



Alvin LIVABLE CENTERS STUDY

OCTOBER 2024



Houston-Galveston
Area Council



"It's exciting to be part of a community that is taking an aggressive charge in shaping its future growth. We truly appreciate everyone coming together and sharing information and experiences for Alvin's next stage of growth."

**–Paul Chavez, City of Alvin
Economic Development
Director**



This document has been adopted by the City of Alvin's City Council on October 17th, 2024.

Acknowledgments

The project team would like to thank all the City of Alvin staff, Houston-Galveston Area Council (H-GAC), community stakeholders, and residents who have made the Alvin Livable Centers Study possible. The dedication and commitment to improving this historic study area have been instrumental in developing the recommendations and implementation steps.

Houston-Galveston Area Council

Jose Cantu, *Senior Planner*

Sarai Osorio, *Principal Planner*

Justin Bower, *Director of Community and
Environmental Planning*

City of Alvin

Paul Chavez, *Economic Development Director*

Michael Medwedeff, *City Engineer*

Josh Dearing, *Economic Development Coordinator*

Stakeholder Group

Brandon Moody, *City of Alvin, Public Services*

Michelle Nesrsta, *City of Alvin - Parks and
Recreation*

Dan Kelinske, *City of Alvin - Parks and Recreation*

Cary Perrin, *Alvin-Manvel Area Chamber of
Commerce*

Alyssa Bullock, *Alvin Community College*

Ashley Davis, *Community Roots Realty*

Mary Smith, *Gander Studio*

Paul Stanton, *Stanton's Shopping Center*

Thomas Kirn, *Texas Department of Transportation*

Consultants Team

Kimley»Horn

Jenny Lai, AICP

Payton Arens, PE, RSP₂₁

Jenny Abrego

Josie Ortiz, AICP



THE GOODMAN CORPORATION

Noah Pope

Bryan Brown, ENV SP

Monisha Khurana, AICP



ASAKURA
ROBINSON

Ranjan Roy, AICP, ENV SP

Wei Xiao, LEED AP ND

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01

Introduction

Project Background

Houston Galveston Area Council (H-GAC)

The Houston Galveston Area Council (H-GAC), established in 1966 is a federally mandated agency that is required by the Federal Transit Administration. H-GAC's serves the 8 counties in southeast Texas, including Austin, Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery, and Waller County.

*"The primary goal of the Houston-Galveston Area Council is to promote regional cooperation and planning in areas such as transportation, air quality, economic development, workforce development, emergency preparedness, and environmental planning. By fostering collaboration among local governments, the H-GAC aims to address regional challenges more effectively and efficiently."*¹

Alvin Livable Centers Study

The Livable Centers Program was established by the Houston-Galveston Area Council (H-GAC), the region's Metropolitan Planning Organization (MPO), in 2008. H-GAC has partnered with various local governing agencies and communities to develop Livable Centers Studies. An overarching goal of these studies is to identify infrastructure and policy changes that would improve communities so people can live, work, and play without relying on a vehicle. In early 2024, H-GAC completed 44 Livable Center studies.

¹<https://www.h-gac.com/Home>



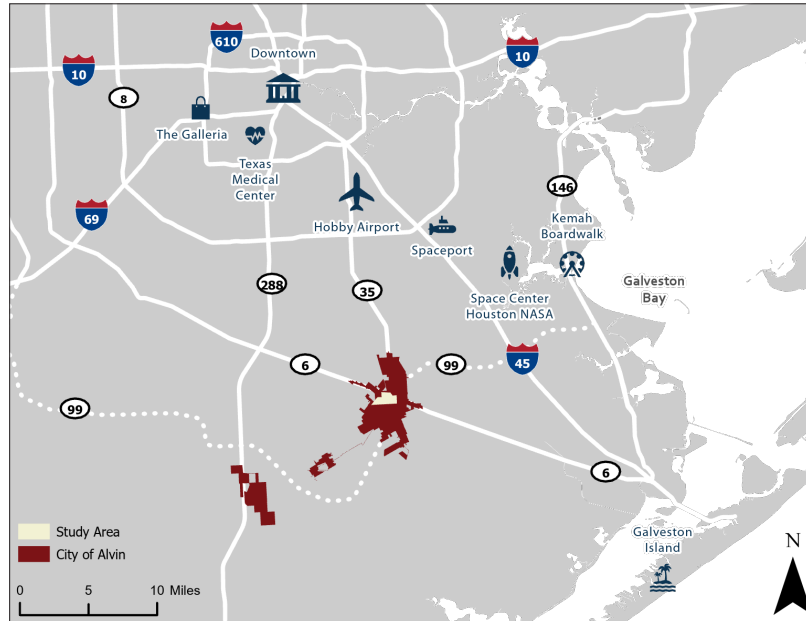
Photo courtesy of H-GAC, project booth at the Alvin Trick or Treat Trail.

City of Alvin Past efforts

Before the Livable Centers Study, Alvin has completed other Planning Studies, including former Comprehensive Plans and updates, and a Park Master Plan. What is unique about this Livable Centers Study is that it takes a focused approach to examining the study area's existing infrastructure. Through the efforts of data collection and analysis, public engagement and working with City staff, recommendations and ultimately a plan for implementation will be produced as a template guide for future decision making.

Why Read This Study

As the City awaits major highway expansion into its city limits, this study's main objective is to examine the existing state of the study area and plan for future growth, while being mindful of safety, improving air quality, and mitigating traffic congestion. The Alvin Livable Centers Study (ALCS) will engage with the constituents to document community and transportation needs, recommend improvements, and help the City proactively guide development that will foster community pride and placemaking. This study will result in actionable and context-sensitive strategies/projects/programs to plan for that growth. In the next sections, data on existing conditions of the City will be examined. Along the way, several call-to-action items will direct the future phases of the study and, ultimately, the final recommendations.



Funding Application

- 2021**
 - July, 2021** – Alvin applies for H-GAC Livable Centers Study open sponsor call
 - September, 2021** – Alvin gets selected H-GAC funding for Livable Centers Study
- 2022**
- 2023**
 - February, 2023** – H-GAC releases Request for Proposal
 - May, 2023** – H-GAC and City of Alvin select Kimley – Horn as the prime consultant
 - August, 2023** – Alvin Livable Centers Study kick-off

Project Schedule





➤ Photo courtesy of City of Alvin, City staff wearing the #LoveLocalLoveAlvin t-shirts at City Hall entrance.

The Alvin Livable Centers Study Planning Process

Phase 1

- Initial Data collection
 - Census Bureau
 - TxDOT
 - H-GAC
 - Replica
- Public Engagement for the initial framework
- Developing an understanding of existing conditions

Phase 2

- Developing recommendations based on existing conditions and policies
- 2nd round of public engagement to gather feedback on proposed recommendations
- Developing the Implementation and Funding Plan

The Alvin Livable Centers Study Area

The Alvin Livable Centers Study (ALCS) examines an approximately 1.14 square mile study area within the City of Alvin that includes the following:

- + Historic downtown
- + Four city parks, and two city parks within half mile distance from the study area
- + Study area that borders two public schools
- + Two major regional transportation corridors route through Alvin, State Highway 6 running east-west and State Highway 35 running north-south
- + Several local businesses and community churches

Existing Conditions

To make recommendations that are tailored to the specific needs of this study area and Alvin, in the next sections, we examine where we are as a community. Ultimately, to determine five priority area locations that have a maximum area of approximately six city blocks or a corridor of half-mile in length for study and evaluation. In the existing conditions portion of this study, eight Call to Action Items on the following pages were determined based on findings and will go towards creating recommendations for the five (5) priority areas.



Everlasting Life Christian Ministry Church, photo taken at corner of W. Talmage St and N. 6th St.



Downtown mural taken at corner of W. Sealy St. and N. Hood St. Artist - @MuralsbyWhitney



Alvin Train Depot



Storage Facility photo taken at N. 2nd St. and W. Willis St.



Alvin Depot with fall seasonal decor



Downtown mural taken at corner of W. Sealy St. and N. Hood St. Artist - @MuralsbyWhitney

➤ Guiding Components of the Livable Centers Study

- + To create multi-modal travel choices by facilitating a range of transportation mode opportunities
- + Create resilient quality places
- + Promote equitable and resilient infrastructure
- + Promote economic development and housing diversity

After examining the existing conditions of our community, a list of eight Call to Action Items were determined below. These action items provide a framework for the recommendations from the completion of this study.

Call to Action



Improve **sidewalks** and connectivity within critical intersections of the five priority locations, and the western half of the study area



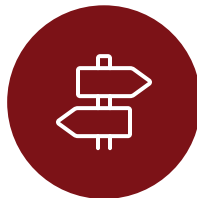
Foster resiliency in flood zones through updating standards to development, encourage **low-impact development**



Set aside funding and schedule implementation of **street lighting**



Continue to promote a **diverse housing** stock and encourage **mixed-use** in existing and vacant parcels



Install safety-related **signage** for heavy crash intersections



Engage the **downtown business** area landowners



Start planning for future connections to **parks and schools**, improving access to the places of interest



Revisit previously adopted **planning documents** and formulate an action plan to follow up on previous efforts

A photograph of a community event, likely a Halloween festival, with people in costumes and a candy table. A large white circle with the number '02' is overlaid on the left side of the image.

02

First Round of Public Engagement

Why Public Engagement?

During the study, the project team held two in-person engagement opportunities at existing City-wide events. The purpose of the Public Participation Plan is to serve as an outline for engagement, outreach methods, and critical events that will ensure meaningful participation. The project will solicit feedback from a wide variety of stakeholders.

The goal is to ensure that the project team will utilize best practices and creative solutions to obtain participation, with the objective that the feedback obtained reflects constituents that represent the overall study area.

Public Participation Plan will focus on targeting three primary groups:

- + Stakeholders
- + Implementing agencies
- + General public



Members of the Stakeholder Group at the Stakeholder Walk Audit.

Stakeholders Group

Stakeholders represent entities, both public and private organizations, that have a vested interest in the production of this Livable Centers Study. This group was selected by the City of Alvin, with input from H-GAC and the Consultant team. Members include representatives from:

Stakeholders

- + City of Alvin
- + Alvin Independent School District
- + Alvin Community College
- + Alvin – Manvel Area Chamber of Commerce
- + Houston – Galveston Area Council
- + Texas Department of Transportation
- + Business owners within the Study Area



MEETING #1

Stakeholder Group Walking Audit

Date: October 23, 2023

Topics: Existing conditions, gaps, local priorities

Implementing Agencies

Elected officials and decision makers are those that represent the cities, counties, and regional municipality governance. The project team met with larger implementing agency, TxDOT to ensure regional coordination.

Prior to the adoption of this Study, a Planning Commission Workshop and a findings presentation was provided to City Council in July, 2024.



PROJECT KICK-OFF

Date: September 21, 2023

Topics: Introduction to the project; existing conditions



Photo courtesy of H-GAC, community members walking through the various booths of the Alvin Trick or Treat Trail.

General Public

The residents' feedback and input in this plan will be imperative, as they are the individuals that are impacted daily by any recommendations. The public will be given opportunities to provide input and feedback through various methods including in-person meetings and online engagement. To ensure that the project team obtains public engagement representative of the study area, both online and in-person engagement will be utilized to reach various constituents.



POP – UP MEETING 1

Trick of Treat Trail

Date: October 31, 2023

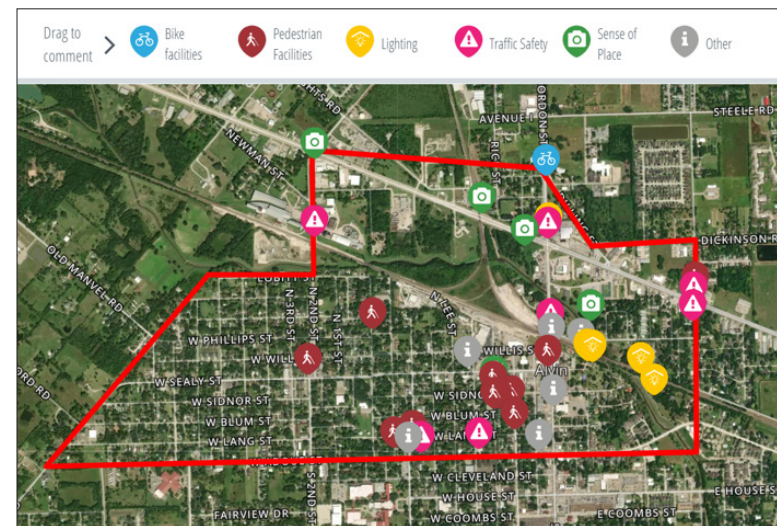
Topics: Introduction to the project; existing conditions



Photo courtesy of H-GAC, consultant staff facilitating Budget Activity at the Alvin Trick or Treat Trail.

In the first round of public engagement, efforts included:

- Stakeholder Walk Audit
- Trick or Treat Trail pop – up event
- Online Engagement
 - **Activities:** Budget Response (332 responses received), Map Comments (41 comments received)



Website version of the map activity, participants can click and drag pins with category types.

➤ Stakeholder Walk Audit

In this walk audit, members of the stakeholder group were able to choose one out of the four routes pre-determined within the 1.12 square miles of the study area.

The four routes:

- Talmadge Park
- Sealy Street
- Alvin High School
- Gordon Street

The four routes were determined based on a combination of existing conditions, including TxDOT crash data, locations of public facilities, and major roadways in the study area. Ultimately, the feedback collected through this walk audit will go into recommendations and improvements for the community and transportation system.



To see the meeting notes from all the stakeholders feedback and post-walk recap, please see Appendix A.

Stakeholders included representatives from the following organizations:

- + Alvin College
- + Alvin-Manvel Area Chamber of Commerce
- + City of Alvin – Parks and Recreation
- + City of Alvin – Public Services
- + Compass Real Estate
- + Gander Studio
- + Stanton's Shopping Center
- + TxDOT



➤ Meeting Discussion for Walk Audit with community Stakeholders



📍 Example of a sidewalk that abruptly ends

Post Walk Audit Discussion

After the Walk Audit, the Stakeholder Group members from all four routes discussed key findings they experienced on their routes. The following list includes the high-level summary of key trends seen.

- + School zones - Roadway & Pedestrian safety, young drivers are the least experienced drivers.
- + 2nd Street sidewalk is only on one side of street and overgrown with weeds (at Willis St)
 - › Lots of walkers in this area; may be helpful to have sidewalks on both sides
 - › Vehicles can often be seen parked on sidewalk, needs enforcement
- + Speed limit signs near the schools and other various high traffic streets
- + 2nd St and Sealy St
 - › Offset intersections
 - › Sealy needs a sidewalk on at least one side of the street (especially where it narrows)
- + Railroad crossings, TxDOT owns either side of Gordon - asphalt
- + General improvements on Adoue St, Cleveland St, 2nd Street
- + Residential streets in the Talmadge route; 2nd street / Phillips (and 9th); whole area needs help



Limited lighting on most of the route, only one or two streets had lights at each intersection



No pedestrian-level lighting, the only lighting seen were street lights. Semi-lit; not well-lit – participants stated that they wouldn't personally walk there at night

➤ Trick or Treat Trail pop – up event

The project team facilitated two following engagement activities at the Trick or Treat community event and online (Oct. 28 – Nov 17, 2023).

Budget Activity

In the in-person and online versions of the engagement activity, participants were asked to spend fictional money on six categories of potential improvements for the city. This activity is intended to see the community's priorities.

Map Feedback

Participants were asked to provide general feedback of existing conditions related to the study area. To encourage dialogue, the online version of the activity broke out feedback into different topics, including pedestrian facilities, lighting, sense of place, traffic safety, bike facilities, and any other general comments



Photos courtesy of H-GAC, taken at Trick or Treat Trail

Trick or Treat Trail *by the numbers*



1,500*

Event Attendees



297

Budget Responses



1

Map Comment



Photos on this page and 17 are courtesy of H-GAC and Kimley-Horn, ALCS project team members at Trick or Treat Trail.



➤ Online Engagement

The online version of the engagement activity, hosted on the Social Pinpoint engagement site, was open to the general public between October 28 to November 17, 2023. Advertising efforts included yard signs in the community along with e-blasts from the project team and City of Alvin Communications team. One minor difference between the in-person version of this event held at Trick or Treat Trail, is that participants were able to toggle the toolbar and assign specific dollar amounts to each category in the website toolbar.

Budget Activity

Participants were provided \$5,000 of fictional money and were asked to allocate it according to their priorities among six categories:

Traffic Safety



- ☛ Includes street lights, stops signs, pedestrian islands, audio-assisted crossings, intersection safety treatments, etc.

Automobile Facilities



- ☛ Includes widening roadways, turn lanes, on-street parking, medians, driveway closures, etc.

Connectivity to schools



- ☛ Includes bikeways, sidewalks, striping of pavement near schools, etc.

Multi-modal Improvements



- ☛ Includes bike lanes, shared-use paths, bike parking, sidewalks, curb ramps, etc.

Connectivity to Downtown



- ☛ Includes bikeways, sidewalks, striping of pavement near downtown, etc.

Economic Development



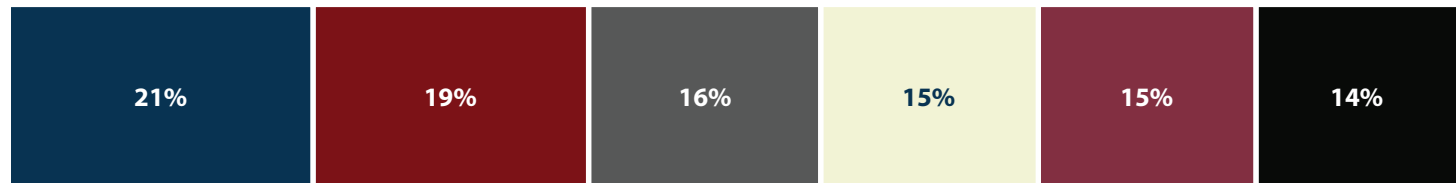
- ☛ Includes recommending improvements that will attract new businesses.

Graphics on this page show the online version of the Budget Activity.

Budget Results



Online (35 participants)



Trick or Treat Trail (297 participants)



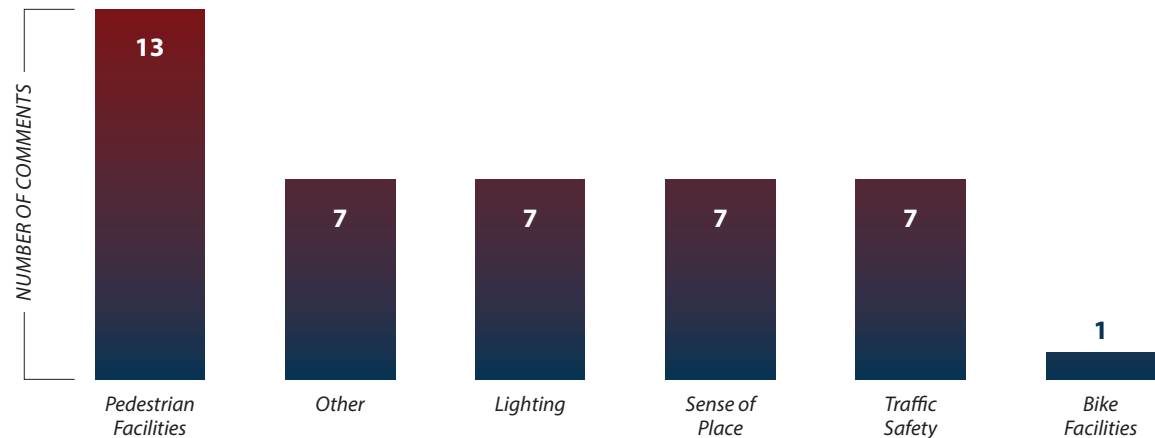
Combined (332 participants)



Map Feedback

Of all the comments received, pedestrian facilities, about sidewalks were the outstanding main comment type. Three out of the six comments designated as the “Other” category were about impediments in pedestrian facilities.

Of the map comments received:



“Economic development focusing on Sealy Street would be nice. 1820 Coffee Shop and Stanton are bigger draws, and it would be nice to see an economic district centered here, in a relatively walkable and accessible area. I would rather see economic development in a central part of town than off Highway 35 for instance. When business locate off highways, they’re rarely accessible to walkers or bicyclists and just incentivize sprawl, which leads to more traffic.”

👍 The two comments shown here received 7(left) and 12(right) number of likes.

“Fix railroad crossing at Gordon St, road big bump”

City staff mentioned that improvements to the railroad crossing at Gordon Street have been installed.

Online Engagement *by the numbers*



259

Event Attendees



348

Website Visits



35

Budget Responses



40

Map Comments



☛ Word cloud in the shape of the study area's boundaries, was created using the feedback from map comments received. The majority of the comments revolved around the existing sidewalk network, connectivity, and pedestrian level lighting.

03

Existing Conditions



📍 The building at the intersection of W. Sidnor Street and S. Johnson Street is a former location of the Karpel's Manuscript Museum.

Existing Conditions

In this section of the report, the project team began the existing conditions analysis process by gathering key data from Census Bureau, H-GAC, TxDOT, and feedback from the first round of public engagement. The Census Bureau data helps to paint a picture of the residents that call Alvin home, whether they have moved in recently or have been here for generations. H-GAC and TxDOT data are used to recognize existing networks of public infrastructure, such as roadways and sidewalks. And finally, the data gathered from public engagement provides a eyes and ears on the ground narrative of the day to day Alvin experience.

