

Transportation

The purpose of the Transportation Element is to deliver a workable set of goals, policies, and actions that can be used to guide the future development of Pflugerville’s transportation system. The first step towards the development of these policies and goals is to define the point from which the City will proceed. This baseline or ‘existing condition’ describes the current state of the Pflugerville transportation system, characterizes the choices and decisions made by the community so far and identifies the planning and programming efforts made to date by Pflugerville and the other governmental agencies that influence transportation policy within the City of Pflugerville including the Texas Department of Transportation (TxDOT), the Capitol Area Metropolitan Planning Organization (CAMPO) and Travis & Williamson counties.

Roadway Network

The existing roadway network serves as the backbone of the transportation system for Pflugerville. All other modes of transportation are complimentary, such as the hike and bike trail system and limited transit services. The purpose of this section is to provide a brief description of the existing roadway network and how the City of Pflugerville inventories this system. A good urban and rural roadway network currently exists in Pflugerville made up of expressways/freeways, arterials, collectors, local streets and alleys.

These categories of roadways are considered functional classifications and they define the role that any particular road or street should play in serving the mobility and access needs on a roadway network as follows:

Expressways/Freeways

An expressway or freeway provides for rapid and efficient movement of large volumes of through traffic between regions and across an urban area. Typically, these facilities have multiple lanes and are divided for safety. It is not the purpose of an expressway/freeway to provide direct access to abutting property. The existing freeways in Pflugerville include:

- SH 130
- SH 45
- I-35

SH 130 and SH 45 is a bypass tollway system eventually connecting Georgetown to Seguin, Texas. Within the city limits, SH 130 parallels I-35 in a north to south direction while SH 45 provides an east to west connection at the northern end of the city. SH 45 is also a tolled facility but intended as a circulatory facility around the Austin region as an outer loop. Both facilities are controlled by the Texas Turnpike Authority (TTA) and TxDOT and are intended to relieve the Interstate’s traffic volume through the Austin-San Antonio corridor by serving as alternate routes. Frontage roads were constructed in conjunction with most of the tollways in Pflugerville; a critical exception lies between Heatherwilde Boulevard and Schultz Lane, which is a common complaint among residents. Pflugerville’s ability to provide extensive water and wastewater resources in the SH 130/45 corridor may make it the focus for high quality, commercial and employment developments in the future.

Arterials

Primary arterials move large volumes of traffic between major traffic generators and land use concentrations across the community. They also serve as connections to other urbanized areas. Providing direct access to abutting property is a secondary function of a primary arterial. Currently, roadways designated as primary arterials in Pflugerville should ultimately provide 120 feet of R-O-W and an ultimate roadway section of a 6-lane, divided facility with a 100-foot pavement width .

Secondary arterials typically serve as connections between local/collector streets and primary arterials and move large volumes of traffic over shorter distances within the community. As with primary arterials, the provision of direct access to abutting property is a secondary function. Historically, these facilities have 90 feet of ROW for an ultimate roadway section of a 4-lane, divided facility with a 70-foot pavement width. The secondary arterial roadway is the predominant use to move traffic within the corridors of the City of Pflugerville and connect with collector roadways.

The arterials within Pflugerville are:

- FM 973
- Wells Branch Parkway
- FM 1825 / Pecan Street
- Grand Avenue Pkwy. / AW Grimes
- Pflugerville Pkwy. / Jesse Bohls Road
- Kelly Ln. / Cele Road
- Rowe Lane
- Weiss Ln. / Hodde Lane
- Melber Lane
- Dessau Road
- FM 685
- Heatherwilde Boulevard
- Hidden Lakes Blvd. / Jakes Hill
- CR 138 / Gattis School
- Cameron Road

Collector Streets

Collector streets provide for the transition between the higher speeds and traffic volumes of arterials and the lower speeds and traffic volumes of local streets. Collectors typically connect residential areas, small retail centers, parks, churches, etc., with arterial streets and move traffic over shorter distances than even a secondary arterial. Historically, these facilities have had 60-70 feet of ROW and provide for an ultimate 40- to 48-foot pavement width. The following are collector streets within Pflugerville:



Recent highway construction has opened up new lands in Pflugerville for future development.



At the merger of SH 130, SH 45, and FM 685, there are new connections from Pflugerville to destinations across Central Texas.

• Wilke Ridge Lane	• Rocky Creek
• Springbrook Drive	• Applewood Drive
• Regis Drive	• Settlers Valley Drive
• Betterman Drive	• Oxford Drive
• New Meister Lane	• Olympic Drive
• Picadilly Drive	• Swenson Farms Boulevard
• Central Commerce Drive	• 10th Street
• Royston Lane	• W Pfluger Street
• E Black Locust Drive	• Old Austin-Hutto Road
• Edgemere Drive	• Speidel Drive
• Windermere Drive	• Kennemer Drive
• Pfenning Lane	• Murchison Ridge Trail
• Immanuel Road	• Falcon Pointe Boulevard
• Railroad Avenue	• Hidden Lake Crossing

Local Streets

Local streets are all the remaining roads within Pflugerville and function to provide access to abutting property and to distribute traffic to collectors and arterial streets. Local streets historically have had a 50-foot ROW width and a pavement width of approximately 30 feet. Local streets are important to the character of individual neighborhoods.

