Chapter 8
Implementation and Measuring Success
8.0 Introduction

The projects defined within this Plan include on- and off-street recommendations such as pathways, shared use paths, and bike lane projects. Implementation of each type of project will take time, coordination, and proper funding. This chapter outlines Plan implementation strategies, coordination that may be necessary among various entities, and funding. Last but not least, to ensure that the Plan has produced the desired results, performance measures were identified and are summarized at the end of the chapter to assist The Township with measuring success over time.

8.1 Tiered Implementation Strategy

The phased approach to implementation presented in this Plan was based off of project attainability and included an evaluation of need, public support, feasibility, and degree of coordination necessary between multiple entities. The short-term projects could feasibly be implemented within five years, meaning that the projects identified fill a gap, would not take too long to design or coordinate among entities, and are not the most expensive to implement. The medium-term and long-term projects followed along this same method but were determined to be beyond a five-year implementation period. These projects can be explored in detail in Appendix J. Although The Township is focusing on immediate implementation with the short-term projects identified in this Plan, Sections 8.2 through 8.5 apply to short-term project recommendations as well as any projects that may be identified in the future including the medium-term or long-term projects.

Over time, Township staff may discover pedestrian and bicycle projects that are necessary based on the needs of the community that may not currently be included in this Plan. The criteria discussed in Section 8.4 below provides information on how new projects may be evaluated, ranked, and potentially added to this overall Plan.
8.1.1 Short-Term Projects
The recommended short-term projects address issues identified as crucial gaps in the pedestrian and bicycle network that can also feasibly be accomplished within the short-term period of up to five years. These projects include connections to areas of high pedestrian and bicycle traffic, including schools, parks, and park and ride locations. By adding almost a mile of sidepaths, access to schools along Research Forest Drive will become much safer for pedestrians and bicyclists. Areas around The Woodlands that were identified as being disconnected from the core of the pedestrian and bicycle network, such as College Park and southern portions of Grogan’s Mill, were given safe connections to the existing pathway network. The fast-track projects identified in Chapter 5 are included in the short-term projects listing. Table 8.1 presents the same project list from Chapter 5 but also includes possible funding sources to implement the projects.

