APPENDICES

Appendix A – Stakeholder Survey
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APPENDIX A
STAKEHOLDER INTERVIEW QUESTIONS, SURVEY INSTRUMENT
AND SURVEY RESPONSES

The following stakeholders were interviewed in Phase I of the Comprehensive Mobility Plan:

- Sugar Land Mayor – James Thompson
- City Council members – Thomas Abraham, Jacqueline Baly Chaumette, Russell Jones, Donald Olson, Michael Schiff, and Donald Smithers
- City Manager – Allen Bogard
- Planning and Zoning Commission – group interview
- Parks and Recreation Advisory Board – group interview
- Fort Bend County Commissioners – Richard Morrison, Andy Myers, and James Patterson
- Fort Bend County Director of Public Transportation, Paulette Shelton
- The ARC of Fort Bend County
- Sunny Day Tours

The interviewees were assured that their responses would remain confidential; however, this Appendix contains the following:

- Information that was e-mailed to each stakeholder prior to the interview so that they would know the purpose of the interview and what types of questions would be asked at the interview.
- Interview questions that provided the framework for the discussion during the interview. Follow-up questions were asked, as appropriate.
- Stakeholder survey instrument
- Results of the stakeholder survey

Stakeholder Pre-interview Information

In 2009, the City of Sugar Land adopted a "Vision 2025" document which included a broad visualization of "Superior Mobility" in Sugar Land. The Vision for Superior Mobility, as adopted by the Sugar Land City Council is provided below.

The Vision 2025 Principle G: Superior Mobility

Means:

1. Effective traffic management signal system facilitating predictable, acceptable travel times within Sugar Land
2. Effective intra-city public transportation system linking activity centers: trolley, electric bus, monorail, water taxi
3. North/south mobility with several corridors
4. Interstate and U.S. highways efficiently moving traffic through and to/from Sugar Land (U.S. 59, Highway 6, 90A)
5. Major corporate airport for businesses and general aviation
6. Commuter rail serving to link Sugar Land to the Greater Houston Metro Area and Fort Bend County / Southwest with relocation of freight rail
7. Pedestrian-friendly community with multi use trails network for bikes and pedestrians connecting neighborhoods and the community
8. Well-designed, well-maintained streets, sidewalks and multi use trails

The purpose of the Comprehensive Mobility Plan is to affirm and refine the City's general vision for Superior Mobility by developing specific improvements and identifying funding mechanisms that will allow the City to develop the desired transportation system. During the stakeholder interview, the Consultant Team will be asking questions relative to your vision of what constitutes Superior Mobility for the City. As mobility is a broad topic that covers many different transportation modes, we will be asking questions about roadways, transit (intra-city, Park & Ride and commuter rail), pedestrians, bicycles and freight rail; additional topics will include vision, goals and outcomes of the Comprehensive Mobility Plan and the relationship between transportation and land uses. We will also ask you to fill out a brief survey on priorities and current service levels for transportation modes and their impact on mobility for the City now and in the future. Your answers during the interview will be combined with input from other stakeholders and will remain anonymous unless you choose to share them more broadly. We hope that this allows for a frank and open discussion that identifies the highest priorities for the City to achieve the vision of Superior Mobility. If you have additional thoughts or comments that you are not able to convey during the interview, we are always happy to get additional feedback. You may e-mail additional comments to susan@trafficengineers.com.

Thank you for taking time out in your day to share your vision of Superior Mobility for Sugar Land. We look forward to visiting with you.

Stakeholder Questions

Vision, Goals and Outcomes

1. How would you define Mobility?
2. Does the current Vision for Superior Mobility (See Attached) accurately reflect your vision for Superior Mobility?
3. What are the major barriers to achieving Superior Mobility in the City of Sugar Land?

Roadways

1. Do you view the existing roadway network as sufficient to provide Superior Mobility for residents of Sugar Land?
2. Is the roadway network sufficient to handle the expected future growth in population for Sugar Land and the surrounding areas?

3. Can you identify specific roadway improvements that would improve mobility?
4. Can you identify specific roadway safety issues?

Besides roadways, what modes do you view as critical to providing Superior Mobility for Sugar Land?

Transit -Intra-City Transit

1. **[Optional]**Do you view intra-city transit as a critical element for providing superior mobility for Sugar Land now and in the future? If yes what objectives should be accomplished?
2. To what extent should transit services be provided within residential areas?
3. What activity centers or other locations (current or future) should be connected by transit service?
4. If circulator bus service was provided, under what circumstances would you use transit instead of your personal vehicle, e.g., at lunch if you didn't have to wait more than 10 minutes for a bus.

Transit - Park & Ride

1. **[Optional]**Do you view Park & Rides as a critical element for providing superior mobility for Sugar Land now and in the future? If yes what objectives should be accomplished?
2. Are you familiar with the available locations and destinations of existing park & ride services?
3. Are additional Park & Ride facilities needed in Sugar Land? If so, where should they serve?
4. Are there destinations besides Greenway Plaza, Galleria/Uptown and Texas Medical Center that should be served by **direct** P&R service? (Currently, TREK Express transfers at W. Bellfort P&R to go Downtown)
5. How important is it to provide connections (e.g., ped/bike) to P&R facilities?

Transit - Commuter Rail

1. **[Optional]**What do you think of when you hear the phrase Commuter Rail
2. Do you view Commuter Rail as a critical element for providing superior mobility for Sugar Land now and in the future? If yes what objectives should be accomplished?
3. What criteria should be used to identify the best corridors for commuter rail?
4. Are there critical destinations within Sugar Land that you see as needing to be served by commuter rail for it to be effective?
5. How important is it that riders would be able to use alternate modes to get to the commuter rail station or stations, i.e., transit circulator, ped/bike etc.?
6. Would losing some roadway capacity to make commuter rail more effective be an acceptable outcome?
7. Should commuter rail be considered even if it increases the total number of trains through Sugar Land?

Freight Rail

1. What impacts does freight rail have on Superior Mobility in Sugar Land?
2. If freight rail could be relocated away from Sugar Land, how beneficial would that be to Sugar Land?

Pedestrian

1. **[Optional]**Do you view Pedestrian Improvements as a critical element for providing superior mobility for Sugar Land now and in the future? If yes what objectives should be accomplished?
2. Is the current Pedestrian/ sidewalk network adequate to meet the mobility goals for the City? If not, where/how would you improve pedestrian environment?
    a. By connecting adjacent neighborhoods
    b. Near high-activity locations, such as schools, park & ride facilities, and commercial areas

3. Does Sugar Land's development style achieve the proper balance of pedestrian, bicycle, and vehicular function and safety? If not, in what direction should this balance be shifted?

Bikeways

1. **[Optional]**Do you view Bikeway Improvements as a critical element for providing superior mobility for Sugar Land now and in the future? If yes what objectives should be accomplished?
2. Do Sugar Land's streets adequately accommodate bicycle travel currently? Why or why not?
3. Would you consider adjusting utilization of some streets in order to improve bicycle mobility? [If prompted, provide examples: adding bike route signage, narrowing or reducing existing roadway lanes, and installing bike lanes, sharrows, or shared use paths.]?
4. How important is it for new streets to be designed and constructed to accommodate bikes, including bike lanes or shared paths?
5. Does Sugar Land have adequate bicycle storage facilities?
6. How important is it to have Sugar Land's bicycle efforts achieve national recognition by cycling organizations?

Land Use and Transportation Relationships

1. How do you view the role of land use in the context of mobility?
2. Would you consider greater mixed use developments and/or increased density as acceptable approaches to increasing mobility/decreasing congestion?

3. What areas have the greatest opportunity to change (e.g., develop/redevelop) to support mobility?
4. Do you know of examples of land use and development approaches (either within Sugar Land or elsewhere) that should be considered in Sugar Land?

Summary/ Other

1. What role do you see the Sugar Land Regional Airport playing in the City's Mobility planning?
2. What mobility challenges do you see getting to/from the airport?
3. What role do you see technology playing in improving mobility in Sugar Land?
4. What metrics (measurements) would you use to determine if the goals for mobility are being achieved?
5. Is there anything we have not covered that should be addressed as part of the Comprehensive Mobility Plan?

Stakeholder Quotes

SUGAR LAND MOBILITY

Mobility is getting from Point A to Point B safely and efficiently; Superior Mobility is multi-modal

I am afraid to walk across SH 6 and 90A so I have to drive

Bicycling is only for recreation

This City has developed around the car; I'm not sure that should change

I avoid 59 @ SH 6 whenever possible

Weather is a deterrent to walking and riding bikes

I would love to be able to get around on the weekends without a car

Sugar Land should be a leader in the transportation services the city has available; We should have only the best

I wish I could just hop on a train to downtown

We need to preserve opportunities; put things in place now to build for the future

Imperial Sugar site is an opportunity for new development and change

Freight rail is important to attract and maintain business to Sugar Land

Mobility needs to be part of a broader regional effort

Economics are critical; we need to get good value for the money

1. How currently effective is each of the following at providing Superior Mobility in Sugar Land?

	1 – Ineffective	2 – Somewhat Ineffective	3 – Neutral	4 – Somewhat Effective	5 – Effective	N/A
Roadway network	○	○	○	○	○	○
Intra-city transit	○	○	○	○	○	○
Commuter Rail	○	○	○	○	○	○
Park & Rides	○	○	○	○	○	○
Pedestrian Facilities	○	○	○	○	○	○
Bikeways	○	○	○	○	○	○
Technology	○	○	○	○	○	○
Land Use Planning	○	○	○	○	○	○
Intermodal Connections	○	○	○	○	○	○

2. How important is each of the following at providing Superior Mobility in Sugar Land?

	1 – Unimportant	2 – Somewhat Unimportant	3 – Neutral	4 – Somewhat Important	5 – Important	N/A
Roadway network	○	○	○	○	○	○
Intra-city transit	○	○	○	○	○	○
Commuter Rail	○	○	○	○	○	○
Park & Rides	○	○	○	○	○	○
Pedestrian Facilities	○	○	○	○	○	○
Bikeways	○	○	○	○	○	○
Technology	○	○	○	○	○	○
Land Use Planning	○	○	○	○	○	○
Intermodal Connections	○	○	○	○	○	○

3. How important are each of the following goals for the Comprehensive Mobility Plan in Sugar Land?

	1 – Unimportant	2 – Somewhat Unimportant	3 – Neutral	4 – Somewhat Important	5 – Important	N/A
Providing Transportation Choices	○	○	○	○	○	○
Reducing the cost of transportation	○	○	○	○	○	○
Reliable Commute Times	○	○	○	○	○	○
Reduced Roadway Congestion	○	○	○	○	○	○
Improving Quality of Life	○	○	○	○	○	○
Improving Safety	○	○	○	○	○	○
Creating high quality places	○	○	○	○	○	○
Maximizing funding support	○	○	○	○	○	○
Reducing energy consumption/emissions	○	○	○	○	○	○
Encouraging healthy/active lifestyles	○	○	○	○	○	○

STAKEHOLDER SURVEY RESPONSES

1. How currently effective is each of the following at providing Superior Mobility in Sugar Land?

	1	**2**	**3**	**4**	**5**	**N/A**
Roadway Network	1	1		11	1	
Intra-city Transit	7	2	1	1	1	2
Commuter Rail	7		1			6
Park & Rides	2		4	6		2
Pedestrian Facilities	2	3	3	5		
Bikeways	2	4	4	4		
Technology			3	5	5	
Land Use Planning			1	7	6	
Intermodal Connections	2	5	2	3		

2. How important is each of the following at providing Superior Mobility in Sugar Land?

	1	**2**	**3**	**4**	**5**	**N/A**
Roadway Network					14	
Intra-city Transit				6	7	1
Commuter Rail	1	2	3	1	5	1
Park & Rides		1	1	6	6	
Pedestrian Facilities		1	2	4	7	
Bikeways		4	1	2	7	
Technology				1	12	
Land Use Planning				3	11	
Intermodal Connections		1	2		8	1

3. **How important are the following goals for the Comprehensive Mobility Plan in Sugar Land?**

	1	**2**	**3**	**4**	**5**	**N/A**
Providing Transit Choices		1	1	5	7	
Reducing the cost of transportation		1	4	5	4	
Reliable Commute Times		1	2	3	7	1
Reduced Roadway Congestion				3	11	
Improving Quality of Life				3	11	
Improving Safety				2	12	
Creating High Quality Places			1	4	9	
Maximizing Funding Support			1	3	9	1
Reducing energy consumption/emissions		1	5	3	5	
Encouraging healthy/active lifestyles			3	3	8	

APPENDIX B
MOBILITY ADVISORY COMMITTEE (MAC)
MEETING NOTES

MAC Meeting #1

MAC MEETING #1 – MEETING NOTES

MAC Members – How are you affected by Transportation?

- I make a daily Commute Downtown
- I was involved in developing a Vanpool to the Texas Medical Center
- I use my Vehicle for Work trips throughout the day
- I am concerned about the impact of the regions growth on mobility
- I am concerned about access to our development and also the impact of our developments on community's mobility
- I view improving mobility as improving my Quality of Life
- I make frequent trips driving around town
- I am concern about other modes of travel especially bikes and walking/running; for recreation and well as other types of trips
- Concerned about access to my subdivision and being able to maintain my ability to not use a car if I do not need to
- I represent a major employer in SL and am concerned about people's ability to commute as well as the time it take for my short commute within Sugar Land
- Concerned about access to the west/south side of the Brazos River where I live
- See mobility as a cause of my carbon footprint

Additional Comments

- Updating Major Thoroughfare Plan is critical to providing Superior Mobility
- We can't connect neighborhoods via cul-de-sacs with bikeways or shared paths-- don't have easements
- Sugar Land was developed with cul-de-saced neighborhoods without connections; maybe we don't want that to change.
- Even after we make all the planned roadway improvements, we will still have congestion in 2035---we will have to provide alternative forms of transportation
- By and large Sugar Land residents do not need transit for mobility; they are choice riders who will choose to ride transit.
- Instead of giving residents a reason not to use automobiles, we need to give residents an incentive to ride transit.
- I would ride a shuttle to get to baseball game or to special event

Small Group Breakouts

SUGAR LAND MOBILITY

- We will break into three small groups; each group will have a facilitator from the Consultant Team.
- Nominate a note taker and a presenter for each group
- Each group will be asked to consider the following three questions and present your thoughts back to the entire group
  - Describe your Vision for Superior Mobility for Sugar Land
  - Given your vision for the future, how would you determine if superior mobility has been achieved in Sugar Land in 2035?
  - Are there additional mobility issues and outcomes you would like to see addressed through this study?
- You will have 30 minutes so please budget your time accordingly.

Group 1

Describe your Vision for Superior Mobility for Sugar Land

- Easy access to 59 - Vehicles
- Access from Sugar Land – Rail
- Access Through Sugar Land – Bike/Walking
- Commuter Rail to outside locations
- Water Transportation
- Connections within Sugar Land – Multimodal Choices

Given your vision for the future, how would you determine if superior mobility has been achieved in Sugar Land in 2035?

- Not taking 15 minutes to go 1.2 miles (travel time)
- Acceptance of public transportation
- Ability to get around without a vehicle
- More variety in land uses
- Shorter distance between home, work, play and shop

Are there additional mobility issues and outcomes you would like to see addressed through this study?

- Increase mobility with less environmental impact
- Explore commercial air traffic at the airport
- Building on resources we already have
- Anticipate future right of ways

Group 2

Describe your Vision for Superior Mobility for Sugar Land

- Connecting Destinations along SH 6
- Land Use Decisions that encourage other modes
- Walkable/bikeable communities; ability to bike to area destinations
- Walking across major thoroughfares
- Bike lanes that do not have barriers

Given your vision for the future, how would you determine if superior mobility has been achieved in Sugar Land in 2035?

- Having quality choices
- Faster trip – reduced travel times
- Reliable travel times
- Ability to access destinations without cars
- Environmentally friendly
- Less Roadway Congestions
- Being able to spend the weekend without using car

Are there additional mobility issues and outcomes you would like to see addressed through this study?

- Great Streets – Aesthetic Beauty
- Examine the Quality of the Trip
- Landscaping, Bridges, Water

Group 3

Describe your Vision for Superior Mobility for Sugar Land

- Separate Thru Traffic vs. Destination
- Reiterate/Address Signal Timings
- Street Connectivity
- Transit to Connect Business Centers
- Plan to better connect to West of River (e.g. River Park, ETJ)
- Consider Areas of Development

Given your vision for the future, how would you determine if superior mobility has been achieved in Sugar Land in 2035?

- Level of Service Map with Minimal Red (LOS E/F)
- Improve Public Perception
- Rail Access to Downtown/Med. Center
- Mixed Use Employment with Higher Density to increase options for alternate modes of travel
- Meet/Improve Cross Town Travel Time

Are there additional mobility issues and outcomes you would like to see addressed through this study?

- Access to Sugar Land Airport
- Improve Quality of Life through Mobility Improvements

MAC Meeting #2

MAC MEETING #2 – GOAL DEVELOPMENT

MAC Members Who Were Not at MAC Meeting #1 – How are you affected by Transportation?

- Thomas Brooks - As a cyclist, I am interested in the development of bicycle/walking trails. I also would like to see public transportation provided to the Texas Medical Center
- Chris Siebenaler - I am concerned with good access to Sugar Land Methodist Hospital for employees and future patients.

