

Friendswood Active Transportation Plan

Appendix 2. Stakeholder and Community Engagement

Prepared By:

THE GOODMAN CORPORATION

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Houston-Galveston Area Council

FRIENDSWOOD TEXAS

MEETING SUMMARY

Houston + Austin, TX
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Friendswood Active Transportation Plan
Steering Committee Meeting 1 – Meeting Summary

Date	Wednesday, June 25, 2025
Time	1:00 PM – 3:00 PM
Location	Friendswood Fire Station #1, Training Room, 1610 Whitaker, Friendswood, Texas 77546

On Wednesday, June 25, 2025, the Friendswood Active Transportation Plan project team hosted the inaugural Steering Committee Meeting at the Friendswood Fire Station. Attendees included local and regional active transportation partners, including representatives from the City of Friendswood, H-GAC, Harris County Engineering Department, Harris County Flood Control District, and Galveston County. Steering Committee members were introduced to the project team, the Friendswood Active Transportation Plan project and project website, reviewed and discussed many of the City's existing condition, and participated in two activities: an online, live poll to collect open ended feedback on the plan's goals and objectives, and a table top map activity to provide feedback on opportunities and constraints for active transportation in Friendswood. Committee members were encouraged to promote public engagement efforts to their colleagues and network.

Meeting Summary

Introductions

The City of Friendswood, Houston-Galveston Area Council, consultant team, and committee introduced themselves; 11 committee members were present (refer to Attachment 1 – Sign In Sheet). To view the final presentation, as well as the Mentimeter polling results, refer to Attachment 2 – Presentation.

Friendswood Active Transportation Plan Introduction

The consultant described the purpose, need, and scope of the Friendswood Active Transportation Plan (Plan), as well as the project timeline and roles and responsibilities of the Steering Committee. The Steering Committee discussed their ideas for an overall vision and goals for active transportation in Friendswood. Ultimately, the Plan will outline a citywide active transportation network to establish safe, multimodal connections for residents to walk, bike, or roll across Friendswood, including recommendations and phased implementation strategy with specific projects that can be budgeted for as funding becomes available.

Friendswood Existing Conditions Assessment

The consultant provided an overview of existing conditions in Friendswood, including demographic trends in overall population, households with individuals under 18 or over 60, and households without access to a vehicle; points of interest like schools, parks, commercial areas, religious institutions, and government buildings; existing active transportation infrastructure; flooding and

drainage patterns; bicycle and pedestrian crash information; urban heat islands; tree canopy; health characteristics; and origin-destination and walkshed analyses.

Summary of Discussion:

- The committee discussed the use of trails, sidewalks, and other active transportation infrastructure for recreation versus utilitarian (transportation) purposes and questions around potential discretionary funding opportunities. The consultant explained that the inherent relationship between recreation and utilitarian uses for active transportation, and how projects recommended for funding for the Friendswood Active Transportation Plan will need to have a nexus with transportation nexus to competitive for these funding opportunities.
- Committee members were interested in the data source and how it was utilized in the existing conditions analysis. The project team used data from Replica, gathered directly from H-GAC and discussed how the model is built, including the assumptions and modeling that is done for this program.
- The consultant described how Transportation Analysis Zones (TAZ) were created and explained that internal TAZ trips are included in the analysis (and are the most frequently generated trip in Friendswood).
- The committee discussed the potential for amenitizing utility easements for trail purposes. The project team confirmed this is a major opportunity area to review, and that easements were analyzed in the existing conditions assessment.
- The consultant explained that the plan likely include recommendations for both new infrastructure and retrofitting existing infrastructure, but these types of decisions will also be informed by public and stakeholder engagement.

Public Engagement Overview

The consultant team provided an overview of the opportunities for engagement, including the project website, online survey and interactive map, pop-up at the upcoming July 4th celebration at Stevenson Park, walk/bike audits, stakeholder meetings, and public outreach events. The online survey and map are active now and will be available through August 15, 2025. Dates, times, and locations for the walk/bike audit, stakeholder meetings, and public outreach events will be determined at a later date.

Committee Exercises

Activity 1: Plan Goals and Objectives Mentimeter Activity

The consultant led the Committee through a series of questions using an online, real-time poll, Mentimeter (refer to Attachment 2). Below outlines each question and the answers recorded for each response.

- What are the best things about Friendswood today?
    - Trees (5x)
    - Community (4x)
    - Parks (4x)
    - Small, quiet town (2x)
    - Clear Creek access
    - Public activities
    - Growth
    - Prairie
    - The scenery
    - Stevenson Park
    - Low density development

- What are your favorite places in Friendswood? (Word size indicates number of times it was mentioned)



- What is the biggest challenge or barrier to active transportation in Friendswood?
  - Funds/Funding (3x)
  - Right-of-way (2x)
  - Traffic (2x)
  - Connectivity (2x)
  - TxDOT Roadways (2x)
  - Creeks
  - Low density development
  - Lack of off-road trails
  - Section 404 (U.S Army Corps of Engineers permitting process)
  - Multiple high speed roadways
  - Habits
  - Heat/weather
  - Biking and walking connections to schools
  - Neighborhood connections to schools

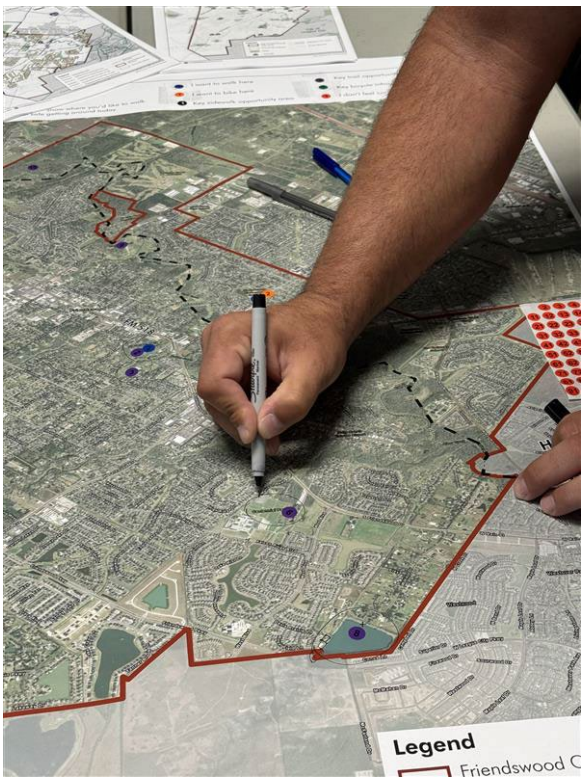
- What are the biggest opportunities for active transportation in Friendswood?
  - Connectivity (3x)
  - Healthier communities
  - Creek side trails
  - Existing right-of-way with sufficient width
  - Off-street hike and bike path
  - Biking and walking connections to schools
  - Light rail and bus lines
  - Existing infrastructure
  - Shaded pathways
  - Neighborhood connections to commercial areas
  - New development

Activity 2 - Opportunities Mapping

The committee split into three groups, each with a large-scale map of Friendswood. A member of the consultant team worked with each group to identify potential opportunities for active transportation by placing numbered dots on the map indicating the following areas/locations:

- I want to walk here.
- I want to bike here.
- Key sidewalk opportunity
- Key trail opportunity
- Key bicycle infrastructure opportunity
- I don't feel comfortable walking or biking here.

To review the locations and map markups, please see Attachment 3 – Map Summary.



Summary of Potential Opportunities

Opportunity	Dot Count
I want to walk here	14
I want to bike here	20
Key sidewalk opportunity	8
Key trail opportunity area	26
Key bicycle infrastructure opportunity area	0
I don't feel comfortable walking here	3

Dot Location and Sentiment Summar

Location / Area	Type of Input	Comment(s)
Clear Creek Corridor (north Friendswood)	Trail, Walk, and Bike Opportunities	• Several responded with interest in biking and walking here, also asking for a trail
FM 518 Corridor (Main St)	Sidewalk Opportunities and Comfort Concerns	• Several concerns about walkability and safety, asking for improvements in sidewalks
Downtown Area (FM 518 & FM 528 intersection)	Development and Walkability	• Identified as the beginning of Downtown • Expressed desire to walk and bike in this area
Northeast portion of FM 528 past Clear Creek	Developments and Safety Concerns	• Currently has a new City Center development underway south of FM 528 • Safety concerns at FM 528 and border of boundary • A lot of requests in this area for sidewalk improvements
Brazoria County Border	New Developments, Request for Trail and Biking Opportunities	• New Developments were pointed out in the west and south portions of the Friendswood boundary • Alongside the west border of the boundary, several indicated opportunities for trails and biking
W Parkwood Avenue (Center of Boundary)	Safety Concerns and Requests for Walkability Improvements	• There was a pedestrian fatality in this cluster of dots • Requests for walkability and sidewalk improvements accompany the safety concern dot

Summary of Discussion by table:

- Table 1 discussed the following:
  - Emphasis on access to parks; connections between parks and schools were a top priority.
  - Adding infrastructure within existing utility easements.
  - FM 528 is already heavily used as a bike facility. Sometimes bikers will even use vehicle lanes and slow down traffic/create dangerous situations.
  - Interest in recreational water activities such as kayaking; connections to these activities/areas are important

- Table 2 discussed the following:
  - Bridges on FM 518 need additional pedestrian access; Pedestrians walk along the median today

  - Drainage; open ditches are still allowed instead of sidewalks in the code of ordinances for new subdivision development
  - Access to Stevenson Park was also heavily discussed, as it is the main community gathering center
  - The high crash location along FM 528, near the intersection of Blackhawk Boulevard; Clear Creek ISD does not allow students to walk and has revised its busing policy to pick up students north of FM 528.

- Table 3 discussed the following:
  - New parks and biking opportunities
  - Opportunities to partner with Harris County and H-GAC to create trails that connect to the Harris County parks and trails
  - Downtown is a key connection opportunity area
  - Extending sidewalks along the bridge at FM 528
  - Creating a trail loop within the city of Friendswood

After the mapping activity, the committee was asked a final question via Mentimeter poll: Imagine it's 2040. What do you hope this plan has achieved:



Meeting Close Out & Next Steps

The consultant reviewed the next steps and project timeline with the committee and adjourned the meeting. The next steps for the Friendswood Active Transportation Plan include:

- Pop-up Event: July 4th celebration at Stevenson Park
- Online Survey – open now until August 15, 2025
- Identify opportunities and gaps: July – October 2025
- Fall 2025
  - Public outreach event
  - Walk/bike audit
  - Develop recommendations

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MEETING SUMMARY

Friendswood Active Transportation Plan
Pop-Up Event 1 – Meeting Summary

Date	Friday, July 4, 2025
Time	10:00 AM – 2:00 PM
Location	Stevenson Park, 1100 S Friendswood Dr, Friendswood, TX 77546

On Friday, July 4, 2025, the Friendswood Active Transportation Plan project team attended the City of Friendswood's 4th of July Celebration event at Stevenson Park to engage the public and gather feedback on areas of the community where residents wanted new active transportation infrastructure, including areas where they did not feel safe to walk or bike today. Overall, the project team engaged with approximately 60 community members and collected input through a tabletop mapping activity. The team also used the pop-up event as an opportunity to promote the available online engagement tools by distributing informational flyers and provided a QR code to scan at the table. The mapping activity presented to the community during this pop-up event was the same mapping activity that the Steering Committee participated in on June 24, 2025.





Meeting Flyers

Several meeting flyers were prepared to advertise the project and the associated online engagements. A full-page flyer was prepared in both English and Spanish, as well as a half-page flyer that provided QR codes to the project website and online engagement activities (refer to Attachment 1).

Meeting Summary

The pop-up event engagement activity featured a large-scale map of the City of Friendswood. The project team worked with the community at the event to identify potential opportunities for active transportation by placing different colored, numbered dots on the map. Different dot colors represented different categories of comments, summarized in Table 1.

Table 1. Mapping Activity Dot Categories and Count

Dot color	Comment	Count
	I want to walk here	7
	I want to bike here	4
	Key sidewalk opportunity area	4
	Key trail opportunity area	6
	Key bicycle infrastructure opportunities	1
	I don't feel comfortable walking or biking here	2

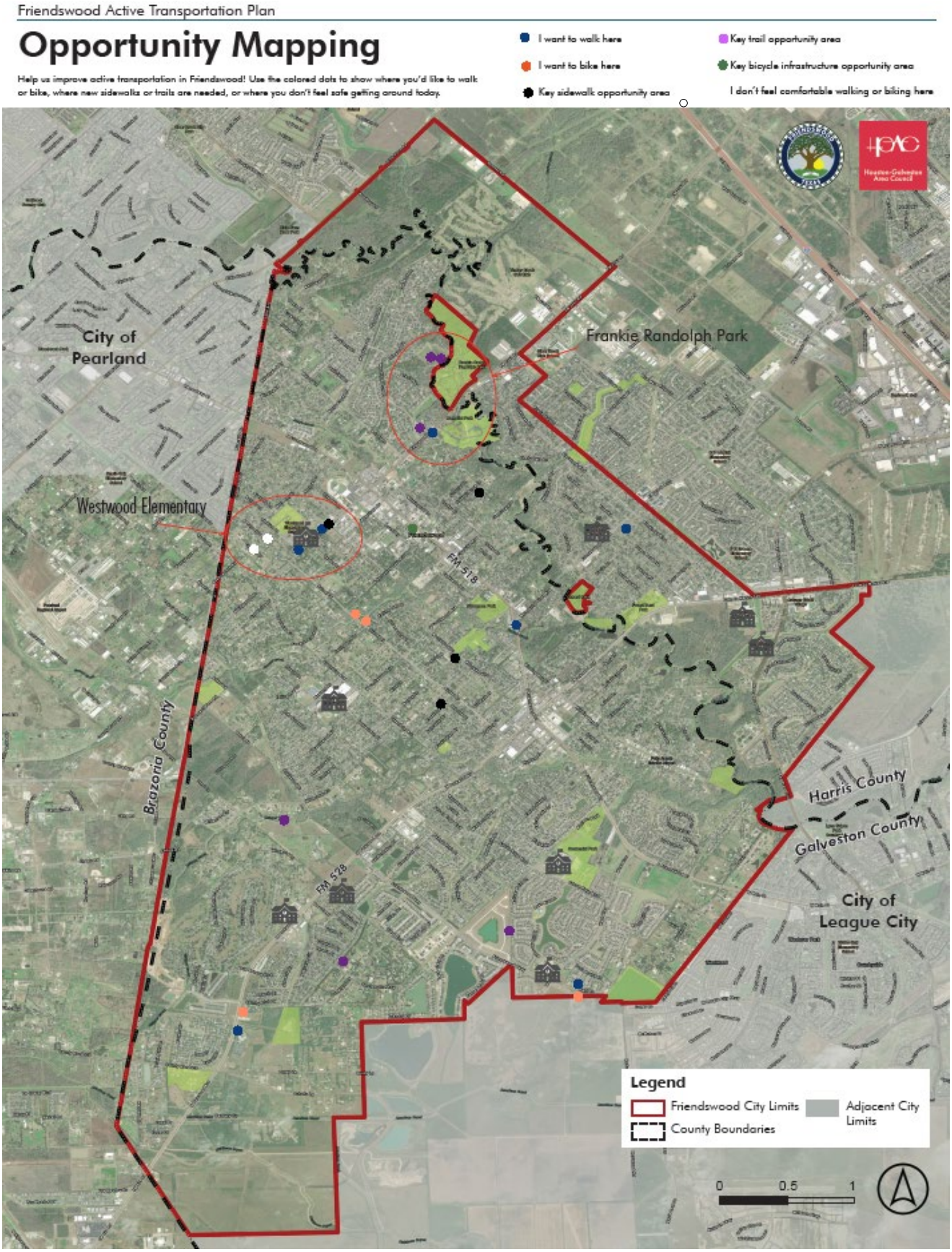
There are several dots located around Westwood Elementary School. Two dots indicated that people want to walk in this location (blue dots), as well as one dot stating this is a key sidewalk opportunity (black dot) – all along Edgewood Drive. However, two white dots in proximity to the school indicate that some do not feel comfortable walking or biking in this location.

All "I want to walk here" comment locations (blue dots) are approximately within 0.5-miles from parks or schools. Several additional key sidewalk opportunities are noted in neighborhoods throughout Friendswood.

Trail opportunities (purple dots) are spread throughout the city, a trail connection to Frankie Carter Randolph Park, particularly from the neighborhoods to the west and south. Several other trail opportunities were identified in easements behind residential areas or in local creeks or other natural areas.

Locations of comments received during the pop-up event are illustrated in Figure 1. Locations of comments from both the pop-up event and Steering Committee meetings have also been added to an online interactive map: https://www.google.com/maps/d/u/1/edit?mid=1tv5BOd9ZIB6o1UwVYb25nE1CRUzX0m8&usp=sharing.

Figure 1. Pop-Up Event Dot Locations



Attachment 1. Meeting Flyers



Figure 2. Full page flyer in English.

130ª Celebración Anual del 4 de Julio en Friendswood

4 de julio de 2025
10 a.m. - 2 p.m.

Stevenson Park
1100 S Friendswood Dr, Friendswood, TX 77546

Plan De Transporte Activo De Friendswood



Evento del 4 de julio

Ven y visítanos para dar tu opinión y aprender sobre el Plan de Transporte Activo de Friendswood.

Temas Cubiertos

¡Muéstrenos cómo USTED utiliza el transporte activo en Friendswood! Queremos saber dónde y cómo podemos mejorar el acceso, la conectividad y la seguridad en su comunidad.

- Acceso
- Conectividad
- Seguridad

Antecedentes del Proyecto

Este plan tiene como objetivo facilitar, hacer más seguro y más divertido el caminar, andar en bicicleta y explorar su comunidad. El plan servirá como una guía para las prioridades a corto y largo plazo en el transporte activo en Friendswood.

¿No puede asistir a la celebración del 4 de julio? ¡No hay problema! Escanee el código QR y compártanos su opinión en línea. El período de participación pública es del 4 de julio al 15 de agosto.

https://engage.h-gac.com/friendswood-active-transportation-plan

Figure 3. Full page flyer in Spanish.



Figure 4. Half page flyer in English.



Figure 5. Half page flyer in Spanish.

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MEETING SUMMARY

Friendswood Active Transportation Plan
Stakeholder Committee Meeting #1 – Meeting Summary

Date	Thursday September 4, 2025
Time	8:00 AM – 12:00 PM
Location	Friendswood Public Library, 416 S Friendswood Dr, Friendswood, TX 77546

On Thursday, September 4, 2025, the Friendswood Active Transportation Plan project team hosted the first Stakeholder Committee Meeting at the Friendswood Public Library. Attendees included community members, representatives from the City of Friendswood, H-GAC, Galveston County Consolidated Drainage District, and City of League City. The purpose of the meeting was to introduce the stakeholders to the Friendswood Active Transportation Plan and better understand their experiences with and desires for active transportation options in Friendswood, to participate in a walk audit, and identify opportunities for and barriers to active transportation in Friendswood.

The project team engaged with approximately nine community stakeholders along with multiple representatives from involved government agencies. The team collected 25 data points from the mapping exercise and over 800 observation notes from the walk audit. The meeting sign-in sheet, presentation, walk audit information, and other meeting materials are in the Appendix.

Introductions
The project team, stakeholders, and government representatives introduced themselves and their relation to active transportation in Friendswood. Each attendee had a name card placed at their seat.

Introduction to Friendswood Active Transportation Plan
The project team presented the plan vision and goals, project timeline, and asked participants to describe the best things about Friendswood using an online poll. Participants mentioned trees, parks, and recreational activities, the safe, small town feel with many small businesses, and good schools and affordability were the best things about Friendswood today.

Existing Conditions Assessment
The project team presented the existing conditions including a demographic overview, locations of points of interest, and summaries of existing active transportation infrastructure, flooding and drainage, traffic safety related to bicycle and pedestrian, natural and built environment, and health characteristics of the community. The project team also reviewed and discussed methodology and results for an origin-destination analysis for both walking and bicycle trips in and around Friendswood and a walkshed analysis around schools in Friendswood.

Community Engagement Overview

The project team reviewed ongoing and future opportunities for engagement, including the project website, online survey, and interactive mapping tool. A QR code and link to the project website - https://engage.h-gac.com/friendswood-active-transportation-plan - was also shared during the presentation.

Future opportunities for engagement include the public outreach event scheduled for the Fall of 2025 where the community will have the opportunity to learn about the Plan and provide input on their priorities for active transportation.

Activities

Stakeholders participated in two interactive activities – walk audit and table top map – each discussed in the following sections.

Walk Audit

Participants were given the option of participating in a Walk Audit to discuss and document their real-time physical experience with existing active transportation infrastructure in Friendswood. The objective of the Walk Audit was to observe and assess real-world walking conditions in Friendswood to inform practical, community-centered recommendations for safer and more connected active transportation. The following summarizes the walk audit, observations, and key takeaways. All walk audit route observations have been documented and are located in the Appendix.

Participants reviewed and signed H-GAC Talent Release and H-GAC Walk Audit Waiver and Release of Liability forms prior to the activity. Participants then split into two groups to assess key areas:

- Group A focused on a commercial corridor. Group A took a wheelchair to evaluate accessibility.
- Group B focused on a residential neighborhood. Group B took the stroller to evaluate the ease of walking with a small child.

Both groups observed intersections, sidewalks, crossings, connections to civic areas, and parks along a 0.7-mile route, then took a bus back to the library and reconvened to discuss key findings. Figure 1 illustrates the two routes.

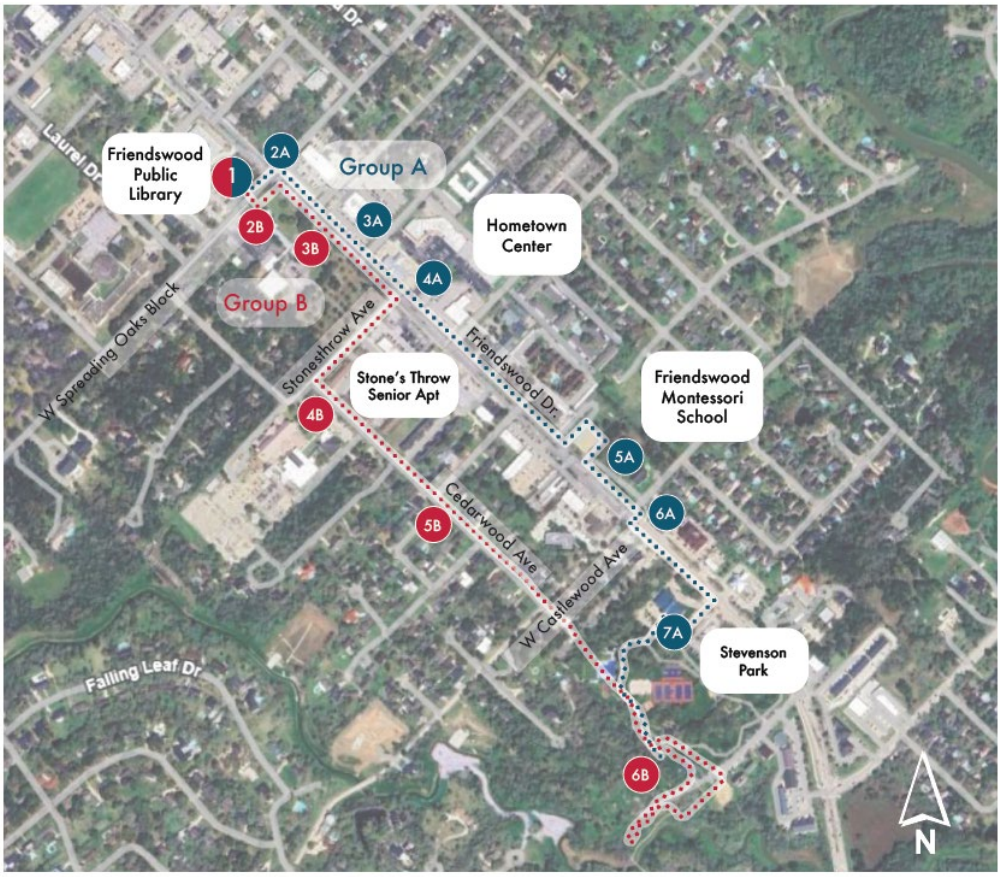


Figure 1. Friendswood Stakeholder Walk Audit Routes



Figure 2. Group A included seven participants. This image shows the group crossing an intersection taking observations on the way. The wheelchair is visible in the image.



Figure 3. Group B included eight participants. This image shows the group on a residential sidewalk taking observations and a noise reading. The stroller is visible in the image.

Key focus areas and takeaways include:

- Intersections & Crossings: Observers noted presence and visibility of traffic signals, stop signs, crosswalks, pedestrian signage, "push-to-walk" buttons, audible prompts, and appropriateness of location. Observers also noted crossing time, wait time, driver behavior, and pedestrian comfort. Pedestrian infrastructure such as crosswalks, traffic signals, and stop signs are present, but visibility, paint condition, and signal timing can limit safety and accessibility. Some crossings are long or abrupt, and ramps or tactile indicators are not always fully accessible. Driver behavior is generally respectful, though some areas feel rushed or potentially unsafe with vehicular speed.
- Sidewalks and Connections: Observers noted condition, surface consistency, separation from traffic, shade, width for passing or accessibility (wheelchairs), continuity, curb ramps, tactile indicators, and connection to storefronts. Sidewalk continuity and surface quality are inconsistent, with gaps, uneven materials, or missing segments in some areas. Narrow widths, driveway interruptions, and lack of buffers from traffic reduce comfort and safety for pedestrians, strollers, and wheelchair users. Shade and amenities are limited in some areas, affecting walkability and comfort, particularly in hot conditions.
- Accessibility: Observers noted safety, separation from traffic, condition, shade, accessibility, and pedestrian comfort. Curb ramps, tactile indicators, and pedestrian-activated signals are often missing or inconsistent, limiting accessibility for people with disabilities. Grass or informal paths are sometimes used where sidewalks are absent, which can create safety and usability challenges. Observers also recorded ambient conditions, sound, and sentiment regarding comfort and safety while walking the route.
- Trails and Parks: Observers noted trail surface, shade, obstacles, width, accessibility, and park amenities including seating, shade, landscaping, drinking fountains, trash receptacles, and

signage. Trails and park pathways are generally smooth, shaded, and free of major obstacles, offering comfortable and enjoyable walking experiences. Some paths have narrow or changing surfaces, and connections to surrounding streets can be limited. Amenities such as seating, shade, signage, and landscaping enhance user experience.

The walk audit provided valuable insights that will directly inform the recommendations in the Friendswood Active Transportation Plan. Observations and feedback were gathered from participants representing a range of ages, abilities, transportation types, and community backgrounds, highlighting diverse perspectives on pedestrian safety, accessibility, and connectivity. These insights help identify priority improvements and design strategies that will create a more inclusive, comfortable, and well-connected active transportation network for everyone in Friendswood. Opportunities for improvement include:

- Improving sidewalk continuity, surface quality, and buffers from traffic.
- Enhancing intersection safety with better ramps, tactile indicators, and pedestrian signals.
- Providing more shade, seating, and direct connections to destinations.
- Strengthening links between trails, parks, and surrounding neighborhoods to improve overall walkability.

Tell us about Friendswood

Stakeholders participated in an interactive activity to provide insight regarding their perceived strengths and the biggest challenges to active transportation in Friendswood, as well as what they hope the plan will achieve by 2040. Participants answered one question during the project introduction and were asked to answer two additional questions after the walk audit – each discussed below.

What is the biggest challenge or barrier to active transportation in Friendswood?

Participants noted the biggest barriers and challenges to active transportation include:

- Connectivity to parks, trails, schools, and public services
- Car-focused nature of Friendswood
- Missing or inconsistent sidewalks, some areas lack ADA compliance
- Lack of bike lanes
- Cost and prioritization of building and maintaining sidewalks

Imagine it's 2024. What do you hope this plan has achieved?

A word cloud was generated based on participant feedback to this question:



Identify Potential Opportunities for Active Transportation – Table Top Map

Stakeholders participated in an engagement activity featuring a large-scale map of the City of Friendswood to identify and discuss opportunities for active transportation by placing different colored, numbered dots on the map. This activity was the same mapping activity that the Steering Committee participated in on June 24, 2025, and residents participated in at the July 4, 2025 Pop-up Event at Stevenson Park.



Figure 4. Stakeholders discuss and document active transportation opportunities in Friendswood

Different dot colors represented different categories of comments, summarized in Table 1. Overall, most of the dots and comments were focused on closing key gaps between existing trails and improving the pedestrian experience, especially for school children.

Table 1. Mapping Activity Dot Categories and Count

Dot color	Comment	Count
	I want to walk here	5
	I want to bike here	2
	Key sidewalk opportunity area	1
	Key trail opportunity area	12
	Key bicycle infrastructure opportunities	0
	I don't feel comfortable walking or biking here	5

The opportunities identified are mapped and displayed in Figure 5. Takeaways from the mapping activity include:

- Multiple participants expressed a desire for better off-street recreational connections by placing trail opportunities along existing waterways including Cowart, Clear, and Chigger Creeks throughout Friendswood.
- A suggestion was made for a kayak launch on Clear Creek in Memorial Park (see 1 on Figure 5) as well as a trail connection along Coward Creek near Falling Leaf Drive and Forest View Street as it was noted the detention work is already complete (see 2 on Figure 5).
- Falcon Ridge Boulevard was also identified as a trail opportunity as one stakeholder noted they like to walk along it to get to the Falcon Ridge Subdivision (see 3 on Figure 5).
- A red dotted trail (see 4 on Figure 5) was marked on the map indicating a desire for a full loop trail using Whittier Oaks Drive south through Oxnard Park and Forest Bend Park south to W Bay Area east to Friendswood Link Road to reconnect to Blackhawk Boulevard. This indicates a desire to collaborate with other partners as this suggestion uses Friendswood Link Road which borders unincorporated county land. The comment on this loop also mentioned that this is a low socio-economic area that needs walkable options for children to get to and from school.
- There are two dots on West Edgewood Dr leading to Westwood Elementary School, indicating participants do not feel comfortable walking or biking here (see 5 on Figure 5). A comment was left near Friendswood High School to "improve the walk network to the schools, this is a low socio-economic area. High school students [have to] run on [the] street from Friendswood High School to the Ag Barn" (see 6 on Figure 5).
- Multiple dots indicated a desire for sidewalks, including access to the Friendswood dog park and a pedestrian crossing at the Winding Way Drive and South Friendswood Drive intersection.

The opportunities identified by the stakeholders will be added to the master map of opportunities which also include input from the Steering Committee and community from the July 4 Pop-Up Event.

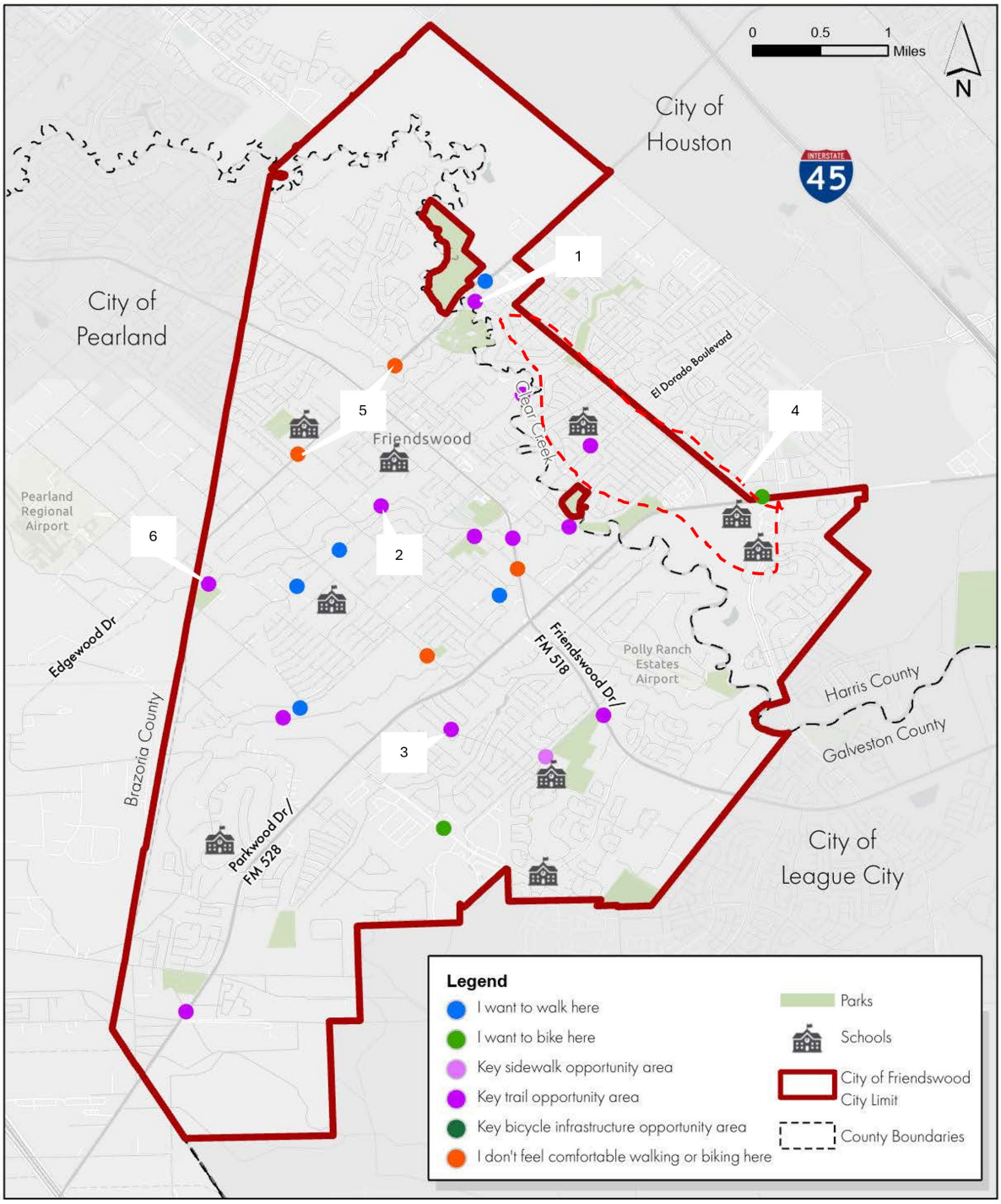


Figure 5. Opportunities Identified at Stakeholder Committee Meeting #1

Next Steps

Next steps were discussed, which included a request for stakeholders to share the online survey link with residents to increase participation before the survey closed on Monday, September 8, 2025. The project team informed stakeholders that the next phase of work includes analyzing the identified gaps and opportunities and developing the active transportation network and recommendations for review.

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Appendix

1. Meeting Agenda
2. Sign In Sheet
3. Presentation with results from Mentimeter poll questions
4. Walk Audit Summary
5. Opportunity Map with dots and sticky notes and pictures from the activity

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AGENDA

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Friendswood Active Transportation Plan
Stakeholder Committee Meeting 1

Date	Thursday, September 4, 2025
Time	8:30 AM – 12:00 PM
Location	Friendswood Library

Agenda

1. Introductions- 8:35 – 8:45
2. Introduction to Friendswood Active Transportation Plan – 8:45 – 8:50
3. Existing Conditions Assessment – 8:50 – 9:05
4. Community Engagement Overview – 9:05 – 9:10
5. Activities – 9:10 – 11:30
    a. Tell us about Friendswood – 9:10 – 9:15
    b. Walk Audit – 9:15 – 10:45
    c. Identify potential opportunities for active transportation – 11 – 11:30
6. Meeting Close Out & Next Steps – 11:30 – 12:00

FRIENDSWOOD ACTIVE TRANSPORTATION PLAN
STAKEHOLDER COMMITTEE #1 SIGN IN SHEET

NO	NAME	PHONE	EMAIL
1	Vijay Mahal	832-431-8172	V1221mahal@comcast.net
2	MATT HANKS	281-923-1525	MATTH@BRAZORIACOUNTYTX.GOV
3	Elita Caldwell	832-216-7826	elita@yfitnllc.com
4	Samantha Haritos	832-415-0899	sharitos@gccdd.dst.tx.us
5	Paige Bailey	~~832~~ 713 562 8909	pbailey@gccdd.dst.tx.us
6	Hank Digre	281-768-0145	
7	Ameena Padath	~~7~~13 471 5887	ameenapadath@league city.tx.gov
8	Marua Blackburn		mblackburn@friendswood.com
9	Season McPeek		smcpeek@friendswood.com
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Mentimeter

Friendswood Active Transportation Plan
Stakeholder Meeting #1

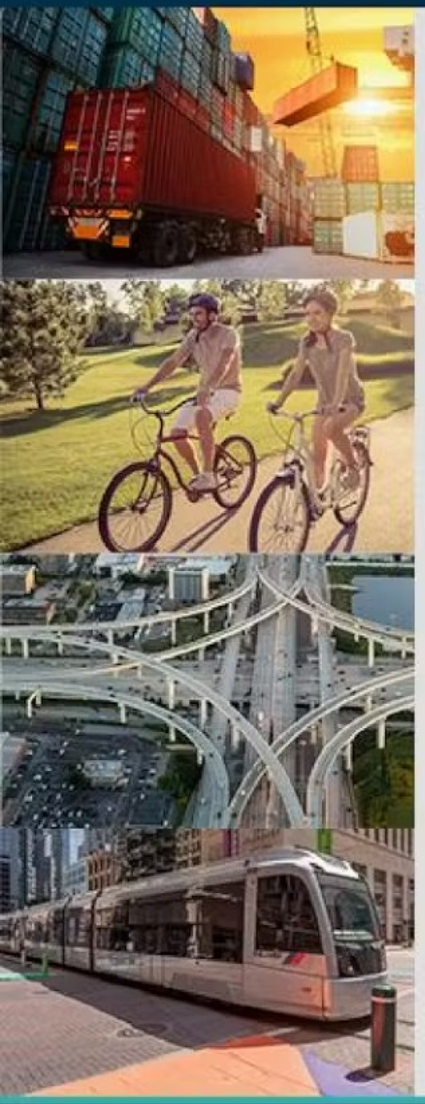




September 4, 2025

Regional Collaboration • Transportation Planning • Multimodal Mobility

Agenda



1. Introductions
2. Introduction to Friendswood Active Transportation Plan
3. Existing Conditions Assessment
4. Community Engagement Overview
5. Activities
    1. Walk Audit
    2. Mapping Activity
6. Meeting Close Out


Mentimeter
Introductions
METRO
Regional Collaboration • Transportation Planning • Multimodal Mobility

Project Team

Houston-Galveston Area Council

- Project Manager: Qun Zhao
- Deputy Project Manager: Rodney Sigua

FRIENDSWOOD TEXAS

- Project Manager: Marua Blackburn
- Deputy Project Manager: Jil Arias

THE GOODMAN CORPORATION

- Project Manager: Kristi Miller
- Deputy Project Manager: Madison Graham
- Subconsultants:

CASCADE CIVIL SERVICES, LLC

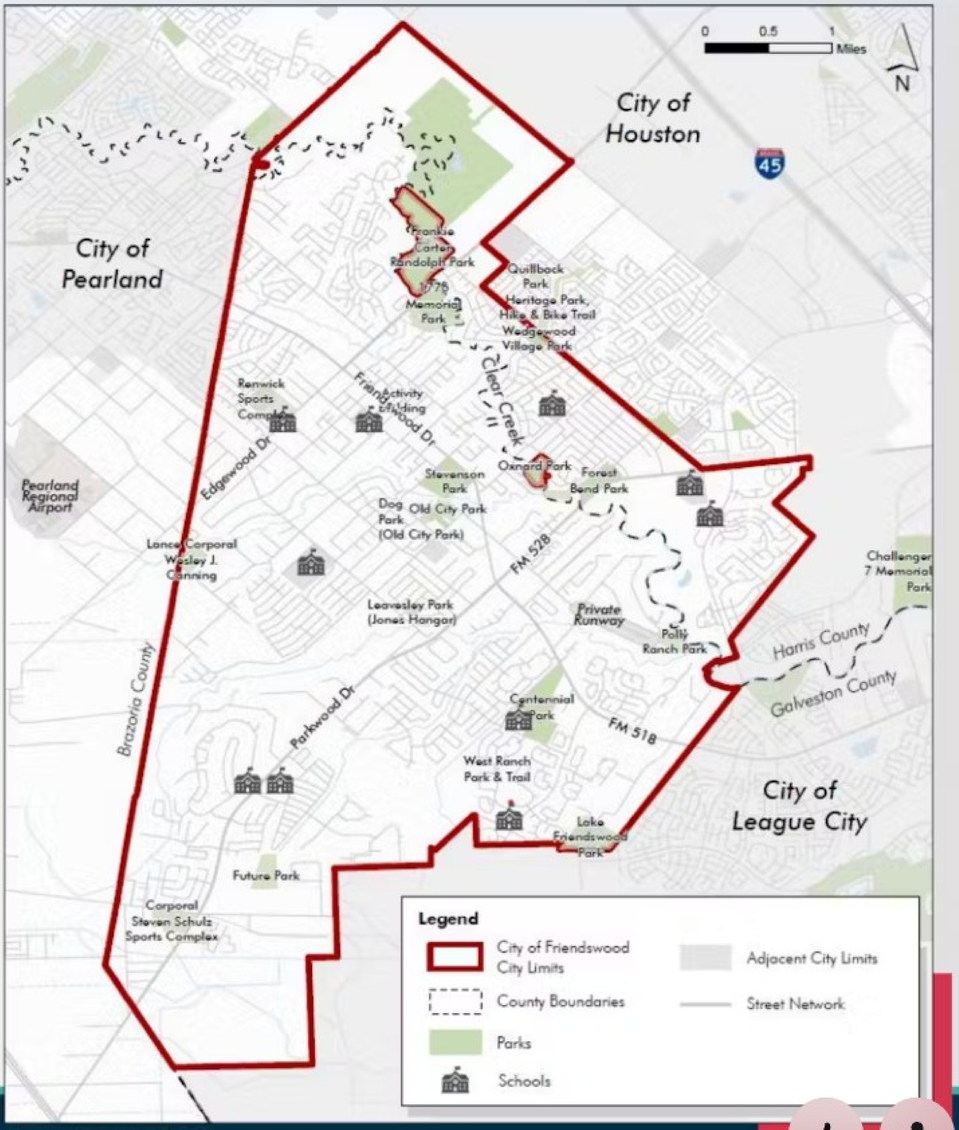
Stakeholders

- Friendswood Chamber of Commerce
- Friendswood ISD
- Friendswood Methodist Church
- Friendswood Police Department
- Keep Friendswood Beautiful
- Pedestrian and bicycle groups
- ADA Representation
- Local businesses
- Galveston County Precincts 3 and 4
- Gaveston County Consolidated Drainage District
- City of Pearland
- City of League City
- Brazoria County


Mentimeter
Project Introduction
METRO
Regional Collaboration • Transportation Planning • Multimodal Mobility

Plan Vision and Goals

- Develop a City-wide Active Transportation network that connects parks, schools, and commercial areas
- Establish safe, multimodal connections within the community for residents to enjoy walking, biking, or rolling to destinations across Friendswood
- Establish a phased implementation strategy and recommendations to achieve that network



Project Timeline



Mentimeter

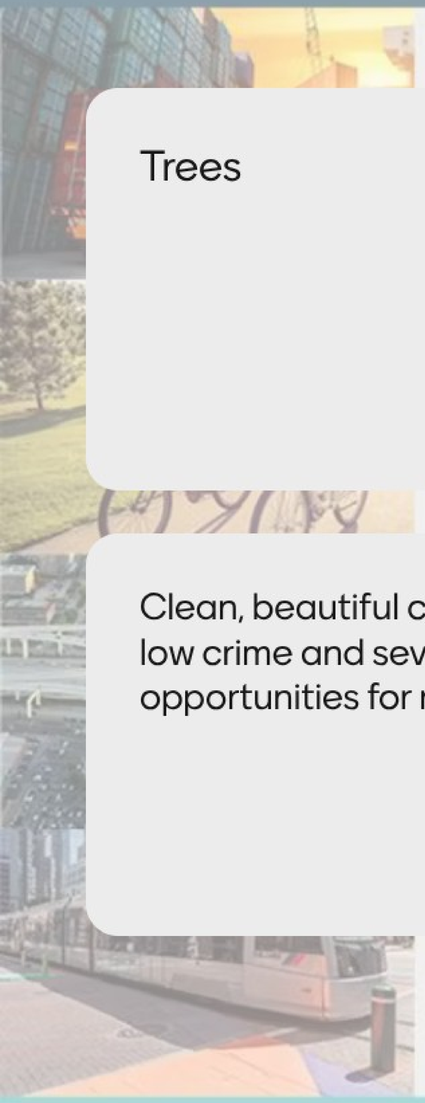
Instructions



9

Mentimeter

What are the best things about Friendswood today?



Trees

The Parks

Parks

The 40+ independently owned and operated small businesses within 1 mile stretch of downtown

Clean, beautiful city with low crime and several opportunities for recreation

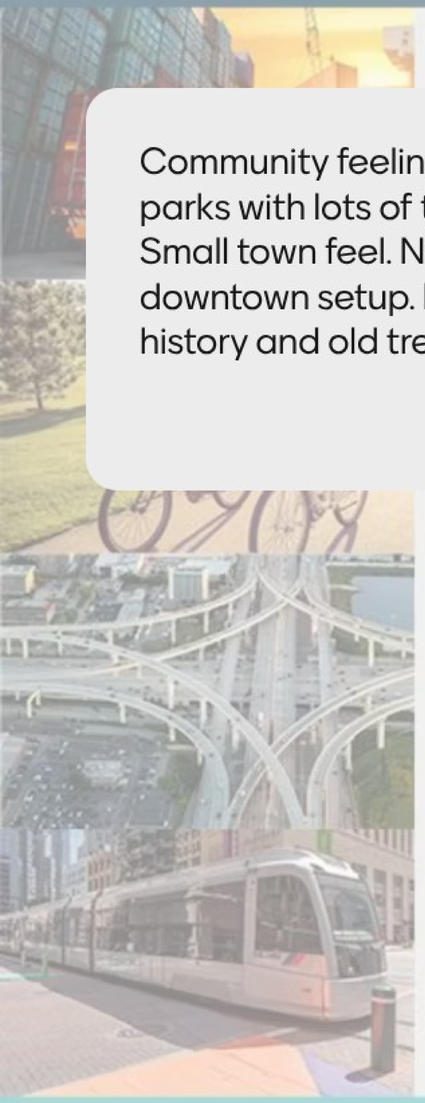
Great place to live. Good schools. Beautiful roadway corridor (Friendswood Dr)

Homes with large lots

The people. Polite, educated community with diverse backgrounds and expertise. A few great parks and good programming for citizens. Safe and relatively affordable

1 8

What are the best things about Friendswood today?



Community feeling. Nice parks with lots of trees. Small town feel. Nice downtown setup. Lots of history and old trees.