Alleys

Alleys serve several key functions. They provide primary or secondary owner/occupant access as well as utility and service access (garbage pick-up) to residential developments and they provide utility and service access (delivery and waste management) to both large and small commercial developments. Alleys are currently allowed and should have 20 feet of easement and 15 feet of pavement (in the case of residential alleys) or 35 feet of R-O-W and 20 feet of pavement (in the case of commercial alleys).

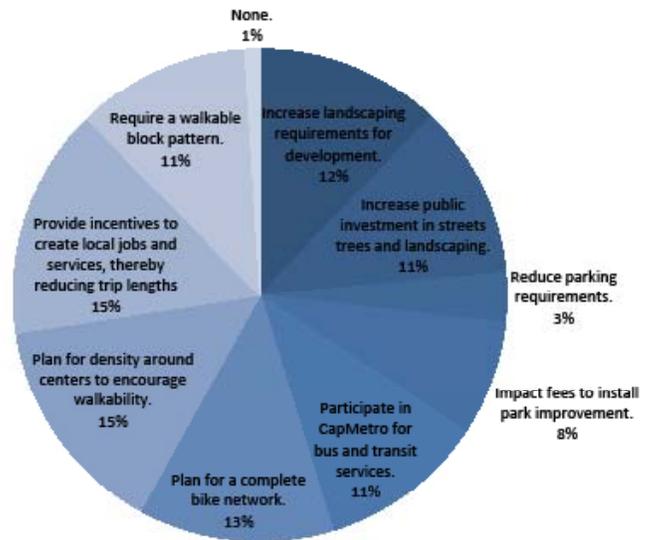
Traffic Growth

Population increases over the last 10 years translate directly into an increased demand on the existing roadways. Average traffic growth rates range from 1% to 12.4% per year. If the population estimates for the next 20 years are correct, the population of Pflugerville will approach 137,000 residents and significant increases in traffic volumes can be expected. Not surprisingly, the citizens attending the Values Workshop clearly stated the need for increased roadway capacity and circulation in Pflugerville. Approximately 57% identified east-west roadways as most important with the remaining 43% supporting north-south improvements.

These increases in traffic may necessitate the implementation of traffic calming. “Traffic Calming” techniques reduce speeds or limit volumes on roadways on which speeds or volumes exceed the roadway design specifications or intended function of the roadway, but should not unduly disrupt traffic flow or unfairly deny any property owner adequate access to their property.

The increase in population also has other consequences. When a community reaches the 50,000-person threshold in population, according to decennial Census data, TxDOT transfers the maintenance responsibilities for certain elements such as traffic signals to the community. Since Pflugerville recently surpassed the 50,000-person mark, (2010 population estimate is 50,850) the City may be responsible for maintaining the traffic signals along FM 1825, and FM 685 if the 2010 Census shows Pflugerville to have a population of 50,000 or more. There is currently a TxDOT Study underway to synchronize and rebuild signals in these corridors. While the obvious impact is one of cost, there are other opportunities and advantages for the City that comes with maintenance responsibility. The City will be able to establish its own timing plans for the signals along these roadways and will be able to better respond to the variation of traffic throughout the day. The signal re-timing work currently conducted by TxDOT staff for FM 1825 and FM 685 is a good example of the type of project that the City of Pflugerville will be responsible for.

Supported Strategies in transportation



Public Transportation Service

Planning for future public transportation options is important and should be considered as a key part of Pflugerville’s preferred land use vision decisions. While only about 1% of the respondents at the Values Workshop identified public transportation as their current work commute mode, over 20% said they would use public transportation if they could. Fifty-three percent (53%) supported rail public transportation along the SH-45 corridor while forty-seven percent (47%) preferred using the MoKan corridor. Currently the MoKan corridor is not supported as a public transportation corridor option. The City prefers the Round Rock Rail Link option as a direct connection to Round Rock and the City of Austin. (Refer to map on page 7)

The City currently participates in transportation improvement efforts throughout the region including alternative finding and governance issues related to public transportation. In order to enhance the availability of public transportation service to the residents of Pflugerville, CARTS (the Capitol Area Rural Transit System) and Williamson County have recently developed a plan to provide bus public transportation between Pflugerville and the I-35 corridor. One route will follow FM 1825 between Immanuel Road and the Capital Metro Park & Ride lot near Wells Branch Parkway and the other will travel between FM 685/FM 1825 and Round Rock along Pflugerville Parkway and SH 45.