Additional Comments

- How have other cities dealt with mobility issues; what cities have "pushed back" in implementing transit?
- Look at Dallas experience (McKinney, Plano) and Walnut Creek, CA (affluent community, experienced redevelopment with implementation of transit)
- It is surprising that, based upon the 14 stakeholder surveys that were completed, improving safety is the most important goal for the Comprehensive Mobility Plan. What did they mean by improving safety, e.g., reducing accidents, improving safety for pedestrians walking across major roadways?
- Sugar Land is a bedroom community, which serves as a barrier to providing connectivity and providing transportation choices—limits feasibility of transit service

Group Exercise (20 min.)

SUGAR LAND MOBILITY

- Pair up into groups of 2 (3 if there is odd number)
- The Proposed Goals will be posted around the room; Review and discuss each of the goals with your partner.
- Write comments on the sheets regarding the goals and rationale; Provide additional input on goals on the blank sheet provided.
- Each group will also identify what they feel are the three most important goals (Use provided stickers).
- Study team members will be stationed around the room to respond to questions, comments.

Comments Recorded During the Small Group "Museum Walk" of the Goals:

Goal #1: Predictable, acceptable **travel times, increasing connectivity** within the City of Sugar Land

- Change acceptable travel times to reasonable/reliable travel times
- Increase connectivity – move more easily from one "event location" to another
- Parking and moving from place to place, i.e., shopping
- In reality, connectivity is not facilitated by current planning
- Seamless switching of modes, e.g., bike to car to public transportation

Goal #2: **Well-designed, well-maintained** transportation infrastructure that is **safe** for all users

- The transportation infrastructure is safe for people in cars, but not for bikes
- Combine safety and healthy lifestyle into one goal
- It is not safe for bikes and cars to travel in same space

Goal #3: Transportation choices that meet the needs of **all City residents** now and in the future and promote a **healthy, active lifestyle**

- Sugar Land has walking trails, but they do not provide access to services; you cannot even get to the bike shop
- Sugar Land thinks of trails as a form of recreation, not as infrastructure for alternative transportation modes
- Providing transportation choices will require public and private infrastructure.
- Not healthy lifestyle, but livable lifestyle
- Need to provide amenities to promote bike riding such as bike racks at buildings and on buses and showers in office buildings

Goal #4: Integrated **regional transit services** connecting to and from Sugar Land via convenient, efficient trips

- Direct, non-stop connections from/to Sugar Land
- Need to better educate residents regarding what is available
- Increased gas prices and growth in population will increase need for regional connections.
- Sugar Land must choose its regional partners and move forward. Consider the politics of choosing partners, i.e., choice in rail partner, HCTRA and/or FBTRA

Goal #5: Transportation infrastructure that supports the continued **economic vitality** of the city

- Look for opportunities to leverage existing rail and other infrastructure for commuters
- Freight rail will continue to be vital to City's employment base
- Need to construct grade separations at railroad track
- Encourage shuttle flights to Texas Medical Center, etc.
- Provide trolley on certain busy streets such as SH 6, i.e., think Canal Street in New Orleans

Goal #6: Coordinated land use development and mobility planning

- This goal is extremely important goal for Sugar Land's future growth
- Sugar Land needs to be "the best" and stay "the best"
- Planning for redevelopment is very important in order for City to stay "the best"
- Need a long (>10 miles) hike and bike trail at Memorial Park
- Development regulations should encourage alternative modes of transportation

- Need to think about the aging population of the City—it will happen
- Move from strip center to town center

Goal #7: **Effective partnership** with other agencies to address mobility issues within and beyond the City's borders

- Effective partnerships with other agencies and organizations, public and private
- Funding will be created by cooperative efforts
- Sugar Land needs to coordinate with adjacent Cities and make sure they are on board with what Sugar Land wants
- Keep the adjacent Cities interested in the shopping and medical facilities in Sugar Land; maintain Sugar Land's reputation as the top of our field and "the best"
- Sugar Land must select its regional partners, i.e., City of Houston, METRO, Katy, Missouri City, The Woodlands
- Sugar Land needs to take the lead in partnering with other cities and agencies

Other Goals

- Transportation choices that promote a healthy, active lifestyle (from Goal #3) and congruent with goals of Mayor's Fitness Council

Based on each small group selecting the three most critical goals, the most frequently selected goals were:

- Integrated **regional transit services** connecting to and from Sugar Land via convenient, efficient trips
- **Effective partnership** with other agencies to address mobility issues within and beyond the City's borders
- **Coordinated** land use development and mobility planning

MAC Meeting #3

Gaps and Maps (60 minutes)

SUGAR LAND MOBILITY

- Break out into 3 equally sized groups.
- Each group will be provided a map of Sugar Land/ETJ and a set of worksheets listing the CMP Goals. Each group will complete the forms by identifying gaps between existing conditions in Sugar Land and the CMP goals.
- The location of the gaps may be illustrated on the map of Sugar Land.
- Example entry on worksheets:

Goal #1: Predictable, acceptable travel times, increasing connectivity within the City of Sugar Land

Reality – Existing Conditions	Identification of Gap – Reality vs. Goal	Map ID #
Difficult to get from one neighborhood to another in Sugar Land	Lack of sidewalks and bike paths that provide connections; roadways are circuitous	1

- Each group will present the gaps that they have identified.

MAC MEETING # 3 – IDENTIFICATION OF GAPS

Goal #1: Predictable, acceptable **travel times**, **increasing connectivity** within the City of Sugar Land

Reality – Existing Conditions	Identification of Gap – Reality vs. Goal
Traffic lights are not in sync, impacting travel times along Hwy 6	Lack of coordination with other cities
Existing travel times on Hwy 6	Travel times are not predictable and are not acceptable
No synchronization between existing traffic signals	Negatively affecting travel times
Bottlenecks at key intersections	Negatively affecting travel times
Signals are not sensitive to traffic volumes	No detection during periods of low traffic volumes during the day
Peak travel times to high volume traffic generators	Gap not included (lack of alternative choices or routes during peak periods)
Separate location of amenities, University of Houston, Entertainment district, and Ballpark	No link between the University of Houston Entertainment district and Ballpark
No additional north/south connection	Lack of roadway connections to support north/south mobility in Sugar Land
US 59 and Hwy 6 bottleneck	Unable to avoid this intersection; there is no alternative connection
The Sugar Land Business Park is an island; unbalanced land use (single focus)	Lack of amenities and network in the Sugar Land business park
No crossing over the river; connection to FM 2759/ Greatwood	Better connections over the river

Goal #2: **Well-designed, well-maintained** transportation infrastructure that is **safe** for all users

Reality – Existing Conditions	Identification of Gap – Reality vs. Goal
Inconsistent design among subdivisions	Some neighborhoods lack safe ROWs for bikers and pedestrians
Can't walk from one neighborhood to another	No safe paths connecting neighborhoods/across major roads
Lack of bicycle path connectivity	Need to connect sidewalks and develop a network
Uneven sidewalks; sidewalks in disrepair	Lack of sidewalk improvements and maintenance
Flood wall between New Territory and Telfair is no longer needed	Convert flood wall to hike and bike trail
Location of schools on main thoroughfares impacts traffic flow and creates congestion	Lack of coordination in locating schools and implementing improvements to roadways; gap is the poor design to access schools

Goal #3: **Transportation choices** that meet the needs of **all City residents** now and in the future

Reality – Existing Conditions	Identification of Gap – Reality vs. Goal
Existing services are not well known	No one has heard of TREK
Inadequate choices for local trips	No other options in many neighborhoods
Hard to bike safely	Crossing major streets is unsafe
Generally, not enough choices	
Lack of connectivity between activity centers	Lack of short trip choices; need connectivity without using a car
Lack of parking opportunities to access entertainment districts	Need access to activity centers without using cars or single occupancy vehicles; develop satellite parking lots with shuttle connections

Goal #4: **Transportation choices** that promote a **healthy active lifestyle**

Reality – Existing Conditions	Identification of Gap – Reality vs. Goal
Limited sidewalk and bikeway connections	Lack ped and bikes access to where you want to go

Goal #5: Integrated **regional transit services** connecting to and from Sugar Land via convenient, efficient trips

Reality – Existing Conditions	Identification of Gap – Reality vs. Goal
Limited transit into the City of Sugar Land (commuter)	TREK goes out of Sugar Land, but not in
Limited transit into City of Sugar Land to high density activity centers	No transit into Mall, Town Square, Ballpark
Commuter service to Downtown requires a transfer to METRO	Lack of convenient direct service to Downtown
Limited parking spaces for commuter service from Sugar Land	Finding appropriate parking spaces/lots for commuter services

Goal #6: Transportation infrastructure that supports the continued **economic vitality** of the city

Reality – Existing Conditions	Identification of Gap – Reality vs. Goal
No business involvement in transportation choices	No transit service to local businesses
Limited development in other parts of Sugar Land beyond Town Center	Development/redevelopment in multiple locations throughout Sugar Land

Goal #7: **Coordinated** land use development and mobility planning that supports the preservation of **neighborhood integrity**

Reality – Existing Conditions	Identification of Gap – Reality vs. Goal
Origins and destinations are distant, not integrated	Access to destinations can require long circuitous trips
Sound walls are not planned for SH 99 adjacent to neighborhoods	Lack of coordination and communication between government agencies and community
Traffic impacts as a result of conflict between through traffic and local traffic on Highway 6	Separate through traffic from local traffic on Highway 6

Goal #8: **Effective partnership** with other agencies to address mobility issues within and beyond the City's borders

Reality – Existing Conditions	Identification of Gap – Reality vs. Goal
Disconnect between adjacent area traffic management projects	Traffic not coordinated with adjacent jurisdictions
Outside area traffic impacts must be absorbed by Sugar Land	Sugar Land suffers from outside traffic traveling through the City
Lack of coordination between developers, school districts, local governments on school locations	Better coordination among agencies and coordinated land use planning
Issue with sound walls along major thoroughfares	Mobility improvements need to be coordinated

MAC Meeting #4

MAC MEETING #4
MAC COMMENTS ON PRESENTED INITIATIVES

1. Traffic Impact Analysis (TIA) and planning process takes a limited look at future traffic generated by development; limitations on staff flexibility in conducting TIA's
2. Need to plan now (including ROW) for future growth and the impact of rail
3. Need to use levee system for Ped/Bike trails
4. Connectivity – neighborhoods, such as Great Wood and New Territory, have to travel outside of development to get between neighborhoods; must use major arterials
5. Cost effective pavement improvements
6. Why private versus public on implementation of intra-city circulator?
7. Early impact on the local trolley potential is important
   - Need to be open minded regarding partnerships
   - Consider working with Economic Development and the Chamber of Commerce
8. How to connect north and south of US 59
   - Improve signalization and construct grade separations
   - Focus on major connections/intersections
   - Improve the crosswalks, install railings, improve illumination, make crosswalk/path more welcoming for ped/bikes
9. There are a variety of solutions to address crossings at major intersections (improvements vary in cost and construction requirements)
10. Pedestrian bridge over US 59 is a positive improvement to provide non-auto connection across US 59 (which is a major barrier)
11. Consider key connections across/under US 59; multiple non-auto connections including tunnels, pedestrian bridge, trails, and signage
12. Burney Rd needs sidewalk/bike paths particularly to schools, e.g. Kempner HS
13. Federal grants are available for safe trips to schools for bikes and pedestrians; match is usually fed 80/local 20
14. ROW is needed for bike lanes/paths and to address safety concerns
15. need to change culture and to educate regarding ped/bike safety
16. Group would support some sort of non-auto crossing over US 59
17. Question of non-auto access to Sugar Land Memorial Park; need a ped/bike connection to the park
18. Desire park and ride locations to be closer to home; once in car and drive a distance to lot, might as well drive to work
19. Diamond Lanes/Contra Flow lanes on SH 6
20. Concern about options for employees (especially low income) to commute to Sugar Land destinations
21. Look at reverse commute opportunities
22. Grand Parkway connects US 59 to IH -10 – costs for sound barriers
23. Transit requires continual education to community
24. Is there more opportunity on 90 A than on US 59?
25. Expand Goal 7, Initiative 5B to encourage School Districts to include the City in addressing more than site plans for schools
26. Take a proactive position with the School Districts

MAC Meeting #5

Project Prioritization Exercise

SUGAR LAND MOBILITY

1. MAC members will break up into 2-3 groups
2. Each group will be given cards which describe each project and a prioritization template sheet
3. Each group will place each project card into a prioritization category
   - Short Term/Catalyst (Year 1)
   - Short Term/Catalyst (Year 2)
   - Medium Term (Years 3-5)
   - Long Term (Years 5+)
4. If you believe additional projects are needed or have been omitted, write the project on one of the blank cards provided to you
5. You will have about 1 hour to complete this exercise so try to plan accordingly

Project Prioritization Exercise (CONTINUED)

SUGAR LAND MOBILITY

6. Upon completion, each group will nominate a spokesperson who will provide the group's answers to the following questions:
   - What are your Short Term/Catalyst (Year 1) Projects and why?
   - What were the major criteria you used to determine priorities?
   - Of the Medium and Long Term projects, what are your highest priority projects in each category (Top 3)?

MAC MEETING #5
PROJECT PRIORITIZATION

Identify the Top Three Projects for each Implementation Timeframe
Group I

A. <u>Short Term – 1 year</u>
   1. Superior Mobility Performance Management
   2. Development Standards Update
   3. ITS (Intelligent Transportation Systems) – expand adaptive system and provide real time information to residents
B. <u>Short Term – 2 years</u>
   1. Bike and Pedestrian related projects
      a. On-street bike facilities
      b. Safe Route to School (SRTS)
      c. Bike facilities to serve nonrecreational trips
      d. Ditch Trails
      e. First Colony Trails
   2. Transportation Funding Strategies
      a. Monitor, identify, and apply for external funding
      b. Public/private partnerships
      c. City Mobility fund
   3. ITS – Establish City Traffic Management Center
C. <u>Medium Term – 3 to 5 years</u>
   1. Advocacy for Regional Projects
   2. Thoroughfare Plan Implementation
   3. High Capacity Transit Service – identify and preserve alignment and station options
D. <u>Long Term – 5+ years</u>
   1. Transit Oriented Development – Phase 2
   2. Railroad Grade Separations
   3. High Capacity Transit - Implement BRT

Challenges:

- The amount of projects to study and implement
- Added a new project to address noise created by the development or expansion of major arterials (i.e. Grand Parkway – SH 99)

Group II

A. Short Term – 1 year
   1. Transit Options – develop and implement alternative commuting/marketing programs
   2. Direct service to Downtown Houston
   3. Conduct Park and Ride Study with Fort Bend County
B. Short Term – 2 years
   1. ITS – Establish City Traffic Management Center
   2. Develop programs to support bicycle culture, create bike route map, etc.
   3. Educate/partner with private property owner re: improved bike/ped amenities
C. Medium Term – 3 to 5 years
   1. Conduct High Capacity Transit (BRT/CRT) feasibility study
   2. Transit Oriented Development – Phase 2
   3. ITS (Intelligent Transportation Systems) – expand adaptive system and provide real time information to residents
   4. City Mobility fund
D. Long Term – 5+ years
   1. Rail Based Light Industrial Facilities – prison tract west of Airport
   2. High Capacity Transit – Implement BRT
   3. Railroad Grade Separations
   4. High Capacity Transit – Implement Commuter Rail

Challenges: There are many short term projects that are high priority and may not be able to initiate in one year

Group III

A. Short Term – 1 year
   1. Intracity Circulator – public/private partnership to provide holiday/special events shuttle
   2. Develop programs to support bicycle culture, create bike route map, etc.
   3. Transit Options – develop and implement alternative commuting/marketing programs
   4. Development Standards Update
   5. School Site Selection Process – Coordinate with FBISD and LCISD
B. Short Term – 2 years
   1. City Mobility Fund
   2. Bicycle Arterial Design/Construction – Town Center Pedestrian/Bicycle project
   3. Thoroughfare Plan Implementation
   4. Bicycle Arterial Design/Construction – on-street and additional trails included in CIP
C. Medium Term – 3 to 5 years
   1. Design and construct bike/ped trail on Ditch H
   2. Transit Oriented Development - Phase 2
   3. High Capacity Transit – Implement BRT
   4. Design and construct bike/ped trails in First Colony
D. Long Term – 5+ years
   1. High Capacity Transit – Implement Commuter Rail
   2. Rail Based Light Industrial Facilities – FM 2759

Metrics Exercise

SUGAR LAND MOBILITY

1. MAC members will break up into groups of 2-3 people

2. Each groups should answer the following questions:
   - How will you determine if Superior Mobility is being achieved in the City of Sugar Land?
   - What metrics would you suggest to measure performance?

3. Please use the sheets provided to come up with at least 3-5 metrics for success. We will ask each group to share their top 3 metrics.