Table 8.1 Short Term Recommendations Funding Sources

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Begin</th>
<th>End</th>
<th>Facility Type</th>
<th>Cost</th>
<th>Funding Source</th>
</tr>
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<tbody>
<tr>
<td>The Woodlands Mall Path</td>
<td>Pinecroft Drive</td>
<td>The Woodlands Mall</td>
<td>Shared Use Path</td>
<td>$78,000</td>
<td>Regional (CMAQ, TA, SRTS); NFG; RTG; Local</td>
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<tr>
<td>Sterling Ridge Park &amp; Ride Shared Use Path</td>
<td>Utility Easements</td>
<td>Sterling Ridge Park &amp; Ride</td>
<td>Shared Use Path</td>
<td>$1,411,000</td>
<td>Regional (S307, TA, CMAQ); NFG; Local</td>
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<td>Sawdust Park &amp; Ride Shared Use Path</td>
<td>Utility Easements</td>
<td>Sawdust Park &amp; Ride</td>
<td>Shared Use Path</td>
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<td>Panther Creek Drive</td>
<td>South of Flintridge Drive</td>
<td>East of Coralberry Road</td>
<td>Sidepath</td>
<td>$238,000</td>
<td>Regional (CMAQ, TA, SRTS); NFG; RTG; Local</td>
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<tr>
<td>College Park Drive</td>
<td>Honor Roll Drive</td>
<td>Trade Center Boulevard</td>
<td>Sidepath</td>
<td>$738,000</td>
<td>Regional (CMAQ, TA, SRTS); NFG; RTG; Local</td>
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<tr>
<td>Lake Woodlands Drive</td>
<td>Woodlands Parkway</td>
<td>Kuykendahl Road</td>
<td>Bike Lane</td>
<td>$195,000</td>
<td>Regional (CMAQ, TA); NFG; Local</td>
</tr>
<tr>
<td>Lake Woodlands Drive</td>
<td>Pinecroft Drive</td>
<td>IH-45 Service Road</td>
<td>Sidepath</td>
<td>$145,000</td>
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<td>Sawmill Road</td>
<td>Grogans Mill Road</td>
<td>High Oaks Circle</td>
<td>Shared Use Path</td>
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<tr>
<td>Kuykendahl Road</td>
<td>FM 1488</td>
<td>Creekside Green Drive</td>
<td>Shared Use Path</td>
<td>$4,889,000</td>
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<tr>
<td>Research Forest Drive</td>
<td>Cat’s Cradle Drive</td>
<td>Bear Springs Place</td>
<td>Sidepath</td>
<td>$226,000</td>
<td>Regional (CMAQ, TA); NFG; RTG; Local</td>
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<tr>
<td>Lake Woodlands Drive</td>
<td>Kuykendahl Road</td>
<td>Lakefront Circle</td>
<td>Bike Lane</td>
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<tr>
<td>Research Forest Drive</td>
<td>Egypt Lane</td>
<td>New Trails Drive</td>
<td>Bike Lane</td>
<td>$1,326,000</td>
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<tr>
<td>Research Forest Drive</td>
<td>Alden Bend</td>
<td>Kuykendahl Road</td>
<td>Sidepath</td>
<td>$57,000</td>
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<td>Sterling Ridge Sidewalk</td>
<td>Ashlan Way</td>
<td>Woodlands Parkway</td>
<td>Sidepath</td>
<td>$39,000</td>
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<td>College Park Drive</td>
<td>Alden Woods</td>
<td>Gosling Road</td>
<td>Sidepath</td>
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<td>Lake Woodlands Drive</td>
<td>Grogans Mill Road</td>
<td>Six Pines Drive</td>
<td>Sidepath</td>
<td>$115,000</td>
<td>Regional (CMAQ, TA); NFG; Local</td>
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<td>Research Forest Drive</td>
<td>Savannah Drive</td>
<td>IH-45 Service Road</td>
<td>Sidepath</td>
<td>$38,000</td>
<td>Regional (CMAQ, TA); NFG; RTG; Local</td>
</tr>
</tbody>
</table>

*Total funding: $12,040,000

8.2 Coordination
Some project recommendations are suggested along drainage or utility easements owned or managed by an entity other than The Woodlands Township. Likewise, bike lanes were recommended along some of the roadways which are maintained by the county. It is important for The Woodlands Township to coordinate among the various entities to develop some of the projects listed in this Plan. Below is a brief introduction about who should be involved in the coordination of developing shared use paths along utility corridors as well as what may be necessary to coordinate development of a bike lane on one of the county-maintained roadways.

8.2.1 Utility Corridors Coordination
In order for The Township to implement some of the off-road facilities, coordination will be necessary with either the San Jacinto River Authority (SJRA) or the Woodlands Joint Powers Agency (WJPA) or in Harris County, the Municipal Utility Districts (MUDs). Both the SJRA and JPA have jurisdiction at varying locations where off-road facilities are being recommended. The JPA oversees ten MUDs in Montgomery County. Harris County MUD #386 and #387 operate independently of the JPA. SJRA oversees some of the lands where other utility easements can be found. There will need to be an Irrevocable Encroachment Agreement (sample in Appendix F) prepared between The Township and the appropriate agency. This agreement would enable maintenance items to be addressed (mowing, trimming, and general upkeep) as well as the longevity of the arrangement. A precedent has been set in Alden Bridge with a small pocket park on College Park Drive whereby the JPA implemented such an agreement that has been successful.
It is imperative to note that any recommended or suggested facilities from this Plan must undergo further investigation prior to design and construction. Upon inclusion in the Capital Improvement Program and after extensive public involvement, the design phase will begin, which will determine the exact location, material, and other details. This phase would include further public involvement and consideration of environmental impacts to determine if the recommendation will continue to construction or is not feasible.

8.2.2 Roadways Coordination
This Plan has identified various roadway corridors where a bike lane may be feasible. The roads within The Woodlands are managed and maintained by various entities, including Montgomery County and Harris County. Coordination between these entities is essential for implementation of on-road bicycle facilities. The Woodlands Township would need to enter into a formal agreement with the county stating the Township is allowed to build and maintain a bike lane within the county’s right-of-way. A sample agreement can be found in Appendix F.

