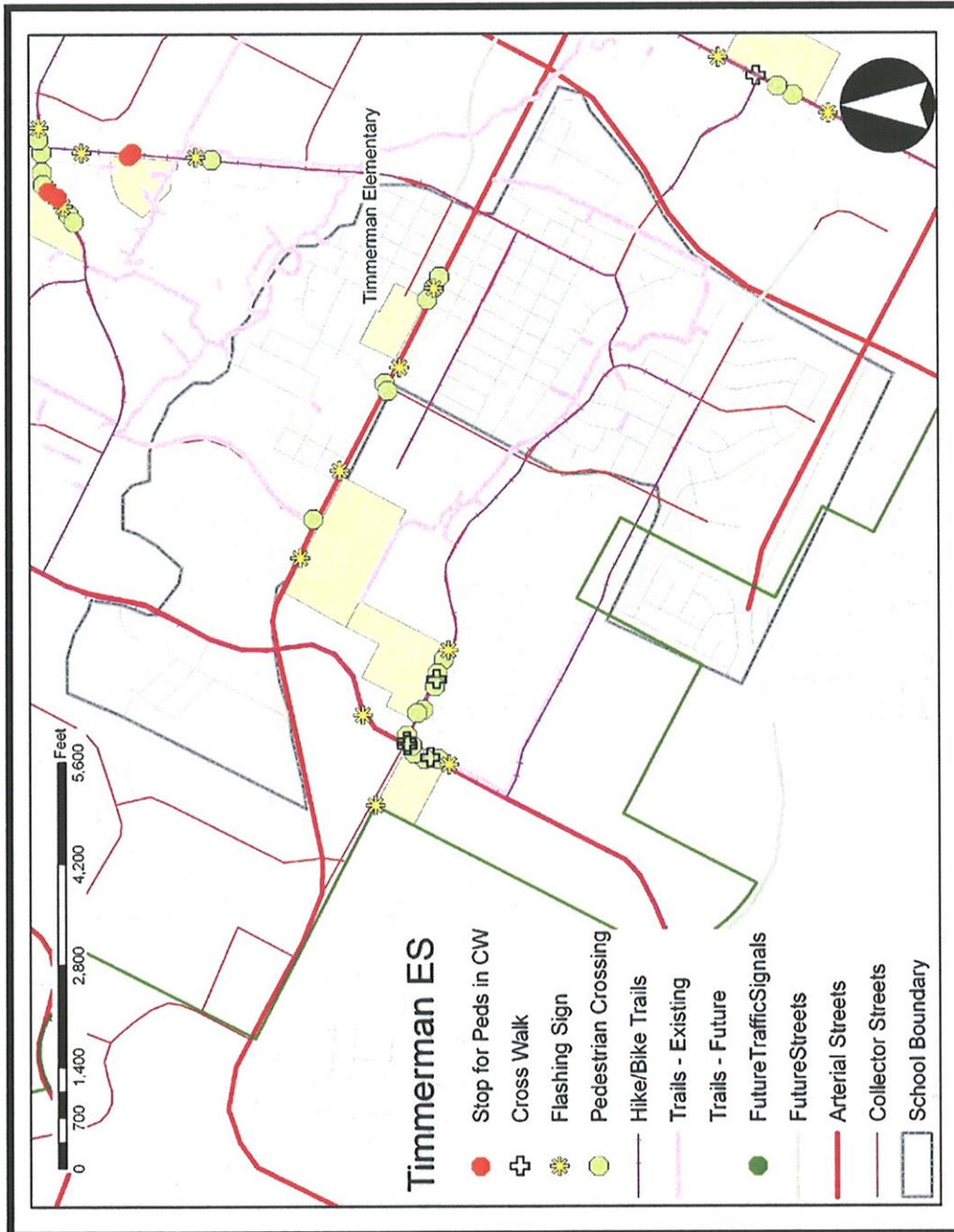






Map 10 Spring Hill ES & Pflugerville MS Area





Currently no more than 15% of the students at any of the thirteen schools in the study area use active transportation to travel to school. Table 4 shows the mode of travel used by the students at each of the schools. The data included in the table came from the student travel tallies conducted by the teachers at each school during a single week in the Spring of 2008.

Table 4 Mode of Travel by Students – data from teacher tally counts Spring 2008

SCHOOL	Walk	Bike	School Bus	Family Vehicle	Carpool	Public Trans	Other
Brookhollow ES	8%	3%	27%	57%	3%	0%	3%
Caldwell ES	7%	2%	32%	55%	2%	0%	2%
Highland Park ES						0%	
Murchison ES						0%	
Pflugerville ES	9%	2%	23%	61%	4%	0%	0%
Rowe Lane ES	5%	3%	25%	61%	5%	1%	1%
Spring Hill ES						0%	
Timmerman ES	1%	1%	33%	61%	3%	1%	0%
Windermere PS	6%	0%	30%	57%	6%	0%	2%
Windermere ES	6%	0%	30%	57%	6%	0%	2%
Kelly Lane MS	12%	3%	30%	44%	5%	0%	1%
Park Crest MS							
Pflugerville MS	23%	2%	29%	40%	5%	0%	1%

Table 5 Distance Students Live from School - data from parent surveys Spring 2008

School	< ¼ Mi.	¼ to ½ mi.	½ to 1 mi.	1 mi to 2 mi.	> 2 mi.	Don't know
Brookhollow ES	15%	21%	20%	29%	14%	2%
Caldwell ES	25%	20%	23%	18%	9%	1%
Highland Park ES	18%	20%	24%	16%	19%	2%
Murchison ES	16%	22%	18%	23%	17%	3%
Pflugerville ES	29%	22%	16%	23%	7%	1%
Rowe Lane ES	8%	16%	29%	22%	21%	1%
Spring Hill ES	18%	26%	26%	16%	6%	2%

<b>Timmerman ES</b>	12%	16%	29%	22%	15%	4%
<b>Windermere PS and ES</b>	16%	20%	27%	20%	9%	5%
<b>Kelly Lane MS</b>	9%	8%	14%	28%	34%	5%
<b>Park Crest MS</b>	no data	<b>no data</b>				
<b>Pflugerville MS</b>	5%	14%	18%	30%	26%	3%