In addition, the Goodman Corporation is currently conducting a study to determine the feasibility of a Round Rock/Georgetown/ Pflugerville rail link tying to Capital Metro’s MetroRail. The proposed rail link will operate along a 16-mile corridor (a portion of which will follow SH 45) with stations strategically located in each community. The next step, if deemed feasible, will be an Alternatives Analysis to

further evaluate the merits of the proposed rail link project. No funding source has been identified, however.

Pflugerville opted out of Capital Metro in 2000, and does not currently have direct access to any fixed-route public transportation service. The closest Capital Metro bus route is located on Grand Avenue Parkway west of I-35, the closest Park-n-Ride facility is located east of the Tech Ridge Shopping Center south of Howard Lane and the closest light rail station is located on the Capital Metro Red Line at the intersection of Howard Lane and the MoPac Expressway.

Pflugerville should consider renewing its relationship with Capital Metro and assist in the development of its commuter rail plan. The City should determine if a mechanism exists through which it may opt back into Capital Metro. Without membership in the regional transit authority, Pflugerville will find it difficult to provide adequate public transportation to its citizens and it will not be able to take advantage of any rail or bus public transportation element offered by Capital Metro. This multi-modal approach also includes the development of additional public transportation (both bus and rail) to facilitate needed connectivity between Pflugerville and Austin and to allow for increased development potential along major freeway corridors such as SH 45.

Hike & Bike Trail System

Established initially for its recreation value, The City of Pflugerville has developed an extensive and separate trail system for pedestrian and bicycle users that increasingly provides opportunities for work/school-related trip functions as well. The 3.1-mile Heritage Loop Trail, for example, is listed in the National Recreation Trails database. At the Values Workshop, over 43% of those responding voiced a desire to increase the number and availability of the city’s trails, sidewalks, and linkages. The Pflugerville hike and bike trail system is considered an important transportation alternative and should be expanded to provide increased interconnectivity between neighborhoods and community destinations such as schools, parks and shopping areas.

Similarly, CAMPO has developed a long-range (2030) Regional Bicycle System. This plan not only identifies off-street, separate trails and pathways, but also designates a number of roadways as bicycle facilities. In Pflugerville, these roadways include:

• FM 1825/Pecan Street	• SH 130
• FM 685/Dessau Road	• SH 45
• FM 973	• AW Grimes Boulevard
• Kelly Lane/Cele Road	• Picadilly Drive
• Rowe Lane	• Heatherwilde Boulevard
• Pflugerville Pkwy./ Jesse Bohls Road	• Grand Avenue Parkway
• Wells Branch Parkway	• Immanuel Road
• Weiss Lane	• Pfluger-Berkman Road

The Pflugerville hike and bike trail system is considered an important transportation alternative and should provide interconnectivity between neighborhoods and community destinations such as schools, parks and shopping areas. This may take the form of bicycle routes along selected roadways or additions to the existing off-road hike and bike trail system. Historically, any on-street routes have been intended to be low cost routes operating in the roadway of suitable collector streets. They are, either in mixed traffic with other vehicles or separated only by signing and paint markers on the roadway. To date, Pflugerville has pursued only separate off-street bike/trail facilities and no on-street or concurrent-flow bike lanes have been constructed. This practice seems to be effective and satisfactory to Pflugerville’s needs. Future consideration may be warranted for the integration of on-street bike lanes to include, at a minimum, the roadways shown on the 2030 CAMPO Regional Bicycle System map. In addition, all roadways including existing facilities, new construction, and reconstruction should be considered as bike route candidates appropriate. This designation may take the form of:

- **Shared roadway (no sign)** where the cyclists flow with vehicular traffic in wider than normal outer lanes without signage to indicate that the route is a preferred bike route,
- **Signed shared roadway** where a bike route sign identifies the route as a preferred bike corridor and notifies motorists that cyclists may be present, or
- **Bike Lanes** where additional pavement, along with appropriate signs and markings, delineate the right-of-way assigned to the cyclists versus that assigned to motorists.

Shared roadways and bike lane situations already exist in Pflugerville. Good examples of shared roadways include most collector streets, such as Pfennig Lane, Black Locust, and Speidel Lane. Grand Avenue Parkway integrates bike lanes. In all cases, however, the needs of both the cyclists and motorists must be considered in determining 1) whether a particular roadway should be designated as a bike route and 2) the appropriate type of bicycle facility to incorporate. Once a street is determined to fulfill the role of a bikeway its maintenance shall correlate including regular street sweeping. Elements, which may affect the decision regarding the provision of on-street bikeways, include:

- 1) The average travel speed on the candidate facility;
- 2) The need for increased street sweeping operations to ensure a safe riding surface;
- 3) The additional R-O-W and pavement requirements associated with each type of bikeway;
- 4) The potential utilization of the proposed candidate route; and
- 5) The number and type of driveway or street crossings located along the candidate route.

