2017 Energy Corridor District Commute Survey Report
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Executive Summary

The Energy Corridor District conducted a survey of area employees and residents from April 26, 2017 to May 12, 2017 in an effort to gain greater understanding and solicit feedback about Energy Corridor commuter behaviors and attitudes. The survey was distributed via Constant Contact to email subscribers, posted to social platforms, and sent directly to major area employers, property managers, and multi-family complexes. The District received over 1,400 responses representing more than 900 employees and about 400 residents, with a diverse age range and a roughly even split of responses from each gender. The responses provide insights that may benefit employers, developers, transportation planners, and public policy makers.

The survey results and comments confirm much of what is known and understood anecdotally: there is a strong desire for more direct and frequent commuter transit service to the Energy Corridor from the outlying suburbs. Aside from the 30% of employees living within the Energy Corridor, the largest concentration of employees resides in the Katy zip code 77494 at 9.5%, with the next largest concentration in the neighboring 77450 zip code at 4%.

The results and comments also confirmed there is a strong desire for more bicycling infrastructure, especially protected bicycle lanes and off-street trails connecting residents with employers and local businesses. More than 100 respondents expressed the desire to bike to work, but felt unsafe bicycling due to inadequate infrastructure and a culture of inattentive, aggressive motorists.

When compared to the 2014 survey results, the percentage of respondents driving alone to work has decreased from 86% to 82%. The commute modes with the highest increases were Park & Ride bus, bicycle, and vanpool, each experiencing an increase of 1-2%. Carpooling experienced the greatest decrease as a share of the commute mode split (about 1%), which is consistent with national trends.

It is clear from the survey results and comments that employees and residents are increasingly concerned with road congestion, and that relieving some of that congestion will require a multi-pronged approach by employers, local and regional government entities, and transportation planners and officials. There is no one-size-fits-all solution to the transportation issues facing the Energy Corridor, as each individual employee has unique needs, motivations, and values when determining his/her best commute option. The Energy Corridor District remains committed to responding to the transportation and mobility needs of the community by providing options for getting people where they need – and want – to go. The District will continue to partner with area employers, service providers, and local, regional, and national agencies to leverage our collective resources to deliver those mobility options and create a more vibrant, livable, and desirable place in which to live, work, and invest.
**Commuter Profile**

At 54%, more than half of all respondents spend 30+ minutes commuting to work. The number jumps to 69% during the evening commute back home. Similarly, the percentage of employees spending close to an hour commuting jumps from 18% in the morning to 24% in the evening. Looking at the worksite addresses of survey respondents, it appears that Shell Oil Company employees made up the largest segment of respondents, followed by BP America and then ConocoPhillips and CITGO. These companies make up some of the largest employers in the Energy Corridor.

The residential zip codes of survey respondents are consistent with previous surveys and the most recent American Community Survey census data that is currently available. See map to the right.

Outside of the District, the single largest concentration of employees is in the Katy zip code of 77494, roughly bounded by the Katy Freeway to the north, the Grand Parkway to east, and the Westpark Toll road to the south. The next largest concentration of employees resides in the neighboring 77450 zip code in Katy, just east of the Grand Parkway, followed by areas to the north and northwest of the Energy Corridor. To the south, the most popular residential area for Energy Corridor workers is the 77479 zip code of Sugar Land. Currently there are no express commuter routes serving Energy Corridor workers living in any of the above-mentioned residential communities. Park and Ride services from these outlying suburbs primarily serve workers downtown and in the Texas Medical Center.

The average commute distance of all survey respondents fell in the 15-19 mile range. For most, this is too great a distance for bicycle commuting, but not quite long enough to make vanpooling an attractive option. Approximately 13% of employees live less than 5 miles away – a very bikeable distance. Another 16% commute 5-9 miles, which is also a reasonable commute by bicycle. The 21% of employees commuting more than 25 miles one-way are excellent candidates for vanpool.

When asked about typical work arrival and departure times, the majority of respondents reported arriving between 7-8am (slightly more arrive at 7am), and departing work between 4-5pm. Given the overall tendency of Energy Corridor employees to begin work earlier in the day, allowing more workers to shift their hours later in the day (i.e. begin work at 9am or later, and depart work 6:30pm or later), could relieve some of the pressure on the existing transportation network.

**Commuter Mode Split**

When compared to the 2014 survey results, the percentage of respondents driving alone to work has decreased from 86% to 82%. The commute modes with the highest increases were Park & Ride bus, bicycle, and vanpool, each experiencing an increase of 1-2%. Carpooling experienced the greatest decrease as a share of the commute mode split, which is consistent with national trends. Unlike the previous survey, the 2017 commuter survey included “Compressed workweek day off” and “Taxi/Uber” as options. As expected, the majority of compressed workweek days off occurred on Friday, accounting for about 4% of all commute modes that day.

In an attempt to capture information about multi-modal trips, the 2017 survey asked respondents to indicate which mode they used for the shorter segment of their commute trip if they used more than one transportation mode. About 41% of all respondents indicated multi-modal commute trips on at least one day of the week. The most popular secondary commute mode was driving alone at 72%, which is typically the mode used to catch a Park & Ride bus, meet up for a vanpool, or meet a carpool partner.
Carpool and bicycle were tied for second and third most popular secondary mode (each at 6%), then “other” in fourth place at 4.7% and walking in fifth place with about 4% of respondents.

Cross-referencing demographic information with daily commute mode choices, it appears that there are more male bicycle commuters than female ones, and they tend to be between the ages of 35 and 64. Both vanpool and Park and Ride commuters tend to be a little older, between the ages of 44 and 64. Carpoolers tend to be younger between the ages of 25 and 44. There are slightly more males than females working compressed work week schedules.

**Commuter Attitudes**

Respondents were asked a series of questions regarding their commute preferences, factors contributing to their commute choices, as well as the effectiveness of various incentives to encourage trying commute modes other than driving alone.

After driving to work, respondents felt that working remotely was the most realistic alternative commute option despite about a quarter of respondents indicating that telework was not offered by their employer and the same percentage indicating their job was not compatible with telework. Carpooling was ranked the next most viable option. Walking and biking to work were viewed as the least realistic options; well over half of respondents said they live too far to walk or bicycle to work. Besides the long commute distances preventing employees from trying alternatives to driving alone, respondents indicated no reasonable transit option and getting to work by any other means would take too long.

In order of importance, survey respondents rated the following as the most effective at encouraging them to try alternative modes: more direct transit service, more frequent transit service, and cash incentives for not driving alone. Any new transit services will need to drop off passengers as close as possible to their destination. About 38% of respondents were willing to walk ¼ mile to/from a bus stop and/or a vanpool pick-up/drop-off location. About 25% of respondents are willing to walk up to ½ mile, and another 25% are not willing to walk at all.

In order to be an attractive alternative to driving alone, any new transit service will have to minimize the number of stops to provide timely and efficient service. Respondents reported the most important factors when deciding commute mode are time, convenience, and reliability. Cost, comfort and privacy were rated as the least important factors.

**Shared Transportation Services**

Due to the increasing ubiquity of smartphones and rapid advances in technology, the last few years have seen a proliferation of shared transportation services. While some of these services (e.g. Uber) have disrupted the market by challenging norms and regulations, they have also become an integral part of the overall transportation network with the potential to enhance and/or complement existing transit services. For example, Dallas’s transit provider has collaborated with the ride-hailing app Lyft to give patrons more transit options and greater flexibility at the beginning and end of transit trips.

Approximately 64% of respondents indicated they’d used a ride-hailing service such as Uber or Lyft in either Houston or another city. The results are testament not only to the ubiquity of these services, but also to their widespread acceptance by the general public. This indicates potential for similar services to
become more integral to the larger transportation network and possibly a service to be leveraged to bring commuter solutions.

Respondents were also asked about their familiarity and prior experience with bicycle sharing services. The Energy Corridor District is currently evaluating the possibility of adding a bike share program to increase public access to existing parks and trails, increase the competitiveness and attractiveness of The Energy Corridor relative to similar business districts, and provide alternative transportation options for short trips and first-mile last-mile connections.

A little over one-fifth, or 22%, of respondents had ever used a bike share system in Houston or another city. About 13% said they’d “definitely” or “likely” use such a system if implemented in the Energy corridor and another 20% indicated they might use such a system.

Similar themes quickly became apparent while reviewing the comments received. The demand for greater (i.e. direct, frequent) public transportation services was the top subject. Respondents expressed the desire for Park & Ride services to the Energy Corridor from the outlying suburbs, many stating the desire for commuter rail along IH-10. The next most popular subject concerned bicycling safety and infrastructure. Many expressed a desire to bicycle to work, but felt that it was unsafe for them to do so due to a lack of adequate bicycling infrastructure (e.g. protected bicycle lanes and off-street trails) and inattentive, often reckless car drivers.

Recommendations

There are a handful of short-term recommended actions that employers can take to alleviate some of the current and expected future congestion. The first recommendation relates to scheduling. Work shifts in the Energy Corridor tend to be earlier in the day with relatively few employees beginning their workday after 9am and departing work after 6pm. If employers shifted more employee work schedules to start and end later in the day, it would distribute motorists across time and space and could relieve some of the pressure on the transportation network during peak travel times.

The second recommendation for employers is to allow occasional telework options for those employees whose job description is compatible with working remotely. Second to driving alone, respondents indicated teleworking as the most realistic alternative commute option. Close to a quarter of all respondents reported that their employer does not offer telework options.

The third recommendation for employers is to participate in METRO’s RideSponsor program to provide subsidized transit passes while taking advantage of tax benefits associated with employee transit programs and payroll deductions for transit fares. Survey respondents rated “discounted or subsidized transit passes” as the fourth highest effective strategy to alter current commuting behavior. If parking is an issue at current work sites, employers may also consider implementing a parking cash-out program whereby employees receive a pre-determined amount of cash in giving up their parking space. A cash incentive for not driving alone was rated as the third highest effective at encouraging commuters to try alternative modes.