Additionally, a list of past planning studies and adopted documents from the City of Alvin were summarized to ensure that recommendations from ALCS is building upon past efforts.

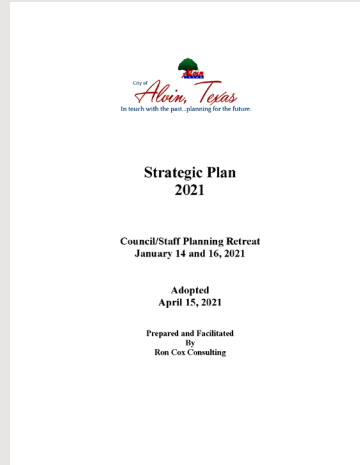
Relevant Plans & Recent Studies

Strategic Plan (2021)

The objective of the plan is to communicate an overarching vision for the City of Alvin. This plan determines future next steps for the City. Strategies incorporate goals from the most updated versions of the City's Comprehensive Plan, Thoroughfare Plan, Utilities Master Plan, and Parks and Recreation Plan.

Quick Facts: This document recommended seeking H-GAC funding.

Adoption Date: April 15, 2021



Call to Action



Revisit previously adopted **planning documents** and formulate an action plan to follow up on previous efforts

The Alvin Comprehensive Plan

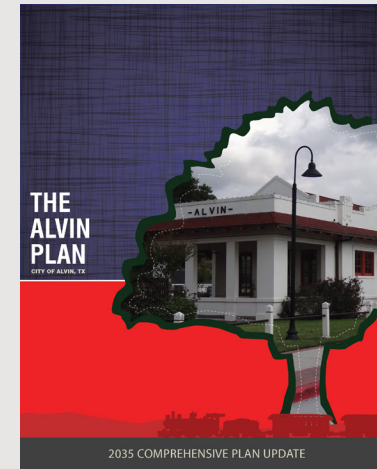
The objective of the plan is to provide direction over a twenty-year planning period in the areas of land use, parks and recreation, and growth policies. This ALCS study will largely build upon the findings and recommendations from the 2005 Comprehensive Plan.

Quick Facts: This plan was intended to be an update to the 2005 Comprehensive Plan

Adoption Date: 2014

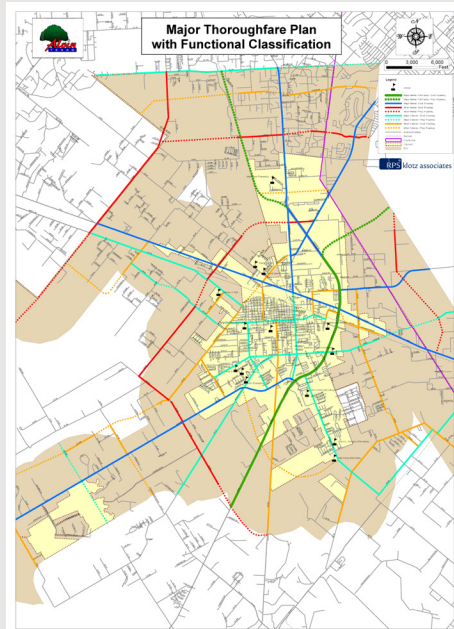
Key goals from the Comprehensive Plan that apply to the Alvin Livable Centers Study (ALCS):

- + Achieve a compatible pattern of land use that sustains property values and supports a blend of housing types for all stages of life and income levels
- + Revitalize downtown as a true city center and community gathering place while preserving Alvin's rich history and unique character
- + Improve transportation efficiency and choices including increased opportunities for walking and bicycling
- + Enhance safe and convenient access to parks and recreation facilities for citizens of all ages, to enable healthy and active lifestyles



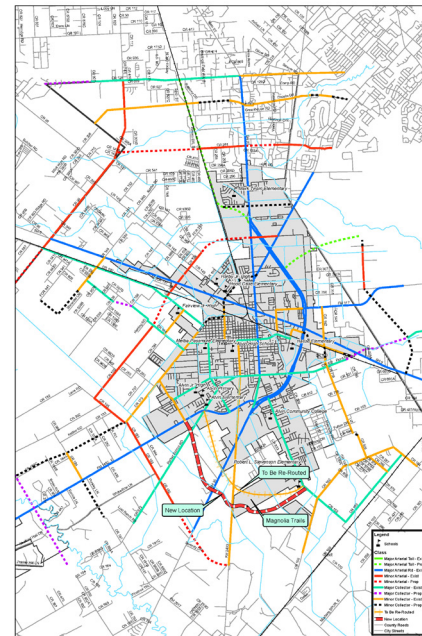
Additional Studies

The following studies and documents also provide additional frame support to the ALCS recommendations.



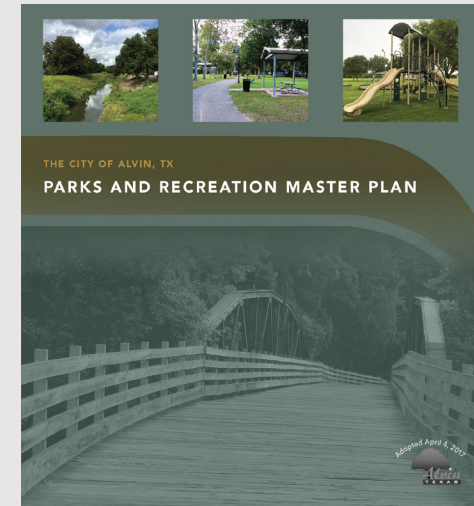
Major Thoroughfare Plan Update

Adopted on March 30, 2016, This plan was intended to be an update to the 2004 Major Thoroughfare Plan.



Amended Major Thoroughfare Plan with Functional Classification

On February 16, 2023, the City of Alvin approved amendments to the previous MTFP update in 2016. In this amendment, there is a minor change to the proposed alignment of a collector street within the ALCS study area.



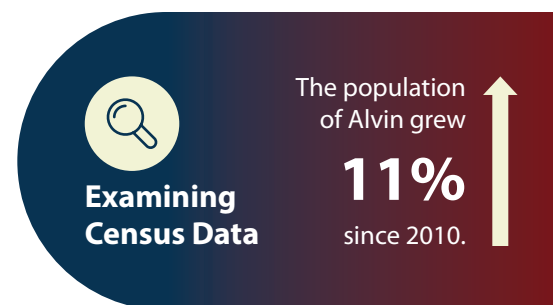
Parks and Recreation Master Plan

Adopted on April 4, 2017, This plan was intended to be an update to the 2006 Parks and Recreation Master Plan, intended to guide the planning efforts for developing a “first class” public parks and recreation system while also directing other public, semi-public, and private contributions to the system through provision of active recreation areas and passive open spaces to meet the requisite needs of current and new development.

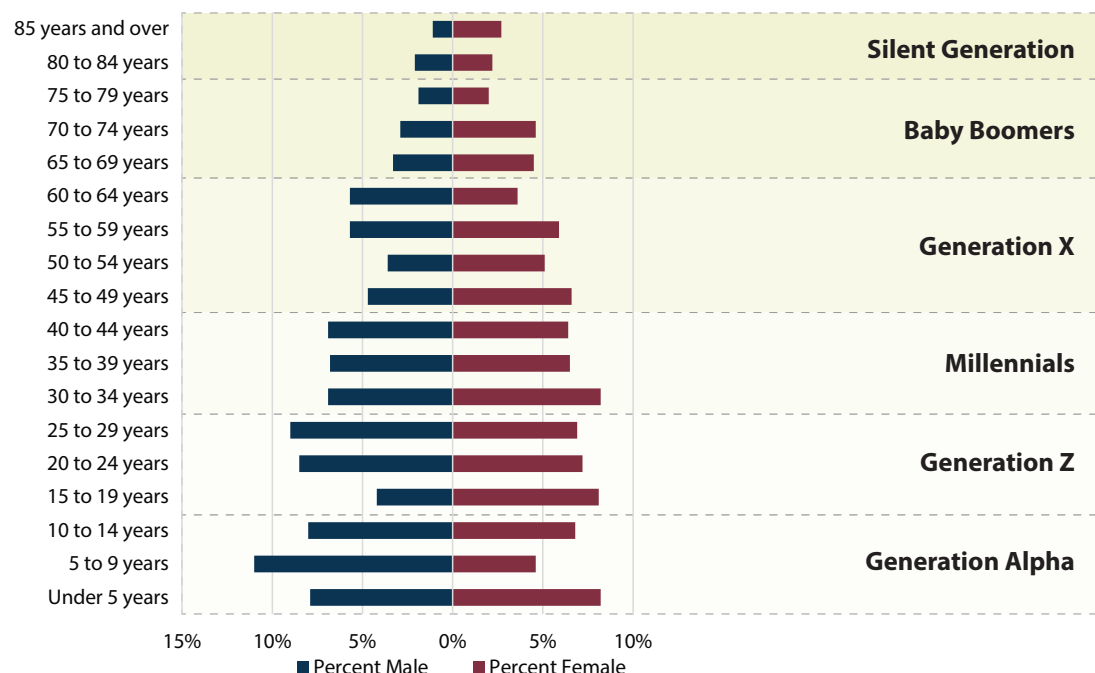
Community Characteristics and Trends

Alvin Snapshot

In the mid-20th century, the City experienced waves of population growth leading up to the current population of 27,325 (2022). The 1.14 square mile ALCS Study's population was 3,181 in 2023. Area In comparison to the greater Brazoria County, and the Houston Metropolitan Statistical Area (MSA), **Alvin is younger and has a larger percentage of residents in the workforce age group (18-64).**

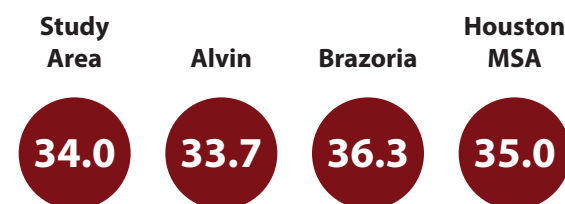


Alvin Residents by Age Group



Source: 2022 Census Bureau's American Community Survey (ACS) 5-Year Estimates
Study Area Data: ESRI Business Analyst forecasts for 2023 and 2028

Median Age



Future Projections

The proportion of residents between 0-19 years of age (toddlers to high school) increased from 22% in 2010 to 30% in 2020.

Based on the Houston-Galveston Area Council (H-GAC) population projections, by 2045, the City's population will be an estimated 34,886. The population change is roughly 1.4% per year. In comparison to other cities under 50,000 in population around the country, .9% is the average rate of growth for cities in similar population benchmarks.

Racial Composition and Ethnicity

The racial makeup of Alvin is relatively diverse and shows similar trends to that of Brazoria County and the greater Houston MSA.

Hispanic Identity

Across all races, 38% of Alvin residents identify as Hispanic or Latino, compared to 31% for Brazoria County, and 37% of the Houston MSA. Within the ALCS Study Area, 43% of residents are of Hispanic origin.

Changing Demographics

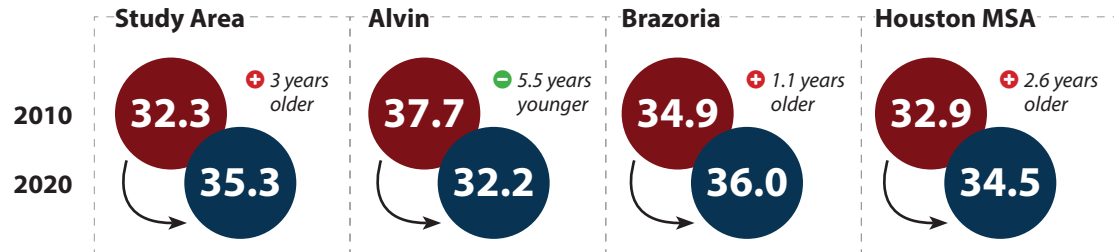
Between 2010 and 2020, the percentage of white residents in Alvin decreased from 79% to 64%. In comparison, residents who identify with two or more races increased from 16% to 30%. **In addition to a shift in racial makeup, the median age of Alvin residents has steadily become younger while surrounding communities are becoming older.**



Examining Census Data

Since 2010, the residents of Alvin have become more racially diverse and younger.

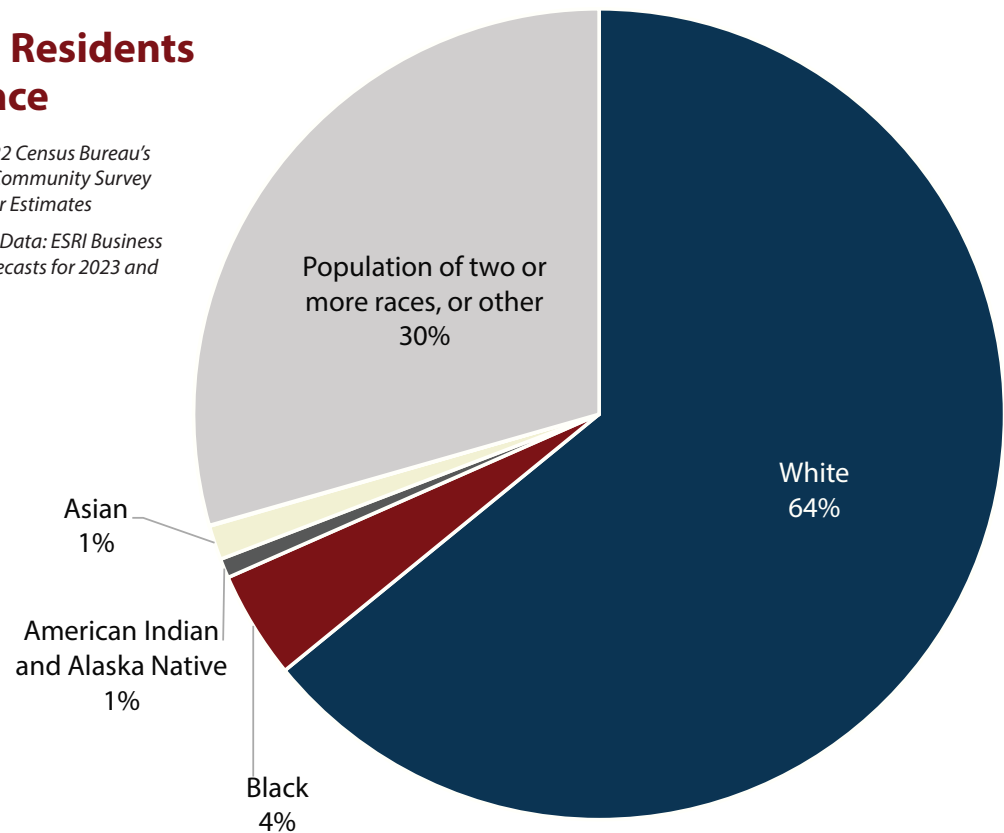
Changes in Median Age



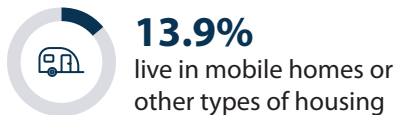
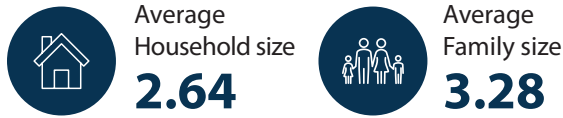
Alvin Residents by Race

Source: 2022 Census Bureau's American Community Survey (ACS) 5-Year Estimates

Study Area Data: ESRI Business Analyst forecasts for 2023 and 2028



Household Data at a Glance



Household size and family size differ by the relationship of the people living in a home. Members of a household are not necessarily related to each other, unlike family size as defined by the Census Bureau data collection.

Call to Action



Examining Census Data

In Alvin, 57% percent of residents live in owner-occupied housing. In comparison, only 49% of the residents within the ALCS Study reside in owner-occupied housing.

Housing Options

In Alvin, the most common type of housing structure is a single-family home, typically characterized by one-story bungalow-style buildings situated on individual land parcels. However, more Alvin residents rent their living space, as opposed to owning their homes.

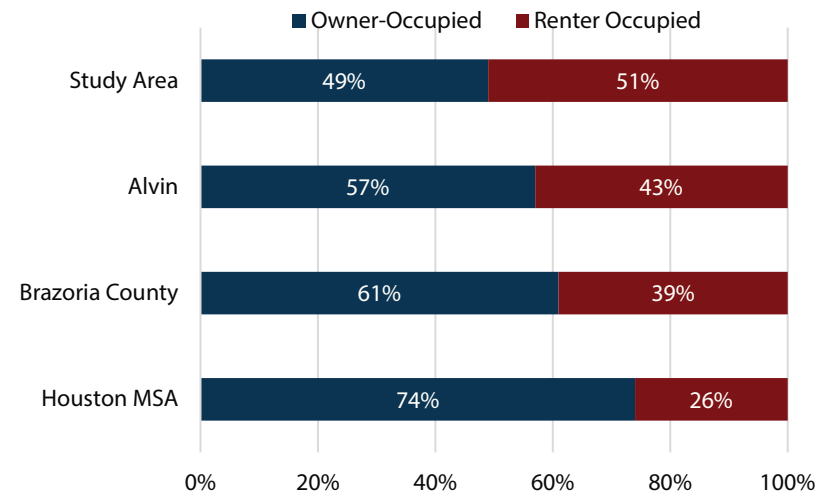
For a rural city under 50,000 in population, Alvin has a diverse housing stock. Over 40% of the residents live in non-single-family dwellings. Having a variety of housing types can provide existing and incoming residents with the agency of choice. Within Alvin, nearly 11% of individuals live below the poverty line.



Housing Status

Source: 2022 Census Bureau's American Community Survey (ACS) 5-Year Estimates

Study Area Data: ESRI Business Analyst forecasts for 2023 and 2028



In Alvin, the population of individuals 16 years and older comprises 20,743 of the total population. Of that subgroup, 13,304 individuals 16 years and older are employed, and the employment industry breakdown is as bar chart shows below. Examining the household income data of the greater Brazoria County and the Houston MSA, Alvin's median household income is lower, and smaller percentages of the residents have Bachelor's (or Graduate) degrees.

Economic Sector	Number of Employed Residents
Management, business, science, and arts occupations	3,519
Sales and office occupations	3,294
Service occupations	2,684
Production, transportation, and material moving occupations	2,315
Natural resources, construction, and maintenance occupations	1,492

Education Attainment

	High School	Bachelor's Degree	Graduate Degree
Study Area	80.4%	18.7%	4.0%
Alvin	89.2%	22.8%	6.9%
Brazoria	88.8%	31.4%	11.2%
Houston MSA	83.6%	34.9%	12.9%

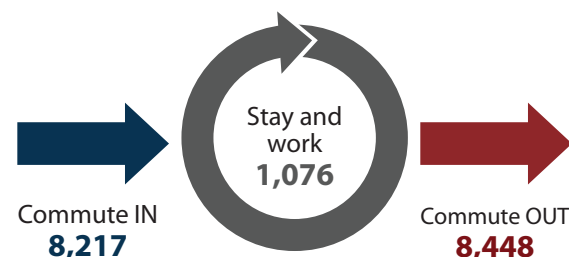
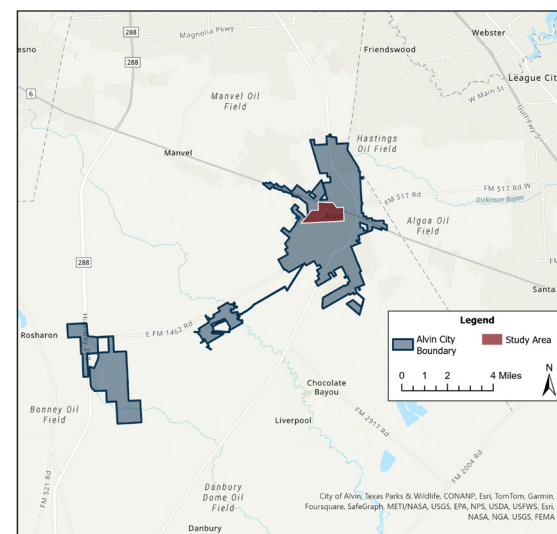


Study Area
\$56,168

Alvin
\$68,266

Brazoria
\$91,972

Houston MSA
\$78,061



Within the City of Alvin, only 1,076 residents live and work within City Boundaries. What stands out about Alvin is nearly the same amount of residents commute outside for work as the amount of non-Alvin Residents that commute into Alvin for work. Outside of Alvin, the City with the highest concentration of Alvin residents commuting outward is Houston, followed by League City, and Pearland.

Community Features

Parks

There are four (4) parks located within the ALCS study area, and 2 parks immediately outside of the study area.

Call to Action

Start planning for future connections to **parks and schools**, improving access to the places of interest



Talmadge Park

Located along Talmadge Street, and W. 6th Street. This City owned and managed 1.7-acre park is located at Talmadge and Sixth Streets. This park has playground equipment, a baseball athletic field with a backstop, and parking. There is a small head-on parking lot with 13 spaces along 6th street. During the Walk Audit, Talmadge Park was part of Route 1's trek, it was observed that there are no sidewalks leading directly up to the park from all four directions, additionally, there is a dip for drainage upon entering the park on all four borders.



Talmadge Park, photo courtesy of City of Alvin.

Sealy Park

Located along W. Sealy Street between the neighboring Parkview Street and S. Durant Street. This City-owned and managed 1.7 acre is located at 206 South Durant Street. This park is shaded with beautiful trees, playground equipment, swings, picnic tables, a basketball court and a drinking fountain. There is no designated parking along the park, but there are sidewalks leading up to the park south of the park, along 6th Street and the border along S. Durant Street. There is grass drainage along the Parkview Street Side.