8.3 Funding Strategies
There are a variety of ways to fund and implement the project recommendations in the Plan, ranging from local budget initiatives to federal grant programs and innovative partnerships. Short-term projects that do not have right-of-way or environmental issues could be implemented fairly quickly once design and funding have been determined. Below are some funding opportunities that can be considered to implement projects. Pedestrian and bicycle related projects should be reevaluated every two years or so, as many roadway conditions, land uses, design recommendations, and funding mechanisms change over time. The opportunities listed below are a starting place for seeking funding to implement projects recommended in this Plan.

8.3.1 Federal Grant Opportunities
There are a variety of potential federal funding opportunities in which The Township may apply to implement recommended pedestrian and bicycle infrastructure. Federal funding is available at the regional, state, and national levels. The following paragraphs identify some of the more commonly used funding programs for bicycle and pedestrian infrastructure projects and programs; however, there may be more opportunities than those identified. Any project selected for federal funding must be included in the region’s federally approved Transportation Improvement Program (TIP). For The Woodlands, federally funded projects would need to be identified in the approved TIP developed by the Houston-Galveston Area Council Metropolitan Planning Organization (MPO). Because the MPO is a planning organization, the oversight of federally funded infrastructure projects is delegated to the state Department of Transportation. For The Woodlands, that is the Texas Department of Transportation (TxDOT). Most federally funded programs require a local match, and project funding is based on a cost reimbursement process. A fully executed Advance Funding Agreement between the project sponsor and TxDOT, outlining the project scope, costs, and development responsibilities, needs to be in place before authorization to begin project development can occur.

Regional Opportunities
A new transportation bill was passed in December 2015, called the “FAST Act” (Fixing America’s Surface Transportation Act), which provides federal funding for transportation-related projects, including mechanisms to fund pedestrian and bicycle infrastructure projects and programs. Federal transportation funding allocations are distributed to each state. Based on population areas of the state and under certain federally funded programs, funding is distributed directly to the MPOs that are designated as Transportation Management Areas. The MPO conducts a competitive process to select projects. H-GAC is the MPO for The Woodlands. The Woodlands would apply for funds during H-GAC’s routine TIP call for projects. The TIP is a four-year fiscally constrained transportation program that identifies approved transportation-related projects selected to receive federal funding within the region. Under the TIP call for projects, pedestrian and bicycle projects are eligible for funding under most federal transportation programs. The local match requirement is generally
20% of the total eligible funding activities.

The main funding categories that pedestrian and bicycle related projects would be eligible for through H-GAC’s TIP call for projects include STBG, TA, and CMAQ. The **Surface Transportation Block Grant Program (STBG)** funding is used for a wide variety of surface transportation projects. Within this funding category, there is a funding set-aside called **Transportation Alternatives (TA)** that can be used for pedestrian and bicycle projects, including recreational trails projects, safe routes to school projects, community improvement projects (such as historic preservation), and some environmental mitigation projects. The **Congestion Mitigation and Air Quality Improvement Program (CMAQ)** is another potential funding source for pedestrian and bicycle related projects as they provide alternatives to single occupancy vehicles. The purpose of CMAQ funds is to support projects and programs that help reduce congestion and assist the region in meeting the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter. Pedestrian and bicycle related projects that would be eligible include shared-use paths (but must prove they are not strictly recreational in use), bicycle parking, outreach activities to promote safe cycling, etc.

Under the Federal Transit Administration (FTA), **Urbanized Area Formula Program (5307)** provides federal funding to specific urbanized areas (based on 2010 Census population of 50,000 or more) on a yearly basis. The Woodlands is a part of the designated urbanized area (Conroe-The Woodlands) that receives this 5307 funding, allowing pedestrian and bicycle related projects within The Woodlands to be eligible. These funds can be used for transit-related projects for capital and operating expenditures as well as studies. Each urbanized area must spend at least 1% of their funds on “associated transportation improvements” (formerly called “transit enhancements”) that may include pedestrian access and walkways; bicycle facilities (including storage equipment); signage; improved access for those with disabilities; etc. In order to be considered for this funding, eligible projects would be included in The Woodlands Township’s “Program of Projects” (POP) that would then need approval from The Woodlands Board of Directors. Approved projects would then be recorded in the TIP with H-GAC. This funding source would be appropriate for the recommended projects leading up to the park and ride facilities within The Woodlands, bicycle parking/storage, as well as signage within that vicinity.

