Since its creation by the Texas State Legislature in 2001, The Energy Corridor District has been guided by a singular vision: to help The Energy Corridor be internationally recognized as a high-quality place in which to work, live and invest.
SOLID LEADERSHIP WITH A POWERFUL COMMITMENT

Through public agency coordination and visionary planning, The Energy Corridor District has charted a course to help provide for transportation mobility, traffic management, urban design, security, public safety, code compliance, business-building assistance and quality of life initiatives designed to improve the appeal of its service coverage, while making this place a prime destination for multinational, national and local firms.

- Home to 300+ international, national and local companies
- The Energy Corridor is one of the largest job centers in the region; by 2030 employment capacity is expected to reach 163,000.
- Over 22,000 people live in The Energy Corridor; by 2030 the number of residents is expected to grow 30% to 29,000.
Using growth forecasts for the next two decades, The District’s Unified Transportation Plan is designed to help make its vision a reality – benefitting property owners, businesses, employees and residents by:

**Our Guiding Principles Include:**
- Create Vibrant Destinations
- Build Great Public Spaces
- Enhance Circulation Networks
- Develop Complete Streets
- Integrate Transit Service
- Invest In Transit Infrastructure
- Encourage Bicycle Use
- Promote Environmental Design
- Activate Neighborhood Streets
- Embrace Natural Landscapes

**The Energy Corridor Guiding Principles**

Guiding principles for the Master Plan were developed collaboratively with District stakeholders, staff and consultants during months of planning and strategy meetings. The guiding principles are informed by an assessment of The Energy Corridor’s unique physical characteristics, an analysis of opportunities for improvement, and an appreciation for some of the defining characteristics of great places throughout the United States and around the world. Several strategies/themes provide a foundation for planning. These will help to guide The Energy Corridor District and its partners in the process of evaluating future projects through the lens of the principles, with the ultimate goal of realizing the ambitious master plan vision.

**District Frameworks**

Concentrating on land use, mobility and parks & open space, the frameworks guide the creation of a multi-modal district with a broad mix of residential and commercial neighborhoods.
The Energy Corridor CarShare Program Expansion
Transit Stop Amenities at Existing Stops
The Energy Corridor Commuter Shuttle
The Energy Corridor Circulator
New Transit Stops to Serve ECD Circulator
Express Service from Northwest Transit Center to ECD Transit Center along IH-10
The Energy Corridor Bike Share Program

IH-10 Corridor Real-time RideShare Pilot Project
The Energy Corridor Transit Center Design and Planning
Protected Intersections on IH-10 at SH-6, Eldridge Pkwy, and Dairy Ashford Rd.
Protected Intersection at Memorial Dr. and Eldridge Pkwy.
Traffic Signals and Pedestrian Infrastructure at Grisby Rd. and SH-6 Intersection
North Eldridge Pkwy. and North Dairy Ashford Intersection Improvements
South Mayde Creek / Memorial Dr. Intersection
Dairy Ashford/St. Mary’s Lane Intersection Improvements
Traffic Signals on Eldridge Pkwy. Intersections
District-Wide Sidewalk Projects
Pedestrian Bridge from Woodbranch to Addicks Dam Trail
Overall Connections to Addicks Dam Spillway Park
North Eldridge Pkwy.
South Mayde Creek Dr. Extension to IH-10
IH-10 Frontage Road Safety Enhancement
Grisby Square Shared Streets
Park Row Dr. Complete Street
TRANSPORT PROJECTS

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>1. <strong>The Energy Corridor CarShare Program Expansion</strong></td>
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<td>2. <strong>Transit Stop Amenities at Existing Stops</strong></td>
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<td>8. <strong>IH-10 Corridor Real-time Rideshare Pilot Project</strong></td>
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<tr>
<td>9. <strong>The Energy Corridor Transit Center Design and Planning</strong></td>
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</tbody>
</table>
Traffic Signal and Pedestrian Infrastructure Improvements in The District

Protected Intersection at Memorial Dr. and Eldridge Pkwy
While the City of Houston is reconstructing Memorial Dr., The District will design intersection enhancements for the western end of the project in The Energy Corridor District for better vehicular movement, safety and protection of pedestrians and bicyclists along Eldridge Pkwy, Memorial Dr. and at the intersection crossings.

Traffic Signals and Pedestrian Infrastructures at Grisby Street and SH-6 Intersection
The District plans to partner with TxDOT to install traffic signals at the SH-6 and Grisby Rd. intersection and enhance pedestrian and bicycle infrastructures.

North Eldridge Pkwy and N. Dairy Ashford Intersection Improvements
Right turn and left turn lanes will have to be modified to accommodate new traffic from Park Row.

South Mayde Creek and Memorial Dr. Intersection
The District will design protected intersection corners and crosswalks to allow pedestrians and bicyclists to safely cross the intersection along Memorial Dr.

Dairy Ashford and St. Mary’s Lane Intersection Improvements
The District will design wide sidewalks between Barryknoll and IH-10 with safe pedestrian crossings connecting businesses and residents on both sides of Dairy Ashford.