Existing Conditions Assessment



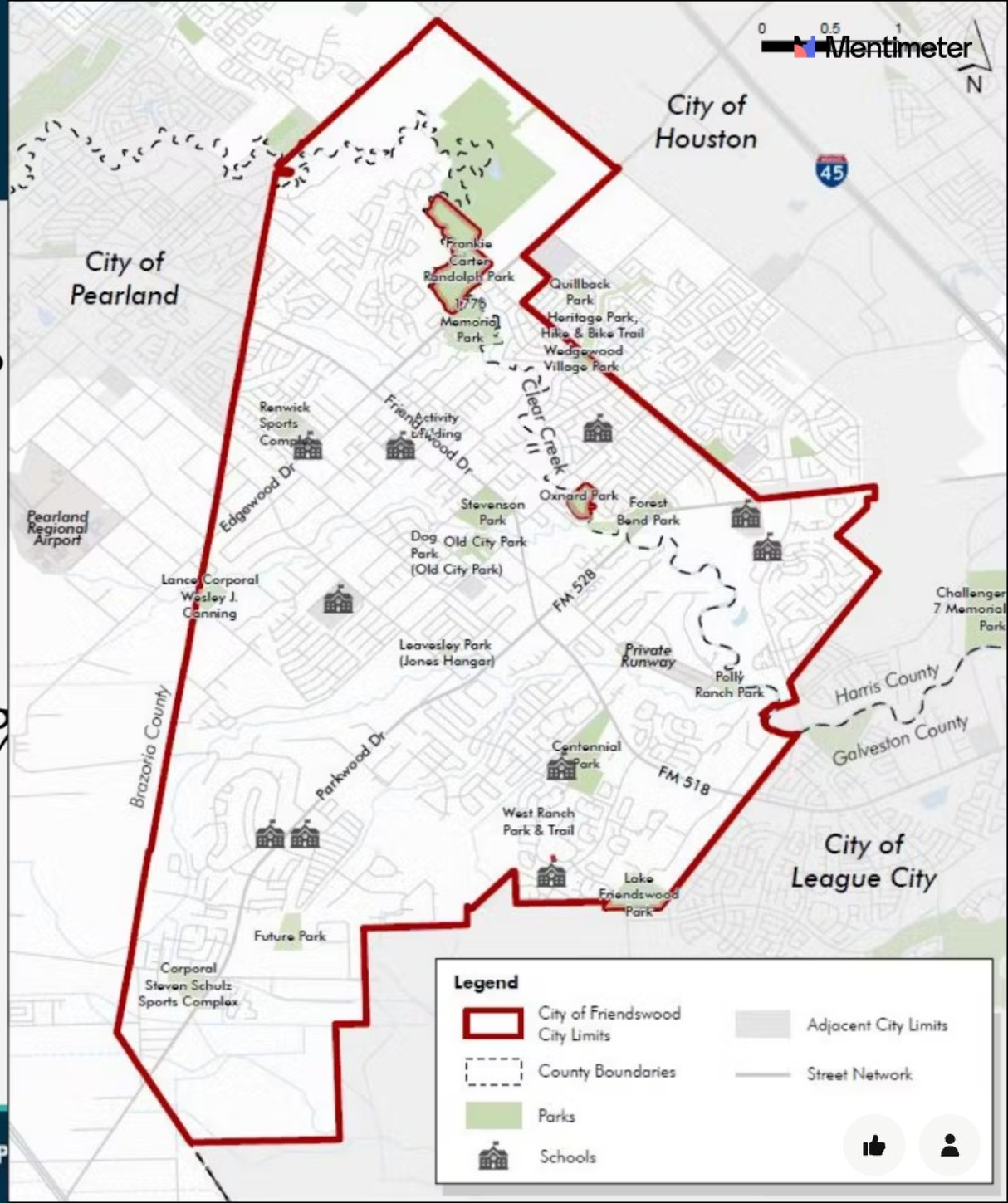


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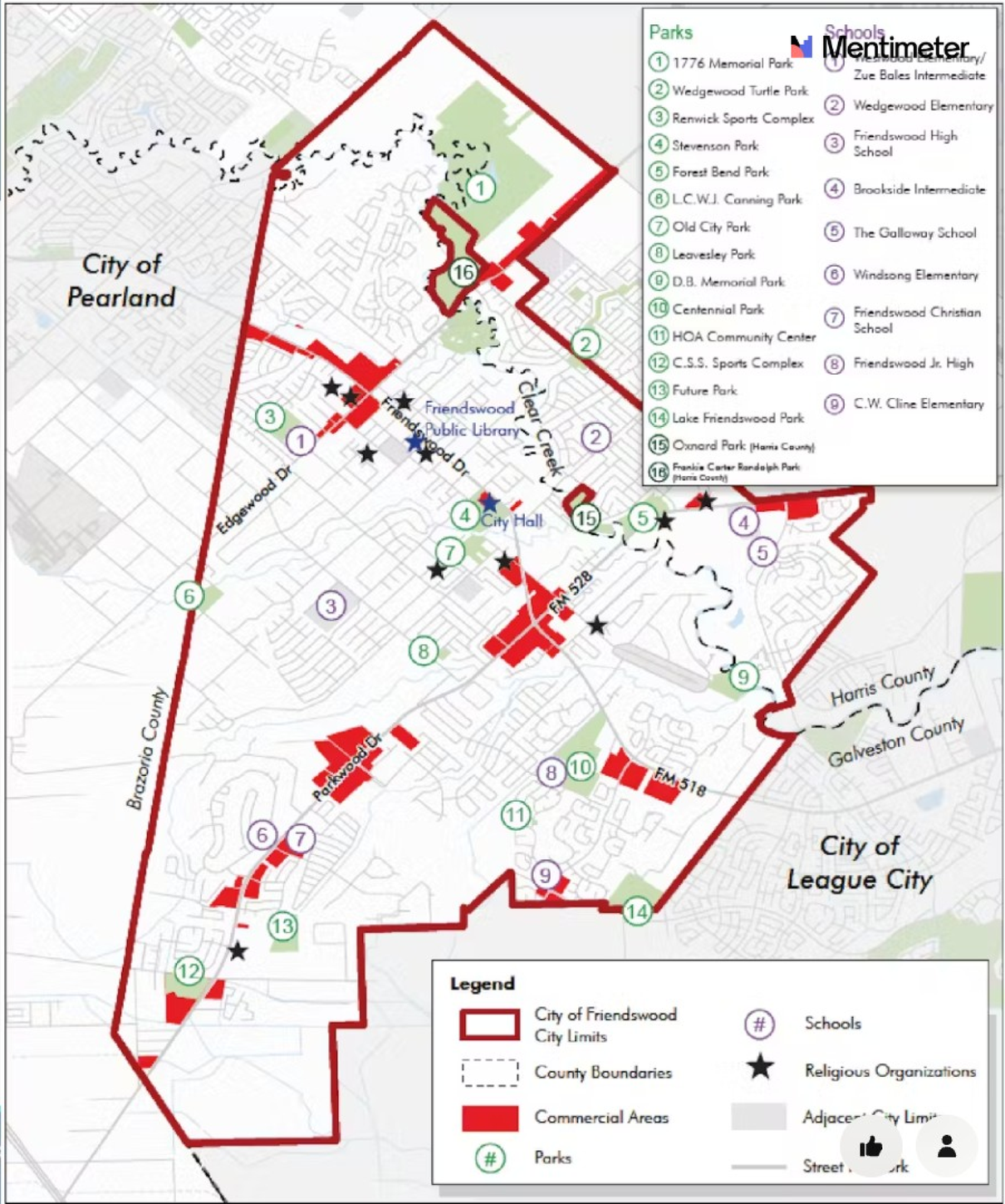
Demographic Overview

- Overall population estimate: 41,118 → expected to grow 17% by 2050
- Households with one or more people under 18: 37.1%
- Households with one or more people 60 years and older: 41.7%
- 5.4% of households with no car (Pearland = 2.4%, League City = 2.2%)



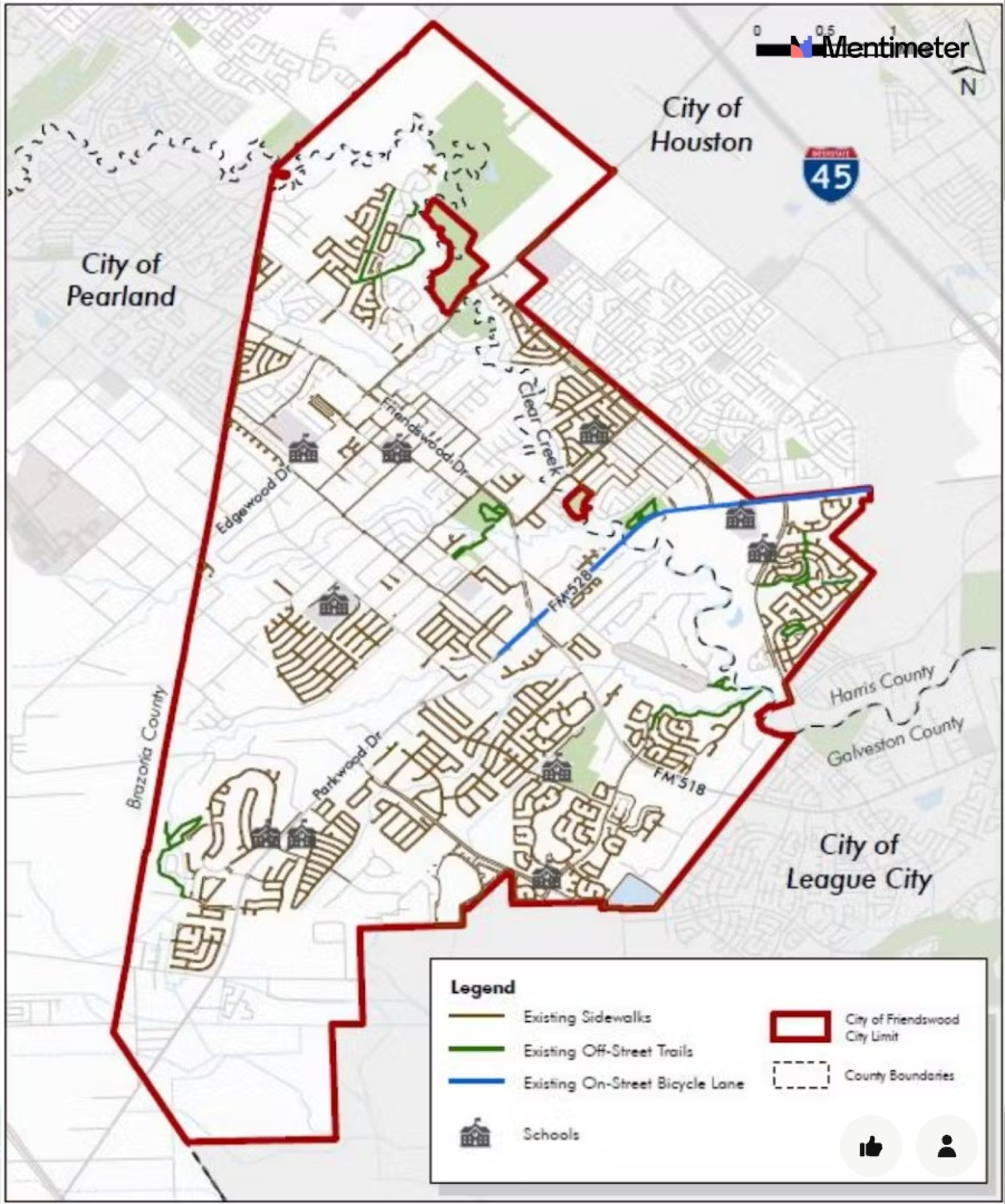
Points of Interest

- Schools
- Parks
- Commercial Areas
- Religious centers
- Government buildings



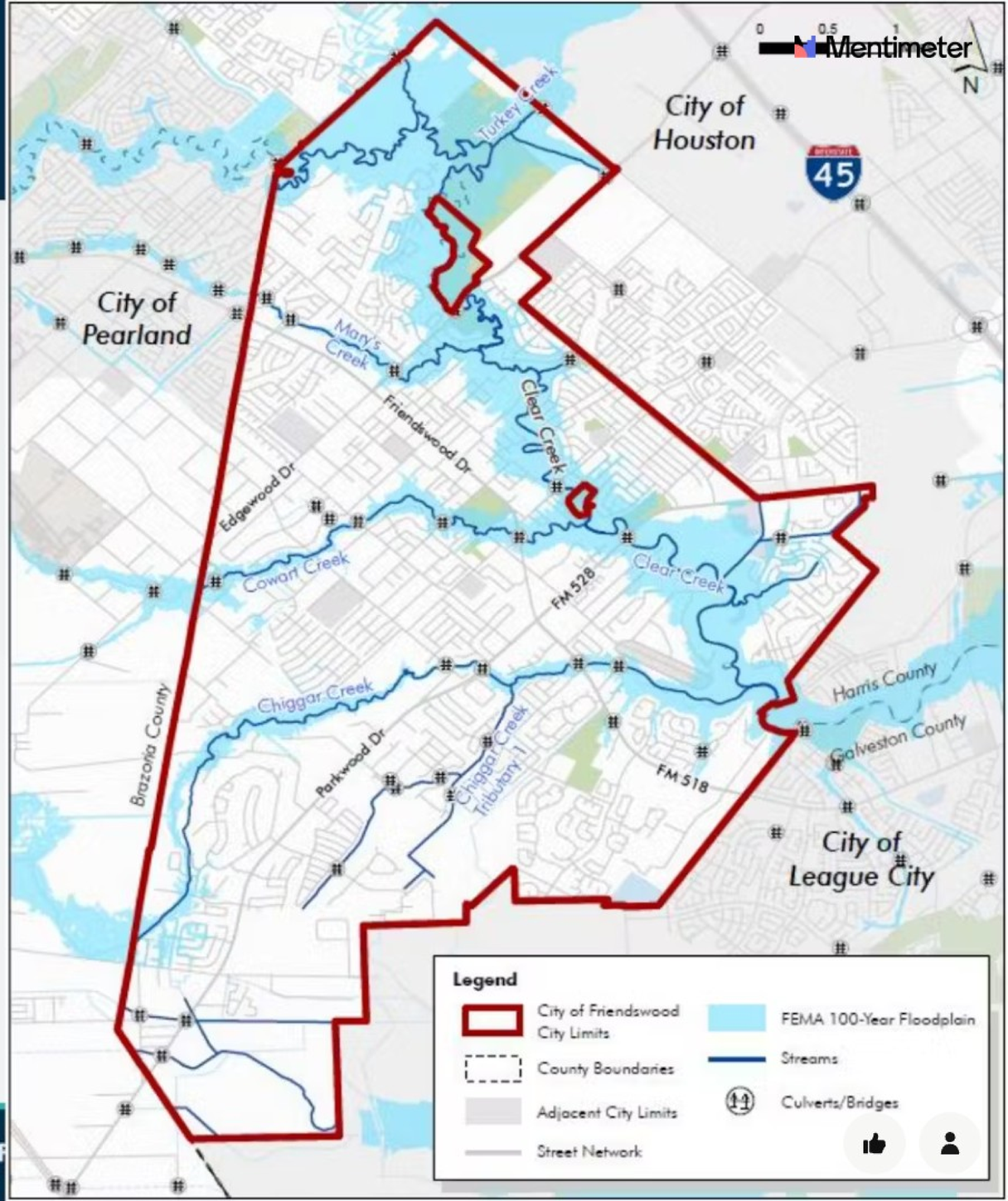
Existing Active Transportation Infrastructure

- Southern and eastern parts of the City are well connected with active transportation infrastructure
- Central areas have limited sidewalk coverage
- 7.71 miles of off-street trails, but do not connect destinations
- 1 marked on-street bicycle facility on FM 528



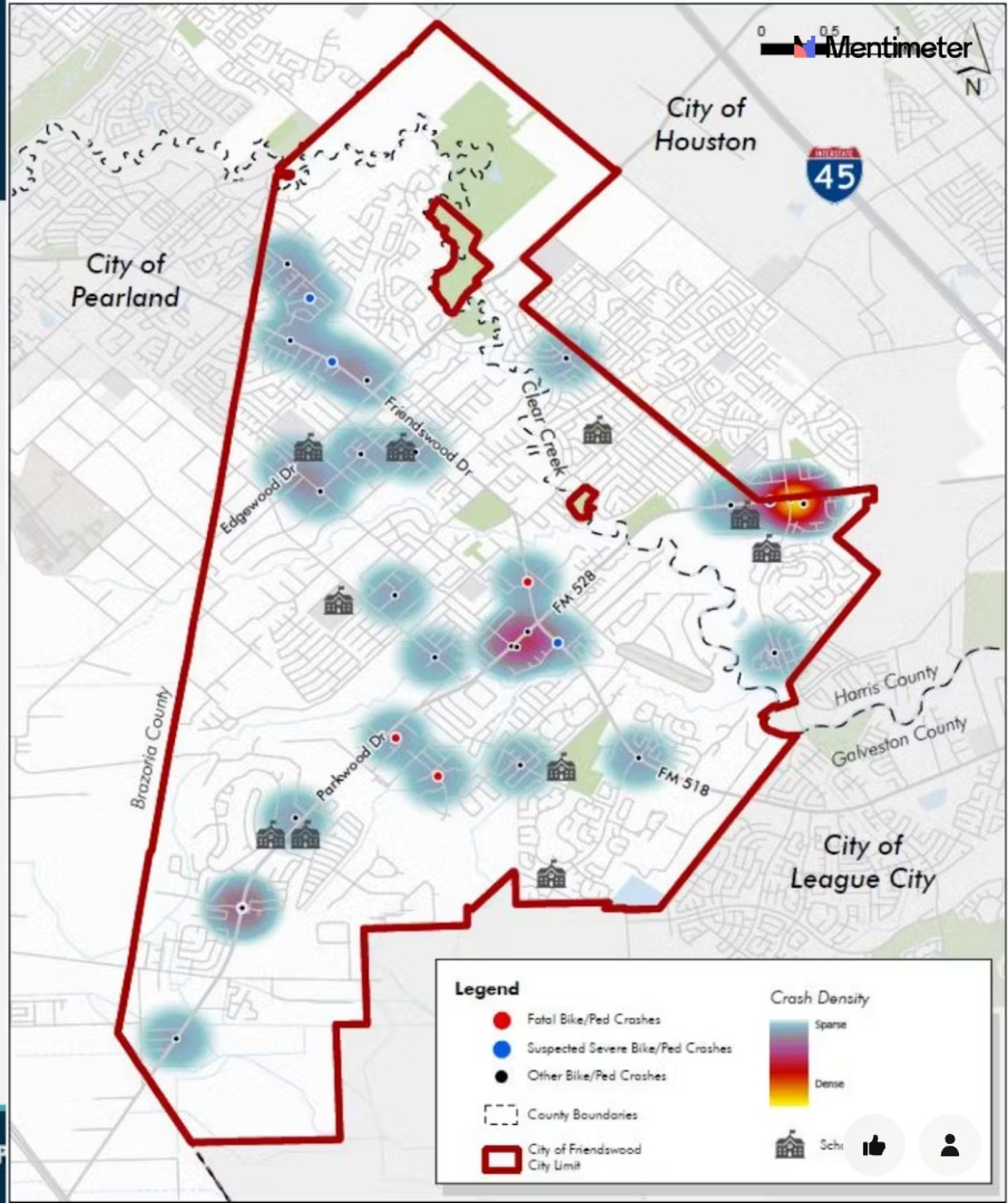
Flooding and Drainage

- Portions of the City are in the 100-year floodplain
- 30+ bridges and culverts could provide opportunities for connectivity



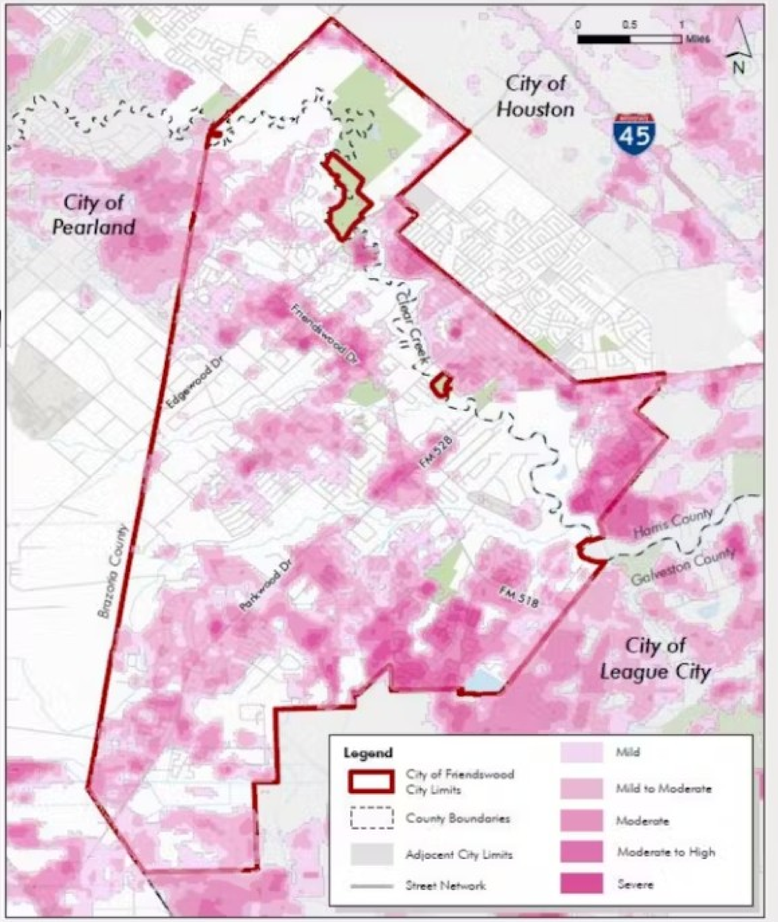
Safety Considerations

- Bicycle and Pedestrian Crashes
  - 34 reported crashes (20 bike / 14 ped) between 2020 - 2024
  - 3 fatalities, 5 serious injuries, 19 minor
- 85% occurred near key destinations - commercial corridors, grocery store parking lots, and schools
  - Pedestrian crashes occurred in parking lots (36%) and city streets (29%)
  - Bicycle crashes predominantly along Farm-to-Market roads (60%)
- 53% occurred at non-intersection locations
- 38% occurred between 3 - 6 PM
- 74% occurred under daylight conditions
- Most frequent contributing factor is driver behavior (failure to yield the right-of-way, driver inattention, other)

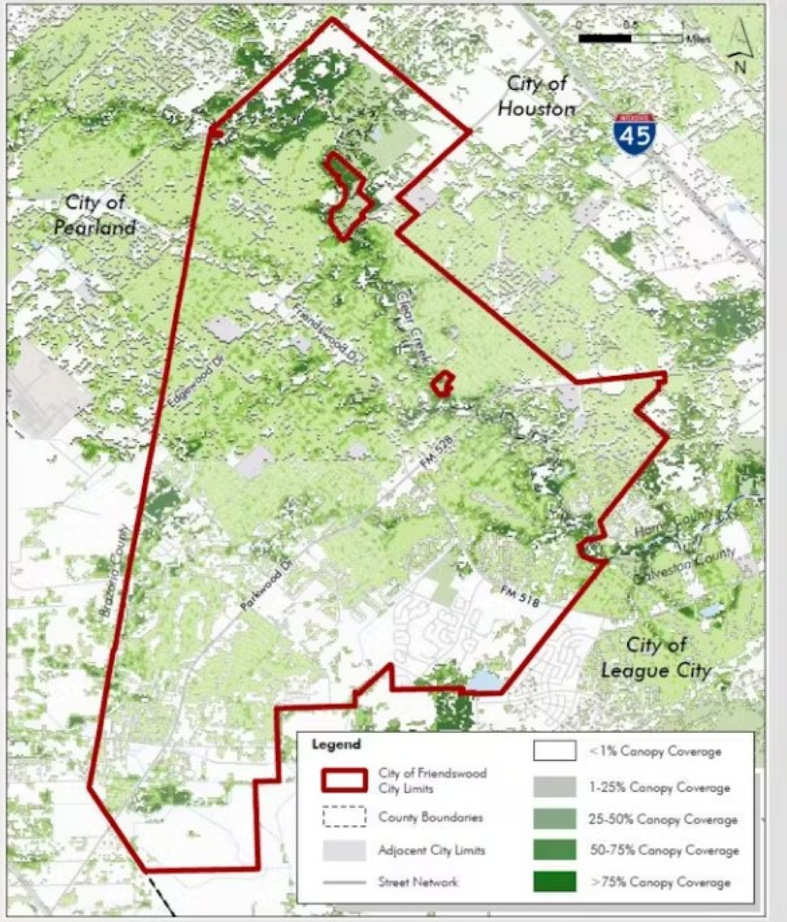


Natural and Built Environment

- Pockets of Urban Heat Islands – 3 areas with pronounced conditions
- Tree canopy distribution reflects single-family development patterns
  - Denser near water ways
  - Less dense in southern parts of City



Urban Heat Island Effect



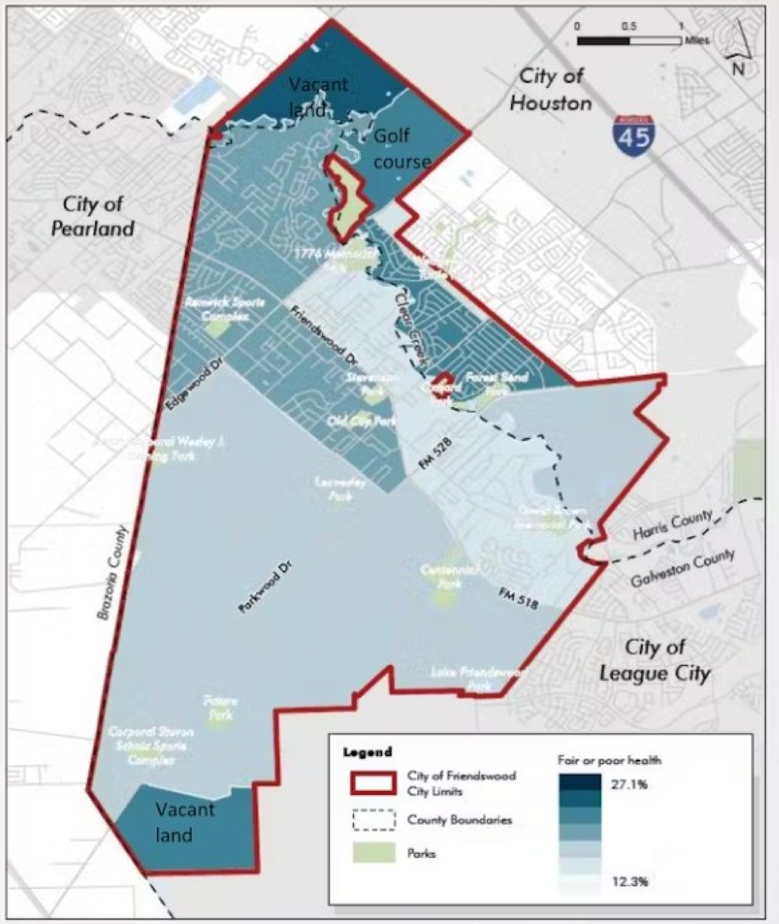
Tree Canopy

Health Overview

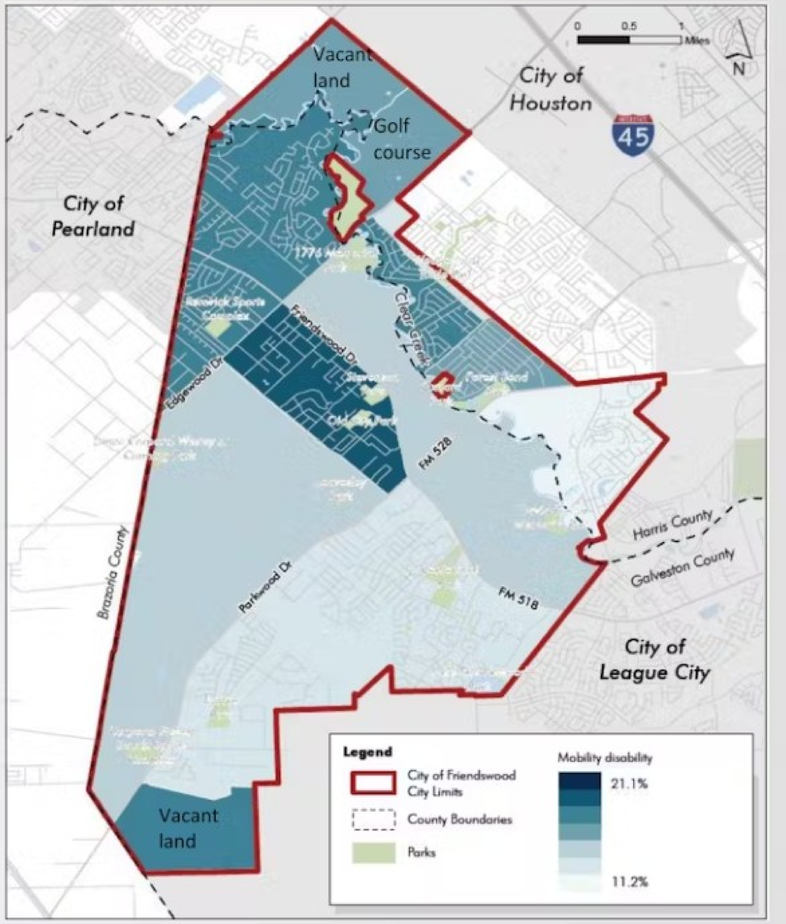
- General health, high cholesterol, mobility disability, physical activity
- Residents generally report better overall health than those in surrounding communities, but disparities exist
- Northern/central: worse general health and lower levels of physical activity, higher prevalence of mobility-related disabilities
- High cholesterol is common citywide

➢ **Reinforces the need for environments that support heart-healthy lifestyles**

➢ **Accessible active transportation infrastructure (e.g., smooth sidewalks, curb ramps, safe crossings) are essential**

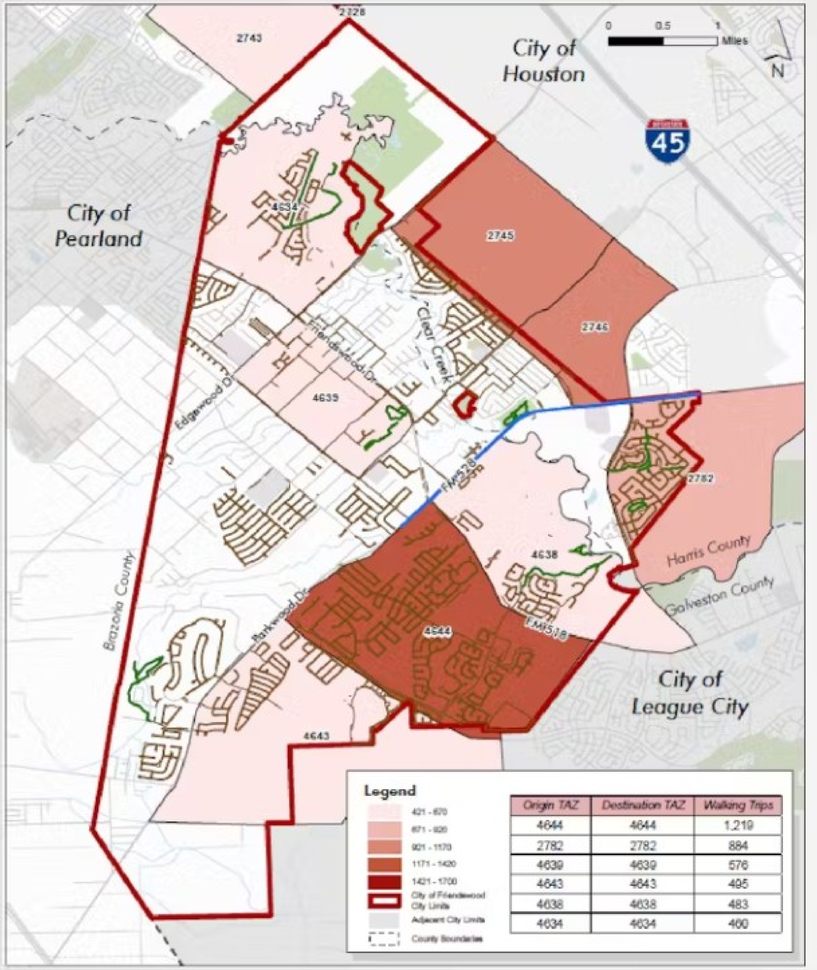


General health

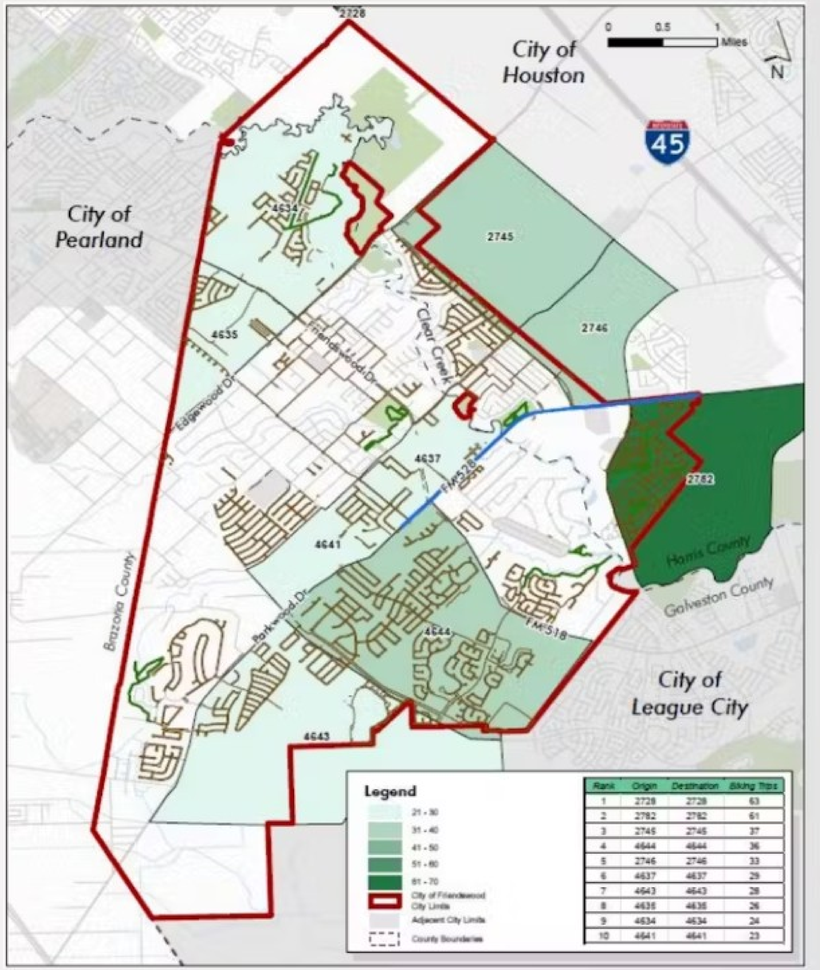


High Cholesterol

Active Transportation Origin-Destination Analysis



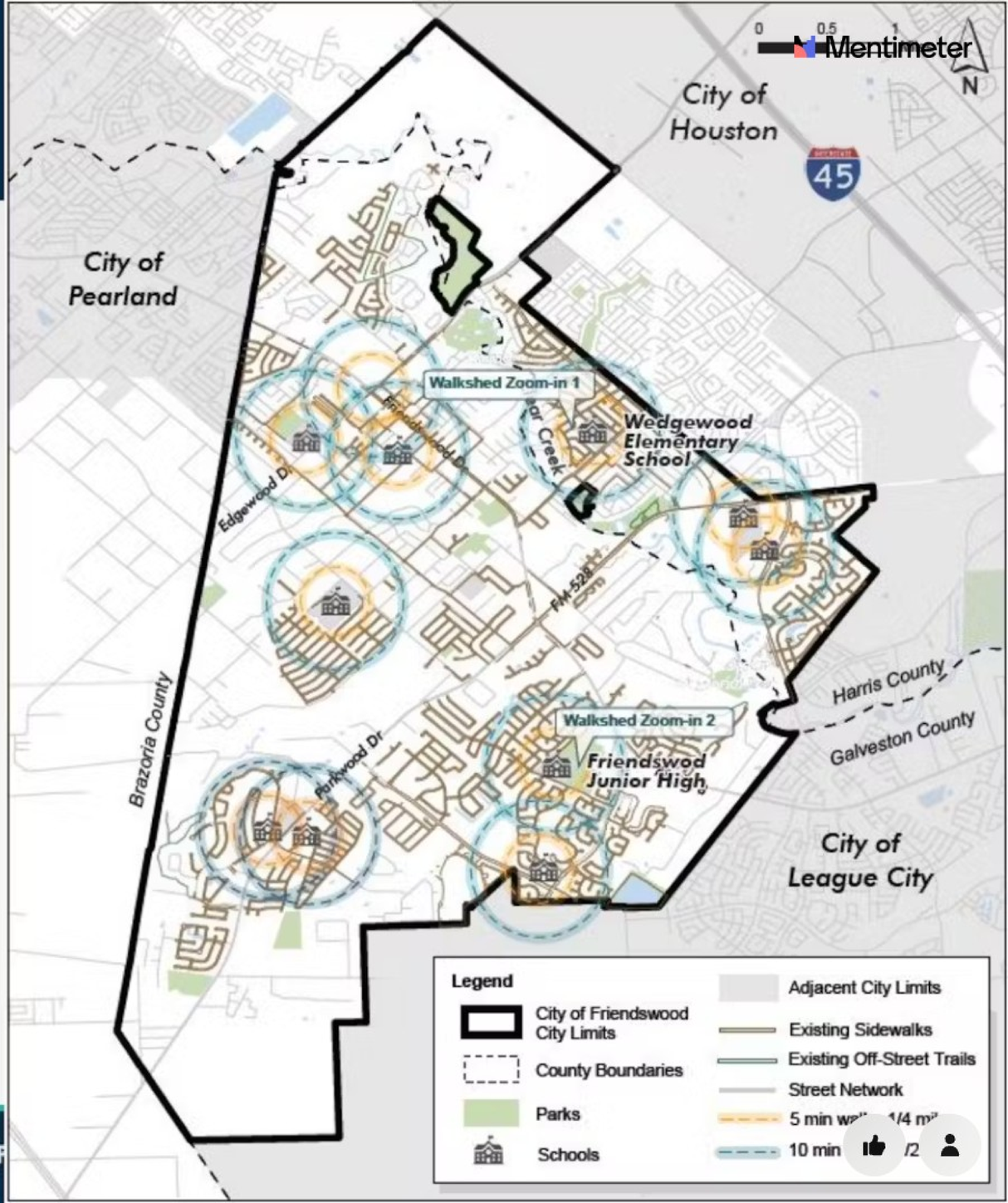
Top Walking Origin-Destination Pairs



Top Biking Origin-Destination Pairs

Walkshed Analysis

- Walksheds help us understand how accessible key destinations are on foot
- Map shows 5- and 10-minute walksheds from schools + intersection of Edgewood/Friendswood Drives
- Shows the experience of walking varies widely across the city



What does this mean?

- Lots of opportunity!
  - Future population growth with a range of ages and abilities to accommodate
  - Existing active transportation infrastructure is disconnected
  - Improve safety
  - Need to reinforce healthy lifestyles





Community Engagement Overview





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Engagement Opportunities

- Ongoing
  - Project Website
  - Online Survey and Mapping Tool
  - Steering Committee
- Today!
  - Stakeholder Meeting
  - Walk Audit
- Future Public Outreach Opportunities
  - Community Input Meeting this Fall



Members of the Steering Committee pointing out opportunities for active transportation.



Seeking community input on active transportation at the Friendswood July 4th Celebration

Project Website

- https://engage.h-gac.com/friendswood-active-transportation-plan
- Project Information, Study Area Map
- Key Dates
  - Opportunities for Engagement!
- H-GAC Contact for questions
- Survey and Online Mapping Tool







Activities

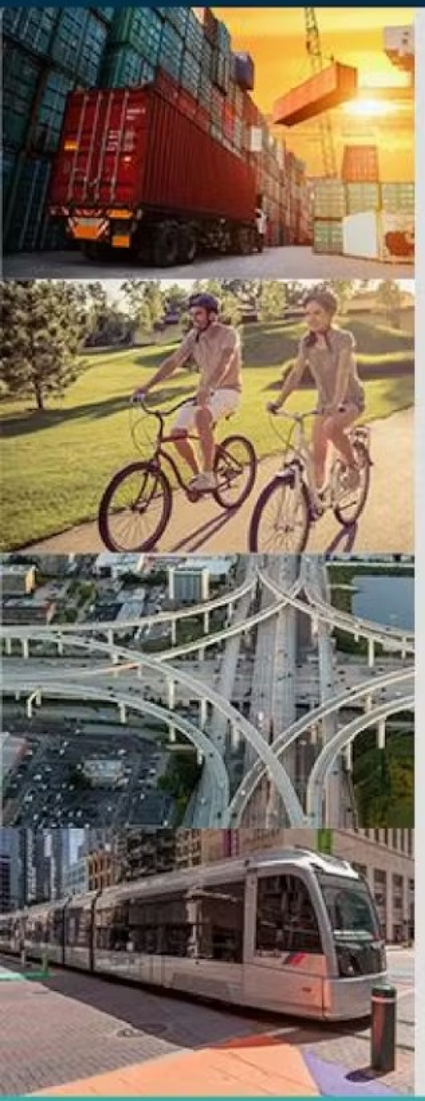




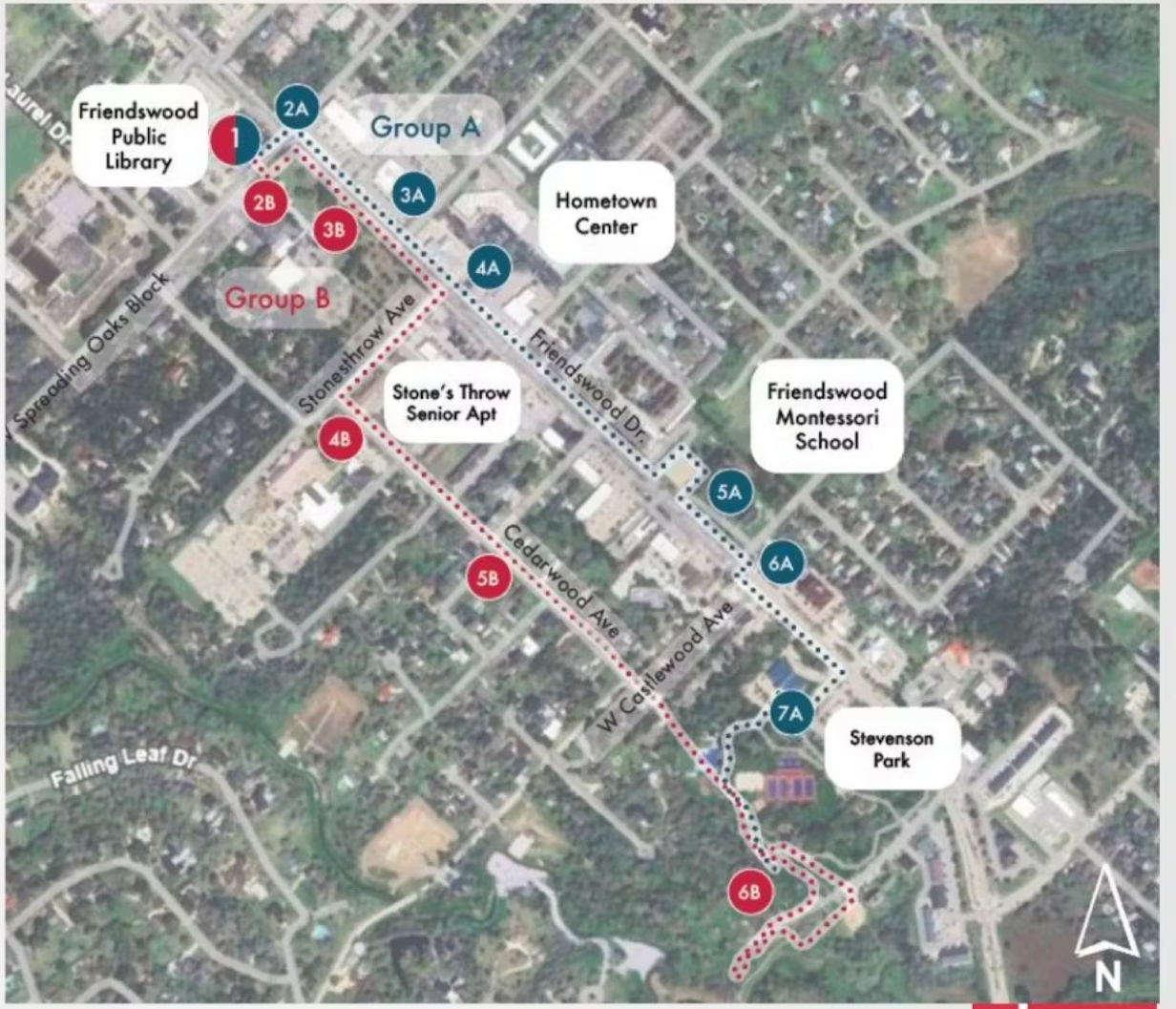
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Walk Audit

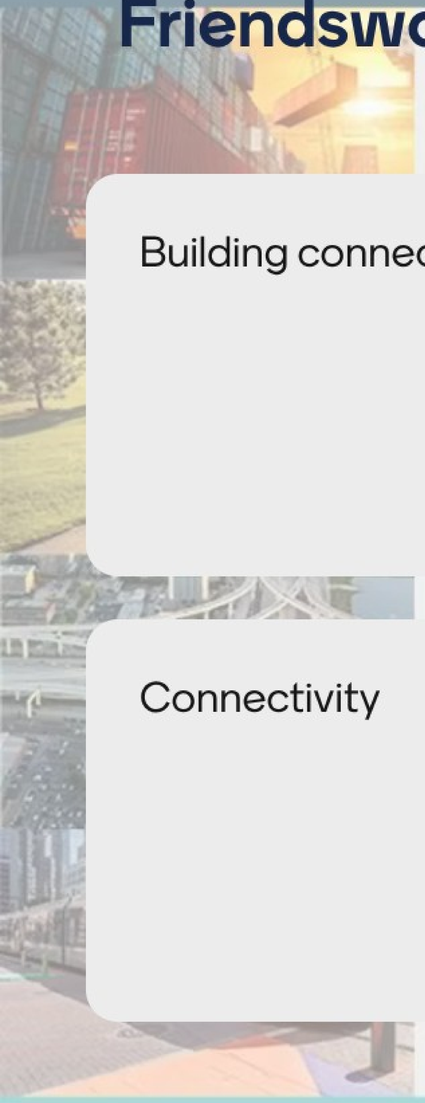


- Group A: Zakcq
- Group B: Michelle



Mentimeter

What's the biggest challenge or barrier to active transportation in Friendswood?



Building connections

Lack of connectivity between parks, trails, destinations of public interest

Curb ramps not ada complaint, missing sidewalk pieces

Connectivity and driver education

Connectivity

Cost and prioritization

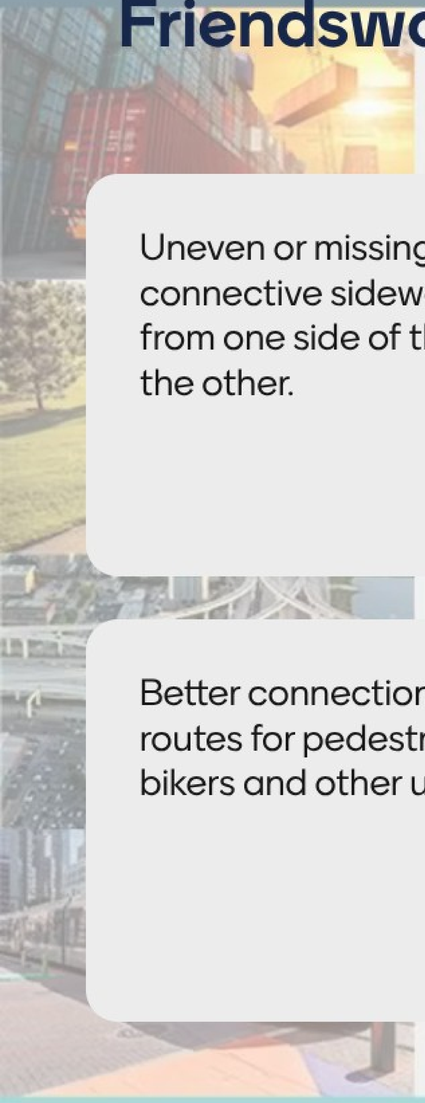
Having enough ROW to install sidewalks on developed property.

Uneven sidewalks Not enough room

2 11

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What's the biggest challenge or barrier to active transportation in Friendswood?



Uneven or missing connective sidewalks to get from one side of the city to the other.

Maintenance once installed

No bike lanes. Sidewalks lack connectivity. Parks not tied together. No set plan to be able to connect to neighboring communities by bike or walking.

Need for consistent surfaces

Better connection and safer routes for pedestrians, bikers and other users

Downtown connects to schools and parks via bike/trails or sidewalk, downtown connects to schools and areas with seniors. Connectivity to neighboring communities. Better wheelchair and jog stroller acc

2 11

Imagine it's 2040. What do you hope this plan has achieved?



development standards set
cohesive sidewalks
healthy families
health
lots of trails
comfortable
safety
aging in place
wooded trails
independent kids
new amenities
connectivity
connected
complete at network
fun
safe
all ages and abilities
mode shift
well connected network
quality of life increase
in field lots developed

1 10

Challenges and Opportunities for Active Transportation



- What is the biggest challenge or barrier to active transportation in Friendswood?

- What are the biggest opportunities for active transportation in Friendswood?

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What are your favorite places in Friendswood?









Future of Active Transportation Plan



- Imagine it's 2040. What do you hope this plan has achieved?

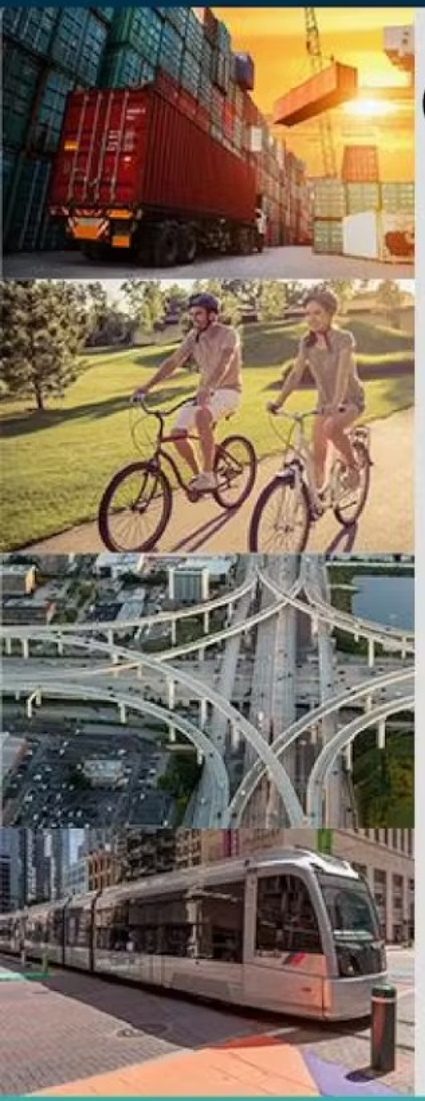

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Meeting Close Out
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Next Steps

- Online Survey: open now through September 5 (tomorrow!)

- Fall 2025
  - (in progress) Identify Gaps and Opportunities for Active Transportation
  - Develop the Active Transportation Network
  - Develop recommendations

For More Information



Contact:

- **Qun Zhao, H-GAC Project Manager**

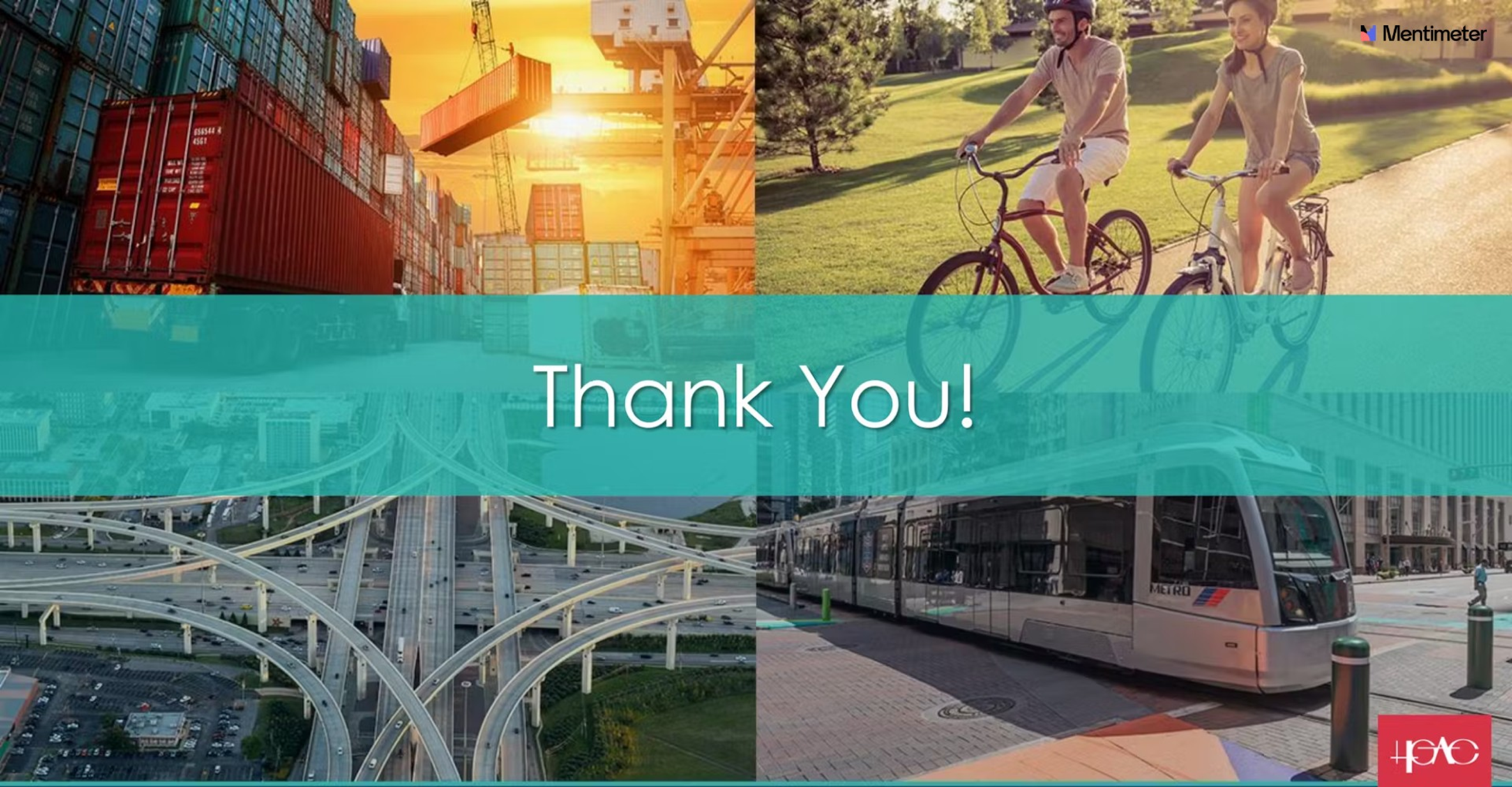
  Qun.Zhao@H-GAC.com

  832-681-2580

- **Rodney Sigua, H-GAC Deputy Project Manager**

  Rodney.Sigua@H-GAC.com

  713-993-4558


Mentimeter
Thank You!
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SEPTEMBER 2025

Engagement Summary - Walk Audit

Friendswood Active Transportation Plan

As part of the Friendswood Active Transportation Plan (FATP), we conducted a walk audit with key stakeholders to gain firsthand insight into walking conditions in important areas of the community. Observing sidewalks, crossings, trail connections, and potential safety challenges on the ground allows us to better understand residents' real-world experiences.

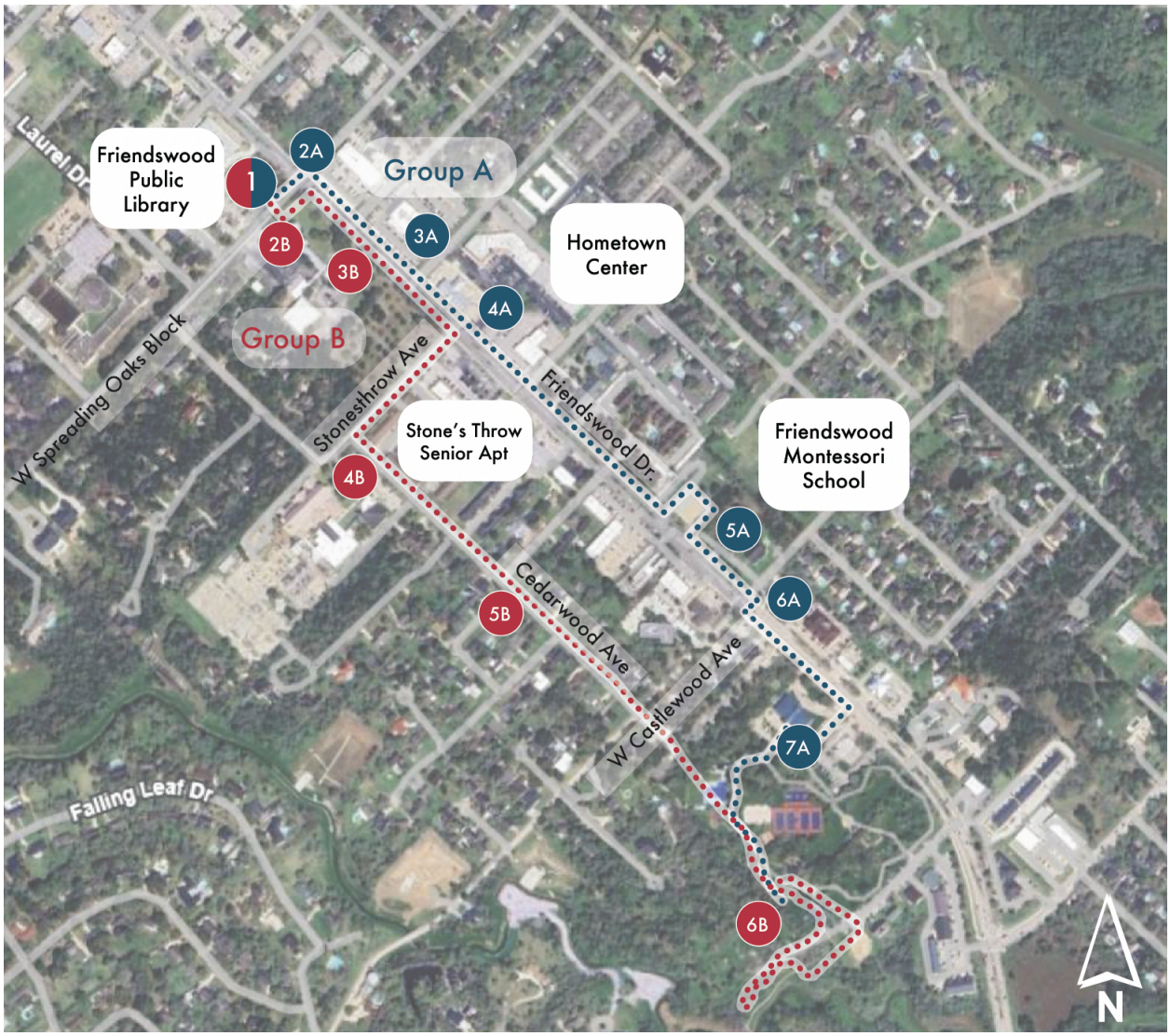
Objective: To observe and assess real-world walking conditions in Friendswood to inform practical, community-centered recommendations for safer and more connected active transportation.