Sealy Park's Playground, photo courtesy of City of Alvin.

Call to Action

Start planning for future connections to **parks and schools**, improving access to the places of interest



National Oak Park

This City-owned and managed 8-acre park is located at 118 S Magnolia and is home to the Alvin Skate Park, Rotary Pavilion (40' x 80'), National Oak Tree, the origination of the Hike and Bike Trail, 7 other covered pavilions with picnic tables, swing set, two drinking fountains, playground, and convenient parking.

This park is conveniently located off the Mustang Bayou and is by far the most accessible park in Alvin by car, foot, and bike. This park is also located next to adjacent places of interest such as the Alvin Library, the Alvin Skatepark, and the Tom Blakeney Jr. Hike & Bike Trail. Additionally, this park is located next to a variety of commercial businesses, including the Alvin Depot, a historic museum. This park is located close to major thoroughfare N. Gordon Street/I-35 and is often the first look at Alvin when visitors drive in from the north.

The National Oak Park is the location of several annual events in the community, such as the Trick or Treat Trail (The City's annual Halloween event), and the Spring Music Festival (Put on by the Rotary Club).



Photos taken by H-GAC from the 2023 Trick or Treat Trail, the annual City of Alvin Halloween event held at the National Oak Park

Adame Park

This City owned and managed 1.7 acre park is located at 801 Shaw Street off Highway 6. This park includes swings, playground equipment, parking, pavilion, picnic tables, drinking fountain, walking trail, basketball court, and baseball athletic field with a backstop. There is a trail along the entire perimeter of the park, however, there is no sidewalk leading up to the trail. Another barrier to entry is the fact that there are ditches before the trail, so pedestrians will have to walk through the grassy ditch to access the park, there are no designated bike lanes leading up to the park and there is a small parking lot along Slaw Street, the striping on this parking lot is significantly faded and hard to interpret where to individual spots begin and end. This park is difficult to access by pedestrians coming from the south of Highway 6, as there are no sidewalks in the immediate area.



📍 Adame Park's promenade and playground, photos courtesy of City of Alvin.

Park Awareness

During the walk audit recapping session, it was made aware that besides the National Oak Park and Sealy Park, both Adame Park and Sealy Park are largely unknown by a lot of the residents. In fact, one stakeholder mentioned that she and her family have lived in Alvin for over a decade, she was not aware the Talmadge Park existed as she have not had a reason to visit that side of the City. Similar feedback was heard regarding Adame Park.

Feedback from our community stakeholders:

- + Talmadge Park and Adame Park can be publicized and utilized for future City-wide events

Community Features

Schools

The study area's boundaries along West Adoue Street border the two following schools.



Analyzing Schools

Approximately 7% of the Alvin ISD qualify for cost-reduced meals and 58% of the students qualify for free meals.

Call to Action

Start planning for future connections to **parks and schools**, improving access to the places of interest



Melba Passmore Elementary School

This Kindergarten through 5th-grade school had 594 students enrolled in the 2021 to 2022 school year. There are sidewalks along the school's boundary on W. Adoue Street and Kost Road. Along Adoue Street, the sidewalk is only on one side, on the other side, connecting to 8th Street, the sidewalk ends at the first block of the road to the right and left. Leading up to both entrances of the school, there are striped designated bike lanes. The striping conditions of the pedestrian crossings and bike lanes had experienced significant wear, and many sections of striping were difficult to see.



➡ Melba Passmore Elementary School, photos courtesy of Alvin ISD.

Alvin High School

There were 2,821 students at Alvin High School in the 2021-2022 school year. There are sidewalks along the school's boundaries along W. Cleveland Street and S. Johnson Street. There are bike lanes leading to the school along both streets. The striping along W. Cleveland Street is in poor condition and is difficult to see in daylight. The high school also borders the Alvin Memorial Stadium which is the arena most athletic events are held. The main entrances to the stadium are along Stadium Drive and College Drive.



➡ Alvin High School, photos courtesy of Alvin ISD.

Community Features

Land Use

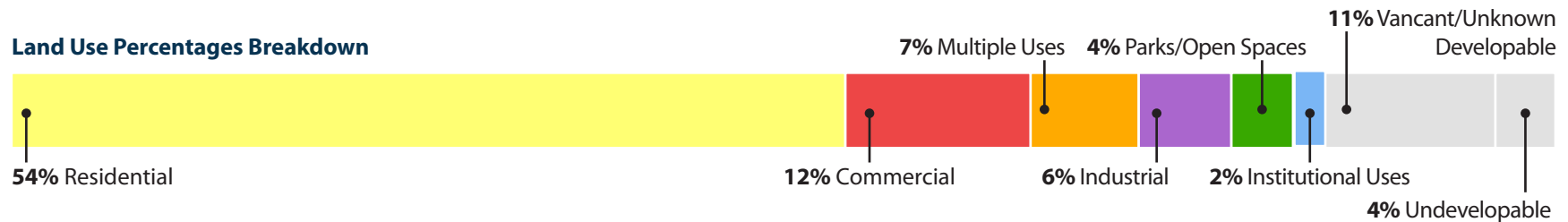
The City of Alvin does not have a zoning ordinance or map, a review of development plans is done by platting and land subdivision. Within the study area, Residential Land Use, including single-family homes, multi-family dwellings, and mobile homes comprise 54% of the total City area. The next biggest percentage of land use by area is commercial, multi-use, and industrial parcels. Additionally, some multi-family structures are located on parcels that have multiple uses.

Call to Action



Continue to promote a **diverse housing** stock and encourage **mixed-use** in existing and vacant parcels

Land Use Percentages Breakdown



Residential

Alvin's housing data is sourced from H-GAC's Regional Land Use Information System (RLUIS). Currently, the City of Alvin does not offer a public land use database. To estimate the percentage of multi-family dwellings within the city limits, multifamily parcels are categorized under "Multiple Uses" in the RLUIS records and further broken down by the percentage of each land parcel.

Commercial Land Use

There are no big box grocery stores located in the study area. Within the study area, Stanton's Shopping Center, Amigo's Food Mart, and Shop-N-Get Food Mart serve as neighborhood convenience stores, offering potential access to fresh produce. Outside the study area, larger grocery chains like HEB, Kroger, and Walmart are available within the City's boundaries. Most commercial, industrial, and multi-use parcels are located adjacent to the Highway 6 and N. Gordon Street/I-35 corridors.



Stanton's Grocery Store, has been a local convenience store since opening its doors in 1922

Gordon Street

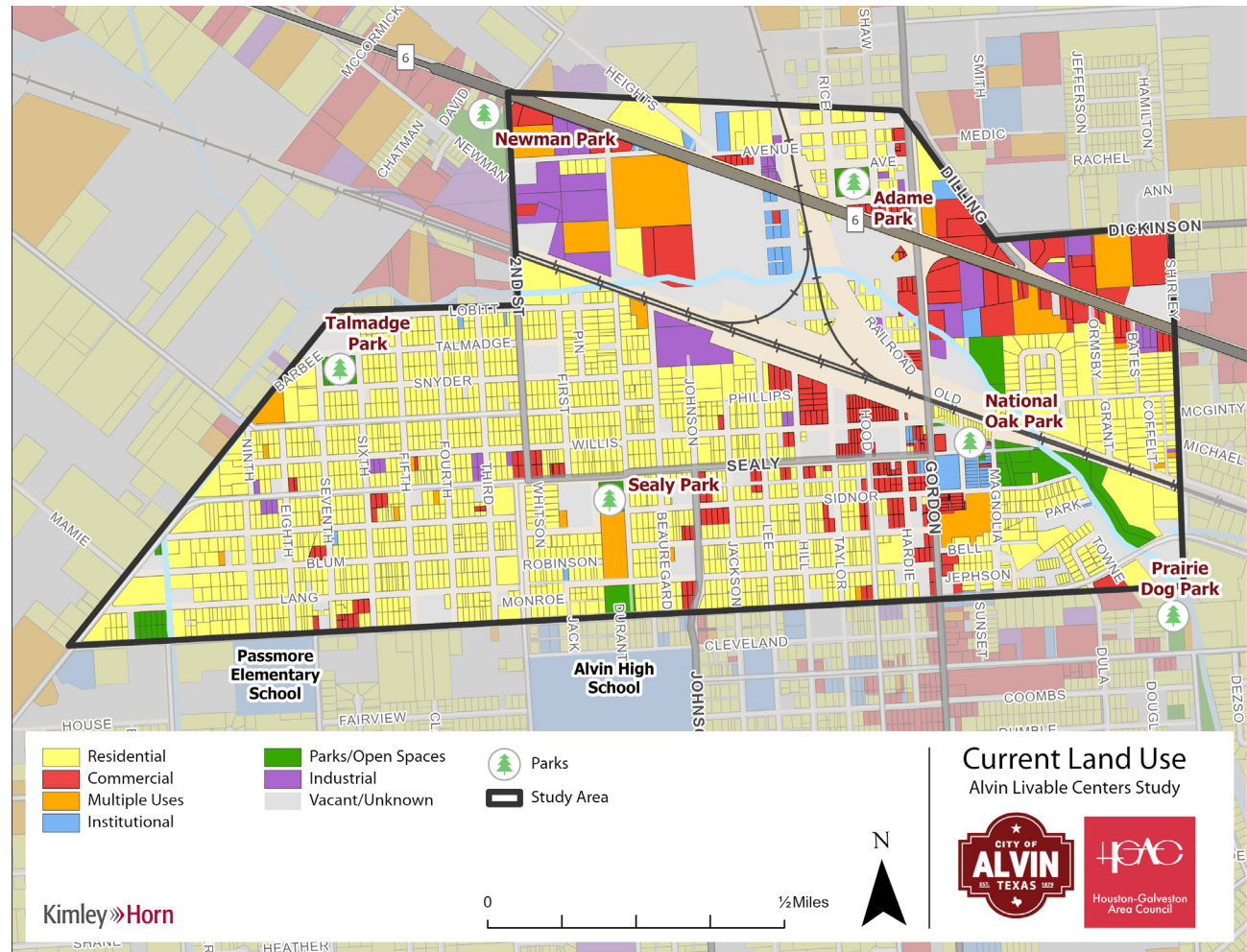
As seen on the H-GAC current land use data, even without zoning, all the parcels immediately fronting this major thoroughfare are commercial or mixed use. The businesses along this corridor are predominately local small businesses.

Industrial Parcels

Most industrial parcels located within the study area are located along the railroad crossing spanning from N. 2nd Street to bordering various vacant pieces of land near the railroads. The railroad industry has been a significant presence in the City since its early days in the late 1800s.

Call to Action

Engage the **downtown business** area landowners



Map of land use type by parcel. The map was created using H-GAC's Regional Land Use Information System database records.

Condition Assessment

Gap and Barrier Analysis

Examining the existing sidewalk network within the Study Area, there are sidewalks of varying states of age. The bike paths and sidewalks shown on the map on page 36 are designated by the side of the street it is located in.

Call to Action

Improve **sidewalks** and connectivity within critical intersections of the five (5) priority locations, and the western half of the study area



Sidewalks Not Present

Within the study area, the area located downtown and expanding westward show the large concentrations of sidewalks, expanding to the Mustang Bayou trails and bike paths. Past N. 2nd Street, only a few blocks a singular sidewalk is present, with the longest continued path on Eighth Street. The City currently requires sidewalks to be put in with new developments, most of the western half is already built out with single family lots that do not have existing sidewalks or connections.

Missing Connecting Sidewalks

Examining the existing sidewalk near the downtown area, this area has specific one to two block segments that have missing sidewalks. Additionally, blocks with missing connecting sidewalk begin and end on different sides of the street. This can be a safety hazard for pedestrians due to sudden changes in the sidewalk's surface. In the figure to the right, on the Route 1, near the Talmadge park, the, a paved path from the single-family home abruptly leads to a ditch.



📍 Talmadge Park, there are no sidewalks present, and ditch present



📍 Intersection at S Taylor St and W Blum St, the sidewalk abruptly ends

Connection to Bike Lanes and Areas of Interest

Another critical point in the Gap and Barrier Analysis is that the existing bike lanes do not share the same path as sidewalks. This is a point that several project stakeholders had pointed out during the Walk Audit. Particularly along Adoue St, the span of this street between County Road 79 to Shirley Street, this entire block has connecting sidewalks on the right side of the street while heading east. The stakeholders pointed out that this area has a significant amount of pedestrian activity due to neighboring schools. Additionally, sudden grade separation and heavy debris cluttering the sidewalks were other common barriers seen for pedestrians in the community while using existing sidewalks.

Call to Action

Set aside funding and schedule implementation of **street lighting**



Insufficient Street Lighting

During the Stakeholder Walk Audit debrief, street lighting for both pedestrians and roads was a point of concern voiced by stakeholders and City staff stated the frequency of complaints received regarding this matter.



📍 Vehicle parked in existing bike lane



📍 Grade separation on existing sidewalk

Railroads

Connectivity and barrier crossing is a top priority of the ALCS. There are two connections from the study area to Highway 6 along N. Gordon Street and N. 2nd Street, and both are intersected by at-grade railroad crossings.

N. 2ND STREET AT-GRADE CROSSING

Leading up to the intersection, the sidewalk along N. 2nd Street stops short of the Mustang Bayou crossing, there are only sidewalks on the western side of the road. To the north of the railroad crossing, there are no sidewalks on either side of N. 2nd Street. Additionally, leading up to the at-grade paving of the crossing, there are no roadway striping and designated shoulders. Therefore, pedestrians crossing the right of way will have to walk in the roadway lanes with cars. There is an automobile gate on both sides of the rail crossing, but there is no signage or safety-related advanced warnings for pedestrians and bikers crossing the rail.

During the Walk Audit, Stakeholders mentioned that the crossing, in addition to the Mustang Bayou bridge crossing along N. 2nd Street is commonly frequented by high schoolers as a hang-out spot and that it is not uncommon to see graffiti on nearby structures.

➡ **This railroad crossing is in one of the five designated Priority Areas.**



➡ Railroad crossing at N. 2nd Street from the driver's point of view



➡ Photos from the Stakeholder Walk Audit show the difficulty of walking across this crossing

North Gordon Street At-Grade Crossing

The railroad crossing along N. Gordon Street shares some of the similar existing conditions as the crossing at N. 2nd Street. Leading up to the crossing, there are sidewalks from the northern and southern directions but stop abruptly short of the at-grade crossing.

The at-grade crossing is uneven in width, and the shoulder of the roadway is meant for cars, pedestrians, and bikes to share. In able for pedestrians and bicyclists to cross this intersection, they will most likely have to share the roadway with cars, which based on speed limits posted, vehicles are generally driving 45 miles per hour if not faster. This intersection does have striping for the two lanes in each direction. Like the railroad crossing at N. 2nd Street, there is a gate on automobile gate on both sides of the rail crossing, but there is no signage or safety-related advanced warnings for pedestrians and bikers crossing the rail. The crossing can be a major barrier of entry to pedestrians and cyclists from access points of interest in the downtown area and the nearby park promenade.

➡ **This railroad crossing is in one of the five designated Priority Areas.**

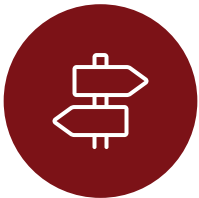


➡ This photo shows the sidewalk abruptly stops leading up to the crossing, and uneven shoulder width at the crossing.



➡ The photo show sudden change in paving and grade changes. Path crossing the railroad tracks is difficult even for vehicle stops.

Call to Action

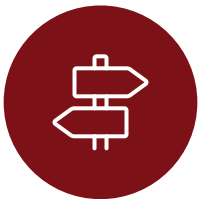


Install safety-related **signage** for heavy crash intersections

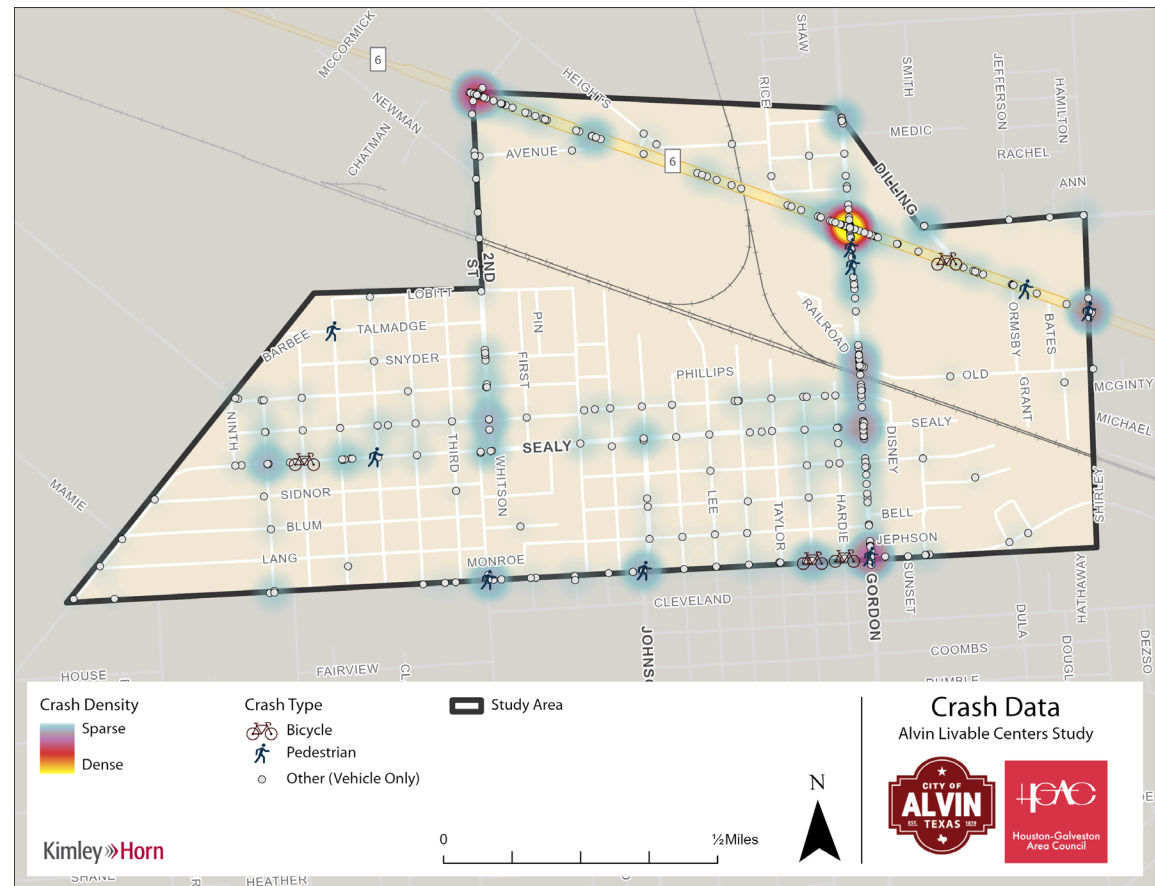
Crash Analysis

Historically, crashes occurred most at intersections compared to roadway segments, with the intersection of SH 6 at Gordon Street being the largest hotspot in the study area. Other hotspot intersections have been SH 6 at 2nd Street and Gordon Street at Adoue Street. In general, Gordon Street and SH 6 have higher number of crashes, which can be a result of higher traffic volumes.

Call to Action



Install safety-related **signage** for heavy crash intersections



Map of crash data from TxDOT within the study area between 2018 - 2022

Motorized Vehicle Crashes

Between 2018 and 2022, 582 crashes were reported within the study area. The vast majority of crashes (84%) were between two moving vehicles. Two of the motorized vehicles collisions, one rear end crash and one head on crash, resulted in fatal injuries, and seven resulted in serious injuries.

Single Vehicle Crashes

The remaining 16% of crashes were the result of a moving vehicle colliding with a person or object. None of the crashes resulted in fatal injuries, but six resulted in serious injuries, including one pedestrian crash. In the five-year study period, there were four bicycle crashes and nine pedestrian crashes in the ALCS study area.



Analyzing Crashes

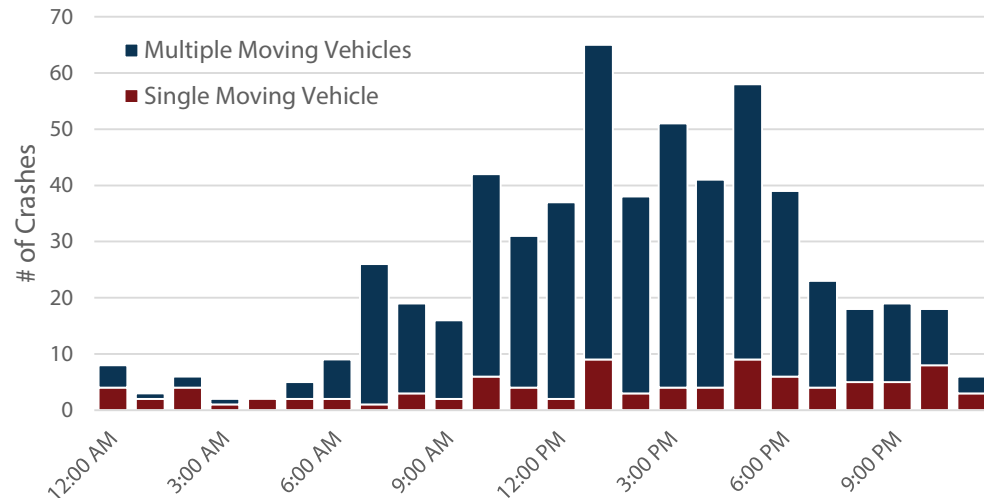
Crashes between two vehicles are typically during the daytime peaking around 3 PM, while crashes with a single vehicle occur evenly throughout all hours.

