

Preface to The Woodlands Pedestrian and Bicycle Master Plan

An earlier version of The Woodlands Pedestrian and Bicycle Master Plan was presented at the Public Hearing on October 20, 2016. Based on public comments received at the Public Hearing and during the Public Comment Period from September 9, 2016 to September 23, 2016, revisions to the Recommendations Maps within the Plan were presented to The Township Board of Directors on October 26, 2016. The Board of Directors accepted the Plan and adopted the short-term recommendations.

Per the direction of The Township Board of Directors, all project recommendations that were identified beyond a short-term, five-year planning horizon were requested to be removed from the Plan and placed in an appendix to be viewed as needed over time. The information presented within **Appendix J** includes these medium-term and long-term project recommendations. In addition, controversial projects that were recommended along drainage or utility easements were removed from the short-term recommendations and placed in **Appendix J**.

The Woodlands Township Pedestrian and Bicycle Master Plan

Executive Summary



Introduction and Background

The Woodlands Township is home to close to 115,000 people, tucked away in a beautifully wooded community 27 miles north of Houston, Texas, located within both Montgomery County and a small section of Harris County. The Woodlands is known for its great schools, beautiful housing options, access to jobs, shopping, restaurants, and other modern amenities as well as its convenient access to nature with 126 parks and over 205 miles of concrete pathways. The Woodlands Township is a master planned community created by George P. Mitchell in the 1970s that supports an overall vision to maintain the natural environment through its development. Although The Woodlands has grown and developed exponentially the last forty years, the preservation and access to nature is prevalent, making this community an attractive place to “live, work, play, and learn”.

The Township is governed by an elected Board of Directors and has its own Fire Department, Parks and Recreation Department, Community Services, Community Relations, Environmental Services for waste and recycling collection, and a Convention and Visitors Bureau. Police services and public works for roadway maintenance and engineering are the functions of Harris and Montgomery Counties. While much of The Township has been built out, what remains to be developed from the original vision is managed by The Woodlands Development Company (TWDC). The Township is comprised of a series of Villages that each have their own shopping district and neighborhood feel. The village names are: Alden Bridge, College Park, Sterling Ridge, Cochran’s Crossing, Research Forest, Indian Springs, Panther Creek, Creekside Park, Grogan’s Mill, and Town Center.

As part of the original master planned community, an extensive forested pathway network was devised that provides access from individual neighborhoods to schools, places of worship, and shopping centers. This pathway system was initially constructed by (what is now) TWDC but is managed and maintained by the Parks and Recreation Department of The Township. Over time, residents have expressed the need to address safety for walking and biking, more direct connections to destinations, and gaps within the existing pathway system. For example, there are known gaps in the overall pathway system such as the lack of connection to Harper’s Landing, opportunities to connect with the Spring Creek Greenway and George Mitchell Nature Preserve, drainage ditches that could be utilized for additional pathways, and options to provide a space for bikes to ride safely along some roadways within the community. The Woodlands Township decided the creation of a Pedestrian and Bicycle Master Plan would be the first step towards making the community a safer and more connected place to walk, run, and bike by comprehensively evaluating the entire community’s existing pedestrian and bicycle infrastructure and making recommendations for improvements. The Woodlands Township Pedestrian and Bicycle Master Plan is the first of its

The Woodlands Township Pedestrian and Bicycle Master Plan is a planning guide that will assist The Woodlands Township in achieving the vision of becoming a world-class pedestrian and bicycle friendly community over the next few decades.

kind for The Woodlands and will assist The Township with planning for biking projects over time. This Plan was developed after a few plans and studies were performed for The Woodlands and after receiving feedback from The League of American Bicyclists with the national designation of a Bronze Level “Bicycle Friendly Community”. The following plans and studies were the precursors for this Plan.

- The Woodlands Township Strategic Plan (Vision 2034) has a focus area titled “Transportation and Mobility” and states the need to “complete development of systems to enhance mobility and provide safe walking, running and cycling networks” as well as “to improve overall pedestrian/transit/cycling mobility options in the Town Center to reduce congestion”. This Pedestrian and Bicycle Master Plan will comprehensively address walking, running, and bicycling safety and mobility.
- The Woodlands Township Transit Plan completed in early 2015 identified the need for evaluation of pedestrian and bicycle gaps that would support transit locations throughout The Woodlands. Specifically the Transit Plan recognized there are gaps in the pathway system to get to the major park and ride locations within The Woodlands as well as a need for bicycle parking or storage at those locations. This Pedestrian and Bicycle Master Plan addresses connections to the park and ride locations with new pathway recommendations, in addition to bicycle parking and storage.
- The South County Mobility Study prepared by the Houston-Galveston Area Council (H-GAC) briefly explored pedestrian and bicycle related recommendations for southern Montgomery County, which includes The Woodlands. That study helped to identify the need for more north-south and east-west connections for getting around by foot or bike, but that study was unable to get into much detail specific to The Woodlands. This Pedestrian and Bicycle Master Plan will focus specifically on The Woodlands.
- The official feedback The Township received from The League of American Bicyclists after being designated a Bronze Level “Bicycle Friendly Community” provides recommendations for the community to improve its overall bicycle friendly status. One important recommendation was creation of a comprehensive master plan that needs to focus on off-street and on-street recommendations to allow shorter distances between residential areas and popular destinations. This Pedestrian and Bicycle Master Plan will address both on- and off-street recommendations for bicyclists and off-street recommendations for pedestrians.



The Pedestrian and Bicycle Master Plan addresses the existing conditions of walking, running, and biking in The Woodlands, and identifies projects that can be implemented over time to safely expand the overall walking and biking network.

The Vision of The Woodlands Township Pedestrian and Bicycle Master Plan

This Plan was developed with involvement from the community, including a group of representatives from various Villages, Montgomery and Harris counties, and other local entities that made up a Steering Committee for this effort. At the very beginning of the planning process, the creation of a Vision Statement was determined to help guide the overall plan and process. The Vision Statement and supporting goals statements are below.

Vision Statement

The Woodlands Township is a premier community that encourages walking and bicycling for all ages for everyday commuting to workplaces and schools, and for errands, fitness, and recreation. The Pedestrian and Bicycle Master Plan builds upon the interconnected pathway system as a foundation to support additional connections including trails and on-road bicycle facilities. This Plan promotes a healthy and active community and provides safe and convenient options for getting around The Township for generations to come.

Goals

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.

Safety

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

Funding

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

Coordination

Coordinate pedestrian and bicycle plans and policy recommendations with existing efforts at the local, county, and regional levels.

Design

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

*AASHTO: American Association of State Highway and Transportation Officials | NACTO: National Association of City Transportation Officials

The Users: Who is this Plan for?

The Woodlands community is very active, whether walking, running, biking, swimming, rowing, playing sports, etc., and the desire to have a safe and comfortable place to be active is important. The existing pathways provide a reasonably comfortable and safe place for people to walk, ride their bikes, run, or walk their pets. However, when looking at the variety of pathway user types, it becomes apparent that planning for and providing other options for walking, running, and biking is necessary. In the online questionnaire developed during the planning process, there were a series of questions related to why people walk, run, or bike. The point of those questions was to show that there are a variety of reasons to walk, run, or bike, mostly illustrating that people do all of these things for recreation (fun, fitness, etc.) and/or for utility reasons (to run errands, to get to work or school, to get to someone else's house, etc.). The current pathways are great for more leisurely recreational or utilitarian activities, especially for families and small children. However, if a person needs to get quickly to and from a destination with a more direct route, the existing pathways are generally not conducive for high speeds or for quick access to destinations. This Plan evaluates expanding the existing pathway network to include recommendations along drainage and utility easements that could provide safe, more direct routes to destinations. It also explores opportunities to provide on-street recommendations for cyclists to utilize the roadways to get to their destinations. Ultimately, this plan is geared towards a variety of ages and abilities of people walking, running, and biking throughout The Woodlands.

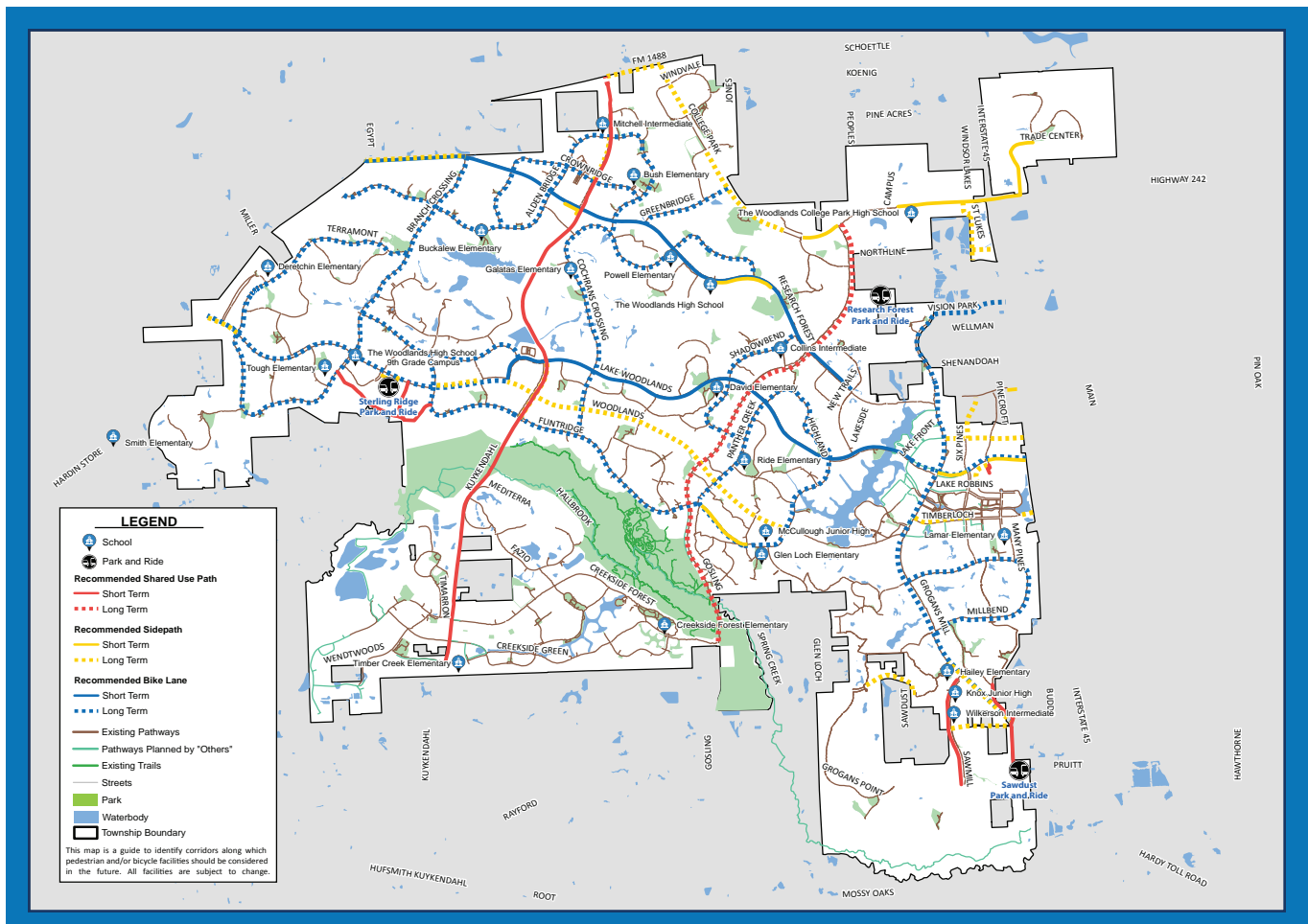
The Network

The public outreach efforts performed for this Plan included an online questionnaire about walking, running, and biking in The Woodlands in addition to open-house style public meeting to educate the public about the Plan and gather input on the needs and opportunities of the overall pedestrian and bicycle network. Overall, the public sentiment is that the existing pathway network is sufficient, but there are definitely opportunities for making walking, running, and biking throughout The Woodlands safer, more connected, and easier to navigate.

Figure ES.1 shows a map of the entire proposed on- and off-street pedestrian and bicycle network created as a result of this planning effort. This map shows every recommendation including a “short-term” five-year plan of projects depicted with solid lines as well as projects that may be considered for future implementation beyond five years that are illustrated with dashed lines. The pedestrian and bicycle projects identified in the overall network address a gap or need in the existing pathway system or provide an opportunity to more directly connect people to destinations. The recommendations include options for additional sidepaths to continue the existing pathway network, bike lanes that would allow for a safer position on a roadway for cyclists to use, and off-street shared use paths that can be located adjacent to existing roadways or along some drainage and utility easements.

The recommendations from this planning document are split into a “short-term” (or five-year) plan and future plan for consideration beyond five years, or “long-term”. The projects included in the five-year plan were determined based on need and feasibility to quickly implement the projects. The lines presented on the maps in this Plan represent a general location where bicycle and/or pedestrian facilities should be considered based on connectivity to adjacent land uses and existing pathways in order to support full pedestrian and bicycle network.

Figure ES.1: Overall Project Recommendations Network Map



Cost estimates for the short-term, five-year plan recommendations are provided in **Table ES.1**. Cost estimates for the long-term projects are not included here but are discussed in **Chapter 5**. **Chapter 5** defines the facility types, identifies the specific projects and cost estimates for each project, and discusses a few “fast-track” projects that could be implemented within a couple of years (see **Table ES.2** for fast-track project listings including cost). **Chapter 6** provides wayfinding recommendations including a few projects that could significantly impact the overall ability for people to navigate the pathways system. A brief summary of these projects and costs is provided in **Table ES.3**. **Chapter 8** provides information on project implementation including potential funding sources by project. The following tables and figures illustrate the big picture results of this planning effort including overall cost estimates and introduction of fast-track projects.

Table ES.1: Short-Term, Five-Year Plan Recommendations Cost Estimate Summary

| Cost | Length | Estimated Cost |
|-----------------|-------------------|----------------------|
| Shared Use Path | 4.7 miles | \$ 1,739,000 |
| Sidepath | 10.9 miles | \$ 7,923,000 |
| Bike Lane | 10.8 miles | \$ 2,370,000 |
| TOTAL | 26.4 miles | \$ 12,032,000 |

*Fast-track project cost estimates are included here in the overall short-term cost estimates but broken into more detail below in **Table ES.2**.

Summary of Fast-Track Projects

There are five fast-track projects identified in this Plan as projects that could feasibly be implemented in the next couple of years. These projects generally can be implemented within existing right-of-way and therefore would not take too long to design and implement. **Table ES.2** describes the projects and provides a general cost estimate, and the following figures illustrate the location of these projects.

Table ES.2: Fast-Track Projects*

| Name | Description | Cost Estimate |
|--|--|---------------|
| Central Bicycle Lane (Figure ES.2) | Development of a bicycle lane along Lake Woodlands Drive from Lake Front Circle to Woodlands Parkway | \$850,000 |
| Retail Access Gap (Figure ES.3) | Development of a new pathway that would provide direct access to retail on the southwest corner of Research Forest Drive and Kuykendahl Road where no pathway currently exists | \$57,000 |
| School Access Gap (Figure ES.4) | Adding a .61-mile sidepath along the south side of Research Forest Drive will ensure students are able to reach their schools without crossing a major roadway | \$226,000 |
| Barrier Access Gap (Figure ES.5) | Providing a connection to the portion of The Woodlands located on the east side of Interstate 45, will allow more residents to access the core of The Woodlands retail, educational, and recreational facilities | \$740,000 |
| Sterling Ridge Park & Ride Access Gap (Figure ES.6) | Adding sidepaths leading to the Park & Ride stemming from the existing pathways will give pedestrians and bicyclists safe access to the Park & Ride Facility | \$39,000 |

*These fast-track project costs are already included in the short-term estimated costs in **Table ES.1**, as noted.



Figure ES.2: Recommended Central Bicycle Lane project location along Lake Woodlands Drive



Figure ES.3: Recommended Retail Access Sidepath Project



Figure ES.4: Recommended sidepath along the south side of Research Forest Drive to allow safer access to and from the schools



Figure ES.5: Recommended sidepath from Harper's Landing, under IH-45, connecting to the core pathway network within The Woodlands



Figure ES.6: Sterling Ridge Park & Ride showing recommended sidepath additions

Summary of Wayfinding Recommendations

Chapter 6 introduces multiple wayfinding options The Woodlands can consider implementing. Four projects are identified as possible near-term, implementable wayfinding projects and are outlined in **Table ES.3** below. More details on these projects and how the wayfinding concepts were developed can be viewed in **Chapter 6**.

Table ES.3: Wayfinding Recommendations Cost Summary

| | Title | Brief Description | Estimated Cost Range |
|----------------------|--|--|-----------------------|
| Project No. 1 | Digital Wayfinding | A digital interactive trail map, GPS mapping, and/or Google Global Trekker | \$30,000 - \$40,000 |
| Project No. 2 | QR Tag Codes | QR codes added to existing pathway signage to assist users with wayfinding | \$47,000 - \$55,000 |
| Project No. 3 | Upgrade Junction/Crossing Post | Update existing signs posts with more information than a stop sign - including street intersection information | \$170,000 - \$175,000 |
| Project No. 4 | Cochrans Crossing, Panther Creek, Creekside Park Junction/Crossing Signs | Add bollards at junctions/crossings where there currently are none and update with new information | \$176,000 - \$230,000 |

Budget and Implementation of Short-Term Projects

In response to the projects identified in this Plan, The Woodlands Township Board of Directors approved the 2017 Budget in September 2016 and set aside \$500,000 within the Transportation Fund to support implementation of the short-term (including fast-track) projects as well as wayfinding projects identified within this Plan. 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 document. 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.

As of October 26, 2016, The Woodlands Township Board of Directors has formally adopted the short-term project recommendations within this Plan and will pursue grant funding using the cash match mentioned above to assist with implementation of these projects over the next five years. The overall Plan document provides more detail than the short-term projects that were adopted, and project recommendations beyond five years can be explored using the maps and information provided in **Chapter 5** of this document as well as **Appendix J**.

Plan Overview

Below is a brief summary of what is included in The Woodlands Township Pedestrian and Bicycle Master Plan document.

- Chapter 1 Introduction:** This chapter gives an overview of the Plan purpose, why there is a plan, and benefits of planning for pedestrians and cyclists.
- Chapter 2 Planning Process:** This chapter details how the Plan was developed including the various committees and public involvement efforts.
- Chapter 3 Vision & Goals:** This chapter identifies the Vision for the Plan as well as the Goals and Objectives to help achieve the overall vision.
- Chapter 4 Existing Conditions & Needs Assessment:** This chapter reviews the existing conditions of The Woodlands and discusses some of the needs identified through the online questionnaire as well as the Steering Committee and public meetings.
- Chapter 5 The Pedestrian and Bicycle Network:** This chapter introduces the overall on-street and off-street recommendations for the overall ped/bike network.
- Chapter 6 Wayfinding Program:** This chapter illustrates how wayfinding of the existing pathway system can be enhanced with pathway wayfinding signage.
- Chapter 7 Programs & Policies:** This chapter discusses policies and programs that are currently in place as well as suggestions for policies and programs that could be useful to The Township for enhancing safety and the pedestrian and bicyclist realm.
- Chapter 8 Implementation Strategy:** This chapter reviews the methodology that was used to estimate the costs of the recommended ped/bike network projects and how the projects were prioritized. This chapter also discusses funding options for future implementation.

Please note: The proposed lines represented on the maps within this Plan are non-binding, and finalization of design and location of facilities will be possible only after additional environmental review and public involvement.

THE WOODLANDS TOWNSHIP PEDESTRIAN AND BICYCLE MASTER PLAN





THE WOODLANDS TOWNSHIP PEDESTRIAN AND BICYCLE MASTER PLAN

On October 26, 2016 at The Woodlands Township Board of Directors meeting, The Woodlands Township Pedestrian and Bicycle Master Plan was unanimously adopted by the Board of Directors.

Master Plan Vision Statement

The Woodlands Township is a premier community that encourages walking and bicycling for all ages for everyday commuting to workplaces and schools, and for errands, fitness, and recreation. The Pedestrian and Bicycle Master Plan builds upon the interconnected pathway system as a foundation to support additional connections including trails and on-road bicycle facilities. This Plan promotes a healthy and active community, and provides safe and convenient options for getting around The Woodlands for generations to come.

Preface

This adopted planning document has been revised from a previous draft after formal direction from The Woodlands Township Board of Directors to focus on project recommendations within a short-term or five-year planning horizon. Any medium-term (six to ten years out) or long-term (greater than ten years out) project recommendations that were explored have been moved to Appendix J in this document for future consideration by The Township to budget for and potentially implement.

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The Woodlands Township Pedestrian and Bicycle Master Plan

Acknowledgments



Introduction

The 2016 Woodlands Township Pedestrian and Bicycle Master Plan (the Plan) was prepared for The Township under the guidance of The Township Board of Directors, Township staff, a Steering Committee comprised of representatives from the community and local governing jurisdictions, and by the citizens of The Township. The Township would like to extend their special appreciation to the members of the Steering Committee and the public who contributed to this effort.

The Steering Committee was comprised of several representatives from the Village Associations, The Woodlands Development Corporation, Harris and Montgomery Counties, The Woodlands Road Utility District, and Bike the Woodlands Coalition. The roster is as follows:

Steering Committee

Ken Schumann, Parks and Recreation Advisory Council (Director's Appointment)
Maryann Braid, Parks and Recreation Advisory Council (Alden Bridge)
Tom Buffa, Village of Cochran's Crossing
Marcello Lo Cicero, Parks and Recreation Advisory Council (Creeside Park)
Kelly Sharer, Parks and Recreation Advisory Council (Indian Springs)
Marti Meerscheidt, Parks and Recreation Advisory Council (College Park)
Anthony Fasone, Parks and Recreation Advisory Council (Sterling Ridge)
Dan Kolkhorst, Parks and Recreation Advisory Council (TWDC)
George Mendes, Bike the Woodlands Coalition
Randall Cade, Bike the Woodlands Coalition
Robert Heineman, Woodlands Road Utility District
Chris LaRue, Township Ad Hoc Transportation Committee
Everett Ison, Panther Creek Village Association
Rick Wong, Montgomery County Traffic Engineering Manager
Dennis Johnston, Harris County Precinct 4 Parks Director
Mike Howlett, Special Projects Coordinator - Harris County Parks Precinct 4

The Woodlands Township Board of Directors

The Woodlands Township Board of Directors also provided input and advisement for this Plan. The authors would like to acknowledge their leadership for the creation of this Plan.

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Mike Bass, Vice Chairman
Gordy Bunch, Secretary
Laura Fillault, Treasurer
Jeff Long, Director
John McMullan, Director
Ann Snyder, Director

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Chapter 1

Introduction



The Woodlands Township Pedestrian and Bicycle Master Plan



1.0 Introduction to The Pedestrian and Bicycle Master Plan

1.0 Introduction to the Pedestrian and Bicycle Master Plan

1.1 Purpose of the Plan

1.2 Plan Background

1.3 Conclusion

The Woodlands Township's Pedestrian and Bicycle Master Plan defines an overall comprehensive vision for walking and biking within the community, and identifies the steps to achieve the vision. This Plan acknowledges the importance of planning for pedestrians and cyclists for the sake of mobility, recreation, safety, health, livability, economic development, and other benefits.

In this section, an overview of The Woodlands Township Pedestrian and Bicycle Master Plan is given, including the purpose of the Plan including examples of potential benefits, and a general introduction of how the Plan came to fruition. An overview of the entire Plan document is also given in this chapter.

1.1 Purpose of the Plan

The Woodlands Township is famous for its trails and pathways, and continues to attract residents and businesses due to these unique amenities. However, The Woodlands has never had an official master plan that comprehensively addresses the existing pedestrian and bicycle facilities and infrastructure to accommodate the evolving needs of the recreational and utilitarian users of these pathways and roadways. With the growth this community has experienced and continues to experience, it has become necessary to address specific pedestrian and bicycle issues in order to ensure safe access and more direct and convenient connections to destinations for people walking, running, and biking throughout the Township.

The purpose of The Woodlands Township Pedestrian and Bicycle Master Plan is to provide an overall comprehensive look at the existing pedestrian and



FOOT NOTE



The cost of operating a car for one year is approximately \$5,170. The cost of operating a bicycle for a year is only \$120.



bicycle network, identify gaps in the existing network, and identify potential interconnected on- and off-street walking and biking recommendations between destinations that are safe and comfortable for all users. Additionally, the Plan identifies funding opportunities which will allow the recommended projects to come to fruition over time, and discusses the importance of coordination among local, county, and regional officials to support implementation. Project recommendations will include design guidelines that are consistent with national standards as well as recommendations for programs that can help support safe walking and biking within the community. This Plan will provide the tools for The Woodlands Township to ensure safe access for people walking and biking for generations to come.

There are numerous community benefits to having a well-connected on-street and off-street pedestrian and bicycle realm including the following three areas: Active Transportation, Economic Impacts, and Health Impacts. The Plan supports these benefits and makes this community even better.

1.1.1 Active Transportation

As interest in active transportation rises and the desire for improved facilities for running, walking, and biking increases, a greater focus has been placed on creating a safe and comfortable complete network system. Not only are pedestrian and bicycle facilities necessary segments of a transportation network, but they also provide health and environmental benefits to the public. All users, regardless of age, skill level, or disability, should have access to a well-connected transportation network that they feel safe and comfortable using.



Figure 1.1 Existing Pathway System

1.1.2 Economic Impacts

Pedestrian and bicycle facilities have been creating economic benefits at an increasing rate over the past decade by raising home values and increasing spending at local businesses. Bicycle tourism and the bicycle industry create jobs, economic activity, and cost savings. In dense business districts, bicycle parking provides more units to park in a smaller space, which means easier access to shops and restaurants. Walkability is becoming an increasingly popular amenity for homeowners. There is evidence that as Walk Score ratings increase, home values also increase. Walk Score is an online tool that shows how walkable an address or area is based on a methodology that takes into account nearby businesses, block lengths, intersections, etc.



1.1.3 Health Impacts

Regular physical activity results in a multitude of health benefits, such as reduced risk of heart disease, stroke, diabetes, and many more. By reducing risk of health issues, healthcare costs are lower. According to the National Household Travel Survey, 28% of trips are one mile or less. Accomplishing these trips by walking or biking will result in not only health benefits, but also additional environmental benefits. Furthermore, by creating a safe and comfortable pedestrian and bicycle network, an alternative travel mode is provided for the aging population to maintain an independent and active lifestyle.



Figure 1.2 Runners take advantage of existing pathway system

1.2 Plan Background

The Woodlands Township is rich in recreational amenities. By creating a master plan, the existing amenities, along with some improvements, will be used to their fullest potential for generations to come. The Woodlands Township Board of Directors approved the selection of a consultant in July 2015 and planning efforts began in October 2015. In 2013, the Board partially funded the South County Mobility Study, but learned in April 2014 that this would not include a master bicycle plan for The Woodlands, which prompted the Board to pursue a Pedestrian and Bicycle Master Plan.

1.2.1 History

The Woodlands Pedestrian and Bicycle Master Plan is the first of its kind for the Township. The original design of the existing pathways within The Woodlands was designed and developed by The Woodlands Development Company, providing interconnected pathways meandering throughout the trees connecting each of the nine Township villages. Over time, The Woodlands Development Company has continued to expand and implement new pathways as new development occurs, and has now transferred ownership of the pathways to The Woodlands Township proper. The Woodlands has a strong history with the provision of parks, trails and other recreational amenities. With the development of this Plan, The

Woodlands will be able to provide more outdoor walking, running, and biking opportunities that more clearly link residents to key destinations.

1.2.2 Who Benefits From This Plan?

One of the most important aspects of the development of The Woodlands Township Pedestrian and Bicycle Master Plan is to ensure that users of all ages, skill levels, and abilities feel safe and comfortable using the pathway network. Therefore, the Plan involves several types of pedestrian and bicycle facilities in order to provide amenities for various types of users. **Table 1.1** generally explains the various types of bicyclists that could be out there, illustrating that the recommendations in such a master plan should not be a “one-size fits all” solution. The same can be said for varying comfort levels of walkers, runners, people pushing children in strollers, the disabled, dog-walkers, and more.



Table 1.1 Types of Bicyclists

| Casual/Less Confident Riders | Experienced/Confident Riders |
|---|---|
| Prefer shared use paths, bike boulevards, or bike lanes along low -volume, low -speed streets. | Most are comfortable riding with vehicles on streets and are able to negotiate streets like a motor vehicle, including using the full width of a narrow travel lane when appropriate and using left - turn lanes. |
| May have difficulty gauging traffic and may be unfamiliar with rules of the road as they pertain to bicyclists. May walk bike across intersections. | While comfortable on most streets, some prefer on -street bike lanes, paved shoulders or shared -use paths when available. |
| May use less direct route to avoid arterials with heavy traffic volumes. | Prefer a more direct route. |
| If no on-street facility is available, may ride on sidewalks. | Avoid riding on sidewalks. Ride with the flow of traffic on streets. |
| May ride at speeds around 8 to 12 mph. | May ride at a speed up to 20 mph on flat ground, up to 45 mph on steep descents. |
| Cycle shorter distances: 2 to 5 miles is a typical trip distance. | May cycle longer distances. |

Source: AASHTO Bike Guide, 2012

The overall recommendations for the pedestrian and bicycle network includes an extension of existing pathways, the development of wider shared use paths, and inclusion of on-street biking recommendations that may consist of a multitude of designs or formats. By providing an assortment of options, there will be a safe and comfortable facility suitable for all users, making this plan beneficial for all residents and businesses within The Woodlands.

1.3 Conclusion

The Woodlands residents appreciate the walking and biking opportunities that currently exist within the community. With this Plan, however, new locations and opportunities for people to walk, run, or bike to and from destinations will enhance the existing network over time. This is the first pedestrian and bicycle specific plan for The Woodlands and will provide The Township with a blueprint to pursue projects over the next five years and beyond.

Chapter 2

Planning Process



The Woodlands Township Pedestrian and Bicycle Master Plan



2.0 Introduction

2.0 Introduction

2.1 Plan Development

2.2 Collaboration with Existing Plans

2.3 Committees and Members

2.4 Public Involvement

This chapter outlines how The Woodlands Township Pedestrian and Bicycle Master Plan was developed, which includes a brief description of existing plans that were the precursors for this Plan, as well as all committees, meetings, and outreach that occurred.

2.1 Plan Development

Development of the Plan began with background research of existing plans and studies, as well as an inventory of existing pedestrian-bicycle facilities within the community. Public outreach began early on in the process (early fall 2015) with a Steering Committee that helped establish an overall Vision and Goals that would align with the needs and desires of the community. An online questionnaire was developed and distributed to the public in late fall 2015 to begin gathering input on needs and desires of the

community as it relates to walking, running and biking. The Steering Committee, The Woodlands Board of Directors and the general public were engaged throughout the entire planning process.

2.2 Collaboration with Existing Plans

In an effort to collaborate with regional efforts made toward pedestrian and bicycle facilities, existing plans from various entities were reviewed during the planning process. The recommended projects outlined in **Chapter 5** of this document complement future and existing facilities surrounding The Woodlands that have been identified in other plans. The locations and types of facilities that are described in existing plans were taken into careful consideration during the development of the recommended projects. The following plans are introduced and briefly summarized to show how they relate to The Woodlands Township Pedestrian and Bicycle Master Plan.

Vision 2034 The Woodlands Township Strategic Plan

Several of the key initiatives of the plan relate to the improvement of bicycle and pedestrian facilities. In order to provide superior park and recreation amenities, an initiative is to provide a pathway system to promote healthy lifestyles and



connect the entire community for transportation, health, and wellness. Another focus area, Transportation and Mobility, specifies the enhancement of mobility and safe walking, running, and cycling networks to reduce congestion and improve health as a key initiative. As seen from these examples, the importance of a well-planned bicycle and pedestrian network is vital to many aspects of The Woodlands.

The Woodlands Transit Plan – Choices

The aim of the plan is to develop a comprehensive network that encompasses all modes of travel in order to provide complete connectivity from users' origins to destinations. As a part of the transit planning process, key bicycle and pedestrian corridors within Town Center were identified. A key need mentioned in the Transit Plan is to fill in the bicycle gaps connecting to all park and ride locations, in addition to providing end of trip facilities, such as bike racks, at all locations. Major pedestrian and bicyclist barriers to Town Center identified by the plan include Woodlands Parkway, Grogan's Mill Road, Research Forest Drive, Lake Woodlands Drive, and IH-45.

Parks & Recreation Plans

Parks & Recreation has dedicated over fifteen percent of the 2016 capital expense budget toward existing and future pathways and trails. Of this budget, over half is allocated for new developments in Town Center, an area that has been identified by multiple studies as needing improved bicycle and pedestrian access. Moreover, in 2017, the budget is expected to be one million dollars for pathways in and around Town Center. Due to the level of importance assigned to Parks & Recreation, it is anticipated that this funding commitment would be consistent over time.

South Montgomery County Mobility Plan

One of the goals of this study was to advance efficient transportation in south Montgomery County by designing a roadway network that encompasses all users, including auto, truck, cyclist, and pedestrian. As a part of the study, long-term bicycle and pedestrian recommendations were developed. Facilities proposed include bike lanes, shared use paths, and paved shoulders recommended on fourteen corridors totaling more than 77 miles.

Houston-Galveston Area Council (H-GAC) Regional Bikeway Plan 2040

The long-range regional plan developed by H-GAC is a collaboration of several entities sharing a vision to improve transportation options and increase regional mobility. Regional Bikeways to connect activity centers and to facilitate long-distance biking and local pedestrian and bicycle networks of different priority were identified in the Regional Bikeway Concept Map. A total of almost 1,000 miles of improvements were identified to be completed over the next 25 years. From The Woodlands, regional connections are shown to Tomball, Conroe, and Magnolia (Priority Level 1), to Kingwood (Priority Level 2), and to Greenspoint (Priority Level 3).

2.3 Committees and Members

The official committees involved in the approval, development, and implementation of The Woodlands Township Pedestrian and Bicycle Master Plan are the Steering Committee and The Woodlands Township Board of Directors. The Steering Committee was created specifically for this Plan and is comprised of at least one representative from each Village Association, Bike The Woodlands Coalition, Township Staff, Harris and Montgomery Counties, and The Woodlands Development Company. The formation of this Committee will ensure that there is community-wide input and advice for the development of the Plan. The Woodlands Township Board of Directors are elected by the community and serve as the legislative body that creates policy and approves budgets.



Figure 2.1 The Woodlands Township Board of Directors



2.4 Public Involvement

One of the key elements of developing this Plan was to engage the public and the citizens of The Township. In order to do that in an efficient but meaningful way, a three-pronged approach was crafted. This included the formation of a steering committee, a public meeting for the general population, and an online questionnaire through the project's website found on The Township's website.

The Steering Committee was comprised of representatives from each of The Township Villages and various entities. The intent of this committee was for members to participate in the Plan's development by attending a series of meetings with the committee as a whole. Members would then be able to share with the groups they represented the project's progress. A public meeting was held mid-way through the project in order to share information that had been gathered and collected but still allow for the public to provide input on issues, gaps in pedestrian/bicycle infrastructure, and other items of interest so the Plan document would be reflective of those elements.

The Township website was the online repository for all the project information. An online questionnaire was placed on The Township's website for those who were unable to attend the public meeting so they could provide input. The response rate was similar to other online questionnaires and surveys The Township has used. There were 30 questions posed with 1,384 respondents completing all or a majority of the questions.

2.4.1 Steering Committee #1

The first Steering Committee Meeting was held on October 20, 2015. This meeting included thirteen active meeting participants, four consultant staff members that facilitated the meeting, and two Township staff members. The meeting was held to bring together individuals representing organizations within The Woodlands Township that may influence and may be impacted by the Plan. During the first meeting, attendees were broken up into three groups to discuss sample vision statements, draft goals, and existing conditions maps. The intent was to receive input on existing conditions as well as pedestrian and bicycle-related needs. After the groups reviewed the goals, objectives, and vision, they evaluated maps based on their respective villages. Each group marked up the maps and identified gaps in the pathway system and opportunities for expansion, or in some cases offered recommendations where no pathways existed. Then the group reconvened, and one representative from each group gave a summary of their general findings about what they had discussed. The consultant team made note of discussions and comments and took these into account when crafting the final vision and goals and for the development of the gaps and opportunities maps.



Figure 2.2 Participants review maps at Steering Committee Meeting #1.

2.4.2 Steering Committee #2

The second Steering Committee Meeting was held on December 15, 2015. There were ten active meeting participants, four consultant team members, and three Township staff in attendance. This meeting consisted of a presentation and open discussion. The consultant team recapped the first Steering Committee Meeting and presented a map of opportunities, constraints, and destinations that were identified at the first meeting. The results thus far from the online questionnaire were summarized and presented to the Steering Committee. The draft goals and objectives that had been



updated from comments received at the first meeting were presented and discussed. The Bicycle Compatibility Index methodology was presented and discussed. See **Chapter 4** for more information regarding the Bicycle Compatibility Index.

2.4.3 Steering Committee #3

The third and final Steering Committee Meeting was held on May 10, 2016. There were twelve steering committee members, five consultant team members, and two Township members in attendance. For this meeting the consultants presented the recommended projects in a map series by Village. Steering Committee members were divided into groups for ease of discussion. Each group reviewed the project list and provided input on whether the project should carry forward into the final list. No project costs were discussed at this meeting so that a free-flow of thoughts would occur. The consultant team also presented their findings as a result of the public meeting that was held in January 2016 after the second Steering Committee Meeting.

2.4.4 Public Meeting (Open House)

The format of the Public Meeting held on Tuesday, January 19, 2016 was an Open House with five interactive stations for the public to visit. There were more than 100 people in attendance. The Welcome and Sign-in station gave attendees a chance to provide their name and contact information, and informational flyers and cards were available for general comment. The second station was a rolling presentation explaining what progress had been made so far on the plan and also what the next steps were for the consultant team. Maps for information and comment were available at station three. Here, the public could comment on and view the maps for existing pathways with destinations, gaps and opportunities defined by the Steering Committee, and the Bicycle Compatibility Index. At station four, there was a live polling feature to collect information from participants regarding the public meeting and planning process. A fifth station displayed a conceptual wayfinding exhibit. A summary of the public meeting and its materials, including the live polling results, can be found in **Appendix A**.



Figure 2.3: Public Meeting Open House attendees review conceptual wayfinding exhibits



Figure 2.4: Public Meeting Open House attendees participate in the live polling feature station

2.4.5 The Woodlands Township Board of Directors Presentation, January 2016

The consultant team presented the results of the online questionnaire and the Steering Committee Meetings to The Woodlands Township Board of Directors on January 27, 2016. An overview of the project was presented with information pertaining to the purpose and procedure of developing a Pedestrian and Bicycle Master Plan. Additionally, the project background and schedule was presented to show progress made thus far. The vision, goals, and objectives were presented to the Board. Gaps, opportunities, and destinations were shown on an overall map, and the on-street and off-street evaluations were reviewed. The online questionnaire statistics were presented, showing 1384 responses at the time of the presentation. Finally, a recap of the January 19, 2016 Public Meeting was given, in addition to next steps for the consultant team.



2.4.6 Website

The website maintained for the Plan, <http://www.thewoodlandstownship-tx.gov/ped-bike-plan>, provided a portal for the latest and timeliest information related to meetings and progress on the Plan. Here, visitors were introduced to the history and purpose of the Plan, as well as given access to information on the Steering Committee and all meeting documents. The Steering Committee section provided information on the composition of the Steering Committee and the various entities represented. The Meeting Document section provided access to presentations and summaries from all meetings held thus far.

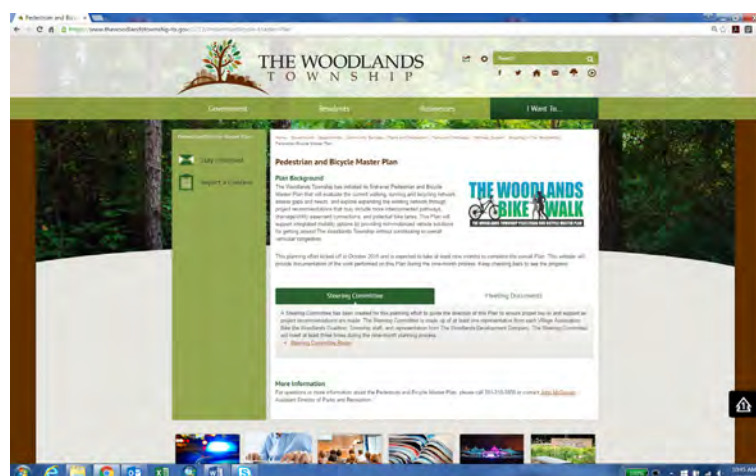


Figure 2.5 Woodlands Township Website

2.4.7 Press Coverage

The local papers and online news outlets were very engaged throughout the public involvement process. There were several articles written as another medium to engage the public for this project. Articles related to The Woodlands Township Pedestrian and Bicycle Master Plan can be found in **Appendix I**.

2.4.8 Online Questionnaire & Results

The web-based questionnaire that gathered input on the Plan from the public was available from November 9, 2015 to February 1, 2016 through Survey Monkey. There were 1,384 responses in total. The questionnaire contained 33 questions on topics including demographics, commute characteristics, and general walking and bicycling preferences and opinions. Data from each response was reviewed in order to determine the type of needs that were identified. The questionnaire gave the team a better sense of opinions of interested parties. The actual questions can be reviewed in **Appendix A**.

2.4.9 The Woodlands Township Board of Directors Presentation, July 2016

The consultant team presented the Draft Plan to The Woodlands Township Board of Directors on July 21, 2016. A recap of the planning process and Draft Plan was presented to the Board, as well as updates maps and cost estimates. After receiving the plan, the Board recommended a public comment period in which the public could review the Draft Plan. It was decided that the public comment period would take place in September 2016, after the start of school, and would last for two weeks.

2.4.10 Public Comment Period, September 2016

Once the traditional school year commenced, a Public Comment Period was held from September 9 through September 23, allowing residents of The Woodlands the opportunity to review the Draft Plan and make comments. The plan was available to view online on The Woodlands Township's website. Hard copies of the plan were also printed and made available at the South Regional Library in The Woodlands as well as at The Woodlands Township Town Hall. The public were invited to provide comments on the Draft Plan and submit them via e-mail, mail, or through the online comment form. All comments received were logged, reviewed, and responded to, when appropriate. In total, 503 comments were received and responded to. The log of comments and responses can be found in **Appendix A**. The comments received contained a mixture of support of the plan and opposition to specific elements of the plan. The majority of negative comments received were regarding the recommendation of shared use paths along utility or drainage corridors. The controversial project recommendations were removed from the plan and can be found in **Appendix J** for reference.



2.4.11 The Woodlands Township Board of Directors Presentation, October 2016

The consultant team presented an updated Draft Plan to The Woodlands Township Board of Directors on Thursday, October 20, 2016 at the first regular Board meeting of the month. As a result of the public comment period in September, Board members heard from many of their constituents some concerns over the potential of shared use paths near or behind their homes along drainage or utility easements. In order to respond to these concerns, the Board decided that all project recommendations along drainage and/or utility easements should be removed from the Plan. The Board recommended a “Public Hearing” opportunity at the next Board meeting which was the following week, in order to allow Woodlands residents the opportunity to speak in person to the Board about support or concerns relating to this Plan. No further action was taken at this meeting.

The consultant team presented the following week on Wednesday, October 26, 2016 at the second Board meeting for the month to update the Board of Directors on changes since the last board meeting. Specifically, the changes included removal of all project recommendations along drainage or utility easements. The consultant team presented the updated maps and cost estimates, and suggested the Board consider keeping two drainage/utility easement projects that were recommended within the short-term projects that provide direct connections to two park-and-ride locations.

After presenting the revised Plan, the public in attendance at this Board meeting was invited to comment on the Plan during a public hearing segment of the meeting. Nineteen residents spoke during the public hearing portion either showing their support of the Plan in general and/or also supporting the removal of utility and drainage corridor projects. The Board made a motion to approve the short-term (or five year plan) recommendations, including two shared use paths along easements that provide access to the Sterling Ridge Park & Ride and the Sawdust Park & Ride, as suggested by the consultant. The remaining medium and long-term projects have been removed from the overall master plan recommendations and placed in **Appendix J** for reference.

2.4.12 Future Facility Recommendation

As the pedestrian and bicycle network evolves, there will be more opportunities and gaps recognized by residents of The Woodlands that may have not been identified during this planning process. The Woodlands Township will receive these recommendations for future consideration. The projects identified in the medium and long-term maps that have been removed and placed in **Appendix J** may be considered for future funding and development in future budgeting cycles beyond the five-year plan. Additionally, facilities not identified at all in this Plan may still be considered as future recommendations per the evaluation and consideration of Township staff and the Board.

Chapter 3

Vision and Goals



The Woodlands Township Pedestrian and Bicycle Master Plan



3.0 Definition of Vision, Goals, and Objectives

3.0 Definition of Vision, Goals, and Objectives

3.1 Development Process

3.2 Vision, Goals, and Objectives

To ensure that the Plan accomplished the needs of The Woodlands Township, it was necessary to begin the planning process by identifying the Vision, Goals, and Objectives. The Vision refers to the overall concept of what The Woodlands envisions for the future of the Township. This includes the physical development of the area, policies, or development standards. Goals state aspirations for the future more specifically than a Vision, yet do not identify the measures that are necessary to meet the goal. These statements are typically long-term and are an overarching principle to help guide decisions made in the future to stay on track with the defined Vision. Objectives are supportive and specific statements which maintain the achievement of a goal. Objectives lay out the steps that should be taken

to reach a goal and are typically measurable or quantifiable. Objectives should be realistic and have an attainable timeframe.

3.1 Development Process

The development of the Vision, Goals, and Objectives began at the first Steering Committee Meeting. During this meeting, attendees were broken up into three separate groups to discuss sample vision statements, draft goals, and maps of the various Villages and sub-areas within The Township to receive input on existing conditions as well as pedestrian and bicycle-related needs. Each group went through the topic areas and the larger group reconvened and heard from one representative from each of the three groups on their general findings about the vision and goals. The three break-out groups worked through four sample Vision Statements



FOOT NOTE



A 20 minute walk, or about
2,000 steps, is
approximately 1 mile.



that were presented by the consultant team to determine what worked and what did not work regarding these statements to help craft a better overall Vision Statement. All three groups agreed that the first statement was the best starting point, and each group went into detail on what they would add or take out of the example statements. Detailed notes were taken on the comments and were crafted into one comprehensive Vision Statement that supports what the Steering Committee members discussed.

The seven draft goals that were presented at the first Steering Committee Meeting were taken directly from the goals that were used in the Request for Proposals written by The Woodlands Township. Each group went through the goals individually and commented on their support or changes of the statements. The goals were then revised for the second Steering Committee Meeting. These revised Vision, Goals, and Objectives statements can be reviewed in the following section.

3.2 Vision, Goals, and Objectives

Vision Statement

The Woodlands Township is a premier community that encourages walking and bicycling for all ages for everyday commuting to workplaces and schools and for errands, fitness, and recreation. The Pedestrian and Bicycle Master Plan builds upon the interconnected pathway system as a foundation to support additional connections including trails and on-road bicycle facilities. This Plan promotes a healthy and active community and provides safe and convenient options for getting around The Township for generations to come.



Figure 3.1 Cyclists taking advantage of a separated bicycle facility



Figure 3.2 Cyclists use existing shoulders as bicycle facilities



Master Plan Goals and Objectives

Goal 1: 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.

Objectives:

Explore drainage and utility easements as potential pathway connections for walking, running, and biking.

Explore roadways with existing or potential pavement width or right-of-way width to accommodate cyclists.

Identify destinations within The Woodlands and determine access for walking and biking to and from those locations.

Explore adjacent communities for potential inter-community, subregional and regional connections.

Explore connections to regional facilities and greenways (such as the Spring Creek Greenway).

Identify safe street crossing recommendations for people walking, running or biking that allow for clear and obvious visibility to motorized vehicles.

Identify potential opportunities for on-road bicycle facilities on roadways that may have ample capacity as well as potential roadways that will be reconstructed in the future.

Ensure preservation of roadway medians when recommending potential on-street bicycle facilities.

Goal 2: Safety

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

Objectives:

Provide wayfinding for the pathway system and potential on-road facilities.

Work with the counties to ensure adequate bicycle and pedestrian clearance intervals and bicycle detection at traffic intersection signals.

Provide safe roadway, intersection, and driveway crossings for people walking, running or biking to/from destinations and encourage all travelers to follow the laws that apply.

Promote educational opportunities for motorists, cyclists and pedestrians about all users of the road.



Goal 3: Funding

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

Objectives:

Propose the development of a priority list and criteria for pedestrian and bicycle projects for the Capital Projects Program (or Capital Improvements Program).

Identify a diverse range of potential funding sources (public funds and/or private funds) for short-term and long-term project implementation and maintenance.

Goal 4: Coordination

Coordinate pedestrian and bicycle plans and policy recommendations with existing efforts at the local, county and regional levels.

Objectives:

Coordinate with The Woodlands Development Standards Committee on project recommendations and policy updates for new pathways, on-street bicycle facilities, and wayfinding development.

Coordinate project recommendations and policy updates with current and future projects of The Woodlands Development Company.

Coordinate with San Jacinto River Authority (SJRA) regarding potential pathway recommendations along drainage easements.

Collaborate with Harris County Precinct 4, Montgomery County Precincts 2, 3, and 4, and the Road Utility District on development review of project recommendations that may be within county right-of-way.

Coordinate project recommendations with existing and in-progress plans managed by H-GAC.

Goal 5: Design

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

Objectives:

Identify appropriate existing and needed destination facilities throughout The Woodlands.

Consult NACTO/AASHTO design guidelines on any new pedestrian and bicycle projects within The Woodlands.

Review and provide recommendations for potential updates to the design standards for new pathways and on-street bicycle facilities.

Develop Township policy and design standards for new developments and end of trip facilities (bike racks, etc.).

Coordinate with park and ride service providers to evaluate capacity and demand for more bicycle storage at destination facilities.

*AASHTO is: American Association of State Highway and Transportation Officials | NACTO is: National Association of Transportation Officials

Chapter 4

Existing Conditions and Needs Assessment



The Woodlands Township Pedestrian and Bicycle Master Plan



4.0 Introduction

4.0 Introduction

4.1 Need for Pedestrian & Bicycle Facilities

4.2 Existing Mode Share

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The Woodlands Township is a community committed to outdoor amenities, such as parks and pathways, which is evident in the more than 140 parks and 215 miles of pathways that currently exist in the community. The Woodlands is known regionally for its unique amenities and is sought after by residents who value these features. The Woodlands Township has an area of over 43 square miles, of which the majority is located in Montgomery County and a small portion in Harris County. Major employers in The Woodlands include ExxonMobil, Anadarko Petroleum, Hewitt Associates, Memorial Hermann: The Woodlands Hospital, and Lone Star College; however, over 60% of workers are employed outside of The Woodlands (American Community Survey, 2014). With a population close to 115,000 persons, The Woodlands continues to attract

residents with its vast offering of amenities. The Woodlands has a relatively high median household income of \$108,000, compared to \$45,000 for the City of Houston. The average household size is 2.7 persons, with over 40% of households including children. The median age is 39, and with only fifteen percent of the population over the age of 65, this indicates that planning for future senior care, housing, and mobility should not be overlooked.

4.1 Need for Pedestrian & Bicycle Facilities

Pedestrian and bicycle facilities are vital components of a community. In order to continue to improve mobility in the area, it is necessary to integrate bicycling and walking networks into the overall transportation network. While the number of existing pathways is vast, by employing a Pedestrian and Bicycle Master Plan to improve safety and connectivity, those pathways will become more utilized not only as recreational



FOOT NOTE



Cycling was one of the nine original sports in the modern Olympic Games.



amenities, but also as utilitarian facilities.

Not only are pedestrian and bicycle facilities necessary segments of a transportation network, they also provide health and environmental benefits to the public. All users, regardless of age, skill level, or disability, should have access to a well-connected transportation network that they feel safe and comfortable using. As communities grow and become more populated, it is essential to approach transportation issues from a multi-modal standpoint.

4.2 Existing Mode Share

The American Community Survey (ACS) is a statistical survey conducted by the United State Census Bureau that samples a portion of the population every year. Data on

commuting patterns, such as mode of travel and travel time to work, are included in the survey. This data shows that in The Woodlands, there has been a steady increase in the percentage of workers walking to work; however, there has been a decline in the percentage of workers using bicycles as their commuting mode of travel. The nationwide average walking commute mode share was 2.8% in 2014, remaining the same since 2010, while the bicycling commute mode was 0.6% in 2014, up from 0.5% in 2010.

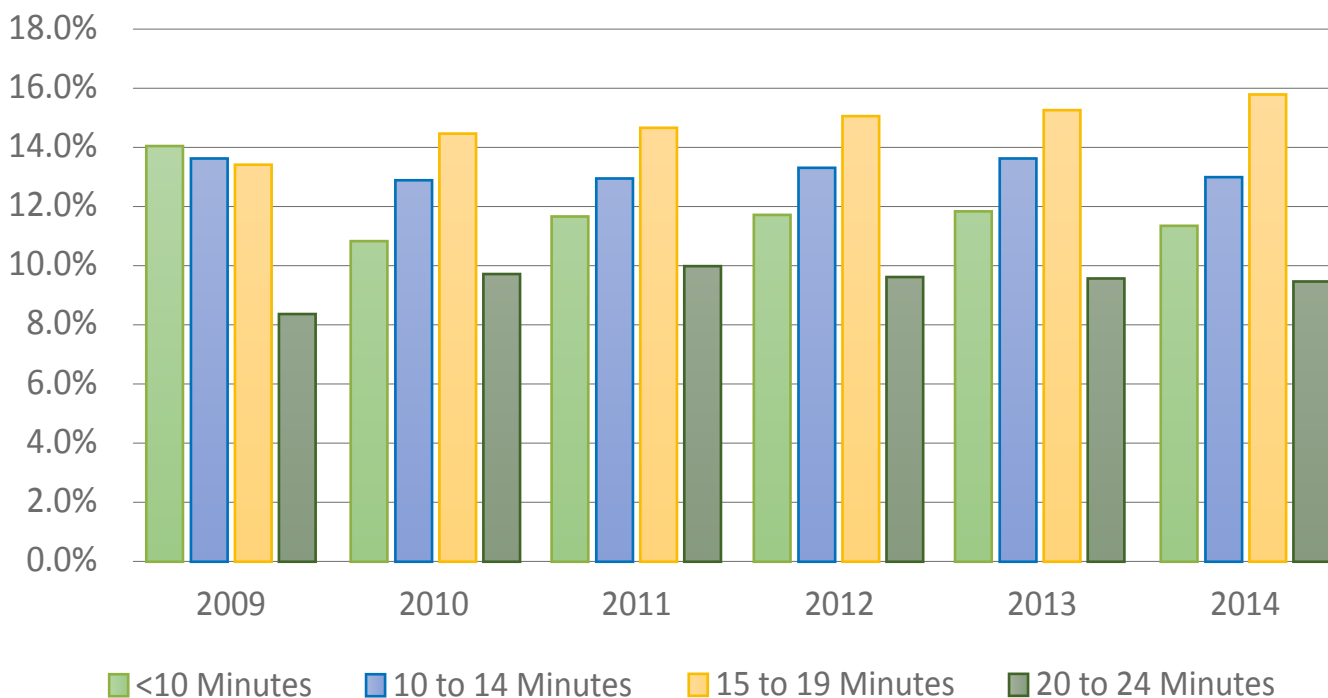
In addition to data on travel mode, the ACS also collects information on the time it takes to travel to work. As seen in **Figure 4.2**, since 2009, there have consistently been approximately 50% of The Woodlands residents that travel 24 minutes or less to work. Within this driving time, there are several major

employers, such as ExxonMobil, Anadarko, Lone Star College System, Chevron, and Memorial Hermann, most of which have been identified through public comment as a destination that residents would like to be able to reach via safe bicycling or walking facilities.



Figure 4.1 Cyclists explore the existing pathway system

Figure 4.2: The Woodlands Travel Time to Work, 2009 - 2014



Source: American Community Survey, 2014



4.3 Definition of Pedestrian and Bicycle Facility Types

In order to accurately communicate the Plan's vision, it is necessary to define the various pathway and bikeway facility types and appropriate uses for these facilities.

4.3.1 Pedestrian Facility Types

The following types of pedestrian facilities are recognized by AASHTO and Texas Department of Transportation (TxDOT).

Sidewalks

Sidewalks create a definitive separation of pedestrians and motorists along roadways. Sidewalks should have a hard, smooth surface, such as concrete and should be unobstructed by vegetation, sign posts, utility poles, or other objects. A buffer space is desirable to increase pedestrian comfort, particularly along roadways with high volume or vehicular speed. As noted by TxDOT, the sidewalk width should be commensurate with the volume and type of pedestrian traffic expected to use the facility. Sidewalks must comply with the Americans with Disabilities Act (ADA) standards.

Shared-Use Paths

Shared-use paths are typically wider than a sidewalk and attract a wider variety of users than a sidewalk, such as pedestrians, bicyclist, joggers, and skaters. Like sidewalks, shared-use paths must meet ADA standards and are usually paved.

4.3.2 Bicycle Facility Types

TxDOT encourages consistency in the terminology used to describe bicycle facilities and suggests the use of nationally recognized terminology and definitions for agencies statewide. The following bicycle facility types are recognized by AASHTO and TxDOT.

Shared Roadway/Signed Shared Roadway

Shared roadways are "open to both bicycle and motor vehicle travel," according to AASHTO, 2012. A shared roadway is officially designated and marked as a bicycle route, but motor vehicles may also share the same travel lane. Shared roadways do not have a designated bike lane, therefore, the most suitable roadways for this type of facility have low vehicular speed and low traffic volumes. This type of bikeway is the most common and is intended to serve as a connection for other bicycle facilities or create a route through a community.

Bike Lane

A bike lane is a designated portion of the roadway that is a separate striped lane which is intended for exclusive use by bicyclists. Bike lanes are intended for one way use in the same direction as adjacent traffic, unless specifically noted in pavement markings or signage. The most suitable setting for bike lanes is along major collectors with high traffic speed and volume, which requires separation of bicyclists and motorists.

Shared-Use Path

Shared-use paths are physically separated from the vehicle travel lanes by use of a buffer space, much like a sidewalk, but are intended for a wide variety of users including walkers, joggers, skaters, and bicyclists. Shared-use paths are typically two-way and may be striped for separation of directions. They are usually wider than an average sidewalk and may be paved or unpaved.

Shoulder Bikeway

Shoulders which are paved and are wide enough to accommodate bicyclists are often used in lieu of bicyclists sharing the roadway with vehicles. Shoulders that are six or more feet wide are considered adequately sized to accommodate bicyclists. Shoulder Bikeways may also include signage that alerts motorists to expect bicyclists in the shoulder along a roadway.

Cycle Track

Cycle tracks are physically separated from both motor vehicles as well as pedestrians. A cycle track is typically located adjacent to the roadway, much like a bike lane; however, the track may be two-way and has a buffer other than a painted stripe, such as a raised curb or pylons.



Figure 4.3: Examples of Bicycle Facility Types

Shared Roadway/Signed Shared Roadway

This type of roadway allows both vehicles and bicycles to travel in the same lane, typically the outside lane, and is best for low volume and low speed roads.



Bike Lane

Bike Lanes are a designated portion of the roadway exclusively for bicycle use and can be separated by striping or pylon barriers.



Shared-Used Path

Shared-Use Paths are physically separated from vehicle travel lanes by a buffer space and are intended for a wide variety of users.



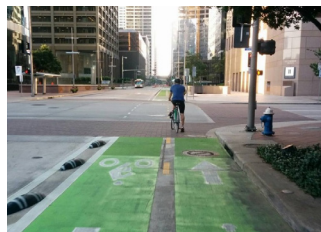
Shoulder Bikeway

Shoulder Bikeways are paved and wide enough to comfortably accommodate bicyclists, typically six feet or wider, and are separated by striping.



Cycle Track

Cycle tracks are physically separated from vehicle and pedestrian traffic, much like a bike lane, but can be two-way and have a buffer other than a painted stripe, such as a raised curb or pylon.





4.4 Pedestrian Obstacles Township-wide

Throughout The Woodlands, the following obstacles create barriers for pedestrians.

Connectivity

Connections across major man-made or natural barriers were a common theme among the comments received by the Steering Committee, Public Meeting, and online questionnaire. The major barriers identified were Spring Creek and Interstate Highway 45.

Safety

The curvature of the pathways in the community, while noted as a positive feature for aesthetics, was identified as a safety concern when bicyclists and walkers must share the path. As seen in **Figure 4.4**, the meandering sidewalks have severe angles in some locations, make it difficult and, at times, unsafe, for bicyclists and pedestrians to both use the shared use path. Heavy vegetation that leads to pathway access issues and sight distance visibility issues was also a common concern. Lack of pathway lighting and crossing major intersections were also mentioned repeatedly by residents. Another community-wide issue is having a safe traffic control plan that includes a safe plan for pedestrians when the pathways are blocked during construction.



Figure 4.4: Meandering Shared Use Path along Research Forest Drive near Bear Branch Park

Lack of Facility

Signs to educate facility users on trail routes are desired. Other features that were identified as desirable for the community include: emergency call boxes, trash receptacles, dog waste stations, and additional types of surfaces to jog on, such as crushed granite. Another element that was mentioned several times in the questionnaire comments is a desire for a greenway trail system that could possibly connect parks and sports facilities, such as Alden Bridge Sports Park. George Mitchell Preserve was identified as a location where residents would like more pathways, which could serve as an east-west connection for the community. There was also interest from the respondents to develop a mapped wayfinding system indicating current location, route options, and distances along the pathways through signage, Quick Response (QR) codes, or a smart phone application.

Crossings

As expected, the most commonly identified issues for crossing roadways are located at the major intersections throughout the community. In addition to major intersections being difficult to navigate, residents also identified major trip attractors as being difficult to access due to lack of comfortable crossing facilities. An existing facility that was mentioned as something the community would like more of is the pedestrian bridge at Grogan's Mill Road at Sawmill Road. Grade separation as a solution for major intersection crossings was cited throughout the comments received by the community. In addition to crossings at intersections, there are pathways that frequently change sides of the road throughout the community, causing the user to cross major roadways unnecessarily.

Intersections

Pedestrian push buttons located in the islands of channelized right turn lanes are uncomfortable for pedestrians to reach due to the fact that they must first cross the channelized right turn lane where drivers are primarily concerned with yielding to vehicles and are not yielding to pedestrians and cyclists. Having continuous pathways on both sides of the intersection would improve safety for all roadway users. There are several examples of the crosswalks and sidewalk location forcing users to cross major roads twice when it would be possible to extend the sidewalks and crosswalks and be able to cross just once. Another concern is sight distance problems, such as low hanging branches and neighborhood signs at intersections.



4.5 Bicyclist Obstacles Township-wide

Throughout The Woodlands, the following problems create issues for bicyclists.

Connectivity

Connections across major man-made or natural barriers were a common theme among the comments received. The major barriers identified were Spring Creek and Interstate Highway 45. It was noted that even when bicycle facilities are present along roadways, bicyclists are forced to merge with vehicles in order to enter businesses via driveway entrances. Lack of connectivity to regional bike facilities and areas outside of The Woodlands was also identified.

Safety

The curvature of the pathways in the community, while noted as a positive feature for aesthetics, was identified as a safety concern when bicyclists and walkers must share the path. Heavy vegetation that leads to pathway access issues and sight distance visibility issues was also a common concern. An issue that was mentioned regularly is that there are curb bulb outs that obstruct the shoulders used by bicyclists, forcing them to merge into vehicle travel lanes. In addition to the physical safety issues is the major problem of driver and bicyclist behavior, education, and awareness. A dilemma exists that motorists do not want bicyclists on the vehicular roadways because it causes them to slow down, and pedestrians do not want bicyclists on the sidewalks because they feel unsafe when bicyclists travel at higher speeds. A clear definition of which facilities are to be used and shared by which users is needed.

Lack of Facility

Signs and pavement markings to educate facility users on roadway designations, such as “Bike Route”, “Share the Road”, sharrows, or bike lanes were mentioned as potential tools to reduce the misconception that cyclists are not to use roadways. An item frequently mentioned in the comments is the lack of shoulders. Bicyclists in the questionnaire repeatedly mentioned several roadways in particular that either do not have shoulders, had the shoulders removed, or have shoulders that are in disrepair and dangerous for bicycle use.

Another element that was mentioned several times in the questionnaire responses is a desire for a greenway trail system that could possibly connect parks and sports facilities, such as Alden Bridge Sports Park. George Mitchell Preserve was identified as a location where residents would like more pathways, which could serve as an east-west connection for the community. There was also interest from the respondents to develop a mapped wayfinding system indicating current location, route options, and distances along the pathways. Several comments indicated confusion as to why there were only intermittent pedestrian and bicycle facilities along Woodlands Parkway, perhaps the single most important thoroughfare in the community. Other features that were identified as desirable for the bicyclists in the community include: emergency call boxes, end of trip bicycle facilities, restrooms, lighting, water/bottle fill facilities, air pump/bike repair stations, and trash receptacles.

Crossings

As expected, the most commonly identified issues for crossing roadways are located at the major intersections throughout the community. In addition to major intersections being difficult to navigate, residents also identified major trip attractors as being difficult to access due to lack of accessibility by bicyclists. An existing facility that was mentioned as something the community would like more of is the pedestrian bridge at Grogan’s Mill Road at Sawmill Road. Grade separation as a solution for major intersection crossings was cited throughout the comments. In addition to crossing at intersections, it is evident from the responses that the pathways frequently change sides of the road, causing the user to cross major roadways unnecessarily.



Intersections

One of the most common intersection-specific complaints received was that at many intersections and neighborhood entrances, the curb bulb outs abruptly cut off the shoulder, which forces bicyclists into vehicular traffic. It was also noted that vehicles are not stopping at the stop bar, which blocks the path for cyclists, making navigation of the intersection more difficult. Another concern is sight distance problems experienced by cyclists, such as low hanging branches and neighborhood signs.

Figure 4.5: Examples of Pedestrian and Bicycle Obstacles

Connectivity

This is an example within The Township where a shoulder is provided but it doesn't connect to other amenities or pathways.



Safety

This signal crossing should be further back, closer to where the pathway exits.



Lack of Facility

This is an example where no shoulder or point of refuge is provided.



Crossings

This is an example of how crossings can be difficult for pedestrians to navigate.



Intersections

Well lit intersections with adequate crossings are integral to a successful pedestrian and bicycle system.





4.6 Existing Pedestrian & Bicycle Facilities

The following section reviews the existing pedestrian and bicycle facilities by Village.

Alden Bridge



Throughout the Village of Alden Bridge, there are no existing sidewalks along local streets; however, The Woodlands shared use path system extends throughout the Village along several major roadways. Along Alden Bridge Drive the shared use path forces users to cross the roadway as the path changes sides, at Branch Crossing,

for example. There are several Hike & Bike Trail warning signs along the path, which connects residences to schools, churches, The Woodlands Country Club, and grocery and retail stores. In Alden Bridge Village, State Highway 242 has a wide striped shoulder that could be used for biking; however, the roadway speed limit is 55 mph and the shoulder is taken in for turn bays at some locations. The path extends the entire length of Kuykendahl Road, with one forced crossing where the path changes from the east to the west side of the roadway. Green Bridge Drive also has the shared use path along one side except for the segment from Summerhaze Circle to State Highway 242. Research Forest Drive has existing shoulders that could be used for biking, however, these are interrupted by turning bays and curb bulb outs at intersections and driveways. The shared use pathway extends the majority of the length of Research Parkway located in Alden Bridge, but is missing from Branch Crossing to FM 2978.

Cochran's Crossing



The Village of Cochran's Crossing does not have sidewalks along local streets. There are, however, pathways along some of the major corridors throughout the Village. There are wide shoulders along Kuykendahl Road, but there are bulb out issues, as seen in **Figure 4.6**, throughout the roadway in addition to shoulders taken in by turn bays in some locations. The shared use path follows Research Forest Drive

along the entire segment within Cochran's Crossing. In addition to the shared use path, there are shoulders along part of Research Forest Drive, but they were removed to widen the roadway on part of the segment in Cochran's Crossing. In segments of Research Forest Drive with shoulders, the bulb out issues force bicycle users into vehicular lanes, as seen in **Figure 4.7**. Woodlands Parkway does not have adjacent pedestrian or bicycle facilities of any kind in Cochran's Crossing. The shared use path follows Lake Woodlands Drive along the entire segment within Cochran's Crossing. In addition to the shared use path, there are wide shoulders along Lake Woodlands Drive, however, there are curb bulb out issues intermittently. Along Cochran's Crossing Drive, the shared use path exists, but forces a crossing at Golden Sage Drive. There is an existing separated shared use bridge parallel to the Cochran's Crossing Drive bridge.



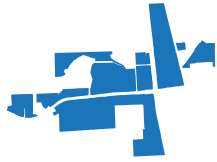
Figure 4.6: Example of bulb out issue, interrupting bicycle use along shoulder of Research Forest Drive near Bear Branch Park



Figure 4.7: Bicyclist forced to use vehicular lanes due to bulb out issue in shoulder & curvature of shared use path



College Park



Some areas of the Village of College Park have pathways that connect to its neighborhood park. The existence of shared use paths is minimal. Along Blair Bridge Drive and Harper's Landing, there is a shared use path for a short distance. State Highway 242 has wide shoulders that could be used for biking, but the speed limit of 55 mph

is a deterrent. Additionally, there is not a feasible route for bicyclists to use in order to cross Interstate Highway 45 to access the majority of The Woodlands.



Figure 4.8: Facing east on College Park Drive toward Interstate Highway 45 in College Park



Figure 4.9: Facing west on Texas State Highway 242 toward Interstate Highway 45 in College Park

Creekside Park



In the Village of Creekside Park along Kuykendahl Road, there are intermittent shoulders that are wide enough for use by bicyclists, but there is no continuous route without merging into vehicular traffic lanes. The shared use path follows Creekside Green Drive and Creekside Forest Drive throughout their entirety, creating a loop

around Taylor Pond, and providing access to schools, parks, the YMCA, and an aquatic center. Gosling Road provides the only bicycle access to the northern areas of The Woodlands. The shared use path along Gosling Road continues as a separate path across the bridge to cross Spring Creek, as seen in **Figures 4.10 and 4.11.**



Figure 4.10: Separated shared use path adjacent to vehicular lanes of Gosling Road Bridge

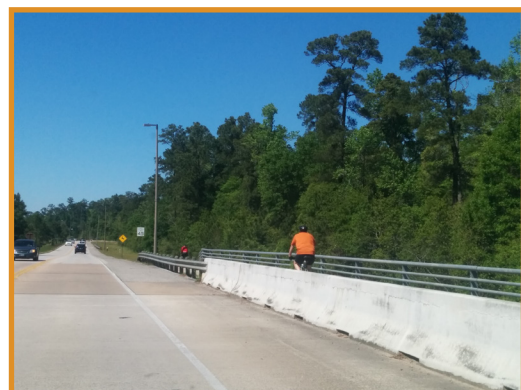


Figure 4.11: Bicyclists take advantage of comfortably separated shared use path over Spring Creek on Gosling Road



Grogan's Mill



The local streets within the Village of Grogan's Mill do not have sidewalk facilities. Within the limits of the Village of Grogan's Mill, a shared use path runs alongside Grogan's Mill Road from Woodlands Parkway to South Millbend Drive. South of the terminus of the shared use path, there are shoulders that could be used for riding a bicycle;

however, like other shoulder facilities, at intersections there are curb bulb out and turn bay issues. The small segment of Woodlands Parkway within the Village of Grogan's Mill is equipped with a shared use path. Sawdust Road has sidewalks sporadically throughout the segment within Grogan's Mill; however, the fact that the sidewalks are narrow and at back of curb along a seven lane roadway make them unappealing for pedestrians. North and South Millbend Drive have a shared use path that extends the full length of the roadway. There is an existing pedestrian bridge, **Figure 4.12**, north of the intersection of Grogan's Mill Road and Sawmill Road. There has been some debate over the use of and aesthetics of the bridge, being somewhat out of context for the area. There are several community facilities near the pedestrian bridge including schools, parks, pools, and churches.



Figure 4.12: Grade Separated Pedestrian & Bicycle Facility North of Grogan's Mill Road at Sawmill Road

Indian Springs



In the Village of Indian Springs, the local streets do not have sidewalks. Within the Village of Indian Springs, Flintridge Drive, Gosling Road, Falconwing Drive, and Kuykendahl Road have a shared use path along the roadway. In addition to a shared use path, Gosling Road and Kuykendahl Road have some segments of shoulder that

could be used by bicyclists. Along Woodlands Parkway, there are wide shoulders that could be used by bicyclists, but they are frequently interrupted by curb bulb outs and turn bays at intersections and driveways.

Panther Creek



In the Village of Panther Creek, there is a small segment of Woodlands Parkway with a shared use path alongside the roadway. For the entire segment of the roadway in the Village of Panther Creek, Lake Woodlands Drive has a shared use path. In

addition to a shared use path, Lake Woodlands Drive also has shoulders wide enough to accommodate bicyclists. There is a shared use path along Gosling Road, although there is a forced crossing when the path changes sides of the roadway. Additionally, the shared use path uses the same bridge as vehicles, although there is a raised barrier separating the path from vehicular traffic. There are shared use path facilities along Panther Creek Drive, which forms a loop throughout the Village. There is a pedestrian and bicycle underpass west of East Panther Creek Drive, shown in **Figure 4.13**, that provides a valuable connection to the central areas of the Village.



Figure 4.13: Grade Separated Pedestrian & Bicycle Facility Under Woodlands Parkway West of E. Panther Creek Drive



Research Forest



Research Forest is primarily office, retail, and restaurants; therefore, it is imperative to have pedestrian and bicycle facilities that connect these amenities. Both major roads through the area, Gosling Road and Research Forest Drive, have shared use trails throughout Research Forest. In order to maintain connectivity to Town Center and Hughes

Landing, there are bicycle and pedestrian pathways on both the Research Forest Drive and Lake Woodlands Drive bridges over Lake Woodlands. While it is possible to reach the majority of businesses via a shared use path, the driveways and internal areas, such as parking lots and circulation roads, are not equipped with bicycle and pedestrian facilities.

Sterling Ridge



Like the vast majority of local streets in The Woodlands, the Village of Sterling Ridge does not have sidewalks along local roads. There is an existing shared use path along Terramont Drive and Branch Crossing Drive, which forms a loop throughout the Village of Sterling Ridge. Both roadways additionally have some segments with shoulders wide

enough to accommodate bicyclists. Sterling Ridge Drive also has a shared use path along its entirety with wide shoulders in some segments that are suitable to bicycle use. Throughout the Village of Sterling Ridge, Woodlands Parkway has shoulders that could be used by bicyclists, but the presence of curb bulb outs at driveways and intersections makes their use challenging. There is also a shared use path along Woodlands Parkway for a portion of the roadway in the Village.

Town Center



In the Village of Town Center, there is a shared use path along Research Forest Drive; however, it does not fully extend to

Interstate Highway 45, which creates a connectivity issue to the area of The Woodlands located on the east side of IH 45. Lake Woodlands Drive also has a shared use path; however, it does not continue throughout the roadway in the Village of Town Center. Woodlands Parkway does not have any pedestrian or bicycle facilities within Town Center. Six Pines Drive and Grogan's Mill Road both have a shared use path, although neither extend throughout the length of the roadway in Town Center.



Figure 4.14: Market Street in Town Center



Table 4.1: Summary Table by Village

| | Sidewalks | Shared-Use Path | Shared Roadway | Bike Lane | Shoulder Bikeway | Cycle Track |
|---------------------------|-----------|-----------------|----------------|-----------|------------------|-------------|
| Alden Bridge | | ○ | | | ○ | |
| Research Forest Drive | | ◐ | | | ◐ | |
| Green Bridge Drive | | ● | | | | |
| Kuykendahl Road | | ● | | | | |
| SH 242 | | | | | ◐ | |
| Alden Bridge Drive | | ● | | | | |
| Cochran's Crossing | | ○ | | | ○ | |
| Kuykendahl Road | | ◐ | | | ◐ | |
| Research Forest Drive | | ● | | | ◐ | |
| Woodlands Parkway | | | | | | |
| Lake Woodlands Drive | | ● | | | ◐ | |
| Cochran's Crossing Drive | | ● | | | ◐ | |
| College Park | ○ | ○ | | | ○ | |
| SH 242 | | | | | ● | |
| Blair Bridge Drive | | ◐ | | | | |
| Creekside Park | | ○ | | | ○ | |
| Creekside Green Drive | | ● | | | ◐ | |
| Creekside Forest Drive | | ● | | | | |
| Kuykendahl Road | | | | | ◐ | |
| Huffsmith Road | | | | | | |
| Gosling Road | | ◐ | | | | |
| Grogan's Mill | ○ | ○ | | | ○ | |
| Grogan's Mill Road | ◐ | ◐ | | | ◐ | |
| Woodlands Parkway | | ◐ | | | | |
| Sawdust Road | ◐ | | | | | |
| Millbend Drive | | ● | | | | |
| Indian Springs | | ○ | | | ○ | |
| Flintridge Drive | | ● | | | | |
| Woodlands Parkway | | | | | ◐ | |
| Gosling Road | | ● | | | ◐ | |
| Falconwing Drive | | ● | | | | |
| Kuykendahl Road | | ● | | | ◐ | |
| Panther Creek | | ○ | | | ○ | |
| Woodlands Parkway | | ◐ | | | | |
| Lake Woodlands Drive | | ● | | | ◐ | |
| Panther Creek Drive | | ● | | | ◐ | |
| Gosling Road | | ◐ | | | ◐ | |
| Research Forest | | ○ | | | ○ | |
| Research Forest Drive | | ● | | | | |
| Gosling Road | | ● | | | ◐ | |
| Sterling Ridge | | ○ | | | ○ | |
| Woodlands Parkway | | ◐ | | | ◐ | |
| Branch Crossing Drive | | ● | | | ◐ | |
| Sterling Ridge Drive | | ● | | | ◐ | |
| Terramont Drive | | ● | | | ◐ | |
| Town Center | | ○ | | | | |
| Grogan's Mill Road | | ◐ | | | | |
| Lake Woodlands Drive | | ◐ | | | | |
| Woodlands Parkway | | | | | | |
| Six Pines Drive | | ◐ | | | | |
| Research Forest Drive | | ◐ | | | | |

- Present in Village
- ◐ Present on roadway, but not throughout
- Present on roadway throughout Village

4.7 Shoulder Bikeways

A major issue identified by the questionnaire respondents, as well as some of the stakeholders, is the diminished ability to use shoulders as bikeways throughout The Woodlands, as shown in **Figure 4.15**. Shoulders that are six or more feet wide are considered of adequate size to be used as a shoulder bikeway. There are several locations along main corridors that are up to this standard or could be widened for this purpose. However, there are approximately 400-500 curb bulb out locations along these thoroughfares in The Woodlands, which create unsafe conditions for both motorists and bicyclists. If using the shoulder as a bikeway, upon encountering a curb bulb out, the cyclist must enter the vehicular travel lane. If the cyclist is not familiar with the bulb out issue, the conflict with the barrier can be sudden and force the cyclist to react quickly.

In addition to the curb bulb outs, there are wide gaps between the shoulder and vehicle travel lane pavement that are severe enough to be an issue for bicycle tires to become lodged in the gap when crossing. One of the stakeholder groups has created a prioritized list of locations which will have the greatest impact on the ability of cyclists to use the shoulders as a suitable bikeway.

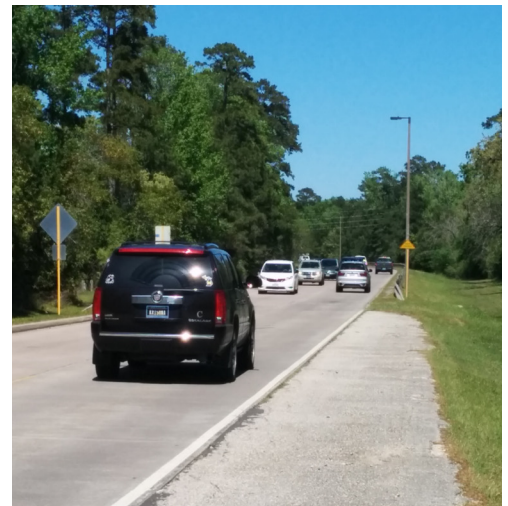


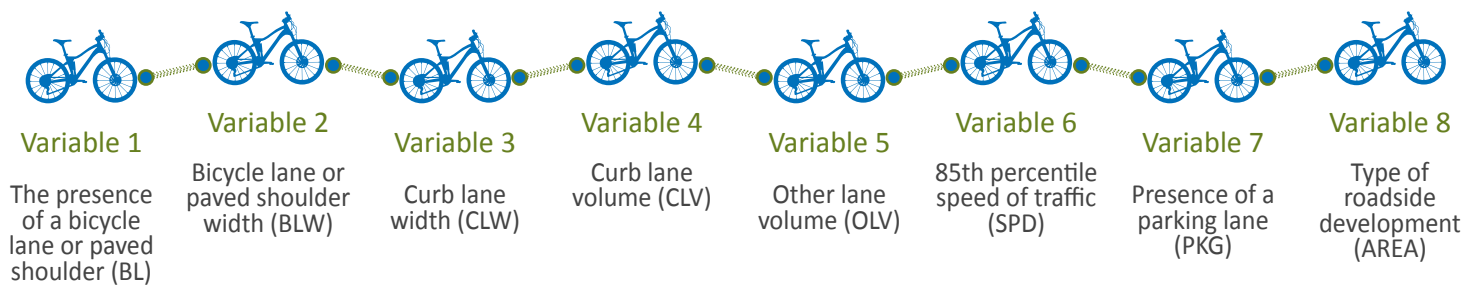
Figure 4.15: This Shoulder Bikeway abruptly stops forcing cyclists to merge with vehicle traffic.



4.8 Bicycle Compatibility Index

In order to quantify the existing conditions in a meaningful way, the Bicycle Compatibility Index (BCI), a Federal Highway Administration (FHWA) endorsed tool, was used to help determine what facilities would be most suitable for pedestrian and bicycle improvements. The BCI is a modeling tool that can be used to evaluate the capability of specific roadways to accommodate both motorists and bicyclists. It is used to predict bicyclists' perceptions of a specific roadway environment and determine the level of bicycle compatibility that exists on roadways. The BCI methodology was developed for urban and suburban roadway segments and is not intended to be utilized at intersections. It incorporates those variables that bicyclists typically use to assess the bicycle friendliness of a roadway.

Figure 4.16: Eight Significant Variables of the Bicycle Compatibility Index



The BCI predicts the overall comfort level rating of a bicyclist using eight significant variables, as seen in **Figure 4.16**, and an adjustment factor to account for three additional operational characteristics. The model produces a number that generally ranges from 1.0 to 6.0. A lower number indicates the roadway segment is extremely comfortable for the average adult bicyclist and a higher number indicates the roadway segment is extremely uncomfortable for the average adult bicyclist. The average adult bicyclist is someone who prefers provisions such as bike lanes, paved shoulders, low-speed roadways, or shared use paths. The model is a reliable predictor of the expected comfort level of bicyclists on the basis of these eight variables describing the geometric and operational conditions of the roadway. The variable with the largest effect on the index is the presence or absence of a bicycle lane or paved shoulder (BL). The presence of a bicycle lane or paved shoulder that is at least three feet wide reduces the index by almost a full point, indicating an increased level of comfort for the bicyclist. Other variables that reduce the index and increase the level of comfort for the bicyclist include increasing the width of the bicycle lane or paved shoulder (BLW), increasing the width of the curb lane (CLW) and the presence of residential development along the roadside. Variables that increase the index and reduce the level of comfort for a bicyclist include an increase in traffic volume (CLV and OLV), an increase in speed (SPD), presence of on-street parking (PKG) and the presence of any of the adjustment factors. The definition of Level of Service (LOS) is founded on the concept of user's perceptions of qualitative measures that characterize the operational conditions of the roadway. LOS designations for the BCI were established for LOS A through LOS F and are shown in **Table 4.2**. LOS A indicates that a roadway is extremely comfortable for the average adult bicyclist while LOS F indicates that a roadway is extremely uncomfortable for the average adult bicyclist.



The American Association of State Highway and Transportation Officials categorizes bicyclists into two groups of riders, Casual/Less Confident Riders and Experienced/ Confident Riders. Casual recreational bicyclists are generally less comfortable than experienced recreational or experienced commuter bicyclists. Where casual bicyclists are the target user, the facility should always be designed at LOS C or better.

Table 4.2: Level of Service, Bicycle Compatibility Index, and Compatibility Level Ranges

| LOS | BCI Range | Compatibility Level ¹ |
|-----|-------------|----------------------------------|
| A | ≤ 1.5 | Extremely High |
| B | 1.51 - 2.30 | Very High |
| C | 2.31 - 3.40 | Moderately High |
| D | 3.41 - 4.40 | Moderately Low |
| E | 4.41 - 5.30 | Very Low |
| F | > 5.30 | Extremely Low |

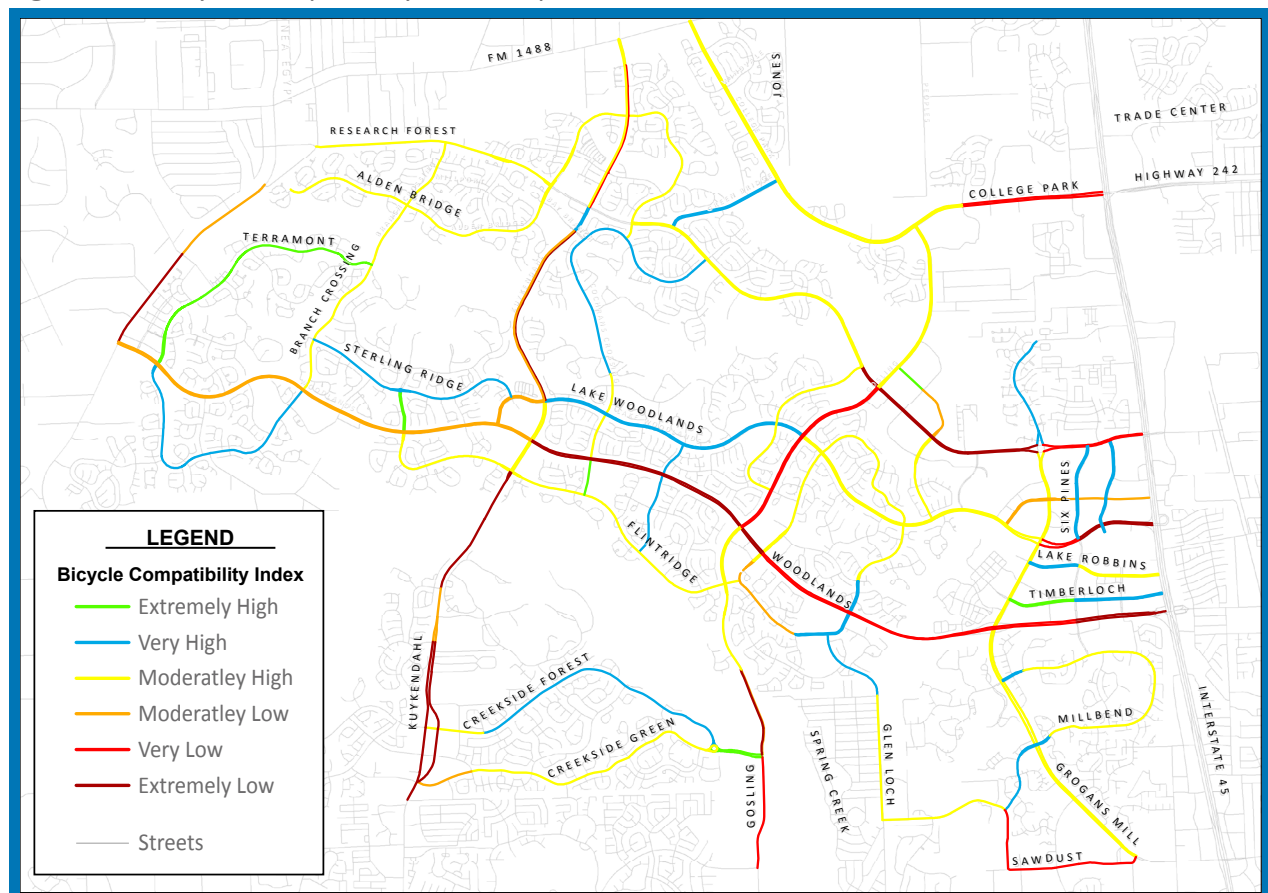
¹Qualifiers for compatibility level pertain to the average adult bicyclist.

The BCI can be used to determine the bicycle Level of Service on different segments of roadway and can be used to:

- indicate the LOS that a bicycle can expect on a roadway segment
- determine which segments of roadways are the most compatible for bicyclists
- identify weak links in the system and prioritize improvements
- evaluate alternative treatments for improvements to bicycle compatibility
- evaluate new roadways to determine if they will be bicycle compatible

The BCI analysis of 84 roadway segments in The Woodlands resulted in an average BCI of 3.30, which compares to an LOS of C and a Compatibility Level of Moderately High. There are six roadway segments that were found to be Extremely High and eleven segments found to be Extremely Low. Primary streets have BCIs ranging from 1.94 to 7.63, while Secondary streets range from 1.07 to 4.49. The BCI map in **Figure 4.17** shows the LOS for the major roadways in The Woodlands.

Figure 4.17: Bicycle Compatibility Index Map



Chapter 5

Pedestrian and Bicycle Network



The Woodlands Township Pedestrian and Bicycle Master Plan



5.0 Overall Network

5.0 Overall Network

5.1 Facility Type Definitions

5.2 Project Recommendations

5.3 Shared Use Paths Along Utility or Drainage Easements

5.4 Connections to Spring Creek Greenway

The overall Pedestrian and Bicycle Master Plan network shows a variety of on-street and off-street pedestrian and bicycle facility recommendations throughout The Woodlands. The project recommendations were crafted using three categories: short-term, medium-term, and long-term. Short-term projects can be implemented within a five-year timeframe; medium-term projects may be feasible for implementation in six to ten years; and long-term projects are those that may be more complex and take longer to develop, fund, and implement beyond ten years. Due to The Township's focus on immediate implementation, the short-term projects are highlighted in this chapter. The overall Plan network map in this chapter also includes long-term recommendations to illustrate projects for The

Township's future consideration as shown in **Figure 5.1**. These long-term recommendations were developed by combining the medium-term and long-term recommendations identified in a previous draft of this document. These original detailed medium- and long-term recommendations are provided in detail within **Appendix J**. The short-term project recommendations and associated costs can be found in **Table 5.1** and are shown in **Figure 5.2**. Within the short-term project recommendations, five "fast-track" projects are identified as projects that could be implemented quickly based on feasibility and providing immediate impact for users.

The vision, goals, and objectives of this Plan introduced in **Chapter 3** support a pedestrian and bicycle network that provides convenient connections to destinations and explores potential connections to regional facilities. Some of the more convenient connections between neighborhoods and local destinations along existing drainage or utility easements were explored during the planning process for this Plan. However, the practice of developing along those easements presents challenges coordinating among multiple agencies as well as homeowners with concerns about pathway access near or behind existing homes. In order to address concerns and assist with balancing the benefits and the drawbacks to pursuing the



FOOT NOTE



The cost of operating a car for one year is approximately \$5,170. The cost of operating a bicycle for a year is only \$120.



development of shared use paths along easements, a thorough pros and cons list is presented in **Section 5.3** to assist The Township with future project consideration.

In support of making regional connections, there are opportunities for The Woodlands pathway system to connect to the Spring Creek Greenway, a regional greenway and pathway system maintained by Harris County. The connections from The Woodlands to this regional amenity may need to be explored along recreation easements or other types of easements and are discussed in **Section 5.4**.

5.1 Facility Type Definitions

The various facility types are defined herein and correspond with the legend on the maps in **Figures 5.1** and **5.2**. One item to highlight is the “Recommended Bike Lane,” which depicts a location where a bike lane may be preferred, but the type of bike lane would be determined during the design phase of a project. The facility types are defined as follows:

Recommended Shared Use Paths:

A 10'-12' pathway that allows for pedestrians and cyclists and is separated from traffic by open space or barrier per AASHTO recommendations.

Recommended Sidepaths:

At least an 8' sidewalk or pathway that allows for pedestrians or cyclists, similar to the existing pathway system within The Woodlands.

Recommended Bike Lane:

An on-street lane for bicycle use that is separated from traffic by striping (paint) or by some physical barrier such as bollards, pylons, or other material within the roadway right-of-way. Bike lanes can be bi-directional on one side of the roadway or split on either side of the roadway. These lanes also typically are accompanied by roadway signage indicating the presence of the bike lane. The actual determination of the type of bike lane will have to be evaluated during project development.

Pathways Planned by “Others”:

At least an 8' sidewalk or pathway that has either been constructed or is being considered to be constructed by an entity other than The Woodlands Township.

Existing Pathways:

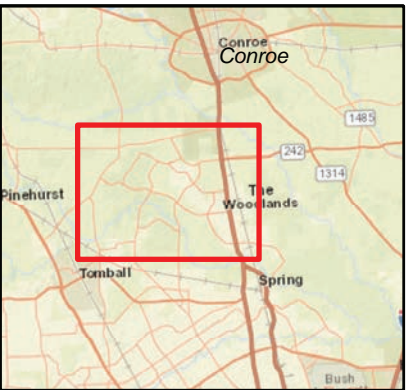
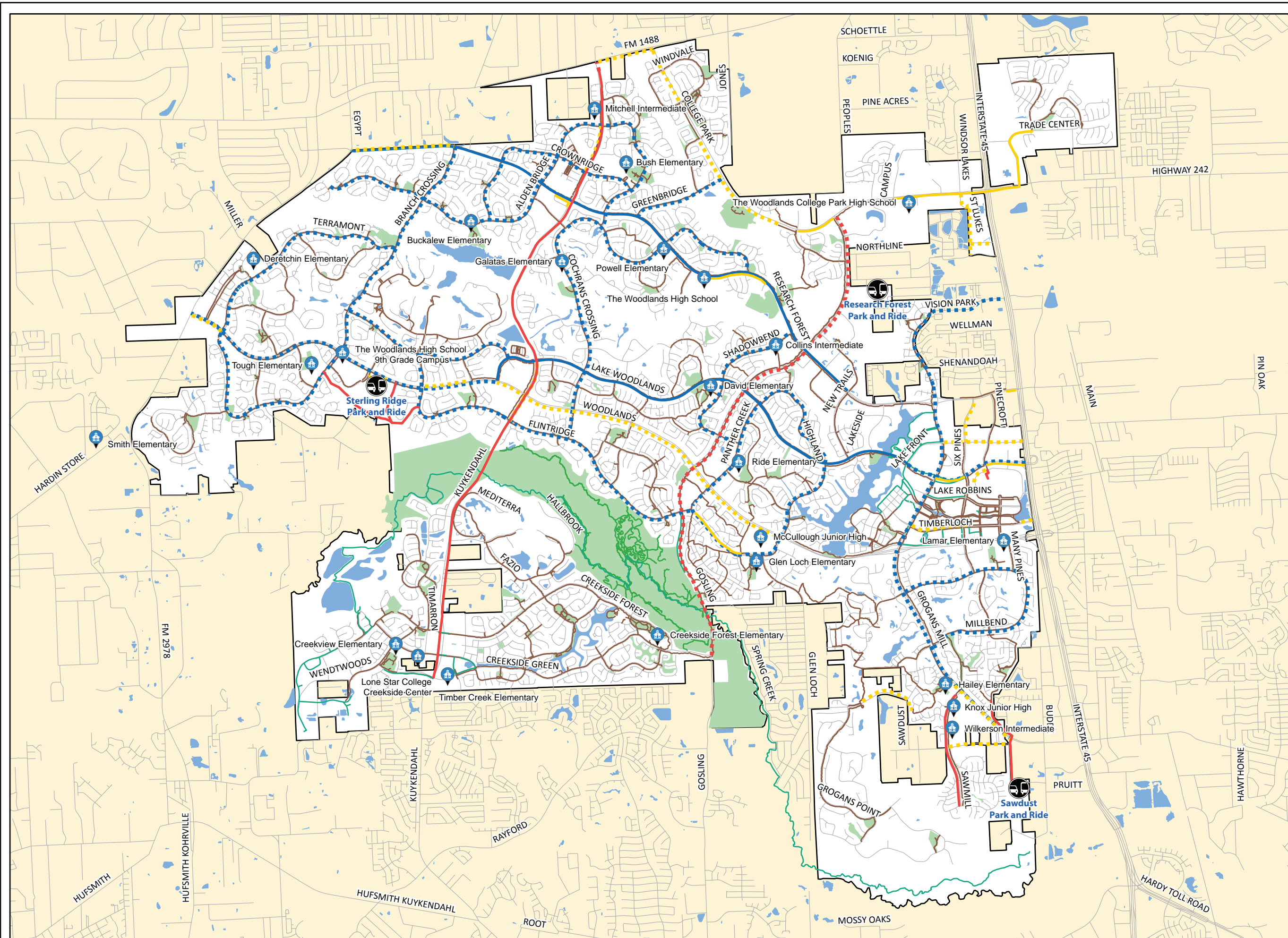
The existing pathways located within The Woodlands Township as of 2016.

Existing Trails:

Existing natural, non-paved trails located mostly within the George Mitchell Nature Preserve.

5.2 Project Recommendations

The Plan map shown in **Figure 5.1** exhibits all recommended projects including short-term projects that can be implemented within the next five years and long-term projects that can be considered for implementation beyond five years. The recommendations include shared use paths, sidepaths, and bike lanes, and all short-term recommendations include estimated length and cost to implement.



VICINITY MAP

Scale: 1 inch equals 10 miles

LEGEND

- School
- Park and Ride
- Recommended Shared Use Path**
 - Short Term
 - Long Term
- Recommended Sidepath**
 - Short Term
 - Long Term
- Recommended Bike Lane**
 - Short Term
 - Long Term
- Existing Pathways
- Pathways Planned by "Others"
- Existing Trails
- Streets
- Park
- Waterbody
- Township Boundary

This map is a guide to identify corridors along which pedestrian and/or bicycle facilities should be considered in the future. All facilities are subject to change.

FIGURE: 5.1 - 5 YEAR RECOMMENDATIONS + LONG TERM RECOMMENDATIONS

MONTGOMERY COUNTY, TEXAS &
HARRIS COUNTY, TEXAS



1 inch equals 4,800 feet

Disclaimer: This product is offered for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property, governmental and/or political boundaries or related facilities to said boundary. No express warranties are made by Jones & Carter, Inc. concerning the accuracy, completeness, reliability, or usability of the information included within this exhibit.



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5.2.1 Short-Term Project Recommendations

The short-term projects address crucial gaps in the network that can feasibly be accomplished within a short-term period of up to five years. Each short-term project recommendation is described below with reference to **Figure 5.2** and **Table 5.1**. A project description that includes an asterisk indicates a Fast-Track project discussed further in **Section 5.2.2**.

Sidepath

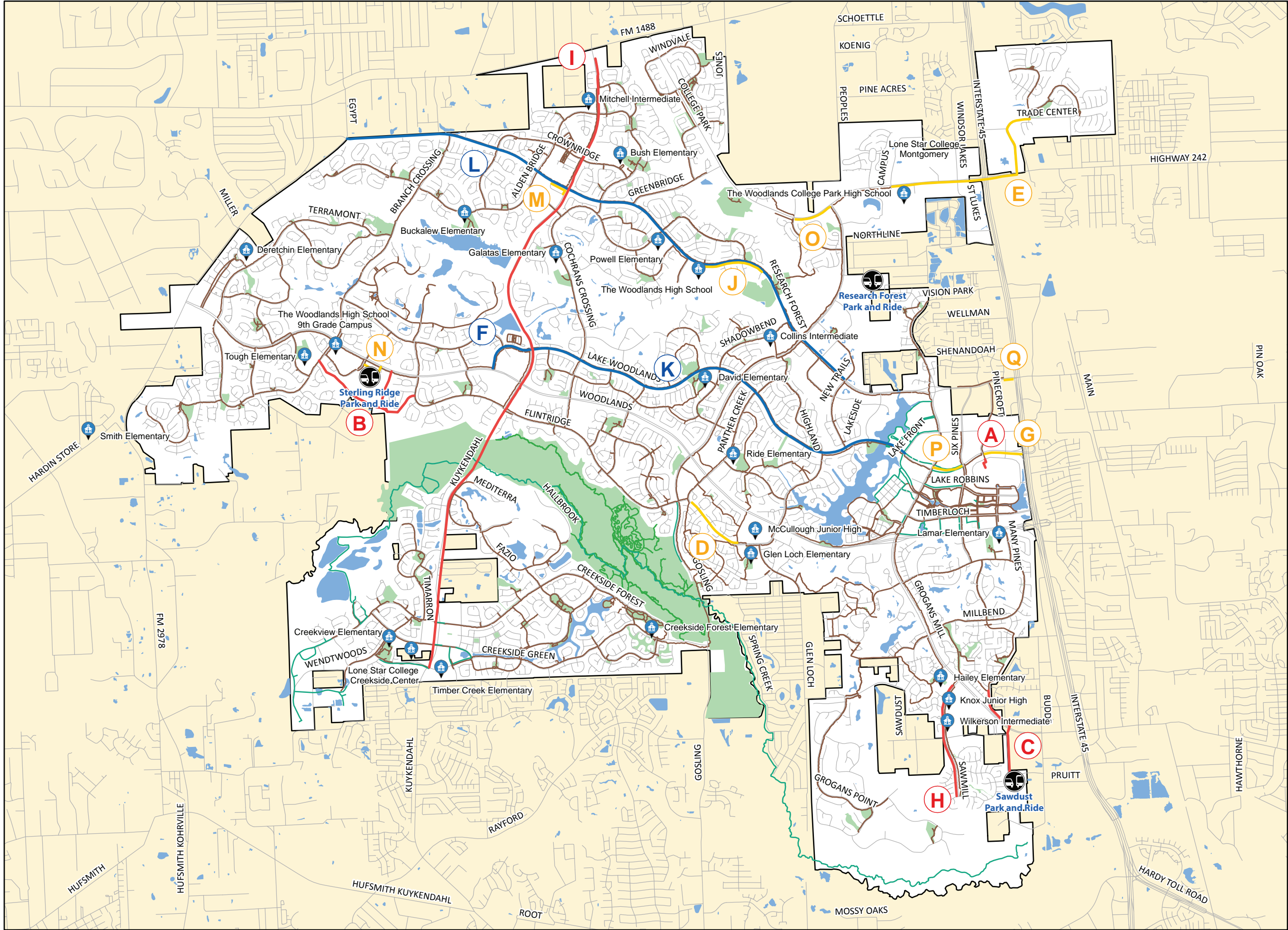
- Sidepaths along Lake Woodlands Drive fill gaps from Grogans Mill Road to Six Pines Drive (map label “P”) and from Pinecroft Drive to IH-45 Service Road (map label “G”).
- South Panther Creek Drive sidepath follows along South Panther Creek Drive from Flintridge Drive east to the existing pathway at Coralberry Road (map label “D”).
- Research Forest sidepaths fill in the existing pathway gaps from Alden Bend Drive to Kuykendahl Road (map label “M”)*, from Cat’s Cradle Drive to Bear Springs Place (map label “J”)*, and from Savannah Drive to IH-45 Service Road (map label “Q”).
- Sterling Ridge sidepath from Ashlane Way to Woodlands Parkway provides access to the Sterling Ridge Park and Ride facility (map label “N”)*.
- Gaps in the existing network are filled along College Park Drive with sidepaths from Alden Woods to Gosling Road (map label “O”) and from Honor Roll Drive to Trade Center Boulevard (map label “E”)*.

Shared Use Path

- Sterling Ridge Park & Ride shared use path connection runs along drainage easements between Branch Crossing Drive and Flintridge Drive and involves an intermediate extension north to Sterling Ridge Drive to provide connections to the Sterling Ridge Park and Ride facility (map label “B”).
- The Woodlands Mall shared use path is a small pathway connection within the mall parking lot from Lake Woodlands Drive to the mall entrance (map label “A”).
- Sawdust Park & Ride shared use path connection continues from the existing pathway located within the drainage easement just west of and adjacent to Appomattox Drive and runs south along the drainage easement under Grogans Mill Road, under Sawdust Road, and then adjacent to South Park Road, providing a connection to the Sawdust Park and Ride facility (map label “C”).
- Kuykendahl Road shared use path starts at FM 1488 and runs south along Kuykendahl Road to Creekside Green Drive (map label “I”).
- Sawmill Road shared use path begins on the west side of Sawmill Road just south of the existing pedestrian bridge over Grogans Mill Road and continues on the west side of the road to High Oaks Circle, which is the existing terminus of Sawmill Road (map label “H”).

Bike Lane

- Research Forest Drive bike lane follows along Research Forest Drive from Egypt Lane to New Trails Drive (map label “L”).
- Lake Woodlands Drive bike lane follows along the Lake Woodlands Drive shoulder within existing right-of-way beginning at Lakefront Circle in the east and ending at Kuykendahl Road in the west (map label “K”)*, at which point a new shoulder would need to be created to connect from Kuykendahl Road to Woodlands Parkway (map label “F”).



VICINITY MAP
Scale: 1 inch equals 10 miles

LEGEND

- School
- Park and Ride
- Recommended Shared Use Path
- Recommended Sidepath
- Recommended Bike Lane
- Existing Pathways
- Pathways Planned by "Others"
- Existing Trails
- Streets
- Park
- Waterbody
- Township Boundary

This map is a guide to identify corridors along which pedestrian and/or bicycle facilities should be considered in the future. All facilities are subject to change.

FIGURE: 5.2
SHORT TERM
RECOMMENDATIONS

MONTGOMERY COUNTY, TEXAS & HARRIS COUNTY, TEXAS

1 inch equals 4,800 feet

Disclaimer: This product is offered for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property, governmental and/or political boundaries or related facilities to said boundary. No express warranties are made by Jones & Carter, Inc. concerning the accuracy, completeness, reliability, or usability of the information included within this exhibit.

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Texas Board of Professional Engineers Registration No. F-439



Table 5.1: Short Term Bicycle & Pedestrian Facilities

| Roadway | Begin | End | Facility Type | Cost | Map Label |
|--|---------------------------|----------------------------|-----------------|----------------------|-----------|
| The Woodlands Mall Path | Pinecroft Drive | The Woodlands Mall | Shared Use Path | \$ 78,000 | A |
| Sterling Ridge Park & Ride Shared Use Path | Utility Easements | Sterling Ridge Park & Ride | Shared Use Path | \$ 1,411,000 | B |
| Sawdust Park & Ride Shared Use Path | Utility Easements | Sawdust Park & Ride | Shared Use Path | \$ 713,000 | C |
| Panther Creek Drive | South of Flintridge Drive | East of Coralberry Road | Sidepath | \$ 238,000 | D |
| College Park Drive* | Honor Roll Drive | Trade Center Boulevard | Sidepath | \$ 738,000 | E |
| Lake Woodlands Drive | Woodlands Parkway | Kuykendahl Road | Bike Lane | \$ 195,000 | F |
| Lake Woodlands Drive | Pinecroft Drive | IH-45 Service Road | Sidepath | \$ 145,000 | G |
| Sawmill Road | Grogans Mill Road | High Oaks Circle | Shared Use Path | \$ 834,000 | H |
| Kuykendahl Road | FM 1488 | Creekside Green Drive | Shared Use Path | \$ 4,889,000 | I |
| Research Forest Drive* | Cat's Cradle Drive | Bear Springs Place | Sidepath | \$ 226,000 | J |
| Lake Woodlands Drive* | Kuykendahl Road | Lake Front Circle | Bike Lane | \$ 851,000 | K |
| Research Forest Drive | Egypt Lane | New Trails Drive | Bike Lane | \$ 1,326,000 | L |
| Research Forest Drive* | Alden Bend Drive | Kuykendahl Road | Sidepath | \$ 57,000 | M |
| Sterling Ridge Sidepath* | Ashlane Way | Woodlands Parkway | Sidepath | \$ 39,000 | N |
| College Park Drive | Alden Woods | Gosling Road | Sidepath | \$ 147,000 | O |
| Lake Woodlands Drive | Grogans Mill Road | Six Pines Drive | Sidepath | \$ 115,000 | P |
| Research Forest Drive | Savannah Drive | IH-45 Service Road | Sidepath | \$ 38,000 | Q |
| | | | TOTAL | \$ 12,040,000 | |

5.2.2 “Fast-Track” Projects

The “fast-track” projects are pilot projects identified within the short-term project recommendations that can quickly provide improved access to and from key destinations. There is an east-west bicycle lane project, a gap project providing a missing link in the trail system to access a shopping center, a gap to access schools more safely, a project to cross a major highway barrier, and a project to more safely walk, run, or bike to a park and ride location. These five projects can accomplish the greatest immediate impact with the least cost by taking advantage of existing infrastructure and are described in detail below.



Central Bicycle Lane

Cost: \$851,000

The need and desire for an east-west bicycle facility to provide access to major destinations can be reached through the development of a bicycle lane along Lake Woodlands Drive from Lake Front Circle on the east to Kuykendahl Road on the west. This recommended bike lane was chosen in preference to others partly due to its lower construction cost resulting from an existing wide shoulder, a minimal number of major intersections to retrofit, and only eight curb bulb-outs to remove in order to construct the bicycle lane. Additionally, this project provides access through the central part of The Woodlands as opposed to other recommendations that would serve fewer residences and retail centers. The 4.25-mile segment would cost approximately \$851,000. See map label “K” in the Short-Term Recommendations Map in **Figure 5.2**.



Figure 5.3 Lake Woodlands Drive



Figure 5.4: Lake Woodlands Drive Shoulder
(Location of Recommended separate bike lane)

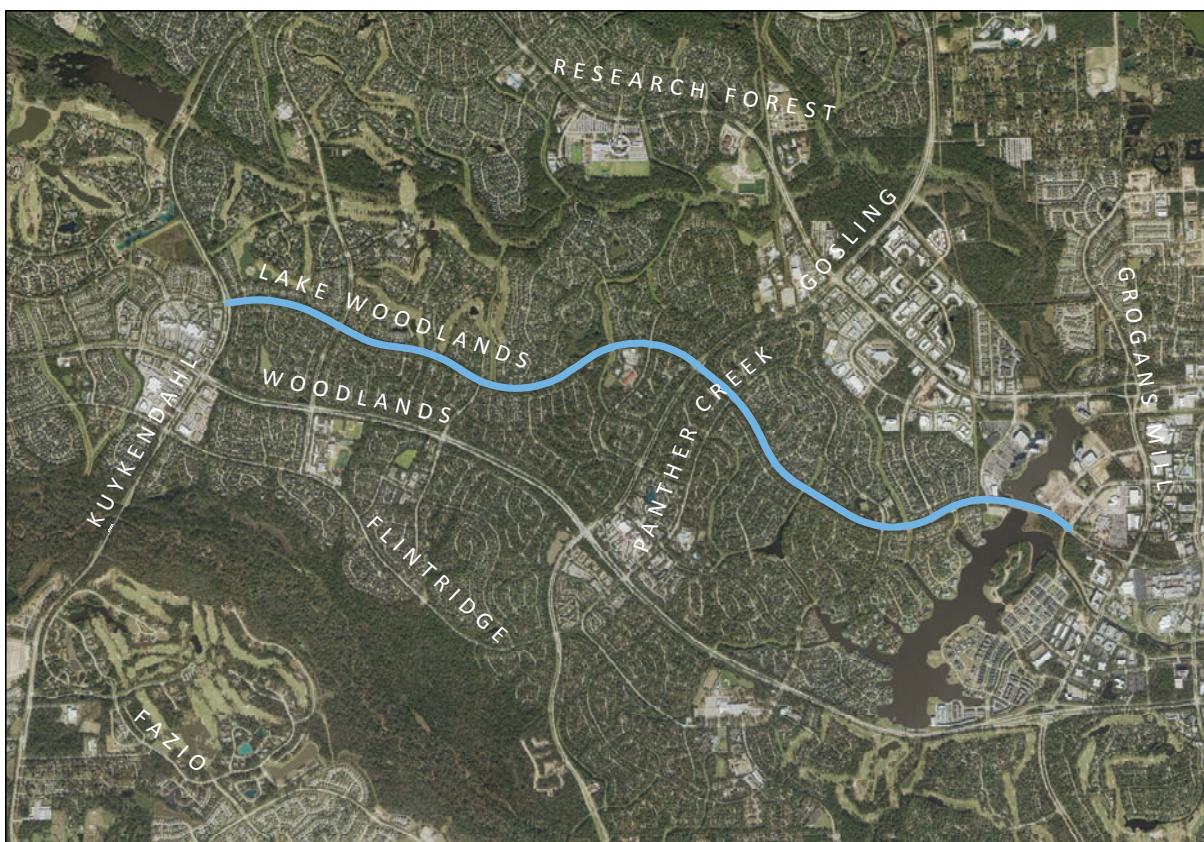


Figure 5.5 Recommended Central Bicycle Lane project location along Lake Woodlands Drive



Retail Access Gap

Cost: \$57,000

A gap in the existing pathway network that would provide access to retail and restaurant destinations as an extension of the existing infrastructure is located on the southwest corner of the intersection of Research Forest Drive and Kuykendahl Road. While there are existing pathways to the north of Research Forest Drive, pathways do not continue along Kuykendahl Road nor are they located on the south side of Research Forest Drive. By adding sidepaths along Kuykendahl Road and Research Forest Drive, access would be provided to the retail located at this corner. The 0.15-mile sidepath extension would cost approximately \$57,000. See map label “M” in the Short-Term Recommendations Map in **Figure 5.2**.



Figure 5.6: Facing West from Southwest Corner of Research Forest Drive at Kuykendahl Road



Figure 5.7: Facing South from southwest corner of Research Forest Drive at Kuykendahl Road

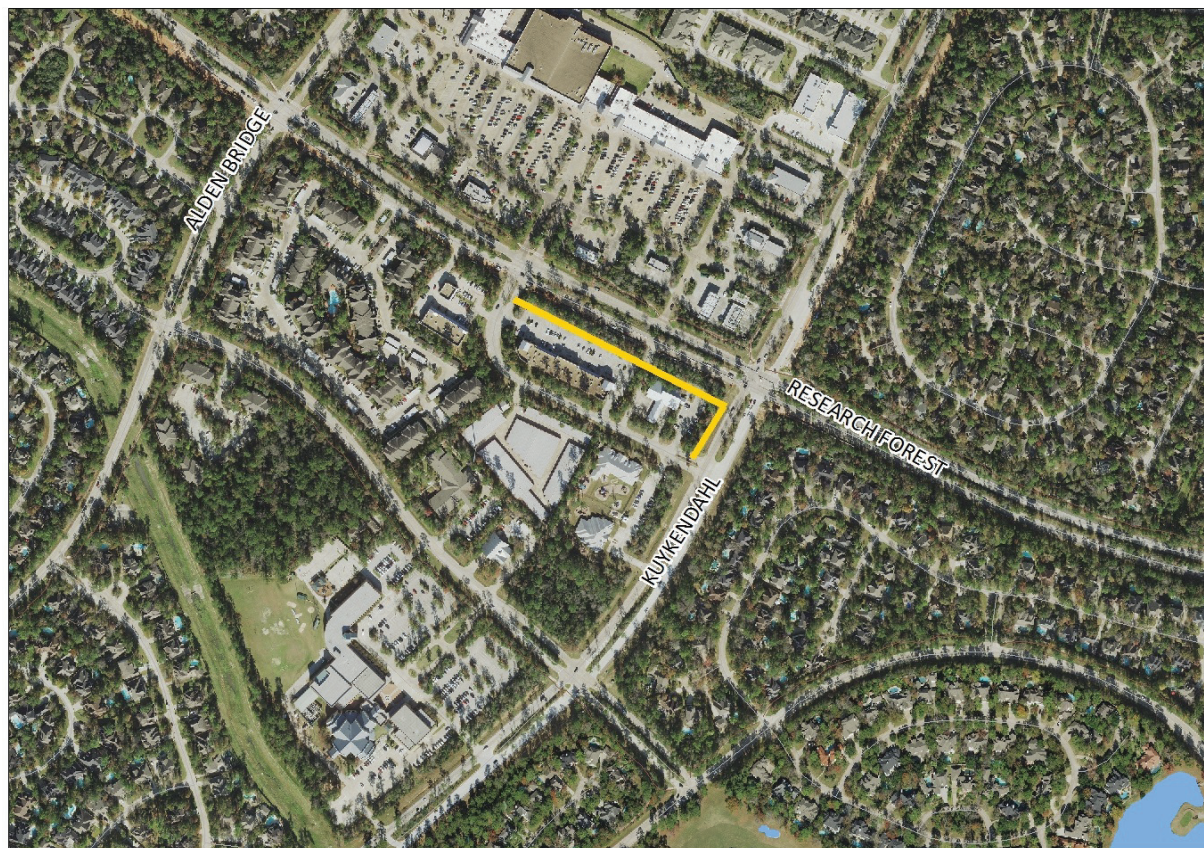


Figure 5.8: Recommended Retail Access Sidepath Project



School Access Gap

Cost: \$226,000

The Woodlands High School is located on the south side of Research Forest Drive. Currently, there are pathways along the north side of the roadway only. In order for residents on the south side of Research Forest Drive to access the school, they must cross this major roadway. By providing a sidepath along the south side of the road, students would be able to reach the school without crossing a major road. By extending this sidepath to the Bear Branch Sportsfields, a safe connection would be made to the school. The 0.61-mile sidepath would create a safer route to the high school and also to Bear Branch Sportsfields at a cost of approximately \$226,000. See map label "J" in the Short-Term Recommendations Map in **Figure 5.2**.



Figure 5.9: Facing West at Research Forest Drive at The Woodlands High School East Entrance Driveway



Figure 5.10: Facing East at Research Forest Drive at The Woodlands High School East Entrance Driveway



Figure 5.11: Recommended sidepath along the south side of Research Forest to allow safer access to and from The Woodlands High School and Bear Branch Sportsfields



Barrier Access Gap

Cost: \$738,000

One of the major barriers prohibiting connectivity throughout The Woodlands pedestrian and bicycle network is Interstate 45. With a portion of The Township on the east side of this highway, there is a major access barrier to the central part of The Woodlands and the core of the pedestrian and bicycle network. A sidepath is recommended to complete the gap from existing pathways in Harpers Landing to the existing pathways on College Park Drive to the west of Campus Drive. This 1.99-mile sidepath would cost approximately \$738,000. See map label “E” in the Short-Term Recommendations Map in **Figure 5.2**.



Figure 5.12: Facing East from Honor Roll Drive at College Park Drive



Figure 5.13: Facing West Along College Park Drive

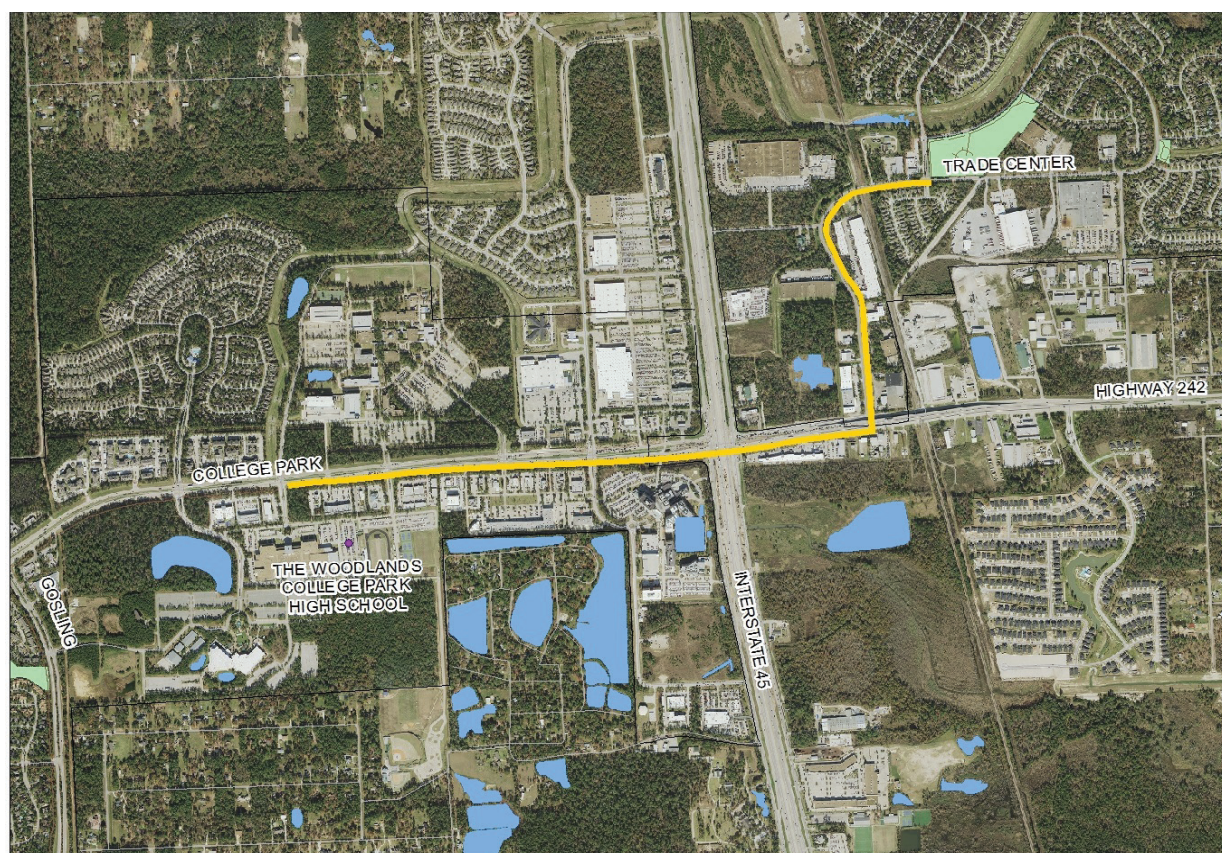


Figure 5.14: Recommended sidepath from Harper's Landing, under IH-45, connecting to the core pathway network within The Woodlands



Sterling Ridge Park & Ride Access Gap

Cost: \$39,000

The Sterling Ridge Park and Ride is one of three hubs for The Woodlands Express, which provides routes to Downtown Houston, Texas Medical Center, and Greenway Plaza. The park and ride has bicycle parking facilities; however, there is not a direct connection from the bicycle parking to the existing pathways. Additionally, there are no existing sidewalks for pedestrians to access the park and ride from the existing pathway system. If pedestrians or bicyclists wish to reach the park and ride, they must use vehicular roadways to do so. By providing a segment of sidepath for bicycle users and pedestrians to safely and conveniently reach the park and ride, a multimodal connection can be made. The sidepaths would total 0.10 miles and would cost approximately \$39,000. See map label “N” in the Short-Term Recommendations Map in Figure 5.2..



Figure 5.15: Bicycle Parking Facilities at Sterling Ridge Park and Ride



Figure 5.16: Facing West on McBeth Way Toward Existing Pathways along Ashlane Way

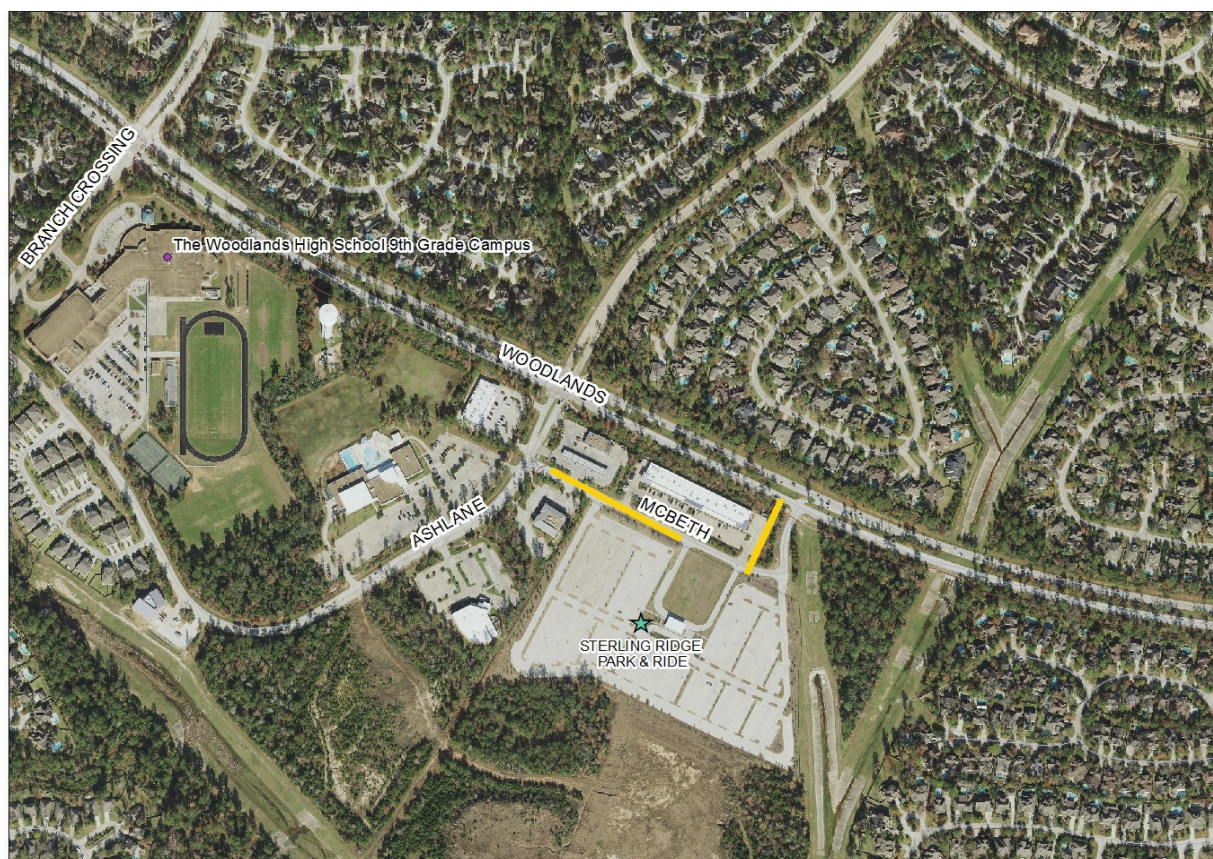


Figure 5.17: Sterling Ridge Park and Ride showing recommended sidepath additions



5.3 Shared Use Paths Along Utility or Drainage Easements

There are only a few shared use path project recommendations located along utility or drainage easements within the short-term project list. It is important to note that in previous drafts of the Plan, there were numerous shared use path project recommendations along drainage or utility easements within the medium-term and long-term maps. However, due to the current desires of residents within The Woodlands, and a focus on five-year implementation, the majority of the drainage and utility easement recommendations have been removed. These former projects can still be viewed in the maps within **Appendix J** and should be considered in the future as the environment allows. There are, however, two short-term projects that directly connect to existing park and ride locations that are within existing drainage or utility easement right-of-ways. This section discusses pros and cons of developing paths along utility or drainage easements, especially as it relates to future consideration of shared use path projects.



Figure 5.18: Easement perpendicular to Gosling Road



Figure 5.19: Easement perpendicular to Gosling Road

The shared use path recommendations along drainage or utility easements present new walking, running and biking opportunities for The Woodlands, and have the potential to provide more direct routes between destinations, with minimal conflicts across busy roadways. An extra benefit of utilizing this type of facility is the minimized impact to natural vegetation and wildlife since these areas are already cleared for utilities, as seen in **Figures 5.18, 5.19, and 5.20**. Some easements are located behind homes or other private property, however, and developing paths in these areas may cause concern with some residents. The following pros and cons list discusses pros (or benefits) to utility or drainage easement pathways as well as

some cons (or concerns) that may be mitigated if these pathways are considered for development. Before any of the project recommendations are finalized, there will be extensive public involvement and engineering analysis, including drainage and wildlife impact. The detailed design including exact location, width, and material for these facilities will be determined during the engineering phase if the project is accepted.



Figure 5.20: Utility Corridor perpendicular to Northway Drive



Pros to Implementing Shared Use Paths along Drainage or Utility Easements

- Utility easement shared use pathways are a highly desirable amenity in other communities, and likely would be so in The Woodlands. For example, proximity and access to Houston's Bayou Greenways is highly valued by that city's residents.
- More direct access to the pathway network could improve property values.
- Many of these utility corridors are already used informally and prized by Woodlands residents for walking/running/biking, depending on unpaved surface quality and season. The provision of a concrete path would enable year-round transportation and recreation use, and a parallel unpaved surface could be retained and improved for runners and dog walkers.
- The shared use paths would enable more types and durations of recreational trips, both short-distance (short-time loops) and longer excursions.
- There would be more direct access to/from destinations compared to existing pathways. There could be a significant time advantage for bicycle commuters, and which could attract more Woodlands residents to bicycle commuting, and result in fewer internal car commute trips – less roadway congestion for those who really must drive.
- The paths could enable a wider catchment area for middle school, high school, and community college student commute trips than the existing pathway and bike lane/roadway shoulder network supports.
- Development of a path along easements would be an efficient use of space – the utilities will not conflict.
- There would be more direct access from neighborhoods to the pathway system.
- Utility easements are a more scenic place to walk/run/ride than some of the pathways along the roadways. Easements provide long views and visibility, which typically does not exist on the tree-covered roadside and neighborhood pathways.
- There could be increased safety of the existing users along utility easements through formalization of a trail by means of lighting/wayfinding/higher user traffic.
- Higher volumes of trail use by law-abiding citizens improves overall security. This is known as "activation". The vast majority of the users of an improved trail are likely to be law-abiding citizens, and their presence will tend to displace undesirable activity.
- There would be low/no cost of land acquisition.
- Potentially the construction/maintenance could be sponsored by utility company for marketing/philanthropy (for example, Oncor Texas Trails program in Dallas).
- Trail could double as road for utility maintenance vehicles to have easier access.
- Utility easement paths could provide a new option for school-based nature exploration activities.

Cons to Implementing Shared Use Paths along Drainage or Utility Easements

- Development along utility corridors requires coordination and agreements between multiple entities. A sample agreement with The Woodlands Joint Powers Association can be found in Appendix F, and can assist the Township with coordinating among various entities.
- Negotiations for construction and maintenance may take time to work through. The Township could consult with other agencies within the surrounding counties and greater Houston region who have experience with these same or similar utilities.
- There may be a challenge as to who and what sorts of vehicles can be allowed to access these pathways such as motorized vehicles. Suggestions:
 - ▶ Prohibit all liquid (gasoline) fueled devices for reasons of noise and pollution. Also, there are many more home brew or kit gasoline-fueled units that violate power and speed limits, compared to electric-assisted units.
 - ▶ Prohibit electric-assist bicycles above a specified power level or top speed. For example, California's recently enacted three-class framework defines Class 1 and Class 2 electric-assisted bikes that are compatible with trails see: https://en.wikipedia.org/wiki/Electric_bicycle_laws#California, and for an overview of Texas law regarding electric bikes, see: https://en.wikipedia.org/wiki/Electric_bicycle_laws#Texas.
 - ▶ Allow electric skateboards, which are used by commuters.
 - ▶ Allow electric small-wheel unicycles with and without seats or skateboard-style decks; their top speed and limited acceleration is compatible with human-powered bicycles.



- The utility easement paths would allow for people to walk, run, or bike behind people's homes, which can be a concern to some residents regarding safety and security. That being said, many homeowners and their neighbors are already doing this in many locations. Also, in many areas there are homes with no direct line-of-sight to the utility corridor or that are distant from where a trail would be aligned.
- The cost to develop a shared use path along a utility easement may incur higher costs than a smaller pathway connecting to the existing pathway network.
- There may be a concern with the lack of shade compared to the other pathways throughout The Woodlands.
- There may be concerns about vandalism or damage to above-grade utility infrastructure. Utilities across the U.S. have experience with physical countermeasures such as fencing and anti-climbing features that could be explored if needed.

5.4 Connections to Spring Creek Greenway

As part of the Plan's goals to address Connectivity, Convenience, and Mobility, exploring connections to regional facilities and greenways is encouraged. There are currently two connections to the Spring Creek Greenway from both the north and south sides of Spring Creek at the Flintridge Trailhead and also along Creekside Forest near Rob Fleming Park and also the Creekside YMCA. There is also an opportunity to utilize an existing utility corridor adjacent to Sterling Ridge Park and Ride to build a connection on the northwest side of the George Mitchell Nature Preserve.

As a regionally important trail corridor, it is vital to plan for a seamless connection along Spring Creek Greenway in order to see the final vision of a connection from U.S. 59 to FM 2978 come to fruition. Interagency coordination will be vital to the success of this project. The Bayou Land Conservancy is a large contributor to the preservation of Spring Creek Greenway. The Spring Creek Greenway trail system will eventually connect and protect up to 12,000 acres of forest land in both Harris and Montgomery Counties. Burroughs Park, Cypresswood Golf Course, Jesse H. Jones Park & Nature Center, Mercer Botanic Gardens, Pundt Park, Spring Creek Park, Stahl Preserve, George Mitchell Nature Preserve, Montgomery County Preserve, Peckinpaugh Preserve, and Spring Creek Greenway Nature Center are all planned to be connected via Spring Creek Greenway trails. Currently underway is Phase IV of the Spring Creek Greenway Trail, which will run from Jesse H. Jones Park & Nature Center to Highway 59 at the San Jacinto River. Creating a substantial trail along the Greenway would allow for cyclists to have an off-road facility for recreational purposes that connects to a vast supply of trails outside of The Woodlands. Additionally, race events held in The Woodlands would have the option to use the off-street Greenway trails for running, walking, and bicycling, which would reduce some disruptions of on-street vehicular traffic.

Currently, the George Mitchell Nature Preserve does not connect to the Spring Creek Greenway; however, there are funded, forthcoming trails stemming from both the east and the west of George Mitchell Nature Preserve. To the east, there will be a natural material trail from the existing George Mitchell Nature Preserve trail that will follow Spring Creek to the southeast through Dawnwood Preserve, Spring Acres Preserve, and Grogans Point Preserve, and will terminate at Montgomery County Preserve. This trail extension will remain fully on the north side of Spring Creek. The extension to the west will begin at the existing trail on the south side of Spring Creek within George Mitchell Nature Preserve and remain on the south side until its terminus at Creekside Park Preserve.

In order to connect park and recreational facilities owned and operated by Harris County Precinct 4 to the east and west of the planned trail extension, possible trail connections may be located along the north side of Spring Creek within Harris County Precinct 4 conservation easements or along the south side within The Woodlands Township's recreation easement. Evaluating and providing recommendations for these connections will need to be explored in the future by The Township.



Figure 5.21: Spring Creek Greenway Trail



Figure 5.22: Spring Creek Greenway Trailhead at Flintridge Drive

Chapter 6

Wayfinding Program



The Woodlands Township Pedestrian and Bicycle Master Plan



6.0 Wayfinding

6.0 Wayfinding

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Wayfinding encompasses all the ways in which people understand their surroundings and navigate from place to place. Wayfinding is more than just signs, it can also include maps, landscape features, off-street amenities, buildings, landmarks, and much more. It is important to the overall trail system’s success that current and potential trail users have access to information regarding their neighborhood, community resources, and how these elements are connected to one another, and ultimately to their neighbors. Information about the trail system should be presented in multiple medias and formats. In addition to physical signage, it is important to update the Township’s website, brochures, trail guidebooks,

and other educational delivery methods. If trail users are uncertain about trail locations or direction, or where they are, they may become disoriented and discouraged from exploring other areas of the trail system. A standardized signage system that is clear, consistent, and informative will enhance the overall trail system functionality and appearance. Any wayfinding signage system proposed should recognize each Village, local community assets, have visibility, but not obtrusive on the environment and consistent with the goals and vision of The Woodlands Township and its citizens. The wayfinding signage plan should be comprehensive in scope, but not overwhelm the trails by utilizing too many signs that could be distracting to users rather than enhancing the trail experience.



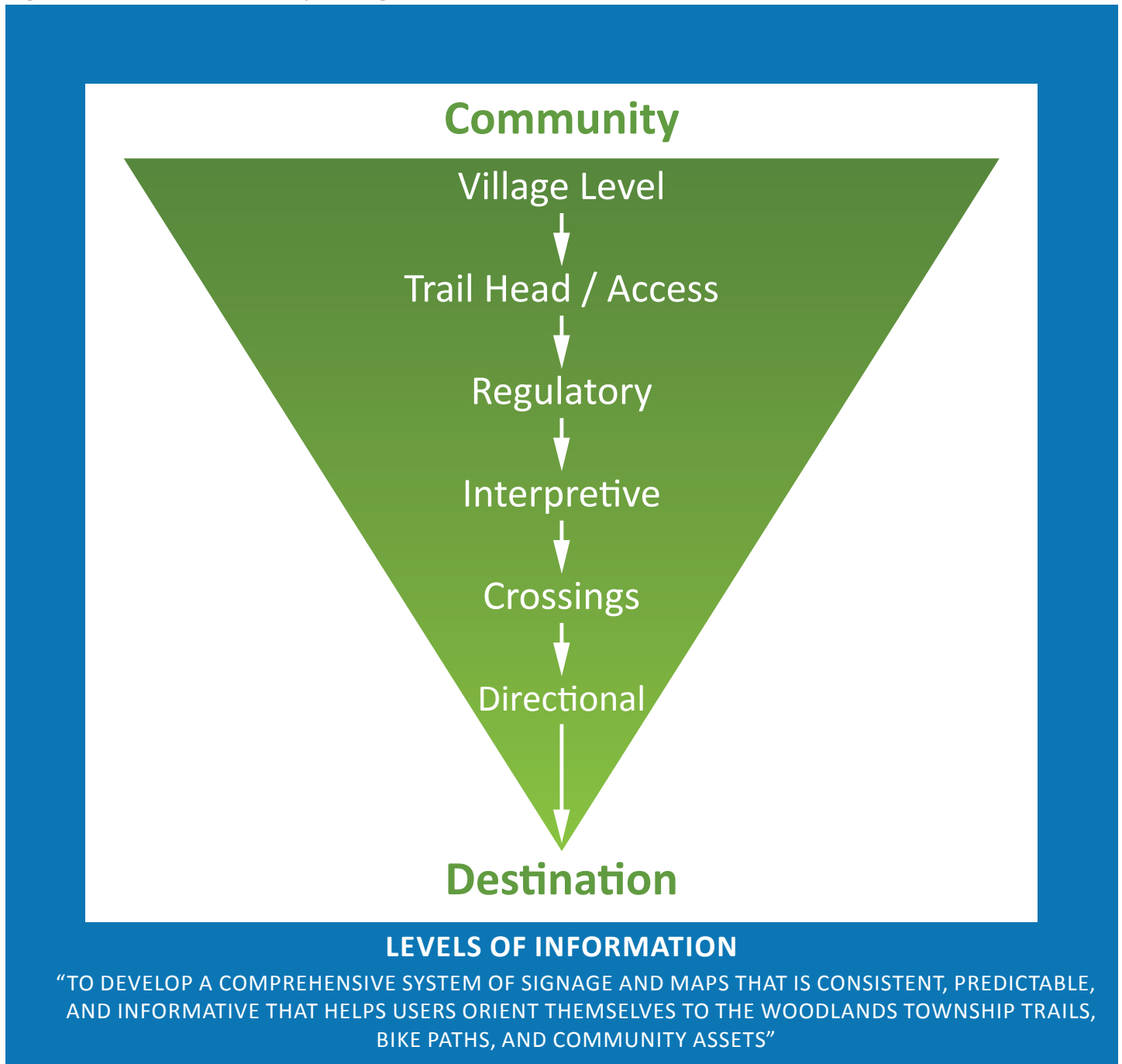
FOOT NOTE



There are more bicyclists in the U.S. than skiers, golfers, and tennis players combined.



Figure 6.1: Goal of Trail Wayfinding



The following are some questions that could be addressed by a comprehensive wayfinding signage system:

1. Would signage help you navigate the trail system?
2. If so, what information would be most useful to help you navigate the pathway system?
3. What destinations would be useful to identify on a map to get to where you need to go using the pathway system?
4. Is acknowledgement of the different villages on the signage desirable?



6.1 “Village” Oriented Wayfinding System

The Woodlands Township has developed over time utilizing a “Village” concept that residents have come to identify with. This Village concept has helped to create smaller neighborhoods within the overall Woodlands Township. The identification of a specific Village has created, in a practical sense, a notion of unique neighborhood character and location within the Township. In many instances the edges between villages are distinguished by land use, age of the village, or unique community resources. From a trail system perspective there are gaps that restrict easy movement from Village to Village (see other sections of this report). The proposed wayfinding signage system should reinforce, as well as connect the Village development pattern.

To further reinforce the Woodland’s Township ‘Village’ development pattern, color coding can be used within the wayfinding signage system as a unique identifier similar to what is used on the current mapping of the Township found in print and web media such as in **Figure 6.2** and **Figure 6.3**.

Figure 6.2: Village of Cochran’s Crossing

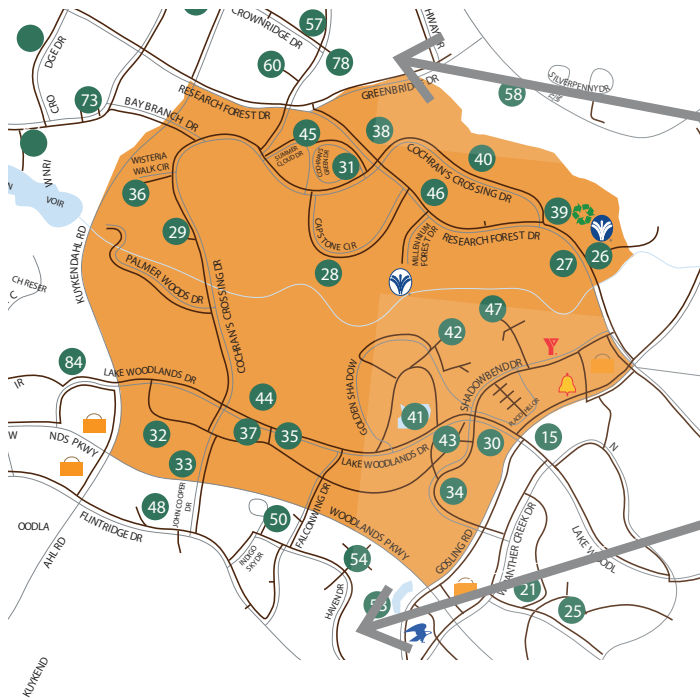
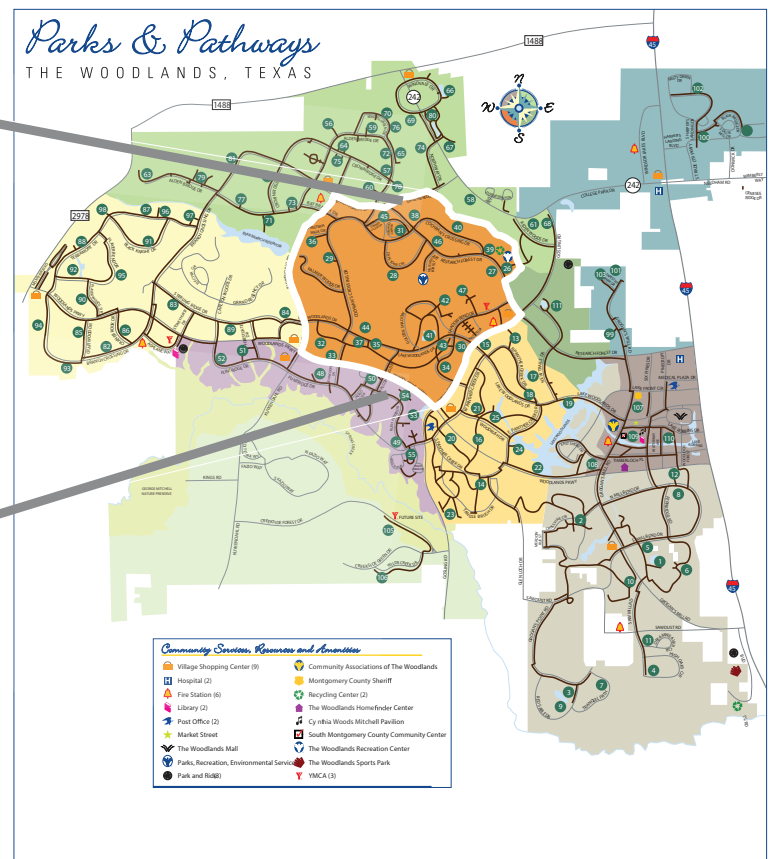


Figure 6.3: Woodland’s Township Parks & Pathways



| | | | | |
|---------------------------|-------------------------------|---------------------------|-------------------------|--------------------------|
| Village of Alden Bridge | Village of Sterling Ridge | Town Center | Village of College Park | Village of Grogan's Mill |
| Village of Creekside Park | Village of Cochran's Crossing | Village of Indian Springs | Research Forest | Village of Panther Creek |



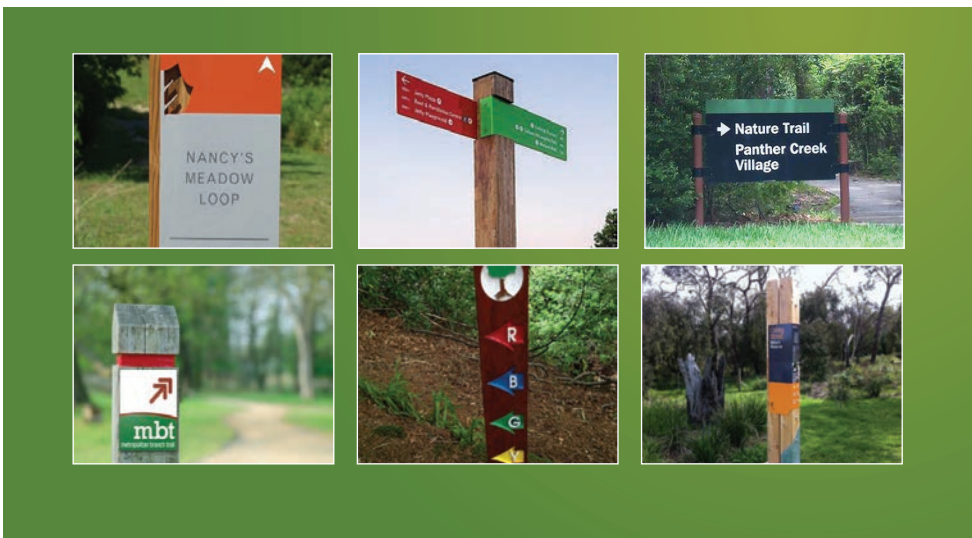
6.2 Wayfinding and Branding

Wayfinding and branding are complimentary concepts that can be integrated within the overall signage program. There is an opportunity to reinforce each Village's sense of place and identity while at the same time extending the Township's logo and brand into the overall community through color and logo integration.

Figure 6.4: Logo Graphic



Figure 6.5: Examples of Signs with Color Accents



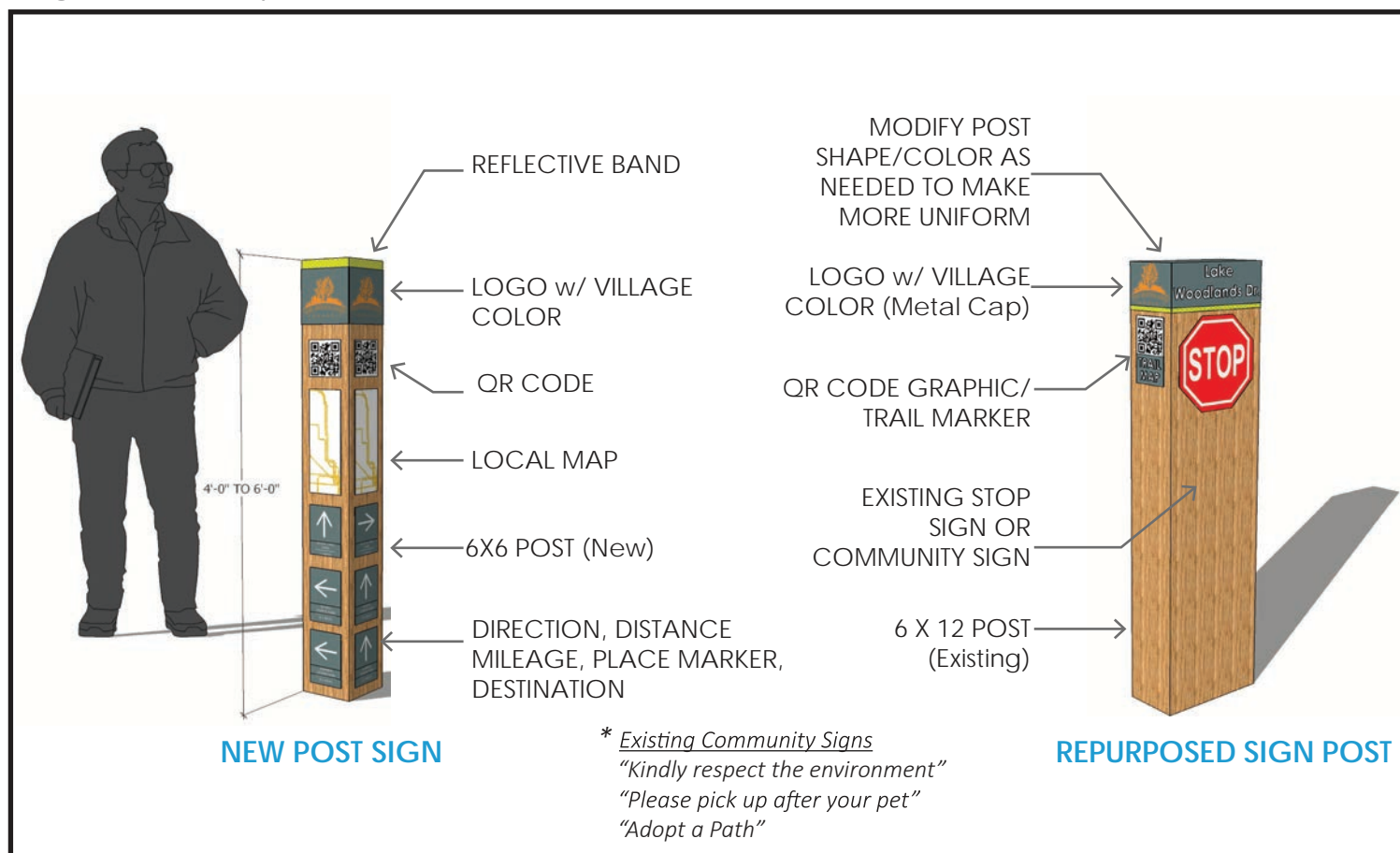
- Change Graphic Color accent by village
- Incorporate the Township logo onto the signage
- Extend the Township branding into the built environment

Figure 6.5: Examples Signs (continued)





Figure 6.6: Concept Modules



6.2.1 Wayfinding Concept Modules

The proposed signage concept module builds off of the existing sign types within the trail system. The module is intended to be simple, but flexible in its approach so that it can be used throughout the trail system to accommodate information that is needed in specific locations.

Materials

Existing sign posts within the existing trail system are primarily painted or stained wood. Existing wood posts could be reused and repurposed with trail and branding information. Future sign post installations should be made out of composite plastic or wood materials that will reduced maintenance intervals and provide a consistency of application.

1. Regulatory information
2. Reflective material
3. Directional and distance
4. Village or local map
5. Destination information
6. QR Codes for trail location, routes, and community assets

Logo/Branding

The Woodland's Township logo will be used on all sign types with a unique color to assist trail users as to which Village they are located in.

Location/Orientation/Size

The locations, size, and orientation of each sign will vary depending on its location within the trail system and what information is needed. Some sign locations may require multiple-sided graphics for trails that cross or have directional changes.



6.3 Digital Wayfinding

Digital wayfinding is not a separate process or program, it is a complement to physical wayfinding signage. Our society is becoming more mobile oriented with an expectation of information being readily available. A comprehensive, digital wayfinding strategy will promote greater community connectivity by providing useful information for trail event planning, and in real-time.

6.3.1 Community Feedback

One aspect of the trail system that was a reoccurring theme during the online questionnaire as well as the public meeting for this effort, was related to knowing where you are in the trail system at any given point. This feedback is similar for both expert and novice enthusiasts. While exploration is a key aspect of any hike and bike trail system, users need information to plan their route, and if so desired, make real-time decisions about where they want to go. A lack of information will ultimately discourage or frustrate users who want greater connectivity, but don't have enough information.

6.3.2 Digital Wayfinding Strategies

A beneficial strategy for incorporating digital technology into the signage system should include multiple approaches to reach the greater number of users. Digital information provided on wayfinding signs or on remote servers will vary depending on the location within the trail system and what is needed for the trail user. A potential information strategy provided could include one or more of the following: Interactive Trail Maps; QR Codes; GPS Navigation; or Google Global Trekker.

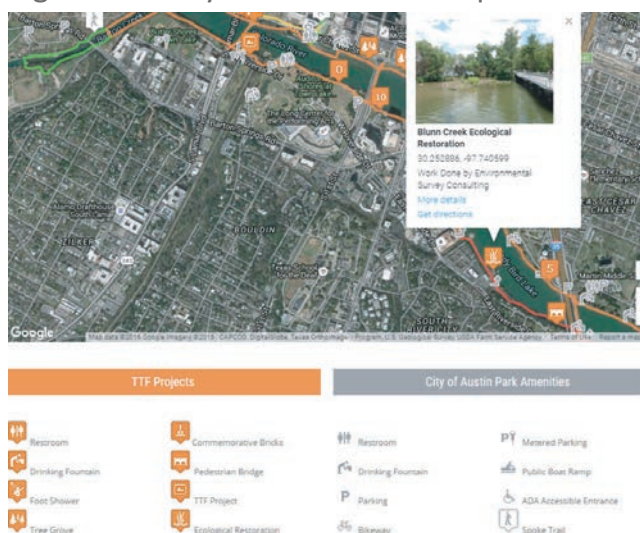
Interactive Trail Maps

Interactive trail maps are designed to help users understand trail opportunities, information about the trail, and about community assets. Interactive maps are web-based and can be accessed from computers or from mobile phones and tablet devices. In addition to the trail system, interactive maps can provide information about historic sites, restrooms, trail amenities, parking lots, and much more.

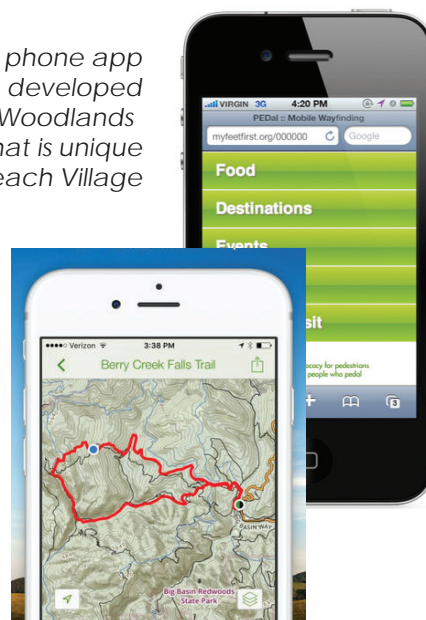
The City of Austin has an interactive trail mapping system for each of their trail segments along with useful trail side amenities listed (**Figure 6.7**). The user simply 'clicks' on the icon and information is presented in a pop-up screen.

Interactive maps can also be accessed with special mobile applications that can be created for the overall trail system.

Figure: 6.7 City of Austin Trail Map



A Mobile phone app could be developed for the Woodlands Township that is unique to each Village





QR Codes

Quick response codes, called QR codes, are a smartphone technology that dynamically connects mobile users with digital content through the use of a scannable square bar code. These QR tags can be easily accessed using a cell phone camera with free downloadable applications on both IOS and Android phones.



Figure 6.8: QR Code Tag

Incorporating QR tags into wayfinding signs allow people to access digital information for the trail such as trail maps, their current location, park information or interpretive information. When a trail user scans a QR tag, their phone could launch a map to help direct them to a trail gateway, amenity, and/or destinations along the trail. QR tags along the trail route could also provide interpretive information on natural resources, cultural events, community history, and much more.



Figure 6.9: Example Sign Application

Information provided by the QR tags can be delivered in two different ways. The first option is to develop a custom Woodlands Township application which would enable use without the Internet. The second option is to link users to the Township website by launching an internet browser.

The QR tags can be placed on new signs or existing signs. Depending on the proposed sign locations, pylons may require multiple sided graphics for trails that cross or have directional changes.



Figure 6.10 Instructional Sign

The QR tag system has many advantages including the following:

- Free to users
- Cost effective
- Easily modifiable
- Mobile user-friendly
- Quick and efficient delivery of information to users

GPS Navigation

While QR Code Tags can provide users with information as to where they are on the trail system, one step further would be to develop the interactive map concept further by providing dynamic, real-time location abilities. Many communities and park agencies are utilizing GIS-based trail information that can be integrated with Google Maps through KML files. Keyhole Markup Language (KML) is an XML notation for expressing geographic annotation and visualization within Internet-based, two-dimensional maps and three-dimensional Google Earth browsers. The Woodlands Township is working with Google to provide GIS shapefiles for this very purpose.



Figure 6.11 Google Trekker

Google Trekker

While QR Code Tags can provide users with information as to where they are on the trail system, one step further would be to develop the interactive map concept further by providing dynamic, real-time location abilities. Many communities and park agencies are utilizing GIS-based trail information that can be integrated with Google Maps through KML files. Keyhole Markup Language (KML) is an XML notation for expressing geographic annotation and visualization within Internet-based, two-dimensional maps and three-dimensional Google Earth browsers. The Woodlands Township is working with Google to provide GIS shapefiles for this very purpose.



Figure 6.12 Google Trekker



6.4 Existing Wayfinding Decision Points

The following reviews existing conditions where decision points are needed by users along the trail system. Existing signs are limited to stop signs at driveway or intersection crossings. A few other trail markers are provided, but provide limited information about each village or the trail system. Trail users who venture out from their own neighborhood will find it difficult to navigate between Villages. Additionally, current Internet mapping systems do not adequately illustrate the Village and overall trail systems. An overall trail map is available, but detailed trail maps on a local level are not.

Figure: 6.13 Existing Wayfinding

Trail Sign Opportunities

- 1. TRAIL ACCESS/TERMINUS**
 - * Getting on and off the trail
- 2. CROSSING AND JUNCTION**
 - * Minor crossing of local streets/driveways
 - * Most of the existing signs found are of this type
 - * Junctions at major intersections
 - * At trail access/terminus paths
- 3. DESTINATIONS**
 - * Parks and open spaces
 - * Community services
 - * Educational facilities
 - * Office and retail destinations
- 4. DIRECTIONAL**
 - * To streets and trail segments
 - * To other villages
 - * To destinations
- 5. REGULATORY / RULES**
 - * Trail usage and restrictions
 - * Trail safety
 - * Pathway crossings and junctions
- 6. INTERPRETIVE/INFORMATIONAL**
 - * Trail, park, or community information
 - * Natural or man-made features
 - * Historical or cultural information
- 7. TRAILHEAD/SYSTEM MAP**
 - * Major trail access point (1 or 2 per village)
 - * Overall system or village map
 - * Trail amenities included (parking, seating, bike racks, etc.)
 - * Preferably at a major public facility
- 8. PAVEMENT GRAPHICS**
 - * Supplements all signage types
 - * Should be visible and not distracting
 - * Should be durable and low maintenance

Existing System Trail Signs





6.4.1 Types of Existing Bollard Signs

Existing Signs: There are approximately 2,000 existing sign post bollards throughout the existing trail system. The bollards are made of single or multiple wood pieces with either a natural or painted finish. The existing signs typically have a stop sign and are located at roadway or driveway junctions and crossings. Approximately 1,000 are located at driveways/intersections. Another 1,000 are trail directional, access, and other community signs. There are +/- 200 community signs that include “Kindly respect the environment”, “Please pick up after your pet”, or “Adopt a Path” wording.

Figure: 6.14 Types of Existing Bollard Signs



Regulatory Review: Most of the existing junction/intersection signs along the trail system have small stop signs attached. Trail system signage generally follows two specific regulations, American Association of State Highway and Transportation Officials (“AASHTO”), and the Manual on Uniform Traffic Control Devices (“MUTCD”). Current AASHTO guidelines for hike and bike trails defers to MUTCD which includes bikeway regulatory signs. While the requirements found within the MUTCD standards provide for smaller stop signs (18 inches), the existing stop signs are smaller than the guidelines.

Further review is needed by the Township to determine if the existing, smaller stop signs pose a potential risk to trail users. No information was reviewed by the design team to support that the stop signs are an issue with trail navigation or safety for off-street trails. In fact, AASHTO recommends “yield” signs be used in lieu of “stop” signs due to evidence that trail users do not consistently obey these types of signs.

Repurposing of Existing Signs: Proposed re-purposing of the existing junction signs will be limited to clarifying materials, adding street names (where applicable) and potential trail identifiers and digital wayfinding access along the sides of the signs.



6.5 Existing Off-Street Amenities

Off-street amenities along the trail are very limited and generally occur at community resources such as parks and open spaces. Occasionally rest areas and shade structures are provided but are inconsistent throughout the trail system.

Figure: 6.15 Existing Off-Street Amenities

Off-Street Amenity Opportunities

A TRAILHEAD

- * Major access point to the trail
- * Trail mapping and rules provided
- * Typically occurs at community assets such as parks, recreation center, public spaces, etc.
- * Amenities provided could include, long term bike storage, benches, trash receptacles, tables, signage, and shelter.
- * Automobile parking is generally available.
- * Group gathering location for exploring trail.
- * Limited frequency within each Village (1-2 locations with each Village)

B INTERPRETIVE / INFORMATIONAL STOP

- * Located at community assets and points of interest along the trail such as natural, cultural, or historical resources.
- * Amenities provided could include, interpretive signage, benches, trash receptacles, tables, signage, and shelter.
- * Frequency will vary within each Village depending on the type of community assets that are present.

C REST STOPS

- * Located throughout the trail system as needed.
- * Amenities provided could include, benches, and directional signage.
- * Frequency will vary within each Village depending on the trail system lengths and intervals between destinations.

D DIRECTIONAL

- * Located only at Park and Ride Facilities
- * Amenities provided could include, long term bike storage, trail maps, benches, trash receptacles, and shelters.

Existing Off-Street Amenities



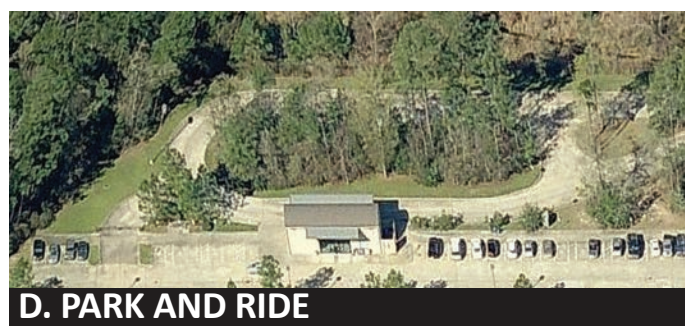
A. TRAILHEAD



B. INTERPRETIVE



C. REST STOPS



D. PARK AND RIDE



6.6 Sample Wayfinding Signage Family (Off-Street)

The proposed off-street pathways, wayfinding signage family utilizes a concept module that is similar to existing signage throughout the Township and applies it to the potential signage locations throughout the trail system. Based on each location, the sign types vary in size, shape, and information provided. Trailhead signs are larger size and provide more information while other types of signs are smaller in scale as they provide less information to the trail user.

Figure: 6.16 Samples of Wayfinding



1. Trail Access/Terminus

2. Crossing and Junctions (New or Existing)



3. Destinations



4. Directional



Figure: 6.16 Samples of Wayfinding (continued)



Example Sign

5. Regulatory / Rules



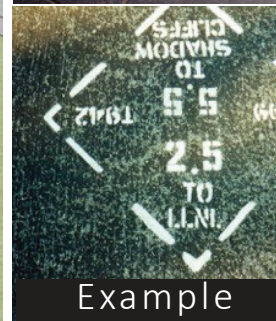
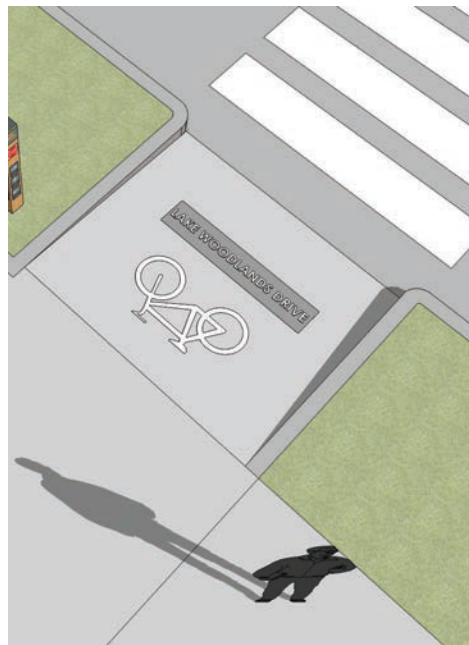
Example Sign

6. Interpretive / Informational



Example Sign

7. Trailhead and System Map



Example






8. Pavement Graphic



6.7 Sample Wayfinding Signage Family (On-Street)

The proposed on-street bike paths and separated lanes require a different signage approach. Due to the higher speeds of use and the direct interaction of automobiles, it is recommended that only MUTCD signs be used. Coordination with automobile signage and traffic signalization is essential to ensuring that safe roadway use by both automobile and bicyclists.

Figure 6.17 Wayfinding Signage Family (on-street)

| SYMBOL | SIGN TYPE | LOCATION | PRODUCT INFO |
|---|---|--|--------------|
|  | STOP: Controls traffic movements at intersections. Notifies viewer to stop before proceeding. | Signalized Intersections | TBD |
|  | YIELD: Prompts viewer to slow speed and yield the right-of-way to others approaching an intersection. | Non-signalized intersections or major driveway entrances | TBD |
|  | WINDING PATH: Warns cyclists that the trail ahead has closely spaced curves and that they may need to slow down. | Before a Winding Path | TBD |
|  | CURVE LEFT: Advises cyclists that they may need to slow down for the curve (to the left) ahead. | Before a Left Curve | TBD |
|  | CURVE RIGHT: Advises cyclists that they may need to slow down for the curve (to the right) ahead. | Before a Right Curve | TBD |

Please Note: Partial List of MUTCD Bikeway Signs



6.8 Sample Off-Street Amenities

Off-street amenities compliment the overall trail system and wayfinding signage system hierarchy and to reinforce key gateways and trailheads into the trail system from each Village. Off-street amenities should be carefully located to determine where the greatest need is. Rest stops are needed for trails that have greater distances between access points and community assets. Interpretive and informational stops will vary from Village to Village depending on the community assets available.

Figure: 6.18 Examples of Off-Street Amenities



A

Trailhead



B

Interpretive / Informational



Figure: 6.18 Examples of Off-Street Amenities (continued)



C Rest Stop



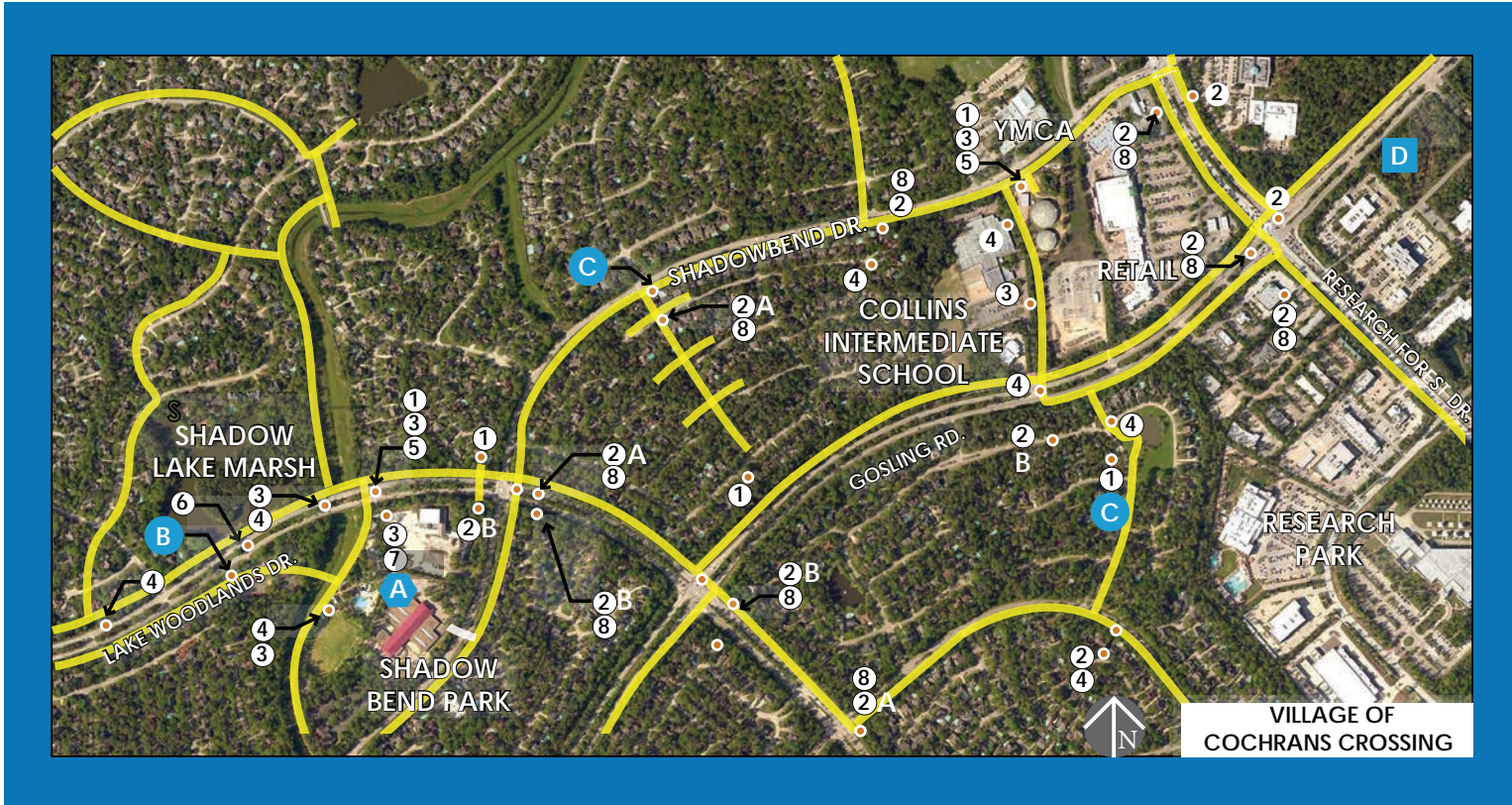
D Park and Ride



6.9 Sample Signage and Amenities Locations

This shows an example of possible locations for sign types and amenities within the Village of Cochrans Crossing, and could be applied across to the entire trail system. This shows a potential distribution of sign types along a typical trail section. Off-street amenities are shown at key trail access points, along the trail, and at community resources.

Figure 6.19: Signage & Amenities Locations



Legend

- 6.** Wayfinding Sign Type
- A** Off-street Amenity Type
- Hike and Bike Trail

Off-Street Amenity Types:

- A** Trailhead
- B** Interpretive / Informational
- C** Rest Stop
- D** Park and Ride

Signage Types:

- 1. Trail Access/Terminus
- 2. Crossing Junction
- 3. Destination
- 4. Directional
- 5. Regulatory/Rules
- 6. Interpretive/Informational
- 7. Trail Head/System Map
- 8. Pavement Graphics



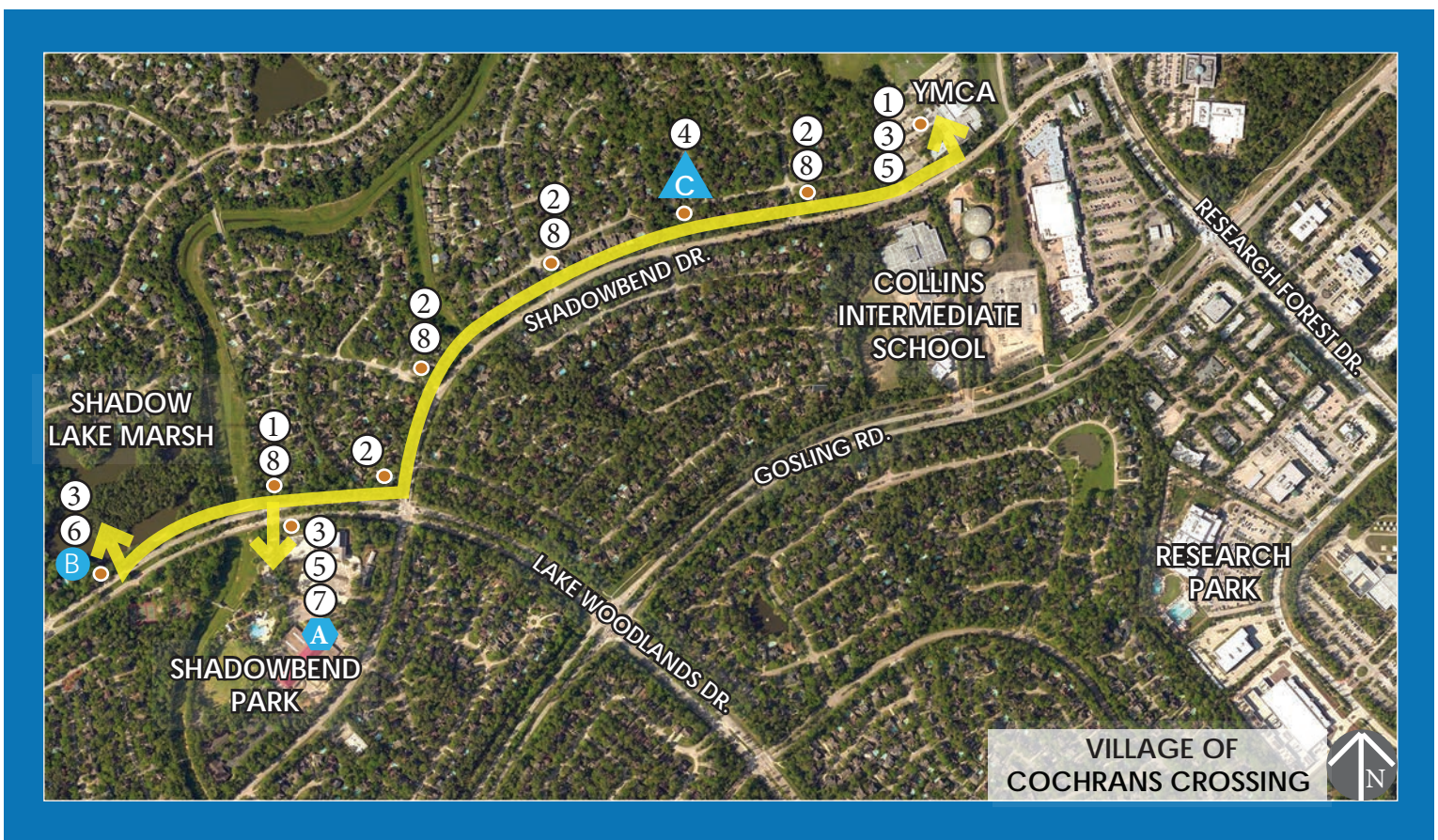
6.9.1 Wayfinding Concept Examples

The following four figures show four sample types of trail users getting to and from destinations, and how wayfinding improvements may be useful. The legend from **Figure 6.19** applies to the four following examples.

Trail User Route #1: Family Traveling to/from Home to Community Assets

User type #1 are families or individuals traveling from their home to community-wide assets such as parks, nature centers, athletic facilities and YMCA's. This user type would first access the trail system from their neighborhood streets and trails and join the broader trail system. Along the way, directional signs, local trail maps, and regulatory signs would guide them to their destination.

Figure 6.20: Trail User Route #1



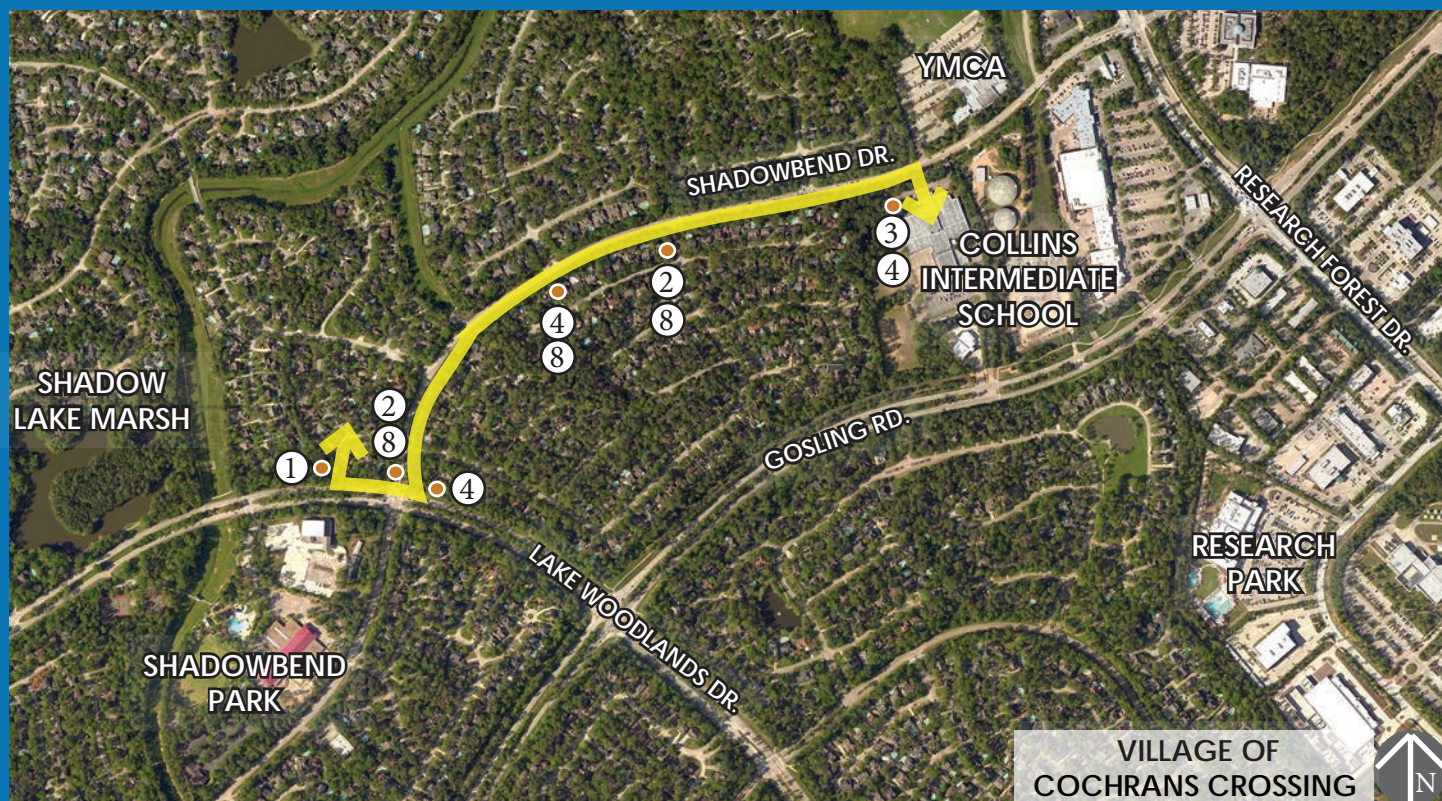
SIGNAGE 'FAMILY' ALONG THE ROUTE



Trail User Route #2: Child Traveling from Home to School

User type #2 are children traveling from their home to school with or without adult supervision. There are a number of elementary schools throughout the villages where children are bicycling and/or walking to school. This user type would first access the trail system from their neighborhood streets and trails and join the broader trail system. While trip lengths are short, +/- 1-2 miles, directional sign and regulatory signs would guide them to their destination in a safe manner.

Figure 6.21: Trail User Route #2



SIGNAGE 'FAMILY' ALONG THE ROUTE

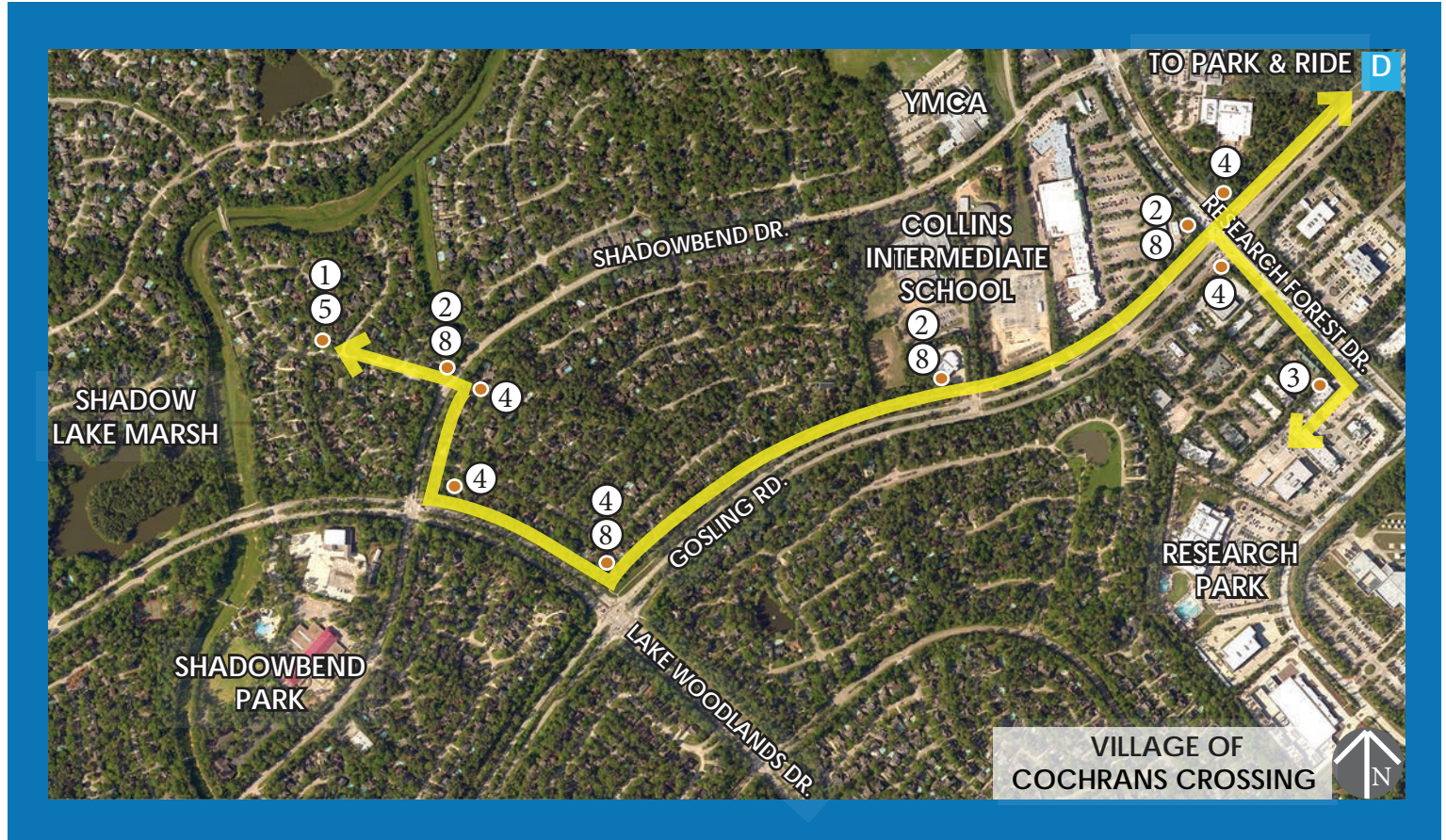




Trail User Route #3: Commuter Traveling from Home to Work/Park-And-Ride

User type #3 are individuals traveling from their home to their place of business or to local park-and-rides. Most villages are close to office and retail business. This user type would first access the trail system from their neighborhood streets and trails and join the broader trail system. Along the way, directional signs, local trail maps, and regulatory signs would guide them to their destination. For park-and-rides additional long-term storage may be needed for those users that commute.

Figure 6.22: Trail User Route #3



POTENTIAL SIGNAGE 'FAMILY' ALONG ROUTE

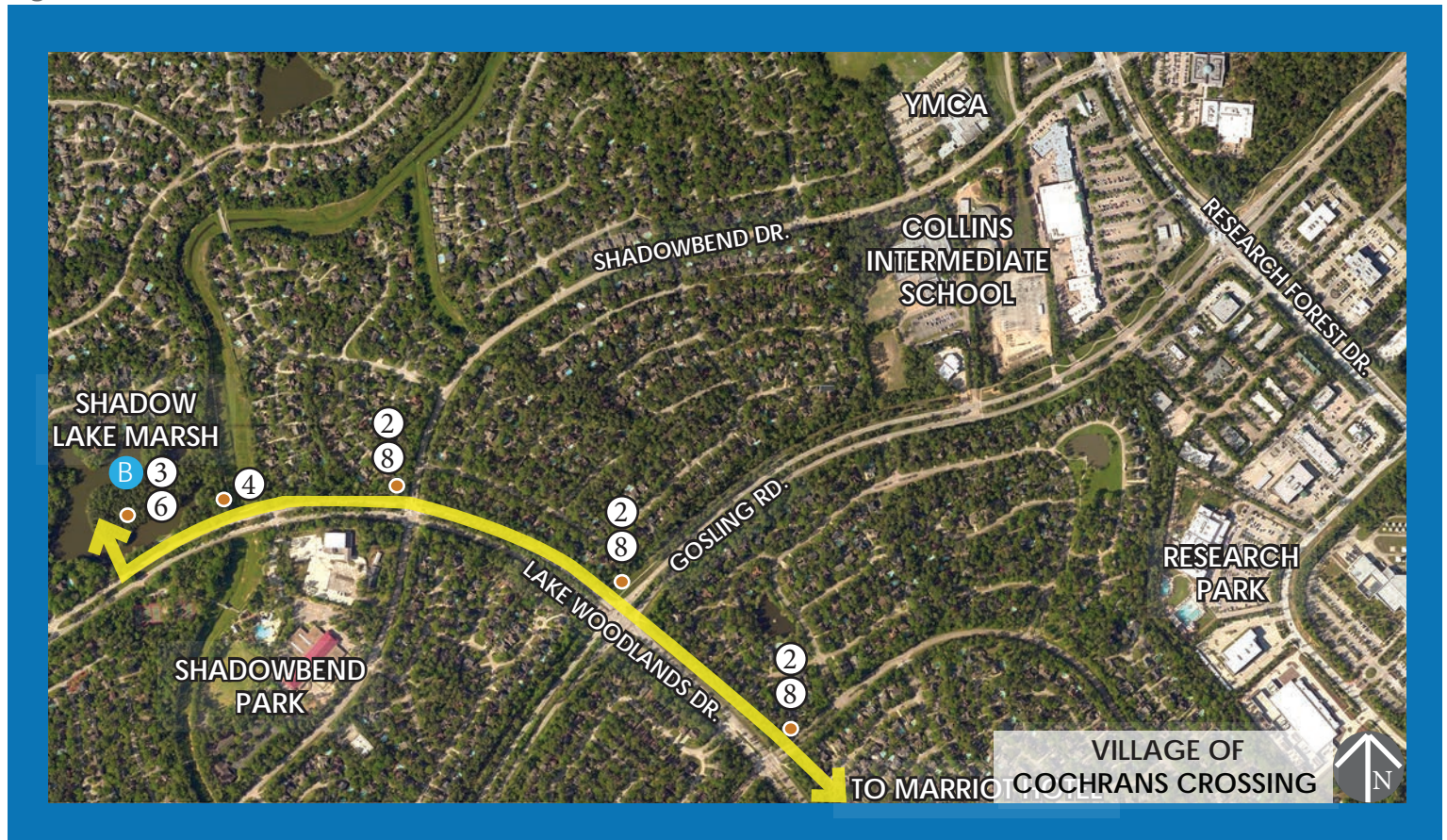




Trail User Route #4: Tourist Traveling From Hotels or Places of Interest

User type #4 are individuals and families that may be staying at nearby hotels or just visiting other attractions. This user type may not be going to any specific destination, but accessing the trail system for recreational purposes. They would first access the trail system from their location and enter the trail system. Along the way directional signs, local trail maps, and regulatory signs would guide them to their destination. For this user type, by-cycle (or bike share) stations or may be desirable.

Figure 6.23: Trail User Route #4



SIGNAGE 'FAMILY' ALONG THE ROUTE





6.10 Potential Short-Term Wayfinding Projects

The Woodlands Township’s hike and bike trail system is extensive. A comprehensive update and expansion of the wayfinding signage system requires a strategy that can be implemented in stages according to the near, intermediate, and long-term needs of the Township. The following four projects are potential short-term wayfinding projects for implementation.

6.10.1 Project #1: Digital Wayfinding

A beneficial strategy for incorporating digital technology into the signage system should include multiple approaches to reach the greater number of users. Digital Information provided on wayfinding signs or on remote servers will vary depending on the location within the trail system and what is needed for the trail user. A potential information strategy provided could include one or more of the following:

Interactive Trail Map

- Develop web based, interactive trail map for entire system based on each village
- Consider third party, or unique, mobile phone application integrate with trail map

GPS Mapping System

- Continue coordination with Google on integrating a trails GIS layer system

Google Global Trekker

- Apply for Google grant program and utilize in-house staff to map the entire trail/pathway system

Project #1 Cost Estimate

| Project Designation | Cost Estimate |
|--------------------------------------|-------------------------|
| Estimated Number of Signs | N/A |
| Estimated Construction Cost | N/A |
| Estimated Soft Costs | \$30 - \$40,000* |
| Estimated Total Project Cost: | \$30 - \$40,000* |

*Dependent on whether in-house staff is utilized to map the trail/pathway system.

Project #1 Benefits and Challenges

| Project Benefits | Project Challenges |
|-----------------------------|--|
| Cost effective | Integration with Township website needed |
| Increased trail information | Staff time to map the whole trail system |
| Covers entire trail system | Determining criteria for what goes on the maps |



6.10.2 Project #2: QR Tag Codes

QR Tag Codes can be applied to existing signs in the short-term to identify locations and potentially connect users to the Township website and trail maps. This approach provides a short-term ability to connect users to the trail system along the trail system without installing new signage posts. This project identifies major trail-heads and junctions that should be identified for application of the QR Tag Codes. An estimated number of 300 signposts have been identified for potential application at a per unit cost of \$100 each.

Project #2 Cost Estimate

| Project Designation | Cost Estimate |
|--------------------------------------|--------------------|
| Estimated Number of Signs | +/- 300 |
| Estimated Construction Cost | \$35-40,000 |
| Estimated Soft Costs | \$12-15,000 |
| Estimated Total Project Cost: | \$47-55,000 |

*Dependent on whether in-house staff is utilized to map the trail/pathway system.

Project #2 Benefits and Challenges

| Project Benefits | Project Challenges |
|----------------------------|--|
| Cost effective | System for integration with Township website needed |
| Utilizes existing bollards | Staff time to map the whole trail system |
| Covers entire trail system | Determining criteria for what goes on the maps |
| Easily modifiable | Does not provide information to users where no sign exists |

6.10.3 Project #3: Upgrade Junction/Crossing Posts

There are a number of different existing signposts within the trail system that are different colors, shapes, and various information provided. These signposts are primarily trail stop signs. An estimated number of 300 have been identified for potential application. It is estimated that conversion of the existing bollards would be approximately \$500 each.

This project would seek to:

- Modify each bollard to create a more consistent bollard color, shape, and texture
- Add street name crossings
- Add Woodlands Township logo and village identifier
- Add QR Codes and other trail information on the side panels

Project #3 Cost Estimate

| Project Designation | Cost Estimate |
|--------------------------------------|-----------------------|
| Estimated Number of Signs | +/- 300 |
| Estimated Construction Cost | \$150,000 |
| Estimated Soft Costs | \$20-25,000* |
| Estimated Total Project Cost: | \$170-175,000* |

*Dependent on whether in-house staff is utilized to map the trail/pathway system.

Project #3 Benefits and Challenges

| Project Benefits | Project Challenges |
|----------------------------|--|
| Cost effective | Some signposts may not be modifiable or in poor condition |
| Utilizes existing bollards | Inventorying existing sign post types and locations |
| Covers entire trail system | Updated trail maps needed and integration with trail maps |
| Easily modifiable | Does not provide information to users where no sign exists |



6.10.4 Project #4: Cochrans Crossing, Panther Creek, Creekside Park

The Villages of Cochrans Crossing, Panther Creek, Creekside Park have been identified as having gaps in basic junction/ crossing signs both at major roadway intersections and trail junctions. The new signage module would be used to expand the system within these locations.

This project would seek to:

- Modify each bollard to create a more consistent bollard color, shape, and texture
- Add new bollards at junctions/crossings where there is currently none.
- Each new/reused bollard would have street name crossings, Woodlands Township logo/village identifier, and possibly QR Codes and other trail information on the side panels

Project #4 Cost Estimate

| Project Designation | Cost Estimate |
|--------------------------------------|----------------------|
| Estimated Number of Signs | +/- 100 to 150 |
| Estimated Number of New Signs | +/- 80 to 100 |
| Estimated Construction Cost | \$146-195,000 |
| Estimated Soft Costs | \$30-35,000 |
| Estimated Total Project Cost: | \$176-230,000 |

*Dependent on whether in-house staff is utilized to map the trail/pathway system.

Project #4 Benefits and Challenges

| Project Benefits | Project Challenges |
|-----------------------------------|--|
| Provides base minimum signage | Integration with other Village signage systems |
| Ensures minimum signage standards | Is more costly than other projects |
| Expands wayfinding signage | Detailed site survey of locations needed |

6.11 Conclusion

There are a multitude of wayfinding recommendations that could be useful in and around the Township. This chapter introduced numerous concepts for consideration. A comprehensive cost estimate for all wayfinding recommendations including the four potential short-term wayfinding projects outlined in this chapter may be found in Appendix E. The cost estimates contain information on the trail segment lengths, limits, and quantity and type of signage suggested.

Chapter 7

Programs and Policies



The Woodlands Township Pedestrian and Bicycle Master Plan



7.0 Introduction

7.0 Introduction

7.1 Existing Programs

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7.4 Pedestrian and Bicycle Master Plan Ordinance

According to The League of American Bicyclists, the “5 E’s” are building blocks to support a bicycle friendly community and include Engineering, Education, Encouragement, Enforcement, and Evaluation & Planning. These five elements can enhance the pedestrian experience as well as the cyclist experience. The Woodlands Township has existing programs in place that align with the “5 E’s” and support safe, comfortable opportunities for walking and biking within the community. This section reviews these existing programs and introduces new programs and policy ideas The Township may consider implementing along with the specific project recommendations in **Chapters 5 and 8.**

7.1 Existing Programs

There are a few existing programs that support the active community within The Woodlands, enhancing the ability to walk, run or ride safely to and from destinations.

Bicycle Friendly Community

The Woodlands has maintained the Bronze Level Bicycle Friendly Community (BFC) designation since 2011 from The League of American Bicyclists. The designation is determined by reviewing the “5 E’s” associated with existing bicycle facilities within a community. The Woodlands is one of seven Bicycle Friendly Communities in Texas. Feedback is provided from The League of



FOOT NOTE



Walking instead of driving 10 miles a week would eliminate 500 pounds of carbon dioxide emissions per year.



American Bicyclists after receiving this designation that will help the community strive for the next level (Silver Level). Some of the feedback The Woodlands received include recommendations to implement a Complete Streets strategy; ensure the availability of widespread bicycle education opportunities; develop a bicycle master plan (which is being accomplished through this Pedestrian and Bicycle Master Plan); research bike sharing feasibility; and require large employers to provide end of trip facilities such as showers and lockers. These recommendations are described in more detail below as possible programs or policies The Township may consider implementing.



Figure 7.1 Existing Pathway Bridge

Safe Routes to School

In an effort to combat the perpetual epidemic of childhood obesity, in addition to contributing to the reduction of congestion and pollution, pioneering communities such as The Woodlands have employed programs that encourage children to walk or bike to school. The Woodlands promotes International Walk to School Month in October as an envi-

ronmental event in which twelve area schools participated in 2015. The Safe Routes to School program uses a combination of engineering, education, encouragement, and enforcement to develop a coordinated action plan to improve access to and safety of bicycle and pedestrian facilities.

Adopt-A-Path

The Woodlands offers the option to Adopt-A-Path, seen in **Figure 7.2**, to groups who wish to keep their community clean and attractive. Entities such as businesses, neighborhoods, school groups, and scout troops have participated in the program. Adopt-A-Path allows groups to advertise their commitment to the beautification of The Woodlands while teaching ownership and respect for the environment.

Bike Month

Bike Month is organized by Bike The Woodlands Coalition and The Township. Its main purpose is to showcase the bicycling potential of the community. Residents have the opportunity to ride their bicycles for recreational and utilitarian purposes, connect with their community, and participate in a variety of events. This is done by exposing the existing bicycle and pedestrian network in addition to raising awareness for existing needs and gaps in the system. Bike The Woodlands Coalition is



Figure 7.2 Adopt-A-Path Sign



the local advocacy organization for cyclists. Not only does this organization provide Bike Month events, it also promotes other educational, encouragement, and evaluation & planning events throughout the year such as seminars, studies, organized rides, and more.

7.2 Recommended Programs

Education, encouragement, and enforcement programs for walking and biking provide opportunities to increase safety and awareness and promote walking and/or biking as an alternative to driving. The following are program suggestions that could be implemented by The Township.

Bike Share

The Township could consider initiating a bike share program such as B-cycle (this is just one brand that is common in Texas) to allow residents and tourists to rent bicycles for short periods of time to get around. Strategic placement of bike share stations would be necessary to accommodate people getting from place to place throughout The Township. Other cities in Texas have successfully implemented bike share programs, including the City of Houston, with a current network of over 30 stations. Bike share encourages more people to get around by bike by providing the opportunity to rent a bike instead of driving a car or walking to and/or from a destination.

Open Streets

This is a program that could be coordinated with The Township and local businesses or vendors to close a portion of a street for a period of time on a weekend day to only allow for non-motorized use. These Open Streets events occur all over the nation and world, allowing for street vendors, booths, music, etc., and the opportunity for people to enjoy a safe, car-free community event. This encourages physical activity – walking, running, roller blading, skateboarding, biking, etc. - while enjoying local vendors and other festivities.

Pedestrian and Bicycle Count and Monitoring

The Township has performed some pedestrian and bicycle counts throughout the community along the pathways. The establishment of a formal count and monitoring program could provide the opportunity to obtain routine data on key corridors to help with understanding usage and developing trends that could assist with planning for future projects or necessary maintenance.

Safety Trainings

The Township could partner with the Montgomery County Sheriff's Office and/or the Harris County Constable's Office to provide safety trainings for both motorists and pedestrians/cyclists either for adult users or through the schools. Understanding and following the rules of the road are extremely important to both motorized and non-motorized users. These trainings could be free to encourage higher attendance and could possibly be linked to potential curriculum at the local schools. The events would introduce the rules that are applicable to vulnerable users of the road (people walking, biking, etc.) to help raise awareness and encourage safety.

Enforcement

The Township could partner with the Montgomery County Sheriff's Office and/or the Harris County Constable's Office to hold periodic law enforcement checks at crosswalks or key intersections where there may be a lot of pedestrian/bicycle activity. This could help support awareness of the frequency of these users and the rules of the road. Tickets would not necessarily have to be issued, but direction could be provided to pedestrians/cyclists as an educational opportunity about enforcement.



Security

The Township could partner with the Montgomery County Sheriff's Office, the Harris County Constable's Office, and/or a mounted patrol to provide additional security along more remote trails and/or trails adjacent to residential areas. Officers/troopers could patrol during daylight hours to provide a law enforcement presence and interact with the community. They could also report any unsafe conditions to Township staff and/or the Board of Directors for evaluation and resolution.

Safety Team or Committee

Through volunteer and/or Township staff efforts, a safety team or committee could be developed to specifically evaluate and analyze pedestrian and bicycle crashes within The Woodlands and provide recommendations for improving overall safety at incident locations to Township staff and/or the Board of Directors. This group could also help develop programs and events to encourage pedestrian and bicycle safety in The Woodlands.

Coordinator Position

The Township could identify and/or employ someone to act as a pedestrian and bicycle coordinator for the community. This individual could support both transportation needs as well as parks and recreational needs of the community and be responsible for helping to implement the recommendations from the Plan.

7.3 Recommended Policies

Below are a few policy-related suggestions that could enhance the overall environment for pedestrians and cyclists within The Woodlands while supporting the recommendations of the Plan.

