

APPENDIX

Appendix



A: Online Survey Responses

B: CommunityWalk Maps and Comments

C: Staff Kickoff Meeting and Stakeholder Meeting Notes

D: Task Force Meeting Notes

E: HOA/Neighborhood Meeting Notes

F: Public Meetings and Online Town Hall Notes

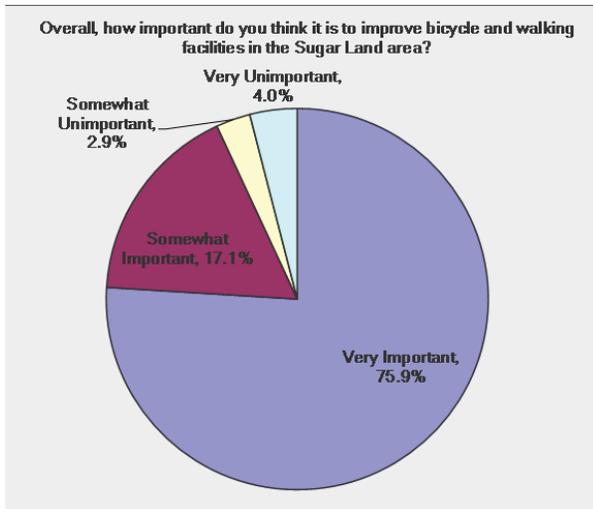
G: Program and Barrier Projects

H: Facility Tables and Facilities Map



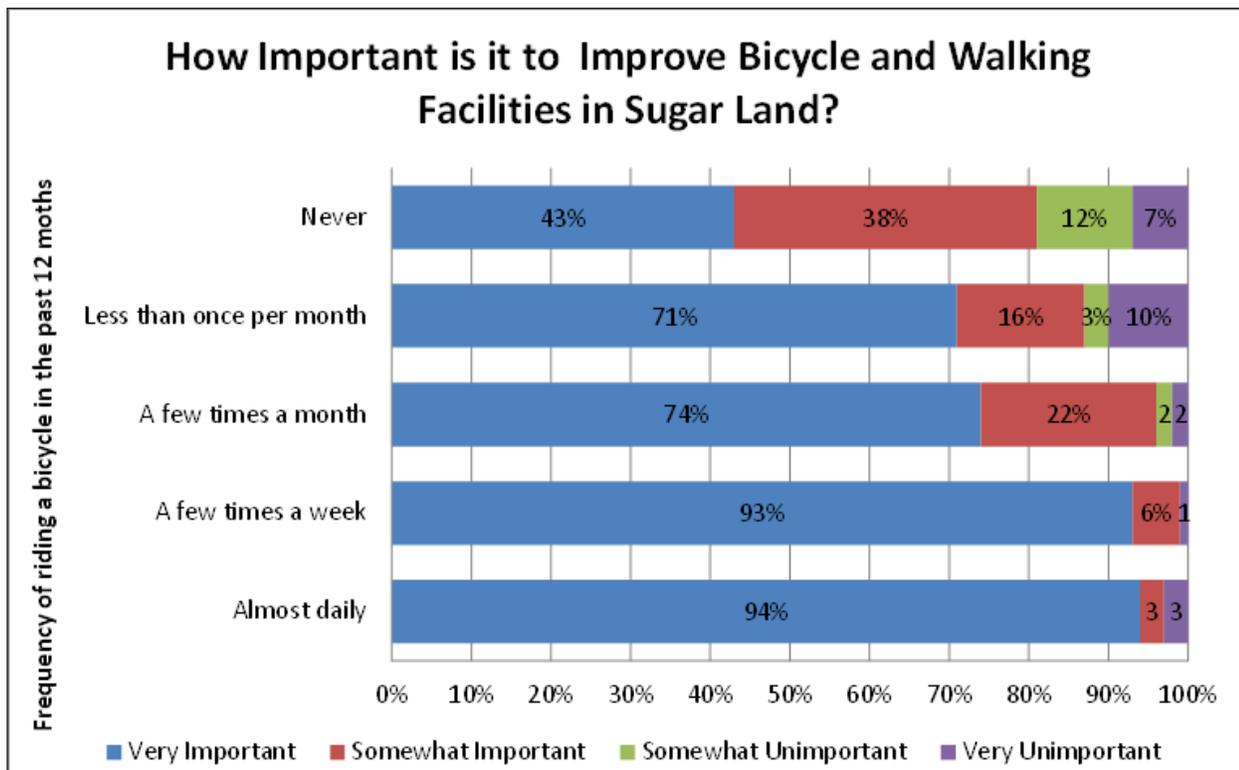
Online Survey Responses

76% of respondents felt it was very important to improve bicycling and walking facilities.



Even when comparing the results based on how frequently in the past year someone rode their bicycle, 43% of those who never rode a bicycle in the past 12 months still felt it was very important to improve bicycle and walking facilities.

APPENDIX A ONLINE SURVEY RESPONSES

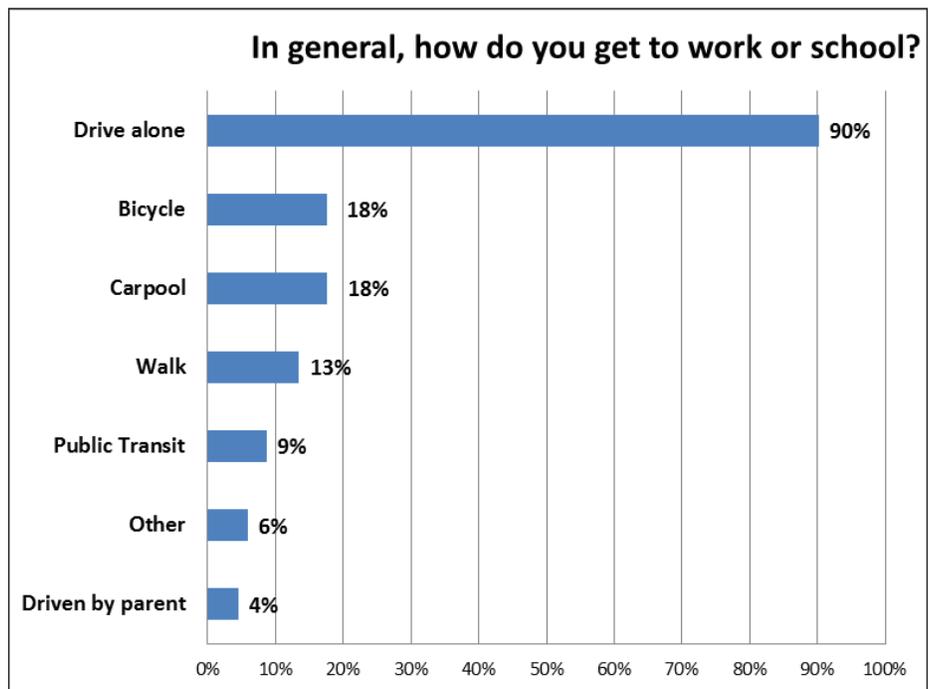




How do you get to work or school?

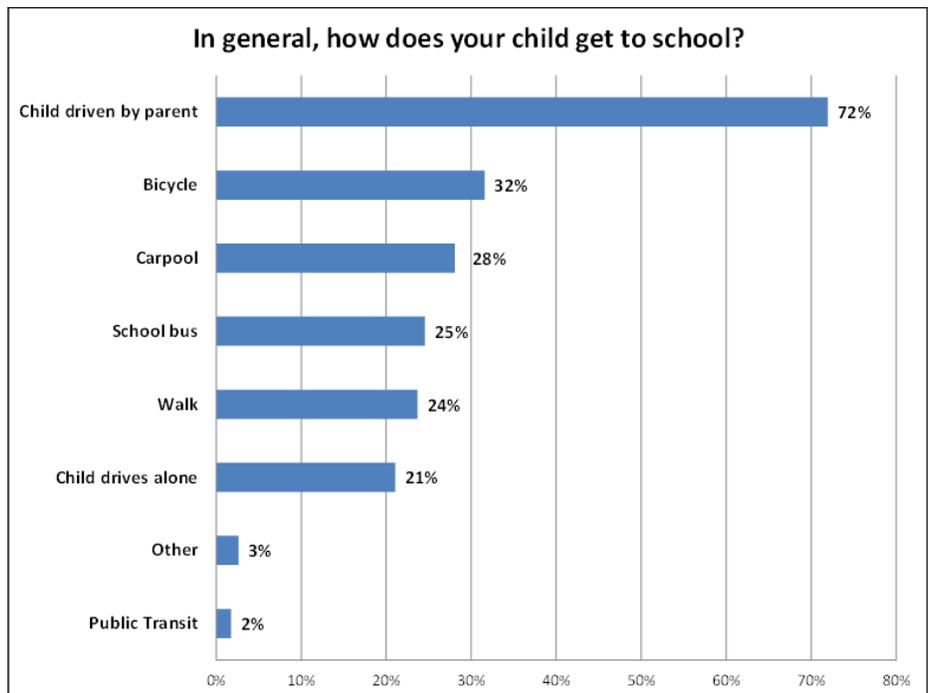
When asked in general how respondents get to work or school, 90% of respondents said they drive alone at least some of the time (rarely, frequently, almost always, or always). 18% of respondents bicycled and 18% carpooled some of the time to work or school. The transportation options that people listed under "other" included:

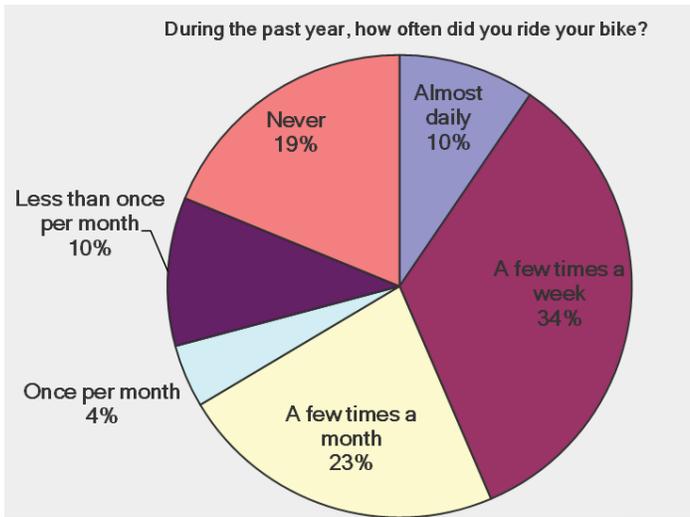
- Motorcycle/moped/ scooter
- Retirees/homemakers/ work from home; so this question did not apply to them
- Roller blades



How does your child (children) get to school?

Only 31% of survey respondents indicated that they have school-aged children living at home. The following question only applied to those with children. When asked in general how the respondents' child gets to school, 72% of people who answered said their children were being driven by a parent at least some of the time (rarely, frequently, almost always, or always). 32% said their children ride their bicycles to school at least some of the time, and only 24% said their children walk to school at least some of the time.



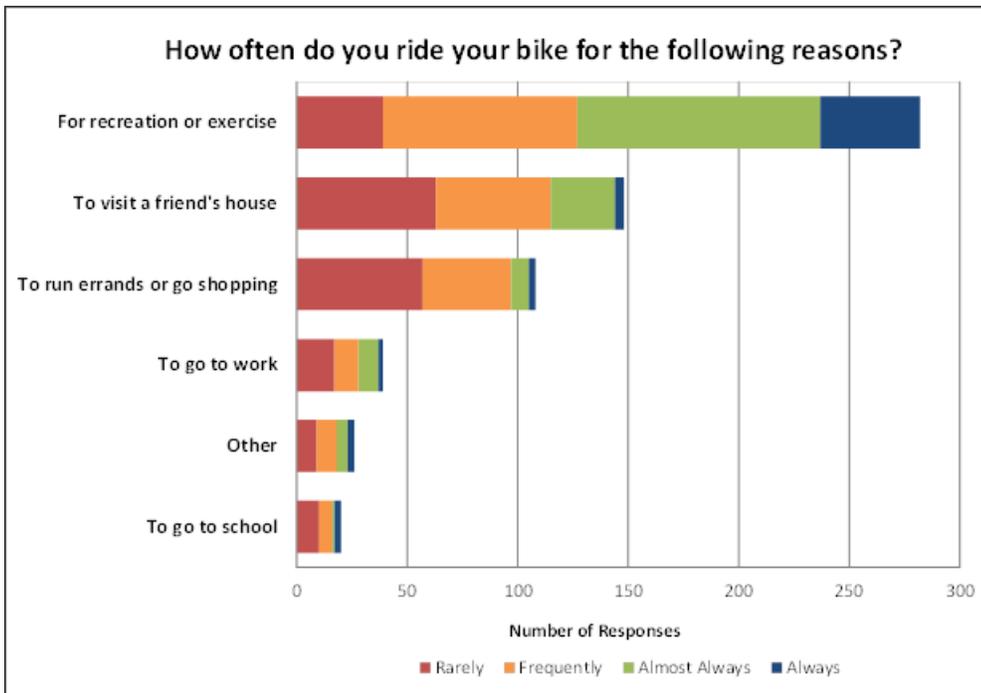


During the past year, how often did you ride your bike?

People in Sugar Land are actively riding their bicycles. 10% rode almost daily, and 67% of respondents rode a few times per month or more in the past year.

How often do you ride your bicycle for the following reasons?

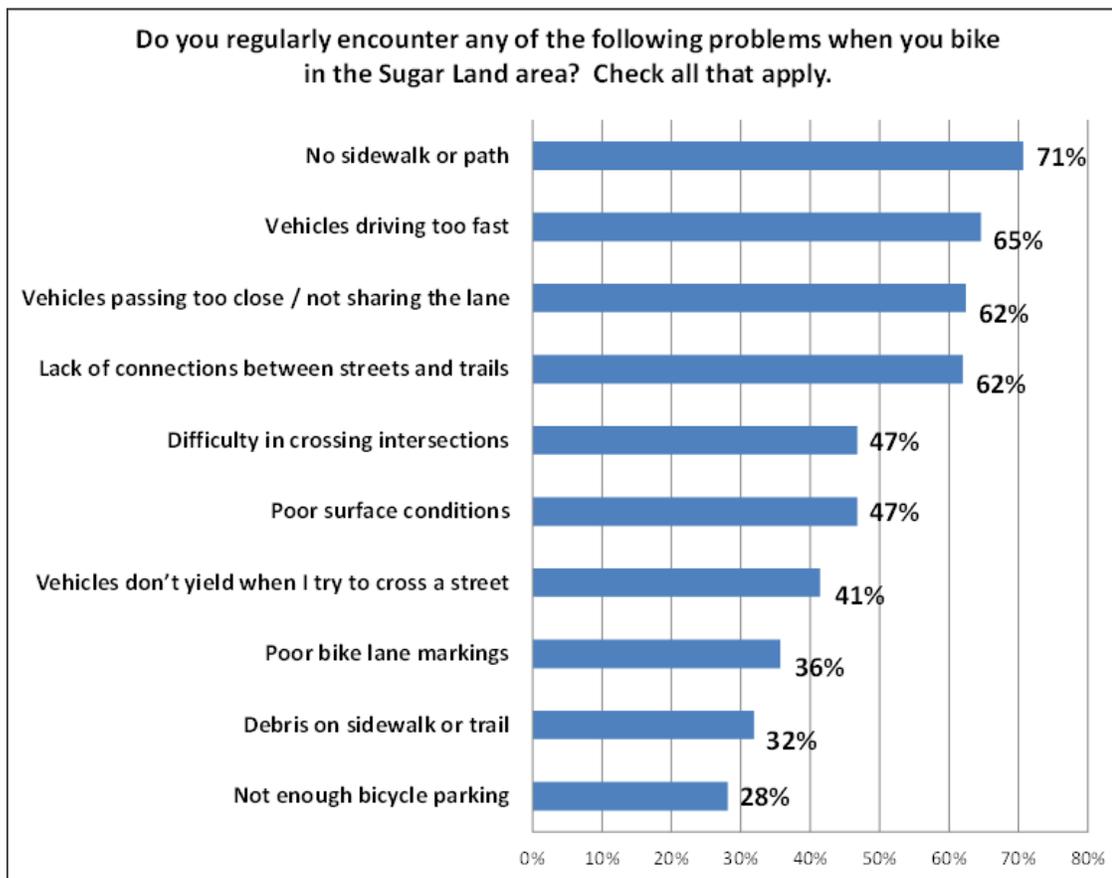
The most common reason why people in Sugar Land ride their bicycle is for recreation or exercise. A large number of people also ride their bicycles to visit a friend's house and to run errands/go shopping.





Do you regularly encounter any of the following problems when you bike in the Sugar Land area?

The number one most referenced problem was no sidewalk or path, with nearly 71% of respondents indicating this was a problem. The bar chart below shows the percent responses total of all the respondents who indicated they encounter those problems when biking. The table below compares the top 5 most encountered problems only for those who ride almost daily verses those who ride less than once per month.

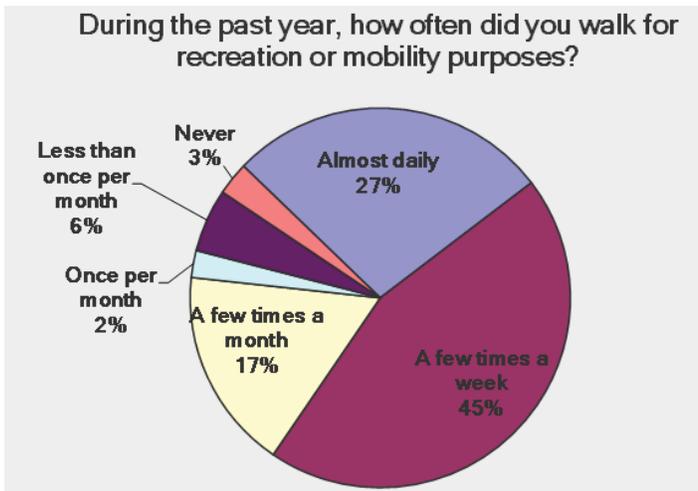
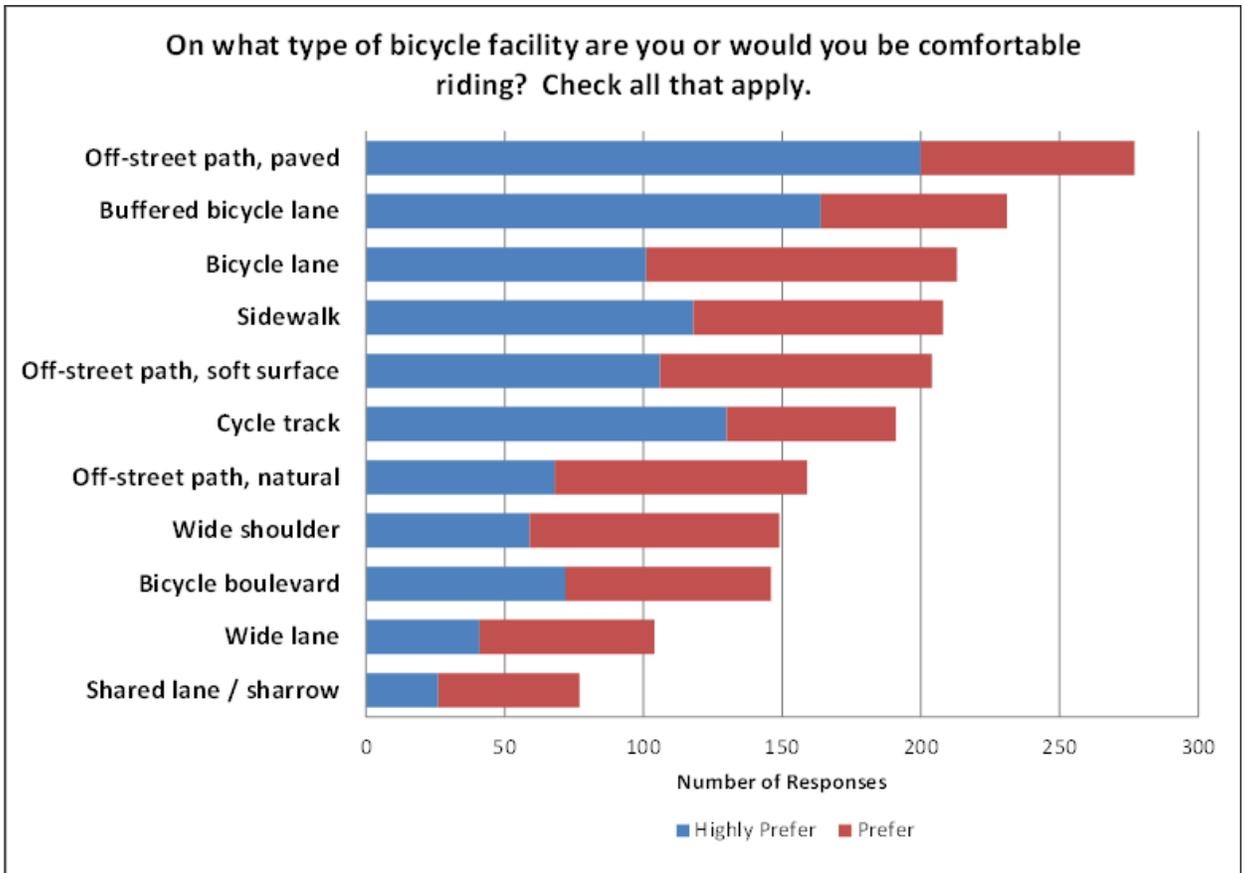


| Ride Almost Daily | Ride Less Than Once Per Month |
|--|--|
| 1. No sidewalk or path | 1. Vehicles driving too fast |
| 2. Vehicles passing too close/not sharing the lane | 2. No sidewalk or path |
| 3. Vehicles driving too fast | 3. Vehicles passing too close/not sharing the lane |
| 4. Lack of connections between street and trails | 4. Lack of connections between street and trails |
| 5. Poor surface conditions | 5. Not enough bicycle parking |



On what type of bicycle facilities are you or would you be comfortable riding?

The most highly preferred type of facility is an off-street paved path. When comparing on-street facility types, respondents highly preferred a buffered bicycle lane or bicycle lane (some type of designated on-street bicycle facility) over a shared lane/sharrow or wide lane (facility type where bicycles and vehicles travel in the same lane).



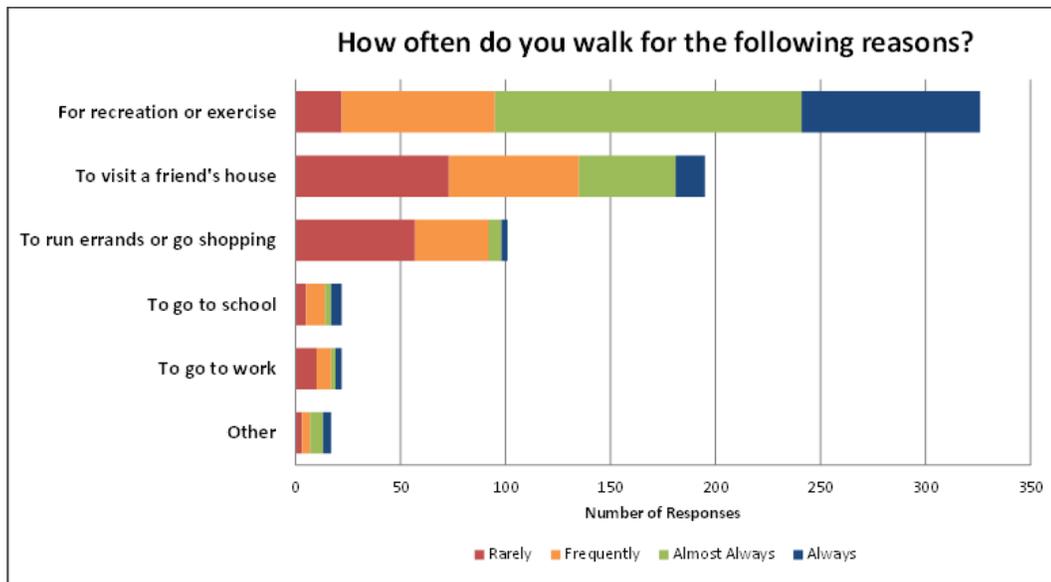
During the past year, how often did you walk for recreation or mobility purposes?

27% of the respondents said they walked almost daily in the past year for recreation or mobility. Overall, 89% indicated they walked at least a few times per month or more.



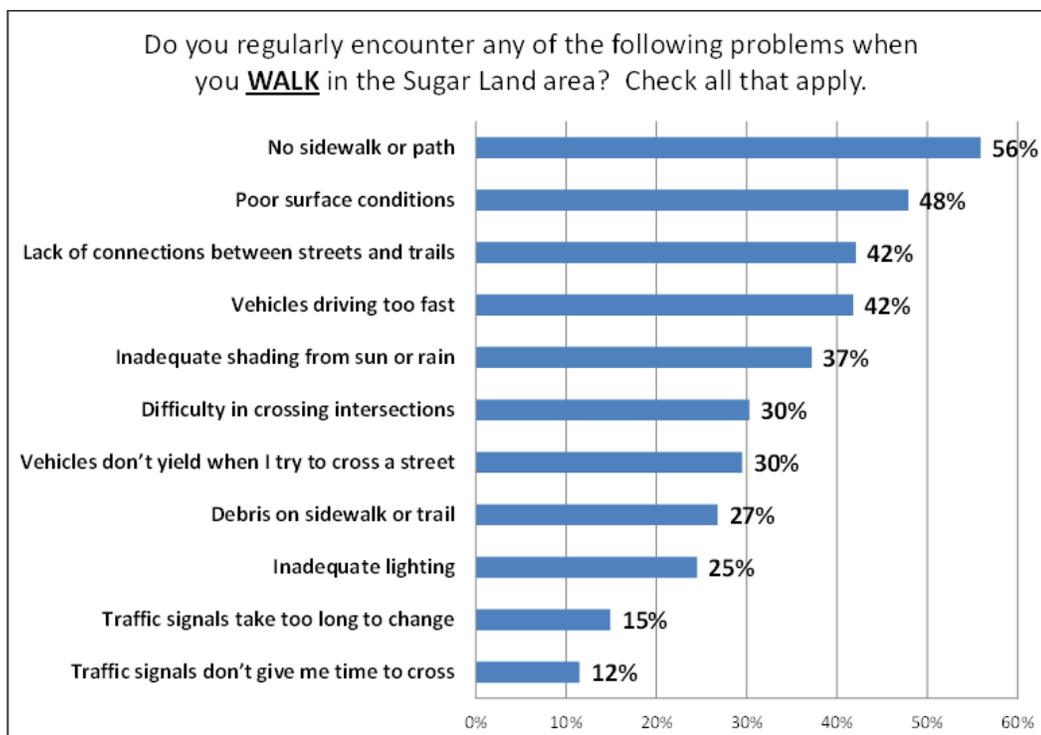
How often did you walk for the following reasons?

Similar to bicycling, the most common reason why people walk in Sugar Land is for recreation or exercise. It is common for some people to walk to visit a friend's house or to run errands/go shopping. However, very few respondents currently walk to school or work.



Do you regularly encounter any of the following problems when you walk in Sugar Land?

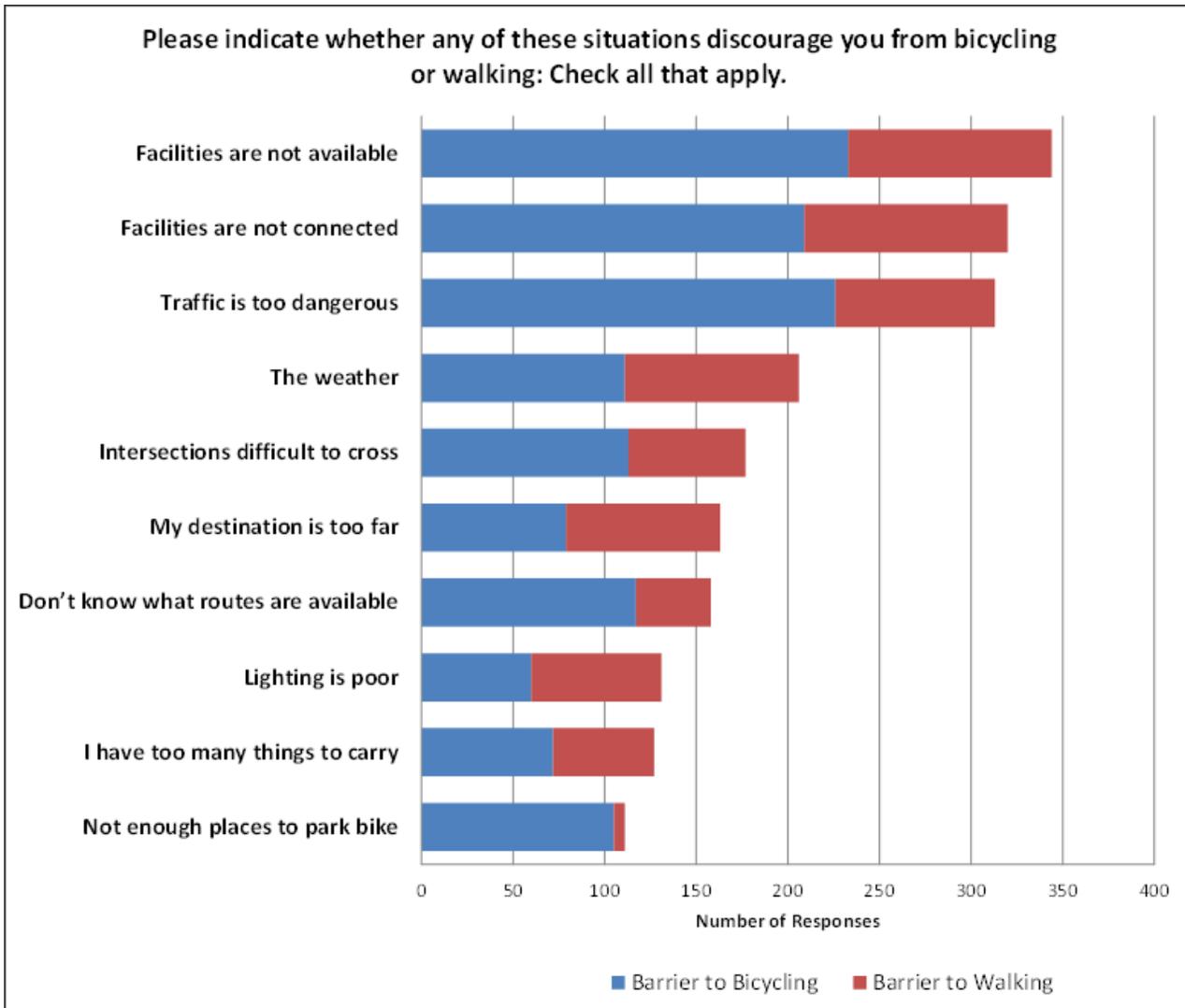
The most common problem experienced for walkers is having no sidewalk or path with 56% of respondents indicating this was a problem. Other common problems include: poor surface conditions, lack of connections between streets and trails, and vehicles driving too fast.





Do any of these situations discourage you from bicycling or walking?

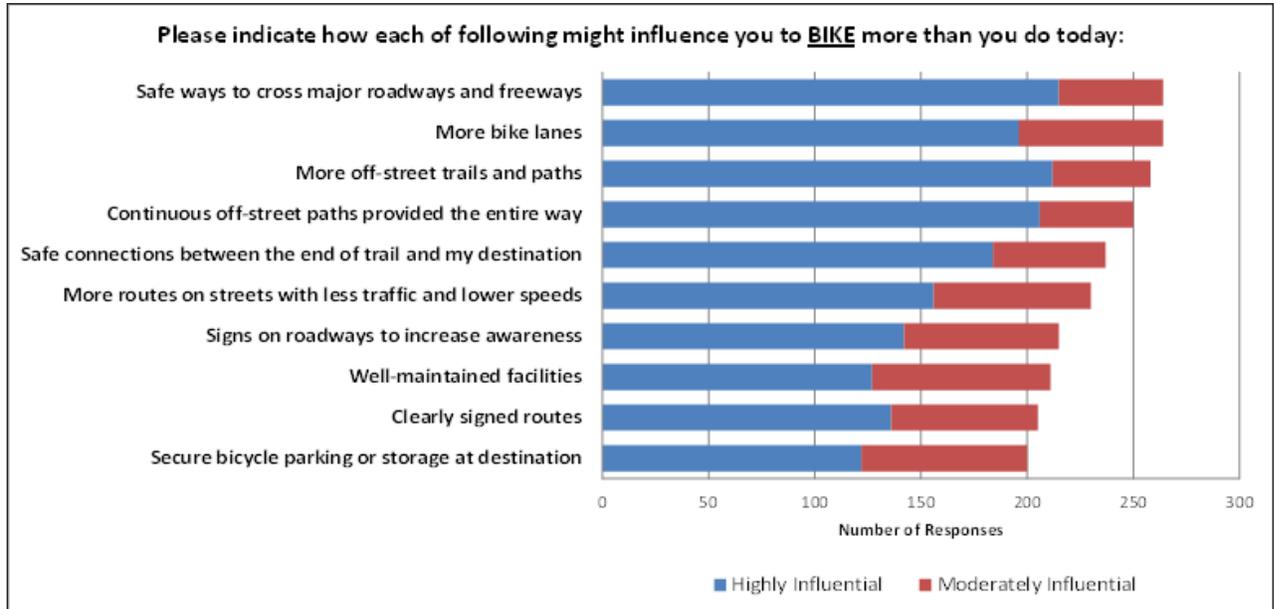
Survey respondents were given a variety of different scenarios and asked if any of those situations discourage them from either walking or bicycling. The most common barriers to bicycling include: facilities not available, traffic is too dangerous, and facilities are not connected. The most common barriers to walking include: facilities are not available, facilities are not connected, and the weather.





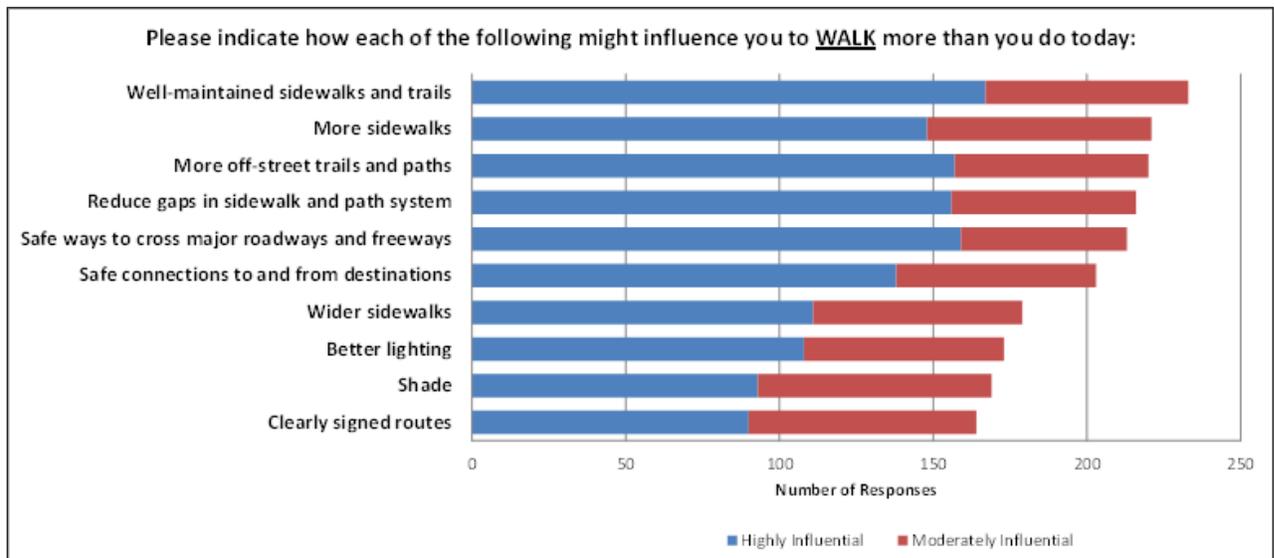
How would each of the following influence you to bike more than you do today?

When asked what would influence respondents to bike more than they already do, the number one response was safe ways to cross major roadways and freeways and more bike lanes. In fact, 82% of all respondents said that both of these two factors would either highly influence or moderately influence them to bike more.



How would each of the following influence you to walk more than you do today?

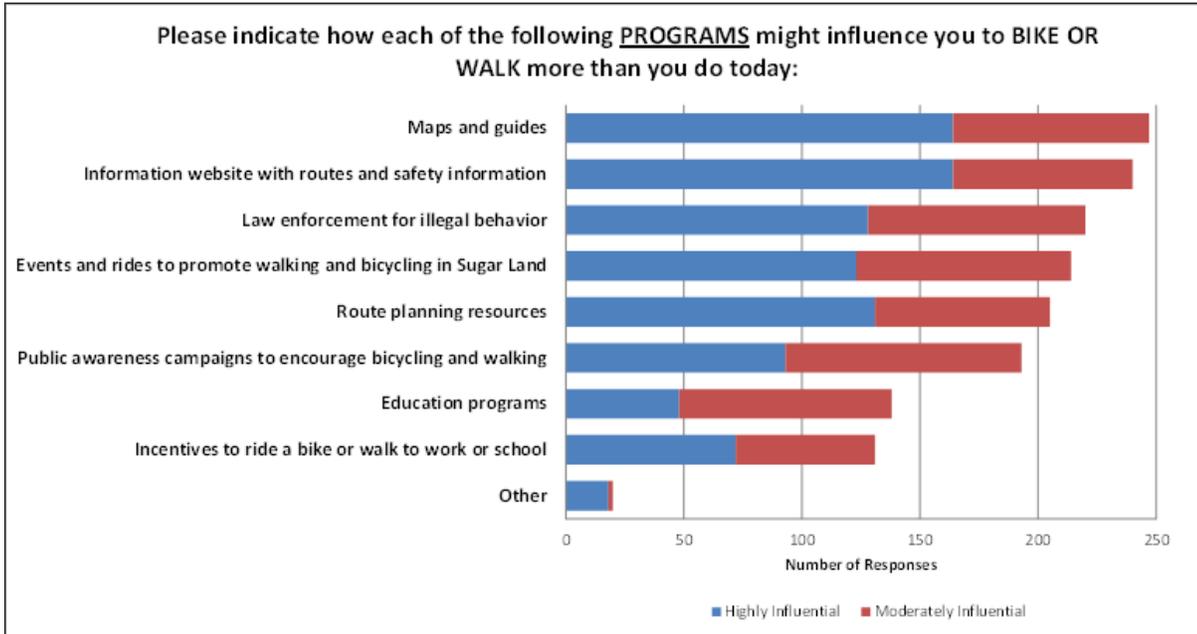
When asked what would influence people to walk more, 72% of all respondents indicated that well-maintained sidewalks and trails would either highly influence or moderately influence them.





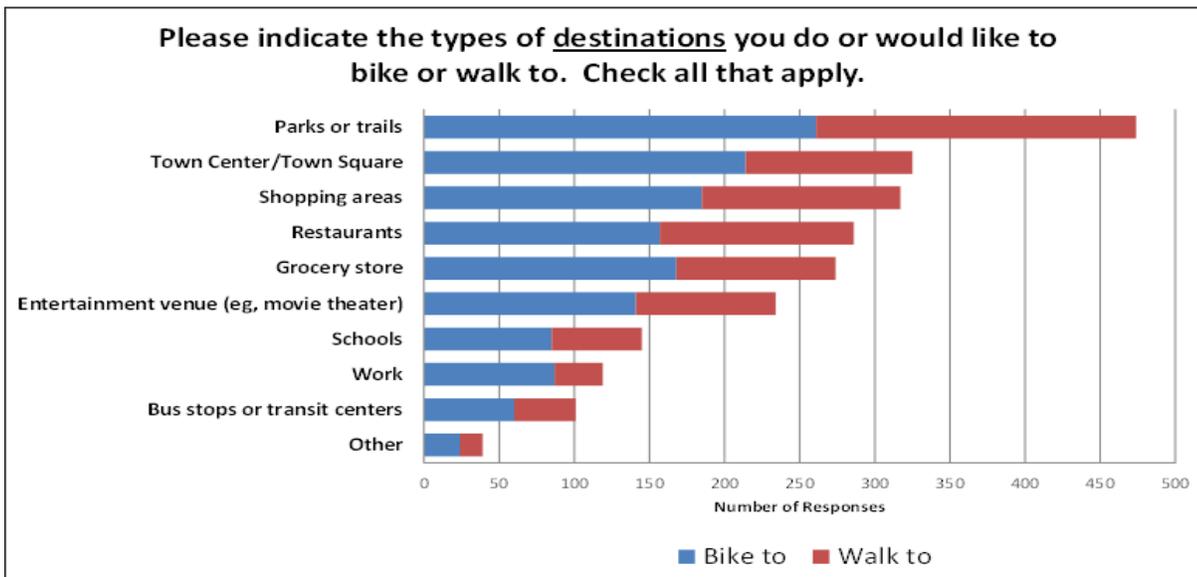
How would each of the following programs influence you to bike or walk more than you do today?

When asked what types of programs might influence respondents to bike or walk more, the number one answer was maps and guides of the routes and trails. In fact, maps and guides was the number one answer regardless of how often respondents are currently riding their bicycle.



What types of destinations do you or would you like to bike and walk to?

The number one destination that the online survey respondents want to connect to is parks or existing trails. Other destinations that respondents want to bicycle to include the Town Center/Town Square and other shopping areas. Destinations that respondents want to walk to include other shopping areas and restaurants.





APPENDIX B COMMUNITYWALK MAPS AND COMMENTS

This planning effort utilized an interactive mapping application, called CommunityWalk, to gain direct feedback from residents in Sugar Land. People were able to specifically communicate their issues and concerns for walking and biking. Directly pinpointed on a map were: intersections that are difficult to cross, important destinations where they want to go, places that need bicycle parking, and a variety of other options. In addition to placing different markers to communicate their concerns, residents were able to draw a path on the map of where they wanted to be able to walk or ride, or the route they are currently walking or riding along. A total of 663 markers were given, and 445 paths were drawn.

As part of the effort to create the Sugar Land Pedestrian and Bicycle Master Plan, we've created an interactive map to gather community input about the conditions for biking and walking in Sugar Land. We are looking for you to tell us where you walk and bicycle, where there are gaps and barriers to bicycling and walking, and areas where improvements are needed. These comments will be used in the development of the Sugar Land Bicycle and Pedestrian Master Plan.

This interactive map is at:
www.communitywalk.com/walkbikesugarland
 You **must** login to add to the map. We have provided login information for you:
 Username: **walkbikesugarland**
 Password: **walkbikesugarland**

THREE WAYS TO COMMENT:

1 ADD A MARKER on a point and make a comment about the issue or condition. Click on the "Add Marker" link at the top of the page and then click on the location in the map. Enter the following information:

Enter a short descriptive **Title** (like the intersection or address).

Select the appropriate **Category** from the drop down menu.

Elaborate on the issue, condition, or suggest an improvement in the **Description** field.

Click Save when done.

2 DRAW A PATH to represent a route. To do this, click on "Start a Path" at the top of the page and then click at successive points on the map to indicate the direction of the path. A "tool bar" appears on the screen where you can edit the points on your path (see graphic).

Click **STOP** at the lower left hand side of your screen when done drawing your path. At one end of the path, add a marker. To do this, click on the point and then click "Promote to Marker." Enter a title, category, and description (see Step 1).

Along your path, you can promote other points to a marker and provide more detailed comments.

Click Save when done.

MARKER AND PATH CATEGORIES

- I Would Like to Ride my Bike Along This Route
- I Would Like to Walk Along This Route
- Gap in Network
- Connection to/from Trail is Needed
- Uncomfortable Traffic
- Difficult Intersection to Cross
- Bridge Needed to Improve Connection
- Bicycle Parking Needed
- Important Destination

3 ADD A GENERAL COMMENT. If you have a comment about bicycling in Sugar Land in general, you can add a comment in the Comments box at the bottom of the screen. Just click Add A Comment. Click Save when done.