The Energy Corridor District and its local and regional partners can assist area employers to implement the above recommendations where appropriate and practical. The reduction in the share of overall commuters driving alone to work indicate that The District is headed in the right direction, but that many area employees desire additional commute options, especially transit and bicycling options. As a
municipal management district, the Energy Corridor is eligible to receive grants that might assist in bringing these additional services to the Energy Corridor, but would require meeting and adhering to certain criteria set at the local, state, and federal level. Providing new transit services such as express commuter routes, commuter rail, and bicycling infrastructure can often prove cost-prohibitive, even with the funding from such grants. Therefore it is imperative that The District partner with other public and private agencies where possible to leverage their collective funds to implement services that will have the greatest impact upon commuter behaviors.

Conclusion

It is clear from the survey results and comments that employees and residents are increasingly concerned with road congestion, and that relieving some of that congestion will require a multi-pronged approach by employers, local and regional government entities, and transportation planners and officials. There is no one-size-fits-all solution to the transportation issues facing the Energy Corridor, as each individual employee has unique needs, motivations, and values when determining his/her best commute option. The Energy Corridor District remains committed to responding to the transportation and mobility needs of the community by providing options for getting people where they need – and want – to go. The District will continue to partner with area employers, service providers, and local, regional, and national agencies to leverage our collective resources to deliver those mobility options and create a more vibrant, livable, and desirable place in which to live, work, and invest.
Survey Responses
Figure 1: Time Spent Commuting to Work

- 30-45 minutes: 29%
- 15-30 minutes: 32%
- 45-60 minutes: 18%
- 60-75 minutes: 5%
- 75-90 minutes: 2%
- 90+ minutes: 0%
Figure 2: Time Spent Commuting from Work to Home
Figure 3: Employee Residential Zip Codes
Figure 5: Typical Arrival Time at Work

- Before 6am: 12%
- 6:30am: 14%
- 7:00am: 19%
- 7:30am: 16%
- 8:00am: 18%
- 8:30am: 9%
- 9:00am: 7%
- After 9am: 1%
- Schedule Varies: 4%
Figure 6: Typical Departure Time from Work

- 5:00pm: 22%
- 4:30pm: 16%
- 4:00pm: 16%
- 5:30pm: 16%
- 6:00pm: 11%
- 6:30pm: 4%
- After 6:30pm: 3%
- Schedule Varies: 3%
- Before 4pm: 9%
Figure 7: Commute Mode Split

- Drive Alone: 82.49%
- Carpool: 4.43%
- Vanpool: 2.81%
- Bicycle: 2.98%
- Local Bus: 0.46%
- Park & Ride: 2.95%
- Walk: 0.60%
- Telework: 2.34%
- CWW: 0.82%
- Taxi/Uber: 0.12%
Figure 8: Secondary Commute Mode

- Drive Alone: 72%
- Carpool: 6%
- Bicycle: 6%
- Vanpool: 1%
- Local Bus: 2%
- Park & Ride: 2%
- Walk: 4%
- Taxi/Uber: 2%
- Other: 5%
Figure 9: Realistic Commute Options

- Walking to work is a realistic option for me
- Biking to work is a realistic option for me
- Vanpooling to work is a realistic option for me
- Taking transit to work is a realistic option for me
- Carpooling to work is a realistic option for me
- Working remotely is a realistic option for me
- Driving to work is a realistic option for me
Figure 10: Reasons for Not Taking Alternative Commute Options

- I live too far to walk or bicycle to work: 751
- No reasonable transit option: 602
- Getting to work by a mode other than driving alone would: 564
- Prefer to drive my own car: 403
- I do not know anyone with whom I can carpool or vanpool: 389
- I do not feel safe riding a bicycle: 319
- I need a car to run errands before or after work: 317
- I work irregular hours: 316
- I do not like to depend on others: 299
- Working remotely (teleworking) is not compatible with my: 264
- Working remotely (teleworking) is not offered at my job: 262
- I need a car during the day in case of a family emergency: 239
- I do not feel safe walking: 201
- I need a car during the day for personal errands: 192
- I need to drop my child off at school or daycare: 182
- My job necessitates that I have a car during the day: 149
- No shower or changing facilities at my workplace: 97
- Other: 91
- I do not feel safe taking transit: 89
- I do not know how to take transit: 44
Figure 11: Rated "Most Effective" for Encouraging Commuters to Try Alternatives

- Use of an electric bicycle for midday errands: 83
- Use of a fleet car for midday errands: 151
- Vanpool subsidy: 190
- Assistance finding carpool and/or vanpool partners: 196
- More bicycle trails and lanes: 223
- Shower and/or locker facilities at my work: 254
- Discounted or subsidized transit passes: 286
- Cash incentives for not driving alone: 341
- More frequent transit service: 381
- More direct transit service: 460
Figure 12: Willingness to Walk to/from transit or vanpool pick-up/drop-off location

- Not willing to walk: 25%
- ¼ mile (about 5 minutes): 38%
- ½ mile (about 10 minutes): 25%
- 1 mile (about 20+ minutes): 7%
Figure 13: Most Important Commute Factors

- Time: 31%
- Convenience: 30%
- Reliability: 20%
- Cost: 9%
- Comfort: 7%
- Privacy: 3%
Figure 14: Used Bike Share in the Past?

- No: 78%
- Yes: 22%
Figures 15: Likelihood of using Bike Share in The Energy Corridor

- I would not use: 39%
- I am unlikely to use: 21%
- I might use: 20%
- I would likely use: 7%
- I would definitely use: 6%
- I'm not sure: 7%
Figure 16: Used Ride-hailing service (e.g. Uber, Lyft) in Houston or elsewhere?

- Yes: 64%
- No: 36%
Figure 17: Gender of Respondents

- Male: 50%
- Female: 47%
- Prefer Not to Answer: 3%
Figure 18: Age of Survey Respondents
Please let us know if you have any other comments, questions and/or suggestions about commuting in the Energy Corridor

- Getting more effective Bike lanes would encourage me to Bike home, its challenging when cars are zooming past me
- I live on the other side of Bear Creek Park from I-10 & Dairy Ashford. The main issue for biking is safety. Houston drivers have no regard for cyclists & speed down Eldridge Pkwy where there is currently only an undivided shoulder. If there was a protected bike path (with barriers), I'd likely bike- unlikely as that is Federal land.
- I rode my bike to work when I could do so on THP trails. I now live near 610 and find no route that would be safe while riding proximate to Houston drivers. If I could secure my bike at the BW8 parking lot to the THP trails, I would use that ride / bike option. I ride my bike at lunch so commuting would be a more efficient exercise option.
- I wish there was a bike trail on the west side that connect more with the 610 loop. Buffalo Bayou, white oak bayou ect
- I usually bike to work daily via streets and George Bush Trail. 8 miles one way. It would be nice have bike lanes on major streets. On 4 lane streets such Kingsland I feel very unsafe riding my bike on the road and I prefer to ride on sidewalks. I ride on neighbor side streets where I can.
- Greater connectivity of bike lanes on memorial and traffic lights across roads like briar forest would make biking to work safer.
- Getting around/through George Bush park is a long bicycle trip from my home. A more direct east/west connection through the park to Memorial Drive would be very helpful in time/distance. One factor in current working hours is the avoidance of traffic. I would adjust to later hours if the commute were more rapid (after 6AM adds 15 to 20 mins)
- I work remote. HOWEVER, I would love to see better transit availability, in order to experience some of the wonderful services and restaurants available. We need better transit, in and around the corridor from Memorial City, City Center, Energy Corridor. An inner area route would be nice.
- Create bike trails that radiate out of the energy corridor (~10 miles) to a large park/hub where commuters can leave their cars and cycle to work. Electric bikes could be an option for some. A tram, light train or subway is the long term solution for commuters to the Great Houston area and into downtown.
- Add a safe bicycle lane to Westheimer Parkway and a safe street crossing for bikes at the Westheimer and Highway 6.
- Bicycles are too dangerous unless the 'trails' are accessible from each work campus.
- Bike commuting would increase if there were more, and safer bike lanes. Existing bike lanes are narrow, littered, inconsistently marked (fading paint) and unprotected from vehicular traffic. My colleague, an avid cyclist, is skipping this event: "...because I value my life." Other cities have barriers, wider lanes or rumble strips to protect riders
- Cycled to work everyday in Perth, Western Australia. Dedicated bike lanes running along every major road to protect cyclists. Houston drivers lack a willingness to share the road with other motorists let alone cyclists. I'd leave my car everyday if I could cycle to and from work without a fear of being run down.
- I took bicycle a few times. The problem is drivers in Houston are not used to bike riders. It is really not safe to ride a bike.
• I would go to work more often if roads were safer. There's no link between bear creek park and the energy corridor although there are plenty of space for bike lanes away from cars. I would be happy if I could bike to work more often, I did it several times but it is just unsafe.

• I would love to bike to work if there was a safe option. It would be great to have a couple routes and a group of people to ride with. My biggest fear is to have an issue with my bike and not be able to repair it, so maybe having mechanic on ride..or something like that would be nice. I also take my child to school in River Oaks.

• I would really like to not drive in everyday. I did attempt to bike to work on the weekend using the main path from South Fry Rd, Katy, but the trail is too isolated in the park and the sidewalk at the I-10 feeder has too many entrances to business which makes it dangerous.

• Bike lanes along key roads do not feel safe. Bike corridors tend to be discontinuous (eg. Bayou pathway) and do not allow for longer commutes

• Alternate bike routes need to be marked from Katy to the Energy Corridor when George Bush park is flooded. A bike lane along Kingsland Blvd would go a long way to help

• 2 Qs:
  1) Why were the bike lanes not extended westward on Dairy Ashford on the newly-opened segment between Eldridge and Hwy 6?
  2) Why was the cross-over to the hike and bike trail removed (i.e. median filled in) from east-bound Dairy Ashford? I now have to go past and U-turn in order to safely get on the trail during my afternoon commute.

• A bike share is good, but wouldn't garner a lot of use BECAUSE THERE ARE NO BIKE LANES. WE NEED PROTECTED BIKE LANES. Memorial needs bike lanes for its ENTIRE LENGTH with a ramped ped/bike bridge over HWY6 to the park. Eldridge too. My bike to work is from Fleetwood to Westchase, but I can't go anywhere else except THP because DEATH. BIKES LANCES.

