



The Woodlands  
Township Transit Plan

APPENDIX

Final

March 2015

Houston-Galveston Area Council

Our ref: 22611101

Client ref: #TDOT.14.0320-01





# A Appendix A: Summary of Questionnaire #1



# CHOICES

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## Winter/Spring '14 Online Questionnaire Summary Memo

Wednesday, May 28, 2014 – Final

### Overview

#### Questionnaire Duration and Participation

- 29 day poll duration (Sunday 2/2/14 – Monday 3/3/14)
- 926 questionnaires completed at [https://www.surveymonkey.com/s/choices\\_transit\\_survey](https://www.surveymonkey.com/s/choices_transit_survey)
- Majority of respondents were middle-older aged (41 percent 50 to 64 years of age, 38 percent ages 30 to 49). No questionnaire respondents were 18 years of age or younger.
- 34 percent of all respondents live in or adjacent to The Woodlands, 18 percent work in The Woodlands and live somewhere else and 48 percent live and work in The Woodlands.
- Most questionnaire respondents reported living in Montgomery County (76 percent) or Harris County (22 percent). The remaining 2 percent of respondents live in Anderson, Brazoria, Fort Bend, Grimes, Galveston, Liberty and Walker counties.
- 68 percent of respondents work in Montgomery County. 31 percent of respondents reported working in Harris County. The remaining 1 percent of respondents are employed within Brazoria, Fort Bend or Walker County.
- 61 percent of the respondents live within The Woodlands (zip codes: 77380, 77381, 77382, 77384, 77389, 77375).
- 84 percent of respondents working in Downtown Houston, the Texas Medical Center, Greenway Plaza or Uptown/Galleria reported that they are not currently using METRO transit services.

#### Arriving in The Woodlands

- 42 percent of all respondents are interested in Express Bus service originating in Downtown Houston, Texas Medical Center, Greenway Plaza or the Galleria/Uptown with an ultimate destination in Town Center, or at one of the three Woodlands Express Park and Ride lots. For those interested, preferred service options are: 1) Express Bus with 85 seats, a roundtrip fare of \$14 and guaranteed seating or 2) all-day Express Bus with roundtrip fare of \$14 having 10 minute peak service and 60 minute off-peak.
- 72 percent of respondents that were not interested in Express Bus services to The Woodlands reported that they are also uninterested in Vanpool services.

#### Travel within The Woodlands

##### **Walking and cycling**

- Most respondents (64 percent) do not walk to Town Center or Villages Centers. Less than 1 percent of respondents walk to these destinations daily.
- Half of all respondents do not cycle for leisure purposes and 72 percent do not cycle to Town Center or Village Centers.
- 30 percent of respondents travel to Town Center 5-10 times monthly.

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### Travel by car

- 98 percent of respondents have access to a car and 84 percent of participants' households have two or more autos. Respondents with access to cars indicated they are very likely to travel to TW Town Center and to destinations within TW by car.
- Individuals without access to a car are very likely to use bus services from where they live to Town Center.
- Approximately 60 percent indicated that they would be unlikely to cycle or walk from where they live to Town Center.

### Travel by Transit

- Approximately 25 percent of participants would occasionally use bus, bicycle or walking facilities if available.

### Travel within TW Town Center

#### Travel by trolley

- 83 percent of respondents do not use TW Town Center trolley. Of those who do use the trolley, popular trolley destinations include TW Mall, Market Street, Waterway Square, HEB, Anadarko, Cynthia Woods Mitchell Pavilion and Town Green Park.
- Individuals not using the trolley cited unfamiliarity with trolley services and inconvenient stops as the top reasons why. Written feedback indicates that others prefer driving to Town Center because parking is available and travel time by car is less than by trolley.
- Respondents would most like trolley locations at Pincroft Center I: Target/Academy, Tinseltown Theater, Pincroft Center II: Best Buy/Ross and Memorial Hermann Hospital.

### Travel by The Woodlands Express

- 60 percent of the respondents use or would consider using Park & Ride service to go to Downtown Houston, the Texas Medical Center, Greenway Plaza or the Galleria. The most preferred service options for these individuals are: 1) Express Bus with 85 seats, a roundtrip fare of \$14 and guaranteed seating or 2) all-day Express Bus with roundtrip fare of \$14 having 10 minute peak service and 60 minute off-peak.
- 45 percent of all respondents use or would consider using express service to the Texas Medical Center. The preferred service option for the TMC is a peak only Express Bus every 30 minutes and a roundtrip fare of \$14 (morning and evening commute).
- 40 percent of all respondents use or would consider using express service to Greenway Plaza, or Uptown/Galleria. The preferred service option for these destinations is a peak-only Express Bus every 30 minutes and a fare of \$14 (morning and evening commute).
- 24 percent of respondents working in Downtown Houston, the Texas Medical Center, Greenway Plaza or Uptown/Galleria do not use The Woodlands Express service due to cost, unfamiliarity with services or inconvenience of service times or locations.
- 41 percent of respondents use or would consider using the Woodlands Express to Greenway Plaza or Uptown Galleria.

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### Summary of Written Comments

Questionnaire respondents provided a total of 319 written comments. The following is a summary of key themes from this feedback. Several direct quotes that epitomize respondents' perceptions regarding current conditions and overall desires for transit improvements in The Woodlands are indicated in *italics*.

#### **Future corridor- and area-specific studies recommended**

- Several questionnaire respondents expressed concern regarding the need for additional corridor specific studies. Specific corridors for which future studies would be beneficial for include Rayford Road, Kuykendahl and Gosling.
  - *Ideally, there would be an elevated train to/from Houston to Woodlands (replace HOV lanes!).*
  - *Effective future transit by vehicles, buses, trolleys, bicycles or walking between The Woodlands Township and Springwoods Village - the most needed improvement is extension of Holzwarth northward using existing rights of way to Sawmill and Grogan's Mill Rd. These two communities are synergistic and thus many will live in one community and work, shop, learn, recreate, etc. in the other. Business and personal interests will involve considerable transit back and forth and use of an Interstate Highway main or feeder lanes or less convenient arteries west of I-45 for local transit will ultimately create near gridlock on I-45 and feeder roads, unless considerable changes are made. Use of an Interstate Highway to jump a creek, is not proper. Buying right of way and cost of expanding I-45 to meet this need will cost far more than the proper link.*
  - *I think a rail line option along the I-45 corridor from the Woodlands to downtown should be explored. The traffic congestion getting to and from The Woodlands, as well as within The Woodlands is very evidently getting worse. Adding new buses or vanpools is a solution that is too little too late as there are already several vanpool services provided by the many companies located in The Woodlands. Also long range bus routes will not help commuting time and are also subject to the traffic patterns. For commuters, a light rail transit or local train service with its own designated right of way would be a better solution. The Woodlands area should also look into developing its internal transit network, building off of the trolley service to encourage walking and timely access of local business services.*

#### **Improved trolley service**

- Respondents indicated a desire for additional trolley stops in Oak Ridge North.
- Request for local trolley service in The Woodlands residential areas on Saturday
- Peak bus/trolley service between major employment venues in The Woodlands and the surrounding cities of Oak Ridge North/Shenandoah/Imperial Oaks should be considered to alleviate auto traffic coming from/through those areas to The Woodlands.

#### **Bus and Park and Ride services**

- Specific recommendations for bus improvements included: the creation of a local bus service connecting the back of The Woodlands to the Town Center/MH Medical/St Luke's/Lone Star area; additional busses at Sterling Ridge between (both in the morning and later in the evening) and an express bus route to the Texas Medical Center that reaches the Women's Hospital of Texas on Fannin and Greenbriar. Additional recommendations received by respondents are below.

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- Several questionnaire respondents indicated concerns about the rising price of The Woodlands Express recent fare within The Woodlands. The following quotes are illustrative of existing conditions remarks expressed by respondents.
  - *Later evening service (i.e. leaving downtown between 7:00- 9:00pm)*
  - *I would like to see additional buses at Sterling Ridge. Also suggest 40-50% of the schedule be reduced on Fridays and holidays to save operating costs.*
  - *I use the Woodlands Express service 99% of the time to travel to work. Have used the service since 2005 daily.*
  - *The First Class Bus company has greatly improved the service. PLEASE continue to support this commuting option.*
  - *I live close to the park and ride in the back of Woodlands Parkway but cannot use it because morning times are too early. I would benefit from expanded hours in the morning up to 8 am. This area near 2978 is expanding rapidly and full service such as what you offer at the Research Forest location would greatly increase ridership.*
  - *It would be great if there were park 'n ride south of the George Mitchell Preserve (in or near Creekside Village).*
  - *Please keep the park and rides plus the buses. Sure would be nice to have a late night option for coming home from downtown (7:00 to 9:00 pm).*
  - *It would be convenient and very helpful to develop a real time app to know when the next bus is expected during evening commuting hours. On days when busses are running behind due to uncontrollable events, it's hard to know when the last bus is. Many times you'll wait for 20-30 minutes and then 2-3 busses arrive back to back servicing the same park and ride lot.*
  - *Since you have added 2 stops on the VA, would you kindly consider adding a stop at the Nabisco Building, John McGovern Campus? There is already a Metro Bus Stop in front, it would be really nice to add one as the last stop for The Woodlands Bus. I personally know six other people who also work at the Nabisco Building, John McGovern Campus. Two from the VA Research Office and five of us at the Baylor College of Medicine, John McGovern Campus (Nabisco). Please consider. The walk and crossing the street is dangerous especially during bad weather. Thank you in advance and thank you for doing this questionnaire.*
  - *A Friday or Saturday evening bus from Creekside to the Town Center/Waterway Blvd area would be nice as it allows you to go to the bars & restaurants and have a few drinks as you would have the bus as your designated driver.*

### **Aging in place and accessibility for disabled populations**

- Questionnaire respondents indicated that there are many low income seniors in the area that do not have access to a vehicle who may utilize services for public transportation for both shopping and medical care appointments.
  - *Like everyone else, I am either going to die young or get old. It would be nice to age in place. The Woodlands is a really great place, but only if you have access to a car and can drive, or live really close to a Village Center. Otherwise, if we really want people to age in place, there has to be decent transit.*
  - *Access to affordable public transportation is desperately needed for the seniors and disabled in our community. Many of this population cannot drive and need access to groceries and medical appointments. While there are options such as Interfaith and The Friendship Center the only option for younger disabled is*

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*the District and they are very limited with regard to availability and the wait for a ride can be 1-3 hours which can cause medical issues and challenges for diabetics and others*

- *My mother is disabled and has to travel to Houston a lot for medical treatment. It's hard for her to try and catch the current Woodlands Express buses without having to leave extra early and/or painfully standing downtown trying to get back home because the buses only run during peak hours and we have to work.*
- *Transportation is a serious issue within The Woodlands and the surrounding area –especially for residents with disabilities. We need accessible transportation to get around within the township and to be able to get to places such as the Texas Medical Center downtown. So many people with disabilities want to be active participants in the community --and transportation is the biggest barrier to achieving that desire. To be able to do things many take for granted--such as going to the library, the mall, Market Street, and other places -- that would be a huge blessing to people with disabilities who desire greater mobility and independence*

### Walking and Cycling

- Challenges to walkability cited during the questionnaire included a lack of sidewalks that cause pedestrians to walk on grass areas by service roads. Respondents recommended the expansion of pedestrian and bicycling pathways into the George Mitchell Nature Preserve with bridges crossing Spring Creek for enhancing outdoor activities. A dominant theme expressed by many respondents was the desire for improved infrastructure that can accommodate the cycling population of The Woodlands.
  - *Thanks for the questionnaire. We are young professionals planning to establish our long term home in the Woodlands and believe public transportation options will attract more young professional types to the Woodlands in the future. Houston has had tremendous success with Bike share program. This seems like an easy program to start that should be successful in certain parts of town center.*
  - *I would bike everywhere around The Woodlands if there was access to good (and safe!) bike lanes. I bike for exercise and residents have tried to run us off the road (for pleasure) when we have been single file and inside the shoulder (one vehicle actually came over onto the shoulder even though they were traveling down a four lane road and there were no other cars around them just to try to force us off the road). I really would like to see access to some safer options not only for the biking community, but also for our younger kids who are bikers (a couple of times that this has happened, we've had young teens in our group).*
  - *Please be mindful of the cyclist community in the Woodlands. Cycling is the reason why I moved to The Woodlands instead of other locations in Houston, we are a big group in the community.*
  - *Would also love a bike trail down 242.*
  - *I do not feel comfortable a bike with children down a state highway. A nice ride to on a separate bike path would encourage more bike use for my family. Today, we just use the limited trails in east Windvale.*
  - *I'm an ExxonMobil employee and my commute will change from Greenspoint to the new campus in 2015. If a bike path was added to the Gosling road entrance to Creekside and then extended to the ExxonMobil campus along the south side of Spring Creek, all of the back of the Woodlands would have a clear bicycling path to the campus and I would use that as much as the weather would allow. No large bridges would be necessary for this path just a smaller foot and bike bridge across Willow Creek to get all the way to the campus. This should be consistent with the bike path vision for Spring Creek already underway in places.*

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- *Please consider those of us who use our bicycles as transportation to the Village Centers, medical offices, post offices, Lone Star College - Montgomery, The University Center, YMCAs, other health clubs, religious centers, as well as Town Center. Bicycling is a vital part of my lifestyle!*
- *I am a road cyclist and I ride 30-50 miles once each week. I am concerned that the shoulders are being converted to road lanes for car use, which means that the lanes are being used by both bikes and cars.*
- *A dedicated bicycle path along Research Forest, Grogan's Mill, and/or Six Pines would be helpful.*
- *Finish the waterway path to connect back to lake woodlands and take down the no trespassing signs. That would be a great connection point for bikes to access the waterway but it has gone unfinished for years while more buildings go up. Less talk, less questionnaires, more action.*
- *We need to have a comprehensive area-wide educational program for cyclists AND motorists addressing rules of the road and common courtesy. Advertising should be not only in print but on TV and radio as well. In 2005, I was struck by a car and spent 6 weeks in the hospital. I was lucky. I survived. Recently, a fellow cyclist, Richard Rivas, was not so fortunate. He died. In Houston, the Chronicle reports that 25 cyclists died in the past 5 years. Let's get ahead of the curve and take steps now so that we don't have to read about fatalities and serious injuries in The Woodlands. If we are serious about being a bike-friendly community, let's do something in addition to filling out paperwork and applying for that designation so that we can check another box on the public relations/sales form.*
- *Make Woodlands bicycle friendly with bike lines on shoulders of some east-west streets [...] equipped with "noise grooves" to alert a driver when he/she sways off the road.*
- *Bike paths dedicated to cyclists only that go over/under major intersections on several of the main axis N/S, E/W would be great. Additionally, I would consider using bike share for lunch if available where I work and during the few months of the year that it is actually nice enough out to ride.*

### Concerns regarding the effects of congestion/transit on the character of The Woodlands

Several questionnaire respondents expressed concerns about the negative effects that heavy traffic congestion is having on the character of The Woodlands. Other respondents noted fears or the desire to prevent the expansion of METRO services connecting into The Woodlands.

- *Stop the road construction. We do not want all the traffic in the back of the woodlands and we cannot go anywhere without the entire Magnolia spill over commuters. It has ruined the quality of life. We used to hear birds now all we hear are roaring trucks and cars. George Mitchell's vision is being ruined!*
- *Please do not sacrifice the neighborhoods in The Woodlands for the sake of transit. Expanding roadways and removing trees does not promote the quality of life for the residents. Once the quality of the neighborhoods declines, the rest will decline with it.*
- *We don't want METRO bus system in the woodlands!!!! Our little home town feeling is being replaced by big city transportation. I would rather see a rail or trolley system go through the middle of the town than a stinky bus. This questionnaire appears to be leaning us to bus transportation anyway. They had better be classy or at least unique looking. Are we setting ourselves up to be the next Kingwood disaster? The corporations that OWN us here have really destroyed what was once really great about this town for their own profitability. We used to be America's hometown but the feeling is dead and now we're nothing but another small city expanding beyond our capacity. I'm sure nobody cares.*

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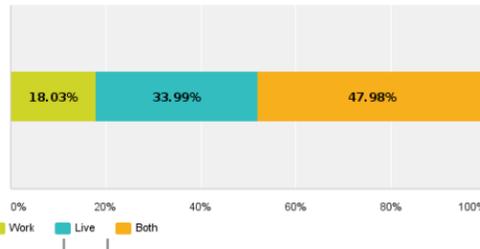
- *We are absolutely opposed to bus service within The Woodlands outside of the town center area. Once bus service was introduced to the 1960 area over to I-45....the general area became bad and Willowbrook Mall became a place you did not want to be at night. Introducing bus service to only provide transportation within The Woodlands is something that we hope is not being considered.*



START OF ONLINE SURVEY

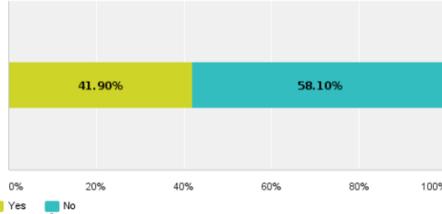
Q1 Do you live or work in or adjacent to The Woodlands?

Answered: 915 Skipped: 11



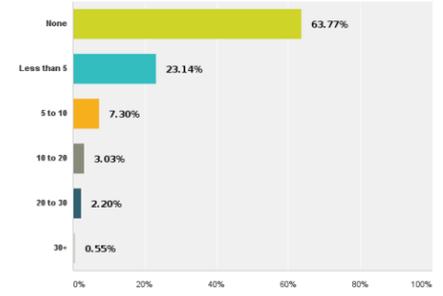
Q2 Would you be interested in Express Bus service originating in Downtown Houston, Texas Medical Center, Greenway Plaza or the Galleria/Uptown with an ultimate destination in The Woodlands Town Center, or at one of the three Woodlands Express Park and Ride lots?

Answered: 179 Skipped: 747



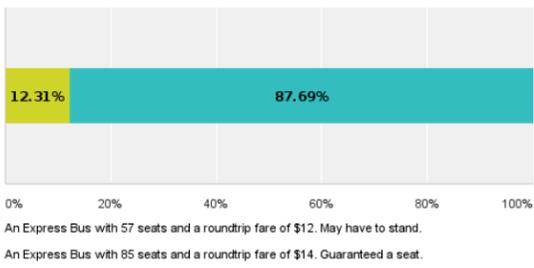
Q6 How many times a month do you WALK to The Woodlands Town Center, Villages Centers and/or amenities (work, school, store, recreational centers, medical centers, etc.)?

Answered: 726 Skipped: 280



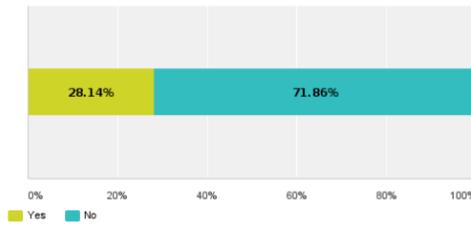
Q3 Thinking about Express Bus services originating in Houston, consider the following scenarios. Which option would you prefer?

Answered: 65 Skipped: 861



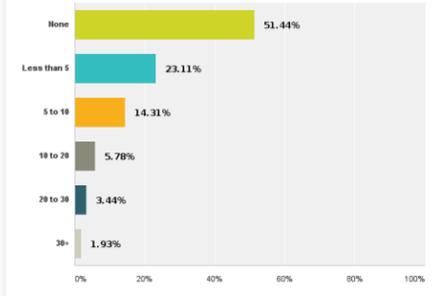
Q5 Would you be interested in Vanpool service originating in Downtown Houston, Texas Medical Center, Greenway Plaza or the Galleria/Uptown with an ultimate destination in The Woodlands Town Center?

Answered: 167 Skipped: 759



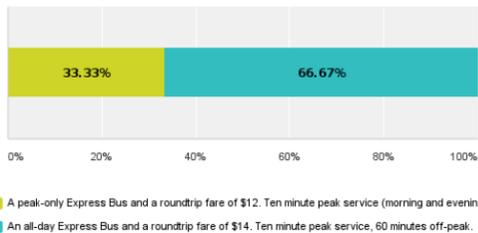
Q7 How many times a month do you CYCLE for leisure purposes?

Answered: 727 Skipped: 199



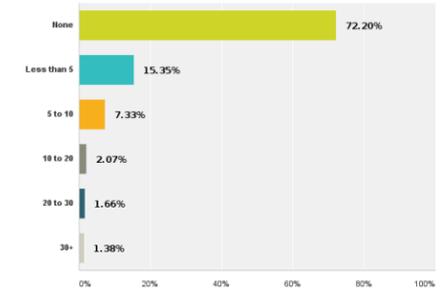
Q4 Thinking about Express Bus services originating in Houston, consider the following scenarios. Which option would you prefer?

Answered: 66 Skipped: 860



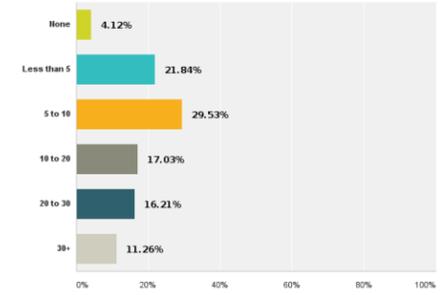
Q8 How many times a month do you CYCLE to The Woodlands Town Center, Village Centers or amenities (work, school, store, recreational centers, medical centers, etc.)?

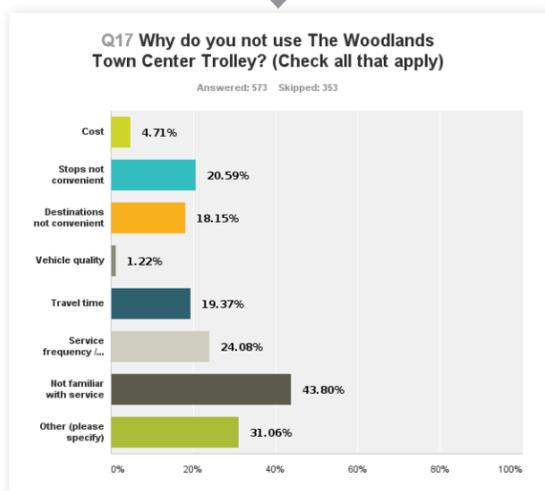
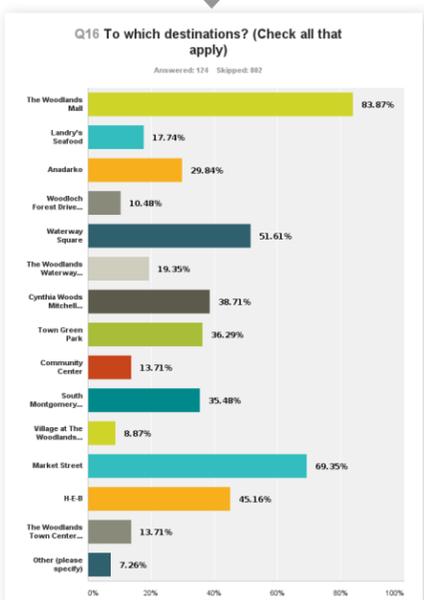
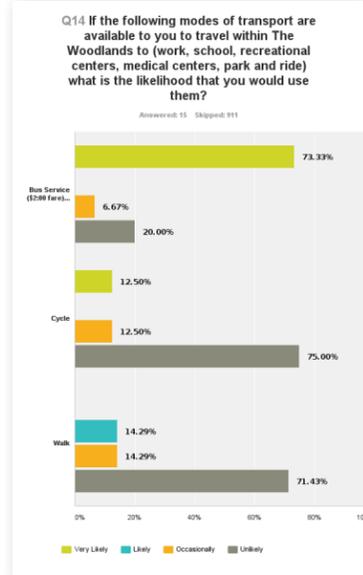
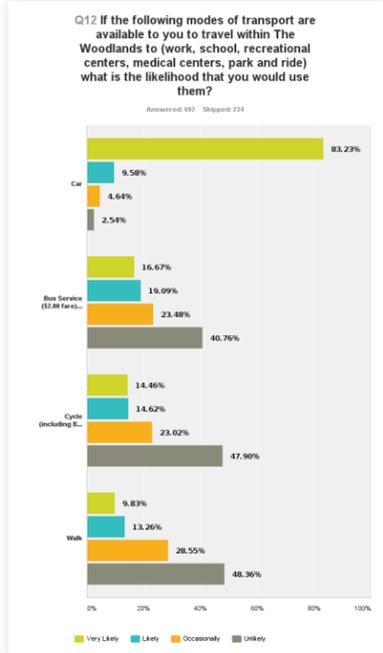
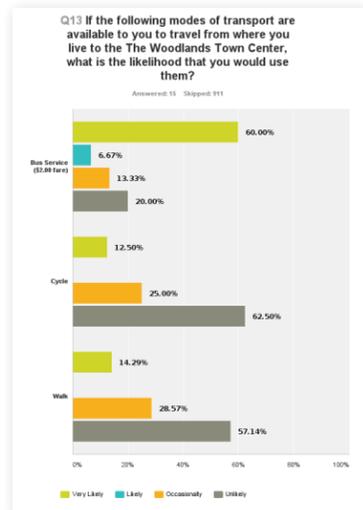
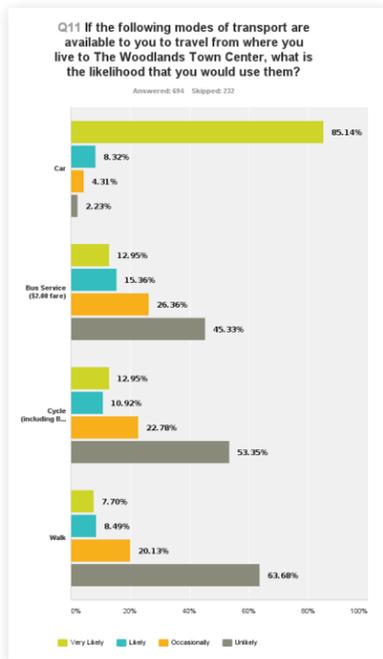
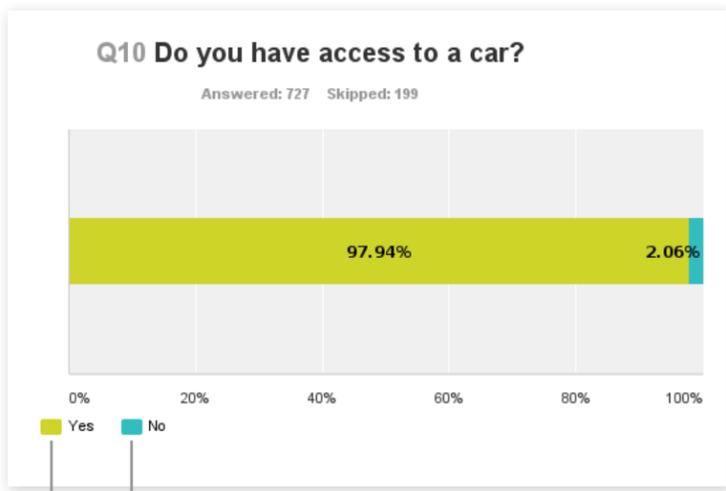
Answered: 723 Skipped: 203

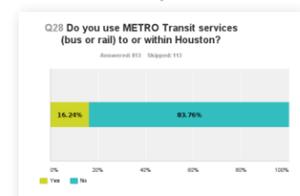
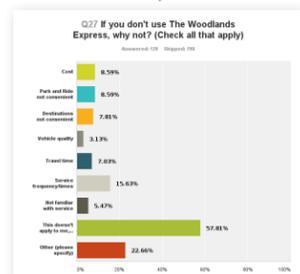
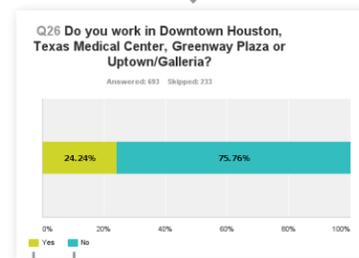
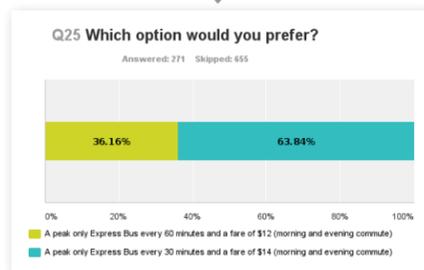
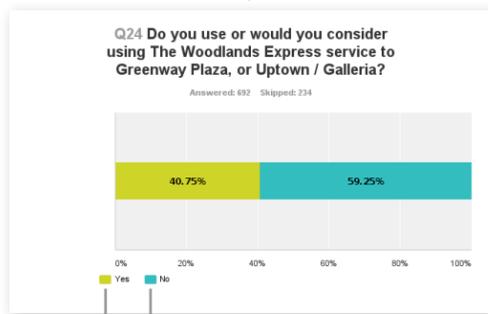
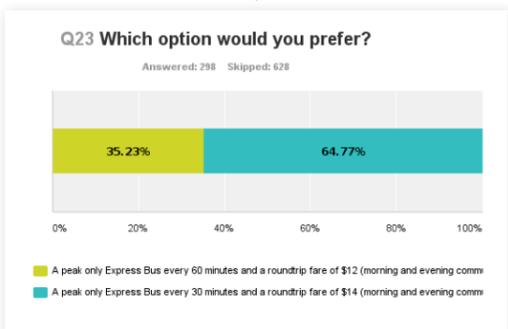
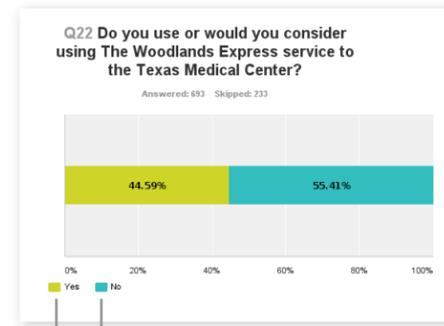
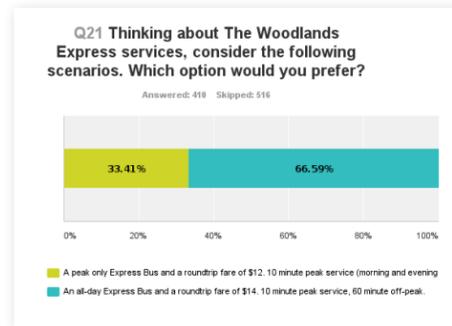
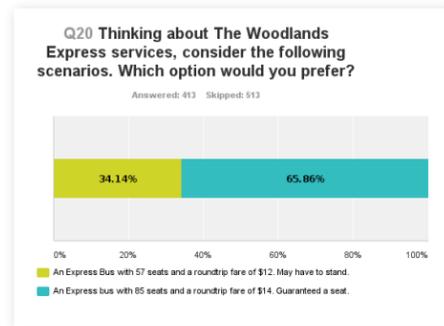
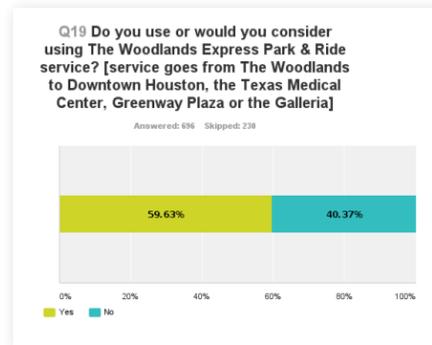
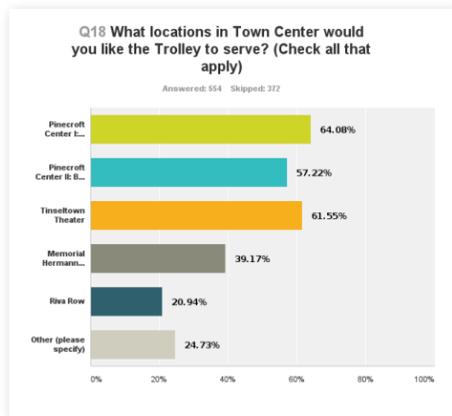


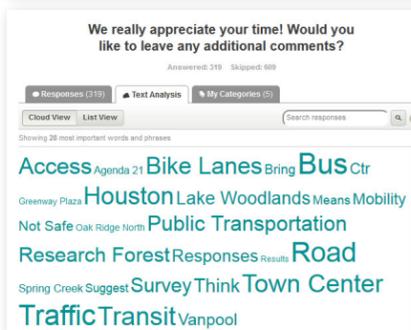
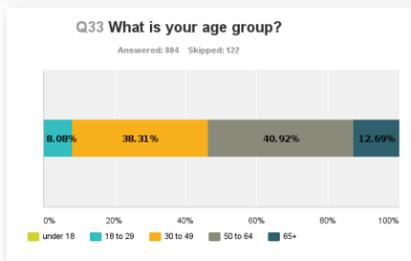
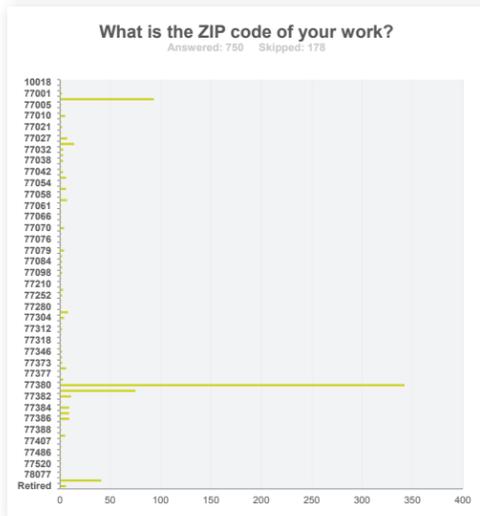
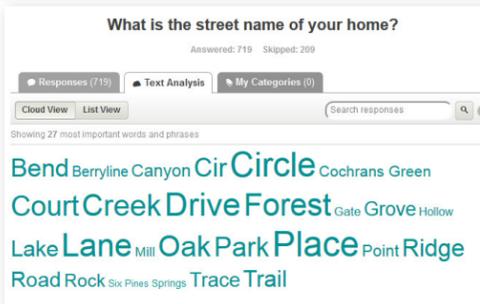
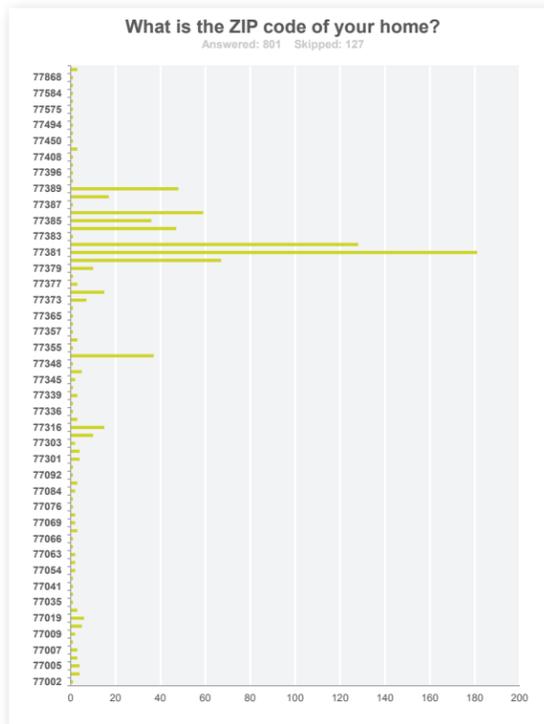
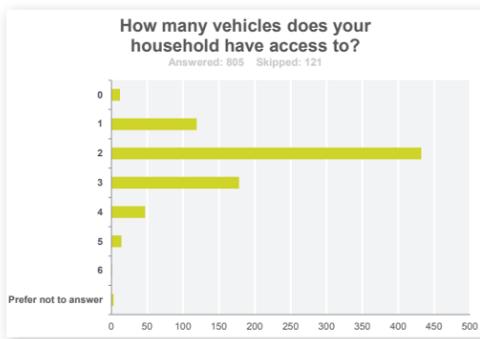
Q9 How many times a month do you TRAVEL to The Woodlands Town Center?

Answered: 728 Skipped: 198









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## END OF ONLINE SURVEY

# The Woodlands Township Transit Plan Questionnaire #1

Thank you for taking the questionnaire. We appreciate your time. Would you like to leave any additional comments?

Response Count

319

#	Response Date	Response Text
1	3/3/2014	Would like a local bus service connecting the back of the woodlands to Towne Center/MH Medical/St Lukes's Lonestar. These areas are served by people who don't have cars or even a bus that does a loop would be better than what we have now. Would be nice to have option of taking a bus to concerts and festivals. Also would be nice if this expanded local woodlands bus service connected to The Woodlands Express so that it would be possible downtown without a car.
2	3/3/2014	My husband rides the Woodlands Express downtown daily. I work in the energy corridor on I-10 and cannot use the transit system. I would like to see more transit available from the woodlands area.
3	3/3/2014	What we really need is a traffic study on the east side of the Woodlands, especially Robinson Road. It is a disaster.
4	3/2/2014	Need much better access to 242 and getting to the freeway. Road congestion is a disaster.
5	3/2/2014	Please provide mid-day and later evening service (6:30pm) from Greenway Plaza...or...guaranteed ride home.
6	3/2/2014	Add better right turn lanes. Add lanes to Gosling south of The Woodlands. Encourage car_pooling. Make sure that major roads like FM2978 and Aldine-Westfield and Kuykendahl are 4 lanes before new subdivision are built. Do not open Woodlands Not past 2978 because it will funnel more traffic into Woodlands.
7	3/2/2014	Need to address traffic east of 45
8	3/2/2014	Need additional outlets from oak ridge to I-45/The Woodlands. I work at Woodlands Parkway/Six Pines and leave work at 5:15pm. It takes me 40-45 minutes to get to home to the Legends Trace neighborhood whether I go Rayford Rd or any other alternate route. But at lunch I make it home in 15 minutes. That's a huge difference!
9	3/2/2014	Please have some comprehensive transit plan! Everywhere in Houston and now The Woodlands has so much traffic. We are growing too fast and Exxon Mobil has not even opened yet! I'm extremely worried.
10	3/2/2014	Please add a dedicated north bound lane (From Rayford to I 45).
11	3/2/2014	Rayford road needs to have some studies done. Riley Fuzzel also is becoming more crowded with traffic. More studies need to be done. Especially when the HEB comes in.
12	3/2/2014	Please, please do something about Kuykendahl and Gosling ASAP in the north Harris County developing areas. They needed to be widened 2 years ago. Building a new village and providing inadequate means to commute to and from them is ridiculous. The Exxon opening will make it 10X worse. Other municipalities make developers and builders underwrite the infrastructure costs because it helps them sell their houses and business services because the areas are ready for the traffic and residents to enjoy. The Woodlands knew decades ago about this expansion of residential areas yet persist in building infrastructure long after it is needed. Either don't develop if you can't pay for improvements or shift the burden to those who reap the benefits, the developers and builders. Always playing catch up is poor planning. Putting the burden on the residents to put up with chaos because of the poor planning is insult on top of injury. If the developers want to continue to make big \$\$\$ then they should pay more for that, and not depend on the residents to pay for their infrastructure for them to make more money. I lived in the Buckhead area of Atlanta, pay for their infrastructure for them to make more money. I lived in the Buckhead area of Atlanta, and they make new development provide road changes,
13	3/2/2014	I hope we do not get a bus line from the Houston area to Montgomery County. I believe our crime rate would increase. I have lived here since 1989. In the last two years I feel crime has increased to a point where I am not comfortable going shopping alone when it is dark; or walking

#	Response Date	Response Text
14	3/2/2014	This study seems like it is geared to a "solution" already. However, there are many other options that should be considered. The majority of people drive cars here. A bus system is geared towards a different group. First, There should be no free parking. Second, coordinate the lights in the area for timing. Third, Lake Woodlands isn't sacred- if you have lives here for a while, you know you can take that road and get places quick. Open that road up! Finally, trim the trees and bushes 6 feet from the road on Research Forest. There must be a "squeeze effect". On woodlands pkwy you can drive faster. On Research Forest it is slower. I am speculating that the
15	3/1/2014	I would like to see a trolley stop in Oak Ridge North
16	3/1/2014	Need better coordination of the major road projects
17	3/1/2014	Elderly and disabled people who cannot or should not drive must make reservations to travel within The Woodlands. I would like to be able to travel to Town Center and back along Woodlands Parkway on regularly scheduled buses or trolleys or London cabs. Please consider
18	2/28/2014	Peak bus/trolley service between major employment venues in The Woodlands and the surrounding cities of Oak Ridge North/Shenandoah/Imperial Oaks should be considered to alleviate auto traffic coming from/through those areas to The Woodlands.
19	2/28/2014	Please consider extending David Memorial to 242
20	2/28/2014	I'd vote for anything that would lesson traffic on Woodlands Parkway.
21	2/28/2014	Anxious to see the future and results of this study. Thanks!
22	2/28/2014	Need serious rail in and out of Houston - Similar to Europe, this would eliminate many cars from
23	2/28/2014	I thought this was a transportation issue. What about our roads?
24	2/28/2014	a 20% fare increase for the woodlands express in one year is pretty outrageous and indicates poor planning and budgeting by the administration. At least one more bus at sterling ridge
25	2/27/2014	Public transit needed to relieve congestion in the area. Traffic has gotten unbearable.
26	2/27/2014	no
27	2/27/2014	Oh come on... this is Agenda 21 - do you really think people are that stupid?
28	2/27/2014	Agenda 21 activities this is a UN intrusion on Texas Soil
29	2/27/2014	I see this as another Agenda 21 project funded with Govt Tax Dollars.
30	2/27/2014	The 2014 Woodlands Express rate increase of 20% was just way too much. Why 20% jump all at one time?? Fuel cost has not increased and you certainly did not give drivers a 20% raise. A 10% increase would have been more reasonable. I feel like the District P&R just got greedy.
31	2/27/2014	I am very open to seeing our community utilize quiet, safe, eco-friendly transportation within the area. It will reduce time and stress and parking aggravation....)
32	2/27/2014	The buses are super uncomfortable!! We live 'in the way back' of The Woodlands, so none of the walk to questions were applicable. We do ride our bikes to our grocery store (which is Wal-mart), the bank, and the dry cleaners. I try to avoid town center at all costs as the traffic is insane. I wish they would stop putting all the restaurants down there as that adds to the horrible traffic. Put more restaurants in the back or middle and there would be a lot less traffic in Town Center!!!
33	2/27/2014	Like everone else, I am either going to die young or get old. It would be nice to age in place. The Woodlands is a really great place, but only if you have access to a car and can drive, or llive really close to a Village Center. Otherwise, if we really want people ot age in place, there has to be decent transit.
34	2/27/2014	I live close to the park and ride in the back of Woodlands Parkway but cannot use it because morning times are too early. I would benefit from expanded hours in the morning up to 8am. This area near 2978 is expanding rapidly and full service such as what you offer at the Research Forest location would greatly increase ridership.
35	2/27/2014	It would be great if there were park 'n ride south of the George Mitchell Preserve (in or near Creekside Village). The bridge traffic on Keykendal and Gosling can be difficult. Also, why can't the BTD provide the "Demand and Response" service to Woodland residents in Harris County?
36	2/27/2014	We need actual bike lanes and mass transit to Houston for commuting.
37	2/26/2014	Thanks for considering my opinion

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38	2/26/2014	Cities where car/bike share are effective have very different urban demographics. On a recent trip to San Diego, we noted that every user was young, living in the high rise on the corner and not married. Climate in The Woodlands would be a huge drawback to bike here. I would consider a bus into Houston for shopping or Dr apps, but I don't need a commuter service
39	2/26/2014	I would hate to see any bus service in the Woodlands that would attract those that can't afford cars. It didn't work on FM 1960!! Also, our son attends Rice University and takes the Park and Ride to the Medical Center back and forth to school when he comes home.
40	2/25/2014	The drive along Rayford Road needs to be timed so cars don't hit every light. I know they were working on this but there are still 2 or 3 lights that turn red when a car comes upon the cross road light, Eg. Spring Forest, Geneva Drive. If you happen to get one of their greens (therefore a red for Rayford) You will hit every red light on Rayford from then on. PLEASE fix this!! Thanks for trying to help us make transportation better.
41	2/25/2014	We don't need public transportation in the woodlands
42	2/25/2014	We would like to take our bikes to the Pavilion, but there isnt anywhere for us to lock them up...
43	2/25/2014	Please offer later runs from downtown, and a late evening run from downtown - even if it goes to all three park and rides, it would be a huge incentive to ride the bus.
44	2/24/2014	Woodlands Express recently had a large rate increase with decreased service. People are turned away. Van pools are less expensive. Little response from the township to resolve these issues
45	2/24/2014	Double the lane capacity on Gossling and Kuykendale south of woodlands parkway. Add elevated express lanes on I45 from 242 to hardy toll road. Improve connectivity into the Wwoodlands and Grand Parkway.
46	2/24/2014	We need better access from I-45 at Research Forest and more connection to the Grand Parkway. Consider double-decking I-45 from 242 south to HardyTollroad.
47	2/24/2014	Before I die I would really like to see the roads in The Woodlands repaved and restriped.
48	2/24/2014	we need transit options to IAH airport.
49	2/24/2014	My heart goes out to you! Transportation planning for a huge entity that never had any kind of infrastructure is a booga bear.
50	2/24/2014	Bike travel routes on highways need to be improved. Bike pathways are not safe/convenient (too crooked and congested). Pathways are ok for pedestrians.
51	2/24/2014	1) The HOV lane should have some outlets so that cars are not "trapped" when an accident occurs. 2) I think a rail line option along the I-45 corridor from the Woodlands to downtown should be explored.
52	2/24/2014	Consider a tie-in to Houston Metro
53	2/24/2014	My husband did ride the Woodlands Express when he was downtown for 1.5 years. He is with Exxon and had used Metro in the past when we lived in Kingwood for many years. The buses were MUCH nicer according to him, were more timely, offered better schedules and the buses weren't overcrowded like they are on Woodlands Express. He loved taking Metro - hated taking Woodlands Express and only did so a couple times a week. Now he's at Greenspoint so drives there but as of March 31 - about 1 month - he moves to the new Exxon campus. According to him, Woodlands Express is overpriced for the service offered and quality of the experience.
54	2/24/2014	Please expand pathways into the George Mitchell Nature Preserve with wooden bridges crossing Spring Creek. This would greatly enhance outdoor activity since so many pathways now just follow existing roads.
55	2/24/2014	strongly encourage additional access to and from the woodlands on research and woodlands parkway. maybe ramps like the one at woodlands parkway. can more lanes be added to I45 with no local access?
56	2/24/2014	Biking access is very important to me within the woodlands
57	2/24/2014	Please let us know when you have compiled the survey. I'd love to see the responses graphed.
58	2/24/2014	We are avid bike riders and appreciate all the accessible routes. We would encourage more routes in and around The Woodlands.

