



# SUGAR LAND, TX

**TOTAL POPULATION**

117869

**TOTAL AREA (sq. miles)**

42.9

**POPULATION DENSITY**

2

**# OF LOCAL BICYCLE FRIENDLY BUSINESSES**

0

**# OF LOCAL BICYCLE FRIENDLY UNIVERSITIES**

0

## 10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Bronze	Sugar Land
High Speed Roads with Bike Facilities	20%	0%
Total Bicycle Network Mileage to Total Road Network Mileage	25%	14%
Bicycle Education in Schools	AVERAGE	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	7%	UNKNOWN
Bike Month and Bike to Work Events	AVERAGE	ACCEPTABLE
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS QUARTERLY	NONE
Bicycle-Friendly Laws & Ordinances	AVERAGE	GOOD
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 154K	1 PER 59K

## CATEGORY SCORES

<b>ENGINEERING</b> <i>Bicycle network and connectivity</i>	3/10
<b>EDUCATION</b> <i>Motorist awareness and bicycling skills</i>	2/10
<b>ENCOURAGEMENT</b> <i>Mainstreaming bicycling culture</i>	3/10
<b>ENFORCEMENT</b> <i>Promoting safety and protecting bicyclists' rights</i>	5/10
<b>EVALUATION &amp; PLANNING</b> <i>Setting targets and having a plan</i>	4/10

## KEY OUTCOMES

	Average Bronze	Sugar Land
<b>RIDERSHIP</b> <i>Percentage of commuters who bike</i>	1.3%	0.0%
<b>SAFETY MEASURES CRASHES</b> <i>Crashes per 10k bicycle commuters</i>	1093	2000
<b>SAFETY MEASURES FATALITIES</b> <i>Fatalities per 10k bicycle commuters</i>	20	400



## KEY STEPS TO BRONZE



- » Adopt a Complete Streets policy and create implementation guidance. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users, regardless of age, ability, or mode of transportation. A Complete Streets policy should prompt the community to consider lane and/or road diets when repaving or otherwise doing major maintenance on roadways. Striping bicycle lanes as part of repaving operations can save 40% of the cost of adding a bicycle lane.
- » Continue to expand the low-stress bicycling network prioritizing connections across and along higher speed roads to larger amount of lower-speed routes.

- » Create an official Bicycle & Pedestrian Advisory Committee (BPAC) to create a systematic method for ongoing citizen input into the development of important policies, plans, and projects. Ensure that the members of the committee reflect the diversity and ability levels of cyclists in your community.
- » Expand bicycle safety education to be a routine part of education for students of all ages, and ensure that schools and the surrounding neighborhoods are particularly safe and convenient for biking and walking. Work with local bicycle groups and interested parents to create Safe Routes to School programming for all K-12 schools.
- » Develop a design manual for bike facilities that meets

KEY STEPS CONTINUED ON PAGE 2...



# SUGAR LAND, TX

Spring 2019

## KEY STEPS TO BRONZE CONTINUED

current national standards or adopt the FHWA's Small Town and Rural Multimodal Network Guide. This will make it easier for town staff to propose and implement bicycle facility designs that have been shown to improve conditions for people who bike in other similar communities throughout the United States. Ensure that your community follows a bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume.

- » Your reported bicycle network showed that there are many low-speed streets without bicycle facilities. Develop a network of bike boulevards/neighborhood greenways to take advantage of these low-speed streets to encourage and optimize bicycle travel on low-stress corridors. Diverters, wayfinding, chicanes, and other treatments can be effective at reducing vehicle speeds and promoting the bicycle-oriented nature of a bike boulevard.
- » Expand motorist education to improve safety for all road users. Consider a Bicycle Friendly Driver program through local LCIs.

- » Develop bicycle education opportunities for adults. Consider ways to target demographics who currently do not feel safe riding with classes or events that address their concerns.
- » The Sugar Land Mobility Safety Program is a great sounding 10-part educational series focused on specific aspects of safety while traversing around the city. Work with local businesses, public agencies, and other institutions to disseminate this work and make sure that drivers, pedestrians, and bicyclists receive messages about safe behaviors and the best ways to get around Sugar Land.
- » Work with existing bicycle shops, bicycle groups, or other community groups to provide a community-oriented bicycle shop that provides free or subsidized bicycle maintenance for low-income residents, free or subsidized bicycles, and other services that allow people to use bicycles for transportation.
- » Adopt a target level of bicycle use (percent of trips) to be achieved within a specific timeframe, and ensure data collection necessary to monitor progress.

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## MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » League of American Bicyclists: <http://www.bikeleague.org>
- » Guide to the BFC Report Card:  
[http://bikeleague.org/sites/default/files/Guide\\_to\\_the\\_Bicycle\\_Friendly\\_Community\\_Report\\_Card.pdf](http://bikeleague.org/sites/default/files/Guide_to_the_Bicycle_Friendly_Community_Report_Card.pdf)
- » Building Blocks of a Bicycle Friendly Community:  
<http://bikeleague.org/content/building-blocks-bicycle-friendly-communities>
- » The Five E's: <http://bikeleague.org/content/5-es>
- » Community FAQs & Resources: <http://bikeleague.org/content/community-faq-resources>
- » Smart Cycling Program: <http://bikeleague.org/ridesmart>
- » Advocacy Reports and Resources: <http://bikeleague.org/reports>