Table 6 School Safety Strategies Currently in Place

School	Crossing Guard(s)	ISD supervision at drop and pick times	staff at pick	Neighborhood Watch Program for area near school	School dismissal plan for all modes of travel, including walking and biking
<b>Brookhollow ES</b>	X	X		X	X
<b>Caldwell ES</b>	X	X		X	X
<b>Highland Park ES</b>	X	X		X	X
<b>Murchison ES</b>	X	X		X	X
<b>Pflugerville ES</b>	X	X		X	X
<b>Rowe Lane ES</b>	X	X		X	X
<b>Spring Hill ES</b>	X	X		X	X
<b>Timmerman ES</b>	X	X		X	X
<b>Windermere PS and ES</b>	X	X		X	X
<b>Kelly Lane MS</b>	X	X		X	X
<b>Park Crest MS</b>	X	X		X	X
<b>Pflugerville MS</b>	X	X		X	X

## **Barriers to Active Transportation**

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The City of Pflugerville has experienced rapid growth in recent decades, and currently faces many of the challenges that accompany the inclusion of neighborhoods that were already constructed at the time of annexation and, therefore, were not built to the same standards as those neighborhoods constructed under the City of Pflugerville's planning and zoning ordinances. The City of Pflugerville has a well-developed system of hike and bike trails that are buffered from automobile traffic. These trails not only run through linear parks along creeks, but also run along most arterials where they are buffered by large swaths of linear green space (see cover photo). However, most of the areas of the City that were developed before coming under the City of Pflugerville's transportation and land use regulations do not have these amenities, and the City is struggling to retrofit those areas to address the needs of pedestrians and bicyclists. In addition, most of Olde Towne Pflugerville which is the oldest part of the city does not have sidewalks.

Subdivisions that were built since the 1980s (when they were not part of the City's jurisdiction) tend to have sidewalks within the subdivisions, but sidewalks along the collector streets within the subdivisions often do not connect to sidewalks along the connecting arterials. In addition, the subdivisions are often surrounded by a fence or wall funneling all access to a few points. Some older subdivisions were also built with sidewalks only on one side of the street. This lack of a connected network of sidewalks constitutes a major barrier to students walking and/or biking to school.

The following policy initiative is included in the City's Comprehensive Plan relative to providing bicycle and walking routes within the city:

### ***Policy Initiative #3 – Bicycle and Pedestrian Crossing Safety and Visibility***

#### ***Policy Statement***

*Intersections that are safe for cars, bicycles and pedestrians will enhance the livability of Pflugerville and improve mobility for all citizens.*

#### ***Actions***

- 1. Intersections that attract bicycle and pedestrian traffic should be evaluated for their safety. In particular, sight distances should be adequate to ensure visibility for cyclists and automobile drivers. Where necessary, design elements such as striping, signage and other means of marking crosswalks should be used.*
- 2. Design standards for future intersections to insure the continued safety of pedestrians and cyclists should be implemented. These can be incorporated as part of Policy Initiative #4: Roadway Design Standards.*

3. *The implementation of safer intersections should be consistent with Policy Initiative #1: Bicycle Routes and Policy Initiative #2: Traffic Calming.*

**Guidance**

*Pavement texture and coloring may be an attractive way to improve intersection safety in the community. In addition, there are other innovative means for creating safe intersection designs that enhance pedestrian/cyclist visibility. For particularly dangerous or heavily-traveled intersections, the City of Pflugerville may consider advanced solutions such as: medians or pedestrian islands for roads wider than 75 feet; enlarged or flared sidewalks that decrease the distance pedestrians must travel across an intersection; and increased length of crossing signals.*

The City is in the process of implementing this policy initiative, but will now give a higher priority to those areas that will reduce barriers to active transportation by students traveling to or from schools. The roadway design standards referenced in the policy statement above are included in the attachments at the end of this document.

Rapid growth has also had a negative impact on many elements of the City's transportation system. Many of the City's collector roadways which were intended to serve neighborhoods and provide for traffic volumes and vehicle speeds appropriate to rural the adjacent land uses are now being over used. Because the city's arterial street system is not yet complete, some neighborhood collectors tend to carry volumes and have vehicle speeds more appropriate for arterial streets, resulting in negative impacts on the adjacent neighborhoods. Also, some arterials that were originally designed and built to accommodate rural traffic levels are now used beyond design capacity by multiple subdivisions with growing populations. This increase in traffic volume and speed has a negative impact on the students who walk or bike along these streets or forced to cross these arterials to get to school. For this reason, some streets that are designated as collector, or even neighborhood streets, have been included in the list of barriers to active transportation in this section.

The following is a map of the expansion of the City of Pflugerville since its rapid development as a suburban community beginning in the 1960s. The green areas of the map show the sections of the City that have been annexed since 2000, and clearly show the growth of the City to the east into previously rural areas.





It is State policy to bus students that live more than two miles from the school. However, schools may apply for a transportation supplement to bus students living within two miles of the campus if they, “would be subject to hazardous traffic conditions if they walked to school...A hazardous condition exists where no walkway is provided and students must walk along or cross a freeway or expressway, and underpass, an overpass or a bridge, and uncontrolled major traffic artery, and industrial or commercial area, or another comparable condition.”

The state law does not provide further guidance. In an effort to standardize the process of determining hazardous routes that qualify for increased state funding, Pflugerville ISD uses an Evaluation of Hazardous Area Transportation matrix (see Supporting Document C) that is used by several Texas school districts. Any process used to determine hazards must be approved by the school district Board and the Texas Education Agency.