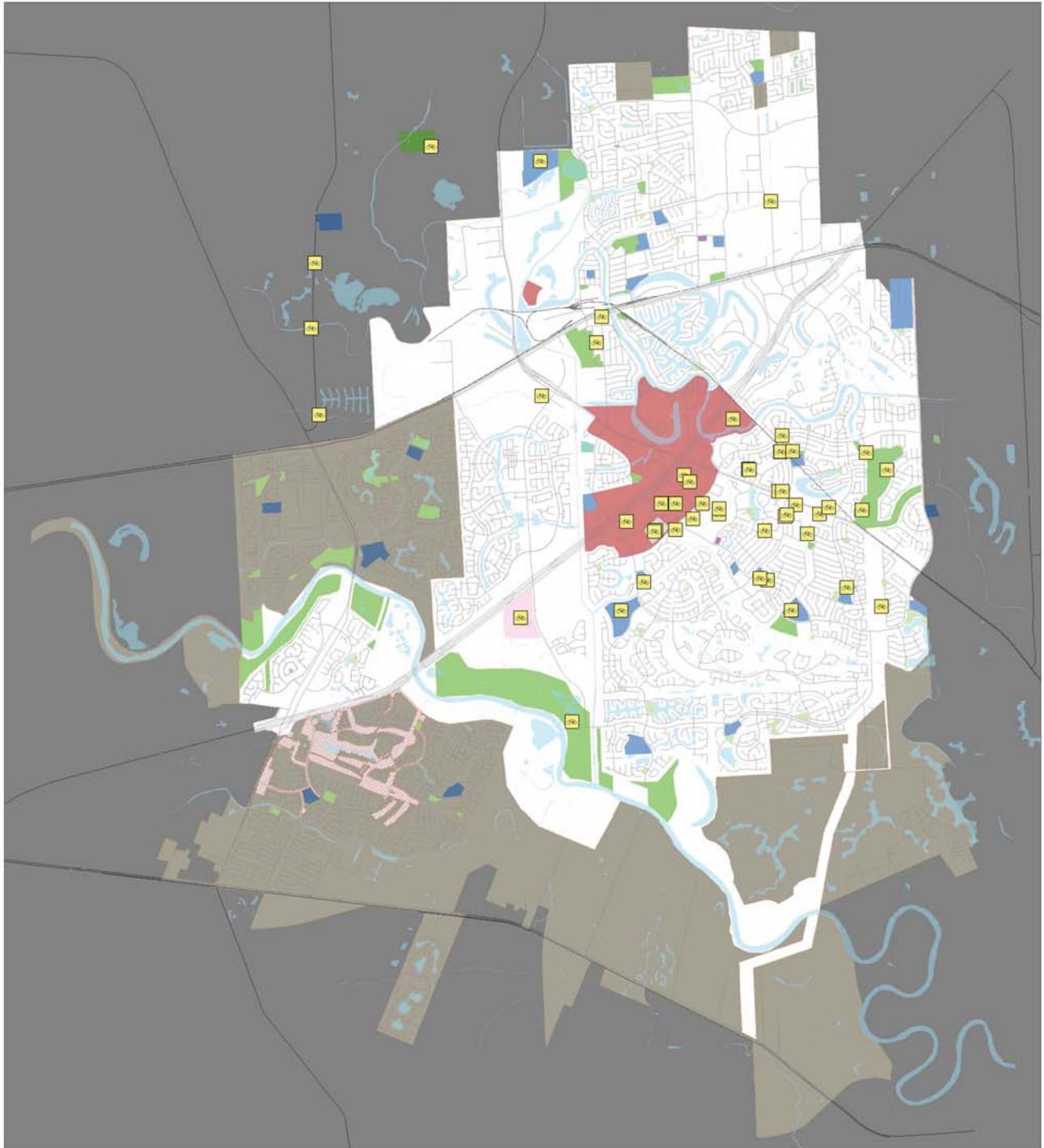
SEND QUESTIONS TO:
 Kimberly Annis, Project Planner
 Halff Associates, Inc.
 kannis@halff.com
 (512) 777-4600

Project website:
www.sugarlandtx.gov/pebike



CommunityWalk - Bicycle Parking Needed

Sugar Land Pedestrian & Bicycle Master Plan



- Legend**
- | | | |
|---|--|---|
| ■ Town Center | ■ LIBRARY | CITY OF SUGAR LAND - CITY LIMITS |
| ■ COLLEGE | ■ PARK - CITY | CITY OF SUGAR LAND - LIMITED PURPOSE ANNEXATION |
| ■ SCHOOL | ■ PARK - HOA | ■ ETJ |
| ■ HOSPITAL | ■ TRANSIT | BP Bicycle Parking Needed |

NOTE: Proposed facilities based on information obtained from previous plans and studies done by the City, including the Town Center PER, 2007 Hill and Bike Trails Master Plan, Comprehensive Mobility Master Plan, and Draft Major Thoroughfare Master Plan.



CommunityWalk - Bridge Needed to Improve Connection

Sugar Land Pedestrian & Bicycle Master Plan



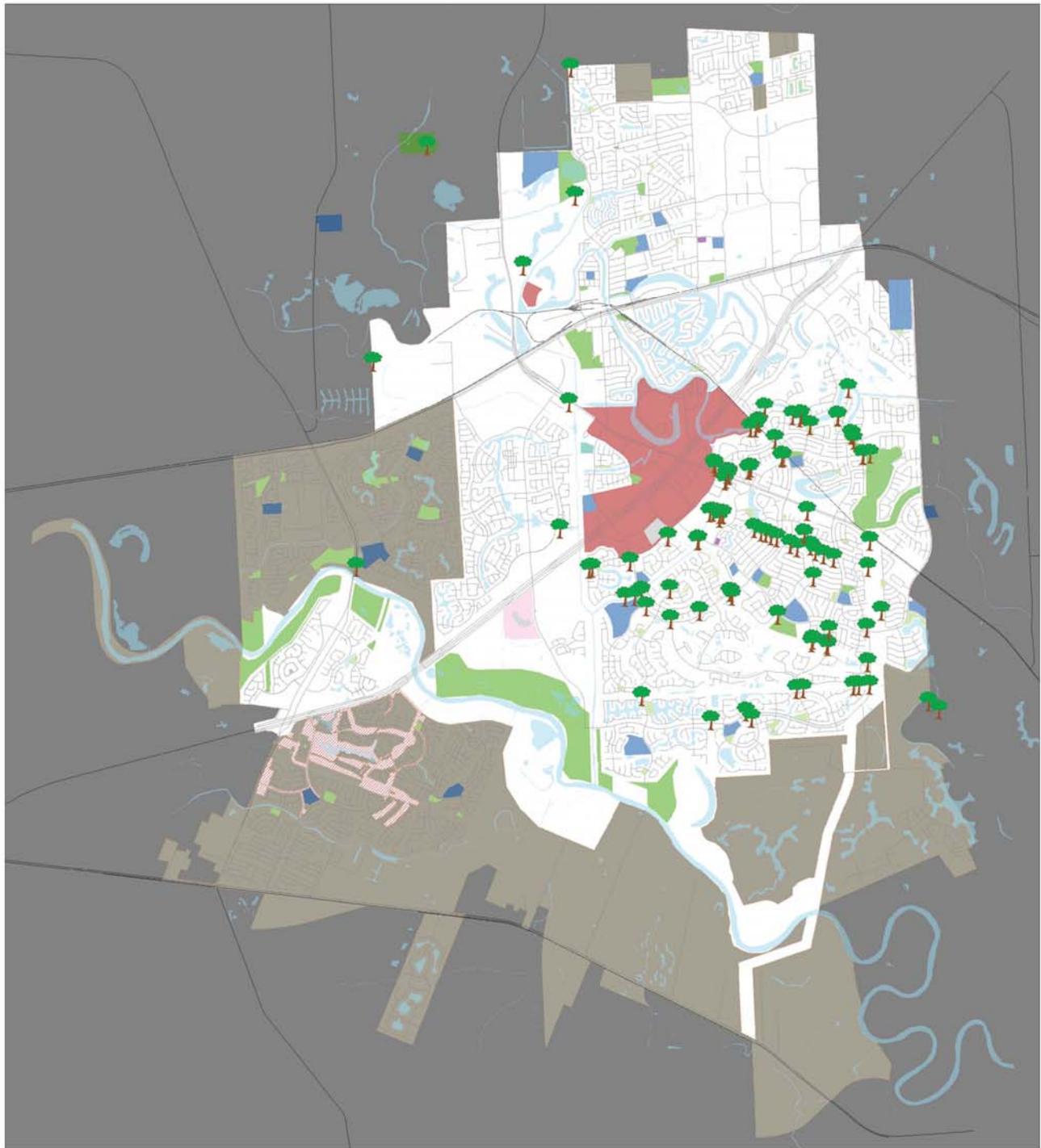
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|--------------------------|-------------|---|
| Area Destinations | LIBRARY | CITY OF SUGAR LAND - CITY LIMITS |
| Town Center | PARK - CITY | CITY OF SUGAR LAND - LIMITED PURPOSE ANNEXATION |
| COLLEGE | PARK - HOA | ETJ |
| SCHOOL | TRANSIT | Bridge Needed to Improve Connection |
| HOSPITAL | | |

NOTE: Proposed facilities based on information obtained from previous plans and studies done by the City, including the Town Center PER, 2007 Hike and Bike Trails Master Plan, Comprehensive Mobility Master Plan, and Draft Major Thoroughfare Master Plan.



CommunityWalk - Connection to/from Trail is Needed

Sugar Land Pedestrian & Bicycle Master Plan



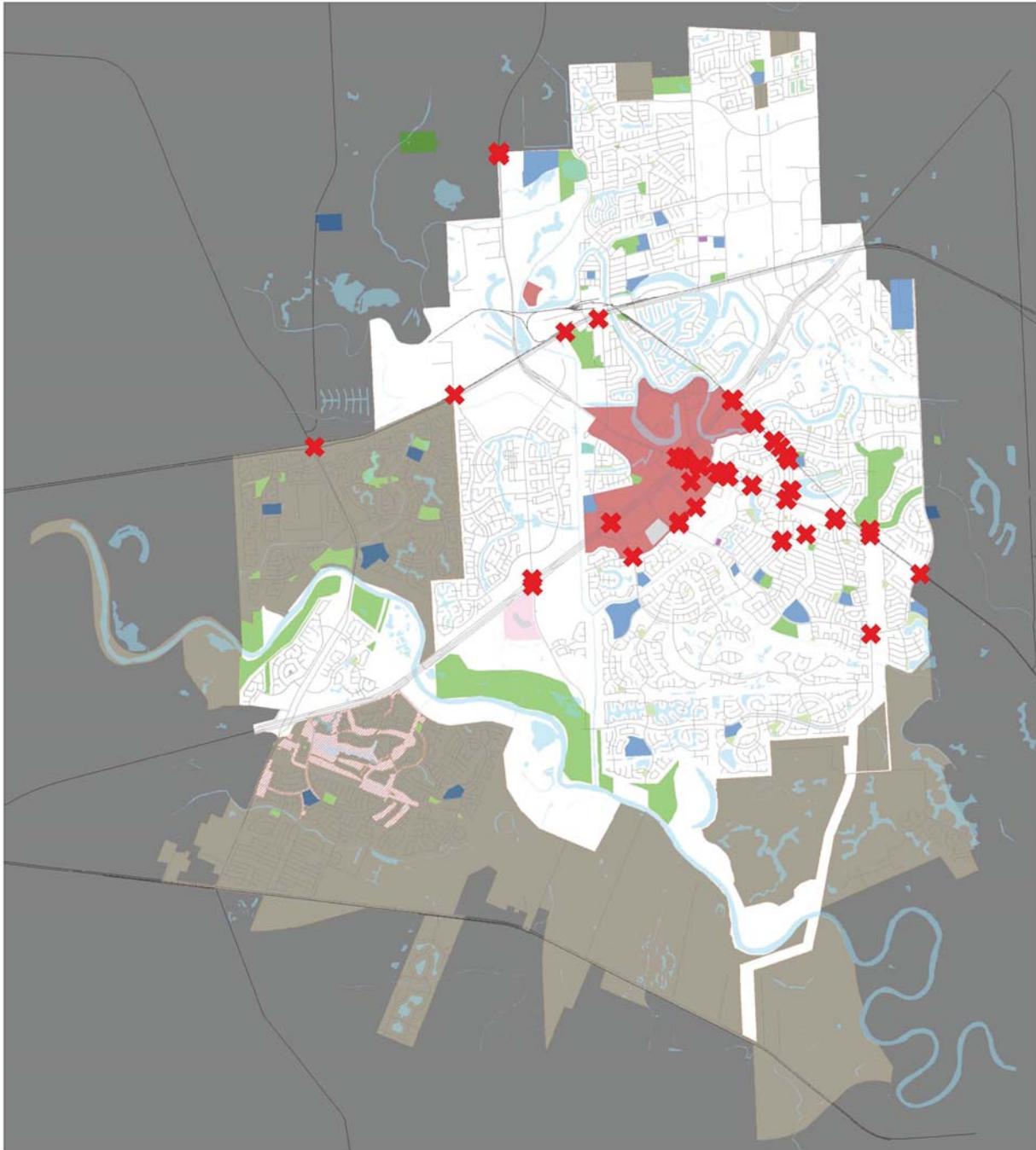
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| Area Destinations | LIBRARY | CITY OF SUGAR LAND - CITY LIMITS |
| Town Center | PARK - CITY | CITY OF SUGAR LAND - LIMITED PURPOSE ANNEXATION ETJ |
| COLLEGE | PARK - HOA | TRANSIT |
| SCHOOL | HOSPITAL | Connection to/from Trail Needed |

NOTE: Proposed facilities based on information obtained from previous plans and studies done by the City, including the Town Center PER, 2007 Hike and Bike Trails Master Plan, Comprehensive Mobility Master Plan, and Draft Major Thoroughfare Master Plan.



CommunityWalk - Difficult Intersection to Cross

Sugar Land Pedestrian & Bicycle Master Plan



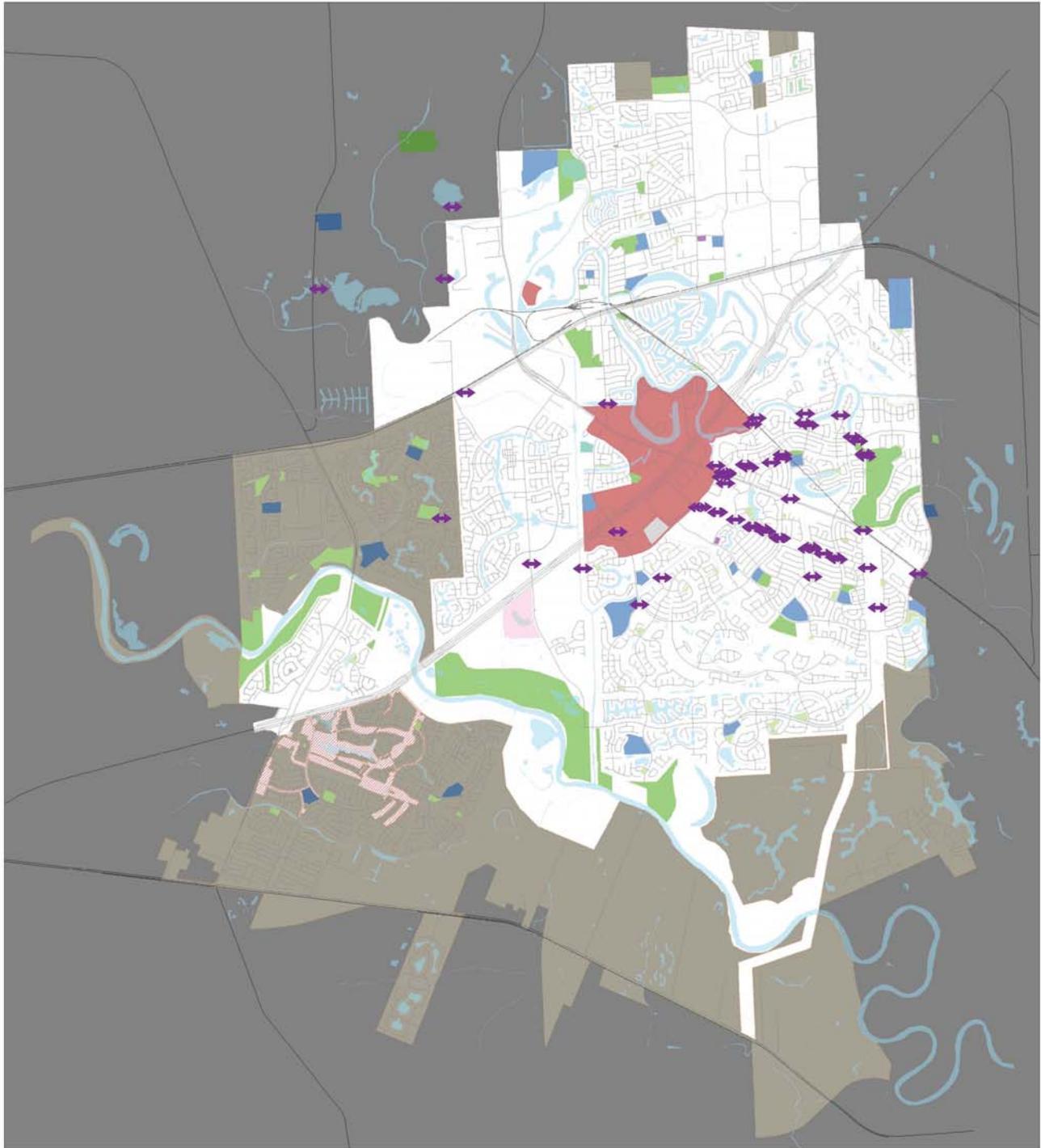
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| ■ Town Center | ■ LIBRARY | CITY OF SUGAR LAND - CITY LIMITS |
| ■ COLLEGE | ■ PARK - CITY | CITY OF SUGAR LAND - LIMITED PURPOSE ANNEXATION |
| ■ SCHOOL | ■ PARK - HOA | ■ ETJ |
| ■ HOSPITAL | ■ TRANSIT | ✕ Difficult Intersection to Cross |

NOTE: Proposed facilities based on information obtained from previous plans and studies done by the City, including the Town Center PER, 2007 File and Bike Trails Master Plan, Comprehensive Mobility Master Plan, and Draft Major Thoroughfare Master Plan.



CommunityWalk - Gap in the Network

Sugar Land Pedestrian & Bicycle Master Plan



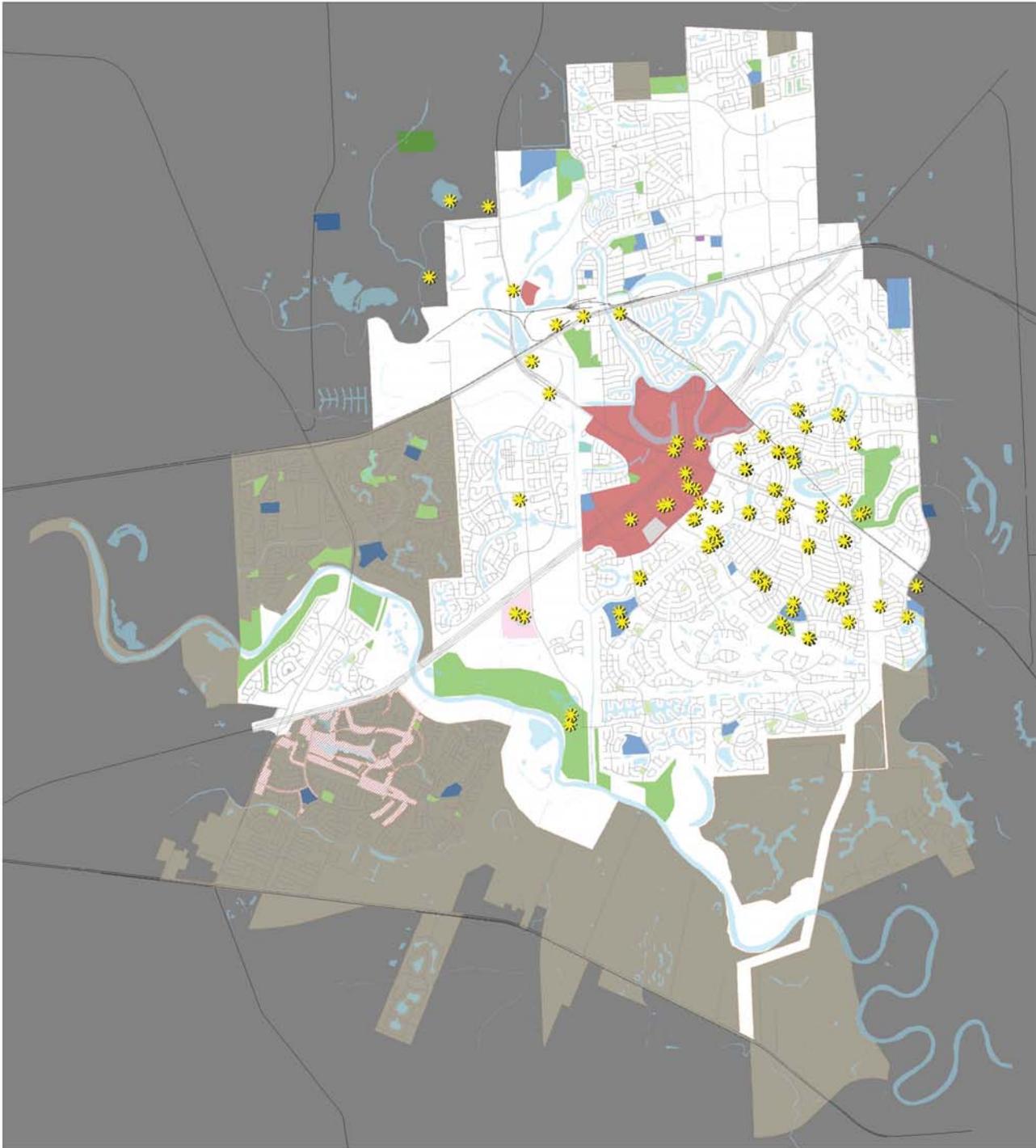
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- Area Destinations:
 - Town Center
 - COLLEGE
 - SCHOOL
 - HOSPITAL
 - LIBRARY
 - PARK - CITY
 - PARK - HOA
 - TRANSIT
 - CITY OF SUGAR LAND - CITY LIMITS
 - CITY OF SUGAR LAND - LIMITED PURPOSE ANNEXATION
 - ETJ
 - Gap in Network

NOTE: Proposed facilities based on information obtained from previous plans and studies done by the City, including the Town Center PER, 2007 Hike and Bike Trails Master Plan, Comprehensive Mobility Master Plan, and Draft Major Thoroughfare Master Plan.



CommunityWalk - Important Destinations

Sugar Land Pedestrian & Bicycle Master Plan



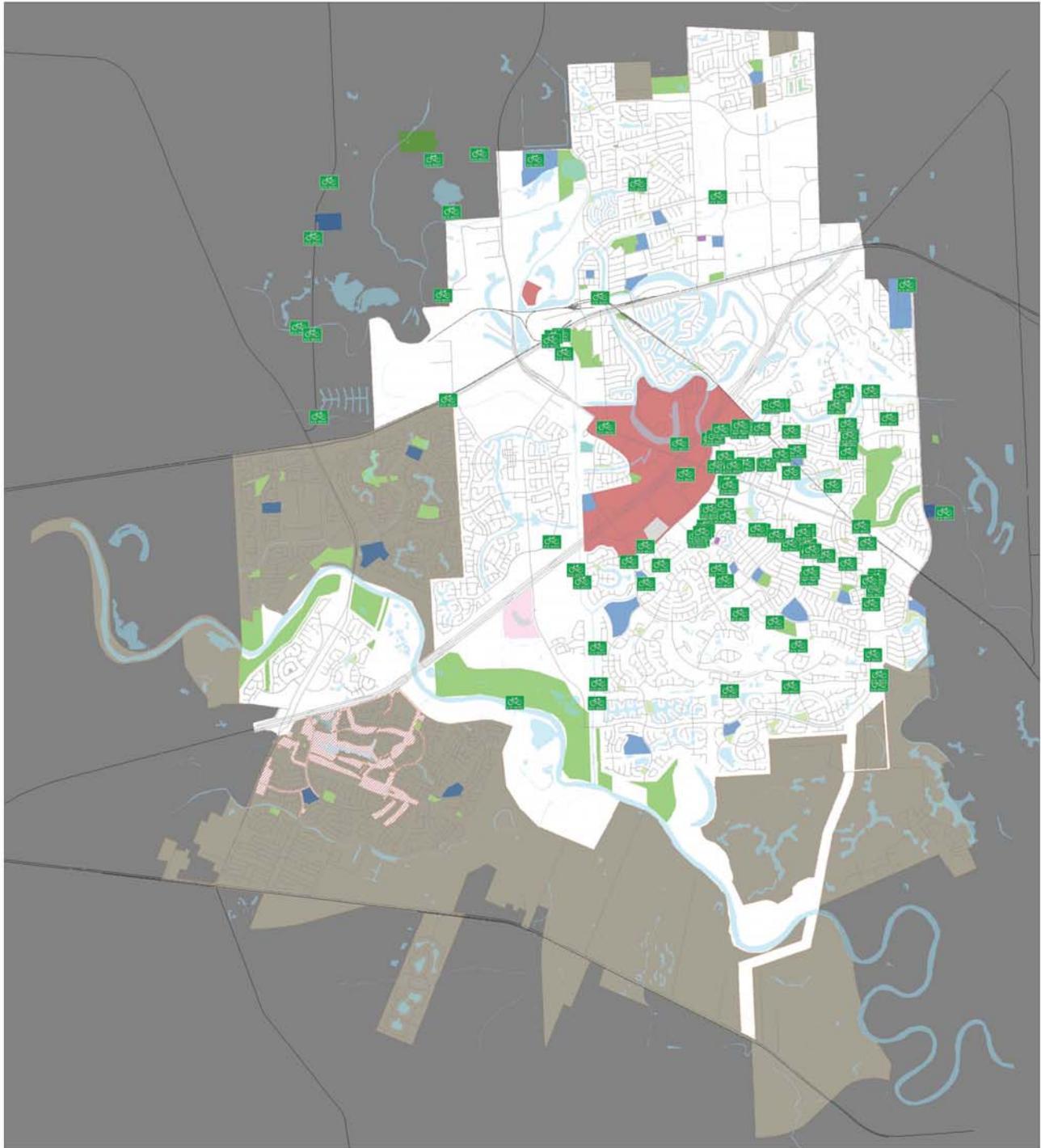
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| ■ Town Center | ■ LIBRARY | CITY OF SUGAR LAND - CITY LIMITS |
| ■ COLLEGE | ■ PARK - HOA | CITY OF SUGAR LAND - LIMITED PURPOSE ANNEXATION |
| ■ SCHOOL | ■ TRANSIT | ■ ETJ |
| ■ HOSPITAL | ★ Important Destination | |

NOTE: Proposed facilities based on information obtained from previous plans and studies done by the City including the Town Center REC, 2007 Walk and Bike Trails Master Plan, Comprehensive Mobility Master Plan, and Draft Major Thoroughfare Master Plan.



CommunityWalk - I would like to ride my bike along this route

Sugar Land Pedestrian & Bicycle Master Plan



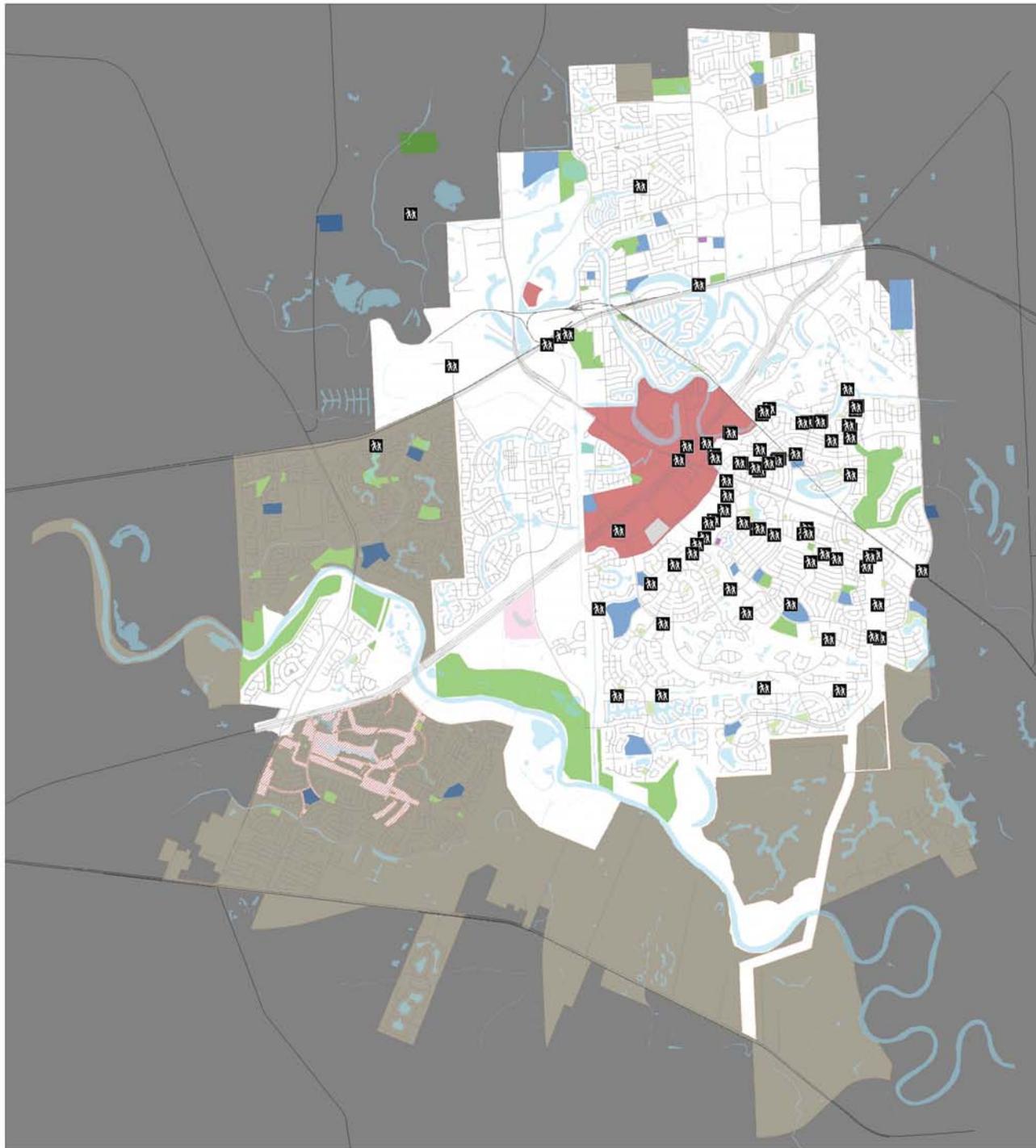
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- LIBRARY
 - PARK - CITY
 - COLLEGE
 - SCHOOL
 - HOSPITAL
 - CITY OF SUGAR LAND - CITY LIMITS
 - CITY OF SUGAR LAND - LIMITED PURPOSE ANNEXATION
 - ETJ
 - TRANSIT
 - I Would Like to Ride my Bike Along This Route

NOTE: Proposed facilities based on information obtained from previous plans and studies done by the City, including the Town Center PER, 2007 Bike and Bike Trails Master Plan, Comprehensive Mobility Master Plan, and Draft Major Thoroughfare Master Plan.



CommunityWalk - I would like to walk along this route

Sugar Land Pedestrian & Bicycle Master Plan



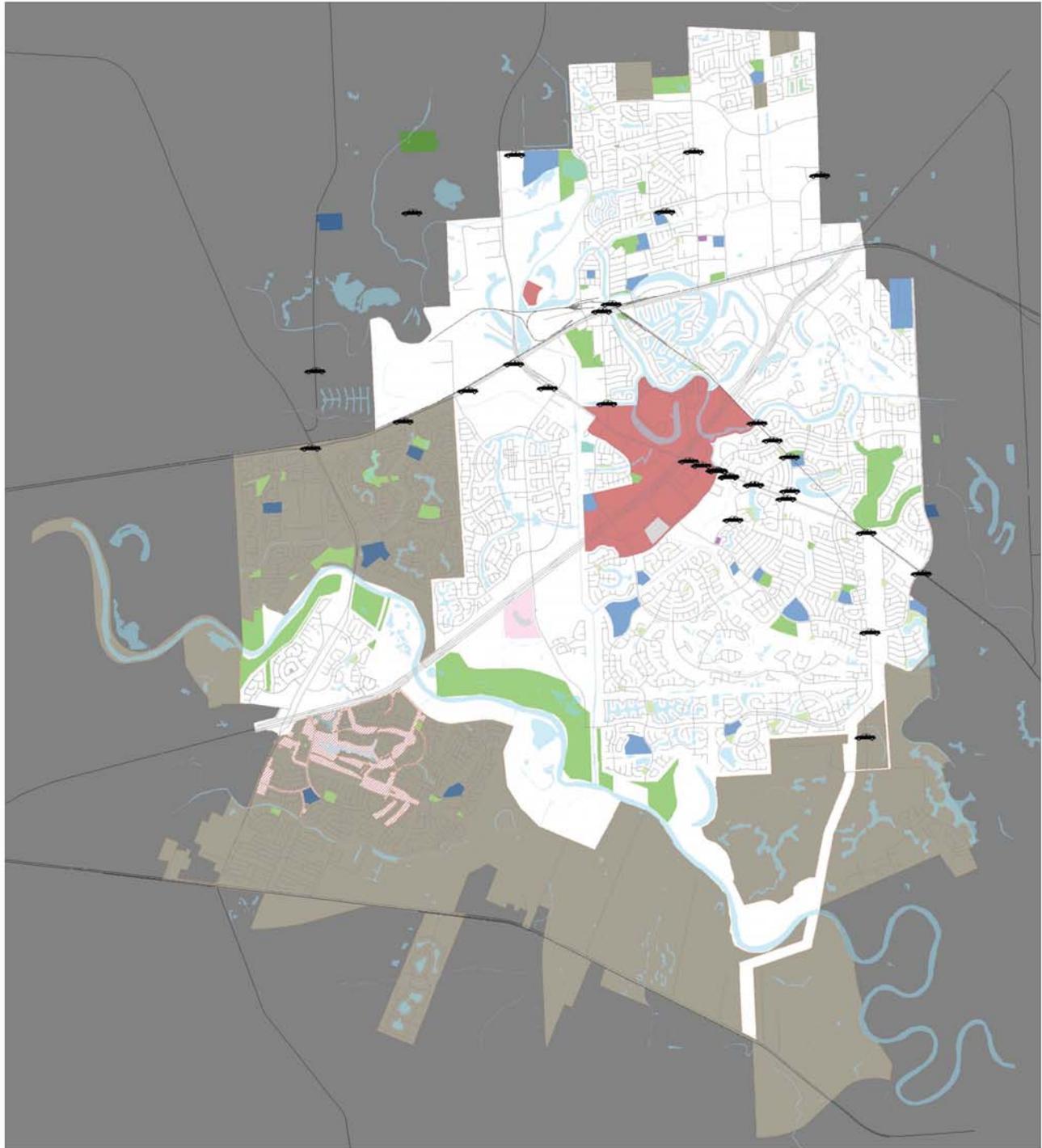
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| ■ LIBRARY | ■ CITY OF SUGAR LAND - CITY LIMITS |
| ■ Town Center | ■ PARK - CITY |
| ■ COLLEGE | ■ PARK - HOA |
| ■ SCHOOL | ■ TRANSIT |
| ■ HOSPITAL | CITY OF SUGAR LAND - LIMITED PURPOSE ANNEXATION |
| | ETJ |
| | ■ I Would Like to Walk Along This Route |

NOTE: Proposed facilities based on information obtained from previous plans and studies done by the City, including the Town Center PER, 2007 Hill and Bike Trails Master Plan, Comprehensive Mobility Master Plan, and Draft Major Thoroughfare Master Plan.



CommunityWalk - Uncomfortable Traffic

Sugar Land Pedestrian & Bicycle Master Plan



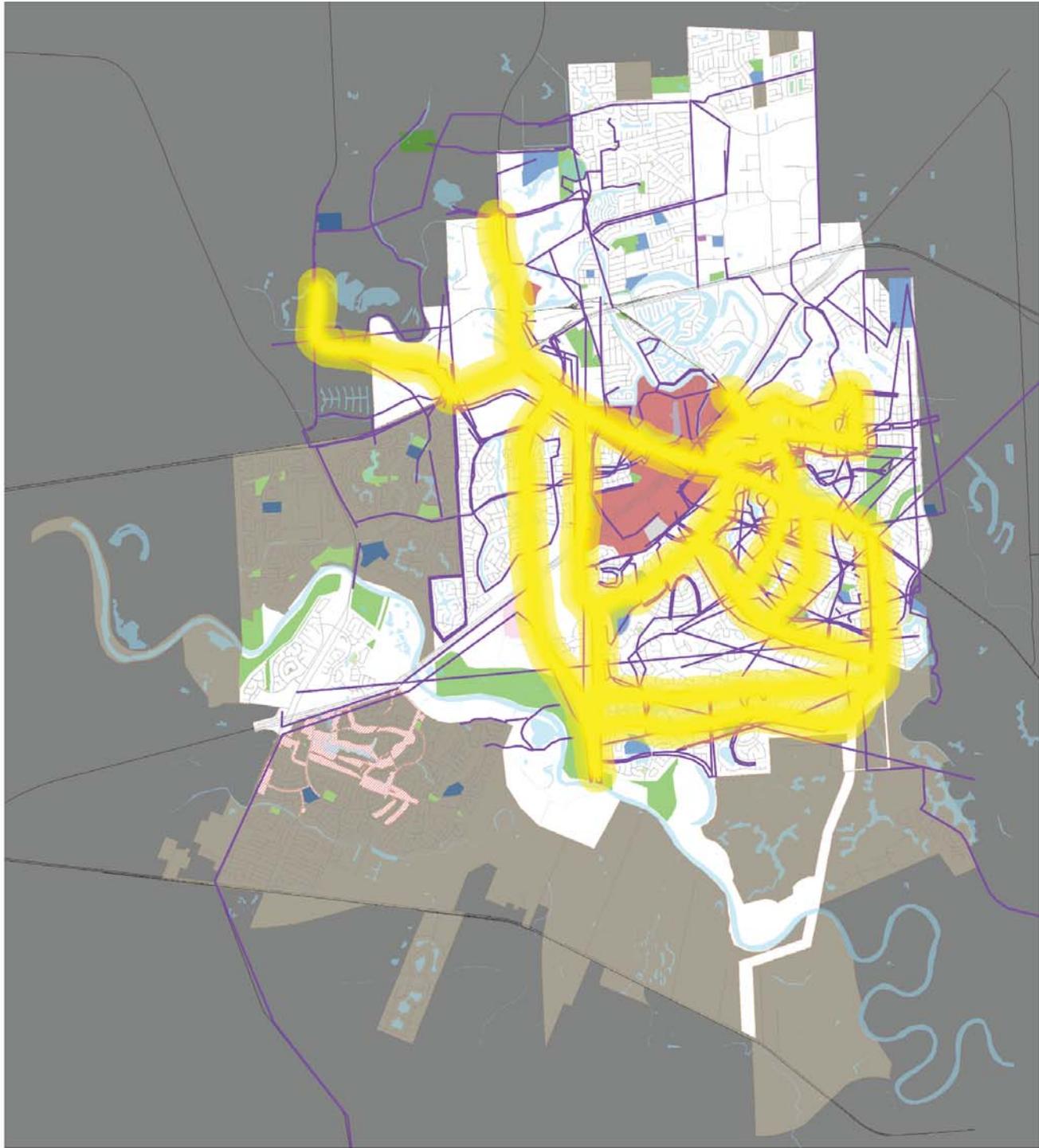
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| ■ Town Center | CITY OF SUGAR LAND - LIMITED PURPOSE ANNEXATION |
| ■ PARK - CITY | ETJ |
| ■ COLLEGE | TRANSIT |
| ■ SCHOOL | Uncomfortable Traffic |
| ■ HOSPITAL | |

NOTE: Proposed facilities based on information obtained from previous plans and studies done by the City, including the Town Center PER, 2007 Hike and Bike Trails Master Plan, Comprehensive Mobility Master Plan, and Draft Major Thoroughfare Master Plan.



CommunityWalk - Suggested Paths

Sugar Land Pedestrian & Bicycle Master Plan



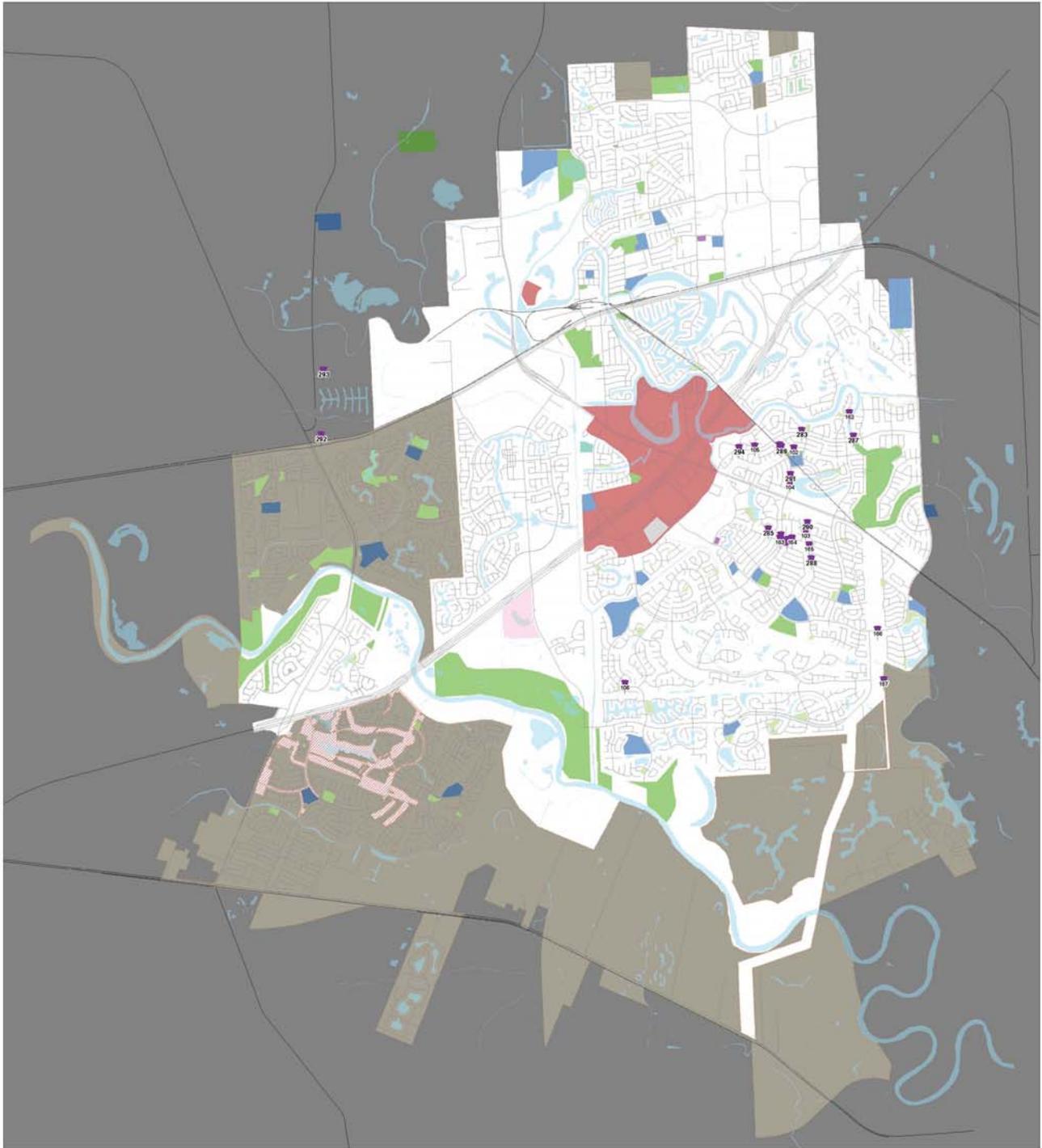
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| Area Destinations | LIBRARY | CITY OF SUGAR LAND - CITY LIMITS |
| Town Center | PARK - CITY | CITY OF SUGAR LAND - LIMITED PURPOSE ANNEXATION |
| COLLEGE | PARK - HOA | ETJ |
| SCHOOL | TRANSIT | Paths |
| HOSPITAL | | Paths drawn multiple times |

NOTE: Proposed facilities based on information obtained from previous plans and studies done by the City, including the Town Center PEIR, 2007 hike and Bike Trails Master Plan, Comprehensive Mobility Master Plan, and Draft Major Thoroughfare Master Plan.



CommunityWalk - Other Comments

Sugar Land Pedestrian & Bicycle Master Plan



| Legend | |
|--------------------------|---|
| Area Destinations | LIBRARY |
| Town Center | PARK - CITY |
| COLLEGE | PARK - HOA |
| SCHOOL | TRANSIT |
| HOSPITAL | CITY OF SUGAR LAND - CITY LIMITS |
| | CITY OF SUGAR LAND - LIMITED PURPOSE ANNEXATION |
| | ETJ |
| | Other Comment |

NOTE: Proposed facilities based on information obtained from previous plans and studies done by the City, including the Town Center PER, 2007 Hill and Bike Trails Master Plan, Comprehensive Mobility Master Plan, and Draft Major Thoroughfare Master Plan.



Community Walk – Markers with Other Comments & Additional Write-In Comments

(07/12/2012) - The lighting along Lexington is all very tall - above the canopy. Walking or running on the sidewalk before dawn is very dark and dangerous.

(07/12/2012) - The turn on to industrial from Jess Pirtle is kind of confusing (yield right turn lane), and makes me too scare to even think about walking/biking in that area. I wish there was a bike lane or side walk so that I could walk on so I could bike or walk to work.

(06/19/2012) - Opening this power line easement to a hike and bike path that connects to other similar areas would be a great improvement

(07/12/2012) - Getting from Telfair/New Territory to rest of Sugar Land is very limited and inaccessible. Need to develop an easier connection

(07/12/2012) - A bridge across the Brazos would enable Greatwood residents foot/bike access to Memorial Park and could be an educational fixture for both LCISD/FBISD.

This would be a wonderful addition to our area!!