CAMPO 2035 Plan Update

The CAMPO Transportation Policy Board adopted the CAMPO 2035 Plan Update. During the planning process, alternative future growth patterns for 2035 were explored that would improve transportation and regional quality of life. This new approach of projecting growth incorporates parts of the Envision Central Texas vision while reflecting existing adopted local plans and values. The growth concept recognizes that, due to market conditions and other factors, past development trends will likely continue in the region. However, in the 2035 growth concept proposed by CAMPO, local governments and other regional partners should implement strategies that would encourage the development of “activity centers” throughout the region.

Accommodating a greater percentage of future regional growth in activity centers supports quality of life by providing additional employment and retail opportunities closer to where people live, thereby

encouraging public transportation and roadway investments and creating areas with a unique sense of place that use infrastructure in a cost-effective manner.

These activity centers are more intensely developed than the surrounding area. They are pedestrian-oriented, providing a number of destinations within walking distance and offering safe and convenient pedestrian facilities. They are connected to surrounding neighborhoods and the region by a range of transportation options including auto, rail, bus, bikeway, and sidewalks. They provide a mix of employment, housing, and retail; and, they are tailored to reflect the character of the local area. Cities designated as Medium Activity Centers (such as Pflugerville) are characterized by a large regional core that serves as a major hub for regional employment and housing in the future. Medium Activity Centers are approximately 1 mile in radius and would grow to absorb a 2035 population of 9,000-75,000 residents and provide jobs for 9,000-40,000 employees.

This approach to long-range population and employment forecasting represents further support for the development of a preferred land use vision plan that incorporates dense employment centers located near the dense population centers in a community. It also encourages the development of a multi-modal transportation plan.

Transportation Vision

The Transportation Plan, also referred to as the Master Thoroughfare Plan, is a critical tool that both guides development and supports the proposed land use plan. It identifies important roadway corridors and helps reserve them as new development takes place. Without this type of detailed plan in place, the continuity and connectivity of existing and future roadways cannot be maintained.

The attached Transportation Plan was developed using the current CAMPO regional thoroughfare plan as well as the current plans of Round Rock, Austin and other adjacent communities. Typically, the three highest classifications of roadways (freeways, arterials, and collectors) are graphically shown on a Master Thoroughfare Plan, which is subsequently adopted as a part of the City code. This plan identifies the approximate location and alignment of existing and future arterials and collectors (note that this map is not intended to identify specific alignments, but rather a general depiction of need and roadway spacing). Generally, arterials should be spaced at ½- to 1-mile intervals and collectors at ¼- to ½ -mile intervals. Environmentally sensitive land areas were avoided where practical.



Off-street paths promote alternative transportation options by providing safe and enjoyable routes for bicyclists and pedestrians.



Increased public transit options such as a link to the CapMetro Red Line will provide relief from growing traffic congestion.

Since the creation of the lake blocks the natural extension of Jesse Bohls, any future tie between it and Pflugerville Parkway will require a new alignment south of the current right-of-way. Also, in order to meet the current and proposed minimum centerline radius design standards for collectors and arterials, several roadways were 'straightened' in critical areas removing what would be hazardous curves if retained.

All of the proposed arterials shown will incorporate either four or six travel lanes located in a minimum of 120 feet of right-of-way. Many will provide on-street bikeways and some may include on-street parking. All, however, will provide regional connectivity to adjacent communities and their roadway systems. The single exception being Melber Lane, which is not projected to extend north of Rowe Lane or south of Pecan Street/FM 1825. Each of the remaining roadways connects to at least one other neighboring city's street network.

Manda-Carlson Road, FM 973, Cameron Road, Weiss Lane, and Jake's Hill Road all provide north-south access to varying degrees:

- FM 973 spans between Taylor and US 183 south of Austin;
- Jake's Hill extends from Pecan Street/FM 1825 in Pflugerville north to US 79 in Hutto; and
- Cameron and Weiss extend from FM 1660 in Williamson County south to other arterial connections in the City of Austin.

East-west connectivity is provided by Rowe Lane, Kelly Lane/Cele Road, Jesse Bohls Road/Pflugerville Parkway, Pecan Street/FM 1825 and Wells Branch Parkway:

- Rowe connects SH 95 in Williamson County west to SH 130 in Pflugerville;
- Kelly/Cele extends from SH 130 in Pflugerville east to the Travis/Bastrop county line and potentially to SH 95 in Elgin;
- Jesse Bohls/Pflugerville extends from Pflugerville east to Elgin;
- Pecan Street/FM 1825 spans from I-35 west of Pflugerville to US 290 west of Elgin; and
- Wells Branch connects (via a connection with Howard Lane) MoPac west of I-35 to FM 973 east of Pflugerville (most of Wells Branch is outside the City's jurisdiction).