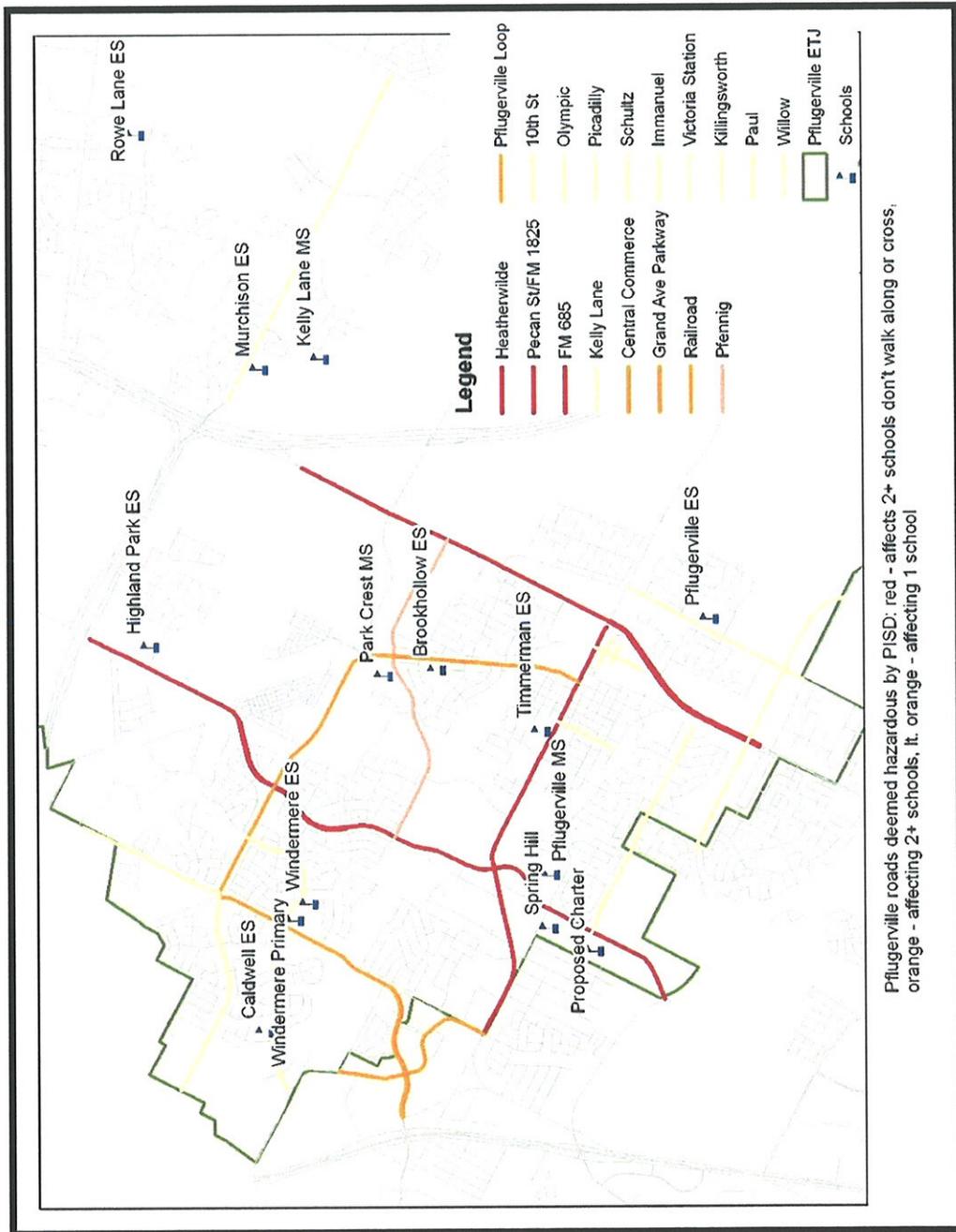
There are several streets in Pflugerville that are deemed hazardous by Pflugerville ISD and the school district has determined that students who must walk along, or cross, these streets are eligible for hazard busing. There are eight streets that are considered hazardous for students from two or more schools to cross or walk along: Heatherwilde, FM 685, and Pecan (FM 1825), Pfennig, Railroad, Grand Avenue Parkway, Central Commerce, and Pflugerville Loop. Ten other streets are considered hazardous for students at only one school: Victoria Station, Kelly Lane, Immanuel, Killingsworth Blvd., 10<sup>th</sup> St, Picadilly Avenue, Schultz Avenue, Old Pflugerville Loop, Paul Street, Willow Street, and Olympic Blvd. Map 14 below shows the middle and elementary schools and the hazardous streets described above. Table 7 shows which streets affect students attending which schools.

Since the implementation of any of the strategies developed in this plan could necessitate a re-evaluation for the need to bus students who live under 2 miles from their school, research was done to determine whether other school districts in the country might have a better process for determining hazardous travel routes for students using active transportation. The committee considered the research and made a recommendation to PISD that it consider adopting the model currently used by the Phoenix, Arizona public schools. Both the current PISD form for determining hazardous routes and the Phoenix form are included in the supporting documents to this plan.

Table 7 Hazardous Streets (identified by PISD) and the Schools affected

Streets affecting students from two or more schools where it is considered hazardous to walk along and/or to cross		
	Arterial	Collector
Heatherwilde Blvd.	√	Pflugerville MS, Park Crest MS, Brookhollow ES, Timmerman ES
FM 685	√	Brookhollow ES, Murchison ES, Park Crest MS
Pecan (FM 1825)	√	Pflugerville ES, Timmerman ES, Park Crest MS, Pflugerville MS
Pfennig Lane		√ Brookhollow ES, Park Crest MS
Railroad Street		√ Brookhollow ES, Park Crest MS
Grand Avenue Parkway	√	Caldwell ES, Windermere ES & PS
Central Commerce Avenue		√ Caldwell ES, Windermere ES & PS
Pflugerville Loop/Pflugerville Pkwy	√	Brookhollow ES, Windermere ES & PS, Park Crest MS
Streets affecting students from one school where it is considered hazardous to walk along and/or to cross		
Victoria Station	√	Caldwell ES
Kelly Lane	√	Murchison ES
Immanuel		√ Pflugerville ES
Killingsworth	√	Pflugerville ES
10 <sup>th</sup> St		√ Timmerman ES
Picadilly		√ Windermere ES & PS
Schultz		√ Windermere ES & PS
Old Pflugerville Loop		√ Windermere ES & PS
Paul		√ Park Crest MS
Willow		√ Park Crest MS
Olympic		√ Timmerman ES

Map 14 Hazardous Routes as defined by PISD



Through extensive research that included surveys and interviews with parents, students, school crossing guards, school administrators, the PISD safety and security coordinator, the Pflugerville Police Chief, the Pflugerville planning staff, and others – the following list of possible barriers was identified for each school, and used to evaluate areas of need in the vicinity of each school.