• add bike lane along the new Park Row Drive

• Bicycling to work not an option for me (too dangerous, too hot/humid most of the time in Houston, and often am toting too many things including laptop).

• Biggest issue to commuting by bike is the fact that bike trails and routes do not join up well

• Bike lanes should not be implemented at the expense of closing traffic lanes to accommodate. Young people can ride bikes but the hot climate and rainy season does not make this an option for many people. The current closed lanes on Eldridge have made commuting a nightmare. I have seen many "near miss" accidents.

• bike routes (north-south thoroughfares)expansion to connect up to existing east-west routes linking to corridor.

• Bike trails and some better means to cross the Katy service roads are a thought.

• Bike trails that cut north south would be good. More bike trails for city dwellers.

• Expanding the bike network is a must. As a resident, there's no reason why we should not be able to bike from our neighborhoods to local businesses, especially considering our proximity to Terry Hershey Park.

• I have ridden my bike to work a few times and would love to ride in more often. The only hinderance is that I must drop my children off at school. I support any efforts we make in the Energy Corridor to encourage commuting by bicycle.

• I’d like to see bikes able to use the trail on the berm the parallels I10. I think it's a safe alternative to riding in traffic.
• I cycle every day. I was disappointed that the new road which extends N Dairy Ashford to the West from the Omni Hotel has no bike lanes. This means that there is no marked cycle route to connect the Terry Hershey hike and bike trail network to the Energy Corridor businesses on N Dairy Ashford. This was a significant missed opportunity.

• Biking is too scary along the feeder roads, which are essential to get to most EC businesses.

• Biking to work would be quite dangerous since my workplace is Shell, on the North side of 10. With erratic drivers and dense traffic, I find it very unsafe.

• Houston drivers are not bike friendly like they are in Austin

• I would really appreciated if the existing bicycle lanes could be cleaned of all he debris that is in them. I will often not ride in the lane due to fear of a puncture. Also cars stopping in the bike lanes prevents me from using them.

• It would be ideal if there are Safe Paths to ride like the green lane on Lamar St. But it would be a costly infrastructure development.

• It's flat out dangerous driving to work. More lanes is not the solution. Get a bike path (not a bike lane) along I-10 and I'll ride it every day. Riding on the roads here is for those with a death wish. If not, need some reliable and reasonably quick mass transit (express bus lanes or rail).

• Need bike trail north of Energy Corridor along Eldridge which is not safe to bike and route needs to continue north of Clay.

• The main reason I do not bike to work is that I do not feel safe in the bike lanes. There is no dedicated bike path/route from 610 on the north side of I-10. Clay Road is not bike friendly...a safer way to connect to Addicks is needed!

• There is a bike lane from around my house to work, but I come to work so early I do not feel comfortable riding in the dark. Light?

• I would like better bicycle lanes or designated bicycle areas. Feel unsafe using a bike in the Energy Corridor.

• I would like to use my bicycle, but too dangerous. I would only use it on protected bike-only lanes in Houston. Too many in attentive drivers

• I would love to bike to work. If I had a clear, uninterrupted path that did not risk getting hit by cars, I could make it to work in about the same time as my average commute by car. Half the time of rush hour traffic by car. But I don't trust other drivers on streets at this time. The roads are also not good for bikes.

• I would prefer to bike to work but feel unsafe on roads. Specifically, cars often speed and predicting what cars are turning on double right turn lane onto the I-10 frontage road is challenging. Are there ways in the Energy Corridor to divide bike vs. car traffic? Much like how the paths work to get from The Heights to Downtown Houston.

• If there was a dedicated bike trail along Eldridge Pkwy which was physically separated from the cars, I would definitely cycle to/from work. With the amount of agressive and incompetent drivers in Houston, I am not going to cycle on any lane which is right next to the bunch of idiots in F150 trucks.

• Improve on the number bike lines, it is nice to bike through the bayou but it is really dangerous with the cars speeding on the portions you are not on the bayou. The companies get credit for bike to work plans but there are not enough lockers o good facilities to really enable people to commute by bike.

• It's not just bike trails, but sidewalks that would make walking or biking easier / safer
Now that the Park Row extension is open, it is not as safe for bikers to use that road. I occasionally use the Terry Hershey Trail that goes under Interstate 10, then take Park Row to ConocoPhillips at Eldridge and Dairy Ashford. Please install sidewalks, as cars go very fast on the new Park Row extension.

Sidewalks and bicycle lanes are often in very poor condition and make me feel unsafe using them. Some neighborhoods do not even have sidewalks. More dedicated bicycle lanes or trails separated from vehicle traffic would be a huge improvement from the painted on lanes on the street that were never intended for bicycle use.

I would like to see more protected bicycle lanes (not sharing road with cars), especially on Katy Fwy feeder roads.

If biking is to become a realistic option, the city will have to create better biking lanes that allow a person to get to local businesses and restaurants.

If more safe bike trails are constructed to connect to Katy more people will commute to work using this method.

Making skinny bike lanes and skinnier car lanes on existing streets is not the answer-it only creates more dangerous conditions for both. As inconvenient as it may be to begin with, roads need to be adequately widened to accommodate more bikes. However, bikes to work=not compatible with professional jobs requiring suits in Houston hot weather.

More bike lanes and disappointed that the dutch intersections didn’t have dedicated curbed bike lanes like the Bryan/College Station ones did.

More bike lanes needed.

Please add a separate bike line on N dairy ashford.

Please get the Corps of Engineers to black top a hard surface on the southern border of bush park so folks don’t have to use fry road to south katy as it is dangerous. If you want more biking add more bike trails and the bush park south option would be great to encourage use.

Please, please, please build bike lanes! We try to bike everywhere with our kids!

Protected Bike Lanes are really what is needed. It is not safe to bike during rush hour which is why I do not do it.

The Terry Hershey Park bike system is an amazing resources for commuting to and from work. My only comment would be to review the bridge at Eldridge that takes riders from the north side to the south side of the bayou. This bridge is very narrow and makes it difficult to pass on coming traffic. Would it be possible to add a wide bridge?

The Terry Hershey Park trail system is an important bike route to serve Energy Corridor. However, the trails put bikes and pedestrians on a narrow area and there is much conflict and hazard. A separate trail system would be ideal.

We need an off road bike path that connects George Bush Park with Cullen Park. We also need to connect Bear Creek Park/Cullen Park Hike & Bike with Terry Hershey Park. These two connections joining the parks on the north and south of I-10 would create a large 20+ mile hike/bike path loop with no need to interact or interfere with vehicle traffic.

Lack of a bike is not a problem. Lack of a safe bike trail is the reason why I don't ride my bike to work. So proposing a bike sharing system means people don't get the point.

I'd really like to explore the bike to work option but I am unable to do that because crossing the I-10 during the rush hour is not safe and there are no contiguous bike paths to my work.

safe cycling pass all the way from home to work without any gaps in the cycling path will encourage me to take my bike to work instead of my car.
• The huge volume of traffic and angry drivers, make it nearly impossible to walk/bike safely in Energy Corridor. We are more spread out here, unlike downtown. I'd like to see more law enforcement in the area.
• I'd love to bicycle to work, but I don't feel safe on Dairy Ashford with the traffic.
• In Houston, people are not really inclined to ride share, bike, or ride due to the high rate of homeless people loitering, highways and main roads with high MPH (or people that do anyway), and just not a consistent safe route to do so.
• It is not safe to ride the Bike. Having narrow lane is not enough. No many driver respect the bike lines. a physical barrier and a population education about sharing roads with bikes is needed.
• Just unsafe to be on bicycle from Katy! Weather predictability is another challenge to bicycle option.
• Riding a bike in Houston is a virtual death sentence. What needs to be done is to have the Texas Legislature BAN texting & driving.
• Safety is my top concern when it comes to riding a bike to work. Bad behavior of many drivers and familiarity with cyclists are holding me back. I do not want to get killed. The only safe cycle path is a completely separated bike lane with a physical barrier.
• Since I have a relatively short commute (<5 mi), my time and cost of driving myself are fairly low. So alternative options would have to be very convenient for me to use them. I would actually like to bike sometimes, but do not feel I have any safe bike routes at the moment.
• The EC must be made safer for cyclists.
• The main reason I don’t ride a bicycle to work is safety. I’ve seen too many near-misses to risk. I have to carry computer to/from work, so it’s even more riskier.
• Under question 14 there is not an option for safety. That is my number one factor. I would bike everyday to work if there were safe ways to cross I-10 and safer bike lanes (on Kirkwood for example). I would be biking with my daughter so it needs to be VERY safe.
• Will not bike to work until I can cross under the highway safely
• I like the bike sharing program. I would use it in moderate weather, not in the summer. I also have a small child that requires a car seat. Using a ride sharing program like Uber/Lyft could work if I’m willing to install/uninstall our car seat. I know it won’t happen, but a high speed train system and/or subway is great way to get around town.
• I enjoyed using the bicycle sharing system in Austin. If I had a sharing station near my house (by Memorial Herman Hospital) and a station near work (Shell Woodcreek campus on Dairy Ashford and I-10) I would likely use the sharing system. My remaining concern would be finding a safe route to avoid crazy Houston drivers
• In reference to bicycle rental, with the traffic conditions the way they are in the energy corridor I cannot see how that would be remotely safe.
• A shared bicycle system may be a plausible solution in the city where population is dense, but the energy corridor is too large and with too low of density to be effective.
• Bike sharing program will need to plan/coordinate with road projects on/along Memorial Dr.
• Don’t believe bike sharing is viable due to lack of bike lanes/trails.
• I personally would not use the bike service because it’s too hot in the Spring/Summer/Fall, and also I won’t look professional/presentable after riding the bike, and will require bringing change of clothes/shoes. The effort is not worth it.
• I was a yearly member for DIVVY bike share in Chicago and when I first came here I was looking for something similar. It would be fantastic to have some of the key locations in energy corridor for bike transit.
I would use bike share on weekends possibly.

