

**2015 Houston City Elections  
Transportation Issues Questionnaire  
Citizens' Transportation Coalition**

Return to in MS Word format to [chair@ctchouston.org](mailto:chair@ctchouston.org); by 25 Sept 2015; Answer at least one question per Topic Group  
DEXTER R. HANDY, Chair, Citizens' Transportation Coalition, phone: 832-724-8753 [email: chair@ctchouston.org](mailto:chair@ctchouston.org)



**Citizens' Transportation Coalition**

PO BOX 66532, HOUSTON TX 77266-6532

Candidate name: Sharon Moses

Position sought: Houston City Council, At-Large, Position 5

List briefly what you consider to be the top 3 (or 4) obligations for your position or needs of your district (if applicable)

1. Public Safety
2. Transportation/Infrastructure
3. Quality of Life
4. Transparency and Accountability

**Topic A: Complete Streets Policy**

The Houston Complete Streets Coalition notes that “Streets are a vital part of livable, attractive communities. Everyone, regardless of age, ability, income, race, or ethnicity, ought to have safe, comfortable, and convenient access to community destinations and public places—whether walking, driving, bicycling, or taking public transportation. But too many of our streets are designed only for speeding cars or, worse, creeping traffic jams.” Furthermore, the city policy currently does not adequately address safety.

**1. Question:** Please explain how you will support the City of Houston’s goal to make the Complete Streets concepts a reality city wide, and particularly, in your specific district’s neighborhoods.

I am running for an At-Large Position, therefore I would support Complete Streets as a city-wide plan. I have a Masters in Transportation Planning and Management and I am very passionate about safe streets, safe traffic corridors and traffic calming measures. I will support the efforts of the city by being an active participant in the planning process, by researching the successful states and cities that have already implemented the Complete Streets Policies and I would further promote the program by helping to inform the public of the importance of this concept and how necessary it is for the future of the city.

**2. Question:** How would you achieve the following safety features in Houston’s Complete Street & Plan Zero policies?

**2015 Houston City Elections**  
**Transportation Issues Questionnaire**  
**Citizens' Transportation Coalition**

Return to in MS Word format to [chair@ctchouston.org](mailto:chair@ctchouston.org); by 25 Sept 2015; Answer at least one question per Topic Group  
DEXTER R. HANDY, Chair, Citizens' Transportation Coalition, phone: 832-724-8753 [email:chair@ctchouston.org](mailto:chair@ctchouston.org)

a. Complete, Safe, and Maintained Sidewalk Networks?

In my neighborhood, there are few sidewalks. However, in the Clear Lake area among others that I love to visit, I have witnessed beautiful planned communities, with large lots and sidewalks that extend within and without the neighborhoods. I would support the efforts of Houston's Complete Street Plan by attempting to create public private partnerships that would be beneficial to the communities. I would also like to reach out to the HOA's if possible and discuss breaking ground with them in areas that really need sidewalks in their community. Then going forward I believe we have to start with a plan as developers come to Houston we need to have an established frame work for what can and cannot be done in our communities. In other words, I would encourage them to build with walkability as part of the blue print and master plan.

b. Bike Plan Implementation?

In this instance, I believe strongly that education is the key. I would actively work to educate the general public on the importance of bike safety and the necessity of making changes quickly as we work to make our streets safer for pedestrians. I would also support the City's efforts to invest in safer bikeways because that matter relates to quality of life in the City of Houston. Gone are the days of Houston just being an oil, gas and energy city, people are moving here because Houston is just a great place to live. We can promote that vision by making Houston safe for all modes of transportation by increasing our bike ways and allow citizens other viable transportation options.

c. Americans with Disabilities Act (ADA) federal compliance?

Before my mother passed away from complications caused by a stroke that caused her left side to be slightly paralyzed, I have to admit that I didn't think about the ADA, at least not consciously. However, after experiencing the struggle first hand, I understand the need for more federal compliance. It is kind of like the old adage... you don't miss your water until your well runs dry. My mother faced a dry well for seven years before she died and I watched her struggle to get around and have some sense of normalcy with her disability. Metro-Lift came to our aid and was a God-send. That being said, I strongly support the ADA Federal Compliance measures and will do all that I can to help assist in any way possible to honorably serve those with disabilities.

d. Lower Speed Limits and/or Speed Calming Features?