- Significant traffic crashes within 2 miles of school over the last 3 years
- Missing or insufficient walkways (sidewalks and paths)
- No safe place to ride a bike to school
- Crossing streets and intersections are difficult or dangerous
- Fire and other emergency stations at or near student crossing points
- Walkways are not accessible to students with disabilities
- Bike parking at school is missing, insufficient or non-secure
- Dangerous driving and speeding on streets students must walk along or cross
- Drop-off and pick-up process creates congestion and unsafe behaviors
- Public safety concerns, e. g. crime, sex offenders in area, adults loitering in area, etc.
- High school (novice drivers) in the area
- Presence of heavy duty vehicles with longer stopping distances
- Multiple crossing guards needed to manage crossings
- Intersection poorly designed for ped/bike crossing
- Students out of sight of adult supervision in tunnels or other secluded areas
- High water crossings
- Lack of alternative transportation in inclement weather
- Students having to walk alone
- Parents believe that the distance from home to school is too far for young children to walk or bike
- Security or crime problems along the route to school, as perceived by parents
- Students traveling to activities other than home after school at a distance to great to walk or bike

Based on the barriers to active transportation identified by the committee, the Pflugerville Safe Routes to School team identified a variety of evaluation criteria to use in identifying trouble spots beyond what's been identified by PISD. Several of the schools are in close proximity to one another, therefore those schools are included together in the evaluation matrix. The schools clustered together are: Caldwell Elementary (CWES), Windermere Elementary (WES) and Windermere Primary (WPS); Spring Hill Elementary (SHES) and Pflugerville Middle (PMS); Brookhollow Elementary (BES) and Park Crest Middle (PCMS); and Murchison Elementary (MES) and Kelly Lane Middle (KLMS). The schools evaluated separately are: Highland Park Elementary

(HPES), Pflugerville Elementary (PES), Timmerman Elementary (TES), and Rowe Lane Elementary (RLES).

Using the team’s evaluation criteria and the PISD hazard list a preliminary priority list and examples are shown in Table 8.

Table 8 Prioritized Problems and Examples of each

Priority	Street	Example
<p><b>Level 1. Dangerous Intersections in need of signalization where students must cross major arterials</b></p>	<p>Kelly Lane at Kennemer Drive (signal is flashing light only)</p>	
<p><b>Level 1 Lack of Sidewalks along arterial that students must travel to get to school</b></p>	<p>Kelly Lane</p>	

**Level 1**  
**Incomplete**  
**Hike and Bike**  
**Trail forcing**  
**students to**  
**walk in street**  
**along major**  
**arterial**

Heatherwilde Blvd  
needs completion of  
hike/bike trail and 4-  
laning from Wilde  
Basin to SH 45  
Service Road



**Level 1**  
**Lack of**  
**sidewalks**  
**and/or**  
**crosswalks at**  
**major**  
**intersections**

Intersection of  
Heatherwilde Blvd  
and Pecan Street –  
sidewalks on  
Heatherwilde do not  
extend to Pecan and  
there are no ped  
crosswalks marked  
therefore students  
have to walk into the  
street to cross Pecan.  
They also have to  
cross an open ditch  
to activate the ped  
traffic signal



**Level 1**  
**Incomplete**  
**sidewalk**  
**system near**  
**schools**

Pecan (FM 1825)



**Level 1**  
**No school crossing signage or sidewalks for students exiting residential development onto heavily trafficked collector**

Olympic @ Broken Feather – improve crossing safety for students leaving mobile home neighborhood and crossing Olympic



**Level 2**  
**Sidewalks directly about major arterial with no crosswalks where students have to cross side streets**

Railroad Street sidewalks and crossings



**Level 2**  
**Security issues where students have to travel out of sight of adult supervision and/or in poorly lighted areas**

Railroad Street bike and pedestrian tunnel



**Level 2  
Traffic poorly  
managed at  
intersections  
near schools**

Grand Avenue  
Parkway at Picadilly –  
four way stop does  
not meter traffic in  
front of schools  
located at the corner  
of Grand Avenue and  
Picadilly  
**\*ACCOMPLISHED\***



**Level 2  
Bicylists and  
pedestrians  
forced to  
travel in  
street without  
shoulders**

Pflugerville Parkway  
– need to complete  
hike and bike trail as  
part of 4 laning  
project



**Level 2  
School  
parking lot  
opens directly  
into  
intersection**

Immanuel Lane  
intersection at  
Pflugerville ES  
driveway – need to  
redesign intersection  
on school side to  
channelize vehicle  
traffic and provide  
safe crossing for  
students



## **Outreach and Publicity Strategy**

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The SRTS outreach and publicity strategy was developed to let the parents, students and general public know about the SRTS program and its efforts to create Safe Routes to Schools for elementary and middle school students who live within two miles of their respective schools. The outreach and publicity strategy has two focus areas.

The first focus area is the education of the general public about the SRTS program, and about the need to be aware of the need for improved safety awareness at times and places where students are walking or biking to school. Our strategies for this focus area are:

- Distribute press releases to the local newspapers;
- Improve signage on streets where children are likely to use as a route to school;
- Provide informational flyers home to parents; and
- Establish a part of the ISD website where parents can provide information about safety concerns along their students' routes to school.

The second focus is the education of students about using active transportation to travel to and from school. The Pflugerville Police Department conducted its annual Bike Safety Rodeo for children in the Spring of 2008 with over 300 participants. At the rodeo, children were given information on bike safety and assisted in the registration of their bikes. There were lots of activities for the children to stimulate interest in bike riding. In addition, each school participating in the plan will provide health and safety instruction relative to the benefits and the safe conduct of walking and biking. Lastly, walking and biking activities and information flyers will become part of each school's annual events.