(07/12/2012) - The guardrail is close to Dulles Ave and no sidewalk exists to ride or walk without going onto Dulles Ave which is dangerous

Grass walking areas on each side, put in bridge like one over by Williams trace by power line easement allows both sides to be used.

Bridge to connect each side of the trails.

Telfair is isolated from Sugar Land centre by bike. A trail from Trexler St. to the Best Buy parking lot (via the Bullhead bridge) would provide essential access.

A link and bridge from Coleridge St. to Colony Lakes Drive would conveniently connect the Telfair trails to the Colony Lakes trail system and provide safe bike access from Telfair / New Territory to Sugar Land centre.

I would love it if there was a bridge crossing HWY 6. I love to ride my bike with my family and feel that we are putting the kids in danger every time we cross HWY 6. We love to go to the Magnolia Pool and the Oyster Creek park, but sometimes we do not make it to all the festivities because of the parking and because we do not feel safe enough to walk/ride our bikes. I know that many young families feel this way and want to take adv. of all the neat things at the park but do not because of the safety issue. I feel that a pedestrian bridge would solve this issue.

Need bridge to cross large drainage ditch from Austin Parkway (and stadium area) to walking/riding path behind Woodstream subdivision.

Starting from Sweetwater Blvd., on SE end of walking bridge (across Sweetwater from Clements HS) walk (& bike) along existing sidewalk along side big ditch. Sidewalk is in poor condition, needs lots of repairs, or total replacement. Arrive at far end of ditch where it intersects cross ditch (parallel to Austin Pkwy), need a bridge to cross large ditch and continue to Austin Pkwy. Doing so gives Austin Pkwy walkers/riders new direct route to 2 schools (Colony Meadows Elem & Clements HS). Far side of Austin Parkway already has wide sidewalk for walking/riding. New loop/connection would be created.

There needs to be a safe link for bikes to get from the Telfair/New Territory system over to the



Flour Daniel lake system. This is essential to enable residents of these subdivisions to reach the centre of Sugar Land by bike.

(06/19/2012) - A future Bridge for Sugar Mill Park Path 109 for Hike and Bike to connect with future Gannoway Lake Park down to Oyster Creek then follow Creek to Constellation Field or Restaurants. Ragus Lake Estates HOA.

(06/19/2012) - The cars that turn on the green arrow do not realize that the walkers have a green and well and have the right of way.

(07/12/2012) - Not safe crossing this bridge to get from the Hall Lake neighborhood to the nearby bike/walk path. Unsafe traffic as well.

A dangerous gap in bike lane exists on both sides of University Blvd. just north of 59. This forces bikes over into the car lane and there are no warning signs. Very scary on a bike, but there is no other way to get from Telfair / New Territory to Sugar Land Memorial Park.

These dangerous gaps occur on both the north and south sides of 59. U of H and park bike traffic must merge from the bike lane to the main lanes.

Students who attend Clement's High School often walk on the grass in this area as there are no sidewalks. Additionally they cross the levee using the current bridge where there are no railings between the traffic and the pedestrian.

(06/19/2012) - This is a difficult intersection to cross. The lights are poorly timed for walkers and the cars block the cross walks.

Needs improvement to be walked and biked safely The back of the Lakes of Austin Park subdivision has a levee that is current used for walking and bike riding. It would help tremendously if the raised edge of the levee had a concrete path from Commonwealth over to Cross Lakes.

Absolutely agree. The path is nice and quiet, removed from the road, but overgrown a lot of the time.

Need walking hiking trails on each side of ditch

A trail for walkers and mountain bikers along the north bank of the Brazos, from the Brindley Trail to the 59 Brazos turnaround would be a wonderful recreational feature.

(07/12/2012) - There are no sidewalks at the gas station on this corner. When our running group leaves the parking lot, we all have to run in the street to get to the corner. Someday . . .

(07/12/2012) - This is another place on Sweetwater where the sidewalk is only on one side. From Elkins to Austin Parkway and beyond, there is a continuous sidewalk, but not here.

Street and sidewalk lighting is bad at night, have been almost hit by cars and fallen into pot holes from Lexington to HWY 6

(06/19/2012) - Hard to walk or bike across Hwy 90 at Brooks because traffic is turning right on red without stopping first

(07/12/2012) - There is no sidewalk along Eldridge north of 90. I would like to be able to walk to the grocery store and the library but Eldridge is a very busy road and there is no sidewalk on either side for a block north of Highway 90



I agree completely with this. I would love it if I could walk/bike between the Food Town and the library as well as to Subway but sidewalks are not continuous. It is a well traveled street that needs to have sidewalks/bike lanes. I also think that Jess Pertle and Industrial need sidewalks/bike lanes as well. It would be great if I could walk to work!

(06/19/2012) - No safe ways other than car to get from New Territory and Telfair to north of Highway 90 neighborhoods near the Airport, need paths

(06/19/2012) - Would LOVE to bike from Telfair to Cullinan Park, add bike trails in Cullinan Park, it is our area largest "nature preserve" and so peaceful to enjoy on bike or foot

(06/12/2012) - there is a plan for a light rail line to run from the Houston medical center all the way out to Rosenberg. Lets build a bike path connecting the rail to the baseball stadium. Hard to determine where the rail stop will be built. Possibly closer to Hwy 6?

(07/12/2012) - I walk this area with my pets and its a great place to enjoy a stroll. Sidewalks would be a great addition

(07/12/2012) - The sidewalk across the levee is very unlevel. It is uncomfortable to run or walk. Every Saturday morning in the second half of the year, a couple of hundred runners from the local marathon training group are crossing this levee.

(06/19/2012) - Biking path needed through this part along Oyster Creek and through Cullinan Park reserve!

Areas up around West Airport Blvd. already have the path, but it ends as you go further south... Needs expansion

(06/19/2012) - Needed a safer route between the Telfair/New Territory area and the areas west of the former Central Unit, Austin High School, etc. Hwy 90 at Hwy 99 is DANGEROUS.

(06/19/2012) - Walking/biking to WalMart from Belknap subdivision or Mayfield Park subdivision is impossible because the sidewalk is not continuous along Hwy 90 on either side.

(06/19/2012) - The sidewalk between Oakland Dr. and Clements High School are often under water and have poor drainage. My son's recumbent bike can not go around the water. This issue needs to be addressed.

(06/19/2012) - need to open this power line easement and install a hike and bike path to connect the walking trails on each side.

(06/19/2012) - This little area has probably the largest most beautiful Oak trees in all of the Sugar Land area, wish there was a way to make use of it when current owner leaves/sells! Please go have a look! It would be an amazing little park. I can see the huge trees across from the New Territory McDonald's.

(06/19/2012) - Sugar Land needs more parks on the northwestern side. This area is next to Sugar Land city limits, currently undeveloped, Sugar Land needs to take it into its ETJ and then consider turning to parkland or commercial area with paths.

(06/19/2012) - Walking from Belknap subdivision to Farmer's Market is not safe as there are no sidewalks on Brooks once you cross 90.



Hard to cross Hwy 90 to get to Farmer's Market; there are no sidewalks on Brooks on north side of intersection.

Miscellaneous comments:

Why doesn't Sweetwater have sidewalks on both sides of the boulevard from one end to the other? This road is far too heavily used to be missing sidewalks.

Missing sidewalks on Sweetwater

Sweetwater has a sidewalk on only one side of the road between Greystone Way and Elkins, yet there is a school on each end of that section. Those on the Crescent Lakes or Clements High School side have to cross busy Sweetwater twice. We need a sidewalk there! The town home builder was required to put in part of that sidewalk when the town homes on Greystone at Sweetwater were built, but he did not.

Sidewalk needed on Sweetwater

Bikes and cars don't mix.

Bikes and cars don't mix.

Part of the heavily-used Woodstream Hike and Bike Trail was redone several years ago. Please complete the repair. Thanks.

Woodstream Trail riders

Looking forward to a bike trail on Lexington between University and Oxbow.

Lexington Blvd. Bike Trail

A lot of the ditches and levees are under utilized. Add sidewalks and you have a great hike and bike trail system

Why not use existing power line , gas pipeline , etc easements as walking and biking trails

Use existing easements for trails

Bike lanes are needed along Commonwealth

Need bike lanes along Commonwealth

The bike lane on Elkins Rd. suddenly ends before Oakland. Why does it do that? It should go all the way to Sweetwater or at least to Clements High School. You can take out the wide, yellow cross-hatched area in the center, move the right lane toward the center, and extend the bike lane.

Continue bike lane on Elkins

It would be great to have a hike and bike trail along Ditch H between Lexington and either Commonwealth or University where it crosses the ditch. This would tie into the current University hike/bike sidewalk and the future Lexington hike/bike sidewalk. That way, people could park at Memorial Park and then have one big loop to walk or bike. How fun!!!



Hike/bike trail along Ditch H

There is a sidewalk on one side of Sweetwater between Greystone and Elkins near the school. There is a stretch between the bridge and Elkins (closer to the bridge) where the grass has died. Whenever it rains or the area is irrigated, the sidewalk can get quite muddy and slippery. Please do something to keep that short section of sidewalk from getting muddy and slippery, such as adding edging along that section and/or installing ground cover where the grass has died. It would be pretty cheap to do this. Thanks!

Muddy sidewalk along part of Sweetwater

Riverpark needs hike and bike access to the Memorial Park and the UofH campus.

There is a great bike path along University between the park and 59 but I notice most bicyclists would rather ride on the street. Wonder why...

To the person commenting about University boulevard paths vs street. The paths must be very wide for pedestrians and cyclists to share them unless you are a child or don't ride very fast at all. Also, I frequently ride distances of 20+ miles at speeds above 18-22mph and it is too difficult to piece together a ride utilizing the sidewalks with awkward entrance and exits at each cross street.

The ditch from Hwy 6 to Williams trace just south of Lexington that cuts the Highlands in half , people walk that all the time, a concrete trail on both sides would be a great addition to the area



APPENDIX C STAFF KICKOFF MEETING AND STAKEHOLDER MEETING NOTES



14800 St. Mary's Lane, Suite 160
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SUGAR LAND PEDESTRIAN AND BICYCLE MASTER PLAN UPDATE

MEETING NOTES – DRIVING TOUR AND PROJECT INITIATION MEETINGS

| | | |
|---|---|---|
| <p>To: Cathy Halka, City of Sugar Land</p> <p>From: Jim Carrillo, Halff Associates Sugar Land Pedestrian and Bicycle Master Plan Update – Kickoff Meeting</p> <p>Subject: Master Plan Update – Kickoff Meeting</p> <p>Meeting Date: February 23, 2012</p> <p>Location: City Hall, City of Sugar Land</p> | <p>Attendees: (All Meetings)</p> | <ul style="list-style-type: none"> ▪ Patrick Walsh, P.E. Director of Transportation and Long Range Planning, City of Sugar Land ▪ Kimberly Terrell, ASLA, Development Manager, Parks and Recreation Department, City of Sugar Land ▪ Cathy Halka, Planner II, City of Sugar Land ▪ Jim Carrillo, AICP, ASLA, Halff Associates ▪ Lloyd Lentz, RLA Halff Associates ▪ Bruce Landis, P.E. AICP, Sprinkle Consulting Inc. |
| <p>Minutes Date: March 2, 2012</p> | <p>Attendees: Strategic Project Team</p> | <ul style="list-style-type: none"> ▪ Greg Nichols, P.E. – Sugar Land Engineering Department ▪ David Worley, P.E. - Assistant Director, City of Sugar Land Public Works (Traffic) ▪ Kimberly Terrell, Development Manager, Parks and Recreation ▪ Doug Schomburg, Director, Planning & Environmental Services |
| <p>Halff Proj. No.: 28673</p> | <p>Guests (at the Strategic Team Meeting):</p> | <ul style="list-style-type: none"> ▪ Jim Hunt, P.E. Area Engineer, Fort Bend/Waller Area Office, Texas Department of Transportation ▪ Teri Kaplan, Bicycle and TE Coordinator, Houston District, Texas Department of Transportation |

| Item | Description | Decision or Follow Up |
|------|---|-----------------------|
| 1. | 9:00 am to 11:30 am: Introductory driving tour of Sugar Land to review many pedestrian and bicycle issues, opportunities and areas of Concern. The tour was not intended to be all encompassing, but served to highlight the types of issues and opportunities that exist | |



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| <p>in the City. Areas reviewed during the tour included:</p> <ul style="list-style-type: none"> • Town Center Area – an 8' wide pedestrian walkway is planned along the west side of Highway 6 between Lexington and US 59. • Brooks Street – proposed inclusion of a parkway side path along the east right of way from Highway 6 to Azalea Street, then on-street bicycle lanes from Azalea north to Guenther, then return to a side path along the east right of way from Guenther to Highway 90A. Project faces concerns from some residents along Brooks Street. • Brooks Street pedestrian crossing at Hwy 90A can become major gateway into the proposed Imperial Planned Development. • Ulrich Street – major gateway into the proposed Imperial Planned Development, and also gateway to the soon to open Sugar Land minor league ball field. Ulrich might serve as a secondary gateway across Hwy 90A. Staff also noted the presence of many trucks at Ulrich going to NALCO. • Railroad paralleling Highway 90A – significant volume of trains per day (over 30) and average speed is considerable. Consideration needs to be given to how to get bicyclists and pedestrians over Hwy 90A. • The new boulevard leading from Ulrich into the planned Imperial development will include an eight foot wide side path on the south side of the boulevard, and the new bridge into the development already includes a separated 8' wide pedestrian walkway. • Ditch H is major potential off-street trail connecting north and south Sugar Land, and could terminate near the new ball field. Crossing under, over or at grade at Highway 90A needs to be resolved. Evaluate whether culverts (shown below) could be assessed as a potential non-vehicular crossing route. | |
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- Consider trail parallel to 1st Street east of Main.
- Streets in the industrial and business park areas east of Eldridge have low traffic volumes, but also are probably low attractors for local bicycle commuters. Half to evaluate need for on-street facilities in this area.
- Eldridge Road – has six to 8' wide sidewalk in some areas, in other areas closer to Hwy. 90A has narrower 4 to 5' sidewalk or no sidewalks.
- The existing trail along Ditch A-22 extends from Eldridge Road west to Woods Street and is scheduled to be re-constructed. The trail is 4 to 6' in width, and will be rebuilt to the same width. Connections to area schools from this trail need to be improved.
- Chatham Avenue in the Telfair development could be considered for on-street bicycle lanes. These would compliment off-street trails built along many of the greenbelts in the development.
- An existing 12' wide side path parallels University from the University of Houston Sugar Land campus to Commonwealth Ave. The trail will be extended along the west and south right of way of University as it is extended into the Riverstone area.
- On-street bicycle lanes have been installed along Elkins Road from Alcorn to Colony Crossing. The bike lanes do not extend to Clements High School.
- An unusually large number of bicycles (for a high school) were observed parked in front of Clements High School.
- Edgewater Drive between Settlers Way Blvd and Williams Trace was suggested as a potential bike route by the City Manager

2. 11:30 am to 1 pm: Management Team Meeting

- Key result from effort needs to be consensus on strategy for .both



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| | <p>walkers and bicyclists. The key deliverable is a list of projects to implement with costs in a prioritized order.</p> <ul style="list-style-type: none"> • Key question is where are different types of pedestrian and/or bicycle facilities appropriate? • Team should start with the off-street system. Where are gaps in the system, and how should those be addressed? • Team should assemble input on destinations, especially new ones that have been developed in recent years. • Key committee or stakeholder representation should include: <ul style="list-style-type: none"> ○ Planning and Zoning ○ Parks Advisory Group ○ Shape Up Sugar Land ○ Senior citizen representation ○ School system representation ○ Business representation ○ EDC representation ○ Hospital or Health system representation ○ Homeowner representative ○ Public Health Authority • A key citywide event – Ball Field Open House - will occur on Saturday, April 21. Would be an excellent opportunity to get Sugar Land residents to fill out a survey and/or to point them to an on-line website for surveys and additional information. • Consideration should be given to making this part of a larger input process that starts around April 21st. • Planning Team will have surveys ready prior to the April 21st Open House. • The Planning Team requested guidance on the final report format. The plan document format will be dictated by City staff. The merits of paper size vs. ledger (11" x 17") were discussed. Paper size is easier to print, but may require a large amount of 11" x 17" foldout sheets. Ledger size is bulkier and has a higher printing cost. It was noted that many reports today are viewed electronically and printing is becoming rarer. City staff will provide direction to Planning Team. | |
| <p>3.</p> | <p>1:00 Pm to 4:00 PM – Kickoff Meeting with Strategic Management Team</p> <ul style="list-style-type: none"> • City of Sugar Land staff have identified a key strategic team that will meet throughout the project and provide input on the development of the Pedestrian and Bicycle Master Plan Update. | |



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| | <p>Strategic Team Members attending the Kickoff meeting included:</p> <ul style="list-style-type: none"> ○ Greg Nichols, Engineering Department ○ David Worley, Assistant Director, Public Works (Traffic) ○ Kimberly Terrell, Development Manager, Parks and Recreation ○ Doug Schomburg, Director, Planning & Environmental Services <ul style="list-style-type: none"> ● Guests attending the meeting included Jim Hunt, TxDOT Area Engineer, and Teri Kaplan, Bicycle and TE Coordinator, Houston Area, TxDOT. ● The meeting started with a general discussion of City leadership concerns. City leaders want to feel comfortable with the types of facilities being proposed, especially on-street bicycle facilities. They are concerned over capacity issues on city streets, as well as safety. ● City staff noted that the recent Sugar Land Mobility Plan emphasizes that too much weight and emphasis is put on the vehicular transportation mode in Sugar Land. ● Case studies from other communities sharing similar characteristics to Sugar Land will be helpful during this process. ● The City of Sugar Land prides itself on responding well to citizens concerns, and the City wants to respect that during this process. Citizens of Sugar Land seem to want to ride their bicycles more, and may be less cautious about this than City leaders. This needs to be confirmed and expressed to City leaders. ● Neighborhood interest in on-street bike lanes along Country Club Blvd (9'parallel parking, 12' travel lane, 5' bike lane) ● Staff and elected officials are very interested in documenting existing use by bicycle riders in Sugar Land. ● A high number of school aged children are driven to school, and reducing this amount should be a goal of this planning effort. ● Staff notes that many citizens and leaders concerns include the belief that only experienced riders will use bicycle lanes, and that many cyclists do not obey traffic rules and regulations. These need to be addressed as part of the planning effort. ● Kimberly Terrell with the Sugar Land Parks and Recreation Department will be leading a staff effort to promote walking and bicycling in Sugar Land. This effort will: <ul style="list-style-type: none"> ○ Inform residents as to where routes and facilities are: ○ Include public education components that educate regarding both bicyclists and motorists' rights: ○ Will be considering incentives to reduce parking spaces in exchange for bicycle racks; ○ May include school based training | |
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| | <ul style="list-style-type: none"> ○ Will look at special events to promote walking and bicycling in Sugar Land; • The plan needs to identify demonstration projects that can help convey the ease of bicycling in the City. • Staff interest in bike lane on Town Center Boulevard (10', 10' 4'); could be a potential Better Block demonstration project • The ongoing City of Sugar Land Thoroughfare Plan includes maps that show intersection conflict points, as well as streets with potential excess capacity. These could be considered for lane reductions. • Traffic volumes for the area are maintained by H-GAC. • Sugar Land staff is comfortable with lane widths as narrow as 10' (in the appropriate location, and not including arterial thoroughfares). • Staff notes that there are two Park and Ride locations in Sugar Land. These include the University of Houston, Sugar Land campus, and a leased parking area at the AMC Theater. • Sugar Land Parks noted that there is a standard trail head design that has been developed by the Parks Department, and Parks would like that design to be considered at key locations throughout the City. • The City is moving ahead with a trail project in the First Colony area along Ditch C. • Halff suggested that cantilevered trail sections have been built in other places, most notably on the Herring Ave. Bridge crossing Lake Waco (see attached photo). This could be evaluated as an alternative method for providing pedestrian facilities to cross the Brazos River along the US 59 frontage roads (Greatwood crossing). | |
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- TxDOT staff noted that they are not typically in favor of bollards to separate pedestrians and bicyclists from vehicular traffic. They are concerned about bollards being hit and the frequent need to replace them.
- TxDOT staff noted that the plan should suggest annual updates to allow the City to better qualify for funding opportunities when they become available.
- City staff is interested in packaging projects for a future bond election.
- Halff staff presented a brief PowerPoint slide show of types of bicycle facilities that are becoming more frequently used in cities throughout the United States.
- The meeting concluded by noting that the committee would be convened several times throughout the planning process to provide oversight and direction to the Planning Team.

This concludes the Meeting Notes. Our goal is to provide a summary of the proceedings of the subject meeting in these minutes. If you feel that any of the items listed above are not correct, or that any information needs to be added, please contact Jim Carrillo at Halff Associates (512-777-4610, or jcarrillo@halff.com) so that your concerns can be addressed. These minutes will be assumed to be correct and accepted if we do not hear from you within ten (10) calendar days from your receipt.



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**SUGAR LAND PEDESTRIAN AND BICYCLE
MASTER PLAN
Planning and Zoning Commission Workshop – May 24, 2012**

MEETING NOTES

| | | | |
|---------------------------|---|---|---|
| To: | Cathy Halka, City of Sugar Land | Planning and Zoning Commissioners: | <ul style="list-style-type: none"> ▪ Kathy Huebner, Chair ▪ Gregory Schmidt, Vice Chair ▪ Carl Stephens ▪ Jim Shaw ▪ Paula Stansell |
| From: | Jim Carrillo, Halff Associates | | |
| Subject: | Planning and Zoning Commission Workshop | | |
| Meeting Date: | May 24, 2012, 6:30 P.M. | Staff and Planning Team Attendees: | <ul style="list-style-type: none"> ▪ Patrick Walsh, P.E. Director of Transportation and Long Range Planning, City of Sugar Land ▪ Doug Schomburg, Director, Planning & Environmental Services ▪ Cathy Halka, Senior Planner, City of Sugar Land ▪ Kimberly Terrell, ASLA, Development Manager, Parks and Recreation Department, City of Sugar Land ▪ Lisa Kouch-Meyer, Principal Planner, City of Sugar Land ▪ Kyle Thomas, Legal Department, City of Sugar Land ▪ Jim Carrillo, FAICP, ASLA, Halff Associates ▪ Sarah Parker, Halff Associates |
| Location: | Cane Room, Sugar Land City Hall | | |
| Minutes Date: | July 1, 2012 | | |
| Halff Project No.: | 28673 | | |

| Item | Description | Decision or Follow Up (if any) |
|------|---|--------------------------------|
| 1. | <p>Meeting Introduction and Personal Interests in Bicycling – Patrick Walsh with the City of Sugar Land introduced the meeting purpose and noted that a key recommendation of the recently approved Mobility Plan was to focus on providing bicycle and pedestrian mobility alternatives throughout the city. Mr. Walsh introduced Jim Carrillo, Project Manager for Halff Associates Inc. who is assisting the City in developing the Pedestrian and Bicycle Plan Update.</p> <p>Planning and Zoning Commissioners were asked to comment on their personal interest in bicycling and ideas to further quality of life in Sugar Land through walking and riding. The following comments were received:</p> | |



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| | <ul style="list-style-type: none"> • Yes, rides in the First Colony/Meadow Lakes area. But there are problems with accessibility and connectivity in the area. • Yes, does ride in the Telfair area. The neighborhood has a good system; however maintenance and connections to other neighborhoods are an issue. Would like to get to Town Square. There may have been a lot of missed opportunities for policy and working more effectively with TxDOT during recent improvements at Highway 6 and Highway 59. • No, lives in the Sweetwater area but does not actively ride. However, spouse does walk on shared-use paths, and often encounters issues with the interaction of bicycles and pedestrians. This commissioner is concerned about bicycle lanes because of safety concerns for drivers and bicycle riders alike. • Yes, does ride sometimes. This commissioner has significant concerns over both safety and the need for increased connectivity. The commissioner would rather drive to a safe place where there isn't a need to have to stop for traffic or worry about pedestrians. This commissioner would prefer not to use a traditional on-street bike lane, but would consider using a buffered bicycle lane. The commissioner is also concerned about the safety of bikers who ride on streets without bike lanes. • No, this commissioner lives in the Commonwealth area and is not an active rider. The commissioner would prefer to drive to larger regional parks. | |
| 2. | <p>Planning and Zoning Commissioners were asked to identify key destinations to connect throughout Sugar Land. Responses included:</p> <ul style="list-style-type: none"> • Town Square area, Mall area • Parks and Schools • Whole Foods • Brazos Park and Memorial Park • Constellation Field | |
| 3. | <p>Planning and Zoning Commissioners were asked to comment on both opportunities and constraints regarding bicycling in Sugar Land. Comments included:</p> <ul style="list-style-type: none"> • Overall, most were concerned about the use of on-street bicycle lanes. Concerns over bicycle lanes included: • Trash & rocks end up in the bicycle lanes and the width does not allow for bikers to avoid them without going into traffic. • Traffic patterns such as turning traffic/right-on-red and drivers/bikers not paying attention to their surroundings can create hazards. • Some expressed concern over removing vehicular traffic lanes for bicycle lanes. There was concern that future traffic needs might be impacted if lanes were converted. • There was a general feeling that mainly most people just wanted to "get home." | |



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| | <ul style="list-style-type: none"> • Opportunities within Sugar Land include the well-developed trail systems within certain communities such as Telfair. • Other strong destinations include as the University of Houston campus and Memorial Park. • There is a need for overall connectivity throughout the city. • The right solution needs to be identified for each area of Sugar Land, and may differ from area to area. • Trees and line-of-sight issues on existing trails need to be addressed. • The interaction of traffic and bicycles at driveways and bike path intersections needs to be considered. • Long distance cyclists need to be considered as well. Insure connections to other regional destinations. • Policies such as how/where and requirements for bicycle facilities need to be included in the planning process. • Sugar Land is about as developed as it is and there is no way to go back and require that existing developments retrofit bicycle facilities. | |
| 5. | <p>Funding and Implementation</p> <ul style="list-style-type: none"> • There is a need to generate a large following and support to get Sugar Land taxpayer support. • Pilot programs might be used in certain neighborhoods to generate interest. • Bicycle and pedestrian paths at least between Town Square and the mall should be encouraged. • Work on connectivity in less developed areas like Imperial and move to more established areas of the City from there. | |

This concludes the Meeting Notes. Our goal is to provide a summary of the proceedings of the subject meeting in these minutes. If you feel that any of the items listed above are not correct, or that any information needs to be added, please contact Jim Carrillo at Half Associates (512-777-4610, or jcarrillo@halff.com) so that your concerns can be addressed.



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Meeting Notes

Project: Sugar Land Pedestrian and Bicycle Master Plan
AVO No. 28673
Prepared By: Kimberly Annis
Meeting Date: June 11, 2012, 11:30 AM – 1:00 PM, Brazos Room
Issue Date: May 31, 2013

Subject: Development Committee Stakeholder Meeting

Attending:

Patrick Walsh, Sugar Land
Cathy Halka, Sugar Land
Chris Steubing, Sugar Land
Rob Valenzuela, Sugar Land
Jim Carrillo, Halff Associates
Les Newton, PCD
Craig Phipps, KSA Engineers
Randy McClendon, Tejas Surveying
Tom Wilcox, Johnson Development
Steve Ewbank, PCD
Carl Stephens, Planning & Zoning Commission
Chad Hablinski, Costello, Inc.

Summary:

- PCD: Expecting more connections in existing sidewalks by now, against take away lanes. People bought those lanes and we can't take it away. Not enough people.
- Trolley P/U bikers and take them to Act Center, great parks & rec centers. Little interchanges – improved safe needed.
- Riverstone not in favor of losing lanes. Not a lot of bikers on the roadways. 8' sidewalk. Need bike racks at each location.
- PCD encourages kids to bike to school. Safe an issue – wife won't let them.
- Don't take away lanes. Primarily built out – hard to retrofit.
- We like our cars, we build roads. Bike trails are for recreational use – Agenda 21 UN push in. This community is car centric. People drive. Wasting your time with biking
- lower volume streets
- No connections between communities. Need to address banners.
- Commonwealth to Memorial Park. Don't ride on sidewalk
- Who are we building for? Kids aren't coming back.
- Ditches, hover bridges, banners
- On street bike lanes precludes parking. ADA compliance with road tires?
- Is it better 10' walk on level as opposed to widening sidewalks (eg A Pkwy)
- Town Center Blvd – don't lose a lane



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- Sweetwater – Trees form a buffer between road & pedestrians
- Wms Trace – narrow lanes to protect trees?
- promote ped crossings @ 59/6
- “Bridge over 59 & 6 would be supported by citizens”
- Fix small areas. Most traveled routes then go along ditrunes and transmute corridors.
Shorter or longer
- No fat cat developer willing to pay for it.
- Dev community will cooperate, but not pay for it.
- PCD – Lakepointe – mud paid for trails
- Put a price tag on it.
- Taylor solutions for funding available & vice versa.
- Dev would take city for building 8’ instead of 6’ walk.
- **Go back to Dev. Committee when we have recmdtns. Relate to Dev. code



MEETING REPORT

Meeting: **Development Committee Meeting – Pedestrian & Bicycle Master Plan**
Date: August 20, 2012
Attendees: Tom Wilcox, Phillip Usman, Randy McClendon, Chad Hablinks, Steve Varney (SLBP), Paula Stansell (P&Z), Jim Lawless, Steve Ewbank
Staff Attendees: Ruth Lohmer, Doug Schomburg, Clark Peschel, Kyler Cole, Patrick Walsh, Lisa Kocich-Meyer, Chris Steubing, Gabe Reaume, Eleanor May, Cathy Halka, Patrick Walsh

1. Presentation by Patrick Walsh

- We are continuing discussions from previous meeting in order to get your feedback on the Business Park and Tract 2 future business park
- Dev Com has brought this up before – see 2007 letter, 2009 discussions with staff
- This update –Ped Bike Master Plan – will memorialize the plan for SLBP and Tract 2.
- In prior discussions about sidewalks in the business park, we focused on only key north-to-south and east-to-west route connections.
- The purpose of coming back to the Development Committee today is to confirm the desired locations for sidewalks as discussed back in 2009 so that we can incorporate those routes into the Pedestrian and Bicycle Master Plan update.

2. Sugar Land Business Park - Comments from Development Committee

- Gillingham north-to-south route preferred over Industrial. You're right, they'll bike in the SLBP during the weekend. No sidewalks on Gillingham. Drainage ditches may be less attractive to cyclists than biking on the street.
- Are there ditches or cost issues prohibiting sidewalks in a particular area? Are we requesting things that aren't possible? (Answer: no.)
- 90A link east from Dairy Ashford appears unnecessary. What does it link to? Remove it.
- What about trees in sidewalk areas. (Answer: this is considered during design and Sugar Land residents love their trees so we'll do everything we can to preserve them)
- ADA requirements are an issue. If a sidewalk is installed a property owner will have to connect to the public walk with ADA compliant routes. (Answer: Properties are grandfathered from compliance with ADA until they pull a permit for their building)
- I only see people walking around Park Two and Schlumberger. They are walking to and from buildings in that area. Also RR spur crossing at Reed Road may be an issue – or not if this is on private property and you don't have to ask UP for a crossing.
- We don't have a lot of ped/bike traffic in the Business Park. On weekend, on Saturday mornings mostly, there is bike traffic. We are open to on-street bike lanes. Boise Cascade has receiving only during the week. Bikers ride through on weekends.



They start at Avalon, ride through Sugar Land Business Park along W. Airport down to 99 then on to Mason Rd. They are not riding on internal SLBP streets.

- What about property owners you've taken fees from?
 - Can you collect fees from everyone to put into the Ped Bike Plan projects in the SLBP? (Answer: Need to have Dev. Code amendments to do that)
3. Tract 2 Business Park – Comments from Development Committee
- Business Park model could be used. Business Park doesn't see pedestrian traffic. Tract 2 will be the same. Stripe off bike lanes and don't put in sidewalks.
 - Take the "north-to-south and east-to-west" approach to sidewalks. Do those main connections only.
 - Use ditches and major roadways to provide pedestrian connections.
 - get rid of sidewalks and stripe lanes for bikes
 - long-term maintenance of bike lanes is less than sidewalks
 - we favor bike lanes.

Meeting report by Cathy Halka



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Meeting Notes

Project: Sugar Land Pedestrian and Bicycle Master Plan
AVO No. 28673
Prepared By: Kimberly Annis
Meeting Date: June 11, 2012, 9:00 – 10:30 AM, Brazos Room
Issue Date: May 31, 2013

Subject: Public Agencies Stakeholder Meeting

Attending:

Patrick Walsh, Sugar Land
Cathy Halka, Sugar Land
Jim Carrillo, Halff Associates
Jamie Hendrixson, Stafford
DeWayne Davis, Fort Bend County
Valerie Marvin, Missouri City
Paulette Shelton, Ford Bend Public Transportation
Chelsea Young, HGAC
Daniel McGraw, Meadows Place

Summary:

- Pecan Grove – crushed granite on levees
- Meadows Place – great to connect to Stafford 7 sq miles – no bike lanes, not a lot of riding – Dorren St. (Mavn Rd), Dairy Ashford
- Ft. Bend Unity- not a lot of trails. Tie into mobility projects
- Ped Bike Plan special District Plan. Focuses on TX Parkway Cartwright 1092 HWY 6 City Center @ Quail Valley / Rec Tenn Center connections
- Oyster Creek Project
- HGAC Ped Bike Master Plan for Region. Every corridor connects
- Riverstone – Univ. Bld trail – sidewalk connection to MO City
- Hillwood – dev. ready to do facilities
- Stafford – no parks/trails master plan
- HWY ^ to the Marl from MO City
- HCC Campus – Down Murphy Rd / Fountains
- Country design – refers to city proposal – can work w 8' sidewalks. Only involved if not in city area.
- Stafford residents like buffered bike lanes – with paves instead if small move stop.
- Bike lane mant. Debris
- Stafford – concerned w/ kids biking on streets – safety. Stripe in sidewalk. *Cartwright to uty hole path on TX Pkwy. When do you decide biked on streets only not on sidewalks
- Meadows – 4 roundabouts
- THX to P&R from adj. neighborhood



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- UH P&Ride – bikes chained to temp tent
- Bike rack@fairgrounds
- Bike racks on buses? 15 commuter buses
- Kroger P&R – Metro- buses (bike racks?)
- Market radius – how far will you bike to get to P&R. federal 1500 ft. to transit. Bike 3 miles
- Barriers – accessibility, connectivity, value, mobility options
- Dorrance – Schools & parks
- Dairy Ashford – Main connection
- “Keep coming back to us”
- “Partnership opportunities”



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SUGAR LAND BUSINESS AND ECONOMIC DEVELOPMENT

MEETING NOTES

To: Cathy Halka, City of Sugar Land
From: Jim Carrillo, Halff Associates
Subject: Sugar Land Business and Economic Development
Meeting Date: June 12, 2012
Location:

- Attendees:**
- Patrick Walsh, P.E. Director of Transportation and Long Range Planning, City of Sugar Land
 - Kimberly Terrell, ASLA, Development Manager, Parks and Recreation Department, City of Sugar Land
 - Cathy Halka, Planner II, City of Sugar Land
 - Jim Carrillo, AICP, ASLA, Halff Associates
 - Lloyd Lentz, RLA Halff Associates
 - Bruce Landis, P.E. AICP, Sprinkle Consulting Inc.
 - Vicki Gist, Keep Sugar Land Beautiful
 - Teresa Evans, GHP
 - MARRISA, Keep Sugar Land Beautiful
 - Kyler Cole, Sugar Land Economic Development

Minutes Date:

Halff Proj. No.: 28673

| Item | Description | Decision or Follow Up |
|------|---|-----------------------|
| 1. | <ul style="list-style-type: none"> • Keep Sugar Land beautiful rep. Meeting with employers... increasing desire to be able to bike to work, acknowledges that younger generations are wanting it • Bike as way to save money • SL econ development. Document who is using, build to demand, looking for realism in approach • Safety, big concern • In and out daily migration in SL? • Incentive for including bike racks? Trade for parking space or smaller lot, potential zoning changes • Cultural shift supported by traffic calming, signage, etc. • To what extent do having walking and biking give SL an advantage? High QofL | |



| | | |
|--|--|--|
| | <ul style="list-style-type: none"> • Review economic development plan • Can developers be encouraged to do more? • So if this about bike as transportation, how can anyone argue against bike lanes? • Reed and Industrial, connect to 90, buffered bike lane option. Roads on CIP, next up? • ID potential industrial base, and put lanes in to support access...? • Mobility plan feedback... • Road diet recommendation- could you run it as a pilot, pre CIP. • Trees are an important asset. Represent a community value • Houston Bayou Greenway initiative • Town Center, ball park, schools start points from which to radiate, potentially • Paint quick and easy, larger long term investment in shared use paths, walkways, etc. • nonprofit, SL has well thought out plan. • Floor employees bike to work. • Whole Foods Employees bike to work • College grads are making job decisions bases on value/cost saving • biking is cost effecting & good for environ. • document what's happening and then challenges for office attire • home to work is on major corridor • Safety issues • Look to bike shops for guidance on #s of riders • Is your plan to require a bike rack? – could be an incentive we aren't planning for it now. • Culture, tray awareness • robust walking/biking community enhances ability to attract biz & residents. • Creative economy • Knowledge/workforce • Ruhard Florida Rise of Creativeness • we market 1st class • Internet der. Flights w/ customs • Notoriety of corps we have • Where people live is where work places should be | |
|--|--|--|



| | | |
|--|--|--|
| | <ul style="list-style-type: none"> • People want safe areas with good schools • Corp hq. financial server, energy, healthcare • Fastest growing = new 1 hear “new” • Developers are marketing natural features • Business park • there’s room to do it there • Opps to connect N to S and E to W • Roads will need maintenance • Kids will use sidewalk, adults on bikes won’t • standardization of bike lanes to get people accustomed to using it • Retaking away a lane: • Conformity (triangle shape) – “I had this & now you’re taking this away for me” • *Survey companies – find corp. culture • Energy corridor – ped/bike attractor – pushing it hard. Good marker to compare • Better on off street trails than on street lanes. HOAS would probably like signage. 5 mins to town center • Trees are a value of the community • people impresses by trees • GHP (speaks for region) – quality of life committee – find out what the initiatives are • Who is going to pay for it? • Buffered lanes – best way to go • Make it attractive & people will use it • tie breaker scenarios, large scenarios • Schools, Town center, imperial – look at how to get there – easy trips. | |
|--|--|--|

This concludes the Meeting Notes. Our goal is to provide a summary of the proceedings of the subject meeting in these minutes. If you feel that any of the items listed above are not correct, or that any information needs to be added, please contact Jim Carrillo at Halff Associates (512-777-4610, or jcarrillo@halff.com) so that your concerns can be addressed. These minutes will be assumed to be correct and accepted if we do not hear from you within ten (10) calendar days from your receipt.