Bicycle Parking

The Woodlands Commercial Planning and Design Standards should be updated to add a section on bicycle parking in addition to its current vehicular parking requirements. The update should include language on how many bicycle parking spaces are required per building use in addition to specifying the particular type of bike rack to install to provide a secure way to store or lock up a bicycle. (Best practices and standards can be found through The Association of Pedestrian and Bicycle Professionals, or APBP, under "Essentials of Bike Parking: Selecting and Installing Bike Parking that Works").

Facility Type Design Standards

The Woodlands Commercial Planning and Design Standards should be updated to include the various types of pedestrian and bicycle facilities identified in the Plan. The Design Standards should identify each facility type (pathway, shared use path, bike lane, etc.) and encourage any new development to abide by the standards including national design guidelines such as NACTO and AASHTO as appropriate.

Path Hours

According to Township Amended Order No. 019-09 regarding rules and regulations governing the use of park, recreation, and open space areas, park hours are from dawn to dusk unless specifically posted otherwise or designated in Amended Order No. 019-09. The current general policy of the Township regarding roads and pathways is that use is permitted at any time as a course of transportation. To address some public safety and security concerns, the Township could consider as part of a future amendment to the rules and regulations the establishment of pathway hours on designated paths, either existing or implemented through the Plan, with input from the community.



Bicycle and Pedestrian Accommodations

The Township should develop a policy or statement that encourages new construction and reconstruction projects planned within The Woodlands to review the Plan and consider incorporating Plan recommendations for bicycle and pedestrian facilities. This could apply to the restriping of the roadway to include a bike lane, the inclusion of a sidepath project that is consistent with the Plan, etc. The policy or statement should also direct contractors to follow routine roadway maintenance procedures for the safety of pedestrians and cyclists during construction. In addition, traffic control plans associated with construction projects should include provisions for safely routing cyclists and pedestrians through/around the construction zone and to/from any access points impacted by construction activities. The above holds true for routine path maintenance operations as well. Any existing pedestrian and bicycle facilities impacted by construction or maintenance should be thoughtfully considered and addressed to safely accommodate pedestrians and cyclists.

7.4 Pedestrian and Bicycle Master Plan Ordinance

A sample ordinance was prepared and can be found in **Appendix E** that provides guidance for bicycle traffic regulations; use of sidewalks; access from alleys, driveways, or buildings; parking; riding restrictions; and helmets.

Chapter 8

Implementation and Measuring Success



The Woodlands Township Pedestrian and Bicycle Master Plan

8.0 Introduction



8.0 Introduction

8.1 Tiered Implementation Strategy

8.2 Coordination

8.3 Funding Strategies

8.4 Criteria for Project Prioritization

8.5 Plan Performance Measures

8.6 Conclusion

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

| Roadway | Begin | End | Facility Type | Cost | Funding Source ¹ |
|--|---------------------------|----------------------------|-----------------|----------------------|--|
| The Woodlands Mall Path | Pinecroft Drive | The Woodlands Mall | Shared Use Path | \$ 78,000 | Regional (CMAQ, TA, SRTS); NFG; RTG; Local |
| Sterling Ridge Park & Ride Shared Use Path | Utility Easements | Sterling Ridge Park & Ride | Shared Use Path | \$ 1,411,000 | Regional (5307, TA, CMAQ); NFG; Local |
| Sawdust Park & Ride Shared Use Path | Utility Easements | Sawdust Park & Ride | Shared Use Path | \$ 713,000 | Regional (5307, TA, CMAQ); NFG; Local |
| Panther Creek Drive | South of Flintridge Drive | East of Coralberry Road | Sidepath | \$ 238,000 | Regional (CMAQ, TA, SRTS); NFG; RTG; Local |
| College Park Drive | Honor Roll Drive | Trade Center Boulevard | Sidepath | \$ 738,000 | Regional (CMAQ, TA, SRTS); NFG; RTG; Local |
| Lake Woodlands Drive | Woodlands Parkway | Kuykendahl Road | Bike Lane | \$ 195,000 | Regional (CMAQ, TA); NFG; Local |
| Lake Woodlands Drive | Pinecroft Drive | IH-45 Service Road | Sidepath | \$ 145,000 | Regional (CMAQ, TA); NFG; Local |
| Sawmill Road | Grogans Mill Road | High Oaks Circle | Shared Use Path | \$ 834,000 | Regional (CMAQ, TA, SRTS); NFG; RTG; Local |
| Kuykendahl Road | FM 1488 | Creekside Green Drive | Shared Use Path | \$ 4,889,000 | Regional (5307, TA, CMAQ); NFG; Local |
| Research Forest Drive | Cat's Cradle Drive | Bear Springs Place | Sidepath | \$ 226,000 | Regional (CMAQ, TA); NFG; RTG; Local |
| Lake Woodlands Drive | Kuykendahl Road | Lakefront Circle | Bike Lane | \$ 851,000 | Regional (CMAQ, TA); NFG; Local |
| Research Forest Drive | Egypt Lane | New Trails Drive | Bike Lane | \$ 1,326,000 | Regional (CMAQ, TA); NFG; Local |
| Research Forest Drive | Alden Bend | Kuykendahl Road | Sidepath | \$ 57,000 | Regional (CMAQ, TA); NFG; RTG; Local |
| Sterling Ridge Sidepath | Ashlane Way | Woodlands Parkway | Sidepath | \$ 39,000 | Regional (5307, TA, CMAQ); NFG; Local |
| College Park Drive | Alden Woods | Gosling Road | Sidepath | \$ 147,000 | Regional (CMAQ, TA); NFG; Local |
| Lake Woodlands Drive | Grogans Mill Road | Six Pines Drive | Sidepath | \$ 115,000 | Regional (CMAQ, TA); NFG; Local |
| Research Forest Drive | Savannah Drive | IH-45 Service Road | Sidepath | \$ 38,000 | Regional (CMAQ, TA); NFG; RTG; Local |
| TOTAL | | | | \$ 12,040,000 | |

Funding Source¹

CMAQ: Congestion Mitigation & Air Quality Improvement Program

TA: Transportation Alternatives

SRTS: Safe Routes to School Program (set-aside of STBGP)

RTG: Recreational Trails Grant

NFG: Non-Federal Grants

5307: FTA Section 5301 Urbanized Area Formula Grants

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

Supporting Goal: N/A

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

Supporting Goal: Coordination

“Coordinate pedestrian and bicycle plans and policy recommendations with existing efforts at the local, county, and regional levels.”

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

Supporting Goal: Coordination

“Coordinate pedestrian and bicycle plans and policy recommendations with existing efforts at the local, county, and regional levels.”

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

| Goal | Performance Measure | Baseline |
|---|---|---|
| Safety | Number of crashes reported involving bicycles, 2014 | 14 |
| | Number of crashes reported involving pedestrians, 2014 | 6 |
| | Number of Safe Routes to School Programs and Participating Schools in the Region, 2015 | 12 schools |
| Connectivity, Convenience, and Mobility | Average Bicycle Compatibility Index | 3.30 |
| | Total Miles of Shared Use Paths | 167 miles |
| | Total percentage of workers commuting via walking | 1.10% |
| | Total percentage of workers commuting via bicycling | 0.10% |
| | Vehicle Miles Travelled (Local Roads) | 239,000 miles |
| Coordination | Number of agencies/authorities collaborating on Pedestrian and Bicycle Master Plan | 1 (The Woodlands Township) |
| | Number of connections to regional bicycle/pedestrian facilities | 1 |
| | Number of League of American Bicyclists Designated Bicycle Friendly Businesses | 0 |
| Design | Township policy and design standards update to include bicycle and/or pedestrian facilities | None – will update after completion of Plan |
| Funding | Develop prioritized list and criteria for pedestrian and bicycle projects for the CIP | 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. |
| | Number of bicycle and/or pedestrian project grant applications applied for and obtained | Track starting in 2016 |

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.



APPENDIX A1

PUBLIC MEETING SUMMARY AND MATERIALS

Public Information Meeting – Meeting Summary

The Woodlands Township Pedestrian and Bicycle Master Plan

Overview:

A Public Information Meeting was held on January 19, 2016 from 6:00 to 8:00 p.m. at The Woodlands Township Town Hall, 2801 Technology Forest Boulevard. The following is a summary of what was presented, the meeting format, and information on the public outreach tools used to gather interest for the meeting. There were 101 people who registered at the sign-in table as members of the public. The consultant project team had staff from Jones|Carter and the two subconsultant firms, M2L and Bicycle Solutions. There were several Township staff present as well as several Directors from The Township Board.

Presentation Materials (See Attached)

The materials that were presented at the public information meeting included a summary presentation of the project progress, wayfinding samples for review and comment, maps of gaps/opportunities in the pathway system, maps of the bicycle compatibility index findings, and maps of existing conditions, also a live polling kiosk was available with a series of questions. These questions are different than the online questionnaire.

Meeting Format

The project team prepared a series of kiosks where information was disseminated one-on-one rather than an auditorium style meeting.

1. Scrolling presentation – in room #150 of the Town Hall was a scrolling presentation that reset every eleven minutes for meeting attendees to sit and listen to the content. The presentation gave a summary of the status of the project.
2. Wayfinding kiosk – The wayfinding staff of the project team had a kiosk with a series of prototypes for what improvements to signage might include. Staff were positioned at this kiosk for the entire meeting in order to explain the wayfinding components and answer any questions.
3. Mapping kiosk – The staff of the project team who have been reviewing the existing conditions and assessing the pathway network, bicycle compatibility index, and gaps/opportunities in the pathway system were on hand to discuss these three items. Maps were posted on large boards for ease of sight for the meeting attendees to visualize what was being discussed.
4. Live polling kiosk – Two staff were available to engage members of the public in a live polling questionnaire. Five questions were posed for the meeting attendees. The questions were asked in order to determine how they found out about the project, public meeting, and to evaluate some of the gaps that have been identified thus far. Approximately half of all the meeting attendees participated in this live polling questionnaire.

In addition to these features, additional staff were present throughout the evening from the consultant team and from The Township, available to answer any questions. Comment forms were made available at the sign-in table and scattered throughout the meeting space for people to provide written comment. Comment forms were then collected at the sign-in table.

Public Outreach

Since this public information meeting was open to the general population of the Township, a mail-out wasn't feasible. Our methods of outreach included the following:

- Posting on The Woodlands Township website
- Roadway message signs
 - Woodlands Parkway at Southshore Park, and
 - Intersection of Grogan's Mill and Research Forest Drive
- Social Media
 - The Woodlands Township Facebook page
 - Bike the Woodlands Coalition Facebook page
- Newspapers/Magazines
 - "Talk of the Township" newsletter
 - Woodlands Villager and
 - Houston Chronicle Woodlands edition
 - The Woodlands Community Magazine
- Flyers were posted at the following locations:
 - Bikeworld
 - Swim Shop
 - New Balance
 - Luke's Locker
 - Bikeland
 - Natatorium
 - Fleet Feet
 - Bikelane

Attachments

1. Public Meeting Materials
2. Public Comment



Public Meeting Materials

Included in this section of the packet are the materials that were presented at the January 19, 2016 Public Meeting including:

- a. Vision, Goals and Objectives of the Plan
- b. Rolling presentation of the status of the Plan
- c. Live polling exercise presentation from the event
- d. Maps presented at the public meeting:
 - i. Existing Pathways and Destinations Map
 - ii. Opportunities and Gaps Map
 - iii. Bicycle Compatibility Index Map
- e. Wayfinding boards presented at the public meeting



The Woodlands Pedestrian and Bicycle Master Plan: Vision, Draft Goals and Draft Objectives

Vision Statement

The Woodlands is a premier community that encourages walking and bicycling for all ages for everyday commuting to workplaces and schools, and for errands, fitness, and recreation. The Pedestrian and Bicycle Master Plan builds upon the interconnected pathway system as a foundation to support additional connections including trails and on-road bicycle facilities. This Plan promotes a healthy and active community, and provides safe and convenient options for getting around The Woodlands for generations to come.

Draft Goals

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.

- *Draft Objectives:*
 - Explore drainage and utility easements as potential pathway connections for walking, running, and biking.
 - Explore roadways with existing or potential pavement width or right-of-way width to accommodate cyclists.
 - Identify destinations within The Woodlands and determine access for walking and biking to and from those locations.
 - Explore adjacent communities for potential inter-community, subregional and regional connections.
 - Explore connections to regional facilities and greenways (such as the Spring Creek Greenway).
 - Identify safe street crossing recommendations for people walking, running or biking that allow for clear and obvious visibility to motorized vehicles.
 - Identify potential opportunities for on-road bicycle facilities on roadways that may have ample capacity as well as potential roadways that will be reconstructed in the future.
 - Ensure preservation of roadway medians when recommending potential on-street bicycle facilities.

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

- *Draft Objectives:*
 - Provide wayfinding for the pathway system and potential on-road facilities.
 - Work with the counties to ensure adequate bicycle and pedestrian clearance intervals and bicycle detection at traffic intersection signals.
 - Provide safe roadway, intersection, and driveway crossings for people walking, running or biking to/from destinations and encourage all travelers follow the laws that apply.
 - Promote educational opportunities for motorists, cyclists and pedestrians about all users of the road.



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

- *Draft Objective:*
 - Propose the development of a priority list and criteria for pedestrian and bicycle projects for the Capital Projects Program (or Capital Improvements Program)
 - Identify a diverse range of potential funding sources (public funds and/or private funds) for short-term and long-term project implementation and maintenance.

Coordination: Coordinate pedestrian and bicycle plans and policy recommendations with existing efforts at the local, county and regional levels.

- *Draft Objectives:*
 - Coordinate with The Woodlands Development Standards Committee on project recommendations and policy updates for new pathways, on-street bicycle facilities, and wayfinding development.
 - Coordinate project recommendations and policy updates with current and future projects of The Woodlands Development Company.
 - Coordinate with San Jacinto River Authority (SJRA) regarding potential pathway recommendations along drainage easements.
 - Collaborate with Harris County Precinct 4, Montgomery County Precincts 2, 3, and 4, and the Road Utility District on development review of project recommendations that may be within county right-of-way.
 - Coordinate project recommendations with existing and in-progress plans managed by HGAC.
 - Identify opportunities to coordinate with organizations such as the Bayou Land Conservancy.

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

- *Draft Objectives:*
 - Identify appropriate existing and needed destination facilities throughout The Woodlands.
 - Consult NACTO/AASHTO design guidelines on any new pedestrian and bicycle projects within The Woodlands.
 - Review and provide recommendations for potential updates to the design standards for new pathways and on-street bicycle facilities.
 - Develop Township policy and design standards for new developments and end of trip facilities (bike racks, etc.).
 - Coordinate with park and ride service providers to evaluate capacity and demand for more bicycle storage at destination facilities.



The Woodlands Township Pedestrian & Bicycle Master Plan

**Public Meeting Presentation
January 19, 2016**

Project Overview



The Woodlands Pedestrian and Bicycle Master Plan will evaluate the current walking, running and bicycling network, assess gaps and needs, and explore the expansion of the existing network through project recommendations that may include:

- more interconnected pathways,
- drainage/utility easement connections, and
- potential bike lanes.

This Plan will support integrated mobility options by providing non-motorized solutions for getting around The Woodlands without contributing to overall vehicular congestion.



Vision Statement



The Woodlands Township is a premier community that encourages walking and bicycling for all ages for everyday commuting to workplaces and schools, and for errands, fitness, and recreation.

The Pedestrian and Bicycle Master Plan builds upon the interconnected pathway system as a foundation to support additional connections including trails and on-road bicycle facilities.

This Plan promotes a healthy and active community, and provides safe and convenient options for getting around The Woodlands for generations to come.

Why Plan?



"When I was a boy, I was fascinated by the stars because I thought one day we might be able to get there."

– George P. Mitchell

"Someone's sitting in the shade today because someone planted a tree a long time ago."

– Warren Buffett



What is a “Master Plan” anyway?

- An evaluation of a community: where we want to be in the future and steps for how we can get there
- A tool for community leaders to guide and plan for future investments over time
- Community involvement is essential





Why is The Woodlands doing a Ped/Bike Master Plan?

- We have a great pathway system with a very active community of walkers, runners and bicyclists.
- There are opportunities to make the community even better – evaluating safety, connections to destinations, expansion of what is existing, etc.
- The Woodlands is a Bronze-Level “Bicycle Friendly Community” and we want to work to maintain this and potentially work towards a higher status





Who is leading this planning effort?

- The Woodlands Township
- Steering Committee
- Consultant Team



THE WOODLANDS
T O W N S H I P

THE WOODLANDS TEXAS
Village of College Park



The Woodlands®
DEVELOPMENT COMPANY
A Division of The Howard Hughes Corporation



STERLING RIDGE
VILLAGE ASSOCIATION



Village of Grogan's Mill



What goes into a Ped/Bike Master Plan?


- Public involvement
- Vision
- Goals and objectives
- Metrics
- Evaluation and understanding of existing conditions
- Understanding gaps and opportunities
- Exploration of off-street and on-street recommendations
- Project recommendations: short- medium- and long-term
- Identification of policy and/or ordinance creation
- Identification of funding opportunities
- Buy-in and support from governing and implementation entities



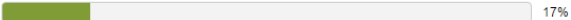


How are recommendations made for this Plan?

- Recommendations will be based on:
 - Input from the questionnaire/survey
 - Input from the public meeting
 - Evaluation of existing gaps, needs and opportunities
 - Guidance from Steering Committee
 - Guidance from Board of Directors
 - Understanding feasibility of implementation

 **The Woodlands Township Pedestrian and Bicycle Master Plan**

1. Welcome and Introduction to Survey


 17%

Welcome to The Woodlands Township Pedestrian and Bicycle User Survey for the Pedestrian and Bicycle Master Plan that is currently underway.

Your time and effort to respond to this survey are so valuable! Your responses to this survey will assist the planning team by providing a better understanding of present walking, running and bicycling conditions within The Woodlands. It will also help to guide the recommendations and potential projects that will result form this Plan, supporting the continuation of The Woodlands being a great place for generations to live, learn, work and play.

Please complete each question to the best of your ability. If you prefer to remain anonymous you may do so as well. This survey should take approximately 20+ minutes of your time. We appreciate your time and willingness to contribute your comments to this important endeavor.

Thank you!

 **THE WOODLANDS TOWNSHIP PEDESTRIAN AND BICYCLE MASTER PLAN**



What might the Plan recommendations look like?

- Tiered in terms of timing for implementation:
 - Short-range = within the next two years
 - Medium-range = within the next 5 years
 - Long-range = within the next 10+ years
- Types of recommendations:
 - Point projects
 - Linear projects
 - Distributed projects



How will the Plan recommendations impact me?

- Preservation and enhancement of existing pathways/trails system
- The plan recommendations will be a direct reflection of what has been desired from the community
- Outcomes of the plan will hopefully offer a sense of accomplishment and pride for a consensus-built Plan effort



What stage of the Plan are we in now?

Progress thus far and where we are today:

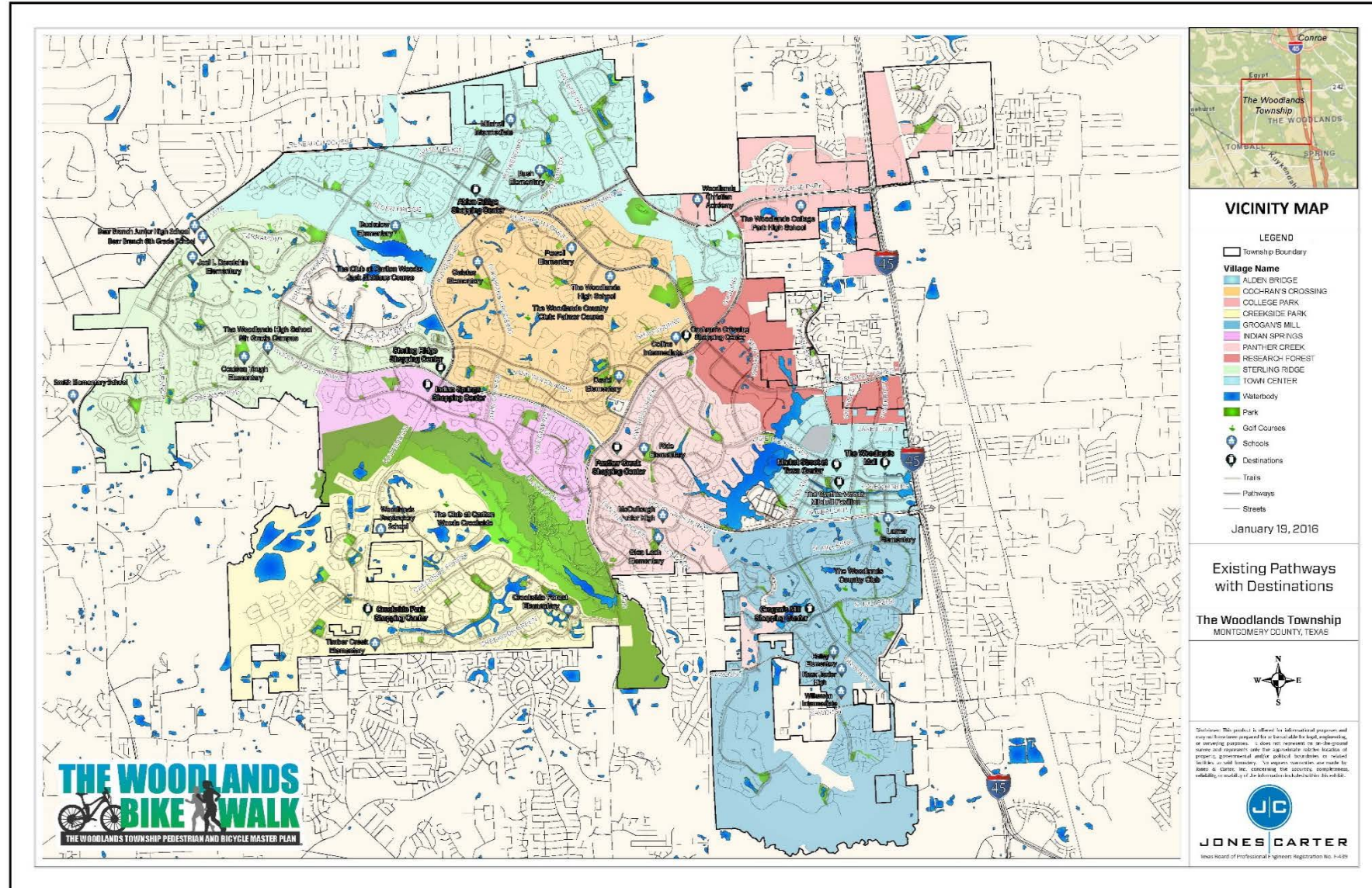
Next steps:

| October | November | December | January | February | March | April | May | June |
|---|---|--|---|---|-------|-------|----------------------------------|---|
| 1 st Steering Committee Meeting | Online Public/ Questionnaire Survey Release | 2 nd Steering Committee Meeting | <ul style="list-style-type: none">Public MeetingBoard of Directors | | | | Final Steering Committee Meeting | <ul style="list-style-type: none">Ad Hoc Transp. CommitteeBoard of Directors |
| <ul style="list-style-type: none">VisionGoals and ObjectivesExisting Conditions – exploration of gaps, opportunities, destinations, etc.On-street and off-street network evaluationBicycle Compatibility Index (Level of Service analysis)Questionnaire/Survey | | | | <ul style="list-style-type: none">Design/Engineering recommendations for on-street and off-street recommendationsMetrics DevelopmentPrioritization of recommendationsProposed funding and implementation of recommendationsOrdinance and policy creationPlan DevelopmentPlan Completion | | | | |

When will the Plan be finished?



Summer 2016



Where can I find out more information?



[http://www.thewoodlandstow
nship-tx.gov/ped-bike-plan](http://www.thewoodlandstow
nship-tx.gov/ped-bike-plan)

The screenshot shows the homepage of The Woodlands Township website. The header features the township logo and a search bar. Below the header is a navigation bar with links for Government, Residents, Businesses, and I Want To... The main content area is titled 'Pedestrian/Bicycle Master Plan' and includes a sidebar with links to 'Stay Informed' and 'Report a Concern'. The main text area contains the title 'Pedestrian and Bicycle Master Plan' and a call to action: 'The Woodlands Township wants to hear from you!'. It explains the purpose of the master plan and provides a link to 'Take the Survey'. A 'Plan Background' section describes the township's initiative to evaluate its walking, running, and bicycling network. A 'Public Meeting' section invites residents to attend a meeting on Tuesday, January 19, 2016, from 6 to 8 p.m. at The Woodlands Township, 2801 Technology Forest Boulevard, The Woodlands, Texas 77381.

Pedestrian/Bicycle Master Plan

Home » Government » Departments » Community Services » Parks and Recreation » Parks and Pathways » Pathway System » Bicycling in The Woodlands » Pedestrian/Bicycle Master Plan

Pedestrian and Bicycle Master Plan

The Woodlands Township wants to hear from you!
Do you walk, run or bike in The Woodlands? Even if you're just interested in walking, running and/or biking, The Woodlands Township would love to hear from you! Please take The Woodlands Pedestrian and Bicycle Master Plan survey to help The Woodlands become an even better place to walk, run and bike.
• [Take the Survey](#)

Plan Background
The Woodlands Township has initiated its first-ever Pedestrian and Bicycle Master Plan that will evaluate the current walking, running and bicycling network, assess gaps and needs, and explore expanding the existing network through project recommendations that may include more interconnected pathways, drainage/utility easement connections, and potential bike lanes. This Plan will support integrated mobility options by providing non-motorized vehicle solutions for getting around The Woodlands Township without contributing to overall vehicular congestion.

This planning effort kicked off in October 2015 and is expected to take at least nine months to complete the overall Plan. There are opportunities for the general public to participate and provide input through the online survey above as well as a general public meeting. This website will provide documentation of the work performed on this Plan during the nine-month process. Keep checking back to see the progress.

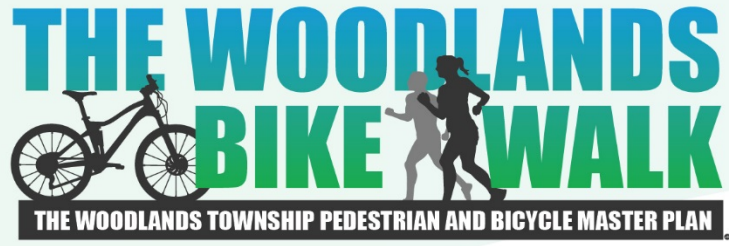
Public Meeting
Residents are invited to attend a public meeting about the master plan Tuesday, January 19, 2016, from 6 to 8 p.m. at The Woodlands Township, 2801 Technology Forest Boulevard, The Woodlands, Texas 77381.



**Thank you for coming out to participate
this evening!**

We value your interest and support!





THE WOODLANDS TOWNSHIP

PEDESTRIAN AND BICYCLE MASTER PLAN

PREFERENCE EXERCISE
JANUARY 19, 2016

[START HERE]



PLEASE ANSWER
THE FOLLOWING QUESTIONS
WITH THE PROVIDED CLICKER

Question:

1. Response 1
2. Response 2
3. Response 3
4. Response 4
5. Response 5

Example





Question #1 – How did you find out about tonight's public information meeting?

1. Township website
2. Promotional flyer
3. Word of mouth
4. Roadside message sign
5. Other





Question #2 – What are you hoping to get out of tonight's event?

1. Ability to provide comment
2. Meet one on one with someone to ask questions about this Plan
3. To receive general information about the Pedestrian and Bicycle Master Plan
4. To be able to understand what projects may result from this effort
5. Other



Question #3 – What do you feel is the most important issue for the Plan?

1. Safety
2. Development of more pathways
3. Development of on-street bicycle lanes
4. Wayfinding
5. Providing better connections to destinations for people walking, running and biking



Question #4 – During the planning process, we have identified existing gaps in the overall pathway system. Please prioritize which of these you feel is most important to address:

1. Overall direct pedestrian and bicycle connections to Town Center from the rest of The Woodlands.
2. Pathway access across/under I-45 from Harper's Landing to the rest of The Woodlands.
3. Pathway access adjacent to Kuykendahl to provide better connections from Creekside Park Village to the rest of The Woodlands.
4. Pathway connections from Grogan's Mill Village to the Spring Creek Greenway.
5. Pathway connections potentially along drainage easements adjacent to 242 to allow for connections to the Alden Bridge Sports Park.





Question #5 – One of the topics that has been discussed during the Planning process is providing end-of-trip/destination facilities. Which of the following would be your first preference?

1. Secure bicycle parking
2. Wayfinding kiosk of the trail system
3. Refreshment stand – for water and snacks
4. Restrooms
5. Equipment vending machine





Thank you for participating!

Please fill out a comment card before you go and/or you may return it via regular mail at the mailing address shown.



Please return your clicker.



Summary of Results for Live Polling Exercise Pedestrian and Bicycle Master Plan Public Meeting January 19, 2016

At the public meeting that was held on January 19, 2016, a live polling questionnaire was given in order to assess the effectiveness of the outreach methods that were used, as well as to ask a few questions about some of the ideas that have been highlighted at the previous two Steering Committees. The results are summarized, in parenthesis, for each question and its accompanying option. There were a total of 51 respondents out of the 102 meeting attendees.

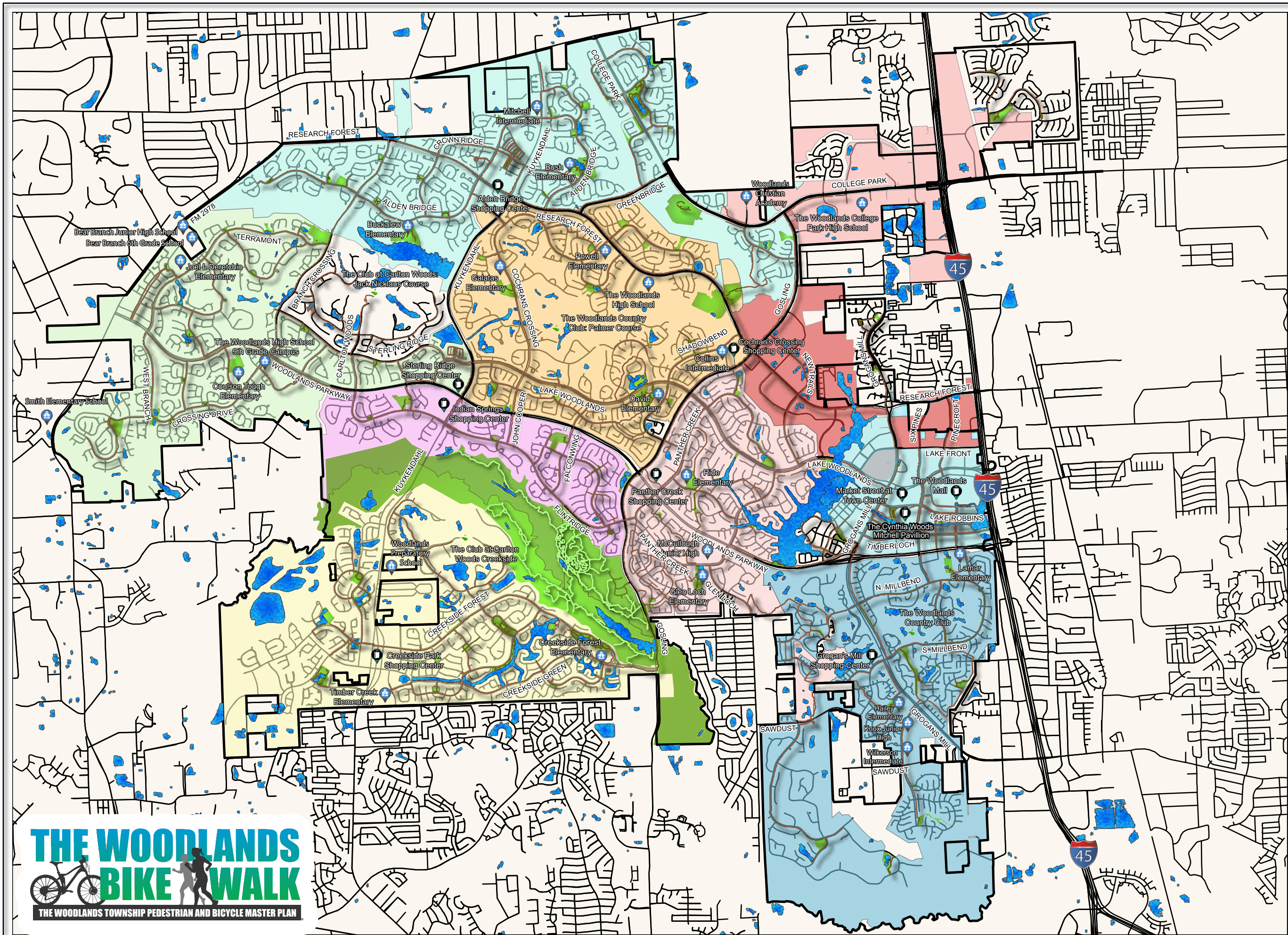
1. How did you find out about tonight's public information meeting?
 - a. Township website = 3
 - b. Promotional flyer = 1
 - c. Word of mouth = 16
 - d. Roadside message sign = 8
 - e. Other = 16
2. What are you hoping to get out of tonight's event?
 - a. Ability to provide comment = 16
 - b. Meet one on one with someone to ask questions about this Plan = 6
 - c. To receive general information about the Pedestrian and Bicycle Master Plan = 12
 - d. To be able to understand what projects may result from this effort = 13
 - e. Other = 8
3. What do you feel is the most important issue for the Plan?
 - a. Safety = 13
 - b. Development of more pathways = 5
 - c. Development of on-street bicycle lanes = 9
 - d. Wayfinding = 3
 - e. Providing better connections to destinations for people walking, running and biking = 17
4. During the planning process, we have identified existing gaps in the overall pathway system. Please prioritize which of these you feel is most important to address:
 - a. Overall direct pedestrian and bicycle connections to Town Center from the rest of The Woodlands. = 21

- b. Pathway access across/under I-45 from Harper's Landing to the rest of The Woodlands. = 4
 - c. Pathway access adjacent to Kuykendahl to provide better connections from Creekside Park Village to the rest of The Woodlands. = 11
 - d. Pathway connections from Grogan's Mill Village to the Spring Creek Greenway. = 6
 - e. Pathway connections potentially along drainage easements adjacent to 242 to allow for connections to the Alden Bridge Sports Park. = 5
5. One of the topics that has been discussed during the Planning process is providing end-of-trip/destination facilities. Which of the following would be your first preference?
- a. Secure bicycle parking = 24
 - b. Wayfinding kiosk of the trail system = 11
 - c. Refreshment stand – for water and snacks = 6
 - d. Restrooms = 10
 - e. Equipment vending machine = 0



i.Existing Pathways and Destinations Map

This map includes the existing pathways and trails throughout The Woodlands with identified destinations such as shopping, schools, etc.



VICINITY MAP

LEGEND

□ Township Boundary

Village Name

- ALDEN BRIDGE
- COCHRAN'S CROSSING
- COLLEGE PARK
- CREEKSIDE PARK
- GROGAN'S MILL
- INDIAN SPRINGS
- PANTHER CREEK
- RESEARCH FOREST
- STERLING RIDGE
- TOWN CENTER

Waterbody

Park

Golf Courses

Schools

Destinations

Trails

Pathways

Streets

January 19, 2016

Existing Pathways with Destinations

The Woodlands Township
MONTGOMERY COUNTY, TEXAS



Disclaimer: This product is offered for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property, governmental and/or political boundaries or related facilities to said boundary. No express warranties are made by Jones & Carter, Inc. concerning the accuracy, completeness, reliability, or usability of the information included within this exhibit.



JONES CARTER
Texas Board of Professional Engineers Registration No. F-439



ii. Opportunities and Gaps Map

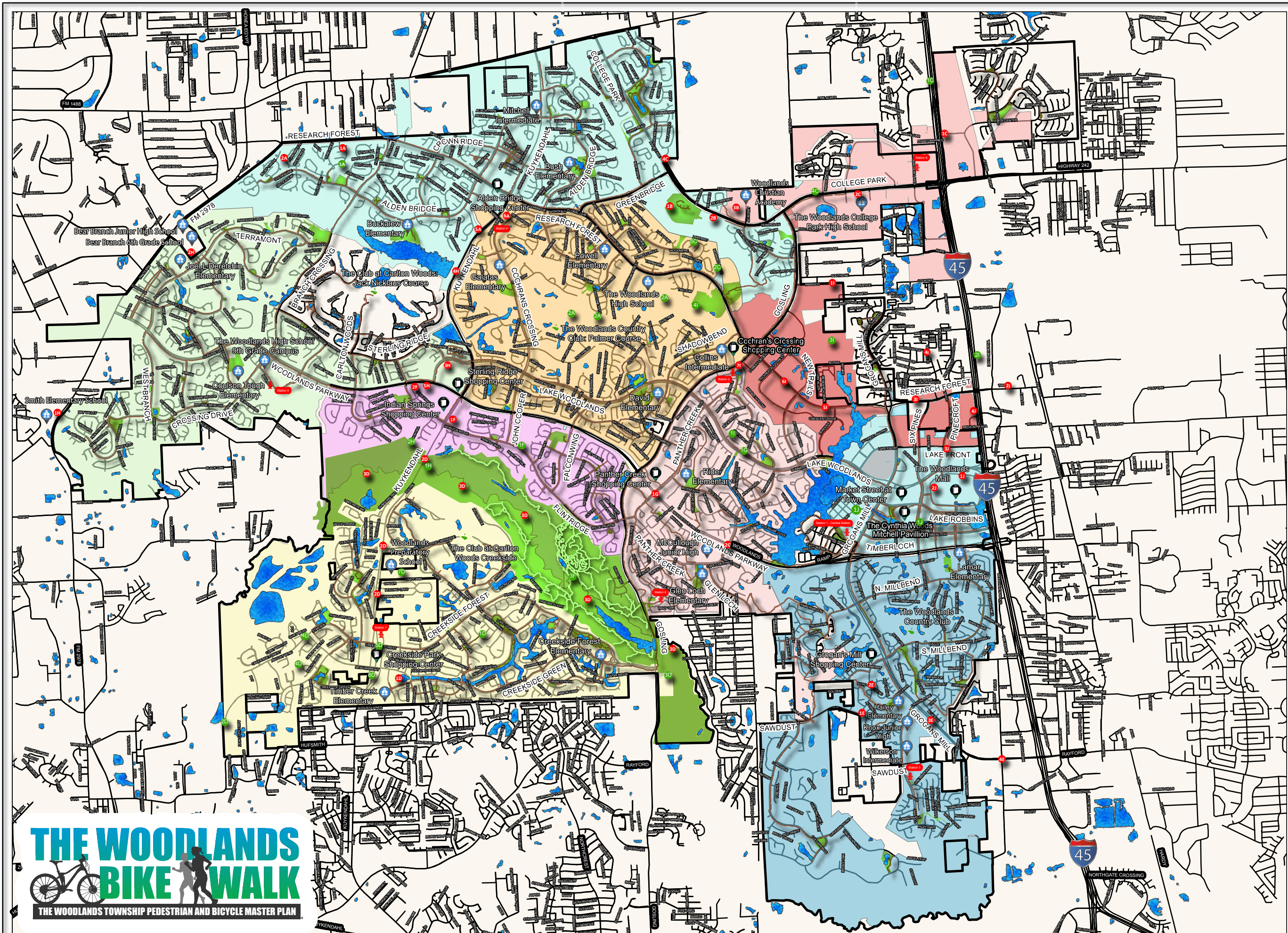
This map shows some opportunities (green dots) and gaps (red dots) that were identified by the Steering Committee for this planning effort. This map was presented at the public meeting and provided an opportunity for the public to provide more green and red dots identifying more gaps and opportunities.

| # | Opportunities | # | Gaps |
|----|---|----|--|
| 1A | Potential pathway on drainage easement | 1A | Need for pathway/connection to Target shopping area from this vicinity |
| 2A | Potential to use drainage easement for pathway | 2A | Another location where there is a need for pathway/connection to Target shopping area from this vicinity |
| 3A | Potential to use drainage easement for pathway | 5A | There is no trail access to Alden Bridge shopping center from Kuykendahl |
| 2B | Potential for linear pathway along Bear Branch (easement) | 6A | There is no trail or access to Alden Bridge shopping center from this nearby neighborhood |
| 1C | Potential easement opportunity to allow access to/from Harper's Landing | 1B | Lack of connectivity/pathways that lead to Alden Bridge Sports Park. |
| 2C | Represents a good area of potential connectivity and good potential placement of a pathway. | 2B | Pathway gap along 242 between Academy and Alden Bridge Sports Park |
| 4C | 242 has decent shoulders in this location for on-street cycling | 3B | Pathway gap to access Woodlands Christian Academy |
| 1D | This back of homes pathway seem to not lead to anything specifically, but could | 1C | Lack of a safe crossing under I-45 from Harper's Landing to rest of The Woodlands |
| 2D | Connect pathway or make connection to Burroughs Park | 2C | Pathway does not continue much past this point (near Woodlands Church) – should connect under I-45 |
| 3D | Opportunity to connect to Exxon campus | 4C | Missing connections along 242 – shoulder seems OK, but may not be safe for all ages cycling |

| | | | |
|----|---|----|---|
| 4D | Opportunity to create bike lane loop around Creekside Forest and Creekside Green | 1D | Lack of pathways coinciding with the intersection that holds two schools |
| 5D | Potential for more connectivity on the west side of Village Center | 2D | Lack of connections/access from Creekside Park to other areas of the Township – access only along Gosling and that is it |
| 6D | Potential pathway connections to continue to schools and places of worship locations | 3D | Need to increase use of preserve to help shorten distances to/from Gosling and Kuykendahl bridges. Need to connect to bridge across Spring Creek to North Trail Head and connect to Spring Creek Greenway |
| 7D | Potential connection to Woodlands Preparatory School | 1E | Missing pathway/connections along Sawdust Rd. |
| 1F | Potential ROW for on street bikeway along Flintridge – existing 4' shoulder | 2E | Missing pathway/connections along Millbend Dr. |
| 3F | Connect Indian Springs Village Association to Creekside Park Village Association through George Mitchell Preserve | 3E | Shoulder stops here, and there are no pathway connections nearby |
| 1G | Possible pathway along drainage easement | 4E | Need either shoulder or pathway along this area |
| 1H | New bridge over Kuykendahl has 8' hike and bike pathway | 1F | Lack of visibility/sightlines are bad in/out of the driveway from TJ Maxx |
| 2H | Potential to use drainage ways as access to greenbelts | 2F | Difficult to access shopping from this neighborhood – crossing Woodlands Parkway, and not a direct way to get to village center |
| 1I | Lake Woodlands Dr. along this area is easy and safe all the way to Grogan's Mill – potential for on-street | 1G | Need for safer crossing and/or Panther Creek pedestrian bridge |
| | | | |

| | | | |
|----|--|----|--|
| 2I | City of Shenandoah possibly building pathway on their portion of feeder area along I-45 corridor. Could provide connections. | 2G | Need for safer crossing and/or pedestrian bridge for better access across Woodlands Parkway to the school |
| 3I | Potential to use drainage easement for pathway in this location | 2H | Gap in pathways to get to Bear Branch schools (Magnolia) |
| 4I | Potential to use drainage easement for pathway in this location | 1H | No connection to Smith Elementary from Greenmoor (dangerous crossing to other side of FM 2978) |
| 1J | Potential to use waterway for biking | 3H | Need more direct access into Sterling Ridge shopping center from Sterling Ridge |
| | | 4H | Section of Kuykendahl is unconnected to the pathways – need better connection |
| | | 5H | No pathways east on Woodlands Parkway, east of Carlton Woods |
| | | 1I | Narrow paving section on Marisco Pl. – issue with conflict between bikes and buses (Brazos Transit District) |
| | | 2I | Need a safe way to get across I-45 (Tamina as it turns into Research Forest) |
| | | 3I | Need for expansion of trail (Shenandoah) |
| | | 4I | Need for better connections to Shenandoah |
| | | 5I | Need for better/safer pedestrian crossing at this location |
| | | 6I | No shoulders along Research Forest in this location |
| | | 7I | No shoulders along Gosling in this location |

| | | | |
|--|--|----|---|
| | | 1J | Mall pedestrian and bicycle access from the north side of the mall (south side has better access) |
| | | 2J | Mall pedestrian and bicycle access from the north side of the mall (south side has better access) |
| | | 3J | No pathway on Lake Front Circle |
| | | 4J | Need I-45 feeder pathway |



VICINITY MAP

LEGEND

Township Boundary

Village Name

- ALDEN BRIDGE
- COCHRAN'S CROSSING
- COLLEGE PARK
- CREEKSIDE PARK
- GROGAN'S MILL
- INDIAN SPRINGS
- PANTHER CREEK
- RESEARCH FOREST
- STERLING RIDGE
- TOWN CENTER

Waterbody

Park

Golf Courses

Schools

Destinations

Trails

Pathways

Streets

Gaps

Opportunities

Fire Stations

January 19, 2016

Gaps, Opportunities, and Key Places

The Woodlands Township MONTGOMERY COUNTY, TEXAS



Disclaimer: This product is offered for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property, governmental and/or political boundaries or related facilities to said boundary. No express warranties are made by Jones & Carter, Inc. concerning the accuracy, completeness, reliability, or usability of the information included within this exhibit.



JONES CARTER

Texas Board of Professional Engineers Registration No. F-439

**THE WOODLANDS
BIKE WALK**
THE WOODLANDS TOWNSHIP PEDESTRIAN AND BICYCLE MASTER PLAN



iii. Bicycle Compatibility Index (BCI) Map

This map shows the Bicycle Compatibility Index (BCI) – a “Level of Service” approach. The following memo supports the map and what BCI means.



Bicycle Compatibility Index Memo: December 11, 2015

NOTE: The consultant team has performed a Bicycle Compatibility Index review of major north/south and east/west roadway segments within The Woodlands to begin evaluating potential on-street bicycle opportunities for The Pedestrian and Bicycle Master Plan. This memo explains this modeling technique for purposes of background and understanding prior to the Steering Committee meeting #2, December 15, 2015. The map to support the findings will be presented at that meeting for discussion.

The Bicycle Compatibility Index (BCI) is a modeling tool that can be used to evaluate the capability of specific roadways to accommodate both motorists and bicyclists. It is used to predict bicyclist's perceptions of a specific roadway environment and determine the level of bicycle compatibility that exists on roadways. The BCI methodology was developed for urban and suburban roadway segments and is not intended to be utilized at intersections. It incorporates those variables that bicyclists typically use to assess the bicycle friendliness of a roadway.

The BCI model predicts the overall comfort level rating of a bicyclist using eight significant variables and an adjustment factor to account for three additional operational characteristics. The model produces a number that generally ranges from 1.0 to 6.0. A lower number indicates the roadway segment is extremely comfortable for the average adult bicyclist and a higher number indicates the roadway segment is extremely uncomfortable for the average adult bicyclist. The model is a reliable predictor of the expected comfort level of bicyclists on the basis of these eight variables describing the geometric and operational conditions of the roadway. The eight significant variables include:

1. The presence of a bicycle lane or paved shoulder (BL)
2. Bicycle lane or paved shoulder width (BLW)
3. Curb lane width (CLW)
4. Curb lane volume (CLV)
5. Other lane volume (OLV)
6. 85th percentile speed of traffic (SPD)
7. Presence of a parking lane (PKG)
8. Type of roadside development (AREA)

* The adjustment factor (AF) includes adjustment factors for truck volumes, parking turnover and right-turn lane volumes.

The variable with the largest effect on the index is the presence or absence of a bicycle lane or paved shoulder (BL). The presence of a bicycle lane or paved shoulder that is at least 3 feet wide reduces the index by almost a full point, indicating an increased level of comfort for the bicyclist. Other variables that reduce the index and increase the level of comfort for the bicyclist include increasing the width of the bicycle lane or paved shoulder (BLW), increasing the width of the curb lane (CLW) and the presence of residential development along the roadside. Variables that increase the index and reduce the level of

comfort for a bicyclist include an increase in traffic volume (CLV and OLV), an increase in speed (SPD), presence of on-street parking (PKG) and the presence of any of the adjustment factors.

The definition of Level of Service (LOS) is founded on the concept of user's perceptions of qualitative measures that characterize the operational conditions of the roadway. LOS designations for the BCI were established for LOS A through LOS F and are shown in **Table 1**. LOS A indicates that a roadway is extremely comfortable for the average adult bicyclist while LOS F indicates that a roadway is extremely uncomfortable for the average adult bicyclist. Casual recreational bicyclists are generally less comfortable than experienced recreational or experienced commuter bicyclists. Where casual bicyclists are expected the facility should always be designed at LOS C or better.

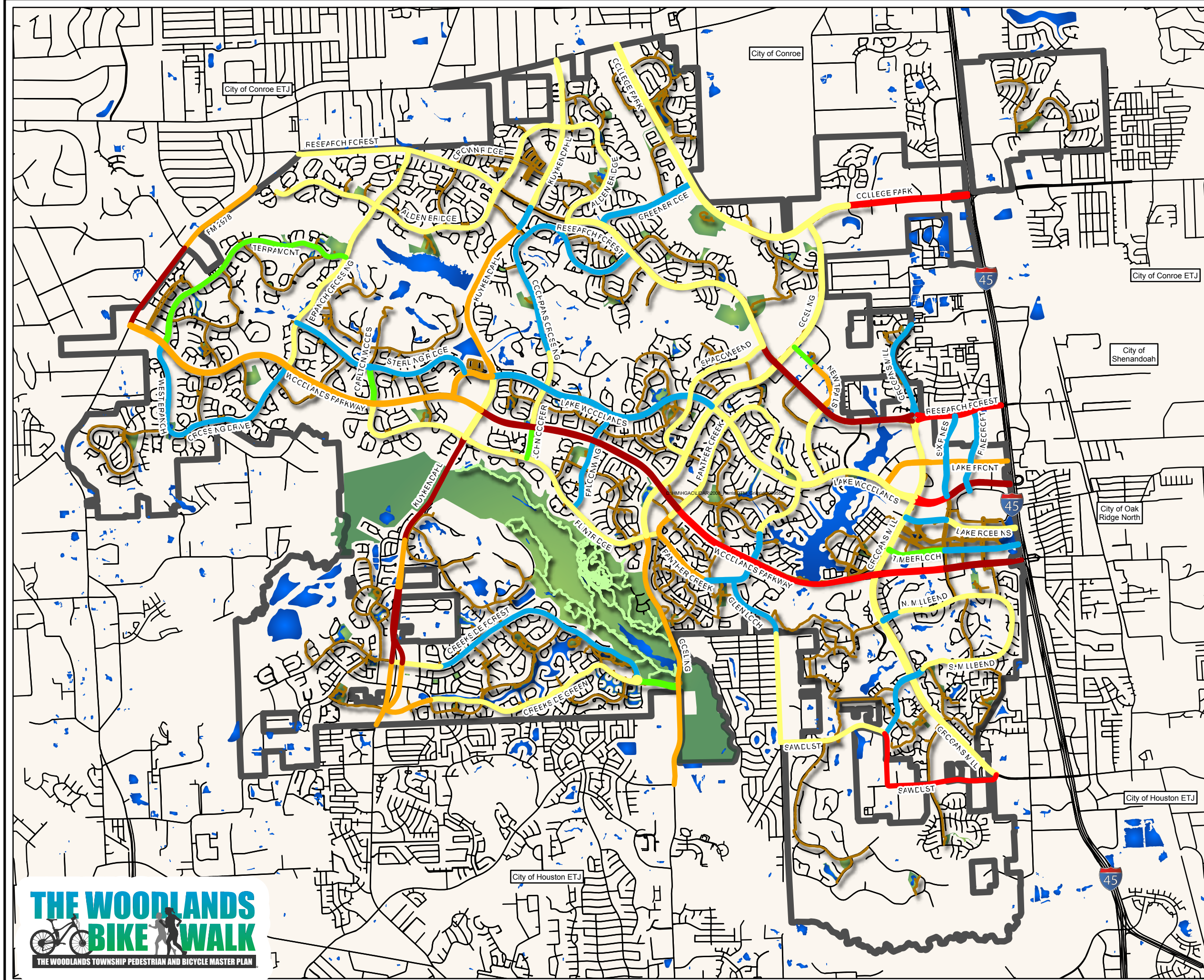
Table 1 – Bicycle Compatibility Index (BCI) ranges associated with level of service (LOS) designations and compatibility level qualifiers

| LOS | BCI Range | Compatibility Level ¹ |
|-----|-------------|----------------------------------|
| A | ≤ 1.50 | Extremely High |
| B | 1.51 - 2.30 | Very High |
| C | 2.31 - 3.40 | Moderately High |
| D | 3.41 - 4.40 | Moderately Low |
| E | 4.41 - 5.30 | Very Low |
| F | > 5.30 | Extremely Low |

¹ Qualifiers for compatibility level pertain to the average adult bicyclist.

The BCI can be used to determine the bicycle Level of Service (LOS) on different segments of roadway and can be used to:

- indicate the LOS that a bicycle can expect on a roadway segment
- to determine which segments of roadways are the most compatible for bicyclists
- identify weak links in the system and prioritize improvements
- evaluate alternative treatments for improvements to bicycle compatibility
- evaluate new roadways to determine if they will be bicycle compatible



VICINITY MAP
Scale: 1 inch equals 25 miles

LEGEND

- Township Area
- Waterbody
- Park
- Bicycle Compatibility
 - Extremely High - LOS A
 - Very High - LOS B
 - Moderately High - LOS C
 - Moderately Low - LOS D
 - Very Low - LOS E
 - Extremely Low - LOS F
- Pathways
- Trails
- Streets

THE WOODLANDS
BIKE WALK
THE WOODLANDS TOWNSHIP PEDESTRIAN AND BICYCLE MASTER PLAN

January 19, 2016

0 700 1,400
feet

*Aerial Imagery from January 2014

WOODLANDS TOWNSHIP
MONTGOMERY COUNTY, TEXAS

JONES CARTER
JONES CARTER & ASSOCIATES, P.C.

**Bicycle Compatibility Index:
A Level of Service Map**

1 inch equals 1,400 feet

Disclaimer:
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Geographic System: NAD 83 to TXS CENTRAL, 4326 FEET
Vertical Datum: NAVD 83 to 1988 - 2005 Adjustment



Wayfinding Boards

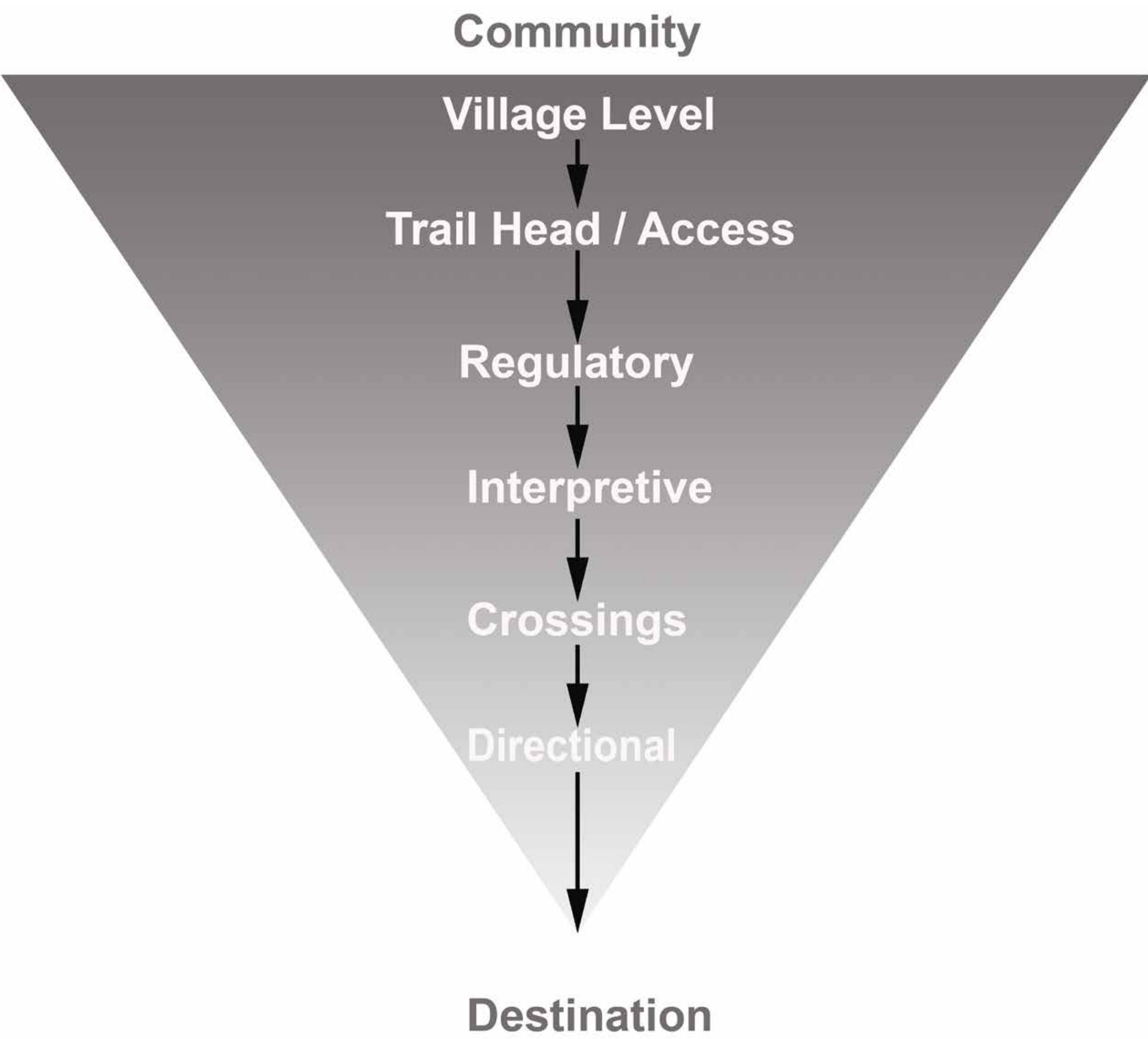
These boards were presented at the public meeting to educate about what wayfinding is and to receive information from the public on what may be desired regarding wayfinding.

WHAT IS WAYFINDING ?

Wayfinding encompasses all the ways in which people understand their surroundings and navigate from place to place. Wayfinding is more than signs, it also includes, maps, landscape features, buildings, landmarks, and much more.

GOAL OF TRAIL WAYFINDING SIGNAGE

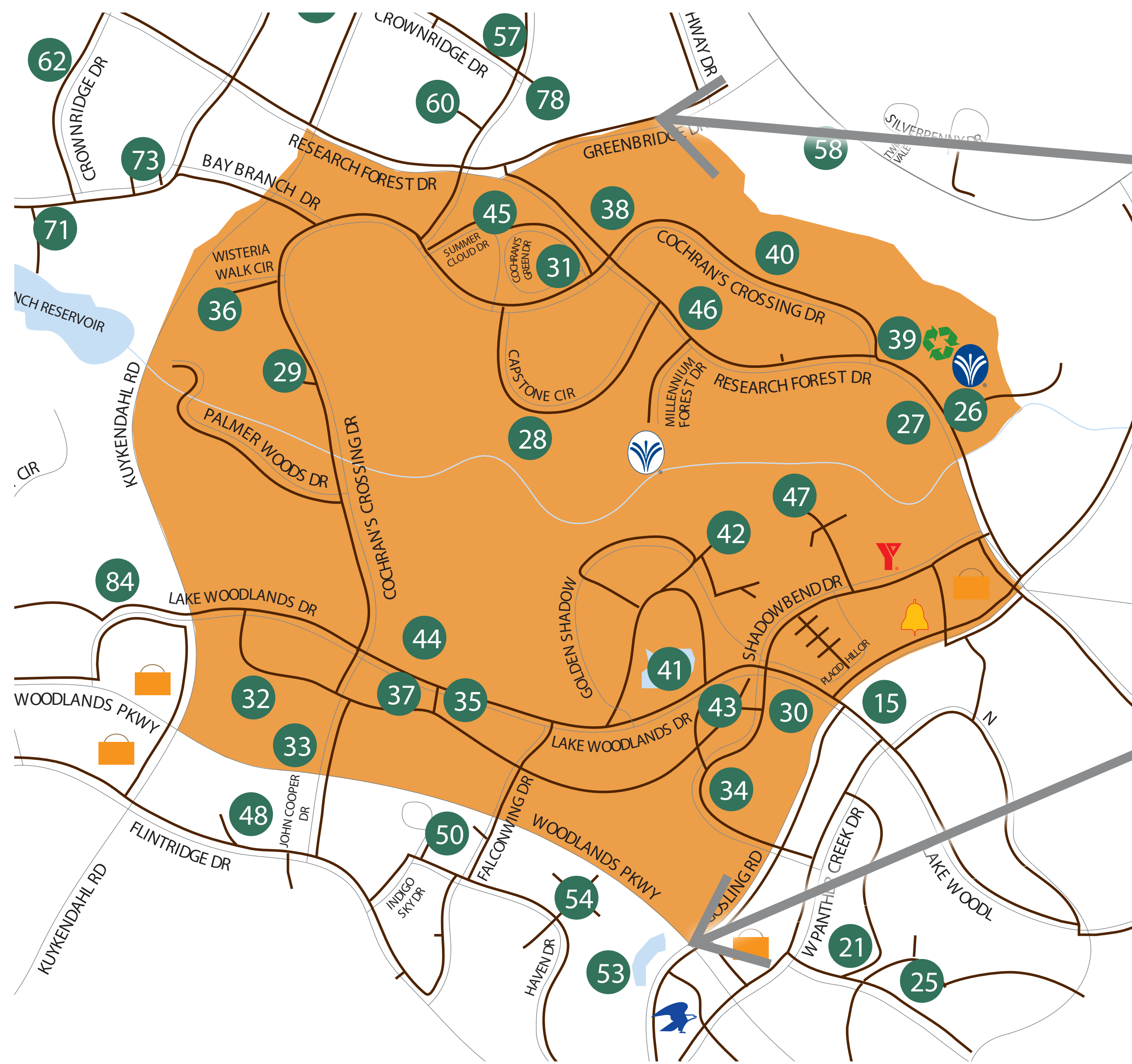
A comprehensive system of signage and maps that is consistent, predictable, and informative that helps users orient themselves to the Woodlands Township trails, bike paths, and community assets.



QUESTIONS TO ASK ABOUT WAYFINDING SIGNAGE?

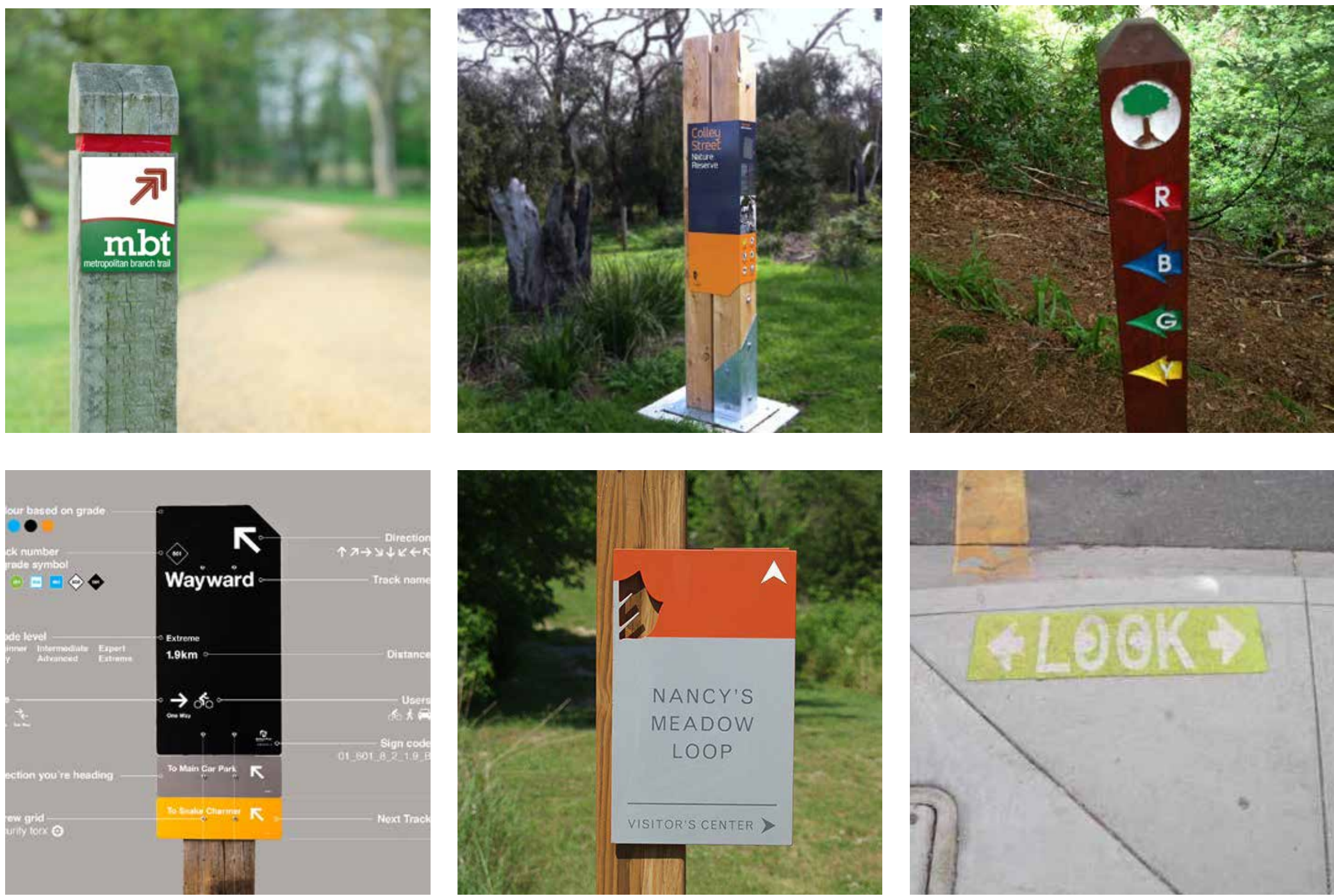
1. Would signage help you navigate the trail system?
2. If so, what information would be most useful to help you navigate the pathway system?
3. What destinations would be useful to identify on a map to get to where you need to go using the pathway system?
4. Is acknowledgement of the different villages on the signage desirable?

VILLAGE OF COCHRAN'S CROSSING ENLARGEMENT

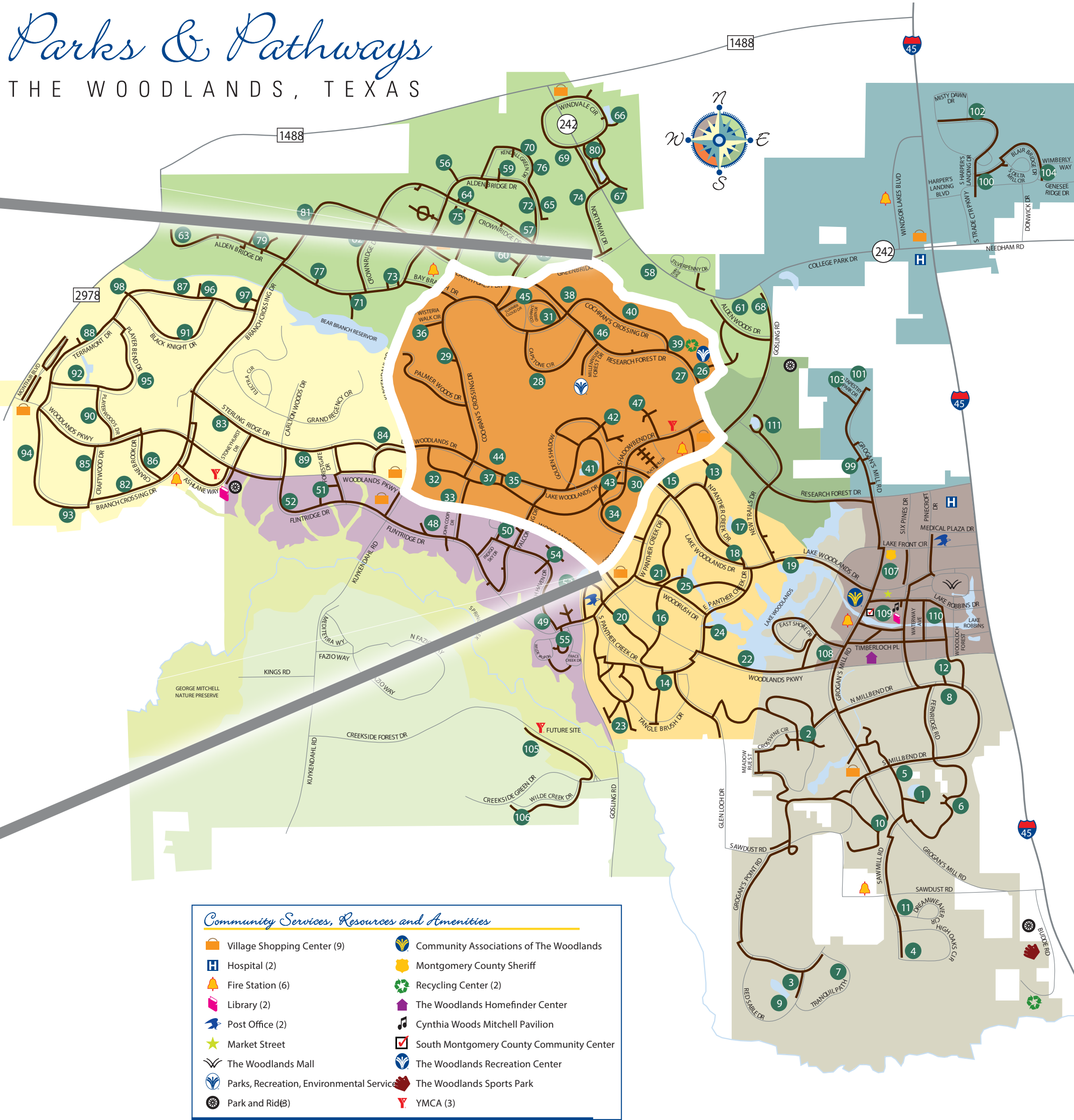


'VILLAGE' ORIENTED WAYFINDING SYSTEM

COLOR CODED SIGN EXAMPLES



THE WOODLANDS TOWNSHIP PARKS & PATHWAYS MAP



VILLAGE ID LEGEND

| | | | | |
|---------------------------|---------------------------|-------------------------------|---------------------------|--------------------------|
| Village of Alden Bridge | Village of College Park | Town Center | Research Forest | Village of Erogan's Mill |
| Village of Sterling Ridge | Village of Creekside Park | Village of Cochran's Crossing | Village of Indian Springs | Village of Panther Creek |

COLOR CODED GRAPHIC INSERT EXAMPLES



WHY WAYFINDING?

EXISTING TRAIL SIGN TYPES / OPPORTUNITIES

1. TRAIL ACCESS/TERMINUS

* Getting on and off the trail

2. CROSSING AND JUNCTIONS

* Minor crossing of local streets/driveways
* Junctions at major intersections
* At trail access/terminus paths

3. DESTINATIONS

* Parks and open spaces
* Community services
* Educational facilities
* Office and retail destinations

4. DIRECTIONAL

* To streets and trail segments
* To other villages
* To destinations

5. REGULATORY / RULES

* Trail usage and restrictions
* Trail safety
* Pathway crossings and junctions

6. INTERPRETIVE/INFORMATIONAL

* Trail, park, or community information
* Natural or man-made features
* Historical or cultural information

7. TRAILHEAD/SYSTEM MAP

* Major trail access point (1 or 2 per village)
* Overall system or village map
* Trail amenities included (parking, seating, bike racks, etc.)
* Preferably at a major public facility

8. PAVEMENT GRAPHICS

* Supplements all signage types
* Should be visible and not distracting
* Should be durable and low maintenance



1. TRAIL ACCESS / TERMINUS



2. CROSSING AND JUNCTIONS



3. DESTINATIONS



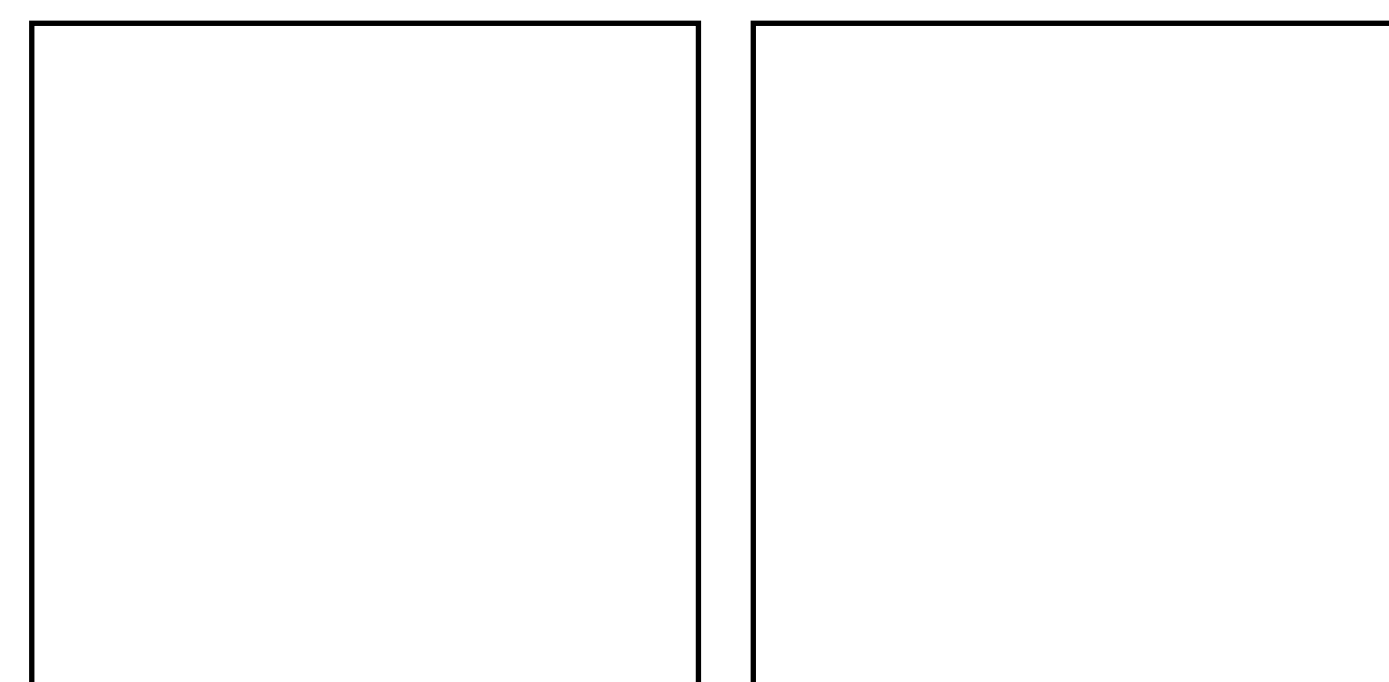
4. DIRECTIONAL



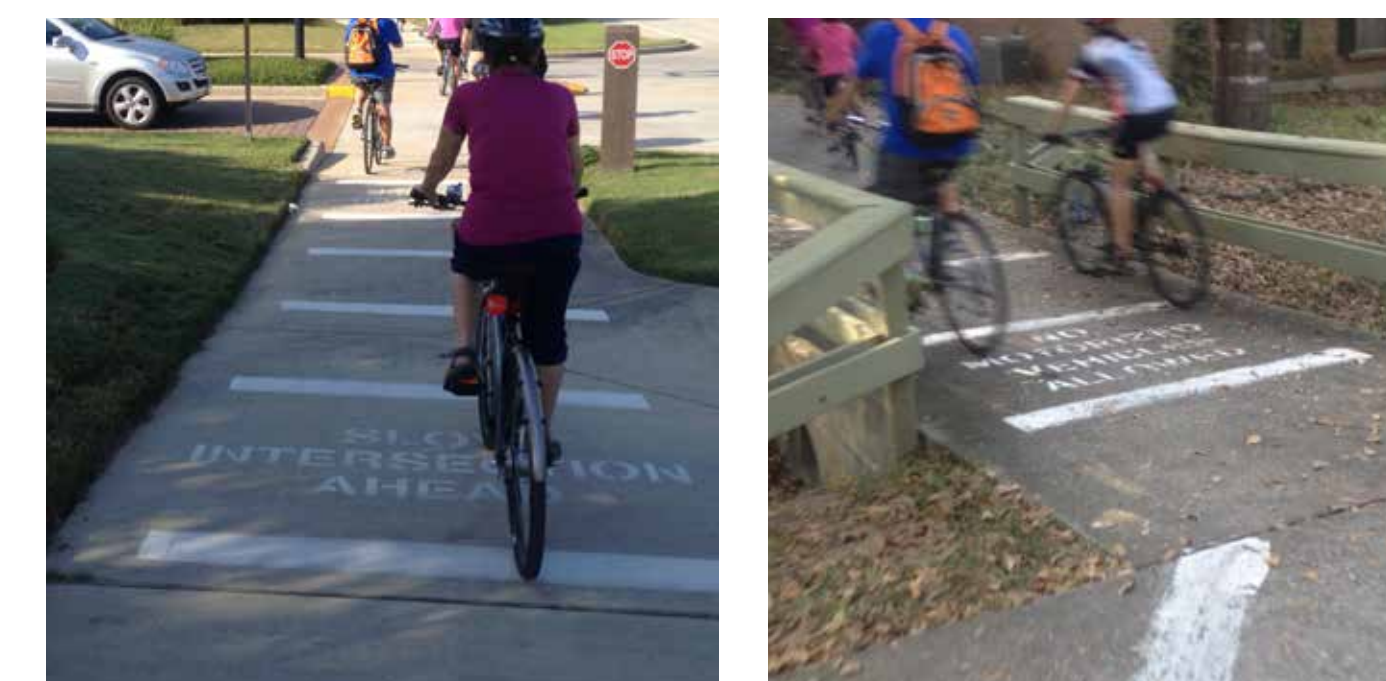
5. REGULATORY/ RULES



6. INTERPRETIVE/INFORMATIVE



7. TRAILHEAD/SYSTEM MAP



8. PAVEMENT GRAPHICS

EXISTING TRAIL SIGNS / OPPORTUNITIES



1. **TRAIL ACCESS/TERMINUS**



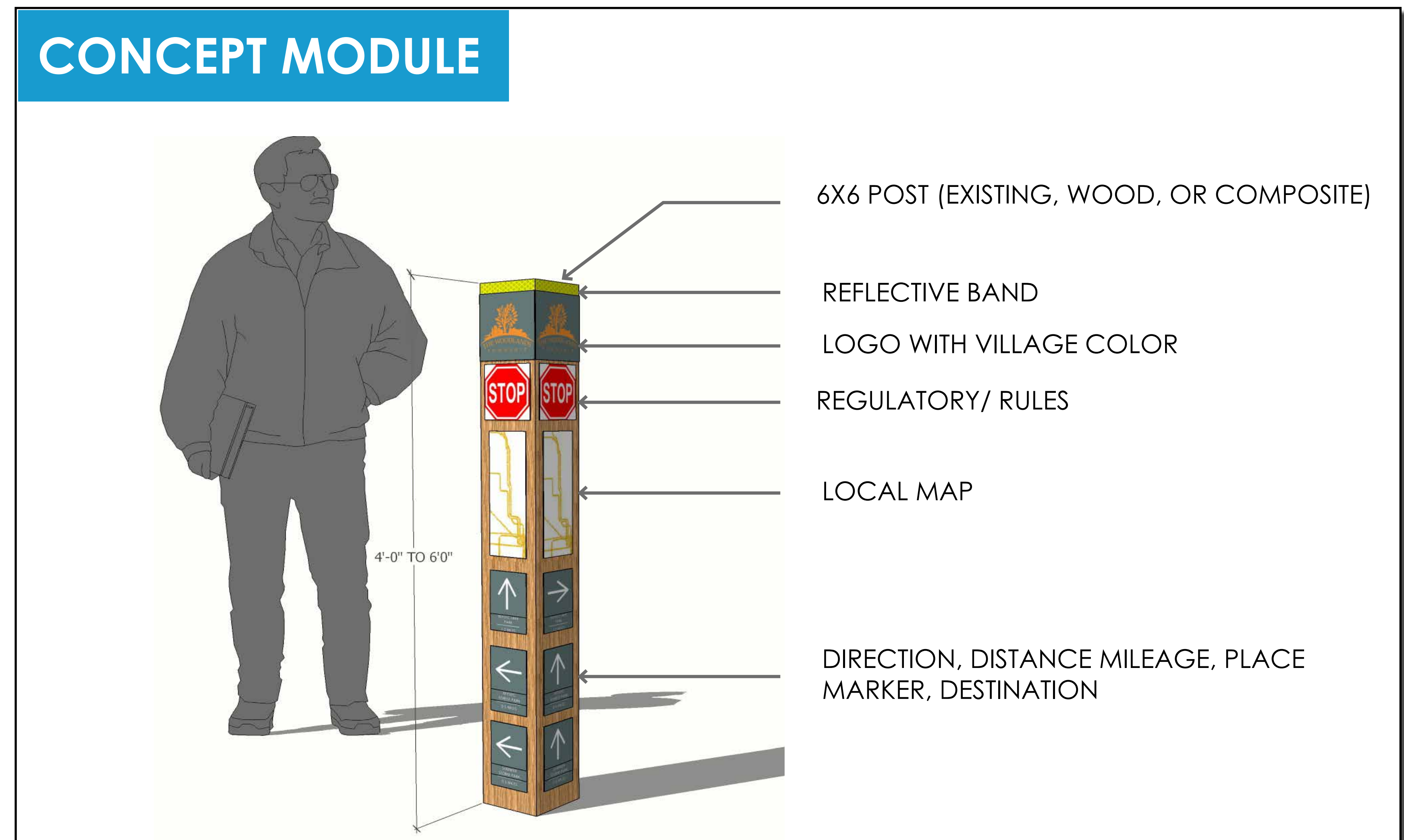
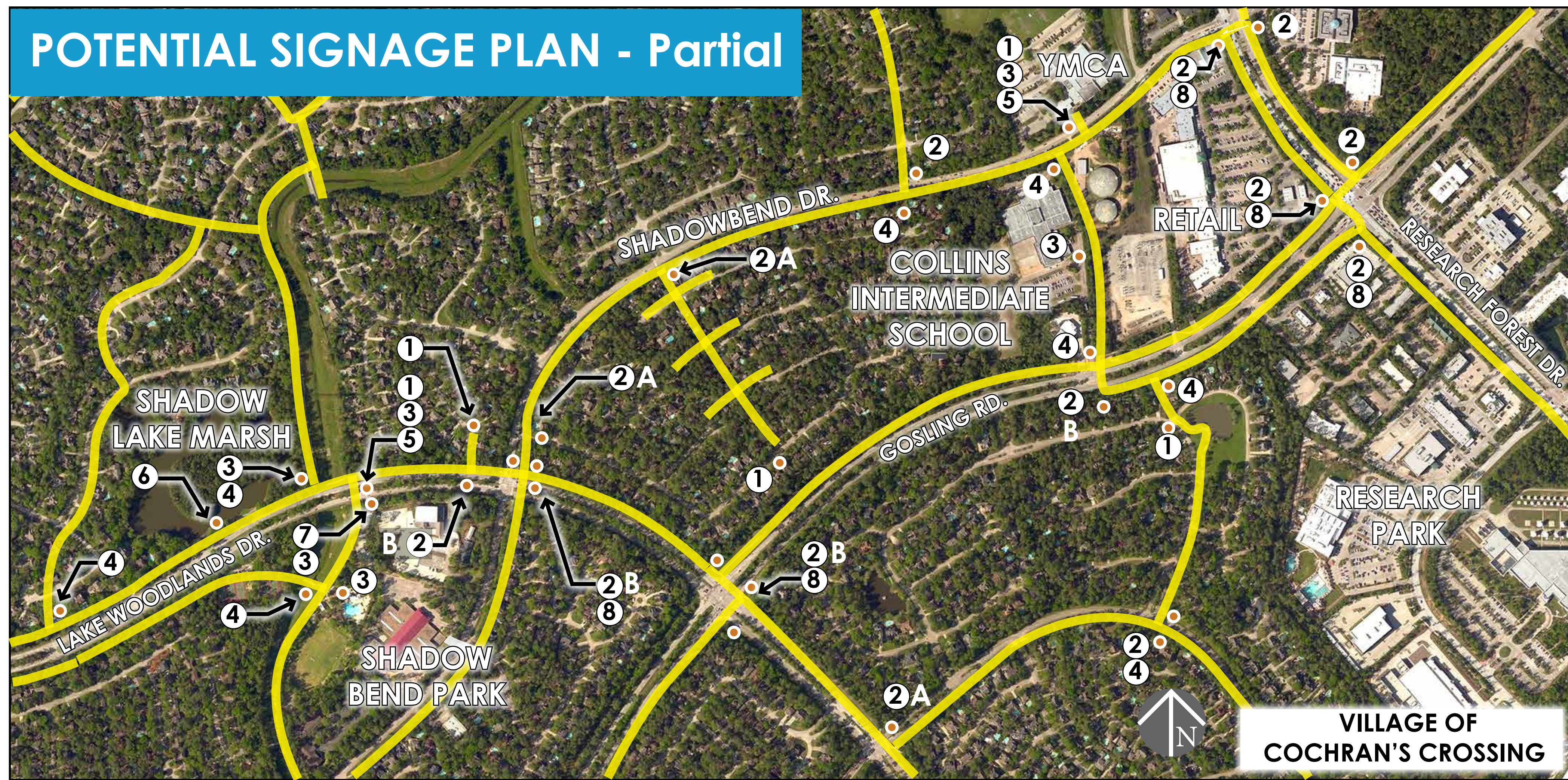
2. **CROSSING AND JUNCTIONS**
 A. Minor Street Crossings
 B. Junctions at Intersections
 C. At Trail Access / Terminus



3. **DESTINATIONS**



4. **DIRECTIONAL**



5. **REGULATORY/ RULES**



6. **INTERPRETIVE /INFORMATIONAL**



7. **TRAILHEAD AND SYSTEM MAP**



8. **PAVEMENT GRAPHICS**

POTENTIAL SIGNAGE FAMILY



APPENDIX A2

PUBLIC COMMENT FROM PUBLIC MEETING



Public Comment

From: [John Ciccarelli](#)
To: [Chelsea Young](#); [June Farrell](#); [Colby Wright](#)
Subject: Fwd: Sampling of accidents and injuries as a result of jutting curbs and shoulder lips and cracks
Date: Friday, January 22, 2016 1:37:37 AM
Attachments: [List of accidents and injuries from curbs and shoulders.xlsx](#)
[ATT00001.htm](#)

FYI. In part, highlighting the need to remove the portions of the curbs that project into the width of the shoulders that bicyclists use.

/JohnC

Begin forwarded message:

From: "Steve Schoger" <sschoger@comcast.net>
Subject: Sampling of accidents and injuries as a result of jutting curbs and shoulder lips and cracks
Date: January 21, 2016 at 3:08:15 PM PST
To: <JMcGowan@thewoodlandtownship-tx.gov>

Hi John,

As a result of my attendance Tuesday's Ped and Bicycle Master Plan public meeting this past Tuesday, the 19th, and as a follow-up to a conversation I had with John Ciccarelli, I have made a list, from memory, of crashes that have occurred on the shoulders of the roadways in the Woodlands, as a result of the shoulder hazards – the jutting curbs at the intersections and the lips and cracks between the asphalt shoulder and concrete roadway. Attached is this list, which is a small sampling of the accidents that have occurred...probably the tip of the iceberg...and it is only getting worse, with more settlement of the substandard shoulders, creating wider cracks and deeper lips as real hazards...where they probably weren't hazards 10, 20, 30 or 40 years ago, right after the roadway construction. (I started riding in the Woodlands in 1992, when I moved here from Cleveland, Ohio, but I had mainly been a runner until 2002, when I needed to switch to cycling because of knee issues).

These shoulders are supposed to be the "safe haven" bike lane for cyclists, so a cyclist could "safely" ride, without having to be in/on the lane of traffic; but these shoulders are a curse and Trojan Horse...they are not a safe haven, as they are extremely hazardous and risky to ride on. A cyclist has to pick his poison – ride on the shoulder and risk going down with a serious injury as a result of these hazards, or ride in the traffic lane, to the left of the white line, and risk being hit by a car or be otherwise spooked, resulting in a crash and serious injury. Absolutely unacceptable for a community that prides itself as "bike friendly"...these shoulders are along the routes that thousands of cyclists use every week.

All of the cyclists on this list were obeying the rules of the road, and trying to ride in what has been represented as the safe riding lane. The motorists don't want us riding in "their" lane, and are not willing to "share the road" or respect the vulnerability of the

road cyclist. The law enforcement who are the “police” of the Woodlands, the Montgomery County Sheriff’s Office, have been known to issue ticket(s) to cyclist(s) who are riding to the left of the white line, to avoid the hazards of the shoulders (I was contacted by a cycling buddy of mine, and expert and nationally ranked mountain bike rider and skilled road bike rider/racer, who told me of this incident last summer while riding on Sterling Ridge Drive, looking for help as to how to fix this wrong!) It should be noted that Texas rules of the road say that cyclists need to ride as far right at “practicable” not “possible”...and I and other cyclists are taking the position (with good reason) that riding on the shoulders, for the most part, is no longer “practicable”. And if road cyclists ride on the pathways, carnage will occur, as the pathways, in most parts of the Woodlands, are too narrow and too limited on sight distance, for a cyclist going faster than ten (10) mph, otherwise risking a serious encounter with a walker, jogger, possibly pushing a baby stroller or walking a dog on a leash...and there have been many crashes and near misses.

I personally have been riding my bike an average of 6000 miles a year, with a high percentage on road routes in the Woodlands, ranging from 18 to 26 miles, or on my way to the start of group rides in the Woodlands, where we go to venues or on roads outside of the Woodlands, mostly within Montgomery County. [I am also a licensed professional (civil) engineer, even though I no longer practice, so I know a thing or two about roadway design and traffic control]. On every ride, I am attempting to ride on the shoulders, dodging and otherwise trying to avoid the hazards of the shoulders, but oftentimes, having to make the transition from the shoulder to the lane of traffic, due to the jutting curbs, and experiencing the wrath of the “angry” and “king of the road” motorist, or the inattentive and disconnected driver...unfortunately the majority of the drivers...and putting myself at risk of serious injury or even my life. Absolutely unacceptable! I feel safer riding on the ample and congruous shoulders (no lips, cracks or curbs) of roadways such as FM 1488, SH 242, SH 105, FM 1486, FM 149 and others... what’s wrong with this picture!?

The Woodlands Development Corp, and its predecessor, put in these roadways and deeded them to Montgomery County Precinct 3 to maintain. The TWDC did not do things right, either because they proposed a road design that was flawed, or they did not design and construct the road in accordance with standards and specifications for such roads, considering the traffic, multiple uses, and longevity needs. Sure, it could have been worse...a lot of “developments” have curb and gutter roads or roads with no shoulders and immediate drop off to a bar ditch, with narrower width than the roads here in the Woodlands. But to have most major roadways (not including those within a “neighborhood”) with shoulders (because of the use of ditches for drainage, saving money on having to install storm sewers and curb and gutter) also having a ‘protective’ curb at each intersection, that “juts out” and bisects the shoulder...for a purpose that seems to be just to keep a vehicle from going onto the shoulder to make a right hand turn...is DISASTER for the road cyclists that are trying to find a safe place to ride. These are and can be school children, bike commuters, those making destination trips to and from retail centers, or the recreational and fitness cyclist...it should not matter about

the purpose, but rather, that they are vulnerable (and fully legal) road users, with nowhere else to safely ride! To put these riders (thousands) at undue risk, in a community that prides itself as “bike friendly” and having the amenity of safe cycling as one of the keys to the quality of life...is not right and needs to be corrected.

The dilemma we have is who is going to right this wrong...who is going to pay for the changes necessary...who is going to support providing safe passage for the vulnerable road user? TWDC will say, “it is not our responsibility, as we put in the roads, according to plan, and deeded them to the County.” The County is going to say, “we don’t have the money for these improvements, and they are not necessary anyway”. And the Woodlands Township says, “we have no responsibility or control of the roadways.” In the County’s defense, Precinct 3 recently upgraded the shoulders of Shadow Bend, from where it intersects with Lake Woodlands Drive on the south end with Research Forest Drive on the north end. They eliminated the cracks and the lips and uneven surface of the shoulder...one that I usually did not ride on, but rather, I rode in the lane, just left of the white line...now, I am fully happy to ride on this improved shoulder, as it is ‘safe’ now...surely less hazardous. A contact should be made to Commissioner James Noack’s office to get a cost (per unit of length) of this improvement and the design and spec of how it was redone. MoCo Precinct 3 would not have done this if it would have costed \$\$ millions, so my guess, they demonstrated that it could be done, at a reasonable cost, without narrowing the existing roadway. There were a couple of jutting curbs that did not get taken care of and the shoulder did not get “signage” with a symbol of a cyclist, but I am not going to ‘kick a gift horse in the mouth.’ And Shadow Bend is not a high volume roadway.

The shoulder improvements to create a protected bike lane need to be done, in a phased approach, with the higher volume roadways first. Additionally, those roadways that have serious cracks and lips and jutting curbs, should also have higher priority. The Bike the Texas Coalition has put together an excellent and complete power point presentation, with roadways identified and pictures of the hazards, with ranking by the above noted criteria. Randall Cade led this effort. All of the above noted entities are “culpable” and should be engaged in the solution...in righting this wrong...including the primary one – Montgomery County, but with financial support from the Woodlands Township and even TWDC. It is a matter of provide a roadway for safe conveyance of traffic, and bicyclists and peds are included in that definition...the roadways are not just for a motor vehicle!

Everyone opposed to these necessary improvements are citing the costs...upwards of \$30 million! That number is a factored number, which is not specific to the Woodlands situation and issues. We already have an improved shoulder in place. We are just talking about improving the shoulder and “cutting out” the jutting curbs. I am sure that if the pencils were sharpened and real world factors (or contractor bids or the MoCo Precinct 3 experience) were applied, the costs would be manageable. And don’t forget the benefit or the societal cost for doing nothing...the cost of a bicycle crash (it is always a serious injury, with a trip to the ER and/or a bone repair (surgery) such as a

collar bone or wrist, or heaven forbid, a fatality. The elimination of the hazards that cause well-identified and predictable accidents and serious injury or death, is more than enough to justify the expenditure of money to make a wrong a right.

Please let me know if you have any questions or follow-up. I offer to any of the consultants who are preparing this Master Plan, or any other interested party, an escorted bike ride through the Woodlands, providing first hand encounters with these hazards and the “rush” of the buzzing motorist. Or, join the once a month Whole Foods group bike ride that is a 24-mile ride through the Woodlands, on the fourth Saturday of every month (see the ride calendar on the Woodlands Cycling Club web site, www.woodlandscycling.org). The next ride is January 23rd and it is designated as a “beginner” or ‘social’ ride.

Thanks for listening, as I believe it is very important to provide this information...not only the accidents and injuries, but the problem and my thoughts on the solutions. I applaud and fully support your efforts in the preparation of this Ped and Bike Master Plan.

Best regards,

Steve Schoger
713-724-6724

Ps. I am also supportive of improvements on our pathways (which is wholly under the control of the Woodlands Township) to make the pathways wider and with better sight distances, especially within a hundred meters, more or less, of every intersection. And to provide connectivity, so a cyclist can safely ride from pathway to pathway, while crossing the roadways. And to better utilize one of the hidden gems within the Woodlands – the berms alongside the utility and drainage easements; they don’t need to be paved (in fact the preference is not to have them paved, as there is a need for a “softer” surface than concrete and asphalt), but they could surely be better developed to provide an alternative to walking, running and biking on the roadways or pathways and for connectivity. My wife and I use these for walking our dog, and some strategically placed “bridges” over the drainage ditches would really help with connectivity.

Pps. It should also be noted that there are sections of the major N-S (Gosling road, Grogans Mill road and Kuykendahl) and E-W (The Woodlands Parkway, Lake Woodlands Drive, and Research Forest Blvd) roadways, where the roadway goes from shoulder to curb and gutter, causing the cyclist to have to ride in the lane of traffic, either taking the lane, or risk being compromised to the right, or the cyclist has to abort his/her road ride, exiting the roadway, and getting onto the pathway, which is not an easy transition in most cases. My suggested solution is a “cycle track”, adjacent to the roadway, but curb height. The thickness of this cycle track does not need to be any more than the pathway or the height of the curb, because there will not be cars and

trucks on this cycle track, so the weight bearing need is basically 300 psi rather than 4000 psi! The width could vary, but at least as wide as the shoulder that was eliminated, at least 4'; making it wider, say 6', would be the right thing, along two cyclists to ride side by side, or to pass say, a 4-wheel 'gator' who may have taken it to get off the pathway or roadway. This is not designed to replace pathways and should be considered "bike only". It would also be "one way"...each side of the roadway.

Ppps. Don't forget about the other 4 E's...in addition to "Engineering", there is Enforcement, Education, Evaluation and Encouragement.

List of accidents and injuries from curbs and shoulders

| Accident due to jutting curb or shoulder | Location | Name of cyclist, if known |
|---|--|---------------------------|
| Hit a jutting curb and thrown (endo) from bike | SB on Kuykendahl between Crown Ridge and Research Forest Dr. | Jody Schoger |
| Hit a jutting curb and crashed, after having to look back to see if the traffic lane was clear to move over. | WB on Lake Woodlands Dr. between Palmer Green Pl and Kuykendahl | [Coach] Joe Noack |
| Hit a crack, avoiding a jutting curb and crashed | EB on Research Forest Dr., between Branch Crossing Dr. and Crown Ridge | Greg Shotts |
| Hit a lip on the pavement, having to move over as a result of a jutting curb in her path, and crashed | EB on Flint Ridge between Kuykendahl and John Copper Dr | unknown |
| Hit a crack, lip or curb while riding her mountain bike with her husband, while on the shoulder; crashed | WB on Crown Ridge between Alden Bridge Dr West and East | Tracy Lukk |
| Hit a lip while riding on the shoulder and having to move over to the lane of traffic to avoid a hazard | WB on Sterling Ridge Dr. between Lake Woodlands and Branch Crossing | Malcom Taylor |
| Hit a curb or lip while riding on the shoulder, as part of a Saturday group ride by one of the local bike shops | WB on New Trails between Research Forest Dr. and Gosling Rd | unknown |

List of accidents and injuries from curbs and shoulders

| Comments |
|---|
| |
| Sent to the ER with concussion and other injuries |
| |
| Broke his collarbone; Joe is an expert cyclist. |
| |
| |
| Broke his collarbone; Greg was on his way to the Thursday WCCRT team training ride at Stone Bridge Church |
| |
| On a group ride; broke collarbone |
| |
| |
| Broke her collar bone |
| |
| |
| Crashed, but no serious injury |
| |
| |
| Broke her collar bone |
| |



**The Woodlands Township Pedestrian/Bicycle Plan
Public Information Meeting, January 19, 2016**

Comment Form

Please use this form to provide any further comment regarding the Pedestrian and Bicycle Plan. Thank you for your comments.

My comment is about safety + the placement of signs that block views of cyclists. For example, the newly erected sign @ Hughes Landing + Grogans mill is too high + too close to the intersection. A car exiting Hughes Landing turning left on Grogans cannot see bicycles or runners on the path. This is a serious problem -

Name Gather Lum

Address 31 S. Emory Bend PL

Email eaglelawyer@gmail.com



The Woodlands Township Pedestrian/Bicycle Plan
Public Information Meeting, January 19, 2016

Comment Form

Please use this form to provide any further comment regarding the Pedestrian and Bicycle Plan. Thank you for your comments.

I bicycle from Harpers Landing to
The Woodlands proper (24HE, Market Street,
HEB) several times per week. I'm taking
my life into my hands every time I cross
I-45 and 242. Please provide a safe
means ~~from~~ for Harpers Landing residents
to reach the rest of The Woodlands. We
(Harpers Landing - ites) feel disconnected as
it is. Please enable us to safely access the
best sites + rides (Lake Woodlands, North Shore Park,
etc.).

Name

Sonia Perry

Address

Harpers Landing

Email

Sonia B Perry @ AOL

Many Thanks!



**The Woodlands Township Pedestrian/Bicycle Plan
Public Information Meeting, January 19, 2016**

Comment Form

Please use this form to provide any further comment regarding the Pedestrian and Bicycle Plan. Thank you for your comments.

Need to develop 'bike lanes' - the shoulder of roads is not safe and sidewalks & bicycles in unsafe for children, pedestrians, walkers, runners, strollers

Develop green belt extension along existing waterway up to Hughes Landing and North Shore park

Name Steven Wolfe

Address 239 Split Rock Road
The Woodlands TX

Email SWolfe253@MAC.com



**The Woodlands Township Pedestrian/Bicycle Plan
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No New Paths behind Residents homes that back up to utility easements, drainage ditches.

Name Jim Flynn + Nancy Flynn

Address Sterling Ridge

Email _____



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The Woodlands used to have a bike trail map with color coded loops designated w/mileage. Why did we discontinue that?

Also, many pathways empty out on streets. Would be good to have signage showing what street that is.

For those riding on the shoulder, need to eliminate where the curb at an intersection comes out into the shoulder forcing the biker to go into the street.

No good way to get to Creekside via pathways since you can only walk Eastline - long way from new Village Center. What is status of Kuykendall Bridge - biking lane included?

Name _____

Address _____

Email _____



**The Woodlands Township Pedestrian/Bicycle Plan
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Thank you for exploring options to improve cycling in The Woodlands!

I live in the Oak Ridge area and ride to work in the back of The Woodlands 3-4 days a week, ~~by~~ taking Lake Woodlands to Sterling Ridge.

My primary concerns are —

- * — no safe crossing over I-45. I realize this is not directly a township issue, but it is a major need. It is not uncommon ~~for~~ for me to see 2-3 cyclists at a time lifting bikes over the barrier on Lake Woodlands to ^{then} walk down the hill to get to Oak Ridge.
- * — no shoulder ^{or sidewalk} b/w Pinecroft & I-45 on Lake Woodlands Dr. (I ride the road and hold my breath/ride fast!)
- * — rough shoulder on Lake Woodlands w/ curbs jutting out on both Lake Woodlands & Sterling Ridge.

Name Katherine Thom

Address 1325 Flamingo St
Conroe, TX 77385

Email kaththom21@yahoo.com

Thank you!



**The Woodlands Township Pedestrian/Bicycle Plan
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- DEVELOP PATHWAYS ALONG DRAINAGE EASEMENTS
- UPGRADE SHOULDERS EVERYWHERE FOR SAFER BIKING
- BUILD CONNECTOR PATHWAY ALONG KIM KENDALL TO CREEKSIDE

Name David Nock

Address 19 Meadow Rose Pl

Email DSNOCK@COMCAST.NET



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- Concerns:
- ① curb jut-outs that impinge on the shoulder, esp. on Kuykendahl
 - ② Lack of a pathway along Woodlands Parkway for most of it.
 - ③ Poor shoulders on many roads, esp Panther Creek, Flintridge, parts of Lake Woodlands
 - ④ Lack of bike racks at area businesses, destinations and when available are often inconvenient, blocked
 - ⑤ would love dedicated bike lanes.
 - ⑥ connection to Spring Creek Greenway!!

Name Frances Wood

Address 6 Hickory Oak Dr
77381

Email fwwood@comcast.net



**The Woodlands Township Pedestrian/Bicycle Plan
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Proven time and again 'bike lanes' saves lives
May sound counter productive to have bikes
next to cars however, more visible and
each (car/bike riders) Assume A more
conscious awareness of one another

Name Steve Wile
Address 239 Split Rock Rd
The Woodlands TX
Email Steve203@MAC.com



**The Woodlands Township Pedestrian/Bicycle Plan
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- 1) I LOVE RIDING MY ROAD BIKE, BUT UNFORTUNATELY ONLY CERTAIN STREETS IN THE WOODLANDS EITHER HAVE A LARGE ENOUGH SHOULDER OR ENOUGH SLOW ENOUGH DRIVE SPEED I UNDERSTAND THAT IT IS VERY COSTLY TO 1) WIDEN THE ROAD AND/OR 2) ADD A BICYCLE LANE, BUT RIDING ON THE ROAD RIGHT NOW IS VERY DANGEROUS. MOTORISTS AREN'T CONSIDERATE & WE DON'T HAVE THE INFRASTRUCTURE. AT THE VERY LEAST, PLEASE PUT UP "SHARE THE ROAD" SIGNS TO INFORM MOTORISTS OF OUR PRESENCE.
- 2) I LOVE THE IDEA OF CREATING PATHWAYS IN UTILITY EASEMENTS. IT WOULD MAKE MY RUNNING/WALKING TRIPS FROM MY HOUSE MUCH MORE EXCITING, & CONNECTIVE, & EFFICIENT.
- 3) THE CURBS AT ROW DRIVEWAY INTERSECTIONS ARE DANGEROUS (EVEN THOUGH THEY ARE ORIGINALLY INTENDED NOT TO BE SO) PLEASE REMOVE THEM.

I LOVE WAYFINDING!! PLEASE IMPLEMENT!!

Name ASHLEY WARONOFF

Address 43 STONE CREEK PL
THE WOODLANDS, TX 77382

Email ashley.waronoff@yahoo.com



The Woodlands Township Pedestrian/Bicycle Plan Public Information Meeting, January 19, 2016

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I ~~TO~~ USE THE CURRENT TRAILS FOR WALKING, RUNNING, AND CASUAL CYCLING. FOR HIGH SPEED ROAD BIKING, I USE THE SHOULDERS WHEN POSSIBLE. HOWEVER THE SHOULDERS ARE OFTEN IN BAD SHAPE W/LARGE CRACKS, MANHOLES, ETC. MAKING THE SURFACE DANGEROUS TO TRAVERSE AT HIGH SPEED. AS A RESULT I OFTEN AM FORCED TO BIKE ON THE ROAD WHICH IS UNSAFE AND INCONVENIENTS DRIVERS

I WOULD LIKE TO SEE PROPER BIKE LANES INSTALLED. THIS WOULD BENEFIT EVERYONE ON THE ROAD. AT THE VERY LEAST, CURRENT SHOULDERS NEED TO BE IMPROVED SO THAT THEY ARE SAFE FOR BIKERS.

Name BEN CIOTTI

Address 43 STONE CREEK PL

Email CIOTTI@GMAIL.COM



**The Woodlands Township Pedestrian/Bicycle Plan
Public Information Meeting, January 19, 2016**

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Please use this form to provide any further comment regarding the Pedestrian and Bicycle Plan. Thank you for your comments.

I THINK YOU SHOULD INCLUDE A HIGH SPEED TRACK PAID FOR
BY USER FEES AND TAKE THOSE BIKE OFF ROADS LIKE SR242
BY NOT PUTTING THE PER MILE COST OF THE OPTIONS ON YOUR
SURVEY YOU SREW THE VOTE TO THE MORE COSTLY OPTIONS
IF SAFETY IS THE MOST IMPORTANT CONSIDERATION WE SHOULD TAKE
BIKES OFF ROAD WITH A SPEED LIMIT OVER 38 MPH
WITH A SURVEY OF ONLY 1,200+ PEOPLE IT SHOULD NOT BE
TAKEN AS THE FEELINGS OF THE WOODLANDS.
BIKE COMMUTING IS NOT AND WILL NOT BE A MAJOR SOURCE
OF MOBILITY IN THE WOODLANDS. HOUSTON HAS SPENT MILLIONS
AND HAS A 1.4% BIKE COMMUTER RATE.
OUR ROADS ARE NOT WIDE ENOUGH, DON'T MAKE THEM NARROWER
FOR MYTHICAL BIKE COMMUTER.

Name BILL BRENTA

Address 111 S. VERANDA RIDGE DR
THE WOODLANDS, TX 77382

Email BBRENTA@YAHOO.COM



**The Woodlands Township Pedestrian/Bicycle Plan
Public Information Meeting, January 19, 2016**

Comment Form

Please use this form to provide any further comment regarding the Pedestrian and Bicycle Plan. Thank you for your comments.

I would like to know what is going to
be the plan for the safety of runners,
walkers and bikers from predators
hiding on the trails. That's the REAL
PROBLEM

Name Marcela Jaramillo

Address 14 Cairn Oak pl
The Woodlands, TX
77381

Email marcela.jaramillo@woodlandoklows.com



**The Woodlands Township Pedestrian/Bicycle Plan
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- PLEASE EMPHASIZE POINT OUT THE FOLLOWING
IN THE PLAN WRITE-UP

- SAFETY OF PEDESTRIANS & CYCLISTS IS MAIN DRIVER
- OVER THE YEARS GROWTH NECESSITATED ROAD EXPANSIONS, BUT REDUCTION (ELIMINATION) OF SHOULDERS HAS MADE CYCLING ON ROADS UNSAFE
- UNSAFE ROADS IS THE MAIN IMPEDIMENT TO COMMUTING BY BIKE OR WHY MANY CYCLISTS SEE SURROUNDING AREAS TO BIKE ON ROADS
- CYCLIST HAVE A RIGHT TO USE THE ROADS BY STATE LAW, REFERENCE SOME STATES AND CITIES WHERE CARS & BIKES ARE ABLE TO SHARE ROADS SAFELY AND WITH NO (OR MINIMAL) IMPACT ON TRAFFIC CONGESTION
- WHEN COSTS ARE IDENTIFIED PROVIDE A QUANTITATIVE ESTIMATE OF THEIR "ACCURACY" (E.G. $\pm 25\%$)

Name RALPH MADDALENA

Address 39 HARBOR COVE DR
THE WOODLANDS

Email MADDAL@MAC.COM



**The Woodlands Township Pedestrian/Bicycle Plan
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Please use this form to provide any further comment regarding the Pedestrian and Bicycle Plan. Thank you for your comments.

Would like to support a actual BIKE LANE.

We really need one in The Woodlands with
such a large Bike Community.

Name Laura Green-Chaffin

Address 78 South Circlewood Glen
The Woodlands, TX 77381
281-889-9514

Email Actingup101@hotmail.com



**The Woodlands Township Pedestrian/Bicycle Plan
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There should be information about
what kind of a meeting this is,
~~How~~ prior to getting here.
Posters + Powerpoints can be
easily viewed on the website.
The "quick" polling "was ~~as~~ not
~~quite~~ a good poll. When I
asked why, ~~the~~ it was supposed to
be something "fun".

Name _____

Address _____

Email _____

Put the docs on
the township web.



**The Woodlands Township Pedestrian/Bicycle Plan
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Please use this form to provide any further comment regarding the Pedestrian and Bicycle Plan. Thank you for your comments.

Bike + Ped paths should provide safe access between point in our town.

Signs should tell people the direction and distance to the closest school, church, park, shopping area and other major landmarks.

All areas including the Mall should have bike/ped access.

Major roads should have over/under passes to connect paths.

On Road bike path must be separated by a curb not just a painted line

Connect Woodlands Path to adjacent Paths -
Jones State Forest
Sprink Creek Bikeway

Name _____

Address _____

Email _____



**The Woodlands Township Pedestrian/Bicycle Plan
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WE NEED A FULLY CONNECTED
BIKE PATH SYSTEM

MORE SHOULDER 6'-8" FEET WIDE
GET RID OF ~~STREET~~ CORN

Name

Bruce Connors

Address

2 Moorview

Email

Bruce@cmv4.org



**The Woodlands Township Pedestrian/Bicycle Plan
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one option not presented on the on-line survey would be to resurface the existing pathway system ~~in~~ with a non-concrete surface such as asphalt, recycled rubber, etc. I have spoken with several runners & joggers who prefer to run or jog in the street emergency lanes rather than the pathways, because the existing concrete surface is hard on their feet.

Name

Fred Pilkington

Address

26 Oakmont Road

T.W., TX 77382

Email

May 1, 2015

Attn:

Chris Nunes - Director of Parks and Recreation, The Woodlands Township

Matt Beasley - Project Manager, Commissioner James Noack Montgomery County Pct. 3

On behalf of the walking families of Powell Elementary we thank you for your attention and ask for your help in resolutions that will help our kids, their parents and siblings get to and from Powell Elementary school safely.

Requests to Commissioner James Noack Montgomery County Pct.3:

1. *Take out new yellow blinking lights* to turn into Cochrans Crossing. It is making the situation much more dangerous than it was already. For now cars can turn even when the "walk" sign is on. Also, it makes it impossible to turn into Cochrans Crossing Dr. and our neighborhood during high traffic hours. Now we have cars turning on red and always on top of the walkway to gain space to "see" and get a turn to turn into the neighborhood.
2. Add a "No Turn on Red" during school hours 7:30 a.m. to 8:30 a.m. and 2:30 p.m. to 3:30 p.m. on Cochrans Crossing Dr. and Research. Which is where and why most of the potential deadly accidents involving kids, moms and crossing guards have happened. *HIGH SCHOOL DRIVERS*
3. Add "No Parking Signs between 6:30 and 8:00 a.m." on Sunny Slope Circle like the ones on Cats Cradle street and the streets closer to the High School for now High School cars are parking all day all the way over here. Which makes our little ones biking/walking to and from school have to weave in and out of incoming traffic to be able to see and get to school or back home.
4. Take out "End of School Zone" sign after Woodlands High right as the cars get into Powell Zone on Research. The cars speed up thinking they are safe right as they get to our crossing on Cochrans Crossing Dr.
5. Add Blinking school zone lights before and after Cochrans Crossing Dr. on Research for Powell Elementary.
6. Add "No cross through traffic signs" on Cochrans Crossing Dr. loop and Sunny Slope streets.

Requests for Director of Woodlands Parks and Recreation:

1. Please add a crossway to the path on Cochrans Crossing coming from Sunny Slope. There is no safe way to pass and we are having to walk/bike with strollers and little kids on the side of the road during peak traffic hours.
2. Please add a safe walking/biking entrance to the Research Forest pathway going towards I-45 coming from Cochrans Crossing Dr./ Sunny Slope Circle.

Maitane Z. Tidwell
Mama in Charge
AlmostHere Maternity
(615) 545 2474

CURT ANDERSON
59 N. YORK GATE CT
ALDEN BRIDGE

CVRT6305@COMCAST.NET

My issue is Pathway connectivity along College Park Drive....

We have over 15,000 high school and College students in The Woodlands who have limited or no access to our pathway system. In addition, we have an entire Village - Harpers Landing -that has no access to our pathways west of I-45 at all.

I'm talking about completing the pathway system that runs along College Park Drive.

Currently there are two pieces of Pathway. One east of Northway Drive and another short piece from Gosling to Achievement Drive.

Completing the pathway system along College Park Drive will do 4 things for our community:

1. Increase access to our Pathway system for College Park High School students
2. Provide access to our Pathway system to the thousands who attend Lone Star College
3. Provide an opportunity for Harpers Landing residence to access our extensive pathway system, for the first time.
4. Reduce some level of vehicle traffic on College Park drive, which, we all know would be a god send.

I formally ask the planning committee to do three things:

1. Contact the school administration at College Park High School and ask them whether they would favor expanding pathway access around the High School.
2. Contact administration at Lone Star College and ask them whether they would favor expansion of the College Park pathway to reach their campus.
3. Enlisting feedback from Harpers Landing residents about extending College Park pathway access to their village.

In conclusion, you will have many options to consider in developing a Bicycle Master Plan. Please consider the potential impact, if you were to complete a pathway along College Park Drive.

THANK YOU.

Suggestions for Ped/Bike Master Plan of Woodlands Township

1. Recognize the ped/bike trail system as an alternative transportation system and give it a name. Prominently display this name with signage throughout the system such that motorists can see the signs. Place sign maps at appropriate locations on the trail.
2. Discuss economic impact on the community including invested cost to date and resulting enhancement of property values. Discuss history and review documents reflecting the vision of the founder, George Mitchell. Discuss requirements for available grants and the relationship to the plan.
3. Connect all villages with the system specifically including (a) College Park both north/south and east/west, (b) a trail along Kuykendahl bridging over Spring Creek.
4. Connect all CISD schools to trail specifically including (a) Research Forest Drive from Grogans Mill Road to David Memorial Drive, (b) Alden Bridge through Jones state forest, over FM 1488, over San Jacinto River onto Conroe.
5. Connect all parks to trail system including (a) Alden Bridge Sports Park, (b) new park being completed on Marisco Place next to Research Forest PR Facility. Require future parks be connected to trails when built.
6. Provide bridge over I-45 near Woodlands Parkway connecting Town Center to Oak Ridge North. Post signage on the bridge advertising the trail system. Continuing east, connect bridge through Oak Ridge North to bayou crossing Rayford Road just west of Aldine Westfield Road. Follow the bayou south until connected with Harris County Spring Creek Trail system. Continuing west from bridge, provide trail extension along Woodlands Parkway to Grogans Mill Rd.
7. Provide bridge over Spring Creek near I-45 connecting to Harris County Spring Creek Trail System. Provide for crossing under I-45 near Rayford Sawdust connecting to trails both east, west and south.
8. Provide landscape modification along trails to enhance shade and visual blockage. Thin out pine trees in favor of deciduous trees. Thin-out/prune deciduous trees to allow fuller faster growth. Trim yaupon to create shrub shapes. Encourage neighborhood organizations to provide volunteer labor.
9. Provide trails along utility easements and creeks. Place benches and picnic tables at scenic locations.
10. Make trails into serpentine loop shapes. Avoid dead end trails (e.g., Venture Tech Park).
11. Connect trail system to PR Facilities and place signage explaining bike transport procedures.
12. Remove constrictions in trails and reduced sight distances primarily caused by large pine trees.
13. Require developers to reduce trail closure time periods (e.g., west side of Grogans Mill Road near CB&I and Hughes Landing). Publish those closure periods.
14. Set aside land for service facilities with locations well suited to providing bike equipment, lockers/showers, bike rental, access to lodging, and guided bike tours.

April 21, 2015

Dear Chief of Police Harness,

Cc. Marian Leck- Director Law Enforcement The Woodlands

On behalf of the walking parents of Powell Elementary I would like to first of all thank you for the implementation of the extended time for the cross guards at this intersection. I have seen multiple high fives and a lot of thank you to the wonderful walkers that now arrive 10 to 15 min earlier to help us cross to get to school at 2:45 p.m. to pick up our kids at Powell Elementary.

Unfortunately now even the cross guards have put themselves in danger - for and I quote "I knew it was dangerous when the High School kids get out but this is ridiculous, I've almost gotten myself run over now multiple times" In reference to the High School kids using Summer Storm Neighborhood to by pass the blinking lights and traffic on Research Forest and come out on Chrochans Crossing Dr. to make a right on Research at full speed, without stopping or caring if kids are trying to cross the street and not stopping at the white crosswalk lines; even if the cross guard is now standing in the middle of the street! Given that the cross guards are now trying to make them wait for us to cross (as they should). So now, there is line forming between 2:40 to 3:10 p.m. of the highschoolers trying to miss traffic on Research forming down Sunny Slope Circle neighborhood street onto Chrochans to try to make a right turn to Research (which also presents now danger to us parents walking and biking to school down our neighborhood street of Sunny Slope Circle).

1. I am aware that there was a police car after our initial letter on this corner, however due to inclement weather on that very day it was a rainy day dismissal so I am afraid the the police were not able to get an accurate view of the situation, much less the amount of kids and parents putting themselves in danger because of lack of road rules (speed, right of way of walkers and crossing over the white walk lines) enforcement. I invite you

enough, now it is worse. I am aware that it is to facilitate traffic. But our safety is more important, cars can wait. What can our parent association do to revoke this new traffic blinking light and sign that nobody asked us about and is making the already bad, dangerous situation that is not yet resolved worse? Contact MC Pct 3 Commissioner Noack working through the your Village Association Representative and The Woodlands Township.

On behalf of the walking parents of Powell Elementary, we thank you again for your attention to this matter. We are impressed for the quick resolution and positive steps to get the crossing guards out earlier (this is great and we hope that it will stay this way going forward); we now ask you once again for your support for a long term resolution to this problem and our safety through law enforcement, lights, and crosswalks that have our kids in mind; not just the cars. Sergeant Julie Wright will continue to work the MC Sheriff Department Traffic Enforcement Unit to assist in monitoring the area during these and you will see our patrol unit in the area from time to time.

Thank you,

Maitane Zuloaga Tidwell

Almost Here Maternity

Mama in Charge

maitane@ahmaternity.com

(615) 545 2474

May 1, 2015

Attn:

Chris Nunes - Director of Parks and Recreation, The Woodlands Township

Matt Beasley - Project Manager, Commissioner James Noack Montgomery County Pct. 3

On behalf of the walking families of Powell Elementary we thank you for your attention and ask for your help in resolutions that will help our kids, their parents and siblings get to and from Powell Elementary school safely.

Requests to Commissioner James Noack Montgomery County Pct.3:

1. *Take out new yellow blinking lights* to turn into Cochrans Crossing. It is making the situation much more dangerous than it was already. For now cars can turn even when the "walk" sign is on. Also, it makes it impossible to turn into Cochrans Crossing Dr. and our neighborhood during high traffic hours. Now we have cars turning on red and always on top of the walkway to gain space to "see" and get a turn to turn into the neighborhood.
2. Add a *"No Turn on Red"* during school hours 7:30 a.m. to 8:30 a.m. and 2:30 p.m. to 3:30 p.m. on Cochrans Crossing Dr. and Research. Which is where and why most of the potential deadly accidents involving kids, moms and crossing guards have happened.
3. Add *"No Parking Signs between 6:30 and 8:00 a.m."* on Sunny Slope Circle like the ones on Cats Cradle street and the streets closer to the High School for now High School cars are parking all day all the way over here. Which makes our little ones biking/walking to and from school have to weave in and out of incoming traffic to be able to see and get to school or back home.
4. Take out *"End of School Zone"* sign after Woodlands High right as the cars get into Powell Zone on Research. The cars speed up thinking they are safe right as they get to our crossing on Cochrans Crossing Dr.
5. Add Blinking school zone lights before and after Cochrans Crossing Dr. on Research for Powell Elementary.
6. Add "No cross through traffic signs" on Cochrans Crossing Dr. loop and Sunny Slope streets.

Requests for Director of Woodlands Parks and Recreation:

1. Please add a crossway to the path on Cochrans Crossing coming from Sunny Slope. There is no safe way to pass and we are having to walk/bike with strollers and little kids on the side of the road during peak traffic hours.
2. Please add a safe walking/biking entrance to the Research Forest pathway going towards I-45 coming from Cochrans Crossing Dr./ Sunny Slope Circle.



The Woodlands Township Pedestrian/Bicycle Plan
Public Information Meeting, January 19, 2016

Comment Form

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We need a connecting pathway there
is a GAP at Crochans Crossing and
Research Forrest. It is unsafe for all the
walking kids of Powell Elementary to get to
school because of a lack of Pathway
conection from Sunny Slope Circle to
the path to the crossing guards.
Please help!

Name Maitane Tidwell
Address 478. Sunny Slope Circle
77381
Email _____

on behalf
of the
walking
parents of
Powell
elementary

| # | Opportunities | # | Gaps |
|---|---------------|---|--|
| | | | <p>Please provide a path means for the safe traversing from Harpers Landing (east of I-45) to the rest of the Woodlands. I do this on bicycle several times per week, & am taking my life into my hands every time!</p> <p>Sonia BPerry @Aoz.com Harpers Landing resident</p> |

[illegible]

[illegible]



| # | Opportunities | # | Gaps |
|---|---------------|--------|---|
| | | FS 101 | Connect Creekside park with older woodlands via kayakable |
| | | FS 107 | High Bike Compatibility |
| | | FS 108 | Connect Hahs Landing with Town Center with Second walk / Bikeway over bridge |
| | | FS 109 | Slow Traffic down Lake Woodlands drive |
| | | FS 110 | 8 mile loop - Branch Crossing Terramont Dr west Branch Crossing Drive |

| # | Opportunities | # | Gaps |
|-----|--|-----|--|
| 6N5 | CAN POWER LINE CORRIDOR NEAR 242 BE USED FOR A TRAIL ROW TO CONNECT TO LAKE STARR CULVERT? | 6N3 | STOP SIGN SHOULD BE A TRAFFIC SIGNAL. TOO HARD TO CROSS PESSEHAW FOREST MIDDLE |
| | | 6N4 | GRADE SEPARATED XING FOR SCHOOL KIDS → CANT CROSS WHO CROSSING GUARD EVEN THOUGH IT IS A SIGNAL |

| # | Opportunities | # | Gaps |
|---|---------------|---|------|
| <p>FV 1</p> <p>Remove curb @ Hwy 282 westbound on Lake Woodlands</p> <p>GN 1</p> <p>TARRAMONT/BLACK KNIGHT</p> <ul style="list-style-type: none"> - NEW STOP SIGN AT CROSSWALK - CAUSES CARS TO STOP AT ALL HOURS EVEN WHEN NO PEDESTRIANS ARE PRESENT - REQUIRES FREQUENT POLICE ENFORCEMENT - WOULD IT BE POSSIBLE TO HAVE AN LED ACTIVATED SIGN THAT WITH FLASHING LIGHTS WHEN A PEDESTRIAN IS PRESENT (EXAMPLE: NEW TRAILS)? | | | |

| # | Opportunities | # | Gaps |
|---|---------------|----------|--|
| | | KB 1 | Research / Alden Bridge Shoulder problem. |
| | | ICB 2 | Research / (Laylandah) gap at turn is too small |
| | | KB 3 | curb problem in front of rec center on Rec. |
| | | KB 4 | Greenbridge Shoulder |
| | | KB 5 | Alden Bridge - Dashed red rectangle and street surface |
| | | KB 6 | Goodly terrible for bikes between R.E. and Woods Play |
| | | KB 7 | Shoreline ends bikes forced into street work |

(NOT TIED TO MAP DOTS)



| # | Opportunities | # | Gaps |
|--|---|---|---|
| *1. | > awareness of bike riders by car drivers (safety) | ⇒ | • Add signs e.g., "share the road" |
| *2. | reduce risk of bike rider getting injured or killed by distracted drivers, esp. due to phone use | ⇒ | • Develop on-road bike lanes (designated) ^{at} use 'turtles' to provide warning for car drivers |
| 3. | Promote bike use for transportation / errands | ⇒ | • Add better bike racks at village shopping centers etc. • Develop ^{key N-S, E-W} corridors that are safe. |
| 4. | Promote Alt. Biking by making easier access to George Mitchell Preserve trails. | ⇒ | • Develop 1 or 2 access routes via drainage easements, etc. — i.e. develop some network within The Woodlands |
| 5. | in lieu of new bike lanes eating into roadway, use certain roads that have wide wide shoulders e.g. Lake Woodlands, Tckrant, Flint-ridge etc.! | ⇒ | • Need to improve shoulders so that they are smooth for road bikes |
| * These are near term imperatives - before someone gets killed | | | |

W. Johnson
Email 4 Wvsn @ yahoo.com

[illegible]

| # | Opportunities | # | Gaps |
|---|---------------|-----|---|
| | | | Lake Woodlands b/w Pincroft & I-45 |
| | | KT1 | no side walk/shoulder |
| | | KT2 | Lake Woodlands Dr rough shoulder w/curbs jutting out |
| | | MT1 | Research Forrest & Crochans Crossing. No side walk to get to Path to Powell elementary |
| | | MT2 | Banger zone for Powell elementary walkers No sidewalk to get to stop light |
| | | MT3 | Missing Pathway connector Research Forrest Crochans Crossing |
| | | GW1 | SIDEWALK STOPS - NO SAFE WAY TO WALK TO WALMART |

| # | Opportunities | # | Gaps |
|---|---------------|-------|---|
| | | LMB 1 | Need connection of <u>Bike PATH</u> on 242 ^{between bridge} ^{green} ^{Gosling} |
| | | LMB 2 | Need attention to Construction that interferes w <u>Bike Path Access</u> (needs to be checked on) Area along Jrogans Mill near Hughes Landing <u>2yr</u> ^{Backage} |
| | | LMB 3 | Path along Research Traffic Signals (green turn arrow) also active during walk signal especially near new Restaurants @ New Trails |
| | | LMB 4 | Path along @ Shopping (Lakewoodland) Requires you to go back + forth across Lake Woodlands to get to Six Pines Shopping |

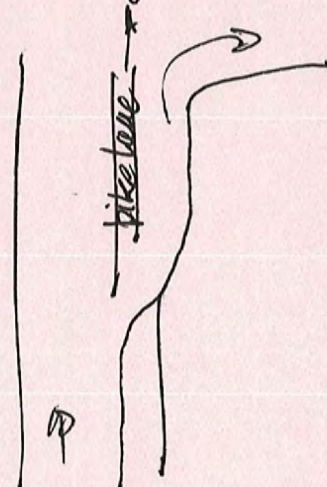
| # | Opportunities | # | Gaps |
|---|--|---|---|
| | <p>^{curb} no shoulder juts on Coch Crsg. Gm but shoulders in very poor condition 1 & no safely usable by bikes.</p> <p>General comment. When bicycle lanes are established need to have well marked bike lanes - with decals & signage so motorists know these are bike lanes. Adds to safety & biker/motorist separation & predictability.</p> <p>Also - get rid of the shoulder juts that force cyclists into roadways at intersections.</p> | | <p>2 stickers Bridge on Branch Crossing, just S. of Alden Bridge has no shoulder. Heavy cycle & car use & cyclists forced into road to cross bridge</p> |

| # | Opportunities | # | Gaps |
|---|---------------|----------|--|
| | | TB 1 | Bike Path Closed for ~22 years without apparent reason Grogans Mill - Hughes Landing |
| | | TB #2 | No bike path to connect to the Path at Jones State Forest |
| | | TB #3 | Poor access to Woodland Mall by bike or foot |
| | | TB #4 | Signage (wayfinding) non-existent to most of Woodlands Path. Sign could give distance + direction to Nearest School, Park, Shopping Plaza and other Landmarks |
| | | TB #5 | Connection to Spring Creek Bike Path |
| | | TB #6 | Over/under crossing of I-45, 242 + Woodlands Parkway |

| # | Opportunities | # | Gaps |
|---|---------------|---------|--|
| | | GN 2 | <p>PEDESTRIAN CROSSINGS ON GOSLING AT</p> <ul style="list-style-type: none"> - LAKE WOODLANDS - RESEARCH FOREST - WOODLANDS PARKWAY <p>ARE UNSAFE</p> <ul style="list-style-type: none"> - A PEDESTRIAN OR CYCLIST MUST CROSS THE RIGHT TURN LANE TO PRESS THE CROSS WALK BUTTON. THEN STAND ON THE ISLAND WAITING FOR THE LIGHT TO PROCEED <p>TRAFFIC WHIZES PAST AT 45+ MPH.</p> |

Steve Murray

| # | Opportunities | # | Gaps |
|-----|---|-----|--|
| SM1 | Extension of David Memorial Drive to 242 - Connector for Harpers landing | SM3 | Need bikeways around Pinecroft shopping |
| SM2 | Bike/Ped overpass over I-45 @ Vision Park - connect w/ shopping & David Mem Drive | SM4 | Need bikeways on Lake Front / Pinecroft & Six Pines to Research Forest |
| SM7 | Provide Bike/Ped access to Parks near Precinct 3 office off Budde/ Pruitt Rds | SM5 | Need bikeways on S side of Research Forest to retail / Valero |
| | Overall Priorities | SM6 | Improve Bike Ped access on commercial areas along G.M. 11 / Sandusky |
| | <ol style="list-style-type: none"> 1) Provide bike friendly shoulders to improve flow <ul style="list-style-type: none"> - remove curbing that forces bikes into main lanes @ intersections - light sensors responsive to bikes 2) Provide bike path along drainages to reduce the number of intersections (safety) - especially from E to W (front to back of Woodlands) 3) Provide bike safe crossings for I-45 to Spring Creek Greenway & other points in N. Harris County (Burroughs Park / Tomball) & Rte 59 / 59 4) Ensure/keep bike safe routes to NW Montgomery County (Magnolia area) & points toward Lake Conroe for rural biking. | | |

| # | Opportunities | # | Gaps |
|-----|---|-----|---|
| MK1 | Add blinking yellow turn arrows. Bike don't trigger signals | MK1 | Shoulder users are in jeopardy as right turn cut-outs proliferate. Where does the bike go to survive? |
| MK2 | Redo the westbound right turn from Woodlands Pkwy to W. B. Kuykendall (Curb) this is for Autos. | MK2 | |
| | | MK3 | Need designated bike lane markings |
| | | |  |

MIGUEL Quintan

| # | Opportunities | # | Gaps |
|---|--|---|---|
| 2 | <p>Pathway within Harper Landing should complete a circle to allow users ^{occasional} of the warehouse to use the pathway.</p> | 1 | <p>Harper's Landing (HL) need a bike path (on pathway) to connect H.L. with is local shopping area (College Park)</p> |

44.



| # | Opportunities | # | Gaps |
|---|---------------|------|--|
| | | SS 1 | Pedestrian Crossing says "GO" on going traffic has Green and they are turning towards Mkt St by Library. |
| | | SS 2 | Sidewalk needed for entrance to neighborhood - kids cross in grass to enter traffic during school hours. |
| | | SS 3 | Turn light while Pedestrian is crossing |
| | | SS 4 | Shopping Center Exits are <u>too</u> far into street and crosses PATH! |

| # | Opportunities | # | Gaps |
|-----|---|---|--|
| 1 | INCREASE SHOULDERS TO BE LARGE ENOUGH FOR ROAD BIKES. LAKE WOODLANDS DR. WEST OF GROGAN'S MILL IS A GREAT EXAMPLE | 1 | RESEARCH FORREST EAST EAST OF GOSLING NEEDS WIDE SHOULDER FOR ROAD BIKING |
| 2 | ADD SIGNS THAT SAY YIELD TO BIKES. | 2 | KOYKENDAH BETWEEN LAKE WOODLANDS AND RESEARCH NEEDS SIDE WALK FOR SLOWER BIKERS AND WALKERS. LARGE SHOULDER FOR ROAD BIKES |
| 3 | CONSIDER ORDINANCE REQUIRING CARS TO GIVE 4-5 FT TO BIKERS TO GIVE 4-5 FT TO BIKERS. I LIVED IN SINGAPORE AND THE LAW WAS FOR CARS TO GIVE 1.5 METERS TO BIKERS. FOR A HUGE CITY BIKING WAS VERY POPULAR & SAFE. | | |
| LC1 | We need lights (low lights on the trails) the trails | | |

From: [Brittany Anderson](#)
To: [Chelsea Young](#); [June Farrell](#)
Subject: Phone Message: Ron Saikowski
Date: Wednesday, January 20, 2016 1:51:21 PM

PHONE MESSAGE

| | |
|------------------|---|
| Name | Ron Saikowski |
| Neighborhood | Harper's Landing |
| Project/District | Woodlands Bike & Pedestrian Plan |
| Phone | 713.252.3729 |
| E-mail | rsaikowski@comcast.net |
| Message | <p>Wanted to provide input on the plan via phone. He says that Harper's Landing is cut off from the bike path system and would like to see trails to major medical facilities/hospitals, LSC, Costco, Walmart, etc. He also suggested looking into enhanced pedestrian walkways for highway crossings like those in California with the flashing lights. For the railroad crossing, he said that in California, they have 4' high chain link fences on either side of the path with a gate that opens and closes in sync with the railroad crossing (i.e. closes when a train is coming). He would like to provide pictures so I gave him my email address. He also told me that BART and CALTRAN would have some ideas for bike/pedestrian and that he has been very impressed with the system in Tucson, AZ. If possible, he would like to find out what the timeline is for putting together the plan.</p> |

Brittany Anderson

Executive Assistant

banderson@jonescarter.com

JONES | CARTER

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My issue is Pathway connectivity along College Park Drive....

We have over 15,000 high school and College students in The Woodlands who have limited or no access to our pathway system. In addition, we have an entire Village – Harpers Landing -that has no access to our pathways west of I-45 at all. Add to this, the hundreds of kids who use Alden Bridge Sports Park with zero access to pathways which now require mom or dad to drive them there – adding to the horrendous traffic on College Park Drive.

I'm proposing we complete the pathway system that runs along College Park Drive.

Currently there are two pieces of Pathway. One east of Northway Drive and another short piece from Gosling to Achievement Drive.

Completing the pathway system along College Park Drive will do 5 things for our community:

1. Increase access to our Pathway system for College Park High School students
2. Provide access to our Pathway system to the thousands who attend Lone Star College
3. Provide an opportunity for Harpers Landing residence to access our extensive pathway system, for the first time.
4. Allow those who use Alden Bridge Sports Park to take their bikes instead of having parents clog our roadways.
5. As a result of providing pathway access to those above, we will reduce some level of vehicle traffic on College Park drive, which, we all know would be a godsend.

I formally ask the planning committee to do three things:

1. Contact the school administration at College Park High School and ask them whether they would favor expanding pathway access around the High School.
2. Contact administration at Lone Star College and ask them whether they would favor expansion of the College Park pathway to reach their campus.

3. Enlisting feedback from Harpers Landing residents about extending College Park pathway access to their village.

You will have many options to consider in developing a Bicycle Master Plan for The Woodlands. Please consider the size and scope of the impact on our community if you were to complete the pathway along College Park Drive.

Thank you for your consideration,

Curt Anderson
59 N. York Gate Ct.
Alden Bridge Village

Appendix A.3 Survey Questions

The web-based questionnaire to gain input on the Plan from the public was available from November 9, 2015 to February 1, 2016 through Survey Monkey. There were 1,384 responses in total. The questionnaire contained 33 questions on topics including demographics, commute characteristics, and general walking and bicycling preferences and opinions. Data from each response was reviewed in order to determine the type of needs that were identified. The questionnaire gave the team a better sense of opinions of interested parties.

Questions Included in Questionnaire

Demographic information:

1. Where do you live?
 - a. Please provide your nine-digit zip code. _____ - _____
https://tools.usps.com/go/ZipLookupAction_input
 - b. Please provide the nearest cross streets/intersection (For example: S. Panther Creek Dr. and S. Woodstock Circle Drive). _____
2. What is your age range?
 - a. 75 or older
 - b. 60-74
 - c. 50-59
 - d. 40-49
 - e. 30-39
 - f. 20-29
 - g. 19 and under
3. What is your employment/school status?
 - i. Employed full time
 - ii. Employed part time
 - iii. Not working/unemployed
 - iv. Retired
 - v. Attend school
 1. College
 2. Primary/secondary
 3. Other
 - vi. Both employed and attending school
4. Which of the following best describes your current situation:
 - a. Reside and work in The Woodlands Township
 - b. Reside in The Woodlands, but work elsewhere
 - c. Work in The Woodlands but reside elsewhere
 - d. Reside and go to school in The Woodlands
 - e. Reside in The Woodlands, but go to school outside of The Township
 - f. Not applicable (please describe)

Pedestrian and Bicycle Questions. The following questions are about YOUR primary reasons for cycling, walking or running activities.

Appendix A.3 Survey Questions

5. This survey evaluates walking, running and biking conditions and opportunities in The Woodlands. Do you walk, run and/or ride your bike in The Woodlands? If so, please click the statement that most accurately represents you (please click only one):
- a. I ride my bike (but do not run or walk)
 - b. I walk (but do not run or bike)
 - c. I run (but do not walk or bike)
 - d. I ride my bike and walk
 - e. I ride my bike and run
 - f. I walk and run, but do not bike
 - g. I run and bike, but do not walk
 - h. I ride my bike, walk, and run

This survey is split into questions relating to mostly bikes and questions relating to mostly walking and running questions combined. You are welcome to participate in taking the entire survey, or if you only want to answer survey questions specific to these two designations, feel free to skip to the survey sections that are most appropriate for you.

WALKING AND RUNNING SPECIFIC QUESTIONS

7. Primary reasons for walking: (click all that apply)
- a. Exercise/health reasons
 - b. Physical training /competition
 - c. Enjoyment/fellowship
 - d. Shopping/errands
 - e. Travel to work
 - f. Travel to school
 - g. Travel to access transit (park and ride lots or other transit)
 - h. Other (please describe)
 - i. Not applicable (do not walk for any of these reasons)
8. Are most of your walking trips recreational (i.e. for fun, for fitness, etc.) or utilitarian (i.e. to work, school, stores, etc.)? Check one.
- a. Mostly recreational
 - b. Mostly utilitarian
 - c. A mix of both
9. Primary reasons for running: (click all that apply)
- a. Exercise/health reasons
 - b. Physical training /competition
 - c. For enjoyment/fellowship
 - d. To get to and from a particular destination
 - e. Other (please describe)
 - f. Not applicable (I don't run)
10. Are most of your running trips recreational (i.e. for fun, for fitness, etc.) or utilitarian (i.e. to work, school, stores, etc.)? Check one.
- d. Mostly recreational
 - e. Mostly utilitarian

Appendix A.3 Survey Questions

- f. A mix of both recreational and utilitarian.
11. Do you use a wheelchair or other pedestrian-assisted device? (chosed all that apply)
- a. Self-propelled wheelchair
 - b. Powered wheelchair
 - c. Mobility scooter
 - d. Segway or other motorized device with electric motor for mobility
 - e. Other (please describe)
 - i. If so, are there limitations relating to the Americans with Disabilities Act (ADA) on the pathways within The Woodlands?
 - 1. No
 - 2. Yes (Please describe)
12. What is the average length of your walk or run? [Round down to the nearest mile, e.g. if your average is 2.5, use 2]
- a. Two miles or less
 - b. Three to six miles
 - c. Seven to fifteen miles
 - d. Sixteen or greater miles
 - e. Other (please specify)
 - f. Not applicable
13. Beyond your own aspirations, what are some barriers to your ability to walk or run within The Woodlands?
- a. Lack of interconnected pathways
 - b. No nearby walking paths
 - c. Physical barrier such as highway, waterway, or busy streets (please describe)
 - d. Concern about motorist behavior
 - e. Concern about bicyclists behavior
 - f. Concern about personal safety or security
 - g. Destinations are too far away
 - h. Pathways are not a good place to walk or run
 - i. Too many things to carry
 - j. Usually travel with small children
 - k. Not enough time
 - l. Insufficient lighting
 - m. Weather
 - n. Other (please describe)
14. Which of these recommendations would improve walking and/or running conditions in The Woodlands? Please respond with your preference based on the following scale: very important (1) to not important (4).
- a. More direct access to sidewalks and pathways from neighborhoods or destinations

Appendix A.3 Survey Questions

- b. Creation of new paved pathways along east/west and north/south drainage ditches and/or utility easements that connect to existing pathways
 - c. Sidewalk/pathway pavement condition improvements
 - d. Improved pedestrian crossing signal timing at intersections
 - e. Enhanced wayfinding and signage that informs walkers and runners where they are on the pathway, and provides directions to major destinations
 - f. Enhanced lighting along roadways and/or pathways
 - g. Increased pruning of landscape and maintenance of pathways for better visibility for pathway users and motorists alike
15. Please rate your preference level for each of the following pedestrian facilities (walking or running) on a scale from 1 to 4, with 1 being highly preferred and 4 being not at all preferred. *(Note: we will provide photos to support these – will either be photos within survey or links to photos online)*
- a. Neighborhood street without sidewalks
 - b. Wide shoulder on a roadway
 - c. Sidewalk along a neighborhood street
 - d. Existing paved shared-use pathway (as-is throughout The Woodlands) – 6' to 8' wide, without a middle stripe
 - e. Minimum 10-foot wide concrete shared-use paved pathway with middle stripe (could be up to 14-feet wide)
 - f. Unpaved trails or natural surface paths
16. Please rate your level of comfort (or safety) for each of the following types of pedestrian crossings on a scale from 1 to 4, with 1 being most comfortable and 4 being most uncomfortable.
- a. Traditional striped painted crosswalk
 - b. Pedestrian hybrid beacon (light)
 - c. Pedestrian/crosswalk bulb-out or bump-out
 - d. Pedestrian median relief (spot within median for pedestrian to safely wait to cross large roadway)
 - e. Signaled intersection that provides an ample countdown to safely cross the intersection

BIKING SPECIFIC QUESTIONS

17. Primary reasons for riding a bicycle: (click all that apply)
- b. Exercise/health reasons
 - c. Physical training /competition
 - d. Enjoyment/fellowship
 - e. Shopping/errands
 - f. Travel to work
 - g. Travel to school
 - h. Travel to access transit (park and ride lots or other transit)

Appendix A.3 Survey Questions

- i. Other (please describe)
 - j. Not applicable (do not ride a bicycle for any of these reasons)
18. Are most of your bicycle trips recreational (i.e. for fun, for fitness, etc.) or utilitarian (i.e. to work, school, stores, etc.)? Check one.
- g. Mostly recreational
 - h. Mostly utilitarian
 - i. A mix of both
19. What is the average length of your bicycle trips? Consider the trips you may have made during the last month or so. (Note: Round down to the nearest mile, e.g. if your average is 2.5, use 2.)
- a. Two miles or less
 - b. Three to six miles
 - c. Seven to fifteen miles
 - d. Sixteen or greater miles
 - e. Other (please specify)
 - f. Not applicable
20. Beyond your own aspirations, what are some barriers to your ability to ride a bike within The Woodlands?
- a. Lack of interconnected pathways
 - b. No nearby bike paths, bike lanes, or safe bike routes
 - c. Lack of bike parking or storage at preferred destinations
 - d. Pathways are in poor condition
 - e. Physical barriers such as highway, waterway, busy streets, etc. (please describe)
 - f. Concern about motorist behavior
 - g. Concern about bicyclists behavior
 - h. Concern about personal safety or security
 - i. Destinations are too far away
 - j. Too many things to carry
 - k. Usually travel with small children
 - l. Not enough time
 - m. Insufficient lighting
 - n. Weather
 - o. Other (please describe)
21. Which of these recommendations would improve biking conditions in The Woodlands? Please respond with your preference based on the following scale: very important (1) to not important (4).
- a. Bike lanes on selected major east/west and north/south roadways
 - b. Creation of new paved pathways along east/west and north/south drainage ditches and/or utility easements that connect to existing pathways
 - c. Widen roadways to accommodate bicycle lanes or large outside shoulders
 - d. More direct routes to neighborhood and other destinations in The Woodlands

Appendix A.3 Survey Questions

- e. Enhanced wayfinding and signage that informs cyclists where they are and provides directions to major destinations
 - f. Bike share opportunities (bike share allows for users to rent bicycles by the hour from various kiosk locations for shorter trips)
 - g. Enhance bicycle storage and racks at retail, commercial, and employment centers
 - h. Educational opportunities for motorists that incorporate additional pedestrian and cycling safety topics
 - i. Educational opportunities for cyclists that better inform cyclists on safety for cyclists and motorists alike
 - j. Increased pruning of landscape and maintenance of pathways for better visibility for pathway users and motorists alike
 - k. Other (please describe)
22. Please rate your preference level for each of the following bicycle facility types on a scale from 1 to 4, with 1 being highly preferred and 4 being not at all preferred. *(Note: we will provide photos to support these – probably links to photos if survey monkey cannot show the photos)*
- a. Signed Shared Roadway (on-street route with signs but no longitudinal stripe or physical barrier separating bikes from motor vehicles. May have posted signage indicated “share the road” or “bike route” identification. Optionally may have shared lane markings, a.k.a. “sharrows” which indicated recommended riding position relative to curb or edge of street.)
 - b. Bicycle boulevards (low-traffic shared roadway, usually a neighborhood street, designed to give priority to cycling traffic)
 - c. Bike lane (paint only; no physical buffer)
 - d. Buffered bike lane (on-street bike lane with physical buffer between bike lane and motor traffic; may have two-way traffic for cyclists, or one lane on each side of a two-way street)
 - e. Off-road shared-use paved pathway
 - f.

GENERAL QUESTIONS RELATING TO WALKING, RUNNING AND BIKING

23. If you have school-age children at home, ages five through eighteen, what is their usual means to get to and from school:
- a. School bus
 - b. Parent (or guardian) drives
 - c. Carpool
 - d. Drives (themselves)
 - e. Walks to school with adult
 - f. Walks to school alone or with other students
 - g. Bikes to school with adult
 - h. Bikes to school alone or with other students
 - i. Not applicable – I don’t have school children at home and/or my children are home-schooled

Appendix A.3 Survey Questions

24. Which Woodlands neighborhoods or locations seem difficult for biking, walking, and/or running and why?

- a. Location and issue: _____
- b. Location and issue: _____
- c. Location and issue: _____
- d. General issue: _____

25. Which Woodlands roadways and/or intersections seem difficult for biking, walking and/or running and why?

- a. Location and issue: _____
- b. Location and issue: _____
- c. Location and issue: _____
- d. General issue: _____

26. Have you heard of any of the following programs? (click all that apply):

- a. Map My Ride or other smart phone application to track running, walking or cycling (if so, do you use it?)
- b. Safe Routes to Schools (if so, have you participated?)
- c. Organized bicycle rides (if so, have you participated?)
- d. Bicycle safety training (if so, have you participated?)
- e. Bicycle maintenance training (if so, have you participated?)
- f. Educational programs for motorists in pedestrian/bicycle-friendly communities (if so, have you participated?)
- g. Printed mapping products such as the Woodlands Pathway Map or other maps (if so, do you use it?)

27. Would you be interested in participating in or using any of the following? (click all that apply):

- a. An online map tool or app specifically for walking, running or biking within The Woodlands
- b. Bike share program
- c. Organized bicycle rides
- d. Organized walks or runs
- e. Public awareness campaign for pedestrian, running, and bicycling safety
- f. Public awareness campaign for motorists with regard to pedestrian, running, and bicycling safety
- g. Educational programs for children through the schools (Safe Routes to Schools, bike rodeos, etc.)
- h. Bicycle “drivers education” related events
- i. Bicycle safety course
- j. Bicycle maintenance course

28. Other – Please use the available space to provide any additional feedback relevant to this Plan

Appendix A.3 Survey Questions

29. OPTIONAL: If you would like to be notified about the upcoming public meeting to be held on January 19, 2016 or other project milestones, please provide your contact information below. If you prefer only one method of contact (i.e. email only), please provide that information only.

Name: _____

Address: _____

City: _____

ZIP Code: _____ - _____

Email Address: _____

Phone Number: _____

The Woodlands Township Pedestrian and Bicycle Master Plan

Q1 Where do you live?

Answered: 1,364 Skipped: 20

| Answer Choices | Responses |
|--|--------------|
| Please provide your nine-digit zip code (to determine the nine-digit code click here and copy/paste your results): | 99.49% 1,357 |
| Please provide the nearest cross streets/intersection (For example: S. Panther Creek Dr. and S. Woodstock Circle Drive). | 96.33% 1,314 |

| # | Please provide your nine-digit zip code (to determine the nine-digit code click here and copy/paste your results): | Date |
|----|--|--------------------|
| 1 | 77381-3816 | 2/1/2016 9:07 AM |
| 2 | 77382-5006 | 1/31/2016 10:12 PM |
| 3 | 77381-4109 | 1/31/2016 6:24 PM |
| 4 | 77381-6620 | 1/31/2016 3:36 PM |
| 5 | 77382 | 1/31/2016 1:08 PM |
| 6 | 77381-6610 | 1/31/2016 10:42 AM |
| 7 | 77381-6144 | 1/31/2016 1:38 AM |
| 8 | 77381-6008 | 1/30/2016 8:58 AM |
| 9 | 77380-3366 | 1/29/2016 9:09 PM |
| 10 | 77380-1840 | 1/29/2016 2:48 PM |
| 11 | 77381-4024 | 1/29/2016 8:37 AM |
| 12 | 77381-6102 | 1/28/2016 7:55 PM |
| 13 | 77381-4705 | 1/28/2016 5:02 PM |
| 14 | 773825333 | 1/27/2016 7:57 PM |
| 15 | 77380-1706 | 1/27/2016 7:30 PM |
| 16 | 773725333 | 1/27/2016 7:26 PM |
| 17 | 77381-2659 | 1/27/2016 4:33 PM |
| 18 | 77381-3838 | 1/27/2016 1:05 PM |
| 19 | 77381-6320 | 1/27/2016 12:22 AM |
| 20 | 77384 | 1/26/2016 7:15 PM |
| 21 | 77381-5121 | 1/26/2016 6:55 PM |
| 22 | 77381-6182 | 1/26/2016 5:52 PM |
| 23 | 77832-1403 | 1/26/2016 5:49 PM |
| 24 | 77382 | 1/26/2016 5:47 PM |
| 25 | 77382 | 1/26/2016 5:36 PM |
| 26 | 77381-4649 | 1/26/2016 5:34 PM |
| 27 | 77381-4806 | 1/26/2016 4:51 PM |
| 28 | 77381 | 1/26/2016 4:44 PM |
| 29 | 77382-1623 | 1/25/2016 7:57 PM |
| 30 | 77382 | 1/25/2016 7:33 PM |
| 31 | 77382-4200 | 1/25/2016 7:24 PM |
| 32 | 77382-6008 | 1/25/2016 7:21 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| | | |
|----|------------|--------------------|
| 33 | 77383 | 1/25/2016 7:19 PM |
| 34 | 773754428 | 1/25/2016 6:59 PM |
| 35 | 77381 | 1/25/2016 5:38 PM |
| 36 | 77381-4070 | 1/25/2016 3:34 PM |
| 37 | 77380-3465 | 1/25/2016 2:34 PM |
| 38 | 773822035 | 1/25/2016 2:32 PM |
| 39 | 77381-5126 | 1/25/2016 12:38 PM |
| 40 | 77381-2881 | 1/25/2016 11:15 AM |
| 41 | 77382-2041 | 1/25/2016 10:54 AM |
| 42 | 77382-1213 | 1/25/2016 10:28 AM |
| 43 | 77381-4514 | 1/25/2016 9:49 AM |
| 44 | 77380-4001 | 1/25/2016 9:45 AM |
| 45 | 77380 | 1/24/2016 9:43 PM |
| 46 | 77380 | 1/24/2016 3:53 PM |
| 47 | 773816005 | 1/24/2016 11:29 AM |
| 48 | 77381 | 1/24/2016 10:02 AM |
| 49 | 77382-1518 | 1/24/2016 9:40 AM |
| 50 | 77381 | 1/24/2016 8:47 AM |
| 51 | 77381-4831 | 1/23/2016 8:34 PM |
| 52 | 77375 | 1/23/2016 5:11 PM |
| 53 | 77382 | 1/23/2016 4:01 PM |
| 54 | 77381-6101 | 1/23/2016 4:00 PM |
| 55 | 77381-5116 | 1/23/2016 2:56 PM |
| 56 | 77381-4174 | 1/23/2016 2:19 PM |
| 57 | 77381-6630 | 1/23/2016 1:37 PM |
| 58 | 77381-3114 | 1/23/2016 1:08 PM |
| 59 | 77381-3814 | 1/23/2016 12:43 PM |
| 60 | 77382-2753 | 1/23/2016 12:41 PM |
| 61 | 77375 | 1/23/2016 12:40 PM |
| 62 | 77381 | 1/23/2016 12:30 PM |
| 63 | 77381 | 1/23/2016 12:03 PM |
| 64 | 77382-1055 | 1/23/2016 11:49 AM |
| 65 | 77381 | 1/23/2016 7:48 AM |
| 66 | 77382-1085 | 1/22/2016 6:25 PM |
| 67 | 77381-3852 | 1/22/2016 4:43 PM |
| 68 | 77381-4819 | 1/22/2016 4:12 PM |
| 69 | 77386-1590 | 1/22/2016 1:58 PM |
| 70 | 773844664 | 1/22/2016 1:52 PM |
| 71 | 77381-2819 | 1/22/2016 10:06 AM |
| 72 | 77382-1261 | 1/22/2016 9:36 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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| 73 | 77381-4819 | 1/22/2016 6:58 AM |
| 74 | 77382-1420 | 1/22/2016 6:03 AM |
| 75 | 77381 | 1/21/2016 10:21 PM |
| 76 | Glen Loch and Tangle Brush | 1/21/2016 9:34 PM |
| 77 | 77382-1179 | 1/21/2016 8:43 PM |
| 78 | 77384-2105 | 1/21/2016 8:18 PM |
| 79 | 77382-1040 | 1/21/2016 8:13 PM |
| 80 | 77381-3635 | 1/21/2016 7:57 PM |
| 81 | 77389 | 1/21/2016 7:41 PM |
| 82 | 773803344 | 1/21/2016 7:14 PM |
| 83 | 773821430 | 1/21/2016 6:44 PM |
| 84 | 77382 | 1/21/2016 6:03 PM |
| 85 | 77381-6336 | 1/21/2016 5:14 PM |
| 86 | 773813185 | 1/21/2016 4:42 PM |
| 87 | 77381-3499 | 1/21/2016 4:35 PM |
| 88 | 77382-1234 | 1/21/2016 4:31 PM |
| 89 | 77381 | 1/21/2016 3:48 PM |
| 90 | 77385-3691 | 1/21/2016 3:27 PM |
| 91 | 77382-5016 | 1/21/2016 3:06 PM |
| 92 | 77380-3674 | 1/21/2016 2:20 PM |
| 93 | 77381-3156 | 1/21/2016 2:09 PM |
| 94 | 77381 | 1/21/2016 1:52 PM |
| 95 | 77389 | 1/21/2016 1:30 PM |
| 96 | 77380-2757 | 1/21/2016 12:56 PM |
| 97 | 77381-3084 | 1/21/2016 12:40 PM |
| 98 | 77381-4650 | 1/21/2016 12:33 PM |
| 99 | 77381-4345 | 1/21/2016 12:32 PM |
| 100 | 773801893 | 1/21/2016 12:16 PM |
| 101 | 77382-5521 | 1/21/2016 12:13 PM |
| 102 | 77382 | 1/21/2016 12:03 PM |
| 103 | 77381-2581 | 1/21/2016 11:48 AM |
| 104 | 77382-1397 | 1/21/2016 11:40 AM |
| 105 | 77381-3319 | 1/21/2016 10:57 AM |
| 106 | 77381-4107 | 1/21/2016 10:01 AM |
| 107 | 77381-3218 | 1/21/2016 9:54 AM |
| 108 | 77381-5124 | 1/21/2016 9:49 AM |
| 109 | 77380 | 1/21/2016 9:45 AM |
| 110 | 77382-2544 | 1/21/2016 9:43 AM |
| 111 | 77381-6231 | 1/21/2016 9:17 AM |
| 112 | 77382-2087 | 1/21/2016 8:58 AM |
| 113 | 77384-4802 | 1/21/2016 8:38 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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| 114 | 77381 | 1/21/2016 8:35 AM |
| 115 | 77380-1314 | 1/21/2016 8:18 AM |
| 116 | 77381-4176 | 1/21/2016 8:15 AM |
| 117 | 77380-4049 | 1/21/2016 7:56 AM |
| 118 | 77380-1883 | 1/21/2016 7:55 AM |
| 119 | 77381-6201 | 1/21/2016 7:47 AM |
| 120 | 77389 | 1/21/2016 7:16 AM |
| 121 | 77381-3186 | 1/21/2016 7:16 AM |
| 122 | 77381-3814 | 1/21/2016 7:10 AM |
| 123 | 77382 | 1/21/2016 6:43 AM |
| 124 | 77382 | 1/21/2016 6:16 AM |
| 125 | 77380 | 1/21/2016 5:50 AM |
| 126 | 773814009 | 1/21/2016 5:20 AM |
| 127 | 77381 | 1/20/2016 10:52 PM |
| 128 | 77382-1150 | 1/20/2016 9:10 PM |
| 129 | 77381 | 1/20/2016 8:52 PM |
| 130 | 77382-1426 | 1/20/2016 8:31 PM |
| 131 | 77381 | 1/20/2016 8:23 PM |
| 132 | 773814067 | 1/20/2016 7:58 PM |
| 133 | 77382-3905 | 1/20/2016 6:54 PM |
| 134 | 77381 | 1/20/2016 1:28 PM |
| 135 | 77382 | 1/20/2016 1:08 PM |
| 136 | 77382-1149 | 1/20/2016 7:02 AM |
| 137 | 77389 | 1/20/2016 12:03 AM |
| 138 | 77381-4832 | 1/19/2016 10:36 PM |
| 139 | 77381 | 1/19/2016 10:27 PM |
| 140 | 77380-0931 | 1/19/2016 7:39 PM |
| 141 | 77382-5311 | 1/19/2016 7:34 PM |
| 142 | 77384-5023 | 1/19/2016 7:22 PM |
| 143 | 77381 | 1/19/2016 7:14 PM |
| 144 | 77381-2645 | 1/19/2016 6:46 PM |
| 145 | 77380 | 1/19/2016 5:24 PM |
| 146 | 77069-1248 | 1/19/2016 5:20 PM |
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| 148 | 773816146 | 1/19/2016 5:14 PM |
| 149 | 77381-3862 | 1/19/2016 5:04 PM |
| 150 | 77381-3822 | 1/19/2016 4:48 PM |
| 151 | 77382 | 1/19/2016 4:48 PM |
| 152 | 77381 | 1/19/2016 4:45 PM |
| 153 | 77382-5523 | 1/19/2016 4:40 PM |
| 154 | 77380-4203 | 1/19/2016 4:34 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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| 155 | 77382-2524 | 1/19/2016 4:32 PM |
| 156 | 77381-6410 | 1/19/2016 4:31 PM |
| 157 | 77380-3177 | 1/19/2016 4:16 PM |
| 158 | 77382-2679 | 1/19/2016 4:14 PM |
| 159 | 77382 | 1/19/2016 3:39 PM |
| 160 | 77381-3115 | 1/19/2016 3:30 PM |
| 161 | 77380-4048 | 1/19/2016 3:29 PM |
| 162 | 77302-3147 | 1/19/2016 3:21 PM |
| 163 | 77382-2794 | 1/19/2016 3:02 PM |
| 164 | 77375-5055 | 1/19/2016 2:59 PM |
| 165 | 77382-1305 | 1/19/2016 2:35 PM |
| 166 | 77389-4987 | 1/19/2016 2:25 PM |
| 167 | 77381-6525 | 1/19/2016 1:56 PM |
| 168 | 77380 | 1/19/2016 1:36 PM |
| 169 | 77382 | 1/19/2016 1:16 PM |
| 170 | 77381-6621 | 1/19/2016 1:13 PM |
| 171 | 77382-2765 | 1/19/2016 1:10 PM |
| 172 | 773845054 | 1/19/2016 12:51 PM |
| 173 | 77382-2898 | 1/19/2016 12:47 PM |
| 174 | 77381-3822 | 1/19/2016 11:52 AM |
| 175 | 77382-1102 | 1/19/2016 11:50 AM |
| 176 | 77381 | 1/19/2016 11:43 AM |
| 177 | 77382 | 1/19/2016 11:36 AM |
| 178 | 77382 | 1/19/2016 11:22 AM |
| 179 | 77382-5716 | 1/19/2016 11:10 AM |
| 180 | 77381-4840 | 1/19/2016 11:09 AM |
| 181 | 77381-4520 | 1/19/2016 11:07 AM |
| 182 | 77382-5012 | 1/19/2016 10:55 AM |
| 183 | 773814754 | 1/19/2016 10:40 AM |
| 184 | 77381 | 1/19/2016 10:34 AM |
| 185 | 77382-1570 | 1/19/2016 10:23 AM |
| 186 | 77382-5407 | 1/19/2016 10:15 AM |
| 187 | 77382-1520 | 1/19/2016 10:11 AM |
| 188 | 77381 | 1/19/2016 10:10 AM |
| 189 | 77382 | 1/19/2016 10:01 AM |
| 190 | 77382-5744 | 1/19/2016 9:50 AM |
| 191 | 77382-1419 | 1/19/2016 9:46 AM |
| 192 | 77381-3173 | 1/19/2016 9:44 AM |
| 193 | 77382 | 1/19/2016 9:44 AM |
| 194 | 77389 | 1/19/2016 9:42 AM |
| 195 | 77382 | 1/19/2016 9:39 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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| 196 | 77381-4650 | 1/19/2016 9:33 AM |
| 197 | 773821660 | 1/19/2016 9:32 AM |
| 198 | 77382 | 1/19/2016 9:26 AM |
| 199 | 77381 | 1/19/2016 9:23 AM |
| 200 | 773825013 | 1/19/2016 9:15 AM |
| 201 | 77382 | 1/19/2016 9:13 AM |
| 202 | 77382-1139 | 1/19/2016 9:04 AM |
| 203 | 77375-5590 | 1/19/2016 8:52 AM |
| 204 | 77318-3252 | 1/19/2016 8:50 AM |
| 205 | 77382 | 1/19/2016 8:25 AM |
| 206 | 77382-1022 | 1/19/2016 8:19 AM |
| 207 | 77380-1678 | 1/19/2016 8:05 AM |
| 208 | 77382-5329 | 1/19/2016 8:02 AM |
| 209 | 77382-1247 | 1/19/2016 8:02 AM |
| 210 | 77363 | 1/19/2016 8:00 AM |
| 211 | 77381-2561 | 1/19/2016 7:57 AM |
| 212 | 77375-0217 | 1/18/2016 7:25 PM |
| 213 | 77380-3082 | 1/18/2016 7:21 PM |
| 214 | 77385 | 1/18/2016 6:19 PM |
| 215 | 77381-4736 | 1/18/2016 3:23 PM |
| 216 | 77385 | 1/18/2016 2:23 PM |
| 217 | 77375 | 1/18/2016 2:04 PM |
| 218 | 77380-1806 | 1/18/2016 1:09 PM |
| 219 | 77380-1806 | 1/18/2016 1:07 PM |
| 220 | 773822467 | 1/18/2016 12:58 PM |
| 221 | 77381-4754 | 1/18/2016 10:56 AM |
| 222 | 77382-5747 | 1/18/2016 10:53 AM |
| 223 | 77375 | 1/18/2016 10:30 AM |
| 224 | 77381-3833 | 1/18/2016 10:23 AM |
| 225 | 77382-1298 | 1/18/2016 10:17 AM |
| 226 | 77381 | 1/18/2016 10:15 AM |
| 227 | 77384 | 1/18/2016 9:59 AM |
| 228 | 77381-2903 | 1/18/2016 9:56 AM |
| 229 | 77381-6209 | 1/18/2016 9:37 AM |
| 230 | 77382 | 1/18/2016 9:17 AM |
| 231 | 77381-6602 | 1/18/2016 9:12 AM |
| 232 | 77380 | 1/18/2016 8:23 AM |
| 233 | 77382-1012 | 1/18/2016 8:18 AM |
| 234 | 77381-5255 | 1/18/2016 7:55 AM |
| 235 | 77381 | 1/17/2016 7:48 PM |
| 236 | 77384-4746 | 1/17/2016 7:41 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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| 237 | 77382-2761 | 1/17/2016 7:21 PM |
| 238 | 77384-4561 | 1/17/2016 1:39 PM |
| 239 | 77381 | 1/17/2016 12:07 PM |
| 240 | 77380 | 1/17/2016 10:15 AM |
| 241 | 77380-3021 | 1/17/2016 9:37 AM |
| 242 | 77381-5214 | 1/17/2016 8:33 AM |
| 243 | 77381-5214 | 1/17/2016 8:28 AM |
| 244 | 5214 | 1/17/2016 8:28 AM |
| 245 | 77385 | 1/17/2016 12:10 AM |
| 246 | 77381-6115 | 1/16/2016 9:51 PM |
| 247 | 77380 | 1/16/2016 8:20 PM |
| 248 | 77383-5909 | 1/16/2016 6:36 PM |
| 249 | 77381 | 1/16/2016 5:31 PM |
| 250 | 77386-7086 | 1/16/2016 4:17 PM |
| 251 | 77381 | 1/16/2016 4:10 PM |
| 252 | 77381-3838 | 1/16/2016 1:45 PM |
| 253 | 77384-4761 | 1/16/2016 12:13 PM |
| 254 | 77381-4380 | 1/16/2016 11:56 AM |
| 255 | 77375-5086 | 1/16/2016 11:16 AM |
| 256 | 77382-1390 | 1/16/2016 11:02 AM |
| 257 | 77381 | 1/16/2016 10:04 AM |
| 258 | 77382-2021 | 1/16/2016 9:04 AM |
| 259 | 77382 | 1/16/2016 8:52 AM |
| 260 | 77381 | 1/16/2016 7:50 AM |
| 261 | 77382-5809 | 1/16/2016 7:33 AM |
| 262 | 77380-2759 | 1/16/2016 6:58 AM |
| 263 | 77380 | 1/16/2016 6:43 AM |
| 264 | 773822870 | 1/16/2016 12:04 AM |
| 265 | 77380-3947 | 1/15/2016 11:18 PM |
| 266 | 77381-2650 | 1/15/2016 10:35 PM |
| 267 | 773821150 | 1/15/2016 9:58 PM |
| 268 | 77382-1150 | 1/15/2016 9:57 PM |
| 269 | 77381-2950 | 1/15/2016 8:55 PM |
| 270 | 77381-3328 | 1/15/2016 8:20 PM |
| 271 | 77382-5778 | 1/15/2016 8:12 PM |
| 272 | 77381-4815 | 1/15/2016 8:07 PM |
| 273 | 77382-5778 | 1/15/2016 7:51 PM |
| 274 | 77389-5096 | 1/15/2016 6:30 PM |
| 275 | 77316-1596 | 1/15/2016 5:20 PM |
| 276 | 77382-2007 | 1/15/2016 5:20 PM |
| 277 | 77380-2616 | 1/15/2016 5:19 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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| 278 | 77381-6130 | 1/15/2016 4:56 PM |
| 279 | 77382 | 1/15/2016 4:47 PM |
| 280 | 77380-4606 | 1/15/2016 4:40 PM |
| 281 | 77381 | 1/15/2016 4:24 PM |
| 282 | 77381-5002 | 1/15/2016 4:23 PM |
| 283 | 77382-1184 | 1/15/2016 4:16 PM |
| 284 | 77389 | 1/15/2016 4:13 PM |
| 285 | 77382-1781 | 1/15/2016 4:08 PM |
| 286 | 77381-2991 | 1/15/2016 4:06 PM |
| 287 | 77382-5305 | 1/15/2016 4:05 PM |
| 288 | 77382-1143 | 1/15/2016 3:51 PM |
| 289 | 77382-2850 | 1/15/2016 2:55 PM |
| 290 | 77382-1319 | 1/15/2016 2:04 PM |
| 291 | 77382-5376 | 1/15/2016 11:53 AM |
| 292 | 77381-3110 | 1/15/2016 10:55 AM |
| 293 | 77382 | 1/15/2016 10:55 AM |
| 294 | 77380 | 1/15/2016 9:48 AM |
| 295 | 77381-4063 | 1/15/2016 9:31 AM |
| 296 | 77380 | 1/15/2016 8:13 AM |
| 297 | 77381-3340 | 1/14/2016 11:02 PM |
| 298 | 773811048 | 1/14/2016 9:59 PM |
| 299 | 77382 | 1/14/2016 9:54 PM |
| 300 | 77382-1786 | 1/14/2016 9:53 PM |
| 301 | 77380 | 1/14/2016 9:46 PM |
| 302 | 77382-5731 | 1/14/2016 9:23 PM |
| 303 | 77381 | 1/14/2016 9:14 PM |
| 304 | 77380 | 1/14/2016 9:09 PM |
| 305 | 77381 | 1/14/2016 9:04 PM |
| 306 | 773814496 | 1/14/2016 8:19 PM |
| 307 | 77381-3159 | 1/14/2016 7:35 PM |
| 308 | 77381-3165 | 1/14/2016 6:33 PM |
| 309 | 77382 | 1/14/2016 5:54 PM |
| 310 | 77389 | 1/14/2016 5:24 PM |
| 311 | 77382 | 1/14/2016 5:02 PM |
| 312 | 77381-4743 | 1/14/2016 2:15 PM |
| 313 | 77007 | 1/14/2016 11:29 AM |
| 314 | 77380-3747 | 1/14/2016 9:15 AM |
| 315 | 77381-4334 | 1/14/2016 6:29 AM |
| 316 | 77384 | 1/13/2016 10:42 PM |
| 317 | 77382-1227 | 1/13/2016 7:43 PM |
| 318 | 77381 | 1/13/2016 7:29 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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|-----|------------|--------------------|
| 319 | 77384-5046 | 1/13/2016 6:23 PM |
| 320 | 77382-1746 | 1/13/2016 2:30 PM |
| 321 | 77381 | 1/13/2016 1:45 PM |
| 322 | 77381/2609 | 1/13/2016 1:39 PM |
| 323 | 77381-2931 | 1/13/2016 1:30 PM |
| 324 | 77380 | 1/13/2016 12:27 PM |
| 325 | 77382 | 1/13/2016 12:11 PM |
| 326 | 77382-4200 | 1/13/2016 11:53 AM |
| 327 | 773822611 | 1/13/2016 10:55 AM |
| 328 | 77382-2698 | 1/13/2016 10:38 AM |
| 329 | 77382-1228 | 1/13/2016 10:31 AM |
| 330 | 77381-5100 | 1/13/2016 10:12 AM |
| 331 | 77382 | 1/13/2016 10:09 AM |
| 332 | 77382 | 1/13/2016 7:47 AM |
| 333 | 77382-1506 | 1/12/2016 11:44 PM |
| 334 | 77382 | 1/12/2016 11:32 PM |
| 335 | 77381 | 1/12/2016 11:09 PM |
| 336 | 77354 | 1/12/2016 9:18 PM |
| 337 | 77384 | 1/12/2016 8:32 PM |
| 338 | 77385 | 1/12/2016 7:48 PM |
| 339 | 77389-2929 | 1/12/2016 7:38 PM |
| 340 | 77381-2628 | 1/12/2016 7:30 PM |
| 341 | 77354 | 1/12/2016 6:02 PM |
| 342 | 77381-6227 | 1/12/2016 5:04 PM |
| 343 | 773822516 | 1/12/2016 5:02 PM |
| 344 | 77382-4017 | 1/12/2016 2:56 PM |
| 345 | 77380-2669 | 1/12/2016 12:39 PM |
| 346 | 77382 | 1/12/2016 11:02 AM |
| 347 | 77382 | 1/12/2016 10:50 AM |
| 348 | 77382-1795 | 1/12/2016 10:43 AM |
| 349 | 77302-3155 | 1/12/2016 10:16 AM |
| 350 | 77382-2736 | 1/12/2016 10:05 AM |
| 351 | 77381-3852 | 1/12/2016 9:44 AM |
| 352 | 77382-5908 | 1/12/2016 9:33 AM |
| 353 | 77389-5333 | 1/12/2016 9:26 AM |
| 354 | 77381-1304 | 1/12/2016 9:19 AM |
| 355 | 77380 | 1/12/2016 9:15 AM |
| 356 | 77382-1306 | 1/12/2016 8:56 AM |
| 357 | 77375-4670 | 1/12/2016 7:20 AM |
| 358 | 773821414 | 1/11/2016 11:24 PM |
| 359 | 77382-1207 | 1/11/2016 9:37 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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| 360 | 77381 | 1/11/2016 9:08 PM |
| 361 | 77382-5374 | 1/11/2016 8:20 PM |
| 362 | 77382 | 1/11/2016 6:12 PM |
| 363 | 77381-3504 | 1/11/2016 3:41 PM |
| 364 | 77382 | 1/11/2016 2:12 PM |
| 365 | 77382 | 1/11/2016 1:04 PM |
| 366 | 77380-2860 | 1/11/2016 9:15 AM |
| 367 | 77380-1383 | 1/11/2016 7:50 AM |
| 368 | 77389 | 1/11/2016 7:36 AM |
| 369 | 77388-2938 | 1/11/2016 7:30 AM |
| 370 | 77354 | 1/11/2016 6:55 AM |
| 371 | 77381 | 1/11/2016 5:44 AM |
| 372 | 77380-3933 | 1/10/2016 8:57 PM |
| 373 | 77381-3501 | 1/10/2016 8:49 PM |
| 374 | 77381 | 1/10/2016 8:42 PM |
| 375 | 77381 | 1/10/2016 5:12 PM |
| 376 | 773812905 | 1/10/2016 5:03 PM |
| 377 | 77382-5018 | 1/10/2016 4:25 PM |
| 378 | 77382-2816 | 1/10/2016 12:50 PM |
| 379 | 77382-1281 | 1/10/2016 12:29 PM |
| 380 | 77381-3810 | 1/10/2016 10:28 AM |
| 381 | 77380-2860 | 1/10/2016 9:56 AM |
| 382 | 77382 | 1/10/2016 9:44 AM |
| 383 | 77381-2789 | 1/9/2016 9:10 PM |
| 384 | 77384 | 1/9/2016 8:46 PM |
| 385 | 77389 | 1/9/2016 8:25 PM |
| 386 | 77382-1780 | 1/9/2016 7:13 PM |
| 387 | 77382 | 1/9/2016 4:29 PM |
| 388 | 77381-4772 | 1/9/2016 3:07 PM |
| 389 | 77380 | 1/9/2016 1:51 PM |
| 390 | 77381-2789 | 1/9/2016 12:25 PM |
| 391 | 77381-6323 | 1/9/2016 9:42 AM |
| 392 | 77382-5744 | 1/9/2016 9:31 AM |
| 393 | 77385-4996 | 1/9/2016 9:21 AM |
| 394 | 77382-1088 | 1/8/2016 9:36 PM |
| 395 | 77381-3859 | 1/8/2016 9:08 PM |
| 396 | 77385-3544 | 1/8/2016 5:43 PM |
| 397 | 77381-3710 | 1/8/2016 5:34 PM |
| 398 | 77381-3105 | 1/8/2016 4:34 PM |
| 399 | 77384 | 1/8/2016 4:33 PM |
| 400 | 77380-1833 | 1/8/2016 1:19 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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| 401 | 77382-5831 | 1/8/2016 9:21 AM |
| 402 | 77380 | 1/8/2016 9:06 AM |
| 403 | 77380-1833 | 1/8/2016 9:01 AM |
| 404 | 77380 | 1/7/2016 9:52 PM |
| 405 | 77381 | 1/7/2016 8:14 PM |
| 406 | 77380-1488 | 1/7/2016 7:08 PM |
| 407 | 77380 | 1/7/2016 7:01 PM |
| 408 | 77389-4328 | 1/7/2016 6:55 PM |
| 409 | 77389-4086 | 1/7/2016 6:25 PM |
| 410 | 77382-1357 | 1/7/2016 6:04 PM |
| 411 | 77380-4617 | 1/7/2016 5:16 PM |
| 412 | 77382-1199 | 1/7/2016 2:24 PM |
| 413 | 77382 | 1/7/2016 10:54 AM |
| 414 | 77382 | 1/7/2016 9:37 AM |
| 415 | 77381 | 1/7/2016 9:13 AM |
| 416 | 77381-6241 | 1/7/2016 8:53 AM |
| 417 | 77382-1514 | 1/6/2016 9:43 PM |
| 418 | 77382 | 1/6/2016 9:16 PM |
| 419 | 77382-1088 | 1/6/2016 8:00 PM |
| 420 | 77382-1088 | 1/6/2016 7:53 PM |
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| 422 | 77380-0942 | 1/6/2016 6:56 PM |
| 423 | 77328-5353 | 1/6/2016 5:00 PM |
| 424 | 77381-6008 | 1/6/2016 4:33 PM |
| 425 | 77381-2595 | 1/6/2016 4:23 PM |
| 426 | 6 almond branch place 77382 | 1/6/2016 3:58 PM |
| 427 | 77385-3532 | 1/6/2016 3:41 PM |
| 428 | 77380 | 1/6/2016 3:15 PM |
| 429 | 77382-2796 | 1/6/2016 1:55 PM |
| 430 | 77382-2871 | 1/6/2016 1:53 PM |
| 431 | 77381 | 1/6/2016 1:53 PM |
| 432 | 77382-1281 | 1/6/2016 12:11 PM |
| 433 | 77380-1328 | 1/6/2016 11:06 AM |
| 434 | 77389-5246 | 1/6/2016 10:39 AM |
| 435 | 77382 | 1/6/2016 10:19 AM |
| 436 | 77382 | 1/6/2016 9:59 AM |
| 437 | 77382-2696 | 1/6/2016 9:31 AM |
| 438 | 77382 | 1/6/2016 8:33 AM |
| 439 | 77384 | 1/6/2016 8:25 AM |
| 440 | 77381-3336 | 1/6/2016 7:15 AM |
| 441 | 77365 | 1/5/2016 9:57 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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|-----|------------|-------------------|
| 442 | 773814036 | 1/5/2016 9:44 PM |
| 443 | 77380-1327 | 1/5/2016 8:42 PM |
| 444 | 77380-4057 | 1/5/2016 7:18 PM |
| 445 | 77381-6224 | 1/5/2016 5:40 PM |
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| 447 | 77381-6244 | 1/5/2016 5:31 PM |
| 448 | 77381-2807 | 1/5/2016 5:18 PM |
| 449 | 77380-1545 | 1/5/2016 5:12 PM |
| 450 | 77382-1424 | 1/5/2016 4:27 PM |
| 451 | 77381-3190 | 1/5/2016 4:05 PM |
| 452 | 773814157 | 1/5/2016 3:12 PM |
| 453 | 77382-2606 | 1/5/2016 3:07 PM |
| 454 | 77381-3190 | 1/5/2016 3:04 PM |
| 455 | 77380 | 1/5/2016 2:50 PM |
| 456 | 77382-1082 | 1/5/2016 2:32 PM |
| 457 | 77382-1285 | 1/5/2016 2:07 PM |
| 458 | 77380 | 1/5/2016 2:04 PM |
| 459 | 77382-1286 | 1/5/2016 1:36 PM |
| 460 | 77382 | 1/5/2016 1:27 PM |
| 461 | 77380 | 1/5/2016 1:13 PM |
| 462 | 773821605 | 1/5/2016 1:04 PM |
| 463 | 77381 | 1/5/2016 12:50 PM |
| 464 | 77380-3675 | 1/5/2016 12:42 PM |
| 465 | 77382-2794 | 1/5/2016 12:36 PM |
| 466 | 77381 | 1/5/2016 12:29 PM |
| 467 | 77381-6446 | 1/5/2016 12:23 PM |
| 468 | 77382-2836 | 1/5/2016 12:22 PM |
| 469 | 77389 | 1/5/2016 11:59 AM |
| 470 | 77380-1815 | 1/5/2016 11:53 AM |
| 471 | 77382-1496 | 1/5/2016 11:19 AM |
| 472 | 77007 | 1/5/2016 11:07 AM |
| 473 | 77375 | 1/5/2016 10:07 AM |
| 474 | 77007-7051 | 1/5/2016 9:53 AM |
| 475 | 77389 | 1/5/2016 9:36 AM |
| 476 | 77381-3081 | 1/5/2016 9:10 AM |
| 477 | 77381-3808 | 1/5/2016 8:56 AM |
| 478 | 77006-5903 | 1/5/2016 8:38 AM |
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| 480 | 77007 | 1/5/2016 8:21 AM |
| 481 | 77380-1716 | 1/5/2016 8:15 AM |
| 482 | 77301 | 1/5/2016 8:07 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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| 483 | 77382 | 1/5/2016 8:01 AM |
| 484 | 77381-4361 | 1/5/2016 7:59 AM |
| 485 | 77381-3636 | 1/5/2016 7:48 AM |
| 486 | 77375 | 1/5/2016 7:48 AM |
| 487 | 77389-4161 | 1/5/2016 7:47 AM |
| 488 | 77380-1250 | 1/5/2016 7:46 AM |
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| 491 | 773822724 | 1/4/2016 8:22 PM |
| 492 | 77380 | 1/4/2016 7:32 PM |
| 493 | 77389 | 1/4/2016 6:26 PM |
| 494 | 77379-2435 | 1/4/2016 6:25 PM |
| 495 | 77382-1317 | 1/4/2016 6:15 PM |
| 496 | 77381 | 1/4/2016 4:25 PM |
| 497 | 77384-5057 | 1/4/2016 3:27 PM |
| 498 | 77382-5354 | 1/4/2016 3:20 PM |
| 499 | 77380-3299 | 1/4/2016 2:59 PM |
| 500 | 77381-4826 | 1/4/2016 2:54 PM |
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| 504 | 77381-6106 | 1/4/2016 1:00 PM |
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| 510 | 77382-1304 | 1/4/2016 9:47 AM |
| 511 | 77382 | 1/4/2016 8:21 AM |
| 512 | 77382-4007 | 1/4/2016 8:18 AM |
| 513 | 77381-4832 | 1/4/2016 8:08 AM |
| 514 | 77381-6502 | 1/4/2016 5:30 AM |
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| 516 | 77381 | 1/3/2016 9:24 PM |
| 517 | 77381 | 1/3/2016 8:53 PM |
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| 519 | 77381-6166 | 1/3/2016 5:55 PM |
| 520 | 77382-1018 | 1/3/2016 5:33 PM |
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| 522 | 77381-6234 | 1/3/2016 2:15 PM |
| 523 | 77381-5125 | 1/3/2016 12:55 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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| 524 | 77380 | 1/3/2016 12:43 PM |
| 525 | 77381 | 1/3/2016 11:21 AM |
| 526 | 77381-6256 | 1/3/2016 11:17 AM |
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| 528 | 77381-4602 | 1/3/2016 9:12 AM |
| 529 | 77389 | 1/3/2016 8:28 AM |
| 530 | 77381 | 1/3/2016 6:55 AM |
| 531 | 77354 | 1/2/2016 11:37 PM |
| 532 | 77382-1517 | 1/2/2016 10:06 PM |
| 533 | 77389 | 1/2/2016 8:29 PM |
| 534 | 77375 | 1/2/2016 8:21 PM |
| 535 | 77381-4749 | 1/2/2016 7:53 PM |
| 536 | 77382 | 1/2/2016 7:06 PM |
| 537 | 77381 | 1/2/2016 7:00 PM |
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| 539 | 77375-4923 | 1/2/2016 5:59 PM |
| 540 | 77382-1024 | 1/2/2016 5:24 PM |
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| 553 | 77381-2866 | 1/2/2016 8:00 AM |
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| 555 | 77381-6619 | 1/1/2016 7:27 PM |
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| 560 | 77375-4966 | 1/1/2016 3:09 PM |
| 561 | 77381-3215 | 1/1/2016 2:54 PM |
| 562 | 77374 | 1/1/2016 2:19 PM |
| 563 | 77375-4837 | 1/1/2016 1:23 PM |
| 564 | 77385-3454 | 1/1/2016 1:02 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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|-----|------------|---------------------|
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| 570 | 77381-2615 | 1/1/2016 8:28 AM |
| 571 | 77381-3044 | 1/1/2016 8:21 AM |
| 572 | 77381-4016 | 12/31/2015 11:47 PM |
| 573 | 77375-4430 | 12/31/2015 8:51 PM |
| 574 | 77385-3481 | 12/31/2015 7:03 PM |
| 575 | 77381 | 12/31/2015 6:14 PM |
| 576 | 77382-1131 | 12/31/2015 5:46 PM |
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| 582 | 77381-5230 | 12/31/2015 2:45 PM |
| 583 | 77381-3336 | 12/31/2015 1:49 PM |
| 584 | 773814026 | 12/31/2015 1:01 PM |
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| 586 | 77389-2222 | 12/31/2015 11:06 AM |
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| 589 | 773844743 | 12/31/2015 8:53 AM |
| 590 | 77382-1074 | 12/31/2015 8:05 AM |
| 591 | 77384-4751 | 12/31/2015 6:24 AM |
| 592 | 77384-4764 | 12/31/2015 3:50 AM |
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| 594 | 77380 | 12/30/2015 8:03 PM |
| 595 | 77384 | 12/30/2015 7:51 PM |
| 596 | 77384-4770 | 12/30/2015 7:04 PM |
| 597 | 77354-3310 | 12/30/2015 6:20 PM |
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| 601 | 76381 | 12/30/2015 2:47 PM |
| 602 | 77382-1144 | 12/30/2015 1:37 PM |
| 603 | 77382 | 12/30/2015 1:14 PM |
| 604 | 77386-1577 | 12/30/2015 10:53 AM |
| 605 | 77389-1644 | 12/30/2015 9:59 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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|-----|------------|---------------------|
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| 607 | 77381 | 12/30/2015 4:53 AM |
| 608 | 77389-1331 | 12/29/2015 6:26 PM |
| 609 | 77386-4164 | 12/29/2015 1:39 PM |
| 610 | 77384-4917 | 12/29/2015 5:44 AM |
| 611 | 77389 | 12/28/2015 10:07 PM |
| 612 | 77382-1330 | 12/28/2015 6:28 PM |
| 613 | 77382-1165 | 12/28/2015 3:28 PM |
| 614 | 77381-2649 | 12/28/2015 1:46 PM |
| 615 | 77384-1412 | 12/28/2015 10:52 AM |
| 616 | 77388 | 12/28/2015 10:11 AM |
| 617 | 77382-1678 | 12/28/2015 8:28 AM |
| 618 | 77382 | 12/28/2015 2:05 AM |
| 619 | 77383 | 12/27/2015 4:09 PM |
| 620 | 77381-0000 | 12/27/2015 11:06 AM |
| 621 | 77380-2738 | 12/27/2015 6:51 AM |
| 622 | 77382-2557 | 12/26/2015 7:27 PM |
| 623 | 77384 | 12/26/2015 5:18 PM |
| 624 | 77381 | 12/25/2015 6:31 PM |
| 625 | 773814317 | 12/25/2015 5:38 PM |
| 626 | 77380 | 12/25/2015 3:07 PM |
| 627 | 77380 | 12/25/2015 8:07 AM |
| 628 | 773814112 | 12/24/2015 12:55 PM |
| 629 | 773821393 | 12/24/2015 12:55 PM |
| 630 | 77384 | 12/24/2015 12:37 PM |
| 631 | 77382-2789 | 12/24/2015 12:22 PM |
| 632 | 77381-4351 | 12/24/2015 12:09 PM |
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| 634 | 77381-3890 | 12/24/2015 12:02 PM |
| 635 | 77381-2832 | 12/24/2015 12:01 PM |
| 636 | 773812622 | 12/24/2015 11:56 AM |
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| 638 | 77380-2980 | 12/24/2015 11:46 AM |
| 639 | 77380 | 12/24/2015 11:42 AM |
| 640 | 77381-2668 | 12/24/2015 11:35 AM |
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| 642 | 77381-2622 | 12/24/2015 11:29 AM |
| 643 | 773814604 | 12/24/2015 11:13 AM |
| 644 | 77375-4429 | 12/24/2015 10:30 AM |
| 645 | 77382 | 12/24/2015 10:26 AM |
| 646 | 77380-3168 | 12/24/2015 10:10 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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| 648 | 773814468 | 12/24/2015 9:40 AM |
| 649 | 77382-2637 | 12/24/2015 9:33 AM |
| 650 | 77381-1120 | 12/24/2015 9:11 AM |
| 651 | 77316 | 12/24/2015 8:10 AM |
| 652 | 77381-4804 | 12/24/2015 8:08 AM |
| 653 | 773831157 | 12/24/2015 7:39 AM |
| 654 | 77382 | 12/24/2015 7:20 AM |
| 655 | 77389-2030 | 12/24/2015 7:15 AM |
| 656 | 773812580 | 12/24/2015 6:36 AM |
| 657 | 77382-5820 | 12/23/2015 10:37 PM |
| 658 | 77382-1081 | 12/23/2015 10:10 PM |
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| 660 | 77381-4724 | 12/23/2015 6:45 PM |
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| 662 | 77381-4556 | 12/23/2015 3:11 PM |
| 663 | 77381 | 12/23/2015 2:47 PM |
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| 665 | 77382 | 12/23/2015 1:41 PM |
| 666 | 77381-3121 | 12/23/2015 12:48 PM |
| 667 | 77381-6624 | 12/23/2015 11:08 AM |
| 668 | 77382-5776 | 12/23/2015 9:51 AM |
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| 671 | 77389-4396 | 12/23/2015 7:56 AM |
| 672 | 77382 | 12/23/2015 7:20 AM |
| 673 | 77381 | 12/23/2015 4:09 AM |
| 674 | 77382 | 12/23/2015 12:32 AM |
| 675 | 77381-3712 | 12/23/2015 12:02 AM |
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| 677 | 77381 | 12/22/2015 10:47 PM |
| 678 | 77382-2822 | 12/22/2015 10:34 PM |
| 679 | 773816649 | 12/22/2015 10:34 PM |
| 680 | 77380 | 12/22/2015 10:25 PM |
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| 682 | 77355 | 12/22/2015 9:46 PM |
| 683 | 77381-4045 | 12/22/2015 9:46 PM |
| 684 | 77382 | 12/22/2015 9:45 PM |
| 685 | 77381-4319 | 12/22/2015 9:33 PM |
| 686 | 77389-5090 | 12/22/2015 9:29 PM |
| 687 | 77381 | 12/22/2015 9:14 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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| 688 | 773542246 | 12/22/2015 8:53 PM |
| 689 | 77382 | 12/22/2015 8:10 PM |
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| 691 | 77382-1450 | 12/22/2015 6:49 PM |
| 692 | 77382-5734 | 12/22/2015 6:29 PM |
| 693 | 77381-2803 | 12/22/2015 6:11 PM |
| 694 | 77389-5283 | 12/22/2015 6:05 PM |
| 695 | 77380-3376 | 12/22/2015 5:51 PM |
| 696 | 77382-5027 | 12/22/2015 5:45 PM |
| 697 | 77382 1012 | 12/22/2015 5:14 PM |
| 698 | 77389-7593 | 12/22/2015 5:00 PM |
| 699 | 77381 | 12/22/2015 4:06 PM |
| 700 | 77381-2696 | 12/22/2015 2:35 PM |
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| 706 | 77382-1073 | 12/22/2015 12:58 PM |
| 707 | 77386-8494 | 12/22/2015 12:49 PM |
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| 710 | 77381-4754 | 12/22/2015 11:45 AM |
| 711 | 77382-1652 | 12/22/2015 10:51 AM |
| 712 | 77381 | 12/22/2015 9:56 AM |
| 713 | 77382-5302 | 12/22/2015 9:30 AM |
| 714 | 77381 | 12/22/2015 9:19 AM |
| 715 | 77380 | 12/22/2015 9:14 AM |
| 716 | 77375-3102 | 12/22/2015 9:13 AM |
| 717 | 77380-3135 | 12/22/2015 8:58 AM |
| 718 | 77388-5312 | 12/22/2015 8:40 AM |
| 719 | 77385 | 12/22/2015 8:37 AM |
| 720 | 77382-2526 | 12/22/2015 8:07 AM |
| 721 | 77382-1301 | 12/22/2015 5:28 AM |
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| 725 | 77381 | 12/21/2015 7:39 PM |
| 726 | 77380-3907 | 12/21/2015 4:30 PM |
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The Woodlands Township Pedestrian and Bicycle Master Plan

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| 729 | 77382 | 12/21/2015 2:24 PM |
| 730 | 77382 | 12/21/2015 1:58 PM |
| 731 | 77384-3584 | 12/21/2015 1:24 PM |
| 732 | 77382 | 12/21/2015 12:51 PM |
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| 734 | 77380-3917 | 12/21/2015 11:30 AM |
| 735 | 77384-4752 | 12/21/2015 11:03 AM |
| 736 | 77382 | 12/21/2015 10:55 AM |
| 737 | 773822508 | 12/21/2015 10:44 AM |
| 738 | 77382 | 12/21/2015 10:43 AM |
| 739 | 77382 | 12/21/2015 10:41 AM |
| 740 | 77380-1433 | 12/21/2015 10:37 AM |
| 741 | 77381 | 12/21/2015 10:28 AM |
| 742 | 77382 | 12/21/2015 10:02 AM |
| 743 | 77389 | 12/21/2015 9:04 AM |
| 744 | 77302-4146 | 12/21/2015 8:48 AM |
| 745 | 77380-3674 | 12/21/2015 8:42 AM |
| 746 | 77382-1082 | 12/21/2015 8:28 AM |
| 747 | 77380 | 12/21/2015 7:37 AM |
| 748 | 77381 | 12/21/2015 6:58 AM |
| 749 | 77382-2597 | 12/21/2015 6:06 AM |
| 750 | 77386-2832 | 12/21/2015 5:44 AM |
| 751 | 7728` | 12/21/2015 12:53 AM |
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| 757 | 77382 | 12/20/2015 8:08 PM |
| 758 | 77381 | 12/20/2015 6:37 PM |
| 759 | 77354-3357 | 12/20/2015 5:50 PM |
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| 764 | 77382 | 12/20/2015 3:21 PM |
| 765 | 77381 | 12/20/2015 1:51 PM |
| 766 | 77381 | 12/20/2015 11:28 AM |
| 767 | 77382-2618 | 12/20/2015 11:23 AM |
| 768 | 77382 | 12/20/2015 11:08 AM |
| 769 | 77382-5901 | 12/20/2015 8:58 AM |

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| 770 | 77382 | 12/20/2015 8:49 AM |
| 771 | 77382 | 12/20/2015 8:45 AM |
| 772 | 77381-3116 | 12/20/2015 7:20 AM |
| 773 | 77381 | 12/20/2015 6:49 AM |
| 774 | 77380-1300 | 12/20/2015 6:40 AM |
| 775 | 77386-3074 | 12/20/2015 3:43 AM |
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| 777 | 77381 | 12/19/2015 8:15 PM |
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| 780 | 77381 | 12/19/2015 6:15 PM |
| 781 | 77382 | 12/19/2015 6:04 PM |
| 782 | 77381 4828 | 12/19/2015 5:15 PM |
| 783 | 77381 2531 | 12/19/2015 3:47 PM |
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| 787 | 773854612 | 12/19/2015 3:11 PM |
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| 789 | 77382 | 12/19/2015 1:49 PM |
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| 791 | 77382-2036 | 12/19/2015 1:39 PM |
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| 809 | 773816103 | 12/16/2015 10:12 PM |
| 810 | 77382 | 12/16/2015 8:59 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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| 812 | 77381-2633 | 12/16/2015 4:05 PM |
| 813 | 77381-2633 | 12/16/2015 4:00 PM |
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| 815 | 77385-3685 | 12/16/2015 2:06 PM |
| 816 | 77381-2866 | 12/16/2015 2:02 PM |
| 817 | 77381-4516 | 12/16/2015 1:54 PM |
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| 819 | 77386-3752 | 12/16/2015 1:09 PM |
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| 821 | 77380 | 12/16/2015 12:20 PM |
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| 823 | 77381-5159 | 12/16/2015 11:37 AM |
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| 826 | 77380-4207 | 12/16/2015 8:50 AM |
| 827 | 77382-1781 | 12/16/2015 8:38 AM |
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| 830 | 77381-3292 | 12/15/2015 8:31 PM |
| 831 | 77381-1402 | 12/15/2015 8:15 PM |
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| 834 | 77381-6336 | 12/15/2015 5:50 PM |
| 835 | 77389-2702 | 12/15/2015 5:03 PM |
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| 837 | 773822616 | 12/15/2015 4:19 PM |
| 838 | 77381-3210 | 12/15/2015 3:06 PM |
| 839 | 77381-4302 | 12/15/2015 3:02 PM |
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| 841 | 77381-4504 | 12/15/2015 2:40 PM |
| 842 | 77382 | 12/15/2015 2:33 PM |
| 843 | 77382-2514 | 12/15/2015 2:25 PM |
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| 846 | 77381-4314 | 12/15/2015 1:48 PM |
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| 851 | 77381-3336 | 12/14/2015 2:33 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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| 852 | 77381-3085 | 12/14/2015 1:18 PM |
| 853 | 77382-2049 | 12/14/2015 10:13 AM |
| 854 | 77381 | 12/14/2015 3:48 AM |
| 855 | 77380 | 12/13/2015 7:16 PM |
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| 857 | 77381-2616 | 12/13/2015 12:08 PM |
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| 859 | 7738-4605 | 12/12/2015 3:58 PM |
| 860 | 773814804 | 12/12/2015 3:33 PM |
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| 862 | 77381-3269 | 12/12/2015 10:52 AM |
| 863 | 77382 | 12/12/2015 10:39 AM |
| 864 | 77382 | 12/12/2015 8:17 AM |
| 865 | 77380-3675 | 12/12/2015 7:46 AM |
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| 867 | 77380 | 12/12/2015 4:33 AM |
| 868 | 77382-2054 | 12/11/2015 10:48 PM |
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| 871 | 77381-4172 | 12/11/2015 5:31 PM |
| 872 | 77381-2524 | 12/11/2015 5:21 PM |
| 873 | 77382-2041 | 12/11/2015 4:55 PM |
| 874 | 77381-6153 | 12/11/2015 4:49 PM |
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| 876 | 77381-3890 | 12/11/2015 4:29 PM |
| 877 | 778322007 | 12/11/2015 4:25 PM |
| 878 | 77380-1678 | 12/11/2015 4:12 PM |
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| 880 | 77381-3074 | 12/11/2015 3:27 PM |
| 881 | 77381-2649 | 12/11/2015 1:32 PM |
| 882 | 77386 | 12/11/2015 10:53 AM |
| 883 | 77386-2828 | 12/11/2015 9:36 AM |
| 884 | 77381-3244 | 12/11/2015 7:54 AM |
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| 886 | 77384-5056 | 12/9/2015 12:19 PM |
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| 888 | 77382-7004 | 12/8/2015 5:53 PM |
| 889 | 77380 | 12/8/2015 3:42 PM |
| 890 | 77380 | 12/8/2015 12:30 PM |
| 891 | 77381 | 12/8/2015 4:20 AM |
| 892 | 77389-5124 | 12/7/2015 4:34 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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|-----|------------|--------------------|
| 893 | 77380-2605 | 12/7/2015 2:39 PM |
| 894 | 77384 | 12/7/2015 2:26 PM |
| 895 | 77381 | 12/7/2015 2:11 PM |
| 896 | 77381-2825 | 12/7/2015 10:44 AM |
| 897 | 77316-1747 | 12/7/2015 8:35 AM |
| 898 | 77375 | 12/7/2015 7:47 AM |
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| 900 | 77389-5097 | 12/6/2015 7:53 PM |
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| 902 | 77389-4980 | 12/6/2015 2:27 PM |
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| 904 | 77375-4474 | 12/6/2015 11:36 AM |
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| 906 | 77389 | 12/6/2015 10:26 AM |
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| 908 | 77382-1632 | 12/6/2015 9:13 AM |
| 909 | 77380-2855 | 12/6/2015 8:22 AM |
| 910 | 77380-1486 | 12/6/2015 8:18 AM |
| 911 | 77389-4398 | 12/6/2015 8:18 AM |
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The Woodlands Township Pedestrian and Bicycle Master Plan