The walk audit provided valuable insights that will directly inform the recommendations in the Friendswood Active Transportation Plan. Observations and feedback were gathered from participants representing a range of ages, abilities, transportation types, and community backgrounds, highlighting diverse perspectives on pedestrian safety, accessibility, and connectivity. These insights help identify priority improvements and design strategies that will create a more inclusive, comfortable, and well-connected active transportation network for everyone in Friendswood.

The Event

Date Hosted : September 04, 2025
Location: Friendswood Library Baker Conference Room 1 & 2 416 S Friendswood Dr Friendswood; TX 77546
Time: 9 am - 12 pm

On September 4th, we hosted a walk audit for the FATP, beginning with a presentation on existing conditions and the purpose of the event. Participants then split into two groups to assess key areas: one focused on a commercial corridor (Group A), and the other on a residential neighborhood (Group B). Both groups observed intersections, sidewalks, crossings, connections to civic areas, and parks along a 0.7-mile route, then took a bus back to the library and reconvened to discuss key findings. **Two routes were selected to capture walkability perspectives across different areas of Friendswood. One route focused on busy commercial areas (A), while the other highlighted residential neighborhoods (B) where people live.** The map below depicts the two routes.



Group A – Commercial Route:
Participants evaluated intersections, sidewalks, trails, parks, and school access along the commercial corridor. Group A took a wheelchair to evaluate accessibility. Key focus areas included:

- **Intersections & Crossings:** Presence and visibility of traffic signals, stop signs, crosswalks, pedestrian signage, "push-to-walk" buttons, audible prompts, and appropriateness of location. Observers noted crossing time, wait time, driver behavior, and pedestrian comfort.
- **Sidewalks & Connections:** Condition, surface consistency, separation from traffic, shade, width for passing or accessibility (wheelchairs), continuity, curb ramps, tactile indicators, and connection to storefronts.

- **School Access:** Safety, separation from traffic, condition, shade, accessibility, and pedestrian comfort for students and parents.
- **Trails & Parks:** Trail surface, shade, obstacles, width, accessibility, and park amenities including seating, shade, landscaping, drinking fountains, trash receptacles, and signage.
- **Overall Experience:** Observers recorded ambient conditions, sound, and sentiment regarding comfort and safety while walking the route.

This assessment gathered insights on usability, safety, and accessibility from multiple perspectives to inform recommendations for safer, more connected active transportation in Friendswood.

Group B – Residential Route:
Participants evaluated intersections, sidewalks, trails, parks, and access to senior housing along the residential corridor. Group B took the stroller to evaluate the ease of walking with a small child. Key focus areas included:

- **Intersections & Crossings:** Presence and visibility of traffic signals, stop signs, crosswalks, pedestrian signage, “push-to-walk” buttons, audible prompts, and placement. Observers noted crossing time, wait time, driver behavior, and pedestrian comfort.
- **Sidewalks & Connections:** Condition, surface consistency, separation from traffic, shade, width for passing or accessibility (strollers), continuity, curb ramps, tactile indicators, and connection to homes or senior housing entrances.
- **Trails & Parks:** Trail surface, shade, obstacles, width, accessibility, and park amenities including seating, shade, landscaping, drinking fountains, trash receptacles, and signage.
- **Overall Experience:** Observers recorded ambient conditions, sound, and sentiment regarding comfort, safety, and accessibility while walking the route.

This assessment captured insights from a residential perspective, emphasizing pedestrian safety, comfort, and accessibility for all ages, abilities, and transportation types to inform recommendations for the Friendswood Active Transportation Plan.



Group A included seven participants. This image shows the group crossing an intersection taking observations on the way. The wheel chair is visible in the image.



Group B included eight participants. This image shows the group on a residential sidewalk taking observations and a noise reading. The stroller is visible in the image.

Key Takeaways

Intersections and Crossings:

- Pedestrian infrastructure such as crosswalks, traffic signals, and stop signs are present, but visibility, paint condition, and signal timing can limit safety and accessibility.
- Some crossings are long or abrupt, and ramps or tactile indicators are not always fully accessible.
- Driver behavior is generally respectful, though some areas feel rushed or potentially unsafe with vehicular speed.

Sidewalks and Walking Surfaces:

- Sidewalk continuity and surface quality are inconsistent, with gaps, uneven materials, or missing segments in some areas.
- Narrow widths, driveway interruptions, and lack of buffers from traffic reduce comfort and safety for pedestrians, strollers, and wheelchair users.
- Shade and amenities are limited in some areas, affecting walkability and comfort, particularly in hot conditions.

Accessibility:

- Curb ramps, tactile indicators, and pedestrian-activated signals are often missing or inconsistent, limiting accessibility for people with disabilities.
- Grass or informal paths are sometimes used where sidewalks are absent, which can create safety and usability challenges.

Parks and Trails:

- Trails and park pathways are generally smooth, shaded, and free of major obstacles, offering comfortable and enjoyable walking experiences.
- Some paths have narrow or changing surfaces, and connections to surrounding streets can be limited.
- Amenities such as seating, shade, signage, and landscaping enhance user experience.

Opportunities for Improvement:

- Improve sidewalk continuity, surface quality, and buffers from traffic.
- Enhance intersection safety with better ramps, tactile indicators, and pedestrian signals.
- Provide more shade, seating, and direct connections to destinations.
- Strengthen links between trails, parks, and surrounding neighborhoods to improve overall walkability.

Route Observations

Group A | 2A | Spreading Oaks Block & Friendswood Dr

The intersection at Spreading Oaks and Friendswood Drive generally has traffic lights, stop signs, and crosswalks, most of which are visible to drivers and pedestrians. Pedestrian-activated signals are present but require pushing buttons, and some ramps and crosswalk transitions are not fully accessible. Crossing times are generally sufficient (around 17–22 seconds), though a few participants noted longer waits or felt slightly rushed. Drivers mostly respect the crosswalks, but some areas could be improved for visibility, accessibility, and pedestrian safety.

Group A | 3A | Friendswood Dr (north side)

The north side sidewalk of Friendswood Drive is generally continuous, reasonably wide, but most participants mentioned that it doesn't provide a smooth walking surface in most areas. There is a lack of shade with only small trees and shrubs. Observations highlighted inconsistent surface materials (concrete and brick), occasional utility poles and obstacles, and limited buffers from traffic. While most pedestrians felt comfortable walking, some noted challenges with surface changes, lack of separation from the street, and visibility at certain crossing points. Overall, the sidewalk supports walkability but could be improved for consistency, accessibility, and safety.

Group A | 4A | Hometown Center

The sidewalks at Hometown Center provide generally smooth walking surfaces but with an overall lack of shade and seating, connections from the sidewalks to shop entrances are limited and often require navigating parking lots. Sidewalks are mostly wide enough for pedestrians, with some areas accommodating strollers or wheelchairs, but tactile indicators and curb ramps are inconsistent. Overall, the route supports basic walkability, but improvements in accessibility, direct connections to storefronts, and more inviting seating areas could enhance the pedestrian experience.

Group A | 5A | Friendswood Montessori School

Sidewalks along Friendswood Montessori generally provide a smooth and shaded walking surface in fair condition, though some areas have mixed surfaces or small gravel sections near driveways. While sidewalks are present, direct pedestrian connections from the sidewalk to the school entrance are limited, making access feel somewhat car-centric. Participants generally felt comfortable walking along the sidewalks, but noted that children walking to school would benefit from safer, more continuous connections and improved access across driveways and intersections.

Group A | 6A | Castlewood Ave & Friendswood Dr

The intersection at Castlewood Avenue and Friendswood Drive generally has traffic lights, stop signs, and crosswalks, most of which are clearly visible to drivers and pedestrians. Pedestrians typically have enough time to cross, though some wait times feel excessive, and certain crossings lack demand-activated signals. Observations highlighted challenges such as aggressive turning vehicles, abrupt sidewalk endings, and a crossing of 55+ feet without a refuge, making it difficult and potentially unsafe for some users, particularly students. While

most drivers respect the crosswalks, improvements in pedestrian safety, signal timing, and sidewalk continuity would enhance the overall crossing experience.

Group A | 7A | Stevenson Park

Stevenson Park offers a generally comfortable and enjoyable walking environment, with most trails surfaced smoothly, shaded, and free of major obstacles. Trails are wide enough for two people side by side and accessible for strollers or wheelchairs in most areas, though some spots have mud or narrow curb cuts. The park features ample seating, well-maintained greenery, shade trees, and drinking fountains, though some areas lack clear connections to sidewalks and parking, requiring pedestrians to cross grass. Visitors noted the park is visually appealing and well-maintained, hosting events like farmers markets, movies, and seasonal lights, making it one of the finest parks in the area, though some crossings and sidewalk connections could be improved for accessibility and safety.

Group B | 2B | Spreading Oaks Block & Friendswood Dr

The intersection at Spreading Oaks Block & Friendswood Drive generally has traffic lights, stop signs, and crosswalks that are visible to drivers and pedestrians. Common issues included fading crosswalk paint, limited pedestrian-activated signals, missing sidewalks at some crossing endpoints, and accessibility challenges for wheelchair users. Most crossings allowed 20–32 seconds to cross, and participants generally felt drivers respected the crosswalks, though some noted proximity to traffic and limited countdown signals as safety concerns.

Group B | 3B | Friendswood Dr (south side)

There was no sidewalk along the south side of Friendswood Drive, requiring pedestrians to walk on grass or lawn areas. Observations noted that while the grassy areas were shaded and visually pleasant, they were often narrow, uneven, and difficult to navigate, especially with strollers or wheelchairs. Surface temperatures ranged from 78–89°F, and sound levels were around 75–80 decibels, with traffic adding to discomfort. Participants reported feeling somewhat comfortable due to the shade and trees but expressed concerns about safety, limited separation from the road, and the lack of a designated walking path, particularly near the church.

Group B | 4B | Stone's Throw Senior Apt

The Stone's Throw senior housing area generally lacks a public sidewalk, with only private or limited walkways connecting the housing. Where paths exist, they are mostly smooth, shaded, and free of obstacles, but they are narrow, not continuous, and lack curb ramps or tactile indicators, limiting accessibility for wheelchairs or strollers. Participants felt somewhat safe from traffic but noted the route is primarily for residents, has minimal public connectivity, and can be uncomfortable or confusing for visitors.

Group B | 5B | Cedarwood Ave

The sidewalk along Cedarwood Drive is inconsistent, with sections missing, uneven, or only on one side of the street. Where present, sidewalks are mostly smooth and partially shaded, but narrow in some areas and interrupted by driveways, construction, or storm drains, creating accessibility challenges for strollers, wheelchairs, and pedestrians with vision

impairments. Participants generally felt comfortable walking, though heat and occasional obstacles reduced comfort and usability.

Group B | 6B Stevenson Park

Participants indicated that Stevenson Park offers a generally wonderful and welcoming environment for walking and recreation. The trails are mostly smooth, well-maintained, and substantially shaded, though some sections are narrow or have material changes. While most paths are free of obstacles and interruptions, a few areas limit accessibility for strollers or wheelchairs. The park features ample seating, shade trees, well-kept landscaping, drinking fountains, and clear signage, creating a comfortable, safe, and relaxing experience for visitors.

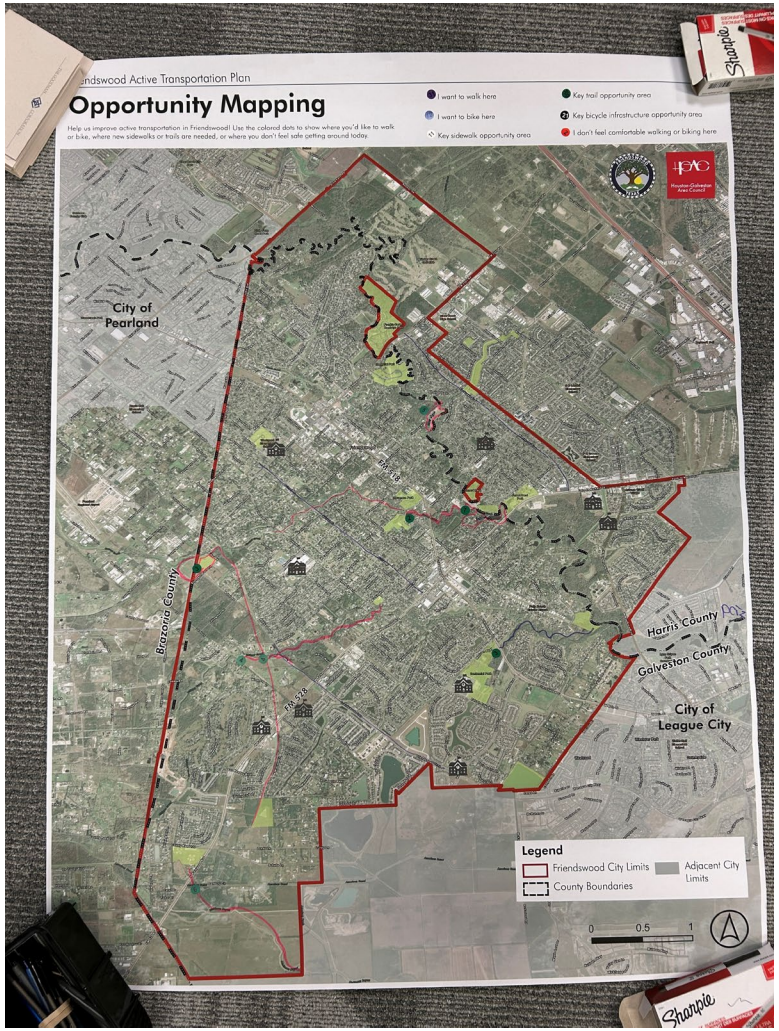
Results

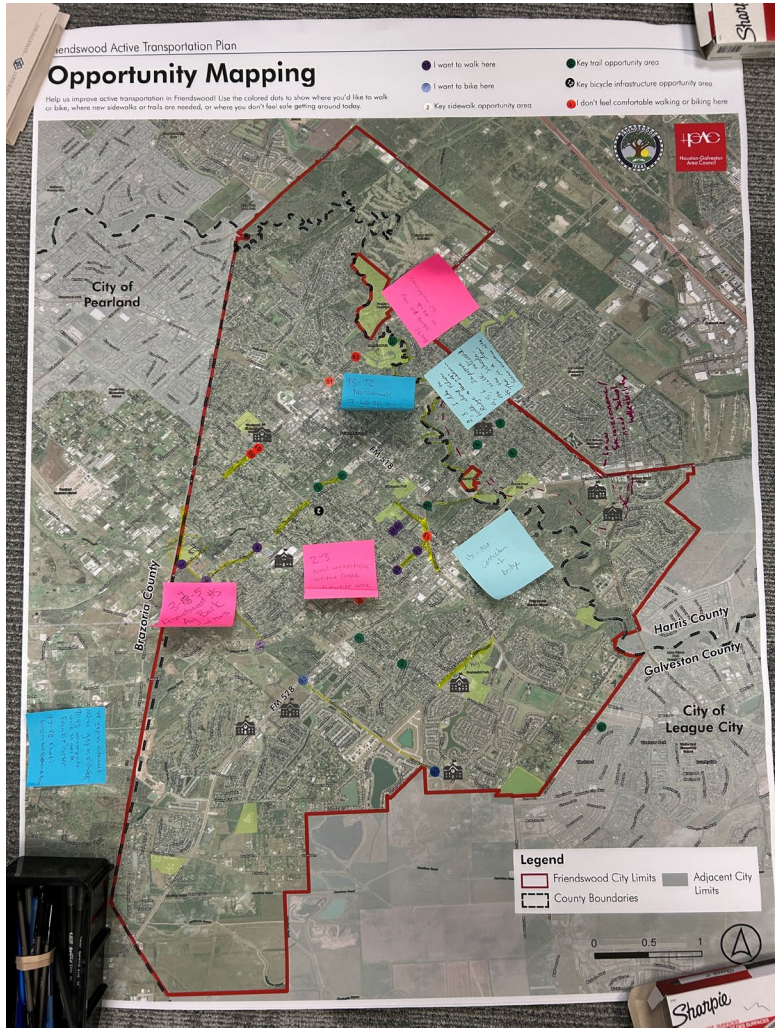
View raw data in links:

- Friendswood Walk Audit Results - GROUP A
- Friendswood Walk Audit Results - GROUP_B

Friendswood Active Transportation Plan
Stakeholder Committee Meeting
September 4, 2025

Appendix 5. Opportunity Map Activity





Friendswood Active Transportation Plan
Stakeholder Committee Meeting
September 4, 2025

Appendix 5. Opportunity Map Activity







SEPTEMBER 2025

Friendswood Active Transportation Plan

Online Survey & Map Activity

Survey Response Window: June, 2025 - September, 2025
Online Platform: Engage HGAC

- **225** Engaged Visitors
- **540** Informed Visitors
- **1.1 k** Aware Visitors

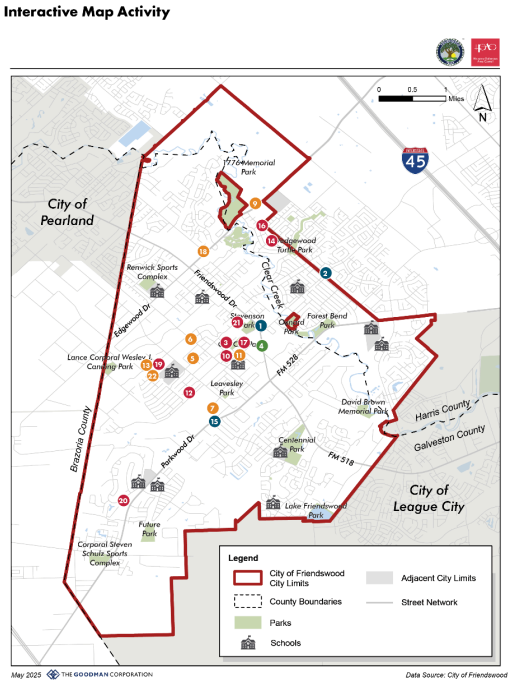
Active Transportation Map Activity

Host on Engagement HQ

As part of the Friendswood Active Transportation Study, participants engaged with an interactive online map to share their experiences, concerns, and ideas related to walking, biking, and rolling in the city. Through this tool, community members were able to drop pins highlighting places they enjoy, locations that feel unsafe, and opportunities for new trail, sidewalk, or bike connections. The map activity generated valuable on-the-ground input that will directly inform recommendations for improving Friendswood's active transportation network.

- **19** people added comments to the map

Map and Responses



1. Walking sidewalk from Heritage park to Wedgewood elementary
Address: 1 Hatcher Ln, Friendswood, TX, 77546, USA
2. Walking sidewalk from Heritage park to Wedgewood elementary school.
Address: El Dorado Blvd, Friendswood, TX, 77546, USA
3. Sidewalks or speed bumps are needed here. Way too many bikers & kids to have cars going 35+ in a 20 mph
Address: 1011-1103 Merriewood Dr, Friendswood, TX, 77546, USA
4. Would like a separate bike /walking lane.
Address: S Friendswood Dr, Friendswood, TX, 77546, USA
5. I often run down this street and it would be nice to have a sidewalk here. A lot of families would benefit from having a sidewalk that connects wilderness trials to Friendswood Dr.
Address: 808 W Castlewood Ave, Friendswood, TX, 77546, USA
6. It would be nice to have a sidewalk on this street to connect sunset dr and greenbrier.
Address: 718-948 Falling Leaf Dr, Friendswood, TX, 77546, USA
7. A wide sidewalk that connects falcon ridge Blvd to greenbriar would be safer for the high-school and jr high school kids to be able to ride their bikes to school.
Address: 1006-1104 Briar Creek Dr, Friendswood, TX, 77546, USA
8. Not sure if it is something that could be done but burying electrical lines throughout the area would seemingly not only add to the overall esthetic of the city but keeping lines underground would be helpful to lower issues with outages due to storms.
Address: Avalon Blvd, Friendswood, TX, 77546, USA
9. A Shared Use Path/Trail along 2351 would be very useful to improve safety & access for kids walking and biking to Clear Brook HS.
Address: FM 2351 Rd, Friendswood, TX, 77546, USA
10. There is no sidewalk for walkers, bikers, etc. on W Castlewood Ave between Greenbriar and Sunset. High school students, families, etc. on foot or bike have no safe place to be.
Address: 710 W Castlewood Ave, Friendswood, TX, 77546, USA
11. Nice sidewalks for walking/biking down Castlewood connecting the High School to Stevenson would be great and widely used!
Address: 706 W Castlewood Ave, Friendswood, TX, 77546, USA
12. People walk down the narrow road of Wilderness Trail and its a hazard. At minimum asidewalk is needed here, especially if Friendswood Pkwy will be connected in the future.
Address: 1106 Londonderry Ave, Friendswood, TX, 77546, USA
13. Sidewalk along falling leaf to be able to walk to the HS tennis/Nat from the neighborhood without walking on Busy/narrow falling leaf dr
Address: Spanish Uno, 1200 Falling Leaf Drive, Friendswood, TX, 77546, USA
14. The construction on Blackhawk needs to continue and finish. This is creating traffic safety issues and also causing difficulty with peoples yards as well as sidewalks. Please resume and complete what all is supposed to be done
Address: Blackhawk Blvd, Friendswood, TX, 77546, USA
15. There needs to be a sidewalk connection between the two entrances of Keystone Meadows. When walking the neighborhood, we have to walk along the ditch on the 528 side.
Address: 1104-1148 W Parkwood Ave, Friendswood, TX, 77546, USA
16. Sidewalk desperately needs repair.
Address: 15506 Blackhawk Blvd, Friendswood, TX, 77546, USA
17. I see several people have identified the need for a sidewalk along Castlewood. I'm attaching a picture of a police and EMS response to a minor injury accident where a student riding a bicycle was clipped and knocked into a ditch by a passing motor vehicle (date stamped March 24th, 2022). For the school students who walk this street innocently trusting the motoring public not to hit them, it's only a matter of time before there is a fatality. I agree with the other comments and would add that safety of students should bea top priority when considering sidewalk needs. Future sidewalks should also be constructed with a buffer between the street and sidewalk, in accordance with current engineering pedestrian safety standards. At this location that would require installing a SW culvert and putting the sidewalk on top. slonshippy@yahoo.com
Address: 706 W Castlewood Ave, Friendswood, TX, 77546, USA
18. Need a sidewalk on Melody Lane. In order to walk or bike ride to town the Forest of Friendswood residents have to walk or bike ride on Melody Lane roadway which is gettingmore and more traffic making it extremely dangerous
Address: 303-443 Melody Ln, Friendswood, TX, 77546, USA
19. We really desperately need a sidewalk along Falling Leaf Dr. Students run here and people walk to the school. At night time this road is especially dark and the lack of sidewalk makes it very dangerous, especially for those leaving school activities (such as football games). With new development planned at the end of Falling Leaf and additional traffic coming, a sidewalk is even more important to protect pedestrians.
Address: 1200-1204 Falling Leaf Dr, Friendswood, TX, 77546, USA
20. The sidewalk in Sunmeadow ends here, so people are forced to move into the street But this is a dangerous blind curve where some people occasionally drive way too fast. A continuation of the sidewalk is needed to prevent a tragedy in this curve.
Address: 228 E Castle Harbour Dr, Friendswood, TX, 77546, USA
21. There should be a sidewalk here heading to Stevenson park. I have almost been hit more than once while pulling a wagon with children to the park by people pulling into the parking lot too fast.
Address: 111 W Castlewood Ave, Friendswood, TX, 77546, USA
22. A sidewalk here would be very helpful. Many people walk and run on this winding road and a sidewalk would make it much safer
Address: Spanish Uno, 1200 Falling Leaf Drive, Friendswood, TX, 77546, USA

I have an Ideas
I have a concern
Add trail here
Make a connection here!

SEPTEMBER 2025

Active Transportation Survey

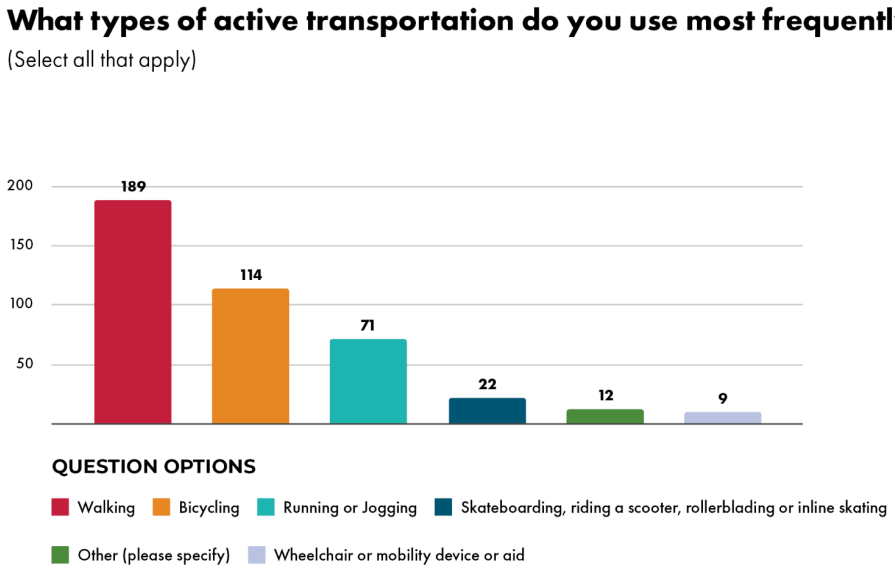
Host on Engagement HQ

As part of the Friendswood Active Transportation Study, an online survey gathered input on community travel patterns, challenges, and priorities. Participants shared the types of active transportation they use, their reasons for walking, biking, or rolling, and how easy or difficult these activities feel in Friendswood. They also identified barriers such as safety concerns or lack of infrastructure and suggested improvements to make active transportation more comfortable and accessible.

The survey further explored needs for children, older adults, and people with disabilities, as well as the destinations and experiences most important to residents. Open-ended responses captured visions for an ideal trail experience, while demographic and location questions ensured feedback reflected different parts of the community. These insights will directly inform recommendations for the Active Transportation Plan.

- **213** people responded to the Friendswood Community Survey

Q1. What types of active transportation do you use most frequently? (Select all that apply)



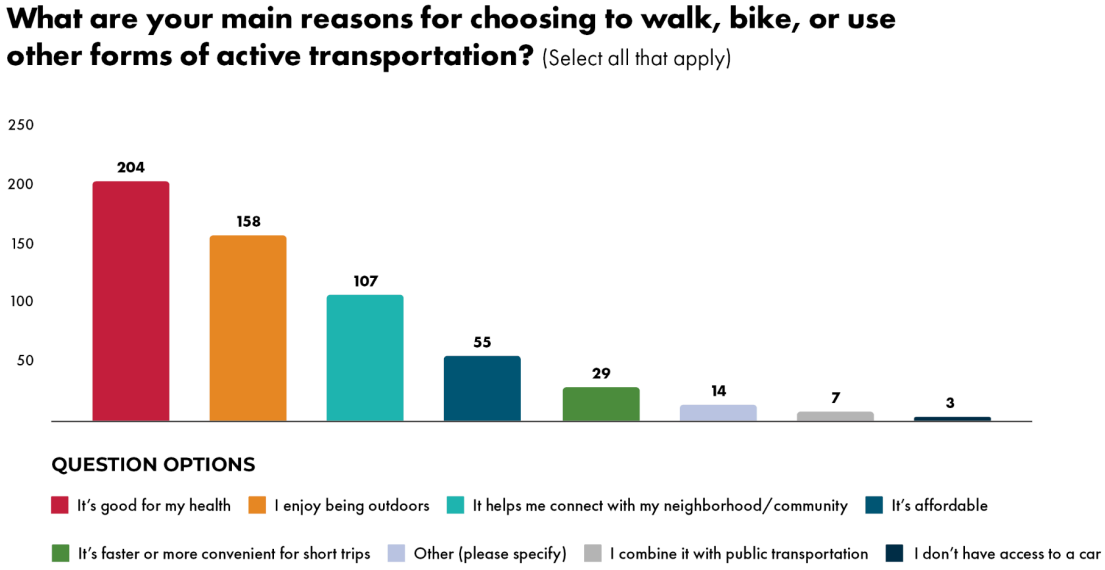
Mandatory Question (215 response(s))

Question type: Checkbox Question

Key Takeaways

- The top three most frequently used methods of active transportation include:
  - **1.** Walking
  - **2.** Bicycling
  - **3.** Running or Jogging
- **Top "Other (please specify)" Responses to Q1.** What types of active transportation do you use most frequently?
  - Some people interpreted the question differently and mentioned using motorized vehicles.
    - 8 people mentioned cars
    - 2 people mentioned golf carts

Q2. What are your main reasons for choosing to walk, bike, or use other forms of active transportation? (Select all that apply)



Mandatory Question (215 response(s))
Question type: Checkbox Question

Key Takeaways

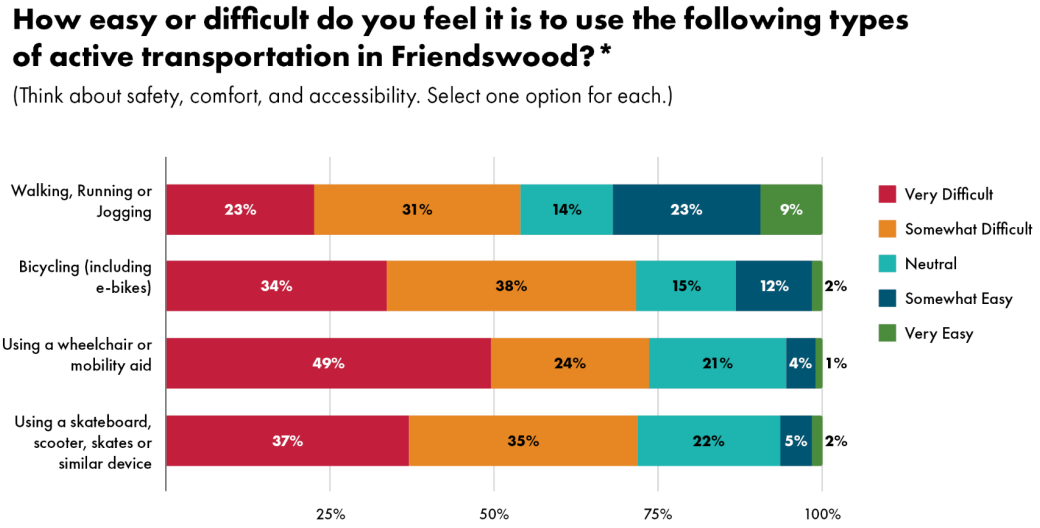
- The top three main reasons for choosing to walk, bike, or use other forms of active transportation include:
  - **1.** It's good for my health
  - **2.** I enjoy being outdoors
  - **3.** It helps me connect with my neighborhood/community

- **Top "Other (please specify)" Responses to Q2.** What are your main reasons for choosing to walk, bike, or use other forms of active transportation?
    - Walking children to school
    - Spending time outdoors with family/children
    - Walking dogs

Quotes

- "There are very little sidewalks surrounding Eaglelakes that we cannot walk or bike to any stores its very difficult to go anywhere without a car"
- "There are to (sic) many people in our town now. So it's more convenient to use electric scooters, golf carts, and the side by side to get around."
- "I am wheelchair bound and so it is my only way"
- "Grew up walking to school, friends, parks, groceries. People in Friendswood ate (sic) deprived id (sic) this basic freedom."

Q3. How easy or difficult do you feel it is to use the following types of active transportation in Friendswood?



Mandatory Question (215 response(s))

Question type: Likert Question

*This data excludes respondents who answered "Not Applicable"

Key Takeaways

- Over half (54%) of respondents find it difficult to walk, run or jog in Friendswood
- Almost three-quarters (72%) of respondents find it difficult to bicycle (including e-bikes) in Friendswood

- Almost three-quarters (73%) of respondents find it difficult to use a wheelchair or mobility aid in Friendswood
- Almost three-quarters (72%) of respondents find it difficult to use a skateboard, scooter, skates or similar device (including e-bikes) in Friendswood

Q4. Complete the prompt: It is difficult to walk, bike, or use other forms of active transportation in Friendswood because... (Please describe any specific challenges you've experienced—such as safety concerns, lack of sidewalks or bike lanes, distance, weather, or anything else.)

Key Takeaways

- **Lack of sidewalks - This is the most mentioned sentiment**
  - Many areas have no sidewalks at all, or they stop abruptly and don't connect neighborhoods, schools, or parks.
- **Poor sidewalk conditions/lack of maintenance:**
  - Existing sidewalks are often broken, uneven, too narrow, blocked, or poorly maintained, and are too close to roads. Sidewalks are often blocked by poles, signs, or overgrown vegetation, making them unusable.
- **No bike lanes or trails:**
  - There are very few protected bike lanes or continuous trails, forcing cyclists to share dangerous roads with cars.
- **Traffic and speeding:**
  - Heavy congestion, fast drivers, and disregard for pedestrian/cyclist safety make active transportation unsafe.
- **Unsafe crossings:**
  - Major roads (like 518, 528, 2351) lack safe pedestrian crossings, bridges, or connections, creating barriers across town.
- **Shade and weather:**
  - Hot Texas weather combined with a lack of trees/shade makes walking and biking unpleasant or unsafe much of the year.
- **Disconnected parks and destinations:**
  - Trails and sidewalks don't connect parks, schools, businesses, or neighborhoods, limiting usefulness.
- **Equity and accessibility:**
  - Wheelchair users, families with strollers, and children are especially impacted by poor sidewalks and unsafe routes
- **Lighting and visibility:**
  - Poor or missing street lighting makes walking and biking unsafe at night.

- **School access:**
  - Families want safer routes for kids walking or biking to schools like Cline Elementary.
- **Recreation and quality of life:**
  - People want walking and biking to be enjoyable family activities, not just transportation.
- **Over-reliance on cars/golf carts:**
  - Limited active transportation options push residents toward cars, scooters, or golf carts, which adds to traffic and safety issues.
- **Loss of walkable community feel:**
  - Many residents feel deprived of the freedom to walk to schools, shops, or parks compared to other places they've lived.
- **Equity in mobility:**
  - Not everyone can drive — lack of safe alternatives limits independence and opportunity.
- **Desire for long-term vision:**
  - Residents want city leaders to study and adopt best practices from other communities (e.g., The Woodlands, California).

Quotes

- "No sidewalks. The city is not set up for easy access for those NOT in cars."
- "Sidewalks are wildly uneven, and the road surface is better..."
- "The only safe places are in neighborhoods and the park."
- "Drivers don't give pedestrians and cyclists the right of way. Drivers make it very dangerous even with dedicated bike lanes."
- "Not all walkways connect, especially at major road intersections."
- "Study The Woodlands. Their walkways and trails are extensive and shaded, unlike here."
- "We don't have enough sidewalks to safely walk around town. You have to walk so close to the street."
- "It's dangerous crossing 518 and 528 "
- "There are no dedicated hike & bike trails. I have to share the road with cars to get to a nice trail like Friendswood Lakes Park"
- "The lack of sidewalks in most of the neighborhoods make going for walks or bike riding with the family feel too dangerous. Any existing sidewalks are also often poorly maintained or end abruptly in odd places, disrupting pedestrian access and ease of use."

Q5. Complete the prompt: It would be easier or more comfortable for me to walk, bike, or use other forms of active transportation in Friendswood if... (Feel free to suggest ideas like specific infrastructure improvements, safety measures, shade, lighting, or anything else you think would help.)

Key Takeaways

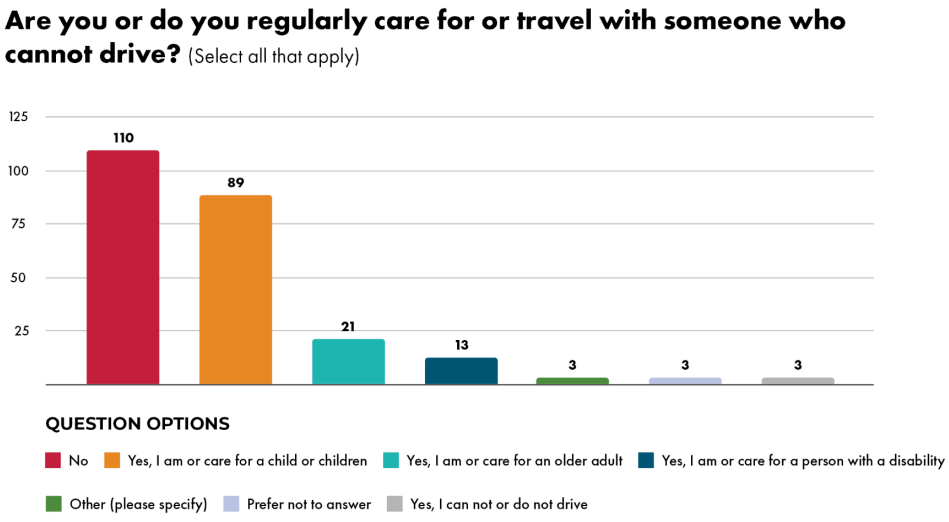
- **Safe and well-connected routes**
  - People want sidewalks and trails that link neighborhoods, parks, schools, and businesses without forcing them into traffic.
- **Protection from cars**
  - Dedicated bike lanes, multi-use paths, and trails away from busy roads are highly valued.
- **Shade and trees**
  - Comfort in hot weather is a top priority, with strong demand for shaded, tree-lined paths.
- **Lighting and visibility**
  - Well-lit sidewalks and trails are seen as essential for safety, especially at night.
- **Smooth and well-maintained paths**
  - Uneven, broken, or gravel surfaces make trails less usable for walkers, runners, wheelchairs, strollers, and bikes.
- **Direct access to destinations**
  - Trails should connect people to schools, coffee shops, restaurants, and retail areas, not just parks.
- **Safe crossings**
  - People want better crosswalks, bridges, and traffic-calming measures to make it possible to cross busy streets.
- **Natural and scenic environments**
  - Many prefer trails through greenery, creeks, and natural areas instead of only concrete or suburban streetscapes.
- **Amenities along the way**
  - Requests included restrooms, benches, trash cans, maps, and trailheads for longer routes.

Quotes

- “New or repaired sidewalks would be a big help. Shade trees where new sidewalks are put down would be nice.”
- “All of the parks in Friendswood were connected with wastage(sic) walking trails. And if there were sidewalks on all roads.”
- “We had a larger network of sidewalks connecting neighborhoods.”

- “Lighting. A lot of the street lights don't work or are very dim making residents feel unsafe.”
- “I would love if there were safer sidewalks and bike lanes to connect more popular areas of friendswood, especially closer to the public parks. I live near Stevenson but it does not always feel safe walking my dog along the main roads”
- “It would be easier or more comfortable for me to walk, bike, or use other forms of active transportation in Friendswood if it was more normalized and safer to do so. Most people who want to be active, already go to parks. If you want city wide activity and pollution reduction, then you should make it easier and more convenient for those who don't feel like hauling their bike down to Stevenson park, rather they can just implement it into their daily lives. ex. walking to the grocery store, walking to Starbucks, walking to a restaurant for lunch.”
- “Fix the roads and sidewalks! I literally can’t ride the mobility scooter around my own culdesac due to to 4” misaligned concrete.”

Q6. Are you or do you regularly care for or travel with someone who cannot drive? (Select all that apply)



Mandatory Question (215 response(s))
Question type: Checkbox Question

Key Takeaways

- Half (**51%**) of respondents regularly care for or travel with someone who cannot drive, including kids, adults, and people with disabilities

Q7. If you answered yes, what would make you or the person you care for feel more comfortable walking or biking in your community? If you're thinking about a specific person, please feel free to include their age or specific needs (e.g., a 7-year-old child, an older adult who uses a cane, a teen biking to school, etc.) (Please describe any specific needs or improvements—such as safer crossings, slower traffic, protected bike lanes, shade, or better sidewalks.)

Key Takeaways

- **Sidewalks are top priority:**
  - Families, seniors, and caregivers repeatedly ask for more sidewalks, smoother surfaces, and ADA accessibility.
- **Safer crossings are critical:**
  - Busy roads like 518, 528, 2351, and near schools are seen as dangerous barriers; people want pedestrian bridges, flashing lights, and protected crosswalks.
- **Traffic calming needed:**
  - Speeding near neighborhoods and schools is a major safety concern; residents call for speed bumps, lower speed limits, and safer street design.
- **Protected bike lanes and trails:**
  - Parents want protected routes for children and teens to bike safely to school, parks, and friends' houses.
- **Connectivity gaps:**
  - Sidewalks and bike lanes often stop abruptly, leaving families without safe ways to reach schools, downtown, or parks.
- **Shade, lighting, and comfort:**
  - Shade trees, benches, and better lighting would make walking/biking safer and more inviting, especially for children, seniors, and people with disabilities.
- **Accessibility for mobility devices:**
  - Wheelchair users, people with walkers, and those recovering from injuries need smooth, continuous, and unobstructed sidewalks.
- **Equity across ages:**
  - Respondents care for toddlers in strollers, school-aged children, teens, elderly parents, and disabled family members—all struggling with unsafe or incomplete infrastructure.

Quotes

- "Slower traffic, safer sidewalks, and better lighting."
- "Would be a big fan of protected bike lanes for my teenager."

- “518 and 528 are just too busy any more… I always felt like I was risking their lives crossing these thoroughfares.”
- “To not have to drive my wheelchair on the road because the sidewalks are so bad and not wheelchair accessible.”
- “Speed bumps on neighborhood streets… teenagers speeding while kids are crossing.”
- “I live in Keystone Meadows and would love a sidewalk between Keystone to Brill and to Falcon Ridge.”
- “Crosswalks should light up and alert drivers of pedestrians.”
- “Our 4yo is special needs, non ambulatory… safer crossings, room for wheelchairs/wagons/strollers, shade is always welcome.”
- “Better sidewalks and just more community awareness of paying attention to pedestrians and bikers.”
- “Add a sidewalk and/or dedicated bike lane on Melody. Reduce speed on Melody to 30.”
- “My junior high son would like to be able to ride his bike to school, unfortunately we have no way of doing that safely from our neighborhood Keystone Meadows. There is no sidewalk allowing or walking path allowing it”
- “My children 3, 7, and 9 need sidewalks that connect to intersections so that we can all safely cross those together”
- “I would feel better about my children walking or hiking if I knew our sidewalks in Sunmeadow were safe to stay on”
- “I do not let my child bike far due to the safety concerns with lack of sidewalks and safe lane areas.”
- “82 year old male that walks with a cane, due to an accident with the uneven sidewalk with a sewer entrance located in it and excessive concrete dumped around it and as mentioned above the streets are not safe due to speeders. Speed bumps would help”

Q8. When using active transportation (like walking, biking, or rolling), what types of experiences are most important to you? Rank the following six options from most to least important to you. Being able to walk or bike to:

When using active transportation (like walking, biking, or rolling), what types of experiences are most important to you? Rank the following six options from most to least important to you.

QUESTION OPTIONS	AVG. RANK
For exercise and recreation	2.57
Places to connect with nature (parks, trails, trees, open spaces)	2.88
For quiet or peaceful routes away from traffic and noise	3.50
Social experiences (seeing neighbors, meeting friends, community events)	3.63
Everyday needs (like work, school, transit or healthcare)	4.20
Shopping, dining, or entertainment	4.22

Mandatory Question (215 response(s))
Question type: Ranking Question

Key Takeaways

- Top three highest ranked categories include:
    - **1.** Everyday needs (like work, school, transit or healthcare (**4.20**)
    - **2.** Shopping, dining or entertainment (**4.22**)
    - **3.** For quiet or peaceful routes away from traffic and noise (**3.50**)

Q9. What words would you use to describe your ideal trail experience in Friendswood?(Open-ended response)

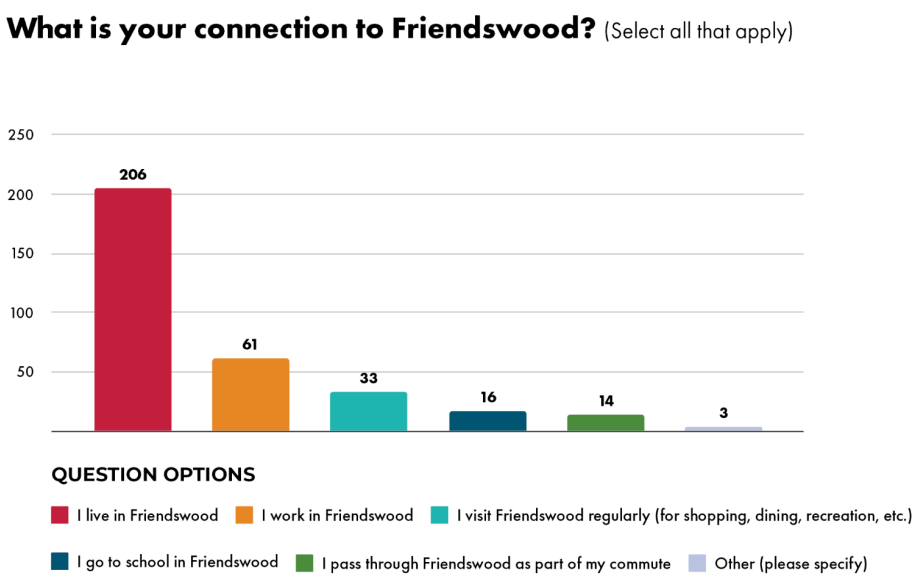
- **Safe / Safety** – 42 mentions
- **Shaded / Shade / Trees** – 38 mentions
- **Connected / Connectivity** – 33 mentions
- **Well lit / Lighting** – 29 mentions

- **Smooth / Even / Well maintained** – 27 mentions
- **Wide / Spacious** – 24 mentions
- **Away from traffic / No cars** – 22 mentions
- **Natural / Nature / Scenic** – 20 mentions
- **Clean** – 18 mentions
- **Accessible / ADA / Easy to use** – 17 mentions
- **Paved / Concrete surface** – 15 mentions
- **Peaceful / Quiet / Tranquil** – 14 mentions
- **Convenient (close to home, connects to destinations)** – 12 mentions
- **Rest areas / Benches / Amenities** – 10 mentions
- **Bike-friendly / Multi-use** – 9 mentions

Quotes

- “Safe, walk/bike only, accessible, well-maintained, well lit.”
- “Shaded with beautiful flora/fauna.”
- “Lots of trees!! And shade. Somewhere to escape suburbia and not be walking in people’s backyards and in the scorching sun.”
- “Connecting neighborhoods to neighborhoods and neighborhoods to retail locations.”
- “Well lit at night. Accessible trash receptacles at high traffic trail intersections.”
- “Wide enough for wheelchairs/strollers/wagons etc and some sort of ground that is easy with wheels with lots of shaded options.”

Q10. What is your connection to Friendswood? (Select all that apply)



Mandatory Question (215 response(s))
Question type: Checkbox Question

Key Takeaways

- Over half (61%) of respondents live in Friendswood

Q11. If you live or work in Friendswood, please provide your subdivision or nearest major intersection.

- Most mentioned places people live or work in Friendswood (Three or more mentions)
    - Windsor Estates
    - Wilderness Trails
    - West Ranch
    - Wedgewood village
    - The Forest
    - Sunmeadow
    - Sterling Creek
    - Regency Estates
    - Longwood Park
    - Keystone Meadows
    - Glenshannon

- Forest of Friendswood
- Eagle Lakes
- Briarmeadow
- Autumn Creek
- 518
- 528

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MEETING SUMMARY

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Friendswood Active Transportation Plan
Steering Committee Meeting 2 – Meeting Summary

Date	Wednesday, October 1, 2025
Time	1:00 PM – 2:00 PM
Location	Friendswood Public Library, 416 S Friendswood Dr, Friendswood, TX 77546

On Wednesday, October 1, 2025, the Friendswood Active Transportation Team hosted the second Steering Committee Meeting at the Friendswood Public Library. Attendees included local and regional active transportation partners, including representatives from the City of Friendswood, H-GAC, BayTran, and Harris County Precincts 1 and 2. Steering Committee members were provided an update on project progress, reviewed the results of the first public engagement survey, ranked active transportation priorities, and provided feedback on the draft active transportation network. The Steering Committee was asked to identify the highest priority projects within the draft active transportation network, as well as other potential priority active transportation improvements in other areas of Friendswood. This information will be used to refine the methodology used to rank project priorities and recommendations.

Meeting Summary

Introductions and Project Information

The City of Friendswood, Houston-Galveston Area Council, consultant team, and committee introduced themselves and participated in an icebreaker, "In 5 words or less, describe your commute to work"; six committee members were present in person, and three were present virtually (refer to Attachment 1 – Sign In Sheet). To view the final presentation, refer to Attachment 2 – Presentation.

Public Engagement Summary

The consultant updated the Committee on public engagement efforts. A total of 215 responses were collected through the Friendswood Community Survey; 24 individuals commented on the online interactive map activity, and 75 opportunities were identified through all engagement opportunities, including the July 4th Pop Up event, feedback received at Steering Committee Meetings, and Stakeholder Committee Meeting. The consultant also discussed the outcomes of September 2025 Walk Audit.

Review and Discuss Project Evaluation Criteria

The consultant introduced and discussed six project evaluation criteria that will be used to determine the need for potential project recommendations. The criteria are safety, access, mobility, connectivity, and environmental factors, each described in Figure 1.



Figure 1. Project Evaluation Criteria used in the Ranking Priorities Exercise

Steering Committee members participated in an in-person exercise to rank the priorities from highest to lowest and share their rationale for each ranking. Steering Committee members in person were put in one group to identify their priorities. Figure 2 presents the results of this activity, and Figure 3 provides a photo of the committee members participating in this exercise. The in-person group prioritized the evaluation criteria as follows:

1. Safety: Prioritizing safety should come first and will provide a more comprehensive way to evaluate and rank projects. Committee members explained that the public will not want to use active transportation facilities that feel unsafe.
2. Connectivity: Projects that strengthen links between homes, schools, parks, and business areas should be given higher priority to create a continuous and usable network. The group stressed the need to avoid building "infrastructure to nowhere."

3. **Mobility:** Focusing on how easily and efficiently people can move throughout the community rather than just how fast vehicles travel will help make the overall system more inclusive and practical. Members agreed that mobility and connectivity are closely related.
4. **Public Input:** Feedback from residents helps confirm whether proposed projects align with community needs. The committee pointed out that while individual preferences are valuable, decisions should focus on what benefits the public as a whole.
5. **Access:** Ensuring ADA accessibility and inclusive design is essential. The group explained that access often depends on good connections between destinations and the importance of identifying which places people want to reach when new routes are planned.
6. **Environmental Factors:** Projects that reduce runoff, improve shade, and incorporate green elements can improve comfort, sustainability, and overall quality of life. Members suggested that environmental goals could be advanced by creating design standards or updating local codes.

Steering Committee members that attended the meeting virtually also had the opportunity to provide their feedback on the prioritization exercise. The results of the exercise are summarized in **Table 1**.

