



# **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.

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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>	All prioritization changes will be taken into consideration.
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 the Township 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 consistently ignore traffic laws (not just a broad generalization) whether it be traffic signals, stop signs or rights of way no matter what Article 2 of the Bicycle and Pedestrian Ordinance 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 suggestions 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.

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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 pedestrian 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 hobbist 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 Cochran's 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 Cochran's 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 reckless.	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 Blvd to Hughes Landing Blvd. 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 implementation 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 continuous 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	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	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.
42	All	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.	0
43	all	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.	Thank you for your comment.
44	5-13	given drainage problems along cochrans crossing, how will the bear branch drainage easement shared use path help these problems?	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.
45	Executive Summary - v	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.	Costs for these facilities have been built into The Woodlands budget. Additionally, there are grant opportunities exclusively for these facilities.
46	Executive Summary Page 5	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.	This issue is outside the scope of this planning project.
47	C5 Pg 19	Is there budget for potential increase in pathway maintenance and bike patrols due to the increased traffic should activation not prove effective?	This issue is outside the scope of this planning project.
48	281-650-0836	Maybe e bikes could use the trails	Thank you for your comment.
49	All of it	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!	Thank you for your comment.
50		Like the usage of wetland and utility right of ways which minimize people/car interaction. These new paths should be prioritized.	All prioritization changes will be taken into consideration.
51	7-3	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.	Thank you for your comment.
52		Overall, I support the plan in its totality	Thank you for your support of this plan.
53		Keep cyclist safe.	Thank you for your comment.
54	4-7	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.	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.
55	5-13	given the economy, we want to spend \$3 million to destroy wildlife?	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.
56	I couldn't fin in the plan. What isn't in the plan is really what concerns me.	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.	This issue is outside the scope of this planning project.
57	C5 Pg 20	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.	Thank you for your comment.
58	Opposed all of it	Use the pathways! Why build him if you are not going to use them!	Thank you for your comment.
59		Would like to see even less people/car interaction and implementation of pedestrian bridges or underpasses as much as possible.	All facility recommendations will be reviewed by the study team and taken into consideration for inclusion in the plan.
60	7-3	Bike Month, specially the last one, was an excellent program that should be repeated every year with proper funding.	Thank you for your feedback.
61		Keep our community healthy	Thank you for your comment.
62	4-11	Figure 4.12 - Do you know how many people actually use the pedestrian bridge? Not very many...	Thank you for your comment.
63	4-14	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?	Additional suggested facilities will provide access to homes and businesses and create a comprehensive pedestrian and bicycle network.
64	C6 Pg 7	I love the way finding concept in Figure 6.6. It fits naturally with the landscape. And digital wayfinding? Sign me up!	Thank you for your support of this plan.
65	Opposed all of it!	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!	Thank you for your comment.
66		Summit County Colorado has a beautiful example of "rec paths" that flow people even along Interstate Highways with almost no people/car interaction.	Thank you for your comment.

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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 Cochran's 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 encroaching 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 thoroughfares.	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		<a href="#">Comment 81 Email</a>	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		<a href="#">Comment 82 Email</a>	0
83		<a href="#">Comment 83 Email</a>	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		<a href="#">Comment 84 Email</a>	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		<a href="#">Comment 85 Email</a>	Thank you for your support of this plan.
86		<a href="#">Comment 86 Letter</a>	Thank you for your comment.
87		<a href="#">Comment 87 Letter</a>	All facility recommendations will be reviewed by the study team and taken into consideration for inclusion in the plan.
88		<a href="#">Comment 88 Email</a>	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 it's 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 peoples 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 seems 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 Committe. 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 Cochrin Crossing & Kuykenhahl, and I have observed cyclist running the stop sign at the enterance 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 teh 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 teh 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 mulitple 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 through out 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		<a href="#">Comment 126</a>	Thank you for your support of this plan.
127		<a href="#">Comment 127</a>	Thank you for your comment.
128		<a href="#">Comment 128</a>	All facility recommendations will be reviewed by the study team and taken into consideration for inclusion in the plan.
129		<a href="#">Comment 129</a>	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		<a href="#">Comment 130</a>	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		<a href="#">Comment 131</a>	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		<a href="#">Comment 132</a>	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		<a href="#">Comment 133</a>	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		<a href="#">Comment 134</a>	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	4	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	4	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 maintenance 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 Bridge 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	5	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 neighborhood 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		hjhjh	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 Pedestrian 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, opening more gateways to get in and out would increase traffic and with that crime. If nothing else the Township should consider gating the entry ways and have security guards on duty.	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 separates 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 overall 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 pathways 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, and cul-de-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 wildlife ....fewer deer sitings, less wildlife 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 nothing 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 hghly 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.
281		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 nothing 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>	<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>
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>	<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>
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>	<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>
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 &amp; Joan Prochaska                      The Woodlands, September 22, 2016</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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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> <ol style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>3) Area is in the flood plan. Adding concrete or rock path materials will increase potential flooding in the surrounding homes.</li> <li>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.</li> <li>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</li> </ol> <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> <ol style="list-style-type: none"> <li>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</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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</li> <li>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.</li> </ol> <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 nothing 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 debris 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 nothing 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 &amp; 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 &amp; SJRA drainage ditches &amp; 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		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:  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.  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.  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.	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 volumes 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.
360		Stop project	Thank you for your comment.
361		Stop project	Thank you for your comment.
362		Stop project	Thank you for your comment.
363		Stop project	Thank you for your comment.
364		Stop project	Thank you for your comment.
365		Stop project	Thank you for your comment.
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		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.	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.
371		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.	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.
372		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.	0
373		I am completely and totally AGAINST any of this plan without a VOTE!!	Thank you for your comment.
374		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!!!!	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.
375		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.	0
376		I live in the Shadowpoint neighborhood that would be directly affected by this prosed 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.	Upon approval and design of each facility, a more detailed study of effects to the ecosystem, drainage, and other impacts will be performed.
377		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 ???	Thank you for your comment.
378		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.	Thank you for your comment.
379		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!	This is a public comment period in which we seek comments only.
380		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	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.
381		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.	Thank you for your comment.
382		This is not a survey....it's just a way to record comments. I was expecting to answer some specific questions...	This is a public comment period in which we seek comments only.

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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 STOPPING AT THEM WHEN CARS ARE STOPPING 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 thoroughfares 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		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.	
421		This plan represents excellent work and it will give The Woodlands needed direction in making improvements in the future. I am very pleased!	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 of 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 or 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 &amp; 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:  <input checked="" type="checkbox"/> 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 &lt;-&gt; SH 2978) and North/South (SH 242/1488 &lt;-&gt; Creekside) bicycle friendly corridors which will serve as the backbone to The Woodlands Bicycle Network.  <input checked="" type="checkbox"/> 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.  <input checked="" type="checkbox"/> Complete streets design principles should be incorporated in all future roadway design &amp; 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.  <input checked="" type="checkbox"/> 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, &amp; 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>

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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.