**Statewide Opportunities**

The **Recreational Trails Grant Program** through Texas Parks and Wildlife can offer up to $200,000 for a recreational trail project that may include construction and/or repair of a recreational trail, trailhead facilities (signage, parking, etc.), land acquisition for trails, etc. This grant requires a 20% local match, and applications for grants can be found on the Texas Parks and Wildlife website at: http://tpwd.texas.gov/business/grants/recreation-grants/copy_of_grant-deadlines. The deadline for this program is typically in February of each year. Projects identified within this Plan that may qualify for this program include but are not limited to wayfinding projects, trails or trailheads that lead to the George Mitchell Nature Preserve, and projects that support the overall pathway system within The Woodlands.

The **Highway Safety Improvements Program (HSIP)** is a state led program through TxDOT that aims to provide safety enhancements to reduce fatalities on public roadways. The eligible projects must support the state’s Strategic Highway Safety Plan and can include intersection improvements, shoulder widening, traffic calming, and other pedestrian and bicycle related safety measures. Projects would need to be submitted to the local TxDOT district for consideration in the state’s program.

**National Opportunities**

The **TIGER (Transportation Investment Generating Economic Recovery) Discretionary Grant Program** provides opportunities for funding capital investments in surface transportation projects on a nationally competitive basis. Pedestrian and bicycle projects are eligible and must show significant positive impact (accessibility, economic development, safety, etc.)
within a metropolitan area or region. Usually the projects need to be “shovel ready,” and funding cannot be used strictly for planning, design, etc. (however, some of those activities can be included as part of the overall construction project). This potential funding source may be appropriate for completion of the overall north-south and east-west pedestrian and bicycle network, the connections to transit (park and ride facilities), and/or connections to Spring Creek Greenway.

8.3.2 Non-Federal Grant Opportunities
Grant opportunities are available from non-profit organizations to large major corporations. Sometimes there are opportunities for grants that occur on an annual basis, and other times there may be a one-time-only grant opportunity. Oftentimes, some of the national advocacy organizations for walking and/or biking will help advertise grant opportunities and can be good resources to check often when seeking funding for pedestrian and bicycle related projects. Below are just a couple of examples of non-federal grant opportunities that could be useful to help implement projects from this Plan.

PeopleForBikes Community Grant Program
The PeopleForBikes Community Grant Program supports bicycle infrastructure projects that provide opportunities for people of all ages to safely ride their bikes. Eligible projects can include bike lanes, pathways, bridges, trails, and end-of-trip facilities such as bike racks and storage. The funding amount is up to $10,000 and would be a good program to seek to leverage other funding opportunities. There is no match required, but upon grant application evaluation, leverage and partnerships are encouraged. More information can be found at: http://www.peopleforbikes.org/pages/grant-guidelines

Robert Wood Johnson Foundation
The Robert Wood Johnson Foundation focuses on health and health care and provides grant opportunities related to healthy communities including the built environment (such as pedestrian and bicycle infrastructure) by “creating the conditions that allow communities and their residents to reach their greatest health potential”. This grant program does not always have opportunities for infrastructure-related projects but is a good source to check frequently for such opportunities relating to health and the built environment. More information can be found at: http://www.rwjf.org/en/how-we-work/grants-and-grant-programs.html

8.3.3 Local Opportunities
Projects and programs that have been identified or introduced in this Plan where other funding sources are not available can be funded locally either through the annual budget of The Woodlands Township or by partnering with the private sector (i.e. local corporations and businesses). Bond initiatives may also provide opportunities to implement certain projects, but since The Woodlands Township does not have the power to initiate a bond, that may not be feasible at this time.