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Meeting Notes

Project: Sugar Land Pedestrian and Bicycle Master Plan
AVO No. 28673
Prepared By: Kimberly Annis
Meeting Date: June 12, 2012
Issue Date: May 31, 2013

Subject: Parks and Recreation Advisory Board Stakeholder Meeting

Attending:

Patrick Walsh, Sugar Land
Cathy Halka, Sugar Land
Jim Carrillo, Halff Associates
Hillary Goldstein
Bill Roy
Judy Chong
Paul Barnett
Betty Caveny
KC Mehta
Merle Smithers

Summary of comments:

- rides – runs into road blocks
- FCCA – Sweetwater, Austin Parkway ‘safe City’ a big issue. Need more bike racks. Age 5 or up must ride in street (state law). Wants bike lane on Austin Parkway @ Wms Trace
- Walks in the neighborhood
- B lane okay only if light traffic – bumped barriers to protect lane
- Won’t run in street – only on sidewalk. Take advantage of levees & trails off street
- Riding in parks, or education is a big part of it. Ekis between curb & line (make lane curbed)
- Buffer better in case a cyclist falls into line or traffic.
- Prefers trail even though it is more expensive. Blues on road = educating
- A lot of trails just don’t connect. Ped bridge across bayou planned, not funded. Stop @ Sweetwater – no place to cross. Other side of Sweetwater @ club goes to FC club. No \$ to construct it
- FLCA – Bond money built rec center. If city put out info of what they want to do but need bond money. Let citizens vote. Have it connected and well signed. If you build it, they will come. It’s in the interest of the city.
- MIBS – Great to start @ Oyster and go to Memorial Park & not get clobbered @ HWY 6
- Widen Wms trace – make it an 8’ wide trail. If there’s room put in lane for serious bike riders comfortable in the street
- Walkway – video walking kids to school – show closeness to cars – 3”. Need community support. Bike bells on sidewalks – shared with peds



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- Aesthetic values of pavers / design to consider
- No problem with bikes on sidewalks. Problem with walkers texting
- OK w/ bikers/walker Xing US 59/SH6. Works now @ Sweetwater. Can they figure out all the light turnings?
- How far to take it.
- Appropriate for SH – cutting edge. Distinguish us from other cities. “Good outrageous”
- More connections, safety. We would have more people going for reg trips. Calgway Ped bridge
- Either side of HWY 6 connected. If not then just neighborhood riding if streets are marked.
- Banner free
- Safe
- Aesthetically pleasing
- Cheap/good value
- Build it and they will come
- Got to start somewhere



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Meeting Notes

Project: Sugar Land Pedestrian and Bicycle Master Plan
AVO No. 28673
Prepared By: Kimberly Annis
Meeting Date: June 12, 2012
Issue Date: May 31, 2013

Subject: Schools Stakeholder Meeting

Attending:

Patrick Walsh, Sugar Land
 Cathy Halka, Sugar Land
 Jim Carrillo, Halff Associates
 Jenny Nichols, Kempner High School, Assistant Principle
 Maria Barrington, Lakeview Elementary
 Chris Winans, Cornerstone Elementary, Principle
 Trudy Higgins, M R Wood, Principle
 Jeme Kammerman, First Colony Middle School, Principal
 Kristi Durham, Settlers Way Elementary, Principal
 Sue Sierra, Colony Bend Elementary School
 Gene Dupont, Colony Meadows Elementary, Principal
 Ethan Crowell, Clements High School, Assistant Principal

Summary:

- Move in this direction. Bike theft an issue
- travel safety – stranger danger an issue, adults along route, widen sidewalks
- Kids cross 90A – no place to cross @ Bayview. Bikes not allowed. Catch attention @ crosswalks – outreach to kicks
- safety is biggest concern
- Community awareness campaign
- None year, doing reconstruction. School on Sweetwater a high traffic. Cut through teacher/visitor parking lot to avoid traffic light.
- Student stealing biked resolved. Racks are full.
- Levers have narrow bridged. Save your gas – stress
- Specific routes – kids safe route in orange. Parents perceived concern for kids. Kids have to get into
- Police sweep to note unlocked biked once. Only 1 bike stolen in 5 years. Let's bikers out first – then walkers. Parking in crosswalks.
- Enough bike racks? Not allowed to ride on sidewalks. Not easy to get into town center. Diff to maneuver around mall
- ticketed @ mall – recreational long distance
- issue was parking in bike lane (Sugar Creek – Stafford)
- Kids won't ride to Lakeview

Page 1 of 2



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- not practical cause it's narrow & stops – not connected
- Parents want kids on curb. Consistent logo to blank bike lanes.
- Concern with people parking on bike lanes. Greenfields to Settler's Way
- Prefers everyone on sidewalk.
- Rushed in Am to drop off, Parents might listen to education efforts, City – step up enforcement
- Bike Texas Videos – would parents respond to other benefits – rainy days – what's your plan?
- health benefit, independence benefit
- Tollar, Indian culture, protective of children
- High schools start early – it's dark in AM
- New bikers – safety is key
- Middle school, coolness factor, don't wear helmets, no lockers for helmets
- Elem. Student do it
- Boys 85% middle school, 100% high school
- Razor scooters
- Orange flags for ped/bike
- School district – campaign like "No electronics for a week" could do "bike week"
- Baseline for benchmark – work with district
- Kids rules for the road



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SUGAR LAND PEDESTRIAN AND BICYCLE MASTER PLAN Homeowner Association Stakeholder Meeting

MEETING NOTES

| | | | |
|-------------------------------|---------------------------------|--------------------------------------|--|
| To: | Cathy Halka, City of Sugar Land | Attendees: (All Meetings) | <ul style="list-style-type: none"> ▪ Patrick Walsh, P.E. Director of Transportation and Long Range Planning, City of Sugar Land ▪ Cathy Halka, Senior Planner, City of Sugar Land ▪ Kimberly Terrell, ASLA, Development Manager, Parks and Recreation Department, City of Sugar Land ▪ Max Pedowicz, Intern, Parks and Rec. Department, City of Sugar Land ▪ Jim Carrillo, FAICP, ASLA, Halff Associates ▪ Lloyd Lentz, RLA Halff Associates ▪ Bruce Landis, P.E. AICP, Sprinkle Consulting Inc. ▪ Jonathon Carrillo, Halff Associates |
| From: | Jim Carrillo, Halff Associates | | |
| Subject: | HOA Meeting | | |
| Meeting Date: | June 13, 2012, 6:00 P.M. | | |
| Location: | Cane Room, Sugar Land City Hall | | |
| Minutes Date: | July 1, 2012 | | |
| Halff Project No.: | 28673 | Guests attending: | Representatives from the following HOAs were present: <ul style="list-style-type: none"> ▪ Telfair ▪ First Colony ▪ Belknap/Brookside Neighborhoods |

| Item | Description | Decision or Follow Up |
|------|--|-----------------------|
| 1. | <p>Meeting Introduction – Patrick Walsh with the City of Sugar Land introduced the meeting purpose, summarizing the recommendations of the Mobility Plan, and that one of them was to focus on providing bicycle and pedestrian mobility alternatives throughout the city. He mentioned that it was important for the plan to understand how best to partner with Homeowner Associations to help implement and maintain trail facilities throughout the City.</p> <p>Attendees were asked to comment on their ideas to further quality of life in Sugar Land through walking and riding. The following comments were received:</p> <ul style="list-style-type: none"> • Many of the projects listed in the 2007 plan are almost shovel ready, and just need funding. Several attendees mentioned that they would like to see much more than 1% of the 2007 plan implemented. • Adding more trails needs to be a priority for our community. | |



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| | | |
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| | <ul style="list-style-type: none"> • Connections to multiple destinations are important to add safety. • Connect to area parks and recreational facilities (both City and Homeowner Association) so that residents can ride without risk or mixing with traffic. • Barriers are a major concern to all present. Highways 90, 59 and 6 are all difficult to cross. • A connection across Highway 6 to get to Oyster Creek Park is needed. • Improve connections to Oyster Creek Park from all parts of the City. • Attendees noted that attention to shorter trips needs to be considered. • Many attendees noted the health benefits of walking and bicycling, and that healthy lifestyles needed to be encouraged with better places to walk or ride. • Fitness, especially among younger residents is key. • Where possible, try to create linkages within neighborhoods, so as to avoid having to cross major roads. • Encourage key neighborhood needs like grocery stores to be sited to be easily accessed from neighborhoods. • Amenities such as misting stations and shade are important during warmer seasons. • Trails loops such as the one at Memorial Park are good, especially when they have shade. • Sidewalks are needed on streets throughout the city. The need for sidewalks along one side of Brooks Street was specifically mentioned to make it safe for walking. • Walking on shoulders is not safe, and sidewalks are needed to encourage walking. • The need for additional sidewalks and improvements at Greystone and Sweetwater near Clemens High School was specifically mentioned. • Safety and security are two specific concerns. Lighting along sidewalks is also a concern. • Trees are a great benefit to our city, but as they get bigger trees create muddy conditions, dead grass, and become tripping hazards. • Currently, existing trails along drainage ditches don't always link up with other area trails, especially informal ones along levees. Connectivity is a big issue. • Look at crosswalk signals and areas with left turn yield. Should consider pedestrian crossing the road at the same time. • Sidewalks needed in Belknap Bit nor... identify sidewalk gaps, sweet water sidewalk gaps | |
| <p>2.</p> | <p>Attendees were asked to identify key destinations to connect throughout Sugar Land. Responses included:</p> <ul style="list-style-type: none"> • Lexington Blvd. between Sugar Land Mall and Univ. of Houston, as well as to the new library, from there to Memorial Park | |



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| | <ul style="list-style-type: none"> • Consider creating a loop by connecting the Lakes of Austin in southeast Sugar Land to Memorial Park via Commonwealth Avenue. • Create a connection from Dogwood Street to Lifetime Fitness along Brooks Street. • Telfair residents would like to get to the new Ball Park. Additionally, the Telfair community is split by 59, with some newer amenities coming on the south side of 59. We need to be sure to improve access to those facilities. • Consider an overpass over Hwy. 90 to Constellation Field. • First Colony residents would like to be able to get south to Commonwealth Avenue and then over to Memorial Park. • Many attendees noted the desire to connect to Town Center by bike. For example, one attendee noted that he lives 2 miles away, a reasonable distance to ride to the Town Center if he were able to. • Develop links to Missouri city across Dulles. Show regional connections via maps. • Note Level of Suitability on bicycling maps. Especially highlight easy to use routes for less experienced riders. | |
| <p>3.</p> | <p>Presentation on Facility Types – Jim Carrillo with Half Associates Inc. gave a brief presentation on different facility options. Comments on facility types include:</p> <ul style="list-style-type: none"> • Concern was expressed about bicycle lanes on some streets. Trash cans on streets and cars backing out of driveways pose challenges for bicyclists. • Driveways are a hazard for bicycle lanes. • Attendees noted that on-street bicycle behavior is easier to predict than riding on a sidewalk. • To attendees, buffered bicycle lanes seem to be a good solution. • A shared lane marking on Brooks Street might be an alternative solution. It would provide safer positioning for bicyclists in the lane. • Clear guidance for bicycles using wide sidewalks is needed. This includes yield signs, stop signs, etc. • Consider using crushed rock on shared use paths as a less expensive alternative. • Attendees expressed a preference for pathways near schools, not bicycle lanes. | |
| <p>4.</p> | <p>Role of HOAs and the City of Sugar Land in developing and maintaining trails and pedestrian facilities</p> <ul style="list-style-type: none"> • HOA representatives noted that they favored both the City and the Associations working together as partners to implement trails. However, they noted that many HOAs may not have much to offer. • HOA representatives were generally in favor of considering the | |



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| | <p>transfer of some of their trail facilities to the City, so that the City could improve the trails</p> <ul style="list-style-type: none"> • City could consider taking over some portion of the maintenance (<i>however, level of maintenance need to be clearly expressed from the outset, so that everyone's expectations are met</i>). • In some areas, landscaping (especially Bradford Pears) need to be "refreshed." However, live oak street trees needs to be absolutely protected. • They were also generally agreeable to the idea of some uniform trail signage that could be implemented to guide users all over the City. • Parkway open space areas that could be considered for side paths might impact landscape in those areas. In general, representatives attending were agreeable that those areas could be considered for paths. • HOA representatives present were not opposed to the City including HOA owned or operated trails on a citywide trails map. • For maps, include recreational routes as well as routes that are primarily for mobility and transportation. | |
| <p>5.</p> | <p>Funding and Speed of Implementation</p> <ul style="list-style-type: none"> • Attendees were interested in speeding up implementation. They were concerned that only 1% of the 2007 plan had been implemented to date. • Attendees were not opposed to putting forth bond propositions to fund trail development. • Attendees noted that they want careful prioritization of any propositions that are put forth for bonds. Citizens should feel that they are getting the most "bang" for their dollars. • Telfair residents (and many HOA residents) pay both City taxes and homeowner fees that go towards improving parks and trails in their areas. If the City takes over trail maintenance, they might want some assurance that their HOA fees that go to cover trail maintenance would be reduced. • Some attendees were concerned that bond funding that might be approved by residents would mostly be used for a pedestrian bridge over Highway 59. | |

This concludes the Meeting Notes. Our goal is to provide a summary of the proceedings of the subject meeting in these minutes. If you feel that any of the items listed above are not correct, or that any information needs to be added, please contact Jim Carrillo at Half Associates (512-777-4610, or jcarrillo@half.com) so that your concerns can be addressed.



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Meeting Notes

Project: Sugar Land Pedestrian and Bicycle Master Plan
AVO No. 28673
Prepared By: Kimberly Annis
Meeting Date: June 13, 2012
Issue Date: June 17, 2013

Subject: Walk/Bike Interests Stakeholder Meeting

Attending:

Patrick Walsh, Sugar Land
Cathy Halka, Sugar Land
Jim Carrillo, Half Associates
Geri Wells, Lakes of Austin Park
Patty Godfrey, Sugar Creek Country Club to WCDS organized rides
Andy Stewart, Finishline Sports, 32 year resident
Chris Thayer, Sugar Land resident

Summary:

- Access to and from neighborhoods... one way in and out
- Police dept doesn't write tickets to bicyclist infractions
- Check comp mobility plan for multi-modal access vision and goals
- Fill in gaps in system. ID on street opportunities
- Wants to be able to be a choice rider
- Destination rider
- Sugar creek is good for walking and riding, includes bike lane
- Sidewalk on Dulles... get plans
- Bike for sport, distance, rides on university, etc.
- Rate SL bike fair, better for walking
- Harder on bike
- Easement Issues
- Sidewalk ends no crossing to other side Williams trace
- Sidewalk width... an issue
- Complete street cross section?
- Bike Houston, resource?
- Separated facilities...? Car, bike, led delineated



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- Safety of child riders and other riders on same facility?
- Cycling is fair, training is better than to destinations... trails don't get you anywhere
- Road surface is decent
- Turn signals don't respond to cyclists, now its by camera
- First colony is good for running
- Bike lanes would be good. Are an endorsement, reminding drivers that cyclists have rights to the road too.
- Community awareness, education
- Hersey Park trails... in other words, shared use trails are the way to go
- Comfort level on bike dictates where wants to ride, so sidewalk is used
- Plan for complete streets rather than retrofit
- Maintenance, obsolescence, future vision
- Bike friendly city goal?
- Review the mobility plan...
- Town center and ball park... key destinations
- Signal at 59 and Williams trace, permissive green
- Lexington and 59 on Williams trace.... horrible 3/4 mile
- Cross 6 at settlers way or ... over pass?
- Along 6? Pick one to make better... Settlers Way
- Lexington and 6 high traffic but good to cross
- 6 and Williams trace, terrible
- Settlers way park access
- Lexington access to mall... different destination/goals
- Kids on shared use paths rather than on street, bike trailers on paths
- Weather can be a factor in choosing not to ride
- Recommendation needs to be for funding!!
- Shared use path limits access to destinations
- Develop implement facilities that make users visible, creates safer environments
- Include discussion of different cyclist needs!!!
- Review CIP and plans ready to be built with Kimberly
- Walking is about convenience...
- Shade matters



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- Bike lane on university... talk to Kimberly sidewalk at park on university 12ft
- Austin Parkway... need bike facility, tons of destinations (long term recommendation)
- Lexington from Dulles to highway 6... needs bike facility (long term recommendation)
- Sweetwater from 59, challenging, recommendation?
- What have other communities done?
- Build it, but what else do we need to do? In next 10 years...
- Public education campaign
- Local efforts bike friendly town center, coupons, etc. encouragement, incentive programs
- Emphasis in plan about encouragement programs. What other communities have done...
- Programing to encourage it.. ie ride to skeeters games
- Ride to work, include showers, lockers, racks perhaps in town center
- 4 racks now in town center
- Town center is not rideable, walkable yes
- Sure you can ride, but is there space for me?
- Close town center streets more to car traffic
- Town center to other side of 59... challenges



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Meeting Notes

Project: Sugar Land Pedestrian and Bicycle Master Plan
AVO No. 28673
Prepared By: Kimberly Annis
Meeting Date: July 23, 2012
Issue Date: July 31, 2013

Subject: LID Stakeholder Meeting

Attending:

Patrick Walsh, Sugar Land
Cathy Halka, Sugar Land
Levee Improvement Districts attendees

Summary of General Comments:

- Ditch C is mowed regularly but there are problems that may require them to treat the water in the future.
- When do the parks and trails become city owned and maintained? Currently LID 17 pays contractor for maintenance. They also have park powers and can spend money on trails.
- Getting across the river is a concern.
- What percent of the trails in the plan are on LIDs? Because the rules for LIDs are more rigid after Hurricane Katrina.
- We grow grass and trim the trees in order to maintain the levees. People use them as trails but they're not allowed to. Trails should be allowed on the ditches but not on the levees. We need to respect homeowners' privacy.
- How much sales tax would the City give to the LIDs to build trails on the ditches?
- We need to look at different needs and ages. We need to include children getting to school and recreational uses.
- Safety and vandalism are concerns. LID wants to limit the risk and not increase insurance. They don't have the staff or employees like a city. Putting in a trail will increase the liability and the LID will have an issue with that.
- Levees are flood control structures. Recreational amenities such as trees, fountains, and benches are inconsistent with the use of the facility. The real opportunity might be in the floodway outside of the levee, not on the levee.
- Mission Bend is a good example of a levee trail that worked. They had the same concerns, but now hundreds of people are out there so it's safer. It has crushed granite which requires refreshing, but asphalt is worse for maintenance.



APPENDIX D TASK FORCE MEETING NOTES



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SUGAR LAND PEDESTRIAN AND BICYCLE MASTER PLAN TASK FORCE - MEETING #1

MEETING NOTES

To: Cathy Halka, City of Sugar Land

From: Jim Carrillo, FAICP, ASLA
Half Associates

Subject: Sugar Land Pedestrian and Bicycle Master Plan Task Force

Meeting Date: June 11, 2012

**Attendees:
Task Force
Members**

- Steve Porter
- Judy Chong
- Doug Earle
- David Johnston
- Nicole Volek
- Kathy Huebner
- Ernie Rodriguez
- Rick Conley
- Rodney Craig
- Kim Hodgson
- Rick Pal

**Strategic
Project
Team
Members**

- Patrick Walsh, P.E. Director of Transportation and Long Range Planning, City of Sugar Land
- Cathy Halka, AICP, Senior Planner, City of Sugar Land
- Kimberly Terrell, ASLA, Development Manager, Parks and Recreation Department, City of Sugar Land
- Greg Nichols, Engineering Dept., City of Sugar Land
- Lisa Kouch-Meyer, Principal Planner, City of Sugar Land
- Max Pedowicz, Intern, Parks & Recreation Dept. City of Sugar Land
- Jim Carrillo, FAICP, ASLA, Half Associates
- Lloyd Lentz, RLA Half Associates
- Jonathon Carrillo, Half Associates
- Bruce Landis, Sprinkle Consulting

Location: Cane Room, Sugar Land City Hall

Minutes Date: June 20, 2012

Half Project No.: 28673

| Item | Description | Other Information or Decisions/ Follow Up |
|------|--|---|
| 1. | <p>Meeting Introduction</p> <p>The meeting started with an introduction by Patrick Walsh and thanks to all task force members for their willingness to participate in this important effort. Mr. Walsh then lead the task force members through a brief presentation (a PDF version of that</p> | <p>A PDF version of the presentation given by Pat Walsh at the beginning of the</p> |



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| <p>2.</p> | <p>presentation is to be considered a part of these notes) that outlined the purpose of this effort and the direction provided by the recent Mobility Plan and the ongoing Thoroughfare Plan Update.</p> <p>He then introduced Jim Carrillo, who is the Director of Planning for Halff Associates and project manager for the Planning Team assisting the City with the development of the Pedestrian and Bicycle Master Plan. Mr. Carrillo introduced his fellow team members, including Lloyd Lentz, Senior Landscape Architect with Halff Associates, and Bruce Landis, Vice President with Sprinkle Consulting. Mr. Carrillo noted that Sprinkle is a highly respected national bicycle and pedestrian facility planner and design firm based in Florida. Their work throughout the United States is highly recognized and is considered to be state of the art.</p> <p>Mr. Carrillo outlined the planning process for the Pedestrian and Bicycle Master Plan Update. He noted that a series of four to five meetings with the Task Force were envisioned, and that each would build on the discussion from the previous meetings.</p> <p>Task Force Member Interests in Bicycling and Walking</p> <p>Jim Carrillo with Halff Associates Inc. then asked each task force member to note their interest in bicycling and walking and how often they were able to engage in either activity.</p> <p>David Johnson is a leader at Brown and Gay, an A/E firm with a statewide practice. He noted that he is interested in solving mobility issues, and is also looking to maintain and enhance the quality of life in Sugar Land. Rick Conley noted that he has been involved with transportation issues in Sugar Land for a very long time.</p> <p>Ernie Rodriguez mentioned that he is Superintendent of Safety and Security for Fort Bend County ISD, has been in public service for much of his life and as such is very interested in safety related issues. Rod Craig has more than 17 years living in Sugar Land and is an avid cyclist, averaging 60 miles a week on his bicycle. Kathy Huebner is a registered nurse and enjoys long distance riding. She noted that the weather in Sugar Land is great for riding more than 9 ½ months out of the year.</p> <p>Kim Hogdson has also lived in Sugar Land for almost 20 years and has raised her family of 4 children in the city. She envisions a time when she can get anything she needs without having to drive to get it. Rick Pal is a runner and a cyclist, and has done both the MS 150 and multiple ½ and full marathons.</p> <p>Judy Chong is a long time resident of the City, and notes that she walks frequently but prefers to walk to get from one point to another and to a destination (utilitarian walker). She also serves on the Parks and Recreation Board. Doug Earle enjoys running</p> | <p>meeting is included with this summary.</p> |
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| <p>3.</p> | <p>and is interested in promoting healthy lifestyles in Sugar Land.</p> <p>Nicole Volek enjoys a healthy and active lifestyle, and founded Shape Up Sugar Land. Her goal would be that Sugar Land acquires a culture of biking, someday has a bike share program and that the City gets recognized as a bicycle friendly community by the League of American Bicyclists. Steve Porter is a long time Sugar Land resident, a leader in his homeowner association, and enjoys walking and would like to ride a bicycle more. He would like to see the City achieve a goal where one could go to a destination in Sugar Land without getting in a car.</p> <p>Review of Current Conditions for Walking and Bicycle Riding in Sugar Land</p> <p>Mr. Carrillo asked the Task Force members to discuss their thoughts on current conditions for walking and riding in the City today. Task Force members offered the following comments and suggestions:</p> <ul style="list-style-type: none"> • We need to make people feel safe at night, when it's cooler for riding. • Connectivity is extremely important. • Garbage cans in bike lanes are a hazard – rules that require the trash bins to be placed with their wheels touching the curb need to be looked at. • A task force member noted that she rode her bicycle across Hwy. 90A to the ballpark. She would like improvements to be made to help make it easier to cross the highway. • A task force member noted that she could ride her bicycle the six miles to work, but she crosses three highways. The City needs a backbone of trails and facilities that are all tied together so that one can get across the City. • Oyster Creek Park trails are excellent. • The City's culture is not currently aligned with bicycling. The culture of the City has to be supportive of bicycle riders, and this may require an education program and training. • Safety is the number one issue to be addressed. There is a lot of concern over driver inattention, compounded by cell phones and texting while driving. • Pedestrians and bicyclists don't often mix together well. • A task force member would like a system that allows for high mileage bicycle rides. Currently, she must go to other locations outside of the City for these types of distance rides. • A committee member noted that the Woodlands has a great trail system but no real sidewalks. • This plan needs to connect City activity centers. • There should be a goal that ultimately at least half of all students bicycle or walk to school in Sugar Land. | |
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| <p>4.</p> | <ul style="list-style-type: none"> The river corridor and the levees in the City are important opportunities and should be considered in this plan. <p>Types of Facilities to be Considered</p> <p>Mr. Carrillo then presented a brief set of slides that illustrated the types of facilities that might be considered in different parts of the City. In effect, these alternatives become the "toolbox" for providing bicycling facilities in Sugar Land.</p> <p>Task Force members noted that they would prefer to have completely separate facilities rather than bicycle lanes around schools. Concern was expressed that 5' wide bicycle lanes adjacent to 10' wide vehicular travel lanes are just not wide enough and even some experienced riders in Sugar Land may not use them. Task Force members did express interest in comfort or buffered bicycle lanes as a possibly more appealing version of bicycle lanes.</p> <p>Mr. Carrillo also introduced the idea of iconic signature grade separated bridges for bicycles and pedestrians. He illustrated bridges in Addison and Dallas (planned) and noted that Sugar Land has a legacy of building infrastructure that is timeless and aesthetically pleasing. Task Force members generally like the idea of considering iconic pedestrian or bicycle bridges, but encouraged the planning team to stay at a reasonable cost level.</p> <p>Mr. Carrillo asked the members to provide one or two words that described what their goals for walking and riding in Sugar Land would be. The following words were noted by task force members:</p> <ul style="list-style-type: none"> Safety Connectivity Sustainable Inviting Affordable and Reasonable Culture Iconic Education for Riders Education for Drivers | <p>A PDF of the types of Facilities that might be considered is included with this meeting record.</p> |
| <p>5.</p> | <p>Meeting Conclusion</p> <p>Mr. Carrillo noted that the next meeting would summarize the public input received by that point. Mr. Walsh thanked task force members for attending, and mentioned that a Citywide public meeting was scheduled for June 25th, 2012. The next Task Force meeting was set for July 23rd.</p> | |

This concludes the Meeting Notes. Our goal is to provide a summary of the proceedings of the subject meeting in these minutes. If you feel that any of the items listed above should be modified, or that any information needs to be added, please contact Jim Carrillo at Half Associates (512-777-4610, or jcarrillo@halff.com) so that your suggested additions or modifications can be addressed.



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SUGAR LAND PEDESTRIAN AND BICYCLE MASTER PLAN TASK FORCE - MEETING #2

MEETING NOTES

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| <p>To: Cathy Halka, City of Sugar Land</p> <p>From: Jim Carrillo, FAICP, ASLA Half Associates</p> <p>Subject: Sugar Land Pedestrian and Bicycle Master Plan Task Force</p> <p>Meeting Date: July 23, 2012</p> <p>Location: Cane Room, Sugar Land City Hall</p> <p>Minutes Date: July 26, 2012</p> <p>Half Project No.: 28673</p> | <p>Attendees:</p> <p>Task Force Members</p> <ul style="list-style-type: none"> ▪ Steve Porter ▪ Judy Chong ▪ Doug Earle ▪ David Johnston ▪ Nicole Volek ▪ Kathy Huebner ▪ Ernie Rodriguez <p>Strategic Project Team Members</p> <ul style="list-style-type: none"> ▪ Patrick Walsh, P.E. Director of Transportation and Long Range Planning, City of Sugar Land ▪ Cathy Halka, AICP, Senior Planner, City of Sugar Land ▪ Kimberly Terrell, ASLA, Development Manager, Parks and Recreation Department, City of Sugar Land ▪ Greg Nichols, Engineering Department, City of Sugar Land ▪ Lisa Kocich-Meyer, Principal Planner, City of Sugar Land ▪ Max Pedowicz, Intern, Parks and Rec. Department, City of Sugar Land ▪ Jim Carrillo, FAICP, ASLA, Half Associates ▪ Lloyd Lentz, RLA Half Associates ▪ Jonathon Carrillo, Half Associates |
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| Item | Description | Other Information or Decision/Follow Up |
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| 1. | <p>Meeting Introduction The meeting started with an introduction by Patrick Walsh and thanks to all task force members for their participation. He then introduced Jim Carrillo, who is the project manager for the Planning Team assisting the City with the development of the Pedestrian and Bicycle Master Plan.</p> | |
| 2. | <p>Presentation Jim Carrillo with Half Associates Inc. then gave a brief summary of where the process is to date. He noted that the public input</p> | A PDF version of the presentation given at the meeting is |



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| | <p>component has been very successful, and that the effort now goes into the recommendations and approval phase.</p> <p>Jim Carrillo presented a summary of the public input and comments received to date. He noted that the input process was one component of the analysis to determine what types of bicycle and pedestrian facilities are needed. That input is combined with the "on the ground" analysis and the opportunities or constraints that are noted to generate the plan recommendations.</p> <p>Mr. Carrillo noted that the public input process in itself uses multiple different methodologies. This helps to give residents of the City multiple ways to participate, and also allows comparison of the various methodologies to see if there are any differences or common themes.</p> <p>He also noted that seven different methodologies were used, as listed below. In total, feedback from more than 1,700 participants has been received so far.</p> <ul style="list-style-type: none"> • Online survey • Community/Walk (online mapping exercise) • Stakeholder meetings • Citywide Open House, Constellation Field, May 19 • Citywide public meeting, June 25 • Online Town Hall • Citizen comments received <p>Mr. Carrillo noted that the online survey allows for quick and easy commenting, but is not statistically transferable to the entire population of Sugar Land.</p> <p>Mr. Carrillo said there were many common themes among all of the comments received, and that they all generally pointed in the same direction. Key feedback from the public input process to date is as follows:</p> <ul style="list-style-type: none"> • There is a significant amount of walking and biking that occurs in Sugar Land, and even some for trips to school, work or to run errands. • Recreation is still the #1 reason for walking and biking in Sugar Land. • Off-street trails or sidepaths are the most preferred facility. • There is however a surprising level of support for on-street bicycle lanes especially buffered bike lanes. • The most significant destinations that were repeatedly mentioned include: <ul style="list-style-type: none"> ▫ Town Center ▫ Shopping areas ▫ Parks & trails | <p>included with this summary.</p> |
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| | <ul style="list-style-type: none"> • There is significant interest in being able to go to Constellation Field via bicycle, as well as to major parks in the City. • There is a significant amount of walking and biking to school among children. • Barriers such as highways that bisect the City continue to be a major concern among residents. • The safety of bicycle riders is a significant concern. <p>3. Review of New AASHTO Guidelines for Bicycle Facilities Mr. Carrillo gave a brief overview of the just released guidelines for Bicycle Facilities released by the American Association of State Highway and Transportation Officials (AASHTO). This new document updates the previous edition which was published in 1999.</p> <p>He noted that it essentially is the “collective wisdom” of planners and designers from across the entire United States, and as such provides recommendations and guidelines for bicycle facilities that should be followed by the City of Sugar Land. It provides a best practices underpinning and support for the types of facilities that Sugar Land implements.</p> <p>One important area in the new document that directly affects Sugar Land is the discussion of sidepaths (paved bikeway adjacent to roadways that is physically separated from vehicular traffic by an open space). The minimum recommended width is 10’, but in some specific conditions a reduced sidepath width of 8’ may be acceptable. Mr. Carrillo noted that there will be some corridors in Sugar Land where even an 8’ width is not feasible and in those cases the facility should not be designated as a bicycle facility.</p> <p>4. Potential Opportunities Mr. Carrillo then noted that the final portion of the meeting would be dedicated to beginning to look at potential opportunities throughout Sugar Land. He began by recapping the previously presented “toolbox” of different types of facilities that could be considered in Sugar Land.</p> <p>A question was asked regarding the difference between a buffered lane & a cycle track. The definition of a cycle track, as defined in the document <i>Cycle Tracks – Lessons Learned</i> published by Alta Planning and Design in February 2009 is <i>“A cycle track is an exclusive bicycle facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane. Cycle tracks have different forms, but all share common elements. Cycle tracks provide space that is intended to be exclusively or primarily for bicycles, and are separated from vehicle travel lanes, parking lanes and</i></p> | |
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| | <p><i>sidewalks. Cycle tracks can be either one-way or two-way, on one or both sides of a street, and are separated from vehicles and pedestrians by pavement markings or coloring, bollards, curbs/medians or a combination of these elements.”</i></p> <p>Essentially, a cycle track is physically separated from traffic by a curb or other barrier, but is exclusively for bicycles, while a buffered bicycle lane is typically separated from vehicular traffic only by striped markings.</p> <p>Mr. Carrillo mentioned the difference in cost between on-street striping of a bicycle lane (at around \$50,000 per mile or less) and constructing an off-street sidepath or shared use pathway at 10 to 20 times that cost. He mentioned that the overwhelming preference among most residents was for off-street facilities, but that the cost would be extraordinarily high, and that it would ignore the reasonable locations for on-street facilities around the City. He noted that where on-street facilities were considered, criteria such as the street volume of vehicles, the width of the street, the number of lanes and what key destinations were along the route would all be used to determine if it was a good alternative for on-street bicycle facilities.</p> <p>Mr. Carrillo presented the Goals of the 2007 Hike and Bike Master Plan, and noted that he was recommending updated goal language that would express the additional findings of the plan update. Both the 2007 goals and the new updated recommendations are included in the PDF presentation used during the meeting. The recommended goals as presented were as follows:</p> <ol style="list-style-type: none"> 1. Create a world class network of facilities for walking and bicycling throughout Sugar Land that is actively utilized. 2. Plan for the development of a balanced system that provides facility options for all cycling skill levels from all parts of the City. 3. Along major roadways in the City, emphasize off-street facilities, but if feasible, also provide on-street facilities for experienced riders. 4. Measurably increase the use of the network for both transportation and recreational uses as it is implemented. 5. Provide a variety of off-street opportunities for all types of activities, both active and passive. 6. Maintain compatibility with adjacent private properties – create trails that respect and preserve the rights of adjacent | <p>Task Force members present were in agreement with the goals language presented during the meeting.</p> |
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| <p>5.</p> | <p>homeowners but that provide access to as many residents of the City as possible.</p> <p>7. Actively seek partnerships with other governmental entities, homeowner associations, private property owners and developers to expedite and enhance the creation of the network envisioned by this plan.</p> <p>8. Identify ways in which to accelerate the development of the network , so that much of the system is in place within a decade.</p> <p>He then presented a map that outlines existing off-street facilities in Sugar Land, planned off-street trails (shared-use pathways), and potential additional corridors along streets that may be helpful to achieve connectivity throughout a significant amount of the City.</p> <p>Other Comments Received from Task Force Members and Discussion Items During the Meeting</p> <ul style="list-style-type: none"> • Task Force members noted that bicycle parking at the new ballpark is severely lacking. • Members were interested in citizen concerns expressed in comments to City staff about crime and safety related to people riding on the tops of levees. It was noted that some levee corridors are narrow and that someone on top of the levee could be seen from adjacent backyards. • A member noted that a similar proposed trail in Missouri City took 15 years to build because of the concerns over crime. • A question was asked regarding planning for 3 wheeled bicycles, such as was observed on a recent trip to the Northeast US. An older population or parents with attached trailers for children should be considered. • The on-line survey did not ask questions regarding preferences if cost were a factor (i.e. in installing less expensive bicycle lanes versus off-street pathways). • Task force members noted that they thought that the cost to go from an already required 4 or 5 foot wide sidewalk to a wider sidepath was not that great, and that this reasonable cost difference should be presented in the plan. • Members noted that they could see some streets, such as Commonwealth, having on-street bicycle lanes, but that other streets such as Austin Parkway were not considered as safe and that young riders there would be better on nearby sidewalks. • Members expressed interest in developing bicycle lanes on streets that have the space and low traffic levels because they would be cheaper. • Members asked if an existing 4' wide sidewalk could be | <p>A PDF of the Potential Linkage Opportunities presented at the meeting is included with this meeting record.</p> |
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| | <p>widened to 8' by simply adding on another 4' of pavement. Mr. Carrillo noted that the jointing and existing pavement movement might make this very difficult except in a few certain instances.</p> <ul style="list-style-type: none">• It was mentioned that sidewalk width should take into account adjacent land uses and the potential amount of walking nearby.• Members asked if the Sugar Land Police Department had reviewed any recommendations yet. Mr. Carrillo noted that they would be asked to review recommendations before any final decisions were made.• Task force members mentioned that off-street routes and facilities for less experienced riders and youth were good, but that more experienced riders should have access to on-street bicycle lanes.• Members mentioned that bicyclists and walkers seem to co-exist well today on some of the existing sidewalk corridors around Sugar Land.• Members were also concerned about instances where an actual traffic lane might be replaced with bicycle only facilities. They said that could be less than favorably received, and would be perceived as potentially backing up traffic.• Members asked if future traffic volumes, not just current ones, would be considered. Mr. Carrillo noted that future projected traffic volumes from the recently adopted Thoroughfare Plan or as available from the City or TxDOT would be used in analyzing facility options.• To finance the development of facilities, task force members noted that it was a good time to use bonds for financing, since rates are at historical lows.• Members suggested that on streets which were wide enough for bicycle lanes, the City should install them.• Task Force members expressed an interest in accelerating the implementation of pedestrian and bicycle facilities. Members stated that since the cost of off-street facilities will likely delay implementation, more affordable buffered bike lanes should be considered where reasonable.• A task force member noted that the entire Imperial Development area should be considered a key destination, since it will have a greater density than many other parts of the City. The ballpark is an important destination, but it is not the only reason for connecting to that area.• A member asked that the shoulder on Highway 6 from Oyster Creek Park to Dulles be considered for bicycle facility treatment.• Members noted that Safe Routes to School partnerships are still viable and should be an important part of the City's plan. | |
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| 6. | <ul style="list-style-type: none"> • Members noted that the City should consider developing sidewalks north of Voss to connect to the high school in the area. Sugar Land should never have kids walking in the street because there is no sidewalk. Pat Walsh noted that he believed that the area around Voss was being switched to curb and gutter (as opposed to the large ditch that exists there today). • According to Committee members, the bicycle lanes that exist on Alkire Lake Drive are very substandard. • Support was expressed for using University Boulevard as a major corridor. • Mr. Carrillo noted that in an earlier meeting that day that representatives from area levee districts were hesitant to allow use of the tops of levees for walking or riding. <p>Meeting Conclusion Mr. Carrillo noted the next meeting would be one where more specific recommendations would be presented in map format for discussion. Pat Walsh thanked Task Force members for attending, and noted that the next meeting was scheduled for August 20, 2012. Tentative dates for the final two Task Force meetings were set for October 22nd and December 17, 2012.</p> | |
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This concludes the Meeting Notes. Our goal is to provide a summary of the proceedings of the subject meeting in these minutes. If you feel that any of the items listed above should be modified, or that any information needs to be added, please contact Jim Carrillo at Halff Associates (512-777-4610, or jcarrillo@halff.com) so that your suggested additions or modifications can be addressed.



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SUGAR LAND PEDESTRIAN AND BICYCLE MASTER PLAN TASK FORCE - MEETING #3

MEETING NOTES

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| To: | Cathy Halka, City of Sugar Land | Attendees: | <ul style="list-style-type: none"> ▪ Steve Porter ▪ Judy Chong ▪ David Johnston ▪ Nicole Volek ▪ Kathy Huebner ▪ Rick Conley |
| From: | Jim Carrillo, FAICP, ASLA Half Associates | Task Force Members | |
| Subject: | Sugar Land Pedestrian and Bicycle Master Plan Task Force | | |
| Meeting Date: | August 20, 2012 | Strategic Project Team Members | <ul style="list-style-type: none"> ▪ Patrick Walsh, P.E. Director of Transportation and Long Range Planning, City of Sugar Land ▪ Cathy Halka, AICP, Senior Planner, City of Sugar Land ▪ Kimberly Terrell, ASLA, Development Manager, Parks and Recreation Department, City of Sugar Land ▪ Greg Nichols, Engineering Department, City of Sugar Land ▪ Lisa Kocich-Meyer, Principal Planner, City of Sugar Land ▪ Max Pedowicz, Intern, Parks and Rec. Department, City of Sugar Land ▪ Jim Carrillo, FAICP, ASLA, Half Associates ▪ Kimberly Annis, CPRP, Half Associates |
| Location: | Cane Room, Sugar Land City Hall | | |
| Minutes Date: | August 22, 2012 | | |
| Half Project No.: | 28673 | | |

| Item | Description | Other Information or Decision/ Follow Up |
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| 1. | <p>Meeting Introduction</p> <p>The meeting started with an introduction by Patrick Walsh and thanks to all task force members for their participation. He reminded them of their purpose to help guide policy decisions, whereas technical design of facilities is determined and solved by technical analysis. The scope of the plan is to show ultimately where Sugar Land wants to go and the next steps to get there. He then introduced Jim Carrillo, who is the project manager for the Planning Team assisting the City with the development of the Pedestrian and Bicycle Master Plan.</p> | |



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| 2. | <p>Presentation Jim Carrillo with Halff Associates Inc. then gave a detailed presentation of what is being recommended on each of the key streets throughout the City and discussed the options with the task force committee.</p> | |
| 3. | <p>Burney Road</p> <ul style="list-style-type: none"> • There are teenage drivers mixed with pedestrian and bicyclists getting to the high school. • Placing the sidepath on the west side avoids less T-intersections. • We need to move the kids and the traffic in the same direction. • Sidepath is the best idea because it keeps kids away from cars. Plus the high school cross-country runners use this street, and are weaving in and out of the street. • High school students run south on Burney on the west side. Consider a sidepath. | |
| 4. | <p>Imperial</p> <ul style="list-style-type: none"> • This is not built yet so there is an opportunity to put money into it and make it 10 feet wide. • The latest concept drawing is missing the north piece trail because it is not within their property. • We want to show the connection on our plan. • Could the City chip in to make Imperial 10 feet? • Move northern residents to/from Imperial. | |
| 5. | <p>Jess Pirtle</p> <ul style="list-style-type: none"> • The existing sidewalk is only on one side of the street. • Having the shared lane marking would not necessary slow down traffic. • It seems redundant having a facility on this street when the A-22 drainage trail is so close together and heavily used. But this trail is 6 ft wide in some places, and 8 ft wide in others. Also the trail leads to the school but not to other places. • The idea of "having something for everybody" with multiple facility types on the same road is not realistic. There's only so much money. • Ditch trail nearby is an alternate to Jess Pirtle, so nothing on Jess Pirtle. | |
| 6. | <p>7th Street</p> | |



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| | <ul style="list-style-type: none"> • There was a child hit on bike in front of the middle school on this road. • Reconsider this recommendation. | |
| 7. | <p>Greenway Drive</p> <ul style="list-style-type: none"> • Property lines go to the center of the drainage. There is an easement so the city maintains it but no public access easement. • This is a vital link but it will be difficult. Ultimately turn into a linear park. | |
| 8. | <p>West Airport Road</p> <ul style="list-style-type: none"> • Easier to move trees now than in 10 years. • We will have to move landscape to widen to a 10 foot sidepath. | |
| 9. | <p>Industrial</p> <ul style="list-style-type: none"> • Might not need this since we have Gillingham. • What about crossing the railroad tracks? City can extend pavement outside the gate arms to cross over the tracks so people do not cross in the road. But they would not have gate arms to stop them from crossing the tracks. | |
| 10. | <p>Wescott</p> <ul style="list-style-type: none"> • We will not get support from P&Z to take away a lane on this road. • It is a major collector so shared lane markings are better. • We should wait until the development is complete then revisit with clear traffic patterns/counts. • Recommend either sidepath or shared lane now and revisit later with a bike lane. • There is a Costco going in on this street. The traffic will come even though the counts do not show it now. • Want to make the route convenient, not go 5-6 blocks out of people's way to get on Ditch H trail. | |
| 11. | <p>New Territory Blvd</p> <ul style="list-style-type: none"> • If a sidepath is not feasible then what? Cannot do a road diet here. • We're currently stuck with a 6 foot wide sidewalk. • We don't want to distress the mature trees by widening it. | |
| 12. | <p>Bayview Drive</p> | |



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| | <ul style="list-style-type: none"> • The stops signs were put in to prevent speed bumps. • Could we take it down to one lane? The traffic is peak hours. What would a buffered bike lane do during peak hours? What about just a shared lane marking? • Further study is needed since this is a significant north/south connection. | |
| 13. | <p>Creekbend</p> <ul style="list-style-type: none"> • Adding a facility here would mean taking away parking. And the parking is vital. • City needs to partner with the HOAs to find connections to the ditch/levee trails. • Cycle track, issue with parking for volleyball | |
| 14. | <p>Commonwealth</p> <ul style="list-style-type: none"> • This would be an expensive sidepath. • People won't go out of their way to get on the sidepath on University. • This is a good candidate for a buffered bike lane. We need a physical barrier between vehicles and bikes. It might help slow traffic. • Posted speed is 35 MPH but cars go 45-55 MPH. • This area will not have much growth. It's already built out and any new traffic would use University. • The traffic counts could easily handle 2 lanes. • Buffered bike lane, include the buffer but a phased approach. Striping now, upgrade buffer later. Keep posted speed limit. | |
| 15. | <p>Palm Royale</p> <ul style="list-style-type: none"> • Residents won't go for a bike lane on this road. So it has to be a shared lane marking. • Readdress this street once University is built out. Recommend a bike lane but to be revisited in the future. • Revisit future bike lane but don't show now. | |
| 16. | <p>Sugar Lakes</p> <ul style="list-style-type: none"> • Bike lane okay. • Consider removing 4-way stop for 2-way stop. Confirm peak hour condition. | |
| 17. | <p>Lexington</p> <ul style="list-style-type: none"> • Sidepath | |



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| 18. | <p>Hwy 59 Bridge</p> <ul style="list-style-type: none"> • This almost becomes a want when considering all the other needs of the community. • Build other facilities first and when people start biking more they'll see the need for a \$10 million bridge. • Keep in the plan but now it is long term. • 10 potential funding (PPP) | |
| 19. | <p>Hwy 6 Bridge</p> <ul style="list-style-type: none"> • Smaller scale. Build this one first and it might entice people to build the one over Hwy 59. | |
| 20. | <p>Comments written on maps</p> <ul style="list-style-type: none"> • Off-street trail on Industrial instead of sidewalk? • Reconsider removing bike lane on 7th Street. • Consider a sidepath on Main Street not a bike lane. • Revisit per traffic having a bike lane on Wescott Ave. • More study needed on Sugar Lakes. Can the traffic handle a bike lane? • 6 foot sidewalk on New Territory Blvd. • Shared lane marking with potential bike lane if the traffic allows it on Wescott Ave. • Need possible raised separator for bike lane on Commonwealth Blvd. • Challenging to have a sidepath on Williams Trace Blvd. | |
| 21. | <p>Meeting Conclusion The next steps involve giving a mid-project update to the City Council in a workshop. Mr. Walsh noted that we would invite some of the task force members to attend that council presentation and discuss their role in the process. Council is set for September 25.</p> | |

This concludes the Meeting Notes. Our goal is to provide a summary of the proceedings of the subject meeting in these notes. If you feel that any of the items listed above should be modified, or that any information needs to be added, please contact Jim Carrillo at Half Associates (512-777-4610, or jcarrillo@half.com) so that your suggested additions or modifications can be addressed.



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**SUGAR LAND PEDESTRIAN AND BICYCLE
MASTER PLAN TASK FORCE - MEETING #4**

MEETING NOTES

To: Cathy Halka, City of Sugar Land

From: Kimberly Annis, Halff Associates

Subject: Sugar Land Pedestrian and Bicycle Master Plan Task Force

Meeting Date: October 22, 2012

Location: Cane Room, Sugar Land City Hall

Minutes Date: June 17, 2013

Halff Project No.: 28673

Attendees:

- Steve Porter
- Judy Chong
- David Johnston
- Kathy Huebner
- Doug Earle
- Kim Hodgson

Strategic Project Team Members:

- Patrick Walsh, P.E. Director of Transportation and Long Range Planning, City of Sugar Land
- Cathy Halka, AICP, Senior Planner, City of Sugar Land
- Kimberly Terrell, City of Sugar Land
- Jim Carrillo, FAICP, ASLA, Halff Associates

| Item | Description | Other Information or Decision/ Follow Up |
|------|--|--|
| 1. | Revisions based on Task Force Meeting #3 Burney sidepath Westcott sidepath Palm Royal | |
| 2. | Other changes: <ul style="list-style-type: none"> • Remove LID 2 trail? Why take it off the map? • Ditch H trail on toe of levee • Add Stadium (Burney to Imperial) 8 to 10' sidepath. There were vocal concerns about traffic. Ped/bike access would address traffic. There's also a greenbelt opportunity along Stadium. | |



| | | |
|----|--|--|
| 3. | Change goal to read "exemplary" or "best in Texas" – not world class. | |
| 4. | There is an issue with the double railroad tracks at SH 6. If people are crossing we have to make it safe even if it is not the best place cross. | |
| 5. | <p>Aesthetics:</p> <ul style="list-style-type: none"> • Maintenance issues – pain preferred with reflective button tactile feedback for cars. • More striping, less landscape • Boathouse parking on street • On street parking only where there's an event • Steps should be put facility in with paint, develop support for facility, then upgrade later with landscaping | |
| 6. | <p>US 59:</p> <ul style="list-style-type: none"> • Provide at-grade crossings in the meantime • Longer term – evaluate the demand for a ped bridge • Wait for demand before constructing a grade separated crossing, or if it redevelops then seize the opportunity • Keep it in the plan as a placeholder • If we do a bridge, then make it iconic | |
| 7. | <p>Ulrich/Brooks:</p> <ul style="list-style-type: none"> • When you cross US 90A, you hit the railroad tracks • Need to separate from car traffic • Make sure train engineers know there's a pedestrian crossing so they will expect people • Provide a refuge between railroad and US 90A, like a barrier wall or holding pen • Look at space for double tracking, do something intentional • Demand would be key for a grade separated crossing | |
| 8. | <p>Costs:</p> <p>20% contingency, 15% for soft costs \$15M for off-street; \$800K for on-street</p> | |



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| | | |
|-----|---|--|
| 9. | <p>High priorities:</p> <ul style="list-style-type: none"> • Ditch A – connects southeast to northwest/central, designed, ready to go • Ditch A bridges • Lexington • Commonwealth • Voss and Burney – high priority because of schools, low cost, places combined to create a loop • Covingtonwoods – lower priority because of acquisition • Gaps • Connections to schools • All areas to attract voters, bond package should include something in every area • Low hanging fruit • City facility with parking • First few well done, visible, markets for most • Center of the City – create a loop, first piece being visible | |
| 10. | <p>HOAs</p> <ul style="list-style-type: none"> • City targets key trails that are part of the network. • Asks for ownership (access agreements) • Maintained by City | |
| 11. | <p>Barriers</p> <ul style="list-style-type: none"> • Be sure to create a solution to barriers (not just a skateboarding area). • Want options on bridge • Walk city council through constraints | |
| 12. | <p>Meeting Conclusion</p> <p>The next step is to incorporate feedback from this meeting and hold Public Meeting #2 to gather public feedback on the draft plan recommendations. The project team will return to the Task Force for a fifth meeting to request any additional feedback and the Task Force's endorsement of the final plan recommendations.</p> | |

This concludes the Meeting Notes. Our goal is to provide a summary of the proceedings of the subject meeting in these notes. If you feel that any of the items listed above should be modified, or that any information needs to be added, please contact Jim Carrillo at Halff Associates (512-777-4610, or jcarrillo@halff.com) so that your suggested additions or modifications can be addressed.



