



The Tours

This document includes important tips on preparing for and debriefing a variety of City tours that we have been developed to give you a chance to explore new parts of Sugar Land! Five tours have been developed: one driving/walking tour and four biking tours. While the driving tour covers the whole City, we divided the biking tours to allow for a more manageable tour time and to keep them comfortable. We recommend that you budget between 1.5 and 2 hours for each tour.

Before the Tour

Learn the Route & Think about other Users

The best preparation is to learn your tour route. Knowing your route will help you stay on-course and identify key points to stop and make additional observations.

Read through the [Directions and Destinations page for your tour](#), then retrace the tour path using [Google Maps](#) to ensure you know it well.

As you trace your route on Google Maps, try to answer these questions:

- Would this route be comfortable for someone of any ability or experience? Would the experience be different if I were biking, walking, rolling a wheelchair, or driving? Would it be different as an eight year old? An eighty year old?
- If I could predict my post-tour observations now, what three things do I think I'll experience on this route?

Prepare with Safety in Mind

For the Driving Tour: If possible, ask another person in your household to drive while you navigate and make observations. If you are driving alone, consider planning stops along your route to take a break and reflect on what you observed. The driving tour includes walking breaks where you can explore certain parts of the City on foot. Make sure to use pedestrian buttons when crossing intersections.

For Bike Tours: Safety is important any time you ride a bike but is even more critical on these tours. Some of the tours are intentionally designed to take you across major barriers and along streets that are not well-designed for people walking and biking. The purpose is to better understand the City's full network of street typologies.

To stay safe, make sure you do the following things before you ride.

- Schedule your ride for a time of day with less traffic and comfortable temperatures.
- Budget about 1.5 to 2 hours for each tour.
- Let someone know when you plan to ride and when you plan to be back.
- If possible, bring another member of your household to ride with you.
- Make sure your bike is in working order. Check the air in your tires, make sure your brakes work well, and check to see if your chain is in good condition. Going on a test ride through your neighborhood is a great way to make sure all things are in working order.

During the Tour

Use the Tour Sheets & Stay Safe

Print and bring the tour direction and destination maps with you. You can also save them to your phone. The maps include a lot of detailed information. We understand it may be overwhelming, so please do not feel obligated to follow word-for-word. Use the map sheets and prompted questions however you choose. Our main goal is for you to experience the City's transportation network!

For the Driving Tour: Please follow the rules of the road and try to avoid distracted driving during the tour.

- Charge your phone before you leave.
- Bring water, caffeine, or any snacks you might want during the drive.
- Make sure to bring a mask in case you stop at any local businesses.

For Bike Tours:

Keep safety at the front of your mind during your ride:

- Wear a helmet and sunscreen.
- Charge your phone before you leave.
- Bring plenty of water and stay hydrated.
- Make sure to bring a mask in case you stop at any local businesses.
- If you feel unsafe or fatigued during any part of the tour, do not hesitate to pull over and walk. It's okay to only do part of a tour, or to break a tour into segments over multiple days.