The Woodlands Township Annual Budget
From the local perspective, project priorities and recommendations from this Plan could be considered during The Woodlands Township’s budgeting process. The Parks and Recreation Department has a budget for capital projects, and each year when staff goes through the budgeting process, the project recommendations from this Plan should be considered for the budget. Final designs for the recommended and suggested facilities will be determined only after they have been fully programmed into the budget for capital projects. After inclusion into the capital projects budget, extensive public involvement will take place in order to garner the support of the community. Finally, the project will go through an engineering design phase where drainage analyses and environmental studies may be performed.
As noted in the federal funding section, most federal grants and funding sources require some sort of local match. If a pedestrian-bicycle related project receives federal funding to implement, the Township would need to allocate the appropriate local funds to support the federal award. In response to the projects identified in this Plan, The Woodlands Township Board of Directors approved the 2017 budget in September 2016 and have set aside $500,000 within the Transportation Fund to support implementation of the short-term (including fast-track) and wayfinding projects. The amounts set aside will act as cash match for The Woodlands to go after grant funding to implement the short-term projects listed in this Plan. The same amount per budget year has been included in the “Five-Year Plan Assumptions” for the 2018, 2019, 2020, and 2021 budgets as well.

Local Businesses
There may be opportunities to partner with local businesses to implement some of the project recommendations. Depending on the project or program, a local business may find value in sponsoring or funding a certain portion as it may benefit their employees and/or help to market or advertise their business. For example, in the City of Houston, Blue Cross and Blue Shield (BCBS) of Texas provided a large financial portion to initiate Houston’s B-Cycle (bike share) program. BCBS provided opportunities for Houstonians to be more active and healthy while also advertising through placement of their logo on the bicycles available to rent. There may be similar and other opportunities for The Woodlands Township to partner with local businesses to support projects identified in this Plan.

8.4 Criteria for Project Prioritization
The projects selected for inclusion in this Plan support the vision, goals, and objectives of this Plan and fit into the following seven topics or criteria. The topics include:

- Connectivity
- Safety
- Community Support
- Coordination
- Existing Plans and Studies
- Design
- Funding

This criteria helped prioritize the projects in this Plan and may also be used as The Woodlands Township staff receives requests from the community for additional pedestrian and bicycle projects that could be implemented. Quantitative scores should be given for each of the categories to assist with prioritization of projects as requests are made to Township staff. A sample evaluation criteria with these categories and potential points for scoring projects can be found in Appendix G.

This criteria can also be useful when determining the best projects to submit for certain grant or funding applications. Projects that support these elements may make strong candidates in a competitive funding situation.

8.4.1 Connectivity

Supporting Goal: Connectivity, Convenience, and Mobility

“Provide an interconnected comprehensive pedestrian and bicycle network that includes off-street and on-street facilities and connects people directly and conveniently to destinations throughout The Woodlands Township.”
Many of the projects identified for the short-term will fill critical gaps in the network and provide access to key locations, such as park and rides, schools, and shopping centers. By taking advantage of the existing pathway network, new sidepaths will fill the gaps and make connections to provide the largest impact in the short-term. Connections to transit facilities are a large part of connectivity and lead to a multi-modal transportation system. Barriers to isolated areas of The Woodlands, such as College Park, can be detrimental to network connectivity. By developing projects that include all areas of The Woodlands, these barriers can be eliminated. Yet another focus of connectivity is to provide direct connections to existing facilities and destinations. Existing facilities or destinations that would benefit from direct access include schools, parks, and shopping centers. Several direct connections to existing facilities and destinations have been identified as small projects that would provide great benefit by taking advantage of the existing pathway network.

8.4.2 Safety

Supporting Goal: Safety

“Provide a safe, comfortable, and convenient travel environment for people to walk, run or, ride their bikes in and around The Woodlands.”