## Creating Solutions

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The SRTS Committee has established the following goals for the SRTS program.

### Goals

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The goals of our SRTS program are:

- Improve the health and safety of our students through the increased use of active transportation
- Improve the safety of the environment through which students must travel to reach school when using active transportation
- Reduce the number of students traveling to school in private automobiles
- Design all new roadways and major roadway improvements to safely and efficiently accommodate all modes of travel, from pedestrians to bicyclists to motorists
- Improve siting of future schools relative to both the existing transportation system and anticipated growth in the transportation system over time

### Strategies

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In alignment with the National Safe Routes to School Program, we have identified strategies to meet these goals that involve the 5 E's - Engineering, Education, Enforcement, Encouragement, and Evaluation.

#### *Engineering Strategies*

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1. Install traffic calming infrastructure to encourage motorists to slow down
2. Install traffic management equipment and measures to manage volumes and routes of traffic near schools and intersections where students must cross major streets
3. Evaluate pedestrian Level of Service of signalized intersections on PISD hazard routes – develop criteria for signalized intersections in Pflugerville
4. Continue to expand the Hike and Bike Trails system

5. Create a continuous system of sidewalks and/or Hike and Bike Trails for students to travel
6. Review City standards for streets near schools to accommodate all modes of travel, from pedestrians to bicyclists to motorists
7. Coordinate with PISD regarding the siting of future schools to reduce access problems over time
8. Install infrastructure to manage pedestrian traffic near schools to encourage students to cross streets at the safest locations
9. Install state-of-the-art signage for school zones and school crossings
10. Upgrade older pedestrian facilities to make them ADA compliant
11. Add auto facilities to reduce auto traffic near schools
12. Add pedestrian facilities to connect neighborhoods so that students do not have to walk along arterials
13. Redesign school driveways and exits onto public streets to better manage auto and pedestrian traffic

#### *Education strategies*

1. Support the City of Pflugerville Police Department's annual Bike Rodeo
2. Provide educational materials about walking and biking and the SRTS Program
3. Provide speakers and informational materials to parent-teacher organizations and other civic organizations on the SRTS program
4. Provide teachers and principals with lessons plans that include walking and biking health and safety information
5. Support SRTS Committees at each school

#### *Encouragement Strategies*

1. Promote a Walking School Bus Program

2. Promote a Bike Train Program
3. Promote Safe Routes to School in the community
4. Promote Neighborhood Watch programs that focus on the hours when children are traveling to and from school

*Enforcement Strategies*

1. Increase traffic law enforcement during school hours
2. Avoid unsafe conditions near schools as Pflugerville builds out (residential and commercial building)
3. Avoid unsafe conditions at future schools

*Evaluation Strategies*

1. Track the number of tickets issued near schools
2. Track the number of auto accidents near schools
3. Measure parent/guardian perception of safety
4. Meet bi-annually with the SRTS committee to review data and update the action plan

## The Action Plan

The Safe Routes to School team is committed to realizing our vision for a safe, enjoyable, and accessible walking and bicycling environment for our students. We will utilize the following Action Plan to keep our efforts focused and on track:

Table 9 Action Plan

### *Action Plan Education Strategies*

<b>Strategy</b>	<b>Action Item</b>	<b>Who's Responsible</b>	<b>Schools Impacted</b>
<b>Support the Annual Bike Rodeo</b>	PISD and each School SRTS Committee will promote Bike Rodeo Attendance through reward system	Randy Reese, PISD Safety Asst. Sup. For Community Relations and Partnerships	<b>All Schools</b>
<b>Provide educational materials on the SRTS program</b>	a) Set up interviews with local media regarding the benefits of the SRTS Program b) Include insert in local utility bill regarding SRTS c) Take out ad space in the Pflugerville Pflag and Community Impact re: SRTS d) Create PSA for public access channel	Lori Paul, City of Pflugerville	<b>All Schools</b>
<b>Speakers bureau</b>	Create a list of speakers and make available for school and public meetings	Jeff Coleman, Mayor	<b>All Schools</b>
<b>Provide lesson plans for teachers</b>	<b>Create flyer for teachers giving details of where lessons plans can be located on line</b>	<b>Randy Reese, PISD Safety Asst. Sup. For Community Relations and Partnerships</b>	<b>All Schools</b>

*Action Plan Enforcement Strategies*

Strategy	Action Item	Who's Responsible	Schools Impacted
<b>Increase police presence near schools</b>	Increase traffic enforcement presence where SRTS committee and/or PISD identifies need	Chief Hooker, Pflugerville Police Department	<b>All Schools</b>
<b>Avoid unsafe conditions as Pflugerville builds out (residential and commercial building)</b>	Work with developers (PfCONA) to avoid conditions that make walking and biking unsafe for students	Jeff Coleman, Trey Fletcher, PfCONA (?)	<b>New Schools</b>
<b>Avoid unsafe conditions at future schools</b>	<b>Create guidelines for the siting of future schools – coordinating with the City and the ISD</b>	<b>Randy Reese, Trey Fletcher, TxDOT, PfCONA</b>	<b>New Schools</b>

*Action Plan Encouragement Strategies*

Strategy	Action Item	Who's Responsible	Schools Impacted
<b>Promote Walking Bus Program</b>	Prepare slide show for SRTS committees, principals, and Parent-Teacher Orgs on Walking Bus Program for speaker's bureau and others to use	SRTS Committee and Mayor	<b>All Schools</b>
<b>Promote a Bike Train Program</b>	Prepare slide show for SRTS committees, principals, and Parent-Teacher Orgs on Bike Train Program for speaker's bureau and others to use	SRTS Committee and Mayor	<b>All Schools</b>
<b>Publicize SRTS in the Community</b>	Distribute SRTS information to media outlets and place brochures in businesses	Business Rep and Lori Paul	<b>All Schools</b>