4. You will have about 20 minutes to complete this exercise

DEFINING SUCCESS – METRICS

Group I

ACHIEVED SUPERIOR MOBILITY	METRIC
Overall mobility in the city	Accident reduction
Reduce commute times	Reduction in travel times from point A to point B
Provide more non-stop travel options	Changes in mode split
Reduce noise pollution	Measure decibel levels each year
Reduce carbon/other emissions	Measure of tons of carbon dioxide or other measurements to evaluate emissions

Group II

ACHIEVED SUPERIOR MOBILITY	METRIC
Predictable travel times 8 goals established by MAC are met	Minimizing delay times at street intersections
Options for different transportation modes	Increased use of each mode or choices of more transportation modes
Effective partnership with other agencies to address mobility issues	Quantify funding dollars received from various agencies

Group III

ACHIEVED SUPERIOR MOBILITY	METRIC
Better informed community	Responses from community surveys
More bikes on road sharing the roads with cars	Less bike/car accidents Win award as Bike Friendly Community
Increase ridership of other modes of transportation (trolley, buses, etc.)	Ridership census; ride counts/tallies
Net increase in traffic and commute times as population grows	Select certain stretches of roadway to determine travel times during peak hours

APPENDIX C
WORKSHOPS

CITY COUNCIL WORKSHOPS

City Council Workshop #1
December 21, 2010
Comments

- The Study and the Mobility Advisory Committee provide a comprehensive public involvement effort, the MAC is a great representation of residents, employers and various interests in the City of Sugar Land
- The fourth goal promoting Hike and Bike trails and a healthy, active lifestyle is very important to the residents of Sugar Land
- I Support the creative way of looking at transit for the City of Sugar Land. Need to make the residents aware of the available transit and what transit can do to improve mobility
- Plan does call for some tough decisions; the work is very well thought through
- Question regarding next steps – what will the City do with the recommendations? Response: Work will continue to refine recommendations and include funding needs and opportunities and prioritization
- The Plan needs to address improvements north of US 90A
- The study should continue to seek public input; give the public an opportunity to comment on proposals and recommendations (public input is essential)
- There are some serious policy issues included in the recommendations, the public needs to be aware of the proposed changes and the resulting changes in attitude
- The final product will lead to a City Council action to adopt the completed plan

City Council Workshop #2
February 15, 2011
Comments

At this stage the plan is moving forward and the next steps are to develop costs, prioritization, and metrics which will lead to the development of an Implementation Plan. Suggest to adopt the plan recommendations now, before move forward with developing Implementation Plan

- Consensus is to adopt the draft recommendations and support the continued work on the plan to reach a final product
- Come back to Council with resolution that will give direction to the team; adopting the recommendations will provide the base for the team to continue work recognizing that still not have all the answers to all the issues being presented

City Council Meeting
March 1, 2011
Resolution No. 11-03 – PASSED

A resolution of the City Council of the City of Sugar Land, Texas, adopting preliminary goals, strategies, and initiatives for the City Comprehensive Mobility Plan, subject to additional analysis of costs, funding options, and priority level.

City Council Workshop #3
April 19, 2011
Comments

- Thanks to Pat Walsh and consulting team for the hard work
- Special thanks to the MAC for their hard work and time commitment to work on the plan
- The proposed Plan fully meets expectations
- Glad to see that the citizens and the consulting team recommended alternatives modes of transportation including bikes
- The plan will be finalized once the costs and funding have been developed and confirmed
- The plan serves as a template for moving forward with transportation improvements

Planning and Zoning Commission Workshop #1
December 14, 2010
Meeting Summary

Power point presentation was provided and the commission was updated on the status of the project. A summary of the public involvement process conducted as part of the Comprehensive Mobility Plan development was provided.

- Discussion of hike and bike trails and possible bike lanes and shared lanes that could be implemented on local streets
- Safety was stated as an important concern

Planning and Zoning Commission Workshop #2
March 24, 2011
Meeting notes

- In discussing the project strategies and initiatives, what is meant by the type of initiative that is cultural (referring to Bike and Pedestrian improvements). Response: It has to do with changing the attitude of some people that bikes and walking are modes of transportation for strictly recreational trips.
- Intelligent transportation systems (ITS), is there a deficiency in the current system and what is meant by expanding? Response: expansion would include converting additional corridors to new signal technology.
- In discussing the prioritization, what do short term, medium term and long term mean? If a project is short term (1 year), when is it started? Would you expect a project to be started and completed in 1 year? Response: The terms short, medium and long term time frames address when the projects would be started
- **Project: Rail**
    - Freight rail relocation -light industrial and local utilities, projected to be developed in the next 25 years
    - Future rail development will affect north-south traffic.
    - When City Council reviewed the project, were they enthusiastic about the rail projects? Response: City Council did not go into a lot detail about the projects, but were supportive of the State selling the prison land
    - The additional freight rail traffic will continue to be monitored
- **Project: Intra City Circulator – Phase 1 Implementation**
    - Did the study go beyond the idea of a circulator; was the option actually reviewed and studied? Response: A whole series of potential routes were developed previously and this study took the previous study's findings and recommendations into account and also reviewed the routes proposed and discussed options for new routes
    - Is Town Center included in the circulator route? The focus should be on Town Center
    - The routes under consideration do focus on connections and access to Town Center
- **Project: Transit Feasibility and Planning Study**
    - In the Comprehensive Mobility Plan, were the METRO Park and Ride lot and other existing park and rides considered and reviewed? Response: yes, all existing transit services were considered.

- Does Fort Bend County operate the park and ride service and will they continue to operate the service? In recommending conducting a Park and Ride feasibility study, will it be in collaboration with Fort Bend County? Response: The goal of the feasibility study is to develop a regional park and ride master plan for the area to promote cost effective transit operations
- Currently, Downtown Houston is the only destination not directly served by the Sugar Land Park and Ride services
- Park and Ride feasibility study is a short term initiative, the study will be started in the short term. When will the park and ride program be implemented?

- **Project: High Capacity Transit Service**
  - Need to first conduct a feasibility and planning study
  - When will it be implemented?
- **Project: Updated Pedestrian and Bicycle Plan**
  - Are the activity centers going to be connected through bike paths?
  - Are bike paths going to be on the street?
  - The major challenge is to provide connections
- **Project: Bicycle Arterial Design/Construction**
  - Be very careful in having cars share street with bikes; Could be an accident waiting to happen
  - Shared bike paths with cars might not be suitable
  - Bike lanes would not be on major arterials like Highway 6
  - Do not see a bike rack currently at City Hall
  - Bikes are parked at City Hall now, so we need to provide amenities and make it safer for bike riders
- **Implementation**
  - Achieving the vision
    - Have funding sources been identified yet? Response: Potential funding sources have been identified and are presented – many are policy decisions
    - If the price of gas goes up, would that create an increase in freight rail traffic? Response: The rule of thumb is that freight rail trips are over 400 miles; gas prices may not have a huge affect on freight rail traffic
  - Funding challenges
    - Where does the primary funding come from?
    - Could consider a mobility fund or an option to increase the gas tax? Would an increase to the gas tax be regional or would it be at the county level?
  - What are measures of success? Response: A number of metrics have been identified with each of the initiatives.
  - As the City works through the mobility plan, will it be updated? What would be the process for updating the plan? It would be great if the City staff could update the plan internally.
  - The City is currently working through the budget. Has the CIP been looked at yet-which of these projects should go in the CIP? Response: Not yet, we need to complete the Plan and then see where projects fall.

APPENDIX D
PUBLIC MEETINGS

SUGAR LAND MOBILITY SUMMIT
Public Input
SEPTEMBER 22, 2010

Verbal Comments

- Speaker wanted to stress importance of the integrity of the neighborhoods; concern with the extension of University, what is the current plan?
- Is Sugar Land partnering with the County and Toll Road Authority? City needs to improve the commute from Sugar Land and make sure that there is sufficient expansion to meet demand.
- There is a problem with signalization in Sugar Land. Connections would be improved with better signalization timing. Speaker complained that this has been a problem for many years.
- Freight train traffic does impact mobility; the rail traffic will impact access to the new ballpark – what are the plans for access to the ball park?
- Concern expressed regarding the lack of sidewalks in Sugar Land; there are not enough sidewalks connecting neighbors and destinations
- ARC works with people with disabilities who should be stakeholders in the mobility study
- There is a safety concern with bikes mixing with street traffic; good bike lanes need to be developed. Bikes should not be sharing sidewalks either. Need appropriate facilities to support bike riders.
- Part of the problem with sidewalks is that they are not accessible. In many cases, there are bushes or landscaping that block access to sidewalk, people must walk to the driveway and sometimes cross the path of cars to get to sidewalk
- Concern with how the public input will be used. What is the balance between public input and technical expertise? Funding and prioritization are critical
- So what is the plan, what will the final product be and can it be financed?
- There are no bike racks at City Hall
- It is very difficult for students to ride a bike to school; safety concerns
- The goal of predictability is very important for bike riders
- There needs to be a Highway 6 bypass; plans include the extension of University to serve as the Highway 6 bypass. This will happen soon.
- Are there plans for the extension of METRO rail to Sugar Land?
- Zack Johnson spoke about being disabled; he does not drive a car and needs transportation choices in Sugar Land. There are no buses or transit in Sugar Land
- Transit is long overdue in Sugar Land; need to get more cars off the roads – Sugar Land is way behind in providing public transportation
- It was noted that this is a long term study and positive input and feedback would help with implementing the study
- Need mobility for retirees
- Patty Godfrey is a member of the Mobility Advisory Committee and represents the biking community; she encouraged people with biking issues or questions to contact her
- The upcoming bike and pedestrian plan for the Town Center is great; Sugar Land was able to secure federal funding for the project
- Please <u>do not</u> put sidewalks in Sugar Creek
- Comment regarding dislike of ground rail (commuter rail at-grade); speaker would like to see elevated rail, like the L in Chicago
- John Bickham spoke about need to contract services, especially given the aging population. How do we fund public transportation? He suggests we empower private transportation providers

- Need to improve the Mayfield Park area; the area is deteriorating.
- Need to put bike paths off the road; connect bike paths between neighborhoods. Bikes do not mix well with cars; speaker suggests using easements
- Do not social engineer improvements; obesity and diabetes are not part of the study – keep it to looking at mobility and not health issues
- Make rail competitive, but riders should pay the appropriate fare; do not want to subsidize the commute for others
- One size does not fit all; listen to the neighborhoods
- Criminal element comes with transit; do not want buses or trains in Sugar Land
- Speaker does not feel safe on the train (METRO Rail)
- Sharpstown is an example of how transit and apartments hurt neighborhoods
- Goal 5 - Integrated **regional transit services** connecting to and from Sugar Land via convenient, efficient trips is not a priority, spend money improving connections in Sugar Land.
- Need to find a better way to cross railroad tracks; grade separations would help
- Need increased walkability to destinations such as Town Center and also within neighborhoods.
- The City can influence how Sugar Land develops as a regulator, but it is not a developer
- City can work with developers with funding and incentives
- How will you decide what community wants?
- Need to have one stop parking and then ride circulator to other destinations
- Need to look at water taxis—Sugar Mill, Oyster Creek, Lake Pointe
- ARC has a Transportation Committee and would like to be interviewed regarding needs of intellectually challenged citizens. Fort Bend County cannot address all the needs with the demand responsive service:
    - Too many elderly riders
    - Issues with training and sensitivity
    - Demand responsive service requires planning ahead, which is difficult for intellectually disabled
    - Prefer a fixed route service that is reliable and can train clients to use service
- Sugar Land residents have high expectations
- Consider putting a question of the week on the website; start with easy questions and move to more specific questions

Comment Cards

- A foot bridge should be constructed across Bullhead Bayou in the Woodstream subdivision to provide access to Austin Parkway and the Post Office, library and First Colony Mall
- Sidewalks need to be constructed in conjunction with the construction of the roadways. I drive a segway because I can't drive a car and there are no sidewalks on Dulles Avenue.
- Increasing rail traffic will be a problem by itself and adding commuter rail will make north-south mobility inacceptable. If the bypass is constructed, perhaps commuter rail along US 90A may work without making things worse.
- Rail is always more expensive and subsidized by those who do not use it. It also is not as good of a mobility tool as livable centers with good bicycle and pedestrian connectivity. Focus on that!
- I believe mass transportation would destroy our way of life in our quiet and tranquil community. There are pros and cons to this important decision. The "pro" would be that it may help remove cars off the roads and freeways, but it will also transport the undesirables. Don't give criminals a mode of transportation on rail or bus to ride into Sugar Land and "drive" out with our stuff. Sugar Land Mobility Plan, please be careful of what you are planning for the long term future of Sugar Land residents.
- Wonderful, please keep the public involved and have open forums. Thank you

- I am against METRO coming to Sugar Land because the criminal element would be able to come to our community. This is a middle class community that does not depend on public transportation. If you do not have a car, do not move here. Learn from the Woodlands. Have everything here so we don't leave.

Sugar Land Comprehensive Mobility Plan
Public Meeting #2 Comments
January 12, 2011

- Open road concept which would allow cars and bikes to share the road may not be a good idea. Lexington is not a low density road. Suggest widening sidewalks instead to get more use from sidewalks.
- Regarding bicycle amenities at mall, bikes can be stolen from bike racks. Need bike lockers instead of bike racks.
- Crossing US 59 is unsafe; need to find a safe way to make a connection across US 59, as well as SH 6 and US 90A.
- Need to maintain existing hike and bike trails instead of spending money on adding more/new ones.
- Speaker is looking forward to the changes that the consultants are proposing. Speaker plans to be in Sugar Land for the next 20+ years and supports the proposed improvements
- Private transit service (bus/van service) should be a subscription service like membership to a country club. Private transportation service is in competition with the County's subsidized service.
- How will the rail be funded?
- One speaker wanted to know more about the proposed rail yard relocation at Highway 6. She is a resident in the area and is opposed to moving the yard further west down US 90A .
- Can a private bus/van serve as a circulator to major activity destinations, i.e. to the ballpark and/or festivals?
- Facilitating easy access and egress to neighborhoods can also increase the potential for crime. However, could pedestrian paths be constructed at the end of cul-de-sacs to make it easier for students to walk to school?
- Trolley company (headquartered in Sugar Land) could partner with City of Sugar Land during high demand times, i.e. during December/holidays, to provide service to relax congestion on streets
- Funding question – Can the City of Sugar Land use other funds (such as source of funds used to move art sculptures to Sugar Land) for things of more permanence, like bike lockers?

Additional comment received after meeting:

- Is there anywhere that we can read the minutes, or know what the discussion was at the meeting yesterday? I wasn't able to make it to the meeting, but know there are several physicians that have told me in the past that more of their Houston patients would come to see them in Sugar Land, if we had better transportation to the area. On the other hand, I am a SL resident and I don't really want to see a lot of public transportation come here. Just curious.

Sugar Land Comprehensive Mobility Plan
Public Meeting Comments
March 28, 2011

- Support was expressed regarding connecting the ETJ and portions of the area across the Brazos River
- Would like to see better connections between neighborhoods
- One attendee was a bicyclist and mentioned that in addition to expanding bikeways and connections, maintenance also needs to be addressed as part of the Pedestrian and Bicycle Planning effort
- Question about the timing of commuter rail planning and implementation
- Support expressed for circulator service in Town Center area and future connection to ballpark

APPENDIX E

SUGAR LAND MOBILITY WEB-SITE/ON-LINE SURVEY

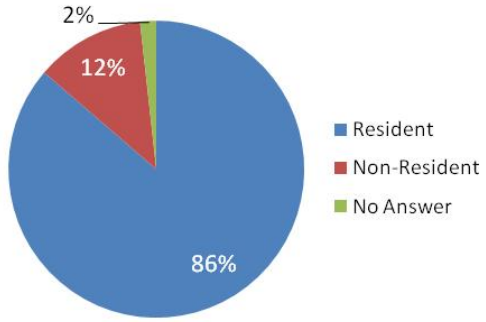
SURVEY RESPONSES

Survey Overview

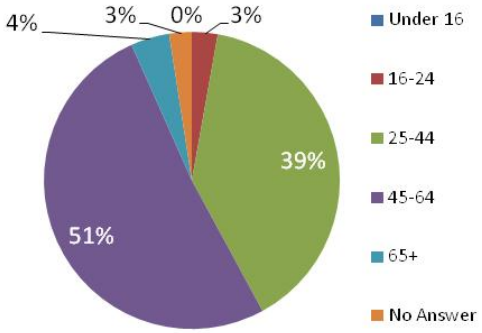
- The 2010 City of Sugar Land Mobility Survey was launched as an online survey on September 22, 2010 and remained open until October 22, 2010.
- The purpose of the survey was to give residents and other stakeholders an opportunity to provide input to the City's Comprehensive Mobility Planning efforts
- In all, 326 people participated in the survey with 285 completing the survey (87% completion rate)

Demographics of Respondents

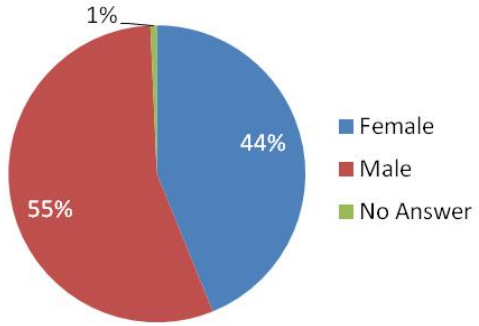
Q13. I am a resident of the City of Sugar Land