This plan does not, however, differentiate between major and minor classifications of arterials and collectors because a travel demand model for this roadway network (and therefore a detailed city-wide traffic volume projection) is not available. When this information becomes available (see Policies 2.02 and 3.01), a separation of major and minor arterials and different types of collectors will be possible. Until that time, the determination of required cross section for individual arterials and collectors should be made by staff based on the characteristics of the proposed development and its relationship to existing facilities.

Proposed Roadway Cross-Sections

In order for the proposed Transportation Plan to be of greatest value, each of the roadway classifications listed must be defined and described. Important design elements such as right-of-way width, pavement width, a minimum centerline radius and the location and size of medians must be quantified. This information will help ensure uniform roadway construction across the city.

The attached roadway cross-sections show three primary categories of roadways: local (not shown on the Transportation plan, but important for subdivision development), collector and arterial. Each of these categories is then separated into two sub-categories to reflect the current development trends in Pflugerville. The design elements listed above are then described for each of these sub-categories in terms of context: mixed use urban, urban, suburban, and rural. The following table offers additional information that should be incorporated into the City’s existing engineering design guidelines (see Policy 2.03). These criteria should be used in securing adequate right-of-way as development occurs. Alleys, while not described by a separate functional classification, do serve a valuable access function. They are listed here in order to establish right-of-way requirements and basic design characteristics. The application or use of alleys should be based on current Unified Development Code requirements. As this table illustrates (in conjunction with the cross-section diagrams), right-of-way widths for each roadway classification can vary depending on the context of the community in which it is placed and the demand it is projected to serve.

‘Complete Streets’ Concept

Complete streets are intended to provide safe access for all users. Pedestrians, bicyclists, motorists and public transportation users of all ages and abilities should be able to safely move along and across a complete street. Planners and engineers should design with all users in mind including drivers, public transportation riders, pedestrians, bicyclists as well as older people, children and people with disabilities.

There is no single design model for complete streets. Elements that may be included in a complete street design include:

- Sidewalks;
- Bike lanes (or wide paved shoulders);
- Special bus lanes;
- Comfortable and accessible public transportation stops;
- Frequent crossing opportunities;
- Median islands;
- Accessible pedestrian signals;
- Lighting;
- Curb extensions;
- Shade trees; and
- Water sources.



Growing traffic congestions will make alternate and public transportation more attractive for Pflugerville residents and commuters.



Light rail continues to increase in popularity and viability.

A rural complete street may look quite different from a complete street in a highly urbanized area, but both provide a balance of safety and convenience for everyone using the road. The policies and cross-sections included in this plan are intended to incorporate these complete streets design concepts.

Context Sensitive Design

Context sensitive design (CSD – also called Context Sensitive Solutions) refers to roadway standards and development practices that are flexible and sensitive to community values. CSD allows roadway design decisions to better balance economic, social, and environmental objectives.

CSD is the art of creating public works projects that meet the needs of the users, the neighboring communities, and the environment. It integrates projects into the context or setting in a sensitive manner through careful planning, consideration of different perspectives, and tailoring designs to particular project circumstances.

Context Sensitive Design promotes six key principles:

- Balance of safety, mobility, community, and environmental goals in all projects.
- Involvement of the public and affected agencies early and continuously.
- Use of an interdisciplinary team tailored to project needs.
- Considers all modes of travel.
- Applies flexibility inherent in design standards.
- Incorporates aesthetics as an integral part of good design.

Context sensitive design uses a collaborative, interdisciplinary approach that includes early involvement of key stakeholders to ensure that transportation projects are not only “moving safely and efficiently,” but are also in harmony with the natural, social, economic, and cultural environment.

The development contexts included in this plan are:

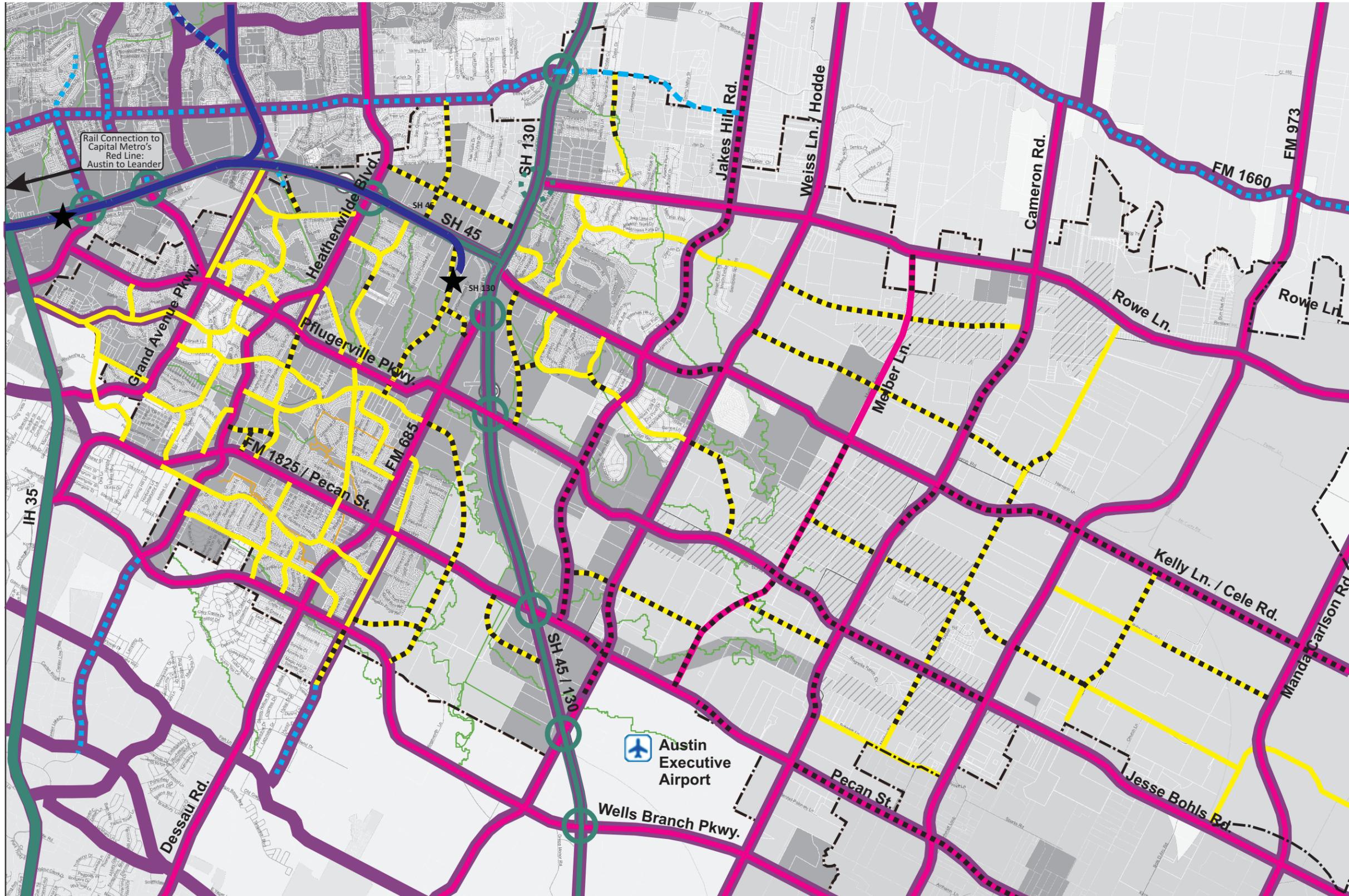
- **Urban** – characterized by limited residential development or commercial development in the form of smaller, single tenant storefronts with limited or on-street parking. Old Town is an example of an “urban” context. Employment, Mixed Use, and Medium to High Development intensity Residential, as indicated on the Preferred Land Use Vision would be appropriate areas for “Urban” roadway cross sections.
- **Mixed Use Urban** – characterized by a combination of urban commercial and dense residential. This land use context does not currently exist in Pflugerville. Mixed Use is the only category in the Preferred Land Use Vision that would utilize the “Mixed Use” roadway cross sections.
- **Suburban** – characterized by a predominance of detached, single-family homes and commercial development in the form of malls or strip centers with large adjacent parking areas. Most of Pflugerville currently falls into this context category. Low to Medium Development intensity Residential would be the category in the Preferred Land Use Vision that would use this “Suburban” roadway cross section.

- **Rural** – characterized by large-lot residential, agricultural uses and limited or no commercial development. The area east of SH 130 near FM 973 is an example of rural Pflugerville. Agriculture is the only category in the Preferred Land Use Vision that would utilize the “Rural” roadway cross section.

CSD requires an early and continuous commitment to public involvement, flexibility in exploring new solutions, and an openness to new ideas. Community members play an important role in identifying local and regional problems and solutions that may better meet and balance the needs of all stakeholders. Early public involvement can help reduce expensive and time-consuming rework later on.

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Transportation Plan



- LEGEND
- Future Off-Street Bikeway (from CAMPO 2030 Plan)
 - Existing Off-Street Bikeway (from CAMPO 2030 Plan)
 - On-Street Bikeway (from CAMPO 2030 Plan)
 - Proposed Rail Link
 - Proposed Rail Station
 - 3.5-mile ETJ
 - Freeway (existing alignment)
 - Arterial/Collector (by others)
 - Arterial (existing alignment)
 - Arterial (new alignment)
 - Collector (existing alignment)
 - Collector (new alignment)
 - Grade Separation (existing)
 - Grade Separation (proposed)



Proposed Roadway Cross-Sections



Arterial (4-Lane)						
Nature Strip/Sidewalk	Pkg/Bike Lane (optional)	Travel Lanes	Median	Travel Lanes	Pkg/Bike Lane (optional)	Nature Strip/Sidewalk
16.5'	13'	22'	13'	22'	13'	16.5'
15'	13'	22'	16'	22'	13'	15'
30'	13'	24'	16'	24'	13'	30'
30'	13'	24'	16'+	24'	13'	30'