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|-----|------------|--------------------|
| 934 | 77380-3130 | 12/5/2015 9:22 AM |
| 935 | 77381-2825 | 12/5/2015 8:35 AM |
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| 940 | 77354-3357 | 12/4/2015 11:31 PM |
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| 944 | 77381-2622 | 12/4/2015 5:59 PM |
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| 950 | 77382-2504 | 12/4/2015 5:01 PM |
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| 952 | 77354-3373 | 12/4/2015 4:27 PM |
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| 956 | 77389-2157 | 12/4/2015 4:14 PM |
| 957 | 77381-4261 | 12/4/2015 4:11 PM |
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| 960 | 77380-1422 | 12/4/2015 2:05 PM |
| 961 | 77384 | 12/4/2015 12:39 PM |
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| 965 | 77389-6184 | 12/4/2015 7:19 AM |
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| 969 | 77382-1191 | 12/3/2015 10:17 PM |
| 970 | 773822847 | 12/3/2015 9:55 PM |
| 971 | 77385 | 12/3/2015 7:54 PM |
| 972 | 77380-0904 | 12/3/2015 7:28 PM |
| 973 | 77382-1330 | 12/3/2015 6:16 PM |
| 974 | 77382 | 12/3/2015 5:36 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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|------|------------|--------------------|
| 975 | 77382-7004 | 12/3/2015 5:08 PM |
| 976 | 77381 | 12/3/2015 4:59 PM |
| 977 | 77381 | 12/3/2015 4:58 PM |
| 978 | 77381-4705 | 12/3/2015 4:50 PM |
| 979 | 77384-4879 | 12/3/2015 4:38 PM |
| 980 | 77381-4519 | 12/3/2015 4:31 PM |
| 981 | 77381-4722 | 12/3/2015 4:25 PM |
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| 984 | 77380-2199 | 12/3/2015 3:37 PM |
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| 987 | 77382-5339 | 12/3/2015 2:41 PM |
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| 999 | 77381 | 12/3/2015 10:54 AM |
| 1000 | 77381 | 12/3/2015 10:33 AM |
| 1001 | 77382-2603 | 12/3/2015 10:25 AM |
| 1002 | 77380-1422 | 12/3/2015 10:25 AM |
| 1003 | 77381-4047 | 12/3/2015 10:24 AM |
| 1004 | 77380 | 12/3/2015 10:17 AM |
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| 1007 | 773754985 | 12/3/2015 9:10 AM |
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| 1011 | 77389 | 12/3/2015 6:18 AM |
| 1012 | 77380 | 12/3/2015 2:00 AM |
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The Woodlands Township Pedestrian and Bicycle Master Plan

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|------|------------|--------------------|
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| 1017 | 77382-1330 | 12/2/2015 5:00 PM |
| 1018 | 77382-1429 | 12/2/2015 4:44 PM |
| 1019 | 77389 | 12/2/2015 3:50 PM |
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| 1023 | 77389-4328 | 12/2/2015 2:11 PM |
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| 1027 | 77375-4965 | 12/2/2015 8:32 AM |
| 1028 | 77385-3550 | 12/2/2015 7:39 AM |
| 1029 | 77375-4478 | 12/2/2015 7:28 AM |
| 1030 | 77382-1114 | 12/1/2015 9:44 PM |
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| 1034 | 77381-3808 | 12/1/2015 7:28 PM |
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| 1041 | 77375 | 12/1/2015 12:34 PM |
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| 1044 | 77385-3458 | 12/1/2015 11:05 AM |
| 1045 | 77375-5056 | 12/1/2015 10:43 AM |
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| 1049 | 77381-3808 | 12/1/2015 10:05 AM |
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| 1052 | 77389-4394 | 12/1/2015 9:50 AM |
| 1053 | 77354 | 12/1/2015 9:42 AM |
| 1054 | 77381 | 12/1/2015 9:34 AM |
| 1055 | 77389 | 12/1/2015 9:32 AM |
| 1056 | 77389-2025 | 12/1/2015 9:19 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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|------|------------|---------------------|
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| 1059 | 77389 | 12/1/2015 9:04 AM |
| 1060 | 77375 | 12/1/2015 9:00 AM |
| 1061 | 77375 | 12/1/2015 8:51 AM |
| 1062 | 77375-4478 | 12/1/2015 8:51 AM |
| 1063 | 77389 | 12/1/2015 8:47 AM |
| 1064 | 77381 | 12/1/2015 8:17 AM |
| 1065 | 77381-2973 | 12/1/2015 8:13 AM |
| 1066 | 77389-2027 | 12/1/2015 8:13 AM |
| 1067 | 77382 | 12/1/2015 8:10 AM |
| 1068 | 77380-2488 | 12/1/2015 8:07 AM |
| 1069 | 77389-2630 | 12/1/2015 8:07 AM |
| 1070 | 77375 | 12/1/2015 7:48 AM |
| 1071 | 77389-5313 | 12/1/2015 7:42 AM |
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| 1074 | 77389 | 12/1/2015 6:38 AM |
| 1075 | 77389 | 12/1/2015 6:29 AM |
| 1076 | 773892035 | 12/1/2015 6:21 AM |
| 1077 | 77389-2158 | 12/1/2015 5:47 AM |
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| 1092 | 77389-4964 | 11/30/2015 10:03 PM |
| 1093 | 77389-6933 | 11/30/2015 9:58 PM |
| 1094 | 77389-4389 | 11/30/2015 9:52 PM |
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| 1097 | 77389-2855 | 11/30/2015 9:43 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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|------|------------|--------------------|
| 1098 | 77389 | 11/30/2015 9:38 PM |
| 1099 | 77389-2021 | 11/30/2015 9:36 PM |
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| 1106 | 77389-1584 | 11/30/2015 9:04 PM |
| 1107 | 773894956 | 11/30/2015 9:02 PM |
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| 1109 | 77389-4889 | 11/30/2015 8:57 PM |
| 1110 | 77389 | 11/30/2015 8:55 PM |
| 1111 | 77375-4884 | 11/30/2015 8:49 PM |
| 1112 | 77389 | 11/30/2015 8:48 PM |
| 1113 | 77389 | 11/30/2015 8:43 PM |
| 1114 | 77389 | 11/30/2015 8:42 PM |
| 1115 | 77389 | 11/30/2015 8:37 PM |
| 1116 | 77389 | 11/30/2015 8:34 PM |
| 1117 | 77389-5824 | 11/30/2015 8:27 PM |
| 1118 | 77375-1464 | 11/30/2015 8:26 PM |
| 1119 | 773752946 | 11/30/2015 8:22 PM |
| 1120 | 77375-4977 | 11/30/2015 8:22 PM |
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| 1122 | 77389-2864 | 11/30/2015 8:10 PM |
| 1123 | 77389 | 11/30/2015 8:08 PM |
| 1124 | 77389-5131 | 11/30/2015 8:07 PM |
| 1125 | 77389 | 11/30/2015 8:05 PM |
| 1126 | 77382-1028 | 11/30/2015 8:02 PM |
| 1127 | 77389-4963 | 11/30/2015 7:57 PM |
| 1128 | 77389-2027 | 11/30/2015 7:50 PM |
| 1129 | 77375-4965 | 11/30/2015 7:49 PM |
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| 1131 | 77389 | 11/30/2015 7:44 PM |
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| 1133 | 77375 | 11/30/2015 7:42 PM |
| 1134 | 77389-6933 | 11/30/2015 7:26 PM |
| 1135 | 77380-3134 | 11/30/2015 7:21 PM |
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| 1139 | 77389 | 11/30/2015 7:16 PM |
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| 1145 | 77389 | 11/30/2015 7:02 PM |
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| 1148 | 77389-6933 | 11/30/2015 6:50 PM |
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| 1153 | 77389-2030 | 11/30/2015 6:41 PM |
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| 1155 | 77375 | 11/30/2015 6:39 PM |
| 1156 | 77389 | 11/30/2015 6:37 PM |
| 1157 | 77389-4887 | 11/30/2015 6:36 PM |
| 1158 | 77389-2024 | 11/30/2015 6:34 PM |
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| 1164 | 77375 | 11/30/2015 6:23 PM |
| 1165 | 77375-3106 | 11/30/2015 6:19 PM |
| 1166 | 77389-4964 | 11/30/2015 6:16 PM |
| 1167 | 77381 | 11/30/2015 6:15 PM |
| 1168 | 77389 | 11/30/2015 6:10 PM |
| 1169 | 77389 | 11/30/2015 6:09 PM |
| 1170 | 77389-2023 | 11/30/2015 6:07 PM |
| 1171 | 77389 | 11/30/2015 6:00 PM |
| 1172 | 77389 | 11/30/2015 6:00 PM |
| 1173 | 77389-5339 | 11/30/2015 5:59 PM |
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| 1179 | 77375-4863 | 11/30/2015 5:31 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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|------|------------|---------------------|
| 1180 | 77375 | 11/30/2015 5:25 PM |
| 1181 | 773821101 | 11/30/2015 8:22 AM |
| 1182 | 77389 | 11/29/2015 6:03 PM |
| 1183 | 77381 | 11/29/2015 1:05 PM |
| 1184 | 77316-6738 | 11/28/2015 7:06 PM |
| 1185 | 77281 | 11/27/2015 7:58 AM |
| 1186 | 77381 | 11/27/2015 3:22 AM |
| 1187 | 77384 | 11/26/2015 8:28 AM |
| 1188 | 77382-2683 | 11/25/2015 5:57 PM |
| 1189 | 77380-4616 | 11/25/2015 4:53 PM |
| 1190 | 77380 | 11/25/2015 10:04 AM |
| 1191 | 77381-4618 | 11/25/2015 9:57 AM |
| 1192 | 77382-1160 | 11/25/2015 8:20 AM |
| 1193 | 77382-2506 | 11/24/2015 10:31 PM |
| 1194 | 77381-6415 | 11/24/2015 10:28 PM |
| 1195 | 773812561 | 11/24/2015 9:08 PM |
| 1196 | 77380-1103 | 11/24/2015 7:38 PM |
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| 1198 | 77380-1736 | 11/24/2015 5:55 PM |
| 1199 | 77389-4915 | 11/24/2015 4:20 PM |
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| 1204 | 77381-6336 | 11/24/2015 11:47 AM |
| 1205 | 77380 | 11/24/2015 10:40 AM |
| 1206 | 77389-3689 | 11/24/2015 9:56 AM |
| 1207 | 77381/4456 | 11/24/2015 9:54 AM |
| 1208 | 77382-2725 | 11/24/2015 9:32 AM |
| 1209 | 77389 | 11/24/2015 9:22 AM |
| 1210 | 77380 | 11/24/2015 9:19 AM |
| 1211 | 77382-1188 | 11/24/2015 9:15 AM |
| 1212 | 77385 | 11/24/2015 9:15 AM |
| 1213 | 77381 | 11/24/2015 8:38 AM |
| 1214 | 77354-3824 | 11/24/2015 8:36 AM |
| 1215 | 77380 | 11/24/2015 8:22 AM |
| 1216 | 77385 | 11/24/2015 7:57 AM |
| 1217 | 77382-1746 | 11/24/2015 6:42 AM |
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| 1219 | 77380-1730 | 11/23/2015 10:36 PM |
| 1220 | 77354-0000 | 11/23/2015 10:31 PM |

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|------|------------|---------------------|
| 1221 | 77384-3860 | 11/23/2015 10:27 PM |
| 1222 | 77304 | 11/23/2015 10:23 PM |
| 1223 | 77380-3993 | 11/23/2015 9:38 PM |
| 1224 | 77380 | 11/23/2015 8:37 PM |
| 1225 | 77381-4772 | 11/23/2015 7:48 PM |
| 1226 | 77380-2746 | 11/23/2015 6:49 PM |
| 1227 | 77380-2651 | 11/23/2015 6:39 PM |
| 1228 | 77375-3102 | 11/23/2015 6:02 PM |
| 1229 | 77382 | 11/23/2015 5:44 PM |
| 1230 | 77381-5137 | 11/23/2015 5:17 PM |
| 1231 | 77381 | 11/23/2015 4:23 PM |
| 1232 | 77380-1445 | 11/23/2015 4:13 PM |
| 1233 | 77380 | 11/23/2015 4:04 PM |
| 1234 | 77380 | 11/23/2015 3:23 PM |
| 1235 | 773816523 | 11/23/2015 3:20 PM |
| 1236 | 77380-1442 | 11/23/2015 2:36 PM |
| 1237 | 77380-1786 | 11/23/2015 2:31 PM |
| 1238 | 77380-1326 | 11/23/2015 2:05 PM |
| 1239 | 77380-1537 | 11/23/2015 1:35 PM |
| 1240 | 773801346 | 11/23/2015 1:33 PM |
| 1241 | 77380-2707 | 11/23/2015 1:29 PM |
| 1242 | 77380 | 11/23/2015 1:24 PM |
| 1243 | 77381 | 11/23/2015 1:08 PM |
| 1244 | 77382 | 11/23/2015 10:22 AM |
| 1245 | 77375-4670 | 11/23/2015 8:52 AM |
| 1246 | 77382-5831 | 11/23/2015 12:19 AM |
| 1247 | 77380-4703 | 11/22/2015 11:16 PM |
| 1248 | 77381 | 11/22/2015 6:50 PM |
| 1249 | 77380 | 11/22/2015 5:39 PM |
| 1250 | 77384 | 11/22/2015 1:09 PM |
| 1251 | 77382-4901 | 11/22/2015 11:21 AM |
| 1252 | 77382 | 11/22/2015 8:44 AM |
| 1253 | 77381-3335 | 11/22/2015 7:53 AM |
| 1254 | 77380 | 11/21/2015 7:07 PM |
| 1255 | 77354 | 11/21/2015 2:27 PM |
| 1256 | 77380 | 11/21/2015 2:15 PM |
| 1257 | 77382-4404 | 11/21/2015 1:42 PM |
| 1258 | 77380 | 11/21/2015 1:19 PM |
| 1259 | 77380-2882 | 11/21/2015 11:57 AM |
| 1260 | 77382-2541 | 11/21/2015 11:18 AM |
| 1261 | 77380-1425 | 11/21/2015 11:15 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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|------|------------|---------------------|
| 1262 | 77382-2871 | 11/21/2015 11:14 AM |
| 1263 | 77381 | 11/21/2015 10:20 AM |
| 1264 | 77382-1641 | 11/21/2015 10:17 AM |
| 1265 | 773821355 | 11/21/2015 9:16 AM |
| 1266 | 77382-1528 | 11/21/2015 9:09 AM |
| 1267 | 77380-1314 | 11/21/2015 9:05 AM |
| 1268 | 77381-4831 | 11/21/2015 8:49 AM |
| 1269 | 77381-3321 | 11/21/2015 8:25 AM |
| 1270 | 77388 | 11/21/2015 8:08 AM |
| 1271 | 77381-3306 | 11/21/2015 7:20 AM |
| 1272 | 77381 | 11/21/2015 7:13 AM |
| 1273 | 773812886 | 11/21/2015 1:43 AM |
| 1274 | 77381-4830 | 11/20/2015 11:59 PM |
| 1275 | 77386-1738 | 11/20/2015 11:28 PM |
| 1276 | 77386 | 11/20/2015 10:53 PM |
| 1277 | 77380-4206 | 11/20/2015 10:48 PM |
| 1278 | 77385-3576 | 11/20/2015 10:46 PM |
| 1279 | 77381 | 11/20/2015 10:34 PM |
| 1280 | 77382 | 11/20/2015 10:19 PM |
| 1281 | 77382-1104 | 11/20/2015 10:18 PM |
| 1282 | 77382 | 11/20/2015 10:11 PM |
| 1283 | 77382 | 11/20/2015 10:06 PM |
| 1284 | 77381 | 11/20/2015 9:47 PM |
| 1285 | 77381 | 11/20/2015 9:45 PM |
| 1286 | 77382 | 11/20/2015 9:42 PM |
| 1287 | 77381 | 11/20/2015 9:41 PM |
| 1288 | 77382-1284 | 11/20/2015 9:13 PM |
| 1289 | 77381-4552 | 11/20/2015 9:07 PM |
| 1290 | 77381-3003 | 11/20/2015 9:05 PM |
| 1291 | 77382-2831 | 11/20/2015 8:42 PM |
| 1292 | 77382-2662 | 11/20/2015 8:19 PM |
| 1293 | 773803828 | 11/20/2015 7:50 PM |
| 1294 | 77384-4856 | 11/20/2015 7:48 PM |
| 1295 | 77384-5054 | 11/20/2015 7:36 PM |
| 1296 | 77382-2515 | 11/20/2015 7:07 PM |
| 1297 | 77381-6125 | 11/20/2015 6:42 PM |
| 1298 | 77381-1405 | 11/20/2015 6:33 PM |
| 1299 | 77380-2466 | 11/20/2015 6:29 PM |
| 1300 | 77380-1250 | 11/20/2015 5:27 PM |
| 1301 | 77380 | 11/20/2015 5:12 PM |
| 1302 | 77381 | 11/20/2015 4:34 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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|------|------------|---------------------|
| 1303 | 77381 | 11/20/2015 4:34 PM |
| 1304 | 77381-2901 | 11/20/2015 4:24 PM |
| 1305 | 77381-6126 | 11/20/2015 4:07 PM |
| 1306 | 772811405 | 11/20/2015 3:56 PM |
| 1307 | 77382 | 11/20/2015 3:54 PM |
| 1308 | 773801331 | 11/20/2015 3:25 PM |
| 1309 | 77384-5061 | 11/20/2015 3:20 PM |
| 1310 | 773822508 | 11/20/2015 3:11 PM |
| 1311 | 77382 | 11/20/2015 3:10 PM |
| 1312 | 77381-1310 | 11/20/2015 2:40 PM |
| 1313 | 77382-1361 | 11/20/2015 2:40 PM |
| 1314 | 77382 | 11/20/2015 2:39 PM |
| 1315 | 77382 | 11/20/2015 2:10 PM |
| 1316 | 77381 | 11/20/2015 2:06 PM |
| 1317 | 77382 | 11/20/2015 1:56 PM |
| 1318 | 77382-5791 | 11/20/2015 1:49 PM |
| 1319 | 77389-4986 | 11/20/2015 1:48 PM |
| 1320 | 77381-4556 | 11/20/2015 1:43 PM |
| 1321 | 77382 | 11/20/2015 1:43 PM |
| 1322 | 77382 | 11/20/2015 1:35 PM |
| 1323 | 77382 4404 | 11/20/2015 1:31 PM |
| 1324 | 77381 | 11/20/2015 1:10 PM |
| 1325 | 77381-6125 | 11/20/2015 12:59 PM |
| 1326 | 77381-3532 | 11/20/2015 12:48 PM |
| 1327 | 77382-1468 | 11/20/2015 12:47 PM |
| 1328 | 77381-3036 | 11/20/2015 12:39 PM |
| 1329 | 77382 | 11/20/2015 12:34 PM |
| 1330 | 77382-5746 | 11/20/2015 12:32 PM |
| 1331 | 77381-4006 | 11/20/2015 12:28 PM |
| 1332 | 77482 | 11/20/2015 12:19 PM |
| 1333 | 77382-1227 | 11/20/2015 12:17 PM |
| 1334 | 77380-1714 | 11/20/2015 12:16 PM |
| 1335 | 77386 | 11/20/2015 12:16 PM |
| 1336 | 77382-1762 | 11/20/2015 12:15 PM |
| 1337 | 77381-3013 | 11/20/2015 12:11 PM |
| 1338 | 77381 | 11/20/2015 12:07 PM |
| 1339 | 773751073 | 11/20/2015 11:52 AM |
| 1340 | 77382 | 11/20/2015 11:50 AM |
| 1341 | 77382-4414 | 11/20/2015 11:48 AM |
| 1342 | 77381-4177 | 11/20/2015 11:45 AM |
| 1343 | 77380-3542 | 11/20/2015 11:45 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| 1344 | 77384 | 11/20/2015 11:44 AM |
|------|--|---------------------|
| 1345 | 77384 | 11/20/2015 11:35 AM |
| 1346 | 77382 | 11/20/2015 11:34 AM |
| 1347 | 77380 | 11/20/2015 11:28 AM |
| 1348 | 77380-0942 | 11/20/2015 11:26 AM |
| 1349 | 77381-4541 | 11/20/2015 11:25 AM |
| 1350 | 77381-4315 | 11/20/2015 11:25 AM |
| 1351 | 7 Jasper's Place | 11/20/2015 11:22 AM |
| 1352 | 77389-5120 | 11/20/2015 11:21 AM |
| 1353 | 77380-1898 | 11/20/2015 11:20 AM |
| 1354 | 77389-4339 | 11/20/2015 11:17 AM |
| 1355 | 77381-3116 | 11/20/2015 11:13 AM |
| 1356 | 77381-3532 | 11/20/2015 11:11 AM |
| 1357 | 77381-4448 | 11/20/2015 11:08 AM |
| # | Please provide the nearest cross streets/intersection (For example: S. Panther Creek Dr. and S. Woodstock Circle Drive). | Date |
| 1 | Split Rock Rd and Swallow Tail Ct | 2/1/2016 9:07 AM |
| 2 | Branch Crossing and Alden Bridge | 1/31/2016 10:12 PM |
| 3 | lake woodlands, golden shadow | 1/31/2016 6:24 PM |
| 4 | S. Flagstone Path Circle and Storm Mist | 1/31/2016 3:36 PM |
| 5 | sterling ridge and Thymewood | 1/31/2016 1:08 PM |
| 6 | Research Forest Dr and Cochran's Crossing Dr | 1/31/2016 10:42 AM |
| 7 | Cochran's Crossing and Lost Pond Circle | 1/31/2016 1:38 AM |
| 8 | Research Forrest and Trillium Circle | 1/30/2016 8:58 AM |
| 9 | Sawdust and Glen Loch | 1/29/2016 9:09 PM |
| 10 | South Millbend and Timberwild | 1/29/2016 2:48 PM |
| 11 | Kearny Brook Placn and Rainbow Ridge | 1/29/2016 8:37 AM |
| 12 | Research Forest and Cochranes Crossing | 1/28/2016 7:55 PM |
| 13 | indigo sky and rush ahven | 1/28/2016 5:02 PM |
| 14 | Alden Bridge and Goldenvine | 1/27/2016 7:57 PM |
| 15 | N blackjack oak Cir & acorn oak | 1/27/2016 7:30 PM |
| 16 | Alden bridge and goldenvine | 1/27/2016 7:26 PM |
| 17 | The Woodlands Parkway/Panther Creek | 1/27/2016 4:33 PM |
| 18 | Rustic View and Smokestone | 1/27/2016 1:05 PM |
| 19 | Cochran's Crossing and Palmer Woods Dr. | 1/27/2016 12:22 AM |
| 20 | Wellman | 1/26/2016 7:15 PM |
| 21 | Cochran's Crossing and Hollymead Dr | 1/26/2016 6:55 PM |
| 22 | Mystic Lake and Cochran's Crossing | 1/26/2016 5:52 PM |
| 23 | Alden Bridge & Autumn Branch | 1/26/2016 5:49 PM |
| 24 | Terramont Drive | 1/26/2016 5:47 PM |
| 25 | Research Forest | 1/26/2016 5:36 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| | | |
|----|---|--------------------|
| 26 | E. Golden Arron and Copper Sage Dr. | 1/26/2016 5:34 PM |
| 27 | Split Rock Rd and N Panther Creek | 1/26/2016 4:51 PM |
| 28 | Panther. Creek and lake woodlands | 1/26/2016 4:44 PM |
| 29 | Pinery Ridge Dr & Crownridge | 1/25/2016 8:08 PM |
| 30 | Crownridge and Willow Point | 1/25/2016 7:57 PM |
| 31 | Alden Bridge Dr and Branch Crossing | 1/25/2016 7:33 PM |
| 32 | Research Forest and Crownridge | 1/25/2016 7:24 PM |
| 33 | Alden bridge and Branch crossing | 1/25/2016 7:21 PM |
| 34 | Slatestone Cir & Alden Bridge Dr | 1/25/2016 7:19 PM |
| 35 | east heritage circle | 1/25/2016 6:59 PM |
| 36 | west panther creek | 1/25/2016 5:38 PM |
| 37 | Shadow Bend and Gosling | 1/25/2016 3:34 PM |
| 38 | Waterway Avenue and Woodlands Parkway | 1/25/2016 2:34 PM |
| 39 | Craftwood Drive & S. Abram Circle | 1/25/2016 2:32 PM |
| 40 | Shadowbend Road and Lake Woodlands Drive | 1/25/2016 12:38 PM |
| 41 | S Tallowberry Dr and Tanglebrush | 1/25/2016 11:15 AM |
| 42 | Artist Grove and Cezanne | 1/25/2016 10:54 AM |
| 43 | Alden Bridge and Lace arbor | 1/25/2016 10:28 AM |
| 44 | Gosling and Flintridge | 1/25/2016 9:49 AM |
| 45 | N. Millbend and Crossvine | 1/25/2016 9:45 AM |
| 46 | grogan's mill and red sable dr | 1/24/2016 9:43 PM |
| 47 | south milbend and slashpine | 1/24/2016 3:53 PM |
| 48 | Research Forest and Trillium Cir. | 1/24/2016 11:29 AM |
| 49 | S Panther Creek Dr and Tanglebrush | 1/24/2016 10:02 AM |
| 50 | Alden Bridge and Crownridge | 1/24/2016 9:40 AM |
| 51 | Grogan's Mill Road and Research Forest | 1/24/2016 8:47 AM |
| 52 | New Trails and S Berryline Circle | 1/23/2016 8:34 PM |
| 53 | Tidwillow Place and East Heritage Mill Circle | 1/23/2016 5:11 PM |
| 54 | woodlands parkway and queescliff cir | 1/23/2016 4:01 PM |
| 55 | Research Forest and Cochran's Crossing | 1/23/2016 4:00 PM |
| 56 | Grogans mill and mason pond | 1/23/2016 2:56 PM |
| 57 | Shadowbend and Quiet Oak Cir. | 1/23/2016 2:19 PM |
| 58 | Capstone | 1/23/2016 1:37 PM |
| 59 | Feather FAIII pl and Quiet Oak Circle | 1/23/2016 1:08 PM |
| 60 | S panther creek at smokestone | 1/23/2016 12:43 PM |
| 61 | Woodlands Pkwy and Stoneyhurst | 1/23/2016 12:41 PM |
| 62 | Kuykendahl and Creekside Blvd | 1/23/2016 12:40 PM |
| 63 | Panther creek at Smokestone | 1/23/2016 12:30 PM |
| 64 | Palmer Woods and Cochran's Crossing | 1/23/2016 12:03 PM |
| 65 | Townsend Place and W. Sterling Pond | 1/23/2016 11:49 AM |
| 66 | Falling stadium & Wedgewood Forest dr | 1/23/2016 7:48 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| | | |
|-----|--|--------------------|
| 67 | Black knight terramont | 1/22/2016 6:25 PM |
| 68 | New Trails and Berryline Cir. | 1/22/2016 4:12 PM |
| 69 | Birnam Woods Dr and Northridge Forest Dr | 1/22/2016 1:58 PM |
| 70 | 242 & windsor Hills | 1/22/2016 1:52 PM |
| 71 | Diamond Oak Ct. and Sweet Walnut | 1/22/2016 10:06 AM |
| 72 | Spiceberry Pl / Taylor Point | 1/22/2016 9:36 AM |
| 73 | New Trails and Berryline | 1/22/2016 6:58 AM |
| 74 | Crownridge and Research Forest | 1/22/2016 6:03 AM |
| 75 | S. Panther Creek and Sweet Flag | 1/21/2016 10:21 PM |
| 76 | 77381-2954 | 1/21/2016 9:34 PM |
| 77 | Alden Bridge and Crownridge | 1/21/2016 8:43 PM |
| 78 | Jacobs Reserve Dr and Oak Estates Dr | 1/21/2016 8:18 PM |
| 79 | W. Elm Crescent | 1/21/2016 8:13 PM |
| 80 | E.Panther Creek and Woodlands Parkway | 1/21/2016 7:57 PM |
| 81 | kuykendahl Chermside green | 1/21/2016 7:41 PM |
| 82 | Timberwild and old field | 1/21/2016 7:14 PM |
| 83 | West Branch Crossing Dr and Scribewood Cir | 1/21/2016 6:44 PM |
| 84 | Branch Crossing | 1/21/2016 6:03 PM |
| 85 | cochrans crossing and castlegreen circle | 1/21/2016 5:14 PM |
| 86 | Lake Woodlands/Shadowbend | 1/21/2016 4:42 PM |
| 87 | S. Panther Creek & Sweet Flag | 1/21/2016 4:35 PM |
| 88 | Research forest and E. Alden Bridge Dr | 1/21/2016 4:31 PM |
| 89 | Lake woodlands @ shadowbend | 1/21/2016 3:48 PM |
| 90 | Harmony Hollow and Genesse Ridge | 1/21/2016 3:27 PM |
| 91 | Alden Bridge drive and branch crossing | 1/21/2016 3:06 PM |
| 92 | Lake Timberloch and Front Circle | 1/21/2016 2:20 PM |
| 93 | Shadowbend & Quiet Oak Cir. | 1/21/2016 2:09 PM |
| 94 | rosedale brook ct./e.panthercreek | 1/21/2016 1:52 PM |
| 95 | Gosling and Creekside Forest | 1/21/2016 1:30 PM |
| 96 | North Tranquil Path and Angel Leaf | 1/21/2016 12:56 PM |
| 97 | Lake Woodlands and Shadowbend | 1/21/2016 12:40 PM |
| 98 | Woodlands Parkway and Cochran's Crossing | 1/21/2016 12:33 PM |
| 99 | Woodlands Parkway and Falconwing | 1/21/2016 12:32 PM |
| 100 | Crystal Lake Ln and Cokeberry | 1/21/2016 12:16 PM |
| 101 | Woodlands Parkway and Branch Crossing | 1/21/2016 12:13 PM |
| 102 | Sterling Ridge and Lake Woodlands Drive | 1/21/2016 12:03 PM |
| 103 | Split Rock and W Wedgewood Glen | 1/21/2016 11:48 AM |
| 104 | Bethany Bend Cir and Crown Ridge | 1/21/2016 11:40 AM |
| 105 | Pleasure Cove and Harbor Cove Drives | 1/21/2016 10:57 AM |
| 106 | Lake Woodlands and Golden Shadow | 1/21/2016 10:01 AM |
| 107 | Falconwing and Woodlands Pkwy | 1/21/2016 9:54 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| | | |
|-----|---|--------------------|
| 108 | Golden Shadow Circle and Lake Woodlands Drive | 1/21/2016 9:49 AM |
| 109 | Fernridge and royal fern drive | 1/21/2016 9:45 AM |
| 110 | Legacy Point & Flintridge | 1/21/2016 9:43 AM |
| 111 | plum blossom pl and summer cloud | 1/21/2016 9:17 AM |
| 112 | Branch Crossing/Woodlands Pkwy | 1/21/2016 8:58 AM |
| 113 | Golden Autumn pl and Marberry Branch | 1/21/2016 8:38 AM |
| 114 | Flintridge and Stellar Point | 1/21/2016 8:35 AM |
| 115 | Grogans Mill & N Millbend | 1/21/2016 8:18 AM |
| 116 | Gosling and Lake Woodlands | 1/21/2016 8:15 AM |
| 117 | Grogans Mill and North Millbend | 1/21/2016 7:56 AM |
| 118 | Cokebury and Nursery | 1/21/2016 7:55 AM |
| 119 | Petalcup Place and Cochran's Green Circle | 1/21/2016 7:47 AM |
| 120 | Creeside Forrest and Kuykendahl | 1/21/2016 7:16 AM |
| 121 | E. Panther Creek and Woodlands Pkwy | 1/21/2016 7:16 AM |
| 122 | E. Panther Creek Dr amd Smokestone | 1/21/2016 7:10 AM |
| 123 | terramont | 1/21/2016 6:43 AM |
| 124 | Woodlands Parkway and Terremont | 1/21/2016 6:16 AM |
| 125 | N. Millbend and Paintedcup | 1/21/2016 5:50 AM |
| 126 | Shadowbend and Lake Woodlands | 1/21/2016 5:20 AM |
| 127 | Lake Woodlands and Copperknoll Circle | 1/20/2016 10:52 PM |
| 128 | Alden Bridge and Green Gables | 1/20/2016 9:10 PM |
| 129 | Leeward Cove and E. Panther Creek | 1/20/2016 8:52 PM |
| 130 | Branch Crossing | 1/20/2016 8:31 PM |
| 131 | Panther creek and lake woodlands | 1/20/2016 8:23 PM |
| 132 | Gosling Dr. and Shadowbend Dr. | 1/20/2016 7:58 PM |
| 133 | Crownridge and research Forest | 1/20/2016 6:54 PM |
| 134 | Flintridge and Gosling | 1/20/2016 1:28 PM |
| 135 | Acadia Branch Place and Pleasant Bend | 1/20/2016 1:08 PM |
| 136 | Alden Bridge Dr. and Crownridge | 1/20/2016 7:02 AM |
| 137 | creeside park gosling | 1/20/2016 12:03 AM |
| 138 | S. Berryline and New Trails | 1/19/2016 10:36 PM |
| 139 | grogans mill and research forest | 1/19/2016 10:27 PM |
| 140 | S millbend and grogansmill | 1/19/2016 9:53 PM |
| 141 | N. Millbend and Grogan's Mill | 1/19/2016 7:39 PM |
| 142 | Alden Bridge and Branch Crossing | 1/19/2016 7:34 PM |
| 143 | Evangelina Oaks and Northway | 1/19/2016 7:22 PM |
| 144 | E. Panther Creek and Interfaith Way | 1/19/2016 6:46 PM |
| 145 | Nursery Rd and Cokeberry | 1/19/2016 5:24 PM |
| 146 | Cutten Road and Hargrave | 1/19/2016 5:20 PM |
| 147 | S. Branch Crossing and Regan Mead | 1/19/2016 5:20 PM |
| 148 | Lost Pond Circle and Cochrans Crossing | 1/19/2016 5:14 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| | | |
|-----|---|--------------------|
| 149 | North Misty Morning Trace | 1/19/2016 5:04 PM |
| 150 | Slit Rock and Wild Deer | 1/19/2016 4:48 PM |
| 151 | Branch Crossing and Alden Bridge | 1/19/2016 4:48 PM |
| 152 | Golden shadow & lake woodlands | 1/19/2016 4:45 PM |
| 153 | Regan Mead and Branch Crossing | 1/19/2016 4:40 PM |
| 154 | Sawdust @ Sawmill | 1/19/2016 4:34 PM |
| 155 | Flintridge and Lenox hill | 1/19/2016 4:32 PM |
| 156 | cohrans crossing and wisteria walk | 1/19/2016 4:31 PM |
| 157 | Pruitt & I-45 frontage road | 1/19/2016 4:16 PM |
| 158 | Woodlands Parkway and Stoneyhurst | 1/19/2016 4:14 PM |
| 159 | new trails and n. Berryline | 1/19/2016 3:40 PM |
| 160 | Research Forest and Alden Bridge | 1/19/2016 3:39 PM |
| 161 | shadowbend place and lake woodlands | 1/19/2016 3:30 PM |
| 162 | Crossvine and E Timberwagon Cir | 1/19/2016 3:29 PM |
| 163 | Kidd Road and Crighton Road | 1/19/2016 3:21 PM |
| 164 | Rembrant Way & Branch Crossing | 1/19/2016 3:02 PM |
| 165 | Kuykendahl and Pine Plains | 1/19/2016 2:59 PM |
| 166 | Alden Bridge and Kendal Green | 1/19/2016 2:35 PM |
| 167 | Red Wagon Drive and S. Victoriana Circle | 1/19/2016 2:25 PM |
| 168 | Shiny Pebble Pl and Sunny Slope | 1/19/2016 1:56 PM |
| 169 | fernridge and Brokenfern | 1/19/2016 1:36 PM |
| 170 | flintridge and woodlands pkwy. | 1/19/2016 1:16 PM |
| 171 | Cochrans Crossing & Research Forest | 1/19/2016 1:13 PM |
| 172 | Player bend, player woods | 1/19/2016 1:10 PM |
| 173 | N merryweather cir and s merryweather cir | 1/19/2016 12:51 PM |
| 174 | Woodlands Pkwy & Montfair Blvd | 1/19/2016 12:47 PM |
| 175 | Lake Woodlands and Panther Creek | 1/19/2016 11:52 AM |
| 176 | E. Greywing Circle, S. Greywing Circle | 1/19/2016 11:50 AM |
| 177 | Shadowbend and lake woodlands dr | 1/19/2016 11:43 AM |
| 178 | Alden Bridge | 1/19/2016 11:36 AM |
| 179 | Forest Gate and Woodlands Parkway | 1/19/2016 11:22 AM |
| 180 | Branch Crossing and Research | 1/19/2016 11:10 AM |
| 181 | New Trails and Lake Woodlands | 1/19/2016 11:09 AM |
| 182 | Flintridge DR and Gosling RD | 1/19/2016 11:07 AM |
| 183 | Alden Bridge Drive and Branch Crossing | 1/19/2016 10:55 AM |
| 184 | Flintridge and John Cooper Drive | 1/19/2016 10:40 AM |
| 185 | Cairn oaks place | 1/19/2016 10:34 AM |
| 186 | Alden bridge and research Forrest | 1/19/2016 10:23 AM |
| 187 | Clovergate Circle and Crownridge | 1/19/2016 10:15 AM |
| 188 | Alden Bridge Drive and Laurelhurst Circle | 1/19/2016 10:11 AM |
| 189 | Lake Woodlands and Shadowbend | 1/19/2016 10:10 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| | | |
|-----|--|--------------------|
| 190 | Crownridge and Research | 1/19/2016 10:01 AM |
| 191 | Alden Bridge and Branch Crossing | 1/19/2016 9:50 AM |
| 192 | Linton Ridge and Crownridge | 1/19/2016 9:46 AM |
| 193 | Shadowbend Place / E. Placid Hill Dr. | 1/19/2016 9:44 AM |
| 194 | Lake woodlands/shadow bend | 1/19/2016 9:44 AM |
| 195 | Gosling and Creekside forest | 1/19/2016 9:42 AM |
| 196 | Branch Crossing | 1/19/2016 9:39 AM |
| 197 | Lake Woodlands and Cochrans Crossing | 1/19/2016 9:33 AM |
| 198 | Alden bridge and research fotest | 1/19/2016 9:32 AM |
| 199 | Gosling and Alden Woods | 1/19/2016 9:26 AM |
| 200 | Cochrans Crossing & Lake Woodlands Dr | 1/19/2016 9:23 AM |
| 201 | crownridge | 1/19/2016 9:15 AM |
| 202 | Alden Bridge and Branch Crossing | 1/19/2016 9:13 AM |
| 203 | E. Alden Bridge and Crownridge | 1/19/2016 9:04 AM |
| 204 | Sierra Dawn and Miramar Lake Blvd. | 1/19/2016 8:52 AM |
| 205 | Greywing Circle and S. Greywing Place | 1/19/2016 8:25 AM |
| 206 | Gosling & 242 | 1/19/2016 8:19 AM |
| 207 | S. Millbend and Grogan's Mill | 1/19/2016 8:05 AM |
| 208 | Westwinds Cir. and Alden Bridge Dr. | 1/19/2016 8:02 AM |
| 209 | East Alden Bridge and Taylor Point drive | 1/19/2016 8:02 AM |
| 210 | 1774 & 1488 | 1/19/2016 8:00 AM |
| 211 | Split Rock Rd | 1/19/2016 7:57 AM |
| 212 | Kuykendahl | 1/18/2016 7:25 PM |
| 213 | Pruitt Road and Budde Road | 1/18/2016 7:21 PM |
| 214 | misty dawn and n rambling ridge pl | 1/18/2016 6:19 PM |
| 215 | Flintridge and Chandler Creek | 1/18/2016 3:23 PM |
| 216 | I-45 and Hwy 242 | 1/18/2016 2:23 PM |
| 217 | Kuykendahl and Pine Planes Dr. | 1/18/2016 2:04 PM |
| 218 | Maple Branch & S. Millbend | 1/18/2016 1:09 PM |
| 219 | Maple Branch & S. Millbend | 1/18/2016 1:07 PM |
| 220 | Stoney Hurst / Woodlands pkwy | 1/18/2016 12:58 PM |
| 221 | S Frosted Pond Dr & Flintridge Dr | 1/18/2016 10:56 AM |
| 222 | Beech Bark Place and Apple Springs | 1/18/2016 10:53 AM |
| 223 | Kuykendahl & Woodlands Parkway | 1/18/2016 10:30 AM |
| 224 | W. Panther Creek and Lake Woodlands Dr. | 1/18/2016 10:23 AM |
| 225 | Flintridge Dr. and Woodlands Parkway | 1/18/2016 10:17 AM |
| 226 | Golden Shadow & Golden Sunset Cir | 1/18/2016 10:15 AM |
| 227 | Evangeline oaks and north way | 1/18/2016 9:59 AM |
| 228 | Tangle brush and Amara Ct | 1/18/2016 9:56 AM |
| 229 | Research Forest and Cochrans Crossing | 1/18/2016 9:37 AM |
| 230 | Alden Bridge and Bay Branch | 1/18/2016 9:17 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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|-----|---|--------------------|
| 231 | Highbush court and flagstone path circle | 1/18/2016 9:12 AM |
| 232 | Southern Coast & Low Country Ln. | 1/18/2016 8:23 AM |
| 233 | Alden Woods/Gosling | 1/18/2016 8:18 AM |
| 234 | Research Park Drive and Research Forest Drive | 1/18/2016 7:55 AM |
| 235 | Shadowbend and Lake Woodlands | 1/17/2016 7:48 PM |
| 236 | Columnberry Ct and Golden Autumn Place | 1/17/2016 7:41 PM |
| 237 | Sterling Dale Pl and Player Bend Dr | 1/17/2016 7:21 PM |
| 238 | Windsor Lakes Blvd and College Park Drive | 1/17/2016 1:39 PM |
| 239 | Lake woodlands and goslin | 1/17/2016 12:07 PM |
| 240 | N Millbend and Grogan's Mill | 1/17/2016 10:15 AM |
| 241 | Pruitt Road & Budde Road | 1/17/2016 9:37 AM |
| 242 | Cochran's Crossing and Grand Fairway | 1/17/2016 8:33 AM |
| 243 | Cochran's Crossing and Grand Fairway | 1/17/2016 8:28 AM |
| 244 | Cochran Crossing and Grand Fairway | 1/17/2016 8:28 AM |
| 245 | Creekmist Pl and Misty Dawn Dr. | 1/17/2016 12:10 AM |
| 246 | W Amberglow Cir and Smokewood | 1/16/2016 9:51 PM |
| 247 | hughes landing blvd and lake woodlands dr | 1/16/2016 8:20 PM |
| 248 | Woodlands parkway & player wood | 1/16/2016 6:36 PM |
| 249 | Gosling and woodlands pkwy | 1/16/2016 5:31 PM |
| 250 | Northridge forest & Imperial Oaks Blvd | 1/16/2016 4:17 PM |
| 251 | Lake woodlands and W. Panther Creek Dr. | 1/16/2016 4:10 PM |
| 252 | N. Panther Creek Dr. and Smokestone Dr. | 1/16/2016 1:45 PM |
| 253 | Barkley Park Ct. and West Northcastle | 1/16/2016 12:13 PM |
| 254 | W. Tapestry Park Circle and Silver Lute PL. | 1/16/2016 11:56 AM |
| 255 | Pine Plains Dr. and Kuykendahl | 1/16/2016 11:16 AM |
| 256 | Cranebrook and carmeline | 1/16/2016 11:02 AM |
| 257 | Flintridge | 1/16/2016 10:04 AM |
| 258 | Player Bend & Knightgate | 1/16/2016 9:04 AM |
| 259 | Branch Crossing and Woodlands Parkway | 1/16/2016 8:52 AM |
| 260 | E. Panther Creek and Woodlands Pky | 1/16/2016 7:50 AM |
| 261 | Craftwood Dr. And Bryce Branch cir | 1/16/2016 7:33 AM |
| 262 | North Tranquil Path Drive and Grogan's Point Road | 1/16/2016 6:58 AM |
| 263 | grogans mill and south mill bend | 1/16/2016 6:43 AM |
| 264 | Nocturne Woods and Terramont Drive | 1/16/2016 12:04 AM |
| 265 | Fernridge and S Millbend | 1/15/2016 11:18 PM |
| 266 | Research Forest & E. Alden Bridge | 1/15/2016 9:58 PM |
| 267 | Green gables and Alden bridge | 1/15/2016 9:57 PM |
| 268 | S.Panther Creek and Pinyon Pine | 1/15/2016 8:55 PM |
| 269 | Shoreline Point Drive | 1/15/2016 8:20 PM |
| 270 | Carlton Woods Drive and Sterling Ridge Drive | 1/15/2016 8:12 PM |
| 271 | Split Rock and Panther Creek | 1/15/2016 8:07 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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|-----|--|--------------------|
| 272 | Creekside Forest and Shaded Arbor | 1/15/2016 6:30 PM |
| 273 | Woodforest pkwy | 1/15/2016 5:20 PM |
| 274 | Woodlands Parkway and Branch Crossing | 1/15/2016 5:20 PM |
| 275 | Watertree Dr/Birchbrook Ct | 1/15/2016 5:19 PM |
| 276 | Thundercreek Place and Journey's End | 1/15/2016 4:56 PM |
| 277 | north forest gate and sterling ridge | 1/15/2016 4:47 PM |
| 278 | Grogans Point Dr and Watertree Dr | 1/15/2016 4:40 PM |
| 279 | Flintridge and Eagle Rock Circle | 1/15/2016 4:24 PM |
| 280 | gosling and shadow bend | 1/15/2016 4:23 PM |
| 281 | Crownridge and E Cottage Green | 1/15/2016 4:16 PM |
| 282 | goslin and kukendal | 1/15/2016 4:13 PM |
| 283 | Calton woods drive and Longsford Circle | 1/15/2016 4:08 PM |
| 284 | Tangle Brush Drive & Glen Loch St. | 1/15/2016 4:06 PM |
| 285 | Goldenvine Circle and Alden Bridge Drive | 1/15/2016 4:05 PM |
| 286 | E. Alden Bridge Drive and Research Forest | 1/15/2016 3:51 PM |
| 287 | woodlands parkway | 1/15/2016 2:55 PM |
| 288 | E. Alden Bridge and Kendall Green | 1/15/2016 2:04 PM |
| 289 | Hermit Thrush & Foxbriar Forest | 1/15/2016 11:53 AM |
| 290 | Rusty Ridge and Golden Shadow | 1/15/2016 10:55 AM |
| 291 | Woodlands Parkway and Carlton Woods Drive | 1/15/2016 10:55 AM |
| 292 | Six Pines and North Millbend | 1/15/2016 9:48 AM |
| 293 | Lake Woodlands and Shadowbend Place | 1/15/2016 9:31 AM |
| 294 | S Millbend & Grogans Mill | 1/15/2016 8:13 AM |
| 295 | Thornwood @ cherry cir | 1/14/2016 9:59 PM |
| 296 | Kuykendahl and Allen bridge | 1/14/2016 9:54 PM |
| 297 | Woodlands Pkwy and Carlton Woods Dr. | 1/14/2016 9:53 PM |
| 298 | South Millbend and Grogans Nill | 1/14/2016 9:46 PM |
| 299 | Alden Bridge and Branch Crossing | 1/14/2016 9:23 PM |
| 300 | Gosling and Flintridge | 1/14/2016 9:14 PM |
| 301 | Woodlands Pkwy and Waterway Ave | 1/14/2016 9:09 PM |
| 302 | Flintridge and Falconwing | 1/14/2016 8:19 PM |
| 303 | Quiet Oak Circle and Shadow Bend (42 Quiet Oak Circle) | 1/14/2016 7:35 PM |
| 304 | Research/Shadowbend | 1/14/2016 6:33 PM |
| 305 | Alden Bridge and Branch Crossing | 1/14/2016 5:54 PM |
| 306 | Gosling and Creekside | 1/14/2016 5:24 PM |
| 307 | Alden Bridge and Sundance | 1/14/2016 5:02 PM |
| 308 | Flintridge and John Cooper | 1/14/2016 2:15 PM |
| 309 | Sawdust Rd and Sawmill | 1/14/2016 9:15 AM |
| 310 | Flintridge and Rush Haven | 1/14/2016 6:29 AM |
| 311 | St HWY 242 and East Windvale | 1/13/2016 10:42 PM |
| 312 | East Alden Bridge and South Bristol Oak | 1/13/2016 7:43 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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|-----|--|--------------------|
| 313 | Flintridge and Falcon Wing | 1/13/2016 7:29 PM |
| 314 | SH242 and East Windvale Circle | 1/13/2016 6:23 PM |
| 315 | Branch Crossing and Woodlands Parkway | 1/13/2016 2:30 PM |
| 316 | Woodlands pky and Falconwing | 1/13/2016 1:45 PM |
| 317 | E. Panther Creek and Interfaith Way | 1/13/2016 1:39 PM |
| 318 | S Panther Creek and Pinyon Grove | 1/13/2016 1:30 PM |
| 319 | maple branch and cristal lake near grogans mill | 1/13/2016 12:27 PM |
| 320 | W Bristol Oak Circle and Alden Bridge Drive | 1/13/2016 12:11 PM |
| 321 | Crownridge and Reserach | 1/13/2016 11:53 AM |
| 322 | Sterling Ridge and Warbler Bend Circle | 1/13/2016 10:55 AM |
| 323 | Eagle Rise Pl and Dove Trace Circle | 1/13/2016 10:38 AM |
| 324 | South Bristol Oak Drive | 1/13/2016 10:31 AM |
| 325 | Golden Shadow and Shadowpoint Cir | 1/13/2016 10:12 AM |
| 326 | Alden Bridge and Branch Crossing | 1/13/2016 10:09 AM |
| 327 | woodlands parkway and montfair | 1/13/2016 7:47 AM |
| 328 | Research Forest Drive & Kuykendahl | 1/12/2016 11:44 PM |
| 329 | woodlands parkway/player wood | 1/12/2016 11:32 PM |
| 330 | Silver Elm and Rainbow Ridge | 1/12/2016 11:09 PM |
| 331 | branch crossing and may valley circle | 1/12/2016 9:18 PM |
| 332 | Woodlands parkway & I-45 | 1/12/2016 7:48 PM |
| 333 | Gosling and West Rayford | 1/12/2016 7:38 PM |
| 334 | Greenridge Forest Drive/E. Panther Creek | 1/12/2016 7:30 PM |
| 335 | Kuykendahl | 1/12/2016 6:02 PM |
| 336 | Cochran's Crossing and South Summer Cloud drive | 1/12/2016 5:04 PM |
| 337 | E. Mirror Ridge and N. Hazelcrest Dr. | 1/12/2016 5:02 PM |
| 338 | Branch Crossing and Tree Sparrow | 1/12/2016 2:56 PM |
| 339 | N Longspur Dr and Grogan's Point Rd | 1/12/2016 12:39 PM |
| 340 | Research Forest and Alden Bridge @ Exxon station | 1/12/2016 11:02 AM |
| 341 | Woodlands Parkway and Player Woods | 1/12/2016 10:50 AM |
| 342 | Terramont and Player Bend | 1/12/2016 10:43 AM |
| 343 | Crichton Rd and Lily Glen | 1/12/2016 10:16 AM |
| 344 | Sterling Ridge Dr. & Douvaine Court | 1/12/2016 10:05 AM |
| 345 | Lucky Leaf Ct and N Mill Trace Dr | 1/12/2016 9:44 AM |
| 346 | Player Woods and Seasons Trace | 1/12/2016 9:33 AM |
| 347 | Gosling and Creekside | 1/12/2016 9:26 AM |
| 348 | Kuykendahl and Flintridge | 1/12/2016 9:19 AM |
| 349 | Six Pines and Riva Row | 1/12/2016 9:15 AM |
| 350 | Shady Pond Place and Silver Crescent Dr | 1/12/2016 8:56 AM |
| 351 | greenprint circle/timarron | 1/12/2016 7:20 AM |
| 352 | e concord valley dr and carmeline | 1/11/2016 11:24 PM |
| 353 | Kuykehdaahl and Alden Bridge Dr. | 1/11/2016 9:37 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| | | |
|-----|---|--------------------|
| 354 | Panther creek and woodlands parkway | 1/11/2016 9:08 PM |
| 355 | Branch crossing and Regan mead way | 1/11/2016 8:20 PM |
| 356 | Terramont and Player Bend | 1/11/2016 6:12 PM |
| 357 | Terravale Ct and Splitrock | 1/11/2016 3:41 PM |
| 358 | research forest/kendel green | 1/11/2016 2:12 PM |
| 359 | Alden Bridge Drive and Acacia park drive | 1/11/2016 1:04 PM |
| 360 | Sawdust / Sawmill | 1/11/2016 9:15 AM |
| 361 | North Millpond and Grogans Mill Rd | 1/11/2016 7:50 AM |
| 362 | W. Rayford Rd. and Northcrest | 1/11/2016 7:36 AM |
| 363 | May Valley Cir and Golden Orchard Pl | 1/11/2016 6:55 AM |
| 364 | Lake Woodlands Dr & Split Rock Rd | 1/11/2016 5:44 AM |
| 365 | S Millbend/Brushwood Ct | 1/10/2016 8:57 PM |
| 366 | W Panther Creek Drive and Lake Woodlands | 1/10/2016 8:49 PM |
| 367 | Flintridge and Stellar Point | 1/10/2016 8:42 PM |
| 368 | Research Forest/Trillium Circle | 1/10/2016 5:12 PM |
| 369 | Tangle brush and Glenloch | 1/10/2016 5:03 PM |
| 370 | alden bridge and slatestone | 1/10/2016 4:25 PM |
| 371 | Terramont Dr. | 1/10/2016 12:50 PM |
| 372 | Alden Bridge - S. Lace Arbor | 1/10/2016 12:29 PM |
| 373 | Split Rock Road and Lake Woodlands | 1/10/2016 10:28 AM |
| 374 | Sawmill Rd and S High Oaks Cir | 1/10/2016 9:56 AM |
| 375 | Alderon Woods and East Windvale | 1/10/2016 9:44 AM |
| 376 | Research Drive and Grogans Mill | 1/9/2016 9:10 PM |
| 377 | Evangeline Oaks and Hawthorne Hollow Circle | 1/9/2016 8:46 PM |
| 378 | Sterling Ridge and Carlton Woods | 1/9/2016 7:13 PM |
| 379 | Branch Crossing and Cranebrook | 1/9/2016 4:29 PM |
| 380 | Falconwing and Rush Haven | 1/9/2016 3:07 PM |
| 381 | North Millbend and Grogans Mill | 1/9/2016 1:51 PM |
| 382 | Grogans Mill Rd. and Research Forest Drive | 1/9/2016 12:25 PM |
| 383 | Cochran's Crossing and Cartgate | 1/9/2016 9:42 AM |
| 384 | alden bridge and branch crossing | 1/9/2016 9:31 AM |
| 385 | Creeside Forest and Pondera Point Dr. | 1/9/2016 9:21 AM |
| 386 | Black knight dr and terramont dr | 1/8/2016 9:36 PM |
| 387 | mill trace | 1/8/2016 9:08 PM |
| 388 | Harper Landing | 1/8/2016 5:43 PM |
| 389 | S. Woodstock Circle Drive | 1/8/2016 5:34 PM |
| 390 | W Placid Hill Circle and Shadowbend Pl | 1/8/2016 4:34 PM |
| 391 | Windsor Hills Drive and SH 242 | 1/8/2016 4:33 PM |
| 392 | Foxtail Place and Timberwild Street | 1/8/2016 1:19 PM |
| 393 | Wyckham Circle and Player Bend Dr | 1/8/2016 9:21 AM |
| 394 | Summer Sprig Rd, N Millbend Dr | 1/8/2016 9:06 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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|-----|---|-------------------|
| 395 | Foxtail Place and Timberwild | 1/8/2016 9:01 AM |
| 396 | West High Oaks and camberwell ct | 1/7/2016 9:52 PM |
| 397 | Shadow Bend and Lake Woodlands | 1/7/2016 8:14 PM |
| 398 | N millbend and Grogans Mill | 1/7/2016 7:08 PM |
| 399 | S millbend & grogans mill | 1/7/2016 7:01 PM |
| 400 | Creekside Green and Bay Mills Drive | 1/7/2016 6:55 PM |
| 401 | Iron Wind & Creekside Green | 1/7/2016 6:25 PM |
| 402 | Old Sterling and Sterling Ridge | 1/7/2016 6:04 PM |
| 403 | Chestnut hill ct and northgate | 1/7/2016 5:16 PM |
| 404 | Alden Bridge Dr.and Research Forest Drive | 1/7/2016 2:24 PM |
| 405 | Woodlands Parkway and Sterling Ridge | 1/7/2016 10:54 AM |
| 406 | Kuykendahl & Alden Bridge | 1/7/2016 9:37 AM |
| 407 | Splitrock and Lake Woodlands Parkway | 1/7/2016 9:13 AM |
| 408 | Research & Cochran's | 1/7/2016 8:53 AM |
| 409 | Benton Woods And Alden Bridge | 1/6/2016 9:43 PM |
| 410 | Branch Crossing and Cranebrook | 1/6/2016 9:16 PM |
| 411 | W Black Knight Dr and S Fair Manor Circle | 1/6/2016 8:00 PM |
| 412 | w Black Night Dr and S Fair Manor Circle | 1/6/2016 7:53 PM |
| 413 | North Millbend and Huntsmans Horn Circle | 1/6/2016 7:26 PM |
| 414 | North Millbebd and Huntsmans Horn | 1/6/2016 6:56 PM |
| 415 | Alden Bridge/Sundance | 1/6/2016 5:00 PM |
| 416 | Research Forest and Trillium Circle | 1/6/2016 4:33 PM |
| 417 | Split Rock | 1/6/2016 4:23 PM |
| 418 | Misty Dawn and Misty Canyon | 1/6/2016 3:41 PM |
| 419 | Timberwagon circle | 1/6/2016 3:15 PM |
| 420 | Branch Crossing and Woodlands Parkway | 1/6/2016 1:55 PM |
| 421 | Terramont and Green Pastures | 1/6/2016 1:53 PM |
| 422 | research forest | 1/6/2016 1:53 PM |
| 423 | kuykendahl and Alden Bridge | 1/6/2016 12:11 PM |
| 424 | Crossvine Circle and Meadow Rue Street | 1/6/2016 11:06 AM |
| 425 | gosling / root | 1/6/2016 10:39 AM |
| 426 | Terramont and Marquise Oaks Place | 1/6/2016 10:19 AM |
| 427 | sterling ridge at carlton woods | 1/6/2016 9:59 AM |
| 428 | Flintridge and Woodlands Parkway | 1/6/2016 9:31 AM |
| 429 | Westwinds and Alden Bridge Dr. | 1/6/2016 8:33 AM |
| 430 | 1 TIMBER LN | 1/6/2016 8:25 AM |
| 431 | E. Panther Creek and The Woodlands Parkway | 1/6/2016 7:15 AM |
| 432 | Gosling and lake woodlands drive | 1/5/2016 9:44 PM |
| 433 | S. Logrun Circle and North Millbend Drive | 1/5/2016 8:42 PM |
| 434 | North millbend | 1/5/2016 7:18 PM |
| 435 | N. Summer Cloud Dr. and S, Floral Leaf Circle | 1/5/2016 5:40 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| | | |
|-----|---|-------------------|
| 436 | N. Frosted Pond Dr and Flintridge | 1/5/2016 5:35 PM |
| 437 | S. Summer Cloud and Cochran's Crossing | 1/5/2016 5:31 PM |
| 438 | N. Cypress Pine and Spicebush Ct. | 1/5/2016 5:18 PM |
| 439 | Wakerobin and N Milbend | 1/5/2016 5:12 PM |
| 440 | Branch crossing and scribewood | 1/5/2016 4:27 PM |
| 441 | Shining Lakes Pl and Golden Shadow Cir | 1/5/2016 4:05 PM |
| 442 | Shadowbend & Lake Woodlands Dr | 1/5/2016 3:12 PM |
| 443 | sterling ridge and chantsong | 1/5/2016 3:07 PM |
| 444 | Shadowbend and Lake Woodlands | 1/5/2016 3:04 PM |
| 445 | Panther Creek and Glen Loch | 1/5/2016 2:50 PM |
| 446 | Marquise Oaks Place and Terramont Drive | 1/5/2016 2:32 PM |
| 447 | Taylor Point and Alden Bridge | 1/5/2016 2:07 PM |
| 448 | riva row and six pines | 1/5/2016 2:04 PM |
| 449 | alden bridge and taylor point | 1/5/2016 1:36 PM |
| 450 | Woodands Parkway and Flintridge | 1/5/2016 1:27 PM |
| 451 | Woodlands Parkway and Many Pines | 1/5/2016 1:13 PM |
| 452 | Crownridge and Alden Bridge West | 1/5/2016 1:04 PM |
| 453 | west Panther creek | 1/5/2016 12:50 PM |
| 454 | Timberloch and Grogans Mill | 1/5/2016 12:42 PM |
| 455 | Branch Crossing and Woodlands Parkeay | 1/5/2016 12:36 PM |
| 456 | Research Forest and Six Pines | 1/5/2016 12:29 PM |
| 457 | Cochrans crossing and Wysteria Walk Cir | 1/5/2016 12:23 PM |
| 458 | Woodlands Pkwy / Lake Woodlands Dr | 1/5/2016 12:22 PM |
| 459 | Creeside Green and Kuykendahl | 1/5/2016 11:59 AM |
| 460 | maple branch and lyrebird | 1/5/2016 11:53 AM |
| 461 | Branch Crossing Dr & Terramont Dr | 1/5/2016 11:19 AM |
| 462 | Studemont and Washington | 1/5/2016 11:07 AM |
| 463 | Kuykendaul and Pine Plains Drive | 1/5/2016 10:07 AM |
| 464 | Washington and Studemont | 1/5/2016 9:53 AM |
| 465 | Creeside Green Dr and Wild Creek Dr | 1/5/2016 9:36 AM |
| 466 | Split Rock and Panther Creek | 1/5/2016 9:10 AM |
| 467 | Deer Lake Ct and Split Rock Rd | 1/5/2016 8:56 AM |
| 468 | Richmond Ave and Montrose Blvd | 1/5/2016 8:38 AM |
| 469 | research forest and alden bridge | 1/5/2016 8:23 AM |
| 470 | Grogan's Mill and Sawmill Rd | 1/5/2016 8:15 AM |
| 471 | Research Forest | 1/5/2016 8:01 AM |
| 472 | Windward Cove and Lake Woodlands Drive | 1/5/2016 7:59 AM |
| 473 | Vista Cove and E. Panther Creek | 1/5/2016 7:48 AM |
| 474 | Creeside Forest Dr. and Kuykendahl Rd | 1/5/2016 7:48 AM |
| 475 | Shadowcrest Ln and Glen Loch | 1/5/2016 7:46 AM |
| 476 | Lake Woodlands and Split Rock | 1/5/2016 4:54 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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|-----|--|-------------------|
| 477 | grogan's mill and sawdust | 1/4/2016 9:42 PM |
| 478 | N Lansdowne Cir / Flintridge | 1/4/2016 8:22 PM |
| 479 | six pines and n millbend | 1/4/2016 7:32 PM |
| 480 | Wild Creek and Kayak Ridge Dr. | 1/4/2016 6:26 PM |
| 481 | 2920 and Kuykendahl | 1/4/2016 6:25 PM |
| 482 | Kendall Green and Sandal Branch | 1/4/2016 6:15 PM |
| 483 | W Mistybreeze Circle | 1/4/2016 4:25 PM |
| 484 | N Windvale Circle and Canopy Oaks | 1/4/2016 3:27 PM |
| 485 | Branch Crossing/Aldenbridge | 1/4/2016 3:20 PM |
| 486 | Berryline and New Trails | 1/4/2016 2:54 PM |
| 487 | Alden glen and alden bridge | 1/4/2016 2:42 PM |
| 488 | Gosling Rd and Creekside Forest Dr | 1/4/2016 2:37 PM |
| 489 | Basal Briar Ct. and Yewleaf | 1/4/2016 1:46 PM |
| 490 | Journeys End and Thundercreek Pl | 1/4/2016 1:00 PM |
| 491 | Research Forest Drive and E.Alden Bridge Drive | 1/4/2016 12:37 PM |
| 492 | Golden Sage & Copper Sage | 1/4/2016 12:04 PM |
| 493 | S Panther Creek and Glen Loch | 1/4/2016 11:19 AM |
| 494 | W. Summer Storm Cir. | 1/4/2016 10:24 AM |
| 495 | Imperial Oaks | 1/4/2016 9:56 AM |
| 496 | Kendall Green and Sandalbranch | 1/4/2016 9:47 AM |
| 497 | Kuykendahl/Crown Ridge | 1/4/2016 8:21 AM |
| 498 | treeparrow/branch crossing | 1/4/2016 8:18 AM |
| 499 | Graceful Elm Court and South Berryline Circle | 1/4/2016 8:08 AM |
| 500 | research forest and gosling | 1/4/2016 5:30 AM |
| 501 | Timmaron and N. Greenprint Dr. | 1/3/2016 10:51 PM |
| 502 | flintridge and Gosling | 1/3/2016 9:24 PM |
| 503 | Fiddlers Cove Pl. and East Cobble Hill Circle | 1/3/2016 8:53 PM |
| 504 | Alden Woods and Gosling | 1/3/2016 7:15 PM |
| 505 | Research Forest and Cochran's Crossing | 1/3/2016 5:55 PM |
| 506 | Cinnamon Teal and Alden Woods | 1/3/2016 5:33 PM |
| 507 | Flintridge and Rush Haven | 1/3/2016 3:26 PM |
| 508 | cochrans crossing and Summer Wood | 1/3/2016 2:15 PM |
| 509 | Dove wood and Shearwater | 1/3/2016 12:55 PM |
| 510 | Sawdust Road and Grogan's Mill Road | 1/3/2016 12:43 PM |
| 511 | Dove Tail and Cochran's Crossing | 1/3/2016 11:21 AM |
| 512 | research and cochrans crossing | 1/3/2016 11:17 AM |
| 513 | Rush Haven and Falconwing | 1/3/2016 11:01 AM |
| 514 | Woodlands Parkway and Cochrans Crossing | 1/3/2016 9:12 AM |
| 515 | Creeksid green and Paloma pt | 1/3/2016 8:28 AM |
| 516 | Kuykendahl and Stellar Point | 1/3/2016 6:55 AM |
| 517 | Verhsire and May Valley Circle | 1/2/2016 11:37 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| | | |
|-----|--|---------------------|
| 518 | Alden Bridge Dr. And Laurelhurst | 1/2/2016 10:06 PM |
| 519 | Creekside forest /gosling | 1/2/2016 8:29 PM |
| 520 | Kuykendahl and Timarron | 1/2/2016 8:21 PM |
| 521 | Flintridge and Falconwing | 1/2/2016 7:53 PM |
| 522 | Crown Ridge and Research Forest | 1/2/2016 7:06 PM |
| 523 | Research park and research forest | 1/2/2016 7:00 PM |
| 524 | N Greenprint Cir and E Heritage Mill Cir | 1/2/2016 5:59 PM |
| 525 | Hwy 242 & Alden Woods | 1/2/2016 5:24 PM |
| 526 | Falconwing and Prides Crossing Dr. | 1/2/2016 4:57 PM |
| 527 | Gosling and Shadowbend | 1/2/2016 4:23 PM |
| 528 | New trail and berrylinr | 1/2/2016 4:18 PM |
| 529 | Research park at research forest | 1/2/2016 4:16 PM |
| 530 | Shallow Pond Place & sandpebble | 1/2/2016 4:03 PM |
| 531 | Greenbridge and Research Forest Dr | 1/2/2016 2:18 PM |
| 532 | Woodlands Pkwy and 2978 | 1/2/2016 1:41 PM |
| 533 | Research Park Dr and Research Forest | 1/2/2016 1:05 PM |
| 534 | Woodlands Parkway and Falconwing | 1/2/2016 10:17 AM |
| 535 | Stone Creek Pl. and Northway | 1/2/2016 9:51 AM |
| 536 | 2. Panther Creek Rd. and Coralberry Rd. | 1/2/2016 8:00 AM |
| 537 | Flickering Sun and Shimmerwood Dr | 1/1/2016 8:57 PM |
| 538 | N Capstone Circle | 1/1/2016 7:27 PM |
| 539 | Lake Woodlands Drive and Gosling Drive | 1/1/2016 4:51 PM |
| 540 | Alden Bridge and Bluff Creek Cir. | 1/1/2016 4:15 PM |
| 541 | lake woodlands drive and new trails | 1/1/2016 4:01 PM |
| 542 | S. Heritage Mill and Hearthwick Rd | 1/1/2016 3:09 PM |
| 543 | Flintridge and Rush Haven | 1/1/2016 2:54 PM |
| 544 | Kuykendahl and creekside forest | 1/1/2016 2:19 PM |
| 545 | sundown ridge and pine plains | 1/1/2016 1:23 PM |
| 546 | Blair Bridge and East Knightsbridge Drive | 1/1/2016 1:02 PM |
| 547 | research forest and alden bridge | 1/1/2016 12:09 PM |
| 548 | Thundercreek Drvie and Coldbrook Circle | 1/1/2016 11:39 AM |
| 549 | Canoe Birch Place and Millport | 1/1/2016 10:19 AM |
| 550 | kuykendahl | 1/1/2016 9:05 AM |
| 551 | Cochrans Crossing and Wisteria Walk Circle | 1/1/2016 8:53 AM |
| 552 | Panther Creek and Haven Rdige | 1/1/2016 8:28 AM |
| 553 | Sylvan Forest Drive and Falconwing | 1/1/2016 8:21 AM |
| 554 | Shadowbend & Gosling | 12/31/2015 11:47 PM |
| 555 | Timarron Dr. | 12/31/2015 8:51 PM |
| 556 | So. Trade Center Blvd and Harper's Landing | 12/31/2015 7:03 PM |
| 557 | Grogan's Mill and Tapestry Park | 12/31/2015 6:14 PM |
| 558 | crownridge and alden bridge | 12/31/2015 5:46 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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|-----|---|---------------------|
| 559 | N victoriana circle and red wagon drive | 12/31/2015 5:25 PM |
| 560 | S. Panther Creek Dr. | 12/31/2015 5:11 PM |
| 561 | Bark Bend Pl and Hockenberry Pl | 12/31/2015 4:55 PM |
| 562 | Bark Bend Pl and Hockenberry | 12/31/2015 4:53 PM |
| 563 | S. Hawthorne Hollow Circle and N. Hawthorne Hollow Circle | 12/31/2015 3:13 PM |
| 564 | Woodlands Parkway and W. Panther Creek Dr. | 12/31/2015 3:12 PM |
| 565 | Research Forest Dr and Research Park Dr | 12/31/2015 2:45 PM |
| 566 | Echo bend and lake woodands | 12/31/2015 1:01 PM |
| 567 | Northway and 242 | 12/31/2015 11:19 AM |
| 568 | West Rayford Drive and Gossling Road | 12/31/2015 11:06 AM |
| 569 | 242 and Northway | 12/31/2015 9:50 AM |
| 570 | Alden Bridge and Branch Crossing | 12/31/2015 9:45 AM |
| 571 | N. Hawthorne Hollow and Camborn Place | 12/31/2015 8:53 AM |
| 572 | Greenbridge Dr and Northway | 12/31/2015 8:05 AM |
| 573 | Evangeline Oaks and E. Windvale Circle | 12/31/2015 6:24 AM |
| 574 | N. Hawthorne Hollow Cir. and Evangeline Oaks | 12/31/2015 3:50 AM |
| 575 | S. Hawthorne Hollow Circle and N. Hawthorne Hollow Circle | 12/30/2015 9:38 PM |
| 576 | Grogan's Mill and North Millpond | 12/30/2015 8:03 PM |
| 577 | 1488 and Carraige Hills Blvd | 12/30/2015 7:51 PM |
| 578 | SR 242 and Northway Drive | 12/30/2015 7:04 PM |
| 579 | May Valley and Vershire | 12/30/2015 6:20 PM |
| 580 | Northway/242 | 12/30/2015 5:50 PM |
| 581 | Research Forest | 12/30/2015 5:50 PM |
| 582 | Aberdeen Crossing Place and Somerset Pond | 12/30/2015 5:48 PM |
| 583 | Panther creek and lake woodlands | 12/30/2015 2:47 PM |
| 584 | Green Gables Cir and E Green Gables Cir | 12/30/2015 1:37 PM |
| 585 | Terramont and Woddlands Parkway | 12/30/2015 1:14 PM |
| 586 | rayford rd and imperial oaks blvd | 12/30/2015 10:53 AM |
| 587 | Spring Stuebner and Gossling | 12/30/2015 9:59 AM |
| 588 | FM 1488 AND FM 2978 | 12/30/2015 8:20 AM |
| 589 | Lake Woodlands and New Trails | 12/30/2015 4:53 AM |
| 590 | N Millbend & Grogans Mill | 12/29/2015 6:26 PM |
| 591 | Velvet Sky Court | 12/29/2015 1:39 PM |
| 592 | Grogans Mill and Sonoma Court | 12/29/2015 5:44 AM |
| 593 | Gosling West Rayford | 12/28/2015 10:07 PM |
| 594 | Old Cedar Circle and Kendall Green | 12/28/2015 6:28 PM |
| 595 | Alden Bridge and Crownridge | 12/28/2015 3:28 PM |
| 596 | Woodlands Pkwy and E. Panther Creek | 12/28/2015 1:46 PM |
| 597 | Kuykendahl | 12/28/2015 10:11 AM |
| 598 | pendleton park point and player bend drive | 12/28/2015 8:28 AM |
| 599 | N. Player crest circle and black night dr. | 12/28/2015 2:05 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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|-----|---|---------------------|
| 600 | Lake woodlands and sterling ridge dr | 12/27/2015 4:09 PM |
| 601 | Terrenont and Woodlands Parkway | 12/27/2015 11:30 AM |
| 602 | Woodlands Parkway and Flintridge | 12/26/2015 7:27 PM |
| 603 | Why 242 and Windsor Hills Drive | 12/26/2015 5:18 PM |
| 604 | N. Panther Creek & Split Rock rd. | 12/25/2015 6:31 PM |
| 605 | Eagle rock pl and rush haven | 12/25/2015 5:38 PM |
| 606 | Sawdust and S.Milbend/ Sawdust and Sawmil | 12/25/2015 3:07 PM |
| 607 | North Millbend Grogansmill | 12/25/2015 8:07 AM |
| 608 | Lake Woodlands Dr. And Shadowbend | 12/24/2015 12:55 PM |
| 609 | Cross Lake and N. Greenvnr | 12/24/2015 12:55 PM |
| 610 | 242 and Windsor Hills Dr | 12/24/2015 12:37 PM |
| 611 | Carlton woods and Sterling ridge | 12/24/2015 12:22 PM |
| 612 | Gosling and Woodlands Parkway | 12/24/2015 12:09 PM |
| 613 | Rush haven & falconwing | 12/24/2015 12:07 PM |
| 614 | Smokestone and W. Panther Creek Dr. | 12/24/2015 12:02 PM |
| 615 | S. Panther Creek and Coral Berry | 12/24/2015 12:01 PM |
| 616 | Lake woodlands and east panther creek | 12/24/2015 11:56 AM |
| 617 | East panther creek and lake woodlands | 12/24/2015 11:51 AM |
| 618 | Sawdust Rd. and Grogan Mill | 12/24/2015 11:46 AM |
| 619 | Six Pines and Woodlands parkway | 12/24/2015 11:42 AM |
| 620 | N. Panther Creek and Interfaith | 12/24/2015 11:35 AM |
| 621 | Crinkleroot and Fernridge | 12/24/2015 11:35 AM |
| 622 | Lake Woodlands and East Panther Creek | 12/24/2015 11:29 AM |
| 623 | Timmaron drive and Kuykendahl | 12/24/2015 10:30 AM |
| 624 | Crownridge and E Alden Bridge | 12/24/2015 10:26 AM |
| 625 | Grogan's Mill | 12/24/2015 10:10 AM |
| 626 | E Heritage Mill Cir and Timarron | 12/24/2015 9:43 AM |
| 627 | Golden Sage and E. Bonneymead Cir. | 12/24/2015 9:40 AM |
| 628 | lake Woodlans x Kuykendhal | 12/24/2015 9:33 AM |
| 629 | Research Forest and Savanah | 12/24/2015 9:11 AM |
| 630 | Lake woodlands and branch crossing | 12/24/2015 8:10 AM |
| 631 | N. Panther creek and smokestone | 12/24/2015 8:08 AM |
| 632 | Alden bridge and crown ridge | 12/24/2015 7:39 AM |
| 633 | branch crossing drive | 12/24/2015 7:20 AM |
| 634 | Lake voyageur dr and creekside forest | 12/24/2015 7:15 AM |
| 635 | W Panyher Creek and Fairmeade bend | 12/24/2015 6:36 AM |
| 636 | Woodlands and branch crossing | 12/23/2015 10:37 PM |
| 637 | Terramont and branch crossing | 12/23/2015 10:10 PM |
| 638 | E. Alden Bridge and Research Forest Drive | 12/23/2015 7:27 PM |
| 639 | rush haven and flintridge | 12/23/2015 6:45 PM |
| 640 | Crown Ridge and Alden Bridge | 12/23/2015 4:27 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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| 641 | Mason Pond and Grogan's Mill | 12/23/2015 3:11 PM |
| 642 | Research Forest and Shadowbend Drive | 12/23/2015 2:47 PM |
| 643 | Grogan's Point Road and Sawmill Road | 12/23/2015 2:05 PM |
| 644 | Alden Bridge and Research Forest Drive | 12/23/2015 1:41 PM |
| 645 | Placid Hill Circle and Shadowbend | 12/23/2015 12:48 PM |
| 646 | Research Forest Dr. and Cochrans Crossing | 12/23/2015 11:08 AM |
| 647 | Alden Bridge and Branch Crossing | 12/23/2015 9:51 AM |
| 648 | Grogans Mill and Sawmill | 12/23/2015 9:23 AM |
| 649 | Green slope pl and sylvan forest dr | 12/23/2015 8:09 AM |
| 650 | Branson Creek / Creekside Forest Dr | 12/23/2015 7:56 AM |
| 651 | Flintridge | 12/23/2015 7:20 AM |
| 652 | Cochrans crossing | 12/23/2015 4:09 AM |
| 653 | Branch crossing Dr. and Terramont Dr. | 12/23/2015 12:32 AM |
| 654 | S Panther Creek Dr. | 12/23/2015 12:02 AM |
| 655 | Crown Ridge and Alden Bridge | 12/22/2015 11:34 PM |
| 656 | Shadow bend between Lake Woodlands and Research Forest | 12/22/2015 10:47 PM |
| 657 | Terramont and Branch Crossing | 12/22/2015 10:34 PM |
| 658 | Concord Forest and Capstone | 12/22/2015 10:34 PM |
| 659 | Sawmill and sawdust | 12/22/2015 10:25 PM |
| 660 | Petalcup pl cochrans green | 12/22/2015 9:52 PM |
| 661 | 1774 & Oak Crossing | 12/22/2015 9:46 PM |
| 662 | Gosling and Woodlands Parkway | 12/22/2015 9:46 PM |
| 663 | Woodlands parkway and branch crossing | 12/22/2015 9:45 PM |
| 664 | Rush Haven and Rushwing Circle | 12/22/2015 9:33 PM |
| 665 | Creekside Pkwy & Kuykendahl | 12/22/2015 9:29 PM |
| 666 | Cochrans crossing and research forest | 12/22/2015 9:14 PM |
| 667 | Research forest and 2978 | 12/22/2015 8:53 PM |
| 668 | Tangle Brush and S. Panher Creek Dr | 12/22/2015 8:16 PM |
| 669 | Star ridge and branch crissing | 12/22/2015 8:10 PM |
| 670 | Alden Bridge Dr. And Autumn Branch Dr | 12/22/2015 6:49 PM |
| 671 | Research Forest and Branch Crossing | 12/22/2015 6:29 PM |
| 672 | Research and Grogan's Mill | 12/22/2015 6:11 PM |
| 673 | west rayford & northcrest | 12/22/2015 6:05 PM |
| 674 | N Mill bend | 12/22/2015 5:51 PM |
| 675 | Woodlands Pkwy and Craftwood Drive | 12/22/2015 5:45 PM |
| 676 | Laden Woods Dr. And Gosling | 12/22/2015 5:14 PM |
| 677 | E Cove View Trl and Paloma Pointe Dr | 12/22/2015 5:00 PM |
| 678 | Shadowbend | 12/22/2015 4:06 PM |
| 679 | E Panther Creek and Lake Woodlands | 12/22/2015 2:35 PM |
| 680 | Lake Woodlands/Cochran's Crossing | 12/22/2015 2:29 PM |
| 681 | Kuykendahl and Timarron | 12/22/2015 2:19 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| | | |
|-----|---|---------------------|
| 682 | Aldine Westfield and Rayford Rd. | 12/22/2015 1:24 PM |
| 683 | Gosling and West Rayford | 12/22/2015 1:22 PM |
| 684 | S panther creek and tanglebrush | 12/22/2015 1:06 PM |
| 685 | Crownridge and midnight moon | 12/22/2015 12:58 PM |
| 686 | Rayford and Riley Fuzzel | 12/22/2015 12:49 PM |
| 687 | Indigo Sky and Rush Haven | 12/22/2015 12:43 PM |
| 688 | Research/Cochran's Crossing | 12/22/2015 11:52 AM |
| 689 | Flint ridge and John Cooper | 12/22/2015 11:45 AM |
| 690 | Alden Bridge/Crown Ridge | 12/22/2015 10:51 AM |
| 691 | Pine hill drive, Shenandoah | 12/22/2015 9:56 AM |
| 692 | Ashley Green and Crownridge Drive | 12/22/2015 9:30 AM |
| 693 | Shadowbend | 12/22/2015 9:19 AM |
| 694 | Lake front circle and southern coast dr | 12/22/2015 9:14 AM |
| 695 | Canterborough Pl and E Heritage mill circle | 12/22/2015 9:13 AM |
| 696 | Riva Row and Grogans Mill | 12/22/2015 8:58 AM |
| 697 | Pine Walk Trail and Lajuana | 12/22/2015 8:40 AM |
| 698 | Harpers Landing & Drifting Shadows | 12/22/2015 8:37 AM |
| 699 | Flintridge and Lenox hill | 12/22/2015 8:07 AM |
| 700 | Branch crossing & wildflower trace | 12/22/2015 5:28 AM |
| 701 | 2978& woodlands Pkwy | 12/21/2015 11:40 PM |
| 702 | Yew Leaf Road and Tangle Brush Drive | 12/21/2015 10:56 PM |
| 703 | research forest and cochrans crossing | 12/21/2015 7:59 PM |
| 704 | Research Forest Dr. and Cochrans Crossing | 12/21/2015 7:39 PM |
| 705 | Fernridge and south millbend | 12/21/2015 4:30 PM |
| 706 | Panther Creek Dr | 12/21/2015 3:09 PM |
| 707 | spring cypress and 2920 | 12/21/2015 2:41 PM |
| 708 | Research Forest and Branch Crossing | 12/21/2015 2:24 PM |
| 709 | Windvale and College Park Drive | 12/21/2015 1:24 PM |
| 710 | Alden Bridge Drive and Branch Crossing | 12/21/2015 12:51 PM |
| 711 | Grogan's Point Rd | 12/21/2015 11:54 AM |
| 712 | Woodlands Pkwy and Woodloch Forrest Dr. | 12/21/2015 11:30 AM |
| 713 | Windvale & College Park | 12/21/2015 11:03 AM |
| 714 | Alden bridge and branch crossing | 12/21/2015 10:55 AM |
| 715 | Flintridge | 12/21/2015 10:44 AM |
| 716 | S. Greywing Place and Alden Bridge | 12/21/2015 10:43 AM |
| 717 | Research / kuykendahl | 12/21/2015 10:41 AM |
| 718 | South Millbend | 12/21/2015 10:37 AM |
| 719 | E. Panther Creek and Pebble Cove Drive | 12/21/2015 10:28 AM |
| 720 | Kuykendahl and Alden Bridge | 12/21/2015 10:02 AM |
| 721 | S. Pinto point cir and creekside forest | 12/21/2015 9:04 AM |
| 722 | Timberloch and Grogans Mill | 12/21/2015 8:42 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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|-----|---|---------------------|
| 723 | Terramont Drive/Marquise oaks | 12/21/2015 8:28 AM |
| 724 | Nursery Rd and Cokeberry | 12/21/2015 7:37 AM |
| 725 | Lake Woodlands Drive | 12/21/2015 6:58 AM |
| 726 | sterling ridge and lake woodlands | 12/21/2015 6:06 AM |
| 727 | Brayden Ct and Buena Way | 12/21/2015 5:44 AM |
| 728 | Golden Sage Dr. and W. Bonneymead Cir. | 12/21/2015 12:53 AM |
| 729 | Panther creek and mill trace | 12/20/2015 11:56 PM |
| 730 | Branch Crossing and Rembrandt Way | 12/20/2015 11:11 PM |
| 731 | Gosling and Woodlands pkwy | 12/20/2015 10:35 PM |
| 732 | Lake Woodlands Drive and Golden Shadow | 12/20/2015 10:09 PM |
| 733 | E. Northcastle Cir & Windsor Hills Dr. | 12/20/2015 9:06 PM |
| 734 | Branch Crossing & Craftwood | 12/20/2015 8:08 PM |
| 735 | Woodlands parkway & Falconwing | 12/20/2015 6:37 PM |
| 736 | Golden Orchard and May Valley Circle | 12/20/2015 5:50 PM |
| 737 | Gosling and Creekside Green | 12/20/2015 4:55 PM |
| 738 | Gosling & Research Forrest | 12/20/2015 3:54 PM |
| 739 | Dovewing and Greywing | 12/20/2015 3:37 PM |
| 740 | Crownridge and Alden Bridge | 12/20/2015 3:21 PM |
| 741 | gentlewind and lakemist | 12/20/2015 1:51 PM |
| 742 | Pine Song Place @ Windhaven Drive | 12/20/2015 11:28 AM |
| 743 | Sterling Ridge Dr and Stoney Hurst Dr | 12/20/2015 11:23 AM |
| 744 | Branch Crossing & Alden Bridge | 12/20/2015 11:08 AM |
| 745 | Shake creek and desert rose | 12/20/2015 8:58 AM |
| 746 | Shale creek and desert rose place | 12/20/2015 8:49 AM |
| 747 | Alden bridge drive | 12/20/2015 8:45 AM |
| 748 | Lake woodlands/shadow bend | 12/20/2015 7:20 AM |
| 749 | Panther Creek _Woodlands Pky | 12/20/2015 6:49 AM |
| 750 | Crossvine Circle and West Timberwagon Circle | 12/20/2015 6:40 AM |
| 751 | Fountainbrook Park Lane and Trinity Park Lane | 12/20/2015 3:43 AM |
| 752 | Terramont and black knight | 12/19/2015 8:34 PM |
| 753 | Falconwing and Flintridge | 12/19/2015 8:15 PM |
| 754 | westwinds circle and alden bridge drive | 12/19/2015 7:22 PM |
| 755 | Gosling and creekside | 12/19/2015 6:32 PM |
| 756 | W Panther Creek and Hickory Oak Dr | 12/19/2015 6:15 PM |
| 757 | Gosling and Research | 12/19/2015 6:04 PM |
| 758 | New Trails and Lake Woodlands Drive | 12/19/2015 5:15 PM |
| 759 | Splitrock and Lake Woodlands | 12/19/2015 3:47 PM |
| 760 | Lakeside Cove and Winterberry | 12/19/2015 3:44 PM |
| 761 | john cooper drive and flintridge | 12/19/2015 3:28 PM |
| 762 | glen eagles drive & SR 242 | 12/19/2015 3:11 PM |
| 763 | woodlands pkwy | 12/19/2015 2:17 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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|-----|--|---------------------|
| 764 | Branch crossing and Terramont | 12/19/2015 1:49 PM |
| 765 | Panther Creek Drive and Lake Woodlands Drive | 12/19/2015 1:46 PM |
| 766 | Craftwood Dr and Woodlands Pkwy | 12/19/2015 1:39 PM |
| 767 | Grogans Mill and Tapestry Park Dr | 12/19/2015 12:16 PM |
| 768 | S Millbend Drive and Grogans Mill Road | 12/19/2015 6:56 AM |
| 769 | Seinna Bend and Crownridge | 12/19/2015 5:17 AM |
| 770 | Player Woods and Player Bend | 12/18/2015 9:31 PM |
| 771 | Cornerbrook Pl and Quiet Oak Cir | 12/18/2015 8:41 PM |
| 772 | Grogans Mill and Timber Mill St | 12/18/2015 8:28 PM |
| 773 | Sawdust/grogans point | 12/18/2015 4:50 PM |
| 774 | Shawdow Bend Place and East Placid Hill | 12/18/2015 4:31 PM |
| 775 | Terramont Dr., | 12/18/2015 4:17 PM |
| 776 | Flintridge and Mirror Ridge Circle | 12/18/2015 2:26 PM |
| 777 | Kendall Green and Kuykendahl | 12/18/2015 8:14 AM |
| 778 | Flintridge and Hazlecrest | 12/18/2015 8:11 AM |
| 779 | Cochrans Crossing and Lake Woodlands | 12/17/2015 9:09 PM |
| 780 | Wyckham and Player Bend | 12/17/2015 5:34 PM |
| 781 | Crystal Lake Ln and Grogan's Mill | 12/17/2015 3:40 PM |
| 782 | Cochrans Crossing and Research Forest | 12/16/2015 10:30 PM |
| 783 | Research Forest And cochran crossings | 12/16/2015 10:12 PM |
| 784 | terramont and branch crossing | 12/16/2015 8:59 PM |
| 785 | S High Oaks and N Summer Star Ct | 12/16/2015 8:55 PM |
| 786 | Falling Star | 12/16/2015 4:05 PM |
| 787 | Knoll Pines and Crescent Falls | 12/16/2015 4:00 PM |
| 788 | Lake woodlands dr and split rock rd | 12/16/2015 2:12 PM |
| 789 | Genesee Ridge and Blair Bridge | 12/16/2015 2:06 PM |
| 790 | S. Panther Creek and Coralberry Rd | 12/16/2015 2:02 PM |
| 791 | Flintridge and Gosling | 12/16/2015 1:54 PM |
| 792 | New Dawn and April Mist | 12/16/2015 1:21 PM |
| 793 | Groan's Point Rd and Sawmill | 12/16/2015 12:20 PM |
| 794 | East Windvale | 12/16/2015 12:16 PM |
| 795 | Lake Woodlands Dr. & Cochrans Crossing Dr. | 12/16/2015 11:37 AM |
| 796 | Research Forest and Research Park | 12/16/2015 10:39 AM |
| 797 | kuykendahl and flintridge | 12/16/2015 9:47 AM |
| 798 | Sawmill and Sawdust Roads | 12/16/2015 8:50 AM |
| 799 | longsford Circle and Carlton Woods drive | 12/16/2015 8:38 AM |
| 800 | Research Forest & Branch Crossing | 12/16/2015 8:31 AM |
| 801 | Cochran Crossing | 12/15/2015 9:24 PM |
| 802 | Eagle Rock Place and Rush Haven | 12/15/2015 8:31 PM |
| 803 | Heritage Hill/Flintridge | 12/15/2015 8:15 PM |
| 804 | Six Pines/ N Millbend | 12/15/2015 8:14 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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|-----|---|---------------------|
| 805 | S Panther Creek Dr. And Fawnchase Ct | 12/15/2015 6:03 PM |
| 806 | Grogan's Mill and lake Woodlands | 12/15/2015 5:50 PM |
| 807 | Carlton woods Creekside drive and kukendahl | 12/15/2015 5:03 PM |
| 808 | Greenbridge | 12/15/2015 4:51 PM |
| 809 | Sterling Ridge Dr and Carlton Woods Dr | 12/15/2015 4:19 PM |
| 810 | Rush Haven and Flintridge | 12/15/2015 3:06 PM |
| 811 | Spotted Deer and Outervale Place | 12/15/2015 3:02 PM |
| 812 | Hazelcrest and Flintridge | 12/15/2015 2:56 PM |
| 813 | Flintridge and Gosling | 12/15/2015 2:40 PM |
| 814 | Hazelcrest and Flintridge | 12/15/2015 2:33 PM |
| 815 | Hazlecrest and Flintridge | 12/15/2015 2:25 PM |
| 816 | Flintridge and Hazelcrest | 12/15/2015 2:00 PM |
| 817 | Flint ridge and rush haven | 12/15/2015 1:48 PM |
| 818 | Fire Flicker Place and South Rushwing Circle | 12/15/2015 1:48 PM |
| 819 | Flintridge and Rush Haven | 12/15/2015 1:43 PM |
| 820 | Mustang Point Court and N. Hazelcrest Circle | 12/15/2015 12:45 PM |
| 821 | 242 | 12/15/2015 11:12 AM |
| 822 | Timberloch and North Bay | 12/14/2015 7:57 PM |
| 823 | E. Panther Creek and Woodlands Pkwy | 12/14/2015 2:33 PM |
| 824 | sylvan forest and shadowbend | 12/14/2015 1:18 PM |
| 825 | Artist Grove and Branch Crossing | 12/14/2015 10:13 AM |
| 826 | Shadow Bend and Gosling | 12/14/2015 3:48 AM |
| 827 | High Oaks & Sawmill | 12/13/2015 7:16 PM |
| 828 | Alden bridge and branch crossing | 12/13/2015 6:44 PM |
| 829 | S Havenridge and Interfaith Way | 12/13/2015 12:08 PM |
| 830 | Strawberry Canyon / Midday Sun Place | 12/13/2015 12:04 PM |
| 831 | Cochran's Crossing Dr and Woodlands Pkwy | 12/12/2015 3:58 PM |
| 832 | N. Panther Creek Dr. and Smokestone | 12/12/2015 3:33 PM |
| 833 | Rocky Point Dr. and Wild Creek Dr. | 12/12/2015 10:57 AM |
| 834 | South Rushwing Circle & Rushheaven | 12/12/2015 10:52 AM |
| 835 | Gateshead place and pepperdale dr | 12/12/2015 10:39 AM |
| 836 | Branch crossing and cranebrook | 12/12/2015 8:17 AM |
| 837 | Grogan's Mill | 12/12/2015 7:46 AM |
| 838 | New trails | 12/12/2015 7:35 AM |
| 839 | E Bay Blvd and E Shore Drive | 12/12/2015 4:33 AM |
| 840 | Branch Crossing & Artist Grove | 12/11/2015 10:48 PM |
| 841 | Reedy Pond & Winter Wheat | 12/11/2015 6:15 PM |
| 842 | Research Forest and Shadowbend | 12/11/2015 5:31 PM |
| 843 | W Panther Creek Drive and Fairmede Bend Drive | 12/11/2015 5:21 PM |
| 844 | Branch Crossing | 12/11/2015 4:55 PM |
| 845 | Dove trail and Cochrans crossing | 12/11/2015 4:49 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| | | |
|-----|---|---------------------|
| 846 | Alden Bridge and Bay Branch | 12/11/2015 4:48 PM |
| 847 | Smoke Stone and North Panther Creek | 12/11/2015 4:29 PM |
| 848 | Woodlands Parkway and Branch Crossing | 12/11/2015 4:25 PM |
| 849 | Grogan's Mill and South Millbend | 12/11/2015 4:12 PM |
| 850 | Flintridge and Rush Haven | 12/11/2015 3:53 PM |
| 851 | Falconwing @ Woodlands Parkway | 12/11/2015 3:27 PM |
| 852 | S panther creek and woodlands pkwy | 12/11/2015 1:32 PM |
| 853 | east of 45 | 12/11/2015 10:53 AM |
| 854 | Buena Way and Rayford Road | 12/11/2015 9:36 AM |
| 855 | sandpebble and rush haven | 12/11/2015 7:54 AM |
| 856 | Lake Woodlands and Cochrans Crossing | 12/10/2015 6:51 AM |
| 857 | 242 and W Windvale Cir | 12/9/2015 12:19 PM |
| 858 | Creekside green and bacopa dr. | 12/8/2015 7:09 PM |
| 859 | W Branch Crossing Dr | 12/8/2015 5:53 PM |
| 860 | Sawmill Road and Sawdust Road | 12/8/2015 3:42 PM |
| 861 | Cokeberry Dr. | 12/8/2015 12:30 PM |
| 862 | Cochrans Crossing Dr and Woodlands Parkway | 12/8/2015 4:20 AM |
| 863 | Creekside forest and kuykendahl | 12/7/2015 4:34 PM |
| 864 | sawmill and sawdust | 12/7/2015 2:39 PM |
| 865 | SH 242 College Park Drive and Windsor Hills Drive | 12/7/2015 2:26 PM |
| 866 | S. Panther Creek Dr. | 12/7/2015 2:11 PM |
| 867 | Purpletop ct and Tanglebrush | 12/7/2015 10:44 AM |
| 868 | Fish Creek Thoroughfare and Woodforest Parkway | 12/7/2015 8:35 AM |
| 869 | Tioga Place and Red Oak | 12/7/2015 7:47 AM |
| 870 | Strawberry Canyon and Player Woods | 12/6/2015 8:35 PM |
| 871 | Creese Forest Drive and Kuykendahl | 12/6/2015 7:53 PM |
| 872 | Lake Woodlands Dr and Cochrans Crossing | 12/6/2015 2:51 PM |
| 873 | N Bacopa Dr and Great Heron | 12/6/2015 2:27 PM |
| 874 | Lake Woodlands Dr. and Khuykendahl Rd. | 12/6/2015 12:32 PM |
| 875 | North Camelia Way | 12/6/2015 11:36 AM |
| 876 | Shadowbend | 12/6/2015 10:49 AM |
| 877 | creekside green and great heron | 12/6/2015 10:26 AM |
| 878 | E. Alden Bridge and Taylor Pont | 12/6/2015 9:17 AM |
| 879 | Cranebrook and Branch crossing | 12/6/2015 9:13 AM |
| 880 | Grogans Mills and Woodlands Parkway | 12/6/2015 8:22 AM |
| 881 | Timber Mill St. and N. Timber Top Dr. | 12/6/2015 8:18 AM |
| 882 | S Pinto Point Cir/E Tupelo Green Cir | 12/6/2015 8:18 AM |
| 883 | La Paloma Trail and Creekside Forest Drive | 12/6/2015 7:51 AM |
| 884 | S Pinto Point Cir/E Tupelo Green Cir | 12/6/2015 7:45 AM |
| 885 | E Tupelo Circle and Pinto Point Circle | 12/5/2015 10:39 PM |
| 886 | Creeksideside Forest and Great Heron | 12/5/2015 10:15 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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|-----|--|--------------------|
| 887 | Crownberry Ct and Pinyon Pine | 12/5/2015 10:05 PM |
| 888 | Lake Woodlands Dr. & Shadowbend Place | 12/5/2015 8:26 PM |
| 889 | Gosling and Lake Woodlands | 12/5/2015 6:09 PM |
| 890 | Cochrans Crossing and Research | 12/5/2015 5:38 PM |
| 891 | Copperleaf Dr. and Lake Woodlands Dr. | 12/5/2015 5:22 PM |
| 892 | Green Gables Circle and Alden Bridge Drive | 12/5/2015 4:56 PM |
| 893 | W. Panther creek and lake woodlands | 12/5/2015 4:47 PM |
| 894 | Branch crossing and Woodlands parkway | 12/5/2015 4:03 PM |
| 895 | Lake Woodlands & Kuykendahl | 12/5/2015 3:21 PM |
| 896 | Timberloch and Majesty Row | 12/5/2015 2:49 PM |
| 897 | Windsor Bridge Drive and South Dylanshire Cir. | 12/5/2015 2:27 PM |
| 898 | South Spincaster Court and Spincaster Drive | 12/5/2015 12:55 PM |
| 899 | Kyhkundahl st | 12/5/2015 10:40 AM |
| 900 | Crownridge Drive and S. Linton Ridge Circle | 12/5/2015 10:37 AM |
| 901 | Creeside Forrest Drive and Spincaster | 12/5/2015 10:13 AM |
| 902 | South Millbend and Slash Pine Place | 12/5/2015 10:01 AM |
| 903 | Alden Woods and Gosling | 12/5/2015 9:44 AM |
| 904 | Grogans Mill and Riva Row | 12/5/2015 9:22 AM |
| 905 | Tanglebrush and Purpletop | 12/5/2015 8:35 AM |
| 906 | Clovergate Circle and Crownbrigde | 12/5/2015 6:56 AM |
| 907 | Liberty Branch/Creeside | 12/5/2015 6:44 AM |
| 908 | s veranda ridge drive and n veranda ridge dr | 12/5/2015 6:29 AM |
| 909 | Terramont and Green Pastures | 12/5/2015 12:08 AM |
| 910 | Blue Wildflower Pl and Golden Orchard | 12/4/2015 11:31 PM |
| 911 | Branch Crossing and Reagan Mead | 12/4/2015 11:06 PM |
| 912 | Harbor Cove Dr. and Leeward Cove Dr. | 12/4/2015 8:03 PM |
| 913 | Branch Crossing and Research Forest | 12/4/2015 6:00 PM |
| 914 | East Panther Creek & Lake Woodlands | 12/4/2015 5:59 PM |
| 915 | S. Panther Creek and Woodlands Pkwy. | 12/4/2015 5:58 PM |
| 916 | Pinyon Pine and Crownberry Ct | 12/4/2015 5:44 PM |
| 917 | Indigo Circle and Rush Haven | 12/4/2015 5:38 PM |
| 918 | Scenic Mill Place and E. Green Gables | 12/4/2015 5:30 PM |
| 919 | Majesty Row and N. Bay Blvd. | 12/4/2015 5:06 PM |
| 920 | Villa Canyon Place and Hazelcrest Drive | 12/4/2015 5:01 PM |
| 921 | S Almondell Cir and Almondell Dr | 12/4/2015 4:27 PM |
| 922 | Lake Woodlands Dr | 12/4/2015 4:24 PM |
| 923 | Alden Bridge Drive | 12/4/2015 4:24 PM |
| 924 | Branch Crossing and Player Trail | 12/4/2015 4:23 PM |
| 925 | Lake Paloma Trail and Creekside Green Drive | 12/4/2015 4:14 PM |
| 926 | Lake Woodlands Drive and Kuykendahl Road | 12/4/2015 4:11 PM |
| 927 | Waterway Ave & Waterway Court | 12/4/2015 4:06 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| | | |
|-----|--|--------------------|
| 928 | Brickhill and new harmony | 12/4/2015 2:56 PM |
| 929 | North Timber Top and North Millbend | 12/4/2015 2:05 PM |
| 930 | carriage hills and FM 1488 | 12/4/2015 12:39 PM |
| 931 | Indian Clover Dr. and Split Rock Rd. | 12/4/2015 10:59 AM |
| 932 | Grogans Mill and Timberwild | 12/4/2015 10:30 AM |
| 933 | old cedar circle and kendall green | 12/4/2015 9:35 AM |
| 934 | Driftdale Pl and East Arbor Camp | 12/4/2015 7:19 AM |
| 935 | Woodlands Parkway and Grogans Mill | 12/4/2015 6:22 AM |
| 936 | Gosling and west rayford | 12/3/2015 10:45 PM |
| 937 | Mason Pond Pl and Vintage Path Pl | 12/3/2015 10:29 PM |
| 938 | Crownridge Dr. and West Cottage Green Dr. | 12/3/2015 10:17 PM |
| 939 | Woodlands Parkway and Lake Woodlands Dr. | 12/3/2015 9:55 PM |
| 940 | S Blair Bridge Dr & E Knightsbridge Dr | 12/3/2015 7:54 PM |
| 941 | Woodlands Parkway | 12/3/2015 7:28 PM |
| 942 | N Old Cedar Circle and Kendall Green | 12/3/2015 6:16 PM |
| 943 | Alden Bridge Dr. and Research Forest Dr. | 12/3/2015 5:36 PM |
| 944 | branches crossing & Frontera | 12/3/2015 5:08 PM |
| 945 | E. Panther Creek Dr and Lake Woodlands Dr | 12/3/2015 4:59 PM |
| 946 | Gosling rd | 12/3/2015 4:58 PM |
| 947 | N Indigo Circle and Rush Haven Drive | 12/3/2015 4:50 PM |
| 948 | College Park Dr and Gosling | 12/3/2015 4:38 PM |
| 949 | Flintridge and Trace Creek | 12/3/2015 4:31 PM |
| 950 | Flintridge / John Cooper Drive | 12/3/2015 4:25 PM |
| 951 | Lake Woodlands and Split Rock | 12/3/2015 3:41 PM |
| 952 | Ashworth Ct. and Frontier Path | 12/3/2015 3:39 PM |
| 953 | Sawmill & Sawdust | 12/3/2015 3:37 PM |
| 954 | Gosling & Lake Woodlands Drive | 12/3/2015 3:36 PM |
| 955 | E Alden Bridge and Branch Crossing | 12/3/2015 2:44 PM |
| 956 | Crownridge and Ardsley Square | 12/3/2015 2:41 PM |
| 957 | Gossling | 12/3/2015 2:07 PM |
| 958 | Alden Bridge and Kendall Green | 12/3/2015 1:26 PM |
| 959 | S. Mill Trace Dr and W. Panther Creek Dr | 12/3/2015 1:23 PM |
| 960 | Cochran's Crossing and Waterford Bend | 12/3/2015 1:03 PM |
| 961 | S Millbend and N Red Cedar Cir | 12/3/2015 12:51 PM |
| 962 | Capstone Circle and Cochran's Crossing | 12/3/2015 12:30 PM |
| 963 | kendrick pines and Rockwell park blvd | 12/3/2015 12:20 PM |
| 964 | Timberwilde | 12/3/2015 12:16 PM |
| 965 | Paloma Point and Creekside Green | 12/3/2015 11:52 AM |
| 966 | Wyckham Circle and Player Bend Drive | 12/3/2015 11:43 AM |
| 967 | Alden Bridge Dr and Acacia Park Circle Drive | 12/3/2015 10:56 AM |
| 968 | S.Panther Creek Drive and Interfaith Drive | 12/3/2015 10:54 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| | | |
|------|--|--------------------|
| 969 | Shadow Bend and Lake Woodlands | 12/3/2015 10:33 AM |
| 970 | S Altwood Cir & Flintridge Dr | 12/3/2015 10:25 AM |
| 971 | N. Millbend and Grogans Mill | 12/3/2015 10:25 AM |
| 972 | Gosling and Shadowbend | 12/3/2015 10:24 AM |
| 973 | Six Pines Drive and Timberloch pl | 12/3/2015 10:17 AM |
| 974 | Kendrick Pines Blvd and Creekside Forest | 12/3/2015 9:59 AM |
| 975 | New Harmony Trail and Creekside Green | 12/3/2015 9:23 AM |
| 976 | Caprice Bend Place and Wendtwoods Drive | 12/3/2015 9:10 AM |
| 977 | canyon wren Dr | 12/3/2015 7:17 AM |
| 978 | Research forest & grogans mill | 12/3/2015 6:53 AM |
| 979 | Creekside Forest & Kuykendahl | 12/3/2015 6:26 AM |
| 980 | creekside drive and wild creek | 12/3/2015 6:18 AM |
| 981 | South Millbend/Cokeberry/Grogans Mill | 12/3/2015 2:00 AM |
| 982 | Grogans Mill/Riva Row | 12/2/2015 9:57 PM |
| 983 | E.Knighsbridge Dr. and N. Blair Bridge Dr. | 12/2/2015 8:48 PM |
| 984 | Tupelo trail | 12/2/2015 7:43 PM |
| 985 | timarron drive and pine plains drive | 12/2/2015 7:21 PM |
| 986 | Old Cedar Circle and Kendall Green | 12/2/2015 5:00 PM |
| 987 | Maple Glade Circle and Alden Bridge | 12/2/2015 4:44 PM |
| 988 | Spincaster & Creekside Forest | 12/2/2015 3:50 PM |
| 989 | Kuykendahl and Creekside Forest | 12/2/2015 3:38 PM |
| 990 | Patina Pines / Grogans Mills | 12/2/2015 3:23 PM |
| 991 | CROWNRIIDGE AND ALDEN BRIDGE DR. | 12/2/2015 2:12 PM |
| 992 | Creekside green & bay mills | 12/2/2015 2:11 PM |
| 993 | Claridge Oak Court | 12/2/2015 1:55 PM |
| 994 | Creekside green and Paloma point | 12/2/2015 11:01 AM |
| 995 | N. Blair bridges and E. Knightbridgeges | 12/2/2015 8:53 AM |
| 996 | Hearthwick Rd and W. Heritage Mill Cr | 12/2/2015 8:32 AM |
| 997 | Harper's Landing - South Trade | 12/2/2015 7:39 AM |
| 998 | S Swanwick Pl and N Camella Park | 12/2/2015 7:28 AM |
| 999 | Alden Bridge | 12/1/2015 9:44 PM |
| 1000 | Creekside Park | 12/1/2015 9:27 PM |
| 1001 | Creekside Forest Drive and Lake Paloma | 12/1/2015 9:24 PM |
| 1002 | S. Rambling ridge place and misty dawn drive | 12/1/2015 9:20 PM |
| 1003 | Kayak and Wilde Creek | 12/1/2015 7:28 PM |
| 1004 | Huffsmith and kuykendahl | 12/1/2015 6:22 PM |
| 1005 | canyon wren ct | 12/1/2015 4:56 PM |
| 1006 | Kuykendahl and Creekside Forest | 12/1/2015 3:59 PM |
| 1007 | Shimmering Aspen Cir and Creekside Green Dr | 12/1/2015 1:59 PM |
| 1008 | Kuykendahl and Creekside Forrest Dr | 12/1/2015 12:34 PM |
| 1009 | Grogan's Mill and Mason Pond | 12/1/2015 12:21 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| | | |
|------|--|---------------------|
| 1010 | Harpers Landing Blvd and Wimberly Way | 12/1/2015 11:14 AM |
| 1011 | Ashworth Ct. and W Knightbridge | 12/1/2015 11:05 AM |
| 1012 | Inland Prairie and Waterfall Way | 12/1/2015 10:43 AM |
| 1013 | Red Wagon Dr. and S. Victoriana Circle | 12/1/2015 10:21 AM |
| 1014 | Lake Voyageur Dr and Creekside Forest Dr | 12/1/2015 10:19 AM |
| 1015 | Laurel Cherry Way and W Timberwagon Cir | 12/1/2015 10:18 AM |
| 1016 | Lake Woodlands Dr. and Split Rock | 12/1/2015 10:05 AM |
| 1017 | New Harmony | 12/1/2015 9:53 AM |
| 1018 | Pine Plains Dr and Witherbee Place | 12/1/2015 9:51 AM |
| 1019 | Tupelo Green | 12/1/2015 9:50 AM |
| 1020 | Woodlands Parkway and W. Branch Crossing | 12/1/2015 9:42 AM |
| 1021 | Goseling and Shadowbend | 12/1/2015 9:34 AM |
| 1022 | Lake Paloma Dr and Tupelo Green Forest | 12/1/2015 9:32 AM |
| 1023 | Lake Voyaguer and Creekside Forest Drive | 12/1/2015 9:19 AM |
| 1024 | Creekside Forest Dr and Kuykendahl | 12/1/2015 9:14 AM |
| 1025 | W. Arbor Camp Circle and Wilde Creek Drive | 12/1/2015 9:07 AM |
| 1026 | Creekside Green Dr / New Harmony Trail | 12/1/2015 9:04 AM |
| 1027 | timarron drive and Kukendahl | 12/1/2015 9:00 AM |
| 1028 | Creekside forest and kuykendahl | 12/1/2015 8:51 AM |
| 1029 | Timmaron and Kuykendahl | 12/1/2015 8:51 AM |
| 1030 | Creekside Forest | 12/1/2015 8:47 AM |
| 1031 | Cochrans Crossing and Lake Woodlands | 12/1/2015 8:17 AM |
| 1032 | Glen Loch Drive and Tangle Brush Drive | 12/1/2015 8:13 AM |
| 1033 | Brakendale Place and Lake Voyageur Drive | 12/1/2015 8:13 AM |
| 1034 | Crownridge and Research Forest | 12/1/2015 8:10 AM |
| 1035 | Grogans Mill/woodlands parkway | 12/1/2015 8:07 AM |
| 1036 | Creekside Green and N Arrow Canyon | 12/1/2015 8:07 AM |
| 1037 | Kuykendahl & Creekside Forest | 12/1/2015 7:48 AM |
| 1038 | W. Crystal Canyon Cir. and Kayak Ridge Dr. | 12/1/2015 7:42 AM |
| 1039 | Burnished Oaks Ct. and Wyatt Oaks Pl | 12/1/2015 7:32 AM |
| 1040 | Timarron Dr and S Camelia Cir | 12/1/2015 6:56 AM |
| 1041 | Tupelo & Canyon Wren | 12/1/2015 6:38 AM |
| 1042 | Spincaster Dr. | 12/1/2015 6:29 AM |
| 1043 | Ckeekside Forest Drive | 12/1/2015 6:21 AM |
| 1044 | Lake Paloma Dr | 12/1/2015 5:47 AM |
| 1045 | Creek side forest , kuykendal | 12/1/2015 5:39 AM |
| 1046 | Wilde Creek and Kayak Ridge | 12/1/2015 5:33 AM |
| 1047 | New Harmony Trail & S Whistling Swan Pl | 12/1/2015 5:28 AM |
| 1048 | Bay st and Creekside Green Drive | 12/1/2015 12:06 AM |
| 1049 | Kuykendall and Creekside Forest | 11/30/2015 11:20 PM |
| 1050 | Creekside Forest Drive and Twin Ponds | 11/30/2015 11:12 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| | | |
|------|--|---------------------|
| 1051 | Tillamook Ct and Rocky Point Cir | 11/30/2015 10:58 PM |
| 1052 | Tunica Pass and Creekside Green | 11/30/2015 10:56 PM |
| 1053 | Tupelo Dr. and Creekside Green | 11/30/2015 10:35 PM |
| 1054 | Arbor camp and wilde creek | 11/30/2015 10:32 PM |
| 1055 | Chipped sparrow place and Canyon Wren Circle | 11/30/2015 10:08 PM |
| 1056 | Canyon Wren and Tupelo Green | 11/30/2015 10:04 PM |
| 1057 | Creekside green at shimmering aspen | 11/30/2015 10:03 PM |
| 1058 | Gosling and Creekside Forest | 11/30/2015 9:58 PM |
| 1059 | W canyon wren cir and Tupelo park | 11/30/2015 9:52 PM |
| 1060 | Rocky Point Drive and Wilde Creek Drive | 11/30/2015 9:52 PM |
| 1061 | Wood Drake Pl and Hinterwood Way | 11/30/2015 9:51 PM |
| 1062 | Kuykendahl and Creekside | 11/30/2015 9:43 PM |
| 1063 | Tupelo | 11/30/2015 9:38 PM |
| 1064 | Creekside Forest Drive and Kuykendahl | 11/30/2015 9:36 PM |
| 1065 | Kuykendahl And timarron Dr. | 11/30/2015 9:26 PM |
| 1066 | Timarron Dr. | 11/30/2015 9:08 PM |
| 1067 | W Canyon Wren Cir and Tupelo Park | 11/30/2015 9:08 PM |
| 1068 | Cayuga Pond ct and East Hullwood | 11/30/2015 9:06 PM |
| 1069 | gosling and creekside green | 11/30/2015 9:06 PM |
| 1070 | Kendrick pines and Creekside Forest drive | 11/30/2015 9:04 PM |
| 1071 | Creekside Green and New Harmony | 11/30/2015 9:02 PM |
| 1072 | Lake Paloma and creekside forest | 11/30/2015 9:00 PM |
| 1073 | Lake Paloma and Creekside Forest | 11/30/2015 8:57 PM |
| 1074 | creekside/gosling | 11/30/2015 8:55 PM |
| 1075 | Creekside Forest and Hamlin Lake | 11/30/2015 8:49 PM |
| 1076 | Wilde creek and w arbor creek circle | 11/30/2015 8:48 PM |
| 1077 | Wrangler pass | 11/30/2015 8:43 PM |
| 1078 | Creekside Forest and Havergate | 11/30/2015 8:42 PM |
| 1079 | Creekside Forest and Kuykendahl | 11/30/2015 8:34 PM |
| 1080 | West Arbor Camp Circle and Wilde Creek Drive | 11/30/2015 8:27 PM |
| 1081 | West New Harmony and Wendtwoods | 11/30/2015 8:26 PM |
| 1082 | Creekside Green & Wilde Creek | 11/30/2015 8:22 PM |
| 1083 | Kuykendahl and creekside forrest | 11/30/2015 8:22 PM |
| 1084 | W Canyon Wren Cir | 11/30/2015 8:21 PM |
| 1085 | Kendrick pines and Rockwell park | 11/30/2015 8:10 PM |
| 1086 | Creek side Forest | 11/30/2015 8:08 PM |
| 1087 | Creekside Forest and Kuykendaul | 11/30/2015 8:07 PM |
| 1088 | Alden Woods Drive and Silver Crescent | 11/30/2015 8:02 PM |
| 1089 | Creekside Green Dr. | 11/30/2015 7:57 PM |
| 1090 | Lake Vouyager | 11/30/2015 7:50 PM |
| 1091 | Timarron and Kuykendahl | 11/30/2015 7:49 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| | | |
|------|---|--------------------|
| 1092 | Hearthwick Road and East Heritage Mill Circle | 11/30/2015 7:47 PM |
| 1093 | Creekside forest drive and Lake Voyager | 11/30/2015 7:44 PM |
| 1094 | Creekside Forest / Kendrick Pines Blvd. | 11/30/2015 7:44 PM |
| 1095 | Creek forest and kuykendahl | 11/30/2015 7:42 PM |
| 1096 | South Arrow Canyon and Chippewa Trl. | 11/30/2015 7:26 PM |
| 1097 | Riva Row and Grogand Mill | 11/30/2015 7:21 PM |
| 1098 | Creekside Forest & Kuykendahl | 11/30/2015 7:18 PM |
| 1099 | Red moon place ans S. Greenprint circle | 11/30/2015 7:16 PM |
| 1100 | Freestone Stream Pl./ Wranger Pass | 11/30/2015 7:16 PM |
| 1101 | Creekside Green | 11/30/2015 7:12 PM |
| 1102 | Kuykendahl & Creekside Forest dr | 11/30/2015 7:09 PM |
| 1103 | Lake Paloma and Tupelo park | 11/30/2015 7:07 PM |
| 1104 | Canyon wren and Tupelo circle | 11/30/2015 7:06 PM |
| 1105 | Lake Paloma/Creekside Forest Dr. | 11/30/2015 7:03 PM |
| 1106 | Creekside Forest Dr. and Canoe Bend | 11/30/2015 7:02 PM |
| 1107 | lake voyageur dr & creekside forest | 11/30/2015 6:54 PM |
| 1108 | Canyon Wren Drive and Chipped Sparrow | 11/30/2015 6:53 PM |
| 1109 | S. Arrow Canyon and Chippewa Trail | 11/30/2015 6:50 PM |
| 1110 | E. Heritage Mill Circle and Canterborough Place | 11/30/2015 6:45 PM |
| 1111 | Creekside forest | 11/30/2015 6:45 PM |
| 1112 | Wilde Creek and Arbor Camp | 11/30/2015 6:44 PM |
| 1113 | New Harmony Trail and Creekside Green Dr. | 11/30/2015 6:41 PM |
| 1114 | Creekside Forest Dr and Lake Voyaguer Dr | 11/30/2015 6:41 PM |
| 1115 | Liberty Branch Blvd. and W. Sawyer Ridge | 11/30/2015 6:39 PM |
| 1116 | Creekside forest | 11/30/2015 6:39 PM |
| 1117 | Mosaic point place and Mohawk path | 11/30/2015 6:37 PM |
| 1118 | Creekside Forest and Lake Paloma Trail | 11/30/2015 6:36 PM |
| 1119 | Creekside Forest Dr. and Lake Voyageur Dr. | 11/30/2015 6:34 PM |
| 1120 | Wendtwoods and Creekside Forest | 11/30/2015 6:32 PM |
| 1121 | Gosling and Creekside Green | 11/30/2015 6:31 PM |
| 1122 | Liberty Branch | 11/30/2015 6:29 PM |
| 1123 | Lake Voyaguer & Creekside Forest | 11/30/2015 6:27 PM |
| 1124 | Kuykendahl & Creekside Forest | 11/30/2015 6:23 PM |
| 1125 | Creekside Forest and Kuykendahl | 11/30/2015 6:19 PM |
| 1126 | Shimmering Aspen Circle/Creekside Green | 11/30/2015 6:16 PM |
| 1127 | Flintridge and Chandler Creek Circle | 11/30/2015 6:15 PM |
| 1128 | Creekside green drive and gosling road | 11/30/2015 6:10 PM |
| 1129 | Creekside Green and Kuykendahl | 11/30/2015 6:09 PM |
| 1130 | Lake Voyageur Drive and Kelpwood Drive | 11/30/2015 6:07 PM |
| 1131 | new harmony trail and brickhill | 11/30/2015 6:00 PM |
| 1132 | Creekside Forest and Kuykendahl | 11/30/2015 6:00 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| | | |
|------|---|---------------------|
| 1133 | Mohawk Path Trail and Paloma Way | 11/30/2015 5:59 PM |
| 1134 | Gosling, Kuykendahl, and Creekside Forest Drive | 11/30/2015 5:58 PM |
| 1135 | S. Canyon Wren and Tupelo | 11/30/2015 5:57 PM |
| 1136 | N. Sage Sparrow Circle and W. Tupelo Green | 11/30/2015 5:57 PM |
| 1137 | creekside forest drive and twin ponds | 11/30/2015 5:55 PM |
| 1138 | Gosling and Creekside Green | 11/30/2015 5:35 PM |
| 1139 | Witherbee Place at Pine Plains | 11/30/2015 5:31 PM |
| 1140 | New Harmony and wooded overlook | 11/30/2015 5:25 PM |
| 1141 | Research Forest & Alden Bridge | 11/30/2015 8:22 AM |
| 1142 | Kuykendahl and Creekside Forest Drive | 11/29/2015 6:03 PM |
| 1143 | woodlands pkwy/cochran's crossing | 11/29/2015 1:05 PM |
| 1144 | Lake Woodland Drive | 11/27/2015 7:58 AM |
| 1145 | quite oak circle and cornerbrook place | 11/27/2015 3:22 AM |
| 1146 | College park drive | 11/26/2015 8:28 AM |
| 1147 | Crownridge and Alden Bridge (West) | 11/26/2015 3:35 AM |
| 1148 | Archwyck and Branch Crossing | 11/25/2015 5:57 PM |
| 1149 | Northgate and grogans point rd | 11/25/2015 4:53 PM |
| 1150 | Grogan's Point and Red Sable | 11/25/2015 10:04 AM |
| 1151 | Crown Ridge | 11/25/2015 8:20 AM |
| 1152 | Hazelcrest cir and Flintridge | 11/24/2015 10:31 PM |
| 1153 | Cochrans Crossing | 11/24/2015 10:28 PM |
| 1154 | towering pines dr and split rock rd | 11/24/2015 9:08 PM |
| 1155 | Grogans and Timberloch | 11/24/2015 7:38 PM |
| 1156 | Flint ridge and falcon wing | 11/24/2015 7:16 PM |
| 1157 | N. Red Cedar Cir/S. Millbend | 11/24/2015 5:55 PM |
| 1158 | Creekside & Gosling | 11/24/2015 4:20 PM |
| 1159 | S Rain Forest ct and S High Oaks | 11/24/2015 3:41 PM |
| 1160 | Grogans Mill/South Mill Bend | 11/24/2015 1:57 PM |
| 1161 | Kuykendahl and Pine Plains | 11/24/2015 1:52 PM |
| 1162 | Cochrans Crossing Dr and Lake Woodlands Dr | 11/24/2015 11:47 AM |
| 1163 | S Millbend Dr. and Grogans Mill Rd. | 11/24/2015 10:40 AM |
| 1164 | Gosling and West Rayford | 11/24/2015 9:56 AM |
| 1165 | Village knoll circle and sylvan forest | 11/24/2015 9:54 AM |
| 1166 | Woodlands Pkwy and Flintridge Drive | 11/24/2015 9:32 AM |
| 1167 | Gosling & Creekside Forest | 11/24/2015 9:22 AM |
| 1168 | Grogans mill and s. Millbend | 11/24/2015 9:19 AM |
| 1169 | W. Cottage Green & Crownridge | 11/24/2015 9:15 AM |
| 1170 | Genesee ridge Dr. and Fairwind Trail Dr. | 11/24/2015 9:15 AM |
| 1171 | Lake Woodlands, Cochrans | 11/24/2015 8:38 AM |
| 1172 | 2978 and Woodlands parkway | 11/24/2015 8:36 AM |
| 1173 | Grogan's Mill & Crystal Lake Lane | 11/24/2015 8:22 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| | | |
|------|--|---------------------|
| 1174 | Robinson Rd. & Hanna Rd. | 11/24/2015 7:57 AM |
| 1175 | Woodlands Parkway and Branch Crossing | 11/24/2015 6:42 AM |
| 1176 | Grogans Mill and South Millbend | 11/24/2015 5:37 AM |
| 1177 | Red cedar Cir | 11/23/2015 10:36 PM |
| 1178 | 242 and E Windvale Cir | 11/23/2015 10:27 PM |
| 1179 | 105 and old 105 | 11/23/2015 10:23 PM |
| 1180 | S millbend rolling links | 11/23/2015 9:38 PM |
| 1181 | Grogans Mill & Crystal Lake Ln | 11/23/2015 8:37 PM |
| 1182 | Falconwing & Rush Haven | 11/23/2015 7:48 PM |
| 1183 | tranquil path & Bridle oak | 11/23/2015 6:49 PM |
| 1184 | Sawdust & Grogan's Point | 11/23/2015 6:39 PM |
| 1185 | Kuykendahl and Creekside Forest | 11/23/2015 6:02 PM |
| 1186 | Alden Bridge and Branch Crossing | 11/23/2015 5:44 PM |
| 1187 | Golden Shadow Circle and Shadowbend Pl | 11/23/2015 5:17 PM |
| 1188 | New Trails and N. Berryline | 11/23/2015 4:23 PM |
| 1189 | N. Millbend and Grogans Mill | 11/23/2015 4:13 PM |
| 1190 | Timberwild and S. Milbend | 11/23/2015 4:04 PM |
| 1191 | Laughing Brook Ct & N. High Oaks | 11/23/2015 3:23 PM |
| 1192 | Cochrans Crossing and Summer Storm | 11/23/2015 3:20 PM |
| 1193 | North Millbend and Starviolet | 11/23/2015 2:36 PM |
| 1194 | sawdust road and south millbend | 11/23/2015 2:31 PM |
| 1195 | N. Millbend & logrun cir. | 11/23/2015 2:05 PM |
| 1196 | S millbend | 11/23/2015 1:35 PM |
| 1197 | Whisper Lane/North Millbend | 11/23/2015 1:33 PM |
| 1198 | Sawmill and Sawdust | 11/23/2015 1:29 PM |
| 1199 | Woodhaven Wood | 11/23/2015 1:24 PM |
| 1200 | S. Panther Creek Dr. and Rainprint Drive | 11/23/2015 1:08 PM |
| 1201 | Alden Bridge and Maple Glade Circle | 11/23/2015 10:22 AM |
| 1202 | Timarron | 11/23/2015 8:52 AM |
| 1203 | Player Bend and Terramont | 11/23/2015 12:19 AM |
| 1204 | North Millbend Lazy | 11/22/2015 11:16 PM |
| 1205 | S. Panther Creek and Tanglebrush | 11/22/2015 6:50 PM |
| 1206 | Grogans mill and n millbend | 11/22/2015 5:39 PM |
| 1207 | College park | 11/22/2015 1:09 PM |
| 1208 | Cranebrook and Branch Crossing | 11/22/2015 11:21 AM |
| 1209 | S. Alden Bridge and Branch Crossing | 11/22/2015 8:44 AM |
| 1210 | Research Park and Berners-Lee Ave | 11/22/2015 7:53 AM |
| 1211 | Maplebranch st. And Nursery | 11/21/2015 7:07 PM |
| 1212 | May Valley Dr and Branch Crossinh Dr | 11/21/2015 2:27 PM |
| 1213 | Six pines and woodlands parkway | 11/21/2015 2:15 PM |
| 1214 | Research Foret and Alden Bridge | 11/21/2015 1:42 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| | | |
|------|---|---------------------|
| 1215 | woodlands pkwy and six pines | 11/21/2015 1:19 PM |
| 1216 | S. High Oaks Dr. and Sawmill Road | 11/21/2015 11:57 AM |
| 1217 | Cascade Canyon Dr and Flintridge Dr | 11/21/2015 11:18 AM |
| 1218 | N Millbend and Paintedcup Ct | 11/21/2015 11:15 AM |
| 1219 | Terramont and Black Knight | 11/21/2015 11:14 AM |
| 1220 | S. Panther Creek Dr. and Woodlands Pkwy | 11/21/2015 10:20 AM |
| 1221 | Long springs place and greenvine | 11/21/2015 10:17 AM |
| 1222 | Kuykendahl and Lake Woodlands | 11/21/2015 9:16 AM |
| 1223 | 242 and Gosling RD | 11/21/2015 9:09 AM |
| 1224 | Crossvine and N. Millbend | 11/21/2015 9:05 AM |
| 1225 | New Trails and S Berryline | 11/21/2015 8:49 AM |
| 1226 | E. Panther Creek Dr. and Pebble Cove Dr | 11/21/2015 8:25 AM |
| 1227 | Flintridge kuykendahl | 11/21/2015 8:08 AM |
| 1228 | E. Panther Creek and Leeward Cove | 11/21/2015 7:20 AM |
| 1229 | Cochran's Crossing/Wisteria Walk | 11/21/2015 7:13 AM |
| 1230 | N Panther Creek and Lake Woodlands | 11/21/2015 1:43 AM |
| 1231 | New trails and south berryline | 11/20/2015 11:59 PM |
| 1232 | Rayford Rd & Imperial Oaks | 11/20/2015 11:28 PM |
| 1233 | Rayford Rd and I45 | 11/20/2015 10:53 PM |
| 1234 | sawmill and sawdust | 11/20/2015 10:48 PM |
| 1235 | 242 and I-45 | 11/20/2015 10:46 PM |
| 1236 | Research and grogans mill | 11/20/2015 10:34 PM |
| 1237 | Branch crossing anda frontera circle | 11/20/2015 10:19 PM |
| 1238 | E. Alden Bridge/Research Forest | 11/20/2015 10:18 PM |
| 1239 | Alden bridge and research forest | 11/20/2015 10:11 PM |
| 1240 | branch crossing /alden bridge | 11/20/2015 10:06 PM |
| 1241 | Lake Woodlands and West Panther Creek | 11/20/2015 9:47 PM |
| 1242 | Shadowbend & Quiet Oak Cir. | 11/20/2015 9:45 PM |
| 1243 | Alden Bridge Dr. and Research Forest Dr. | 11/20/2015 9:42 PM |
| 1244 | Cochrans Crossing and Lost Pond Circle | 11/20/2015 9:41 PM |
| 1245 | Research Forest / Alden Bridge | 11/20/2015 9:13 PM |
| 1246 | S Mews Wood Ct and Court Dale Dr | 11/20/2015 9:07 PM |
| 1247 | Pathfinders Circle and Rainbow Ridge | 11/20/2015 9:05 PM |
| 1248 | Branch crossing and Cranebrook | 11/20/2015 8:42 PM |
| 1249 | Sterling ridge and Carlton woods | 11/20/2015 8:19 PM |
| 1250 | Sawmill & Grogans Mill | 11/20/2015 7:50 PM |
| 1251 | 242 and Gosling | 11/20/2015 7:48 PM |
| 1252 | N Merryweather Cir and S Merryweather Cir | 11/20/2015 7:36 PM |
| 1253 | Hazelcrest and E Mirror Ridge Circle | 11/20/2015 7:07 PM |
| 1254 | Cochrans Crossing and Research Forest | 11/20/2015 6:42 PM |
| 1255 | Flintridge and John Cooper | 11/20/2015 6:33 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

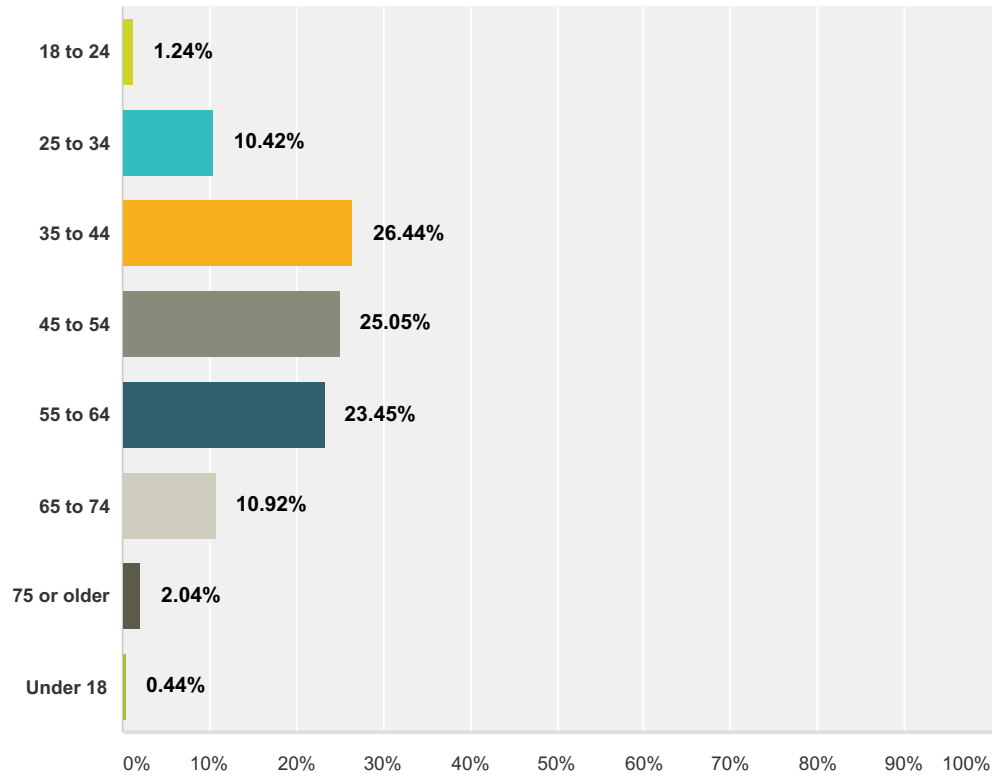
| | | |
|------|--|---------------------|
| 1256 | Grogans Mill Road and N. Red Cedar Circle | 11/20/2015 6:29 PM |
| 1257 | Shadowcrest Ln and Glen Loch | 11/20/2015 5:27 PM |
| 1258 | East panther creek and falling star | 11/20/2015 5:12 PM |
| 1259 | Shadowbend and Gosling | 11/20/2015 4:34 PM |
| 1260 | Shadowbend | 11/20/2015 4:34 PM |
| 1261 | Tanglebrush and Glenoch Dr | 11/20/2015 4:24 PM |
| 1262 | N Dragonwood Pl and W Amberglow Circle | 11/20/2015 4:07 PM |
| 1263 | Shadowbend and Research Forest | 11/20/2015 3:56 PM |
| 1264 | Research Forest -Alden Bridge | 11/20/2015 3:54 PM |
| 1265 | Moonvine and North Millbend | 11/20/2015 3:25 PM |
| 1266 | W Whistlers Bend Circle and Silk Tree Place | 11/20/2015 3:20 PM |
| 1267 | Flint ridge Drive and Mirror Ridge Dr | 11/20/2015 3:11 PM |
| 1268 | Alden bridge and research | 11/20/2015 3:10 PM |
| 1269 | Kendall Green & Alden Bridge | 11/20/2015 2:40 PM |
| 1270 | Kurkendahl & Kendall Green Drive | 11/20/2015 2:40 PM |
| 1271 | Research/Crownridge | 11/20/2015 2:39 PM |
| 1272 | Alden Bridge | 11/20/2015 2:10 PM |
| 1273 | Flagstone and Capstone | 11/20/2015 2:06 PM |
| 1274 | terramont and player bend | 11/20/2015 1:56 PM |
| 1275 | Alden Bridge and Branch Crossing | 11/20/2015 1:49 PM |
| 1276 | Gosling Road and Creekside Forest Drive | 11/20/2015 1:48 PM |
| 1277 | S. Mews Wood Ct and Court Dale | 11/20/2015 1:43 PM |
| 1278 | Branch Crossing and Alden Bridge | 11/20/2015 1:43 PM |
| 1279 | Alden Bridge/Crownridge | 11/20/2015 1:35 PM |
| 1280 | Alden Bridge and Research Forest | 11/20/2015 1:31 PM |
| 1281 | 6712 | 11/20/2015 1:10 PM |
| 1282 | Cochran's Crossing Dr and Mystic Lake Cir | 11/20/2015 12:59 PM |
| 1283 | Fairmeade Bend and W. Panther Creek | 11/20/2015 12:48 PM |
| 1284 | W. Branch Crossing / May Valley | 11/20/2015 12:47 PM |
| 1285 | Shadowbend and Gosling | 11/20/2015 12:39 PM |
| 1286 | Alden Woods and Elm Crescent | 11/20/2015 12:34 PM |
| 1287 | Cider Mill Court and Apple Springs | 11/20/2015 12:32 PM |
| 1288 | Falconwing and Woodlands Pkwy | 11/20/2015 12:28 PM |
| 1289 | Alden Bridge Drive and West Bristol Oak Circle | 11/20/2015 12:19 PM |
| 1290 | Rippled Pond and S. Bristol Oak | 11/20/2015 12:17 PM |
| 1291 | ACORN OAK AND GAMBREL OAK | 11/20/2015 12:16 PM |
| 1292 | Rayford | 11/20/2015 12:16 PM |
| 1293 | Woodlands Pkwy & Cranebrook | 11/20/2015 12:15 PM |
| 1294 | Gosling and shadowbend | 11/20/2015 12:11 PM |
| 1295 | S Panther Creek dr and s woodstock | 11/20/2015 12:07 PM |
| 1296 | Creekside Green and Kuykendahl | 11/20/2015 11:52 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| | | |
|------|--|---------------------|
| 1297 | Gosling and Alden Woods | 11/20/2015 11:50 AM |
| 1298 | Fairbranch/Alden Bridge Drive | 11/20/2015 11:48 AM |
| 1299 | Turret Hill and Grogan's Mill | 11/20/2015 11:45 AM |
| 1300 | Valley Wood & Oak Ridge St. | 11/20/2015 11:45 AM |
| 1301 | 1488 and carriage hills | 11/20/2015 11:44 AM |
| 1302 | Canopy oaks and windvale | 11/20/2015 11:35 AM |
| 1303 | Craftwood and Woodlands Parkway | 11/20/2015 11:34 AM |
| 1304 | Six Pines @ North Millbend | 11/20/2015 11:28 AM |
| 1305 | N. Millbend and Huntsmans Horn | 11/20/2015 11:26 AM |
| 1306 | Cochrans Crossing Dr and Golden Sage Dr | 11/20/2015 11:25 AM |
| 1307 | Rush Haven and Flintridge | 11/20/2015 11:25 AM |
| 1308 | Shaded Arbor and Creekside Forest | 11/20/2015 11:22 AM |
| 1309 | Shaded Arbor Dr. and Jaspers PL. | 11/20/2015 11:21 AM |
| 1310 | S. Millbend and grogans mill | 11/20/2015 11:20 AM |
| 1311 | Cerkside Green | 11/20/2015 11:17 AM |
| 1312 | SHADOW BEND AND LAKE WOODLANDS | 11/20/2015 11:13 AM |
| 1313 | Fairmeade and Edgewood Forest Ct | 11/20/2015 11:11 AM |
| 1314 | PEACEFUL CANYON COURT AND PEACEFUL CANYON CIRCLE | 11/20/2015 11:08 AM |

Q2 What is your age? (Click one.)

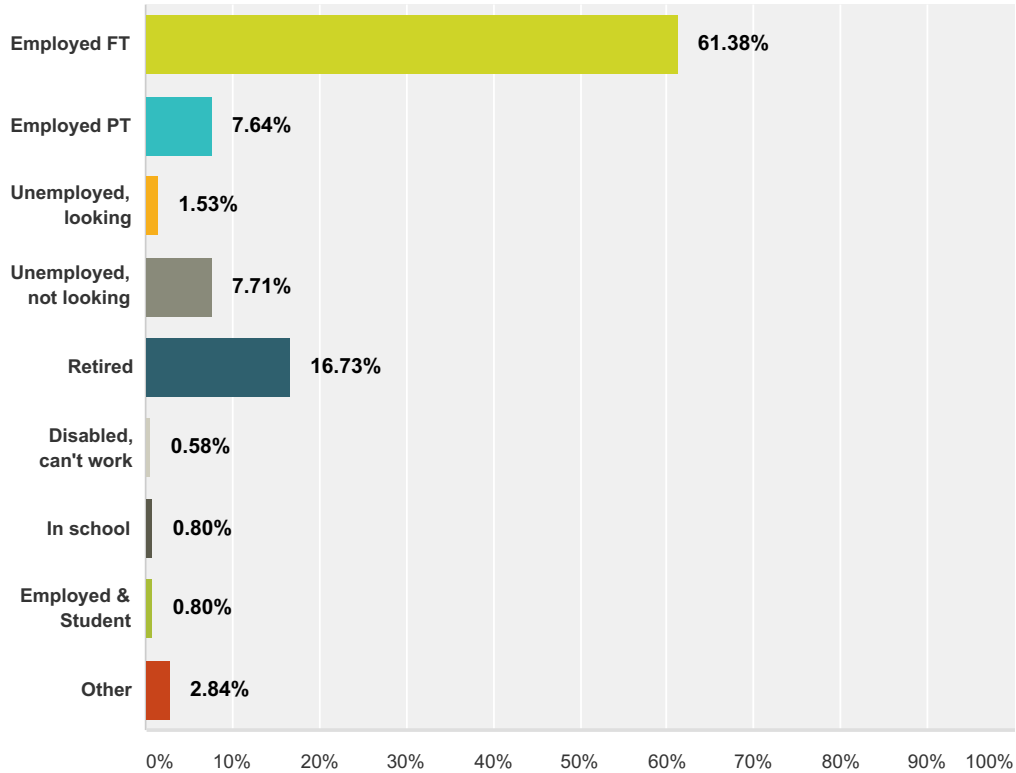
Answered: 1,373 Skipped: 11



| Answer Choices | Responses |
|----------------|--------------|
| 18 to 24 | 1.24% 17 |
| 25 to 34 | 10.42% 143 |
| 35 to 44 | 26.44% 363 |
| 45 to 54 | 25.05% 344 |
| 55 to 64 | 23.45% 322 |
| 65 to 74 | 10.92% 150 |
| 75 or older | 2.04% 28 |
| Under 18 | 0.44% 6 |
| Total | 1,373 |

Q3 Which of the following categories best describes your employment status? (Click one.)

Answered: 1,375 Skipped: 9



| Answer Choices | Responses |
|-------------------------|--------------|
| Employed FT | 61.38% 844 |
| Employed PT | 7.64% 105 |
| Unemployed, looking | 1.53% 21 |
| Unemployed, not looking | 7.71% 106 |
| Retired | 16.73% 230 |
| Disabled, can't work | 0.58% 8 |
| In school | 0.80% 11 |
| Employed & Student | 0.80% 11 |
| Other | 2.84% 39 |
| Total | 1,375 |

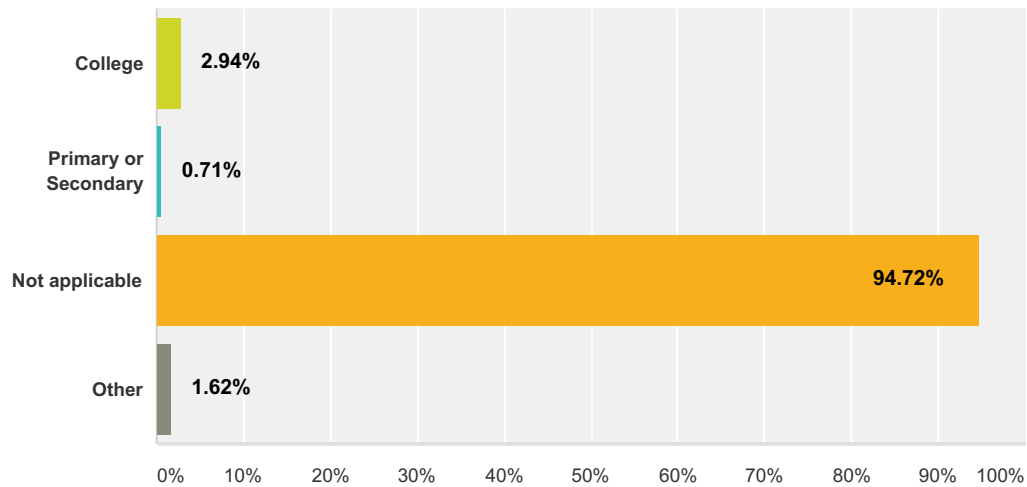
| # | Other (please specify) | Date |
|---|------------------------|--------------------|
| 1 | health researcher | 1/26/2016 4:24 PM |
| 2 | Stay home parent | 1/25/2016 10:54 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| | | |
|----|---|---------------------|
| 3 | retired-consultant | 1/21/2016 9:45 AM |
| 4 | Expat not working, followed my husband | 1/19/2016 9:53 PM |
| 5 | Independent, semi retired | 1/19/2016 4:32 PM |
| 6 | At home Mom | 1/19/2016 8:02 AM |
| 7 | Stay at home mom and works part time from home | 1/18/2016 6:19 PM |
| 8 | At home running a house | 1/16/2016 12:04 AM |
| 9 | Self-employed | 1/15/2016 11:18 PM |
| 10 | Semi-retired | 1/15/2016 10:35 PM |
| 11 | Retired from corporate world, self-employed and working from home office | 1/13/2016 10:12 AM |
| 12 | Homemaker | 1/7/2016 6:04 PM |
| 13 | self employed | 1/7/2016 9:13 AM |
| 14 | n/a | 1/6/2016 1:55 PM |
| 15 | Employed work from home | 1/5/2016 2:50 PM |
| 16 | Self employed part time | 1/5/2016 2:32 PM |
| 17 | Homeschool teacher | 1/4/2016 3:20 PM |
| 18 | Stay at home and homeschooling mom | 1/4/2016 1:46 PM |
| 19 | Retired / triathlete | 1/2/2016 8:29 PM |
| 20 | Stay at home dad | 1/1/2016 8:57 PM |
| 21 | Semi-retired | 12/27/2015 6:51 AM |
| 22 | Business Owner | 12/24/2015 11:35 AM |
| 23 | Stay at home mom | 12/22/2015 8:16 PM |
| 24 | Mom | 12/22/2015 7:22 PM |
| 25 | Homemaker | 12/22/2015 9:19 AM |
| 26 | Self employed part time | 12/21/2015 8:28 AM |
| 27 | Have lived The Woodlands 15 yrs.. Transferred for work in TWs (Both of us retired now | 12/20/2015 8:08 PM |
| 28 | Stay-home mom | 12/11/2015 4:55 PM |
| 29 | homemaker | 12/5/2015 2:46 PM |
| 30 | Homemaker | 12/4/2015 4:27 PM |
| 31 | Business | 12/4/2015 2:56 PM |
| 32 | Homemaker | 12/1/2015 3:59 PM |
| 33 | Self employed | 11/30/2015 11:20 PM |
| 34 | Career on hold while raising my two children | 11/30/2015 5:58 PM |
| 35 | Full tim stay at home mom of 2 | 11/24/2015 9:32 AM |
| 36 | Elite runner | 11/24/2015 8:36 AM |
| 37 | Homemaker | 11/22/2015 8:44 AM |
| 38 | Stay at home mom | 11/21/2015 2:15 PM |
| 39 | Stay at home spouse | 11/20/2015 11:35 AM |

Q4 If you are in school, what type of school are you attending? (Click one.)

Answered: 985 Skipped: 399



| Answer Choices | Responses |
|----------------------|------------|
| College | 2.94% 29 |
| Primary or Secondary | 0.71% 7 |
| Not applicable | 94.72% 933 |
| Other | 1.62% 16 |
| Total | 985 |

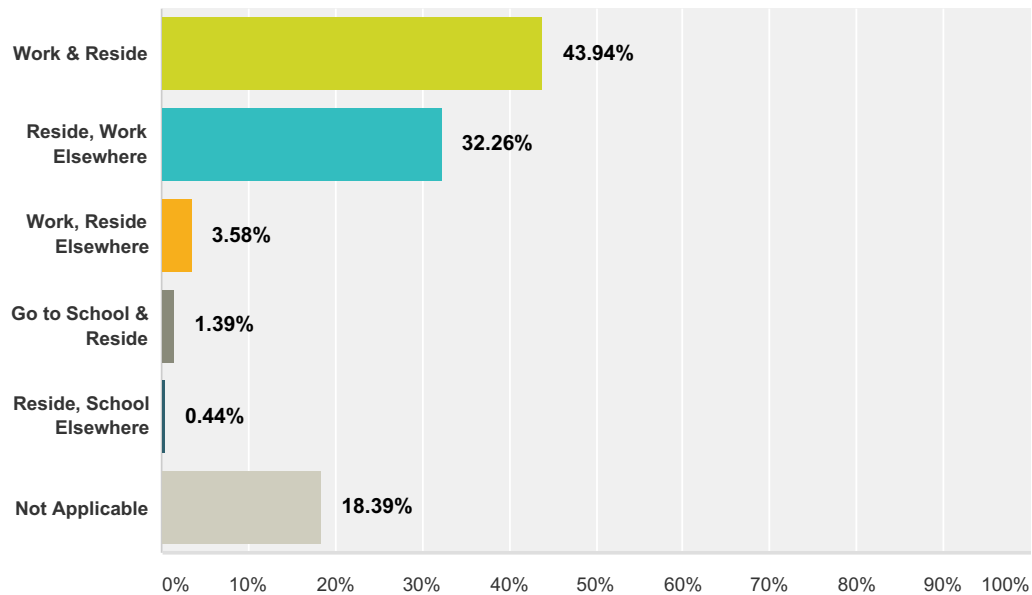
| # | Other (please specify) | Date |
|----|--|---------------------|
| 1 | Not in school | 1/27/2016 7:26 PM |
| 2 | n/a | 1/19/2016 1:16 PM |
| 3 | Post Baccalaureate | 1/18/2016 10:23 AM |
| 4 | Already graduated college | 1/12/2016 7:48 PM |
| 5 | Graduate School at UH at the Lone Star College Park campus | 1/6/2016 4:33 PM |
| 6 | Graduate School | 1/3/2016 10:51 PM |
| 7 | Course trainings | 12/21/2015 10:37 AM |
| 8 | D | 12/20/2015 8:08 PM |
| 9 | studying for a work-related certification | 12/16/2015 8:50 AM |
| 10 | My 2 children are in Kindergarten and 3rd grade | 12/11/2015 10:48 PM |
| 11 | Not in school, but in many activities | 12/5/2015 5:22 PM |
| 12 | LSC Life long learning | 12/3/2015 6:18 AM |
| 13 | University | 11/30/2015 9:36 PM |
| 14 | ASU Thunderbird School of Global management | 11/30/2015 6:30 PM |
| 15 | < | 11/24/2015 9:15 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| | | |
|----|-----------------------------------|--------------------|
| 16 | ALL classes at Montgomery College | 11/23/2015 7:48 PM |
|----|-----------------------------------|--------------------|

Q5 Which of the following best describes your current situation? (Click one.)

Answered: 1,370 Skipped: 14



| Answer Choices | Responses |
|--------------------------|--------------|
| Work & Reside | 43.94% 602 |
| Reside, Work Elsewhere | 32.26% 442 |
| Work, Reside Elsewhere | 3.58% 49 |
| Go to School & Reside | 1.39% 19 |
| Reside, School Elsewhere | 0.44% 6 |
| Not Applicable | 18.39% 252 |
| Total | 1,370 |

| # | Not applicable (please describe) | Date |
|----|---|-------------------|
| 1 | Reside in the Woodlands and Retired | 1/30/2016 8:58 AM |
| 2 | Live in The Woodlands, volunteer | 1/29/2016 2:48 PM |
| 3 | resie in The Woodlands and retired | 1/28/2016 5:02 PM |
| 4 | No comment | 1/27/2016 7:26 PM |
| 5 | Reside in the Woodlands, Retired | 1/26/2016 5:52 PM |
| 6 | reside but retired | 1/26/2016 4:24 PM |
| 7 | Live in The Woodlands, do not worl | 1/25/2016 8:08 PM |
| 8 | retired and live in woodlands | 1/25/2016 6:59 PM |
| 9 | Live in the Woodlands, retired | 1/24/2016 8:47 AM |
| 10 | Reside in The Woodlands and retired from working in The Woodlands | 1/23/2016 8:34 PM |
| 11 | retired | 1/23/2016 4:01 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| | | |
|----|---|--------------------|
| 12 | Retired | 1/23/2016 7:48 AM |
| 13 | I reside in The Falls @ Imperial Oaks, but I spend a lot of recreational time in The Township | 1/22/2016 1:58 PM |
| 14 | retired from work & school | 1/22/2016 1:52 PM |
| 15 | Reside and retired | 1/22/2016 9:36 AM |
| 16 | Reside and work adjacent to the Woodlands | 1/21/2016 8:18 PM |
| 17 | Retired | 1/21/2016 7:57 PM |
| 18 | Live in Preserveway ride through Woodlands | 1/21/2016 7:41 PM |
| 19 | Reside in The Woodlands - Retired | 1/21/2016 5:14 PM |
| 20 | Retired | 1/21/2016 4:35 PM |
| 21 | Reside in The Woodlands | 1/21/2016 2:20 PM |
| 22 | Reside in The Woodlands but retired | 1/21/2016 12:40 PM |
| 23 | Retired and live in the Woodlands. | 1/21/2016 12:16 PM |
| 24 | Reside in The Woodlands | 1/21/2016 11:48 AM |
| 25 | Retired | 1/21/2016 11:40 AM |
| 26 | Reside in the Woodlands and retired | 1/21/2016 9:49 AM |
| 27 | Live in The Woodlands & Retired | 1/21/2016 9:43 AM |
| 28 | Reside in The Woodlands | 1/21/2016 8:18 AM |
| 29 | Reside in The Woodlands but retired | 1/21/2016 7:47 AM |
| 30 | Retired-live in The Woodlands | 1/21/2016 7:10 AM |
| 31 | Retired and live in The Woodlands | 1/21/2016 5:20 AM |
| 32 | Retired. Not working | 1/20/2016 10:52 PM |
| 33 | Retired but live in TW | 1/20/2016 8:52 PM |
| 34 | Followed my partner | 1/19/2016 9:53 PM |
| 35 | Reside in The Woodlands but do not work | 1/19/2016 7:34 PM |
| 36 | Reside in The Woodlands, work here and in Tomball | 1/19/2016 2:25 PM |
| 37 | Reside in The Woodlands but do not work | 1/19/2016 1:13 PM |
| 38 | Retired and live in the woodlands | 1/19/2016 11:43 AM |
| 39 | Reside in The Woodlands, currently looking for work | 1/19/2016 11:22 AM |
| 40 | My sister lives there | 1/19/2016 10:34 AM |
| 41 | Retired | 1/19/2016 9:32 AM |
| 42 | live here | 1/19/2016 9:26 AM |
| 43 | Live outside area but come to the Woodlands several times a week | 1/19/2016 8:50 AM |
| 44 | We reside in the Woodlands and my husband works elsewhere and my son goes to school here | 1/18/2016 10:53 AM |
| 45 | Retired in The Woodlands | 1/18/2016 10:15 AM |
| 46 | Unemployed/looking for a job | 1/18/2016 9:17 AM |
| 47 | Reside in The Woodlands and retired | 1/17/2016 1:39 PM |
| 48 | Retired | 1/17/2016 8:28 AM |
| 49 | Husband works downtown | 1/16/2016 6:36 PM |
| 50 | Retired | 1/16/2016 1:45 PM |
| 51 | Retired and reside in The Woodlands | 1/16/2016 12:13 PM |
| 52 | Retired | 1/16/2016 10:04 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| | | |
|----|--|--------------------|
| 53 | Reside in The Woodlands and retired | 1/16/2016 9:04 AM |
| 54 | Homemaker | 1/16/2016 8:52 AM |
| 55 | Reside in The Woodlands and retired | 1/15/2016 8:55 PM |
| 56 | retired | 1/15/2016 8:20 PM |
| 57 | Reside in The Woodlands - Retired | 1/15/2016 5:20 PM |
| 58 | reside in the woodlands and retired | 1/15/2016 4:47 PM |
| 59 | Reside in the Woodlands and work some days in the Woodlans and other days in W Houston | 1/14/2016 9:15 AM |
| 60 | Retired - no work, no school, just fun | 1/13/2016 6:23 PM |
| 61 | Reside in The Woodlands but retired | 1/13/2016 1:39 PM |
| 62 | Retired and reside in The Woodlands | 1/13/2016 1:30 PM |
| 63 | Live in The Woodlands but does not work. Do all my shopping and errands in The Woodlands | 1/13/2016 10:55 AM |
| 64 | Live in a neighborhood adjacent to The Woodlands | 1/12/2016 7:38 PM |
| 65 | Resides | 1/12/2016 7:30 PM |
| 66 | Reside in The Woodlands and do not work or go to school. | 1/12/2016 12:39 PM |
| 67 | Reside just north of the Woodlands but go there often | 1/12/2016 10:16 AM |
| 68 | one of us works outside of the woodlands and one of us works in the woodlands | 1/10/2016 4:25 PM |
| 69 | Retired - Reside in The Woodlands | 1/10/2016 12:50 PM |
| 70 | Retired | 1/10/2016 10:28 AM |
| 71 | Have winter home in the Woodlands. I no longer work | 1/10/2016 9:44 AM |
| 72 | Reside in The Woodlands and Retired | 1/9/2016 8:46 PM |
| 73 | Reside in the Woodlands/ Retired | 1/9/2016 3:07 PM |
| 74 | Reside in The Woodlands and retired | 1/9/2016 12:25 PM |
| 75 | Reside only | 1/9/2016 9:42 AM |
| 76 | Retired | 1/8/2016 4:33 PM |
| 77 | Retired | 1/7/2016 5:16 PM |
| 78 | reside in The Woodlands | 1/6/2016 1:53 PM |
| 79 | visit woodlands but have no trail connector to the other trails | 1/6/2016 10:39 AM |
| 80 | Retired | 1/6/2016 10:19 AM |
| 81 | LIVE ON FM1488 | 1/6/2016 8:25 AM |
| 82 | Reside in The Woodlands and am a homemaker | 1/6/2016 7:15 AM |
| 83 | Reside in The Woodlands but don't work | 1/5/2016 5:35 PM |
| 84 | do not work | 1/5/2016 4:05 PM |
| 85 | Reside in the Woodlands, stay at home mom | 1/5/2016 1:27 PM |
| 86 | Reside in woodlands. Stay at homemom | 1/5/2016 12:36 PM |
| 87 | Retired and reside in The Woodlands | 1/5/2016 8:56 AM |
| 88 | Live in Houston, work in Spring, sometimes recreation, dining, shopping in The Woodlands. May move to The Woodlands in 2016. | 1/5/2016 8:38 AM |
| 89 | Reside in The Woodlands | 1/5/2016 8:01 AM |
| 90 | Reside just outside of The Woodlands, work just outside of Th Woodlands but rike a lot within The Woodlands | 1/5/2016 7:47 AM |
| 91 | Retired as stated above | 1/4/2016 2:59 PM |
| 92 | Retired in The Woodlands | 1/4/2016 1:00 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| | | |
|-----|--|---------------------|
| 93 | retired do not work but have lived here for the past 23 almost 24 yrs we have lived her a short tiome in the eightys | 1/4/2016 8:18 AM |
| 94 | Live in the Woodlands, home office for a company in Indiana | 1/2/2016 11:37 PM |
| 95 | Live in TW but don't work | 1/2/2016 7:53 PM |
| 96 | Reside in the woodlands and not working | 1/2/2016 4:16 PM |
| 97 | RETIRED | 1/2/2016 1:59 PM |
| 98 | live outside but near Woodlands | 1/2/2016 1:41 PM |
| 99 | Retired and enjoying Thw Woodlands | 1/2/2016 8:00 AM |
| 100 | reside here but am a stay at home mom | 1/1/2016 12:09 PM |
| 101 | Reside in The Woodlands, not working | 12/31/2015 11:47 PM |
| 102 | Reside in Woodlands, Retired | 12/31/2015 7:03 PM |
| 103 | Reside in The Woodlands, do not work or go to school | 12/31/2015 6:14 PM |
| 104 | retired | 12/31/2015 3:13 PM |
| 105 | reside in Woodlands but retired | 12/31/2015 1:49 PM |
| 106 | Reside in The Woodlands but don't work | 12/31/2015 6:24 AM |
| 107 | Reside in the Woodlands and do not work | 12/31/2015 3:50 AM |
| 108 | Reside in The Woodlands, Retired. | 12/30/2015 7:04 PM |
| 109 | Retired in The Woodlands | 12/26/2015 5:18 PM |
| 110 | Reside in The Woodlands and retired | 12/25/2015 6:31 PM |
| 111 | Reside in Wdlns, sahm | 12/25/2015 5:38 PM |
| 112 | Retired and living in The Woodlands | 12/24/2015 12:37 PM |
| 113 | No work or school | 12/24/2015 12:22 PM |
| 114 | retired | 12/24/2015 12:09 PM |
| 115 | retired, reside in The Woodlands and do consulting in Houston and Conroe | 12/24/2015 11:13 AM |
| 116 | Retired | 12/24/2015 9:43 AM |
| 117 | I stay at home with my kids. | 12/24/2015 9:40 AM |
| 118 | Live in Shenandoah | 12/24/2015 9:11 AM |
| 119 | Reside in Woodlands but retired | 12/22/2015 11:34 PM |
| 120 | Visit | 12/22/2015 9:46 PM |
| 121 | Reside elsewhere. Kids attend school in the woodlands | 12/22/2015 6:05 PM |
| 122 | Work part time | 12/22/2015 5:14 PM |
| 123 | Reside off Rayford, live life in The Woodlands | 12/22/2015 12:49 PM |
| 124 | Live in Shenandoah, travel North America for work | 12/22/2015 9:56 AM |
| 125 | retired | 12/22/2015 9:30 AM |
| 126 | I live in Spring but spend time in The Woodlands | 12/21/2015 2:41 PM |
| 127 | retired and reside in the woodlands | 12/21/2015 6:06 AM |
| 128 | Reside nearby, use roads in The Woodlands for social cycling and shopping/entertainment | 12/21/2015 5:44 AM |
| 129 | Reside in TWs retired now after 15 yrs | 12/20/2015 8:08 PM |
| 130 | Resides in the Woodlands, retired | 12/20/2015 5:50 PM |
| 131 | Retired and reside in the Woodlands. | 12/20/2015 3:21 PM |
| 132 | Newly divorced, reside in The Woodlands and am semi-retired. | 12/20/2015 11:23 AM |
| 133 | Live near the Woodlands | 12/20/2015 10:21 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| | | |
|-----|--|---------------------|
| 134 | Reside and retired in the Woodlands | 12/19/2015 5:15 PM |
| 135 | Reside and live in the Woodlands (retired) | 12/19/2015 1:46 PM |
| 136 | Reside in The Woodlands & plan to bike/walk if possible to future job. | 12/19/2015 1:39 PM |
| 137 | reside in Woodlands and retired | 12/19/2015 5:17 AM |
| 138 | Reside in The Woodlands and retired | 12/18/2015 9:31 PM |
| 139 | Retired | 12/18/2015 8:41 PM |
| 140 | Retirees | 12/18/2015 8:28 PM |
| 141 | Reside/retired | 12/18/2015 4:50 PM |
| 142 | Reside in The Woodlands, but do not work. | 12/18/2015 4:31 PM |
| 143 | Reside in The Woodlands | 12/18/2015 4:17 PM |
| 144 | Retired | 12/17/2015 9:09 PM |
| 145 | Retired living in The Woodlands | 12/16/2015 4:05 PM |
| 146 | Reside in the Woodlands | 12/16/2015 1:54 PM |
| 147 | Live in Spring, triathlon train in The Woodlands | 12/16/2015 12:45 PM |
| 148 | Reside in The Woodlands | 12/15/2015 8:14 PM |
| 149 | retired | 12/15/2015 5:50 PM |
| 150 | Reside in woodlands. Do not work | 12/15/2015 5:03 PM |
| 151 | retired | 12/15/2015 2:25 PM |
| 152 | Reside | 12/15/2015 1:48 PM |
| 153 | Reside in The Woodlands; retired | 12/14/2015 3:48 AM |
| 154 | Unemployed Reside in the woodlands and not working | 12/12/2015 8:17 AM |
| 155 | Retired retired here | 12/11/2015 10:32 PM |
| 156 | Reside but dont' work! | 12/11/2015 5:31 PM |
| 157 | Retired and reside in The Woodlands fulltime | 12/11/2015 4:12 PM |
| 158 | Reside in The Woodlands, not working by choice | 12/6/2015 2:51 PM |
| 159 | Reside in the woodlands | 12/6/2015 2:27 PM |
| 160 | reside | 12/6/2015 12:32 PM |
| 161 | Retired | 12/5/2015 10:05 PM |
| 162 | Am retired and live in The Woodlands | 12/5/2015 8:26 PM |
| 163 | Reside in TheWoodlands | 12/5/2015 5:22 PM |
| 164 | Reside in The Woodlands and volunteer outside The Woodlands | 12/5/2015 4:56 PM |
| 165 | Reside in Woodlands only | 12/5/2015 4:03 PM |
| 166 | retired, live in The Woodlands | 12/5/2015 3:21 PM |
| 167 | leave near the woodlands | 12/5/2015 2:46 PM |
| 168 | Retired in the Woodlands | 12/5/2015 2:27 PM |
| 169 | live in the Woodlands retired | 12/5/2015 6:29 AM |
| 170 | Retired in The Woodlands | 12/4/2015 11:31 PM |
| 171 | Reside in The Woodkands and retired | 12/4/2015 8:03 PM |
| 172 | Reside. I'm retired | 12/4/2015 5:38 PM |
| 173 | Reside, Retired eg. don't work | 12/4/2015 5:30 PM |
| 174 | Reside in The Woodlands and retired | 12/4/2015 4:33 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

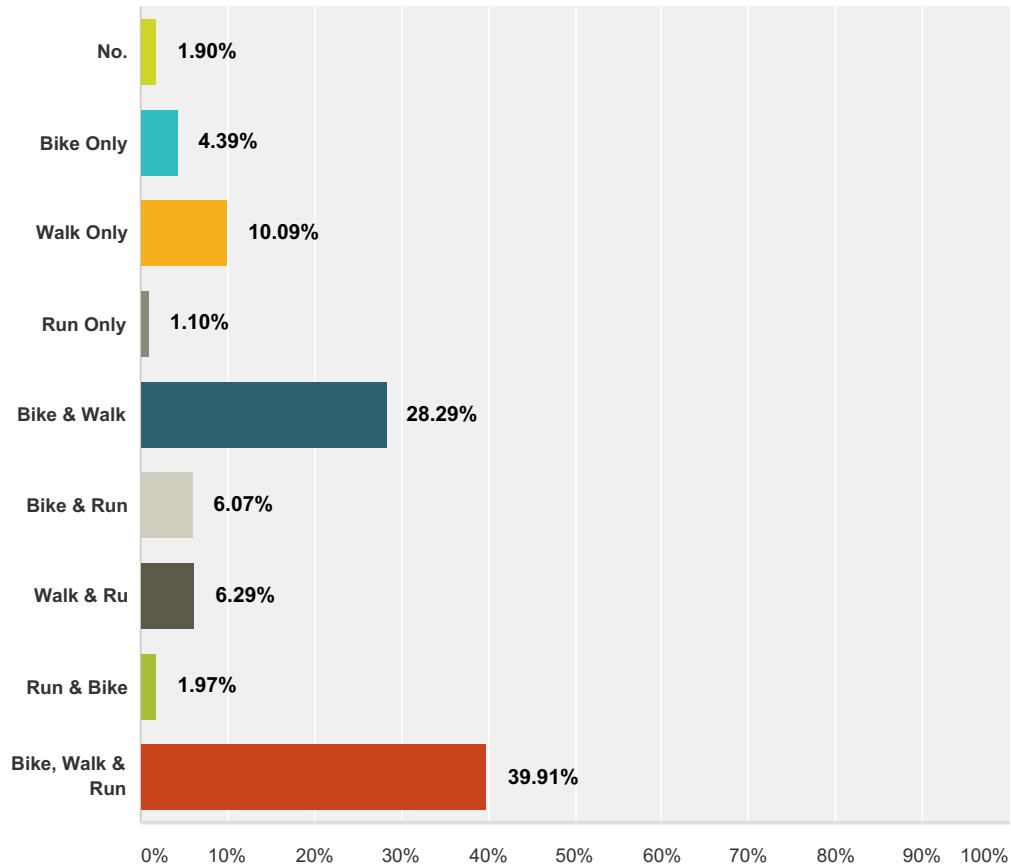
| | | |
|-----|--|--------------------|
| 175 | Reside in the woodlands | 12/4/2015 4:27 PM |
| 176 | Reside in The Woodlands but I am retired so no work or school involved | 12/4/2015 4:24 PM |
| 177 | Reside and Worked in The Woodlands | 12/4/2015 4:23 PM |
| 178 | Reside in The Woodlands, worked downtown before I retired | 12/4/2015 4:06 PM |
| 179 | Reside at the edge of The Woodlands and work elsewhere | 12/4/2015 12:39 PM |
| 180 | Retired. Do all those good retired things in The Woodlands. | 12/4/2015 10:59 AM |
| 181 | residfe in the woodlands | 12/4/2015 9:35 AM |
| 182 | Retired living in The Woodlands | 12/4/2015 7:19 AM |
| 183 | Reside in The Woodlands but do not work. | 12/4/2015 6:22 AM |
| 184 | Live in The Woodlands, not working | 12/3/2015 10:29 PM |
| 185 | Reside in The Woodlands & retired. | 12/3/2015 10:17 PM |
| 186 | retired & simply living here | 12/3/2015 7:54 PM |
| 187 | Retired living in The Woodlands | 12/3/2015 7:28 PM |
| 188 | Just reside in The Woodlands | 12/3/2015 11:52 AM |
| 189 | Reside in the Woodlands but currently unemployed | 12/3/2015 10:17 AM |
| 190 | Stay at home mother | 12/3/2015 6:26 AM |
| 191 | retired | 12/3/2015 6:18 AM |
| 192 | Reside in The Woodlands, retired | 12/2/2015 8:48 PM |
| 193 | Retired and living in The Woodlands | 12/2/2015 5:00 PM |
| 194 | RETIRED | 12/2/2015 2:12 PM |
| 195 | Retired and live in The Woodlands | 12/2/2015 1:55 PM |
| 196 | Live in Tomball but work and hang out in the woodlands. Soon to be moving into creek side. | 12/1/2015 6:22 PM |
| 197 | Retired. Reside in The Woodlands | 12/1/2015 5:24 PM |
| 198 | don't work, but reside un The Woodlands | 12/1/2015 4:56 PM |
| 199 | Reside abs retired in The Woodlands | 12/1/2015 12:21 PM |
| 200 | Retired | 12/1/2015 9:53 AM |
| 201 | Retired | 12/1/2015 9:50 AM |
| 202 | Retired; work part time outside The Woodlands | 12/1/2015 9:14 AM |
| 203 | Reside in woodlands but don't work | 12/1/2015 8:51 AM |
| 204 | Retired | 12/1/2015 7:42 AM |
| 205 | retired | 12/1/2015 6:29 AM |
| 206 | Reside in the Woodlands | 12/1/2015 5:39 AM |
| 207 | Home maker | 11/30/2015 9:51 PM |
| 208 | Reside in woodlands | 11/30/2015 9:06 PM |
| 209 | Reside in Woodlands and are retired | 11/30/2015 9:02 PM |
| 210 | Retired | 11/30/2015 8:48 PM |
| 211 | Retired | 11/30/2015 8:43 PM |
| 212 | reside only | 11/30/2015 8:22 PM |
| 213 | Reside in The Woodlands - no work, no school - stay home mom | 11/30/2015 8:07 PM |
| 214 | Retired | 11/30/2015 7:50 PM |
| 215 | Retired and live in The Woodlands | 11/30/2015 7:47 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| | | |
|-----|---|---------------------|
| 216 | Reside, not working | 11/30/2015 7:44 PM |
| 217 | Neither work nor go to school but do reside in the Woodlands | 11/30/2015 7:26 PM |
| 218 | Retired and live in The Woodlands | 11/30/2015 7:18 PM |
| 219 | Retired | 11/30/2015 7:16 PM |
| 220 | Reside in TW as stay at home mom. Do not work. | 11/30/2015 6:53 PM |
| 221 | Reside and retired in The Woodlands | 11/30/2015 6:50 PM |
| 222 | Reside in The Woodlands, but do not work. | 11/30/2015 6:45 PM |
| 223 | Retired and not working or going to school | 11/30/2015 6:34 PM |
| 224 | Live in the Woodlands and bike thru out the area | 11/30/2015 6:15 PM |
| 225 | reside in the woodlands but do not work | 11/30/2015 6:09 PM |
| 226 | Retired | 11/30/2015 6:07 PM |
| 227 | Reside and retired | 11/30/2015 5:59 PM |
| 228 | Just reside here | 11/30/2015 5:35 PM |
| 229 | I live in Montgomery but would travel to the woodlands to cycle | 11/28/2015 7:06 PM |
| 230 | Reside next to the Woodlands | 11/24/2015 4:20 PM |
| 231 | I live in Northampton, just on the border of the Woodlands in Spring. | 11/24/2015 9:56 AM |
| 232 | Not considered The Woodlands but live in it. Behind the walmart off 2978 and woodlands pkwy | 11/24/2015 8:36 AM |
| 233 | Live and work just outside of The Woodlands | 11/24/2015 7:57 AM |
| 234 | Retired | 11/24/2015 5:37 AM |
| 235 | Live in Conroe | 11/23/2015 10:23 PM |
| 236 | Reside in The Woodlands, retired | 11/23/2015 5:17 PM |
| 237 | Reside in TW and retired | 11/23/2015 4:23 PM |
| 238 | Reside and work nowhere | 11/23/2015 2:36 PM |
| 239 | reside in The Woodlands but don't work or go to school | 11/23/2015 2:31 PM |
| 240 | Retired, reside in wlds | 11/23/2015 1:35 PM |
| 241 | Reside in The Woodlands, Retired, Don't Work or go to School | 11/23/2015 1:33 PM |
| 242 | Stay at home | 11/22/2015 11:16 PM |
| 243 | Work from home but regularly commute to Houston for meetings | 11/22/2015 5:39 PM |
| 244 | Reside in The Woodlands and retired | 11/21/2015 1:42 PM |
| 245 | Reside in The Woodlands and do not work or go to school | 11/21/2015 11:14 AM |
| 246 | Spring resident looking to move into TW | 11/20/2015 11:28 PM |
| 247 | Reside in The Woodlands, worked elsewhere, then took college classes in The Woodlands and outside of the Township | 11/20/2015 3:20 PM |
| 248 | Reside in The Woodlands but retired | 11/20/2015 1:31 PM |
| 249 | Reside in The Woodlands do not work | 11/20/2015 12:59 PM |
| 250 | Reside in Woodlands, don't work or go to school | 11/20/2015 12:48 PM |
| 251 | Retired | 11/20/2015 11:22 AM |
| 252 | Reside but do not work | 11/20/2015 11:11 AM |

Q6 Do you walk, run, and/or ride your bike in The Woodlands? If yes, please click the statement that most accurately represents you. (Click one.)

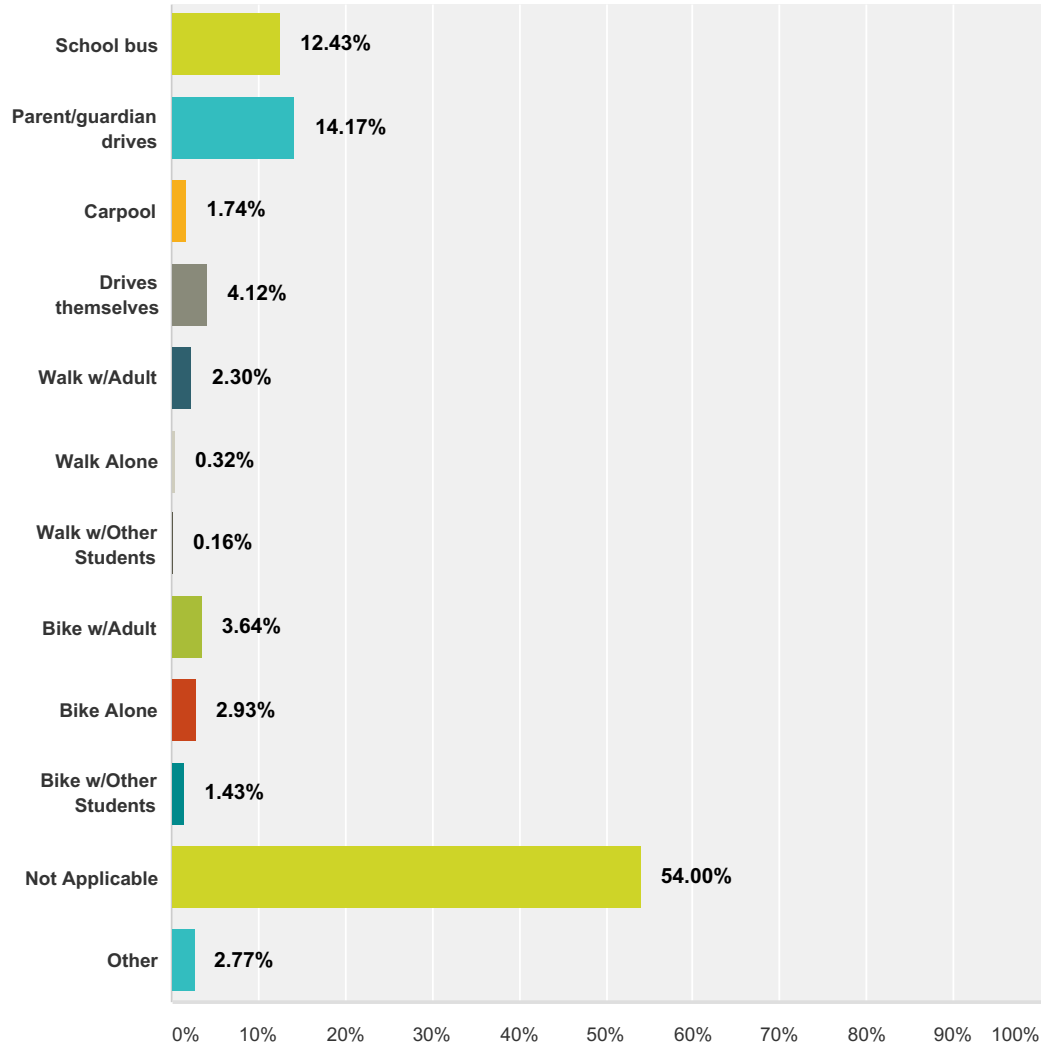
Answered: 1,368 Skipped: 16



| Answer Choices | Responses | |
|------------------|-----------|--------------|
| No. | 1.90% | 26 |
| Bike Only | 4.39% | 60 |
| Walk Only | 10.09% | 138 |
| Run Only | 1.10% | 15 |
| Bike & Walk | 28.29% | 387 |
| Bike & Run | 6.07% | 83 |
| Walk & Ru | 6.29% | 86 |
| Run & Bike | 1.97% | 27 |
| Bike, Walk & Run | 39.91% | 546 |
| Total | | 1,368 |

Q7 If you have school-aged children at home, ages five through eighteen, what is their usual means to get to/from school

Answered: 1,263 Skipped: 121



| Answer Choices | Responses |
|------------------------|------------|
| School bus | 12.43% 157 |
| Parent/guardian drives | 14.17% 179 |
| Carpool | 1.74% 22 |
| Drives themselves | 4.12% 52 |
| Walk w/Adult | 2.30% 29 |
| Walk Alone | 0.32% 4 |
| Walk w/Other Students | 0.16% 2 |
| Bike w/Adult | 3.64% 46 |

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| | | |
|-----------------------|--------|--------------|
| Bike Alone | 2.93% | 37 |
| Bike w/Other Students | 1.43% | 18 |
| Not Applicable | 54.00% | 682 |
| Other | 2.77% | 35 |
| Total | | 1,263 |

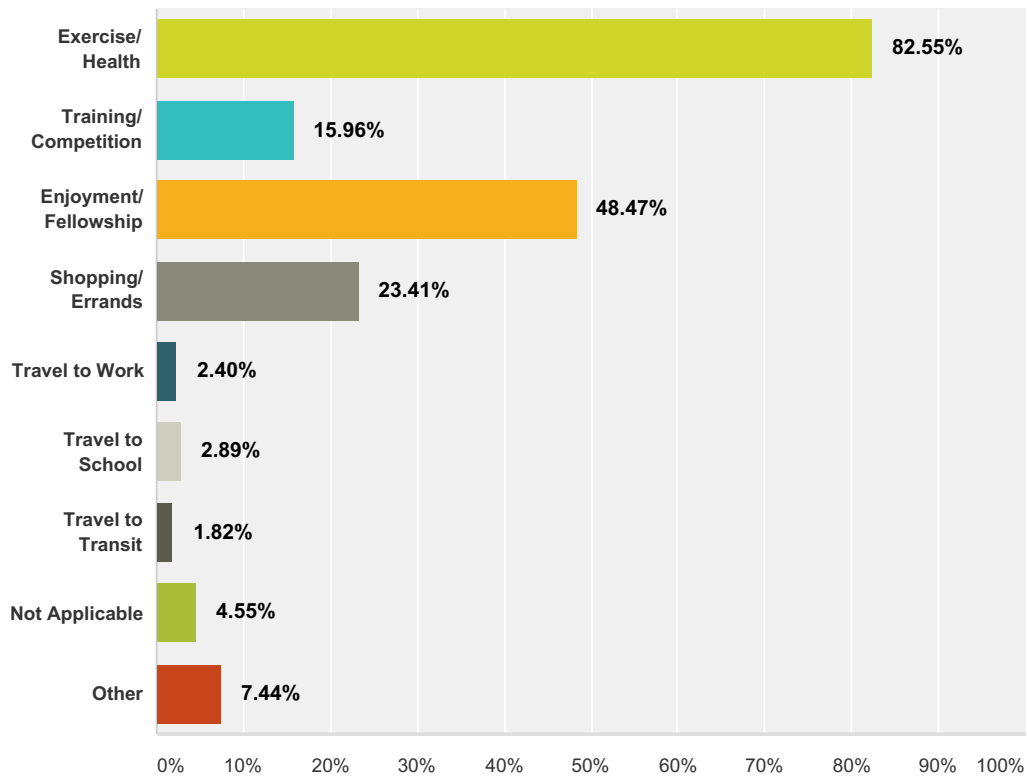
| # | Other (please describe) | Date |
|----|---|---------------------|
| 1 | Drive my High schooler to Concordia | 1/26/2016 5:48 PM |
| 2 | One uses the school bus, one bikes to school with other students, and three are driven by a parent | 1/22/2016 4:13 PM |
| 3 | retired | 1/21/2016 4:43 PM |
| 4 | Three bike with adult, one rides school bus | 1/21/2016 4:32 PM |
| 5 | Split on parent driving, bus and walking | 1/19/2016 1:57 PM |
| 6 | No Children | 1/18/2016 2:05 PM |
| 7 | No children @ home | 1/17/2016 12:08 PM |
| 8 | They take the school bus or ride their bikes | 1/15/2016 5:20 PM |
| 9 | and back alone | 1/15/2016 4:14 PM |
| 10 | Bus and ride bike | 1/15/2016 4:09 PM |
| 11 | No children | 1/12/2016 7:31 PM |
| 12 | carpool by necessity because there are no safe walking paths without adding almost a mile to the route. | 1/6/2016 4:34 PM |
| 13 | One drives to College Park High School, the other rides bus to Knox Jr. High | 1/5/2016 3:09 PM |
| 14 | I have college aged children that run some. | 12/23/2015 1:42 PM |
| 15 | One bikes. The other walks, bikes, and rides in car. | 12/22/2015 10:49 PM |
| 16 | Drive to school, bike home | 12/22/2015 10:26 PM |
| 17 | N/A | 12/22/2015 9:56 AM |
| 18 | 3 ride bus. 1 walks alone | 12/22/2015 8:08 AM |
| 19 | No kids | 12/21/2015 11:41 PM |
| 20 | Walk bike or ride bus | 12/21/2015 4:31 PM |
| 21 | Take bus now but will walk and bike when get to middle school | 12/21/2015 10:42 AM |
| 22 | (Need the option for multiple answers here for multiple kids - 2 ride the bus & 1 bikes with adult & other students | 12/16/2015 8:33 AM |
| 23 | I take my grandchildren out cycling | 12/15/2015 8:16 PM |
| 24 | Jr high student rides the bus in the morning, but travels home by car, HS student goes both ways by car | 12/15/2015 2:35 PM |
| 25 | School online | 12/12/2015 8:18 AM |
| 26 | One takes the bus and the other one bikes or walks | 12/6/2015 9:14 AM |
| 27 | Parent drives to school, bus drives home, occasionally bikes to school | 12/5/2015 12:56 PM |
| 28 | Sometimes we drive, sometimes we ride bikes | 12/5/2015 10:02 AM |
| 29 | one drives and we drive the other | 12/4/2015 6:00 PM |
| 30 | Homeschool my kids. | 12/4/2015 12:40 PM |
| 31 | No children living in our home. | 12/4/2015 11:00 AM |
| 32 | Tomball Jr High is a bus rider, K & 1st grade walkers | 12/1/2015 8:53 AM |
| 33 | One drives himself. The other rides a bike with an adult and by himself | 11/20/2015 9:49 PM |

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| | | |
|----|--------------------------------------|---------------------|
| 34 | Driven to school but not school aged | 11/20/2015 6:34 PM |
| 35 | Parent drives to, school bus from | 11/20/2015 12:20 PM |

Q8 What are your primary reasons for walking? (Click all that apply.)

Answered: 1,209 Skipped: 175



| Answer Choices | Responses |
|--------------------------|------------|
| Exercise/ Health | 82.55% 998 |
| Training/ Competition | 15.96% 193 |
| Enjoyment/ Fellowship | 48.47% 586 |
| Shopping/ Errands | 23.41% 283 |
| Travel to Work | 2.40% 29 |
| Travel to School | 2.89% 35 |
| Travel to Transit | 1.82% 22 |
| Not Applicable | 4.55% 55 |
| Other | 7.44% 90 |
| Total Respondents: 1,209 | |

| # | Other (please describe) | Date |
|---|-------------------------------------|--------------------|
| 1 | Walk my dogs | 1/31/2016 10:22 PM |
| 2 | meetings | 1/31/2016 12:56 PM |
| 3 | Give my dog and foster dog exercise | 1/27/2016 4:40 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| | | |
|----|---|---------------------|
| 4 | Walking the dog | 1/25/2016 8:07 PM |
| 5 | Question not specific. I walk to get places. You should ask why walk outdoors in woodlands! | 1/23/2016 12:49 PM |
| 6 | dogs also | 1/21/2016 11:51 AM |
| 7 | Walking my dogs | 1/21/2016 8:04 AM |
| 8 | o | 1/21/2016 6:45 AM |
| 9 | walking my dogs | 1/20/2016 9:17 PM |
| 10 | walking the dog | 1/19/2016 10:47 PM |
| 11 | Walk dogs | 1/19/2016 6:56 PM |
| 12 | Dog walking | 1/19/2016 4:50 PM |
| 13 | Walk or run to the YMCA near me | 1/19/2016 2:37 PM |
| 14 | Walking my dog | 1/19/2016 1:25 PM |
| 15 | Walk my kids to the park | 1/19/2016 10:20 AM |
| 16 | Dog | 1/19/2016 9:47 AM |
| 17 | Take kids to school | 1/19/2016 8:20 AM |
| 18 | Walk my dogs. | 1/19/2016 8:08 AM |
| 19 | Walk my dogs | 1/18/2016 11:13 AM |
| 20 | Restaurants | 1/18/2016 8:02 AM |
| 21 | Walk with dogs | 1/17/2016 7:55 PM |
| 22 | Dog walk | 1/17/2016 7:46 PM |
| 23 | Walking the dogs | 1/17/2016 10:29 AM |
| 24 | Dog | 1/16/2016 6:42 PM |
| 25 | Taking the dog for a walk | 1/15/2016 2:12 PM |
| 26 | Walking the dog. | 1/15/2016 10:59 AM |
| 27 | walk our basset hounds | 1/15/2016 9:38 AM |
| 28 | Walking my Dogs | 1/12/2016 11:19 PM |
| 29 | Walk the dogs | 1/11/2016 9:18 AM |
| 30 | Walk to park with daughter | 1/10/2016 8:56 PM |
| 31 | Pets | 1/10/2016 10:02 AM |
| 32 | Visiting friends and relatives | 1/9/2016 12:34 PM |
| 33 | Travel to Parks and Special Events in Town Center | 1/8/2016 1:26 PM |
| 34 | Dog walking | 1/7/2016 9:58 PM |
| 35 | walk dogs | 1/7/2016 2:29 PM |
| 36 | To and from parks with kids | 1/6/2016 9:37 AM |
| 37 | Travel to the park | 1/5/2016 12:30 PM |
| 38 | Enjoy and photograph nature. | 1/5/2016 7:56 AM |
| 39 | walk my dog | 1/4/2016 8:31 AM |
| 40 | Walking the dogs | 1/3/2016 5:43 PM |
| 41 | Walk dog | 1/2/2016 7:58 PM |
| 42 | Dog walking | 1/2/2016 4:07 PM |
| 43 | Walk dogs to dog park | 12/31/2015 7:10 PM |
| 44 | Walk my dog | 12/24/2015 11:17 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

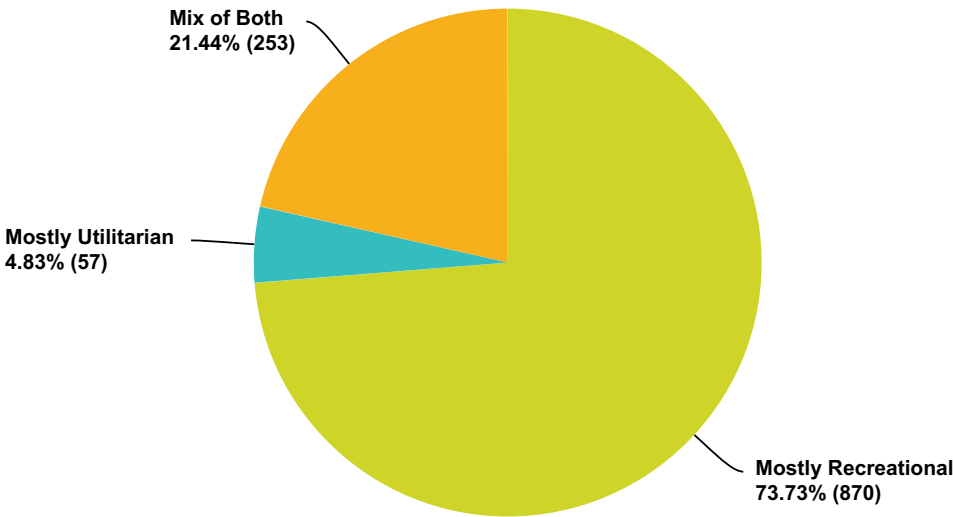
| | | |
|----|---|---------------------|
| 45 | Dog | 12/22/2015 1:11 PM |
| 46 | Dog walking | 12/22/2015 12:50 PM |
| 47 | Exercise for my dogs | 12/22/2015 10:54 AM |
| 48 | Dog | 12/22/2015 8:12 AM |
| 49 | Pets | 12/20/2015 10:40 PM |
| 50 | exercise my dog | 12/16/2015 8:55 AM |
| 51 | Walk to restaurants and store | 12/16/2015 8:44 AM |
| 52 | Walk dogs | 12/15/2015 6:07 PM |
| 53 | Walking through town center area, waterway, market street, pavilion, etc. | 12/14/2015 8:08 PM |
| 54 | Walk dog | 12/11/2015 6:26 PM |
| 55 | walk dogs every day too | 12/7/2015 2:46 PM |
| 56 | walk with children who ride bike | 12/7/2015 2:16 PM |
| 57 | Walk Dog | 12/6/2015 7:57 PM |
| 58 | Travel to Events, parks, church, restaurants, the mall, etc. | 12/5/2015 8:43 AM |
| 59 | Walk my dog | 12/4/2015 5:37 PM |
| 60 | Walk the dog | 12/4/2015 4:32 PM |
| 61 | An opportunity to see our neighbors. Formerly walked our dog-now deceased. | 12/4/2015 11:10 AM |
| 62 | Walk the dog | 12/3/2015 10:37 PM |
| 63 | Would shop in the Market if it was safe to cross Woodlands Parkway; instead, I order online. | 12/3/2015 7:38 PM |
| 64 | Walk to Costco and 242 restaurants but no sidewalk or bike path - very dangerous as our development does not have a path to any restaurant or store | 12/3/2015 3:52 PM |
| 65 | walk to get mail | 12/3/2015 3:43 PM |
| 66 | Walking family dog | 12/3/2015 9:30 AM |
| 67 | Take my dog for walks | 12/2/2015 1:59 PM |
| 68 | Walking the dog | 12/1/2015 9:48 PM |
| 69 | Dining | 12/1/2015 7:36 PM |
| 70 | Exercise, dining/shopping, enjoyment | 12/1/2015 10:43 AM |
| 71 | Travel to market square, pavilion, etc. | 12/1/2015 10:24 AM |
| 72 | Walking the dog | 11/30/2015 10:36 PM |
| 73 | Walking the dog | 11/30/2015 9:45 PM |
| 74 | Walk dogs to dog park and walk to church. | 11/30/2015 8:11 PM |
| 75 | Walk to Creekside Village to eat & shop | 11/30/2015 7:26 PM |
| 76 | Exercise dogs | 11/30/2015 6:32 PM |
| 77 | Walking the dog | 11/30/2015 5:35 PM |
| 78 | Walking dog | 11/27/2015 8:12 AM |
| 79 | walk my dog, walk to friends house | 11/24/2015 3:46 PM |
| 80 | walk dog | 11/24/2015 2:05 PM |
| 81 | Walk the dog | 11/24/2015 6:51 AM |
| 82 | Travel to Parks | 11/23/2015 3:26 PM |
| 83 | Concerts, waterway and market streetevents | 11/21/2015 2:31 PM |
| 84 | dog walking | 11/20/2015 10:29 PM |

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| | | |
|----|---|---------------------|
| 85 | Walk to facilities like park or pool | 11/20/2015 6:42 PM |
| 86 | Walk my dogs | 11/20/2015 3:26 PM |
| 87 | Fun, travel to friends houses | 11/20/2015 12:43 PM |
| 88 | I do not drive | 11/20/2015 11:52 AM |
| 89 | walk to Market Street/Waterway Square for restaurants, movies, concerts, etc. | 11/20/2015 11:35 AM |
| 90 | Walking my dogs | 11/20/2015 11:31 AM |

Q9 Are most of your walking trips recreational (i.e. for fun, for fitness, etc.) or utilitarian (i.e. to work, school, stores, etc.)? (Click one.)

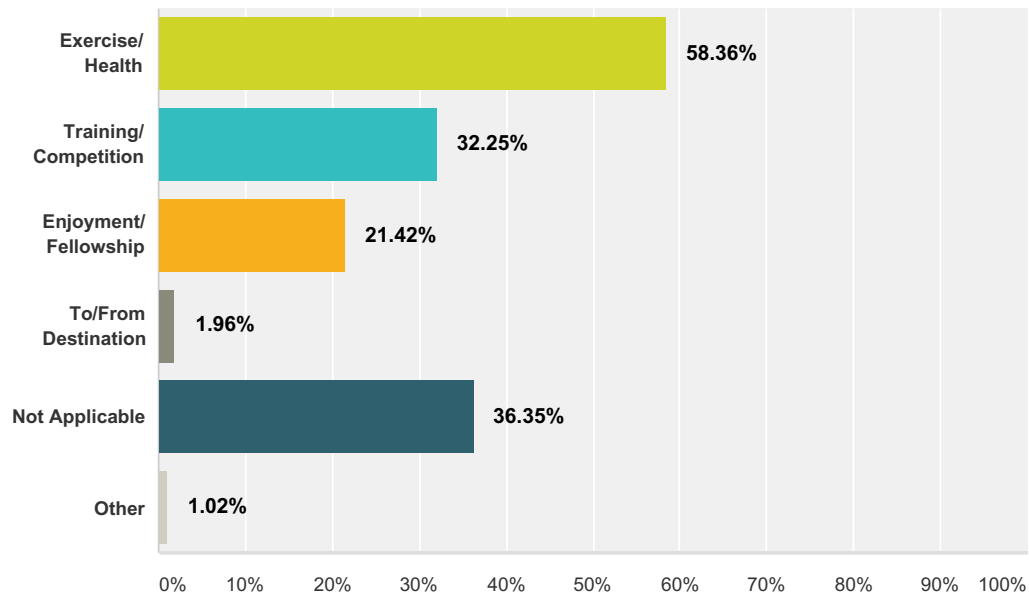
Answered: 1,180 Skipped: 204



| Answer Choices | Responses | |
|---------------------|-----------|-------|
| Mostly Recreational | 73.73% | 870 |
| Mostly Utilitarian | 4.83% | 57 |
| Mix of Both | 21.44% | 253 |
| Total | | 1,180 |

Q10 What are your primary reasons for running? (Click all that apply.)

Answered: 1,172 Skipped: 212



| Answer Choices | Responses |
|--------------------------|------------|
| Exercise/ Health | 58.36% 684 |
| Training/ Competition | 32.25% 378 |
| Enjoyment/ Fellowship | 21.42% 251 |
| To/From Destination | 1.96% 23 |
| Not Applicable | 36.35% 426 |
| Other | 1.02% 12 |
| Total Respondents: 1,172 | |

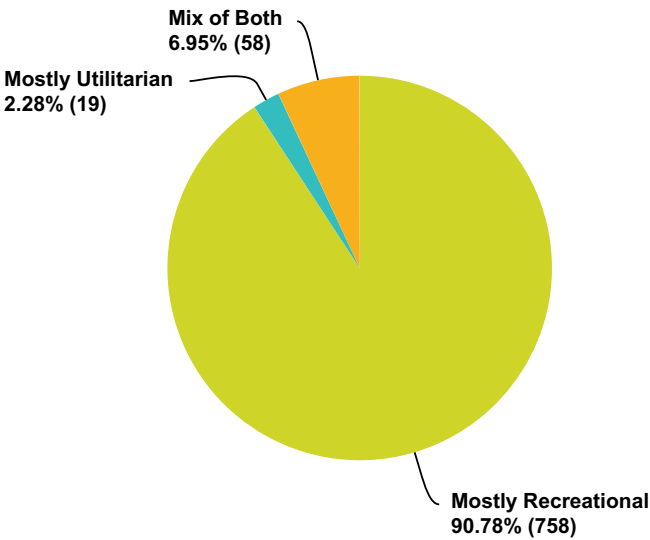
| # | Other (please describe) | Date |
|----|--|---------------------|
| 1 | Because I love it and The Woodlands is a great place to run! | 1/26/2016 5:56 PM |
| 2 | Do not run | 1/21/2016 8:01 PM |
| 3 | Run for training and occasionally run home from work as part of training | 1/19/2016 2:37 PM |
| 4 | mental health | 1/6/2016 7:31 PM |
| 5 | training for races | 1/4/2016 12:47 PM |
| 6 | Spend time with children pushing jogging stroller | 1/4/2016 8:25 AM |
| 7 | I very rarely run | 12/1/2015 9:40 AM |
| 8 | OK, I run if my dog wants to run | 11/24/2015 2:05 PM |
| 9 | Ellie runner | 11/24/2015 8:46 AM |
| 10 | dog walking | 11/20/2015 10:29 PM |
| 11 | Group of running moms | 11/20/2015 3:31 PM |

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| 12 | So my clothes fit and so I do not get too old to run | 11/20/2015 11:52 AM |
|----|--|---------------------|

Q11 Are most of your running trips recreational (i.e. for fun, for fitness, etc.) or utilitarian (i.e. to work, school, stores, etc.)? (Click one.)