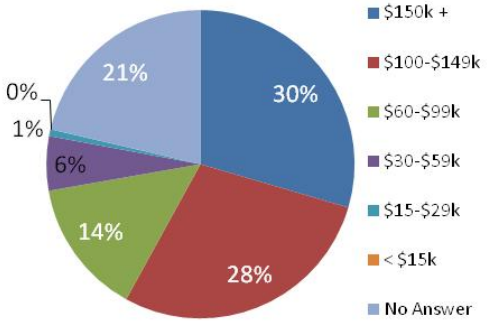
Q16. Age



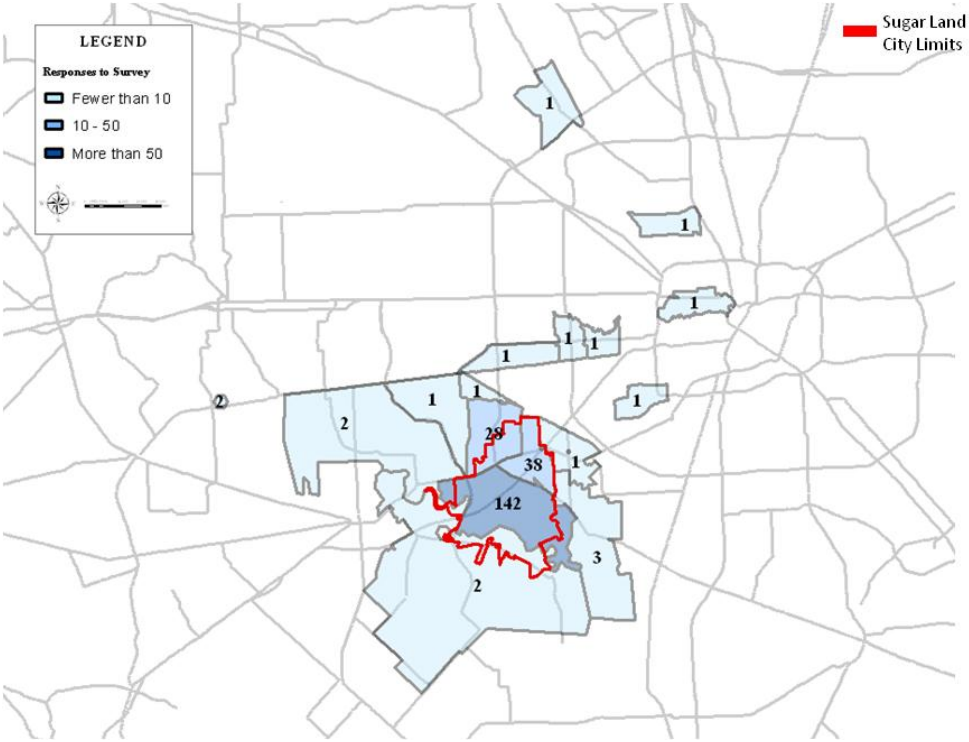
Q15. Gender



Q13. 2009 Household Income

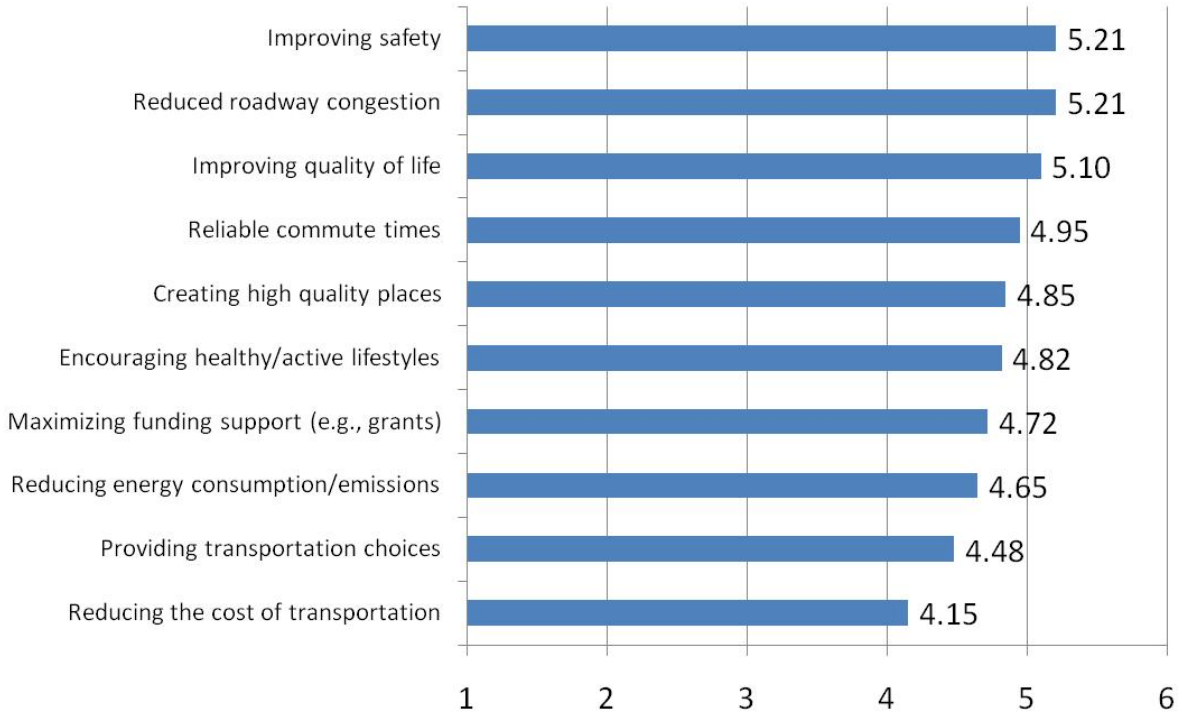


Survey Responses by Zip code



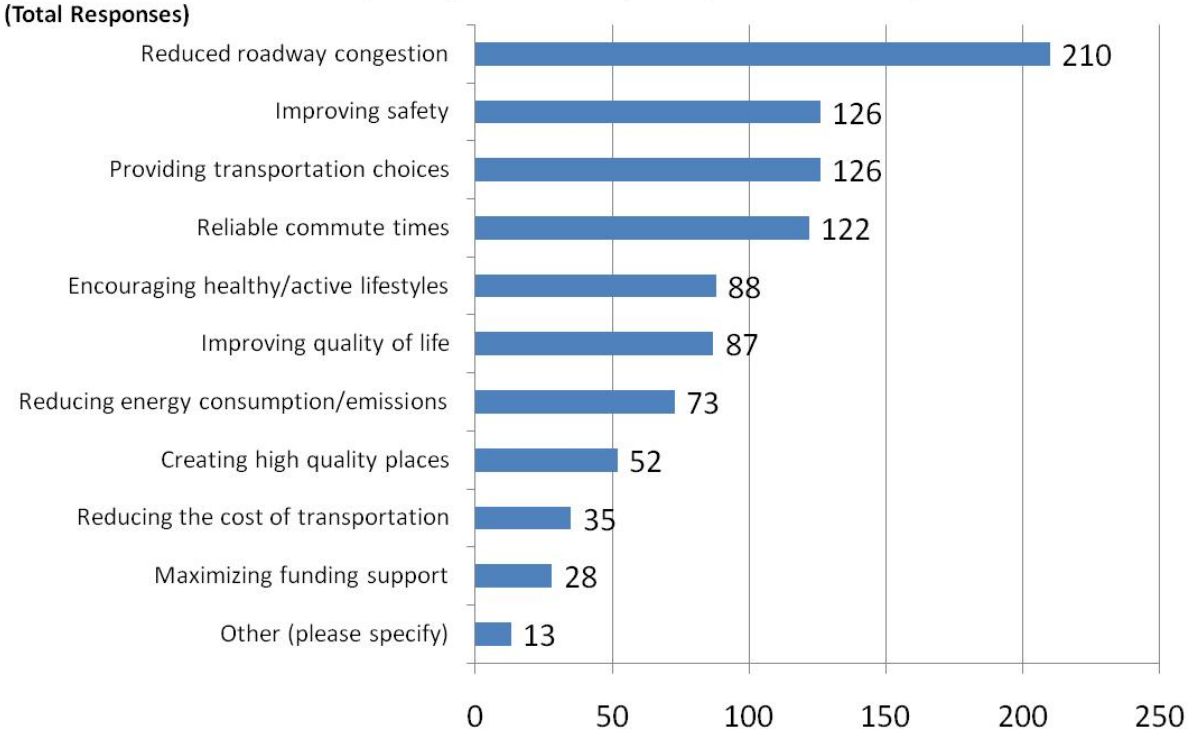
Goals

Q1. How important are each of the following goals for the Comprehensive Mobility Plan in Sugar Land?



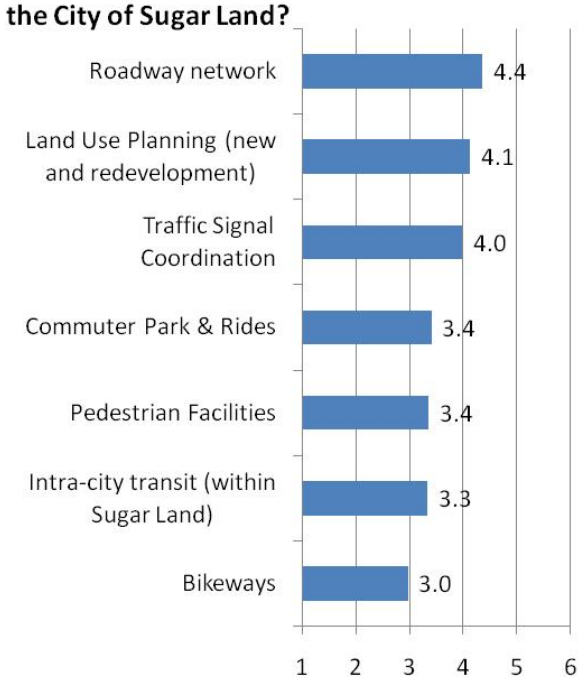
Goals (continued)

Q2. Which are the three most important goals for the City's Comprehensive Mobility Plan? (Total Responses)

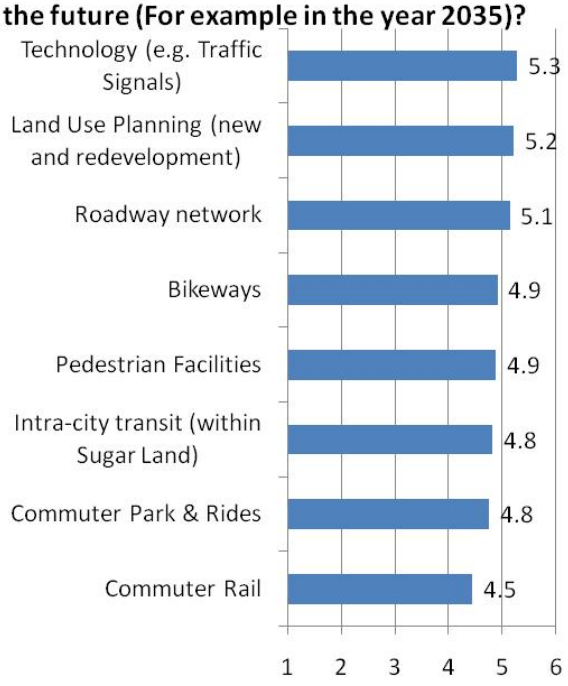


Mode

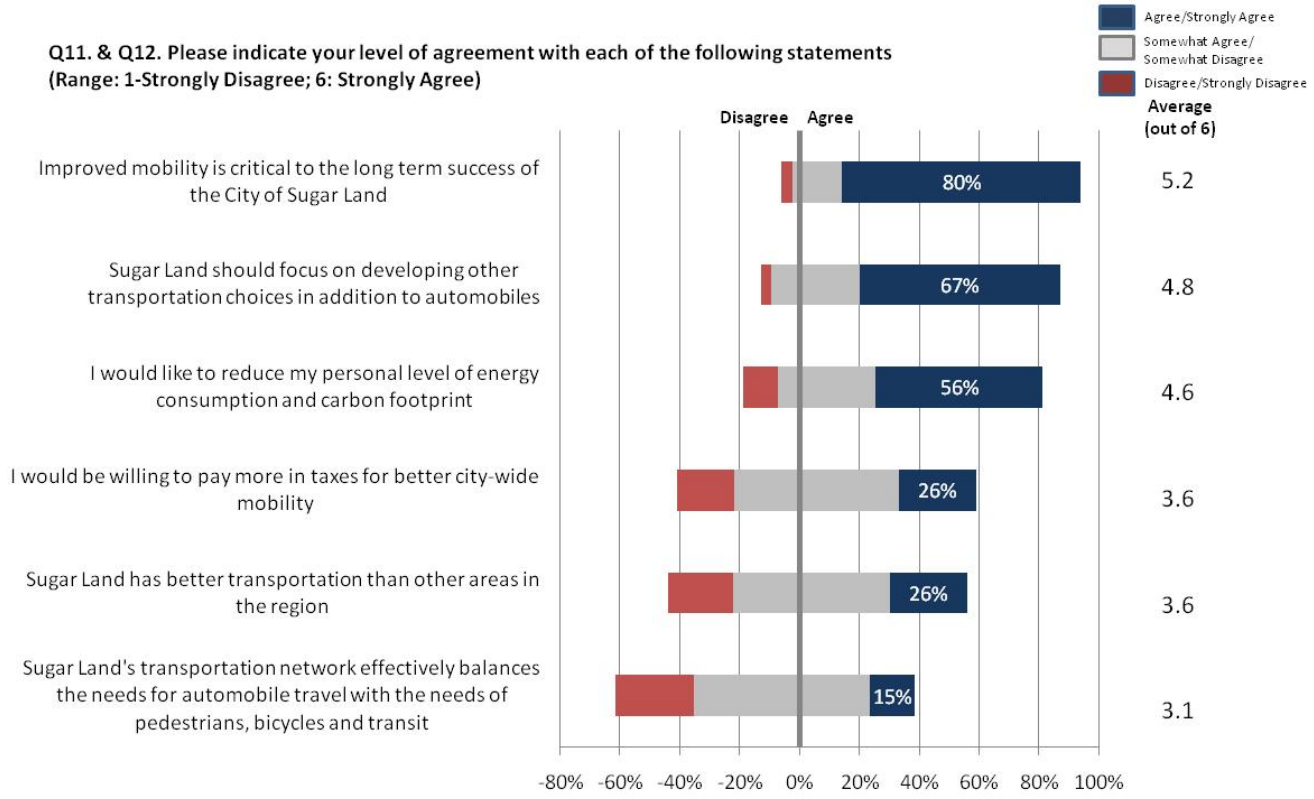
Q3. Today, how effective is each of the following at providing Superior Mobility for the City of Sugar Land?



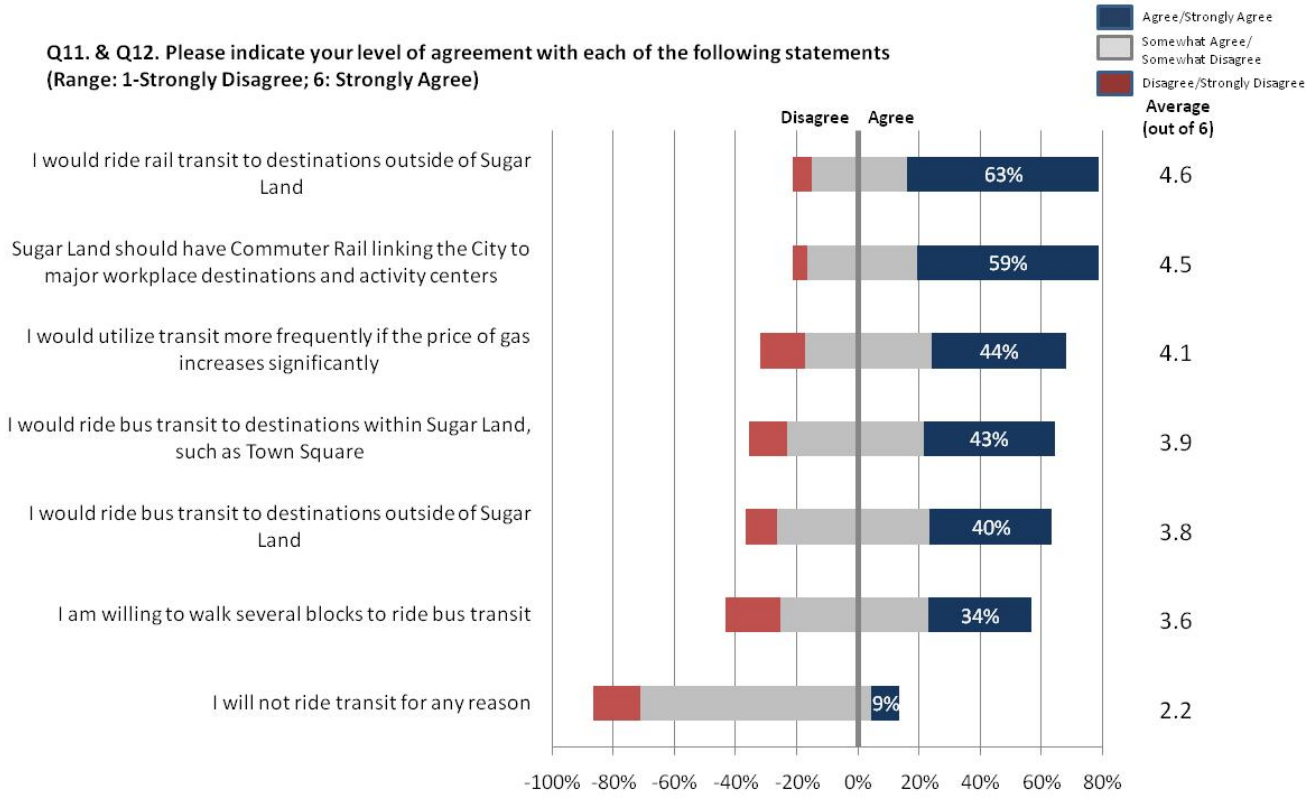
Q4. How important is each of the following at providing Superior Mobility in Sugar Land in the future (For example in the year 2035)?