#	Response Date	Response Text
59	2/24/2014	Transportation is a serious issue within The Woodlands and the surrounding area --especially for residents with disabilities. We need accessible transportation to get around within the township and to be able to get to places such as the Texas Medical Center downtown. So many people with disabilities want to be active participants in the community --and transportation is the biggest barrier to achieving that desire. To be able to do things many take for granted--such as going to the library, the mall, Market Street, and other places --that would be a huge blessing to people with disabilities who desire greater mobility and independence.
60	2/24/2014	Need faster turnaround on trolley. Cannot go to Mall & back in less than lunch hour because waiting on trolley.
61	2/24/2014	I live and work in The Woodlands. That is the only reason I would not be interested in transit.
62	2/23/2014	Love living in the woodlands but HATE the traffic.
63	2/23/2014	I hate buses need light rail from 6 am to at least 10 pm
64	2/22/2014	By the time I reach where I could board a trolley, I would be almost to my destination. I feel it is essential that public transportation be made available to those who do not own a motor vehicle or cannot bicycle or walk.
65	2/22/2014	Park and Ride is extremely valuable for commuting to downtown. Must maintain it, even if it means increased costs or reduced frequency and make riders plan better.
66	2/22/2014	Bus drivers do not need to listen to the bus radio. Not everyone up front wants to hear music early in the morning. This is the female bus driver with the 5:50 route out of Sawdust.
67	2/21/2014	I like the trolley idea but with children it can be difficult. I like the idea of a bus service to downtown as well; however, again...with a family \$12-\$14 per person it would be cheaper for me to drive but great for those who work in the downtown area.
68	2/21/2014	PLEASE work on getting those us on the east side of 45 that only have Robinson and Rayford roads available a new or more efficient way OUT and IN. The drive times are INSANE since 2009 and only getting worse. We are considering moving OUT of the area due to the traffic. SHAME on the planning.
69	2/21/2014	Has there been any thought to expand the cool looking trollies that are in the Town Center area to throughtout The Woodlands? I truly believe that a mass transit system, similar to any other city with more than 100,000 residents, but more upscale than a typical metro bus (trollies), would be ideal for The Woodlands.
70	2/21/2014	Please...I have been asking for an express bus route to the medical center that reaches Women's hospital of Texas on Fannin and Greenbriar.
71	2/20/2014	The Woodlands needs more mobility sources/
72	2/20/2014	Wait till people seated before accelerating - liability exposure going to be realized on Express likely sooner than later with certain drivers.
73	2/20/2014	Some of the questions are poorly written and will overstate your responses: specifically, do you or would you consider... These are in fact two different questions with two different answers since one is actual fact and the other is intention of respondent.
74	2/20/2014	Am retired, but occasionally have to go to Medical Center. Also would go downtown for pleasure reasons more often (including Theater) if better public transportation were available.
75	2/20/2014	Need greater east-west access across 45 into Woodlands
76	2/20/2014	Consider an earlier rning bus or have the buss pull up sooner to load customers for 5:30 am bus. People stand in all kinds of weather for a half hour while the busses sit in the parking area. Not a customer friendly scenario.
77	2/20/2014	I would bike everywhere around The Woodlands if there was access to good (and safe!) bike lanes. I bike for exercise and residents have tried to run us off the road (for pleasure) when we have been single file and inside the shoulder (one vehicle actually came over onto the shoulder even though they were traveling down a four lane road and there were no other cars around them just to try to force us off the road). I really would like to see access to some safer options not only for the biking community, but also for our younger kids who are bikers (a couple of times that this has happened, we've had young teens in our group).

#	Response Date	Response Text
78	2/20/2014	Please be midfull of the cyclist community in the Woodlands. Cycling is the reason why I moved to The Woodlands instead of other locations in Houston, we are a big group in the community. Cycling has become more complex due to the increase of traffic.
79	2/20/2014	Re: Woodlands Express -Changes bus services has resolved most of the issues with this service. Pick up and drop off times are now consistently punctual. Having Med Center Express buses has not only ensured we get to work on time, but it's also eliminated the standing on the bus. I find it egregious that allowing standers for a cheaper fare is even being presented. We already have the most expensive commuter fare in the area, asking us to agree to a higher fare to eliminate standers is again, in poor taste. As a female, I have on numerous occassions had a man's crotch in my face the entire ride home. This practice is not only unsafe and a huge liability if we were to have an accident, but it's extremely inconsiderate. You guys finally did something right when you changed bus services. First Class has done an excellent job in coming in and quickly addressing the immediate issues. They've also done a great job in maintaining quality in service and in delivery. In short, please don't fix what's no longer broken.
80	2/20/2014	Work to extend the I-45 HOV lane further north to shorten commute times for the Woodlands Express buses.
81	2/19/2014	Weekend premium trolley service to Alden bridge,harpers landing, sterling ridge village centers would be great! This would allow us to not fight traffic everywhere and encourage others to stay off the roads too.
82	2/19/2014	Trips to the Medical Center in Houston during the day are needed for those of us who no longer work downtown but have doctors downtown and don't want to drive there or can't drive any more. We need help getting out of Creekside during morning rush hours on Gosling or Kuykendahl, it is a nightmare. God forbid an emergency evacuation.
83	2/19/2014	My kids are 13 & 15 would be helpful. Also I think we need a car service like Uber in Houston.
84	2/19/2014	No, I will have my husband take the survey and have forwarded this survey to a few subdivisions in Creekside Park Village. Thank you for this opportunity
85	2/19/2014	We have many activities that we participate in several days a week in the Woodlands/Rayford area. We live south of The Woodlands, work in Humble. We LOVE The Woodlands but hate the traffic and that is what determines our hesitancy to shop or dine in The Woodlands.
86	2/19/2014	Compliant: Sawdust bus doesn't have near the time schedule or consistency as does Research Forest!
87	2/19/2014	Bus service from Sterling Ridge to downtown should have later service in the evening
88	2/19/2014	Houston should invest in a light rail system to connect the woodlands and other suburbs to downtown!!
89	2/19/2014	The infrastructure within The Woodlands has not kept up with the rapidly increasing number of residents. We need an additional bridge across Kuykendahl as well as widened roads and coordinated traffic lights to assist with the flow of traffic.
90	2/18/2014	Please cultivate a "bicycle culture" within our community. What makes the Woodlands stand out from the rest of the cities are the friendly drivers and people. I have many friends that come from Houston to bike here and they all tell me that the drivers attitudes are much different and friendlier. Let's keep it that way!
91	2/18/2014	If bus transportation COSTS a continue to climb, I'll discontinue altogether. Will begin working from home. For young adults just starting out, the round trip cost is unreasonable. They should get discount. Extremely expensive if also paying daycare. Woodlands should also offer Ride Home program, similar to metros' program. Not sure they still offer, but should.
92	2/18/2014	Bridges on gosling and Kuykendahl need widening NOW
93	2/18/2014	My mother is disabled and has to travel to Houston a lot for medical treatment. It's hard for her to try and catch the current Woodlands Express buses without having to leave extra early and/or painfully standing downtown trying to get back home because the buses only run during peak hours and we have to work.

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94	2/18/2014	I would pay more for a small express bus to greenest plaza. I would also love a bike trail down 242. I do not feel comfortable a bike with children down a state highway. A nice ride to on a separate bike path would encourage more bike use for my family. Today, we just use the limited trails in east windvale.
95	2/17/2014	We really need s functional bus system and bike trails everywhere and better lighting especially next to the bike trails. For example, there are no street lights at timarron drive to creekside forest drive. Using the bike after sunset is almost impossible.
96	2/17/2014	I would like to see additional buses at Sterling Ridge. Also suggest 40-50% of the schedule be reduced on Fridays and holidays to save operating costs.
97	2/17/2014	I work at Nabisco Bldg. Could you pls add a bus stop since there is an existing bus stop in front of Nabisco already. Thank you.
98	2/17/2014	I would love to have a bus around the woodlands that would take us every were here in the woodlands.We dont have a car.We can not afford a car.So please put something here for people and for seniors that dont drive.There is young people dont dont drive too.My husband is disabled I cant drive.
99	2/17/2014	Please keep the park and rides plus the buses. Sure would be nice to have a late night option for coming home from downtown (7:00 to 9:00 pm)
100	2/17/2014	Every day I commute to TMC, I count my lucky stars that I can ride the bus.
101	2/17/2014	Woodlands Express should continue to ban standing room only in buses for safety and comfort.
102	2/16/2014	We need three buses per morning and evening. Early, normal and later from The Woodlands to the Galleria. I have lived here 17 years and the traffic is becoming unbearable. 2+ hours home. I need a bus for my sanity.
103	2/15/2014	It would be convenient and very helpful to develop a real time app to know when the next bus is expected during evening commuting hours. On days when busses are running behind due to uncontrollable events, it's hard to know when the last bus is. Many times you'll wait for 20-30 minutes and then 2-3 busses arrive back to back servicing the same park and ride lot.
104	2/15/2014	I'm an ExxonMobil employee and my commute will change from Greenspoint to the new campus in 2015. If a bike path was added to the Gosling road entrance to Creekside and then extended to the ExxonMobil campus along the south side of Spring Creek, all of the back of the Woodlands would have a clear bicycling path to the campus and I would use that as much as the weather would allow. No large bridges would be necessary for this path just a smaller foot and bike bridge across Willow Creek to get all the way to the campus. This should be consistent with the bike path vision for Spring Creek already underway in places.
105	2/15/2014	Parking is becoming a problem at the mall and town center. There appears to be a need for more parking garages.
106	2/14/2014	I ride the bus everyday. Half the problem is the long waits in the evening...could take anywhere from 20-30 minutes just to wait and then the bus ride...if the bus is full, then you are waiting for another bus with the same extended wait time. Another problem is the traffic that we incur while trying to get onto the HOV lane. Is there any way to make something better on that end? Maybe we have a floating transit lane like I-10 has until we can get on the HOV lane? I'm not sure, but the traffic is really a problem on I-45 before the bus enters the HOV lane and then we cruise fairly well unless there is a stall or breakdown. Thanks!
107	2/14/2014	The roads in The Woodlands need bike lanes. Designated East/West and North/South lanes on the main arteries of the road infrastructure.
108	2/14/2014	We need more safe biking options. The area is full of driving and walking options, why not biking?
109	2/14/2014	Bike lanes would help since bike paths are shared with pedestrians. A bigger trolley service might help as well with congestion
110	2/14/2014	Please make more bike friendly lanes in the woodlands,
111	2/14/2014	Woodlands Express Sterling Ridge has been excellent. I actually enjoy my commute to/from work. I would encourage the Township buying the buses if it makes financial sense and keeps the cost of the commute down. The quality of the buses has been very good. The staff and drivers are very good.
112	2/13/2014	WiFi on the buses and buses that are in btr condition for downtown commute is desirable

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113	2/13/2014	Very interested in a vanpool from West University/Rice Village
114	2/13/2014	need a better plan for the HOV. Too many cars and traffic slow and taking over an hour to get downtown. There should be no toll on this and like the Katy bus service it should be three or more. The HOV has been ruined in the last few years. It used to be an great commute but now I dread it every day. They could use a 2pm bus each day from downtown. Plus the phones ringing and people talking so loudy is very annoying to those who would like to read or sleep, don't want to listen to some one talking business or little Mary's birthday party. I have heard this from many of the people I know who takes the bus from Research. Can they not wait one hour. Thank you for listening
115	2/13/2014	Run on monday - Saturday.
116	2/13/2014	I use the Woodlands Express service 99% of the time to travel to work. Have used the service since 2005 daily. The First Class Bus company has greatly improved the service. PLEASE continue to support this commuting option.
117	2/13/2014	I am 93.
118	2/13/2014	I am legally blind, transportation services are necessary and vital to accessing medical appointments, grocery shopping, etc.
119	2/13/2014	Traffic is getting horrible in the Woodlands area is going to get worse once Exxon moves in. I realize something needs to be done but I don't see any options for those of us that live North of the Woodlands and work in the Woodlands. I travel from Splendora everyday and my biggest problems are when I hit the feeder road at the freeway.
120	2/13/2014	Thanks for the survey
121	2/13/2014	Representative, very helpful :)
122	2/13/2014	If fares are more than \$10, prefer relative to give me a ride.
123	2/13/2014	I work at Anadarko and would use the trolley at lunch if I knew the schedule and time allowed
124	2/12/2014	Additional med ctr buses are needed to help w/ overcrowding.
125	2/12/2014	Please understand Sawdust Park & Ride is as busy if not more busy than Research - we need more buses an more run times. I love LOVE the double decker bus - lots of room and great ride!!
126	2/12/2014	Would love expanded HOV to The Woodlands. Also, eventually a commuter train. The Woodlands Park and Ride is way too expensive. The raise in price last Fall was more than my wallet could bear. And much more than any other city I've ever lived in with public transportation. Not worth it.
127	2/12/2014	with two cars and four bikes we put a total 5000 miles annually on the cars and about 3000 miles on the bikes. Stay bike friendly !
128	2/12/2014	The traffic in the Woodlands is awful. Get the roadwork done fast and stop rampant construction
129	2/12/2014	I would rather prefer these routes to be connecting the satellite towns like katy, sugarland, cyprss etc..i see most of the vanpools starting from these locations. This would workout great with freeway 99 coming up
130	2/12/2014	Please do something about the woodlands parkway exit off of 45N. There is an on ramp right before the exit that is a source of back up, delay and almost daily accidents.
131	2/12/2014	Great assessment
132	2/12/2014	Like public transportation! Used it when I worked.
133	2/12/2014	Service from home to towncenter village centers doesn't uses (?) friendship center
134	2/12/2014	If there was just in The Woodlands, I wouldn't have to ride to Conroe and other places for 45 minutes before I reach my destination.
135	2/12/2014	I am a road cyclist and I ride 30-50 miles once each week. I am concerned that the shoulders are being converted to road lanes for car use, which means that the lanes are being used by both bikes and cars.
136	2/12/2014	Thank you!
137	2/12/2014	Copperwood has a bus for Tuesdays and Thursdays, pre-scheduled stops.
138	2/12/2014	We love the Woodlands
139	2/12/2014	What about the use of a taxi service to be transported to and from the airports, etc?

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140	2/12/2014	I do not EVER want to see metro buses ANYWHERE near the Woodlands. We have lived downtown and in Montrose and your standard buses bring individuals who have no good purpose for being in your neighborhood. They are not the same type of people riding the Park and ride.
141	2/12/2014	The Woodlands should setup its own "Uber"-like service. Transportation-on-demand with professional drivers and/or ride-share with other peers.
142	2/12/2014	Try to do a few things really well. The express bus is a good example. Avoid mediocrity as a result of trying to do everything. The boats and the trolley are STUPID.
143	2/12/2014	As the Texas Med Ctr buses have filled up it would be nice to not have all the stops downtown for those people on the Woodlands Express. The commute is an hour and half. I know an extra express bus for the med ctr was being added in the afternoon but to have more options for the morning commute would be much appreciated.
144	2/12/2014	The Woodlands planning team has completely cutoff access to The Woodlands Town Center, The Woodlands Mall and Town Center by bicycle. From the east and the west there is no safe way to get there along a major roadway. Additionally, the only way to access this area by secondary roadways is if you happen to live in East Shore area. There are no dedicated bike lanes and the shoulders of all the major roadways have been taken away. Traffic around this busy area is ridiculous even on the slow days. During the Christmas celebration it is nearly impossible to navigate. This is just another reason to shop online.
145	2/12/2014	ATTRACT MORE TAXI SERVICES TO THE WOODLANDS
146	2/12/2014	You need to really tell people what is the "Town Center" in the survey. That is the most unknown term to any new or existing resident. I lived in The Woodlands since 1998-2006.
147	2/12/2014	Add buses to Sterling Ridge Park and Ride to make it more convenient and increase ridership. We have 1,200 parking spaces but are running only a 6-7 bus schedule.
148	2/12/2014	Many people need to take the med ctr bus and anything to add express route busses would be helpful. Downtown riders tend to fill the med ctr busses and cause congestion, standing, etc... Thank You
149	2/12/2014	Given that I work in downtown Houston, I may have bought my home somewhere else if the Woodlands Express did not exist.
150	2/12/2014	Busses are getting too crowded. Rates have gone up but no more busses. Quite often people standing.
151	2/12/2014	We need to open up the HOV lane from FM1960 to The Woodlands.
152	2/11/2014	When I retire and if a time comes that I am unable to drive, public transit will be even more vital, especially to the Medical Center and Village Centers. When my family travels, we always use public transportation in large cities in this country and internationally. More hours of operation and more destinations would make public transportation more enticing.
153	2/11/2014	I live outside the Woodlands, but use the Research Forest P&R daily.
154	2/11/2014	Express bus from Conroe and lake conroe areas
155	2/11/2014	STOP the road construction. we do not want all the traffic in the back of the woodlands and we can not go anywhere without all the Magnolia spill over commuters. It has ruined the quality of life. we used to hear birds now all we hear are roaring trucks and cars. George Mitchell's vision is being ruined!
156	2/11/2014	Please do not sacrifice the neighborhoods in The Woodlands for the sake of transit. Expanding roadways and removing trees does not promote the quality of life for the residents. Once the quality of the neighborhoods declines, the rest will decline with it.
157	2/11/2014	Stop building in The Woodlands and then traffic and transportation wouldn't be such a problem! We are DONE!
158	2/11/2014	The questions about The Woodlands Express are not well worded. The phrase "do you or would you use" is a poor choice. I cannot use the bus service because it doesn't serve my work area. So my answer for "do you" is "no". However, if I needed to go downtown for a meeting I would use it so, in that situation, my answer is "yes". These will likely result is poor quality responses for these questions.
159	2/11/2014	Not enough Mall parking and too much valet parking

#	Response Date	Response Text
160	2/11/2014	Gosling and Kuykendahl need to be expanded to 4 lanes from 2920 to the Woodlands. Woodlands Pkwy over the lake needs to be finished. It is a big bottleneck. The entrance ramp before the Woodlands Pkwy flyover needs to be moved to after Woodlands Pkwy to eliminate that bottleneck. Timberloch @ I45 service road - Timberloch has 2 lanes that turn onto the service road. One of those lanes needs to be blocked so that only one lane turns.
161	2/11/2014	We need transit. We are too dependent on cars. I would use transit if it were available.
162	2/11/2014	ADD MORE BUSSES TO STERLING RIDGE!
163	2/11/2014	I am not in favor of adding bus service to residential areas in The Woodlands. Having buses will have a negative effect on the clean, quiet atmosphere and increase the risk of crime.
164	2/11/2014	Would love to have Park and Ride express to the Medical Center from Sawdust.
165	2/10/2014	We need more inlets and outlets out of the Woodlands. The Woodlands Parkway is also a bottle neck mainly because you have an entrance to the freeway right before the Woodlands Parkway overpass so you have three lanes of traffic merging into one (therefore the potential for lots of auto accidents).
166	2/10/2014	Please run more frequent buses at Sterling Ridge! Thank you.
167	2/10/2014	If you're going to have the shuttle, please get it in place ASAP!!! Also, it must use the tollroads. Please have a stop near Anadarko.
168	2/10/2014	We need better public transportation, more parking in Town Center. Trolleys to the village centers. Dont need bike lanes on the streets - bikes should use the bike paths.
169	2/10/2014	The shoulders on Lake Woodlands are really important to runners and cyclists. It is important not to 6 lane Lake Woodlands. We already have 2 major 6 lane or East/West larger roads. We need to leave Lake Woodlands for the residents. Also, speed needs to be monitored more closely.
170	2/10/2014	Walk the waterway three times a week
171	2/10/2014	Would hate to see Woodlands roadways littered with a local Metro bus. Express buses are great! Used them for years when going to college and working downtown. Don't muddle our streets!
172	2/10/2014	The Woodlands really needs better transportation services for those who do not have access to a vehicle. Older citizens have no way of getting to a doctor or getting necessary items for survival such as food and medications. These are necessities that all citizens should have the capability of acquiring.
173	2/10/2014	Quit raising your prices. Your costs have gone up more than the COL raises that people are getting downtown - you are making it more worth my while to drive to Houston and park.
174	2/10/2014	I witnessed first hand what Metro bus service did to the quality of life in the 1960 area - an area never designed to be pedestrian friendly. Traffic became a nightmaer and home values declined precipitously. THIS IS NOT WHAT WE WANT IN THE WOODLANDS!!! Keep The Woodlands beautiful and keep the buses out. The Woodlands is a SUBURBAN area - DO NOT import problems.
175	2/10/2014	Would love to have something done to improve the traffic flow on the Woodlands Parkway flyover in the morning. The delays are terrible and there aren't suitable alternatives.
176	2/10/2014	The traffic congestion getting to and from The Woodlands, as well as within The Woodlands is very evidently getting worse. Adding new buses or vanpools is a solution that is too little too late as there are already several vanpool services provided by the many companies located in The Woodlands. Also long range bus routes will not help commuting time and are also subject to the traffic patterns. For commuters, a light rail transit or local train service with its own designated right of way would be a better solution. The Woodlands area should also look into developing its internal transit network, building off of the trolley service to encourage walking and timely access of local business services.
177	2/10/2014	is anything really gong to cone of this survey? - no previous surveys have produced MEANINGFUL change.

#	Response Date	Response Text
178	2/10/2014	Since you have added 2 stops on the VA, would you kindly consider adding a stop at the Nabisco Building, John McGovern Campus. There is already a Metro Bus Stop in front, it would be really nice to add one as the last stop for The Woodlands Bus. I personally know six other people who also works at the Nabisco Building, John McGovern Campus. Two from the VA Research Office and five of us at the Baylor College of Medicine, John McGovern Campus (Nabisco). Please consider. The walk and crossing the street is dangerous especially during bad weather. Thank you in advance and thank you for doing this survey.
179	2/10/2014	Would be interested in some type of group transportation (van pool or Metro) originating in the 1960/I-45 area.
180	2/10/2014	please add a Research Forest or new Magnolia route to Uptown/Galleria area
181	2/10/2014	I would like to see an express service run to the Greenway Plaza locations
182	2/9/2014	Start Local bus service from village neighborhoods to Town Center and Anadarko Campus
183	2/8/2014	I still think \$12 or \$14 is expensive for round trip travel to downtown Houston. Any senior discounts planned or special consideration to seniors who do not drive in the Woodlands??
184	2/8/2014	Extend the HOV from 1960 all the way up to Hardy Toll Road!!! I love the Woodlands Express and the service it provides, and would love the advantage that an HOV extension would bring. Also - have you guys ever considered having express bus-preferred lanes or traffic lights in The Woodlands. Great study, and good luck. PS - one last thing - why not get rid of traffic lights in favor or more traffic circles (no, I'm not british). Lights mean stopping and idling, but traffic circles keep traffic flowing, even if at a slower speed. Thanks for the opportunity.
185	2/7/2014	Possibly an earlier depart time for Express to the Med Ctr earlier than 5:45.
186	2/7/2014	Need a later bus 7 and 8 pm for when I need to work late from downtown to Sterling ridge
187	2/7/2014	I would like to see an evening bus route around the Woodlands to Town center or taxis. Anything that provides alternatives to driving to bars and restaurants in the Woodlands
188	2/7/2014	It would be nice if each Village had a pickup for busses or trolleys to travel to Town Center area.
189	2/7/2014	A bus line operating on Woodlands Parkway would be wonderful.
190	2/7/2014	Construct safe hike and bike path crossings at connections across all major east and west bound roadways and a few additional points on North and South bound roadways. Grogan's Mill and the following ... The Woodlands Pkwy, Lake Woodlands, Research Forest. Safe Crossing down by Reasearch and Gosling too. There are a few other intersections on Lake Woodlands and TWPkwy that could use safe crossings too.
191	2/7/2014	would love to see a bus go to the Heights area
192	2/7/2014	Town Center trolley is not a practical transit solution. Service frequency and speed is not useful.
193	2/7/2014	Public transport is absolutely essential for the Woodlands community.
194	2/7/2014	If some of the money spent on parking garages were spent on public transportation instead, it might improve things a bit. For pedestrian or local traffic, there should be easily-available schedules for the trolley. Street lights should allow pedestrian traffic between Anadarko's towers and the mall.
195	2/7/2014	Many commuters to my office live in neighborhoods on the north side of 610 between 290 and I-45. An express bus close to this location would be even better.
196	2/7/2014	It took a moment to find the survey link. Perhaps make a link on btd.org site or larger on the woodlands transit page. Keep communicating with the riders. Finally, is there any move to extend the HOV toward the woodlands?
197	2/7/2014	This is the single biggest improvement you could make: Work with TXDOT to open up the HOV lanes all the way up to 242. The longest part of the Woodlands Express daily commute is between Hwy 242 and FM1960.
198	2/7/2014	We love Woodlands Express! The rate hike made a difference to our family. Please serve Westchase/Energy Corridor. Phillips66 and BP are not moving here so we have to drive to work
199	2/6/2014	Don't cut the number of buses to downtown. Also it was nice when all the buses were uniformly painted "Woodlands Express" making them easier to spot.

#	Response Date	Response Text
200	2/6/2014	Don't cut the number of buses.
201	2/6/2014	Please don't raise cost of Woodlands Express. Would like TMC bus to leave at 5:10 pm.
202	2/6/2014	I have been riding the Woodlands Express to downtown Houston since 1994.
203	2/6/2014	more sidewalks would greatly improve mobility, people are always walking on grass by service roads
204	2/6/2014	Please have some type of public transit that goes to The Woodlands!!!
205	2/6/2014	I vanpool currently. Pickup/dropoff is in Meyerland.
206	2/6/2014	A transit system for transportation WITHIN the Woodlands is a waste of money. If the service is not self-sustaining, it should not exist (i.e. water trollys).
207	2/6/2014	I am interested in seeing more done to accommodate higher traffic volume. Things are getting bad now, Exxon opening will only make it worse.
208	2/6/2014	I think it would be really cool if the Trolley's and the Boats all ran on vegi-diesel fule made from the left over cooking oil of the Woodlands restaurants. It would possibly be very low cost as well.
209	2/6/2014	Looking forward to improved access/egress with grand parkway completion. Consider Train Service to Kingwood, Woodlands, etc.
210	2/6/2014	Add midtown to this list. There are many young adults that live in Midtown and work in The Woodlands area.
211	2/5/2014	A Friday or Saturday evening bus from Creekside to the Town Center/Waterway Blvd area would be nice as it allows you to go to the bars & restaurants and have a few drinks as you would have the bus as your designated driver.
212	2/5/2014	It would be nice if all the departments would adjust our hours for working. Some enforce the 8-5.
213	2/5/2014	1. Use the existing extra wide freeway shoulders throughout I-45 in the Woodlands to create another lane of traffic for both N & S bound traffic. 2: Starting at Hardy Toll, make existing extra wide shoulders into a High Occupancy Vehicle lanes both N & S bound - similar to I-10 where you can get on at any point. North bound have it extend from Hardy Toll northbound to at least the other side of the San Jacinto River or further into Conroe. 4: Build more cross-over (over pass) bridges to alleviate feeder road traffic. 5: Extend the 18 wheeler policy through the Woodlands - It presently starts at Hardy Toll Road and heading South bound to Houston. Instead make it start at the San Jac River. 6: If changes to I-45 N & S bound are not made soon, traffic is going to be a nightmare with both Exxon and Southwestern Energy moving in !!! (PS: My husband and I both carpool from our house - why was this whole survey only aimed at bus or van pool riders? Bottom line, the roads need to be revamped to accomodate the growth of the Woodlands - not a band-aid)
214	2/5/2014	The cost of tolls is getting out of hand. The 242 flyover will be toll and I believe only because it will be a cash cow. This is fundamentally wrong in my opinion.
215	2/5/2014	I support the Woodlands Express operation although I do not use the service because I live and work in the Woodlands. The P&R service is very cost effective for Woodlands residents that work in the areas served by the Woodlands Express.
216	2/5/2014	Bus or shuttle service within The Woodlands, going to the major places of employment might help ease traffic congestion. I would definitely use that.
217	2/5/2014	I really think the Sterling Ridge route to Greenway needs to be adjusted a bit. I am fine with the single route in the morning, but perhaps there needs to be two return routes; one at the current time, and one later (e.g. 5:45pm) to accomodate those that work longer hours.
218	2/5/2014	My parents live in the Woodlands. I used to ride the Park & Ride to school in Houston. Now, since I share a car with my husband, I have used the Park & Ride to visit my parents on occasion. I have ridden the Park & Ride from Greenway to Research Forest, where I was picked up by family. It's a nice ride. Anything that allows me to continue in Houston as a one-car household is awesome.
219	2/5/2014	We need some local trolley service in The Woodlands residential areas on Saturdays.
220	2/5/2014	I would be interested in vanpool and metro if it were operated to match my work schedule.
221	2/5/2014	This is a much needed service to decrease traffic congestion within The Woodlands
222	2/5/2014	Although I work in The Woodlands and don't have need of METRO, it is a great option for peple working downtown, etc.

#	Response Date	Response Text
223	2/5/2014	Ideally, there would be an elevated train to/from Houston to Woodlands (replace HOV lanes!). Bike paths dedicated to cyclists only that go over/under major intersections on several of the main axis N/S, E/W would be great. Additionally, I would consider using bike share for lunch if available where I work and during the few months of the year that it is actually nice enough out to ride.
224	2/5/2014	It would be nice to have convenient transportation to the Houston rodeo events at the Reliant stadium.
225	2/5/2014	Mass transit that left from the shopping villages to go to town center would helpful. The bike sharing is a FABULOUS idea. I hope you implement that.
226	2/5/2014	would love to see some additional vanpool or bus services from areas other than those 3 areas listed as well. Would be great if additional Metro Vanpool services were available from different areas.
227	2/5/2014	I travel through The Woodlands from work to home every week day and on some weekends. If a trolley stop were established on the perimeter of The Woodland I believe it would be frequently used. For example; a 10 minute morning & evening commute stop at the Walmart on 2978/Woodlands Parkway, HEB on 1488/Kuykendahl, Home Depot on I45/Tamina. This would serve as a mini version of a "park-n-ride" and alleviate a lot of high traffic on Research Forest, Woodlands Parkway, and Lake Woodlands....etc.
228	2/5/2014	My wife works at Anadarko here in the Woodlands and would take a bus to work if available from Creekside, it's too far to walk. The traffic and commute times on Woodlands Pkwy have gotten outrageous and bus service would be great to cut down on that.
229	2/5/2014	A protected bike lane adjacent to the woodlands parkway will be a positive addition to The Woodlands. It will promote bicycle commuting and safety to the cyclist as well as to the motorists.
230	2/5/2014	We support any efforts to connect existing bicycle trails to each other and adding new trails.
231	2/5/2014	We need rail service from Woodlands to downtown similar to MARTA in Atlanta.
232	2/5/2014	The greatest deterrent to bicycle riding in and out of the town center is the lack of roadside shoulders or dedicated bicycle lanes. The touted woodlands bicycle paths are fine if I am out jogging or riding slowly with my young children. These paths are hazardous for bicycle commuters, however. The typical bicycle commuter is traveling too fast to safely ride on these paths given the number of blind corners, the pathway debris, and poor lighting. It is also disappointing how frequently core sections of path are closed off for use for months at a time for no apparent physical reason. A dedicated bicycle path along Research Forest, Grogan's Mill, and/or Six Pines would be helpful.
233	2/5/2014	I am tired of all the surveys - there is alot of talk about making The Woodlands more pedestrian friendly but not enough action. FINISH THE WATERWAY PATH TO CONNECT BACK TO LAKE WOODLANDS and take down the NO TRESSPASSING SIGNS. That would be a graet connection point for bikes to access the waterway but it has gone unfinished for years while more buildings go up. Less talk, less surveys, more action.
234	2/4/2014	I use the Research Forest Park and Ride Daily but the connector road to Gosling is narrow and dangerous for bicyclists and pedestrians and even the buses have trouble turning onto it from the South. This road is called Marisco Place and has no shoulder and is short but narrow.
235	2/4/2014	We have issues with parking and everyone realizes. In addition our roads weren't prepared in a timely manner to respond to unprecedented growth. Also the fact that we are put in a position to depend on TxDot and when they delay projects then place all three in the same time frame the citizens of The Woodlands and our guests suffer with the results.

#	Response Date	Response Text
236	2/4/2014	WE DONT WANT METRO BUS SYSTEM IN THE WOODLANDS!!!! Our little home town feeling is being replaced by big city transportation. I would rather see a rail or trolley system go through the middle of the town than a stinky bus. This survey appears to be leaning us to bus transportation anyway. They had better be classy or at least unique looking. Are we setting ourselves up to be the next Kingwood disaster? The corporations that OWN us here have really destroyed what was once really great about this town for their own profitability. We used to be America's hometown but the feeling is dead and now we're nothing but another small city expanding beyond our capacity. I'm sure nobody cares.
237	2/4/2014	I work in Towncenter, it is more timely to either walk or drive to other Towncenter businesses during my lunch break. I would like to be able to use the bus to make recreational trips down to visit Houston rather than driving (and not be abandoned after 6 pm).
238	2/4/2014	The Woodlands needs local bus service from the villages to the offices in the Town Center area. Better yet, a reliable rail system.
239	2/4/2014	I used to take The Woodlands Express when I worked downtown. Now I work in The Woodlands so I do not need it anymore. I appreciated having the option available when I needed it, though.
240	2/4/2014	I don't think you can encourage upper middle class Texans to take public transportation.
241	2/4/2014	Bike and walk friendly lanes are badly needed.
242	2/4/2014	Apart from park-and-ride services, I don't see that a community such as The Woodlands needs transit services. While I don't have access to the numbers, I can't imagine that the service is self funding. I would only continue these services if they are self funding.
243	2/4/2014	ExxonMobil employee. Suggest transit service to the new campus be considered as a component of the evaluation.
244	2/4/2014	Better education for drivers and cyclists. Like in Europe. Thanks
245	2/4/2014	Access from east side of I45!!!!!!
246	2/4/2014	need more bike lanes in spring, TX
247	2/4/2014	I would love to see dedicated, protected, on-street, bike lanes in The Woodlands!
248	2/4/2014	More east-west, non-freeway roads would reduce congestion. For example, there is no access to SH-59 from I-45 between FM1960 and SH242.
249	2/4/2014	The Woodlands Fly Over (exit ramp onto Woodlands Parkway) should be expanded. The bottleneck of traffic during peak travel times adds at least 10 minutes to the commute.
250	2/4/2014	I-45 is going to need major improvements
251	2/4/2014	Please add stop signs in market street to make all the intersections 4 way stops
252	2/4/2014	Many don't know about bus service to Houston and back. It should be publicized, offered during the day, and on weekends for cultural and sports events. Thanks.
253	2/4/2014	There seems to be a lot of focus around trying to get people to use transit within Town Center, but I see the problem as being more one of getting people in to, out of, and through Town Center rather than moving them within Town Center. Most of the traffic in Town Center is in the evening rush hour, when many vehicles are simply passing through Town Center on their way from I-45 to the residential areas. For many years one of the benefits of living in The Woodlands was that the infrastructure kept up with the population; that no longer seems to be the case and it is very disappointing.
254	2/4/2014	N/A
255	2/4/2014	Do not bring METRO style buses in. Free shuttles around the mall/market street would be ideal.
256	2/4/2014	The Woodlands is an awesome place to live and work, thanks for all you do!
257	2/4/2014	Woodlands Parkway (Exit 76B) fly-over from I-45 North is too congested. Please provide an optional exit to enter Anadarko
258	2/4/2014	I currently ride a van pool from the HEights to the Woodlands directly to work. I would welcome any other options of commuting to the woodlands either Bus, rail, light rail so that I have the flexibility of leaving when I want to and returning home after work. The current van pool is a set schedule and more flexibility with leave and return times would be ideal. What about getting from transit drop off points to my work place? Is there any plans to do a shuttle service or additional drop off points?
259	2/4/2014	No

#	Response Date	Response Text
260	2/4/2014	I would be really interested in this service. My household only has one car so I take a vanpool to work but it can be a really sticky situation if the vanpool is missed, or if I need to go home early because my child is in daycare near the center or town. My husband works in the Galleria so the options between there and the Woodlands would be great too. We'd love to maintain a 1-car household, especially if there were additional options for public transportation.
261	2/4/2014	I am very happy you are looking at the traffic issues in The Woodlands. With more businesses moving into the area, it would be better for all (mostly the residents) to have bus service increased to/fr Houston, and try to limit the volume of cars coming into and out of The Woodlands for work commuting. The traffic jams, especially during work rush hours, are increasing and I find myself timing my car trips based on that. I typically also plan my weekend driving during early mornings only, to avoid the traffic increases during peak shopping hours.
262	2/4/2014	Transportation within The Woodlands for medical appointments and other personal needs and to Houston for medical appointments is the biggest need for the future of The Woodlands residents
263	2/3/2014	I would like to see some type of service from Oak Ridge North AND a way to cross over 45 on foot or bicycle
264	2/3/2014	Shuttles between villages and up/down W parkway and Lake Woodlands and up/down Gosling. Shuttle to Lone Star Campus/Sam of the Woodlands?
265	2/3/2014	Please study the practical service options rather than wasting time on inter village transit or trolleys? Practical would be an hourly bus to Texas med center and new busses for downtown coach services! CW
266	2/3/2014	there are many low income seniors in this area that do not have access to a vehicle and would utilize services for public transportation for both shopping and doctor appts.
267	2/3/2014	I feel it would be beneficial to senior clients to have charging stations for their power chairs at places such as the mall, market street, towncenter and maybe even at some of the parks
268	2/3/2014	Access to affordable public transportation is desperately needed for the seniors and disabled in our community. Many of this population cannot drive and need access to groceries and medical appointments. While there are options such as Interfaith and The Friendship Center the only option for younger disabled is the District and they are very limited with regard to availability and the wait for a ride can be 1-3 hours which can cause medical issues and challenges for diabetics and others.
269	2/1/2014	Public transportation within The Woodlands is an exciting idea!
270	2/1/2014	I feel strongly that handicapped persons and low income individuals should be taken into consideration. The trolleys are a waste of time and money unless they branch out and become accessible. Thank you,
271	2/1/2014	I love the woodlands express park and ride and use all of the locations. would like to see some expansion of service times (one bus earlier at Research and maybe one bus later too)
272	2/1/2014	I'm really happy that this transit study is happening, and that there appears to be an openness to listen to groups other than just the Woodlands Dev. Co. and the developers who seem to be in the the mode of more and more cars and wider roads, regardless of the consequences. Traffic-wise, the Woodlands is becoming a really congested, unpleasant place to drive with more and more development happening, and no end in sight . . . Let's create a more healthy and less congested community by having smart and planned growth, and get some people off the roads on to safe bike and pedestrian corridors.
273	1/31/2014	I think this project is great. The lack of mobility is rapidly becoming a huge negative for The Woodlands.
274	1/30/2014	Please consider moving the I-45 northbound exit for FM-1488 so that it is immediately after FM-242. This will make it possible to enter Harper's Landing along with some businesses without having to wait in a mile long line of people trying to access businesses on the I-45 feeder and FM-242.