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SUGAR LAND PEDESTRIAN AND BICYCLE MASTER PLAN TASK FORCE - MEETING #5

MEETING NOTES

| | | | |
|---------------------------|--|---------------------------------------|--|
| To: | Cathy Halka, City of Sugar Land | Attendees: | <ul style="list-style-type: none"> ▪ Steve Porter ▪ Judy Chong ▪ David Johnston ▪ Kathy Huebner ▪ Rick Conley ▪ Doug Earle ▪ Kim H |
| From: | Kimberly Annis Halff Associates | Task Force Members | |
| Subject: | Sugar Land Pedestrian and Bicycle Master Plan Task Force | | |
| Meeting Date: | April 29, 2013 | Strategic Project Team Members | <ul style="list-style-type: none"> ▪ Patrick Walsh, P.E. Director of Transportation and Long Range Planning, City of Sugar Land ▪ Cathy Halka, AICP, Senior Planner, City of Sugar Land ▪ Jim Carrillo, FAICP, ASLA, Halff Associates |
| Location: | Cane Room, Sugar Land City Hall | | |
| Minutes Date: | June 3, 2013 | | |
| Halff Project No.: | 28673 | | |

Summary of Comments:

- Will we have a matrix of destinations, bond coordination, demonstration projects, etc.?
- There is support for a quick win, but concerned for paint and taking a lane which might diminish support for the plan.
- Acknowledge the maintenance costs - \$1 per linear foot every x number of years. What are the restriping costs? Like every five years for operations and maintenance?
- Show a list of changes made since last meeting so we know the differences (from mid project until now)
- Commerce Green – should be a bike lane at the area near the Chamber with parallel parking. 300 feet of parallel parking now. Possibly survey the Chamber for their parking needs or do a parking analysis assessment.
- Multimodal TIA
- Assess fees to developers if the City builds southwest prior to development.
- Can we put two signals so close to each other on Williams Trace?



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- DG is a soft surface for running, but there is a maintenance concern so concrete is used. Identify areas where DG could be possible such as internal to parks.
- Consider the Brazos River trail being DG for 10K loops.
- Discourage birds from being under freeways. Bird droppings are less inviting.
- Traffic relief on SH 6 at US 59.
- Cost \$2 million for crossing SH 6 with lighting at night and barriers to protect traffic from debris.
- Make clear in the plan the priorities for barriers – what the crossing improvements, where and how much?
- Is there more than wayside horn required?
- Ped bridges should be well lit at night.
- A free standing bridge is \$5 million.
- What is the impact on overall taxes? Sales tax is lowering property tax. 1/6 th property tax to City is low. Average family pays what?
- \$1 million per year for ten years prior to Phase 2 SWTP.
- Want below grade crossings to avoid crossing traffic at Mercer Stadium, First Colony Middle School and baseball fields area.
- Low hanging fruit in the north.
- Incentives for school district – use money to fund some stuff?
- \$29 million is a lot to swallow. Show what you could get from \$1.5 million each year. Show cost for immediate, near, mid, etc.
- Include context to Comp Plan.
- Look at geographic equality for CIP projects.
- Show standard for transition from buffered bike lane to bike lane with parking.
- Show solution for how to transition from bike lane to sidepath mid-block.
- Confirm that signage is factored into costs.

Meeting conclusion:

- The Task Force endorses the final plan recommendations.

This concludes the Meeting Notes. Our goal is to provide a summary of the proceedings of the subject meeting in these notes. If you feel that any of the items listed above should be modified, or that any information needs to be added, please contact Jim Carrillo at Halff Associates (512-777-4610, or jcarrillo@halff.com) so that your suggested additions or modifications can be addressed.



APPENDIX E

NEIGHBORHOOD/ HOA MEETING NOTES



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MEETING NOTES

HOA Neighborhood Meeting - Lunchtime

| | | | |
|----------------------|--|-------------------|---|
| To: | Cathy Halka, City of Sugar Land | Attendees: | John Niemand, Sweetwater Terry Harris, Lakes of Edgewater Cindy Bond, Travis Park |
| From: | Kimberly Annis Halff Associates, Inc. | | Tricia Bradbury, Sugar Lakes Al Abramizyc, Sugar Lakes Pam Yee, Villas at Lake Pointe |
| Subject: | Neighborhood HOA Meetings - Lunchtime | | Rodney Vanherson, River Park Dominic Cashiolam River Park Cathy Koehl, Sweetwater |
| Meeting Date: | January 14, 2013 – 11:30 AM start | | Virginia Mack, Commonwealth Michael Ross, River Park Vivian Moseley, Sweetwater |
| Location: | City of Sugar Land City Hall | | Pat Walsh, Sugar Land Cathy Halka, Sugar Land Jim Carrillo, Halff Associates |
| Minutes Date: | January 17, 2013 | | Kimberly Annis, Halff Associates |
| AVO No.: | 28673 | | |

Neighborhood HOA meetings were held to present draft recommendations and gain neighborhood feedback on specific streets and potential facilities within key areas of the City.

| Item | Description |
|------|--|
| 1. | There is an issue of golf carts using the sidewalks already. A sidepath would just invite the golf carts to use them. The city would have to regulate for non-motorized vehicles; otherwise walkers have to get off the sidewalk so the golf carts can pass by them. |
| 2. | Sugar Lakes Dr. wouldn't accommodate a road diet or bike lane. It's impractical. How would you deal with people parking in the street? The big question is how do people get across Hwy 59? How do we connect? |
| 3. | Why are we doing this? Is it cost effective? Has the city looked at how many people will actually ride across the city and not just within the neighborhoods? What is the cost, and is for 10 people or 1,000 people? The cost should be proportionate to the ridership we expect. But it's difficult to know what the response will be. |
| 4. | The plan should be broken into two components – promoting recreational biking and promoting as a transportation mode. The second is much more difficult. Mass transit should be a part of this plan. (It is part of the Mobility Plan.) |
| 5. | If we provide the facilities for the kids, then when they grow up it will be a cultural change to bike everywhere. |
| 6. | If we install shared lane markings, then bicyclists need to know that cars will be in the lane too. It's a safety issue. I want sidepaths everywhere but it's financially not possible. Education is important. |
| 7. | LID 10 is buying land to expand the levee on the river side to put in a sidepath. The design for the sidepath is to connect under Hwy 59. Rumors that TXDOT will approve a suspended bridge under 59 for pedestrians and canoe launches. |
| 8. | Edgewater Road – there is a fire station on this road and this is the main lane for them. The school traffic is lined up at dismissal time. This street has had fatal accidents with kids and the fast traffic. |



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9. Within the school zones will be the toughest for road diets. People going to work and other dropping their kids, it already backs up and would do so even more if it was down to one lane.
10. On shared lane markings – is there a way to not allow bikers during rush hour traffic times?
11. Palm Royale – people drive so fast and there are so many accidents on this road. Don't waste time with a shared lane marking. It needs to be a buffered bike lane.
12. What about promotion? A bike sharing program? One weekend per month, bike to Town Square and get % off at restaurants; or something like that?
13. Follow up 10-15 minute presentation to HOA of this is what we have, here's what we're doing, and invite them to the public meeting. Go to Riverpark, Commonwealth, and Travis Park.

This concludes the Meeting Notes. Our goal is to provide a complete and accurate summary of the proceedings of the subject meeting in these notes summary. If you feel that any of the items listed above are not correct, or that any information is missing or incomplete, please contact Halff Associates so that the matter can be resolved, and a correction issued if necessary. These minutes will be assumed to be correct and accepted if we do not hear from you within ten (10) calendar days from your receipt.



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MEETING NOTES

HOA Neighborhood Meeting - Evening

| | | | |
|----------------------|--|-------------------|---|
| To: | Cathy Halka, City of Sugar Land | Attendees: | Judy Chong, Sugar Lakes Greg Schmid, Creekshire Michael Pawlowski, Colony Woods Margaret Morrison, Sugar Lakes Debbie Coffman, Lakes of Austin Park Fred Fogarty, FCCA Rick Conley, Settlers Park Doug Earle, FCCA Mikie Groscurth, Brookside Eric Groscurth, Brookside Pat Walsh, Sugar Land Cathy Halka, Sugar Land Jim Carrillo, Half Associates Kimberly Annis, Half Associates Karen Glynn, Sugar Land |
| From: | Kimberly Annis Half Associates, Inc. | | |
| Subject: | Neighborhood HOA Meetings - Evening | | |
| Meeting Date: | January 14, 2013 – 6:00 PM start | | |
| Location: | City of Sugar Land City Hall | | |
| Minutes Date: | January 17, 2013 | | |
| AVO No.: | 28673 | | |

Neighborhood HOA meetings were held to present draft recommendations and gain neighborhood feedback on specific streets and potential facilities within key areas of the City.

| Item | Description |
|-------------|--|
| 1. | Are any improvements being made to Oyster Creek Trail at Dulles Ave. intersection? |
| 2. | Buffered bike lanes should have a raised concrete visible barrier, not just striping. Parents would be more comfortable with kids riding in a bike lane if there was an actual physical barrier. |
| 3. | Brooks Street continues to be an issue. Follow up meeting scheduled for Jan. 28 |
| 4. | Big cities with good systems also have bus transit for when you get to destinations. Will Sugar Land have transit too? |
| 5. | Alcorn Oaks – can you paint a stop sign or stop ahead into the bike lane? Because bikers don't stop at the stop signs even though they're supposed to. |
| 6. | Sugar Lakes Dr. – there is an issue on trash day with trash bins being in the bike lane and trash trucks in the street. How can we fix this? Maybe City can tell residents on specific streets like this that it's okay to put the bins in the strip of grass between the street and the sidewalk. The first reaction was oh no, we can lose a lane. But after being talked through it, we see the benefits (no more speeding, no more cut-thru traffic). We need to educate the residents. |
| 7. | Attendees would like to see research studies done on sharrows. Are they safe, effective, etc. |
| 8. | Lakefield Blvd. – a bike lane would not be feasible. Homes and driveways face the street. Is the point of this facility to connect to the levee? Is it even possible to connect to the levee? If so, then shared lane markings might be better. |
| 9. | Palm Royale – will people still be allowed to park on the street with a buffered bike lane? People park when they have parties. |
| 10. | How can you get to the Brazos? Going southbound past HEB is tricky. Possibly look at a cycle track on the frontage road. |



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11. Where does the money discussion come in?
12. Possible follow up meeting with FCCA on January 31.
13. Could the City do bike traffic studies? We don't want to remove a vehicle lane if there are no bike riders.

This concludes the Meeting Notes. Our goal is to provide a complete and accurate summary of the proceedings of the subject meeting in these notes summary. If you feel that any of the items listed above are not correct, or that any information is missing or incomplete, please contact Halff Associates so that the matter can be resolved, and a correction issued if necessary. These minutes will be assumed to be correct and accepted if we do not hear from you within ten (10) calendar days from your receipt.



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MEETING NOTES Sugar Lakes HOA Neighborhood Meeting

To: Cathy Halka
City of Sugar Land

From: Kimberly Annis
Half Associates, Inc.

Subject: **Sugar Lakes HOA
Neighborhood Meeting
(Annual HOA Meeting)**

Meeting Date: February 12, 2013

Location: Highlands Elementary
School Auditorium

Minutes Date: April 24th, 2013

AVO No.: 28673

Attendees: **(All Meetings)**

- 38+ residents
- Pat Walsh, City of Sugar Land
- Cathy Halka, City of Sugar Land

Takeaways:

Supportive of a buffered bike lane on Sugar Lakes. No opposition to cycle track on Creekbend.

Comments during Q&A

- How many people are bikers and how do you count traffic volumes?
- This is an irresponsible use of funds
 - o Reaction from other attendee: Frequency of walkers and bikers is increasing –proposed bike lane on Sugar Lakes is beneficial and keeps us in the 21st century. Audience members clapped in support of this comment.
- Do you have examples of other cities where there is a similar climate and bikers/walkers prevalent?
 - o CM Yeung – sister lives in Portland where the weather isn't great, rains a lot. Even still people bike to work or to the grocery store a lot.
- AI – Karen tell me about how the bike lane might affect our agreement with the City for cost sharing on the median maintenance
- Will you build the bike lane and take away a lane? How will you proceed?



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- We will get more feedback at the public meeting, and the City would hear a neighborhood vote on the matter if you'd like to vote on the bike lane.
- Demographics are changing, property value will be better if less cut through traffic. Narrow down the street to one lane and make it less attractive to criminals. Something like this (a road diet for buffered bike lane) would improve our quality of life.
- The bike lane will reduce cut-through traffic and reduce speeding on Sugar Lakes.
- Many new people with young kids are moving into this neighborhood and will use the bike lanes
- I have young kids and we bike to constellation field, to the farmer's market. Kudos for adding bike lanes. There are dangerous spots. We ride to Sugar Creek and it doesn't feel safe at certain points.
- Safety at intersections is really important .
- Trash collection is a problem in general – could be worse with bike lane. The right lane isn't used on trash days because cans are left in the street all day blocking the lane
 - The wheels to the curb phrase is a bit of a marketing tool but it's permitted to place cans on the curb in the planting strip between the curb and sidewalk to keep cans out of the lane of traffic or a future bike lane.

Comments after meeting (at Map)

- Crossing US 59 on Sugar Lakes/Williams Trace is really tricky. Experienced riders will want to stay on the street, less experienced riders will go on the sidewalks
- What happens to sidewalk bikers when they approach an intersection where vehicles are turning right on red? This can be dangerous. We need to consider no turn on red for those areas or appropriate signage for turning cars to watch for cyclists on the sidewalk.
- Parking on Sugar Lakes in that one block or two needs to be preserved if you lose a lane and put in the bike lane then I'm not sure how that works.
- Concern with Highway 6 segment on north side between US59 and Brooks – utility guide wires obstructing sidewalk areas
- Concern with inability to ride bike to Whole Foods without going through the parking lot, for example. Wants to make sure there's a ped/bike route from the public sidewalk to the front doors of the commercial buildings.



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MEETING NOTES

Commonwealth HOA Neighborhood Meeting

| | | | |
|----------------------|--|-------------------|--|
| To: | Cathy Halka, City of Sugar Land | Attendees: | 47+ residents Cathy Halka, Sugar Land Pat Walsh, Sugar Land Karen Glynn, Sugar Land |
| From: | Kimberly Annis Halff Associates, Inc. | | |
| Subject: | Commonwealth HOA Neighborhood Meeting | | |
| Meeting Date: | February 13, 2013 | | |
| Location: | Commonwealth Clubhouse - Knightsbridge | | |
| Minutes Date: | April 24, 2013 | | |
| AVO No.: | 28673 | | |

Neighborhood HOA meetings were held to present draft recommendations and gain neighborhood feedback on specific streets and potential facilities within key areas of the City.

Takeaway: No buffered bike lane on Commonwealth. Consider an option that doesn't require taking away a lane. Consider a Shared Lane Marking on Commonwealth. Buffered bike lanes on Knightsbridge, Elkins, Palm Royale, Alcorn Oaks.

Questions/Comments

- Does ADT consider peak hours
- Near Clements High school, the second stop sign north of Commonwealth. Sit there in the morning and watch the cars back up. There's a 20-car back up between 6:30 and 7:30
- (Virginia) Elkins was a 2-lane roadway in each direction. Now it's 1 lane and a bike lane
- Have you surveyed schools and parents to see how many would ride? Parents don't want their kids riding their bike on the street; they want them on the sidewalks
- Bikers don't stop at stop signs
- Professional bikers don't stop at stop signs. It's not just about providing access to facilities. Bikes should follow the traffic laws, too.
- On Commonwealth, in front of Commonwealth Elementary School, at 3pm the left lane is used to cut around the cars stacked up in the right lane waiting to pick up kids. Sometimes even the left lane is blocked.
- How many bikers are there in the community that we are going to change our roadways to accommodate them instead of cars?
- Won't be a premier sugar land community if you can't even get to work because the roads are congested.



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- Do you have survey data?
- Assuming that [if you build it they will come] is just social engineering!
- You are looking to kill mobility if you take a lane off Commonwealth and Palm Royale
- You are taking half of what's there, 50% of the lanes for cars?
- Palm Royale doesn't have schools on it [so it's not as bad as taking lanes from Commonwealth, which has schools on it]
- I suggest that you drive streets where you are proposing BBL in the morning and evening. [there are peak times that are congested]. You take away a lane and people with pitch forks will come looking for your office.
- Children are not in school in the summer, temperatures are really high. I doubt people are going to bike in 100 degrees to work in the summer. I think we are trying to solve a green issue by expanding an issue that's way bigger than it should be.
- Survey outreach was not broad enough- doesn't represent true statistics because you did not reach enough people
- Is there an education component to implementation?
- Let's take a vote:
 - o Who wants a buffered bike lane on Commonwealth? (6)
 - Taking a lane away
 - o Who wants a shared lane marking on Commonwealth? (25)
 - To alert drivers that bikers might be there
 - o Who wants a sidepath/trail on Commonwealth? (3)
 - 8-10ft sidewalk, country style, more expensive
- We already have a shared lane, it's just not marked.
- What about a buffered bike lane on just one side so you lose one lane but get two way bike route?
- OK with Bike Lane on University and Palm Royale where there are not any schools and no kids.
- There will be more cars in the future coming off Scenic River
- (Virginia) Even if you are not for or against a survey citizens should take the survey so the opinions are balanced. Mainly more people who commented were pro ped/bike and that's why there's high support for ped/bike. The survey was out there but because it was labeled hike and bike you may not have been interested in participating in it. But you need to participate in all surveys so the city knows how you want the money spent.
- Council Member Jajoo – I will hear you the residents and represent you on Council. If you don't want the buffered bike lane on Commonwealth, it will not happen. Write and call in with your comments and the city will listen.



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MEETING NOTES

Palm Royale Area & Avalon Area Neighborhood Meeting

To: Cathy Halka, **Attendees:** 13 residents
 City of Sugar Land Cathy Halka, Sugar Land
 Pat Walsh, Sugar Land

From: Kimberly Annis
 Halff Associates, Inc.

Subject: **Palm Royale Area and
 Avalon Area
 Neighborhood Meeting**

Meeting Date: March 27, 2013

Location: Cane Room, City Hall

Minutes Date: April 24, 2013

AVO No.: 28673

Neighborhood HOA meetings were held to present draft recommendations and gain neighborhood feedback on specific streets and potential facilities within key areas of the City.

Takeaways:

1. Revise plan to show a shared lane marking on Palm Royale Blvd
2. No changes to Alcorn Oaks BBL (address intersection issues during design phase)

Comments:

- Buses park on Palm Royale and wait to pick up kids for school. Will they have to park in the bike lane? And there are trash cards in the street. Prefers SLM instead of BBL.
- Do you have hike and bike counts? Is there seasonal ridership?
- Will bicyclists use sidepath? Think kids will ride on sidewalk and bicyclists on street
- Elkins bike lane dangerous – end BL before stop sign then transition to sidewalk
- Enforcement – bicyclists don't stop at stop signs
- Two user groups – road warriors and parents with kids
- Traffic on Palm Royale
- Runners on Sundays take up one lane (cars watching for bikes and runners on the street)
- Homes on Palm Royale – guest parking
- Want cheap taxes, didn't move here because it's cheap – why don't you take a bit of people's properties to build a bike lane instead of taking away a lane of traffic
- What percentage of the population took the survey? It's 69% of survey respondents, not of the population, so it's not representative of SL
- Sweetwater Sec 1 resident – Palm Royale traffic. When driving there I didn't see a biker and they were visibly upset with me. Prefer BBL because it's safer for bicyclists.



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- Use reflective paint on BLs
- Education and cultural shift needs to happen. Use please share the road, bikes on road signage to encourage tolerance
- Levees – use them for trails
- California has 8’ paths through rural areas. Hikers and bikers use the same path, coexist. They say on your left. Why do we need a BL and SP on University?
- Intersection – bike or car- who has the right of way when turning?
- RE: traffic laws....small town culture in SL
- BBL gives bicyclists a false sense of safety, design issues.
- Ticket bikers – enforce traffic laws for bikers
- Feel like bikers have free reign
- At Sweetwater and Palm Royal intersection, cars turn left from both lanes – concern for bikes at that intersection
- BL at fountain on Palm Royal – how will that work? what will it connect to?
- Bicyclists will take the lane on Commonwealth anyway
- What about traffic changes on Commonwealth and Palm Royale because of Riverstone?
- TI and Fluor will have bike commuters –they are just the types of companies that attract employees that will bike
- Alcorn Oaks no road diet at the intersection – this will be an issue with The Honor Roll School traffic
- Consider doing a campaign in our e-news email blast to residents to promote a share the road campaign
- We all yield to bikes – that’s never been a problem
- Palm Royale specific comments:
 - o Trouble with SP is the home sizes and setbacks – you could take median for the space but the homes are too close to the street
 - o Roundabout is lopsided – if you make changes to the road section, fix the lopsidedness
 - o SP – there is space for it
 - o No issue with parking – people have circle drives they can get in and out of easily
 - o Parking during special events (graduations, prom, house parties) lines the street
 - o SLM with signage makes more sense than a BBL – if you are not considering a SP
 - o Show motorists that you are enforcing the traffic laws with bikes and that they have the same rules as cars
 - o Will take years to change the culture – there will be hand gestures and accidents at first maybe, but ultimately this will be good for the City of Sugar Land
 - o Not in favor of SP on PR



APPENDIX F

PUBLIC MEETINGS

AND ONLINE TOWN

HALL NOTES



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SUGAR LAND PEDESTRIAN AND BICYCLE MASTER PLAN

Public Meeting #1 – June 25, 2012

MEETING NOTES

To: Cathy Halka, City of Sugar Land
From: Jim Carrillo, Halff Associates
Subject: Public Meeting Workshop #1
Meeting Date: June 25, 2012
Location: Cane Room, Sugar Land City Hall

Minutes Date: June 26, 2012

Halff Project No.: 28673

A public meeting was held to gain initial feedback from residents about their perspectives on walking and biking in Sugar Land. There were approximately 54 residents in attendance. Residents were asked to divide into groups, and as a group, discuss five questions related to walking and biking. The five questions included:

1. Where do you want to go? List the top citywide destinations you would like to be able to get to by walking or biking.
2. What would you like to see happen near where you live? Describe the type of facility (e.g. bike lanes, shared use paths, etc.) that you think work best in your area.
3. What would you like to see happen in the Town Center area to make it easier to walk and ride? Along Lexington? Along Town Center Boulevard?
4. How can we implement bicycling and pedestrian improvements in Sugar Land?
5. Provide any additional comments, suggestions or concerns you have about walking and biking in Sugar Land.

Group Questionnaire Summary – The following is a summary of common themes that were discussed by the attendees as a whole:

- 1) Where do you want to go? List the top citywide destinations you would like to be able to get to by walking or biking:

| | |
|--|--------------------------------|
| a. Town Square from Highlands | c. Continuity Loop- Use Levees |
| b. Constellation Field- realistic about attire | d. Town Center |
| | e. Oyster Creek Park |

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- | | |
|---|--|
| f. School | v. U of H |
| g. Sugarland Memorial Park | w. Libraries- Sugar Land, Eldridge, first colony |
| h. Constellation Field | x. Constellation Park |
| i. Transit Centers | y. SL Memorial Park/ Oyster Creek park |
| j. Terry Hershey Park | z. Ride on Brooks St. |
| k. George Bush Park | aa. Home Depot/Whole Foods/ Major Retail |
| l. Grocery Stores | bb. Shopping, mall, groceries |
| m. Brazos River | cc. Country club, YMCA, health clubs |
| n. Town Center from Covington Woods and Telfair | dd. Parks, libraries, movie theater, and schools |
| o. Parks | ee. Bagel shop |
| p. Wal-Mart area along 90 | ff. Airport |
| q. Recreational/ exercise- Oyster Creek | gg. Mall |
| r. Businesses off of Hwy 6 | hh. Farmer's Market |
| s. Adjoining neighborhoods- River park | ii. Imperial Sugar |
| t. Crossing 6 and 59 | |
| u. Parks- Oyster Creek and memorial | |

- 2) What would you like to see happen near where you live? Describe the type of facility that you think work best in your area:
- a. Signage, Evacuation*, Police boxes, number strips
 - b. Bike Lanes- wide enough to pass, continuous, major streets, (Consider reducing median size,) Sweetwater, Austin Pkwy, Acorn Oaks
 - c. Maintained Sidewalks
 - d. Slow down traffic
 - e. Widen sidewalks where appropriate
 - f. Mark streets for use of streets for bicyclists
 - g. Fluor Daniel and Telfair connection is needed- Build path to go under Hwy 6
 - h. Wider sidewalks, shared use paths, benches for rest, and water fountains
 - i. Buffered lanes: Hwy 6
 - j. Safely cross bridge on Brooks St.
 - k. At Brooks and Matlodge, the crosswalk button is in a dumb place
 - l. Very few bike racks at Constellation Field
 - m. Sidewalk refurb
 - n. Water/restrooms (connect existing parks)
 - o. Easement trails
 - p. Local Bike shops provide some public services in return for acknowledgement in brochures/maps



- q. Freeway system on the levees- daylight only
- r. Speed bumps
- s. Sweetwater- Traffic needs to slow down
- t. To First Colony Blvd, under 59 needs bike lane
- u. Bridge over 6 at Lexington
- v. Oyster Creek needs to connect with Missouri City Trail near YMCA
- w. Better lighting, sidewalk repair, shared use paths
- x. Paving the tops of the Levees with blacktop or granite
- y. Destination markings, master maps, mileage markets
- z. Remove debris from shoulders of roads, especially 90

3a) What would you like to see happen in the Town Center area to make it easier to walk and ride?

- a. Secure, lighted rack areas, reinforce*, Police boxes
- b. Bike racks, closed to cars, bike sharing, elevated bridges
- c. Cross over 59 and 6 intersections
- d. Cross walks across Lexington to Town Center
- e. Close off St. Ped ONLY
- f. Mall area, Ped only
- g. Continuous access to neighborhoods
- h. Bike Rentals past congested traffic
- i. City Walk Drive between the Marriott and the Town Square should be off limits to vehicles. Pedestrians and bikes only; this could also apply to the are in the mall by Kona Grill, Mia Bell
- j. Bike Racks
- k. Bike Racks
- l. Maps, marked routes
- m. Bike lanes in Town center and bike racks at ALL shopping centers, post office, and libraries
- n. Eliminate cars!
- o. Bike racks
- p. Pedestrian crossing lights or crosswalks from Friday's to Town Center Square
- q. Make it a pedestrian zone during certain hours

3b) Along Lexington?

- a. Hwy 6- Dulles- Sidewalk expansion, Hwy 6- University, Wide bike lane
- b. Dedicated bike paths
- c. Cross walks between mall and Hwy six
- d. Better lights
- e. Sidewalk improvements- only on one side at the moment
- f. Ped and car turning lights are not coordinated
- g. Intermediate crosswalks



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- h. Side lane would be good because wide median could be reduced to add bike lane
- i. Not much room to widen the sidewalk...
- j. Sidewalk/trail down the center of the Esplanade*
- k. Bike lanes the entire length of Lexington, slow traffic, educate motorists how to drive safely around cyclists.
- l. N of Hwy 6, fix lighting, sidewalks, shared pathway
- m. Put sidewalks on both sides of the street

3c) Along Town Center Boulevard?

- a. Along Town Center Blvd.?- Bicyclists need to be off of the sidewalks
- b. Close off St.
- c. Improve sidewalks
- d. Reduce parking lot driveways
- e. Sidewalks on both sides with crosswalks
- f. Please don't take away vehicle lanes, traffic is awful
- g. Crosswalks
- h. Buffered bike lane
- i. Lights
- j. Bike racks
- k. Rental Bikes
- l. Add pedestrian crosswalks and speed bumps

4) Implementation

- a. Should we develop a connected system quickly, or little by little?
 - i. Little by little with focus on main intersections
 - ii. Develop quickly
 - iii. Create a functioning system by connecting systems. Use existing infrastructure; do it right the first time.
 - iv. Develop quickly for the main areas
 - v. Lane repainting once funding is available*
 - vi. Finish one core area to kick off project and then add on to that continuously
 - vii. Efficiently and cost effective
- b. Should we consider mechanisms such as bond funding to accelerate completing a fully connected system?
 - i. If you can account for every penny
 - ii. Yes to bonds
 - iii. Yes and No- split decision
 - 1. Fund with corp donors, ask FBCC, adopt a bike trail..
 - iv. Seek private and corporate sponsorships, name trails or bike lanes after donors, grant money, government funding



- v. No bonds, use surplus funds
- c. Do you think that HOAs, businesses, and developers should partner with the City to help implement better walking and biking facilities?
 - i. Yes, Require developers to implement pathways
 - ii. HOAs, no; everyone else, yes
 - iii. City to have the lead, but ok to work with diff. agencies to ensure implementation.
 - iv. Yes, requisite of developers, Chamber of Commerce
 - v. HOAs limited to recreational use; yes to businesses; developers are gone
 - vi. Developers should help fund; it makes the area more attractive to newcomers
 - vii. Yes, everyone needs to be represented
- 5) Additional Comments:
 - a. Safety, consider climate
 - b. Majority of people at this meeting are 45+ years old... we don't have 30 years to complete this!
 - c. Connect existing systems for recreation (Loop all together)
 - d. Take advantage of local water ways (Oyster creek/ Brazos river)
 - e. A city ordinance guiding developers (Front end planning)
 - f. Allocation protection for Ped/biking
 - g. Implementation of education for pathways/bicycle etiquette
 - h. Lighting
 - i. Strip centers accessible via ped/bicycle
 - j. Consider center stripe in Bike/ped paths indicating direction
 - k. Driver awareness is critical
 - l. Bike path along Creek Bend Drive is good, nice and wide, but it seems like it starts and stops
 - i. Crossing Fluor bridge is a challenge, but critical for completing the loop
 - m. Crossing 59 anywhere
 - n. Crossing 6 anywhere
 - o. Sweetwater needs final sidewalk segment to Hwy 59 at First Colony, Signage
 - p. More public Awareness of this effort
 - q. More water fountains/ restrooms for public use while walking and biking
 - r. Ped bridges over the ditches to connect major neighborhoods and destinations
 - s. Post trail etiquette!
 - t. Contact San Antonio authorities for ideas, they are building 1700 miles of Bike Safe Lanes
 - u. Need SLPD to support bicycle safety; monitor bike racks for theft, give tickets/ fines to drivers that harass or purposely try to impede or scare cyclists
 - v. Safety, education for walkers, riders and drivers
 - w. Improve mobility beyond Sugar Land city limits, connections to nearby cities

Group Specific – Below are specific answers from each of the individual groups:



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Group 1:

- 1) Where do you want to go? List the top citywide destinations you would like to be able to get to by walking or biking:
 - a. Town Square from Highlands
 - b. Constellation Field- realistic about attire
 - c. Continuity Loop- Use Levees
- 2) What would you like to see happen near where you live? Describe the type of facility that you think work best in your area.
 - a. Signage, Evacuation, Police boxes, number strips
- 3) What would you like to see happen in the Town Center area to make it easier to walk and ride?
 - a. Secure, lighted rack areas, reinforce, Police boxes
 - b. Along Lexington? Hwy 6- Dulles- Sidewalk expansion, Hwy 6- University, Wide bike lane
 - c. Along Town Center Blvd.- Bicyclists need to be *off* of the sidewalks
Idea-Loop around the city!
- 4) Should we develop a connected system quickly, or little by little?
 - i. Little by little with focus on main intersections
 - b. Should we consider mechanisms such as bond funding to accelerate completing a fully connected system?
 - i. If you can account for every penny.
 - c. Do you think that HOAs, businesses, and developers should partner with the City to help implement better walking and biking facilities?
 - i. Yes

Group 2:

- 1) Where do you want to go? List the top citywide destinations you would like to be able to get to by walking or biking:
 - a. Town Center
 - b. Oyster Creek Park
 - c. School
 - d. Sugarland Memorial Park
 - e. Constellation Field
 - f. Transit Centers
 - g. Terry Hershey Park
 - h. George Bush Park
 - i. Grocery Stores
 - j. Brazos River
- 2) What would you like to see happen near where you live? Describe the type of facility that you think work best in your area.
 - a. No answer



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- 3) What would you like to see happen in the Town Center area to make it easier to walk and ride?
 - a. Town center?
 - i. Bike racks, closed to cars, bike sharing, elevated bridges
 - b. Lexington?
 - i. Dedicated bike paths
 - c. Town Center Blvd.?
 - i. No answer
- 4) Should we develop a connected system quickly, or little by little?
 - a. Yes to bonds
 - b. Yes, Require developers to implement pathways
- 5) Additional comments: Safety, consider climate

Group 3:

- 1) Where do you want to go? List the top citywide destinations you would like to be able to get to by walking or biking:
 - a. Town Center from Covington Woods and Telfair
 - b. Constellation Field
 - c. Parks
 - d. Wal-Mart area along 90
- 2) What would you like to see happen near where you live? Describe the type of facility that you think work best in your area.
 - a. Bike Lanes- wide enough to pass, continuous
 - b. Maintained Sidewalks
 - c. Slow down traffic
- 3) What would you like to see happen in the Town Center area to make it easier to walk and ride?
 - a. Town Center
 - i. Cross over 59 and 6 intersections
 - ii. Cross walks across Lexington to Town Center
 - b. Lexington?
 - i. Cross walks between mall and Hwy six
 - c. Town Center?
 - i. No answer
- 4) Should we develop a connected system quickly, or little by little?
 - a. Develop quickly
 - b. Bonds- yes
 - c. HOAs, no; everyone else, yes
- 5) Additional comments: Majority of people at this meeting are 45+ years old. We don't have 30 years to complete this!



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Group Vision Statement:

- 1) Do it now
- 2) No funding by privatized government
- 3) Continuous and contiguous safe trails
- 4) Transparent and frugal bidding
- 5) Maintain existing sidewalks
- 6) Keep trees and bushes trimmed along sidewalks and trails
- 7) Better lighting
- 8) Bike Racks

Group 4:

- 1) Where do you want to go? List the top citywide destinations you would like to be able to get to by walking or biking:
 - a. Recreational/ exercise- Oyster Creek
 - b. Businesses off of Hwy 6
 - c. Adjoining neighborhoods- River park
- 2) What would you like to see happen near where you live? Describe the type of facility that you think work best in your area.
 - a. Widen sidewalks where appropriate
 - b. Mark streets for use of streets for bicyclists
 - c. Fluor Daniel and Telfair connection is needed- Build path to go under Hwy 6
- 3) What would you like to see happen in the Town Center area to make it easier to walk and ride?
 - a. Town Center
 - i. Close off St. Ped **ONLY**
 - ii. Mall area, Ped only
 - b. Lexington
 - i. Better lights
 - ii. Sidewalk improvements- only on one side at the moment
 - iii. Ped and car turning lights are not coordinated
 - c. Along Town Center Blvd.
 - i. Close off St.
 - ii. Improve sidewalks
 - iii. Reduce parking lot driveways
- 4) Should we develop a connected system quickly, or little by little?
 - a. Create a functioning system by connecting systems. Use existing infrastructure; do it right the first time.
 - b. Bonds are ok
 - c. City to have the lead, but ok to work with diff. agencies to ensure implementation.



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5) Additional Comments:

- a. Connect existing systems for recreation (Loop all together)
- b. Take advantage of local water ways (Oyster creek/ Brazos river)

Group Vision Statement

- Implement an integrated system that is safe, functional, and uses much of the existing infrastructure
- Pedestrians take precedence over cars

Group 5:

- 1) Where do you want to go? List the top citywide destinations you would like to be able to get to by walking or biking:
 - a. Town Center
 - b. Crossing 6 and 59
 - c. Parks- Oyster Creek and memorial
 - d. U of H
- 2) What would you like to see happen near where you live? Describe the type of facility that you think work best in your area.
 - a. Wider sidewalks, shared use paths, benches for rest, and water fountains
 - b. Bike lanes: Sweetwater, Austin Pkwy
 - c. Buffered lanes: Hwy 6
- 3) What would you like to see happen in the Town Center area to make it easier to walk and ride?
 - a. Town Center
 - i. Continuous access to neighborhoods
 - b. Lexington
 - i. Intermediate crosswalks
 - c. Town Center Blvd
 - i. Sidewalks on both sides with crosswalks
- 4) Should we develop a connected system quickly, or little by little?
 - a. Develop quickly for the main areas
 - b. Bonds- Yes
 - c. HOAs/etc.- Yes
- 5) Additional comments:
 - a. A city ordinance guiding developers (Front end planning)
 - b. Allocation protection for Ped/biking
 - c. Implementation of education for pathways/bicycle etiquette
 - d. Lighting
 - e. Strip centers accessible via ped/bicycle

Group 6:



- 1) Where do you want to go? List the top citywide destinations you would like to be able to get to by walking or biking:
 - a. Libraries- Sugar Land, Eldridge, first colony
 - b. Constellation Park
 - c. SL Memorial Park/ Oyster Creek park
 - d. Ride on Brooks St.
- 2) What would you like to see happen near where you live? Describe the type of facility that you think work best in your area.
 - a. Bike lanes on major streets, (Consider reducing median size
 - b. Safely cross bridge on Brooks St.
 - c. At Brooks and Matlodge, the crosswalk button is in a dumb place
 - d. Very few bike racks at Constellation Field
- 3) What would you like to see happen in the Town Center area to make it easier to walk and ride?
 - a. Town Center
 - i. Bike Rentals past congested traffic
 - ii. City Walk Drive between the Marriott and the Town Square should be off limits to vehicles. Pedestrians and bikes only; this could also apply to the area in the mall by Kona Grill, Mia Bella...
 - iii. Bike Racks
 - b. Lexington
 - i. Side lane would be good because wide median could be reduced to add bike lane
 - ii. Not much room to widen the sidewalk
 - c. Town Center Blvd
 - i. Please don't take away vehicle lanes, traffic is awful
 - ii. Crosswalks
- 4) Should we develop a connected system quickly, or little by little?
 - a. Lane repainting once funding is available
 - b. Yes and No- split decision
 - i. Fund with corp donors, ask FBCC, adopt a bike trail
 - c. Yes, requisite of developers, Chamber of Commerce
- 5) Additional comments:
 - a. Consider center stripe in Bike/ped paths indicating direction
 - b. Driver awareness is critical
 - c. Bike path along Creek Bend Drive is good, nice and wide, but it seems like it starts and stops
 - i. Crossing Fluor bridge is a challenge, but critical for completing the loop

Group 7:



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- 1) Where do you want to go? List the top citywide destinations you would like to be able to get to by walking or biking:
 - a. Parks
 - b. Town Center
 - c. Home Depot/Whole Foods/ Major Retail
 - d. Ball Park
- 2) What would you like to see happen near where you live? Describe the type of facility that you think work best in your area.
 - a. Sidewalk refurb
 - b. Water/restrooms (connect existing parks)
 - c. Easement trails
 - d. Bike lanes- Acorn Oaks
 - e. Local Bike shops provide some public services in return for acknowledgement in brochures/maps
 - f. Freeway system on the levees- daylight only
- 3) What would you like to see happen in the Town Center area to make it easier to walk and ride?
 - a. Town Center-
 - i. Bike Racks
 - ii. Maps, marked routes
 - b. Lexington-
 - i. Sidewalk/trail down the center of the Esplade
- 4) Should we develop a connected system quickly, or little by little?
 - a. Quickly
 - b. Bonds- Yes
 - c. HOAs limited to recreational use; yes to businesses; developers are gone
- 5) Additional comments:
 - a. Crossing 59 anywhere
 - b. Crossing 6 anywhere
 - c. Sweetwater needs final sidewalk segment to Hwy 59 at First Colony, Signage
 - d. More public Awareness of this effort
 - e. More water fountains/ restrooms for public use while walking and biking
 - f. Ped bridges over the ditches to connect major neighborhoods and destinations
 - g. Post trail etiquette!

Group Vision Statement:

- Comprehensive trail system that interconnects popular destinations in a safe manner
- Trail system that promotes daily needs beyond recreation
- Trail systems that will allow for adequate water and restroom availability for extended walks, runs, or rides
- Educated public that accepts and welcomes walking and biking



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Group 8:

- 1) Where do you want to go? List the top citywide destinations you would like to be able to get to by walking or biking:
 - a. Shopping, mall, groceries
 - b. Country club, YMCA, health clubs
 - c. Parks, libraries, movie theater, and schools
- 2) What would you like to see happen near where you live? Describe the type of facility that you think work best in your area.
 - a. Bike lanes
 - b. Speed bumps
 - c. Sweetwater- Traffic needs to slow down
 - i. To First Colony Blvd, under 59 needs bike lane
 - d. Bridge over 6 at Lexington
 - e. Oyster Creek needs to connect with Missouri City Trail near YMCA
- 3) What would you like to see happen in the Town Center area to make it easier to walk and ride?
 - a. Town Center
 - i. Bike lanes in Town center and bike racks at ALL shopping centers, post office, and libraries
 - b. Lexington
 - i. Bike lanes the entire length of Lexington, slow traffic, educate motorists how to drive safely around cyclists.
 - ii. Better Lighting
 - c. Town Center Blvd.
 - i. Buffered bike lane
 - ii. Lights
 - iii. Bike racks
 - iv. Rental Bikes
- 4) Should we develop a connected system quickly, or little by little?
 - a. Finish one core area to kick off project and then add on to that continuously
 - b. Seek private and corporate sponsorships, name trails or bike lanes after donors, grant money, government funding
 - c. Developers should help fund; it makes the area more attractive to newcomers
- 5) Additional comments:
 - a. Contact San Antonio authorities for ideas, they are building 1700 miles of Bike Safe Lanes
 - b. Need SLPD to support bicycle safety; monitor bike racks for theft, give tickets/ fines to drivers that harass or purposely try to impede or scare cyclists

Group Vision Statement



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- Sugar Land on the top ten bicycle friendly cities in the US
- Make cycling safe enough that people will ride to work, stores, schools, theaters routinely
- Make cycling synonymous with Sugar Land; “the most fit city in Texas,” this needs to become a cornerstone of culture

Group 9:

- 1) Where do you want to go? List the top citywide destinations you would like to be able to get to by walking or biking:
 - a. Bagel shop
 - b. Airport
 - c. Mall
 - d. Farmer's Market
 - e. Imperial Sugar
- 2) What would you like to see happen near where you live? Describe the type of facility that you think work best in your area.
 - a. Better lighting, sidewalk repair, shared use paths
 - b. Paving the tops of the Levees with blacktop or granite
 - c. Destination markings, master maps, mileage markets
 - d. Remove debris from shoulders of roads, especially 90
- 3) What would you like to see happen in the Town Center area to make it easier to walk and ride?
 - a. Town Center
 - i. Eliminate cars!
 - ii. Bike racks
 - iii. Pedestrian crossing lights or crosswalks from Friday's to Town Center Square
 - iv. Make it a pedestrian zone during certain hours
 - b. Lexington
 - i. N of Hwy 6, fix lighting, sidewalks, shared pathway
 - ii. Put sidewalks on both sides of the street
 - c. Town Center Blvd.
 - i. Add pedestrian crosswalks and speed bumps
- 4) Should we develop a connected system quickly, or little by little?
 - a. Efficiently and cost effective
 - b. No bonds, use surplus funds
 - c. Yes, everyone needs to be represented
- 5) Additional comments:
 - a. Safety, education for walkers, riders and drivers
 - b. Improve mobility beyond Sugar Land city limits, connections to nearby cities
 - c. We do not want a trail Oyster Point Subdivision levee.