Arterial (6-Lane)						
Nature Strip/Sidewalk	Pkg/Bike Lane (optional)	Travel Lanes	Median	Travel Lanes	Pkg/Bike Lane (optional)	Nature Strip/Sidewalk
15.5'	13'	33'	13'	33'	13'	15.5'
16'	13'	36'	16'	36'	13'	16'
31'	13'	36'	16'	36'	13'	31'
31'	13'	36'	16'+	36'	13'	31'

Context
 Mixed Use Urban
 Urban
 Suburban
 Rural



Collector (2-Lane)				
Nature Strip/Sidewalk	Pkg/Bike Lane (optional)	Travel Lanes	Pkg/Bike Lane (optional)	Nature Strip/Sidewalk
15'	13'	30'	13'	15'
15'	13'	30'	13'	15'
11.5'	13'	37'	13'	11.5'
11.5'	13'	37'	13'	11.5'

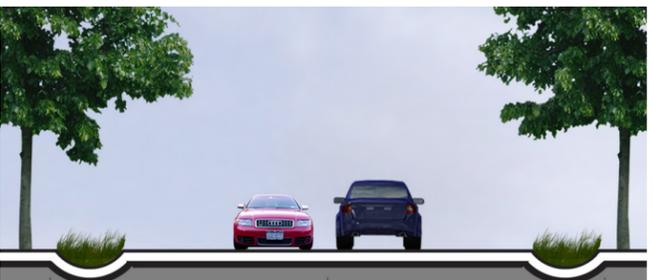


Collector (4-Lane)				
Nature Strip/Sidewalk	Pkg/Bike Lane (optional)	Travel Lanes	Pkg/Bike Lane (optional)	Nature Strip/Sidewalk
23'	13'	44'	13'	23'
23'	13'	44'	13'	23'
21'	13'	48'	13'	21'
21'	13'	48'	13'	21'

Context
 Mixed Use Urban
 Urban
 Suburban
 Rural



Local Street (Urban)				
Nature Strip/Sidewalk	Pkg/Bike Lane (optional)	Travel Lanes	Pkg/Bike Lane (optional)	Nature Strip/Sidewalk
13'	13'	24'	13'	13'
11'	13'	28'	13'	11'
15'	13'	30'	13'	15'
n/a	n/a	n/a	n/a	n/a



Local Street (Rural)				
Nature Strip/Sidewalk	Pkg/Bike Lane (optional)	Travel Lanes	Pkg/Bike Lane (optional)	Nature Strip/Sidewalk
n/a	n/a	n/a	n/a	n/a
n/a	n/a	n/a	n/a	n/a
n/a	n/a	n/a	n/a	n/a
23'	13'	24'	13'	23'

Context
 Mixed Use Urban
 Urban
 Suburban
 Rural

Roadway Design Components																
Design Component	Roadway Type															
	Arterial				Collector				Local				Alley			
	Urban	Mixed-Use	Suburban	Rural	Urban	Mixed-Use	Suburban	Rural	Urban	Mixed-Use	Suburban	Rural	Urban	Mixed-Use	Suburban	Rural
Sidewalks / Width*	Required / 5'	Required / Variable	Required / 4'	Optional	Required / 5'	Required / Variable	Required / 4'	Optional	Required / 4'	Required / 4'	Required / 4'	Optional	N/A	N/A	N/A	N/A
Bikeways ²	Conditional ²	Conditional ²	Conditional ²	Conditional ²	Optional	N/A	N/A	N/A	N/A							
Planting Strips	Required ¹	Required	Required ¹	Required ¹	Required	Required	Required ¹	Required	Required ¹	Required ¹	Required ¹	Required ¹	Conditional ⁴	Conditional ⁴	Conditional ⁴	Conditional ⁴
On-Street Parking	Prohibited	Optional	Prohibited	Prohibited	Optional	Optional	Optional	Prohibited	Required	Required	Optional	Optional	Prohibited	Prohibited	Prohibited	Prohibited
Number of Travel Lanes	4 - 6	4 - 6	4 - 6	4 - 6	2 - 4	2 - 4	2 - 4	2 - 4	2	2	2	2	1	1	1	1
Medians / Width*	Required / 16'	Optional	Required / 16'	Required / 16'	Approval Required / Variable	N/A	N/A	N/A	N/A							
R-O-W Width*	90' - 120'	90' - 110'	120' - 150'	120' - 150'	60' - 90'	60' - 90'	60' - 90'	60' - 90'	50' - 70'	50' - 70'	60' - 80'	70' - 90'	20'	20'	20'	20'
Pavement Width ³	48' - 72'	44' - 66'	48' - 72'	48' - 72'	30' - 44'	30' - 44'	37' - 48'	37' - 48'	28'	24'	30'	24'	15'	15'	15'	15'
Design Speed (mph)	45	40	45	50	30	30	35	40	25	25	30	30	15	15	15	15
Centerline Radius*	1,000'	725'	1,000'	1,250'	300'	300'	470'	725'	180'	180'	300'	300'	N/A	N/A	N/A	N/A
Curb Return Radius*	30'	30'	30'	30'	25'	25'	25'	25'	25'	25'	20'	25'	N/A	N/A	N/A	N/A
Maximum Grade	6%	6%	6%	6%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Traffic Calming	Discouraged	Discouraged	Discouraged	Discouraged	Optional ⁵	N/A	N/A	N/A	N/A							

*The minimum value is fixed for these measurements, but the maximum may be variable.