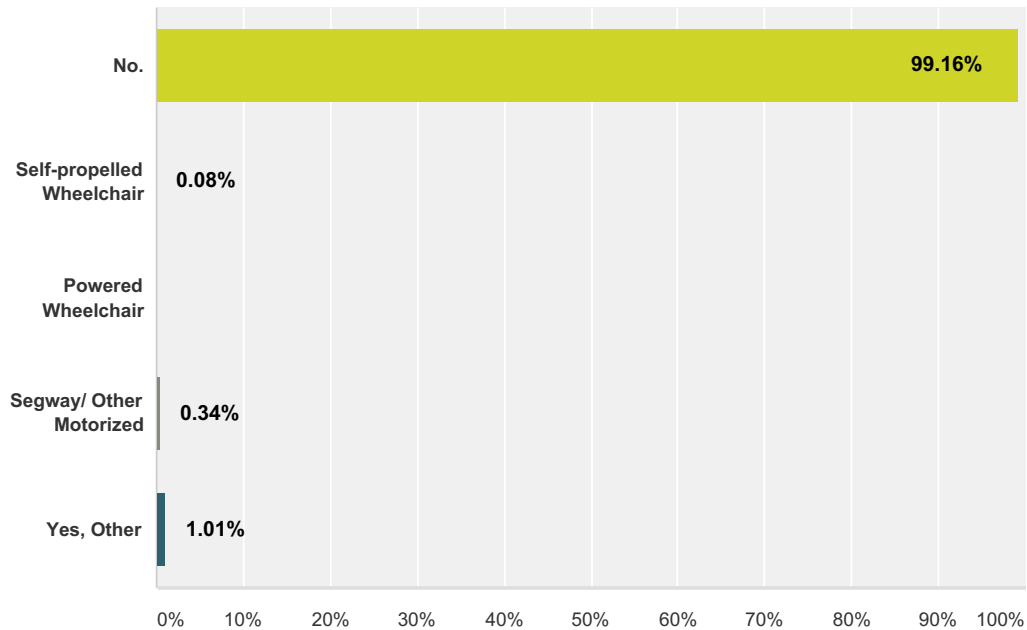
Answered: 835 Skipped: 549



| Answer Choices | Responses | |
|---------------------|-----------|-----|
| Mostly Recreational | 90.78% | 758 |
| Mostly Utilitarian | 2.28% | 19 |
| Mix of Both | 6.95% | 58 |
| Total | | 835 |

Q12 Do you use a wheelchair or other pedestrian-assisted device? (Click all that apply.)

Answered: 1,194 Skipped: 190



| Answer Choices | Responses |
|---------------------------|--------------|
| No. | 99.16% 1,184 |
| Self-propelled Wheelchair | 0.08% 1 |
| Powered Wheelchair | 0.00% 0 |
| Segway/ Other Motorized | 0.34% 4 |
| Yes, Other | 1.01% 12 |
| Total Respondents: 1,194 | |

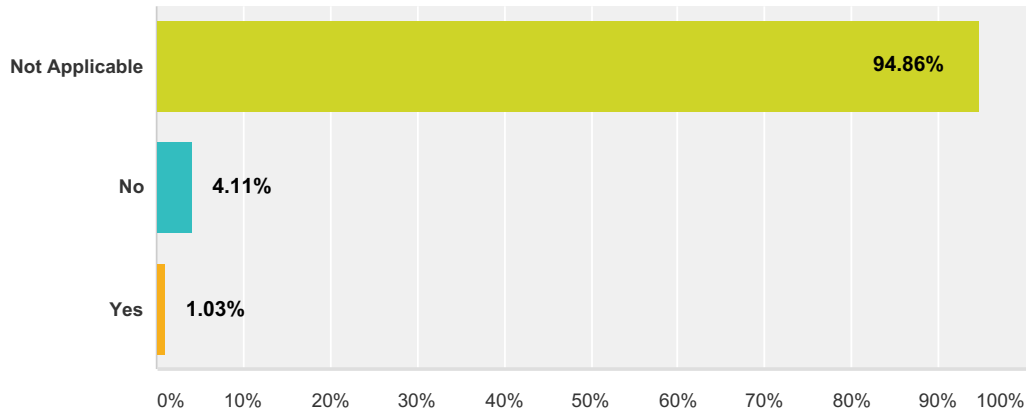
| # | Yes. Other (please describe) | Date |
|----|---|--------------------|
| 1 | My daughter sometimes uses crutches and sometimes a self-propelled wheelchair | 1/22/2016 4:22 PM |
| 2 | cane | 1/21/2016 3:33 PM |
| 3 | cane | 1/19/2016 9:31 AM |
| 4 | I think this is very important to comply with ADA and for all residents with disabilities. | 1/13/2016 7:55 PM |
| 5 | Wife has MS uses Electronic device when paths availalbe | 1/5/2016 8:07 AM |
| 6 | stroller | 12/5/2015 2:50 PM |
| 7 | Cane/walking stick | 12/4/2015 11:38 PM |
| 8 | Stroller/bike trailer | 11/30/2015 7:56 PM |
| 9 | Temporarily while recovering from foot surgery back in September (wheelchair, knee scooter, and crutches) | 11/30/2015 6:04 PM |
| 10 | * | 11/24/2015 9:21 AM |

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|----|-------------------------|--------------------|
| 11 | A stroller for my child | 11/23/2015 9:04 AM |
| 12 | Baby stroller | 11/21/2015 2:31 PM |

Q13 If you do use a wheelchair or other pedestrian-assisted device, do you experience limitations relating to the Americans with Disabilities Act (ADA) on the current pathway system within The Woodlands?

Answered: 1,070 Skipped: 314

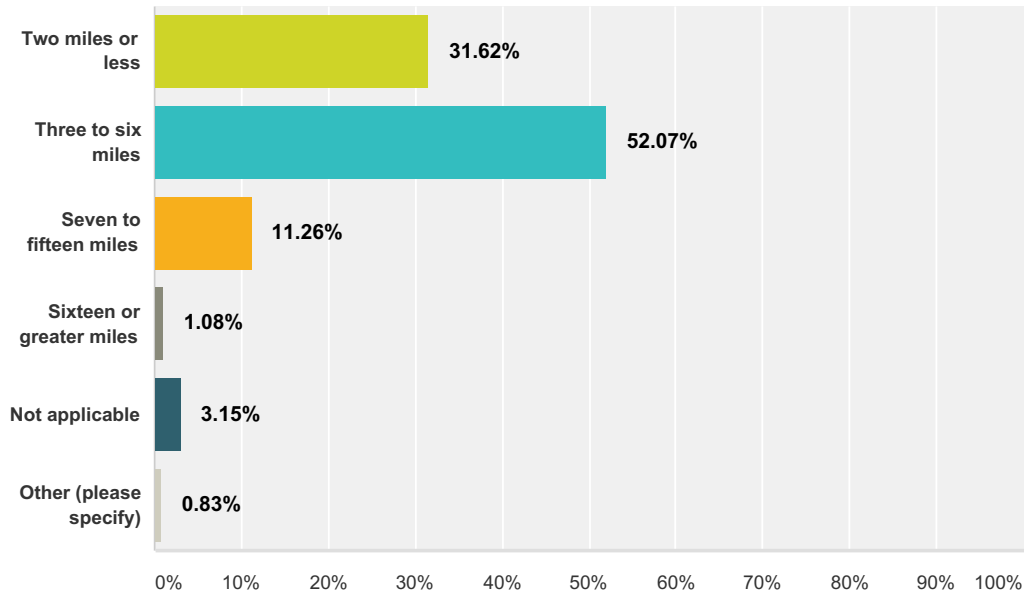


| Answer Choices | Responses |
|----------------|--------------|
| Not Applicable | 94.86% 1,015 |
| No | 4.11% 44 |
| Yes | 1.03% 11 |
| Total | 1,070 |

| # | Yes. (please describe) | Date |
|----|---|---------------------|
| 1 | broken sidewalks, overgrowth | 1/21/2016 3:33 PM |
| 2 | my condition is applicable | 1/15/2016 4:12 PM |
| 3 | I think this very important to comply with ADA and for all residents with disabilities | 1/13/2016 7:55 PM |
| 4 | I do not use a pedestrian-assisted device, but my mother does (an electric scooter). It is slow, and the main concern is crossing safely at crosswalks (due to short lenght of safe walk time). | 1/8/2016 9:07 AM |
| 5 | Corss areas safely, condition allows ease of use and access | 1/5/2016 8:07 AM |
| 6 | Uneven sidewalks | 12/27/2015 4:16 PM |
| 7 | Many hiccups in the pavement | 12/21/2015 11:46 PM |
| 8 | My son uses a wheelchair | 12/5/2015 10:36 PM |
| 9 | I use a cane and can not cross busy streets | 12/3/2015 7:38 PM |
| 10 | uneven sidewalk or not enough sidewalks | 11/30/2015 6:04 PM |
| 11 | Stairs at the waterway. Only way to go down to the concert area is by elevator near grimaldis. Would like to see an outdoor ramp | 11/21/2015 2:31 PM |

Q14 What is the average length of your walk or run? (Round down to the nearest mile, e.g. if your average is 2.5, use 2.) (Click one.)

Answered: 1,208 Skipped: 176



| Answer Choices | Responses |
|--------------------------|--------------|
| Two miles or less | 31.62% 382 |
| Three to six miles | 52.07% 629 |
| Seven to fifteen miles | 11.26% 136 |
| Sixteen or greater miles | 1.08% 13 |
| Not applicable | 3.15% 38 |
| Other (please specify) | 0.83% 10 |
| Total | 1,208 |

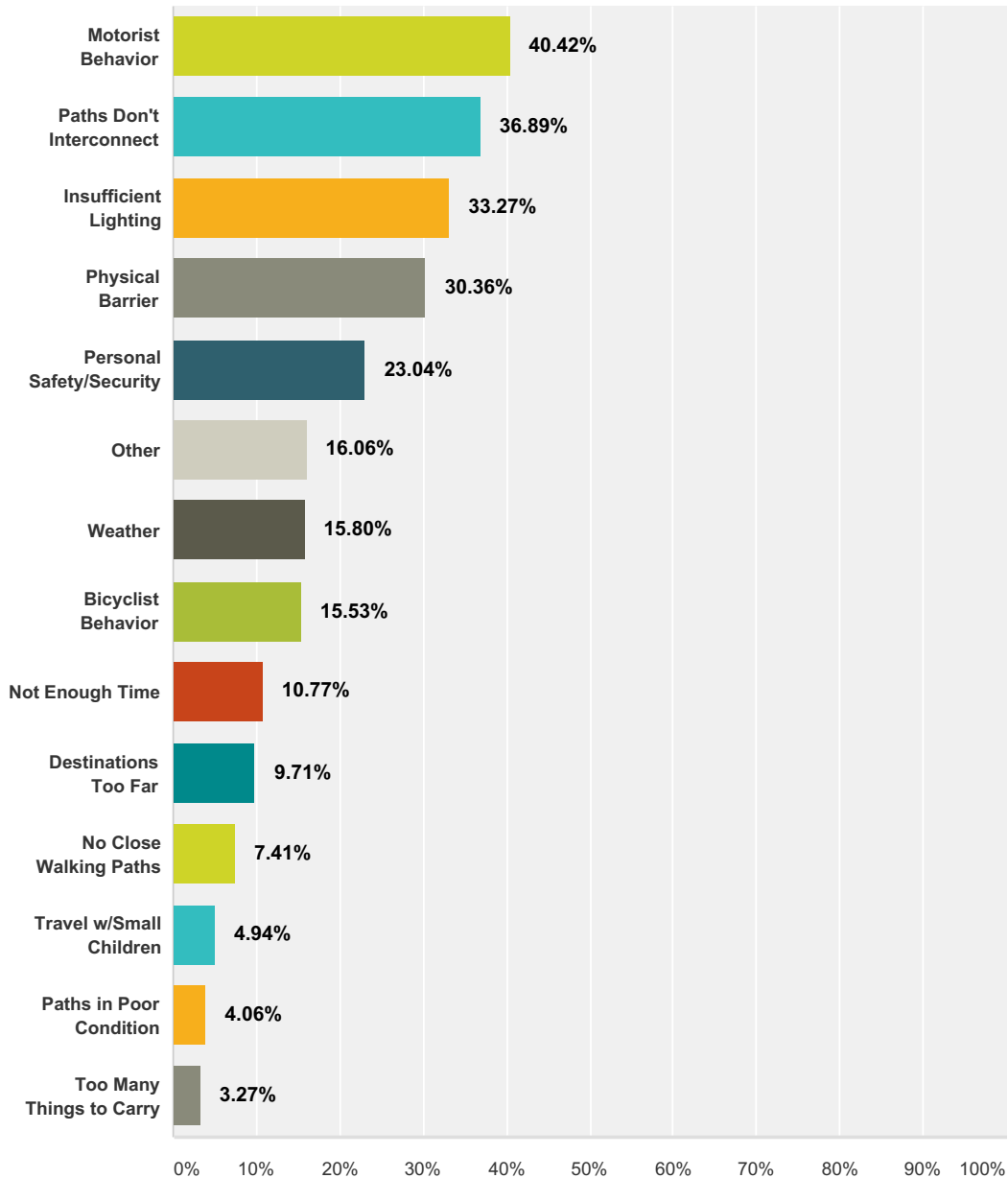
| # | Other (please specify) | Date |
|---|--|--------------------|
| 1 | Just around the block | 1/21/2016 9:46 PM |
| 2 | 1/4 mile | 1/20/2016 8:31 PM |
| 3 | Varies from 2 to 26 miles based on the time of year (running & triathlon season) | 1/7/2016 6:33 PM |
| 4 | 2 miles | 12/25/2015 6:39 PM |
| 5 | Up to 22 miles | 12/20/2015 8:56 AM |
| 6 | 2-6 2 times a week, long run 7-13 1 time a week | 12/1/2015 9:00 AM |
| 7 | Depends what I'm training for. Anywhere from 3 - 15 miles | 11/30/2015 7:11 PM |
| 8 | B | 11/24/2015 9:21 AM |
| 9 | walk 2 mile run 4 miles | 11/24/2015 6:51 AM |

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| 10 | Two to Four miles run - four to 6 bike | 11/23/2015 4:19 PM |
|----|--|--------------------|

Q15 Beyond your own aspirations, what are some barriers to your ability to walk or run within The Woodlands? (Click all that apply.)

Answered: 1,133 Skipped: 251



| Answer Choices | Responses | |
|--------------------------|-----------|-----|
| Motorist Behavior | 40.42% | 458 |
| Paths Don't Interconnect | 36.89% | 418 |
| Insufficient Lighting | 33.27% | 377 |
| Physical Barrier | 30.36% | 344 |

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| Personal Safety/Security | 23.04% | 261 |
| Other | 16.06% | 182 |
| Weather | 15.80% | 179 |
| Bicyclist Behavior | 15.53% | 176 |
| Not Enough Time | 10.77% | 122 |
| Destinations Too Far | 9.71% | 110 |
| No Close Walking Paths | 7.41% | 84 |
| Travel w/Small Children | 4.94% | 56 |
| Paths in Poor Condition | 4.06% | 46 |
| Too Many Things to Carry | 3.27% | 37 |
| Total Respondents: 1,133 | | |

| # | Other (please describe) | Date |
|----|--|--------------------|
| 1 | pedestrian access to shopping areas is limited. The paths get you there but the larger areas are not walker or bike friendly once you get there. i.e. the mall, sterling ridge shopping center area, etc. | 1/31/2016 1:15 PM |
| 2 | (1) some pathways have poor drainage and become inaccessible after rain (huge puddles), (2) Sometimes long waits at traffic lights. | 1/31/2016 11:03 AM |
| 3 | Pedestrian Cross Lights too short of a cycle. Autos not yielding to pedestrians in the cross walk. | 1/30/2016 9:10 AM |
| 4 | no barriers | 1/29/2016 2:59 PM |
| 5 | No barriers. There are sufficient walkways. | 1/27/2016 8:04 PM |
| 6 | lack of trash cans means i have to hold the poop bags with my dogs waste for 90% of the walk. Many people dont even pick up after their pets which is a health hazard. If possible i would like to see more trash cans along the nature trails | 1/27/2016 4:40 PM |
| 7 | Specifically bought a house in a location that would allow me to run multiple miles from my home (ie: not boxed in by major roads) | 1/26/2016 5:56 PM |
| 8 | During rain pathways can become slick and in places water gathers in pools | 1/25/2016 3:48 PM |
| 9 | No pathway on Woodlands Parkway west of Flintridge in Indian Springs. | 1/25/2016 2:54 PM |
| 10 | Woodlands Parkway and Research Road road shoulder is too narrow! | 1/24/2016 4:04 PM |
| 11 | Nothing | 1/23/2016 4:09 PM |
| 12 | Lack of good walking paths in many parking lots / strip malls | 1/23/2016 2:25 PM |
| 13 | safety | 1/23/2016 1:43 PM |
| 14 | Walking paths are all concrete and I would prefer softer surfaces. | 1/23/2016 12:09 PM |
| 15 | None | 1/23/2016 7:58 AM |
| 16 | I would use the pathways to walk and bike many times a week if I could safely get there from the Falls @ Imperial Oaks. | 1/22/2016 2:04 PM |
| 17 | No pedestrians allowed on Marsico Place | 1/21/2016 8:18 PM |
| 18 | none | 1/21/2016 4:47 PM |
| 19 | No barriers to running | 1/21/2016 3:56 PM |
| 20 | None | 1/21/2016 3:52 PM |
| 21 | no barriers | 1/21/2016 1:58 PM |
| 22 | I experience no barriers. | 1/21/2016 12:41 PM |

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|----|--|--------------------|
| 23 | There are no barriers - The Woodlands is an ideal location to walk and run | 1/21/2016 9:58 AM |
| 24 | No barriers but bicyclists can be startling if riding fast. | 1/21/2016 8:04 AM |
| 25 | None | 1/21/2016 7:53 AM |
| 26 | would love to see more running/walking paths with soft surface (trails) | 1/20/2016 8:41 PM |
| 27 | I see more and more homeless people in my area. I hesitate to allow my kids to go on pathways alone. | 1/19/2016 5:32 PM |
| 28 | Pathways often covered with leaves and dirt | 1/19/2016 5:19 PM |
| 29 | many paths are unusable for a long time after a rain due to dips and water collection | 1/19/2016 4:37 PM |
| 30 | I'd love to bike in the Woodlands but for the short time I'd be on the road, the drivers here scare me too much. | 1/19/2016 4:26 PM |
| 31 | In my neighborhood no drivers slows down and goes above the 20 MPH limit. How can I walk with a little kid if drivers are so careless? Need to fix that. | 1/19/2016 3:36 PM |
| 32 | Pathways in our neighborhood are hazardous due to lack of vegetation clean out, resulting in an abundance of snakes and mosquitos | 1/19/2016 3:35 PM |
| 33 | nothing other than my own aspirations | 1/19/2016 3:07 PM |
| 34 | Insufficient in paths during evening hours, especially during winter | 1/19/2016 2:40 PM |
| 35 | I like to run in the Mitchell Preserve, but flooding over the last 2 - 3 years has damaged the trail system. In particular, access to the bridge over Spring Creek in the Preserve is limited on both the Harris County side and the Montgomery County sides because of low lying areas on both sides as you approach the bridge. Finding more sustainable crossing of these low lying areas would greatly increase the use of the bridge. Some type of smaller bridge prior to the large Spring Creek bridge is needed on both sides. I would use the trail system exclusively to go work out at the Creekside YMCA if the bridge was consistently accessible. The bridge is inaccessible for weeks after even moderate flood events on Spring Creek. Some type of engineered/designed systems are needed on both sides to make the trail system and bridges more sustainable. Currently, maintenance consists of dumping more dirt on the trail, which subsequently gets gullied and washed away at the next rain/flood event. | 1/19/2016 11:25 AM |
| 36 | Safety on the trails has become a concern. | 1/19/2016 11:17 AM |
| 37 | Recent assaults on pathways | 1/19/2016 10:29 AM |
| 38 | Paths need better drainage. Too much water on paths | 1/19/2016 9:32 AM |
| 39 | concern about other people walking their dogs off leash while I'm walking mine | 1/18/2016 11:13 AM |
| 40 | All works fine for me | 1/18/2016 10:23 AM |
| 41 | Lack of shoulders to use when dark | 1/18/2016 9:22 AM |
| 42 | I have to cross Research Forest to get to sidewalks and that can be difficult | 1/18/2016 8:02 AM |
| 43 | No barriers | 1/17/2016 7:46 PM |
| 44 | No safe way to cross major roadways | 1/17/2016 1:44 PM |
| 45 | people walking dogs, sometimes not on leashes | 1/17/2016 9:56 AM |
| 46 | Other runners/cyclists wearing headphones and can't hear you call out. | 1/16/2016 10:00 PM |
| 47 | Concrete paths are very hard on runners... need natural/crushed gravel adjacent to pathway | 1/16/2016 11:25 AM |
| 48 | There are no barriers for walking or biking in The Woodlands. We have fantastic bike paths! Already. | 1/16/2016 12:11 AM |
| 49 | I have no barriers for walking or running -- unlike biking | 1/15/2016 2:12 PM |
| 50 | no barriers, i use the hike and bike trails | 1/14/2016 9:15 PM |
| 51 | Work | 1/13/2016 10:46 PM |
| 52 | I think the Woodlands Township Planning Board is the most incredible board and continue to make our area that is walkable for all ages. We need to continue expansion of our trails and system of transportation. | 1/13/2016 7:55 PM |
| 53 | Anyone who walks, runs, bicycles after dark should be required to take a course in personal safety and etiquette. I believe this applies to everywhere not just The Woodlands. Good luck with that LOL. | 1/13/2016 6:44 PM |
| 54 | Very concerned of unleashed Dogs in my area | 1/13/2016 12:33 PM |

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| 55 | concrete paths in and around the Woodlands Villages are not the best surface to run on. They provide no cushioning during runs and have suffered really bad if one slips or falls during a run! But it's still better than not having them for sure! | 1/13/2016 12:23 PM |
| 56 | I like to run on the 'green belt', the drainage ditch berms, due to the need for a cushioning surface, and the issue is getting across to the other side! Yes, I can run to the next street/bridge crossing, but it would be really nice to have a few strategically placed ped crossings! What a great resource, relatively untapped, to complement the busier pathways! | 1/13/2016 10:27 AM |
| 57 | Paths flood in some area after heavy rain fall. | 1/12/2016 11:19 PM |
| 58 | no barriers for me regarding walking | 1/12/2016 7:44 PM |
| 59 | Pets, some of which may not be leashed. | 1/12/2016 11:00 AM |
| 60 | No barriers - walking and running in The Woodlands VERY well served (other than occasional puddles) | 1/12/2016 9:20 AM |
| 61 | 1) dog crap on the pathways, 2) trails closed for ENDLESS contruction with no alternate routes available. | 1/10/2016 8:52 PM |
| 62 | Poor condition of pathway along with too much debris. | 1/10/2016 5:10 PM |
| 63 | none | 1/10/2016 12:35 PM |
| 64 | Also would like hard surface walkways | 1/10/2016 9:50 AM |
| 65 | Some Major Roads (kuykendahl) does not have trail over the bridge near woodlands parkway | 1/7/2016 6:33 PM |
| 66 | The paths are not clean enough to run on in the evenings | 1/6/2016 9:54 PM |
| 67 | Pathway upkeep | 1/6/2016 3:22 PM |
| 68 | Why do you assume there are barriers? There are none but your assumption shows bias | 1/6/2016 1:59 PM |
| 69 | Flooded pathways due to lack of drainage | 1/6/2016 8:39 AM |
| 70 | Our village shopping center does not have great dining/shopping options. | 1/5/2016 8:54 PM |
| 71 | The paths are too winding to run at a fast pace. The trails along the ditches and green areas are often muddy. The streets can be dangerous and a runner has to stop often. The best place to train for running fast in the High School tracks. | 1/5/2016 3:23 PM |
| 72 | No soft-surface paths | 1/5/2016 12:33 PM |
| 73 | Can's run on pathways at night or before sunrise (no moonlight with tree cover, too many curves & too much debris to trip on or twist an ankle), so forced to run on the streets which mostly have small shoulders (or none as lanes are added). This adds the safety risk of drivers at night who can't see runners. | 1/5/2016 11:20 AM |
| 74 | Pathway condition and cross walk areas safety from traffice | 1/5/2016 8:07 AM |
| 75 | Specifically no biking/pedestrian path on Kuykendahl from Creekside Forest to Flintridge - would significantly expand access to other Woodlands paths! | 1/5/2016 7:55 AM |
| 76 | none | 1/4/2016 1:52 PM |
| 77 | No pathway on Kuykendahl between Flintridge and Creekside Forest. There is NOT even a safe walkway across the Spring Creek bridge. | 1/4/2016 12:17 PM |
| 78 | I love our pathways and use them extensively for walking and running, would be nice if they were lit at night | 1/3/2016 10:59 PM |
| 79 | no barriers | 1/3/2016 11:26 AM |
| 80 | Unsafe road crossing conditions at research forest and Alden bridge intersection (in major need of traffic light with pedestrian crosswalk signals) and research forest and branch crossing intersection | 1/2/2016 10:28 PM |
| 81 | No garbage to deposit dog waste | 1/2/2016 7:58 PM |
| 82 | debris on pathway and loose dogs | 1/2/2016 8:08 AM |
| 83 | Timmarron needs to have some pathways completed like around Heritage Mill it ends abruptly | 1/1/2016 3:14 PM |
| 84 | On most streets there is only a sidewalk on one side of the street - very inconvenient for many routes. | 12/31/2015 11:55 PM |
| 85 | none | 12/31/2015 5:52 PM |
| 86 | Cement pathways are hard on the joints for running. It would be good to have more well-groomed, non-cement pathways for running. | 12/30/2015 7:16 PM |

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| 87 | No barriers | 12/25/2015 8:21 AM |
| 88 | Insufficient water fountains along the paths | 12/24/2015 11:41 AM |
| 89 | Not enough water fountains or restrooms | 12/24/2015 7:26 AM |
| 90 | I have no barrier. | 12/23/2015 1:47 PM |
| 91 | The concrete pathways. Some days I will opt for a treadmill or grass field(outside of woodlands) to run on. | 12/23/2015 12:40 AM |
| 92 | Not enough soft surfaces here- would rather have some dirt trails. | 12/22/2015 9:51 PM |
| 93 | Paths not kept cleared off especially in the fall | 12/22/2015 5:19 PM |
| 94 | Lack of access to restrooms. Especially b/c I walk/run with small children | 12/22/2015 1:32 PM |
| 95 | Flooding on the pathways | 12/22/2015 1:11 PM |
| 96 | Water and restrooms | 12/22/2015 12:52 PM |
| 97 | Would be nice to have Shenandoah and the woodlands more connected | 12/22/2015 10:00 AM |
| 98 | Harper's Landing needs to be connected to the other side of The Woodlands | 12/22/2015 8:41 AM |
| 99 | Was attacked By dog on a leash on bike path | 12/21/2015 11:59 AM |
| 100 | Pet waste and debris on pathways | 12/21/2015 10:59 AM |
| 101 | Some sections of pathways by S. Shore Park flood after rains and are unsafe (slippery) for several days | 12/21/2015 10:33 AM |
| 102 | educate cyclists to obey traffic rules....get off the highways & onto the shoulder! | 12/21/2015 6:25 AM |
| 103 | Difficult to ride bike to some grocery stores due to no continuous paths on Woodlands Parkway from my house. | 12/20/2015 6:05 PM |
| 104 | None | 12/20/2015 3:58 PM |
| 105 | Shoulders are disappearing as road widening takes place | 12/20/2015 4:13 AM |
| 106 | None exist | 12/19/2015 8:37 PM |
| 107 | None really | 12/19/2015 1:53 PM |
| 108 | I have no barriers | 12/19/2015 1:52 PM |
| 109 | I run the pathways early in the morning while it is still dark and I use a head light and flashing lights on my running belt. Unfortunately there are many walkers & dog walkers that are on the path but they are not using lights. Being surprised by someone in the dark or barking dogs is not fun. It would be great if pathway travelers had the courtesy to us lights when it's dark outside. | 12/19/2015 12:51 PM |
| 110 | There are not any barriers | 12/17/2015 9:20 PM |
| 111 | The crosswalk buttons on busy streets (like Gosling) are located on "islands" rather than at the curb - you must cross a right turn lane to push the button. Then you stand on the island waiting for the signal to walk while traffic zips by at 45+ mph. | 12/17/2015 6:02 PM |
| 112 | No limitations. Quite happy with existing paths. | 12/16/2015 10:47 PM |
| 113 | Need to run on the side of the street because paths are too curvy | 12/16/2015 2:06 PM |
| 114 | Pathways are not conducive to cycling at 17-30 mph. | 12/16/2015 1:59 PM |
| 115 | no barriers, lighting is not sufficient on paths but I wear a light when it's dark | 12/16/2015 8:55 AM |
| 116 | I don't run/walk on the pathways at night because pathways are very dark. | 12/15/2015 1:53 PM |
| 117 | Need another pedestrian bridge over waterway from neighborhood to Hughes Landing | 12/14/2015 8:08 PM |
| 118 | Pathways are great during the day, not so nice at night or early mornings due to animals and lighting. Because it is so hot here, that's the time to walk or run. | 12/14/2015 1:26 PM |
| 119 | The paths are VERY dark in the early morning. I use a headlamp, but I still feel vulnerable, and I run a lot less often than I would like due to this. | 12/14/2015 10:25 AM |
| 120 | tree debris on pathways after storms | 12/13/2015 12:13 PM |
| 121 | We would walk to the shopping centers at Kuykendahl/Woodlands Pkwy but it requires an extra 10-15 mins of walking...if there were a cutoff trail to them, we'd walk all the time. | 12/12/2015 4:05 PM |
| 122 | None - no restrictions for my needs | 12/12/2015 10:50 AM |

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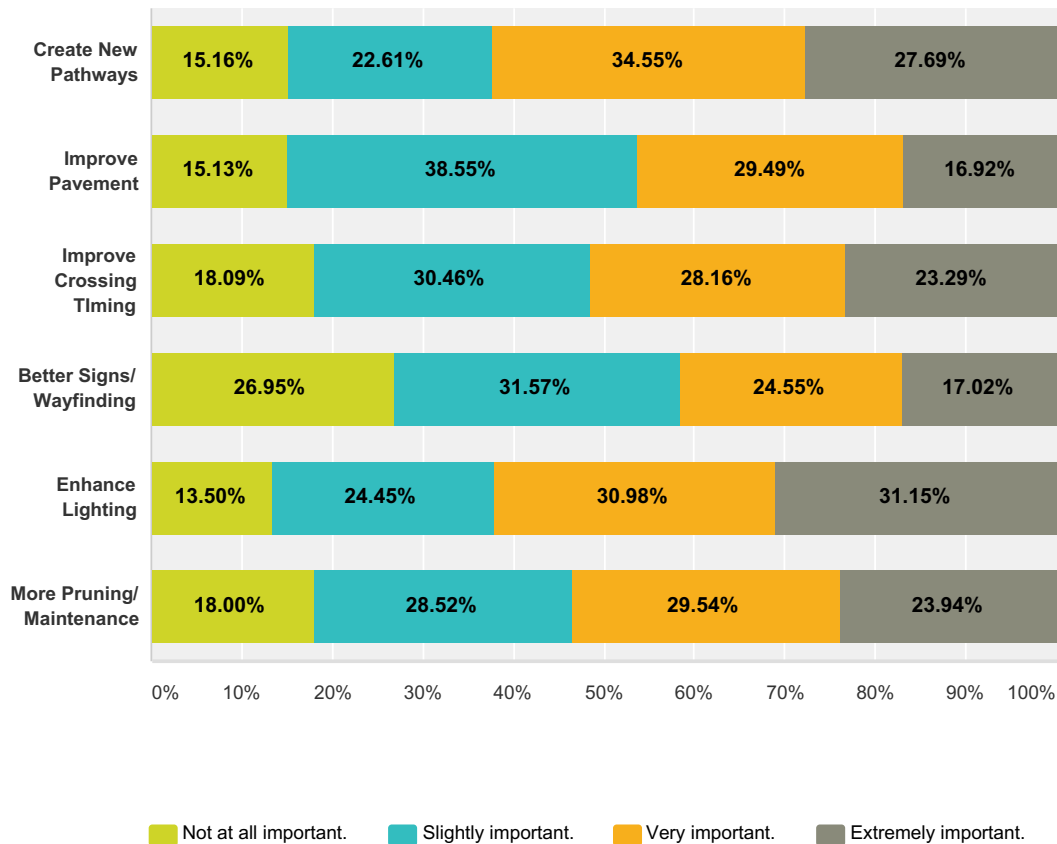
| | | |
|-----|--|---------------------|
| 123 | lack of lighting at night and cyclists not using bike bells to alert when passing | 12/11/2015 4:28 PM |
| 124 | lighting at night, and cyclists not using bells to indicate passing on pathways | 12/11/2015 4:11 PM |
| 125 | the lighting needs to be addressed - gets very dark and spooky on the trails... | 12/7/2015 2:46 PM |
| 126 | current setup is great for running and biking | 12/7/2015 2:16 PM |
| 127 | Not a safe way to cross Kuykendahl bridge | 12/7/2015 7:53 AM |
| 128 | None of the above | 12/5/2015 5:36 PM |
| 129 | there are no barriers for people who walk (pathways) and run | 12/5/2015 3:28 PM |
| 130 | Lighting on paths is non existent and creates safety problems at night. | 12/5/2015 2:58 PM |
| 131 | Idiotic motorists sometimes refuse to give right of way, almost hit me; Bicyclists ride 3-abreast, run stop signs and run red lights | 12/5/2015 10:44 AM |
| 132 | Too much noise from vehicles on street beside sidewalk | 12/5/2015 7:06 AM |
| 133 | The current pathways are great! No limitations. | 12/4/2015 6:04 PM |
| 134 | Town center around mall, especially mall ring road, has no sidewalk | 12/4/2015 5:58 PM |
| 135 | With over 200 miles of bike & hike paths who has any obstacles? | 12/4/2015 11:10 AM |
| 136 | There are no barriers. I live in a great location with lots of different routes I can take. | 12/3/2015 10:34 PM |
| 137 | Physical barrier such as drainage ditches. | 12/3/2015 3:41 PM |
| 138 | There is none. Kepp them on the BIKE PATHS!!! | 12/3/2015 2:47 PM |
| 139 | mosquitoes | 12/3/2015 1:44 PM |
| 140 | In the winter it is too dark by the time I get home to walk on the pathways. | 12/3/2015 11:17 AM |
| 141 | Long lasting Closure of Pathways for extended construction | 12/2/2015 3:39 PM |
| 142 | HANGING BRANCHES, VINES; EXCESS PINE NEEDLES ON SIDEWALK; | 12/2/2015 2:40 PM |
| 143 | None | 12/2/2015 11:05 AM |
| 144 | With no pathway on Kuykendahl, creekside village at timarron is upsettingly segregated from the rest of The Woodlands | 12/2/2015 8:40 AM |
| 145 | I-45 separates Harper's Landing from all the cool stuff. | 12/1/2015 12:28 PM |
| 146 | Mosquitos are terrible in some parts of the pathway. We're eaten alive and we're wearing mosquito repellant. Also, I wish there was a cross over bridge at E Panther Creek and Woodlands Parkway. It's dangerous to cross. | 12/1/2015 8:29 AM |
| 147 | Bicyclists traveling too fast and without notifying walkers and runners. No bell or vocal announcement | 12/1/2015 8:24 AM |
| 148 | Ongoing construction causes pathways to become closed | 12/1/2015 7:14 AM |
| 149 | I don't have barriers to using the walkways. | 11/30/2015 11:16 PM |
| 150 | Need more trashcans along the way for pet waste | 11/30/2015 10:36 PM |
| 151 | I have no compaints about walking in Creekside Park. The pathways are one of the best attibutes of the village. | 11/30/2015 9:59 PM |
| 152 | No barriers to run | 11/30/2015 9:45 PM |
| 153 | No sidewalks getting to park from house.. Difficult with young kids. | 11/30/2015 9:44 PM |
| 154 | No sidewalks in housing sections have to walk on street to get to park areas with sidewalks. Safety concern is related to cars. | 11/30/2015 9:05 PM |
| 155 | lack of trees in the creekside. in summer extremely hot pathways. | 11/30/2015 9:04 PM |
| 156 | Sidewalks are great | 11/30/2015 8:48 PM |
| 157 | Lack of safety due to no requirement of a bell for cyclists | 11/30/2015 8:25 PM |
| 158 | No barriers normally. | 11/30/2015 7:57 PM |
| 159 | Bridge on Kuykendahl does not connect with the rest of The Woodlands walk/bike trails. Too long to walk through Creekside to Gosling. The disconnect is disappointing. | 11/30/2015 7:56 PM |

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| 160 | Trees not cut back too low to street and overgrown onto path. It is great breeding ground for snakes on path. Worried with small children | 11/30/2015 6:50 PM |
| 161 | No Barriers | 11/30/2015 6:16 PM |
| 162 | Concerned about wild hogs and other animals out in the wooded area on Gosling | 11/30/2015 6:14 PM |
| 163 | Dog poop | 11/25/2015 6:00 PM |
| 164 | Paths are closed for construction too often & too long | 11/24/2015 9:30 AM |
| 165 | When running in the dark, it's often difficult to see the edges of the dark pathways. The loop around Mill Bend is asphalt, so it's difficult to note where the grassline is or where there is a drop off due to a drainage area. | 11/24/2015 9:01 AM |
| 166 | Drivers NEVER look both ways or stop at a light/sign when it is a one-way. | 11/24/2015 8:46 AM |
| 167 | No barriers for the kind of walking that I do - the pathways are excellent. | 11/23/2015 5:23 PM |
| 168 | It would help massively if the paths were straight. If one wishes to stroll for a walk the paths are fine, if one is seriously exercising or wanting to get somewhere it becomes quite problematic, inefficient or both. Also at times mosquitos restrict me from enjoying pathways. | 11/23/2015 4:19 PM |
| 169 | There are no real barriers to my ability to walk or run other than time | 11/23/2015 2:39 PM |
| 170 | Current paths I utilize are flooded for days after rain. | 11/23/2015 9:04 AM |
| 171 | Pathways are flooded and or poorly maintained | 11/23/2015 12:29 AM |
| 172 | bad cross walks, the buttons are in wierd places. | 11/21/2015 7:14 PM |
| 173 | I'm mostly concerned about my safety while walking across woodlands parkway from six pines. It is difficult to see motorists turning right (north) while I am traveling south, especially when I am waking with my 11 month old son in his stroller. We have almost been hit a couple times. An updated countdown pedestrian crossing would also be helpful as we cross this six lane highway. | 11/21/2015 2:31 PM |
| 174 | Concern over middle and elementary school children's behavior | 11/21/2015 1:46 PM |
| 175 | Pathways too narrow sometimes | 11/21/2015 10:35 AM |
| 176 | Parts of trails are covered in water after rains. Need better drainage in several areas. | 11/21/2015 8:54 AM |
| 177 | Unfriendly bike lanes or shoulders, which makes most street unusable to a road bike. | 11/20/2015 10:16 PM |
| 178 | NA | 11/20/2015 9:19 PM |
| 179 | after rains paths are flooded with deep puddles | 11/20/2015 1:07 PM |
| 180 | NO REST ROOMS @ GEORGE MITCHELL PRESERVE | 11/20/2015 12:37 PM |
| 181 | Lack of benches, to sit & rest, then go on. I propose benches be added (every half-mile or so), beginning near senior centers, churches, shopping centers. | 11/20/2015 12:31 PM |
| 182 | Standing water on paths. | 11/20/2015 11:57 AM |
| 183 | The Woodlands is great, but Budde Road and Nursery road are dangerous (out of your area but I have to walk there) | 11/20/2015 11:52 AM |

Q16 Below are a series of potential recommendations to improve walking and/or running conditions in The Woodlands. On the scale provided, rate how important you feel these recommendations are.

Answered: 1,200 Skipped: 184



| | Not at all important. | Slightly important. | Very important. | Extremely important. | Total | Weighted Average |
|---------------------------|-----------------------|---------------------|-----------------|----------------------|-------|------------------|
| Create New Pathways | 15.16% 179 | 22.61% 267 | 34.55% 408 | 27.69% 327 | 1,181 | 2.75 |
| Improve Pavement | 15.13% 177 | 38.55% 451 | 29.49% 345 | 16.92% 198 | 1,170 | 2.48 |
| Improve Crossing Timing | 18.09% 212 | 30.46% 357 | 28.16% 330 | 23.29% 273 | 1,172 | 2.57 |
| Better Signs/ Wayfinding | 26.95% 315 | 31.57% 369 | 24.55% 287 | 17.02% 199 | 1,169 | 2.32 |
| Enhance Lighting | 13.50% 159 | 24.45% 288 | 30.98% 365 | 31.15% 367 | 1,178 | 2.80 |
| More Pruning/ Maintenance | 18.00% 212 | 28.52% 336 | 29.54% 348 | 23.94% 282 | 1,178 | 2.59 |

| # | Other (please describe) | Date |
|---|-------------------------|------|
|---|-------------------------|------|

The Woodlands Township Pedestrian and Bicycle Master Plan

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|----|--|--------------------|
| 1 | Separate bikers from cars and pedestrians | 1/31/2016 10:22 PM |
| 2 | Re-level (elevate) pathways that tend to get flooded easily | 1/31/2016 11:03 AM |
| 3 | More trash cans please!!! | 1/27/2016 4:40 PM |
| 4 | Biker safety signs posted along path, biker speed bumps, consider path centerlines | 1/26/2016 6:00 PM |
| 5 | I often run in the street at night because it is better lit than the pathways (but my new headlamp is awesome!) | 1/26/2016 5:56 PM |
| 6 | Addition of bike lanes on roadways for bikers travelling for recreational and utilitarian purposes. | 1/25/2016 2:54 PM |
| 7 | limiting the number of pets that people can have out. Mark a centerline on the paths with painted "keep right" | 1/25/2016 10:38 AM |
| 8 | A phone app with a map of all the bike paths that can use GPS to show where you are | 1/25/2016 10:11 AM |
| 9 | I like the shade that the vegetation provides. | 1/23/2016 9:01 PM |
| 10 | If we lived in a city with sidewalks on all streets, the woodlands should have 1000 miles of sidewalks, since we have only 150 miles of hike bike trails, I would say room for improvement. Ever walked dos on street in the dark ?? | 1/23/2016 12:49 PM |
| 11 | More softer surfaces...crushed gravel, areas along golf course, drainage basins etc. | 1/23/2016 12:09 PM |
| 12 | Enhanced lighting on roads. Enhanced maintenance of the greenbelts along the pathways (removal of dead material, removal of vines) | 1/22/2016 10:52 AM |
| 13 | Use the ditches/woods to create more trail type bike and running paths. | 1/21/2016 4:40 PM |
| 14 | Increasing sidewalks in areas to get to the pathways. It doesn't make sense to make people walk in the street to get to a safe pathway. Doing walkovers over the major highways. | 1/21/2016 3:33 PM |
| 15 | A continuous path of at least 3 miles - without roadway/motorist interruption - would be ideal. Example - Memorial Park in Houston. | 1/21/2016 12:39 PM |
| 16 | Better publicized mapping; proactive participation in google maps, Apple maps, etc. | 1/21/2016 8:04 AM |
| 17 | I want to be able to ride my bike safely. I would like a bike/walk path with some type of protection against the auto traffic such as chain fencing between auto traffic and paths | 1/21/2016 5:57 AM |
| 18 | I enjoy the dense green foilage and trees surrounding the bike paths and the roadways. This is one of the main reasons I pay \$\$\$ to live in The Woodlands. We've already lost enough trees to all of the roadway construction projects and turn lane additions! Also - most people who have green belts / drainage easements behind their house enjoy the privacy it provides and do not wish to have bike trails built on them! | 1/20/2016 1:35 PM |
| 19 | Better drainage of flood-prone sections of paths | 1/19/2016 6:56 PM |
| 20 | Very Important: Seeking out homeless camps here in The Woodlands | 1/19/2016 5:32 PM |
| 21 | finer for letting people let their animals use the pathways as a restroom | 1/19/2016 3:07 PM |
| 22 | New pathways/sidewalks connecting neighborhoods | 1/19/2016 12:52 PM |
| 23 | Grade separation for bike/pedestrian crossing of major road features. The trail underpass of Woodlands Parkway between East And West Panther Creek Drives is an excellent prototype. | 1/19/2016 11:25 AM |
| 24 | The traffic has become increasing more aggressive and speeds increased with the thoroughfare of Research Forest | 1/19/2016 11:17 AM |
| 25 | Security is a huge concern | 1/19/2016 9:32 AM |
| 26 | Please do not remove trees and shrubery along pathways. It's what makes them beautiful. Also they provide shade during the summer and a buffer for road noise. | 1/19/2016 8:39 AM |
| 27 | Keeping trails free of debris. Many of us have hurt ourselves tripping or twisting ankles due to it | 1/19/2016 8:15 AM |
| 28 | There is no safe way for me to get my kids to a path that is longer than a couple of miles because we're in Harper's landing. It would be awesome to have a bike lane or sidewalk that allowed us to get under 45 to college park pathways. We would love to ride bikes to chickfila or high school sporting events. | 1/18/2016 6:27 PM |
| 29 | Harper's Landing is not connected to the Township at all. Need a pathway to connect to 242 West | 1/18/2016 2:34 PM |
| 30 | do not limit pathways to one side of a street. Some neighborhoods you have to cross the street in order to get on the pathway and then back home which is not safe for little ones or for adults in low lighting conditions such as 6:00am when many people are leaving for work and school as well as out walking and running. There are also no pathways along Woodlands parkway so if you have to go down that road you have to ride/run/walk in the street which is unsafe and a nuisance to drivers | 1/18/2016 11:13 AM |
| 31 | Straighten out some of the curves. It's dangerous when you can't see who is coming at you. | 1/18/2016 9:48 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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| 32 | Improved signage for pedestrian crossings where there are no lights | 1/18/2016 9:22 AM |
| 33 | Very Important - overhead or underground crossings for bikes and pedestrians | 1/17/2016 1:44 PM |
| 34 | Regular leafblowing of major pathways | 1/17/2016 10:29 AM |
| 35 | We all need to follow the rules. I see people on bike not stopping where it read STOP, quite a few bikers not following the street laws. | 1/17/2016 8:39 AM |
| 36 | Signage recommending users keep music low so they can hear their surroundings. | 1/16/2016 10:00 PM |
| 37 | Safety call boxes | 1/16/2016 6:42 PM |
| 38 | Only where visual enhancement is needed for safety (in general, good job) | 1/16/2016 1:58 PM |
| 39 | Need natural running paths, not concrete | 1/16/2016 11:25 AM |
| 40 | i enjoy the paths as they are now | 1/16/2016 6:58 AM |
| 41 | The current pathway system is both aesthetically pleasing and a great way to get around our community. | 1/16/2016 12:11 AM |
| 42 | Separation of bike lanes from walking paths. Too many cyclist with no warning bells and reckless biking... | 1/15/2016 11:33 PM |
| 43 | Make pathways straight not lazy curves. Eliminate drop off at edge of concrete. Trees to close to pathway. | 1/15/2016 11:24 PM |
| 44 | Enough has already been spent on pathways and pruning of landscape would detract from the reason to live in The Woodlands. | 1/15/2016 9:04 PM |
| 45 | All these would help greatly. The paths along drainage would increase paths away from traffic and reuse existing greenspace. It would be nice if they material was anything but concrete which is the worst surface to run on. Lighted pathways would not only make them safer for the whole community but would also add the the general ambiance of the Woodlands and encourage people to go outside. There is such a big difference walking along the pathways that are lit in the Woodlands and those that are not. | 1/14/2016 10:07 PM |
| 46 | Please do not prune to increase visibility. The pathways need to be shaded to protect you from the summer sun. | 1/14/2016 7:42 PM |
| 47 | With the expansion of the trails landscape and maintenance of the pathways is an increasing area of concern because in the last 5 to 6 years we are finding that they are not as well maintained. | 1/13/2016 7:55 PM |
| 48 | Just don't cut down any more trees! | 1/13/2016 6:44 PM |
| 49 | aha! lighting would be great as runners love early morning or late night due to weather conditions here. | 1/13/2016 12:23 PM |
| 50 | We need pedestrian/bike bridges (overpass) over major roads/intersections to *eliminate* risk of vehicle-pedestrian accidents at that intersection. | 1/13/2016 10:42 AM |
| 51 | In light of some of the recent attacks on the pathways, as well as for intersection visibility of a potential car/person encounter, major pruning is critical! | 1/13/2016 10:27 AM |
| 52 | More trails for biking | 1/12/2016 7:53 PM |
| 53 | Increase motorist awareness | 1/12/2016 5:09 PM |
| 54 | could pedestrian bridges be installed at certain high-traffic intersections, particularly when near a school? I think particularly of Kuykendahl at Alden Bridge, but know there may be others. | 1/11/2016 9:51 PM |
| 55 | 1) Reminders that dog walkers should clean up after their animals, 2) Curves are nice for runners/walkers, but hard for bikers going too fast, 3) walking on some streets with high number of parked vehicles can be dangerous | 1/10/2016 8:52 PM |
| 56 | Signs at crosswalks giving priority to pedestrians | 1/10/2016 12:57 PM |
| 57 | Sidewalks closed for over one year without reasonable accomodation for non-motorized vehicles (Grogans Mill north of Hughes Landing Blvd | 1/9/2016 9:17 PM |
| 58 | Desperate need for pedestrian bridges over Woodlands Parkway--very unsafe to cross. | 1/8/2016 1:26 PM |
| 59 | Frequent duff and leaf removal - Extremely Important; More dog stations - Extremely Important | 1/8/2016 9:23 AM |
| 60 | I like the night to be dark. It's my responsibility to adapt to light. | 1/6/2016 7:31 PM |
| 61 | Safety is the biggest concern for me. I feel very uncomfortable when I am walking in the heavily wooded areas. | 1/6/2016 6:39 PM |
| 62 | Some trash cans along the way; sometimes I've been picking trash that other runners leave behind (bottles, wrappers...) Besides their manners, some trash cans in the paveways could help. | 1/6/2016 5:05 PM |
| 63 | Again, your assumption that these are important is biased. Why not ask if they are needed? | 1/6/2016 1:59 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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| 64 | Better drainage in certain areas | 1/6/2016 8:39 AM |
| 65 | It would be great to have a GPS App of the pathways, to decrease the chance of getting lost. | 1/5/2016 7:28 PM |
| 66 | More frequent cleaning of paths (leaves, branches, debris) and improve drainage to minimize standing water | 1/5/2016 5:48 PM |
| 67 | Prune with discretion! We moved here because we like trees, greenery, etc... | 1/5/2016 5:40 PM |
| 68 | Pathways along drainage ditches is great. A good even surface is important for runners so as not to twist an ankle. Also, make the surface friendly to runners joints. No one likes running on concrete. | 1/5/2016 3:23 PM |
| 69 | Note: if new paths along the drainage ditches are open to moonlight, probably don't need to change current tree-covered paths or add lighting. They are fine during daytime hours as is, just too dark at night. | 1/5/2016 11:20 AM |
| 70 | Dangerous yellow arrow turning for driver, they don't check pedestrians. Pedestrians should have the right of way. | 1/5/2016 8:11 AM |
| 71 | Connect Hughes Landing to the Waterway trail and complete the bridge south over the waterway. | 1/5/2016 7:56 AM |
| 72 | Crushed gravel trails would suffice and preferred for longer walks/runs. Need bridge or underpass routes for crossing Woodlands Parkway as well as Research Forest. | 1/5/2016 7:54 AM |
| 73 | sidewalks that lead to a nice pond on our side of the road. By the time I walk or bike to somewhere that is pleasant I am out of time and have to head back or I simply don't make it because it isn't pleasant travelling to the pleasant area. | 1/4/2016 9:49 PM |
| 74 | a separate buffered bike lane next to I-45 feeder from Pruitt Road to Springwoods Village (crossing Spring Creek | 1/4/2016 2:42 PM |
| 75 | Lack of trash receptacles. Trash receptacles along routes might facilitate walkers policing the paths. | 1/4/2016 1:06 PM |
| 76 | I find the pathways in excellent condition! lighting and signage would be a nice addition but not urgent. | 1/4/2016 12:47 PM |
| 77 | No pathway on Kuykendahl between Flintridge and Creekside Forest. There is NOT even a safe walkway across the Spring Creek bridge. | 1/4/2016 12:17 PM |
| 78 | some signage would be nice in the older areas and if paths are created along the drainages/easements it would be nice to light them. Too hard to light the current network of trails. | 1/3/2016 10:59 PM |
| 79 | Perhaps bridges over busy roads with no intersection, for example where the bike trail crosses Lake Woodlands Drive from Shadowbend Park | 1/3/2016 8:59 PM |
| 80 | Panther Creek (south) needs pathway | 1/3/2016 3:32 PM |
| 81 | Pedestrian tunnels or bridges at major roads | 1/3/2016 1:13 PM |
| 82 | Better mapping of pathways (such as including pathway data on Google Maps) | 1/3/2016 12:48 PM |
| 83 | More dog litter bins | 1/3/2016 11:06 AM |
| 84 | The pathway near me is adequately pruned regularly. | 1/3/2016 7:53 AM |
| 85 | The sidewalks are too curvy. Bikers and runners are always running into each other. I don't feel safe biking or running on the paths. | 1/2/2016 8:39 PM |
| 86 | Dog waste deposit cans | 1/2/2016 7:58 PM |
| 87 | Bike pathways among major roads. Length of Hwy 242, connectors between BearBranch and AldenSports complex | 1/2/2016 5:33 PM |
| 88 | making sure people walk with leashed dogs | 1/2/2016 8:08 AM |
| 89 | Need safe way to get across Spring Creek at Kuykendahl. Hope new bridge will be like the bridge at Gosling with connecting pathways | 1/1/2016 1:32 PM |
| 90 | Connect Harper's Landing to remainder of The Woodlands via paths. This connection should also go to the Medical Centers, Wal-Mart, and Lone Star College. The crossings at I-45 and SH 242 meet pedestrian/bike crossings but need to be enhanced. | 1/1/2016 1:08 PM |
| 91 | addition of sidewalks on larger roads to allow more pedestrian use. | 12/31/2015 11:55 PM |
| 92 | Trash cans, dog waste bags, and increased signage to get people to pick up after their dogs | 12/31/2015 6:19 PM |
| 93 | creation of pathway to state/county office buildings | 12/31/2015 1:56 PM |
| 94 | I find TheWoodlands winding pathways actually dangerous. Thing that straight running paths are safer and easier to maintain. | 12/31/2015 11:14 AM |
| 95 | Connecting pathways to Major Shopping/Dining/Educational Facilities is very important. | 12/31/2015 9:00 AM |
| 96 | Increase the number of well-groomed non-cement pathways for better running. | 12/30/2015 7:16 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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| 97 | Segregation of bicycles and walkers/runners | 12/30/2015 5:53 PM |
| 98 | Improved natural (non paved) trails | 12/30/2015 10:57 AM |
| 99 | Improve crosswalks to minimize vehicle and pedestrian interaction | 12/30/2015 5:00 AM |
| 100 | Clear leaves off trails more frequently, especially after rain | 12/28/2015 6:31 PM |
| 101 | Uninterrupted pathways leading to the malls. Usually the pathways finish in the begining of the malls block, so your baby stroller has to share the street with the cars. The pathway should end only where you have a safe place to walk (sidewalk). Usually, the pathways " abandones" you in the middle of nowhere. | 12/24/2015 1:05 PM |
| 102 | Most of these are actually detrimental to the enjoyment of these amenities. Need some better and natural surfaces as an alternative to reduce physical strain factors while running, such as body joints. | 12/24/2015 12:31 PM |
| 103 | Signs that tell walkers/riders to walk on right, or pictures because not everyone here understands English. | 12/24/2015 12:10 PM |
| 104 | Glow-in-the-dark fluorescent paint would be a cheap way to increase path lighting. Actual electric lighting would be best. | 12/24/2015 11:41 AM |
| 105 | A safe run/walk/bike crossing from Oak Ridge North to The Woodlands; connection to the Spring Creek Greenway | 12/24/2015 9:19 AM |
| 106 | more restrooms and water fountains | 12/24/2015 7:26 AM |
| 107 | Having lived in cycling friendly cities including Minneapolis, Boulder and San Diego, the roads in The Woodlands are some of the most unsafe I have seen. There seemed to be very little concern for cyclists as road shoulders end abruptly (with sidewalk curbs protruding) which presents a hazard to cyclists. | 12/23/2015 8:04 AM |
| 108 | Would be nice to have tunnels/overpasses for high traffic intersections. There are some pathways that need drainage work. Huge puddles form after heavy rains. | 12/22/2015 10:44 PM |
| 109 | Crossing major intersections is a huge barrier to using the pathways to/from shopping, visiting friends, etc.; especially with children or pets in tow. | 12/22/2015 2:42 PM |
| 110 | Coonect Harris County via Kuykendahl over Spring Creek to rest of The Woodlands. Very dangerous to walk, run, or cycle this route currently and cuts us off from various destinations. Also improve nature preserve access to Spring Creek for those in Harris County on Timarron side of Kuykendahl. Ensure that gated Timarron Lakes community does not impact preserve access by cutting off other non-gated Timarron residents. | 12/22/2015 2:29 PM |
| 111 | Prevent flooding | 12/22/2015 1:11 PM |
| 112 | Dog owners with pets off leash are unsafe and not considerate | 12/22/2015 12:50 PM |
| 113 | cameras and emergency phone / gps tracking numbers to call in case of emergency; police periodically walking / running / biking the paths | 12/21/2015 8:02 PM |
| 114 | Would love a connection between millbend and the overpass to knox | 12/21/2015 4:35 PM |
| 115 | Pet waste receptacles | 12/21/2015 10:59 AM |
| 116 | educate the cyclists to get off the highways! use the shoulder! backs up traffic terribly! | 12/21/2015 6:25 AM |
| 117 | The blinking yellow arrow left turn lights create danger for biking on the pathways when the path is on the side of the road going opposite of traffic. | 12/19/2015 1:53 PM |
| 118 | Not too much pruning. I like the shaded paths. | 12/16/2015 10:47 PM |
| 119 | Harper's Landing is totally disconnected from the rest of The Woodlands pathways. | 12/16/2015 1:26 PM |
| 120 | Add bike lanes along roads to remove high speed bikes from pathways - VERY DANGEROUS | 12/16/2015 10:43 AM |
| 121 | some pavement near Sawmill park has a lot of mold, it's slippery when wet | 12/16/2015 8:55 AM |
| 122 | Just near corners | 12/15/2015 3:06 PM |
| 123 | Timberloch from east shore to grogans mill needs sidewalk. Pathways need some level of low lighting to run at night and better maintenance. | 12/14/2015 8:08 PM |
| 124 | The nature preserve is really a disaster. The trails are great, except they are practically useless because of lack of maintenance | 12/14/2015 1:26 PM |
| 125 | Penalties for dog walkers who fail to bag and remove deposits. | 12/12/2015 3:41 PM |
| 126 | Remove curb extensions and other concrete barriers from road shoulders and pathways at intersections. | 12/12/2015 11:05 AM |
| 127 | Better visibility (to motorists) of pedestrian crosswalks | 12/12/2015 10:50 AM |

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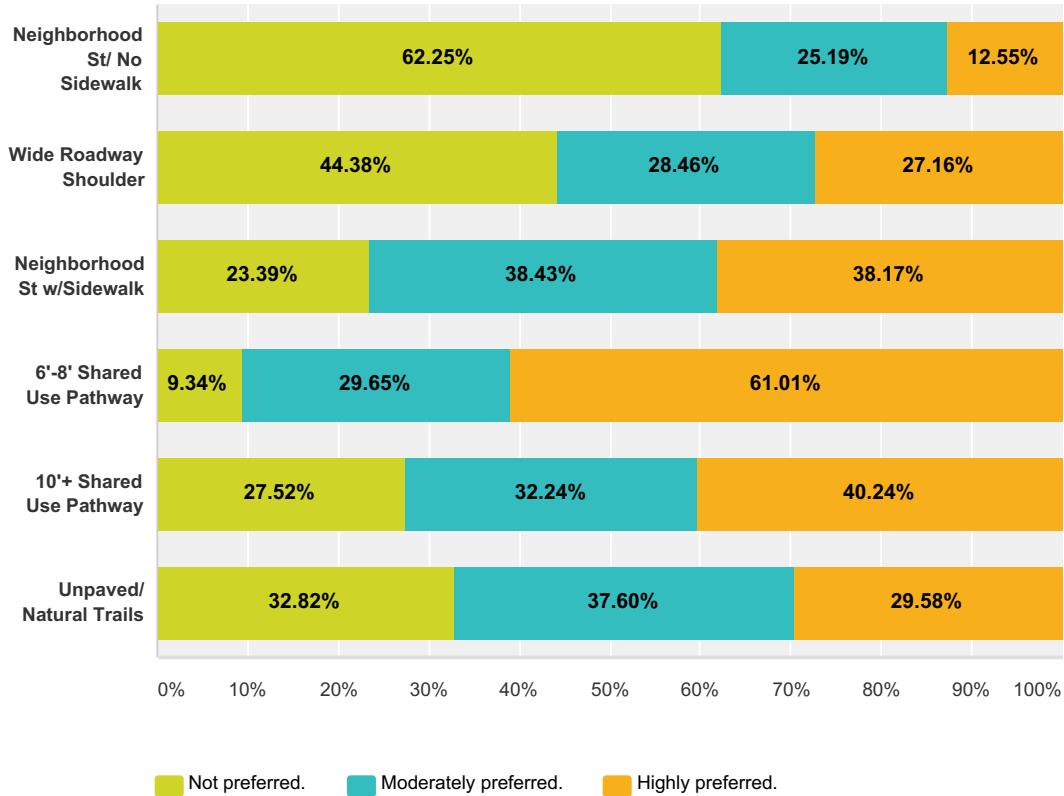
| | | |
|-----|---|---------------------|
| 128 | If prune, please only do so where vehicle traffic intersects with pathways | 12/11/2015 11:05 PM |
| 129 | sinage reminding everyone which side of path to walk on. warning of their approach from the back | 12/11/2015 10:39 PM |
| 130 | More garbage barrels | 12/11/2015 6:26 PM |
| 131 | Signs indicating pedestrian preference in crossings. Cars don't stop to yield when pedestrians are approaching crossing. | 12/8/2015 12:36 PM |
| 132 | Is it possible to install motion activated LED lighting along lengths of very dark paths? Similar to a grocery store refrigerator. | 12/7/2015 10:50 AM |
| 133 | pathway /sideway / walkway on Khuykendhal Rd. from Lake Woodlands Dr to Research Forest Dr. | 12/6/2015 12:41 PM |
| 134 | I would prefer more unpaved pathways, crushed gravel pathways for running. | 12/5/2015 10:45 PM |
| 135 | The present pathway system is beyond excellent, and needs little improvement | 12/5/2015 3:28 PM |
| 136 | The town center area around the mall offers the most opportunity for walk ability and has the worst traffic. However the lack of paths and cross walks makes it inconvenient and dangerous to walk. Especially around the mall, pavilion and getting to Hughes landing. | 12/5/2015 2:58 PM |
| 137 | The water fountains are often not functional. | 12/5/2015 10:18 AM |
| 138 | We DEFINITELY need to do something about visibility at crosswalks. | 12/5/2015 9:26 AM |
| 139 | Better access on mall ring road | 12/4/2015 5:58 PM |
| 140 | I appreciate when maintenance clears the paths and always notice when they have been done. Thank you. | 12/4/2015 4:32 PM |
| 141 | Enforcing traffic laws against bicyclists | 12/4/2015 4:18 PM |
| 142 | Any suggestions should have a related cost. | 12/4/2015 11:10 AM |
| 143 | Homeless people sleep in the woods near the paths | 12/4/2015 10:37 AM |
| 144 | If the Trolley would cross Woodlands Parkway at Six Pines Drive; I could do my shopping in the Market and The Mall and go out to lunch and go to the movies. I can not do that; it cost The Woodlands revenue. | 12/3/2015 7:38 PM |
| 145 | Gravel paths not paved along drainage ditches and utility easements | 12/3/2015 5:50 PM |
| 146 | Discuss creation of path way right of way with local businesses in Trade Center | 12/3/2015 3:52 PM |
| 147 | many intersections (w/red lights) have poor visibility to oncoming traffic - very dangerous | 12/3/2015 3:47 PM |
| 148 | I would rather see creation of new unpaved pathways along drainage ditches with bridges over the ditches. | 12/3/2015 3:41 PM |
| 149 | KEEP THEM OFF THE ROAD!!!! | 12/3/2015 2:47 PM |
| 150 | Pathways that connect neighborhoods to town centers. | 12/3/2015 12:59 PM |
| 151 | A path to woodsedge church and a path along Kuykendhal to connect creekside to woodlands pkwy | 12/3/2015 12:24 PM |
| 152 | There is a HUGE need for a stop sign and crossing guard at Creekside Green and StrakeDr!!!! | 12/3/2015 10:12 AM |
| 153 | Would like a bike loop like they have in memorial park. Scared to ride my bike here. Need bike only loop. | 12/3/2015 6:58 AM |
| 154 | Concerted program of education of walkers and cyclists on how to warn when passing, necessity of pet leashes, which side of road and path to walk or ride on | 12/2/2015 8:58 PM |
| 155 | Keep Pathways away from Roads. Like in the early Woodlands | 12/2/2015 3:39 PM |
| 156 | Improved crossing at major intersections (ie walk overs/bridges) | 12/1/2015 7:36 PM |
| 157 | Better lighting and drainage on pathways | 12/1/2015 7:32 PM |
| 158 | Would love to see a lot of the underbrush along the pathways cleaned up and gone. | 12/1/2015 5:31 PM |
| 159 | Crossing bridges at major intersections (ie Lake Woodlands and Grogan's Mill) for safer walking/biking access to Woodlands amenities, | 12/1/2015 10:43 AM |
| 160 | Maintain Creekside pathways | 12/1/2015 9:22 AM |
| 161 | I have been injured due to low hanging tree limbs that I couldn't see in the early am even though I run with a headlight on my hat. | 12/1/2015 9:00 AM |
| 162 | Provide shade trees along long stretches of pathways | 12/1/2015 8:20 AM |
| 163 | Maintain roadway shoulders for runners | 12/1/2015 8:13 AM |

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| 164 | Construction traffic in Creekside | 12/1/2015 5:48 AM |
| 165 | Not enough lighting and with overgrown trees and bushes makes it very scary | 11/30/2015 11:32 PM |
| 166 | More trashcans for pet waste. More trees planted in areas lacking coverage. | 11/30/2015 10:36 PM |
| 167 | paved path over the bridge on kuykendahl to connect Creekside to the other neighborhoods | 11/30/2015 10:07 PM |
| 168 | Sidewalks in housing sections to get to park areas. | 11/30/2015 9:05 PM |
| 169 | Posted rules for bikers using walking paths- they race and speed in areas with blind curves making it very dangerous. Also seeing more and more motorized vehicles on walkways. | 11/30/2015 7:38 PM |
| 170 | Police patrol on horseback or bicycle | 11/30/2015 6:48 PM |
| 171 | Bridges over major roads for quicker, safer paths that don't disrupt traffic | 11/30/2015 6:38 PM |
| 172 | For the most part, walking conditions are excellent | 11/30/2015 6:16 PM |
| 173 | Sidewalk to creekside village green | 11/30/2015 5:31 PM |
| 174 | Continuity of paths to likely destinations. Access from all directions. | 11/27/2015 8:12 AM |
| 175 | Add reflective paint along the sides of pathways, so that people can see it in the dark (especially if they have flashlights...the edges will be easy to detect.). | 11/24/2015 9:01 AM |
| 176 | Lighting at night is a big issue. Seems more safe to run on roads most times than pathways. | 11/24/2015 8:46 AM |
| 177 | paths are a great way for kids to get to school, but walking to a store is not a direct route. | 11/24/2015 6:51 AM |
| 178 | Better crosswalks and smooth pathways | 11/23/2015 10:42 PM |
| 179 | More trash cans and water fountains | 11/23/2015 10:34 PM |
| 180 | center stripe on existing pathways, even if only on curves | 11/23/2015 4:35 PM |
| 181 | Due to late rising and early setting of the sun as well as security lighted pathway is important. I have injured myself quite badly due to the darkness of the pathways and therefore go out far less often than I would. For using the paths as a means for transportation straight pathways is important. Shared-use and neighborhood sidewalks are necessary to increase use of the existing infrastructure. | 11/23/2015 4:19 PM |
| 182 | Create sidewalks in the High Oaks and Sunset Springs neighborhoods of Grogan's Mill Village. | 11/23/2015 3:31 PM |
| 183 | alternative pathways made available when paths closed for road works or other construction | 11/23/2015 2:37 PM |
| 184 | There is no viable option to travel along Kuykendal from Creekside toward woodlands parkway. There is insufficient pedestrian travel options for this road. Biking across the bridge on Kuykendal between creekside and woodlands parkway is not possible with vehicles, there is no way to provide the legal 3 feet of buffer space between a car and a bike. | 11/23/2015 9:04 AM |
| 185 | Please cut back the landscape at six pines and woodlands parkway. I can't see motorists in the turning lane. Also, they can't see me at night. It is a very dangerous intersection, especially with small children. We enjoy walking from our home to the events, but rarely do so now because of this intersection. I would love to see an elevated walkway similar to the one off of Grogans mill near the school. | 11/21/2015 2:31 PM |
| 186 | There are several intersections on my walk/runs where visibility is hampered by shrubbery | 11/21/2015 1:46 PM |
| 187 | The timing is too long at a lot of the lights, upsetting motorists, and impeding flow. | 11/21/2015 1:48 AM |
| 188 | White light signal that actually means you won't get run over by cars turning right or turning on flashing Amber arrows | 11/20/2015 7:18 PM |
| 189 | Difficult to run with a jogging stroller as many paths seem purposefully winding. Would be great if new paths were straight. | 11/20/2015 6:42 PM |
| 190 | It works great now for walking and running but not for bikes | 11/20/2015 3:31 PM |
| 191 | Connect major pathways and do not require us to continually cross Lake Woodlands to stay on the path | 11/20/2015 12:43 PM |
| 192 | CONNECTION TO SPRING CREEK TRAILS | 11/20/2015 12:37 PM |
| 193 | I find the pathways are generally pretty well maintained, current levels of maintenance seem fine. | 11/20/2015 11:57 AM |

Q17 As a walker or runner, please rate your preference level for each of the following pedestrian facility type examples. Links to images are provided for visual reference.

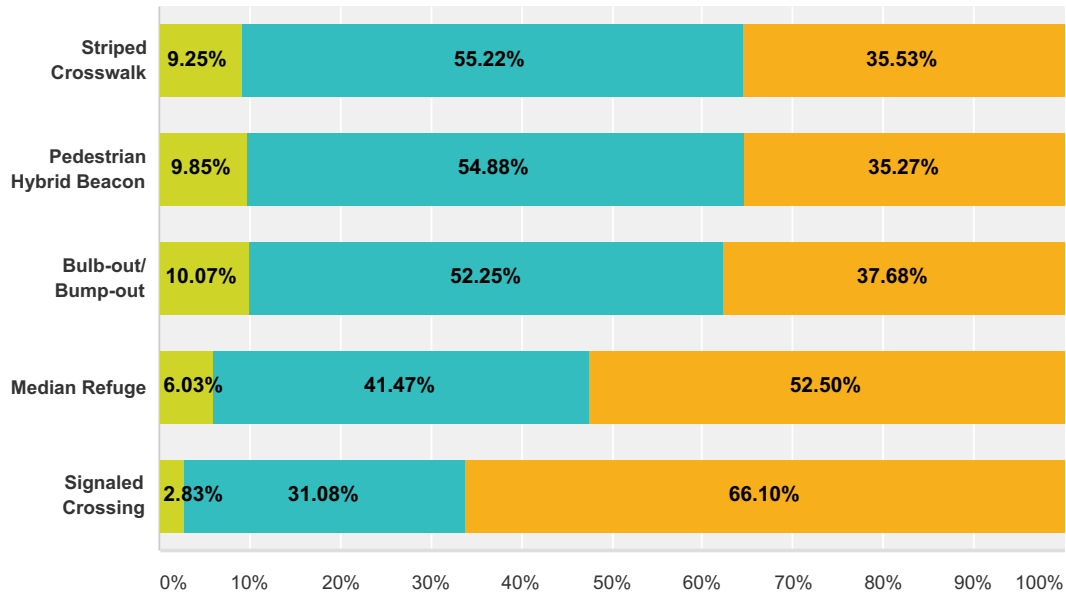
Answered: 1,192 Skipped: 192



| | Not preferred. | Moderately preferred. | Highly preferred. | Total | Weighted Average |
|------------------------------|----------------|-----------------------|-------------------|-------|------------------|
| Neighborhood St/ No Sidewalk | 62.25% 724 | 25.19% 293 | 12.55% 146 | 1,163 | 1.50 |
| Wide Roadway Shoulder | 44.38% 513 | 28.46% 329 | 27.16% 314 | 1,156 | 1.83 |
| Neighborhood St w/Sidewalk | 23.39% 269 | 38.43% 442 | 38.17% 439 | 1,150 | 2.15 |
| 6'-8' Shared Use Pathway | 9.34% 109 | 29.65% 346 | 61.01% 712 | 1,167 | 2.52 |
| 10'+ Shared Use Pathway | 27.52% 320 | 32.24% 375 | 40.24% 468 | 1,163 | 2.13 |
| Unpaved/ Natural Trails | 32.82% 385 | 37.60% 441 | 29.58% 347 | 1,173 | 1.97 |

Q18 Please rate your level of comfort (or safety) for each of the following types of pedestrian crossings at roadways or driveways. Links to images are provided for visual reference.

Answered: 1,178 Skipped: 206

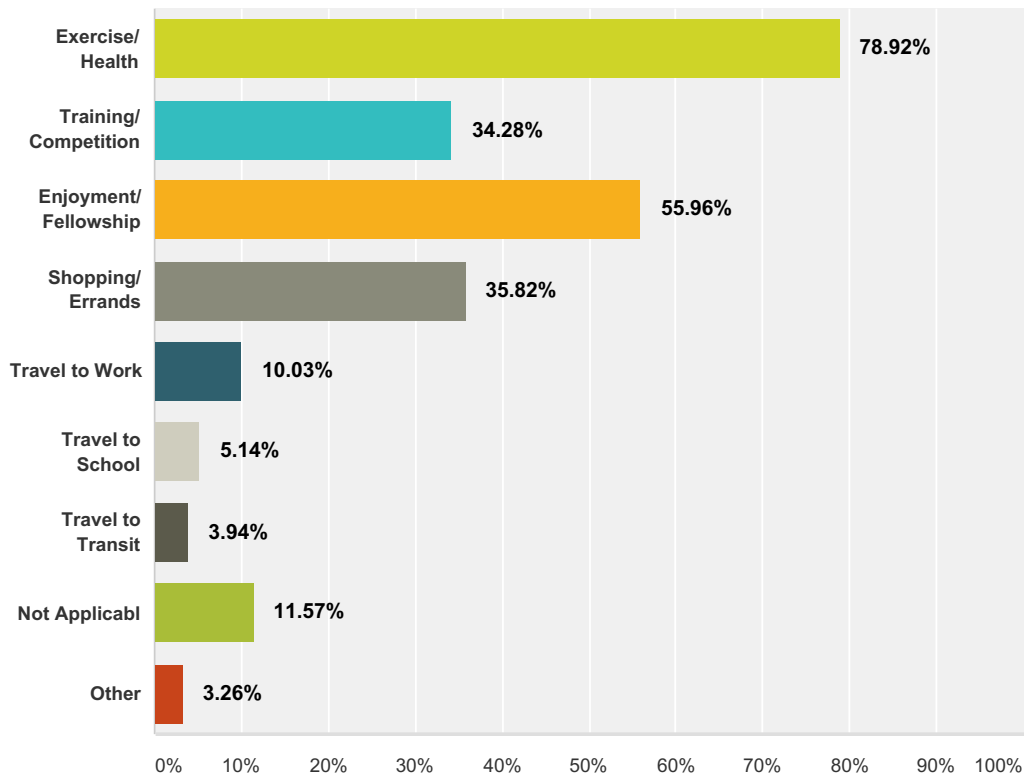


- As a pedestrian, I would not feel safe or comfortable.
- As a pedestrian, I would feel somewhat safe or comfortable.
- As a pedestrian, I would feel completely safe and comfortable.

| | As a pedestrian, I would not feel safe or comfortable. | As a pedestrian, I would feel somewhat safe or comfortable. | As a pedestrian, I would feel completely safe and comfortable. | Total | Weighted Average |
|--------------------------|--|---|--|-------|------------------|
| Striped Crosswalk | 9.25% 108 | 55.22% 645 | 35.53% 415 | 1,168 | 2.26 |
| Pedestrian Hybrid Beacon | 9.85% 112 | 54.88% 624 | 35.27% 401 | 1,137 | 2.25 |
| Bulb-out/ Bump-out | 10.07% 112 | 52.25% 581 | 37.68% 419 | 1,112 | 2.28 |
| Median Refuge | 6.03% 70 | 41.47% 481 | 52.50% 609 | 1,160 | 2.46 |
| Signaled Crossing | 2.83% 33 | 31.08% 363 | 66.10% 772 | 1,168 | 2.63 |

Q19 What are your primary reasons for riding a bicycle? (Click all that apply.)

Answered: 1,167 Skipped: 217



| Answer Choices | Responses |
|--------------------------|------------|
| Exercise/ Health | 78.92% 921 |
| Training/ Competition | 34.28% 400 |
| Enjoyment/ Fellowship | 55.96% 653 |
| Shopping/ Errands | 35.82% 418 |
| Travel to Work | 10.03% 117 |
| Travel to School | 5.14% 60 |
| Travel to Transit | 3.94% 46 |
| Not Applicabl | 11.57% 135 |
| Other | 3.26% 38 |
| Total Respondents: 1,167 | |

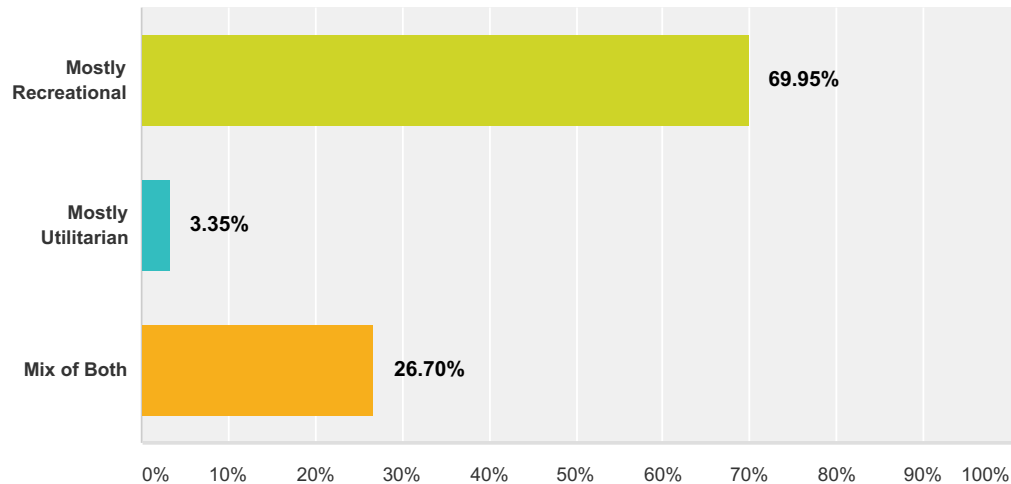
| # | Other (please describe) | Date |
|---|--------------------------------|-------------------|
| 1 | ride with grandchildren | 1/28/2016 5:09 PM |
| 2 | exersice my dog and foster dog | 1/27/2016 4:51 PM |
| 3 | to get to country club | 1/26/2016 4:29 PM |

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| | | |
|----|--|---------------------|
| 4 | Eating out, concerts at the Pavillion | 1/24/2016 10:18 AM |
| 5 | 2 | 1/21/2016 4:01 PM |
| 6 | travel to shops, restaurants | 1/21/2016 3:36 PM |
| 7 | when my son was younger this was how he got to school but now his school is too far and he goes to school when it's dark | 1/18/2016 11:28 AM |
| 8 | The bicycles should be made to stay on the paths, they are a danger on the streets since they think they own the streets and do not abide by laws. | 1/15/2016 9:08 PM |
| 9 | Don't ride bicycle | 1/13/2016 6:47 PM |
| 10 | Would use bike, instead of car, more for errands if bike designated area available on main thoroughfares like Kuykendahl between Lake Woodlands and Research | 1/13/2016 11:19 AM |
| 11 | Pet exercise | 1/11/2016 8:45 PM |
| 12 | travel to/from volunteer "work" | 1/9/2016 9:22 PM |
| 13 | NO new bike paths behind homes. | 1/6/2016 9:12 PM |
| 14 | Travel to Town Center, Parks and other events | 1/5/2016 3:32 PM |
| 15 | Would like to travel to work (EM campus in Spring) | 1/4/2016 2:44 PM |
| 16 | Ride primarily on Streets. Ride too fast for pathways to be safe. | 1/4/2016 11:34 AM |
| 17 | travel to church | 1/4/2016 5:37 AM |
| 18 | Family time with my son | 1/3/2016 12:50 PM |
| 19 | Exploring | 1/2/2016 5:39 PM |
| 20 | Coaching, cycling education, skills/safety clinics | 12/23/2015 2:57 PM |
| 21 | I like to see other areas of The Woodlands | 12/15/2015 2:48 PM |
| 22 | See other parts of The Woodlands | 12/12/2015 6:52 PM |
| 23 | fun | 12/6/2015 11:42 AM |
| 24 | Traveling from east shore neighborhood to restaurants, coffee, concert, etc. | 12/5/2015 3:11 PM |
| 25 | Travel to events, church, parks, exploring, the mall | 12/5/2015 8:47 AM |
| 26 | I don't ride a bicycle except on vacations. | 12/4/2015 11:16 AM |
| 27 | Dining | 12/1/2015 7:46 PM |
| 28 | resturants/coffee shops | 12/1/2015 9:45 AM |
| 29 | Restaurants | 11/30/2015 10:11 PM |
| 30 | taking kids to school | 11/30/2015 8:26 PM |
| 31 | Bike to Creekside Village to ea | 11/30/2015 7:36 PM |
| 32 | I would ride to work, but it's not safe. | 11/30/2015 5:39 PM |
| 33 | Travel to downtown to watch a movie or other activities with children | 11/23/2015 4:21 PM |
| 34 | Travel to parks | 11/23/2015 3:26 PM |
| 35 | Concerts/events | 11/21/2015 2:36 PM |
| 36 | Travel to YMCA and library | 11/20/2015 7:25 PM |
| 37 | Because I do not drive and it may be a small world, try walking it. | 11/20/2015 11:55 AM |
| 38 | Church, community meetings, eating out | 11/20/2015 11:22 AM |

Q20 Are most of your bicycle trips recreational (i.e. for fun, fitness, etc.) or utilitarian (i.e. shopping, work, etc.)

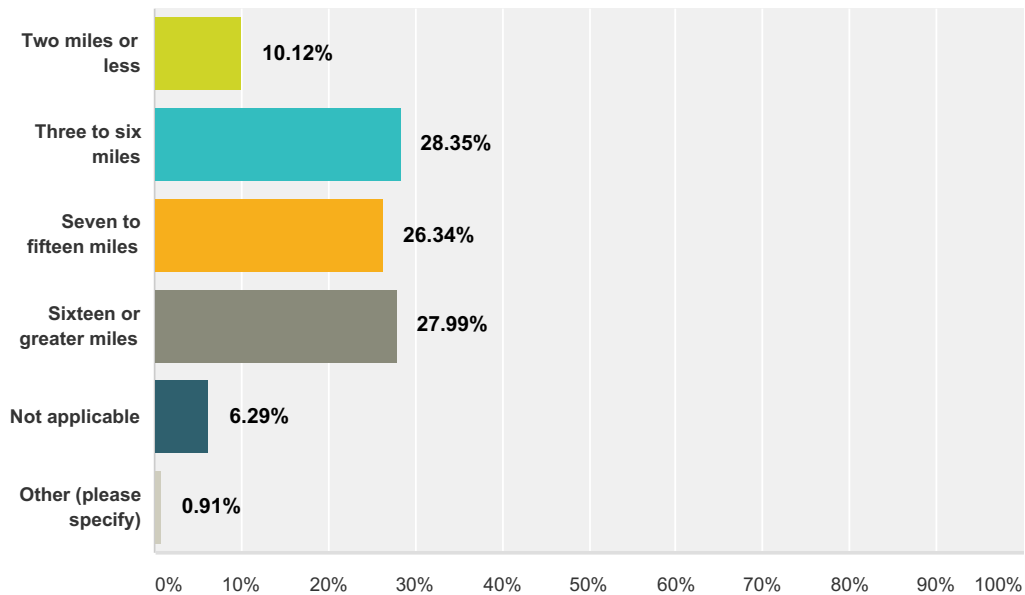
Answered: 1,045 Skipped: 339



| Answer Choices | Responses | |
|---------------------|-----------|-------|
| Mostly Recreational | 69.95% | 731 |
| Mostly Utilitarian | 3.35% | 35 |
| Mix of Both | 26.70% | 279 |
| Total | | 1,045 |

Q21 What is the average length of your bicycle trips?

Answered: 1,097 Skipped: 287

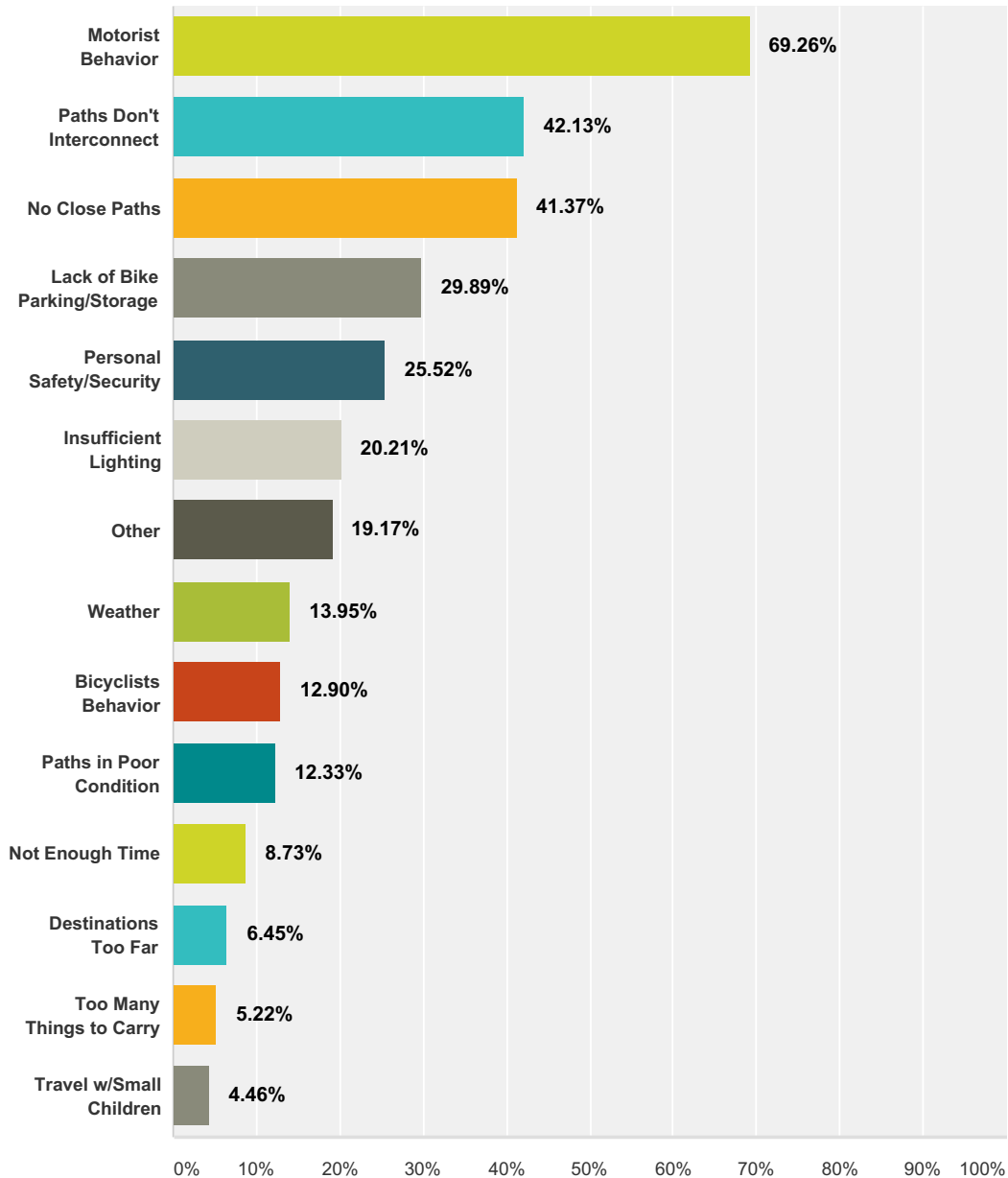


| Answer Choices | Responses |
|--------------------------|--------------|
| Two miles or less | 10.12% 111 |
| Three to six miles | 28.35% 311 |
| Seven to fifteen miles | 26.34% 289 |
| Sixteen or greater miles | 27.99% 307 |
| Not applicable | 6.29% 69 |
| Other (please specify) | 0.91% 10 |
| Total | 1,097 |

| # | Other (please specify) | Date |
|----|--|---------------------|
| 1 | mostly 15 to 20 miles | 1/21/2016 9:34 AM |
| 2 | I'm comfortable riding much longer distances with safe routing. | 1/21/2016 8:11 AM |
| 3 | Recreation > 16, utilitarian < 5. | 1/5/2016 9:00 PM |
| 4 | 50+ miles in the woodlands | 1/5/2016 1:02 PM |
| 5 | I'm an avid cyclist and ride 60 miles per week | 12/28/2015 8:42 AM |
| 6 | For commuting purposes 3-6 miles, for recreation purposes 20+ miles | 12/23/2015 8:10 AM |
| 7 | 40-100 miles | 12/16/2015 2:03 PM |
| 8 | I frequently bike to work (~6 mi each way) and ride 2-3 times on weekends (20-30 mi) | 12/12/2015 4:13 PM |
| 9 | 50-70 | 12/8/2015 4:35 AM |
| 10 | In The Woodlands, 7-15, outside The Woodlands 16+. Would like to do longer rides in The Woodlands. | 11/20/2015 12:05 PM |

Q22 Beyond your own aspirations, what are some barriers to your ability to ride a bike within The Woodlands? (Click all that apply.)

Answered: 1,054 Skipped: 330



| Answer Choices | Responses | |
|------------------------------|-----------|-----|
| Motorist Behavior | 69.26% | 730 |
| Paths Don't Interconnect | 42.13% | 444 |
| No Close Paths | 41.37% | 436 |
| Lack of Bike Parking/Storage | 29.89% | 315 |

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| | | |
|---------------------------------|--------|-----|
| Personal Safety/Security | 25.52% | 269 |
| Insufficient Lighting | 20.21% | 213 |
| Other | 19.17% | 202 |
| Weather | 13.95% | 147 |
| Bicyclists Behavior | 12.90% | 136 |
| Paths in Poor Condition | 12.33% | 130 |
| Not Enough Time | 8.73% | 92 |
| Destinations Too Far | 6.45% | 68 |
| Too Many Things to Carry | 5.22% | 55 |
| Travel w/Small Children | 4.46% | 47 |
| Total Respondents: 1,054 | | |

| # | Other (please describe) | Date |
|----|---|--------------------|
| 1 | Usually have dogs to walk | 1/31/2016 10:27 PM |
| 2 | Paths are typically have pedestrian traffic or children on bicycles and as such are not safe for adult recreational bike riding due to collision concerns. Also, many roads have no shoulders for bicyclists to use, and roads that have shoulders sometimes have debris on them or the surface of the road on the shoulder is poor. It is safer to ride on the road itself knowing it may be dangerous due to motor vehicle traffic. | 1/31/2016 4:04 PM |
| 3 | Motion controlled traffic lights don't "recognize" cyclists. This means that cyclists have to wait a long time at a red light for a car to also appear, in order to activate the traffic light. | 1/31/2016 11:12 AM |
| 4 | no barriers | 1/29/2016 3:06 PM |
| 5 | Poor connections between paths and shopping centers | 1/28/2016 8:09 PM |
| 6 | I would like to see more trash cans along the paths! Maybe some of the poop bag stations like they have at the dog park to encourage people to pick up their dogs waste | 1/27/2016 4:51 PM |
| 7 | I view the present "hike and bike" paths as dangerous for runners and pedestrians because they allow the possibility of a collision with a cyclist. These paths cannot serve both. | 1/27/2016 12:36 AM |
| 8 | Don't want to ride on road due to safety and pathways are for walking and children | 1/26/2016 6:00 PM |
| 9 | Pathways not designed for high speed cycling for training (fine for local travel to parks or work), so rely on roadways. Too many lights within the Woodlands and there is not a shoulder on all major roads. So have to rely on local FM roads with are often busy and dangerous. | 1/26/2016 6:00 PM |
| 10 | There is a lot of space for biking in the pathways. | 1/26/2016 5:49 PM |
| 11 | Current width and meandering pathways not bike friendly | 1/25/2016 7:33 PM |
| 12 | Visible bike parking facilities or visuals to guide you to the right area | 1/25/2016 2:55 PM |
| 13 | Paths are good with kids not for cycling enthusiast. We need wide shoulder bike lanes. | 1/25/2016 10:43 AM |
| 14 | Woodlands Parkway and Research have no bike lane. East/West travel is limited. | 1/24/2016 4:12 PM |
| 15 | Roads without wide shoulders and shoulders in poor condition. | 1/23/2016 9:13 PM |
| 16 | Bike lanes are unsafe and not wide enough at times. Only a few roads are accessible like lake woodlands which is a highway | 1/23/2016 3:02 PM |
| 17 | Lack of access for fitness cycling (above 10 mph) created by elimination of shoulders on main roads (i.e. Research Forest Dr.) | 1/23/2016 2:30 PM |
| 18 | Many of the wide shoulders on the roads have been used as a low cost way to make a third lane. Some intersections have a "bump out" of the curb into the shoulder which forces a cyclist to ride on the road to get around. | 1/23/2016 1:48 PM |
| 19 | Sharing the paths with walkers is problematic in low light situations | 1/23/2016 11:55 AM |

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| | | |
|----|--|--------------------|
| 20 | none | 1/21/2016 4:49 PM |
| 21 | In need of more natural trails!! | 1/21/2016 4:45 PM |
| 22 | No barriers | 1/21/2016 12:44 PM |
| 23 | Biggest problem: lack of adequate outside roadway shoulders on many roads | 1/21/2016 10:10 AM |
| 24 | People don't know how to walk to the right on these pathways. | 1/21/2016 9:58 AM |
| 25 | i love the trails, but to ride at a comfortable speed I worry about pedestrians. I ride for exercise, to supplement running. | 1/21/2016 9:34 AM |
| 26 | Elimination of shoulders. Even 18 inches is much better than none. | 1/21/2016 8:11 AM |
| 27 | Recreational which planning eliminates the above drawbacks | 1/21/2016 7:58 AM |
| 28 | Walkers who are walking on their LEFT making it difficult to pass them safely, especially those walking towards me. Also those playing their ipods so loud that they do not hear me call that I am about to pass them. | 1/20/2016 11:08 PM |
| 29 | There are really few barriers to bike riding here. | 1/20/2016 1:18 PM |
| 30 | Need for a clear bike thoroughfare from the back of the woodlands to the mall area and cross feeders throughout to reach that backbone. These should not cross traffic or be on shoulders. | 1/19/2016 7:03 PM |
| 31 | Curbs protruding out blocking shoulders at intersections and some drives | 1/19/2016 5:38 PM |
| 32 | Construction projects on major biking routes where there are no alternative routes | 1/19/2016 4:57 PM |
| 33 | I do not ride a bike | 1/19/2016 4:55 PM |
| 34 | Bike and pedestrians - not good | 1/19/2016 4:39 PM |
| 35 | this is not applicable | 1/19/2016 3:08 PM |
| 36 | Paths are fine for recreational bikes, but roads are too busy for safe use of road bikes. Paths are not good for road bikes with narrow tires due to the curves and debris | 1/19/2016 2:50 PM |
| 37 | walking pathways are not conducive to long distance riding because of limited visibility around trees, high walking traffic/small children and frequent stops at all street interchanges because of limited visibility. Ride on the street to avoid these issues. | 1/19/2016 2:44 PM |
| 38 | No divider on pathway and some recreational users have no idea to stay right. Also, lack of right of way for pedestrians. This is an unusual circumstance/law. | 1/19/2016 1:18 PM |
| 39 | I would feel much safer, especially for children, if some of the major throughfares had grade separated crossings. | 1/19/2016 11:35 AM |
| 40 | Not applicable | 1/19/2016 10:30 AM |
| 41 | Concern that there is limited vision and sharing the path with pedestrians is dangerous for them and for cyclists. We need dedicated bike lanes separate from the walk/run paths. Both motorists and pedestrians dislike cyclists as it is now. Motorists say "Get on the path" and pedestrians say "Get on the road". | 1/19/2016 8:16 AM |
| 42 | we have a map to the walk/run/bike trails in the woodlands... but no idea where bike friendly roads are. map for that? | 1/18/2016 7:36 PM |
| 43 | I think motorists can't see pedestrians/cyclists well when it is dark especially when oncoming traffic is shining their lights in your eyes. Not all places you need to cross the street have stop signs or stop lights and the ones that do don't have signals that stop drivers from turning right on red when a pedestrian has the WALK signal so if the driver is only paying attention to traffic and signals, they usually start to go and then notice you trying to go as well. | 1/18/2016 11:28 AM |
| 44 | Most pathways are well maintained but some in older neighborhoods (Panther Creek for example) are poor | 1/18/2016 11:06 AM |
| 45 | I have no problems | 1/18/2016 10:30 AM |
| 46 | Lack of road bike lanes and quality shoulders | 1/18/2016 9:26 AM |
| 47 | Not safe crossing major streets | 1/17/2016 1:48 PM |
| 48 | Lack of shoulders on major roads | 1/17/2016 10:32 AM |
| 49 | Major streets like SH 242 are congested with traffic and difficult to cross. | 1/16/2016 12:36 PM |
| 50 | Pathway cut-off by Spring bridge on Kuykendal | 1/16/2016 11:30 AM |
| 51 | Don't own a bike | 1/16/2016 10:12 AM |
| 52 | The current pathway system is incredibly adequate. I can move throughout The Woodlands easily if I wish. | 1/16/2016 12:15 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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|----|---|--------------------|
| 53 | Current lack of safe shoulder for serious cyclists who cannot safely ride on "bike paths" because it is unsafe to ride at high speeds due to poor visibility in the trees. | 1/15/2016 5:06 PM |
| 54 | Most of the paths I've encountered seem a bit too narrow for two-way bike traffic | 1/15/2016 8:23 AM |
| 55 | The bike paths do not work for bike rides because you can easily run into walkers and runner. Can you imagine how terrible you would feel if you ran into a baby stroller going high speed on a bike? The Woodlands has always needed real bike lanes. | 1/14/2016 7:49 PM |
| 56 | Unable to ride consitantly on a shoulder - Curbs at intersections sometimes go to concrete roadway and sometimes only to the asphalt shoulder. | 1/13/2016 2:41 PM |
| 57 | I ride 6000 miles per year and my routes within the Woodlands are 12 to 26 miles, depending on my time and training plans for the day...IT IS CRITICAL TO HAVE THE SHOULDERS UPGRADE AND JUTTING CURBS REMOVED TO ELIMINATE THE PHYSICAL HAZARD AND PROTECT ME FROM THE MOTORISTS POOR BEHAVIOUR! | 1/13/2016 10:40 AM |
| 58 | Not enough fast bike lanes as streets get widen | 1/12/2016 7:57 PM |
| 59 | road bikes are designed to be ridden on the road, not meandering pathways. Dedicate bike lanes on secondary roads, such as Lake Woodlands Drive | 1/12/2016 7:48 PM |
| 60 | Bump-outs at major intersections force a cyclist using the shoulder into or very close to the outside lane of traffic. The pathways are not appropriate for higher-speed cycling so I use the shoulders or regular roadway most of the time. Interface between road and shoulder has gaps and is dangerous in some areas. The shoulders probably need increased maintenance to safely handle cycle traffic - debris and uneven surface. | 1/12/2016 11:19 AM |
| 61 | lack of shoulder. lack of education (motorist) on bicycle laws (equal rights to roadways) | 1/12/2016 9:23 AM |
| 62 | Curbs jutting out into shoulders at each intersection; no clearly defined bike lane (this comment is in reference to what prevents me from possibly biking to work in The Woodlands). | 1/11/2016 10:00 PM |
| 63 | Bike paths are not appropriate or safe for serious riding | 1/11/2016 1:23 PM |
| 64 | some trails are too curvy for biking | 1/10/2016 8:56 PM |
| 65 | Access across I-45 and around Town Center and Shenandoah (Lake Front, Pinecroft, and Six Pines) | 1/9/2016 9:22 PM |
| 66 | lanes are too narrow and curvy | 1/9/2016 8:43 PM |
| 67 | walkers behavior (don't always hear bike when wearing headsets) | 1/9/2016 7:28 PM |
| 68 | Many pathways closed for construction or flooded for days after rain | 1/9/2016 12:40 PM |
| 69 | Little interconnected paths near home; no shoulder on Sawdust | 1/7/2016 10:03 PM |
| 70 | bump out curbs into shoulders at intersections | 1/7/2016 2:34 PM |
| 71 | Most shoulders are in poor condition for riding. | 1/7/2016 9:52 AM |
| 72 | I ride to fast to be on the paths | 1/6/2016 10:01 PM |
| 73 | NO NEW BIKE PATHS BEHIND HOMES. | 1/6/2016 9:12 PM |
| 74 | Lack of connectivity to ExxonMobil campus | 1/6/2016 7:05 PM |
| 75 | Runners, walkers, dogs and strollers on windy pathways don't make for a good riding spot | 1/6/2016 8:44 AM |
| 76 | Pathways have too many road intersections. | 1/5/2016 9:00 PM |
| 77 | No longer good shoulders or no shoulders on main roads where they used to be. | 1/5/2016 7:33 PM |
| 78 | Road bike can't maintain fast speed because of pedestrian traffic, vehicle traffic and intersections. | 1/5/2016 3:32 PM |
| 79 | motorist education to share the road (3 feet to pass safely and to stay behind until pass safely) | 1/5/2016 1:02 PM |
| 80 | Floodwater sands over trails (Nature Trail). Major intersection crossings are a deterrent. | 1/5/2016 8:02 AM |
| 81 | Specifically lack of a path along Kuykendahl from Creekside Forest Dr to Flintridge and lack of more mountain biking single track. | 1/5/2016 8:00 AM |
| 82 | I would most like to see wide, smooth shoulders without bump out for road cycling | 1/5/2016 6:11 AM |
| 83 | Concern about pedestrians and small children. | 1/4/2016 6:40 PM |
| 84 | Narrow road shoulders and ongoing construction projects | 1/4/2016 6:28 PM |
| 85 | none | 1/4/2016 1:54 PM |

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|-----|--|---------------------|
| 86 | bike lanes on road for training--pathways are not good for "training rides" | 1/4/2016 12:53 PM |
| 87 | curviness of paths difficult to pull child trailer on bike | 1/4/2016 5:37 AM |
| 88 | roads are not ideal for sharing with cars in most parts of The Woodlands, it would be great to have some dedicated bike lanes on some of the major thoroughfares or to at least improve the shoulder conditions and fix all of the intersections so that cyclists don't have to swing out into traffic at every intersection to avoid a curb | 1/3/2016 11:06 PM |
| 89 | Pathways flooded after rain | 1/3/2016 12:50 PM |
| 90 | The paths are too curvy. Not safe for runners or bikers. | 1/2/2016 8:47 PM |
| 91 | Amount of traffic and motorist road rage against cyclists. | 1/1/2016 9:09 PM |
| 92 | No shoulders on many of the streets No consideration for cyclists in roadways | 1/1/2016 7:49 PM |
| 93 | Inconsistent shoulder conditions. Paving is not uniform, bullnoses prevent use of shoulders, curbs and shoulders alternate. Construction of bike lanes would be wonderful | 1/1/2016 11:49 AM |
| 94 | Shoulders on many streets are damaged and unsafe for bicycles. | 1/1/2016 9:07 AM |
| 95 | Concern about pedestrian behavior | 12/31/2015 6:22 PM |
| 96 | none | 12/31/2015 5:56 PM |
| 97 | The highway, esp at 6am, is unsafe to cross to get to a park and ride | 12/31/2015 5:04 PM |
| 98 | Lack of protected bicycle lanes. Want to ride to ExxonMobil campus. Have to ride the I45 feeder to get there. | 12/29/2015 5:55 AM |
| 99 | Limited options to cross Spring Creek | 12/28/2015 10:24 AM |
| 100 | want to commute to Springwoods Village area, but I-45 access road is much too dangerous | 12/28/2015 8:42 AM |
| 101 | curbs that put bike into traffic lanes at intersections | 12/26/2015 5:25 PM |
| 102 | pathways are dangerous, need more shoulders on streets | 12/25/2015 6:43 PM |
| 103 | lack of safe bike lane or shoulder on rode, pathway not preferred for biking | 12/25/2015 8:29 AM |
| 104 | Wet Leaves on trails making it slippery | 12/24/2015 12:13 PM |
| 105 | Pathways could use some more water fountains. Not critical as most bikers carry water but it would be nice. LIGHTING IS CRITICAL AND SORELY LACKING! | 12/24/2015 11:45 AM |
| 106 | Would ride to work or shop in The Woodlands if there was a safe route from Oak Ridge North. | 12/24/2015 9:23 AM |
| 107 | shoulders not wide enough or if they are , few are smooth, clear of debris (flat tires) | 12/24/2015 7:30 AM |
| 108 | I have a road bike not pathway bike. Our roads really don't have designated bike lanes where I would feel safe. | 12/23/2015 1:51 PM |
| 109 | I do not bike on the pathways, only roads | 12/23/2015 11:20 AM |
| 110 | The road shoulders are the most preferable place to ride a bike however in The Woodlands the shoulders are hazardous for cyclists' safety. The shoulders often end abruptly or have sidewalk curb protruding, both potentially dangerous for cyclists. | 12/23/2015 8:10 AM |
| 111 | sholders not kept clean, causing flats | 12/22/2015 6:06 PM |
| 112 | No safe route on Kuykendahl Rd from Harris County into Montgomery County over Spring Creek. | 12/22/2015 2:32 PM |
| 113 | paths are too narrow with too many sharp blind curves | 12/22/2015 9:45 AM |
| 114 | I do not ride on paths because it is too difficult to see walkers/runners around the curves | 12/22/2015 8:54 AM |
| 115 | Harper's Landing paths need to be connected to the other side of The Woodlands, limited paths in Harpers Landing | 12/22/2015 8:44 AM |
| 116 | Curbs that jut out at intersections, blocking virtually the entire shoulder that I'm riding on, forcing me into the traffic lane with motorists at intersections. | 12/21/2015 2:31 PM |
| 117 | The way dog walkers keep a long leash is dangerous for bikes on the path they stretch across the whole path so there is no where to go when you are on the bike turning a corner and they are walking slowly. | 12/21/2015 12:02 PM |
| 118 | None | 12/20/2015 4:02 PM |
| 119 | Road shoulders damaged or completely removed, don't feel safe on pathways - too many pedestrians | 12/20/2015 3:51 PM |
| 120 | shoulders would be great if the curbs were pulled back some at the intersections | 12/20/2015 2:04 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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| 121 | Difficulty crossing major road intersections, not enough time, usually no middle island, motorist don't give right of way to cyclist | 12/20/2015 6:59 AM |
| 122 | Wide shoulders such as on Research Forrest disappearing forcing ride in streets with square curbs so you can't get out of way if you have to. | 12/20/2015 5:55 AM |
| 123 | Construction blocking pathways; no way to find out before heading out on long trips. Might be the only way to get to destination. | 12/19/2015 2:04 PM |
| 124 | I have no barriers to riding. | 12/19/2015 1:56 PM |
| 125 | There are almost no bike safe lanes in The Woodlands. Trails are not good distance riding. | 12/17/2015 6:13 PM |
| 126 | Curb juts | 12/16/2015 4:25 PM |
| 127 | Curbs that jut out into the shoulder | 12/16/2015 4:09 PM |
| 128 | I live in Harpers Landing and do not have safe access to other side of The Woodlands | 12/16/2015 2:23 PM |
| 129 | For training, I ride on the road. Bike paths are not meant to be ridden at fast speeds. | 12/16/2015 2:03 PM |
| 130 | Some kind of pedestrian bridge needed for intersection at Six Pines / Woodlands Parkway | 12/15/2015 8:35 PM |
| 131 | Inadequate bike lanes and road shoulders. Shoulders have dangerous lips between shoulder and roadway and curbs block shoulders at intersections. | 12/15/2015 4:33 PM |
| 132 | Bike paths are not wide enough to accommodate both walkers and fast bikers. Can be scary since bike paths are curvy. Curvy is good though it's what makes them so beautiful. | 12/15/2015 1:58 PM |
| 133 | More ways to safely cross streets and cross waterway. Very worried about fast moving traffic on Lake Robbins between waterway and market street and crossing lake woodlands to Hughes landing. Footbridge from east shore to Hughes landing would shorten trip to whole foods by 1 mile. | 12/14/2015 8:18 PM |
| 134 | Shared pathways are dangerous for bikes. Winding paths do not allow safe riding at moderate speeds due to collision risks. | 12/14/2015 1:32 PM |
| 135 | none | 12/14/2015 10:30 AM |
| 136 | periodic trail location finder maps at key junctions would increase my interest in exploring new areas I am not familiar with | 12/13/2015 12:17 PM |
| 137 | When riding for training/fitness, I don't ride on the shared use paths because my preferred speed is unsafe and disrespectful to pedestrians. I really appreciate the wide shoulders in The Woodlands, but I wish they were 1) more prevalent and 2) in better condition. Lake Woodlands has wide shoulders, but between Gosling and Falconwing it's in bad enough shape that it could hurt a bike. | 12/12/2015 4:13 PM |
| 138 | No barriers | 12/12/2015 3:43 PM |
| 139 | don't have a bike | 12/11/2015 10:43 PM |
| 140 | Physical barriers such as busy highways | 12/11/2015 5:41 PM |
| 141 | lack of safe bike routes along roads - bike lane or shoulders - I don't ride on the paths because it is unsafe for others | 12/11/2015 11:03 AM |
| 142 | There are no resoen | 12/8/2015 8:38 PM |
| 143 | do not bike | 12/7/2015 2:17 PM |
| 144 | No way to cross Kuykendahl bridge | 12/7/2015 7:56 AM |
| 145 | None. The pathways available are completely safe for me and my family. | 12/6/2015 8:44 PM |
| 146 | Shoulders disappear at many intersections | 12/6/2015 3:04 PM |
| 147 | Those intersections where the shoulder just disappears at the intersection are very dangerous. You have to all of a sudden go into the flow of traffic and the cars are not prepared for that. Cyclists do not expect the curb to just jut out into the shoulder of the road for no reason. | 12/5/2015 10:49 PM |
| 148 | Concern about pedestrian behavior using the same path | 12/5/2015 6:19 PM |
| 149 | the current pathways and road shoulders, and signage, is very adequate. | 12/5/2015 3:35 PM |
| 150 | Concern about pedestrians and dog walkers | 12/5/2015 12:31 AM |
| 151 | The Woodlands is simply too spread out to bike for any purpose other than exercise | 12/4/2015 4:24 PM |

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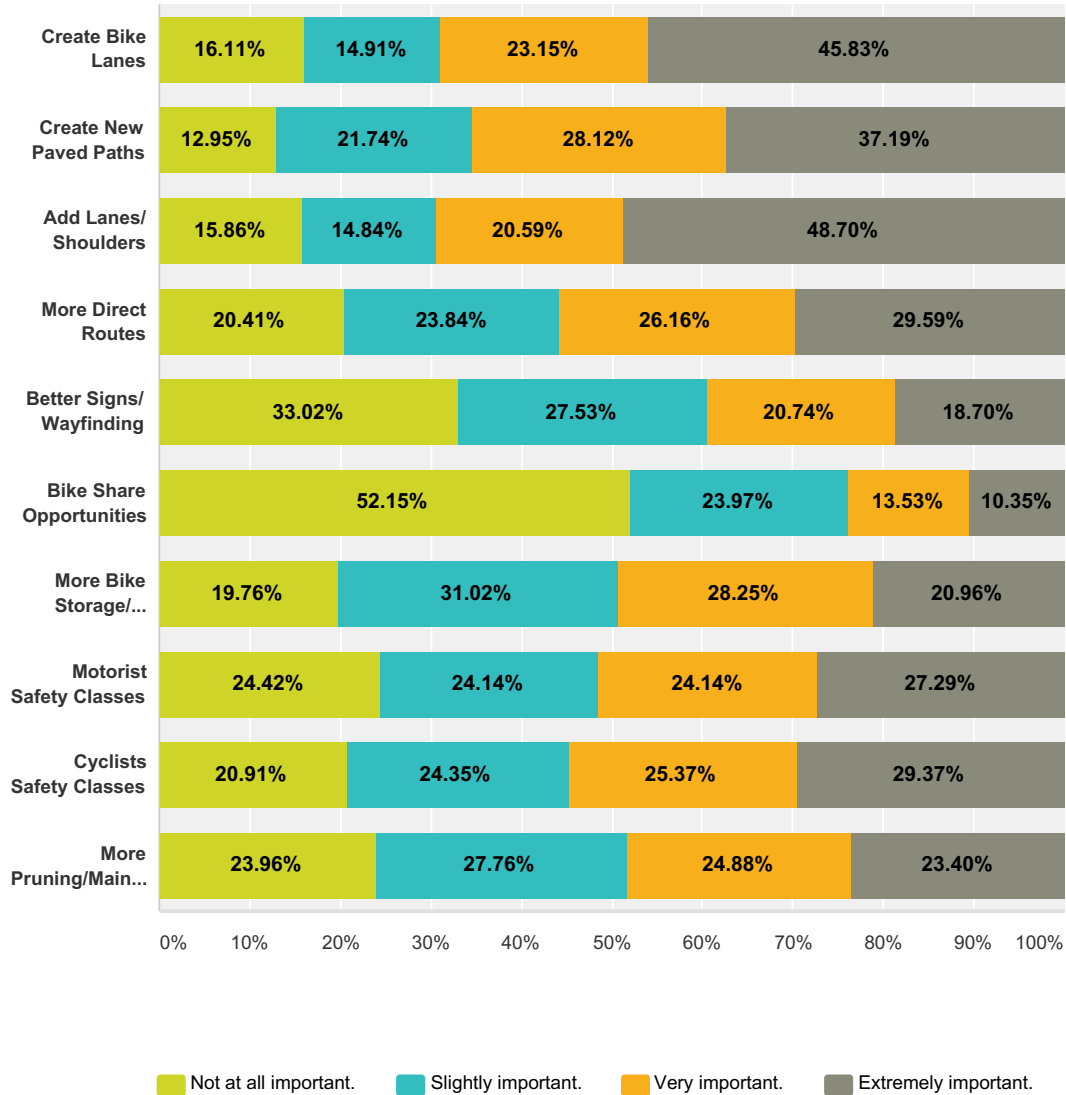
| | | |
|-----|--|---------------------|
| 152 | Lack of shoulders throughout The Woodlands and especially at intersections. There s/b at least one E-West and one N-South street that runs the entire length of T.W. with shoulders. | 12/4/2015 4:21 PM |
| 153 | I gave my bike to the Salvation Army. | 12/4/2015 11:16 AM |
| 154 | None. | 12/3/2015 10:37 PM |
| 155 | Getting chased by coyotes!!! | 12/3/2015 12:39 PM |
| 156 | Cannot ride on pathways since I go faster than the people walking dogs, children, etc. It is too dangerous for them there and for me on the streets. | 12/3/2015 11:20 AM |
| 157 | Traffic Speed is too high. Frequent pathways closure, Poor connectivity of pathways for Bikes | 12/2/2015 3:44 PM |
| 158 | DO NOT OWN A BIKE. | 12/2/2015 2:50 PM |
| 159 | Kuykendahl needs a pathway to link creekside village with the rest of the woodlands | 12/2/2015 8:42 AM |
| 160 | Sharing the path with walkers and their dogs. Not enough room for both. | 12/1/2015 9:42 PM |
| 161 | Busy major intersections | 12/1/2015 7:46 PM |
| 162 | Lack of Connected paths to rest of Woodlands | 12/1/2015 2:22 PM |
| 163 | Motorists throw things at cyclists! We cannot tolerate this. Someone from a car threw a full water bottle at my husband while he was cycling. | 12/1/2015 10:29 AM |
| 164 | Mold builds up on parts of the pathways which causes the bicycle tires to lose traction and slide across. The cyclist could fall and injure themselves which is what happened to my husband. We always have to wait till its dry to cycle on the pathways. | 12/1/2015 8:41 AM |
| 165 | Riding bikes on the pathways can be very tricky when navigating around walkers and runners. Especially when walkers are aside by side blocking the whole path or their dogs are all over the paths and not staying to one side. Speed is also an issue as there are some very tight turns and curves | 12/1/2015 8:29 AM |
| 166 | Curb jutouts on existing shoulders; existing shoulder not maintained (i.e. Pot holes, cracks, etc) | 12/1/2015 8:18 AM |
| 167 | Ongoing construction shuts paths down | 12/1/2015 7:17 AM |
| 168 | again lack of shade along path.....should have more water fountains and may be a restroom | 11/30/2015 9:08 PM |
| 169 | No hills | 11/30/2015 8:18 PM |
| 170 | No barriers normally. | 11/30/2015 8:04 PM |
| 171 | Only the Gosling bridge is suitable for accessing Montgomery County from Creekside | 11/30/2015 7:40 PM |
| 172 | Obstacles on road shoulders | 11/30/2015 8:33 AM |
| 173 | Very few bike lanes or shoulders to ride on. | 11/29/2015 6:15 PM |
| 174 | High traffic and inadequate driver acceptance of cycling as an alternative, viable means of commuting | 11/27/2015 8:23 AM |
| 175 | Too many stop signs; I prefer long ways. | 11/24/2015 4:41 PM |
| 176 | the multiuse paths are not a good place for riding fast, but motorists react negatively to riders in the lane. | 11/24/2015 3:50 PM |
| 177 | Ongoing, seemingly never ending construction that starts by blocking the pathway, which is not unblocked until long after the project is complete | 11/24/2015 2:12 PM |
| 178 | No way to cross from Creekside to The Woodlands on Kuykendahl | 11/24/2015 1:58 PM |
| 179 | Pathways are not appropriate for road bikes but roads (drivers on road) make it und=safe to ride shoulders. Bump outs at neighborhoods produce a huge hazard when cycling on shoulders. These force cyclists to "move into" main lanes. Most drivers do not share the roads well. | 11/24/2015 9:46 AM |
| 180 | You must cross different roads each time to get to another sidewalk. Spending more time maneuvering to each sidewalk=riding farther. | 11/24/2015 8:52 AM |
| 181 | Need bike racks at Town Green Park | 11/23/2015 10:45 PM |
| 182 | Hazards that I encounter - wide seams between the road bed and shoulder; bad shoulder surface on Lake Woodlands; Curb abutments at some subdivision entrances that extend out in to the shoulder. | 11/23/2015 5:30 PM |
| 183 | Accessing shopping centers means biking through parking lots. Which is terrifying! | 11/21/2015 11:28 AM |
| 184 | Sometimes travel with child | 11/21/2015 10:44 AM |

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|-----|---|---------------------|
| 185 | Insufficient/debris-filled shoulders on roads | 11/21/2015 9:26 AM |
| 186 | I do bike in The Woodlands, however, I feel that my safety is in jeopardy every time I get out there on my bike. Unfortunately, The Woodlands has become a community that has too many motorists that are annoyed by cyclists and don't understand why we are riding on the roads versus the pathways or shoulders. I would love to be able to stay on the shoulder of the roads, but the majority of them are not smooth enough for tiny tires are not maintained. I believe that educating the residents would be helpful, i.e. articles in The Villager, etc. I realize that there are some cyclists that are annoying and ride too far out in the roads, etc., but we are not all annoying. | 11/21/2015 7:48 AM |
| 187 | neighbors agree that a path on Kuykendahl would be great (between research and woodlands pkwy) | 11/20/2015 9:54 PM |
| 188 | The woodlands trails' are beautiful but the trees and obstructions prevent a vigorous (16 mph+ for exercise) cyclist from going a safe speed with other people on the trails. Bike lanes or good shoulders are needed for proper vigorous biking. | 11/20/2015 8:46 PM |
| 189 | Current crossings are dangerous. White person lights do not mean it is safe to cross as cars can be turning right or on flashing Amber arrows | 11/20/2015 7:25 PM |
| 190 | I would love to ride my bike to work along kuykendahl but there is no path or lane so too dangerous | 11/20/2015 6:49 PM |
| 191 | Lack of changing facilities at work (showers) | 11/20/2015 4:32 PM |
| 192 | There are no barriers to doing so where I live | 11/20/2015 3:36 PM |
| 193 | Shoulder curb outcrops. | 11/20/2015 3:18 PM |
| 194 | sidewalks too small. People on sidewalks walk in pairs and don't observe it's 2 way. | 11/20/2015 2:03 PM |
| 195 | Lack of signage on roads indicating cyclists use the roads | 11/20/2015 12:54 PM |
| 196 | Having to cross Lake Woodlands a billion times to get across town on one trail. FIX THIS DANGER! | 11/20/2015 12:46 PM |
| 197 | NEED BIKE LANES ON MAJOR ROADS AND STREETS. NEED CONNECTION TO SURROUNDING AREAS OUTSIDE THE WOODLANDS | 11/20/2015 12:45 PM |
| 198 | Lack of ample paved shoulders to allow safe biking (Lake Woodlands is the exception). Shoulders should be widened and cracks filled. "Bump outs" create major hazards and should be removed/minimized. | 11/20/2015 12:39 PM |
| 199 | Shoulders are inconsistent, either not there at all on some major roads or interrupted with curbs or potholes/trash. | 11/20/2015 12:05 PM |
| 200 | The pathways are very dark at night | 11/20/2015 11:55 AM |
| 201 | I bike no matter what... | 11/20/2015 11:31 AM |
| 202 | Condition of road shoulders, missing road shoulders | 11/20/2015 11:22 AM |

Q23 Below are a series of potential recommendations to improve biking conditions in The Woodlands. On the scale provided, rate how important you feel these recommendations are.

Answered: 1,101 Skipped: 283



| | Not at all important. | Slightly important. | Very important. | Extremely important. | Total | Weighted Average |
|------------------------|-----------------------|---------------------|-----------------|----------------------|-------|------------------|
| Create Bike Lanes | 16.11% 174 | 14.91% 161 | 23.15% 250 | 45.83% 495 | 1,080 | 2.99 |
| Create New Paved Paths | 12.95% 140 | 21.74% 235 | 28.12% 304 | 37.19% 402 | 1,081 | 2.90 |
| Add Lanes/ Shoulders | 15.86% 171 | 14.84% 160 | 20.59% 222 | 48.70% 525 | 1,078 | 3.02 |
| More Direct Routes | 20.41% 220 | 23.84% 257 | 26.16% 282 | 29.59% 319 | 1,078 | 2.65 |

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|----------------------------|----------------------|----------------------|----------------------|----------------------|-------|------|
| Better Signs/ Wayfinding | 33.02% 355 | 27.53% 296 | 20.74% 223 | 18.70% 201 | 1,075 | 2.25 |
| Bike Share Opportunities | 52.15% 559 | 23.97% 257 | 13.53% 145 | 10.35% 111 | 1,072 | 1.82 |
| More Bike Storage/ Parking | 19.76% 214 | 31.02% 336 | 28.25% 306 | 20.96% 227 | 1,083 | 2.50 |
| Motorist Safety Classes | 24.42% 264 | 24.14% 261 | 24.14% 261 | 27.29% 295 | 1,081 | 2.54 |
| Cyclists Safety Classes | 20.91% 225 | 24.35% 262 | 25.37% 273 | 29.37% 316 | 1,076 | 2.63 |
| More Pruning/Maintenance | 23.96% 258 | 27.76% 299 | 24.88% 268 | 23.40% 252 | 1,077 | 2.48 |

| # | Other (please describe) | Date |
|----|---|--------------------|
| 1 | Separate bikes from cars as much as possible and ticket bikers who run lights and stop signs | 1/31/2016 10:27 PM |
| 2 | Maintain shoulder roadway surfaces. Upgrade surface of some road shoulder surfaces to make them bicyclist friendly. Some existing shoulder road surfaces are very rough and/or uneven. | 1/31/2016 4:04 PM |
| 3 | Ensure that motion controlled traffic lights also capable of registering cyclists. | 1/31/2016 11:12 AM |
| 4 | When Nordstrom setup, the bike stand was removed. Not very bike friendly. | 1/31/2016 1:52 AM |
| 5 | Educate cyclists how to bike safely, improve connections to shopping centers | 1/28/2016 8:09 PM |
| 6 | i ride my bike with my dogs every day and its not very fun that i have to carry their poop in bags for 90% of our rides! Please put more trash cans and maybe poop bag stations along the paths! | 1/27/2016 4:51 PM |
| 7 | Bikers don't follow the rules of the road such as stop signs | 1/26/2016 6:00 PM |
| 8 | If you can start by properly paving shoulder of road and taking out the curb bump out more people may use it | 1/25/2016 7:43 PM |
| 9 | Two way street bike paths i.e. Wider with dividing lanes | 1/25/2016 7:33 PM |
| 10 | I ride long endurance rides outside of The Woodlands due to traffic concerns and no wide shoulders for road cycling. | 1/25/2016 10:43 AM |
| 11 | Please do not cut the trees down between bike paths and the streets; we live in The Woodlands because we love the trees! | 1/25/2016 9:57 AM |
| 12 | Bike rental facility for visitors to the Woodlands | 1/24/2016 9:08 AM |
| 13 | I do believe that motorists should be more considerate/aware of cyclists but don't think they will attend "educational opportunities". | 1/23/2016 9:13 PM |
| 14 | Keep cyclists off major streets (such as Research Forest) | 1/23/2016 4:17 PM |
| 15 | Enforce rules against riding bicycles in busy street lanes, especially where shoulders are available. | 1/23/2016 1:16 PM |
| 16 | More Bike Lanes! and wider streets that can accomodate a car and a bike. Too many places where the curb intrudes to make a single lane with no shoulder. | 1/21/2016 1:48 PM |
| 17 | Widening roadways is OK but I'm sick of construction. Don't waste money trying to educate the cell phone users. You can't cure stupid. Pedestrians and cyclists just have to be alert to dangerous drivers when close to traffic. | 1/21/2016 8:11 AM |
| 18 | If we are going to be a green community and decrease traffic we need serious bike paths I would ride my bike if we had serious pathwaysbike | 1/21/2016 8:07 AM |
| 19 | Require bike riders to pass an operators test to get a license as is required for motorcycles | 1/21/2016 7:26 AM |
| 20 | fencing between paths and motorists | 1/21/2016 6:00 AM |
| 21 | I just had my chain come off the bike, stopped on path near NorthShore Park.Bike fell over into shrubbery and as there was no margin I was injured trying to retrieve bike from the prickly shrubbery. | 1/20/2016 11:08 PM |
| 22 | DO NOT "INCREASE" THE PRUNING AROUND THE BIKE PATHS. WE'VE ALREADY LOST TOO MANY TREES. THIS IS THE _WOODLANDS_ IF I WANTED TO LIVE IN A BARE PAVEMENT WASTELAND I'D SAVE SOME MONEY AND LIVE ELSEWHERE | 1/20/2016 1:40 PM |
| 23 | Specialized bike path backbone and Spurs to connect the front and back of the woodlands. | 1/19/2016 7:03 PM |

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| 24 | Better maintenance of shoulders; widen gap for bikers to pass intersections - don't bring curb so close to street | 1/19/2016 5:22 PM |
| 25 | Get drivers to slow down inside neighborhoods. | 1/19/2016 3:36 PM |
| 26 | Certain roads need wider shoulders to accomodate road bikes | 1/19/2016 2:50 PM |
| 27 | grade separated crossings of major thoroughfares and more use of interconnections along drainages and utility corridors. | 1/19/2016 11:35 AM |
| 28 | Dedicated bike lanes are the most important. | 1/19/2016 8:16 AM |
| 29 | Again, no way to get from Harper's Landing to 242 West or Town Center. | 1/18/2016 2:40 PM |
| 30 | changing the way the traffic signals work by putting a right turn signal that flashes yellow when drivers are allowed to turn right on red but turns red when the pedestrian crossing button has been pushed and the pedestrian signal is changing to WALK. | 1/18/2016 11:28 AM |
| 31 | Sheriffs department tickets cyclist for traffic violations. | 1/18/2016 9:56 AM |
| 32 | Underground or overpass of major streets for bikes, pedestrians | 1/17/2016 1:48 PM |
| 33 | Enforce traffic laws on bicyclists and teach them to not impede vehicle traffic. | 1/17/2016 8:41 AM |
| 34 | Signage reminding cyclists and pedestrians to keep their music at a reasonable level so they can hear call outs. | 1/16/2016 10:04 PM |
| 35 | Safe connection between The Woodlands and Oak Ridge North. | 1/16/2016 4:28 PM |
| 36 | Consider use of video cameras at more isolated locations. | 1/16/2016 12:36 PM |
| 37 | What The Woodlands has is adequate. Many bikers wish to speed throughout The Woodlands as they train for events. I think they should find other places to do that. | 1/16/2016 12:15 AM |
| 38 | Bikers can not easily share Pathways with walkers or runners. Trees are too close to to pathway. Pathway need to be straightened. No drop off at edge of pathways. | 1/15/2016 11:32 PM |
| 39 | Bikes are riding on the street. We have "hike AND BIKE" trails so that they can stay off the street! | 1/15/2016 6:40 PM |
| 40 | Finish incomplete pathway along TX 242 west of Northway Drive | 1/15/2016 2:19 PM |
| 41 | Please don't mix bikes with walkers or vehicles. Vehicle and bikes don't get a long for some reason. Bikers go to fast to mix with walkers. And walkers use 20 foot leashes for dogs making it dangerous for everyone. | 1/14/2016 10:14 PM |
| 42 | Real bike lanes are needed in The Woodlands. We have needed them for 30 years. The lack of bike lanes is one of George Mitchel's few mistakes. | 1/14/2016 7:49 PM |
| 43 | Make curbing at all intersections consistent so a bicyclist can ride on the shoulder. | 1/13/2016 2:41 PM |
| 44 | Traffic laws adhered to by cyclists. Required to stop at Stop Signs and red lights and yield right of way at street crossings. | 1/13/2016 11:19 AM |
| 45 | You're missing a section for motorists and how they feel about peds, runners, and especially bicyclists. If this section existed (and maybe it will later in the survey) you'll find that motorists simply DO NOT WANT Bicycles on the Roads in The Woodlands. Roads are for MOTOR vehicles ONLY. Paths are for NON-Motor vehicles. | 1/13/2016 10:50 AM |
| 46 | Just improve all of the existing shoulders, like was done on Shadowbend (the lips and cracks that have been created where the asphalt shoulder meets the concrete roadway are the biggest hazard), AND get rid of the jutting curbs at the intersections AND put signage that the shoulder is a bikeway! | 1/13/2016 10:40 AM |
| 47 | Adding bike lanes on roadways could create more bike/car collisions. Doubtful residents who need to would attend educational activities would do so. | 1/12/2016 1:00 PM |
| 48 | Improved/regular pruning and maintenance to provide improved sight lines on paths is key. Maintenance isn't bad but focus needs to focus on providing sight lines where paths are curvy. Foilage grows fast! | 1/12/2016 11:19 AM |
| 49 | Promote use of cycling helmets by all riders. | 1/12/2016 10:17 AM |
| 50 | Published biking rules for bvikers and drivers, improved signage | 1/11/2016 1:23 PM |
| 51 | Hard to navigate some shopping centers on bicycle (eg HEB at WdlsxKuyken), no paths for bikers | 1/10/2016 8:56 PM |
| 52 | Shenandoah does not have any bike racks - Told that it's against city regulations! | 1/9/2016 9:22 PM |
| 53 | intersection on roadway has cement corner forcing bikers to go into the street when riding on side of road | 1/9/2016 7:28 PM |
| 54 | alternate routes when pathways are closed | 1/9/2016 12:40 PM |

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| 55 | Where I have driven in communities that have dedicated bike lanes I have a strong fear of hitting a bicyclist! NO bike lanes from existing roadways! | 1/9/2016 10:06 AM |
| 56 | Trail maps with suggested bicycle circuits for recreation | 1/8/2016 1:32 PM |
| 57 | NO NEW BIKE PATHS BEHIND HOMES. | 1/6/2016 9:12 PM |
| 58 | need separate bike lane because not safe to ride next to walkers with and without kids and/or pets | 1/6/2016 12:32 PM |
| 59 | Seeing smaller towns with bikelanes (Destin, FL or Dunwoody, GA) makes me wonder why we can't | 1/6/2016 8:44 AM |
| 60 | A GPS App to know where you are on the pathways would be great! | 1/5/2016 7:32 PM |
| 61 | We moved here for the trees and green space. Do NOT destroy. | 1/5/2016 5:44 PM |
| 62 | Need a bike lane on Kuykendahl to connect Creekside to Woodlands Parkway! | 1/5/2016 3:35 PM |
| 63 | We need a large track for road bikes to ride at high speed without having to stop or interference from walkers or runners. It should be a minimum of five miles. | 1/5/2016 3:32 PM |
| 64 | Children need to be educated in safe cycling, I currently have a broken hand as a result of being knocked off my bike by a child cycling to school!! I now cannot cycle with my own children due to his carelessness. | 1/5/2016 2:39 PM |
| 65 | if have shoulders to ride safely, cleared, without holes even small holes, also have it cleared from debris (sand, rocks, etc.) | 1/5/2016 1:02 PM |
| 66 | Note - I roadbike along the shoulders only. No riding on the paths for roadbikers.....too fast to be safe with walkers, runners and recreational bikers. | 1/5/2016 11:25 AM |
| 67 | providing some sort of safe "loop" would be great. For example, I can ride westbound on research forest as there is a decent shoulder on the north side, but there is zero shoulder on the south side, so there is no safe way back. | 1/5/2016 8:33 AM |
| 68 | Intersection Danger: Yellow turning light for drivers, they don't check for cyclists and pedestrians. | 1/5/2016 8:14 AM |
| 69 | More single track (unpaved) beyond Flintridge location - Creekside in George Mitchel Preserve?? | 1/5/2016 8:00 AM |
| 70 | Major road connected wide, smooth shoulders without intersection bump outs for safe group riding with just occasional bike lane signage | 1/5/2016 6:11 AM |
| 71 | a nice lake or pond that is close and easy access without riding on the road. | 1/4/2016 9:53 PM |
| 72 | The biggest concern i have is mixing high speed cycles with pedestrians and small children. It is dangerous. | 1/4/2016 6:40 PM |
| 73 | Our kids bike riding to Collins intermediate do not have a way to get to school other than crossing Lake Woodlands twice. There's not a path from Herald Oaks on North side of Lake Woodlands to Panther Creek. | 1/4/2016 3:04 PM |
| 74 | a separate buffered bike lane next to I-45 feeder from Pruitt Road to Springwoods Village (crossing Spring Creek | 1/4/2016 2:44 PM |
| 75 | Bicyclists on the paths and roadways are hazardous to pedestrians and autos because they frequently do not follow the rules of the road. | 1/4/2016 1:09 PM |
| 76 | the maintenance and pruning/landscape are up to par!! always nicely kept | 1/4/2016 12:53 PM |
| 77 | No pathway on Kuykendahl between Flintridge and Creekside Forest. There is NOT even a safe walkway across the Spring Creek bridge. | 1/4/2016 12:22 PM |
| 78 | 10,000 work at ExxonMobil and many live in the Woodlands. Lack of bike lane on I-45 feeder from Pruitt Road to Springwoods Village Parkway (cross Spring Creek) prevents biking to work. At least 50 employees have an interest. | 1/4/2016 11:34 AM |
| 79 | Dedicated bike lanes are a must. | 1/4/2016 9:55 AM |
| 80 | IF the lanes are to be built along the drainages and they are intended for cyclists to use, then there needs to be signage warning pedestrians and casual bicyclists that there will be others traveling at higher rates of speed | 1/3/2016 11:06 PM |
| 81 | Maintain and add natural trails along spring creek as previously planned | 1/3/2016 8:44 AM |
| 82 | Educational opportunities focused on cyclists: safety, rules of the road, etiquette when cycling around pedestrians (on your left!) | 1/2/2016 6:32 PM |
| 83 | 2' wide Mountain biking trails along ALL bayou's | 1/2/2016 5:39 PM |
| 84 | Unpaved/rocked paths along drainage ditches and utility easements would be extremely beneficial. | 1/1/2016 4:51 PM |
| 85 | Bicycles do not follow the road rules in the Woodlands, that scares me | 1/1/2016 3:15 PM |
| 86 | Again,need pathway across Kuykendahl at Spring Creek | 1/1/2016 1:37 PM |

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| 87 | Curbs at intersections are hazardous to bicyclists. I recommend these curbs be cut back to the width of shoulders to allow more space for bikes. | 1/1/2016 9:07 AM |
| 88 | Bike and pedestrian crossing over I45 | 1/1/2016 8:34 AM |
| 89 | enforcement of existing rules of the road, biggest problem: stopping at a light before the stop-bar, not past it | 1/1/2016 8:29 AM |
| 90 | Completely separate paths for pedestrians and bicyclists | 12/31/2015 6:22 PM |
| 91 | need "visual" easements in many places | 12/31/2015 1:59 PM |
| 92 | I believe the safer place for a bike is in a bikeline on the roadway (not on the pathway with runners). Cars on the road, bikes on the bike line, runners/walkers on the pathway. | 12/31/2015 11:20 AM |
| 93 | increased signage for example "share the road" within the woodlands, to increase driver awareness. | 12/31/2015 9:57 AM |
| 94 | Really need to connect the windvale area to alden woods area.....currently the paths mean a long diversion to get that way. | 12/30/2015 5:58 PM |
| 95 | Protected bike lanes on major streets. | 12/29/2015 5:55 AM |
| 96 | install a paved pedestrian/bicycle trail as an extension of Fruit Road to the south, with a bridge across Spring Creek, and connecting to Holswarth Road. This would enable 100+ bicycle commuters to travel from residences in the Woodlands to ExxonMobil Campus and other commercial areas south of the Woodlands. | 12/28/2015 8:42 AM |
| 97 | Bike riders are mostly recreational (including those training) do not need to spend \$\$\$ on bike path | 12/27/2015 11:11 AM |
| 98 | Personally, existing facilities provide needed amenity. Anything on major streets is dangerous. Do not sacrifice trees for biking. Mark streets that have biking lanes and enforce safety laws. Do not overly encourage strangers in neighborhoods. | 12/24/2015 12:50 PM |
| 99 | Install and increase pathway lighting. | 12/24/2015 11:45 AM |
| 100 | Just a few intersections are incumbered by foliage | 12/23/2015 10:49 PM |
| 101 | Put bike lanes in example: Woodlands Parkway, Lake Woodlands, Kuyendhal, Old Sterling, Flintridge etc. | 12/23/2015 1:51 PM |
| 102 | Widening of the shoulders and eliminating of sidewalk curbs that jut/protrude out into the shoulder is important. | 12/23/2015 8:10 AM |
| 103 | widen and straighten the existing paths and provide light | 12/22/2015 9:45 AM |
| 104 | Paths need to connect Harpers Landing | 12/22/2015 8:44 AM |
| 105 | New streets should be wider with a normal bike lane but it is too expensive to renovate all existing roadways. | 12/21/2015 12:02 PM |
| 106 | Most cyclist travel on roadways. Very dangerous as they do not obey traffic laws | 12/21/2015 11:03 AM |
| 107 | Specific bike lanes aren't as important as decent, well maintained shoulders | 12/20/2015 3:51 PM |
| 108 | interconnected bike paths that enable going to market street or hughes landing safely. The shoulder if maintained and the curbs pulled back at the intersection would be great | 12/20/2015 2:04 PM |
| 109 | More separation bike and walking paths or at least wider paths. At moment most bike/walking paths are only suitable for bike riding by kiddies or VERY leisurely riding due to dogs with leashes and people walking unaware of their surroundings | 12/20/2015 5:55 AM |
| 110 | Remove protruding curbs | 12/19/2015 8:21 PM |
| 111 | Eliminate curb juts, widen shoulders, add a barrier from cars, & fix shoulder potholes | 12/16/2015 4:25 PM |
| 112 | A more bike friendly community is desired. | 12/15/2015 1:58 PM |
| 113 | Town Center needs better and safer connectivity for bikes. | 12/14/2015 8:18 PM |
| 114 | Keep bicyclists and motorists separated. There is too much traffic to have to drive and watch for cars and bicyclists. | 12/12/2015 11:14 AM |
| 115 | pathway to get to stores on 242 East/West | 12/11/2015 10:43 PM |
| 116 | Overpasses at major intersections so walkers and bikers can cross without dodging inattentive drivers | 12/11/2015 5:41 PM |
| 117 | Right now, I use the road shoulder to ride, but when you get to the corner, the shoulder disappears because the sidewalk becomes wider, so I have to go into the car lane at every corner. That poses a great danger. I don't use the pathways because it seems dangerous to ride fast sharing the path with pedestrians | 12/9/2015 8:54 AM |
| 118 | motion-activated pathway lighting | 12/7/2015 10:54 AM |
| 119 | Increased safety awareness for cyclist that relate to obeying traffic laws for pedestrians and motorists. | 12/6/2015 8:44 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

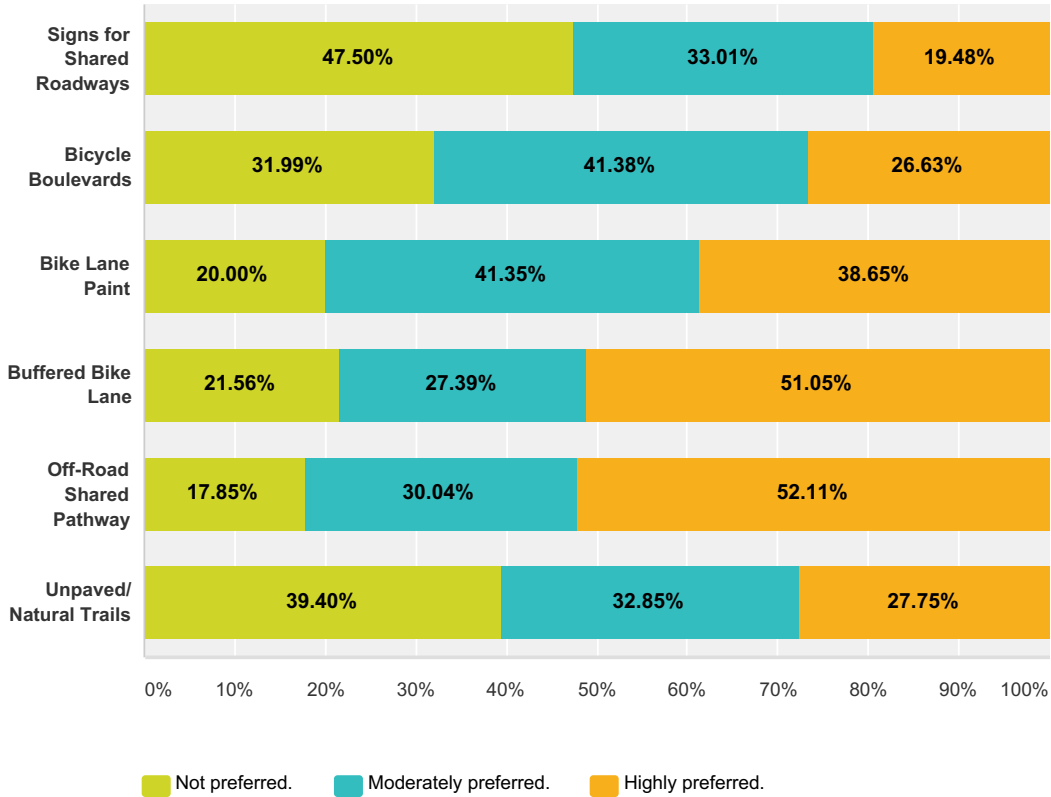
| | | |
|-----|---|--------------------|
| 120 | safe pathway on busy road | 12/6/2015 12:45 PM |
| 121 | more matural pathways in remote areas.... partner with GHORBA or similar | 12/6/2015 10:32 AM |
| 122 | Not having curbs jut out into the shoulder of the road at intersections. | 12/5/2015 10:49 PM |
| 123 | Improve existing shoulders as some are very rough and not feasible for biking because of how rough the surface is | 12/5/2015 6:19 PM |
| 124 | Do not put cyclists on the major roadways. It is dangerous for both drivers and cyclists. | 12/5/2015 3:35 PM |
| 125 | Bike share to connect town center together is a good idea | 12/5/2015 3:11 PM |
| 126 | I do not support using our taxes to widen roads or ad bike lanes to them; only a tiny but caterwauling vocal minority supports thiuss | 12/5/2015 10:47 AM |
| 127 | Mall ring road access | 12/4/2015 6:04 PM |
| 128 | Enforce traffic laws against bicylists and require them to stay in bike lanes and out of motor traffic | 12/4/2015 4:24 PM |
| 129 | The most cost effective solution is to use the shoulders and add them back where you've taken them for intersections. Portland is a good example where they work well. | 12/4/2015 4:21 PM |
| 130 | If cyclists want a veladrome let them build it with their dollars. | 12/4/2015 11:16 AM |
| 131 | Survey needs to also ask non-cyclists what should be done. | 12/3/2015 6:30 PM |
| 132 | The majority of the cyclists in The Woodlands do not adhere to the laws of the road which are the same as for cars. | 12/3/2015 11:24 AM |
| 133 | Light Crossing adapted for Bikes | 12/2/2015 3:44 PM |
| 134 | Bridges/overhead walkways for major intersections (ie Lake Woodlands & Grogans Mill) for safer access to amenities such as Market Street & the pavillion. | 12/1/2015 7:46 PM |
| 135 | More tree buffers between path and roads in Creekside | 12/1/2015 2:22 PM |
| 136 | A safe way to get from Harper's Landing to the rest of The Woodlands, specifically crossing I-45 | 12/1/2015 12:32 PM |
| 137 | Increased penalties for drivers not | 12/1/2015 10:29 AM |
| 138 | I wish as a motorist the bikers would use the pathways and not creekside blvd. I am always afraid of hitting them. | 12/1/2015 9:25 AM |
| 139 | Designated bike roadways with share the road signage. | 12/1/2015 8:18 AM |
| 140 | Bike riders ability to warn pedestrians of their approach on the path. Unfortunately many pedestrians are wearing headphones and don't hear approaching dangers. | 11/30/2015 8:16 PM |
| 141 | We always here about educating motorists about cyclists rights and safety but cyclists also need to be educated on how to properly and safely ride on the road. I have seen them ride 2-3 across in the middle of a lane on Goosling Rd.and even Woodlands Parkway and refuse to get over so cars can pass. If there is a paved shoulder wide enough for them to ride in, they should ride in it and not in a traffic lane. If they want the same rights as cars they should be registered and liscenced like cars. | 11/30/2015 7:52 PM |
| 142 | Please fix the roads to improve car traffic before adding damn bike lanes. This is not rocket science. The Woodlands is gridlock! | 11/30/2015 6:07 PM |
| 143 | More enforcement of driving safety laws for both motorists and cyclists. And cleaner streets/shoulders! | 11/30/2015 5:39 PM |
| 144 | Upgrade on all road shoulders | 11/30/2015 8:33 AM |
| 145 | Road markings indicating "bike-safe". "Bike-priority" lanes or regions. Bike sensing signal lights. Signage indicating cyclist awareness. | 11/27/2015 8:23 AM |
| 146 | Dedicated, continuous ways. | 11/24/2015 4:41 PM |
| 147 | Safety education in the schools-remember the Jiminey Cricket film? Pedestrians don't seem to know to walk against traffic; bikers don't seem to know they must obey vehicle rules; and both walk out into the street/driveways without looking as if they are invincible. | 11/24/2015 2:12 PM |
| 148 | Remove curb "bump outs" at the top of each neighborhood. These are a cycling hazard! | 11/24/2015 9:46 AM |
| 149 | Education is a great idea but getting those drivers/people to the classes may not be efficient=not good use of money. Perhaps at schools during a class? | 11/24/2015 8:52 AM |
| 150 | The "bike Paths" were not built to commute anywhere. The design of the roads and curbs is a hindrance to safe biking. | 11/24/2015 6:57 AM |
| 151 | keep the hikers and bikers as far away from the cars as possible. | 11/23/2015 7:00 PM |

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| 152 | signage would be nice near town center where more tourists might be, bike share for tourists also nice | 11/23/2015 4:48 PM |
| 153 | Wide shoulders (instead of bike lanes) are the most useful for all groups. Cyclists can use them as bike lanes safely, and police officers, utility workers, and commonfolk can use a wide shoulder safely without obstructing traffic. | 11/20/2015 8:46 PM |
| 154 | added shoulders on roads would be very helpful, clean gravel, dirty, trash,etc off of shoulders too prevent flat tires | 11/20/2015 7:59 PM |
| 155 | A safe route over bridge on Kuykendhal between Indian Springs and Creekside would open a lot more cycling opportunities. | 11/20/2015 7:25 PM |
| 156 | More routes out of the woodlands | 11/20/2015 6:49 PM |
| 157 | Actually what I believe is most important is educational opportunities for the cyclists. Most do not seem to understand that the rules of the road (and paths) apply equally to all. I regularly observe cyclists make incredibly poor decisions - speeding around people pushing strollers, crossing when the lights are red, and yelling at walkers to get out of the way. It's embarrassing to see such poor behavior. I resent that The Township wishes to spend money to accomodate a group that needs to be educated on their responsibilities and held accountable. | 11/20/2015 3:36 PM |
| 158 | Paths all the way on Woodlands Parkway. NOT making us cross Lake Woodlands to stay on the path | 11/20/2015 12:46 PM |
| 159 | It would be nice to have pathways on both sides of road instead of just one side. | 11/20/2015 12:07 PM |
| 160 | If we have to ride on the shoulder or in a bike lane, it would be nice if it could be kept clear of debris & maintained as well as the rest of the road. | 11/20/2015 11:40 AM |

Q24 As a person riding a bike, please rate your preference level for each of the following bicycle facility type examples. Links to images are provided for visual reference.

Answered: 1,063 Skipped: 321



| | Not preferred. | Moderately preferred. | Highly preferred. | Total | Weighted Average |
|---------------------------|----------------|-----------------------|-------------------|-------|------------------|
| Signs for Shared Roadways | 47.50% 495 | 33.01% 344 | 19.48% 203 | 1,042 | 1.72 |
| Bicycle Boulevards | 31.99% 334 | 41.38% 432 | 26.63% 278 | 1,044 | 1.95 |
| Bike Lane Paint | 20.00% 207 | 41.35% 428 | 38.65% 400 | 1,035 | 2.19 |
| Buffered Bike Lane | 21.56% 226 | 27.39% 287 | 51.05% 535 | 1,048 | 2.29 |
| Off-Road Shared Pathway | 17.85% 186 | 30.04% 313 | 52.11% 543 | 1,042 | 2.34 |
| Unpaved/ Natural Trails | 39.40% 409 | 32.85% 341 | 27.75% 288 | 1,038 | 1.88 |

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Q25 Which Woodlands neighborhoods or locations seem difficult for walking, biking, or running and why?

Answered: 612 Skipped: 772

| Answer Choices | Responses |
|---------------------|------------|
| Location and issue: | 89.71% 549 |
| Location and issue: | 43.14% 264 |
| Location and issue: | 18.14% 111 |
| General issue: | 40.03% 245 |

| # | Location and issue: | Date |
|----|--|--------------------|
| 1 | Biking | 1/31/2016 1:23 PM |
| 2 | College Park shopping centre such as Walmart, Panera Bread Company. The bike path stops at the high school. | 1/31/2016 2:08 AM |
| 3 | lake wldls w bound traffic turning right (N) onto shadowbend not yielding to me in crosswalk | 1/30/2016 10:09 AM |
| 4 | Woodlands parkway no shoulder | 1/29/2016 8:50 AM |
| 5 | Shopping areas near town center paths only on one side and poor connections between shopping areas and paths, bikes forced to use car entrances | 1/28/2016 8:24 PM |
| 6 | Panther Creek area is difficult to navigate without signs | 1/27/2016 4:56 PM |
| 7 | Cochrans Crossing no shoulder for fast bikers | 1/26/2016 6:24 PM |
| 8 | Cocran's Crossing - bicycle safety | 1/26/2016 6:11 PM |
| 9 | Market street no lanes | 1/26/2016 5:08 PM |
| 10 | Grogan's Point | 1/26/2016 4:31 PM |
| 11 | All along branch crossing particularly idiots that choose to bike over bridge riding side by side. They should use path there | 1/25/2016 7:46 PM |
| 12 | Sundance to Mitchell inadequate crossing protections | 1/25/2016 7:38 PM |
| 13 | Woodlands Parkway: no shoulder for bike riding | 1/25/2016 4:03 PM |
| 14 | Town Center - vehicle congestion no room for bikes | 1/25/2016 3:22 PM |
| 15 | Woodlands pkwy west of gosling.lack of interconnected path | 1/25/2016 11:36 AM |
| 16 | Most of the woodlands lack sufficient shoulder for road biking | 1/25/2016 10:50 AM |
| 17 | Grogan's Mill-people seem to not know where the bike paths are and therefor ride/run on the shoulder | 1/25/2016 10:18 AM |
| 18 | South Milbend at Slash Pine Road--curve in the road | 1/24/2016 4:20 PM |
| 19 | Woodlands parkway- no bike lane nor bike path for most of it | 1/23/2016 9:25 PM |
| 20 | Timmeron | 1/23/2016 5:22 PM |
| 21 | Everything but lake woodlands for road riding. | 1/23/2016 3:04 PM |
| 22 | Market Street - due to tight/low visibility turns on inside road and lack of pedestrian routes along sides of parking lot form HEB to mall area. | 1/23/2016 2:46 PM |
| 23 | Before adding the third lane on Research forest I could easily bike to work. | 1/23/2016 1:54 PM |
| 24 | Creekside - limited access beyond the limits of the neighborhood | 1/23/2016 1:04 PM |
| 25 | Kroger shopping in cocrans crossing | 1/23/2016 1:02 PM |
| 26 | Research Forest - pedestrian and bike traffic on path | 1/23/2016 11:59 AM |

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|----|---|--------------------|
| 27 | Woodlands parkway. No bike path along some sections | 1/22/2016 4:54 PM |
| 28 | Herald Oaks - crossing New Trails and Lake Woodlands Dr. to access the greenbelt system | 1/22/2016 7:15 AM |
| 29 | Panther Creek - leaves, pine needles and tree limbs on path. | 1/21/2016 4:54 PM |
| 30 | none | 1/21/2016 4:52 PM |
| 31 | Harpers Landing. Nothing to travel too, no sidewalks in the main streets and cars park very close together on the street. No covered areas to protect from the sun for a break while walking. | 1/21/2016 3:39 PM |
| 32 | Market street/ Mall | 1/21/2016 2:05 PM |
| 33 | Creekside Forest Dr and Creekside Green Dr- traffic circle- no shoulder in places - super dangerous for cyclists right there | 1/21/2016 1:56 PM |
| 34 | All locations are unsafe for Biking - without designated pathways, it is unsafe; motorists do not like to share the roads, get impatient with cyclists. NOT safe. | 1/21/2016 12:47 PM |
| 35 | Nursery Road to S. Millbend. Path too narrow | 1/21/2016 12:44 PM |
| 36 | Creekside, no way of getting there using Kuykendahl | 1/21/2016 12:19 PM |
| 37 | 242 - Alden Bridge - Too difficult to cross | 1/21/2016 10:09 AM |
| 38 | Crossing Woodlands Prky | 1/21/2016 9:54 AM |
| 39 | West side - reduced number of pathways | 1/21/2016 9:32 AM |
| 40 | Mall area north to Research and Shenandoah--access to East side of I45 | 1/21/2016 8:18 AM |
| 41 | Crystal lake the speed limit is too high and people speed, c.this street connects bike paths, | 1/21/2016 8:13 AM |
| 42 | Biking from Branch Crossing to the Mall | 1/21/2016 8:02 AM |
| 43 | E and W Panther Creek | 1/21/2016 7:35 AM |
| 44 | Grogans Mill - cured pathways and heavy vegetation | 1/21/2016 6:05 AM |
| 45 | Woodlands Parkway, no bicycle path at several points | 1/20/2016 8:49 PM |
| 46 | Woodlands parkway- bike paths not complete | 1/20/2016 1:33 PM |
| 47 | In an out of neighborhoods. When coming off the path, difficult for cyclists to see and motorists to see what is coming. | 1/20/2016 11:18 AM |
| 48 | Herald Oaks at New Trails and Lake Woodlands - no bike path on the north side of Lake Woodlands. Children biking to school from that neighborhood must cross Lake Woodlands twice to get to school. | 1/19/2016 11:06 PM |
| 49 | Trail stops direction sawdust on grogansmill | 1/19/2016 10:20 PM |
| 50 | Town Center | 1/19/2016 5:41 PM |
| 51 | Branch Crossing - Bike riders infringe on roadways/Need bike path | 1/19/2016 4:56 PM |
| 52 | Grogans- pathways too curvy | 1/19/2016 4:52 PM |
| 53 | Getting East and West w/o needing to go on major road | 1/19/2016 4:47 PM |
| 54 | Grogan's Mill village, specifically Millbend Forest, needs better pruning due to lots of snakes and mosquitoes and low visibility | 1/19/2016 3:41 PM |
| 55 | The mall area. Not biker friendly | 1/19/2016 3:38 PM |
| 56 | From Timarron Lakes across Kuykendahl bridge | 1/19/2016 3:11 PM |
| 57 | Can't run or bike down Kuykendahl from Creekside to Indian Springs, too busy and narrow. No sidewalk on bridge | 1/19/2016 2:56 PM |
| 58 | Kuykendahl from Research to Woodlands Pkwy due to narrow streets with limited shoulder and limited bike paths for street riding | 1/19/2016 2:46 PM |
| 59 | grogans mill to town center or town green | 1/19/2016 1:46 PM |
| 60 | Kuykendahl in Alden Bridge--no sidewalk/path | 1/19/2016 12:59 PM |
| 61 | Getting out of the Woodlands | 1/19/2016 12:01 PM |
| 62 | Crossing Woodlands Parkway, Research Forest, Grogans Mill and other major thoroughfares, especially for children. | 1/19/2016 11:45 AM |
| 63 | Alden Bridge - Research Forest Drivers speed | 1/19/2016 11:22 AM |

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|----|--|--------------------|
| 64 | Woodlands Parkway lack of pathways | 1/19/2016 10:27 AM |
| 65 | Alden Bridge | 1/19/2016 10:26 AM |
| 66 | Grogan's Mill & Panther Creek | 1/19/2016 10:00 AM |
| 67 | Kuykendahl - bicycles in roadway impeding traffic | 1/19/2016 9:55 AM |
| 68 | Tanglebrush dr. No paths. | 1/19/2016 9:46 AM |
| 69 | Around Woodlands Parkway- too busy | 1/19/2016 9:46 AM |
| 70 | Research Forest. Disconnected ways too many crossovers | 1/19/2016 9:40 AM |
| 71 | Panther Creek lack of connecting pathways | 1/19/2016 8:53 AM |
| 72 | Flintridge because of security issues. | 1/19/2016 8:22 AM |
| 73 | no safe route on Rayford/Sawdust to bike trail | 1/18/2016 7:40 PM |
| 74 | Kuykendahl outside of Creekside - a bike path would be great to go to the shops. | 1/18/2016 7:37 PM |
| 75 | Harper's landing - across the freeway and doesn't connect to any other pathways safely | 1/18/2016 6:33 PM |
| 76 | Timmaron Lakes. Lack of connected paths to any shops / restaurants | 1/18/2016 5:02 PM |
| 77 | East-West travel - very few routes safe for bikes & peds | 1/18/2016 1:16 PM |
| 78 | Along Alden Bridge between Research and Branch Crossing and other roads like that which pass in front of neighborhoods on both sides. In the early morning while it is still dark it is hard to see people running along the road or crossing the street while walking their dogs with oncoming traffic shining their lights into your eyes and these streets are pretty busy during the early work/school transit hours which is also when alot of people are getting their walks/runs in before they start their day | 1/18/2016 12:35 PM |
| 79 | Panther Creek pathways between neighborhoods rough and not well maintained (leaves, twigs) | 1/18/2016 11:10 AM |
| 80 | No problems in my area | 1/18/2016 10:37 AM |
| 81 | Biking: Everywhere because there are no designated cycling paths. | 1/18/2016 10:35 AM |
| 82 | Lake Woodlands between Cochran's Crossing and Shadow Bend - path is too curvy | 1/18/2016 10:09 AM |
| 83 | Lake Windcrest, the drivers entering or leaving the subdivision fail to yield right-of-way to pedestrians or bikers. Several times I have been honked at as if I was in the wrong while crossing the street. The motorist living in this subdivision must not be aware of the Texas Transportation Code Chapter 552.003, motorist to yield the right-of-way to pedestrians in a crosswalk. | 1/18/2016 9:51 AM |
| 84 | Hubble and Hudson kitchen area. No way to walk or ride there as no path or pedestrian crossing | 1/18/2016 9:43 AM |
| 85 | Hughes Landing -- difficult to walk to from East Shore | 1/18/2016 8:34 AM |
| 86 | The Woodlands needs to have a separate bike path, all locations in the woodlands are difficult! | 1/17/2016 7:35 PM |
| 87 | Windsor Lakes trying to cross College Park | 1/17/2016 1:54 PM |
| 88 | The Woodlands / Bike Lanes | 1/17/2016 10:42 AM |
| 89 | Any road that has no dedicated bike lane | 1/17/2016 10:22 AM |
| 90 | Woodlands Parkway; Woodlands Parkway traffics and many of the main intersections in The Woodlands should route the roads with heavier traffic below existing grade and under the local road. This is a very common solution in Europe that helps traffic, pedestrians, and the scenery. | 1/16/2016 5:46 PM |
| 91 | Connecting Windsor Hills with paths south of SH 242 | 1/16/2016 12:45 PM |
| 92 | Creekside West cannot connect to Indian Springs/Flintridge since there's no pathway across bridge | 1/16/2016 11:41 AM |
| 93 | Woodlands parkway East. Limited shoulder | 1/16/2016 11:19 AM |
| 94 | None | 1/16/2016 12:24 AM |
| 95 | The Millbend area: Too many bikes. Hard to cross S Millbend at rush hour. | 1/15/2016 11:54 PM |
| 96 | Green Gables and surrounding neighborhoods: no sidewalks in subdivisions. I find it difficult for my young children and I to bicycle without concern for motorists on these roads | 1/15/2016 10:05 PM |
| 97 | Throughout The Woodlands protruding curbs make biking less safe. | 1/15/2016 7:55 PM |

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| 98 | Kuykendahl at Creekside Forest to get to HEB Need a pedestrian light. I don't want to circle HEB to get in! | 1/15/2016 6:42 PM |
| 99 | Indian Springs - needs direct route along woodlands pkwy for more direct route to retail. | 1/15/2016 6:23 PM |
| 100 | Almost all of the Woodlands is now bike unfriendly. | 1/15/2016 5:11 PM |
| 101 | woodlands parkway | 1/15/2016 4:52 PM |
| 102 | Alden Bridge cycling routes. | 1/15/2016 4:17 PM |
| 103 | gated | 1/15/2016 4:17 PM |
| 104 | TX 242 west of Northway Dr. | 1/15/2016 2:30 PM |
| 105 | For long rides (15+ miles), multiple locations with no shoulder | 1/15/2016 11:09 AM |
| 106 | Most neighborhoods where any shoulder a bike can ride on is interrupted at every intersection by a curb that forces the biker into traffic. | 1/14/2016 10:25 PM |
| 107 | Grogans mill. No bike lane. Short shoulder | 1/14/2016 10:04 PM |
| 108 | Town center - difficult to stay off the roads | 1/14/2016 10:03 PM |
| 109 | All of Research Blvd, no shoulder for biking. | 1/14/2016 6:41 PM |
| 110 | Creekside crossing Kuykendahl is a nightmare | 1/14/2016 5:47 PM |
| 111 | Research forest no shoulder and high speed traffic | 1/14/2016 9:39 AM |
| 112 | Throughout the Woodlands | 1/14/2016 6:52 AM |
| 113 | Creekside to Woodlands Gosling connection | 1/13/2016 8:00 PM |
| 114 | market street area | 1/13/2016 7:39 PM |
| 115 | Grogans Mill no termitent walking,biking pathways | 1/13/2016 12:48 PM |
| 116 | Kuykendahl between Lake Woodlands and Research | 1/13/2016 11:26 AM |
| 117 | Town center, between Grogans Mill and I-45 and between RFD and TWPW. I am a very skilled bike rider, and this area in not on my radar...I will drive the 3-4 miles rather than bike, because safe access for a cyclist is problematic! | 1/13/2016 11:18 AM |
| 118 | Alden Bridge: We need pedestrian overpass at major road crossings/intersections. Eliminates accidents and provides safe continuity to the ped path/route. | 1/13/2016 10:55 AM |
| 119 | Dove trace has to many cars parked on the street | 1/13/2016 10:53 AM |
| 120 | Woodlands parkway | 1/13/2016 8:09 AM |
| 121 | Getting to and from the mall area from the west--poor shoulders, curbs at intersections | 1/12/2016 11:59 PM |
| 122 | Any intersection on Woodlands Pkwy - motorists travel too fast | 1/12/2016 9:55 PM |
| 123 | all, no bike lane for ride biking | 1/12/2016 9:35 PM |
| 124 | Along Research Forest | 1/12/2016 6:09 PM |
| 125 | General comment on all pathways there are pets, children, bicycles, runners and walkers...can be dangerous just to walk | 1/12/2016 5:23 PM |
| 126 | Getting from George Mitchell Preserve to Creekside--no way across water | 1/12/2016 1:15 PM |
| 127 | Research, two-land portion: Shoulder only on one side, poor interface between road and shoulder. | 1/12/2016 11:34 AM |
| 128 | Sterling Ridge Shopping Center from North; No path for last 100-200 yds | 1/12/2016 10:27 AM |
| 129 | Woodlands Parkway | 1/12/2016 10:25 AM |
| 130 | Woodlands Parkway when there is a intersecting road and the berm extends into the shoulder | 1/12/2016 9:54 AM |
| 131 | Cochran's Crossing - use of bumps at intersections | 1/12/2016 9:49 AM |
| 132 | Woodlands Parkway - curbs jutting onto shoulder | 1/12/2016 9:36 AM |
| 133 | Kuykendahl at Alden Bridge; pedestrian and bicycle traffic, particularly in regards to Mitchell Intermediate, but also in light of new traffic entering town on the Kuykendahl extension. | 1/11/2016 10:12 PM |
| 134 | Woodlands Parkway. Too much traffic makes it dangerous on the main road | 1/11/2016 8:57 PM |

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| 135 | Alden Bridge pathways don't connect | 1/11/2016 3:59 PM |
| 136 | all of The Woodlands | 1/11/2016 1:30 PM |
| 137 | Just south of Creekside - difficult to travel on Gosling because there are no bike lanes | 1/11/2016 9:15 AM |
| 138 | Split Rock Rd., north of Lake Woodlands Dr.: bike path terminates at stop light, needs to turn into neighborhood for safe entry. Neighborhood entrance is very narrow and cars turn onto Split Rock very fast. Walkers often need to hop onto the grass to avoid cars entering neighborhood | 1/11/2016 6:17 AM |
| 139 | Near Mall - too congested and no bike/walking paths | 1/10/2016 9:04 PM |
| 140 | biking - all neighborhood roadway entrances where curb forces rider off of shoulder onto roadway | 1/10/2016 12:52 PM |
| 141 | Post Office Entrance on Gosling | 1/10/2016 10:50 AM |
| 142 | Sawmill Rd, only one way in/one way out. More connectivity through Grogan's Point or similar | 1/10/2016 10:11 AM |
| 143 | Alderon Woods and East Windvale Circle | 1/10/2016 9:55 AM |
| 144 | Pinecroft (Target and Best Buy) no shoulders, shared paths or bike racks | 1/9/2016 9:27 PM |
| 145 | Research Forest east of Grogans Mill: There are no pathways. | 1/9/2016 9:02 PM |
| 146 | Falconwing-no sidewalk or bike lane | 1/9/2016 3:26 PM |
| 147 | Hughes Landing - construction and closed lanes | 1/9/2016 12:45 PM |
| 148 | town center-Market Street, Mall | 1/9/2016 9:34 AM |
| 149 | Creekside is difficult to access from the main part of The Woodlands, Kuykendahl is the only access; there should be bike access via Gosling | 1/8/2016 5:50 PM |
| 150 | South Panther Creek along road to Woodlands Parkway | 1/8/2016 5:44 PM |
| 151 | Town Center, lack of paths, difficult to get into safely, drivers are crazy | 1/8/2016 1:38 PM |
| 152 | North Gosling Rd (north of Research Forrest) - exposed paths | 1/8/2016 9:35 AM |
| 153 | from Grogans Mills to the shopping center in Panther Creek no direct route | 1/7/2016 7:37 PM |
| 154 | waterway. Motorists don't pay attention, don't allow bikes to cross. They also block the bike lane to get across | 1/7/2016 7:20 PM |
| 155 | Sterling Ridge | 1/7/2016 6:41 PM |
| 156 | Sterling Ridge - Pedestrian crosswalks have too thick foliage so pedestrians and bicyclists shoot out in front of vehicles approaching intersections | 1/7/2016 6:24 PM |
| 157 | Biking - The Woodlands Parkway | 1/7/2016 9:57 AM |
| 158 | Tarramont shoulders are too small | 1/6/2016 10:05 PM |
| 159 | bicycling is less safe than running almost everywhere | 1/6/2016 7:38 PM |
| 160 | Woodlands mall difficult to access on foot or by bike. No bike storage. | 1/6/2016 7:11 PM |
| 161 | Downtown area; no place to rest or leave bike | 1/6/2016 5:13 PM |
| 162 | If you try to ride/walk/run the length of Research Forest, you have to change sides of the road often, and sometimes the trails just end. You cannot travel safely the length of any main road. | 1/6/2016 4:46 PM |
| 163 | None | 1/6/2016 2:09 PM |
| 164 | all paths are difficult for bikers to share with walkers & runners | 1/6/2016 12:35 PM |
| 165 | Grogans Mill Village | 1/6/2016 11:23 AM |
| 166 | south sawmill Rd. to Exxon Campus. No bike connector (or local road for that matter). when is Holzwarth coming through from the south??? | 1/6/2016 10:57 AM |
| 167 | Terramont walking path/ walkers compete with speeding bikes | 1/6/2016 10:31 AM |
| 168 | lake woodlands, poor concrete, glass | 1/6/2016 10:03 AM |
| 169 | Cochran's Crossing Dr., bad shoulders with gaps | 1/6/2016 8:51 AM |
| 170 | GROGANS MILL AREA | 1/6/2016 8:37 AM |
| 171 | Anything near the mall -- no bike parking, insufficient access across the ring road | 1/5/2016 10:09 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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| 172 | Downtown, no bike lanes. Lots auto traffic. Crowded sidewalks. | 1/5/2016 9:03 PM |
| 173 | Along Reseach Forrest | 1/5/2016 7:43 PM |
| 174 | All major roads, Woodlands Pkwy, Woodlands Lakeside, Kuykendahl - all need designated bike lanes. | 1/5/2016 5:47 PM |
| 175 | Woodlands Parkway, traffic | 1/5/2016 5:33 PM |
| 176 | None | 1/5/2016 4:07 PM |
| 177 | Woodlands Parkway / No running trail in some parts of the road | 1/5/2016 3:04 PM |
| 178 | Research Forest, Gosling To 45, no shorter or bike lane | 1/5/2016 2:44 PM |
| 179 | Creeside not connected easily to the rest of the Woodlands. | 1/5/2016 2:43 PM |
| 180 | south millbend | 1/5/2016 1:28 PM |
| 181 | Market Street area; motorist try to pass illegally on busy streets | 1/5/2016 1:06 PM |
| 182 | Getting from Sterling Ridge to Creeksid (Kuykendahl) | 1/5/2016 12:45 PM |
| 183 | Now that they have added the path along the new section of Kukendahl the path needs to be continued down to Bay Branch. To make access to Alden Bridge village easier for those coming from Cochrans Crossing | 1/5/2016 12:36 PM |
| 184 | Woodlands Parkway, Research, Grogans Mill, Gosling, Kuykendahl - no or little shoulders for high traffic volume | 1/5/2016 11:32 AM |
| 185 | Back half of The Woodlands - very small shoulders | 1/5/2016 9:21 AM |
| 186 | Springwood village surrounding | 1/5/2016 9:17 AM |
| 187 | research forest east bound (egypt to kuykendahl); there is no shoulder at all | 1/5/2016 8:43 AM |
| 188 | Not safe to trek from Grogans Mill to Town Center - Woodlands Parkway traffic and width. | 1/5/2016 8:34 AM |
| 189 | Glen Lock, terrible sidewalk! | 1/5/2016 8:27 AM |
| 190 | Windward Cove, visibility at crossing paths both ways | 1/5/2016 8:17 AM |
| 191 | Creeside to Panther Creek - no path on Kuykendahl | 1/5/2016 8:06 AM |
| 192 | Grogans Mill near Market St: Too much traffic; Need path on West side. | 1/5/2016 8:04 AM |
| 193 | HighOaks and Dreamweaver - no sidewalks and no destination. The waterway is too far. | 1/4/2016 10:02 PM |
| 194 | various-pathways closed for no good reason | 1/4/2016 7:48 PM |
| 195 | Creeside to the rest of the woodlands. Gosling and Kuykendahl are too dangerous to ride on. The trails are too congested with small children and pedestrians. | 1/4/2016 6:44 PM |
| 196 | cochran crossing | 1/4/2016 4:35 PM |
| 197 | Windvale seems isolated from other areas | 1/4/2016 3:36 PM |
| 198 | Herald Oaks to get to Collins intermediate, you must cross Lake Woodlands Twice - need cut through path from Herald Oaks to Split Rock, across easement. | 1/4/2016 3:12 PM |
| 199 | Creekwood subdivision, some do not have access to trails that run parallel to Yewleaf road without getting on busy roads/crossing drainage ditch | 1/4/2016 2:01 PM |
| 200 | Spring Creek bridge on Kuykendahl: No path | 1/4/2016 12:34 PM |
| 201 | I-45 feeder. No buffered bikelanes or trail | 1/4/2016 11:41 AM |
| 202 | Traveling N/S near The Woodlands High School. No direct route from near township building (Millennium Forrest Dr) to South. Must go to Cochran's Crossing or Gosling. Large donut hole in trail system. | 1/4/2016 10:43 AM |
| 203 | Research Forest across from Lone Star College office - difficult to cross, even with signal (motorists don't yield) | 1/4/2016 8:29 AM |
| 204 | Woodlands Mall - No bike lanes | 1/4/2016 8:27 AM |
| 205 | shadow bend too curvy for bicycle trailer | 1/4/2016 5:39 AM |
| 206 | Gosling and flintridge | 1/3/2016 10:06 PM |
| 207 | Research and Gosling - heavy traffic | 1/3/2016 6:16 PM |
| 208 | Along 242. Inconsistent sidewalk/paths that don't connect. | 1/3/2016 5:55 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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| 209 | South Panther Creek (Near McCullough JH) | 1/3/2016 3:34 PM |
| 210 | town center / mall ring - traffic | 1/3/2016 2:26 PM |
| 211 | City Center. Too much traffic. Sidewalks are great but a lot of pedestrians as well. | 1/3/2016 9:24 AM |
| 212 | Flintridge trail bikers on trail ride too fast and cause near collision with pedestrians | 1/3/2016 8:05 AM |
| 213 | Alden bridge/Research Forest by Alden bridge shopping center. Lots of pedestrians and cars. Very unsafe. Nobody knows how to work a four way stop. I have seen so many accidents almost happen. I no longer feel safe at all crossing there on foot or bike. Or car for that matter. I avoid it and go the longer way home in the car regularly. | 1/2/2016 10:56 PM |
| 214 | Gosling - you put curbs on the sides of the road. No shoulder for bike lanes | 1/2/2016 8:55 PM |
| 215 | Along woodlands pkwy, no path at all past McCollough | 1/2/2016 8:03 PM |
| 216 | Kuykendahl / Woodlands Pkwy biking and walking | 1/2/2016 7:31 PM |
| 217 | Town Center -- difficult for biking. Too many cars and no safe place to ride. | 1/2/2016 6:44 PM |
| 218 | Woodlands parkway and gosling. Heavy traffic. | 1/2/2016 6:31 PM |
| 219 | Hwy 242 & Gosling to Alden Sports Park | 1/2/2016 5:54 PM |
| 220 | No interlocking or linked trails around the entire lake area | 1/2/2016 4:29 PM |
| 221 | Panther Creek, too busy, no place to ride on Woodlands Parkway | 1/2/2016 2:26 PM |
| 222 | all areas. No shoulders, unsafe. | 1/2/2016 1:49 PM |
| 223 | Shadowbend neighborhood | 1/2/2016 1:16 PM |
| 224 | Lake Woodlands Drive and Echo Bend - too much yaupon bushes hinder sight lines - can be unsafe for crossing the street | 1/2/2016 10:30 AM |
| 225 | Lake wlnds between gosling and cochrans, crossing poor shoulder condition and narrow car lanes. | 1/2/2016 9:41 AM |
| 226 | Groans Mill. Low number of paths and lots of drainage ditches making these activities impossible in the road. | 1/1/2016 5:21 PM |
| 227 | Woodlands Parkway, needs unpaved walking/running trail | 1/1/2016 4:52 PM |
| 228 | Creeside - Cimarron, Lack of connecting trails to the main Woodlands, | 1/1/2016 3:17 PM |
| 229 | South Panther Creek | 1/1/2016 3:12 PM |
| 230 | Timarron, no access northbound on kuykendahl | 1/1/2016 2:30 PM |
| 231 | Neighborhoods along Kuykendahl south of Spring Creek going north of Spring Creek | 1/1/2016 1:45 PM |
| 232 | Connection of Harper's Landing to remainder of The Woodlands | 1/1/2016 1:13 PM |
| 233 | Town Center area. Too much car traffice and no space for bicycles. | 1/1/2016 9:23 AM |
| 234 | Anything on the East of I45 because there is no safe access | 1/1/2016 8:36 AM |
| 235 | Woodlands Parkway between Gosling&Flintridge West: Path stops | 1/1/2016 8:35 AM |
| 236 | Kuykendahl north and south from Woodlands Parkway to creekside village is horrible for biking. No buffer and the bridge is scary to walk/run/ride across because of traffic. | 12/31/2015 8:59 PM |
| 237 | Research forest, paths only on one side of road | 12/31/2015 6:26 PM |
| 238 | all | 12/31/2015 6:04 PM |
| 239 | Harpers Landing. Area is cutoff from amenities of TW, especially family biking to restaurants and entertainment. Extremely isolated. | 12/31/2015 5:16 PM |
| 240 | Harper's Landing going anywhere. | 12/31/2015 5:12 PM |
| 241 | Panther Creek South - no walkway | 12/31/2015 2:08 PM |
| 242 | Sylvan forest to Indian springs - lack of signage and no direct bike path (roads don't feel safe on the road) | 12/31/2015 1:14 PM |
| 243 | Hawthorne Hollow on 242,needs more connecting paths | 12/31/2015 9:57 AM |
| 244 | College Park and 1488 and 242 not connected | 12/31/2015 9:18 AM |
| 245 | along 242 to 1488 | 12/31/2015 8:13 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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| 246 | Windvale area lacks direct pathways to commun destinations: heb, Kroger, research forest area | 12/31/2015 6:51 AM |
| 247 | 242 / Northway area, need more wide trail paths that aren't in the woods or along drainage - for safety reasons. | 12/30/2015 7:25 PM |
| 248 | Lack of direct trails between windvale on 242 and alden woods | 12/30/2015 6:03 PM |
| 249 | Town Center, crossing major streets | 12/30/2015 5:56 PM |
| 250 | Grogan Mill between Lake Woodlands and Woodlands Parkway, West side | 12/30/2015 3:00 PM |
| 251 | The south east part of Woodlands Township West of I45 and North of Spring Creek. No safe bicycling routes in this area | 12/30/2015 1:42 PM |
| 252 | woodlands parkway and gosling no shoulders | 12/30/2015 8:31 AM |
| 253 | Northshore Park: Motor vehicles do not stop at the light and often don't watch for pedestrians using the crosswalk | 12/30/2015 5:23 AM |
| 254 | North Millbend west of Millend Loop | 12/29/2015 6:43 PM |
| 255 | Hughs Landing congestion | 12/29/2015 2:05 PM |
| 256 | Woodlands to ExxonMobil Campus. Have to ride the I45 feeder to get there. | 12/29/2015 6:00 AM |
| 257 | n/a | 12/28/2015 6:33 PM |
| 258 | Woodlands Mall - Congestion and No Designated Bike Lane | 12/28/2015 10:31 AM |
| 259 | FM 1488 - no bike lane or signage; frequent construction | 12/28/2015 8:53 AM |
| 260 | Player crest, having to ride over grass to get to neighborhood entrance or having to ride all the way around | 12/28/2015 2:17 AM |
| 261 | Sterling Ridge krogers mall: no pathway when you leave Lake Woodlands and enter in the mall | 12/24/2015 1:27 PM |
| 262 | Indian Springs in general - Crossings of major roads. Gosling and Kuykendahl is becoming more difficult with long wait times. Colored paint might be used to show paths that are "enhanced for faster time". Means to pass over or under intersections is needed, like the one under the parkway in Panther Creek. | 12/24/2015 1:06 PM |
| 263 | Town Center area because of high traffic and lack of shoulders to ride in | 12/24/2015 12:52 PM |
| 264 | Gosling. Biking and running. No shoulder and the path switched sides of the street. | 12/24/2015 12:26 PM |
| 265 | Safety in general | 12/24/2015 12:23 PM |
| 266 | Panther creek and Woodlands Pkwy intersections. Not enough space to safely wait for light. Light not long enough at both Pantger Creek Intersections. Maybe caution signs for motorists | 12/24/2015 12:15 PM |
| 267 | Lakefront Circle, Lack of direct paths | 12/24/2015 12:09 PM |
| 268 | Woodlands parkway: the path doesn't connect all the way down and there is no bike lane shoulder | 12/24/2015 12:08 PM |
| 269 | Grogans Mill - no lighting on pathways. Not enough trails. | 12/24/2015 11:50 AM |
| 270 | Woodlands Parkway | 12/24/2015 11:22 AM |
| 271 | Creekside | 12/24/2015 10:41 AM |
| 272 | Town Center --- no safe crossing of Woodlands Parkway | 12/24/2015 9:30 AM |
| 273 | Grogans mill. | 12/24/2015 7:49 AM |
| 274 | its all the same, paths are fine but too windy to bike fast. no shoulders of length on major roads for biking. i feel ALL neighborhoods encompass this. | 12/24/2015 7:35 AM |
| 275 | Crossing 'back entrance' to Walmart from branch crossing is dangerous with cars having blind corner/ unaware of sidewalk | 12/23/2015 11:01 PM |
| 276 | Along Kuykendal - no shoulder to ride on. | 12/23/2015 3:23 PM |
| 277 | Mall area: pathways end abruptly; too much traffic around mall, restaurants, movie theaterst | 12/23/2015 3:08 PM |
| 278 | Alden Bridge, no good shoulder. No bike lane | 12/23/2015 1:57 PM |
| 279 | Crossing Gosling or Wdlns Pkwy, too dangerous | 12/23/2015 11:14 AM |
| 280 | Grogan's Mill - no shoulders, crazy drivers | 12/23/2015 10:00 AM |
| 281 | Kuykendahl and Gosling are the worst in town as there are no shoulders and road lanes are very narrow and motorists use excessive speed. | 12/23/2015 8:15 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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| 282 | Running in town center due to all of the intersections. | 12/22/2015 10:52 PM |
| 283 | The Woodlands HS area, morning traffic is dangerous | 12/22/2015 10:45 PM |
| 284 | Grogans mill - limited shoulder | 12/22/2015 9:59 PM |
| 285 | Research forest gossling no continue path and traffic light | 12/22/2015 9:59 PM |
| 286 | Research Forrest and crochrans crossing VERY dangerous for kids | 12/22/2015 9:38 PM |
| 287 | Indian springs | 12/22/2015 8:17 PM |
| 288 | east woodlands / seems to have only few connections to more trails to the west side | 12/22/2015 6:17 PM |
| 289 | Laden Woods leading to Bear Branch Park - rain water | 12/22/2015 5:25 PM |
| 290 | Cochrans Crossing - uneven pathways | 12/22/2015 4:14 PM |
| 291 | Accessing Hughes Landing on foot or bike | 12/22/2015 2:51 PM |
| 292 | Timarron of Creekside Park. No safe route over Spring Creek via Kuykendahl into rest of The Woodlands. | 12/22/2015 2:43 PM |
| 293 | Woodlands Parkway, the traffic and no paths | 12/22/2015 1:39 PM |
| 294 | Paths in panther creek. They have sever flooding issues and become unusable after a hard rain | 12/22/2015 1:18 PM |
| 295 | Panther Creek area around McCullough. Not many sidewalks or shoulders, so when biking, must share road with vehicles. Not safe at all. | 12/22/2015 9:14 AM |
| 296 | Harpers Landing | 12/22/2015 8:47 AM |
| 297 | Panther creek woodlands pkwy | 12/21/2015 11:54 PM |
| 298 | Panther Creek Drive and Woodlands Parkway - Drivers, excessive speed, running Red lights | 12/21/2015 11:03 PM |
| 299 | Panther Creek village center. Signage and auto traffic | 12/21/2015 3:15 PM |
| 300 | Woodlands parkway and Gosling. No safety Island | 12/21/2015 12:57 PM |
| 301 | Woodlands Parkway | 12/21/2015 12:05 PM |
| 302 | Woodlands Parkway west of Panther Creek? No path along Woodlands Pkwy | 12/21/2015 11:49 AM |
| 303 | 242- connected pathway | 12/21/2015 11:16 AM |
| 304 | Branch crossing from woodlands parkway to research- cyclists disobey traffic laws | 12/21/2015 11:06 AM |
| 305 | Cokeberry - NO walking path. Very dangerous to walkers. | 12/21/2015 7:51 AM |
| 306 | Kuykendahl going to Augusta pines golf course no shoulder or bike path/lane | 12/21/2015 7:31 AM |
| 307 | Lack of shoulders on the road - all over, varies | 12/20/2015 9:19 PM |
| 308 | Woodlands Parkway from Flintridge to and past Kuykendahl | 12/20/2015 6:17 PM |
| 309 | Market Street - not safe for cyclists | 12/20/2015 5:32 PM |
| 310 | Woodlands Pkwy - no bike lane | 12/20/2015 4:05 PM |
| 311 | Downtown area generally challenging for bikes | 12/20/2015 4:00 PM |
| 312 | grogan mills area - congestion; narrow lanes | 12/20/2015 3:26 PM |
| 313 | Shoulders are a great asset, in need of maintenance | 12/20/2015 2:09 PM |
| 314 | Shake creek - must cross branch crossing twice (on same stretch of road) to go east | 12/20/2015 9:07 AM |
| 315 | Shale creek and branch crossing--- crossing the road. Lots of traffic could we have a path on our side going north/south | 12/20/2015 9:00 AM |
| 316 | if your on the road in the woodlands they all are difficult. | 12/20/2015 7:31 AM |
| 317 | Town center - lack of bike lanes | 12/20/2015 7:02 AM |
| 318 | Milbend drive - Well used by pedestrians making bike use on pathway unsafe for both bikers and pedestrians. Need separate bike lanes. | 12/20/2015 5:57 AM |
| 319 | Woodlands Parkway- few pathway optlons along it | 12/19/2015 6:32 PM |
| 320 | Crossing major intersections | 12/19/2015 3:50 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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| 321 | Better connection btw College Park Village and rest of bike trail system | 12/19/2015 3:39 PM |
| 322 | Flintridge Dr for biking; some hills are too steep | 12/19/2015 2:15 PM |
| 323 | N/A | 12/19/2015 2:00 PM |
| 324 | Most major roads are dangerous; cyclists must go farther to get where they are going; direct route is dangerous | 12/18/2015 9:39 PM |
| 325 | Woodlands pky. | 12/18/2015 2:44 PM |
| 326 | Sterling Ridge Village - no bike lanes. Shoulders are too narrow to be safe. | 12/17/2015 6:51 PM |
| 327 | Crystal Lake Ln: the speed limit is much too high. People drive at very high speeds. It is extremely dangerous for anyone to walk or ride a bike down Crystal Lake Ln. | 12/17/2015 3:52 PM |
| 328 | Back of the woodlands seems less connected | 12/16/2015 9:07 PM |
| 329 | Sawmill WalMart - no access from Woodlands pathways | 12/16/2015 9:04 PM |
| 330 | I-45 area - no safe way to go east | 12/16/2015 4:42 PM |
| 331 | The closer you get to I-45 | 12/16/2015 2:22 PM |
| 332 | woodlands pkwy 45 to flintridge area, no shoulder for bikes | 12/16/2015 2:14 PM |
| 333 | Harper's Landding - no access | 12/16/2015 1:30 PM |
| 334 | Panther Creek between Flintridge and McCullough, no shoulder | 12/16/2015 12:27 PM |
| 335 | East-West movement is not feasible/safe along Woodlands Pwy or Research Forest | 12/16/2015 10:51 AM |
| 336 | Crossing Six Pines Woodlands Parkway | 12/15/2015 8:46 PM |
| 337 | Crossing Flintridge from Heritage Hill to walk to and from John Cooper School. No stop sign or blinking sign. | 12/15/2015 8:23 PM |
| 338 | Near Fawnchase Ct - no easy access to walking paths | 12/15/2015 6:20 PM |
| 339 | Flintridge. Bikes in traffic lanes | 12/15/2015 3:13 PM |
| 340 | Woodlands Pkwy- having to cross back and forth so frequently | 12/15/2015 3:12 PM |
| 341 | Flintridge b/c bicyclist are inconsiderate and do not follow the rules of the road or pathway | 12/15/2015 2:40 PM |
| 342 | Crossing major streets. Woodlands pky, | 12/15/2015 1:57 PM |
| 343 | Grogans Mill Road - no bike lane | 12/15/2015 11:27 AM |
| 344 | Town Center - heaviest traffic, most opportunity for walking and biking yet ironic how pedestrian unfriendly it is. | 12/14/2015 8:27 PM |
| 345 | Woodlnads Pkwy from Sterling Ridge to Towne center | 12/14/2015 10:34 AM |
| 346 | none known | 12/12/2015 4:11 PM |
| 347 | Everywhere-existing shoulders on roadways are pinched at intersections where curb butts out to edge of roadway which requires cyclist to enter roadway to go thru intersection | 12/12/2015 11:11 AM |
| 348 | New trails | 12/12/2015 7:50 AM |
| 349 | Anything that requires crossing major roads....Woodlands Pkwy, Research, Gosling, etc. Drivers are already inattentive to other automobiles so bikers and walkers aren't noticed or respected. | 12/11/2015 5:44 PM |
| 350 | Creek side--kuykendahl rd is busy | 12/11/2015 4:59 PM |
| 351 | Town center, no bike lanes | 12/11/2015 4:31 PM |
| 352 | pathways in older neighborhoods seems to get short shrift on maintenance. | 12/11/2015 8:06 AM |
| 353 | Town Center, no lanes or paths | 12/10/2015 8:01 AM |
| 354 | Sawdust Road, no sidewalks or shoulders | 12/8/2015 4:10 PM |
| 355 | Panther Creek, no pathway on Woodlands Parkway | 12/8/2015 12:43 PM |
| 356 | The whole development; for biking. The paths are not safe to have bikes on them if you are cycling for fitness. Then the roads not having shoulders aid in hostilities between motorists and cyclists. | 12/8/2015 4:41 AM |
| 357 | Creeside park: no bike lane for training | 12/7/2015 4:46 PM |
| 358 | Hubbel and Hudson kitchen - path across research forest from south side of road on gosling | 12/7/2015 11:04 AM |

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| 359 | Harper's Landing, I45 a big barrier, then if I went there anyway there isn't much there to be worth the trouble (from a cycling pov) | 12/6/2015 3:29 PM |
| 360 | Woodlands parkway, no path to run or wide shoulder | 12/6/2015 9:27 AM |
| 361 | Town center. Traffic/congestion/lack of sidewalks, paths, and bike lanes. | 12/6/2015 8:36 AM |
| 362 | Creeksideside no shaded paths | 12/5/2015 11:04 PM |
| 363 | Cochran's Crossing is very dark in the morning and difficult to run without a headlamp prior to the sun coming up. | 12/5/2015 10:51 PM |
| 364 | The Woodlands Mall area | 12/5/2015 10:22 PM |
| 365 | Trails are more appropriate for walkers and runners versus bikers. | 12/5/2015 6:21 PM |
| 366 | All paths - hard to share with walkers, runners and cyclists | 12/5/2015 5:52 PM |
| 367 | Getting across Grogans Mill, Woodlands Parkway, Research Forrest are all difficult and dangerous. | 12/5/2015 3:23 PM |
| 368 | Windsor Lakes Boulevard, no sidewalk or paved walking trail to connect to 242 shopping. | 12/5/2015 2:53 PM |
| 369 | Creekside connection via Kuykendahl to Alden Bridge | 12/5/2015 10:24 AM |
| 370 | slash pine place | 12/5/2015 10:20 AM |
| 371 | Panther Creek - Purpletop Ct. - no trails connected to pathway | 12/5/2015 8:59 AM |
| 372 | none | 12/5/2015 6:40 AM |
| 373 | Terramont Dr. path | 12/5/2015 12:39 AM |
| 374 | Woodlands Pkwy - no bike lanes/shoulders. Paths not continuous -- either have to switch sides of road or nothing at all | 12/4/2015 11:47 PM |
| 375 | Mall ring road | 12/4/2015 6:12 PM |
| 376 | around the mall - traffic and no parking | 12/4/2015 5:47 PM |
| 377 | Green Gable - No paths or sidewalks | 12/4/2015 5:42 PM |
| 378 | Kuykendahl Road - limited bike paths | 12/4/2015 4:55 PM |
| 379 | Kurkendahl - no path or bike lane heading toward Research Forrest | 12/4/2015 4:47 PM |
| 380 | May Valley Circle. Off road path needs to go around complete May Valley Circle. | 12/4/2015 4:43 PM |
| 381 | Town Center is not pedestrian friendly | 12/4/2015 4:38 PM |
| 382 | biking: Woodlands Parkway, Gosling | 12/4/2015 4:28 PM |
| 383 | Grogan's Mill- The paths that don't run next to a road, the "back paths", are extremely dark at night. There is also not signage on the path to let you know where you are/where you are going. It is very confusing and easy to get lost. Perhaps a phone app and more directional signs. | 12/4/2015 10:45 AM |
| 384 | Panther creek - lack of ample shoulder | 12/3/2015 10:56 PM |
| 385 | Indian Springs Shopping Center, Poor access from roadways | 12/3/2015 10:19 PM |
| 386 | Six Pines Drive at Woodlands Parkway, too dangerous to cross | 12/3/2015 7:50 PM |
| 387 | Woodlands Pkwy Path near Lake is covered with water...drainage is awful | 12/3/2015 4:42 PM |
| 388 | Harpers Landing - does not have any bike path, side walk or even road shoulder to connect to any restaurant or shopping area! | 12/3/2015 4:13 PM |
| 389 | no bridges along drainage ditches | 12/3/2015 3:47 PM |
| 390 | Kuykendahl & Crownridge Needs traffic light | 12/3/2015 2:54 PM |
| 391 | Existing pathways cannot accomodate large bicylc movements in addition to walker, runners and skaters | 12/3/2015 2:18 PM |
| 392 | Lake Woodlands - paved pathway is not on both sides of the road making it more difficult to go to nearby park such as Northshore Park, Shadowbend Park, etc | 12/3/2015 1:58 PM |
| 393 | All | 12/3/2015 1:16 PM |
| 394 | Grogans Mill - North Millbend to South Millbend on southside | 12/3/2015 1:05 PM |
| 395 | Kuykhendal connecting to the rest of the woodlands from creekside | 12/3/2015 12:29 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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| 396 | Near the Walmart at the western end of Woodlands Parkway -- no sidewalk or other pedestrian walkway between Woodlands Parkway walking paths and the store | 12/3/2015 12:06 PM |
| 397 | Crossing Alden Bridge and Research Forest, stop sign people go out of turn | 12/3/2015 11:25 AM |
| 398 | hard to get to shopping areas in town center from the neighborhoods | 12/3/2015 10:45 AM |
| 399 | Park and ride locations (particularly Research Forest). No paths in addition to only access point being a narrow one lane road where buses travel. | 12/3/2015 10:43 AM |
| 400 | close to mall - high motorist traffic | 12/3/2015 10:36 AM |
| 401 | Corner of Creekside Green and Strake Dr is in DESPARATE NEED of a stop sign and crossing guard. PLEASE for the safety of my son while riding his bike on Strake across Creekside Green to get to school | 12/3/2015 10:21 AM |
| 402 | Jagged Ridge to Tupelp Trail or Liberty Branch, difficult to cross street as motorists do not give way to pedestrians. | 12/3/2015 9:36 AM |
| 403 | Creekside Forest - shoulders on Creekside Forest Drive and Creekside Green in poor condition with curbs forcing cyclist back into roadway at every intersection, debris and pot holes on shoulders | 12/3/2015 9:25 AM |
| 404 | Creekside dr. cars need to go over walk/bike trail to be able to see if cars are coming and do not see people crossing the road | 12/3/2015 7:32 AM |
| 405 | All. Terrifying of being run over | 12/3/2015 7:03 AM |
| 406 | S Panther Creek - no path | 12/3/2015 2:11 AM |
| 407 | Gosling road | 12/2/2015 7:54 PM |
| 408 | From Timarron Lakes to Indian Springs | 12/2/2015 7:44 PM |
| 409 | Mall. | 12/2/2015 3:53 PM |
| 410 | RUSH HAVEN E. OF FALCONWING/EXCESSIVE GROWTH OF UNDERSTORY, VINES, BUSHES, VINES, & TREES. | 12/2/2015 3:07 PM |
| 411 | Creekside - no light restricts usage at night | 12/2/2015 2:24 PM |
| 412 | Harperslanding | 12/2/2015 9:01 AM |
| 413 | Creekside Village at Timarron due to the lack of pathways on Kuykendahl we are segregated from the rest of the woodlands. | 12/2/2015 8:45 AM |
| 414 | All major roadways, bikers take too much room, entitled | 12/1/2015 9:48 PM |
| 415 | All except creekside, overgrown, crosswalks blocked from traffic view | 12/1/2015 8:14 PM |
| 416 | Mason Pond to Research Forest - too many shrubs and brush | 12/1/2015 5:33 PM |
| 417 | liberty branch area, lack of pathways and sidewalks. | 12/1/2015 5:15 PM |
| 418 | Kerkundal - cant connect from Creekside to rest of woodlands | 12/1/2015 2:26 PM |
| 419 | Creekside Park...Kurkendahl has no bike lane | 12/1/2015 12:48 PM |
| 420 | Harper's Landing, physically disconnected from the rest of the woodlands | 12/1/2015 12:34 PM |
| 421 | Harper's Landing: No connections to local shopping areas | 12/1/2015 12:05 PM |
| 422 | Creekside - not well interconnected - no north access | 12/1/2015 10:31 AM |
| 423 | No pathway from Creekside to Indian Springs over/under Kuykendahl bridge | 12/1/2015 10:07 AM |
| 424 | It feels more dangerous crossing the big heavily trafficed roads like Lake Woodlands, Woodlands Parkway, and Grogans Mill (especially with small kids). I think pedestrian flyovers (like the one over Sawdust at Sawmill) in these areas would be GREAT! | 12/1/2015 9:50 AM |
| 425 | May Valley Circle and Timberledge Drive - No connecting pathway around May Valley Circle; We have to cross and walk down the street (with no pedestrian crossing) to get to the closest pathway. | 12/1/2015 9:49 AM |
| 426 | Creekside- Bikers use road not pathway. | 12/1/2015 9:27 AM |
| 427 | CreekSide pathways are dark with a lot of curves | 12/1/2015 9:09 AM |
| 428 | Woodlands Parkway-Too many motorists | 12/1/2015 8:55 AM |
| 429 | Towncenter - limited safe on road connectivity for cyclists; limited racks near retail centers | 12/1/2015 8:28 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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| 430 | Creekside - connecting sidewalks | 12/1/2015 7:53 AM |
| 431 | Most of Creekside west of Lake Paloma, worse west of Kuykendahl | 12/1/2015 7:41 AM |
| 432 | None | 12/1/2015 6:31 AM |
| 433 | Creekside does not connect well with other villages via Gosling & Kuykendahl | 12/1/2015 6:07 AM |
| 434 | Going up/down kuykendahl from Creekside to the North | 12/1/2015 5:47 AM |
| 435 | Gossling and Flintridge | 11/30/2015 11:30 PM |
| 436 | Kuykendahl and Creekside Forest. West of Kuykendahl--pedestrian signal doesn't work | 11/30/2015 11:21 PM |
| 437 | Timarron unfinished pathways | 11/30/2015 10:34 PM |
| 438 | Pathways along New Harmony/Creekside village center are too narrow to accommodate bikes and pedestrians. | 11/30/2015 10:24 PM |
| 439 | Creekside Forrest and Kuykendahl - fast moving traffic, limited room for bikers/ walkers, general lack of concern by those driving by | 11/30/2015 10:14 PM |
| 440 | Grogan's Mill - some paths are very dark | 11/30/2015 10:08 PM |
| 441 | Creekside Park to Woodlands Parkway via bicycle | 11/30/2015 9:58 PM |
| 442 | Creekside- because no sidewalks. Dangerous for kids on bikes and scooters. | 11/30/2015 9:47 PM |
| 443 | Market Street/Waterway: nonway to easily get there | 11/30/2015 9:41 PM |
| 444 | Creekside Park; there is no short or direct route to Woodlands Pkwy or other locations | 11/30/2015 9:28 PM |
| 445 | Creekside Park to the rest of the Woodlands areas. | 11/30/2015 9:21 PM |
| 446 | woodlands parkway | 11/30/2015 9:10 PM |
| 447 | Tupelo trail | 11/30/2015 9:07 PM |
| 448 | Kuykendahl northbound to woodlands parkway no connection | 11/30/2015 9:01 PM |
| 449 | Timmaron, New area and not complete | 11/30/2015 8:47 PM |
| 450 | Creekside Forest west of Kuykendahl needs the path to be connected | 11/30/2015 8:44 PM |
| 451 | Creekside to Indina Springs - no pathway to kuykendaul bridge and after bridge | 11/30/2015 8:32 PM |
| 452 | hamlin lakes, poor light no pave way to kuykendahl | 11/30/2015 8:32 PM |
| 453 | Creekside, kuykendahl bridge and road have no pathways | 11/30/2015 8:22 PM |
| 454 | Creekside - Kuykendahl is disconnected from rest of The Woodlands | 11/30/2015 8:02 PM |
| 455 | Grogans Mill | 11/30/2015 7:57 PM |
| 456 | Timarron drive, construction truck driving at hi speed | 11/30/2015 7:23 PM |
| 457 | Kuykendahl and gosling bridges to creekside | 11/30/2015 7:19 PM |
| 458 | Creekside Park - not routes down Kuykendahl to Indian Springs area | 11/30/2015 7:17 PM |
| 459 | Creekside near Timbercreek Elem - lack of stop signs and pedestrian crossings | 11/30/2015 7:15 PM |
| 460 | Kuykendahl Creekside Park over Spring Creek bridge-no room for bikes | 11/30/2015 7:04 PM |
| 461 | Kuykendahl | 11/30/2015 6:53 PM |
| 462 | Creekside green and strike. Not safe at all | 11/30/2015 6:53 PM |
| 463 | Cannot bike or walk from Creekside to Woodlands Pkwy. | 11/30/2015 6:52 PM |
| 464 | Older sections - south Panther creek drive . Limited dedicated paths | 11/30/2015 6:39 PM |
| 465 | Woodlands parkway, traffic | 11/30/2015 6:29 PM |
| 466 | Creekside has limited interconnectivity with other Woodlands neighborhoods | 11/30/2015 6:25 PM |
| 467 | None | 11/30/2015 6:20 PM |
| 468 | Creekside. Need a running path from the new HEB up Kuykendahl to Woodlands parkway | 11/30/2015 6:16 PM |