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**SUGAR LAND PEDESTRIAN AND BICYCLE
MASTER PLAN
Public Meeting #2 – April 15, 2013**

MEETING NOTES

To: Cathy Halka, City of Sugar Land
From: Jim Carrillo, Halff Associates
Subject: Public Meeting Workshop #2
Meeting Date: April 15, 2013
Location: Cane Room, Sugar Land City Hall

Minutes Date: April 25, 2013

Halff Project No.: 28673

| Item | Description | Decision or Follow Up (if any) |
|------|---|--------------------------------|
| 1. | <p>On April 15, 2013, the City held the final Public Meeting for the Pedestrian and Bicycle Master Plan update at City Hall in the Cane Room. Approximately sixty (60) people, including Council Member Jajoo, were in attendance to browse maps displayed in the lobby and hear a thirty-minute presentation summarizing the draft recommendations of the Pedestrian and Bicycle Master Plan update. The group showed great interest in the topic, asking many questions and filling out fifteen (15) comment cards. Attendees expressed general support for the Plan recommendations while citing some concerns in specific areas as well. The following highlights some comments discussed during the meeting.</p> | |
| 2. | <p>General Feedback</p> <ul style="list-style-type: none"> • Education and awareness needed to encourage and enforce traffic laws for drivers and bicyclists. • Consider appropriate signage (shared path, ped/bike crossings, etc.). • Include amenities such as sitting or resting areas along walking paths. • Crossing Ditch H is important. • Softer surface materials are preferred by joggers – hard surface preferred by bicyclists (cannot ride on decomposed granite). • Considerations for adequate shade and lighting on trails are | |



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| | | |
|-----------|--|--|
| | <p>important.</p> <ul style="list-style-type: none"> • Consider connecting residents west of the Brazos River sooner than 10 years from now. • Bicycle parking facilities at destinations is important. • Conversion of existing sidewalks to sidepaths should be low priority. High priority should be new routes instead of upgraded facilities on existing routes. • Preference for "shared lane markings" instead of "buffered bike lanes" that take the place of a vehicle lane. • Routes must be installed at a minimum from intersection to intersection. Avoid short segments of different facility types. • Bikes and cars don't belong in the same lane; it's dangerous, especially when there are big trucks in one of the lanes. • Prefers more emphasis on walking paths and trails, widen trails and paths. • Emphasize low cost projects (paint lanes) to show an acceleration of building projects. • Want more trails in north side of Sugar Land. • We need include bridge segments in the proposed costs. • Can online map be viewed in quadrants? | |
| <p>3.</p> | <p>Feedback on specific facilities</p> <ul style="list-style-type: none"> - Knightsbridge – Prefers a shared lane marking to preserve lane for parking during special events at the clubhouse. - Williams Trace – Sidepath between Lexington and US 59 should be a high priority. - University Blvd - Safety issue with short segment of bike lane on University at US 59 – connect it to the sidewalk or continue the bike lane. - Business Park – Protected bikeways to the Business Park should be a high priority. - Add sidewalks along Alston Road as high priority. | |
| <p>4.</p> | <p>Specific residents' questions:</p> <ul style="list-style-type: none"> • Q: Austin has many nice pedestrian bridges that are steel framed with wooden bridges. Can something be put in at Highway 59 and the Brazos River to connect the River Park subdivision to the rest of the City? A: Design details we can look at. • Q: Would some bridges be partnered with businesses since businesses would benefit the most from it at 59/6? A: We'll look into it. • Q: Is TIRZ (Tax Increment Reinvestment Zones) money available for bridges? A: Maybe – really for this side of Town Square, but could be a future. | |



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| | | |
|--|---|--|
| | <ul style="list-style-type: none"> • Q: Regarding the projected cost, is that this year? Value over 10 years – escalation of cost? A: Yes. • Q: What are the options for crossing the Brazos River at Highway 59? A: The frontage road and the freestanding bridges underneath. • Q: Are there alternate ways to connect River Park to the rest of the City? A: Several options. • Q: Are the bridges very bicycle-centric? Some pedestrians are avid walkers and have different concerns. For instance, shade. Will there be any trees along the side paths? Note in the plan that appropriate landscaping and nodes need to be included. A: Side paths and trails are a large portion of the plan. The design of the facility will suggest considerations for walkers' shade and stopping locations for water. • Q: Oyster Creek Park receives walkers on a daily basis. Will it be widened at all? A: Typical width is ten feet for passing safely. • Q: Regarding enforcement, is there a plan with the police department for bicycle police officers to enforce the rules? A: It will need increased enforcement. We will work with the police department to identify the best enforcement. • Q: Are there jogging paths? Are there any recommendations for soft surface trails? Should there be segments of soft surface? Or a proposal for both side by side like along Ditch H? Q: Does the plan identify areas better for walkers and joggers? A: Could look at more DG areas. • C: Signage identifying bike and multiuse trails is important, including alerts that bikers are present. • C: Accelerate the program by doing striping now. Show progress quickly, see improvements quickly. • C: Don't install links that don't connect to any other bike trails. • Q: Construction companies put boulders on shared lane markings | |
|--|---|--|



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| | <p>on University Boulevard.</p> <p>A: Adopt a policy to create a detour for pedestrian bikes during construction.</p> <ul style="list-style-type: none"> Q: What is proposed for University Boulevard? Will it still be two lanes each way? <p>A: No shoulder area, and adjusting striping.</p> <ul style="list-style-type: none"> Q: Knightsbridge Blvd – You've talked about keeping costs down. In my mind, it makes no sense to go from shared-lane marking on Palm Royale Blvd, then to buffered bike lane, then back to shared-lane marking for Commonwealth Blvd. It's a different mindset of spending more money. Why not just do shared-lane markings there instead of buffered bike lanes? <p>A: We have change the recommendation on Knightsbridge to a shared lane marking.</p> <ul style="list-style-type: none"> Q: Knightsbridge Blvd – There is a pool that has swim meets and serves as a polling place; cars line up on the street for those events. <p>A: The proposed buffered bike lanes have been eliminated.</p> <ul style="list-style-type: none"> C: Address issues of any bike lanes around the schools because cars will line up in the bike lanes during drop-off and pick-up times. Q: How will we track how many people use the System? <p>A: Counts before and after the installation of new facilities.</p> <ul style="list-style-type: none"> Q: What about private property owners? Have their properties been identified and have their concerns been addressed? <p>A: The preferred network identified is where we avoid having to acquire properties. There might be some needs to be addressed at design.</p> <ul style="list-style-type: none"> Q: There are more high priorities west of the Brazos River. Those residents either need or want to connect to the rest of the City at River Park. <p>A: A bond election could accelerate the Brazos facilities.</p> <ul style="list-style-type: none"> Q: Regarding the trails in the existing neighborhoods that will be connected to the citywide system, who will pay for the increased maintenance and cleanup? <p>A: There are existing HOA trails that are broader than just one</p> | |
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| | <p>neighborhood. The City is open to accepting, owning, and maintaining trail to serve it.</p> <ul style="list-style-type: none"> • Q: Do developers have to build to the new standards this plan establishes? A: Yes, they are coordinating with pedestrian and bike paths. • Q: Will sidewalks be marked for shared use? For people not comfortable riding in the street? A: Four to six feet is not wide enough for both bikes and pedestrians. • Q: I live in Telfair, and it's great to get bike lanes, but how will you get commercial developers involved in this plan? A: There are tools to require developers to put in facilities. We are looking at code amendments to require the construction of facilities. • Q: What are the next steps to finalize the plan? At what point is it adopted? A: PB, PZ, CC, WS; PZ, PH, CC, PH. Approved by August. • Q: Are there levees being considered for bike paths? A: Have concerns - privacy and integrity of levee – top/bottom of levee. • Q: Regarding bike parking, are there bike lockers? What level of security will there be for bikes? Is it more than just a rack? A: Included in strategic areas. • Q: Employers and companies should be written to ask them to put in bike racks. Many of them will do so. HEB installed racks when neighbors asked for them. A: Some cities buy the racks and sell them at cost to developers. • Q: What is the recommendation for University Boulevard? Is it single path or buffered lane? A: Yes, both are needed there. • Q: Will the City provide safety classes for bicyclists? You have to have a driver's license, but anyone can ride a bike without knowing the law. A: Yes, it's in the plan. LAC has certified instructors. | |
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14800 St. Mary's Lane, Suite 160
Houston, Texas 77079-2943
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| | <ul style="list-style-type: none"> • Q: There should be a greater emphasis on connectivity, especially with the priorities. Like putting a pedestrian bridge in the utility easement of Telfair even if you cannot build the trail, yet. A: Yes. Utility easement, center point concern with liability. Legislative agenda at the state level re: facilities in easements. • Q: Who decides what gets done in year one, year two, etc.? A: Year one - highest benefit, lowest cost goes into the CIP draft budget for approval. • C: Williams Trace – Ferry Crossing Landing to Highway 6 should be a high priority with the ballpark going in. A major artery from Highlands. • Q: Why spend so much money to connect when bikers can just use all the roads which already connect to everything? I always rode on the streets without needing a bike lane. Crossing streets makes sense but most streets are interior. A: The City of Sugar Land has trails here and there. Now, it's a challenging place to bike – the trail components don't connect. In the 2005 Open Space survey, the number one request was trails. In the Pedestrian Bike survey, 76 percent said it was very important to improve facilities. People want improved safety and the current facilities don't provide the safety and comfort desired. • C: I can see crossing 6 and major roads being an issue but local roads are currently safe. Drivers need to be educated on how to drive with bikes. • C: Getting across Ditch H – It's a really good thing to address as a high priority. I want to see usage figures for people using them and how. And the increase other cities have seen with similar implementations. And costs for each; costs by segments that will affect the most people. • C: Is there a perceived economic benefit? The value of properties along trails like the Bayou trails in Houston? Or is it all just quality of life? • Q: There are three types of bikers: novice, mountain bikers, and road bikers. A short ride for a road biker is 20-30 miles, Sugar Land has a reputation for not being a good place to train, like for the MS150 (180-mile bike ride benefiting multiple sclerosis). Having trails without connections is unhelpful. There needs to a safe way for crossing the river. They made a mistake with the University Boulevard buffered bike lanes; a | |
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| <p>hundred feet along, it stops, and the biker is abruptly forced to merge into a bike lane.</p> <p>Also, Highway 90A needs an upgrade, and Highway 6 is dangerous. It used to be better for bikes, but now curbs are bad.</p> <ul style="list-style-type: none"> • Q: Are you working with TXDOT as they widen 99 (Grand Parkway) to provide pedestrian/bike facilities? <p>A: Not sure about opp now. It will be in our long-term plan (if there are bridge improvements in the future).</p> <ul style="list-style-type: none"> • Q: Is there a lighting plan for any of the trails? <p>A: Specific segments, not the entire network.</p> <ul style="list-style-type: none"> • Q: I do rides for 20-80 miles. Go to Fulshear and other small towns. They haven't spent any money on bike facilities but they have wide shoulders to ride on. <p>A: Most streets have a curb, not a shoulder that's more inviting for bikes.</p> <ul style="list-style-type: none"> • Q: Cyclists have to obey the laws. The Sugar Land network is for short trips to destinations. Riding bikes to work. Destination rides are more adults than children. We need connectivity. <p>A: Encourage TXDOT to keep remaining shoulders for longer trips.</p> <ul style="list-style-type: none"> • C: A river crossing would be good. • C: Destination – where do people work – business parks. Seems advantageous to do SWS instead of roads. Need more protected bikeways to business parks instead of high-priority plans. Instead of bikes in streets. • C: I work at Schlumberger. To get down to Sugar Land, it's a nine-mile point-to-point trek. The safety of the path from the north side to Clements is a concern. • Q: What is the cost of maintenance of striping and trails versus a road? Why even put shared-lane markings? Especially if money could be used on the bridges and intersections? <p>A: The striping is replaced every three years.</p> <ul style="list-style-type: none"> • Q: Regarding striping, it wears out and isn't pretty. I live on Commonwealth. What about shared-lane marking symbols. Would it be an option to put up signs only and no street paint? We've got a lot of bikers on the street now. | |
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| | <p>A: The signs and marks are used in combination. The symbols on pavement are important. If it wears out, it has to be repainted.</p> <ul style="list-style-type: none"> • Q: How much influence does the City have with TXDOT for the highways? <p>A: There are strict standards. The City of Sugar Land has a good relationship and is trying to influence them.</p> <ul style="list-style-type: none"> • Q: Shared paths with pedestrians/bikes on SW/SP. They are striped off to separate them. <p>A: For occasional use, it's better not to stripe.</p> <ul style="list-style-type: none"> • C: This is a great start – "culture." Education is slow but key to making us more cycle friendly. Not education – look for public awareness such as businesses being more friendly, etc. It has to be a focused effort. • Q: Logic question. If shared path painting is for low use, why isn't it the same at Knightsbridge? There are no riders; it doesn't need a bike lane. <p>A: We are looking at the whole network.</p> <ul style="list-style-type: none"> • Q: How would you address the average driver that will start to only expect bikers on shared-lane markings and buffered lanes but they can ride on any and every street? Drivers will think they cannot bike if there's not a sign or a stripe. <p>A: Bigger public awareness and a campaign for more acceptance of biking.</p> | |
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This concludes the Meeting Notes. Our goal is to provide a summary of the proceedings of the subject meeting in these minutes. If you feel that any of the items listed above are not correct, or that any information needs to be added, please contact Jim Carrillo at Halff Associates (512) 777-4610, or jcarrillo@halff.com so that your concerns can be addressed.



ONLINE TOWN HALL REPORT



Walking and Biking

What is your vision for walking and biking in Sugar Land, and how can the City improve our walking and biking routes to encourage and make it safer and easier for people to use?

Introduction

The Pedestrian and Bicycle Master Plan update will expand the planned recreational network to focus on both recreational and non-recreational trips and address mobility needs of pedestrians and cyclists. Based on public feedback, the plan update will identify destinations, determine where better connections are needed, specify how connections are made (e.g. on-street, off street), identify preferred route types (e.g. bike lane, bikeway, shared lane, etc.), and improve crossings at major barriers such as U.S. 59, S.H. 6, U.S. 90A and the railroad.



Walking and Biking

What is your vision for walking and biking in Sugar Land, and how can the City improve our walking and biking routes to encourage and make it safer and easier for people to use?

As of November 29, 2012, 9:38 AM, this forum had:

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|---------------------------------|-----|
| Attendees: | 276 |
| Participants around Sugar Land: | 55 |
| Hours of Public Comment: | 2.8 |



Walking and Biking

What is your vision for walking and biking in Sugar Land, and how can the City improve our walking and biking routes to encourage and make it safer and easier for people to use?

All Participants around Sugar Land

Name not shown inside Sugar Land

November 7, 2012, 7:50 AM

Creating bike only lanes in other cities has only caused more traffic congestion since the bike lanes reduce the size of a normal street. Until there is education of the bike riders to make them comply with all traffic laws having more Lance wannabees on our streets will only slow down normal traffic and increase accidents. You want to ride a bike go to a park or trail.

1 Supporter

Name not shown inside Sugar Land

November 6, 2012, 9:14 AM

As I see it, Sugar Land has essentially no legitimate bike routes, so it's not a process of improving, but a process of creating. Denver, Colorado has a bike system that Sugar Land should use as a model. I work in Denver during weekdays and am amazed at the bike routes they have within the area. The downtown area and surrounding communities have a connected bike trail system that allows people to use the trails for recreation or work commutes.

As a first step, I suggest Sugar Land start by creating paved trails or designated road lanes that radiate from points of interest (Town Center, Skeeters Baseball Field, Park & Rides, etc). Cooperation with other communities (Stafford, Richmond/Rosenberg, Fulsher, Houston, etc) is needed to connect the trails to create a useful transportation alternative.

As a method of financing such a system, I propose using the 'red light camera' funds to pay in part for trail 'rights of way' and paving. What better way to use a use a 'city revenue generating machine' than to benefit people who want better recreation and transportation alternatives.?

Name not shown inside Sugar Land

November 3, 2012, 4:36 PM

One thing criminals like is privacy and the more restrictive the area, the easier it is for criminals to operate un-noticed. Pedestrian traffic is anything but private, but it's just a matter of time before some criminal realizes there is no traffic along the levees. Sidewalks are great but because of their condition in many neighborhoods, (due to the Oak lined streets) are in such bad repair that they are not used by the walkers. Bikers should realize that pedestrians have the "right of way" and should yield accordingly when riding on the sidewalks. Bikers should always announce their presence, shouting "on your left" when passing from behind. Road bikes have no place on the sidewalks but mountain bikes have large enough tires to leave the pavement to pass pedestrians. and should rightly do so. I think too many people overlook these courtesies so I tend to agree that public awareness education programs for everyone would go a long way towards improving attitudes between cyclists and the public.

Sorry neighbors, but any of us who bought a home in a 2 story neighborhood can't logically make a privacy argument about folks looking into our back yards, as the neighbors on all or both sides have visual access for the most part. Maybe this falls under the selective viewing file. Of course those who pay extra to restrict access to their neighborhood should get their moneys worth. However, I'm not sure if the public can legally be denied access from an area that public funds built. Note the



Walking and Biking

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All Participants around Sugar Land

unmanned guard stations in Sugar Creek, but that's a battle fought long ago. Unless people are banned from the levees, the levees will continue to see hike and bike traffic, and unless they are improved to accept this traffic, they will over the years suffer the erosion that accompanies it. As far as riding on the neighborhood streets, I do it regularly. I've had drivers pass me in the ditch, shout and throw things at me, pass at a high rate of speed while crowding me against the shoulder, run up on my wheel while blowing their horn to intimidate me, as well as being hit by a driver rolling a stop sign after I stopped. To this end, I now have a small video camera attached to my bike that faces rearward, as well as a file on the computer for the smiling motorists who may consider me a target for harassment. They're now just a click away from the SLPD files. That said, I would invite more bike lanes and the connecting of existing lanes in and around the neighborhoods in Sugar Land as it would help me to stay out of the way of the traffic while enjoying the amenities that this community has to offer.

Name not shown inside Sugar Land

November 1, 2012, 4:24 PM

This is not the time to spend taxpayer funds on hiking/biking trails. Let's be honest, in Sugar Land Texas, these trails are for recreation and not serious transit on any significant scale. Those activities might be "cool", "enviro friendly" and good for our health, but they are not legitimate mass transit in our city for the first half of the 21st century. Thus, these are luxury items that we should not pay for during one of our nation's worst economic times.

Second, the primary focus needs to be on maintaining and improving the roads that are for our actual mass transit, and that happens to be automobile traffic. If we can do some cheap things to accomodate our walking, jogging and biking friends, that's one thing, but let's focus our resources on the real roads. Let's also be careful to not put something in place that negatively impacts auto traffic just so 10% of the population can enjoy their Saturday morning bike ride.

2 Supporters

Name not shown inside Sugar Land

October 31, 2012, 8:32 AM

Number one priority that should be easy to get going is a simple "Share the Road Campaign". This would make a huge difference. If you could educate the drivers to share the road with the cyclist then we would all feel safer taking to the roads.

1 Supporter

Name not shown inside Sugar Land

October 16, 2012, 5:25 PM

I've walked over 850 miles so far this year around Sugar Land and Missouri City. It's a great place to walk! The biggest improvements we need are 1) more shade along sidewalks/paths 2) wider sidewalks 3) level sidewalks.



Walking and Biking

What is your vision for walking and biking in Sugar Land, and how can the City improve our walking and biking routes to encourage and make it safer and easier for people to use?

All Participants around Sugar Land

Shade: I often walk the whole Oyster Creek Trail - it is mostly shaded on the Sugar Land side (within Lost Creek/Oyster Creek Park) and mostly not shaded on the Missouri City side (from Dullus to 1394). My observation is: At least 10x more people use the shaded trails even though the non-shaded ones are wider and newer. Any new trails (along power line corridors, along highway 6, others...) really must include plans for shade if you want to see any but the most hardy walkers adopting them.

Wider Sidewalks: On our old/skinny sidewalks it is not comfortable to share with bikers. Someone usually has to move off the sidewalk in order to pass. It can be a bit dangerous when bikers come up behind an unsuspecting walker. It's also not ideal for two or more people to walk together. I'd like to see a focus on widening the walking/biking space on all major shaded streets. (Dullus, Lexington, ...)

Level Sidewalks: I've abandoned a couple of nice shaded walks because the sidewalks have buckled and shifted. It's not worth risking a fall. This seems to be relatively inexpensive to fix.

Thanks for the opportunity to provide input!

3 Supporters

Name not shown outside Sugar Land

October 13, 2012, 4:06 PM

I ride my bike several times a week in Sugar Land and Missouri City (usually in the Lakes of Brightwater area, Austin Pkwy, or Commonwealth). It is important to have more bike lanes, bike parking at parks and other destinations, as well as on-line maps for walkers/riders and suggested routes. The effort to have more and better connections between sections of sidewalks/bikepaths/bike-lanes will help more people walk and ride. I have to ride through many areas that have dangerous traffic in order to reach other areas to ride. Thank you for taking public input and remember that more walkers and bike riders will make our area a better place to live for everyone.

1 Supporter

inside Sugar Land

October 11, 2012, 6:35 AM

As a bike rider for last 30 years (also a resident of Sugar Land for 27 years) I am always seeking safe place to be able bike ride at least 20 - 30 miles continually. This was one of the reason I choose to move here. It is very hard at current Sugar Land streets/roads. Did anyone considered to build a bike/jog trail on the levy? There is many levies in our town and it seems as a perfect location and solution to accommodate everyone.

3 Supporters

inside Sugar Land

October 3, 2012, 8:04 AM



Walking and Biking

What is your vision for walking and biking in Sugar Land, and how can the City improve our walking and biking routes to encourage and make it safer and easier for people to use?

All Participants around Sugar Land

I have filled out the survey and have an idea for an event to heighten awareness. We are nearing the opening of the extension University Blvd. Sidewalks (walking) are being implemented but I have not seen any indication of establishing bike lanes. Has anything been planned for either wider sidewalks or bike lanes? This road goes through some of the most beautiful and yet to be developed areas of Sugar Land. When I ride it now, the only traffic I have to yield to are deer! Why not have a city-wide "Ride the University" before it officially opens so the community can see this area and experience what bike-friendly lanes would provide? Development is already occurring at the Oil Field/Cabrera end where it intersects the LJ Parkway. Is it too late to get something going here?

1 Supporter

outside Sugar Land

October 2, 2012, 10:24 PM

I believe that using the right "tools" to assess traffic is paramount to the design end game.

This is a must read article towards that end. Best of luck in your endeavors.

<http://dc.streetsblog.org/2012/02/07/los-and-travel-projections-the-wrong-tools-for-planning-our-streets/>.

Be safe!

1 Supporter

Name not shown inside Sugar Land

October 1, 2012, 8:09 PM

Anything that makes a longer, continuous, motorized vehicle-free path will be a significant improvement. I ride the bike path at Memorial Park weekly and do several "laps" as the path is not that long. Perhaps that can be extended along University Boulevard as that road is further developed.

2 Supporters

Name not shown inside Sugar Land

October 1, 2012, 10:23 AM

As a City Plaza Resident(the Condos at Town Square near City Hall), I'd like to see the pedestrian routes protected from car traffic by clearly mapping a route to the various destinations. This would also work for bikers.

The area around First Colony Mall is not really accessible by foot except at the entrance near The Cheesecake Factory. Alternate points of accessibility need to be provided. Sure, I could dodge traffic by walking quickly but if we really want to encourage foot and 2 wheeled transportation, it needs to be easier.



Walking and Biking

What is your vision for walking and biking in Sugar Land, and how can the City improve our walking and biking routes to encourage and make it safer and easier for people to use?

All Participants around Sugar Land

When traveling by foot or by bike from the Town Square area to the AMC Theater or on to Kroger on Sweetwater, many sidewalks end and the route leaves pedestrians in grass or bikers in the road.

The entire area around Town Square to Kroger on Sweetwater and further on to Whole Foods needs to have a foot traffic pattern that protects walkers and bikers

Name not shown outside Sugar Land

September 26, 2012, 10:25 AM

I just moved to the area and am very interested in the off-road biking and road biking. I was disappointed to find that there is no map in existence that can guide me through the existing bike trails and pathways already available. I am strictly relying on google maps at the moment but would love to have a printed map available, I will gladly pay for it. I would also love to see improvements to the river bend trail and the new territory trail.

Thank you,

2 Supporters

Name not shown inside Sugar Land

August 10, 2012, 10:39 AM

I take long rides, and unfortunately, I have to go out to Richmond to start these 30-60 mile rides.

First, we need to start with "Share the Road" signs. While these may not be 100% effective, maybe it will help from being honked at as if we don't belong driving down Austin Parkway.

I think to make it easier to bike from neighborhoods adjoining town center & the mall (major destinations), we need to make safe passage across Lexington & around the mall town square. I am more afraid to ride into town center on that section (and turning left into the town center area) than any other part. I would rather ride at dark here than at 6/7pm.

Also, where is a bike rack at City Hall? Only place in town center to park is in front of Starbucks. City should push a good example and have one of their own.

Additional bike racks needed in front of grocery & pharmacies. Smaller cafes are friendly and easy to see bikes, but you don't want to leave your bike outside while going into groceries even if it is quick.

We need to recognize that bicycles are vehicles. Once, while talking to city police about my riding, they asked if I was riding on the sidewalk going places. Sidewalks curve, have bumps, have people, they are not meant for bikes (except kids).

One of major places I notice are becoming exercise bicyclists routes: Palm Royale, Commonwealth, University, and from these places into RiverPark. Lets keep these places safe for cyclists.



Walking and Biking

What is your vision for walking and biking in Sugar Land, and how can the City improve our walking and biking routes to encourage and make it safer and easier for people to use?

All Participants around Sugar Land

5 Supporters

inside Sugar Land

August 9, 2012, 11:39 PM

Hello!

I live on Hwy 6 right by the Sugar Land Regional Airport. Sadly, I feel completely closed off from anything going South of Hwy 6. It's just terrifying to even attempt to ride my bike on the highway. I just moved to Sugar Land from Chicago and I noticed that the roads here are WIDE! Wide enough to maybe draw out an ample biking lane on the shoulder and bar it with a nice sturdy fence 'cause I do value my life!

I'm a student and it would help me out financially if I don't have to buy a car, pay for insurance, gas, etc. especially if I do plan on looking for a job southbound off of Hwy 6 / University Blvd.

Thank you for this opportunity to give ideas, Online Town Hall!

3 Supporters

inside Sugar Land

August 7, 2012, 9:56 AM

I ride every week. Start from Covington Woods and cross 90 headed south on Brooks. Crossing 90 at any intersection is dangerous and too wide a cross walk. Brooks street is a nice ride, fairly safe, has wide shoulders on most of the road. Ride around Fluor Lake and head back using Sugar Lakes Dr and Bay View. Good streets, decent traffic. But crossing 90 too dangerous. Recommendation: an elevated cross walk over 90.

2 Supporters

Name not shown inside Sugar Land

August 1, 2012, 1:28 PM

Want bike lanes and more bike racks at stores, entertainment venues, the mall, etc. Also more public transportation (bus system or light rail) in Sugar Land. Can we join METRO? Perhaps one day connecting the future red line in METRO all the way to Sugar Land will be one of our transportation goals. Also can the city advertise the park-and-rides here better? Too few people who commute to downtown or the Medical Center are aware of its services.

Expand bike paths to Telfair!

3 Supporters

Name not shown inside Sugar Land

July 31, 2012, 10:25 AM

I love that Sugar Land is moving forward with this. I ride my bike to the grocery store on Saturdays and find it disconcerting as cars race by me on Settler's Way. I would do more with my bike if bike



Walking and Biking

What is your vision for walking and biking in Sugar Land, and how can the City improve our walking and biking routes to encourage and make it safer and easier for people to use?

All Participants around Sugar Land

lanes were made available and clearly marked.

4 Supporters

Name not shown outside Sugar Land

July 30, 2012, 3:57 PM

Thank you for taking the time and effort to generate this survey, and to improve our cycling routes in the Sugar Land area. I live in Missouri City and would love to be able to ride my bike to the back portion of Sienna Plantation, where I work. Currently, the only access to the back of the neighborhood (Bee's Creek area) involves riding on Sienna Parkway, a busy, 45-mph, two-lane road with no shoulders on the side and very often construction vehicles on the road. Perhaps a paved cycling lane could be installed within the esplanade between the directions of traffic, or possibly one side of the parkway could be widened and improved to include a bike path. The distance of this proposed route is roughly 2 miles. Is there any way the City of Sugar Land can communicate with the powers-that-be in Missouri City to emphasize just how important it is to have a cycling route from Highway 6 to and into the Sienna area? I appreciate any and all efforts to get something like this "rolling" in the community where I live, cycle and work!

2 Supporters

Name not shown inside Sugar Land

July 30, 2012, 12:17 PM

I love to bicycle, but I want to be able to incorporate it into my lifestyle, I want to take my bicycle to the grocery store, to the movies, to a coffeeshop or to take it to the bustop for commuting. In this day and age of environmental concerns and gas prices, let's look at many of the European communities that have done just that. How great it would be to get in some outdoor exercise AND get around town at the same time. We have not gotten there yet, but Sugar Land is a new and developing community and we have new projects that can make that a reality. Please, Sugar Land community planners, make us a safe biking community that allows us to use our bikes as a real mode of transportation for our city!!

2 Supporters

Name not shown inside Sugar Land

July 27, 2012, 12:39 PM

All Bike and Hike routes should be properly marked , also given or assigned station names based on their location, and distances marked in mile or other increments. The routes need be well lighted and suitable shady trees planted along the route. The layout should be such that the users can get in and out of the park quickly and easily from various location / surrounding neighborhood, of course with parkings for people driving to the park for walking.

Will Telfair walkways around their lakes come under the jurisdiction of the City?

4 Supporters



Walking and Biking

What is your vision for walking and biking in Sugar Land, and how can the City improve our walking and biking routes to encourage and make it safer and easier for people to use?

All Participants around Sugar Land

After living within walking distance of the trails that lead to Oyster Creek Park, we have truly enjoyed the existing trails frequently. Give Sugar Land residents more connections and ease in connecting neighborhoods. There is also a big need for traffic intersections to have bushes removed. They block cars drivers from seeing traffic, bikes, and joggers.

3 Supporters

inside Sugar Land

July 26, 2012, 7:46 PM

I am for an improved bike trail for recreational use and any other legal use because it supports good physical exercise and ways to lessen the amount you have to use your car; thus enabling less gasoline usage and less air pollution.

3 Supporters

Name not shown inside Sugar Land

July 25, 2012, 11:16 PM

Thanks for taking input from the residents. Please make it easier to cross 59 and 6 on foot, particluarly at night.

4 Supporters

Name not shown inside Sugar Land

July 18, 2012, 4:12 PM

I have no problems finding a route to take a leisurely bike ride around Sugar Land (albeit 1 mile, 5 miles, or 20 miles). The problem as I see it is finding a safe route to destinations where I would like to ride, but must drive instead because the route isn't friendly for bikers.

Three areas come to mind:

1. Make a safe biking entrance to the First Colony Mall at Lexington & Austin Parkway as well as making the area immediately surrounding the mall bicycle friendly. This should include AMC.
2. Make Town Center & Town Square area more bicycle friendly.
3. Please accommodate students riding to our local schools. In particular, the Dulles School complexes along Lexington (sidewalk only on one side) & Dulles Avenues (construction underway & though I don't know the what the final layout will look like, it looks like bikers & pedestrians will share a sidewalk).

3 Supporters

inside Sugar Land

July 18, 2012, 2:25 PM

I first want to complement the leadership for taking the time to receive this input. Thanks. Start with safety issues first, impact next - environment as well as security related comments made by others herein. Security is increasingly becoming a real issue and no action should be taken anywhere within Sugarland to affect these sentiments. There are many opportunities to tie in the existing bike paths:



Walking and Biking

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All Participants around Sugar Land

FE the one going from east side of University Blvd to the West side.

There is a huge wooded area behind and beside the dog park where University Blvd. is extended. The existing bike and walk areas should be extended in this area - while maintaining the area in its natural state. It is also an opportunity to make this into a "bird haven". Many species of birds already live here. This area is behind the Avalons' south side.

3 Supporters

Name not shown inside Sugar Land

July 17, 2012, 1:03 PM

We are a young family with children who lives in Sugar Lakes. We would love to see more paved hike/bike trails to connect our neighborhood into the nice shopping/restaurants in the Whole Foods shopping center, Home Depot shopping center, and even the Town Square / First Colony Mall area. On the other side of the neighborhood, we would appreciate trails/connections to the Imperial development that will lead to the new Skeeters' ball park.

4 Supporters

Name not shown inside Sugar Land

July 4, 2012, 8:46 AM

I wish the Sugar Land Police Dept (via direction from the city manager and council) enforce the traffic laws for people riding bikes on city streets. I constantly see bike riders ignoring all traffic stop sign, lights, etc etc. The go past stop signs like it does not apply to people on bikes. The helmet they wear will not protect the rider when they run the stop sign or traffic light and a car hits them. If I do the same thing in a car, I get a ticket from the police. If I am on a bike, nothing happens. These are not children, but grown adults who should know better.

9 Supporters

Name not shown inside Sugar Land

July 1, 2012, 10:05 PM

I live in the Colony Bend subdivision. I would like the bike paths on the power line to be connected. There are two along the power line. One heads from Colony Grant to Austin Parkway. Another heads from William Trace to a Canal. Connecting the bike paths would be great.

4 Supporters

Name not shown inside Sugar Land

June 30, 2012, 1:26 PM

Look, Sugar Land, you want more bikers/walkers, because it is better for all of us (pollution/excercise/cost cutting) ?! Yes, I fully agree! We are a family of 4, ardent walkers and bike riders, have only recently moved here from Europe and are shocked about the amount of people in cars, even for little distances. I think you must begin to view bicycling as Europeans do — not just as



Walking and Biking

What is your vision for walking and biking in Sugar Land, and how can the City improve our walking and biking routes to encourage and make it safer and easier for people to use?

All Participants around Sugar Land

a fun way of exercising, but as a serious form of (urban) mass transportation.

As far as I can tell, here are the major problems:

Asphalt: get the asphalt in gear! Cars and trucks might not have a problem going over those big potholes in the road but my bike tires can't handle it.

Sidewalks/curb stones: the dilemma here is that while riding in the street certainly has its dangers, so too does riding on the sidewalk. On the sidewalk, you not only have to negotiate curbs/curb stones, root damage, and other gaps or broken paving blocks, but you're also vulnerable to drivers entering and exiting side streets who are not expecting to see traffic (you) on the sidewalk.

Bicycle Education: for kids especially! A few days ago, I was shocked to see a teenager cyclists crossing the street without looking or stopping. I have been particularly aware of this disregard for safety and courtesy. And this applies not only to kids, but also to otherwise law-abiding citizens.

Thank you for your support!

3 Supporters

inside Sugar Land

June 30, 2012, 11:18 AM

I would like to see a walking /bike trail extending from Dairy Ashford to Eldridge along the bayou. It would improve the neighborhood in appearance as well as give our neighbours a safe place to walk.

Jim Dallas
Oakwood Lane
Sugar Land

2 Supporters

Name not shown inside Sugar Land

June 29, 2012, 8:22 PM

(from Becky in Sugar Land)

I absolutely love biking *everywhere* because I benefit from the exercise and fresh air, the environment benefits from less pollution, the drivers/streets benefit from less traffic, our country benefits from less reliance on oil, and it just makes me happy:). I bike 12 months of the year, and most times have at least 2 of my 4 children with me. I know a ton of people that bike, or would begin to if it were safer and more convenient. I'll work on them to get their suggestions/opinions up here.

The areas of Sugar Land (and frankly Missouri City) that I believe need the biggest improvement for safety and convenience are the following.

I use my bike as transportation. While I love bike trails for family bike rides, if I had limited funds I



Walking and Biking

What is your vision for walking and biking in Sugar Land, and how can the City improve our walking and biking routes to encourage and make it safer and easier for people to use?

All Participants around Sugar Land

would make major routes more bike-friendly and accessible. I am terrified to ride on the streets because most car drivers DO NOT CARE or do not watch cyclists. SO that leaves me the sidewalks- which are fine except when they all of a sudden end, are in need of repair, or don't connect. Here is just one example: I would *love* to be able to ride to Town Center from my house (I'm near Sweetwater/Austin Parkway). There is no easy way, even though it is only about a mile! If I take Austin Parkway, then I have to either cut through the mall parking lot, where there is an unproportional amount of crazy drivers, or go around the back of the parking garage, where there are blind spots/curves and no sidewalk. I have done this many times, and I'm literally praying I don't get hit. There are other places around Highway 6 where all of a sudden there is no sidewalk, though admittedly some are in Mo. City.

Another issue I have is locking up my bike when I arrive at my destination. I frequently ride to the supermarket (well there you go, I gave it away that I am not from Texas).. the grocery store, Walgreen's, CVS, the cleaners, the mall, Barnes and Noble, Starbucks:) etc. Once I get there, there is no where to lock up the bike. I need to either run in as fast as I can and hope that the purse snatchers of Sugar Land don't decide to begin swiping bikes, or lock my bike to a tree, lightpost, or other structure (which I think someone told me might be against the law?). I would love more bike racks in public spaces (mainly Town Center and any of the major strip malls).

Finally, if there were enough funds after making Town Center and major commercial developments completely accessible, I would love to have some of the existing bike paths able to connect. Apparently there is a proposal that many people in the Oyster Creek neighborhood are in disagreement of. I haven't seen the plans, but if the whole neighborhood is up in arms about people like me riding through:), maybe there are other trail connections that can be made. I have spoken with my neighbors and we would love to be connected to other cycling trails. Most cyclists I know get out to ride (for exercise) around 5-6am, especially on the weekends. A common place to ride is down Commonwealth Ave, because it is such a nice, long stretch, and then down south. I know they would all appreciate longer stretches of connected trails.

4 Supporters

Name not shown inside Sugar Land

June 28, 2012, 4:08 PM

I am opposed to the possibility of a hike and bike trail on the levee round the Oyster Point subdivision. Myself and many other Oyster Point residents were against it before when the issue was raised some years ago. Our opposition was registered and we were not included in a current hike and bike trail, and I trust this will be the case again.

Residents chose Oyster Point for its peace and privacy. We have one entrance and no through traffic. Waterfront residents bought property on the understanding they would keep their privacy.

A public trail round the subdivision would totally change the character of our close neighborhood and also bring security issues to homeowners and disturb the natural wildlife on the water.



Walking and Biking

What is your vision for walking and biking in Sugar Land, and how can the City improve our walking and biking routes to encourage and make it safer and easier for people to use?

All Participants around Sugar Land

4 Supporters

inside Sugar Land

June 28, 2012, 8:46 AM

Until the recent upgrading of the levee around Oyster Point I was not aware of how important and sensitive this structure is for flood protection for much of First Colony and Sugar Land. Now that funds have been spent to bring it into compliance it doesn't make sense to increase the walking/bicycle traffic with subsequent impact to the levee and protective grasses. Oyster Point residents whose homes are next to the levee would be grossly affected by having a public path just outside their windows and security for our neighborhood would be compromised. I am all for biking and walking opportunities, but not through Oyster Point.

3 Supporters

Name not shown inside Sugar Land

June 28, 2012, 7:09 AM

The city of Houston spent mega bucks providing bike lanes and I rarely see people on them. It is a boondoggle and I am totally AGAINST bike trails. The bike riders have somehow been able to survive just fine and the walkers have miles of sidewalks.

The money it will take to provide these bike trails can be far better spent upgrading Highway 6 so that it is not a snarled mess.

3 Supporters

inside Sugar Land

June 28, 2012, 12:18 AM

My family and I do not want either a walking or biking trail in Oyster Point. We spoke out against this the last time the issue came up and the idea was dropped. Councilman Jones assured us that it would not occur if the majority of our residents did not want it. I had a cat burglar attempt to open my gate while I was standing and looking at my flowers and then jumped into a vehicle to flee and that has had a real impact on thinking. We have security cameras rolling and we do not want uninvited guests.

Mary Bates

4 Supporters

inside Sugar Land

June 27, 2012, 8:09 PM

Although my biking days have diminished with my age, I am in favor of hike and bike trails. However, I was in agreement with my Oyster Point neighbors when this subject came up a few years ago. To put a paved trail on the levee that surrounds Oyster Point does not make sense when a paved sidewalk already exists 25 feet away. To add another path is not only fiscal irresponsibility, but intrudes on the privacy of the residents whose homes abut the levee and perhaps most importantly, creates security issues.



Walking and Biking

What is your vision for walking and biking in Sugar Land, and how can the City improve our walking and biking routes to encourage and make it safer and easier for people to use?

All Participants around Sugar Land

1 Supporter

inside Sugar Land

June 27, 2012, 10:48 AM

Thank you for letting us voice our opinion and have a say in the activities in our neighborhood. As other residence of Oyster Point stated the security of our subdivision is very important to us. Building bicycle and walking routes on the levee would compromise this security. The levee sits too close to our property lines and building a bike route would greatly affect the serenity of our home environment and that of the entire neighborhood. Nearby we have many bicycle and walking paths that serve our neighborhood such as Oyster Creek Park and surrounding paths that connect to it. A loop around Oyster Point will not provide enough extra miles to be worth the problems it will cause. My husband and I both disagree with the request to build a bike and walk path on the levee.

Thanks for your consideration of our vote.

L. Sparrow
Oyster Point Resident

Name not shown inside Sugar Land

June 27, 2012, 8:03 AM

Do not include Oyster Point levee in any walking/biking master plan. It would be a serious security problem for our neighborhood.

3 Supporters

inside Sugar Land

June 26, 2012, 9:30 PM

I do not want a hike/bike trail through my neighborhood. Oyster Point was developed and sold as an upscale, private neighborhood with one entry access.

Security was one of our main reasons for building our home here. This will be compromised by the building of this pathway. I believe this will also effect the resale value of our homes. OP has always been a privately maintained neighborhood and we pay a separate yearly fee for this in addition to our FCCSA fees.

I am amazed that after all the upheaval we went through in regard to "improving the integrity" of the levee last year, the Levee District would want to compromise all that to build a "hike & bike" path here. It seems ridiculous to have spent all that tax money to "build up and improve" the levee and then subject it to such use.

I think a trail is a viable idea where it does not impact homeowners who must relinquish their privacy and enjoyment of their own backyards. Sidewalks are still a great way to get around. I use them when I walk and they are already established and paid for.

5 Supporters

inside Sugar Land

June 26, 2012, 8:06 PM



Walking and Biking

What is your vision for walking and biking in Sugar Land, and how can the City improve our walking and biking routes to encourage and make it safer and easier for people to use?

All Participants around Sugar Land

Bike trails need to be developed in a manner that both accommodates the vision connecting and broadening the safe biking for Sugar Land and adjacent cities, but also needs to be done in a manner that respects the residents of the different Sugar Land subdivisions minimizes the impact on the residents who might reside near or next proposed bike trails.

Many residents purchased their homes with the expectations that their backyards / subdivision retained their existing environment, views and the subdivisions many attributes; pools, quiet open / green spaces and wildlife (birds, ducks, etc..).