Traffic Signals on Eldridge Pkwy. Intersections
The District will coordinate with the Parkway Association and the City of Houston the replacement of the custom traffic signal poles and arms on Enclave Pkwy., Sandbridge St. and Briar Forest Dr.
### PED/BIKE ENHANCEMENT PROJECTS

<table>
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<th>Project</th>
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<tr>
<td><strong>District-Wide Sidewalk Projects</strong>&lt;br&gt;<img src="image1.jpg" alt="Image" /></td>
<td>The District will coordinate with the City of Houston the design and construction of safe sidewalks throughout the District to fill in gaps identified to connect workers and residents to destinations in the District. Some sidewalks can be designed as shared-use pathways for usage by both pedestrians and bicyclists. In many cases, the District will seek opportunities to contribute to private entities so that wider sidewalks can be built depending on right-of-way acquisition and projected demand.</td>
</tr>
<tr>
<td><strong>Pedestrian Bridge from Woodbranch to Addicks Dam Trail</strong>&lt;br&gt;<img src="image2.jpg" alt="Image" /></td>
<td>The District will coordinate with the Houston Parks Board and the City of Houston Parks and Recreation Department for the design and construction of a pedestrian bridge and trail connections over Turkey Creek connecting the Woodbranch area with the Addicks Dam Trail.</td>
</tr>
<tr>
<td><strong>Trail Connection and Pedestrian Bridge from Barker Dam to Grisby Rd</strong>&lt;br&gt;<img src="image3.jpg" alt="Image" /></td>
<td>The District is coordinating with the adjacent property owners for the design and construction of trail connections and a pedestrian bridge connecting Grisby Rd. and SH-6 sidewalks to the Barker Dam Trail.</td>
</tr>
<tr>
<td><strong>Wider Memorial Dr. Bridge sidewalks over Langham Creek</strong>&lt;br&gt;<img src="image4.jpg" alt="Image" /></td>
<td>The District will coordinate with the City of Houston to widen sidewalks along Memorial Dr. over Langham Creek to provide pedestrian and bicyclist access to the neighborhoods and the office buildings along Memorial Dr.</td>
</tr>
<tr>
<td><strong>Trail Connections to Addicks Dam Spillway Park</strong>&lt;br&gt;<img src="image5.jpg" alt="Image" /></td>
<td>The U.S. Army Corps of Engineers will reconstruct the trail that was removed for the new spillway construction project. The District will design a new Addicks Dam Spillway Park that will be a destination for the Terry Hershey and Eldridge Pkwy. trails extending the Energy Corridor trail system north of IH-10.</td>
</tr>
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</table>

Better Access to Terry Hersheyp Park for Pedestrians and Bicyclists

Fill in the Gaps in Sidewalk Connections from South Mayde Creek to Terry Hershey Park along Memorial Dr.

Pedestrian Bridges Connect Trails to Destinations
**COMPLETE STREETS PROJECTS**

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<tr>
<td><strong>North Eldridge Pkwy.</strong></td>
<td>The District is designing and will implement measures to relieve the traffic congestion and improve roadway safety on North Eldridge Pkwy. southbound between North Dairy Ashford and IH-10.</td>
</tr>
<tr>
<td><strong>South Mayde Creek Dr. Extension to IH-10</strong></td>
<td>The District will coordinate the design of a complete street connection between IH-10 and Memorial Dr. with adjacent property owners that would align with the South Mayde Creek/Memorial Dr. Intersection.</td>
</tr>
<tr>
<td><strong>IH-10 Frontage Road Safety Enhancement</strong></td>
<td>The District is coordinating with TxDOT, Texas A&amp;M University TTI and adjacent property owners the research and design of measures to slow down the traffic on the frontage roads of IH-10 to allow cars to safely access the office campuses.</td>
</tr>
<tr>
<td><strong>Grisby Square Shared Streets</strong></td>
<td>Parking, walking, bicycling, transit and slow moving cars will share the streets in Grisby Square creating a unique destination for restaurants, live music and walking in The Energy Corridor.</td>
</tr>
<tr>
<td><strong>Park Row Complete Street</strong></td>
<td>While completing the construction of Park Row, The District will coordinate with adjacent property owners the design and construction of wayfinding signs, sidewalks, ADA ramps, bike lanes and bus shelters.</td>
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Grisby Square Shared Streets

Proposed Roadway Improvement at Eldridge Pkwy. between North Dairy Ashford and IH-10 West Bound Feeder Road
STRATEGIC PARTNERS
The District proactively partners with federal, state, county and local agencies to receive services, opportunities and funding for projects.

Long-Range Planning
- Texas Department of Transportation (TxDOT)
- Houston-Galveston Area Council (H-GAC) / Regional Transportation Plan (RTP)
- Harris County Precinct 3
- City of Houston (COH)

Alternative Transportation
- Metropolitan Transit Authority of Harris County (METRO), STAR Vanpool
- Federal Transit Administration 5310 Program
- H-GAC Commute Solutions
- City Bike Plan
- FHWA FAST Act TA Set Aside flex funds

Capital Improvements
- Capital Improvement Plans (CIP) / City of Houston (COH)
- H-GAC Transportation Improvement Program (TIP) / Regional Transportation Plan (RTP)

Air Quality
- Congestion Mitigation and Air Quality (CMAQ)
- Local Initiative Project Grant Funding (LIP)

POTENTIAL FUNDING STRATEGIES
Large-scale master plan projects will require significant resources. The District’s position as facilitator is key—by prioritizing projects, providing seed funding and identifying reliable public/private funding streams.

Chapter 380 Agreements
The City of Houston implements Chapter 380 of the Local Government Code that authorizes municipalities to offer incentives designed to promote economic development.

Grants or Public Expenditures
Public support and grants are pursued to support the implementation of transit and many of the public realm improvements.

District Assessments
The District estimates that its revenue will be in the range of $18 million over the next five years, and 45 percent will be dedicated to transportation. Funding would provide the local share for grants and District projects.

Private Sector Projects/Investments
Through cooperative structure, individual private sector investments (a segment of local street, a greenway connection, a park, a streetscape improvement, a transit stop) can be organized to contribute to an overall, multimodal, integrated network.
The Unified Transportation Plan identifies multimodal projects designed to implement The Energy Corridor District’s mobility framework with transit services, an expanded street network, and improved pedestrian safety and bicycle connectivity.