The hardest part of my commute on a bicycle is getting through traffic. Terry Hershey is great, but it doesn't go everywhere, and the lack of any lighting east of Eldridge makes it very unsafe in the morning. The lack of bike lanes or reliable sidewalks along many of the streets (Dairy Ashford, Memorial, Eldridge) also poses a safety concern.

If public transport drops me off even 1/4 mile from my work, I will be pouring sweat by the time I get to work. There is no shade, some stretches don't have sidewalks, or sidewalks are narrow, touching the road and partially obstructed, making walking difficult and uncomfortable. Need shaded walkways to bus stops during summer.

Carpooling would be fine but everyone has different hours and I don't know anyone that has my hours. The traffic from Katy is horrible.

with all the construction at major intersections.. it is VERY DANGEROUS to walk or bike there areas... Sidewalks and bike lanes have been OBLITERATED during the construction for MONTHS and even years so far

Memorial Drive Construction needs to finish. Get rid of the beggars in the streets

The biggest problem in the energy corridor traffic system right now is the number of ongoing construction projects. There is no way for me to drive home without driving through construction. I live 5 miles away and in the afternoon it takes over 30 minutes. Also it would take an hour to take the bus, that is pathetic

Why did it take so long to change the curbs to make them bike, wheelchair/walker friendly? Why are walking/biking solutions being pushed in a hot humid climate with lots of rain? Dressed in business casual attire and walking/biking in humid weather that we have 6 months of year is not professional. Think mass transit; light rail system

I don't live in the Energy Corridor, I commute to/from. Modifications/alternatives which would specifically help me in my daily commute would be to lessen traffic congestion, provide additional roadways where there are none, and accelerating construction projects which bottlenecks existing roadways (current construction takes too long to complete)

Traffic congestion on Eldridge north of I-10 is poorly managed. Construction at intersections was poorly planned and traffic signal management is non-existent. Grid lock at intersections needs to be fixed. Seems that the pedestrian ramp construction was poorly planned. No reason to have lanes closed as long as they have been.

Commuting in the Energy Corridor has become a nightmare. Whoever planned to do all road construction at the same time, should be required to come live over here during the project and live through trying to get kids to school and yourself to work on time in this mess!

Commuting in the Energy Corridor is not bad until they started all of the construction and shutting down the main roads at the busiest times of the day.

commuting might be more effective/time efficient if roadwork projects were completed in a more timely manner - traffic is persistently congested due to bottlenecks

constant road work makes driving time double. around dairy ashford and eldridge area

Construction at Eldridge/I-10 is bothersome and inconvenient. When I used to walk my dog on the trails of Hershey Park, the bicycles would always zoom around us and not be careful of pedestrians. I would yell at the cyclists to no avail. My big dog could get scared and possibly try to pull away from me at the cyclists. The signs did no good.
• Construction needs to be quickly completed & not drag on for 6+ months. Get sitting cops off the shoulder on the Beltway. They are not serving a significant purpose & just slowing & hindering traffic with no value added. No toll plazas on BW8. These plazas slow traffic to a creep. Pay to get on BW8 via tag only. No financial transactions on the fwy.

• Coordinate construction schedules with all agencies doing involved. The commute is crazy with construction everywhere and then the Energy Corridor redoing the signals on the feeders. This couldn't have waited a year? Everyone knew Memorial was going to be a mess and you chose to do this random act, it is making you look bad with the public!

• Coordination of traffic construction work is completely lacking by the city. Commuting in the Energy Corridor has been horrible and UNSAFE for the past several months. Traffic routinely backs up onto I-10 at Eldridge off-ramp with multiple crashes. This is a disaster. City needs to coordinate timing of these projects since there are so few choices.

• Doing construction for 6-8 months (Energy Corridor intersections at I-10) to accommodate approximately 1% of the commuting population is not ideal/optimal. Especially considering there is little to almost no difference compared to what was there before. It's very frustrating.

• Eldridge Parkway needs improvement; many turn lanes to I-10 have been blocked with construction barrels for months with no construction to improve.

• I feel that there is way too much construction going on at all major streets at the same time which causes way too much stress and anxiety. Don’t know how much longer I can live in the area. Unless I find a job closer to home. I will not use any kind of public transportation and riding a brick to and from anywhere is also not an option for me.

• If construction is going to happen and disrupt people's lives, they could at least do if for a reason that helped traffic! All the things happen along Memorial is more traffic and some of my favorite businesses closing. It's ridiculous!

• If you’re going to go to all the trouble to tear up Memorial Drive, ADD LANES. All you’re doing is a costly beautification project. The intersection beautification projects at the freeway exits benefit NO ONE and impede traffic flow, wasting time and generating pollution... so hobos can have a nicer corner from which to beg!

• Local construction in the area (on Memorial, on Eldridge, on Dairy Ashford) has been bad and added about 10 minutes to my commute each day. The alternate routes to avoid it are all in construction too.

• Please do not start multiple construction projects at once. If a lane is closed for construction, please perform work at the site, rather than keeping the lane closed for months at a time with zero activity.

• Recently there has been major construction simultaneously on parallel roads which makes the commute times significantly greater. (E.G. Kirkwood & Dairy Ashford as well as (Feeder at Dairy Ashford and Eldridge). Staggering road repair and/or enhancements on major roadways would improve traffic flow - as we already deal w/ long term Memorial const.

• Stop tearing up Memorial at Eldridge every three years and that would help immensely.

• Stop the constant road construction/infrastructure work. The nonsense that is occurring now on the feeder of I10 is pointless along with the annual work on Memorial or Eldridge Drives by the City of Houston. Can't that all be coordinated? Also as a working mom I am stuck with taking my daughter to and from school for another 2 years.

• Tell us what alternate routes are available when construction is happening. Use more traffic cops to help during peak hours - in more places.
• the "dutch" intersection project is ridiculous. the amount of work being done does not necessitate the length of closures. there had to have been a better way to manage the project (like trying one intersection first instead of having them all underconstruction). what is the demand for biking? not many folks live close enough to bike.
• the bike intersection construction at Dairy Ashford & Eldridge have messed up traffic for a considerable amount of time (months). in my opinion is unacceptable despite my strong support of cycling.
• the constant traffic pattern changes due to construction that seems unnecessary, repetitive, and unhelpful causes a lot of headaches. there are more than one construction site that seem to go months with no change or benefit. or the work appears to be redone repetitively.
• the construction along Memorial, Eldridge and Dairy Ashford is absolutely ridiculous and seems they could pick better times. after the mess that was created on Memorial, between Eldridge and Dairy Ashford was completed (for now i guess), the road is very bumpy and did not seem to help traffic whatsoever. more importantly, businesses are closing.
• the construction work is ongoing at I-10 and Eldridge intersection is a disaster. the work is happening very slowly, perhaps better and more efficient contractors can be utilized. right lane coming from Eldridge North should be open for the cars going right to I-10 only, this will ease the traffic there significantly, not sure why it is not open!
• The I-10/Eldridge intersection is now totally a pinch point due to eliminating one of the turn lanes onto Eldridge from I-10 West frontage. Traffic now backs up in the morning all the way onto the main highway. somebody is going to get hurt with all the lane changes and stops, now.
• the work to add pedestrian crossings (at least i think this is what the work is for) at the intersections of Dairy Ashford and I-10 and Eldridge and I-10 is causing a ridiculous amount of delays and lane closures. it creates significant traffic and the lanes seem to be closed even when no one it working and the lanes are clear of debris.
• Traffic is terrible, and concurrent construction projects are hurting, not helping. rather than riding bicycles, which are prohibitive in Houston's summer heat, perhaps clean energy fueled trolley fleet?
• Traffic is the largest issue - along with poorly timed construction, roadway issues and lack of traffic control - particularly along Eldridge Parkway.
• Traffic on I-10 and Eldridge and Dairy Ashford has become worst in the last months due to the construction work. it takes them too long to do what they are doing. if they were more efficient, traffic would not be as bad.
• TX DOT needs to be pushed to finish the work at the I-10 - Eldridge and Dairy Ashford intersections. this work has on far too long.
• Whatever construction or change in traffic lanes that is going on at the westbound feeder of I-10 and Eldridge exit, SUCKS. because of the change in left turning lanes from 3 down to 2, cars are backed up onto the freeway exit ramp starting before 7am in the morning and only getting worse as the morning goes on.
• when will the construction work at the intersection of Eldridge and I-10 frontage roads be complete? seems to be taking a very long time for a "small project".
• Would love to know when the construction will be over with.. It makes commuting around by our homes for small errands such a pain after dealing with rush hour traffic for work. Also the turn lanes being closed at the freeway with zero work being done is beyond frustrating and makes me late to work due to the resulting traffic.
• Your sidewalk/corner renovations are an absolute joke and have disrupted traffic for months. Just because another government entity is paying for the work doesn't mean you have to spend the money. The issue is not waiting at the corners, it is getting across the streets. You still will not be able to safely cross the target streets.
• A small offset cost would be nice, however when I took my position. I understood the drive time involved, but didn't realize that shortly thereafter every road I use would become a paid highway. Houston has great roadways, but I spend roughly $300 a month to and from work, avoiding as many paid highways as possible.
• 4 day work week would help
• How about drastically changing the building codes in this area to allow buildings to be built closer together, less flat parking (where it is just ground floor, no parking garage). Similar to City Center, several options just a walk away. We need safe bike trails from Katy (Cinco, Grandlakes, Lakes Bella terra) to offices in Energy Corridor.
• If dress code at work was jeans and a t-shirt, I would consider walking.
• I-10 traffic is awful and was driver for renting apartment close to work. Commutes from desirable communities have no realistic transit options. Will likely look to relocate away from Houston when starting a family. Recently relocated from Bay Area. Would encourage offering SF-style options like employer-provided shuttles w/ wifi
• I'm enrolled in a Vanpool but the options are limited and I end up driving in the opposite direction to the muster point. This is inconvenient but overall I would 100% recommend this option which saves risk (less cars, less accidents), HOV usage, less tired and stressed from traffic. Also great to get the company and metro subsidies.
• Love living there! The farmers market is a great addition.
• Companies could stagger hours, do more remote and utilize Monday's also for 9/80 days.
• I live 15 miles from WCK office and I arranged my work schedule to avoid traffic. I arrive before 6 am and leave before 4pm. If I was to leave after 6 my commute would be an 1 hour vs 20-30 minutes
• I often meet people on the way to work or offsite at lunch and need to take stuff with me. These I leave in the car and never carry into the office. I would like to commute at a different times on the days I exercise in the mornings but end up coming in at the same time because of traffic. So flexibility and convenience are top priorities for me.
• Enact restrictions that heavy truck/trailer traffic must remain in right two most lanes during heavy traffic periods.
• Prohibit trucks from left lanes on I-10 and limit large Metro buses in residential areas, opting for vans
• Restrictions to commercial vehicles should be made during rush hour to aliviate traffic
• It would be great if someone built a crossing across Eldridge at the Addicks levee for bikes to go across. If this existed, I would bike to work.
• Closer bus stops without having to cross I-10. Busses more often at rush extended hours (6-9 am and 4-7pm). Safer trails not having to cross mayor roads like eldridge
• I have lived in other cities and much prefer to use transit or bikes over driving but Houston does not provide viable options for either option to the energy corridor. It is 1.5 hour from my house to my office by transit and it is only 9 miles.
• More connectivity/options for north of I-10 would be nice...maybe connected to the park and ride...bikes lanes connecting to businesses along park row all the way to TMC west...car share at TMC west and at park and ride....circulator for park row businesses to park and ride maybe using a
van rather than a bus...