Strategy	Action Item	Who's Responsible	Schools Impacted
<b>Promote Neighborhood Watch programs focusing on hours when students are traveling to/from school</b>	Meet with neighborhood watch groups and present slide show and ask for their assistance during school hours	Chief Hooker, Pflugerville Police Department	<b>All Schools</b>
<b>Support SRTS committees at each school</b>	<b>SRTS Programs will become part of the responsibility of the Safety Committees at each school</b>	<b>Jo Moss, Facilities and Support Services, Pflugerville ISD</b>	<b>All Schools</b>

*Action Plan Enforcement Strategies*

Strategy	Action Item	Who's Responsible	Schools Impacted
<b>Track # of tickets issued near schools</b>	Collect data from PD database	Chief Hooker, Pflugerville Police Department	
<b>Track # of auto accidents near schools</b>	Collect data from PD database	Chief Hooker, Pflugerville Police Department	
<b>Reevaluate Hazardous Routes using standardized data collection</b>	Using data collection form developed by the City of Phoenix, AZ (see Supporting Document E) reevaluate hazardous routes	City of Pflugerville	
<b>Measure parent perception of safety</b>	Survey parents	Pflugerville ISD	
<b>Review data and evaluate progress then amend action plan</b>	<b>SRTS committee will gather all data and meet semiannually to review</b>	<b>Jeff Coleman, Mayor</b>	

## Action Plan Engineering Strategies

The following engineering strategies are divided by school. Implementation of all engineering strategies is the responsibility of the City of Pflugerville. Where school property is involved in a specific engineering strategy, PISD will partner with the city providing land and other resources as appropriate.

Strategies for All Schools	Location	Action
<b>Create a continuous system of sidewalks and/or Hike and Bike Trails for students to travel</b>	All areas within the City Limits and ETJ of the City of Pflugerville	Conduct Sidewalk Inventory to develop a plan for filling in gaps and adding sidewalks in neighborhoods where appropriate
<b>Review City standards for streets near schools to accommodate all modes of travel, from pedestrians to bicyclists to motorists</b>	All areas within the City Limits and ETJ of the City of Pflugerville	Conduct a review of city documents to determine where pedestrian easements are located and make certain that they have not been fenced in and are open for use by students
<b>Install traffic calming infrastructure to encourage motorists to slow down</b>	All areas within the City Limits and ETJ of the City of Pflugerville	Upgrade all school crosswalks and crosswalk signage to best practices standards
<b>Evaluate pedestrian LOS of signalized intersections on PISD hazard routes – develop criteria for signalized intersections in Pflugerville</b>	All areas within the City Limits and ETJ of the City of Pflugerville	Develop a standardized criteria for signalizing intersections based on potential pedestrian use
<b>Upgrade older pedestrian facilities to make them ADA compliant</b>	All areas within the City Limits and ETJ of the City of Pflugerville	Make all school crosswalks ADA compliant
<b>Coordinate with PISD regarding the siting of future schools to reduce access problems over time</b>	All areas within the City Limits and ETJ of the City of Pflugerville	Establish procedure for ISD consultation with the City prior to determining location and site design of all school to be built in the future to ensure the best possible SRTS for the students

Strategies for Park Crest MS and Brookhollow ES	Location	Action
<b>Install traffic calming infrastructure to encourage motorists to slow down</b>	Pfennig Lane @ Spoonmore	Upgrade crosswalk and move the western side of the intersection
<b>Install infrastructure to manage pedestrian traffic near schools to encourage students to cross streets at the safest locations</b>	Park Crest Middle School grounds	Fence property line to control access to property at designated crosswalks
<b>Install traffic management equipment and measures to manage volumes and routes of traffic near schools and intersections where students must cross major streets</b>	Pfennig Lane @ Black Locust	Conduct a Warrant Study to determine if signal with pedestrian timing is appropriate
<b>Install infrastructure to manage pedestrian traffic near schools to encourage students to cross streets at the safest locations</b>	Tunnel under Railroad Avenue	Conduct study to determine whether tunnel should be closed or entrance redesigned on the school side of RR to allow for line of sight into tunnel from the school yard
<b>Install traffic management equipment and measures to manage volumes and routes of traffic near schools and intersections where students must cross major streets</b>	Railroad Avenue @ Applewood Drive	Conduct a study to determine whether adding a traffic signal with ped timing will facilitate ped/bike access to the schools

Strategies for Murchison ES and Kelly Lane MS	Location	Action
<p><b>Install traffic calming infrastructure to encourage motorists to slow down</b></p> <p><b>Install infrastructure to manage pedestrian traffic near schools to encourage students to cross streets at the safest locations</b></p>	Kennemar @ Dunnes	Add crosswalk on south side of intersection to allow students to cross Kennemar prior to Kelly Lane
<p><b>Add facilities to reduce auto traffic near schools</b></p>	Between Kelly Lane and Pfluger Lane	Add access street to reroute traffic from the high school to reduce traffic near Murchison and Kelly Lane schools
<p><b>Install traffic management equipment and measures to manage volumes and routes of traffic near schools and intersections where students must cross major streets</b></p>	Kelly Lane @ Hidden Lake Drive and/or @ Vilamora	Conduct a study to determine if a signal should be added with pedestrian timing
<p><b>Create a continuous system of sidewalks and/or Hike and Bike Trails for students to travel</b></p> <p><b>Install marked crosswalks for all arterials and collectors within one mile of a school</b></p>	Kelly Lane @ Hidden Lake Drive and/or @ Vilamora	If signals are added, then sidewalks should be completed and crosswalks added at these intersections
<p><b>Continue to expand the Hike and Bike Trails system</b></p>	Kelly Lane – from Falcon Point Blvd to Hidden Lake Drive	Complete Hike and Bike Trail on south side of Kelly Lane
<p><b>Install traffic calming infrastructure to encourage motorists to slow down</b></p>	Falcon Point Blvd @ Kelly Lane	Add crosswalks
<p><b>Install traffic calming infrastructure to encourage motorists to slow down</b></p>	Hidden Lake Drive @ Kelly Lane	Add crosswalk