#	Response Date	Response Text
275	1/30/2014	I could use the Woodlands Express to the Medical Center for appointments but there should be additional times during the day for use besides for travel to work. I am still learning to drive (as an adult) and frequently ride my bike to work and to go shopping in my area. I am concerned about the safety of biking in the Woodlands.
276	1/30/2014	Effective future transit by vehicles, buses, trolleys, bicycles or walking between The Woodlands Township and Springwoods Village - the most needed improvement is extension of Holzwarth northward using existing rights of way to Sawmill and Grogan's Mill Rd. These two communities are synergistic and thus many will live in one community and work, shop, learn, recreate, etc. in the other. Business and personal interests will involve considerable transit back and forth and use of an Interstate Highway main or feeder lanes or less convenient arteries west of I-45 for local transit will ultimately create near gridlock on I-45 and feeder roads, unless considerable changes are made. Use of an Interstate Highway to jump a creek, is not proper. Buying right of way and cost of expanding I-45 to meet this need will cost far more than the proper link. See: <a href="http://www.yourhoustonnews.com/woodlands/news/state-rep-district-candidates-tout-businesssavvy/article_d4c2a2a6-6651-5e23-beb0-d4daaca107c9.html">http://www.yourhoustonnews.com/woodlands/news/state-rep-district-candidates-tout-businesssavvy/article_d4c2a2a6-6651-5e23-beb0-d4daaca107c9.html</a> and <a href="http://www.houstontx.gov/planning/DevelopRegs/mobility/MTFP_2011/Action/04_MossyOaks_SpringwoodsVillage_PCAction.pdf">http://www.houstontx.gov/planning/DevelopRegs/mobility/MTFP_2011/Action/04_MossyOaks_SpringwoodsVillage_PCAction.pdf</a>
277	1/30/2014	No questions asked about would you take a service from village centers to town center; or village center to village center.
278	1/30/2014	Friends like using the Park & Ride to downtown. I do walk a lot, but not usually for shopping because it is about 2 miles. Would consider a combo of walking & transit. HGAC should suggest using HOV lanes like southern CA where you can get off and on easier; more people could use them to work in N Houston & Spring. Traffic on I-45 is horrible for my husband's commute everyday. Thanks for working on this!
279	1/30/2014	Traffic signal synchronization, lengthening turn lanes, and defines bikes for street bikers would be the quickest way to improve conditions. Also project synchronization, so you don't tear up three major arteries of the Woodlands at once would be beneficial. My biggest concern for mass transit, is while having public transportation with in a community increases value, it can have negative impact on the neighborhoods closest to the transit, just as houses next to a run apartments and lease homes lose market value. Don't shoot ourselves in the foot trying to draw a crowd and then we lose existing residents.
280	1/30/2014	My work has no zip code -- I'm retired
281	1/29/2014	One thing that I would like to see added to the downtown service is one later bus route in the evening. That was if something comes up at work or there is a happy hour type event, you are not forced to leave downtown by 640 pm. Even if it was one sweep at 8 pm or so, I believe there would be a significant demand for that.
282	1/29/2014	I work at the airport
283	1/29/2014	Cycling is my passion. But I don't like to cycle in The Woodlands. The bike paths are unsafe for serious riders because of walkers/toddlers/curves, the cross streets are problematical in that curbs can cause horrible spills if you ride to the right side of the roads. I recommend putting in bike lanes dedicated to cyclists. They have worked well in cities that are bike friendly. In doing so, remove the curbs and put well-marked lanes to the right of the traffic lanes. Additionally, we need to have a comprehensive area-wide educational program for cyclists AND motorists addressing rules of the road and common courtesy. Advertising should be not only in print but on TV and radio as well. In 2005, I was struck by a car and spent 6 weeks in the hospital. I was lucky. I survived. Recently, a fellow cyclist, Richard Rivas, was not so fortunate. He died. In Houston, the Chronicle reports that 25 cyclists died in the past 5 years. Let's get ahead of the curve and take steps now so that we don't have to read about fatalities and serious injuries in The Woodlands. If we are serious about being a bike-friendly community, let's do something in addition to filling out paperwork and applying for that designation so that we can check another box on the public relations/sales form. Thanks, Phil Pauzé, 281-799-8500. ppauze@comcast.net
284	1/28/2014	Extend the HOV lanes to The Woodlands park & rides, even if this means joining Metro.

#	Response Date	Response Text
285	1/27/2014	I do like the idea of using double decker buses for the Woodlands Express to downtown, especially for the peak rush hour times. You wouldn't probably need them for all times, but just the most busy routes. Also, I've been riding Woodlands Express for 5 years now and I like the flexible times, but some of the buses need better seating. Some the seats at the rear of the Research Forest buses were terrible and bounce you all around. I switched to Sterling Ridge partly because of that and we had some nice buses there until the Coach America buses left. Some since have been terrible, with either too little leg room and/or not enough head and neck support. Whatever buses you get, they need to have good seating as we rely on them to rest up before or after work, and they can really make that nice or make you sore. Also, they really need to get the HOV lane from Conroe down to 1960 finished. That would help that commute significantly. The lane is already there mostly, just finish it. regarding driving around The Woodlands, the lights and intersections definitely need improvement. I have drive from I45 to my house in the late hours when the streets aren't busy and can make it to my home in Alden Bridge in about 11-12 minutes. During the take it takes 15-20 because of lights and traffic. I constantly sit at lights when no other traffic is around so smart lights could help a lot. And better left AND RIGHT turn lanes are needed everywhere. When we moved here, I wondered why there was no loop or something around the town. The answer was they felt it would bring more traffic. The truth is that the traffic is here and coming and we need to get it moving faster. We love it here, but the traffic is definitely a drawback. I want to spend more time at my house and at the amenities here, not stopped at lights. We need a loop or more overpasses (get one at Kuykendahl and Woodlands parkway). There must be ways to make nice fast traffic moving roadways and still have them fit within the wonderful Woodlands styling.
286	1/27/2014	We need The Woodlands and surrounding areas to provide wide shoulder (no curbs!) for cyclists.
287	1/25/2014	Imagine a bus service which behaves a bit like a taxi. A fixed route to the suburbs starting at 18:00 ending at 23:00 bookable seats and returns could make the routing efficient and allow people to go out for Dinner / Show / Movie and avoid drink driving. Limited stops at the pavilion and main street restaurants. This could potentially partially sponsored by restaurants. and could use some of the Woodlands Express busses ( keeping the capital expenditure low) and giving the contractor running the woodlands express a chance for higher a profit margin for their assets. Good luck and keep it up I am a fan of public transport To keep the costs reasonable the Bus could be a request pick up at main street restaurants with an hourly schedule and street side drop off
288	1/25/2014	My responses are based on my current work situation - I suggest you modify the survey to address the changes that will take place with the pending ExxonMobil Campus opening.
289	1/25/2014	I would use my bike more often but to do so on our streets is too dangerous. I have already been involved in one bad accident. We need protected bike lanes at least on a few N-S and E-W roads. Why ask about cost of the Trolleys? They cost nothing. The real question is how much would I be willing to pay to use a "real transit system in the Town Center"
290	1/25/2014	Please increase the number of buses for sterling ridge and also if possible an express bus to downtown
291	1/25/2014	Thanks for the survey. We are young professionals planning to establish our long term home in the Woodlands and beleive public transportation options will attract more young professional types to the Woodlands in the future. Houston has had tremendous success with Bike share program. This seems like an easy program to start that should be successful in certian parts of town center.
292	1/24/2014	How about bus service to IAH. There are a lot of people who work there also. I would love to take advantage of that service.
293	1/24/2014	First Class Tours is an excellent company and the Sterling Ridge buses are new. However, we need an additional SR bus at about 5:30 am and 4:20 pm.

#	Response Date	Response Text
294	1/24/2014	The Woodlands Express is one of the best things The Woodlands offers for Downtown commuters. I'm a bit disappointed with a recent change that routed my evening bus to Greenway plaza before coming downtown, effectively "kicking me off" that bus. The bus was already full most days. Why add service to another location at the expense of displacing current riders?
295	1/24/2014	no thanks
296	1/24/2014	Woodlands Express so vital for so many of us. We need the salary and benefits.
297	1/24/2014	Please consider those of us who use our bicycles as transportation to the Village Centers, medical offices, post offices, Lone Star College - Montgomery, The University Center, YMCAs, other health clubs, religious centers, as well as Town Center. Bicycling is a vital part of my lifestyle!
298	1/24/2014	The bike paths need more frequent maintenance for removal of natural debris. Taking a year and a half to repair a bridge is absurd.
299	1/23/2014	would like to see bike lanes on major roads in the woodlands (e.g. research)
300	1/23/2014	We cannot continue to rely on piecemeal mass transit and cars. we need a unified mass transit for the entire metro area.
301	1/23/2014	Need more bus service at Sterling Ridge on Friday afternoons - need early bus at 1 p.m. and 3 p.m.
302	1/22/2014	Make Woodlands bicycle friendly with bike lines on shoulders of some east-west streets and some south-north equipped with "noise grooves" to alert a driver when he/she sways off the road. Promote exercise and The Woodlands as a friendly, progressive neighborhood.
303	1/22/2014	The community would benefit from bike lanes, connectivity through the drainage ditches. Unfortunately the community is car-centric - this is evident before and after school with the number of card in the car lines.
304	1/22/2014	Build Street Car loop in Woodlands Town Center
305	1/22/2014	I would like to see biking infrastructure improvements, e.g. Dedicated commuting lane from FM2978 to town center
306	1/22/2014	I really enjoy the benefits of the Woodlands Express buses but wish there were more of them in Sterling Ridge offering more times going to and leaving downtown Houston.
307	1/21/2014	Please put a bike lane in the Kuykendahl bridge across spring creek so we can bike to the shops from Timarron.
308	1/21/2014	Please consider a jitney service, possibly with electric vehicles, for within The Woodlands. Maybe a \$5 fare, \$8 round trip, and \$15 day pass.
309	1/21/2014	We ride to school and work everyday. Unfortunately cars often do not pay attention to bikes and this results in dangerous situations especially with young children.
310	1/21/2014	Do the waterway cruisers factor into the mobility study?
311	1/21/2014	I would love to see public transportation along Research Forest
312	1/21/2014	We would benefit from having an East/West BikeWay from Town Center to the back of Sterling Ridge. The existing trails are not really designed for traveling and riding in the streets is not safe (i.e., dangerous).
313	1/21/2014	I would love to see a comprehensive bike route network in The Woodlands - one that preserves multiple North-South and East-West corridors, accomodates on-road bike lanes (conforming to AASHTO standards), and fullfils the Complete-Streets initiative. I am an active cyclist and have witnessed cycling accomodations in The Woodlands significantly degrade in the past 5 years.
314	1/21/2014	NEED BETTER BIKING FACILITIES AND ROADS.
315	1/21/2014	It is important that cyclists have major E-W / N-S cycling corridors to get to and from places of employment and shopping. The multiuser paths are not these corridors because they are dangerous for both cyclists and pedestrians when cyclist go over 5-8 mph. This is especially true in congested pathways around the Lake and in Town center. Protected bike lanes on our road system is needed to handle such traffic.

#	Response Date	Response Text
316	1/21/2014	We are absolutely opposed to bus service within The Woodlands outside of the town center area. Once bus service was introduced to the 1960 area over to I-45....the general area became bad and Willowbrook Mall became a place you did not want to be at night. Introducing bus service to only provide transportation within The Woodlands is something that we hope is not being considered.
317	1/18/2014	We need to lobby for an HOV lane extension to woodlands parkway or beyond ASAP. Also, I moved to the woodlands because of the park and ride. Please keep/ improve the service.
318	1/17/2014	Current transit includes demand response which is not included. The study as reflected in the survey does not seem to be looking at lower income areas and concentrations of older populations in The Woodlands.
319	1/17/2014	It would be great if this services is extended to other parts of Houston like the West Chase District, the Heights, I-59 Hilcroft area southwest of the Galleria

## B Appendix B: Summary of Questionnaire #2



# H-GAC Woodlands

Online Questionnaire Summary (8/20/2014)

## Questionnaire Duration and Participation

- 29 day poll duration (5/28/2014 - 6/26/2014)
- 4,603 total questionnaires completed at <https://www.surveymonkey.com/s/TWTchoices2>
- The majority of respondents were between 30-49 years of age (47 percent) or 50-64 years of age (35 percent). Some respondents were aged 18-29 (15 percent). No questionnaire respondents were 18 years of age or younger.
- The top ten home zip codes reported by respondents included 77382, 77381, 77389, 77007, 77008, 77380, 77386, 77019, 77375 and 77384.
- The top ten work zip codes reported by respondents included 77389, 77002, 77380, 77060, 77381, 77092, 77520, 77079, 77027 and 77098.

## More than half of respondents would use The Woodlands Town Center trolley if it served activity centers and service was more frequent.

QUESTION 1: Would you use The Woodlands Town Center trolley, if it served more activity centers and was more frequent?

Answer Options	Percent
Yes	65.1%
No → Skip to Question 5	34.9%

## Respondents are most likely start a journey at the Hughes Landing Stop 1 and travel to the Lake Robbins Drive @ Waterway Avenue (Tinseltown) trolley stop.

QUESTION 2: At which trolley stop would you most likely start your journey and which trolley stops would you most likely go to? (select as many as you like)

Answer Options	Would you start your journey here?	Would you travel to this location?
1. Hughes Landing Stop 1	422	407
2. Hughes Landing Boulevard @ Hughes Landing	240	366
3. Hughes Landing Stop 3	188	302
4. Lake Woodlands Drive @ Lake Front Circle	134	214
5. Lake Robbins Drive Stop 5	31	114
6. Lake Robbins Drive @ Grogan's Mill Road	54	160
7. Lake Robbins Drive @ Library/HEB	158	513
8. Lake Robbins Drive @ Pavilion	121	527
9. Lake Robbins Drive @ Six Pines Drive	111	442
10. Lake Robbins Drive @ Convention Center/Marriott	100	454
11. Lake Robbins Drive @ Waterway Avenue (Tinseltown)	160	607
12. Lake Robbins Drive @ Woodloch Forest Drive	126	387
13. Woodloch Forest Drive @ Waterway Square Place	69	294
14. Timberloch Place @ Woodloch Forest Drive	59	134
15. Timberloch Place @ Six Pines Drive	55	139
16. Timberloch Place @ High Timbers Drive	20	89
17. Timberloch Place Stop 17	32	98
18. Grogan's Mill Road Stop 18	88	165
19. Riva Road Stop 19	42	145
20. Six Pines Drive @ Market Street	169	555
21. Pinecroft Drive @ Lake Front Circle	49	171
22. Pinecroft Drive @ Medical Plaza Drive	46	202
23. Memorial Herman – The Woodlands Hospital Stop 23	125	317

# H-GAC Woodlands

Online Questionnaire Summary (8/20/2014)

## More than half of respondents make between 0-5 trolley trips (round trips) per month.

QUESTION 3: How many trolley trips (round trips) would you likely make per month?

Answer Options	Percent
0-5	59.2%
6-10	22.1%
11-15	6.6%
more than 15	12.2%

## Respondents are most likely to use the Town Center Trolley during midday or in the evening.

QUESTION 4: What time of day would you most likely use the Town Center Trolley? (check as many as apply)

Answer Options	Percent
Peak work commute times (morning/evening)	36.3%
Midday	55.5%
Evening	40.3%

## More than half of respondents would use new local bus services if they were available in and around The Woodlands.

QUESTION 5: This question focuses on the development of a local bus network serving areas in and around The Woodlands. This service does not exist today. The new service would be provided by The Woodlands Township. The new service could use modern buses and connect the residential villages to the Town Center area. Would you use local bus service, if it were available in and around The Woodlands (beyond the Town Center trolley)? (yes or no)

Answer Options	Percent
Yes	50.8%
No → Skip to Question 14	49.2%

## In the West segment of the study area, respondents are likely to start a bus journey at Woodlands Parkway @ Kuykendahl Road and travel to Woodlands Parkway @ Kuykendahl Road, Woodlands Parkway @ West Panther Creek or Woodlands Parkway @ Gosling Road.

QUESTION 6: At which local bus stop would you most likely start your journey and which local bus stops would you most likely go to in the West segment of the study area? (select as many or as few you like or none)

Answer Options	Would you start your journey here?	Would you travel to this location?
1. Woodlands Parkway @ Monfair Boulevard	88	94
2. Woodlands Parkway @ Player Woods Drive	33	53
3. Woodlands Parkway @ Branch Crossing Drive	61	98
4. Woodlands Parkway @ Sterling Ridge Park and Ride	59	100
5. Woodlands Parkway @ Carlton Woods Drive	35	55
6. Woodlands Parkway @ North Forestgate Drive	31	62
7. Woodlands Parkway @ Kuykendahl Road	103	199
8. Woodlands Parkway @ Cochran's Crossing Road	39	78
9. Woodlands Parkway @ Falcon Wing Drive	26	53
10. Woodlands Parkway @ Gosling Road	49	110
11. Gosling Road @ Shadow Bend Place	33	64
12. Gosling Road @ Lake Woodlands Drive	59	99
13. Gosling Road @ Flintridge Drive	44	72
14. Woodlands Parkway @ West Panther Creek Drive	70	132

# H-GAC Woodlands

Online Questionnaire Summary (8/20/2014 12:38 PM)

In the Southwest segment of the study area, respondents are likely to start a bus journey at **Kuykendahl Road @ Creekside Green Drive** and to travel to the **Creekside YMCA** bus stop.

QUETOIN 7: At which local bus stop would you most likely start your journey and which local bus stops would you most likely go to in the Southwest segment of the study area? (select as many or as few you like or none)

Answer Options	Would you start your journey here?	Would you travel to this location?
15. Kuykendahl Road @ Creekside Green Drive	119	98
16. Creekside Green Drive @ West New Harmony Trail	35	46
17. Creekside Green Drive @ Lake Paloma Trail	43	57
18. Lake Paloma Trail @ Tupelo Green Circle	26	49
19. Creekside YMCA	65	134
20. Creekside Green Drive @ Creekside Forest Dr	36	55
21. Gosling Road @ New Wavy Oak Circle	42	62

In the South segment of the study area, respondents are likely to start a bus journey at the **Exxon Mobil Campus** or the **I-45 Frontage Road @ Sawdust Road** and travel to these same locations.

QUESTION 8: At which local bus stop would you most likely start your journey and which local bus stops would you most likely go to in the South segment of the study area? (select as many or as few you like or none)

Answer Options	Would you start your journey here?	Would you travel to this location?
22. ExxonMobil Campus	577	678
23. I-45 Frontage Road @ Sawdust Road	82	175
24. Sawdust Road @ Grogan's Mill Road	47	150
25. Grogan's Mill Road @ Sawmill Road	43	96
26. Grogan's Mill Road @ South Millbend Drive	49	114
27. Grogan's Mill Road @ North Millbend Drive	67	130

In the Central segment of the study area, respondents are likely to start bus journeys at **Town Center** and travel to this same location.

QUESTION 9: At which local bus stop would you most likely start your journey and which local bus stops would you most likely go to in the Central segment of the study area? (select as many or as few you like or none) Stop 32 generically represents a starting point or destination anywhere in the Town Center. The local bus and revamped Town Center trolley bus would provide multiple stops within the Town Center.

Answer Options	Would you start your journey here?	Would you travel to this location?
28. Woodlands Parkway @ Grogan's Mill Road	80	135
29. Robinson Road @ Hanna Road	37	60
30. Robinson Road @ Westwood Drive	24	59
31. Woodlands Parkway @ Woodloch Forest Drive	43	154
32. Town Center	182	500
33. Lake Woodlands Drive @ Six Pines Drive	73	270
34. Lake Woodlands Drive @ Grogans Mill Road	57	193
35. Lake Woodlands Drive @ Lake Front Circle	50	141
36. Lake Woodlands Drive @ New Trails Drive	29	71
37. Lake Woodlands Drive @ North Panther Creek Drive	36	64
38. Lake Woodlands Drive @ Split Rock Road	31	60
39. Woodlands Parkway @ South Panther Creek Drive	47	87

# H-GAC Woodlands

Online Questionnaire Summary (8/20/2014 12:38 PM)

In the **North** segment of the study area, respondents are likely to start a bus journey in **Conroe** and travel to the **I-45 N @ Portofino Shopping Center (North and South)**.

QUESTION 10: At which local bus stop would you most likely start your journey and which local bus stops would you most likely go to in the North segment of the study area? (select as many or as few you like or none)

Answer Options	Would you start your journey here?	Would you travel to this location?
40. Gosling Road @ College Park Drive	54	73
41. College Park Drive @ Windsor Hills Drive	31	58
42. College Park Drive @ Lone Star College	40	106
43. College Park Drive @ St. Luke's Way	39	107
44. Starting point (origin) or destination in Conroe	69	94
45. I-45 S Frontage Road @ St. Lukes Hospital	40	101
46. I-45 N Frontage Road @ Sam Moon Shopping Center	25	116
47. I-45 S Frontage Road @ Vision Park Blvd	25	75
48. I-45 N Frontage Road @ Portofino Shopping Center (North)	33	151
49. I-45 S Frontage Road @ Shenandoah Drive	18	57
50. I-45 N Frontage Road @ Portofino Shopping Center (South)	29	137
51. Research Forest Drive @ Pinecroft Drive	25	95
52. Research Forest Drive @ Grogans Mill Road	35	62
53. Research Forest Drive @ Lakeside Boulevard	13	51
54. Research Forest Drive @ New Trails Drive	21	62
55. Research Forest Drive @ Gosling Road	60	110

In the **Northwest** segment of the study area, respondents are likely to start a bus journey at **Research Forest Drive @ Kuykendahl Road** and travel to this same location.

QUESTION 11: At which local bus stop would you most likely start your journey and which local bus stops would you most likely go to in the Northwest segment of the study area? (select as many or as few you like or none)

Answer Options	Would you start your journey here?	Would you travel to this location?
56. Research Forest Drive @ Cochran's Crossing	53	69
57. Research Forest Drive @ Woodlands High School	35	80
58. Research Forest Drive @ Cochran's Crossing	35	57
59. Research Forest Drive @ Green Bridge Drive	27	51
60. Research Forest Drive @ Alden Bridge Drive	51	76
61. Research Forest Drive @ Kuykendahl Road	106	130

Many respondents are likely to make **15** local bus trips or more per month.

QUESTION 12: How many local bus trips would you likely make per month?

Answer Options	Percent
0-5	29.3%
6-10	23.6%
11-15	12.0%
More than 15	35.1%

# H-GAC Woodlands

Online Questionnaire Summary (8/20/2014 12:38 PM)

**Most respondents are likely to use local bus services during peak commute times in the morning and evening.**

QUESTION 13: What time of day would you most likely use the proposed local bus service? (check as many as apply)

Answer Options	Percent
Peak work commute times (morning/evening)	67.6%
Mid day	42.9%
Evening	35.2%

**Respondents' opinions were equally split between whether they currently use (or would use) The Woodlands Express bus services between The Woodlands and Houston.**

QUESTION 14: Do you use (or would you use) The Woodlands Express service connecting locations between The Woodlands and Houston? (yes or no)

Answer Options	Percent
Yes	49.6%
No → Skip to Question 26	50.4%

**Respondents are likely to start journeys at the Sawdust (Westridge RD. @ Budde Rd.) and Research Forest (Gosling Rd. between Research Forest Dr. and College Park Dr.) locations.**

QUESTION 15: At which Woodlands Express park and ride or stop do you start (or would you most likely start) your journey? (select one)

Answer Options	Do you (or would you) start your journey here?
1. Sterling Ridge Park and Ride (Ashlane Way @ Woodlands Parkway)	256
2. Sawdust Park and Ride (Westridge Rd. @ Budde Rd.)	310
3. Research Forest Park and Ride (Gosling Rd. between Research Forest Dr. and College Park Dr.)	292
4. Town Center South - Potential Walk-up Stop (Woodlands Pkwy @ Grogan's Mill)	244

**Most respondents go to the Downtown – Milam Street @ Bell Street Woodland Express park and ride destination.**

QUESTION 16: At which Woodlands Express stops in the Downtown Houston area would you most likely go to as a destination? (select as many as you like or none) Note: Evening Milam Street return service picks up on Louisiana Street (1-9)

Answer Options	Do you (or would you) travel to this location?
1. Downtown – Milam Street @ Congress Street	158
2. Downtown – Milam Street @ Prairie Street	105
3. Downtown – Milam Street @ Capitol Street	122
4. Downtown – Milam Street @ Walker Street	147
5. Downtown – Milam Street @ Lamar Street	166
6. Downtown – Milam Street @ Polk Street	147
7. Downtown – Milam Street @ Bell Street	368
8. Downtown – Milam Street @ Pease Street	158
9. Downtown – Milam Street @ Street Josephs Parkway	153
10. Houston Center - McKinney Street @ San Jacinto Street	140
11. Houston Center - McKinney Street @ Austin Street	150

# H-GAC Woodlands

Online Questionnaire Summary (8/20/2014 12:38 PM)

**Respondents are most likely to go to the University of Houston Downtown Campus (N. Main St. @ Girard St.) Woodlands Express stop near the downtown campus of the University of Houston.**

QUESTION 17: At which Woodlands Express stops near the downtown campus of the University of Houston would you most likely go to?  
(select as many as you like or none)

Answer Options	Would you travel to this location?
12. University of Houston Downtown Campus (N. Main St. @ Girard St.)	182
13. Future Burnett transit center/Metro Rail (N. Main St. @ Burnett St.)	125

**Respondents would most likely travel to the Milam Street @ Elgin Street (HCC Administration) Woodlands Express stop in the Midtown area.**

QUESTION 18: At which Woodlands Express stops in the Midtown area would you most likely go to?  
(select as many as you like or none)

Answer Options	Do you (or would you) travel to this location?
14. Midtown – Milam Street @ Elgin Street (HCC Administration)	225
15. Midtown – Milam Street @ Berry Street (HCC Central Campus)	138

**Respondents would most likely to travel to the Memorial Hermann Medical Plaza (Main Street @ Cambridge Street) and Memorial Hermann Medical Plaza (Holcombe Boulevard @ MD Anderson Boulevard) Woodlands Express stops near the Texas Medical Center.**

QUESTION 19: At which Woodlands Express stops near the Texas Medical Center area would you most likely go to?  
(select as many as you like or none)

Answer Options	Do you (or would you) travel to this location?
16. Medical Center – Memorial Hermann Medical Plaza (Main Street @ Cambridge Street)	150
17. Medical Center – Memorial Hermann Medical Plaza (Main Street @ Dryden Road)	141
18. Medical Center – Memorial Hermann Medical Plaza (Holcombe Boulevard @ Richard J.V. Johnson Avenue)	111
19. Medical Center – Memorial Hermann Medical Plaza (Holcombe Boulevard @ Bertner Avenue)	108
20. Medical Center – Memorial Hermann Medical Plaza (Holcombe Boulevard @ MD Anderson Boulevard)	148
21. Medical Center – DeBakey VA Medical Center (Holcombe Boulevard @ Ringess Avenue)	71
22. Medical Center – DeBakey VA Medical Center (Ringess Avenue @ Cate Terrace)	66
23. Medical Center – DeBakey VA Medical Center (DeBakey VA Hospital @ Sheenan Avenue )	79

**Respondents would most likely to travel to the 3 Greenway Plaza (Greenway Transportation Center) Woodlands Express stop near Greenway Plaza.**

QUESTION 20: At which Woodlands Express stops near the Greenway Plaza area would you most likely go to?  
(select as many as you like or none)

Answer Options	Do you (or would you) travel to this location?
24. Greenway – 20 Greenway Plaza (Cummins St. @ Portsmouth St.)	112
25. Greenway – 9 Greenway Plaza (Portsmouth St. @ Houston City Club)	141
26. Greenway – 3 Greenway Plaza (Greenway Transportation Center)	272

# H-GAC Woodlands

Online Questionnaire Summary (8/20/2014 12:38 PM)

## Respondents would most likely travel to the Westheimer Road @ Post Oak Boulevard Woodlands Express stop near the Uptown/Galleria area.

QUESTION 21: At which Woodlands Express stops near the Uptown/Galleria area would you most likely go to? (select as many as you like or none)

Answer Options	Would you travel to this location?
27. Uptown/Galleria – Post Oak Blvd. @ San Felipe Street	292
28. Uptown/Galleria – Post Oak Blvd. @ Ambassador Way	177
29. Uptown/Galleria – Westheimer Rd. @ Post Oak Blvd.	367

## Respondents would most likely travel to the Addicks Park and Ride (north of the Katy Fwy., east of State Highway 6) Woodlands Express stop near the Energy Corridor area.

QUESTION 22: At which Woodlands Express stops near the Energy Corridor area would you most likely go to? (select as many as you like or none)

Answer Options	Would you travel to this location?
30. Energy Corridor – Addicks Park and Ride (north of the Katy Fwy., east of State Highway 6)	174
31. Energy Corridor – BP America (Grisby Rd. @ Westlake Park Blvd.)	119
32. Energy Corridor – ConocoPhillips (Dairy Ashford Rd. @ Eldridge Pkwy.)	122
33. Energy Corridor – Shell Oil (Dairy Ashford Rd. @ Katy Freeway)	140

Many respondents would like additional Woodlands Express service destinations to Downtown Houston and Midtown. Examples of Woodlands Express destinations desired by participants include the Theater and Museum Districts, Minute Maid Park, Toyota Center, Reliant Stadium, UH Central Campus near I-45 Transit Center, Houston Zoo and Aquarium, several stops in the Heights area, the new Exxon Mobil campus, Gray Street, Bagby Street, Milam Street, the Washington Avenue area corridor, Montrose Avenue, Shepherd Street, Richmond Avenue and Rice Military. A detailed listing of recommended destinations can be seen in the attached spreadsheet (Question 23 – Express Destinations).

QUESTION 23: Are there any other specific destinations that you wish Woodlands Express service was provided to in Houston (in the following areas)?

Answer Options	Percent
Downtown Houston?	37.6%
The UH Downtown Campus Area?	4.2%
Midtown Area?	20.6%
Uptown/Galleria	18.0%
The Texas Medical Center	13.4%
Greenway Plaza	7.8%
The Energy Corridor	19.6%

## More than half of respondents make 15 round trips or more per month from The Woodlands to Houston.

QUESTION 24: How many Woodlands to Houston trips (round trips) would you likely make per month?

Answer Options	Percent
0-5	22.4%
6-10	11.5%
11-15	10.1%
More than 15	56.0%

# H-GAC Woodlands

Online Questionnaire Summary (8/20/2014 12:38 PM)

**Most respondents are likely to use The Woodlands Express during peak commute times in the morning and evening.**

QUESTION 25: What time of day would you most likely use The Woodlands Express? (check as many as apply)

Answer Options	Percent
Peak work commute times (morning/evening)	88.0%
Mid day	19.0%
Evening	22.4%

**More than half of respondents would use new Woodlands Express bus services starting in Houston and ending in The Woodlands if available.**

QUESTION 26  
Woodlands Express (Houston to The Woodlands) - Would you use a new Woodlands Express service starting in Houston and ending in The Woodlands? (yes or no)

Answer Options	Percent
Yes	51.7%
No → Skip to Question 33	48.3%

**Respondents would most likely start a journey from Houston to The Woodlands from the Downtown Transit Center (Main Street @ St. Josephs Parkway).**

QUESTION 27:  
At which stop would you most likely start your journey from Houston to The Woodlands? (select one)

Answer Options	Would you start your journey here?
1. Downtown – Downtown Transit Center (Main Street @ St. Josephs Pkwy.)	487
2. Medical Center – Texas Medical Center Transit Center (Fannin Street @ Pressler Street)	141
3. Uptown/Galleria – Northwest (NW) Transit Center (Post Oak Road @ I-10)	253
4. Energy Corridor – Addicks Park and Ride (north of the Katy Fwy., east of State Highway 6)	213
5. I-45 Corridor - North Shepherd Park and Ride (North Shepherd Dr. @ Veterans Memorial Dr.)	191
6. I-45 Corridor - Kuykendahl Park and Ride (Kuykendahl Rd., east of I-45)	63
7. I-45 Corridor - Spring Park and Ride (south of FM 1960, east of I-45, Spring)	64
8. I-610 Corridor - West Loop Park and Ride (I-610 West Loop @ S. Braeswood Blvd.)	162

**Respondents cited other potential starting points (origins) in Houston where the Woodlands Express service could begin. A detailed listing of recommended destinations can be seen in the attached spreadsheet (Question 28 – Houston Origins).**

QUESTION 28: Are there any other potential starting points (origins) in Houston where the Woodlands Express service could begin? Be as specific as possible (note the cross street/intersection points):

11 <sup>th</sup> Street	Galleria
290 and 1960	Greenway Plaza
610 at 45 North	I10 and Grand Parkway
Bay Area Boulevard	Memorial City Mall
Bell Street	Midtown area
Energy Corridor	Montrose area
Fuqua park and ride	Shepherd Drive
Heights	Theater and Museum districts

# H-GAC Woodlands

Online Questionnaire Summary (8/20/2014 12:38 PM)

## Respondents are likely to go to the Hughes Landing stop in The Woodlands Town Center.

QUESTION 29: Which stops in The Woodlands Town Center would you most likely go to? (select as many as you like)

Answer Options	Would you travel to this location?
1. Town Center Stop 1 (Woodloch Forest Dr. @ Lake Robbins Dr.)	241
2. Town Center Stop 2 (Woodloch Forest Dr. @ Timberloch Pl.)	165
3. Hughes Landing (central to new developing office area)	455

## Respondents are likely to travel to the Exxon Mobile Campus/Springwoods stop in The Woodlands.

QUESTION 30: Which stops elsewhere in The Woodlands would you most likely go to? (select as many as you like)

Answer Options	Would you travel to this location?
4. St. Luke's Hospital (College Park Dr. @ St. Luke's Way)	81
5. Lone Star College (College Park Dr. @ Achievement Dr.)	65
6. Research Forest (Research Forest Dr. @ Technology Forest Blvd.)	88
7. ExxonMobil Campus/Springwoods (stops at ExxonMobil campus ring road)	1204

## Respondents cited potential destinations in The Woodlands to be served from Houston. A detailed listing of recommended destinations can be seen in the attached spreadsheet (Question 31 – Woodlands Destinations).

QUESTION 31: Are there any other potential destinations in The Woodlands that you would like to see served from Houston? Be as specific as possible (note the cross street/intersection points/business name):

9500 Lakeside Boulevard	Research Forest and 2978
FM 1488 and 242 (Randalls)	Sterling Ridge
FM2920 and Gosling or Louetta and Gosling	Woodlands Mall
FM 1488 and 242 (Randalls)	Market Square
Kuykendahl Rd near FM 2920	Woodlands Marriott

## Most respondents would make 15 round trips or more per month from Houston to The Woodlands to Houston.

QUESTION 32: How many Houston to The Woodlands trips would you likely make per month?

Answer Options	Percent
0-5	9.4%
6-10	7.6%
11-15	11.3%
More than 15	71.7%

## The Woodlands Township Transit Plan Questionnaire #2

Thank you for taking the questionnaire. We appreciate your time. Would you like to leave any additional comments?

Response Count

659

#	Response Date	Response Text
1	6/25/2014	Expand the Sterling Ridge park and ride schedule to include later buses during am and pm rush hours, plus one early afternoon bus. Riders are driving to other stations given the limited schedule. Don't add a bunch of money losing wasteful routes inside the woodlands like the silly ferry service.
2	6/25/2014	I've been taking the Woodlands Express from Sterling Ridge to downtown since Dec and I love it! I'd like to see more freq service as our buses go every 20 min vs 10 min for other locations. I turned down a job in the Galleria because I didn't want to drive. I think people would use a Woodlands to Galleria route.
3	6/25/2014	Good Luck - The local bus service is a must, Also a more frequent service from Sterling Ridge P&R to match that offered at Research forest
4	6/25/2014	As the Woodlands has become more congested and roads have been widened, the roads have become unsafe for bicycle riders by eliminating the shoulders. Future road improvements need to incorporate the needs of bicycle riders as well as motorists.
5	6/25/2014	Transit within the Woodlands: Add Roundabouts for traffic control, no one stops at stop signs anyway; get rid of Waterway cruisers, they seem empty all the time and for such a short journey, not worth the cost. Make them free, and more frequent as a real alternative, and only if you plan on extending service to Hughes Landing. Provide adequate parking for any of the bus stops (Park/Ride and other). Provide bike racks at bus stops. Definitely bus service to/from Exxon /Woodlands and please do serve Lone Star College.
6	6/25/2014	Transit options appear to be focused on local (woodlands residents) or central/south Houston area. The northwest area (249/BW8/290) there were no options for transit service offered.
7	6/25/2014	Please implement the reverse commute route.
8	6/25/2014	Don't know the zip code for my office...ExxonMobil employee and will be commuting to the new campus. I am very interested in convenient and timely transportation options
9	6/24/2014	I live in Windsor Hills and exit onto Hwy 242 almost daily. Would like to see left turns executed both directions simultaneously...also don't understand timing...long waits occur to turn left onto 242 when there has been no traffic in sight. I think overall traffic control throughout the Woodlands could be a lot more efficient. Having to wait at almost every intersection to have 4 signals to turn left seems redundant. Speed limit on Lake Woodlands Dr should be raised. So much construction on so many roads at the same time is a nightmare.
10	6/24/2014	I think that it would be nice to be able to ride my bike from Timarron Creekside to the Sterling Ridge bus stop. Right now I would have to cross the bridge in the main lanes, which is not safe. A bike path would fix this.
11	6/24/2014	140 employees from CB&I are being moved from Two Riverway in the Galleria area to The Woodlands. We are looking for public transportation for them.
12	6/24/2014	Downtown to ExxonMobil Campus at 22777 Springwoods Village Parkway - Spring, TX 77389
13	6/24/2014	yes i will like a have buses from conroe to downtown of houston
14	6/24/2014	Increase the frequency on the Sterling Ridge P&R, that's one of the reasons why I don't use it even though it is closer to my home. I prefer to travel to the Research P&R because of the Bus frequency

#	Response Date	Response Text
15	6/24/2014	The HOV lane desperately needs to be extended up to The Woodlands. Much of the time advantage of using the bus are lost because so much of the journey is in heavy traffic.
16	6/24/2014	The Woodlands Express buses need improvement - a lot of broken seats and other worn equipment
17	6/24/2014	As a Woodlands resident, I find both the trolley service and proposed city bus service of little benefit based on proposed routing and stops. Consider expediting a cycle option to the Springwoods Village / new ExxonMobil campus. The only option for cyclists at the moment is to travel on I-45 frontage road, and proves to be far to hazardous. (A cycle path from the S. end of Sawmill Rd to Holzworth Rd would relatively easily eliminate this issue and allow all of the Woodlands residence to cycle to the Springwoods Village development area as well as vice versa.
18	6/24/2014	Disappointed that you are only focusing on Woodlands Express and Trolley...Some of us do travel by bicycle!
19	6/23/2014	Transportation from Kingwood to The Woodlands would be of interest.
20	6/23/2014	Please provide some stops further west in the northwest section.
21	6/23/2014	More interested in a service that operates to Woodlands from the satellite cities like Katy, Cypress, Sugarland, Galleria to name a few.
22	6/23/2014	I use the Metro vanpool from Cypress
23	6/23/2014	Please start including later trips. (ie- have a 8 or 9pm bus)
24	6/23/2014	A reverse commute option is critical to Support ExxonMobil's new campus. 10,000 plus people will be moving to the new campus, many of which living in the Houston inner loop. To reduce road congestion and potential traffic accidents, bus service from Houston to the Woodlands (Hughes Landing and new Campus) are key.
25	6/23/2014	Price needs to be competitive with carpooling.
26	6/23/2014	Yes, we need to remove the barriers on the HOV, and set them up like Los Angeles' carpool lanes, so that people can get out if there is an incident in the HOV. I've been stuck for 2-1/2 hours in there, several times over the years. Also, what we really need is light rail from Houston to the Woodlands. Finally, the Rayford Corridor and the uncontrolled development MUST be addressed. Why not run the trolleys so people who ride the bus east of the freeway can make it to the bus depot without driving? Survey that.
27	6/23/2014	bring more bus/trolley options to the woodlands!!
28	6/23/2014	Would very much be interested in transportation options from the Clear Lake area!
29	6/23/2014	There is a huge need for transportation for special needs adults in this area. There are special needs adults who would like to work but can't because they have no transportation or they would like to attend a day program but can't.
30	6/23/2014	The Woodlands Express needs to review shifting some of the late afternoon Friday buses to mid-day to fill in the gaps b/t the 1:10 and 3:30 Friday afternoon schedule. Few people use the buses late on Friday but the mid-day bus never has seats. Something should be done to help fix this for your customers.
31	6/23/2014	bike path over kuykendahl bridge
32	6/22/2014	I love riding the bus and part of the reason I bought our house in The Woodlands is due to TW Express. Why isn't the HOV extended to TW yet?
33	6/22/2014	A stop somewhere in The Heights would be great - thanks!
34	6/22/2014	Would like to see trolley service extended to the village shopping centers.
35	6/22/2014	Originally the trolley was supposed to go down Grogan;'s Mill. I would like to see that line extended
36	6/20/2014	My only comment would be directed to The Woodlands. Before we start putting money into a bus system it would be extremely nice to be able to get INTO The Woodlands from Creekside ( you know part of the Woodlands) by building the bridges that should already be there!!!! Then think about the bus system!!!!