Table 1. Priority Ranking Exercise – Online Results

Rank	Online SC Member 1	Online SC Member 2
1	Safety	Access
2	Connectivity	Safety
3	Mobility	Connectivity
4	Access	Mobility
5	Public Input	Public Input
6	Environmental Factors	Environmental Factors

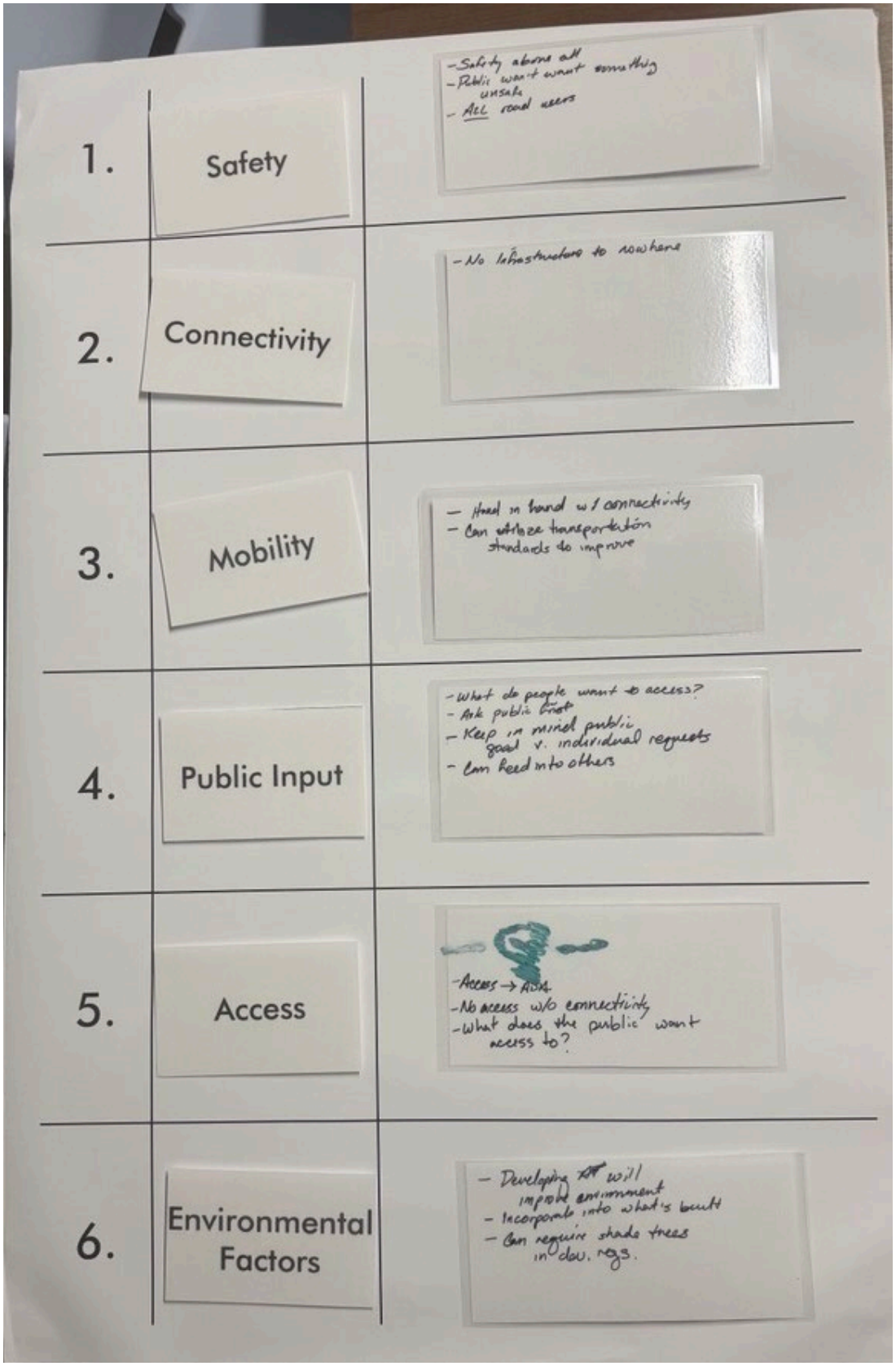


Figure 2. Steering Committee Meeting 2 – Ranking Priorities Feedback (In Person Group)

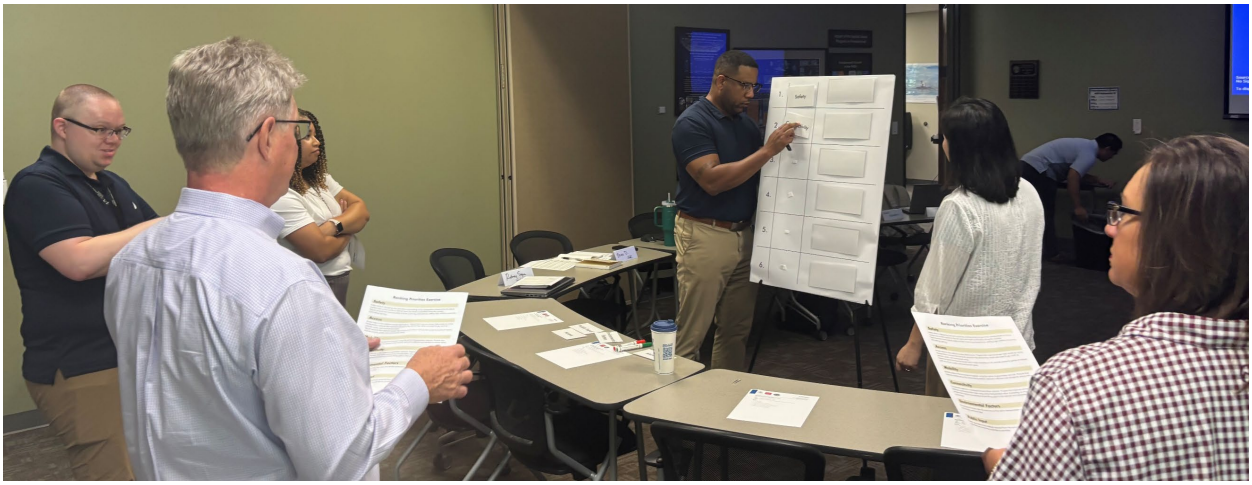


Figure 3. Priority Ranking Exercise

Review and Discuss Draft Active Transportation Network

The consultant discussed the first draft of the Friendswood Primary Active Transportation Network and asked Steering Committee members to provide feedback on the draft network. The results of that discussion are displayed in **Figure 4**. Highlights from that discussion include:

- Committee members emphasized the importance of showing the primary network connecting to destinations outside of Friendswood (e.g., showing existing network connections to destinations in adjacent communities such as the sidewalk connection to the El Dorado Park and Ride facility) and arrows pointing to project recommendations that connect to adjacent communities (e.g., along FM 518 and FM 528).
- Reflect the realignment of Friendswood Parkway in the updated draft primary network.
- Leisure Lane sidewalk connection was deemed unnecessary.
- Clear Creek pedestrian crossing should be shown further south in the updated draft network.
- Additional neighborhood sidewalk connections were discussed and analyzed.

The committee was also asked to identify the highest priority projects to implement first on the primary network. The results of that discussion are displayed in **Figure 5**. Highlights from that discussion include:

- FM 518 and FM 528 are clear priorities for the Steering Committee. Members are aware that these are TxDOT facilities and additional coordination is needed for implementation but feel it is critical to prioritize creating a safe and connected network.
- FM 518: Several key missing connections, specifically between El Dorado and FM 528, where there is a bridge with a median that pedestrians are often seen walking in.
- FM 528: There is a desire to repurpose the 12-foot shoulder along the southern portion of this corridor for a bicycle facility. Sidewalk facilities are also needed along this corridor.

Primary Network Feedback – Steering Committee Meeting
October 1, 2025

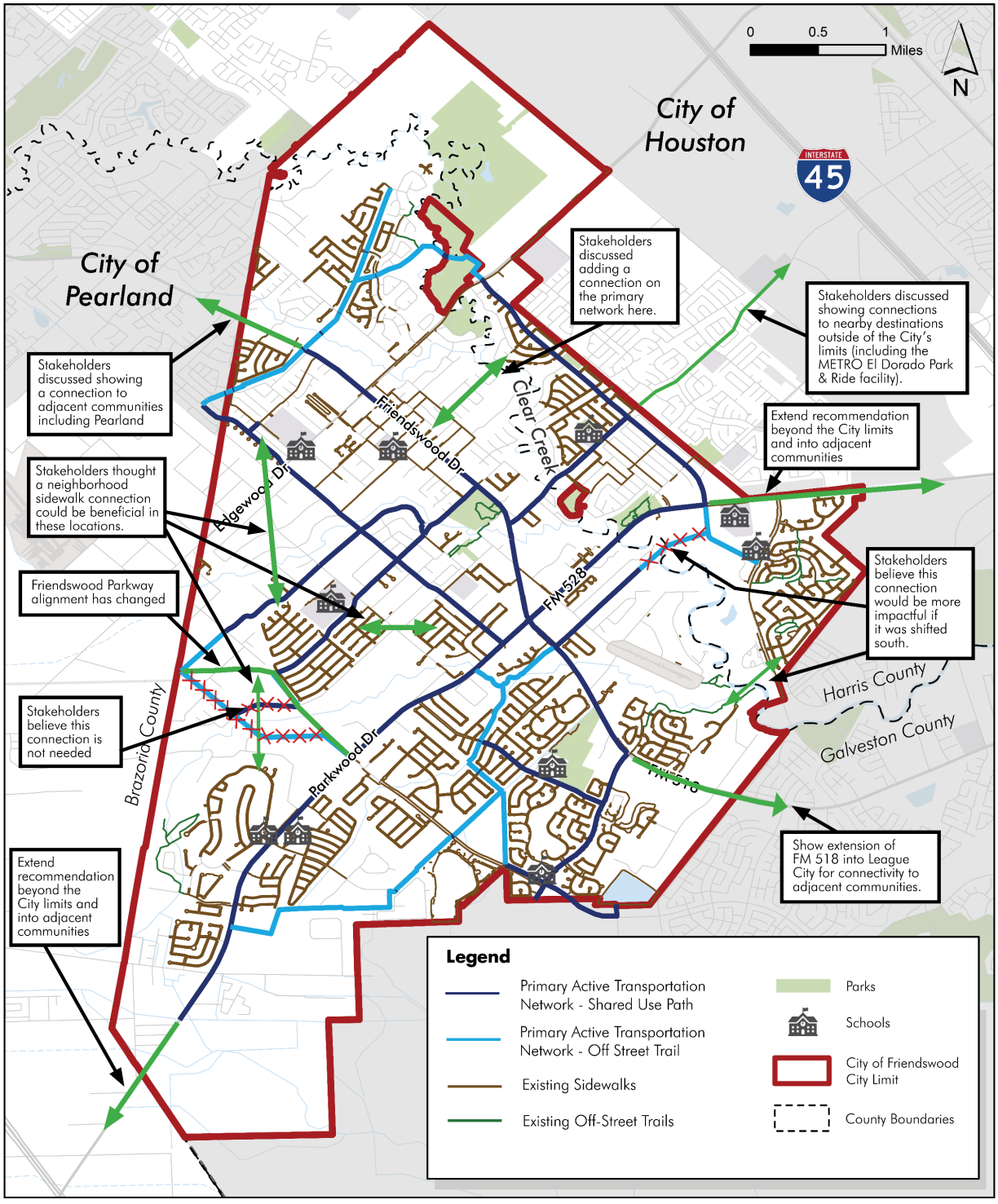


Figure 4. Primary Active Transportation Network Feedback

Gaps and Opportunity Mapping – Steering Committee Meeting
October 1, 2025

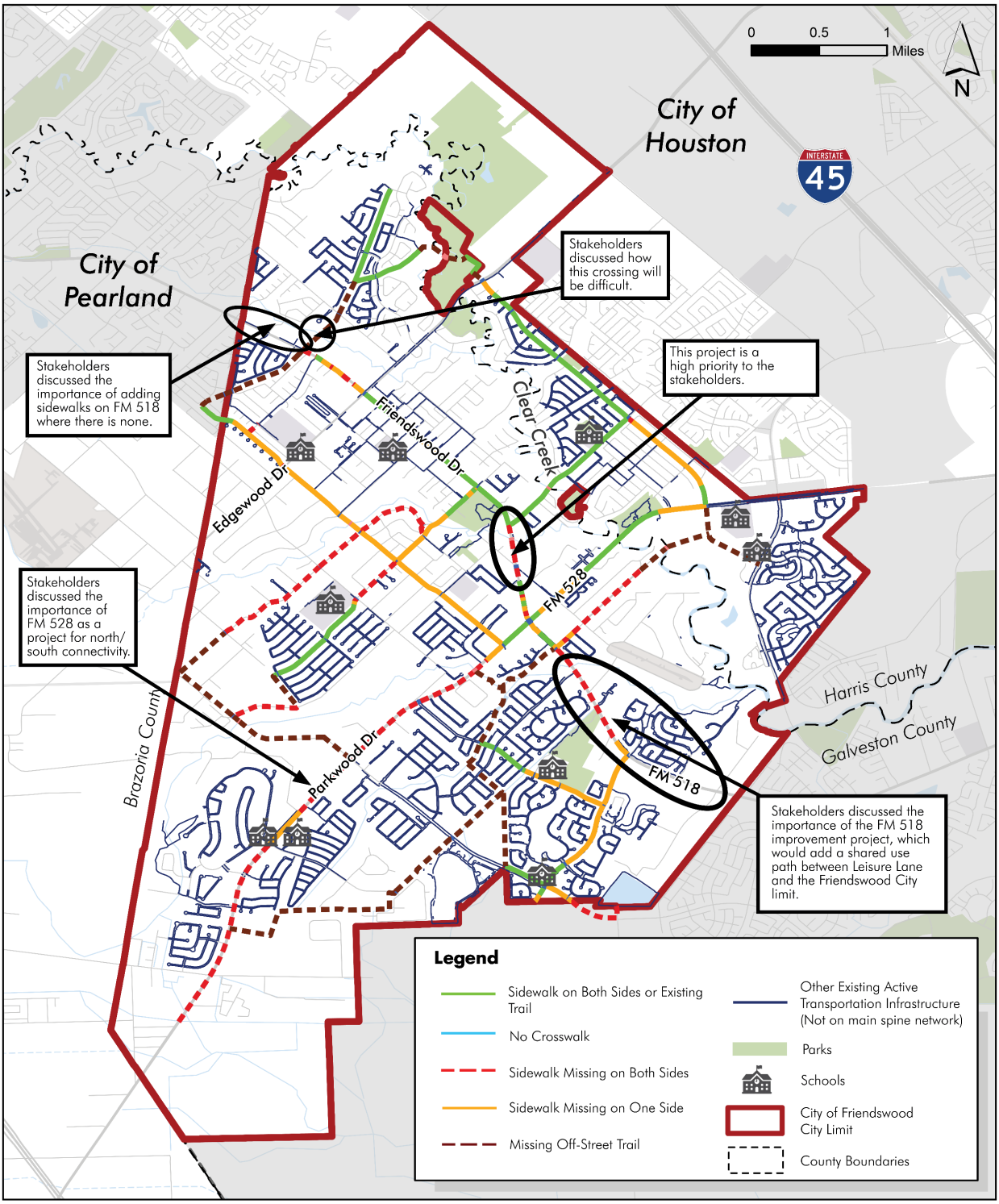


Figure 5. Highest Priority Projects Exercise

Meeting Close Out & Next Steps

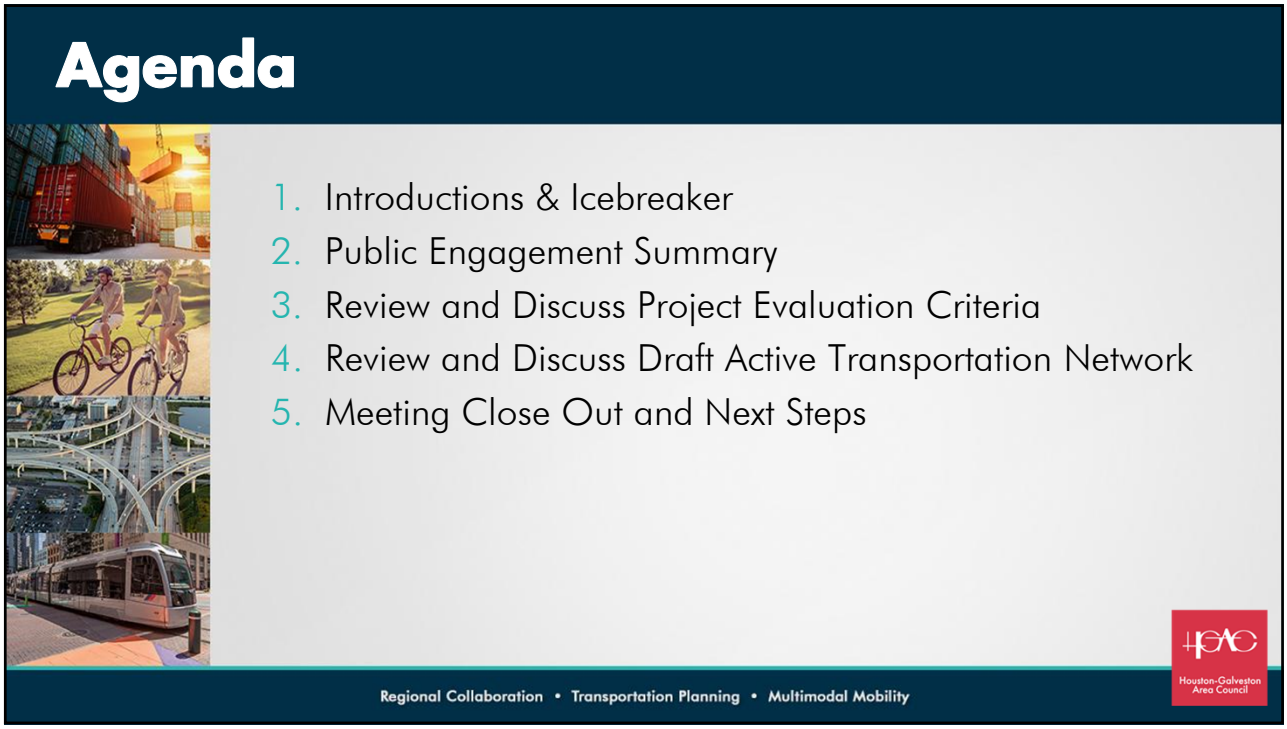
The consultant reviewed the next steps and project timeline with the committee and adjourned the meeting. The next steps for the Friendswood Active Transportation Plan include:

- Needs-Based Analysis (Fall 2025)
- Identify preliminary projects
- Public Outreach event #1 – Scheduled for December 18, 2025
- Develop recommendations

Attachment 2.



1



2



3

Introductions

- Name
- Agency
- In 5 words or less, describe your commute to work





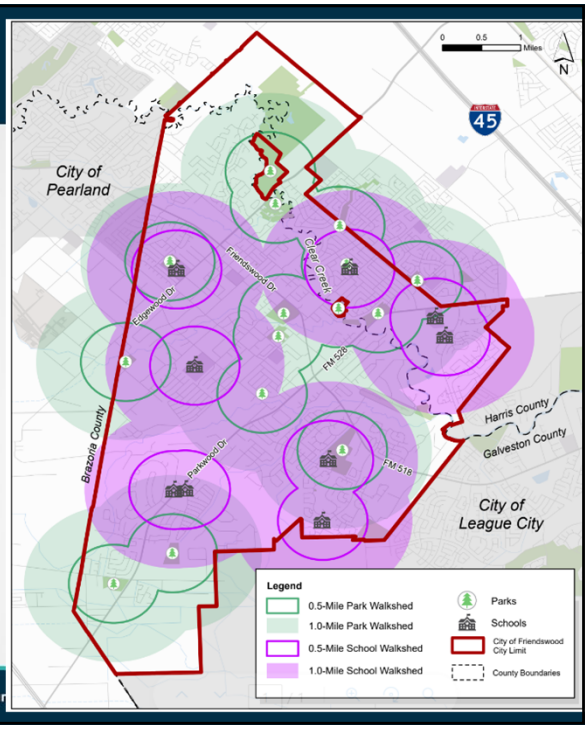
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Active Transportation Plan: Vision and Goals

- Develop a Citywide Active Transportation Plan
- Establish safe, multimodal connections within the community for residents to enjoy walking, biking, or rolling across Friendswood
- Establish recommendations and a phased implementation strategy that will connect residents to their schools, parks, religious/civic institutions, and/or other local destinations via an active transportation network



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Project Timeline

SUMMER 2025
- Data Gathering
- Existing Conditions Assessment
- Launch website and online survey
- Steering Committee Meeting #1
- Pop Up Event

FALL 2025
- Walk Audit
- Identify Potential Opportunities
- Gap Analysis
- Steering Committee Meeting #2
- Public Outreach Event #1

WINTER 2025/2026
- Develop recommendations
- Steering Committee Meeting #3

SPRING 2026
- Refine and prioritize projects
- Public Outreach Event #2

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Engagement Opportunities

- Project Website: June - Ongoing
- Online Survey and Mapping Tool: June – August
- Pop Up Event (1): July
- Walk Audit: September
- Stakeholder Meetings (up to 2): September
- Steering Committee Meetings (up to 3): July, October
- Public Outreach Events (up to 2): November

https://engage.h-gac.com/friendswood-active-transportation-plan

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Engagement Summary



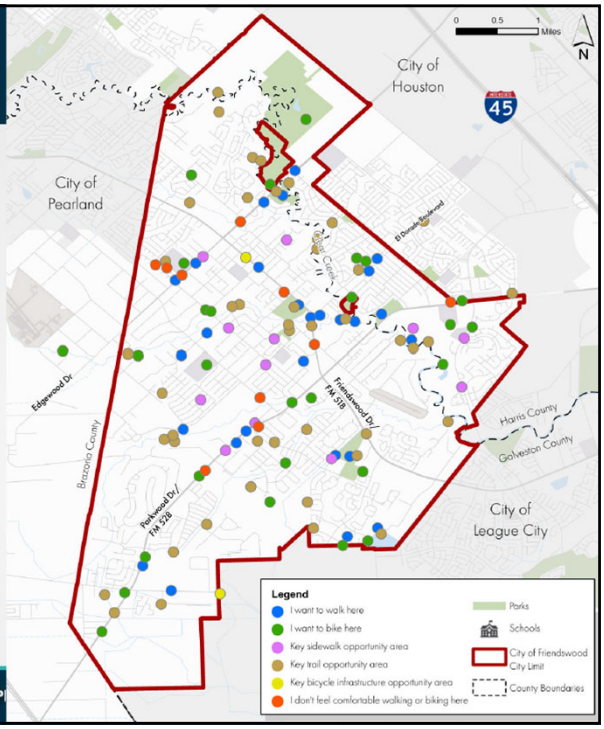
- 215 responses to the Friendswood Community Survey (61% of respondents live in Friendswood)
- 24 comments added to the online map
- 75 opportunities identified on the map at the Pop Up, Steering Committee, Stakeholder Committee



Castlewood Avenue



Falling Leaf Drive



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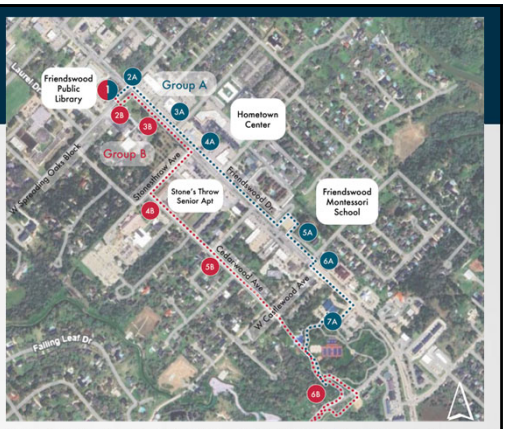
9

Walk Audit



- September 2025
- 2 Routes
- Provided feedback on intersections, crossings, sidewalks, connections, access, and overall experience
- Key Takeaway: Infrastructure is present, but it varies widely across locations
- Opportunities to improve continuity, connections, and surface quality, enhance safety







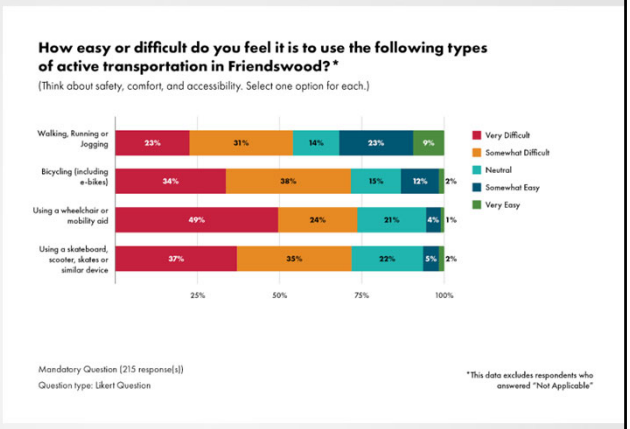
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Engagement Summary







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Engagement Summary



- Desire for:
  - Safe, well-connected routes that are smooth and well-maintained
  - Protection from cars / traffic calming
  - Shade
  - Lighting / visibility
  - Direct access to destinations (other than parks)
  - Safe crossings
  - Natural / scenic environments
  - Amenities along the way

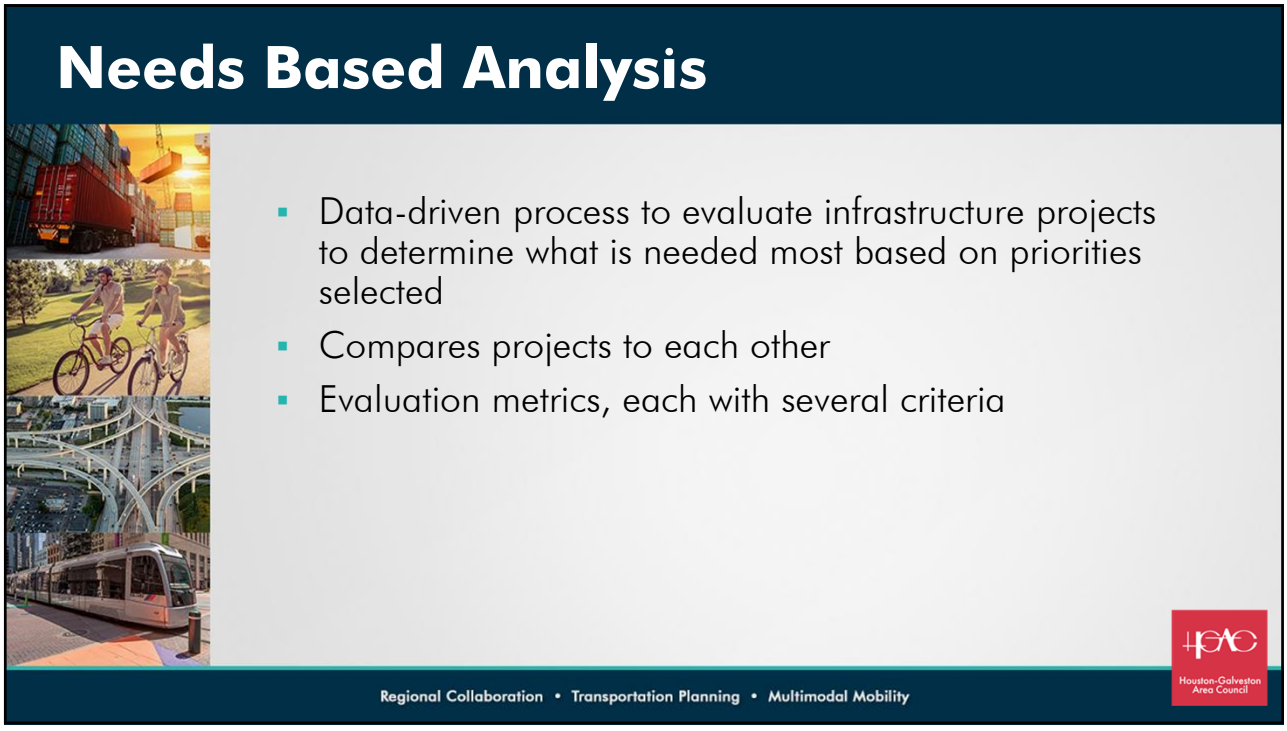
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Review and Discuss Project Evaluation Criteria
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Needs Based Analysis
Data-driven process to evaluate infrastructure projects to determine what is needed most based on priorities selected
Compares projects to each other
Evaluation metrics, each with several criteria
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Evaluation Metrics



- Safety
- Mobility – moving people
- Connectivity – connection the active transportation network
- Access – accessing destinations
- Environment
- Public Input

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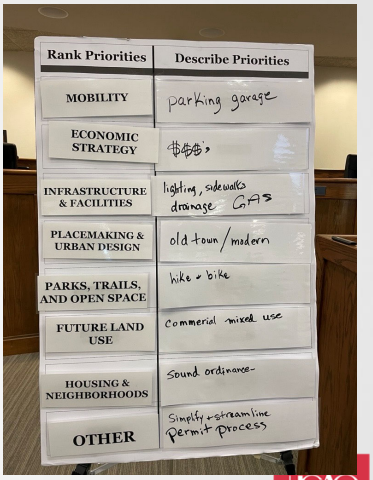
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Activity: Prioritize Evaluation Metrics



- Split into 3 groups
- Rank the priorities (left)
- Describe WHY your group ranked each priority (right)
- Weight the metrics out of 100 points



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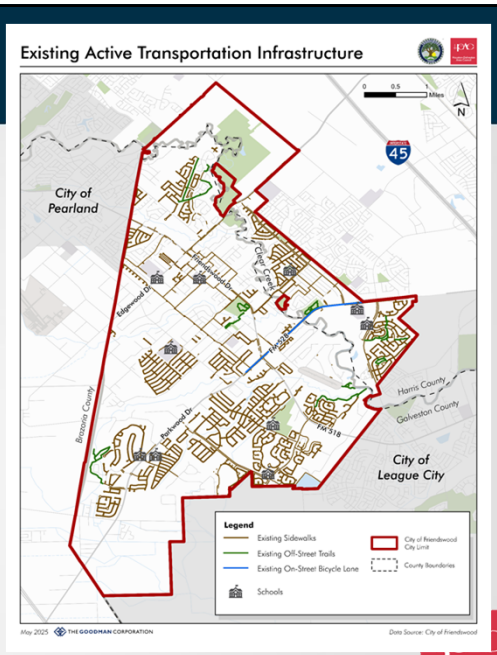
16



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Existing Active Transportation Infrastructure

- Sidewalk coverage varies
  - Southern and eastern parts of the City are well connected with active transportation infrastructure
  - Central areas have limited sidewalk coverage
- 7.71 miles of off-street trails
  - But, many do not connect destinations
- 1 marked on-street bicycle facility on FM 528



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Existing Conditions Summary

- Lots of opportunity!
  - Existing active transportation infrastructure is disconnected
  - Future population growth and demographic characteristics of the City indicate the need to accommodate a range of ages and abilities
  - Opportunities to:
    - Improve safety
    - Improve connectivity
    - Reinforce healthy lifestyles

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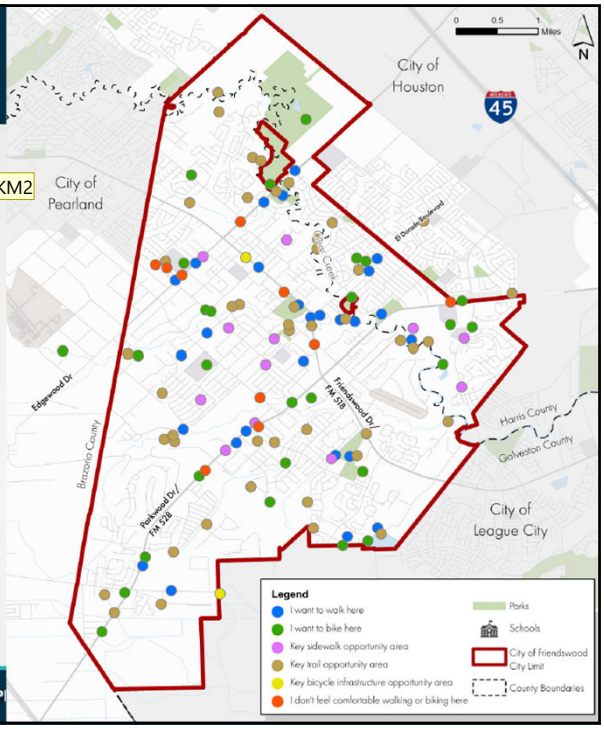
KM1

Opportunities



- 46: Opportunities for active transportation (walk, bike, trail)
- 28: Areas where participants want to walk
- 27: Area where participants want to bike
- 11: Areas where participants are uncomfortable using active transportation

KM2



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Slide 20

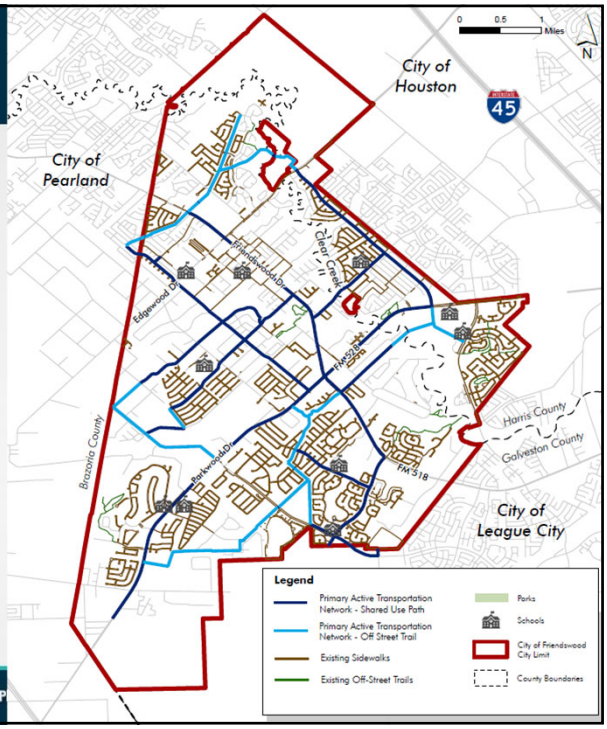
KM1 Map will be updated to have consistent formatting with other maps and to incorporate all data received
Kristi Miller, 2025-09-18T02:48:47.831

KM2 Numbers for each bullet will be updated
Kristi Miller, 2025-09-18T02:48:57.845

(Draft) Active Transportation Network



- Full realization of Active Transportation Network
- Combination of off-street trails and shared use paths
- Complements existing action transportation infrastructure



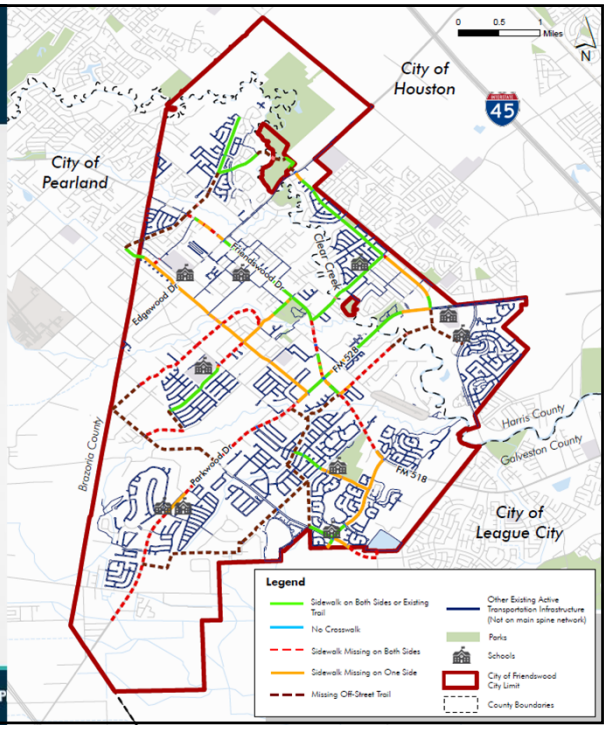
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21

AT Network: Gaps



- Several areas are missing active transportation infrastructure



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Project Selection Priorities



- What is your priority?
  - Focus on filling in gaps in active transportation infrastructure where none currently exists?
  - Focus on improving / upgrading existing active transportation infrastructure?

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Next Steps

- Needs-based analysis
- Identify preliminary projects
- Schedule Public Outreach Event
- Develop recommendations

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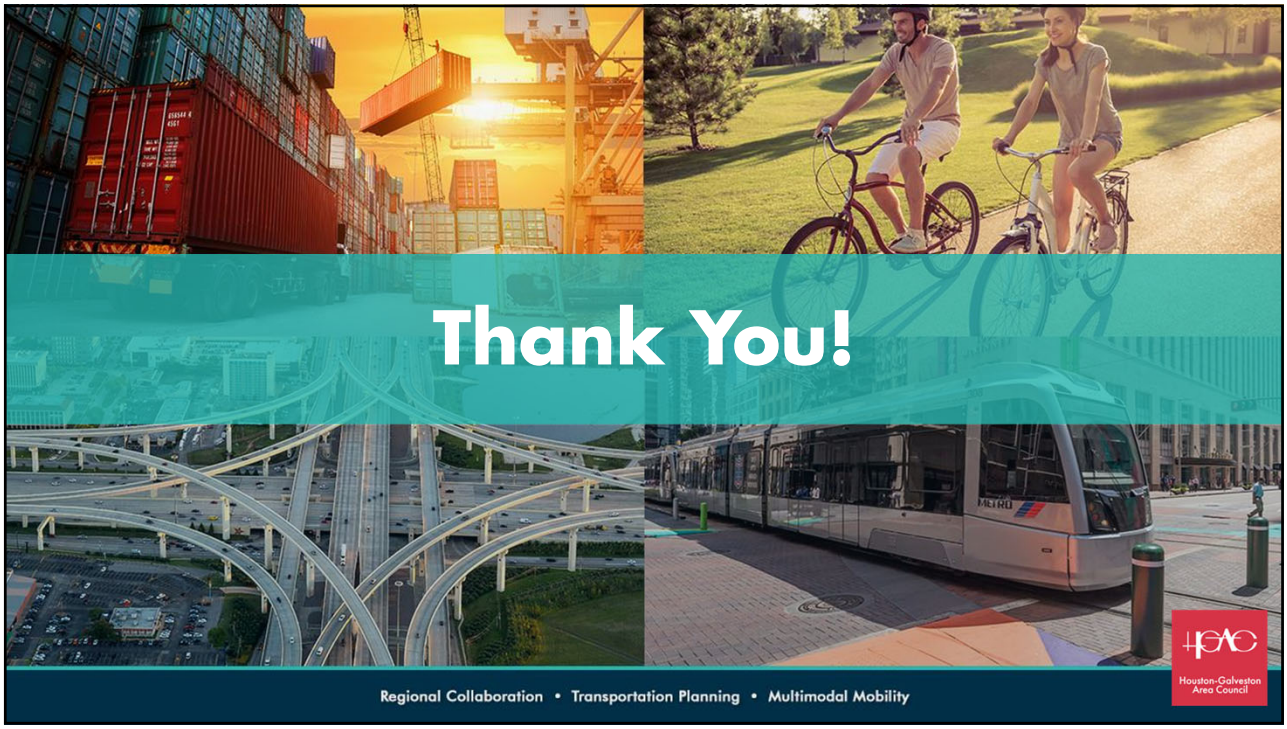
For More Information



Contact:

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  832-681-2580
- Rodney Sigua, H-GAC Deputy Project Manager
  Rodney.Sigua@H-GAC.com
  713-993-4558

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Thank You!
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THE GOODMAN CORPORATION

Houston-Galveston Area Council

FRIENDSWOOD TEXAS

MEETING SUMMARY

Houston + Austin, TX
www.**thegoodmancorp**.com
Phone: (713) 951-7951

Friendswood Active Transportation Plan
Public Outreach Event #1 – Meeting Summary

Date	Thursday, December 18, 2025
Time	6:00 PM – 8:00 PM
Location	Friendswood Library, 416 S Friendswood Dr, Friendswood, TX 77546

On Thursday, December 18, 2025, the Friendswood Active Transportation Plan project team facilitated a public outreach event at the Friendswood Public Library to engage the public, provide information about the study, and gather feedback on evaluation metrics, proposed active transportation network, and proposed projects. Overall, the project team engaged with approximately 50 community members at the meeting (refer to Appendix 1 for sign-in sheets).

Meeting Summary

The event featured informational boards describing the Active Transportation Plan, project schedule, plan vision and goals, existing active transportation infrastructure, safety considerations related to active transportation, previous engagement and opportunities for active transportation identified by the community, Steering Committee, and Stakeholder Committee, and several opportunities for feedback: ranking active transportation priorities, reactions to the Active Transportation Network, and prioritizing 14 proposed projects. Appendix 2 contains images of the presentation boards used at the outreach event.

Two of the activities – ranking active transportation priorities and prioritizing proposed projects – were also available online on the project website from Thursday, December 18, 2025 – Monday, January 28, 2026. The results of each activity are summarized in the following sections.

Ranking transportation priorities

To ensure project recommendations align with community values, participants had the opportunity to rank their priorities for active transportation projects using the following criteria: safety, access, mobility, connectivity, environmental factors, and public input; 24 participated in person and 19 participated online. Each of the criteria were defined on the presentation board and handout provided (Figure 1).



Figure 1. Activity to rank active transportation priorities.

The prioritized evaluation criteria are shown in Table 1. The community ranked safety as the highest priority, followed by access. Mobility and connectivity each had 10 votes for third priority. Environmental factors were consistently prioritized fifth or sixth priority, and public input ranked as sixth priority.

Table 1. Active transportation priorities ranked by the community

Rank	Safety	Access	Mobility	Connectivity	Environmental Factors	Public Input
1	23	6	3	5	3	3
2	2	14	11	8	4	4
3	6	6	10	10	7	5
4	3	10	7	5	8	8
5	3	5	6	8	10	9
6	6	1	4	5	10	13

Active Transportation Network

Based on opportunities previously identified, the project team developed an active transportation network to connect points of interest, schools, and parks throughout Friendswood. Attendees were presented with the draft active transportation work and asked to provide feedback (Figure 2).



Figure 2. Draft active transportation network presentation board with feedback from community.

The community had the following feedback on the draft active transportation network:

- Traffic pattern on W. Shadowbend is dangerous to kids riding bikes to Westwood/Bales in the morning.
- Need path along FM 518; very dangerous on shoulder.
- Townes Road in Forest Bend; there is a bus stop for high school kids and elementary kids walk home on that street.
- Townes Road is a priority.
- David Glenn at Friendswood Link Road needs a four-way stop.
- Clear Creek bridge crossing to access Wedgewood Village and Forest Bend.
- Consider separated-grade bike trails or upgrading off-street pedestrian trails to support bicycles.
- Gated emergency access only at Castlewood Friendswood extension.
- Sidewalks on N. Friendswood Drive.
- No Parkway behind Applewood (mentioned twice).
- Suggestion to move the curb back at the intersection of FM 518/FM 528; cars hit the curb while turning east on FM 518.
- Oak Street at FM 518 needs better pavement markings.
- Need more hike/walk trails in wild spaces.
- Kids on bikes need to be regulated.

- Need to utilize the drainage corridors for off-street trail system.

Prioritizing proposed projects

The proposed projects were presented on a large presentation board illustrating the project limits and high-level description of the improvements (Figure 2). The community had the opportunity to select their top five projects from the 14 presented; 21 participated in person and 19 participated online.

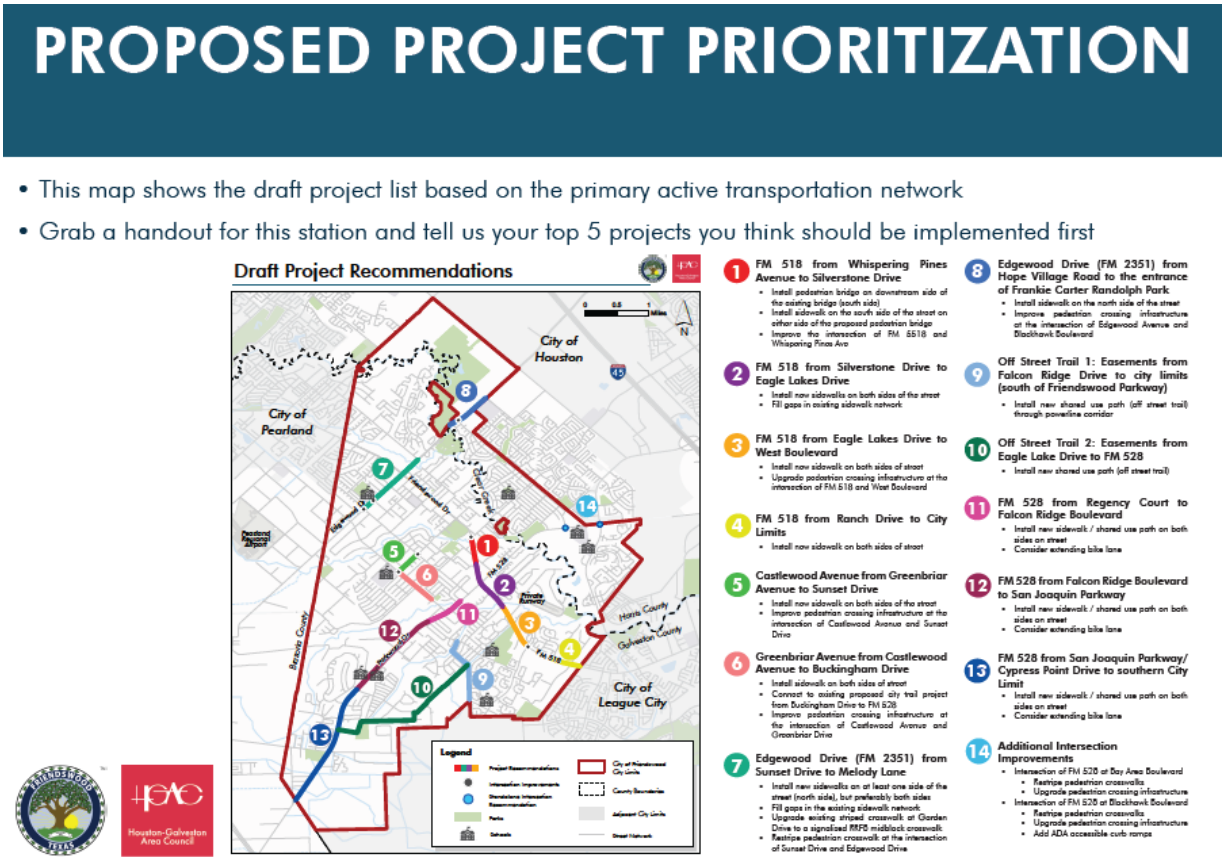


Figure 3. Proposed project prioritization presentation board and activity.

The top eight projects are listed in order by number of votes in Table 2. Project 5 – Castlewood Avenue from Greenbriar Avenue to Sunset Drive received the most votes from the community, followed by Project 7 – Edgewood Drive (FM 2351) from Sunset Drive to Melody Lane.

Table 2. Proposed projects ranked in by community votes

Rank	Project Number and Limits	No. of Votes
1	5. Castlewood Avenue from Greenbriar Avenue to Sunset Drive	23
2	7. Edgewood Drive (FM 2351) from Sunset Drive to Melody Lane	21
3	6. Greenbriar Avenue from Castlewood Avenue to Buckingham Drive	19
4	11. FM 528 from Regency Court to Falcon Ridge Boulevard	16
5	12. FM 528 from San Joaquin Parkway/Cypress Point Drive to southern City Limit	15
5	1. FM 518 from Whispering Pines Avenue to Silverstone Drive	15
6	9. Off Street Trail 1: Easements from Falcon Ridge Drive to city limits (south of Friendswood Parkway)	13
7	10. Off Street Trail 2: Easements from Eagle Lake Drive to FM 528	12
8	14. Intersection Improvements at FM 528/Bay Area Blvd and FM 528/Blackhawk Blvd	11

Additional Feedback

Attendees had the opportunity to provide additional feedback about the active transportation plan (Figure 4). The community provided the following feedback:

- Please remove the Dave Brown Polly Ranch private park from public access plans.
- More sidewalks where speed limit is under 30 mph.
- Prioritize sidewalks that improve school student safety – "get them out of the street." Note that 83% of respondents of the first survey advocated for sidewalks.
- Adapt a safety standard for future sidewalks, e.g., 6-8 foot minimum buffer between road and sidewalk where needed.
- Put culverts in ditches and build sidewalks on top.
- No sidewalks directly against road.
- Projects 5 and 6 are a top priority. Pedestrian access to schools and safety has always been a passion.
- More street lights.

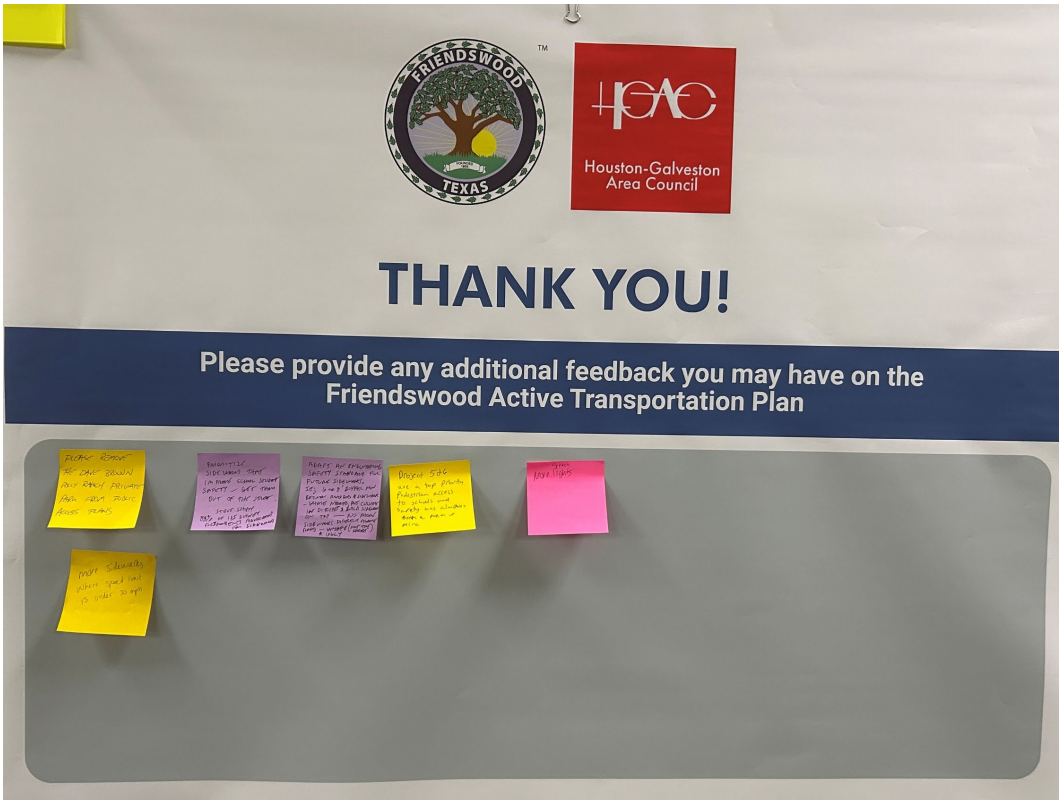


Figure 4. Opportunity to provide additional feedback about the active transportation plan

Appendix 1. Sign In Sheets

FRIENDSWOOD ACTIVE TRANSPORTATION PLAN
COMMUNITY MEETING 1 SIGN IN SHEET

NAME	PHONE	EMAIL
Marua Blackburn		mblackburn@friendswood.com
Veronica Waller	281-905-6684	vwaller66@outlook.com
JOE MATRANGA	713-252-4495	JMATRANGA@FRIENDSWOOD.COM
Randy Hale	832-746-6644	randyhale56@yahoo.com
MIKE ROLLINS	832-641-5172	MIKE.ROLLINS@ATT.NET
EUGENE GONZALEZ	979-6659295	EGONZALEZ@COBALT-ENGINEERING.COM.
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Lorrie Capetillo	281 831 0614	LCAPREEVES@gmail.com
Tyler Barrows	512 921 5440	tylerbaction22@gmail.com
David Callaway	3619424133	davidwcallaway@gmail.com
James Sewell	832 623 1520	jmsewell@gmail.com
Tanner Kulig	941-586-9832	Tannrkulig@gmail.com
Vivek Deshpande	281-406-1670	Vivek.deshpande@kimley-horn.com
Marixsa Montoya		
K.M. Stendahl	512 569-1284	Expressyrvoice@hotmail.com
Susan Steinberg	281-797-3216	Susansw40@sbcglobal.net
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Bernadette Scott	832 221 4787	Vidlbern@gmail.com
Chuck Duff	281/331-0188	
Nancy Cruz	346-659-8678	
Paula Matranga		paula.e.matranga@gmail.com
Michele Bibeault	832-348-0262 *would like call for update but said library has her email address	
Kat Hale		luppitykat@gmail.com
MICHAEL ROSS	713 252 4865	MROSSDEVELOPMENT@GMAIL.COM
Thad Glanton PE	713 859 8004	tglanton@sugarcreek.net
Rosemary Shows	832-549-4697	6 Emerald Circle Friendswood
Jennifer Rollins	281-851-5276	jennifer.L.rollins@att.net
David Grant	856-297-1514	davegrant86@gmail.com
Aubrey Hanlon	281-996-3280	ahanlon@friendswood.com
MARCUS RIVES	713-816-0047	MARCUS RIVES@GMAIL.COM
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AARON ARISS	206.883.3400	AARON.ARISS@GMAIL.COM
Linda Wiseman	832 661-2273	LindaWiseman22@yahoo.com
Steve Wiseman	281 992-4154	" " " "
Charlotte Wisniewski	713-206-4582	cwisnews@sugarnet.net
TERESA OCHAVARRIA	281-482-3991	TERESASOCHAVARRIA@GMAIL.COM

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Kathleen Davis	281-615-3483	kathleendavis020@yahoo.com
Cathleen Nguyen		cathleenjwatson42@gmail.com
Annie Isaac	(281)513-3859	dunfordiannie@gmail.com

Appendix 2. Presentation Boards

FRIENDSWOOD ACTIVE TRANSPORTATION PLAN

WHAT IS THIS PROJECT?
Houston-Galveston Area Council, in partnership with the City of Friendswood, is developing the Friendswood Active Transportation Plan to help shape the future of the active transportation network in the community.