Call to Action

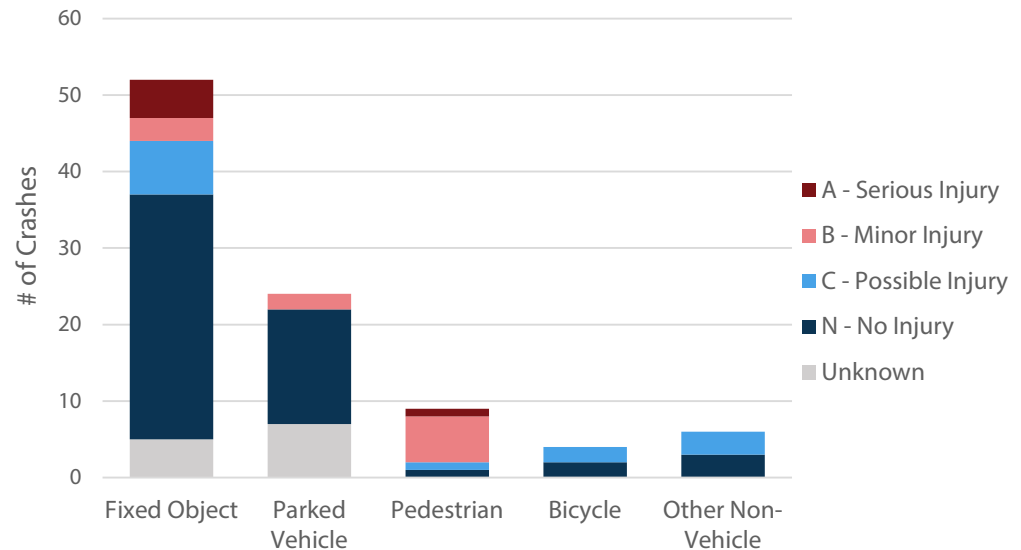


Set aside funding and schedule implementation of **street lighting**

Crashes by Time of Day



Single Vehicle in Motion Crashes



Source: TxDOT's Crash Records Information System (CRIS), 2018-2022

Looking Ahead

The Grand Parkway is “a 184-mile highway, composed of 11 segments traversing seven counties” that began construction in July 2013 and is an expansion of the SH 99 Toll Road. The project includes a proposed segment that expands SH 99 through Alvin, which is slated to begin construction in late 2026/early 2027. This roadway expansion not only provides an additional transportation corridor entryway to the City of Alvin, but it also provides a direct route towards other major regional transportation corridors, including I-45 and SH-146 to the east and SH 288 and I-69 to the west. This highway expansion will give Alvin visibility to potentially attract new residents and commercial developments. It will be vital to plan accordingly and seize the opportunities that can come with this major regional highway addition.

Call to Action



Engage the **downtown business** area landowners



Revisit previously adopted **planning documents** and formulate an action plan to follow up on previous efforts

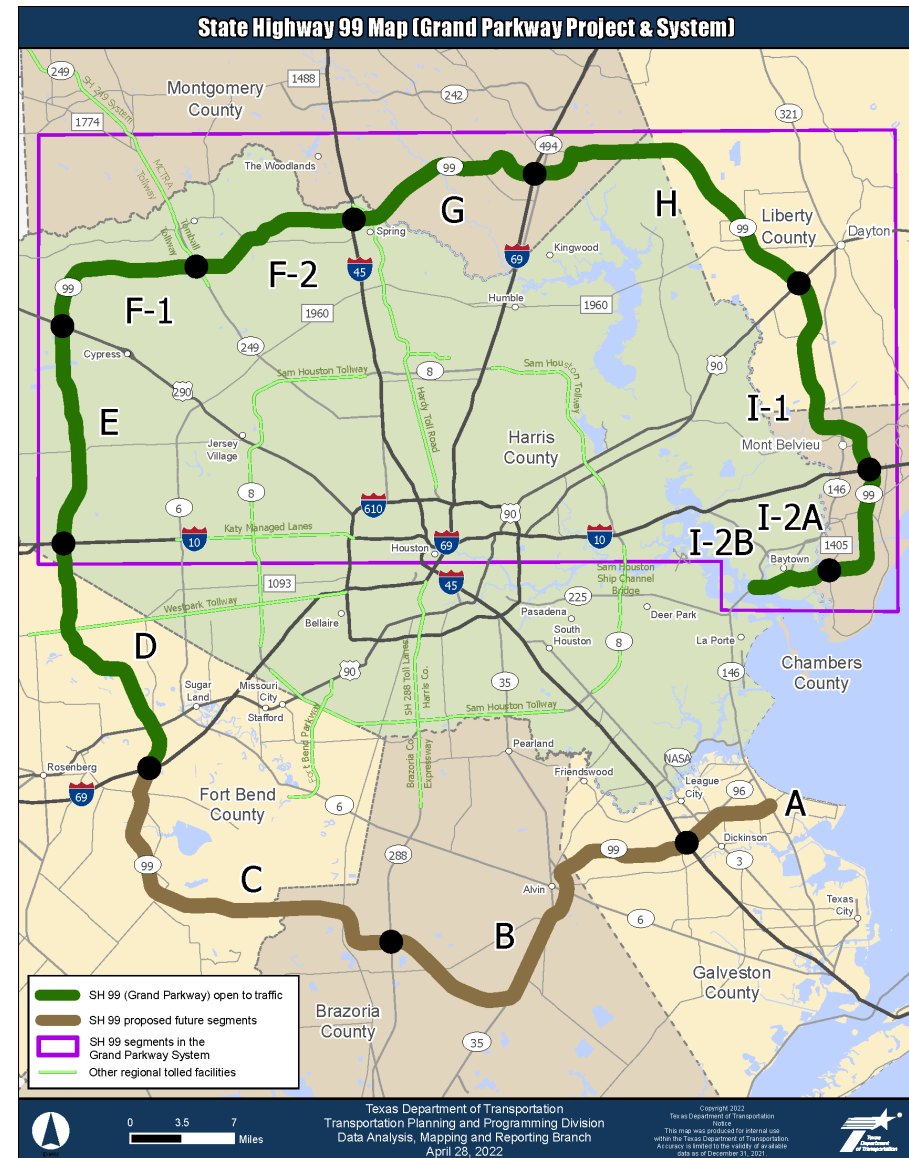


Figure: Grand Parkway Project Segments

Source: www.txdot.gov/grand-parkway-system

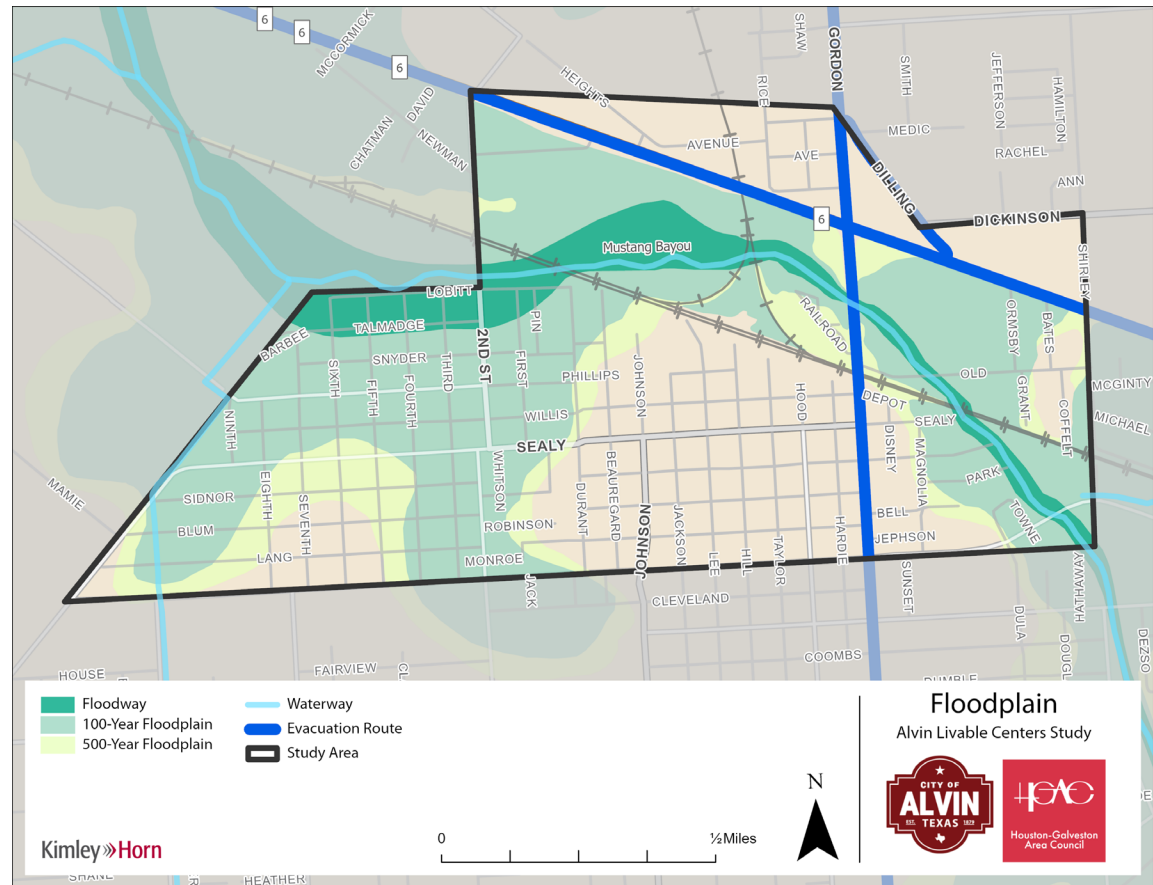
Floodplain

In the map to the right, a map of the study area and the Federal Emergency Management Agency (FEMA) floodplain designations has been plotted to show the 100-Year and 500-Year Floodplain general boundaries. Nearly the entire western half of the study area is located within a flood zone and is farther away from major roadways to the region's evacuation routes. In this condition, residents who reside in this part of the City experience increased risks of flooding and experience more barriers to evacuation routes, as there are only minor thoroughfares, and the railroads are an additional barrier. In the Landuse section of the study, and the Walk audit, new residential developments were seen in the western parts of the Study Area.

Call to Action



Foster resiliency in flood zones through updating standards to development, encourage **low-impact development**

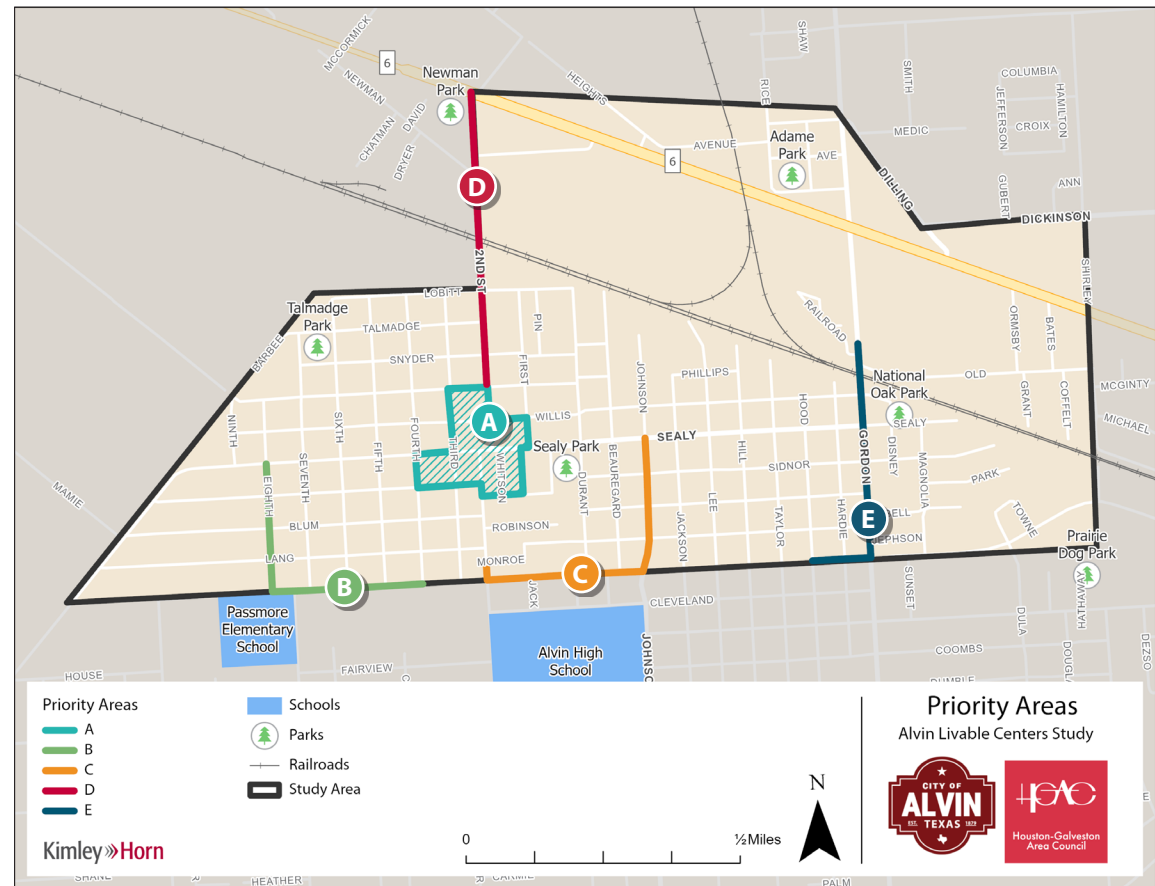


The Five Priority Areas

After the walk audit and examining existing conditions data, the project team identified five priority areas. The priority areas are a maximum of approximately six city blocks in an area or a corridor of half a mile in length for study and evaluation. The map below shows the locations of the priority areas within the ALCS Study area. Ultimately, all the Call-to-Action items will be in different degrees related to the recommendations made for the five priority areas.

Priority Areas

- A** The Gas Station Corner
- B** Passmore Elementary Walkway
- C** Alvin High School Trek
- D** North 2nd Street
- E** Gordon Street



ⓘ The five priority areas determined based upon existing conditions data and the first round of public engagement, and Stakeholder Group participation

A photograph of a park path with trees and a sign. The path is paved and leads into the distance. On the right, there is a sign that reads "Tom Blakeney, Jr. Hike & Bike Trail" and "Don't Litter. Keep Alvin Beautiful". In the background, there is a playground with colorful equipment. The sky is blue with some clouds.

04

Recommendations

Development of Recommendations

Following the first round of public engagement and existing conditions data research the project team developed a list of 26 recommended projects.

In addition to the 26 projects that the project team developed focused on the study area, prior City of Alvin projects, including two trails project, are included in the overall recommendations.

The projects shown in the following page fall into three categories:

Area Wide

- › Projects that can be applied inside and outside the ALCS study area

Location Specific

- › Projects that are more focused on a specific area of the Study Area's existing conditions and needs

Sidewalk Segment

- › Sidewalk projects that can include connecting existing gaps in the sidewalk network, installation of sidewalks in areas that experience high pedestrian and cyclist usage

Feedback and Next Steps on Recommendations

In Chapter 5, Second Round of Public Engagement, the 26 projects listed in this chapter were the main focus around public feedback. The participants, both in person and online, were able to vote on their top 10 preferred project recommendations.



🔊 Cary Perrin, a Stakeholder Group member, takes notes of down utility lines on the sidewalk during the Walk Audit.



📍 Photo taken during the Walk Audit, on Route 4, near downtown Alvin. The debris seen here is partially covering the bicyclist lane and the sidewalk.

Area Wide Recommendations

A1 *Fund Cleanup of Debris and Garbage in Streets*

Project Background: During the Stakeholder Walk Audit, participants observed a significant accumulation of debris on residential streets across all four designated routes. This debris ranged from leaves and branches to litter and construction materials. In several areas, the extent of the debris was severe enough to obstruct sidewalks completely, rendering them inaccessible to pedestrians.

A2 *Organize Process for Requesting and Responding to Streetlights*

Project Background: Many of the City's 311 calls and inspections occur during the day. Consequently, broken or malfunctioning lights, which are only noticeable in the evening, often go unreported. This program aims to establish a record-keeping system for broken lights.

A3 *Apply for FEMA Grants to Fund Disaster Relief and Emergency Preparedness Projects*

Project Background: A significant portion of the Alvin Livable Centers Study focused on residents in the eastern part of the study area, who were among the most severely impacted by Hurricane Harvey. The eastern section of Alvin is categorized as historically disadvantaged, which has created additional vulnerability within natural disasters and flooding. Applying for and receiving Federal Emergency Management Agency (FEMA) grant money can help mitigate unequitable consequences from natural disaster and help create a more resilient Alvin.

A4 *Identify Additional Evacuation Routes*

Project Background: Examining the existing thoroughfare maps and statewide evacuation routes, access to Highway 6 and SH 35 is limited from the eastern side of the study area. Most local streets do not have direct access to Highway 6, and the Mustang Bayou serves as a natural barrier.

Location Specific Recommendations

L1 *Paint Branded Crosswalks and Street Art Near Schools*

Project Background: Alvin High School and Passmore Elementary School are located adjacent to the southern border of the ALCS study area, along Adoue Street. Passmore Elementary School's main entrance is at the intersection of W. Adoue St. and S. 8th Street. Due to the proximity of these schools, there are high levels of students walking and biking near the drop-off locations. The existing sidewalks and signage can be enhanced to incorporate community placemaking elements and increase driver awareness.

L2 *Stripe Buffered Bike Lane Along 2nd Street*

Project Background: Currently, there are bike lanes along 2nd Street, connecting Sealy St. to Adoue St. During the walk audit, it was observed that much of the bike lane striping was severely faded, and in many areas, vehicles had parked over the faint single striping. It is recommended to implement brighter and buffered striped bike lanes.

L3 *Add Accessible Walking Route to Talmadge Park*

Project Background: Along the perimeter of the park, ditches can pose a barrier to entry, especially during heavy rain seasons, and can be a general obstacle for those with mobility concerns. Currently, the paved parking lot, which accommodates eight vehicles, is the only directly accessible flat surface for walking. However, the parking spaces also have additional curb stops.

L4 *Add Railroad Crossing Signs and Pavement Markings at 2nd Street*

Project Background: At the two railroad crossings, there are no advanced warning signs for cars and pedestrians, apart from the standard crossing gate.



Photo taken at the intersection immediately north of N. Gordon Street and Depot Centre Boulevard. A wheelchair user is waiting on the sidewalk path. Past the intersection, there are no sidewalks present.



Photo taken north of N. Gordon Street. No sidewalks on either side of the bridge crossing. The slope from the right of way connecting to neighboring properties is too steep both for vehicular and pedestrian/cyclist usage.



⚠️ The in-use garage door appears to be less than 10 feet away from the edge of the sidewalk and Right of Way pavement. This can be a safety issue for both the resident's vehicle and traffic.

L5 *N. 2nd Street and W. Sealy Street - Realign Roadway to Improve Safety and Access for Vehicles and Pedestrians*

Project Background: At the intersection of N. 2nd St and W. Sealy St, the T-intersection poses a challenge as it ends with a residential garage (in use), requiring vehicles to back out into existing traffic. This makes it difficult for drivers coming from various directions and pedestrians and bicyclists who must share the road. During early stakeholder discussions, several City staff expressed interest in coordinating with existing landowners to acquire land and realign the roadway. In the proposed rendering, the project team recommends re-aligning this T-intersection into an S-curve road.

L6 *Conduct Study to Advance Shared Use Path Along Sidnor/ Sealy Between Sealy Park and National Oak Park*

Project Background: Currently, this section of E. Sealy Street features connected sidewalks along the southern side of the properties and various segments of sidewalk on the northern side. Expanding the existing bike path from 2nd St. to National Oak Park will enhance bicyclist and pedestrian access between these two popular green spaces.

L7 *Add Walking Trail Near Sealy Park to Connect from Sidewalk to Amenities*

Project Background: Similar to the accessibility challenges observed at Adame Park and Talmadge Park, there are ditches at various entry points to the park that could potentially hinder accessibility. Installing small bridges over these ditch areas could improve access for park visitors.

L8 *Commission Artists to Paint Murals on Existing Downtown Buildings and Electric Boxes*

Project Background: To enhance the historic charm of Alvin's downtown area, which already features several murals on brick buildings, additional murals can be strategically placed to beautify the area further. These murals can serve as placemaking elements, preserving and celebrating the city's heritage while attracting visitors.

L9 *Add Sidewalks in the Community Near Adame Park*

Project Background: The area surrounding Adame Park is predominantly residential, with nearly 100% residential occupancy. Unlike some other parks in the study area, the neighborhood here lacks sidewalks almost entirely. Implementing capital project to add block-wide sidewalks would connect residents more effectively to this park.

L10 *Add an Accessible Walking Route to Adame Park*

Project Background: Around the perimeter of the park, ditches create barriers to entry, especially during heavy rains and for those with mobility concerns. The only accessible flat walking surface is the paved parking lot, which has limited capacity and additional obstacles.