#	Response Date	Response Text
37	6/20/2014	Would like Woodlands Express to continue service back to The Woodlands until 8pm from down town.␣ Really need bus service throughout the township or greatly increased on demand service for Senior citizens and those with special needs, epilepsy, sight impaired or anything else that keeps them from being able to drive! Please!
38	6/20/2014	I've commuted from downtown to ExxonMobil at Greenspoint for the past seven years and would love to do so at the new campus. Thanks!
39	6/20/2014	As The Woodlands has become more crowded, and will continue to become more crowded, please do not consider the Houston into The Woodlands Express service. How many bus stops are you planning on putting inside The Woodlands to accommodate this? This would be a very bad idea and I can promise you, the complaints from residents will be overwhelming.
40	6/20/2014	Survey was a little unclear: I am interested in commuting from vicinity of Bellaire Blvd and Stella Link to ExxonMobil Campus and back on a daily basis.
41	6/20/2014	We really need some sort of bus service from Houston inside the loop near Bellaire to the ExxonMobil Campus on the south side of the Woodlands.
42	6/20/2014	As a Woodlands resident, I would like to see bus service to and from the professional and college sports venues when there are home games.
43	6/20/2014	Do something about the DANGEROUS entrance/exit to freeway and feeders. Most drivers do NOT yield to freeway traffic. An exit from freeway should never also serve as entrance. The flyby from 45 to woodlands parkway is scary.
44	6/20/2014	This plan should be expanded to include many more options for bike lanes to share roadways throughout the study area.
45	6/20/2014	It wasn't clear if you were offering a direct transportation from the Woodlands to the ExxonMobil Campus. You might have a lot of riders if you offered that. Thanks
46	6/20/2014	I might use a bus service to The Waterway or Market Street areas for personal use but not for business
47	6/19/2014	If I did not live in the same area, it is possible I would use it.
48	6/19/2014	Hoping that the Trolley will come to the ExxonMobil Campus.
49	6/19/2014	Thank you for taking the ExxonMobil campus into consideration, especially for those of us that live outside The Woodlands.
50	6/19/2014	Buses destroy property values. I don't think the woodlands needs any internal transit
51	6/19/2014	I do believe transit is important and I would absolutely use it if I needed to commute downtown.
52	6/19/2014	Please provide safe walking transportation from North Millbend in Grogan's Mill to Waterway/Market Street area. My family and I walk from our home off of North Millbend and cross Woodlands Parkway at Six Pines. It is very dangerous and have almost been hit multiple times. Providing a countdown or longer walking time would be very beneficial as we are usually running across the road and dodging cars who are trying to turn. A walking bridge would be ideal especially with young children/strollers! Thank you for improving transportation in The Woodlands! We need it!
53	6/18/2014	Need some other bus stops on North/South Streets. For example, Cochrans Crossing. The current stops are focused East/West, but create too much of a walk in the North/South direction.
54	6/18/2014	There needs to be at least 1 stop considered for local service in The Woodlands serving the Harpers Landing Community. There is only 1 convenience store in the area. This would allow families access to other amenities in The Woodlands without driving.
55	6/18/2014	Thank you for the opportunity to take this survey.
56	6/18/2014	Please take a look at transit options for biking. I would rather have better infrastructure to ride my bike when possible than take a bus/trolley.
57	6/18/2014	None
58	6/18/2014	I am opposed to bus transportation in The Woodlands and extremely opposed to bus transport from areas in the Loop to The Woodlands.
59	6/18/2014	What about better bike lanes or wider and straighter bike paths with no blind curves? I would DEFINATELY use those!

#	Response Date	Response Text
60	6/17/2014	Would love to see a transit option from The Heights / 610 to the new ExxonMobil Houston Campus!
61	6/17/2014	We desperately need a rail commute option to downtown from The Woodlands. Traffic is making The Woodlands a less desirable place to live lately. Also, Please put a cross walk on the east side of Timberloch crossing Mall Ring Rd to the mall. It is dangerous because everyone crosses there anyway.
62	6/17/2014	Additional service from Woodlands to Downtown between 8 to 1am and Downtown to Woodlands between 12pm to 3pm.
63	6/17/2014	live in Windsor Hills. Any transportation to Pavillion and or Town Center and Market street would be utilized a lot because of lack of parking now I do not go
64	6/17/2014	Concerned about access to the Woodlands from the west and southwest (Texas 249, Tomball, Cy-Fair, FM 1960, etc.) I'm seeing a lot about addressing needs for Central Houston, but very little discussion about an equally challenging commute from the TX-249 corridor. The answer is not a single solution comprised of Texas 99 (The Grand Parkway) that doesn't even go to the Woodlands.
65	6/17/2014	Half of the village of Alden Bridge is omitted from the study and the maps. I am more likely to use transit if the bus stops are within a half-mile (walking distance) of where I live. Once I'm in the car I will probably drive to my destination.
66	6/17/2014	For every bus driver that you get to ride the bus is one less car on the road and creating pollution.
67	6/17/2014	VERY INTERESTED IN BUS SERVICE BETWEEN THE WOODLANDS AND THE TEXAS MEDICAL CENTER!
68	6/17/2014	I really hope you all are able to provide this as a service. We were told Houston Metro will not provide us any of the options you are researching. For those of us who do not and can not move up north, commuting has become a high priority for me and the options are limited. I am a huge supporter of this imitative because it has so many benefits for those who have long commutes. Thank you Woodlands Express for stepping up to the plate!!!
69	6/17/2014	There needs to be a pedestrian tunnel or cross walk to the east side of I45 along with pedestrian pathways to reach the shops and stores. Trolley service to that side would be nice also.
70	6/17/2014	Please don't let the buses bring lower income Houstonians out here. They'll just trash it out because they won't care like we do.
71	6/17/2014	Thank you for the survey.
72	6/17/2014	It takes me 9-15 minutes to get to work currently. I visited the new campus yesterday for a meeting and it took me an hour to get back to Houston. This is a very significant change for me. Transportation from the Heights to The Woodlands Campus would catch more young professionals in my age group. I am anticipating an additional gas cost of \$200/month (unless I buy a new car) and potential toll costs of \$150/month (I will probably only take 45 though). Right now, there is no option for getting to the new campus that will not be costly and cumbersome. I don't want to move, so I will just have to accept the reality that it is going to cost me more to get to work. I have heard senior folks say "you can accept it, or you can work somewhere else," which is hardly encouraging.
73	6/17/2014	I think it is fantastic that there is consideration of mass transit in The Woodlands to Houston.
74	6/17/2014	I am looking forward to having a public transportation option for getting to and from work (ExxonMobil new campus).
75	6/17/2014	If we are implementing wifi on the buses, can we make them stronger and put them on all buses? It is like a crap shoot. Some days I can get work done, some days I can't. Also, allow streaming on the buses, this can be allowed when you make the wifi faster. If you are going to increase our fair, at least give us something better.
76	6/17/2014	How about an express bus service from Clear Lake to ExxonMobil Spring with onboard wifi? I'd consider taking that if it were nonstop to Spring.
77	6/17/2014	Starting next Feb I will be working from the EM campus. ZIP code is for current work address.

#	Response Date	Response Text
78	6/17/2014	I would like to see bus pick up people from either the Kingsland Park & Drive or the Garand Parkway Park & Drive to the ExxonMobil campus.
79	6/17/2014	Bus service from Katy area to new ExxonMobil Campus would be beneficial for all folks living in Katy area and Sugar Land. The Katy Cinco Ranch area is one of the fastest growing communities in the nation, and most people do not want to pay \$14 per day in tolls on the Grand Parkway for single riders. Thanks
80	6/16/2014	I would like to start my trolley trip at The Woodlands Mall.[] A Guarentee Ride Home would be a nice addition to P&R Service (limit to 3times/year).[] 7:00pm Service starting in Galleria, Greenway Plaza, Houston CBD to The Woodlands (Research Forest then to Sawdust) would be great.
81	6/16/2014	Diverse bus service is very much needed and not only in early morning hours and around 4pm but at other hours as well (later in the morning and later in the evening)
82	6/16/2014	I love my current home and neighborhood in Houston Heights but I work for ExxonMobil which is moving to Springwoods. If there was a reasonably priced bus service that would allow me to commute without driving I'd be VERY interested!
83	6/16/2014	Still Seems light rail should be on the agenda for Houston, i45, i10 and others as appropiate.
84	6/16/2014	Would definitely use bus service to exxonmobil woodlands office
85	6/16/2014	Trolley service from Hughes Landing to Market Street would be beneficial.
86	6/16/2014	Please run frequency of buses throughout the day.
87	6/16/2014	Are there any public transit opportunities from Cypress to Woodlands?
88	6/16/2014	I would strongly consider the bus from Greenway Plaza to ExxonMobil campus, but I would also need to know if parking is available at Greenway Plaza. I would need to drive to the bus. Not sure if there is a Park and Ride facility that would work for me. Thank you for your efforts to find transportation for all the stranded ExxonMobil employees downtown!
89	6/16/2014	Please do not ever involve METRO in anything. We lived in a fabulous downtown but public transportation was a blight on everything. Work shuttles are one thing, but anything similar to METRO brings free transporation to much more than the indigent it was meant for. It encourages undesirables to have free transport to an area that we want to continue to be exclusive and upscale.
90	6/16/2014	I would use the bus to commute within home and work.
91	6/16/2014	It would be great to have the woodlands transit go downtown and the galleria area during the weekend.
92	6/16/2014	Suggest taking this survey specifically to target the high school and middle school kids to provide a safe and "cool" late night alternative to driving to and from the town center entertainment areas.
93	6/16/2014	If there were night buses to Houston from the woodlands on Thursday, Friday and Saturday nights...like leaving downtown back to the woodlands at 11pm I think these would be used if stops in Houston were near areas of attractions - concerts, restaurant areas, rice village, etc.
94	6/16/2014	Don't spend any of my tax money on this stuff
95	6/16/2014	While I don't use any of the services in the Woodlands now, that can certainly change once the EM campus is live and I start working from that campus vs my home now
96	6/16/2014	I look forward to a more extensive metro system in The Woodlands and reaching to Houston.
97	6/16/2014	I'm visually impaired, and am concerned about crossing large intersections such as Gosling & Woodlands Parkway. Please consider pedestrian safety in your plans, including audible crossing signals.
98	6/16/2014	I would be interested in a transit plan that includes the Cypress area to/from the Woodlands.
99	6/16/2014	Thanks for showing interest in expanding routes!
100	6/16/2014	The service will not be useful if the hours are not sufficient to ensure anyone commuting will have a way to get back. Evening hours needed!
101	6/16/2014	I would like options that connect Katy to the Exxon mobil Woodlands area campus

#	Response Date	Response Text
102	6/16/2014	It would be great to have transportation options from the Greenway Plaza area. I have heard positive feedback from all the people who use the Woodlands Express and hope to be able to use it.
103	6/16/2014	None of these options would help my commute.
104	6/16/2014	Build a second bridge over Spring Creek on both Gosling and Kuykendahl Roads!!!
105	6/16/2014	I would like to see service from the woodlands to the new spring woods village area.
106	6/15/2014	Would love a shuttle or bus from Grogan's Mill to the Exxon campus!
107	6/15/2014	Why no mention of lengthening the existing HOV further north? That seems most logical. Also, it seems as if the primary emphasis is to justify spending more money to provide new transportation services on behalf of the low-end labor (housekeeping services, fast food workers, etc.) coming up from Houston to The Woodlands area. If those services cannot be justified (i.e. - pay for themselves), I do not support the use of additional tax dollars to subsidize any additional transportation services.
108	6/15/2014	My work location will be moving from 800 Bell St in Houston to the new ExxonMobil campus in February 2015.
109	6/15/2014	I am working at the new ExxonMobil campus but do not know the zipcode for it yet.
110	6/15/2014	The Galleria area is in desperate need for additional transportation options. I would absolutely love to use The Woodlands bus system to commute to this area instead of driving my own vehicle. Post Oak and Hidalgo (right by the Water Wall) would be most convenient for me, but any option around the Galleria would be absolutely appreciated! Thank you and please let me know if I can be of further assistance.
111	6/15/2014	There are ALOT of people who work for ExxonMobil that live just North of Downtown in the Heights area. It seems like the survey overlooked this as there were not many options to select it as a starting location. Also, it is difficult for folks to determine where they would like to go in the Woodlands. I doubt that folks who live inside the 610 loop venture to the Woodlands often and would not really know where they would like to go or start their journey yet. I suspect once people start working in the Woodlands, then they will be able to provide better feedback of where they want trolley stops, etc.
112	6/14/2014	The Woodlands Express service from Research Forest P&R to the Texas Medical Center is critical to my travel to work every day. I strongly support the P&R services you presently offer and agree the expansion is a vital resource to add to this rapidly growing Woodlands area.
113	6/14/2014	Gosling and kukendahl bridges/roads need to be widened to accommodate traffic to/from the village of creekside park
114	6/14/2014	We are excited about the new transit options and also look forward to increased walk and bike options. My home and work is in the Woodlands. Still we remined connected to other regions of Houston for various work and pleasure activities. My goal is to commute to work, shopping, and dining without using my car and this plan will make that goal a reality. Thank you.
115	6/14/2014	Please open up a route from Washington - Heights corridor to the ExxonMobil Campus. A good intersection would be Waugh/Yale and Washington Ave. Please include buses that accommodate bicycles. Thank you very much!
116	6/14/2014	Would like to take public transit when I can no longer drive safely.

#	Response Date	Response Text
117	6/13/2014	<p>KEEP WORKING ON PARK AND RIDE EXPANSION (hard but good) = my idea = ¶</p> <p>An online database system where the user would pick a park &amp; ride (drop down list) and then enter where he or she wants a bus to go (a form). This would be new addresses or maybe where buses currently go, but just at different times. The form could be much simpler than Metro's current Star-Profile-Entry one. And a contact method for the user also would be needed (maybe just phone or email).¶</p> <p>This info would go into a database where the results are "reported" monthly or so. And reports could also be generated. These reports should be analyzed along with Star reports to create new bus routes. Or maybe start with vans? But after a few vans in the same area then get them all on a bus!¶</p> <p>Signs at Park &amp; Rides would advertise the website (or where to go on Metro's or Brazos' website). And brochures at the Park &amp; Rides would also advertise it.¶</p> <p>This could be done strictly using the Woodlands three sites as a test case. Or maybe just get it going with Metro from the start which would be the best for many reasons.</p>
118	6/13/2014	Thank you.
119	6/13/2014	Thanks for being proactive in addressing the traffic shift coming to The Woodlands due to the new ExxonMobil Campus. Appreciate all you are doing to help keep the flow of traffic moving and less stressful.
120	6/13/2014	<p>I live in East Shore. If there is a convenient way to catch a bus to the ExxonMobil Campus, I could not find it. That is what I would be interested in.¶</p> <p>Also, there does not seem to be any proposed Trolley stops in East Shore. Why is that?</p>
121	6/13/2014	Please provide service for the Greenway Plaza to Springwoods Village. Lots of people in this area (med center, rice, west univ, Kirby) who would be interested in taking the bus. Hope this works out!
122	6/13/2014	Buses & etc. help but Houston needs to seriously consider a subway/rail system to get across the entire city! This would be useful but only putting a Band-Aid on the root cause.
123	6/13/2014	Please please come up with a solution of busses that can go from Monroe or Fuqua Park and Ride to the new campus. We really need help! Mayra Martinez 7138945121
124	6/13/2014	You should extend the sidewalk along the north side of the waterway from the Pavillion all the way to Hughes landing and have a the trolley service connect the two areas along the water. it would be a major tourist attraction.
125	6/13/2014	use electronic tickets, displayed on cell phones
126	6/13/2014	Really interested to learn more about service. Especially getting from Houston inside the loop to the Woodlands
127	6/13/2014	I'd like to have the Woodlands Express run on the weekends and/or service sporting events, like the Houston Texans, Astros, Rockets, etc.
128	6/13/2014	Currently work at ExxonMobil Brookhollow campus but will be moving to the ExxonMobil Hughes Landing office when it opens.
129	6/13/2014	yes, any Houston Downtown trips going to the Woodlands at ExxonMobil will work for me. Leaving Houston Downtown at any location going to the ExxonMobil Campus in the Woodlands, I'm Good.

#	Response Date	Response Text
130	6/13/2014	<p>Many things appear lacking with this study:[]</p> <p>[]</p> <p>1) A critical question is how future development will be handled. Basically this study is reactionary rather than visionary. The Woodlands grew too fast without proper infrastructure planning and all of us are now paying for this mistake (and resulting traffic congestion). Business and home development should progress only AFTER road and bridge improvements. The Woodlands is supposed to be a master PLANNED community. Not a community that builds infrastructure after the fact. Need to hear from the Transit Planners how this is going to be improved in the future. []</p> <p>[]</p> <p>2) Perhaps this will be covered by another survey, but the CRITICAL NEED FOR THE WOODLANDS IS IMPROVED NORTH SOUTH ACCESSIBILITY. What use will a new bus service be if the buses end up sitting 30 minutes in rush hour traffic at the Kukyndahl and Gosling bridges? []</p> <p>[]</p> <p>3) Getting this survey to employees at ExxonMobil is needed to include them on bus route planning. Only a fraction now work there, so the survey needs to be forwarded to others who will be commuting to The Woodlands in the future. What about Anadarko, CBI and other large companies as well?</p>
131	6/13/2014	(1) Extend the HOV from FM1960 up to Hwy 242. (2) Please do NOT set up any LOCAL BUSES in the village neighborhoods. Keep them in the commerical district. We moved to The Woodlands to avoid that situation. It only attracts crime into our neighborhoods by those who can't afford to live there. Please do not ruin our way of life. It would be a mistake. Look what it's done to the FM 1960 area.
132	6/13/2014	I am interested in a Woodlands Express traveling from Cypress to the Woodlands.
133	6/13/2014	I would absolutely take a shuttle from Houston to The Woodlands. I am been trying to get in a commuter vanpool for the past 2 years and there just aren't enough options. But I think providing more options and actively advertising them would get people off the road and improve or alleviate some traffic.
134	6/13/2014	Bus services just up and down the main corridors (Research, Woodlands, etc.) especially in evening, around concerts, to restaurants, etc., would be great!
135	6/13/2014	I'm interested in options for Katy-to-Woodlands
136	6/13/2014	I received this through my employer in The Woodlands. For the Reverse Service (in which I am most interested), you may want to work on outreach to others in the Houston area for input.
137	6/13/2014	I'm only interested in commute to ExxonMobil or possibly lunchtime transport from Exxonmobil top woodlands town center
138	6/13/2014	Did not answer a lot of your questions, because they did not apply to me. Hopefully, you will receive a very good return for the employees that use the West Bellfort Park N Ride #265. Thank you
139	6/13/2014	Would like to see a starting point at Grogan's Mill Shopping Center - South Millbend Dr.
140	6/13/2014	Transportation survey from Katy/Cypress area to the Woodlands.
141	6/13/2014	Would absolutely love to have Woodlands express service from somewhere inside the loop up to the new EM campus. Also quick service from the EM campus up to lunch/shopping places in the Woodlands.
142	6/13/2014	Would be interested in transport to/from campus to Houston as opposed to Woodlands to Houston. With campus move would think demand would be to/from campus to other locations....
143	6/13/2014	A bus from woodlands to new campus would be good
144	6/13/2014	None of the bus pickup locations would be close to my home...
145	6/13/2014	I would utilize any transportation service between the rayford road side of the freeway and the woodlands
146	6/13/2014	Providing reverse commuting options from Houston to the Woodlands will be a key part of promoting and sustaining commercial growth in and around the Woodlands.

#	Response Date	Response Text
147	6/13/2014	I didn't fill out most of the survey as it doesn't directly apply to me. I simply want to get the idea across that I'm looking for commuting solutions from the Houston Heights to the new ExxonMobil campus location. Thanks.
148	6/13/2014	A bus service from downtown to the Woodlands Hughes Landing @ 6 or 7 am cst and a trip back from the Woodlands Hughes Landing back to downtown @ 4 pm cst would be great for me. I know there are a lot of circumstances you must consider, but that is my input.
149	6/13/2014	Yes/ No is a difficult answer for this survey. For things like the Trolley and Local Bus Service, some frequency of use range questions would be more valuable.
150	6/13/2014	Thank you very much for considering a reverse route from Houston and also for including the new ExxonMobil campus.
151	6/13/2014	Would like a shuttle between Hughes Landing and New Campus
152	6/13/2014	look for bus routes that take users from the back of the woodlands to the front. I am not interested in taking bus around my village but to other areas in the fastest time possible, i.e. my home to my work or shopping (market street, mall, hughes landing, etc.)
153	6/13/2014	I hope you are also surveying Woodlands apartment complexes from where most of the ridership will originate. Those people really need a comprehensive travel solution.
154	6/13/2014	Traffic cops at busy intersections when work let's out at 5 PM, and around holidays, would be good. Also, trolley from the work parking lots to the lunch food destinations would be convenient and help with parking congestion at those spots (market street, mall, waterway).
155	6/13/2014	Commuter buses to the Galleria area would potentially be of interest to me.¶ Also, evening shuttles in/around the woodlands are appealing for those who like to go to a nice dinner and not drive after having a drink (i.e., creekside to Waterway or Market Street).
156	6/13/2014	Please consider expanding the service as this will ease congestion on the crowded highways and provide more options for commuting across the greater Houston metropolitan area. Thank you!
157	6/13/2014	Possibly create an express route between The Woodlands & Cypress (Grand Parkway 99 & 290 area) including a stop at the ExxonMobil Campus
158	6/13/2014	Parking within the Woodlands is the most significant issue. If more convenient bus / trolley service were available within the Woodlands, not just around the Mall area, it would benefit everyone
159	6/13/2014	A large (mostly younger) population lives in the Rice Military/Heights area and commutes up to the Woodlands.
160	6/13/2014	Any kind of serious transit solution to the terrible traffic and the increase in that traffic due to the new EM campus would be welcome.
161	6/13/2014	Have you considered a stop at Woodlands Preparatory School
162	6/13/2014	Bus from Houston to new ExxonMobil campus will be fantastic
163	6/13/2014	Shuttle service to the new Exxon Mobil campus would be very helpful.
164	6/13/2014	Often observe Woodlands Express buses speed and cut quickly in and out of lanes.
165	6/13/2014	I and a number of people who will work at the new ExxonMobil campus live in the Kingwood area. Will any mass transit options be available for these people?
166	6/13/2014	Public transportation will only drive the value of homes down in The Woodlands. This is a BAD idea.
167	6/13/2014	Live in the Magnolia area so local / transit transportation would be of little use to me unlike others who live further away from the new campus. Will move office location to new campus in early 2015.
168	6/13/2014	Please consider expanding the Woodlands Express to go between Kingwood and the ExxonMobil campus.
169	6/13/2014	no
170	6/13/2014	Would love a bus from 290 to the woodlands

#	Response Date	Response Text
171	6/13/2014	Some areas in the woodlands have no paths or sidewalks. I wouldn't want to take the bus only because I would have to walk the equivalent of several blocks in the ditch/side of the road, potentially with a baby stroller. It wouldn't be easy or safe. (Sawdust road after the bed)
172	6/13/2014	How late would the buses run? On night of concerts at the pavilion, would the buses run to Hughes Landing after the concerts?
173	6/13/2014	I would really like a local bus service in Montgomery County where I could travel from the 242/Old Houston intersection to the new ExxonMobil campus and back. If not, it would be nice if there are bike racks on the bus going from St. Lukes to the ExxonMobil campus. If either is the case, I would use the bus system as my primary commute as soon as I'm relocated to the Spring ExxonMobil campus.
174	6/13/2014	I live in midtown/medical center and work for EM as a contractor. I would love a reverse Woodlands Express!
175	6/13/2014	My husband works downtown, and I would love to see Metro buses work The Woodlands. Seems Woodlands buses are offered less and there are fewer of them. With all the growth North, Metro would have plenty of business up here. That, or get the Woodlands buses to increase their numbers and offer more pickups downtown back to The Woodlands.
176	6/13/2014	NA
177	6/13/2014	Would definitely use bus service from the Heights to the ExxonMobil campus
178	6/13/2014	Great idea! I would love not to drive.
179	6/13/2014	Please consider P+R service to the airports to/from the Woodlands
180	6/13/2014	Would consider other spring/woodlands stops if it was possible to take my bike on the bus.
181	6/13/2014	Hoping there will be an express option added for the northeast Houston area.
182	6/13/2014	Don't know zipcode for new ExxonMobil campus.
183	6/13/2014	Do not waste money on trolleys no one wants to use. Use the money towards other improvements like a mall parking deck
184	6/13/2014	Please make the transit plan as broad reaching in The Woodlands as possible. I look forward to having the opportunity to take the bus/trolley from my house to Town Center.
185	6/13/2014	I WOULD REALLY REALLY REALLY USE AND APPRECIATE A HOUSTON TO WOODLANDS EXPRESS PARTICULARLY FROM DOWNTOWN AND ALSO THE MEDICAL CENTER.
186	6/12/2014	Please add a bus from the Sugar Land area to the ExxonMobil Campus in Spring/Woodlands.
187	6/12/2014	WiFi and power outlets in buses would be perfect for business commuters.[] [] However, just the mass transit options between Houston and the Woodlands would be an enormous step in the right direction for young professionals comparing Houston to other major metropolitan areas.
188	6/12/2014	Med center bus for those on 12-hr 7-7 shifts. Thanks!
189	6/12/2014	Thank you for the survey
190	6/12/2014	please consider extending bus stops out Rayford Road toward Riley Fuzzel - many of the residents east of I-45 would benefit from commute options to/from Woodlands destinations
191	6/12/2014	I would love if there was a bus route from Porter or Kingwood.
192	6/12/2014	Link between Huges Landing and New Exxon Mobil Campus would be useful and support a large amount of local travel.
193	6/12/2014	I presume the 204 Spring P&R would have multiple AM/PM trip options during the day vs. one-time AM/PM service.
194	6/12/2014	Pick up service in or near Creekside to new Exxon Campus. Expanded Trolley service to Hughes Landing. More frequency or estimated times at checkpoints. Once we waited 20 minutes even though it was 10 minute intervals.
195	6/12/2014	I would like the Woodlands Express (WL to Hou) to participate in the pre-tax commuter voucher program through PayFlexDirect.com

#	Response Date	Response Text
196	6/12/2014	I would prefer bus lines that connect to each other so I could, for instance, go all the way from the ExxonMobil campus to the Mall, or to the Lone Star College campus.
197	6/12/2014	ExxonMobil employee.
198	6/12/2014	Service should cover not only very early times but also after kids start school (7:30 - 8:00 am)
199	6/12/2014	Would like to see discussion of rail connection to the Woodlands
200	6/12/2014	Great accessibility in and around the Woodlands and to/from the new ExxonMobil Campus would be tremendous, advance our Woodlands Area and place us among the leaders in Texas for Public transportation.
201	6/12/2014	I think this is a fantastic effort, I'm glad someone out there is finally thinking about this. Still, I have a few suggestions that I hope will make this an even more comprehensive effort:[] [] - Traffic (as I'm sure you know) by nature has a snowball effect (i.e. queueing theory). By alleviating freeway congestion, you'll automatically reduce congestion in other parkways, avenues, and even driveways. Start with improvements to the Woodlands Express and other traffic in the Woodlands/Spring areas will be reduced as a result.[] [] - Consider the impact of residents in the Creekside and Augusta Pines area, where I live (Saddlebrook Ranch). Driving from that area to Central Woodlands or to I-45 for commuters is really a bear. Consider those areas as representing possible commuters who will use the Woodlands Express.[] [] - Consider adding walking trails and bike trails that serve a transportation purpose (i.e. Creekside to Town Center)[] [] - Start planning ahead now. What will our transportation needs be in 10 or 20 years? While you're putting together a transit plan now, start planning one for the next decade - leverage it!
202	6/12/2014	Thank you for considering the addition of bus service from Houston to the Woodlands/ExxonMobil Campus.
203	6/12/2014	Thank you for reviewing this issue. A quick win for me would be to expand the sterling ridge service. We badly need more busses on this route.
204	6/12/2014	Question 26 doesn't capture the zip code of my future work location, ExxonMobil's new campus in The Woodlands.
205	6/12/2014	Interested, need transport directly to EM campus
206	6/12/2014	Transport options should include Spring
207	6/12/2014	A Woodlands Express from Downtown directly to the new ExxonMobil Campus would be IDEAL
208	6/12/2014	I would only like to receive information on the transportation services from Houston to the Woodlands (and back). Thank you.
209	6/12/2014	I am currently a metro bus rider from Katy to downtown Houston. If the Woodlands Express expanded to provide a route from Katy to the new ExxonMobil campus, I would ride daily
210	6/12/2014	Having a pickup\drop off for the woodlands express from Conroe would be useful.
211	6/12/2014	I currently work downtown at 800 Bell and will eventually be working at Hughes Landing. Having a park n ride service going from Houston to The Woodlands would a huge help to my commute. If it was flexible enough with multiple offering I could take advantage of retail shops in the area during lunch and after work and still use public transportation to get to and from work.
212	6/12/2014	It would be great to have a bus/commuter route from the Heights/Garden Oaks area up near the ExxonMobil Springwoods campus area
213	6/12/2014	Please do some type of Woodlands Express from Downtown/Heights area to near the new ExxonMobil campus.
214	6/12/2014	I would like to use this to commute from my home to the new ExxonMobil Campus

#	Response Date	Response Text
215	6/12/2014	How about a bus from Sterling Ridge Park and Ride to ExxonMobil Campus? the current survey looks like I would have to make mutiple bus changes to get from Branch Crossing are to ExxonMObil.
216	6/12/2014	Frequency and convenience of the routes is importance for use.
217	6/12/2014	I currently live in Montrose area, but looking to move to Energy corridorre. I would like the option to take transportation to and from work when I move to the woodlands to work next year.
218	6/12/2014	Work location will change to GP6 (Greenspoint) August 2014, and to Hughes Landing, 1Q 2016
219	6/12/2014	Any consideration for folks that live in Kingwood?
220	6/12/2014	I live down towards the end of Rayford (on the east). I would like to see a tolley/bus route down there.
221	6/12/2014	I would like to see transportation from the Greenspoint area to the Woodlands Campus and/or from Galveston to the Woodlands Campus. I "live" in both places.
222	6/12/2014	Make it affordable and competitive with Metro Star
223	6/12/2014	Very confusing survey.
224	6/12/2014	It would be nice to have some arrangement for transportation from Kingwood to the Woodlands.
225	6/12/2014	Did not know the zip for the new XOM locations in the woodlands
226	6/12/2014	Please do this!
227	6/12/2014	Public transportation is vital fro the development of functional cities. I hope this happens.
228	6/12/2014	I would really appreciate this transportation option. My new commute would be 61 miles one way out to the new ExxonMobil Campus. Thank you!
229	6/12/2014	Many of the people I work with will be commuting from South of downtown (League City/Galveston). Would like to see considerations outside of downtown Houston to accommodate these folks.
230	6/12/2014	For organizations moving to Greenspoint it would be interesting with transit or Park'n rides between The Woodlands and Greenspoint
231	6/12/2014	It'd be good to have one from 290/Hwy 6 area to The Woodlands - Hughes Landing area
232	6/12/2014	The Trolley and Red People on Horses provide no value to homeowners and are nothing more than window dressing. Spend my tax dollars more wisely !
233	6/12/2014	I live in Sugar Land and will be working at the new ExxonMobil campus. I don't plan to move. I would use a Woodlands Express Bus every work day if it were offered at the West Belfort Park and Ride.
234	6/12/2014	No
235	6/12/2014	More routes to ease the amount of people using the service plus more times to choose from.
236	6/12/2014	I live in Katy and I would utilize a bus from Katy to The Woodlands, but it appeared that was not an option being considered. Energy Corridor seemed like the closet area to Katy that was listed.
237	6/12/2014	Consider Creekside bus service west of Kuykendahl, not just between Gosling and Kuykendahl.

#	Response Date	Response Text
238	6/12/2014	Recommend you consider addressing issues associated with access to the new XOM Campus, because traffic will become unbearable along the southbound feeder of I45, around Rayford/Sawdust at I45, and along Lake Woodlands & Woodlands Parkway in the very-near future. Recommend you seriously consider widening Gosling given it's the only major N/S connection between Kuykendahl and I-45 as well as tie an E/W extension north of the GP, west of Gosling (would recommend a 6 lane divided N/S road; 3 lanes each direction (2 with a turn lane at a minimum) divided by the traditional tree lined center esplanade section). Yes, this would either require widening the bridge over Cypress Creek, or building a second crossing parallel to the existing road as well as reworking flood drainage areas, but this could be a saving grace. As someone born and raised in Houston, I've seen this city and the entire 7 County metropolitan / suburbia area grow. I watched the Astrodome & complex, the 610 loop, the Galleria, Beltway 8, I-10, I45, 288, the Hardy, IAH, etc. etc. etc. all be built, and have my entire life joked about the general poor (and in some cases, complete lack of) planning that has left our corner of the SE Texas infrastructure in a commuting / transportation gridlock. I've also seen the first new homes in areas like North Hampton and in The Woodlands break ground. As an Engineer, I've been (by in large) impressed with the initial development of the Woodlands; however, my opinion is the County and/or the local Woodlands Municipalities now stewarding the area, have not been able to keep up with area growth, evidenced by the congestion along Gosling, 1478, I45, the Woodlands Parkway, Research and 242. There are those that believe it's too late and the Woodlands is doomed for a life of gridlock, but I believe there are ways to silence the naysayers. The problem is, bussing, trolley's, etc. are only a band-aides on hemorrhaging that is about to descend upon the area. By 2Q 2015 it's estimated ~13,000 new bright and smiling faces will be commuting to the new XOM Campus. With only 1 major entrance & exit at the facility (rightfully or wrongly) there will be in my opinion unprecedented gridlock rain down on the Woodlands and its residents and businesses. Building new roads, widening those in existence, creating alternative entrance / egress to existing establishments can and will help alleviate what is about to become quite painful; absent some prompt action. While I know you've received, and you'll continue to receive communications like this, where everyone does a great job describing the problem, I believe there are solutions. As such, should any of the planning commissions / jurisdictions / authorities like, I'll offer my services to sit on a planning panel / board to flush out a variety of options that stretch beyond implementing new bus / trolley routes. Glen Henning (713) 299-3902.
239	6/12/2014	Transportation from Houston (specifically from the Heights) to the new ExxonMobil campus in Spring would be great as long as it is reasonably priced.
240	6/12/2014	Why does the trolley not visit each Park & Ride location? Why does the Woodlands Express end so early in the evening? One late bus that stops at all P&R would be helpful. Why can't I take a bus from Woodlands to the airport?
241	6/12/2014	please complete the holzwarth road connection to the ExxonMobil Campus and include bike access!!!
242	6/12/2014	Would love to be able to ride to/from home to the ExxonMobil campus and from the campus to the mall/market street during lunch hours.
243	6/12/2014	I am currently working on zip code 77046 (Greenway Plaza) but I will start working at the new ExxonMobil campus (zip 77389?) around Nov 2014.
244	6/12/2014	If you have a transit service from Northwest Houston to ExxonMobil campus in Spring I would use the service
245	6/12/2014	PLEASE DO THIS!
246	6/12/2014	Currently I use the Woodlands Express, but will not once ExxonMobil relocates from downtown to the North. My main desire is getting better transportation service within the Woodlands
247	6/12/2014	Would love commute support to ExxonMobil campus from in Houston (Heights), and mid-day access into Town Center from ExxonMobil campus. Thanks for considering this!
248	6/12/2014	answer to #12 zip code of work is future zip code after move to EM Campus

#	Response Date	Response Text
249	6/12/2014	I will drive from the Heights to the new campus once we move our offices there. My current commute is 30 miles and the new commute will be 30 miles. If the traffic from downtown to the new campus is horrible I would then consider taking a bus...but only to shorten the commute.
250	6/12/2014	With ExxonMobil relocating to the Woodlands, a reverse commute Woodlands Express from W Houston/Katy would be fantastic!. I know many people that live in the area since the current ExxonMobil Chem HQ is located off of Eldridge and I10.
251	6/12/2014	I support additional stops on The Woodlands Express (both ways) for the new ExxonMobil campus in Spingwoods.
252	6/12/2014	I'm interested to know what would it be a stop close to Arcane Ct, Spring, TX 77389 and Energy Dr, Spring, TX 77389 (ExxonMobil Campus). Thanks for the opportunity to get my input and my to answer my questions!.
253	6/12/2014	Many of my colleagues who live in the Medical Center area and have no plans on moving north are looking for transportation options to the new ExxonMobil campus in Spring.
254	6/12/2014	Thanks for your considerations.
255	6/12/2014	I'm assuming the route serving people from Houston to Woodland is route trip or just a one way route as it shows in the diagram / picture.
256	6/12/2014	my commuting to work will vary; sometimes from 77095 to 77381 and sometimes from 77351
257	6/12/2014	This initiative has the potential to sustain a better quality of life for the area residents and future residents....thanks for the survey
258	6/12/2014	What about flexible work schedules where folks can work more remote and not need to make the long drive from Sugar Land, Katy, or Pearland areas.
259	6/12/2014	Need some consideration for Fort Bend travel to the Woodlands
260	6/12/2014	Love the Woodlands Express service. Would love to see an ExxonMobil campus shuttle from the park n' rides.
261	6/12/2014	Most interested in a bus pick up/ drop off location in Sugarland or Katy.
262	6/12/2014	stops further south would be helpful for folks who are currently commuting from Clear Lake to ExxonMobil locations....and now are relocating to ExxonMobil-Woodlands
263	6/12/2014	I would REALLY like to see a pick up location that coincides with a Trek Express stop. I currently commute to Greenway 3 via Trek Express and I know that Woodlands Express has drop offs at that location.
264	6/12/2014	Nothing offered is at all convenient - my commute would be significantly lengthened by any of these options.
265	6/12/2014	Would like to see a option to travel to/from Oak Ridge North Robinson Rd and The new ExxonMobil campus
266	6/12/2014	I'm interested in knowing an estimated monthly cost for the Woodlands Service. No "city" buses, please.
267	6/12/2014	Would be interested in a bus service to/from ExxonMobil Campus to new Creekside Town Center which is near our home and both my husband and I would likely use for commuting. Also interested in a bus service from the Creekside Town Center to The Woodlands Town Center on the weekends. Bike racks on the buses and at the bus stops would be helpful. My elderly parents would use a bus service from Sterling Ridge to The Woodlands Town Center or the Creekside Town Center.
268	6/12/2014	Thanks very much for this survey. This will potentially make or break my decisions I have to make for going to the new campus and how to travel there. This is very important to me from an ergonomic perspective as being in traffic for over an hour is typical on my commute and puts strain on my body.
269	6/12/2014	Interested in Houston to ExxonMobil campus commute. Would potentially ride every work day if time was convenient and pricing reasonable.
270	6/12/2014	I hope to see a starting point or a pickup from the Sugar Land area (UH campus for example)

#	Response Date	Response Text
271	6/12/2014	Residents no longer want functions where the roadways are blocked. Golf tournaments are not problematic, but Ironman has become a headache for many of us. I wish The Woodlands would think of the residents, instead of the publicity and revenue.
272	6/12/2014	looking forward to a shuttle service to the xom campus
273	6/12/2014	I would use a bus service if there was a PnR closer to my home (Heights, Garden Oaks, 610 and 45)
274	6/12/2014	Please consider a new bus route from Hwy 290 @ Eldridge area to go to the Woodlands area. ExxonMobil new Campus. We have a lot of ExxonMobil employees who live 290 @ Eldridge area
275	6/12/2014	Hwy 6 to ExxonMobil - Woodlands - VERY interested - may be alternative to MetroStar van pool - depending on schedule
276	6/12/2014	Bus service from 290 Park and Ride @ Skinner to Hughes Landing
277	6/12/2014	It is a deal breaker if ExxonMobil's new campus is not included as a stop for all the various options.
278	6/12/2014	I'm currently living and working in West Houston with a future move to EM campus early next year.
279	6/12/2014	Generally my daily journey would be starting at home (Sugar Land,77479) dropping family member downtown Houston and then catching the Houston to Woodlands express to Hughes Landing.
280	6/12/2014	Move out of the woodlands
281	6/12/2014	Would use express service if it were more convenient to where I live - the Heights
282	6/12/2014	There is a large area of growth near the Rayford Corridor in Spring, Texas. I know it's not formally part of the Woodlands, but several people that live there either work or go to the Woodlands for entertainment. It would be great if both areas could agree on a common bus service from Legends Ranch/Benders Landing/Spring Trails/Harmony area to Woodlands town center and / or the new ExxonMobil campus. In addition for using this service for work, I'm sure families would love to take the bus service on the weekends to the mall area.
283	6/12/2014	Thank you.
284	6/12/2014	I have lived in the Houston area for one year, and have used the Park n Ride from Seton Lake to downtown Bell Street most days. I love public transportation!
285	6/12/2014	Thank you.
286	6/12/2014	If there was a bus to and from Rice Military to the Exxon Campus, I would take it 5 days a week all year long.
287	6/12/2014	Once the satellite location opens, I will be only a few minutes from the office.
288	6/12/2014	The Sterling Ridge to Downtown Houston service would be great if it ran every 10 minutes. Many of us who used to ride Sterling Ridge no longer ride it because there are just too few buses. They were too crowded & infrequent, so many people stopped riding it.
289	6/12/2014	I'm a resident of the Woodlands. I would use a bus system within The Woodlands.
290	6/12/2014	We would like to see bus service between Kingwood and the Woodlands. It's time to the two huge master plan communities unite as one.
291	6/12/2014	Thanks for thinking of us!!
292	6/12/2014	Need a commuting option starting at the Houston Heights neighborhood going to the two ExxonMobil campus locations.
293	6/12/2014	question 26: this is my current work zip code (EMB), this will change to the Woodlands ExxonMobil campus zip code in Feb 2015.
294	6/12/2014	I would like to have a Woodlands Bus go to 3120 Buffalo Speedway. Houston, TEXAS
295	6/12/2014	This survey was not very user friendly (for me) as I'm not familiar with the Spring/Woodlands. I'm just hoping for a better, less stressful way of commuting to the new campus from Houston South area.
296	6/12/2014	Housing in the woodlands is too overpriced. If I did live there, I would be interested in taking a bus to Hughes Landing. But we are waiting for the bubble to deflate before we move up there.
297	6/12/2014	The Transit Plan has to include the ExxonMobil Campus.