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| 469 | Village of Creekside Park as the ability to safely get to the rest of The Woodlands from Gosling is not safe. There is not a way to travel on a bike safely so, I have never attempted. | 11/30/2015 6:13 PM |
| 470 | Bicycling anywhere in The Woodlands: Too much stopping at traffic lights and stop signs! | 11/30/2015 5:52 PM |
| 471 | Creekside. ..no sidewalks | 11/30/2015 5:36 PM |
| 472 | West Branch Crossing & S. Burberry Park; Shoulder end at bottom of hill forcing bikes on to road with uneven pavement. Site of many accidents | 11/30/2015 8:43 AM |
| 473 | Town center. High traffic. No consideration for cyclists. | 11/27/2015 8:36 AM |
| 474 | cochran crossing trails are continous | 11/27/2015 3:38 AM |
| 475 | Grogans Mill, easy to get lost because paths do not follow roads | 11/26/2015 3:43 AM |
| 476 | near Market St. | 11/24/2015 10:50 PM |
| 477 | Flintridge and most pathways in the woodlands- NO LIGHTING | 11/24/2015 10:39 PM |
| 478 | Towncenter. Nowhere to park the bike. | 11/24/2015 6:07 PM |
| 479 | e.g., crownridge where the shoulder disappears | 11/24/2015 2:19 PM |
| 480 | Timarron - No way to go to The woodlands on Kuykendahl | 11/24/2015 2:00 PM |
| 481 | Kuykendahl | 11/24/2015 10:04 AM |
| 482 | Along Panther Creek from Flintridge to McCullough | 11/24/2015 9:56 AM |
| 483 | Millbend Loop that ride parallel to Grogans Mill. A part of the pathway goes below street level and that area is particularly dark. I have safety concerns there, but also with low lighting, it's difficult to see when running in the dark. | 11/24/2015 9:36 AM |
| 484 | Woodlands parkway & Grogans mill- construction | 11/24/2015 9:35 AM |
| 485 | corner of 2978 and woodlands pkwy. EXTREMELY high traffic and no safe sidewalk. | 11/24/2015 9:01 AM |
| 486 | Main corridors | 11/24/2015 8:05 AM |
| 487 | Shoulders with gaps larger than the with of a bike tire all over The Woodlands. | 11/24/2015 7:14 AM |
| 488 | Town center | 11/23/2015 8:01 PM |
| 489 | Sawdust Road near all the schools, see kids walk on side of road all the time | 11/23/2015 6:48 PM |
| 490 | Creekside Park - the only way into the woodlands proper on bike paths is over Gosling bridge - I live on the other side of Kuykendahl so it's 6 miles minimum to get into the woodlands, and there's only the one route | 11/23/2015 6:09 PM |
| 491 | Between Golf course and Randalls shopping area under Grogan's Mill road because it's closed as it has been for a long time. Please fix it soon. | 11/23/2015 4:25 PM |
| 492 | High Oaks Circle (GM Village) - no walking paths or sidewalks | 11/23/2015 3:35 PM |
| 493 | Research Forest - shoulders gone to make 3rd lane | 11/23/2015 2:50 PM |
| 494 | Millbend, no safe walking space along "outside" to get to marked crosswalks | 11/23/2015 2:11 PM |
| 495 | Northbound Grogans Mill just past Woodlands Pkwy. There is a sharp corner where bushes/trees need to be "scaled back" Huge blind spot. | 11/23/2015 1:50 PM |
| 496 | Panther Creek | 11/23/2015 1:24 PM |
| 497 | Timarron - There is no bike lane over the kuykendall bridge to get to woodlands parkway. | 11/23/2015 9:13 AM |
| 498 | Town Center, too much traffic | 11/23/2015 12:39 AM |
| 499 | Grogans Mill no paths on North Millbend conference center side | 11/22/2015 11:25 PM |
| 500 | Panther Creek area - I feel that it's older, and generally doesn't get as much attention as the newer parts of The Woodlands. | 11/22/2015 7:07 PM |
| 501 | Research Park and Research Forest - no sidewalks on North side of Research Forest, yet have apartments and neighborhood. Must walk on street. | 11/22/2015 8:27 AM |
| 502 | more mountainbike trails in george mitchell nature preserve | 11/21/2015 7:29 PM |
| 503 | Creekside Villiage/Rob Fleming Park: need pathways to travel to from Grogans mill | 11/21/2015 2:44 PM |
| 504 | Byciclists on woodlands parkway and branch crossing | 11/21/2015 2:38 PM |

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| 505 | Difficult biking around mall loop | 11/21/2015 2:06 PM |
| 506 | Alden Bridge near Buckalew school-children's biking behavior | 11/21/2015 1:49 PM |
| 507 | Grogan's Mill - path network is confusing for those unfamiliar with the routes. | 11/21/2015 12:21 PM |
| 508 | Branch Crossing: many cars aren't cautious of cyclists | 11/21/2015 12:14 PM |
| 509 | Alden Bridge bounded by Kuykendahl, Branch Crossing, and Research Forest | 11/21/2015 11:37 AM |
| 510 | Grogans Mill - can't use paths - too narrow and not straight - no bike lanes on streets - very dangerous | 11/21/2015 9:11 AM |
| 511 | Flooded pathways lake woodlands | 11/21/2015 8:59 AM |
| 512 | Grogan forest south on grogans mill to market st | 11/21/2015 8:07 AM |
| 513 | Lake Woodlands, the majority of the shoulder is not smooth enough for the tiny tires on race bikes | 11/21/2015 7:58 AM |
| 514 | Town Center, missing connections | 11/21/2015 7:19 AM |
| 515 | Harper's Landing.Getting across 45 is dangerous | 11/20/2015 11:01 PM |
| 516 | trimming trees/bushes at intersections | 11/20/2015 10:34 PM |
| 517 | Research forest Needs wider shoulder for safety | 11/20/2015 10:21 PM |
| 518 | Town center - no shoulder | 11/20/2015 9:25 PM |
| 519 | Panther Creek narrow trails | 11/20/2015 9:22 PM |
| 520 | Uneven pathways due to tree roots and too many winding pathways on shadowbend in Panther creek | 11/20/2015 7:34 PM |
| 521 | Anywhere near the mall - curbs and no bike lanes | 11/20/2015 6:52 PM |
| 522 | Exxonmobil campus | 11/20/2015 6:51 PM |
| 523 | Groans mill | 11/20/2015 5:22 PM |
| 524 | s. Panther creek/lake woodlands intersection-crossing buttons on wrong side, signals unsynched, motorist turning right into lake woodlands don't respect pedestrian lights | 11/20/2015 4:51 PM |
| 525 | Panther Creek | 11/20/2015 4:48 PM |
| 526 | Biking from Creekside to Indian Springs on Kuykendall. There is not bike path, trail or shoulder to bike safety on the bridge. | 11/20/2015 4:35 PM |
| 527 | Going east west on WP and RF - lack of shoulders | 11/20/2015 3:45 PM |
| 528 | Sterling Ridge | 11/20/2015 3:21 PM |
| 529 | Most sidewalks are difficult to bike due to high traffic | 11/20/2015 2:50 PM |
| 530 | Cochrans crossing: bad shoulder | 11/20/2015 2:25 PM |
| 531 | Mall, no bike lanes or parking | 11/20/2015 2:18 PM |
| 532 | Indian Springs. Section of Woodlands Parkway has no trails | 11/20/2015 2:01 PM |
| 533 | Most of them | 11/20/2015 1:53 PM |
| 534 | Research Forest | 11/20/2015 1:42 PM |
| 535 | Hubble & hudson Kitchen -gosling and research (ne corner) no pathways or crosswalks to get there. | 11/20/2015 1:23 PM |
| 536 | Gosling from Flintridge to Research Forest- no shoulders for cyclist | 11/20/2015 1:12 PM |
| 537 | Sterling Ridge / WParkway - parts with no trails | 11/20/2015 12:59 PM |
| 538 | Going from Kuykendahl to Six Pines on Lake Woodlands - we have to cross Lake Woodlands multiple times, it's ridiculous and dangerous | 11/20/2015 12:49 PM |
| 539 | Branch Crossing. The bridge is narrow and bicyclists traveling north block traffic. | 11/20/2015 12:41 PM |
| 540 | Woodlands Pkwy. Too many cars speeding. Side of road not very good | 11/20/2015 12:23 PM |
| 541 | Town center | 11/20/2015 12:08 PM |
| 542 | Nursery Road | 11/20/2015 11:57 AM |
| 543 | St Lukes no good connection. | 11/20/2015 11:56 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| 544 | There are no northbound routes with a wide shoulder from the woodlands to 1488 | 11/20/2015 11:54 AM |
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| 545 | neighborhood around Wilkerson/Knox/Hailey: there are paths but once you get to the schools, you're kind of dumped onto a narrow sidewalk to share with walkers or you need to go on the road. | 11/20/2015 11:49 AM |
| 546 | Woodlands Parkway and Lake Woodlands East/Research Forest West | 11/20/2015 11:42 AM |
| 547 | Market street, good path access to get close, but lack of bike racks around the outside...you have to go into all the traffic and pedestrians to lock up. | 11/20/2015 11:41 AM |
| 548 | Mall/Market street area is dangerous to bikers that want to ride on the street due to no bike lanes and heavy congestion | 11/20/2015 11:28 AM |
| 549 | Traffic on major east west and north south roads | 11/20/2015 11:27 AM |
| # | Location and issue: | Date |
| 1 | Portofinio Center. The Bike Path ends at Grogans Mill Road. I'm amazed no one has died yet, since Research Forest was expanded to three lanes each way. | 1/31/2016 2:08 AM |
| 2 | lakewldds west bound traffic turning right (N) onto cochrans crossing not yielding to me in crosswalk | 1/30/2016 10:09 AM |
| 3 | Research forest no shoulder | 1/29/2016 8:50 AM |
| 4 | Post Office poorly connected to paths | 1/28/2016 8:24 PM |
| 5 | Cochrans Crossing bike path too dark in AM | 1/26/2016 6:24 PM |
| 6 | Research forest near stonebridge church | 1/25/2016 7:46 PM |
| 7 | Alden bridge center and centers in general. Lack of bike storage parking facilities | 1/25/2016 7:38 PM |
| 8 | Kukendahl: no consistent shoulder for bike riding | 1/25/2016 4:03 PM |
| 9 | Roadways on the borders of the Woodlands - rednecks in pickups | 1/25/2016 3:22 PM |
| 10 | Crossing at major intersections are dangerous | 1/25/2016 10:50 AM |
| 11 | Sawdust Road | 1/24/2016 4:20 PM |
| 12 | Research Forest- no bike lane-traffic too fast | 1/23/2016 9:25 PM |
| 13 | Gosling road has not shoulder as do many other roads in the woodlands | 1/23/2016 1:54 PM |
| 14 | Randal's shopping in Panther creek | 1/23/2016 1:02 PM |
| 15 | Woodlands Parkway - no path available to bikes or walkers | 1/23/2016 11:59 AM |
| 16 | Panther Creek - tree limbs and bushes encroaching on path. | 1/21/2016 4:54 PM |
| 17 | Kuykendahl crossing the greenspace towards Flintridge. No room for bikes- need a barrier here to protect bikes | 1/21/2016 1:56 PM |
| 18 | Walking/running paths are not always connected; when you reach the end, you are left with walking on the street. Kuykendahl is a perfect example. | 1/21/2016 12:47 PM |
| 19 | Lake Woodlands and Golden Shadow - traffic | 1/21/2016 10:09 AM |
| 20 | Bikes weaving in and out of traffic all over | 1/21/2016 9:54 AM |
| 21 | Market area - reduced number of pathways | 1/21/2016 9:32 AM |
| 22 | Cokebury people speed need sidewalks | 1/21/2016 8:13 AM |
| 23 | one lane corved road and some bike riders ride in middle of lane which makes it dangerous for all | 1/21/2016 7:35 AM |
| 24 | Grogans Mill - Bike crossing from neighborhood streets into Millbend | 1/21/2016 6:05 AM |
| 25 | Major streets- because bikes do not move to edge but take up the whole side of the road | 1/20/2016 1:33 PM |
| 26 | Lake Woodlands near north shore park - no pathway on the north side of Lake Woodlands makes pedestrians or cyclist cross twice to get to Hughes Landing. A pedestrian bridge or bike path connecting the neighborhoods on the north side of Lake Woodlands (Herald Oaks, Split Rock, Panther Creek) | 1/19/2016 11:06 PM |
| 27 | S.millbend to sawdust is no trail | 1/19/2016 10:20 PM |
| 28 | Grogan's Mill village also has lack of designated bike paths that make it dangerous at times with the traffic seen around the resort | 1/19/2016 3:41 PM |
| 29 | Gosling bridge near Creekside too busy for road bikes and path is too curvy and has too much debris for narrow tires | 1/19/2016 2:56 PM |

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| 30 | Around Indian Springs HEB--no sidewalk/path | 1/19/2016 12:59 PM |
| 31 | Most crossings are at intersections and with high speed turn lanes, bicycles and pedestrians are not very visible. | 1/19/2016 11:45 AM |
| 32 | All Woodlands safety precautions on trails | 1/19/2016 11:22 AM |
| 33 | Kuykendahl. No pathway or shoulder | 1/19/2016 10:27 AM |
| 34 | Alden Bridge Dr at Research Forest Dr | 1/19/2016 10:26 AM |
| 35 | Drainage Ditches | 1/19/2016 10:00 AM |
| 36 | Research forest - bicycles in roadway impeding traffic | 1/19/2016 9:55 AM |
| 37 | Around Lake Woodlands-too busy | 1/19/2016 9:46 AM |
| 38 | Cochrans Crossing. - lots of traffic on paths need more room | 1/19/2016 9:40 AM |
| 39 | Woodlands Parkway-pathway needs to extend the full length of Woodlands Parkway | 1/19/2016 8:53 AM |
| 40 | All paths are now dangerous for women. | 1/19/2016 8:22 AM |
| 41 | Timmiron Lakes on Kuykendahl. Needs to connect to other Creekside neighborhoods. | 1/18/2016 7:37 PM |
| 42 | All neighborhoods that don't have sidewalks (i.e. all Woodlands neighborhoods) because whenever cars come you have to go into someone's yard or the car feels it has to go wide around you (especially if you have a dog or child) and if another car comes from the opposite direction or their are cars parked along the street it causes problems. | 1/18/2016 12:35 PM |
| 43 | Running: mostly the older neighborhoods like grogan's mill and panther creek. The paths are short and cross busy streets. | 1/18/2016 10:35 AM |
| 44 | Throughout Woodlands - paths end and you have to cross street to continue on same road. | 1/18/2016 10:09 AM |
| 45 | Business on south side of research forest drive in Alden Bridge. No pathway to them | 1/18/2016 9:43 AM |
| 46 | East Shore - need to be able to cross the waterway without having to go all the way to bridge at Grogan's Mill; and it's difficult to cross Grogan's Mill from East Shore | 1/18/2016 8:34 AM |
| 47 | Haven't tried beyond that since not safe getting out of WL | 1/17/2016 1:54 PM |
| 48 | Any walking/hiking trail that allows bicycles | 1/17/2016 10:22 AM |
| 49 | Crossing SH 242 @ Windsor Hills Dr. | 1/16/2016 12:45 PM |
| 50 | Research forest West. Limited shoulder | 1/16/2016 11:19 AM |
| 51 | None | 1/16/2016 12:24 AM |
| 52 | Throughout The Woodlands the failure of bikers to obey traffic laws make biking, walking and running less safe. | 1/15/2016 7:55 PM |
| 53 | The underpass under Grogan's Mill Rd was out of order for over 2 yrs which meant we had to cross at the light: much less safe | 1/15/2016 5:40 PM |
| 54 | lake woodlands parkway | 1/15/2016 4:52 PM |
| 55 | Any neighborhood that does not have a shoulder for a bike to ride on that is both wide enough and free of debris so that would be all of them. | 1/14/2016 10:25 PM |
| 56 | Panther creek. Short shoulder | 1/14/2016 10:04 PM |
| 57 | Few trails to get North South without multiple road crossing | 1/14/2016 5:47 PM |
| 58 | Sawdust from I45 to Grogans mill. Narrow lanes no shoulder | 1/14/2016 9:39 AM |
| 59 | Kuykendahl between Woodlands Pkwy and Creekside Forest | 1/13/2016 11:26 AM |
| 60 | Getting from the west side of I-45 (the Woodlands) to the east side (locations between Sawdust on the south to SH242 on the north)! | 1/13/2016 11:18 AM |
| 61 | Think school age kids. | 1/13/2016 10:55 AM |
| 62 | Research Forest east of Groggins Mill--no shoulder | 1/12/2016 11:59 PM |
| 63 | all, dark paths | 1/12/2016 9:35 PM |
| 64 | Getting from Grogan's Point to Glenlock--no bike path/lane | 1/12/2016 1:15 PM |
| 65 | Lk Woodlands, east of Kuykendahl: poor shoulder surface | 1/12/2016 11:34 AM |

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| 66 | SH 242: No multi-use path ways or good shoulders East of Gosling. | 1/12/2016 10:27 AM |
| 67 | Kuykendahl where there is no shoulder | 1/12/2016 9:54 AM |
| 68 | The south side of Research Forest in front of Woodlands High School. Cross Country teams frequently run along the shoulder, which is unsafe in light of traffic volume and because many of the drivers are still learning to drive. | 1/11/2016 10:12 PM |
| 69 | Lake Woodlands. Not connected, shoulder too small | 1/11/2016 8:57 PM |
| 70 | Indian Cloverpathways don't connect | 1/11/2016 3:59 PM |
| 71 | Wedgewood Forest, south of Lake Woodlands: same reason as on Split Rock, north of Lake Woodlands; no path exists, shoulder is narrow and very rough, not great for kids traveling to Sally K. Ride Elem. | 1/11/2016 6:17 AM |
| 72 | Other shopping centers - same as above | 1/10/2016 9:04 PM |
| 73 | Panther Creek Village - Increased Delivery Truck Traffic | 1/10/2016 10:50 AM |
| 74 | Grogan's Mill Rd multi-use path alternated between north and south bound sides. | 1/10/2016 10:11 AM |
| 75 | Town Center around mall area | 1/9/2016 9:27 PM |
| 76 | walking to theater from Mall parking lot | 1/9/2016 9:34 AM |
| 77 | Town Center is very congested and not bike friendly. How 'bout letting bikes use the trolley way? | 1/8/2016 5:50 PM |
| 78 | Maple Branch Rd - no paths high traffic | 1/8/2016 9:35 AM |
| 79 | from Grogans Mills to College Park High School which is the assigned school. No direct route | 1/7/2016 7:37 PM |
| 80 | market street Same issues. | 1/7/2016 7:20 PM |
| 81 | Creekside near Kuykendahl | 1/7/2016 6:41 PM |
| 82 | Sterling Ridge - bicyclists ride on the roadway causing dangerous driving situations | 1/7/2016 6:24 PM |
| 83 | Biking - The shoulder on Lake Woodlands | 1/7/2016 9:57 AM |
| 84 | Kukendalh cars constantly ride on the shoulder | 1/6/2016 10:05 PM |
| 85 | Five Oaks / MacKenzie Park to Exxon campus along Spring creek. | 1/6/2016 10:57 AM |
| 86 | Reserach Forest Dr., no shoulders | 1/6/2016 8:51 AM |
| 87 | LAKEFRONT | 1/6/2016 8:37 AM |
| 88 | north millbend dr near the conference center -- pathways are confusing, poor signage, | 1/5/2016 10:09 PM |
| 89 | Research Forest Dr., traffic | 1/5/2016 5:33 PM |
| 90 | Panther creek (No trail) | 1/5/2016 3:04 PM |
| 91 | Woodlands Parkway, kykendahl to 45, no shoulder or bike lane. | 1/5/2016 2:44 PM |
| 92 | north millbend | 1/5/2016 1:28 PM |
| 93 | Mall area; motorist try to pass illegally on busy streets | 1/5/2016 1:06 PM |
| 94 | research forest east of gosling; no shoulder at all on either side | 1/5/2016 8:43 AM |
| 95 | Creekside to Indian Springs and Sterling Ridge needs a direct connection (maybe alongside Kuykendahl) | 1/5/2016 8:34 AM |
| 96 | Grogan's Mill and Circle Lake, sidewalk suddenly crosses the street. Map would help. | 1/5/2016 8:27 AM |
| 97 | Lake Woodlands & Panther Creek, crossing either way | 1/5/2016 8:17 AM |
| 98 | Creekside - no mountain biking single track in George Mitchell Preserve | 1/5/2016 8:06 AM |
| 99 | Lake Woodlands Path: Better connection from Lake Woodlands to East Lake. | 1/5/2016 8:04 AM |
| 100 | too many intersections | 1/4/2016 4:35 PM |
| 101 | From one side of Herald Oaks to other side of Herald Oaks, needs stop sign to cross. | 1/4/2016 3:12 PM |
| 102 | Creekwood subdivision, near Cypress Pine trails have mold on trails that become slick when wet | 1/4/2016 2:01 PM |
| 103 | Woodlands Parkway: No path between Panther Creek East to Cochran Crossing. | 1/4/2016 12:34 PM |
| 104 | Waterway - Not enough bike parking | 1/4/2016 8:27 AM |

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| 105 | Woodlands Parkway and Panthercreek, loop north | 1/3/2016 10:06 PM |
| 106 | Gosling and Woodlands Parkway - heavy traffic | 1/3/2016 6:16 PM |
| 107 | Getting to hospitals (St. Luke's / TCH) using path system. | 1/3/2016 5:55 PM |
| 108 | Market Street. No place for bikes to ride. Very congested. | 1/3/2016 9:24 AM |
| 109 | Woodlands parkway. Same as above | 1/2/2016 8:55 PM |
| 110 | Town Center -- no safe access by bike from Village of Creekside Park (West side) | 1/2/2016 6:44 PM |
| 111 | Woodlands parkway and Kuykendahl. Heavy traffic. | 1/2/2016 6:31 PM |
| 112 | College Park High School to Walmart/Hospital district | 1/2/2016 5:54 PM |
| 113 | Split Rock neighborhood | 1/2/2016 1:16 PM |
| 114 | Panther crk circle, narrow lanes and poor shoulders | 1/2/2016 9:41 AM |
| 115 | Research Forest. No continuous bike path from I 45 to 2078. Especially from Shadow Bend east to I 45 on both sides of Research Forest. | 1/1/2016 5:21 PM |
| 116 | 242 needs unpaved running/walking trails. | 1/1/2016 4:52 PM |
| 117 | Waterway paths. Bicycles don't have room because pedestrians are everywhere with no walking pattern. | 1/1/2016 9:23 AM |
| 118 | Kuykendahl Road south of Flintridge: No bike lanes at all to Creekside | 1/1/2016 8:35 AM |
| 119 | Woodlands parkway, insufficient paths | 12/31/2015 6:26 PM |
| 120 | all | 12/31/2015 6:04 PM |
| 121 | Research Park and Ride. No path connecting to Harpers Landing. Dangerous to ride at rush hour on the road. Need a connection, off road, off highway, to Harpers Landing. | 12/31/2015 5:16 PM |
| 122 | Research Park and Ride. No direct route in or paths heading up to College Park | 12/31/2015 5:12 PM |
| 123 | Woodlands Parkway - gap between East Panther Creek and Flintridge | 12/31/2015 2:08 PM |
| 124 | Sylvan forest to David elementary... Not enough lights on path | 12/31/2015 1:14 PM |
| 125 | Drainage areas do not allow for crossing safely | 12/31/2015 9:18 AM |
| 126 | No crossing across Spring Creek between Gosling Road and I45 and neither of these two roads are safe to cycle on at any time of day including weekends | 12/30/2015 1:42 PM |
| 127 | Access to Springwoods Village Parkway from North or West | 12/30/2015 11:02 AM |
| 128 | FM 2978 - no bike lane or signage; frequent construction and potholes on shoulder | 12/28/2015 8:53 AM |
| 129 | Research forest extended section into magnolia has no path to get to the magnolia shopping center | 12/28/2015 2:17 AM |
| 130 | Sterling Ridge TRader Joes and HeB : the same thing, there is no side walks connecting Woodlands parkway with the side walk. | 12/24/2015 1:27 PM |
| 131 | Woodlands parkway : no shoulders for biking | 12/24/2015 12:52 PM |
| 132 | Exiting North Havenridge (my neighborhood). No crosswalk. | 12/24/2015 12:26 PM |
| 133 | Flintridge in between Kuykendahl and gosling | 12/24/2015 12:23 PM |
| 134 | South Panther Creek b/t McCullough and Village Center, no path along Panther Creek | 12/24/2015 12:09 PM |
| 135 | Research forest: there is no good bike lane | 12/24/2015 12:08 PM |
| 136 | Town Center - no pathways, limited bike parking | 12/24/2015 11:50 AM |
| 137 | No path on Kuykendahl leading to Woodlands parkway and Lake Woodlands | 12/24/2015 10:41 AM |
| 138 | By the shopping center | 12/24/2015 7:49 AM |
| 139 | Branch and research- timing and risk of right turns east bound across lane / hard for drivers to watch left and hard right before east bound turn right | 12/23/2015 11:01 PM |
| 140 | Research Forest - no shoulder to ride on | 12/23/2015 3:23 PM |
| 141 | Woodlands Parkway, shoulder but no designated bike lane | 12/23/2015 1:57 PM |

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| 142 | Crossing Lake woodlands from S. to get to Hughes Lndg | 12/23/2015 11:14 AM |
| 143 | Crossing Gosling at Research Forest, yield only turns often leave me stranded to cross | 12/22/2015 10:45 PM |
| 144 | Panther creek - hardly any shoulders for riding | 12/22/2015 9:59 PM |
| 145 | Research forest and six pines . No security | 12/22/2015 9:59 PM |
| 146 | Research and Crochrans crossing-Priority is given to cars not people at Woodlands Highschool exit. Cars are using our neighborhood streets and walking, biking kids are in danger. There should be no right turns period. Puts pedestrians and bikers in danger. | 12/22/2015 9:38 PM |
| 147 | No running path on lake woodlands eat bound past flintridgr | 12/22/2015 8:17 PM |
| 148 | waterway/mall area is NOT good for biking. toomuch foot traffic to use trails | 12/22/2015 6:17 PM |
| 149 | Cochrans Crossing - flooded pathways | 12/22/2015 4:14 PM |
| 150 | Crossing Woodlands Parkway at any point on foot or bike | 12/22/2015 2:51 PM |
| 151 | Timarron of Creekside Park. Poor access to Mitchell Nature Preserve. | 12/22/2015 2:43 PM |
| 152 | All paths lack signage giving users an idea of where they are. It's very easy to get lost on the paths | 12/22/2015 1:18 PM |
| 153 | Gosling and woodlands pkwy | 12/21/2015 11:54 PM |
| 154 | Every intersection with "wrap around curbing". We need this fixed. | 12/21/2015 12:57 PM |
| 155 | Research Forest Dr | 12/21/2015 12:05 PM |
| 156 | Grogans Mill near Lake Woodlands path confusion | 12/21/2015 11:49 AM |
| 157 | The woodlands- Motorist education | 12/21/2015 11:16 AM |
| 158 | Alden bridge to branch crossing lack of pruning creates hazards | 12/21/2015 11:06 AM |
| 159 | Curbs in places that squeeze the rider onto the road - Grogans Mill Rd southbound over waterway bridge. | 12/20/2015 9:19 PM |
| 160 | Town Center - no access for cyclists | 12/20/2015 5:32 PM |
| 161 | Research Forrest Drive - no bike lane | 12/20/2015 4:05 PM |
| 162 | Pavilion should have better secure locations for bikes | 12/20/2015 4:00 PM |
| 163 | I-45; not easily crossed | 12/20/2015 3:26 PM |
| 164 | Turning from woodland parkway eastbound onto flint ridge - you have to cross twice to get to neighborhoods like altwood | 12/20/2015 9:07 AM |
| 165 | Major crossing roads - inconsistent shoulders | 12/20/2015 7:02 AM |
| 166 | Lake Front Circle - No sidewalks, bike lanes or shoulders | 12/20/2015 5:57 AM |
| 167 | College park | 12/19/2015 3:50 PM |
| 168 | better connection to Oak Ridge North | 12/19/2015 3:39 PM |
| 169 | Seem road bikers in dark at 4-6am. Wish there were consistent shoulders | 12/18/2015 2:44 PM |
| 170 | Lone Star College: There is no safe route to ride a bike to campus. | 12/17/2015 6:51 PM |
| 171 | Woodlands Parkway - no bike path beyond Panther Creek cir | 12/16/2015 9:04 PM |
| 172 | Mall area - trails not connected, cars unaware | 12/16/2015 4:42 PM |
| 173 | North-South movement is not feasible/safe along Grogan's Mill or Gosling | 12/16/2015 10:51 AM |
| 174 | Grogans Mill Village to Market Street, Mall | 12/15/2015 8:46 PM |
| 175 | Near Village signs..pedestrians cannot be seen | 12/15/2015 3:13 PM |
| 176 | 242 - bike lane ends before reaching commercial | 12/15/2015 11:27 AM |
| 177 | Mobility should be to allow safer access for residents not for non residents to ride/tour the Woodlands | 12/12/2015 11:11 AM |
| 178 | Grogan mills | 12/12/2015 7:50 AM |
| 179 | Woodlands parkway, no bike lanes | 12/11/2015 4:31 PM |
| 180 | Village Shopping Center, no lanes or paths | 12/10/2015 8:01 AM |

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| 181 | Town Center, Permanent construction blocking pathways. | 12/8/2015 12:43 PM |
| 182 | Timarron: no bike lane for training | 12/7/2015 4:46 PM |
| 183 | no bike path along woodlands parkway between W and east panther creek | 12/7/2015 11:04 AM |
| 184 | Terramont, no wide shoulder to bike | 12/6/2015 9:27 AM |
| 185 | Connection between Creeksideside to Woodlands Pkwy through Kuykendahl needs paths | 12/5/2015 11:04 PM |
| 186 | WalMart on 242 | 12/5/2015 10:22 PM |
| 187 | Too many curves on the path for bikers to find useful. | 12/5/2015 6:21 PM |
| 188 | Town Center should be better for walking because of the close proximity of everything. The mall ring road is especially difficult for walking. | 12/5/2015 3:23 PM |
| 189 | Need more trees planted along jogging trails in Creekside. Do not get the covered / shade in summer like older villages. | 12/5/2015 10:24 AM |
| 190 | Intersections with right turn yield; Gosling at Woodlands Parkway | 12/4/2015 6:12 PM |
| 191 | Lake Woodlands being the only green belt trails from front to back of The Woodlands | 12/4/2015 4:47 PM |
| 192 | Indian Creek Villiage. When traveling east bound on The Woodlands Parkway past Flintridge Dr the bikeway ends and must detour along Flintridge Dr to get to HEB from West Woodlands. | 12/4/2015 4:43 PM |
| 193 | can't bike to businesses on 242 or research forest with my family. | 12/3/2015 3:47 PM |
| 194 | Gosling Road - between Lake Woodlands and Research Forest- only a certain section is currently a paved walkway | 12/3/2015 1:58 PM |
| 195 | Neighborhood streets like Red Cedar need a shoulder | 12/3/2015 1:05 PM |
| 196 | John Cooper - hard to get to via path -they zig-zag across streets and don't connect | 12/3/2015 10:45 AM |
| 197 | Market Street is difficult to access as it is surrounded by crowded and busy parking lots and there are limited pathways into the center area. | 12/3/2015 10:43 AM |
| 198 | Need a stop sign on Creekside Green at Strake Dr so cars can cross the street to get to the school. All drivers just do whatever they want to get across there. | 12/3/2015 10:21 AM |
| 199 | No marked areas with mileage markers | 12/3/2015 7:03 AM |
| 200 | KuyKendahl road | 12/2/2015 7:54 PM |
| 201 | IN AREAS OF LOWER & MIDDLE SCHOOLS SIDEWALKS COULD BE WIDER TO THE NEAREST CORNER W/ CROSSING GUARD. | 12/2/2015 3:07 PM |
| 202 | Near the mall and other major shopping, entitled and we wait... | 12/1/2015 9:48 PM |
| 203 | Grogans Mill and Lake Woodlands near Mall | 12/1/2015 12:48 PM |
| 204 | Hwy 242, no sidewalks or bike paths, lots of traffic | 12/1/2015 12:34 PM |
| 205 | Harper's Landing: No pathways on Trade Center Parkway | 12/1/2015 12:05 PM |
| 206 | Medical center - no safe on road access for cyclists | 12/1/2015 8:28 AM |
| 207 | Creekside Not enough lighting overgrown bushes | 11/30/2015 11:45 PM |
| 208 | Creekside and Timarron too dark at nights | 11/30/2015 10:34 PM |
| 209 | Walgreens in Creekside is not bicycle friendly. | 11/30/2015 10:24 PM |
| 210 | Kuykendahl in Creekside: no safe riding especially on the bridge. | 11/30/2015 9:41 PM |
| 211 | Village center; too many walkers and is very dangerous for them when somebody try to ride a bike | 11/30/2015 9:28 PM |
| 212 | trying to cross major roadway like woodlands parkway | 11/30/2015 9:10 PM |
| 213 | Miserably Road at Creekside Green near new middle school, crossing | 11/30/2015 8:47 PM |
| 214 | Creekside Green to Timber Creek Elementary School - no stop signs for crossing street and no pathway on both sides of Strake to get to school | 11/30/2015 8:32 PM |
| 215 | Creekside - incomplete paths/construction = safety concern | 11/30/2015 8:02 PM |
| 216 | Sawdust | 11/30/2015 7:57 PM |

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|-----|---|---------------------|
| 217 | Woodlands parkway | 11/30/2015 7:19 PM |
| 218 | Creekside near HEB - horrific traffic and no bike storage | 11/30/2015 7:15 PM |
| 219 | There is no path to get from Creekside Forest to Indian Springs or Sterling Ridge | 11/30/2015 6:53 PM |
| 220 | No clear large cross walk lines and needs 4 way stop | 11/30/2015 6:53 PM |
| 221 | Town center, traffic | 11/30/2015 6:29 PM |
| 222 | Creekside Park/Kuykendahl area. TOO MANY TRAFFIC LIGHTS!!! and dangerous curbs on Kuykendahl | 11/30/2015 5:52 PM |
| 223 | 2978 & Woodlane. Dangerous entrance & Exit. Narrow shoulder. Need light. | 11/30/2015 8:43 AM |
| 224 | shadowbend to college high school difficult crossing for kids | 11/27/2015 3:38 AM |
| 225 | too much traffic and lack of lanes for riding | 11/24/2015 10:50 PM |
| 226 | Residential neighborhoods- no sidewalks?!?!? | 11/24/2015 10:39 PM |
| 227 | e.g., research forest where you took the shoulders away | 11/24/2015 2:19 PM |
| 228 | Would be great to have a path/bike lane that connects to creek side park. | 11/24/2015 10:04 AM |
| 229 | Millbend loop often has tree debris and running on piles of pine needles is a safety issue. I'm not sure why portions of the loop are cleared and then portions are not. I'm not sure who is responsible for clearing pathways. | 11/24/2015 9:36 AM |
| 230 | Left on 2978 off woodlands pkwy, no sidewalk and EXTREMELY high traffic. with new buildings going up, safety is going down | 11/24/2015 9:01 AM |
| 231 | Shoulders that end at intersections all over The Woodlands. | 11/24/2015 7:14 AM |
| 232 | Kuykendahl bridge - needs to be wider! there is no way to safely cross that bridge on a bicycle (or on foot for that matter) | 11/23/2015 6:09 PM |
| 233 | Sunset Springs (GM Village) - no walking paths or sidewalks | 11/23/2015 3:35 PM |
| 234 | Grogan's Mill at Lake Woodlands - dangerous intersection | 11/23/2015 2:50 PM |
| 235 | Ditto above: Friend w child in wheelchair reports she can't get to Millbend loop, esp pushing wheelchair thru ditch | 11/23/2015 2:11 PM |
| 236 | Grogans Mill | 11/23/2015 1:24 PM |
| 237 | Signage should be required for ample existing paths east of creekside, south of woodlands parkway. I got lost. | 11/23/2015 9:13 AM |
| 238 | Grogans Mill: need pathways to travel down rayford shopping area | 11/21/2015 2:44 PM |
| 239 | Difficult due to indirect routes to get to George Mitchell nature preserve and rob Fleming coming from south shore park | 11/21/2015 2:06 PM |
| 240 | Mitchell Middle School-children's biking behavior | 11/21/2015 1:49 PM |
| 241 | Woodlands Parkway: no bike lane (trails don't allow for cycling speed) | 11/21/2015 12:14 PM |
| 242 | Flooded pathways woodlands parkway | 11/21/2015 8:59 AM |
| 243 | To many road cuts and lights | 11/21/2015 8:07 AM |
| 244 | Woodlands Parkway, not enough shoulder | 11/21/2015 7:58 AM |
| 245 | Harper's Landing, poor street lighting | 11/20/2015 11:01 PM |
| 246 | Kuykendoll....no shoulder Indian springs to creekside | 11/20/2015 10:21 PM |
| 247 | Change in height of surface of road in respect to shoulder of road. Branch Crossing is particularly bad and I have fallen off there due to this | 11/20/2015 7:34 PM |
| 248 | South Panther Creek - no paths and narrow street | 11/20/2015 6:52 PM |
| 249 | Lake woodlands/grogans mill crossing - motorist on turning lane do not respect bikes crossing, also not clear who has priority because no crossing light on turning lane, only on main road | 11/20/2015 4:51 PM |
| 250 | Woodlands Parkway | 11/20/2015 4:48 PM |
| 251 | North/south on Gosling and Kuykendahl -lack of good shoulders | 11/20/2015 3:45 PM |
| 252 | Various curb out toppings. | 11/20/2015 3:21 PM |
| 253 | Greater Woodlands | 11/20/2015 2:50 PM |

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| 254 | Research forest past Alden bridge: no shoulder | 11/20/2015 2:25 PM |
|-----|---|---------------------|
| 255 | Marketstreet, no bike lanes or parking | 11/20/2015 2:18 PM |
| 256 | Research forest - curbs have replaced the wide shoulders impossible to bike | 11/20/2015 1:23 PM |
| 257 | Lake Woodlands Dr-poor and decking shoulders and loss of shoulders with added turn lanes | 11/20/2015 1:12 PM |
| 258 | No trail in spots on Woodlands Parkway. No Trail + No Shoulder = Dead Cyclings. Period. Not acceptable. | 11/20/2015 12:49 PM |
| 259 | Hugh Landing | 11/20/2015 12:08 PM |
| 260 | Budde Road | 11/20/2015 11:57 AM |
| 261 | Panther Creek trails (near Creekwood Park) could use some directional signs for runners | 11/20/2015 11:49 AM |
| 262 | No shoulder | 11/20/2015 11:42 AM |
| 263 | All the shopping centers around the mall area, you have to cross parking lots and busy intersections with multiple turn lanes...traffic never stops completely to allow bikers to pass | 11/20/2015 11:41 AM |
| 264 | No adeqate shoulder or bike lanes on woodlands pkwy | 11/20/2015 11:27 AM |
| # | Location and issue: | Date |
| 1 | lake robbins W bound traffic turning right (N) on red light driving thr crosswalk never looking to their right to see me on bike trying to cross with a crosswalk light | 1/30/2016 10:09 AM |
| 2 | Most any shopping center | 1/28/2016 8:24 PM |
| 3 | Lake Woodlands shoulder is great for AM running But dark in some spots the lights are not alway bright or on East and West | 1/26/2016 6:24 PM |
| 4 | Gosling south of spring creek: no shoulder for bike riding | 1/25/2016 4:03 PM |
| 5 | No bike lanes or pathways bordering much of Woodlands Pkwy | 1/25/2016 3:22 PM |
| 6 | Budde Road and Nursery Road | 1/24/2016 4:20 PM |
| 7 | Kuykendahl Road without a shoulder | 1/23/2016 9:25 PM |
| 8 | Bikes not stopping at lights or stop signs | 1/21/2016 9:54 AM |
| 9 | South of Spring Creek - limited access | 1/21/2016 9:32 AM |
| 10 | Grogans Mill- Safety for bikes, walkers to mall area | 1/21/2016 6:05 AM |
| 11 | Tough to bike down Kuykendahl from Sterling Ridge to Alden Bridge. Shoulder not wide on both sides and no path either | 1/19/2016 2:56 PM |
| 12 | creating interconnections across Spring Creek that are all weather crossings, or which at least aren't out of commission for long periods of time during/after flood events. Creating a Spring Creek crossing near the Exxon Campus to allow alternative transportation route into this campus for people who work there. | 1/19/2016 11:45 AM |
| 13 | Crownridge at Research Forest Dr | 1/19/2016 10:26 AM |
| 14 | No reasonable way to reach Research Forest medical center from west of Grogans mill. | 1/19/2016 8:36 AM |
| 15 | Market street no pathways or bike parking | 1/18/2016 9:43 AM |
| 16 | East/West travel along side SH 242 | 1/16/2016 12:45 PM |
| 17 | None | 1/16/2016 12:24 AM |
| 18 | Throughout The Woodlands distracted drivers make biking, walking and running less safe. | 1/15/2016 7:55 PM |
| 19 | kuykendahl road | 1/15/2016 4:52 PM |
| 20 | Most neighborhoods do not have dedicated bike paths forcing the bike onto the road or mix with walkers. Neither one is good as bikers go to fast around winding paths and walkers with kids and dogs and leashes. Too easy to hurt each other. | 1/14/2016 10:25 PM |
| 21 | Sawdust from grogans mill to S Millbend Dr No shoulder | 1/14/2016 9:39 AM |
| 22 | Along Woodlands Pkwy to connect villages with major shopping (mall, market street, movies) | 1/13/2016 11:26 AM |
| 23 | Getting to the Exxon-Mobil campus | 1/13/2016 11:18 AM |
| 24 | left turn yellow flashing light, dangerous for crosswalk crossers, bikers | 1/12/2016 9:35 PM |

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|----|---|---------------------|
| 25 | Getting from Glenlock to Flintridge--no direct path/lane | 1/12/2016 1:15 PM |
| 26 | Sterling Ridge: North shoulder has uneven surface and poor interface to roadway | 1/12/2016 11:34 AM |
| 27 | SH 242: Difficult to ride or walk across to Lose Star College | 1/12/2016 10:27 AM |
| 28 | East side of Woodlands Parkway and Research where there is no shoulder | 1/12/2016 9:54 AM |
| 29 | Major east/west thoroughfares; most intersections would force a biker off of the shoulder and into heavily trafficked auto lanes because curbs jettison out into the shoulders. | 1/11/2016 10:12 PM |
| 30 | Research Forest. Small shoulder | 1/11/2016 8:57 PM |
| 31 | Town Center - Lake Robbins nr Waterway | 1/10/2016 10:50 AM |
| 32 | traffic in Market Street | 1/9/2016 9:34 AM |
| 33 | Alden Bridge Village center; we've had problem biking and numerous incidents of cars entering / leaving (especially from Research) not looking out for pedestrians/cyclists. Also, crossing Research on Alden Bridge is a problem because it's a 6 lane, four way stop sign. Very hard for our disabled son to determine when it's his turn to cross. | 1/8/2016 5:50 PM |
| 34 | Town Center. Once you get to the mall, market St., or Water Way bikers are competing with pedestrians | 1/7/2016 7:37 PM |
| 35 | near anadarko buildings. Workers fly out of the parking garages without looking and block intersections. | 1/7/2016 7:20 PM |
| 36 | Five Oaks / MacKenzie Park to South Grogan's mill (to Holzwarth). | 1/6/2016 10:57 AM |
| 37 | Gosling Dr., no shoulders | 1/6/2016 8:51 AM |
| 38 | Hughes landing to market street -- a paved path connecting the two is needed | 1/5/2016 10:09 PM |
| 39 | Gosling, traffic | 1/5/2016 5:33 PM |
| 40 | Lake Woodlands runs out of shoulders at intersections and cyclist have to join traffic. motorist dont understand | 1/5/2016 1:06 PM |
| 41 | Any Bikme or Run access to Woodlands Parkway excpet trails is dangerous | 1/5/2016 8:17 AM |
| 42 | From Herald Oaks need path on North side of Lake Woodlands, so you don't have to cross Lake Woodlands twice to get to the park at Panther Creek and Lake Woodlands. | 1/4/2016 3:12 PM |
| 43 | CMW Pavillion - Not enough bike parking | 1/4/2016 8:27 AM |
| 44 | Research and Gosling | 1/3/2016 10:06 PM |
| 45 | Getting across I-45 safely using pathway system | 1/3/2016 5:55 PM |
| 46 | Research forest, | 1/2/2016 8:55 PM |
| 47 | Alden bridge and Kuykendahl. Heavy traffic. | 1/2/2016 6:31 PM |
| 48 | Six Pines to I-45 on Research Forest | 1/2/2016 5:54 PM |
| 49 | Panthercreek neighborhood | 1/2/2016 1:16 PM |
| 50 | Groans mill, extended sections with no shoulder | 1/2/2016 9:41 AM |
| 51 | Market Street and the Mall. No pedestrian walks inside or outside the Mall ring road to safely walk. And no place to ride a bike to go shopping or eat and no places to lock bike. | 1/1/2016 5:21 PM |
| 52 | Grassy drainage areas need rocked trails (away from roads) | 1/1/2016 4:52 PM |
| 53 | 242 no bike path | 1/1/2016 8:35 AM |
| 54 | Lake woodlands, insufficient paths | 12/31/2015 6:26 PM |
| 55 | all | 12/31/2015 6:04 PM |
| 56 | Research Park and Ride. No path from the entrance to the bike trails. Cyclists and walkers have to contend with buses and commuters for the road. | 12/31/2015 5:16 PM |
| 57 | No safe path or road options to go from inside the Woodlands to South of the Woodlands | 12/28/2015 8:53 AM |
| 58 | Six Pines bridge: narrow sidewalk for small kids drive their bikes. You have to walk to close to the cars and the bridges fence has large holes that could be risky for a toddler | 12/24/2015 1:27 PM |
| 59 | Research Rd: no shoulders for biking | 12/24/2015 12:52 PM |
| 60 | Indian springs | 12/24/2015 12:23 PM |

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|----|--|---------------------|
| 61 | Need path between W Panther Creek and New Trails | 12/24/2015 12:09 PM |
| 62 | Hard to get to shopping center | 12/24/2015 7:49 AM |
| 63 | Kuyendhal, One side of street has shoulder. No designed bike lane | 12/23/2015 1:57 PM |
| 64 | Research Forest biking, no room for a bike | 12/22/2015 10:45 PM |
| 65 | Sunny Slope Circle- no connection to pathway to get to Powell elementary....Around Powell elementary and woodlands Highschool. | 12/22/2015 9:38 PM |
| 66 | Cochrans Crossing - poor lighting | 12/22/2015 4:14 PM |
| 67 | Timarron Lakes. Gated community has cut off pedestrian access to paths and Nature Preserve. This was carried out after builder/developer error in 2011 forced Timarron Lakes to become gated community, but Timarron residents were promised that pedestrian paths and trails would not be cutoff. | 12/22/2015 2:43 PM |
| 68 | Market Street, Mall, Waterway to access shops & restaurants | 12/21/2015 12:05 PM |
| 69 | Lake Woodlands near Grogans Mill path confusion | 12/21/2015 11:49 AM |
| 70 | Alden bridge residents not picking up pet waste when it's on pathd | 12/21/2015 11:06 AM |
| 71 | Market Street - no bike lane | 12/20/2015 4:05 PM |
| 72 | Getting from Shake creek to kuykendahl HEB is hard | 12/20/2015 9:07 AM |
| 73 | Construction closing sidewalks for sometime years. | 12/20/2015 5:57 AM |
| 74 | bike trails should directly connect to Park and Ride facilities | 12/19/2015 3:39 PM |
| 75 | Shoulders run into curbs at spots like intersections causing cyclists to deviate from a straight path | 12/18/2015 2:44 PM |
| 76 | A safe route is needed to ride a bike from Sterling Ridge to Market Square/Town Center | 12/17/2015 6:51 PM |
| 77 | Hike/bike trails have walkers who are unaware of cyclists | 12/16/2015 4:42 PM |
| 78 | Getting to Market Street or the Mall via bike is dangerous. Period | 12/16/2015 10:51 AM |
| 79 | Gosling - no bike lane | 12/15/2015 11:27 AM |
| 80 | Mobility paths should be for shared use - either walk/cycle (paths) or drive/cycle (roadways) | 12/12/2015 11:11 AM |
| 81 | Woolands parkway | 12/12/2015 7:50 AM |
| 82 | No pathway from Purpletop court connecting directly to paths (there is a way to do this to the culvert at the end of the small road attached to the culdesac) | 12/7/2015 11:04 AM |
| 83 | A footbridge from east shore to Hughes Landing seems like a no brainier. | 12/5/2015 3:23 PM |
| 84 | Most if not all neighborhoods should have short bike / walk spurs connecting neighborhood so can walk / bike through neighborhoods instead of along busy streets. For example, I can not get from Almondell Cir to Wall mart without going onto Branch Crossing. Would be much nicer if could bike along neighborhood streets. | 12/4/2015 4:43 PM |
| 85 | Target center, Best buy center parking lot, nowhere for pedestrians or bikers. | 12/3/2015 1:05 PM |
| 86 | Knox Intermediate - is way too far and complex to bike | 12/3/2015 10:45 AM |
| 87 | Getting around from the major areas, not enough areas for biking and walking | 12/1/2015 9:48 PM |
| 88 | Research Forest all except section west past Branch Crossing | 12/1/2015 12:48 PM |
| 89 | Harper's Landing: Vegetation on pathways are not well maintained | 12/1/2015 12:05 PM |
| 90 | I45 - no safe way to cross I45 for cyclists | 12/1/2015 8:28 AM |
| 91 | Creekside no way to go east without first crossing the creek. | 11/30/2015 9:41 PM |
| 92 | kuykendhal | 11/30/2015 9:10 PM |
| 93 | Millbend | 11/30/2015 7:57 PM |
| 94 | All of Creekside Forest near Creekside Green after Walmart is built | 11/30/2015 7:15 PM |
| 95 | There is no path to get from Creekside Forest to Indian Springs or Sterling Ridge | 11/30/2015 6:53 PM |
| 96 | Panther Creek There is a trail that starts at Flintridge & S. Panther Creek and runs parallel to Tangle Brush. This area is rarely cleared of leaf, needle debris and makes running on it tricky. | 11/24/2015 9:36 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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| 97 | Any crosswalk from a store/business. Drivers never stop and look both ways when it is a one way (which is all of The Woodlands | 11/24/2015 9:01 AM |
| 98 | Shoulders with asphalt and main lanes with concrete that a bike can not easily maneuver all over The Woodlands. | 11/24/2015 7:14 AM |
| 99 | Woodlands Parkway - no provision for road cycling | 11/23/2015 2:50 PM |
| 100 | Lack of sufficient/safe Blake lanes on Major NS/EW roads | 11/23/2015 2:11 PM |
| 101 | Research Forest shopping areas, pathway ends on six pines. Need to finish pathway to connect | 11/21/2015 2:44 PM |
| 102 | Better connection and traversal of rayford road retail and neighborhoods | 11/21/2015 2:06 PM |
| 103 | Research Parkway: no bike lane (trails don't allow for cycling speed) | 11/21/2015 12:14 PM |
| 104 | Flooded pathways shadowbend | 11/21/2015 8:59 AM |
| 105 | Turning traffic from many directions | 11/21/2015 8:07 AM |
| 106 | The Cove, Leeward Cove and E. Panther Creek, very dangerous coming out of the neighborhood. Difficult to see cyclist and pedestrians. | 11/21/2015 7:58 AM |
| 107 | Harper's Landing. No bike lane on Trade Center Blvd or Donwick | 11/20/2015 11:01 PM |
| 108 | Research Forest | 11/20/2015 4:48 PM |
| 109 | Shadowbend and research - bike and walk crossing signals and right turn green light conflict. | 11/20/2015 1:23 PM |
| 110 | Blind intersections of pathways at many intersections | 11/20/2015 1:12 PM |
| 111 | Woodlands mall | 11/20/2015 12:08 PM |
| # | General issue: | Date |
| 1 | I am generally please with my options for biking in The Woodlands | 2/1/2016 9:30 AM |
| 2 | Road shoudn't be widened unless a patway is in place. | 1/31/2016 2:08 AM |
| 3 | so many intersections are the same: traffic not looking as they cross thr crosswalks/ many incidents of autos turning left on yellow (facing me or to my back) never looking to see me crossing. autos driving as bullies honking or driving at me while i am in crosswalk/ autos appear to have little regard to my safety/ we need sign such as one on grogans at loop N of research forest stating "state law yield to ped traffic | 1/30/2016 10:09 AM |
| 4 | Bikes forced to use car entrances to shopping areas | 1/28/2016 8:24 PM |
| 5 | Crossing major routes | 1/27/2016 12:38 AM |
| 6 | Any path at night | 1/26/2016 6:03 PM |
| 7 | No issue | 1/26/2016 5:52 PM |
| 8 | Not enough pathways within the back part of area | 1/26/2016 4:31 PM |
| 9 | lack of shoulders and no designated bike lanes | 1/25/2016 4:03 PM |
| 10 | Aggressive motorists (that ignore bikers). Disrespectful bikers (that won't ride on the shoulder) | 1/25/2016 3:22 PM |
| 11 | Most of the woodlands lack sufficient shoulder for road biking | 1/25/2016 10:50 AM |
| 12 | not safe for biking | 1/24/2016 4:20 PM |
| 13 | We don't feel safe riding on the roads at all! | 1/23/2016 9:25 PM |
| 14 | can't safely cross Kuykendahl bridge to get to other villages in The Woodlands | 1/23/2016 5:22 PM |
| 15 | Limited connection and no crosswalks to center from paths | 1/23/2016 1:02 PM |
| 16 | Paths need to be maintained better, i.e. Brush trimmed, drainage across low path places, cracks in sidewalks repaired. | 1/23/2016 8:19 AM |
| 17 | Paths too winding | 1/22/2016 4:54 PM |
| 18 | N/A | 1/21/2016 5:32 PM |
| 19 | All neighborhoods are safe for running. Depending on traffic patterns, cycling is unsafe for road bikes. | 1/21/2016 4:07 PM |
| 20 | Need bike lanes. Walking paths in Woodlands are just that - walking paths. Bikes need bike lanes. | 1/21/2016 1:56 PM |
| 21 | East/West corridors | 1/21/2016 12:53 PM |

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| 22 | Difficulty biking where there is no outside shoulder | 1/21/2016 10:48 AM |
| 23 | Most of the older neighborhoods such as Panther Creek and Grogans Mill | 1/21/2016 10:00 AM |
| 24 | Hike/bike paths are more exposed to traffic in the west side | 1/21/2016 9:32 AM |
| 25 | Bikers(some) think the road is only for them and do not respect traffic rules of the road | 1/21/2016 7:35 AM |
| 26 | SAFETY | 1/21/2016 6:05 AM |
| 27 | I don't have any problems with the existing bike paths | 1/20/2016 1:44 PM |
| 28 | Bicyclists seem to think they can block the road and not keep to the edge so that faster moving cars can pass. | 1/20/2016 1:33 PM |
| 29 | Working on a pathway with no prior notice and you can't get around it and have to turn back. | 1/20/2016 11:18 AM |
| 30 | pedestrian and bike safety for children | 1/19/2016 11:06 PM |
| 31 | Any paths not visible from main roads | 1/19/2016 4:51 PM |
| 32 | All pathways have little lighting and need to be better pruned. Underbrush should be better cleaned out! | 1/19/2016 3:41 PM |
| 33 | Malls and shops are not biker friendly | 1/19/2016 3:38 PM |
| 34 | maintenance of pathways in Mitchell Preserve is not being done on the Montgomery County side. Better design of the pathway construction materials with an eye toward sustainability during the frequent flood events would be very helpful. | 1/19/2016 11:45 AM |
| 35 | 4 way stops are difficult to cross | 1/19/2016 10:26 AM |
| 36 | Pathways not cleared as often and not as well set up | 1/19/2016 10:00 AM |
| 37 | Motorists don't respect bikes. Agression | 1/19/2016 9:46 AM |
| 38 | No lighting, safety, distracted drivers, poor drainage | 1/19/2016 9:40 AM |
| 39 | I am fearful due to recent attacks on women. There needs to be more police presence and better lighting on all pathways | 1/19/2016 9:24 AM |
| 40 | Drivers are terrible. | 1/18/2016 5:02 PM |
| 41 | If there were walkways on both sides of the roads people wouldn't be forced to cross these busier through streets just to take a nice short walk. Also without sidewalks in the neighborhood, I don't feel like I can walk through my neighborhood just to walk. i feel I have to head out to the walking paths which are not that far for me and my situation but could be for others. | 1/18/2016 12:35 PM |
| 42 | No safe areas for road biking. School zones unsafe due to parked cars such as behind Powell on Capstone drive | 1/18/2016 9:43 AM |
| 43 | Road widening makes crossing dangerous | 1/17/2016 1:54 PM |
| 44 | We need clearly designated bike lanes throughout The Woodlands. | 1/17/2016 10:42 AM |
| 45 | Safety issue | 1/16/2016 12:45 PM |
| 46 | Need natural running trails | 1/16/2016 11:41 AM |
| 47 | The current bike path system is preferred and adequate | 1/16/2016 12:24 AM |
| 48 | The paths are too secluded - making it easy for criminal activities + cars don't always notice the bikes @ streets. | 1/15/2016 11:54 PM |
| 49 | too much traffic | 1/15/2016 4:52 PM |
| 50 | No protected bike routes. | 1/15/2016 4:17 PM |
| 51 | No pathway to High School and LSC!!! Who uses bikes more than students!!!!Just think of traffic reduction on TX 242 and safety if pathway along TX 242 was completed!! | 1/15/2016 2:30 PM |
| 52 | No lighting on paths making them very dangerous for everyone. | 1/14/2016 10:25 PM |
| 53 | Motorist attitude toward bikers. | 1/14/2016 6:52 AM |
| 54 | Pathways start and stop crossing roadways. | 1/13/2016 2:46 PM |
| 55 | To many cars parked on the streets | 1/13/2016 10:53 AM |
| 56 | All major east-west and north-south routes: Grogans Mill, Gosling, Kuykendahl, Woodlands Pkwy., Lake Woodlands (best of all), Research Forest.. | 1/13/2016 10:28 AM |
| 57 | We only have Lake Woodlands with somewhat shoulders to ride, not in good road conditions | 1/13/2016 8:09 AM |

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| 58 | TW is dark at night on trails, unsafe. NO BIKE LANES ANYWHERE! | 1/12/2016 9:35 PM |
| 59 | Poorly lit and poor drainage. | 1/12/2016 6:09 PM |
| 60 | More pathway connectors to Creekside park | 1/12/2016 5:18 PM |
| 61 | connectivity | 1/12/2016 1:15 PM |
| 62 | Elevated bump-outs at intersection need to be made smaller to allow bikes to avoid going into traffic to cross intersection, i.e. give bikes a small lane. | 1/12/2016 11:34 AM |
| 63 | condition of road shoulders/separation of concrete from asphalt | 1/12/2016 11:13 AM |
| 64 | Curbs that project into shoulders, requiring bikes to turn onto roadway | 1/12/2016 10:27 AM |
| 65 | Berms that extend into shoulder or bike lanes - Bike paths are too congested with runners, walkers and leisure bikers plus too curvy for road biking | 1/12/2016 9:54 AM |
| 66 | Curbs jutting into shoulders at intersections | 1/12/2016 9:36 AM |
| 67 | Major north/south thoroughfares; most intersections would force a biker off of the shoulder and into heavily trafficked auto lanes because curbs jettison out into the shoulders. | 1/11/2016 10:12 PM |
| 68 | motorist traffic is too dangerous to walk on shoulder | 1/11/2016 3:59 PM |
| 69 | no signage, bumpouts at intersections, uneducated drivers and bikers | 1/11/2016 1:30 PM |
| 70 | Increased Vehicle Traffic - Drivers Don't Look for Bicycle Traffic | 1/10/2016 10:50 AM |
| 71 | Paths don't connect to major roads. | 1/10/2016 9:55 AM |
| 72 | Bike/walk paths that cross back and forth across streets | 1/9/2016 12:45 PM |
| 73 | motorists are unaware of pedestrians | 1/9/2016 9:34 AM |
| 74 | It would be awesome to have bike trails on the Greenspaces (drainage ditches), e.g., along Kuykendahl behind Carlton Woods | 1/8/2016 5:50 PM |
| 75 | Many pathways simply end and do not connect to other for mobility | 1/8/2016 5:44 PM |
| 76 | Bikers are not careful of others | 1/8/2016 4:45 PM |
| 77 | lack of wide shoulders | 1/7/2016 6:41 PM |
| 78 | traffic | 1/7/2016 2:38 PM |
| 79 | Shoulders are not wide enough | 1/6/2016 10:05 PM |
| 80 | not much you can do about it without multiple bike paths; something I am not sure is warranted. | 1/6/2016 7:38 PM |
| 81 | Makes me feel unsafe because the area is too wooded, no lighting, no patrolmen, and the trails don't connect | 1/6/2016 6:48 PM |
| 82 | As distances are big and weather is warm, some kind of space where one could leave bikes and refresh would be great in 3-4 locations across The Woodlands. | 1/6/2016 5:13 PM |
| 83 | Paths which cross neighborhood streets, many have a jog toward the neighborhood (not straight), crossway in median usually blocked by cars. | 1/6/2016 4:41 PM |
| 84 | None | 1/6/2016 2:09 PM |
| 85 | No paths on some parts of Grogans Mill Road or Six Pines | 1/6/2016 11:23 AM |
| 86 | no connector | 1/6/2016 10:57 AM |
| 87 | Lack of good, wide, and clean shoulders | 1/6/2016 8:51 AM |
| 88 | NO SIDEWALKS ON SOME SECTIONS | 1/6/2016 8:37 AM |
| 89 | some of the village centers do not have walk ways along The woodlands Parkway | 1/6/2016 7:27 AM |
| 90 | Too many intersection and narrow shoulders. | 1/5/2016 9:03 PM |
| 91 | There are no safe areas for a road bike | 1/5/2016 6:06 PM |
| 92 | No roads for running | 1/5/2016 3:04 PM |
| 93 | Existing Woodland bike and walking paths limit to 10 mph for safety to all who use. Cycling exercise is done above this speed for health benefits. Existing bikes paths are not safe for this cycling activity. Bike lanes are required with a minimum of 3 feet required, more is better. | 1/5/2016 2:44 PM |

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| 94 | bicycles and walkers share same pathway | 1/5/2016 1:28 PM |
| 95 | need "loop" ability for riders to safely travel without having to ride on roads without shoulders | 1/5/2016 8:43 AM |
| 96 | Well thought Bike/Walker interface and share plan | 1/5/2016 8:17 AM |
| 97 | Generally no bike lanes forcing pedestrians and/or vehicles to share pathways without signage/awareness. | 1/5/2016 8:06 AM |
| 98 | I pay the price of living in The Woodlands but am not getting the rich benefit of The Woodlands trails because they are too far and not safe to get to. | 1/4/2016 10:02 PM |
| 99 | closures for work that doesn't take place immediately | 1/4/2016 7:48 PM |
| 100 | Some motorists are not aware of bicycles. | 1/4/2016 12:34 PM |
| 101 | Bike Lanes and Bike Parking | 1/4/2016 8:27 AM |
| 102 | No visible crossing, no block the box crossing signs, no visible lights attached to road or concrete to alert motorist, all road way crossings seem to have very little visual affects like seen in some other cities in the USA. Some cities have lights on the ground that flash when pedestrians cross, we need that all the major intersections. I've lived in the woodlands 35 years, i know every trail in this town and for me it's reasonably safe, but i don't want my children crossing gosling and flintridge without me or woodlands pkwy and gosling without me, that is just too risky, motorist don't obey the speed limit and most have an overall dislike for cyclist, i also wonder how many of the vehicles traveling on the roads in the woodlands are actually woodlands residents, they are simply making their way through the woodlands, on the way to the mall or market street, gosling and woodlands parkway, 242 as well are just a system of roads for people to get to there final destination, thank god they didn't allow 249, tomball pkwy to connect to woodlands pkwy, that would have been tragic to say the least. Get out and ride and take notice of the problem first hand, this will help you all to understand there are too many cars on the road and know system to notify motorist of pedestrians, visually. | 1/3/2016 10:06 PM |
| 103 | Condition of walkways in general. No area for moderate speed biking. | 1/3/2016 6:16 PM |
| 104 | Need pathway corresponding to the roadway (have to go through neighborhoods) | 1/3/2016 3:34 PM |
| 105 | Flintridge trail bikers on all trails ride too fast and cause near collision with pedestrians | 1/3/2016 8:05 AM |
| 106 | Motorists don't respect cyclists and even resent them; cyclists don't know how to ride the pathways safely with pedestrians present | 1/2/2016 6:44 PM |
| 107 | Sports Park connections via Bayou pathways (Bear Branch to Alden Sports) | 1/2/2016 5:54 PM |
| 108 | No sidewalks, low lighting | 1/2/2016 1:16 PM |
| 109 | Woodlands Pkwy, poor or no shoulders, I45 to Lake Woodlands | 1/2/2016 9:41 AM |
| 110 | Currently, walkers, runners and cyclists are expected to share one multi-directional path. For safety of all, cycling needs its own pathway. | 1/1/2016 9:16 PM |
| 111 | More bike racks. Check out other major cities. One could get very creative with bike racks. | 1/1/2016 5:21 PM |
| 112 | Need additional off road rock paths for running and walking. | 1/1/2016 4:52 PM |
| 113 | No direct pathway from Flintridge to McCullough Jr. High | 1/1/2016 3:12 PM |
| 114 | around shopping centers | 1/1/2016 12:29 PM |
| 115 | Most of the road could use a bigger paved shoulder for road bikes. | 1/1/2016 10:37 AM |
| 116 | All paths, insufficient lighting | 12/31/2015 6:26 PM |
| 117 | motorist hate cyclist | 12/31/2015 6:04 PM |
| 118 | Too much stopping on paths | 12/31/2015 2:58 PM |
| 119 | The major areas do not connect efficiently | 12/31/2015 9:18 AM |
| 120 | lack of pathways | 12/31/2015 8:13 AM |
| 121 | Lack on pathways on Windvale area | 12/31/2015 6:51 AM |
| 122 | I could not tell you the names, but go in 6 mile radius of May Valley- they just do not link well together | 12/30/2015 6:31 PM |
| 123 | Cars are not looking for pedestrians | 12/30/2015 5:56 PM |
| 124 | Lack of protected bike lanes combined with aggressive motorist behavior. | 12/29/2015 6:00 AM |
| 125 | No safe path or road options to go from inside the Woodlands to South of the Woodlands | 12/28/2015 8:53 AM |

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| 126 | The Woodlands is biking unfriendly | 12/25/2015 6:45 PM |
| 127 | The paths were made for exercise only. If you want them to take you some where (supermarket, pharmacy), you will need to take some risk and walk ion the road. All paths shoul lead somewhere. There should be a purpouse for every path. It would be great if we could have paths in both sides of the street, so we wouldn't need to cross busy streets withou necessity. | 12/24/2015 1:27 PM |
| 128 | Near major streets - loud sounds of trucks and sirens make enjoyment less and sometimes outright irritating. Horn honking at intersections by non-courteous drivers is repulsive. | 12/24/2015 1:06 PM |
| 129 | Getting assaulted | 12/24/2015 12:23 PM |
| 130 | no pathways for the most part | 12/24/2015 11:22 AM |
| 131 | The Woodlands has no designated bike lanes. We could learn from Colorado and California communities. | 12/23/2015 1:57 PM |
| 132 | Motorists not stopping at stop signs | 12/23/2015 11:28 AM |
| 133 | Lighting | 12/23/2015 9:33 AM |
| 134 | Pathways not well maintained or trimmed sometimes | 12/23/2015 8:20 AM |
| 135 | Lack of wide shoulders to ride (cycle) on. | 12/23/2015 8:15 AM |
| 136 | Curbs that stick out into the shoulder, an example would be the curb on Research Forest by the Woodlands REC | 12/22/2015 10:45 PM |
| 137 | Research Forrest to many businesses now and not well respected for bicycles should be better marked and given traffic priority NOT priority to cars over people | 12/22/2015 9:38 PM |
| 138 | road cycling is biggest concrn for me. drivers dont want bikes there so its scary! | 12/22/2015 6:17 PM |
| 139 | As the road and interections are widened and controlled by traffic lights, they have become very difficult to cross safely on foot or bike. | 12/22/2015 2:51 PM |
| 140 | paths are too narrow with sharp blind curves and no light | 12/22/2015 9:49 AM |
| 141 | Not connected to the rest of The Woodlands paths | 12/22/2015 8:47 AM |
| 142 | security, weather, lighting | 12/21/2015 8:07 PM |
| 143 | No short connection from millbend to Knox Wilkerson via bike path | 12/21/2015 4:38 PM |
| 144 | No paths, dense traffic or high MPH is dangerous | 12/21/2015 12:05 PM |
| 145 | Increased traficc and motorist education | 12/21/2015 11:16 AM |
| 146 | All of The Woodland major roads are unsafe for cyclists | 12/21/2015 10:43 AM |
| 147 | cyclists do not respect the traffic rules in all neighborhoods | 12/21/2015 7:01 AM |
| 148 | Lack of cycling lane to provide safety for both cyclists, pedestrians and motorists. | 12/20/2015 5:32 PM |
| 149 | we need bike lanes | 12/20/2015 4:05 PM |
| 150 | Curbs jutting onto shoulders | 12/20/2015 3:26 PM |
| 151 | NOT ENOUGH BIKE LANES!! | 12/20/2015 7:31 AM |
| 152 | Motorist dont give right of way to cyclists | 12/20/2015 7:02 AM |
| 153 | Motorists inattention and unwillingness to share road. | 12/20/2015 5:57 AM |
| 154 | Concrete push outs at intersections that force cyclist into traffic lanes | 12/19/2015 5:28 PM |
| 155 | All villages should be interconnected by safe bike trail | 12/19/2015 3:39 PM |
| 156 | A safe East-West route across the Woodlands is needed for bicycles | 12/17/2015 6:51 PM |
| 157 | all streets need some shoulder for cyclists and runners | 12/16/2015 2:14 PM |
| 158 | No safe access from Harper's Landing to the rest of The Woodlands | 12/16/2015 1:30 PM |
| 159 | Drivers here do not like bikes and the trails are too narrow for safe biking. Protected lanes with physical barriers along major N-S and E-W roads are needed. | 12/16/2015 10:51 AM |
| 160 | curbs extending out into shoulder (Gosling) | 12/15/2015 11:27 AM |
| 161 | No good North - South cycling alternatives | 12/14/2015 2:57 PM |

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| 162 | No "in the woods" paths in newer neighborhoods. Also no paths along green belts | 12/12/2015 6:54 PM |
| 163 | Roadways are primarily designed for motorists - cyclists should remain on paths except where marked/separated lanes exist | 12/12/2015 11:11 AM |
| 164 | DOGS S#IT on paths. Irresponsible owners who look away or let their darling dogs run free | 12/11/2015 11:06 PM |
| 165 | too much dog poop along and sometimes on the paths | 12/11/2015 6:30 PM |
| 166 | Lack of pathway lighting | 12/11/2015 4:06 PM |
| 167 | maintenance the last 2-3 years on pathways has been the worst i have seen in my 20 years of living in the woodlands. leaves and debris sit and buildup for weeks. | 12/11/2015 8:06 AM |
| 168 | Sterling Ridge: shoulder lanes are poorly maintained and are often uneven with street level, making it dangerous when you go in and out of them | 12/9/2015 9:04 AM |
| 169 | No sign for directions, no maps on site. | 12/8/2015 12:43 PM |
| 170 | the older neighborhoods of woodlands don't have any trails/pathways | 12/7/2015 2:52 PM |
| 171 | The entrance to most neighborhoods bows out, forcing cyclists to leave the shoulder, entering the street. Not cyclist friendly. | 12/5/2015 3:54 PM |
| 172 | The outer villages are not typically within walking distance of major venues however town center is. Efforts should be focused on town center for pragmatic reasons. | 12/5/2015 3:23 PM |
| 173 | no crosswalk to path. | 12/5/2015 10:20 AM |
| 174 | Lighting, no sidewalks in Panther creek, no connection on our street to path | 12/5/2015 8:59 AM |
| 175 | Fast Bicycles endanger walkers and runners | 12/5/2015 12:39 AM |
| 176 | Some of the bicyclists on the streets are not going as fast as they could on the bike paths; the topography of the bike paths is more challenging than the street, but the snooty bikers don't stay on the paths | 12/4/2015 6:12 PM |
| 177 | lack of shoulder | 12/4/2015 4:28 PM |
| 178 | I could walk and receive exercise and the trolley crossing Woodlands Parkway would enable me to shop and enjoy the the entertainment avenues available | 12/3/2015 7:50 PM |
| 179 | Main roads such as Research Forest & Woodlands Parkway | 12/3/2015 2:18 PM |
| 180 | Other than kids, bikes belong in road or offroad | 12/3/2015 1:16 PM |
| 181 | Roads with hard curbs/no shoulder provide no ability to evade bicycle hating motorists. | 12/3/2015 12:43 PM |
| 182 | Lack of pedestrian paths from walk/bike paths to stores and other businesses | 12/3/2015 12:06 PM |
| 183 | No or little shoulder and the condition of the shpoulder for cyclist | 12/3/2015 11:25 AM |
| 184 | hard to bike easily as a commute to get to useful places, pathways seem set for just for exercise | 12/3/2015 10:45 AM |
| 185 | High volume of motorists who do not care for pedestrians or cyclists. | 12/3/2015 9:36 AM |
| 186 | Traffic plus bike scary. No areas for bikes | 12/3/2015 7:03 AM |
| 187 | Vehicles do not expect bikes and look only for cars... | 12/2/2015 3:53 PM |
| 188 | Ignorant drivers who cut off, honk, pass to closely. | 12/2/2015 7:54 AM |
| 189 | Don't like sharing the road with bikers who seem to have more rights than drivers. Slows drivers down, causes traffic backups. | 12/1/2015 9:48 PM |
| 190 | Pathway drainage, lighting, and crosswalk visibility | 12/1/2015 8:14 PM |
| 191 | Crossing of all major intersections. | 12/1/2015 7:54 PM |
| 192 | Lack of lighting - preferably solar | 12/1/2015 10:31 AM |
| 193 | Fear of hitting a biker | 12/1/2015 9:27 AM |
| 194 | Getting from creekside to other villages | 12/1/2015 8:57 AM |
| 195 | Limited safe on road access to retail & work centers | 12/1/2015 8:28 AM |
| 196 | Signage is either difficult to read (white lettering on brown is not easy to read) or signage hidden by foliage (mount signs higer/closer to lanes, or paint intersection info on trails/pathways) | 12/1/2015 7:41 AM |

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| 197 | Not well lit and shrubs need cutting back. | 11/30/2015 11:30 PM |
| 198 | Mixed speeds on the pathways - people using headphones and not sharing the pathway/moving to the right to let faster traffic pass. | 11/30/2015 10:24 PM |
| 199 | There is no light in the existing pedestrian routes | 11/30/2015 9:28 PM |
| 200 | Just one trail on Goosling to get to the rest of the Woodlands | 11/30/2015 9:21 PM |
| 201 | trying to cross to go to heb,,,,traffic too fast. | 11/30/2015 9:10 PM |
| 202 | Just need better connection from Creekside village to main woodlands. | 11/30/2015 9:01 PM |
| 203 | Creekside is not able to connect to the Woodlands | 11/30/2015 8:32 PM |
| 204 | poor lighting, unfinished walk path | 11/30/2015 8:32 PM |
| 205 | Bike paths are really just sidewalks which are unsafe for biking and speed limits are too high for safe biking on roads. Need dedicated bike paths | 11/30/2015 8:22 PM |
| 206 | No issues in Creekside. | 11/30/2015 8:08 PM |
| 207 | Creekside is disconnected and not enough shade | 11/30/2015 8:02 PM |
| 208 | Older pathways more obscured and less direct | 11/30/2015 7:57 PM |
| 209 | No shoulders for safe biking | 11/30/2015 7:19 PM |
| 210 | Racing bikes not obeying the law -- need "Share the Road AND Share the Rules" signage that exists in other cities. Bikers should be cited regularly for disobeying laws. | 11/30/2015 7:15 PM |
| 211 | None | 11/30/2015 6:20 PM |
| 212 | Bikers in the roadway and bikers coming to intersections and motorists can't see them | 11/30/2015 6:15 PM |
| 213 | Drivers don't think bikes should be on the road, but runners/walkers don't think they should be on paths! | 11/30/2015 5:52 PM |
| 214 | Entrances to subdivisions pinch off shoulders forcing bikes into traffic. Poor shoulder maintenance; Holes, uneven pavement, debris | 11/30/2015 8:43 AM |
| 215 | Those neighborhoods that do have shoulders have a curb that extends into the shoulder making it very unsafe for bicyclists. | 11/29/2015 6:19 PM |
| 216 | aggressive drivers | 11/24/2015 10:50 PM |
| 217 | We need more lighting for runner safety and sidewalks in neighborhoods | 11/24/2015 10:39 PM |
| 218 | shared use paths are too small for fast biking and pedestrians | 11/24/2015 3:53 PM |
| 219 | No room for surface street bike riders, who ride fully in the car lanes | 11/24/2015 2:19 PM |
| 220 | Safety for walkers and cyclists - almost no shoulder and no pathways in areas | 11/24/2015 9:56 AM |
| 221 | At night, vision on trails are too dangerous due to darkness. Perhaps lighting sensors/timers hanging over the pathways that stay on from dark until 10 at night and then morning hours. i.e.: 4am-6:30am | 11/24/2015 9:01 AM |
| 222 | Paths that stop on one side of the street and start on the other side making you cross over a major street of the street all over The Woodlands. | 11/24/2015 7:14 AM |
| 223 | Traffic | 11/23/2015 8:01 PM |
| 224 | Obstructions for cyclists at intersections | 11/23/2015 2:50 PM |
| 225 | get lost in the paths that run behind and between houses lack of directional signage | 11/23/2015 1:24 PM |
| 226 | Most neighborhoods are too far away from common destinations like Market Street or the mall. | 11/21/2015 12:21 PM |
| 227 | Heavy traffic streets should have bike lanes to allow for cycling speed | 11/21/2015 12:14 PM |
| 228 | Research Forest and Branch Crossing have busy intersections without stoplights. And the bike paths are all on the far sides of the street. Kuykendahl doesn't have any bike paths at all. This hurts pedestrian mobility. | 11/21/2015 11:37 AM |
| 229 | Biking or walking | 11/21/2015 10:55 AM |
| 230 | Flooded pathways | 11/21/2015 8:59 AM |
| 231 | Bike path crosses back and forth over grogans mill | 11/21/2015 8:07 AM |
| 232 | Bicycles in lanes with autos | 11/21/2015 7:19 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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|-----|---|---------------------|
| 233 | aggressive pedestrians not yielding to cyclists and no bike lanes or signs on roadway | 11/20/2015 11:03 PM |
| 234 | getting into a village shopping area from a pathway | 11/20/2015 10:34 PM |
| 235 | Unkept shoulders, rough, debris covered. | 11/20/2015 10:21 PM |
| 236 | Shoulders of several roads are too poor to ride on | 11/20/2015 9:25 PM |
| 237 | Lights are not long enough for recreational bike riders to cross | 11/20/2015 8:01 PM |
| 238 | Location of push buttons for cyclists crossing main roads are not conveniently located, some even completely backwards, bikers have to get off the bike completely to reach awkwardly placed triggers | 11/20/2015 4:51 PM |
| 239 | No Trails or Shoulder Lanes | 11/20/2015 4:48 PM |
| 240 | Riding long distances. Lot of cars are rude | 11/20/2015 3:42 PM |
| 241 | Biking | 11/20/2015 2:50 PM |
| 242 | Lack of interconnected trails, constantly stopping and going | 11/20/2015 1:53 PM |
| 243 | Needed more dedicated bike lanes. Ppl ride bikes too fast on shapes path | 11/20/2015 1:23 PM |
| 244 | Cars don't respect cyclist. | 11/20/2015 12:23 PM |
| 245 | Low light in morning and evenings during the winter months. | 11/20/2015 12:13 PM |

Q26 Which Woodlands roadways and/or intersections seem difficult for biking, walking, and running and why?

Answered: 589 Skipped: 795

| Answer Choices | Responses | |
|---------------------|-----------|-----|
| Location and issue: | 94.23% | 555 |
| Location and issue: | 41.09% | 242 |
| Location and issue: | 19.19% | 113 |
| General issue: | 32.94% | 194 |

| # | Location and issue: | Date |
|----|--|--------------------|
| 1 | Parts of Research Forest where there is no shoulder | 1/31/2016 4:13 PM |
| 2 | Main trough streets - Lake Woodlands,Research,Woodlands Parkway, etc | 1/31/2016 1:23 PM |
| 3 | 242, eastbound. The pathway stops around the high school. | 1/31/2016 2:08 AM |
| 4 | sterling ridge and carlton woods circle traffic speeding in and out of subdivision not yielding to me on crosswalk where i have to stop suddenly partially crossed | 1/30/2016 10:09 AM |
| 5 | Can't get to Alden Bridge Community garden on bike path | 1/28/2016 8:24 PM |
| 6 | Panther Creeks and The Woodlands Parkway it would be beneficial to have a big circle that follows the whole road | 1/27/2016 4:56 PM |
| 7 | Lake Woodlands and Golden Sage 4 way stop at Palmer's Bend entrance. Cars do not look for walker/runners/bikers. Very difficult to cross. | 1/26/2016 6:24 PM |
| 8 | crossing from Grogan's Point on Sawdust | 1/26/2016 4:31 PM |
| 9 | Research and Gosling intersection traffic light sequence and ease to cross to a different direction. | 1/25/2016 8:14 PM |
| 10 | Research and branch crossing. Who is the idiot that designed crossing ? | 1/25/2016 7:38 PM |
| 11 | old Lake Woodlands: shoulder is old, so bumpy | 1/25/2016 4:03 PM |
| 12 | Most of the roads and intersections in town center - sidewalks are non-existent | 1/25/2016 3:22 PM |
| 13 | Woodlands pkwy, lake woodlands, college park, research forest, lack of pathways or safe ride lanes on major streets | 1/25/2016 11:36 AM |
| 14 | Grogan's Mill @ N. Millbend-a path from Grogan's Mill past the resort to Millbend Forest would be nice | 1/25/2016 10:18 AM |
| 15 | New Bridge on Woodlands Parkway east bound | 1/24/2016 4:20 PM |
| 16 | Woodlands Parkway - no shoulders on eastbound section past Kuykendahl. | 1/24/2016 10:26 AM |
| 17 | Research Forest - lacks shoulders east of Gosling | 1/24/2016 10:05 AM |
| 18 | Woodlands Parkway and Grogans Mill | 1/23/2016 9:25 PM |
| 19 | Kuykendahl Bridge by Timmaron | 1/23/2016 5:22 PM |
| 20 | All major streets and intersections | 1/23/2016 4:23 PM |
| 21 | Fitness biking on most of Research Forest Drive, due to elimination of shoulders. Utilitarian biking ok due to paths | 1/23/2016 2:46 PM |
| 22 | Even if I take the pedestrian path it, you have to cross Research forest many times since its not complete on either side of the road | 1/23/2016 1:54 PM |
| 23 | Kuykendahl flint ridge south - no bike lane | 1/23/2016 1:04 PM |
| 24 | Woodlands parkway, college park drive, 1488, | 1/23/2016 1:02 PM |
| 25 | Woodland Parkway for biking | 1/23/2016 12:16 PM |
| 26 | Woodlands Parkway - lack of path | 1/23/2016 11:59 AM |

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| 27 | Crossing at Woodlands parkway & West Panther Creek. People crossing Woodlands Parkway from the senior residences are hard to see, especially those on motorized scooters. Something like flashing lights would help motorists know to watch out for them. Also lights shouldn't change before they'd be all the way at least to the center. | 1/23/2016 8:19 AM |
| 28 | Lake woodlands rough shoulder between gosling and kuykendahl | 1/22/2016 6:35 PM |
| 29 | Woodlands parkway | 1/22/2016 4:54 PM |
| 30 | Research Forest Drive and Greenbridge. When coming in car from Greenbridge, one has to look left for cars on Research Forest Drive at exactly the same time as one has to look right for walkers and bikers on the pathway. Pretty dangerous. | 1/22/2016 10:59 AM |
| 31 | Research Forest and Woodlands Parkway - in areas where there are shoulders suitable for bike riding, at intersections, the curbs force the bicyclists into the roadway | 1/22/2016 10:37 AM |
| 32 | Lake Woodlands Dr. and New Trails - drivers turning from Lake Woodlands eastbound onto New Trails northbound run the red light making it dangerous for runners and bikers trying to cross | 1/22/2016 7:15 AM |
| 33 | Alden Bridge and Research Forest - no light | 1/22/2016 6:11 AM |
| 34 | Marsico Place - no shoulders; no pedestrians allowed | 1/21/2016 8:24 PM |
| 35 | Crossing Woodlands Parkway | 1/21/2016 7:24 PM |
| 36 | none | 1/21/2016 4:52 PM |
| 37 | harpers landing, no way to get over the 45. | 1/21/2016 3:39 PM |
| 38 | Crossing Woodlands Parkway | 1/21/2016 1:06 PM |
| 39 | Woodlands Parkway | 1/21/2016 12:53 PM |
| 40 | All are difficult for biking. | 1/21/2016 12:47 PM |
| 41 | Cokeberry St. Insufficient shoulders on road | 1/21/2016 12:44 PM |
| 42 | Kuykendahl pass woodlands parkway going south | 1/21/2016 12:19 PM |
| 43 | Alden Bridge/Research Dr. - cross traffic does not always yield to pedestrians | 1/21/2016 11:49 AM |
| 44 | 242 - Alden Bridge - Too difficult to cross | 1/21/2016 10:09 AM |
| 45 | Research Blvd from Shadowbend to Six Pines- cars in path | 1/21/2016 9:41 AM |
| 46 | Green bridge and Research Forest - right turn lanes are dangerous | 1/21/2016 9:32 AM |
| 47 | Woodlands parkway should have paved paths on at least one side for its entire length. | 1/21/2016 8:18 AM |
| 48 | Woodlands Parkway | 1/21/2016 8:02 AM |
| 49 | Woodlands Parkway at Grogans Mill | 1/21/2016 6:05 AM |
| 50 | Crossing Woodlands Parkway | 1/20/2016 11:16 PM |
| 51 | Research Forest no longer a bike lane | 1/20/2016 6:50 PM |
| 52 | Ex. Greenbridge and Research Forest; right turn yield lanes; motorists don't wait until you are across the intersection. Usually don't even look; only looking left to see when they can turn. | 1/20/2016 11:18 AM |
| 53 | The shoulder on Lake Woodlands (east and west bound) between Gosling and Cochran's Crossing - shoulder is full of pot holes and bumpy pavement which keeps cyclist from being able to stay off to the side. | 1/19/2016 11:06 PM |
| 54 | Diff to get on other side of i45 | 1/19/2016 10:20 PM |
| 55 | Woodlands parkway | 1/19/2016 7:05 PM |
| 56 | All intersections on Woodlands Parkway - Curb protruding into shoulder | 1/19/2016 5:41 PM |
| 57 | Crossing Woodlands Parkway from anywhere | 1/19/2016 5:41 PM |
| 58 | Research Forest at Rec Center - curb forces bicyclist into street | 1/19/2016 5:30 PM |
| 59 | Sawdust- No bike lane designation | 1/19/2016 4:52 PM |
| 60 | Grogan's Mill and Woodlands Parkway - busy intersection with lots of drivers not looking in the direction people are coming on bikes or walking | 1/19/2016 3:41 PM |
| 61 | From Timarron Lakes across Kuykendahl bridge | 1/19/2016 3:11 PM |

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| | | |
|----|---|--------------------|
| 62 | crossing woodlands parkway | 1/19/2016 1:46 PM |
| 63 | Woodlands Pkwy & Kuykendal | 1/19/2016 12:59 PM |
| 64 | Woodlands Parkway difficult to cross -too many distracted drivers | 1/19/2016 12:09 PM |
| 65 | Woodlands Parkway - no shoulders | 1/19/2016 12:03 PM |
| 66 | Lake Woodlands, Woodlands Parkway, Gosling | 1/19/2016 12:01 PM |
| 67 | better infrastructure to feed people into Towncenter/Waterway/Pavillion Area, especially from the Woodlands Parkway, Grogans Mill, and Research Forest directions. | 1/19/2016 11:45 AM |
| 68 | Research Forest and Barnch Crossing, Alden Bridge | 1/19/2016 11:22 AM |
| 69 | Woodlands parkway kuykendahl traffic | 1/19/2016 10:27 AM |
| 70 | Alden Bridge Dr at Branch Crossing | 1/19/2016 10:26 AM |
| 71 | Woodlands Parkway because there are not shoulders since the widening and no sidewalks | 1/19/2016 10:22 AM |
| 72 | East/West roads - areas of no path | 1/19/2016 10:00 AM |
| 73 | Research Forest and Alden Bridge - need red light | 1/19/2016 9:55 AM |
| 74 | All along busy streets that connect The Woodlands | 1/19/2016 9:46 AM |
| 75 | W Alden Bridge and Research Forest 4 way stop - motorists AND pedestrians don't follow traffic rules | 1/19/2016 9:12 AM |
| 76 | all large intersections esp those on Woodlands Parkway and Research Forest seem dangerous to cross. Especially Research and Alden Bridge where the 4 way stop is. There needs to be a light at that intersection | 1/19/2016 8:53 AM |
| 77 | Gosling and Alden Woods. Difficulty making left on AW from northbound Gosling | 1/19/2016 8:36 AM |
| 78 | Branch Crossing and Research Forest. Crossing should be on the west side. | 1/19/2016 8:22 AM |
| 79 | Research Parkway - No shoulders for bikes | 1/18/2016 7:37 PM |
| 80 | Kuykendahl from Woodlands Parkway to Creekside Forest. | 1/18/2016 7:37 PM |
| 81 | 45 and 242 | 1/18/2016 6:33 PM |
| 82 | Kuykendahl Rd. Lack of connected paths to retail / restaurants | 1/18/2016 5:02 PM |
| 83 | Woodlands Parkway - very few safe crossings | 1/18/2016 1:16 PM |
| 84 | Research Forest and Branch Crossing 3 way intersection. For some reason the walking path was made to cross BOTH streets requiring pedestrians, etc. to utilize two pedestrian walkway lights instead of just going straight across Research Forest and only having to cross the street once. Also I have seen drivers trying to turn right onto Research while people are trying to cross while the pedestrian sign said WALK | 1/18/2016 12:35 PM |
| 85 | Crossing Woodlands Parkway is difficult and time consuming | 1/18/2016 11:10 AM |
| 86 | Woodlands Parkway and Gosling | 1/18/2016 10:37 AM |
| 87 | Gosling: high potential for incidents. | 1/18/2016 10:35 AM |
| 88 | Portions of Woodlands Parkway with no bike path | 1/18/2016 10:31 AM |
| 89 | Woodlands Parkway and Termont. Motorists speeding and running red lights. | 1/18/2016 9:51 AM |
| 90 | Research forest drive no shoulder can't ride bike or run when dark | 1/18/2016 9:43 AM |
| 91 | Grogan's Mill -- not enough crosswalks with sidewalks leading to them (Timberlock for example) | 1/18/2016 8:34 AM |
| 92 | North side of Research Forest Drive because there is roadside drainage and no sidewalks near me | 1/18/2016 8:04 AM |
| 93 | Along sections of 242 (nearer I-45) where there is no path or shoulder | 1/17/2016 7:55 PM |
| 94 | All | 1/17/2016 7:35 PM |
| 95 | College Park Rd from I-45 to 1488 | 1/17/2016 1:54 PM |
| 96 | All major streets at I-45. There is no safe way to cross freeway | 1/16/2016 10:06 PM |
| 97 | Woodlands parkway | 1/16/2016 6:48 PM |
| 98 | Woodlands Parkway over I-45. Low/no shoulder for bikes and confusing what to do over the bridge (go on median or go to right?) | 1/16/2016 4:32 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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| 99 | See above | 1/16/2016 12:45 PM |
| 100 | No pathways along Kuykendahl | 1/16/2016 11:41 AM |
| 101 | Woodlands parkway. Limited shoulder in some areas | 1/16/2016 11:19 AM |
| 102 | south millbend at Randall's....clear foliage to see auto traffic at intersection | 1/16/2016 7:05 AM |
| 103 | None | 1/16/2016 12:24 AM |
| 104 | Throughout The Woodlands protruding curbs make biking less safe. | 1/15/2016 7:55 PM |
| 105 | Kuykendahl at Creekside Forest to get to HEB Need a pedestrian light. I don't want to circle HEB to get in! | 1/15/2016 6:42 PM |
| 106 | Woodlands pkwy - no trails run consistent along this road | 1/15/2016 6:23 PM |
| 107 | Sawdust Rd (between Glen Loch and Grogan's Mill Rd) has no bike path and is very dangerous for people walking and/or biking to/from shops/apartments | 1/15/2016 5:40 PM |
| 108 | Research Forest. Dr. No longer any shoulder!! | 1/15/2016 5:11 PM |
| 109 | see above | 1/15/2016 4:52 PM |
| 110 | Areas along Research Forest or Woodlands Parkway; No protected bike lanes and too aggressive of drivers. | 1/15/2016 4:17 PM |
| 111 | Research Forest East of Gossling - no path to connect to restaurants/shopping | 1/15/2016 4:00 PM |
| 112 | Anywhere along TX 242 | 1/15/2016 2:30 PM |
| 113 | 2978 | 1/15/2016 11:09 AM |
| 114 | Woodlands parkway. No bike path. | 1/14/2016 10:25 PM |
| 115 | All woodlands roadways are dangerous for cyclist as the precious neighborhood signs protrude into the intersections. | 1/14/2016 10:15 PM |
| 116 | Millbemd | 1/14/2016 10:04 PM |
| 117 | Woodlands pkwy - only intermittent hike/bike trail despite being main thoroughfare | 1/14/2016 10:03 PM |
| 118 | Research Forest is not rideable and lacks any kind of protection for cyclist | 1/14/2016 5:11 PM |
| 119 | Grogans Mill and Woodlands parkway (shoulder disappears) | 1/14/2016 9:39 AM |
| 120 | Flintridge/Rush Haven (leaving Rush Haven) | 1/14/2016 6:52 AM |
| 121 | Gosling and Lake Woodlands Dr. | 1/13/2016 7:39 PM |
| 122 | Woodlands Parkway sidewalks on each side of the road. | 1/13/2016 2:46 PM |
| 123 | Woodlands Parkway at Grogans Mill | 1/13/2016 1:47 PM |
| 124 | Grogan's mill and woodlands parkway -drivers turning into woodlands parkway dont pay attention to walking people | 1/13/2016 12:48 PM |
| 125 | Kuykendahl Rd and Kendal Green, unmarked crossing and drivers in attention at 4 way stop sign | 1/13/2016 12:37 PM |
| 126 | RFD and TWPW after the removal of the shoulders....for a bike rider to go E-W across ALL of the Woodlands. | 1/13/2016 11:18 AM |
| 127 | Kuykendahl and Alden Bridge | 1/13/2016 10:55 AM |
| 128 | Woodlands parkway, lacking in paths | 1/13/2016 10:53 AM |
| 129 | FM1488 and 2978 intersections | 1/13/2016 8:09 AM |
| 130 | Impossible to cycle on Woodlands Parkway east of Kuykendahl | 1/12/2016 11:59 PM |
| 131 | NO BIKE RACKS ANYWHERE | 1/12/2016 9:35 PM |
| 132 | Gosling Road between Creekside and Flintridge, no shoulders to bike ride | 1/12/2016 7:50 PM |
| 133 | Woodlands parkway | 1/12/2016 7:39 PM |
| 134 | North Millbend west of Grogan's Mill, two lanes of traffic, little space for the pedestrians and bikers | 1/12/2016 5:50 PM |
| 135 | Research Forest expansion -- no shoulders | 1/12/2016 5:23 PM |
| 136 | Terramont and Branch Crossing, traffic doesn't always look out for bikes/peds. | 1/12/2016 5:18 PM |
| 137 | Gossling at Woodlands Parkway--too many cars not paying attention to pedestrians/bikers in the crosswalk. | 1/12/2016 1:15 PM |
| 138 | kuydendahl at Flintridge - no pathway over kuykendahl bridge, no shoulder at intersection due to curbs | 1/12/2016 11:13 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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| 139 | Crossing Woodlands Parkway most points is difficult to bike, run or walk. | 1/12/2016 10:27 AM |
| 140 | Woodlands parkway and Gosling because it is such a busy intersection | 1/12/2016 9:54 AM |
| 141 | Woodlands Parkway - no walking path | 1/12/2016 9:49 AM |
| 142 | Kuykendahl and Woodlands Pkwy | 1/12/2016 9:36 AM |
| 143 | Kuykendahl at Alden Bridge; pedestrian and bicycle traffic, particularly in regards to Mitchell Intermediate, but also in light of new traffic entering town on the Kuykendahl extension. | 1/11/2016 10:12 PM |
| 144 | Woodlands Parkway and all major cross streets. No safe zone in median | 1/11/2016 8:57 PM |
| 145 | Lake Woodlands and cross streets | 1/11/2016 3:59 PM |
| 146 | All | 1/11/2016 1:30 PM |
| 147 | Gosling. See above. | 1/11/2016 9:15 AM |
| 148 | crossing Woodlands Pkwy @ Grogan's Mill | 1/11/2016 8:31 AM |
| 149 | Kuykendahl Rd south of Flintridge -- not wide enough for bikes, and no pathway for pedestrians | 1/11/2016 7:03 AM |
| 150 | Grogans Mill: lots of vehicle crossings, fast traffic | 1/11/2016 6:17 AM |
| 151 | branch crossing and research- you have to cross 2 streets to get north of research. You are also blind to oncoming traffic from the east on research. | 1/10/2016 4:46 PM |
| 152 | Woodlands Parkway- lack of bike path | 1/10/2016 1:04 PM |
| 153 | biking - Research Forest & Wdlns Pkwy where no shoulder exists on roadway | 1/10/2016 12:52 PM |
| 154 | New Trails at Research Forest - Continuous Rt Turn Lane | 1/10/2016 10:50 AM |
| 155 | Alderon Woods and East Windvale Circle | 1/10/2016 9:55 AM |
| 156 | Grogan Mill at Lake Front & Hughes Landing Blvd - shared use path is closed for more than 1 year with no construction adjacent. | 1/9/2016 9:27 PM |
| 157 | Kuykendahl to Creekside - no path | 1/9/2016 7:33 PM |
| 158 | Woodlands Parkway | 1/9/2016 3:26 PM |
| 159 | Research Forest Dr - no paths for much of area | 1/9/2016 12:45 PM |
| 160 | All major roads in The Woodlands | 1/9/2016 10:23 AM |
| 161 | Lots of intersections where vegetation hides path | 1/9/2016 9:34 AM |
| 162 | Gosling is very hard to cross; Research, Lake Woodlands. You have to cross the turn lane, then wait in a tiny island with fast traffic whizzing very close by | 1/8/2016 5:50 PM |
| 163 | Woodlands Parkway at Gosling | 1/8/2016 5:44 PM |
| 164 | Major roads running both north and south and east and west | 1/8/2016 4:45 PM |
| 165 | Six Pines - would like sidewalk along west side of road between Woodlands Pkwy and Lake Woodlands | 1/8/2016 10:47 AM |
| 166 | Sawdust no shoulder; cars running red lights | 1/7/2016 10:07 PM |
| 167 | Going Straight on Woodlands Parkway | 1/7/2016 7:37 PM |
| 168 | Woodlands pkwy and many pines. Motorists don't allow bikes to cross. | 1/7/2016 7:20 PM |
| 169 | Gosling - crossing traffic | 1/7/2016 7:08 PM |
| 170 | Woodlands Pky | 1/7/2016 6:41 PM |
| 171 | All paved pathways cross neighborhood streets which forces serious bicyclists to the streets where they aren't protected. | 1/7/2016 6:24 PM |
| 172 | Woodlands Pkwy - no shoulder or path | 1/7/2016 2:38 PM |
| 173 | Biking - all of Kuykendahl | 1/7/2016 9:57 AM |
| 174 | Gosling - no room at all in places | 1/7/2016 9:33 AM |
| 175 | Woodlands Parkway (at Branch Crossing) is "intimidating" to cross for bikes.walker when there is a lot of traffic | 1/6/2016 8:11 PM |

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| 176 | Woodlands Parkway; sections without paths | 1/6/2016 7:38 PM |
| 177 | Crossing woodlands parkway at six pines or many pines difficult due to short duration of signal | 1/6/2016 7:11 PM |
| 178 | Woodlands Pkwy; too busy, no lane in several places | 1/6/2016 5:13 PM |
| 179 | None | 1/6/2016 2:09 PM |
| 180 | all of the bump curbs at intersections are a problem | 1/6/2016 12:35 PM |
| 181 | south sawmill Rd. to Exxon Campus. No bike connector (or local road for that matter). when is Holzwarth coming through from the south??? | 1/6/2016 10:57 AM |
| 182 | woodlands parkway near the lake, no lane for cyclists | 1/6/2016 10:03 AM |
| 183 | GROGANS MILL AREA | 1/6/2016 8:37 AM |
| 184 | Grogan's Mill Rd at woodlands parkway -- difficult to cross, sidewalk discontinuous | 1/5/2016 10:09 PM |
| 185 | Woodlands Parkway and Grogan's Mill. Lake Woodlands and Grogan's Mill. | 1/5/2016 9:03 PM |
| 186 | Biking along Reseach Forrest because shoulder gone! | 1/5/2016 7:43 PM |
| 187 | The is NO pathway on Kuykendahl going from Creekside Park over Spring Creek toward Flintridge, plus there is barely any shoulder on which to ride a bike. Very dangerous! | 1/5/2016 7:37 PM |
| 188 | Kuykendahl Road from Bay Branch to Lake Woodlands - no path | 1/5/2016 5:57 PM |
| 189 | Woodlands Parkway - no designated bike lane | 1/5/2016 5:47 PM |
| 190 | Kuykendhal definitely needs a bike lane to connect Creekside and Woodlands Parkway | 1/5/2016 4:07 PM |
| 191 | Lake Front Circle and Lake Woodlands: There is a dirt path to the waterway that is nice for bikes and walkers/runners, but it needs to be improved with gravel or pathway of some sort. | 1/5/2016 3:38 PM |
| 192 | sterling ridge, not wide enough shoulder, bumped out barriers | 1/5/2016 3:17 PM |
| 193 | Woodlands parkway and Panther Creek South and North | 1/5/2016 3:04 PM |
| 194 | Research Forest and Gosling/ research forest and Grogans | 1/5/2016 2:44 PM |
| 195 | All intersections of Kukandahl - busy junctions and drivers not observing crossing lights. | 1/5/2016 2:43 PM |
| 196 | Lake Woodlands and research forest and Woodlands Pkwy- run out of shoulders at intersections | 1/5/2016 1:06 PM |
| 197 | Kuykendahl | 1/5/2016 12:45 PM |
| 198 | woodlands pkwy no east west path all the way down | 1/5/2016 12:36 PM |
| 199 | Lake woodlands and Cochrans crossing is difficult when the left turn from lake woodlands is on a flashing yellow arrow and the pedestrians have a green light. | 1/5/2016 12:36 PM |
| 200 | Anything near the mall, Market Street or Waterway - too much traffic (unavoidable) | 1/5/2016 11:32 AM |
| 201 | Woodlands Pkwy, Lake Woodlands | 1/5/2016 9:21 AM |
| 202 | see question 25 | 1/5/2016 8:43 AM |
| 203 | Tangle Brush needs a parallel path of some type. No shoulder exists on a majority of road. | 1/5/2016 8:34 AM |
| 204 | Lake Woodlands and Panther Creek, car people interface | 1/5/2016 8:17 AM |
| 205 | Kuykendahl!!!! No pathway between Creekside Forest Dr. and Flintridge. | 1/5/2016 8:06 AM |
| 206 | E. Panther Creek at WOODlands Parkway: Traffic too fast and aggressive. | 1/5/2016 8:04 AM |
| 207 | Kuykendahl Road - bridge over creek; No shoulder for cyclists - hence unsafe for riders to access The Woodlands on this route | 1/5/2016 7:59 AM |
| 208 | Sawmill road runs along the schools and isn't pretty. The apartments and gas station are sketchy and by the time I make it to the beautiful part of the woodlands I can't walk anymore to enjoy it. | 1/4/2016 10:02 PM |
| 209 | general visibility issues at crossings | 1/4/2016 7:48 PM |
| 210 | South Panther Creek between Flintridge and Glen Loch-no shoulder | 1/4/2016 6:45 PM |
| 211 | Research Forest - no shoulder | 1/4/2016 6:34 PM |
| 212 | New TRails is difficult to cross on foot, the flashing cross walk does not slow down cars exceeding 45 miles per hour. | 1/4/2016 3:12 PM |

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| 213 | College Park Drive has areas without a walking path. | 1/4/2016 1:13 PM |
| 214 | Spring Creek bridge on Kuykendahl: No path | 1/4/2016 12:34 PM |
| 215 | Crossings buttons at intersections such as Gosling/Research Forrest are inset on poles. When biking you need to get off your bike and walk to the button from the path. | 1/4/2016 10:43 AM |
| 216 | Research Forest - too busy, no bike lane | 1/4/2016 9:58 AM |
| 217 | woodlands pky at terramont, not enough time to walk across | 1/4/2016 9:04 AM |
| 218 | Lake Woodlands and Grograns Mill - No shoulder | 1/4/2016 8:27 AM |
| 219 | Kuykendahl bridge is not safe for cyclists, no shoulder. | 1/3/2016 11:10 PM |
| 220 | Gosling and Flintridge | 1/3/2016 10:06 PM |
| 221 | Crossing Lake Woodlands Dr. at Shadowbend Park - sometimes hard to see cars coming from one way. It's doable but would be nice if there were some sort of bridge or pedestrian crossing stop sign or something. | 1/3/2016 9:03 PM |
| 222 | See above. | 1/3/2016 6:16 PM |
| 223 | Research Forest - Lack of bicycle space & traffic | 1/3/2016 11:34 AM |
| 224 | Woodlands Parkway, no shoulder. | 1/3/2016 9:24 AM |
| 225 | Flintridge and Stellar Point | 1/3/2016 8:05 AM |
| 226 | Alden bridge/Research Forest by Alden bridge shopping center. Lots of pedestrians and cars. Very unsafe. Nobody knows how to work a four way stop. I have seen so many accidents almost happen. I no longer feel safe at all crossing there on foot or bike. Or car for that matter. I avoid it and go the longer way home in the car regularly. | 1/2/2016 10:56 PM |
| 227 | Woodlands parkway, research forest, gosling, kuykendahl | 1/2/2016 8:55 PM |
| 228 | Kuykendahl Rd from Flintridge to Creekside Green Dr | 1/2/2016 6:44 PM |
| 229 | Woodlands parkway and gosling. Heavy traffic. | 1/2/2016 6:31 PM |
| 230 | Some roadways have rebar spikes that will puncture tires. | 1/2/2016 5:54 PM |
| 231 | Research forest at research park | 1/2/2016 4:29 PM |
| 232 | Kykendahl from flint ridge to creek side - very tough on bike. Gotta get your speed up to minimize exposure!! I know widening is planned | 1/2/2016 4:14 PM |
| 233 | Lake Woodlands west to Cochrans crossing | 1/2/2016 2:26 PM |
| 234 | all areas. No shoulders, unsafe. | 1/2/2016 1:49 PM |
| 235 | Research Park vs Research Dr, crosswalk wait is very long | 1/2/2016 1:16 PM |
| 236 | Flintridge - rude, uneducated drivers on biking | 1/2/2016 10:03 AM |
| 237 | See above | 1/2/2016 9:41 AM |
| 238 | S. Panther Creek at Flintridge-Stop sign in wrong location | 1/2/2016 8:18 AM |
| 239 | All. Increase in traffic and lack of room for cyclists. | 1/1/2016 9:16 PM |
| 240 | Cochrans Crossing-shoulders come and go..shoulders need maintenance | 1/1/2016 7:58 PM |
| 241 | Research Forest and Gosling. No path on North side of Research. | 1/1/2016 5:21 PM |
| 242 | Woodlands parkway and Gosling, traffic and congestion. | 1/1/2016 4:52 PM |
| 243 | Kuykendal, lack of trails to connect to the main woodlands | 1/1/2016 3:17 PM |
| 244 | Woodlands Parkway west of East Panther Creek | 1/1/2016 3:12 PM |
| 245 | Kuykendahl between creekside forest and woodlands parkway | 1/1/2016 2:30 PM |
| 246 | Pedestrian crossing at HEB Creekside and retail stores does not have good signage - seems to be a very dangerous area for pedestrians | 1/1/2016 1:45 PM |
| 247 | I-45 & SH 242 crossings need paving embedded flashing lights for pedestrians and bikers. | 1/1/2016 1:13 PM |
| 248 | Woodlands Parkway at Kuykendahl. Very busy intersection that is difficult to cross on bike or walking. | 1/1/2016 9:23 AM |
| 249 | Woodlands Parkway at any junction | 1/1/2016 8:36 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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| 250 | every single intersection because cars don't stop at the stop-bar but roll onto path | 1/1/2016 8:35 AM |
| 251 | Most of Woodlands Parkway - no paths along much of it | 1/1/2016 12:03 AM |
| 252 | Kuykendahl north and south from Woodlands Parkway to creekside village is horrible for biking. No buffer and the bridge is scary to walk/run/ride across because of traffic. | 12/31/2015 8:59 PM |
| 253 | all | 12/31/2015 6:04 PM |
| 254 | College park drive and I45, especially getting from Harpers Landin across the highway. No sane person would do it. Very dangerous. Even in a car. | 12/31/2015 5:16 PM |
| 255 | Most of College Park Drive. Lack of trails all the way down or poorly marked. | 12/31/2015 5:12 PM |
| 256 | Grogan mills road. Path jumps from one side of the street to the other | 12/31/2015 2:58 PM |
| 257 | Lakefront Circle/Pinecroft - pathway east to state building | 12/31/2015 2:08 PM |
| 258 | Kuykendahl road | 12/31/2015 11:27 AM |
| 259 | research forest - no shoulder | 12/31/2015 10:05 AM |
| 260 | Hawthorne Hollow on 242,needs more connecting paths | 12/31/2015 9:57 AM |
| 261 | 1488/242 and Gosling | 12/31/2015 9:18 AM |
| 262 | from Windvale area across 242 going to Research Area and 1488 | 12/31/2015 6:51 AM |
| 263 | Any street crossing 6 Pines or Grogan's Mill | 12/30/2015 5:56 PM |
| 264 | Lake Woodlands and Grogan's Mill. | 12/30/2015 3:00 PM |
| 265 | No safe route across Spring Creek on the south side of the Woodlands Township between Gosling Road and I45 | 12/30/2015 1:42 PM |
| 266 | Rayford/Sawdust area lack of sidewalks/paths | 12/30/2015 11:02 AM |
| 267 | woodlands parkway no shoulders | 12/30/2015 8:31 AM |
| 268 | Lake Woodlands and New Trails: Motor vehicles do not stop at the light and often don't slow down and look for pedestrians using the crosswalk. | 12/30/2015 5:23 AM |
| 269 | N Millbend & Grogans Mill | 12/29/2015 6:43 PM |
| 270 | Research Forest - no shoulder, so have to ride in the traffic lane. | 12/29/2015 6:00 AM |
| 271 | If you can't safely cross an intersection perhaps you should evaluate your own intelligence rather than blaming others for your incompetence | 12/28/2015 6:33 PM |
| 272 | I-45 Feeder - Congestion and Vehicle Speed | 12/28/2015 10:31 AM |
| 273 | Woodlands Parkway - Shoulders end at intersections, forcing cyclists out onto roadway - very dangerous | 12/28/2015 8:53 AM |
| 274 | all intersections that have bumped out curbs | 12/26/2015 5:26 PM |
| 275 | Lake woodlands drv between Kuykendahl & Sterling Ridge Drv. No Shoulder for bike | 12/25/2015 8:40 AM |
| 276 | kuykendahl, no paths | 12/24/2015 1:27 PM |
| 277 | woodlands Parkway has no paths | 12/24/2015 12:37 PM |
| 278 | Flintridge, creekside pines | 12/24/2015 12:23 PM |
| 279 | Woodlands parkway: the sidewalk doesn't continue down the street and there is no bike lane | 12/24/2015 12:08 PM |
| 280 | Woodlands Parkway - no over or undercrossings. All crosswalks and the road is very wide. | 12/24/2015 11:50 AM |
| 281 | Cycling on Woodlands pkwy, Flintridge , research forest and highway 242 | 12/24/2015 11:45 AM |
| 282 | Gosling and Lake Woodlands | 12/24/2015 11:22 AM |
| 283 | Kuykendahl to Woodlands Parkway and Lake Woodlands- no bike path | 12/24/2015 10:41 AM |
| 284 | Woodlands Parkway & Six Pines | 12/24/2015 9:30 AM |
| 285 | Gosling and Research. | 12/24/2015 7:49 AM |
| 286 | Lake woodlands- shoulder not smooth , intermitten widths , debris | 12/24/2015 7:35 AM |
| 287 | See above | 12/23/2015 11:01 PM |

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| 288 | Kuykendahl - no shoulder | 12/23/2015 3:23 PM |
| 289 | Grogan's Mill area: Lack of shoulders and increased traffic | 12/23/2015 3:08 PM |
| 290 | Alden Bridge - Homeowners do not look as they come out of their development | 12/23/2015 1:57 PM |
| 291 | Woodlands Parkway (west of E. Panther Creek) | 12/23/2015 1:13 PM |
| 292 | Gosling Rd between Woodlands Parkway & Research Forest - no shoulder | 12/23/2015 11:28 AM |
| 293 | Woodlands Parkway - too much traffic, no shoulder | 12/23/2015 10:00 AM |
| 294 | Gosling and research forest, shoulder ends | 12/23/2015 4:17 AM |
| 295 | All of them except Lake Woodlands | 12/23/2015 12:46 AM |
| 296 | Research boulevard - curbed road, no shoulddr | 12/22/2015 9:59 PM |
| 297 | Research Forrest and chrochrans crossing Drive | 12/22/2015 9:38 PM |
| 298 | lack of trails running along sawdust from timber lakes back | 12/22/2015 6:17 PM |
| 299 | Laden Woods Drive...drivers don't obey stop signs or crosswalks | 12/22/2015 5:25 PM |
| 300 | Shadowbend - uneven pathways | 12/22/2015 4:14 PM |
| 301 | Kuykendahl Rd over Spring Creek. No paths at all. | 12/22/2015 2:43 PM |
| 302 | Ashlane Way and Branch Crossing needs to be a 4-way stop | 12/22/2015 2:39 PM |
| 303 | Woodlands Parkway, the traffic and no paths | 12/22/2015 1:39 PM |
| 304 | Cochrans crossing, shoulder pavement is dangerous | 12/22/2015 1:12 PM |
| 305 | Kuhkendahl - no shoulder | 12/22/2015 12:03 PM |
| 306 | Lake Woodlands. Path changes to opposite side of road many times causing many intersection crossings. That road is very busy and it would be much better to have sidewalks on both sides of the road to eliminate so many major intersection crossings. | 12/22/2015 9:14 AM |
| 307 | Woodlands parkway does not have a path from grogans to 6 pines | 12/22/2015 8:59 AM |
| 308 | 45 & 242 | 12/22/2015 8:47 AM |
| 309 | Kuykendahl - no pathway | 12/22/2015 8:16 AM |
| 310 | P | 12/21/2015 11:54 PM |
| 311 | Gosling and Research Forest drive - too much traffic | 12/21/2015 11:03 PM |
| 312 | Woodlands parkway. No bike lanes. | 12/21/2015 12:57 PM |
| 313 | Grogan's Mill at Woodlands Parkway | 12/21/2015 12:05 PM |
| 314 | 242 & greenbridge- connected pathways | 12/21/2015 11:16 AM |
| 315 | 4 way stops- motorists not paying attention | 12/21/2015 11:06 AM |
| 316 | Woodlands Prkwy, no shoulder | 12/21/2015 10:11 AM |
| 317 | Cokeberry/Nursery Rd. NO walking paths VERY dangerous to walkers! | 12/21/2015 7:51 AM |
| 318 | General dis concern for cyclists | 12/21/2015 7:31 AM |
| 319 | No way to safely cross I-45 east or westbound between the Woodlands and Oak Ridge areas | 12/21/2015 5:56 AM |
| 320 | Woodlands pkwy and gosling- very busy and people turning right don't always look for traffic on crosswalks | 12/20/2015 10:48 PM |
| 321 | Woodlands parkway | 12/20/2015 6:54 PM |
| 322 | Woodlands Parkway | 12/20/2015 5:32 PM |
| 323 | Research Forest Dr. - shoulders removed | 12/20/2015 4:00 PM |
| 324 | gosling and research, center section too small | 12/20/2015 2:09 PM |
| 325 | Woodlands Parkway. Would love to see a pathway from the start to the end of The Woodlands Parkway. | 12/20/2015 11:38 AM |
| 326 | Lake Woodlands Drive - poorly paved shoulder | 12/20/2015 11:35 AM |

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| 327 | No easy way to get to kuykendahl HEB | 12/20/2015 9:07 AM |
| 328 | Shale creek and branch crossing--- crossing the road. Lots of traffic could we have a path on our side going north/south | 12/20/2015 9:00 AM |
| 329 | Grogan's Mill - inconsistent shoulders | 12/20/2015 7:02 AM |
| 330 | Crossing Rt 45 anywhere - No suitable riding area | 12/20/2015 5:57 AM |
| 331 | Shadow Bend,Lake Woodlands -road bumps | 12/19/2015 6:32 PM |
| 332 | Research at gosling and woodlands parkway all intetsections | 12/19/2015 3:50 PM |
| 333 | Extend bike trail on New Trails to Gosling | 12/19/2015 3:39 PM |
| 334 | Seinna Bend No Pathway | 12/19/2015 5:34 AM |
| 335 | Woodlands Parkway - no where for bikes to ride | 12/18/2015 9:39 PM |
| 336 | Anywhere where the 2 foot shoulder runs out temporarily | 12/18/2015 2:44 PM |
| 337 | Millennium Forest Drive and Research Forest--There should be a traffic signal there, not just for pedestrians/bikes but for traffic in general--TIMED LIGHTS for school start/end each day, reverting to flashing yellow for Research/flashing red for Millennium Forest at all other times | 12/18/2015 8:28 AM |
| 338 | Gosling at Lake Woodlands - poor location of crosswalk button | 12/17/2015 6:51 PM |
| 339 | woodlands parkway because traffic is going too fast | 12/16/2015 9:07 PM |
| 340 | Woodlands Pky | 12/16/2015 9:04 PM |
| 341 | Crossing Woodlands Parkway difficult with wide intersections and high speed traffic | 12/16/2015 4:42 PM |
| 342 | Lake Woodlands: bumpy shoulder and curbs that jut into shoulder | 12/16/2015 4:13 PM |
| 343 | SH 242 & IH 45 I live in Harpers Landing | 12/16/2015 2:27 PM |
| 344 | The closer you get to I-45 | 12/16/2015 2:22 PM |
| 345 | Gosling Road - Vehicle traffic / motorists are down right nasty | 12/16/2015 2:06 PM |
| 346 | I45 and Hwy 242 | 12/16/2015 1:30 PM |
| 347 | cochrans crossing, narrow shoulder in bad condition | 12/16/2015 12:27 PM |
| 348 | Woodlands Pwy, Research Forest, Gosling, Grogan's Mill are all major roads that are not safe. | 12/16/2015 10:51 AM |
| 349 | woodlands parkway - no shoulders | 12/16/2015 9:58 AM |
| 350 | Six Pines /Woodlands Parkway | 12/15/2015 8:46 PM |
| 351 | Flintridge- bikers ride abreast and force cars into the oncoming traffic lane | 12/15/2015 3:12 PM |
| 352 | Flintridge, shoulders not very wide for the hilly road | 12/15/2015 2:00 PM |
| 353 | see number 25 | 12/15/2015 11:27 AM |
| 354 | Grogans Mill near timberloch and lake Robbins - walkway only on one side | 12/14/2015 8:27 PM |
| 355 | Lake Woodlands Dr. rough shoulders for cycling | 12/14/2015 2:57 PM |
| 356 | Woodlands Parkway - lack of continuous bike path from Sterling Ridge to CWMP | 12/13/2015 12:20 PM |
| 357 | FM 2978 from Woodlands Pkwy-FM 1488--narrow shoulder, high speed limit | 12/12/2015 4:29 PM |
| 358 | none known | 12/12/2015 4:11 PM |
| 359 | New trails | 12/12/2015 7:50 AM |
| 360 | Anything that requires crossing major roads....Woodlands Pkwy, Research, Gosling, etc. Drivers are already inattentive to other automobiles so bikers and walkers aren't noticed or respected. | 12/11/2015 5:44 PM |
| 361 | Research Forest - why did they remove the shoulders!? | 12/11/2015 5:16 PM |
| 362 | Woodlands Parkway, no bike lanes | 12/11/2015 4:31 PM |
| 363 | Woodlands Parkway--no shoulder, or pathway in parts | 12/11/2015 4:06 PM |
| 364 | Woodlands parkway between 45 and Woodloch Forest - the barriers funnel all traffic to a very narrow section of road | 12/11/2015 11:10 AM |

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| 365 | Woodlands Parkway at Many Pines/Timberloch with the addition of the curb in the middle of the roadway. | 12/11/2015 9:54 AM |
| 366 | Woodlands Parkway, no bike lane | 12/10/2015 8:01 AM |
| 367 | Windvale circle and surrounding areas. Not enough lighting, gets extremely dark at night. | 12/9/2015 12:23 PM |
| 368 | Sawdust Road, no sidewalks or shoulders | 12/8/2015 4:10 PM |
| 369 | Grogans Mill / Woodlands Parkway | 12/8/2015 12:43 PM |
| 370 | sawdust close to I-45 | 12/7/2015 2:52 PM |
| 371 | Crossing Kuykendahl bridge | 12/7/2015 7:57 AM |
| 372 | Woodlands Parkway and Kuykendahl, big and busy | 12/6/2015 3:29 PM |
| 373 | lake woodlands and khuykendhal, busy road no sideway | 12/6/2015 12:49 PM |
| 374 | In general current shoulders collide with sidewalks for example in lake woodlands you have to veer off the shoulder as it ends as you reach Kuykendhal | 12/6/2015 11:10 AM |
| 375 | Flintridge and woodlands pkwy dangerous intersection to bike or run, cars only look one way | 12/6/2015 9:27 AM |
| 376 | Any intersection with woodlands parkway, lake woodlands, or research Forrest. It's like crossing a freeway! | 12/6/2015 8:36 AM |
| 377 | All Kuykendahl street needs pathways | 12/5/2015 11:04 PM |
| 378 | Kuykendahl between Creekside park and Woodlands Parkway | 12/5/2015 10:51 PM |
| 379 | Gosling @ Woodlands Pkwy is huge w/ so many cars using the right turn yield from Gosling to Woodlands Pkwy (North turning East) difficult to cross Woodlands Pkwy | 12/5/2015 10:22 PM |
| 380 | All roads are unsafe for bike and pedestrian traffic | 12/5/2015 5:52 PM |
| 381 | All major roads need improvement in walkways. | 12/5/2015 3:23 PM |
| 382 | Kykundahl. Too mych traffic | 12/5/2015 10:46 AM |
| 383 | east west on Woodlands parkway. | 12/5/2015 10:20 AM |
| 384 | Off-road sidewalks needed along College Park, speed limit is too high to walk or bike safely along the shoulder | 12/5/2015 9:54 AM |
| 385 | Gosling and Research Forest - getting over to Hubbell and Hudson Kitchen | 12/5/2015 8:59 AM |
| 386 | Kuykendahl Road Bridge - Over forest between Indian Springs & Creekside | 12/5/2015 6:58 AM |
| 387 | none | 12/5/2015 6:40 AM |
| 388 | See above | 12/4/2015 6:12 PM |
| 389 | Research Forest- no place for bikes to ride on the road | 12/4/2015 6:09 PM |
| 390 | woodlands parkway - short bed lights | 12/4/2015 5:47 PM |
| 391 | Woodlands Parkway between Lake Woodlands Drive and Flintridge | 12/4/2015 5:16 PM |
| 392 | Gosling & Research Forest -shoulder taken to add lane of traffic | 12/4/2015 4:28 PM |
| 393 | Six Pines Drive at Woodlands Parkway | 12/3/2015 7:50 PM |
| 394 | Kuykendahl from Lake Woodlands to Research. No bike trail | 12/3/2015 6:00 PM |
| 395 | Woodlands Parkway - difficult to cross | 12/3/2015 5:01 PM |
| 396 | Trade Center Parkway - does not have any bike path, side walk or even road shoulder to connect to any restaurant or shopping area! | 12/3/2015 4:13 PM |
| 397 | Woodlands Pkwy coming from/to Oak Ridge North - no safe area to walk or ride | 12/3/2015 3:54 PM |
| 398 | Research & Alden Bridge Need traffic light | 12/3/2015 2:54 PM |
| 399 | Runners crossing entrance to neighborhoods are at risk as vehicles tend to come to a stop on therunners path as they lok for oncoming traffic | 12/3/2015 2:18 PM |
| 400 | All roads with sidewalks for walking | 12/3/2015 1:16 PM |
| 401 | Gosling to woodsedge. I know it's not technically the woodlands but many residents attend and there is a lot of traffic on gosling as a result. A path connecting it to the woodlands would be helpful. | 12/3/2015 12:29 PM |

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| 402 | South Millbend and Timberwilde poor visibility crossing | 12/3/2015 12:27 PM |
| 403 | Kuykendall | 12/3/2015 12:07 PM |
| 404 | Kuykendahl has no walk/bike path for much of its length | 12/3/2015 12:06 PM |
| 405 | Kuykendahl and Bay Branch | 12/3/2015 11:25 AM |
| 406 | crossing gosling/lake woodlands feels risky due to turn lanes - wish we had a little bridge somewhere or a way to cross over gosling better | 12/3/2015 10:45 AM |
| 407 | Lake Woodlands Dr. The pathway forces you to cross the main street back and forth and lights to simply ride from Gosling to the Lakeside area. | 12/3/2015 10:43 AM |
| 408 | Woodlands Parkway - high motorist traffic | 12/3/2015 10:36 AM |
| 409 | Need a stop sign on Creekside Green at Strake Dr so cars can cross the street to get to the school. All drivers just do whatever they want to get across there. | 12/3/2015 10:21 AM |
| 410 | Creekside Green and New Harmony Trail | 12/3/2015 9:36 AM |
| 411 | Kuykendahl Bridge - no north-south access between Creekside and rest of Woodlands | 12/3/2015 9:25 AM |
| 412 | Getting up Gosling | 12/3/2015 7:32 AM |
| 413 | The trails are great but must be maintained | 12/3/2015 7:03 AM |
| 414 | Kuykendahl from Creekside park to Indian Springs--no path | 12/3/2015 6:39 AM |
| 415 | Woodlands Pkwy - gaps in paths | 12/3/2015 2:11 AM |
| 416 | Harper's Landing across I-45 to Walmart and college! | 12/2/2015 9:04 PM |
| 417 | Gosling road | 12/2/2015 7:54 PM |
| 418 | Timarron Lakes to Carlton Woods Creekside | 12/2/2015 7:44 PM |
| 419 | GrogansMills @ Research Forrest. Right turn lane ignore lights an | 12/2/2015 3:53 PM |
| 420 | BAY BRANCH & KUYKENDAHL - TRAFFIC SIGNALS DON'T ALLOW TIME ENOUGH FOR KIDS WITH BIKES. | 12/2/2015 3:07 PM |
| 421 | Creekside green and tunica pass/bay mills has no path to safely cross to paved walkway | 12/2/2015 2:24 PM |
| 422 | Gosling road | 12/2/2015 11:09 AM |
| 423 | Harpers landing | 12/2/2015 9:01 AM |
| 424 | Kuykendahl from the entrance of the woodlands up until Flintridge dr | 12/2/2015 8:45 AM |
| 425 | Woodlands Parkway - no shoulder no bike lane | 12/2/2015 7:54 AM |
| 426 | Hwy 242 and I 45 traffic | 12/1/2015 9:39 PM |
| 427 | All except creekside, overgrown, crosswalks blocked from traffic view | 12/1/2015 8:14 PM |
| 428 | Lake Woodlands & Grogans Mill. | 12/1/2015 7:54 PM |
| 429 | Research Forest and Gosling = traffic congestion | 12/1/2015 12:48 PM |
| 430 | I-45 & College Park Drive area | 12/1/2015 12:05 PM |
| 431 | Kuykendahl - the bridge. | 12/1/2015 10:31 AM |
| 432 | Kuykendahl - there's no bike lane on the bridge | 12/1/2015 10:30 AM |
| 433 | No pathway from Creekside to Indian Springs over/under Kuykendahl bridge | 12/1/2015 10:07 AM |
| 434 | It feels more dangerous crossing the big heavily trafficed roads like Lake Woodlands, Woodlands Parkway, and Grogans Mill (especially with small kids). I think pedestrian flyovers (like the one over Sawdust at Sawmill) in these areas would be GREAT! | 12/1/2015 9:50 AM |
| 435 | Gosling Rd./The road doesn't have a wide enough shoulder | 12/1/2015 9:48 AM |
| 436 | Woodlands Pkwy | 12/1/2015 9:45 AM |
| 437 | Creekside and Lake Voyageur- hard to cross | 12/1/2015 9:27 AM |
| 438 | Kuykendahl and CreekSide forest. Motorists do not look out for pedestrians when making right turns. | 12/1/2015 9:09 AM |

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| 439 | Crossings at major intersection with heavy traffic. E Panther Creek/Woodlands Pkwy & W Panther Creek/Woodlands Pkwy. Last night saw a pedestrian and someone in a wheel chair almost hit by a driver who was trying to beat out the light. | 12/1/2015 9:06 AM |
| 440 | Research forest from shadow bend to i45 - no shoulders & limited pathway from Grogans to I45 | 12/1/2015 8:28 AM |
| 441 | Kuykendahl - very dangerous - high-speed traffic; no space for bike riding | 12/1/2015 8:26 AM |
| 442 | Lake Woodlands Dr. - traffic | 12/1/2015 8:06 AM |
| 443 | Kuykendahl & Creekside Forest - traffic | 12/1/2015 7:53 AM |
| 444 | Kuykendahl in Creekside. The worst. | 12/1/2015 7:41 AM |
| 445 | None | 12/1/2015 6:31 AM |
| 446 | Gosling & Creekside is not practical | 12/1/2015 6:07 AM |
| 447 | Same | 12/1/2015 5:47 AM |
| 448 | Kuykendahl and Creekside Forest. West of Kuykendahl--pedestrian signals don't work properly | 11/30/2015 11:21 PM |
| 449 | Gosling/bike | 11/30/2015 10:49 PM |
| 450 | Gosling and Kuykendahl | 11/30/2015 10:40 PM |
| 451 | kuykendahl from timarron to indian springs | 11/30/2015 10:34 PM |
| 452 | Gosling Rd and Kuykendahl. Both are completely unsafe for cyclists. | 11/30/2015 10:24 PM |
| 453 | Kuykendahl - no safe way to get to Woodlands Pkwy from Creekside | 11/30/2015 10:14 PM |
| 454 | Woodlands Pkwy / Gosling Rd. - very busy intersection | 11/30/2015 10:08 PM |
| 455 | Gosling South: no shoulder for biking, shared use of curvy path | 11/30/2015 9:58 PM |
| 456 | Gosling | 11/30/2015 9:53 PM |
| 457 | Gosling and Woodlands Parkway | 11/30/2015 9:41 PM |
| 458 | Woodlands Pkwy, no sidewalks in the near Kuykendahl. | 11/30/2015 9:28 PM |
| 459 | All the major intersections in the Woodlands are extremely dangerous as crossing points. | 11/30/2015 9:21 PM |
| 460 | Tupelo trail neighborhood no sidewalks | 11/30/2015 9:07 PM |
| 461 | Creekside Forest and Gosling | 11/30/2015 9:05 PM |
| 462 | Kuykendahl from entrance northbound to woodlands parkway no connection | 11/30/2015 9:01 PM |
| 463 | Woodlands Pkwy, non continuous paths and traffic | 11/30/2015 8:47 PM |
| 464 | creekside and kuykendahl | 11/30/2015 8:32 PM |
| 465 | Kuykendahl. No sidewalks | 11/30/2015 8:22 PM |
| 466 | Research Forest and Gosling. Hard to cross the street. | 11/30/2015 8:18 PM |
| 467 | Intersection of Creekside Forest and Kuykendahl. Traffic too fast on Kuykendahl. | 11/30/2015 8:08 PM |
| 468 | Woodlands Parkway, no continuous walkway or separate bike paths | 11/30/2015 7:35 PM |
| 469 | Kuykendahl and gosling bridges to creekside | 11/30/2015 7:19 PM |
| 470 | Across Kuykendahl at market to heb, now at corner and then all the way around the building | 11/30/2015 7:18 PM |
| 471 | Creekside and Kuykendahl - high traffic and low signage | 11/30/2015 7:15 PM |
| 472 | Kuykendahl no continuous bike path | 11/30/2015 7:04 PM |
| 473 | Research Forest and Kuykendahl heavy traffic. No designated trail. | 11/30/2015 6:52 PM |
| 474 | Kuykendahl south of Woodlands Parkway- no separate path for walking or biking | 11/30/2015 6:39 PM |
| 475 | Woodlands parkway, traffic | 11/30/2015 6:29 PM |
| 476 | Kuykendahl bridge south of Flintridge. No bike/running lane | 11/30/2015 6:25 PM |
| 477 | None | 11/30/2015 6:20 PM |

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| 478 | Need a running path up Kuykendahl from Creekside forest to woodlands parkway. This would keep people from having to cross the bridge at the creek to get into the main woodlands paths | 11/30/2015 6:16 PM |
| 479 | Gosling/Kukendahl/Creekside Forest Drive, Creekside Green Drive - same as #25 | 11/30/2015 6:13 PM |
| 480 | kuykendahl and creekside park, traffic. wouldb like lower speed limit and police presence to slow drivers | 11/30/2015 6:12 PM |
| 481 | Kuykendahl bridge between Creekside Park and Indian Springs. Too dangerous! | 11/30/2015 5:52 PM |
| 482 | Kuykendahl. ...all of it ...candidates ride bike to Woodlands Prep | 11/30/2015 5:36 PM |
| 483 | Research Forest & Cochrans Crossing (shoulder ends on a hill forcing bike into traffic at dangerous intersection with uneven pavement | 11/30/2015 8:43 AM |
| 484 | Woodlands Parkway - No shoulder or bike lane | 11/29/2015 6:19 PM |
| 485 | Lake Woodlands and Gosling. Similar to many intersections: very narrow space for bikes between curb and main road. Curb juts out too far forcing bikes into traffic. | 11/27/2015 8:36 AM |
| 486 | crossing gosling road | 11/27/2015 3:38 AM |
| 487 | W end of Research due to traffice and 4 way stop signs | 11/26/2015 3:43 AM |
| 488 | Lake Woodlands after Lake going east | 11/24/2015 10:50 PM |
| 489 | Crossing Woodlands Parkway | 11/24/2015 6:07 PM |
| 490 | sawmill north of sawdust south of grogans mill - small path not ok for fast biking and pedestrians, motorists are unfriendly to cyclists | 11/24/2015 3:53 PM |
| 491 | grogan's mill-crossing the street just about everywhere (especially with those flashing yellow left turn arrows) | 11/24/2015 2:19 PM |
| 492 | Gosling | 11/24/2015 10:04 AM |
| 493 | Woodlands Parkway - walking, biking running...very few pathways that bring you to the Town Center area. Pathways only available after Flintridge | 11/24/2015 9:56 AM |
| 494 | Woodlands parkway & Grogans mill- construction | 11/24/2015 9:35 AM |
| 495 | Same as 25 | 11/24/2015 9:01 AM |
| 496 | Main cooridors | 11/24/2015 8:05 AM |
| 497 | Woodlands Parkway no bike path for most of its length | 11/24/2015 7:14 AM |
| 498 | Intersection of Red Cedar Cir & S Milbend. Increased traffic in the last few years. Hard to cross. | 11/23/2015 10:48 PM |
| 499 | Research forest dr. - no safe bike lane or shoulder for faster bike | 11/23/2015 10:44 PM |
| 500 | Research Forest (no bike lanes east of Gosling or west of Branch Crossing) | 11/23/2015 6:37 PM |
| 501 | Kuykendahl bridge - impassable | 11/23/2015 6:09 PM |
| 502 | When too much traffic it'd be nice to have an over pass to cross Grogan's Mill Road to get to North Shore park | 11/23/2015 4:25 PM |
| 503 | Many intersections are dangerous for walkers, bikers etc. | 11/23/2015 2:50 PM |
| 504 | Light timing(?)when Crossing woodlands parkway, I can make it but see too many elderly or families stranded halfway | 11/23/2015 2:11 PM |
| 505 | N. Millbend turning on to Six Pines. During heavier traffic times it's difficult to cross the street | 11/23/2015 1:50 PM |
| 506 | Woodlands Parkway and East Panther Creek (Water tower) | 11/23/2015 1:24 PM |
| 507 | Six pines and lake front area - there are no sidewalks. I need to run in the street on days after rain, which is dangerous. | 11/23/2015 9:13 AM |
| 508 | Woodlands Parkway, no shoulder | 11/23/2015 12:39 AM |
| 509 | Gosling and Flintridge - Seems like it could use more signage saying there are pedestrians because some cars do tend to rush that light. | 11/22/2015 7:07 PM |
| 510 | bad shoulders on lake woodlands that could easily be made into bike lanes | 11/21/2015 7:29 PM |
| 511 | Six Pines and Woodlands Parkway, difficult to see motorists turning right, insufficient lighting at night, dangerous intersection with small children, not enough time to travel across, would like to see a pedestrian bridge | 11/21/2015 2:44 PM |
| 512 | Branch crossing curvy road and motorists speed constantly | 11/21/2015 2:38 PM |
| 513 | Crossing six pines and woodlands parkway can be dangerous. Wish it was more like groans mill and woodlands pkwy. | 11/21/2015 2:06 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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| 514 | Bear Branch at Research Forest | 11/21/2015 1:49 PM |
| 515 | Research Forest - no bike path | 11/21/2015 12:21 PM |
| 516 | Branch Crossing & Woodlands Parkway | 11/21/2015 12:14 PM |
| 517 | Woodlands Pkwy to Six Pines (bike path) | 11/21/2015 10:55 AM |
| 518 | Millbend, Flintridge, Panthers Creek - poor roadside conditions, no bike lanes | 11/21/2015 9:11 AM |
| 519 | Larger roads which have no shoulder like gosling or Kuykendahl | 11/21/2015 8:41 AM |
| 520 | 242 headed east green bridge | 11/21/2015 8:07 AM |
| 521 | Research Forest, lack of protected space near Kirkendaul | 11/21/2015 7:19 AM |
| 522 | I45 and 242. Very dangerous to cross | 11/20/2015 11:01 PM |
| 523 | Woodlands Parkway - no paths | 11/20/2015 10:34 PM |
| 524 | Gosling & Research | 11/20/2015 10:18 PM |
| 525 | Cycling: Lake Woodlands, between Gosling and Shadowbend. Lots of traffic and shoulders in disarray | 11/20/2015 10:16 PM |
| 526 | Kuykendahl - no shoulder | 11/20/2015 9:25 PM |
| 527 | Woodlands Parkway has no good biking the length of it. | 11/20/2015 9:12 PM |
| 528 | research forest- no shoulder/bike lane | 11/20/2015 8:09 PM |
| 529 | Lights are not long enough for recreational bike riders to cross | 11/20/2015 8:01 PM |
| 530 | Lake Woodlands and Cochran's crossing. White light for cyclist and Amber flashing light for motorist at same time. Same issue at research and branch crossing and many other places | 11/20/2015 7:34 PM |
| 531 | Research Forest and Gosling - very wide, short signals | 11/20/2015 6:52 PM |
| 532 | Kuykendahl and flintridge | 11/20/2015 6:51 PM |
| 533 | South panther creek and lake woodlands (by Lutheran church). No respect from turning motorists turning right onto lake woodlands on red light. Lights unsyncronized, awkward because lames change side of the road, missing path. | 11/20/2015 4:51 PM |
| 534 | Panther Creek | 11/20/2015 4:48 PM |
| 535 | Biking from Creekside to Indian Springs on Kuykendall. There is not bike path, trail or shoulder to bike safety on the bridge. | 11/20/2015 4:35 PM |
| 536 | Woodlands Pkwy, no bike lanes or paths | 11/20/2015 4:21 PM |
| 537 | Woodlands Parkway third lane added. | 11/20/2015 3:21 PM |
| 538 | Research forest past Alden bridge: no shoulder | 11/20/2015 2:25 PM |
| 539 | Research Forest in General. What is the bike lane is not since it is not evenly paved. | 11/20/2015 1:56 PM |
| 540 | Research forest - curbs replaced the wide shoulders | 11/20/2015 1:23 PM |
| 541 | Research Forest-loss of shoulders connecting with Town Center | 11/20/2015 1:12 PM |
| 542 | Woodlands Parkway/2920 to I45 - no buffer b/w cars/bikes | 11/20/2015 12:59 PM |
| 543 | WOODLANDS PARKWAY, RESEARCH FOREST | 11/20/2015 12:53 PM |
| 544 | Lake Woodlands- see above | 11/20/2015 12:49 PM |
| 545 | Branch Crossing. The bridge is narrow and bicyclists traveling north block traffic. | 11/20/2015 12:41 PM |
| 546 | Woodlands Parkway & Research Forest; widening & curbs make these DANGEROUS for biking. | 11/20/2015 12:40 PM |
| 547 | Most major woodlands roads. Due to cars driving recklessly and side not very good everywhere | 11/20/2015 12:23 PM |
| 548 | Gosling south of Research, no shoulder for biking. | 11/20/2015 12:13 PM |
| 549 | Grogan's and six pines | 11/20/2015 12:08 PM |
| 550 | Near the Woodlands Mall near 45 | 11/20/2015 11:57 AM |
| 551 | Lake Woodlands/Shadowbend area with the bumps at the corner | 11/20/2015 11:49 AM |

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| 552 | Six pines and woodlands parkway, it's to big and traffic travels to fast...needs a bridge on six pines over woodlands parkway | 11/20/2015 11:41 AM |
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| 553 | Woodlands pkwy and Gosling is not a safe crosswalk | 11/20/2015 11:40 AM |
| 554 | Woodland Parkway west of Lake Woodlands intersection is dangerous to bike on due to intersection "noses" that force bikers to veer off of shoulder and into traffic. | 11/20/2015 11:28 AM |
| 555 | Woodlands pkwy-no bike lanes or shoulders | 11/20/2015 11:27 AM |
| # | Location and issue: | Date |
| 1 | Parts of Lake Woodlands where the shoulder road surface is rough | 1/31/2016 4:13 PM |
| 2 | Reasearch Forest east/westbound from I-45 to Grogran's Mill Road. I'm amazed no one has been killed yet biking on the road! | 1/31/2016 2:08 AM |
| 3 | w panther creek north bound turning east at light not looking for me crossing with cross light west bound | 1/30/2016 10:09 AM |
| 4 | Can't travel past Grogans on RFD on bike path | 1/28/2016 8:24 PM |
| 5 | Kuykendall from Bay Branch to Research- no side walk | 1/25/2016 8:14 PM |
| 6 | Alden bridge and research. 4 way stop sucks need light with adequate crosswalk signals | 1/25/2016 7:38 PM |
| 7 | FM 2978 - too narrow to travel safely - no shoulder | 1/25/2016 3:22 PM |
| 8 | I'd like a more direct path for my kids to ride from Millbend Forest to Hailey/Knox/Wilkerson | 1/25/2016 10:18 AM |
| 9 | Woodlands Parkway | 1/24/2016 4:20 PM |
| 10 | Woodlands Parkway - no path along corridor between Kuykendahl and S Panther Creek Dr | 1/24/2016 10:26 AM |
| 11 | Woodlands Parkway - lacks shoulders east of Kuykendahl | 1/24/2016 10:05 AM |
| 12 | Gosling and Lake Woodlands Dr | 1/23/2016 9:25 PM |
| 13 | Fitness biking on Cochran's Crossing Dr due to lack of shoulders. Utilitarian biking ok due to paths | 1/23/2016 2:46 PM |
| 14 | Woodlands pkwy from Kuykendahl east -no bike lane | 1/23/2016 1:04 PM |
| 15 | Grogens mill to sawdust | 1/23/2016 1:02 PM |
| 16 | Lake Woodlands for biking | 1/23/2016 12:16 PM |
| 17 | Research Forest - lack of path for large stretches | 1/23/2016 11:59 AM |
| 18 | Woodlands Parkway between I-45 and Grogans Mill - no hike and bike path and the shoulder was made another lane for motorists | 1/22/2016 10:37 AM |
| 19 | Lake Woodlands | 1/21/2016 12:53 PM |
| 20 | Crystal Lake Lane. NO shoulders on road. Many speeders & no traffic enforcement | 1/21/2016 12:44 PM |
| 21 | Crown Ridge/Research Dr. - cross traffic does not always yield to pedestrians | 1/21/2016 11:49 AM |
| 22 | Lake Woodlands and Golden Shadow - traffic | 1/21/2016 10:09 AM |
| 23 | Better connecting routes for path "underpass" under Parkway near panther creek. Took me a long time to figure it out and no good east-west connectors | 1/21/2016 8:18 AM |
| 24 | too many curved paths with heavy vegetation along Grogans Mill and Grogans Mill Village Center | 1/21/2016 6:05 AM |
| 25 | Lake woodlands and e. panther creek | 1/19/2016 7:05 PM |
| 26 | Greenbridge - shoulder in poor shape | 1/19/2016 5:30 PM |
| 27 | Grogan's Mill and N Millbend - Pathways only on one side mean having to crossover a busy intersection with little room left for stopping in the middle | 1/19/2016 3:41 PM |
| 28 | Lake Woodlands not as bad as Parkway but getting there! | 1/19/2016 12:09 PM |
| 29 | Research Forest from Six Pines to Shadowbend - no shoulders | 1/19/2016 12:03 PM |
| 30 | Better parking, pathways that are separated so that biking could be an alternative transportation alternative to attend a concert at the Pavillion or to shop at Mall or towncenter. | 1/19/2016 11:45 AM |
| 31 | Lake Woodlands and echo bend traffic | 1/19/2016 10:27 AM |

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| 32 | Research Forrest east of Gosling because there are no shoulders since the widening | 1/19/2016 10:22 AM |
| 33 | Kuykendahl from Alden Bridge to Sterling Ridge-traffic traveling at a high rate of speed. Speed limit needs to enforced there. | 1/19/2016 8:53 AM |
| 34 | New Trails and Tech Forest. Difficulty staying out of automobiles way...received death threat for "being in the way" | 1/19/2016 8:36 AM |
| 35 | Woodlands parkway - shoulders for bikes are ruff | 1/18/2016 7:37 PM |
| 36 | Research Forest and Millenium Parkway when the kids go and return from their runs off campus or are arriving/leaving school before/after the CISD officers no longer control traffic. Drivers are trying to exit the school and turn left onto busy Research Forest. You are concentrating on finding a break in the traffic to cross at the same time the kids are doing the same. I'm always afraid someone is going to get hit. | 1/18/2016 12:35 PM |
| 37 | No way to get to Creekside on Kuykendahl from Indian Springs/Sterling Ridge | 1/18/2016 11:10 AM |
| 38 | Woodlands Parkway: Not enough crossing time or ample view of motorists to cyclists/runners and vice versa. | 1/18/2016 10:35 AM |
| 39 | Portions of Kuykendahl Rd with no bike path | 1/18/2016 10:31 AM |
| 40 | Woodlands parkway no shoulder can't ride bike or run when dark | 1/18/2016 9:43 AM |
| 41 | Along sections of Gosling where there is no path or shoulder | 1/17/2016 7:55 PM |
| 42 | Research forest - West. Limited shoulder | 1/16/2016 11:19 AM |
| 43 | None | 1/16/2016 12:24 AM |
| 44 | Throughout The Woodlands the failure of bikers to obey traffic laws make biking, walking and running less safe. | 1/15/2016 7:55 PM |
| 45 | I have seen several race bikes on Woodlands Parkway taking up the right lane at 20 mph, very dangerous to bike and cars!! | 1/15/2016 5:40 PM |
| 46 | Grogan's Mill Rd. No shoulder most of the way. | 1/15/2016 5:11 PM |
| 47 | see above | 1/15/2016 4:52 PM |
| 48 | Woodlands Parkway | 1/15/2016 11:09 AM |
| 49 | Research forrest. No bike path. | 1/14/2016 10:25 PM |
| 50 | All woodlands roads and shoulders due to poor constriction as gaps between are wise enough to trap a bicycle tire. | 1/14/2016 10:15 PM |
| 51 | Grogans mill | 1/14/2016 10:04 PM |
| 52 | I45 and sawdust | 1/14/2016 9:39 AM |
| 53 | Alden Bridge and Research Forest Drive - 4 way stop signs hard to get all lanes to see a runner crossing | 1/13/2016 12:37 PM |
| 54 | Sections along Gosling and Kuykendahl where there are no shoulders for safe bike lanes or jutting curbs and poor shoulders, to enable safe access for a cyclist N-S across all of the Woodlands. | 1/13/2016 11:18 AM |
| 55 | Kuykendahl and Crown Ridge | 1/13/2016 10:55 AM |
| 56 | Kuykendahl road, very scary | 1/13/2016 10:53 AM |
| 57 | FM1488 and Carriage hills boulevard | 1/13/2016 8:09 AM |
| 58 | NOT ENOUGH STREET LIGHTS IN NEIGHBORHOODS | 1/12/2016 9:35 PM |
| 59 | Lkewoodlands | 1/12/2016 7:39 PM |
| 60 | Lake Woodlands proposed expansion== shoulders? | 1/12/2016 5:23 PM |
| 61 | Gossling at Research Parkway--too many cars not paying attention to pedestrians/bikers in crosswalk. | 1/12/2016 1:15 PM |
| 62 | Kuykendahl between Creekside and Flintridge where there is no path to get across bridge | 1/12/2016 9:54 AM |
| 63 | Woodlands Parkway - no shoulder for bikes | 1/12/2016 9:49 AM |
| 64 | The south side of Research Forest in front of Woodlands High School. Cross Country teams frequently run along the shoulder, which is unsafe in light of traffic volume and because many of the drivers are still learning to drive. | 1/11/2016 10:12 PM |
| 65 | Grogan's Mill Rd north of Lake Woodlands Dr -- no pathway or sidewalk for pedestrians | 1/11/2016 7:03 AM |
| 66 | Woodlands Pkwy: section where no designated off road bike/walk path exists | 1/11/2016 6:17 AM |
| 67 | Lake Woodlands Parkway - not enough bike path | 1/10/2016 1:04 PM |

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| 68 | Lake Woodlands at Gosling - Continuous Right Turn Lane | 1/10/2016 10:50 AM |
| 69 | Lake Woodlands shoulder - some areas in need of repair | 1/9/2016 7:33 PM |
| 70 | Lake Woodlands - no paths for much of area | 1/9/2016 12:45 PM |
| 71 | Motorists can't see runners/bikers coming to intersection | 1/9/2016 9:34 AM |
| 72 | Woodlands Pkwy is hard to cross at Kuykendahl. Same reason as above. | 1/8/2016 5:50 PM |
| 73 | Getting to 242 from Grogans Mills | 1/7/2016 7:37 PM |
| 74 | Six pines and lake Robbins. Same issues | 1/7/2016 7:20 PM |
| 75 | Kuykendal - no paths | 1/7/2016 7:08 PM |
| 76 | Kuykendahl by Bridge | 1/7/2016 6:41 PM |
| 77 | Research Forest at Gosling - no path from shadowbend to other side of gosling - must cross street multiple times | 1/7/2016 2:38 PM |
| 78 | Majority of woodlands parkway and research forest not safe for bike riding due to lack of shoulder. | 1/6/2016 7:11 PM |
| 79 | Downtown; no place to leave bike | 1/6/2016 5:13 PM |
| 80 | some shoulders too narrow | 1/6/2016 12:35 PM |
| 81 | Five Oaks / MacKenzie Park to Exxon campus along Spring creek. | 1/6/2016 10:57 AM |
| 82 | LAKEFRONT | 1/6/2016 8:37 AM |
| 83 | I45 at Woodlands Parkway -- impossible to cross safely on existing overpasses | 1/5/2016 10:09 PM |
| 84 | Lakeside - no designated bike land | 1/5/2016 5:47 PM |
| 85 | Why is the walking path crossing the road on Creekside Green Dr. approaching Timber Creek Elementary School? | 1/5/2016 4:07 PM |
| 86 | branch crossing | 1/5/2016 3:17 PM |
| 87 | Grogans Mill and Woodlands Parkway | 1/5/2016 2:44 PM |
| 88 | woodlands parkway at McCullough middle school; there is a light for crossing (going north), but when you cross the street, there is no path at all. My 12 year old and I ended up having to ride on WL Parkway to Gosling with no shoulder at all. Very dangerous | 1/5/2016 8:43 AM |
| 89 | Panther Creek (south of Woodlands Parkway) needs a parallel path of some type. No shoulder exists. | 1/5/2016 8:34 AM |
| 90 | Gosling and Woodlands Parkway, volume and access for non-vehicle | 1/5/2016 8:17 AM |
| 91 | Woodands Parkway - multiple instances of near-misses due to narrowness/condition of shoulder | 1/5/2016 7:59 AM |
| 92 | grogans mill/woodlands pkw e.g | 1/4/2016 7:48 PM |
| 93 | Branch Crossing Dr - Narrow/rough shoulder | 1/4/2016 6:34 PM |
| 94 | Greenbridge Drive has areas without a walking path. | 1/4/2016 1:13 PM |
| 95 | Woodlands Parkway: No path between Panther Creek East to Cochran Crossing. | 1/4/2016 12:34 PM |
| 96 | Crossing buttons at intersections are in the in the middle of the road after the turning lane. Example Gosling or | 1/4/2016 10:43 AM |
| 97 | Lake Woodlands Dr - too busy, no bike lane | 1/4/2016 9:58 AM |
| 98 | Research Forrest - No shoulder | 1/4/2016 8:27 AM |
| 99 | Kuykendahl has no shoulder between Woodlands Parkway and Research Forest | 1/3/2016 11:10 PM |
| 100 | Flintridge and kuykendaal | 1/3/2016 10:06 PM |
| 101 | Cochran's Crossing - Lack of safe bicycle space & Moderate traffic | 1/3/2016 11:34 AM |
| 102 | Bay branch and kuykendahl. Drivers are turning right from bay branch to kuykendahl when the walk sign is on for pedestrians, not giving the pedestrian time right of way. People also stop at the light in too if the cross walk making it impossible to cross with a bike and child trailer. | 1/2/2016 10:56 PM |
| 103 | Cars aim at you | 1/2/2016 8:55 PM |
| 104 | Woodlands parkway and Kuykendahl. Heavy traffic. | 1/2/2016 6:31 PM |
| 105 | Grogans Mill needs pathway North through to Hwy 242. | 1/2/2016 5:54 PM |

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| 106 | Must cross from N side of RF to get on trail on S side of RF to get to technology forest or new trails and then have to cross back over RF to get to sidewalks on technology forest N of RF | 1/2/2016 4:29 PM |
| 107 | Kykendahl between woodlands parkway and research forest | 1/2/2016 4:14 PM |
| 108 | Anything on Research Forest | 1/2/2016 2:26 PM |
| 109 | Lake Woodlands around the mall, crosswalks dont connect to sidewalks | 1/2/2016 1:16 PM |
| 110 | Woodlands Parkway - no space for road bikes on shoulder | 1/2/2016 10:03 AM |
| 111 | Research Forest - shoulders don't exist in many areas | 1/1/2016 7:58 PM |
| 112 | Technology Forest. No paths to get anywhere. Making this pedestrian friendly would be great for the Thousands of workers who would walk or ride to the local restraurants at lunch. | 1/1/2016 5:21 PM |
| 113 | Research and Gosling, traffic and congestion. | 1/1/2016 4:52 PM |
| 114 | Research Forest & Grogans Mill area. High traffic area with no designated room for bikes. | 1/1/2016 9:23 AM |
| 115 | Research Forest - paths on one side or no crosswalks | 1/1/2016 12:03 AM |
| 116 | all | 12/31/2015 6:04 PM |
| 117 | South Trade Center. Industrial businesses have 18-wheelers parking along the road at all hours. If those businesses expect a delivery they need to have their gates open for receiving. It makes me feel unsafe for kids to play when random truckers are sitting just off the trails. | 12/31/2015 5:16 PM |
| 118 | South Trade Center Dr. Most businesses park deliveries on the side of the road making it hard for cars or bikers to get by in that area. | 12/31/2015 5:12 PM |
| 119 | Bridge over reserve / no road shoulder | 12/31/2015 11:27 AM |
| 120 | woodlands pkway - no shoulder, car speed | 12/31/2015 10:05 AM |
| 121 | Parts of Woodlands Parkway have no shoulder. Must ride in traffic. | 12/29/2015 6:00 AM |
| 122 | Rayford / Sawdust - Congestion and No Designated Bike Lane | 12/28/2015 10:31 AM |
| 123 | bike paths are only safe at low speeds (<12 mph) | 12/28/2015 8:53 AM |
| 124 | Kuykendahl between The Woodlands Parkway & Carlton Woods Creekside, No bike lane or shoulder | 12/25/2015 8:40 AM |
| 125 | Riva Row x Six Pines: if we want to go to walk along the boardwalk and we are at 30 Riva Row, we have to walk to six Pines, cross the street under the Marriot tunnel, and get to the other side of the water. | 12/24/2015 1:27 PM |
| 126 | Research forest: there is no bike lane | 12/24/2015 12:08 PM |
| 127 | Lake Woodlands & Grogan's Mill | 12/24/2015 9:30 AM |
| 128 | woodlands parkway- no shoulder or intermitten) nor paths | 12/24/2015 7:35 AM |
| 129 | Research Forest - no shoulder | 12/23/2015 3:23 PM |
| 130 | Lake Woodlands through Chocran's Crossing: curb comes out into the shoulder at intersections. | 12/23/2015 3:08 PM |
| 131 | Cochran's crossing-Again Homeowners do not look each way to see if anyone is running on the path or street or biking on the street | 12/23/2015 1:57 PM |
| 132 | Research Forest east of Gosling - no sholder | 12/23/2015 11:28 AM |
| 133 | Research Forest - too much traffic, shoulder disappears | 12/23/2015 10:00 AM |
| 134 | Woodlands parkway east of lake woodlands - curbed road, no shoulder. Not safe for riding! | 12/22/2015 9:59 PM |
| 135 | research Forrest and technology forrest | 12/22/2015 9:38 PM |
| 136 | trails have no new development or improvement in the front of woodlands near sawdust grogans | 12/22/2015 6:17 PM |
| 137 | Shadowbend- flooded pathways | 12/22/2015 4:14 PM |
| 138 | Gosling Rd over Spring Creek. Not wide enough in key spots. | 12/22/2015 2:43 PM |
| 139 | Lake woodlands, eastbound between echo bend and gosling. Pavement is uneven. | 12/22/2015 1:12 PM |
| 140 | Woodlands parkway does not have a path between panther creeks | 12/22/2015 8:59 AM |
| 141 | Alden bridge & research forest junction | 12/22/2015 8:16 AM |

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| 142 | Lake Woodlands drive. We need to preserve the shoulder as there are plans to widen. | 12/21/2015 12:57 PM |
| 143 | Research Forest, no shoulder | 12/21/2015 10:11 AM |
| 144 | FM 242 (no cycling connectivity around I-45 intersection) | 12/21/2015 5:56 AM |
| 145 | Gosling | 12/20/2015 5:32 PM |
| 146 | Woodlands Parkway - shoulders removed | 12/20/2015 4:00 PM |
| 147 | Woodlands parkway | 12/20/2015 7:02 AM |
| 148 | Crossing Rt 45 @ Woodlands Parkway - No riding area, square curb, and new lane barriers prevent any speed matching reduce time and provide more time to move across lanes leaving Rt 45. The difference between 2 seconds for a quick lane change and 6-8 seconds to quickly walk across is HUGE with traffic here. Staying in lane till after Woodloch Forrest and then changing lanes to exit at Waterway ave is suicide. But even so this is the best crossing for Rt 45. | 12/20/2015 5:57 AM |
| 149 | Along Panther Creek shoulder in bad shape | 12/19/2015 6:32 PM |
| 150 | All E/W crossings of I-45 | 12/19/2015 3:39 PM |
| 151 | On major streets | 12/18/2015 2:44 PM |
| 152 | Branch Crossing--Much of the road varies between having a shoulder and having NO shoulder, with no warning. If I'm biking on the shoulder, then the shoulder disappears, it creates an extreme safety concern because it forces me into vehicle traffic. | 12/18/2015 8:28 AM |
| 153 | Grogan Mills at Lake Woodlands - poor location of crosswalk button | 12/17/2015 6:51 PM |
| 154 | need protected path for road biking | 12/16/2015 4:42 PM |
| 155 | Hwy 242 from I45 to Woodlands pathway connectors | 12/16/2015 1:30 PM |
| 156 | kuykendahl - no shoulders | 12/16/2015 9:58 AM |
| 157 | Crosswalks on lake Robbins - blind spots and fast traffic. Frequent crossings from market street to town green and waterway | 12/14/2015 8:27 PM |
| 158 | Lake Woodlands Dr from Hughes Landing-Grogan's Mill--no shoulder; | 12/12/2015 4:29 PM |
| 159 | Grogan mills | 12/12/2015 7:50 AM |
| 160 | Research Forest--no shoulder | 12/11/2015 4:06 PM |
| 161 | Robinson Road / I-45 overpass - not safe for bicyclist coming east into The Woodlands | 12/11/2015 9:54 AM |
| 162 | East Panther Creek / Woodlands Parkway | 12/8/2015 12:43 PM |
| 163 | budde rd - no pathways to bike or share the road | 12/7/2015 2:52 PM |
| 164 | Kuykendahl between Woodlands Pkwy and Creekside, narrow, limited shoulders, no pathway | 12/6/2015 3:29 PM |
| 165 | woodlands parkway, lake woodlands, khuykendhal limited sideway | 12/6/2015 12:49 PM |
| 166 | Shoulder are inconsistent nice and wide in lake woodlands but narrow on other streets | 12/6/2015 11:10 AM |
| 167 | north south on grogans mill | 12/5/2015 10:20 AM |
| 168 | Crossing Woodlands Parkway at Panther Creek -heavy traffic to cross. It's the main connection to go to mall, waterway, etc. I am too scared to do the trip alone to traffic at that specific cross section. Also lighting on the pathway near Southshore park in the trees is none sister and would be great to have some lighting through there | 12/5/2015 8:59 AM |
| 169 | Gosling Road - narrow for cycling on street | 12/5/2015 6:58 AM |
| 170 | Woodlands Parkway- no place for bikes to ride on the road | 12/4/2015 6:09 PM |
| 171 | Grogans Mill Road-shoulder is only 3'wide by Woodlands Pkwy | 12/4/2015 4:28 PM |
| 172 | West Alden Bridge Dr. and Research Forest Dr. Major intersection with 4 way stop. No light. Difficult to cross during busy traffic time. | 12/3/2015 6:00 PM |
| 173 | Flintridge - Most bicyclists do not follow posted stop signs. | 12/3/2015 5:01 PM |
| 174 | Hwy 242 East of Lone Star College- does not have any bike path, side walk or even road shoulder to connect to any restaurant or shopping area! | 12/3/2015 4:13 PM |
| 175 | Research Forest and Branch Crossing, dangerous crossing for bikes or people | 12/3/2015 11:25 AM |

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| 176 | iking down to hughes landing/market street from Shadowbend is not well connected | 12/3/2015 10:45 AM |
| 177 | Corner of Creekside Green and Strake Dr is in DESPARATE NEED of a stop sign and crossing guard. PLEASE for the safety of my son while riding his bike on Strake across Creekside Green to get to school | 12/3/2015 10:21 AM |
| 178 | Creekside Green - vehicle traffic fails to yield right of way, shoulders merge back to roadway at intersections forcing cyclist back into traffic | 12/3/2015 9:25 AM |
| 179 | Like natural path for running - better for joints | 12/3/2015 7:03 AM |
| 180 | Not a concern until next year...Crossing over Kuykendahl to access new middle school. | 12/3/2015 6:39 AM |
| 181 | KuyKendahl road | 12/2/2015 7:54 PM |
| 182 | Grogans Mill. interrupted Pathways | 12/2/2015 3:53 PM |
| 183 | ALDEN BRIDGE & RESEARCH FOREST - NO CROSSING GUARDS AT THIS INTERSECTION. | 12/2/2015 3:07 PM |
| 184 | Branch crossing | 12/2/2015 11:09 AM |
| 185 | Lake woodlands - shoulder in terrible repair very rough | 12/2/2015 7:54 AM |
| 186 | Lake Woodlands & Gosling. | 12/1/2015 7:54 PM |
| 187 | Kurkendalh through Creekside Park...dangerous around new HEB | 12/1/2015 12:48 PM |
| 188 | have to switch from north side to south side during ride | 12/1/2015 10:30 AM |
| 189 | Lake Woodlands | 12/1/2015 9:45 AM |
| 190 | Near Town center post office-no pathways or shoulders to Post office and Mtgmy County offices | 12/1/2015 8:28 AM |
| 191 | Gosling - insufficient space for bike riding | 12/1/2015 8:26 AM |
| 192 | Gosling Rd. - traffic | 12/1/2015 8:06 AM |
| 193 | Kuykendahl Bridge - no running path | 12/1/2015 7:53 AM |
| 194 | Kuykendahl & New Harmony is dangerous | 12/1/2015 6:07 AM |
| 195 | Kuykendahl/ bike | 11/30/2015 10:49 PM |
| 196 | Gosling and flintridge | 11/30/2015 10:34 PM |
| 197 | Woodlands Pkwy / Lake Woodlands - very busy intersection | 11/30/2015 10:08 PM |
| 198 | Kuykendahl North&South: Bridge has no shoulder for bicycles | 11/30/2015 9:58 PM |
| 199 | Kuykendahl | 11/30/2015 9:53 PM |
| 200 | Creekside Forest and Kuykendahl | 11/30/2015 9:05 PM |
| 201 | Research Forest Blvd, paths not continuous | 11/30/2015 8:47 PM |
| 202 | Woodlands parkways. No sidewalks | 11/30/2015 8:22 PM |
| 203 | Research Forest and Shadow Bend. Difficult to cross street. | 11/30/2015 8:18 PM |
| 204 | Kuykendahl, no walkway or separate bike paths | 11/30/2015 7:35 PM |
| 205 | Woodlands parkway | 11/30/2015 7:19 PM |
| 206 | Will it be possible for junior high kids to new Creekside JH to get across Kuykendahl safely? Right now, absolutely not! | 11/30/2015 7:18 PM |
| 207 | Woodlands Parkway -- too much traffic and no alternative route except going out of your way. | 11/30/2015 5:52 PM |
| 208 | Lake Woodlands has bad shoulders on major sections of road | 11/30/2015 8:43 AM |
| 209 | Kuykendahl | 11/29/2015 6:19 PM |
| 210 | Along Grogan's Mill | 11/24/2015 6:07 PM |
| 211 | woodlands parkway-crossing | 11/24/2015 2:19 PM |
| 212 | Kuykendahl - only shoulder on one side. Forces bikers, runners and walkers to use "wrong side" depending on how you cross road. | 11/24/2015 9:56 AM |
| 213 | Lake Woodlands parkway. major portion of is shoulder are in poor repair forcing road bikes on to the street. | 11/24/2015 7:14 AM |
| 214 | Branch Crossing bridge near Terramont - very dangerous as bridge narrows forcing cyclists into car lanes | 11/23/2015 6:37 PM |

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| 215 | Many of the major roads have bump outs. I ride along the shoulder then have to slow down, look back, and many times have to stop to wait for traffic in order to move out into the street to continue. | 11/23/2015 1:50 PM |
|-----|---|---------------------|
| 216 | Waterway - Hotel construction took away the north side of the waterway sidewalk. | 11/23/2015 9:13 AM |
| 217 | Research Forest Drive, no shoulder | 11/23/2015 12:39 AM |
| 218 | no north/south route on kuykendahl to acces Heb creekside from the woodlands | 11/21/2015 7:29 PM |
| 219 | Concerned about roadway improvements at woodlands pkwy and six pines and groans mill. I hope they improve crossings with any changes. What about a pedestrian bridge like grogans mill and sawmill? | 11/21/2015 2:06 PM |
| 220 | Woodlands Pkwy to Sterling Ridge (bike path) | 11/21/2015 10:55 AM |
| 221 | No bike path along 242 | 11/21/2015 8:07 AM |
| 222 | Trade center Blvd and Donwick. Need bike and running lanes. | 11/20/2015 11:01 PM |
| 223 | Gosling & Woodlands Parkway | 11/20/2015 10:18 PM |
| 224 | Cycling: Lake Woodlands, between Kuykendhal and Sterling Ridge. No shoulder in area with high traffic | 11/20/2015 10:16 PM |
| 225 | I45 end of Research Forest - no shoulder | 11/20/2015 9:25 PM |
| 226 | gosling- intermittent shoulder | 11/20/2015 8:09 PM |
| 227 | All roads around the Mall & Market Street & Hughes Landing | 11/20/2015 8:01 PM |
| 228 | Gosling and woodlands parkway and Gosling Research outer sections of cycle pathway have no lights and motorists tear around these corners | 11/20/2015 7:34 PM |
| 229 | All Woodlands Parkway crossings - very wide, short signals | 11/20/2015 6:52 PM |
| 230 | Woodlands Parkway | 11/20/2015 4:48 PM |
| 231 | Research Forest, no shoulders or bike lanes | 11/20/2015 4:21 PM |
| 232 | Cochrans crossing: bad shoulder | 11/20/2015 2:25 PM |
| 233 | Terramont. The bike lanes are full of debris and it is unevenly paved. There are curbed that stick out that forces you out into traffic. | 11/20/2015 1:56 PM |
| 234 | Any path that gets closed for construction without warning or provision or even though for alternate route. | 11/20/2015 1:23 PM |
| 235 | Gosling-lack of shoulders between Research Forest and Flintridge | 11/20/2015 1:12 PM |
| 236 | Woodlands Parkway- see above | 11/20/2015 12:49 PM |
| 237 | Research parkway, too much back and forth across road near northshore park/hugh's landing. | 11/20/2015 12:13 PM |
| 238 | Lake Front | 11/20/2015 12:08 PM |
| 239 | getting across Woodlands Parkway at Six Pines on foot--the pedestrian light is too short! | 11/20/2015 11:49 AM |
| 240 | Crossing six pines under the sky bridge from marriot to pavilion parking garage, just painting a crosswalk would help | 11/20/2015 11:41 AM |
| 241 | Woodlands Parkway East of Lake Woodlands intersection is dangerous to bike on due to no shoulder or bike lane. | 11/20/2015 11:28 AM |
| 242 | Gosling road no bike lanes or shoulders | 11/20/2015 11:27 AM |
| # | Location and issue: | Date |
| 1 | Gosling, Cochrans Crossing, and most north-south roads do not have a proper shoulder for bicycles so we ride in the road itself | 1/31/2016 4:13 PM |
| 2 | branch crossing at research forest autos turning right east bound off research forest and autos turning right north bound off branch crossing not looking or stopping for me trying to cross with cross light | 1/30/2016 10:09 AM |
| 3 | Bike path doesn't extend along entire length of 242 or RFD | 1/28/2016 8:24 PM |
| 4 | Research Forrest to Alden bridge. Make this a 4 lane two way already. Wtf is the issue here are neighborhood gets the shaft on improvements in this area. | 1/25/2016 7:38 PM |
| 5 | Research Road | 1/24/2016 4:20 PM |
| 6 | Lake Woodlands - Lacks shoulders | 1/24/2016 10:05 AM |
| 7 | Research Forest and Gosling | 1/23/2016 9:25 PM |

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|----|---|--------------------|
| 8 | Fitness biking on Glen Loch Rd. due to lack of shoulders. Utilitarian biking ok due to paths | 1/23/2016 2:46 PM |
| 9 | Gosling south of flint ridge into Harris county - no bike lane | 1/23/2016 1:04 PM |
| 10 | I 45 | 1/23/2016 1:02 PM |
| 11 | Research Forest for biking | 1/23/2016 12:16 PM |
| 12 | Research Forest between I-45 and Grogans Mill - same as above | 1/22/2016 10:37 AM |
| 13 | Alden Bridge - missing rectangular pieces of roadway | 1/19/2016 5:30 PM |
| 14 | Deliberate effort to provide efficient, safe linkage, bicycle storage, etc. between village centers and town center | 1/19/2016 11:45 AM |
| 15 | Branch Crossing and Alden Bridge and Research Forest and Alden Bridge. Neither have lights and both have 4 way stops with turn lanes and are heavily traveled by pedestrians. If as a driver you allow pedestrians to cross in front of you, you lose your turn to go and it throws off the flow of the intersection with the other drivers all thinking it's their turn to go and it's especially messy when the crossing guards are there | 1/18/2016 12:35 PM |
| 16 | S Panther Creek Dr (South of Woodlands Parkway) | 1/18/2016 10:31 AM |
| 17 | Alden bridge drive and research forest drive at shopping center. Motorist traffic very aggressive | 1/18/2016 9:43 AM |
| 18 | Along sections of Research Forest Drive where there is no path or shoulder | 1/17/2016 7:55 PM |
| 19 | None | 1/16/2016 12:24 AM |
| 20 | Throughout The Woodlands distracted drivers make biking, walking and running less safe. | 1/15/2016 7:55 PM |
| 21 | 242 No place for a bicycle to ride at all or sidewalk to walk. | 1/15/2016 5:11 PM |
| 22 | see above | 1/15/2016 4:52 PM |
| 23 | Research Dr | 1/15/2016 11:09 AM |
| 24 | Gosling. No bike path. | 1/14/2016 10:25 PM |
| 25 | Pathetic creek | 1/14/2016 10:04 PM |
| 26 | Grogans mill and S millbend dr | 1/14/2016 9:39 AM |
| 27 | To/From Research Forest and Branch Crossing Drive - crossing path not aligned - visibility to speeding traffic very limited | 1/13/2016 12:37 PM |
| 28 | Sections of Lake Woodlands Dr., east of NSP and west of Kuykendahl...safe bike passage on our roadways is not available. AND, WHEN LWD IS EXPANDED TO 3 LANES IN EACH DIRECTION, IT IS IMPERATIVE TO NOT REPEAT THE MISTAKES OF RFD and TWPW, IN THAT SAFE PASSAGE MUST BE PROVIDED FOR CYCLISTS IN BOTH DIRECTIONS! | 1/13/2016 11:18 AM |
| 29 | Kuykendahl and Research Forest | 1/13/2016 10:55 AM |
| 30 | Kuykendahl south of flintridge, no room | 1/13/2016 10:53 AM |
| 31 | Grogan's Mill Rd at Research Parkway | 1/12/2016 1:15 PM |
| 32 | Research Forest - no shoulder for bikes | 1/12/2016 9:49 AM |
| 33 | Major east/west thoroughfares; most intersections would force a biker off of the shoulder and into heavily trafficked auto lanes because curbs jettison out into the shoulders. | 1/11/2016 10:12 PM |
| 34 | Panther Creek: south side where no designated off-road bike/walk path exists | 1/11/2016 6:17 AM |
| 35 | Woodlands Parkway at Gosling - Continuous Rt Turn Lane | 1/10/2016 10:50 AM |
| 36 | Hard to cross Lake Woodlands near the Whole Foods | 1/8/2016 5:50 PM |
| 37 | Woodloch forest/lake Robbins . Same issues. | 1/7/2016 7:20 PM |
| 38 | Bridges on Kuykendal and Gosling | 1/7/2016 7:08 PM |
| 39 | Research Forest at Gosling - intersection scary! | 1/7/2016 2:38 PM |
| 40 | some shoulders such bad shape cannot ride on them | 1/6/2016 12:35 PM |
| 41 | Five Oaks / MacKenzie Park to South Grogan's mill (to Holzwarth). | 1/6/2016 10:57 AM |
| 42 | Research forest east of grogan's mill -- no bike path at all | 1/5/2016 10:09 PM |
| 43 | Kuykendahl - no designated bike land | 1/5/2016 5:47 PM |

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|----|--|---------------------|
| 44 | The Mitchell Reserve should have more through-paths (North/South and East/West) | 1/5/2016 4:07 PM |
| 45 | Woodlands Parkway and Gosling to 45 | 1/5/2016 2:44 PM |
| 46 | Woodlands Parkway and 2428, turn on and off dangerous | 1/5/2016 8:17 AM |
| 47 | Cochrans Crossing - Narrow/rough shoulder | 1/4/2016 6:34 PM |
| 48 | Woodlands Parkway - too busy, no bike lane | 1/4/2016 9:58 AM |
| 49 | The curbs at the intersections along Woodlands Parkway make it dangerous and the shoulders are not safe to ride a road bike on | 1/3/2016 11:10 PM |
| 50 | Lakewoodlands and Gosling | 1/3/2016 10:06 PM |
| 51 | Alden bridge and Kuykendahl. Heavy traffic. | 1/2/2016 6:31 PM |
| 52 | Pathway under bridge at Grogan's Mill shopping needs fixed | 1/2/2016 5:54 PM |
| 53 | Pretty much the entire trail system bordering RF is a death march | 1/2/2016 4:29 PM |
| 54 | Lake Woodlands - no space for road bikes on shoulder | 1/2/2016 10:03 AM |
| 55 | If a bicyclist attempts to ride Woodlands Parkway it is dangerous. I much prefer a designated bike land on Lake Woodlands Drive. | 1/1/2016 9:23 AM |
| 56 | all | 12/31/2015 6:04 PM |
| 57 | College park in general is not reacionally friendly. The professional bikers are ok but the road isn't where I'd take myself or my family. | 12/31/2015 5:16 PM |
| 58 | lake woodlands - rough uneven shoulder | 12/31/2015 10:05 AM |
| 59 | Woodlands Parkway - Congestion and Vehicle Speed | 12/28/2015 10:31 AM |
| 60 | there should be a path to go down the Six Pines Bridge on the Riva Row side also | 12/24/2015 1:27 PM |
| 61 | Grogan's Mill & Woodlands Parkway | 12/24/2015 9:30 AM |
| 62 | Vert dangerous to try and cross on bike or foot | 12/24/2015 7:49 AM |
| 63 | Research Forest: shoulder starts and stops, curb comes out into the shoulder at intersections | 12/23/2015 3:08 PM |
| 64 | Woodlands Parkway - no shoulder | 12/23/2015 11:28 AM |
| 65 | Sunny slope circle- woodlands Highschool kids use it to by pass traffic on research and put all our neighborhood kids in danger | 12/22/2015 9:38 PM |
| 66 | Turnstone - poor lighting | 12/22/2015 4:14 PM |
| 67 | Anything on woodlands parkway, shoulders have debris and cars are aggressive | 12/22/2015 1:12 PM |
| 68 | Kuykendahl northbound, no shoulder | 12/21/2015 10:11 AM |
| 69 | Rayford/Woodland Pkwy/Reserach Forest are all NOT cycling friendly | 12/21/2015 5:56 AM |
| 70 | Kuykendahl | 12/20/2015 5:32 PM |
| 71 | Gosling, Research forest | 12/20/2015 7:02 AM |
| 72 | Research Forrest and Woodlands Parkway - Shoulders have disappeared and been replaced with square curbs | 12/20/2015 5:57 AM |
| 73 | N/S travel along I-45 | 12/19/2015 3:39 PM |
| 74 | Research Forest--the paved bike/running path is on the south side for a stretch. Then it switches to the north side. Then it disappears at Branch Crossing and shoulders are sporadic--now they're present, now they're not. | 12/18/2015 8:28 AM |
| 75 | Gosling at Research Forest | 12/17/2015 6:51 PM |
| 76 | need crushed granite running paths for ease on running joints | 12/16/2015 4:42 PM |
| 77 | gosling - no shoulders | 12/16/2015 9:58 AM |
| 78 | Moving from east shore to Hughes Landing. Would be less than 500 yards with footbridge - now is over 1.5 miles | 12/14/2015 8:27 PM |
| 79 | Lake Woodlands Dr from Gosling--Falconwing--rough shoulder with potholes. | 12/12/2015 4:29 PM |
| 80 | borough park rd - no space for bikes to hare the road | 12/7/2015 2:52 PM |

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| 81 | Research Forest, mainly the east end, no shoulders for biking | 12/6/2015 3:29 PM |
|-----|--|---------------------|
| 82 | if possible connect all sideways around the woodlands so it is reachable by bike without afraid to hit by car | 12/6/2015 12:49 PM |
| 83 | Gosling (south of Research) no shoulders | 12/4/2015 6:09 PM |
| 84 | Kuykendahl-shoulder only on one side of road & gone at intersections | 12/4/2015 4:28 PM |
| 85 | Harpers Landing crossover IH45 - does not have any bike path, side walk or even road shoulder to connect to any restaurant or shopping area! | 12/3/2015 4:13 PM |
| 86 | Woodlands Parkway where there is no shoulder | 12/3/2015 11:25 AM |
| 87 | getting to the bear branch rec center from shadow bend - dark and research forest crossing is dangerous | 12/3/2015 10:45 AM |
| 88 | Make a duplicate of memorial park here please!!! | 12/3/2015 7:03 AM |
| 89 | Woodlands Parkway = intersections dangerous for biking and running | 12/1/2015 12:48 PM |
| 90 | Research Forest | 12/1/2015 9:45 AM |
| 91 | Kuykendahl & Creekside Forest is dangerous | 12/1/2015 6:07 AM |
| 92 | Woodlands pkwy/bike | 11/30/2015 10:49 PM |
| 93 | Woodlands Pkwy / Research - very busy intersection | 11/30/2015 10:08 PM |
| 94 | Gosling, pathways stop and start, narrow road | 11/30/2015 8:47 PM |
| 95 | Creekside Village Center: I dare you to walk across from the HEB to the other shops | 11/30/2015 5:52 PM |
| 96 | Research forest and Woodlands parkway have no shoulders | 11/30/2015 8:43 AM |
| 97 | Research forest | 11/24/2015 6:07 PM |
| 98 | Research Forest past Crownridge - no shoulder on one side for riders | 11/24/2015 9:56 AM |
| 99 | Branch Crossing great less traveled loop that poorly deals with bike. A bike can maneuver the intersection at Terramont safely. | 11/24/2015 7:14 AM |
| 100 | Lake Woodlands Ave (shoulders are in very poor shape) | 11/23/2015 6:37 PM |
| 101 | Six pines doesn't connect to research forest | 11/21/2015 2:06 PM |
| 102 | Lake Woodlands Dr. to Market Street (bike path) | 11/21/2015 10:55 AM |
| 103 | Gosling & Lake Woodlands | 11/20/2015 10:18 PM |
| 104 | Motorists only looking in direction of traffic, usually left and not seeing cyclist on their right | 11/20/2015 7:34 PM |
| 105 | Research Forest - no bike lanes east of Gosling | 11/20/2015 6:52 PM |
| 106 | Research Forest | 11/20/2015 4:48 PM |
| 107 | Gosling, no shoulders or bike lanes | 11/20/2015 4:21 PM |
| 108 | Like Woodlands. The road is fine but the bike lane is either chip seal of concrete not like the roadway. | 11/20/2015 1:56 PM |
| 109 | Curb jut outs into shoulders at many locations | 11/20/2015 1:12 PM |
| 110 | Light on Gosling and Shadowbend is now way too long to cross Gosling. It's impossible and when it's 100 degrees in the summer it's dangerous to make runners wait so long. | 11/20/2015 12:49 PM |
| 111 | Woodlands Parkway, many areas without path at all in middle section. | 11/20/2015 12:13 PM |
| 112 | Pinecroft and Lake Woodlands | 11/20/2015 12:08 PM |
| 113 | All shared use paths at night due to poor lighting | 11/20/2015 11:28 AM |
| # | General issue: | Date |
| 1 | Not set up for bikers, not enough or no shoulders, no bike lane, etc | 1/31/2016 1:23 PM |
| 2 | Road shoudn't be widened unless a pathway is in place. | 1/31/2016 2:08 AM |
| 3 | right turn lanes being enlarged autos driving fast and always looking left to on coming traffic never looking before they speed thr crosswalks | 1/30/2016 10:09 AM |
| 4 | Frequently path is obstructed for roadwork with inadequate signage and no alternate safe paths provided | 1/28/2016 8:24 PM |

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| 5 | Lack of shoulders on some of the major roadways (Woodlands Pkwy, Lake Woodlands, Gosling, etc) | 1/26/2016 6:03 PM |
| 6 | I find the bumped out curbs make shoulder riding hazardous at intersections | 1/25/2016 4:03 PM |
| 7 | Many of the shoulders are in poor conditions making biking on them dangerous. Such as Lake Woodlands Drive between Northshore Park and Kuykendahl. | 1/25/2016 3:22 PM |
| 8 | Most of the woodlands lack sufficient shoulder for road biking. We need wide dedicated bike lanes from North to South and East to West. | 1/25/2016 10:50 AM |
| 9 | no shoulder for bikes | 1/24/2016 4:20 PM |
| 10 | Many intersections have curbs that block off shoulders and make it difficult to ride through without getting back into traffic. | 1/24/2016 10:05 AM |
| 11 | no bike lane or safe shoulder to cross over | 1/23/2016 5:22 PM |
| 12 | Biking makes an already traffic problem worse | 1/23/2016 4:23 PM |
| 13 | Research Forest from Shadowbend east - no bike lane | 1/23/2016 1:04 PM |
| 14 | No safe bike or walk routes across (except one under woodlands parkway at McCullough) | 1/23/2016 1:02 PM |
| 15 | Lake Woodlands - biking not respecting traffic laws | 1/21/2016 5:32 PM |
| 16 | Same answer as above | 1/21/2016 4:07 PM |
| 17 | Bike and Pedestrian Bridges like on Grogans Mill!! | 1/21/2016 1:06 PM |
| 18 | Little traffic enforcement to control speeders making bike riding on roads hazardous. | 1/21/2016 12:44 PM |
| 19 | Panther Creek near Flintridge heading towards McCulloch School | 1/21/2016 10:00 AM |
| 20 | Most motorists run stop signs without even looking | 1/21/2016 9:32 AM |
| 21 | SAFETY AND VISIBILITY | 1/21/2016 6:05 AM |
| 22 | I don't have any problems with the existing bike paths | 1/20/2016 1:44 PM |
| 23 | See above notes- question 25 | 1/20/2016 1:33 PM |
| 24 | safe road conditions for cyclists | 1/19/2016 11:06 PM |
| 25 | Curbs often force bike riders off shoulder into street; loss of shoulders on major streets | 1/19/2016 5:30 PM |
| 26 | Speed, drivers not stopping at crosswalks | 1/19/2016 11:22 AM |
| 27 | 4 way stop is difficult to cross | 1/19/2016 10:26 AM |
| 28 | No reasonable way to reach Research Forest medical center from west of Grogans mill. | 1/19/2016 8:36 AM |
| 29 | Drivers are terrible. | 1/18/2016 5:02 PM |
| 30 | Intersections or street crossings that have busy times but no traffic signals or inadequate traffic signals. | 1/18/2016 12:35 PM |
| 31 | All school zones need to have a no parking or stopping zone around them like Buckalew. More kids will be hit just like at Derechin recently | 1/18/2016 9:43 AM |
| 32 | Wider the road, more risk from aggressive drivers | 1/17/2016 1:54 PM |
| 33 | The current pathway systems are fine. Do not cut trees for bikers,! | 1/16/2016 12:24 AM |
| 34 | see above | 1/15/2016 4:52 PM |
| 35 | No protection for cyclists. | 1/15/2016 4:17 PM |
| 36 | No dedicated lane/shoulder for bikes | 1/15/2016 11:09 AM |
| 37 | No bike paths. Or roads with small or unclear shoulders. Curbs that stick out into shoulders. But mostly no bike paths. | 1/14/2016 10:25 PM |
| 38 | Short shoulder | 1/14/2016 10:04 PM |
| 39 | In order to turn onto Flintridge, you must pull vehicle onto pathway in order to see traffic. It's not safe for anyone on the trails. | 1/14/2016 6:52 AM |
| 40 | Pathways start and stop crossing roadways. | 1/13/2016 2:46 PM |
| 41 | Traffic does not yield to Runners/Pedestrian at crossings | 1/13/2016 12:37 PM |

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| 42 | Virtually all of the roadways that have existing shoulders are less than 50% usable, due to the HAZARDS of the jutting curbs at almost all of the intersections AND the cracks and lips at the shoulder-roadway interface, causing a cyclists to put him-her self at RISK by taking the lane or riding in the lane of traffic. Such an easy and low cost solution to remove these curbs and upgrade the shoulders like was done on Shadowbend!! | 1/13/2016 11:18 AM |
| 43 | All major east-west and north-south routes: Grogans Mill, Gosling, Kuykendahl, Woodlands Pkwy., Lake Woodlands (best of all), Research Forest.. | 1/13/2016 10:28 AM |
| 44 | In general our community need more safe roads, cycling lanes as a competitive cyclist I can not use the paved trails to ride my bike, we need more bile lanes on the main roads. Cycling at more than 15 miles p/h at the existing walking trails its not safe for walkers runners, recreational cyclists, parents with kids, etc | 1/13/2016 8:09 AM |
| 45 | Shoulders that are not as well paved as the roadway with curbs at most intersections. | 1/12/2016 11:59 PM |
| 46 | Expansion of roads that eliminate shoulders | 1/12/2016 5:23 PM |
| 47 | Too many distracted/hurried drivers. | 1/12/2016 1:15 PM |
| 48 | Bikers, Runners and Walkers ignoring pathway stop signs when crossing neighborhood entrances etc. | 1/12/2016 10:27 AM |
| 49 | Roads aren't wide enough to accomodate bikes and cars | 1/12/2016 9:54 AM |
| 50 | Major north/south thoroughfares; most intersections would force a biker off of the shoulder and into heavily trafficked auto lanes because curbs jettison out into the shoulders. | 1/11/2016 10:12 PM |
| 51 | the blinking yellow left turn is on when the pedestrian right away is high-lighted | 1/11/2016 3:59 PM |
| 52 | Busy street - pedestrian bridge would be nice | 1/11/2016 8:31 AM |
| 53 | Continuous Right Turn Lanes - Cars don't Yield to Bicycles | 1/10/2016 10:50 AM |
| 54 | Paths don't connect to major roads. Cant get there from here. | 1/10/2016 9:55 AM |
| 55 | No sidewalks or bike lanes anywhere | 1/9/2016 3:26 PM |
| 56 | Motorists & Bicyclists (specifically those in training) along with walkers & runners who use the roadways instead of the paths, would greatly benefit from a bike lane with a SUBSTANTIAL physical barrier (not just painted lines) separating them from motorists. | 1/9/2016 10:23 AM |
| 57 | Vegetation overgrown at intersections | 1/9/2016 9:34 AM |
| 58 | The bike paths are great and beautiful for recreational riding, less so, for functional bike transportation. | 1/7/2016 7:37 PM |
| 59 | Lack of safe bike lane - in general there are too many walker and people walking pets to utilize the path ways for cycling | 1/7/2016 6:41 PM |
| 60 | None | 1/6/2016 2:09 PM |
| 61 | no connector | 1/6/2016 10:57 AM |
| 62 | NO SIDEWALKS OR SHOULDERS ON SOME SECTIONS | 1/6/2016 8:37 AM |
| 63 | MUST have designated bike lanes | 1/5/2016 5:47 PM |
| 64 | Need a path/bike lane on South side of Woodlands Pkway between Panther Creek and Grogan's Mill Rd | 1/5/2016 4:07 PM |
| 65 | curbs at entrances to neighborhoods that bump out into cross walk | 1/5/2016 3:17 PM |
| 66 | No shoulder or bike lanes, curbs at intersections Research and on Woodlands Parkway ending berms forcing cyclists to merge with high speed traffic. | 1/5/2016 2:44 PM |
| 67 | the majoe streets, e.g. woodlands parkway | 1/5/2016 11:59 AM |
| 68 | Fast cars - distracted drivers | 1/5/2016 9:21 AM |
| 69 | roads without shoulders and alot of traffic like Woodlands Pkwy and Lake Woodlands | 1/5/2016 9:16 AM |
| 70 | Man Machine Interface | 1/5/2016 8:17 AM |
| 71 | General priority / lack of awareness by majority of motorists | 1/5/2016 7:59 AM |
| 72 | We need a lake or pond with walking trails on the south side of Sawdust. | 1/4/2016 10:02 PM |
| 73 | foliage blocking crossing view | 1/4/2016 7:48 PM |
| 74 | narrow shoulders in poor condition, often angled | 1/4/2016 6:34 PM |
| 75 | No dedicated bike lanes; a population that is not bike friendly | 1/4/2016 9:58 AM |

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| 76 | Not enough shoulder on roads | 1/4/2016 8:27 AM |
| 77 | better shoulders or bike lanes on major thoroughfares, knock back curbs at intersections | 1/3/2016 11:10 PM |
| 78 | Low visibility for motorist when pedestrian is crossing road, no visual alert, no lights, nothing to make motorist aware of pedestrian crossing road | 1/3/2016 10:06 PM |
| 79 | Long wait to cross major roads, tunnel under road preferred | 1/3/2016 1:19 PM |
| 80 | Long road rides are not safe. Need a long protected loop around The Woodlands. | 1/3/2016 11:34 AM |
| 81 | No crosswalk or blinking light and low visibility because of hill | 1/3/2016 8:05 AM |
| 82 | Cafe's need FREE Air Pumps to lure in Bikers | 1/2/2016 5:54 PM |
| 83 | Dangerous to ride bikes w/o shoulders or bike rides | 1/1/2016 7:58 PM |
| 84 | No pathway on road west of East Panther Creek | 1/1/2016 3:12 PM |
| 85 | areas around shopping centers | 1/1/2016 12:29 PM |
| 86 | Most of the main though routes in The Woodlands aren't road bike friendly. | 1/1/2016 10:37 AM |
| 87 | We need design the plan to separate bicycles from cars. Anything less will not work. | 1/1/2016 9:23 AM |
| 88 | Intersections need pedestrian-only crossing times with all cars stopped | 12/31/2015 6:26 PM |
| 89 | motorist hate cyclist | 12/31/2015 6:04 PM |
| 90 | See above | 12/30/2015 6:31 PM |
| 91 | Aggressive motor vehicles discourages pedestrian use. No safe biking options as trails are for slow traffic and roads are dominated by motor vehicles with no designated area for bike traffic. | 12/30/2015 5:23 AM |
| 92 | bike paths are only safe at low speeds (<12 mph) | 12/28/2015 8:53 AM |
| 93 | Anything along Woodlands Parkway, Research, and major North-south thoroughfares | 12/27/2015 11:44 AM |
| 94 | hard to cross | 12/24/2015 11:22 AM |
| 95 | turning traffic | 12/24/2015 9:30 AM |
| 96 | Loss of shoulders on Research Forest and Woodlands Parkway with increased traffic make them unsafe for cycling/comuting. | 12/23/2015 3:08 PM |
| 97 | Homeowners driving do not pay attention and look to see if someone is running from the path across their development access road. They don't look on the street to see if someone is running or biking. | 12/23/2015 1:57 PM |
| 98 | No road shoulder or pathway | 12/23/2015 1:13 PM |
| 99 | Lack of a wide shoulder on the road. | 12/23/2015 12:46 AM |
| 100 | It would be helpful if pathways were built on both sides of the major thoroughfares (Woodlands Parkway and Lake Woodlands). Crossing back and forth to access sections on either side makes long walks or runs along these roads unsafe and impracticable for running errands on foot or bike. | 12/22/2015 2:51 PM |
| 101 | No improved access points to Mitchell Preserve in Timarron of Creekside | 12/22/2015 2:43 PM |
| 102 | The concrete curbs that go out throughout neighborhoods are dangerous. We have to swing out to avoid them and it puts us in danger | 12/22/2015 1:12 PM |
| 103 | No paths, Harpers Landing is not connected | 12/22/2015 8:47 AM |
| 104 | Curbs blocking shoulder at intersections. | 12/21/2015 2:33 PM |
| 105 | Difficult for cyclists to turn left due to motorists' lack of courtesy/road manners | 12/21/2015 10:43 AM |
| 106 | Gosling, no shoulder | 12/21/2015 10:11 AM |
| 107 | Narrow road, no shoulder and increased traffic. | 12/21/2015 7:51 AM |
| 108 | cyclists do not respect the traffic rules in all neighborhoods | 12/21/2015 7:01 AM |
| 109 | General move to remove shoulders has not helped | 12/21/2015 5:56 AM |
| 110 | major roads with no bike lanes or shoulders | 12/20/2015 5:32 PM |
| 111 | Pedestrian but-outs for pathway make it hard for bikes on the shoulder to maneuver - have to enter the main traffic for intersections. | 12/20/2015 4:00 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| | | |
|-----|--|---------------------|
| 112 | inconsistent shoulders | 12/20/2015 7:02 AM |
| 113 | Square curbs and being forced into main travel lanes at intersections where there are shoulders such as Grogans Mill Rd. | 12/20/2015 5:57 AM |
| 114 | All the curb jut outs when cycling on shoulder | 12/19/2015 6:32 PM |
| 115 | The general issue is lack of consistency in bike paths/lanes. Shoulders are present only for some stretches of road, and then they disappear and reappear with no warning. Shoulders are not swept and are full of debris. Paved paths in the easement switch from one side of the road to the other, requiring crossing the main roads several times. | 12/18/2015 8:28 AM |
| 116 | Crosswalk buttons at major intersections are not well designed | 12/17/2015 6:51 PM |
| 117 | Road biking difficult with narrow shoulders and curb juts | 12/16/2015 4:42 PM |
| 118 | Curbs jutting into shoulder | 12/16/2015 4:13 PM |
| 119 | No safe access | 12/16/2015 1:30 PM |
| 120 | mixing with automobiles | 12/16/2015 9:58 AM |
| 121 | Town center seems set up for walking and biking, but very difficult to do so. | 12/14/2015 8:27 PM |
| 122 | Getting across Woodlands Pkwy anywhere | 12/14/2015 2:57 PM |
| 123 | No paths next to major roads | 12/12/2015 6:54 PM |
| 124 | Shared use paths work with low-speed riding with the family, but for fitness and commuting it's unsafe to ride 15mph+ on them. My commute works because it's 22mins on a bike and 16 in a car; if I have to move to paths it takes 30 mins because of slower speeds and the path changing from one side of a major rd to the other. | 12/12/2015 4:29 PM |
| 125 | walking on the 'wrong' side of path & totally unaware of the fact | 12/11/2015 11:06 PM |
| 126 | Every time they expand roads, they do not accomodate other uses, such as bike. They are choked out, and left to fend off traffic flying at 60 MPH. | 12/11/2015 4:06 PM |
| 127 | While widening roads throughout The Woodlands, space for cyclists to co-exist safely with motorists have been removed. | 12/11/2015 9:54 AM |
| 128 | any roadway without a shoulder or pathway access makes biking difficult. | 12/11/2015 8:06 AM |
| 129 | Sidewalks are wider at intersections, cutting into road shoulder, so cyclists have to go into car lanes at every intersection | 12/9/2015 9:04 AM |
| 130 | Pedestrian lights take a very long time. | 12/8/2015 12:43 PM |
| 131 | the older sections/roads of woodlands don't have any trails/pathways | 12/7/2015 2:52 PM |
| 132 | Another underpass to cross Woodlands Parkway would be great. The way shoulders get pinched out at intersections with side streets | 12/6/2015 3:29 PM |
| 133 | Condition of the shoulder along Lake Woodlands is not good lots of bumps | 12/6/2015 11:10 AM |
| 134 | The major arteries are wide and busy, requiring special focus for both drivers and cyclists. | 12/5/2015 3:54 PM |
| 135 | bikeways are no where for pedestrians.... bikes to fast. people walking on the wrong side of the road. Dogs... dog shit, signage, pruning, road width, lighting, debris in | 12/5/2015 10:20 AM |
| 136 | Heavy traffic with no regard for pedestrians | 12/5/2015 8:59 AM |
| 137 | No safe path for walking, biking or running | 12/5/2015 6:58 AM |
| 138 | No sidewalk | 12/4/2015 5:16 PM |
| 139 | missing shoulder | 12/4/2015 4:28 PM |
| 140 | I need the exercise for health reasons and I would like to shop, go to lunch with friends and/or go to movies. I forgot go to the library. | 12/3/2015 7:50 PM |
| 141 | Flintridge.....bikers take up road and are unsafe | 12/3/2015 4:33 PM |
| 142 | Harpers Landing is only large section of The Woodlands that does not connect to anything useful! | 12/3/2015 4:13 PM |
| 143 | Other than kids, bikes belong in road or offroad | 12/3/2015 1:16 PM |
| 144 | Research forest & woodlands parkway - no shoulder provide no ability to evade bicycle hating motorists. | 12/3/2015 12:43 PM |
| 145 | Traffic | 12/3/2015 12:27 PM |

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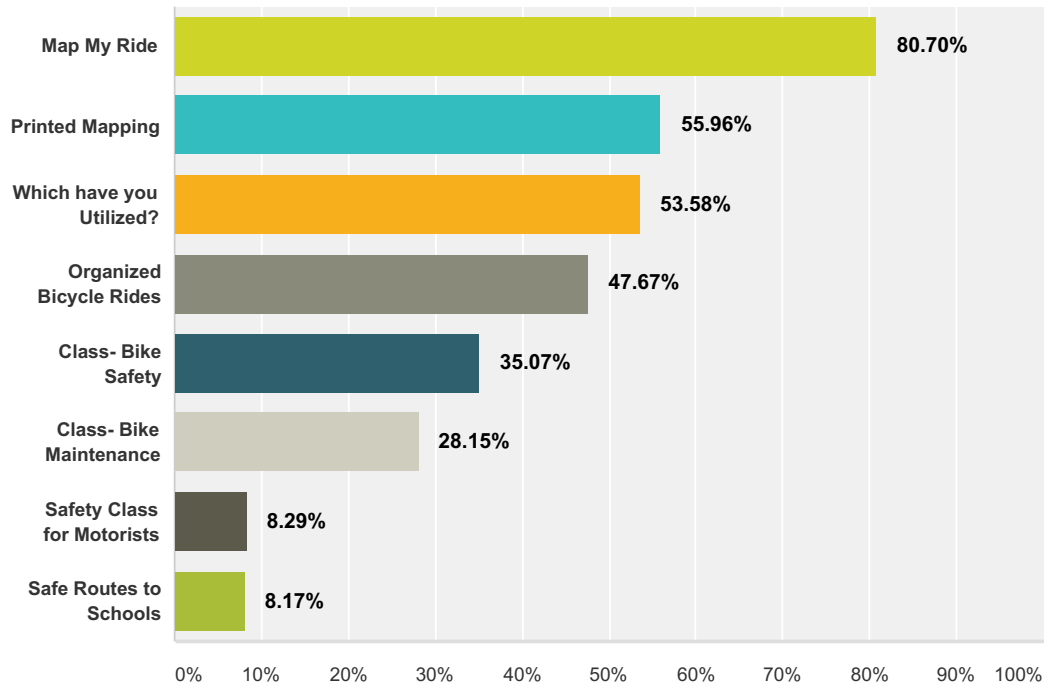
| | | |
|-----|---|---------------------|
| 146 | need ways to limit need to cross of major roads - either have paths on both sides OR have bridges/safe crossing zones | 12/3/2015 10:45 AM |
| 147 | Motorists too busy to look for cyclists or pedestrians. | 12/3/2015 9:36 AM |
| 148 | Vehicular traffic too fast. Pathways almost always follow roads. | 12/2/2015 3:53 PM |
| 149 | Drivers | 12/2/2015 11:09 AM |
| 150 | Pathway drainage, lighting, and crosswalk visibility | 12/1/2015 8:14 PM |
| 151 | All major intersections are extremely dangerous. | 12/1/2015 7:54 PM |
| 152 | Traffic volume/speed is too busy for bikes. Need bike paths | 12/1/2015 9:45 AM |
| 153 | No marked bike lanes | 12/1/2015 8:06 AM |
| 154 | Lake woodlands/bike | 11/30/2015 10:49 PM |
| 155 | Cars speeding on Creekside green and Creekside Forest. | 11/30/2015 10:24 PM |
| 156 | Heavy traffic | 11/30/2015 10:08 PM |
| 157 | Paths in George Mitchel preserve are not cleared | 11/30/2015 8:22 PM |
| 158 | No shoulders to safely bike | 11/30/2015 7:19 PM |
| 159 | Lack of biking lanes on major roads is creating safety hazard. | 11/30/2015 7:01 PM |
| 160 | None | 11/30/2015 6:20 PM |
| 161 | CURBS!! Also, paths too narrow for serious cycling; roads too dangerous | 11/30/2015 5:52 PM |
| 162 | Entrances to subdivisions pinch off shoulders forcing bikes into traffic | 11/30/2015 8:43 AM |
| 163 | No bike lane or shoulder | 11/29/2015 6:19 PM |
| 164 | safe crossing-ideally you would have pedestrian bridges | 11/24/2015 2:19 PM |
| 165 | Safety in auto traffic. No direct route to ride bikes to school | 11/24/2015 9:56 AM |
| 166 | Always difficult to cross Woodlands Parkway. Woodlands Parkway and Gosling is dangerous, because it's so wide. | 11/24/2015 9:36 AM |
| 167 | shoulders are pulling away from the street, curbs extend all the way to the main lanes cutting off the shoulders everywhere. | 11/24/2015 7:14 AM |
| 168 | even on connecting streets that have asphalt shoulder the shoulders are in very poor condition (e.g., Cochran's Crossing0 | 11/23/2015 6:37 PM |
| 169 | drivers not yielding to crosswalk | 11/23/2015 4:51 PM |
| 170 | pathways closed for various reasons - no alternatives available | 11/23/2015 2:50 PM |
| 171 | We need to know way in advance when pathways will be closed for maintenance or construction. Put up a sign for a few weeks or let us know before entering the last intersection before heading in that direction. | 11/23/2015 1:50 PM |
| 172 | The bike paths around the school are not complete and there is little to no middle espalande wait area | 11/23/2015 1:24 PM |
| 173 | Paths on grogans mill between lake front and the waterway are flooded after every rain. | 11/23/2015 9:13 AM |
| 174 | Many roads have lost their shoulders (paved over), so it's uncomfortable riding in those areas. There are more of these closer to the Town Center. | 11/22/2015 8:27 AM |
| 175 | No safe bike route to Exxon campus or springwoods village | 11/21/2015 2:06 PM |
| 176 | Hard to see down Research when crossing the street | 11/21/2015 1:49 PM |
| 177 | Biking | 11/21/2015 10:55 AM |
| 178 | Drivers lack of attention/right of way to pedestrians | 11/21/2015 7:19 AM |
| 179 | little to no lighting on most paths, no early warning of path closures | 11/20/2015 11:03 PM |
| 180 | crossing busy streets | 11/20/2015 10:34 PM |
| 181 | When shared path constantly crosses sides of the road | 11/20/2015 9:25 PM |
| 182 | GrogansMill & Woodlands Parkway | 11/20/2015 8:01 PM |

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| 183 | Anywhere that you can have a white pedestrian light but at the same time traffic can turn into that unsterile toon, particularly where there are flashing Amber lights for motorists | 11/20/2015 7:34 PM |
| 184 | Bike lanes being removed constantly | 11/20/2015 6:52 PM |
| 185 | No Trails or Shoulder Lanes | 11/20/2015 4:48 PM |
| 186 | Kuykendahl, no shoulders or bike lanes | 11/20/2015 4:21 PM |
| 187 | Just have a problem with cycling, stop and go makes it hard. Would love an area that intertwine without all the stops | 11/20/2015 3:42 PM |
| 188 | No bike lanes. Bad shoulders | 11/20/2015 2:25 PM |
| 189 | Path closures. Without warning . signage re. when it will reopen. Etc. | 11/20/2015 1:23 PM |
| 190 | Flashing yellow left turn signals and reduced pedestrian crossing safety zones (islands)-- reduced for faster turning lanes both creating huge hazards for bike/peddle alike. | 11/20/2015 1:12 PM |
| 191 | Woodlands Pkwy and Research Forest are too busy and do not provide adequate conditions for cyclists. | 11/20/2015 12:37 PM |
| 192 | anywhere in TW that has concrete jutting out into the shoulder forcing you to go out into the car lane to get around it. i.e. Grogan's Mill/North Millbend; just dropping the shoulder i.e. from Lake Woodlands to Woodlands Pkwy on Grogan's Mill going over the bridge, etc. | 11/20/2015 11:49 AM |
| 193 | all shared use paths are poor for biking due to winding nature of paths and blind corners | 11/20/2015 11:28 AM |
| 194 | No adequate bike lanes or shoulders | 11/20/2015 11:27 AM |

Q27 Have you heard of any of the following programs? (Click all that apply.)