Let's bring all the players to the table shall we? TxDOT, METRO, H-GAC, Harris County and the city of Houston and let's talk about it. Traffic calming is a must in our City and I believe that we can save many lives just by including traffic calming into our present and future design. To that end, it is my contention that we all need to get the vision which is why I would request a round table meeting with all parties involved. However, I would not let that meeting stop me or slow me down (no pun intended). I would move forward based upon the ability of the city to implement these calming measures one street at a time, based of course on those streets that have the higher incidents of fatalities due to pedestrian/motor vehicle accidents. Further, lower speed limits should also be considered as an option and we must weigh the cost and impacts of such a plan. Impacts of course being safety, while the costs would have to be projected for changing signs and educating the public just to name a few.

**2015 Houston City Elections  
Transportation Issues Questionnaire  
Citizens' Transportation Coalition**

Return to in MS Word format to [chair@ctchouston.org](mailto:chair@ctchouston.org); by 25 Sept 2015; Answer at least one question per Topic Group  
DEXTER R. HANDY, Chair, Citizens' Transportation Coalition, phone: 832-724-8753 [email:chair@ctchouston.org](mailto:chair@ctchouston.org)

---

e. Reduction in Traffic Deaths?

This is a challenging question, because here funding is an issue perhaps more so than the others, because we are potentially talking about revising entire street networks. However, safety is a priority. In this instance I would begin by reviewing other cities to see how they implemented their successful programs and what source or funding was used. Then establish a committee to evaluate the options and discuss, debate and discover ways of accomplishing this feat at a local level. I would identify the key players and the key deterrents to accomplishing such a major endeavor. Then maybe start off small with a type of pilot program, then obtain the necessary data to move forward expeditiously.

**3. Question:** How will you pursue the Complete Streets & Transportation Plans to ensure a connected equitable safe multimodal system?

I would start by establishing a steering and stakeholders committee with key players in the industry. For example TxDot, the Public Works and Planning Department from the City of Houston, METRO, H-GAC and beyond. This would bring the issue to the forefront and keep it there as the process unfolds. I would also make it part of the Transportation, Technology and Infrastructure Committee Council Meeting so that it would continue the conversation publicize the information to gain voters support.

**4. Question:** Under what circumstances should a developer or utility be granted a variance from sidewalk construction and/or maintenance?

Only if it is in the best interest of the public's welfare should a variance be granted. AND the matter must be reviewed by City Council with a majority vote to allow the variance.

**5.Question:** Instead of allowing utility poles in the middle of a sidewalk, what other solution would you support to resolve this situation?—e.g. have sidewalk go around; have utility site pole to the side of the sidewalk; use of greenspace; underground utility; city regulations for pole placements, etc.

I am a strong advocate for underground utilities. I remember when hurricane Ike it. One thing that I remember is that all the phone lines were down. Including but not limited to all providers of cell phones and Comcast. Only phone lines that were working were AT&T and that was because their utility lines were under ground. I know this plan tends to be a little more expensive on the front end however the costs and expense can be weighed against the benefit of reduced repairs in the time of an emergency.

**2015 Houston City Elections  
Transportation Issues Questionnaire  
Citizens' Transportation Coalition**

Return to in MS Word format to [chair@ctchouston.org](mailto:chair@ctchouston.org); by 25 Sept 2015; Answer at least one question per Topic Group  
DEXTER R. HANDY, Chair, Citizens' Transportation Coalition, phone: 832-724-8753 [email:chair@ctchouston.org](mailto:chair@ctchouston.org)

Preferences for mobility and reducing traffic congestion are rapidly changing.

The April 2015 Kinder Houston Area Study for reducing traffic congestion

([https://kinder.rice.edu/uploadedFiles/Urban\\_Research\\_Center/News/2015%20Kinder%20Institute%20HAS\\_PDF\\_4by3-1.pdf](https://kinder.rice.edu/uploadedFiles/Urban_Research_Center/News/2015%20Kinder%20Institute%20HAS_PDF_4by3-1.pdf))

lists the top 3 transportation modes as

- Roadways: 26% in 2015 (down from 33% in 2009)
- Urbanism: 27%
- Transit: 43%

**6. Question:** Focusing on urbanism and transit, how will you propose to upgrade infrastructure to facilitate citizens' increased preferences for urbanism and transit as noted in the Kinder/Klineberg study?