A bike trail on the levee on oyster creek around oyster point subdivision would have a materially negative impact on top of the recent levee modifications removing trees and destroying backyards and new policies on levee maintenance standards

4 Supporters



APPENDIX G PROGRAM AND BARRIER PROJECTS

| SUPPORT PROGRAM RECOMMENDATIONS | | | |
|---------------------------------|---|---|--|
| # | Action | Potential Cost (City only) | Priority |
| Education | | | |
| Edu1 | Distribute information on the proper use of bicycles and facilities | Minimal cost for materials | Immediate |
| Edu2 | Temporary police patrols after new bicycle facilities are implemented to educate users on safe riding habits | None (existing Sugar Land Police staff) | Coordinate as on-street facilities are developed |
| Edu3 | Work with schools to encourage walking and riding (school by school basis) | By existing staff, School Districts | Immediate, ongoing |
| Edu4 | Increase bicycle training for both children (through schools) and for adults | Minimal City cost to support | Immediate, ongoing |
| Edu5 | Provide safe walking information | Minimal cost for materials | Immediate, ongoing |
| Encouragement | | | |
| Enc1 | Seek "Bicycle Friendly" status | By existing staff | Immediate |
| Enc2 | Provide information to promote walking | Minimal cost for materials | Immediate, ongoing |
| Enc3 | Provide information on incentives to encourage walking and bicycle commuting by City leaders and area employers. | By existing staff | Near term |
| Enc4 | Work with schools to review improvements to facilitate walking and riding to school | By existing staff, School Districts | Near term |
| Enc5 | Develop printable ped/bike map - develop interim signed bike routes | \$20,000 for design and printing | Near term |
| Enc6 | Increase the availability of bike racks at major destinations across the City - cost shared with businesses | \$10,000 | Near term |
| Enc7 | Install wayfinding signs, trailheads, information kiosks | Initial \$20,000 then \$10,000 +/- per year | Coordinate as major facilities are developed |
| Enc8 | Promote ped/bike connections to park & rides and area transit. Work with transit providers to encourage adequate accommodations for bicycles on buses | By existing staff | Near term |
| Enforcement | | | |
| Enf1 | Increased enforcement of bicycling related infractions (stop sign/signal runners, vehicles in bike facilities) | None (existing Sugar Land Police staff) | Immediate, ongoing |
| Enf2 | Consider passage of safe passing rule | By existing staff | Immediate |
| Enf3 | Consider passage of helmet requirements for young riders | By existing staff | Immediate |
| Enf4 | Consider passage of rules regarding driving in bicycle lanes by motor vehicles | By existing staff | Immediate |
| Enf5 | Work with advocacy group to offer special rides to teach rules | By local groups | Near term |



ENHANCEMENTS TO RESOLVE BARRIERS

| Facility Location | Recommended Improvements | Projected Cost Range +/- | Priority |
|--|--|-----------------------------|------------------|
| US 59 | | | |
| Ditch H Trail at US 59 | Security lighting, trail connections to east and west bound frontage road | Included in Ditch H project | Immediate |
| SH 6 at US 59 (west side) | Relocate U-turn to provide 12' wide pedestrian zone with pavers, protective wall, enhanced lighting, landing and sidewalks on north side | \$400,000 to \$500,000 | Near term |
| Sweetwater/First Colony at US 59 (west side) | Enhanced pedestrian area with pavers, lighting, landing and ramp widening | \$150,000 to \$300,000 | Near term |
| University at US 59 (both sides) | Ramp widening, paver walking areas, long term relocate U-turn | \$150,000 | Near term |
| Williams Trace at US 59 (west side) | Widen pedestrian zone on SB side of Williams Trace under bridge, add paver walkways, enhance lighting, widen ramps | \$150,000 to \$200,000 | Near to mid term |
| Dairy Ashford at US 59 (west side) | Widen pedestrian zone on SB side of Dairy Ashford under bridge, add paver walkways, enhanced lighting, widen ramps | \$150,000 to \$200,000 | Near to mid term |
| SH 6 | | | |
| SH 6 Pedestrian Bridge at Oyster Creek Park | Near Oyster Creek Park, 250' span + approach ramps | \$1,700,000 to \$2,500,000 | Near term |
| SH 6 at Town Center Blvd. | Replace crosswalks and ramps, widen median refuge, relocate crosswalk signal location in median | \$50,000 | Near term |
| SH 6 at Lexington | Replace crosswalks and ramps; increase size of waiting space at each corner, relocate crosswalk signal location in median, install wider median refuge | \$50,000 | Near term |
| SH 6 at Fluor Daniel | Reduce curve radii to reduce ped/bike crossing distance, replace crosswalks and ramps, increase size of waiting space, relocate median crosswalk signal location | \$50,000 | Near term |
| SH 6 at Williams Trace | Extend median to create refuge, replace ramps and increase size of landing area at each corner | \$50,000 | Near to mid term |
| SH 6 at Kensington | Install dashed bicycle lane chevrons, relocate crosswalk to allow for median refuge, replace crosswalks and ramps, increase waiting space size, adjust push button locations | \$50,000 | Near to mid term |
| SH 6 at University Blvd. | Adjust location of south/east U-turn to create wider pedestrian zone, install decorative pavement, replace existing crosswalks and ramps, increase waiting area size | \$50,000 to \$200,000 | Mid term |
| SH 6 at Dulles/Austin Parkway | Adjust stop bar locations and crosswalk locations to allow for refuge, increase size of waiting space | \$50,000 | Long term |
| Grand Parkway at US 59 | Relocate existing westbound U-turn to widen pedestrian corridor; use pavers to define pathway; increase lighting | \$300,000 | Long term |



| ENHANCEMENTS TO RESOLVE BARRIERS | | | |
|--|--|---------------------------------------|------------------|
| Facility Location | Recommended Improvements | Projected Cost Range +/- | Priority |
| US 90A | | | |
| Enhanced Crossing at Ulrich/US 90A | Enhanced pavement crosswalk, sidepath w/ diverter fencing & pedestrian level RR warning signals | \$200,000 to \$300,000 | Near term |
| US 90A at Main/Bayview | Use dashes to indicate bicycle route across the intersection | \$50,000 | Near term |
| US 90A at University Blvd. | Use smaller corner radii to reduce the pedestrian crossing distance, include median refuge with push button actuators, include crosswalks, include ten foot (10') wide paved crossing over the existing railroad tracks. | New road/ intersection construction | Near to mid term |
| US 90A at Gillingham | Widen pavement to accommodate bicycle lanes | \$50,000 | Mid term |
| US 90A at Dairy Ashford | Complete sidewalk connections, replace crosswalks and ramps | \$50,000 | Mid term |
| US 90A at Wood/Savoy | Replace crosswalks and ramps | \$50,000 | Long term |
| US 90A at Easton | Use dashed lines and chevrons for bicyclists, install crosswalk, install ramps that are perpendicular to the direction of traffic | \$50,000 | Long term |
| US 90A at Eldridge | Replace crosswalk, extend sidewalks across railroad tracks | \$50,000 | Long term |
| Grand Parkway | | | |
| Grand Parkway at Sandhill Road | Install crosswalks, adjust U-turn location to create a wider crossing area, use decorative paving for pedestrian route, install bicycle lanes in underpass area | \$250,000 | Long term |
| Grand Parkway at New Territory Blvd. | Install crosswalks, adjust U-turn location to create a wider crossing area, use decorative paving for pedestrian route | \$250,000 | Long term |
| Grand Parkway at East/West Riverpark Dr. | Install crosswalks, adjust U-turn location to create a wider crossing area, use decorative paving for pedestrian route, install bicycle lanes in underpass area | \$250,000 | Long term |
| Brazos River Crossings | | | |
| Pedestrian Bridge over Brazos River at US 59 | At US 59 – span length approximately 800 to 900' +/- assumes use of US 59 bridge as supports for pedestrian bridge, include minor U-turn area improvements | Option A - \$3,000,000 to \$4,500,000 | Near to mid term |
| Grand Parkway at Brazos River | Freestanding pedestrian/bicycle bridge spanning 550 to 700 feet | \$3,000,000 to \$10,000,000 | Long term |
| Brazos River at Memorial Park | Pedestrian/bicycle bridge or future vehicular bridge spanning 600 to 800 feet | \$3,000,000 to \$10,000,000 | Long term |
| Town Center Area Over US 59 | | | |
| US 59 at the Town Center | Signature pedestrian/bicycle bridge | \$5,000,000 to \$10,000,000 | Long term |



APPENDIX H

FACILITY TABLES

AND FACILITIES

MAP



Proposed Shared Use Paths (Trails)

| Name | From | To | Existing Facility | Length (If +/-) | Recommendation | Bridge Need | Bridge Length (If +/-) | Potential Cost +/- | Priority | ETJ |
|-----------------------------------|----------------------------|---|-------------------|-----------------|------------------|-------------|------------------------|----------------------|-----------|-----|
| IMMEDIATE PRIORITIES | | | | | | | | | | |
| COLONY GRANT TRAIL | MESQUITE PARK | SETTLERS WAY BLVD | | 300 | OFF-STREET TRAIL | BRIDGE | 200 | \$ 440,500 | IMMEDIATE | N |
| DITCH A TRAILS | DITCH H | SWEETWATER BLVD | | 3,100 | OFF-STREET TRAIL | BRIDGES (2) | 625 | \$ 1,668,500 | IMMEDIATE | N |
| DITCH H TRAILS | US 59 | COMMONWEALTH BLVD | | 10,600 | OFF-STREET TRAIL | | 0 | \$ 1,431,000 | IMMEDIATE | N |
| DITCH H TRAILS | STATE HWY 6 | LEVEE 17 TRAIL CORRIDOR | | 1,400 | OFF-STREET TRAIL | | 0 | \$ 189,000 | IMMEDIATE | N |
| DITCH H TRAILS | LEVEE 17 TRAIL CORRIDOR | US 59 | | 6,000 | OFF-STREET TRAIL | | 0 | \$ 810,000 | IMMEDIATE | N |
| DITCH H TRAILS | UNIVERSITY BLVD | STATE HWY 6 | | 3,100 | OFF-STREET TRAIL | | 0 | \$ 418,500 | IMMEDIATE | N |
| DITCH H TRAILS | UNIVERSITY BLVD | IMPERIAL PARK | | 1,200 | OFF-STREET TRAIL | | 0 | \$ 162,000 | IMMEDIATE | N |
| FIRST COLONY AREA TRAIL | AUSTIN PARKWAY | DITCH A | | 1,100 | OFF-STREET TRAIL | | 0 | \$ 148,500 | IMMEDIATE | N |
| FIRST COLONY AREA TRAIL | AUSTIN PARKWAY | DITCH A | | 1,000 | OFF-STREET TRAIL | | 0 | \$ 135,000 | IMMEDIATE | N |
| FIRST COLONY POWERLINE TRAIL | STATE HWY 6 | AUSTIN PARKWAY | | 6,600 | OFF-STREET TRAIL | BRIDGE | 350 | \$ 1,591,000 | IMMEDIATE | N |
| FIRST COLONY TRAIL | LEXINGTON BLVD | SWEETWATER BLVD | | 5,900 | OFF-STREET TRAIL | BRIDGES (2) | 450 | \$ 1,696,500 | IMMEDIATE | N |
| FIRST COLONY TRAIL | SWEETWATER BLVD | AUSTIN PARK | | 5,200 | OFF-STREET TRAIL | BRIDGE | 225 | \$ 1,152,000 | IMMEDIATE | N |
| IMPERIAL PARK | US 90A | BROOKS ST | | 2,100 | OFF-STREET TRAIL | | 0 | \$ 283,500 | IMMEDIATE | N |
| IMPERIAL PARK | IN IMPERIAL PARK | IN IMPERIAL PARK | | 2,400 | OFF-STREET TRAIL | | 0 | \$ 324,000 | IMMEDIATE | N |
| IMPERIAL PARK | IN IMPERIAL PARK | IN IMPERIAL PARK | | 2,400 | OFF-STREET TRAIL | | 0 | \$ 324,000 | IMMEDIATE | N |
| LID 17 TRAIL CORRIDOR | UNIVERSITY BLVD | DITCH H | | 1,900 | OFF-STREET TRAIL | | 0 | \$ 256,500 | IMMEDIATE | N |
| LID 17 TRAIL CORRIDOR | UNIVERSITY BLVD | DITCH H | | 2,100 | OFF-STREET TRAIL | BRIDGE | 200 | \$ 683,500 | IMMEDIATE | N |
| SUGAR LAND MEMORIAL PARK TRAIL | US 59 | EXISTING TRAIL | | 9,400 | OFF-STREET TRAIL | | 0 | \$ 1,269,000 | IMMEDIATE | N |
| TELFAIR LAKE TRAILS (DITCH H) | WESCOTT AVE | DITCH H | | 1,100 | OFF-STREET TRAIL | | 0 | \$ 148,500 | IMMEDIATE | N |
| SUBTOTAL | | | | 66,900 | | | | \$ 13,131,500 | | |
| NEAR TERM PRIORITIES | | | | | | | | | | |
| CLEMENTS HIGH SCHOOL | DITCH A TRAIL | ELKINS RD | | 1,900 | OFF-STREET TRAIL | | 0 | \$ 256,500 | NEAR TERM | N |
| ELDRIDGE PARK CONNECTION | ELDRIDGE PARK | WEST AIRPORT BLVD | | 400 | OFF-STREET TRAIL | | 0 | \$ 54,000 | NEAR TERM | N |
| HIGHLAND AREA NEIGHBORHOOD TRAIL | LEXINGTON BLVD/STATE HWY 6 | WILLIAMS TRACE BLVD | | 3,700 | OFF-STREET TRAIL | | 0 | \$ 499,500 | NEAR TERM | N |
| LAKE POINTE TRAILS EXTENSION | CREEKBEND DR | WHIMBREL DR | | 500 | OFF-STREET TRAIL | | 0 | \$ 67,500 | NEAR TERM | N |
| SETTLERS WAY BLVD DITCH TRAIL | MESQUITE DR | DITCH A TRAIL | | 400 | OFF-STREET TRAIL | | 0 | \$ 54,000 | NEAR TERM | N |
| SETTLERS WAY BLVD DITCH TRAIL | AUSTIN PARKWAY | EXISTING DITCH TRAIL | | 300 | OFF-STREET TRAIL | | 0 | \$ 40,500 | NEAR TERM | N |
| SUBTOTAL | | | | 7,200 | | | | \$ 972,000 | | |
| MID TERM PRIORITIES | | | | | | | | | | |
| FIRST ST | MAIN ST | WOOD ST | | 1,000 | OFF-STREET TRAIL | | 0 | \$ 135,000 | MID TERM | N |
| KENSINGTON TO MEADOW LAKE PARKWAY | KENSINGTON DR | EXISTING TRAIL @ MEADOW LAKE PARKWAY | | 500 | OFF-STREET TRAIL | | 0 | \$ 67,500 | MID TERM | N |
| NORTH DETENTION POND TRAIL | WEST AIRPORT BLVD | RETENTION PONDS IN RESERVE AT CREEKBEND | | 1,600 | OFF-STREET TRAIL | | 0 | \$ 216,000 | MID TERM | N |
| RIVER PARK TRAIL | GRAND PARKWAY | US 59 | | 6,000 | OFF-STREET TRAIL | | 0 | \$ 810,000 | MID TERM | N |
| SUBTOTAL | | | | 9,100 | | | | \$ 1,228,500 | | |



Proposed Shared Use Paths (Trails)

| Name | From | To | Existing Facility | Length (If +/-) | Recommendation | Bridge Need | Bridge Length (If +/-) | Potential Cost +/- | Priority | ETJ |
|---------------------------------------|-------------------------------|--------------------------------|-------------------|-----------------|------------------|-------------|------------------------|--------------------|-----------|-----|
| LONG TERM PRIORITIES | | | | | | | | | | |
| BRAZOS LANDING PARK CONNECTIC DITCH H | | BRAZOS LANDING PARK ENTRANCE | | 3,200 | OFF-STREET TRAIL | | 0 | \$ 432,000 | LONG TERM | N |
| BRAZOS RIVER PARK TRAIL | BRAZOS RIVER | WIMBERLY CANYON DR | | 2,200 | OFF-STREET TRAIL | | 0 | \$ 297,000 | LONG TERM | N |
| BRAZOS RIVER TO FM 2759 CONNE | BRAZOS RIVER | FM 2759 | | 7,900 | OFF-STREET TRAIL | | 0 | \$ 1,066,500 | LONG TERM | Y |
| BRAZOS RIVER TRAIL NORTH | UNIVERSITY BLVD | CITY LIMIT | | 17,800 | OFF-STREET TRAIL | | 0 | \$ 2,403,000 | LONG TERM | N |
| BRAZOS RIVER TRAIL NORTH | CITY LIMIT | US 59 | | 16,600 | OFF-STREET TRAIL | | 0 | \$ 2,241,000 | LONG TERM | N |
| BRAZOS RIVER TRAIL NORTH | US 59 | SUGAR LAND MEMORIAL PARK | | 8,100 | OFF-STREET TRAIL | | 0 | \$ 1,093,500 | LONG TERM | N |
| BRAZOS RIVER TRAIL SOUTH | US 59 | CITY LIMIT | | 34,700 | OFF-STREET TRAIL | | 0 | \$ 4,684,500 | LONG TERM | N |
| BRAZOS RIVER TRAIL SOUTH | BRAZOS RIVER PARK | US 59 | | 7,600 | OFF-STREET TRAIL | | 0 | \$ 1,026,000 | LONG TERM | N |
| BRIDGE WATER TO AVALON LAKES | AVALON LAKES TRAIL | BRIDGE WATER TRAIL | | 700 | OFF-STREET TRAIL | | 0 | \$ 94,500 | LONG TERM | N |
| BRIDGEWATER PARK | BRIDGEWATER PARK | SIDEWALK | | 1,400 | OFF-STREET TRAIL | | 0 | \$ 189,000 | LONG TERM | N |
| CNP EASEMENT TRAIL | FIRST COLONY BLVD | EAST SIDE OF LOWES PROPERTY | | 2,200 | OFF-STREET TRAIL | | 0 | \$ 297,000 | LONG TERM | N |
| CNP EASEMENT TRAIL | GRAND PARKWAY | ETJ LIMIT @ NEW TERRITORY BOUN | | 5,700 | OFF-STREET TRAIL | | 0 | \$ 769,500 | LONG TERM | Y |
| CNP EASEMENT TRAIL | UNIVERSITY BLVD | FIRST COLONY BLVD | | 3,500 | OFF-STREET TRAIL | BRIDGE | 475 | \$ 1,422,500 | LONG TERM | N |
| CNP EASEMENT TRAIL | ETJ LIMIT | UNIVERSITY BLVD | | 3,700 | OFF-STREET TRAIL | | 0 | \$ 499,500 | LONG TERM | N |
| COLONY GRANT TRAIL ADDITIONS | UTILITY CORRIDOR | AUSTIN PARKWAY | | 5,900 | OFF-STREET TRAIL | | 0 | \$ 796,500 | LONG TERM | N |
| CRABB RIVER TO GREATWOOD CON | CRABB RIVER RD | GREATWOOD PARKWAY | | 2,500 | OFF-STREET TRAIL | | 0 | \$ 337,500 | LONG TERM | Y |
| DITCH A TRAIL CORRIDOR | AUSTIN PARK | COMMONWEALTH BLVD | | 3,600 | OFF-STREET TRAIL | | 0 | \$ 486,000 | LONG TERM | N |
| DITCH A TRAILS | LONNIE GREEN PARK | SUGAR MILL PARK | SIDEWALK | 3,400 | OFF-STREET TRAIL | | 0 | \$ 459,000 | LONG TERM | N |
| DITCH A-22 TRAIL | END OF EXISTING TRAILS | CITY PARK | | 1,500 | OFF-STREET TRAIL | | 0 | \$ 202,500 | LONG TERM | N |
| DITCH C TRAILS | STATE HWY 6 | AUSTIN PARKWAY | | 3,900 | OFF-STREET TRAIL | BRIDGE | 150 | \$ 826,500 | LONG TERM | N |
| DITCH C TRAILS | DITCH H | TOWN CENTER | | 4,000 | OFF-STREET TRAIL | BRIDGE | 225 | \$ 990,000 | LONG TERM | N |
| DULLES SCHOOL TRAIL | LONGVIEW DR | DULLES ELEMENTARY | | 600 | OFF-STREET TRAIL | | 0 | \$ 81,000 | LONG TERM | N |
| FORT SETTLEMENT MIDDLE SCHOOL | FORT SETTLEMENT MIDDLE SCHOOL | UNIVERSITY BLVD | | 800 | OFF-STREET TRAIL | | 0 | \$ 108,000 | LONG TERM | N |
| GANNOWAY LAKE AREA NATURE TR | GANNOWAY LAKE PARK | STATE HWY 6 | | 8,500 | OFF-STREET TRAIL | | 0 | \$ 1,147,500 | LONG TERM | N |
| GANNOWAY LAKE AREA NATURE TR | GANNOWAY LAKE PARK | STATE HWY 6 | | 3,200 | OFF-STREET TRAIL | | 0 | \$ 432,000 | LONG TERM | N |
| GLEN LAUREL LAKE TO COVINGTON | GLEN LAUREL LAKE AT BAUMEADO\ | COVINGTON WEST PARK AT OAKWC | | 2,300 | OFF-STREET TRAIL | | 0 | \$ 310,500 | LONG TERM | N |
| GREATWOOD COMMUNITY TRAIL E | UTILITY CORRIDOR | RABBS BAYOU | | 3,300 | OFF-STREET TRAIL | BRIDGE | 225 | \$ 895,500 | LONG TERM | Y |
| GREATWOOD COMMUNITY TRAIL V | RABBS BAYOU TRAIL | FM 2759 | | 5,600 | OFF-STREET TRAIL | BRIDGE | 325 | \$ 1,406,000 | LONG TERM | Y |
| GREATWOOD DITCH TRAIL | LEVEE | GREATWOOD RECREATION CENTER | | 4,600 | OFF-STREET TRAIL | | 0 | \$ 621,000 | LONG TERM | Y |
| GREATWOOD LEVEE TOE TRAIL | BRAZOS RIVER | RABBS BAYOU | | 7,800 | OFF-STREET TRAIL | | 0 | \$ 1,053,000 | LONG TERM | Y |
| GREATWOOD NEIGHBORHOOD TRA | BRAZOS RIVER | WOOD DALE DR | | 3,400 | OFF-STREET TRAIL | | 0 | \$ 459,000 | LONG TERM | Y |
| GREATWOOD NEIGHBORHOOD TRA | BRAZOS RIVER | GREATWOOD PARKWAY | | 2,000 | OFF-STREET TRAIL | | 0 | \$ 270,000 | LONG TERM | Y |
| GREATWOOD UTILITY CORRIDOR TR | GREATWOOD PARKWAY | LEVEE | | 3,800 | OFF-STREET TRAIL | | 0 | \$ 513,000 | LONG TERM | Y |
| IMPERIAL CANYON LN TRAIL | IMPERIAL CANYON LN | MEADOW VALLEY LN | | 1,400 | OFF-STREET TRAIL | | 0 | \$ 189,000 | LONG TERM | N |
| IMPERIAL CANYON LN TRAIL | BURNEY RD | EXISTING TRAIL | | 700 | OFF-STREET TRAIL | | 0 | \$ 94,500 | LONG TERM | N |
| LAKE POINTE TRAIL | FLUOR DANIEL DR | FLUOR DANIEL DR | SIDEWALK | 2,700 | OFF-STREET TRAIL | | 0 | \$ 364,500 | LONG TERM | N |
| LAKE POINTE TRAIL | CREEK BEND DR | EXISTING SIDEWALK | SIDEWALK | 1,500 | OFF-STREET TRAIL | | 0 | \$ 202,500 | LONG TERM | N |
| LAKE POINTE TRAILS EXTENSION ON | CREEKBEND DR | US 59 | | 2,400 | OFF-STREET TRAIL | | 0 | \$ 324,000 | LONG TERM | N |



Proposed Shared Use Paths (Trails)

| Name | From | To | Existing Facility | Length (lf +/-) | Recommendation | Bridge Need | Bridge Length (lf +/-) | Potential Cost +/- | Priority | ETJ |
|---------------------------------|----------------------------|---------------------------------|-------------------|-----------------|------------------|-------------|------------------------|----------------------|-----------|-----|
| LAKE TRAIL/MARKET AT FIRST COLO | WILLIAMS TRACE BLVD | SETTLERS WAY BLVD | | 3,500 | OFF-STREET TRAIL | | 0 | \$ 472,500 | LONG TERM | N |
| LID 17 TRAIL CORRIDOR | US 90A | UNIVERSITY BLVD | | 4,700 | OFF-STREET TRAIL | | 0 | \$ 634,500 | LONG TERM | N |
| LID 17 TRAIL CORRIDOR | US 90A | UNIVERSITY BLVD | | 7,200 | OFF-STREET TRAIL | | 0 | \$ 972,000 | LONG TERM | N |
| MONTCLAIR BLVD TO BENDWOOD I | MONTCLAIR BLVD | BENDWOOD DR | | 500 | OFF-STREET TRAIL | | 0 | \$ 67,500 | LONG TERM | N |
| NORTH DETENTION POND CONNEC | NORTH DETENTION PONDS | VINEHILL DR | | 2,400 | OFF-STREET TRAIL | | 0 | \$ 324,000 | LONG TERM | N |
| NORTH DETENTION POND TRAIL | WEST AIRPORT BLVD | RETENTION PONDS IN RESERVE AT C | | 2,900 | OFF-STREET TRAIL | | 0 | \$ 391,500 | LONG TERM | N |
| NORTH DETENTION POND TRAIL | WEST AIRPORT BLVD | RETENTION PONDS IN RESERVE AT C | | 500 | OFF-STREET TRAIL | | 0 | \$ 67,500 | LONG TERM | N |
| NORTH DETENTION POND TRAIL | WEST AIRPORT BLVD | RETENTION PONDS IN RESERVE AT C | | 1,100 | OFF-STREET TRAIL | | 0 | \$ 148,500 | LONG TERM | N |
| NORTH OYSTER CREEK TRAILS | STATE HWY 6 | HARMAN ST | | 4,300 | OFF-STREET TRAIL | BRIDGE | 225 | \$ 1,030,500 | LONG TERM | N |
| NORTH OYSTER CREEK TRAILS | GANNOWAY LAKE | BRIDGE | | 5,000 | OFF-STREET TRAIL | | 0 | \$ 675,000 | LONG TERM | N |
| NORTH OYSTER CREEK TRAILS | IMPERIAL BLVD | STADIUM DRIVE | | 800 | OFF-STREET TRAIL | | 0 | \$ 108,000 | LONG TERM | N |
| NORTH OYSTER CREEK TRAILS | STATE HWY 6 | HARMAN ST | | 3,700 | OFF-STREET TRAIL | | 0 | \$ 499,500 | LONG TERM | N |
| OYSTER CREEK TRIBUTARY TRAIL | OYSTER CREEK | US 90A | | 6,400 | OFF-STREET TRAIL | | 0 | \$ 864,000 | LONG TERM | N |
| OYSTER CREEK TRIBUTARY TRAIL | CITY LIMIT | PROPOSED OYSTER CREEK TRIBUTAI | | 2,300 | OFF-STREET TRAIL | | 0 | \$ 310,500 | LONG TERM | N |
| PLANTATION BEND NEIGHBORHOO | OYSTER CREEK PARK ENTRANCE | DULLES AVE | | 4,800 | OFF-STREET TRAIL | | 0 | \$ 648,000 | LONG TERM | N |
| POWERLINE CORRIDOR | RABBS BAYOU | FM 2759 | | 17,600 | OFF-STREET TRAIL | | 0 | \$ 2,376,000 | LONG TERM | Y |
| POWERLINE TRAIL CORRIDOR | AUSTIN PARKWAY | LEVEE AT LAKEFIELD | | 5,300 | OFF-STREET TRAIL | | 0 | \$ 715,500 | LONG TERM | N |
| POWERLINE TRAIL CORRIDOR | COMMONWEALTH BLVD | BRAZOS RIVER | | 11,800 | OFF-STREET TRAIL | | 0 | \$ 1,593,000 | LONG TERM | N |
| RABBS BAYOU TRAIL | CRABB RIVER RD | BRAZOS RIVER | | 22,200 | OFF-STREET TRAIL | BRIDGE | 600 | \$ 4,197,000 | LONG TERM | Y |
| RABBS BAYOU TRAIL | CRABB RIVER RD | GREATWOOD LEVEE PROPOSED TR/ | | 12,800 | OFF-STREET TRAIL | | 0 | \$ 1,728,000 | LONG TERM | Y |
| RIVER PARK NEIGHBORHOOD TRAIL | SANDY RIDGE LN | RIVER PARK TRAILS (PROPOSED) | | 1,900 | OFF-STREET TRAIL | | 0 | \$ 256,500 | LONG TERM | N |
| RIVER PARK NEIGHBORHOOD TRAIL | SUMMIT CREEK | US 59 | | 5,800 | OFF-STREET TRAIL | | 0 | \$ 783,000 | LONG TERM | N |
| RIVERBEND NORTH NEIGHBORHOO | DULLES AVE | LEXINGTON AVE | | 5,400 | OFF-STREET TRAIL | | 0 | \$ 729,000 | LONG TERM | N |
| SUGAR LAND BUSINESS PARK TRAIL | GILLINGHAM LN | WEST AIRPORT BLVD | | 3,600 | OFF-STREET TRAIL | | 0 | \$ 486,000 | LONG TERM | N |
| SUGAR LAND BUSINESS PARK TRAIL | ELDRIDGE RD | WEST OF GILLINGHAM LN | | 2,800 | OFF-STREET TRAIL | | 0 | \$ 378,000 | LONG TERM | N |
| SUGAR LAND BUSINESS PARK TRAIL | ELDRIDGE RD | WEST OF GILLINGHAM LN | | 1,500 | OFF-STREET TRAIL | | 0 | \$ 202,500 | LONG TERM | N |
| SUGAR LAND BUSINESS PARK TRAIL | GILLINGHAM LN | WEST AIRPORT BLVD | | 2,500 | OFF-STREET TRAIL | | 0 | \$ 337,500 | LONG TERM | N |
| SUGAR LAND BUSINESS PARK TRAIL | ELDRIDGE RD | WEST OF GILLINGHAM LN | | 600 | OFF-STREET TRAIL | | 0 | \$ 81,000 | LONG TERM | N |
| SUGAR LAND MEMORIAL PARK TRA | SUGAR LAND MEMORIAL PARK | BRAZOS RIVER | | 2,700 | OFF-STREET TRAIL | | 0 | \$ 364,500 | LONG TERM | N |
| SUGAR LAND MEMORIAL PARK TRA | SUGAR LAND MEMORIAL PARK | BRAZOS RIVER | | 1,800 | OFF-STREET TRAIL | | 0 | \$ 243,000 | LONG TERM | N |
| SUGAR MILL TO NORTH WETLAND T | GREENWAY DR | SUGAR MILL PARK | | 2,400 | OFF-STREET TRAIL | | 0 | \$ 324,000 | LONG TERM | N |
| TELFAIR PORK CHOP TRAIL CONNEC | LEXINGTON BLVD | DITCH H TRAIL | | 1,300 | OFF-STREET TRAIL | | 0 | \$ 175,500 | LONG TERM | N |
| WEST BELLFORT RD TO ALSTON RD | WEST BELLFORT RD | ALSTON RD | | 2,700 | OFF-STREET TRAIL | | 0 | \$ 364,500 | LONG TERM | N |
| SUBTOTAL | | | | 349,500 | | | | \$ 51,632,500 | | |



Proposed Sidepaths

| Name | From | To | Existing Facility | Length (lf +/-) | Recommendation | Side of Street | Bridge Need | Bridge Length (lf +/-) | Potential Cost +/- | Priority | ETJ |
|-----------------------------|--------------------------|-------------------------------|-------------------|-----------------|----------------|----------------|-------------|------------------------|---------------------|-----------|-----|
| IMMEDIATE PRIORITIES | | | | | | | | | | | |
| BROOKS ST | AZALEA | BRIDGE | | 2,200 | SIDEPATH | EAST | 0 | | \$ 275,000 | IMMEDIATE | N |
| BROOKS ST | US 90A | GUENTHER | SIDEWALK | 800 | SIDEPATH | EAST | 0 | | \$ 100,000 | IMMEDIATE | N |
| LEXINGTON BLVD | SWEETWATER BLVD | STATE HWY 6 | SIDEWALK | 6,700 | SIDEPATH | NORTH | 0 | | \$ 837,500 | IMMEDIATE | N |
| LEXINGTON BLVD | OXBOW DR | SWEETWATER BLVD | SIDEWALK | 2,100 | SIDEPATH | NORTH | 0 | | \$ 262,500 | IMMEDIATE | N |
| LEXINGTON BLVD | DITCH H | OXBOW DR | | 1,000 | SIDEPATH | NORTH | 0 | | \$ 125,000 | IMMEDIATE | N |
| LEXINGTON BLVD | DITCH A | AUSTIN PARKWAY | | 1,000 | SIDEPATH | SOUTH | 0 | | \$ 125,000 | IMMEDIATE | N |
| MATLAGE WAY | EXISTING SIDEPATH @ IPRC | BROOKS ST | SIDEWALK | 2,000 | SIDEPATH | WEST/SOUTH | 0 | | \$ 250,000 | IMMEDIATE | N |
| MEADOWCROFT BLVD | DITCH H | FIRST COLONY BLVD | | 1,100 | SIDEPATH | NORTH | 0 | | \$ 137,500 | IMMEDIATE | N |
| SETTLERS WAY BLVD | LOST CREEK BLVD | EDGEWATER DR | | 400 | SIDEPATH | WEST | 0 | | \$ 50,000 | IMMEDIATE | N |
| UNIVERSITY BLVD | US 59 | LEXINGTON BLVD | | 1,700 | SIDEPATH | WEST | 0 | | \$ 212,500 | IMMEDIATE | N |
| UNIVERSITY BLVD RAMP | EXISTING SIDEWALK | EXISTING BIKE LANE | | 420 | SIDEPATH | EAST | 0 | | \$ 52,500 | IMMEDIATE | N |
| UNIVERSITY BLVD RAMP | EXISTING SIDEWALK | EXISTING BIKE LANE | | 680 | SIDEPATH | WEST | 0 | | \$ 85,000 | IMMEDIATE | N |
| VOSS RD | STATE HWY 6 | BURNEY RD | | 3,900 | SIDEPATH | SOUTH | 0 | | \$ 487,500 | IMMEDIATE | N |
| SUBTOTAL | | | | 20,100 | | | | | \$ 2,512,500 | | |
| NEAR TERM PRIORITIES | | | | | | | | | | | |
| AUSTIN PARKWAY | LEXINGTON BLVD | DITCH A | SIDEWALK | 1,600 | SIDEPATH | NORTH | 0 | | \$ 200,000 | NEAR TERM | N |
| BROOKS ST | BRIDGE | STATE HWY 6 | | 1,100 | SIDEPATH | EAST | 0 | | \$ 137,500 | NEAR TERM | N |
| BURNEY RD | WEST AIRPORT BLVD | SEVENTH ST / MAIN ST | SIDEWALK | 8,700 | SIDEPATH | WEST | 0 | | \$ 1,087,500 | NEAR TERM | N |
| COLONIST PARK DR | PECAN POINT DR | EDGEWATER DR | SIDEWALK | 1,000 | SIDEPATH | WEST | 0 | | \$ 125,000 | NEAR TERM | N |
| ELKINS RD | SWEETWATER BLVD | COLONY CROSSING DR | | 3,700 | SIDEPATH | NORTH/WEST | 0 | | \$ 462,500 | NEAR TERM | N |
| FLUOR DANIEL DR | LAKE POINT TRAIL | SOLDIERS FIELD DR | SIDEWALK | 1,500 | SIDEPATH | SOUTH/EAST | 0 | | \$ 187,500 | NEAR TERM | N |
| IMPERIAL BLVD | STATE HWY 6 | ULRICH ST | | 9,400 | SIDEPATH | BOTH | 0 | | \$ 1,175,000 | NEAR TERM | N |
| IMPERIAL DEVELOPMENT | IMPERIAL BLVD | NORTH OYSTER CREEK TRAIL | | 1,000 | SIDEPATH | WEST | 0 | | \$ 125,000 | NEAR TERM | N |
| IMPERIAL DEVELOPMENT | STADIUM DRIVE | IMPERIAL DEVELOPMENT SIDEPATH | | 600 | SIDEPATH | NORTH | 0 | | \$ 75,000 | NEAR TERM | N |
| MATLAGE WAY | GUENTHER | EXISTING SIDEPATH @ IPRC | SIDEWALK | 500 | SIDEPATH | WEST | 0 | | \$ 62,500 | NEAR TERM | N |
| MEADOWCROFT BLVD | UNIVERSITY BLVD | DITCH H | SIDEWALK | 2,700 | SIDEPATH | NORTH | 0 | | \$ 337,500 | NEAR TERM | N |
| STADIUM DRIVE | BURNEY RD | IMPERIAL BRIDGE | | 2,000 | SIDEPATH | NORTH | 0 | | \$ 250,000 | NEAR TERM | N |
| STADIUM DRIVE | IMPERIAL BRIDGE | IMPERIAL BLVD | | 1,300 | SIDEPATH | WEST | 0 | | \$ 162,500 | NEAR TERM | N |
| STATE HWY 6 | US 59 | TOWN CENTER BLVD | SIDEWALK | 1,000 | SIDEPATH | SOUTH | 0 | | \$ 125,000 | NEAR TERM | N |
| STATE HWY 6 | TOWN CENTER BLVD | DITCH E | | 1,500 | SIDEPATH | SOUTH | 0 | | \$ 187,500 | NEAR TERM | N |
| STATE HWY 6 | BROOKS ST | US 59 | SIDEWALK | 4,000 | SIDEPATH | SOUTH | 0 | | \$ 500,000 | NEAR TERM | N |
| SUGAR CREEK BLVD | US 59 | COUNTRY CLUB BLVD | | 1,100 | SIDEPATH | NORTH/EAST | 0 | | \$ 137,500 | NEAR TERM | N |
| SUGAR LAKES DR NORTH | CREEK BEND DR | US 59 | SIDEWALK | 800 | SIDEPATH | NORTH/EAST | 0 | | \$ 100,000 | NEAR TERM | N |
| SUGAR LAKES DR SOUTH | CREEK BEND DR | US 59 | SIDEWALK | 800 | SIDEPATH | SOUTH/WEST | 0 | | \$ 100,000 | NEAR TERM | N |
| SWEETWATER BLVD | LEXINGTON BLVD | DITCH A TRAIL | SIDEWALK | 2,100 | SIDEPATH | WEST | 0 | | \$ 262,500 | NEAR TERM | N |
| TOWN CENTER BLVD NORTH | STATE HWY 6 | MALL RING RD | SIDEWALK | 1,800 | SIDEPATH | NORTH | 0 | | \$ 225,000 | NEAR TERM | N |
| ULRICH ST | AVENUE A | US 90A | | 1,300 | SIDEPATH | EAST | 0 | | \$ 162,500 | NEAR TERM | N |
| ULRICH ST | US 90A | GUENTHER | | 300 | SIDEPATH | EAST | 0 | | \$ 37,500 | NEAR TERM | N |
| SUBTOTAL | | | | 49,800 | | | | | \$ 6,225,000 | | |



Proposed Sidepaths

| Name | From | To | Existing Facility | Length (lf +/-) | Recommendation | Side of Street | Bridge Need | Bridge Length (lf +/-) | Potential Cost +/- | Priority | ETJ |
|-----------------------------|--------------------------|---------------------------|-------------------|-----------------|----------------|----------------|-------------|------------------------|---------------------|-----------|-----|
| MID TERM PRIORITIES | | | | | | | | | | | |
| CREEKBEND DRIVE | OYSTER COVE DR | SUGAR LAKES DR | SIDEWALK | 2,600 | SIDEPATH | NORTH | | 0 | \$ 325,000 | MID TERM | N |
| DIARY ASHFORD RD | US 90A | US 59 | SIDEWALK | 1,500 | SIDEPATH | EAST | | 0 | \$ 187,500 | MID TERM | N |
| EDGEWATER DR | WILLIAMS TRACE BLVD | COLONIST PARK DR | SIDEWALK | 700 | SIDEPATH | NORTH | | 0 | \$ 87,500 | MID TERM | N |
| ELKINS RD | ALCORN OAKS DR | UNIVERSITY BLVD | SIDEWALK | 4,000 | SIDEPATH | WEST | | 0 | \$ 500,000 | MID TERM | N |
| FIRST COLONY BLVD | STATE HWY 6 | COLONY LAKES DR | SIDEWALK | 2,600 | SIDEPATH | EAST | | 0 | \$ 325,000 | MID TERM | N |
| LOWE'S CONNECTION | US 59 | SOLDIERS FIELD DR | | 300 | SIDEPATH | SOUTH | | 0 | \$ 37,500 | MID TERM | N |
| MALL RING RD | TOWN CENTER BLVD | LEXINGTON BLVD | | 1,000 | SIDEPATH | EAST | | 0 | \$ 125,000 | MID TERM | N |
| STADIUM DRIVE | IMPERIAL BLVD | OLD IMPERIAL BLVD | | 2,700 | SIDEPATH | WEST | BRIDGE | 250 | \$ 837,500 | MID TERM | N |
| STADIUM DRIVE | OLD IMPERIAL BLVD | US 90A | | 1,300 | SIDEPATH | EAST | | 0 | \$ 162,500 | MID TERM | N |
| SWEETWATER BLVD | DITCH A TRAIL | PALM ROYALE BLVD | SIDEWALK | 2,800 | SIDEPATH | SOUTH/WEST | | 0 | \$ 350,000 | MID TERM | N |
| UNIVERSITY BLVD | US 59 | NORTH OF WENTWORTH AVE | | 3,500 | SIDEPATH | EAST | | 0 | \$ 437,500 | MID TERM | N |
| US 59 | TOWN CENTER DR | WILLIAMS TRACE BLVD | | 2,900 | SIDEPATH | SOUTH | | 0 | \$ 362,500 | MID TERM | N |
| US 59 | LAKE POINTE PKWY | SUGAR LAKES DR | | 3,000 | SIDEPATH | NORTH | | 0 | \$ 375,000 | MID TERM | N |
| US 59 | COMMERCE GREEN BLVD | DAIRY ASHFORD RD | | 2,100 | SIDEPATH | NORTH | | 0 | \$ 262,500 | MID TERM | N |
| US 59 | BRAZOS RIVER | BRAZOS RIVER PARK | | 1,800 | SIDEPATH | SOUTH | | 0 | \$ 225,000 | MID TERM | N |
| WESCOTT AVE | PRESTWICK AVE | UNIVERSITY BLVD | SIDEWALK | 2,400 | SIDEPATH | NORTH | | 0 | \$ 300,000 | MID TERM | N |
| WILLIAMS TRACE BLVD | FERRY LANDING | STATE HWY 6 | SIDEWALK | 2,400 | SIDEPATH | EAST | | 0 | \$ 300,000 | MID TERM | N |
| WILLIAMS TRACE BLVD | US 59 | LEXINGTON BLVD | | 2,900 | SIDEPATH | SOUTH/WEST | | 0 | \$ 362,500 | MID TERM | N |
| WILLIAMS TRACE BLVD | LEXINGTON BLVD | FERRY LANDING | | 1,200 | SIDEPATH | WEST | | 0 | \$ 150,000 | MID TERM | N |
| SUBTOTAL | | | | 41,700 | | | | | \$ 5,712,500 | | |
| LONG TERM PRIORITIES | | | | | | | | | | | |
| ADDISON AVE | TELFAIR AVE | US 59 | | 900 | SIDEPATH | EAST | | 0 | \$ 112,500 | LONG TERM | N |
| AUSTIN PARKWAY | GRANTS LAKE TRAIL | POWER LINE CORRIDOR TRAIL | SIDEWALK | 11,500 | SIDEPATH | NORTH/EAST | | 0 | \$ 1,437,500 | LONG TERM | N |
| AUSTIN PARKWAY | DITCH | SOUTH OF STATE HWY 6 | SIDEWALK | 4,600 | SIDEPATH | NORTH/WEST | | 0 | \$ 575,000 | LONG TERM | N |
| AVENUE D | WITHIN HISTORIC DISTRICT | WITHIN HISTORIC DISTRICT | | 1,100 | SIDEPATH | NORTH | | 0 | \$ 137,500 | LONG TERM | N |
| AVENUE D | WITHIN HISTORIC DISTRICT | WITHIN HISTORIC DISTRICT | | 1,100 | SIDEPATH | SOUTH | | 0 | \$ 137,500 | LONG TERM | N |
| CABRERA DR | POWERLINE TRAIL | UNIVERSITY BLVD | | 5,200 | SIDEPATH | NORTH | | 0 | \$ 650,000 | LONG TERM | Y |
| CHATHAM AVE | UNIVERSITY BLVD | WEST OF PICKNEY AVE | SIDEWALK | 1,200 | SIDEPATH | SOUTH | | 0 | \$ 150,000 | LONG TERM | N |
| COMMONWEALTH BLVD | AUSTIN PARKWAY | SCENIC RIVERS DR | SIDEWALK | 4,100 | SIDEPATH | WEST | | 0 | \$ 512,500 | LONG TERM | N |
| CRABB RIVER RD | US 59 | FM 2759 | | 9,600 | SIDEPATH | EAST | BRIDGE | 325 | \$ 1,850,000 | LONG TERM | Y |
| DAIRY ASHFORD RD | CARDINAL MEADOWS DR | SOUTH OF JULIE RIVERS DR | | 1,600 | SIDEPATH | WEST | | 0 | \$ 200,000 | LONG TERM | N |
| DAIRY ASHFORD RD | SOUTH OF JULIE RIVERS DR | KING ARTHUR CT | SIDEWALK | 1,700 | SIDEPATH | WEST | | 0 | \$ 212,500 | LONG TERM | N |
| DAIRY ASHFORD RD | SOUTH OF KING ARTHURS CT | SOUTH OF KING ARTHURS CT | SIDEWALK | 200 | SIDEPATH | WEST | | 0 | \$ 25,000 | LONG TERM | N |
| DAIRY ASHFORD RD | KING ARTHURS CT | SOUTH OF KING ARTHURS CT | | 400 | SIDEPATH | WEST | | 0 | \$ 50,000 | LONG TERM | N |
| DAIRY ASHFORD RD | BROOKS MEADOW | AIRPORT BLVD | SIDEWALK | 400 | SIDEPATH | WEST | | 0 | \$ 50,000 | LONG TERM | N |
| DAIRY ASHFORD RD | AIRPORT | CARDINAL MEADOWS DR | SIDEWALK | 2,800 | SIDEPATH | WEST | | 0 | \$ 350,000 | LONG TERM | N |
| DAIRY ASHFORD RD | DORRANCE | BROOKS MEADOW | | 1,700 | SIDEPATH | WEST | | 0 | \$ 212,500 | LONG TERM | N |
| DAIRY ASHFORD RD | ALSTON RD | DORRANCE | SIDEWALK | 400 | SIDEPATH | WEST | | 0 | \$ 50,000 | LONG TERM | N |
| DAIRY ASHFORD RD | WEST BELLFORT RD | ALSTON RD | | 2,000 | SIDEPATH | WEST | | 0 | \$ 250,000 | LONG TERM | N |
| DAIRY ASHFORD RD | JULIE RIVERS DR | US 90A | | 1,000 | SIDEPATH | SOUTH | | 0 | \$ 125,000 | LONG TERM | N |