As it is a primary concern, the safety of pedestrians and bicyclists helped guide the selection of the recommended projects. By completing gaps in the existing pathway system or providing new direct connections, new sidepaths will enhance safety of pedestrians. An overarching theme throughout the feedback received from the community is that there is a lack of awareness of which facility types are appropriate for various types of users. By providing facilities that are safe for both pedestrians and bicyclists, the issue of safety for vehicles, pedestrians, and bicyclists would be addressed. Recommended facilities exclusive to bicyclists that may be traveling at higher speeds will provide an additional level of comfort to shared use pathway users. An additional safety issue identified in the feedback is the curvature of pathways throughout the community. While these paths are aesthetically pleasing, they do not allow for adequate line of sight nor are they ideal for bicyclists traveling at higher speeds. By developing a wider, shared-use path system that is non-curvilinear, all users would experience increased safety. A recurring comment from the community was the issue of curb bulb-outs. They were identified as a safety issue to bicyclists using shoulders as bike lanes. By addressing obstacles and improving routes already in use by bicyclists, such as Research Forest Drive, the recommended bike lane projects would enhance the safety of known bicycle routes.

The official Parks & Recreation Department rules of the trails state that the operational hours are from dawn until dusk. As a safety factor, lighting was considered; however, given that the rules exclude the need for lighting, it was determined that lighting will only encourage people to use the trails after official hours. The George Mitchell Nature Preserve is an existing facility that has served as a guide for new natural surface trails, such as those that may be located in utility easements. The George Mitchell Nature Preserve trails, like all other trails in The Woodlands, are to be used at the user’s discretion. These facilities do not have lighting currently, and this issue has been reviewed in great detail with the result that the installation and maintenance of lighting throughout the entire trail network is cost-prohibitive and encourages people to use the facilities after-hours. Additionally, the George Mitchell Nature Preserve is heavily wooded, whereas the suggested and recommended shared use path facilities within utility or drainage easements would be in open, visible areas that would have more lighting than the nature preserve.
8.4.3 Community Support

Although there is not a goal directly related to community support, it is essential to have consensus and support from the community that will benefit from a pedestrian and bicycle related project recommendation.

Through a series of Steering Committee meetings, a public meeting, an online questionnaire, a final public comment period, and a final public hearing, the project team was able to gather input from residents of all areas of The Woodlands regarding existing conditions, gaps in the network, and opportunities for future projects. The Steering Committee was comprised of a representative from each Village Association, Bike The Woodlands Coalition, Township staff, The Woodlands Road Utility District (W.R.U.D), and The Woodlands Development Company to ensure the entire community is in support of the recommendations. Data collected over a period of three months through the online questionnaire was analyzed in order to identify the areas of most concern as well as overarching community-wide issues. By receiving input from the community throughout the entire planning process, the projects recommended within this Plan have been vetted by and ultimately supported by the community.

8.4.4 Coordination

Through research and communication with local, county, and regional entities, The Woodlands Pedestrian and Bicycle Master Plan builds on and takes advantage of any existing plans and efforts. It is vital to the implementation process that any identified recommendations align with preexisting plans, both internally within The Woodlands existing pathway system and also externally to regionally significant pedestrian and bicycle connections.

8.4.5 Existing Plans and Studies

Ensuring the efforts and investments made in The Woodlands Pedestrian and Bicycle Master Plan work toward creating regional connectivity and mobility is paramount. Close attention was paid to existing mobility and transportation plans, such as the South County Mobility Study, H-GAC’s 2040 Regional Bikeway Plan, and plans from The Woodlands Development Company, to ensure the plans complement each other and do not contradict the intentions of other regional plans. Projects that reach the boundary of The Woodlands Township were recommended to align with plans made by others in both terms of location as well as facility type.
8.4.6 Design

**Supporting Goal: Design**

“Establish design guidelines for pedestrian and bicycle infrastructure that are consistent with national standards such as AASHTO and NACTO.”

All project recommendations will follow national resources for planning, design, and operation of pedestrian and bicycle facilities such as AASHTO’s “Guide for the Planning, Design, and Operation of Pedestrian Facilities” and the “Guide for the Development of Bicycle Facilities”. This will address design issues of width, pavement markings, signage, and degree of separation from vehicular facility. Design guidelines ensure the recommended facilities use best practices for design and safety. Projects must also comply with ADA and any other federal requirements, especially if federal funds are used for project implementation.