WHY IS IT HAPPENING?
The plan is all about making it easier, safer, and more fun to walk, bike, and explore your community. It serves as a roadmap to guide short- and long-term priorities for active transportation in Friendswood.

WHAT'S NEXT?
We're taking a close look at current conditions, listening to locals, and mapping out real steps to improve active transportation so everyone can get around with ease-whether you're out for a stroll, a ride, or just enjoying your neighborhood.

PROJECT SCHEDULE

SUMMER 2025
- Data gathering
- Review existing conditions
- Online survey

FALL 2025
- Identify gaps and potential opportunities for active transportation

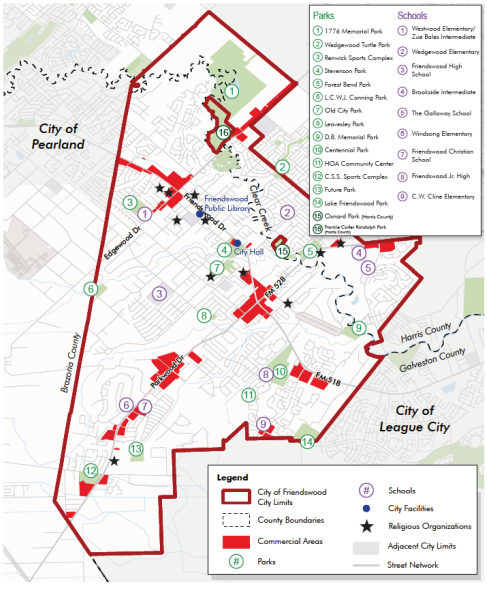
WINTER 2025
- Develop potential projects

SPRING 2026
- Refine and prioritize projects
- Finalize and adopt plan

PLAN VISION AND GOALS

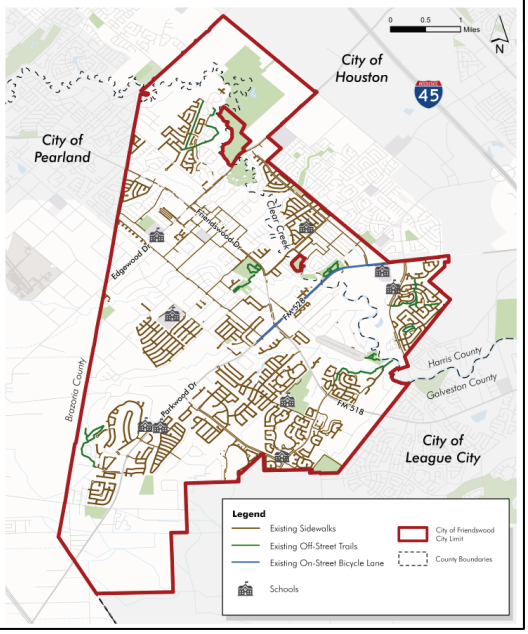
- Develop a Citywide Active Transportation Plan
- Establish safe, multimodal connections within the community for residents to enjoy walking, biking, or rolling across Friendswood
- Develop recommendations and a phased implementation strategy that will connect residents to their schools, parks, religious/ civic institutions, and other destinations via an active transportation network

Popular destinations to walk or bike to in Friendswood



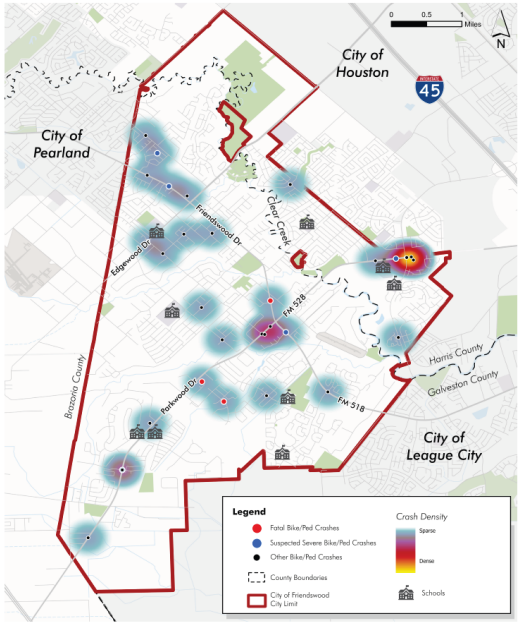
EXISTING ACTIVE TRANSPORTATION INFRASTRUCTURE

- Sidewalk coverage in Friendswood varies
  - Southern and eastern parts of the City are well connected with active transportation infrastructure
  - Central areas have limited sidewalk coverage
- 7.71 miles of off-street trails, but do not connect destinations
- 1 marked on-street bicycle facility on FM 528



ACTIVE TRANSPORTATION SAFETY CONSIDERATIONS

- Bicycle and Pedestrian Crashes
  - 34 reported crashes (20 bike / 14 ped) between 2020 - 2024
  - 3 fatalities, 5 serious injuries, 19 minor injuries
- 15 (44%) crashes occurred within 0.5 miles of a school
- 30 (85%) occurred near key destinations commercial corridors, grocery store parking lots, and schools
- 25 (74%) occurred under daylight conditions
- Most frequent contributing factor is driver behavior (failure to yield the right-of-way, driver inattention, other)

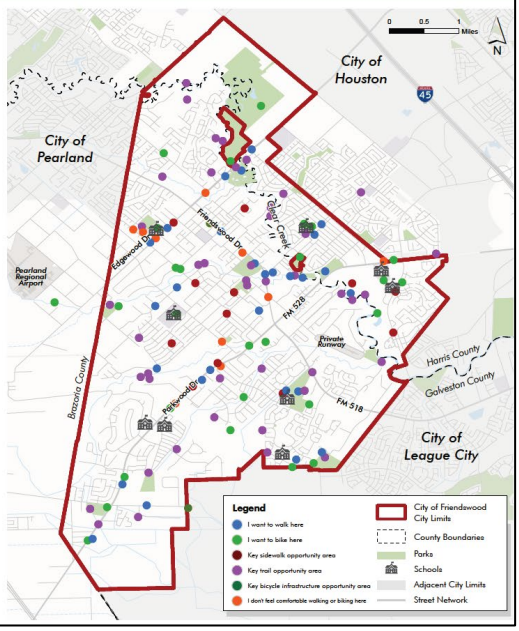


IDENTIFYING OPPORTUNITIES

- 75 opportunities for walking, biking, and rolling in Friendswood were identified by the community, Steering Committee, and Stakeholder Committee



The project team engaging the community (left), Stakeholder Committee (middle), and Steering Committee (right) to identify opportunities for walking, biking, and rolling.



RANKING ACTIVE TRANSPORTATION PRIORITIES

- After identifying opportunities, the next step is to rank them to ensure project recommendations align with what the community values most.
- Help us rank your priorities for how new active transportation projects in Friendswood should be implemented, so we can focus on the improvements that matter most to you.
- Grab a handout and rank the following active transportation priorities from most important (1) to least important (6).

Safety

Safety refers to designing new and improving existing active transposition infrastructure to reduce crashes and conflict points so that all users can travel comfortably along the corridor. Typical projects that improve safety include improving intersections, adding high visibility crosswalks, and adding lighting.

Access

Access refers to the ability to access destinations. Projects that improve access help create an active transportation network that connects people to the places they wants and need to go, such as schools, parks, and commercial areas.
Typical projects that improve access are in close proximity or will provide access to points of interest, such as schools, parks, and commercial areas.

Mobility

Mobility refers to the movement of people using the active transportation network. Projects that improve mobility ensure the active transportation network is efficient and reliable to reduce delay.

Connectivity

Connectivity refers to a connected transportation network. Projects that improve connectivity remove obstacles and barriers that make using active transportation slow, frustrating, or impossible. Typical projects that improve connectivity include filling gaps in the network and completely last-mile connections.

Environmental Factors

Environmental factors refer the area around the active transportation network, including resiliency, tree canopy, and heat index.

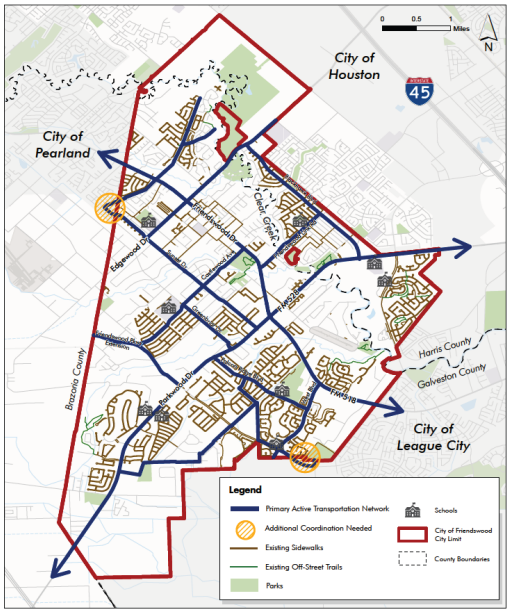
Public Input

Public input refers to the feedback received from the community, stakeholders, and steering committee about what they would like to prioritize.

DRAFT ACTIVE TRANSPORTATION NETWORK

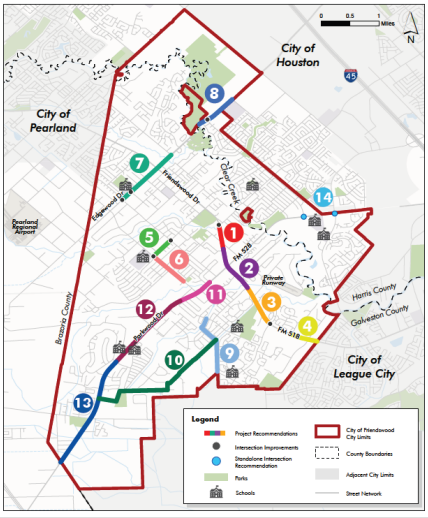
- Based on opportunities identified, the draft Active Transportation Network was developed
- What do you think? Did we miss anything? Please place your feedback on the draft network below:

Place your feedback here:

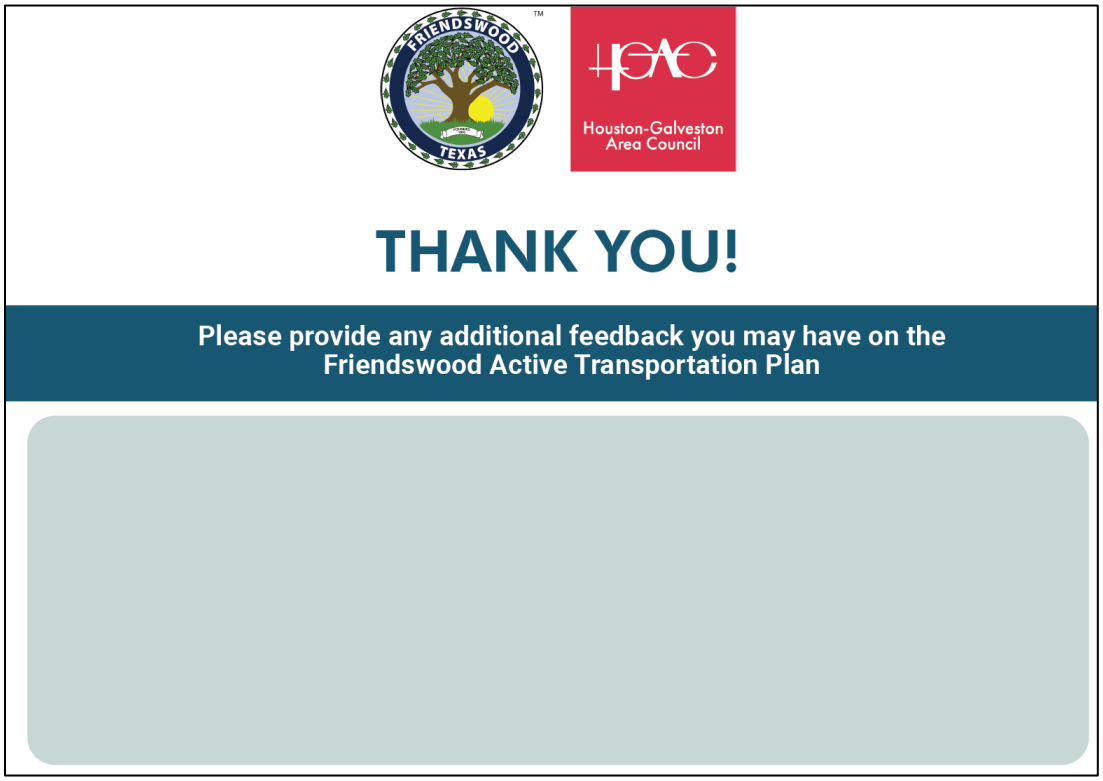


PROPOSED PROJECT PRIORITIZATION

- This map shows the draft project list based on the primary active transportation network
- Grab a handout for this station and tell us your top 5 projects you think should be implemented first



1. **FM 518 from Whispering Pines Avenue to Silverstone Drive**
   - Install pedestrian bridge on downstream side of the existing bridge (south side)
   - Install sidewalk on the south side of the street on either side of the proposed pedestrian bridge
   - Improve the intersection of FM 5518 and Whispering Pines Ave
2. **FM 518 from Silverstone Drive to Eagle Lakes Drive**
   - Install new sidewalks on both sides of the street
   - Fill gaps in existing sidewalk network
3. **FM 518 from Eagle Lakes Drive to West Boulevard**
   - Install new sidewalk on both sides of street
   - Upgrade pedestrian crossing infrastructure at the intersection of FM 518 and West Boulevard
4. **FM 518 from Ranch Drive to City Limits**
   - Install new sidewalk on both sides of street
5. **Castlewood Avenue from Greenbriar Avenue to Sunset Drive**
   - Install new sidewalk on both sides of the street
   - Improve pedestrian crossing infrastructure at the intersection of Castlewood Avenue and Sunset Drive
6. **Greenbriar Avenue from Castlewood Avenue to Buckingham Drive**
   - Install sidewalk on both sides of street
   - Connect to existing proposed city trail project from Buckingham Drive to FM 528
   - Improve pedestrian crossing infrastructure at the intersection of Castlewood Avenue and Greenbriar Drive
7. **Edgewood Drive (FM 2351) from Sunset Drive to Melody Lane**
   - Install new sidewalks on at least one side of the street (north side), but preferably both sides
   - Fill gaps in the existing sidewalk network
   - Upgrade existing striped crosswalk at Garden Drive to a signalized RRFB midblock crosswalk
   - Restripe pedestrian crosswalk at the intersection of Sunset Drive and Edgewood Drive
8. **Edgewood Drive (FM 2351) from Hope Village Road to the entrance of Frankie Carter Randolph Park**
   - Install sidewalk on the north side of the street
   - Improve pedestrian crossing infrastructure at the intersection of Edgewood Avenue and Blackhawk Boulevard
9. **Off Street Trail 1: Easements from Falcon Ridge Drive to city limits (south of Friendswood Parkway)**
   - Install new shared use path (off street trail) through powerline corridor
10. **Off Street Trail 2: Easements from Eagle Lake Drive to FM 528**
    - Install new shared use path (off street trail)
11. **FM 528 from Regency Court to Falcon Ridge Boulevard**
    - Install new sidewalk / shared use path on both sides on street
    - Consider extending bike lane
12. **FM 528 from Falcon Ridge Boulevard to San Joaquin Parkway**
    - Install new sidewalk / shared use path on both sides on street
    - Consider extending bike lane
13. **FM 528 from San Joaquin Parkway/ Cypress Point Drive to southern City Limit**
    - Install new sidewalk / shared use path on both sides on street
    - Consider extending bike lane
14. **Additional Intersection Improvements**
    - Intersection of FM 528 at Bay Area Boulevard
      - Restripe pedestrian crosswalks
      - Upgrade pedestrian crossing infrastructure
    - Intersection of FM 528 at Blackhawk Boulevard
      - Restripe pedestrian crosswalks
      - Upgrade pedestrian crossing infrastructure
      - Add ADA accessible curb ramps


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TEXAS
Houston-Galveston
Area Council
THANK YOU!
Please provide any additional feedback you may have on the
Friendswood Active Transportation Plan

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Friendswood Active Transportation Plan
Steering Committee Meeting #3 – Meeting Summary

Date	Tuesday March 10, 2026
Time	3:00 PM – 5:00 PM
Location	Friendswood Public Library, 416 S. Friendswood Drive, Friendswood, TX 77546

On Tuesday, March 10, 2026, the Friendswood Active Transportation Plan project team hosted the third Steering Committee Meeting at the Friendswood Public Library. Attendees included representatives from the consultant team, City of Friendswood, H-GAC, Bay Tran, TxDOT, and Harris County Flood Control. The purpose of the meeting was to review the project progress to date, discuss project recommendations, and review next steps.

The team collected feedback regarding the selected infrastructure projects and various non-infrastructure recommendations. The presentation materials are in the Appendix.

Introductions

Everyone introduced themselves and their relation to active transportation in Friendswood.

Active Transportation Plan: Vision and Goals

The project team reviewed the plan vision and goals, which are to:

- Develop a citywide active transportation plan
- Establish safe, multimodal connections
- Establish recommendations and a phased implementation strategy to connect residents to local destinations using a safe active transportation network.

Project Progress to Date

The project team presented the project timeline and reviewed the progress from projection initiation in Summer 2025 through Spring 2026. These activities include: data gathering, completing existing conditions assessment, launching the project website and online survey, hosting various Steering Committee, Stakeholder, and Public Outreach event opportunities, conducting a gap analysis, and analyzing the findings to develop project recommendations.

The project recommendations will continue to be refined, and the final plan presented to the City in June 2026 for approval.

Engagement Overview

The project team reviewed a detailed outline of the engagement opportunities that have occurred throughout the project, highlighting the July 4, 2025 Pop-up event where stakeholders used a map of Friendswood to indicate areas where they would like to walk and roll, as well as locations they do not currently feel safe engaging in active transportation activities. The Walk Audit on September 4, 2025, was also identified as a valuable activity that helped participants better understand the existing obstacles active transportation users face, including wheelchair and stroller users, when traveling within Friendswood. At the Public Outreach Event on December 18, 2025, 50 community members attended and ranked their active transportation priorities and prioritized their top five infrastructure projects of the proposed 14. An online version of the prioritization activity was available.

The feedback from all engagement activities helped the project team develop the proposed project recommendations. Overall, participants of the engagement activities shared a desire for safe, well-connected routes that are smooth and well-maintained, protected from cars, with shade, lighting, amenities, and safe crossings. There is a desire for more direct access to destinations other than parks, including commercial areas. No comments were received from the Steering Committee.

Opportunity Analysis

The project team presented findings from the Opportunity Analysis in which participants placed dots on a map to identify where they would like to be able to walk, bike, and roll and where they are uncomfortable using active transportation. Participants identified opportunities at the July 4th Pop Up Event, and at the first Steering and Stakeholder Committee meetings in Fall 2025. The results included 46 desired locations for active transportation (walk, bike, trail), 28 areas where participants want to walk, 27 areas where participants want to bike, and 11 areas where participants are currently uncomfortable using active transportation. The project team used the map feedback to create a Primary Active Transportation Network the aligns with Friendswood priorities. Two comments were received from the Steering Committee:

- Add destinations to the opportunity analysis map such as parks and schools.
- Add arrows to show how and where the PATN connects to neighboring jurisdictions.

Primary Active Transportation Network (PATN)

The project team noted that many of the neighborhoods in Friendswood have complete sidewalk networks but that they are missing connections to greater Friendswood. The project team identified 14 capital infrastructure projects on the Primary Active Transportation Network to improve connectivity and asked the

community to pick their top five priority projects at the Public Outreach event on December 18, 2025 as well as online through January 19, 2026.

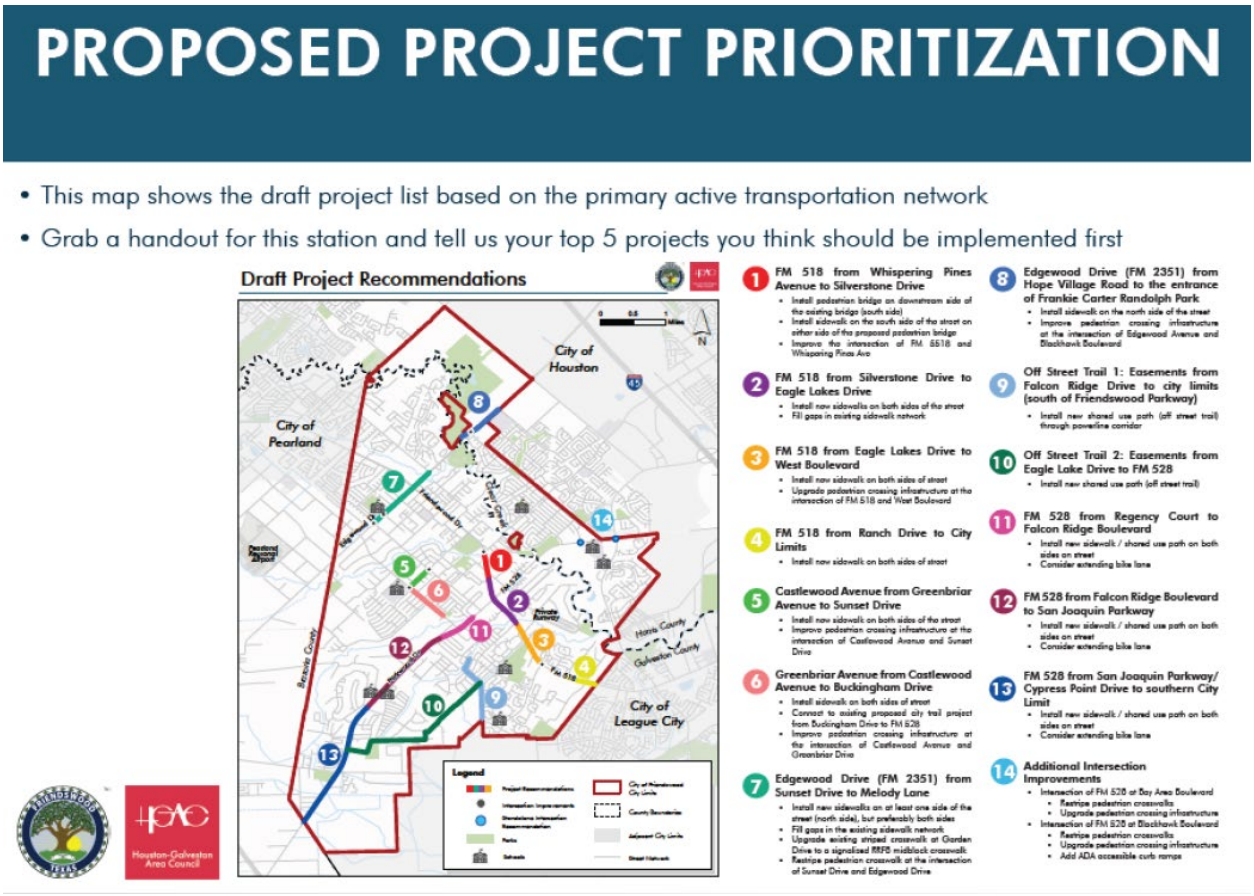


Figure 1. Capital Project Prioritization Board used at the Public Outreach open house.

Project #5 Castlewood Avenue from Greenbriar Avenue to Sunset Drive was ranked as the top priority from the public. The results of this activity (refer to Figure 2) were taken into consideration as the project team continues to refine the project recommendations. No comments were received from the Steering Committee.

Rank	Project Number and Limits	No. of Votes
1	5. Castlewood Avenue from Greenbriar Avenue to Sunset Drive	23
2	7. Edgewood Drive (FM 2351) from Sunset Drive to Melody Lane	21
3	6. Greenbriar Avenue from Castlewood Avenue to Buckingham Drive	19
4	11. FM 528 from Regency Court to Falcon Ridge Boulevard	16
5	12. FM 528 from San Joaquin Parkway/Cypress Point Drive to southern City Limit	15
5	1. FM 518 from Whispering Pines Avenue to Silverstone Drive	15
7	9. Off Street Trail 1: Easements from Falcon Ridge Drive to city limits (south of Friendswood Parkway)	13
8	10. Off Street Trail 2: Easements from Eagle Lake Drive to FM 528	12
9	14. Intersection Improvements at FM 528/Bay Area Blvd and FM 528/Blackhawk Blvd	11

Figure 2. Public Outreach Event #1 Proposed Project Prioritization Rank Results

Needs Based Analysis

The project team used a data-driven process using various evaluation metrics (safety, access, mobility, connectivity, environmental factors, and public input) to compare the projects to each other to determine which projects are needed most. The Steering Committee and community were asked to rank the evaluation metrics to help inform the weight of the evaluation metrics in the final analysis. The results are referenced in Figure 3, where safety was consistently ranked as the top factor. No comments were received from the Steering Committee.

Steering Committee Meeting #2

Rank	Online Steering Committee Member 1	Online Steering Committee Member 2	In Person Steering Committee Group	The Public's Rankings from 12/18 Public Meeting
1	Safety	Access	Safety	Safety
2	Connectivity	Safety	Connectivity	Access
3	Mobility	Connectivity	Mobility	Mobility
4	Access	Mobility	Public Input	Connectivity
5	Public Input	Public Input	Access	Environmental Factors
6	Environmental Factors	Environmental Factors	Environmental Factors	Public Input

Figure 3. Steering Committee and Public Evaluation Metric Ranking Results

This information, with guidance from the City of Friendswood, led to the final weights for the evaluation metrics (refer to Figure 4). Connectivity carries the most weight as the City's main goal for this active transportation plan is increasing active transportation connectivity within Friendswood.

- Connectivity – 29%
- Safety – 25%
- Mobility – 18%
- Access – 16%
- Public Input – 9%
- Environment – 3%

Figure 4. Final Evaluation Metric Weights

Project Recommendations

The project team used the needs-based analysis findings and feedback from all participants, including H-GAC, City of Friendswood, and the community, to develop the final project recommendations (Figure 5). The project team reviewed each recommendation and discussed the project scope, location, existing conditions, length, facility type, planning level cost, estimated duration, and how the project ranked in the

needs-based analysis. No comments on the following five projects were received from the Steering Committee.

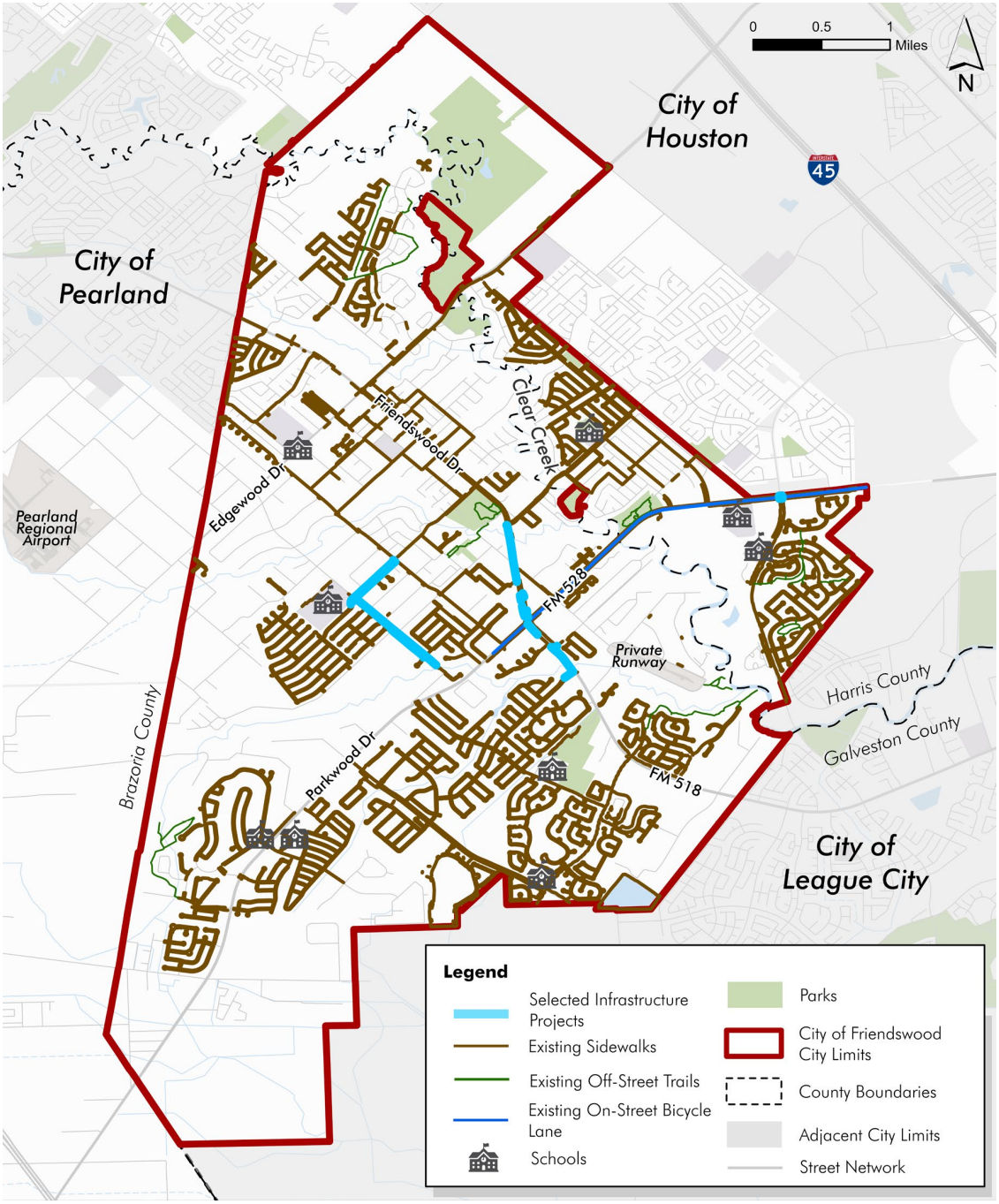


Figure 5. Selected Infrastructure Projects

Project 1: FM 518 from Whispering Pines Avenue to Silverstone Drive

This project will construct new sidewalks on the west side of FM 518 between Whispering Pines Avenue to Silverstone Drive to connect Stevenson Park to major commercial node at the intersection of FM 518 and FM 528. The project includes a pedestrian bridge across the creek and intersection improvements at Winding Way Drive. This project

ranked the highest in the needs-based analysis. There were no questions or comments from the participants regarding this project.

Project 2: FM 518 from Silverstone Drive to Eagle Lakes Drive

This project will construct new sidewalks on FM 518 between Silverstone Drive to Eagle Lakes Drive, primarily on the south side of the street through a dense commercial area. The project includes a pedestrian bridge crossing Chigger Creek on the eastern end and intersection improvements at FM 518 and Leisure Lane and FM 518 at FM 528. This project ranked highest for safety in the needs-based analysis. One participant noted that this is a "scary area" to walk in current conditions and that even quicker improvements could help with safety.

Project 3: Castlewood Avenue from existing sidewalk terminus just south of Greenbriar Drive to Sunset Drive

This project will construct sidewalks on north side of Castlewood Avenues between Sunset Drive to Greenbriar Drive, connecting Sunset Drive to Friendswood High School. The project includes high visibility crosswalks and upgraded curb ramps at the intersection with Greenbriar Drive. This project ranked highest from the public and the City noted they receive many calls about improving this area. There were no questions or comments from the participants regarding this project.

Project 4: Greenbriar Drive from Castlewood Avenue to Buckingham Drive

This project will construct new sidewalks on both sides of Greenbriar Drive between Castlewood Avenue to Buckingham Drive, connecting Friendswood High School to destinations to the east. The project also includes upgraded crosswalks at the intersection of Castlewood Avenue and Greenbriar Drive. There were no questions or comments from the participants regarding this project.

Project 5: Intersection of FM 528 and Bay Area Boulevard

This project consists of intersection safety upgrades at the intersection FM 528 and Bay Area Boulevard, including upgraded ADA ramps at intersection corners, pedestrian refuge islands to shorten crossing distances, converting span wire to mast arm signal and improved pedestrian signal equipment. There were no questions or comments from the participants regarding this project.

Sidewalk Gap Filling Program

This program focuses on completing the PATN and sidewalk network in Friendswood. There are three categories of sidewalk gaps:

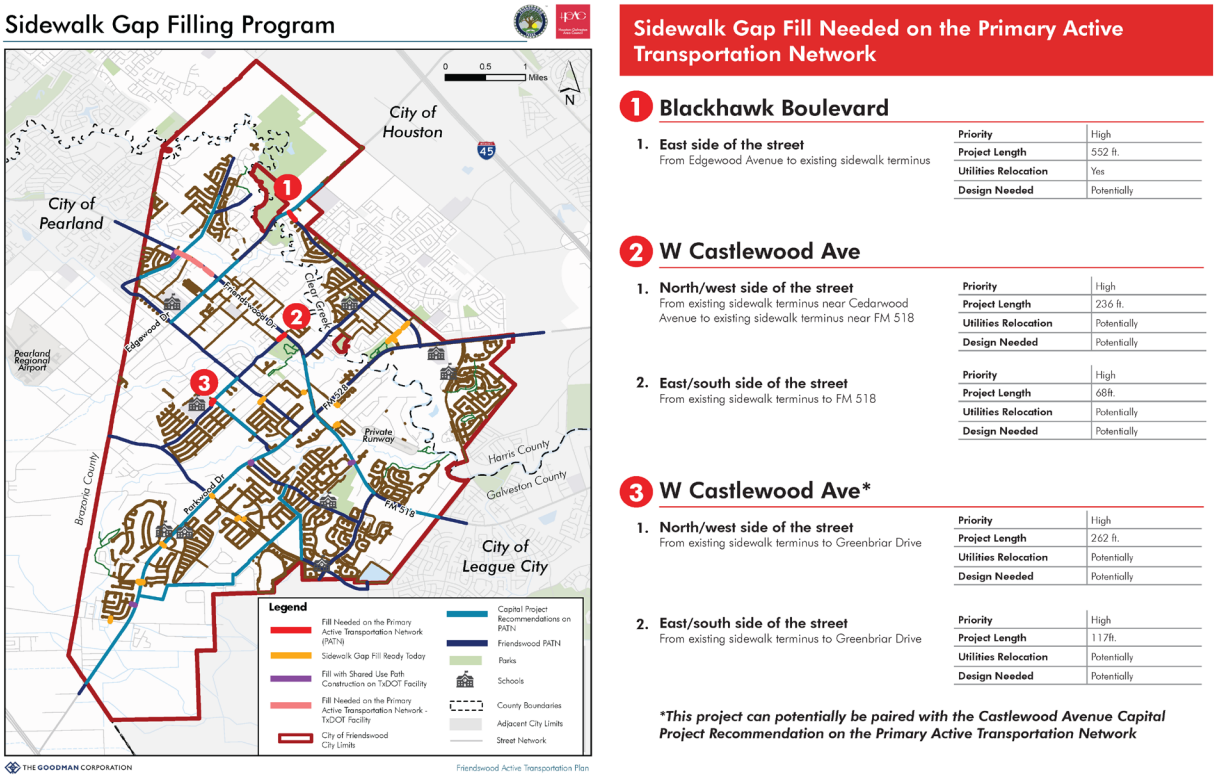
- Sidewalk Gap Fills on the PATN
- Sidewalk Gap Fills on Local Streets Ready to be Filled today
- Sidewalk Gap to be filled with Shared Use Path Construction on a TxDOT Facility
- Sidewalk Gaps on the PATN on a TXDOT Facility

The project team shared that if all the proposed projects were fully implemented, Friendswood would have a nearly complete PATN.

One suggestion from the Steering Committee was to package th4e sidewalk gap filling projects into a floodplain mitigation project. Doing so could create a regional package of sidewalk projects or enable these projects to be included in an existing or planned regional project.

Sidewalk Gap Fills Needed on the PATN

Three projects were identified on the PATN that are ready to be programmed today (refer to Figure 6). These projects are not on TxDOT facilities. The project team noted that the project on W. Castlewood could be paired with the adjacent selected infrastructure project.



Sidewalk Gap Fill Needed on the Primary Active Transportation Network

1 Blackhawk Boulevard

1. **East side of the street**
   From Edgewood Avenue to existing sidewalk terminus

Priority	High
Project Length	552 ft.
Utilities Relocation	Yes
Design Needed	Potentially

2 W Castlewood Ave

1. **North/west side of the street**
   From existing sidewalk terminus near Cedarwood Avenue to existing sidewalk terminus near FM 518

Priority	High
Project Length	236 ft.
Utilities Relocation	Potentially
Design Needed	Potentially

2. **East/south side of the street**
   From existing sidewalk terminus to FM 518

Priority	High
Project Length	68ft.
Utilities Relocation	Potentially
Design Needed	Potentially

3 W Castlewood Ave*

1. **North/west side of the street**
   From existing sidewalk terminus to Greenbriar Drive

Priority	High
Project Length	262 ft.
Utilities Relocation	Potentially
Design Needed	Potentially

2. **East/south side of the street**
   From existing sidewalk terminus to Greenbriar Drive

Priority	High
Project Length	117ft.
Utilities Relocation	Potentially
Design Needed	Potentially

This project can potentially be paired with the Castlewood Avenue Capital Project Recommendation on the Primary Active Transportation Network

Figure 6. Sidewalk Gap Fills on the PATN

The Steering Committee noted that the crosswalk at Castlewood Avenue and FM 518 is the most used crosswalk in Friendswood, indicating that this (Project 2 in figure 6) is a very important infill project.

Sidewalk Gap Fills on Local Streets that are ready to be filled today

Sixteen projects were identified on local streets that are ready to be filled today (refer to Figure 7). These projects are on city streets that directly connect to the PATN or are

on streets that connect to the PATN. These projects also connect to existing crossing infrastructure on TxDOT facilities.

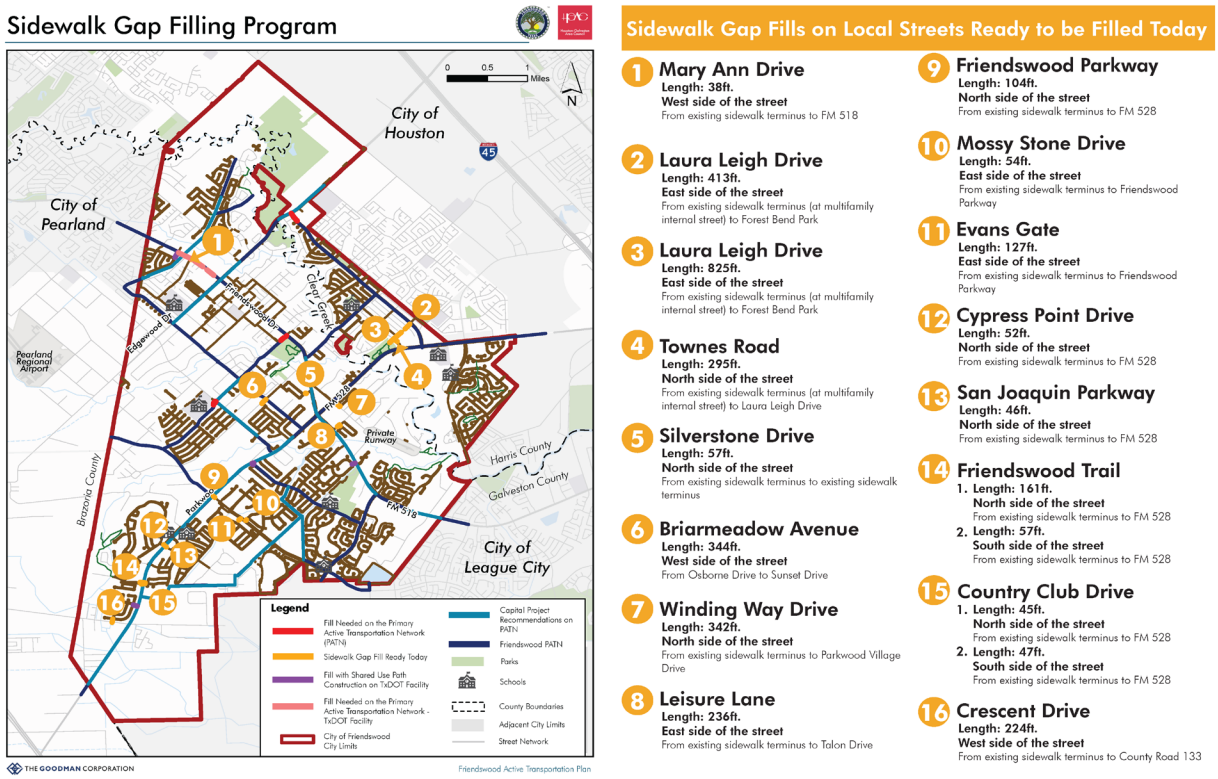


Figure 7. Sidewalk Gap Fills on Local Streets Ready to be Filled today

The Steering Committee suggested packaging all of these projects (Figure 7) into one project, rather than 16 small projects, potentially making this mor attractive for external funding opportunities. The Committee also suggested moving Mary Ann Drive (Project 1) to be completed when construction of a shared use path is programmed (Figure 8, purple).

Sidewalk Gaps to be filled with shared use path construction on a TxDOT Facility

Four projects were also identified to be filled when a shared use path is constructed on the adjacent TxDOT facility to ensure connections are made (refer to Figure 8).

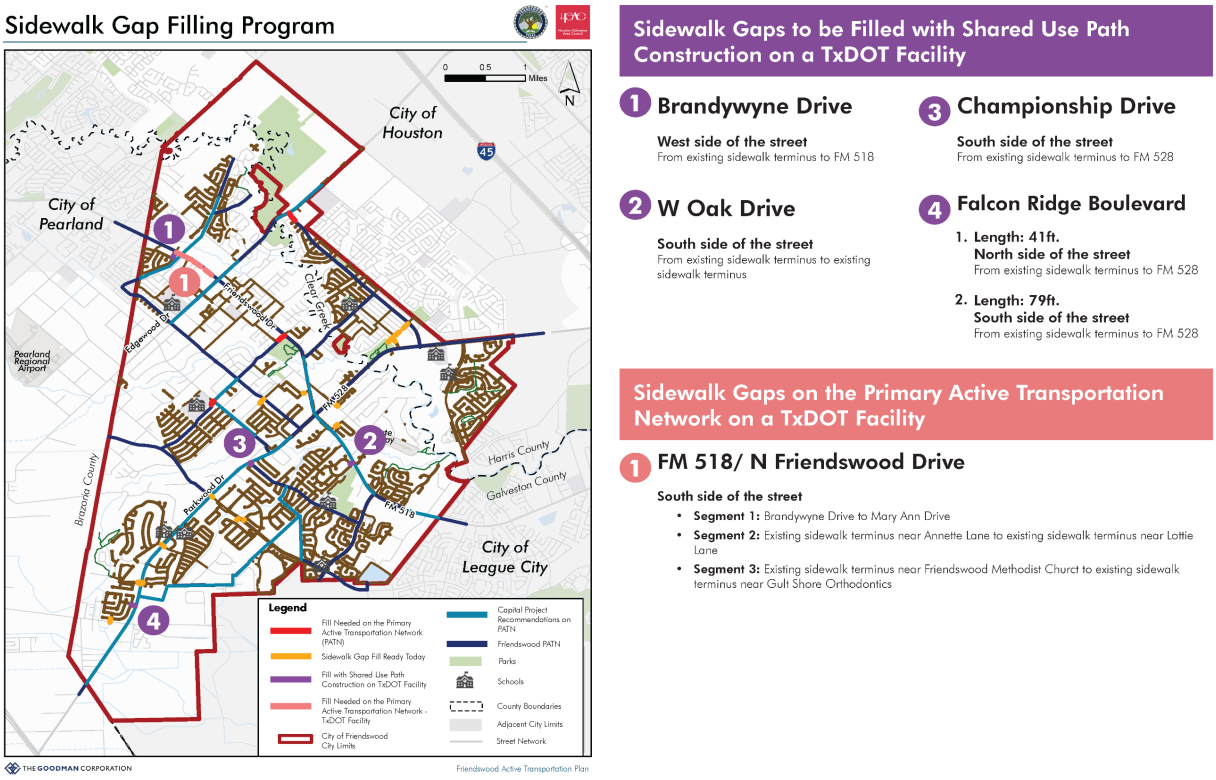


Figure 8. Sidewalk Gaps to be filled with Shared Use Path Construction on a TxDOT Facility (purple) and Sidewalk Gap on the PATN and TcDOT Facility (pink)

Sidewalk Gaps on the PATN on a TxDOT Facility

One project was identified on the PATN, on a TXDOT facility that is not included in one of the other infrastructure projects (refer to Figure 8).

Non-Infrastructure Recommendations

Code Updates

The project team provided recommendations to modify the City of Friendswood Design Criteria Manual and Subdivision regulations to improve active transportation infrastructure as development occurs. The recommendations include increasing sidewalk minimum width requirements to six feet, adding language where applicable to make wheelchair ramps more accessible and safer, and removing language regarding landscaping to clarify qualified plant lists. The Committee agreed that removing invasive species is key.

Active Transportation Network Wayfinding

The project team discussed implementing wayfinding and signage specifically for active transportation and the PATN. The Steering Committee and City of Friendswood supported this idea with the following suggestions and considerations:

- Implement information kiosks at trailheads.
- Concerns about potential crime from additional active transportation facilities where none currently exist.

- Additional engagement will be needed with HOAs and impacted homeowners.
- Wayfinding and signage need to complement existing City branding and infrastructure.

Infrastructure Improvement Toolbox

The project team discussed the Infrastructure Improvement Toolbox deliverable that City staff will be able to reference when implementing active transportation projects. The Toolbox will have instructions and guidance on multimodal facilities, pedestrian facilities, bicycle facilities, and other active transportation facilities. The project team asked participants to share if this toolbox captured what they would like to see; the following summarizes the discussion:

- There are currently no standards for bike facilities (e.g., armadillos vs. bollards). It is important for community character to be aligned, and the toolbox can hep with that.
- There has not been any discussion about a bike share in Friendswood. The City also noted there are no plans at the time to add additional bicycle facilities.
- The City is looking into regulations for e-bikes, as this seems to be popular with students (and other residents), but has been creating safety issues on sidewalks. One participated noted that League City has recently made it illegal to ride e-bikes on FM 518.
- Trees are not required for sidewalks. Perhaps the City could require trees be at a certain spacing to be installed with new sidewalks, as well as with bioswales. This could help with floodplain mitigation requirements and add an environmental aspect for sidewalk infrastructure.

The Committee suggested adding the following to the toolbox:

- Drainage, specifically bioswales.
- Guidance for conditions on pedestrian overpasses and underpasses.

Next Steps

The next phase of work includes incorporate feedback from the Steering Committee, present the information to the Stakeholder Committees, develop the final report, and present the Plan to the City for approval in June 2026.

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AGENDA

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Friendswood Active Transportation Plan
Steering Committee Meeting 3

Date	Tuesday, March 10, 2026
Time	3:00 PM – 5:00 PM
Location	Friendswood Library Community Room, 416 S Friendswood Dr, Friendswood, TX 77546

Agenda

1. Introduction

2. Project Progress to Date
   - Public Engagement
   - Opportunity Analysis
   - Primary Active Transportation Network
   - Needs Based Analysis

3. Review and Discuss Project Recommendations

4. Next Steps




Friendswood Active Transportation Plan
Steering Committee Meeting #3




March 10, 2026

Regional Collaboration • Transportation Planning • Multimodal Mobility

H-GAC
Houston-Galveston Area Council

Agenda



1. Introduction
2. Project Progress to Date
   - Public Engagement
   - Opportunity Analysis
   - Primary Active Transportation Network
   - Needs Based Analysis
3. Review and Discuss Project Recommendations
4. Next Steps

Introductions

- Name
- Agency
- If your current commute was a person, what would be its best personality trait?

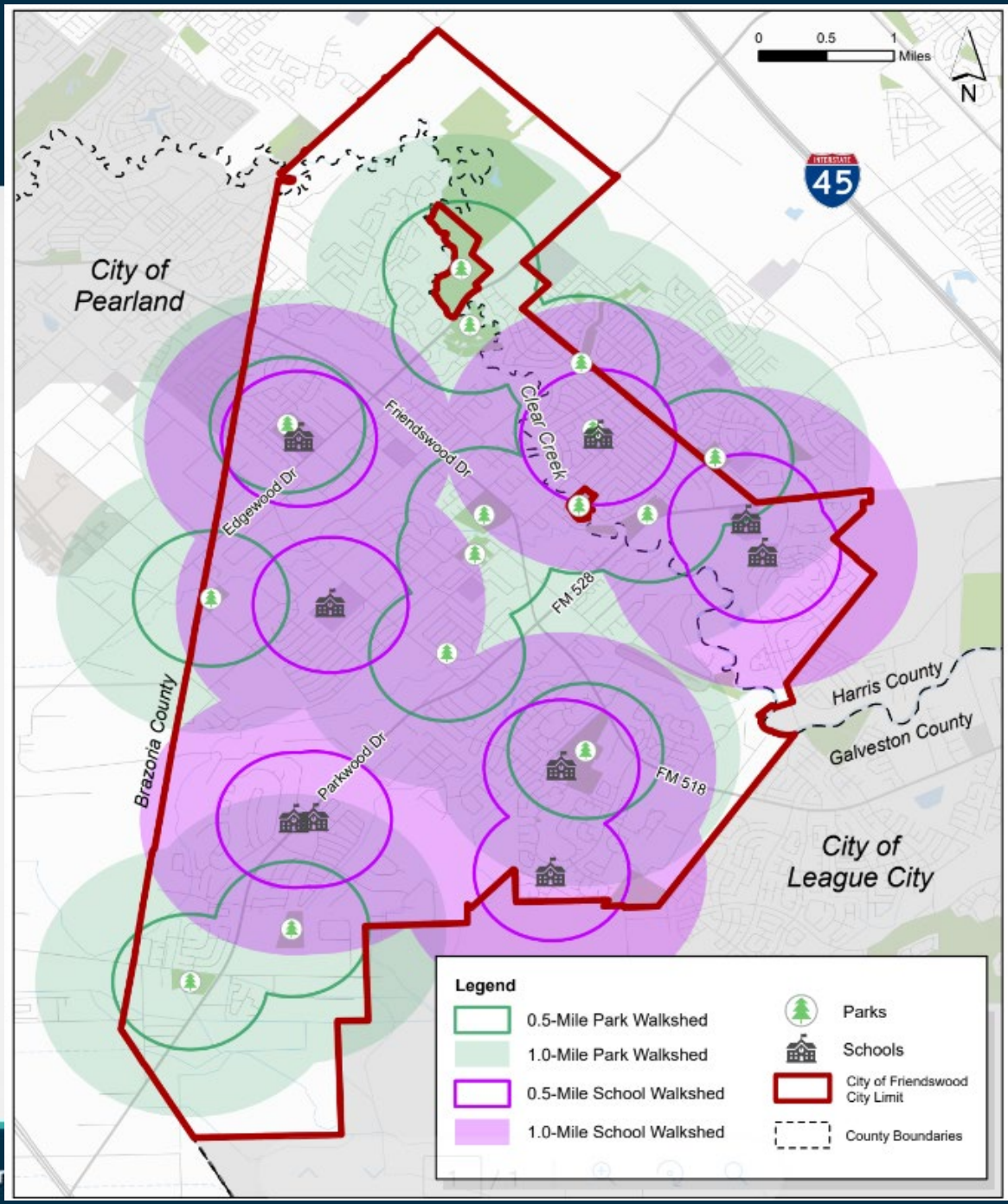






Active Transportation Plan: Vision and Goals

- Develop a Citywide Active Transportation Plan
- Establish safe, multimodal connections within the community for residents to enjoy walking, biking, or rolling across Friendswood
- Establish recommendations and a phased implementation strategy that will connect residents to their schools, parks, religious/civic institutions, and/or other local destinations via an active transportation network






Project Progress to Date




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Project Timeline

SUMMER 2025

- Data Gathering
- Existing Conditions Assessment
- Launch website and online survey
- Steering Committee Meeting #1
- Pop Up Event

FALL 2025

- Stakeholder Meeting #1
- Walk Audit
- Identify Potential Opportunities
- Gap Analysis
- Steering Committee Meeting #2

WINTER 2025/2026

- Public Outreach Event #1
- Develop recommendations

SPRING 2026

- Steering Committee Meeting #3
- Refine and prioritize projects
- Stakeholder Committee Meeting #2
- Approve Plan





Public Engagement





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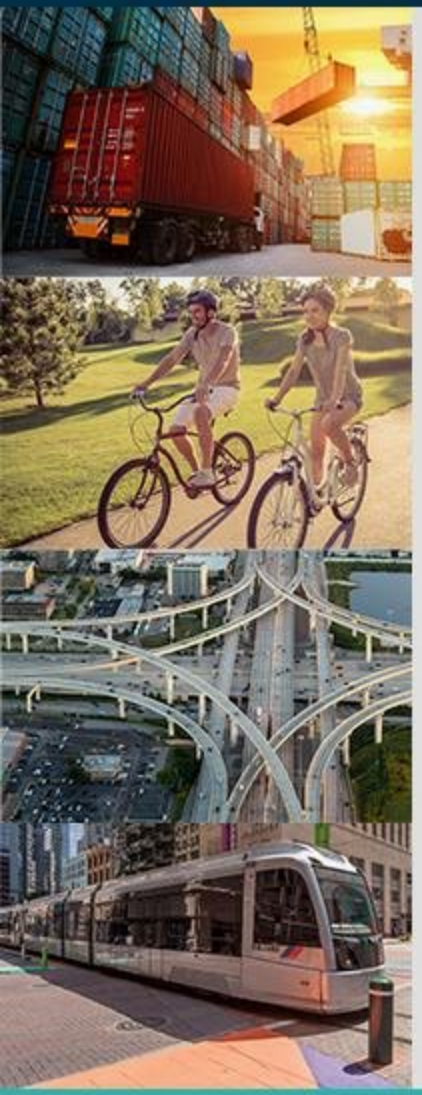
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Engagement Opportunities

- Project Website: June – Ongoing
  https://engage.h-gac.com/friendswood-active-transportation-plan
- Online Survey and Mapping Tool: June – August
- Steering Committee Meeting #1: June 25, 2025
- Pop Up Event: July 4, 2025
- Walk Audit: September 4, 2025
- Stakeholder Meeting: September 4, 2025
- Steering Committee Meeting #2: October 1, 2025
- Public Outreach Event: December 18, 2025 + Online participation through January 18, 2026
- **Steering Committee Meeting #3: Today!**
- Stakeholder Meeting #2: April 7, 2026



Engagement Summary



- Desire for:
  - Safe, well-connected routes that are smooth and well-maintained
  - Protection from cars / traffic calming
  - Shade
  - Lighting / visibility
  - Direct access to destinations (other than parks)
  - Safe crossings
  - Natural / scenic environments
  - Amenities along the way

Public Outreach Event #1 – December 18, 2025

- 50 community members attended *(thank you string quartet!)*
- The meeting featured:
  - Information boards about the plan vision and goals
  - Existing transportation infrastructure and safety considerations
  - Reactions to the Primary Active Transportation Network
  - Ranking active transportation priorities
  - Prioritizing the 14 proposed infrastructure projects
- An online version of the prioritization activity was made available on the project website as well.