Proposed Sidepaths

| Name | From | To | Existing Facility | Length (lf +/-) | Recommendation | Side of Street | Bridge Need | Bridge Length (lf +/-) | Potential Cost +/- | Priority | ETJ |
|---------------------------------|------------------------------|----------------------------|-------------------|-----------------|----------------|----------------|-------------|------------------------|--------------------|-----------|-----|
| DAIRY ASHFORD RD | JULIE RIVERS DR | US 90A | | 1,000 | SIDEPATH | SOUTH | | 0 | \$ 125,000 | LONG TERM | N |
| EAST OF KENSINGTON DR | STATE HWY 6 | EXISTING TRAIL | | 400 | SIDEPATH | SOUTH | | 0 | \$ 50,000 | LONG TERM | N |
| ELDRIDGE RD | LAKEVIEW | US 90A | | 1,600 | SIDEPATH | WEST | | 0 | \$ 200,000 | LONG TERM | N |
| ELDRIDGE RD | NORTH OF W AIRPORT BLVD | GREENBRIAR DR | SIDEWALK | 1,000 | SIDEPATH | EAST | | 0 | \$ 125,000 | LONG TERM | N |
| ELDRIDGE RD | ELDRIDGE PARK | WEST AIRPORT BLVD | | 500 | SIDEPATH | WEST | | 0 | \$ 62,500 | LONG TERM | N |
| ELLIS CREEK BLVD | US 90A | HOMeward WAY | | 2,200 | SIDEPATH | WEST | | 0 | \$ 275,000 | LONG TERM | Y |
| FIRST COLONY BLVD | COLONY LAKES DR | US 59 | SIDEWALK | 2,700 | SIDEPATH | EAST | | 0 | \$ 337,500 | LONG TERM | N |
| FM 2759 | CRABB RIVER RD | ETJ LIMIT | | 35,600 | SIDEPATH | NORTH | | 0 | \$ 4,450,000 | LONG TERM | Y |
| GATEWAY BLVD | US 90A | HOMeward WAY | | 900 | SIDEPATH | WEST | | 0 | \$ 112,500 | LONG TERM | Y |
| GRAND PARKWAY | US 90A | US 59 | | 15,600 | SIDEPATH | EAST | BRIDGE | 500 | \$ 2,950,000 | LONG TERM | Y |
| GRAND PARKWAY | US 90A | US 59 | | 15,900 | SIDEPATH | WEST | BRIDGE | 500 | \$ 2,987,500 | LONG TERM | Y |
| HOMeward WAY | NEW TERRITORY BLVD | SARTARTIA MIDDLE SCHOOL | SIDEWALK | 2,400 | SIDEPATH | WEST | | 0 | \$ 300,000 | LONG TERM | Y |
| IMPERIAL BRIDGE | IMPERIAL STREET D | STADIUM DRIVE | | 900 | SIDEPATH | NORTH | | 0 | \$ 112,500 | LONG TERM | N |
| JESS PIRTLE | EXISTING TRAIL | BOURNEWOOD DR | | 1,000 | SIDEPATH | SOUTH | | 0 | \$ 125,000 | LONG TERM | N |
| LABORWOOD AVE | US 59 | LEXINGTON BLVD | | 500 | SIDEPATH | EAST | | 0 | \$ 62,500 | LONG TERM | N |
| LAKE POINTE TRAIL TO US 59 CONN | EXISTING TRAIL | US 59 | | 800 | SIDEPATH | NORTH/EAST | | 0 | \$ 100,000 | LONG TERM | N |
| LEXINGTON BLVD | WILLIAMS TRACE BLVD | DULLES AVE | SIDEWALK | 8,200 | SIDEPATH | NORTH | | 0 | \$ 1,025,000 | LONG TERM | N |
| LEXINGTON BLVD | STATE HWY 6 | WILLIAMS TRACE BLVD | SIDEWALK | 3,700 | SIDEPATH | NORTH | | 0 | \$ 462,500 | LONG TERM | N |
| LJ PARKWAY | COMMONWEALTH BLVD | VINTAGE TRAIL LN | | 6,700 | SIDEPATH | EAST | | 0 | \$ 837,500 | LONG TERM | Y |
| LJ PARKWAY | VINTAGE TRAIL LN | ETJ LIMIT | | 4,000 | SIDEPATH | EAST | | 0 | \$ 500,000 | LONG TERM | Y |
| MACEK RD | RABBS BAYOU TRAIL | FM 2759 | | 1,100 | SIDEPATH | EAST | | 0 | \$ 137,500 | LONG TERM | Y |
| MALL RING RD | US 59 | TOWN CENTER BLVD | | 1,200 | SIDEPATH | EAST | | 0 | \$ 150,000 | LONG TERM | N |
| MALL RING RD | TOWN CENTER BLVD | LEXINGTON BLVD | | 1,000 | SIDEPATH | WEST | | 0 | \$ 125,000 | LONG TERM | N |
| MEADOWCROFT BLVD | UNIVERSITY BLVD | DITCH H | SIDEWALK | 2,800 | SIDEPATH | SOUTH | | 0 | \$ 350,000 | LONG TERM | N |
| MINOR COLLECTOR WEST | UNIVERSITY BLVD | UNIVERSITY BLVD | | 10,700 | SIDEPATH | SOUTH | | 0 | \$ 1,337,500 | LONG TERM | Y |
| NEW TERRITORY BLVD | NEW TERRITORY BASEBALL FIELD | GRAND PARKWAY | SIDEWALK | 5,600 | SIDEPATH | NORTH | | 0 | \$ 700,000 | LONG TERM | Y |
| NEW TERRITORY BLVD | HOMeward WAY | WESCOTT AVE | SIDEWALK | 6,400 | SIDEPATH | SOUTH | | 0 | \$ 800,000 | LONG TERM | N |
| NEW TERRITORY BLVD TRAIL | GRAND PARKWAY | HOMeward WAY | SIDEWALK | 4,800 | SIDEPATH | NORTH | | 0 | \$ 600,000 | LONG TERM | Y |
| NORTH HWY 6 PARKWAY TRAIL | VOSS RD | US 90A | | 22,000 | SIDEPATH | BOTH | | 0 | \$ 2,750,000 | LONG TERM | N |
| PUBLIC COLLECTOR | UNIVERSITY BLVD | BRAZOS RIVER | | 3,300 | SIDEPATH | EAST | | 0 | \$ 412,500 | LONG TERM | Y |
| RIVER FALLS DRIVE | WIMBERLY CANYON DR | GRAND PARKWAY | | 400 | SIDEPATH | EAST | | 0 | \$ 50,000 | LONG TERM | N |
| RIVERBROOK DR | US 59 | GREATWOOD PARKWAY | | 1,400 | SIDEPATH | EAST | | 0 | \$ 175,000 | LONG TERM | Y |
| S MALL ACCESS RD | MALL RING RD | LEXINGTON BLVD | | 200 | SIDEPATH | EAST | | 0 | \$ 25,000 | LONG TERM | N |
| SEVENTH ST | ELDRIDGE RD | GILLINGHAM LN | | 1,500 | SIDEPATH | SOUTH | | 0 | \$ 187,500 | LONG TERM | N |
| SEVENTH ST | MAIN ST | ELDRIDGE RD | | 5,000 | SIDEPATH | NORTH | | 0 | \$ 625,000 | LONG TERM | N |
| SHADOW BEND DR | GREATWOOD LAKE DR | GREATWOOD PARKWAY | SIDEWALK | 1,100 | SIDEPATH | WEST | | 0 | \$ 137,500 | LONG TERM | Y |
| STATE HWY 6 | FLUOR DANIEL DR | COLONY LAKES DR | SIDEWALK | 1,300 | SIDEPATH | SOUTH | | 0 | \$ 162,500 | LONG TERM | N |
| STATE HWY 6 | COLONY LAKES | US 59 | SIDEWALK | 1,400 | SIDEPATH | SOUTH | | 0 | \$ 175,000 | LONG TERM | N |
| STATE HWY 6 | EAST OF LEXINGTON BLVD | OYSTER CREEK PARK ENTRANCE | SIDEWALK | 8,200 | SIDEPATH | NORTH | | 0 | \$ 1,025,000 | LONG TERM | N |
| STATE HWY 6 | OYSTER CREEK PARK ENTRANCE | DULLES AVE | | 3,900 | SIDEPATH | NORTH | | 0 | \$ 487,500 | LONG TERM | N |
| STATE HWY 6 | POWERLINE TRAIL CORRIDOR | DULLES AVE | | 3,500 | SIDEPATH | SOUTH | | 0 | \$ 437,500 | LONG TERM | N |
| STATE HWY 6 | US 90A | DITCH H | | 3,500 | SIDEPATH | NORTH | | 0 | \$ 437,500 | LONG TERM | N |



Proposed Sidepaths

| Name | From | To | Existing Facility | Length (lf +/-) | Recommendation | Side of Street | Bridge Need | Bridge Length (lf +/-) | Potential Cost +/- | Priority | ETJ |
|---------------------------|---------------------|---------------------------|-------------------|-----------------|----------------|----------------|-------------|------------------------|----------------------|-----------|-----|
| STATE HWY 6 | US 90A | DITCH H | | 3,700 | SIDEPATH | SOUTH | | 0 | \$ 462,500 | LONG TERM | N |
| SWEETWATER BLVD | US 59 | LEXINGTON BLVD | SIDEWALK | 2,400 | SIDEPATH | EAST | | 0 | \$ 300,000 | LONG TERM | N |
| SWEETWATER BLVD | PALM ROYALE BLVD | AUSTIN PARKWAY | SIDEWALK | 4,700 | SIDEPATH | SOUTH | | 0 | \$ 587,500 | LONG TERM | N |
| TELFAIR AVE TRAIL | RALSTON BRANCH WAY | UNIVERSITY BLVD | SIDEWALK | 4,900 | SIDEPATH | SOUTH | | 0 | \$ 612,500 | LONG TERM | N |
| TOWN CENTER BLVD S | SWEETWATER BLVD | MALL RING RD | SIDEWALK | 2,200 | SIDEPATH | NORTH | | 0 | \$ 275,000 | LONG TERM | N |
| U OF H CONNECTION | US 59 | WEST OF U OF H PROPERTY | | 300 | SIDEPATH | EAST | | 0 | \$ 37,500 | LONG TERM | N |
| ULRICH ST | AVENUE D | AVENUE A | SIDEWALK | 900 | SIDEPATH | EAST | | 0 | \$ 112,500 | LONG TERM | N |
| UNIVERSITY BLVD | STATE HWY 6 | US 59 | SIDEWALK | 9,400 | SIDEPATH | WEST | | 0 | \$ 1,175,000 | LONG TERM | N |
| UNIVERSITY BLVD | STATE HWY 6 | US 59 | SIDEWALK | 9,700 | SIDEPATH | EAST | | 0 | \$ 1,212,500 | LONG TERM | N |
| UNIVERSITY BLVD | US 90A | STATE HWY 6 | SIDEWALK | 2,800 | SIDEPATH | EAST | | 0 | \$ 350,000 | LONG TERM | N |
| UNIVERSITY BLVD EXTENSION | CITY LIMIT | ETJ LIMIT | | 12,000 | SIDEPATH | SOUTH | | 0 | \$ 1,500,000 | LONG TERM | Y |
| UNIVERSITY BLVD EXTENSION | CITY LIMIT | ETJ LIMIT | | 11,800 | SIDEPATH | NORTH | | 0 | \$ 1,475,000 | LONG TERM | Y |
| US 59 | DITCH H | MALL RING RD | | 5,700 | SIDEPATH | SOUTH | | 0 | \$ 712,500 | LONG TERM | N |
| US 59 | FIRST COLONY BLVD | LOWES | | 2,100 | SIDEPATH | NORTH | | 0 | \$ 262,500 | LONG TERM | N |
| US 59 | BRAZOS RIVER PARK | UNIVERSITY BLVD | | 5,800 | SIDEPATH | SOUTH | | 0 | \$ 725,000 | LONG TERM | N |
| US 59 | DITCH H | FIRST COLONY BLVD | | 1,600 | SIDEPATH | NORTH | | 0 | \$ 200,000 | LONG TERM | N |
| US 59 | BRAZOS RIVER | DITCH H | | 10,000 | SIDEPATH | NORTH | | 0 | \$ 1,250,000 | LONG TERM | N |
| US 59 | UNIVERSITY BLVD | DITCH H | | 2,700 | SIDEPATH | SOUTH | | 0 | \$ 337,500 | LONG TERM | N |
| US 59 | RIVERBROOK DR | BRAZOS RIVER | | 1,300 | SIDEPATH | SOUTH | | 0 | \$ 162,500 | LONG TERM | N |
| US 59 | WEST OF DITCH H | EAST OF DITCH H | SIDEWALK | 1,000 | SIDEPATH | SOUTH | | 0 | \$ 125,000 | LONG TERM | N |
| US 59 | SUGAR LAKES DR | COMMERCE GREEN BLVD | | 4,600 | SIDEPATH | NORTH | | 0 | \$ 575,000 | LONG TERM | N |
| US 90A | EASTON AVE | STATE HWY 6 | | 3,900 | SIDEPATH | SOUTH | | 0 | \$ 487,500 | LONG TERM | N |
| US 90A | STATE HWY 6 | IMPERIAL PARK | | 2,800 | SIDEPATH | SOUTH | | 0 | \$ 350,000 | LONG TERM | N |
| US 90A | GRAND PARKWAY | EASTON AVE | | 7,800 | SIDEPATH | SOUTH | | 0 | \$ 975,000 | LONG TERM | Y |
| US 90A | ULRICH ST | BROOKS ST | | 800 | SIDEPATH | SOUTH | | 0 | \$ 100,000 | LONG TERM | N |
| US 90A | CENTURY SQUARE BLVD | DAIRY ASHFORD RD | | 1,100 | SIDEPATH | SOUTH | | 0 | \$ 137,500 | LONG TERM | N |
| WALKER SCHOOL RD | HOMEWARD WAY | WALKER STATION ELEMENTARY | | 600 | SIDEPATH | WEST | | 0 | \$ 75,000 | LONG TERM | Y |
| WALLINGFORD AVE | WESCOTT AVE | US 59 | | 1,000 | SIDEPATH | EAST | | 0 | \$ 125,000 | LONG TERM | N |
| WENTWORTH AVE | U OF H PROPERTY | UNIVERSITY BLVD | | 300 | SIDEPATH | NORTH | | 0 | \$ 37,500 | LONG TERM | N |
| WESCOTT AVE | MEADOWCROFT BLVD | PRESTWICK AVE | SIDEWALK | 3,400 | SIDEPATH | WEST | | 0 | \$ 425,000 | LONG TERM | N |
| WEST AIRPORT BLVD | GILLINGHAM LN | DAIRY ASHFORD RD | SIDEWALK | 5,000 | SIDEPATH | SOUTH | | 0 | \$ 625,000 | LONG TERM | N |
| WEST AIRPORT BLVD | HOLLY GLADE LN | ELDRIDGE RD | SIDEWALK | 5,500 | SIDEPATH | SOUTH | | 0 | \$ 687,500 | LONG TERM | N |
| WEST AIRPORT BLVD | ELDRIDGE RD | GILLINGHAM LN | SIDEWALK | 2,700 | SIDEPATH | SOUTH | | 0 | \$ 337,500 | LONG TERM | N |
| WEST AIRPORT BLVD | BURNEY RD | HOLLY GLADE LN | SIDEWALK | 1,200 | SIDEPATH | SOUTH | | 0 | \$ 150,000 | LONG TERM | N |
| WEST BELLFORT RD | ELDRIDGE RD | DAIRY ASHFORD RD | | 6,800 | SIDEPATH | SOUTH | | 0 | \$ 850,000 | LONG TERM | N |
| WILLIAMS TRACE BLVD | STATE HWY 6 | AUSTIN PARKWAY | SIDEWALK | 5,000 | SIDEPATH | SOUTH/EAST | | 0 | \$ 625,000 | LONG TERM | N |
| WINDING WATERS LN | UNIVERSITY BLVD | LJ PARKWAY | | 6,500 | SIDEPATH | SOUTH | | 0 | \$ 812,500 | LONG TERM | Y |
| SUBTOTAL | | | | 393,900 | | | | 0 | \$ 52,700,000 | | |



Proposed Sidewalks

| Name | From | To | Existing Facility | Length | Recommendation | Side of Street | Potential Cost | Priority | ETJ |
|-----------------------------|---------------------|--------------------------|-------------------|---------------|----------------|----------------|-------------------|-----------|-----|
| IMMEDIATE PRIORITIES | | | | | | | | | |
| ALSTON RD | WEST AIRPORT BLVD | SUMMERFIELD PL | | 700 | SIDEWALK | SOUTH | \$ 28,000 | IMMEDIATE | N |
| FLUOR DANIEL DR | STATE HWY 6 | LAKE POINT TRAIL | | 600 | SIDEWALK | NORTH | \$ 24,000 | IMMEDIATE | N |
| LEXINGTON BLVD | DITCH H | OXBOW DR | | 1,100 | SIDEWALK | SOUTH | \$ 44,000 | IMMEDIATE | N |
| MEADOWCROFT BLVD | DITCH H | FIRST COLONY BLVD | | 1,100 | SIDEWALK | SOUTH | \$ 44,000 | IMMEDIATE | N |
| STADIUM DRIVE | BURNEY RD | IMPERIAL BLVD | | 3,400 | SIDEWALK | SOUTH | \$ 136,000 | IMMEDIATE | N |
| STADIUM DRIVE | IMPERIAL BLVD | OLD IMPERIAL BLVD | | 2,400 | SIDEWALK | SOUTH/EAST | \$ 96,000 | IMMEDIATE | N |
| STATE HWY 6 | SETTLERS WAY BLVD | POWERLINE TRAIL CORRIDOR | | 1,900 | SIDEWALK | SOUTH | \$ 76,000 | IMMEDIATE | N |
| US 59 | STATE HWY 6 | TOWN CENTER BLVD | | 1,100 | SIDEWALK | SOUTH | \$ 44,000 | IMMEDIATE | N |
| US 59 | STATE HWY 6 | LAKE POINTE PARKWAY | | 1,100 | SIDEWALK | NORTH | \$ 44,000 | IMMEDIATE | N |
| SUBTOTAL | | | | 13,400 | | | \$ 536,000 | | |
| NEAR TERM PRIORITIES | | | | | | | | | |
| BROOKS ST | GUENTHER ST | AZALEA | | 2,200 | SIDEWALK | EAST | \$ 88,000 | NEAR TERM | N |
| US 59 | MALL RING RD | STATE HWY 6 | | 1,300 | SIDEWALK | SOUTH | \$ 52,000 | NEAR TERM | N |
| WEST AIRPORT BLVD | DRAINAGE | WEST OF ELDRIDGE RD | | 1,600 | SIDEWALK | NORTH | \$ 64,000 | NEAR TERM | N |
| WEST AIRPORT BLVD | SIDEWALK | DAIRY ASHFORD RD | | 700 | SIDEWALK | NORTH | \$ 28,000 | NEAR TERM | N |
| SUBTOTAL | | | | 5,800 | | | \$ 232,000 | | |
| MID TERM PRIORITIES | | | | | | | | | |
| US 59 | LOWES | STATE HWY 6 | | 2,900 | SIDEWALK | NORTH | \$ 116,000 | MID TERM | N |
| WEST AIRPORT BLVD | EAST OF ELDRIDGE RD | STANCLIFF OAKS | | 1,200 | SIDEWALK | NORTH | \$ 48,000 | MID TERM | N |
| SUBTOTAL | | | | 4,100 | | | \$ 164,000 | | |



Proposed Sidewalks

| Name | From | To | Existing Facility | Length | Recommendation | Side of Street | Potential Cost | Priority | ETJ |
|-----------------------------|-------------------------|--------------------------|-------------------|---------------|----------------|----------------|---------------------|-----------|-----|
| LONG TERM PRIORITIES | | | | | | | | | |
| ALSTON RD | WEST AIRPORT BLVD | SUMMERFIELD PL | | 1,000 | SIDEWALK | NORTH | \$ 40,000 | LONG TERM | N |
| ALSTON RD | ASHFORD HAVEN | WEST OF DAIRY ASHFORD RD | | 1,300 | SIDEWALK | SOUTH | \$ 52,000 | LONG TERM | N |
| BROOKS ST EXT | IMPERIAL BLVD | US 90A | | 800 | SIDEWALK | EAST | \$ 32,000 | LONG TERM | N |
| BROOKS ST NORTH EXT | AVENUE D | IMPERIAL BLVD | | 1,100 | SIDEWALK | WEST | \$ 44,000 | LONG TERM | N |
| BROOKS ST NORTH EXT | AVENUE D | IMPERIAL BLVD | | 900 | SIDEWALK | EAST | \$ 36,000 | LONG TERM | N |
| CARDINAL MEADOWS DR | CARDINAL MEADOWS DR | DAIRY ASHFORD RD | | 400 | SIDEWALK | SOUTH | \$ 16,000 | LONG TERM | N |
| CARDINAL MEADOWS DR | CARDINAL MEADOWS DR | DAIRY ASHFORD RD | | 600 | SIDEWALK | NORTH | \$ 24,000 | LONG TERM | N |
| CENTURY SQUARE BLVD | EXISTING SIDEWALK | EXISTING SIDEWALK | | 300 | SIDEWALK | EAST | \$ 12,000 | LONG TERM | N |
| COMMERCE GREEN BLVD | SUGAR CREEK CENTER BLVD | EXISTING SIDEWALK | | 600 | SIDEWALK | EAST | \$ 24,000 | LONG TERM | N |
| DAIRY ASHFORD RD | US 90A | PARKLANE BLVD | | 1,100 | SIDEWALK | WEST | \$ 44,000 | LONG TERM | N |
| DAIRY ASHFORD RD | US 90A | SOUTH OF KING ARTHURS CT | | 1,100 | SIDEWALK | NORTH/WEST | \$ 44,000 | LONG TERM | N |
| ELDRIDGE RD | ROYAL LAKE DR | ELDRIDGE PARK | | 3,400 | SIDEWALK | EAST | \$ 136,000 | LONG TERM | N |
| ELDRIDGE RD | LINDEN | US 90A | | 600 | SIDEWALK | EAST | \$ 24,000 | LONG TERM | N |
| ELDRIDGE RD | LINDEN | US 90A | | 2,700 | SIDEWALK | EAST | \$ 108,000 | LONG TERM | N |
| ELDRIDGE RD | LINDEN | US 90A | | 4,500 | SIDEWALK | EAST | \$ 180,000 | LONG TERM | N |
| ELDRIDGE RD | LINDEN | US 90A | | 600 | SIDEWALK | EAST | \$ 24,000 | LONG TERM | N |
| ELLEA LN | CARDINAL MEADOWS DR | DAIRY ASHFORD RD | | 500 | SIDEWALK | EAST | \$ 20,000 | LONG TERM | N |
| HISTORIC DISTRICT | ULRICH ST | BROOK ST NORTH EXT | | 1,100 | SIDEWALK | SOUTH | \$ 44,000 | LONG TERM | N |
| HISTORIC DISTRICT | ULRICH ST | BROOK ST NORTH EXT | | 1,100 | SIDEWALK | NORTH | \$ 44,000 | LONG TERM | N |
| IMPERIAL BLVD EXT | ULRICH ST | WOOD ST | | 2,500 | SIDEWALK | NORTH | \$ 100,000 | LONG TERM | N |
| IMPERIAL BLVD EXT | ULRICH ST | WOOD ST | | 2,400 | SIDEWALK | SOUTH | \$ 96,000 | LONG TERM | N |
| JULIE RIVERS DR | REED RD | DAIRY ASHFORD RD | | 1,900 | SIDEWALK | SOUTH/EAST | \$ 76,000 | LONG TERM | N |
| JULIE RIVERS DR | REED RD | US 90A | | 2,500 | SIDEWALK | WEST | \$ 100,000 | LONG TERM | N |
| LIVE OAK ST EXT | AVENUE D | IMPERIAL BLVD | | 900 | SIDEWALK | EAST | \$ 36,000 | LONG TERM | N |
| LIVE OAK ST EXT | AVENUE D | IMPERIAL BLVD | | 900 | SIDEWALK | WEST | \$ 36,000 | LONG TERM | N |
| LJ PARKWAY | COMMONWEALTH BLVD | VINTAGE TRAIL LN | | 6,700 | SIDEWALK | WEST | \$ 268,000 | LONG TERM | Y |
| OWENS RD EXT | CITY LIMITS | US 90A | | 4,700 | SIDEWALK | NORTH | \$ 188,000 | LONG TERM | N |
| OWENS RD EXT | CITY LIMITS | US 90A | | 4,600 | SIDEWALK | SOUTH | \$ 184,000 | LONG TERM | N |
| REED RD | INDUSTRIAL BLVD | JULIE RIVERS DR | | 1,900 | SIDEWALK | SOUTH | \$ 76,000 | LONG TERM | N |
| WOOD ST | IMPERIAL BLVD | US 90A | | 600 | SIDEWALK | EAST | \$ 24,000 | LONG TERM | N |
| WOOD ST | IMPERIAL BLVD | US 90A | | 500 | SIDEWALK | WEST | \$ 20,000 | LONG TERM | N |
| SUBTOTAL | | | | 53,800 | | | \$ 2,152,000 | | |



Proposed Bicycle Lanes and Buffered Bicycle Lanes

| Name | From | To | Existing Facility | Length (lf +/-) | Recommendation | Potential Cost +/- | Further Action | Priority | ETJ |
|-----------------------------|--------------------------------|--------------------------------|-------------------|-----------------|--------------------|--------------------|--------------------------------|-----------|-----|
| IMMEDIATE PRIORITIES | | | | | | | | | |
| ALCORN OAKS DR | SWEETWATER BLVD | ELKINS RD | | 4,400 | BIKE LANE | \$ 41,700 | LANE DIET | IMMEDIATE | N |
| BAYVIEW DR | US 90A | SUGAR LAKES DR | | 2,100 | BUFFERED BIKE LANE | \$ 29,900 | ROAD DIET | IMMEDIATE | N |
| CHATHAM AVE | EASTON AVE | UNIVERSITY BLVD | | 2,400 | BUFFERED BIKE LANE | \$ 34,100 | LANE DIET | IMMEDIATE | N |
| COUNTRY CLUB BLVD | SUGAR CREEK BLVD | S PARKWAY BLVD | | 7,500 | BIKE LANE | \$ 71,100 | LANE DIET | IMMEDIATE | N |
| EAST RIVERPARK DR | GRAND PARKWAY | WALGREENS AT WEST GRAND PKW' | | 5,300 | BIKE LANE | \$ 50,200 | LANE DIET | IMMEDIATE | N |
| EDGEWATER DR | WATERS WAY DR | SETTLERS WAY BLVD | | 2,400 | BUFFERED BIKE LANE | \$ 34,100 | ROAD DIET | IMMEDIATE | N |
| GRANTS LAKE BLVD | STATE HWY 6 | AUSTIN PARKWAY | | 4,200 | BUFFERED BIKE LANE | \$ 59,700 | LANE DIET | IMMEDIATE | N |
| KEMPNER | ULRICH ST | MAIN ST | | 1,600 | BIKE LANE | \$ 15,200 | LANE DIET | IMMEDIATE | N |
| LOST CREEK BLVD | SETTLERS WAY BLVD | OYSTER CREEK PARK | | 1,400 | BUFFERED BIKE LANE | \$ 19,900 | ROAD DIET | IMMEDIATE | N |
| MAIN ST | IMPERIAL BLVD | US 90A | | 600 | BIKE LANE | \$ 5,700 | LANE DIET | IMMEDIATE | N |
| PARKWAY BLVD | DAVID SEARLES DR | WILIAMS TRACE BLVD | | 400 | BIKE LANE | \$ 3,800 | LANE DIET | IMMEDIATE | N |
| SOLDIERS FIELD | FLUOR DANIEL DR | SOLDIERS FIELD CT CUL-DE-SAC | | 2,400 | BIKE LANE | \$ 22,800 | LANE DIET | IMMEDIATE | N |
| SOLDIERS FIELD | FIRST COLONY BLVD | FLUOR DANIEL DR | | 2,200 | BUFFERED BIKE LANE | \$ 31,300 | LANE DIET | IMMEDIATE | N |
| SUGAR LAKES DR | SANDPIPER DR | CREEKBEND DR | | 1,600 | BIKE LANE | \$ 15,200 | ROAD DIET | IMMEDIATE | N |
| SUGAR LAKES DR | OYSTER CREEK DR | SANDPIPER DR | | 3,800 | BUFFERED BIKE LANE | \$ 54,000 | ROAD DIET | IMMEDIATE | N |
| WEST RIVERPARK DR | WIMBERLY CANYON DR | GRAND PARKWAY | | 800 | BIKE LANE | \$ 7,600 | LANE DIET | IMMEDIATE | N |
| WIMBERLY CANYON DR | THISTLEROCK LN | BRAZOS SPRINGS DR | | 3,200 | BUFFERED BIKE LANE | \$ 45,500 | LANE DIET | IMMEDIATE | N |
| WIMBERLY CANYON DR | BRAZOS SPRINGS DR | INDIGO RIVER LN | | 3,200 | BUFFERED BIKE LANE | \$ 45,500 | ROAD DIET | IMMEDIATE | N |
| SUBTOTAL | | | | 49,500 | | \$ 587,300 | | | |
| NEAR TERM PRIORITIES | | | | | | | | | |
| CHATHAM AVE | EASTON AVE | TELFAIR AVE | | 9,100 | BUFFERED BIKE LANE | \$ 129,300 | LANE DIET | NEAR TERM | N |
| COMMERCE GREEN BLVD | FORT BEND CHAMBER OF COMMER | FORT BEND CHAMBER OF COMMER | | 400 | BIKE LANE | \$ 3,800 | ROAD DIET | NEAR TERM | N |
| COMMERCE GREEN BLVD | US 90A | SOUTH OF SUGAR CREEK CENTER BI | | 1,600 | BUFFERED BIKE LANE | \$ 22,800 | ROAD DIET | NEAR TERM | N |
| COMMERCE GREEN BLVD | SOUTH OF SUGAR CREEK CENTER BI | US 59 | | 1,000 | BUFFERED BIKE LANE | \$ 14,300 | ROAD DIET | NEAR TERM | N |
| CREEKBEND DRIVE | FLUOR DANIEL DR | PRUDENTIAL CIR | SHOULDER | 3,500 | CYCLE TRACK | \$ 49,800 | ROAD DIET | NEAR TERM | N |
| HETHERINGTON AVE | CHATHAM AVE | TELFAIR LAKES | | 1,100 | BIKE LANE | \$ 10,500 | LANE DIET | NEAR TERM | N |
| KENSINGTON DR | STATE HWY 6 | CUL-DE-SAC | | 1,800 | BIKE LANE | \$ 17,100 | LANE DIET | NEAR TERM | N |
| LAKESIDE PLAZA DR | KENSINGTON DR | US 59 / SOUTHWEST FREEWAY | | 800 | BIKE LANE | \$ 7,600 | LANE DIET | NEAR TERM | N |
| SUGAR CREEK CENTER BLVD | COMMERCE GREEN BLVD | US 59 | | 1,700 | BIKE LANE | \$ 16,100 | LANE DIET | NEAR TERM | N |
| TOWN CENTER BLVD N | STATE HWY 6 | US 59 | | 1,600 | BUFFERED BIKE LANE | \$ 22,800 | LANE DIET | NEAR TERM | N |
| UNIVERSITY BLVD | US 59 | COMMONWEALTH BLVD | | 8,300 | BIKE LANE | \$ 78,600 | SHIFT SHOULDER TO OUTSIDE LANE | NEAR TERM | N |
| SUBTOTAL | | | | 30,900 | | \$ 372,700 | | | |
| MID TERM PRIORITIES | | | | | | | | | |
| COTTONWOOD CT | WEST AIRPORT BLVD | GREENWAY DR | | 1,900 | BIKE LANE | \$ 18,000 | LANE DIET | MID TERM | N |
| GILLINGHAM LN | WEST AIRPORT BLVD | US 90A | | 8,600 | BIKE LANE | \$ 81,500 | LANE DIET | MID TERM | N |
| LONGVIEW DR | AMESBURY CT | DULLES AVE | | 5,100 | BIKE LANE | \$ 48,300 | LANE DIET | MID TERM | N |
| SUMMIT CREEK | EAST RIVERPARK DR | US 59 | | 2,600 | BIKE LANE | \$ 24,700 | LANE DIET | MID TERM | N |
| WILLIAMS GRANT | NORTH OF SUGAR MILL DR | WILLIAMS TRACE BLVD | | 1,800 | BIKE LANE | \$ 17,100 | LANE DIET | MID TERM | N |
| SUBTOTAL | | | | 20,000 | | \$ 189,600 | | | |



Proposed Bicycle Lanes and Buffered Bicycle Lanes

| Name | From | To | Existing Facility | Length (lf +/-) | Recommendation | Potential Cost +/- | Further Action | Priority | ETJ |
|-----------------------------|-------------------------|---------------------------|-------------------|-----------------|--------------------|--------------------|---------------------|-----------|-----|
| LONG TERM PRIORITIES | | | | | | | | | |
| CUNNINGHAM CREEK BLVD | US 90A | EVANDALE LN | | 5,100 | BIKE LANE | \$ 48,300 | LANE DIET | LONG TERM | Y |
| EASTON AVE | US 90A | CHATHAM AVE | | 2,900 | BUFFERED BIKE LANE | \$ 41,200 | LANE DIET | LONG TERM | N |
| GREATWOOD PARKWAY | FOREST WOODS | RIVERBROOK DR | | 6,900 | BIKE LANE | \$ 65,400 | LANE DIET | LONG TERM | Y |
| GREATWOOD PARKWAY | US 59 | SANSBURY BLVD | | 3,800 | BUFFERED BIKE LANE | \$ 54,000 | ROAD DIET | LONG TERM | Y |
| GREATWOOD PARKWAY | SANSBURY BLVD | FOREST WOODS | | 4,500 | BUFFERED BIKE LANE | \$ 64,000 | ROAD DIET | LONG TERM | Y |
| HOMEWARD WAY | SCARLET MAPLE DR | WALKER SCHOOL RD | | 3,500 | BIKE LANE | \$ 33,200 | LANE DIET | LONG TERM | Y |
| HOMEWARD WAY | SAND HILL DR | SCARLET MAPLE DR | | 5,800 | BIKE LANE | \$ 55,000 | LANE DIET | LONG TERM | Y |
| HOMEWARD WAY | SARTARTIA MIDDLE SCHOOL | WALKER SCHOOL RD | | 5,400 | BIKE LANE | \$ 51,200 | LANE DIET | LONG TERM | Y |
| HOMEWARD WAY | SAND HILL DR | NEW TERRITORY BLVD | | 3,300 | BUFFERED BIKE LANE | \$ 46,900 | ROAD DIET | LONG TERM | Y |
| IMPERIAL STREET D | STATE HWY 6 | IMPERIAL BLVD | | 4,000 | BIKE LANE | \$ 37,900 | NOT YET CONSTRUCTED | LONG TERM | N |
| LAKE RIVERSTONE DR | WINDING WATERS LN | LJ PARKWAY | | 3,500 | BIKE LANE | \$ 33,200 | LANE DIET | LONG TERM | Y |
| MACEK RD | RABBS CROSSING | WINDING BROOKS FUTURE EXT | | 1,500 | BIKE LANE | \$ 14,300 | ROAD RECONSTRUCTION | LONG TERM | Y |
| OWENS RD EXT | CITY LIMITS | US 90A | | 4,800 | BIKE LANE | \$ 45,500 | NOT YET CONSTRUCTED | LONG TERM | N |
| RIVERBROOK DR | GREATWOOD PARKWAY | FIELDING DR | | 2,500 | BIKE LANE | \$ 23,700 | NOT YET CONSTRUCTED | LONG TERM | Y |
| RIVERBROOK DR | FIELDING DR | GREATWOOD PARKWAY | | 2,000 | BIKE LANE | \$ 19,000 | LANE DIET | LONG TERM | Y |
| SAND HILL DR | CUNNINGHAM CREEK BLVD | HOMEWARD WAY | | 4,000 | BIKE LANE | \$ 37,900 | LANE DIET | LONG TERM | Y |
| SANSBURY BLVD | CRABB RIVER RD | GREATWOOD PARKWAY | | 2,900 | BUFFERED BIKE LANE | \$ 41,200 | ROAD DIET | LONG TERM | Y |
| SHADOW BEND DR | WINDING BROOK EAST DR | FM 2759 | | 9,400 | BIKE LANE | \$ 89,100 | NOT YET CONSTRUCTED | LONG TERM | Y |
| WINDING BROOK DR | BIG BEND DR | SHADOW BEND DR | | 9,400 | BIKE LANE | \$ 89,100 | LANE DIET | LONG TERM | Y |
| WINDING BROOK EAST DR | SHADOW BEND DR | TERRACE VIEW DR | | 2,800 | BIKE LANE | \$ 26,600 | LANE DIET | LONG TERM | Y |
| WINDING BROOK EAST DR | TERRACE VIEW DR | MACEK RD | | 5,300 | BIKE LANE | \$ 50,200 | NOT YET CONSTRUCTED | LONG TERM | Y |
| SUBTOTAL | | | | 93,300 | | \$ 966,900 | | | |

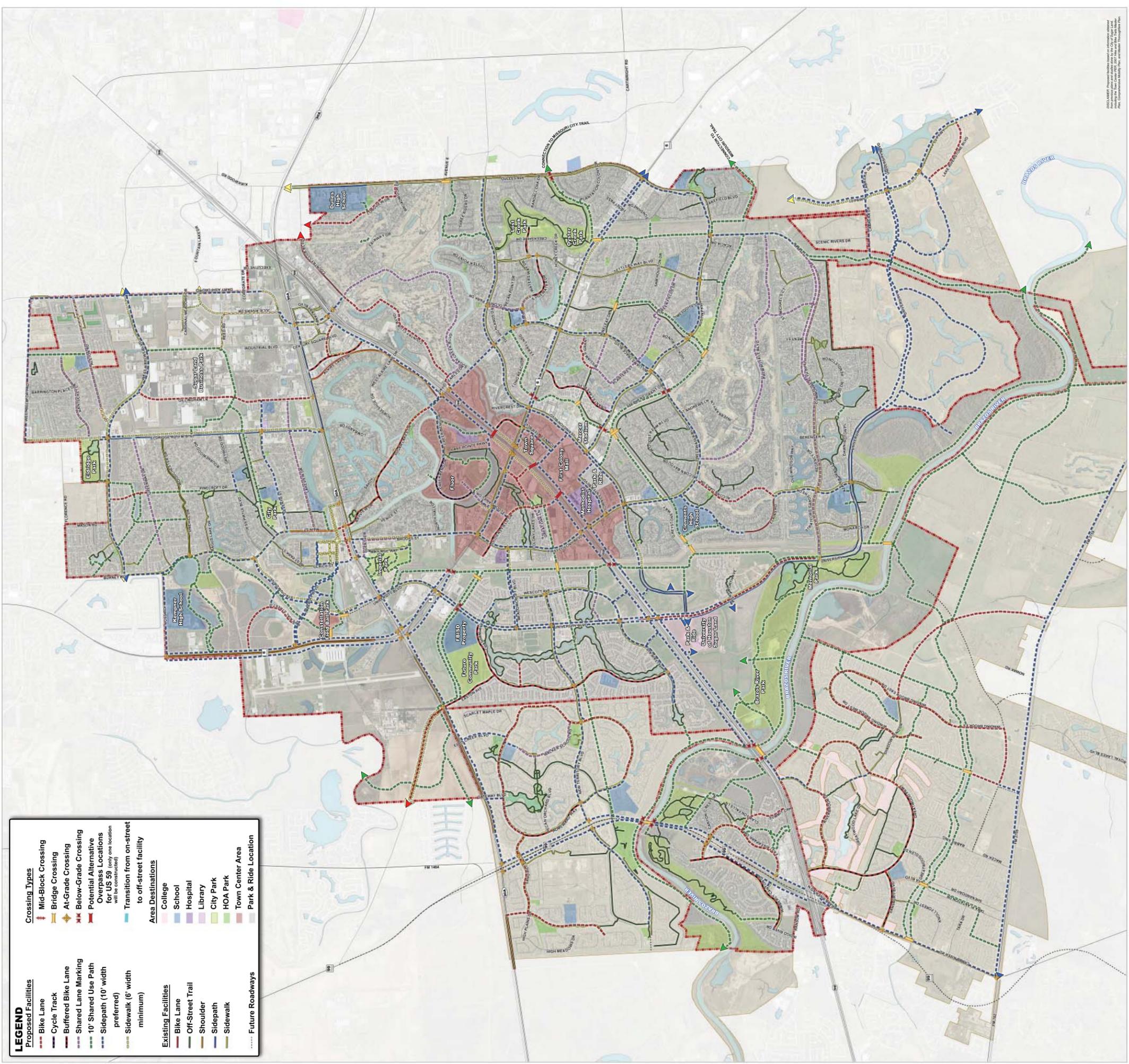


Proposed Shared Lane Markings

| Name | From | To | Existing Facility | Length (lf +/-) | Recommendation | Potential Cost +/- | Further Action | Priority | ETJ |
|-----------------------------|---------------------------|---------------------------|-------------------|-----------------|---------------------|--------------------|----------------|-----------|-----|
| IMMEDIATE PRIORITIES | | | | | | | | | |
| BRANFORD PLACE | UNIVERSITY BLVD | WESCOTT AVE | | 1,500 | SHARED LANE MARKING | \$ 6,000 | | IMMEDIATE | N |
| BROOKS ST | GUENTHER | AZALEA/MATLAGE WAY | | 2,200 | SHARED LANE MARKING | \$ 8,800 | | IMMEDIATE | N |
| COLONIST PARK DR | LEXINGTON BLVD | EDGEWATER DR | | 1,700 | SHARED LANE MARKING | \$ 6,800 | | IMMEDIATE | N |
| EDGEWATER DR | WILLIAMS TRACE BLVD | WATERS WAY DR | | 1,500 | SHARED LANE MARKING | \$ 6,000 | | IMMEDIATE | N |
| FLUOR DANIEL DR | CREEKBEND DR | OYSTER CREEK DR | | 1,800 | SHARED LANE MARKING | \$ 7,200 | | IMMEDIATE | N |
| GUENTHER | ULRICH ST | BROOKS ST | | 900 | SHARED LANE MARKING | \$ 3,600 | | IMMEDIATE | N |
| LAKEVIEW DR | MAIN ST | GILLINGHAM LN | | 6,300 | SHARED LANE MARKING | \$ 25,200 | | IMMEDIATE | N |
| SUGAR MILL DR | WILLIAMS GRANT | WILLIAMS TRACE BLVD | | 1,700 | SHARED LANE MARKING | \$ 6,800 | | IMMEDIATE | N |
| SUBTOTAL | | | | 17,600 | | \$ 70,400 | | | |
| NEAR TERM PRIORITIES | | | | | | | | | |
| ALSTON RD | WEST AIRPORT BLVD | DAIRY ASHFORD RD | | 6,200 | SHARED LANE MARKING | \$ 24,800 | | NEAR TERM | N |
| COMMONWEALTH BLVD | UNIVERSITY BLVD | SCENIC RIVERS DR | | 21,500 | SHARED LANE MARKING | \$ 86,000 | | NEAR TERM | N |
| GREEN FIELDS DR | PECAN RIDGE DR | SETTLERS WAY BLVD | | 2,400 | SHARED LANE MARKING | \$ 9,600 | | NEAR TERM | N |
| GREENWAY DR | HANBURY CT | ELDRIDGE RD | | 5,200 | SHARED LANE MARKING | \$ 20,800 | | NEAR TERM | N |
| KNIGHTSBRIDGE BLVD | PALM ROYALE BLVD | COMMONWEALTH BLVD | | 2,500 | SHARED LANE MARKING | \$ 10,000 | | NEAR TERM | N |
| PALM ROYALE BLVD | SWEETWATER BLVD | COMMONWEALTH BLVD | | 12,800 | SHARED LANE MARKING | \$ 51,200 | | NEAR TERM | N |
| PECAN RIDGE DR | PLANTERS ST | GREEN FIELDS DR | | 400 | SHARED LANE MARKING | \$ 1,600 | | NEAR TERM | N |
| PLANTERS ST | WILLIAMS GRANT | PECAN RIDGE DR | | 4,000 | SHARED LANE MARKING | \$ 16,000 | | NEAR TERM | N |
| WILLIAMS GRANT | NORTH OF SUGAR MILL DR | PLANTERS ST | | 1,200 | SHARED LANE MARKING | \$ 4,800 | | NEAR TERM | N |
| SUBTOTAL | | | | 56,200 | | \$ 224,800 | | | |
| LONG TERM PRIORITIES | | | | | | | | | |
| DAVID SEARLES DR | COUNTRY CLUB BLVD | SUGAR CREEK BLVD | | 800 | SHARED LANE MARKING | \$ 3,200 | | LONG TERM | N |
| GREAT OAK LN | RED BUD LN | GRAY BIRCH DR | | 1,500 | SHARED LANE MARKING | \$ 6,000 | | LONG TERM | N |
| JULIE RIVERS DR | REED RD | DAIRY ASHFORD RD | | 2,500 | SHARED LANE MARKING | \$ 10,000 | | LONG TERM | N |
| NANTUCKET DR | ELDRIDGE RD | RON SLOCKETT MEORIAL PARK | | 4,300 | SHARED LANE MARKING | \$ 17,200 | | LONG TERM | N |
| REED RD | INDUSTRIAL BLVD | JULIE RIVERS DR | | 1,800 | SHARED LANE MARKING | \$ 7,200 | | LONG TERM | N |
| SUGAR CREEK BLVD | COUNTRY CLUB BLVD | DAVID SEARLES DR | | 10,300 | SHARED LANE MARKING | \$ 41,200 | | LONG TERM | N |
| WALKER SCHOOL RD | WALKER STATION ELEMENTARY | HOMeward WAY | | 3,700 | SHARED LANE MARKING | \$ 14,800 | | LONG TERM | Y |
| SUBTOTAL | | | | 24,900 | | \$ 99,600 | | | |

LEGEND

| | |
|------------------------------------|--|
| Proposed Facilities | Crossing Types |
| --- Bike Lane | --- Mid-Block Crossing |
| --- Cycle Track | --- Bridge Crossing |
| --- Buffered Bike Lane | --- At-Grade Crossing |
| --- Shared Lane Marking | --- Below-Grade Crossing |
| --- 10' Shared Use Path | --- Potential Alternative |
| --- Sidepath (10' width preferred) | --- Overpass Locations for US 59 (only one location will be constructed) |
| --- Sidepath (6' width minimum) | --- Transition from on-street to off-street facility |
| Existing Facilities | Area Destinations |
| --- Bike Lane | --- College |
| --- Off-Street Trail | --- School |
| --- Shoulder | --- Hospital |
| --- Sidepath | --- Library |
| --- Sidewalk | --- City Park |
| --- Future Roadways | --- HOA Park |
| --- Park & Ride Location | --- Town Center Area |



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