L11 *Add Placemaking Signage at City Gateway Along N. Gordon Street*

Project Background: Looking ahead, the expansion of the Grand Parkway includes a proposed segment that will extend SH 99 through Alvin, with construction scheduled to commence in late 2026 or early 2027. This roadway expansion will not only create an additional transportation corridor entryway to the City of Alvin but also establish a direct route to other major regional transportation corridors. These include I-45 and SH-146 to the east, and SH-288 and I-69 to the west. The expansion is expected to enhance Alvin's visibility, potentially attracting new residents and fostering commercial developments. This creates an opportunity to help define and establish Alvin's sense of place, through adding signage demonstrating the informal city entrance on Gordon.



Local example of place making and painted murals seen across the street from the Alvin City Hall along N. Hood Street.



Stanton's, a local grocery store located a block west from the Alvin City Hall, has a large painted mural on the south facing side of the building facade paying homage to it's historical roots.

L12 *Install Pedestrian-scale Lighting Within and Near National Oak Park*

Project Background: This concern was consistently voiced during the stakeholder group walk audit and in the first round of online engagement. It was further emphasized by many attendees at the second pop-up public event during Frontier's Day, where individuals continued to discuss and elaborate on this issue.

L13 *Organize Street Closing Pilot Program Along W. Sidnor/ W. Sealy Streets to Encourage Local Markets, Vendors, and Businesses*

Project Background: This block is unofficially near the historic downtown areas of Alvin and adjacent to National Oak Park, where many city-wide events are held. To attract more community-wide small business developments, this area is strategically located next to I-35/N Gordon Street, often providing the first glimpse of Alvin for drive-by traffic.

L14 *Create a Façade Loan Program to Encourage Property Beautification in the Downtown Area*

Project Background: General Beautification: Many buildings near Gordon Street and the downtown area still feature their original historical architecture. However, the façades of these buildings appear lackluster. In the first round of public engagements, stakeholders and community members repeatedly emphasized the importance of revitalizing these structures to enhance the area's attractiveness.



Looking immediately south of Alvin City Hall, along W. Sealy Street. This block shows the recently renovated sidewalks with brick pavers and pedestrian level lighting, along with the recent painted exterior of existing small businesses.



Frontier's Day, an annual event held at National Oak Park, draws in local and out of town visitors of all ages.

Sidewalk Segment Recommendations

S1 *Install Sidewalks Along Adoue (West)*

Project Background: Along the northern side of Adoue St., there are no sidewalks, despite the high pedestrian activity in this area adjacent to Passmore Elementary School.

S2 *Install Sidewalks Along 6th Street*

Project Background: This neighborhood only has sporadic pockets of sidewalks from recent residential developments. Adding sidewalks could create a pathway for residents to easily access Talmadge Park.

S3 *Install Sidewalks Along 2nd Street*

Project Background: The existing sidewalk along the western side of 2nd Street is narrow and in need of repair, despite being frequented by pedestrians. Adding a new sidewalk along the eastern side, with a minimum width of 5 feet, would alleviate congestion on the existing sidewalks and provide more space for pedestrians.

S4 *Install Sidewalks Along Sealy Park*

Project Background: Near Sealy Park, the southwestern side lacks a sidewalk leading up to it. This park is the second most frequented after National Oak Park.

S5 *Install Sidewalks Along Sidnor Street*

Project Background: These specific segments represent gaps in an otherwise connected network of sidewalks in this relatively walkable neighborhood. Completing these connections would provide a secondary path to Sealy Park.

S6 *Install Sidewalks Along Adoue (East) (2nd Street – Gordon Street)*

Project Background: The Adoue East sidewalk project was split in two parts to allow an extension further to connect with Mustang Trail. The first segment will extend from 2nd street to Gordon street, the City's primary thoroughfare. Similar to the Adoue West section, this street experiences high volumes of automotive traffic, and the currently lacking sidewalk network promotes unsafe pedestrian activity.










S7 *Install Sidewalks Along Adoue (East) (Gordon – Alvin Mustang Trail)*

Project Background: This second segment of the Adoue East sidewalk project will begin at Gordon Street and continue to connect with the existing Mustang Trail starting from Gordon Street. Currently, the sidewalk access to Mustang Trail is limited, which restricts recreational activity and limits mobility.

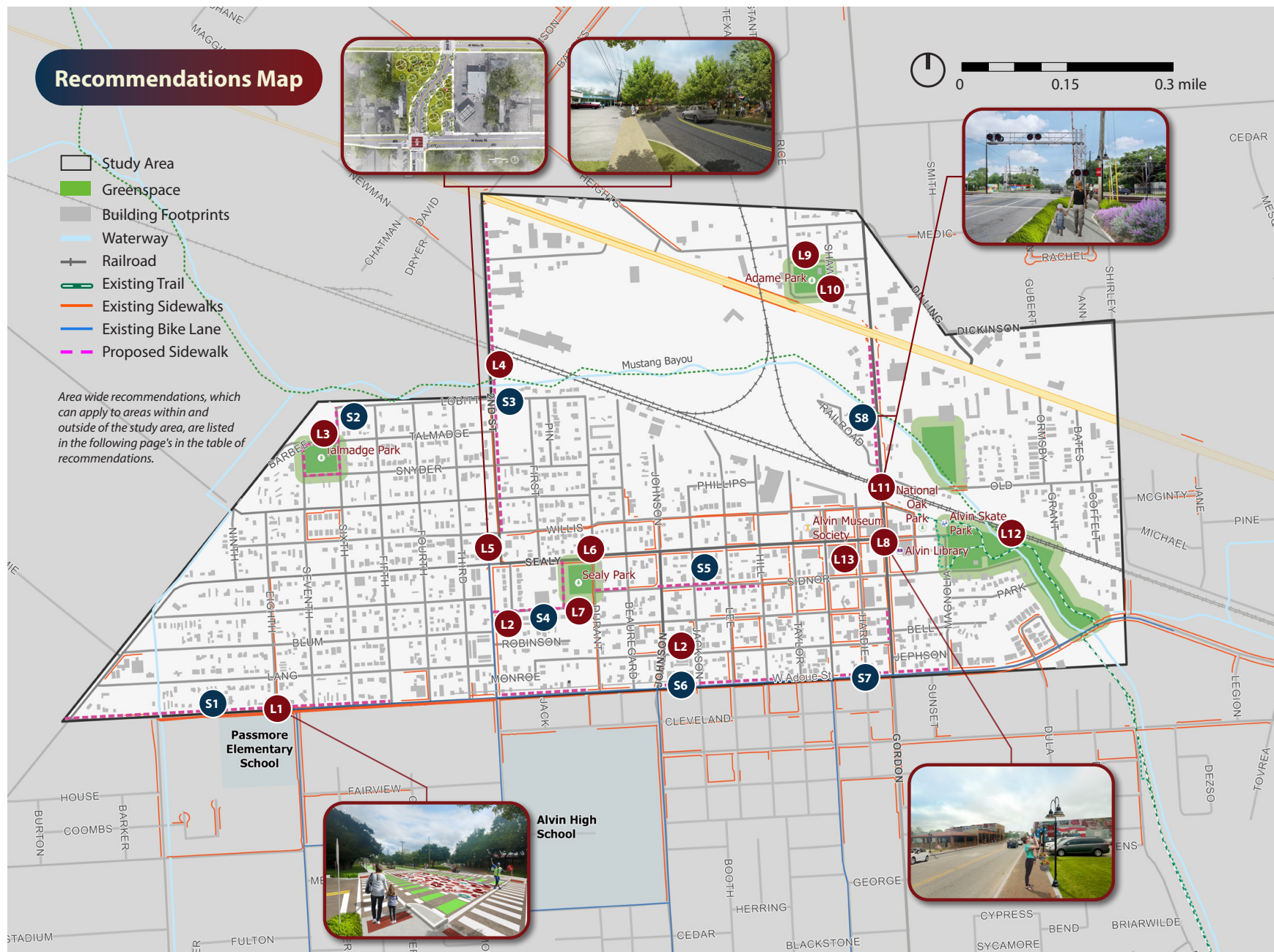
S8 *Install Sidewalks Along Gordon Street*

Project Background: Gordon Street in Alvin serves as a crucial north-south corridor but currently lacks adequate pedestrian infrastructure, especially near the train tracks, posing safety and accessibility challenges. Recreating the pedestrian environment into a more aesthetic 'pedestrian gateway' will help establish placemaking and a sense of pride in the community, while serving as an efficient pedestrian pathway.

Recommendations Map

-  Study Area
-  Greenspace
-  Building Footprints
-  Waterway
-  Railroad
-  Existing Trail
-  Existing Sidewalks
-  Existing Bike Lane
-  Proposed Sidewalk

Area wide recommendations, which can apply to areas within and outside of the study area, are listed in the following page's in the table of recommendations.



Recommendations

Area Wide

- A1 Fund clean up of debris and garbage in streets.
- A2 Organize process for requesting and responding to street lights.
- A3 Apply for FEMA grants to fund disaster relief and emergency preparedness projects.
- A4 Identify additional evacuation routes.

Sidewalk Segments

- S1 Install sidewalks along Adoue (West)
- S2 Install sidewalks along 6th Street
- S3 Install sidewalks along 2nd Street
- S4 Install sidewalks along Sealy Park
- S5 Install sidewalks along Sidnor Street
- S6 Install sidewalks on Adoue (East, 2nd Street - Gordon Street)
- S7 Install sidewalks along Adoue (East, Gordon Street - Alvin Mustang Trail)
- S8 Install sidewalks along Gordon Street

Location Specific

- L1 Paint branded crosswalks and street art near schools.
- L2 Stripe buffered bike lane along 2nd Street.
- L3 Add accessible walking route to Talmadage Park.
- L4 Add railroad crossing signs and pavement markings at 2nd Street.
- L5 Realign roadway to improve safety and access for vehicles and pedestrians.
- L6 Conduct study to advance shared use path along Sidnor/Sealy between Sealy Park and National Oak Park.
- L7 Add walking trail near Sealy Park to connect from sidewalk to amenities.
- L8 Commission artists to paint murals on existing downtown buildings and electric boxes
- L9 Add sidewalks in community near Adame Park.
- L10 Add accessible walking route to Adame Park.
- L11 Add placemaking signage at City gateway along Gordon Street.
- L12 Install pedestrian-scale lighting within and near National Oak Park.
- L13 Organize street closing pilot program along Sidnor/Sealy Street to encourage local markets, vendors, and businesses.
- L14 Create a facade loan program to encourage new small businesses in the downtown area.



05

Second Round of Public Engagement

Revisiting the Study Area

Like the first round of public engagement, there was a public meeting and a corresponding online activity for a chance to hear back from the study area's constituents. In this round of public engagement, the project team focused on obtaining feedback on the proposed project recommendations.



The project team facilitated an engagement activity at the **Frontier's Day Festival (April 27th)** and **online (May 2nd – June 4th)**



The Activity: Prioritization of the Recommended Projects



Participants were asked to **vote on their top 10 preferred projects** from the list of the proposed 25 recommendations shown on the map board



The same activity was made **available online**, and advertised on the City's landing page



📷 Photos from project team at Frontier's Day.

Frontier's Day

- + The project team had a booth between 8 am – 4:30 pm at the Arts and Crafts Show On April 27th, 2024
- + Booth visitors were briefed on the map board's list of recommendations and given a pack of 10 stickers to be placed alongside their top 10 recommendations
- + 65* booth visitors participated in the survey engagement activity
- + Families of two or more often only voted on one set of stickers

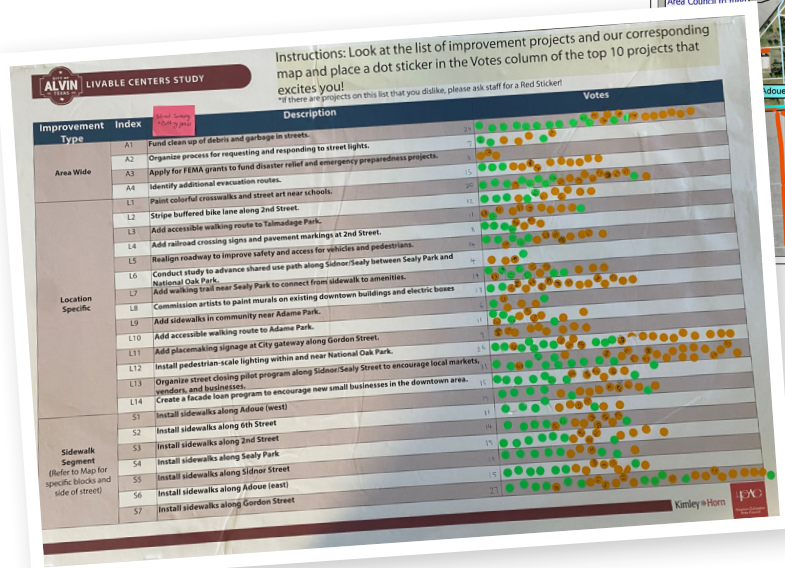
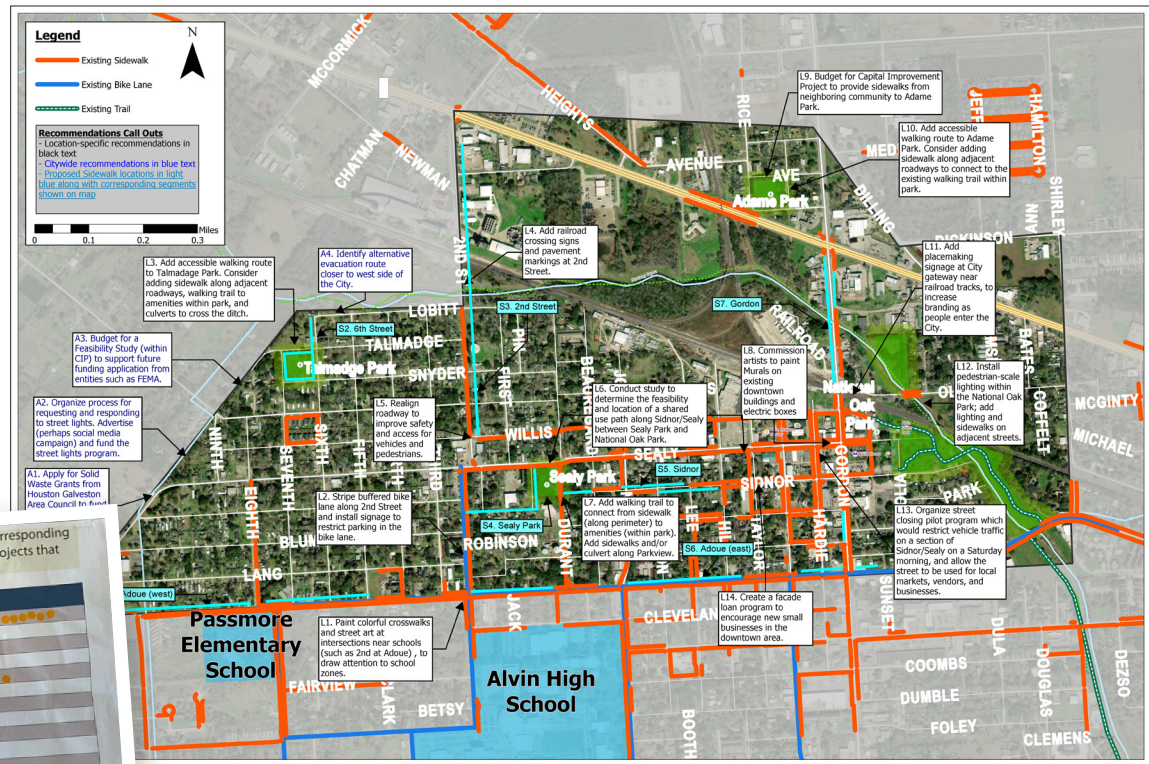


Photo shows the vote board results from the morning portion of the event.

*Feedback results totaled show that roughly equivalent of 65 people participated. In actuality, the total number of participants exceeded 65 visitors, most groups or families that stopped by only casted one sets of votes.



The map board that was shown to the Frontier's Day booth visitors.



A group of teenagers, whom attend Alvin High school provided their input on their preferred projects.



📷 Snapshots from Frontier's Day, taken by Jose Cantu



📷 The Car & Bike Show at Frontier's Day, draws in enthusiasts for the competition and camaraderie.



Top 10 Projects

Following the participation from Frontier's Day and online engagement, over 1,673 votes were received. Below is the break down of votes by project, in descending order.

Project List	Votes Received
S7. Install sidewalks along Gordon Street	172
L12. Install pedestrian-scale lighting within and near National Oak Park.	156
A1. Fund clean up of debris and garbage in streets.	139
L13. Organize street closing pilot program along Sidnor / Sealy Street to encourage local markets, vendors, and businesses.	139
L8. Commission artists to paint murals on existing downtown buildings and electric boxes	129
L1. Paint branded crosswalks and street art near schools.	128
S1. Install sidewalks along Adoue (west)	116
L14. Create a facade loan program to encourage new small businesses in the downtown area.	114
L7. Add walking trail near Sealy Park to connect from sidewalk to amenities.	114
S6. Install sidewalks along Adoue (east)	110
L5. Realign roadway to improve safety and access for vehicles and pedestrians.	109
S4. Install sidewalks along Sealy Park	102
S3. Install sidewalks along 2nd Street	95
A3. Apply for FEMA grants to fund disaster relief and emergency preparedness projects.	79
L6. Conduct study to advance shared use path along Sidnor/Sealy between Sealy Park and National Oak Park.	71
S5. Install sidewalks along Sidnor Street	68
L2. Stripe buffered bike lane along 2nd Street.	65
A2. Organize process for requesting and responding to street lights.	63
S2. Install sidewalks along 6th Street	61
L4. Add railroad crossing signs and pavement markings at 2nd Street.	56
L10. Add accessible walking route to Adame Park.	50
L3. Add accessible walking route to Talmadage Park.	47
L11. Add placemaking signage at City gateway along Gordon Street.	46
L9. Add sidewalks in community near Adame Park.	46
A4. Identify additional evacuation routes.	43
Total Votes Received	1,673

*S6. Install Sidewalks along Adouce (east) was split into two projects for the analysis portion after public engagment feedback collection.



06

Implementation and Funding Plan

Implementation and Funding plan

In this section, the recommendations and feedback from the two previous chapters are further explored and supported with potential funding opportunities. Some of the recommendations have been tweaked from the original wordings from Chapter 4 and 5, as this was part of the feedback heard from the project's City liasons and stakeholders. Of the 28 total recommendations described in this chapter, the list below includes eleven of the original 26 projects that have been prioritized. The prioritization process for this list includes a combination of the results received from the second round of public engagement with the general public, and feasibility discussion with the City of Alvin, the Stakeholders group, and implementing agencies' feedback. In addition to the general project recommendations, the project team created renderings of locations within the projects/ priority areas that show secondary implementable suggestions.

In accordance to the Call to Action: Revisit previously adopted planning documents and formulate an action plan to follow up on previous efforts, two previously City Council adopted trail projects that are outside the ALCS study area will be part of the implementation plan.

On page 108, the table shows the list of potential funding sources for the recommended projects. The funding sources can be categorized by the groups to the right and the funding scale associated show estimates of recommendation costs by project.

Eleven Projects to Prioritize

- + Paint branded crosswalks and street art near schools
- + Commission artists to paint murals on existing downtown buildings and electric boxes
- + Organize street closing pilot program along Sidnor / Sealy Street to encourage local markets, vendors, and businesses
- + Install sidewalks along Gordon Street
- + Realign 2nd Street between Willis and Sealy to improve safety and access for vehicles and pedestrians
- + Install sidewalks along Adoue (East, Gordon Street - Alvin Mustang Trail)
- + Install pedestrian-scale lighting within and near National Oak Park
- + Fund clean up of debris and garbage in streets
- + Install sidewalks along Sealy Park
- + Install sidewalks along 2nd Street
- + Add railroad crossing signs and advanced pavement markings at 2nd Street.

Funding Opportunity Categories

Each project fits within one (or more) of the following funding groupings:



City Beautification



Disaster Resilience



Economic Development



Mobility Focus



Safety Focus

Funding Scale

\$ <\$250,000.00
 \$\$ \$250,000.00-\$1,000,000.00
 \$\$\$ >\$1,000,000

► Paint branded crosswalks and street art near schools

PROJECT COST: \$

TIMEFRAME: Immediate School Year - 2 years



City Beautification



Existing Cross Walk Conditions at Melba Passmore Elementary School's W. Adoue Street and S. 8th Street crossing.

EXISTING CONDITIONS

- Many crosswalk paths near local schools are either completely missing or are faded and in need of repair
- Low visibility for crossing school children

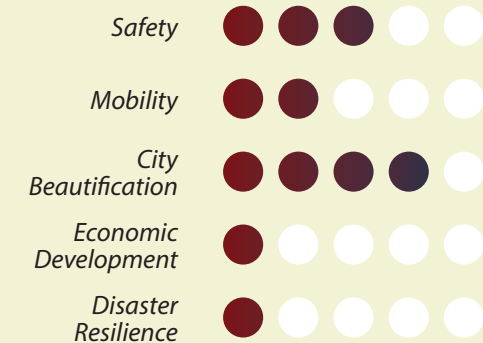
PROPOSED IMPROVEMENTS

- Painting vivid and colorful crosswalks to create safe, and visually pleasing, crosswalks for school children
- See rendering of other proposed recommendations on following page

Purpose

This project will enhance pedestrian safety, driver awareness, and the visual aesthetic near Alvin High School and Passmore Elementary School by improving crosswalks with community-focused elements, contributing to the city's beautification efforts and fostering a sense of pride and ownership within the community. This project can be initiated as early as the fall 2024.