#	Response Date	Response Text
298	6/12/2014	Are there any possible future plans for transit between Kingwood and The Woodlands?
299	6/12/2014	Primarily interested in new route from New ExxonMobil campus to Hwy 10& 99 location
300	6/12/2014	I really hope there will be a shuttle that goes into Woodlands in the morning from Houston (Galleria area), and returns to Houston in evening. I will be at ExxonMobil in the Woodlands in late 2015.
301	6/12/2014	reverse commute bus is a great idea
302	6/12/2014	Not currently working in Woodlands, but will be in late 2015.
303	6/12/2014	I live in Tomball. If there was bus service between Tomball and the new ExxonMobil campus, I would be interested in that. Would also be interested in service between the EM campus and Woodlands food, shopping.
304	6/12/2014	no.
305	6/12/2014	there should be express service from the Missouri city/sugarland area to the campus
306	6/12/2014	No thanks.
307	6/12/2014	I am not able to move due to family considerations and I am not planning to leave ExxonMobil so I am very interested in leaving the driving to a bus (preferably with WiFi so I can work on the way if needed).
308	6/12/2014	I would definitely take the bus between the woodlands and the ExxonMobil campus and my family would certainly use it town center from Research Forest and Alden Bridge.
309	6/12/2014	There are many people that live in the greater Houston area that would benefit from bus service to their working locations in the Woodland.
310	6/12/2014	Zipcodes may not provide accurate number of potential bus-takers. Rather more people from the South/South East area League City, Webster, Clear Lake, Seabrook, even Texas city will be willing and may constitute more numbers. They may be willing to take the bus, if the options are available, but many may choose not to and look for other places to work with proper commute/transportation
311	6/12/2014	Thanks for Sending the survey concerning the routes.
312	6/12/2014	Service does not extend far enough North to be useful to me.
313	6/12/2014	Survey well done.
314	6/12/2014	If there would be a bus service from The Woodlands Villages to the town center, please provide the service along main streets, like Terramont Dr., otherwise it makes it useless - we don't live along The woodlands pkway, we would have to drive to bus stop, park there, wait for the bus, etc., which makes very little sense, if any. When guests come, they would really love to use the bus service, but they would have to walk for 5 miles before they reach the bus stop - impossible. Bus is not a train, it can go on smaller streets too. If the bus would go around, and cover most of the main streets, like Terramont, it will be more useful, than many times a day service, but only high ways, because it would make it possible for people to use it, without walking for 5-6 miles to the bus stop. Thank you.
315	6/12/2014	I would be very very happy if there would be a bike trail from the woodlands to the new ExxonCampus. Right now the only way would be on Gosling road south and then east towards the Exxon Mobil Campus. Should be a great opportunity to investigate the area north of the ExxonMobil campus for hiking and biking trails including a bridge trough the creek. Would be like in Europe ;-)
316	6/12/2014	I would love to see bicycle paths connecting the ExxonMobil campus to the Woodlands pathway system. I know of several other ExxonMobil employees hoping for such an option, preferably sooner rather than later. A viable, safe cycling route will remove many cars from the road.
317	6/12/2014	Thank you for considering this option. Gas, time, stress - it takes a toll over time. We are grateful for your thoughtful consideration to make our work life balance better in whatever incremental way possible.
318	6/12/2014	I did not see transit options from Spring to the Woodlands, I would use that 1-2 times a week, if available more for daily commuting
319	6/12/2014	appreciate your thinking thru this and providing those who want to stay living in the city with some good options
320	6/12/2014	I would love something to come to the heights area!
321	6/12/2014	great idea for reverse bus service

#	Response Date	Response Text
322	6/12/2014	my wife travels from our home to the medical center. most of my answers were for her.
323	6/12/2014	Would like service from P&R to the new ExxonMobil campus. It wasn't clear how to ask for this in the survey.
324	6/12/2014	Unless you live in the Woodlands or near Downtown this added service is of little value.
325	6/12/2014	Please include options for employees who don't live in the Woodlands or downtown. There are lots of employees who live in the areas around Houston like Clear Lake, Mont Belvieu and Summerwood.
326	6/12/2014	Are there plans for a park and ride location in Conroe and/or Montgomery?
327	6/12/2014	Additional information regarding vanpools in the greater Houston area would be greatly appreciated.
328	6/12/2014	A SAFE path to walk and bike from I-45 north of Rayford Road, from the east, needs to be established, before it becomes a memorial walkway/bike path.
329	6/12/2014	I very much look forward to an effective public transportation network in The Woodlands. I would like to see it coupled with expansion of the trail / sidewalk system though, as the existing one does not provide the ideal coverage. Local businesses in the various villages would also benefit from more pedestrian traffic to the commercial areas.
330	6/12/2014	THANK YOU
331	6/12/2014	Everything in the survey is Town Center or North-South/South-North commute focused. Someone really needs to spend some time looking at East-West/West-East commute obstacles/future options. Commute from Kingwood to the Woodlands or Fairfield to the Woodlands is a real challenge and only looks to get worse.
332	6/12/2014	need transportation options from ExxonMobil Campus to Hughes Landing.
333	6/12/2014	Thank you for investigating this.
334	6/12/2014	Would be curious if there ever come a time when they want to have a bus from the Atascocita area.
335	6/12/2014	Will be moving to new ExxonMobil campus in February 2015, so would be interested in options for service from home to campus
336	6/12/2014	ExxonMobil campus connectivity. Would be nice to be able to take bus to Baseball, basketball, soccer games in Houston.
337	6/12/2014	Would take the bus every day from Galleria Post Oak area to Hughes Landing, to and from
338	6/12/2014	We would really like to see a bus service travelling from the Woodlands to the Zoo / Museum district on the weekends.
339	6/12/2014	Consider service to Clear Lake / Seabrook area to Woodlands.
340	6/12/2014	when are ya'll going to tell us how much this is all going to cost/??
341	6/12/2014	I think bus service to the ExxonMobil Campus will be well received
342	6/12/2014	Service to the new ExxonMobil campus and surrounding developments would likely alleviate significant intra-Woodlands traffic. Please seriously consider.
343	6/12/2014	very interested in bus service from The Woodlands to ExxonMobil's Springwoods Campus
344	6/12/2014	I think upgrading Woodlands transportation is a great idea, but I live in the Klein area of Spring and would not use it.
345	6/12/2014	Need to come up with a plan for Woodlands Town Center to the new ExxonMobil campus.
346	6/12/2014	please consider and expound upon transportation options for employees who reside in ClearLake, and Pearland. Thanks
347	6/12/2014	North Shepherd Park & Ride would make my commute much better!
348	6/12/2014	I live in the Woodlands and currently work in the Brookhollow area, but will work at Hughes landing in the 2016 timeframe
349	6/12/2014	Would ride bike from Marquis @ Woodlands apt to ExxonMobil if bridge crossed Spring Creek as the I-45 feeder road is too dangerous.
350	6/12/2014	would use and appreciate a bus from Houston to the new ExxonMobil campus!
351	6/12/2014	If bus option from cypress not possible what about a van or car pool
352	6/12/2014	this is a great initiative. I hope we can expand public transit in The Woodlands.
353	6/12/2014	I thought this survey might include XOM Campus options?

#	Response Date	Response Text
354	6/12/2014	Very interested in a service commuting to the Woodlands from central Houston locations. I would be on the bus every day!
355	6/12/2014	I'd like to hear more about the connections between I59 and I45!
356	6/12/2014	you're not addressing the new campus at all in this survey
357	6/12/2014	I will be moving to The Woodlands in the next 1 - 1.5 years because of ExxonMobil, I would start to use the Trolley system then.
358	6/12/2014	I live in Sugar Land, First Colony area. I want to take public transportation, but the options to the ExxonMobil Campus appear limited or non-existent.
359	6/12/2014	Trolley and trains are preferable to bus systems
360	6/12/2014	Moving to the campus will really stop us from getting young diverse talent, Woodlands isn't a place for young people.
361	6/12/2014	Am mostly interested in bus service between NW Woodlands and ExxonMobil campus (day commute) and / or mid-day service from campus to Town Center.
362	6/12/2014	I currently use Metro van pool startign in Sugarland ending at Anadarko buildings. We have a wait list of folks that want to make the same work commute each day
363	6/12/2014	Need access to new ExxonMobil campus from Hwy 249....nothing planned there.
364	6/12/2014	I would need non-stop service from my home (in midtown) to the ExxonMobil Spring campus to consider using the service. Otherwise it will be significantly faster for me to drive myself or carpool.
365	6/12/2014	I live in Clear Lake and will be working in Spring. I would be interested in commuter bus service between those points.
366	6/12/2014	Would need Energy Corridor to EM Campus in Springs direct connection
367	6/12/2014	I dont ever rely on public transportation as i like to have my own car with me when i go to work.
368	6/12/2014	Need to know if this happens before October 2014 or I am leasing high mileage car, and will not be interested.
369	6/12/2014	Regarding locations in Houston, ANYWHERE there will be safe parking available, I would go there to catch the bus. If car park not available, the decision to take the bus will be difficult.
370	6/12/2014	We desperately need additional times at the Sterling Ridge Park and Ride and ALSO earlier return home times. Currently RF provides the only 3:00 return home time. Before considering any of these options, let's fix the bus system we all use.
371	6/12/2014	I am very keen on reverse commuting to the Woodlands on the Woodlands express. I am most interested in routes from Downtown (near transit center seems to make the most sense), or from the Museum District/Med Center area. Nice to haves would be wifi, and bike storage.
372	6/12/2014	How about taking a look at the 1488 East Bound/Kuykendahl intersection in the morning. Traffic backs up close to a mile at times and affects thousands of commuters. Light use to be set at 90 seconds and know is at 60 which doesnt let enough time for traffic to clear. Obviously it's lighter in the summer but when school is in session the wait time is ridiculous.
373	6/12/2014	Currently commuting from Montrose/River Oaks to ExxonMobil campus; highly interested in a commuter bus option between these two locations. Thanks.
374	6/12/2014	There are a ton of Houston residents that would benefit from and use a shuttle running from town into the EM campus.
375	6/12/2014	I am interested in a Downtown route directly to the new ExxonMobil Campus
376	6/12/2014	Local transit around the woodlands and to from airport would be beneficial.
377	6/12/2014	Transportation service to cultural venues in Houston that run day(for museum visits) and evenings/nights (for plays etc.) would be welcomed
378	6/12/2014	A metro rail route to woodlands would be nice. Another one to the airport would be useful. Thanks.
379	6/12/2014	Buses to ball field, zoo, downtown theater would be great
380	6/12/2014	Really hoping for the Reverse Service!
381	6/11/2014	Would use the service primarily to commute from Galleria Area to ExxonMobil Campus.

#	Response Date	Response Text
382	6/11/2014	There are many people who live in the montrose/midtown area that could benefit from taking the woodlands express to the new ExxonMobil campus
383	6/11/2014	Please consider a four lanes bridge on the kykendhal bridge between creekside village and the indian village. During school period is a disaster. 20 min for a 1 mile.....
384	6/11/2014	Please start this now!!! I hate racking up so many miles on my pretty little car.
385	6/11/2014	I know a lot of people like me than are living in Houston Downtown area, The Heights and Mid Town who ride the 102 metro bus every single day front Downtown to Greens Point ExxonMobil Area and viceversa, the same people that for sure will be ride a bus front Houston to the ExxonMobil new campus in The Woodlands. People that culturally are more in touch with use a public transportation instead drive.[] ! Will be so nice if you considerer having a Downtown - new ExxonMobil location bus route as a reality! Thanks!
386	6/11/2014	Woodlands bus routes to/from daily Astros Games, Rockets, and Texans Games would be highly desirable.
387	6/11/2014	Transit service from the villages to town center and hospitals in The Woodlands is sorely needed.
388	6/11/2014	Many of my co-workers that live within 610 loop would like to use the bus service to the new ExxonMobil Campus. Thanks.
389	6/11/2014	Kykendahl at Timmeron is extremely dangerous at the bridge
390	6/11/2014	Great idea to have buses going to The Woodlands
391	6/11/2014	Great initiative! The traffic problems on I-45 would be greatly alleviated if there were more public transportation options in the city. I strongly support any kind of initiative that thinks about the expansion of the city along with greater mobility for its citizens.
392	6/11/2014	Info on potential costs would be appreciated
393	6/11/2014	Work location zip code (Hughes Landing) is (near) future work location.
394	6/11/2014	Mobility should be provided to all areas housing seniors/disabled first as they are the ones who will use the service frequently. As The Woodlands continues to age, this service will become a lifeline for seniors especially to shopping centers, doctors/hospitals and Town Center entertainment.
395	6/11/2014	A bus service to and from new ExxonMobil campus would be great - particularly when over 10,000 people are planning to work there, with only ~10% living in the woodlands area.
396	6/11/2014	Would like to see a new service from Hwy59@hwy 6 to ExxonMobil New Campus or from I-10 (Energy Corridor) to ExxonMobil New Campus.
397	6/11/2014	You should put tolls on Woodlands Pkwy, Research and Lake Woodlands as you enter from 2978 and I-45 to reduce traffic through neighborhoods. Als, you need to stop further COMMERCIAL development and NOT expand town center or the mall any further. Especially repugnant is any additional commercial activity in the residential areas. You will destroy what makes The Woodlands successful and turn it into another 1960/Champions like disaster. Leve it alone!
398	6/11/2014	there is no public transit available from my area. to access any of these services I would have to commute by car into the mall area/service stop area. of no value at this time to me.
399	6/11/2014	We live in Windsor Hills and most elderly people here, and Windsor Lakes, would probably like bus service, mainly to other Village centers.
400	6/11/2014	There are many people work or will work in ExxonMobil new campus, who live various areas in Great Houston can or are able to take Metros bus to downtown and connect Woodlands Express to ne campus, should appreciate very much for your great effort to make this happens. Thanks.

#	Response Date	Response Text
401	6/11/2014	Local bus service needs to be convenient and inexpensive. So, where would most people want to go? From home to "the store" (i.e. the mall and grocery stores). The more stops you have serving these areas the better. More stops around the mall would help to cut down on the distance needed to walk to the nearest stop. Also, a stop at virtually every major grocery store would help. Look at the bus routes in major cities (especially in Europe where they do this quite well). If you want buses to work in Texas you better have a lot of stops. People will sit on an air conditioned bus while it makes several stops. They will not want to walk a long way in the heat & humidity to get to a bus. If the walk is significantly longer than the walk to their car would be they won't use the service.
402	6/11/2014	Bus with bike rack
403	6/11/2014	In the last 14 years the traffic has become horrible and it is very difficult to find parking or even to drive safely. Seniors definitely need more help in this area.
404	6/11/2014	Please stop the madness of all the growth that is causing us these traffic problems in the first place. Do we really need all of this or can we do better for today and for the future.
405	6/11/2014	I would LOVE to see a commute from the West University / Rice University / Greenway Plaza area to the ExxonMobil Campus!
406	6/11/2014	Please use buses that accommodate bicycles, if possible.
407	6/11/2014	Woodlands express service from Katy(Kingsland P&R) to Woodlands would be greatly appreciated.
408	6/11/2014	Please make a reverse commute bus from the Woodlands to Houston. Thanks!
409	6/11/2014	Woodlands Express service from Houston TO The Woodlands for anything other than returning Woodlands commuters is a TERRIBLE idea! People live in The Woodlands to be away from the Houston. Don't bring Houston here! Just look at 1960, Katy, and Sugar Land. Urban encroachment.
410	6/11/2014	We still need Kuykendahl and Gosling Roads expanded to four lanes from Creekside Forest going North. Thanks.
411	6/11/2014	Starting at Greenway Plaza, roundtrip to new ExxonMobil Campus would be the only reason I would use the new service. I don't want to move houses and would prefer not driving to work everyday unless necessary.
412	6/11/2014	Please make the reverse Woodlands Express happen for ExxonMobil employees!
413	6/11/2014	I would immediately start using reverse commute from Houston to Woodlands.
414	6/11/2014	Build a light rail train from north Houston to Downtown Houston using the HOV Lanes. Have park and ride parking lots every few mile. You can't build enough roads to accommodate future traffic.
415	6/11/2014	Thanks for taking the initiative.
416	6/11/2014	To create a new stop at the ExxonMobil campus makes a lot of sense. It will be beneficial for many people that will commute from Houston to the new campus every day. The Woodlands Express could reduce costs by having backward trips. It will increase the number of bus riders.
417	6/11/2014	The work zip code is the current work location. New work location will be at new ExxonMobil campus starting in October.
418	6/11/2014	Thank you for this wonderful survey
419	6/11/2014	I'm currently a vanpool driver that will be losing my riders and will transition to bus service to GW3. My move to the new EM campus will be delayed but would like to see residential service to the EM campus with minimal (1 or less) transfers.
420	6/11/2014	Thank you for considering the "reverse" option. Greatly appreciated.
421	6/11/2014	Definitely interested in a route from within the city to ExxonMobil campus / Hugeslanding.
422	6/11/2014	THANK YOU for doing this!
423	6/11/2014	There is not much flexibility with the design of the survey with only Yes or No answers.
424	6/11/2014	I like to see more bike-connectivity

#	Response Date	Response Text
425	6/11/2014	Yes, you did not mention the need for improving the flow of traffic into and out of The Woodlands via Goosling and Kuykendalh and the need to expand the bridges on those roads over Spring Creek. The traffic on both is terrible and will only get worse. You focus on bicycle traffic and pedestrian traffic but how many people are going to ride their bikes or walk to work or park and rides in the hot summer months? Are you then going to provide showers somewhere for these people before they get on the bus or start their work day? As far as The Woodlands Express is concerned, their needs to be an alternative to getting people into Houston without them getting on I-45. How about a train- light rail, high speed whatever. I know the excuse is there are too many existing tracks to cross but Dallas does it, Denver does it- why can't we do it. Your webinar suggestions are all 'fluff'- looks good but won't solve any of the problems! What a waste of The Woodlands' tax payers' money!
426	6/10/2014	Starting points for getting on the trolley line, would need to have parking available. That would be one of my primary concerns for using the trolley around Market St. or the Mall or Waterway. I would have to be able to park my car first. For instance, the HEB parking lot is already really full. The library parking area is for patrons only. I like that location, but where can I park, to go from there? Or where else can I easily park to access the trolley? I like to bring out of town guests with me on the trolley as well.
427	6/10/2014	It would be particularly nice if each of the villages (mine is Creekside) could be connected by bus to the waterway area and shopping plazas so that it becomes viable to consider public transit to go to lunch/dinner/shopping. Parking is difficult downtown, and riding the bus with children could encourage my family to spend more time in the city center/mall/waterway area of The Woodlands. My husband and I would appreciate being able to go to concerts using public transit in the evenings and dropped near our home (at a bus stop), as it would make the evening far less hectic/stressful. The more you can do to connect Creekside Park with the woodlands downtown area and even downtown Houston, the better. My husband commutes daily to Chevron's offices in downtown Houston, and one issue he's run into is the mid-day shut-down of bus service. We've had emergencies where he needs to get home mid-day, and he's had to rent a car to come home! Quite frustrating.
428	6/10/2014	(1) I take the Research P&R to downtown. It would greatly reduce commute time if the HOV were extended from FM 1960 to Hwy 242. (2) Add late morning in-bound service (ex. 9am, 10am). (3) Add late evening out-bound service (ex. 7:30pm, 8pm).
429	6/10/2014	Thank you for doing the survey
430	6/10/2014	These questions are not helpful. You are only talking about specific destinations not about WHY people would want to transit to Houston. Or WHEN. You are not talking about medical needs and cultural needs but only apparently about business needs. Very disappointed in the questions.
431	6/10/2014	Please improve Kuykendahl from the fire station in Creekside to the bridge. Very dangerous area.
432	6/10/2014	Add the ExxonMobil Satellite Campus too. I do not know the address, but it will be close to the main campus
433	6/10/2014	Need to look at transportation to Intercontinental Airport to and from The Woodlands.
434	6/10/2014	Currently need to commute up to Woodlands from GW area, later spouse will need the reverse commute. Would really like the local bus service within the Woodlands.
435	6/10/2014	Would be very happy if there was a transportation option that departed from Midtown and went to the new ExxonMobil campus. There are several other young people that work here that would also utilize the service. thanks!
436	6/10/2014	I don't know yet what the XOM campus ZIP code will be
437	6/10/2014	Downtown to ExxonMobil Campus in Spring would be perfect
438	6/10/2014	Very interested in having the reverse service from Downtown to the ExxonMobil campus.

#	Response Date	Response Text
439	6/10/2014	please, no bike lanes without asking residents via validated survey.
440	6/10/2014	Please do create a reverse route! It will be extremely helpful
441	6/10/2014	WHAT WILL BE THE COST!???
442	6/10/2014	I didn't see an option for a bus route to/near ExxonMobil campus from north/central woodlands. I have a significant interest in that.
443	6/10/2014	Commuting from Houston to the ExxonMobil campus would be very convenient
444	6/10/2014	please consider have a reverse Woodlands Express Bus!
445	6/10/2014	Additional service from Houston to the ExxonMobil Campus would be a welcome addition
446	6/10/2014	A great initiative. Thank you .
447	6/10/2014	ExxonMobil employees are desperate for any sort of mass transit option to Spring. Current clusters of employees are in The Heights / Montrose, Sugar Land, and Katy. My current plan is to drive every day to the new campus, clogging up the roads for residents of The Woodlands. I would eagerly make use of any alternative to this.
448	6/10/2014	Huge (huge!) interest in reverse commute from Houston. I am an ExxonMobil employee.
449	6/10/2014	Thank you for taking the time to explore these possibilities! For some of us, it will make all the difference in the world!
450	6/10/2014	Please look into a bus service from the Greater Heights area (Inside the I-610 Loop) to the new ExxonMobil campus. I believe you will find many people willing to use such a service.
451	6/10/2014	ExxonMobil Employee
452	6/10/2014	I would be very interested in a commute to the ExxonMobil campus at springwoods. I also know that many other people would be interested in the same from my company
453	6/10/2014	PLEASE do reverse commute from Greenway Plaza to ExxonMobil Campus!!!! I will beg if needed!!
454	6/10/2014	It would be very useful to get routes to the new ExxonMobil campus from a few locations within the 610 loop
455	6/10/2014	I think you would get a lot of traffic from the ExxonMobil community starting next year when the new campus up in the woodlands is completed. A large population of the company will still live in the city, and are looking for a park and ride service to the ExxonMobil Woodlands campus and back.
456	6/10/2014	HELP US!!!
457	6/10/2014	Please consider stopping in the Houston Heights area. There are a lot of folks who want to travel from the Heights to the ExxonMobil Campus which will be best served by your return trip bus.
458	6/10/2014	I work for ExxonMobil and live in the Heights. If The Woodlands Express could have a pickup location in the Heights that drops off at the ExxonMobil campus I guarantee lots of ExxonMobil employees would use it every weekday. We are desperate for an option like this. The Shepherd & I-45 location is a good start, but it would be a slam-dunk if it could actually be in the Heights.
459	6/10/2014	An express bus between Sugar Land and the ExxonMobil campus in The Woodlands would benefit many of us.
460	6/10/2014	Have a park and ride pick up location in the Houston Heights!
461	6/10/2014	The stop light system needs to be re-evaluated.
462	6/10/2014	Current work zip code is 77060; will change to 77380 in 2016.
463	6/10/2014	The survey was difficult since I know very little about Woodlands destinations and streets. Because of this I'm afraid many people will have difficulty, as I did, completing the survey. Houston to Woodlands transportation would be great and I think it's really going to be necessary starting next year, if not sooner. There are thousands of ExxonMobil employees who would take advantage of the Woodlands express but will need a way to get to the ExxonMobil campus once they get to the Woodlands. Please help us. We're all praying for some alternative transportation.
464	6/10/2014	SUGAR LAND TO EXXONMOBIL PLEASE
465	6/10/2014	Excellent survey and thank you for helping your Houston commuters.

#	Response Date	Response Text
466	6/10/2014	I know there are many people who have been wondering why Woodlands Express has not previously shown interest in filling empty buses in a reverse commute to/from downtown to the new ExxonMobil Campus if for no other reason than an income generator for buses that are currently empty as they return for another round of passengers at the other end. It would be a huge benefit also for all those current ExxonMobil employees living in various parts of the city not convenient to the campus and are longing for a mass transit alternative. Thank you for now considering such an option. Where do I sign up?
467	6/10/2014	Consider bus service from all suburbs
468	6/10/2014	I don't think public transportation will improve The Woodlands. I think it will only hurt it and drive down home values. I also think taxes will be raised to fund this and I'm against raising taxes as well.
469	6/10/2014	I would definitely be very interested in a daily bus service to the new campus. I would use the new bus service every day.
470	6/10/2014	I would be very interested in reverse commute from Greenway Plaza to ExxonMobil new campus. I think there are many people living in West Unvi and Bellaire that would be interested in this. Please pursue. Thank you.
471	6/10/2014	I hope you will strongly consider the reverse commute bus service to the ExxonMobil campus. It will alleviate traffic issues and provide a great service.
472	6/10/2014	I appreciate having the opportunity to take your survey. Transportation to the Woodlands is rapidly increasing and this shows great foresight from your Association to think ahead. Our campus at ExxonMobil will employ over 8,000 people at our sight. The Woodland Express service from the Energy Corridor to the Woodlands (ExxonMobil Campus) work area is very much needed. Also, the Trolley bus service is highly wanted for going out to eat at your Mall and Town Center. You can make it happen, because it's in your power to do it! Thanks, again.
473	6/10/2014	I appeal that you make the Reverse bus service happen
474	6/10/2014	I'm thrilled mass transit is becoming an option to get around the area.
475	6/10/2014	It is VERY Important to offer commuters from Sugar Land and other areas speedy and affordable transport routes to/from home/work during PEAK time hours
476	6/10/2014	Transportation services are essential to enhance the quality if living here in The Woodlands - traffic congestion is awful and there are no alternative options. Moreover, folks that do not drive would benefit. <p>☐</p> Thank you.
477	6/10/2014	There are many ExxonMobil employees seeking this option, so I will share the survey with fellow employees.
478	6/10/2014	Although we don't physically live in the Woodlands, we shop, go to church and are involved with a whole lot that happens in the Woodlands area, so it would help tremendously to have the transportation improvements.
479	6/10/2014	ExxonMobil employee living in Houston that will be commuting to Hughes Landing starting in 2016,.
480	6/9/2014	My daughter has been on the waiting list at the The Friendship Center for Specials Needs busing and my calls have not been returned regarding when she might be able to begin transportation. I have heard there is only one bus with a lift and she uses a wheelchair and walker. Since my daughter has graduated high school (6yrs ago), I've had to limit my 8 hr per day job to 3 hours. She is unable to be left alone and I'm the only person she has to take her to her day program since she uses a walker and wheelchair. The special needs population is extremely active in our community and it's unfair to exclude their needs or to discriminate against individuals who use a wheelchair. It's expected of a parents of special needs adults to give up full time careers in order to ensure their children have access to social activities in The Woodlands. If parents of non disabled children where required to do this in would be considered preposterous.

#	Response Date	Response Text
481	6/9/2014	When expanding trolley service, please consider making pick ups and stops from the village centers into the main area around Market Street/Mall. By doing so you would get a lot of families that would normally avoid driving in and the hassle of parking. With the construction of all major roads going toward 45 to the back of the Woodlands except Lake Woodlands drive, I think doing something that would put less cars going from the back of the Woodlands to the front where the entertainment areas are, would benefit everyone.
482	6/9/2014	Please provide transportation for our disabled young adults.
483	6/9/2014	An expanded Woodland Express would be greatly appreciated
484	6/9/2014	Expand the trolley schedule until at least 11:00 pm and later on the weekends.
485	6/9/2014	I have been a Bay Area Park n Ride passenger for more than 20 years. I sincerely hope that bus service from downtown to the ExxonMobil campus in the Woodlands becomes a reality. Even a shuttle-type service from the current Sawdust park n ride location to the ExxonMobil campus would be helpful
486	6/9/2014	I currently live in the Pearland area, and I currently use Metro Park and Ride buses (route 247 and 244) to commute into Downtown Houston. We will be re-locating to the Springwoods complex in January 2015.¶ ¶ I have a number of colleagues who live along the Gulf Corridor route (Bay Area, Fuqua, and Monroe) who would LOVE to utilize an express route out of Downtown to the new Campus. The Downtown Transit center would be a great location as the existing P&R buses go by the DTC. ¶ ¶ Also If you could integrate the use of the Metro Q-Card into the fare utilization, that would be fantastic. This service is what I have been wishing for, instead of driving up to the Woodlands. PLEASE make it happen.
487	6/9/2014	Thank you for asking!
488	6/9/2014	Preference would be for bus stop locations at Park & Ride areas
489	6/9/2014	As a person with a disability who does not drive, I depend on the bus service in a huge way. Please make sure this service remains viable. The Energy Corridor option, even if only 1-2 options per morning or afternoon, would be wonderful.
490	6/9/2014	I would be interested in learning about a bus service or stop that began at the Sterling Ridge or Research Forest Park and Ride into the new ExxonMobil complex in The Woodlands.
491	6/9/2014	There are a lot of us who want REVERSE FLOW transport from Downtown Houston (near Bell Street and Travis) to the ExxonMobil Campus.
492	6/9/2014	Thank you so much for looking into this service!
493	6/9/2014	Service from Houston to the EM Campus would be VERY valuable to me. EM has left us with no transit options and I'm frankly very frustrated by that (e.g. I was seeking a way from Sawdust P&R to the EM Campus but hadn't identified any yet).
494	6/9/2014	I hope this would be possible, I am really hoping there will be a stop at ConocoPhillips (Dairy Ashford Rd. @ Eldridge Pkwy.) that goes to the ExxonMobil Site in the Woodlands, I have quite a few coworkers (over 70 that I know of, who would use this mode of transportation from these stops)
495	6/9/2014	My commuting trends will change significantly in Jan 2015. I work for ExxonMobil and will be moving to the new campus in Spring.
496	6/9/2014	I would LOVE to have a Woodlands Express option from the Houston Area to the Woodlands. I would use it every day as my commuting mode.
497	6/9/2014	Hope you can add some reverse trips as I think these would be very useful to ExxonMobil employees.
498	6/9/2014	Won't be starting work at ExxonMobil campus until January 2015
499	6/9/2014	There are many people living in the Clear Lake area that would be interested in service between there and the new XOM campus.
500	6/9/2014	A bus that accommodates bicycles would be very helpful.
501	6/9/2014	improve schedule for Sterling Ridge Park & Ride, add a later return bus from Houston.

#	Response Date	Response Text
502	6/9/2014	put a bike lane on the kuykendahl bridge just south of flintridge so I can ride my bike from creekside to the HEB!
503	6/9/2014	Public transportation will bring more crime into The Woodlands. The park and ride services, The Woodlands to Houston and Houston to The Woodlands, would NOT bring this crime. But all other public transportation will and I do not want anymore crime being brought into the area.
504	6/9/2014	The Woodlands is in dire need of good public transportation.
505	6/9/2014	I use the Express to take me DIRECTLY from Research (Gosling) to the Chase Tower early in the morning and early in the afternoon. Don't change that other than adding more legroom on the buses (I'm 6'5").
506	6/9/2014	I wish The Woodlands Express ran more frequently at peak times and I wish the morning runs started earlier.
507	6/8/2014	Low/reasonable-cost options are most likely to be successful. For shuttle services within The Woodlands, ability to transport a bicycle may be helpful.
508	6/8/2014	Houston to ExxonMobil Campus would be an excellent service
509	6/8/2014	Need to address north/south traffic arteries connecting Montgomery and Harris counties.
510	6/7/2014	Need HOV to Conroe now and rail
511	6/7/2014	There is a very large Special Needs adult population in this area that would benefit from mass transit. Please continue to work towards obtaining transportation in this area. Thank you.
512	6/7/2014	Service just around the woodlands does not help us. We live off 1314/242
513	6/7/2014	Please make it handicapped accessible, especially inside the buses. Maybe certain seats saved for the Handicapped, pregnant and elderly.
514	6/7/2014	Trolley - Please have a stop at the Woodlands Mall Park & Ride - I work 10 hour days, the P&R hours to Greenway accommodate people that work 8 and 9 hour days. Please add more flexibility at the various p&r to secondary destinations and later evening service from Greenway.
515	6/7/2014	Since I live and work in the Woodlands, my main concern is getting around the Woodlands in a timely and efficient manner. I do see the need for improved transit and the ideas presented are good ones, but I can see where this will create a need for further construction in the area to accomodate these transit vehicles. We are inundated with construction as it is, especially where I live. I can't envision how you are going to provide bus lanes on our already congested streets without several more years of construction.
516	6/6/2014	Really hope the transit service from West Houston (Katy) to the Woodlands becomes a reality! I would use it daily!
517	6/6/2014	Would be interested in a bus service to the ExxonMobil Campus from Kingwood or Humble area.
518	6/6/2014	If you have good connectivity from Katy to Woodlands (Exxon Campus), even if it is two modes of transportation (bus to downtown and express from downtown to Exxon campus)...2 trips in the mornings and two in the evenings, you will serve a lot of customers and the environment too..
519	6/6/2014	ExxonMobil worker. Move to the new campus 2015. Will reside in 77004 area and commute. Would ride bus each working day
520	6/6/2014	I would strongly encourage a reverse commuter service from Houston to Woodlands to help with the increase traffic to the new ExxonMobil traffic.
521	6/6/2014	I work for EM and would definitely use this service from Houston to the EM Campus. We live in Pearland. Right now it is not feasible to move to the Woodlands area based on home prices and other factors. This will be a good way for us to keep commuting and maintain worklife balance.
522	6/6/2014	The current zip code of my work is 77002, but I will be moving to The Woodlands 1Q 2015. I would like to use the Addicks Park & Ride at that time
523	6/6/2014	It would be so great to have a bus route that takes people from downtown to the new ExxonMobil campus. Given a flexible schedule I would take that every day!
524	6/6/2014	Thanks for trying to expand the service
525	6/6/2014	I would concentrate on making the current system work better before expanding.

#	Response Date	Response Text
526	6/6/2014	Need to address traffic on Kuykendahl and Gosling between Creekside Park and Woodlands Parkway
527	6/6/2014	For reverse commuting, the number of stops inside the loop is not important since most users living in the vicinity of the loop must already pass through the intersection of 45 and 610 or Hardy Toll Road and 610. Since HTR is consistently clear for reverse commuting, I recommend the service to strictly travel it north and south. Consolidating many starting points down to just one starting point at HTR/610 would likely result in the best service.
528	6/6/2014	Would be very interested in a route starting in Houston and ending at the ExxonMobil Spring campus!
529	6/6/2014	We really need village connections to Town Center. Thanks for doing this.
530	6/6/2014	Please get the HOV lanes on I-45 Extended all the way to The Woodlands.
531	6/6/2014	Longer term, we need to consider commuter rail and rail mass transit
532	6/6/2014	It's about time we had some convenient public transportation to downtown
533	6/6/2014	I live in the Kingwood area and currently work in the downtown ExxonMobil location. I would be interested in any type of service from the Metro Kingwood Park and Ride location. Thank you.
534	6/6/2014	We need local transportation around The Woodlands. Buses running from each village to a Town Centre central transportation hub would be great. Disabled and special needs people need to be able to get around locally.
535	6/6/2014	I currently live in Woodlands and use Express to Downtown. In Oct I move to Pearland. In Dec job moves to Greenway and in 2016 job moves to Woodlands. So current commute very different from future
536	6/6/2014	Add service to Research Forest Lakeside.
537	6/6/2014	We need public transportation. We can't expand roads forever - there is not room, they pollute.
538	6/6/2014	We have two adults with disabilities that would benefit from service in The Woodlands to get to activities! Thank you We would love to use the bus for downtown activities to avoid the traffic and parking problems. Getting near sports, museum and theater options is a plus!
539	6/6/2014	Am very pleased with Woodlands Express. Liked the option of The Woodlands buying the buses.
540	6/6/2014	I am the mother of a special needs child as well as the program director for a YMCA special needs adult/high school program. I am also a Special Olympics coach. The need for transportation for adults with disabilities in this community is HUGE. We have so many young adults that would be able to hold jobs, volunteer, and just be a bigger part of this community if they had local transportation options. I would love to be a part of helping to address this need. We have a large network of active, positive and educated families here that would love to make transportation in The Woodlands work for everyone.
541	6/6/2014	No.
542	6/6/2014	Please preserve the shoulder on Lake Woodlands Drive so that bicyclists have a safe east-west street route.
543	6/6/2014	Can anything be done to access the extra lanes on I-45 that are currently not being used?
544	6/6/2014	How many members of the board working on, and making decisions about, the Woodlands Township transit plan are actual users of public transportation - like the Woodlands Express? Status of new bus purchases? 20% fare hike this year points to a dysfunctional budgeting & planning process.
545	6/6/2014	Traffic into The Woodlands at 8 a.m and leaving The Woodlands between 5 through 6:30 p.m. also needs to be addressed.
546	6/6/2014	It would be beneficial for the Woodlands Express to have a mid-day return trip from Houston for people who travel to Houston for personal reasons (i.e., non-employment trips).

#	Response Date	Response Text
547	6/6/2014	To kick off new bus routs to shopping area, do a "give away" for all six month and or yearly bus passes - give away could be a rollie cart. I would gladly use the bus if it would take me to shopping areas. To encourage this, do the "rollie cart give away" so we have something to carry our grocery, dry cleaning, purchases from shopping areas, etc., in.
548	6/6/2014	I believe, with reasonable daily prices you could easily fill a bus from Midtown to XOM Campus and back every weekday. Again, if the price is close to what it would be to drive yourself everyday, then most likely not. But with low prices, you would have a LOT of takers!
549	6/6/2014	My husband is with Exxon Mobil and working now from the new campus. We live in the new master planned community in The Woodlands in the village of Creekside Park. ¶ I have a question and a comment. Are there current plans to build new roads Other Than the current expansion of I-45 Southbound, FM 2920/Gosling Rd.? ¶ Comment: it would be a Tragedy if a toll road would be built on Gosling Rd. North or Southbound. Real Estate a Home values would be affected and I think crime rate would definitely rise. I vote No for the Gosling Rd Toll Rd construction. We don't need a major road way or overpass coming smack through our neighborhood.
550	6/6/2014	I'm not sure the ExxonMobil campus zip bc I don't move for a few more weeks. This would be a major blessing to have this as a commute. It would be critical to have a place to park.
551	6/6/2014	I'm not sure if it is a possibility, but an extension of the Metro system into the area of the Woodlands, perhaps at the Town Center, would be a great way to link Houston and the Woodlands, particularly since the Metro system is currently undergoing an expansion. ¶ ¶ Also, the high speed rail to/from the Dallas/Fort Worth area would be a great way to link this area of Texas to that one. If it potentially continued down to the Galveston area, this would be a quick and easy way to get around to multiple areas of Texas. I had the chance to ride high speed rail recently, and the convenience compared to a car trip is unbeatable.
552	6/6/2014	I think The Woodlands does need a bus during the day, to Houston, for leisure and work.
553	6/6/2014	Woodlands Express is expensive for mass transit compared to other larger cities.
554	6/6/2014	I tried to envision the routes but it was a bit confusing..
555	6/5/2014	It is great to see the Woodlands take the initiative of the reverse service, and I would really like to see the initiative have an even higher goal of directly picking up commuters from other Park N Rides rather than making the mid-stops in Downtown Houston. Hope to see that be tanken into consideration. Thanks.
556	6/5/2014	<ul style="list-style-type: none"> <li>•Custom intersections they should consider¶</li> <li>•Buses that can accommodate bikes ¶</li> <li>•Importance of Park n Ride accessibility</li> </ul>
557	6/5/2014	It would help MANY people who live outside of the Woodlands, to be able to catch the bus from Downtown Houston to the Woodlands - Hughes Landing.
558	6/5/2014	Any bus that young children could also ride would be helpful.
559	6/5/2014	I would use bus transportation from the Post Oak galleria area to Hughes landing every day
560	6/5/2014	I fully support a tram from Houston to The Woodlands (specifically the new ExxonMobil Campus).
561	6/5/2014	Please do this for the young people living in the Washington / Heights area.
562	6/5/2014	PLEASE ADD A STOP IN THE HEIGHTS / TIMBERGROVE MANOR AREA (18TH STREET @ 610).
563	6/5/2014	the internal Woodlands bus service needs to service the major and intermediate streest instead of just the village centers. Could be a distance problem for people living too far from a village center. If you have to drive to a center, may as well continue on to town certer
564	6/5/2014	How about bus service between Kingwood and the Woodlands?
565	6/5/2014	We are moving to Hughes Landing in 2016 with ExxonMobil lease. If access were available from Cypress Area to Woodlands I would be interested.