Summary of feedback will be provided later in the presentation!




Opportunity Analysis



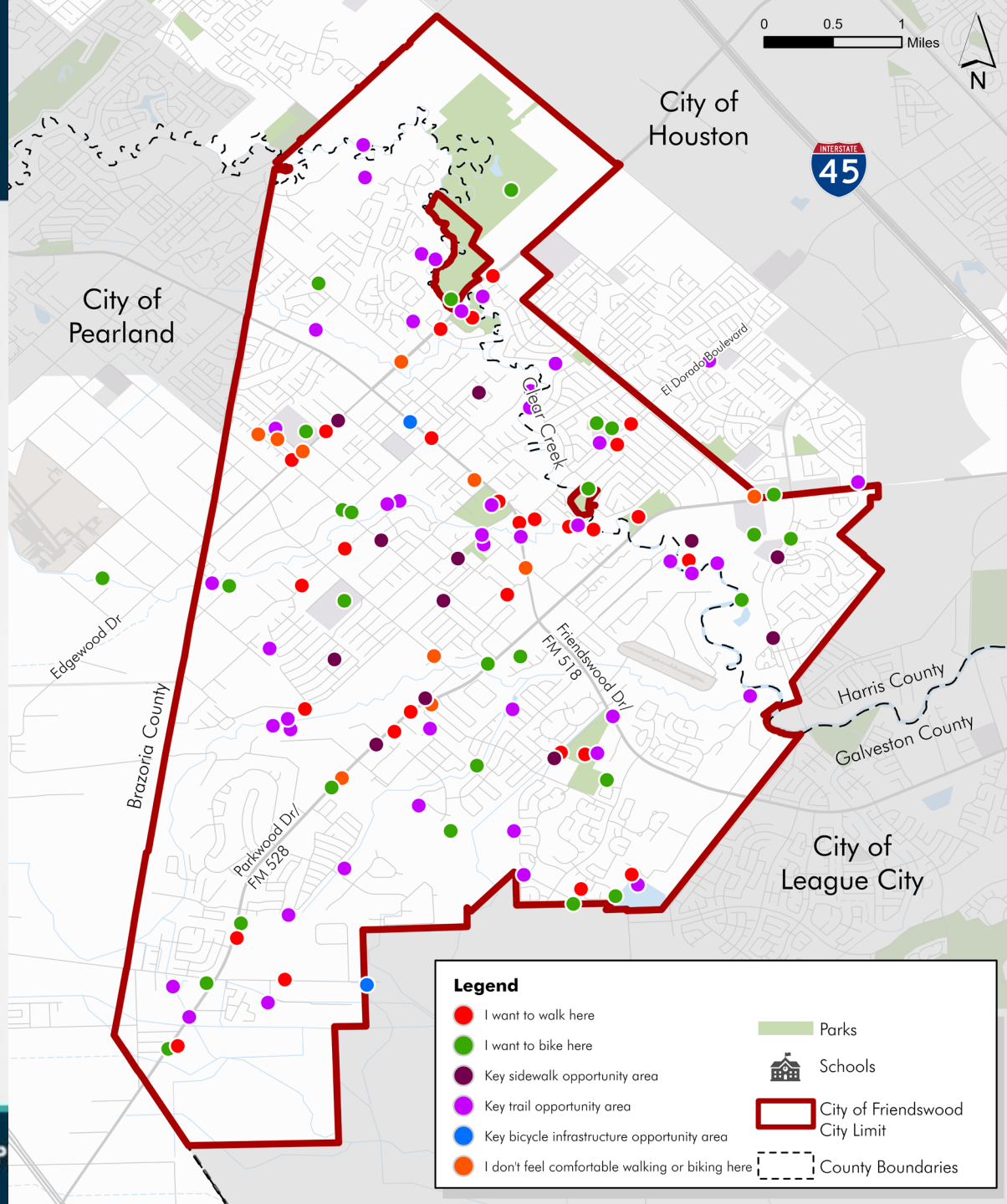

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Opportunities



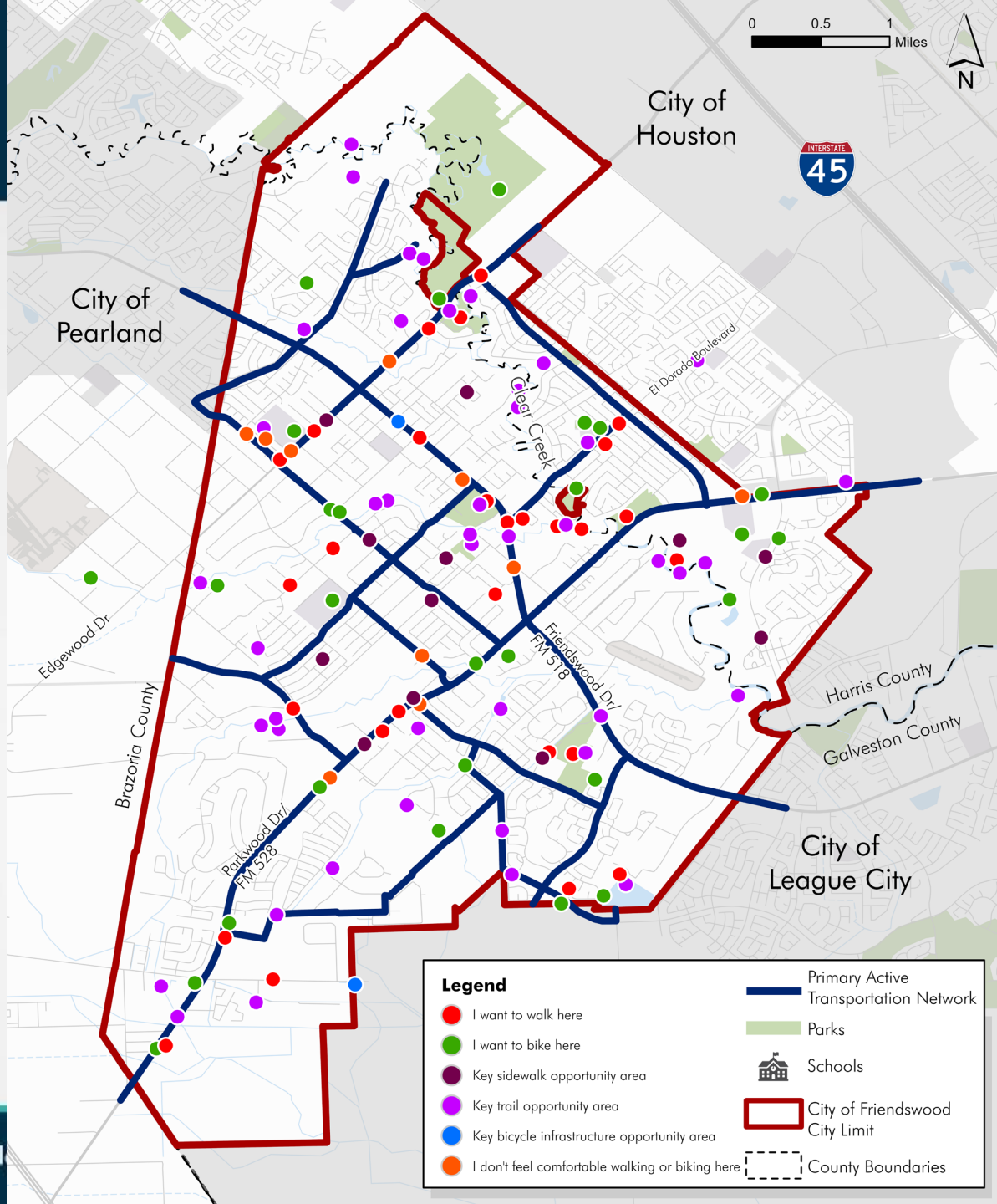
- Community, Steering Committee, and Stakeholder Committee identified opportunities for active transportation in Summer/Fall 2025
- Results:
  - 46: Opportunities for active transportation (walk, bike, trail)
  - 28: Areas where participants want to walk
  - 27: Area where participants want to bike
  - 11: Areas where participants are uncomfortable using active transportation



Opportunity Analysis



- Looked at opportunities from all engagements
- Created a Primary Active Transportation Network (PATN) that aligns with community priorities







Primary Active Transportation Network (PATN)



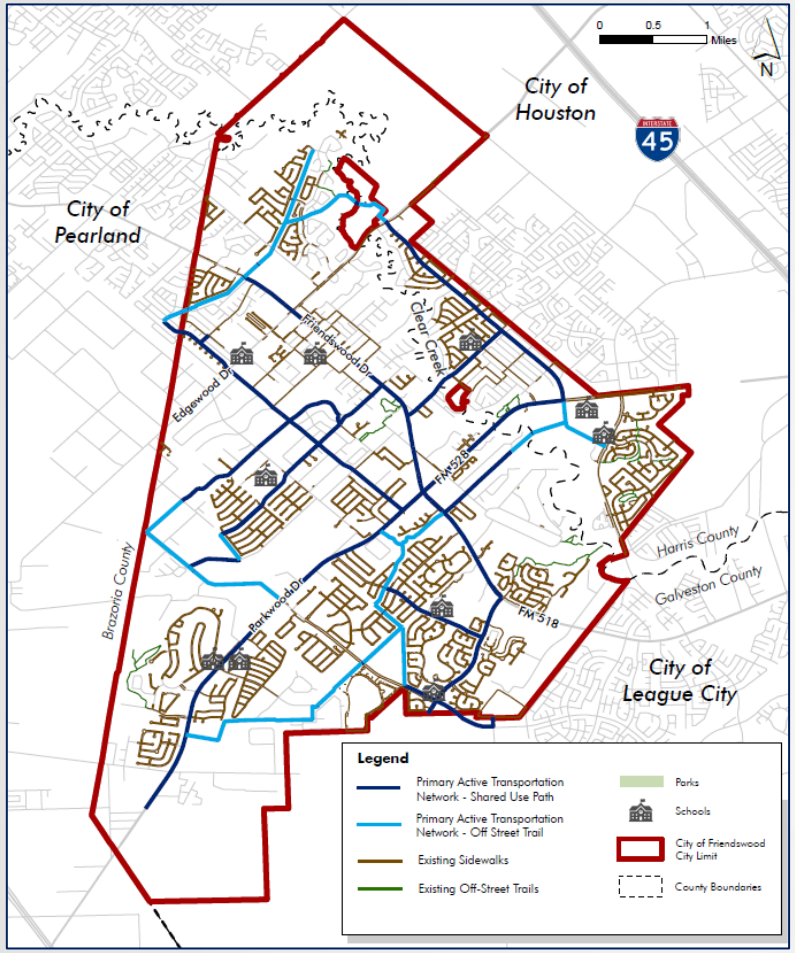


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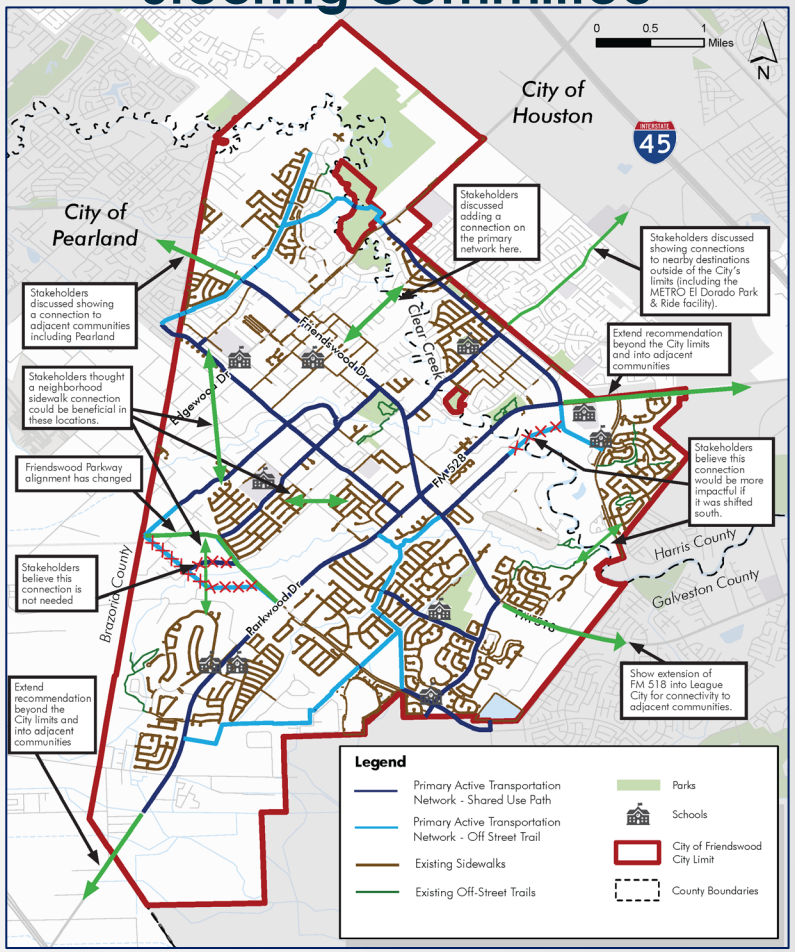
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Primary Active Transportation Network – What Changed

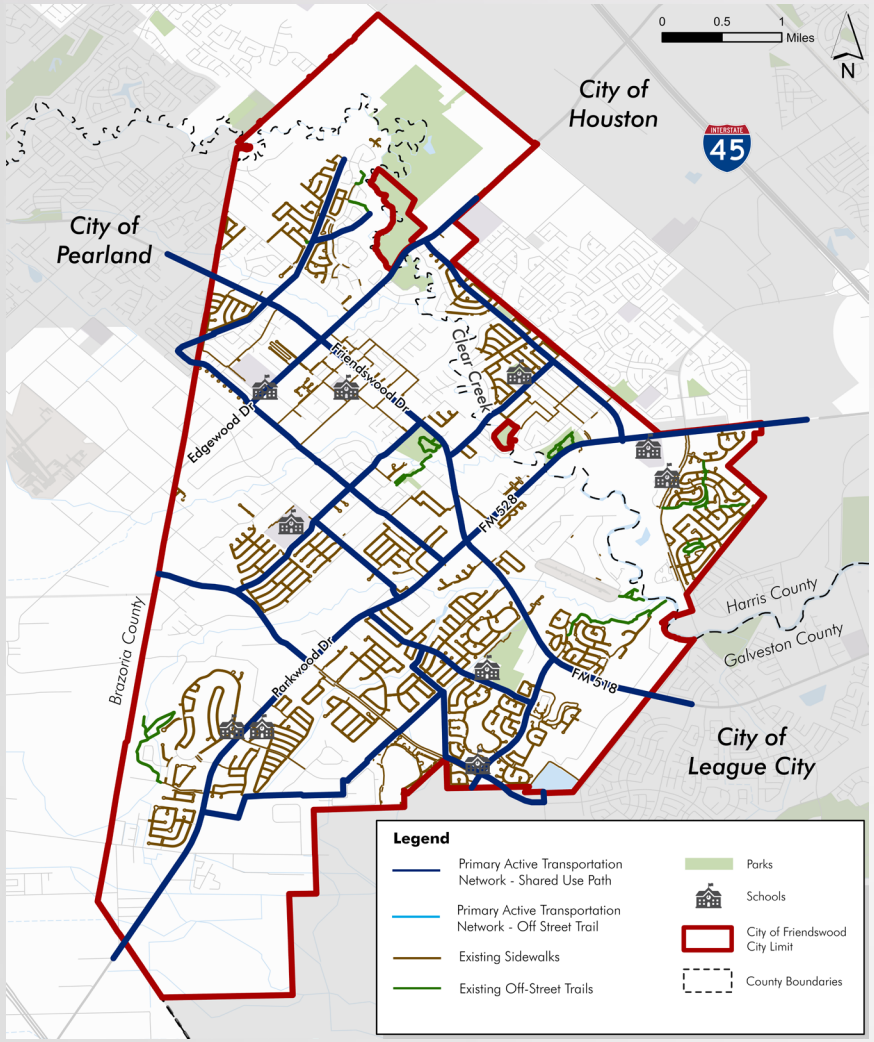
Original Network



Feedback Received from Steering Committee



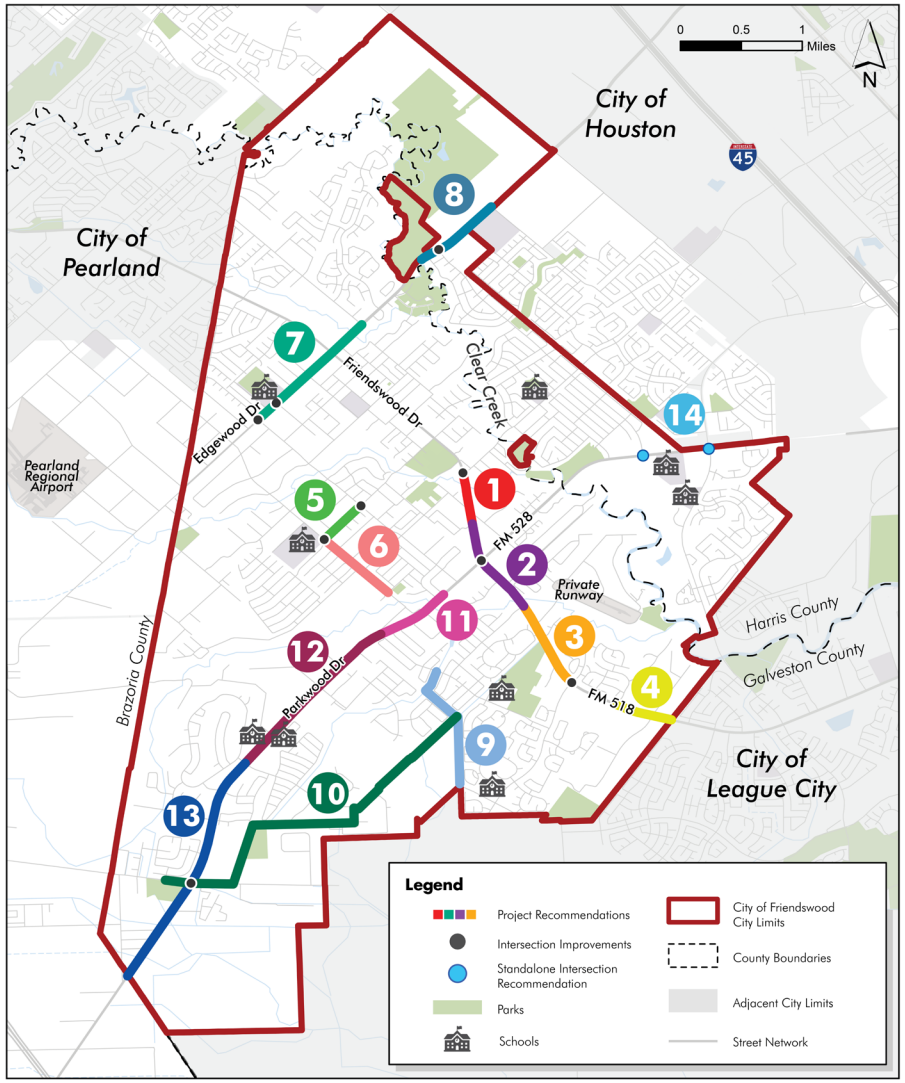
Updated Primary Active Transportation Network



- Primary Active Transportation Network (PATN) now incorporates Steering Committee, City of Friendswood, H-GAC, and public feedback
- 14 capital infrastructure projects were identified from the PATN

PATN Project Recommendations

Project Recommendations



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Friendswood Active Transportation Plan

1 FM 518 from Whispering Pines Avenue to Silverstone Drive
- Install pedestrian bridge on one side of the existing bridge
- Install sidewalk on the south side of the street on either side of the proposed pedestrian bridge
- Improve the intersection of FM 518 and Winding Way Ave

2 FM 518 from Silverstone Drive to Eagle Lakes Drive
- Install new sidewalks on both sides of the street
- Fill gaps in existing sidewalk network
- Install pedestrian bridge over Chigger Creek

3 FM 518 from Eagle Lakes Drive to West Boulevard
- Install new sidewalk on both sides of street
- Upgrade pedestrian crossing infrastructure at the intersection of FM 518 and West Boulevard

4 FM 518 from Ranch Drive to City Limits
- Install new sidewalk on both sides of street

5 Castlewood Avenue from just south of Greenbriar Avenue to Sunset Drive
- Install new sidewalk on north side of the street
- Improve pedestrian crossing infrastructure at the intersection of Castlewood Avenue and Sunset Drive

6 Greenbriar Avenue from Castlewood Avenue to Buckingham Drive
- Install sidewalk on both sides of street
- Improve pedestrian crossing infrastructure at the intersection of Castlewood Avenue and Greenbriar Drive

7 Edgewood Drive (FM 2351) from Sunset Drive to Melody Lane
- Install new sidewalks on at least one side of the street (north side), but preferably both sides
- Fill gaps in the existing sidewalk network
- Upgrade existing striped crosswalk at Garden Drive to a signalized HAWK midblock crosswalk signal
- Restripe pedestrian crosswalk at the intersection of Sunset Drive and Edgewood Drive

8 Edgewood Drive (FM 2351) from Hope Village Road to the entrance of Frankie Carter Randolph Park
- Install sidewalk on the north side of the street
- Improve pedestrian crossing infrastructure at the intersection of Edgewood Avenue and Blackhawk Boulevard

9 Off Street Trail 1: Easements from Falcon Ridge Drive to city limits (south of Friendswood Parkway)
- Install new shared use path (off street trail) through power line corridor

10 Off Street Trail 2: Easements from Eagle Lake Drive to FM 528
- Install new shared use path (off street trail)

11 FM 528 from Regency Court to Falcon Ridge Boulevard
- Install new sidewalk / shared use path on both sides on street
- Consider extending bike lane

12 FM 528 from Falcon Ridge Boulevard to San Joaquin Parkway
- Install new sidewalk / shared use path on both sides on street
- Consider extending bike lane

13 FM 528 from San Joaquin Parkway/ Cypress Point Drive to southern City Limit
- Install new sidewalk / shared use path on both sides on street
- Consider extending bike lane

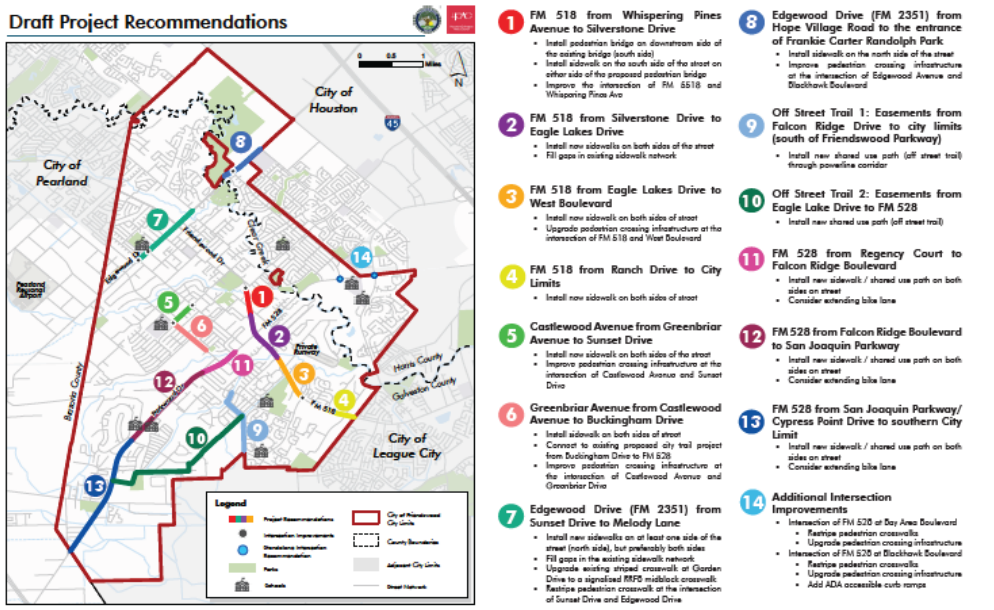
14 Additional Intersection Improvements
- Intersection of FM 528 at Bay Area Boulevard
  - Restripe pedestrian crosswalks
  - Upgrade pedestrian crossing infrastructure
- Intersection of FM 528 at Blackhawk Boulevard
  - Restripe pedestrian crosswalks
  - Upgrade pedestrian crossing infrastructure
  - Add ADA accessible curb ramps

H-GAC Houston-Galveston Area Council

Public Outreach Event #1 – December 18, 2025

PROPOSED PROJECT PRIORITIZATION

- This map shows the draft project list based on the primary active transportation network
- Grab a handout for this station and tell us your top 5 projects you think should be implemented first



1. **FM 518 from Whispering Pines Avenue to Silverstone Drive**
   - Install pedestrian bridge on downstream side of the existing bridge (south side)
   - Install sidewalk on the south side of the street on either side of the proposed pedestrian bridge
   - Improve the intersection of FM 518 and Whispering Pines Ave
2. **FM 518 from Silverstone Drive to Eagle Lakes Drive**
   - Install new sidewalks on both sides of the street
   - Fill gaps in existing sidewalk network
3. **FM 518 from Eagle Lakes Drive to West Boulevard**
   - Install new sidewalk on both sides of street
   - Upgrade pedestrian crossing infrastructure at the intersection of FM 518 and West Boulevard
4. **FM 518 from Ranch Drive to City Limits**
   - Install new sidewalk on both sides of street
5. **Castlewood Avenue from Greenbriar Avenue to Sunset Drive**
   - Install new sidewalk on both sides of the street
   - Improve pedestrian crossing infrastructure at the intersection of Castlewood Avenue and Sunset Drive
6. **Greenbriar Avenue from Castlewood Avenue to Buckingham Drive**
   - Install sidewalk on both sides of street
   - Connect to existing proposed city trail project from Buckingham Drive to FM 528
   - Improve pedestrian crossing infrastructure at the intersection of Castlewood Avenue and Greenbriar Drive
7. **Edgewood Drive (FM 2351) from Sunset Drive to Melody Lane**
   - Install new sidewalks on at least one side of the street (north side), but preferably both sides
   - Fill gaps in the existing sidewalk network
   - Upgrade existing striped crosswalk at Garden Drive to a signalized RRFB midblock crosswalk
   - Restripe pedestrian crosswalk at the intersection of Sunset Drive and Edgewood Drive
8. **Edgewood Drive (FM 2351) from Hope Village Road to the entrance of Frankie Carter Randolph Park**
   - Install sidewalk on the north side of the street
   - Improve pedestrian crossing infrastructure at the intersection of Edgewood Avenue and Blackhawk Boulevard
9. **Off Street Trail 1: Easements from Falcon Ridge Drive to city limits (south of Friendswood Parkway)**
   - Install new shared use path (off street trail) through powerline corridor
10. **Off Street Trail 2: Easements from Eagle Lake Drive to FM 528**
    - Install new shared use path (off street trail)
11. **FM 528 from Regency Court to Falcon Ridge Boulevard**
    - Install new sidewalk / shared use path on both sides on street
    - Consider extending bike lane
12. **FM 528 from Falcon Ridge Boulevard to San Joaquin Parkway**
    - Install new sidewalk / shared use path on both sides on street
    - Consider extending bike lane
13. **FM 528 from San Joaquin Parkway/ Cypress Point Drive to southern City Limit**
    - Install new sidewalk / shared use path on both sides on street
    - Consider extending bike lane
14. **Additional Intersection Improvements**
    - Intersection of FM 528 at Bay Area Boulevard
      - Restripe pedestrian crosswalks
      - Upgrade pedestrian crossing infrastructure
    - Intersection of FM 528 at Blackhawk Boulevard
      - Restripe pedestrian crosswalks
      - Upgrade pedestrian crossing infrastructure
      - Add ADA accessible curb ramps

Rank	Project Number and Limits	No. of Votes
1	5. Castlewood Avenue from Greenbriar Avenue to Sunset Drive	23
2	7. Edgewood Drive (FM 2351) from Sunset Drive to Melody Lane	21
3	6. Greenbriar Avenue from Castlewood Avenue to Buckingham Drive	19
4	11. FM 528 from Regency Court to Falcon Ridge Boulevard	16
5	12. FM 528 from San Joaquin Parkway/Cypress Point Drive to southern City Limit	15
5	1. FM 518 from Whispering Pines Avenue to Silverstone Drive	15
7	9. Off Street Trail 1: Easements from Falcon Ridge Drive to city limits (south of Friendswood Parkway)	13
8	10. Off Street Trail 2: Easements from Eagle Lake Drive to FM 528	12
9	14. Intersection Improvements at FM 528/Bay Area Blvd and FM 528/Blackhawk Blvd	11




Needs Based Analysis




Regional Collaboration • Transportation Planning • Multimodal Mobility

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Houston-Galveston Area Council

Needs Based Analysis



- Data-driven process to evaluate infrastructure projects to determine what is needed most based on priorities selected
- Compares projects to each other
- Evaluation metrics, each with several criteria

Evaluation Metrics

Safety

Safety refers to designing new and improving existing active transportation infrastructure to reduce crashes and conflict points so that all users can travel comfortably along the corridor.
Typical projects that improve safety include improving intersections, adding high visibility crosswalks, and adding lighting.

Access

Access refers to the ability to access destinations. Projects that improve access help create an active transportation network that connects people to the places they want and need to go, such as schools, parks, and commercial areas.
Typical projects that improve access are in close proximity or will provide access to points of interest, such as schools, parks, and commercial areas.

Mobility

Mobility refers to the movement of people using the active transportation network. Projects that improve mobility ensure the active transportation network is efficient and reliable to reduce delay.

Connectivity

Connectivity refers to a connected transportation network. Projects that improve connectivity remove obstacles and barriers that make using active transportation slow, frustrating, or impossible. Typical projects that improve connectivity include filling gaps in the network and completing last-mile connections.

Environmental Factors

Environmental factors refer the area around the active transportation network, including resiliency, tree canopy, and heat index.

Public Input

Public input refers to the feedback received from the community, stakeholders, and steering committee about what they would like to prioritize.

Steering Committee Meeting #2

Rank	Online Steering Committee Member 1	Online Steering Committee Member 2	In Person Steering Committee Group	The Public's Rankings from 12/18 Public Meeting
1	Safety	Access	Safety	Safety
2	Connectivity	Safety	Connectivity	Access
3	Mobility	Connectivity	Mobility	Mobility
4	Access	Mobility	Public Input	Connectivity
5	Public Input	Public Input	Access	Environmental Factors
6	Environmental Factors	Environmental Factors	Environmental Factors	Public Input

Evaluation Metrics – Final Weights

Safety

Safety refers to designing new and improving existing active transportation infrastructure to reduce crashes and conflict points so that all users can travel comfortably along the corridor.
Typical projects that improve safety include improving intersections, adding high visibility crosswalks, and adding lighting.

Access

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Environmental Factors

Environmental factors refer the area around the active transportation network, including resiliency, tree canopy, and heat index.

Public Input

Public input refers to the feedback received from the community, stakeholders, and steering committee about what they would like to prioritize.

- Connectivity – 29%
- Safety – 25%
- Mobility – 18%
- Access – 16%
- Public Input – 9%
- Environment – 3%




Project Recommendations




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Houston-Galveston Area Council

Selected Infrastructure Projects

- Needs based analysis is one component
- Also incorporated feedback from H-GAC and City of Friendswood



Project 1: FM 518 from Whispering Pines Avenue to Silverstone Drive



Sidewalk gap project to connect Stephenson Park to major commercial node at FM 518 & FM 528 intersection. Project includes a pedestrian bridge across the creek and intersection improvements at Winding Way Drive.

- Project Length: 2,546 feet (0.5 miles)
- Facility Type: 6 foot sidewalk with pedestrian bridge
- Order of Magnitude Cost Range: $1 Million - $1.4 Million
- Estimated Duration/Timeline: 2-3 years
- Prioritization Score and Highlights:
  - Scored #1 of 15 in Needs Based Analysis
  - Scored #5 based on number of public comments
  - Ranked Top 5 for Safety, Mobility, Connectivity, and Access
  - Ranked Lower for Environmental

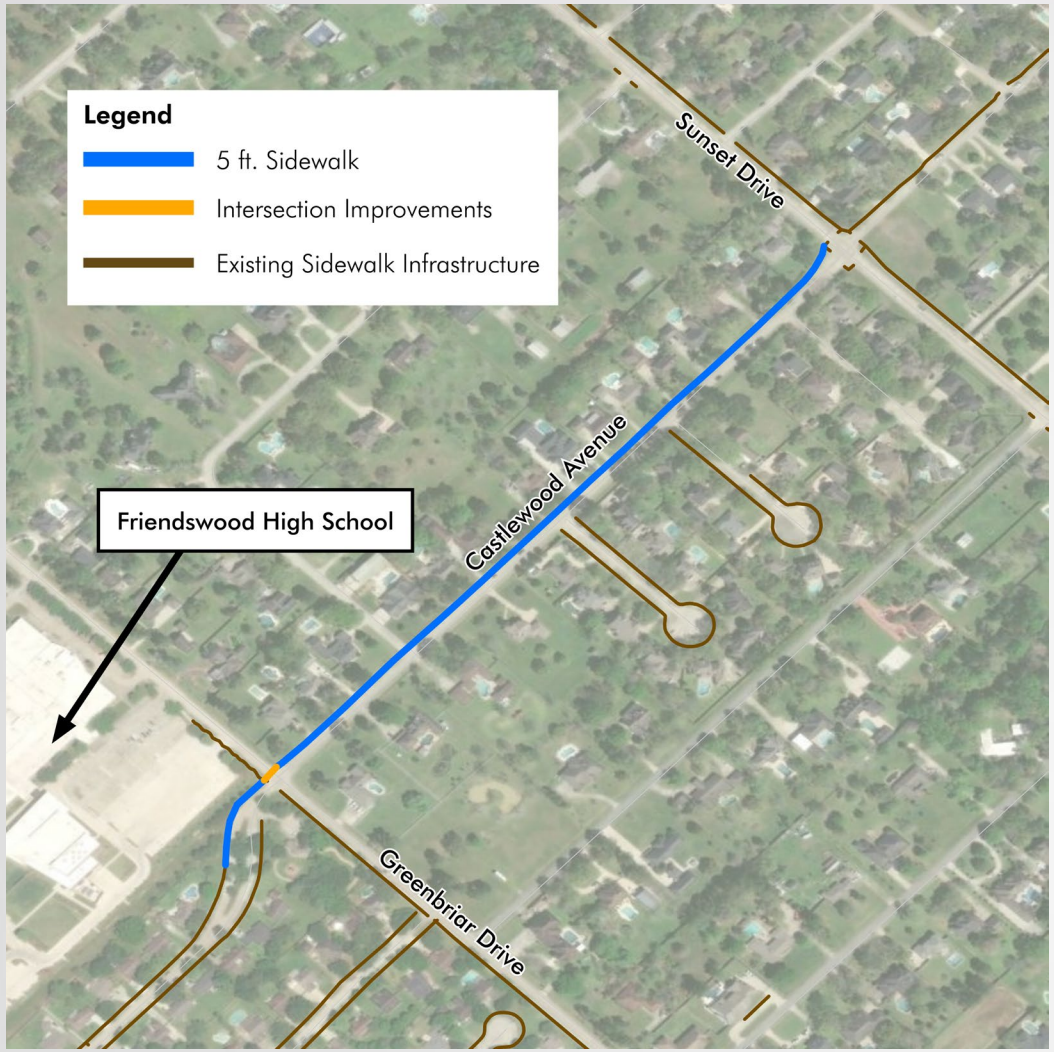
Project 2: FM 518 from Silverstone Drive to Eagle Lakes Drive



Sidewalk gap project along FM 518 on primarily the south side of the street through a dense commercial area. The project includes a pedestrian bridge crossing of Chigger Creek on the eastern end.

- Project Length: 3,588 feet (0.68 miles)
- Facility Type: 6 foot sidewalk with pedestrian bridge
- Order of Magnitude Cost Range: $900,000 to $1.3 Million
- Estimated Duration/Timeline: 2-3 years
- Prioritization Score and Highlights:
  - Scored #2 of 15 in Needs Based Analysis
  - Scored #9 based on number of public comments
  - Ranked #1 for safety and top 5 for Mobility, Connectivity, and Environmental
  - Scored just outside top 5 for access

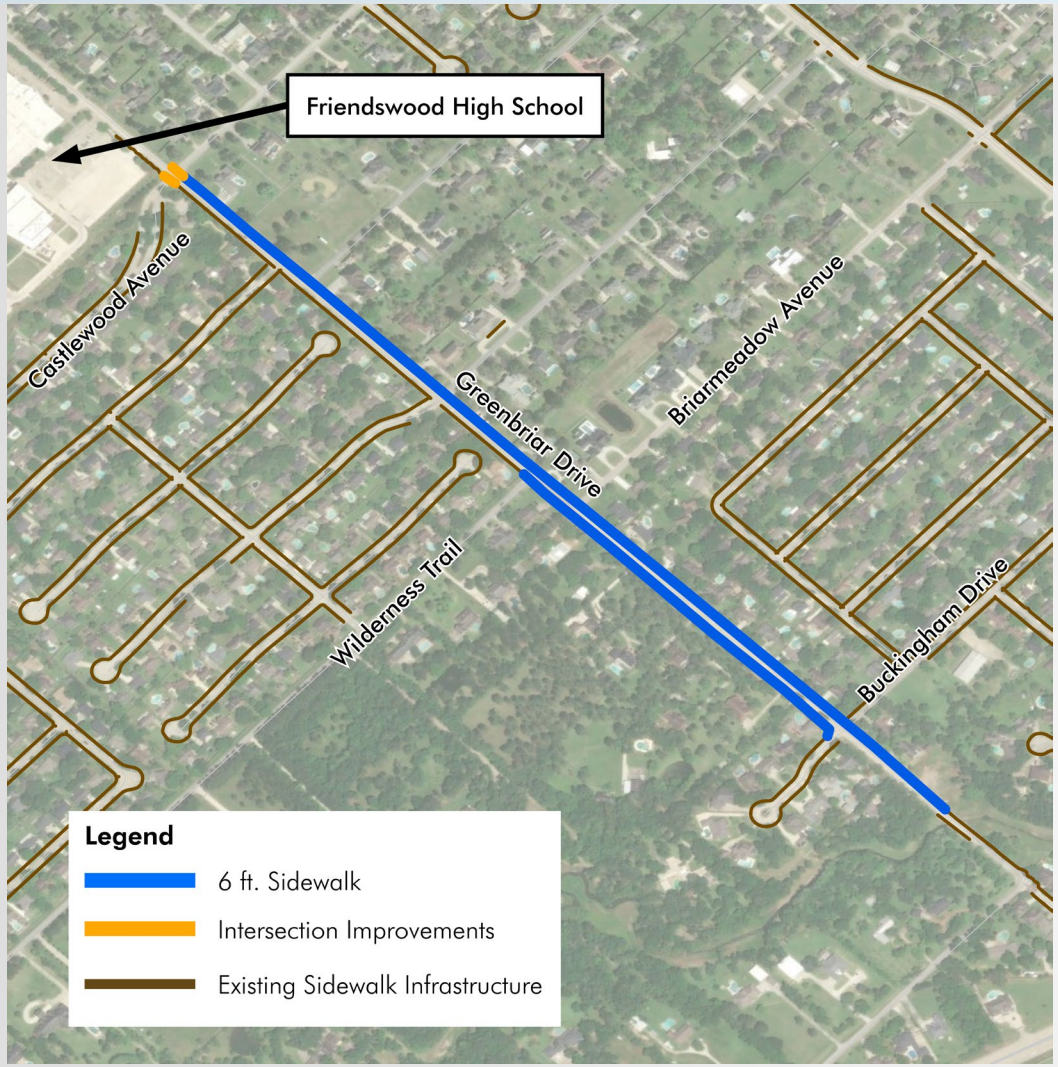
Project 3: Castlewood Avenue from existing sidewalk terminus just south of Greenbriar Drive to Sunset Drive



This project constructs sidewalk on both sides of the street connecting Sunset Drive to Friendswood High School. The project includes crosswalks and gaps just south of the intersection with Greenbriar

- Project Length: 5,084 feet (0.96 miles)
- Facility Type: 5 foot sidewalk & crosswalk
- Order of Magnitude Cost Range: $500,000 - $700,000
- Estimated Duration/Timeline: 1-2 years
- Prioritization Score and Highlights:
  - Scored #11 of 15 in Needs Based Analysis
  - Scored #1 based on number of public comments
  - Ranked highest in environmental and mobility

Project 4: Greenbriar Drive from Castlewood Avenue to Buckingham Drive



This project fills a sidewalk gap between Friendswood High School and destinations to the east on both sides of the street.

- Project Length: 6,613 feet (1.25 miles)
- Facility Type: 6 foot sidewalks
- Order of Magnitude Cost Range: $1.3 Million - $1.7 Million
- Estimated Duration/Timeline: 1-2 years
- Prioritization Score and Highlights:
  - Scored #6 of 15 in Needs Based Analysis
  - Scored #3 based on number of public comments
  - Ranked highest in environmental and near median in other categories
  - Ranked lower on access

Project 5: Intersection of FM 528 and Bay Area Boulevard



This project consists of intersection safety upgrades, including upgraded ADA ramps at intersection corners, pedestrian refuge islands to shorten crossing distances, converting span wire to mast arm signal and improved pedestrian signal equipment.

- Project Length: n/a
- Facility Type: Intersection Safety Improvements
- Order of Magnitude Cost Range: $600,000 to $800,000
- Estimated Duration/Timeline: 12-18 months
- Prioritization Score and Highlights:
  - Scored #8 of 15 in Needs Based Analysis
  - Scored #8 based on number of public comments
  - Ranked highly for safety and environmental
  - Ranked lower for mobility

Sidewalk Gap Filling Program

Several different network gap fill projects were identified including:

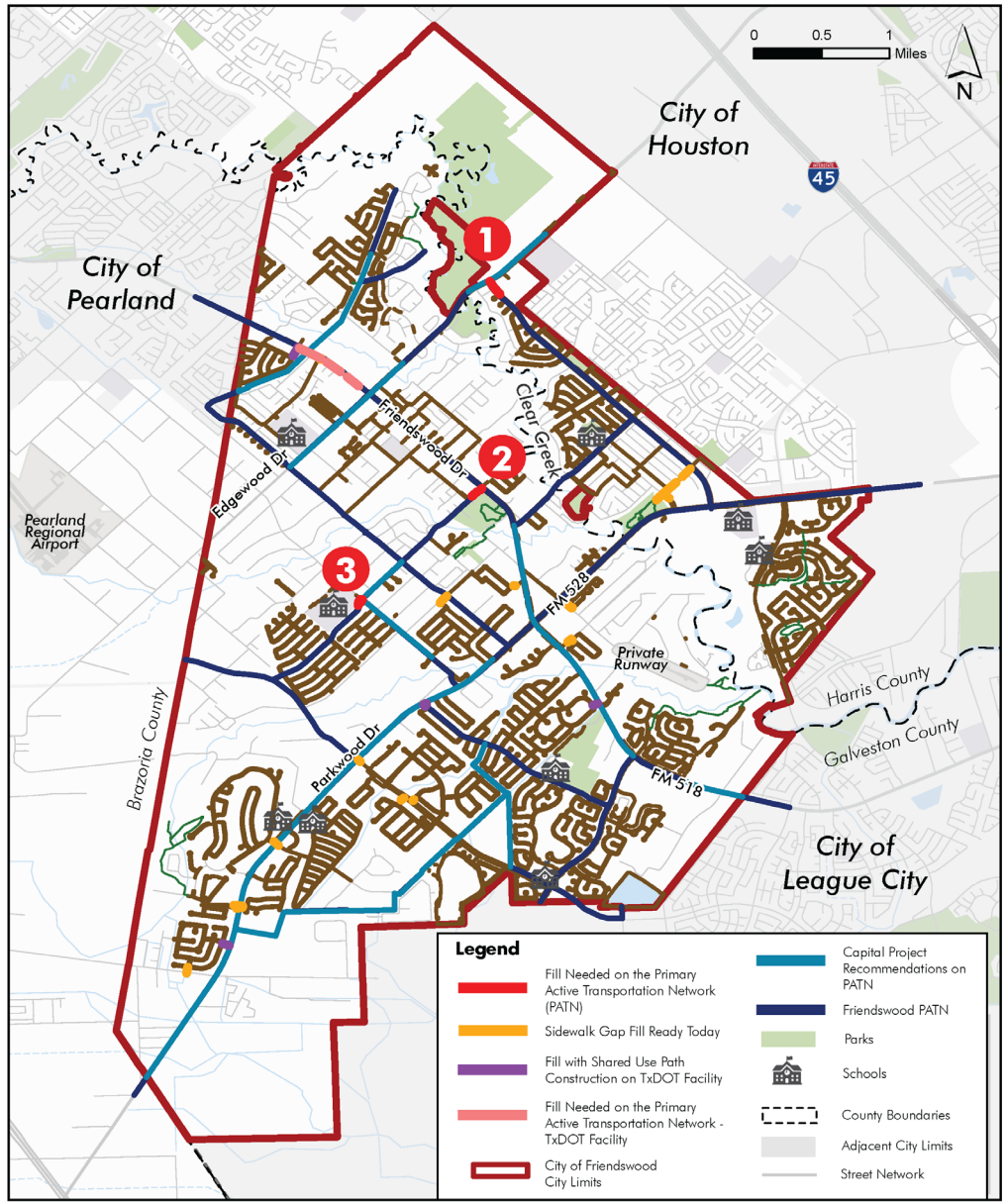
- **Sidewalk Gap Fills Needed on Primary Active Transportation Network**
  - Fills ready to be programmed today
  - Not on TxDOT facility

- **Sidewalk Gap Fills on Local Streets Ready to be Filled Today**
  - Fill needed to connect to the Primary Active Transportation Network – or streets that connect to the PATN
  - City-controlled streets
  - Connecting to existing crossing infrastructure on TxDOT facilities
  - Focused efforts on biggest bang for your buck on the smallest fill sections

- **Sidewalk Gaps to be Filled with Shared Use Path Construction on a TxDOT Facility**
  - When the shared use path comes, ensure this connection is made, where feasible

- **Sidewalk Gaps on the Primary Active Transportation Network on a TxDOT Facility**
  - Sidewalk gap fills needed on a TxDOT facility that do not fall within one of the capital improvement project recommendations
  - Mainly on the west side of FM 518 – west of Downtown Friendswood

Sidewalk Gap Filling Program



THE GOODMAN CORPORATION

Friendswood Active Transportation Plan

Sidewalk Gap Fill Needed on the Primary Active Transportation Network

1 Blackhawk Boulevard

1. **East side of the street**
   From Edgewood Avenue to existing sidewalk terminus

Priority	High
Project Length	552 ft.
Utilities Relocation	Yes
Design Needed	Potentially

2 W Castlewood Ave

1. **North/west side of the street**
   From existing sidewalk terminus near Cedarwood Avenue to existing sidewalk terminus near FM 518

Priority	High
Project Length	236 ft.
Utilities Relocation	Potentially
Design Needed	Potentially

2. **East/south side of the street**
   From existing sidewalk terminus to FM 518

Priority	High
Project Length	68ft.
Utilities Relocation	Potentially
Design Needed	Potentially

3 W Castlewood Ave*

1. **North/west side of the street**
   From existing sidewalk terminus to Greenbriar Drive

Priority	High
Project Length	262 ft.
Utilities Relocation	Potentially
Design Needed	Potentially

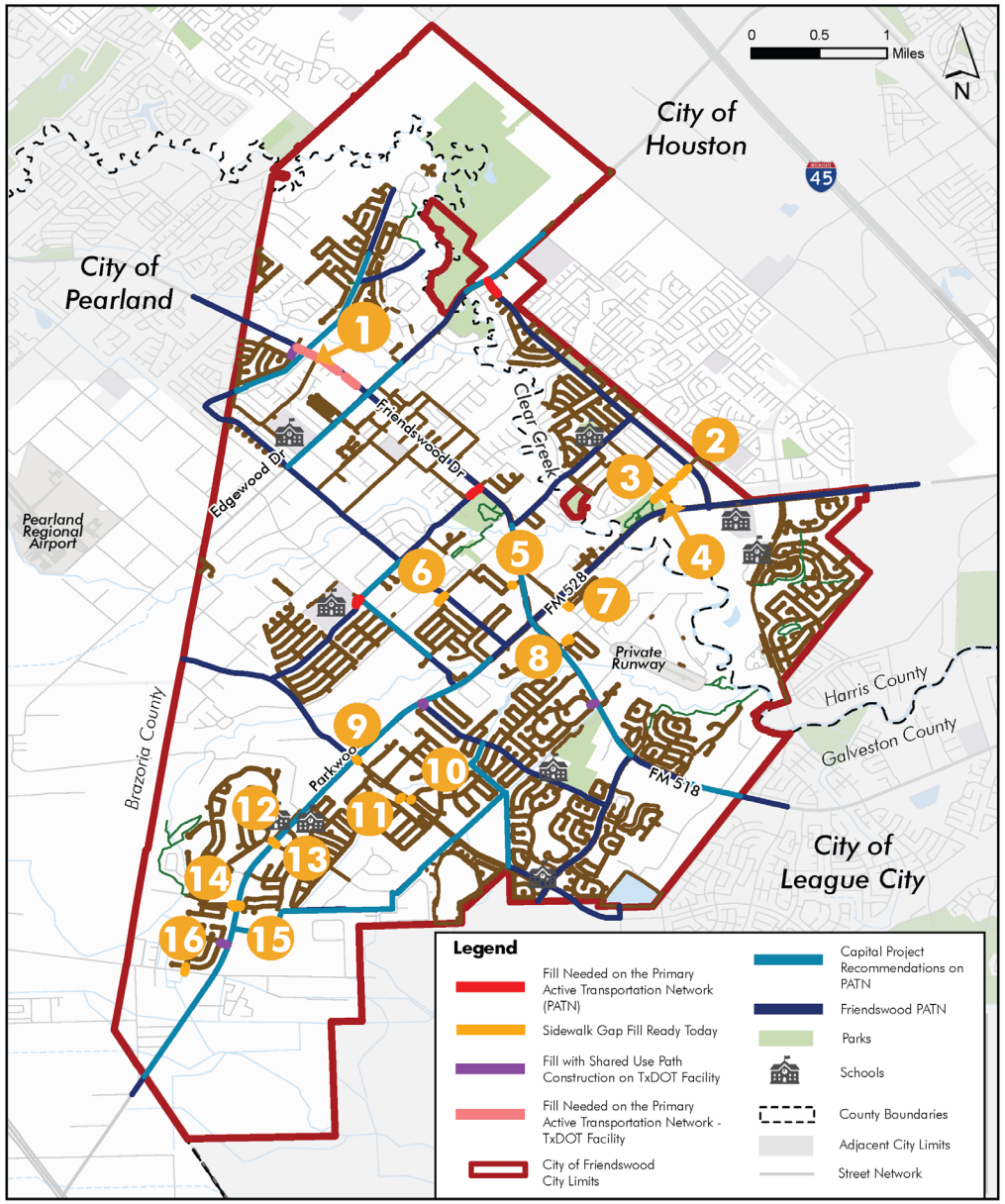
2. **East/south side of the street**
   From existing sidewalk terminus to Greenbriar Drive