NEED



► Paint branded crosswalks and street art near schools

Project Cost shown on prior page does not include other recommended actions in the proposed rendering below.



City Beautification



► Paint branded crosswalks and street art near schools

PROJECT COST: \$

TIMEFRAME: Immediate School Year - 2 years



City Beautification

Desired Outcome: Increased Visibility on Intersections

Incorporating colorful crosswalks and street art will contribute to the city's beautification efforts, creating a more inviting and aesthetically pleasing environment while also addressing safety improvements. The benefits of this project extend beyond safety improvements. This aligns with other recommended beautification projects, such as hiring local artists to create murals and funding initiatives to clean up debris and garbage in the streets. These projects collectively foster a sense of pride and ownership within the community, making Alvin a more attractive place to live and visit.

Both Alvin High School and Passmore Elementary School see a high volume of students walking and biking in the vicinity, particularly near the school's entrances. By enhancing the quality of the crosswalks through community-focused elements, Alvin will significantly increase driver awareness, pedestrian safety, and the visual aesthetic for residents in the area. Child safety is the primary concern for many parents. In the last few years, there have been pedestrian crashes at both the 2nd/Adoue and Johnson/Adoue intersections; intersections heavily used by school aged children. This has underscored the urgent need for enhanced safety measures. Studies have thoroughly demonstrated the safety benefits yielded from high visibility crosswalks. By implementing branded crosswalks and street art, Alvin will increase awareness of these crossings, reducing the likelihood of accidents and ensuring safer passage for students and other pedestrians.

This type of project has been done all around the country, local examples include the painted intersections outside of Sneed Elementary School, in Houston's Westchase neighborhood. Materials like paint used for the initial prototype of this project can be updated as need for future iterations in the case there is longer lasting and more cost effective paint.

RELEVANT FUNDING OPPORTUNITIES

- + National Endowment of the Arts (NEA) - Our Town
- + National Endowment of the Art (NEA) - Rural
- + Safe Streets for All (SSFA) Demonstration Grant
- + Safe Routes to School – H-GAC

IMPLEMENTATION PARTNERS

- + Alvin Independent School District
- + City of Alvin
- + Neighboring residents

➤ Commission artists to paint murals on existing downtown buildings and electric boxes

PROJECT COST: \$

TIMEFRAME: Immediate - 1 year



City Beautification



Existing street view of Gordon Street, heading south.

EXISTING CONDITIONS

- Several existing murals on brick buildings downtown are well loved
- Plenty of blank building surfaces inviting more colorful expression

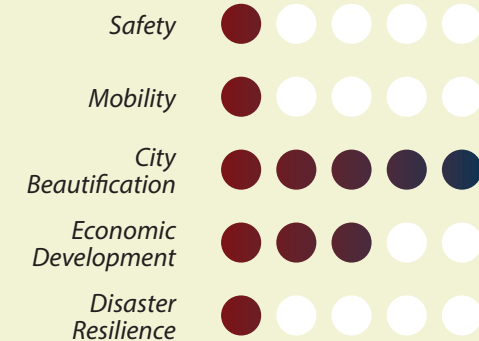
PROPOSED IMPROVEMENTS

- Commissioning artists to create more murals throughout downtown area
- See rendering of other proposed recommendations on following page

Purpose

This project will enhance Alvin's cultural and aesthetic appeal by expanding mural installations in the downtown area, fostering economic development through vibrant community spaces, and boosting local businesses, tourism, and community pride. Specifically here on Gordon Street, also known as State Highway 35 is a TxDOT owned major roadway.

NEED

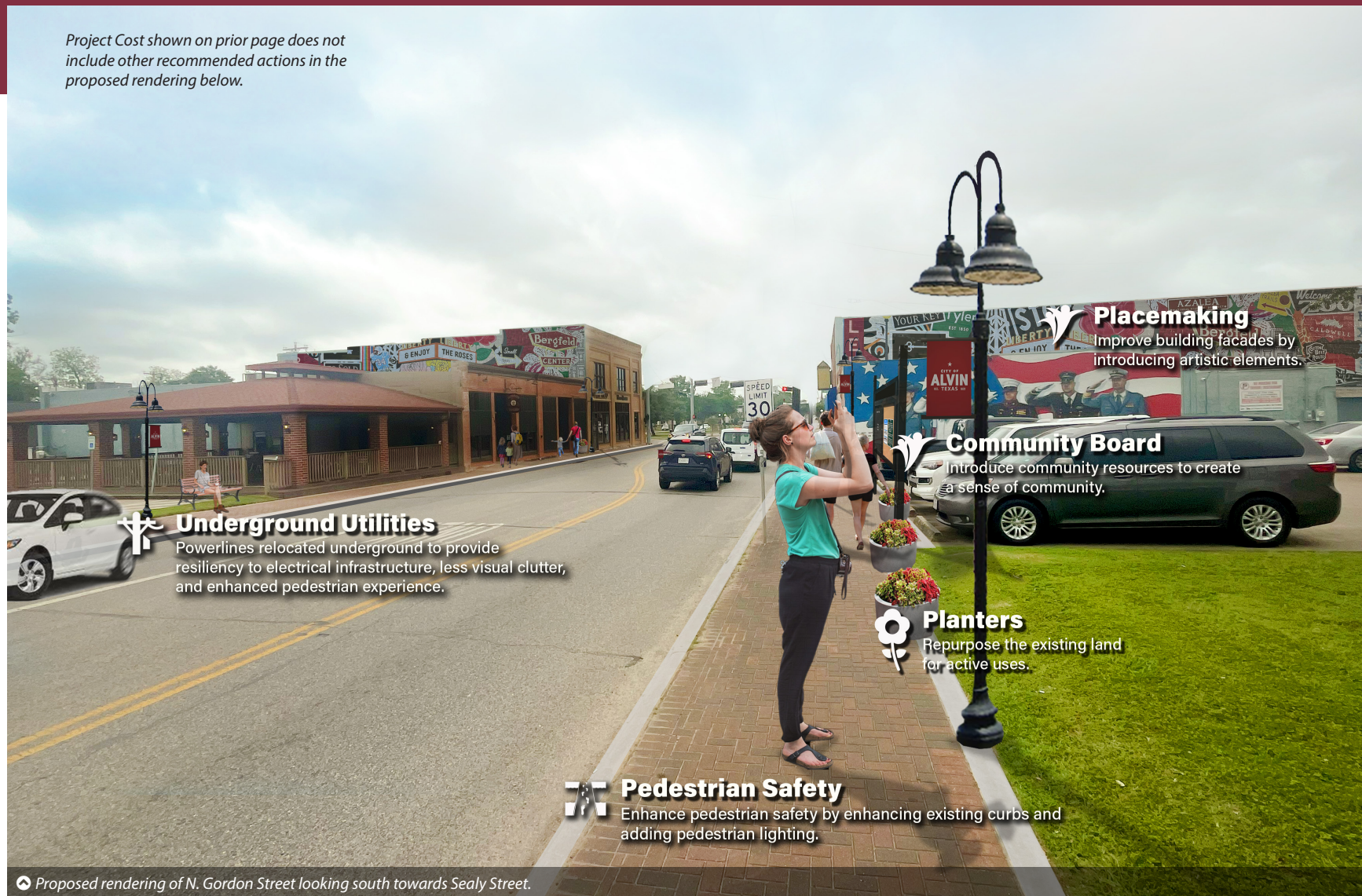


► Commission artists to paint murals on existing downtown buildings and electric boxes



City Beautification

Project Cost shown on prior page does not include other recommended actions in the proposed rendering below.



Underground Utilities

Powerlines relocated underground to provide resiliency to electrical infrastructure, less visual clutter, and enhanced pedestrian experience.



Pedestrian Safety

Enhance pedestrian safety by enhancing existing curbs and adding pedestrian lighting.



Planters

Repurpose the existing land for active uses.



Placemaking

Improve building facades by introducing artistic elements.



Community Board

Introduce community resources to create a sense of community.

► Proposed rendering of N. Gordon Street looking south towards Sealy Street.

➤ Commission artists to paint murals on existing downtown buildings and electric boxes

PROJECT COST: \$

TIMEFRAME: Immediate - 1 year



City Beautification

Desired Outcome: Appealing First Impression

The commissioning of artists to paint murals on existing downtown buildings and electric boxes represents an intentional effort towards enhancing the city's cultural and aesthetic appeal, which will foster economic development through the creation of vibrant community spaces. Alvin's downtown area already boasts several murals on historic brick buildings, which have become cultural landmarks within the City. This project aims to duplicate and expand the cultural benefit Alvin's murals have created.

City beautification lies at the heart of this project, as these artistic installations will transform urban spaces into visually engaging environments. The murals not only enhance the attractiveness of downtown Alvin but also create a sense of place and identity that residents can take pride in. This beautification effort contributes to a more vibrant and livable community, encouraging civic engagement and enhancing overall quality of life.

Moreover, the economic benefits of this project are not insignificant. Beautified downtown areas are more attractive to businesses, tourists, and potential investors. The presence of murals can stimulate foot traffic, boost local businesses, and contribute to a thriving cultural tourism industry. As a result, the project has the potential to generate economic growth, create job opportunities for local artists, and support small businesses in the downtown area.

Finally, murals serve as powerful placemaking elements, fostering community pride and social cohesion. They provide opportunities for storytelling and cultural expression, reflecting Alvin's diverse heritage and fostering connections between residents and visitors. By activating public spaces with art, the project encourages interaction and engagement, turning downtown into a dynamic hub of creativity and cultural exchange.

RELEVANT FUNDING OPPORTUNITIES

- + National Endowment of the Arts (NEA) - Our Town
- + National Endowment of the Arts (NEA) - Rural

IMPLEMENTATION PARTNERS

- + City of Alvin
- + Alvin-Manvel Area Chamber of Commerce
- + Keep Alvin Beautiful
- + Downtown Area Business Owners

➤ Organize street closing pilot program to encourage local markets, vendors, and businesses

PROJECT COST: \$

TIMEFRAME: Immediate - 1 year



Economic
Development



EXISTING CONDITIONS

- Alvin is home to many small businesses that are well received during community events, such as Frontier Day
- Many local farmers in area and vendors willing to participate

PROPOSED IMPROVEMENTS

- Creating a pilot program that would temporarily close a street to create a space for a local market to feature local businesses



📷 Busy Local Market During Frontier Day, 2024

Purpose

The purpose and need for organizing a street closing pilot program along Sidnor/Sealy is driven by the goals of fostering economic development, enhancing placemaking, and building on the success of past and existing community events. This location, near Alvin's historic downtown and adjacent to National Oak Park, is a prime spot for providing a vibrant community space.

NEED

Safety	●	○	○	○	○
Mobility	●	○	○	○	○
City Beautification	●	○	○	○	○
Economic Development	●	●	●	●	●
Disaster Resilience	●	○	○	○	○

➤ Organize street closing pilot program to encourage local markets, vendors, and businesses

PROJECT COST: \$

TIMEFRAME: Immediate - 1 year



Economic
Development

Desired Outcome: Expanding Alvin's Local Charm

The organizing of street closing pilot program along Sidnor/Sealy aims to foster the goals of fostering economic development, enhance placemaking, and building on the success of past and existing community events. This location, near Alvin's historic downtown and adjacent to National Oak Park, is a prime spot for attracting small business developments and providing a vibrant community space.

Economic development and tourism are key benefits and reasons for this project. By creating a dedicated space for local markets, vendors, and businesses, the program aims to boost local commerce and support small enterprises. This initiative will provide a platform for entrepreneurs to showcase their products and services, driving economic growth and increasing the visibility of small businesses in Alvin.

The success of Frontier Day, a historic event in Alvin that brings together a local market of vendors, underscores the potential of this street closing program. Frontier Day has proven to be a popular and successful event, drawing crowds and fostering a sense of community. Mirroring this opportunity, the street closing pilot program will create a similar atmosphere, encouraging community engagement and providing a regular venue for local commerce. This project will help connect the community and create bonds between residents that strengthen community cohesion. A scheduled street closing program could help attract more of these surrounding community's visitors, creating a financial incentive to the program as well.

Additionally, this project presents a placemaking opportunity for Alvin. By temporarily closing streets to vehicle traffic and transforming them into pedestrian-friendly areas, the city can create dynamic and engaging public spaces. These spaces will not only support local businesses but also enhance the community's social fabric, making Alvin a more attractive and enjoyable place to live and visit.

RELEVANT FUNDING OPPORTUNITIES

- + National Endowment of the Arts (NEA) - Our Town
- + Local Parks Grants -- Texas Parks & Wildlife Department
- + Farmers Market Promotion Program | Agricultural Marketing Service (usda.gov)

IMPLEMENTATION PARTNERS

- + City of Alvin
- + Alvin-Manvel Area Chamber of Commerce
- + TxDOT
- + Brazoria County

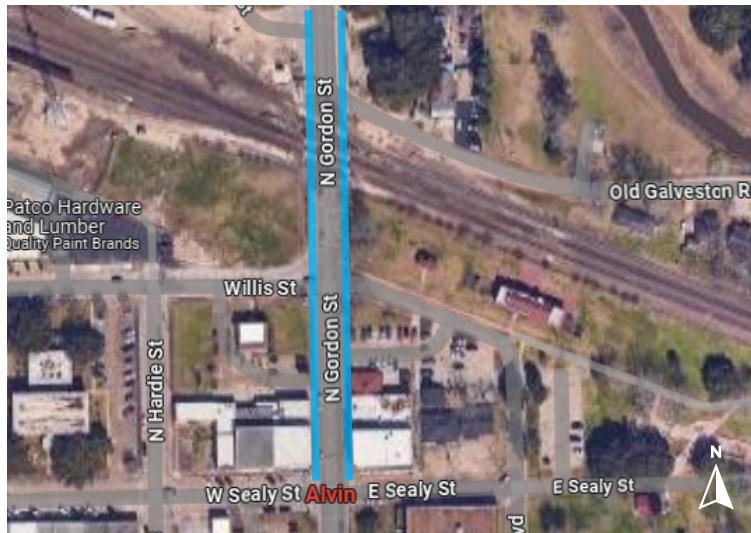
➤ Install sidewalks along Gordon Street

PROJECT COST: \$\$\$

TIMEFRAME: Short Term (1 - 4 years)



Mobility Focus



EXISTING CONDITIONS

- High speed vehicular traffic
- Inadequate pedestrian infrastructure
- Gaps in sidewalk network

PROPOSED IMPROVEMENTS

- Build 6' sidewalk across both sides of road
- Build a safer railroad crossing
- Landscaping improvements
- See rendering of other proposed recommendations on following page



Existing street view of railroad crossing at Gordon Street

Purpose

This project will enhance safety, connectivity, and the aesthetic appeal of Gordon Street by adding continuous sidewalks and improving crossing points over train tracks, benefiting pedestrians, cyclists, and drivers. The rendering on the following page shows installed sidewalks along Gordon Street in addition to other recommendations.

NEED

Safety	●	●	●	●	●
Mobility	●	●	●	●	●
City Beautification	●	●	●	●	●
Economic Development	●	●	●	●	●
Disaster Resilience	●	●	●	●	●

► Install sidewalks along Gordon Street

Project Cost shown on prior page does not include other recommended actions in the proposed rendering below.



Mobility Focus



➤ Install sidewalks along Gordon Street

PROJECT COST: \$\$\$

TIMEFRAME: Short Term (1 - 4 years)



Mobility Focus

Desired Outcome: A Complete Gordon Street

Gordon Street, a significant north-south corridor, serves as a vital gateway to the city. However, the existing infrastructure, characterized by limited sidewalks and gaps in pedestrian pathways, creates accessibility challenges. This is particularly evident at the train tracks that intersect this busy thoroughfare, posing significant risks for pedestrians.

By adding continuous sidewalks, the project aims to provide safer and more reliable crossing points over these train tracks, reducing the risk of accidents. This improvement will not only make the area safer for pedestrians but also foster better connectivity within the city. Gordon Street links residential areas with key commercial and recreational facilities, making it an essential artery for ensuring seamless north-south pedestrian movement.

As a prominent entrance to Alvin, the aesthetic and functional enhancement of Gordon Street will shape visitors' first impressions. Well-maintained sidewalks, complemented by greenery and adequate lighting, will create a welcoming atmosphere for both residents and visitors. This project also supports the local economy by attracting more foot traffic to businesses along Gordon Street, such as the popular Gordon Street Tavern. Improved pedestrian infrastructure will encourage more walking, reduce traffic congestion, and promote healthier lifestyles, all of which contribute to the vibrancy and economic development of downtown Alvin.

RELEVANT FUNDING OPPORTUNITIES

- + Safe Streets and Roads for All
- + RAISE Discretionary Grants | US Department of Transportation
- + Reconnecting Communities and Neighborhoods Grant Program | US Department of Transportation
- + H-GAC Transportation Improvement Program (TIP) Call for Projects

IMPLEMENTATION PARTNERS

- + City of Alvin
- + TxDOT
- + H-GAC
- + BNSF Railway

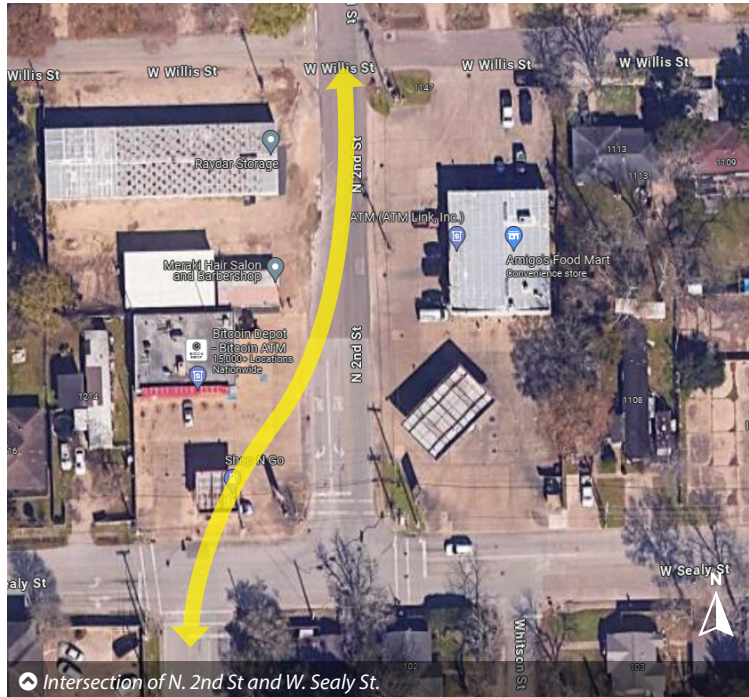
➤ Realign 2nd Street between Willis and Sealy to improve safety and access for vehicles and pedestrians

PROJECT COST: \$\$\$

TIMEFRAME: Medium Term (5-9 years)



Safety Focus



EXISTING CONDITIONS

- Constrained intersection vehicular flow
- Traffic congestion
- Missing sidewalks
- Insufficient streetlights
- Open ditch on the eastern side of 2nd Street

PROPOSED IMPROVEMENTS

- Reconstruct and realign roadway to provide safer mobility through corridor
- Install 6' wide sidewalk on both sides of street
- Install streetlights (use existing utility poles)
- See proposed rendering from orthographic and street view on following page

Purpose

This project will enhance safety, improve access, and beautify the area by realigning the roadway at the intersection of N. 2nd St and W. Sealy St from a hazardous T-intersection into a safer S-curve, benefiting all road users and promoting community development.

NEED

Safety	●	●	●	●	●
Mobility	●	●	●	●	●
City Beautification	●	●	●	●	●
Economic Development	●	●	●	●	●
Disaster Resilience	●	●	●	●	●

➤ Realign 2nd Street between Willis and Sealy to improve safety and access for vehicles and pedestrians

PROJECT COST: \$\$\$

TIMEFRAME: Medium Term (5-9 years)



Safety Focus



➤ Proposed rendering of Intersection of S. 2nd St and W. Sealy St

Recommendations

Realignment of the offset intersection

To address the lack of visibility, sidewalk infrastructure, traffic congestion, and turn-around ability of the existing residential property's garage, the project team recommends that the roadway be realigned to connect the incoming north-south traffic.

Potential Right of Way Acquisition

On page 77, the existing intersection's right of way (ROW) is re-imagined and realigned in a graphic rendering. The existing conditions' bird's eye view is set next to the potential roadway alignment. The two pictures on page 75 show the existing street view heading south on 2nd Street along with the potential improvements in the acquired space.

➤ Realign 2nd Street between Willis and Sealy to improve safety and access for vehicles and pedestrians



Safety Focus

Project Cost shown on prior page does not include other recommended actions in the proposed rendering below.



➤ Realign 2nd Street between Willis and Sealy to improve safety and access for vehicles and pedestrians

PROJECT COST: \$\$\$

TIMEFRAME: Medium Term (5-9 years)



Safety Focus

Desired Outcome: Free Flowing 2nd Street

The realignment of the roadway at the intersection of N. 2nd St and W. Sealy St aims to enhance safety, improve access, and beautify the area. Currently, the T-intersection configuration, ending with an active residential driveway, creates hazardous conditions. In able to turn this vision into reality, the City of Alvin will need to work with existing landowners of the tracts of land west of 2nd Street.