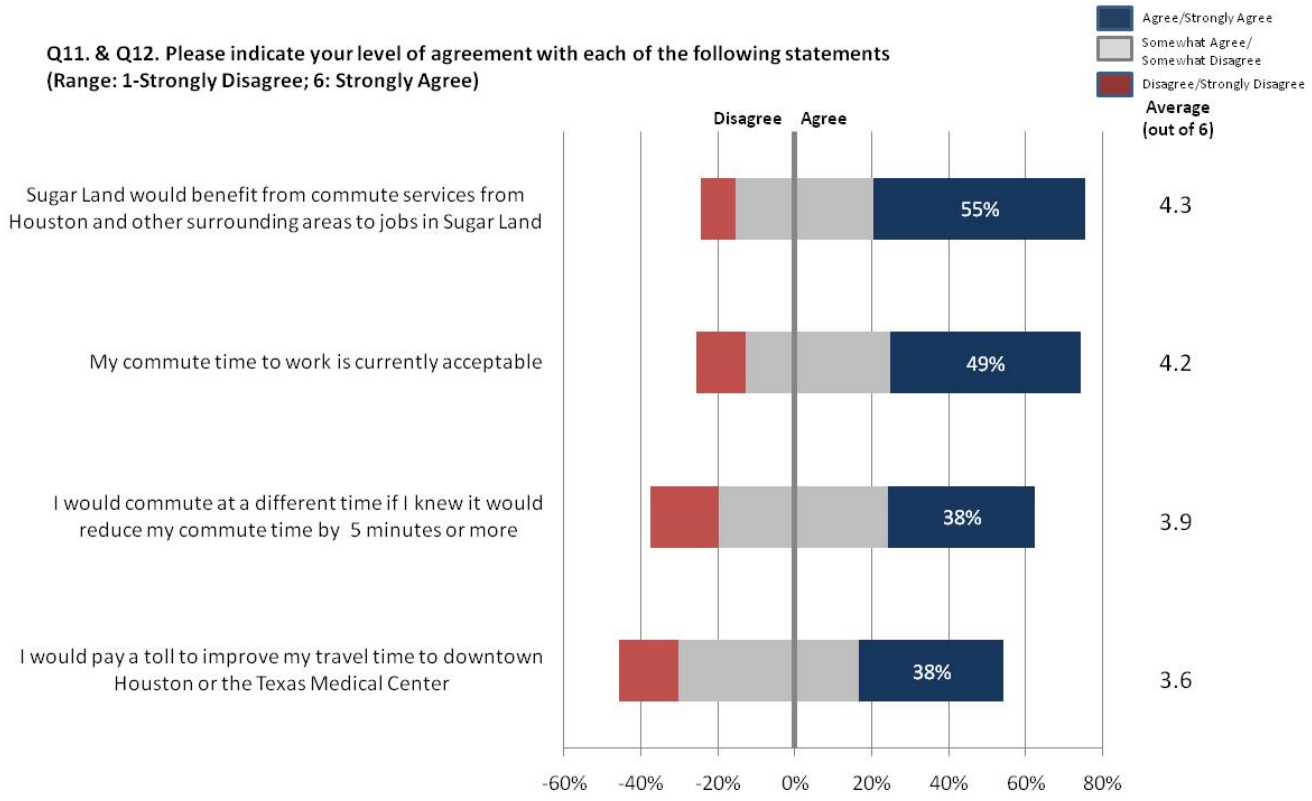
Overall Perspective of Survey Respondents



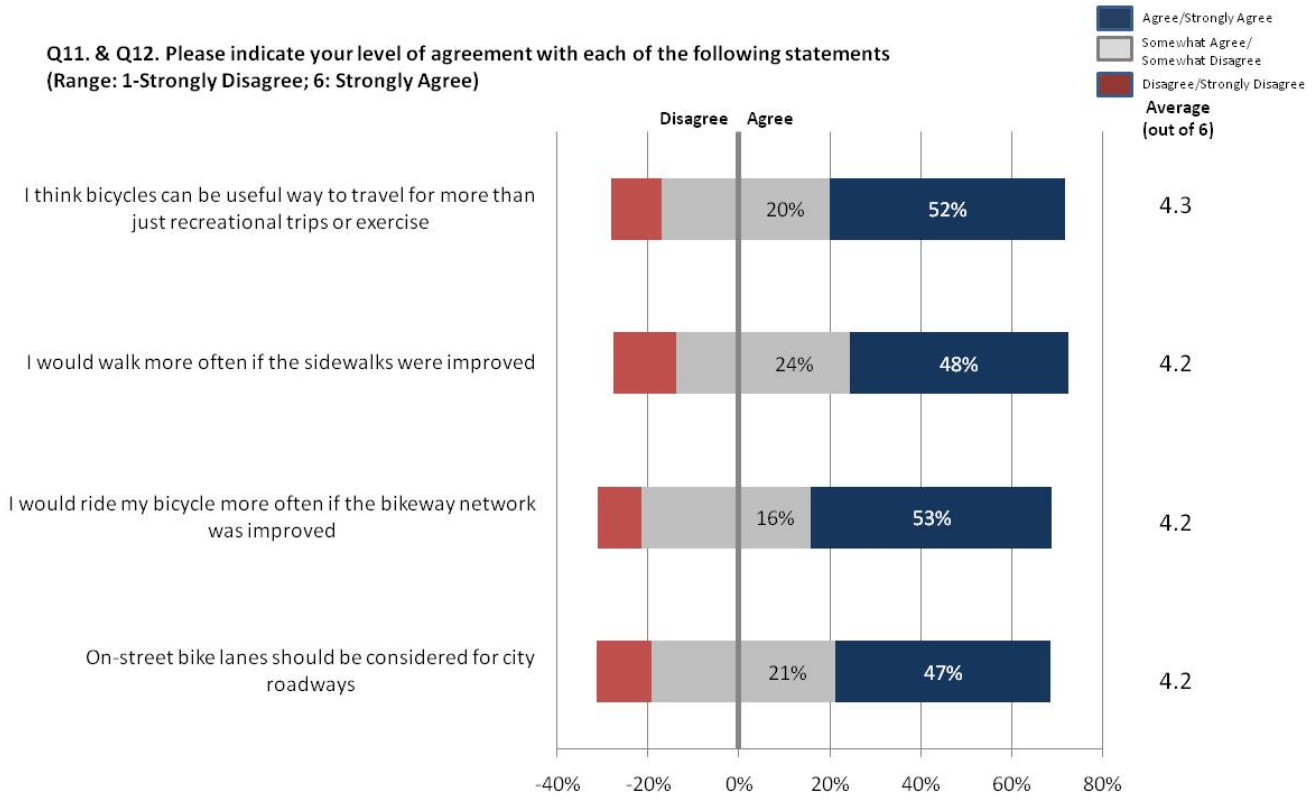
Survey Respondents Perspective – Transit



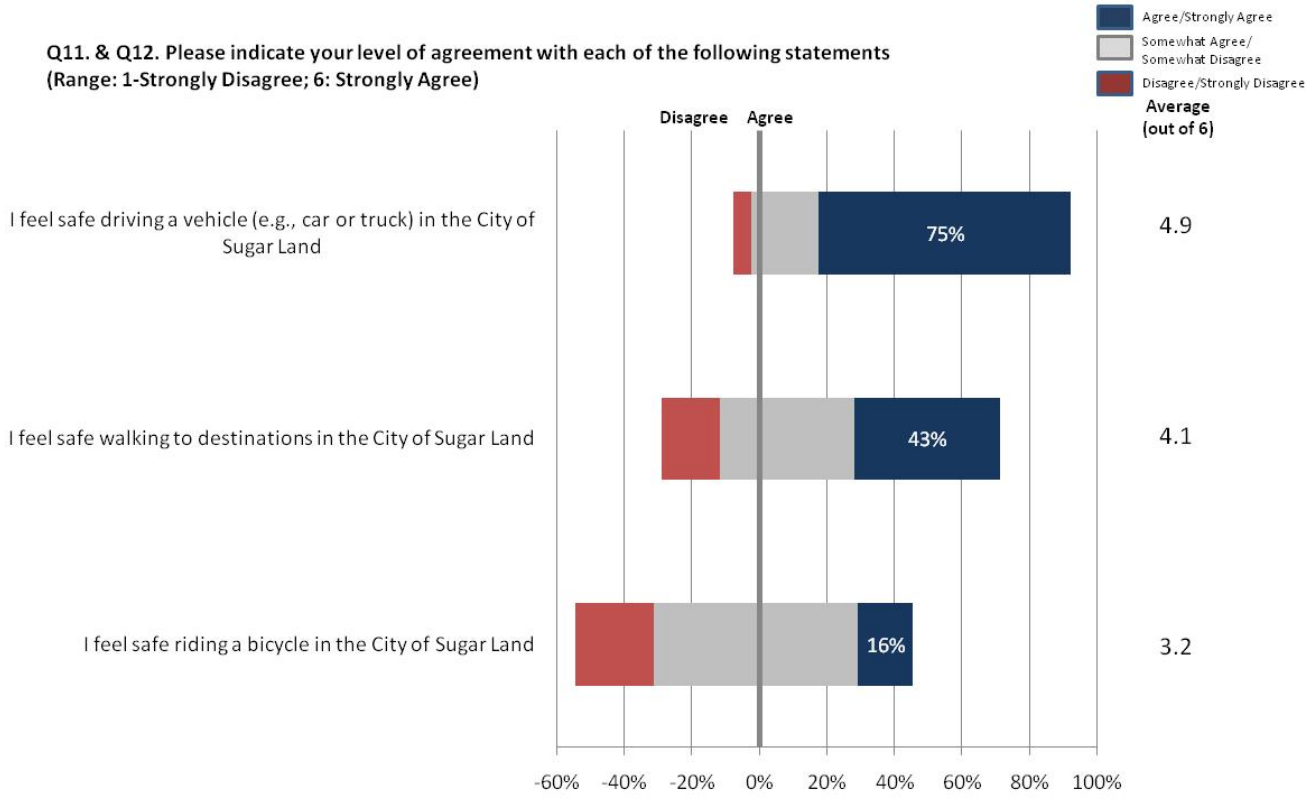
Survey Respondents Perspective – Commuting



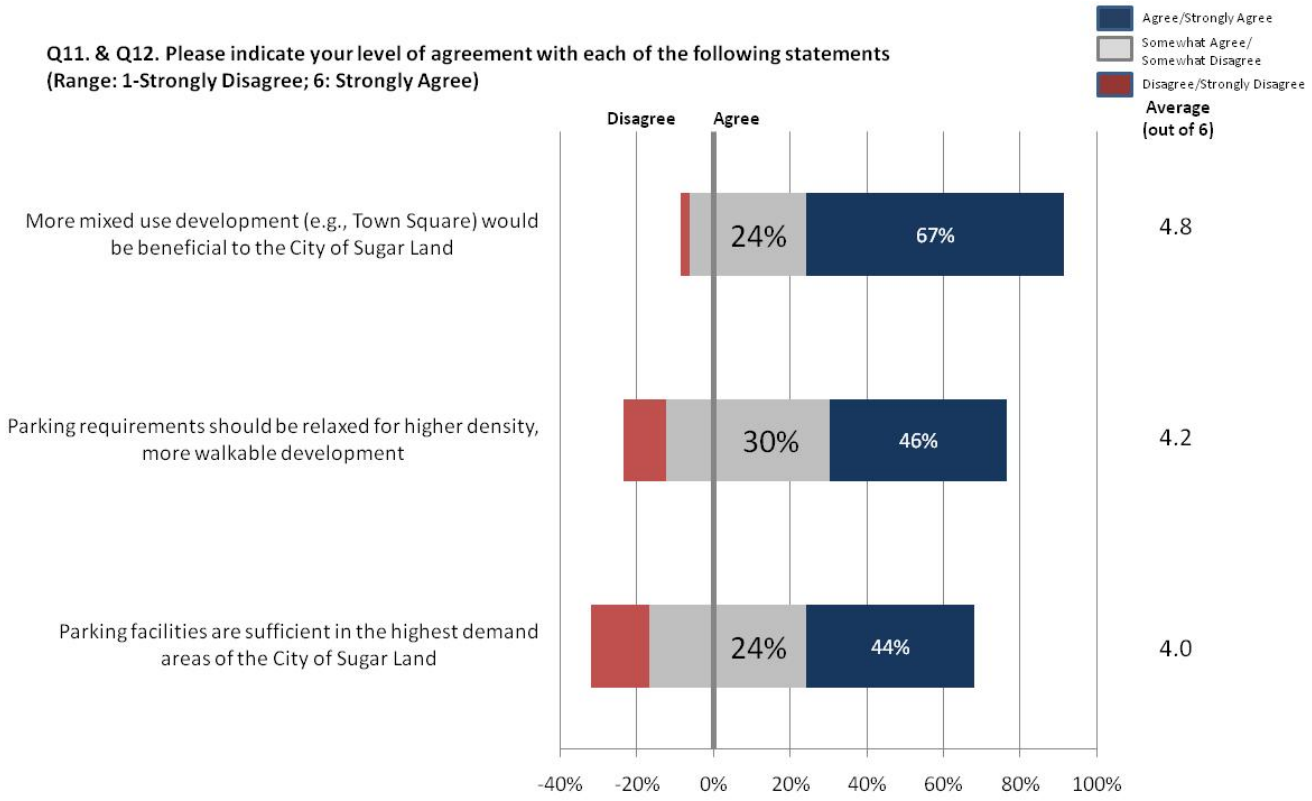
Survey Respondents Perspective – Bike/Ped



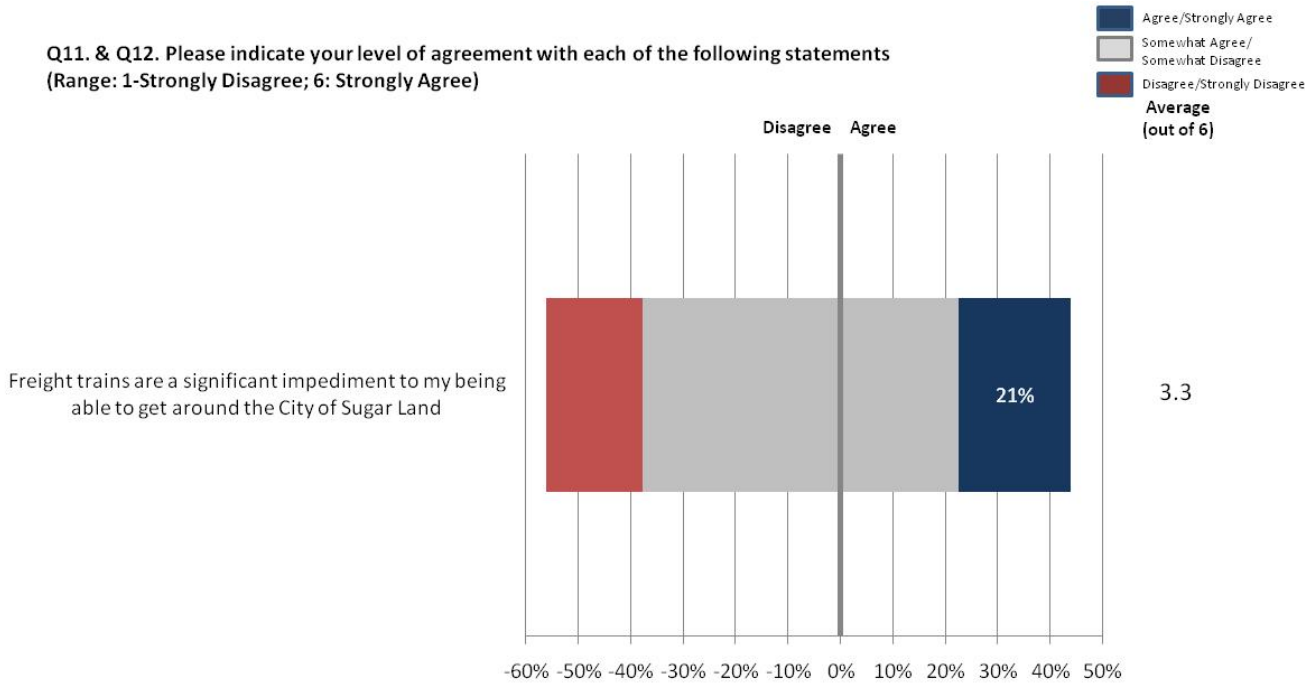
Survey Respondents Perspective – Safety



Survey Respondents Perspective – Land Use and Parking



Survey Respondents Perspective – Freight



RESPONSES TO OPEN SURVEY QUESTION

Are there any additional issues that you would like to comment on or that the City's Comprehensive Mobility Plan should address?		
		Response Text
1		A convenient, SAFE bike route to Sugar Land Memorial Park from multiple locations in the city is a must! And bike lanes throughout the city are needed. We are extremely automobile focused. More areas like Town Square? No way, we need more parks, and easy access to them. This city is rapidly losing its charm and no longer has a small town feel.
2		I would say that the two main points are increase commuter options (go downtown and to the airport are two that come to mind) and increased technology on the roads to increase thru-put.
3		Overall with the design of the road system in Sugar Land there are numerous ways to get around if you are familiar with the city. The congestion of SH 6 will be relieved with the completion of University and that should help in many ways. I strongly urge that light rail and bus service from outside be reviewed very carefully as this would be a detriment to Sugar Land. I will assure you that the City will be challenged by myself and others if they decide to open light rail and intercity bus service into Sugar Land.
4		Do not create options where the criminal element can use bus services to invade our city. Let them stay in Houston.
5		Mobility and quality of life aspects are greatly hindered by the lack of hike and bike trails and systems in Sugar Land. Not to mention that the use of the uneven sidewalks are simply dangerous and scary. Consideration of retirement in Sugar Land would be greatly enhanced if connection to Houston and other centers was available by rail. Some form of light local transit may be desirable but that is hard to achieve without the typical bus service which is not what I would like to see. Thanks for asking my opinion.
6		We need more bike paths to SL destinations We need more homeowner oversight for overreaching HOAs and MUDs We need to green-up our individual and collective awareness of smaller carbon footprints
7		I would like to see more bicycle lanes on streets of Sugar Land. I would like to see City of Sugar Land having a bicycle rental program that many cities in U.S. are now testing. This should encourage people to ride bikes. Summer is too hot here. Maybe it is suitable for other seasons.
8		I think the City is one of the better planned communities that I have lived in.
9		Mobility within the city of Sugar Land is critical. Land planning, parking, accessibility in areas like Town Square are of the utmost importance. Public Transportation to Town Square and other public areas would be wonderful (within the city of Sugar Land) However, public transportation to and from Sugar Land from areas outside of the city would be a detriment to our city!
10		Inner-city Sugar Land ONLY buses may be OK. Buses linked to Houston and other cities should NOT be considered. Absolutely: NO METRO. We moved to Sugar Land to get away from Houston. We don't want the city bringing Houston to us. Years ago Houston expanded its bus service to suburban areas and, as a result, created suburban ghettos and high-crime areas. Again--NO BUSES, especially from Houston.
11		Please look at the needs of those with intellectual disabilities.
12		Stop red light runners AND stop cars from blocking cross streets, it's awful in Sugar Land. Sync the lights on Hwy 6, both north AND south.
13		I am a believer in alternatives to my car, but the alternatives need to be more advantageous than driving my car by saving money and time. Should also be reliable and convenient.
14		I would like to see town center served by transit and make it auto free zone. I have worked in the transportation field most of my life in the city of Philadelphia. I worked at SEPTA doing schedules and planning of routes of different modes of transit. I think this would greatly help Sugar Land in starting with small transit lines to start. My Name is Robert Milke and can reached at 281 617 6488. The meeting is the start of something good.
15		ABSOLUTELY NO BUSES TO HOUSTON NONE IT WILL BRING NOTHING BUT CRIME TO OUR CITY
16		Look at Galveston and their intra city trolleys as an example of tried and failed. If Galveston could not make the trolleys work neither can Sugar Land. Commuter rail would be a good future goal for many residents working in Houston.
17		The west bound lane of Parkway Blvd. needs to be widened at the Sugar Creek area between Richmond Bone Clinic and the Shell gas station. The "island" in between needs to be trimmed back a bit to allow 2 full west bound lanes in the "double stop sign" area in front of the old guard house to improve traffic flow to Williams Trace Blvd. This should be a no brainer!
18		Ornamental lighting (e.g. on University between Commonwealth and Highway 6) is not effective.