#	Response Date	Response Text
566	6/5/2014	It would be a great help if this project was implemented since our company "Exxon" is moving to the woodlands.
567	6/5/2014	Sure hope The Woodlands Express will consider the reverse commute as well as a stop at the ExxonMobil Campus. There are MANY people who work for XOM who will continue to live in the Montrose, Midtown, Heights, Downtown areas and are desperately hoping for a bus since the only other option is Van Pool through Metro, and most of us don't like that option. We currently ride city buses to work so are used to and appreciate a bus for commuting.
568	6/5/2014	I know there is a large ExxonMobil population in the Heights/Oak Forest area that would utilize a service to Hughes Landing and the ExxonMobil campus
569	6/5/2014	If all three tiers of bus service are implemented/enhanced, that just seems like a lot of big, slow, eyesore buses being introduced into The Woodlands and Town Center.
570	6/5/2014	Would love to see a good commuter program for those of us living in Montrose/Heights going to the new ExxonMobil campus! :)
571	6/5/2014	I would use a reverse Woodlands Express service daily if it existed. It would be a good idea to incorporate the Metro Light Rail stops when possible because this accesses a broader network
572	6/5/2014	Service in the Alden Bridge area would make travel easier for the Elderly and myself in this area.
573	6/5/2014	No local bus routes please. Public bus routes moving freely throughout the Woodlands Villages would be the dearth of our community.
574	6/5/2014	<ul style="list-style-type: none"> <li>•a stop in the Heights / Washington Corridor!</li> <li>•buses that can accommodate bikes ☐</li> <li>•importance of Park n Ride accessibility</li> </ul>
575	6/5/2014	Please please please service the Heights to the new ExxonMobil campus. You will not regret the new transportation options and the number of people who would participate.
576	6/5/2014	If you could make this new campus commute suck less (quick and less expensive), I'd be so grateful.
577	6/5/2014	Would like to know more specifics about how this project would be funded.
578	6/5/2014	Thank you for this study! I live near I-10 and Greenhouse Rd. and in February 2015 will begin commuting to ExxonMobil - either Springwoods Village or Hughes Landing.
579	6/5/2014	would be nice to have an earlier bus in the mornings before 5:30am. Would be good to have more buses in the afternoon for doctor's appointment, etc. I would like for the AC to work properly. Sometimes the seats are too close together and no leg room and aisles are not wide enough. Wish some of the people in charge would ride the bus so they can experience our issues. But it is still better than me driving myself downtown.
580	6/5/2014	currently live in Katy, TX but will be moving to the north side of town soon - so am very interested in the transit options
581	6/5/2014	Let's face it, the new XOM Campus will create a tremendous amount of traffic for The Woodlands area. I live across the street from 202 Kuykendahl P&R and would LOVE to have transport from that point to new XOM Campus! I detest driving in traffic, which is why I've been taking P&R for decades. Since I'm handicapped, the question is, at what location(s) at the new XOM campus will you stop? If you can manage to stop directly in front of several locations of the new Campus, I will most certainly ride P&R! You will need return service to Kuykendahl P&R every 50 minutes or so throughout the day, of course. If you arrange it, I will ride!!! Much thanks for your attention, EBMason
582	6/5/2014	Please make a reverse commute possible as soon as possible! Thanks!
583	6/5/2014	Would like the transit plan team to look at including additional origination points for the reverse commute option to the XOM campus (to include Atascocita).
584	6/5/2014	Bus from Houston to Woodlands would be heavily utilized by working professionals.
585	6/5/2014	I highly encourage you to consider the reverse Woodlands service.

#	Response Date	Response Text
586	6/5/2014	Would love to see a good option for getting from Heights/Rice Military to the ExxonMobil campus! Especially if it were bike friendly, as there aren't many options for driving to a pick-up point since parking is so limited in the Midtown/Downtown areas. Lots of younger folks live in the area and would GLADLY ride the bus vs taking your life into your own hands by driving on 45 twice a day!!
587	6/5/2014	The Park and Ride systems needs to go to electronic ticketing. This way you could gather more accurate data as to the number of riders and the ride time.
588	6/5/2014	Interested in a starting location at Cavalcade and I-45N and drop off locations at the ExxonMobil Campus and Hughes Landing.
589	6/5/2014	A bus that allows for bicycles would be great. Thanks!
590	6/5/2014	A conveniently located stop anywhere in Heights and Washington Ave locations would be highly used to the ExxonMobil campus and Woodlands
591	6/5/2014	Thank you for helping us reimagine our transportation options to the ExxonMobil campus!
592	6/5/2014	I think ridership at the Sterling Ridge Park and Ride would increase if additional buses were added to this route. Would like to see a later bus added also.
593	6/5/2014	thank you for considering this!!! - Beth
594	6/5/2014	Your plans don't get close enough to my house (3+ miles away). I would have to walk or bike to the nearest stop. That's a little far and I saw no plans for what to do with a bike. Also, weather impacts how much I would use the bike.
595	6/5/2014	I would definitely take the Bus if a service was established from Houston to Woodlands. I live inside the 610 loop and will be working at the ExxonMobil Woodland campus starting in January 2015
596	6/5/2014	Very interested in a reverse Woodlands Express route that would pick up downtown and run to the new ExxonMobil campus. Expect to start commuting in Feb 2015.
597	6/5/2014	Very interested in bus service from Texas Med Center or Meyerland to the new ExxonMobil campus!
598	6/5/2014	I think there is a big opportunity to transport folks from Katy/Sugarland on an express bus to the new ExxonMobil campus. It would seem there would be triangular routes that make sense and don't leave buses empty for too long.
599	6/5/2014	Please consider how we take bikes on the bus. Also serving Height area residents is key to get to the Woodlands for the New ExxonMobil office as it will avoid Toll Charges for single cars
600	6/5/2014	I heard we are thinking of taking on ownership of the transit buses, but there are huge liability and maintenance issues regarding ownership. I hope you consider these aspects as well. One final note is that if the Woodlands Express were not available I would not be living in the Woodlands. I think it would have a detrimental affect on the Woodlands as a whole if the express service were not available. Thanks for allowing me to voice my concerns.
601	6/5/2014	Tell Houston to stop wasting money on their unused light-rail and focus on communter rail systems. And "Thanks!" for running the survery!
602	6/5/2014	Expanded Trolley service is a great idea, especially to Hugh's Landing. Not sure how much usage there would be for local bus service.
603	6/5/2014	Reopen the Conroe Park and ride, and focus on earlier bus service from the Woodlands to downtown. It would be good to have busses leaving from 5 AM or even 4:30 AM.
604	6/5/2014	Thanks for the opportunity to provide feedback.

#	Response Date	Response Text
605	6/5/2014	Village to town center/market street buses would be good for people who cannot drive or want to use their cars ¶ Expand Houston woodlands buses to have more times - later in evening for example and also during day. ¶ ¶ Do not widen the roads any more If anything, please consider a toll to enter woodlands like ERP in Singapore. ¶ ¶ Improve bike paths from the villages into town enter and market street. Right now the paths are only one side and require weird connections across major intersections. We should have straight shot bike paths from the major villages into town center with bike bridges across as many roads as we can afford. ¶ ¶ Sound walls between houses and roads which have grown like Lake woodlands drive would help lower the growing noise issue.
606	6/5/2014	I use the existing Woodlands Express everyday and think it is a great value.
607	6/5/2014	Would have liked questions about accessing bus stops; walk, bike, rideshare, etc.
608	6/5/2014	I would like to see a discount provided if you purchased a month of round-trip tickets.
609	6/4/2014	Additional early bus prior to 530AM departing The Woodlands is needed to relieve crowding.¶ More reliable on time service needed.
610	6/4/2014	are you considering busses to The ExxonMobil campus site. I would be interested.
611	6/4/2014	Please make a reverse bus route so that folks moving to the new ExxonMobil campus have an option! :)
612	6/4/2014	Standing in 100 degree heat waiting for a bus/trolley/rickshaw is not something I am interested in doing ever. You should consider your customers. Besides, the boats and trolleys are only used as novelties now.
613	6/4/2014	A service that connects The Woodlands to the light train most northern station would also be useful.
614	6/4/2014	Local TRAFFIC is one of the main reasons we have moved out of The Woodlands. Local congestion is horrendous including 2978, Gosling and Kuykendahl (literally all are parking lots, especially during AM/PM commutes). Local traffic and congestion should be addressed before adding more Park n Rides.
615	6/4/2014	Need a bus service either from Downtown or Clear Lake Area to the Woodlands
616	6/4/2014	Just fix the stoplights - too many surveys, too little action
617	6/4/2014	I would love to support any means to get better transportation options from Houston to the Woodlands. Please keep us updated about how we can help!
618	6/4/2014	We live in the Spring area but we spend a majority of our time in The Woodlands. Having a bus service would be great!
619	6/4/2014	I assume there would be zone to zone transportation. I filled out where my initial start point (home area) would be and then all the destinations in the Woodlands area that I may be inclined to go to by bus.
620	6/4/2014	Develop a plan to fix N-S from Creekside up. Can't continue to grow and rely on congested Gosling and Kuykendahl. Can't tell people to take alt routes for Ironman when there are none because Rayford connection wasn't made.
621	6/4/2014	I currently ride about 6-7 times per month. I would likely ride 15-20 times per month If a) the bus frequency at Sterling Ridge were increased to similar to Sawdust or Research, and b)if an hourly evening a single bus (say at 7:00 8:00 and 9:00 pm) returned to the Woodlands and stopped at all 3 locations. I may only have to use this a few times a month but not having the option leaves me off the day time bus many days.

#	Response Date	Response Text
622	6/4/2014	What about bicycle commuting? Bicycle riding (commuting and recreational) in The Woodlands is becoming increasingly difficult and risky. Restricted bicycle lanes should be considered as part of the mobility study. Greenbelt paths/trails and bicycle lanes are not the same. Lighting, visibility, and maintenance must be taken into account. With all the construction we have lost many of the wide shoulders that historically served as bicycle conduits. Many of the trails and paths have also been taken out of service during extended construction projects.
623	6/4/2014	i'm currently riding a STAR van
624	6/4/2014	Need a drop off at Eastex Park and Ride
625	6/4/2014	Even 3 morning / 3 afternoon buses at 290 ParkNRide (LittleYork/Hempstead) would be beneficial.
626	6/4/2014	Would you have anything closer to Pearland. I live in Alvin and will need to commute to the new ExxonMobil campus in the Woodlands.
627	6/4/2014	Would really love to see Woodlands express and local service from Houston to the ExxonMobil campus as well as local service to ExxonMobil campus and the Woodlands Resort and Conference Center.
628	6/4/2014	We need bicycle lanes desperately.
629	6/4/2014	I'm very excited that you are considering this. It would be great to have service from downtown to The Woodlands (ExxonMobil Campus).
630	6/4/2014	Woodlands Express busses to both Sterling Ridge and Research Forest are too crowded and are not frequent enough! Please add more busses to the schedule for both of these routes, which will address both issues. Also, a "no talking on cell phone" rule would be great, as would keeping the air conditioners colder.
631	6/4/2014	You need more routes to Greenway; 3-AM and 3-PM trips are not enough. AND add 1-2 mid-day trips.(that there used to be). There used to be 5 each AM&PM.. You need more than 1 AM & 1 PM Sterling Ridge to Greenway trip. - Consider using smaller buses and gong directly to Greenway instead of through Downtown.
632	6/4/2014	I feel that the Woodlands Express will be missing out on good revenue if it decides not to go to the new ExxonMobil campus from either downtown or further out.
633	6/4/2014	I require wheelchair accessibility
634	6/4/2014	Love the Woodland Express. If it were not there I would move away from Woodlands. I appreciate the improvements they made recently with better buses. Wifi could be improved though.
635	6/4/2014	Please don't add a local bus service in the Woodlands. The car congestion in the Woodlands is terrible. Adding bus stops along Woodlands Parkway or anywhere else for that matter would only cause an increase to this congestion. It will not help and it will not be used. Don't add to the congestion. Thanks.
636	6/4/2014	I think a bus service would fail. Trolley service would be more successful if it was dependable and on time. Too much wait time. There are no bike racks at stops to lock up bikes to ride the trolley. You have to remember this is TEXAS and we love the convenience of our cars; we do not have an big city mentality like New York where everyone rides the subway or bus .. even there most folks opt for taxis. I think a taxi service would be better than a bus service. Woodlands residents like to show off their affluence by driving their 100K vehicles... they will not ride a trolley or bus... don't waste our tax payer money on a bus line. gear the trolley to the hotels for tourists and get their money.
637	6/4/2014	--
638	6/4/2014	and additional bus leaving Downtown area around 3pm returning to Sterling ridge P&R would move some of the morning traffic from the Research forest location, the early busses are very full and the 3:15 bus is full also, There are early busses at the Sterling ridge location but no early return, the Sterling location is underutilized and this would help in using existing assets.

#	Response Date	Response Text
639	6/4/2014	<p>Even though I wouldn't use the reverse Express service from Houston, I think that would be a useful addition to the community! ☐</p> <p>☐</p> <p>Regarding The Woodlands bus service (through the villages), one of the reasons I moved to The Woodlands was for the "small community" feel - I can't say I'm a fan of the idea of buses running through the residential areas as if we're Kingwood with Metro... so I would strongly oppose this idea for multiple reasons (taxes, maintenance, noise, and "urbanizing" residential communities).☐</p> <p>☐</p> <p>Appreciate the opportunity to weigh in.</p>
640	6/4/2014	You have 1 sterling ridge to greenway run now---it would be great if you had 2 or 3 like the other bus centers. Having more options would increase ridership from Sterling Ridge.
641	6/4/2014	<p>Trolley should support tourism....need to link trolley to The Woodlands Resort (maybe they help subsidize).☐</p> <p>Like the idea of Reverse Service on WE buses...better utilization.☐</p> <p>Do not add additional stops (I45 corridor) for WE buses....if these buses are not express buses (ie too many stops), people will revert back to driving.What can The Woodlands do to attract taxi's or Uber/Lyft drivers to the area?</p>
642	6/4/2014	I would appreciate additional service to/from the Greenway Plaza area other than the 3 times currently provided as well as option for express service to/from Greenway Plaza. I would also like to see if there is an option to re-open the Conroe P&R location that was previously served by The Woodlands Express service.
643	6/4/2014	Bus to the Memorial Mall would be good. Thanks.
644	6/4/2014	Timing the lights better & adding more of the blinking turn lights would really help. Adding buses or more trolleys in The Woodlands would cause a lot more traffic.
645	6/4/2014	Consider "charter" service via buses to Houston sporting events. Also airport shuttle service.
646	6/4/2014	Your maps for the intra-Woodlands bus service (new service) are incomplete and confusing. For instance, you have a decent coverage of stops for all areas of The Woodlands, except for the Alden Bridge Village. Specifically, back along Branch Crossing and Alden Bridge. If you want to encourage people to walk to bus stop and then take the bus, they need to be within a decent walking distance or have sufficient bike racks for locking up bikes if the distance is further than a half mile. Also, why don't the maps show the Research Park & Ride as a potential destination? It shows the Sterling Ridge Park & Ride. Also, the survey is confusing as to how I am supposed to articulate that I would like a service that can take me from one village area to another (e.g. Alden Bridge to Town Center). Wasn't sure how to select the boxes to get this point across.
647	6/4/2014	Vans from The Woodlands to Downtown sounds like a good idea. A 5:15 am departure time would be beneficial, as well as an earlier departure time leaving downtown and more than 1 bus leaving downtown at 1:15 pm.
648	6/4/2014	Cost and overcrowding of Woodlands Express needs to be addressed. There was a 20 percent increase this year and the medical center route was changed at Sterling Ridge and combined with an already full route. People are turned away. The medical center route from Sterling Ridge was poorly marketed and accounts for low ridership.
649	6/4/2014	Yes. I am not a good candidate for any of the public service options in or going to the Woodlands from Houston. The reason is that I have frequent doctors' appointments and need ready access to my car. Beside, I only live 13 miles from work.
650	6/4/2014	<ol style="list-style-type: none"> <li>1. for low season,friday or holiday ,you should reduce bus schedule to save;☐</li> <li>2. for sterling ridge, please add one schedule for 8am or 8:05am</li> </ol>
651	6/4/2014	Stirling Ridge needs more frequent bus routes
652	6/4/2014	Expand the number of Sterling Ridge buses (perhaps reallocate the many empty/near empty Research buses) and expand the hours of operation.
653	6/4/2014	Thank you for the survey. Would it be possible for the Woodlands Express to have a stop in Creekside Village? That should reduce some of the rush hour traffic as people cross the bridges to get to their buses.

#	Response Date	Response Text
654	6/4/2014	Need more routes from Houston to Sterling Ridge. Mid day and earlier service out if downtown. Flex hours reduce use of P&R. Service needs to start T 3 and be more frequent. Also need later buses north- 6:30 and. 8 PM to allow flexibility. Suggest more used of combination Sawdust and SR as a route on the later buses.
655	6/4/2014	o monorail option inside the woodlands similar to miami monorail project?
656	6/4/2014	Walking / Biking access to Research P&R is needed.
657	6/4/2014	The trolley and waterway boat lines are a complete waste of resources. Get rid of them. We should be looking for ways to clear existing congestion, not creating new ways to make it worse by adding more people/buses. Large vehicles only make traffic worse.
658	6/4/2014	Would be nice to have one or two Woodlands Research Forest to Sugar Land runs.
659	6/4/2014	You didn't address the need for earlier return schedules from downtown to Sterling Ridge Park and Ride nor the overcrowding on the existing trips. Both are very needed.

# C Appendix C: Initial Evaluation Information Matrix



NOTE

<b>To</b>	Project Management Committee (PMC)		
<b>Date</b>	April 1, 2014		
<b>From</b>	Chris Proud/SDG, Carlene Mullins/H-GAC		
<b>Project</b>	The Woodlands Township Transit Plan	<b>Project No.</b>	22611101
<b>Subject</b>	Draft – Initial Evaluation & Focused Alternatives Note		

**Purpose**

The purpose of this project note is to document the initial evaluation of project options for The Woodlands Township Transit Plan. The initial evaluation has resulted in a focused group of alternatives that will be further defined and evaluated through the second phase of the Transit Plan’s development. The information in this note is presented for consideration and input by the Project Management Committee (PMC) and will not be complete until input is received and incorporated.

**Process**

The project team identified a wide range of potential transit options based on input from the PMC and project stakeholders through a variety of team meetings, multiple focus groups, discussions with local business groups, public presentations to The Woodlands Township Board of Directors (TWTBD), and an online survey. The outreach used to identify the options occurred throughout late 2013 and early 2014. These efforts resulted in an extensive list of potential options for consideration.

The PMC previously validated the evaluation process and evaluation criteria in the early stages of the project. The first level of analysis of potential options is the ‘initial evaluation’. This evaluation was conducted by the project team to clarify the key transit opportunities to be advanced for development, detailed evaluation, planning, and funding analysis. The initial evaluation was an exercise to identify fatal flaws in specific options or options that may be lower priorities (with less chance for funding or implementation). In many cases the options were advanced, but were combined with others to form complete alternatives. For example, many of the pedestrian and cycle related options were combined with other transit options to strengthen the overall access to transit (and to support greater potential for success). The figure below sets out the simplified steps in the evaluation process.



The draft criteria used to conduct the initial evaluation were previously developed by the PMC. The criteria are based on the vision statement developed by TWTBD. The vision statement and the criteria reflect the overall focus of this project.

**Vision Statement**

*The vision of The Woodlands Township Transit Plan is to preserve The Woodlands’ economic competitiveness through increased mobility in the Town Center, the Villages, and*



existing/emerging activity centers in the area, creating affordable, reliable, accessible, safe solutions.

This vision is supported by the following guiding principles:

- Builds partnerships to share costs and benefits.
- Provides high quality services.
- Preserves the commuting services to Houston.
- Supports congestion mitigation.
- Enhances the multi-modal transportation network.
- Results in actionable projects in the near-term and long-term.

The initial evaluation criteria are presented in the table below by general categories referred to as accounts. The initial evaluation involved considering the criteria at a conceptual (high) level. The primary goal of the criteria was to identify those options that potentially have the greatest impact in achieving the overall vision of the Transit Plan. Additionally, the criteria helped to focus the next phase of the planning process on specific alternatives for further refinement and analysis.

**TABLE 1 - INITIAL EVALUATION CRITERIA**

ACCOUNT DESCRIPTION	INITIAL EVALUATION CRITERIA
<p><b>Fiscal:</b></p> <p>Creating affordable solutions.</p> <p>Build partnerships to share costs and benefits.</p>	<ul style="list-style-type: none"> <li>▪ Reasonable funding availability.</li> <li>▪ Revenue recovery.</li> </ul>
<p><b>Mobility:</b></p> <p>Increased mobility in the Town Center, the Villages, and existing/emerging activity centers (mitigate congestion).</p> <p>Provides high quality services.</p> <p>Preserves the commuting services to Houston.</p> <p>Supports employment within and surrounding the Township.</p>	<ul style="list-style-type: none"> <li>▪ Consistent with the vision statement.</li> <li>▪ Provides improved mobility.</li> <li>▪ Enhances the commuting services to Houston.</li> <li>▪ Supports employment within and surrounding the Township.</li> </ul>
<p><b>Community:</b></p> <p>Creates safe solutions.</p> <p>Creates accessible solutions.</p> <p>Supports planning principles of the community.</p>	<ul style="list-style-type: none"> <li>▪ Enhances connectivity &amp; accessibility (major activity centers).</li> <li>▪ Consistent with master and local planning.</li> <li>▪ High level assessment of built environment benefits/impacts.</li> </ul>
<p><b>Prosperity:</b></p> <p>Preserve The Woodlands economic competitiveness through increased mobility.</p>	<ul style="list-style-type: none"> <li>▪ Potential to support economic competitiveness.</li> <li>▪ Other economic benefits (employee retention, etc.).</li> </ul>
<p><b>Sustainability:</b></p> <p>Supports congestion mitigations.</p>	<ul style="list-style-type: none"> <li>▪ Reduces vehicle miles traveled (VMT).</li> </ul>



<p><b>Deliverability:</b></p> <p>Results in actionable projects in the near-term and long-term.</p>	<ul style="list-style-type: none"> <li>▪ Developed/operated without significant technical constraints.</li> <li>▪ Developed/operated without significant organisational constraints.</li> <li>▪ Utilizes proven technologies/strategies.</li> </ul>
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**Initial Evaluation**

The scoping process resulted in more than 50 potential options for consideration through the initial evaluation. The options included multiple transit and transportation improvements for consideration such as local bus, express bus, rail transit, cycling infrastructure, pedestrian improvements, transportation demand management (TDM) solutions, marketing/branding and wayfinding improvements, parking strategies, etc. All options for the initial evaluation were organized into a matrix and categorized by mode or specific technology. The extensive number of options inevitably resulted in some overlap/duplication. However, each were evaluated against the criteria to qualitatively determine if they merited being advanced for further refinement and testing. Each qualitative assessment was given a ranking of:

- **Good** – Generally met the criteria and the option should be tested.
- **Fair** – Determined to have value and was worth testing to determine if benefits result.
- **Poor** – Generally did not meet the criteria or did not meet the basic vision/guiding principles of the project.

The attached Table 3 provides each option examined and the team’s draft evaluation of each. These are not provided as the final determination for the initial evaluation, but are presented for consideration and discussion with the PMC.

**Potential Alternatives for Detailed Evaluation**

Most of the options examined through the initial evaluation could not stand alone and were ultimately combined with others to form complete alternatives. The team proposes the following alternatives to be advanced to detailed evaluation. These are presented for discussion, input, and guidance from the PMC. Once agreement is reached on the general scope of the detailed evaluation alternatives, detailed descriptions will be developed. The general outline of the detailed evaluation alternatives is presented in the table below. These alternatives form the areas of focus for the next phase of evaluation. The project team will present potential ideas and concepts around the alternatives at the PMC meeting scheduled for April 3, 2014. This will be one (of many) opportunities to review, discuss, and help shape the alternatives as they advance forward.

**TABLE 2 - POTENTIAL ALTERNATIVES: DETAILED EVALUATION**

ALTERNATIVE	GENERAL DESCRIPTION
<p><b>Town Center Mobility Alternative</b></p>	<ul style="list-style-type: none"> <li>▪ This alternative will examine the transit mobility needs of the Town Center. Pedestrian and cycle connectivity to/from/within the Town Center connecting to transit will be a focus.</li> <li>▪ The alternative will consider the potential for a Town Center transit center, based on the previously completed studies and the team’s understanding of the transit needs and proposed service routes.</li> </ul>



	<ul style="list-style-type: none"> <li>▪ The existing trolley service will be considered including potential changes to the alignment, stops, vehicle; as well as broader transit connections.</li> <li>▪ Strategies to optimize the Waterway Cruiser will be examined.</li> <li>▪ High level parking strategies will be examined to encourage parking turn over and consider the impact of Town Center parking on transit.</li> </ul>
<p><b>Local Bus Network Alternative</b></p>	<ul style="list-style-type: none"> <li>▪ The team will examine the potential for a local level bus network linking key destinations within the study area. This may include concepts that eventually incorporate the future trolley routes into the local service.</li> <li>▪ Potential connections will be examined between the Town Center and surrounding destinations (hospitals, colleges, Villages, major employment centers, etc.).</li> <li>▪ Service will likely be staged to allow ridership to develop over time to improve the viability and success of each route. Initial lines will focus on connecting key destinations within the study area; while future phases may test broader service as far a Springwoods or Conroe.</li> <li>▪ All transit alternatives will examine the important role of access to transit via cycle, walking, and auto.</li> </ul>
<p><b>Express Bus Service (Park and Ride) Alternative</b></p>	<ul style="list-style-type: none"> <li>▪ This alternative will build off the existing success of the express bus Park and Ride service. This may include examining different service models, Park and Ride locations, vehicles, access to Park and Rides, etc.</li> <li>▪ The locations currently served in Houston will be examined and others may be considered (based on project survey results).</li> <li>▪ Marketing, branding, and information will be evaluated for their role in building sustained ridership.</li> <li>▪ All transit alternatives will examine the important role of access to transit via cycle, walking, and auto.</li> <li>▪ Formal development of reverse service from Houston to the study area will be evaluated including identifying routing and stop locations for the reverse commuters (unlikely to be the Park and Ride locations).</li> </ul>
<p><b>Transportation Demand Management (TDM) Strategies Alternative</b></p>	<ul style="list-style-type: none"> <li>▪ A variety of TDM options will be considered for their ability to support transit ridership growth, and support the development of the proposed services over time.</li> <li>▪ TDM options may include information campaigns, incentive programs (through businesses), transit pass/fair integrations, parking strategies, etc.</li> </ul>



**Table 3 DRAFT FOR PREMINARY CONSIDERATION ONLY: Initial Evaluation**

The table below details the long list of potential mobility improvements identified through a team brainstorming exercise. This table reflects multiple concepts considered for initial evaluation through the Transit Plan. While some options may have merit, not all have been prioritized for further analysis in this study. Only the most promising options are suggested for development and evaluation in the next phase of the project. Lower priority improvements or those outside of the project’s scope are documented for future considerations and actions. The majority of ideas advanced to the next phase are combined with other options to form complete alternatives for consideration.

MODES OR TECHNOLOGY	OPTIONS	NOTES	FISCAL	MOBILITY	COMMUNITY	PROSPERITY	SUSTAINABILITY	DELIVERABILITY	ADVANCE/DO NOT ADVANCE
Walking	1. Town Center pedestrian connectivity.	Identify deficiencies and potential solutions. Stronger pedestrian connections are needed (along desire lines) between Mall and Town Center, etc. Pedestrians were observed crossing in areas with no sidewalks or road crossings.	Good	Good	Good	Good	Good	Good	ADVANCE for testing. (Incorporate into multiple alternatives.) - Strong pedestrian connectivity is essential to developing the urban vitality of the Town Center and associated development of successful transit. A strong pedestrian environment supports all of the principles of the project from enhancing mobility options to economic development. This option does not stand alone and will be incorporated into multiple alternatives, specifically those examining Town Center mobility options.
	2. Pedestrian connectivity to Park and Ride locations.	Add sidewalks and connections to adjacent neighborhoods. Identify deficiencies and potential solutions.	Good	Good	Good	Good	Good	Good	ADVANCE for testing. (Incorporate into Park and Ride alternative.) – Generally, improving access and visibility of the Park and Ride locations is a ‘quick win’ that should be undertaken in the near term. This can only improve the already successful express bus service. This option does not stand alone and will be incorporated into the Park and Ride alternative.
	3. Pedestrian connectivity to transit.	Ensure walking connections to all potential solutions.	Good	Good	Good	Good	Good	Good	ADVANCE for testing. (Incorporate into multiple alternatives.) - Strong pedestrian connectivity can support the existing and potential future transit services. Successfully transit systems provide multiple points of access for potential users, by the simplest means possible (walking). Pedestrian options should be generally short, direct, and safe for potential users to choose this option. This option does not stand alone and will be incorporated into multiple alternatives.
Cycling	4. Cycle connections and facilities at Park and Ride locations.	Develop options for connectivity and facilities. No cycle facilities currently at some Park and Ride. Bikes were observed locked to trees. Look at longer-term bicycle storage (bike lids, bike lockers). Develop options for connectivity and facilities for other Park and Ride sites. Currently limited cycle connectivity.	Good	Good	Good	Good	Good	Good	ADVANCE for testing. (Incorporate into Park and Ride alternative.) – As Park and Rides matures and becomes more successful, parking constraints will likely become an issue. Encouraging various points of access (other than auto) can help to open up parking. Relatively simple infrastructure improvements (such as good quality cycle racks, lockers, etc.) can encourage more access via cycle. Visible, safe, and direct cycle connections should be examined to provide improved access via cycle (particularly as this mode becomes increasing more desirable). This option does not stand alone and will be incorporated into the Park and Ride alternative.
	5. Cycle connectivity in the Town Center (connectivity, directness, safety).	Review existing network, connectivity, directness, safety and any deficiencies.	Good	Good	Good	Good	Good	Good	ADVANCE for testing. (Incorporate into multiple alternatives.) – Multi-modal connectivity to (and within) the Town Center can support the long term development and economic success of the area. While private auto will likely continue to be a dominant mode, providing strong and safe cycle facilities (routes, parking, racks, lockers, etc.) provide choices for visitors and residents. This option should examine how Town Center cycle connections connect to the cycle/trails network (currently and in the future). This option does not stand alone and will be incorporated into multiple



MODES OR TECHNOLOGY	OPTIONS	NOTES	FISCAL	MOBILITY	COMMUNITY	PROSPERITY	SUSTAINABILITY	DELIVERABILITY	ADVANCE/DO NOT ADVANCE
									alternatives, specifically those examining Town Center mobility options.
	6. Cycle connectivity to transit.	Identify connectivity needs to transit interventions.	Good	Good	Good	Good	Good	Good	ADVANCE for testing. (Incorporate into multiple alternatives.) – Similar to pedestrian connectivity, cycle access to existing and future transit choices in the study area will support success and long term viability. Providing clear cycle connections and facilities (such as storage, cycle-bus racks, cycle lockers at appropriate locations, etc.) can increase the use of transit. Options should further examine simple and cost effect methods to enhance cycle access to transit (as a choice for residents and visitors). This option does not stand alone and will be incorporated into multiple alternatives.
	7. Provide cycle racks and cycle share programs.	Identify opportunities for improved facilities within the Town Center. “Rent-a-bike”/bike share.	Good	Good	Good	Good	Good	Good	ADVANCE for testing. (Incorporate into multiple alternatives.) – Cycle racks are one of many potential cycle enhancements that may encourage cycle access to transit. Various cycle facilities should be examined further to test the potential benefits and/or impacts. The Township is currently examining cycle share programs. Cycle share may enhance mobility in parts of the community and may be most effective in the Town Center area. As The Township advances any plans for cycle share programs, they will be considered in the context of impact on access to transit. Cycle share could provide good last mile/first mile connection to transit. This option does not stand alone and will be incorporated into multiple alternatives.
	8. Implement cycle marketing to educate (cyclists/drivers) and encourage cycle use.	Refer to Transportation Demand Management (TDM) measures. Recent cycle/driver confrontation in Conroe is an example of lack of understanding/education on the rules of the road.							Refer to TDM Strategies #40.
	9. Signage and wayfinding	Identify locations where improved signage/wayfinding is needed Bicycle-friendly maps.	Good	Good	Good	Good	Good	Good	ADVANCE for testing. (Incorporate into TDM related alternatives.) – The Township and surrounding communities have a strong identity and history of providing community friendly signage. Much of this signage has been directed at the drivers. This makes sense as autos are the primary mode. The Town Center area has embraced pedestrian level wayfinding for residents and visitors. However, Transit Plan options could be examined that expand upon this and provide strong signage and wayfinding for transit access. It is important that alternatives consider the entire journey for the transit rider from origin to destination. At some point, this journey is on foot. Therefore, clear wayfinding to make a fast, safe, and efficient connection to a final destination is critical. This is important regardless of the mode being used. This option does not stand alone and will be incorporated into TDM related alternative.
Bus	10. Town center trolley – review, identify improvements, evaluate expansion	Examine options for Town Center connectivity.	Good	Good	Good	Good	Good	Good	ADVANCE for testing. (Incorporate into multiple alternatives.) – The current trolley service in the Town Center provides loop service connectivity for the core of the commercial/business area. Currently expansion plans are underway to connect the trolley to the developing Hughes Landing area. The trolley has proven successful in busy commercial times of year (i.e. Christmas holiday)



MODES OR TECHNOLOGY	OPTIONS	NOTES	FISCAL	MOBILITY	COMMUNITY	PROSPERITY	SUSTAINABILITY	DELIVERABILITY	ADVANCE/DO NOT ADVANCE
	and/or adjustments.								when headways have been improved. However, the loop structure generally provides long travel times and is primarily attractive to visitors (without time constraints) vs. residents or employees in the Town Center area. This route structure, vehicles, headways, stops, and accessibility will be examined to test any potential improvements to the services. This option does not stand alone and will be incorporated into multiple alternatives.
	11. New service between ExxonMobil and the Town Center/Hughes Landing/Park and Rides/the Villages/other major destinations.	<p>Examine opportunity to provide transit connections between the Town Center (and/or the Villages) to ExxonMobil/Springwoods/major employers in the area.</p> <p>Examine opportunities to provide bus service from the Villages to ExxonMobil or other major employers.</p> <p>The need to drive and location of Park and Rides, likely limits viability of this option.</p> <p>ExxonMobil recently announced the lease of new office space at Hughes Landing.</p>	Fair	Fair	Good	Good	Good	Fair	ADVANCE for testing. (Incorporate into multiple alternatives.) – The development of the ExxonMobil campus and the Springwoods development will ultimately bring over 15,000 employees just to the edge of the project study area. Many of these employees will choose to live within the project study area. Considering potential transit choices for these future residents/employees could benefit all study area residents. Encouraging transit between growing areas and commercial centers (such as the Town Center) can support broader congestion relief and economic development. Cooperation with surrounding jurisdictions and private employers would be a challenge, but this option should be tested to determine if it is ultimately beneficial. This option does not stand alone and will be incorporated into multiple alternatives.
	12. New service between the Village Centers and the Town Center.	Identify routing and viability of options.	Fair	Good	Good	Good	Good	Fair	ADVANCE for testing. (Incorporate into multiple alternatives.) – The project survey generally indicated a potential desire for transit service between the Villages and the Town Center. However, public input also indicates that the ease of driving to the Town Center makes auto the preferred mode. As the study area continues to develop (and is influenced by development just outside the study area), the demand for this type of transit service may grow. This option should be tested to connect various key destinations in the Villages and the Town Center (or other major destinations). It will be important to examine service frequencies and access to the potential new routes. This option does not stand alone and will be incorporated into multiple alternatives.
	13. New service between Town Center and Conroe.	<p>Identified as a need in the Regional Transit Framework Study</p> <p>Could be provided by The Woodlands or City of Conroe</p>	Fair	Fair	Good	Good	Good	Fair	ADVANCE for testing. (Incorporate into multiple alternatives.) – Discussions with local business owners (specifically the service industry) noted the importance of providing reliable transportation for workers from outside the study area. It was noted that many employees in the service industry live in communities outside of the study area (such as Conroe). Connections between the Conroe and the study area (likely the Town Center) should be tested. The challenge will be providing connections to employees ultimate work destinations (which are scattered across the study area). This option does not stand alone and will be incorporated into multiple alternatives.
	14. Service between major activity centers (hospitals, Lone Star	Identify routing and viability of options to link activity centers (not just to the Town Center).	Fair	Good	Good	Good	Good	Fair	ADVANCE for testing. (Incorporate into multiple alternatives.) – It is suggested that various major destinations be considered for local transit service. This may include the Villages, major employers, the Town Center, or other important destinations. It is possible that a core service area could be



MODES OR TECHNOLOGY	OPTIONS	NOTES	FISCAL	MOBILITY	COMMUNITY	PROSPERITY	SUSTAINABILITY	DELIVERABILITY	ADVANCE/DO NOT ADVANCE
	College, etc.).								developed and then expanded in the future as the demand grows (assuming the service is successful). Various models should be investigated for providing this service including standard route structures, check point service, on-demand, etc. This option does not stand alone and will be incorporated into multiple alternatives.
<b>Bus Rapid Transit (BRT)</b>	15. BRT/priority measures for service between the Town Center and ExxonMobil.	In addition to the similar option under Bus, identify opportunities for priority improvements to improve reliability/journey time.  Identify other potential BRT corridors.	Poor	Poor	Fair	Poor	Fair	Poor	<b>DO NOT ADVANCE at this time.</b> – There is currently no developed market for BRT or clear corridors with the level of potential transit demand to support implementation. It is suggested that the plan first test the creation of local transit, serving key destination and building service over time.
<b>Express Bus</b>	16. Express bus branding.	Refer to TDM measures to improve bus identification, marketing, and ridership.							Refer to TDM Strategy #40.
	17. Express bus capacity increases.	Consider bus size and seating/standing configurations.	Fair	Good	Good	Good	Good	Good	<b>ADVANCE for testing.</b> (Incorporate into express bus alternative.) – Survey results for the study indicate that seating on express bus services is important to riders. As the service grows, it is likely that peak periods may result in capacity constraints. The Woodlands Township is currently exploring options for purchasing buses (with financial grant support). It is suggested that various types of vehicles be examined to ensure they meet the needs of the service (as it continues to grow). This option does not stand alone and will be incorporated into the express bus related alternatives.
	18. Express bus connection to other key destinations (or Park and Ride locations).	Potential service where existing Park and Ride services stop at other key destinations (or other Park and Ride locations) prior to continuing to Downtown Houston locations.  Potentially increasing the services available at each Park and Ride. (Galleria, Downtown Houston Center area, connection to Light rail downtown)	Good	Good	Good	Good	Good	Good	<b>ADVANCE for testing.</b> (Incorporate into express bus alternative.) – Options should be explored that serve to enhance the express bus (Park and Ride service). This may include models that strategically attempt to pick up riders along the route (or stop at more than one Park and Ride location). It has been noted that riders are concerned with the potential time involved in picking up other riders (beyond the origin Park and Ride). The service may be designed to avoid this issue. Or the system may focus on one key stop (for walk on riders). The benefits/drawbacks will need to be tested to determine if this is effective at generating additional ridership (and providing more mobility choices to residents). This option does not stand alone and will be incorporated into the express bus alternative.
	19. Reverse Express bus connectivity.	Destinations served by the reverse service may include ExxonMobil, Town Center, Lone Star College, various hospitals, etc.	Good	Good	Good	Good	Good	Good	<b>ADVANCE for testing.</b> (Incorporate into express bus alternative.) – This option would examine capitalizing on transit demand originating in central Houston with a destination in the study area. Currently, the express bus services do not actively market the return service (to the Park and Ride locations) on their return trip (after dropping express bus riders at location in Houston). These options would test potential routes and stops that may be in demand for this type of ‘reverse commute’ from Houston to the study area. With the growth of employment in the study area, the team would need to identify the key destinations and determine methods to get potential riders to their final destinations as simply as possible. If demand exists, this could create additional revenue



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									for the express bus service for buses already making this trip (that are currently empty). This option does not stand alone and will be incorporated into the express bus related alternatives.
	20. Car pool incentives.	Add incentives to encourage carpooling. Potentially provide dedicated parking spaces/preferential parking close to the Park and Ride stops.	Good	Good	Good	Good	Good	Good	ADVANCE for testing. (Incorporate into multiple alternatives.) – Carpooling (specifically to Park and Ride locations) could encourage more express bus ridership. As express bus demand increases, parking may become an issue at Park and Ride locations. Encouraging carpooling would free up spaces for others and increase overall capacity. H-GAC and other organizations promote carpooling in the region. Taking full advantage of existing programs may have a positive influence at a low or no cost. Small incentives for carpooling, such as assigned, choice parking spaces create a positive influence and can serve as marking for carpooling. This option does not stand alone and will be incorporated into multiple alternatives.
	21. Drop off kiss and ride	Add simple drop off points for Park and Rides.	Good	Good	Good	Good	Good	Good	ADVANCE for testing. (Incorporate into express bus alternative.) – Options should be considered that create clearly defined kiss and ride (drop off/pick up) locations at convenient locations. Kiss and rides can help reduce total travel time, provide safe spaces for pedestrians (and the cars that meet them), as well as promote their use (through visibility at the Park and Ride). This option does not stand alone and will be incorporated into the express bus alternative.
	22. Signage - more visible to the wider community.	Create better signage to identify the Park and Rides and encourage use. (Way finding signage)	Good	Good	Good	Good	Good	Good	ADVANCE for testing. (Incorporate into multiple alternatives.) – Currently, signage is limited advising potential users of the Park and Ride locations. Signage could better promote the location of Park and Rides, while still meeting the community standards for signage. This option does not stand alone and will be incorporated into the express bus alternative.
	23. Marketing of the service	See TDM measures to improve knowledge and understanding of the services.							Refer to TDM Strategy #40.
	24. Countdown space indicators	Provide parking space information signals to provide immediate information to users.	Fair	Good	Good	Good	Good	Good	ADVANCE for testing. (Incorporate into multiple alternatives.) – As the express bus service continues to develop, parking demand may become a challenge. Indicators could be of benefit to provide clear information on parking availability for Park and Ride users. This may be an option that is incorporated with other Intelligent Transportation System (ITS) improvements (when they are needed – based on demand). This option does not stand alone and will be incorporated into multiple alternatives.
Streetcar/ Tramway	25. Town Center streetcar – wider circulator.	Consider fixed streetcar technology to provide circulator service through the Town Center. Fixed service may generate greater ridership than trolleys. Consider streetcar connection between the Town Center and ExxonMobil/Springwoods Town Center.	Poor	Fair	Fair	Poor	Poor	Poor	DO NOT ADVANCE at this time. – There is currently no developed market for a high infrastructure solution such as streetcar. The known demand for transit (trolley or Waterway Cruiser) can be met with good bus services. Building a transit network based on high quality, frequent, and attractive, bus service would be advisable to develop the market. The high capital cost is not currently matched with potential demand for streetcar or tramway. This may be reconsidered as the transit market in the area develops.