¹Sidewalks, in combination with planting strips adequate to provide a separation buffer between automobile and pedestrian traffic, are required on these facilities

²Bikeways along major and minor arterials are encouraged as indicated on the CAMPO 2030 Regional Bicycle System map.

³Addition of bikeways or parking on any roadway will increase the pavement widths shown.

⁴Planting strips may be included only if under private maintenance through a mandatory HOA/POA

⁵Judicious application of traffic calming design components to insure that roadway operations are consistent with function and surrounding land use.

Transportation Goals

Goal 1: 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.

Policy 1.1: Cooperate with local, county, and state governmental entities in the expansion, maintenance, and enhancement of the roadway system.

Action 1.1.1: Continue to plan and develop a functional transportation system that is coordinated with the Preferred Land Use Vision Map.

Action 1.1.2: Continue cooperation with CAMPO, Williamson and Travis counties and surrounding cities to ensure that thoroughfare planning efforts are coordinated.

Policy 1.2: Evaluate the potential for developing public transportation options.

Action 1.2.1: Encourage active participation in regional discussions concerning public transportation.

Action 1.2.2: Continue to utilize the Mokan corridor as a hike and bike trail.

Action 1.2.3: Continue to seek opportunities to collaborate with other entities in the region in regards to public transportation; ie. Working with Round Rock and the Central Texas Regional Mobility Authority to secure the rail link along the SH 130 and SH 45 Corridor.

Goal 2: Balance land use and transportation infrastructure to make living, working, shopping and playing in Pflugerville safer and more convenient for residents and visitors.

Policy 2.1: Thoughtfully locate traffic generators such as employment centers to ensure they are accessible and compatible with adjacent land uses.

Action 2.1.1: As a rule, locate high trip generating uses such as employment and regional centers adjacent to arterial roadways, major collector streets, or freeway frontage roads.

Action 2.1.2: Maintain an active Safe Routes to School program to encourage walking and bicycling to schools.

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

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

Action 3.1.1: Develop and maintain a travel forecast model using software compatible with that currently used by CAMPO and TxDOT.

Action 3.1.2: Develop a Street Design Manual that includes conventional standards for each roadway type shown in the Thoroughfare Plan regarding right-of-way, pavement width, parkway width, and median type/utilization; incorporates Context Sensitive Design (CSD) standards where deemed applicable; and includes “Complete Street” standards.

Action 3.1.3: Update the Engineering Design Guidelines to reflect the goals of the Comprehensive Plan.

Action 3.1.4: Review and evaluate the Thoroughfare Plan annually.

Action 3.1.5: Collaborate with TxDOT to initiate a Corridor Study for FM 1825 and FM 685.

Action 3.1.6: Actively encourage public participation in the thoroughfare planning and engineering design processes.

Policy 3.2: Maintain access while not affecting the flow of traffic for primary and secondary roadways.

Action 3.2.1: Employ access management techniques such as shared driveways and cross access easements to reduce the number of driveways on high-volume roadways.

Action 3.2.2: Adopt an access management plan that satisfies TxDOT criteria for city oversight.

Action 3.2.3: Revise the Unified Development Code to incorporate reduced block perimeter and block length maximums in targeted areas of the community.

Goal 4: The cost of developing transportation infrastructure will be shared among those that benefit from it the most – developers, the City, other government entities, and users.

Policy 4.1: Develop a long-range and incremental plan for budgeting and prioritization of projects identified in the comprehensive plan.

Action 4.1.1: Pursue a transportation model for the City that can be used to evaluate existing and future roadway capacity needs.

Action 4.1.2: Coordinate priority transportation projects with the annual review of the multi-year Capital Improvement Program (CIP).

Action 4.1.3: Continue to seek funding through PCDC, TxDOT, CAMPO and other entities to collaborate with the City in accomplishing transportation-related projects.

Policy 4.2: Using guidelines set forth in the State of Texas Local Government Code 395, establish a comprehensive **impact** fee structure for the City.

Action 4.2.1: Using a consultant versed in the development of impact fees, consider adopting a roadway impact fee for new, developing areas in the City.

Action 4.2.2: Action 4.2.2: Continue with requirements for Traffic Impact Assessments and developer participation.

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