19		Why are ALL traffic lights red when a train is present at intersection? I have often timed traffic in every dirction sitting still for as long as 40 seconds when the train comes. If thru traffic automatically got a green light when trains are present, or if the lights cycled in a practical manner, mobility would be greatly improved. Also, if the lights on Hwy. 90 could be better synchronized in the morning commute and in the afternoon commute, the back-ups would not exist [especially at Dairy Ashford]. Also, can something be done to shorten the Brooks Street light at the intersection of Hwy.6? I think 2:45 minutes is unreasonable to wait at ANY light.
20		I disagree strongly with any public transportation which will bring outsiders into Sugar Land. That would increase our crime rate and make me feel unsafe in my own neighborhood. It is important to me to keep Sugar Land private and have a small town feel. I oppose large growth for safety reasons.
21		Other then the Park-in-Ride in Telfair and the buses leaving from the AMC Theater multiplex I don't see any other mass transit facilities. Also, I have heard that their will be a bicycle path along irregation ditch H, however, I haven't seen any evidence of it beginning to be built.
22		MORE ROADS CROSSING THE RIVER, MORE ROADS CONECTING HWY90 AND HWY59
23		Sugar Land does a GREAT job of managing, planning and getting out input. Thanks!
24		In the morning, the traffic lights work well heading North from the Missouri City area. In the afternoon, it seems I have to stop at more traffic lights.
25		Coordination of traffic lights. Stop vehicles from blocking intersections at all times, especially rush hour. Vehicles blocking intersections cause all roads to back up making the commute worse. Fine drivers that block intersections. Give one warning then impose fines.
26		I don't want Metro to come to Sugar Land unless it was a VERY limited route by expanded park and ride. IE HWY 59 and HWY 6. or Straight down main through the medical center to downtown. No residential service. I lived in Alief and then Metro came and the area went to TRASH and we left. One of the choices of moving to SL was that there was no public bus service that drove through neighborhoods, ruined the streets and basically brought the criminal element to my door.
27		I would like to see a system similar to Harris County's Metrolift service for residents of Sugar Land who are mobility impaired and use assistive devices.
28		It would be a significant coup for the city of Sugar Land to be the first satellite city in the Houston metro area to have a light rail connection to downtown Houston, not only for work commuting, but also for transportation to entertainment venues such as Jones Hall, the Alley Theater, etc. where parking costs & hassle are significant. Rail connection to the Medical Center would be secondary, as that destination is primarily for work commuting. Rail would not only attract residents to Sugar Land, but also businesses which are interested in quality of life for their employees.
29		Serious consideration should be given to improving the public transportation for the elderly to destinations within Sugar Land and to medical facilities in the region.
30		Sugar Land's lack of internal and external mass transit alternatives are the single greatest drawback of living here and I believe project an overall negative impression of the city. The city truly seems stuck on an automobile-centered development model. Mass transit alternatives to Houston destinations (downtown for example) are so onerous that I would use them only in desperation. (Trek Express to Beltway 8 transit center to downtown is a minimum 60 minute commute versus the 30 minutes commute by car). Lack of intra-city transit options result in unacceptable congestion especially in commercial areas. Lack of forward planning and coordination with developers has resulted in a minimal attempt to create an afterthought bike network instead of an integral network that keeps bikes and motorized vehicles separated.
31		Reduce noise from Hwy 59...sound walls.
32		In the long term Sugar Land and other Fort Bend communities should have high speed rail service to downtown Houston and to other high density, high employment sectors. We are TOO FAR out to effectively use LIGHT RAIL to downtown (too many stops, takes to long). An effective alternative to high speed rail (and probably much cheaper) would be a seamless extension of the Metro Park and Ride bus system all the way out to Rosenberg. Our present park and ride is at best a band-aid solution. A local intra-Sugar Land bus system is not needed at this time. However, when gas prices triple and/or when our density of development is GREATLY increased a local bus system (maybe in cooperation with Stafford and MC) will become necessary. We should be planning for that day as part of the long range plan.
33		You will bring down the value of homes and increase crime, etc by bringing in buses like Metro in Houston. Sugar Land will suffer significantly if you do this!
34		Sugar Land is beautiful as is. Bike trails & pedestrian areas would encourage a healthier, more beautiful city. Buses, trains & other forms of transit would just add to traffic & be an ugly addition to our city. I vote in every election & take interest & pride in my city. Please do not bring these archaic forms of transit to our city. Keep Sugar Land beautiful.
35		It seems like running stop signs or barely slowing down for them is a problem in Sugar Land--especially First Colony. Parking at Town Center is not convenient and seems to be getting even less convenient. It often is a deciding factor in whether to go there or not, for me, as well as my friends.
36		A little trolley between Sugar Land square, whole foods, and imperial sugar would be nice
37		Town Square was billed as a place to come and visit. The parking is horrible and it is very difficult to get in and out of. It would have been nice if it had been designed more like the town square in Frisco Texas

38		Some of the questions were unclear, e.g. what does relaxed parking mean? We should focus our limited Sugar Land residents / business owners tax dollars on Sugar Land and mobility within it; not connecting to/from other cities, especially south Houston. I think (and I am not alone), that mass transit connections from Houston would bring more crime to our city. Living north of 90A, I would not support commuter rail along 90A unless additional over/underpasses are made available to move across the rail line. I travel almost exclusively north to south across the UP line along 90A and we only have the overpass at 6. As our ecomomy improves, additional freight rail traffic will be added to the UP line, and adding commuter rail would only make it much worse for those of us living north of 90A.
39		Commuter rail linked up to the Houston Light Rail system would be extremely beneficial to the development of the City of Sugar Land for both professionals (of all ages) living in Sugar Land and working in Houston and those of us looking to get out of Sugar Land for some fun in Houston and a safe way to return home to Sugar Land after one too many drinks. Spending time in the EU, I was amazed at how efficient and safe the commuter rail is around the eurozone. Improved bike lanes (bike traffic signals) and traffic signals would improve the safety of bikers, pedestrians, and drivers, as well.
40		We could use senior citizens communities: upscale affordable townhomes or one story homes where some one maintains the outside of the building and common arears. I'm talking about empty nesters and those who want to get out from under home ownership, but, still are very active citizens who continue to work or do volunteer work. There are some of us that are not home bodies and we like to be out and about in a safe environment. And, I,m not talking about Del Webb or any of those. We feel young, look younger and act younger than our age. We just want to enjoy our retirement years. We love Sugar Land and the fact that it continues to grow into a beautiful city where people want to live. We are active in that we do volunteer work for rhe church which requires travel, go to the theater downtown, to the medical center, have a Lifetime membership and work out 3 to 4 times a week and take Ballroom dancing in Houston. Get the Picture? There are a lot of us here in Sugar Land. We don't want to move to any other city. The only other thing is that along with growth is traffic. We need clean roads. I'm tired of dodging what the 18 wheelers and orther truckers leave behind. It make us look like we don't care about those who have to travel through our city on the freeways. I'v seen too many stranded people along the roads, especially between HWY6 and the Brazos River.. Is that uncharted territory? We need help in that department. and the speeding is outrageous! yours truly, I don't want to go before my calling. God Bless you for this survey. Are you going to have a Town Hall meeting on all this? Let us know, I'd like to be there. We watch the news on a regular basis.
41		The residents of Brazos Landing should be considered over the development of University through the subdivision first and foremost over the city's desire to speed traffic through the city. The City is attempting to build a HIGHWAY through a RESIDENTIAL area. And BTW...check the grammer on Q9.
42		Yes, I think it is imperative that SL rethink its current land use plans and look to low density housing (single family housing), more green spaces and less commercial development. This is a residential community that has become successful built on these principles in the past. Stop selling out to the Houston developers!
43		Bus from Town Square to Lakepoint. No buss to Missouri City or into Houston. No mass transit buss like in Houston.
44		rail system to downtown Houston would be so wonderful!
45		1. People running stop signs put cross traffic at risk. Enforcement is lacking so people just ignore stop signs and stopping first at red lights when turning right. 2. Countdown 'walk/don't walk' signals would improve safety for pedestrians crossing streets.
46		I am concerned that some of the proposed infrastructure improvements through Sugar Land will provide more benefit to non-residents by allowing them to "cross through" Sugar Land to reach other destination cities/locations. I am supportive of an improved traffic plan for our residents, just not supportive of building highways and parkways so residents in other communities can cross through Sugar Land more effectively (specifically travelers from Mo City/Sienna/Pearland trying to reach 59. We should not develop infrastructure so non-residents can travel 55+ MPH through our city. We are not a highway city.
47		I believe bringing buses or commuter rail into Sugar Land will increase crime
48		I feel the City of Sugar Land has done an excellent job in zoning/planning to keep property values up and I have completely supported the City in not wanting Metro to come out to Sugar Land. I feel this has kept some of the criminal elements that stay in Houston away from Sugar Land and I fear that providing a bus service might bring an increase in crime. I do like the idea of having park and rides like the one at UH Sugar Land and a commuter rail as long as it takes you where you need to go, like in Chicago or even DFW.
49		I think that bicycle paths along Ditch H would be an awesome and safe way to increase the mileage of biking/walking trails in Sugar Land. It is the perfect way to connect the Sugar Factory to SL Memorial Park. Please consider this improvement.
50		Sugar Land residents are not going to ride public transportation of the types currently provided by the MTA for a variety of reasons including safety, reliability, cultural affinity for private transportation and the cost of public transportation through public finance. Public transportation has historically been available only at huge public capital cost (bonds and sales taxes) and has consistently lost money from operations (fare box). I remain resolutely against mandatory public transportation (through governmental regulation of pricing of alternatives) as an imposition on freedom. I have never seen an American model of public transportation which returns a profit to the citizens who finance it and the esoteric "quality of life benefits" are ephemeral at best.
51		Improve bikeway/pedestrian connections to neighbor cities (Missouri City, Stafford).
52		Look forward to seeing the results!
53		I would love to see more bike trails, and connections between existing bike trails.

54		The City needs bike lanes that will keep bicyclers off the main traffic lanes. We constantly have to dodge people on bicycles and this creates a dangerous situation because they do not follow the same traffic rules.
55		Thanks for accepting comments from the residents of the community. Appears the work on State Hwy. 6 at US 59 is well on its way to an improvement.
56		I am strongly in favor of commuter rail linking Sugar Land to the Medical Center and Downtown, possibly down an existing freight rail corridor.
57		Yes, I think it is important to think outside the box when we are considering bike lanes. When I was in Germany, I was very impressed with the bike roads there. They did not designate a bike lane as we do here (as an afterthought), they have bike ROADS that run parallel, yet distinct, from the road where the cars are travelling. They are separated from the road by a grassy berm, just like a sidewalk would be here. It is SOO much safer for the cyclists, and much more encouraging for individuals to take up a bicycle. It is scary to bike on our roads. A bike lane is an improvement, but a bike road would be best. I think that all new roads should be designed and built with bike roads alongside them. It would be a new and exciting direction for our lovely city. And, YES, I'd be willing to pay for that with taxes.
58		i think letting local transportation from city to sugar land will increase crime and unwanted that stay away because coming to sugar land is not easy.
59		Sugar Land needs more bike lanes!
60		We don't need any improved or new transportation to import any more undesirable residents / visitors / thugs to the area. It's already bad enough even though the police dept. won't make public the real story!
61		I am not in favor on bus transit within the city.
62		It is extremely difficult (and dangerous from a traffic standpoint) to get to and from New Territory/Telfair (and central Sugar Land), to the Austin High School area. I realize the areas along FM 1464 aren't technically in Sugar Land or even Sugar Land ETJ, but it's my opinion Sugar Land needs to AGAIN look into remedy of this situation, even if the ETJ must be bought from city of Houston. Sugar Land annexed and rezoned the plot of land between the Chelsea Harbour subdivision and the Municipal Airport, which prevented the developer from carrying out plans of more residential. This action by Sugar Land likely prevented the construction of a northern extension of Ellis Creek Blvd out of New Territory, as an alternate route for crossing the dangerous Hwy 90A & Hwy 99 intersection. Furthermore, Chelsea Harbour and the rest of Water District 25 near the airport have repeatedly asked city of Sugar Land for inclusion into Sugar Land ETJ, to be eligible for future annexation, to no avail. As it stands now, the only development in the area is haphazard and follows few rules, which could be bad not only for the area but for Sugar Land itself, as the Sugar Land city limits and airport directly border it, and it contains the county's 2nd-highest ranking high school. Sugar Land should be making a REAL effort to gain some control over the unincorporated area that is so close to Telfair, New Territory, the airport, and the planned site for the baseball stadium, especially considering most of this area has Sugar Land postal addresses and so in the eyes of the public is "Sugar Land."
63		Outside of improving infrastructure, people need to be better drivers. Improving that through higher driving course and licensing standards along with punishing aggressive driving habits would be a contributor to a safer driving environment.
64		I think a commuter rail coming into Sugar Land could bring in a criminal element to the city. If a commuter rail system is implemented, it would need to be carefully planned to limit any potential for crime. Maybe restricting the route times to a few hours in the morning for outbound commuting and a few hours in the evening for inbound commuting. I don't like the idea of bringing the Metro rail into the City of Sugar Land. Allowing the Metro Rail to the border of the city's jurisdictional line along 90 and then having a Park and Ride system from Sugar Land to the Metro rail might be beneficial. Also, any sort of public transportation system within the City of Sugar Land should be limited. I like the idea of a Cable Car system similar to San Francisco or a trolley system that links Town Center, the future Ballpark/Historical district, museum, and other peak areas. A public transportation system like the Metro Bus system would not fit Sugar Land's standards for quality. Something with more style and personality like a cable car or trolley system would be more appropriate.
65		Please fix the light at Lexington and Austin Parkway. This light previously reacted to cars that approach and would activate according to traffic. Now it is on a timer and it is frustrating when I pull up to the light when it is red and I have to wait for the light to cycle in the other three directions without any cars passing through the intersection before it changes to green again. This light should NOT be on a timer, as there are not any lights within a mile to time it with. Please put it back the way it was before (and the same thing with the light at Hwy 6 and Grants Lake). Thank you for your consideration.
66		Covered parking for Park & Ride (Just like @290) and/or commuter rail station will contribute use of these facilities without doubt.
67		Do something about the traffic in the Hwy 6 and Hwy 59 area. it is terrible
68		DO NOT, I repeat, do NOT bring public transportation to Sugar Land! Do the research, all areas of other cities begin to deteriorate as soon as public transportation comes to the area! Crime increases and neighborhoods close to public transportation lose value and beauty! Keep Sugar Land as it is!
69		We should improve mobility within Sugar Land, but not at the cost of providing speed ways through residential neighborhoods.
70		Consider weekend and holiday park and ride vans or minibus connecting different points of attractions within the city.
71		Several of your questions are "false choices". Many of the questions are leading to a pre-conceived conclusion desired by the survey. The issue of Red-Light Cameras has not been effectively addressed by the city. It is obviously only a method of paying the police overtime and not coming out of the budget. There has been no public record (that I have found) in a couple of years but accident frequency was at best non-conclusive or comparing frontage roads during freeway bypass (no cameras) to normal traffic (after cameras installed).
72		None