New pathways recommended within existing utility or drainage easements will, for the most part, not impact any existing trees or vegetation, as the easements are already mowed and maintained quarterly by the county. In the rare instance a tree may be impacted, the Township will abide by the development standards regarding replacement of the tree and take direction from the reviewing committee. The goal of including trails within the utility or drainage easements is to improve upon these existing, cleared areas that are ideal for recreational trails and not to present negative impacts to the natural areas. The recommended and suggested trail facilities simply formalize an activity that is already occurring and make it more convenient and enticing for future users. By improving these cleared areas, the plan advances the original vision of The Woodlands by maintaining open, recreational areas throughout the community. The final design of these shared use path recommendations will be determined at a later date and is not part of this Plan.

8.4.7 Funding

**Supporting Goal: Funding**

“Identify funding opportunities for implementation and maintenance of pedestrian and bicycle improvements that result from this Plan.”

Funding can be one of the trickiest elements to implementing a project. Oftentimes, it takes multiple entities and multiple sources of funding to get a project constructed. This Plan has identified potential funding sources that could be explored for each project recommendation but is all dependent upon funding cycles from the various grant providers. The opportunity to partner with private entities can also aid in faster project implementation.

8.5 Plan Performance Measures

Performance measures provide a method for monitoring the success of a plan and project implementation over time. By identifying baseline data before plan implementation, the results can be compared to future data in order to determine how effective the plan has been. Furthermore, The Township will be able to identify which performance measures are not progressing and focus attention on the related goals. Oftentimes, funding programs require that a metric be set in place before awarding funding for a project. If the performance measure does well over time and the target for that measure is met, it will become a priority project in the Plan. The performance measures developed for this plan are summarized in Table 8.2, below.
Table 8.2 Performance Measures Summary

<table>
<thead>
<tr>
<th>Goal</th>
<th>Performance Measure</th>
<th>Baseline</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety</td>
<td>Number of crashes reported involving bicycles, 2014</td>
<td>14</td>
</tr>
<tr>
<td></td>
<td>Number of crashes reported involving pedestrians, 2014</td>
<td>6</td>
</tr>
<tr>
<td></td>
<td>Number of Safe Routes to School Programs and Participating Schools in the Region, 2015</td>
<td>12 schools</td>
</tr>
<tr>
<td>Connectivity, Convenience, and Mobility</td>
<td>Average Bicycle Compatibility Index</td>
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<tr>
<td></td>
<td>Total Miles of Shared Use Paths</td>
<td>167 miles</td>
</tr>
<tr>
<td></td>
<td>Total percentage of workers commuting via walking</td>
<td>1.10%</td>
</tr>
<tr>
<td></td>
<td>Total percentage of workers commuting via bicycling</td>
<td>0.10%</td>
</tr>
<tr>
<td></td>
<td>Vehicle Miles Travelled (Local Roads)</td>
<td>239,000 miles</td>
</tr>
<tr>
<td>Coordination</td>
<td>Number of agencies/authorities collaborating on Pedestrian and Bicycle Master Plan</td>
<td>1 (The Woodlands Township)</td>
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<tr>
<td></td>
<td>Number of connections to regional bicycle/pedestrian facilities</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Number of League of American Bicyclists Designated Bicycle Friendly Businesses</td>
<td>0</td>
</tr>
<tr>
<td>Design</td>
<td>Township policy and design standards update to include bicycle and/or pedestrian facilities</td>
<td>None – will update after completion of Plan</td>
</tr>
<tr>
<td>Funding</td>
<td>Develop prioritized list and criteria for pedestrian and bicycle projects for the CIP</td>
<td>As of September 2016, the annual budget/CIP including match money for all of the short-term and fast-track project recommendations from this Plan, and wayfinding projects.</td>
</tr>
<tr>
<td></td>
<td>Number of bicycle and/or pedestrian project grant applications applied for and obtained</td>
<td>Track starting in 2016</td>
</tr>
</tbody>
</table>

8.6 Conclusion

In conclusion, The Woodlands Township Pedestrian and Bicycle Master Plan is a tool to assist The Woodlands with making the community an even more bicycle and pedestrian friendly place to live, work, play, and worship. As the projects within this Plan are implemented, the overall walking, running, and biking network will grow and provide more direct routes and options for people to move in and around the community.