- Public transit is awful and I don't even consider it an option. Bicycling would be an option if bicycle lanes or trails were available.
- Shoving bike lanes in the area won't work unless you address the aggressive driving culture. Pedestrian bridges might be the only alternative to navigate those busy intersections. Houston is only 25 years behind on an above ground metro - widening highways only do so much - put a metro above our large highway systems. People will still buy cars.
- A park and ride should be offered to minimize the stress on the employees and lower the number of cars on the road contributing to traffic in Houston. Houston should consider an HOV lane on Belyway 8 and the Grand Parkway.
- I appreciate the efforts made to improve cycling and walking infrastructure. I'd consider mass transit if there were a reliable and more-direct option to get to work. Driving to work takes 10 minutes, taking the bus (for me) would take nearly an hour and involve lots of walking.
- A light rail system from the outlying areas like Katy to stations down I-10 with a reliable bus service would remove lots of vehicles from the road. With the housing expanding further West the energy corridor is going to become grid locked and will eventually people and companies will not see it as a good place to do business.
- Invest in a public mass transit/rail/subway system with hubs in major suburbs.
- The park and ride is a good system but the traffic on I 10 especially in the afternoon is a problem Houston needs more and more efficient mass transit to cope with moving people. A rail line to Kingsland and addicks and 610 park and ride would be ideal to solve the transit problems.
- We need a reliable public transportation to connect the suburbs with the city (e.g. light rail).
- It takes me 20mins to drive from Home to work and 25mins to drive from work to home. I would consider taking Metro, if there was a direct route to Shell and dropped off north of I-10. I am not going to risk my life bicycling or walking the congested and constantly under-construction streets in the energy corridor or attempt to cross I-10 on foot.
- It would be great to have public transport from Sugarland/Missouri City to the Energy Corridor. that would ease the traffic on the roads and help commuters in dealing with poorly maintained traffic lights. on an average there is one flashing light per month. this is so frustrating. fewer vehicles would need to pass thru the flashing lights.
- I would like to see, some sort of commuter service whether its the bus or van pool for Richmond residents travelling to the energy corridor.
- My commute options are so poor from Cypress to Enclave that I now have to fly my general aviation airplane from home (fly-in community on Skinner Rd) to West Houston Airport (KIWS) to complete my commute from there by car. Door-to-door is now 25-35 mins vs more than an hour if I drove from home. No bus or van options for Cypress to Energy Corridor.
- "The Corridor" is a MESS. The Metro area has no good commuting options for commuters. Park & Ride is the only real option and that is limited. When Houston spends money on public transport it is always within the city proper. If they would truly consider the major commuting suburbs they would do a better job with more park and ride, trains, etc.
- A bus from Cypress/290 to the Energy Corridor would be idle.
- A shuttle bus network for energy corridor would be very helpful. Try and cover as many major businesses as possible.
- better mass transport system (train, metro) would help not only the energy corridor but also the
Better public travel would make this city easier to get around on. Rail system like any large city would move people faster and safer from one side of the city to the other. If there was rail service I would use it to go everywhere - like people do in NY and Chicago.

bike sharing don't see where I could take it outside work. I think city should improve on the metro routes. I live 5 miles away from office, and last time I took the bus, it took me 1 hour and 30 minutes, plus 30 minutes unsafe walk under I-10. How is this possible? There's a bus stop in front of my office but only from buses coming from downtown?!

Build a metro from outlying suburbs! Cypress, Katy, Tomball, etc.

Currently there is a Park and Ride that I believe service to my work, but it is a little more than halfway to work at 8.5 miles away. If it was 4 to 6 miles away I would take this means to work.

Direct Bus service to medical district with short commute time

direct point to point bus service from Sugar Land to Energy Corridor will be great.

distances seem a bit long to make a bicycle option attractive. One solution which would seem more suitable would be a bus which uses 1 off the tollway lanes. each current exit (elridge, dairy ashoford etc.) would be a stop, and people then using local means to get to their building (bikes, shuttles etc.)

Energy Corridor is similar to downtown.. And yet not a single metro bus service. Please run bus services from various Park and Rides in the town to Energy corridor.

Getting from Bay Area P&R to Downtown Transit Station Hub is easy (inbound HOV) but getting from the hub to N Dairy Ashford would require me to be on a bus for another hour because I am now going outbound against rush hour. I am not commuting two hours each way.

How about city buses running often between Memorial City and Katy with several stops along the energy corridor?

I am from London where I didn't even own a car because public transport was so accessible. I would much rather take public transport to and from work in Houston but the option does not exist.

I am very interested in Woodlands Express bus service!

I COMMUTE TO WORK FROM 290 & GRAND PARKWAY. THERE IS METRO PARK & RIDE AT 290 & SKINNER. IF THE 290 PARK & RIDE HAD A DIRECT ROUTE TO THE ENERGY CORRIDOR, I WOULD MOST LIKELY USE IT. THANK YOU

I commuted before when I lived closer. I do wish I could find something for my long distance.

I have been taking the metro bus to work in downtown for 16 years when I worked downtown. It'd be great if there was a direct bus that runs from the Kuykendahl, Seton Lake or 290 at West Little York park n rides to the Energy Corridor that runs throughout the day.

I have ridden the 228/229 Addicks bus downtown for about 15 years and it has worked well for me. I live only about 1.5 miles from the Addicks Park and Ride, and the 228 bus drops me off across the street from my office building downtown. Riding the bus is much more relaxing than driving on I-10, and I avoid the cost and hassle of parking downtown.

I live in Katy. The city buses go all the way to downtown Houston before they come back to Energy Corridor. It's a 2.5 hour trip, even though I am only 10 miles away from the office.