MODES OR TECHNOLOGY	OPTIONS	NOTES	FISCAL	MOBILITY	COMMUNITY	PROSPERITY	SUSTAINABILITY	DELIVERABILITY	ADVANCE/DO NOT ADVANCE
Light Rail Transit (LRT)	26. Local LRT connectivity.	Local or regional LRT connections. LRT to provide local connectivity may not be viable due to cost and community impacts.	Poor	Poor	Poor	Poor	Poor	Poor	DO NOT ADVANCE at this time. – There is currently no developed market for a high infrastructure solution such as LRT. No specific, local high capacity transit corridors are evident (for LRT, BRT, Metro, etc.). The significant cost of developing LRT would not be advisable to meet the transit needs within the study area. Building a culture of transit is likely more effective/cost efficient with high quality, reliable, attractive, and frequent bus service. Additionally, given the distance from the METRO light rail system, it is unlikely that the cost/benefit would justify a connection to METRO’s system.
Metro (subway)	27. Heavy rail metro service.	Metro type local or regional services.	Poor	Poor	Poor	Poor	Poor	Poor	DO NOT ADVANCE at this time. – There is currently no developed market for a high infrastructure solution such as Metro. No specific, local high capacity transit corridors are evident (for LRT, BRT, Metro, etc.). The significant cost of developing Metro would not be advisable to meet the transit needs within the study area. Building a culture of transit is likely more effective/cost efficient with high quality, reliable, attractive, and frequent bus service. Metro is not considered to be viable for local or region service due to constructability, cost, and environmental impacts.
Commuter Rail/High Speed Rail	28. Commuter Rail service.	Consult with reps from Texas Central HSR project.	Fair	Fair	Fair	Fair	Good	Fair	ADVANCE for testing. – The team suggests this option be examined, but only to help support taking advantage of the potential system under consideration. This study may recommend policy (or other actions) that could be taken to capitalize on either commuter rail or HSR, should they be advanced along I-45 (or elsewhere in the study area). If such a system were developed, multiple opportunities are apparent, such as the location of a local station; integrating the system with local transit, cycle, and pedestrian networks, etc. Local decision makers would be well served by having policies and positions in place to respond to the potential for commuter rail/HSR.
Water Transit	29. Wider connectivity (lake).	Locks would be required to gain access to lake. Locks could be prohibitively costly.	Poor	Fair	Poor	Poor	Poor	Poor	DO NOT ADVANCE at this time. – This option is fatally flawed. Implementation would require developing locks to navigate the elevation differences between the waterways and lakes. Bus transit service would likely address demand in a more efficient, comfortable, and cost effective manner for most users.
	30. Long term viability of the Waterway Cruiser.	Examine viability as a mode of transit. Potentially more attractive to tourists. Consider sponsorship. Observed limited accessibility for multiple users with wheel chairs, strollers, etc.	Fair	Fair	Fair	Fair	Fair	Fair	ADVANCE for testing. – The team suggests this option be examined, but only to provide suggestions on optimizing the current system. The system serves as a transportation amenity for tourism. The Waterway Cruiser would likely best be optimized as a tourist amenity to fully take advantage of the positive aspects. The team will provide suggestion to improve visibility, ridership, and revenue.
Air	31. Town Center helipad.	Opportunity for connectivity to business community. Not within the scope of this study.	Poor	Poor	Poor	Poor	Poor	Poor	DO NOT ADVANCE at this time. – It is possible that a local market may exist for such service. However, it is likely not the best use of resources to examine this option. If a market exists (given the large scale corporations in the area), private industry is best positioned to respond.



MODES OR TECHNOLOGY	OPTIONS	NOTES	FISCAL	MOBILITY	COMMUNITY	PROSPERITY	SUSTAINABILITY	DELIVERABILITY	ADVANCE/DO NOT ADVANCE
Monorail	32. Town Center monorail circulator.	Not proven to be effective as a transit mode in public use.	Poor	Poor	Poor	Poor	Poor	Poor	<b>DO NOT ADVANCE at this time.</b> – There is currently no developed market for a high infrastructure solution such as Monorail. There are no proven/successful services in North America. No specific, local high capacity transit corridors are evident (for LRT, BRT, Metro, etc.). The significant cost of developing Monorail would not be advisable to meet the transit needs within the study area. Building a culture of transit is likely more effective/cost efficient with high quality, reliable, attractive, and frequent bus service.
Personal Rapid Transit (PRT)	33. Town Center PRT circulator.	Could provide demand responsive service throughout the Town Center.	Poor	Poor	Poor	Poor	Poor	Poor	<b>DO NOT ADVANCE at this time.</b> – There is currently no developed market for a high infrastructure solution such as PRT. There are also no proven/successful services in North America. No specific, local high capacity transit corridors are evident (for LRT, BRT, Metro, etc.). The significant cost of developing PRT would not be advisable to meet the transit needs within the study area. Building a culture of transit is likely more effective/cost efficient with high quality, reliable, attractive, and frequent bus service.
Maglev	34. Regional Maglev connector.	Not an appropriate technology to address local transit needs. Typically considered for longer, high speed service.	Poor	Poor	Poor	Poor	Poor	Poor	<b>DO NOT ADVANCE at this time.</b> – There is currently no developed market for a high infrastructure solution such as Maglev. There are also no proven/successful services in North America. No specific, local high capacity transit corridors are evident (for LRT, BRT, Metro, etc.). The significant cost of developing Maglev would not be advisable to meet the transit needs within the study area. Building a culture of transit is likely more effective/cost efficient with high quality, reliable, attractive, and frequent bus service.
People Mover	35. Town Center People Mover circulator.	See Personal Rapid Transit.	Poor	Poor	Poor	Poor	Poor	Poor	<b>DO NOT ADVANCE at this time.</b> – There is currently no developed market for a high infrastructure solution such as People Mover. No specific, local high capacity transit corridors are evident (for LRT, BRT, Metro, etc.). Additionally, People Mover can be more expensive to operate than PRT as it requires a regular service. The significant cost of developing People Mover would not be advisable to meet the transit needs within the study area. Building a culture of transit is likely more effective/cost efficient with high quality, reliable, attractive, and frequent bus service.
Transportation Demand Management (TDM) Strategies	36. Carpooling/ Vanpooling	Develop promotion of carpooling and vanpooling (via web, etc.) through Commute Solutions program (H-GAC) Create more visibility via carpooling/vanpooling days (particularly in relation to Park and Ride services).	Good	Good	Good	Good	Good	Good	<b>ADVANCE for testing.</b> (Incorporate into multiple alternatives.) – Carpooling and vanpooling could result in reduction in vehicle miles traveled (VMT). H-GAC and other organizations promote carpooling and vanpooling in the region. Taking full advantage of existing programs may have a positive influence at a low or no cost. Involving local businesses in the programs can be a positive benefit to their employees/residents quality of life. This option does not stand alone and will be incorporated into multiple alternatives.
	37. Car sharing programs	Encourage at express bus, Town Center, major employers, or commercial areas.	Good	Good	Good	Good	Good	Good	<b>ADVANCE for testing.</b> (Incorporate into multiple alternatives.) – It is recommended that car share programs be explored in conjunction with transit programs. Car share can enhance transit by filling a special need for travel (emergencies, etc.) that sometimes are a barrier to people using transit. Considerations could be given to working with specific car share companies to provide membership



MODES OR TECHNOLOGY	OPTIONS	NOTES	FISCAL	MOBILITY	COMMUNITY	PROSPERITY	SUSTAINABILITY	DELIVERABILITY	ADVANCE/DO NOT ADVANCE
									with Express bus service. This may address the lack of a guaranteed ride home option. The Town Center and Village Center areas may be appropriate for carshare. Additionally, encouraging major employers to provide/support car share programs may provide local mobility for employees arriving on transit. This option does not stand alone and will be incorporated into multiple alternatives.
	38. Incentives.	Consider various incentive programs to encourage transit use.	Fair	Good	Good	Good	Good	Good	ADVANCE for testing. (Incorporate into multiple alternatives.) – It is recommended that various incentive programs be explored in conjunction with transit programs. Regional organizations (H-GAC) and many employers currently provide incentives to utilize transit. These may include flexible schedules, access to cycle share programs, carpooling coordination, transit passes, etc. This option does not stand alone and will be incorporated into multiple alternatives.
	39. Fare strategies.	Fare strategies.	Good	Good	Good	Good	Good	Good	ADVANCE for testing. (Incorporate into multiple alternatives.) – It is recommended that various programs be explored in build transit ridership and transit revenues, etc. The team will consider new strategies to create customer loyalty such as monthly or annual passes and discounts for long term pass purchases. Additionally, the long term strategy should examine methods to integrate any transit service and express bus service within the study area with regional ticketing plans (METRO Q fare card). This option does not stand alone and will be incorporated into multiple alternatives.
	40. Marketing branding.	Brand and market transportation services (Express bus, carpool/vanpool, parking, cycle, walking, etc.).	Good	Good	Good	Good	Good	Good	ADVANCE for testing. (Incorporate into multiple alternatives.) – Very little marketing, branding, and communications efforts are currently conducted for the express bus services. Even with a low level of promotion, the service has been successful (word of mouth). The team will examine options to better market the Woodlands Express services. Additionally, the long term strategy may be to develop branding for all transportation services to provide clear messages and integration of transit, cycle, pedestrian, parking, etc. The system branding may involve Park and Rides, signage, vehicles, media, journey time boards and branding (at end of line locations in Houston), etc. Longer term strategies may include simple and informative web/digital device information, web based journey planner, real time information (smart phone or SMS). The goal will be to provide clear, simple, and accurate service information. This option does not stand alone and will be incorporated into multiple alternatives.
Electric Vehicles	41. Electric vehicles (as they relate to other solutions).	Consider the appropriateness of electric vehicles to individual options.	Fair	Good	Good	Good	Good	Fair	ADVANCE for testing. (Incorporate into multiple alternatives.) – Potentially encourage use of electric vehicles for carshare programs. Infrastructure to support electric vehicles would be needed. The team will examine the opportunities include grants and funding for such programs. This option does not stand alone and will be incorporated into multiple alternatives.
Accessible Transit	42. Accessible options.	Ensure options are accessible to seniors and those with limited mobility.	Good	Good	Good	Good	Good	Good	ADVANCE for testing. (Incorporate into multiple alternatives.) – This becomes a component of every alternative. All alternatives considered must provide solutions that are accessible by all. Some alternatives will likely specifically focus on transit dependent and senior populations. This option does not stand alone and will be incorporated into multiple alternatives.



MODES OR TECHNOLOGY	OPTIONS	NOTES	FISCAL	MOBILITY	COMMUNITY	PROSPERITY	SUSTAINABILITY	DELIVERABILITY	ADVANCE/DO NOT ADVANCE
<b>On Demand Service</b>	43. On demand bus/van.	Examine the existing service and the type of vehicles used.	Fair	Good	Good	Good	Good	Fair	ADVANCE for testing. (Incorporate into multiple alternatives.) – On demand service will be examined as a potential service model for local bus services. Additionally, the existing on demand services will be examined for overlap or potential system benefits. This option does not stand alone and will be incorporated into multiple alternatives.
<b>Taxis</b>	44. Taxi services.	Promote the use of taxi services as a mobility option.	Good	Good	Good	Good	Good	Fair	ADVANCE for testing. (Incorporate into multiple alternatives.) – Taxi services will be examined for its potential to support transit (access, etc.). This option does not stand alone and will be incorporated into multiple alternatives.
<b>Driverless Cars</b>	45. Fully-automated vehicles	Consider if a feasible option in the long-term (promise vs hype) Safety and liability concerns	Poor	Poor	Poor	Poor	Poor	Poor	DO NOT ADVANCE at this time. – This is not currently a viable option. However, the development of such vehicles should be monitored and considered in the context of mobility throughout the study area. Should this become an acceptable mode in the future, the community will want to have considered how it is integrated to the transportation choices for residents and employees of the area. In the near term, building a culture of transit is likely more effective/cost efficient with high quality, reliable, attractive, and frequent bus service.
<b>Traffic</b>	46. Traffic considerations.	Traffic is the primary focus of the South Montgomery County Mobility Study.	Good	Good	Good	Good	Good	Good	ADVANCE for testing. (Incorporate into multiple alternatives.) – Traffic will be considered with all options, but specifically if options require construction or operational improvements on existing/future roadways throughout the study area. This option does not stand alone and will be incorporated into multiple alternatives.
<b>Parking</b>	47. Parking strategies.	Consideration of parking and its importance to transit and mobility.	Fair	Good	Good	Good	Good	Fair	ADVANCE for testing. (Incorporate into multiple alternatives.) – Parking will be considered at a high level. Strategies will be put forward for consideration (specifically around the Town Center) to encourage parking turnover, space availability, shared parking strategies, and parking information. This option does not stand alone and will be incorporated into multiple alternatives.
<b>New Transit Facilities</b>	48. Dedicated transit priority.	Priority to improve travel times and reliability.	Good	Good	Good	Good	Good	Good	ADVANCE for testing. (Incorporate into multiple alternatives.) – Opportunities to provide transit priority (dedicated lanes, turn lanes, queue jumps, etc.) will be examined for any local bus and express bus services. Obtaining such priority could improve travel time and reliability for the transit services. This option does not stand alone and will be incorporated into multiple alternatives.
	49. High Occupancy Vehicle (HOV) lanes.	Improve travel time.	Fair	Good	Good	Good	Good	Fair	ADVANCE for testing. (Incorporate into multiple alternatives.) – The team recommends advancing examination of HOV lanes, but only to track and provide guidance on the ongoing HOV development/improvement by TxDOT. It is important that the team understands the availability and development of HOV lanes for future transit options to improve express bus travel times on I-45.
	50. Town Center transit center.	Potentially a central hub for a transit system.	Fair	Good	Good	Good	Good	Fair	ADVANCE for testing. (Incorporate into multiple alternatives.) – The team will examine past planning and siting of the Town Center Transit Center (Park and Ride). It is possible that this could serve as a central focal point for the transit system in the area. The transit center could feed transit users into the system and distribute users out (reverse commute riders). This option does not stand



MODES OR TECHNOLOGY	OPTIONS	NOTES	FISCAL	MOBILITY	COMMUNITY	PROSPERITY	SUSTAINABILITY	DELIVERABILITY	ADVANCE/DO NOT ADVANCE
									alone and will be incorporated into multiple alternatives.
	51. Mini Park and Ride facilities.	Provide more access to the express bus network.	Fair	Good	Good	Good	Good	Fair	ADVANCE for testing. (Incorporate into multiple alternatives.) – The team will consider a mini Park and Ride model to further enhance the express bus system. This may be done in conjunction with new route patterns and stops for the express bus service. This option does not stand alone and will be incorporated into multiple alternatives.



## D Appendix D: Project Branding Information



# The Woodlands Township Transit Plan Project Brand

Preferred Route - Choices



## Preferred Route

- Freedom
- Fresh
- Coming together

# CHOICES

transit plan  
Woodlands Township



## Mark

- Wordmark

CHOICES

- Wordmark with tagline

CHOICES  
transit plan  
Woodlands Township

- Monochrome

CHOICES

## Mode Icons

- Once each mode has been assigned to a color, the usage of that color should be limited to that mode to avoid confusion with user.
- Note we have used generic icons for modes. Project specific icons should be used where possible.



# Typography

- Myriad is a Font available to all Adobe Creative Suite users



- Use Myriad Roman for Body text

## Myriad Roman

ABCDEFGHIJKLMNOPQRSTUVWXYZ  
abcdefghijklmnopqrstuvwxyz  
0123456789

- Use Myriad Bold for Titles

## Myriad Bold

**ABCDEFGHIJKLMNOPQRSTUVWXYZ**  
**abcdefghijklmnopqrstuvwxyz**  
**0123456789**

# Colors



R: 0    G: 154    B: 150  
C: 81    M: 19    Y: 45    K: 1



R: 238    G: 46    B: 92  
C: 0    M: 95    Y: 51    K: 0



R: 248    G: 152    B: 45  
C: 0    M: 48    Y: 93    K: 0



R: 0    G: 160    B: 96  
C: 100    M: 5    Y: 87    K: 0



R: 193    G: 204    B: 43  
C: 26    M: 3    Y: 100    K: 3

# E Appendix E: Prioritization Information Matrix



## Prioritization Information Matrix

August 2014 - The table below summarizes the information used to determine performance of the transit scenarios when considered against the accounts created for detailed evaluation. The matrix includes a mix of quantitative and qualitative information. This information was used in the identification and prioritization of the plan’s recommendations. This appendix is broken into multiple tables, one for each account: fiscal, mobility, community, prosperity, sustainability, deliverability. Each of the transit scenarios are presented under each account.

**TABLE 1 FISCAL ACCOUNTS**

Scenario	Capital & Annual Operating Cost	Revenue Recovery (Target)	Phasing Opportunities	Political & Stakeholder Support	Funding Availability	Cost Effectiveness	Ridership (Target)
<b>Town Center Mobility - Bus</b>							
Route 1	Capital \$940K. Vehicles \$1.5M. Operating \$800K.	N/A - services are recommended to continue to be free of charge to riders to encourage ongoing ridership.	Opportunity exists to develop this service in two phases. First connect the core elements of the Town Center. Second phase could extend to Hughes Landing.	Both political and stakeholder support is gauged at medium. There is a desire to support the local Town Center economy with improved mobility options.	A variety of funding options would be explored including local, state, and federal level funding for capital and operations (as permitted). Other private funding, advertising, or innovative funding options would also be considered to supplement. Various financing options could also be available (loans, bonds, partnerships, etc.).	Cost effectiveness is estimated at approximately \$6.00 per trip. This is based on the ridership targets identified through past ridership and population and employment growth.	Ridership targets were created based on past trolley ridership trends. Ridership modeling was not completed. These figures are approximate targets. >132K trips annually.
Route 2	Capital \$450K. Vehicles \$900K. Operating \$600K.		This route would likely be completed in a single phase to provide the needed connectivity between activity centers (Town Center to medical and office uses).			Cost effectiveness is estimated at approximately \$6.00 per trip. This is based on the ridership targets identified through past ridership and population and employment growth.	Ridership targets were created based on past trolley ridership trends. Ridership modeling was not completed. These figures are approximate targets. >100K trips annually.
Route 3	Capital \$550K. Vehicles \$900K. Operating \$600K.		This route would likely be completed in a single phase to provide the needed connectivity between activity centers (Town Center to new residential).			Cost effectiveness is estimated at approximately \$6.00 per trip. This is based on the ridership targets identified through past ridership and population and employment growth.	Ridership targets were created based on past trolley ridership trends. Ridership modeling was not completed. These figures are approximate targets. >100K trips annually.
<b>Local Mobility - Bus</b>							
Route 10	Capital \$1M. Vehicles \$1.5M. Operating \$600K.	This route assumes a fare of \$1.25. If the ridership targets developed were achieved, the revenue could be approximately \$63K annually.	Only one route, 10 or 10X are recommended. However, the 10X (express, limited stops) could be adapted over time to provide Route 10 service. As the service is successful and demand for transit grows.	Support for this option was gauged at medium based on stakeholder outreach and the project questionnaires.	A variety of funding options would be explored including local, state, and federal level funding for capital and operations (as permitted). Other private funding, advertising, or innovative funding options would also be considered to	Cost effectiveness is estimated at approximately \$10.75 per trip. This is based on the ridership targets identified through population and employment growth. This higher than most scenarios due to the length of the route,	Ridership targets were created based on the team’s understanding of activity centers, future land use, and employment / population growth. Ridership modeling was not completed. These figures



Scenario	Capital & Annual Operating Cost	Revenue Recovery (Target)	Phasing Opportunities	Political & Stakeholder Support	Funding Availability	Cost Effectiveness	Ridership (Target)
					supplement. Various financing options could also be available (loans, bonds, partnerships, etc.).	multiple stops, and lower ridership targets (due to longer travel time).	are approximate targets. >50K trips annually.
<b>Route 10X</b>	Capital \$320K. Vehicles \$900K. Operating \$210K.	If this route were developed, it is assumed the cost would be addressed through a partnership with ExxonMobil and other benefiting companies.	This is an express route and would only be implemented in a single phase (due to the limited stops).	Support for this route based on stakeholder outreach and the project questionnaires was gauged at medium. Concerns were expressed that this route would only benefit employees of ExxonMobil and not the local community.		Cost effectiveness is estimated at approximately \$2.65 per trip. This is based on the ridership targets identified through population and employment growth. This is a competitive figure due to lower operating costs and potentially strong ridership.	Ridership targets were created based on the team's understanding of activity centers, future land use, and employment / population growth. Ridership modeling was not completed. These figures are approximate targets. >80K annually.
<b>Route 11</b>	Capital \$910K. Vehicles \$1.2M. Operating \$460K.	This route assumes a fare of \$1.25. If the ridership targets developed were achieved, the revenue could be approximately \$100K annually.	Route 11 has reasonable segments that support potential phasing. The first phase could extend from the Town Center to Panther Creek. A second phase could extend from Panther Creek to Sterling Ridge / Indian Springs.	Support for this route was mixed. Stakeholders generally expressed the need for this route to serve seniors, students, and those accessing the village center retail. Some decision makers and stakeholders also expressed concern this route would have limited use due to the ease of car travel and parking.		Cost effectiveness is estimated at approximately \$4.50 per trip. This is based on the ridership targets identified through population and employment growth. This is a competitive figure.	Ridership targets were created based on the team's understanding of activity centers, future land use, and employment / population growth. Ridership modeling was not completed. These figures are approximate targets. >80K annually.

**Regional Mobility - Woodlands Express**

<b>Research Forest Park and Ride (Woodlands to Houston)</b> <b>Extended services (Downtown to Midtown and Greenway to Uptown / Galleria)</b> <b>Later return services (Medical Center and Greenway)</b>	Capital \$300K. Current operating cost \$2.4M. Current fixed cost \$400K (maintenance, etc.). Additional annual operating cost \$565K. Total operating \$3.4M annually.	This route assumes the continued fare of \$12.00. It is assumed (at a minimum) sufficient ridership would be generated to cover operating costs. This would require 47K annual riders at \$12.00 fare (190 daily riders).	The extensions to Midtown and Uptown / Galleria areas could be phased separately, depending on demand and budget.  Additionally, improvements at the park and ride (sidewalks, etc.) could be undertaken as funds become available.	Stakeholders expressed strong support for improvements to the Woodlands Express services in general. There was an understanding that the current services worked well, but could be improved upon. Most noted service to Uptown / Galleria as a priority.	A variety of funding options would be explored including local, state, and federal level funding for capital and operations (as permitted). Other private funding, advertising, or innovative funding options would also be considered to supplement. Various financing options could also be available (loans, bonds, partnerships, etc.).	It is assumed that target revenues (conservative) would cover operating costs for the services.	Ridership targets were created at the level to cover operating expenses. The ridership figures were sense checked based on the team's understanding of activity centers, future land use, and employment / population growth. Ridership modeling was not completed. These figures are approximate targets. 47K annually.
<b>Sawdust Park and Ride (Woodlands to Houston)</b> <b>Extended services (Downtown to</b>	Capital \$1.3M. Current operating cost \$1.9M.	This route assumes the continued fare of \$12.00. It is assumed (at a minimum) sufficient ridership would	The extensions to Midtown and Uptown / Galleria areas could be phased separately, depending on demand and	Stakeholders expressed strong support for improvements to the Woodlands Express services			Ridership targets were created at the level to cover operating expenses. The ridership figures were



Scenario	Capital & Annual Operating Cost	Revenue Recovery (Target)	Phasing Opportunities	Political & Stakeholder Support	Funding Availability	Cost Effectiveness	Ridership (Target)
<b>Midtown and Greenway to Uptown / Galleria)</b>  <b>Later return services (Medical Center and Greenway)</b>	Current fixed cost \$400K (maintenance, etc.). Additional annual operating cost \$325K. Total operating \$2.6M annually.	be generated to cover operating costs. This would require 27K annual riders at \$12.00 fare (110 daily riders).	budget. Additionally, improvements at the park and ride (sidewalks, etc.) could be undertaken as funds become available.	in general. There was an understanding that the current services worked well, but could be improved upon. Most noted service to Uptown / Galleria as a priority.			sense checked based on the team's understanding of activity centers, future land use, and employment / population growth. Ridership modeling was not completed. These figures are approximate targets. 27K annually.
<b>Sterling Ridge Forest Park and Ride (Woodlands to Houston)</b>  <b>Extended services (Downtown service to Midtown)</b>  <b>Later return services (Medical Center)</b>	Capital \$390K (includes \$130K for south Town Center stop). Current operating cost \$1.2M. Current fixed cost \$400K (maintenance, etc.). Additional annual operating cost \$270K. Total operating \$1.9M annually.	This route assumes the continued fare of \$12.00. It is assumed (at a minimum) sufficient ridership would be generated to cover operating costs. This would require 22K annual riders at \$12.00 fare (90 daily riders).	The extension to midtown could be timed to follow extensions at other park and ride locations to gauge the potential for success. Additionally, improvements at the park and ride (sidewalks, etc.) could be undertaken as funds become available.	Stakeholders expressed strong support for improvements to the Woodlands Express services in general. There was an understanding that the current services worked well, but could be improved upon. Later pick up times for services were also noted as a priority.			Ridership targets were created at the level to cover operating expenses. The ridership figures were sense checked based on the team's understanding of activity centers, future land use, and employment / population growth. Ridership modeling was not completed. These figures are approximate targets. 22K annually.
<b>Reverse Service (Downtown Houston Transit Center to The Woodlands)</b>	4 morning services 6 evening. Capital \$5K (signage only). Operating \$400,000.	This route assumes the continued fare of \$12.00. It is assumed (at a minimum) sufficient ridership would be generated to cover operating costs. This would require 34K annual riders at \$12.00 fare (130 daily riders).	Generally, these are direct services, with limited stops and would likely not be implemented in phases. It is suggested that an interim stop be further investigated between the Downtown Transit Center and The Woodlands at the North Shepherd park and ride.	The concept of the reverse service was well received by most stakeholders. There was generally understanding that The Woodlands and surrounding employment centers were 'destinations' from across the metro area. Employees of local companies expressed strong support for such a service.	A variety of funding options would be explored including local, state, and federal level funding for capital and operations (as permitted). Other private funding, advertising, or innovative funding options would also be considered to supplement. Various financing options could also be available (loans, bonds, partnerships, etc.).	It is assumed that target revenues (conservative) would cover operating costs for the services.	Ridership targets were created at the level to cover operating expenses. The ridership figures were sense checked based on the team's understanding of activity centers, future land use, and employment / population growth. Ridership modeling was not completed. These figures are approximate targets. 34,000 annually.
<b>Reverse Service (Downtown Houston Transit Center to Springwoods / ExxonMobil)</b>	4 morning services 6 evening. Capital \$5K (signage only). Operating \$300,000.	This route assumes the continued fare of \$12.00. It is assumed (at a minimum) sufficient ridership would be generated to cover operating costs. This would require 26K annual riders at \$12.00 fare (100 daily			Funding for this option would likely include a mix of revenue and private funding. Those that benefit directly from the service (ExxonMobil) would be appropriate partners for The Woodlands to help		Ridership targets were created at the level to cover operating expenses. The ridership figures were sense checked based on the team's understanding of activity centers, future land use, and employment / population growth.



Scenario	Capital & Annual Operating Cost	Revenue Recovery (Target)	Phasing Opportunities	Political & Stakeholder Support	Funding Availability	Cost Effectiveness	Ridership (Target)
		riders).			implement the service.		Ridership modeling was not completed. These figures are approximate targets. 26,000 annually.

**TABLE 2 MOBILITY ACCOUNTS**

Scenario	Capacity	Journey Time Improvement	Reliability	Improved Transportation Choices	Quality of Transit Provision	Parking Relief	Traffic
Town Center Mobility - Bus							
Route 1	Capacity is based on the service plan and potential capacity of the mid-sized bus vehicle identified for testing. Similar vehicles and levels of service are assumed for each route, therefore capacity is not a discriminator. 300 people, per hour, per direction (p/h/d).	As these are new services, there is not direct comparison to journey time. Route 1 is most similar to the current trolley service. The direct, two way service provided by Route would improve this time by approximately 25 minutes. Total travel time for this route (one direction) is approximately 24 minutes end to end.	The reliability is gauged at medium. The service will be designed to follow a specific timetable (unlike the current trolley service). Reliability in service is based the ability of the service to meet the planned timetable. All Town Center bus routes are proposed on street, where they are visible and most easily accessible to users. The trade off to this accessibility is encountering traffic that may be unpredictable. Drivers are trained to drive to the timetable and address unanticipated congestion.	Improvement in transportation choice is gauged as high. The new services will generally result in more access to more destinations, in a reliable manner (set timetable). Additionally recommendations related to transit accessibility (pedestrian, cycle, etc.) would further enhance the overall mobility of area residents, visitors, and employees. Route 1 would likely be the priority route for implementation due the level activity centers accessed.	The quality of the new transit services is gauged as high. The intent is to provide new accessible branded vehicles and branded quality stop infrastructure. Frequent and reliable ten minute frequencies are recommended to provide consistent service and encourage spontaneous use of transit.	Parking relieve is gauged as medium. Providing new mobility options will provide opportunity for parking relief or avoidance of short trips throughout the Town Center. The plan proposes the concept of ‘park once’ where those driving to the Town Center park in an appropriate location (depending on the length of stay) and then use transit to access Town Center amenities and activities.	Benefits to traffic congestion were examined based on the capacity (number of seats) for the proposed bus vehicles. The number of seats was used as an approximate proxy for the potential benefit to traffic congestion -300 per hour.
Route 2	Capacity is based on the service plan and potential capacity of the mid-sized bus vehicle identified for testing. Similar vehicles and levels of service are assumed for each route, therefore capacity is not a discriminator. 300 people, per hour, per direction (p/h/d).	No similar service exists for comparison. Total travel time for this route (one direction) is approximately 18 minutes end to end.		Route 2 would likely be the second priority route for implementation due it is access to existing medical facilities.			Benefits to traffic congestion were examined based on the capacity (number of seats) for the proposed bus vehicles. The number of seats was used as an approximate proxy for the potential benefit to traffic congestion -300 per hour.



Scenario	Capacity	Journey Time Improvement	Reliability	Improved Transportation Choices	Quality of Transit Provision	Parking Relief	Traffic
Route 3	Capacity is based on the service plan and potential capacity of the mid-sized bus vehicle identified for testing. Similar vehicles and levels of service are assumed for each route, therefore capacity is not a discriminator.  300 people, per hour, per direction (p/h/d).	No similar service exists for comparison. Total travel time for this route (one direction) is approximately 18 minutes end to end.		Route 3 would likely be the third priority route for implementation. This route would need to be timed with the additional residential development south of the Waterway.			Benefits to traffic congestion were examined based on the capacity (number of seats) for the proposed bus vehicles. The number of seats was used as an approximate proxy for the potential benefit to traffic congestion -300 per hour.
<b>Local Mobility - Bus</b>							
Route 10	Capacity is based on the service plan and potential capacity of the mid-sized bus vehicle identified for testing.  200 p/h/d.	There are no similar services for comparison. However, Route 10 provides good access with multiple stops. The tradeoff to the length of the route and number of stops is travel time. Likely this service is not as fast as driving; however, those without access to a vehicle, seniors, and young people would benefit. Total travel time for this route (one direction) is approximately 60 minutes end to end.	The reliability is gauged at high. The service will be designed to follow a specific timetable. The new routes follow major roadways and would be designed to easily move in/out of traffic for stops. Reliability in service is based the ability of the service to meet the planned timetable. New bus routes are proposed on street, where they are visible and most easily accessible to users. The trade off to this accessibility is encountering traffic that may be unpredictable. Drivers are trained to drive to the timetable and address unanticipated congestion.	Improvement in transportation choice is gauged as high. The new services will generally result in more access to more destinations, in a reliable manner (set timetable). Additionally recommendations related to transit accessibility (pedestrian, cycle, etc.) would further enhance the overall mobility of area residents, visitors, and employees. Route 10 is likely a lower priority, when compared to Route 11 or 10X. Route 10 would take more time to develop ridership along the growing residential areas between the Town Center and Springwoods.	The quality of the new transit services is gauged as high. The intent is to provide new accessible branded vehicles and branded quality stop infrastructure. Frequent and reliable, timetabled services are recommended to provide consistent service and encourage spontaneous use of transit.	Parking relieve is gauged as medium. Providing new mobility options will provide opportunity for parking relief or avoidance of short trips throughout the Town Center. The plan proposes the concept of 'park once' where those driving to the Town Center park in an appropriate location (depending on the length of stay) and then use transit to access Town Center amenities and activities.	Benefits to traffic congestion were examined based on the capacity (number of seats) for the proposed bus vehicles. The number of seats was used as an approximate proxy for the potential benefit to traffic congestion -200 per hour.
Route 10X	Capacity is based on the service plan and potential capacity of the mid-sized bus vehicle identified for testing.  200 p/h/d.	There are no similar services for comparison. However, Route 10X provides good access with direct/express service. This service primarily benefits employees of ExxonMobil. Total travel time for this route (one direction) is		Improvement in transportation choice is gauged as high. Route 10X is likely a higher priority (if selected for implementation). The development of ExxonMobil presented a limited window for influencing mobility. If		Parking relieve is gauged as medium. Providing new mobility options will provide opportunity for parking relief or avoidance of short trips throughout the Town Center. The plan proposes the concept of 'park once' where those driving to the	Benefits to traffic congestion were examined based on the capacity (number of seats) for the proposed bus vehicles. The number of seats was used as an approximate proxy for the potential benefit to traffic congestion -200 per



Scenario	Capacity	Journey Time Improvement	Reliability	Improved Transportation Choices	Quality of Transit Provision	Parking Relief	Traffic
		approximately 20 minutes end to end.		Route 10X is implemented, it should be completed in the near term while employees are starting to develop new travel habits.		Town Center park in an appropriate location (depending on the length of stay) and then use transit to access Town Center amenities and activities.	hour.
<b>Route 11</b>	Capacity is based on the service plan and potential capacity of the mid-sized bus vehicle identified for testing. 200 p/h/d peak period. 100 p/h/d off peak period.	There are no similar services for comparison. However, Route 11 provides strong mobility to those without access to a vehicle, seniors, and young people. Total travel time for this route (one direction) is approximately 45 minutes end to end.		Improvement in transportation choice is gauged as high. Route 11 could be a high priority. This route is designed to support those in the community that do not drive or have no access to a vehicle. The route serves established neighborhoods (some higher density), seniors communities, and area retail/grocery.		Parking relief is gauged as low. Route 11 mobility options will provide opportunity for limited parking relief or avoidance of short trips throughout the Town Center. This route is primarily targeted at non-drivers (initially). However, success of the route could influence drivers to choose alternative mobility for travel to/from the Town Center or other locations along the route.	Benefits to traffic congestion were examined based on the capacity (number of seats) for the proposed bus vehicles. The number of seats was used as an approximate proxy for the potential benefit to traffic congestion -200 per hour.

**Regional Mobility - Woodlands Express**

<b>Research Forest Park and Ride (Woodlands to Houston)</b> <b>Extended services (Downtown to Midtown and Greenway to Uptown / Galleria)</b> <b>Later return services (Medical Center and Greenway)</b>	Capacity for express bus is generally based on the number of services provided (combined) to the destinations. 18 services morning / 20 services evening (M-F).	There are no similar services for comparison. However, on average the new service extensions would take approximately 45 minutes in travel time.	The reliability is gauged at high-medium based on past performance of the existing express bus services. The service will be designed to follow a specific timetable. Drivers will be trained to drive to the set timetable. Use of the HOV lanes (where available) provides improvement reliability.	Improvement in transportation choice is gauged as high. The new services will generally result in more access to more destinations, in a reliable manner (set timetable). Additionally recommendations related to transit accessibility (pedestrian, cycle, etc.) would further enhance the overall mobility and use of the park and rides.	The quality of the service would be enhanced with improvement to the park and ride locations and cycle / pedestrian connectivity. Branding, information, and vehicle standards would be improved to enhance overall customer service and benefits.	There are limited parking benefits to The Woodlands area. The benefit for this service is at the destinations served.	Benefits to traffic congestion were examined based on the capacity (number of services). The number of services was used as an approximate proxy for the potential benefit to traffic congestion. 18 services morning / 20 services evening (M-F).
<b>Sawdust Park and Ride (Woodlands to Houston)</b> <b>Extended services (Downtown to Midtown and Greenway to Uptown / Galleria)</b> <b>Later return services (Medical Center and Greenway)</b>	Capacity for express bus is generally based on the number of services provided (combined) to the destinations. 13 services morning / 15 services evening (M-F).	There are no similar services for comparison. However, on average the new service extensions would take approximately 40 minutes in travel time.	Traffic congestion along the route is unpredictable.				Benefits to traffic congestion were examined based on the capacity (number of services). The number of services was used as an approximate proxy for the potential benefit to traffic congestion. 13 services morning / 15 services evening (M-F).
<b>Sterling Ridge Forest Park and Ride</b>	Capacity for express bus is	There are no similar					Benefits to traffic



Scenario	Capacity	Journey Time Improvement	Reliability	Improved Transportation Choices	Quality of Transit Provision	Parking Relief	Traffic
<b>(Woodlands to Houston)</b> Extended services (Downtown service to Midtown) Later return services (Medical Center)	generally based on the number of services provided (combined) to the destinations. 8 services morning / 8 services evening (M-F).	services for comparison. However, on average the new service extensions would take approximately 45 minutes in travel time.					congestion were examined based on the capacity (number of services). The number of services was used as an approximate proxy for the potential benefit to traffic congestion. 8 services morning / 8 services evening (M-F).
<b>Reverse Service (Downtown Houston Transit Center to The Woodlands)</b>	Capacity for express bus is generally based on the number of services provided (combined) to the destinations. 4 services morning / 6 services evening (M-F).	There are no similar services for comparison. However, on average the new service extensions would take approximately 45 minutes in travel time.	The reliability is gauged at medium based. The service will be designed to follow a specific timetable. Drivers will be trained to drive to the set timetable. Given the reverse direction, the service would not have the benefit of HOV lanes. Traffic congestion along the route is unpredictable.	Improvement in transportation choice is gauged as high. This service will provide a completely new mode of travel that does not exist today. This new express service has the potential to offset some auto travel and congestion.	The quality of the service would be enhanced with improvement to the park and ride locations and cycle / pedestrian connectivity. Branding, information, and vehicle standards would be improved to enhance overall customer service and benefits.	Parking benefits in the Town Center is gauged as high. This reverse serve has the opportunity to offset potential employee auto travel that would otherwise drive into the Town Center and park. Parking is provided at many employment sites, adding to underutilized property traffic congestion.	Benefits to traffic congestion were examined based on the capacity (number of services). The number of services was used as an approximate proxy for the potential benefit to traffic congestion. Qualitatively, any trips converted from autos to transit would be a benefit to traffic mitigation. 4 services morning / 6 services evening (M-F).
<b>Reverse Service (Downtown Houston Transit Center to Springwoods / ExxonMobil)</b>	Capacity for express bus is generally based on the number of services provided (combined) to the destinations. 4 services morning / 6 services evening (M-F).	There are no similar services for comparison. However, on average the new service extensions would take approximately 35 minutes in travel time.		Improvement in transportation choice is gauged as high. This service will provide a completely new mode of travel that does not exist today. This new express service has the potential to offset some auto travel and congestion associated with the Springwoods / ExxonMobil development.		Parking benefits in the Springwoods / ExxonMobil area is gauged as high. This reverse serve has the opportunity to offset potential employee auto travel that would otherwise drive and park. Parking is provided at ExxonMobil, but supports underutilization of property and contributes to overall traffic congestion.	Benefits to traffic congestion were examined based on the capacity (number of services). The number of services was used as an approximate proxy for the potential benefit to traffic congestion. Qualitatively, any trips converted from autos to transit would be a benefit to traffic mitigation. 4 services morning / 6 services evening (M-F).