73		There should be more development such as Town Center, that is more friendly for pedestrians, but there should also be a way to get there other than driving directly to the destination. The only way to get to Town Center is driving, so there needs to be more parking, but if there was a rail to take to Town Center, then you could utilize the parking spaces for more retail instead.
74		Buses and commuter rail will bring negative effects to the city. Improve traffic flow. Add bike paths and trails. Repair sidewalks. People who are unrealistic about commute times can move downtown. Sugar Land is doing a good job improving 59, 6, and 90.
75		What ever happened to Shape Up Sugar Land...Did it die when Mayor Wallace left as Mayor? What is the City doing to promote wellness and Shape Up Sugar Land?
76		Build intercity WIFI system, so everybody in the city can get access to the network anywhere in the city, may charge nominal fees to increase the city's revenue. Also provide city wide mass transient system to let people doing around the city.
77		Bike lanes should be considered on new roadways or major road projects. Today in Sugar Land, bike lanes are few and far between making it unsafe to even consider traveling by bicycle in town especially given the traffic congestion around the town square area and other shopping areas.
78		Do not waste taxpayer dollars on reducing so-called greenhouse gases or carbon emissions.
79		Public transportation should be considered and resolved effectively. The current solution does not work well in the term of timing when traveling within the city. To be on time to be the destination, you could end up get there several hours early, which sometimes is not practical.
80		More ADA planning and covered drop off areas
81		The ONLY way I can get from my house to my office (a distance of about 2 miles) is in a car. That is because there is no safe way to cross Southwest Fwy either by walking or on a bike to get from my neighborhood to my office.
82		DO NOT ADD BUS SYSTEM! THIS IS WHAT KILLED LARGE AREAS OF HOUSTON! PLEASE LEAVE SL A SUBURB COMMUNITY. IF YOU CAN'T AFFORD A CAR, DONT LIVE HERE! FORM CARPOOLS OR HAVE SMALL TRANSPORTATION HUBS LIKE THE BUS TO DT OR MED CNTR THAT LEAVES FROM AMC. KEEP MASS TRANSIT AWAY FROM US!!
83		I like bike riding and would do so for mobility if there were trails to utilize from my neighborhood to the mall/tc area. i do not like on street lanes. We would walk also if there are areas within walking distance.
84		focus on lowering taxes, maintaining the current tax base we already have and forget about bringing mass transit to Sugar Land - we don't need it and we don't want it - thank you
85		To encourage healthy lifestyle and improve the environmental conditions I suggest to have: - biking trails (or road dedicated bike lanes) on every road in Sugar Land - sidewalks on both sides of every road in Sugar Land, - more frequent park and ride trips to major Houston hubs In this way pedestrians and cyclists can safely move from one place to another without having to share the road or the same lanes with car drivers. People will be encouraged to use their bikes for leisure or even to go to work within the city limits. This is the situation in other comparable places within USA (one example where I lived before in Ahwatukee, a southwest Phoenix suburb, which is like Sugar Land, a family friendly and a very nice place to live). Thank you
86		We need more of the flashing yellow yield turn lights that have been installed so people don't have to wait for a green arrow to turn.
87		Would love to see an extensive rail commuter train from Sugar Land area to downtown Houston, stopping along the way to major points like medical center, westheimer locations, City of Bellaire, Zoo, Theatre district, Toyota Center, Various sports venues, Greenway plaza, etc.
88		1. It is important to encourage the use of motor bikes and bicycles within the city of Sugar Land because they not only are efficient mode of transportation but also because they are less dangerous for pedestrians than a car or 4+ wheeler. To promote the purchase of motor bikes it will be helpful if the City of Sugar Land can provide lanes for motor bikes on the Interstates/Highways that pass through the city and also offer subsidies on the purchase of such vehicles. 2. It will be great to have buses to be able to reach more into the new communities such as Telfair and New Territory. 3. It will be nice to have a metro train to be able to go up to downtown. 4. The HOV lane on Interstate 59 is excellent and thank you for that.
89		Keep up with the timely repair of potholes, cracks and buckling expansion joints in our roads and highways.
90		Would love to see nice bike n walking trails for general public.

91		An free trolley system linking mall, town square and other attractions would be welcomed. We need more sidewalks ie., from Courthouse/PD building to BoA and CVS and along other thoroughfares. Street lights need to be timed and w full traffic stop to better to accommodate pedestrian crossings.
92		I'm somewhat disappointed with placing the new baseball stadium at Hwy 90 and Hwy 6 in lieu near the satellite UofH campus. I hope plans are still moving forward with some type of music/entertainment venue near the campus. I love the Sugar Land community and what it stands for as the "Most Diverse Family Friendly Community" in Texas.
93		We need light rail / Subway in Sugarland!!
94		no buses please
95		Sugar Land residents do not need/want metro buses!!!!
96		Here are some of the bike friendly ideas (some are specific to Sugar Land, but the idea would be the same for H-GAC): * At Oyster Creek, Sugar Land has a 3-mile hike and bike trail (actually 2.75 miles I believe). Even an average cyclist like me can blow through this in about 12 minutes and it can get a little boring to keep repeating the same small stretch. In other words, more paved bike trails/lanes are needed. * There are a few other nice but short trails around Sugar Land (riding with the automobile traffic), but I don't believe the are linked/connected into any type of continuous route. * Linking them together and marking them with signs (mile markers) would have a big impact on creating a "bike friendly" culture in Sugar Land. In my opinion, we would need at least 40 miles of linked trails to have any credibility as a "bike friendly" community. For example, Davis, California, a comparable small city of 65,000 people has over 100 miles of bike lanes and bike paths. * I would love to see at least a 10 mile (minimum) bike trail at Sugar Land Memorial Park at the Brazos River, that would also be linked to the bike trails on the roads with the auto traffic (e.g. University Boulevard near UH-Sugar Land). My suggested 10-mile trail should have parallel lanes (paved for bikes, matted dirt for runners). * An in-depth local bike map to be published by the city * May is National Bike Month... can it be heavily promoted in Sugar Land and H-GAC? Or the city can declare its own cycling celebration at some designated time each year? * We should try to encourage more K-12 students to ride bikes to school. More bike racks at the schools? Bike racks in SL Town Center? Other enablers?
97		The problem with Park and Ride type mobility solutions is that one has to use a car to reach the Park and Ride spots, so a local bus service should have regular pickup and drop-off points at short intervals, accessible on foot.
98		Sugar Land provides a healthy range of amenities. I spend a lot of time in the City and surrounding areas.
99		If there must be bicycles at all, they should be far away from vehicles, as they pose a huge threat to drivers and often exhibit dangerous and arrogant attitudes toward vehicles. Get them the hell away from vehicles!
100		Need to do something with the freight trains in Sugar Land. They are way too noisy at night and come/go very frequently.
101		No need to try to silence train horns. They cause no problems and only serve as safety features. NO CITY MONEY SHOULD BE SPENT ON THIS! The horns are loud so we can hear them. They are supposed to be heard. It's a TRAIN HORN!!!
102		I would like to see serious support of light or heavy rail for commuting purposes. We would also benefit from mixed-use, higher density developments such as Lake Pointe where residential, retail, health care, restaurants and other services are within walking distance.
103		We need a service like Metro P&R that will take Sugar Land residents to Downtown Houston, Medical center etc.. I would be willing to pay higher taxes for a service like this. I use Trek express to West Belfort P&R from the Sugar Land U of H campus. This adds to my commute time since a stop at the AMC theater is required before heading to the P&R. I would say this add at least 10 minutes commute for me each way especially since the Trek Express schedule is limited. I would prefer to see a service such as Trek to provide service all the way to Down Town Houston or have Metro build a P&R in Sugar Land. It seem that the city of Sugar Land prefers to add better transportation within Sugar Land and providing bike riders new bike lanes. This does me no good. I work all week, I don't have time to pedal around Sugar Land on all the new bike lanes. Are these bike lines really a benefit for Sugar Land residents? I certainly don't see anyone using these new bike lanes. This is just a "nice to have" amenity. What about the commuting needs for those of us that work all week outside Sugar Land?
104		The parking issue in Town Center can be easily alleviated if there was a transit system between the mall, town square, and the shopping center that houses Marshall's, Old Navy, etc. If I go shopping I get exhausted trying to constantly battling the traffic and moving the car and trying to find parking to hit multiple shops that are so close to each other. I would appreciate parking once and going to all 3 areas on a trolley/bus/etc. in one trip...I think the eateries in Town center would greatly benefit from this...Walking is not a realistic option in Houston due the extreme weather patterns - summers too hot...winters the temperature changes constantly...as well as the thunderstorms/rain showers...

105		Provide transport to Airports Promote Electric cars by providing battery charging stations. City should work with the utility company. City should buy hybrid and electric cars, rather than big SUV's.
106		Predictability of how to get to different places by bike or other alternatives than solo in my car would be great! I know I'm not supposed to be on the sidewalk with my bike, but there are no alternatives when you get to many of the retail areas. Unfortunately, the sidewalks are unpredictable though and you end up at a dead end before you get to many of the retail centers or roadway intersections outside of neighborhoods.
107		I would like to see lots of bike paths. I ride my bike alot and see many other people doing the same, but I feel like I compete too much with cars.
108		It should be unique.
109		Too much outside traffic jack into the middle of Telfair community to get on high-way 59 , which causing major delay ,noise , unsafty for the telfair community , the road deign should ensure that heavy traffic should not going to through any middle of the community. The cut-through traffic are causing major pains to the welfair of telfair community.
110		fixing the sidewalks and the streetlights on a regular basis would be an excellent thing, I am one of a number of runners out there and when it is dusk and the pavement on the sidewalk is all torn up, it gets very dangerous.
111		A dedicated bike route running from Oyster Creek Park running up 6 along the commercial shopping route to the eventual baseball park would dramatically improve bike mobility and reduce traffic. Thanks!
112		I would like to be able to walk and bike safely to run errands around Sugar Land. If more cycling is going to be encouraged, education campaigns are needed for both drivers and cyclists about the rights and responsibilities of both cars and bicycles. The police also need to enforce laws on both cars and cyclists evenly to ensure safety. Similar education and needs to occur with cars and walkers. There have been a number of times when I have been crossing a street in a crosswalk and had a driver making a right turn LOOKING DIRECTLY AT ME and still rolling forward towards me while I'm IN THE CROSSWALK. If I had not have moved, I would have been hit. This needs to be fixed. The police also need to start monitoring crosswalks at busy intersections and giving out citations to drivers who do not obey the law when pedestrians are in crosswalks. If people don't feel safe walking, they aren't going to no matter how "friendly" the walking environment is made.
113		I currently use the TREK system a couple of days a week. I would use it more if both its AM and PM hours were expanded.
114		in asking questions about walking and bicycling ... remember South Texas stays HOT, high humidity, etc....and is not conducive to walking and riding bicycles. by the time you would bicycle to work you would need a bath especially for these people who do not bath in the first place. Also, the more growth City council pushes for, the more cars, people, etc.
115		Need rail and other commuter services to Downtown, Galleria, Medical Center and IAH. It will save residents hundreds of dollars a month if proper and well run commute service is provided to all residents of Sugar Land.
116		Please work to make cycling a reliable and safe mode of transportation around Sugar Land. I feel that because drivers in Sugar Land are not used to seeing cyclists on the roads, bike lanes are essential to expanding Sugar Land's transportation options. I don't like having to drive my car everywhere, even when my destination is very close.
117		Bicycle lanes, and bike friendly busses or commuter rails are most important to me. I feel that the City needs to look towards a more sustainable mode of transportation that will improve public health as well.
118		Bikes are a horrid inconvenience on the roads. Riders clog traffic and feel entitled to disregard traffic rules. We cannot encourage bike riding outside of parks!!!!!!
119		Please. More lanes for bike riders
120		Please look at coordinating the light cycles with the neighboring areas, like MoCity on Highway Six. Also, an intra-city bus system would be nice, if it had easily accessible bus stops (not along Highway 6).
121		Expanded network of sidewalks and bike trails would be welcome, particularly along Dulles Ave, Eldridge, Burney and old Sugar Land.
122		I would like to see Container Store and Crate and Barrel store come to Sugar Land. There are the only two stores that we need to go to Galleria area for.
123		There are too many motorist violating traffic laws, speeding, failure to come to a full stop at stop signs, failure to use turn signals. I find that most bike ride fail to follow traffic laws. I would like to see more law enforcement of traffic laws as they pertain to autos and bikes
124		Expanding existing roadways (i.e. adding lanes, extending turning lanes at intersections) is ineffective in the City of Sugar Land.
125		I would like to be able to bike to town square (safely) from my home in settler's park. I would also like to bike to work and other places but will not go near the main roads because it is too dangerous (especially crossing hwy 6 or 59). Rail to Houston area would be great.
126		Why do the city fathers want our lovely city to keep growing? A lot of us residents moved here because of the small city atmosphere before the unencumbered growth started. I do not shop in our city due to the traffic congestion on Hiway 6 and other main arteries. Parking meters downtown is a joke and a rip-off. The police should make bicycle riders adhere to the same traffic laws as cars. They are idiots and never stop for red lights or stop signs, making the roadways more dangerous for automobile traffic. I have NEVER seen a bicycle rider pulled over for breaking any traffic law. Make them pas a bike riding test before they are allowed to ride in the city and write them tickets for breaking the law. Maybe our police don't realize that they have the same laws as automobile drivers

127		Mobility will be more of a problem with the new baseball stadium being built and eventually the new convention center. There should be consideration for mobility for seniors and those going to the Old Sugar Land area, where the new SL Recreation Center, Sugar Land Community Center and the Sugar Land Senior Center are located. The Community Center is being modernized and the Senior Center will be demolished and rebuilt in late 2011. Better mobility needs to move along fairly quickly and be well on its way by late 2011 into 2012 to being completed. I hope City planning is coordinating, on a timely basis, all the necessities of city development.
128		Rail is long overdue in the Houston and surrounding areas. Sugar Land would certainly stand out by developing a safe and dependable rail / commuter system. If we had such a system, I would strongly consider remaining in Sugar Land when my child graduates high school. Currently, I am considering moving back to Houston to minimize travel. Love Sugar Land; hate the commute to downtown.
129		The sidewalks in Sugar Land are too narrow for passing on bicycles. I do not feel safe having my children riding in the street and yet every time we ride the bikes someone has to step out off the sidewalk to let us go by. The sidewalks are riddled with big jumps and narrow transitions from the street to the sidewalk. Letting my 4 & 6 year old ride their bikes to school scares me as they are unsafe. As far as bicycle lanes go please look at The Woodlands as they have done an excellent job in planning good bicycle paths.
130		Adding bike lanes to the major streets/highways
131		Add bicycle lanes and bicycle parking around the new Imperial Development.
132		The City needs to reconsider its zoning that has allowed the majority of the major retail to develop at the intersection of SH 6 and US 59. This has created traffic congestion at this intersection at all times of the day and night and all days of the week. There needs to be immediate focus on alleviating the congestion at this intersection. I live near Williams Trace and SH 6 and go out of my way to avoid this area unless I need to go to one of the stores in this area. Traffic lights need to be better synchronized along SH 6 to alleviate congestion along the entire corridor. My husband and I bicycle for fitness and are often times scared for our safety as we ride through the city. We do not travel along SH 6, as it is completely unsafe for bicycles. We try to stay off of major corridors, but this cannot be avoided in the city. Potholes and uneven manholes and storm sewer inlets need to be repaired to make cycling safe in the city (we have gotten flats from these hazards while riding). It is obvious that bicycle safety is in no way a priority for the city. We would ride to restaurants and stores if there were safe bicycle lanes in the city.
133		I would like the city to address two main issues: 1. The bad traffic and flow in the Hwy 6 & US 59 intersection. This area is a great addition to Sugar Land but I avoid it due to the headache of traffic and getting around. A local LOW COST and simple transit system would be great. Maybe like Dallas in the elevated train looping to all of the area and build parking areas away from the main loop. Walmart, Campus area, Parks etc... 2. Connection of the various areas of Sugarland via trails, bike lanes, and parks from New Territory, Greatwood, Telfair, Sugar Factory area, and First Colony in order to get around safely as I feel like the area is not safe on a bike. It would also help running clubs.
134		please, please connect the bayou trails with bike trails so there is a COMPLETE system. for example- have bike trails from the neighborhoods to the libraries (a bridge from the bayou over to first colony library for example). there are places that don't have complete sidewalks- for example if i am biking on austin parkway and i need to cross over highway 6 where it turns to dulles- SO DANGEROUS and i bike there with my kids!!!! the sidewalk just stops and we have to walk our bikes through the grass and ditches. also- the sidewalks in first colony (where i mainly bike) are awful- there are places where there are height differences in the sidewalks of 3-4 inches (so there are huge bumps). i cannot tell you how often my kids fall off their bikes because the sidewalks are in such poor condition. biking/walking is so important- less cars on the road, we get healthier, less pollution- there should be places to park your bike at over! also- why is there no rail service or public transport to houston from sugar land? i only just moved here a year ago but i am appalled that a city as nice as sugar land does not have public transportation to get into the city.
135		My biggest concern about mobility in Sugar Land is that it should address safe pedestrian and bicycle connectivity between different planned communities and the commerce centers of the city. While many of the communities (Telfair, New Territory, First Colony, Greatwood, etc) may have a good system of pedestrian and bicycle trails within them there is very little, if any, connectivity between them making it unsafe to travel between them and to the commerce centers near Hwy 6 and 59. Safe crossings around major roads and natural features (bayous, rivers, etc) are necessary to improve this. Finally, the right of way used by the levee system throughout the city/county should be further leveraged to improve quality of life and provide additional pedestrian and bicycle options. This could potentially help with the concerns raised above.