Strategies for Murchison ES and Kelly Lane MS	Location	Action
<b>Add pedestrian facilities to connect neighborhoods so that student do not have to walk along arterials</b>	Option Avenue to Talamore Road	Add pedestrian connection to allow students to walk to school without having to use either FM 685 or Rowe Lane which are both high traffic roadways without sidewalks
<b>Continue to expand the Hike and Bike Trails system</b>	Kelly Lane from Kennemar to Weiss Lane	Complete Hike and Bike Trail
<b>Add pedestrian facilities to connect neighborhoods so that students do not have to walk along arterials</b>	Between Derby Day Avenue and Rowe Loop	Purchase Pedestrian easement and create ped/bike trail

Strategies for Pflugerville MS and Spring Hill ES	Location	Action
<b>Install traffic management equipment and measures to manage volumes and routes of traffic near schools and intersections where students must cross major streets</b>  <b>Create a continuous system of sidewalks and/or Hike and Bike Trails for students to travel</b>	Heatherwilde @ Pecan	<ol style="list-style-type: none"> <li>1) Add crosswalk striping on Heatherwilde on both north and south sides of the intersection</li> <li>2) Add crosswalk on Pecan on East side of the intersection</li> <li>3) Move the pedestrian activated signal to east side of the intersection</li> <li>4) Connect sidewalks on Heatherwilde to intersection</li> <li>5) Conduct Traffic System Management Study to improve operations allowing for significant ped traffic, esp. during school zone hours</li> </ol>
<b>Install traffic management equipment and measures to manage volumes and routes of traffic near schools and intersections where students must cross major streets</b>	Heatherwilde @ Settlers Valley	Conduct a Warrant Study to determine if signal with pedestrian timing is appropriate

Strategies for Pflugerville MS and Spring Hill ES	Location	Action
<p><b>Create a continuous system of sidewalks and/or Hike and Bike Trails for students to travel</b></p> <p><b>Install traffic calming infrastructure to encourage motorists to slow down</b></p>	Olympic Drive @ Broken Feather Trail	<p>1) Add crosswalk on west side of intersection</p> <p>2) Add sidewalk on public property on trail park side of Olympic Drive</p>

Strategies for Windermere PS and Windermere ES	Location	Action
<p><b>Install traffic management equipment and measures to manage volumes and routes of traffic near schools and intersections where students must cross major streets</b></p>	Picadilly Avenue @ Bishop's Gate	Conduct a Warrant Study to determine if signal with pedestrian timing is appropriate
<p><b>Redesign school driveways and exits onto public streets to better manage auto and pedestrian traffic</b></p>	School driveways	Make school driveway exits onto Picadilly Avenue Right Turns only
<p><b>Redesign school driveways and exits onto public streets to better manage auto and pedestrian traffic</b></p>	Alley way next to School @ Picadilly	Close entrance to alley way while school zones are in effect and mark sidewalk to indicate crossing traffic at alleyway

Strategies for Caldwell ES	Location	Action
<b>Create a continuous system of sidewalks and/or Hike and Bike Trails for students to travel</b>	Victoria Station between Zola Lane and Marfa Lights Trail	1) Connect sidewalks on Victoria to cross street sidewalks 2) Add crosswalks at cross streets
<b>Install traffic calming infrastructure to encourage motorists to slow down</b>		

Strategies for Pflugerville ES	Location	Action
<b>Increase visibility of school zone</b>	Immanuel Road	1) Replace signs to match those at other schools
<b>Install traffic management equipment and measures to manage volumes and routes of traffic near schools and intersections where students must cross major streets</b>	Pecan Street (FM 1825) @ Immanuel Road	2) Add pedestrian activated signal on the east side of the intersection 3) Add crosswalks on the east side of the intersection
<b>Create a continuous system of sidewalks and/or Hike and Bike Trails for students to travel</b>	Old Austin-Hutto Road continuing to Immanuel Road	Connect Hike and Bike Trail to Sidewalks along east side of Immanuel
<b>Create a continuous system of sidewalks and/or Hike and Bike Trails for students to travel</b>	Immanuel Road	1) Make sidewalks continuous 2) Add crosswalks at Dove Haven and Pigeon Forge
<b>Redesign school driveways and exits onto public streets to better manage auto and pedestrian traffic</b>	Immanuel Road @ Oxford Drive	Reengineer the intersection where the school driveways enter the intersection to channelize the traffic entering the school property

Strategies for Timmerman ES	Location	Action
<b>Create a continuous system of sidewalks and/or Hike and Bike Trails for students to travel</b>	Olde Town	Conduct study to determine the feasibility of adding sidewalks in Olde Towne

Strategies for Highland Park ES	Location	Action
<b>Install traffic management equipment and measures to manage volumes and routes of traffic near schools and intersections where students must cross major streets</b>	Heatherwilde Blvd @ Kingston Lacy Blvd	Conduct a Warrant Study to determine if signal with pedestrian timing is appropriate
<b>Continue to expand the Hike and Bike Trails system</b>  <b>Add facilities to reduce auto traffic near schools</b>	Heatherwilde Blvd from Wilde Basin to SH 45 Service Road	1) Complete 4 laning of Heatherwilde from Wild Basin to SR 45 Service Road 2) Complete Hike/Bike Trail along the Both sides Heatherwilde connecting to existing Hike/Bike Trail south of this section
<b>Add pedestrian facilities to connect neighborhoods so that students do not have to walk along arterials</b>	Kingston Lacey	Connect the two sections of Kingston Lacey with sidewalks
<b>Add pedestrian facilities to connect neighborhoods so that students do not have to walk along arterials</b>	New Meister Lane from Heatherwilde to Shultz Lane	Complete sidewalks on south side of the street
<b>Add pedestrian facilities to connect neighborhoods so that students do not have to walk along arterials</b>	New Meister Lane @ Heatherwilde	Connect sidewalks on New Meister to new Hike/Bike Trail on Heatherwilde