Answered: 881 Skipped: 503



| Answer Choices | Responses |
|----------------------------|------------|
| Map My Ride | 80.70% 711 |
| Printed Mapping | 55.96% 493 |
| Which have you Utilized? | 53.58% 472 |
| Organized Bicycle Rides | 47.67% 420 |
| Class- Bike Safety | 35.07% 309 |
| Class- Bike Maintenance | 28.15% 248 |
| Safety Class for Motorists | 8.29% 73 |
| Safe Routes to Schools | 8.17% 72 |
| Total Respondents: 881 | |

| # | If you clicked any above, tell us which you have participated in and/or utilized. | Date |
|---|---|--------------------|
| 1 | printed maps / Google earth | 2/1/2016 9:30 AM |
| 2 | USed map my ride - good tool. | 1/31/2016 1:23 PM |
| 3 | All | 1/31/2016 11:14 AM |
| 4 | Safety Training, printed maps | 1/31/2016 2:08 AM |
| 5 | pathway maps i carry and many i have given to lost out of town visitors | 1/30/2016 10:09 AM |
| 6 | I use AllsportGPS for tracking walking and cycling | 1/29/2016 3:09 PM |

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| | | |
|----|--|--------------------|
| 7 | all | 1/29/2016 8:50 AM |
| 8 | Use pathway map, I find them helpful, but hard to follow due to lack of detail | 1/28/2016 8:24 PM |
| 9 | Both | 1/27/2016 12:38 AM |
| 10 | Map my Run app | 1/26/2016 6:24 PM |
| 11 | Use map my ride to track my rides | 1/26/2016 6:03 PM |
| 12 | All | 1/25/2016 7:38 PM |
| 13 | I've used Map My Ride; participated in organized bike ride; and utilized the Woodlands Pathway map. | 1/25/2016 3:22 PM |
| 14 | Have used map my ride and Wahoo fitness apps | 1/25/2016 12:46 PM |
| 15 | Looked at maps for routing | 1/25/2016 11:36 AM |
| 16 | all the above | 1/25/2016 10:50 AM |
| 17 | Map My Ride and printed map | 1/24/2016 9:52 PM |
| 18 | All | 1/24/2016 10:26 AM |
| 19 | Map my ride | 1/24/2016 10:05 AM |
| 20 | Like Map My Ride | 1/24/2016 9:12 AM |
| 21 | The pathway map doesn't have enough roads identified (confusing) | 1/23/2016 9:25 PM |
| 22 | The Woodlands Pathway Map | 1/23/2016 5:22 PM |
| 23 | Smartphone app to track aerobic fitness, printed maps | 1/23/2016 2:46 PM |
| 24 | all | 1/23/2016 1:54 PM |
| 25 | Used to love the midnight bike rides. Appalled to hear the gran rondo cancelled last year because of no safe route near lone star! | 1/23/2016 1:02 PM |
| 26 | None - but I'm aware of them | 1/23/2016 11:59 AM |
| 27 | All that were clicked | 1/22/2016 10:37 AM |
| 28 | The Woodlands Pathway Map | 1/21/2016 10:30 PM |
| 29 | Organized bike rides, Map My Ride | 1/21/2016 8:30 PM |
| 30 | Printed maps | 1/21/2016 8:24 PM |
| 31 | Map my run and pathway map. | 1/21/2016 4:54 PM |
| 32 | Organized bike rides | 1/21/2016 4:07 PM |
| 33 | I've used Map my Ride and I've used some of the bike rides | 1/21/2016 3:39 PM |
| 34 | The Woodlands Pathway Map | 1/21/2016 2:32 PM |
| 35 | Map my ride | 1/21/2016 1:56 PM |
| 36 | I've used map my ride, as other cyclists have provided a route, with mileage; but none are ideal. | 1/21/2016 12:47 PM |
| 37 | Map My Ride | 1/21/2016 10:48 AM |
| 38 | The Woodlands Pathway Map | 1/21/2016 10:09 AM |
| 39 | Map My Ride; organized rides; bicycle safety training; printed map | 1/21/2016 9:32 AM |
| 40 | Map my ride | 1/21/2016 8:13 AM |
| 41 | Pathway Maps | 1/21/2016 8:02 AM |
| 42 | Always keep a Pathway Map in bike bag in case of need. Map My Ride is pretty good but has failed at times. | 1/20/2016 11:16 PM |
| 43 | Apps and pathway map | 1/20/2016 9:26 PM |
| 44 | MapMyRide | 1/20/2016 8:05 PM |
| 45 | Have used The Woodlands Pathway Map | 1/20/2016 1:33 PM |
| 46 | Map My Ride is what I have used most | 1/19/2016 11:06 PM |

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| | | |
|----|---|--------------------|
| 47 | organized ride | 1/19/2016 10:45 PM |
| 48 | All | 1/19/2016 5:41 PM |
| 49 | Map my Ride, Printed maps, Bicycle Manintenance Training | 1/19/2016 5:16 PM |
| 50 | None | 1/19/2016 4:52 PM |
| 51 | pathway maps | 1/19/2016 3:11 PM |
| 52 | I have used Map My Ride for cycling | 1/19/2016 1:33 PM |
| 53 | All of the above | 1/19/2016 12:59 PM |
| 54 | Map my Ride and group bike rides | 1/19/2016 12:09 PM |
| 55 | Map My Ride and Printed woodlands pathway map | 1/19/2016 12:03 PM |
| 56 | Use map my ride, I have printed Woodlands Pathway map, and have participated in several rides organized by local bike shops. | 1/19/2016 11:45 AM |
| 57 | Map my run, runkeeper | 1/19/2016 11:22 AM |
| 58 | Yes, when we first moved here The Woodlands Pathway Map was very helpful to see where all the paths were and how they were connected. | 1/19/2016 11:11 AM |
| 59 | Bike Land Safety. Cycling club meetings. Ironman training | 1/19/2016 10:27 AM |
| 60 | Both | 1/19/2016 10:26 AM |
| 61 | I have an App on my phone to track rides and runs | 1/19/2016 10:22 AM |
| 62 | Map my Ride | 1/19/2016 10:07 AM |
| 63 | Just heard about them | 1/19/2016 10:00 AM |
| 64 | All | 1/19/2016 9:49 AM |
| 65 | Map my run, printed maps | 1/19/2016 9:46 AM |
| 66 | I use Map My Walk and have old printed pathway maps (from the early 2000's) | 1/19/2016 9:12 AM |
| 67 | I use Run Keeper app on phone, and I've done some organized rides with Bike Lane/Bike Land. | 1/19/2016 9:01 AM |
| 68 | all checked above | 1/19/2016 8:53 AM |
| 69 | Map my ride and organized bike rides. I would love to see motorists taking educational programs. | 1/19/2016 8:22 AM |
| 70 | We have worn out several of the bike path maps. | 1/18/2016 7:40 PM |
| 71 | Yes I've used the printed The Woodlands Pathway Map | 1/18/2016 7:37 PM |
| 72 | Still no safe way to get from Harpers Landing into The Woodlands "proper". 242 shoulder is a nightmare and unable to safely cross I 45 feeder. | 1/18/2016 2:46 PM |
| 73 | printed maps | 1/18/2016 1:16 PM |
| 74 | Map my run | 1/18/2016 1:04 PM |
| 75 | I have used the Pathway map in the past. However the ones I used didn't have a lot of roads listed or landmarks so you couldn't use the map to figure out how to use the pathways to get from one particular location to another. | 1/18/2016 12:35 PM |
| 76 | I use Runtastic Road Bike on every ride. Also use The Woodlands pathway map to find new paths and amenities | 1/18/2016 11:10 AM |
| 77 | All | 1/18/2016 10:35 AM |
| 78 | Printed mapping products | 1/18/2016 10:31 AM |
| 79 | I used the pathway maps for years and I have over 100 runs within the woodlands mapped on map my run. I also participate in organized bike rides but leave the woodlands for these to ride in safer areas | 1/18/2016 9:43 AM |
| 80 | I use map my run | 1/18/2016 8:34 AM |
| 81 | Printed maps only, downloaded from internet | 1/17/2016 7:55 PM |
| 82 | All | 1/17/2016 7:35 PM |
| 83 | All | 1/17/2016 10:36 AM |

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| | | |
|-----|---|--------------------|
| 84 | map | 1/16/2016 2:09 PM |
| 85 | none | 1/16/2016 11:41 AM |
| 86 | Map my ride | 1/16/2016 11:19 AM |
| 87 | Haven't heard of them | 1/16/2016 10:14 AM |
| 88 | Township pathway map, excellent. | 1/16/2016 7:18 AM |
| 89 | Use maps, have done others | 1/16/2016 12:24 AM |
| 90 | I use Map my Walk (+ Ride) all the time. | 1/15/2016 11:54 PM |
| 91 | None | 1/15/2016 7:55 PM |
| 92 | Woodlands Pathway Map | 1/15/2016 5:40 PM |
| 93 | Map my Ride, Printed Mapping | 1/15/2016 4:23 PM |
| 94 | All | 1/15/2016 4:17 PM |
| 95 | Tour de Woodlands | 1/15/2016 9:46 AM |
| 96 | all | 1/15/2016 8:31 AM |
| 97 | Map my ride. Organized rides. Bike maintenance. Bike safety training. | 1/14/2016 10:25 PM |
| 98 | Bicycle maintenance, safety training, how to fire gun while riding bike. | 1/14/2016 10:15 PM |
| 99 | Organized rides. Map my run app | 1/14/2016 10:04 PM |
| 100 | Map my ride and printed pathway map | 1/14/2016 10:03 PM |
| 101 | I use "map my walk" to track miles walked. I use the PDF version of the Woodlands Pathway to identify new routes to walk | 1/14/2016 7:53 PM |
| 102 | All of checked items above | 1/14/2016 6:41 PM |
| 103 | All | 1/14/2016 2:27 PM |
| 104 | Strava, bike paths on Google maps, Critical Mass Houston, woodlands pathway maps | 1/14/2016 9:39 AM |
| 105 | All of the above. | 1/14/2016 6:52 AM |
| 106 | Geo Mitchell Preserve Pathway maps. Strava and Map My Run/Ride. | 1/13/2016 2:46 PM |
| 107 | Map | 1/13/2016 1:50 PM |
| 108 | no, not at all- where can i get that information ? | 1/13/2016 12:48 PM |
| 109 | Map my run/ride | 1/13/2016 12:18 PM |
| 110 | all selected above | 1/13/2016 11:26 AM |
| 111 | All of them. But due to the low attendance at bike safety training classes and the virtual lack of any motorist training (even in the AARP safe driver class), a public service-mass media program needs to be implemented and continuous! The "this is my road" attitude of the motorist and the lack of adherence to the rules of the road by a lot of cyclists is going to cause serious accidents and injuries. | 1/13/2016 11:18 AM |
| 112 | All. | 1/13/2016 10:55 AM |
| 113 | Map my ride | 1/13/2016 10:53 AM |
| 114 | Map My Ride | 1/13/2016 8:09 AM |
| 115 | Woodlands Cycling Club twice per week | 1/12/2016 11:59 PM |
| 116 | I use Map My Ride | 1/12/2016 9:55 PM |
| 117 | Helped run bike run & health safety events | 1/12/2016 8:00 PM |
| 118 | Maps | 1/12/2016 5:50 PM |
| 119 | Organized rides through cycling club | 1/12/2016 5:23 PM |
| 120 | App, map | 1/12/2016 5:18 PM |
| 121 | At local schools | 1/12/2016 3:06 PM |

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|-----|--|--------------------|
| 122 | Map My Ride, printed maps | 1/12/2016 1:15 PM |
| 123 | all | 1/12/2016 11:13 AM |
| 124 | Have participated in all checked items | 1/12/2016 10:27 AM |
| 125 | Map My Ride, Strava; MS150 | 1/12/2016 10:20 AM |
| 126 | As an avid biker I have used most of the items above. REI has some great bike educational trainings | 1/12/2016 9:54 AM |
| 127 | Printed mapping | 1/11/2016 10:12 PM |
| 128 | Printed map, map my ride | 1/11/2016 8:57 PM |
| 129 | Both | 1/11/2016 6:23 PM |
| 130 | the pathway map and map my ride | 1/11/2016 3:59 PM |
| 131 | all | 1/11/2016 1:30 PM |
| 132 | bicycle maintenance training, MapMyRide | 1/11/2016 7:03 AM |
| 133 | Have a very old map (20yrs) of all paths in the neighborhoods, need updated version of this. | 1/10/2016 9:04 PM |
| 134 | Map My Ride, Woodlands Pathway Map | 1/10/2016 1:04 PM |
| 135 | I ride with the Easy Riders Bicycle Group from the Newcomers Club of The Woodlands | 1/10/2016 10:50 AM |
| 136 | Map My Ride, Printed TWPM. | 1/10/2016 10:11 AM |
| 137 | All - I am League of American Bicyclists safety trained (for BP MS-150) | 1/9/2016 9:27 PM |
| 138 | map my ride (Daily), printed path map when first moved to woodlands | 1/9/2016 7:33 PM |
| 139 | Use Woodlands Pathway and Parks maps | 1/9/2016 3:26 PM |
| 140 | all | 1/9/2016 2:08 PM |
| 141 | Map my Ride, organized bike rides, bicycle safety training, utilized printed maps | 1/9/2016 12:45 PM |
| 142 | Pathway maps | 1/9/2016 10:07 AM |
| 143 | both of these | 1/9/2016 9:34 AM |
| 144 | I've done Tour de Woodlands, Bike Rodeo at Sally K Ride; I've used TW pathway map many times | 1/8/2016 5:50 PM |
| 145 | I'm very familiar with the organized bike rides in the Woodlands, as well as bicycle safety training (through work), and occasionally use Map My Ride/Run for determining distance of rides/runs | 1/8/2016 10:47 AM |
| 146 | I've used Map My Ride | 1/8/2016 9:35 AM |
| 147 | Both used. Woodlands pathway map needs updating | 1/7/2016 10:07 PM |
| 148 | I constantly check the paper map or the pdf version on my phone | 1/7/2016 7:37 PM |
| 149 | all of the above | 1/7/2016 6:41 PM |
| 150 | Run Keeper App | 1/7/2016 6:24 PM |
| 151 | both | 1/7/2016 2:38 PM |
| 152 | printed and smartphone app | 1/7/2016 9:33 AM |
| 153 | I used all that I checked | 1/6/2016 10:05 PM |
| 154 | i use Map My Ride regularly as well as the woodlands pathway map | 1/6/2016 8:11 PM |
| 155 | All | 1/6/2016 7:11 PM |
| 156 | I've participated in all of the checked boxes. | 1/6/2016 6:48 PM |
| 157 | I use MapMyRide almost every day. I have participated in several rides and training and one of the first things that 'hooked' us about The Woodlands was the pathway map. | 1/6/2016 5:13 PM |
| 158 | Woodlands Pathway Map | 1/6/2016 4:46 PM |
| 159 | Woodlands Pathway Map | 1/6/2016 4:41 PM |
| 160 | To ride a bicycle in the woodlands , a police enforcement with set safe rules , Only as a car must have, no excuses. | 1/6/2016 4:27 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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| 161 | used all above that I checked | 1/6/2016 12:35 PM |
| 162 | none | 1/6/2016 11:23 AM |
| 163 | I am on a training team so lots of running and biking | 1/6/2016 8:51 AM |
| 164 | all | 1/6/2016 7:27 AM |
| 165 | Map my ride, woodlands pathway map | 1/5/2016 10:09 PM |
| 166 | I have participated in many charity bike rides that implement these. | 1/5/2016 9:03 PM |
| 167 | Maps are great! | 1/5/2016 7:43 PM |
| 168 | I use both, but the Pathway Map is hard to use on-the-go and it's easy to get lost bicycling along pathways with which one is not familiar. | 1/5/2016 7:37 PM |
| 169 | The Woodlands Pathway Map, Bicycle Safety Training | 1/5/2016 5:57 PM |
| 170 | I have used Map my Ride | 1/5/2016 5:33 PM |
| 171 | All of them. | 1/5/2016 3:38 PM |
| 172 | All clicked- safety MS150 rides | 1/5/2016 2:44 PM |
| 173 | Map My Ride. | 1/5/2016 2:43 PM |
| 174 | tour de woodlands bike, CB&I tri; garmin maps for local training. | 1/5/2016 1:06 PM |
| 175 | I have used all checked | 1/5/2016 11:32 AM |
| 176 | Map My Ride, bike safety training | 1/5/2016 9:59 AM |
| 177 | map my ride | 1/5/2016 9:21 AM |
| 178 | Map My Run, printed mapping product | 1/5/2016 9:16 AM |
| 179 | The pathway map is wonderful; But that shows clearly by inspection the lack of an organized plan as there are very few loops or circuits available. | 1/5/2016 8:43 AM |
| 180 | Utilize Map My Ride. Utilize printed maps for planning routes through neighborhoods. | 1/5/2016 8:34 AM |
| 181 | Mapmyride, bicycle safety training | 1/5/2016 8:15 AM |
| 182 | All of the above. Strava and GPS Tracks are great for bikers and hikers. | 1/5/2016 8:06 AM |
| 183 | Maps. Use Cyclemeter iPhone app and online/printed Woodlands maps. | 1/5/2016 8:04 AM |
| 184 | Map my Fitness | 1/5/2016 6:13 AM |
| 185 | All three. | 1/4/2016 10:02 PM |
| 186 | Bike Barn and triathlon group rides-Garmin Live Track and navigation for the bike | 1/4/2016 6:45 PM |
| 187 | map my walk | 1/4/2016 6:44 PM |
| 188 | Map my Walk | 1/4/2016 3:36 PM |
| 189 | nike app | 1/4/2016 2:01 PM |
| 190 | Yes, some. | 1/4/2016 12:34 PM |
| 191 | Run keeper for tracking run/walk/bike route | 1/4/2016 10:43 AM |
| 192 | have not participated in any | 1/3/2016 11:10 PM |
| 193 | All of the above, but at the end of the day i am an advanced cyclist, racing mountain bikes and living in the woodland for 35 years, i know how to navigate safely through the woodlands. If my wife decides to ride to the grocery store with me and or to grab dinner in the front of the woodlands, grogans mill or say market street, then things get interesting, i have to become much more alert of her surroundings, as she under a constant defense mode and she knows the trails very well too, but there are no visual effects to alert motorist of perdestrian crossing. We can add lighting to the concrete road way at all crossing, we can attach a system or row of lights at each crossing that can luminate when a cross walk is activated, this will help tremendously. Not to mention we have no bike lane, that is an entire diferent story. | 1/3/2016 10:06 PM |
| 194 | Maps | 1/3/2016 6:16 PM |
| 195 | I printed the Woodlands Pathway map | 1/3/2016 5:55 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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| 196 | Both above | 1/3/2016 3:34 PM |
| 197 | I have not actively used map my ride. | 1/3/2016 11:34 AM |
| 198 | All | 1/3/2016 8:48 AM |
| 199 | Map my fitness and my fitness pal | 1/2/2016 10:56 PM |
| 200 | All that I checked | 1/2/2016 8:55 PM |
| 201 | Map my ride / printed map | 1/2/2016 8:03 PM |
| 202 | All | 1/2/2016 6:44 PM |
| 203 | All | 1/2/2016 6:31 PM |
| 204 | Ride thru the Woods, MS 150 | 1/2/2016 5:54 PM |
| 205 | organized bike rides | 1/2/2016 1:49 PM |
| 206 | Map My Ride | 1/2/2016 10:30 AM |
| 207 | Utilize Map My Ride; participated in organized bicycle rides and safety training | 1/2/2016 10:03 AM |
| 208 | Cyclometer, map my ride, sports tracker | 1/2/2016 9:41 AM |
| 209 | Organized bicycle rides, map my ride | 1/2/2016 5:33 AM |
| 210 | Organized bicycle rides | 1/1/2016 9:16 PM |
| 211 | Woodlands Cycling Club | 1/1/2016 7:58 PM |
| 212 | All | 1/1/2016 4:52 PM |
| 213 | organized bike rides through MS 150 training. Map my Run for exercise tracking | 1/1/2016 3:12 PM |
| 214 | pathway maps are helpful | 1/1/2016 1:45 PM |
| 215 | We have used/participated in all that I checked | 1/1/2016 12:29 PM |
| 216 | Map my ride | 1/1/2016 11:51 AM |
| 217 | Organize rides, bicycle maintenance and pathway maps. | 1/1/2016 9:23 AM |
| 218 | Needed to know where the bike routes were located and where I was | 1/1/2016 8:36 AM |
| 219 | Google Maps with Bike path turned on, Woodlands Trail map | 1/1/2016 8:35 AM |
| 220 | Map my ride | 12/31/2015 7:18 PM |
| 221 | all | 12/31/2015 6:04 PM |
| 222 | I use the pathway maps alot when I first moved to the woodlands Alden Bridge. | 12/31/2015 5:16 PM |
| 223 | Zombie Run, Strava, Nike+ Running. Also attended the Buckalew bike rodeo. | 12/31/2015 5:12 PM |
| 224 | map my ride, tour de woodlands, ms150 rides etc | 12/31/2015 10:05 AM |
| 225 | The Woodlands Pathway Map | 12/31/2015 9:18 AM |
| 226 | I have used map my run/map my ride many times | 12/31/2015 8:13 AM |
| 227 | Woodlands pathway map | 12/30/2015 8:04 PM |
| 228 | just the map to figure out the side of the road the trail is on and to figure out how to not cross larger intersections | 12/30/2015 6:31 PM |
| 229 | Both | 12/30/2015 6:03 PM |
| 230 | I have used Map My Ride for organized rides in the past | 12/30/2015 1:42 PM |
| 231 | I participate in many Woodlands bike and run events and other bike and run events around Texas. These events often require training. I have used the Woodlands Pathway maps to plan routes for running or to access other parts of the Woodlands on bike. | 12/30/2015 5:23 AM |
| 232 | Map my Walk | 12/29/2015 6:43 PM |
| 233 | Map My Ride, Organized Rides (Woodlands Cycling Club, Interfaith Charity Ride and VR Cycling Studio) | 12/29/2015 6:00 AM |
| 234 | All of them | 12/28/2015 10:31 AM |

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| 235 | participate in weekend organized rides with local groups. | 12/28/2015 8:53 AM |
| 236 | None | 12/28/2015 2:17 AM |
| 237 | all of above | 12/26/2015 5:26 PM |
| 238 | Huge fan of Runtastic / Mountainbike smartphone app | 12/25/2015 8:40 AM |
| 239 | I use MapMyRun every day. | 12/24/2015 1:06 PM |
| 240 | All of above | 12/24/2015 12:52 PM |
| 241 | none | 12/24/2015 12:37 PM |
| 242 | I've used map my ride to find distances | 12/24/2015 12:08 PM |
| 243 | Map my run. Use the app for all my runs in The Woodlands | 12/24/2015 11:45 AM |
| 244 | Printed mapping products | 12/24/2015 11:22 AM |
| 245 | When we first moved here | 12/24/2015 10:15 AM |
| 246 | Use all | 12/24/2015 9:30 AM |
| 247 | All | 12/24/2015 7:49 AM |
| 248 | i use map my ride to record bike or run workouts. | 12/24/2015 7:35 AM |
| 249 | Map My Ride and one organized ride (can't remember the name). | 12/23/2015 3:23 PM |
| 250 | All of the above. | 12/23/2015 3:08 PM |
| 251 | all | 12/23/2015 2:20 PM |
| 252 | Map My Ride, Bicycle maintenance and safety. Organized rides. | 12/23/2015 1:57 PM |
| 253 | all | 12/23/2015 11:28 AM |
| 254 | Midnight bikeride, Tour de WdLnds, I've heard of Map My Ride but prefer Runkeeper, they map bike rides too | 12/23/2015 11:14 AM |
| 255 | For exercise I use a smartphone application called STRAVA which shows widely used running and cycling routes in town. | 12/23/2015 8:15 AM |
| 256 | I use Garmin connect and Strava to track running and walking activities. | 12/22/2015 10:52 PM |
| 257 | Mapmyride | 12/22/2015 9:59 PM |
| 258 | The map of pathways. Love it!! | 12/22/2015 9:38 PM |
| 259 | Map My Ride | 12/22/2015 5:25 PM |
| 260 | None | 12/22/2015 1:18 PM |
| 261 | Map My Ride | 12/22/2015 12:54 PM |
| 262 | I have used Map My Run. | 12/22/2015 10:58 AM |
| 263 | pathway map | 12/22/2015 9:49 AM |
| 264 | Map my ride app, organized rides | 12/22/2015 9:14 AM |
| 265 | Map my ride & organized rides | 12/22/2015 8:59 AM |
| 266 | Use map my run for runs. Use woodlands maps for visitors | 12/22/2015 8:16 AM |
| 267 | Map my ride and printed maps | 12/22/2015 5:41 AM |
| 268 | time to get back to work | 12/21/2015 2:33 PM |
| 269 | Printed maps. Map my ride. | 12/21/2015 12:57 PM |
| 270 | Map my ride, printed map | 12/21/2015 11:49 AM |
| 271 | All of the above that I have checked | 12/21/2015 10:43 AM |
| 272 | 1, 3, 7 | 12/21/2015 10:11 AM |
| 273 | Whole Foods Bike rides with Woodlands Cycling Club | 12/21/2015 8:58 AM |
| 274 | All of the checked ones | 12/21/2015 5:56 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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| 275 | Map my ride | 12/20/2015 10:48 PM |
| 276 | Printed mapping of the Woodlands | 12/20/2015 6:17 PM |
| 277 | Map my Ride for cycling routes in and around the Woodlands | 12/20/2015 5:32 PM |
| 278 | None | 12/20/2015 4:05 PM |
| 279 | All | 12/20/2015 4:00 PM |
| 280 | all | 12/20/2015 2:09 PM |
| 281 | Printed mapping & Map my Walk app | 12/20/2015 11:38 AM |
| 282 | I run weekly using "runkeeper" | 12/20/2015 9:00 AM |
| 283 | Use all checked | 12/20/2015 7:02 AM |
| 284 | Use Garmin to track running, walking, cycling. Wife uses smartphone when we go together. Bicycle safety training | 12/20/2015 5:57 AM |
| 285 | All but first | 12/19/2015 6:32 PM |
| 286 | I use The Woodlands pathway map | 12/19/2015 4:48 PM |
| 287 | Map My Ride app & Runtastic; Pre-iPhone I used the printed pathway map from Woodlands web site. | 12/19/2015 2:15 PM |
| 288 | All checked above. | 12/19/2015 2:00 PM |
| 289 | Map my walk | 12/19/2015 7:14 AM |
| 290 | Map my Walk | 12/19/2015 5:34 AM |
| 291 | insufficiently detailed | 12/18/2015 9:20 PM |
| 292 | Participated in organized bicycle rides, followed The Woodlands Pathway Map | 12/18/2015 4:55 PM |
| 293 | Literally all of the above given MS150 training and rides for 10 years | 12/18/2015 2:44 PM |
| 294 | I use the printed pathway map--wish it would include which roads have suitable shoulders. I tend not to use Map My Ride so much as just Google Maps. | 12/18/2015 8:28 AM |
| 295 | Woodlands Pathway Map | 12/17/2015 9:33 PM |
| 296 | Map My Ride and Map My Run | 12/17/2015 3:52 PM |
| 297 | I use Map My Ride and I've used the printed bike maps for 20 years | 12/16/2015 9:04 PM |
| 298 | our groups use map my ride/run, attended MS150 safety clinics, used path maps when I first moved here | 12/16/2015 4:42 PM |
| 299 | All | 12/16/2015 4:13 PM |
| 300 | mapmyride | 12/16/2015 2:14 PM |
| 301 | Used to be club officer for Woodlands Cycling Club, Lonestar Multisport, and Woodlands Running Club. | 12/16/2015 2:06 PM |
| 302 | i have used all of the clicked items frequently over the last 15 years | 12/16/2015 9:58 AM |
| 303 | Have used the printed pathway map, but not since I was new to The Woodlands 8 years ago. | 12/16/2015 8:49 AM |
| 304 | used both | 12/16/2015 8:48 AM |
| 305 | The Woodlands Pathway Map | 12/15/2015 8:46 PM |
| 306 | Printed map | 12/15/2015 3:12 PM |
| 307 | I have used the map of The Woodlands Pathways | 12/15/2015 2:50 PM |
| 308 | have not used | 12/15/2015 2:38 PM |
| 309 | Map my ride, woodlands pathway map | 12/15/2015 2:00 PM |
| 310 | I keep a couple of the pathway maps on hand | 12/15/2015 11:27 AM |
| 311 | All the checked programs | 12/14/2015 2:57 PM |
| 312 | map my ride, fitbit, | 12/14/2015 1:35 PM |
| 313 | used trail maps for plan cycling excursions | 12/13/2015 12:21 PM |
| 314 | Woodlands bike pathway map | 12/13/2015 12:20 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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| 315 | I've used Map My Ride and Strava extensively, gone on some organized rides, and use the pathway map to plan out rides with my son in his trailer. | 12/12/2015 4:29 PM |
| 316 | TW maps | 12/12/2015 4:11 PM |
| 317 | none | 12/11/2015 11:06 PM |
| 318 | use maps | 12/11/2015 6:30 PM |
| 319 | bike safety presentations, Map my Ride, Township printed mapping, shoulder maps through Bike Coalition | 12/11/2015 5:16 PM |
| 320 | Pathway map | 12/11/2015 4:59 PM |
| 321 | Map My Ride | 12/11/2015 4:31 PM |
| 322 | all of the aboved clicked | 12/11/2015 11:10 AM |
| 323 | Use Map My Ride for creating cycling routes, member and rider with The Woodlands Cycling Club, League of American Cyclists safety material - I have published those cyclists and motorist tips in our community newsletter, I have learned bicycle maintenance from having been a cyclists for 30 years. | 12/11/2015 9:54 AM |
| 324 | pathways maps | 12/11/2015 8:06 AM |
| 325 | None | 12/9/2015 9:04 AM |
| 326 | Safety | 12/8/2015 8:42 PM |
| 327 | Used them all | 12/8/2015 4:41 AM |
| 328 | Runkeeper | 12/7/2015 4:46 PM |
| 329 | None | 12/6/2015 8:04 PM |
| 330 | Map my ride, Woodlands pathway map, bike maintenance course, group rides | 12/6/2015 3:29 PM |
| 331 | Use map my ride for past 3 months | 12/6/2015 10:35 AM |
| 332 | none | 12/6/2015 9:31 AM |
| 333 | Bike clubs | 12/6/2015 9:27 AM |
| 334 | Map My Ride, Strava | 12/5/2015 10:51 PM |
| 335 | Google Maps and years ago got an out of date pathway map at the Welcome Center | 12/5/2015 10:22 PM |
| 336 | Map my ride, bike safety training | 12/5/2015 5:52 PM |
| 337 | Mapping | 12/5/2015 5:07 PM |
| 338 | I am an experienced cyclist (won IM Kona age group). The Woodlands is too crowded, not cycling friendly. | 12/5/2015 3:54 PM |
| 339 | Used map guide to find path from Windvale to Alden Bridge Shopping Ctr. | 12/5/2015 2:53 PM |
| 340 | printed map | 12/5/2015 10:50 AM |
| 341 | Printed maps, would love to participate in recreational organized bike trail rides | 12/5/2015 8:59 AM |
| 342 | Maps | 12/5/2015 12:39 AM |
| 343 | Printed mapping, safety training | 12/4/2015 11:47 PM |
| 344 | Pathway maps | 12/4/2015 6:12 PM |
| 345 | all that I have checked | 12/4/2015 6:09 PM |
| 346 | Map | 12/4/2015 6:06 PM |
| 347 | I use Map My Ride and Road Bike Pro apps | 12/4/2015 5:16 PM |
| 348 | Printed maps | 12/4/2015 4:55 PM |
| 349 | Walk Watch app | 12/4/2015 4:47 PM |
| 350 | Map My Ride | 12/4/2015 4:44 PM |
| 351 | woodlands pathway map. | 12/4/2015 4:43 PM |
| 352 | printed trail maps | 12/4/2015 4:38 PM |
| 353 | I have heard of the safety training but not used it. | 12/4/2015 4:37 PM |

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| 354 | Most checked during my 30 plus years in The Woodlands | 12/4/2015 11:22 AM |
| 355 | all selected | 12/4/2015 9:42 AM |
| 356 | I use Map My Fitness which is by the same company that does Map My Ride. I have had physical pathway maps in past as well before I had a smart phone. | 12/3/2015 10:39 PM |
| 357 | Run keeper app | 12/3/2015 6:00 PM |
| 358 | The Woodlands Pathway Map | 12/3/2015 5:01 PM |
| 359 | Yes but Harpers Landing is only isolated village. There is not even a single even remotely safe means to get to any restaurant or shopping area in College Park | 12/3/2015 4:13 PM |
| 360 | all of the above | 12/3/2015 3:54 PM |
| 361 | The Woodlands Pathway Map | 12/3/2015 2:54 PM |
| 362 | Smartphone applications to track runing/cycling and bicycle safety training provided outside the Woodlands | 12/3/2015 2:18 PM |
| 363 | None | 12/3/2015 1:16 PM |
| 364 | its extremely difficult to find printed maps of the woodlands | 12/3/2015 1:05 PM |
| 365 | Map my ride | 12/3/2015 12:43 PM |
| 366 | Utilized the maps from the Home Center | 12/3/2015 12:27 PM |
| 367 | Have used the Pathway map. | 12/3/2015 11:32 AM |
| 368 | use map my ride/walk for milage while out, have seen the pathway map but I know the ones by me | 12/3/2015 11:25 AM |
| 369 | used when first moved here | 12/3/2015 10:45 AM |
| 370 | I use the Map My Ride app on my iPhone | 12/3/2015 10:36 AM |
| 371 | utilize all of the above | 12/3/2015 9:25 AM |
| 372 | All | 12/3/2015 7:03 AM |
| 373 | Map my Ride, bike training | 12/3/2015 2:11 AM |
| 374 | HAVE NOT PARTICIPATED, BUT HAVE READ ABOUT THEM AND ALSO HAVE A MAP OF THE PATHWAYS. | 12/2/2015 3:07 PM |
| 375 | Organized Rides | 12/2/2015 7:54 AM |
| 376 | None at all | 12/1/2015 9:48 PM |
| 377 | Map my ride | 12/1/2015 9:39 PM |
| 378 | All clicked | 12/1/2015 8:14 PM |
| 379 | All of the above | 12/1/2015 12:48 PM |
| 380 | All of the checked items | 12/1/2015 12:34 PM |
| 381 | I have participated on organized bike rides and safety training. I have used The Woodlands Pathway Map | 12/1/2015 12:05 PM |
| 382 | Map my Run/Ride/Walk app; Woodlands path maps | 12/1/2015 10:07 AM |
| 383 | Use to route around the neighborhoods | 12/1/2015 9:45 AM |
| 384 | Map my ride. Map my run | 12/1/2015 9:09 AM |
| 385 | All marked | 12/1/2015 8:28 AM |
| 386 | Cyclometer app | 12/1/2015 8:26 AM |
| 387 | Organized rides | 12/1/2015 7:41 AM |
| 388 | Map my ride and safe routs | 11/30/2015 11:45 PM |
| 389 | Map my ride/walk | 11/30/2015 11:21 PM |
| 390 | Map my ride | 11/30/2015 10:49 PM |
| 391 | Map My Walk | 11/30/2015 10:39 PM |
| 392 | All of them | 11/30/2015 10:34 PM |

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| 393 | Map my fitness. Used to have pathway map, but out of date by now. | 11/30/2015 10:24 PM |
| 394 | all | 11/30/2015 10:14 PM |
| 395 | Map My Ride/Map My Walk | 11/30/2015 10:08 PM |
| 396 | MS150 organized bike rides | 11/30/2015 9:58 PM |
| 397 | I have used Mapmyfitness and printed maps. | 11/30/2015 9:41 PM |
| 398 | None | 11/30/2015 8:51 PM |
| 399 | map my ride | 11/30/2015 8:32 PM |
| 400 | Map my ride and organized group rides | 11/30/2015 8:22 PM |
| 401 | Nike running and road bike | 11/30/2015 7:35 PM |
| 402 | all of them | 11/30/2015 7:17 PM |
| 403 | MapMyRun and woodlands pathway maps | 11/30/2015 7:15 PM |
| 404 | Printed pathway map, map my ride | 11/30/2015 7:04 PM |
| 405 | printed map | 11/30/2015 6:52 PM |
| 406 | Frequently use MapMyRun. Have attended bicycle safety training | 11/30/2015 6:25 PM |
| 407 | All of these but not in this area. | 11/30/2015 5:52 PM |
| 408 | All Checked | 11/30/2015 8:43 AM |
| 409 | Most all. | 11/29/2015 6:19 PM |
| 410 | League of American bicyclists | 11/27/2015 8:36 AM |
| 411 | All checked. | 11/25/2015 10:17 AM |
| 412 | Map My Ride App, MS-150 Safety Training, Woodlands Cycling Club rides. | 11/24/2015 4:46 PM |
| 413 | Group bike rides, group runs, printed map and map my run app | 11/24/2015 10:04 AM |
| 414 | Map My Ride, Tour the Woodlands, Bike safety maintenance with SelectRI | 11/24/2015 9:56 AM |
| 415 | Map My Run and the printed maps by The Woodlands outlining the pathways. | 11/24/2015 9:36 AM |
| 416 | Maps and log my run pro. | 11/23/2015 10:48 PM |
| 417 | Strava | 11/23/2015 10:44 PM |
| 418 | map my ride, strava | 11/23/2015 6:48 PM |
| 419 | not participated | 11/23/2015 6:37 PM |
| 420 | Map My Ride i have used a lot for bike rides to check distance/route | 11/23/2015 6:09 PM |
| 421 | Woodlands Cycling Club Sunday rides; MS150; Texas Wheels of Justice Heros Ride, plus many other supported charity rides. | 11/23/2015 5:42 PM |
| 422 | all of the above checked programs | 11/23/2015 4:51 PM |
| 423 | Both | 11/23/2015 4:26 PM |
| 424 | Printed map | 11/23/2015 3:35 PM |
| 425 | Run the Woodlands program - very enjoyable list of all the trails with about 68 running courses shown | 11/23/2015 2:44 PM |
| 426 | Used all three | 11/23/2015 2:11 PM |
| 427 | All that I've marked | 11/23/2015 1:50 PM |
| 428 | I have a printed map of the hike and bike trails but I would prefer an app for my phone that shows the trails not only the roads. | 11/23/2015 1:24 PM |
| 429 | nike running. | 11/23/2015 9:13 AM |
| 430 | Map my Ride, Organized Bicycle Rides | 11/23/2015 12:39 AM |
| 431 | Apps and maps | 11/22/2015 5:46 PM |

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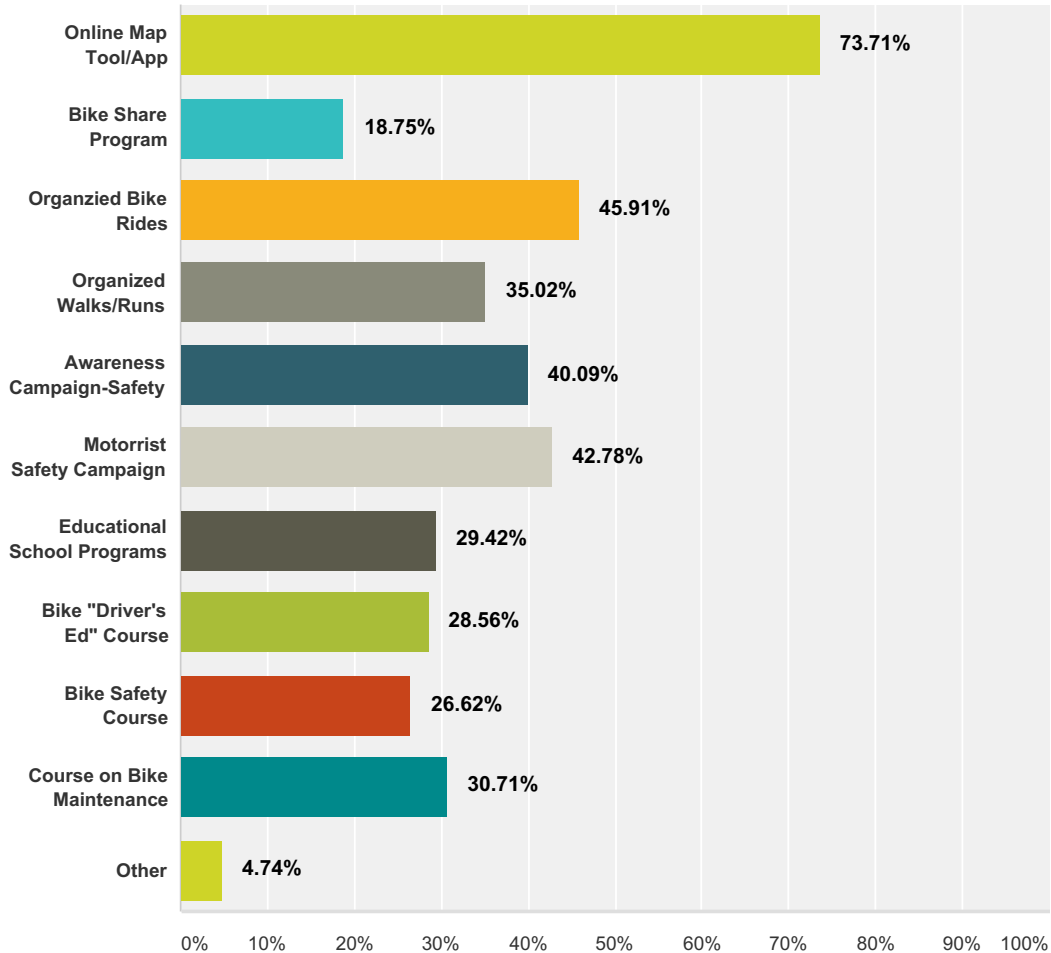
| | | |
|-----|--|---------------------|
| 432 | Am participating in Bike The Woodlands Coalition Safety ed program for 2016. Participate in organized rides by Woodlands Cycling Club. Have used Map My Ride before. | 11/22/2015 8:27 AM |
| 433 | All of the above, Strava is my preferred App. I have led and Participated in most types of rides and classes. | 11/21/2015 7:29 PM |
| 434 | Google maps, printed map | 11/21/2015 2:06 PM |
| 435 | pathway map | 11/21/2015 1:49 PM |
| 436 | Runkeeper, Google Maps, and the official Woodlands pathway map | 11/21/2015 11:37 AM |
| 437 | Map my ride, and organized bicycle rides | 11/21/2015 10:55 AM |
| 438 | I have participated in all of the items I checked. | 11/21/2015 7:58 AM |
| 439 | my tracks | 11/20/2015 11:03 PM |
| 440 | apps - but use up too much data, printed maps - but can't use biking | 11/20/2015 10:34 PM |
| 441 | Organized bicycle rides | 11/20/2015 10:16 PM |
| 442 | Map my ride, organized bike rides, maintenance training | 11/20/2015 9:25 PM |
| 443 | Have used My Tracks for ride tracking. MS150 and other long similar rides. Bike clubs. Read bike safety and maintenance literature. | 11/20/2015 8:48 PM |
| 444 | woodlands cycling club rides, strava | 11/20/2015 8:09 PM |
| 445 | map my ride | 11/20/2015 8:01 PM |
| 446 | Only in organised rides and maps | 11/20/2015 7:34 PM |
| 447 | Map my ride, organized rides, mapping products | 11/20/2015 6:52 PM |
| 448 | I have considered all of the available options listed | 11/20/2015 6:42 PM |
| 449 | All | 11/20/2015 4:51 PM |
| 450 | The woodlands pathway map | 11/20/2015 4:35 PM |
| 451 | Use Strava App and organized rides | 11/20/2015 4:21 PM |
| 452 | Riddenw ith WCC, used bike path maps heard of safe routes | 11/20/2015 3:45 PM |
| 453 | Map my run | 11/20/2015 3:42 PM |
| 454 | Map my ride | 11/20/2015 3:21 PM |
| 455 | I use Map My Run frequently | 11/20/2015 2:50 PM |
| 456 | All | 11/20/2015 2:25 PM |
| 457 | Map my ride. Midnight bike ride, moonlight ramble, ms150,ragbrai | 11/20/2015 1:23 PM |
| 458 | All of the ones checked | 11/20/2015 1:12 PM |
| 459 | NONE | 11/20/2015 1:00 PM |
| 460 | Map My ride | 11/20/2015 12:59 PM |
| 461 | MAP MY RIDE/RUN | 11/20/2015 12:53 PM |
| 462 | both | 11/20/2015 12:49 PM |
| 463 | Runtastic. | 11/20/2015 12:41 PM |
| 464 | Strava, Garmin Connect | 11/20/2015 12:37 PM |
| 465 | All of the above I have marked I have taken part in. | 11/20/2015 12:23 PM |
| 466 | MapMyRun, Strava, Garmin Connect, Woodlands Pathway Map. | 11/20/2015 12:13 PM |
| 467 | map my ride for distance/time/routes | 11/20/2015 12:09 PM |
| 468 | Both | 11/20/2015 11:42 AM |
| 469 | I have used all that I marked | 11/20/2015 11:40 AM |
| 470 | Map my ride & Printed mapping | 11/20/2015 11:38 AM |

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| 471 | Map my ride and Organized rides. Printed mapping is useless when you're out on the road and dont know where you are. | 11/20/2015 11:28 AM |
| 472 | Map my ride. Organized rides | 11/20/2015 11:27 AM |

Q28 Would you be interested in participating in or using any of the following? (Click all that apply.)

Answered: 928 Skipped: 456



| Answer Choices | Responses | |
|-----------------------------|-----------|-----|
| Online Map Tool/App | 73.71% | 684 |
| Bike Share Program | 18.75% | 174 |
| Organized Bike Rides | 45.91% | 426 |
| Organized Walks/Runs | 35.02% | 325 |
| Awareness Campaign-Safety | 40.09% | 372 |
| Motorist Safety Campaign | 42.78% | 397 |
| Educational School Programs | 29.42% | 273 |
| Bike "Driver's Ed" Course | 28.56% | 265 |
| Bike Safety Course | 26.62% | 247 |
| Course on Bike Maintenance | 30.71% | 285 |

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| Other | 4.74% | 44 |
| Total Respondents: 928 | | |

| # | Other (please describe) | Date |
|----|---|---------------------|
| 1 | i would take classes but am unable to because of physical limitations | 1/30/2016 10:09 AM |
| 2 | Environmental impact course for people who walk their dogs! | 1/27/2016 4:56 PM |
| 3 | None | 1/21/2016 2:05 PM |
| 4 | I would even hep teach some of these if there was an opportunity. | 1/21/2016 1:56 PM |
| 5 | Most Woodlands motorists are nice, but some are too busy talking, texting or whatever to notice me. SCARY! | 1/20/2016 11:16 PM |
| 6 | I would like to see police ticket bicyclers who do not follow traffic laws. | 1/19/2016 4:19 PM |
| 7 | No | 1/19/2016 10:00 AM |
| 8 | I would also like to see some kind of dog walking etiquette education/awareness. I have a large dog who is very sweet with people but not good with other dogs. I am scared to walk him because if someone else's dog runs up to him (even if that dog is usually friendly) he gets frightened and does not react well. If the other person cannot get their dog away there could be a problem. I know alot of people whose dogs don't like other dogs and some of them walk their dogs along the green belts away from the more popular trails. Unfortunately, people who like to let their dogs run off leash also like to use those green belts to walk their dogs. Yes, there are dog parks where people can let their dogs off leash but they are not close by or convenient for alot of dog owners and one is no bigger than most back yards (Terramont). | 1/18/2016 12:35 PM |
| 9 | Organized bike rides at night. | 1/18/2016 10:09 AM |
| 10 | Listed above | 1/16/2016 10:14 AM |
| 11 | How about a car share instead of a bike share? Biking is too dangerous. | 1/15/2016 6:42 PM |
| 12 | Paying higher taxes or community fees for more walking trails and "real bike lanes" in the street for high sped bicycle riding. | 1/14/2016 7:53 PM |
| 13 | YES to all (all my family members have bicycles) | 1/13/2016 12:48 PM |
| 14 | I have done all of the above over the past 14 years of serious bike riding in the Woodlands, and will continue to do so...as I noted in the previous (#27) question, the public awareness campaigns is critical to getting the message out to the masses! | 1/13/2016 11:18 AM |
| 15 | Aggressive awareness campaign for motorist to cycling safety would be great | 1/13/2016 8:09 AM |
| 16 | bike trail along spring creek | 1/10/2016 9:04 PM |
| 17 | Bike maintenance for young adults (how to change a tire, pump your tires, etc) | 1/8/2016 5:50 PM |
| 18 | Partnership with Google Maps to improve quality of Google map data for trails/paths within the Woodlands | 1/8/2016 1:38 PM |
| 19 | Educational programs for children should be compulsory for all school bike riders. | 1/5/2016 2:43 PM |
| 20 | I don't ride now, but I am considering starting this year. | 1/4/2016 1:13 PM |
| 21 | The problem with the "public awarness" is that most of the motorist aren't even Woodlands residents, they are people simply cutting through gosling or woodlands pkwy to get to 2978 or 2920. Maybe not all motorist, but go to the corner of gosling and flintridge at 5:30, its a highway intersection, you have to be on red alert to cross safely. Woodlands pkwy is like the autobon, cars travel at 65 to 75 mph all the time, it's really intense, i cross under woodlands pkwy, beneath the bridge, behind mccullough junior high, but i don't know how many people know how to get there. I also wonder how many people know that the nature trail exists and that it connects grogans mill to panther creek. | 1/3/2016 10:06 PM |
| 22 | VERY VERY VERY interested in an online map tool or app for The Woodlands trails!!!! That is exactly what we need!!! | 1/3/2016 12:53 PM |
| 23 | Bicycle education course for bike riders | 1/1/2016 3:17 PM |
| 24 | spending money on a map tool for biking in the woodlands is wholly unnecessary with Google Maps in existence | 1/1/2016 8:35 AM |
| 25 | The best guidance is Goolgle maps bicycle map layers... | 12/31/2015 11:27 AM |
| 26 | I am certified by the Leage of American Bicylists to teach a "Bicycle driver's education course". | 12/28/2015 10:31 AM |
| 27 | I am not sure what they are | 12/25/2015 6:45 PM |

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| 28 | There needs to be an established protocol for communication. My suggestion is to use voice "Passing to your left". A "ding ding" by a bicyclist is totally ridiculous and can't be heard over traffic noise. | 12/24/2015 1:06 PM |
| 29 | I think google maps does a great job of mapping the woodlands for a bike ride already. | 12/23/2015 11:14 AM |
| 30 | The Township could consider adding a cycling event/festival (a criterium race downtown) to showcase the health benefits of cycling to the community. | 12/23/2015 8:15 AM |
| 31 | More safety for kids and cops patrolling the speed limits | 12/22/2015 9:38 PM |
| 32 | teach kids not to litter. I live near a convenience store and schools. There's constant litter on the pathways. | 12/16/2015 9:05 AM |
| 33 | All sound great! | 12/15/2015 2:00 PM |
| 34 | wish I had more time to enjoy pathways, work and commute very stressful. If we still had young kids, could seeing being more involved in safety training exercises for kids betterment. | 12/13/2015 12:21 PM |
| 35 | None | 12/6/2015 8:25 AM |
| 36 | Locals could/should use all of the above. But, probably won't. | 12/5/2015 3:54 PM |
| 37 | Require bicyclists to take "driver's education" and safety courses and be able to prove it to a peace officer | 12/4/2015 4:29 PM |
| 38 | My observation is that most cyclists ignore the special crossing signs at intersections! | 12/4/2015 11:22 AM |
| 39 | Walking with my neighbors | 12/3/2015 7:50 PM |
| 40 | NONE | 12/2/2015 3:07 PM |
| 41 | LESS organized runs with in the woodlands because it's become ridiculous the amount Instead of the association should group them all into just a couple of runs | 11/30/2015 6:53 PM |
| 42 | Employer education and resources for promoting cycling to work in the Woodlands. | 11/27/2015 8:36 AM |
| 43 | check this website: www.werunthisplace.com | 11/24/2015 6:07 PM |
| 44 | In general I would not feel comfortable participating in activites outside of my age group - I simply am unable to keep up with those that are 20 plus years younger. | 11/20/2015 3:36 PM |

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Q29 Please provide any additional comments you may have relevant to this Plan.

Answered: 329 Skipped: 1,055

| # | Responses | Date |
|----|--|--------------------|
| 1 | Biking options in The Woodlands are excellent. Some improvements could be made to accommodate utilitarian needs. Current roadways should NOT be altered to accommodate higher speed, long distance biking (road bikes). | 2/1/2016 9:30 AM |
| 2 | Be interested in getting involved in helping in any way that I can to improve the bike paths in The Woodlands | 1/31/2016 1:23 PM |
| 3 | Stop expanding lanes on roads that take away the shoulder, unless their is a bike path in place or is being built at the same time as the lane expansion.. Such as Research Forest or 242/College Parkway. When I bike to Portofino via Research Forrest, I have to bike on the road after Grogan's Mill Road I'm surprised that no one has been killed so far. 242 after the high school is another example. The Shoulder has been taken away, what options expect to bike on the road to get to Walmart and other shops. Drivers seem to be more in a hurry these days and appear to forget that these aren't freeway roads, but hometown roads. | 1/31/2016 2:08 AM |
| 4 | I have lived in The Woodlands since 1991 and was always running until physical limitations left me with walking but currently riding is preferred. more recent times I have seen increase in autos appearing to be careless about speed, aggression at cross lights. getting out of my subdivision at a light is very dangerous because it is at a curve and cars do not slow until they come around and see a red light. recently two wrecks have occurred here one which the car ran into the pole with cross light. that is where I normally stand. I arrived on bike as fire trucks arrived. we must educate drivers. we must mard cross walks better. we must clear intersections so I can see cars and not be in fear to cross because I know too many autos never look out for me on my bike. | 1/30/2016 10:09 AM |
| 5 | Present pathways are not bike friendly except for little kids | 1/29/2016 8:50 AM |
| 6 | Roads are financed by gas taxes, registration fees, licensing fees and inspection fees. Bicyclists pay none of these. Funds should be prioritized for vehicles first. Bikers do not follow the rules of the road now. They have a 4 foot shoulder, but prefer to ride in the street. They do not stop at stop signs, yet demand to be treated with the same rules and respect one would give to an automobile. I have no desire to spend any funds on custom bike paths for bikers. We should ensure that curbs leading into developments give them sufficient room so that they don't have to go out into traffic. | 1/27/2016 8:10 PM |
| 7 | We need bike lanes. Separate lane for road bikes | 1/26/2016 7:25 PM |
| 8 | I am not a casual walker. In 2015 I walked 500+miles. Small children are often on the trail. Too often, I have seen Lance Armstrong Wannabees going too fast on the trail, especially on weekends. In my opinion, it is just a matter of time until there is a tragic accident. Occasional small speed bumps would help. Less than half of the cyclists provide verbal warning when passing. Increased safety training and posted safety precautions would help. | 1/26/2016 6:11 PM |
| 9 | My experience has shown me that Bicyclist don't follow the rules of the road so it's very difficult to support them as a motorist! | 1/26/2016 6:04 PM |
| 10 | Please keep The Woodlands bike and runner friendly! | 1/26/2016 6:03 PM |
| 11 | I would like to keep the bicycles out of the Woodlands roads, and improve the pathways. | 1/26/2016 5:52 PM |
| 12 | It is vital to maintain the current shoulders on Lake Woodlands from the lake west rather continuing to widen roads like Research and Woodlands Parkway which took away the shoulder. Lake Woodlands is the last remnant of the of bike friendly east west paths | 1/26/2016 5:08 PM |
| 13 | Roadway shoulders are very important | 1/26/2016 4:54 PM |
| 14 | Would like a safe route to the ExxonMobil Campus especially across Spring Creek | 1/25/2016 4:03 PM |
| 15 | Questions 17 and 18 are ill designed. (17) Bike/Ped facilities need to be context sensitive. Not all bikeways will be/should be the same. These would be dependent on the adjacent roadway and environment. (18) That a certain bike/ped signalization makes me feel safer does not mean I would like them in the Woodlands. Hybrid beacons are horrible, but they make ped ROW more visible to automobile in certain high volume roads. | 1/25/2016 3:02 PM |
| 16 | Additional offroad (i.e. singletrack) options for biking would be a great feature for the woodlands. Perhaps more within the Cynthia Woods Nature preserve or along drainage ditches | 1/25/2016 12:46 PM |

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| 17 | As a competitive cyclist and runner. I find it difficult to run and bike in The Woodlands due to many stops and major intersections. The paths are good but they could be better by people respecting others. Have a center line painted. Cyclist need a wide shoulder on the roads to keep us safe. Curbs need to be setback at intersections so it doesn't force us out into the traffic lane. | 1/25/2016 10:50 AM |
| 18 | Please don't cut down any more trees! We live and work in, and love The Woodlands because of the trees! | 1/25/2016 9:59 AM |
| 19 | I am very excited to see that there is action being taken in regard to bicycle/pedestrian safety in The Woodlands. | 1/24/2016 10:26 AM |
| 20 | Please please please include bike lanes on the reconstruction of the Kuykendahl bridge expansion | 1/23/2016 5:22 PM |
| 21 | Keep bikes off of major streets | 1/23/2016 4:23 PM |
| 22 | The most difficult part will likely be balancing clear pathways for fitness/commuting bikes while preserving the culture of deep woods of The Woodlands. Additionally, driver attitude is probably the least favorable toward road sharing with cyclists of any of the communities I have lived in across the country (NJ, PA, CA, TX) - it is discouraging to hear motorists say that "bikes don't belong on roads", and I have heard this more than once in The Woodlands. | 1/23/2016 2:46 PM |
| 23 | It is unsafe to bike on the Woodlands pathway due to blind corners, walkers with dogs and baby carriages and small children. Where the pathways cross side streets I have several times seen turning cars almost hit children and youth on bikes who did not stop to check for traffic. Its much better to bike on the road for visibility. In general most drivers are courteous. | 1/23/2016 1:54 PM |
| 24 | enforcement needed to keep bikers and runners out of main highway lanes, especially where shoulders and paths are available. | 1/23/2016 1:18 PM |
| 25 | Don't neglect the regional impact of woodlands plan. Talk to HGAC and neighboring communities like ORN and Shenendoa because when you ride or bike, done much care where boundaries to city is. Ever try biking up to the Home Depot from the woodlands? | 1/23/2016 1:02 PM |
| 26 | Would love to see more bike paths that allow bikers to move at faster speeds. Preferably on the road side. The current bike/trails have too many turns to be good places to work out. | 1/23/2016 12:16 PM |
| 27 | the paths are a highlight of the Woodlands but I know MANY people have been injured having to share the paths with walkers & bikers - lots of colisions | 1/23/2016 11:59 AM |
| 28 | You should also ask about things from a driver's perspective because having cyclists and runners on the road, especially during rush hour, is very dangerous. | 1/22/2016 4:26 PM |
| 29 | Survey too long and leans towards those wanting increased spending. Could be very, very expensive. | 1/22/2016 2:15 PM |
| 30 | I really wish there was a way to safely ride my bike from the Falls @ Imperial Oaks to the Township. | 1/22/2016 2:10 PM |
| 31 | The Woodlands is generally very bike-friendly, but traffic congestion issues are eroding that friendliness. I love the pathways for running and walking and would like to see natural (non-paved) pathways along drainage ways such as Panther Branch upstream of Lake Woodlands. | 1/22/2016 10:37 AM |
| 32 | I am a runner and my kids ride bikes in the Woodlands. Sometimes it is difficult to cross busy streets, but the main problem is not addressed in this survey. Bike riders and runners that use the roads make it very dangerous for drivers in the Woodlands. I know sharing the road with cyclists is the law, but that does not mean their presence on the roads is a good idea. For safety's sake, cyclists should not be on the road with cars, especially during rush hour. They either need their own lane, or they need to find some other way to get exercise. Runners are now using the roads instead of the greenbelts. That is an entirely unnecessary hazard given that there are pathways on which one can run immediately adjacent to the roads that some runners are using. I suggest you add to your survey a section that asks about the problems that drivers face when dealing with runners and cyclists on the roads. | 1/22/2016 7:15 AM |
| 33 | Autos & trucks should have preferential consideration on roadways. Bikers should obey traffic laws or not bike. | 1/21/2016 5:32 PM |
| 34 | We have enough traffic problems now. Don't make it worst by screwing up our roads for a couple of hundred bike riders who do not follow the traffic rules for the thousands of people who work and live here. This money waster is on par with the boats on the water way Stick to running a good township and cutting costs | 1/21/2016 4:52 PM |
| 35 | I am strongly opposed to the use of public funds to expand bike access for recreational use as we already have paths. This is a waste of funds that will benefit a small population in their choice of recreation. | 1/21/2016 2:32 PM |
| 36 | The serpentine design of the paths are great for running and slow bike riding, but not for fast commuting or bike training. | 1/21/2016 1:06 PM |
| 37 | A "Memorial Park" style park in The Woodlands would be ideal; a perfect loop around a park that is dedicated to foot and bike traffic, and the interior of the loop dedicated to other types of fitness. | 1/21/2016 12:47 PM |
| 38 | All vehicles using or sharing the streets and roadways of the Woodlands should be operated by licensed riders/drivers. To have a license, a person should pass an exam covering the laws and rules governing such. | 1/21/2016 11:21 AM |

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| 39 | Existing Biking Hazards: 1) Many roads leading in and out of residential neighborhoods have curbs that jut into outside shoulders. This forces cyclists to veer off the outside shoulder and into the street creating a dangerous traffic hazard. There is no overwhelming reason for these curbs to exist and their removal is simple and relatively inexpensive. Following are some examples of streets frequently used by cyclists that have jutting out curbs: Terramont Drive, Branch Crossing Drive, Flintridge Drive and Sterling Ridge Drive. 2) On many streets there is often a narrow gap between the street and the outside shoulder. In many cases this gap is wider than a bike wheel. A bike wheel that goes into such a gap immediately becomes difficult to control, often resulting in an accident. Filling gaps with asphalt is a simple and inexpensive solution. Conclusion: the above two remedies would go a long way to improving safety and would provide a 'big bang for a buck spent'. | 1/21/2016 10:48 AM |
| 40 | Build a bike path along Woodlands Prky. Keep the bikes off of Woodlands Prky. | 1/21/2016 9:54 AM |
| 41 | Thank you for asking us. A flaw in this survey is that those of use using pathways daily support bike paths too. | 1/21/2016 8:13 AM |
| 42 | few bad apples on both sides of the issue. mandate license to operate on public roadway as other vehicles must have-forced education hopefully improves compliance. No one is immune to rules of safety | 1/21/2016 7:35 AM |
| 43 | I think bike safety to areas of shopping is critical. | 1/21/2016 6:05 AM |
| 44 | No matter what improvements are made I will not ride my bike in proximity to moving vehicular traffic. | 1/20/2016 11:16 PM |
| 45 | I'd like to reiterate my concern that the trees and shrubs that provide shade and beauty to the roadsides and bike paths in The Woodlands should be preserved (and actually reforested where they have been diminished due to construction or addition of lanes). This is one of the major appeals of The Woodlands! I work in the Galleria Area - a giant concrete jungle, my drive down I45 north is one big eye sore, but once I go over the Woodlands Parkway fly-over and descend into the tree line I feel at home! No above ground power lines, no obnoxious commercial signs and most importantly - trees and green foliage everywhere! KEEP THE TREES! | 1/20/2016 1:44 PM |
| 46 | Austin has bike lanes BUT their lanes are wider and more able to accommodate bike/car traffic and the lane differences that go with them. We do not have equivalent land space here to do that in this community. I have two adult children who live in Austin so am very familiar with their road plan and how bike/cars work/don't work together. I bike ride and encounter many bikers who do not move to the side of the road to let cars safely pass. I am against changing our roads to accommodate bike lanes. If we hadn't put curbs on Research Forest, you could have put in bike lanes near the side of that road. Please don't make our car lanes narrower than they already are! | 1/20/2016 1:33 PM |
| 47 | Please create a way to bike east and west w/o needing to get on Woodlands Parkway or Research - all the way to Marketstreet would be amazing. | 1/19/2016 4:47 PM |
| 48 | We do not need more walking or bike paths. Concerns are safety to allow access to secluded areas behind homes, increased noise & Nuisance, lessened privacy and that this should not override our investments, our homes. The major issue is the bicyclist who don't ride on the path and 9 times out of 10, fail to follow the written rules of the road. | 1/19/2016 3:11 PM |
| 49 | Not sure why there isn't more effort to cut down on traffic through the Woodlands in general. I think overall, this is what hampers safety and mobility the most. The woodlands has become a through-way for other communities at the safety and detriment of all of us. It's sad. Gone are the days of the "family community" where you could ride your bikes and go running....now, it's hello crime and traffic. | 1/19/2016 1:21 PM |
| 50 | Motorists need education to get over the "us v them" mentality: I ride a bike but I have a car too!!! We aren't trying to take your roads away. You might have the biggest car but that doesn't make you the most important person on the road. | 1/19/2016 12:59 PM |
| 51 | I do not ride fast and have a bell on my bike that I use before passing runners and walkers. I cannot count the number of times that they do not hear me because of earphones. I would much prefer to ride off-road instead of on the road, even with a designated bike lane. Since I also walk and run (I never use earphones outside), I also cannot count the number of times a cyclist has whizzed by me without any kind of notice that they were there, which is part of the reason people don't want cyclists on the trails. | 1/19/2016 12:09 PM |
| 52 | I think the overall issue for our family as residents is that the beauty of The Woodlands not be sacrificed for safety and convenience. I'd rather not get on a bike than have the shrubs and trees ripped from the pathways. I think we would move if that happened. There are plenty of places in Houston like that. We moved here for something unlike anywhere else. Our hope is that the focus of the plan will be a win/win for the community in which we gain safety and convenience without sacrificing the beauty and peacefulness. | 1/19/2016 11:11 AM |
| 53 | Generally, I can walk from my house to a shopping center with relative ease and safety. However, once I reach the perimeter of most shopping center, the pathways to the stores often do not extend to the storefront, or often just vanish. Pedestrians must then walk on the road or through an open parking lot. Crossings at major intersections are hazardous as well. | 1/19/2016 10:55 AM |

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| 54 | Those cyclists training for specific races can not be asked to ride on the pathways that we currently have nor any that would be developed that would also be shared by leisure biking, walkers, and runners. Cycling as a sport is much faster paced. I have given up cycling because of the safety concerns of riding on the roads in the community . The shoulders have debris that can cause a cyclist to crash. The motor vehicles are largely distracted by cell phone use and some become aggressive towards cyclists. | 1/19/2016 10:27 AM |
| 55 | The Woodlands needs to invest money back into the community by improving paths, security, safety, lighting and paths for bikers separate from foot traffic and give them a share of the road that is widened to accommodate bikes and runners. | 1/19/2016 9:40 AM |
| 56 | I am sick and tired of the Woodlands Township wasting money on thing we don'r need . | 1/19/2016 9:40 AM |
| 57 | Could it be possible to interconnect the east part of The Woodlands with the West part (other side of I45)? | 1/19/2016 8:25 AM |
| 58 | I would like to see successful ways to educate motorists to share the roads without rage or annoyance. Not sure what would work though. | 1/19/2016 8:22 AM |
| 59 | Drivers need to be aware of cyclists. Several years ago I was in the crosswalk at Research Forest & Alden Bridge. A large pickup truck did a right on red & claimed he never saw me as he never looked right. When he dragged me and my bike along the curb he later said he thought he had just run over the curb. People need to be more aware of their surroundings. | 1/18/2016 7:37 PM |
| 60 | Sounds like you are looking for ways to spend taxpayers money. The Parks Department must have too much money to spend. | 1/18/2016 3:42 PM |
| 61 | As the Woodlands is opening up and developing more and more the current walking trails are less becoming trails you can take a nice long walk/run/bike along without being interfered with by automobiles and more like sidewalks along busy streets. Especially now that you are interjecting businesses into these neighborhoods areas outside the designated Village shopping and business centers. It would be nice to open up some more "trails" along the greenbelts where you don't have to dodge cars but you also need to make the current areas safer now that you are introducing more traffic into them. | 1/18/2016 12:35 PM |
| 62 | I am so grateful for all the paths in my area for my walks and bike riding. Many areas outside The Woodlands do not have these wonderful benefits. I am thankful. | 1/18/2016 10:37 AM |
| 63 | The Woodlands hike and bike trails are great. Some of the paths need some work but for the most part they work for 90% of the residence. Many of the residence don't know how fortunate they are to have them. | 1/18/2016 10:09 AM |
| 64 | Bike lanes please!!!! School safety zones please!!! More countdown crosswalks please!!! | 1/18/2016 9:43 AM |
| 65 | I appreciate that a plan is being created. Being able to get to most places in The Woodlands by bike is an advantage of living here. | 1/17/2016 7:55 PM |
| 66 | I would like to see bicycle and pedestrian overpasses at major intersections, with spiral ramps from ascending and descending. American drivers will not follow the rules, so an Amsterdam system, though closer to ideal, won't work. | 1/17/2016 1:54 PM |
| 67 | More aggressive extension of pathways like Spring Creek Greenway. | 1/17/2016 10:36 AM |
| 68 | Excellent idea. It's important to get cyclists off the trails & to create dedicated bike lanes on as many interconnected roadways as possible. | 1/17/2016 10:22 AM |
| 69 | Basically, the roads are created for automobiles, not for bikes. Cyclists and runners should stay out of the street unless it is at a crosswalk; especially during rush hour. Cyclists should stay on the shoulder and off major roads that don't have shoulders. | 1/17/2016 8:46 AM |
| 70 | As a driver I am terrified of hitting a biker who is attempting to share my lane. If I turn right and they are beside me, I hit them. Bikers think they are entitled to ride anywhere cars do and I think it's dangerous. Bikers need their own lanes! Those off road samples that parallel the roads are great! Bikers need to obey traffic signals. I don't think they do | 1/16/2016 6:48 PM |
| 71 | No need to spend money on education. Just improve the infrastruacure and people can figure it out, with decent signage riding your bike or running is not that complicated. | 1/16/2016 5:46 PM |
| 72 | The pathways are great for recreational biking but terrible for runners. It doesn't have to be that wide of a path, but it seems a natural running path could be fairly easily installed off the edge of the existing concrete pathways. This is a viable, low cost effort that would be a huge improvement for runners and lessen the traffic on the concrete pathway. In terms of biking, the pathways are not safe for any biking other than casual, recreational biking. I'm amazed there aren't more serious accidents with people on bikes going too fast on the pathways and flying around blind corners. Fast biking and children on pathways is not a good mix. However, there aren't as many options for biking enthusiasts on the road, so everyone is on the pathway | 1/16/2016 11:41 AM |

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| 73 | I believe that we should have bike lanes to the side of most through streets in The Woodlands, i.e., Lake Woodlands Prkwy but none on Woodlands Parkway. Bikes should not be permitted on major through streets like Woodlands Parkway, Kuykendahl. | 1/16/2016 9:15 AM |
| 74 | If this is the only space to provide feedback, that's unfortunate. What we have today is largely fine and spending more money on this is totally unnecessary. Since we seem to be a destination for bikers who live outside The Woodlands, I suggest all such users of our facilities be required to register and receive a permit every year to ride in our community. This will raise income for maintenance of bike paths they use, ensure they are aware of our safety standards, and they can receive our latest map. As a taxpayer I'm more than annoyed to see my property taxes increasing 5-8% every year (as they have for the past 16 of 17 years I've lived here), only to see people outside The Woodlands avail themselves for free to the facilities I pay for. Trust me, I am not alone in this opinion and, as you can tell from the tension at the Township Board level, Woodlands residents are have had enough. The fact we have such desirable facilities and infrastructure is wonderful, and God knows we pay a premium for it, but the time has come to share the cost with those who seek to enjoy this environment without bearing some of the cost of it. And don't for a second claim that Woodlands area businesses benefit or sales taxes increase because of non-residents which in turn pays for their use of our facilities as that - so far - has yet to be certifiably proven, as in, show me the money flow. | 1/16/2016 7:18 AM |
| 75 | I like it as it is...that's one of the main reasons we live in the woodlands...you feel a bit like your in the country... Don't add too much otherwise we'll loose that country feel | 1/16/2016 7:05 AM |
| 76 | Current system is a great pathway system. Too many trees and shrubs have been removed for construction. Please do not kill plants and further diminish the appearance of The "Woodlands" my kids ans I have biked all over with no problem using our wonderful bike paths. What is wrong with people? In other states we had to ride on roads with traffic without even a shoulder. Roads were edged with weeds broken glass even poison ivy. Our bike paths are fantastic!!! Get real! Ride on the current paths and quit whining! Ride stationary bikes if you are training. Pay attention to your surroundings. Biking in The Woodlands on the pathways is really fun!!! | 1/16/2016 12:24 AM |
| 77 | Make bells on bikes obligatory. | 1/15/2016 11:54 PM |
| 78 | Our tax dollars should not be spent for bicyclist. | 1/15/2016 9:10 PM |
| 79 | To truly measure interest in these potential "improvements," the survey should have included questions to gauge residents' willingness to spend their tax dollars on each potential "improvement." | 1/15/2016 8:22 PM |
| 80 | Why did the survey neglect to discuss the cost of any of the programs or infrastructure improvements? | 1/15/2016 7:55 PM |
| 81 | Not all bike users require the same rules/pathways. Race bikes need a different pathway (separate lanes on main roads for their safety and pedestrian safety) than the recreational family bike riders, who can share many of the existing pathways with some modifications/additions. | 1/15/2016 5:40 PM |
| 82 | no bike on any streets | 1/15/2016 4:52 PM |
| 83 | Cars are extremely dangerous, because in most cases drivers do not even think of bikes crossing or going by. Cars never stop and look both ways to see if a bike is coming. There have been three occasions where I have almost been hit by a car because the drivers were texting or on their phone. They only look out for cars/roads for cars, but never notice the sidewalks/bikepaths. | 1/15/2016 4:48 PM |
| 84 | As the Woodlands continues to grow interns of employment opportunities, we need to provide bike routes that protect cyclists from motorists and offer a manner in which to ride to work locations near where they live. We also need to work with cities like Shenandoah to connect our pathways to their and fix intersections such as Research and I-45. If you look at that intersection, there is no way to cross over to the other side to get to the CISD Natatorium/Woodforest Stadium. The crosswalks under the I-45 bridge connect to nothing in either side of the highway; it's a cross-walk system to nowhere. Let's fix it. | 1/15/2016 4:17 PM |
| 85 | Think this bike plan may only benefit a few and cost more than its worth as a whole to the community | 1/15/2016 4:17 PM |
| 86 | Visualize the benefits of a completed pathway along TX 242. College Park H.S. and LSC students could use it to commute to school, reducing congestion on 242. Retail establishments along 242 would benefit from bikers being able to stop and eat along their bike rides. I suggest that this would be the highest volume pathway traffic in town!! | 1/15/2016 2:30 PM |
| 87 | I love the trails in the community and use them extensively for recreation. My only complaint is that they seem to have been built with no utilitarian destinations in mind. I would gladly use the trails to get to work or go shopping but as it is now, I would have to expose myself/family to open traffic to do so. | 1/15/2016 8:31 AM |
| 88 | You guys won't do anything to fix this, but I had a few seconds to piss away. Nothing changes in the Bubble. | 1/14/2016 10:15 PM |
| 89 | Would love to have a quick access interactive map of pathways in woodlands. Perhaps an app using maps and gps locating. | 1/14/2016 10:04 PM |
| 90 | Would love straight shot from neighborhoods into town center staying off the roads - this area is perfect for cycling, let's do all we can to make it (family) bike friendly! | 1/14/2016 10:03 PM |

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| 91 | The plans are very good. My biggest concern is when I am a driver and I cannot see the joggers/bikers on the road, esp. at dusk/dawn. Very big problem that can be solved with more lighting on the runner/biker. | 1/14/2016 2:27 PM |
| 92 | Busiest streets should have bridges to be crossing safely | 1/13/2016 12:48 PM |
| 93 | Runners need to know where the Water fountains are on a map and at the Neighborhood park (with sign board). | 1/13/2016 12:37 PM |
| 94 | Cyclists riding on roads do not adhere to standard traffic laws causing endangerment to motorists and themselves. | 1/13/2016 11:26 AM |
| 95 | Getting the existing shoulders as a "safe passage" bike lane, by simply removing the jutting curbs and upgrading the shoulders like was done on Shadowbend (having a smooth transition from roadway to shoulder) is top priority. Having N-S and E-W connectivity-safe passage for a road cyclists, using cycle tracks adjacent to the roadway where there are curbs and no shoulders, is critical. And upgrading the pathways (widening and removing visibility obstructions) is very important for pathway users. But don't forget about the other E's! Enforcement is less than adequate, with respect to motorist who speed and buzz cyclists and both motorists and cyclists who "run" stop signs. The Woodlands is residential and roadways are not the autobahn or dedicated to motorists! Education is needed to change attitudes. Evaluation like you are doing is very important and encourage is necessary from our community leaders! | 1/13/2016 11:18 AM |
| 96 | Take a look at this one : http://wandelnet.nl/sites/wandelnet.nl/files/filemanager/Wandelwijzer/ANWBpaddestoel.JPG | 1/13/2016 10:53 AM |
| 97 | Too many people are hit while riding their bikes in our community, a good awareness program for motorist as well as marked bike lanes and signs would be beneficial for everyone, cyclists and car drivers. | 1/13/2016 8:09 AM |
| 98 | I know it's difficult to balance the need for vehicle traffic flow and that of bicyclists. But if major roadways continue to get wider and swallow up shoulders, there will be no place left in The Woodlands to ride on the road. | 1/12/2016 11:59 PM |
| 99 | Homeowners who purchased along a drainage ditch or utility easement did so because of the natural greenbelt and privacy. They may have also paid a premium for not backing up to neighbors. Adding connective paths along those areas makes their privacy irrelevant. | 1/12/2016 9:55 PM |
| 100 | Please support healthy outside living for all the woodlands area residents as that's why we moved here | 1/12/2016 8:00 PM |
| 101 | Overall we love The Woodlands. In my opinion, motorist must be educated about bicycle road rights. More importantly, any cyclist that rides on the road must go through a safety course and get a license. Police officers should start ticketing cyclist on the roadways that violate traffic laws. It is the few bad apples that give serious safety trained cyclist a bad name. | 1/12/2016 5:23 PM |
| 102 | Bike PATHS/TRAILS are a great asset to The Woodlands. Bikes are a hazard on heavily used roads. Drivers here are too hurried and not aware of bikers/runners. A reasonable awareness campaign may help. I prefer to keep to the trails and off the roads. Better for all. | 1/12/2016 1:15 PM |
| 103 | Thanks for the all the efforts and attention to an important issue and one that the community can use to differentiate itself from less progressive communities. My wish list: Establish a two-way bike route which goes around The Woodlands using secondary arterials like Terramont, Flintridge, Alden Bridge which would provide a qualify higher-speed option for residents. With the growth to the west and north of The Woodlands, road cycling is getting less safe. Creating a dedicated route for "roadies" and others that don't want to use the paths would be greatly received. Two, establish off-road (and paved trails where needed) trails using the utility and drainage easements. This land could provide some incredible trails for both on and off-road users and hikers. | 1/12/2016 11:34 AM |
| 104 | Widening the current bike paths will not accommodate the increase in road bikers. The current bike paths are too curvy and are intended for more leisure activities. The people who live or train in the Woodlands for the Ironman or similar triathlons are often ridiculed because they don't ride safely. However, that is often not the fault of the rider when the "bike lane" they are riding in ends abruptly with a piece of cement jutting out into the lane. It would be nice if it were more accommodating for people to walk around the shopping areas and get from one shopping section to another easier than having to walk down the road in the grass. Many people would like to walk around the Woodland's but there just isn't adequate sidewalks for pedestrians. | 1/12/2016 9:54 AM |
| 105 | current pathways are used by bikes and walkers/runners. This is dangerous as many bikes go too fast for the curvy/dark path. Walkers at risk | 1/12/2016 9:49 AM |
| 106 | I only ride my bike on the sidewalks/path because I do not feel safe riding on the street in the small biking shoulder. There is not enough space for the motorist to provide the minimum 3ft safe distance from the cyclist. Additionally, the biking shoulder is not smooth pavement forcing many cyclist to ride in the motorist portion of the roadway. The pathways need to be connected to encourage safe riding to shopping and entertainment. | 1/11/2016 8:57 PM |
| 107 | Keep it simple stupid! We need a common sense solution now that taxpayers can and will support and pay for! | 1/11/2016 1:30 PM |
| 108 | It would be really nice to have some of the paths named (maybe after trees, Oak Trail or Pecan Trail) with signage and mileage along the named path and a 'You Are Here' noted. | 1/11/2016 9:35 AM |

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| 109 | In an ideal situation we would be a pedestrian friendly community, similar to the community of Seaside in FL. Our paths are much more suited for recreational use, than for utilitarian use. I live about a mile away from market street, but don't ever walk there. I'm not sure what we need to get there, but pedestrian bridges over major intersections are worth consideration. | 1/11/2016 8:31 AM |
| 110 | As a runner, I feel The Woodlands pathway system is better than in most cities I've lived in. However, I would love to see more space reserved for natural (non-paved) pathways. It's hard to find soft surfaces to run on unless you go to a track. My favorite stretch of "path" is in the undeveloped area on the east side of Lake Woodlands. It would be great to see some of this land spared for natural pathways, especially since Grogan's mill is not a runner friendly road and the Waterway does not extend to the west side of it yet. | 1/11/2016 6:17 AM |
| 111 | Roads are not safe for bicycles; don't spend taxpayer money to try to make it safe. Most of the proposals mentioned (additional signage, flashing lights, more paint, etc) also do not seem necessary. Those who want to use the trails already do so, and items suggested really won't get more people out there. Trails here are among the best I've seen, only wish is for more trails on lower road traffic paths. | 1/10/2016 9:04 PM |
| 112 | I don't like sharing a rode when there isn't enough room. It's dangerous as a rider or driver. Also, I think the use of paths along drainage and greenbelts would be a good idea | 1/10/2016 4:46 PM |
| 113 | Greatly enjoy TW paths! Path safety could be enhanced with painted markers to encourage users to walk/run/ride TO THE RIGHT. Roadway cycling safety could be enhanced with painted cycling lanes and removal of curbs at neighborhood entrances that impede into roadway shoulders. Possibly a marketing campaign to remind motorists that cyclists have a legal right to the road and allow a minimum of 3ft clearance for riders as per Texas state law. | 1/10/2016 12:52 PM |
| 114 | Motorists & Bicyclists (specifically those in training) along with walkers & runners who use the roadways instead of the paths, would greatly benefit from a bike lane with a SUBSTANTIAL physical barrier (not just painted lines) separating them from motorists. | 1/9/2016 10:23 AM |
| 115 | Biking should be encourage and better infrastructure is needed. Off road (e.g. use the greenways) or protected bike lane is needed because of the "big truck" and "stay off my roadway" mentality in this state. | 1/8/2016 5:50 PM |
| 116 | As a casual bicyclist and frequent driver within the Woodlands I beg the relevant authorities to keep bicycles and cars apart whenever possible. | 1/8/2016 1:38 PM |
| 117 | An online map tool would be great but google maps does a decent job. A bike share program would be awesome for when people are visiting us! That way we don't have to buy extra bikes for visiting family and friends. | 1/8/2016 9:35 AM |
| 118 | Updating to pathway map would be helpful. App would be great also | 1/7/2016 10:07 PM |
| 119 | Motorists in the woodlands are the worst I have seen anywhere in the world (yes, the world). They text and talk on their cell phones, rarely pay attention. Rarely look when exiting the parking garages. They are aggressive, nasty and inconsiderate. You want the woodlands to be bicycle, walk and run friendly? Start writing tickets to these motorists and word will spread. Also, have timers on all the walk signs. I love to be able to ride or walk to the businesses in the woodlands, but a lot of times when I could bike, I drive because of these over aggressive motorists. | 1/7/2016 7:20 PM |
| 120 | Take a look at the trail system and bike lane system in Highlands Ranch, Colorado. They have almost perfected it. | 1/7/2016 6:24 PM |
| 121 | ban large group rides along major roadways. discourage out of town run/bike trainers before events/marathons. ticket bikes/runners for safety violations. discourage unsafe biking (biking in major road lanes where no room exists outside motor vehicle lane) | 1/7/2016 9:33 AM |
| 122 | I do not want this nuisance behind my home. | 1/6/2016 9:17 PM |
| 123 | i love the current facilities, would bike even more if i was closer to stores/restaurants | 1/6/2016 8:11 PM |
| 124 | I run a lot, but seldom bicycle. The natural state of the Woodlands is important. Please don't do too much - I would not like to see a big jump in signs, paths and directions. Please be judicious. | 1/6/2016 7:38 PM |
| 125 | Access to Springwoods village/ ExxonMobil campus by bike path would allow me to commute by bike without risking my life on I45 or Gosling. | 1/6/2016 7:11 PM |
| 126 | I find that The Woodlands does an EXCEPTIONAL job in offering probably one of the best running/bike systems I've seen. Probably the only suggestion I could make would be to offer some kind of bike station in some locations (Downtown, West Woodlands, etc) where one could safely leave the bike and maybe change (specially in the hot summer months)! | 1/6/2016 5:13 PM |
| 127 | Thanks for asking for our comments! | 1/6/2016 4:46 PM |
| 128 | I do not believe The Woodlands must provide any cost toward a biking plan, the Bikers should pay for their study along. | 1/6/2016 4:27 PM |
| 129 | This questionnaire presupposes that there is a problem that bikes can solve. I challenge that presupposition. | 1/6/2016 2:09 PM |

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| 130 | I moved here for the trails, to connect with nature and push my stroller and ride my bike (over 20 yrs ago) George Mitchell's vision should be preserved. Save the Trees! | 1/6/2016 11:23 AM |
| 131 | Biggest issue with bikes and motorists is that bikes don't follow the rules of the roads and cars don't understand the rules with bikes on the roads | 1/6/2016 8:51 AM |
| 132 | Please maintain existing shoulders and please do not take away anymore of them! | 1/5/2016 7:43 PM |
| 133 | I would love to see the major E-W and N-S drainages used for cycling arteries; also maps and signage on the trails would be helpful. | 1/5/2016 5:33 PM |
| 134 | Fix what we have, it's great when clear, clean, and level. | 1/5/2016 5:19 PM |
| 135 | The Woodlands are a great place to walk/run/bike, but we can make it even better with a bit of common sense and observation. | 1/5/2016 4:07 PM |
| 136 | It would be nice to have more security on the paths like emergency phones or something like that. Specially for women running alone | 1/5/2016 3:04 PM |
| 137 | Great idea.....thanks for asking for input upfront | 1/5/2016 11:32 AM |
| 138 | The existing trails are pretty good for walking, running or a casual, slow bike ride. For road cycling, we cannot safely use the trails. Paths on the actual roadways are necessary, but more loops are needed. Also, several roads (Research forest is an example) have bike paths, but at intersections, the bike path goes away, forcing the riders into the roadway....dangerous as drivers see us in the bike path but all of a sudden we have to come out onto the road. | 1/5/2016 8:43 AM |
| 139 | Would be riding bike to and from work if safe route available. Glen Loch to ExxonMobil campus in Springwoods Village. At least have a pedestrian/bike bridge built over Spring Creek somewhere. | 1/5/2016 8:34 AM |
| 140 | In Switzerland where I grew up we had to take traffic education, walking and with bikes. This was and is still mandatory. Children here they just cross without looking, thinking the car will stop. | 1/5/2016 8:18 AM |
| 141 | To become a "real" community of the future, use Brisbane,AUS as an example, we have to have Hike/Bike Safe Interface and Availability to day is only for Trained Riders and Hikers | 1/5/2016 8:17 AM |
| 142 | Start a campaign - "Welcome to the Woodlands, a cycle and pedestrian friendly community, get a bike!" | 1/5/2016 8:06 AM |
| 143 | There needs to be beautiful and connecting walking trails in this area and something within walking distance to walk to and enjoy - a pond. | 1/4/2016 10:02 PM |
| 144 | Runner/cyclist and motorist education and training would be of great value. Perhaps anger management too! | 1/4/2016 6:34 PM |
| 145 | My biggest concern is safety. Removing underbrush and installing better lighting along pathways would help a lot. | 1/4/2016 3:36 PM |
| 146 | There are some areas down Tanglebrush drive that make it difficult to see cars when crossing on the trails. Cars also drive too fast which makes it worse, especially for kids crossing. | 1/4/2016 2:01 PM |
| 147 | This is an excellent start by the Township to address a topic of importance to the public. You are to be commended. | 1/4/2016 1:13 PM |
| 148 | I trained for the Ironman TX in 2013. I did not have issues at the time with riding. Today the roads have been widened and we've lost any type of shoulder to ride on. It's just not safe. | 1/4/2016 12:55 PM |
| 149 | No pathway on Kuykendahl between Flintridge and Creekside Forest. There is NOT even a safe walkway across the Spring Creek bridge. | 1/4/2016 12:34 PM |
| 150 | traffic lights at major intersections need to have longer walking times to cross street | 1/4/2016 9:04 AM |
| 151 | Thanks for the hard work | 1/4/2016 8:29 AM |
| 152 | Do our best to duplicate systems in specific US cities that are working and attempt to impliment them in the woodlands, we obviously have restrictions, but if the base line goal is to improve SAFETY, then impliment safety devices at all major intersections, illumination, visual alerts to help assit motorists. I've come close to hitting a cyclist, i simply didn't see them crossing the road, i didn't know there was a pedestrian or cyclist attempting to cross the road, visual striping, road bumps or reflective devices along with some type of lighting will help notify motorist. | 1/3/2016 10:06 PM |
| 153 | I love The Woodlands! One of the motivating factors in my decision to make this home were the pathways, so let's keep them maintained. | 1/3/2016 6:16 PM |
| 154 | I'd like to reiterate my support for an online map tool or app (ESPECIALLY using Google Maps) for The Woodlands trail system. It would be much easier to plan long "adventures" with my family if we could more easily plan our routes and understand distances, etc. | 1/3/2016 12:53 PM |
| 155 | Maintain walk, run and bike shared paths to keep cost controlled but consider wider paths. Add natural, creek and drainage ditch pathways and preserve money to maintain. | 1/3/2016 8:48 AM |

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| 156 | Even though bikers can ride on the road, they do not go the speed limits. We already have paths for bicycles; we do not need more. Plus they have sidewalks. Bikers do not ride the safest or obey the laws. They go through stop lights when cars can't. They want, want, want. Why don't the bikers who want more paths pay for those pays. There is no entitlement. | 1/2/2016 11:46 PM |
| 157 | Please make all major road crossings safe for people with all abilities. I love the audible cross signals at kukendahl and bay branch. I have low vision and spend a lot of time on the trails. If there are signs that could be posted at this intersection (and also research forest/Alden bridge) stating drivers should watch for pedestrians and give them right of way when cross walks are on, that may help. Many drivers are still turning right on their green lights when the walk sign is on for pedestrians, It is assuring to have the visual and audible signal. I think many people driving in the woodlands need to be educated (maybe by print marketing) for how to properly stop in front of a cross walk (not over), how to properly work four way stop signs, and how to turn correctly across divided roads. So many drivers do not follow basic driving rules. | 1/2/2016 10:56 PM |
| 158 | I applaud the Township's efforts in this direction, and implore you to consider ALL of The Woodlands. The Village of Creekside Park is not very well connected to most of the amenities and businesses in The Woodlands due to the natural barrier of Spring Creek. The Harris-Montgomery-TXDOT project to finish widening Kuykendahl Rd and the bridge over the creek is much anticipated and I really want to know that it includes pedestrian/cycling friendly features. | 1/2/2016 6:44 PM |
| 159 | This place is built to host off road trail races using the Bayou flood ways. Trails would be maintained by cycling groups once established. | 1/2/2016 5:54 PM |
| 160 | Need an awareness program that bikes are vehicles with the same rights and obligations as cars. | 1/2/2016 9:41 AM |
| 161 | The Woodlands is a great place to live. The entire area of The Woodlands has become unsafe for cyclists and to a lesser extent, runners. I want to maintain a healthy outdoor lifestyle AND make it home safely to my family. | 1/1/2016 9:16 PM |
| 162 | Thanks for undertaking this effort!!! | 1/1/2016 7:58 PM |
| 163 | The Woodlands has an opportunity to make the walking, riding and running options a reality. Thank you for the opportunity to provide input. Resident of The Woodlands for 24 years. | 1/1/2016 5:21 PM |
| 164 | Unpaved (rock) access trails along drainage ditches and utility easements would be a great enhancement for running, biking and walking and would provide considerable improvements to connectivity between areas. | 1/1/2016 4:52 PM |
| 165 | The Bike riders do not follow rules of the road, such as stop signs, red lights etc. There are some who deliberately ride out in traffic. | 1/1/2016 3:17 PM |
| 166 | Biggest concern is another safe way to get from south of Spring Creek to the north side along Kuykendahl (like Gosling) - for walking or biking it's a big inconvenience to go all the way to Gosling and cross the bridge. Provide an easy way to have access to the maps - maybe an app? | 1/1/2016 1:45 PM |
| 167 | Harper's Landing MUST be connected to the remainder of The Woodlands | 1/1/2016 1:13 PM |
| 168 | When we moved here 25 years ago, the beauty of living here was being able to be active outside. Because of the rapid growth the ability to walk/run/bike has become dangerous - I feel like accommodations need to be made to make outdoor activities safe again - so we can maintain the draw of the small hometown community that we all love and desire. | 1/1/2016 12:29 PM |
| 169 | I have bicycled in The Woodlands regularly for over 20 years. I think a plan will be successful if bicycles are separated from automobiles on designated paths or lanes. Simply revamping shoulders, minor striping, signal changes, etc. is not enough and will not solve the bike/pedestrian/car interaction issues. | 1/1/2016 9:23 AM |
| 170 | Bicycling is very important and a cost effective means of traveling less than 2 miles. Some form of shopping delivery service would be very useful | 1/1/2016 8:36 AM |
| 171 | the trails are great, the roads without trails or shoulder need a solution, law enforcement needs to enforce cars' stopping behavior | 1/1/2016 8:35 AM |
| 172 | Always good to get public vetting, as so many people use the infrastructure in different ways, The Woodlands is ahead of most places with the trails it has, but planning means re-evaluating all time. | 1/1/2016 12:03 AM |
| 173 | There is no connection from Harper's Landing to other bike paths. Also lack of bike paths in the College Park area near the Walmart and hospitals. | 12/31/2015 7:18 PM |
| 174 | Texas is one of the worst states for cycling. Having a better biking community is more than roadways or bike lanes. It has more to do with where to put your bike when you get to your destination. Putting a lock on your bike does not work. Bike theft is an issue. Not to mention how lazy the folks in the woodlands are when it comes to biking. Most will drive a mile to the market before they bike. This community is about the haves and have nots and just don't care about bike commuting. Not to mention the amount of oil and gas folks that live here. Most strong biking communities lean more to the left. This community is all in on the right. | 12/31/2015 6:04 PM |

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| 175 | Please bring Harpers Landing into The Woodlands. I love my home, but I definitely feel the hurt from being so disconnected from the amenities. | 12/31/2015 5:16 PM |
| 176 | Looking forward to having an expanded bike path to help reduce the amount of cars on the road. | 12/31/2015 5:12 PM |
| 177 | As an ExxonMobil employee recently moved from Virginia, I am extremely interested in connecting The Woodlands with Springwood Village. A bicycle/pedestrian bridge over Spring Creek would be ideal. | 12/31/2015 11:27 AM |
| 178 | 1. woodlands should extend ban on cell use while driving beyond school zones. if not, at least ban all texting while driving. this is imperative to cyclist safety. | 12/31/2015 10:05 AM |
| 179 | The pathway along Research Forest from New Trails Drive heading East is a good example of a safe and comfortable pathway for walking/running/biking. I would recommend this as a model. If you look at The Woodlands Parks & Pathways map it will show that there is no connection between 1488 along 242 to the I45 College Park area. There are soccer fields, schools of all levels, and commercial areas excluded from pathway access. This is but one example that is obvious from the map. Also, an important area of development needs to be addressed-1488 from 2978 to 242. | 12/31/2015 9:18 AM |
| 180 | I would love to have an interactive app for all the trails in the woodlands. The printed map is a good backup to have with us, but very small to read. We have also been in difficult situations when construction works have blocked our route and have not been able to find an easy alternative. If these things were flashed up in an interactive app, people could plan ahead (or the app could suggest an alternative route!) As newcomers, this was a little frightening when we were far from home in the heat and needing to get back before the school bus. On one occasion, my friend called me to come and save her because she was unable to walk back from town Center to alden woods because of all the construction and events blocking paths. She was out in the heat with no water for a couple of hours before she gave in and called me to rescue her! | 12/30/2015 6:03 PM |
| 181 | A bike running path on the west side of Grogan's Mill between Lake Woodlands and Woodlands Parkway would be awesome. Families have to cross a busy street to get to the path and around the lake. | 12/30/2015 3:00 PM |
| 182 | I live on the North West side of The Woodlands and work at the ExxonMobil Campus just south of Spring Creek. I can find an acceptably safe route to the ExxonMobil campus (through the Woodlands) for all but the last 3 miles or so (the SE corner of the Woodlands). I understand that there are plans (or hopes) to extend the "Spring Creek Greenway to the west of I45 and that Springwoods Village to the west of the ExxonMobil campus and south of Spring Creek plans to link their trails into the "Greenway". It would be great if the Woodlands Master Plan also tied into the Spring Creek Greenway and provided a crossing bridge somewhere west of the ExxonMobil campus such that it could link to the Springwoods Village trail system. Now that would be a Master Plan. A safe route for me and other EM employees to commute to the campus from the Woodlands would be fabulous. Thanks for the opportunity to provide my input. | 12/30/2015 1:42 PM |
| 183 | I would love to bike all around the Woodlands on bike safe paths | 12/30/2015 8:31 AM |
| 184 | I strongly support implementation of a master bike and pedestrian plan as a young professional who actively walks, runs, and bikes in the Woodlands. I believe that improvements to the pedestrian and bike options in the community attract new residents and will continue to make the Woodlands a desirable place to live and work for thousands of residents and visitors. Improvement and expansion of the existing system important will pay dividends for the community for many years to come. | 12/30/2015 5:23 AM |
| 185 | Better lighting in trails More security on trails | 12/29/2015 6:43 PM |
| 186 | I would suggest that you involve more than just the Woodlands in the planning. Other communities that surround the Woodlands should also be involved. | 12/29/2015 2:05 PM |
| 187 | Tip for future surveys: Question 18 did not give enough range in response options to effectively communicate perception of safety among different choices. | 12/28/2015 3:48 PM |
| 188 | No safe path or road options to go from inside the Woodlands to South of the Woodlands. Need joint public/private funding plan to build bike/pedestrian path/bridge across Spring Creek to Holzwarth Road to enable large population of biking/walk/run commuters to the south (ExxonMobil Campus, etc), taking 100+ cars off of I-45 on any given day. | 12/28/2015 8:53 AM |
| 189 | Bike riders are mostly recreational. I hesitate to recommend spending tax dollars for few participants to build bike lanes. | 12/27/2015 11:12 AM |
| 190 | Thank you for doing this, The Woodlands is a wonderful, great place to live and grow healthy | 12/25/2015 8:40 AM |
| 191 | I'm glad you are doing something for it. The Woodlands has a great and nice atmosphere and it could be improved with a healthier life style. | 12/24/2015 1:27 PM |

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| 192 | My husband and I moved here from Austin in 2014 hoping that The Woodlands would be different. I am disappointed that the board is considering bicycle-focused improvements at the taxpayers' expense. I believe the existing trails are sufficient and finances should be used to keep those maintained. Bicycles are not cars and should not use the roadways. I have witnessed (in Austin) far too many bicycle-involved accidents on the roads because it is impossible for the cyclists to be safe. We have seat belts and airbags in cars and annual safety inspections for road safety. Cyclists are too much at risk using the roadways. | 12/24/2015 1:07 PM |
| 193 | Generalizing is not a good idea. Good detailed planning and comments on the plan will go a long way to get it right. Every situation needs a goal and a plan with public feedback. | 12/24/2015 1:06 PM |
| 194 | Excited to hear more about the improvements! | 12/24/2015 12:26 PM |
| 195 | We need more bike lanes on main roads | 12/24/2015 12:08 PM |
| 196 | Seriously consider lighting the pathways - At least those along major thoroughfares and those that connect one village to another. Glow-in-the-dark fluorescent paint would be a cheap way to light up the remaining pathways. | 12/24/2015 11:50 AM |
| 197 | Ensure that even the most inexperienced person can ride, walk or run in The Woodlands safely. Help educate and decrease the negativity surrounding cycling in this area. | 12/23/2015 3:08 PM |
| 198 | My hope is that The Woodlands governance body sees the importance of safe running walking and biking in The Woodlands. The paths are great. We need bike lanes on our roads. | 12/23/2015 1:57 PM |
| 199 | Consider law (as enacted in Utah) that allows cyclists to turn left at a red after they have stopped for 90 sec and it's safe to make the turn. Cyclists do not trigger a green at some intersections. San Francisco is considering a similar law | 12/23/2015 11:28 AM |
| 200 | Please a connecting way for kids from Powell elementary to get to sunny slope circle without having to walk to incoming traffic on Research forrest!!!! | 12/22/2015 9:38 PM |
| 201 | Main concern is lack of lights on paths and streets | 12/22/2015 5:25 PM |
| 202 | Thank you for doing this!!! | 12/22/2015 1:12 PM |
| 203 | Motorists sincerely need education especially concerning cyclists. Most of us are too scared to ride in streets in The Woodlands. | 12/22/2015 12:55 PM |
| 204 | I know many runners who prefer to run on the streets because the pathways are dark and/or have dangerous uneven pavement. We often encounter motorists who seem annoyed we are not on the paths. | 12/22/2015 12:03 PM |
| 205 | For me, running alone at night is a serious concern for my safety. There are parts of the pathways that have little to no light and complete tree coverage from the roads so an attacker could easier attack and no one would be the wiser. I like the shade in the summer sun, but more lighting would make me feel safer. | 12/22/2015 10:58 AM |
| 206 | PLEASE connect Harpers Landing to the rest of The Woodlands paths | 12/22/2015 8:47 AM |
| 207 | Anything would be helpful to get the cyclists from believing they are cars and riding 2/3 wide on major streets. | 12/21/2015 3:15 PM |
| 208 | I have searched, but have not found info on bicycle, walker, jogger interaction etiquette. Specifically how to communicate a pass on a bicycle with a foot traveling person. Respectfully | 12/21/2015 11:49 AM |
| 209 | It will be very difficult to get most motorists onboard with sharing the road with cyclists as many do not even obey road speed limits and stop lights. | 12/21/2015 10:43 AM |
| 210 | BICYCLISTS NEED to ABIDE BY THE RULES OF THE ROAD LIKE AUTOMOBILES!!! At STOP SIGNS Etc..... | 12/20/2015 8:19 PM |
| 211 | Shoulders can work with some investment | 12/20/2015 2:09 PM |

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| 212 | 1 - My biggest fear is inattentive drivers especially using cell/smart phones while driving. 2 - The township allows sidewalks to be closed for years for construction. Examples - Hugh's Landing, Millennium Apartments (pedestrians forced onto busy Six Pines near Woodlands Parkway), Grogans Mill near Woodlands Parkway, Gosling north of Research Forrest, Research Forest, and the list goes on.... Short temporary closings while construction was going on near the sidewalks are all that should be done. People forced to the street still have to contend with the incoming/outgoing construction traffic to street. 3 - Construction traffic never cleans up where they drag dirt/sand onto roadway/shoulders forcing bike riders to move into traffic lanes to avoid riding through unstable dirt/sand and taking a chance of loosing balance and falling into traffic with street tires on bikes. Construction companies should be forced to clean whenever there is significant buildup. 4 - Square curbs "trap" bike riders on the road even when they see danger coming 5 - Motorists will pass where there is no room such as in the turning lane from Woodlands Parkway to Woodloch Forrest Dr. (Most are good but you get zero to two idiots per month. (I ride to work every day) 6 - Shared pathways for pedestrians/bikes don't work well due to: - Pedestrians unaware of surrounding due to phones, i-pods - Pedestrians walking in groups - Pedestrians walking on one side of walkway with dog leash extending across to dog on other side of walkway. - The stop signs at business driveways. The two mile ride from home when I lived in The Woodlands had 28 stops for streets and driveways if I used the path where it existed. Riding on the street only had 7 stop signs/lights. - When using the sidewalk a road like Six Pines vehicles don't look both ways before entering the street without stopping. | 12/20/2015 5:57 AM |
| 213 | A lot can be done with removing the protruding curbs and educational programs for motorists and cyclists alike. These should cost little. Make sure to monitor progress report it out to the community. | 12/19/2015 8:23 PM |
| 214 | Rideable communities are desirable communities. We need connected paths that are safe so people can from home to work to shopping | 12/19/2015 3:50 PM |
| 215 | Really stress the importance of having a web site we could go to that gives current updates of any paths that are blocked due to construction. I often try to plan long trips (20 miles or so) to several destinations. If a long stretch is blocked 8 miles into the trip, that really throws me off trying to figure out how to get around it without getting into the street. | 12/19/2015 2:15 PM |
| 216 | Bike Path at Northshore Park going under the bridge and connecting to bike path going around Lake Woodlands. | 12/19/2015 2:00 PM |
| 217 | I would not support efforts to add bicycle traffic to main n/s and e/w roads. There is too much traffic and growth of traffic in The Woodlands. | 12/18/2015 9:20 PM |
| 218 | I don't think existing paths should be widened, but they should definitely be swept/pruned! Trees/bushes also need pruning where paths approach roads, for better pedestrian and vehicle visibility. | 12/18/2015 8:28 AM |
| 219 | We have major safety issues with our current road system - MANY blind spots blocked by vegetation, streets intersections on curves, etc - we don't need to add to the problems by adding bike lanes | 12/17/2015 9:33 PM |
| 220 | I ride my bicycle to maintain my physical fitness and for enjoyment. But there are safety issues with the design of the infrastructure for riding in the Woodlands. A superior and safe bicycling infrastructure would provide many benefits to the Woodlands (more attractive for people to move and to visit here, improved livability, improved property values). | 12/17/2015 6:51 PM |
| 221 | I suggest you examine an excellent example of walk, run bike solutions in Summit County Colorado (Vail, Frisco, Breckenridge) They use many safe methods of non-motorized right of way and mesh it with a functional bus system. There are even paths along I-70. http://www.co.summit.co.us/index.aspx?NID=424 Thanks for reaching out for our input! | 12/16/2015 4:42 PM |
| 222 | The Woodlands is not bike or pedestrian friendly. I cannot safely access the trails weeknights to walk because of vehicles not respecting pedestrians. The trails are too narrow and windy for bikes. | 12/16/2015 10:51 AM |
| 223 | this plan should focus on creating safe areas where runners, walkers, and cyclists can enjoy the amenities without risking confrontations with motorists | 12/16/2015 9:58 AM |
| 224 | I have very few issues with the pathways and really enjoy them. | 12/16/2015 9:05 AM |
| 225 | Something needs to be done about the Woodlands Parkway intersection with six Pines. I have seen disabled people cross and drivers are going to fast thankfully there has been no serious accident. I live in a great area with-in walking/cycling to Pavilion, Market St. etc but the road is so busy to cross at the best of times. | 12/15/2015 8:46 PM |
| 226 | Whatever the plan, bicyclist need to obey the rules and not run stop signs in front of cars. Bicyclists should not travel in-lane with cars at red lights. | 12/15/2015 3:13 PM |
| 227 | Bikers have no clue how to ride on the road. This will require much cyclists education when opening roadways to cyclists. | 12/15/2015 11:27 AM |

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| 228 | As a walker and a cyclist, the biggest issue is lack of safe cycling options in The Woodlands. This forces many cyclists on the pathways which are not designed for cyclists trying to get a "workout". The paths have too many limited sight bends which makes it dangerous for the walker and cyclist. Cyclists need a relatively open line of sight and straight pathways. I currently walk on the paths and ride on the road, much to the dismay of way too many motorists. I have had motorists honk at me as they approach from behind and even had one impersonate a police officer and threaten to arrest me for riding on the shoulder of Lake Woodlands Dr. | 12/14/2015 2:57 PM |
| 229 | The pathways are great, but they are designed for recreation, not transportation. Let's make biking in the woodlands work for getting to work and going shopping too! | 12/14/2015 1:35 PM |
| 230 | My husband is a member of IPMBA (International Police Mountain Bike Association) and a certified instructor. Would be happy to provide educational opportunities. Currently he works for CISD Police Dept. Call him at 314-780-9762 (John LaPlante) | 12/14/2015 10:34 AM |
| 231 | Bike rider(s) who drive down center of busy streets are stupid. | 12/13/2015 12:21 PM |
| 232 | I drove less than 5000 mi last year because I try to ride my bike everywhere. I get honked/yelled at (even when I'm on the shoulder) by drivers who simply don't think bikers should be on the road. Simply putting up signs would help; roadway markings would be a huge step, and improving shoulders would be amazing. | 12/12/2015 4:29 PM |
| 233 | I'm against giving bicyclists too many privileges (as I believe the state of Colorado has). Public roads in particular should give drivers the right-of-way, not bicyclists. | 12/12/2015 4:11 PM |
| 234 | Traffic volume coming into and going out of The Woodlands during rush hours on any of the major roadways is at catastrophic levels. Keeping pedestrians and bikes away from the traffic should be a major focus of the plan. Adding bike lanes to these already congested roadways would be a major concern. Intersections are no longer safe regardless of the traffic lights and signage. | 12/12/2015 11:32 AM |
| 235 | Education for all on differences of direction of walking on path versus walking on street(facing traffic) Dogs not on leash. I was close to being attacked by a dog at The Harper Landing restroom- the owner was inside, leaving an unleashed dog by the door. DOG POOP on the path, quite an irritant when irresponsible owners leave the s#i+ for all to enjoy.yuck!!! When passing from the back, it is common courtesy to warn others by saying 'on the left/right', this does NOT happen here, well, rarely. instead, they scare the beJesus by just whizzing by unannounced. Education of walking single file when passing from opposite directions when 2 or more people are walking/ passing, especially when 2 mothers with strollers walking together, hogging the entire path. | 12/11/2015 11:06 PM |
| 236 | Don't rely on driver awareness since that varies by driver and time. Instead, rely on engineered solutions | 12/11/2015 5:44 PM |
| 237 | I'm not sure adding a little shoulder pavement will increase ridership. I would think people who ride bikes want convenience and safety. The pathways are great for pedestrians, but those wanting to travel long distances on bikes (ie. grocery shopping, concerts, organized bike rides, exercise, work, school, etc.) may opt for road-riding (direct and convenient). If we put money in to implementing these projects, I figure do it right the first time, make substantial improvements such as pathway inter-connectivity and marked designated lanes on the roads vs. unmarked shoulder pavement. Having marked lanes also signals to motorists that they are required to share the road.. Guessing motorists feel more entitled to the road without markings.. Having unmarked shoulders could easily fall to the backburner with maintenance (blowing off leaves, touching up edges...) and may not provide the required level of "comfort or safety" in for a person wanting to ride a bike. | 12/11/2015 5:16 PM |
| 238 | Motorists don't know that they have to yield to pedestrians on crosswalks. Signs needed to advise that. | 12/8/2015 12:43 PM |
| 239 | I love the current path set-up and we use it heavily. Sidewalks are a convenient and safe way to get through neighborhoods on foot. Maybe some sidewalks could be explored on the larger neighborhood streets (i.e. Tanglebrush, Coralberry, Tallowbery)? Thank you for letting the public provide feedback in an easy way. | 12/7/2015 11:04 AM |
| 240 | I have been riding bicycles in metro areas such as Washington DC Boston etc. I believe in safety and obeying traffic laws. Cyclist here seem to not be interested in obeying traffic laws. The only way to redirect them is to use training and law enforcement. I am observant of laws when cycling. When driving, the last thing I want to do is hit a cyclist. | 12/6/2015 8:48 PM |
| 241 | Would like to see more paths, unpaved along the waterways would be great. Simplicity, where possible. More streets (busy) with shoulders and more consistent shoulders for biking. More connectivity between Creekside and rest of Woodlands would really expand biking/running options. I like the Creekside connectivity with Augusta Pines, perhaps more inter-development connectivity would be possible to really increase distances reachable by bike and by walking. Safe bike parking options needed in retail areas, especially Market Street, Waterway businesses, Mall. Watched by the mounted patrol or other visible security would be great. No parking so far out of the way that bike thieves would be tempted. | 12/6/2015 3:29 PM |

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| 242 | Motorist behavior is a major concern, with wide marked shoulders some of the car vs bike issues go away. These shoulders are also needed to promote a healthy community. One of The main reason I picked The Woodlands to live was actually the sheer amount of trails and their decent bike shoulders. More traffic is coming into The Woodlands from everywhere requiring a full revamp of the bike shoulders. Lets don't become a neighborhood were the only way to enjoy it is to drive everywhere | 12/6/2015 11:10 AM |
| 243 | Don't spend additional tax dollars on bike paths. Walking and biking are predominately recreational other than children to school, The most extensive walk and bike paths in the area already exists, and the system has worked for families like mine for years. Evening and weekend bikers need to learn how to share the roads with cars and pay attention to existing signs and street laws. | 12/6/2015 9:31 AM |
| 244 | There is a general issue of biking to exercise in road bikes or something that the speed could be above 10 mph. This cannot be done in the pathways and has to be done in the street and the is no cyclist line, some streets does not have shoulders and when there is shoulders the shoulders finish in the intersection causing the cycling to move to the car lane and a very uneven surface between shoulder and car lanes, that could cause accidents to the cyclist when moving from one to the other. The path are good for recreational cycling, walk and run, with the lack of proper illumination. Also is important to have an area that offers soft surface for walkers and runner to give the opportunity to exercise without causing too much damage to joins and muscle. | 12/6/2015 8:26 AM |
| 245 | WE do not need bike lanes on our roads | 12/6/2015 7:51 AM |
| 246 | The bike paths are one of the top 3 reasons why we live in The Woodlands. | 12/5/2015 10:22 PM |
| 247 | The strong majority of bikers in The Woodlands are grade school students who have adequate bike support, i.e., existing bike paths. I don't see the value in spending money for the remaining users considering they are a very small minority of the rest of the population of The Woodlands. | 12/5/2015 5:07 PM |
| 248 | Walkers need only to use the existing pathways and nature trails. Serious cyclists should exit The Woodlands for more open training rides. Recreational cyclists are probably fine with things as they are. Major omission: runners not addressed. Yes, we use the pathways and road shoulders. However, there is considerable potential (GMNP) for dedicated running walking hiking, mtn biking, not addressed. Summary: walkers and recreational cyclists probably find present options more than adequate. What's missing is a place dedicated to the more serious runners, mostly tax paying adults. Hey, they live on every street. Are there no serious fitness oriented people in the community management? Dallas has White Rock Lake, Austin Town Lake trail, Houston Memorial Park. Let's do more away from the streets and pathways. You've spent a fortune on great sports fields (unused most of the time) for our youth. Let's puts some serious money into a running facility, fully supported with trailheads, parking, et.al., something we don't already have. | 12/5/2015 3:54 PM |
| 249 | The woodlands should do much more to improve walk ability especially in the more centralized areas. | 12/5/2015 3:23 PM |
| 250 | As previously stated, I do not want tax dollars spent on either widening roads or setting up bike lanes on them. Only a very tiny but extremely loud minority supports this. | 12/5/2015 10:50 AM |
| 251 | Bikes will never be a mode of transportation in Texas. Less than 2% usage in all cities in Texas. Do not spend ANY money on bike improvements as transportation. | 12/5/2015 6:40 AM |
| 252 | Separate the bicycles from the walkers and runners. Fast bicycles endanger walkers especially those with children. | 12/5/2015 12:39 AM |
| 253 | I am against using the roadways for both cars and bikes. The roadways should only be for cars. | 12/4/2015 5:16 PM |
| 254 | We have lots of "creeks" used for runoff, could these areas be used and cement pathways built along these? | 12/4/2015 4:47 PM |
| 255 | I worry that there are other areas that need to be addressed, like fixing the roads, parks and pathways we already have, as well as, better maintenance of the vegetation (the massive vine growth that is strangling our trees needs to be addressed) in public areas before we spend money on more pathways for walking, running and biking. | 12/4/2015 4:37 PM |
| 256 | The biggest problem with bicyclists in The Woodlands (or anywhere else) are the legions of bikers who ignore traffic laws and hinder motor traffic. The bikers are the problem -- not the biking facilities. Spend money on enforcement of traffic law compliance by bikers. | 12/4/2015 4:29 PM |
| 257 | The paths are not meant for high speed biking so the shoulder with bike markings is preferable and the most economic answer. Along with education for bike/car rules of the shoulder. | 12/4/2015 4:28 PM |
| 258 | What is the next special interest group that wants expensive enhancements to facilitate their hobby? | 12/4/2015 11:22 AM |
| 259 | I love the current network of trails. The only thing that would make it better would be more trails in the few places that don't have them! | 12/3/2015 10:39 PM |
| 260 | If you could have the Trolley cross Woodlands Parkway at Six Pines Drive; my life would improve from better health and the pleasure of shopping in the Market and the mall and would not be isolated in my apartment, buying online. | 12/3/2015 7:50 PM |

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| 261 | this survey was not designed properly. Plan should incorporate all users of roads and trails opinions, and this survey specifically avoids this. Also survey questions neglected to have an option for neutral or not applicable. Sign up for meeting notices should have been provided separately - combining this with the survey eliminates anonymity - a cardinal principal of survey construction. I hope we are not paying much for this survey, as the results will not necessarily be accurate. | 12/3/2015 6:35 PM |
| 262 | More gravel paths instead of paved Paths | 12/3/2015 6:00 PM |
| 263 | We have been hoping and pushing for a link to anything outside of Harpers Landing and are extremely unhappy when we see bike and walking path extensions and improvements in other villages and nothing in Harpers Landing for 10 years. However The Woodlands sales and marketing literature talks about bike/walk paths between all villages. Nope! | 12/3/2015 4:13 PM |
| 264 | Would like to see hike/bike paths bridge (over or under) major road intersections (i.e. Grogans Mill, Woodlands Pkwy, Lake Woodlands, Research) | 12/3/2015 3:53 PM |
| 265 | Definitely need better bicycling options as currently many use pathways at excessive/unsafe speeds for number of walkers and school age children. Also, not asked, but would prefer unpaved trails in creek/right of ways vs asked question about paved options. Really much better health option for runners, walkers and bikers to exercise on non-concrete surfaces. | 12/3/2015 1:46 PM |
| 266 | Improve walking paths, restrict sidewalks and pathways to pedestrians and children on bikes; only if additional funds exist, improve bike safety in roads | 12/3/2015 1:16 PM |
| 267 | We have over 20 miles of trails in the Woodlands and do not see a need to build additional trails to satisfy less than 1% of the population (mainly the Bicycle Club that has only 600 plus members). New trails behind houses and along drainage ditches can create a safety and criminal concern. My Uncle who lives in Cinco Ranch (planned community) has a trail that goes behind his home and is along a drainage ditch was mugged and robbed at his home. If this plan goes forward, then additional police need to be employed to address the additional crime that this has the potential to create. | 12/3/2015 11:32 AM |
| 268 | 1. Pedestrians and cyclists increasingly using headphones preventing awareness of surroundings, making it dangerous for shared trail users 2. Crosswalks are not kept clear by vehicles, especially along Kuykendahl - need enforcement of existing crosswalk right of way 3. Vehicle drivers continue to think THEY have the right of way. No awareness of the law requiring sufficient space when passing. | 12/3/2015 9:25 AM |
| 269 | Please try to duplicate memorial park. The 3 mile run loop with natural ground, the loop just for bicycles & the mountain bike trails. That was missed when I moved here | 12/3/2015 7:03 AM |
| 270 | It would be very helpful to have more lights around the pathways. Because of the beautiful weather in the evenings people like to bike and walk after sundown. It's not important to have the big and expensive lights, it would be great to install a kind of pole lights all over the Woodlands and you will see more and more people outside. | 12/2/2015 7:44 PM |
| 271 | Please improve Harperslanding area! | 12/2/2015 9:01 AM |
| 272 | It's so frustrating to drive and riders take over the road. Frustrating to walk and bicycles taking pathway and vice-versa. | 12/1/2015 9:48 PM |
| 273 | Cars, bikes, and runners do not mix | 12/1/2015 8:14 PM |
| 274 | Bike paths should be safe for both adults and children. Major intersections are a danger & concern. | 12/1/2015 7:54 PM |
| 275 | One of the original plans of the founder to The Woodlands, was each Village to have pathway access to its local shopping areas. Harper's Landing has been in existence for over 15 years and we are still lacking of such convenience. | 12/1/2015 12:05 PM |
| 276 | Please don't tear down natural vegetation for better sight lines. I live in Creekside where clear-cutting left paths wide open to the blazing hot sun in the Summer. They aren't usable in August and September. I go to older parts of The Woodlands that have vegetation canopies for a cooler (and safer, health-wise) run/ride/walk. | 12/1/2015 10:07 AM |
| 277 | More pedestrian fly overs (like the one at Sawdust and Sawmill) would be so great! | 12/1/2015 9:50 AM |
| 278 | The biker need to use the provided pathways. They are dangerous to others trying to avoid them as well as themselves | 12/1/2015 9:27 AM |
| 279 | If we create bike trails or lanes on the roads can we enforce their use or misuse? Will bikers be required to use the lanes vs the walking paths? | 12/1/2015 8:33 AM |
| 280 | There needs to also be plans to help with law enforcement aspects, such as increased ticketing of both motorists and cyclists for illegal behavior. Law enforcement should also be required to create a traffic report for all bike/car accidents in order to begin recording safety records. | 12/1/2015 8:28 AM |
| 281 | Any improvements to roadways that are geared towards bicyclists should be limited | 12/1/2015 8:18 AM |

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| 282 | Joint use of pathways by bikes and pedestrians is very dangerous because many bikers ride extremely fast and on several occasions my dog nearly got hit. Bikers need to slow down on pathways. | 11/30/2015 10:39 PM |
| 283 | Part of the problem is the mixed use of the pathways. I ride my road bike on the street because I can't ride fast enough on the pathways with the pedestrian traffic, but have had a lot of close calls with careless drivers. The pathways are simply not suitable for training rides. I ride my mountain bike on the pathways with the kids and to do errands - more leisurely riding. I also use the pathways to walk my dogs. I insist my kids ride on the pathways as I don't want them in the street. | 11/30/2015 10:24 PM |
| 284 | Bike lanes are not necessary. We have a wonderful sidewalk system that meets the majorities needs. Bicyclists that are training need to train elsewhere. They are a safety hazard. These very costly changes only benefit an extremely small number of people. I can't see how it makes financial sense to allocate funds this way. | 11/30/2015 9:28 PM |
| 285 | Crossing points on most major roads in the Woodlands are poorly designed and very unsafe as crossing points. Check out what bike friendly cities like Ft. Collins Colorado do to make their city safe for bikes. | 11/30/2015 9:21 PM |
| 286 | I hope this works and good idea | 11/30/2015 8:32 PM |
| 287 | If cyclists want to share the road, there needs to be rules for them too and they need to be educated, registered, and licensed. | 11/30/2015 7:55 PM |
| 288 | As retirees, we walk only, on the concrete pathways in Creekside Park. We do our best to stay to the right, but cyclists, young and old, ride at will all over the sidewalks, at fast speed, and it scares us many times. We have had to jump with short notice. We do not want anyone to be hurt by this inconsiderate manner. Adults riding fast need to bicycle (w/helmets) on the roads in our opinion. Sidewalks are for slow moving families and walkers of all ages. | 11/30/2015 7:08 PM |
| 289 | Lower the impact on traffic from the runs | 11/30/2015 6:53 PM |
| 290 | From my perspective, walking where I do is great, with no real problems. This is probably influenced by where I live. | 11/30/2015 6:20 PM |
| 291 | I have trained and ran 7 marathons since 2012 (one being the Boston Marathon) as well as training and completing Ironman Texas 2015. I have experienced many dangerous and avoidable situations running and biking in The Woodlands. I am confident our leaders in The Woodlands will make our community a safer place to walk, run, and bike. Excellent survey with the sample photo. I look forward to the continued developments. Thank you! | 11/30/2015 6:13 PM |
| 292 | People will say it's too expensive to make bicycle lanes and there aren't enough cyclists to warrant it. But I don't ride much here because it's too dangerous. If it were less dangerous, you might well see more bicyclists. | 11/30/2015 5:52 PM |
| 293 | Most important objective is to provide safe access from the community into the town center via the few remaining arteries for cyclists and pedestrians. | 11/27/2015 8:36 AM |
| 294 | The yellow left turn arrows might be a car traffic improvement, but they flash yellow when the pedestrian man or number count down is lit. People turning left are looking at the traffic, not pedestrians. Also, many of the flashing locations really need a solid green arrow, especially at busy times, and I'm not seeing them. | 11/24/2015 2:19 PM |
| 295 | I would like to be able to ride bikes to school with my children. There are no safe, direct routes from Lansdowne to Mitchell Intermediate. Partial route from Lansdowne to McCullough. | 11/24/2015 9:56 AM |
| 296 | Many suggestions are posted in Question 25 and in details throughout. | 11/24/2015 9:01 AM |
| 297 | Make the bike paths commutable. Make the bike paths go with the flow of traffic. Don't make bikers or walkers have to cross a street to get on a path only to have to cross back over the same street later. | 11/24/2015 7:14 AM |
| 298 | Not having a bike lane on research forest is a huge issue that needs to be resolved. It cuts off many of the neighborhoods from being able to access Hughes landing and the waterway without huge deviations in the route and deters bike use. | 11/23/2015 10:44 PM |
| 299 | keep the bikes off the road, and on a trail of their own. We have so many unused areas like the drainage ditch that can be improved for biking. why do we have to put the bikers out in the middle of the street? | 11/23/2015 7:06 PM |
| 300 | Please find a way to put some sidewalks in off of sawdust road near grogan's mill that lead to the schools off Sawmill. | 11/23/2015 6:48 PM |
| 301 | Given the high education level and mid-upper class income in The Woodlands and high level of interest in fitness, it is stunning that this community has no bicycle lanes along roadways. When I ride my bike I almost always leave the Woodlands due to the unsafe conditions here. | 11/23/2015 6:37 PM |
| 302 | Dedicated bike lanes on streets: physical barrier would be best, ie. turtle bumps, but painted lines would be nice also. Signage relating to yielding to crosswalk is important. Signage about not talking or texting while driving anywhere, not just school zones. Center stripes on pathways and signage reminding to keep right . | 11/23/2015 4:51 PM |

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| 303 | There are many intersections where path users are obliged to cross part of the road before being able to press a signal button. This is really dumb. Also there is no time at any intersection when it's safe for pedestrians. There's always the chance of a vehicle turning right either on red or with a green light when the walking man is showing for the cross street. | 11/23/2015 2:50 PM |
| 304 | I love the trails. We do a great job in maintaining them. | 11/23/2015 2:44 PM |
| 305 | I use Rails-to-Trails extensively in Pacific Northwest, so miss those "scenic"/off highway trails and destinations. Could Woodlands create (safe) connector routes to nearby state parks or along rivers (Spring Creek?)? Love Canadian trail markers for local amenities--bakeries, pubs, cafes! | 11/23/2015 2:11 PM |
| 306 | My husband and I are 40+ year residents of The Woodlands and appreciate the improvements in the newer developed areas but the OLD sections need to be brought up tot he same standards. | 11/23/2015 1:24 PM |
| 307 | There are too many motorist that believe the road belongs to cars only and they are very rude to bicyclist. It's dangerous out there. | 11/23/2015 12:39 AM |
| 308 | Am really looking forward to hear the recommendations from this Study. | 11/22/2015 8:27 AM |
| 309 | Please bring in some safe bike lanes and routes through our beautiful city, making a wonderful place to play even better. | 11/21/2015 7:29 PM |
| 310 | It is difficult to efficiently travel on the pathway when it ends abruptly and pedestrians must cross the street to continue traveling. | 11/21/2015 2:44 PM |
| 311 | Having access to walking and biking paths for utilitarian purposes is the #1 reason I live in the woodlands. I hope we can expand and improve this asset. | 11/21/2015 2:06 PM |
| 312 | Please don't sacrifice road space for bike lanes - traffic is bad enough as it is, and sad to say that bikes are not the answer for a community as large and spread out as The Woodlands. We need better public transportation as well; my suggestion is a mass transit solution between each village center and Town Center in a "hub-and-spoke" configuration. Then all you need to do for bike improvements is improve navigation within each village - this limits major construction on busy thoroughfares, improves bike and pedestrian friendliness in the most important area (where our homes are), and allows someone to use a bike to get anywhere within The Woodlands in a reasonable amount of time and effort by biking to their village center, and using the transit system to transfer to another village or to Town Center. Win-win-win. | 11/21/2015 12:21 PM |
| 313 | Once again, I believe that we need to educate the community as to why cyclists are in the roads instead of pathways. I average 17 to 18 mph when I'm riding and it would be extremely dangerous and not possible to be on the pathway. The Woodlands in an amazing place to live and we need to be a community that has mutual respect for one another. I trained and participated in Ironman Texas which means I am on my bike a lot. I have been yelled at, had things thrown at me and have been "buzzed" by cars, in other words, they see how close they can get to scare us. The thing that motorist forget or don't think about is, if they hit a cyclist it is a lose lose situation for everyone. We definitely need to come together as a community. | 11/21/2015 7:58 AM |
| 314 | better lit pathways and bike lanes for road bikes along motorways are necessary | 11/20/2015 11:03 PM |
| 315 | bicyclists are the worst humans ever. They never obey traffic rules and are generally rude | 11/20/2015 10:09 PM |
| 316 | We are expected (by most drivers) to use the shared paths to cycle but personally I don't feel this is safe, particularly when I normally cycle at high speed. Bike lights should be enforced in low light conditions, plus more education about the importance of wearing a helmet. | 11/20/2015 9:25 PM |
| 317 | The biggest issues with cycling in the woodlands are lack of shoulders on roads and motorists. Without shoulders/bike lanes cyclists have to ride on the road. Even with shoulders, motorists will still yell, almost hit or run off the road, or occasionally throw something at the cyclist. Motorist education should be high priority | 11/20/2015 8:09 PM |
| 318 | A lot of children riding to school do not share the path and are too busy talking etc and not concentrating on people coming towards them. Deretchin seems to be particularly bad for this. | 11/20/2015 7:34 PM |
| 319 | When I bike to work, weather permitting (that is not too hot) people look at me in admiration. Everybody can do it. But you need to provide a safe environment, dedicated bike lanes, because they're not comfortable with sharing the road. | 11/20/2015 4:51 PM |
| 320 | Actually what I believe is most important is educational opportunities for the cyclists. Most do not seem to understand that the rules of the road (and paths) apply equally to all. I regularly observe cyclists make incredibly poor decisions - speeding around people pushing strollers, crossing when the lights are red, and yelling at walkers to get out of the way. It's embarrassing to see such poor behavior. I resent that The Township wishes to spend money to accommodate a group that needs to be educated on their responsibilities and held accountable for THEIR behavior. | 11/20/2015 3:36 PM |
| 321 | Runners/Bikers on Research Forest at 5 AM must wear proper light reflector gear. So many times, they run on left lane and have close calls with a few runners/bikers with no reflectors on. It's dark and running is crazy when they are on the left lane not the shoulder! | 11/20/2015 1:42 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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| 322 | There are several thousand pedestrians, runners, and cyclists out every day, yet attention is primarily to moving more vehicles faster, increasing hazards for these thousands. Safety for these most vulnerable is paramount. We have no idea how many are injured due to high levels of activity due to inaction. | 11/20/2015 1:12 PM |
| 323 | IF IT WAS SAFER TO RIDE, MORE PEOPLE WOULD RIDE, EVEN IN HOT WEATHER! | 11/20/2015 12:53 PM |
| 324 | Please help us stay safe! | 11/20/2015 12:49 PM |
| 325 | It's already a great place to walk, run and ride and I take advantage of it multiple times per week for running and walking. Would love to be able to ride on the roads with my road bike. The pathways are nice for a leisurely ride, but if I want to train or get somewhere quickly, they are dangerous for myself and others. | 11/20/2015 12:13 PM |
| 326 | I would volunteer to help | 11/20/2015 12:09 PM |
| 327 | Woodlands could be a great cycling community it is already a great running community but not so safe for cycling. That way we could reduce traffic that nowadays everybody is complaining about. | 11/20/2015 12:08 PM |
| 328 | I know my comments are outside of The Woodlands, but if I die trying to get to the Woodlands Montgomery County sure doesn't care about sidewalks. | 11/20/2015 11:57 AM |
| 329 | Connecting to surrounding areas (Oak Ridge, Spring, Magnolia, Conroe) needs to be a priority too, especially for bike routes | 11/20/2015 11:28 AM |

Q30 OPTIONAL: If you would like to be notified about the public meeting to be held on January 19, 2016, or other project milestones, please provide your contact information. If you prefer only one method of contact (i.e. email only), please provide just that information. Thank you.

Answered: 418 Skipped: 966

| Answer Choices | Responses |
|-----------------|------------|
| Name | 80.86% 338 |
| Company | 12.68% 53 |
| Address | 63.16% 264 |
| Address 2 | 2.15% 9 |
| City/Town | 65.07% 272 |
| State/Province | 65.31% 273 |
| ZIP/Postal Code | 66.99% 280 |
| Country | 0.00% 0 |
| Email Address | 97.37% 407 |
| Phone Number | 44.98% 188 |

| # | Name | Date |
|----|------------------|--------------------|
| 1 | Hank Tomlinson | 1/31/2016 1:23 PM |
| 2 | Ashley De Souza | 1/31/2016 2:08 AM |
| 3 | betty brink | 1/30/2016 10:09 AM |
| 4 | Gretchen Hartley | 1/29/2016 3:09 PM |
| 5 | Dennis OBrien | 1/28/2016 8:24 PM |
| 6 | James | 1/28/2016 5:10 PM |
| 7 | Carl Triebes | 1/26/2016 6:11 PM |
| 8 | Jill Behrens | 1/26/2016 6:04 PM |
| 9 | Donna Nye | 1/26/2016 5:08 PM |
| 10 | Alden Rhein | 1/25/2016 4:03 PM |
| 11 | Bruce Stevenson | 1/25/2016 3:22 PM |
| 12 | Mariana Raschke | 1/25/2016 3:02 PM |
| 13 | Cory Wise | 1/25/2016 11:36 AM |
| 14 | Brittany Nichols | 1/25/2016 9:59 AM |
| 15 | marc cohen | 1/24/2016 4:20 PM |
| 16 | Joan Heaner | 1/24/2016 10:26 AM |
| 17 | Suzanne Apwisch | 1/24/2016 9:12 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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|----|------------------------|--------------------|
| 18 | Greg Usher | 1/23/2016 1:04 PM |
| 19 | Dave McNamara | 1/23/2016 1:02 PM |
| 20 | Mike Novelli | 1/23/2016 12:16 PM |
| 21 | Sean Graham | 1/22/2016 2:10 PM |
| 22 | Georg Christensen | 1/22/2016 10:59 AM |
| 23 | Steven Mills | 1/22/2016 10:37 AM |
| 24 | Russell Dykes | 1/21/2016 8:24 PM |
| 25 | Tommy Koops | 1/21/2016 5:32 PM |
| 26 | Cind Brown | 1/21/2016 3:39 PM |
| 27 | C K Dorland | 1/21/2016 11:21 AM |
| 28 | Mario Valaperta | 1/21/2016 10:48 AM |
| 29 | Donna Bienvenu | 1/21/2016 9:41 AM |
| 30 | Connie Cochran | 1/21/2016 8:13 AM |
| 31 | judy bell | 1/21/2016 6:05 AM |
| 32 | Patricia Babcock | 1/20/2016 9:26 PM |
| 33 | Matt Nichols | 1/20/2016 1:44 PM |
| 34 | Gail Estep | 1/20/2016 1:33 PM |
| 35 | Al Cyrus | 1/19/2016 10:45 PM |
| 36 | Elias Cortina | 1/19/2016 7:05 PM |
| 37 | Lisette Cordova | 1/19/2016 5:41 PM |
| 38 | Doug Beckman | 1/19/2016 5:30 PM |
| 39 | Jim Wendt | 1/19/2016 5:16 PM |
| 40 | Hannah Wilems | 1/19/2016 12:59 PM |
| 41 | Jere Suter | 1/19/2016 12:03 PM |
| 42 | Mandy Dwyer | 1/19/2016 12:01 PM |
| 43 | Brian Johnson | 1/19/2016 11:45 AM |
| 44 | Sarah Besuegli | 1/19/2016 11:11 AM |
| 45 | Stephen J Rafferty | 1/19/2016 10:55 AM |
| 46 | Scott Notarainni | 1/19/2016 10:22 AM |
| 47 | Agustin Perez | 1/19/2016 9:40 AM |
| 48 | Christine Clinkenbeard | 1/19/2016 9:24 AM |
| 49 | Osmar Bastidas | 1/19/2016 8:25 AM |
| 50 | Phillip Burmaster | 1/18/2016 7:37 PM |
| 51 | ANDREA Jan SALDANA | 1/18/2016 7:37 PM |
| 52 | Khym McQuaide | 1/18/2016 12:35 PM |
| 53 | Donald Brouillet | 1/18/2016 11:10 AM |
| 54 | David Nock | 1/18/2016 10:31 AM |
| 55 | Dana | 1/18/2016 10:06 AM |
| 56 | John Fieler | 1/17/2016 1:54 PM |
| 57 | Jeff Singleton | 1/17/2016 10:36 AM |
| 58 | Andres Magana | 1/16/2016 5:46 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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|----|-----------------------|--------------------|
| 59 | Randy Crimmins | 1/16/2016 11:41 AM |
| 60 | David Middleton | 1/16/2016 7:18 AM |
| 61 | Mike Effler | 1/15/2016 8:20 PM |
| 62 | Ariette DeVault | 1/15/2016 5:40 PM |
| 63 | Greg Tharp | 1/15/2016 5:11 PM |
| 64 | Bill Bass | 1/15/2016 4:17 PM |
| 65 | Curt Anderson | 1/15/2016 2:30 PM |
| 66 | John Iaskowski | 1/14/2016 10:25 PM |
| 67 | Alan Neely | 1/14/2016 9:22 PM |
| 68 | Joe Nelson | 1/14/2016 7:53 PM |
| 69 | Timothy Monk | 1/14/2016 5:11 PM |
| 70 | Bobby J Baker | 1/13/2016 2:46 PM |
| 71 | Doris Molina | 1/13/2016 12:48 PM |
| 72 | Patsy Sherman | 1/13/2016 11:26 AM |
| 73 | Steve Schoger | 1/13/2016 11:18 AM |
| 74 | Marco Beijen | 1/13/2016 10:53 AM |
| 75 | Gabriela | 1/13/2016 8:09 AM |
| 76 | Shawanna Cogar | 1/12/2016 9:35 PM |
| 77 | Todd Gornick | 1/12/2016 11:34 AM |
| 78 | Tammy Darnell | 1/12/2016 9:54 AM |
| 79 | Tim Taylor | 1/12/2016 9:36 AM |
| 80 | Timothy Masters | 1/11/2016 8:57 PM |
| 81 | Agnee Breitweiser | 1/11/2016 8:31 AM |
| 82 | Roxy Frary | 1/11/2016 7:03 AM |
| 83 | Kristen Kowalski | 1/11/2016 6:17 AM |
| 84 | William (Bill) Thomas | 1/10/2016 9:02 PM |
| 85 | Josh Horton | 1/10/2016 4:46 PM |
| 86 | Helen Bostock | 1/10/2016 10:50 AM |
| 87 | Brian Temple | 1/9/2016 9:02 PM |
| 88 | Craig Raus | 1/9/2016 2:08 PM |
| 89 | Lisa Murray | 1/9/2016 12:45 PM |
| 90 | Carolyn Newman | 1/8/2016 5:50 PM |
| 91 | Eric Rasmusson | 1/8/2016 9:35 AM |
| 92 | Kristina Otto | 1/7/2016 7:20 PM |
| 93 | Rosie Lorraine | 1/7/2016 9:57 AM |
| 94 | Bob Baikey | 1/6/2016 10:05 PM |
| 95 | Javier Williams | 1/6/2016 5:13 PM |
| 96 | Abigail Beaty | 1/6/2016 4:46 PM |
| 97 | Bill Bell | 1/6/2016 4:27 PM |
| 98 | Sara Bissig | 1/6/2016 11:23 AM |
| 99 | kristi graham | 1/6/2016 10:03 AM |

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|-----|-----------------------------|-------------------|
| 100 | Blair Jordan | 1/5/2016 7:43 PM |
| 101 | Amy Homeyer | 1/5/2016 7:37 PM |
| 102 | Medina Jarman | 1/5/2016 5:47 PM |
| 103 | Andy Klein | 1/5/2016 5:33 PM |
| 104 | Lila Carrera | 1/5/2016 3:04 PM |
| 105 | Nikki Bird | 1/5/2016 2:43 PM |
| 106 | alexandre l bayot | 1/5/2016 1:28 PM |
| 107 | Catherine Preddy | 1/5/2016 12:36 PM |
| 108 | Skip Moschell | 1/5/2016 11:32 AM |
| 109 | Jeff Meaux | 1/5/2016 9:21 AM |
| 110 | Roy Cuellar | 1/5/2016 8:34 AM |
| 111 | Therese Sallenbach | 1/5/2016 8:18 AM |
| 112 | Bill Malone | 1/5/2016 8:17 AM |
| 113 | Richard Quickfall | 1/5/2016 7:59 AM |
| 114 | Christina Landrum | 1/4/2016 10:02 PM |
| 115 | Darrell Melear | 1/4/2016 6:44 PM |
| 116 | Kevin Golden | 1/4/2016 6:34 PM |
| 117 | Leslie Dupuy & Rhonda Raley | 1/4/2016 3:36 PM |
| 118 | Petr Sada | 1/4/2016 2:46 PM |
| 119 | Steven Fantazia | 1/4/2016 1:13 PM |
| 120 | Richard Richlak | 1/4/2016 11:41 AM |
| 121 | Bob Zwilling | 1/4/2016 9:04 AM |
| 122 | Doug Cooper | 1/4/2016 8:27 AM |
| 123 | Kyle Noyes | 1/3/2016 11:10 PM |
| 124 | Anthony Denyer | 1/3/2016 10:06 PM |
| 125 | Phil Smith | 1/3/2016 6:16 PM |
| 126 | Dan Grimmer | 1/3/2016 5:55 PM |
| 127 | Nick Pandiscio | 1/3/2016 12:53 PM |
| 128 | Terry McCance | 1/3/2016 11:34 AM |
| 129 | Andy Cuthbert | 1/3/2016 11:12 AM |
| 130 | George Sutherland | 1/3/2016 8:48 AM |
| 131 | Shelly Alexander | 1/2/2016 10:56 PM |
| 132 | Sandy straup | 1/2/2016 8:55 PM |
| 133 | Cindy Fortin | 1/2/2016 7:31 PM |
| 134 | Diana Philpot | 1/2/2016 6:44 PM |
| 135 | Mark Hammett | 1/2/2016 5:54 PM |
| 136 | David Coleman | 1/2/2016 2:26 PM |
| 137 | Lindie Nanninga | 1/2/2016 1:49 PM |
| 138 | Sky Beck | 1/2/2016 10:30 AM |
| 139 | Ashley Waronoff | 1/2/2016 10:03 AM |
| 140 | Heidi Nutter | 1/2/2016 5:33 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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| 141 | Crecelius | 1/1/2016 4:52 PM |
| 142 | DARRELL HAVILL | 1/1/2016 3:12 PM |
| 143 | Ron Saikowski | 1/1/2016 1:13 PM |
| 144 | Michelle Perches | 1/1/2016 12:29 PM |
| 145 | Bruce Dawson | 1/1/2016 9:23 AM |
| 146 | Dennis Brandt | 1/1/2016 8:35 AM |
| 147 | Mikey Rollins | 12/31/2015 5:12 PM |
| 148 | Sam | 12/31/2015 2:58 PM |
| 149 | Alex Mata | 12/31/2015 11:27 AM |
| 150 | Werner Johnson | 12/31/2015 10:05 AM |
| 151 | Frank Matzer | 12/31/2015 9:18 AM |
| 152 | Jennifer Botherhood | 12/30/2015 7:25 PM |
| 153 | Lucy Woodhead | 12/30/2015 6:03 PM |
| 154 | Mike Bradbury | 12/30/2015 1:42 PM |
| 155 | Danny Rehg | 12/30/2015 5:23 AM |
| 156 | Randall Smith | 12/29/2015 6:00 AM |
| 157 | Steve Lopez | 12/28/2015 10:31 AM |
| 158 | Dan Seliskar | 12/28/2015 8:53 AM |
| 159 | Lauren Motloch | 12/24/2015 1:07 PM |
| 160 | John Scott | 12/24/2015 1:06 PM |
| 161 | Scott E Robbins | 12/24/2015 11:50 AM |
| 162 | Randy Barron | 12/24/2015 11:45 AM |
| 163 | Donna Barrett | 12/24/2015 10:41 AM |
| 164 | Amy kelley | 12/24/2015 7:49 AM |
| 165 | alan jones | 12/24/2015 7:35 AM |
| 166 | Ronald Keichline | 12/23/2015 7:38 PM |
| 167 | Samuel W. Newton | 12/23/2015 3:23 PM |
| 168 | Joseph Noack | 12/23/2015 3:08 PM |
| 169 | Bret Strong | 12/23/2015 2:20 PM |
| 170 | Ellen Kurtz-Hammond | 12/23/2015 1:57 PM |
| 171 | Lars Finanger | 12/23/2015 8:15 AM |
| 172 | Doug Shotts | 12/22/2015 10:52 PM |
| 173 | Dave Brunk | 12/22/2015 10:45 PM |
| 174 | Maitane Tidwell | 12/22/2015 9:38 PM |
| 175 | jeff martin | 12/22/2015 6:17 PM |
| 176 | Tom | 12/22/2015 2:43 PM |
| 177 | John Heller | 12/22/2015 12:54 PM |
| 178 | Michelle Pearl | 12/22/2015 10:58 AM |
| 179 | Shane Fillmore | 12/22/2015 10:03 AM |
| 180 | Karen Hartman | 12/22/2015 9:49 AM |
| 181 | David Cunningham | 12/22/2015 8:47 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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| 182 | Becky | 12/22/2015 8:16 AM |
| 183 | Richard Cheplick | 12/21/2015 11:03 PM |
| 184 | David Long | 12/21/2015 11:49 AM |
| 185 | Kirby Thomson | 12/21/2015 8:58 AM |
| 186 | Susan Kenningham | 12/21/2015 7:51 AM |
| 187 | Janet Mehalick | 12/21/2015 7:31 AM |
| 188 | Mary Ann Spencer | 12/21/2015 7:01 AM |
| 189 | Greg LaDoe | 12/21/2015 5:56 AM |
| 190 | Layne beassley | 12/20/2015 10:48 PM |
| 191 | Gunter | 12/20/2015 10:30 PM |
| 192 | Peggy Murdock | 12/20/2015 5:32 PM |
| 193 | Peter Anderson | 12/20/2015 4:05 PM |
| 194 | Craig Mathews | 12/20/2015 2:09 PM |
| 195 | Angie Turner | 12/20/2015 11:38 AM |
| 196 | Ronald G Lepine | 12/20/2015 5:57 AM |
| 197 | Frances Wood | 12/19/2015 6:32 PM |
| 198 | richard hill | 12/19/2015 3:39 PM |
| 199 | Lori Dossett | 12/19/2015 2:15 PM |
| 200 | Robert Chandler | 12/18/2015 9:20 PM |
| 201 | Barbie Miller | 12/18/2015 4:55 PM |
| 202 | Dianne Rohm | 12/18/2015 2:44 PM |
| 203 | Chris McMartin | 12/18/2015 8:28 AM |
| 204 | George Newman | 12/17/2015 6:51 PM |
| 205 | Frank Halter | 12/16/2015 4:42 PM |
| 206 | Pamela Paling | 12/16/2015 4:13 PM |
| 207 | Kenneth Page | 12/16/2015 2:27 PM |
| 208 | Jim Griffis | 12/16/2015 2:06 PM |
| 209 | Rob Koester | 12/16/2015 1:30 PM |
| 210 | mike rohm | 12/16/2015 9:58 AM |
| 211 | Cynthia Ullman | 12/15/2015 8:38 PM |
| 212 | Tara Owens | 12/15/2015 2:40 PM |
| 213 | Yolanda gavin | 12/15/2015 1:57 PM |
| 214 | Marti Meerscheidt | 12/15/2015 11:27 AM |
| 215 | Roxanne LaPlante | 12/14/2015 10:34 AM |
| 216 | AMIT PRASAD | 12/13/2015 7:24 PM |
| 217 | Zachary Miller | 12/12/2015 4:29 PM |
| 218 | Tiffany Perl | 12/11/2015 5:16 PM |
| 219 | ted eicks | 12/11/2015 11:10 AM |
| 220 | Michele Flory | 12/10/2015 8:01 AM |
| 221 | Maria Allende | 12/9/2015 9:04 AM |
| 222 | mag franzoni | 12/7/2015 2:52 PM |

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|-----|------------------------|--------------------|
| 223 | Michael Olenick | 12/7/2015 2:18 PM |
| 224 | Greg Leuenberger | 12/7/2015 11:04 AM |
| 225 | Trish Hintzel | 12/6/2015 3:29 PM |
| 226 | CJ Bernard | 12/6/2015 10:35 AM |
| 227 | Monica Santiago-Petway | 12/6/2015 9:27 AM |
| 228 | Zareh Vazquez | 12/6/2015 8:26 AM |
| 229 | Paul Thompson | 12/5/2015 6:21 PM |
| 230 | Rick Simmons | 12/5/2015 5:52 PM |
| 231 | Justice Cliff | 12/5/2015 3:23 PM |
| 232 | Jon Hemmert | 12/5/2015 1:13 PM |
| 233 | Chuck Hoffheiser | 12/5/2015 10:50 AM |
| 234 | Ryan Starr | 12/5/2015 10:20 AM |
| 235 | Erin Leuenberger | 12/5/2015 8:59 AM |
| 236 | William Brenza | 12/5/2015 6:40 AM |
| 237 | John Quayle | 12/4/2015 5:42 PM |
| 238 | Grant Gilbert | 12/4/2015 4:55 PM |
| 239 | Barbara Stave | 12/4/2015 4:47 PM |
| 240 | John Leftwich | 12/4/2015 4:44 PM |
| 241 | Pat Norris | 12/4/2015 4:38 PM |
| 242 | Chelsea Houston | 12/4/2015 10:45 AM |
| 243 | Charlotte Hughes | 12/3/2015 7:50 PM |
| 244 | Scott Singletary | 12/3/2015 4:13 PM |
| 245 | Anthony Cardiel | 12/3/2015 3:47 PM |
| 246 | Annette Kreuz | 12/3/2015 1:05 PM |
| 247 | Maria T Aguilar | 12/3/2015 12:07 PM |
| 248 | David Haynes | 12/3/2015 10:45 AM |
| 249 | Andrew Foederer | 12/3/2015 10:43 AM |
| 250 | Nhi Le | 12/3/2015 10:36 AM |
| 251 | Douglas Opfer | 12/3/2015 9:25 AM |
| 252 | Denise French | 12/3/2015 7:03 AM |
| 253 | TJ Wise | 12/3/2015 6:39 AM |
| 254 | Molly Field-Stout | 12/3/2015 2:11 AM |
| 255 | Peter Molberg | 12/2/2015 9:04 PM |
| 256 | Elias B Divo | 12/2/2015 7:54 PM |
| 257 | Christine Jaschinski | 12/2/2015 7:44 PM |
| 258 | Pascal Hythier | 12/2/2015 3:53 PM |
| 259 | LORETTA COLCHIN | 12/2/2015 3:07 PM |
| 260 | Joseph Murphy | 12/2/2015 8:45 AM |
| 261 | Chris | 12/2/2015 7:54 AM |
| 262 | Judy Goshy | 12/1/2015 9:48 PM |
| 263 | Jones Ramsey | 12/1/2015 12:48 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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| 264 | Miguel O. Quintero | 12/1/2015 12:05 PM |
| 265 | Jenifer Gallup | 12/1/2015 10:07 AM |
| 266 | Freddy Anato | 12/1/2015 9:15 AM |
| 267 | Kelly Fitzpatrick-Powell | 12/1/2015 9:12 AM |
| 268 | Jamie Hough | 12/1/2015 9:09 AM |
| 269 | MJ Currey | 12/1/2015 9:06 AM |
| 270 | Theresa Wagaman | 12/1/2015 8:33 AM |
| 271 | John | 12/1/2015 8:18 AM |
| 272 | Bob Heckel | 12/1/2015 6:31 AM |
| 273 | Vanessa Sierra | 11/30/2015 11:45 PM |
| 274 | Gwen Murphy | 11/30/2015 11:30 PM |
| 275 | Luis trevino | 11/30/2015 10:49 PM |
| 276 | Christopher Gallagher | 11/30/2015 9:41 PM |
| 277 | Alessandra Vizzani | 11/30/2015 9:28 PM |
| 278 | Fred Berretz | 11/30/2015 9:21 PM |
| 279 | Monica Leon | 11/30/2015 9:01 PM |
| 280 | Rhonda Tucker | 11/30/2015 8:32 PM |
| 281 | Joel | 11/30/2015 8:22 PM |
| 282 | Julie Murphy | 11/30/2015 8:02 PM |
| 283 | Teresa Noland | 11/30/2015 7:04 PM |
| 284 | Mark Ingram | 11/30/2015 6:20 PM |
| 285 | Adam Wilson | 11/30/2015 6:16 PM |
| 286 | Nancy Decker Lent | 11/30/2015 6:13 PM |
| 287 | John Hefti | 11/30/2015 8:43 AM |
| 288 | Jan schmidt | 11/27/2015 8:36 AM |
| 289 | Mike kunzig | 11/25/2015 5:00 PM |
| 290 | Osmar Bastidas | 11/24/2015 9:25 PM |
| 291 | Daniel Elizondo | 11/24/2015 4:46 PM |
| 292 | Christine Maly | 11/24/2015 2:19 PM |
| 293 | Len Bordelon | 11/24/2015 2:00 PM |
| 294 | Ian de Leon | 11/24/2015 11:34 AM |
| 295 | John Murdock | 11/24/2015 9:41 AM |
| 296 | Jen Meklenburg | 11/24/2015 9:36 AM |
| 297 | Jason Wysong | 11/24/2015 9:35 AM |
| 298 | Samantha | 11/24/2015 9:01 AM |
| 299 | Bobby Baker | 11/24/2015 7:14 AM |
| 300 | Don Lehman | 11/24/2015 5:46 AM |
| 301 | Mike Tabbert | 11/23/2015 10:48 PM |
| 302 | wayne wagner | 11/23/2015 7:06 PM |
| 303 | Greg Minery | 11/23/2015 6:37 PM |
| 304 | Dan Conrad | 11/23/2015 5:42 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| 305 | Thomas Pinney | 11/23/2015 2:44 PM |
|-----|----------------------|---------------------|
| 306 | MollyAnne Davis | 11/23/2015 1:50 PM |
| 307 | Shelley Zaiser | 11/23/2015 1:24 PM |
| 308 | Ben East | 11/23/2015 9:13 AM |
| 309 | Randall Cade | 11/22/2015 8:27 AM |
| 310 | Michael W Pilkenton | 11/21/2015 7:29 PM |
| 311 | Kristy Gooding | 11/21/2015 2:44 PM |
| 312 | Charles Gooding | 11/21/2015 2:06 PM |
| 313 | Matt Duszynski | 11/21/2015 12:21 PM |
| 314 | Ashley Johnston | 11/21/2015 10:55 AM |
| 315 | Kathy Hudson | 11/21/2015 7:58 AM |
| 316 | Colby Brotherton | 11/20/2015 11:01 PM |
| 317 | Frank Blanchard | 11/20/2015 10:21 PM |
| 318 | Bryan Alsdorf | 11/20/2015 9:12 PM |
| 319 | Pam Barnes | 11/20/2015 8:01 PM |
| 320 | Jacqui Candy | 11/20/2015 7:34 PM |
| 321 | Kenton Erickson | 11/20/2015 6:52 PM |
| 322 | Jennifer Byers | 11/20/2015 6:42 PM |
| 323 | Marshall F. Walker | 11/20/2015 4:48 PM |
| 324 | David Ward | 11/20/2015 4:21 PM |
| 325 | Ramon Diaz | 11/20/2015 2:01 PM |
| 326 | Matthew Deasis | 11/20/2015 1:56 PM |
| 327 | Marcia Erickson | 11/20/2015 1:23 PM |
| 328 | David Hitchcock | 11/20/2015 1:12 PM |
| 329 | RS BULLARD | 11/20/2015 12:53 PM |
| 330 | Erin Alwon | 11/20/2015 12:49 PM |
| 331 | Stephen Ricks | 11/20/2015 12:41 PM |
| 332 | Eric C Braun | 11/20/2015 12:13 PM |
| 333 | Marianne Morgan | 11/20/2015 12:09 PM |
| 334 | Erika Espinosa | 11/20/2015 12:08 PM |
| 335 | Bob Blackerby | 11/20/2015 11:42 AM |
| 336 | Charlie Keene | 11/20/2015 11:40 AM |
| 337 | gary Jackson | 11/20/2015 11:33 AM |
| 338 | Chris Davis | 11/20/2015 11:28 AM |
| # | Company | Date |
| 1 | Retired - Chevron | 1/31/2016 1:23 PM |
| 2 | Nelson | 1/28/2016 5:10 PM |
| 3 | ExxonMobil | 1/25/2016 4:03 PM |
| 4 | Cypressbrook Company | 1/23/2016 12:16 PM |
| 5 | LJA Planning | 1/19/2016 5:16 PM |
| 6 | N/A | 1/19/2016 9:40 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| | | |
|----|--|---------------------|
| 7 | Repsol USA | 1/19/2016 8:25 AM |
| 8 | Kiewit | 1/16/2016 5:46 PM |
| 9 | Houston-Advanced Research Center | 1/15/2016 4:17 PM |
| 10 | Pittsburgh Corning | 1/14/2016 9:22 PM |
| 11 | Douglas Laboratories, Inc. & Klean Athlete | 1/14/2016 5:11 PM |
| 12 | Sherman | 1/13/2016 11:26 AM |
| 13 | Chic to Chic | 1/12/2016 9:35 PM |
| 14 | Anadarko | 1/8/2016 9:35 AM |
| 15 | Huntsman | 1/7/2016 9:57 AM |
| 16 | Natureland International, Inc | 1/5/2016 3:04 PM |
| 17 | ExxonMobil (Spring, TX) | 1/5/2016 8:34 AM |
| 18 | ExxonMobil | 1/5/2016 8:17 AM |
| 19 | Chevron | 1/4/2016 6:44 PM |
| 20 | PetroSantander | 1/3/2016 11:34 AM |
| 21 | ExxonMobil | 12/31/2015 11:27 AM |
| 22 | Anadarko | 12/30/2015 5:23 AM |
| 23 | Texas Images | 12/24/2015 1:06 PM |
| 24 | TheNewtonGroup, Corp. | 12/23/2015 3:23 PM |
| 25 | The Strong Firm P.C. | 12/23/2015 2:20 PM |
| 26 | Inclusive communications | 12/22/2015 9:38 PM |
| 27 | Liberty Pipeline | 12/22/2015 10:03 AM |
| 28 | Maurer | 12/20/2015 10:30 PM |
| 29 | Dr. | 12/20/2015 4:05 PM |
| 30 | cochrans crossing | 12/20/2015 2:09 PM |
| 31 | CISD | 12/15/2015 11:27 AM |
| 32 | PRAXAIR | 12/13/2015 7:24 PM |
| 33 | franzoni and nelson, PLLC | 12/7/2015 2:52 PM |
| 34 | SAP Labs | 12/6/2015 8:26 AM |
| 35 | Memorial Hermann | 12/5/2015 5:52 PM |
| 36 | KPMG | 12/5/2015 3:23 PM |
| 37 | CITGO Petroleum Corp | 12/5/2015 10:50 AM |
| 38 | Phillips 66 | 12/4/2015 4:55 PM |
| 39 | Woodlands Monocle | 12/4/2015 10:45 AM |
| 40 | Technip | 12/3/2015 4:13 PM |
| 41 | BrooksCardiel, PLLC | 12/3/2015 3:47 PM |
| 42 | Red Door Realty & Associates | 12/2/2015 7:44 PM |
| 43 | TWT | 12/1/2015 9:06 AM |
| 44 | RE/MAX | 12/1/2015 8:33 AM |
| 45 | ExxonMobil | 11/30/2015 8:22 PM |
| 46 | ExxonMobil | 11/30/2015 8:43 AM |
| 47 | Anadarko Petroleum | 11/27/2015 8:36 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| 48 | Vopak | 11/24/2015 4:46 PM |
|----|--------------------------------|---------------------|
| 49 | Baker Hughes | 11/23/2015 1:24 PM |
| 50 | Tejas Research and Engineering | 11/23/2015 9:13 AM |
| 51 | Venterra Realty | 11/21/2015 10:55 AM |
| 52 | Mrs. | 11/20/2015 1:23 PM |
| 53 | Inside Out Health | 11/20/2015 12:49 PM |
| # | Address | Date |
| 1 | 123 trillium ct | 1/30/2016 10:09 AM |
| 2 | 71 N Indigo Cir | 1/28/2016 5:10 PM |
| 3 | 7 Rose Petal Place | 1/26/2016 6:11 PM |
| 4 | 19 Player Oaks Place | 1/26/2016 6:04 PM |
| 5 | 250 Split Rock Rd | 1/26/2016 5:08 PM |
| 6 | 108 E Lakeridge Drive | 1/25/2016 4:03 PM |
| 7 | 119 S. Abram Circle | 1/25/2016 3:22 PM |
| 8 | 1 Waterway Avenue | 1/25/2016 3:02 PM |
| 9 | 19 S Tallowberry Dr | 1/25/2016 11:36 AM |
| 10 | 94 E Trace Creek | 1/25/2016 9:59 AM |
| 11 | 9 Diamond Oak Ct | 1/24/2016 10:26 AM |
| 12 | 62 W Tapestry Park Circle | 1/24/2016 9:12 AM |
| 13 | 42 Little Falls Place | 1/23/2016 1:04 PM |
| 14 | 42 Palmer Crest Court | 1/23/2016 12:16 PM |
| 15 | 31403 Imperial Bluff Court | 1/22/2016 2:10 PM |
| 16 | 23 Spiceberry | 1/22/2016 10:59 AM |
| 17 | 15 Diamond Oak Ct. | 1/22/2016 10:37 AM |
| 18 | 19 Willow Run Place | 1/21/2016 8:24 PM |
| 19 | 51 S. Castlegreen Circle | 1/21/2016 5:32 PM |
| 20 | 510Pleasure Cove Drive | 1/21/2016 11:21 AM |
| 21 | 30 Plum Blossom Pl | 1/21/2016 9:41 AM |
| 22 | 5 S Mossrock | 1/21/2016 8:13 AM |
| 23 | 8 Painted Cup Ct. | 1/21/2016 6:05 AM |
| 24 | 27 Pleasure Cove Dr. | 1/20/2016 9:26 PM |
| 25 | 94 East Trace Creek | 1/20/2016 1:44 PM |
| 26 | 62 marblewood pl | 1/19/2016 10:45 PM |
| 27 | 9 Nursery Rd | 1/19/2016 5:41 PM |
| 28 | 42 Lost Pond Circle | 1/19/2016 5:30 PM |
| 29 | 25231 Grogans Mill Rd Ste 330 | 1/19/2016 5:16 PM |
| 30 | 75 E Greywing Circle | 1/19/2016 12:03 PM |
| 31 | 135 Split Rock Road | 1/19/2016 12:01 PM |
| 32 | 74 South Trace Creek DR | 1/19/2016 11:45 AM |
| 33 | 62 E. Slatestone Circle | 1/19/2016 11:11 AM |
| 34 | 7 Laurelhurst Circle | 1/19/2016 10:22 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| | | |
|----|------------------------------|--------------------|
| 35 | 3 Sterling Pond Ct | 1/19/2016 9:40 AM |
| 36 | 11 Sunspree Pl | 1/19/2016 9:24 AM |
| 37 | 130 Towering Pines Dr | 1/19/2016 8:25 AM |
| 38 | 29 Tanager Trail | 1/18/2016 7:37 PM |
| 39 | 2207 Riva Row #3221 | 1/18/2016 7:37 PM |
| 40 | 38 S Frosted Pond Dr | 1/18/2016 11:10 AM |
| 41 | 19 Meadow Rose Pl | 1/18/2016 10:31 AM |
| 42 | 3 Guinevere pl | 1/18/2016 10:06 AM |
| 43 | 50 Tarrytown Way | 1/17/2016 1:54 PM |
| 44 | 3831 Technology forest blvd | 1/16/2016 5:46 PM |
| 45 | 1699 Pine Plains Dr | 1/16/2016 11:41 AM |
| 46 | 227 N. Tranquil Path | 1/16/2016 7:18 AM |
| 47 | 49 N. Turtle Rock Ct. | 1/15/2016 8:20 PM |
| 48 | 11 Birchbrook Ct | 1/15/2016 5:40 PM |
| 49 | 11 Thundercreek Place | 1/15/2016 5:11 PM |
| 50 | 54 N. Goldenvine Circle | 1/15/2016 4:17 PM |
| 51 | 59 N. York Gate Ct | 1/15/2016 2:30 PM |
| 52 | 51 Allen Glen Dr | 1/14/2016 10:25 PM |
| 53 | 130 E Widle Yaupon | 1/14/2016 9:22 PM |
| 54 | 42 Quiet Oak Circle | 1/14/2016 7:53 PM |
| 55 | 30 Doeskin Place | 1/14/2016 5:11 PM |
| 56 | 83 Dulcet Hollow Ct | 1/13/2016 2:46 PM |
| 57 | 3 Sunbird CT | 1/13/2016 12:48 PM |
| 58 | 31 N Warbler Bend Circle | 1/13/2016 11:26 AM |
| 59 | 122 W. Shadowpoint Cir | 1/13/2016 11:18 AM |
| 60 | 55 panterra way | 1/13/2016 8:09 AM |
| 61 | 207 Greylake Place | 1/12/2016 9:35 PM |
| 62 | 14 Skipwith Place | 1/12/2016 11:34 AM |
| 63 | 99 W. Hullwood Circle | 1/12/2016 9:54 AM |
| 64 | 10 Olde Rose act | 1/11/2016 8:57 PM |
| 65 | 43 Terravale Ct | 1/11/2016 3:59 PM |
| 66 | 2835 W Wlldwind Cir | 1/11/2016 8:31 AM |
| 67 | 103 Split Rock Rd | 1/11/2016 6:17 AM |
| 68 | PO Box 131507 | 1/10/2016 10:50 AM |
| 69 | 63 S Hawthorne Hollow Circle | 1/9/2016 9:02 PM |
| 70 | 40 Whisper Ln. | 1/9/2016 2:08 PM |
| 71 | 22 S Crescendo Path Pl | 1/9/2016 12:45 PM |
| 72 | 42 N Wyckham Cir | 1/8/2016 5:50 PM |
| 73 | 14 Summer Sprig Rd | 1/8/2016 9:35 AM |
| 74 | 1 green field place | 1/7/2016 7:20 PM |
| 75 | 67 Mystic Arbor Place | 1/7/2016 9:57 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| | | |
|-----|-----------------------------|---------------------|
| 76 | 6 Seneca Pl | 1/6/2016 5:13 PM |
| 77 | 127 W Trillium Ct. | 1/6/2016 4:46 PM |
| 78 | 6 Almond Branch Place | 1/6/2016 4:27 PM |
| 79 | 11024 Meadow Rue St | 1/6/2016 11:23 AM |
| 80 | 22 Glensheen Way | 1/6/2016 10:03 AM |
| 81 | 2913 East Wildwind Circle | 1/5/2016 7:43 PM |
| 82 | 51 Golden Sunset Cir | 1/5/2016 7:37 PM |
| 83 | 59 N. Frosted Pond Drive | 1/5/2016 5:47 PM |
| 84 | 1 Spicebush Ct. | 1/5/2016 5:33 PM |
| 85 | 10 Marquise Oaks Place | 1/5/2016 2:43 PM |
| 86 | 208 S DEERFOOT CIR | 1/5/2016 1:28 PM |
| 87 | 18 Larks Aire Place | 1/5/2016 12:36 PM |
| 88 | 14 Deer Lake Court | 1/5/2016 9:21 AM |
| 89 | 3434 Shadowcrest Ln | 1/5/2016 8:34 AM |
| 90 | 119 West Bristol Oak Cir. | 1/5/2016 8:18 AM |
| 91 | 23 Destiny Cove | 1/5/2016 8:17 AM |
| 92 | 7930 Wooded Way Drive | 1/5/2016 7:59 AM |
| 93 | 27 Kayak Ridge Drive | 1/4/2016 6:44 PM |
| 94 | 175 Oarwood Pl | 1/4/2016 2:46 PM |
| 95 | 2 Journeys End | 1/4/2016 1:13 PM |
| 96 | 98 Log Tram Ct | 1/4/2016 9:04 AM |
| 97 | 2 Quit Yearling Place | 1/3/2016 11:10 PM |
| 98 | 23 Breezy Point Pl | 1/3/2016 10:06 PM |
| 99 | 1475 Sawdust Road | 1/3/2016 12:53 PM |
| 100 | 142 West Coldbrook Circle | 1/3/2016 11:34 AM |
| 101 | 135 Rush Haven Drive | 1/3/2016 11:12 AM |
| 102 | 6 Loxanhachee Pl | 1/2/2016 8:55 PM |
| 103 | 46 N Linton Ridge Cr | 1/2/2016 7:31 PM |
| 104 | 50 E Heritage Mill Cir | 1/2/2016 6:44 PM |
| 105 | 74 Silver Crescent | 1/2/2016 5:54 PM |
| 106 | 63 N Floral Leaf Cir | 1/2/2016 2:26 PM |
| 107 | 10305 Camden Cir | 1/2/2016 1:49 PM |
| 108 | 24 Kearny Brook Place | 1/2/2016 10:30 AM |
| 109 | 43 Stone Creek Pl | 1/2/2016 10:03 AM |
| 110 | 6 SPOTTED DEER DR | 1/1/2016 3:12 PM |
| 111 | 14 East Knightsbridge Drive | 1/1/2016 1:13 PM |
| 112 | 46 N Wooded Brook Cir | 1/1/2016 12:29 PM |
| 113 | 86 Wisteria Walk Circle | 1/1/2016 9:23 AM |
| 114 | 19 Sylvan Forest Drive | 1/1/2016 8:35 AM |
| 115 | 14 Bark Bend Place | 12/31/2015 5:12 PM |
| 116 | 6000 W Rayford DR. | 12/31/2015 11:27 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| | | |
|-----|--------------------------------|---------------------|
| 117 | 10 Camborn Pl | 12/31/2015 9:18 AM |
| 118 | 82 s Hawthorne hollow circle | 12/30/2015 6:03 PM |
| 119 | 1201 Lake Robbins Dr | 12/30/2015 5:23 AM |
| 120 | 215 Sonoma Court | 12/29/2015 6:00 AM |
| 121 | 31 Pendleton Park Point | 12/28/2015 8:53 AM |
| 122 | 14 Winter Wheat Pl | 12/24/2015 1:06 PM |
| 123 | 6 Muskmallow Ct. | 12/24/2015 11:50 AM |
| 124 | 8 Twelve Pines Ct | 12/24/2015 11:45 AM |
| 125 | 11 Tidwillow Place | 12/24/2015 10:41 AM |
| 126 | 262 bristol bend circle | 12/24/2015 7:49 AM |
| 127 | 79 north bluff creek circle | 12/24/2015 7:35 AM |
| 128 | 30 Dovewing Place | 12/23/2015 7:38 PM |
| 129 | 82 S. Mews Wood Ct. | 12/23/2015 3:23 PM |
| 130 | 1790 Hughes Landing Blvd - #20 | 12/23/2015 2:20 PM |
| 131 | 2 Harvest Green Place | 12/23/2015 1:57 PM |
| 132 | 63 N Pinto Point Circle | 12/23/2015 8:15 AM |
| 133 | 15 Forest Steppes act | 12/22/2015 10:52 PM |
| 134 | 98 N Concord Forest Circle | 12/22/2015 10:45 PM |
| 135 | 47 e sunny slope circle | 12/22/2015 9:38 PM |
| 136 | 2495 sawdust | 12/22/2015 6:17 PM |
| 137 | 78 N Acacia Park Circle | 12/22/2015 10:58 AM |
| 138 | 28927 pine hill drive | 12/22/2015 10:03 AM |
| 139 | 15 S Belfair Pl | 12/22/2015 9:49 AM |
| 140 | 39 Drifting Shadows Circle | 12/22/2015 8:47 AM |
| 141 | 6 Still Glen CT | 12/21/2015 11:03 PM |
| 142 | 12o N. Deerfoot Cir. | 12/21/2015 11:49 AM |
| 143 | 1 Vinebrook Road | 12/21/2015 7:51 AM |
| 144 | 2 S Spring Brook Court | 12/21/2015 7:01 AM |
| 145 | 27707 Brayden Ct | 12/21/2015 5:56 AM |
| 146 | 2 Winter Wheat Pl | 12/20/2015 10:48 PM |
| 147 | 219 S. Crimson Clover Cir. | 12/20/2015 4:05 PM |
| 148 | 19 Gentlewind Place | 12/20/2015 2:09 PM |
| 149 | 58 W. Thymewood Pl. | 12/20/2015 11:38 AM |
| 150 | 31102 Fountainbrook Park Lane | 12/20/2015 5:57 AM |
| 151 | 6 Hickory Oak Dr | 12/19/2015 6:32 PM |
| 152 | 9926 Glen Jay Court | 12/19/2015 3:39 PM |
| 153 | 19 N Abram Cir | 12/19/2015 2:15 PM |
| 154 | 11 Mirror Ridge Ct | 12/18/2015 2:44 PM |
| 155 | 135 W Stockbridge Landing Cir | 12/18/2015 8:28 AM |
| 156 | 42 N Wyckham Circle | 12/17/2015 6:51 PM |
| 157 | 7 Crescent Falls Ct. | 12/16/2015 4:42 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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|-----|------------------------------|---------------------|
| 158 | 7 Crescent Falls | 12/16/2015 4:13 PM |
| 159 | 23 Genesee Ridge Dr | 12/16/2015 2:27 PM |
| 160 | 18 West Trace Creek Drive | 12/16/2015 2:06 PM |
| 161 | 46 New Dawn PL | 12/16/2015 1:30 PM |
| 162 | 11 mirror ridge ct | 12/16/2015 9:58 AM |
| 163 | 2 Eagle Rock Place | 12/15/2015 8:38 PM |
| 164 | 15 Camino Ct. | 12/15/2015 2:40 PM |
| 165 | 6 twin springs | 12/15/2015 1:57 PM |
| 166 | 58 North Country Gate Circle | 12/15/2015 11:27 AM |
| 167 | 7 Renoir Trail Pl | 12/14/2015 10:34 AM |
| 168 | 79 S Copper Sage Cir | 12/12/2015 4:29 PM |
| 169 | 271 Sandpebble Dr. | 12/11/2015 5:16 PM |
| 170 | 27822 buena way | 12/11/2015 11:10 AM |
| 171 | 79 N Frontera Cir | 12/9/2015 9:04 AM |
| 172 | 25329 Budde Rd | 12/7/2015 2:52 PM |
| 173 | 3 e sunlit forest dr | 12/7/2015 2:18 PM |
| 174 | 7 Purpletop Ct. | 12/7/2015 11:04 AM |
| 175 | 103 N Victoriana Cir | 12/6/2015 10:35 AM |
| 176 | 11 Beauty Bower Place | 12/6/2015 9:27 AM |
| 177 | 23 S Pinto Point Cir | 12/6/2015 8:26 AM |
| 178 | 58 Deerfern Place | 12/5/2015 5:52 PM |
| 179 | 2710 Timberloch Pl | 12/5/2015 3:23 PM |
| 180 | 79 S. Spincaster Court | 12/5/2015 1:13 PM |
| 181 | 161 Linton Downs PL | 12/5/2015 10:50 AM |
| 182 | 11435 Slash Pine Place | 12/5/2015 10:20 AM |
| 183 | 7 Purpletop Ct. | 12/5/2015 8:59 AM |
| 184 | 111 S Veranda Ridge Dr. | 12/5/2015 6:40 AM |
| 185 | 11 Scenic Mill Place | 12/4/2015 5:42 PM |
| 186 | 54 Paloma Bend Pl | 12/4/2015 4:55 PM |
| 187 | 50 Wintress Drive | 12/4/2015 4:47 PM |
| 188 | 22 Classic Oaks Place | 12/4/2015 4:38 PM |
| 189 | 10510 Six Pines Drive | 12/3/2015 7:50 PM |
| 190 | 26 Ashworth Ct | 12/3/2015 4:13 PM |
| 191 | 18 CASCADE SPRINGS PL | 12/3/2015 3:47 PM |
| 192 | 971 N Red Cedar Cir | 12/3/2015 1:05 PM |
| 193 | 34 W Placid Hill Circle | 12/3/2015 10:45 AM |
| 194 | 8 Kino Court | 12/3/2015 10:36 AM |
| 195 | 15 Caprice Bend Pl | 12/3/2015 9:25 AM |
| 196 | 27 Canoe Bend Dr | 12/3/2015 6:39 AM |
| 197 | 10 E. Knightsbridge Dr. | 12/2/2015 9:04 PM |
| 198 | 27 W Canyon Wren Cior | 12/2/2015 7:54 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| | | |
|-----|------------------------------|---------------------|
| 199 | 27 Chase Mills Place | 12/2/2015 7:44 PM |
| 200 | 30 Jadewing Ct | 12/2/2015 3:53 PM |
| 201 | 35 E. SIENNA PL. | 12/2/2015 3:07 PM |
| 202 | 38 Hearthwick Rd | 12/2/2015 8:45 AM |
| 203 | 11 Quince Tree Pl | 12/2/2015 7:54 AM |
| 204 | 6 Mountain Bluebird Place | 12/1/2015 9:48 PM |
| 205 | 43 Whispering Thicket PL | 12/1/2015 12:48 PM |
| 206 | 12 Frontier Path Ct. | 12/1/2015 12:05 PM |
| 207 | 27 Witherbee Place | 12/1/2015 10:07 AM |
| 208 | 3 Picture Rock Pl | 12/1/2015 9:15 AM |
| 209 | 34 Wenoah Loop | 12/1/2015 9:12 AM |
| 210 | 3 S Swanwick Pl | 12/1/2015 9:09 AM |
| 211 | 7 Tangle Brush Dr | 12/1/2015 9:06 AM |
| 212 | 97 Speckled Egg Place | 12/1/2015 8:33 AM |
| 213 | 23 shaded arbor dr | 11/30/2015 11:45 PM |
| 214 | 70 S. Shimmering Aspen Cir. | 11/30/2015 9:41 PM |
| 215 | 35 Freestone Stream Place | 11/30/2015 8:32 PM |
| 216 | 94 Kendrick pines blvd | 11/30/2015 8:22 PM |
| 217 | 38 Hearthwick Rd | 11/30/2015 8:02 PM |
| 218 | 14 Canterborough Place | 11/30/2015 7:04 PM |
| 219 | 6 Wenoah Place | 11/30/2015 6:13 PM |
| 220 | 66 East Greywing Circle | 11/30/2015 8:43 AM |
| 221 | 10 Craggy rock street | 11/27/2015 8:36 AM |
| 222 | 130 Towering Pines Dr | 11/24/2015 9:25 PM |
| 223 | 23830 Wellington Court Blvd. | 11/24/2015 4:46 PM |
| 224 | 19 Corbel Point way | 11/24/2015 2:00 PM |
| 225 | 2301 S Millbend Dr Apt 2402 | 11/24/2015 11:34 AM |
| 226 | 15 Picture Rock Place | 11/24/2015 9:41 AM |
| 227 | 49 Crystal Lake Ln | 11/24/2015 9:36 AM |
| 228 | 2109 sawdust rd #20204 | 11/24/2015 9:35 AM |
| 229 | 30000 FM 2978 #945 | 11/24/2015 9:01 AM |
| 230 | 83 Dulcet Hollow Ct | 11/24/2015 7:14 AM |
| 231 | 2 Black Cormorant Place | 11/24/2015 5:46 AM |
| 232 | 2016 N Red Cedar Cir | 11/23/2015 10:48 PM |
| 233 | 14 bridle oak | 11/23/2015 7:06 PM |
| 234 | 34 Orchard Pines Pl | 11/23/2015 6:37 PM |
| 235 | 15 CRAGGY ROCK ST | 11/23/2015 5:42 PM |
| 236 | 18 Starviolet | 11/23/2015 2:44 PM |
| 237 | 44 Green Bough Ct | 11/23/2015 1:50 PM |
| 238 | 32 E. Bigelow Oak Ct | 11/23/2015 1:24 PM |
| 239 | 91 s greenprint circle | 11/23/2015 9:13 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| 240 | 128 Maplebranch St | 11/21/2015 7:29 PM |
|-----|---------------------------------------|---------------------|
| 241 | 10 Paintedcup Court | 11/21/2015 2:44 PM |
| 242 | 10 Paintedcup Ct | 11/21/2015 2:06 PM |
| 243 | 45 Country Forest Court | 11/21/2015 12:21 PM |
| 244 | 4545 S Panther Creek Dr #226 | 11/21/2015 10:55 AM |
| 245 | 38 Leeward Cove Drive | 11/21/2015 7:58 AM |
| 246 | 6 wrens song place | 11/20/2015 10:21 PM |
| 247 | 170 E. Pathfinders Circle | 11/20/2015 9:12 PM |
| 248 | 2103 Level Oak Place | 11/20/2015 8:01 PM |
| 249 | 142 E Mirror Ridge Circle | 11/20/2015 7:34 PM |
| 250 | 54 Mystic Lake Cir | 11/20/2015 6:52 PM |
| 251 | 2500 S. Millbend Drive | 11/20/2015 6:42 PM |
| 252 | 6 Warbler Pl | 11/20/2015 4:48 PM |
| 253 | 63 N Dragonwood Pl | 11/20/2015 4:21 PM |
| 254 | 95 N. Crisp Morning Circle | 11/20/2015 1:56 PM |
| 255 | 54 Mystic Lake Cir | 11/20/2015 1:23 PM |
| 256 | 27 Edgewood Forest Ct | 11/20/2015 1:12 PM |
| 257 | 27 GAMBREL OAK PL | 11/20/2015 12:53 PM |
| 258 | 7 Cider Mill Court | 11/20/2015 12:41 PM |
| 259 | 130 W Elm Crescent | 11/20/2015 12:13 PM |
| 260 | 67 Cobble Gate Pl | 11/20/2015 12:08 PM |
| 261 | 3 Viola Bloom Ct | 11/20/2015 11:42 AM |
| 262 | 6 Heathstone Pl | 11/20/2015 11:40 AM |
| 263 | 10600 Six Pines #213 | 11/20/2015 11:33 AM |
| 264 | 6 PEACEFUL CANYON COURT | 11/20/2015 11:28 AM |
| # | Address 2 | Date |
| 1 | 2 East Thymewood Place | 1/31/2016 1:23 PM |
| 2 | Apt 2231 | 1/25/2016 3:02 PM |
| 3 | Apt. 4101 | 1/3/2016 12:53 PM |
| 4 | apt 2322 | 12/22/2015 6:17 PM |
| 5 | 15 | 12/15/2015 2:40 PM |
| 6 | Ste 704 | 12/7/2015 2:52 PM |
| 7 | Apt. # 5302 | 12/3/2015 7:50 PM |
| 8 | Harper's Landing-College Park Village | 12/1/2015 12:05 PM |
| 9 | Apartment#: 7108 | 11/20/2015 6:42 PM |
| # | City/Town | Date |
| 1 | The Woodlands | 1/31/2016 1:23 PM |
| 2 | the woodlands | 1/30/2016 10:09 AM |
| 3 | Spring | 1/28/2016 5:10 PM |
| 4 | The Woodlands | 1/26/2016 6:11 PM |
| 5 | The Woodlands | 1/26/2016 6:04 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| | | |
|----|---------------|--------------------|
| 6 | The Woodlands | 1/26/2016 5:08 PM |
| 7 | The Woodlands | 1/25/2016 4:03 PM |
| 8 | The Woodlands | 1/25/2016 3:22 PM |
| 9 | The Woodlands | 1/25/2016 3:02 PM |
| 10 | The Woodlands | 1/25/2016 11:36 AM |
| 11 | The Woodlands | 1/25/2016 9:59 AM |
| 12 | The Woodlands | 1/24/2016 10:26 AM |
| 13 | The Woodlands | 1/24/2016 9:12 AM |
| 14 | The Woodlands | 1/23/2016 1:04 PM |
| 15 | The Woodlands | 1/23/2016 12:16 PM |
| 16 | Spring | 1/22/2016 2:10 PM |
| 17 | The Woodlands | 1/22/2016 10:59 AM |
| 18 | The Woodlands | 1/22/2016 10:37 AM |
| 19 | The Woodlands | 1/21/2016 8:24 PM |
| 20 | The Woodlands | 1/21/2016 5:32 PM |
| 21 | The Woodlands | 1/21/2016 11:21 AM |
| 22 | The Woodlands | 1/21/2016 9:41 AM |
| 23 | Wdlds | 1/21/2016 8:13 AM |
| 24 | The Woodlands | 1/21/2016 6:05 AM |
| 25 | The Woodlands | 1/20/2016 9:26 PM |
| 26 | The Woodlands | 1/20/2016 1:44 PM |
| 27 | the woodlands | 1/19/2016 10:45 PM |
| 28 | The Woodlands | 1/19/2016 5:41 PM |
| 29 | The Woodlands | 1/19/2016 5:30 PM |
| 30 | Spring | 1/19/2016 5:16 PM |
| 31 | The Woodlands | 1/19/2016 12:03 PM |
| 32 | The Woodlands | 1/19/2016 12:01 PM |
| 33 | The Woodlands | 1/19/2016 11:45 AM |
| 34 | The Woodlands | 1/19/2016 11:11 AM |
| 35 | The Woodlands | 1/19/2016 10:22 AM |
| 36 | The Woodlands | 1/19/2016 9:40 AM |
| 37 | The Woodlands | 1/19/2016 9:24 AM |
| 38 | Spring | 1/19/2016 8:25 AM |
| 39 | The Woodlands | 1/18/2016 7:37 PM |
| 40 | The Woodlands | 1/18/2016 7:37 PM |
| 41 | The Woodlands | 1/18/2016 11:10 AM |
| 42 | SPRING | 1/18/2016 10:31 AM |
| 43 | The Woodlands | 1/18/2016 10:06 AM |
| 44 | Conroe | 1/17/2016 1:54 PM |
| 45 | The woodlands | 1/16/2016 5:46 PM |
| 46 | The WOODLANDS | 1/16/2016 11:41 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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| 47 | The Woodlands | 1/16/2016 7:18 AM |
| 48 | THE WOODLANDS | 1/15/2016 8:20 PM |
| 49 | The Woodlands | 1/15/2016 5:40 PM |
| 50 | The Woodlands | 1/15/2016 5:11 PM |
| 51 | The Woodlands | 1/15/2016 4:17 PM |
| 52 | The Woodlands | 1/15/2016 2:30 PM |
| 53 | The Woodlands | 1/14/2016 10:25 PM |
| 54 | The Woodlands | 1/14/2016 9:22 PM |
| 55 | The Woodlands | 1/14/2016 7:53 PM |
| 56 | The Woodlands | 1/14/2016 5:11 PM |
| 57 | Spring | 1/13/2016 2:46 PM |
| 58 | The Woodlands | 1/13/2016 12:48 PM |
| 59 | The Woodlands | 1/13/2016 11:26 AM |
| 60 | The Woodlands | 1/13/2016 11:18 AM |
| 61 | the woodlands | 1/13/2016 8:09 AM |
| 62 | Magnolia | 1/12/2016 9:35 PM |
| 63 | The Woodlands | 1/12/2016 11:34 AM |
| 64 | Spring | 1/12/2016 9:54 AM |
| 65 | The Woodlands | 1/11/2016 8:57 PM |
| 66 | Spring | 1/11/2016 3:59 PM |
| 67 | The Woodlands | 1/11/2016 8:31 AM |
| 68 | The Woodlands | 1/11/2016 6:17 AM |
| 69 | The Woodlands | 1/10/2016 10:50 AM |
| 70 | The Woodlands | 1/9/2016 9:02 PM |
| 71 | The Woodlands | 1/9/2016 2:08 PM |
| 72 | Shenandoah | 1/9/2016 12:45 PM |
| 73 | The Woodlands | 1/8/2016 5:50 PM |
| 74 | The Woodlands | 1/8/2016 9:35 AM |
| 75 | The woodlands | 1/7/2016 7:20 PM |
| 76 | The Woodlands | 1/7/2016 9:57 AM |
| 77 | The Woodlands | 1/6/2016 5:13 PM |
| 78 | Spring | 1/6/2016 4:46 PM |
| 79 | The Woodlands | 1/6/2016 4:27 PM |
| 80 | The Woodlands Texas | 1/6/2016 11:23 AM |
| 81 | The Woodlands | 1/6/2016 10:03 AM |
| 82 | The Woodlands | 1/5/2016 7:43 PM |
| 83 | The Woodlands | 1/5/2016 7:37 PM |
| 84 | The Woodlands | 1/5/2016 5:47 PM |
| 85 | The Woodlands | 1/5/2016 5:33 PM |
| 86 | The Woodlands | 1/5/2016 2:43 PM |
| 87 | the woodlands | 1/5/2016 1:28 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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| 88 | The Woodlands | 1/5/2016 12:36 PM |
| 89 | The Woodlands | 1/5/2016 9:21 AM |
| 90 | Spring | 1/5/2016 8:34 AM |
| 91 | The Woodlands | 1/5/2016 8:18 AM |
| 92 | The Woodlands | 1/5/2016 8:17 AM |
| 93 | Spring | 1/5/2016 7:59 AM |
| 94 | The Woodlands | 1/4/2016 6:44 PM |
| 95 | Spring | 1/4/2016 2:46 PM |
| 96 | The Woodlands | 1/4/2016 1:13 PM |
| 97 | The Woodlands | 1/4/2016 9:04 AM |
| 98 | The Woodlands | 1/3/2016 11:10 PM |
| 99 | The Woodlands | 1/3/2016 10:06 PM |
| 100 | The Woodlands | 1/3/2016 12:53 PM |
| 101 | The Woodlands | 1/3/2016 11:34 AM |
| 102 | Spring | 1/3/2016 11:12 AM |
| 103 | The woodlands | 1/2/2016 8:55 PM |
| 104 | The woodlands | 1/2/2016 7:31 PM |
| 105 | The Woodlands | 1/2/2016 6:44 PM |
| 106 | The Woodlands | 1/2/2016 5:54 PM |
| 107 | The Woodlands | 1/2/2016 2:26 PM |
| 108 | Magnolia | 1/2/2016 1:49 PM |
| 109 | The Woodlands | 1/2/2016 10:30 AM |
| 110 | The Woodlands | 1/2/2016 10:03 AM |
| 111 | The woodlands | 1/1/2016 4:52 PM |
| 112 | THE WOODLANDS | 1/1/2016 3:12 PM |
| 113 | Conroe | 1/1/2016 1:13 PM |
| 114 | The Woodlands | 1/1/2016 12:29 PM |
| 115 | The Woodlands | 1/1/2016 9:23 AM |
| 116 | The Woodlands | 1/1/2016 8:35 AM |
| 117 | The Woodlands | 12/31/2015 5:12 PM |
| 118 | Spring | 12/31/2015 11:27 AM |
| 119 | The Woodlands | 12/31/2015 9:18 AM |
| 120 | The woodlands | 12/30/2015 6:03 PM |
| 121 | The Woodlands | 12/30/2015 5:23 AM |
| 122 | Shenandoah | 12/29/2015 6:00 AM |
| 123 | Spring | 12/28/2015 8:53 AM |
| 124 | The Woodlands | 12/24/2015 1:06 PM |
| 125 | The Woodlands | 12/24/2015 11:50 AM |
| 126 | The Woodlands | 12/24/2015 11:45 AM |
| 127 | Tomball | 12/24/2015 10:41 AM |
| 128 | The woodlands | 12/24/2015 7:49 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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| 129 | the woodlands | 12/24/2015 7:35 AM |
| 130 | The Woodlands | 12/23/2015 7:38 PM |
| 131 | The Woodlands | 12/23/2015 3:23 PM |
| 132 | The Woodlands | 12/23/2015 2:20 PM |
| 133 | The Woodlands | 12/23/2015 1:57 PM |
| 134 | The Woodlands | 12/23/2015 8:15 AM |
| 135 | The Woodlanda | 12/22/2015 10:52 PM |
| 136 | The Woodlands | 12/22/2015 10:45 PM |
| 137 | The woodlands | 12/22/2015 9:38 PM |
| 138 | spring | 12/22/2015 6:17 PM |
| 139 | The Woodlands | 12/22/2015 10:58 AM |
| 140 | Shenandoah | 12/22/2015 10:03 AM |
| 141 | The Woodlands | 12/22/2015 9:49 AM |
| 142 | The Woodlands | 12/22/2015 8:47 AM |
| 143 | The Woodlands | 12/21/2015 11:03 PM |
| 144 | Spring | 12/21/2015 11:49 AM |
| 145 | The Woodlands | 12/21/2015 7:51 AM |
| 146 | The Woodlands | 12/21/2015 7:01 AM |
| 147 | Spring | 12/21/2015 5:56 AM |
| 148 | spring | 12/20/2015 10:48 PM |
| 149 | Spring | 12/20/2015 4:05 PM |
| 150 | The Woodlands | 12/20/2015 2:09 PM |
| 151 | The Woodlands | 12/20/2015 11:38 AM |
| 152 | Spring | 12/20/2015 5:57 AM |
| 153 | Woodlands | 12/19/2015 6:32 PM |
| 154 | Conroe | 12/19/2015 3:39 PM |
| 155 | The Woodlands | 12/19/2015 2:15 PM |
| 156 | The Woodlands | 12/18/2015 4:55 PM |
| 157 | The woodlands | 12/18/2015 2:44 PM |
| 158 | The Woodlands | 12/18/2015 8:28 AM |
| 159 | The Woodlands | 12/17/2015 6:51 PM |
| 160 | The Woodlands | 12/16/2015 4:42 PM |
| 161 | The Woodlands | 12/16/2015 4:13 PM |
| 162 | The Woodlkands | 12/16/2015 2:27 PM |
| 163 | The Woodlands | 12/16/2015 2:06 PM |
| 164 | The Woodlands | 12/16/2015 1:30 PM |
| 165 | the woodlands | 12/16/2015 9:58 AM |
| 166 | The Woodlands | 12/15/2015 8:38 PM |
| 167 | The Woodlands | 12/15/2015 2:40 PM |
| 168 | Tw | 12/15/2015 1:57 PM |
| 169 | The Woodlands | 12/15/2015 11:27 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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| 170 | THE WOODLANDS | 12/13/2015 7:24 PM |
| 171 | The Woodlands | 12/12/2015 4:29 PM |
| 172 | The Woodlands | 12/11/2015 5:16 PM |
| 173 | spring | 12/11/2015 11:10 AM |
| 174 | The Woodlands | 12/9/2015 9:04 AM |
| 175 | Spring | 12/7/2015 2:52 PM |
| 176 | The woodlands | 12/7/2015 2:18 PM |
| 177 | The Woodlands | 12/7/2015 11:04 AM |
| 178 | Spring | 12/6/2015 10:35 AM |
| 179 | The Woodlands | 12/6/2015 9:27 AM |
| 180 | The Woodlands | 12/6/2015 8:26 AM |
| 181 | The Woodlands | 12/5/2015 5:52 PM |
| 182 | The Woodlands | 12/5/2015 3:23 PM |
| 183 | The Woodlands | 12/5/2015 1:13 PM |
| 184 | The Woodlands | 12/5/2015 10:50 AM |
| 185 | The Woodlands | 12/5/2015 10:20 AM |
| 186 | Sprigg | 12/5/2015 8:59 AM |
| 187 | Spring | 12/5/2015 6:40 AM |
| 188 | The Woodlands | 12/4/2015 5:42 PM |
| 189 | The Woodlands | 12/4/2015 4:55 PM |
| 190 | The Woodlands | 12/4/2015 4:47 PM |
| 191 | The Woodlands | 12/4/2015 4:38 PM |
| 192 | The Woodlands | 12/3/2015 7:50 PM |
| 193 | The Woodlands | 12/3/2015 4:13 PM |
| 194 | THE WOODLANDS | 12/3/2015 3:47 PM |
| 195 | The Woodlands | 12/3/2015 1:05 PM |
| 196 | The Woodlands | 12/3/2015 10:45 AM |
| 197 | The Woodlands | 12/3/2015 10:36 AM |
| 198 | The Woodlands | 12/3/2015 9:25 AM |
| 199 | The Woodlands | 12/3/2015 6:39 AM |
| 200 | The Woodlands | 12/2/2015 9:04 PM |
| 201 | The Woodlands | 12/2/2015 7:54 PM |
| 202 | The Woodlands | 12/2/2015 7:44 PM |
| 203 | The Woodlands | 12/2/2015 3:53 PM |
| 204 | THE WOODLANDS | 12/2/2015 3:07 PM |
| 205 | The Woodlands | 12/2/2015 8:45 AM |
| 206 | The Woodlands | 12/2/2015 7:54 AM |
| 207 | The Woodlands | 12/1/2015 9:48 PM |
| 208 | The Woodlands | 12/1/2015 12:48 PM |
| 209 | The Woodlands | 12/1/2015 12:05 PM |
| 210 | The Woodlands | 12/1/2015 10:07 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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| 211 | The Woodlands | 12/1/2015 9:15 AM |
| 212 | The Woodlands | 12/1/2015 9:12 AM |
| 213 | The Woodlands | 12/1/2015 9:09 AM |
| 214 | The Woodland | 12/1/2015 9:06 AM |
| 215 | The Woodlands | 12/1/2015 8:33 AM |
| 216 | The Woodlands | 12/1/2015 8:18 AM |
| 217 | the woodlands | 11/30/2015 11:45 PM |
| 218 | The Woodlands | 11/30/2015 9:41 PM |
| 219 | The Woodlands | 11/30/2015 8:32 PM |
| 220 | Spring | 11/30/2015 8:22 PM |
| 221 | The Woodlands | 11/30/2015 8:02 PM |
| 222 | Spring | 11/30/2015 7:17 PM |
| 223 | Tomball | 11/30/2015 7:04 PM |
| 224 | The Woodlands | 11/30/2015 6:13 PM |
| 225 | The Woodlands | 11/30/2015 8:43 AM |
| 226 | The Woodland | 11/27/2015 8:36 AM |
| 227 | spring | 11/24/2015 9:25 PM |
| 228 | Spring | 11/24/2015 4:46 PM |
| 229 | The Woodlands | 11/24/2015 2:00 PM |
| 230 | The Woodlands | 11/24/2015 11:34 AM |
| 231 | The Woodlands | 11/24/2015 9:41 AM |
| 232 | The Woodlands | 11/24/2015 9:36 AM |
| 233 | Spring | 11/24/2015 9:35 AM |
| 234 | Magnolia | 11/24/2015 9:01 AM |
| 235 | The Woodlands | 11/24/2015 7:14 AM |
| 236 | The Woodlands | 11/24/2015 5:46 AM |
| 237 | The Woodlands | 11/23/2015 10:48 PM |
| 238 | the woodlands | 11/23/2015 7:06 PM |
| 239 | The Woodlands | 11/23/2015 6:37 PM |
| 240 | THE WOODLANDS | 11/23/2015 5:42 PM |
| 241 | The Woodlands | 11/23/2015 2:44 PM |
| 242 | The Woodlands | 11/23/2015 1:50 PM |
| 243 | The Woodlands | 11/23/2015 1:24 PM |
| 244 | the woodlands | 11/23/2015 9:13 AM |
| 245 | The Woodlands | 11/22/2015 8:27 AM |
| 246 | The Woodlands | 11/21/2015 7:29 PM |
| 247 | Spring | 11/21/2015 2:44 PM |
| 248 | Spring | 11/21/2015 2:06 PM |
| 249 | The Woodlands | 11/21/2015 12:21 PM |
| 250 | The Woodlands | 11/21/2015 10:55 AM |
| 251 | The Woodlands | 11/21/2015 7:58 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| 252 | The woodlands | 11/20/2015 10:21 PM |
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| 253 | The Woodlands | 11/20/2015 9:12 PM |
| 254 | The Woodlands | 11/20/2015 8:01 PM |
| 255 | Spring | 11/20/2015 7:34 PM |
| 256 | The Woodlands | 11/20/2015 6:52 PM |
| 257 | The Woodlands, | 11/20/2015 6:42 PM |
| 258 | The Woodlands | 11/20/2015 4:48 PM |
| 259 | Spring | 11/20/2015 4:21 PM |
| 260 | Spring | 11/20/2015 2:01 PM |
| 261 | The Woodlands | 11/20/2015 1:56 PM |
| 262 | The Woodlands | 11/20/2015 1:23 PM |
| 263 | The Woodlands | 11/20/2015 1:12 PM |
| 264 | THE WOODLANDS | 11/20/2015 12:53 PM |
| 265 | The Woodlands | 11/20/2015 12:41 PM |
| 266 | The Woodlands | 11/20/2015 12:13 PM |
| 267 | The Woodlands | 11/20/2015 12:09 PM |
| 268 | The Woodlands | 11/20/2015 12:08 PM |
| 269 | Spring | 11/20/2015 11:42 AM |
| 270 | The Woodlands | 11/20/2015 11:40 AM |
| 271 | the Woodlands | 11/20/2015 11:33 AM |
| 272 | THE WOODLANDS | 11/20/2015 11:28 AM |
| # | State/Province | Date |
| 1 | TX | 1/31/2016 1:23 PM |
| 2 | TX | 1/31/2016 1:11 PM |
| 3 | TX | 1/30/2016 10:09 AM |
| 4 | TX | 1/28/2016 5:10 PM |
| 5 | TX | 1/26/2016 6:11 PM |
| 6 | TX | 1/26/2016 6:04 PM |
| 7 | TX | 1/26/2016 5:08 PM |
| 8 | TX | 1/25/2016 4:03 PM |
| 9 | TX | 1/25/2016 3:22 PM |
| 10 | TX | 1/25/2016 3:02 PM |
| 11 | TX | 1/25/2016 11:36 AM |
| 12 | TX | 1/25/2016 9:59 AM |
| 13 | TX | 1/24/2016 10:26 AM |
| 14 | TX | 1/24/2016 9:12 AM |
| 15 | TX | 1/23/2016 1:04 PM |
| 16 | TX | 1/23/2016 12:16 PM |
| 17 | TX | 1/22/2016 2:10 PM |
| 18 | TX | 1/22/2016 10:59 AM |
| 19 | TX | 1/22/2016 10:37 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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| 20 | TX | 1/21/2016 8:24 PM |
| 21 | TX | 1/21/2016 5:32 PM |
| 22 | TX | 1/21/2016 11:21 AM |
| 23 | TX | 1/21/2016 9:41 AM |
| 24 | TX | 1/21/2016 8:13 AM |
| 25 | TX | 1/21/2016 6:05 AM |
| 26 | TX | 1/20/2016 9:26 PM |
| 27 | TX | 1/20/2016 1:44 PM |
| 28 | TX | 1/19/2016 10:45 PM |
| 29 | TX | 1/19/2016 5:41 PM |
| 30 | TX | 1/19/2016 5:30 PM |
| 31 | TX | 1/19/2016 5:16 PM |
| 32 | TX | 1/19/2016 12:03 PM |
| 33 | TX | 1/19/2016 12:01 PM |
| 34 | TX | 1/19/2016 11:45 AM |
| 35 | TX | 1/19/2016 11:11 AM |
| 36 | TX | 1/19/2016 10:22 AM |
| 37 | TX | 1/19/2016 9:40 AM |
| 38 | TX | 1/19/2016 9:24 AM |
| 39 | TX | 1/19/2016 8:53 AM |
| 40 | TX | 1/19/2016 8:25 AM |
| 41 | TX | 1/18/2016 7:37 PM |
| 42 | TX | 1/18/2016 7:37 PM |
| 43 | TX | 1/18/2016 11:10 AM |
| 44 | TX | 1/18/2016 10:31 AM |
| 45 | TX | 1/18/2016 10:06 AM |
| 46 | TX | 1/17/2016 1:54 PM |
| 47 | TX | 1/16/2016 5:46 PM |
| 48 | TX | 1/16/2016 11:41 AM |
| 49 | TX | 1/16/2016 7:18 AM |
| 50 | TX | 1/15/2016 8:20 PM |
| 51 | TX | 1/15/2016 5:40 PM |
| 52 | TX | 1/15/2016 5:11 PM |
| 53 | TX | 1/15/2016 4:17 PM |
| 54 | TX | 1/15/2016 2:30 PM |
| 55 | TX | 1/14/2016 10:25 PM |
| 56 | TX | 1/14/2016 9:22 PM |
| 57 | TX | 1/14/2016 7:53 PM |
| 58 | TX | 1/14/2016 5:11 PM |
| 59 | TX | 1/13/2016 2:46 PM |
| 60 | TX | 1/13/2016 12:48 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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| 61 | TX | 1/13/2016 11:26 AM |
| 62 | TX | 1/13/2016 11:18 AM |
| 63 | TX | 1/13/2016 8:09 AM |
| 64 | TX | 1/12/2016 9:35 PM |
| 65 | TX | 1/12/2016 11:34 AM |
| 66 | TX | 1/12/2016 9:54 AM |
| 67 | TX | 1/12/2016 9:36 AM |
| 68 | TX | 1/11/2016 8:57 PM |
| 69 | TX | 1/11/2016 8:31 AM |
| 70 | TX | 1/11/2016 6:17 AM |
| 71 | TX | 1/10/2016 10:50 AM |
| 72 | TX | 1/9/2016 9:02 PM |
| 73 | TX | 1/9/2016 2:08 PM |
| 74 | TX | 1/9/2016 12:45 PM |
| 75 | TX | 1/8/2016 5:50 PM |
| 76 | TX | 1/8/2016 9:35 AM |
| 77 | TX | 1/7/2016 7:20 PM |
| 78 | TX | 1/7/2016 9:57 AM |
| 79 | TX | 1/6/2016 5:13 PM |
| 80 | TX | 1/6/2016 4:46 PM |
| 81 | TX | 1/6/2016 4:27 PM |
| 82 | TX | 1/6/2016 11:23 AM |
| 83 | TX | 1/6/2016 10:03 AM |
| 84 | TX | 1/5/2016 7:43 PM |
| 85 | TX | 1/5/2016 7:37 PM |
| 86 | TX | 1/5/2016 5:47 PM |
| 87 | TX | 1/5/2016 5:33 PM |
| 88 | TX | 1/5/2016 2:43 PM |
| 89 | TX | 1/5/2016 1:28 PM |
| 90 | TX | 1/5/2016 12:36 PM |
| 91 | TX | 1/5/2016 9:21 AM |
| 92 | TX | 1/5/2016 8:34 AM |
| 93 | TX | 1/5/2016 8:18 AM |
| 94 | TX | 1/5/2016 8:17 AM |
| 95 | TX | 1/5/2016 7:59 AM |
| 96 | TX | 1/4/2016 6:44 PM |
| 97 | TX | 1/4/2016 2:46 PM |
| 98 | TX | 1/4/2016 1:13 PM |
| 99 | TX | 1/4/2016 11:41 AM |
| 100 | TX | 1/4/2016 9:04 AM |
| 101 | TX | 1/3/2016 11:10 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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| 102 | TX | 1/3/2016 10:06 PM |
| 103 | TX | 1/3/2016 12:53 PM |
| 104 | TX | 1/3/2016 11:34 AM |
| 105 | TX | 1/3/2016 11:12 AM |
| 106 | TX | 1/2/2016 10:56 PM |
| 107 | TX | 1/2/2016 8:55 PM |
| 108 | TX | 1/2/2016 7:31 PM |
| 109 | TX | 1/2/2016 6:44 PM |
| 110 | TX | 1/2/2016 5:54 PM |
| 111 | TX | 1/2/2016 2:26 PM |
| 112 | TX | 1/2/2016 1:49 PM |
| 113 | TX | 1/2/2016 10:30 AM |
| 114 | TX | 1/2/2016 10:03 AM |
| 115 | TX | 1/1/2016 4:52 PM |
| 116 | TX | 1/1/2016 3:12 PM |
| 117 | TX | 1/1/2016 1:13 PM |
| 118 | TX | 1/1/2016 12:29 PM |
| 119 | TX | 1/1/2016 9:23 AM |
| 120 | TX | 1/1/2016 8:35 AM |
| 121 | TX | 12/31/2015 5:12 PM |
| 122 | TX | 12/31/2015 11:27 AM |
| 123 | TX | 12/31/2015 9:18 AM |
| 124 | TX | 12/30/2015 6:03 PM |
| 125 | TX | 12/30/2015 1:42 PM |
| 126 | TX | 12/30/2015 5:23 AM |
| 127 | TX | 12/29/2015 6:00 AM |
| 128 | TX | 12/28/2015 10:31 AM |
| 129 | TX | 12/28/2015 8:53 AM |
| 130 | TX | 12/24/2015 1:06 PM |
| 131 | TX | 12/24/2015 11:50 AM |
| 132 | TX | 12/24/2015 11:45 AM |
| 133 | TX | 12/24/2015 10:41 AM |
| 134 | TX | 12/24/2015 7:49 AM |
| 135 | TX | 12/23/2015 7:38 PM |
| 136 | TX | 12/23/2015 3:23 PM |
| 137 | TX | 12/23/2015 2:20 PM |
| 138 | TX | 12/23/2015 1:57 PM |
| 139 | TX | 12/23/2015 8:15 AM |
| 140 | TX | 12/22/2015 10:52 PM |
| 141 | TX | 12/22/2015 10:45 PM |
| 142 | TX | 12/22/2015 6:17 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