The proposed realignment into an S-curve road will mitigate these risks by eliminating the problematic T-intersection and providing a smoother, more predictable traffic flow. This change will significantly enhance safety for all road users, reducing the potential for accidents caused by vehicles reversing into active traffic lanes. Additionally, pedestrians and bicyclists will benefit from a safer, more navigable environment, encouraging more foot and bike traffic in the area. Furthermore, the realignment is expected to yield travel time savings by streamlining traffic movement and reducing congestion at the intersection.

Beyond safety and efficiency, the project also includes beautification elements that will enhance the area's visual appeal. Landscaping, improved signage, and aesthetically pleasing design features will transform the intersection into a welcoming space, contributing to the community's overall charm and attractiveness. The realignment will not only enhance day-to-day accessibility but also contribute to long-term community development, fostering a safer, more connected, and visually appealing neighborhood.

RELEVANT FUNDING OPPORTUNITIES

- + Safe Streets and Roads for All
- + RAISE Discretionary Grants | US Department of Transportation
(RAISE requires larger, more comprehensive projects than this project alone is providing. To access RAISE funds, it is recommended to bundle 'L2. Stripe Buffered Bike Lane Along 2nd Street', 'L4. Add Railroad Crossing Signs and Pavement Markings at 2nd Street', and 'L5. Realign Roadway to Improve Safety and Access for Vehicles and Pedestrians' together under a single RAISE application)
- + H-GAC Transportation Improvement Program (TIP) Call for Projects

IMPLEMENTATION PARTNERS

- + City of Alvin
- + Neighboring businesses and residents
- + TxDOT

➤ Install Sidewalks Along Adoue (East, Gordon - Alvin Mustang Trail)

PROJECT COST: \$\$\$

TIMEFRAME: Long Term (10+ Years)



Mobility Focus



EXISTING CONDITIONS

- Fragmented and incomplete sidewalk network
- Existing sidewalks are 4' wide

PROPOSED IMPROVEMENTS

- Build 6' sidewalk across both sides of road

Purpose

This project will facilitate safer and more convenient pedestrian travel by completing the sidewalk network along Adoue Street between Gordon Street and Mustang Trail, providing direct connectivity to the Trail, promoting healthier lifestyles, and improving the neighborhood's pedestrian mobility.

NEED

Safety	●	●	●	○	○
Mobility	●	●	●	●	○
City Beautification	●	●	●	○	○
Economic Development	●	○	○	○	○
Disaster Resilience	●	○	○	○	○



East Adoue Street Existing Conditions

► Install Sidewalks Along Adoue (East, Gordon - Alvin Mustang Trail)

PROJECT COST: \$\$\$

TIMEFRAME: Long Term (10+ Years)



Mobility Focus

Desired Outcome: Complete Sidewalks from Alvin Mustang Trail to Adoue Street

The new sidewalks will facilitate easier and more convenient pedestrian travel, making it possible for residents to access the Mustang Trail safely. This connectivity will encourage more walking and recreational activities, promoting healthier lifestyles and greater use of local amenities. By completing the sidewalk network along Adoue Street, Alvin will bridge existing gaps, ensuring residents have uninterrupted access to safe pedestrian routes. In addition to these functional benefits, the installation of sidewalks contributes to the neighborhood's aesthetic appeal. Well-maintained sidewalks can enhance the visual attractiveness of the area, making it more inviting for both residents and visitors.

RELEVANT FUNDING OPPORTUNITIES

- + Safe Streets and Roads for All
- + RAISE Discretionary Grants | US Department of Transportation
- + Reconnecting Communities and Neighborhoods Grant Program | US Department of Transportation
- + H-GAC Transportation Improvement Program (TIP) Call for Projects

IMPLEMENTATION PARTNERS

- + City of Alvin
- + TxDOT
- + H-GAC

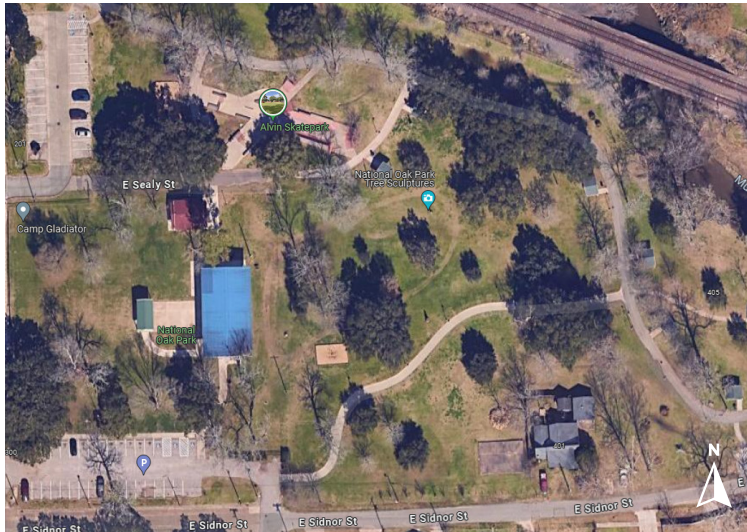
➤ Install pedestrian-scale lighting within and near National Oak Park

PROJECT COST: \$\$

TIMEFRAME: Short Term (1-2 Years)



Safety Focus



EXISTING CONDITIONS

- Limited lighting at night and early morning
- Perceived lack of safety

PROPOSED IMPROVEMENTS

- Install additional pedestrian lights throughout park

Purpose

This project aims to establish a safe pedestrian environment in and near National Oak Park by installing adequate lighting, enhancing visibility, and promoting physical activity and community engagement during morning and evening hours.

NEED

Safety	●	●	●	○	○
Mobility	●	○	○	○	○
City Beautification	●	●	○	○	○
Economic Development	●	○	○	○	○
Disaster Resilience	●	○	○	○	○



📍 National Oak Park Existing Conditions

➤ Install pedestrian-scale lighting within and near National Oak Park

PROJECT COST: \$\$

TIMEFRAME: Short Term (1-2 Years)



Safety

Desired Outcome: National Oak Park For Evening Strolls

The installation of pedestrian-scale lighting within and near National Oak Park will help to establish a safe pedestrian environment within and near the park during the morning and evening times. Repeatedly, the community has voiced their desire to establish adequate lighting within the area. This concern was further emphasized by numerous attendees at the second pop-up public event during Frontier's Day, where individuals elaborated on the need for better lighting.

Improving safety is the primary objective of this project. Pedestrian-scale lighting will enhance visibility for park users during evening and early morning hours, reducing the risk of accidents for pedestrians, runners, and bikers. In the first and second round of public engagement, citizens voiced their desire to go running in the park but cited the darkness as a deterrent to the activity.

This enhanced lighting will encourage more frequent use of the park during early morning and evening hours, promoting physical activity and community engagement. It will also make pathways and amenities more navigable, especially for elderly residents and those with mobility challenges. The installation of pedestrian-scale lighting will not only increase safety and accessibility but also contribute to the park's overall appeal, making it a more attractive and enjoyable destination for all.

RELEVANT FUNDING OPPORTUNITIES

- + H-GAC Transportation Improvement Program (TIP) Call for Projects
- + Local Parks Grants -- Texas Parks & Wildlife Department

IMPLEMENTATION PARTNERS

- + City of Alvin
- + Keep Alvin Beautiful
- + Brazoria County
- + H-GAC
- + Texas Parks & Wildlife

➤ Fund clean up of debris and garbage in streets

PROJECT COST: \$

TIMEFRAME: Short Term (<1 Year)



City Beautification

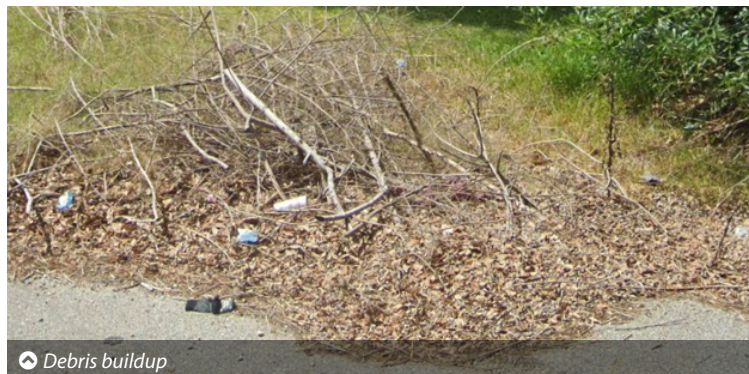


EXISTING CONDITIONS

- Current street cleaning process is inconsistent
- Debris often obstructs sidewalks, rendering them inaccessible

PROPOSED IMPROVEMENTS

- Implement a consistent street cleaning program



Debris buildup

Purpose

This project will enhance economic development, quality of life, street safety, and public health in Alvin through a consistent street cleaning program, creating a cleaner, safer, and more inviting urban environment that benefits all residents.

NEED

Safety	●	●	●	●	●
Mobility	●	●	●	●	●
City Beautification	●	●	●	●	●
Economic Development	●	●	●	●	●
Disaster Resilience	●	●	●	●	●

► Fund additional clean up of debris and garbage in streets

PROJECT COST: \$

TIMEFRAME: Short Term (<1 Year)



City Beautification

Desired Outcome: Clean Roads and Sidewalks

The presence of debris and garbage in residential areas detracts from the overall quality of life for residents. Clean streets and sidewalks provide a sense of pride and ownership within the community. Though the City has a standard residential & commercial garbage collection process, along with a “Report a Garbage Issue to Texas Pride” web page on the City’s website. It is recommended that additional funding and efforts be spent on advertising such reporting tools. Existing, The Great Alvin Clean Up is a community event that occurs twice a year. It is recommended that the City use events such as this to further advertise reporting of garbage and debris issues.

A well-maintained city is a powerful attraction for businesses and new residents. Beautification efforts, such as the cleanup of debris and garbage, significantly enhance the aesthetic appeal of urban environments, making them more inviting and vibrant. This, in turn, fosters economic development by drawing in investors and entrepreneurs who see the value in a well-cared-for community. An appealing urban landscape can also boost property values and encourage further investment in local infrastructure, contributing to the overall economic vitality of the city.

Safety is a paramount concern for any community. Obstructed sidewalks and streets pose significant hazards to pedestrians, including children, the elderly, and individuals with disabilities. Through removing debris and ensuring clear pathways, the City of Alvin will have safer streets. Clean streets reduce the risk of accidents and injuries caused by tripping over or navigating around obstacles. This project ensures that all community members can move about freely and safely, whether they are walking to school, work, or leisure activities.

Furthermore, the accumulation of debris and litter is a public health concern. Improperly disposed materials can contaminate water sources and negatively impact the environment. The cleanup of Alvin’s streets demonstrates a proactive step towards safeguarding public health.

RELEVANT FUNDING OPPORTUNITIES

- + H-GAC (Houston Galveston Area Council) Solid Waste Grant
- + Keep Texas Beautiful
- + Keep America Beautiful Community Grants
- + TERP (Texas Emissions Reduction Plan) Grant Programs - Texas Commission on Environmental Quality

IMPLEMENTATION PARTNERS

- + City of Alvin
- + The Great Alvin Clean Up
- + Keep Alvin Beautiful
- + H-GAC

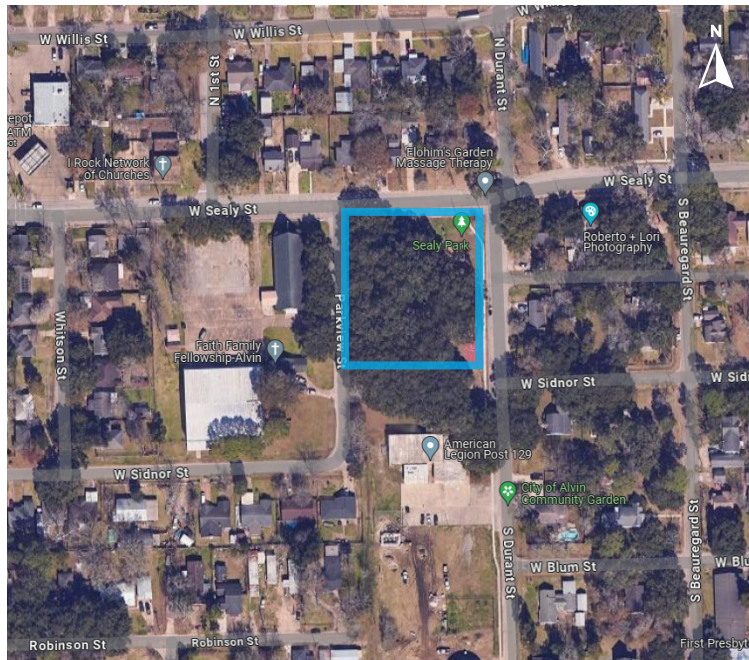
➤ Install sidewalks along Sealy Park

PROJECT COST: \$\$\$

TIMEFRAME: Short Term (1-4 Years)



Mobility Focus



📍 Parkview Drive Outside Sealy Park Existing Conditions

EXISTING CONDITIONS

- Fragmented and incomplete sidewalk network
- Existing sidewalks are 4' wide

PROPOSED IMPROVEMENTS

- Build 6' sidewalk across both sides of road, connecting to park

Purpose

This project will enhance pedestrian safety and promote inclusivity by adding sidewalks to the southwestern side of Sealy Park, providing a designated pathway for families, elderly residents, and individuals with disabilities, while encouraging walking and reducing traffic congestion in the area.

NEED

Safety	●	●	●	●	●
Mobility	●	●	●	●	●
City Beautification	●	●	●	●	●
Economic Development	●	●	●	●	●
Disaster Resilience	●	●	●	●	●

► Install sidewalks along Sealy Park

PROJECT COST: \$\$\$

TIMEFRAME: Short Term (1-4 Years)



Mobility Focus

Desired Outcome: Expanded Access to Sealy Park

Sealy Park, in the heart of the city, is within a 15-minute walk from most of the city. Despite this, the southwestern side of the park currently lacks sidewalks, and has a ditch along the entire length of Parkview Street. For pedestrians to access the park from the southwestern side, they would likely have to either walk on the street or through unpaved areas and all the way to W. Sealy Street for the closest sidewalk access. This existing layout also poses safety risks and restricts access to those with mobility limitations.

Adding sidewalks will improve pedestrian safety by providing a designated and safe pathway for individuals walking to and from the park. This is particularly crucial for families with children, elderly residents, and individuals with disabilities are challenged and restricted from navigating the uneven terrain currently present. Additionally, improving pedestrian infrastructure will encourage more people to walk rather than drive, contributing to a healthier lifestyle and reducing traffic congestion in the area.

Equitable access to recreational facilities is a key component of community development. By ensuring that all residents, regardless of their physical abilities, can easily and safely access Sealy Park, Alvin is promoting inclusivity and equal opportunity for recreation and leisure activities.

RELEVANT FUNDING OPPORTUNITIES

- + Safe Streets and Roads for All
- + RAISE Discretionary Grants | US Department of Transportation
- + Reconnecting Communities and Neighborhoods Grant Program | US Department of Transportation
- + H-GAC Transportation Improvement Program (TIP) Call for Projects

IMPLEMENTATION PARTNERS

- + City of Alvin
- + TxDOT
- + H-GAC

➤ Install sidewalks along 2nd Street



Mobility Focus

PROJECT COST: \$\$\$

TIMEFRAME: Short Term (1-4 Years)



EXISTING CONDITIONS

- Fragmented and incomplete sidewalk network (eastern sidewalk completely missing)
- Vast vehicle movement combined with high crash rate results in unsafe pedestrian environment

PROPOSED IMPROVEMENTS

- Build 6' sidewalk across both sides of road

Purpose

This project will enhance pedestrian safety and promote inclusivity by adding sidewalks to the southwestern side of Sealy Park, providing a designated pathway for families, elderly residents, and individuals with disabilities, while encouraging walking and reducing traffic congestion in the area.

NEED

Safety



Mobility

City
Beautification

Economic Development



Disaster Resilience



➤ Install sidewalks along 2nd Street

PROJECT COST: \$\$\$

TIMEFRAME: Short Term (1-4 Years)



Mobility Focus

Desired Outcome: Safer Walking and Biking Conditions

The existing sidewalk on the western side of 2nd Street is not only narrow but also in poor condition, which poses significant challenges for the many pedestrians who use this route daily. This is particularly concerning given the high pedestrian traffic, which includes students, families, and residents accessing local businesses and amenities.

Adding a new sidewalk along the eastern side of 2nd Street will alleviate congestion on the existing sidewalks and provide ample space for pedestrians to walk safely and comfortably. This improvement will reduce the risk of accidents and injuries by ensuring that pedestrians do not have to walk on the street, especially in areas where the current sidewalk is inadequate. This is especially relevant considering 2nd Street's high Annual Average Daily Traffic (over 7,000 in some segments), as the high volume of automotive traffic bears additional merit for pedestrian safety.

Improving the sidewalk infrastructure will also enhance mobility for all residents, including those with disabilities, elderly individuals, and families with young children. This is especially important for ensuring equitable access to key points of interest along 2nd Street, such as local shops, restaurants, and community services.

In addition, this project supports the city's broader goals of urban beautification and infrastructure development. Upgrading and expanding the sidewalk network will not only enhance the aesthetic appeal of 2nd Street but also encourage more pedestrian activity, which can have positive economic impacts by increasing foot traffic to local businesses.

RELEVANT FUNDING OPPORTUNITIES

- + Safe Streets and Roads for All
- + RAISE Discretionary Grants | US Department of Transportation
- + Reconnecting Communities and Neighborhoods Grant Program | US Department of Transportation
- + H-GAC Transportation Improvement Program (TIP) Call for Projects

IMPLEMENTATION PARTNERS

- + City of Alvin
- + TxDOT
- + H-GAC
- + BNSF Railway

➤ Add railroad crossing signs and advanced pavement markings at 2nd Street

PROJECT COST: \$\$

TIMEFRAME: Short Term (1-2 Years)



Safety Focus



EXISTING CONDITIONS

- No signage currently exists to warn of railway crossing
- Existing pavement within the crossing, no advanced pavement markings
- Multiple crashes recorded in this area

PROPOSED IMPROVEMENTS

- Install additional signage warning and advanced pavement markings for Railroad Crossing

Purpose

This project will enhance safety for vehicles and pedestrians by adding railroad crossing signs and advanced pavement markings at 2nd Street, providing clear notifications of approaching crossings and reducing the high crash rate on this heavily trafficked corridor.

NEED

Safety	●	●	●	●	●
Mobility	●	●	●	●	●
City Beautification	●	●	●	●	●
Economic Development	●	●	●	●	●
Disaster Resilience	●	●	●	●	●

➤ Add railroad crossing signs and advanced pavement markings at 2nd Street

PROJECT COST: \$\$

TIMEFRAME: Short Term (1-2 Years)



Safety Focus

Desired Outcome: Advanced Warnings of Railroad Crossing

The installation of railroad crossing signs and pavement markings at 2nd Street is crucial for improving safety measures for both vehicular traffic and pedestrians. This absence of additional signage poses significant risks, particularly in a high-traffic street with a high crash rate over the last five years. Factoring in the streets average annual daily traffic of 6711 trips with the 56 crashes occurring along the 2nd street corridor, the crash rate for 2nd Street is more than double the statewide average (512 vs 214 crashes per 100 million vehicle miles)¹.

Implementing advanced warning signs and pavement markings will significantly enhance awareness for drivers and pedestrians, providing clear and early notifications of the approaching railroad crossings. This increased visibility is a significant deterrent for accidents and ensures that all road users can navigate these crossings in a safer manner.

By addressing the current lack of advanced warnings, the city can reduce the risk of accidents and ensure a safer environment for all its residents and visitors.

RELEVANT FUNDING OPPORTUNITIES

- + Safe Streets and Roads for All
- + RAISE Discretionary Grants | US Department of Transportation
(RAISE requires larger, more comprehensive projects than this project alone is providing. To access RAISE funds, it is recommended to bundle 'L2. Stripe Buffered Bike Lane Along 2nd Street,' 'L4. Add Railroad Crossing Signs and Pavement Markings at 2nd Street,' and 'L5. Realign Roadway to Improve Safety and Access for Vehicles and Pedestrians' together under a single RAISE application)
- + H-GAC Transportation Improvement Program (TIP) Call for Projects
- + Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program

IMPLEMENTATION PARTNERS

- + City of Alvin
- + TxDOT
- + H-GAC
- + BNSF Railway

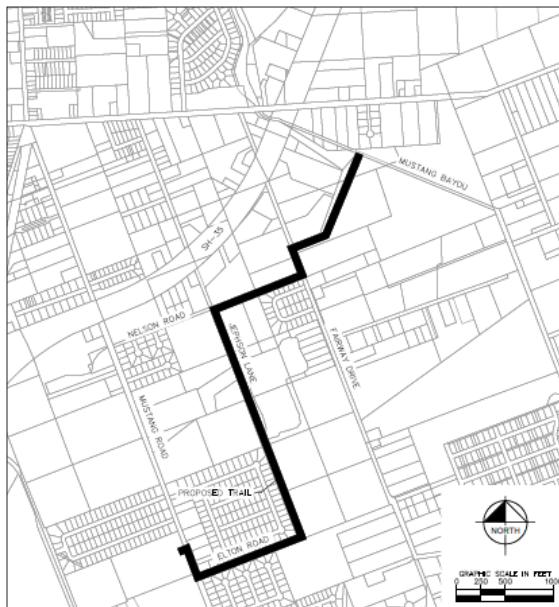
¹Statewide Traffic Crash Rates ([txdot.gov](https://www.txdot.gov)) Appendix C: Crash Rate Calculations | FHWA ([dot.gov](https://www.fhwa.gov))

► Prior City of Alvin Trails Planning Projects

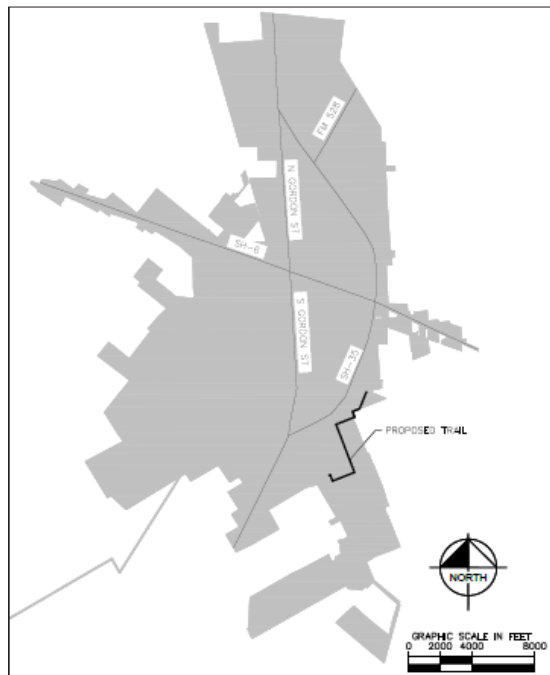
The prior project below were developed by the City of Alvin prior to the Alvin Livable Centers Study.