Strategies for Rowe Lane ES	Location	Action
<b>Install traffic management equipment and measures to manage volumes and routes of traffic near schools and intersections where students must cross major streets</b>	Rowe Lane @ Treyburn	Conduct a Warrant Study to determine if signal with pedestrian timing is appropriate
<b>Install traffic management equipment and measures to manage volumes and routes of traffic near schools and intersections where students must cross major streets</b>	Rowe Lane @ Winding Shore Lane	Conduct a Warrant Study to determine if signal with pedestrian timing is appropriate

## **Evaluation, Coordination, and Support Activities**

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Establishing and maintaining safe routes to schools within the City of Pflugerville will not require a one time effort, but rather it will require an ongoing process that continually monitors and evaluates the changing conditions that affect the safety of students who use active transportation to travel to and from school. To that end, a permanent Safe Routes to School Committee will be established with membership from the City of Pflugerville, the Pflugerville ISD, parents, principals, and business and civic leaders. Structurally, the SRTS Committee will continue as a sub-committee of the City of Pflugerville's Capital Improvement Committee, although it will have responsibilities beyond capital improvements. This SRTS Committee will be chaired by the Mayor of Pflugerville and will meet semi-annually to:

1. Receive public input
2. Collect and review data
3. Monitor progress of existing action plans
4. Evaluate the existing strategies
5. Identify new or unmet needs
6. Develop new strategies for meeting the identified needs
7. Establish new action items for the plan
8. Solicit funding for action items where appropriate

Each action item will have a targeted outcome that will be monitored and evaluated by the SRTS Committee. Generally, the outcome measures that will be used are listed by category below.

### **Education Outcome Measures**

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It is too early to predict what changes in transportation behavior will be caused by the current (and presumably future) rise in gasoline prices, but it stands to reason that many parents will now have more motivation to reduce the number of automobile trips made by the family. This then is what is known in education circles as a "teachable moment" – a moment when parents may be more open to learning about the ways that their children can safely use active transportation to travel to school, and a moment when those same parents may be more open to participating in the process for establishing and maintaining a Safe Routes to Schools Program. Therefore, a large part of our first efforts will involve public education, and in particular parental education on the benefits of supporting a Safe Routes to School program. The success of these efforts will be

hard to evaluate because changes in attitude are difficult to observe. Despite this fact, the SRTS program will use the following outcome measures in an attempt measure behavioral changes that occur as a result of increased knowledge and attitude changes.

1. Increase in the number of students using active transportation to travel to or from school
2. Increase in the number of parents participating in SRTS committees at their student(s) school(s)
3. Increased participation in Bike and Pedestrian safety events
4. Number of positive media articles on the SRTS program, bike and pedestrian safety, the health benefits of children using active transportation, and/or the economic benefits of parents not driving their children to school
5. Number of events that include events at the participating schools that encourage active transportation
6. Number of participants in community events sponsored by the SRTS committee, such as the annual Pflugerville Police Department's Bike Rodeo

#### Encouragement Outcome Measures

Encouragement strategies include the establishment of new programs. The outcome measures that will be used to evaluate these strategies will be:

1. The number of program support committees established
2. The number of participants in the new programs
3. The increase in the number of participants in established programs

The data on these outcome measures will be collected by the sponsoring agency, e.g. the Pflugerville ISD or the Pflugerville Police Department.

#### Enforcement Outcome Measures

Enforcement strategies involve the Pflugerville Police Department and the outcome measures will be collected by that Department. The outcome measures that will be used to evaluate these strategies will be:

1. The number of traffic accidents at the targeted intersections
2. The number of traffic accidents on streets that students use to walk to school

3. The decrease of traffic accidents within two miles of the schools during the times that students are traveling to and from school (currently, 6 to 8 am and 2 to 4 pm)
4. The number of citations issued in school zones
5. New Schools are sited in locations that make active transportation for students living within 2 miles safe and secure

#### Engineering Outcome Measures:

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The outcome measures that will be used to evaluate these strategies will be:

1. The reduction in the level of congestion
2. The decrease of traffic accidents within two miles of the schools during the times that students are traveling to and from school (currently, 6 to 8 am and 2 to 4 pm)
3. The improvement in the ease and safety of students using active transportation to cross and/or walk along the street
4. The reduction in the number of crossing guards needed
5. The improvement in air quality near the schools
6. The reduction in the number of auto trips to schools

#### Evaluation Outcome Measures:

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The outcome measures that will be used to evaluate these strategies will be:

1. Each School has a local SRTS committee that meets at least twice per semester
2. Data is collected at least annually
3. Data is analyzed semiannually
4. The Action Plan is implemented in a timely fashion
5. The Action Plan is updated at least annually
6. The SRTS Committee meets at least semiannually

#### Ongoing Support Activities

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Recommendations from the SRTS Committee will be referred to the City of Pflugerville and the Pflugerville ISD with a request for inclusion in their existing planning efforts. Specifically, recommendations will be made to the City for modification of it already existing Bicycle Plan to include the appropriate

strategies from the SRTS plan, and recommendations will be made to the Pflugerville ISD to include the appropriate strategies from the SRTS plan in its existing policies and procedures regulations.

The joint sponsorship of this plan by the City and the ISD, will make the implementation of the SRTS action plan much easier to coordinate and implement. The continued dialogue and sharing of resources between the two entities will also work to both facilitate identification solutions and avoid the creation of new problem areas for students using active transportation to travel to and from school.

## **Plan Endorsements**

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We believe that building a strong partnership between schools and the local government is fundamental to the success of a Safe Routes to School Plan.

Our Safe Routes to School Plan has been endorsed by the following representatives:

**REQUIRED: SCHOOL DISTRICT OFFICIAL**

Randy Reese, Assistant Superintendent, Community Relations and Partnerships  
Representing: Pflugerville ISD  
Phone: 512-594-0093  
Email: [Randy.Reese@PflugervilleISD.net](mailto:Randy.Reese@PflugervilleISD.net)

**REQUIRED: LOCAL GOVERNMENTAL OFFICIAL**

Jeff Coleman, Mayor, City of Pflugerville  
Representing: City of Pflugerville  
Phone: (512) 990-4363  
Email: [mayor@cityofpflugerville.com](mailto:mayor@cityofpflugerville.com)

## **Supporting Documents**

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