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| 143 | TX | 12/22/2015 10:58 AM |
| 144 | TX | 12/22/2015 10:03 AM |
| 145 | TX | 12/22/2015 9:49 AM |
| 146 | TX | 12/22/2015 8:47 AM |
| 147 | TX | 12/21/2015 11:03 PM |
| 148 | TX | 12/21/2015 11:49 AM |
| 149 | TX | 12/21/2015 7:51 AM |
| 150 | TX | 12/21/2015 7:01 AM |
| 151 | TX | 12/21/2015 5:56 AM |
| 152 | TX | 12/20/2015 10:48 PM |
| 153 | TX | 12/20/2015 5:32 PM |
| 154 | TX | 12/20/2015 4:05 PM |
| 155 | TX | 12/20/2015 2:09 PM |
| 156 | TX | 12/20/2015 11:38 AM |
| 157 | TX | 12/20/2015 5:57 AM |
| 158 | TX | 12/19/2015 6:32 PM |
| 159 | TX | 12/19/2015 3:39 PM |
| 160 | TX | 12/19/2015 2:15 PM |
| 161 | TX | 12/18/2015 4:55 PM |
| 162 | TX | 12/18/2015 2:44 PM |
| 163 | TX | 12/18/2015 8:28 AM |
| 164 | TX | 12/17/2015 6:51 PM |
| 165 | TX | 12/16/2015 4:42 PM |
| 166 | TX | 12/16/2015 4:13 PM |
| 167 | TX | 12/16/2015 2:27 PM |
| 168 | TX | 12/16/2015 2:06 PM |
| 169 | TX | 12/16/2015 1:30 PM |
| 170 | TX | 12/16/2015 9:58 AM |
| 171 | TX | 12/15/2015 8:38 PM |
| 172 | TX | 12/15/2015 2:40 PM |
| 173 | TX | 12/15/2015 1:57 PM |
| 174 | TX | 12/15/2015 11:27 AM |
| 175 | TX | 12/14/2015 10:34 AM |
| 176 | TX | 12/13/2015 7:24 PM |
| 177 | TX | 12/12/2015 4:29 PM |
| 178 | TX | 12/11/2015 5:16 PM |
| 179 | TX | 12/11/2015 11:10 AM |
| 180 | TX | 12/9/2015 9:04 AM |
| 181 | TX | 12/7/2015 2:52 PM |
| 182 | TX | 12/7/2015 2:18 PM |
| 183 | TX | 12/7/2015 11:04 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| | | |
|-----|----|---------------------|
| 184 | TX | 12/6/2015 10:35 AM |
| 185 | TX | 12/6/2015 9:27 AM |
| 186 | TX | 12/6/2015 8:26 AM |
| 187 | TX | 12/5/2015 5:52 PM |
| 188 | TX | 12/5/2015 3:23 PM |
| 189 | TX | 12/5/2015 1:13 PM |
| 190 | TX | 12/5/2015 10:50 AM |
| 191 | TX | 12/5/2015 10:20 AM |
| 192 | TX | 12/5/2015 8:59 AM |
| 193 | TX | 12/5/2015 6:40 AM |
| 194 | TX | 12/4/2015 5:42 PM |
| 195 | TX | 12/4/2015 4:55 PM |
| 196 | TX | 12/4/2015 4:47 PM |
| 197 | TX | 12/4/2015 4:38 PM |
| 198 | TX | 12/3/2015 7:50 PM |
| 199 | TX | 12/3/2015 4:13 PM |
| 200 | TX | 12/3/2015 3:47 PM |
| 201 | TX | 12/3/2015 1:05 PM |
| 202 | TX | 12/3/2015 10:45 AM |
| 203 | TX | 12/3/2015 10:36 AM |
| 204 | TX | 12/3/2015 9:25 AM |
| 205 | TX | 12/3/2015 6:39 AM |
| 206 | TX | 12/2/2015 9:04 PM |
| 207 | TX | 12/2/2015 7:54 PM |
| 208 | TX | 12/2/2015 7:44 PM |
| 209 | TX | 12/2/2015 3:53 PM |
| 210 | TX | 12/2/2015 3:07 PM |
| 211 | TX | 12/2/2015 8:45 AM |
| 212 | TX | 12/2/2015 7:54 AM |
| 213 | TX | 12/1/2015 9:48 PM |
| 214 | TX | 12/1/2015 12:48 PM |
| 215 | TX | 12/1/2015 12:05 PM |
| 216 | TX | 12/1/2015 10:07 AM |
| 217 | TX | 12/1/2015 9:15 AM |
| 218 | TX | 12/1/2015 9:12 AM |
| 219 | TX | 12/1/2015 9:09 AM |
| 220 | TX | 12/1/2015 9:06 AM |
| 221 | TX | 12/1/2015 8:33 AM |
| 222 | TX | 12/1/2015 8:18 AM |
| 223 | TX | 12/1/2015 6:31 AM |
| 224 | TX | 11/30/2015 11:45 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| | | |
|-----|----|---------------------|
| 225 | TX | 11/30/2015 8:32 PM |
| 226 | TX | 11/30/2015 8:22 PM |
| 227 | TX | 11/30/2015 8:02 PM |
| 228 | TX | 11/30/2015 7:17 PM |
| 229 | TX | 11/30/2015 7:04 PM |
| 230 | TX | 11/30/2015 6:13 PM |
| 231 | TX | 11/30/2015 8:43 AM |
| 232 | TX | 11/27/2015 8:36 AM |
| 233 | TX | 11/24/2015 9:25 PM |
| 234 | TX | 11/24/2015 4:46 PM |
| 235 | TX | 11/24/2015 2:00 PM |
| 236 | TX | 11/24/2015 11:34 AM |
| 237 | TX | 11/24/2015 9:41 AM |
| 238 | TX | 11/24/2015 9:36 AM |
| 239 | TX | 11/24/2015 9:35 AM |
| 240 | TX | 11/24/2015 9:01 AM |
| 241 | TX | 11/24/2015 7:14 AM |
| 242 | TX | 11/24/2015 5:46 AM |
| 243 | TX | 11/23/2015 7:06 PM |
| 244 | TX | 11/23/2015 6:37 PM |
| 245 | TX | 11/23/2015 2:44 PM |
| 246 | TX | 11/23/2015 1:50 PM |
| 247 | TX | 11/23/2015 1:24 PM |
| 248 | TX | 11/23/2015 9:13 AM |
| 249 | TX | 11/22/2015 8:27 AM |
| 250 | TX | 11/21/2015 7:29 PM |
| 251 | TX | 11/21/2015 2:44 PM |
| 252 | TX | 11/21/2015 2:06 PM |
| 253 | TX | 11/21/2015 12:21 PM |
| 254 | TX | 11/21/2015 10:55 AM |
| 255 | TX | 11/21/2015 7:58 AM |
| 256 | TX | 11/20/2015 10:21 PM |
| 257 | TX | 11/20/2015 9:12 PM |
| 258 | TX | 11/20/2015 8:01 PM |
| 259 | TX | 11/20/2015 7:34 PM |
| 260 | TX | 11/20/2015 6:52 PM |
| 261 | TX | 11/20/2015 4:48 PM |
| 262 | TX | 11/20/2015 4:21 PM |
| 263 | TX | 11/20/2015 2:01 PM |
| 264 | TX | 11/20/2015 1:56 PM |
| 265 | TX | 11/20/2015 1:23 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| 266 | TX | 11/20/2015 12:53 PM |
|-----|-----------------|---------------------|
| 267 | TX | 11/20/2015 12:41 PM |
| 268 | TX | 11/20/2015 12:13 PM |
| 269 | TX | 11/20/2015 12:09 PM |
| 270 | TX | 11/20/2015 12:08 PM |
| 271 | TX | 11/20/2015 11:40 AM |
| 272 | TX | 11/20/2015 11:33 AM |
| 273 | TX | 11/20/2015 11:28 AM |
| # | ZIP/Postal Code | Date |
| 1 | 77382 | 1/31/2016 1:23 PM |
| 2 | 77381-6008 | 1/30/2016 10:09 AM |
| 3 | 77380 | 1/29/2016 3:09 PM |
| 4 | 77381 | 1/28/2016 5:10 PM |
| 5 | 77381 | 1/26/2016 6:11 PM |
| 6 | 77382 | 1/26/2016 6:04 PM |
| 7 | 77381 | 1/26/2016 5:08 PM |
| 8 | 77381-4070 | 1/25/2016 4:03 PM |
| 9 | 77382-2035 | 1/25/2016 3:22 PM |
| 10 | 77380 | 1/25/2016 3:02 PM |
| 11 | 77381 | 1/25/2016 11:36 AM |
| 12 | 77381 | 1/25/2016 9:59 AM |
| 13 | 77381 | 1/24/2016 10:26 AM |
| 14 | 77381 | 1/24/2016 9:12 AM |
| 15 | 77375 | 1/23/2016 1:04 PM |
| 16 | 77381 | 1/23/2016 12:16 PM |
| 17 | 77386 | 1/22/2016 2:10 PM |
| 18 | 77382 | 1/22/2016 10:59 AM |
| 19 | 77381 | 1/22/2016 10:37 AM |
| 20 | 77382 | 1/21/2016 8:24 PM |
| 21 | 77381 | 1/21/2016 5:32 PM |
| 22 | 77381-3319 | 1/21/2016 11:21 AM |
| 23 | 77381 | 1/21/2016 9:41 AM |
| 24 | 77380 | 1/21/2016 8:13 AM |
| 25 | 77380 | 1/21/2016 6:05 AM |
| 26 | 77381 | 1/20/2016 9:26 PM |
| 27 | 77381 | 1/20/2016 1:44 PM |
| 28 | 77381 | 1/19/2016 10:45 PM |
| 29 | 77380 | 1/19/2016 5:41 PM |
| 30 | 77381 | 1/19/2016 5:30 PM |
| 31 | 77380-3111 | 1/19/2016 5:16 PM |
| 32 | 77382 | 1/19/2016 12:03 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| | | |
|----|------------|--------------------|
| 33 | 77381 | 1/19/2016 12:01 PM |
| 34 | 77381 | 1/19/2016 11:45 AM |
| 35 | 77382 | 1/19/2016 11:11 AM |
| 36 | 77381-4754 | 1/19/2016 10:55 AM |
| 37 | 77382 | 1/19/2016 10:22 AM |
| 38 | 77382 | 1/19/2016 9:40 AM |
| 39 | 77382 | 1/19/2016 9:24 AM |
| 40 | 77381 | 1/19/2016 8:25 AM |
| 41 | 77381 | 1/18/2016 7:37 PM |
| 42 | 77380 | 1/18/2016 7:37 PM |
| 43 | 77381 | 1/18/2016 11:10 AM |
| 44 | 77382 | 1/18/2016 10:31 AM |
| 45 | 77384 | 1/18/2016 10:06 AM |
| 46 | 77384-4561 | 1/17/2016 1:54 PM |
| 47 | 77381 | 1/16/2016 5:46 PM |
| 48 | 77375 | 1/16/2016 11:41 AM |
| 49 | 77380 | 1/16/2016 7:18 AM |
| 50 | 77380 | 1/15/2016 11:54 PM |
| 51 | 77381 | 1/15/2016 8:20 PM |
| 52 | 77380 | 1/15/2016 5:40 PM |
| 53 | 77381 | 1/15/2016 5:11 PM |
| 54 | 77382 | 1/15/2016 4:17 PM |
| 55 | 77382 | 1/15/2016 2:30 PM |
| 56 | 77382 | 1/14/2016 10:25 PM |
| 57 | 77381 | 1/14/2016 9:22 PM |
| 58 | 77381 | 1/14/2016 7:53 PM |
| 59 | 77382 | 1/14/2016 5:11 PM |
| 60 | 77382-1746 | 1/13/2016 2:46 PM |
| 61 | 77380 | 1/13/2016 12:48 PM |
| 62 | 77382 | 1/13/2016 11:26 AM |
| 63 | 77381 | 1/13/2016 11:18 AM |
| 64 | 77382 | 1/13/2016 8:09 AM |
| 65 | 77354 | 1/12/2016 9:35 PM |
| 66 | 77382 | 1/12/2016 11:34 AM |
| 67 | 77389 | 1/12/2016 9:54 AM |
| 68 | 77381 | 1/12/2016 9:36 AM |
| 69 | 77382 | 1/11/2016 8:57 PM |
| 70 | 77381 | 1/11/2016 3:59 PM |
| 71 | 77380 | 1/11/2016 8:31 AM |
| 72 | 77381 | 1/11/2016 6:17 AM |
| 73 | 77393-1507 | 1/10/2016 10:50 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| | | |
|-----|------------|-------------------|
| 74 | 77384 | 1/9/2016 9:02 PM |
| 75 | 77380 | 1/9/2016 2:08 PM |
| 76 | 77381 | 1/9/2016 12:45 PM |
| 77 | 77382 | 1/8/2016 5:50 PM |
| 78 | 77380 | 1/8/2016 9:35 AM |
| 79 | 77380 | 1/7/2016 7:20 PM |
| 80 | 77382 | 1/7/2016 9:57 AM |
| 81 | 77382 | 1/6/2016 5:13 PM |
| 82 | 77381 | 1/6/2016 4:46 PM |
| 83 | 77382 | 1/6/2016 4:27 PM |
| 84 | 77380 | 1/6/2016 11:23 AM |
| 85 | 77382 | 1/6/2016 10:03 AM |
| 86 | 77380 | 1/5/2016 7:43 PM |
| 87 | 77381 | 1/5/2016 7:37 PM |
| 88 | 77381 | 1/5/2016 5:47 PM |
| 89 | 77381 | 1/5/2016 5:33 PM |
| 90 | 77382 | 1/5/2016 2:43 PM |
| 91 | 77380 | 1/5/2016 1:28 PM |
| 92 | 77381 | 1/5/2016 12:36 PM |
| 93 | 77381 | 1/5/2016 9:21 AM |
| 94 | 77380-1250 | 1/5/2016 8:34 AM |
| 95 | 77382 | 1/5/2016 8:18 AM |
| 96 | 77381 | 1/5/2016 8:17 AM |
| 97 | 77389 | 1/5/2016 7:59 AM |
| 98 | 77389 | 1/4/2016 6:44 PM |
| 99 | 77389 | 1/4/2016 2:46 PM |
| 100 | 77381 | 1/4/2016 1:13 PM |
| 101 | 77382-4007 | 1/4/2016 9:04 AM |
| 102 | 77375 | 1/3/2016 11:10 PM |
| 103 | 77381 | 1/3/2016 10:06 PM |
| 104 | 77381-6166 | 1/3/2016 6:16 PM |
| 105 | 77380 | 1/3/2016 12:53 PM |
| 106 | 77381 | 1/3/2016 11:34 AM |
| 107 | 77381 | 1/3/2016 11:12 AM |
| 108 | 77389 | 1/2/2016 8:55 PM |
| 109 | 77382 | 1/2/2016 7:31 PM |
| 110 | 77375-4923 | 1/2/2016 6:44 PM |
| 111 | 77382 | 1/2/2016 5:54 PM |
| 112 | 77381 | 1/2/2016 2:26 PM |
| 113 | 77354 | 1/2/2016 1:49 PM |
| 114 | 77381 | 1/2/2016 10:30 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| | | |
|-----|------------|---------------------|
| 115 | 77382 | 1/2/2016 10:03 AM |
| 116 | 77382-5768 | 1/1/2016 4:52 PM |
| 117 | 77381 | 1/1/2016 3:12 PM |
| 118 | 77385 | 1/1/2016 1:13 PM |
| 119 | 77382 | 1/1/2016 12:29 PM |
| 120 | 77381 | 1/1/2016 9:23 AM |
| 121 | 77381 | 1/1/2016 8:35 AM |
| 122 | 77385 | 12/31/2015 5:12 PM |
| 123 | 77389 | 12/31/2015 11:27 AM |
| 124 | 77384 | 12/31/2015 9:18 AM |
| 125 | 77384 | 12/30/2015 6:03 PM |
| 126 | 77380 | 12/30/2015 5:23 AM |
| 127 | 77384-4917 | 12/29/2015 6:00 AM |
| 128 | 77382 | 12/28/2015 8:53 AM |
| 129 | 77381 | 12/24/2015 1:06 PM |
| 130 | 77380 | 12/24/2015 11:50 AM |
| 131 | 77381 | 12/24/2015 11:45 AM |
| 132 | 77375-4459 | 12/24/2015 10:41 AM |
| 133 | 77382 | 12/24/2015 7:49 AM |
| 134 | 77382 | 12/24/2015 7:35 AM |
| 135 | 77382 | 12/23/2015 7:38 PM |
| 136 | 77381 | 12/23/2015 3:23 PM |
| 137 | 77380 | 12/23/2015 2:20 PM |
| 138 | 77382 | 12/23/2015 1:57 PM |
| 139 | 77389 | 12/23/2015 8:15 AM |
| 140 | 77382 | 12/22/2015 10:52 PM |
| 141 | 77381 | 12/22/2015 10:45 PM |
| 142 | 77281 | 12/22/2015 9:38 PM |
| 143 | 77380 | 12/22/2015 6:17 PM |
| 144 | 77382 | 12/22/2015 10:58 AM |
| 145 | 77381 | 12/22/2015 10:03 AM |
| 146 | 77382 | 12/22/2015 9:49 AM |
| 147 | 77385 | 12/22/2015 8:47 AM |
| 148 | 77381 | 12/21/2015 11:03 PM |
| 149 | 77380-3917 | 12/21/2015 11:49 AM |
| 150 | 77380 | 12/21/2015 7:51 AM |
| 151 | 77382 | 12/21/2015 7:01 AM |
| 152 | 77386 | 12/21/2015 5:56 AM |
| 153 | 77381 | 12/20/2015 10:48 PM |
| 154 | 77381 | 12/20/2015 4:05 PM |
| 155 | 77381 | 12/20/2015 2:09 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| | | |
|-----|------------|---------------------|
| 156 | 77382 | 12/20/2015 11:38 AM |
| 157 | 77386 | 12/20/2015 5:57 AM |
| 158 | 77381 | 12/19/2015 6:32 PM |
| 159 | 77382 | 12/19/2015 2:15 PM |
| 160 | 77381 | 12/18/2015 4:55 PM |
| 161 | 77382 | 12/18/2015 2:44 PM |
| 162 | 77382 | 12/18/2015 8:28 AM |
| 163 | 77382 | 12/17/2015 6:51 PM |
| 164 | 77381-2633 | 12/16/2015 4:42 PM |
| 165 | 77381 | 12/16/2015 4:13 PM |
| 166 | 77385 | 12/16/2015 2:27 PM |
| 167 | 77381 | 12/16/2015 2:06 PM |
| 168 | 77385 | 12/16/2015 1:30 PM |
| 169 | 77382 | 12/16/2015 9:58 AM |
| 170 | 77381 | 12/15/2015 8:38 PM |
| 171 | 77382 | 12/15/2015 2:40 PM |
| 172 | 77381 | 12/15/2015 1:57 PM |
| 173 | 77384 | 12/15/2015 11:27 AM |
| 174 | 77382 | 12/14/2015 10:34 AM |
| 175 | 77380 | 12/13/2015 7:24 PM |
| 176 | 77381 | 12/12/2015 4:29 PM |
| 177 | 77381 | 12/11/2015 5:16 PM |
| 178 | 77386 | 12/11/2015 11:10 AM |
| 179 | 77382 | 12/9/2015 9:04 AM |
| 180 | 77380 | 12/7/2015 2:52 PM |
| 181 | 77381 | 12/7/2015 2:18 PM |
| 182 | 77381 | 12/7/2015 11:04 AM |
| 183 | 77389 | 12/6/2015 10:35 AM |
| 184 | 77382 | 12/6/2015 9:27 AM |
| 185 | 77389 | 12/6/2015 8:26 AM |
| 186 | 77381 | 12/5/2015 5:52 PM |
| 187 | 77380 | 12/5/2015 3:23 PM |
| 188 | 77389 | 12/5/2015 1:13 PM |
| 189 | 77382 | 12/5/2015 10:50 AM |
| 190 | 77380-1541 | 12/5/2015 10:20 AM |
| 191 | 77381 | 12/5/2015 8:59 AM |
| 192 | 77382-1718 | 12/5/2015 6:40 AM |
| 193 | 77382 | 12/4/2015 5:42 PM |
| 194 | 77389-2157 | 12/4/2015 4:55 PM |
| 195 | 77382 | 12/4/2015 4:47 PM |
| 196 | 77382 | 12/4/2015 4:38 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| | | |
|-----|------------|---------------------|
| 197 | 77380-0904 | 12/3/2015 7:50 PM |
| 198 | 77385 | 12/3/2015 4:13 PM |
| 199 | 77381 | 12/3/2015 3:47 PM |
| 200 | 77380 | 12/3/2015 1:05 PM |
| 201 | 77381 | 12/3/2015 10:45 AM |
| 202 | 77380 | 12/3/2015 10:36 AM |
| 203 | 77375 | 12/3/2015 9:25 AM |
| 204 | 77389 | 12/3/2015 6:39 AM |
| 205 | 77385 | 12/2/2015 9:04 PM |
| 206 | 77389 | 12/2/2015 7:54 PM |
| 207 | 77375 | 12/2/2015 7:44 PM |
| 208 | 77381 | 12/2/2015 3:53 PM |
| 209 | 77382-1600 | 12/2/2015 3:07 PM |
| 210 | 77375 | 12/2/2015 8:45 AM |
| 211 | 77385 | 12/2/2015 7:54 AM |
| 212 | 77389 | 12/1/2015 9:48 PM |
| 213 | 77375 | 12/1/2015 12:48 PM |
| 214 | 77385 | 12/1/2015 12:05 PM |
| 215 | 77375 | 12/1/2015 10:07 AM |
| 216 | 77389 | 12/1/2015 9:15 AM |
| 217 | 77389 | 12/1/2015 9:12 AM |
| 218 | 77375 | 12/1/2015 9:09 AM |
| 219 | 77381 | 12/1/2015 9:06 AM |
| 220 | 77381 | 12/1/2015 8:33 AM |
| 221 | 77382 | 12/1/2015 8:18 AM |
| 222 | 77389 | 12/1/2015 6:31 AM |
| 223 | 77389 | 11/30/2015 11:45 PM |
| 224 | 77389-4964 | 11/30/2015 9:41 PM |
| 225 | 77389 | 11/30/2015 8:32 PM |
| 226 | 77389 | 11/30/2015 8:22 PM |
| 227 | 77375 | 11/30/2015 8:02 PM |
| 228 | 77389 | 11/30/2015 7:17 PM |
| 229 | 77375 | 11/30/2015 7:04 PM |
| 230 | 77389 | 11/30/2015 6:16 PM |
| 231 | 77389 | 11/30/2015 6:13 PM |
| 232 | 77382 | 11/30/2015 8:43 AM |
| 233 | 77381 | 11/27/2015 8:36 AM |
| 234 | 77381 | 11/24/2015 9:25 PM |
| 235 | 77389-4915 | 11/24/2015 4:46 PM |
| 236 | 77375 | 11/24/2015 2:00 PM |
| 237 | 77380 | 11/24/2015 11:34 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| | | |
|-----|------------|---------------------|
| 238 | 77389 | 11/24/2015 9:41 AM |
| 239 | 77380 | 11/24/2015 9:36 AM |
| 240 | 77380 | 11/24/2015 9:35 AM |
| 241 | 77354 | 11/24/2015 9:01 AM |
| 242 | 77382 | 11/24/2015 7:14 AM |
| 243 | 77380 | 11/24/2015 5:46 AM |
| 244 | 77380 | 11/23/2015 10:48 PM |
| 245 | 77380 | 11/23/2015 7:06 PM |
| 246 | 77382 | 11/23/2015 6:37 PM |
| 247 | 773815137 | 11/23/2015 5:42 PM |
| 248 | 77380 | 11/23/2015 2:44 PM |
| 249 | 77380 | 11/23/2015 1:50 PM |
| 250 | 77381 | 11/23/2015 1:24 PM |
| 251 | 77375 | 11/23/2015 9:13 AM |
| 252 | 77381 | 11/22/2015 8:27 AM |
| 253 | 77380 | 11/21/2015 7:29 PM |
| 254 | 77380 | 11/21/2015 2:44 PM |
| 255 | 77380 | 11/21/2015 2:06 PM |
| 256 | 77380 | 11/21/2015 12:21 PM |
| 257 | 77382 | 11/21/2015 12:14 PM |
| 258 | 77381 | 11/21/2015 10:55 AM |
| 259 | 77381 | 11/21/2015 7:58 AM |
| 260 | 77382 | 11/20/2015 10:21 PM |
| 261 | 77381 | 11/20/2015 9:12 PM |
| 262 | 77380 | 11/20/2015 8:01 PM |
| 263 | 77382 | 11/20/2015 7:34 PM |
| 264 | 77381 | 11/20/2015 6:52 PM |
| 265 | 77380 | 11/20/2015 6:42 PM |
| 266 | 77381 | 11/20/2015 4:48 PM |
| 267 | 77381 | 11/20/2015 4:21 PM |
| 268 | 77382 | 11/20/2015 2:01 PM |
| 269 | 77382 | 11/20/2015 1:56 PM |
| 270 | 77381 | 11/20/2015 1:23 PM |
| 271 | 77381 | 11/20/2015 1:12 PM |
| 272 | 77380 | 11/20/2015 12:53 PM |
| 273 | 77382 | 11/20/2015 12:41 PM |
| 274 | 77382 | 11/20/2015 12:13 PM |
| 275 | 77382 | 11/20/2015 12:09 PM |
| 276 | 77381-4177 | 11/20/2015 12:08 PM |
| 277 | 77382 | 11/20/2015 11:42 AM |
| 278 | 77381 | 11/20/2015 11:40 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| 279 | 77380 | 11/20/2015 11:33 AM |
|-----|------------------------------|---------------------|
| 280 | 77381 | 11/20/2015 11:28 AM |
| # | Country | Date |
| | There are no responses. | |
| # | Email Address | Date |
| 1 | hankctomlinson@gmail.com | 1/31/2016 1:23 PM |
| 2 | pampol@comcast.net | 1/31/2016 1:11 PM |
| 3 | ardesouza@yahoo.com | 1/31/2016 2:08 AM |
| 4 | ghart06@yahoo.com | 1/29/2016 3:09 PM |
| 5 | dennis2427@gmail.com | 1/28/2016 8:24 PM |
| 6 | friscojim@gmail.com | 1/28/2016 5:10 PM |
| 7 | rbeacher@att.net | 1/26/2016 6:24 PM |
| 8 | triebescd@comcast.net | 1/26/2016 6:11 PM |
| 9 | jillwbehrens@gmail.com | 1/26/2016 6:04 PM |
| 10 | nye.d@comcast.net | 1/26/2016 5:08 PM |
| 11 | r.alden.rhein@exxonmobil.com | 1/25/2016 4:03 PM |
| 12 | stevenson.bruce@yahoo.com | 1/25/2016 3:22 PM |
| 13 | mmaschke@thegoodmancorp.com | 1/25/2016 3:02 PM |
| 14 | coryvons@gmail.com | 1/25/2016 11:36 AM |
| 15 | brittanysfuller@gmail.com | 1/25/2016 9:59 AM |
| 16 | mkacohen@gmail.com | 1/24/2016 4:20 PM |
| 17 | apwisch@gmail.com | 1/24/2016 9:12 AM |
| 18 | gusher@cypressbrook.com | 1/23/2016 1:04 PM |
| 19 | davehomemc@comcast.net | 1/23/2016 1:02 PM |
| 20 | sgwgintexas@mac.com | 1/22/2016 2:10 PM |
| 21 | smills@pdq.net | 1/22/2016 10:37 AM |
| 22 | rdykes10@comcast.net | 1/21/2016 8:24 PM |
| 23 | murphywh@msn.com | 1/21/2016 8:08 PM |
| 24 | toadsu2@aol.com | 1/21/2016 5:32 PM |
| 25 | cynused@gmail.com | 1/21/2016 3:39 PM |
| 26 | ckdorland@sbcglobal.net | 1/21/2016 11:21 AM |
| 27 | supermr@sbcglobal.net | 1/21/2016 10:48 AM |
| 28 | bienvenu.d91@gmail.com | 1/21/2016 9:41 AM |
| 29 | c.cochran@sbcglobal.net | 1/21/2016 8:13 AM |
| 30 | judy@judybell.com | 1/21/2016 6:05 AM |
| 31 | jtaysmith@aol.com | 1/20/2016 11:16 PM |
| 32 | tbabs@comcast.net | 1/20/2016 9:26 PM |
| 33 | mattlnich@gmail.com | 1/20/2016 1:44 PM |
| 34 | festep@comcast.net | 1/20/2016 1:33 PM |
| 35 | mkcooper@sbcglobal.net | 1/19/2016 11:06 PM |
| 36 | arcyrus@yahoo.com | 1/19/2016 10:45 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| | | |
|----|-----------------------------|--------------------|
| 37 | ecortina001@gmail.com | 1/19/2016 7:05 PM |
| 38 | lisette@camiro.net | 1/19/2016 5:41 PM |
| 39 | beckmans5@consolidated.net | 1/19/2016 5:30 PM |
| 40 | jwendt@ljaengineering.com | 1/19/2016 5:16 PM |
| 41 | csharron@gmail.com | 1/19/2016 4:47 PM |
| 42 | hannahdober@hotmail.com | 1/19/2016 12:59 PM |
| 43 | ll59766@gmail.com | 1/19/2016 12:03 PM |
| 44 | adwyer2012@yahoo.com | 1/19/2016 12:01 PM |
| 45 | brian.s.johnson@bp.com | 1/19/2016 11:45 AM |
| 46 | sarah.besuegli@live.com | 1/19/2016 11:11 AM |
| 47 | sj_rafferty@att.net | 1/19/2016 10:55 AM |
| 48 | tnotarai@yahoo.com | 1/19/2016 10:22 AM |
| 49 | Masp3720@gmail.com | 1/19/2016 9:40 AM |
| 50 | adagiocounseling@aol.com | 1/19/2016 9:24 AM |
| 51 | bastidaso2002@yahoo.com | 1/19/2016 8:25 AM |
| 52 | rae.burmaster@gmail.com | 1/18/2016 7:37 PM |
| 53 | andrea.saldana1@gmail.com | 1/18/2016 7:37 PM |
| 54 | cyntex140@yahoo.com | 1/18/2016 2:46 PM |
| 55 | kmccquaide@earthlink.net | 1/18/2016 12:35 PM |
| 56 | dbrouillet@yahoo.com | 1/18/2016 11:10 AM |
| 57 | djnock@comcast.net | 1/18/2016 10:31 AM |
| 58 | dana.lemus@gmail.com | 1/18/2016 10:06 AM |
| 59 | doc.fieler@gmail.com | 1/17/2016 1:54 PM |
| 60 | jeff.singleton@gmail.com | 1/17/2016 10:36 AM |
| 61 | one.magNa@gmail.com | 1/16/2016 5:46 PM |
| 62 | cmcclore4@comcast.net | 1/16/2016 2:09 PM |
| 63 | randy@gothinkretail.com | 1/16/2016 11:41 AM |
| 64 | dave.middleton@comcast.net | 1/16/2016 7:18 AM |
| 65 | robin@thejohansens.dk | 1/15/2016 11:54 PM |
| 66 | msmr1974@gmail.com | 1/15/2016 8:20 PM |
| 67 | jbt518@gmail.com | 1/15/2016 6:23 PM |
| 68 | ariettedevault@hotmail.com | 1/15/2016 5:40 PM |
| 69 | gregtharp@hotmail.com | 1/15/2016 5:11 PM |
| 70 | william.m.bass@gmail.com | 1/15/2016 4:17 PM |
| 71 | curt6305@comcast.net | 1/15/2016 2:30 PM |
| 72 | penniclos58@sbcglobal.net | 1/15/2016 9:46 AM |
| 73 | straindave@yahoo.com | 1/15/2016 8:31 AM |
| 74 | johnlaskowski@earthlink.net | 1/14/2016 10:25 PM |
| 75 | alan_neely@pghcorning.com | 1/14/2016 9:22 PM |
| 76 | joe.nelson.1757@hotmail.com | 1/14/2016 7:53 PM |
| 77 | tmonk47229@me.com | 1/14/2016 5:11 PM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| | | |
|-----|------------------------------|--------------------|
| 78 | fieldsclan@sbcglobal.net | 1/14/2016 6:52 AM |
| 79 | bjb@bjbaker.com | 1/13/2016 2:46 PM |
| 80 | dor_mol@yahoo.com | 1/13/2016 12:48 PM |
| 81 | bearcates@gmail.com | 1/13/2016 11:26 AM |
| 82 | sschoger@comcast.net | 1/13/2016 11:18 AM |
| 83 | marco@beijen.com | 1/13/2016 10:53 AM |
| 84 | guedez.gabriela@gmail.com | 1/13/2016 8:09 AM |
| 85 | chicfurniture@att.net | 1/12/2016 9:35 PM |
| 86 | todd.gornick@gmail.com | 1/12/2016 11:34 AM |
| 87 | tdarnell@chevron.com | 1/12/2016 9:54 AM |
| 88 | timothymasters@yahoo.com | 1/11/2016 8:57 PM |
| 89 | ssd032961@comcast.net | 1/11/2016 3:59 PM |
| 90 | agnee@comcast.net | 1/11/2016 8:31 AM |
| 91 | rfrary0615@gmail.com | 1/11/2016 7:03 AM |
| 92 | kristen.e.kowalski@gmail.com | 1/11/2016 6:17 AM |
| 93 | wjthomas42@gmail.com | 1/10/2016 9:02 PM |
| 94 | jhorton@pssd.com | 1/10/2016 4:46 PM |
| 95 | bctopg1@yahoo.com | 1/10/2016 1:04 PM |
| 96 | hhbostock@gmail.com | 1/10/2016 10:50 AM |
| 97 | bygec@msn.com | 1/9/2016 9:02 PM |
| 98 | huckabayp@att.net | 1/9/2016 3:26 PM |
| 99 | craig@laserxact.com | 1/9/2016 2:08 PM |
| 100 | lamurray@spacestar.net | 1/9/2016 12:45 PM |
| 101 | jsthatcher@earthlink.net | 1/9/2016 10:07 AM |
| 102 | carolyn.newman99@gmail.com | 1/8/2016 5:50 PM |
| 103 | geocentriclife@gmail.com | 1/8/2016 9:35 AM |
| 104 | gdphdb@gmail.com | 1/7/2016 10:07 PM |
| 105 | klotto23@yahoo.com | 1/7/2016 7:20 PM |
| 106 | rosielorraine@comcast.net | 1/7/2016 9:57 AM |
| 107 | bobbailey1010@mac.com | 1/6/2016 10:05 PM |
| 108 | craig.b.martin@gmail.com | 1/6/2016 7:11 PM |
| 109 | javier_williams@yahoo.com | 1/6/2016 5:13 PM |
| 110 | abibeaty@yahoo.com | 1/6/2016 4:46 PM |
| 111 | billbelltx@aol.com | 1/6/2016 4:27 PM |
| 112 | gogreenecotaxi@gmail.com | 1/6/2016 11:23 AM |
| 113 | kgb1@mac.com | 1/6/2016 10:03 AM |
| 114 | jordan1800@sbcglobal.net | 1/5/2016 7:43 PM |
| 115 | homeyaj@yahoo.com | 1/5/2016 7:37 PM |
| 116 | mjarman@sbcglobal.net | 1/5/2016 5:47 PM |
| 117 | lib396@yahoo.com | 1/5/2016 5:33 PM |
| 118 | brian.creighton@att.net | 1/5/2016 3:38 PM |

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| | | |
|-----|----------------------------------|-------------------|
| 119 | lila@naturelandinternational.com | 1/5/2016 3:04 PM |
| 120 | rfborgogni@gmail.com | 1/5/2016 2:44 PM |
| 121 | nikkibird2013@gmail.com | 1/5/2016 2:43 PM |
| 122 | abayot@gmail.com | 1/5/2016 1:28 PM |
| 123 | catherine.preddy@gmail.com | 1/5/2016 12:36 PM |
| 124 | pmoschell@atlanticmethanol.com | 1/5/2016 11:32 AM |
| 125 | golfboy@me.com | 1/5/2016 9:21 AM |
| 126 | meauxpam@gmail.com | 1/5/2016 9:16 AM |
| 127 | hardingtx@aol.com | 1/5/2016 8:43 AM |
| 128 | roy_cuellar@hotmail.com | 1/5/2016 8:34 AM |
| 129 | theresestooss@hotmail.com | 1/5/2016 8:18 AM |
| 130 | wdmalonejr@yahoo.com | 1/5/2016 8:17 AM |
| 131 | michael@kewlrobot.com | 1/5/2016 8:04 AM |
| 132 | richard.quickfall@exxonmobil.com | 1/5/2016 7:59 AM |
| 133 | randomlandrum@gmail.com | 1/4/2016 10:02 PM |
| 134 | DMelear@chevron.com | 1/4/2016 6:44 PM |
| 135 | kevinmgolden@yahoo.com | 1/4/2016 6:34 PM |
| 136 | leslie936@yahoo.com | 1/4/2016 3:36 PM |
| 137 | petr_sada@hotmail.com | 1/4/2016 2:46 PM |
| 138 | danelleliddell@hotmail.com | 1/4/2016 2:01 PM |
| 139 | sfantazia@comcast.net | 1/4/2016 1:13 PM |
| 140 | sqtruong@gmail.com | 1/4/2016 12:34 PM |
| 141 | r.richlak@gmail.com | 1/4/2016 11:41 AM |
| 142 | bzwilling@comcast.net | 1/4/2016 9:04 AM |
| 143 | dccoop0523@yahoo.com | 1/4/2016 8:27 AM |
| 144 | knoyes@grenadierenergy.com | 1/3/2016 11:10 PM |
| 145 | anthony.denyer@hilti.com | 1/3/2016 10:06 PM |
| 146 | smithy1960@aol.com | 1/3/2016 6:16 PM |
| 147 | dg0841561@gmail.com | 1/3/2016 5:55 PM |
| 148 | npandiscio@gmail.com | 1/3/2016 12:53 PM |
| 149 | pmccanceiii@comcast.net | 1/3/2016 11:34 AM |
| 150 | acesq1@yahoo.com | 1/3/2016 11:12 AM |
| 151 | gbsutherland@utexas.edu | 1/3/2016 8:48 AM |
| 152 | shelly9679@yahoo.com | 1/2/2016 10:56 PM |
| 153 | sstraup@yahoo.com | 1/2/2016 8:55 PM |
| 154 | pascalandcindy@hotmail.com | 1/2/2016 7:31 PM |
| 155 | dlphilpot@aol.com | 1/2/2016 6:44 PM |
| 156 | mark@savvy-solutions.biz | 1/2/2016 5:54 PM |
| 157 | jefflehner@hotmail.com | 1/2/2016 5:13 PM |
| 158 | olddave@olddave.net | 1/2/2016 2:26 PM |
| 159 | Lindie3595@aol.com | 1/2/2016 1:49 PM |

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| | | |
|-----|-----------------------------------|---------------------|
| 160 | skybeck@rocketmail.com | 1/2/2016 10:30 AM |
| 161 | ashleywaronoff@yahoo.com | 1/2/2016 10:03 AM |
| 162 | 2lsburch@live.com | 1/2/2016 9:41 AM |
| 163 | 5nutters@sbcglobal.net | 1/2/2016 5:33 AM |
| 164 | crecelius@live.com | 1/1/2016 4:52 PM |
| 165 | billstrawbridge@comcast.net | 1/1/2016 4:09 PM |
| 166 | DGHAVILL@GMAIL.COM | 1/1/2016 3:12 PM |
| 167 | rsaikowski@comcast.netq | 1/1/2016 1:13 PM |
| 168 | m26perches@gmail.com | 1/1/2016 12:29 PM |
| 169 | bdawson@consolidated.net | 1/1/2016 9:23 AM |
| 170 | dennis.brandt@yahoo.com | 1/1/2016 8:35 AM |
| 171 | thecraftyscoundrel@gmail.com | 12/31/2015 5:16 PM |
| 172 | elmikey@gmail.com | 12/31/2015 5:12 PM |
| 173 | wood.sam26@gmail.com | 12/31/2015 2:58 PM |
| 174 | alex.mataabdelnour@exxonmobil.com | 12/31/2015 11:27 AM |
| 175 | email4werner@yahoo.com | 12/31/2015 10:05 AM |
| 176 | vfmtatzer@mac.com | 12/31/2015 9:18 AM |
| 177 | jls Spencer1@earthlink.net | 12/30/2015 7:25 PM |
| 178 | lucybatley@hotmail.com | 12/30/2015 6:03 PM |
| 179 | phil4keys@gmail.com | 12/30/2015 3:00 PM |
| 180 | bubu@smartneighborhood.net | 12/30/2015 1:42 PM |
| 181 | dannyrehg@gmail.com | 12/30/2015 5:23 AM |
| 182 | matt.triola@outlook.com | 12/29/2015 2:05 PM |
| 183 | randallsmith08@gmail.com | 12/29/2015 6:00 AM |
| 184 | steve.r.lopez@exxonmobil.com | 12/28/2015 10:31 AM |
| 185 | seldan@cox.net | 12/28/2015 8:53 AM |
| 186 | laurenw02@yahoo.com | 12/24/2015 1:07 PM |
| 187 | indianspringsguy@sbcglobal.net | 12/24/2015 1:06 PM |
| 188 | brokers@hushmail.com | 12/24/2015 11:50 AM |
| 189 | barron92@comcast.net | 12/24/2015 11:45 AM |
| 190 | washdclady@mac.com | 12/24/2015 10:41 AM |
| 191 | amyf.kelley@comcast.net | 12/24/2015 7:49 AM |
| 192 | alanjones206@aol.com | 12/24/2015 7:35 AM |
| 193 | ieqpro@gmail.com | 12/24/2015 6:52 AM |
| 194 | jillyn.johnson@gmail.com | 12/23/2015 11:01 PM |
| 195 | keichline@alumni.duke.edu | 12/23/2015 7:38 PM |
| 196 | samnewton@thenewtongroup.com | 12/23/2015 3:23 PM |
| 197 | coachjoenoack@aol.com | 12/23/2015 3:08 PM |
| 198 | bstrong@thestrongfirm.com | 12/23/2015 2:20 PM |
| 199 | ellen.kurtz-hammond@takeda.com | 12/23/2015 1:57 PM |
| 200 | brianjackson100@hotmail.com | 12/23/2015 1:13 PM |

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|-----|--------------------------------------|---------------------|
| 201 | larsfinanger@gmail.com | 12/23/2015 8:15 AM |
| 202 | crimsonevergreen@yahoo.com | 12/23/2015 12:16 AM |
| 203 | doug.shotts@gmail.com | 12/22/2015 10:52 PM |
| 204 | drbrunk@earthlink.net | 12/22/2015 10:45 PM |
| 205 | maitane@ahmaternity.com | 12/22/2015 9:38 PM |
| 206 | claudiamirelesarreola@gmail.com | 12/22/2015 8:28 PM |
| 207 | fillpot@aol.com | 12/22/2015 2:43 PM |
| 208 | samantha.d.carter@hotmail.com | 12/22/2015 1:39 PM |
| 209 | edward.hutchinson@gmail.com | 12/22/2015 1:12 PM |
| 210 | hellerjohn@sbcglobal.net | 12/22/2015 12:54 PM |
| 211 | michelle.pearl@me.com | 12/22/2015 10:58 AM |
| 212 | karen936@gmail.com | 12/22/2015 9:49 AM |
| 213 | dcunningham10@comcast.net | 12/22/2015 8:47 AM |
| 214 | teambarton6@gmail.com | 12/22/2015 8:16 AM |
| 215 | rclick@comcast.net | 12/21/2015 11:03 PM |
| 216 | woodlandsbikeinfo@brothersracing.com | 12/21/2015 11:49 AM |
| 217 | maddal@mac.com | 12/21/2015 10:43 AM |
| 218 | thomsonkirby@gmail.com | 12/21/2015 8:58 AM |
| 219 | susankenningham@icloud.com | 12/21/2015 7:51 AM |
| 220 | rnjanet62@gmail.com | 12/21/2015 7:31 AM |
| 221 | maryannspencer@marykay.com | 12/21/2015 7:01 AM |
| 222 | gladoe@pdq.net | 12/21/2015 5:56 AM |
| 223 | laynebeasley@gmail.com | 12/20/2015 10:48 PM |
| 224 | guntetmau@aol.com | 12/20/2015 10:30 PM |
| 225 | hihoco@earthlink.net | 12/20/2015 6:17 PM |
| 226 | mgmwilldav@gmail.com | 12/20/2015 5:32 PM |
| 227 | PBAHP@Hotmail.com | 12/20/2015 4:05 PM |
| 228 | cmathews99@gmail.com | 12/20/2015 2:09 PM |
| 229 | gregisenmann@gmail.com | 12/20/2015 7:02 AM |
| 230 | ron_lepine@yahoo.com | 12/20/2015 5:57 AM |
| 231 | fwwood@comcast.net | 12/19/2015 6:32 PM |
| 232 | dcass1221@aol.com | 12/19/2015 3:50 PM |
| 233 | hill.rich@hotmail.com | 12/19/2015 3:39 PM |
| 234 | lori.dossett@gmail.com | 12/19/2015 2:15 PM |
| 235 | apgalik@comcast.net | 12/19/2015 2:00 PM |
| 236 | nancyo48tx@yahoo.com | 12/18/2015 9:39 PM |
| 237 | bchandle@sbcglobal.net | 12/18/2015 9:20 PM |
| 238 | pmleija@att.net | 12/18/2015 8:45 PM |
| 239 | millerbe01@earthlink.net | 12/18/2015 4:55 PM |
| 240 | rohhome11@gmail.com | 12/18/2015 2:44 PM |
| 241 | woodlands@mountainboomer.com | 12/18/2015 8:28 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| | | |
|-----|---------------------------------|---------------------|
| 242 | gnewman@swbell.net | 12/17/2015 6:51 PM |
| 243 | fhalter@comcast.net | 12/16/2015 4:42 PM |
| 244 | ppaling@comcast.net | 12/16/2015 4:13 PM |
| 245 | kpage5788@gmail.com | 12/16/2015 2:27 PM |
| 246 | sebastian.m.brei@gmail.com | 12/16/2015 2:22 PM |
| 247 | jim@griffnet.com | 12/16/2015 2:06 PM |
| 248 | robert.koester@consolidated.com | 12/16/2015 1:30 PM |
| 249 | roh3@yahoo.com | 12/16/2015 9:58 AM |
| 250 | cynthiaullman@gmail.com | 12/15/2015 8:38 PM |
| 251 | tlcowens@yahoo.com | 12/15/2015 2:40 PM |
| 252 | natrona74@aol.com | 12/15/2015 1:57 PM |
| 253 | martimeersch@gmail.com | 12/15/2015 11:27 AM |
| 254 | yyjustice@gmail.com | 12/14/2015 8:27 PM |
| 255 | roxanne.laplante@gmail.com | 12/14/2015 10:34 AM |
| 256 | AMTR03@YAHOO.COM | 12/13/2015 7:24 PM |
| 257 | dickgreeley@hotmail.com | 12/12/2015 6:54 PM |
| 258 | zmiller0314@gmail.com | 12/12/2015 4:29 PM |
| 259 | tropilio@gmail.com | 12/12/2015 11:12 AM |
| 260 | karim.nazeema@gmail.com | 12/11/2015 11:06 PM |
| 261 | tiffany.perl@gmail.com | 12/11/2015 5:16 PM |
| 262 | ted.eicks@anadarko.com | 12/11/2015 11:10 AM |
| 263 | michele@micheleflory.com | 12/10/2015 8:01 AM |
| 264 | lurallende@gmail.com | 12/9/2015 9:04 AM |
| 265 | mag_franzoni@yahoo.com | 12/7/2015 2:52 PM |
| 266 | molenick@gmail.com | 12/7/2015 2:18 PM |
| 267 | gregory.leuenberger@gmail.com | 12/7/2015 11:04 AM |
| 268 | phintzel@sbcglobal.net | 12/6/2015 3:29 PM |
| 269 | jvdiding@hotmail.com | 12/6/2015 11:10 AM |
| 270 | sagesllc@gmail.com | 12/6/2015 10:35 AM |
| 271 | santiago_petway@yahoo.com | 12/6/2015 9:27 AM |
| 272 | zareh@me.com | 12/6/2015 8:26 AM |
| 273 | frmdls@me.com | 12/5/2015 6:21 PM |
| 274 | ricks415@yahoo.com | 12/5/2015 5:52 PM |
| 275 | cliff.justice@gmail.com | 12/5/2015 3:23 PM |
| 276 | rondab51@gmail.com | 12/5/2015 2:53 PM |
| 277 | jonhemm@gmail.com | 12/5/2015 1:13 PM |
| 278 | chuckhoffheiser@yahoo.com | 12/5/2015 10:50 AM |
| 279 | pinarkeles@gmail.com | 12/5/2015 10:46 AM |
| 280 | rstarr1@gmail.com | 12/5/2015 10:20 AM |
| 281 | erin.leuenberger@gmail.com | 12/5/2015 8:59 AM |
| 282 | bbrenza@yahoo.com | 12/5/2015 6:40 AM |

The Woodlands Township Pedestrian and Bicycle Master Plan

| | | |
|-----|------------------------------|--------------------|
| 283 | henry@whl4.com | 12/5/2015 12:39 AM |
| 284 | rr_77002@yahoo.com | 12/4/2015 6:12 PM |
| 285 | barron92@comcast.net | 12/4/2015 6:09 PM |
| 286 | quaylejc@gmail.com | 12/4/2015 5:42 PM |
| 287 | sseelig@utexas.edu | 12/4/2015 5:16 PM |
| 288 | grant.l.gilbert@p66.com | 12/4/2015 4:55 PM |
| 289 | bbstave@att.net | 12/4/2015 4:47 PM |
| 290 | leftj@aol.com | 12/4/2015 4:44 PM |
| 291 | patnorris@me.com | 12/4/2015 4:38 PM |
| 292 | chelsea@woodlandsmonocle.com | 12/4/2015 10:45 AM |
| 293 | livid282828@yahoo.com | 12/3/2015 7:50 PM |
| 294 | scott.n.cori@earthlink.net | 12/3/2015 4:13 PM |
| 295 | acardiel@brookscardiel.com | 12/3/2015 3:47 PM |
| 296 | jtle828@yahoo.com | 12/3/2015 1:58 PM |
| 297 | annette.kreuz@gmail.com | 12/3/2015 1:05 PM |
| 298 | matat58@gmail.com | 12/3/2015 12:07 PM |
| 299 | hayneda@yahoo.com | 12/3/2015 10:45 AM |
| 300 | andrew.foederer@gmail.com | 12/3/2015 10:43 AM |
| 301 | nhile85@gmail.com | 12/3/2015 10:36 AM |
| 302 | dbopfer@gmail.com | 12/3/2015 9:25 AM |
| 303 | cmv103@yahoo.com | 12/3/2015 7:32 AM |
| 304 | french.denise@ymail.com | 12/3/2015 7:03 AM |
| 305 | tjwise5@gmail.com | 12/3/2015 6:39 AM |
| 306 | mfs9@att.net | 12/3/2015 2:11 AM |
| 307 | pmolberg@msn.com | 12/2/2015 9:04 PM |
| 308 | edivo@labvita.com | 12/2/2015 7:54 PM |
| 309 | jaschiusa@gmail.com | 12/2/2015 7:44 PM |
| 310 | mypascal@gmail.com | 12/2/2015 3:53 PM |
| 311 | lcolchin@aol.com | 12/2/2015 3:07 PM |
| 312 | jmm3930@gmail.com | 12/2/2015 8:45 AM |
| 313 | chrisjones_7@yahoo.com | 12/2/2015 7:54 AM |
| 314 | jkgoshy@aol.com | 12/1/2015 9:48 PM |
| 315 | jones_ramsey1@hotmail.com | 12/1/2015 12:48 PM |
| 316 | MiguelOscar@Comcast.net | 12/1/2015 12:05 PM |
| 317 | mrboase@gmail.com | 12/1/2015 10:31 AM |
| 318 | jgallup6@yahoo.com | 12/1/2015 10:07 AM |
| 319 | fanato_ve@yahoo.com | 12/1/2015 9:15 AM |
| 320 | kellyfitz72@yahoo.com | 12/1/2015 9:12 AM |
| 321 | jghough@mac.com | 12/1/2015 9:09 AM |
| 322 | currey2012@hotmail.com | 12/1/2015 9:06 AM |
| 323 | theresawag1@gmail.com | 12/1/2015 8:33 AM |

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|-----|---------------------------------|---------------------|
| 324 | jabrownjr@hotmail.com | 12/1/2015 8:18 AM |
| 325 | bh15510@@hotmail.com | 12/1/2015 6:31 AM |
| 326 | marco.macalusp@comcast.net | 12/1/2015 5:54 AM |
| 327 | vane-sierra29@hotmail.com | 11/30/2015 11:45 PM |
| 328 | dmglmurphy5@gmail.com | 11/30/2015 11:30 PM |
| 329 | luistrevinopg@yahoo.com.mx | 11/30/2015 10:49 PM |
| 330 | christophertgallagher@gmail.com | 11/30/2015 9:41 PM |
| 331 | avizzani@yahoo.com | 11/30/2015 9:28 PM |
| 332 | berretz@att.net | 11/30/2015 9:21 PM |
| 333 | monica@beatcheck.con | 11/30/2015 9:01 PM |
| 334 | lindadrach@gmail.com | 11/30/2015 8:47 PM |
| 335 | rhonda.tucker@mac.com | 11/30/2015 8:32 PM |
| 336 | joel.celedonia@gmail.com | 11/30/2015 8:22 PM |
| 337 | artaaaa@bellsouth.net | 11/30/2015 8:08 PM |
| 338 | julie.obrien8@gmail.com | 11/30/2015 8:02 PM |
| 339 | mitchell.mitch@gmail.com | 11/30/2015 7:57 PM |
| 340 | mbznrcz@msn.com | 11/30/2015 7:43 PM |
| 341 | kathybrumy@gmail.com | 11/30/2015 7:08 PM |
| 342 | tnoland1229@gmail.com | 11/30/2015 7:04 PM |
| 343 | tigerwine@comcast.net | 11/30/2015 6:20 PM |
| 344 | adamlwilson@gmail.com | 11/30/2015 6:16 PM |
| 345 | nancydlent@yahoo.com | 11/30/2015 6:13 PM |
| 346 | smukke13@gmail.com | 11/30/2015 5:52 PM |
| 347 | johnahefti@aol.com | 11/30/2015 8:43 AM |
| 348 | jan.marcella@gmail.com | 11/27/2015 8:36 AM |
| 349 | mkkath@aol.com | 11/25/2015 5:00 PM |
| 350 | bastidaso2002@yahoo.com | 11/24/2015 9:25 PM |
| 351 | danielizondo@yahoo.com | 11/24/2015 4:46 PM |
| 352 | catjanmarkman@yahoo.com | 11/24/2015 2:19 PM |
| 353 | len.bordelon@sgs.com | 11/24/2015 2:00 PM |
| 354 | ianmty@hotmail.com | 11/24/2015 11:34 AM |
| 355 | wifforlif@hotmail.com | 11/24/2015 9:56 AM |
| 356 | john.murdock@hpe.com | 11/24/2015 9:41 AM |
| 357 | jenmek@yahoo.com | 11/24/2015 9:36 AM |
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The Woodlands Township Pedestrian and Bicycle Master Plan

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The Woodlands Township Pedestrian and Bicycle Master Plan

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The Woodlands Township Pedestrian and Bicycle Master Plan

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The Woodlands Township Pedestrian and Bicycle Master Plan

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The Woodlands Township Pedestrian and Bicycle Master Plan

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The Woodlands Township Pedestrian and Bicycle Master Plan

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APPENDIX A4

**PUBLIC COMMENT AND
RESPONSE SEPTEMBER 2016**

Appendix A.4 Public Comment Period

After receiving the Draft Plan Presentation at the Board of Directors meeting in July 2016, the Board recommended a public comment period in which the public could review the Draft Plan. It was decided that the public comment period would take place in September 2016, after the start of school, and would continue for one month. The plan was available to view online on The Woodlands Township's website. Hard copies of the plan were printed and made available at the South Regional Library in The Woodlands as well as at The Woodlands Township Town Hall. The public were invited to provide comments on the Draft Plan and submit them via e-mail, mail, or through the online comment form. All comments received were logged, reviewed, and responded to, when appropriate. The public comment period log of comments and responses follows this page.

The Woodlands Township Pedestrian Bicycle Master Plan
Comment-Response Log

| Response No. | Page No. | Comment(s) | Response(s) |
|--------------|---------------|---|---|
| 1 | | <p>a. Am I correct that these projects do not include any of the potentially contentious drainage way projects? If not, I suggest we remove them from our immediate list of projects.</p> <p>b. The short term list of projects amounts to \$8.6 million which still needs to be confirmed. This amount includes \$1.9 million for a Trolley Route shared path which is already being done and funded by TWDLC. We should include this shared path in our network and ongoing maintenance budgets but not in the proposed planning budget.</p> <p>c. We should consider moving the \$4.9 million Kuykendahl Shared Path project from the Medium Term to the Short Term, subject to available funding. This project, along with the Lake Woodlands Projects would provide both an N-S and a E-W bike corridor in our first phase of work.</p> <p>d. The short term projects ignore the impact of the FM 2978 widening scheduled to be completed in 2019. This project will provide a sidewalk from Woodlands Parkway to Bear Branch School plus an 8-foot shoulder. Although this project is not a Township investment, we should consider its impact on our network plan as it will provide benefits through its connectivity to Terramont (via Ken Lakes) and Research Forest (via Egypt).</p> | <p>All prioritization changes will be taken into consideration.</p> |
| 2 | | I do not support paths that cut through The Woodlands. | Thank you for your comment. |
| 3 | 5-17 | The plan shows a sidepath on Sawdust as a long-term project. In this area, peds have the choice between walking in the ditch or in the roadway.Students have to stand either in the roadway or in driveways to wait for school buses. The yellow line stops at theTownship boundary. Interagency coordination is needed to address this issue. This project needs higher priority. | All prioritization changes will be taken into consideration. |
| 4 | | What percentage of the people wanting all these changes to our road ways and walking/biking trails are actually residents of the Woodlands? | 95% of comments received are from residents within The Woodlands |
| 5 | Summary | I like the existing paved hike and bike trails. However not in favor of creating designated bike lanes. Especially throughout a good portion of the community. | Thank you for your comment. |
| 6 | 5-5 | How do you propose to keep pedestrians and cyclists from being killed while crossing the extremely busy and fast 242/I-45 service road intersection? | The detailed design of the crossing will be determined in the future. |
| 7 | | I highly disagree with the need to add bike lanes to ANY collector streets in The Woodlands. There are enough groups and individuals on the roadways biking that clog traffic and make turning hazardous without encouraging others to come in due to having a dedicated area for them. The biking community consistanly ignore traffic laws (not just a braod generalization) weather it be traffic signals, stop signs or rights of way no matter what Article 2 of the Bicycle and Pedestrian Ordinace states. The use of any tax dollars to be spent to for roadway bike lanes along side streets and collector streets would be a waste of money and resources that would help to infringe on the rights and welfare of the majority of The Woodlands population. With this said, I do agree for the need for the addition of additional pathways off the roadways to facilitate better pedestrian and bicycling connectivity throughout the community. | Thank you for your comment. |
| 8 | Safety | With increased use of Biking, will there be any enforcement of traffic rules for Bikers? For example, Cars stop at Red lights, but bikers slow down and then run the light if no cross traffic. | By law, bicycles must follow roadway rules. Education and enforcement are also suggetions made in this plan. |
| 9 | | Any improvement to the access and safe mobility of bicycles in our community should be supported. The inclusion of the green spaces and utility/ drainage areas is definitely an affordable option. All of the ideas that separate automobiles and cycles while providing complete mobility should be the goal of these changes. | Thank you for your support of this plan. |
| 10 | 5-17 | On Sawmill between Grogan's Mill and Sawdust, students get on school buses in the morning on the west side of Sawmill. There is no ped facility on that side. They walk in the roadway to get to the bus stop. They have to stand in either the roadway, grass, or in the intersection of Sawdust at Scarlet Woods. Please take a closer look at ped and bike needs on the west side of Sawmill in this area. Be aware that Sawmill will connect to ExxonMobil one day, and traffic will only increase in this area. | All facility recommendations will be reviewed by the study team and taken into consideration for inclusion in the plan. |
| 11 | | I drive approximately 100 miles a day throughout the Woodlands, spring and tomball, and I see a huge number of experienced bikers using the roadway, not the shoulders, of the road. This bikers are also NOT following any of the road signs or stop signs. Until I see more of them actually stopping at a stop sign or a stop light, I don't really want to share anything with them. Are they not required to stop and wait there turn? All of the trails are clearly marked for the walkers/bikers to stop at the corners, and they don't here in The Woodlands. What happens when there is a biker traveling less than the speed limit, and I need to make a right turn in front of them? | Thank you for your comment. Bikers are required to obey all traffic laws. Bicycle education is a component outlined in the Safety Objective in the Plan in Chapter 3. |
| 12 | V | Barrier Access Gap (I-45 barrier) references Figure ES.5, which does not represent the description listed. Instead, ES.5 illustrates Sterling Ridge Park & Ride proposed enhancements. No figure appears to illustrate the fourth ES.2 item. | Thank you for your comment. |
| 13 | Safety | Will overgrown and dense vegetation on current shared use paths be trimmed and cleaned out to provide walkers with a higher sense of safety? | Maintenance plans will be identified as facilities are designed. |
| 14 | | The Alden Bridge Sports Park link is a really great idea. Can it get a higher priority? | All prioritization changes will be taken into consideration. |
| 15 | | I also see many, many cars travel into the Woodlands with their bikes strapped onto their car. They park at the YMCA or another parking lot and ride all over. Why don't they ride their bike in their neighborhood and lobby to get Harris County to make all the changes to their roads? They don't even have street lights in Harris County. | Thank you for your comment. |
| 16 | 5-13 and 5-14 | I have been walking up and down stretches of Panther Branch and Bear Branch for almost 20 years. These corridors are pretty wide. The north end of the Panther Branch line is drawn right next to the houses, one of which I live in. The path could be there, or it could be further into the woods (closer to the creek), or it could be in the power line ROW east of the creek. All these options have their pros and cons, but I am worried that an alignment too close to people's houses may get a negative reaction. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 17 | 8-4 | Significant concern with locating a lighted shared pathway directly behind our property in the medium term. Laurelhurst Cir directly backs Kuykendahl Rd, and is already being negatively impacted by the expansion of STAOP. Additional lighting and cutting back vegetation will create even more noise and traffic, exacerbating the diminution in property values. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 18 | 4 | See my comments below in Section 22. | No comment provided. |

The Woodlands Township Pedestrian Bicycle Master Plan
Comment-Response Log

| Response No. | Page No. | Comment(s) | Response(s) |
|--------------|------------------------------|---|---|
| 19 | 8-3 | Why is there a short term project for the Trolley Route Path (1.9M)? The trolley route is not for hike or bikes. Mixing the three could be really dangerous. | This is a route for pedestriand and bicycles that is simply located parallel to the route that the trolley goes. |
| 20 | 5-4 | the shared use path from branch to research will cut a 10-12 foot swath of pavement through natural areas | are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 21 | Executive Summary - iv | Bike Lanes?! Are you kidding me?! Traffic is already insane on major thoroughfares, the last thing we need is to add hobbiest bike lanes. | Thank you for your comment. |
| 22 | | Some of the proposed paths run through a flood plain that handles water runoff for all of Cochrans Crossing. I have had \$10,000 in flood damage and others on my street have incurred more loss than me. In conversations and meetings, I have heard that MUD and SJRA are currently planning to make modifications in the same area as the proposed paths to handle the flooding that is happening throughout Cochrans Crossing. I could not find any place in the proposal that includes analysis of using flood plains. Given the problems we're having throughout Cochran's Crossing, even consideration of using flood plains is wreckless. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 23 | | I support the woodlands bicycle master plan | Thank you for your support of this plan. |
| 24 | | I support the bike plan | Thank you for your support of this plan. |
| 25 | | I am new to The Woodlands. Just wanted to share that I wish a pedestrian and bike trail existed around the lake by Buckalew, west of Kuykendahl. | All facility recommendations will be reviewed by the study team and taken into consideration for inclusion in the plan. |
| 26 | Appendix A Pg 15 | Adding shared-use paths would be beautiful but not at the expense of trees, greenery, or safe havens for wildlife. There must be significant additions to greenery to cover the paths or incentives for the contractors to remove as few trees as possible. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 27 | | Need bike excise on the shoulders of the woodland roads | Thank you for your comment. |
| 28 | All of it | Opposed... Drivers too distracted, going to wreck lives! | Thank you for your comment. |
| 29 | Section 5.2.1, Page 5-05 | Add sidepath on north side of Lake Woodlands Drive from Lakeside Bldv to Hughes Landing Bldv. This will allow pedestrians to cross lake to/from Hughes Landing without having to cross Lake Woodlands Drive and better connect to several office buildings and other commercial development on both sides of lake. | All facility recommendations will be reviewed by the study team and taken into consideration for inclusion in the plan. |
| 30 | | Very happy to see removal of bulb-outs. Would like to see all bulb-outs removed in short to medium term. | All prioritization changes will be taken into consideration. |
| 31 | Bike The Woodlands | I support and eagerly await the implimentation of the improvements to the multi use pathways here in The Woodlands, to improve our community and enrich our citizens through exercise and cycling. | Thank you for your support of this plan. |
| 32 | 5-8 | As a bike commuter to work (at least 3 days a week), I believe a major reason why people do not bike to work is the lack of a safe, more direct route from the residential areas to the town center. A central bike lane in Lake Woodlands and Research Forest is an excellent response to this need. | Thank you for your support of this plan. |
| 33 | 1 | I am an avid cyclist and would love to have more continuos trails to navigate the woodlands. So many areas of the woodlands still lack even side walks and so it forces me to ride on the road. Per the law I am entitled to a lane on my bicycle. Which is great, but it's hard to file a lawsuit when you're dead. Adopting more multi-use paths makes it safer and really lowers my stress level when riding. | Thank you for your support of this plan. |
| 34 | Section 5.4, page 5-19, 5-20 | Really? You already have and are planning for hundreds of miles of paths and now you just have to take what very little is left for wildlife? You people are morons. Not to mention people's homes along these easements. You better leave what little is left of actual dirt and trees in this area. This is a disgrace. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 35 | 5-8 | There should be some form of continuation (even if it's just markings on the road for a shared lane) from the section between Kuykendahl and Sterling Ridge, so as to allow cyclists to safely continue on to Sterling Ridge, going East or coming from Sterling Ridge towards the West. | All facility recommendations will be reviewed by the study team and taken into consideration for inclusion in the plan. |
| 36 | 1 | We need to do this plan as soon as possible | Thank you for your support of this plan. |
| 37 | Appendix B Page 13 | Adding paths along Bear Branch Reservoir should not be allowed. These will invade the sanctuary of many homes and residents and disrupt the privacy of many property owners. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 38 | | I support the Bike Plan | Thank you for your support of this plan. |
| 39 | Appendix B, page 16 | My house back up to the south side of woodlands parkway between gosling & kuykendahl. Since adding the additional lane the noise level has increased significantly, even more since the loss of trees from the drought. I can't imagine how much more loud it will get when more trees are cut to provide an 8' pathway. People drive so fast on woodlands parkway that cutting down many more trees will make it miserable to go in our backyards which doesn't seem like a good sales point for living in the woodlands. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 40 | 5-6 | I am extremely supportive if dedicated bike lanes on Research Forest and Lake Woodlands as included in the short term plan. I know many people, including me, who would regularly use these bike lanes. They would be an incredible addition to our community!!! | Thank you for your support of this plan. |

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| 41 | Appendix B, page 13-15 | <p>I have read through the proposed bike plan and have a concern. I live at 36 Palmer Woods Drive in Cochran’s Crossing. I was looking at the map and although the map is pretty coarse making it difficult to see the exact path for the pathways, it appears the plan would be to put a shared use path in the green belt between the golf course and Cattail park. I have lived in my current house for just over 12 years. Normally, with heavy rains the wetlands has had the capability to move the water out pretty quickly to avoid flooding even during the hurricanes we have experienced. That wetlands moves the water from Bear Branch reservoir and whatever comes from the neighborhoods and ponds from the golf course. Unfortunately, over the last year and a half during storms like the tax day floods and several that we have had this year, the system has been struggling with heavy rains and we have had quite a bit of street flooding and water flooding the golf course behind my house and the back yards of houses in the back of Palmer Woods adjacent to the easement. Palmer Woods in from of my house was flooded blocking all traffic and Windhaven was totally flooded blocking all traffic. I assume this has only happened recently, and not during previous hurricanes, due to the growth west of us and the additional water that flows into Bear Branch reservoir that needs to be carried downstream. My concern is paving over a portion of the wetlands for a shared use pathway (examples in the report show asphalt pathways) will only have a negative effect of the wetlands ability to handle the water that comes during these large, fairly common, storms. I would imagine the already planned expansion of Kuykendahl to 4 lanes will also have an effect so this can only task the system further. I am curious what type of water studies have been done to determine water flow during heavy storms and the impact on houses in the neighborhood. Have there been any studies and, if so, how recent have they been done? What are the plans to improve water flow in the area once you impact the greenbelt with paving, changing its ability to handle the water since the system seems to be tasked heavily now and barely handling current needs? Thank you. Ken Tandy</p> | <p>Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations.</p> |
| 42 | All | <p>The ordinance focuses only upon Bicycles and ignores the other devices that are seen on the pathways to include electrically motorized handicap assistance devices, children's ride on toys, skateboards, hover boards, and Segway's. Any ordinance must be able to address the plethora of users and not simply focus on one single device if the Township expects to remain forward looking.</p> | 0 |
| 43 | all | <p>I don't believe it is a wise use of tax payer money to pay millions for bike lanes (not shared use paths) that less than 1% of TWT population of TWT will use.</p> | <p>Thank you for your comment.</p> |
| 44 | 5-13 | <p>given drainage problems along cochrans crossing, how will the bear branch drainage easement shared use path help these problems?</p> | <p>Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations.</p> |
| 45 | Executive Summary - v | <p>Energy is down, jobs are being lost, wages are stagnant, healthcare costs have skyrocketed, and we are looking to incorporate. We do not have the money to build luxury items like new paths when the future is so uncertain.</p> | <p>Costs for these facilities have been built into The Woodlands budget. Additionally, there are grant opportunities exclusively for these facilities.</p> |
| 46 | Executive Summary Page 5 | <p>This plan will cost \$53 million dollars which doesn't include addressing how to handle modifications to the flood plain, necessary security, and on-going maintenance. Is it just me, but I thought many of us were feeling pinched by the oil downturn.</p> | <p>This issue is outside the scope of this planning project.</p> |
| 47 | C5 Pg 19 | <p>Is there budget for potential increase in pathway maintenance and bike patrols due to the increased traffic should activation not prove effective?</p> | <p>This issue is outside the scope of this planning project.</p> |
| 48 | 281-650-0836 | <p>Maybe e bikes could use the trails</p> | <p>Thank you for your comment.</p> |
| 49 | All of it | <p>Bikers don't abide by the laws. Asked the fireman on Fire truck 101 on Lake Woodlands Dr. and Gosling 9/11/2016 at 10:20am. That biker did not abide by the laws of the road and fireman honked him for it. They also know more dead bodies will pile up!</p> | <p>Thank you for your comment.</p> |
| 50 | | <p>Like the usage of wetland and utility right of ways which minimize people/car interaction. These new paths should be prioritized.</p> | <p>All prioritization changes will be taken into consideration.</p> |
| 51 | 7-3 | <p>When I bike to work, I encounter many children (and parents) biking to school, they smile at me seeing that we both use bikes to commute. I think an emphasis on bike to school more often will help TW to become even more bike friendly than a bronze level.</p> | <p>Thank you for your comment.</p> |
| 52 | | <p>Overall, I support the plan in its totality</p> | <p>Thank you for your support of this plan.</p> |
| 53 | | <p>Keep cyclist safe.</p> | <p>Thank you for your comment.</p> |
| 54 | 4-7 | <p>Figure 4.7 - How do you know that the bicyclist was forced to use vehicular lanes? The curvature of the pathways at intersections are for safety so that cyclist don't dart out into the road. This bicyclist is probably riding in the street because they want to go faster than the shared use path will allow or to avoid pedestrians.</p> | <p>We observed the cyclist moving from the shoulder of the roadway into the vehicle lanes. The cyclist was not able to stay in the shoulder of the roadway due to cement curb ending the shoulder.</p> |
| 55 | 5-13 | <p>given the economy, we want to spend \$3 million to destroy wildlife?</p> | <p>Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations.</p> |
| 56 | I couldn't fin in the plan. What isn't in the plan is really what concerns me. | <p>The highly publicized sexual assault on the path last year hasn't been the only one. There has been one other and one attempted on the paths in the last 18 months. Making existing paths more secure with video surveillance, etc. seems like a necessary step before adding more paths, especially with no easy street access for police.</p> | <p>This issue is outside the scope of this planning project.</p> |
| 57 | C5 Pg 20 | <p>Man powered vehicles only between certain times. Commuters are generally 5-7am and 4-6pm. Kids would be at less risk of injury if these types of transportation were not allowed during high traffic times.</p> | <p>Thank you for your comment.</p> |
| 58 | Opposed all of it | <p>Use the pathways! Why build him if you are not going to use them!</p> | <p>Thank you for your comment.</p> |
| 59 | | <p>Would like to see even less people/car interaction and implementation of pedestrian bridges or underpasses as much as possible.</p> | <p>All facility recommendations will be reviewed by the study team and taken into consideration for inclusion in the plan.</p> |
| 60 | 7-3 | <p>Bike Month, specially the last one, was an excellent program that should be repeated every year with proper funding.</p> | <p>Thank you for your feedback.</p> |
| 61 | | <p>Keep our community healthy</p> | <p>Thank you for your comment.</p> |
| 62 | 4-11 | <p>Figure 4.12 - Do you know how many people actually use the pedestrian bridge? Not very many...</p> | <p>Thank you for your comment.</p> |
| 63 | 4-14 | <p>as shown in this table, there is already a shared use path along research forest. Why spend \$3million to make another one across wild area?</p> | <p>Additional suggested facilities will provide access to homes and businesses and create a comprehensive pedestrian and bicycle network.</p> |
| 64 | C6 Pg 7 | <p>I love the way finding concept in Figure 6.6. It fits naturally with the landscape. And digital wayfinding? Sign me up!</p> | <p>Thank you for your support of this plan.</p> |
| 65 | Opposed all of it! | <p>You board people said it cost too much to install WiFi in Town Center, but you want to blow our tax dollars on bikers who do not follow bike laws!</p> | <p>Thank you for your comment.</p> |
| 66 | | <p>Summit County Colorado has a beautiful example of "rec paths" that flow people even along Interstate Highways with almost no people/car interaction.</p> | <p>Thank you for your comment.</p> |

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| 67 | 7-4 | I am a commuter biker, not a road biker, and I see that most motorist want to be good to cyclists. Unfortunately there are no wide spread instructions on the rights of pedestrians and path cyclist, specially at traffic lights. Most drivers do not check pedestrian traffic lights before turning right (and now turning left). This could potentially cause serious harm. But I have seen that most drivers want to do the right thing. Education efforts should be increased, with reminding signs, logos, town shares. | Thank you for your comment. The plan provides some suggested policies and programs to help with these safety issues, and Bike The Woodlands Coalition provides trainings and events to help with education as well. |
| 68 | 4-12 | In the older section of Indian Springs there are shared use paths that go behind homes. These same type of paths are found in older parts of Cochrans Crossing. | Thank you for your comment. |
| 69 | 4-17 | capstone area according to the map, has good services for bikers so again why spend \$3 million | Thank you for your comment. |
| 70 | Opposed al of it | Those that vote for this, the first citizen that loses their life due to dui & other reasons, Remember I told you so! | Thank you for your comment. |
| 71 | | Thanks for working to make our community safer and healthier. | Thank you for your comment. |
| 72 | i | I applaud the Township for this initiative. A program like this will promote public health, resource conservation, environmental health and a true transformation for our next generations. Proud to be part of this community since 1999. | Thank you for your support of this plan. |
| 73 | 5.4 and 5.5 | I suggest a similar writeup titled "Shared Paths along Creeks" or similar name. There are a lot of distinctions between utility corridors and the wide flood ways such as Panther Branch and Bear Branch that could be addressed. | 0 |
| 74 | | Please recommend that the existing paths are maintained and underbrush is cleared so that you can safely walk/bike on existing paths. I have encountered flooded pathways 2" deep for a couple of hundred feet when it hadn't rained for days, tree branches so low you have to duck not to hit your head, vegetation so dense you can't see who is coming around the curves, underbursh enchroaching into path so it is impossible to move to the right when someone is passing on left, etc. | Thank you for your comment. |
| 75 | 5-4 | I don't understand this map that shows "Recommended Shared Use Paths" in a lot of places where there's already an existing eight-foot path. | Additional suggested facilities will provide access to homes and businesses and create a comprehensive pedestrian and bicycle network. |
| 76 | | I would not recommend shared bike lanes on major roads such as Research Forest, Lake Woodlands and Woodlands Parkway. The vehicle speeds are to high. Bike lanes are better for collector streets not major thoroughares. | Thank you for your comment. |
| 77 | 5-6 | "Marisco" should be "Marsico" no matter what Google says. I think the incorrect street name signs (still shown on Street View) have been corrected.. | Thank you for your comment. |
| 78 | | The short term plan will address many of the current issues that cyclists face on the roadway. It will be great to have bike lanes to access different areas of The Woodalnds. One thing that I think would be an excellent addition to the long term plan is the addition of at least one bike lane to access Creekside, either along Gosling or Kuykendahl as construction on these roads is completed. | All facility recommendations will be reviewed by the study team and taken into consideration for inclusion in the plan. |
| 79 | | Great idea. Please implement! | Thank you for your support of this plan. |
| 80 | | Seems like there are ample shared use trails in the Woodlands already. What's missing are provisions for high speed bikers: they either have to fight the cars on the roads or else endanger pedestrians and slow bikers on the existing shared use trails. Therefore, I think the focus should be those bike lanes, etc that will allow high speed bikers to safely use the roads. I DON'T think we should prioritize more shared use bike trails. I also don't like the idea of adding bike lanes in the drainage areas. This will reduce the privacy of those that back up against those areas or are adjacent to access points. Having paths adjacent to roads should be a much higher priority since that gets pedestrians and casual bikers away from cars, but doesn't infringe on resident privacy. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 81 | | Comment 81 Email | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 82 | | Comment 82 Email | 0 |
| 83 | | Comment 83 Email | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 84 | | Comment 84 Email | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 85 | | Comment 85 Email | Thank you for your support of this plan. |
| 86 | | Comment 86 Letter | Thank you for your comment. |
| 87 | | Comment 87 Letter | All facility recommendations will be reviewed by the study team and taken into consideration for inclusion in the plan. |
| 88 | | Comment 88 Email | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 89 | 5-13 | Object to Kuykendahl Rd 1488 to Creekside Green Drive shared use path. This proposed path will provide easy access into the rear of my property and many others, reducing privacy and increasing the potential for crime via easy access and egress. I am strongly opposed to use of greenbelts behind homes, that are also in flood pains for this purpose. This could also adversely impact drainage in the floodplain, further impacting nearby properties. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 90 | General Comment | Bikers currently use the roads rather than the existing bike paths. Why invest more money in infrastructure that will not be used. | Thank you for your comment. |
| 91 | 5-04 | I absolutely hate the idea of a bike path behind my home. We paid premium for a private lot. We enjoy our privacy and don't want strangers using the path from 1488 and endangering our safety. I think it is a bad idea and I will fight hard to not let this happen. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 92 | 5-16 | The paths you have identified overlay greenspace and drainage areas already stressed during heavy rains. Was a flood assessment done? Who chose these routes? In addition, there will need to be a vote by the residents for such a plan. Lastly, the greenspace in question has been designated as wetlands and a deer habitat negating the ability to disturb the environment. I will plan on filing compaint with the EPA, BLM, and NWF. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 93 | 5 | Are you insane?!?!? We purchased this home with the guarantee that nothing would ever be developed behind our home! We back up to the Panter Branch Drainage easement and the side of our home is also part of this easement. When we have very heavy rains,such as the May 26 flood, the entire easement was under water almost to our home (both the side and back of our home)! Would you like to see the video!!!!!! We do not want foot or bicycle traffic beside or behind our home!!!!!! | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |

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| 94 | 5-03 | I have no answers but I have a question/concern. I have witnessed two times a cyclist falling into the lane of traffic from a shoulder bike path. In one of these instances, the cyclist fell directly in front of me, requiring me to swerve and slam the brakes. How can physical barriers such as bollards or pylons prevent auto traffic from being disrupted each time a cyclist is passed either by reduced speed or pulling into the other lane? I have concerns that designated bike lanes will increase bike traffic of all skill levels on the street, which will cause increased auto traffic congestion, especially on the 2 way roads like Panther Creek. | Thank you for your comment. |
| 95 | | 1 I am very concerned about the cyclist not obeying traffic signs. | Thank you for your comment. |
| 96 | N/A | Remove the bump-out curbs | Thank you for your comment. |
| 97 | i Executive Summary | It is mentioned that The Woodlands is known for great schools...shopping...and access to nature. Missing from this list is the trees, which should be mentioned first. | Thank you for your comment. |
| 98 | | I am totally against any designated bike lane for high speed bicyclists. My husband and I bike on the bike paths on the weekends; we are casual bikers, and routinely do 12 mi. The Woodlands has nearly 200 mi. of bike paths for its residents. It is very obvious to everyone that the high speed cyclists are doing this simply for exercise, not to commute to work; this is not Amsterdam. This is Texas, with our climate, and it is totally ridiculous and a tremendous waste of our money to spend it on designated bike lanes for high speed cyclists. Our assessment is reduced by a minuscule amount every year. If The Woodlands has so much money to waste, reduce it by a sizable amount -- perhaps half. | Thank you for your comment. |
| 99 | We need bike lanes | Safety for our children | We look forward to future project improving the safety of children in The Woodlands. |
| 100 | 5-04 | I am interested in the paths but please avoid putting them directly behind fence lines if there is room. In some places the paths go directly behind people's houses even though the green belt is very deep and in others, the bike paths are kept toward the center of the green belts. For example the path that goes under Greenbridge is directly behind the northern homes but set back from the southern homes. That does not seem fair. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 101 | Executive Summary- Table ES.2: Fast-Track Projects-Ref Barrier Access Gap Figure ES.5 | I have reviewed the information in the Chapters and and Appendixes of the Pedestrian and Bicycle Master Plan. I could not find information or data supporting the cost estimate of \$740,000 to connect Harper's Landing to the local business community at the College Park Village. The cost estimates seem to be extremely high. Which route is being recommended? | All cost estimations were conducted using regional standard costs. These cost estimates include planning, design, and construction. |
| 102 | iv | I was on the Steering Committee. I am disappointed to see a sidepath recommended for The Woodlands Parkway. The Steering committee determined that there were other less heavily traveled East West opportunities for connectivity and that The Parkway should NOT have bicycle traffic. | Sidepaths do not include bicycle traffic, this is why this facility type was chosen for Woodlands Parkway. |
| 103 | Executive Summary v Lake Woodlands Central Bike Path | No. No NO NO! NO BIKE LANES!!!! The only bike options should be (see page 4-05): Shared Use Path and Shoulder Bikeway. And stop taking shoulders to add a car lane like you did on Research Forest Drive. | Thank you for your comment. |
| 104 | 4.4 Crossings | The crossings in form of bridges need nicer designs than the crossings in The Woodlands. A combination with wooded frames would be nice. | This issue is outside the scope of this planning project. |
| 105 | 5-19 | Multi-use pathways along utility/drainage easement is a wonderful idea! PLEASE DO THIS! Not only is it a wonderful way for bikers/runners to go long distances without interference of cars, the marathons could be at least partly moved off the roads. Yee Haw! | Thank you for your support of this plan. |
| 106 | 5-04 | HAVEING A BIKE LANE IS THE WROST THING YOU COULD EVER HAVE. | Thank you for your comment. |
| 107 | | Why do we need ore bike paths. Half of the bikers ride on the street as it is. Use the money more wisely | Thank you for your comment. |
| 108 | | I love that there is a plan and I support it 100%! Thank you !! | Thank you for your support of this plan. |
| 109 | | 1 Good initiative and looking forward to see it happening | Thank you for your support of this plan. |
| 110 | 15 - Medium Term Recommendation | I am NOT in favor of the pathway being proposed from Bear Branch Park thru the Greenspace past the TWHS and behind the Capstone neighborhood. It will disrupt the tranquility and wildlife behind our homes, possibly affecting property values. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 111 | Maps | I am opposed to developing paths adjacent to waterways and tributaries. Some of these have flooded 3 time this year and a path would require costly clean up and repairs. I ride my bike daily on various bike paths here and do not see enough demand to warrant this expense. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 112 | | I fully support the plan | Thank you for your support of this plan. |
| 113 | | 2 I live just off of Lakewoodlands drive between Cochran Crossing & Kuykenhahl, and I have observed cyclist running the stop sign at the entrance to my subdivision very often. | Thank you for your comment. |
| 114 | N/A | Improve the shoulders | Thank you for your comment. |
| 115 | i Executive Summary | The summary also correctly states that Mitchell's vision was to maintain the natural environment. This vision can be easily overlooked as the community matures. The bike plan should include this vision, which is significantly different than the goal to provide access to nature, which is stated more than once. The fast track projects seem to meet the vision of maintaining nature, but this should be the objective for all plans. | This is a planning level document with a network of suggested facilities only. |
| 116 | i | We have been hearing about this but it is pretty challenging to get an idea of what is coming. It would be nice if some kind of picture could make it into the news paper so people get an understanding of what is coming. | Twelve articles in five different publications were published regarding this plan. Additional advertisements were located throughout The Woodlands over the past year. |
| 117 | iv | I believe we also recommended that there did not need to be multiple North South corridors either. I see many redundancies on this Network map. The Steering Committee advised against redundancy in an effort to be cost effective when creating connectivity throughout the community. | There will be opportunities to provide input on specific facility recommendations. Lines on maps included in the plan represent corridors where bicycle and/or pedestrian facilities should be considered. Finalization of design and location of facilities will be possible only after additional analysis and public involvement. |
| 118 | Appendix A | Seriously? Only ONE public meeting? And with all the events that take place in TW, why have I NEVER seen another word about this plan? And look at how huge it is--you aren't really expecting feedback and participation, are you? It's going to be the same old find a small group and cram their decision down our throats, isn't it? | Twelve articles in five different publications were published regarding this plan. Additional advertisements were located throughout The Woodlands over the past year. |
| 119 | | At the beginning there was a comment about missing lights. All suggestions are without lights for the walkways. To create a safe community, we need more lights. | Thank you for your comment. |

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| 120 | 5-04 | HAVEING A BIKE LANE MAKES IT WHERE THERE IS NO PLACE FOR CARS TO PULL OVER TO IF THEY HAVE A FLAT TIRE OR GETS OVER HEATED. | Thank you for your comment. |
| 121 | Executive Summary viii "Wayfinding" | Limit wayfinding to SIGNS and street-painted directionals. Not everyone carries tech stuff when they are out, especially for fitness, and having to refer to a "device" is distracting and that much less safe | Thank you for your comment. |
| 122 | 5-04 | HAVEING BIKE LANES THAT SHARE WITH CARS IS NEVER A GOOD IDEA. WITH THE WAY THAT PEOPLE DRIVE IN THE WOODLANDS. I HAVE SEEN PEOPLE GOING FASTER THEN THE SPEED LIMIT. YOU ARE NEVER GOING TO HAVE BIKE LANES BECAUSE YOU ARE NEVER GOING TO GET PEOPLE TO GO THE SPEED LIMIT. | Thank you for your comment. |
| 123 | | I would not recommend shared bike lanes on major roads such as Research Forest, Lake Woodlands and Woodlands Parkway. The vehicle speeds are to high. Bike lanes are better for collector streets not major thoroughares. | Thank you for your comment. |
| 124 | Chapter 5 | Doesn't open | Thank you for your comment. |
| 125 | Thank you for this taking on this task | I know that I've made some critical comments here, but I do recognize that you are at least somewhat interested in the community at large. In short, stick to the shared-use pathways as much as possible, maybe develop a sign system to let the serious bikers know the safest surface routes and warn them when they are at risk. | Thank you for your comment. |
| 126 | | Comment 126 | Thank you for your support of this plan. |
| 127 | | Comment 127 | Thank you for your comment. |
| 128 | | Comment 128 | All facility recommendations will be reviewed by the study team and taken into consideration for inclusion in the plan. |
| 129 | | Comment 129 | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 130 | | Comment 130 | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 131 | | Comment 131 | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 132 | | Comment 132 | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 133 | | Comment 133 | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 134 | | Comment 134 | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 135 | Page i - comments/edits | remove the comma between devised and that | Thank you for your comment. |
| 136 | | Raise Crime opportunies | Thank you for your comment. |
| 137 | | I am against the path ways behind greenbelt in taylor point. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 138 | Appendix B page 13 | I OPPOSE the Proposed Shared Use Paths that run along the Drainage Easements for the following reasons: 1. Many of these areas are in the flood plan. Adding concrete or other hard materials may increase potential flooding in the surrounding homes. During this past spring the overspill was significantly higherthan usual and did intrude into our back yard. 2. The natural flora and fauna will realize a decrease in their habitat. Part of the enjoyment of living in The Woodlands is spotting the deer, owls, bats, etc. that live and roam in our greenbelts. 3. Paved 10' to 12' pathways directly behind homes fronting the proposed Shared Use Pathwys will raise the chance of these homes being burgled as access will be easier by vehciles never meant to use these paths. 4. Removal of any trees to facilitate these paths will destroy animal habitats and increase the traffic noise for the homes backing onto the drainage easements. 5. Building in natural creek areas was never part of the Woodlands Plan. Homes along these areas were sold at premium prices because of their location on a greenbelt. 6. The estimated cost for the Shared Use Paths is quite high. I don't believe the estimated cost is all-inclusive (e.g., lacks O&M costs) nor is commensurate with the number of people who may benefit from use of the Shared Use Paths. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 139 | General Comment | The overal cost associated with this proposal, in my opinion, is egregious. Almost 60 milliion dollars to fund as system of paths for cyclists and pedestrians in addition to all the existing pathways seems out of line. | This is a planning level document with a network of suggested facilities only. |
| 140 | Appendix B page 15 | I, Nicola Ulrichs, OPPOSE the Proposed Shared Use path that starts at FM 1488 going Southeast to New Trails along the Panther Branch Creek Drainage Easement for the following reasons: 1) Easier access to backyards of homes fronting the path will raise crime opportunities as path is along an isolated drainage easement that has no street access for police patrols or line of sight. 2) Destroys natural creek eco-system by introducing concrete or rock materials as a carved pathway into the environment, people further destroy by going off path with bikes and other destructive foot traffic. 3) Area is in the flood plan. Adding concrete or rock path materials will increase potential flooding in the surrounding homes. 4) Traffic increases in the surrounding neighborhoods as people will use the easements between houses to access the pathway, park cars on streets, generate noise, look into people’s backyards as families attempt to have a peaceful weekend... how do we realistically control access to proposed path usage....IT CAN NOT BE DONE. 5) Building in natural creek areas was never part of The Woodlands Plan and these home sites were sold with land permitted as creek watershed no building or formal access I have reviewed the Proposed Pedestrian and Bike Master Plan in some detail. Parts of the plan are good, but building concrete or rock pathways on land that is a natural creek watershed, that was sold to homeowners as “NEVER to be built upon or improved Greenbelt Land” and increases crime access to property and families must be stopped. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |

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| 141 | | As a Woodlands homeowner, I am outraged to see this plan. Creating shared paths directly behind existing homes is at the very least unethical. We purchased our home based on its location and surroundings. Backing up public pathways is a violation of privacy and security, not to mention a serious devaluation for home prices for which we are already seeing decrease. On another note, any pathway that connect neighborhoods inside The Woodlands with major highways on the outside of The Woodlands is OUTRAGING. Under NO circumstance should any path directly connect previously secluded neighborhoods with major intersections. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 142 | | Shared use path starting at Bush Elementary cuts through existing forest area and enables people from college Park Drive to have easy access to rear of homes | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 143 | 5-13 | I, Lindsey Sowers, do not support the Panther Branch Path that begins at 1488. I have several concerns about this shared path. First of all, I feel that we would be affected by this shared path to a much greater degree than most people who live on the greenbelt because of the fact that we live next to an easement that would provide access to this path. The easement runs right next to my driveway and my detached garage. People walking on this easement can see into my backyard, my breakfast area, my study, and even my master bedroom. They can even see what is on my computer screen. I feel that having people walk along this easement on a regular basis is an invasion of my privacy and significantly reduces my enjoyment of my home and property. Having the shared path run along the back of my property could be remedied to a certain degree by replacing my wrought-iron fence with a wooden fence, but there is no such solution for people using the easement to access the shared path. I cannot put a fence running parallel to my driveway as The Township would not allow a fence there. Furthermore, the easement often gets swampy. When this happens people will likely use my driveway to access the shared path. My driveway is not public property, and I do not feel comfortable having people use it on a regular basis. This path would significantly impair my enjoyment of my home and property. Another concern related to the fact that my driveway and garage run right next to an easement is a concern for safety. My kids play on my driveway regularly, and my husband and I of course use the driveway to wash cars, unload groceries, come and go, etc.. If someone with ill intentions drives up to my property on the street, my kids, my husband, and I have ample time to see the car/person approaching. If someone with ill intentions walks on the easement coming from the shared path, the fence provides coverage for them. Neither my kids, my husband, nor I would be able to see this person/these people approaching. When the fence ends and the person/people first become visible, the person(s) would already be just 3 feet from my kids, my husband, and/or me. Another reason that I am not in favor of the shared path is the issue of flooding. We moved into this house in December 2015. Since then our driveway has turned into a river 7 times. When this happens the lower part of our garage (the part inside the tire-stop) fills with water. On one occasion the water went over the tire-stop and caused water damage to the walls in the garage. Adding more concrete behind the house is only going to contribute to the flooding problems. It is likely that our entire garage will flood once these shared paths are created causing damage to our lawn equipment and much more. And it is possible with the addition of the shared path that our home will flood as well. Another reason that I am opposed to the shared path is that it will decrease the value of our home and cause a financial setback for us. We paid a premium for this house because it is located on a green belt. Will we be compensated for this premium which we will not be able to get back when we sell? We currently have a wrought-iron fence along the back of our property. We are able to enjoy a beautiful view of the woods from our kitchen, living room, master bedroom, pool, and patio. We paid good money to have this view. It appears that the shared path will run right along our back fence. We will have to replace our wrought-iron fence with a wooden privacy fence in order to maintain some sense of privacy in our kitchen, living room, master bedroom, pool, and patio. Replacing the fence with a privacy fence will diminish our view of the green belt and the beauty of our back yard, thus reducing the value of our home. The land behind these homes was permitted as a creek watershed with no building or formal access allowed. Changing the zoning of this land should require the formal consent of adjacent property owners. We do not consent to this plan and will not support development and rezoning of this land. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 144 | 5-13 | The Woodlands has a great network of paved, multi-use pathways, but few areas such as the nature and wildlife corridor along the Bear Branch drainage easement area. Constructing a pathway through this area would diminish it's natural appeal and 'urbanize' the space. We have other options for bike riding. Please do not turn this pastoral area into an urbanized piece of The Woodlands. It is a close-by piece of nature in our suburban landscape. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 145 | | I do not want pathways backing up to my backyard or my neighbor's backyard. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 146 | Chapter 5, the map, page 5.04 | As a resident of Green Gables sub and backing up to the greenbelt, I am strongly opposed to the shared path that the map shows will pass immediately behind my house. I am sure the path will be on my side of the little creek because the more expensive homes are on the other side. I will remind those reading this survey that all of us paid lot premiums to have the open country behind us. All of the promotional material and plans back in 1995 did not show a shared 10 to 12 foot path behind us. Perhaps a class action lawsuit will shed light on this if development goes forward. As a longtime resident of the Woodlands, 1982, I remember when many paths cut through and behind subdivisions. But it was there from the outset. Also if I'm not mistaken this plan was eventually changed because of property and people safety concerns. It is easy to steal behind a house and then escape down the shared path. So, as a 34 year resident of the Woodlands and a 20 year resident of the Green Gables subdivision, I am strongly opposed to the shared pathway going behind Green Gables. Keith Crews. 7 East Green Gables Circle. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 147 | All pages | I'm a bicyclist and I live in the Trace Creek subdivision. I DO NOT support additional bicycle/walking paths, especially near our neighborhood. We already have increased road noise from Gosling for the residents of Creekside. Basically, a new bike path will create even more road noise and diminish our property values. The Woodlands needs to focus on traffic on the roadways, not more bikepaths. Our neighborhood is already overlooked when it comes to maintenace of the common areas. Please don't make Trace Creek residents bear the brunt for bikepath access for Creekside residents. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |

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| 148 | 5-04 | I would be very careful with placing the path right behind people's fence who have bought their house because of the privacy of the current green belt. The home owners bought these houses, likely paid more, due to this privacy and fear the value of their house drop and crime increase due to more access. Are there other options for the paths in the most populated areas along the paths? Should the path behind Taylor Point in Alden Bride be cut because of this? From what I can tell from the map, it looks like there is space on the other side of ditch, on the Windvale side, that can tie into existing paths. Please consider this for the sake of these home owners who love the privacy the current situation gives them. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 149 | | Please stop the an for a new pathway along gosling that will reduce property values in Trace Creek and increase noose from traffic | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 150 | 5-04 | Recently, concerned Trace Creek residents got together and were able to get The Woodlands Development Company to indefinitely postpone their plans to implement an unnecessary and redundant path behind Trace Creek along Gosling Rd. I see that a path is on the new plan so would like confirmation it is not going ahead - that it is being removed. We do not want or need a path along this side of Gosling where there is a perfectly good existing bike path on the opposite side of the road. | These suggested facilities will enable connectivity throughout The Woodlands to create a comprehensive pedestrian and bicycle network. |
| 151 | | Disagree with pathways through watersheds | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 152 | On page 7 of the maps an opportunity is noted along Gosling south of Woodlands Parkway | Trace Creek residents recently opposed building a path along the west side of Gosling from Flintridge to Creekside Village. Our objections were strong and numerous,, including increased noise and lack of privacy from the loss of trees and the fact that a path already exists on the east side of Gosling. At a Township. Board meeting it was noted that there is no need to build it if the residents don't want it. Why spend \$2.6 million dollars on a path that decreases our quality of life and is not wanted? This is an affront to the residents of a small but close-knit community. | These suggested facilities will enable connectivity throughout The Woodlands to create a comprehensive pedestrian and bicycle network. |
| 153 | | All I know is the cyclists along Glenloch and Sawdust Rd are putting their lives in jeopardy, and could cause wrecks as people go around them. It's getting worse. | Thank you for your comment. |
| 154 | 5-18 | Is there anyway to connect to the east under 45 via spring creek? What about connect east side of woodlands with south spring creek? | All facility recommendations will be reviewed by the study team and taken into consideration for inclusion in the plan. |
| 155 | 5-18 | Make connection to Spring Creek Greenway through Grogan's Mill neighborhood. | All facility recommendations will be reviewed by the study team and taken into consideration for inclusion in the plan. |
| 156 | 5-04 | We should connect south Grogan's Mill (Sawmill Road, Sawdust Park and Ride, and Grogan's Point) to the planned Spring Creek Greenway just to the south. If there is no connection made, Grogan's Mill residents have to go all the way to George Mitchell Nature Preserve to connect to the Spring Creek Greenway system. | All facility recommendations will be reviewed by the study team and taken into consideration for inclusion in the plan. |
| 157 | 5-04 | Shared use path through green belt behind Alden Bridge park (Green Gable) does not make sense as that area is subject to severe flooding. Also, houses have open fences facing the greenbelt. People bought houses for the view. Would now all need to change fences and lose valuable unblocked view to greenbelt. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 158 | | the path would impact the crime level | Thank you for your comment. |
| 159 | | I am opposed to a shared path running along gosling to creek side. The tree buffer left after widening gosling is already nonexistent, and negatively impacts trace creek home values. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 160 | 8-04 | Medium Term Project: Panther Branch Path. This project is unneeded because it effectively runs parallel to other routes. Thank you. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 161 | 14-16 | The proposed shared use path from Research Forest to Branch crossing is redundant and unnecessary. The green space is the only remaining available natural forested area for the deer to live. Increasing and encouraging traffic in these spaces is harmful to the nature the Woodlands boasts about. Building paths here, after destroying the forested area near Gosling for another sports park and parking area is careless and endangers the natural fee of the community. Those who want to ride or walk can easily use the existing paths along the major roads. More concrete in this natural flood barrier is not a good idea. I expect it would cause unforeseen flooding and flight of our native animals. Please do not build these proposed paths. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 162 | Appendix B page 15 | I have reviewed the Proposed Pedestrian and Bike Master Plan in some detail. Parts of the plan are good, but building concrete or rock pathways on land that is a natural creek watershed, that was sold to homeowners as “NEVER to be built upon or improved Greenbelt Land” and increases crime access to property and families must be stopped. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 163 | Appendix B, Page15 | I , Phil Inman, OPPOSE the Proposed Shared Use path that starts at FM 1488 going Southeast to New Trails along the Panther Branch Creek Drainage Easement for the following reasons: 1) Easier access to backyards of homes fronting the path will raise crime opportunities as path is along an isolated drainage easement that has no street access for police patrols or line of sight. 2) Destroys natural creek eco-system by introducing concrete or rock materials as a carved pathway into the environment, people further destroy by going off path with bikes and other destructive foot traffic. 3) Area is in the flood plan. Adding concrete or rock path materials will increase potential flooding in the surrounding homes. 4) Traffic increases in the surrounding neighborhoods as people will use the easements between houses to access the pathway, park cars on streets, generate noise, look into people’s backyards as families attempt to have a peaceful weekend... how do we realistically control access to proposed path usage....IT CAN NOT BE DONE. 5) Building in natural creek areas was never part of The Woodlands Plan and these home sites were sold with land permitted as creek watershed no building or formal access I have reviewed the Proposed Pedestrian and Bike Master Plan in some detail. Parts of the plan are good, but building concrete or rock pathways on land that is a natural creek watershed, that was sold to homeowners as “NEVER to be built upon or improved Greenbelt Land” and increases crime access to property and families must be stopped. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |

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| 164 | Appendix B page 15 | Comment: I Christopher Wiggins OPPOSE the Proposed Shared Use path that starts at FM 1488 going Southeast to New Trails along the Panther Branch Creek Drainage Easement for the following reasons: 1) Easier access to backyards of homes fronting the path will raise crime opportunities as path is along an isolated drainage easement that has no street access for police patrols or line of sight. 2) Destroys natural creek eco-system by introducing concrete or rock materials as a carved pathway into the environment, people further destroy by going off path with bikes and other destructive foot traffic. 3) Area is in the flood plan. Adding concrete or rock path materials will increase potential flooding in the surrounding homes. 4) Traffic increases in the surrounding neighborhoods as people will use the easements between houses to access the pathway, park cars on streets, generate noise, look into people’s backyards as families attempt to have a peaceful weekend... how do we realistically control access to proposed path usage....IT CAN NOT BE DONE. 5) Building in natural creek areas was never part of The Woodlands Plan and these home sites were sold with land permitted as creek watershed no building or formal access I have reviewed the Proposed Pedestrian and Bike Master Plan in some detail. Parts of the plan are good, but building concrete or rock pathways on land that is a natural creek watershed, that was sold to homeowners as “NEVER to be built upon or improved Greenbelt Land” and increases crime access to property and families must be stopped. Very respectfully Christopher Wiggins | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 165 | Pedestrian and bike path elements. | As a long time trace creek resident I strongly oppose the proposed research to creek side 10'wide path. We bike and walk almost ever day and there is no reasonable need for this or the \$2MM destruction of green space. Bob Sandilos. 9362300480 | These suggested facilities will enable connectivity throughout The Woodlands to create a comprehensive pedestrian and bicycle network. |
| 166 | 05/15/2016 | Trace Creek residents do NOT want this new shared use path on Gosling from Research to Creekside. I imagine residents of other neighborhoods which back up to Gosling feel the same way. Trace Creek residents whose homes back up to Gosling were greatly impacted by the widening of Gosling last year. Any additional clearing of what remains of the wooded buffer between Trace Creek and Gosling would be UNACCEPTABLE. Decreased property values, NOISE, exposure to homes and our neighborhod to foot traffic from non-Woodlands residents and an increase in CRIME would result. | These suggested facilities will enable connectivity throughout The Woodlands to create a comprehensive pedestrian and bicycle network. |
| 167 | Ch 5 pg 13 | I am opposed to the proposed bike trails for several reasons | Thank you for your comment. |
| 168 | Do not know where this page is | Do not want bike lane on Branch Crossing | Thank you for your comment. |
| 169 | Section 2.4.4 and 2.4.8 Public Meetings and Questionnaire | You comment that a lot of advertising was done prior to holding meetings. However, only 100 people showed up at the meeting so the advertisements were not effective. I never saw anything about a public meeting regarding the bike and walk pathways. Also only 1.3% of The Woodlands population completed the online survey. That should show that not enough advertisements was done to make people aware of the proposal. At the least, the residents that will be impacted by this proposal should have been made aware of the proposals prior to now. | Twelve articles in five different publications were published regarding this plan. Additional advertisements were located throughout The Woodlands over the past year. |
| 170 | 4 | 53 million is a bit much on expansion | Thank you for your comment. |
| 171 | page 5-13 and page 8-04 | The medium term Kuykendahl Road project should be moved to a short term project. I would like to see a North-South route across The Woodlands and this would be an excellent route (from FM 1488 to Creekside). | All prioritization changes will be taken into consideration. This has been moved to a short-term project per Board direction. |
| 172 | 4-07 | The curb bump outs need to be eliminated for biker and motorist safety | Thank you for your comment. |
| 173 | Repeated in Comment 22 for easier reading | Subject: Pedestrian and Bicycle Master Plan September 22, 2016 To: The Woodlands Township Board of Directors We strongly oppose the development of any kind, including the proposed “recommended shared use path”, through greenbelts in The Woodlands. n While it is nice to have continuous bike paths through The Woodlands, building trails through the greenbelts, especially behind our homes, is a mistake considering that this is a flood plain area and an environmental wildlife area. Flooding as recently as last spring demonstrates the need to keep our greenbelts open to absorb water and move surplus water away from the population. Any development in these greenbelt areas is not worth increasing the risk of flooding to our homes and property. To date, MUD has reminded us that this flood plain is private property and has posted it as such. We have been admonished to stay off this property. Thus, it has served as a great runway for deer and other natural forest animals and plants which are the hallmark of The Woodlands. From the start, we have been assured that there would be no type of development in these greenbelts so as to retain the homes-in-the-forest concept. Aside from the cost of building these unnecessary and unwelcome trails through our greenbelts, maintenance, and possible a type of security, will be required to keep them useable. And, of course, there is conceivable off trail mischief behind our homes. Apparently, the trails will be available for use day or night. We feel it would be a costly mistake to The Woodlands and its residents to proceed with any development in our greenbelts, including these “shared use paths”, especially since alternative routes are available. Keep the vision of George Mitchell. Ed & Joan Prochaska The Woodlands, September 22, 2016 | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 174 | | hjn hj | No comment provided. |
| 175 | | I { your name} OPPOSE the Proposed Shared Use path that starts at FM 1488 going Southeast to New Trails along the Panther Branch Creek Drainage Easement for the following reasons: 1) Easier access to backyards of homes fronting the path will raise crime opportunities as path is along an isolated drainage easement that has no street access for police patrols or line of sight. 2) Destroys natural creek eco-system by introducing concrete or rock materials as a carved pathway into the environment, people further destroy by going off path with bikes and other destructive foot traffic. 3) Area is in the flood plan. Adding concrete or rock path materials will increase potential flooding in the surrounding homes. 4) Traffic increases in the surrounding neighborhoods as people will use the easements between houses to access the pathway, park cars on streets, generate noise, look into people’s backyards as families attempt to have a peaceful weekend... how do we realistically control access to proposed path usage....IT CAN NOT BE DONE. 5) Building in natural creek areas was never part of The Woodlands Plan and these home sites were sold with land permitted as creek watershed no building or formal access I have reviewed the Proposed Pedestrian and Bike Master Plan in some detail. Parts of the plan are good, but building concrete or rock pathways on land that is a natural creek watershed, that was sold to homeowners as “NEVER to be built upon or improved Greenbelt Land” and increases crime access to property and families must be stopped. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 176 | | I think the Pedestrial and Bicycle Plan is a great start to continue the great biking culture in The Woodlands; both pathway and road biking. | Thank you for your support of this plan. |

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| 177 | 6-07 | Why are we wasting money on QR codes, that no one uses. Obsolete technology that never caught on. | Thank you for your comment. |
| 178 | Appendix B page 15 | I Carrie Winkel OPPOSE the Proposed Shared Use path that starts at FM 1488 going Southeast to New Trails along the Panther Branch Creek Drainage Easement for the following reasons: 1) Easier access to backyards of homes fronting the path will raise crime opportunities as path is along an isolated drainage easement that has no street access for police patrols or line of sight. 2) Destroys natural creek eco-system by introducing concrete or rock materials as a carved pathway into the environment, people further destroy by going off path with bikes and other destructive foot traffic. 3) Area is in the flood plan. Adding concrete or rock path materials will increase potential flooding in the surrounding homes. 4) Traffic increases in the surrounding neighborhoods as people will use the easements between houses to access the pathway, park cars on streets, generate noise, look into people’s backyards as families attempt to have a peaceful weekend... how do we realistically control access to proposed path usage....IT CAN NOT BE DONE. 5) Building in natural creek areas was never part of The Woodlands Plan and these home sites were sold with land permitted as creek watershed no building or formal access | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 179 | Appendix B, Page 15 | Easier access to backyards of homes fronting the path will raise crime opportunities as path is along an isolated drainage easement that has no street access for police patrols or line of sight. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 180 | Page Number : Appendix B page 15 | I oppose the Proposed Shared Use path that starts at FM 1488 going Southeast to New Trails along the Panther Branch Creek Drainage Easement for the following reasons: | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 181 | | Appendix B page 15 Comment: I Chris Pugh OPPOSE the Proposed Shared Use path that starts at FM 1488 going Southeast to New Trails along the Panther Branch Creek Drainage Easement for the following reasons: 1) Easier access to backyards of homes fronting the path will raise crime opportunities as path is along an isolated drainage easement that has no street access for police patrols or line of sight. 2) Destroys natural creek eco-system by introducing concrete or rock materials as a carved pathway into the environment, people further destroy by going off path with bikes and other destructive foot traffic. 3) Area is in the flood plan. Adding concrete or rock path materials will increase potential flooding in the surrounding homes. 4) Traffic increases in the surrounding neighborhoods as people will use the easements between houses to access the pathway, park cars on streets, generate noise, look into people’s backyards as families attempt to have a peaceful weekend... how do we realistically control access to proposed path usage....IT CAN NOT BE DONE. 5) Building in natural creek areas was never part of The Woodlands Plan and these home sites were sold with land permitted as creek watershed no building or formal access | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 182 | 5.2.3 page 5-13 Shared Use Path | Building in natural creek areas was never part of The Woodlands Plan and these home sites were sold with land permitted as creek watershed no building or formal access | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 183 | | 1 The Proposal Is A "VERY CONCERN" to "US"!!! | Thank you for your comment. |
| 184 | | Please do not have the trails lead out of The Woodlands. I live at the end of Alden Bridge and I see no value of having the trails lead out to Egypt Ln and 2978. You are only inviting those who don't live in here access and a quick getaway if they wish to do harm | There will be opportunities to provide input on specific facility recommendations. Lines on maps included in the plan represent corridors where bicycle and/or pedestrian facilities should be considered. Finalization of design and location of facilities will be possible only after additional analysis and public involvement. |
| 185 | Appendix B Page 15 | | No comment provided. |
| 186 | | We live in Taylor Point and oppose this plan going behind our home for safety reasons. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 187 | | I am NOT in favor of this plan as it would add more concrete to an already taxed area during heavy rains. Also, it would reduce the amount of greenspace in the area, as well as the possibility of bringing in unwanted bike traffic from a major thoroughfare. All the reasons we moved to The Woodlands are slowly disappearing. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 188 | Appendix B page 15 | I oppose the Proposed Shared Use path that starts at FM 1488 going Southeast to New Trails along the Panther Branch Creek Drainage Easement for the following reasons: | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 189 | 5-04 | concerned that any development in the greenbelt running between E Alden Bridge and Greenbridge has the potential to change drainage patterns in a natural watershed for the area that has significant volumes of overflow during moderate to heavy rains | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 190 | Appendix B page 15 | I oppose the Proposed Shared Use path that starts at FM 1488 going Southeast to New Trails along the Panther Branch Creek Drainage Easement for the following reasons: 1) Easier access to backyards of homes fronting the path will raise crime opportunities as path is along an isolated drainage easement that has no street access for police patrols or line of sight. 2) Destroys natural creek eco-system by introducing concrete or rock materials as a carved pathway into the environment, people further destroy by going off path with bikes and other destructive foot traffic. 3) Area is in the flood plan. Adding concrete or rock path materials will increase potential flooding in the surrounding homes. 4) Traffic increases in the surrounding neighborhoods as people will use the easements between houses to access the pathway, park cars on streets, generate noise, look into people’s backyards as families attempt to have a peaceful weekend... how do we realistically control access to proposed path usage....IT CAN NOT BE DONE. 5) Building in natural creek areas was never part of The Woodlands Plan and these home sites were sold with land permitted as creek watershed no building or formal access I have reviewed the Proposed Pedestrian and Bike Master Plan in some detail. Parts of the plan are good, but building concrete or rock pathways on land that is a natural creek watershed, was sold to homeowners as “NEVER to be built or improved Greenbelt land” and increases crime access to property and families must be stopped. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 191 | 5-13 | The proposed Panther Branch path, for example, follows a drainage easement that is subject to flash flooding multiple times a year with large volumes of quickly moving water. Paths along these drainage easement therefore pose public safety concerns that need to be explicitly identified and addressed. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 192 | 5-04 | Shared lane or dedicated bike lane is definitely needed along lake woodlands, branch crossing, kykendalh and gossling. Gossling and Kykendalh are especially dangerous without them. | Thank you for your support of this plan. |
| 193 | | I oppose this plan. The major problem concerns safety! We do not need this nuisance in our community. | Thank you for your comment. |
| 194 | 5-15 | I agree with all the changes except shared paths through drainage and utility easements. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |

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| 195 | 5-04 | Those who purchased homes on greenbelts paid a premium price for those lots. In reviewing this map it occurs to me that many of the proposed paths cut through residential neighborhoods where the township may have to compensate owners for loss of privacy, conduct environment impact studies to identify impacts of the loss of natural habitats to wildlife and how the paths would contribute to flooding. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 196 | 8-06 | Funding Strategies speak to funding opportunities, only. In other words, the Recommended Projects are effectively unfunded. I would not be able to support the recommendations until a funding plan was approved that detailed where capital, operation and maintenance funds are identified, sourced and secured. No funding available would mean respective Project would not be approved for implementation. | The project identified in this plan are not finalized. Upon approval and design of each facility, funding will be sought. |
| 197 | vi | What is a side path? A greenbelt path? | Sidepaths are exclusive to pedestrians, like a sidewalk. |
| 198 | Exec summary | extremely expensive, trees should not be cut down, fast bikes can use street shoulder | Thank you for your comment. |
| 199 | Section 2.4.4 & 2.4.8 – Public Meetings and On-line Questionnaire | This entire plan caught us and our neighbors completely off guard. The documents mention that a significant amount of advertisement and public notification was done, but I have not found many people that were aware of this project. Even calling The Woodlands Township to gather information, I wasn't able to find employees that were aware of the project. In section 2.4.4 it mentions 100 people attended the public meeting and section 2.4.8 says 1384 people responded to the online questionnaire. With over 115,000 people living in The Woodlands it would seem reasonable that the committee would question the validity of a \$53M project where such a small amount of public representation responded. To me this would suggest either people didn't know what was going on or didn't think a project like this needed to happen. When such a low level of public response was demonstrated, the committee should have responded by trying different forms of public notification and really ramping up efforts to spread the word rather than pushing through these major initiatives. | Twelve articles in five different publications were published regarding this plan. Additional advertisements were located throughout The Woodlands over the past year. This is a planning level document with a network of suggested facilities only. |
| 200 | Appendix B page 15 | I oppose the Recommended Shared Use Path. These were set aside natural areas that should be left in their natural state. These paths would provide easy access for criminals to the back of home, out of site. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 201 | | a Bike path on Kuykendahl Road from Creekside (HEB/fire station 7) to Woodlands pkwy (both ways) | All facility recommendations will be reviewed by the study team and taken into consideration for inclusion in the plan. |
| 202 | Appendix B page 15 | I oppose the Proposed Shared Use path that starts at FM 1488 going Southeast to New Trails along the Panther Branch Creek Drainage Easement for the following reasons: | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 203 | Living on a Greenbelt | We purchased our home at a premium price for the privacy and serenity of a greenbelt. We were told nothing could ever be built behind our house. We have an iron fence with trees in the distance and enjoy the view. People that are "For" this proposed pathway do not live on a greenbelt. If this were to take place, I would feel it is a violation to my privacy, along with a breeding ground for crime which is a safety concern as well. "Bikers" in the Woodlands don't use the bike paths now, building more isn't going to fix that problem. It is invasive to our privacy to having people walking/biking behind our home and looking into windows and watching our kids swimming. No one would want this in their backyard. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 204 | 5-19 | Under pros it lists these pathways would increase home values. I find it quite the opposite, as my current premium lot with a greenbelt view will become a view of a high traffic area. The premium lot I paid dearly for will lose substantial value. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 205 | 20 | no consideration of long time homeowners that do not want a pathway in their backyards! Criminals have great escape route! | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 206 | 2-16 | I live at 50 Pleasant Bend Drive in Alden Bridge. My home backs up to the Greenbelt were you are presuming to build a bike/walking path. This is a flood area, I know because my back yard flooded during tropical storm Alison and hurricane Ike. Building a concrete path and changing the terrain will only increase flooding of our yard. I am also highly concerned about the increase in criminal activity with the plan connecting to 1488, we have had problems with items being stolen from garages and automobiles since 2013 when Kukendahl opened up to 1488. The criminals escape route was through our back yard to a waiting vehicle. My teenage son happened upon a man running up our driveway, very scary! This plan will only increase criminal activity in our neighborhood. On a more personal and financial note, we purchased our home at a premium because we do back up to the beautiful woods/flood zone. This plan will most definitely decrease the worth of our home. We have more than enough bike paths in our neighborhood and the negatives far outweigh the positives of this plan. I implore you to scrap this plan for the safety of my neighbors and myself. Thank you Betty & Steve Poston poston5@comcast.net 936 273 4169 | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 207 | 1 | The houses in Taylor Point and the neighborhood in general that backs up to the proposed path were not designed with this in mind. There are metal fences and there would be no coverage between the path and the houses. This differs from homes that back up to The Woodlands hundreds of miles of current trails. Those homes and neighborhoods were designed with adequate spacing and coverage. They also don't have huge investments in fencing, outdoor kitchens, pools, and landscape that were designed with the current river authority land in mind. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 208 | 1 | Not in favor | Thank you for your comment. |
| 209 | No, no and no to making bike paths in the green belts. It is the last bit of nature without poured concrete left! | The crime that would be invited with paths behind people's houses is a huge concern. They bought thinking they had privacy in their own back yards! | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 210 | All pages | STOP THE CONCRETE PATH to SAVE our NATURAL CREEKS & use our limited tax resources for better projects. Proposed Concrete Path cost is \$53 M. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 211 | 5-04 | IN recent years crime has gone up in the woodlands and one of the reasons is more entry ways have been open to get in and out of the woodlands, primarily on 1488, openning more gateways to get in and out would increase traffic and with that crime. If nothing else the Township should concider gating the entry ways and have security guards on duity. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |

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| 212 | 5-13 | The section of the proposed Panther Branch Path between FM 1488 and Green Bridge appears to run directly adjacent to the back yards of many homes in the area. Foot and bike traffic along this path will invade the privacy of many families in this area and will prevent the peaceful enjoyment of many back yards. These lots were sold as premium “green strip” lots and families enjoy the scenic, peaceful views from their back yard. A mixed use path adjacent to these properties will destroy this enjoyment. Further, pathways already exist along Green Bridge, Research Forest, Alden Bridge, and Kuykendahl; the proposed Panther Branch Path between FM 1488 and Green Bridge does not provide incremental access to residents. Instead, the path will invade the privacy of residents in the area and will prevent their peaceful enjoyment of their properties. Please remove the section of the Panther Branch Path between FM 1488 and Green Bridge from the proposed master plan. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 213 | | 4 Do not want bike path behind Baylark Place. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 214 | All | Who is going to reimburse the residents that have paid more property taxes for 20 years as they back to a wooded reserve, that paid a premium for their homes for backing to this reserve that TW touted when they sold us these lots. Government feeds on the power that money gives and yall have fallen into the age old trap, why not reduce the oppressive property taxes that are a burden on so many..Yall will spend a good portion of the 58 million fighting the class action lawsuit of which I will gladly be a part. Bob Lanier | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 215 | | I think you need to do a better job of communicating the details of this proposed project before moving forward. This especially applies if you j tend to add paths behind properties that are currently back by green space which currently has no public access. People pay extra for the privacy of a Greenberg and will be irate if never properly informed of these plans. You owe the residents a communication that they cannot miss. these pl | Twelve articles in five different publications were published regarding this plan. Additional advertisements were located throughout The Woodlands over the past year. This is a planning level document with a network of suggested facilities only. |
| 216 | No page number, not included anywhere that I could find. | How much, if any, has the plan budgeted for additional police officers to patrol the new paths, and respond to the unfortunate but inevitable increase in crime? | This issue is outside the scope of this planning project. |
| 217 | Table 5.1 | approx 16 miles of bike trail for a cost of \$8,612,481.4 is absolutely ridiculous! Are you paving these paths in gold? | All cost estimations were conducted using regional standard costs. These cost estimates include planning, design, and construction. |
| 218 | | The cost is unreasonable at \$1 million per mile for the Panther Branch Path | All cost estimations were conducted using regional standard costs. These cost estimates include planning, design, and construction. |
| 219 | Table 5.2 | approx 21 miles of bike trail for a cost of \$15,412,779.31 is even more ridiculous! | All cost estimations were conducted using regional standard costs. These cost estimates include planning, design, and construction. |
| 220 | | Against spending our tax dollars on this non-essential program | Thank you for your comment. |
| 221 | | Money could be better spent to improve traffic (such as bridges on Kuykendahl and Gosling) | Costs for these facilities have been built into The Woodlands budget. Additionally, there are grant opportunities exclusively for these facilities. |
| 222 | | I don't think the bike paths will be used very much by people riding to work, because with our heat and humidity you would need a shower when you got to work. Also, I don't think that any tax payer dollars should be used for any of the paths, which should depend on private funding. | Thank you for your comment. Costs for these facilities have been built into The Woodlands budget. Additionally, there are grant opportunities exclusively for these facilities. |
| 223 | | I really oppose the entire concept. Here we go again wasting tax payers money on a minority issue. Let's take a area wide vote to see if all the residents of the Woodlands want to pay for bike trails that small % use. We already have a large number of walking trails. Take a vote before you all commit our tax dollars | Costs for these facilities have been built into The Woodlands budget. Additionally, there are grant opportunities exclusively for these facilities. |
| 224 | | Remember the adage that it is easy to spend other people's money. The proposals may be worth it if we had southern CA weather, which we do not. I cannot possibly envision sufficient use of these new bike lanes that would justify the cost. Suggest you let the folks who say they want this pay for it. Please make sure you are being responsible with the publics money and not just pursuing a feel good movement. | Costs for these facilities have been built into The Woodlands budget. Additionally, there are grant opportunities exclusively for these facilities. |
| 225 | | I am all for bike lanes but using the existing infrastructure we currently have. We can improve on what we already have without risking the lives of people who back up to the greenbelts. \$53 million dollars is a lot of money to spent on additional bike and walk pathways. I am sure the money could go to much better use to improve the lives of The Woodlands residences. Also, there would be ongoing expenses to maintain these additional pathways so increases our taxes to pay for this. | This is a planning level document with a network of suggested facilities only. |
| 226 | | The following problem was noted in the executive summary: The table listing fast-track projects (page v) references figures ES.5 and ES.6 for the Barrier Access Gap and Sterling Ridge Park & Ride Access Gap items respectively. On page vii, Figure ES.5, which should show the path connecting Harper’s Landing to the rest of College Park, shows the Sterling Ridge Park & Ride and there is no Figure ES.6. | Thank you for your comment. |
| 227 | Appendix G Page 1 | The community support section needs to capture opposition from the local community. One point needs to be awarded for each letter opposing the project. | Thank you for your comment. |
| 228 | | Question how a survey completed by an extreme minority of the population can be extrapolated to validate spending associated with a project that will serve an even smaller extreme minority of the population. Expenditures of this magnitude need to be subjected to the appropriate population it "intends" to serve. | Costs for these facilities have been built into The Woodlands budget. Additionally, there are grant opportunities exclusively for these facilities. |
| 229 | | I am against all path ways behind greenbelt in taylor point | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 230 | 5-16 | The purposed section of path on line 58 would run directly behind my property and that of my neighbors. The space is currently occupied by a private "green space" that is home to much wildlife and additionally seprates my backyard from FM 2978. Earlier this year many acres of this green space was destroyed to install a water main of a "green storage developement". I assume you can see what an oxy moron that is. Now you are proposing to add a super highway for cyclists and pedestrians to walk along the back of my fence, in what I can only assume is your attempt to deal a final blow to any remaining privacy and property value that I had left. This section of trail could easily be routed away from all houses straight through the green space in an area that would reduce the overal length of the trail and potentially the cost as well. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |

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| 231 | 5-19 | I disagree with the Pro- viewpoint on constructing a paved pathway through Bear Branch utility easement. Paving a swath through Bear Branch to Research Forest would decrease the desirability of the greenbelt in the community, not increase it's value. Paving a large, shared-use path would urbanize what is a pastoral, nature-rich area in our community. We already have many paved pathways through our communities, but few areas with forests and creeks without paved development. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 232 | | I do not want to lose my privacy with people using the new pathwyas near my home. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 233 | Appendix B, Page 15 | My neighborhood, Taylor Point, has several open areas between houses that would allow public access to the proposed trails from our neighborhood. What this means is that outsiders will use our houses,a nd cl-l-d-sacs as 'parking lots" to access the trails. This is UNACCEPTABLE as it raises serious security, traffic, and safety issues. With lots of young children playing in their front yards and in the streets, the additional traffic presents a serious safety issue to these children. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 234 | 5-13 | Waited 2 years to find a house on greenbelt. bought it for the privacy and relaxing view of trees and natural environment. I DO NOT want people having access to my backyard and house. The crime has gone up in our area since Kuykendahl was cut through to 1488 and this will lead to greater access and escape routes from our neighborhood. I also had a house flood in Cy Fair due to the expansion of concrete and development and since we have a nearby creek that rise to the green belt I feel that more concrete will only increase the potential for flooding. I love the parks and bike trails but believe that there are other areas that will have a more positive effect and outcome for the Woodlands residents. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 235 | Section 5.2.3 - Panther Branch Drainage Easement from 1488 to Lake Woodlands | The proposal of this shared path directly impacts many residents as the proposal is to put the pathway directly behind the fence lines of the residences. The residents that back up to this greenbelt area paid a premium for their lot at the time of building and were told since this is a flood plain area nothing will ever be built behind the houses. The residents have landscaped their backyards based on this. If this pathway is approved, then all of these residents will lose their privacy. Many have put up approved rod iron fences to enjoy the beauty of the woods. There is no buffer on the side of the residences house that would separate the pathway from the fence line (as there is on the pathways along the roads). Also by adding more concrete to the area will increase the potential flooding. Our subdivision suffer major flooding twice this year and the creek was out of its bank almost to the fence lines. The neighborhoods that back up to the shared pathway will lose the sense of security as well. People will be accessing the pathway, either entering or exiting, through the drainage easement between two houses. In fact, my house sits along one of these drainage easements and people would have to use my driveway to access the pathway. Again, a loss of privacy and unwanted traffic to our quiet cul-de-sac not to mention strangers using my private driveway. There is also the potential for an increase in crime. We have had ongoing issues (police have been involved numerous times) of kids doing illegal activities in this area. For instance, they use the area for drug/money exchanges. With this proposed pathway, there will be many entrances and exits making it easier for this type of activity. This pathway also opens up the potential for someone to break in to the houses along the pathway since it would be such a great way to escape through the woods. There is also a safety issue for people as someone could potential kidnap an individual off the pathway without anyone knowing (again go through the woods). | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 236 | 5.2.3 page 5-13 Shared Use Path | Easier access to backyards of homes fronting the path will raise crime opportunities as path is along an isolated drainage easement that has no street access for police patrols or line of sight. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 237 | | The trails that you have marked across Terramont north to Alden Bridge, is constantly under water due to the wetlands. I would like to see that be preserved as a true wetlands and not be disturbed by construction | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 238 | | Our greenbelts do not need concrete in them. That is why we moved to the Woodlands. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 239 | Appendix B page 15 | 1) Easier access to backyards of homes fronting the path will raise crime opportunities as path is along an isolated drainage easement that has no street access for police patrols or line of sight. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 240 | 5-20 | This area contains a utility easement which had a major pipeline project the last 2 years and has impacted wildlifefewer deer sitings, less wildife in the creek bed | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 241 | 5-13 | The proposed Panther Branch path, for example, follows a drainage easement that is subject to flash flooding multiple times a year. Development within this floodplain may cause an adverse impact to adjoining properties by obstructing the existing waterway. An appropriate study should be conducted by a licensed engineer and made available for public review and comment. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 242 | 5-19 | In the "Shared Use Path" discussion there is no mention of the impact on local flora & fauna. As it is, the local wild animal populations are getting squeezed by reduction in habitat. Indications are the Shared Use Paths will exacerbate this situation. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 243 | Section 5.2.3 – Medium Term Project Recommendations – Table 5.2 Proposed path in the Panther Branch Drainage Easement running from FM1488 to Lake Woodlands Dr. | Repurposing this land as a public thoroughfare and promoting it as part of a master planned transportation network would negatively impact all homeowners along this reserve area. Property that borders this reserve area was sold at premium prices because within the original master planning of The Woodlands this land was defined as part of the flood plain where nothing would ever be put on the land. Existing paths and roadways that currently border resident's back yards were constructed with natural borders to protect the privacy and security of these homeowners. In the case of this new proposal, these new paths would be constructed in a wide open green space, bordered on one side by the back yards of homeowners and on the other side by a dense forest. Paths in this area would create opportunity for criminals to have protected access to the back of homeowner's properties as well as providing cover for predators to attack the people utilizing the pathways. We have already had many instances where we have had to have police come out to investigate drug drops in these woods. Opening this area up to public use would add to this problem. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 244 | Flooding | Whenever we have a lot of rain we joke that we have riverfront property. The water in the "creek" overflows wide into our yard. We have seen people kayaking back there that is how flooded the area gets. Not sure how practical a bike trail would be behind us. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 245 | 5-19 | Also under pros the pathways are believed to provide higher security due to higher traffic. This too is the opposite, given we currently see little to no traffic in the greenbelt and now more people will have access to the back of my home from the cover of the woods. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |

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| 246 | 20 | Paid premium for this lot - promised by Woodlands sales office - never have anything built behind our house ! | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 247 | 2 | Township said nothing would be built: Prior to purchasing our home in Taylor Point, two years ago, I visited the Township and they told me that noting could ever be built behind our house. It was river over flow and that was all it would ever be. This is different than buying a home that backs up to a planned road expansion or a greenbelt that is zoned commercial. We paid a premium for our house because of this forever greenbelt designation. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 248 | 5-13 | Panther Branch Drainage easement section, I purchase my house at a big premium due to the green belt on my back yard, building a pathway will not only reduce the value of properties on that area but also increase crime rate. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 249 | | I am against all path ways behind greenbelt in taylor point | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 250 | 5-19 | Additional disagreement with the Pro- viewpoint on constructing a paved pathway through Bear Branch utility easement: The area is already available for informal, year-round use. A paved pathway is not needed. Our family walks in the area daily, year-round. The value and charm of the area is having an island of peaceful nature amongst our bustling suburban landscape. Areas of grass, copses of trees, creeks and meadows without paved, urbanized trails. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 251 | | listen to the voices of homeowners & the ruination of their peaceful forest. More Gosling noise & air polution | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 252 | 4 | connecting North Alden Bridge to Egypt Lane & 1488 via bike paths is a massive invasion of privacy | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 253 | Appendix B, Page 15 | Area is in the flood plan. Adding concrete or rock path materials will increase potential flooding in the surrounding homes. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 254 | 5.2.3 page 5-13 Shared Use Path | Destroys natural creek eco-system by introducing concrete or rock materials as a carved pathway into the environment, people further destroy by going off path with bikes and other destructive foot traffic. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 255 | Appendix B page 15 | 2) Destroys natural creek eco-system by introducing concrete or rock materials as a carved pathway into the environment, people further destroy by going off path with bikes and other destructive foot traffic. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 256 | 5-19 | There was no mention of the impact on drainage caused by a 10-12 ft paved path along existing utility easements. Yards of existing housing along utility easement are subject to flooding during periods of heavy rain. Shared Use Path design & cost estimating must take proper drainage into account. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 257 | Vision of the Woodlands | I was born and raised in the Woodlands and my Grandfather was hired by George Mitchell to help him build a community called the Woodlands. I find it hard to believe the men who built this wonderful place we call home would approve of this. These high dollar homes/neighborhoods were not built with intentions of having pathways in their backyards. Are the bike trails along roads wonderful, most definitely. But we do not need them behind homes. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 258 | 3 | Disruption: Walkers, bikers and dog walkers will create disruption by causing the neighborhood dogs to bark and this will disrupt literally hundreds of people. How will trail hours be enforced? By a sign? Most likely the easements, in-between houses, will be utilized in the neighborhoods to access the proposed trail system. This will cause excessive traffic in the neighborhood and could also increase crime by allowing direct access to backyards that have minimal coverage to the proposed trail system. In addition, it's just invasive to have people walking behind your home and looking in your house or watching your kids swim. Would the Township board members want this in their back yard? | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 259 | 5-13 | Panther Branch Drainage easement section, Tis area si part of the flood plan and more concrete will only increase the posibility of flooding. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 260 | 5-13 | If the Panther Branch Path between FM 1488 and Green Bridge is constructed (likely with much opposition from local residents), it should be set back from residential property lines by at least 150 feet and separated from the view of property owners with sufficient greenery. This will help to preserve the peaceful enjoyment of the homes and back yards of many local families. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 261 | | Keep The Woodlands natural creek area NATURAL! | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 262 | | I am against all path ways behind greenbelt in taylor point | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 263 | 5-20 | In the Bear Branch to Research Forest utility easement proposal, the paved pathway primarily benefits cyclists, not pedestrians and dog-walkers, who already extensively use the area without constructed concrete paths. A wide, paved pathway will encourage high bike speeds and discourage mixed, or shared-use. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 264 | Appendix B, Page 15 | Traffic increases in the surrounding neighborhoods as people will use the easements between houses to access the pathway, park cars on streets, generate noise, look into people's backyards as families attempt to have a peaceful weekend... how do we realistically control access to proposed path usage....IT CAN NOT BE DONE. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 265 | 5.2.3 page 5-13 Shared Use Path | Area is in the flood plan. Adding concrete or rock path materials will increase potential flooding in the surrounding homes. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 266 | Appendix B page 15 | 3) Area is in the flood plan. Adding concrete or rock path materials will increase potential flooding in the surrounding homes. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 267 | 5-20 | Homes backing up to greenbelt running behind E Green Gables Circel is hgihly desirable property due to the privacy of the area, any development of CONCRETE walkways could decreae property value | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 268 | 4 | Flooding: During the recent flooding the water in the proposed trail system area rose to our fence line. There is also a main sewer system line that runs behind this fence line. I believe that there would not even be room for this path. It would be under water during heavy rain and would require constant up keep. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |

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| 269 | | I am against all path ways behind greenbelt in taylor point | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 270 | Appendix B, Page 15 | Building in natural creek areas was never part of The Woodlands Plan and these home sites were sold with land permitted as creek watershed no building or formal access. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 271 | 5.2.3 page 5-13 Shared Use Path | Traffic increases in the surrounding neighborhoods as people will use the easements between houses to access the pathway, park cars on streets, generate noise, look into people’s backyards | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 272 | | This will make our greenbelts ugly. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 273 | | I am against all path ways behind greenbelt in taylor point | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 274 | | I do not want more traffic in my neighborhood as people will use the easements between houses to access the pathway. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 275 | 5.2.3 page 5-13 Shared Use Path | Significant value destruction for the homeowner in re-sale as well as current living impact - particularly given the commitment to NEVER build something in these areas | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 276 | Appendix B page 15 | 5) Building in natural creek areas was never part of The Woodlands Plan and these home sites were sold with land permitted as creek watershed no building or formal access | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 277 | Residents directly involved should have been contacted | I am appalled that the residents directly involved with this proposed plan weren't notified. I just found out a day ago and none of my neighbors were aware either. This directly affects us, our safety, and home values. Finding out that this has been on the table since October of 2015 is ludicrous to me. Doing it secretly is a dirty way to get a plan passed. I am thankful we have found out in time to voice our concerns. My hope is that everyone takes into consideration if they were in our shoes and this is STOPPED! | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 278 | | I am against all path ways behind greenbelt in taylor point | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 279 | 5.2.3 page 5-13 Shared Use Path | Many of the homes that back up to the proposed path were not designed with a public thoroughfare in mind. There are metal fences and there would be no coverage between the path and the houses. This differs from homes designed to back up to The Woodland's hundreds of miles of current trails. Those homes and neighborhoods were designed with adequate spacing and coverage. They also don't have huge investments in fencing, outdoor kitchens, pools, and landscape that were designed with the current river authority land in mind. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 280 | | I am against all path ways behind greenbelt in taylor point | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
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| 288 | | I am against all path ways behind greenbelt in taylor point | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 289 | | I am against all path ways behind greenbelt in taylor point | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 290 | | I am against all path ways behind greenbelt in taylor point | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 291 | | I am against all path ways behind greenbelt in taylor point | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
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| 293 | | <p>Bike Path Concerns:</p> <p>Flooding: During the recent flooding the water in the proposed trail system area rose to our fence line. There is also a main sewer system line that runs behind this fence line. I believe that there would not even be room for this path. It would be under water during heavy rain and would require constant up keep.</p> <p>Disruption: Walkers, bikers and dog walkers will create disruption by causing the neighborhood dogs to bark and this will disrupt literally hundreds of people. How will trail hours be enforced? By a sign? Most likely the easements, in-between houses, will be utilized in the neighborhoods to access the proposed trail system. This will cause excessive traffic in the neighborhood and could also increase crime by allowing direct access to backyards that have minimal coverage to the proposed trail system. In addition, it's just invasive to have people walking behind your home and looking in your house or watching your kids swim. Would the Township board members want this in their back yard?</p> <p>Township said nothing would be built: Prior to purchasing our home in Taylor Point, two years ago, I visited the Township and they told me that noting could ever be built behind our house. It was river over flow and that was all it would ever be. This is different than buying a home that backs up to a planned road expansion or a greenbelt that is zoned commercial. We paid a premium for our house because of this forever greenbelt designation.</p> <p>The houses in Taylor Point and the neighborhood in general that backs up to the proposed path were not designed with this in mind. There are metal fences and there would be no coverage between the path and the houses. This differs from homes that back up to The Woodland's hundreds of miles of current trails. Those homes and neighborhoods were designed with adequate spacing and coverage. They also don't have huge investments in fencing, outdoor kitchens, pools, and landscape that were designed with the current river authority land in mind.</p> | <p>Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations.</p> |
| 294 | | <p>Flooding is a huge concern. Presently, heavy rain results in so much water behind my fence its like a rapid river from Alden bridge dr through Green Gables to Greenbridge Dr. More concrete will cause floods!</p> | <p>Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations.</p> |
| 295 | | <p>Opposed to all lanes behind homes without consulting each and every homeowner that would be impacted. People who purchase homes with easements behind them do so for a multitude of reasons and to put bike lanes behind them is an intrusion. Anytime access is made easier, crime will increase. There will be increased dog barking everytime someone rides by. In general the interests of special interest groups should not outweigh the interest of homeowners.</p> | <p>Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations.</p> |
| 296 | | <p>Generally, I do not have a problem with bike lanes, sidewalks along existing roads, or shared paths along existing roads. However, I do not agree with shared paths in the green belt areas behind houses. Construction putting concrete in these areas could effect our drainage. The streets in front of our house floods when it rains, I would hate to have to worry about water coming in from behind the house as well. We bought our house with the understanding the green belt would never be developed. I would consider this a development. I also feel like creating an access point to the green belt areas would possibly increase the risk of crime, loitering, mischief, etc. We already hear motorized vehicles behind our house in the green belt area. Providing a pathway for this will just increase this nuisance. Not to mention construction of this shard path in the green belt will damage/require trees to be removed and habitats to be destroyed. Along with noise pollution and general nuisance to those of us that back to the green belt. I would encourage you to consider a better option for the shared paths and not place them in green belt spaces.</p> | <p>Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations.</p> |
| 297 | | <p>While it is nice to have continuous bike paths through The Woodlands, building shared use paths through the greenbelts is a mistake considering that this is a flood plain area and an environmental wildlife area. MUD has always reminded us that this flood plain is private property and has posted it as such. It has served as a great runaway for deer and other natural forest animals and plants which are the hallmark of The Woodlands. From the start, we have been assured that there would be no type of development in these greenbelts so as to retain the homes-in-the-forest concept. Aside from the cost of building these unnecessary trails through our greenbelts, maintenance and security will be required to keep them usable and safe.</p> <p>I oppose the shared use paths in our greenbelt/drainage areas in the medium term project recommendations. Specifically Panther Branch Path, Bear Branch Path, and along Kuykendahl Rd.. The cost of these 3 paths alone exceed 11 million dollars and pose the highest risk for future maintenance and security costs.</p> | <p>Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations.</p> |

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| 298 | | <p>1) Easier access to backyards of homes fronting the path will raise crime opportunities as path is along an isolated drainage easement that has no street access for police patrols or line of sight.</p> <p>2) Destroys natural creek eco-system by introducing concrete or rock materials as a carved pathway into the environment, people further destroy by going off path with bikes and other destructive foot traffic.</p> <p>3) Area is in the flood plan. Adding concrete or rock path materials will increase potential flooding in the surrounding homes.</p> <p>4) Traffic increases in the surrounding neighborhoods as people will use the easements between houses to access the pathway, park cars on streets, generate noise, look into people’s backyards as families attempt to have a peaceful weekend... how do we realistically control access to proposed path usage.....IT CAN NOT BE DONE.</p> <p>5) Building in natural creek areas was never part of The Woodlands Plan and these home sites were sold with land permitted as creek watershed no building or formal access</p> <p>I have reviewed the Proposed Pedestrian and Bike Master Plan in some detail. Parts of the plan are good, but building concrete or rock pathways on land that is a natural creek watershed, that was sold to homeowners as “NEVER to be built upon or improved Greenbelt Land” and increases crime access to property and families must be stopped</p> | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 299 | | <p>My name is Blake Landry Cell number 832.526.2126, 38 Evian Path Ct. Sandal Branch Neighborhood. Although I am for the bike/ walk trails, I am opposed to the trail being routed against my back fence. From 1488 to Greenbridge, why don't the trail just follow the creek instead of against our back fence which we paid higher dollar home price to have that privacy. By following the creek, the view is much better and is already walked by several people. I am also against any sidewalk next to my house due to having anyone be able to just walk between my neighbor and my house.</p> | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 300 | | <p>Think it's ludicrous to carve up key habitats along Nickaburr Creek that already flood and people already enjoy the forestry in those area only to be replaced by human traffic. Especially when there is already a perfectly find walking path all the way to Branch Crossing that everyone already uses. Plus you cut out the privacy in the back of Alden Bridge.</p> <p>Not sure how anyone in their right mind thinks this is a good "53 million idea". We can already ride our bikes to the mall without ever riding on a major road.</p> | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 301 | | <p>Subject: Pedestrian and Bicycle Master Plan September 22, 2016</p> <p>To: The Woodlands Township Board of Directors</p> <p>We strongly oppose the development of any kind, including the proposed “recommended shared use path”, through greenbelts in The Woodlands.</p> <p>While it is nice to have continuous bike paths through The Woodlands, building trails through the greenbelts, especially behind our homes, is a mistake considering that this is a flood plain area and an environmental wildlife area. Flooding as recently as last spring demonstrates the need to keep our greenbelts open to absorb water and move surplus water away from the population. Any development in these greenbelt areas is not worth increasing the risk of flooding to our homes and property.</p> <p>To date, MUD has reminded us that this flood plain is private property and has posted it as such. We have been admonished to stay off this property. Thus, it has served as a great runway for deer and other natural forest animals and plants which are the hallmark of The Woodlands. From the start, we have been assured that there would be no type of development in these greenbelts so as to retain the homes-in-the-forest concept. Aside from the cost of building these unnecessary and unwelcome trails through our greenbelts, maintenance, and possible a type of security, will be required to keep them useable. And, of course, there is conceivable off trail mischief behind our homes. Apparently, the trails will be available for use day or night.</p> <p>We feel it would be a costly mistake to The Woodlands and its residents to proceed with any development in our greenbelts, including these “shared use paths”, especially since alternative routes are available. Keep the vision of George Mitchell.</p> <p>Ed & Joan Prochaska The Woodlands, September 22, 2016</p> | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |

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| 302 | | <p>I Denise Inman, OPPOSE the Proposed Shared Use path that starts at FM 1488 going Southeast to New Trails along the Panther Branch Creek Drainage Easement for the following reasons:</p> <p>1) Easier access to backyards of homes fronting the path will raise crime opportunities as path is along an isolated drainage easement that has no street access for police patrols or line of sight. 2) Destroys natural creek eco-system by introducing concrete or rock materials as a carved pathway into the environment, people further destroy by going off path with bikes and other destructive foot traffic. 3) Area is in the flood plan. Adding concrete or rock path materials will increase potential flooding in the surrounding homes. 4) Traffic increases in the surrounding neighborhoods as people will use the easements between houses to access the pathway, park cars on streets, generate noise, look into people’s backyards as families attempt to have a peaceful weekend... how do we realistically control access to proposed path usage....IT CAN NOT BE DONE. 5) Building in natural creek areas was never part of The Woodlands Plan and these home sites were sold with land permitted as creek watershed no building or formal access</p> <p>I have reviewed the Proposed Pedestrian and Bike Master Plan in some detail. Parts of the plan are good, but building concrete or rock pathways on land that is a natural creek watershed, that was sold to homeowners as “NEVER to be built upon or improved Greenbelt Land” and increases crime access to property and families must be stopped.</p> | <p>Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations.</p> |
| 303 | | <p>I have reviewed the Proposed Pedestrian and Bike Master Plan in some detail. Parts of the plan are good, but building concrete or rock pathways on land that is a natural creek watershed, was sold to homeowners as “NEVER to be built or improved Greenbelt land” and increases crime access to property and families must be stopped.</p> | <p>Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations.</p> |
| 304 | | <p>This will be opposed via legal action if the Woodlands does not listen to residents and proceeds. The cost of litigation to homeowners will be more than offset by avoiding the value destruction the proposed paths would represent and the costs when the noted risks below are realized.</p> <p>Further the Township and Board's credibility and integrity will be on trial given the Township's commitment over decades that NOTHING would be built in these areas. The summary reasons for this significant and strong opposition includes:</p> <p>1) Building in natural creek areas was never part of The Woodlands Plan and these home sites were sold with land permitted as creek watershed no building or formal access</p> <p>2) Public safety Risk in that easier access to backyards of homes fronting the path will raise crime opportunities as path is along an isolated drainage easement that has no street access for police patrols or line of sight.</p> <p>3) Destroys natural creek eco-system by introducing concrete or rock materials as a carved pathway into the environment, people further destroy by going off path with bikes and other destructive foot traffic.</p> <p>4) Risk to property as the area is in the flood plan so adding concrete or rock path materials will increase potential flooding in the surrounding homes.</p> <p>5) Public Safety Risk in that traffic increases in the surrounding neighborhoods and people will use the easements between houses to access the pathway, park cars on streets, generate noise, look into people’s backyards</p> <p>6) Many of the homes that back up to the proposed path were not designed with a public thoroughfare in mind. There are metal fences and there would be no coverage between the path and the houses. This differs from homes designed to back up to The Woodland's hundreds of miles of current trails. Those homes and neighborhoods were designed with adequate spacing and coverage. They also don’t have huge investments in fencing, outdoor kitchens, pools, and landscape that were designed with the current river authority land in mind.</p> <p>Having reviewed the plan, the issue is not with its entirety but with the above referenced item. Parts of the plan are good, but building concrete or rock pathways on land that is a natural creek watershed, that was sold to homeowners as “NEVER to be built upon or improved Greenbelt Land” must not occur.</p> | <p>Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations.</p> |

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| 305 | | <p>I Frank Morgan OPPOSE the Proposed Shared Use path that starts at FM 1488 going Southeast to New Trails along the Panther Branch Creek Drainage Easement for the following reasons:</p> <p>1) Easier access to backyards of homes fronting the path will raise crime opportunities as path is along an isolated drainage easement that has no street access for police patrols or line of sight. 2) Destroys natural creek eco-system by introducing concrete or rock materials as a carved pathway into the environment, people further destroy by going off path with bikes and other destructive foot traffic. 3) Area is in the flood plan. Adding concrete or rock path materials will increase potential flooding in the surrounding homes. 4) Traffic increases in the surrounding neighborhoods as people will use the easements between houses to access the pathway, park cars on streets, generate noise, look into people’s backyards as families attempt to have a peaceful weekend... how do we realistically control access to proposed path usage....IT CAN NOT BE DONE. 5) Building in natural creek areas was never part of The Woodlands Plan and these home sites were sold with land permitted as creek watershed no building or formal access</p> | <p>Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations.</p> |
| 306 | | <p>I have lived in the Woodlands since 1997 in the same house in Alden Bridge Village, Green Gable subdivision with a greenbelt lot. We love this area and want to see those natural areas protected and development limited</p> | <p>Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations.</p> |
| 307 | | <p>CONCERNS:</p> <p>FLOODING:We live on Lattice Gate in Cottage Green. Our neighborhood already floods horribly now that construction on Kuykendal is complete. I cannot even imagine how bad it will be if you take away the drainage and put more concrete back there.</p> <p>DISRUPTION: So now you're talking about taking away what was once a permanent green space to make more trails? So more people have access to behind our houses. That will cause a huge headache with dogs barking as people walk by. Most of the fences are iron that back up to the greenbelt - would people just be able to walk back there? How would you regulate this? We would now have people walking behind our backyard - that is creepy. Would any of the board members be ok with this in their back yard?</p> <p>WE WERE TOLD NOTHING WOULD BE BUILT: Prior to purchasing our home in Cottage Green we were told me that noting could ever be built behind our house. It was river over flow and that was all it would ever be. This is different than buying a home that backs up to a planned road expansion such as Kuykendall or a greenbelt that is zoned commercial. We paid a premium for our house because of this forever greenbelt designation.</p> <p>The houses in Cottage Green and the neighborhood in general that backs up to the proposed path were not designed with this in mind. There are metal fences and there would be no coverage between the path and the houses. This differs from homes that back up to The Woodland's hundreds of miles of current trails. Those homes and neighborhoods were designed with adequate spacing and coverage. They also don't have huge investments in fencing, outdoor kitchens, pools, and landscape that were designed with the current river authority land in mind.</p> | <p>Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations.</p> |
| 308 | | <p>I have reviewed the Proposed Pedestrian and Bike Master Plan in some detail. Parts of the plan are good, but building concrete or rock pathways on land that is a natural creek watershed, was sold to homeowners as “NEVER to be built or improved Greenbelt land” and increases crime access to property and families must be stopped.</p> | <p>Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations.</p> |
| 309 | | <p>I believe the committee has not properly assessed the risk of maintaining biking/walking paths in the green belt areas. These areas are designed as storm water runoff avenues. The flood on a regular basis, as designed, and will leave mud and debri on the path. The Woodlands would not have the money nor the staffing to properly clear these paths each heavy rain or even close all the paths. The Woodlands would be opening themselves as an easy target for a law suit. Nice idea but not worth the upkeep and lawsuit risk.</p> | <p>Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations.</p> |
| 310 | | <p>I have lived in the Woodlands since 1982, and there has always been a premium paid for greenbelt lots and no rear neighbors. This has become even more significant of a premium in the last ten or so years as our developers continue to build larger homes on smaller lots, and private lots are scarce. We paid a premium for our greenbelt lot in Taylor Point and it has been reflected not only in my purchase price but in my subsequent appraisal values. The Panther Branch proposed project will impair my lot value by taking away my privacy, adding the security risk of more people having access to the rear of my home, and transforming our view from one of the peaceful woods to pedestrian traffic. We do not want this in our backyard, and would expect the Woodlands Township to repay us the lost value of our home and lot. Frank Morgan at 138 North Taylor Point</p> | <p>Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations.</p> |

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| 311 | | <p>Bike Path Concerns:</p> <p>Flooding: During the recent flooding the water in the proposed trail system area rose to our fence line. There is also a main sewer system line that runs behind this fence line. I believe that there would not even be room for this path. It would be under water during heavy rain and would require constant up keep.</p> <p>Disruption: Walkers, bikers and dog walkers will create disruption by causing the neighborhood dogs to bark and this will disrupt literally hundreds of people. How will trail hours be enforced? By a sign? Most likely the easements, in-between houses, will be utilized in the neighborhoods to access the proposed trail system. This will cause excessive traffic in the neighborhood and could also increase crime by allowing direct access to backyards that have minimal coverage to the proposed trail system. In addition, it's just invasive to have people walking behind your home and looking in your house or watching your kids swim. Would the Township board members want this in their back yard?</p> <p>Township said nothing would be built: Prior to purchasing our home in Taylor Point, two years ago, I visited the Township and they told me that noting could ever be built behind our house. It was river over flow and that was all it would ever be. This is different than buying a home that backs up to a planned road expansion or a greenbelt that is zoned commercial. We paid a premium for our house because of this forever greenbelt designation.</p> <p>The houses in Taylor Point and the neighborhood in general that backs up to the proposed path were not designed with this in mind. There are metal fences and there would be no coverage between the path and the houses. This differs from homes that back up to The Woodlands hundreds of miles of current trails. Those homes and neighborhoods were designed with adequate spacing and coverage. They also don't have huge investments in fencing, outdoor kitchens, pools, and landscape that were designed with the current river authority land in mind.</p> | <p>Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations.</p> |
| 312 | | <p>I am not in favor of any bike trails that are along the Greenbelt. We bought our home along the greenbelt, because it's set far back from the street and it's quiet and low foot traffic. Putting any bike trails is a) waste of money, b) displaces the wildlife, c) will increase crime activity (easy roadways for burglars to access between neighborhoods, less visibility so attacks could easily happen, there will not be enough usage to make it worthwhile, serious bikers use the street). Please do not build this!</p> | <p>Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations.</p> |
| 313 | | <p>STOP THE CONCRETE PATH to SAVE our NATURAL CREEKS & use our limited tax resources for better projects. Proposed Concrete Path cost is \$53 M.</p> | <p>Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations.</p> |
| 314 | | <p>We do not want a path through our greenbelt. We purchased our homes in this neighborhood to be away from that. We are very disappointed. Do not put the pathway through our greenbelt off of Greenbridge.</p> | <p>Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations.</p> |
| 315 | | <p>Regarding potential use of MUD & SJRA drainage ditches & easements, and green belts in the Shadowpoint Subdivision of Cochran's Crossing let it be known that we are against any such use of these areas for public paths for pedestrians, bicyclists, etc. These areas are located directly behind the majority of the homes in the Shadowpoint subdivision. We do not want more crime associated with easy access to our homes and families. We do not want more noise that comes with increased numbers of people and dogs. We do not want people using our streets / cul-de-sacs for parking which creates congestion in our neighborhood while they go for a bike ride or walk. We do not want more litter that comes from others who do not have pride of ownership. We do not want our properties to decrease in value. We purchased our properties based on the fact that they back up to a natural preserve and that nothing could ever be built there according to The Woodlands Master Planned Development. We want our investments preserved. We want our peace and tranquility preserved.</p> | <p>Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations.</p> |
| 316 | | <p>Do not want a bike path built behind Green Gables sub-division in the Greenbelt. This area must stay forever wild.</p> | <p>Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations.</p> |
| 317 | | <p>My comments are general comments regarding the planned shared pedestrian/bike path. The planned route puts that path just over my back fence into the reserve behind my house. We are all quite upset at the plans for disrupting what has always been a tremendously wonderful place to live. We paid a premium to back up to the woods for some privacy and have enjoyed having a wrought iron fence and the ability to enjoy the woods and the natural surroundings, as well as the feeling of security of no direct access to our back yard. This path changes everything for us. We are STRONGLY against it going through our reserve!!! We live in Green Gable in Alden Bridge. We had some big upgrades and redesign planned for our backyard within the next few months but are now rethinking our plan knowing you are about to ruin what has been such a wonderful feature of our home and yard. It would allow access right into our back yard by people on the new path. It would also require we do away with our beautiful wrought iron fence in order to attempt some type of privacy. We truly do not want our backyard being the through way. We are VERY much against this project, as are all our neighbors and the residents that live along this reserve and have enjoyed being able to have it in our back yards. This project would change everything for us...our property value, our feeling of security, our peace of mind. We ask you not move forward with these plans!!!</p> | <p>Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations.</p> |
| 318 | | <p>I am strongly opposed to creating ready access and egress along the greenbelt floodplains and to the rear of private properties creating crime and safety concerns and adversely impacting home values.</p> | <p>Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations.</p> |
| 319 | | <p>We purchased our first home in 1997 and The Woodlands gave us the quiet and active lifestyle we found attractive for our family. Since that time is has doubled in size and now losing that same appeal. This plan goes toward that goal of making The Woodlands a bit more relaxed and more attractive to the next generation.</p> | <p>Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations.</p> |

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| 320 | | I live in the Sandalbranch neighborhood backed to the open space/flood plane. I am opposed to having a bike trail directly behind my house as this will seriously infringe on privacy. Usually the trails cut through the forest but in our neighborhood it is proposed to go directly behind our house with no "forest barrier." Also, there are many deer that live in that space and this trail will limit their space even more. I like having trails, but not if it is basically in my back yard! | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 321 | | Not in agreement with replacing anymore green areas for bike lanes due to reducing area for water absorption (decrease risk of flooding) and loss of animal habitation areas. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 322 | | As so many, I am opposed to using greenbelts for this proposed project. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 323 | | Upon examining the map, it shows that part of the plan includes putting a path straight through our natural green belt system that is rich in wildlife. This is where the animals have their babies. This is where they feel some safety from all the encroachment around them. Furthermore, this is our flood plain. We already have issues with flooding. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 324 | Cost of Funds | Isn't there are more meaningful way to spend this money? Not to mention the class action lawsuits that will come up if this really does take place? People paid high prices for these lots they live on and pay higher amount of tax for the increased value. Don't think there won't be a class-action lawsuit. With all the money that we have, isn't there something better we can do to improve the Woodlands? | Costs for these facilities have been built into The Woodlands budget. Additionally, there are grant opportunities exclusively for these facilities. |
| 325 | | I have lived here 15 years and never heard of the proposed trail plan until very recently. This has not been publicized well. The greenbelt area behind my neighborhood has always been deemed a "wilderness" natural area (my words), so to change this is in violation of the stated use of land from the inception of The Woodlands back in the 1960s-1970s, and the provisions stated to us when we purchased our property. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 326 | | While I have objections to other parts of this plan, the proposed new shared use path which would run along Gosling Rd. between Research and Creekside would negatively impact MANY residents and neighborhoods. Many of us purchased our homes because they are nestled into wooded areas and separated from the noisy eye sores that are the main traffic arteries of The Woodlands. To build a 10-12 ft. path, separated by an open space (and keeping the necessary drainage ditches) you'd have to practically clear cut the wooded areas along Gosling which serve to buffer the adjacent homes and neighborhoods. MOST PEOPLE MOVED TO THE WOODLANDS TO LIVE IN "THE WOODS" | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 327 | | <p>I, David E. Morris, strongly OPPOSE the Proposed Shared Use path that starts at FM 1488 going Southeast to New Trails along the Panther Branch Creek Drainage Easement for the following reasons:</p> <p>1) Safety: (a) People already use the greenbelt for unauthorized purposes. This includes kids digging trenches and building “forts” (wood enclosures) so they can “play war.” They shoot pellet guns at each other—and on occasion toward the homes. (b) Neighborhood kids currently race up and down the street with motorized skateboards, mini-motorcycles, and related “toys.” A bike path along the greenbelt would attract this kind of activity. (c) The Woodlands Board and local police are currently unable to curtail improper use of and unsafe activity on our streets. How do you propose controlling/patrolling illegal and unsafe activity in this greenbelt, especially at night? (d) There are numerous trees with “widow maker” branches high in the tree canopy. They fall frequently and unexpectedly. Encouraging people to bike, walk, run in this greenbelt is ill advised.</p> <p>2) Environment: (a) Cutting down more trees will be unsightly and contrary to what I thought was a core principle of The Woodlands—preserve the wooded environment for its environmental and aesthetic benefits. (b) Major rainstorms flood this greenbelt. The current drainage stream turns into a very wide river of water. It undermines root systems and carries large tree trunks down its path. A bike path in this area will be undermined by the water and become a constant maintenance expense to The Woodlands. (c) Adding a pedestrian or bike path will add to the litter dumped in the area and swept through the greenbelt/drainage system.</p> <p>3) Privacy: (a) We paid extra for our property because it backed onto the greenbelt. We were told there would never be any construction there and that the public was not allowed to use it as a park (area for recreation). Putting a path behind our house greatly decreases the value of my property and contradicts everything we were told by The Woodlands when we bought the house.</p> | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. There have been no recommendations to cut down trees at this time, and any design/construction would consult with the Woodlands Design Review Committee. |
| 328 | Executive Summary, page iii | Goal of Safety: There is no mention of the impact on crime (especially at night) that constuction of a 10-12 foot concrete Shared Use Path (i.e., road) may cause. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 329 | | Destroys natural creek eco-system | Thank you for your comment. |
| 330 | | The Panther Branch Path seems unnecessary as it parallels 2 existing paths | This is a planning level document with a network of recommended facilities only. |
| 331 | | the impact of noise & loss of wonderful forest!!! | Thank you for your comment. |
| 332 | 5-15 | 1. We already have a nice shared use path which you can use to get from Research Forest to Creekside Village. 2. This new path will not keep the serious cyclists from riding on the road, especially since it would be shared with pedestrians. 3. It would invite additional non-resident presence from outside of the County, which could lead to an increase in home burglaries, vehicle break ins and vandalism. 4. The new Research Forest to Creekside Village shared use path would cost taxpayers \$2,663,770.35. 5. The clearing of natural wooded areas along Gosling would decrease the property values of adjacent homes along the entire length of the proposed pathway. | Thank you for your comments. Regarding comment 5 - There would not be any tree cutting based on these recommendations. Any design/construction would be in compliance with the design review committee. |
| 333 | | 4 cutting up key nature areas off North Alden Bridge is unacceptable | Thank you for your comment. |
| 334 | Appendix B, Page 15 | Destroys natural creek eco-system by introducing concrete or rock materials as a carved pathway into the environment, people further destroy by going off path with bikes and other destructive foot traffic. | Upon approval and design of each facility, a more detailed study of effects to the ecosystem, drainage, and other impacts will be performed. |
| 335 | | 2 See Above: The Proposal Is A "VERY CONCERN" to "US"!!! | Thank you for your comment. |
| 336 | | Increase potential flooding | Thank you for your comment. During design of any project recommendations, drainage assessments will be performed. |
| 337 | | I do not want the increase in traffic to bring crime into my neighborhood. | Thank you for your comment. |

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| 338 | 8-04 | Medium Term Project: Panther Branch Path. This project doesn't seem to be money well spent given the limited access points; that is, because of the remote location, there will only be 5-6 access points over its 5 mile stretch. Thank you. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 339 | 5-15 | This proposed new shared use path would be shared by cyclists and pedestrians. The "serious" bikers which ride on the roads will not use this path as an alternative since this path would be clogged by slow walking pedestrians with strollers, kids, pets, etc. We already have a perfectly good shared use path which you can use to get from Creekside to Research Forest! There is no need to spend 2.6 million dollars of taxpayer money and DECREASE the value of the homes and neighborhoods along Gosling to construct this new path. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 340 | | Please consider weather / temperatures when spending money to create the bike lanes, ensuring that these would really be used. Also, please avoid cutting down more trees. | Thank you for your comment. The recommendations in this plan do not promote cutting down trees per The Woodlands requirements. |
| 341 | | The accessibility for crime will increase and will reflect poorly on The Woodlands. | Thank you for your comment. |
| 342 | 5-20 | I see no real demand for pathway access along the panther branch corridor. It connects no destinations people long for. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 343 | 19 | Higher volumnes of trail use - improves security - how absurd ! | Thank you for your comment. |
| 344 | | The new pathways will give criminals a good escape route as they will be traveling throught he woods.. | Thank you for your comment. |
| 345 | 4 | See Above: The Proposal Is A "VERY CONCERN" to "US"!!! | Thank you for your comment. |
| 346 | | The bikers will not use this path anyway- they want to be on the roads. This is a waste of money and resources. | Thank you for your comment. |
| 347 | | Many planned paths will eliminate trees and create more hardscape - not the reason I moved to the The Woodlands | Upon approval and design of each facility, a more detailed study of effects to the ecosystem, drainage, and other impacts will be performed. |
| 348 | walk to work | This plan is made for people to have easier access to work. REALLY? Are people really going to bike to work if a new bike trail is made? Who are we kidding?! | Thank you for your comment. |
| 349 | | Added concrete will increase flooding, which I am concerned about and do not want. | Thank you for your comment. |
| 350 | Appendix B page 15 | 4) Traffic increases in the surrounding neighborhoods as people will use the easements between houses to access the pathway, park cars on streets, generate noise, look into people's backyards as families attempt to have a peaceful weekend... how do we realistically control access to proposed path usage....IT CAN NOT BE DONE. | Thank you for your comment. No noise impact assessment has been done during this conceptual/planning phase. If project goes to design before construction, it could look into this further. |
| 351 | 5-19 | There was no mention of the impact on vehicle noise pollution that may result from the building of a Shared Use Path along the Panther Branch that intersects the rather busy and noisy Greenbridge road. | Thank you for your comment. No noise impact assessment has been done during this conceptual/planning phase. If project goes to design before construction, it could look into this further. |
| 352 | | Increased hardscape will increase the flooding problems | Thank you for your comment. |
| 353 | | These paths will give access to off the path use by our kids to smoke pot and many other things we don't want to happen | Thank you for your comment. |
| 354 | | Stop project | Thank you for your comment. |
| 355 | Executive Summary, page iii | Specific to "The Users: Who is this Plan for?"There should be a prioritization of proposed Users based on local demographics. For example, I suspect that the Plan should state that the priority User is Pedestrians, with Bicyclists and Runners 2nd & 3rd, respectively. This is based on the assumption that demographics support far more walkers in The Woodlands than bicyclist or runners. | Thank you for your comment. |
| 356 | | Stop project | Thank you for your comment. |
| 357 | | Stop project | Thank you for your comment. |
| 358 | | Stop project | Thank you for your comment. |
| 359 | | Stop project | Thank you for your comment. |
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| 366 | | Stop project | Thank you for your comment. |
| 367 | | Stop project | Thank you for your comment. |
| 368 | | Stop project | Thank you for your comment. |
| 369 | | Stop project | Thank you for your comment. |

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| 370 | | <p>As homeowners whose property abute the mud district, behind Barbara Bush School and the 2 churches on Crown Ridge, we are unhappy to see this plan. Just because the Mud Districts don't care to take care of their property or hear from adjacent property owners, we do care about what goes on in the Mud District's properties. In the 13 years we have own this property, my husband has taken 2 grocery bags with him and walked the creek that goes through the Mud District area for a block each way behind our house. Every week he puts the garbage and recycle items that he brings home into our own garbage cans to dispose of it. Because our Mud District refuses to remove the old metal pipes and the broken down 'temporary' WWII style metal bridge over their creek, why they needed a little bridge there anyway defies reasoning, we have a steady stream of people using the utility easement along side our yard to cut-through that area to get to the hole in the fence that Barbara Bush School refuses to keep repaired. A 10' bike and walking path back there would finish destroying the woodland effect that we paid a premium for this homesite. We now have a small deer herd who live and have their fawns in the small wooded area in the mud district property that has the creek through it on it's way to Alden Bridge park and on eastward to the San Jacinto River. It's enough that the creek has run chocolate brown this year which strangely co-incides with the Del Web co. clear cutting their new housing project in Magnolia on the south side of 1488. The increase of strangers wandering down this way or from the newly opened Kuykendahl roadway section has already began to strain this area since the water pipeline clear-cut a swath on the south side of the creek and turned that area into mush. If the bikers want to increase the width of the roadsides or the current walking paths that have board fences between them and the homeowners so be it. We see no reason for this project invading this area behind 2 churches that both have day-care facilities plus the elementary school that has a Special Needs children wing. True bikers would not use this section anyway. Their behavior along the side of Lake Woodlands and other areas show that they have total disregard for cars nor rules of sharing the roads or even showing any plans for stopping at Stop signs which they ride right on thru. Let the bikers stay in the eastern part of The Woodlands and ride on the ever increasing public roads that are already handling traffic. Let the subdivisions where families live because they don't want all that temporary leases live in the new high rises of people stay where they currently are crowding out the single family units. Please leave the areas of Mitchell's early vision of The Woodlands as a Bedroom Community where single family units can live Out of the compression of the masses in unplanned Houston sprawls alone. If The Woodlands Development Corp./ Howard Hughes Development set up truly believes in the original plans for Mitchell's vision, stop all this urban building up because there is no land left to build-out and let the homeowners alone. If we had wanted to live in high rises and Houston unplanned 70 mile sprawl, we'd have moved there in the beginning but we didn't, and we paid the taxes and premium for lots that let us live with nature.</p> | <p>Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations.</p> |
| 371 | | <p>Please don't cut any more trees along Gosling from Flintridge to Creekside. There is not much left. Many of the these items are not needed and will waste tax payer money.</p> | <p>There will be opportunities to provide input on specific facility recommendations. Lines on maps included in the plan represent corridors where bicycle and/or pedestrian facilities should be considered. Finalization of design and location of facilities will be possible only after additional analysis and public involvement.</p> |
| 372 | | <p>We live in this area because of its quiet, beautiful presence. Please do not invite biker traffic along an already ovrely used traffic route. This is inviting disaster and makes us all want to move.</p> | 0 |
| 373 | | <p>I am completely and totally AGAINST any of this plan without a VOTE!!</p> | <p>Thank you for your comment.</p> |
| 374 | | <p>This whole plan is for only a few cyclists and will cause more traffic and safety issues. We should spend our tax dollars on things all residents can use, not for a few cyclists. We are not a training ground, we are a planned residential area. Traffic will increase and you're taking away car lanes to add bike lanes. Please be more frugal and do things that benefit all residents not 300!!!!</p> | <p>There will be opportunities to provide input on specific facility recommendations. Lines on maps included in the plan represent corridors where bicycle and/or pedestrian facilities should be considered. Finalization of design and location of facilities will be possible only after additional analysis and public involvement.</p> |
| 375 | | <p>This plan is terrible. We need to not put bike paths in that connect our neighborhoods to major roads. This will only lead to an increase in crime.</p> | 0 |
| 376 | | <p>I live in the Shadowpoint neighborhood that would be directly affected by this proposed path in the long-term plan. Arguably, I would benefit from the path but I choose more wildlife and less development over convenience. Thank you.</p> | <p>Upon approval and design of each facility, a more detailed study of effects to the ecosystem, drainage, and other impacts will be performed.</p> |
| 377 | | <p>Why inconvenience almost 200k people to provide a bike lane for about 2,000...We say NO THANKS ! Do you really think that people will bike to work in 99 degrees ???</p> | <p>Thank you for your comment.</p> |
| 378 | | <p>Do not think it is a good idea. Adds crime and cuts down even more green space. The woodlands has miles upon miles of paths and walkways. Not necessary. Serious bikers will continue to rise on the road. It will do nothing.</p> | <p>Thank you for your comment.</p> |
| 379 | | <p>First of all, this survey format is unuseabke. What are the questions you want feedback on? WHATEVER, AS A RESIDENT OF NORTH TAYLOR POINT, WHO PAID A PREMIUM FOR THE PURCHASE OF OUR HOME ON THIS GREENBELT LOT, HOW DARE YOU TELL US A BIKE PATH WILL BE CONSTRUCTED BEHIND OUR HOMES. TAKING DOWN TREES TO INSTALL A HARD SURFACE BIKE PATH IS NOR WHY WE PURCHASED THIS HOME. WE DO NOT WANT PEOPLE TO HAVE ACCESS TO THE BACKYARDS OF OUR HOMES, WE DO NOT WANT THE NEGATIVE VISUAL IMPACT, AND WE DO NOT WANT THE INCREASED NOISE AND PERSONAL SECURITY RISKS ASSOCIATED WITH MAKING THESE WOODS AVAILABLE TO THE PUBLIC!!! NO, NO, NO AND HELL NO!!! YOUR "PLAN" IS NOT OUR PLAN. THANKS FOR ASKING FOR OUR BUY IN!</p> | <p>This is a public comment period in which we seek comments only.</p> |
| 380 | | <p>These type of projects should be voted on by the entire woodlands community before we spend millions of tax dollars on bike trails when we already have a large network of paved walkways. Once again a minority of people get the attention of liberal politicians who don't mind spending other peoples money. Please stop this insanity</p> | <p>There will be opportunities to provide input on specific facility recommendations. Lines on maps included in the plan represent corridors where bicycle and/or pedestrian facilities should be considered. Finalization of design and location of facilities will be possible only after additional analysis and public involvement.</p> |
| 381 | | <p>It would be nice if the township would provide combined document, rather than individual pieces, so residents could easily search for their concerns in ONE document. I am always hoping the township conduct business in such a manner that encourages transparency. This presentation misses the mark on that, and makes it difficult for me to fully support the effort.</p> | <p>Thank you for your comment.</p> |
| 382 | | <p>This is not a survey....it's just a way to record comments. I was expecting to answer some specific questions...</p> | <p>This is a public comment period in which we seek comments only.</p> |

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| 383 | | What studies were done on the utilization of existing pathways in order to determine the need for additional pathways where ones already exist? What strategic studies were done to determine the best location for the new proposed pathways? How will the construction and maintenance be funded? What studies were done to determine if these dollars would provide more benefit to other projects? What is the added cost for patrolling these new public thoroughfares and what plans exist to insure user's safety? I have talked to many biking enthusiasts and many were shocked at the extensive cost and scope of this plan. Many think that the best and most cost effective solution is to construct a network where bikes and motor vehicles co-exist on existing roadways. I do see the value in the bike lane concept but cannot see the value in spending millions on new pathways where exist pathways are adequate. I also believe that creating pathways in remote and secluded areas would promote criminal activity and would be impossible to police. | There will be opportunities to provide input on specific facility recommendations. Lines on maps included in the plan represent corridors where bicycle and/or pedestrian facilities should be considered. Finalization of design and location of facilities will be possible only after additional analysis and public involvement. |
| 384 | | Do not proceed with this costly unnecessary program - Stop spending our money - this does not make The Woodlands better ! | Thank you for your comment. |
| 385 | | Opposed | Thank you for your comment. |
| 386 | | I don't understand the format of this survey, and don't know if you will receive my comments so if you would like to talk to me, please call me at 2813629659. Karen West | This is a public comment period in which we seek comments only. |
| 387 | | The "needs" addresses in this plan are really a list of "wants". No data was presented as to the numbers of current users or expected users, times of day, etc. There was also no data related to safety issues, e.g. accidents, near misses, or the like, that would support the proposed safety "needs". The questions of commuting or the "need" to access retail areas by bike are totally without foundation. Having lived in The Woodlands for 20 years, driving during commuter times, and using the pathways often for running and recreational biking, I have not observed more than a meager handful of people biking to work or retail areas, especially in our hot weather. I have observed some bicyclists tearing around like the Tour de France on both our roadways and pathways in unsafe manner, mostly on weekends. I think these numbers are also very small relative to the size of the community. Some improvements may be necessary to the current pathways, but the larger scope and amount of money for a comprehensive plan seem to me unnecessary. | There will be opportunities to provide input on specific facility recommendations. Lines on maps included in the plan represent corridors where bicycle and/or pedestrian facilities should be considered. Finalization of design and location of facilities will be possible only after additional analysis and public involvement. |
| 388 | | Overall disappointed in the top five list. Does not appear that the priorities of the Steering Committee were acknowledged. | Thank you for your comment. The five were determined based on quickness to implement compared to the other short-term projects. |
| 389 | | I am appalled by \$ spent on this BS! Some of us have to live here and the roads are choked already. Events for the few have turned the Township into a freak show for the masses. Greenbelts serve as a wildlife corridor and a noise barrier. These are designated Restricted Reserve "A". If paths are cut into these expect a lawsuit. Also expect a demand for concrete sound walls along major roadways. For the most part you are providing a more direct route for bikes instead. of utilizing existing routes. Such a small % of people utilize bike routes. Send the money on mosquito control! | Thank you for your comment. |
| 390 | | Summary: It feels like you've skipped a step somewhere. There are existing safety issues that need to be addressed before implementing just about anything in this proposal. AND NO SURFACE ROAD BIKE LANES!!! | Thank you for your comment. |
| 391 | | HOW ARE CARS GOING TO PULL OVER IF THEY HAVE A FLAT TIRE OR GET OVER HEATED IF THERE IS NO LANE FOR CARS TO PULL OVER BECAUSE IT IS BEING USED ONLY FOR BIKE RIDERS. THE STOP SIGNS THAT ARE ON THE PATH WAYS NEED TO BE BIGGER SO PEOPLE CAN SEE THEM BECAUSE PEOPLE ARE NOT STOPING AT THEM WHEN CARS ARE STOPING OR TURNING. INSTEAD OF WASTEING MONEY ON BIKE LANES. THE MONEY NEEDS TO BE SPENT ON THINGS LIKE ROAD REPAIRS , MAINTANCE INSTEAD OF BIKE LANES. | Thank you for your comment. |
| 392 | | Totally opposed to spending any money for this project. There are better uses for the money! It was a waste of money for the township to put in shrubs in the cul-de-sacs & expect the homeowners to water them. Of the 5 in my cul-de-sac only 2 are still alive. No one asked the homeowners if they wanted the shrubs. Plus, expecting us to water them was ridiculous because our water rates have increased. | Thank you for your comment. |
| 393 | | I do not want to see any bike lanes added to any east west roadways. This will only add to the congestion that currently exists. | Thank you for your comment. |
| 394 | | Page 4: The proposed path runs in the Greenbelt located behind Powell Elementary, the High School and the homes along the greenway in Capstone and Capstone Forest. I believe that this will create a huge problem for the residents that already use this space. There is already a beautiful natural walking path that is used by residents of this neighborhood as well as others around The Woodlands that are lucky enough to know of its existence. It is used by locals for running and walking. There is a large group of dog walkers that are back there at all times of the day, as well as the high schools track team. Adding a bike path to this will be very disruptive. My observation of serious bike riders is that being able to ride at high speed safely is a concern. This area is full of wildlife including deer. The walkers and joggers are used to each other as well as the large numbers of people walking their dogs at a leisurely pace. The first altercation with a dog and a biker or walkers being startled by fast approaching bike riders is going to be a problem. This land was set aside as a natural preserve. Adding paved bike lanes is at odds with this concept. There is no way that I can see that the people that already use this area can co-exist with a bike path. To be blunt, we were here first. I have lived in this neighborhood and walked the paths in the greenway for 20 years. I don't begrudge the bikers a safe path to ride but this location already has a very active core of residents that utilize the space | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 395 | | This plan is an irresponsible fancy of people who are disconnected from what's happening in our local economy. This proposal was submitted during an energy boom/bubble and cannot/should not be implemented at time present. The Township is proposing raising taxes on EVERYBODY in anticipation of incorporating sometime down the road. Instead, they need to be responsible and kill ridiculous proposals like this one. Furthermore, long-term maintenance of such expansion will be used to justify increased taxes in the future. This is folly. | Costs for these facilities have been built into The Woodlands budget. Additionally, there are grant opportunities exclusively for these facilities. |
| 396 | | Adding bike lanes to the main streets will just add more conjection and add safety issues and serves only to provide a speedway for physical fitness enthusiasts who have other options. It will not serve "commuters" as experience elsewhere has shown this is not a go to/from option. We need to spend this money on maki g sure our children can safely commute to and from school and we can better connect our immunities by keeping pedestrians and bikes off those fast traffic lanes | 0 |