While working to obtain my Masters in Transportation Planning and Management, I wrote a thesis entitled The Cost and Impacts of Transit Oriented Development (TOD). We need to focus on creating and designing more livable communities. If we implement this plan than we will begin to see the utilization of more transit as the design of such a community encourages this form of transportation. Further, I believe that this issue is a matter that should also be before the Transportation, Technology and Infrastructure Committee, as we need to change the way we think and how we view our city. As per the Kinder Study, most people believe that traffic has gotten worse. This viewpoint can be changed by redoubling our efforts to provide multi-modal transit options and providing a choice that can minimize the effects of congestion.

**Topic B: Traffic Congestion, Streets, Parking, Signalization, Mobility Studies**

Traffic can flow more efficiently if signals are properly synchronized and can reset when they go out. This lessens the time spent in vehicles, reduces the space needed for cars queuing at intersections, and reduces fuel waste and air pollution. Science and modeling have improved since signal syncing was last a major initiative.

Poor signalization is especially a problem on major arterials and freeway access roads around commercial activity centers.

**7. Question:** Please explain your support (or non-support) for some form of rail, either commuter or light rail, to reduce traffic congestion on major arteries.

I am a big fan of rail, both light and commuter. Both rail types would have to be strategically placed however to be safe and reliable means of transport for the community. We are spending more and more time in congestion, this is taking away from our quality of life. I am not a fan of losing time in a vehicle when I could be at home with my family. I believe that light rail/commuter rail would make a huge difference in the way we travel to and from our destinations and return some of the lost hours spent in congestion.

**8. Question:** What efforts should the city, in cooperation with other agencies, do to make computer controlled intelligent traffic light synchronization?

The City should work closely with other agencies. As studies have shown that Intelligent Transportation Systems can assist with various phases of gridlock. As the City of Houston continues to grow we must reach out to other agencies and put policies in place that support ITS.

**2015 Houston City Elections**  
**Transportation Issues Questionnaire**  
**Citizens' Transportation Coalition**

Return to in MS Word format to [chair@ctchouston.org](mailto:chair@ctchouston.org); by 25 Sept 2015; Answer at least one question per Topic Group  
DEXTER R. HANDY, Chair, Citizens' Transportation Coalition, phone: 832-724-8753 [email:chair@ctchouston.org](mailto:chair@ctchouston.org)

**9. Question:** Which measures will you encourage to minimize traffic congestion?

- a. Promotion of smaller vehicles – I support this however, with the City of Houston we have large national and international trucks traveling on the highways and byways. We also have your local inter/intra state huge 4x4's on our Houston/Texas highways. My concern is for the person in the small car and the potential for accidents that sadly do occur only too frequently on our roads. I remember when I visited Spain all the cars were small. That was great and safe. Now if Houston could do that I would support the idea and the concept, but with the idea that everything is bigger in Texas including our cars and our trucks... it's hard to completely support this idea. I believe that conceptually it is great however with only a small few making the changes to smaller vehicles it would not be enough.
- b. Improved Mass Transit – I would encourage this for sure – this is a must have and a must do – the population boom that the city is currently experiencing has made this a mandate for the city of Houston.
- c. More vehicle lane miles – Not this one so much because if you build it, they will come. More lane miles can potentially mean more CARS on the road.
- d. More bicycle use - I would encourage this for sure
- e. Increased gas tax – Sorry, not big on increasing taxes

**Topic C: Competing Vehicular Passenger Cars-Jitneys, Ride Share, and Others**

**10. Question:** Please express your views on ride share and jitney programs in Houston as substitutes for single passenger vehicles.

I support ride share. I must admit my concern for ride share though the way it is being done in other cities, i.e., just riding or walking up and asking any random person to join you on your way to work is not the way it should be done. A plan... maybe connect to those in your community to set up a directional travel plan – now that is a ride share that I can support.

Jitneys, well... with city guidelines and regulations that would increase public safety – I can get behind that issue as well.

**Topic D: Bike Trails and Bayou Greenway Initiatives**

Bayou Greenways is an approximately \$480 million project that will be tackled by many public and private stakeholders in several phases over ten to fifteen years.