i live in the energy corridor but work in the galleria area and i go into the office early (6am) and leave early (3:30pm). I used mass transit in other cities where I've lived and would like to use mass transit here, but it does not suit my schedule.
• I live in the Humble area and need to get to Shell Woodcreek. Would love 1-2 park & ride metro buses around 6am depart from Eastex or Townsend with a stop in the vicinity of Shell Woodcreek. NOTE: Currently there is a bus transfer from 256 to ONLY CERTAIN 228 buses that go direct to Shell Woodcreek. Estimated time: 1hr 20 min one way).
• I live in west Katy and there are not many public transportation options that are efficient at the moment. I would be interested if the Park and ride stopped in the energy corridor, but this is currently not an option.
• I live so close, there isn't public transport, it would be silly to carpool for
• I recently rode on the trolley from BP campus to the restaurants off of I-10 and Hwy 6. I wish we had something like that for the energy tower buildings.
• I think having commuter buses from the greater Cinco Ranch area would be worth trying. Using church & shopping center parking lots as pick up points and major ECMD employers as drop off points could generate a lot of users. This would give users an extra 60-90/day for reading or down time.
• I think the Energy Corridor should introduce a bus that goes down Park Row, from the Grand Parkway to Highway 6, so riders can go into Katy and back. Businesses on Park Row would benefit, including hospitals and major energy companies. Also students going to UHV and Houston Community College on Park Row. Thanks!
• I would definitely use a bus service from south Katy to the energy corridor if the schedule had regular early and late hours and frequent pick-ups at peak hours. I used to take the park and ride downtown and really appreciated the opportunity to decompress on my way home.
• I would love to have a bus service or train service to the energy Corridor, and I would definitely use it.
• I would love to take the bus, opening the park and ride services outbound from the energy corridor in the morning would be incredibly useful to me.
• I would use a park and ride solution if it could get me to work and home reliably.
• I'm looking forward to more routes added to the Energy Corridor, especially one that service Sugar Land.
• Ideally there is a 246 Bay Area Park N Ride direct line to Shell Woodcreek with arrivals at Woodcreek from 7-8 am and departures from Woodcreek with arrivals into Bay Area Park N Ride by 4 pm at earliest. Currently there is NOTHING like that. I LOVE taking the bus and would do so if you created the direct line.
• If extended hours for Park & ride were available, I would consider taking public transit to work. Right now the last bus departs too early in the afternoon and too far from my office to be able to consider it as an option. Also, no local public transit is available to get from home to the park&ride lot. Living in SF I lived without a car for 6.5yr.
• If METRO would provide public transportation on SH 6 from Sugarland to 290, it could connect to the existing Park and Rides and add the "outer connecting rim" to the age-old "hub and spoke" system currently focused on a Downtown destination only.
• If there were a Park-n-Ride from Katy, with multiples runs in the morning and afternoon, I would probably use it.
• If there were a shuttle bus from Katy at one of the existing park and rides I would consider using it if it dropped me off close to BP.
• If you could offer more direct bus service from Spring to North Dairy Ashford that would be ideal
• In my case there is no option at this time. I can see mass transient in the future especially if office, resident and entertainment are accessible. Heat, constant heavy congestion on Memorial (used as an alternate to heavy I-10 congestion) even though offices are very vacant it still is congested. Hopefully road construction helps.
• It would be great if Houston had more transit options for the suburbs. I grew up on Long Island where we had Long Island Railroad to commute to and from New York City. Similar in New Jersey and Connecticut where they have PATH and New Jersey Transit systems used by millions of people to get to work in Manhattan.
• It would be nice if more park n rides offered a direct service to the energy corridor as there are enough people from Shell for it to be cost effective. It seems Metro might loose a lot of rider ship when all employees have been moved to the energy corridor.
• It would be nice to have a bus that leaves early before 6 to get to Energy Corridor and leave before 3:30 to come back to downtown.
• Maybe if there was a central energy corridor bus stop from all the park and rides, for which companies had shuttles to take you to their campuses, that would allow more options for suburb to energy corridor mass transit.
• Metro bus routes could be redrawn to stop north of I-10. I would take this route from home several times a week. Bike lanes I would use except in summer.
• Metro bus routes go to downtown before stopping in the energy corridor. This is the biggest deterrent for me.
• Metro does not go directly from Katy to Westchase.
• Metro is too expensive, and doesn’t drop off close enough to work. I wish Houston had real transit. It’s too hot to walk in a tie or suit and get to work looking good. I used transit in Baltimore m, DC, San Diego, Orange County and would like to do so again.
• Metro needs to offer bus service from Kingwood to the Energy Corridor.
• More frequency of the buses from downtown and back would be helpful. as of now the last bus to catch from Shell campus is at 4.45 PM and that’s one reason I can’t take that.
• More frequent and regular park and ride options. Both getting there and busses departing to downtown/galleria.
• More Metro options need to be available from areas in Cypress to the Energy Corridor. After a 15 minute drive to either of the two nearest Park and Rides it is a 1.5 and 2 hour bus commute respectively, to the energy corridor. The Energy corridor needs direct access from Metro Park and Rides.
• Most of the city is not accessible by timely convenient mass transit service.
• Most people don’t want to walk outside in the summer because they sweat and even if showers are provided they don’t want to have to take the time to shower. I think people would embrace transit options if this part could be addressed somehow.
• need more (frequent and fast) mass transit options. also need trolley system or some system to get around transit hubs.
• Need public transit that drops people off at major working hubs in the energy corridor coming from high-density population areas or park and rides.
• Parking ride from other suburbs to energy corridor would be my preferred option.
• PLEASE provide an option to get from Downtown to Shell Wood Creek! We are moving an additional 3,700 people to that location, and as of now, we will all be driving individual vehicles! PLEASE HELP!
• sharing bikes is not a helpful option for professionals - ladies in heels and skirts can't just jump on and off of bikes. What would be most helpful would be a remote parking that avoids the I-10 hwy 6 congestion with VERY FREQUENT shuttles in the morning and evening.
• Some sort of public transit along I-10 would be wonderful
• Thank you for addressing this issue. It would be great if there were public transportation (with an express option, not as many stops) from Katy to Houston with a stop near the BP WL office.
• The biggest obstacle keeping me from using transit is a lack of transit service on the Beltway 8 corridor. I have bus stops within 1/2 mile of home and work and my commute distance is only 9 miles. But due to the bus transfers needed, using Metro for the trip would exceed 1-1/2 hours. So I drive.
• The bus system does not extend to my neighborhood off of Barker Cypress and Groeschke near the West Houston Airport
• The Energy Corridor needs to leverage their place in the community to secure realistic bus options with The Woodlands and METRO.
• The traffic and congestion is horrible. Lots of accidents and break downs that cause delays and create danger. Reliability of having to catch 2 buses and hope you don’t miss the second one coming or going or you will be stuck either downtown or at WCK. Timing needed may not be possible on van pools. Just stressful all around
• There is a Metro Bus Station less than a mile from my home and another less than 5 miles from me - both go past my stop in the Energy Corridor into Houston.. the bus that does deliver to Dairy Ashford comes in from Houston -- I would have to bus into Houston then back to Dairy Ashford. A local Energy Corridor commuter bus would be very advantageous
• TRAIN. BUS. These are obvious, everything else only works for extremely narrow demographics. These are tried and true methods that Houston ignores for some reason.
• Train/metro? The amount of cars on I10 can be halved if a functional train route was operating- The only way people will use a bikeshare system around the energy corridor is if there is a way for people to get from Katy/Downtown to the EC efficiently. It is a disgrace Houston is almost the 3rd largest city and no effective public transit system.
• Transit that is green/clean; Transit that has stops near home and office
• We have been waiting for the implementation of bus service from The woodlands to the energy corridor. That would be an excellent combination with the bike system you guys are proposing. I would be willing to bike (or walk) if necessary from bus station to work
• We really need some kind of public transportation in the Energy Corridor are that can reliably take people to/fro work within the district.
• West Houston does not offer any North/South or East/West public transportation connecting the Energy Corridor into and beyond Bear Creek/Copperfield(i.e. Highway 6 from I-10 to US290/FM 1960). It is impossible to get around unless you have a personal vehicle.
• why METRO buses do not stop at main O&G companies (e.g. Shell)
• You do not mention cost of the options or time additional time. METRO local service is $1.25 each way. I use less in gas. If I take transit according to METRO website it would take me 2 to 3 times longer than my normal commute. 1/2 to one hour of my time I am not getting paid. That is just the travel, waiting for thebus economics don't work.
• 1. I do not feel safe biking/walking around Houston. We don't have a culture of driving with bicyclists or pedestrians. Elevated pathways help! 2. I live in Rosharon & it would take ~3 hrs to get to work via public transportation. Not a realistic option. 3. Public transp along beltway would make commuting to energy corridor more realistic.
busses in west Houston are NOT reliable..their schedule worked the first week the new routes and schedules were instated, but NOT AFTER.

Commuting in the Energy Corridor is not the issue for residents of The Woodlands. Getting to and from the Energy Corridor is. Please encourage Brazos Transit to dedicate a Woodlands Express bus to at least one morning and one evening trip between The Woodlands and the Energy Corridor.

Installing a light rail system in the energy corridor to the adjacent suburbs would help a lot with traffic. Also offering an extensive trail system that connects the adjacent parks and suburbs would help out a lot. I once saw a map of a proposed west Houston trail system that was master planned that would have been excellent.

Houston needs to establish a rail system of some type to get commuters of the road or else expand the bus system routes and schedules with more direct options.

Houston needs to expand the rail option and/or direct bus routes to get cars off the road.

Need rail from downtown. Then could park and ride then high speed rail.

Trains along the energy corridor, around the loops, to the city and the airport with regular schedules would be a huge improvement to transportation in Houston. Buses also need to combat traffic which make them unreliable. Autobahn in Adelaide Australia should be considered with bus lanes only along the interstates and major roads.

The problem is not getting to and from work in the Energy Corridor. The problem is all the other people trying to get downtown or drive west out of town that get in the way. Install on ramp meter lights to space people out getting on I-10. Put a train line down the HOV lane that ends in downtown.

A metro-rail line would be ideal to alleviate congestion.

A train from Katy to the energy corridor would be the best. Can have stations along I10. Just park and hop on. I would definitely use that.

Build a train from outlying suburbs to energy corridor. Buses are very unreliable.

Consideration for a train, subway or tramway system should be looked at as well. Although cost factors are main reasons they might not be considered...it could minimize traffic and provide alternate commuter transport within the Energy Corridor & Katy - West Houston area.

Due to the separation and special sprawl of the energy corridor, its not practical for most employees to get around in a small amount of time using public transport or bikes. If there was a quick train or something that ran quickly between a city centre style location, that would be a desired location to go for shopping and food daily.

Houston needs an effective rail system.

I wish there was a better rail system. I would ride the rail to an area close to here if I knew I there as a regularly scheduled shuttle to the campus.

I wish we had a train along I-10. I could take a bus from my home to I-10 (near Montrose/Studemont) and take the train to my office at Dairy Ashford. It might take longer than driving, but it would be more relaxing.

If there was a rail system down the middle of I-10 starting at Grand Parkway with multiple stops at key intersections, that would put Houston on par with other major cities such as Amsterdam, London, Paris, Singapore, NYC, etc. For a city the size of Houston that has such a global reach, it is embarrassing that we do not have such a system.

Instead of having an EZ Tag lane I would much prefer to have a light rail that commutes into downtown.