136		I think there should be a mechanism like a trolley or bus to get people around the city. It needs to be something safe and clean. The route should include the Hwy 6 corridor but be flexible for future development or events. For example it could go Oyster Creek Park, Town Center, and a couple of stops in area such as Mall, Whole Foods/Fluor/new Hotel and Target side of Hwy 6 and could include University (UH/Memorial Park) and the new ballpark destination for special events. It could run on weekends. The purpose of this is to move people to different destinations without having to move their car. This route is not meant to collect people from all over the city to every destination across the city and should be advertised as such. It is meant to reduce traffic (in this case the Hwy 6 corridor) and encourage people to get out of their cars for short trips. For example, the Woodlands trolley has a regular route. It is not meant to serve all destinations in the Woodlands but has a set route along the mall area. I think the businesses should play a significant role in funding as they will benefit. There could even be a minimal cost per rider but it can not be too much. I also think there needs to be a pedestrian bridge or way to help people get from Town Center to the mall, to the shops across form Town Center (in the Marshalls/Party City shopping center). It should not just dump people out in the parking lot, but also have sidewalks or safe passage to get to the other shops and restaurants. The city has wonderful walking trails and bicycle routes within certain parks and some neighborhoods. Sugar Land should continue to encourage pedestrian and bicycle routes as new areas are developed and redeveloped. Finally, we live by the train tracks and are directly impacted but the trains were here first. The traffic lights along Hwy 90 seem to be timed accordingly when a train passes. Thank you.
137		My family enjoys being active (biking and running). To ride my bike I put it in my car and drive to Fulshear where there is adequate room for bikers on the side of the road. I wish I felt comfortable to ride from my house out to Fulshear, but it is simply not safe. I ran this past weekend from my house in RiverPark over to Greatwood. There was no sidewalk to go under the brazos river turnaround, so I ran on the feeder. I then went thru Greatwood and crossed under 59 and the intersection with 99. There is a pedestrian crossing there, but NO sidewalks on either side to get to and from that pedestrian crossing. I'm glad the crossing was put in with the freeway, but it's not useful without connecting sidewalks. I had to run across fields and parking lots to get from one neighborhood to the next. The land developers developed pockets of commercial and residential areas, but they need to be connected. I wish it was safe to ride or run over the brazos river to other areas of the city, but that is unfortunately not a current option. I realize that is the point of this effort, so I thank you greatly for attention to this matter. I greatly look forward to a better connected and safe City of Sugar Land. Thank you!
138		Bad development practices of Houston are closing in on us. This is evident upon driving north of Hwy 90 on FM 1464, the way I have to go to work on Hwy 6 & I-10. It is embarrassing to have these areas with Sugar Land addresses, that are not actually Sugar Land yet border with our city limits. Sugar Land needs to get control of that area ASAP. It is too close to Telfair and New Territory and the new baseball stadium to NOT have an effect on us one way or another if it is to fall to bad development. Luckily FM 1464 is finally getting expanded, but there needs to be an alternate route to having to go through Hwy 90 and Grand Parkway. Sugar Land needs to get control of these areas west of the airport.
139		I believe that Sugar Land would benefit greatly from a commuter bus line such as The Woodlands Express. I currently use the 265 Park & Ride to travel to my job in downtown Houston and would definitely switch to a commuter bus line or rail that originated in Sugar Land.
140		Please, please bring the rail to Sugar Land!!!!
141		More Vanpool Services should be offered or encouraged.
142		none
143		Buses are a stinky option for this city, but would like to see light rail in the city and high speed rail into Houston.
144		I am not sure if this is what was meant by safety but I would be willing to walk more if the neighborhoods and main roads were better lit. I am always concerned about safety regarding crime. My new neighborhood of Colony Bend could be better lit inside the neighborhood. I would be more willing to walk to the store in the evening if this were there case.
145		Check out the Dallas DART rail system. We need more bike trails away from traffic lanes.
146		Improved, safer pedestrian access from Town Center to food & shopping areas and FC Mall are BADLY needed ! Shuttle buses or trams are long OVERDUE to improve pedestrian use, safety and traffic congestion which is often a nightmare. Shuttles to the Whole Foods center & restaurants north of Hwy 59 are also badly needed to move people from Town Center offices for lunch and shopping. SL traffic congestion and mobility will NEVER improve unless shuttles are put into use for everyone.
147		Appreciate that you are interested in resident's thoughts on this important issue. My main concern is the lack of hike and bike trails for recreation that could tie into access to local commercial entities so that walking/biking is a true alternative to getting in the car for every errand. Major intersections continue to be built with no dedicated crossovers so that hikers/bikers can cross without serious risks. Current designs of pedestrian cross walks and the dedicated bike lanes on roads are OK for access to local merchants and casual usage, but are not what hikers/bikers want for exercise and recreation. A "Terry Hershey" approach is a must if this is to become a reality.

APPENDIX F
Mobility Projects Sorted by Implementation Timeframe

City of Sugar Land Comprehensive Mobility Plan - Project List (Sorted by Prioritization Year)

	Project	Description	Primary Goal Supported*	Primary Mode**	Factor	Time Frame	Cost Estimate: Planning/ Program	Cost Estimate: Capital	Cost Estimate: Operations (annual)
Underway	Thoroughfare Plan	Update of Thoroughfare Plan is underway to ensure multimodal thoroughfare network in City and ETJ; schedule for future Plan updates should be established	1	Auto	Policy & Planning	A - Underway	$ 200,000.00		
Underway	Wayfinding Signage	Design and installation of distinctive wayfinding signage to guide motorists and establish brand identity.	1	Auto	Infrastructure	A - Underway		$460,000-560,000	
Underway	Rail Based Light Industrial Facilities	Study and potential development of current TDCJ's Central Prison Unit site (pending relocation) adjacent to Sugar Land Regional Airport	6	Land Use	Place	A - Underway	TBD (RFQ)		
Underway	Advocacy for Regional Projects	Conversion of HOV/HOT lane from one-way to two-way, I69 alternative alignment south/east of Sugar Land, UP RR rail relocation and implementation of passenger rail	5	Management	Infrastructure	A - Underway	Staff, City Leadership		
Underway	ITS (Intelligent Transportation Systems)	Implement Traffic Responsive Signal System (TRSS) along US 90A, SH 6, First Colony/ Sweetwater and Williams Trace corridors	1	Auto	Infrastructure	A - Underway		$667,000	

City of Sugar Land Comprehensive Mobility Plan - Project List (Sorted by Prioritization Year)

	Project	Description	Primary Goal Supported*	Primary Mode**	Factor	Time Frame	Cost Estimate: Planning/ Program	Cost Estimate: Capital	Cost Estimate: Operations (annual)
Short Term (Year 1)	Safety Program & Access Management Policy	Expand existing access management and safety program to systematically identify high crash locations (auto-auto, auto-ped, ped-bike)	2	Auto	Policy & Planning	B - Short (Year 1)	Staff		
	Support City's Economic Development Plan	Implement initiatives to establish Sugar Land as a "Regional Business Center of Excellence", reducing demand for regional commute trips by residents	6	Land Use	Place	B - Short (Year 1)		Included in ED Plan	
	Development Standards Update	Revise current development standards, e.g., site plan review, design standards, TIA guidelines, to include multimodal analysis and mobility initiatives	7	Land Use	Place	B - Short (Year 1)	$ 100,000.00		
	Superior Mobility Performance Management	Develop mobility scorecard to ensure ongoing implementation and reevaluation of transportation projects	All	Management	Performance Management	B - Short (Year 1)	Staff		
	Transportation Funding Strategy	Identify and form partnerships with other governmental entities and private entities to advocate for and fund transportation projects	8	Management	Performance Management	B - Short (Year 1)	Staff		
	Transportation Funding Strategy	Implement guidelines by continuously monitoring, identifying , applying and advocating for external funding for transportation projects	8	Management	Performance Management	B - Short (Year 1)	Staff		
	Transportation Funding Strategy	Develop funding policy guidelines: When to seek? Which grants/programs meet City criteria? What level of time and investment	8	Management	Performance Management	B - Short (Year 1)	Staff		
	Multimodal Access Study	Identify locations and improvements to address multimodal access across barriers, i.e., US 59, SH 6, US 90A, Brazos River (Incorporate into Hike & Bike Master Plan)	2	Ped/Bike	Policy & Planning	B - Short (Year 1)	Staff		
	Complete Street Policy	Institutionalize inclusion of pedestrian, bicycle and transit needs with construction of new/reconstructed streets	2	Ped/Bike	Policy & Planning	B - Short (Year 1)	$ 75,000		
	Intracity Circulator - Phase 1 (Implementation)	Refine approach (e.g., public/private partnership) and implement intracity circulator during high peak demand, such as holiday season, special events, ball games	3	Transit	Infrastructure	B - Short (Year 1)		$ 100,000.00	$ 120,000.00
	Transit Feasibility and Planning Study	Conduct Park and Ride Study in coordination with Fort Bend County and METRO including evaluation of lot location and employment centers served by lots (e.g., Downtown, TMC) and preferential bus treatment	5	Transit	Policy & Planning	B - Short (Year 1)	$ 75,000.00		
	Transit Feasibility and Planning Study	Transit Oriented Development (TOD) Study - Phase 1: Assessment and preservation of TOD opportunities for active development projects: US 59 at University and Imperial Development.	5	Transit	Policy & Planning	B - Short (Year 1)	$ 50,000.00		
	Transit Operations	Develop and implement Park & Ride marketing program in conjunction with Fort Bend County to increase awareness and ridership	5	Transit	Culture	B - Short (Year 1)	Staff		
	Transit Operations - Implementation	Develop approach for direct service to downtown by Fort Bend County Transit	5	Transit	Infrastructure	B - Short (Year 1)		TBD (By Others)	
	Transit Operations	Develop and implement program in conjunction with H-GAC, METRO to increase awareness and use of Alternative Commute Strategies (Vanpool/Carpool)	5	Transit	Culture	B - Short (Year 1)	Staff		

City of Sugar Land Comprehensive Mobility Plan - Project List (Sorted by Prioritization Year)

	Project	Description	Primary Goal Supported*	Primary Mode**	Factor	Time Frame	Cost Estimate: Planning/ Program	Cost Estimate: Capital	Cost Estimate: Operations (annual)
Short Term (Year 2)	ITS (Intelligent Transportation Systems)	Evaluate effectiveness of TRSS; expand TRSS and/or implement Traffic Adaptive Signal System (TASS)	1	Auto	Infrastructure	C - Short (Year 2)		$1-2 Million	
	ITS (Intelligent Transportation Systems)	Provide real time travel information on major City streets to residents	1	Auto	Infrastructure	C - Short (Year 2)			TBD (Based on Technology)
	Safety Program Implementation	Implement recommended improvements from expanded access management and safety programs.	2	Auto	Infrastructure	C - Short (Year 2)		$100,000 - $400,000/year	
	Transportation Funding Strategy	Consider establishing a dedicated revenue stream for mobility projects with revenues from special tax/fees, portion of general revenues, overlay districts or other means to finance construction of transportation projects	8	Management	Performance Management	C - Short (Year 2)	Staff		
	Bicycle Arterial Design/ Construction	Construct combination on-street bike lane and shared use path on Brooks Street from US 90A to SH 6.	4	Ped/Bike	Infrastructure	C - Short (Year 2)		$ 365,000	
	Bicycle Arterial Design/ Construction	Design and construct Ditch H Trail connecting major current and planned activity centers and other trails (PER complete)	4	Ped/Bike	Infrastructure	C - Short (Year 2)		$ 6,150,000	
	Updated Pedestrian & Bicycle Plan (Schools)	Partner with FBISD, LCISD and private schools to conduct Safe Routes To School (SRTS) Study to develop recommendations for improving and encouraging ped/bike access to schools. Coordinate with school districts on operations and siting to improve mobility.	2	Ped/Bike	Policy & Planning	C - Short (Year 2)	$20-25,000/ School		
	Private Development Ped/Bike Accessibility Improvements	Educate/partner with private property owners in improving on-site ped/bike amenities/ access; ensure ped/bike amenities are included in new development. (Town Center Project is first phase)	4	Ped/Bike	Infrastructure	C - Short (Year 2)		TBD (By Others)	
	Transit Feasibility and Planning Study	Conduct High Capacity Transit (BRT/Rail) Feasibility Study in coordination with Fort Bend County and Cities	5	Transit	Policy & Planning	C - Short (Year 2)	$200,000- 300,000		
	Transit Operations - Planning	Develop approach for direct service to downtown by Fort Bend County Transit	5	Transit	Policy & Planning	C - Short (Year 2)	Staff		

City of Sugar Land Comprehensive Mobility Plan - Project List (Sorted by Prioritization Year)

	Project	Description	Primary Goal Supported*	Primary Mode**	Factor	Time Frame	Cost Estimate: Planning/ Program	Cost Estimate: Capital	Cost Estimate: Operations (annual)
Medium Term (3-5 Years)	Citywide Parking Plan Development - Phase 1	Evaluate current parking requirements, creation of Parking District to manage parking supply and demand and also source of funding for mobility improvements.	7	Auto	Policy & Planning	D - Medium (3-5 years)	Staff		
	Rail Based Light Industrial Facilities	Develop industrial park with rail access on prison tract west of Airport by relocating existing UPRR Imperial Sugar rail spur	6	Land Use	Place	D - Medium (3-5 years)		TBD	
	Bicycle Arterial Design/ Construction	Design and construct First Colony Trail	4	Ped/Bike	Infrastructure	D - Medium (3-5 years)		$ 4,150,000	
	Safe Routes to School (SRTS)	Apply for SRTS funding to implement recommendations in SRTS Study	4	Ped/Bike	Policy & Planning	D - Medium (3-5 years)	Staff		
	Updated Pedestrian & Bicycle Plan	Develop Programs to Support Bicycle Culture, e.g., establish Bike-To-Work Day, create Bike Route Map, establish City/Resident Bicycle Committee	4	Ped/Bike	Culture	D - Medium (3-5 years)	Staff		
	Updated Pedestrian & Bicycle Plan	Update plan (Revise name from Hike & Bike to Pedestrian and Bicycle Plan); Identify additional ped/bike facilities to serve non-recreational trips and additional origins and destinations, e.g., ballpark, employment centers	4	Ped/Bike	Policy & Planning	D - Medium (3-5 years)	$ 200,000		
	Updated Pedestrian & Bicycle Plan	Identify locations for on-street bike facilities to provide connectivity between neighborhoods, trails and destinations	4	Ped/Bike	Policy & Planning	D - Medium (3-5 years)	$ 100,000		
	High Capacity Transit Service (Includes Stations)	Implement Bus Rapid Transit (BRT) service linking Sugar Land to major destinations (e.g., Downtown, Medical Center)	5	Transit	Infrastructure	D - Medium (3-5 years)		$24 - $34 Million	$0.6 - 1.8 Million/ Year
	Intracity Circulator - Phase 2 (Expansion)	Expand services to additional activity and employment centers and/or service times, i.e., Imperial Development, U of H, Tract 5	3	Transit	Infrastructure	D - Medium (3-5 years)		$ 240,000.00	$150,000/year
	High Capacity Transit Service	Transit Oriented Development - Phase 2: Implementation of TOD for active development projects (US 59 at University and/or Imperial Development)	5	Transit	Policy & Planning	D - Medium (3-5 years)		TBD (By Others)	
	Private Intracity Transit	Engage private transit service providers (jitneys or private for profit companies) in implementing enhanced local transportation options	3	Transit	Infrastructure	D - Medium (3-5 years)		By Others	

City of Sugar Land Comprehensive Mobility Plan - Project List (Sorted by Prioritization Year)

	Project	Description	Primary Goal Supported*	Primary Mode**	Factor	Time Frame	Cost Estimate: Planning/ Program	Cost Estimate: Capital	Cost Estimate: Operations (annual)
Long Term (5+ Years)	ITS (Intelligent Transportation Systems)	Establish City Traffic Management Center (TMC) as regional TMC	1	Auto	Infrastructure	E - Long (5+ years)		TBD	
Long Term (5+ Years)	Citywide Parking Plan Development - Phase 2	Implement recommendations included in Parking Plan	7	Auto	Policy & Planning	E - Long (5+ years)		TBD Based on Plan Recommendations	
Long Term (5+ Years)	Railroad Grade Separations	Construct railroad grade separations at key locations, e.g., US 90A at Eldridge Parkway, US 90A at University Boulevard, potential future Industrial Park at FM 2759	1	Auto	Infrastructure	E - Long (5+ years)		$10-25 Million	
Long Term (5+ Years)	Relocation of Through Freight Rail	Implement relocation of through freight rail around Sugar Land; maintain existing access for Sugar Land businesses	1	Freight Rail	Infrastructure	E - Long (5+ years)		TBD	
Long Term (5+ Years)	Bicycle Arterial Design/ Construction	Design and construct on-street and additional trails included in City CIP	4	Ped/Bike	Infrastructure	E - Long (5+ years)		TBD	
Long Term (5+ Years)	High Capacity Transit Service (Includes Stations)	Implement Passenger Rail Service connecting Sugar Land to regional network of destinations	5	Transit	Infrastructure	E - Long (5+ years)		$240-$500 Million	
On-Going	Thoroughfare Plan Implementation	Implement Thoroughfare Plan in City and ETJ through construction of new streets by developers and City and widening and reconstruction of existing streets	1	Auto	Infrastructure	G - Ongoing		Variable	
On-Going	Land Use Update for South of the Brazos (ETJ)	Develop and adopt a land use plan for the ETJ that identifies a mix of land uses and provides connections between neighborhoods	1	Land Use	Place	G - Ongoing	Staff		
On-Going	Bicycle Arterial Design/ Construction	Design and construct Town Center Pedestrian/ Bicycle Project enabling greater pedestrian and bicycle acces to/from and withing the Town Center area	4	Ped/Bike	Infrastructure	G - Ongoing		$4,900,000	