When complete, the greater Houston area will have added 4,000 acres of new and equitably distributed green spaces that can also serve the function of flood control and storm water quality enhancement.

We will have also completed 300 miles of continuous all-weather hike and bike trails that will meander through those greenways — an amenity unparalleled in the nation.

(Source: <http://www.bayougreenways.org/bayou-greenway-initiative>)

**2015 Houston City Elections**  
**Transportation Issues Questionnaire**  
**Citizens' Transportation Coalition**

Return to in MS Word format to [chair@ctchouston.org](mailto:chair@ctchouston.org); by 25 Sept 2015; Answer at least one question per Topic Group  
DEXTER R. HANDY, Chair, Citizens' Transportation Coalition, phone: 832-724-8753 [email:chair@ctchouston.org](mailto:chair@ctchouston.org)

---

**11. Question:** Please describe your position on integrating people, walking, hike, and bike pathways into our public transit system (i.e., Metro, Park & Ride, Transit Center, & Neighborhood connectivity).

Connectivity is important and should be considered as we continue to build. I believe that we should integrate all modes of transportation to give people more viable options. I also think that we should encourage walkability and bike riding. Hike and bike trails would be a great way to decrease obesity in the city of Houston and this would also help to increase our quality of life.

**Topic E: Multi-modal Transit Alternatives (Bus, HOV/HOT, Light Rail, Bikes, Ride Share, Jitney, Park & Ride, Walking)**

One in five adult Texans cannot or does not drive.

Houston METRO comprehensively redesigned the city's transit system with implementation, and rolled out the new system in August 2015.

Hard choices were made about reducing expensive service to very small numbers of people, where ridership was low despite bus service being the only choice for transportation in these poor/minority communities.

The plan devotes 80% of Metro's resources to maximizing ridership, which all of these frequent lines do, and only 20% to providing access to people living in poor/low ridership areas of the city.

**12. Question:** Please express your views on the need for more transit for the Houston region to serve the one in five adults (plus children) that do not drive.

Don't handicap the people. We have to find a way to be inclusive of all people that need transit. Maybe there is a reason for low ridership those areas should be evaluated closely to determine the why's and the dynamics of the transit lines. Once determined then maybe a request on demand should be established, but to exclude that 20% I believe is a grave injustice that reflects poorly on the city. If the services are taken away then there should be another plan on the books for those that need it. There should always be a plan B.

**Topic F: Passenger Rail – High Speed Rail & Commuter Rail**

**13. Question:** What is your position on developing high-quality rail connections for passengers between Houston and other major Texas cities?

Let's do it! We need it! Let's get it done!

**14. Question:** How will you as a city official work with constituents to abate the impacts of commuter or High Speed Rail on neighborhoods?

I remember President Clinton's executive order 12898 dealing with environmental injustice for minorities and low income populations in 1994. As we plan to initiate these rail modalities, then we need to meet with the

**2015 Houston City Elections  
Transportation Issues Questionnaire  
Citizens' Transportation Coalition**

Return to in MS Word format to [chair@ctchouston.org](mailto:chair@ctchouston.org); by 25 Sept 2015; Answer at least one question per Topic Group  
DEXTER R. HANDY, Chair, Citizens' Transportation Coalition, phone: 832-724-8753 [email:chair@ctchouston.org](mailto:chair@ctchouston.org)

---

public to minimize gentrification and maximize support for the plan. I believe that constituents are our greatest asset if they are well informed then the potential is there to negate or reduce the negative impact.

**Topic G: Shipping - Freight Rail, Heavy Truck Traffic, Port Authority**

**15. Question:** How should the city and other governmental authorities, such as the Gulf Coast Freight Rail District, cooperate with the state legislature to enact statutes that preserve and allow for expansion of freight rail corridors?

In order to grow there must be a meeting of the minds. There needs to be some form of cooperation and compromise to get anything done. If we are not moving forward, than we are standing still. If we are standing still, then we are being passed by. When asked "How" should the city work? The answer is by operating with an open mind towards change, growth and the mindset of what's good for the people of this city.

**Topic H: Public Infrastructure Ordinances and Policy**

**16. Question:** Should it be a protocol for the design manuals established by Public Works & Engineering (eg Chapter 9 Storm water Design) to be incorporated by reference into ordinances and integrated with other design standards to survive political administration turnovers?