Priority	High
Project Length	117ft.
Utilities Relocation	Potentially
Design Needed	Potentially

This project can potentially be paired with the Castlewood Avenue Capital Project Recommendation on the Primary Active Transportation Network

Houston-Galveston Area Council

Sidewalk Gap Filling Program



THE GOODMAN CORPORATION

Friendswood Active Transportation Plan

Sidewalk Gap Fills on Local Streets Ready to be Filled Today

1 Mary Ann Drive
Length: 38ft.
West side of the street
From existing sidewalk terminus to FM 518

2 Laura Leigh Drive
Length: 413ft.
East side of the street
From existing sidewalk terminus (at multifamily internal street) to Forest Bend Park

3 Laura Leigh Drive
Length: 825ft.
East side of the street
From existing sidewalk terminus (at multifamily internal street) to Forest Bend Park

4 Townes Road
Length: 295ft.
North side of the street
From existing sidewalk terminus (at multifamily internal street) to Laura Leigh Drive

5 Silverstone Drive
Length: 57ft.
North side of the street
From existing sidewalk terminus to existing sidewalk terminus

6 Briarmeadow Avenue
Length: 344ft.
West side of the street
From Osborne Drive to Sunset Drive

7 Winding Way Drive
Length: 342ft.
North side of the street
From existing sidewalk terminus to Parkwood Village Drive

8 Leisure Lane
Length: 236ft.
East side of the street
From existing sidewalk terminus to Talon Drive

9 Friendswood Parkway
Length: 104ft.
North side of the street
From existing sidewalk terminus to FM 528

10 Mossy Stone Drive
Length: 54ft.
East side of the street
From existing sidewalk terminus to Friendswood Parkway

11 Evans Gate
Length: 127ft.
East side of the street
From existing sidewalk terminus to Friendswood Parkway

12 Cypress Point Drive
Length: 52ft.
North side of the street
From existing sidewalk terminus to FM 528

13 San Joaquin Parkway
Length: 46ft.
North side of the street
From existing sidewalk terminus to FM 528

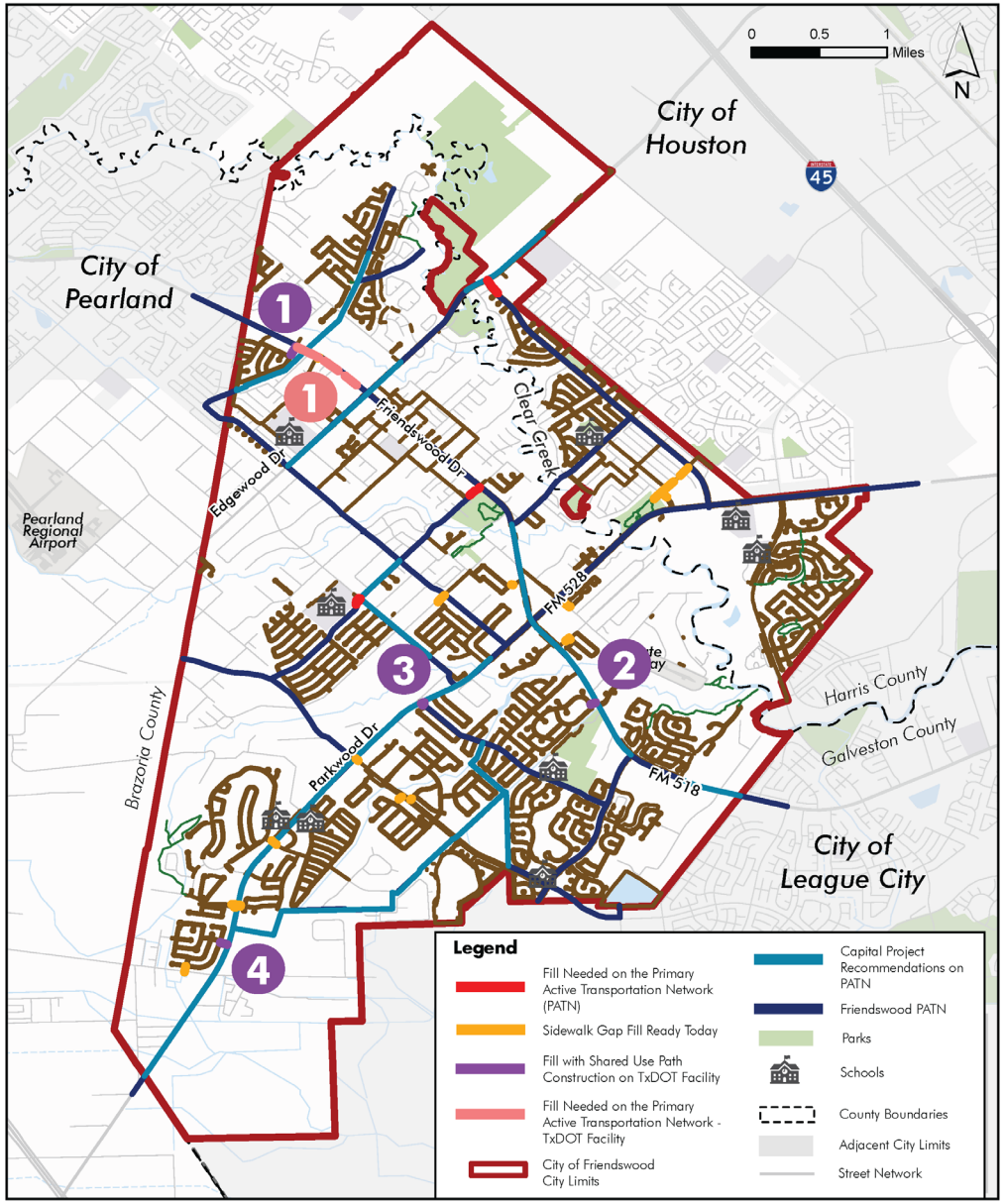
14 Friendswood Trail
1. **Length: 161ft.**
   North side of the street
   From existing sidewalk terminus to FM 528
2. **Length: 57ft.**
   South side of the street
   From existing sidewalk terminus to FM 528

15 Country Club Drive
1. **Length: 45ft.**
   North side of the street
   From existing sidewalk terminus to FM 528
2. **Length: 47ft.**
   South side of the street
   From existing sidewalk terminus to FM 528

16 Crescent Drive
Length: 224ft.
West side of the street
From existing sidewalk terminus to County Road 133

Houston-Galveston Area Council

Sidewalk Gap Filling Program



THE GOODMAN CORPORATION

Friendswood Active Transportation Plan

Sidewalk Gaps to be Filled with Shared Use Path Construction on a TxDOT Facility

1 Brandywyne Drive

West side of the street
From existing sidewalk terminus to FM 518

2 W Oak Drive

South side of the street
From existing sidewalk terminus to existing sidewalk terminus

3 Championship Drive

South side of the street
From existing sidewalk terminus to FM 528

4 Falcon Ridge Boulevard

1. **Length: 41ft.**
   North side of the street
   From existing sidewalk terminus to FM 528
2. **Length: 79ft.**
   South side of the street
   From existing sidewalk terminus to FM 528

Sidewalk Gaps on the Primary Active Transportation Network on a TxDOT Facility

1 FM 518/ N Friendswood Drive

South side of the street

- **Segment 1:** Brandywyne Drive to Mary Ann Drive
- **Segment 2:** Existing sidewalk terminus near Annette Lane to existing sidewalk terminus near Lottie Lane
- **Segment 3:** Existing sidewalk terminus near Friendswood Methodist Churct to existing sidewalk terminus near Gult Shore Orthodontics

Houston-Galveston Area Council

Sidewalk Gap Filling Program

- What do you think?

Non-Infrastructure Recommendations: Code Updates

Document/ Ordinance	Page No. / Section	Current Ordinance	Recommended Change	Rationale
Friendswood Design Criteria Manual (2021)	77	2. Sidewalks are required as set out in Section III of the Subdivision Ordinance and Section 70-64 of the Code of Ordinances. Where sidewalks are required, they shall have a minimum width of four (4) feet, except on TxDOT rights-of-way where the minimum width shall be five (5) feet.	Where sidewalks are required, they shall have a minimum width of five (5) feet, except on TxDOT rights-of-way and commercial corridors where the minimum width shall be six (6) feet	ADA requires any sidewalks under five (5) feet to include a section of sidewalk that is five feet six inches (5'6") every 200 feet. Maintaining a standard width of five (5) feet avoids this requirement. Commercial area sidewalks should be of sufficient width to accommodate more foot traffic.
	78	3. Sidewalk wheelchair ramps shall be required at all intersections, and at or through all driveways where required. The design and installation of such ramps shall comply with Texas Accessibility Standards Architectural Barriers requirements.	Sidewalk wheelchair ramps shall be required at all intersections and at or through all driveways where required. The design and installation of such ramps shall comply with Texas Accessibility Standards Architectural Barriers requirements. Sidewalk Wheelchair ramps shall be perpendicular curb ramps with paired ramps on tangent wherever possible, with a vertical curb face that protects pedestrians.	Wherever possible, sidewalk ramps should create paths to intersections that provide the safest crossing for wheelchair users. Ramps should directly face the crosswalks rather than the center of the intersection.
	116	B. Site developments, not including single family residential, shall include any project that affects public water, wastewater, storm drainage, sidewalks, or paving facilities.	Single family residential should not be exempt from sidewalks	Allowing single family developments to be exempt from constructing sidewalks leads to fragmented sidewalk networks and missing last-mile connections between residential neighborhoods and nearby destinations, such as parks, schools, and community centers. Requiring sidewalks for single family development will help ensure a connected and safe multimodal network for all who will live in future neighborhoods in Friendswood.
	116	C. All sidewalks in new developments shall be a minimum of five (5) feet from the back of curb, two (2) feet from the edge of the public rights-of-way and shall not be in any utility easements.	All sidewalks in new developments shall be a minimum of six (6) feet from the back of curb, two (2) feet from the edge of the public rights-of-way and shall not be in any utility easements.	Healthy tree growth requires a six (6) feet wide soil bed, unless strategies to use structural soils or silva cells are explored. Greater width also reduces root conflicts with sidewalks. Small trees should be spaced 15' minimum on center, and large trees between 30' minimum and 40' maximum on center. Proper spacing helps with creating more deep and consistent shade while allowing for the growth of the tree in urban conditions. Spacing in parks or natural areas can be different.

Non-Infrastructure Recommendations: Code Updates

Document/ Ordinance	Page No. / Section	Current Ordinance	Recommended Change	Rationale
	128	J. Sidewalks are required as set out in Section III of the Subdivision Ordinance and Section 70-64 of the Code of Ordinances. Where sidewalks are required, they shall have a minimum width of four (4) feet, except on TxDOT rights-of-way where the minimum width shall be five (5) feet. The design and installation of such sidewalks shall comply with Texas Accessibility Standards Architectural Barriers requirements and the City of Friendswood Standard Details and Technical Specifications. The location of all proposed and existing sidewalks shall be shown on the site development plan.	Where sidewalks are required, they shall have a minimum width of five (5) feet, except on TxDOT rights-of-way and in commercial districts where the minimum width shall be six (6) feet.	See rationale above
	150	Callery Pear/Bradford (*Pyrus Calleryana*) - Invasive	Consider removing from plant list	Considered invasive per Invasive Plant Atlas of the US
	150	Chinese Elm (*Ulmus Parvifolia*) - Invasive	Remove this plant from the list.	Considered invasive per the City of Houston Invasive Plant List Considered invasive per Invasive Plant Atlas of the US
	151	Camphor-Tree (*Cinnamomum camphora*) - Invasive	Remove this plant from the list.	Considered invasive per the City of Houston Invasive Plant List Considered invasive per Invasive Plant Atlas of the US
	152	Vitex (*Vitex Agnus-castus*) - Invasive	Consider removing from plant list	Considered invasive per Invasive Plant Atlas of the US
	152	Chinaberry (*Melia Azedarach*) - Invasive	Remove from plant list	Considered invasive per the City of Houston Invasive Plant List Considered invasive per Texas Department of Agriculture
	152	Chinese Pistache (*Pistacia Chinesis*) - Invasive	Consider removing from plant list	Considered invasive per Invasive Plant Atlas of the US
	152	Chinese Tallow (*Sapium sebiferum* or *Triadica sebifera*)	Remove from plant list	Considered invasive per the City of Houston Invasive Plant List Considered invasive per Texas Department of Agriculture
	152	Golden-Raintree (*Koelreuteria Paniculata*) - Invasive	Remove from plant list	Considered invasive per the City of Houston Invasive Plant List Considered invasive per Invasive Plant Atlas of the US
	152	Mimosa/silktree (*Albizia Julibrissin*) - Invasive	Consider removing from plant list	Considered invasive per Invasive Plant Atlas of the US
	152	Mulberry (*Morus Alba*) - Invasive	Consider removing from plant list	Considered invasive per Invasive Plant Atlas of the US
	152	Siberian Elm (*Ulmus Pumila*) - Invasive	Consider removing from plant list	Considered invasive per Invasive Plant Atlas of the US

Non-Infrastructure Recommendations: Code Updates

Document/ Ordinance	Page No. / Section	Current Ordinance	Recommended Change	Rationale
Proposed Additions to the Design Criteria Manual			For all BP, CSC, DD, LNC, NC, OPD, PUD and Multi-family residential zoning categories, sidewalks shall **connect building entrances to public sidewalks.** Connecting walkways, at least five (5) feet wide, must link sidewalks with building entries through parking areas, all points in the development, and buildings on adjacent parcels. Pedestrian routes that **extend through parking lots** shall use marked walkways or raised paths.	Requiring this new policy will ensure that developments are safely accessible by foot, starting from the sidewalk network all the way until the front door of the development, making new retail, restaurant, and other activity accessible on foot and not solely oriented towards vehicles. These required connections will improve walkability and enable ADA-accessibility for all ages and abilities.
Proposed Additions to the Design Criteria Manual Appendix B - Subdivision	Section IV, B, 1	Construction Plans and Specifications in accordance with Section X. Plan profiles of all private and public infrastructure (including but not limited to, water and sewer lines, drainage and detention areas, utilities, berms, roads, sidewalks, fences, and hike and bike trails) shall be submitted and approved by the city engineer	No specific recommended change, but a suggestion for using a committee review of projects that relate to active transportation in Friendswood and that could potentially fundraise for projects, similar to Keep Friendswood Beautiful (KFB)	A dedicated committee can help advance active transportation goals by ensuring alignment with the Active Transportation Plan, and can also help identify opportunities for partnerships, funding, and coordinated implementation of active transportation improvements.
Proposed Additions to the Design Criteria Manual		1.Exception: Sidewalks shall not be required in single-family residential (SFR) and single-family residential estate (SFR-E) districts where: a.Open ditch streets are approved; or b.The subdivision was accepted prior to sidewalks being a required improvement; or c.The property is an in-fill tract without an abutting sidewalk.	Remove the exception.	Sidewalks should be required in all cases in residential and residential estate districts.
Proposed Additions to the Design Criteria Manual		Sidewalks may not be required when, in the judgment of the planning and zoning commission, the safety of the pedestrians does not require such sidewalks.	Remove the exception.	Sidewalks encourage active transportation and support healthy communities.

Non-Infrastructure Recommendations

- City-wide Active Transportation Network Wayfinding Project

Discuss – anything else to add here?

Infrastructure Improvement Toolbox

- Multimodal facilities
  - Shared Use Paths
  - Trails
- Pedestrian Facilities
  - Sidewalk
  - Slotted Curb Sidewalk (i.e., Greenbriar Ave.)
  - Striped on-street pedestrian facility (i.e., Garden Dr)
- Bicycle Facilities
  - Sharrows
  - Bicycle Lanes
  - Protected Bicycle Lanes
    - Forms of protection
- Other Active Transportation Facilities
  - Pedestrian Bridges
  - Intersection Treatments
  - Trailheads
- Discuss – anything else to add here?



Next Steps

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Next Steps

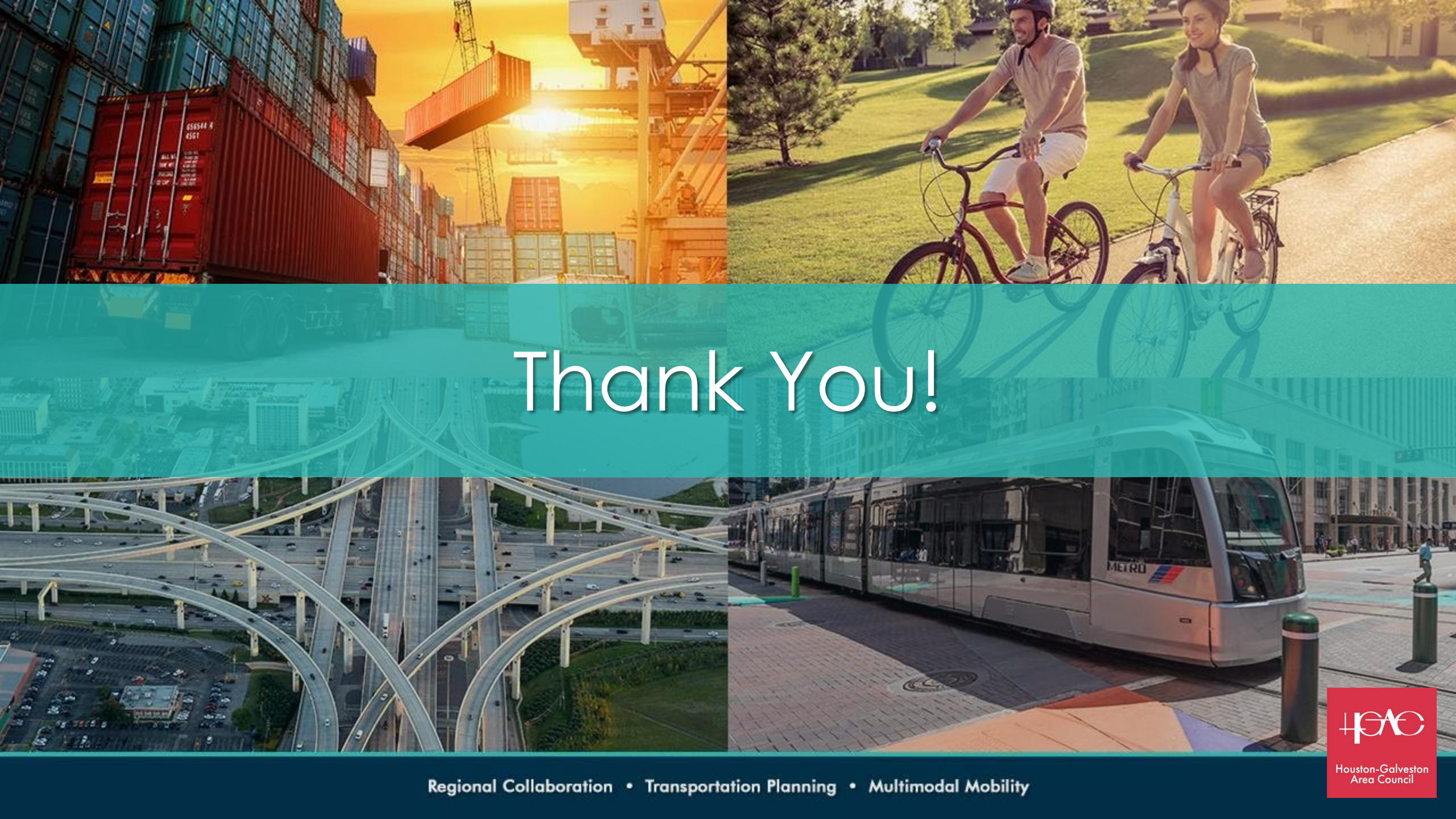
- Stakeholder Committee Meeting – April 7, 2026
- Develop Final Report
- Plan Approval

For More Information



Contact:

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Thank You!
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FRIENDSWOOD TEXAS

MEETING SUMMARY

Houston + Austin, TX
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Friendswood Active Transportation Plan
Stakeholder Committee Meeting #2 – Meeting Summary

Date	Tuesday April 7, 2026
Time	3:00 PM – 4:00 PM
Location	Friendswood Public Works Department, 15355 Blackhawk Blvd, Friendswood, TX 77546 and virtually via Microsoft Teams

On Tuesday, April 7, 2026, the Friendswood Active Transportation Plan project team hosted the second Stakeholder Committee Meeting at the Friendswood Public Works Department. The meeting was offered in a hybrid format. Attendees included representatives from the City of Friendswood, H-GAC, and Galveston County Consolidated Drainage District. The purpose of the meeting was to review the project progress to date, discuss project recommendations, and review next steps.

The team collected feedback regarding the selected infrastructure projects and various non-infrastructure recommendations. The presentation materials are in the Appendix.

Introductions
Everyone, both in person and online, introduced themselves and their relation to active transportation in Friendswood.

Active Transportation Plan: Vision and Goals
The project team reviewed the plan vision and goals, which are to:

- Develop a citywide active transportation plan
- Establish safe, multimodal connections
- Establish recommendations and a phased implementation strategy to connect residents to local destinations using a safe active transportation network.

Project Progress to Date
The project team presented the project timeline and reviewed the progress from projection initiation in Summer 2025 through Spring 2026. These activities include: data gathering, completing existing conditions assessment, launching the project website and online survey, hosting various Steering Committee, Stakeholder, and Public Outreach event opportunities, conducting a gap analysis, and analyzing the findings to develop project recommendations.

The project recommendations will continue to be refined, and the final plan presented to the City in June 2026 for approval.

Engagement Overview

The project team reviewed a detailed outline of the engagement opportunities that have occurred throughout the project, highlighting the July 4, 2025 Pop-up event where stakeholders used a map of Friendswood to mark where they had the opportunity to indicate areas they would like to walk and roll as well as mark locations they do not currently feel safe engaging in active transportation activities. The Walk Audit on September 4, 2025, was also identified as a valuable activity that helped participants better understand the existing obstacles active transportation users face, including wheelchair and stroller users, when traveling within Friendswood. At the Public Outreach Event on December 18, 2025, 50 community members attended and ranked their active transportation priorities and prioritized their top five infrastructure projects of the proposed 14. An online version of the prioritization activity was available.

The feedback from all engagement activities, including the online survey, helped the project team develop the proposed project recommendations. Overall, participants of the engagement activities shared a desire for safe, well-connected routes that are smooth and well-maintained, protected from cars, with shade, lighting, amenities, and safe crossings. There is a desire for more direct access to destinations other than parks, including commercial areas.

Opportunity Analysis

The project team presented findings from the Opportunity Analysis in which participants placed dots on a map to identify where they would like to be able to walk, bike, and roll and where they are uncomfortable using active transportation. Participants had the opportunity to identify opportunities at the July 4th Pop Up Event, and the first Steering and Stakeholder Committee meetings in Fall 2025. The results included 46 desired locations for active transportation (walk, bike, trail), 28 areas where participants want to walk, 27 areas where participants want to bike, and 11 areas where participants are currently uncomfortable using active transportation. The project team used the map feedback to create a Primary Active Transportation Network (PATN) the aligns with Friendswood priorities.

Primary Active Transportation Network (PATN)

The project team noted that many of the neighborhoods in Friendswood have complete sidewalk networks but that they are missing connections to connect with greater Friendswood. The project team identified 14 capital infrastructure projects to improve connectivity and asked the community to pick their top five priority projects at the Public Outreach event on December 18, 2025 as well as online through January 19, 2026. Project #5 Castlewood Avenue from Greenbriar Avenue to Sunset Drive was ranked as the top priority from the public. The results of this activity (refer to Figure 1)

were taken into consideration as the project team developed the project recommendations.

Rank	Project Number and Limits	No. of Votes
1	5. Castlewood Avenue from Greenbriar Avenue to Sunset Drive	23
2	7. Edgewood Drive (FM 2351) from Sunset Drive to Melody Lane	21
3	6. Greenbriar Avenue from Castlewood Avenue to Buckingham Drive	19
4	11. FM 528 from Regency Court to Falcon Ridge Boulevard	16
5	12. FM 528 from San Joaquin Parkway/Cypress Point Drive to southern City Limit	15
5	1. FM 518 from Whispering Pines Avenue to Silverstone Drive	15
7	9. Off Street Trail 1: Easements from Falcon Ridge Drive to city limits (south of Friendswood Parkway)	13
8	10. Off Street Trail 2: Easements from Eagle Lake Drive to FM 528	12
9	14. Intersection Improvements at FM 528/Bay Area Blvd and FM 528/Blackhawk Blvd	11

Figure 1. Public Outreach Event #1 Proposed Project Prioritization Rank Results

Needs Based Analysis

The project team used a data-driven process using various evaluation metrics (safety, access, mobility, connectivity, environmental factors, and public input) to compare the projects to each other to determine which projects are needed most. The Steering Committee and community were asked to rank the evaluation metrics to help inform the weight of the evaluation metrics in the final analysis. The results are referenced in Figure 2, where safety was ranked the highest.

Steering Committee Meeting #2

Rank	Online Steering Committee Member 1	Online Steering Committee Member 2	In Person Steering Committee Group	The Public's Rankings from 12/18 Public Meeting
1	Safety	Access	Safety	Safety
2	Connectivity	Safety	Connectivity	Access
3	Mobility	Connectivity	Mobility	Mobility
4	Access	Mobility	Public Input	Connectivity
5	Public Input	Public Input	Access	Environmental Factors
6	Environmental Factors	Environmental Factors	Environmental Factors	Public Input

Figure 2. Steering Committee and Public Evaluation Metric Ranking Results

This information, with guidance from the City of Friendswood, led to the final weights for the evaluation metrics (refer to Figure 3). Connectivity carries the most weight as the City's main goal for this active transportation plan is increasing active transportation connectivity within Friendswood.

- Connectivity – 29%
- Safety – 25%
- Mobility – 18%
- Access – 16%
- Public Input – 9%
- Environment – 3%

Figure 3. Final Evaluation Metric Weights

Project Recommendations

The project team used the needs base analysis findings and feedback from all participants, including H-GAC, City of Friendswood, and the community, to develop the final project recommendations. The project team reviewed each recommendation and discussed the project scope, location, existing conditions, length, facility type, planning level cost, estimated duration, and how the project ranked in the needs based analysis.

Project 1: FM 518 from Whispering Pines Avenue to Silverstone Drive

This project will construct new sidewalks on the west side of FM 518 between Whispering Pines Avenue to Silverstone Drive to connect Stevenson Park to major commercial node at the intersection of FM 518 and FM 528. The project includes a pedestrian bridge across the creek and intersection improvements at Winding Way Drive. This project ranked the highest in the needs based analysis. There were no questions or comments from the participants regarding this project.

Project 2: FM 518 from Silverstone Drive to Eagle Lakes Drive

This project will construct new sidewalks on FM 518 between Silverstone Drive to Eagle Lakes Drive, primarily on the south side of the street through a dense commercial area. The project includes a pedestrian bridge crossing Chigger Creek on the eastern end and intersection improvements at FM 518 and Leisure Lane and FM 518 at FM 528. This project ranked highest for safety in the needs based analysis. One participant noted that this is a "scary area" to walk in current conditions and that even quicker improvements could help with safety.

Project 3: Castlewood Avenue from existing sidewalk terminus just south of Greenbriar Drive to Sunset Drive

This project will construct sidewalks on north side of Castlewood Avenues between Sunset Drive to Greenbriar Drive, connecting Sunset Drive to Friendswood High School. The project includes high visibility crosswalks and upgraded curb ramps at the intersection with Greenbriar Drive. This project ranked highest from the public and the City noted they receive many calls about improving this area. There were no questions or comments from the participants regarding this project.

Project 4: Greenbriar Drive from Castlewood Avenue to Buckingham Drive

This project will construct new sidewalks on both sides of Greenbriar Drive between Castlewood Avenue to Buckingham Drive, connecting Friendswood High School to destinations to the east. The project also includes upgraded crosswalks at the intersection of Castlewood Avenue and Greenbriar Drive. There were no questions or comments from the participants regarding this project.

Project 5: Intersection of FM 528 and Bay Area Boulevard

This project consists of intersection safety upgrades at the intersection FM 528 and Bay Area Boulevard, including upgraded ADA ramps at intersection corners, pedestrian refuge islands to shorten crossing distances, converting span wire to mast arm signal and improved pedestrian signal equipment. There were no questions or comments from the participants regarding this project.

Sidewalk Gap Filling Program

This program focuses on completing the PATN and sidewalk network in Friendswood. There are three categories of sidewalk gaps:

- Sidewalk Gap Fills on Local Streets under 350 Feet
- Sidewalk Gap Infill Adjacent to or on a TxDOT Facility
- Sidewalk Gaps Infill Projects Over 350 Feet

Sidewalk Gap Fills on Local Streets under 350 Feet

Nine projects were identified on local streets under 350 Feet. The project team noted that several of these projects would require easements from HOAs.

Sidewalk Gap Infill Adjacent to or on a TxDOT Facility

Nine projects were also identified Adjacent to or on a TxDOT Facility. The project team noted that these will require coordination with TxDOT to complete the projects.

Sidewalk Gaps Infill Projects Over 350 Feet

Two projects were identified on local streets over 350 feet. The project team noted these are in their own category due to the length which requires more intense engineering efforts, utility and drainage coordination.

The project staff shared that if all the proposed projects were fully implemented, Friendswood would have a nearly complete active transportation network. There were no questions or comments from the participants regarding these projects.

Non-Infrastructure Recommendations: Code Updates

The project team provided recommendations to modify the City of Friendswood Design Criteria Manual and Subdivision regulations to improve active transportation infrastructure as development occurs. The recommendations include increasing sidewalk minimum width requirements to six feet, adding language where applicable to make wheelchair ramps more accessible and safer, and removing language regarding landscaping to clarify qualified plant lists.

Participants from the City noted they are currently updating the Desing Criteria Manual (2021) and would review these modifications for potential inclusion in the updates.

One participant noted they would like to see language added regarding tree grate placement as wheels have the potential to become stuck when the travel path is parallel with the grate bars. The project staff took note of this suggestion.

Infrastructure Improvement Toolbox

The project team discussed the Infrastructure Improvement Toolbox deliverable that City staff will be able to reference when implementing active transportation projects. The Toolbox will have instructions and guidance on multimodal facilities, pedestrian

facilities, bicycle facilities and other active transportation facilities. The project team asked participants to share if this toolbox captures what they would like to see; no participants shared immediate feedback but agreed to review further and follow up with any comments.

Next Steps

Next steps were discussed, which included a request for stakeholders to share their feedback about the proposed project recommendations and Infrastructure Improvement Toolbox. The project team informed stakeholders that the next phase of work includes incorporate feedback from the Steering and Stakeholder Committees, developing the final report and presenting the Plan to the City for approval in June 2026.





Friendswood Active Transportation Plan
Stakeholder Committee Meeting #2





April 7, 2026

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Agenda



1. Introduction
2. Project Progress to Date
   - Public Engagement
   - Opportunity Analysis
   - Primary Active Transportation Network
   - Needs Based Analysis
3. Review and Discuss Project Recommendations
4. Next Steps

Introductions

- Name
- If your current commute was a person, what would be its best personality trait?

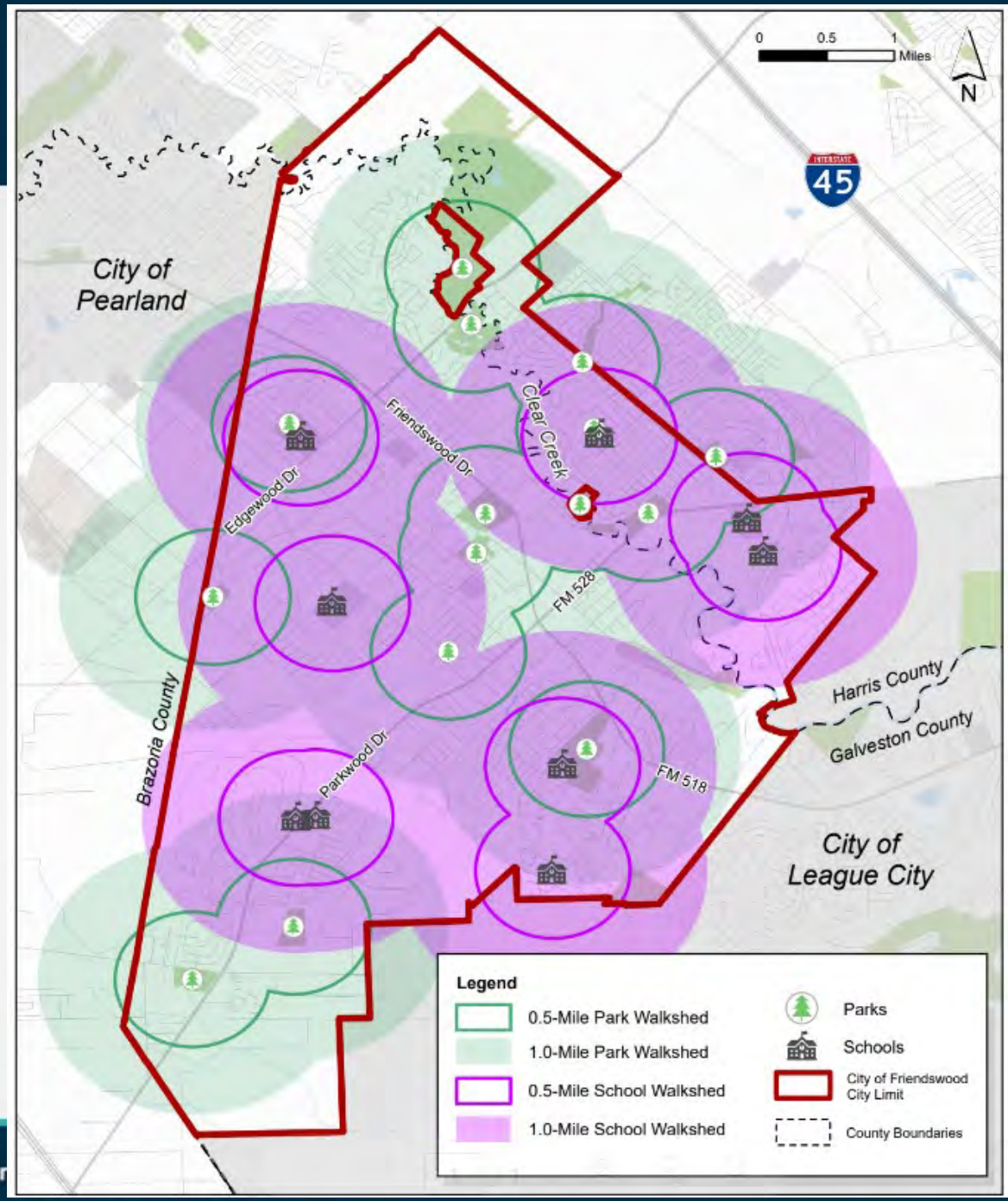






Active Transportation Plan: Vision and Goals

- Develop a Citywide Active Transportation Plan
- Establish safe, multimodal connections within the community for residents to enjoy walking, biking, or rolling across Friendswood
- Establish recommendations and a phased implementation strategy that will connect residents to their schools, parks, religious/civic institutions, and/or other local destinations via an active transportation network







Project Progress to Date





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Project Timeline

SUMMER 2025

- Data Gathering
- Existing Conditions Assessment
- Launch website and online survey
- Steering Committee Meeting #1
- Pop Up Event

FALL 2025

- Stakeholder Meeting #1
- Walk Audit
- Identify Potential Opportunities
- Gap Analysis
- Steering Committee Meeting #2

WINTER 2025/2026

- Public Outreach Event #1
- Develop recommendations

SPRING 2026

- Steering Committee Meeting #3
- Stakeholder Committee Meeting #2
- Refine and prioritize projects
- Approve Plan





Public Engagement





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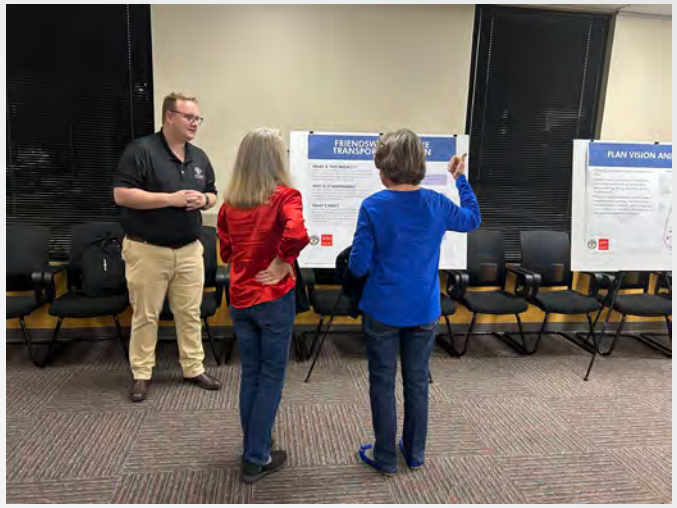
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Engagement Opportunities

- Project Website: June – Ongoing
  https://engage.h-gac.com/friendswood-active-transportation-plan
- Online Survey and Mapping Tool: June – August
- Steering Committee Meeting #1: June 25, 2025
- Pop Up Event: July 4, 2025
- Walk Audit: September 4, 2025
- Stakeholder Meeting: September 4, 2025
- Steering Committee Meeting #2: October 1, 2025
- Public Outreach Event: December 18, 2025 + Online participation through January 18, 2026
- Steering Committee Meeting #3: March 10, 2026
- **Stakeholder Meeting #2: April 7, 2026: Today!**

Public Outreach Event #1 – December 18, 2025

- 50 community members attended *(thank you string quartet!)*
- The meeting featured:
  - Information boards about the plan vision and goals
  - Existing transportation infrastructure and safety considerations
  - Reactions to the Primary Active Transportation Network
  - Ranking active transportation priorities
  - Prioritizing the 14 proposed infrastructure projects
- An online version of the prioritization activity was made available on the project website as well.









Engagement Summary



- Desire for:
  - Safe, well-connected routes that are smooth and well-maintained
  - Protection from cars / traffic calming
  - Shade
  - Lighting / visibility
  - Direct access to destinations (other than parks)
  - Safe crossings
  - Natural / scenic environments
  - Amenities along the way





Opportunity Analysis





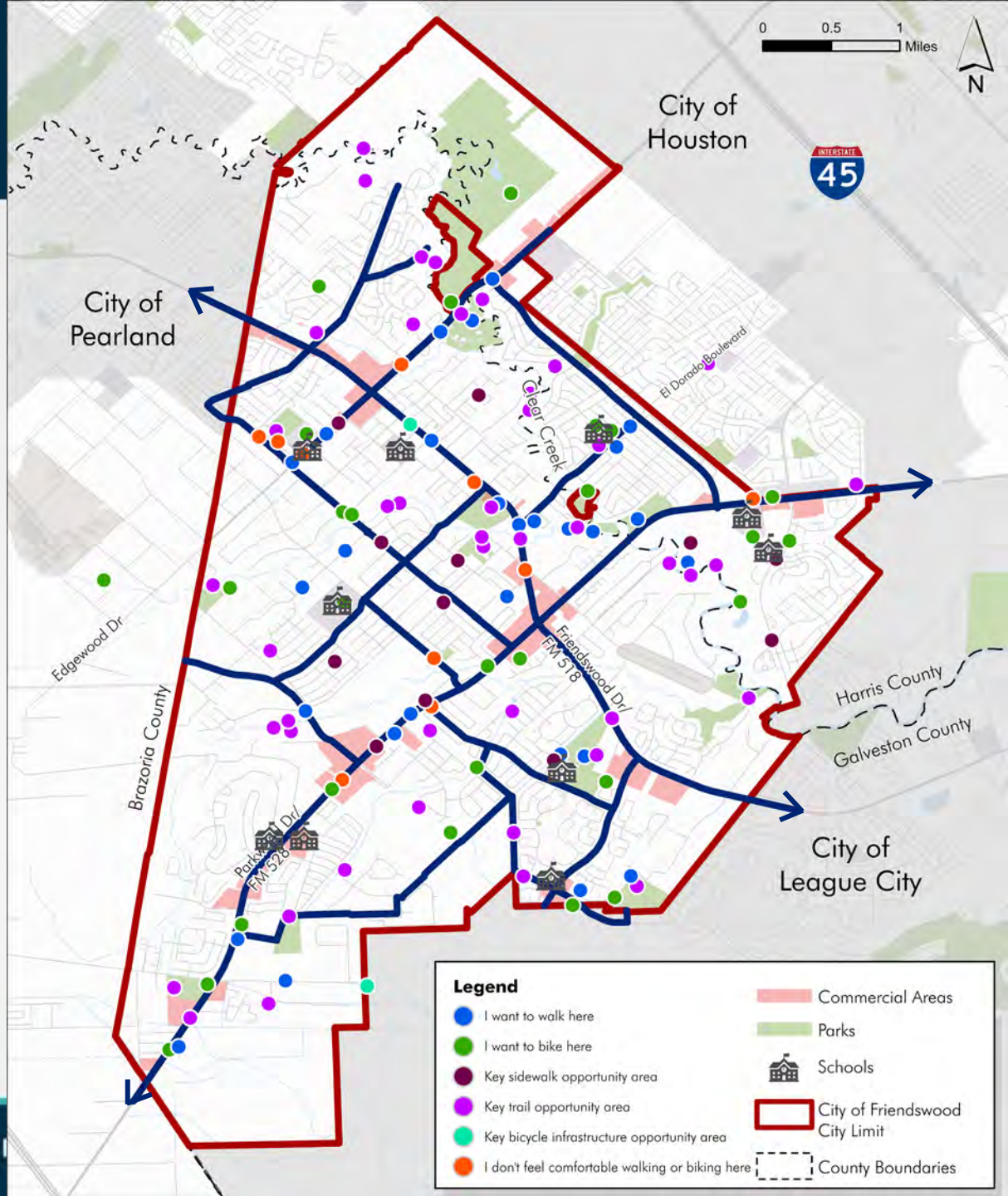
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Opportunities



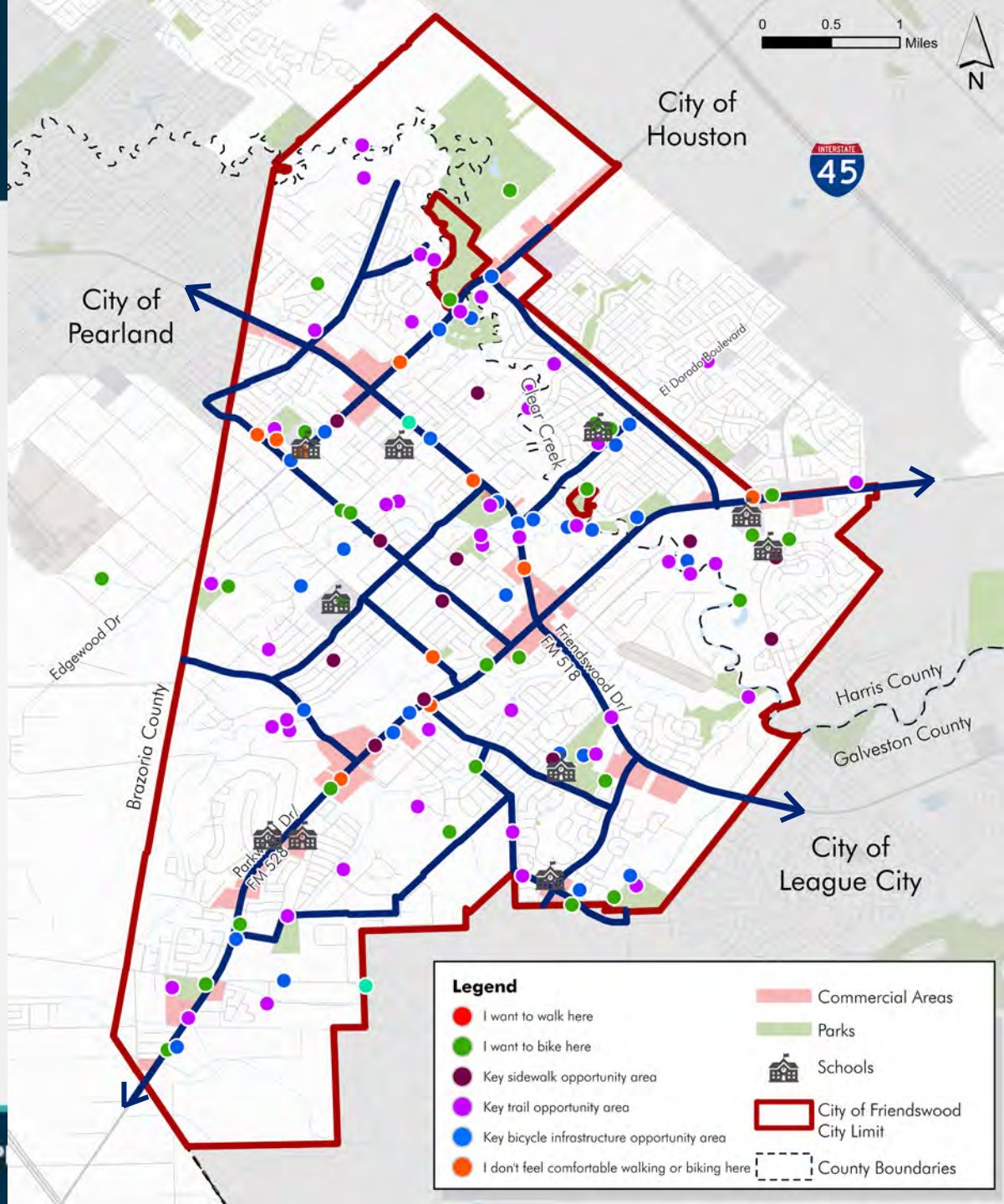
- Community, Steering Committee, and Stakeholder Committee identified opportunities for active transportation in Summer/Fall 2025
- Results:
  - 46: Opportunities for active transportation (walk, bike, trail)
  - 28: Areas where participants want to walk
  - 27: Area where participants want to bike
  - 11: Areas where participants are uncomfortable using active transportation



Opportunity Analysis



- Looked at opportunities from all engagements
- Created a Primary Active Transportation Network (PATN) that aligns with community priorities







Primary Active Transportation Network (PATN)

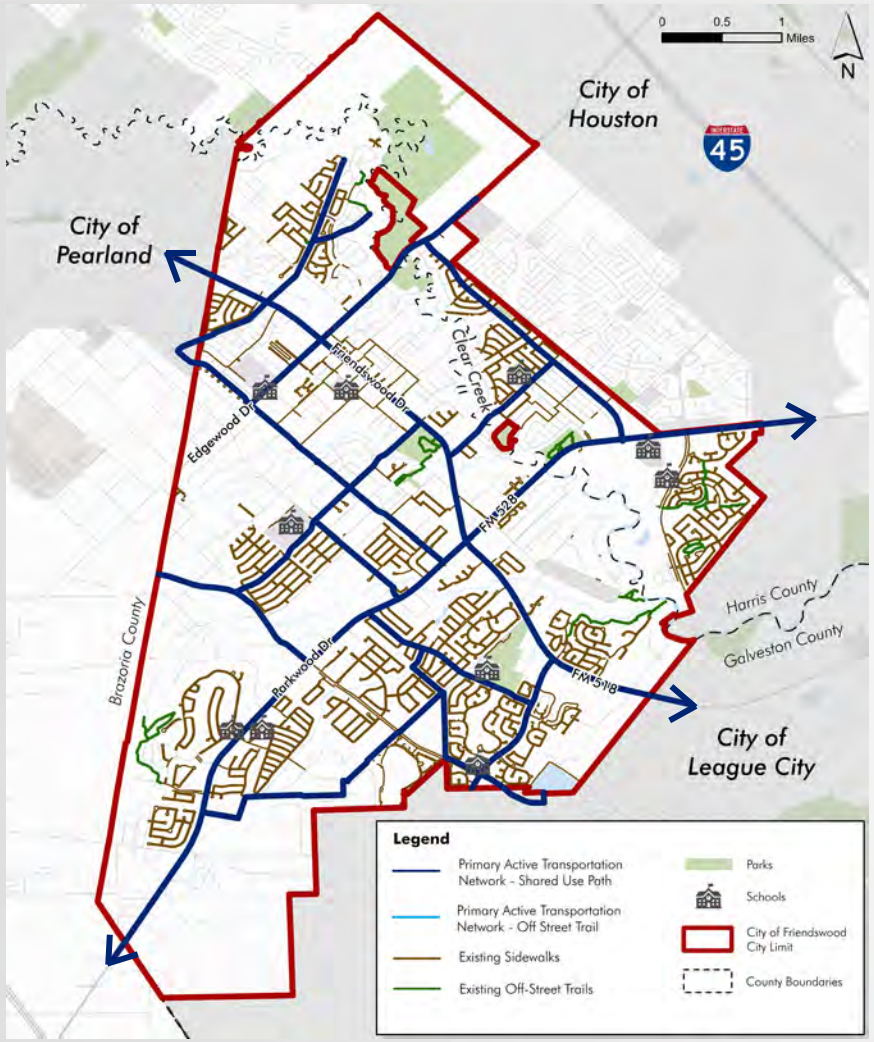




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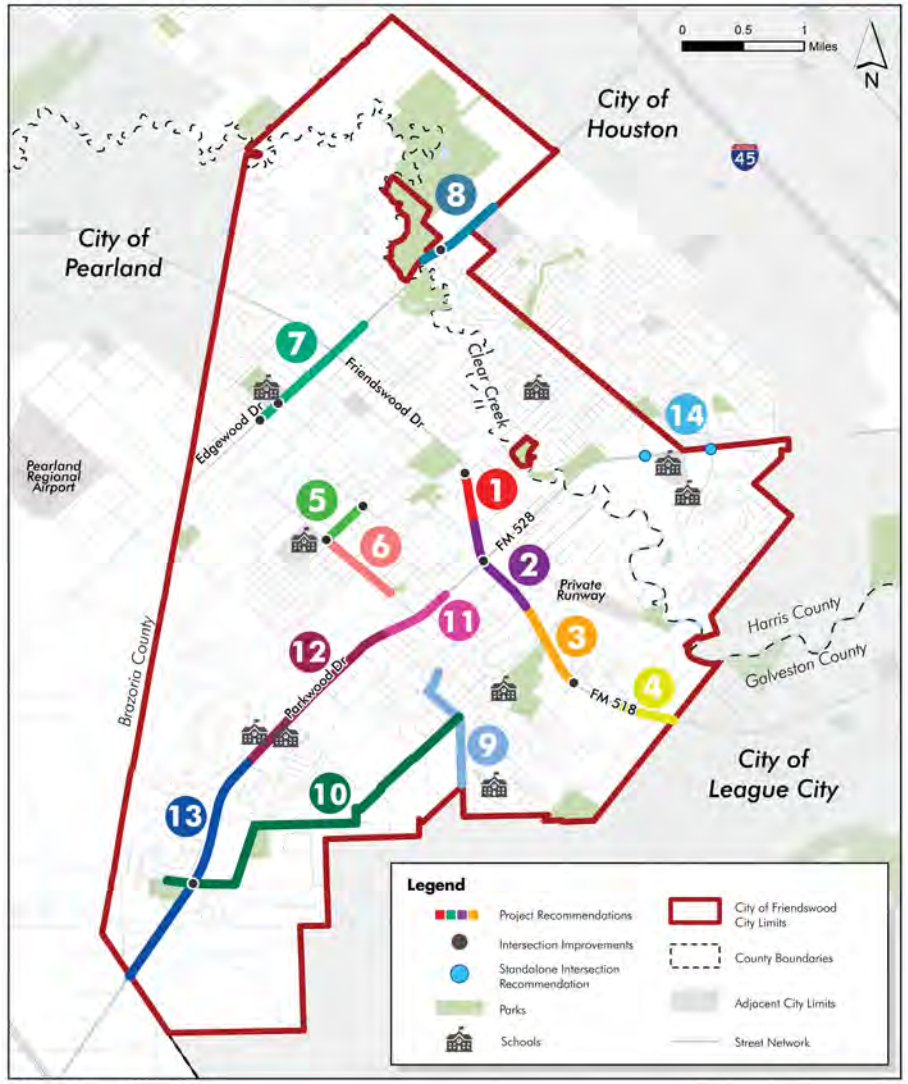
Primary Active Transportation Network