**TABLE 3 COMMUNITY ACCOUNTS**

Scenario	Connectivity (Destinations)	Consistency with Safety Plans & Guidelines	Integration (Walking, Cycling, Active Modes)	Assessment of Consistency with Local/Regional Plans	Public Benefits/Impacts
<b>Town Center Mobility - Bus</b>					
Route 1	Connectivity is gauged as high. This is based on the critical connections within the Town Center, the most urban area of the study area. This service provides connectivity to new development in Hughes Landing as well.	All routes would be developed to meet all applicable safety guidelines and requirements.	All Town Center related bus services have high potential for integrations with active transportation modes. The high frequency of new bus service, accommodation of cycles (racks, etc.), and strong Town Center pedestrian environment support multiple modes of travel.	Planning documents related to development of The Woodlands, Shenandoah, Oak Ridge North, and Montgomery County were examined. In general most plans were supportive of increased mobility and increased travel choice. Plan did not specifically call for local transit (outside of the existing trolley and Waterway services). However, most plans recognized traffic congestion was the most pressing issue for the local area and that increasing roadway capacity alone would not solve the problem (now and in the future).	In general, public benefits were characterized as high. All Town Center bus routes have the potential to provide new mobility options, support congestion mitigation, support parking improvements, reliable mobility options, support economic vitality and access.  Potential impacts are generally focused on cost of providing services. However, this would need to be considered in context with the cost of increased congestion and limited mobility for the community.
Route 2	Connectivity is gauged as high. This is based on the critical connections within the Town Center, the most urban area of the study area. This service provides connectivity to Pinecroft commercial areas and medical facilities. These established activity centers were identified by stakeholders as critical connections.				
Route 3	Connectivity is gauged as high-medium. This is based on the critical connections within the Town Center, the most urban area of the study area. This service is focused on providing mobility for local residents (newly developing residential areas south of the Waterway).				
<b>Local Mobility - Bus</b>					
Route 10	Connectivity is gauged as high. This is based on the critical connections between residential areas and the Town Center. This route provides a significant number of stops and corresponding access to the system.	All routes would be developed to meet all applicable safety guidelines and requirements.	Current pedestrian and cycle connectivity to future local transit routes is generally weak. However, if the recommendations of this plan are implemented and broader connectivity of transit stops to pedestrian corridors, pathways system, and on street cycle networks are implemented, the connectivity to active modes could be successful.	Planning documents related to development of The Woodlands, Shenandoah, Oak Ridge North, and Montgomery County were examined. In general most plans were supportive of increased mobility and increased travel choice. Plan did not specifically call for local transit (outside of the existing trolley and Waterway services). However, most plans recognized traffic congestion was the most pressing issue for the local area and that increasing roadway capacity alone would not solve	In general, public benefits were characterized as high. All bus routes have the potential to provide new mobility options, support congestion mitigation, support parking improvements, reliable mobility options, support economic vitality and access.  Potential impacts are generally focused on cost of providing services. However, this would need to be considered in context with the cost of increased congestion and limited mobility for the community.



Scenario	Connectivity (Destinations)	Consistency with Safety Plans & Guidelines	Integration (Walking, Cycling, Active Modes)	Assessment of Consistency with Local/Regional Plans	Public Benefits/Impacts
<b>Route 10X</b>	Connectivity is gauged as medium. This is based on the critical connections between the Springwoods / ExxonMobil development and the Town Center. This express service has limited stops and is primarily a benefit to ExxonMobil employees. However, employee's access to the Town Center could be economically beneficial to the community.			the problem (now and in the future).	<p>In general, public benefits were characterized as high. All bus routes have the potential to provide new mobility options, support congestion mitigation, support parking improvements, reliable mobility options, support economic vitality and access.</p> <p>Potential impacts are generally focused on cost of providing services. However, this would need to be considered in context with the cost of increased congestion and limited mobility for the community.</p>
<b>Route 11</b>	Connectivity is gauged as high. This is based on the critical connections between the multiple mature residential areas and the Town Center. This service is comprehensive providing connectivity to multiple denser residential areas and to seniors communities. High volume village centers are also connected via this route.				<p>In general, public benefits were characterized as high. Route 11 has the added benefits of providing service to seniors and those without access to vehicles.</p> <p>Potential impacts are generally focused on cost of providing services. However, this would need to be considered in context with the cost of increased congestion and limited mobility for the community.</p>
<b>Regional Mobility - Woodlands Express</b>					
<b>Research Forest Park and Ride (Woodlands to Houston)</b>  <b>Extended services (Downtown to Midtown and Greenway to Uptown / Galleria)</b>  <b>Later return services (Medical Center and Greenway)</b>	Successful growth of all park and ride locations (and corresponding connection points) is gauged as high. Adding service, contributes to new opportunities for mobility and new connectivity. Connections to the Uptown / Galleria area was deemed important by stakeholders.	All routes would be developed to meet all applicable safety guidelines and requirements.	Limited pedestrian and cycle connectivity exists to the current park and ride locations. The recommendations included in this plan aim to fully connect these facilities. Future planning near/around the park and ride locations will require broader connectivity of active modes to the (somewhat isolated) park and ride locations.	Planning documents related to development of The Woodlands, Shenandoah, Oak Ridge North, and Montgomery County were examined. In general most plans were supportive of increased mobility and increased travel choice. Plan did not specifically call for local transit (outside of the existing trolley and Waterway services). However, most plans recognized traffic congestion was the most pressing issue for the local area and that increasing roadway capacity alone would not solve the problem (now and in the future).	<p>In general, public benefits were characterized as high. Express bus routes have the potential to provide new mobility options, support congestion mitigation (I-45, etc.), support parking improvements, reliable mobility options, support economic vitality and access.</p> <p>Potential impacts are generally focused on cost of providing services. However, the plan would call for fares to cover operating costs at a minimum. Any funds required for these services would need to be considered in context with the cost of increased congestion and limited mobility for the community.</p>
<b>Sawdust Park and Ride (Woodlands to Houston)</b>  <b>Extended services (Downtown to Midtown and Greenway to Uptown / Galleria)</b>  <b>Later return services (Medical Center</b>	Successful growth of all park and ride locations (and corresponding connection points) is gauged as high. Adding service, contributes to new opportunities for mobility and new connectivity. Connections to the Uptown / Galleria area was deemed important		Limited pedestrian and cycle connectivity exists to the current park and ride locations. The recommendations included in this plan aim to fully connect these facilities. Future planning near/around the park and ride locations will require broader		



Scenario	Connectivity (Destinations)	Consistency with Safety Plans & Guidelines	Integration (Walking, Cycling, Active Modes)	Assessment of Consistency with Local/Regional Plans	Public Benefits/Impacts
<b>and Greenway)</b>	by stakeholders.		connectivity of active modes to the (somewhat isolated) park and ride locations.		
<b>Sterling Ridge Forest Park and Ride (Woodlands to Houston)</b> <b>Extended services (Downtown service to Midtown)</b> <b>Later return services (Medical Center)</b>	Successful growth of all park and ride locations (and corresponding connection points) is gauged as high. Adding service, contributes to new opportunities for mobility and new connectivity.		Limited pedestrian and cycle connectivity exists to the current park and ride locations. The recommendations included in this plan aim to fully connect these facilities. Future planning near/around the park and ride locations will require broader connectivity of active modes to the (somewhat isolated) park and ride locations.		
<b>Reverse Service (Downtown Houston Transit Center to The Woodlands)</b>	Reverse services provide critical, completely new connections into The Woodlands. While these connections are focused on employees, the service opens up the potential for residents throughout the metro region to work in The Woodland area.	All routes would be developed to meet all applicable safety guidelines and requirements.	Recommendations regarding active modes connectivity within the study area would further support travel needs for transit users (once they arrive in The Woodlands area). The origin points of the reverse service are generally in urbanized areas with strong connectivity to both transit and active transportation options.	Planning documents related to development of The Woodlands, Shenandoah, Oak Ridge North, and Montgomery County were examined. In general most plans were supportive of increased mobility and increased travel choice. Plan did not specifically call for local transit (outside of the existing trolley and Waterway services). However, most plans recognized traffic congestion was the most pressing issue for the local area and that increasing roadway capacity alone would not solve the problem (now and in the future).	In general, public benefits were characterized as high. Express bus routes have the potential to provide new mobility options, support congestion mitigation (I-45, etc.), support parking improvements, reliable mobility options, support economic vitality and access.  Potential impacts are generally focused on cost of providing services. However, the plan would call for fares to cover operating costs at a minimum. Any funds required for these services would need to be considered in context with the cost of increased congestion and limited mobility for the community.
<b>Reverse Service (Downtown Houston Transit Center to Springwoods / ExxonMobil)</b>					

**TABLE 4 PROSPERITY ACCOUNTS**

Scenario	Employment	Population	Mode Shift	Tax Benefits
<b>Town Center Mobility - Bus</b>				
Route 1	The Town Center is the focus of higher density commercial and office in The Woodlands. This area has the highest density of employment and is the most supportive of transit. The development of additional future employment is planned for the	Residential population is projected to grow as The Woodlands and surrounding communities continue to build out. The Town Center includes plans for higher density residential in Hughes Landing and the south Town Center area. These population	Ridership targets were created based on past trolley ridership trends. Ridership modeling was not completed. These figures are approximate targets. Ridership would involve movement from one mode to another.	Increased mobility provides new opportunities for access to the Town Center and other important commercial areas. Transit services also support access to employment for local citizens at a reasonable cost. Overall, transit is potentially



Scenario	Employment	Population	Mode Shift	Tax Benefits
Route 2	Town Center.	increases would be supportive of transit in the proposed urban environment.	>132K trips annually. Ridership targets were created based on past trolley ridership trends. Ridership modeling was not completed. These figures are approximate targets. Ridership would involve movement from one mode to another. >100K trips annually.	supportive of development in the Town Center, economic vitality, and the park once strategy (for reducing demand on existing parking).
Route 3			Ridership targets were created based on past trolley ridership trends. Ridership modeling was not completed. These figures are approximate targets. Ridership would involve movement from one mode to another. >100K trips annually.	
<b>Local Mobility - Bus</b>				
Route 10	Access to the Town Center is important for this route. The Town Center includes higher density commercial and office, providing employment opportunities across the region. Local mobility is critical to continued development of employment.	Residential population is projected to grow as The Woodlands and surrounding communities continue to build out. The Town Center includes plans for higher density residential in Hughes Landing and the south Town Center area. The Creekside neighborhood continues to develop, along with surround areas such as Springwoods that will impact population in the region. These population increases would be supportive of transit in the proposed urban environment.	Ridership targets were created based on the team's understanding of activity centers, future land use, and employment / population growth. Ridership modeling was not completed. These figures are approximate targets. Ridership would involve movement from one mode to another. >50K trips annually.	Increased mobility provides new opportunities for access to the Town Center and other important commercial areas. Transit services also support access to employment for local citizens at a reasonable cost. Overall, transit is potentially supportive of development in the Town Center, economic vitality, and the park once strategy (for reducing demand on existing parking).
Route 10X	This route provides access to the Town Center and Springwoods / ExxonMobil. These are significant employment centers within the region. Future employment growth is anticipated and mobility options will be important to facilitate this growth (while minimizing impacts).		Ridership targets were created based on the team's understanding of activity centers, future land use, and employment / population growth. Ridership modeling was not completed. These figures are approximate targets. Ridership would involve movement from one mode to another. >80K annually.	Increased mobility provides new opportunities for access to the Town Center and other important commercial areas. Route 10X has the opportunity to link employees in the Springwoods / ExxonMobil area to retail and recreation opportunities in the Town Center. Overall, transit is potentially supportive of development in the Town Center, economic vitality, and the park once strategy (for reducing demand on existing parking).
Route 11	Access to the Town Center and Village Center commercial is important for this route. The Town Center includes higher density commercial and office, providing employment opportunities across the region. Local mobility is critical to continued development of employment.		Ridership targets were created based on the team's understanding of activity centers, future land use, and employment / population growth. Ridership modeling was not completed. These figures are approximate targets. Ridership would involve movement from one mode to another. >80K annually.	Increased mobility provides new opportunities for access to the Town Center and other important commercial areas. Transit services also support access to employment for local citizens at a reasonable cost. Overall, transit is potentially supportive of development in the Town Center, economic vitality, and the park once strategy (for reducing demand on existing parking).
<b>Regional Mobility - Woodlands Express</b>				
Research Forest Park and Ride	Express routes are focused on providing access for employees. Additional mobility options would	Residential population is projected to grow as The Woodlands and surrounding communities continue	Ridership targets were created at the level to cover operating expenses. The ridership figures	Increased mobility provides new opportunities for access to the Town Center and other important



Scenario	Employment	Population	Mode Shift	Tax Benefits
<b>(Woodlands to Houston)</b> Extended services (Downtown to Midtown and Greenway to Uptown / Galleria) Later return services (Medical Center and Greenway)	support the continued growth of employment throughout the metropolitan area (The Woodlands, Springwoods / Exxon Mobil, and other destinations for the express bus and reverse commuter services.	to build out. The Town Center includes plans for higher density residential in Hughes Landing and the south Town Center area. The Creekside neighborhood continues to develop, along with surround areas such as Springwoods that will impact population in the region. These population increases would be supportive of transit in the proposed urban environment.	were sense checked based on the team’s understanding of activity centers, future land use, and employment / population growth. Ridership modeling was not completed. These figures are approximate targets. Ridership would involve movement from one mode to another. 47K annually.	commercial areas. Transit services also support access to employment for local citizens at a reasonable cost. Overall, transit is potentially supportive of development in the Town Center, economic vitality, and the park once strategy (for reducing demand on existing parking).
<b>Sawdust Park and Ride (Woodlands to Houston)</b> Extended services (Downtown to Midtown and Greenway to Uptown / Galleria) Later return services (Medical Center and Greenway)			Ridership targets were created at the level to cover operating expenses. The ridership figures were sense checked based on the team’s understanding of activity centers, future land use, and employment / population growth. Ridership modeling was not completed. These figures are approximate targets. Ridership would involve movement from one mode to another. 27K annually.	
<b>Sterling Ridge Forest Park and Ride (Woodlands to Houston)</b> Extended services (Downtown service to Midtown) Later return services (Medical Center)			Ridership targets were created at the level to cover operating expenses. The ridership figures were sense checked based on the team’s understanding of activity centers, future land use, and employment / population growth. Ridership modeling was not completed. These figures are approximate targets. Ridership would involve movement from one mode to another. 22K annually.	
<b>Reverse Service (Downtown Houston Transit Center to The Woodlands)</b>	Express routes are focused on providing access for employees. Additional mobility options would support the continued growth of employment throughout the metropolitan area (The Woodlands, Springwoods / Exxon Mobil, and other destinations for the express bus and reverse commuter services.	Overall population in the metro area is anticipated to grow. The Houston area is one of the fastest growing areas for population in the county. This is attributed to the positive job market and generally low cost of living. As the Town Center and surrounding areas continue to develop as major employment centers, new population will be drawn to these areas. Also, the desire to live in other parts of the metro area, but work in The Woodlands would support the growth in population throughout the metro area.	Ridership targets were created at the level to cover operating expenses. The ridership figures were sense checked based on the team’s understanding of activity centers, future land use, and employment / population growth. Ridership modeling was not completed. These figures are approximate targets. Ridership would involve movement from one mode to another. 34,000 annually.	Provides access for employees working throughout the metropolitan area to access retail, commercial, and job opportunities in study area. These are employees who will contribute to the local economy.
<b>Reverse Service (Downtown Houston Transit Center to Springwoods / ExxonMobil)</b>			Ridership targets were created at the level to cover operating expenses. The ridership figures were sense checked based on the team’s understanding of activity centers, future land use, and employment / population growth. Ridership modeling was not completed. These figures are approximate targets. Ridership would involve movement from one mode to another. 26,000 annually.	



**TABLE 5 SUSTAINABILITY ACCOUNTS**

Scenario	Potential Reduction in Auto Trips
<b>Town Center Mobility - Bus</b>	
Route 1	Sustainability was defined for this study as the potential for reduction in auto trips. This is presented by the potential capacity of the service to provide transit mobility (for trips that would otherwise be via auto or other mode). 300 people, per hour, per direction (p/h/d).
Route 2	Sustainability was defined for this study as the potential for reduction in auto trips. This is presented by the potential capacity of the service to provide transit mobility (for trips that would otherwise be via auto or other mode). 300 people, per hour, per direction (p/h/d).
Route 3	Sustainability was defined for this study as the potential for reduction in auto trips. This is presented by the potential capacity of the service to provide transit mobility (for trips that would otherwise be via auto or other mode). 300 people, per hour, per direction (p/h/d).
<b>Local Mobility - Bus</b>	
Route 10	Sustainability was defined for this study as the potential for reduction in auto trips. This is presented by the potential capacity of the service to provide transit mobility (for trips that would otherwise be via auto or other mode). 200 p/h/d.
Route 10X	Sustainability was defined for this study as the potential for reduction in auto trips. This is presented by the potential capacity of the service to provide transit mobility (for trips that would otherwise be via auto or other mode). 200 p/h/d.
Route 11	Sustainability was defined for this study as the potential for reduction in auto trips. This is presented by the potential capacity of the service to provide transit mobility (for trips that would otherwise be via auto or other mode). 200 p/h/d peak period.
<b>Regional Mobility - Woodlands Express</b>	
Research Forest Park and Ride	Sustainability was defined for this study as the potential for reduction in



Scenario	Potential Reduction in Auto Trips
<b>(Woodlands to Houston)</b> Extended services (Downtown to Midtown and Greenway to Uptown / Galleria) Later return services (Medical Center and Greenway)	auto trips. This is presented by the potential capacity of the service to provide transit mobility (for trips that would otherwise be via auto or other mode). 18 services morning / 20 services evening (M-F).
<b>Sawdust Park and Ride (Woodlands to Houston)</b> Extended services (Downtown to Midtown and Greenway to Uptown / Galleria) Later return services (Medical Center and Greenway)	Sustainability was defined for this study as the potential for reduction in auto trips. This is presented by the potential capacity of the service to provide transit mobility (for trips that would otherwise be via auto or other mode). 13 services morning / 15 services evening (M-F).
<b>Sterling Ridge Forest Park and Ride (Woodlands to Houston)</b> Extended services (Downtown service to Midtown) Later return services (Medical Center)	Sustainability was defined for this study as the potential for reduction in auto trips. This is presented by the potential capacity of the service to provide transit mobility (for trips that would otherwise be via auto or other mode). 8 services morning / 8 services evening (M-F).
<b>Reverse Service (Downtown Houston Transit Center to The Woodlands)</b>	Sustainability was defined for this study as the potential for reduction in auto trips. This is presented by the potential capacity of the service to provide transit mobility (for trips that would otherwise be via auto or other mode). 4 services morning / 6 services evening (M-F).
<b>Reverse Service (Downtown Houston Transit Center to Springwoods / ExxonMobil)</b>	Sustainability was defined for this study as the potential for reduction in auto trips. This is presented by the potential capacity of the service to provide transit mobility (for trips that would otherwise be via auto or other mode). 4 services morning / 6 services evening (M-F).

**TABLE 2 DELIVERABILITY ACCOUNTS**

Scenario	Assessment of Technical Challenges	Assessment of Ease/Efficiency of Operations & Maintenance	Extent of Use of Existing Infrastructure	Expansion Capability
<b>Town Center Mobility - Bus</b>				
Route 1	The team conducted an examination of the routes and assessed the complexity of implementation and	Operations would generally be on street. This would require some recovery time to mitigate	The proposed route primarily utilizes existing roadways, with little infrastructure needed (other	Service could be easily adjusted or expanded.



Scenario	Assessment of Technical Challenges	Assessment of Ease/Efficiency of Operations & Maintenance	Extent of Use of Existing Infrastructure	Expansion Capability
	any construction necessary. No critical issues were identified, with only a minor reduction in on street parking necessary for implementation.	service delays (based on traffic, etc.). However, this is not a critical issues and typical of most transit systems. Maintenance would depend on contract agreements with the local operator, but should not present barriers to providing service.	than stops and bus turn outs).	
Route 2	No critical issues were identified. Route 2 would require the construction of some bus turn outs to move buses out of major traffic at select stops. This construction was not deemed a significant technical challenge.			
Route 3	No critical issues or complex technical elements were identified.			
<b>Local Mobility - Bus</b>				
<b>Route 10</b>	The team conducted an examination of the routes and assessed the complexity of implementation and any construction necessary. Development of stop infrastructure is significant for this route, but should not be an impediment to providing the service. Stop locations would need to be located as close to destinations as possible (within public right of way). Pedestrian and cycle connectivity to stops would need to be addressed.	Operations would generally be on street. This would require some recovery time to mitigate service delays (based on traffic, etc.). However, this is not a critical issues and typical of most transit systems. Maintenance would depend on contract agreements with the local operator, but should not present barriers to providing service. The security constraints at the ExxonMobil campus may present an issue for operations to Route 10X.	The proposed route primarily utilizes existing roadways, with little infrastructure needed (other than stops and bus turn outs).	Service could be easily adjusted or expanded.
<b>Route 10X</b>	This route would require access to the ExxonMobil campus to deliver riders as close to stops as possible. This is a security concern for the campus and would need to be coordinated and an appropriate agreement reached.			
<b>Route 11</b>	No critical issues or complex technical elements were identified. Stop locations would need to be located as close to destinations as possible (within public right of way). Pedestrian and cycle connectivity to stops would need to be addressed.			
<b>Regional Mobility - Woodlands Express</b>				
<b>Research Forest Park and Ride (Woodlands to Houston)</b>  <b>Extended services (Downtown to Midtown and Greenway to Uptown / Galleria)</b>  <b>Later return services (Medical Center and Greenway)</b>	No critical issues or complex technical elements were identified. The critical infrastructure elements include any necessary maintenance / general upgrades to the park and ride facilities. Additionally, extending sidewalks and cycle connections to each park and ride is one of the higher cost elements, but is not a complex	Operations would not differ from the services provided today. New timetables have been developed to incorporate the new services. Reverse services have also been accommodated in the overall operations to take advantage (where possible) of buses delivering riders to central Houston and then returning to The Woodlands for a new service. The overall plan will require	The express service additions use the existing park and ride facilities. Signage and use of stop locations within central Houston would require agreement with METRO. However, the plan proposes using existing facilities.	Service could be easily adjusted or expanded. Balancing the operations plan to best utilize buses traveling between The Woodlands and central Houston is challenging, but not a fatal flaw.



Scenario	Assessment of Technical Challenges	Assessment of Ease/Efficiency of Operations & Maintenance	Extent of Use of Existing Infrastructure	Expansion Capability
<p><b>Sawdust Park and Ride (Woodlands to Houston)</b></p> <p>Extended services (Downtown to Midtown and Greenway to Uptown / Galleria)</p> <p>Later return services (Medical Center and Greenway)</p> <hr/> <p><b>Sterling Ridge Forest Park and Ride (Woodlands to Houston)</b></p> <p>Extended services (Downtown service to Midtown)</p> <p>Later return services (Medical Center)</p>	<p>undertaking.</p>	<p>adjustments, depending on the new services implemented.</p>		
<p><b>Reverse Service (Downtown Houston Transit Center to The Woodlands)</b></p> <hr/> <p><b>Reverse Service (Downtown Houston Transit Center to Springwoods / ExxonMobil)</b></p>	<p>Very little infrastructure is needed to implement these services. Signage at the origin points in central Houston. The plan assumes existing stop facilities (on street) would be utilized as the pickup points. This would require agreement with METRO for use of their facilities.</p>	<p>Operations would not differ from the services provided today. New timetables have been developed to incorporate the new services. Reverse services have also been accommodated in the overall operations to take advantage (where possible) of buses delivering riders to central Houston and then returning to The Woodlands for a new service. The overall plan will require adjustments, depending on the new services implemented.</p>	<p>Signage and use of stop locations within central Houston would require agreement with METRO. However, the plan proposes using existing facilities. Drop off points in the study area would take advantage of stops developed for other new Town Center or local bus services.</p>	<p>Service could be easily adjusted or expanded. Balancing the operations plan to best utilize buses traveling between The Woodlands and central Houston is challenging, but not a fatal flaw.</p>

# F Appendix F: Additional Comments



Date Received	Comment
1/14/2014	I would like to have at least hourly transit bus service 6 or 7 days a week along Research Forest Drive from the Westwood Village shopping center in Magnolia to the front of the Woodlands, ending at the Woodlands Mall. I live in the Whispering Pines apartment complex next to Alden Bridge Village Center and would like to be able to take the bus to the Target store in Magnolia, Woodlands High School, Bear Branch Park, Shadowbend YMCA, Cochran's Crossing shopping center, VillaSport Athletic Club, Hughes Landing, Northshore Park, South Regional Library, Market Street, Waterway Square, Cinemark Tinseltown 17 theater, Pinecroft shopping center, and the Woodlands Mall. A connection to one of the Woodlands Express bus park & ride lots for trips to Houston would be a bonus. There are many teenagers at the Whispering Pines apartments and the Woodlands High School who could also utilize this service, along with the many senior citizens at Whispering Pines as well as The Conservatory senior apartments, also located next to Alden Bridge Village Center. As a separate request, I would like the Woodlands Express bus (Brazos Transit District) to have weekend service to Houston.
1/14/2014	I would like to have at least hourly transit bus service 6 or 7 days a week along Research Forest Drive from the Westwood Village shopping center in Magnolia to the front of the Woodlands, ending at the Woodlands Mall. I live in the Whispering Pines apartment complex next to Alden Bridge Village Center and would like to be able to take the bus to the Target store in Magnolia, Woodlands High School, Bear Branch Park, Shadowbend YMCA, Cochran's Crossing shopping center, VillaSport Athletic Club, Hughes Landing, Northshore Park, South Regional Library, Market Street, Waterway Square, Cinemark Tinseltown 17 theater, Pinecroft shopping center, and the Woodlands Mall. A connection to one of the Woodlands Express bus park & ride lots for trips to Houston would be a bonus. There are many teenagers at the Whispering Pines apartments and the Woodlands High School who could also utilize this service, along with the many senior citizens at Whispering Pines as well as The Conservatory senior apartments, also located next to Alden Bridge Village Center. As a separate request, I would like the Woodlands Express bus (Brazos Transit District) to have weekend service to Houston.
1/22/2014	<b>Express Bus Services</b> We need TMC Medical Center pass for 7200 Cambridge new Baylor College new stop
1/22/2014	<b>Local Bus Services</b> Woodlands to airport
1/22/2014	<b>Other Services</b> Competant bus drivers
1/22/2014	<b>Walking</b>
1/22/2014	<b>Biking</b>
1/22/2014	<b>Watertaxi Services</b>
1/22/2014	Can we give the survey to the Village Presidents to attach to their email sites? Because every Village has a website, and every website is hit quite frequently. How will we publicize this survey?
1/22/2014	Can we download this presentation?
1/22/2014	How does this differ from Agenda 21? Are you familiar with that?
1/22/2014	A lot of focus is on the town center, and people moving in and out of the Woodlands, what about mobility within the Woodlands, between areas like retirement centers, high occupancy apartment centers, village shopping centers, and also on the area map, it stops at I-45, essentially. There are other parts of this county that we need to be interacting with, and I'd like to see it included in the plan.
1/22/2014	I use the park and ride here down to Exxon Mobile every day, I have used the Research Forrest Park until 3 years ago and now I use the Sawdust, and when you talk about pedestrian paths or something, and half the year at least, I'd be showing up at the bus drenched in sweat, and they are kind of remote. Like Research, there is nothing at that parking lot. Sawdust, there are some malls going up near by, but...what would you be talking about for getting pedestrians to the parking lot? Are busses one of the options from like locally to the park and ride?

Date Received	Comment
1/22/2014	One of the big concerns for the future of the Woodlands itself is the use of the Woodlands Parkway by business and residential areas to the west of 2978...I can see this doesn't have that in scope, how do we deal with that issue on the horizon 10 years out?
1/22/2014	Any updates on Gosling being expanded or an extension?
1/22/2014	I have a question. I keep hearing there are 3 studies, we're studying, we're studying, we're studying. How long are we going to be studying before we actually implement? I go down Gosling the other day, there are no less than 3 subdivisions going in, plus a huge apartment complex. To go South on Gosling right now, is a nightmare. And the bridges, yes, we're concerned about the bridges because those of us in Creek Side Park, we have to go North into South County every day. We have to travel one of the two bridges; we don't have any other option. So I'm hearing "study study study" ---when do we implement? When are we going to see the actual results on these roads being expanded?
1/22/2014	Do we have plans in the budget, is the county on board, and everyone on board, so when this is done, to expedite what Nancy is talking about, to move this thing forward, or things forward, there's a lot of things people are talking about, do we have that funding building?
1/22/2014	I'm just wondering if the scope of this project includes the ability to influence the extension of the HOV. I moved here about five years ago, and one of the primary reasons I chose The Woodlands over [other areas] is the availability of the Park n Ride, one of the major pain points that I feel like, and I know other people, who are going to Houston to collect money to go spend in the Woodlands, is getting off at Cypress Wood and not really being able to make it all the way up, so (inaudible)...reports on the Park and Ride, because I know people made like, life decisions based on the availability of that...I want to make sure everyone is aware of that...do we have the ability in this project to influence, because there is plenty of room to extend the HOV, but it stops arbitrarily...
1/22/2014	I'd like to thank you for doing the study, and what you brought up with South County is a good point. We had a 200 million dollar tax bond...up for a vote 2 years ago, and part of the reason, a big reason, why it didn't go through, is there
1/22/2014	I totally agree Larry, the up incoming growth is set to expand on the east side and should be including in the transit plans. It would help with traffic problems on Rayford that is getting worst each year, with the rapid growth in residential and commercial building, I believe it's time to include the east side in all future planning.
1/24/2014	Kevin, having been on the bus for over a year now I see that the most timely improvement would be to make the HOV lane accessible for the buses available right after they get on I-45 before the Hardy toll exit. Then the HOV lane needs to be for buses only. The individual drivers slow down the process of the bus traffic and makes it impossible to maintain a regular schedule. Possibly a separate lane for the individual driver.
1/25/2014	Ms. Leonard,
1/30/2014	The incorporation of a public-private circulator service to our planning partners and consultants so that we can get it into the mix for the study and/or possibly as an independent demonstrator project
1/30/2014	I live on the East side of I-45 so I did not do the survey attached to your email. It seems like it is for Woodland's residents.
1/30/2014	Here is my idea, for what it is worth.
1/31/2014	MAIN OBJECTIVE The Woodlands free local transportation mini-bus service will become a Best Practice for Texas that will show how to offer a sustainable, safe and stress free transportation experience to the communities in the State of Texas.
2/6/2014	South County Community Center is one of three in Montgomery County serving congregant meals (as opposed to delivered to their home). For some the meal is the only hot meal they get that day.
2/6/2014	I may have said this before, but the Town Center future mobility requires substantially different options for getting into and out of Town Center (rather than an area shuttle). Town Center is expected to expand somehow: more employees,
2/17/2014	please consider expanding the bus service to areas outside the Town Center. As people age in this community and it has become more congested from cars; small buses that traveled the whole community and all the shopping areas, library's etc would be an asset. I have seen nothing addressing this option in the planning.

Date Received	Comment
2/17/2014	Please consider expanding the bus service to areas outside the Town Center. As people age in this community and it has become more congested from cars; small buses that traveled the whole community and all the shopping areas, library's etc would be an asset. I have seen nothing addressing this option in the planning.
2/27/2014	The majority of comments I received at the meeting were from Creekside residents concerned about Kuykendahl: the bridge over Spring Creek needs to be widened, the traffic signal at Timarron needs to be activated, Kuykendahl needs better street lighting in general, etc. People wanted to know whose responsibility this was and why the various governmental entities keep "passing the buck."
2/27/2014	Do not want to see Robinson Road widened or otherwise turned into a major thoroughfare. It would divide the community. Please look at Tamina as an alternative, although I am aware of the social/EJ issues that could be triggered by such a recommendation.
2/27/2014	Not enough Woodlands Express runs to the TMC; there needs to be later service in the evenings.
2/27/2014	Rail to The Woodlands is needed; why can't UPRR tracks be used for commuter rail?
2/27/2014	Vanpools are the most efficient answer to transit issues in the area, we should focus on them.
2/27/2014	I am a local employer who is having trouble getting people into the Woodlands from Houston
3/3/2014	Ms. Haultman lives at Tamarac Pines Apartments at 10510 Six Pines Rd, a subsidized independent living facility for Seniors. She is close to the Town Center, but doesn't have a way to get there. She does not drive and depends on the shuttle service Tamarac Pines offers 2 times a week. They will take her to HEB in market street but will not take her to the mall or the shopping areas around the mall. She said she enjoys the free trolley but would pay for better service. The steep steps on the trolley are also hard to climb. She also believes the trolley is more of a tourist attraction than a form of transit.
3/17/2014	1. Longer evening hours with access to your car (meeting others downtown for dinner, sports events, etc.) and having the ability to pick up your car upon returning to the Woodlands...beats having 2 cars downtown! 2. More daytime hours, as it is impossible to park downtown.
6/11/2014	I ride the Park and Rides to work almost every day. But one of the issues I'd like to see addressed is that there is no way to walk or ride a pick to any of the PRs except for Sterling Ridge. It would be great if some sort of sidewalks or bike paths could be connected to these PRs so that people could walk or bike. Otherwise, it's still someone having to drive to work.
10/2/2014	Here is a comment on the Mobility Plan for South Montgomery County. This comment is in reference to bicycle use and the Research Forest Park and Ride Lot.  The connector road between Gosling Road and the Bus Depot (Marisco Place) has no shoulder, no sidewalk, and no hike-and-bike trail and is a narrow road with steep drop off's on either side. Marisco Place is so narrow that the buses turning onto it from the South side (off Gosling) often have to wait for traffic to clear before making the turn because they can't turn if cars are stopped for the light because there is inadequate shoulder even at the intersection.
10/6/2014	As a disabled person, I rely on others to get me around. Copperwood (senior living) has a bus that takes residents twice a week on a pre-designated route. We live on Six Pines so we walk almost everywhere we need to go. However, there's not enough lighting so we don't feel safe after dark. Would attend July 4 celebration and other festivities if there were more lighting and availability to walk. The trolley seems like a good idea, but it doesn't stop near me. I would have to drive to a pick-up spot like the community center in order to use it. Fares for the express buses seem expensive and too high for us to utilize. Information on the trolley or express bus/METRO services isn't available to us. We didn't even know it was an option. It would be nice to have all that available to use here at the community center. We have a car, but we prefer to walk everywhere we need to go for the exercise and for our health. I drive 50 miles or more round trip for doctors' appointments. It's tough on me so I wish there were more here in The Woodlands.
10/11/2014	I would like to see the I-45 HOV lane extended north as far as possible (Sawdust?). I'm in that lane every day.  BTW, when I moved here, I created a spreadsheet of homes to choose from. After price, the next column was "distance to park and ride". I work downtown and never drive there; Research Forest P&R and the bus are great.
10/21/2014	I must have missed the opportunity to take the survey before it closed, but I just wanted to pass along my interest in a transit option from downtown Houston to the ExxonMobil campus in The Woodlands. It would be a great option and I would certainly use it!
10/21/2014	Thank you for the reply. Unfortunately, much of the new ExxonMobil campus is being filled

Date Received	Comment
10/27/2014	Walk/Bike path along Rayford (use side streets and drainage ditch), Aldine Westfield South over Spring River, I-45 HOV Transfer Exit like Kuykendaal, Metro's website works with Woodlands Express + Vanpool + Trip Planner, there needs to be a Park and Ride website that takes...[cannot make out], Hardy Expanded South (love, love, love, love)
10/27/2014	I believe a transit plan would be good for the surrounding areas, as it would help with some of the car congestion problems, as this area has expanded over the last 10 years.
10/28/2014	In regards to the South Montgomery County Mobility Study, as a Montgomery county employee and potential resident within the next few years, I have a great interest in the plans for this area of southern Montgomery and northern Harris counties. Houston, and to a greater extent, Harris county, has always settled for bare minimum basics and outdated standards for our main roads and thoroughfares, not including TXDOT entities such as interstates. Examples include wire span traffic light supports, no permissive left turns for light to moderate traffic intersections, no dedicated right turn lanes for moderate to busy traffic intersections, no curb and gutter street and drainage system, and

Date Received	Comment
10/29/2014	Excellent you are considering to improve the public transportation in the area. It would be nice to have a bus going from The Woodlands to the ExxonMobil Campus, and also from Downtown Houston to the Campus. These two options will make life so much easier for many people working here at the new Campus.
10/29/2014	I cannot attend this meeting but if at all possible, I would like for a couple of issues to be addressed: 1. Please give consideration to providing a discount for seniors who ride the Woodlands express bus. It is unbelievable that there is no
10/29/2014	My schedule will not allow me to attend the final public meeting on The Woodlands mobility plan, but I would like to say I support a local bus option. As a visually impaired employee of ExxonMobil, having a reliable option beyond my ad hoc carpool arrangements would resolve a major impediment to my continued employment. Thanks for all the work your group has done on this project.
10/30/2014	I saw the announcement about Montgomery County Mobility -- Transit Plan Public Meeting on Wednesday, November 5, 2014. I cannot make the meeting, but do have a question: Are there any plans to have public transportation (buses) take people from The Woodlands down to the Memorial City area or to the Energy Corridor? I work near the intersection of Beltway 8 and I-10 and would definitely take a bus to that location from The Woodlands. Thank you.
11/5/2014	If you implement one ? of a plan to provide corporate-commercial transit service rather than a public transit in the Woodlands, I will campaign tirelessly to ....?

Date Received	Comment
11/5/2014	Who is supposed to use the local bus from Town Center to hospital? ExxonMobil should pay for their employees to ride. My husbands employer pays his downtown Houston parking costs. Allow service to villages first. All 3 bus routes are not necessary. People won't got to Town Center to go to Hospital. Already have the Hike/Bike paths throughout the Woodlands. PLEASE DO NOT CUT DOWN TREES TO CONSTRUCT 'MORE' PEDESTRIAN/BIKE PATHS. The Woodlands temperature sits in the 90s from at least March until September. Commuters in business clothes wont want to sweat through their work suits. BUS ROUTES TO VILLAGE CENTERS SHOULD TRIAL one day a week at various centers. How many people will actual cycle?
11/5/2014	I am concerned about "the needs of the town center." Are we pandering to visitors at the expense of people who live here? What about routes to St. Luke's Hospital or the New Methodist (to be built)? Why not take Pih(?) route down Lake Woodlands Drive - Why go to Highland Landing?
11/5/2014	Make a comparison of % residents using plans proposed compared to other locations like Dallas, Houston, etc. Inform public of poor usage results of past local transportation tests.
11/5/2014	I highly approve and desire bus service from Panther Creek Village Center to Town Center. Disabled people in Panther Creek need access to shipping outside their village center. Bus Route II.
11/5/2014	RE: Bus Route II: Access to medical care is important for those who do not or cannot drive. Once in Town Center, they can transfer to other routes.
11/5/2014	Very exciting to see transit coming to the Woodlands. Believe it is a good next step needed.
11/5/2014	Need bike/ped connectivity in town center. Bike Racks at stores, restaurants and Cynthia Woods Mitchell Pavillion. A map that shows where the bike racks are located and how to ride your bike between shopping areas.
11/5/2014	Does it make sense to tie into Metro Light Rail at Northline? Especially for "Off Peak" times. It could act as a Feeder/(?) for a dedicated bus to the Woodlands. Northline is close to 45.
11/5/2014	Please call about Hughes Landing Questions. Thank you. Leah, 703-868-2525

Date Received	Comment
11/5/2014	Missing Airport transportation. Could do a transfer system or direct service. Models with similar populations could be Portsmouth/Concord NH to Logan Airport in Boston. Indicate busses will have ability to carry bicycles. Improve signage
11/5/2014	Would like to see the test of reverse commute service for DT Houston to the Springwoods/ExxonMobile put in Motion. There should be benefits (additional revenue) to the Woodlands Express as well as the community (due to reduce in
11/5/2014	Very interested in reverse commute Houston to ExxonMobile/Springwoods. Many Exxon/Mobile employees will be starting to work at new campus in January 2015, mid-January. It would be a good time to start testing reverse commute.
11/5/2014	Put Raw Data on website. What would cost/ride be if fully self-funding? Privately operated? Please show raw data used to develop plan options? Wouldn't local trolleys be more effective., Hughes Landing like existing Woodland trolleys. Where do you expect riders would park? Would bikers load their bikes on the busses? Cost of insurance? What would be a comparable community where this has been done before? Private operators?
11/5/2014	25 year resident of The Woodlands. Retired Business Consultant who commuted to downtown Houston. Recommend focus on Route II as the trial to Panther Creek and Route I only at this time - modified.
11/5/2014	Woodlands Express Service: My husband and I have ridden the bus to and from downtown for approx. 10 years. We use the Research Forest location. There should be more parking, more buses in the morning after 8:15AM and later than 6:30PM. Research Forrest P&R is the busiest and draws from the largest area - even to Conroe and Willis. Thanks for the meeting tonight.
11/5/2014	Woodlands Express Service: Please add the bus service to the Galleria area. This has been needed for at least 20 years. There are many jobs and shopping areas in the Galleria. It would greatly serve the Woodlands residents, Good
11/5/2014	Topic: Interested possible service between The Woodlands and the Greenspoint area. I told Mr. Craig that we do not currently provide this type of service. I indicated that METRO Star Vanpool may be an option. He indicated that he would look into it. Also advised Mr. Craig about the Transit Plan meeting tonight. Lives in: Sterling Ridge - Works in Greenspoint Area
11/6/2014	Gentlemen Thank you for taking so much time to speak at The Woodlands Public Transit presentation last night. I wanted to give one concrete example of why your Corporate-Commercial Transit approach is misguided. The following web-link is to
1/3/2015	Is there a status update on starting reverse commuting on the Woodlands Express bus from downtown Houston to the new ExxonMobil location, 22777 Springwoods Village Parkway, Spring TX 77389? A survey was done in June 2014.
1/5/2015	Are plans developing for the reverse commute option to the ExxonMobil campus from Downtown Houston? Thanks, Terri
1/29/2015	Ms. Mullins, I am the director of a large senior living community in the Alden Bridge area of The Woodlands. I have a whole lot of folks interested in optional public transportation especially on the weekend. I understand there has been a big study and I am very interested in what the final results will be. I will follow the website, but if there is anything else I can utilize to keep our residents informed please let me know.