Actually that is a good idea. However that may not survive the political turnovers as ordinances can also be changed, but it is a start.

**17. Question:** Does the city have an independent obligation to oversee compliance with planning requirements in order to avoid complaint driven enforcement (i.e., brought up from below by affected citizens who have the money and time to protest)?

I don't know that I would call it an independent obligation however, I would support the efforts of the city to have a more hands on approach to our planning processes and compliance concerns.

**18. Question:** Do you support designating seats for representatives who are active in neighborhood organizations such as the SuperNeighborhood Alliance instead of having a significant number of planning commission seats filled by professionals in the building, real estate, and construction industry?

Actually yes. Having the community at the table would make a huge difference because they know what the community needs. They are the voice of the people and by designating seats for them, there may be a secondary affect, i.e., increasing community involvement. With that be said though, I would not exclude the professionals we still need them to implement the plan and get the job done – otherwise all we have are ideas on the table.

**2015 Houston City Elections  
Transportation Issues Questionnaire  
Citizens' Transportation Coalition**

Return to in MS Word format to [chair@ctchouston.org](mailto:chair@ctchouston.org); by 25 Sept 2015; Answer at least one question per Topic Group  
DEXTER R. HANDY, Chair, Citizens' Transportation Coalition, phone: 832-724-8753 [email: chair@ctchouston.org](mailto:chair@ctchouston.org)

---

**19. Question:** The Planning Commission and/or City Engineer can grant variances to almost any City Building/Construction Ordinance. How will you reduce the number of variances granted?

There needs to be an audit of the system with a thorough and in-depth look at the history of these variances. Then we need to move forward with a plan on what is allowable and what is not. This needs to be under strict scrutiny so that we can have an outline a formidable plan that would keep variances to a minimal.

**20. Question:** How should the city handle the increased infrastructure demands and other cumulative impacts of Chapter 42?

The City's Land Development Ordinance should support the demands on increasing our infrastructure. Still our neighborhoods should be protected from over development as well. There really is two sides to this coin. However, I am contemplating the idea that maybe just maybe, Houston should consider implementing some zoning laws that would settle a lot.

Thank you for your questions!

**2015 Houston City Elections  
Transportation Issues Questionnaire  
Citizens' Transportation Coalition**

Return to in MS Word format to [chair@ctchouston.org](mailto:chair@ctchouston.org); by 25 Sept 2015; Answer at least one question per Topic Group  
DEXTER R. HANDY, Chair, Citizens' Transportation Coalition, phone: 832-724-8753 [email: chair@ctchouston.org](mailto:chair@ctchouston.org)

Here is an overview of the CTC transportation topics and questions.

Question #	Category	Questions for Candidates
<b>Topic A: Complete Streets Policy</b>		
1	Complete Streets Policy	Please explain how you will support the City of Houston's goal to make the Complete Streets concepts a reality city wide, and particularly, in your specific district's neighborhoods.
2	Complete Streets Policy	How would you achieve these safety features in Houston's Complete Street & Plan Zero policies?
		2a Complete, Safe, and Maintained Sidewalk Networks?
		2b Bike Plan Implementation?
		2c Americans with Disabilities Act (ADA) federal compliance?
		2d Lower Speed Limits and/or Speed Calming Features?
		2e Reduction in Traffic Deaths?
3	Complete Streets Policy	How will you pursue the Complete Streets & Transportation Plans to ensure a connected equitable safe multimodal system?
4	Complete Streets Policy	Under what circumstances should a developer or utility be granted a variance from sidewalk construction and/or maintenance?
5	Complete Streets Policy	Instead of allowing utility poles in the middle of a sidewalk, what other solution would you support to resolve this situation?—e.g. have sidewalk go around; have utility site pole to the side of the sidewalk; use of greenspace; underground utility; city regulations for pole placements, etc.
6	Traffic Congestion, Streets, Parking, Signalization, Mobility Studies	Focusing on urbanism and transit, how will you propose to upgrade infrastructure to facilitate citizens' increased preferences for urbanism and transit as noted in the Kinder/Klineberg study?
<b>Topic B: Traffic Congestion, Streets, Parking</b>		
7	Traffic Congestion, Streets, Parking, Signalization, Mobility Studies	Please explain your support (or non-support) for some form of rail, either commuter or light rail, to reduce traffic congestion on major arteries.
8	Traffic Congestion, Streets, Parking, Signalization, Mobility Studies	What efforts should the city, in cooperation with other agencies, do to make computer controlled intelligent traffic light synchronization?
9	Traffic Congestion, Streets, Parking, Signalization, Mobility Studies	Which measures will you encourage to minimize traffic congestion?
		9a · Promotion of smaller vehicles
		9b · Improved Mass Transit
		9c · More vehicle lane miles