Monorail

Public rail from downtown/midtown/inner loop areas to energy corridor.
• Reliable, regular, rapid transit lines (preferably rail along major thoroughfares) would be ideal. Houston climate is a deterrent to transportation options, particularly for those with more formal office dress codes.
• The Houston Transit authority should work out a deal with the railroads to use passenger trains to get massive numbers of people to and from key business hubs complete with large parking facilities at the suburb hubs. Extra tracks should be possible and cheap in the flat city.
• There should be light rail from Katy to down town. Energy workers in the Katy area would be well served not only in the Energy Corridor, but also along the way to downtown and other light rail connections.
• Trains. We need rail options. Tearing out that rail to expand I-10 did give us more lanes...for more cars to still go slowly on. Let's stop paying for the sins of the past, plan the right way for the future, and get Rail going.
• use train/subway system
• We need a light rail like Denver, Colorado
• What about Trains? I know this is expensive but having a (fast) train from the inner loop out going west would solve a ton of these issues.
• Wish there was a Whole Foods market (or similar) with a deli and nice seating area and large selection of prepared foods in addition to groceries.
• 1) Create more car pool and Van Pool options
2) A skywalk across I10 from Addicks park and ride to Helios way helps more people to use transit
• Bike options in 80+ weather to me are not really feasible. The worst part of my commute is turning left onto Eldridge from I-10 which is fine with 3 lanes, but a nightmare with 2. The design of the offramp is really unsafe as well, as people are trying to get on I10 with limited space. An HOV entrance from south of I10 would be awesome.
• Add u turn lanes at Hwy 6 and Park row. Add a direct connect feature to Hwy 6 & I-10
• Improve the potholes on the roads would be a start.
• Road maintenance would definitely help. All the bumps, potholes, etc. slow traffic down significantly. (I am referring particularly to Memorial and Eldridge).
• Roads are getting worse day by day. Repair work takes place but still the road condition is bad.
• The longest (time) part of my commute is in the Energy Corridor. All the streets (Hwy 6, Westheimer Rd, Briar Forest, Eldridge Parkway) during normal commute times are very busy. In addition, Eldridge road is in poor shape and always has pot holes. Although I live within 15 miles, if I commute during peak hours, my commute can be an hour or more
• Improve the effectiveness of the hwy 6 and i10 east merge exchange. Enforce the double line rule to prevent drivers from nosing in near the front of the line.
• 1. Eldridge Pkwy needs to be 3 Lanes

2. Briar Forest needs to be 3 Lanes

3. Westheimer needs to be a Freeway

4. Hwy 6 needs to be a Freeway

5. Bus will not solve commuter issues

6. Bicycles will not solve commuter issues

7. Only widening the streets and creating freeways will help (not solve) commuter issues.

• Energy Corridor is much to crowded, roads are in very poor condition, there are not enough ways into and out of the area.

• Fixing the potholes helps, at least eldrige is the best at that out of the four roadways.

..(dairyashford,kirkwood, wilcrest)

• I would love if they fix the roads. they're in a very bad shape.

• Improvement of the I-10 east exit to Eldridge will help commuting in the morning. The right lane is exit only, but the on ramp before Hwy 6 provides congestion getting off of I-10, plus results in unsafe maneuvers of cars driving outside of marked lanes.

• Improving the Eldridge / Memorial intersection - particularly the turn lanes. ie: from Memorial onto Eldridge - both ways both directions.

• Motorcycle lanes or motorcycle lanes sharing or subsidy- better gas mileage alternative, frees up parking space and reduces traffic volume congestion. Lanes and lane sharing may not be practical but a subsidy and safety signage for car drivers to look out for motorcyclist is more achievable.

• The exit ramp from I-10 to 99-S was poorly designed to handle the sheer number of cars that utilize it. Off-ramp from I-10 to access 99-S is congested a mile back due to poor lane merge length for existing cars on the on-ramp to 99-S by Kingsland Blvd.

• The merge traffic getting onto I-10 from Dairy Ashford is terrible. Dairy Ashford needs to be rebuilt. It's in terrible condition

• Crossing under I10 is dangerous. The office is stranded on the north side of I10 which leaves most non-car routes to and from here dangerous

• I formerly commuted to work by bicycle in a different city. The distracted and erratic driving of Houston area drivers keeps me off the roads (too dangerous) and lack of safe bike lanes is a factor.

• I would bike to work, however, there is not a good trail or bike lane. It's too dangerous at this time to feasibly bike to work for me. However, if there were bike lanes/trails added I would bike.

• I would walk and bike more but I don't feel the sidewalks are that safe without a curb and how fast the speed limit is. Otherwise I love the improvements that have been going on and support them fully.

• The combination of a lack of safe walking and Houston's hot/humid weather is a major determent. I walk in other cities.

• I have a feeling biking would get me killed with the way we drive here.

• Security and late night HPD patrols in the Energy Corridor has gone down. The ratio of automobile break-ins is unbelievable. something needs to be done asap.
• The roadworks on nearly every street make it dangerous for drivers, cyclists and pedestrians. I would like to see more police coordinating traffic to help people cominue and safely cross the main junctions especially during rush hours.
• Offer a gym/showering facility at my office, or create some sort of program with all the gyms in the Energy Corridor are required to partner with all companies w/ addresses here so that I can get a ride directly to said facility in the am, get ready, and walk to my office in *hopefully* less than 2 minutes. (the Jewish Center would be ideal for me)
• The biggest issue for me is the lack of a shower at the new ConocoPhillips building at 935 Eldridge Parkway. Before moving to this building in December, I worked at the Westlake office complex, where we had shower facilities, and I rode my bicycle to work several days a week.
• Traffic sucks in Houston, I would love another viable alternative. I have commuted by bike but there are very limited routes from the Heights to the Energy Corridor, traffic in was somewhat OK, traffic returning home was a nightmare. My office has no showering or changing options. I would love to use LA Fitness next door, but I'm not a member
• proper walk sides are needed, plus proper signaling for bike lines, this would be a plus!
• We routinely bicycle from Katy, through George Bush Park, Terry Hershey Park, and to 501 Westlake Park Blvd. The sidewalk along memorial from terry Hershey to Westlake Park Blvd is in desperate need of repair or add a dedicated bike lane.
• A sidewalk on the south side of memorial between highway 6 and eldridge would promote a safer walking environment.
• Better walking paths crossing I-10.
• Need better sidewalk connectivity on Park Row from Highway 6 to Barker Cypress.
• need more sidewalks
• Sidewalks on Dairy Ashford & Kirkwood are very dangerous, some of the storm drains are a hazard on Briar Forest, there is alot of broken glass in the intersections, it would be good to build or landscape intersections so there is no place to stand and panhandle
• Commuting in all of Houston would be more efficient if the traffic signals were timed!
• Optimize lights on Eldridge (north and south) to allow the prevailing traffic to get through more easily.
• It would be nice to increase the speed limit on Eldridge across the Addicks Reservoir from 40mph to 50mph and add a wider bike path/emergency lane.
• Telecommuting is one better option as it avoids having to travel, saving time, avoiding risk/exposure to accidents. Direct transit is second best option as you can read, study, make calls or do whatever and don't have to stress out of driving
• 1) traffic sucks - but you already know that
2) most people could work remotely at least at times, but most employers are unwilling to trust their employees - Maybe there is an opportunity to address that at a 'corporate' level
• Being in oil and gas, I find my employer is very antiquated in believing in telework. Perhaps marketing materials to the employers here would be helpful. Even 2 days a week would be helpful!
• Commuting over 100 miles a day is a lot!
• Citie and builders need to work together to avoid traffic gridlocks. builder keep adding more and more houses far out adding thousands of cars each year Telecommute is only option now.
• Companies need tax incentives to let employees work at home
• get employers to stagger their work hrs. also allow more teleworking.
• I could work from home if company would allow us to do so. How can you influence companies in energy corridor to allow people to work from home, at least 1-2 days a week?
• I would be opened to working from home at times. I feel my position requires some interaction with team. But, the problem I face is when there is flooding. Especially, around the Bear Creek area. I end up having to take a much longer commute back and forth to work.
• More flexibility like working from home a few days a week would be great.
• Please apply pressure on Energy Corridor companies to allow ALL OF THEIR EMPLOYEES the option to telework/telecommute at least one day a week.
• Discounted and approved Uber or Lyft options
• Walking/Cycling during April-Sept require shower. Using road way for very low % of bicyclists is a waste of resources. Have Uber provide Van Share Service on a prepaid basis for those wanting same. Consultant so time is money. Fed Taxes already result in penalty for earnings so no incentive to spend more time in traffic.
• Spend effort to fix the backup on I-10 caused by the Beltway 8. slow downs at the toll plaza on Beltway 8 cause backups all the way to I-10, which slows down everyone on I-10.
• the toll lanes take up an extra 2 lanes of the freeway, if all the lanes were free there would be more concrete to accommodate the cars reducing traffic. If companies/government offered incentives/bigger tax breaks for moving closer to the building or when people relocated this could help reduce traffic.
• The toll way lane should be extended all the way to Hwy 99 in Katy to allow shorter commute times. I leave very earlier so that I can avoid a hour long or more, commute to work. The toll way lane would be an option to alleviate the traffic and allow normal working hours.
• Toll roads are Inefficient! NEED TO REMOVE CASH/COIN pay lanes and make all lanes EZTAG ONLY!! Pay booths slow down and clog traffic.
• direct Toll way from Sugar Land to I-10
• Please put a traffic light at Eldridge Parkway and Forkland. It's getting more dangerous for walkers and people in cars. There is no order there.
• I appreciate any additional commuting options, especially those that:
  (1) maintain and increase our trees and grassy areas (closed pedestrian streets, KEEPING the medians and improving them with more Trees/shrubs, etc)
  (2) Measures that increases drive time/reduces through traffic/inhibits cross volume through the energy corridor/Eldridge.
• I live in League City and am very interested in van pool / car pool options to the Energy Corridor.
• I wish their were more vanpool options, mainly regarding times. I do not get to work the 9/80 schooled but the vanpool are on them. Also, an emergency option home would be good to have/know.
• The main problem taking the Vanpool is parking, if I need to drive to the vanpool there is no place where we can park the car and there is always a fear that our car could get towed.
• I am hoping that we will have a vanpool available to us that will allow me to drive to the pickup location and use the vanpool to get to Shell. I am unwilling to walk very far, due to the heavy rain that would soak me. Ideally, I would like a bus service with several times available in the morning and afternoon from the Cypress P&R.
• I have no problem at all if there is a van or bus for SW Houston (Park n ride 265) going to corridor. I would not like it all if I have to drive
• Please make more vanpools available for the Woodlands or Kingwood area. Or consider making a Energy Corridor line that takes people from Downtown to Energy Corridor. Commuters would then just need to take established lines into Downtown.
• Van service for lakes of parkway & lakes of eldridge
• More vanpools would be great from Katy area (Firethorne) to the energy corridor OR a light rail! Please if we could get a light rail in place from the major suburbs to the energy corridor, it would be tremendous. I’d be willing to pay for that, plus not having to worry about parking at work is an added bonus.
• Vanpooling/Carpooling are best options. Waze/Uber currently have a pooling service. Shell partnering/subsidizing these services would encourage use. I’d at least try them out. I’d use them 2 to 3 times a week. Car is still the most convenient in Houston. Also, Dairy Ashford has too much traffic in construction.
• Adding more vanpool sites in local area could help. I think a lot of people not willing to vanpool is because of the inconvenience of vanpool location. People in Katy area could be driving 1/4 of distance to vanpool site, adding the inflexibilities of timing then a lot of people choose to drive alone to work.
• I am looking for a vanpool or carpool from my place Grand mission ,Richmond 77407 for last 6 years, but I never get any matching from my root. From my place so many people are working at medical center .I think Metro is fail to communicate .
• I can bike safely from my home to a major highway. Would like to find out about van pools that follow major highways into the energy corridor.
• Understand other companies have van pool service for employees live far away, would like to know if energy corridor would offer the same
• Vanpooling seems teh best option for me. Missouri City needs one.
• Would not mind taking part in van/car pool, however, it was difficult to even find someone that works similar hours. If I don't leave work by 3pm, I get stuck in downtown traffic headed home. I might as well stay till 6pm, but that would make it a 12 hour day. Similar to coming to work, if I don't leave by 5:15-5:30 stuck in traffic.
• I would be willing to walk farther to transit options when the weather is nicer, but that's only a few months out of the year. If it's bitterly cold, raining heavily, or stupid hot, then I'm unwilling to walk much more than 10 minutes. Unfortunately, Houston weather was just not made for walking.
• Although I've chosen to live in the Energy Corridor, my place of work/clients are mostly NOT in the Energy Corridor. This means that I'm always going to be looking at a longer-distance commute.
• Answers would be much different if I did not need to drive my child to daycare.
• Arthritis inhibits my ability to use a bicycle or walk long distances as a part of my commute. Also, I am worried about being panhandled or mugged if I am not in my car.
• As I live in the boones I cannot see any alternative to using my car. I will be alone as there are no neighbors close enough to warrant car-pooling
• Because of tight time limits for lunch, if going out to a restaurant, waiting on a shuttle is not effective. A private car seems the best option.
• Being in charge of dropping the kids at two different schools in the morning is making car or vanpooling quite complex... especially leaving in the Heights where there is no park and ride option.
• climate doesn't lend itself to walking, biking or waiting for public transport
• Congestion/traffic results in a longer commute.
• Do something sooner than later and begin to change it based on consumer input.
• Dropping off and picking up school aged children would make it hard for me at the moment to commute to work any other way than by car.
• Excited about the possibility of new options.
• Expanding cross junction of roads feeding to I10 such as Eldrige Parkway, Dairy ashford and I10 would make entering to I10 much quicker therefore, will reduce traffic in those roads
• Fix the traffic flow on I-10 Katy freeway! :)
• Glad you are making some roadway improvements in the area. Thank you.
• Great you asking about this!
• Happy that park row is open through to dairy Ashford now.
• Have Park Row run continuous was a game changer. My commute to Green Trails is about the same amount of time but the stress is orders of magnitude lower. I LOVE IT!!!
• Helicopters or drone dropping service
• Horrible traffic during rush hours
• Houston summer heat simply rules out some options like walking too far.
• Hurry up and finish all the damn construction!
• Hwy 6 and Eldridge as north/south corridors are abysmal. There are days that it takes longer to drive 5 miles from the park n ride at I-10 to home, than it took from the bus downtown to the park-n-ride. When I get home and take a bike ride, there are days I can come up Hwy 6 from Memorial to Westheimer and I can pass 300 cars easily.
• I-10 intersection at memorial is horrible. Changing the traffic patterns (that no one looks at) has almost gotten us hit on a daily basis. The traffic cops make it difficult to go the 0.5 mile along I-10.
• I am a vanpool driver for MetroStar - Brand new Katy to BP Vanpool #V2105
• I am at work by 5:30 AM and leave at 3:30 PM and often travel to offsite meetings. This schedule makes carpooling or vanpooling or even bicycling difficult.
• I am currently 54 and 55 in September and about to retire -- I don't think I am a good gauge of measure. However, I answered transparently for you.
• I am currently also a student at UH and I have to round trip from Cinco Ranch, Energy Corridor and UH on I45 South every weekday.
• I am not a good subject for this survey, but am interested in optimum mobility for EC dwellers.
• I am simply amazed on a daily basis with the rudeness or utter stupidity of Drivers.
• I believe this is a healthy conversation, as commuting in the Energy Corridor can be very challenging and down right hopeless some days. I'm optimistic to be engaged with this organization in making an attempt to change the stigma.
• I can make the 40 miles from my home to I-10 at 99 in just over 40 minutes; from 99 to Dairy Ashford always takes 30 minutes and often an hour. I drop my kids at school before I reach the HOV lane, but if there were a toll lane all the way to 99 I would pay to avoid the mess of I-10.
• I can't wait for self driving cars
• I commute to work on public transit buses, and now since construction is being done in the Energy Corridor they have remove walking the sidewalks. It's really dangerous having to walk in the street on Dairy Ashford and I-10. I'm surprised nobody was injured, nor complaint.
• I do children drop off in the morning and the earliest I can meet for van/car pool is 8:00 a.m. I am currently Downtown but on 8/24/2017 we are moving to Woodcreek (Dairy Ashford @ I-10W)
• I have answered these questions based upon how my commute will change when Shell moves my work location from One Shell Plaza to Woodcreek.
• I live close to the Medical Center so not able to bicycle or walk.
• I live in the E.C. but do not work there. It greatly impedes the route I now have to take to my evening workplace, adding about 40 extra minutes to go far out of my way to avoid the traffic to get to work at 6:00 I have to drive on I-10 feeder to Wilcrest and then go all the way to Westheimer and turn right to backtrack back to Dairy Ashford.