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| 397 | | <p>As someone who runs and rides in and around Harper's Landing literally every day the connection for our neighborhood to the rest of The Woodlands isn't overly difficult. The intersection of 242 and the feeder roads does carry a lot of traffic but the pedestrian signals work fine. Simply extending the current pedestrian path adjacent to Valero to cross the rail road tracks and follow trade center then turning left to run next to Costco would make the area accessible to the intersection. Then extending the pathway from 242 and the I45 feeder at St. Lukes to connect to the existing pathway system near College Park would solve the problem. I ride regularly down this road and the two most dangerous stretches are 1) between the rail road tracks and the 242 feeder road and 2) on 242 between the feeder and the first Lone Star College entrance. The first section of road has no shoulder and is extremely rough. The second section of road has no shoulders at all forcing me to ride in a traffic lane going westbound. Connecting the pathways in the suggested manner would require pedestrians and bikes to cross 242 from north to south then cross the feeders from east to west. These control signals work fine (but could be cleaned of debris a little more frequently). Even the construction of a pedestrian bridge would not solve the issue since there isn't currently any connector pathway on the west side of I45 at 242.</p> <p>Thank you for your consideration</p> <p>Rob Koester</p> | <p>Thank you for these detailed comments regarding the connection to Harpers Landing. The project recommendations are conceptual at this point and design details will be explored once project has moved into the design phase. Look for opportunities to provide comments when that time comes, as your direct experience is valued.</p> |
| 398 | | Typical Woodlands development. Very one sided. Unequal distribution of development money. | Costs for these facilities have been built into The Woodlands budget. Additionally, there are grant opportunities exclusively for these facilities. |
| 399 | 5-04 | We should connect north Grogan's Mill to College Park sidepath for access to St Lukes and Harpers Landing. It would also provide a more direct route from Harpers Landing to Town Center. | All facility recommendations will be reviewed by the study team and taken into consideration for inclusion in the plan. |
| 400 | All areas | Bike path bridges over major thoughtlfares similar to the one over Grogans Mill, near Hailey Elementary. | All facility recommendations will be reviewed by the study team and taken into consideration for inclusion in the plan. |
| 401 | iv | A safe crossing is needed for both directions at Grogan's Mill and North Millbend | All facility recommendations will be reviewed by the study team and taken into consideration for inclusion in the plan. |
| 402 | | a safe crossing for students at the intersection of Kuykendahl road and Creekside green | All facility recommendations will be reviewed by the study team and taken into consideration for inclusion in the plan. |
| 403 | 5-04 | We should connect north Grogan's Mill to Research Forest Park and Ride | All facility recommendations will be reviewed by the study team and taken into consideration for inclusion in the plan. |
| 404 | | We need a bike trail that runs the length of Kuykendahl from Creekside village north to the flintridge dr. In it's current state it is a major safety hazard and concern for anyone wanting to walk, run, or bike north on Kuykendahl Rd. | All facility recommendations will be reviewed by the study team and taken into consideration for inclusion in the plan. |
| 405 | | When residents west of the actual Lake Woodlands want to bike or walk to Hughes Landing for diner and/or entertainment, they have to go to the light at Lake Front Circle which is out of the way and further. There is no pedestrian/bike crossing at Hughes Landing Blvd that would connect them directly with the restaurants and stores. It would be nice to cross Lake Woodlands Rd at Hughes Landing Blvd to access the shops and restaurants instead of having to travel further up to Lake Front Circle to cross at a light. | All facility recommendations will be reviewed by the study team and taken into consideration for inclusion in the plan. |
| 406 | | The Kuykendahl Road sidepath project as a North-South route from FM 1488 to Creekside Green Drive is an important addition to the other short term projects. | All prioritization changes will be taken into consideration. |
| 407 | 5-15 | Shared use path on gossling from research forest to creekside...would be good to get done sooner | All prioritization changes will be taken into consideration. |
| 408 | 5-04 | Make it a higher priority the sidepath of Six Pines to Research Forest | All prioritization changes will be taken into consideration. |
| 409 | 5-04 | Make it a higher priority the additional sections of Woodlands Parkway sidepath | All prioritization changes will be taken into consideration. |
| 410 | page 8-05 | I understand that a new bridge over Spring Creek at Gosling is being designed now. Even though the Gosling bicycle shared use path project is a long term project, the new bridge should be designed and built to accomodate the future Gosling shared use path (it will be less expensive to incorporate the design now rather than trying to do a retrofit in the future.) | All prioritization changes will be taken into consideration. |
| 411 | | The pathway finding project will be helpful to residents as well as visitors as The Woodland becomes a destination area. | Thank you for your comment. |
| 412 | page V | The fast track project, "Central Bicycle Lane", is the highest project in the whole plan. I feel that having an East-West route is important to enable people to access the Town Center. | Thank you for the support of this project. |
| 413 | 4-14 | There are 400-500 bump outs in the Woodlands. This alone would help make biking safer. | Thank you for your comment. |
| 414 | 5-05 | Removing all the bulb-outs on all the streets around the woodlands would make it a lot more safer for cyclists. | Thank you for your comment. |
| 415 | | I am pleased that The Woodlands Township Board of Directors has taken a big step in supporting the short term projects. As time passes and these projects become realities, the medium term and long term projects will be re-evaluated and become the new short term projects. | Thank you for your support of this plan. |
| 416 | Page 4-14 | Thanks for including The Summary Table by Village; it's useful to the discussion.. | Thank you for your comment. |
| 417 | Page 4-16 | Thanks for including Table 4-3. It lets readers know there are other types of bicyclists riding! | Thank you for your comment. |
| 418 | | Kudos on an excellent plan. The presentation is very readable from the highlighted footnotes to the photos, figures, and tables. Thank you for proposing: a pedestrian/bike program coordinator, including funding options, listing the short/medium/long-term projects in easy-to-understand tables, and providing example agreement forms in the Appendices. | Thank you for your support of this plan. |
| 419 | | A step in the right direction! | Thank you for your support of this plan. |
| 420 | | Thank you for all the efforts. Let's not let this go to waste and get started on implementation! | Thank you for your support of this plan. |
| 421 | | <p>I support the Pedestrian and Bicycle Master plan. There is a serious need to reduce the hazards of riding bicycles in the Woodlands. There are many aspects of the plan that will result in improved safety. Curb jut-outs need to be eliminated where ever possible on shoulders that are used by people on bicycles.</p> <p>This plan represents excellent work and it will give The Woodlands needed direction in making improvements in the future. I am very pleased!</p> | Thank you for your support of this plan. |
| 422 | | Thanks for doing this. The Woodlands needs more bike trails!!!! I so appreciate your efforts here! | Thank you for your support of this plan. |

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| 423 | | I approve and agree with the plan to extend walkways and the bike paths... I believe that if they are extended and the paths are more efficiently structured throughout the area, that will give our residents a greater incentive to be outside, exercising, use their bikes more and their cars less. | Thank you for your support of this plan. |
| 424 | | Thanks! | Thank you for your support of this plan. |
| 425 | | I support the implementation of the plan. I applaud the efforts of Bike The Woodlands Coalition, and I echo their comments. I think it is very important to view walk/run/bike (the pathway system) as an integral part of our mobility needs. I use the pathway system on my daily bike commute to my job in the Town Center area. | Thank you for your support of this plan. |
| 426 | | I support the Pedestrian and Bicycle Master Plan and urge the Township Board to fully fund the plan. | Thank you for your support of this plan. |
| 427 | | I think the plan is a very smart one. I actually found some of my comments in the plan. Thanks. | Thank you for your support of this plan. |
| 428 | | PLEASE DO ANY AND ALL PROJECTS. It is all good. | Thank you for your support of this plan. |
| 429 | | I approve this plan | Thank you for your support of this plan. |
| 430 | | I support the plan. | Thank you for your support of this plan. |
| 431 | | General comment... I support the implementation. I support the increased use and 'scenic' development of set aside greenbelts, and ponds. These are assets that should be enhanced and improve for use. Critical staging of completing gaps before new development. Kuykendal from Lake Woodlands to Research Forest drive on the west side is a critical gap and needs to be multi use. An entire process orf reeducation of everyone on pedestrians, bikers and vehicle intersections educate is needed. Stop means stop and walkers and bikers do not obey these..... Bikers also need to yield right of way to walkers and use bells o horns. We shared paths in Brisbane Australia and never had as much issues as here in the Woodlands.... (Not sure how fat finger and iPad auto corrects will appear as I can't scroll and edit.. So I trust you understand what I intended.. 🖱) | Thank you for your support of this plan. |
| 432 | | I support the Pedestrian and Bicycle Master Plan in The Woodlands | Thank you for your support of this plan. |
| 433 | | I support the bicycle and pedestrian master plan | Thank you for your support of this plan. |
| 434 | | I am all for better bike trails, lanes, etc... to be built in The Woodlands. It will truly make our community a wonderful place. I cannot wait until they are finished. | Thank you for your support of this plan. |
| 435 | | The plan for having a bike lane around the Woodlands would be a great addition to the community. The increased traffic in and around the Woodlands makes it less safe for cyclist using the roads. | Thank you for your support of this plan. |
| 436 | | The goal is in agreement to the original plan of George Mitchell. I support this Bike/Pedestrian Plan | Thank you for your support of this plan. |
| 437 | | I feel a tremendous amount of research has gone into making this plan as efficient and effective as it is. I fully support this program and feel it will provide tremendous benefits to the residents as well as provide new opportunities for new business markets. I grew up in The Woodlands and have watched the expansion since the 70's. I am so pleased to see this plan being considered. Thank you for all of the work that has gone into this, as well as allowing the opportunity for TW residents to comment. | Thank you for your support of this plan. |
| 438 | | I support the woodlands master bike plan | Thank you for your support of this plan. |
| 439 | | I generally support the plan and look forward to safer, lengthier and more destination-oriented riding in The Woodlands. | Thank you for your support of this plan. |
| 440 | | The overall development of north-south, east-west bike paths is an excellent start. | Thank you for your support of this plan. |
| 441 | | The Hike/bike pathways system is one of the major reasons we found The Woodlands an appealing community and chose to live and work here. We support all enhancements to the system identified in this plan. It will make The Woodlands even better by facilitating the possibility that residents can actually commute easily by bike, as well as using the system recreationally. The Woodlands is a leader here. Let's continue to lead! | Thank you for your support of this plan. |
| 442 | | I am in support of the master plan. I am in support of the recommended execution alterations identified in the Bike the Woodlands letter to TW Township. My family enjoys riding bikes along the trails. My son & I are looking to upgrade to race type bikes in anticipation of the new roadside paths. My family are also runners and we love the paths and opportunities The Woodlands has to offer. I can honestly say that the pathways connecting the different Villages is what's keeping us in The Woodlands. Otherwise we could live anywhere else in the Houston area. Thank you! | Thank you for your support of this plan. |
| 443 | | Strongly support this plan, just wish it had been done sooner! | Thank you for your support of this plan. |
| 444 | | I support the plan especially the bike lanes along Lake Woodlands and Kuykendahl. | Thank you for your support of this plan. |
| 445 | | Just wanted to send my thanks - worked through the material and was incredibly impressed with how well thought out, complete and visionary your goals are. Thanks for making the township a safer and more enjoyable place to bike. | Thank you for your support of this plan. |
| 446 | | I feel that The Woodlands is generally very good for pedestrians, but quite poor for bicyclists. The existing paths are too narrow and winding for the safety of bicyclists and pedestrians together ... I highly encourage bicycle lanes along with protected crossings at intersections! | Thank you for your comment. |
| 447 | | I love the idea of this project. As a Harper's Landing resident, I would like to know more about how the proposed I-45 Barrier Access Gap will allow my family and I to safely access the core of The Woodlands retail, educational and recreational facilities. | Thank you for your support of this plan. |
| 448 | 8-04 | Medium Term Project: Panther Branch Path. This project seems to have a high cost per mile (\$750,000 per mile) especially when considering the other parallel routes. Thank you. | All cost estimations were conducted using regionally accepted costs. These cost estimates include planning, design, and construction. |
| 449 | No page number, not included anywhere that I could find. | What is the budget to provide and maintain lighting for these paths? How will this impact residents directly adjacent to the paths? | 0 |
| 450 | Page ii - comments/edits | capitalize American (3rd bullet paragraph); capitalize Counties (6th paragraph); The vision statement is great, especially like the addition of uses - 'errands, fitness, and recreation' | Thank you for your comment. |
| 451 | Page iii - comments/edits | ...throughout The Woodlands. If a person (insert 'If a'); proved safe, (insert comma) | Thank you for your comment. |

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| 452 | Page iv - comments/edits | ; there are recommendations (insert are) | Thank you for your comment. |
| 453 | Page 4-08 | Figure 4-5 - Crossings - Add hazards of continuous right turn lanes and flashing yellow lights that aren't synchronized with the pedestrian crossing signals. Drivers don't look for pathway bicyclists at intersections. | Thank you for your comment. |
| 454 | Page 4-15 | Move Figure 4-16 to follow the first paragraph. Breaking paragraph 2 with the figure is confusing. | Thank you for your comment. |
| 455 | Page 5-13 | Table 5.2 - Remove the overprint - column 2, 4th record. | Thank you for your comment. |
| 456 | Page 5-15 | Word missing in 7th bullet under Sidepath (in low) | Thank you for your comment. |
| 457 | Page 7.03 | Adopt a Path reference Figure 7.2 not Figure X | Thank you for your comment. |
| 458 | Table 8.3 | Remove Overprint - column 2 - 4th record | Thank you for your comment. |
| 459 | Section 8.5 | Strike times from the word Often | Thank you for your comment. |
| 460 | 8-13 | "Plan Performance Measures" should include some means of collecting and accessing miles walked, biked and run on the Recommended Project improvements. | 0 |
| 461 | | Start using common sense - teach people bike rules (get a bell and use it), signal to turn, etc. | Thank you for your comment. |
| 462 | 3 | NO Comment | No comment provided. |
| 463 | 5-20 | multiple dead trees due to stress of pipeline construction | Unrelated comment. |
| 464 | 5 | See Above | No comment provided. |
| 465 | Page 4-10-17 | There is no mention of the pathways along the drainage ditches. These provide examples of how pathways can be designed within these areas and may ease some of the objections raised to the proposed use of additional drainage and utility easements for off-road pathways. | Shared Use Paths along utility corridors were identified only as possibilities to improve bicycle and pedestrian connectivity. These path locations are not finalized for design/construction at this point, and are just conceptual/recommendations. |
| 466 | 6 | See Above | No comment provided. |
| 467 | 7 | Like I said "See Above | No comment provided. |
| 468 | | make the area on the side of the road the bike path - don't eliminate trees | Thank you for your comment. |
| 469 | 8 | See Comment above for Page # 7 | No comment provided. |
| 470 | 9 | See Comment above for Page # 8 | No comment provided. |
| 471 | 10 | See above for Page # 9 | No comment provided. |
| 472 | 11 | See above "AGAIN!" | No comment provided. |
| 473 | 12 | See Above "ONCE AGAIN FOR PAGE 11" | No comment provided. |
| 474 | 13 | See above for Page # 12 | No comment provided. |
| 475 | 14 | See Above for Page # 13 | No comment provided. |
| 476 | 15 | See Above for Page # 14 | No comment provided. |
| 477 | 16 | See Above for Page # 15 | No comment provided. |
| 478 | 17 | See Above for Page # 16 | No comment provided. |
| 479 | 18 | See Above for all other Pages!! | No comment provided. |
| 480 | 19 | See Above for all other Pages like I've said Before!!! | No comment provided. |
| 481 | 20 | See Above for all Pages like I've said Before!!!! | No comment provided. |
| 482 | | Please feel free to contact me for further discussion on this matter. James Ego 27 Forest Perch Pl, The Woodlands, TX, 77382 337-281-8874 james.c.ego@gmail.com | Thank you for your comment. |
| 483 | | See Above, "PLEASE" | No comment provided. |
| 484 | | Please make sure you support the ironman event. | Thank you for your comment. |
| 485 | | use common sense, low cost approach. keep the trees, that is what makes the woodlands a great place to live | Thank you for your comment. |
| 486 | | - I would like to see the plan for construction material to be used for the paths and the widths for the paths. How the construction will me minimally invasive to the environment. - I see plans for paths along the drainage ditches. I like the idea, but with the extremely fast flowing water we get during heavy rains I feel the paths will be wiped out and bridges destroyed. How would this be prevented? - I didn't see any specific trail identified for a "fast track" for road bikes to be used exclusively for people training on road bikes who are at speeds between 15-20 mph without stops. Is this in the plan somewhere? | Drainage will be taken into consideration with any trail design and construction. Regarding a fast track project for road bikes, the Lake Woodlands drive project will provide on-street facilities to ride 15 mph or so. |

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| 487 | | <p>To: The Woodlands Township (Attn: John McGowan) From: Bike The Woodlands Coalition Subject: The Woodlands Township Pedestrian & Bicycle Master Plan Public Input We are writing to provide our comments and suggestions on the draft plan. 1) Summary and General Comments that encompass the entire draft Master Plan: ☐ It is critical and our Coalition's top priority that the final list of recommended short term projects incorporate at least one East/West (I-45 <-> SH 2978) and North/South (SH 242/1488 <-> Creekside) bicycle friendly corridors which will serve as the backbone to The Woodlands Bicycle Network. ☐ All proposed on street bike lane projects should include removal of protruding curbs and repair of shoulders (I.e cracks, pot holes) as part scope/design/cost estimate. A more general plan for removal of protruding curbs and repair of shoulders could also be included in the Master Plan that incorporates removal of the protruding curbs whenever Harris/Montgomery Cty/WRUD makes any intersection road changes. Even where shoulder surfaces are reasonably useable by cyclists, these curbs force cyclists into car lanes or at least across elevated lips or deep shoulder/road crevices that can result in loss of control, crashes and injury. ☐ Complete streets design principles should be incorporated in all future roadway design & construction; which means designing roads that provide safe access for all users, including pedestrians, bicyclists, and motorists, as contrasted with "incomplete streets" that are designed with only cars in mind. One possible implementation approach is to incorporate Complete Streets into The Woodlands covenant restrictions and design standards. Any entity desiring to make changes to the roads within The Woodlands would be required to submit the design to the Township for review and approval. ☐ Once the Master Plan is approved, the Master Plan should be communicated to the various road construction entities within The Woodlands, which would include The Township formally requesting from Harris County Precinct 4, Montgomery County Precincts 2, 3, & 4 and the WRUD that they involve the Township in future road expansion designs for roads falling within The Township's</p> | <p>Thank you for these great comments. We have integrated much of the suggestions here. Some of the items (specifically complete streets) will need to be a conversation if/when the woodlands has jurisdiction over the roads.</p> |
| 488 | | <p>I fully support the idea of a Master Plan, but I am concerned that maintaining the natural environment is not a listed objective. Providing easy access to nature is not a substitute. The residents of The Woodlands want more than access to nature, they want to live in nature. They want to be able to bike to jobs, shopping, and parks through nature. Many streets and intersections in The Woodlands look very different now than they did 25 years ago. This change was needed to provide safe transportation to a growing community. The plan to expand biking options in The Woodlands is a great idea, but let's not forget that the residents consistently mention trees as the most important feature of our community. Unnecessarily cutting down trees has also received the most criticism over the years. The Master Plan needs to make conserving trees a specific priority.</p> | <p>Thank you for your support of this plan. Upon approval and design of each facility, a more detailed study of effects to the ecosystem, drainage, and other impacts will be performed.</p> |
| 489 | | <p>Please refer to previous correspondence identified as case #1871763. Miguel O. Quintero 12 Frontier Path Ct. Harper's Landing (936) 539-8874</p> | <p>Thank you for your comment.</p> |
| 490 | | <p>Have we evaluated the impact on wildlife of the red path from Terramont to Research Forest?</p> | <p>This issue is outside the scope of this planning project.</p> |
| 491 | | <p>I've not been able to read the plan but we are very concerned about the intersection at Timbercreek Elementary as well as Creekside Green crossing over Kuykendahl. The children are daily put in jeopardy by these dangerous intersections. Just stop and watch these during drop off and dismissal times. Very unsafe.</p> | <p>All facility recommendations will be reviewed by the study team and taken into consideration for inclusion in the plan.</p> |
| 492 | | <p>A concern for me and all of the parents that I know is the lack of sidewalks on neighborhood streets. This leaves our kids walking or riding their bikes in the streets until they get to the parks or paths and is a big danger with so many people not paying attention when they drive or come around corners. I'm terrified to let my kids go down the street on their own because of the lack of sidewalks.</p> | <p>Thank you for your comment.</p> |
| 493 | | <p>These comments and questions are from Randy Schulze, 60 E Sandalbranch Cir, The Woodlands, TX 77382</p> | <p>Thank you for your comment.</p> |
| 494 | Bike Lane Grogan's Mill | <p>Woodlands Parkway – south – ok - use shoulder. Woodlands Parkway – north – limited due to limits in the ROW to accommodate the possible future of 6 lane. Major utilities will need to be relocated. Research Forest to Vision Park – ok – ROW exists. Vision Park to i45 – why connect bikes to i45.</p> | <p>Thank you for your comments. Connecting bikes to I-45 relieves a barrier within the general Township boundaries to Harpers Landing.</p> |
| 495 | Bike Lane Millbend Loop | <p>ok – widen 4' shoulder.</p> | <p>Thank you for your comment - design of recommendations will be determined at a later date.</p> |
| 496 | Bike Lane Research Forest | <p>New Trials to Shadowbend Bend – ROW issue with major storm sewer that would need to be relocated. Shadowbend to Egypt – ok – use shoulder.</p> | <p>Thank you for your comment - design of recommendations will be determined at a later date.</p> |

| The Woodlands Township Pedestrian Bicycle Master Plan Comment-Response Log | | | |
|---|---|---|--|
| Response No. | Page No. | Comment(s) | Response(s) |
| 497 | Bike Lane Lake Woodlands | I-45 – Pinecroft – what is the destination? Nowhere for a bike to go from there; Pinecroft to Lake Woodlands (the lake) – difficult due to major cost to relocate utilities; Lake Woodlands (the lake) to Kuykendhal – Ok –use shoulder; Kuykendhal to Woodlands Parkway – curb and gutter and need to move utilities | Thank you for your comment. |
| 498 | Bike Lanes Branch Crossing Dr/ Terramont Loop | ok – use 4’ shoulder | Thank you for your comment - design of recommendations will be determined at a later date. |
| 499 | Bike Lanes Woodlands Parkway | 2978 to Lake Woodlands - if six lanes in the future, might have issues with availability in the ROW. | Thank you for your comment - design of recommendations will be determined at a later date. |
| 500 | Bike Lanes Carlton Woods Drive | ok – use 4’ shoulder. | Thank you for your comment - design of recommendations will be determined at a later date. |
| 501 | Table 5.1 Comments: | Greenmore drive – why connect pedestrians to 2978? May Valley Pathway is completed and its yellow on the map; Research Forest Drive – east of Grogan’s Mill to Bob’s Steak House – a pathway exists; On the Waterway, Lake Robbins to Grogan’s Mill – Trolley Path – a shared use path exists; College Park Drive – why not change sidepath to share use path | Thank you for your comment - pathways have been updated in the maps. |
| 502 | Table 5.3 | I think it needs to indicate – Cochran’s Crossing Drive and Falconwing, not Flintridge. | The Bike facility along Cochran's Crossing will begin at Flintridge and end at Research Forest. |
| 503 | General Comment | Some of the shared use path along the creeks go through the golf courses, particularly some maintenance sheds. Also, where there is already a side path and the plan indicates a share use path, are you planning to add on to the 8’ pathway or remove and reconstruct? | Thank you for your comment. The design and exact location of the facility will be determined at a later date. The lines on the map are conceptual at this point. |






APPENDIX B

MAPS



Scale: 1 inch equals 10 miles

 Streets
 Alden Bridge Cut-Out
 Gaps
 Opportunities

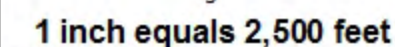
- Streets
- Alden Bridge C
- Gaps
- Opportunities

Alden Bridge Cut-Out

● Opportunities

● Opportunities

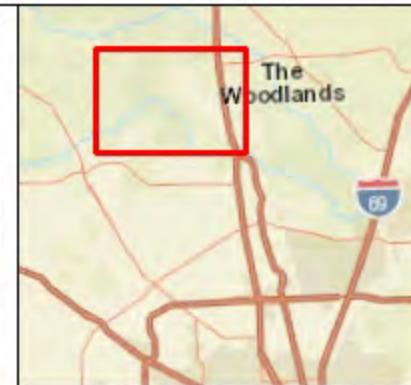
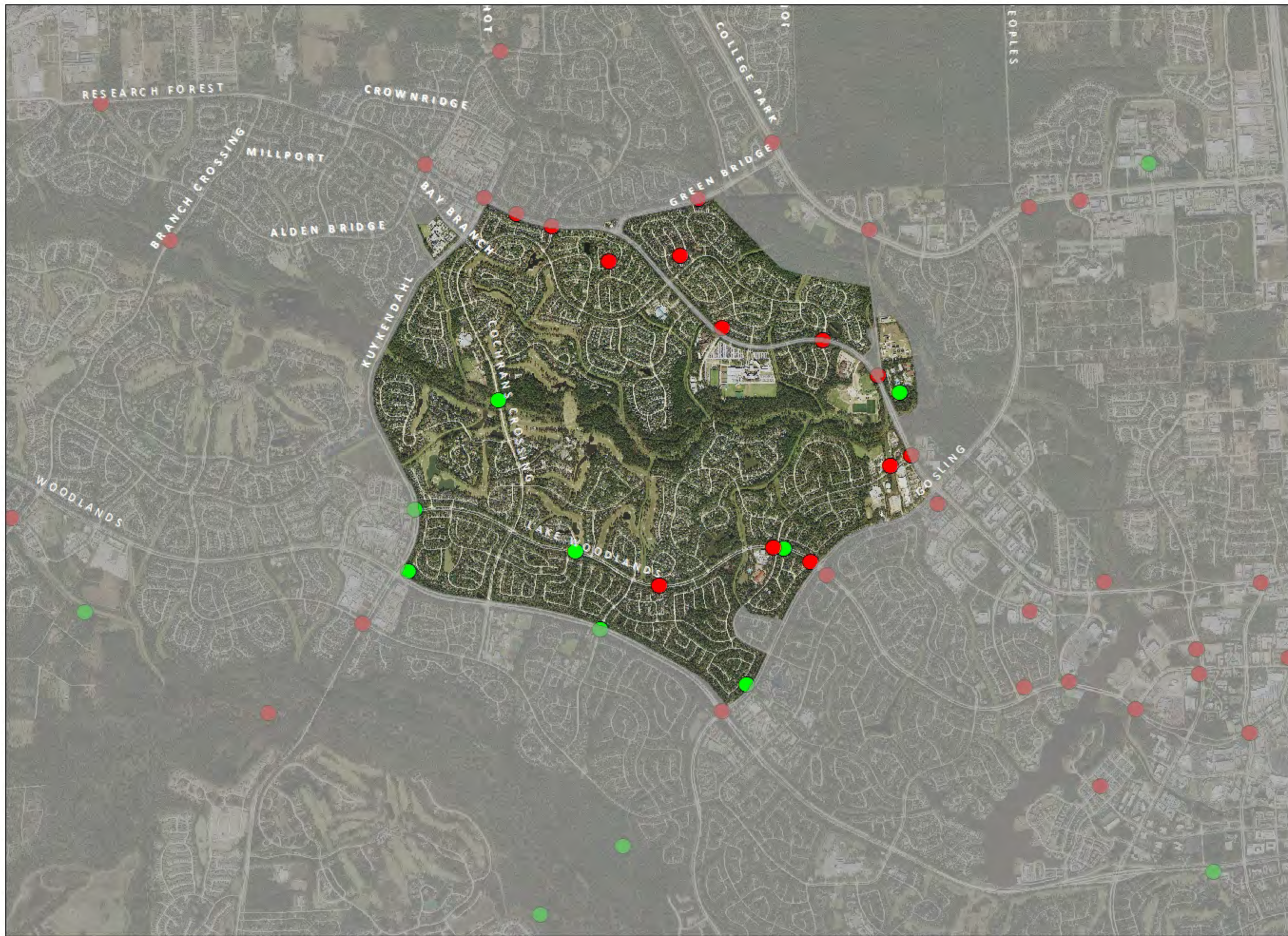
MONTGOMERY COUNTY, TEXAS



JONES CARTER
4240 Town of Professionals • 4000 West 10th Street, Suite 100



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VICINITY MAP

Scale: 1 inch equals 10 miles

LEGEND

- Streets
- Cochran's Crossing
- Cut-Out
- Gaps
- Opportunities

THE WOODLANDS VILLAGES

MONTGOMERY COUNTY, TEXAS



1 inch equals 2,500 feet

Disclaimer: This product is offered for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property, governmental and/or political boundaries or related facilities to said boundary. No express warranties are made by Jones & Carter, Inc. concerning the accuracy, completeness, reliability or usability of the information included within this exhibit.



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Agents/Producers of Professional Services



VICINITY MAP

Scale: 1 inch equals 10 miles

LEGEND

- Streets
- College Park Cut-Out
- Gaps
- Opportunities

THE WOODLANDS VILLAGES

MONTGOMERY COUNTY, TEXAS



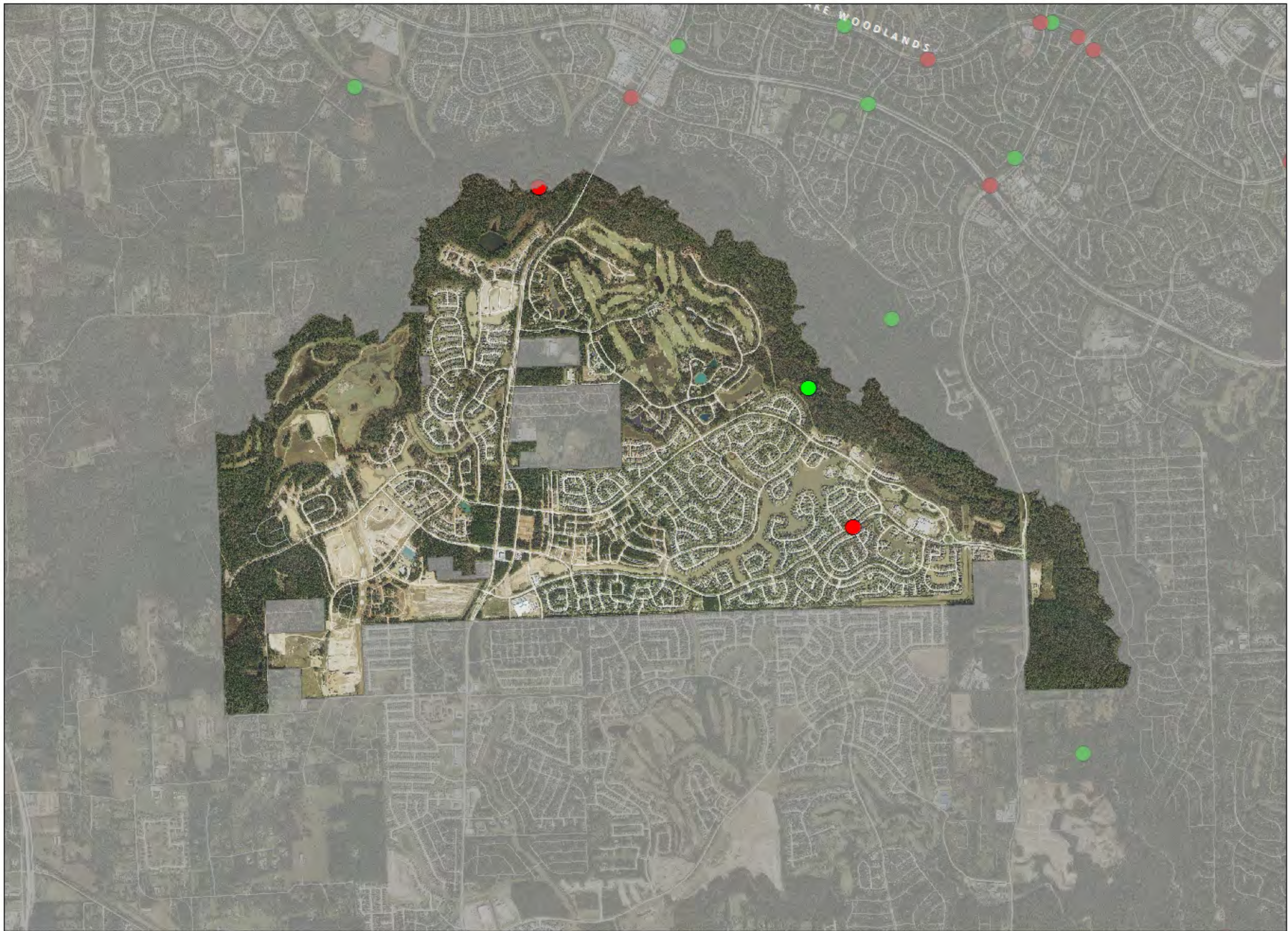
1 inch equals 2,500 feet

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4000 West 10th Street, Suite 100, Houston, Texas 77030



VICINITY MAP

Scale: 1 inch equals 10 miles

LEGEND

- Streets
- Creekside Park Cut-Out
- Gaps
- Opportunities

THE WOODLANDS VILLAGES

HARRIS COUNTY, TEXAS



1 inch equals 2,500 feet

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JONES CARTER

4000 West Loop South, Suite 1000, Houston, Texas 77027



VICINITY MAP

Scale: 1 inch equals 10 miles

LEGEND

- Streets
- Grogan's Mill Cut-Out
- Gaps
- Opportunities

THE WOODLANDS VILLAGES

MONTGOMERY COUNTY, TEXAS



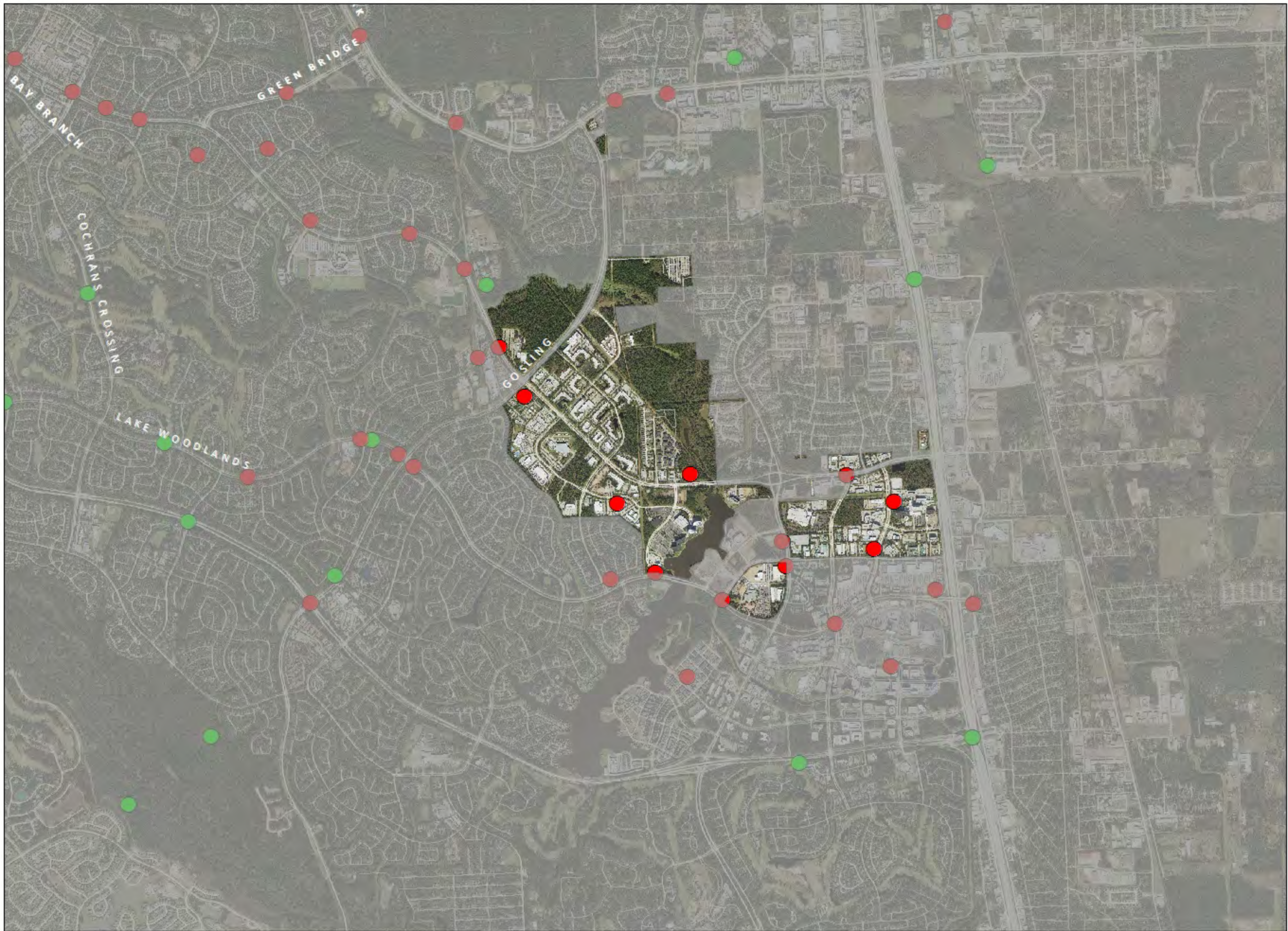
1 inch equals 2,500 feet

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4000 Peachtree Industrial Boulevard, Suite 100, Atlanta, GA 30326



VICINITY MAP

Scale: 1 inch equals 10 miles

LEGEND

- Streets
- Research Forest
- Cut-Out
- Gaps
- Opportunities

THE WOODLANDS VILLAGES

MONTGOMERY COUNTY, TEXAS



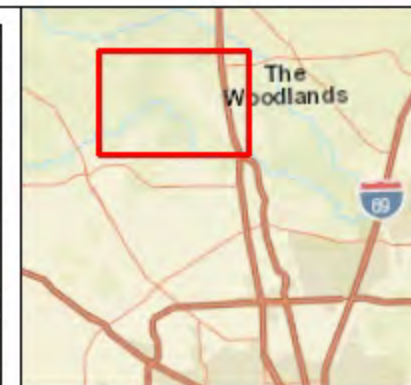
1 inch equals 2,500 feet

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4000 Forest of Professionals - Suite 100 - Houston, TX 77056



VICINITY MAP

Scale: 1 inch equals 10 miles

LEGEND

- Streets
- Sterling Ridge Cut-Out
- Gaps
- Opportunities

THE WOODLANDS VILLAGES

MONTGOMERY COUNTY, TEXAS



1 inch equals 2,500 feet

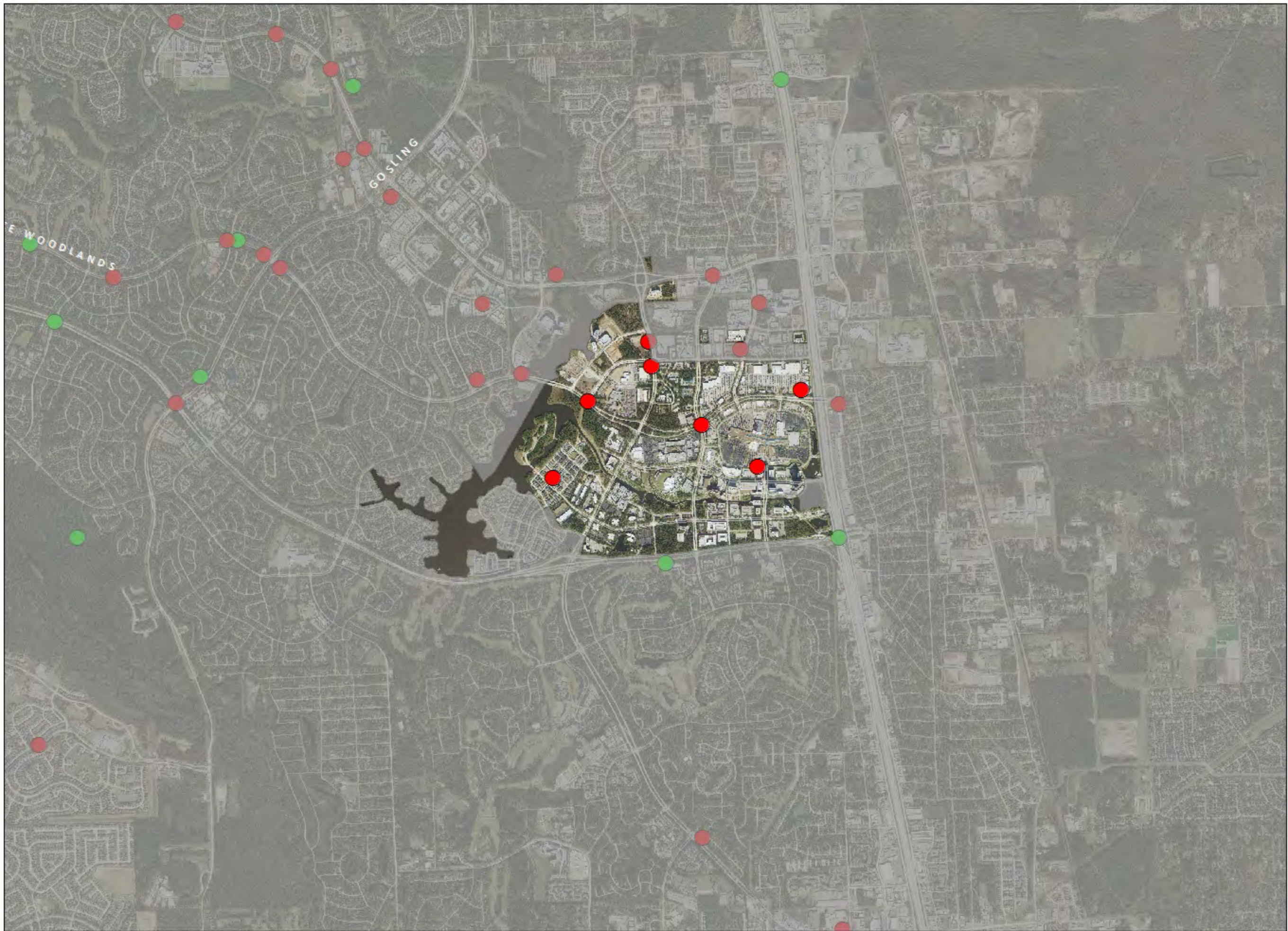
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agassiziana, cf. *P. pinnatus* (Linn.) Agassiz, 1846

[illegible]



VICINITY MAP

Scale: 1 inch equals 10 miles

LEGEND

- Streets
- Town Center Cut-Out
- Gaps
- Opportunities

THE WOODLANDS VILLAGES

MONTGOMERY COUNTY, TEXAS



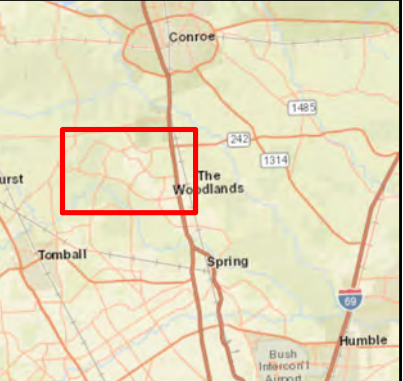
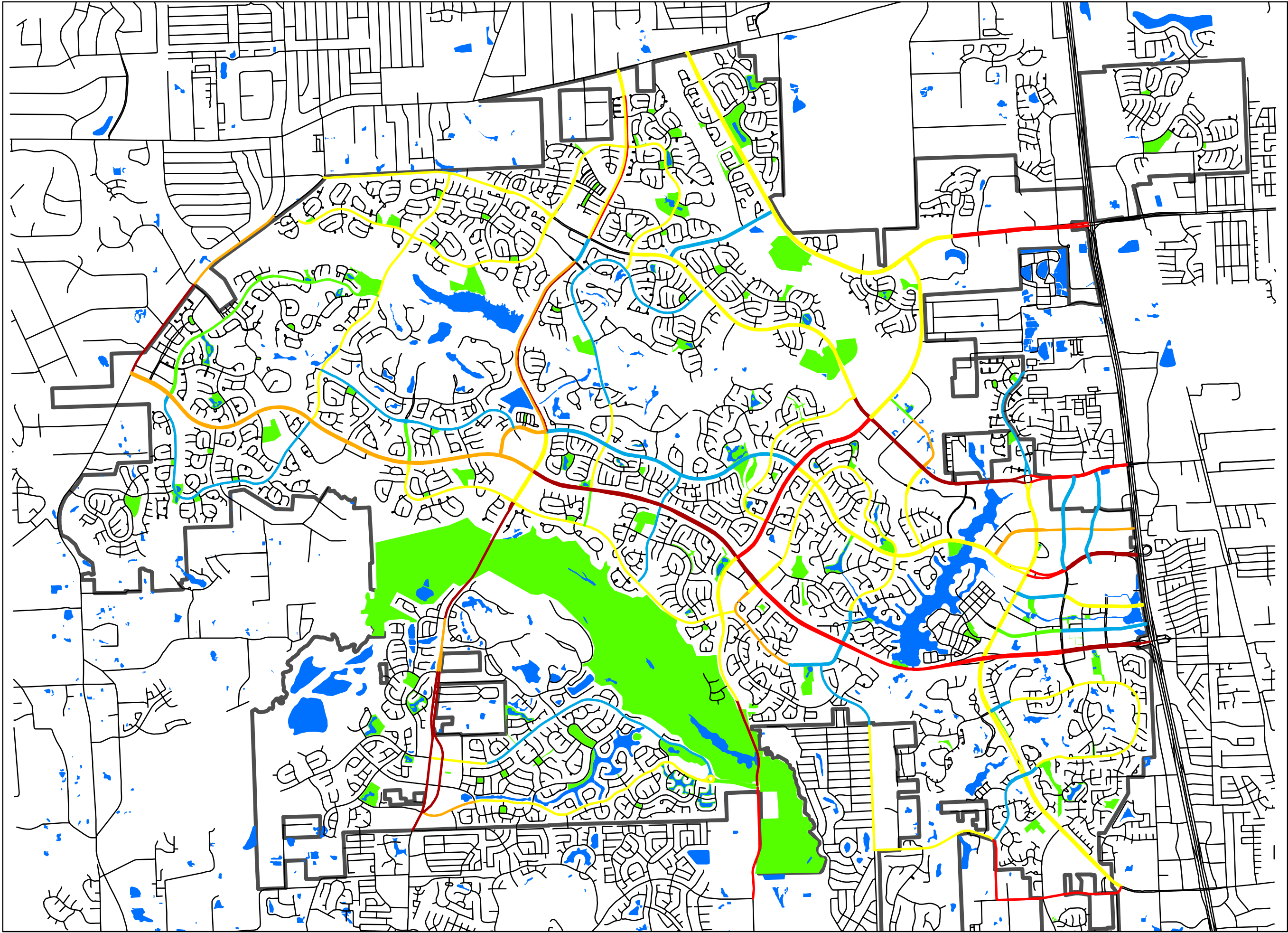
1 inch equals 2,500 feet

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JONES CARTER

4000 West 10th Street, Suite 100, Houston, Texas 77056



VICINITY MAP

Scale: 1 inch equals 10 miles

LEGEND

**Bike Compatibility
LOS**

- Extremely High
- Very High
- Moderately High
- Moderately Low
- Very Low
- Extremely Low

- Streets
- Waterbody
- Park
- Township Area

**BICYCLE
COMPATIBILITY
INDEX**

MONTGOMERY COUNTY, TEXAS



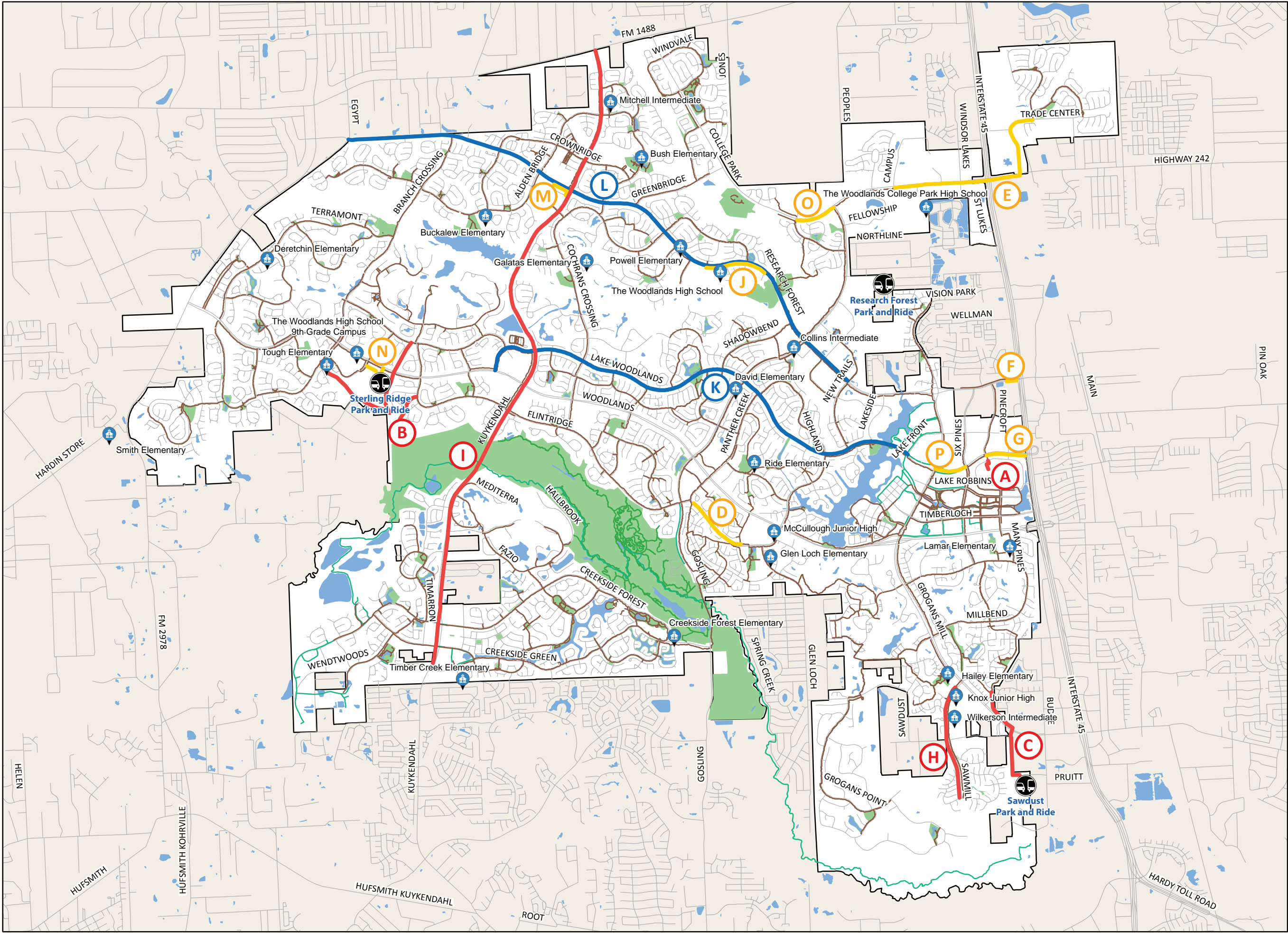
1 inch equals 4,000 feet

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JONES | CARTER

Texas Board of Professional Engineers Registration No. F-439



VICINITY MAP

Scale: 1 inch equals 10 miles

LEGEND

- School
- Park and Ride
- Recommended Shared Use Path
- Recommended Sidepath
- Recommended Bike Lane
- Existing Pathways
- Pathways Planned by "Others"
- Existing Trails
- Streets
- Park
- Waterbody
- Township Boundary

This map is a guide to identify corridors along which pedestrian and/or bicycle facilities should be considered in the future. All facilities are subject to change.

SHORT TERM RECOMMENDATIONS

MONTGOMERY COUNTY, TEXAS & HARRIS COUNTY, TEXAS



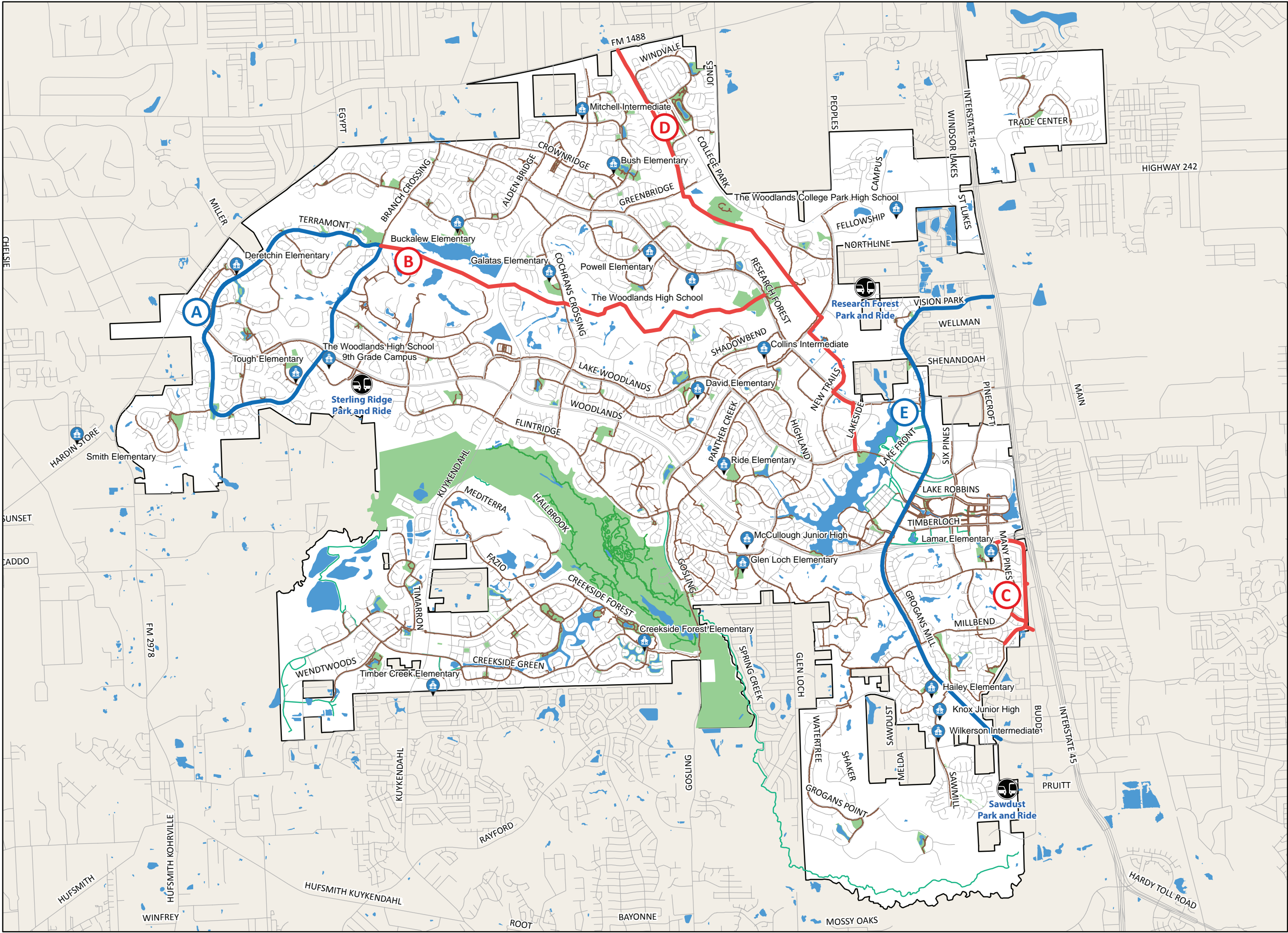
1 inch equals 4,800 feet

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JONES CARTER

Texas Board of Professional Engineers Registration No. F-439



VICINITY MAP

Scale: 1 inch equals 10 miles

LEGEND

- School
- Park and Ride
- Recommended Shared Use Path
- Recommended Sidepath
- Recommended Bike Lane
- Existing Pathways
- Pathways Planned by "Others"
- Existing Trails
- Streets
- Park
- Waterbody
- Township Boundary

This map is a guide to identify corridors along which pedestrian and/or bicycle facilities should be considered in the future. All facilities are subject to change.

MEDIUM TERM RECOMMENDATIONS

MONTGOMERY COUNTY, TEXAS & HARRIS COUNTY, TEXAS



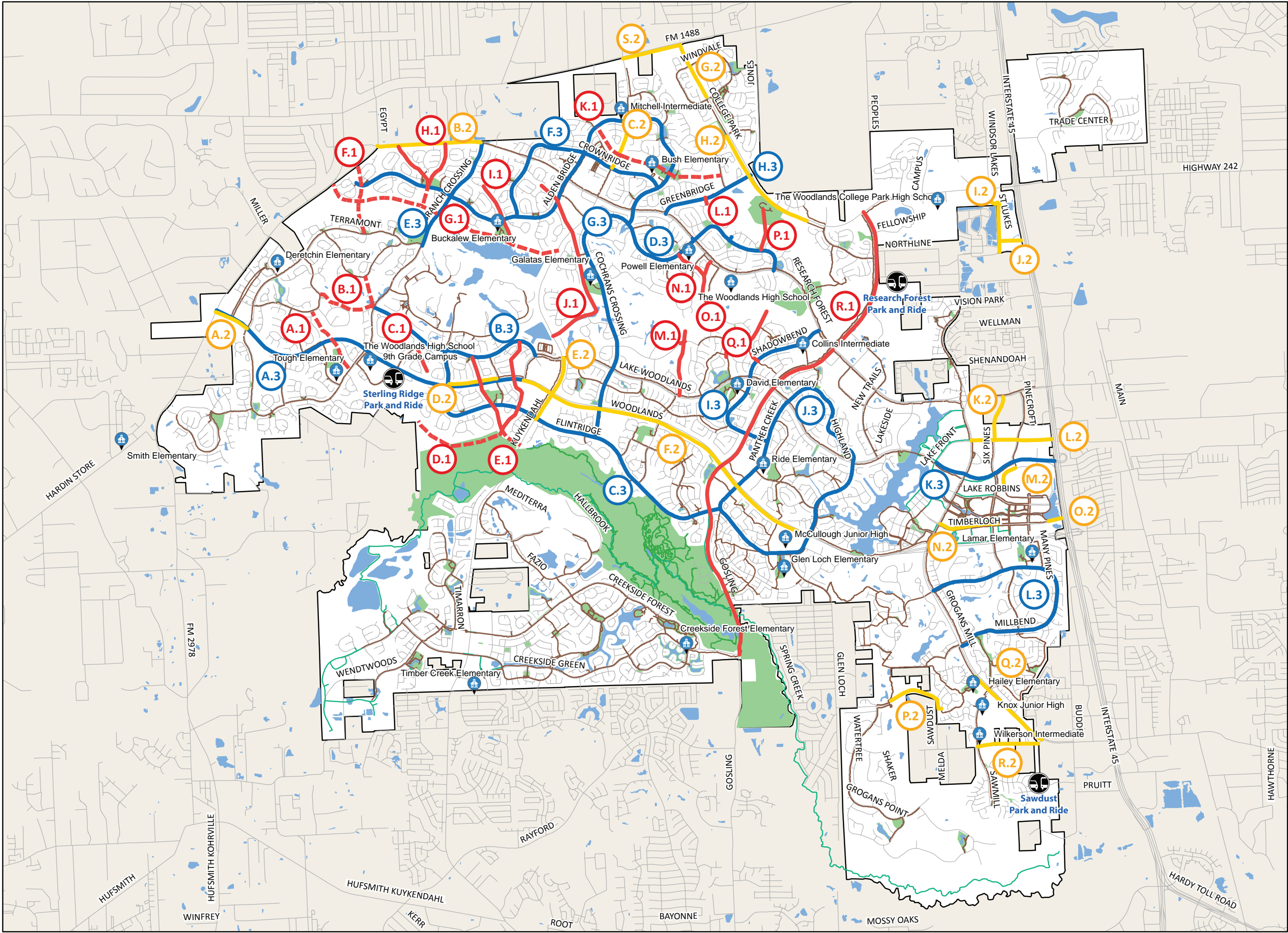
1 inch equals 4,800 feet

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JONES CARTER

Texas Board of Professional Engineers Registration No. F-439



VICINITY MAP

Scale: 1 inch equals 10 miles

LEGEND

- School
- Park and Ride
- Recommended Shared Use Path
- Recommended Sidepath
- Recommended Bike Lane
- Suggested Shared Use Path
- Existing Pathways
- Pathways Planned by "Others"
- Existing Trails
- Streets
- Park
- Waterbody
- Township Boundary

This map is a guide to identify corridors along which pedestrian and/or bicycle facilities should be considered in the future. All facilities are subject to change.

LONG TERM RECOMMENDATIONS

MONTGOMERY COUNTY, TEXAS & HARRIS COUNTY, TEXAS



1 inch equals 4,800 feet

Disclaimer: This product is offered for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property, governmental and/or political boundaries or related facilities to said boundary. No express warranties are made by Jones & Carter, Inc. concerning the accuracy, completeness, reliability, or usability of the information included within this exhibit.



JONES CARTER

Texas Board of Professional Engineers Registration No. F-439



APPENDIX C

PROJECT RECOMMENDATIONS COST METHODOLOGY

| Planning Level Cost Summary by Facility Type | | | |
|--|---------------|---|-----------|
| Facility Type | Cost per mile | Cost Basis | |
| Sidepath | \$370,000 | H-GAC 2040 Regional Pedestrian & Bicycle Plan for Sidepath | \$370,000 |
| Shared-Use Path | \$725,000 | H-GAC 2040 Regional Pedestrian & Bicycle Plan for Shared-Use Path | \$725,000 |
| Bike Lane (Existing Shoulder) | \$200,000 | H-GAC 2040 Regional Pedestrian & Bicycle Plan for Bicycle Lane | \$40,000 |
| | | H-GAC 2040 Regional Pedestrian & Bicycle Plan for mountable curb | \$75,000 |
| | | Estimated cost to remove 6 bulb-outs per mile | \$60,000 |
| | | Estimated cost for additional pavement markings | \$25,000 |
| Bike Lane (Added Shoulder) | \$360,000 | H-GAC 2040 Regional Pedestrian & Bicycle Plan for Bicycle Lane | \$40,000 |
| | | H-GAC 2040 Regional Pedestrian & Bicycle Plan for Cycletrack - Bike Lane Pavement | \$160,000 |
| | | H-GAC 2040 Regional Pedestrian & Bicycle Plan for mountable curb | \$75,000 |
| | | Estimated cost to remove 6 bulb-outs per mile | \$60,000 |
| | | Estimated cost for additional pavement markings | \$25,000 |



APPENDIX D

WAYFINDING COST ESTIMATES

| Village | | Signs(+10% Cont) | Pavement Graphics | Trailhead | Rest Stop | Interpretive | Park/Ride | TOTAL |
|--------------------------------------|--|---------------------|----------------------|------------|-----------|--------------|------------|---------------------|
| Village of Alden Bridge | | \$668,470 | \$74,500 | \$68,425 | \$132,756 | \$60,800 | \$0 | \$1,004,951 |
| Village of Cochran's Crossing | | \$251,570 | \$36,500 | \$68,425 | \$71,760 | \$30,400 | \$0 | \$458,655 |
| Village of Creekside Park | | \$130,790 | \$11,500 | \$68,425 | \$66,976 | \$30,400 | \$0 | \$308,091 |
| Village of Grogan's Mill | | \$431,310 | \$59,500 | \$68,425 | \$68,172 | \$30,400 | \$0 | \$657,807 |
| Village of Indian Springs | | \$134,970 | \$12,500 | \$68,425 | \$9,568 | \$30,400 | \$0 | \$255,863 |
| Village of Panther Creek | | \$275,770 | \$33,000 | \$68,425 | \$58,604 | \$30,400 | \$0 | \$466,199 |
| Village of Research Forest | | \$233,970 | \$27,000 | \$68,425 | \$28,704 | \$30,400 | \$106,950 | \$495,449 |
| Village of Sterling Ridge | | \$317,020 | \$29,500 | \$68,425 | \$107,640 | \$30,400 | \$106,950 | \$659,935 |
| Town Center | | \$187,220 | \$19,500 | \$68,425 | \$47,840 | \$30,400 | \$0 | \$353,385 |
| Subtotal Construction Cost | | \$2,631,090 | \$303,500 | \$ 615,825 | \$592,020 | \$ 304,000 | \$ 213,900 | \$ 4,660,335 |

| Village | Roadway | Length (miles) | Trail Type | Signs | Pavement Graphics | Trailhead | Rest Stop | Interpretive | Park/ Ride | # Intersect. Streets |
|---------|---------|-------------------|------------|-------|----------------------|-----------|-----------|--------------|------------|-------------------------|
|---------|---------|-------------------|------------|-------|----------------------|-----------|-----------|--------------|------------|-------------------------|

Village of Alden Bridge

| | | | | | | | | | | |
|-------------------------------|--------------------|-----|----------------------|------------------|------------------|------------------|------------------|------------------|-------------|-------------------|
| Alden Bridge | Alden Bridge Drive | 0.6 | Sidepath | 217 | 72 | 1 | 1 | 1 | 0 | |
| Alden Bridge | Alden Bridge Drive | 4.9 | Bike Lanes | 82 | 72 | 0 | 0 | | | |
| | | | | | | | | | | 36 |
| Alden Bridge | College Park Drive | 2.2 | Sidepath | 52 | 16 | 0 | 2 | 0 | 0 | |
| Alden Bridge | College Park Drive | 2.9 | Seperated Bike Lanes | 28 | 16 | 0 | | | | |
| | | | | | | | | | | 8 |
| Alden Bridge | Crownridge Drive | 2.1 | Bike Lanes | 48 | 42 | 0 | | | | |
| | | | | | | | | | | 21 |
| Alden Bridge | Egypt Lane | 0.4 | Sidepath | 25 | 8 | 0 | 0 | 1 | 0 | |
| | | | | | | | | | | 4 |
| Alden Bridge | FM 2978 | 0.7 | Seperated Bike Lanes | 8 | 6 | 0 | | | | |
| | | | | | | | | | | 3 |
| Alden Bridge | Gosling Road | 0.7 | Seperated Bike Lanes | 10 | 8 | 0 | | | | |
| | | | | | | | | | | 4 |
| Alden Bridge | Green Bridge Drive | 0.9 | Bike Lanes | 13 | 10 | 0 | | | | |
| | | | | | | | | | | 5 |
| Alden Bridge | Kuykendahl Road | 3.0 | Shared Use Path | 36 | 12 | 0 | 3 | 0 | 0 | |
| | | | | | | | | | | 6 |
| Alden Bridge | Research Forest Dr | 2.7 | Sidepath | 59 | 18 | 0 | 3 | 0 | 0 | |
| Alden Bridge | Research Forest Dr | 2.3 | Seperated Bike Lanes | 25 | 18 | 0 | | | | |
| | | | | | | | | | | 9 |
| Alden Bridge | SH 242 | 2.2 | Side Path | 4 | 0 | 0 | 2 | 0 | 0 | |
| | | | | | | | | | | |
| Total qty per village. | | | | 608 | 298 | 1 | 11 | 2 | 0 | |
| <i>Unit Cost</i> | | | | \$ 1,000 | \$ 250 | \$ 68,425 | \$ 11,960 | \$ 30,400 | \$ 106,950 | |
| Subtotal | | | | \$607,700 | \$ 74,500 | \$ 68,425 | \$132,756 | \$ 60,800 | \$ - | \$ 944,181 |

Village of Cochran's Crossing

| | | | | | | | | | | |
|--------------------|-----------------------|-----|----------------------|----|----|---|---|---|---|----|
| Cochran's Crossing | Cochran's Crossing Dr | 4.4 | Bike Lanes | 53 | 40 | | | | | |
| | | | | | | | | | | 20 |
| Cochran's Crossing | Gosling Road | 1.7 | Seperated Bike Lanes | 13 | 8 | | | | | |
| | | | | | | | | | | 4 |
| Cochran's Crossing | Kuykendahl Road | 2.2 | Shared Use Path | 34 | 10 | 1 | 2 | 1 | 0 | |
| | | | | | | | | | | 5 |
| Cochran's Crossing | Lake Woodlands Dr | 2.2 | Seperated Bike Lanes | 33 | 26 | | | | | |
| | | | | | | | | | | 13 |
| Cochran's Crossing | Research Forest Dr | 3.0 | Seperated Bike Lanes | 37 | 28 | | | | | |
| | | | | | | | | | | 14 |
| Cochran's Crossing | Shadowbend Place | 1.6 | Bike Lanes | 33 | 28 | | | | | |

| Village | Roadway | Length (miles) | Trail Type | Signs | Pavement Graphics | Trailhead | Rest Stop | Interpretive | Park/ Ride | # Intersect. Streets |
|-------------------------------|-------------------|----------------|-----------------|------------------|-------------------|------------------|------------------|------------------|-------------|----------------------|
| | | | | | | | | | | 14 |
| Cochran's Crossing | Woodlands Parkway | 3.8 | Shared Use Path | 26 | 6 | 0 | 4 | 0 | 0 | |
| | | | | | | | | | | 3 |
| Total qty per village. | | | | 229 | 146 | 1 | 6 | 1 | 0 | |
| <i>Unit Cost</i> | | | | \$ 1,000 | \$ 250 | \$ 68,425 | \$ 11,960 | \$ 30,400 | \$ 106,950 | |
| Subtotal | | | | \$228,700 | \$ 36,500 | \$ 68,425 | \$ 71,760 | \$ 30,400 | \$ - | \$ 435,785 |

Village of Creekside Park

| | | | | | | | | | | |
|-------------------------------|---------------------|-----|-----------------|------------------|------------------|------------------|------------------|------------------|-------------|-------------------|
| Creekside Park | Calton Woods Creek | 0.8 | Side Path | 14 | 4 | 1 | 1 | 1 | 0 | |
| | | | | | | | | | | 2 |
| Creekside Park | Creekside Forest Dr | 3.2 | Bike Lanes | 30 | 20 | | | | | 10 |
| | | | | | | | | | | |
| Creekside Park | Creekside Green Dr | 2.7 | Bike Lanes | 12 | 4 | | | | | 2 |
| | | | | | | | | | | |
| Creekside Park | Kuykendahl Road | 4.8 | Shared Use Path | 64 | 18 | 0 | 5 | 0 | 0 | 9 |
| | | | | | | | | | | |
| Total qty per village. | | | | 119 | 46 | 1 | 6 | 1 | 0 | |
| <i>Unit Cost</i> | | | | \$ 1,000 | \$ 250 | \$ 68,425 | \$ 11,960 | \$ 30,400 | \$ 106,950 | |
| Subtotal | | | | \$118,900 | \$ 11,500 | \$ 68,425 | \$ 66,976 | \$ 30,400 | \$ - | \$ 296,201 |

Village of Grogan's Mill

| | | | | | | | | | | |
|-------------------------------|--------------------|-----|----------------------|------------------|------------------|------------------|------------------|------------------|-------------|-------------------|
| Grogan's Mill | Grogan's Mill Road | 1.9 | Sidepath | 64 | 20 | 1 | 2 | 1 | 0 | |
| Grogan's Mill | Grogan's Mill Road | 2.3 | Seperated Bike Lanes | 27 | 20 | | | | | 10 |
| | | | | | | | | | | |
| Grogan's Mill | N Millbend Drive | 1.5 | Bike Lanes | 67 | 62 | | | | | |
| Grogan's Mill | S Millbend Drive | 1.8 | Bike Lanes | 67 | 62 | | | | | 31 |
| | | | | | | | | | | |
| Grogan's Mill | Sawdust Road | 1.8 | Sidepath | 88 | 28 | 0 | 2 | 0 | 0 | |
| Grogan's Mill | Sawdust Road | 3.0 | Bike Lanes | 37 | 28 | | | | | 14 |
| | | | | | | | | | | |
| Grogan's Mill | Six Pines Drive | 0.3 | Bike Lanes | 9 | 8 | | | | | 4 |
| | | | | | | | | | | |
| Grogan's Mill | Woodlands Parkway | 2.0 | Shared Use Path | 34 | 10 | 0 | 2 | 0 | 0 | 5 |
| | | | | | | | | | | |
| Total qty per village. | | | | 392 | 238 | 1 | 6 | 1 | 0 | |
| <i>Unit Cost</i> | | | | \$ 1,000 | \$ 250 | \$ 68,425 | \$ 11,960 | \$ 30,400 | \$ 106,950 | |
| Subtotal | | | | \$392,100 | \$ 59,500 | \$ 68,425 | \$ 68,172 | \$ 30,400 | \$ - | \$ 618,597 |

| Village | Roadway | Length (miles) | Trail Type | Signs | Pavement Graphics | Trailhead | Rest Stop | Interpretive | Park/ Ride | # Intersect. Streets |
|---------|---------|-------------------|------------|-------|----------------------|-----------|-----------|--------------|------------|-------------------------|
|---------|---------|-------------------|------------|-------|----------------------|-----------|-----------|--------------|------------|-------------------------|

Village of Indian Springs

| | | | | | | | | | | |
|-------------------------------|-------------------|-----|----------------------|------------------|------------------|------------------|-----------------|------------------|-------------|-------------------|
| Indian Springs | Flintridge Drive | 3.4 | Bike Lanes | 82 | 36 | | | | | 18 |
| Indian Springs | Gosling Road | 2.0 | Seperated Bike Lanes | 18 | 6 | | | | | 3 |
| Indian Springs | John Cooper Drive | 0.3 | Bike Lanes | 9 | 4 | | | | | 2 |
| Indian Springs | Kuykendahl Road | 0.8 | Shared Use Path | 14 | 4 | 1 | 1 | 1 | 0 | 2 |
| Total qty per village. | | | | 123 | 50 | 1 | 1 | 1 | 0 | |
| <i>Unit Cost</i> | | | | \$ 1,000 | \$ 250 | \$ 68,425 | \$ 11,960 | \$ 30,400 | \$ 106,950 | |
| Subtotal | | | | \$122,700 | \$ 12,500 | \$ 68,425 | \$ 9,568 | \$ 30,400 | \$ - | \$ 243,593 |

Village of Panther Creek

| | | | | | | | | | | |
|-------------------------------|--------------------|-----|----------------------|------------------|------------------|------------------|------------------|------------------|-------------|-------------------|
| Panther Creek | Glen Loch Drive | 0.7 | Bike Lanes | 22 | 10 | | | | | 5 |
| Panther Creek | Lake Woodlands Dr | 2.3 | Seperated Bike Lanes | 43 | 18 | | | | | 9 |
| Panther Creek | N Panther Creek Dr | 3.1 | Bike Lanes | 101 | 46 | | | | | 23 |
| Panther Creek | New Trails Drive | 0.5 | Bike Lanes | 18 | 8 | | | | | 4 |
| Panther Creek | S Panther Creek Dr | 1.6 | Sidepath | 3 | 16 | 1 | 2 | 1 | 0 | |
| Panther Creek | S Panther Creek Dr | 1.5 | Bike Lanes | 21 | 16 | | | | | 8 |
| Panther Creek | Shadowbend Place | 0.2 | Bike Lanes | 13 | 6 | | | | | 3 |
| Panther Creek | Woodlands Parkway | 3.3 | Shared Use Path | 31 | 12 | 0 | 3 | 0 | 0 | 6 |
| Total qty per village. | | | | 251 | 132 | 1 | 5 | 1 | 0 | |
| <i>Unit Cost</i> | | | | \$ 1,000 | \$ 250 | \$ 68,425 | \$ 11,960 | \$ 30,400 | \$ 106,950 | |
| Subtotal | | | | \$250,700 | \$ 33,000 | \$ 68,425 | \$ 58,604 | \$ 30,400 | \$ - | \$ 441,129 |

| Village | Roadway | Length (miles) | Trail Type | Signs | Pavement Graphics | Trailhead | Rest Stop | Interpretive | Park/ Ride | # Intersect. Streets |
|---------|---------|-------------------|------------|-------|----------------------|-----------|-----------|--------------|------------|-------------------------|
|---------|---------|-------------------|------------|-------|----------------------|-----------|-----------|--------------|------------|-------------------------|

Village of Research Forest

| | | | | | | | | | | |
|-------------------------------|---------------------|-----|----------------------|------------------|------------------|------------------|------------------|------------------|-------------------|-------------------|
| Research Forest | Research Forest Dr | 1.8 | Sidepath | 48 | 22 | 1 | 2 | 1 | 1 | |
| Research Forest | Research Forest Dr | 2.5 | Seperated Bike Lanes | 30 | 22 | | | | | |
| | | | | | | | | | | 11 |
| Research Forest | New Trails Drive | 0.6 | Sidepath | 17 | 8 | 0 | 1 | 0 | 0 | |
| Research Forest | New Trails Drive | 1.0 | Bike Lanes | 11 | 8 | | | | | |
| | | | | | | | | | | 4 |
| Research Forest | Medical Plaza Drive | 0.8 | Bike Lanes | 18 | 8 | | | | | |
| | | | | | | | | | | 4 |
| Research Forest | Vision Park Blvd. | 0.7 | Bike Lanes | 14 | 6 | | | | | |
| | | | | | | | | | | 3 |
| Research Forest | Gosling Road | 0.8 | Seperated Bike Lanes | 18 | 8 | | | | | |
| | | | | | | | | | | 4 |
| Research Forest | Six Pines Drive | 0.5 | Bike Lanes | 18 | 8 | | | | | |
| | | | | | | | | | | 4 |
| Research Forest | Grogan's Mill Road | 1.0 | Bike Lanes | 39 | 18 | | | | | |
| | | | | | | | | | | 9 |
| Total qty per village. | | | | 213 | 108 | 1 | 2 | 1 | 1 | |
| <i>Unit Cost</i> | | | | \$ 1,000 | \$ 250 | \$ 68,425 | \$ 11,960 | \$ 30,400 | \$ 106,950 | |
| Subtotal | | | | \$212,700 | \$ 27,000 | \$ 68,425 | \$ 28,704 | \$ 30,400 | \$ 106,950 | \$ 474,179 |

Village of Sterling Ridge

| | | | | | | | | | | |
|-------------------------------|----------------------|-----|----------------------|----------|--------|-----------|-----------|-----------|------------|----|
| Sterling Ridge | Branch Crossing Dr | 3.6 | Bike Lanes | 39 | 14 | | | | | |
| | | | | | | | | | | 7 |
| Sterling Ridge | Carlton Woods Dr | 0.3 | Bike Lanes | 13 | 6 | | | | | |
| | | | | | | | | | | 3 |
| Sterling Ridge | FM 2978 | 2.8 | Seperated Bike Lanes | 64 | 28 | | | | | |
| | | | | | | | | | | 14 |
| Sterling Ridge | Greenmoor Drive | 1.0 | Sidepath | 10 | 4 | 1 | 1 | 0 | 1 | |
| | | | | | | | | | | 2 |
| Sterling Ridge | Lake Woodlands Dr | 0.6 | Seperated Bike Lanes | 14 | 6 | | | | | |
| | | | | | | | | | | 3 |
| Sterling Ridge | May Valley Drive | 0.6 | Sidepath | 13 | 6 | 0 | 1 | 1 | 0 | |
| | | | | | | | | | | 3 |
| Sterling Ridge | Sterling Ridge Drive | 1.8 | Bike Lanes | 53 | 24 | | | | | |
| | | | | | | | | | | 12 |
| Sterling Ridge | Terramont Drive | 2.3 | Bike Lanes | 27 | 10 | | | | | |
| | | | | | | | | | | 5 |
| Sterling Ridge | Woodlands Parkway | 7.4 | Shared Use Path | 55 | 20 | 0 | 7 | 0 | 0 | |
| | | | | | | | | | | 10 |
| Total qty per village. | | | | 288 | 118 | 1 | 9 | 1 | 1 | |
| <i>Unit Cost</i> | | | | \$ 1,000 | \$ 250 | \$ 68,425 | \$ 11,960 | \$ 30,400 | \$ 106,950 | |

| Village | Roadway | Length (miles) | Trail Type | Signs | Pavement Graphics | Trailhead | Rest Stop | Interpretive | Park/ Ride | # Intersect. Streets |
|---------|---------|-------------------|------------|-------|----------------------|-----------|-----------|--------------|------------|-------------------------|
|---------|---------|-------------------|------------|-------|----------------------|-----------|-----------|--------------|------------|-------------------------|

Subtotal \$288,200 \$ 29,500 \$ 68,425 \$107,640 \$ 30,400 \$ 106,950 **\$ 631,115**

Town Center

| | | | | | | | | | | |
|-------------------------------|---------------------|-----|----------------------|-----|----|---|---|---|---|----|
| Town Center | Grogan's Mill Road | 2.0 | Seperated Bike Lanes | 44 | 20 | | | | | |
| | | | | | | | | | | 10 |
| Town Center | Hughes Landing Blvd | 0.5 | Bike Lanes | 10 | 4 | | | | | |
| | | | | | | | | | | 2 |
| Town Center | Lake Robbins Drive | 1.0 | Bike Lanes | 27 | 12 | | | | | |
| | | | | | | | | | | 6 |
| Town Center | Lake Woodlands Dr | 1.4 | Sidepath | 19 | 8 | 1 | 1 | 1 | 0 | |
| Town Center | Lake Woodlands Dr | 1.0 | Seperated Bike Lanes | 11 | 8 | | | | | |
| | | | | | | | | | | 4 |
| Town Center | Six Pines Drive | 0.9 | Bike Lanes | 27 | 12 | | | | | |
| | | | | | | | | | | 6 |
| Town Center | Timberloch Place | 2.6 | Sidepath | 33 | 14 | 0 | 3 | 0 | 0 | |
| | | | | | | | | | | 7 |
| Total qty per village. | | | | 170 | 78 | 1 | 4 | 1 | 0 | |

Unit Cost \$ 1,000 \$ 250 \$ 68,425 \$ 11,960 \$ 30,400 \$ 106,950

Subtotal \$170,200 \$ 19,500 \$ 68,425 \$ 47,840 \$ 30,400 \$ - **\$ 336,365**

| | | | | | | |
|---------------------------|------|------|---|----|----|---|
| Total Overall Qty. | 2392 | 1214 | 9 | 50 | 10 | 2 |
|---------------------------|------|------|---|----|----|---|

WAYFINDING SIGNAGE

| ITEM # | DESCRIPTION | UNIT | UNIT QUANTITY | UNIT PRICE | ITEM PRICE |
|--------|---|------|---------------|-------------|-------------|
| 1 | Sign Type 1 - Trail Access/ Terminus | EA | 0 | \$ - | \$ - |
| 2 | Sign Type 2 - Crossing and Junctions | EA | 0 | \$ - | \$ - |
| 3 | Sign Type 3 - Destinations | EA | 0 | \$ - | \$ - |
| 4 | Sign Type 4 - Directional | EA | 0 | \$ - | \$ - |
| 5 | Sign Type 5 - Regulatory/ Rules | EA | 0 | \$ - | \$ - |
| 6 | Sign Type 6 - Interpretive/ Informational | EA | 0 | \$ - | \$ - |
| 7 | Sign Type 7 - Trailhead and System Map | EA | 0 | \$ - | \$ - |
| 8 | Sign Type 8 - Pavement Graphics | EA | 0 | \$ - | \$ - |
| . | Subtotal | | | \$ - | \$ - |

sdfasd

TRAIL AMENITIES - Trailhead

| ITEM # | DESCRIPTION | UNIT | UNIT QTY | UNIT PRICE | ITEM PRICE |
|--------|----------------------------------|------|----------|--------------|---------------------|
| 1 | Site preparation | SF | 5000 | \$ 1.00 | \$ 5,000.00 |
| 2 | Paving | SF | 300 | \$ 10.00 | \$ 3,000.00 |
| 3 | BENCH | EA | 3 | \$ 4,000.00 | \$ 12,000.00 |
| 4 | TRASH/RECYCLING RECEPTACLE | EA | 2 | \$ 1,500.00 | \$ 3,000.00 |
| 5 | Bike Rack | EA | 1 | \$ 1,500.00 | \$ 1,500.00 |
| 6 | Trail Sign Kiosk | EA | 1 | \$ 10,000.00 | \$ 10,000.00 |
| 7 | Overhead Structure w/solar power | EA | 1 | \$ 25,000.00 | \$ 25,000.00 |
| 8 | Contingency (15%) | EA | 1 | \$ 8,925.00 | \$ 8,925.00 |
| . | Subtotal | | | | \$ 68,425.00 |

\$ 59,500.00

TRAIL AMENITIES - Interpretive

| ITEM # | DESCRIPTION | UNIT | UNIT QTY | UNIT PRICE | ITEM PRICE |
|--------|----------------------------|------|----------|--------------|---------------------|
| 1 | Site preparation | SF | 2000 | \$ 1.00 | \$ 2,000.00 |
| 2 | Paving | SF | 400 | \$ 10.00 | \$ 4,000.00 |
| 3 | Bench | EA | 1 | \$ 4,000.00 | \$ 4,000.00 |
| 4 | Signage | EA | 1 | \$ 3,000.00 | \$ 3,000.00 |
| 5 | Shade Structure | EA | 1 | \$ 15,000.00 | \$ 15,000.00 |
| 6 | Trash/Recycling Receptacle | EA | 2 | \$ 1,200.00 | \$ 2,400.00 |
| 7 | Contingency (15%) | EA | 1 | \$ 4,560.00 | \$ 4,560.00 |
| . | Subtotal | | | | \$ 30,400.00 |

\$ 30,400.00

TRAIL AMENITIES - Rest Stop

| ITEM # | DESCRIPTION | UNIT | UNIT QTY | UNIT PRICE | ITEM PRICE |
|--------|------------------|------|----------|-------------|-------------|
| 1 | Site preparation | SF | 1000 | \$ 1.00 | \$ 1,000.00 |
| 2 | Paving | SF | 150 | \$ 10.00 | \$ 1,500.00 |
| 3 | Bench | EA | 1 | \$ 4,000.00 | \$ 4,000.00 |
| 4 | Signage | EA | 1 | \$ 1,500.00 | \$ 1,500.00 |

| | | | | | | |
|---|----------------------------|----|---|-------------|---------------------|--------------|
| 5 | Trash/Recycling Receptacle | EA | 2 | \$ 1,200.00 | \$ 2,400.00 | \$ 10,400.00 |
| 6 | Contingency (15%) | EA | 1 | \$ 1,560.00 | \$ 1,560.00 | |
| . | Subtotal | | | | \$ 11,960.00 | |

TRAIL AMENITIES - Park & Ride

| ITEM # | DESCRIPTION | UNIT | UNIT QTY | UNIT PRICE | ITEM PRICE | |
|--------|----------------------------------|------|----------|--------------|----------------------|--------------|
| 1 | Site preparation | SF | 5000 | \$ 1.00 | \$ 5,000.00 | |
| 2 | Paving | SF | 600 | \$ 10.00 | \$ 6,000.00 | |
| 3 | BENCH | EA | 2 | \$ 4,000.00 | \$ 8,000.00 | |
| 4 | TRASH/RECYCLING RECEPTACLE | EA | 2 | \$ 1,500.00 | \$ 3,000.00 | |
| 5 | Bike Rack | EA | 4 | \$ 1,500.00 | \$ 6,000.00 | |
| 6 | Trail Sign Kiosk | EA | 1 | \$ 10,000.00 | \$ 10,000.00 | |
| 7 | Overhead Structure w/solar power | EA | 1 | \$ 55,000.00 | \$ 55,000.00 | \$ 93,000.00 |
| 6 | Contingency (15%) | EA | 1 | \$ 13,950.00 | \$ 13,950.00 | |
| . | Subtotal | | | | \$ 106,950.00 | |



APPENDIX E

SAMPLE ORDINANCE

Bicycle and Pedestrian Ordinance

CHAPTER <<insert number>>. - BICYCLES. –

ARTICLE 1. - GENERAL PROVISIONS.

§ <<insert number>> - DEFINITIONS.

In this chapter:

- (1) CHILD means a person younger than 17 years of age who has not been married or had the disabilities of minority removed for general purposes.
- (2) BICYCLIST means a person operating a bicycle.
- (3) PARENT means the natural or adoptive parent or court-appointed guardian or conservator of a child.

§ <<insert number>> - APPLICABILITY.

This chapter applies when a person operates a bicycle on a street or bicycle path.

ARTICLE 2. - BICYCLE TRAFFIC REGULATIONS.

§ <<insert number>> - APPLICABILITY OF VEHICLE TRAFFIC RULES.

Bicyclists shall comply with the requirements of this title imposed on a driver of a vehicle, to the extent that the requirements may be applied to operation of a bicycle.

§ <<insert number>> - OBEDIENCE TO TRAFFIC-CONTROL DEVICES.

- (A) A bicyclist shall obey the instruction of official traffic signals, signs, and other traffic-control devices applicable to vehicles, unless otherwise directed by a police officer.
- (B) Unless a bike lane is specifically designated otherwise, a bicyclist riding in a bike lane may not travel in the opposite direction of adjacent motor vehicles in the roadway.
- (C) A bicyclist shall obey traffic signs that prohibit a right, left, or "U" turn, except when the bicyclist dismounts from the bicycle to make the turn. A bicyclist who dismounts shall obey regulations applicable to pedestrians.

§ <<insert number>> - USE OF SIDEWALKS RESTRICTED.

- (A) A person may walk, run, or ride a bicycle on a sidewalk, pathway, or path.

§ <<insert number>> - EXITING FROM ALLEY, DRIVEWAY, OR BUILDING.

A bicyclist exiting from an alley, driveway, or building shall yield the right-of-way to a pedestrian on a sidewalk or sidewalk area, or to a vehicle on a roadway.

§ <<insert number>> - PARKING.

- (A) A person may not park a bicycle:

- (1) in a manner that obstructs pedestrian or vehicle traffic; or

- (2) in a space designated as a vehicle parking place or between two designated vehicle parking places.
- (B) A person may not attach or secure a bicycle to public or private property in a manner that may damage, impair, or render the property unusable.
- (C) A person may park a bicycle:
 - (1) against a street curb;
 - (2) in a bicycle rack on a sidewalk; or
 - (3) against a building.

§ <<insert number>> - RIDING RESTRICTIONS.

- (A) Except as otherwise directed by a traffic-control device or a police officer, a bicyclist shall ride:
 - (1) in the right-most lane available to vehicle traffic where vehicles are prohibited from parking along the right curb;
 - (2) in the center of the lane where vehicles are permitted to park along the right curb; or
 - (3) in the right-hand portion of an unlaned street.
- (B) A bicyclist may not ride a bicycle between vehicles traveling or standing in the same direction within marked lanes of a roadway.

§ <<insert number>> - RIDING ON RESTRICTED OR PROHIBITED STREETS.

A bicyclist may not ride a bicycle on a street where bicycle riding is prohibited or on a street during the hours that bicycle riding is prohibited on the street.

ARTICLE 3. - BICYCLE HELMETS.

§ <<insert number>> - HELMET REQUIRED.

- (A) A child may not operate or ride on a bicycle, sidecar, trailer, child carrier, seat, or other device attached to a bicycle unless the child is wearing a helmet.
- (B) A parent may not permit a child to operate or ride on a bicycle, sidecar, trailer, child carrier seat, or other device attached to a bicycle unless the child is wearing a helmet.
- (C) Under this section, a helmet must:
 - (1) be properly fitted and securely fastened to the child's head with the straps securely tightened;
 - (2) not be structurally damaged; and
 - (3) conform to the standards of the American National Standards Institute, the American Society for testing and Materials, the Snell Memorial Foundation, or a federal agency with regulatory jurisdiction over bicycle helmets at the time of the manufacture of the helmet.

§ <<insert number>> - APPROVAL OF STANDARDS.

- (A) The Woodlands Township Board approves the bicycle helmet standards promulgated by the American National Standards Institute, the American Society for Testing and Materials, and the Snell Memorial Foundation.
- (B) The Township clerk shall file a copy of the standards in effect on <<insert date>> in the clerk's office.

OPTIONAL ITEMS FOR FURTHER CONSIDERATION

§ <<insert number>> - PENALTY; ENFORCEMENT.

- (A) A person commits an offense if the person performs an act prohibited by this article or fails to perform an act required by this article.
- (B) An offense under this article is a Class C misdemeanor punishable by a fine not to exceed:
 - (1) <<insert dollar amount>> on a first conviction; and
 - (2) <<insert dollar amount>> on a subsequent conviction.
- (C) The court may dismiss a charge against a person for an offense under Section <<insert number>> (*Helmet Required*) on receiving proof that the defendant acquired a helmet for the child who was operating or riding a bicycle in violation of Section <<insert number>> (*Helmet Required*) on or before the 30th day after the citation was issued.
- (D) To promote the use of helmets, The Township Board encourages the court to consider deferred dispositions under Article 45.051 (*Suspension of Sentence and Deferral of Final Disposition*) of the Texas Code of Criminal Procedure where appropriate.

§ <<insert number>> - CIVIL ACTIONS.

- (A) The city council adopts this article to encourage bicycle safety through the use of helmets and through the promotion of educational efforts.
- (B) The city council does not intend this article to be used in a manner to prejudice a person, child, or parent in a civil action arising out of a bicycle accident. The council encourages construction of this article accordingly.



APPENDIX F

SAMPLE FORMAL AGREEMENT DOCUMENTS

IRREVOCABLE CONSENT TO ENCROACHMENT

THE STATE OF TEXAS

COUNTY OF MONTGOMERY

WHEREAS, Jeff Paul Custom Villas, LTD (the "Applicant"), has heretofore constructed or proposes to construct a patio home and associated fencing on that certain tract of parcel of land described in Exhibit "A" attached hereto (the "Property"); and

WHEREAS, such patio home and associated fencing will encroach into an existing storm sewer, sanitary sewer and drainage easement situated along the south line of the Property, all as shown on the map or plat of The Village of Carlton Woods, Section 6, a Subdivision of Montgomery County, Texas, as shown on the map or plat thereof recorded at Cabinet Q, Sheet 173, of the Map Records of Montgomery County, Texas, (the "Easement"); and

WHEREAS, Montgomery County Municipal Utility District No. 46, of Montgomery County, Texas (the "District"), has constructed and installed or may hereafter construct or install works and facilities within the Easement and, from time to time, will be required to repair, reconstruct, relocate, enlarge and maintain same; and

WHEREAS, the Applicant has requested that the District consent to such proposed encroachments to the extent shown on Exhibit "A" hereto, and the District is agreeable to granting its consent to such encroachments subject to the terms and conditions set forth herein; and

WHEREAS, execution of this document by both the District and the Applicant shall constitute the District's consent to the aforementioned encroachments and the approval and agreement by the Applicant and its heirs, successors and assigns to the terms and conditions hereof;

NOW, THEREFORE, the District, subject to execution and delivery of this document by the Applicant, does hereby consent to the encroachments described in the preamble hereto. The Applicant and its heirs, executors or administrators, successors and assigns do hereby agree: (1) to release the District from any and all costs, expenses or liability resulting from damage to the Property or any improvements located thereon which arises directly or indirectly out of the existence, condition, repair, maintenance, reconstruction, removal, or other operations of the District, its agents, employees or representatives within the Easement, including, without limitation, any property damage, personal injury, death or other loss of lateral support, cavein, washout, leaks or otherwise; and (2) to indemnify and hold harmless the District over and above those costs and expenses which, in the absence of such encroachments, would normally have been incurred by the District in the repair, reconstruction, relocation, enlargement or maintenance of the existing works and facilities of the District situated within the Easement.

THE DISTRICT, IN GRANTING ITS CONSENT TO THE ENCROACHMENTS DESCRIBED HEREIN, MAKES NO WARRANTIES OF ANY KIND, AND SPECIFICALLY MAKES NO WARRANTIES OF USE OR OF TITLE, GENERAL, SPECIAL OR OTHERWISE.

SIGNED, SEALED AND DELIVERED this _____ day of _____, 2007.

MONTGOMERY COUNTY MUNICIPAL
UTILITY DISTRICT No. 46, of
Montgomery County, Texas

By: _____
President, Board of Directors

Attest: _____
Secretary, Board of Directors

ACCEPTED: Jeff Paul Custom Villas, LTD.

(Applicant)

(Title) (Date)

THE STATE OF TEXAS

COUNTY OF MONTGOMERY

BEFORE ME, the undersigned, a Notary Public in and for the State of Texas, on this day personally appeared _____, _____, of the Board of Directors of MONTGOMERY COUNTY MUNICIPAL UTILITY DISTRICT NO. 46, of Montgomery County, Texas, known to me to be the person and officer whose name is subscribed to the foregoing instrument, and acknowledged to me that the same was the act of the said District and that he/she executed the same as the act of such District for the purpose and consideration therein expressed, and in the capacity therein stated.

GIVEN UNDER MY HAND AND SEAL OF OFFICE this the _____ day of _____, 2007.

(NOTARY SEAL)

Notary Public in and for the State
of Texas

My Commission Expires:

THE STATE OF TEXAS

COUNTY OF MONTGOMERY

BEFORE ME, the undersigned, a Notary Public in and for the State of Texas, on this day personally appeared

_____,
known to me to be the person(s) whose name is subscribed to the foregoing instrument and acknowledged to me that the same was their act and that they executed the same for the purposes and consideration therein expressed.

GIVEN UNDER MY HAND AND SEAL OF OFFICE this the _____ day of _____, 2007.

(NOTARY SEAL)

Notary Public in and for the State
of Texas

My Commission Expires:



APPENDIX G

SAMPLE EVALUATION CRITERIA

SAMPLE PROJECT EVALUATION CRITERIA FOR PED/BIKE

This criteria should be used for The Woodlands Township staff to evaluate potential projects for inclusion to the Ped/Bike Master Plan and for consideration into the annual budgeting process. All projects submitted throughout the year will be evaluated using this criteria. Projects with the highest points value may be considered during The Township's budgeting process.

Criteria was established using The Woodlands Township Pedestrian and Bicycle Master Plan's Goals as a guideline.

Written text and supporting evidence/documentation must support each category and total score. For example, under the safety criteria, the description of the project must explain how it would address a safety concern.

This criteria is used for new project requests only.

| Category | | |
|--------------|--|--|
| Connectivity | <i>Direct connection to destination:</i> | <i>One point for each destination</i> |
| | School | 0 |
| | Shopping | 0 |
| | Place of Worship | 0 |
| | Restaurant | 0 |
| | Community facility (park, hospital, library, etc.) | 0 |
| | Transit | 0 |
| | Other | 0 |
| | <i>TOTAL destination connections:</i> | 0 |
| | <i>Does project connect with a regionally significant facility or ped/bike pathway?</i> | <i>Points</i> |
| | Yes (1 point)/No (0 point) | 0 |
| | <i>Project closes an existing gap:</i> | <i>Points</i> |
| | Yes (1 point)/No (0 point) | 0 |
| | <i>Total Points for Connectivity</i> | 0 |

| | | |
|--------|---|----------------------|
| Safety | <i>Project addresses an obvious safety concern</i> | <i>Points</i> |
| | Yes (1 point)/No (0 point) | 0 |
| | <i>Is there data to support safety concern (such as crash data, video footage, etc.)</i> | <i>Points</i> |
| | Yes (1 point)/No (0 point) | 0 |
| | <i>Total Points for Safety</i> | 0 |

| | | |
|-------------------|--|----------------------|
| Community Support | <i>Does project have community letter of support? (Could be in a formal letter or series of signatures)</i> | <i>Points</i> |
| | Yes (1 point)/No (0 point) | 0 |
| | <i>Does the project benefit the community and not just a couple of specific landowners?</i> | <i>Points</i> |
| | Yes (1 point)/No (0 point) | 0 |
| | <i>Total Points for Community Support</i> | 0 |

SAMPLE PROJECT EVALUATION CRITERIA FOR PED/BIKE

| | | |
|---------------------|--|----------------------|
| Coordination | <i>Does the project support one or multiple goals of the Ped/Bike Master Plan?</i> | <i>Points</i> |
| | Yes (1 point)/No (0 point) | 0 |
| | <i>Does the project showcase existing coordination with multiple entities to implement project?</i> | <i>Points</i> |
| | Yes (1 point)/No (0 point) | 0 |
| | <i>Total Points for Coordination</i> | 0 |

| | | |
|-------------------------------|--|----------------------|
| Existing Plan or Study | <i>Does it tie into existing ped/bike master plan?</i> | <i>Points</i> |
| | Yes (1 point)/No (0 point) | 0 |
| | <i>Does the project tie into other existing plans or studies?</i> | <i>Points</i> |
| | Yes (1 point)/No (0 point) | 0 |
| | <i>Total Points for Existing Plans or Studies</i> | 0 |

| | | |
|---------------|---|----------------------|
| Design | <i>Would the project match existing sidepath or shared use path design standards?</i> | <i>Points</i> |
| | Yes (1 point)/No (0 point) | 0 |
| | <i>Does this project have design elements that would uniquely enhance overall safety for peds/bikes?</i> | <i>Points</i> |
| | Yes (1 point)/No (0 point) | 0 |
| | <i>Does this project support design guidelines found in either/or/both AASHTO or NACTO?</i> | <i>Points</i> |
| | Yes (1 point)/No (0 point) | 0 |
| | <i>Total Points for Design</i> | 0 |

| | | |
|----------------|---|----------------------|
| Funding | <i>Will the project have private funds to support or match costs?</i> | <i>Points</i> |
| | Yes (1 point)/No (0 point) | 0 |
| | <i>Is there an external funding source identified for this project (federal, state, etc.)?</i> | <i>Points</i> |
| | Yes (1 point)/No (0 point) | 0 |
| | <i>Total Points for Funding</i> | 0 |

| | |
|-----------------------------|----------|
| OVERALL TOTAL POINTS | 0 |
|-----------------------------|----------|



APPENDIX H

SOURCES

Sources

1. <http://www.pedbikeinfo.org/data/factsheet.cfm>
2. [http://bikeleague.org/sites/default/files/Bicycling and the Economy-Econ Impact Studies web.pdf](http://bikeleague.org/sites/default/files/Bicycling_and_the_Economy-Econ_Impact_Studies_web.pdf)
3. <http://www.bikeleague.org/content/national-household-travel-survey-short-trips-analysis>
4. City of Austin, Texas; *2014 Bicycle Master Plan Update*; 2014
5. City of Irvine, California, A Bicycle Friendly Community; *Bicycle Transportation Plan, Amended 2011*
6. The Houston Chronicle, "Oil Giant, Developer George Mitchell Dies at 94." July 26, 2013
7. American Community Survey, 2014
8. Institute for Bicycle & Pedestrian Innovation; *Creating Walkable + Bikeable Communities: A User Guide to Developing Pedestrian and Bicycle Master Plans*; July 2012
9. American Association of State Highway Transportation Officials (AASHTO); *Guide for the Development of Bicycle Facilities: Fourth Edition*; 2012
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12. <http://www.thewoodlandstowship-tx.gov/DocumentCenter/View/4125>
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14. <https://www.fhwa.dot.gov>
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16. <https://www.h-gac.com/taq/tip/docs/2015/Section%204%20-%20Ped%20Bike.pdf>
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20. <http://www.fhwa.dot.gov/fastact/summary.cfm>
21. <http://www.h-gac.com/taq/tip/tip-project-resources.aspx>
22. <http://www.h-gac.com/taq/tip/docs/2015-2018%20TIP%20-%20As%20Ad> http://www.h-gac.com/taq/tip/docs/annual_reports/H-GAC%202015%20Annual%20Listing%20of%20Obligated%20Projects%20-%20Transit%20Report.pdf
23. http://www.h-gac.com/taq/tip/docs/annual_reports/H-GAC%202015%20Annual%20Listing%20of%20Obligated%20Projects%20-%20Highway%20Report.pdf
24. <https://www.transportation.gov/tiger>



APPENDIX I

MEDIA AND PRESS COVERAGE



Marketing and Promotions

Social Media Posts

- Facebook and Twitter Posts
 - December 3, 2015 (Survey Notice)
 - December 4, 2015 (Survey Reminder)
 - December 11, 2015 (Survey Reminder)
 - December 18, 2015 (Survey Reminder)
 - January 6, 2016 (Survey Reminder)
 - January 12, 2016 (Survey Reminder)
 - January 15, 2016 (Public Input Meeting Reminder)
 - January 18, 2016 (Public Input Meeting Reminder)
 - January 19, 2016 (Public Input Meeting Reminder)
 - September 9, 2016 (Survey Notice)
 - September 14, 2016 (Survey Reminder)
 - September 21, 2016 (Survey Reminder)
 - September 22, 2016 (Survey Reminder)
- Parks and Recreation Blog Post
 - September 9, 2016 (Survey Notice)
 - September 21, 2016 (Survey Reminder)

Newsletter Topic

- Talk of the Township eNewsletter
 - December 4, 2015 (Survey Notice)
 - December 11, 2015 (Survey Reminder)
 - December 18, 2015 (Survey Reminder)
 - January 8, 2016 (Survey and Meeting Reminder)
 - January 15, 2016 (Survey and Meeting Reminder)
 - September 9, 2016 (Survey Notice)
 - September 16, 2016 (Survey Reminder)

News Releases and Articles

- Press Release – December 2, 2015 (Survey and Meeting Notice)
- The Woodlands Community Magazine Article – January 2016 (Cover Story, Survey Notice)
- Press Release – September 7, 2016 (Survey Notice)

Paid Advertisements

- Community Extra – January 7, 2016 (Public Input Meeting)
- The Villager – January 7, 2016 (Public Input Meeting)
- The Villager – September 7, 2016 (Survey Notice)

Township Website

- Homepage Spotlight Feature
 - January 14 – January 20, 2016
 - September 9 – September 23, 2016



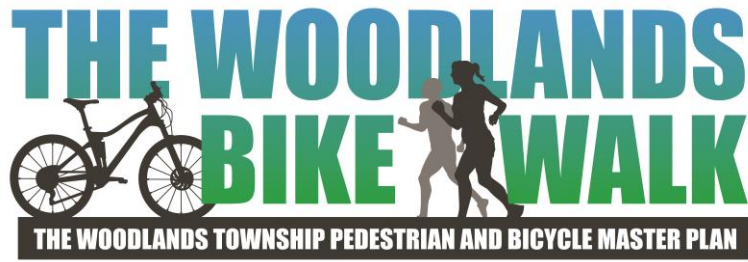
Pedestrian and Bicycle Master Plan

The Woodlands Township is working on a Pedestrian and Bicycle Master Plan to help The Woodlands become an even better place to walk, run and bike. [Read More](#)



Pedestrian and Bicycle Master Plan

The Woodlands Township is soliciting public comment through an online survey for its Pedestrian and Bicycle Master Plan. The plan seeks to improve off-road and on-road facilities such as pathways, trails, bike lanes, shared lanes, multi-use pathways and other facilities to encourage safe walking and bicycle travel. [Read More](#)



COVERAGE BY LOCAL PUBLICATIONS

- **The Villager**
 - August 27, 2014
 - July 24, 2015
 - July 31, 2016
- **The Courier of Montgomery County**
 - July 25, 2015
 - August 1, 2016
- **Houston Chronicle**
 - January 21, 2016
 - April 28, 2016
- **Community Impact**
 - July 2015
 - January 2016
 - August 2016
 - September 2016
- **ReviewIt Magazine**
 - September 2015

THE WOODLANDS BIKE WALK

THE WOODLANDS TOWNSHIP PEDESTRIAN AND BICYCLE MASTER PLAN

THE WOODLANDS VILLAGER

August 27, 2014


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Master bike & pedestrian plan an absolute must

Story Comments Image (1)
Print Font Size

Posted: Wednesday, August 27, 2014 1:55 pm



Hitchcock

Bike The Woodlands Coalition (BTWC) applauds the recent action of The Woodlands Township Board in initially approving the funding of a Master Bicycle and Pedestrian Plan, a beginning step toward developing a truly bike friendly community.

This plan will provide priorities for improved bike and pedestrian travel, and will identify safe and reasonable means for cyclists and pedestrians to move within and through The Woodlands. The results will be better traveling experiences for all road users. In addition to enhancing the safety of cyclists and reducing the frustration of motorists, implementation of this plan will enhance the vibrancy of our community by increasing property values and complementing community qualities that value and conserve natural resources by encouraging alternative modes of transportation. We believe that prominent among the reasons that people choose to live in The Woodlands is its emphasis on promoting a healthy and active lifestyle, which includes cycling in all forms.

However, while the significant increase in commercial and residential development in our community has created more local employment opportunities, additional entertainment and retail venues — good things — it has resulted in some negative consequences. Among them are more traffic, more traffic congestion, and greatly increased risks for pedestrians, runners, and cyclists. In the U.S., pedestrian and bicycle fatalities and injuries have increased while motor vehicle fatalities have declined. These negative consequences can only worsen as Montgomery County and North Harris County continue to grow unless steps are taken now to get ahead of the problem. That's why the Master Bike & Pedestrian Plan and its implementation is so crucial.

Naysayers point to the almost 200 miles of hike and bike pathways in The Woodlands — a treasured community asset — as the solution to the bicycle/auto transportation issue. They say that's where bikes belong, and not on the roads. These paths are, however, shared. They are shared with walkers, runners, slow-moving cyclists, including small children on bikes going to and from school, baby strollers, dog walkers and roller-skaters, all of which create a risk for collisions and injuries with people who are cycling at higher speeds for transportation and/or recreational activities. The existing heavily wooded pathway structure makes for a great walk but is replete with blind curves, and we've learned, literally, the hard way after collisions, near misses, and taking falls to avoid hurting others that roadways are a better, safer solution than a pathway system that serves as a sidewalk for the community. This is not a matter of preference, it is a matter of safety. And that's why we strongly believe that more intermodal roadways are required.

We are comprised of folks that you know — your neighbors, friends, and co-workers — millennials, GenXers, Boomers and beyond. We are voters, taxpayers, students, your parents, your children, your grandchildren, and your colleagues.


On the flip side, we are also motorists and recognize that cyclists can be the cause of accidents, and should be more mindful of measures to enhance their own safety. Cyclists should be more visible, wear helmets, plan their routes carefully and, most importantly, comply with all traffic laws. And we have undertaken educational efforts and a little peer pressure to ensure that folks on bikes know that they have to abide by the rules of the road.

We ask you to voice your support for the Township Board's efforts in making this a truly bicycle friendly community, and to encourage your County Commissioners to expand that effort throughout Montgomery County and North Harris County.

Bike The Woodlands Coalition is a grassroots coalition of people dedicated to the achievement of a community where bicycling is convenient and safe, connecting neighborhoods, business areas, parks, communities, and surrounding counties, and accommodating all facets of bicycling — fitness, recreation, and transportation — and riders of all ages and abilities.


Additional information on Bike The Woodlands Coalition may be obtained from our website at <http://bikethewoodlands.org>

THE WOODLANDS BIKE WALK



THE WOODLANDS TOWNSHIP PEDESTRIAN AND BICYCLE MASTER PLAN

July 24, 2015


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Township goes forward with bicycle, pedestrian master plan

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Posted: Friday, July 24, 2015 6:23 pm | Updated: 10:39 pm, Sat Jul 25, 2015

By **Catherine Dominguez**

THE WOODLANDS - In a 5-1 vote, The Woodlands Township Board of Directors approved the selection of a consultant to develop a pedestrian and bicycle master plan for the community.

The board agreed to have Don Norrell, president and general manager of the township, negotiate with The Woodlands-based Jones and Carter on the cost of the work to not exceed \$100,000.

Advertisement
Board Member Gordy Bunch was the lone nay vote and Board Member Peggy Hausman was absent from the meeting.

Bunch voted against the action stating it was due to the fact he was not able to view all the proposals submitted by the consultants prior to the board meeting.

"We typically have not been put in a position to approve something when we didn't have the privilege of seeing the actual proposals," Bunch said. "It's hard for me, and I believe I am in a fiduciary position, to blanketly bless something I haven't seen."

However, Board Member Mike Bass said the documents were available to all the directors for review.

"All a director has to do is say 'I want to see each firm's proposal,'" Bass said.

Norrell said in the past, the documents for similar issues have not been included in the board's packet due to the extensive volume of proposals. However, Norrell added moving forward, the staff would make the documents available to the board for download if a board member desired to see all the information.

The board agreed in 2013 to fund \$50,000 of the South County Mobility Study along with \$50,000 from The Woodlands Road Utility District, \$25,000 each from the cities of Shenandoah and Oak Ridge North. The Houston-Galveston Area Council committed \$250,000 toward the study.

However, in April 2014, the board learned the study would not include a master bicycle plan for The Woodlands. After discussions with H-GAC officials, there was no change on the inclusion of the bike master plan in the study, prompting the township to address the issue on its own.

According to John Powers, assistant general manager for the township, the staff developed a draft RFP with the help of the Bicycle Advisory Task Force. The RFP identifies six goals for the master plan, Powers said, including the development of on- and off-road pathways, bike lanes and trails to connect users throughout the township and identify park corridors, utility and drainage easements that can be integrated with the pedestrian-bicycle system.

Related Content


seven goals for the Master Plan:

1. The Woodlands Township shall have a comprehensive pedestrian-bicycle master plan to guide the planning and development of a network of pathways, hike and bike trails, multi-use pathways, bike lanes and other facilities that encompasses and interconnects the entire Township at total build-out.
2. The Woodlands Township shall have a pedestrian-bicycle master plan that is coordinated with the plans of Montgomery County, Harris County, the Houston Galveston Area Council (H-GAC), The Woodlands Development Company and adjacent communities.
3. The Township's pedestrian-bicycle master plan shall have design standards that meets or exceeds current AASHTO and NACTO guidelines and Montgomery County, Harris County and TxDOT standards.
4. The Woodlands has Commercial Standards that require that all new developments and reconstruction projects comply with the adopted master plan and the established standards therein, and the pedestrian-bicycle master plan will meet these standards.
5. The Township's pedestrian-bicycle master plan shall identify existing and proposed infrastructure, open space and linear park corridors and utility and drainage easements, as appropriate, that can be integrated with the pedestrian-bicycle system.
6. The master plan's outcomes, strategies and recommendations shall benefit all aspects of mobility throughout the community and will not adversely impact automobile traffic or impede or remove existing medians in the roadways.
7. The ultimate goal of the master plan is to guide the development of a comprehensive system of off-road and on-road pathways, bike lanes, trails and other facilities that will safely connect users to key destinations throughout the Township, provide connections to all adjacent communities, provide opportunities for a wide variety of recreational activities and encourage safe alternative modes of transportation.

Source: The Woodlands Township

THE WOODLANDS BIKE WALK

THE WOODLANDS TOWNSHIP PEDESTRIAN AND BICYCLE MASTER PLAN



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Pedestrian Bike Plan highlights \$29M in recommendations

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McMullan

Bunch

Advertisement

Posted: Sunday, July 31, 2016 8:18 pm

By Catherine Dominguez

The Woodlands Township Board of Directors accepted a Pedestrian Bicycle Master Plan with \$29 million in recommendations but agree those projects are not set and would be considered individually over the next few years following public input.

The plan did recommend several short-term projects that could improve mobility and safety in the community.

In 2015, the board allocated \$100,000 to develop a pedestrian and bicycle master plan following resident input on how to complete "gaps" in the pathway systems in the community. Residents also wanted to develop trails in the George Mitchell Nature Preserve and bike land in the community.

The board selected Jones and Carter to develop the plan.

"This plan is really for people walking, running, biking, people running errands, people getting to school, children, elderly, everybody," said Chelsea Young, project manager for Jones and Carter. "We want this plan to help create a legacy for generations to come."

The pathways, Young said, have worked "fantastic" in the system to move people around the community but with the requests from residents, she said some changes could be made to improve the system further. The plan, she added, can be used to plan for the future as well as used in seeking grants for improvements.

The plan recommends about 25 short-term projects totaling about \$8.5 million for about 22 miles of pathway. Of those projects, Young noted the addition of a central bike lane for Lake Woodlands Drive. The 4.2 mile segment would cost about \$250,000. The project's low cost, she added, is due to the minimal number of major intersections.

"There would be no new concrete needed," she said.

A second short-term project is the Harpers Landing side path which is projected to cost about \$740,000 for about two miles.

"We heard a lot that Harpers Landing is a little disconnected from the rest of The Woodlands," she said of the residential area east of Interstate 45. "This project would allow for a side path to connect to the pathway system on the west side of Interstate 45."

Another short-term project is the construction of a side path near The Woodlands High School estimated at \$225,000. It would provide sidewalk access for TWHS and Powell Elementary to the Bear Branch Sports Park on the south side of Research Forest Drive.

"This seems like a very reasonable project," Young said.

Another short-term project is the Sterling Ridge Park and Ride Connector. This would allow safer access to the facility for those walking or biking, Young explained. The cost, she added, is about \$51,000.

The last short-term project is a pathway on the south side of Research Forest Drive at Kuykendahl to allow for better access to local businesses. The estimated cost is about \$66,600.

Young said the plan also includes way-finding recommendations like interactive trail maps and GPS mapping and

July 31, 2016

upgrades to crossing posts. It also makes program and policy recommendations like bike share programs, safety training and enforcement programs.

Board member John McMullan asked if the plan was based on current traffic counts, noting traffic is continuing to increase in the community. Young said they considered current counts but said if in the future counts increase, projects could be revisited.

"There are alternate routes," Young said. "These are projects you can give the thumbs up or down."

Board member Gordy Bunch said several of the projects could be considered in the budget process but noted some of the long-term projects may not be feasible due to increasing traffic and impact on residents.

Bunch also questioned projects that seemed to cross private property and would take cyclists to bike behind the Carlton Woods community.

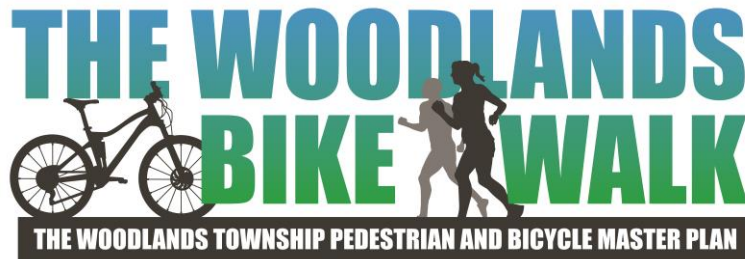
He added residents in the "most expensive homes" in the community may not want the path behind their homes.

Bunch said it would be important to make sure residents were aware of public meetings regarding future projects so they could provide feedback.

"If we are going to try and get more feedback from the various villages in The Woodlands," he said. "We should probably do that in September because we are in the last months of summer and how many interested parties are available? We want to make sure we are thorough in our feedback ..."

The board accepted the plan in a 5-0 vote. Chairman Ed Robb and Board member Laura Fillaut were absent.

THE WOODLANDS BIKE WALK



THE WOODLANDS TOWNSHIP PEDESTRIAN AND BICYCLE MASTER PLAN

THE COURIER OF MONTGOMERY COUNTY

July 25, 2015

Township goes forward with bicycle, pedestrian master plan

By CATHERINE DOMINGUEZ
cdominguez@hcnonline.com

THE WOODLANDS - In a 5-1 vote, The Woodlands Township Board of Directors approved the selection of a consultant to develop a pedestrian and bicycle master plan for the community.

The board agreed to have Don Norrell, president and general manager of the township, negotiate with The Woodlands-based Jones and Carter on the cost of the work to not exceed \$100,000.

Board Member Gordy Bunch was the lone nay vote and Board Member Peggy Hausman was absent from the meeting.

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See TOWNSHIP, Page 6A

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According to John Powers, assistant general manager for the township, the staff developed a draft RFP with the help of the Bicycle Advisory Task Force. The RFP identifies six goals for

the master plan, Powers said, including the development of on- and off-road pathways, bike lanes and trails to connect users throughout the township and identify park corridors, utility and drainage easements that can be integrated with the pedestrian-bicycle system.

Powers said it would likely take between nine months and a year to have the study complete.

THE WOODLANDS BIKE WALK



THE WOODLANDS TOWNSHIP PEDESTRIAN AND BICYCLE MASTER PLAN

August 1, 2016

Pedestrian Bike Plan highlights \$53M in recommendations

By CATHERINE DOMINGUEZ
cdominguez@hcnonline.com

The Woodlands Township Board of Directors accepted a Pedestrian Bicycle Master Plan with \$53 million in recommendations but agree those projects are not set and would be considered individually over the next few years following public input.

The plan did recommend several short-term projects that could improve mobility and safety in the community.

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See BIKE, Page 6A

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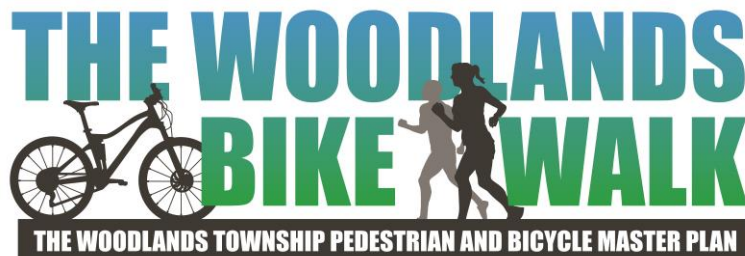
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THE WOODLANDS BIKE WALK



THE WOODLANDS TOWNSHIP PEDESTRIAN AND BICYCLE MASTER PLAN

THE HOUSTON CHRONICLE

January 1, 2016

MOBILITY

Woodlands seeks residents' input on bike master plan with survey

By Bridget Balch

As The Woodlands moves forward in its quest to make the community more pedestrian and bike friendly, the consultants that the township hired to form a comprehensive plan are seeking input from residents.

The Woodlands Township Board of Directors designated \$100,000 in the 2015 budget to create a master plan to improve connectivity throughout the community by the development of a network of hike-and-bike trails, multi-use pathways, bike lanes and other facilities. Houston-based engineering firm Jones and Carter has started the process, which will take at least nine months, by opening up the floor to Woodlands residents and inviting them to take an online survey.

The 30-question survey, now posted on The Woodlands Township website and open through Jan. 31, asks members of the com-

Take the survey

To take the survey for the Pedestrian and Bicycle Master Plan, visit <http://www.thewoodlandstownship-tx.gov/ped-bike-plan>. The survey closes on Jan. 31.

munity about their current walking, running and biking habits, asks for recommendations on how to improve the experience and offers alternative solutions to choose from. While The Woodlands is already

home to more than 200 miles of pathways, some residents complain that many of the pathways have gaps and are poorly maintained.

The Bike The Woodlands Coalition, a local grassroots group focused on improving cycling, are strong proponents of adding bike lanes to roadways, saying that the heavy pedestrian traffic on the pathways increases the risk of collision and injury. The group has stated goals for the master plan, including making east/west and north/south corridors more cycling-friendly and making Town Center hubs to include "complete streets," which are designed to be usable by cyclists and pedestrians as well as vehicles.

They also emphasize protecting already bike-friendly roadways and corridors from widening projects that would make them less safe for cyclists, referencing how the widening of Research Forest Drive and Woodlands Parkway eliminated shoulders.

To help guide Jones and Carter's study, the township assembled a 14-person steering committee, including two members of the coalition, seven representatives of the Parks Advisory Council, two representatives from The Woodlands Development Co. and The Woodlands Transit Program Manager Chris LaRue.

"There is a vocal opposition to virtually any im-

provements related to cycling in The Woodlands," said Bike The Woodlands Coalition and steering committee member George Mendes. "The steering committee consists of a broad cross section of the community such that many opinions are considered."

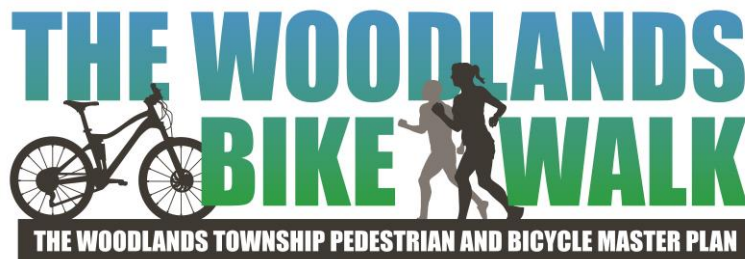
Mendes added that a wide participation in the online survey would help the committee to have a more complete idea of what the community, as a whole, wants in regard to a walking and cycling network.

In the meantime, the engineering firm is taking an inventory of the existing conditions and taking note of recommendations from plans and studies that have already been performed for The Woodlands and the surrounding area. They will then create maps to depict existing conditions and turn to the community for comment on gaps in the system, hazards and potential additions to the network.

"Nearly every maturing community in the nation grows in its accommodation for mobility over and above just cars. The Woodlands is no different," Mendes said. "We need a viable plan to attract a young vibrant work force and keep its current residents happy and healthy."

bridget.balch@chron.com
twitter.com/bridgetbalch

THE WOODLANDS BIKE WALK



THE WOODLANDS TOWNSHIP PEDESTRIAN AND BICYCLE MASTER PLAN

April 28, 2016

Woodlands bike plan takes shape

By Bridget Balch

Engineers have set to work drawing up a plan to improve The Woodlands' bike-and-pedestrian network after collecting input from residents and community leaders.

The Woodlands Township set aside \$100,000 last year to hire engineering firm Jones and Carter to compile a comprehensive plan that would fill gaps in the existing pathway network and make roads more bike-friendly.

In January, the firm held a public meeting — which drew more than 100 people — and received more than 1,360 responses to a detailed survey posted on The Woodlands Township's website.

The 30-question survey asked members of the community about their current walking, running and biking habits, and for recommendations on how to improve the experience. June Farrell, Jones and Carter division manager, said that about 80 percent of the respondents were Woodlands residents.

The public feedback is being combined with the findings of a field study, in which the firm identified areas of concern in the network, including safety, road crossings, abrupt stops and gaps, as well

as collaboration with the 16-person steering committee, which includes representatives from each of the village associations, The Woodlands Township, The Woodlands Development Co., the Bike The Woodlands Coalition and Harris County.

Farrell made a presentation to The Woodlands Township board at its January meeting, marking the halfway point in the plan-making process.

She explained that George Mitchell, the founder of The Woodlands, evaluated a number of other communities in the country — including Irvine, California and Reston, Virginia — when creating his vision for this community.

Each of the communities that Mitchell looked to for guidance has created or updated a bike master plan in the last four years, Farrell said.

Engineers will meet with the steering committee again in May and then present a draft plan to The Woodlands Board in June.

The master plan has garnered support from the active and vocal cycling community in The Woodlands, but some residents are wary of the plan.

bridget.balch@chron.com
twitter.com/bridgetbalch

THE WOODLANDS BIKE WALK

THE WOODLANDS TOWNSHIP PEDESTRIAN AND BICYCLE MASTER PLAN

COMMUNITY IMPACT

July 2015

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Woodlands bike and pedestrian plan advances

Consultant to determine possible funding sources

By Julie Butterfield

The Woodlands Township is progressing with a plan to integrate bike lanes and pedestrian pathways to enhance the community's interconnectivity without negatively affecting vehicle traffic. However some local residents oppose the plan, claiming new bike lanes will put cyclists and motorists at odds.

The township will work with a consulting firm to determine new pathways that will interconnect the community.

According to the township, the goals of the effort are to formulate a design that will meet or exceed transportation guidelines and identify existing and proposed infrastructure to accommodate a pedestrian-bicycle system. The plans will not be designed to remove vehicle thoroughfare medians, township officials said.

Township chairman Bruce Tough said the plan would incorporate options, such as streets, pathways and drainage ditches as areas that could be utilized for bike lanes. It will also address a pathway system in The Woodlands that will connect streets, villages, schools and churches, he said.

"What we have been looking at is that at The Woodlands build-out, our pathway system is not fully connected," Tough said. "Full connectivity for bicycles and pedestrian transportation is a natural evolution of transportation in The Woodlands."

The township could select a consultant by July 22, with the results of the study expected to be complete by the end of the year or in early 2016, according to representatives from the Bike The Woodlands Coalition. The process of adopting a bike and pedestrian plan will include public input, such as consultant presentations at

See **Bike Lanes** 176



The Woodlands Township's cycling and pedestrian plan could improve lane shoulders.

public meetings, according to the township.

"We're going to request of [the consultants] that they have conceptual plans [complete by] October-November and then have some final [plans complete] in January," said John Powers, assistant general manager for community services for the township.

Need for study

Township Director Mike Bass, who conducted a poll on Facebook regarding bike lanes in The Woodlands, said the master plan is necessary because of the need to accommodate those who exercise as well as bicyclists who want to ride faster than The Woodlands' 200-plus miles of hiking and biking trails allow.

"What I heard back from people [in the poll] was that it was unsafe for cyclists to ride on the pathways at any

WALK AND RUN IT.

The Bicycle Advisory Task Force is an eight-member volunteer group assembled to identify the needs of bicyclists in The Woodlands. The group has been a proponent of a bicycling lane study in The Woodlands for about the past three years.

Randall Cade, a member of the BATF, said the bike and pedestrian master plan could improve traffic for The Woodlands residents on those days when the area is clogged by road closures for events like the annual Ironman Texas triathlon.

"There's a large swath of the community that would be able to take advantage of facilities like this," Cade said. "It's not a bicycle plan—it's a pedestrian, runner and bicycle plan."

The cost to develop the plan is about \$100,000 and is included in the 2015 township budget, Powers said.

Who will pay?

Funding for potential cycling and pedestrian improvements that could be identified in the study has not been established. Township Parks and Recreation Director Chris Nunes said the selected consultant will work to identify the funding mechanisms for obtaining grants as well as establishing various partnerships with public and private entities. Money for new bike lanes will likely not come from Montgomery County.

"My position on bike lanes

- 1 The plan will be designed to provide the township with a working document to guide the planning and development of a network of pathways, hike and bike trails, multiuse pathways and bike lanes to interconnect the entire community at the time of build-out.
- 2 The plan will be designed to work in cohesion with other mobility and transportation plans, compiled by Montgomery County, Harris County, the Houston-Galveston Area Council, The Woodlands Development Company and surrounding communities.
- 3 The township's pedestrian-bicycle master plan will meet standards established by local, state and federal transportation authorities.
- 4 Any designs compiled in the study and developed as projects will meet design criteria established by The Woodlands.

5 The pedestrian-bicycle master plan will identify existing and proposed infrastructure, open space and linear park corridors and utility and drainage easements that can be integrated within The Woodlands' existing system.

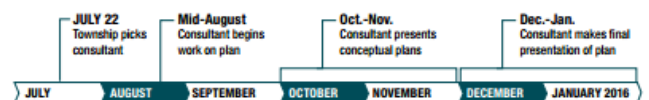
6 The master plan's strategies and recommendations will be designed to benefit all aspects of mobility throughout the community and will not adversely affect motor vehicle traffic or impede or remove existing medians in the roadways.

7 The goal of the master plan is to guide the development of a comprehensive system of off-road and on-road pathways, bike lanes, trails and other facilities that will safely connect users to key destinations throughout The Woodlands. It is also being designed to provide connections to all adjacent communities, allow for recreational activities and encourage safe alternative modes of transportation.

Source: The Woodlands Township/Community Impact Newspaper

TIMELINE

The development of a Woodlands Township bicycle and pedestrian master plan could begin in July when the township is expected to choose a consultant.



Source: Bike the Woodlands Coalition/Community Impact Newspaper

"There is a large swath of the community that would be able to take advantage of facilities like this. It's not a bicycle plan—it's a pedestrian, runner and bicycle plan."

—Randall Cade, Bicycle Advisory Task Force member

is the county will work with the township," Precinct 3 Commissioner James Noack said. "If the township's leaders have a master plan and they want to build bike lanes, they want to build them in the county right of ways, that's something that we can discuss."

He said the roads in Montgomery County, however, should be the priority for funding efforts.

"But the county cannot

adequately fund roads, so [that's] why I certainly am not going to be building bike lanes."

Plan opposition

Efforts to develop new bike lanes in The Woodlands have drawn opposition from some community residents.

Tom Sloan, who leads a group of area residents opposed to bike lanes, said cyclists and motorists are too much at odds with each other

to incorporate bike lanes into the community.

Sloan also said bike lanes will negatively affect The Woodlands aesthetics as well as cause safety issues.

"The concern is safety on the roadways and the visual appeal from the roadways whether it's ugly rubber posts or posting signage," Sloan said. "I'm very worried about teenage drivers and senior drivers trying to contend with a crowded roadway."

THE WOODLANDS BIKE WALK

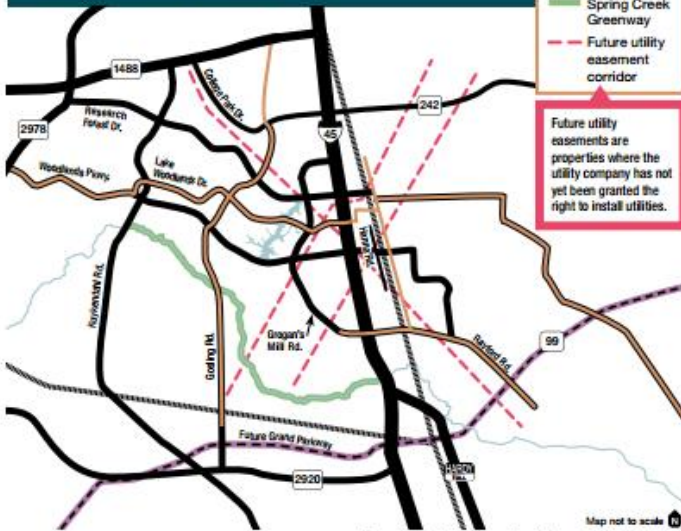
THE WOODLANDS TOWNSHIP PEDESTRIAN AND BICYCLE MASTER PLAN

The Woodlands Edition • July 2015

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INCORPORATING PREVIOUS PLANS

The Woodlands Township bicycle and pedestrian study could incorporate recommendations suggested by the Houston-Galveston Area Council released in September. The H-GAC's South Montgomery County Mobility Plan included recommended corridors for potential cycling and pedestrian pathway improvements.



Source: Houston-Galveston Area Council/Community Impact Newspaper



THE WOODLANDS: A CYCLING DESTINATION

The township earned the bronze award as a bike-friendly destination from The National League of American Bicyclists in 2010. The township plans to reapply in August in an attempt to improve upon that rating in hopes of earning a silver rating.

The township has won the bronze award by offering:

- BMX parks
- Triathlons
- Cycling awareness programs
- Walk-to-school programs
- Bike-to-school programs

The township could improve its rating by incorporating:

- On-street improvements along with the expansion of the off-street system to increase use and improve safety
- Ensure that bicycle safety is part of public education
- Expand public education
- Encourage involvement in National Bike Month (May)
- Develop a comprehensive bike plan in close collaboration with the community

Source: The Woodlands Township/Community Impact Newspaper

"This pathway and bike study is going to go a long way to [our] status as a bicycle-friendly community."

—Bruce Tough, chairman Woodlands Township board of directors



Tough said the township is taking safety measures into consideration in the plan.

"We're concerned about motorist and bicycle safety," Tough said. "We have allocated the funding for a study where if we went forward with bike lanes, the study would identify where it would make sense to have bike lanes."

Sloan said arguments between motorists and cyclists would escalate if bike lanes are integrated.

"Now, I think we have a

very nice peace between cyclists and drivers in The Woodlands," he said. "Nationwide, when you expand cycle lanes to be in proximity to roadways, you begin to get in alterations between cyclists and car drivers. I'd hate to see that come to The Woodlands."

If bike lanes are built, Sloan said three things will happen.

"It will congest traffic, increase arguments between car drivers and cyclists, and it will add a layer of bicycle

paraphernalia that is unattractive to the roadways."

Bass said laws allow cyclists the right to ride on roadways.

"Cyclists still have the right to ride four in the road—they have the legal right," Bass said. "They could be more polite, and try to get in single file, but legally they have the right to do it. They have the right to use the road like any other car, as long as they observe the traffic rules and so forth."

The Woodlands should

foster athleticism, he said.

"We're a very athletic community [that needs to] accommodate walkers, runners, recreational bikers, and it needs to accommodate competitive bikers," Bass said.

There is concern that bike lanes will be a detriment to motorists, Cade said.

"In my view, one of the biggest single issues is that well, 'Why should we give up traffic lanes? These cyclists are just going to make traffic worse,'"

Cade said. "We are in agreement. We want to be off the roads. We don't want to be on the roads. We want to try to find a way to keep even more shoulders from getting paved over. We are not anxious to create a bike lane out of existing traffic lanes. We don't want to make traffic worse for anybody."

For more information visit communityimpact.com

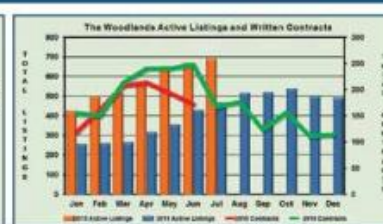
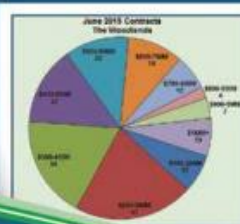


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THE WOODLANDS BIKE WALK

THE WOODLANDS TOWNSHIP PEDESTRIAN AND BICYCLE MASTER PLAN

Bike and pedestrian master plan expected to be complete by July

By Julie Butterfield

Engineering firm Jones and Carter has been working on a bike and pedestrian master plan for The Woodlands Township since October and will finish it by July.

The firm will solicit public input throughout the process. Survey results were presented to the township's ad hoc transportation committee Jan. 12 and will be presented to the township board of directors Jan. 27.

The plan could offer safety and public awareness recommendations, said David Hitchcock, a member of Bike The Woodlands Coalition, a bicycling advocacy group in The Woodlands.

"There are safety issues that are particularly important," he said. "Crossing at intersections is a big thing. The [new] intersection improvements speed up cars going through intersections. When they improve a right turn, the car is allowed to speed up, so there's some risk at that location."

John Powers, assistant general manager of community services for

the township, said there are a number of goals and objectives defined for the outcome of the plan. Objectives include providing a safe and convenient means for people to walk, run or ride their bikes; providing an interconnected, comprehensive pedestrian and bicycle network; and increasing opportunities for walking, running and biking while not compromising motorized traffic on area roads.

Heightening community awareness on the roadways related to cycling is another issue Hitchcock expects to be addressed in the plan. The Woodlands was ideally designed to become more bicycle-friendly since its design 40 years ago, he said.

Tiffany Perl is a member of the BTWC and part of the BTWC steering committee.

"I run and bike our pathways and am not considered an elite cyclist but simply a person who rides a bike," she said. "Oftentimes, I choose not to ride due to the lack of existing and maintained shoulders [and] bike lanes or issues with pathway connectivity.



Bike The Woodlands Coalition hosts several annual events, such as Bike to Work Day.

I would like to ride my bike, whether it's to the grocery store, a local business, a concert or just for exercise, and know there are safe, viable options to get from point A to point B."

She said Jones and Carter's efforts to gather public input ensure widespread opinions from the community will be considered.

"I enjoy living in The Woodlands and am thankful for the amenities currently offered," she said. "But I feel it's time to deal with the topic of bicycling [and] pedestrian infrastructure, especially with Jones and Carter's valuable efforts in full swing."

A bike-friendly community will attract a vibrant workforce and

promote health and happiness, she said.

"There's an anti-bike sentiment in The Woodlands, as there is in every city," Hitchcock said. "There's always been conflict since we switched from wagons to cars, with the worry that people are taking away roadway space."

Three meetings and an online survey will offer opportunities for public input.

The first public meeting is from 6-8 p.m. Jan. 19 at Town Hall, 2801 Technology Forest Blvd. For more information, call 281-210-3800.

To take the survey, which closes Jan. 31, visit www.thewoodlandstowship-tx.gov/ped-bike-plan.



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THE WOODLANDS BIKE WALK

THE WOODLANDS TOWNSHIP PEDESTRIAN AND BICYCLE MASTER PLAN

The Woodlands Edition • August 2016

TOWNSHIP

The Woodlands nears completion of bike, pedestrian master plan

By Marie Leonard

Residents will have a chance to weigh in on a draft of The Woodlands Township's bike and pedestrian master plan during a two-week comment period in September.

After nearly a year of work on the project, representatives with engineering firm Jones and Carter presented the initial draft plan to the township's board of directors July 21.

The plan is the first of its kind for the township and identifies project and program recommendations to be carried out over the next 20 years totaling approximately \$52 million. It also recommends more than 20 short-term projects that amount to \$8 million.

Jones and Carter project manager Chelsea Young described five fast-track projects included in the plan that address safety or connectivity issues and total about \$1.4 million. Township staff was directed to return in August with short-term project ideas for fiscal year 2016-17 budget discussions. Funding may also be available through grants.

One of the fast-track projects is the development of a bicycle lane along a 4-mile stretch of Lake Woodlands Drive from Lake Front Circle to Kuykendahl Road at a cost of \$250,000.

"As it is now, the shoulders [on Lake Woodlands Drive] are pretty decent, but there are those [curb extensions] that get in the way and don't make it possible for someone to ride their bike without getting into lanes of traffic," Young said.

Other fast-track projects include a shopping center pathway gap on the southwest corner of Research Forest Drive and Kuykendahl Road; a school access gap along the south side of

Research Forest Drive to access Powell Elementary School and The Woodlands High School; and side paths that lead to the Sterling Ridge Park & Ride.

The most costly fast-track project would improve connectivity to and from Harper's Landing. The \$740,000 project would provide a connection to the portion of The Woodlands that is located on the east side of I-45.

Although the plan also includes long-term recommendations, it only takes into account present-day traffic conditions in The Woodlands, Young said.

Township Director John McMullan said he has concerns regarding future traffic patterns in The Woodlands if roadways, such as Woodlands Parkway and Branch Crossing Drive, are extended in the future.

"[Those proposed road extensions] are going to drive more traffic into The Woodlands," McMullan said. "If you drive more traffic into The Woodlands, then more traffic is going to be on some of the roads you've recommended for bike lanes. In particular, I noticed Branch Crossing is recommended for a bike lane."

Young said the plan uses a formula called the bicycle compatibility index, which helps determine which roadways could be more accommodating to a cyclist.

"There are no bike lane recommendations along Woodlands Parkway because we already know that's a traffic nightmare, as well as other major thoroughfares," she said. "The recommendations we have here are for you guys to give a thumbs up or thumbs down."

After residents have had a chance to provide additional feedback, the plan will be up for approval this fall.

FAST-TRACK BIKE, PEDESTRIAN PROJECTS

The draft of the bike and pedestrian master plan by Jones and Carter includes five fast-track projects that address safety and connectivity issues along the pathway system in The Woodlands.



1 CENTRAL BICYCLE LANE:
Development of a bicycle lane along Lake Woodlands Drive from Lake Front Circle to Kuykendahl Road.
COST: \$250,000

2 RETAIL ACCESS GAP:
Development of a new pathway to provide direct access to retail on the southwest corner of Research Forest Drive and Kuykendahl Road.
COST: \$66,600

3 SCHOOL ACCESS GAP:
The plan adds a 0.61-mile side path along the south side of Research Forest Drive to provide safer access to Powell Elementary School and The Woodlands High School.
COST: \$370,000

4 BARRIER ACCESS GAP:
The plan recommends connecting Harper's Landing to the west side of The Woodlands.
COST: \$740,000

5 STERLING RIDGE PARK AND RIDE ACCESS GAP:
The plan calls for side paths leading to the park and ride facility stemming from existing pathways.
COST: \$51,800

BIKE AND PEDESTRIAN MASTER PLAN COSTS

The bike and pedestrian master plan for The Woodlands recommends numerous projects meant to be taken on over the course of two decades. The projects are broken down into three types of facilities: shared use paths, side paths and bike lanes.

| | SHARED USE PATH | SIDE PATH | BIKE LANE |
|-------------|-----------------|---------------|---------------|
| SHORT-TERM | \$4.1 MILLION | \$1.9 MILLION | \$2.5 MILLION |
| MEDIUM-TERM | \$12.6 MILLION | \$235,239 | \$2.5 MILLION |
| LONG-TERM | \$15.6 MILLION | \$5.1 MILLION | \$8.2 MILLION |

Sources: The Woodlands Township, Jones and Carter/Community Impact Newspaper

SECOND SATURDAY DIVORCE WORKSHOP

Second Saturday Divorce Workshop provides unbiased information to help you understand your options and move forward with your life. We believe the more information and support you have as you move forward through this difficult process, the more informed decisions you can make.

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SECOND SATURDAY

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The Woodlands Edition • September 2016

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COMMUNITY

The Woodlands area: 2011-16

Compiled by Marie Leonard

Community Impact Newspaper launched in The Woodlands area in September 2011. Over the past five years, there have been a number of new developments and road projects in the area.



Construction was completed in 2015 on a 385-acre ExxonMobil campus just south of The Woodlands. The facility houses the company's upstream and chemical operations; it has space for 12,000 employees.



Groups are working to improve cycling infrastructure in the community, including the development of a master bike and pedestrian plan that started in 2015.



The first stores in Creekside Park Village Green opened in 2014, bringing more retail and dining options to the Village of Creekside Park.



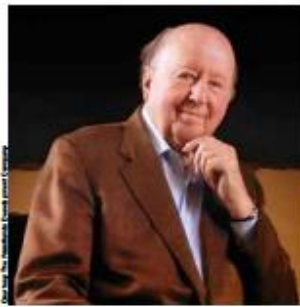
Mobility issues remained a major issue over the last five years in The Woodlands Township and Montgomery County. A successful bond election last November provided funding for new road projects.



Numerous roadways underwent improvement projects between 2011-16. One example is the westbound expansion of Woodlands Parkway, which began in 2013.



Construction on a second 31-story Anadarko Tower was completed in Town Center in 2014.



The Woodlands founder George P. Mitchell died July 26, 2013, at age 94.



Shenandoah began hosting the NCAA Division III Swimming and Diving Championships in 2013. The event brought more than \$1 million in revenue to the city.

THE WOODLANDS BIKE WALK

THE WOODLANDS TOWNSHIP PEDESTRIAN AND BICYCLE MASTER PLAN

REVIEWIT MAGAZINE

IN THE COMMUNITY

RUMOR — HAS —



The inside scoop on the latest and greatest businesses, developments, and happenings in the North Houston area.



FOGO DE CHAO

The Brazilian steakhouse is expected to open this Fall and will be located in Hughes Landing at Restaurant Row! Expect delicious South American-style grilled meats along with traditional sides.

fogodechao.com

WOODLANDS BIKE AND PEDESTRIAN PLAN ADVANCES

During their July meeting, The Woodlands Township Board of Directors approved a recommendation to select Jones & Carter for the development of a pedestrian and bicycle master plan. If the Township and selected firm are not able to agree on a fee, the Township has the ability to negotiate with a second ranking firm, and so on until a fee is agreed upon.

the.woodlands.huntingtonhelps.com

MARKET STREET CHANGE FOR CHARITY DONATION TO COMMUNITY PARTNERS OF MONTGOMERY COUNTY

As part of its Change for Charity initiative, Market Street recently donated more than \$3,500 to Community Partners of Montgomery County. The funds were raised by Market Street patrons during the second quarter of 2015 and will assist local children and their families with necessary items such as: hygiene products, cleaning supplies, clothing, food and school supplies.

Since the program's inception, Market Street patrons have raised more than \$100,000 for local charities. Four Montgomery County organizations are selected each year to receive a percentage of the funds collected from Market Street's 68 parking meters during a three-month period.



PET OF THE MONTH

WOODY

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JANUARY 2016

Arbor Day
Celebration

Meet the 2016 Board of Directors

Pedestrian and Bicycle Master Plan

Special Section
SPRING 2016 ACTION GUIDE

THE WOODLANDS BIKE WALK

THE WOODLANDS TOWNSHIP PEDESTRIAN AND BICYCLE MASTER PLAN

We want to hear from you! The Township's Pedestrian and Bicycle Master Plan is underway, and we need your input. To find out more information and to take a brief survey, please visit www.thewoodlandstowship-tx.gov/ped-bike-plan

Attend a public meeting on January 19, 2016, 6 p.m., at the Township, 2801 Technology Forest Blvd.

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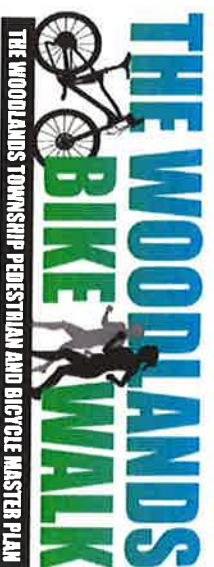
THE WOODLANDS COMMUNITY MAGAZINE JANUARY 2016

January 2016

The Woodlands Township

PEDESTRIAN & BICYCLE MASTER PLAN

Oct. 26, 2016 | Public Hearing Marketing Plan - DRAFT



PR & MARKETING

Number of
Subscribers

2193

Press release published on the Township website and sent to local news media outlets. Press release to remain on homepage until the hearing is held.

753

Public Hearing to be added to the Board of Directors and Parks and Recreation Department calendars on the Township website and sent to calendar subscribers.

6386

Multiple posts published on official Township social media channels – Facebook, Twitter and Transit Twitter accounts.

2835

Inclusion of the press release in four editions of the weekly Talk of the Township eNewsletter.

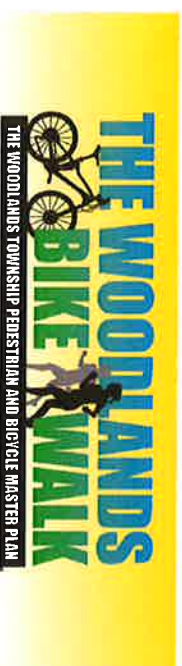
1061

Special Ped/Bike Plan eNewsletter distributed to the Parks and Recreation Department newsletter subscription list.

719

Three promotional posts published on the Parks and Recreation Department blog.

PRINT AND DIGITAL ADVERTISING



Do you have thoughts on improving bicycle and pedestrian commuting in The Woodlands?
The Woodlands Township is soliciting public comment for its Pedestrian and Bicycle Master Plan. The plan seeks to improve off-road and on-road facilities such as pathways, trails, bike lanes, shared lanes, multi-use pathways and other facilities to encourage safe walking and bicycle travel.

**Your input is needed for
The Woodlands Township Pedestrian and Bicycle Master Plan
Public Input Forum**

**Thursday, October 20, 2016, 9 a.m.
The Woodlands Township Town Hall
2801 Technology Forest Blvd.
The Woodlands, TX 77381**

Please view the draft plan at

www.thewoodlandstowship-tx.gov/ped-bike-plan
Hard copies are available for review at local libraries and at
The Woodlands Township lobby, 2801 Technology Forest Blvd.,
The Woodlands, TX 77381



Print advertisements published in local newspapers:

- The Villager – 1/2 Page
- The Courier – 1/2 Page
- Community Impact – 1/2 Page



**Share your thoughts on the plan
at the Public Comment Forum
October 20, 2016 • 9 a.m.**

**The Woodlands
Villager**

www.woodlandsnews.com

Top News

**Despite community's
planning, Woodlands
residents wary of
future traffic**

The Woodlands, which has won recognition for its planning and transportation efforts, is facing a new challenge: managing anticipated growth and the associated traffic.

News

**Despite community's planning,
Woodlands residents wary of future
traffic**

The Woodlands, which has won recognition for its planning and transportation efforts, is facing a new challenge: managing anticipated growth and the associated traffic.

Speedy 3000 Project

The Woodlands, which has won recognition for its planning and transportation efforts, is facing a new challenge: managing anticipated growth and the associated traffic.

Volleyball: The Woodlands, Oak Ridge put records on the line in

Wolverine: Magglio's Madison picks up 40th career win

Alumni Notebook: Montgomery State's basketball team at

Living Quarters: Woodlands

Singing for the Teams

20th Season in September

Two Step in celebration of National Ice Cream Month

GoHome: 3000 Project

20th Season in September

Two Step in celebration of National Ice Cream Month

GoHome: 3000 Project

20th Season in September

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Two Step in celebration of National Ice Cream Month

GoHome: 3000 Project

Digital advertisements published on The Villager website:

- 300x600 Skyscraper Ad
- 728x90 Leaderboard Ad



**Share your thoughts
on improving bicycle
and pedestrian commuting
in The Woodlands
at the
Public Comment Forum
Thursday, October 20, 2016
9 a.m.**



The Woodlands Township Town Hall
2801 Technology Forest Blvd., 77381

SOCIAL MEDIA ADVERTISING

Creation of Facebook Event promoting the public hearing. Event will be shared regularly to help raise attendance.

Creation of Facebook event advertisements and boosted posts targeting residents of The Woodlands.



Share your feedback about The Woodlands Township's Pedestrian and Bicycle Master Plan! Attend the public hearing on Thursday, October 20, 2016, and have your voice heard!



OCT 20 Ped/Bike Plan PublicHearing
October 20, 9 AM - The Woodlands
2,318 people interested—481 people going

★ interested



🕒 Thursday, October 20 at 9 AM - 12 PM

Edit

📍 2801 Technology Forest Blvd, Spring, TX 77381-3901, United States

Edit

No tickets

Add Tickets

Description

Edit

The Woodlands Township is soliciting public comment for its Pedestrian and Bicycle Master Plan. The plan seeks to improve offroad and on-road facilities such as pathways, trails, bike lanes, shared lanes, multi-use pathways and other facilities to encourage safe walking and bicycle travel.

Community members are encouraged to attend the public meeting and share their thoughts with the Township Board of Directors and staff.

The draft plan is available for viewing on the Township website at www.thewoodlandstowship-tx.gov/ped-bike-plan.

POSTS

You can post here when the event is published.

The guest list will appear here when the event is published.

Event insights will appear here when the event is published.

PROMOTIONAL CALENDAR

| MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY |
|---|-------------------------------------|--|---------------------------------|-----------------------------------|
| Sept. 26 Website Spotlight | 27 | 28 | 29 | 30 Talk of the Township |
| Oct. 3 PARD/BOD Calendar | 4 Facebook Event | 5 Press Release Sent Social Media Post+ | 6 Community Impact Ad | 7 Talk of the Township |
| 10 PARD Blog Post Facebook Ad Start | 11 Villager Digital Start | 12 The Villager Print Ad | 13 Social Media Post+ | 14 Talk of the Township |
| 17 The Courier Print Ad | 18 | 19 PARD Blog Post The Villager Print Ad | 20 Social Media Post+ | 21 Talk of the Township |
| 24 Social Media Mention The Courier Print Ad | 25 PARD Newsletter | 26 PARD Blog Post Social Media Post+ PUBLIC HEARING | | |

PROPOSED ESTIMATED COSTS

| Description | Publication | Frequency | Ad Cost | Total Cost |
|--------------------------------|------------------|-----------------|------------------------|-----------------|
| Print Advertisement (1/2 Page) | The Villager | 2 Issues | \$1,448 Per Ad | \$2,896 1450 |
| Print Advertisement (1/2 Page) | The Courier | 2 Issues X | \$1,448 Per Ad | \$2,896 |
| Print Advertisement (1/2 Page) | Community Impact | October Edition | \$2,910 Per Ad | \$2,910 |
| Digital Advertisements | TheVillager.com | 1 Week | \$12/1,000 Impressions | \$500 |
| Facebook Advertisement | Facebook.com | 2.5 Weeks | \$300 Lifetime Budget | \$300 |
| Facebook Boosted Posts | Facebook.com | 4 Boosted Posts | \$50 | \$200 |
| | | | | \$9,702 |



APPENDIX J

MEDIUM AND LONG TERM PROJECTS

Appendix J – Medium-Term and Long-Term Project Recommendations

Information included within **Appendix J** was originally a part of the overall Plan document prior to October 26, 2016 when the Plan was adopted. Per the direction of The Township Board of Directors, all project recommendations that were identified beyond a five-year planning horizon were requested to be removed from the Plan before adoption, and placed in an appendix to be viewed as-needed over time. The information presented within **Appendix J** includes medium-term and long-term project recommendations from a previous draft of Chapter 5 and Chapter 8.

Per the direction of the Board of Directors' October 20, 2016 meeting, a few controversial projects that were recommended along drainage or utility easements were illustrated in a red dotted line to show those projects could be removed if so desired. After that October 20th meeting, the removal of all drainage and utility easement shared use path projects were removed completely from the Plan as illustrated in **Figure J.4** at the very end of **Appendix J**. These projects were removed from the overall Plan network maps due to concerns that the public brought to the Board's attention regarding shared use paths being potentially located behind people's homes.

Medium-Term Project Recommendations

Medium-term projects improve upon the existing network with key facilities to provide direct routes to some of the more disconnected areas of The Woodlands and were determined to be feasible within the medium-term of six to ten years. Some of the listed projects may take more time to design as well as more time to coordinate between various entities to implement than a short-term project recommendation.

The following list is a description of each project recommended for the Medium-Term and shown in **Figure J.1** along with related **Table J.1**.

Shared Use Path

- Bear Branch drainage easement shared use path would begin from the west at the Branch Crossing Drive and Terramont Drive intersection, follow along the drainage easement under Kuykendahl Road and under Cochran's Crossing Drive, continue north through Bear Branch Sportsfields, and end at the pathway along Research Forest Drive. (Shown on map as "B".)
- Oak Ridge Drive utility easement shared use path would begin at Woodlands Parkway in the north and continue to Nursery Road in the south. There would be various connections to existing pathways along the shared use path. (Shown on map as "C".)
- Panther Branch drainage easement shared use path would begin at FM 1488 just west of College Park Drive, follow along the drainage easement, turn east along the northern side of Research Forest Drive, then continue south to meet up with Lake Woodlands Drive. (Shown on map as "D".)

Bike Lane

- Terramont Drive/Branch Crossing Drive bike lane loop will follow along Terramont Drive (northwest section of loop), connect to Branch Crossing Drive (north-south), and connect to West Branch Crossing Drive (on the south). (Shown on map as “A”.)
- Grogans Mill Road bike lane would start at Vision Park Boulevard in the north and follow along Grogans Mill Road until Sawdust Road in the south. (Shown on map as “E”.)

Table J.1 Medium-Term Projects

| Roadway | Begin | End | Length (ft) | Length (miles) | Facility Type | Cost | Map Label |
|---|-------------------------------|-----------------------|-------------|----------------|-----------------|--------------|-----------|
| Terramont Drive/Branch Crossing Drive | Terramont Drive | Branch Crossing Drive | 32,020 | 6.06 | Bike Lane | \$ 1,212,854 | A |
| Bear Branch Path | Branch Crossing Drive | Research Forest Drive | 21,971 | 4.16 | Shared Use Path | \$ 3,016,789 | B |
| Oak Ridge Drive/Utility Easement | Woodlands Parkway | Nursery Road | 8,661 | 1.64 | Shared Use Path | \$ 1,189,222 | C |
| Panther Branch Path | FM 1488 | Lake Woodlands Drive | 26,804 | 5.08 | Shared Use Path | \$ 3,680,397 | D |
| Grogans Mill Road/Vision Park Boulevard | IH 45 Southbound Fontage Road | Sawdust Road | 29,841 | 5.65 | Bike Lane | \$ 1,130,317 | E |

Medium-Term Project Funding

Projects that were determined to be suitable for the medium-term improve upon the existing network with key facilities that will provide more direct routes for access to some of the previously disconnected areas of The Woodlands. With around eleven miles of shared-use paths, the network will take advantage of the existing utility corridor to connect schools, parks, and recreational facilities with neighborhoods. With twelve miles of added bike lanes, there would be a bicycle facility loop along Terramont Drive and Branch Crossing Drive that would be safer for both drivers and bicyclists than the existing shared road situation. The additional bike lanes will also provide another important north-south route along Grogan’s Mill Road, providing access to The Woodlands Mall, park and rides, and schools, as well as providing connections to east-west facilities. Please note that the Medium-Term Project Funding Summary Table includes projects that have since been removed. **Table J.2** includes remaining projects which were combined into the revised Long-Term Recommendations and also projects which were removed in the revisions.

Table J.2 Medium-Term Project Funding Summary

| Roadway | Begin | End | Length (ft) | Length (miles) | Facility Type | Cost | Funding ¹ |
|---|-------------------------------|-----------------------|-------------|----------------|-----------------|----------------------|---|
| Terramont Drive/Branch Crossing Drive | Terramont Drive | Branch Crossing Drive | 32,020 | 6.06 | Bike Lane | \$ 1,212,854 | NFG; Local |
| Bear Branch Path | Branch Crossing Drive | Research Forest Drive | 21,971 | 4.16 | Shared Use Path | \$ 3,016,789 | TIGER; Regional (CMAQ, TA); RTG; NFG; Local |
| Oak Ridge Drive/Utility Easement | Woodlands Parkway | Nursery Road | 8,661 | 1.64 | Shared Use Path | \$ 1,189,222 | Regional (CMAQ, TA); NFG; Local |
| Panther Branch Path | FM 1488 | Lake Woodlands Drive | 26,804 | 5.08 | Shared Use Path | \$ 3,680,397 | TIGER; Regional (CMAQ, TA); RTG; NFG; Local |
| Grogans Mill Road/Vision Park Boulevard | IH 45 Southbound Fontage Road | Sawdust Road | 29,841 | 5.65 | Bike Lane | \$ 1,130,317 | Regional (CMAQ, TA); RTG; NFG; Local |
| TOTAL | | | | | | \$ 10,229,579 | |

Funding¹

CMAQ: Congestion Mitigation & Air Quality Improvement Program

TA: Transportation Alternatives

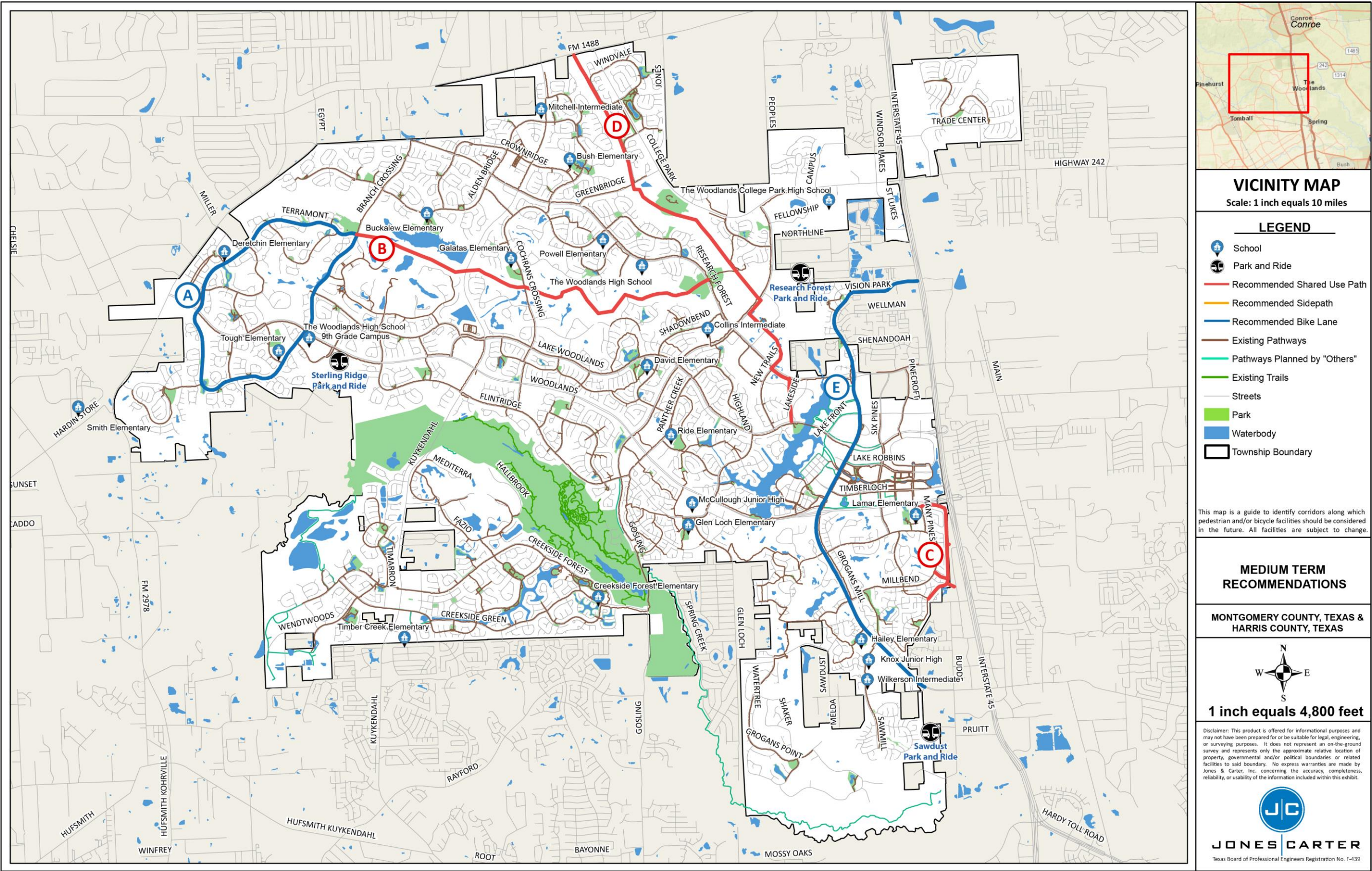
SRTS: Safe Routes to School Program (set-aside of STBGP)

RTG: Recreational Trails Grant

NFG: Non-Federal Grants

5307: FTA Section 5301 Urbanized Area Formula Grants

Figure J.1 Medium-Term Project Recommendations



Long-Term Project Recommendations

Long-term project recommendations are facilities that will complete an ideal network for recreational and utilitarian purposes that will be feasible in eleven years or more. Over time, these projects should be considered for implementation long-term, but can be reevaluated as development patterns change as well as desires of the community.

The following list is a description of each project recommended for the Long-Term and shown in **Figure J.2** and listed in **Table J.3**.

Sidepath

- Timberloch Road sidepaths will fill in gaps west of Grogans Mill Road to I-45 on the east.
- St. Luke's Way sidepath will follow St. Luke's Way north-south and to the east towards I-45 and extend south from St. Luke's Way to Hope Road.
- Mall Ring Road sidepath will follow along the northwest side of Mall Ring Road up to Pinecroft Drive.
- Woodlands Parkway sidepaths to fill gaps in the existing pathway system along Woodlands Parkway from FM 2978 in the west to Branch Crossing Drive in the east, from Lake Woodlands Drive to East Panther Creek Drive, and from Flintridge Drive to Forestgate Drive.
- Six Pines Drive sidepath from Research Forest Drive in the north to Lake Front Circle in the south.
- Sidepath along FM 1488 from Kuykendahl Road on the west to College Park Drive on the east.
- College Park Drive sidepaths to fill gaps along College Park Drive from FM 1488 to Windvale Circle and from Northway Drive to Twinvale Drive.
- Lake Front Circle sidepath from Grogans Mill Road in the west to I-45 in the east.
- Research Forest Drive sidepath would start at Egypt Lane in the west and continue to Branch Crossing Drive in the east.
- Grogans Mill Road sidepath will begin at Millpark Drive in the north and continue south to South Park near the Sawdust Park and Ride.
- Sawdust Road sidepaths will fill gaps from Sawmill Road to South Park and from East of Grogans Point Road to South of S. Millbend Drive.
- Sidepaths along Kurkendahl road will fill a gap from Alden Bridge Drive to Crownridge Drive and from Lake Woodlands Drive to Flintridge Drive.

Shared Use Path

- Shared Use Path projects will follow along drainage and utility easements to connect existing pathways and provide direct connections to neighborhoods to schools, parks, shopping centers, and sports facilities.
- Gosling Road shared use path will follow north-south along Gosling Road from Research Forest Drive in the north to Creekside Forest Drive in the south.

Bike Lane

- Alden Bridge Drive bike lane will begin at Shimmerwood Drive and continue to Cochran's Crossing Drive.
- Branch Crossing Drive bike lane will begin at Terramont Drive and continue to Research Forest Drive.
- Cochran's Crossing Drive will start at Flintridge Drive and continue to Research Forest Drive.
- Crownridge Drive will have bike lanes the entire length of the roadway from Alden Bridge Drive in the west to Alden Bridge Drive in the East.
- Carlton Woods will have bike lanes starting at Sterling Ridge Drive transitioning to Flintridge Drive that will continue to S. Panther Creek Drive.
- Greenbridge Drive will have bike lanes from Research Forest Drive to College Park Drive.
- Lake Woodlands Drive will have bike lanes from Lake Front Circle to IH-45 Service Road.
- Millbend Drive will have bike lanes around the loop from Grogans Mill in the north to Grogans Mill in the south.
- Panther Creek Drive bike lane loop will follow around the entire Panther Creek Drive loop (South, West, North, and East).
- Shadowbend Place bike lane will start at Research Forest Drive in the north and continue to West Panther Creek Drive in the south.
- Sterling Ridge bike lane will begin at Branch Crossing Drive in the west and continue to Lake Woodlands Drive in the east.
- Woodlands Parkway bike lane will begin at FM 2978 and will continue to Lake Woodlands Drive.

Table J.3 Long-Term Projects

| Roadway | Begin | End | Length (ft) | Length (miles) | Facility Type | Cost | Map Label |
|--|-----------------------------|--|-------------|----------------|-----------------|--------------|-----------|
| Sterling Ridge Path West Extension | Player Bend Drive | Branch Crossing | 3,683 | 0.70 | Shared Use Path | \$ 505,704 | A.1 |
| Woodlands Parkway | FM 2978 | Branch Crossing Drive | 1,859 | 0.35 | Sidewalk | \$ 130,268 | A.2 |
| Woodlands Parkway | FM 2978 | Lake Woodlands Drive | 17,728 | 3.36 | Bike Lane | \$ 671,501 | A.3 |
| Gary Player Course Path | W. Black Knight Drive | Player Bend Drive | 4,895 | 0.93 | Shared Use Path | \$ 672,121 | B.1 |
| Research Forest Drive | Egypt Lane | Branch Crossing Drive | 5,457 | 1.03 | Sidewalk | \$ 382,395 | B.2 |
| Sterling Ridge Drive | Branch Crossing Drive | Lake Woodlands Drive | 10,630 | 2.01 | Bike Lane | \$ 402,643 | B.3 |
| Garnet Bend Path | Stoneyhurst Drive | Sterling Ridge Park & Ride Path | 1,317 | 0.25 | Shared Use Path | \$ 180,834 | C.1 |
| Kuykendahl Road | Alden Bridge Drive | Crownridge Drive | 2,606 | 0.49 | Sidewalk | \$ 182,614 | C.2 |
| Carlton Woods/Flintridge Drive | Sterling Ridge Drive | S. Panther Creek Drive | 22,768 | 4.31 | Bike Lane | \$ 986,239 | C.3 |
| Sterling Ridge Path East Extension | Shawnee Ridge Circle | Sterling Ridge Drive | 9,388 | 1.78 | Shared Use Path | \$ 1,289,045 | D.1 |
| Woodlands Parkway | Flintridge Drive | Forestgate Drive | 2,523 | 0.48 | Sidewalk | \$ 176,797 | D.2 |
| Alden Bridge Drive | Shimmerwood Drive | Cochran's Crossing Drive | 26,440 | 5.00 | Bike Lane | \$ 1,081,674 | D.3 |
| Forest Gate Park Path | Kuykendahl Road | Sterling Ridge Drive | 5,372 | 1.02 | Shared Use Path | \$ 737,617 | E.1 |
| Kuykendahl Road | Lake Woodlands Drive | Flintridge Drive | 3,668 | 0.69 | Sidewalk | \$ 257,033 | E.2 |
| Branch Crossing Drive | Terramont Drive | Research Forest Drive | 6,343 | 1.20 | Bike Lane | \$ 240,260 | E.3 |
| Bluff Creek Park Path | FM 2978 | Terramont Drive | 3,638 | 0.69 | Shared Use Path | \$ 499,526 | F.1 |
| Woodlands Parkway | Lake Woodlands Drive | East Panther Creek Drive | 17,572 | 3.33 | Sidewalk | \$ 1,231,346 | F.2 |
| Crownridge Drive | Alden Bridge Drive (East) | Alden Bridge Drive (West) | 11,149 | 2.11 | Bike Lane | \$ 474,270 | F.3 |
| Nickaburr Creek Path | Kuykendahl Road | FM 2978 | 13,150 | 2.49 | Shared Use Path | \$ 1,805,597 | G.1 |
| College Park Drive | FM 1488 | E. Windvale Circle | 3,075 | 0.58 | Sidewalk | \$ 215,478 | G.2 |
| Cochran's Crossing Drive | Flintridge Drive | Research Forest Drive | 24,871 | 4.71 | Bike Lane | \$ 1,107,545 | G.3 |
| Sundance Park Path | Research Forest Drive | Nickaburr Creek Path; Sundance Park Path | 5,816 | 1.10 | Shared Use Path | \$ 798,582 | H.1 |
| College Park Drive | Northway Drive | East of Twinvale Drive | 6,355 | 1.20 | Sidewalk | \$ 445,322 | H.2 |
| Greenbridge Drive | Research Forest Drive | College Park Drive | 10,070 | 1.91 | Bike Lane | \$ 381,431 | H.3 |
| Buckalew Elementary Path | Millport Drive | Nickaburr Creek Path | 3,471 | 0.66 | Shared Use Path | \$ 476,595 | I.1 |
| St. Luke's Way | College Park Drive | Hope Road | 3,654 | 0.69 | Sidewalk | \$ 256,051 | I.2 |
| Shadowbend Place | Research Forest Drive | W. Panther Creek Drive | 9,672 | 1.83 | Bike Lane | \$ 366,356 | I.3 |
| Galatas Elementary Path | N. Greenvine Circle | Kuykendahl Road | 9,596 | 1.82 | Shared Use Path | \$ 1,317,605 | J.1 |
| St. Luke's Way | St. Luke's Way | IH-45 Service Road | 1,141 | 0.22 | Sidewalk | \$ 79,955 | J.2 |
| Panther Creek Drive Loop | Woodlands Parkway (East) | Woodlands Parkway (West) | 24,761 | 4.69 | Bike Lane | \$ 1,364,733 | J.3 |
| Bush Elementary School Path | Panther Branch Path | Buckshot Lane | 7,621 | 1.44 | Shared Use Path | \$ 1,046,422 | K.1 |
| Six Pines Drive | Research Forest Drive | Lake Front Circle | 2,369 | 0.45 | Sidewalk | \$ 166,006 | K.2 |
| Lake Woodlands Drive | Lake Front Circle | IH-45 Service Road | 6,613 | 1.25 | Bike Lane | \$ 450,877 | K.3 |
| Coldbrook Circle Connector Path | Greenbridge Drive | Coldbrook Circle | 354 | 0.07 | Shared Use Path | \$ 48,607 | L.1 |
| Lake Front Circle | Grogans Mill Road | IH-45 Service Road | 4,243 | 0.80 | Sidewalk | \$ 297,325 | L.2 |
| Millbend Drive | Grogans Mill Road | Grogans Mill Road | 14,183 | 2.69 | Bike Lane | \$ 967,003 | L.3 |
| East Woodlands Country Club Path | Bear Branch | Lake Woodlands Drive | 3,886 | 0.74 | Shared Use Path | \$ 533,578 | M.1 |
| Mall Ring Road | Pinewood Drive | West Mall Entrance | 1,271 | 0.24 | Sidewalk | \$ 89,064 | M.2 |
| Powell Elementary Path | Cochran's Crossing | Millennium Forest Path | 2,073 | 0.39 | Shared Use Path | \$ 284,639 | N.1 |
| Timberloch Place | Grogans Mill Road | Waterway Court | 3,096 | 0.59 | Sidewalk | \$ 216,950 | N.2 |
| Millennium Forest Path | Research Forest | Bear Branch Path | 2,863 | 0.54 | Shared Use Path | \$ 393,112 | O.1 |
| Timberloch Place | 1200 Timberloch Place | IH-45 Service Road | 706 | 0.13 | Sidewalk | \$ 49,472 | O.2 |
| Alden Bridge Sports Park Path | Alden Bridge Sports Park | Cochran's Crossing Drive | 2,210 | 0.42 | Shared Use Path | \$ 303,450 | P.1 |
| Sawdust Road | East of Grogan's Point Road | South of S. Millbend Drive | 3,350 | 0.63 | Sidewalk | \$ 234,749 | P.2 |
| Bear Branch Sports Fields Southwest Connector Path | Bear Branch Path | South of Golden Shadow Circle | 3,987 | 0.76 | Shared Use Path | \$ 547,446 | Q.1 |
| Grogan's Mill Road | Millpark Drive | Sawdust Road | 4,867 | 0.92 | Sidewalk | \$ 341,052 | Q.2 |
| Gosling Road | College Park Drive | Creekside Forest Drive | 27,316 | 5.17 | Shared Use Path | \$ 3,750,698 | R.1 |
| Sawdust Road | Sawmill Road | South Park | 3,176 | 0.60 | Sidewalk | \$ 222,556 | R.2 |
| FM 1488 | Kuykendahl Road | College Park Drive | 3,092 | 0.59 | Sidewalk | \$ 216,670 | S.2 |

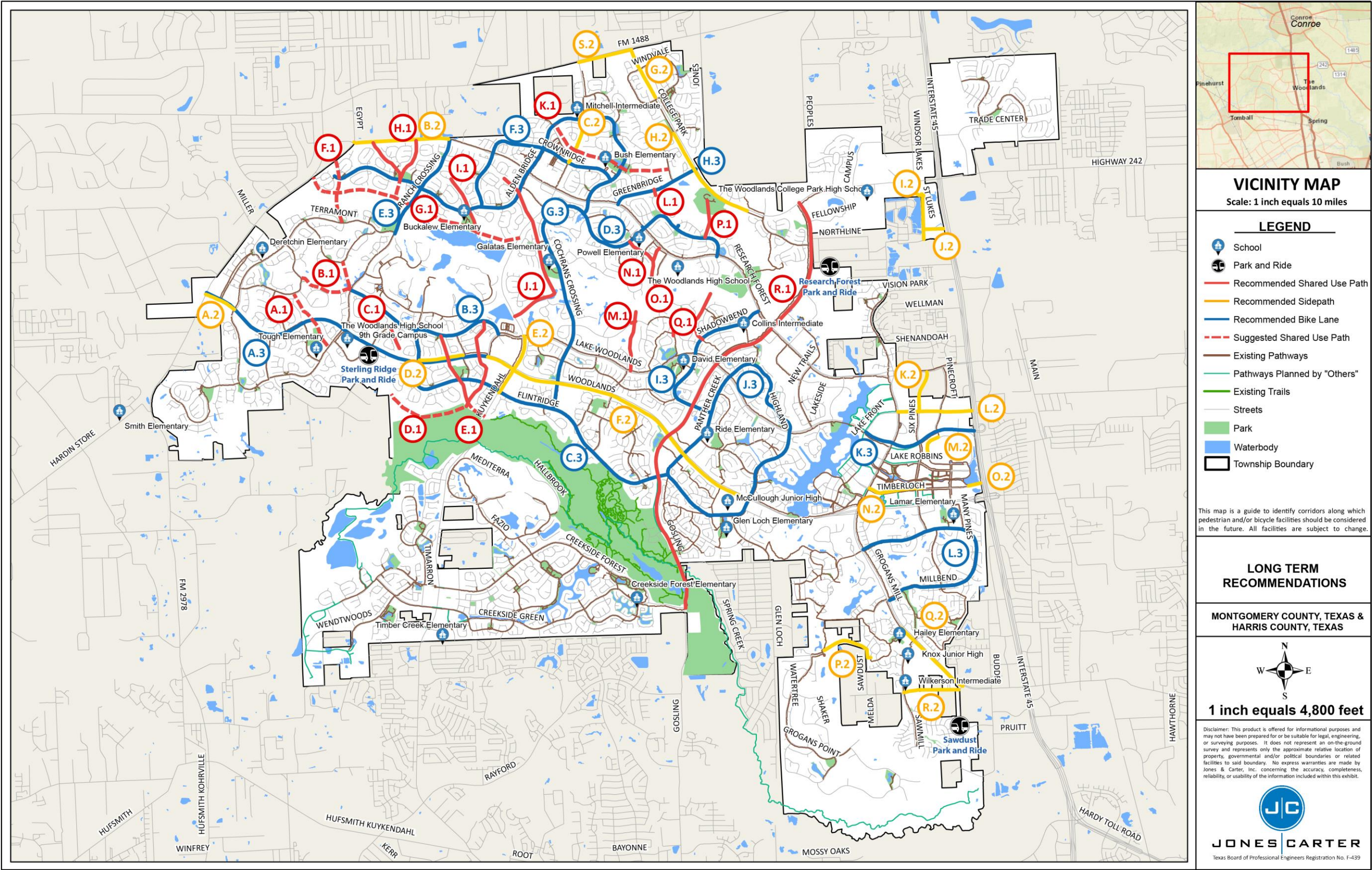
Long-Term Project Funding

Long-term projects include facilities that will complete the ideal pedestrian and bicycle network for all users. The completion of multiple north-south and east-west facilities for bicycles and pedestrians will allow for a broad range of users travelling to a multitude of destinations on safe pedestrian and bicycle facilities. In the long-term, over twenty miles of shared-use paths, fourteen miles of sidepaths, and thirty-five miles of bike lanes would complete the network. Once complete, the network would have a variety of routes for purposes of recreational and utilitarian use. This includes three complete bike lane loops of different lengths, off-street shared use paths within existing utility corridors to connect parks and sports facilities, and more direct routes to important destinations such as shopping centers and schools. Please note that the Long-Term Project Funding Summary Table (**Table J.4**) includes projects that have since been removed.

Table J.4 Long-Term Project Funding Summary

| Roadway | Begin | End | Length (ft) | Length (miles) | Facility Type | Cost | Funding |
|--|-----------------------------|--|-------------|----------------|-----------------|--------------|---------|
| Sterling Ridge Path West Extension | Player Bend Drive | Branch Crossing | 3,683 | 0.70 | Shared Use Path | \$ 505,704 | TBD |
| Woodlands Parkway | FM 2978 | Branch Crossing Drive | 1,859 | 0.35 | Sidepath | \$ 130,268 | TBD |
| Woodlands Parkway | FM 2978 | Lake Woodlands Drive | 17,728 | 3.36 | Bike Lane | \$ 671,501 | TBD |
| Gary Player Course Path | W. Black Knight Drive | Player Bend Drive | 4,895 | 0.93 | Shared Use Path | \$ 672,121 | TBD |
| Research Forest Drive | Egypt Lane | Branch Crossing Drive | 5,457 | 1.03 | Sidepath | \$ 382,395 | TBD |
| Sterling Ridge Drive | Branch Crossing Drive | Lake Woodlands Drive | 10,630 | 2.01 | Bike Lane | \$ 402,643 | TBD |
| Garnet Bend Path | Stoneyhurst Drive | Sterling Ridge Park & Ride Path | 1,317 | 0.25 | Shared Use Path | \$ 180,834 | TBD |
| Kuykendahl Road | Alden Bridge Drive | Crownridge Drive | 2,606 | 0.49 | Sidepath | \$ 182,614 | TBD |
| Carlton Woods/Flintridge Drive | Sterling Ridge Drive | S. Panther Creek Drive | 22,768 | 4.31 | Bike Lane | \$ 986,239 | TBD |
| Sterling Ridge Path East Extension | Shawnee Ridge Circle | Sterling Ridge Drive | 9,388 | 1.78 | Shared Use Path | \$ 1,289,045 | TBD |
| Woodlands Parkway | Flintridge Drive | Forestgate Drive | 2,523 | 0.48 | Sidepath | \$ 176,797 | TBD |
| Alden Bridge Drive | Shimmerwood Drive | Cochran's Crossing Drive | 26,440 | 5.00 | Bike Lane | \$ 1,081,674 | TBD |
| Forest Gate Park Path | Kuykendahl Road | Sterling Ridge Drive | 5,372 | 1.02 | Shared Use Path | \$ 737,617 | TBD |
| Kuykendahl Road | Lake Woodlands Drive | Flintridge Drive | 3,668 | 0.69 | Sidepath | \$ 257,033 | TBD |
| Branch Crossing Drive | Terramont Drive | Research Forest Drive | 6,343 | 1.20 | Bike Lane | \$ 240,260 | TBD |
| Bluff Creek Park Path | FM 2978 | Terramont Drive | 3,638 | 0.69 | Shared Use Path | \$ 499,526 | TBD |
| Woodlands Parkway | Lake Woodlands Drive | East Panther Creek Drive | 17,572 | 3.33 | Sidepath | \$ 1,231,346 | TBD |
| Crownridge Drive | Alden Bridge Drive (East) | Alden Bridge Drive (West) | 11,149 | 2.11 | Bike Lane | \$ 474,270 | TBD |
| Nickaburr Creek Path | Kuykendahl Road | FM 2978 | 13,150 | 2.49 | Shared Use Path | \$ 1,805,597 | TBD |
| College Park Drive | FM 1488 | E. Windvale Circle | 3,075 | 0.58 | Sidepath | \$ 215,478 | TBD |
| Cochran's Crossing Drive | Flintridge Drive | Research Forest Drive | 24,871 | 4.71 | Bike Lane | \$ 1,107,545 | TBD |
| Sundance Park Path | Research Forest Drive | Nickaburr Creek Path; Sundance Park Path | 5,816 | 1.10 | Shared Use Path | \$ 798,582 | TBD |
| College Park Drive | Northway Drive | East of Twinvale Drive | 6,355 | 1.20 | Sidepath | \$ 445,322 | TBD |
| Greenbridge Drive | Research Forest Drive | College Park Drive | 10,070 | 1.91 | Bike Lane | \$ 381,431 | TBD |
| Buckalew Elementary Path | Millport Drive | Nickaburr Creek Path | 3,471 | 0.66 | Shared Use Path | \$ 476,595 | TBD |
| St. Luke's Way | College Park Drive | Hope Road | 3,654 | 0.69 | Sidepath | \$ 256,051 | TBD |
| Shadowbend Place | Research Forest Drive | W. Panther Creek Drive | 9,672 | 1.83 | Bike Lane | \$ 366,356 | TBD |
| Galatas Elementary Path | N. Greenvine Circle | Kuykendahl Road | 9,596 | 1.82 | Shared Use Path | \$ 1,317,605 | TBD |
| St. Luke's Way | St. Luke's Way | IH-45 Service Road | 1,141 | 0.22 | Sidepath | \$ 79,955 | TBD |
| Panther Creek Drive Loop | Woodlands Parkway (East) | Woodlands Parkway (West) | 24,761 | 4.69 | Bike Lane | \$ 1,364,733 | TBD |
| Bush Elementary School Path | Panther Branch Path | Buckshot Lane | 7,621 | 1.44 | Shared Use Path | \$ 1,046,422 | TBD |
| Six Pines Drive | Research Forest Drive | Lake Front Circle | 2,369 | 0.45 | Sidepath | \$ 166,006 | TBD |
| Lake Woodlands Drive | Lake Front Circle | IH-45 Service Road | 6,613 | 1.25 | Bike Lane | \$ 450,877 | TBD |
| Coldbrook Circle Connector Path | Greenbridge Drive | Coldbrook Circle | 354 | 0.07 | Shared Use Path | \$ 48,607 | TBD |
| Lake Front Circle | Grogans Mill Road | IH-45 Service Road | 4,243 | 0.80 | Sidepath | \$ 297,325 | TBD |
| Millbend Drive | Grogans Mill Road | Grogans Mill Road | 14,183 | 2.69 | Bike Lane | \$ 967,003 | TBD |
| East Woodlands Country Club Path | Bear Branch | Lake Woodlands Drive | 3,886 | 0.74 | Shared Use Path | \$ 533,578 | TBD |
| Mall Ring Road | Pincroft Drive | West Mall Entrance | 1,271 | 0.24 | Sidepath | \$ 89,064 | TBD |
| Powell Elementary Path | Cochran's Crossing | Millennium Forest Path | 2,073 | 0.39 | Shared Use Path | \$ 284,639 | TBD |
| Timberloch Place | Grogans Mill Road | Waterway Court | 3,096 | 0.59 | Sidepath | \$ 216,950 | TBD |
| Millennium Forest Path | Research Forest | Bear Branch Path | 2,863 | 0.54 | Shared Use Path | \$ 393,112 | TBD |
| Timberloch Place | 1200 Timberloch Place | IH-45 Service Road | 706 | 0.13 | Sidepath | \$ 49,472 | TBD |
| Alden Bridge Sports Park Path | Alden Bridge Sports Park | Cochran's Crossing Drive | 2,210 | 0.42 | Shared Use Path | \$ 303,450 | TBD |
| Sawdust Road | East of Grogan's Point Road | South of S. Millbend Drive | 3,350 | 0.63 | Sidepath | \$ 234,749 | TBD |
| Bear Branch Sports Fields Southwest Connector Path | Bear Branch Path | South of Golden Shadow Circle | 3,987 | 0.76 | Shared Use Path | \$ 547,446 | TBD |
| Grogan's Mill Road | Millpark Drive | Sawdust Road | 4,867 | 0.92 | Sidepath | \$ 341,052 | TBD |
| Gosling Road | College Park Drive | Creeside Forest Drive | 27,316 | 5.17 | Shared Use Path | \$ 3,750,698 | TBD |
| Sawdust Road | Sawmill Road | South Park | 3,176 | 0.60 | Sidepath | \$ 222,556 | TBD |
| FM 1488 | Kuykendahl Road | College Park Drive | 3,092 | 0.59 | Sidepath | \$ 216,670 | TBD |

Figure J.2 Long-Term Project Recommendations

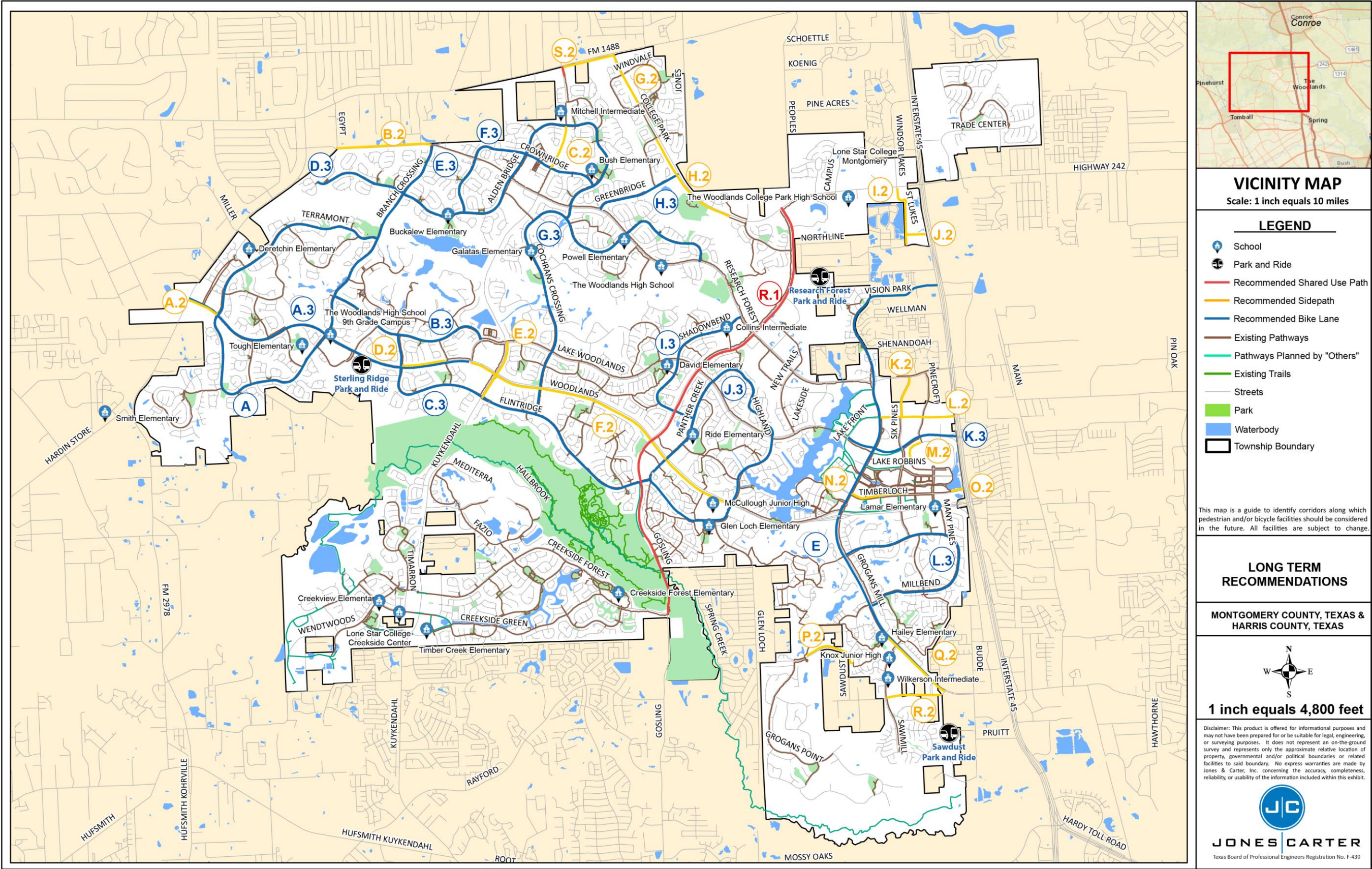


Revised Long-Term Project Recommendations

After removing controversial shared-use paths along drainage and/or utility easements, the remaining Medium-Term and Long-Term projects were combined into what will be referred to from here forward as “Long-Term Recommendations”. These are projects that were not controversial in nature and that contribute to the overall connectivity of The Woodlands Township by creating a complete bicycle and pedestrian network. The Revised Long-Term Recommendations can be seen in **Figure J.3**, below.

- Note the shared use path projects located along drainage or utility easements have been removed per the direction of The Board of Directors.

Figure J.3 Revised Long-Term Recommendations



The revised Long-Term Recommendations are outlined in **Table J.5**, below.

Table J.5 Long Term Pedestrian and Bicycle Facilities (Combined Medium and Long-Term)

| Roadway | Begin | End | Facility Type | Cost | Map Label |
|---|-------------------------------|----------------------------|-----------------|----------------------|-----------|
| Terramont Drive/Branch Crossing Drive | Terramont Drive | Branch Crossing Drive | Bike Lane | \$ 1,212,854 | A |
| Grogans Mill Road/Vision Park Boulevard | IH 45 Southbound Fontage Road | Sawdust Road | Bike Lane | \$ 1,130,317 | E |
| Gosling Road | College Park Drive | Creekside Forest Drive | Shared Use Path | \$ 3,750,698 | R.1 |
| Woodlands Parkway | FM 2978 | Branch Crossing Drive | Sidepath | \$ 130,268 | A.2 |
| Research Forest Drive | Egypt Lane | Branch Crossing Drive | Sidepath | \$ 382,395 | B.2 |
| Kuykendahl Road | Alden Bridge Drive | Crownridge Drive | Sidepath | \$ 182,614 | C.2 |
| Woodlands Parkway | Flintridge Drive | Forestgate Drive | Sidepath | \$ 176,797 | D.2 |
| Kuykendahl Road | Lake Woodlands Drive | Flintridge Drive | Sidepath | \$ 257,033 | E.2 |
| Woodlands Parkway | Lake Woodlands Drive | East Panther Creek Drive | Sidepath | \$ 1,231,346 | F.2 |
| College Park Drive | FM 1488 | E. Windvale Circle | Sidepath | \$ 215,478 | G.2 |
| College Park Drive | Northway Drive | East of Twinvale Drive | Sidepath | \$ 445,322 | H.2 |
| St. Luke's Way | College Park Drive | Hope Road | Sidepath | \$ 256,051 | I.2 |
| St. Luke's Way | St. Luke's Way | IH-45 Service Road | Sidepath | \$ 79,955 | J.2 |
| Six Pines Drive | Research Forest Drive | Lake Front Circle | Sidepath | \$ 166,006 | K.2 |
| Lake Front Circle | Grogans Mill Road | IH-45 Service Road | Sidepath | \$ 297,325 | L.2 |
| Mall Ring Road | Pinecroft Drive | West Mall Entrance | Sidepath | \$ 89,064 | M.2 |
| Timberloch Place | Grogans Mill Road | Waterway Court | Sidepath | \$ 216,950 | N.2 |
| Timberloch Place | 1200 Timberloch Place | IH-45 Service Road | Sidepath | \$ 49,472 | O.2 |
| Sawdust Road | East of Grogan's Point Road | South of S. Millbend Drive | Sidepath | \$ 234,749 | P.2 |
| Grogan's Mill Road | Millpark Drive | Sawdust Road | Sidepath | \$ 341,052 | Q.2 |
| Sawdust Road | Sawmill Road | South Park | Sidepath | \$ 222,556 | R.2 |
| FM 1488 | Kuykendahl Road | College Park Drive | Sidepath | \$ 216,670 | S.2 |
| Woodlands Parkway | FM 2978 | Lake Woodlands Drive | Bike Lane | \$ 671,501 | A.3 |
| Sterling Ridge Drive | Branch Crossing Drive | Lake Woodlands Drive | Bike Lane | \$ 402,643 | B.3 |
| Carlton Woods/Flintridge Drive | Sterling Ridge Drive | S. Panther Creek Drive | Bike Lane | \$ 986,239 | C.3 |
| Alden Bridge Drive | Shimmerwood Drive | Cochran's Crossing Drive | Bike Lane | \$ 1,081,674 | D.3 |
| Branch Crossing Drive | Terramont Drive | Research Forest Drive | Bike Lane | \$ 240,260 | E.3 |
| Crownridge Drive | Alden Bridge Drive (East) | Alden Bridge Drive (West) | Bike Lane | \$ 474,270 | F.3 |
| Cochran's Crossing Drive | Flintridge Drive | Research Forest Drive | Bike Lane | \$ 1,107,545 | G.3 |
| Greenbridge Drive | Research Forest Drive | College Park Drive | Bike Lane | \$ 381,431 | H.3 |
| Shadowbend Place | Research Forest Drive | W. Panther Creek Drive | Bike Lane | \$ 366,356 | I.3 |
| Panther Creek Drive Loop | Woodlands Parkway (East) | Woodlands Parkway (West) | Bike Lane | \$ 1,364,733 | J.3 |
| Lake Woodlands Drive | Lake Front Circle | IH-45 Service Road | Bike Lane | \$ 450,877 | K.3 |
| Millbend Drive | Grogans Mill Road | Grogans Mill Road | Bike Lane | \$ 967,003 | L.3 |
| TOTAL | | | | \$ 19,779,506 | |

Removed Shared Use Path Recommendations

Due to community disapproval, shared use path projects within drainage or utility easements were removed from the Plan; however, if the Township has a need to increase the amount of pedestrian and bicycle facilities that do not conflict with vehicular traffic in the future, these recommendations would create a complete pedestrian and bicycle network. The removed shared use paths can be seen on the following map. These connections provide additional access for walkers, runners, and cyclists throughout The Woodlands. In some cases, these routes identified on the map are already being used by pedestrian and/or bicyclists in the community; however, the addition of these to the Plan would formalize their use and ensure maintenance. **Figure J.4** shows all shared use paths that were identified as potential connections but removed after community disapproval.

Figure J.4 Removed Shared Use Path Facilities (From All Terms)