**2015 Houston City Elections  
Transportation Issues Questionnaire  
Citizens' Transportation Coalition**

Return to in MS Word format to [chair@ctchouston.org](mailto:chair@ctchouston.org); by 25 Sept 2015; Answer at least one question per Topic Group  
DEXTER R. HANDY, Chair, Citizens' Transportation Coalition, phone: 832-724-8753 [email: chair@ctchouston.org](mailto:chair@ctchouston.org)

		9d · More bicycle use
		9e · Increased gas tax
<b>Topic C: Competing Vehicular Passenger Cars - Jitneys, Ride Share, and Others</b>		
10	Competing vehicular passenger cars-Jitneys, Ride Share, & others	Please express your views on ride share and jitney programs in Houston as substitutes for single passenger vehicles.
<b>Topic D: Bike Trails and Bayou Greenway Initiatives</b>		
11	Bike Trails and Bayou Greenway Initiatives	Please describe your position on integrating people, walking, hike, and bike pathways into our public transit system (i.e., Metro, Park & Ride, Transit Center, & Neighborhood connectivity).
<b>Topic E: Multi-modal Transit Alternatives (bus, HOV/HOT, Light Rail, Bikes, Ride Share, Jitney, Park &amp; Ride, Walking)</b>		
12	Multi-modal Transit Alternatives (bus, HOV/HOT, light rail, bikes, ride share, jitney, park and ride, walking)	Please express your views on the need for more transit for the Houston region to serve the one in five adults (plus children) that do not drive.
<b>Topic F: Passenger Rail – High Speed Rail &amp; Commuter Rail</b>		
13	Passenger rail - HSR, commuter rail	What is your position on developing high-quality rail connections for passengers between Houston and other major Texas cities?
14	Passenger rail - HSR, commuter rail	How will you as a city official work with constituents to abate the impacts of commuter or High Speed Rail on neighborhoods?
<b>Topic G: Shipping, Freight Rail, Heavy Truck Traffic, Port Authority</b>		
15	Shipping - freight rail, heavy truck traffic, Port Authority	How should the city and other governmental authorities, such as the Gulf Coast Freight Rail District, cooperate to enact statutes that preserve and allows for expansion of freight rail corridors?
<b>Topic H: Public Infrastructure Ordinances and Policy</b>		
16	Public Infrastructure Ordinances and Policy	Should it be a protocol for the design manuals established by Public Works & Engineering (eg Chapter 9 Stormwater Design) to be incorporated by reference into ordinances and integrated with other design standards to survive political administration turnovers?
17	Public Infrastructure Ordinances and Policy	Does the city have an independent obligation to oversee compliance with planning requirements in order to avoid complaint driven enforcement (i.e., brought up from below by affected citizens who have the money and time to protest)?

**2015 Houston City Elections  
Transportation Issues Questionnaire  
Citizens' Transportation Coalition**

Return to in MS Word format to [chair@ctchouston.org](mailto:chair@ctchouston.org); by 25 Sept 2015; Answer at least one question per Topic Group  
DEXTER R. HANDY, Chair, Citizens' Transportation Coalition, phone: 832-724-8753 [email: chair@ctchouston.org](mailto:chair@ctchouston.org)

18	Public Infrastructure Ordinances and Policy	Do you support designating seats for representatives who are active in neighborhood organizations such as the Super Neighborhood Alliance instead of having a significant number of planning commission seats filled by professionals in the building, real estate, and construction industry?
19	Public Infrastructure Ordinances and Policy	The Planning Commission and/or City Engineer can grant variances to almost any City Building/Construction Ordinance. How will you reduce the number of variances granted?
20	Public Infrastructure Ordinances and Policy	How should the city handle the increased infrastructure demands and other cumulative impacts of Chapter 42?