- Primary Active Transportation Network (PATN) incorporates Steering Committee, City of Friendswood, H-GAC, and public feedback
- 14 capital infrastructure projects were identified from the PATN

PATN Project Recommendations

Project Recommendations



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Friendswood Active Transportation Plan

1 FM 518 from Whispering Pines Avenue to Silverstone Drive
- Install pedestrian bridge on one side of the existing bridge
- Install sidewalk on the south side of the street on either side of the proposed pedestrian bridge
- Improve the intersection of FM 518 and Winding Way Ave

2 FM 518 from Silverstone Drive to Eagle Lakes Drive
- Install new sidewalks on both sides of the street
- Fill gaps in existing sidewalk network
- Install pedestrian bridge over Chigger Creek

3 FM 518 from Eagle Lakes Drive to West Boulevard
- Install new sidewalk on both sides of street
- Upgrade pedestrian crossing infrastructure at the intersection of FM 518 and West Boulevard

4 FM 518 from Ranch Drive to City Limits
- Install new sidewalk on both sides of street

5 Castlewood Avenue from just south of Greenbriar Avenue to Sunset Drive
- Install new sidewalk on north side of the street
- Improve pedestrian crossing infrastructure at the intersection of Castlewood Avenue and Sunset Drive

6 Greenbriar Avenue from Castlewood Avenue to Buckingham Drive
- Install sidewalk on both sides of street
- Improve pedestrian crossing infrastructure at the intersection of Castlewood Avenue and Greenbriar Drive

7 Edgewood Drive (FM 2351) from Sunset Drive to Melody Lane
- Install new sidewalks on at least one side of the street (north side), but preferably both sides
- Fill gaps in the existing sidewalk network
- Upgrade existing striped crosswalk at Garden Drive to a signalized HAWK midblock crosswalk signal
- Restripe pedestrian crosswalk at the intersection of Sunset Drive and Edgewood Drive

8 Edgewood Drive (FM 2351) from Hope Village Road to the entrance of Frankie Carter Randolph Park
- Install sidewalk on the north side of the street
- Improve pedestrian crossing infrastructure at the intersection of Edgewood Avenue and Blackhawk Boulevard

9 Off Street Trail 1: Easements from Falcon Ridge Drive to city limits (south of Friendswood Parkway)
- Install new shared use path (off street trail) through power line corridor

10 Off Street Trail 2: Easements from Eagle Lake Drive to FM 528
- Install new shared use path (off street trail)

11 FM 528 from Regency Court to Falcon Ridge Boulevard
- Install new sidewalk / shared use path on both sides on street
- Consider extending bike lane

12 FM 528 from Falcon Ridge Boulevard to San Joaquin Parkway
- Install new sidewalk / shared use path on both sides on street
- Consider extending bike lane

13 FM 528 from San Joaquin Parkway/ Cypress Point Drive to southern City Limit
- Install new sidewalk / shared use path on both sides on street
- Consider extending bike lane

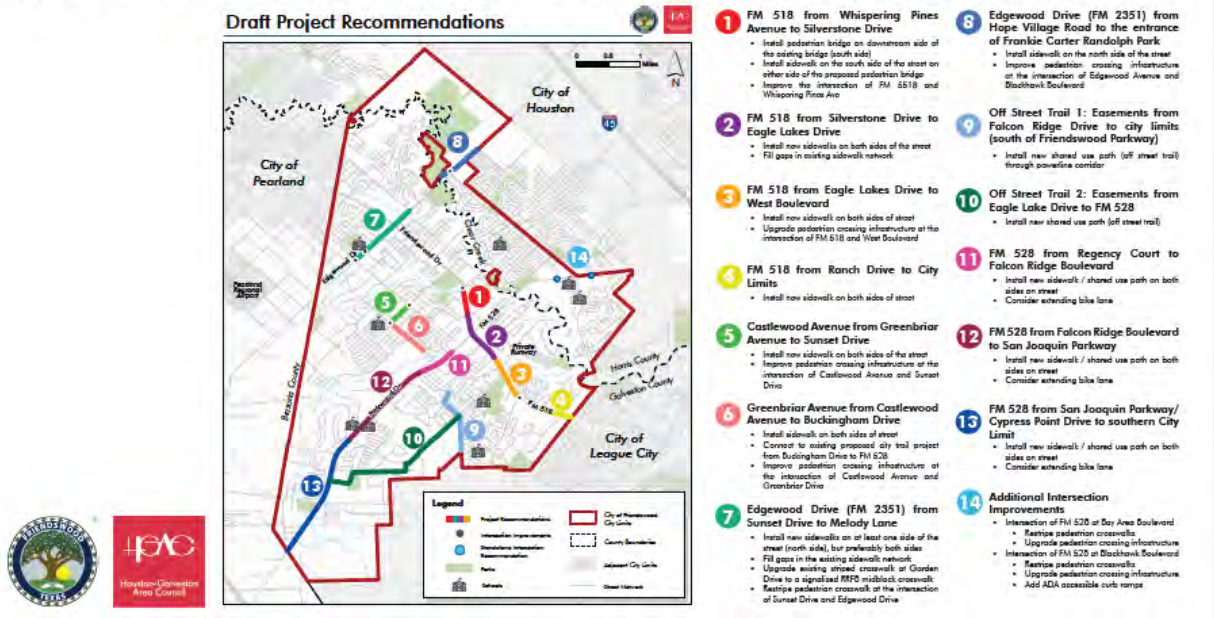
14 Additional Intersection Improvements
- Intersection of FM 528 at Bay Area Boulevard
  - Restripe pedestrian crosswalks
  - Upgrade pedestrian crossing infrastructure
- Intersection of FM 528 at Blackhawk Boulevard
  - Restripe pedestrian crosswalks
  - Upgrade pedestrian crossing infrastructure
  - Add ADA accessible curb ramps

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Public Outreach Event #1 – December 18, 2025

PROPOSED PROJECT PRIORITIZATION

- This map shows the draft project list based on the primary active transportation network
- Grab a handout for this station and tell us your top 5 projects you think should be implemented first



Rank	Project Number and Limits	No. of Votes
1	5. Castlewood Avenue from Greenbriar Avenue to Sunset Drive	23
2	7. Edgewood Drive (FM 2351) from Sunset Drive to Melody Lane	21
3	6. Greenbriar Avenue from Castlewood Avenue to Buckingham Drive	19
4	11. FM 528 from Regency Court to Falcon Ridge Boulevard	16
5	12. FM 528 from San Joaquin Parkway/Cypress Point Drive to southern City Limit	15
5	1. FM 518 from Whispering Pines Avenue to Silverstone Drive	15
7	9. Off Street Trail 1: Easements from Falcon Ridge Drive to city limits (south of Friendswood Parkway)	13
8	10. Off Street Trail 2: Easements from Eagle Lake Drive to FM 528	12
9	14. Intersection Improvements at FM 528/Bay Area Blvd and FM 528/Blackhawk Blvd	11





Needs Based Analysis





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Needs Based Analysis



- Data-driven process to evaluate infrastructure projects to determine what is needed most based on priorities selected
- Compares projects to each other
- Evaluation metrics, each with several criteria

Evaluation Metrics

Safety

Safety refers to designing new and improving existing active transportation infrastructure to reduce crashes and conflict points so that all users can travel comfortably along the corridor.
Typical projects that improve safety include improving intersections, adding high visibility crosswalks, and adding lighting.

Access

Access refers to the ability to access destinations. Projects that improve access help create an active transportation network that connects people to the places they want and need to go, such as schools, parks, and commercial areas.
Typical projects that improve access are in close proximity or will provide access to points of interest, such as schools, parks, and commercial areas.

Mobility

Mobility refers to the movement of people using the active transportation network. Projects that improve mobility ensure the active transportation network is efficient and reliable to reduce delay.

Connectivity

Connectivity refers to a connected transportation network. Projects that improve connectivity remove obstacles and barriers that make using active transportation slow, frustrating, or impossible. Typical projects that improve connectivity include filling gaps in the network and completing last-mile connections.

Environmental Factors

Environmental factors refer the area around the active transportation network, including resiliency, tree canopy, and heat index.

Public Input

Public input refers to the feedback received from the community, stakeholders, and steering committee about what they would like to prioritize.

Steering Committee Meeting #2

Rank	Online Steering Committee Member 1	Online Steering Committee Member 2	In Person Steering Committee Group	The Public's Rankings from 12/18 Public Meeting
1	Safety	Access	Safety	Safety
2	Connectivity	Safety	Connectivity	Access
3	Mobility	Connectivity	Mobility	Mobility
4	Access	Mobility	Public Input	Connectivity
5	Public Input	Public Input	Access	Environmental Factors
6	Environmental Factors	Environmental Factors	Environmental Factors	Public Input

Evaluation Metrics – Final Weights

Safety

Safety refers to designing new and improving existing active transportation infrastructure to reduce crashes and conflict points so that all users can travel comfortably along the corridor.
Typical projects that improve safety include improving intersections, adding high visibility crosswalks, and adding lighting.

Access

Access refers to the ability to access destinations. Projects that improve access help create an active transportation network that connects people to the places they want and need to go, such as schools, parks, and commercial areas.
Typical projects that improve access are in close proximity or will provide access to points of interest, such as schools, parks, and commercial areas.

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Environmental Factors

Environmental factors refer the area around the active transportation network, including resiliency, tree canopy, and heat index.

Public Input

Public input refers to the feedback received from the community, stakeholders, and steering committee about what they would like to prioritize.

- Connectivity – 29%
- Safety – 25%
- Mobility – 18%
- Access – 16%
- Public Input – 9%
- Environment – 3%





Project Recommendations



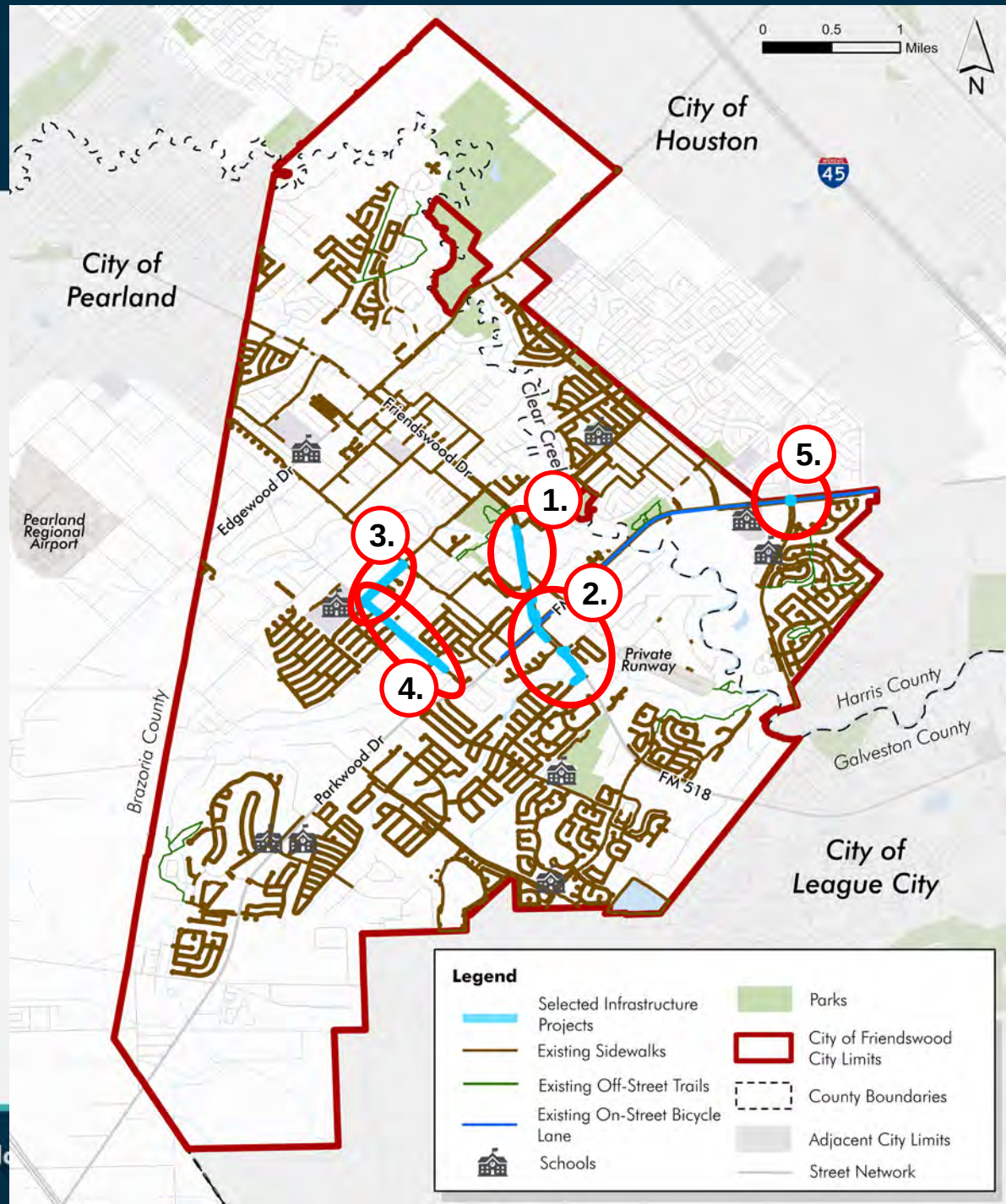


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Selected Infrastructure Projects

- Needs based analysis is one component
- Also incorporated feedback from H-GAC, City of Friendswood, and the community

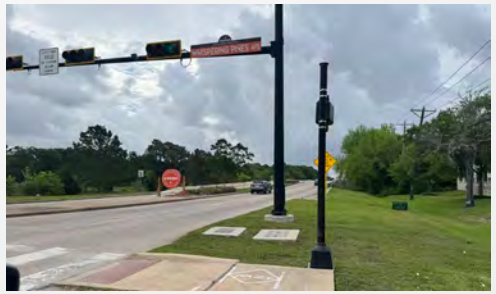


Project 1: FM 518 from Whispering Pines Avenue to Silverstone Drive



Sidewalk gap project to connect Stephenson Park to major commercial node at FM 518 & FM 528 intersection. Project includes a pedestrian bridge across the creek and intersection improvements at Winding Way Drive.

- Project Length: 2,546 feet (0.5 miles)
- Facility Type: 1,800’ of 6-foot sidewalk with 300’ pedestrian bridge
- Planning Level Costs: $2.3 Million
- Estimated Duration/Timeline: 2-3 years
- Prioritization Score and Highlights:
  - Scored #1 of 15 in Needs Based Analysis
  - Scored #5 based on number of public comments
  - Ranked Top 5 for Safety, Mobility, Connectivity, and Access





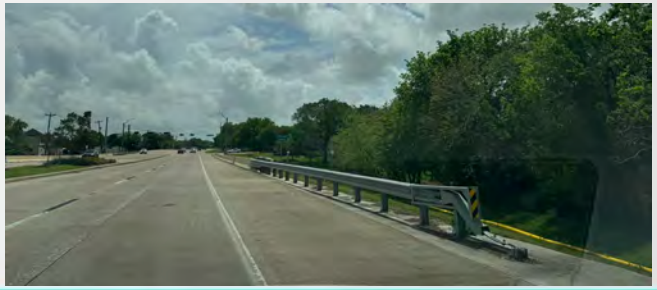
Project 2: FM 518 from Silverstone Drive to Eagle Lakes Drive



Sidewalk gap project along FM 518 on primarily the south side of the street through a dense commercial area. The project includes a pedestrian bridge crossing of Chigger Creek on the eastern end.

- Project Length: 3,588 feet (0.68 miles)
- Facility Type: 2,750’ of 6-foot sidewalk with 200’ pedestrian bridge, upgraded pedestrian crossing infrastructure
- Planning Level Costs: $2.2 Million
- Estimated Duration/Timeline: 2-3 years
- Prioritization Score and Highlights:
  - Scored #2 of 15 in Needs Based Analysis
  - Scored #9 based on number of public comments
  - Ranked #1 for safety and top 5 for Mobility, Connectivity, and Environmental
  - Scored just outside top 5 for access



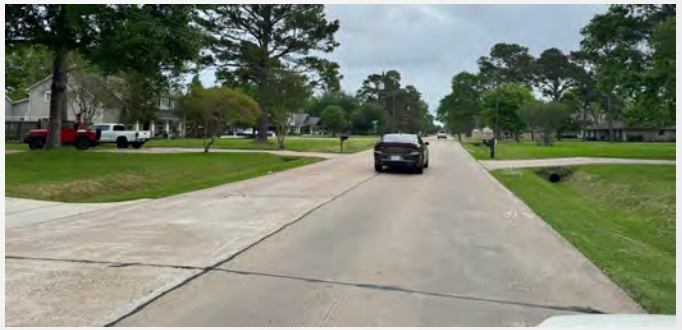


Project 3: Castlewood Avenue from existing sidewalk terminus just south of Greenbriar Drive to Sunset Drive



This project constructs sidewalk on both sides of the street connecting Sunset Drive to Friendswood High School. The project includes crosswalks and gaps just south of the intersection with Greenbriar.

- Project Length: 2,300 feet (0.44 miles)
- Facility Type: 5-foot sidewalk & upgraded crossing infrastructure
- Planning Level Costs: $500,000
- Estimated Duration/Timeline: 1-2 years
- Prioritization Score and Highlights:
  - Scored #11 of 15 in Needs Based Analysis
  - Scored #1 based on number of public comments
  - Ranked highest in environmental and mobility





Project 4: Greenbriar Drive from Castlewood Avenue to Buckingham Drive



This project fills a sidewalk gap between Friendswood High School and destinations to the east on both sides of the street.

- Project Length: 5,300 feet (1 mile)
- Facility Type: 6-foot sidewalks (slotted curb)
- Planning Level Cost: $1.3 Million
- Estimated Duration/Timeline: 1-2 years
- Prioritization Score and Highlights:
  - Scored #6 of 15 in Needs Based Analysis
  - Scored #3 based on number of public comments
  - Ranked highest in environmental and near median in other categories
  - Ranked lower on access



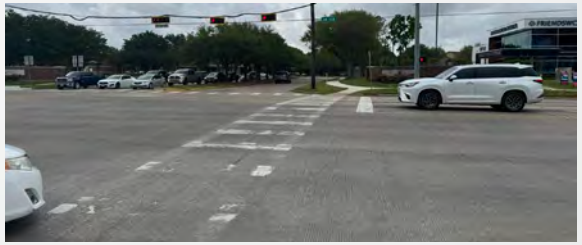


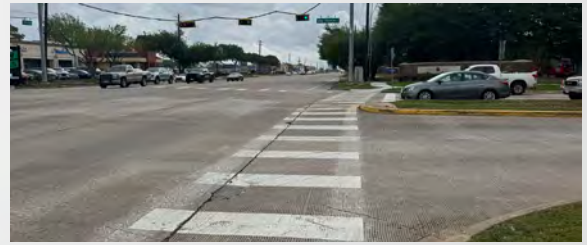
Project 5: Intersection of FM 528 and Bay Area Boulevard



This project consists of intersection safety upgrades, including upgraded ADA ramps at intersection corners, pedestrian refuge islands to shorten crossing distances, converting span wire to mast arm signal and improved pedestrian signal equipment.

- Project Length: n/a
- Facility Type: Intersection Safety Improvements
- Planning Level Costs: $1,000,000
- Estimated Duration/Timeline: 12-18 months
- Prioritization Score and Highlights:
  - Scored #8 of 15 in Needs Based Analysis
  - Scored #8 based on number of public comments
  - Ranked highly for safety and environmental
  - Ranked lower for mobility



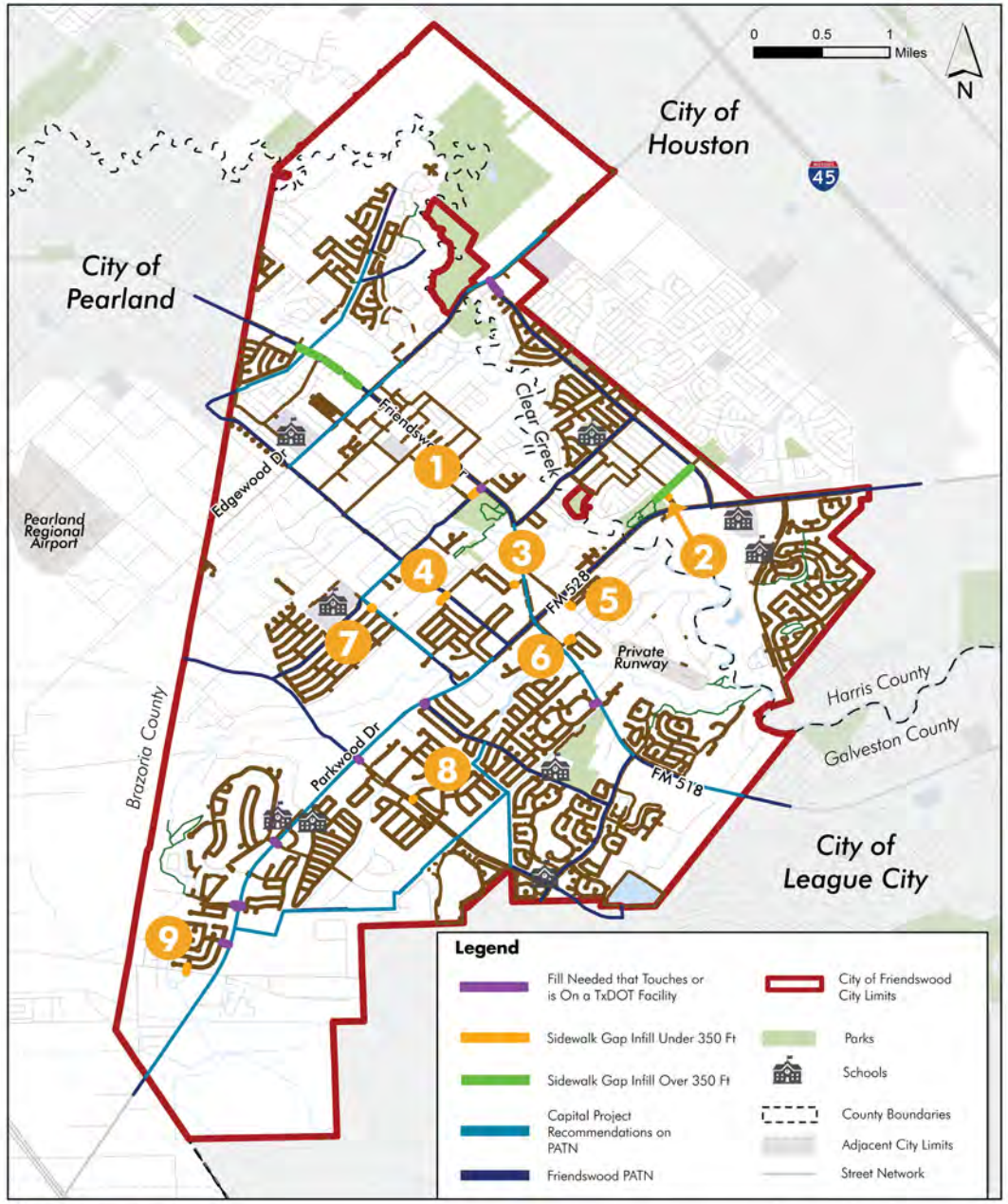


Sidewalk Gap Filling Program

Several different network gap fill projects were identified including:

- Sidewalk Gap Fills on Local Streets under 350 Feet
  - Fill needed to connect to the Primary Active Transportation Network – or streets that connect to the PATN
  - City-controlled streets
  - Connecting to existing crossing infrastructure on TxDOT facilities
  - Focused efforts on biggest bang for your buck on the smallest fill sections
  - Under 350' – no significant engineering required
- Sidewalk Gap Infill Adjacent to or on a TxDOT Facility
  - Several fills needed when the shared use path along FM 528 is implemented, where feasible
  - Any sidewalk gap fills that are along or touch a TxDOT facility
- Sidewalk Gaps Infill Projects Over 350 Feet
  - Sidewalk gap fills that are more standalone projects, greater than 350 ft.
  - One along a TxDOT facility, one on a local street

Sidewalk Gap Filling Program



Sidewalk Gap Fills on Local Streets Under 350 Feet

1 Castlewood Drive

Length: 200ft.
North/west side of the street

- From existing sidewalk terminus near Cedarwood Avenue to existing sidewalk terminus near FM 518
- ROW/easement needed; utilities coordination; property owner coordination; potential tree relocation/removal



2 Townes Road

Length: 300ft.
North side of the street

- From existing sidewalk terminus (at multifamily internal street) to Laura Leigh Drive
- New curb ramp; property owner coordination (relocate/remove trees with ROW/ easement OR push curb out & remove on-street parking)



3 Silverstone Drive

Length: 60ft.
North side of the street

- From existing sidewalk terminus to existing sidewalk terminus
- ROW/easement needed; utilities coordination; neighborhood coordination (stone column at end of fence)



4 Briarmeadow Avenue

Length: 330ft.
West side of the street

- From Osborne Drive to Sunset Drive
- new curb ramp; ditch reshaping or piping needed



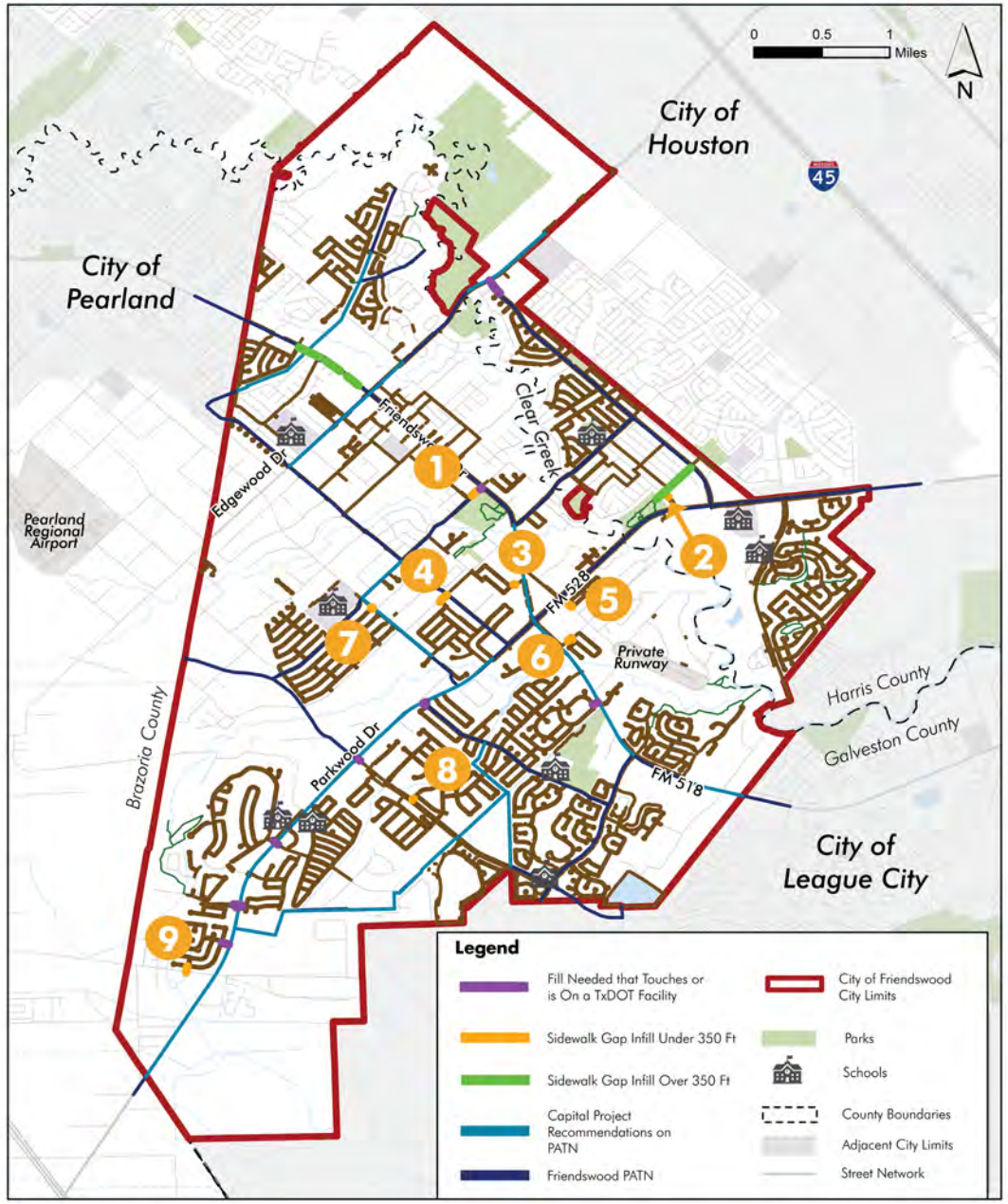
5 Winding Way Drive

Length: 200ft.
North/west side of the street

- From existing sidewalk terminus near Cedarwood Avenue to existing sidewalk terminus near FM 518
- ROW/easement needed; utilities coordination; property owner coordination; potential tree relocation/removal



Sidewalk Gap Filling Program



THE GOODMAN CORPORATION

Friendswood Active Transportation Plan

Sidewalk Gap Fills on Local Streets Under 350 Feet

6 Leisure Lane

Length: 130ft.
East side of the street

- From existing sidewalk terminus to Talon Drive
- New curb ramp; high-visibility crosswalk; ROW/ easement needed (sidewalk behind ditch)



8 Mossy Stone Drive

Length: 60ft.
East side of the street

- From existing sidewalk terminus to Friendswood Parkway
- Potential ROW/easement needed



7 Killarney Avenue

Length: 50ft.
North/west side of the street

- From existing sidewalk terminus to Greenbriar Drive
- Culverts to cross ditch

Length: 25ft.
South/east side of the street

- From existing sidewalk terminus to Greenbriar Drive
- Culverts to cross ditch



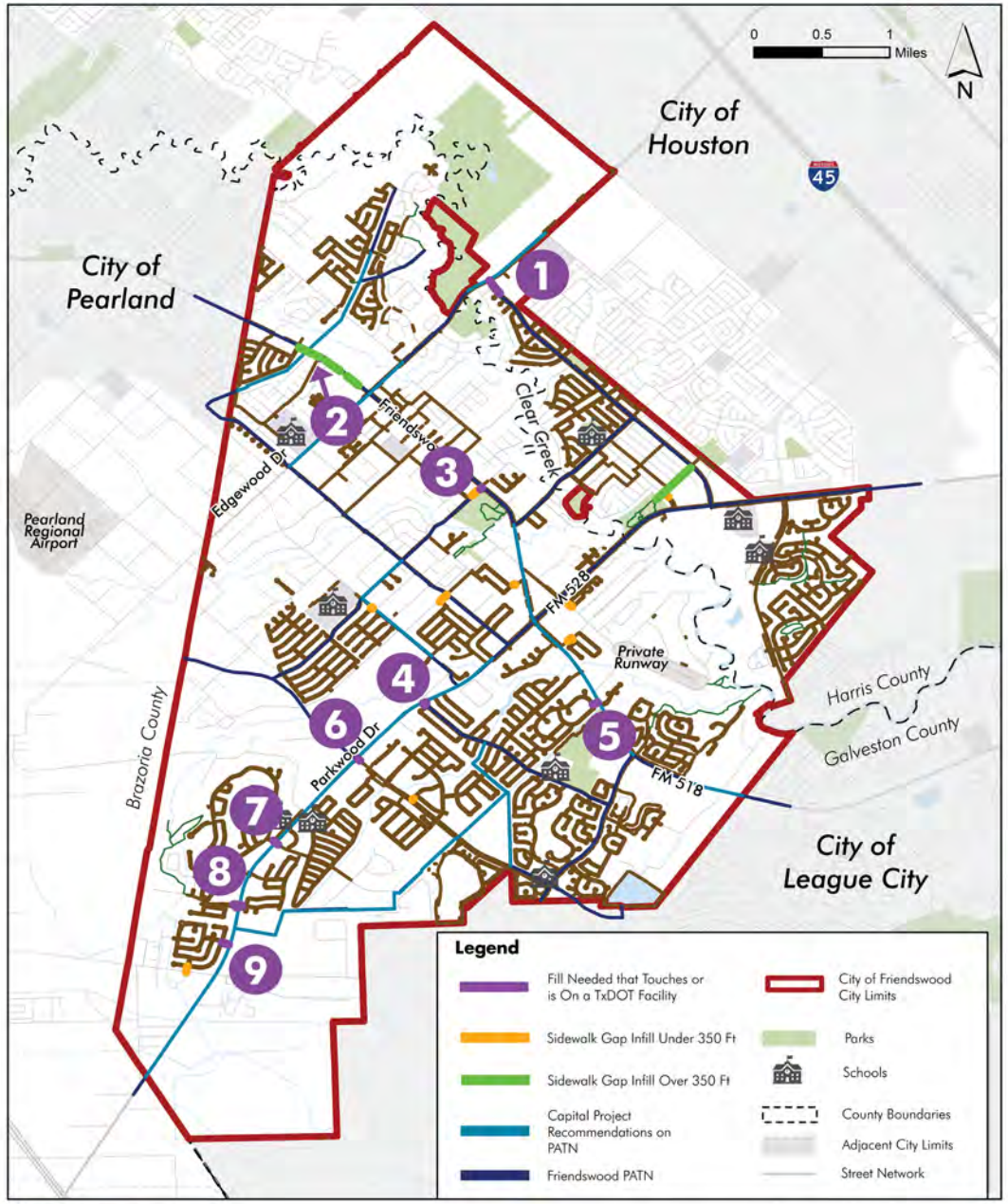
9 Crescent Drive

Length: 180ft.
West side of the street

- From existing sidewalk terminus to County Road 133
- Neighborhood coordination (landscaping)



Sidewalk Gap Filling Program



Sidewalk Gap Infill Adjacent to or on a TxDOT Facility

1 Blackhawk Boulevard

Length: 500ft.
East side of the street

- From Edgewood Avenue to existing sidewalk terminus
- New curb ramps; signal equipment relocation; streetlight relocation; City of Friendswood sign relocation



2 Mary Ann Drive

Length: 50ft.
East side of the street

- From existing sidewalk terminus to FM 518
- New curb ramp



3 Castlewood Avenue

Length: 80ft.
East/south side of the street

- From existing sidewalk terminus to FM 518
- New curb ramps; signal equipment relocation; tree stump removal



4 Falcon Ridge Boulevard

1. **Length: 40ft.**
   North side of the street
   - From existing sidewalk terminus to FM 528
   - New curb ramps; culverts to cross ditches; utilities coordination
2. **Length: 80ft.**
   South side of the street
   - From existing sidewalk terminus to FM 528
   - New curb ramps; culverts to cross ditches; utilities coordination; ROW/easement needed



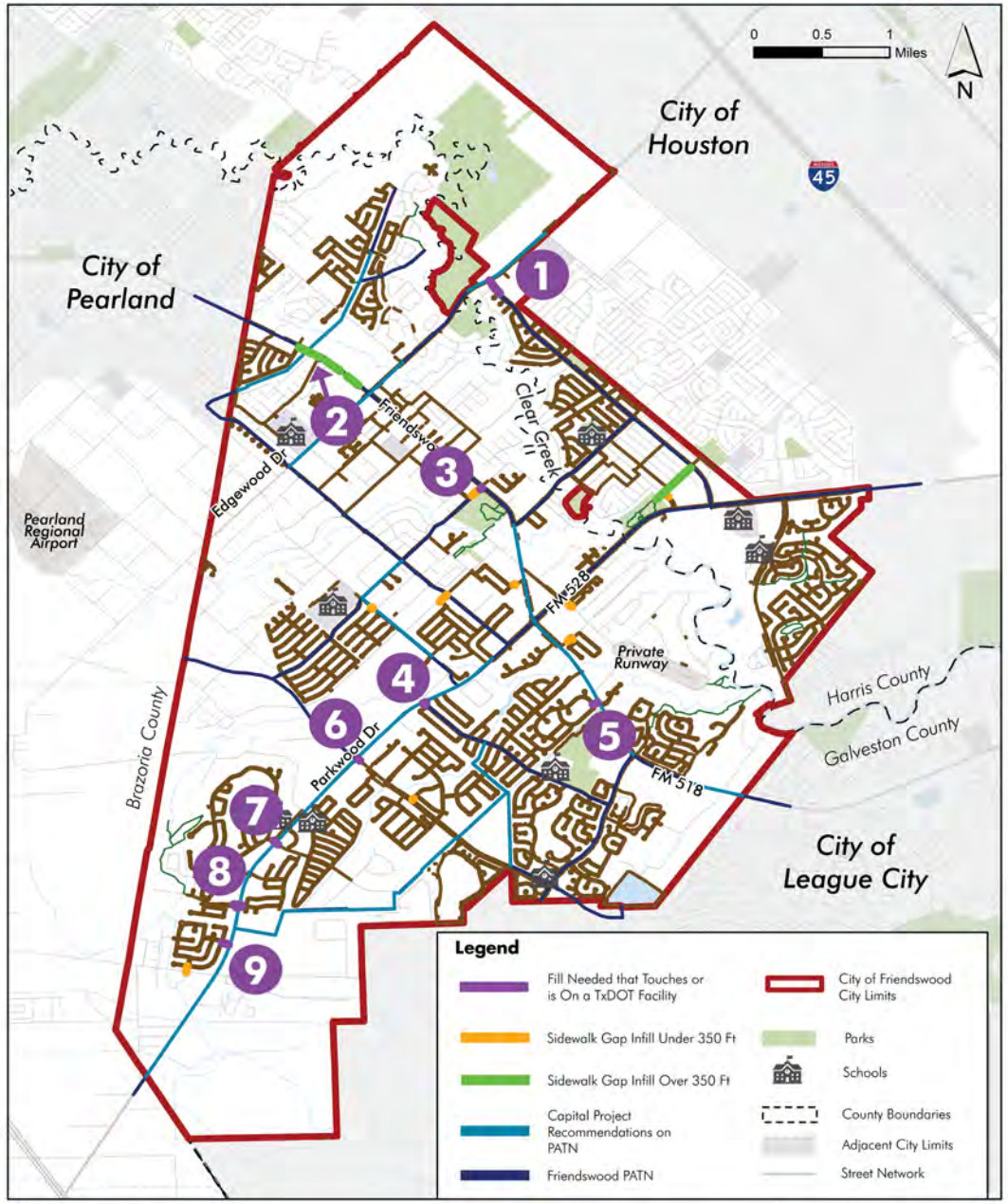
5 W Oak Drive

Length: 180ft.
East side of the street

- From existing sidewalk terminus to FM 518
- New curb ramps; streetlight relocation; coordination with neighborhood (landscaping)



Sidewalk Gap Filling Program



THE GOODMAN CORPORATION

Friendswood Active Transportation Plan

Sidewalk Gap Infill Adjacent to or on a TxDOT Facility

6 Friendswood Parkway

Length: 100ft.
North side of the street

- From existing sidewalk terminus to FM 528
- New curb ramps; streetlight relocation; utilities coordination



7

1. Cypress Point Drive

Length: 52ft.
North side of the street

- From existing sidewalk terminus to FM 528
- Culvert to cross ditch on Cypress Point Drive; modify existing slotted curb; coordination with neighborhood (Sunmeadow sign); utilities coordination

2. San Joaquin Parkway

Length: 46ft.
North side of the street

- From existing sidewalk terminus to FM 528
- Culvert to cross ditch on Cypress Point Drive; modify existing slotted curb; coordination with neighborhood (Sunmeadow sign); utilities coordination



8 Friendswood Trail

1. **Length: 160ft.**
   North side of the street
   - From existing sidewalk terminus to FM 528
   - ROW/easement needed; high-visibility crosswalks; culverts to cross ditches; utilities coordination

2. **Length: 60ft.**
   South side of the street
   - From existing sidewalk terminus to FM 528
   - ROW/easement needed; high-visibility crosswalks; culverts to cross ditches; utilities coordination



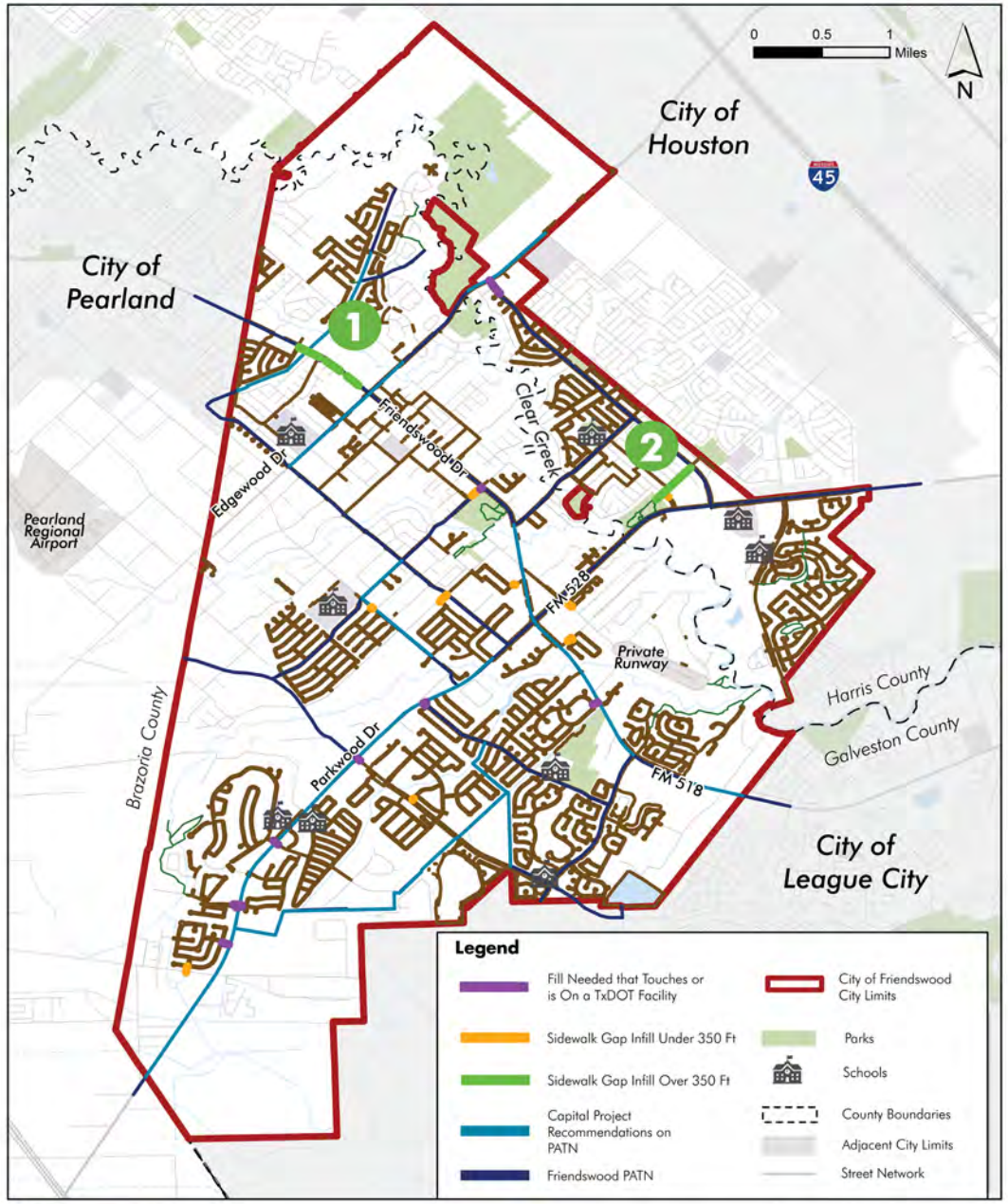
9 Championship Drive

Length: 220ft.
South side of the street

- From existing sidewalk terminus to FM 528
- ROW/easement needed; coordination with neighborhood (landscaping)



Sidewalk Gap Filling Program



Sidewalk Gap Infill Projects Over 350 Feet

1 FM 518/ N Friendswood Drive

South side of the street

- ROW/easement needed (south of Annette Lane); new curb ramps; utility coordination
- **Segment 1:** Brandywyne Drive to Mary Ann Drive
- **Segment 2:** Existing sidewalk terminus near Annette Lane to existing sidewalk terminus near Lottie Lane
- **Segment 3:** Existing sidewalk terminus near Friendswood Methodist Churct to existing sidewalk terminus near Gulf Shore Orthodontics



2 Laura Leigh Drive

Length: 1,500ft.
East side of the street

- From Forest Bend Park to Blackhawk Blvd.
- New curb ramps; streetlight relocation; utilities coordination; property owner coordination



Sidewalk Gap Filling Program

- What do you think?

Non-Infrastructure Recommendations: Code Updates

Document/ Ordinance	Page No. / Section	Current Ordinance	Recommended Change	Rationale
Friendswood Design Criteria Manual (2021)	77	2. Sidewalks are required as set out in Section III of the Subdivision Ordinance and Section 70-64 of the Code of Ordinances. Where sidewalks are required, they shall have a minimum width of four (4) feet, except on TxDOT rights-of-way where the minimum width shall be five (5) feet.	Where sidewalks are required, they shall have a minimum width of five (5) feet, except on TxDOT rights-of-way and commercial corridors where the minimum width shall be six (6) feet	ADA requires any sidewalks under five (5) feet to include a section of sidewalk that is five feet six inches (5'6") every 200 feet. Maintaining a standard width of five (5) feet avoids this requirement. Commercial area sidewalks should be of sufficient width to accommodate more foot traffic.
	78	3. Sidewalk wheelchair ramps shall be required at all intersections, and at or through all driveways where required. The design and installation of such ramps shall comply with Texas Accessibility Standards Architectural Barriers requirements.	Sidewalk wheelchair ramps shall be required at all intersections and at or through all driveways where required. The design and installation of such ramps shall comply with Texas Accessibility Standards Architectural Barriers requirements. Sidewalk Wheelchair ramps shall be perpendicular curb ramps with paired ramps on tangent wherever possible, with a vertical curb face that protects pedestrians.	Wherever possible, sidewalk ramps should create paths to intersections that provide the safest crossing for wheelchair users. Ramps should directly face the crosswalks rather than the center of the intersection.
	116	B. Site developments, not including single family residential, shall include any project that affects public water, wastewater, storm drainage, sidewalks, or paving facilities.	Single family residential should not be exempt from sidewalks	Allowing single family developments to be exempt from constructing sidewalks leads to fragmented sidewalk networks and missing last-mile connections between residential neighborhoods and nearby destinations, such as parks, schools, and community centers. Requiring sidewalks for single family development will help ensure a connected and safe multimodal network for all who will live in future neighborhoods in Friendswood.
	116	C. All sidewalks in new developments shall be a minimum of five (5) feet from the back of curb, two (2) feet from the edge of the public rights-of-way and shall not be in any utility easements.	All sidewalks in new developments shall be a minimum of six (6) feet from the back of curb, two (2) feet from the edge of the public rights-of-way and shall not be in any utility easements.	Healthy tree growth requires a six (6) feet wide soil bed, unless strategies to use structural soils or silva cells are explored. Greater width also reduces root conflicts with sidewalks. Small trees should be spaced 15' minimum on center, and large trees between 30' minimum and 40' maximum on center. Proper spacing helps with creating more deep and consistent shade while allowing for the growth of the tree in urban conditions. Spacing in parks or natural areas can be different.

Document/ Ordinance	Page No. / Section	Current Ordinance	Recommended Change	Rationale
				consistent shade while allowing for the growth of the tree in urban conditions. Spacing in parks or natural areas can be different.
	128	J. Sidewalks are required as set out in Section III of the Subdivision Ordinance and Section 70-64 of the Code of Ordinances. Where sidewalks are required, they shall have a minimum width of four (4) feet, except on TxDOT rights-of-way where the minimum width shall be five (5) feet. The design and installation of such sidewalks shall comply with Texas Accessibility Standards Architectural Barriers requirements and the City of Friendswood Standard Details and Technical Specifications. The location of all proposed and existing sidewalks shall be shown on the site development plan.	Where sidewalks are required, they shall have a minimum width of five (5) feet, except on TxDOT rights-of-way and in commercial districts where the minimum width shall be six (6) feet.	See rationale above
	Appendix D, 150	Callery Pear/Bradford (*Pyrus Calleryana*) - Invasive	Consider removing from plant list	Considered invasive per Invasive Plant Atlas of the US
	Appendix D, 150	Chinese Elm (*Ulmus Parvifolia*) - Invasive	Remove this plant from the list.	Considered invasive per the City of Houston Invasive Plant List Considered invasive per Invasive Plant Atlas of the US
	Appendix D, 151	Camphor-Tree (*Cinnamomum camphora*) - Invasive	Remove this plant from the list.	Considered invasive per the City of Houston Invasive Plant List Considered invasive per Invasive Plant Atlas of the US
	Appendix D, 152	Vitex (*Vitex Agnus-castus*) - Invasive	Consider removing from plant list	Considered invasive per Invasive Plant Atlas of the US
	Appendix D, 152	All "Class 4" Species	Remove all Class 4 species from the Qualified Tree List and create a Unqualified Plant List OR Not Recommended to Plant List	Having the Class 4 species in the Qualified Tree List may cause confusion. We suggest making another table for clarity.
Proposed Additions to the Design Criteria Manual			For all BP, CSC, DD, LNC, NC, OPD, PUD and Multi-family residential zoning categories, sidewalks shall **connect building entrances to public sidewalks.** Connecting walkways, at least five (5) feet wide, must link sidewalks with building entries through parking areas, all points in the development, and buildings on adjacent parcels. Pedestrian routes that **extend through parking lots** shall use marked walkways or raised paths.	Requiring this new policy will ensure that developments are safely accessible by foot, starting from the sidewalk network all the way until the front door of the development, making new retail, restaurant, and other activity accessible on foot and not solely oriented towards vehicles. These required connections will improve walkability and enable ADA-accessibility for all ages and abilities.

Non-Infrastructure Recommendations: Code Updates

Document/ Ordinance	Page No. / Section	Current Ordinance	Recommended Change	Rationale
Appendix B - SUBDIVISIONS	Section IV, B, 1	Construction Plans and Specifications in accordance with Section X. Plan profiles of all private and public infrastructure (including but not limited to, water and sewer lines, drainage and detention areas, utilities, berms, roads, sidewalks, fences, and hike and bike trails) shall be submitted and approved by the city engineer	No specific recommended change, but a suggestion for using a committee review of projects that relate to active transportation in Friendswood and that could potentially fundraise for projects, similar to Keep Friendswood Beautiful (KFB)	A dedicated committee can help advance active transportation goals by ensuring alignment with the Active Transportation Plan, and can also help identify opportunities for partnerships, funding, and coordinated implementation of active transportation improvements.
		1.Exception: Sidewalks shall not be required in single-family residential (SFR) and single-family residential estate (SFR-E) districts where: a.Open ditch streets are approved; or b.The subdivision was accepted prior to sidewalks being a required improvement; or c.The property is an in-fill tract without an abutting sidewalk.	Remove the exception.	Sidewalks should be required in all cases in residential and residential estate districts.
		Sidewalks may not be required when, in the judgment of the planning and zoning commission, the safety of the pedestrians does not require such sidewalks.	Remove the exception.	Sidewalks encourage active transportation and support healthy communities.

Infrastructure Improvement Toolbox

- Multimodal facilities
  - Shared Use Paths
  - Trails
- Pedestrian Facilities
  - Sidewalk
  - Slotted Curb Sidewalk (i.e., Greenbriar Ave.)
  - Striped on-street pedestrian facility (i.e., Garden Dr)
- Bicycle Facilities
  - Sharrows
  - Bicycle Lanes
  - Protected Bicycle Lanes
    - Forms of protection
- Other Active Transportation Facilities
  - Pedestrian Bridges
  - Intersection Treatments

Discussion – anything else to add here?





Next Steps





Regional Collaboration • Transportation Planning • Multimodal Mobility

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Next Steps

- Incorporate feedback from Steering Committee and Stakeholder Committee
- Develop Final Report
- Plan Approval

For More Information



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Thank You!





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