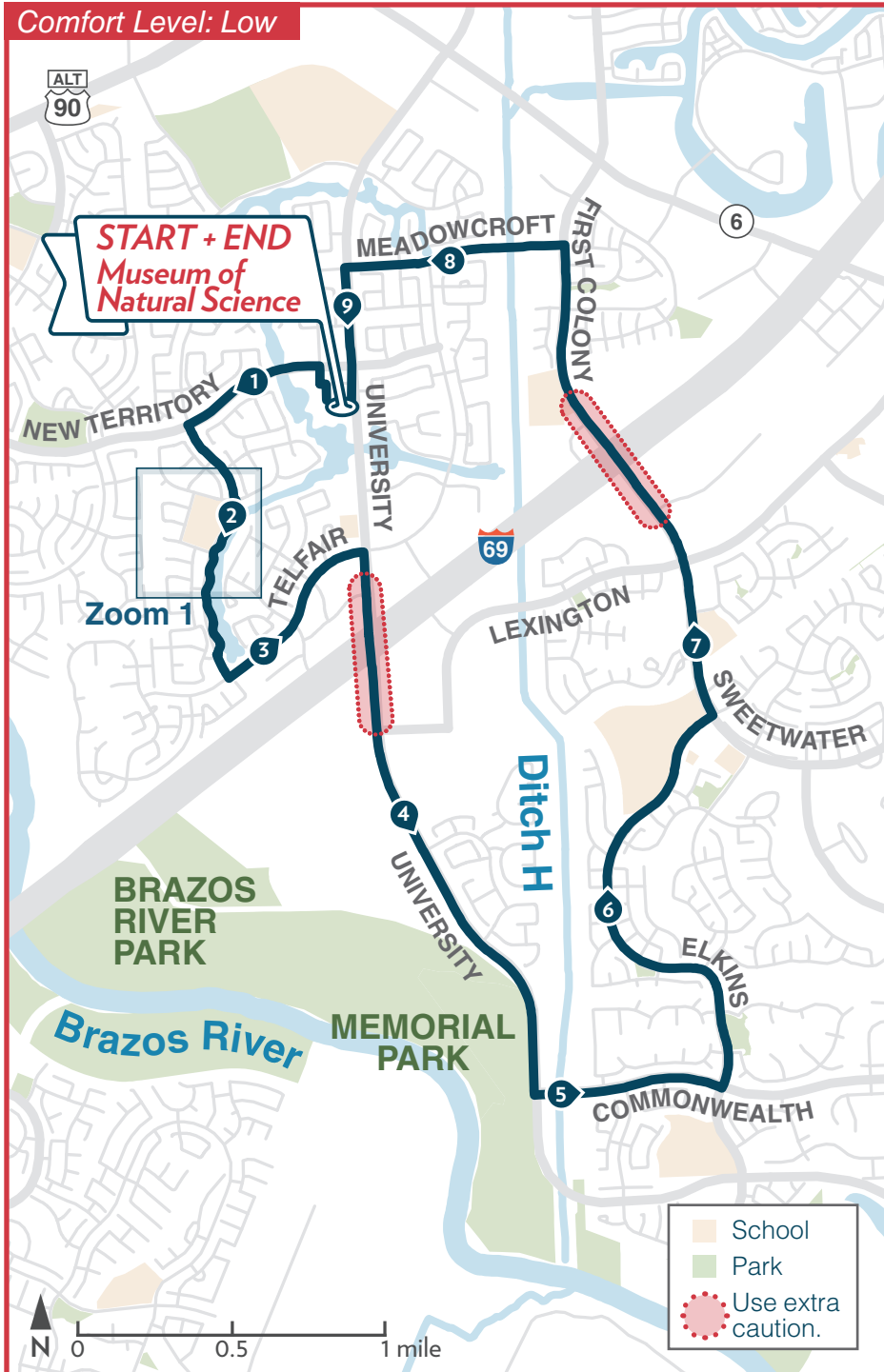
After the Tour

The following questions can be used to debrief your tour experience. Use these to chat with your tour companion or in a moment of reflection when back home.

1. Did you discover something on the tour that you have never seen before (e.g., a new destination, a barrier you did not realize existed, an new area of town)?
2. Would this route be comfortable for someone of any ability or experience? For example, if you were using a wheelchair, what would be your biggest barrier?
3. What parts of the tour were comfortable? What parts were uncomfortable?
4. Did you ever feel unsafe driving, biking, or walking on the tour? If so, where did you feel unsafe and why?
5. How would your experience on the route differ if it occurred during a peak travel period (rush hour)?
6. What is your overall perception of how streets are laid out in Sugar Land?
 - Were sidewalks present on the whole tour? Were they clear and wide enough for people to walk, use a wheelchair, or even bike?
 - Was there shade?
 - How did it feel to cross intersections on foot? Did certain design elements help an experience at an intersection?

DIRECTIONS SOUTH + WEST BIKE TOUR 10 miles

Comfort Level: Low



DIRECTIONS

- 1 Exit the Museum of Natural Science and take a left on New Territory Blvd.
- 2 Take a left onto Chatham Ave. At the intersection with Ravenel Ln, cross to the southeast corner of the intersection to hop on the trail. Keep right at the first fork and follow the trail down to Telfair Ave.
- 3 Cross the intersection and take a left onto Telfair Ave.
- 4 Take a right onto University Blvd and cross IH-69.
- 5 Take a left onto Commonwealth Blvd
- 6 Take a left onto Elkins Rd.
- 7 Take a left onto Sweetwater Blvd and cross IH-69 to continue on First Colony Blvd.
- 8 Take a left onto Meadowcroft Blvd.
- 9 Take a left onto University Blvd to return to the Museum of Natural Science.



THINGS TO SEE SOUTH + WEST BIKE TOUR



DESTINATIONS

- 1** New Territory Blvd has a similar design as many of the City's major streets with a large landscaped median and multiple vehicle travel lanes. How does it feel to bike on this street?
- 2** Cornerstone Elementary School is one of the schools with the highest percentage of students who walk to school daily. Why do you think that is?
- 3** The portion of University Blvd near IH-69 is one of the only major streets in Sugar Land with a dedicated bicycle facility. How does it feel to cross IH-69 using this bike lane?
- 4** The UH at Sugar Land campus houses one of the two Fort Bend County Transit Park & Ride stations in its parking lot. Feel free to explore the campus to find where the bus picks up and drops off passengers.

The bike lane ends after crossing IH-69 where it is replaced by a wide sidewalk. Do you prefer the wide sidewalk or the bike lane? How would your experience be different if you were 8 years old? How would it be different if you were 80 years old?
- 5** The intersection of University Blvd and Commonwealth Blvd is a key access point to Memorial Park. How does it feel to cross the intersection on foot or bike?
- 6** Ditch H is a major barrier to east-west connectivity in Sugar Land with few streets crossing the ditch. The City is in the process of designing a trail along the ditch that will cross underneath IH-69 and SH-6, stretching from Clements High School to just south of US-90A.
- 7** Elkins Rd has a standard bike lane. How does this bike lane compare to the one on University Blvd?
- 8** Clements High School has multiple bicycle facilities in its vicinity. The Elkins Rd bike lane borders it to the south and the Woodstream Trail begins on the other side of Sweetwater Blvd.
- 9** Sweetwater Blvd has a similar design to New Territory Blvd. How was your experience crossing Sweetwater Blvd at the Elkins Rd intersection? Notice there are no sidewalks on Sweetwater Blvd near IH-69.
- 10** How does crossing IH-69 at Sweetwater Blvd/First Colony Blvd feel compared to crossing at University Blvd?
- 11** Spend some time observing a few signal cycles at the intersection of Meadowcroft Blvd and First Colony Blvd. What do you notice about driver turning behavior? How would it feel to drive through this intersection?
- 12** The Meadowcroft Blvd and Lexington Blvd bridges over Ditch H are new. Prior to the Meadowcroft Blvd bridge construction, there were no ways to cross east-west between SH-6 and IH-69.