• I live in the Heights, my kids go to day care in Hilshire Village and I work at BP. Everything (work, school and home) are within 1000' of I-10. If I had a solution that allowed me to pick up my kids on the way home, I would be very interested. But given their car-seat needs, etc. it isn’t practical currently.

• I live so close to the office that alternative transportation is not convenient for me.

• I try to bicycle twice a week ... hard to carpool or vanpool 3 days a week cost wise as what I’ve seen so far require one to pay for a full week regardless of how often you use the service.

• I will personally prefer if I get anything near to my home.

• I would hope that someone comes up with some solutions, would hate to think of what traffic will be like with 3000+ more cars on I-10.

• I would love to ride my bike to work but have kids going to different schools so dropping off kids on the way to work.

• I've just purchased a house 5 min near my office due to trouble with commute. My old house is on the market for sell because the initial 7min to work (when I bought it 3 years ago) turned into 20min... & 30min drive due to traffic. This area has became a nuisance, any time day/night. I cannot leave my office for lunch unless I have 90min to spare.

• If additional commuting options are considered from the western side of town (Katy, Fulshear, etc.) by road is not the answer. The HOV lane(s) are just as backed up and slow during commuting hours as the main lanes of I-10, especially in the morning.

• If convenient, reliable, and timely, a carpooling service would be great.

• If I lived closer I would love to bicycle to work.

• Ignore all the bike-related questions in my responses! I never learned to ride a bike, which is why I wouldn’t use bike-riding services. I’d consider walking to work except I’m not comfortable crossing I-10. If there was an efficient way to isolate pedestrians and cars, like the bridges across 610, I'd be more likely to consider it.

• In my opinion, ConocoPhillips should not have been allowed to build the new office towers on Eldridge Parkway and I10. Only one is being used now, but if all three get filled street traffic on Eldridge might become almost impossible.

• In office hrs already there is huge traffic. On plus of that we have school timing due to that traffic clogs

• It has become increasing more dangerous to make the left turn on to WCK site off of N Dairy Ashford coming from the direction of Eldridge in the am between 0700-0800a due to back up of traffic at N Dairy Ashford/I-10 and the fact that there is no officer there to stop vehicles to allow you to turn into the facility.

• Keep up the good work! I am happy you guys are asking questions!

• Kelly and Peter are awesome.

• Main reason for answering the way I did, there was never an option for....I have children so my morning starts with taking them to school then I head to work. Same as when I leave, I get off and go right to school to pick them up. No other form of transportation would change because of that reason alone.

• My biggest need is flexibility as I have to leave at various times in the afternoon on different days depending on my children’s needs (appointments, urgent call of being sick, etc).
• My commute is fairly short, and I miss the worst traffic.
• Need better commuting options from downtown, heights, midtown, montrose to the energy corridor.
• No available options for carpooling
• Number 12 should not be required if I typically carpool. Sometimes I ride my bike and the bike paths are nice.
• Okay, I go to work with one other person. However, your question 12 assumes I drive alone. It is a mandatory question and cannot be skipped. That is illogical.
• Plan for future: autonomous and flying vehicles.
• Please include in the plan that ConocoPhillips is relocating its main office to EC4 on Eldridge in 2018.
• Question 12 should not be a required question. It says if you typically drive to work alone, and I never do, so how am I supposed to answer?
• Severe arthritis, would not be able to walk far from a bus stop.
• Stop adding additional office buildings in the area would greatly assist. Plenty of areas within 10 miles to build.
• Thanks for reaching out to the public.
• The answers on this survey do not reflect what the commute will be starting September 16th. The commute time for me will almost double and there is no reliable, timely public transportation from where I live to my new office at Woodcreek (I10 and Dairy Ashford)
• The beltway is always terrible, but my other option is the streets (worse) or through the galleria on 610 (the worst). There is no good way to get to/from the energy corridor.
• The energy corridor is "clogged" because it is major thorough fare through the city as well as the main option for east west commuters. Add to that the amount of high density housing built and being built and total grid-lock is in our future. This effort needs to expand beyond the few working in this area.
• The traffic getting to and from the energy corridor is the main issue.. I-10 is a mess so unless you live on the west side of Houston this commute will be insane.
• Traffic conditions / commute are making me think of moving from Houston. It is detrimental to quality of life.
• Traffic cops contribute to major congestion and wish they would improve their strategy.
• Traffic on Eldridge between Enclave and I-10 is ridiculous. It takes me longer to drive the last 2 miles than the first 10 miles.
• Traffic on Eldridge has gotten worse since I’ve moved to this area,
• What traffic improvements are being made along the I-10 frontage road to improve the safety of access/egress.