

Project Recommendation Community Survey (Survey #2)**47 respondents; 16 Questions**

1. When asked to give open-ended feedback on the goals of the study, survey respondents noted the need for safety in their community. Other responses proposed the establishment of protected open spaces to reduce flood risk and indicated a need for stronger relationships between the City, HOA, and Civic Clubs to ensure community standards are kept and maintained. Several comments discussed the need for police presence, and greater code and deed restriction enforcement. Lastly, respondents continued elevating the concern for grocery stores and fresh food.
2. Of the types of restaurant/retail uses proposed for Catalyst Site #1 (FountainLife Center) and Catalyst Site #2 (Edison Center), 34 percent of respondents preferred dine-in restaurants, 26 percent preferred farmers markets, and 26 percent indicated the need for a continued education/learning center. Other responses include a full-size grocery store such as an H-E-B or Whole Foods, and local coffee shops. Written responses included senior citizen activity centers and multi-use coworking space.
3. Of the types of residential units proposed for Catalyst Site #2 (Edison Center), a majority of respondents (44 percent) preferred single-family homes, and 38 percent preferred senior living or retirement communities. The equal split between single-family and retirement indicates a need for both housing styles, and there may be a development pattern that accommodates both.
4. When asked about pedestrian, bicycle, and transit improvements needed at Catalyst Site #3 (Fannin Station Apartments), respondents indicated that wider sidewalks and improvements to intersections crossings are the primary improvements needed. Written comments continued raising the issue of stray or loose animals as a barrier to pedestrian travel.
5. According to survey respondents, the main types of roadway improvements for new or reconstructed roadways are enhanced and accessible sidewalks (63 percent) and traffic signal timing (48 percent). No respondents selected "reduced travel lane widths." Other responses included traffic and mobility management to support widened streets such as Airport Blvd, protected bicycle lanes, and reduced car speeds.
6. High-visibility crosswalks and sidewalk/ADA ramp improvements were consistently chosen as the top two intersection improvements that would be most effective.
7. The majority of survey respondents (52 percent) would prefer a paved concrete trail surface for the proposed trails in Fort Bend Houston over crushed stone or asphalt.
8. Enhanced lighting and trees/shade structures are the most desired trail amenities. Written comments indicated a need for gathering or picnic areas along trails similar to Brays Bayou, and natural prairie, wetlands and natural conservation areas.

9. Lighting and enhanced accessibility are the main improvements needed at neighborhood parks. Written responses included improved park maintenance, benches, security, playing fields and resources for programming or community events.
10. When asked to select the best approach to improve connectivity between neighborhoods, 43 percent chose trail connections, and extended roadways was tied with additional sidewalks at 24 percent. Again, the issue of animal control, stray and loose dogs was raised.
11. Respondents would like to see public art in parks and at intersections.
12. The most desired amenity survey respondents would like to see in a median pocket park is a walking path or trail (39 percent), the second most desired amenity for a median pocket park is a covered pavilion (25 percent). The least desired amenities for a pocket park were public Wi-Fi (40 percent) and rain gardens (23 percent).
13. Houston BCycle rentals were tremendously supported by survey respondents.
14. When asked where survey respondents would like to see BCycle stations in the Study Area, survey respondents indicated popular usage at community centers and at parks.
15. 53 percent of survey respondents stated they would use a METRO Curb2Curb shuttle. However, the high rate of negative responses to a shuttle service (47 percent) indicates most residents would most likely prefer to drive themselves to their destination.
16. Those who selected 'YES' stated they would like the METRO Curb2Curb to connect them to Study Area parks and community centers, as well as new retail developments proposed. Additional destinations for the METRO service included retail locations along W Orem Dr and S Post Oak, places of worship, local libraries, and the Power Center. Other survey respondents would utilize the shuttle service for greater connectivity to other transit routes outside of the Study Area such as the Fannin South METRO Rail.