Tom Blakeney Jr. Hike and Bike Trail Phase III

This trails expansion plan was approved by Alvin's City Council in 2022. The proposed plan will connect existing trails along the Mustang Bayou into key residential neighborhoods and the Alvin Community College. Even though this project is outside the Alvin Livable Centers Study, it is in alignment with the Call to Action item: **Start planning for future connections to parks and schools, improving access to the places of interest.**



📍 The two maps shown on this page show the location of the proposed Tom Blakeney Jr. Hike and Bike Trail Phase III.



RELEVANT FUNDING OPPORTUNITIES

- + It is recommended that the City of Alvin continue coordinating with Brazoria County TxDOT office partners to be involved in any future projects that may be able to take into consideration the City's planned trails.

IMPLEMENTATION PARTNERS

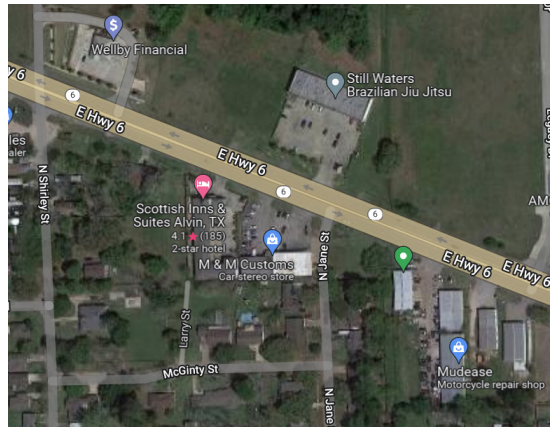
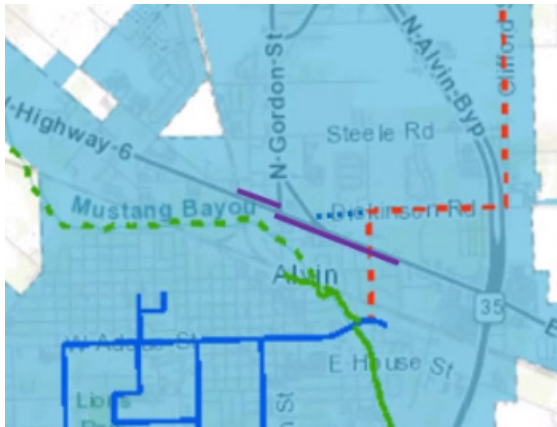
- + City of Alvin
- + Brazoria County
- + TxDOT
- + H-GAC

► Prior City of Alvin Trails Planning Projects

The prior project below were developed by the City of Alvin prior to the Alvin Livable Centers Study.

Highway 6 On-Street Pathway Expansion

In September 2022, TXDOT requested a resolution supporting an on-street pathway from Jane Street to Ruben Adame Park, indicated in purple segment in the map below. City of Alvin presented this item to the Park Board, whom at the time felt this was an unplanned and unanticipated project and focus on design of Phase III hike and bike trail was paramount. Ultimately this did not move forward to City Council to consider a resolution of support. Existing, this project is located within the Alvin Livable Centers Study, it is in alignment with the Call to Action item: **Start planning for future connections to parks and schools, improving access to the places of interest.** In addition, this project would be beneficial to be implemented along with other prioritized projects, including: Install Sidewalks along Gordon Street and the associated recommendations.



RELEVANT FUNDING OPPORTUNITIES

- + It is recommended that the City of Alvin continue coordinating with Brazoria County TxDOT office partners to be involved in any future projects that may be able to take into consideration the City's planned trails.

IMPLEMENTATION PARTNERS

- + City of Alvin
- + TxDOT
- + H-GAC

➤ Organize Process for Requesting and Responding to Streetlights

PROJECT COST: \$

TIMEFRAME: Short Term (< 1 Year)



Safety Focus

Desired Outcome: Adequate Lighting of Streets

The primary benefit derived from this project is safety, as ensuring adequate lighting during the night, will enhance safety for pedestrians, as well as for automobiles. Furthermore, a well-lit city creates a secure and welcoming environment for all. Finally, adequate lighting enhances natural surveillance by residents, law enforcement, and passersby, which can discourage criminal behavior, helping this project uphold public safety and enhance the quality of life in Alvin's community. By organizing a process for requesting and responding to streetlight maintenance, Alvin helps to address this issue proactively. Ensuring that streetlights are promptly repaired will help maintain a well-kept and orderly environment, deterring criminal behavior and promoting a sense of community pride and vigilance.

RELEVANT FUNDING OPPORTUNITIES

- + Outside funding not available or needed. This will require intragovernmental coordination, general planning or capital improvement plan funding, and communication with Texas-New Mexico Power Company and residents.

IMPLEMENTATION PARTNERS

- + City of Alvin
- + Texas-New Mexico Power Company
- + Neighborhood Residents

➤ Apply for FEMA Grants to Fund Disaster Relief and Emergency Preparedness Projects

PROJECT COST: \$\$\$

TIMEFRAME: Short Term (< 1 Year)



Disaster Resilience

Desired Outcome: Community Resiliency

The eastern part of Alvin, historically prone to significant flooding, has been impacted through multiple natural disasters over the last decade, affecting its residents and local infrastructure. This area, with two of the City's disadvantaged census tracts as identified by the US Council on Environmental Quality, has faced overwhelming challenges, particularly following the devastation caused by Hurricane Harvey in 2017. The financial impact of Harvey alone was staggering, with total FEMA claims amounting to over \$15,000,000, including \$3,060,806 for contents and \$12,127,519 for building claims. This catastrophic event demonstrated the vulnerability of Alvin to severe weather events and the need for substantial disaster preparedness and mitigation efforts.

In the years after Hurricane Harvey, Alvin continued to experience natural disasters, notably Tropical Storm Imelda in 2019, Hurricane Laura, and Tropical Storms Hanna and Marco in 2020. These storms collectively resulted in significant financial burdens, with claims reaching \$92,402 and \$13,722, respectively. In addition, with the recent Tropical Storm Beryl in 2024, such recurring events highlight a pattern of escalating risks and underscore the urgent necessity for disaster relief measures.

The frequency and intensity of these flooding events necessitate the acquisition of FEMA grants to fund disaster relief and emergency preparedness projects. These grants are essential in mitigating damage, enhancing the resilience of local infrastructure, and ensuring the safety and well-being of Alvin's residents. By securing FEMA funding, the city can implement comprehensive flood control measures, improve drainage systems, and develop effective emergency response strategies. These initiatives are crucial in reducing the immediate and long-term impacts of natural disasters on the community.

RELEVANT FUNDING OPPORTUNITIES

- + Emergency Management Performance Grant | FEMA.gov
- + Emergency Management Baseline Assessment Grant Program | FEMA.gov
- + Flood Mitigation Assistance Grant Program | FEMA.gov
- + Building Resilient Infrastructure and Communities (BRIC)

IMPLEMENTATION PARTNERS

- + City of Alvin
- + Brazoria County
- + Texas Division of Emergency Management
- + FEMA

➤ Identify Additional Evacuation Routes

PROJECT COST: \$

TIMEFRAME: Short Term (< 1 Year)



Disaster Resilience

Desired Outcome: Secondary Evacuation Route

Almost 74% of all properties in Brazoria County are at risk of flooding over the next 30 years. Most of the flooding occurs in areas that were developed before current knowledge of flood risks and before regulations were in place to limit construction in flood-prone zones. The City of Alvin is no exception, as the region has experienced recurring flooding events that are exacerbated by existing conditions. One such challenge is the geographic barrier posed by Mustang Bayou, which is flood prone during natural disasters. This project aims to address these challenges by identifying and implementing additional evacuation routes to ensure the safety and resilience of the local population during emergencies.

Currently within Alvin, access to primary evacuation routes like Highway 6 and SH 35 is limited, especially from the eastern neighborhoods where direct connections are sparse. The natural barrier of Mustang Bayou creates additional limitations; during heavy rainfall, the bayou frequently overflows, cutting off access and isolating communities. Traffic congestion compounds these issues during evacuation orders. Residents, trying to reach safety via already constrained routes, face delays and bottlenecks at critical intersections. This congestion not only prolongs evacuation times but also increases the risk of accidents and breakdowns, further complicating emergency response efforts.

This is especially pertinent for vulnerable populations, including the elderly and those with disabilities, as they are particularly at risk. Limited access routes and traffic jams make it difficult for emergency services to reach and assist these residents promptly. This situation demonstrates the need for additional evacuation routes to ensure equitable access and timely evacuation for all residents during emergencies.

Furthermore, Alvin holds strategic regional significance as a hub connecting various suburban and rural communities within Brazoria County to the broader Houston metropolitan area. Highway 6 and SH 35 serve as vital conduits for regional commerce, transportation, and emergency response activities. Enhancing evacuation routes not only benefits Alvin but also strengthens the resilience of neighboring communities by improving overall evacuation efficiency and safety during natural disasters and emergencies.

RELEVANT FUNDING OPPORTUNITIES

- + Emergency Management Performance Grant | FEMA.gov;
- + Community Development Block Grant Mitigation Program

IMPLEMENTATION PARTNERS

- + City of Alvin
- + Brazoria County
- + Texas Division of Emergency Management
- + FEMA

➤ Add Accessible Walking Route to Talmadge Park

PROJECT COST: \$\$\$

TIMEFRAME: Medium Term (5-9 Years)



Mobility Focus

Desired Outcome: Improved Access to Talmadge Park

The addition of an accessible walking route to Talmadge Park helps to foster an inclusive community where everyone, regardless of age or ability, can enjoy outdoor recreational activities. Accessible pathways ensure that elderly residents, individuals with disabilities, and those with limited mobility can safely and comfortably reach the park's amenities. Inclusive pathways not only promote physical health and well-being but also enhance social cohesion by providing a common space for community members to gather and interact. Moreover, accessible parks contribute to equity, offering all residents, including those from lower-income households, the opportunity to engage in leisure activities close to home.

Improving accessibility to Talmadge Park has significant equity implications, considering the social vulnerability for its nearby residents. There are 572 residents that live within a five-minute walk from the park, of which 18% of the individuals are 65 and older. These elderly individuals in particular need easier access to outdoor recreational spaces, as they do not have the flexible mobility needed to transverse ditches and obstacles. Additionally, 21% of the households within this catchment area have a resident with a disability, emphasizing the importance of creating an inclusive environment that accommodates all residents. Furthermore, 29% of the population in this area is below the poverty level, indicating that many residents may not have the means to travel to more distant recreational facilities. These social vulnerabilities demonstrate a real need to create access to the park, especially for those living within walking distance of the park.

In addition, adding this walking route will help improve safety for pedestrians. For example, in 2020, a pedestrian experienced suspected minor injury in a crash with a motor vehicle at the intersection of 6th St./Talmadge St., an intersection without sidewalks or crosswalks.

RELEVANT FUNDING OPPORTUNITIES

- + H-GAC Transportation Improvement Program (TIP) Call for Projects
- + Recreational Trails Grants — Texas Parks & Wildlife Department
- + Reconnecting Communities and Neighborhoods Grant Program | US Department of Transportation

IMPLEMENTATION PARTNERS

- + City of Alvin
- + H-GAC
- + TxDOT
- + Texas Parks and Wildlife Department

➤ Conduct Study to Advance Shared Use Path Along Sidnor/Sealy Between Sealy Park and National Oak Park

PROJECT COST: \$

TIMEFRAME: Short Term (1-2 Years)



Mobility Focus

Desired Outcome: Examine City Trail Feasibility

A proposed study to develop a shared-use path along Sidnor/Sealy, connecting Sealy Park to National Oak Park, would significantly enhance community connectivity, improve accessibility, and foster increased recreational opportunities for both cyclists and pedestrians. Currently, this section of E. Sealy Street features fragmented sidewalks along the northern and southern sides, creating discontinuities in the pedestrian network. Expanding the existing bike path from 2nd St. to National Oak Park will create a continuous shared use path, enhancing safety and convenience for cyclists and pedestrians traveling between these popular green spaces.

In addition to improving connectivity, the study could aim to address safety concerns and optimize traffic flow along this route. By conducting a thorough study, the project team can identify potential barriers, assess the feasibility of path expansion, and propose design enhancements that prioritize user safety and comfort. Furthermore, enhancing pedestrian and cyclist access between Sealy Park and National Oak Park will promote active lifestyles and recreational opportunities for residents and visitors alike.

This project is also aligned with beautification efforts in the community. Improving the streetscape with a well-designed shared use path, landscaping, and aesthetic enhancements will enhance the overall attractiveness of the area. It will create a more inviting environment that encourages outdoor activities and community interaction.

RELEVANT FUNDING OPPORTUNITIES

- + RAISE Discretionary Grants | US Department of Transportation
- + Reconnecting Communities and Neighborhoods Grant Program | US Department of Transportation
- + H-GAC Transportation Improvement Program (TIP) Call for Projects
- + Recreational Trails Grants — Texas Parks & Wildlife Department

IMPLEMENTATION PARTNERS

- + City of Alvin
- + H-GAC
- + TxDOT
- + Texas Parks and Wildlife Department

➤ Add Walking Trail Near Sealy Park to Connect from Sidewalk to Amenities.

PROJECT COST: \$\$\$

TIMEFRAME: Long Term (10+ Years)



Mobility Focus

Desired Outcome: Connected Sidewalk Network

The addition of a walking trail near Sealy Park, connecting sidewalks to park amenities, is crucial for improving accessibility and enhancing community engagement in Alvin. Installing small bridges over barriers will greatly enhance accessibility, ensuring that all residents can easily access and enjoy the park's amenities.

The project also addresses equity considerations highlighted by the social vulnerability of the population living in proximity to the park. Of the 257 households nearby, 54 include individuals with disabilities, emphasizing the need for accessible pathways. Additionally, eight households do not own a vehicle, relying heavily on pedestrian access. 50 households in the area are below the poverty level, underscoring the importance of providing accessible recreational opportunities close to home. Finally, 102 of the 719 people living within this catchment are aged 65 and older, representing a sizeable size of the population who require easy access to the park. This project would help ease access to recreational amenities for all of these at-risk individuals, sharing the benefits of the park with all who live nearby.

By implementing the walking trail, Alvin not only improves physical access but also promotes social inclusion and community well-being. This initiative aligns with long-term city planning goals to create connected and inclusive public spaces that enhance quality of life for all residents.

RELEVANT FUNDING OPPORTUNITIES

- + RAISE Discretionary Grants | US Department of Transportation
- + Reconnecting Communities and Neighborhoods Grant Program | US Department of Transportation
- + H-GAC Transportation Improvement Program (TIP) Call for Projects
- + Recreational Trails Grants — Texas Parks & Wildlife Department

IMPLEMENTATION PARTNERS

- + City of Alvin
- + H-GAC
- + TxDOT
- + Texas Parks and Wildlife Department

► Add Sidewalks in Community Near Adame Park

PROJECT COST: \$\$\$

TIMEFRAME: Long Term (10+ Years)



Mobility Focus

Desired Outcome: Increased Adame Park Attendance

The project to add sidewalks near Adame Park is essential for improving safety, mobility, and connectivity in a residential area currently lacking a viable pedestrian environment. Unlike other neighborhoods in the study area, the vicinity of Adame Park is almost entirely devoid of sidewalks, presenting significant challenges for pedestrians.

By addressing the current lack of sidewalks, the project will significantly improve the neighborhood's connectivity. Residents will have better access to Adame Park, fostering community engagement and increasing the use of the park's amenities. The sidewalks will also link different parts of the neighborhood, creating a cohesive and interconnected community. Gordon St. is one of the primary corridors into downtown, and without sidewalks residents currently are dependent on car to make the short trip.

RELEVANT FUNDING OPPORTUNITIES

- + RAISE Discretionary Grants | US Department of Transportation
- + Reconnecting Communities and Neighborhoods Grant Program | US Department of Transportation
- + H-GAC Transportation Improvement Program (TIP) Call for Projects
- + Recreational Trails Grants — Texas Parks & Wildlife Department

IMPLEMENTATION PARTNERS

- + City of Alvin
- + H-GAC
- + TxDOT
- + Texas Parks and Wildlife Department

➤ Add an Accessible Walking Route to Adame Park

PROJECT COST: \$\$\$

TIMEFRAME: Long Term (10+ Years)



Mobility Focus

Desired Outcome: Improved Accessibility to Adame Park

Currently, Adame Park's perimeter is lined with ditches, creating significant barriers to entry, which is only worsened during heavy rain seasons. These ditches present challenges for individuals with mobility concerns, limiting their ability to access and enjoy the park. The only directly accessible flat walking surface is the paved parking lot, but curb stops pose further limitations on accessibility.

This infrastructure will ensure that all individuals, including those with mobility challenges, can safely enter and navigate the park, reducing the potential for accidents and injuries. Accessible walking routes will provide a continuous, smooth path for everyone, including elderly residents, parents with strollers, and individuals using wheelchairs or other mobility aids. This will encourage more residents to visit and use Adame Park, promoting physical activity and social interaction. This project also would synergize with the project to build sidewalks in the surrounding community, as together these projects would provide a smooth mobility network to allow easy and equitable access to the park from the surrounding community.

RELEVANT FUNDING OPPORTUNITIES

- + RAISE Discretionary Grants | US Department of Transportation
- + Reconnecting Communities and Neighborhoods Grant Program | US Department of Transportation
- + H-GAC Transportation Improvement Program (TIP) Call for Projects
- + Recreational Trails Grants — Texas Parks & Wildlife Department

IMPLEMENTATION PARTNERS

- + City of Alvin
- + H-GAC
- + TxDOT
- + Texas Parks and Wildlife Department

➤ Add Placemaking Signage at City Gateway Along Gordon Street (SH 35)

PROJECT COST: \$\$

TIMEFRAME: Medium Term (5-9 Years)



City Beautification

Desired Outcome: Alvin City Branding at Major Corridor

There is a noticeable lack of signage and information about the locations of key destinations within the City, which prevents visitors from discovering many of the key locations within Alvin. Well-maintained communities that feature clear and informative signage not only enhance navigability but also reinforce city perception to businesses looking for a potential location. Signage helps in establishing a strong community brand and identity, making the area more recognizable and appealing. This project proposes adding wayfinding and monument signage to effectively address these issues, improving the overall experience for everyone navigating the city and contributing to a more vibrant and economically robust community.

RELEVANT FUNDING OPPORTUNITIES

- + National Endowment of the Arts (NEA) - Our Town
- + Local Parks Grants — Texas Parks & Wildlife Department

IMPLEMENTATION PARTNERS

- + City of Alvin
- + TxDOT
- + H-GAC

➤ Create a Facade Loan Program to Encourage New Small Businesses in the Downtown Area

PROJECT COST: \$\$

TIMEFRAME: Medium Term (5-9 Years)



Economic Development

Desired Outcome: Improved Facade of Downtown Buildings

The creation of a facade loan program would not only help to preserve historical architecture, but also provides the benefits of encouraging new small businesses in the downtown area and will enhance the overall aesthetic appeal of Alvin's downtown. The historical buildings in Alvin's downtown help define the cultural and distinct feel of Alvin's cultural beginnings. The facades of these buildings show the wear of their old age, detracting from the area's potential vibrancy and charm. The facade loan program can help property owners restore the buildings to their former appeal. As part of the facade improvement, building owners can add and rebuild roof awnings that extend over adjacent sidewalks. Awnings were once commonplace on many buildings in Downtown Alvin and can provide shade to pedestrians and mitigate heat along sidewalks.

Revitalizing the facades of historical buildings will not only preserve Alvin's architectural heritage but also create a more attractive and inviting environment for residents and visitors. Well-maintained and visually appealing buildings can significantly improve the perception of the downtown area, making it a more desirable destination for shopping, dining, and socializing.

Economic development is another critical aspect of this initiative. By offering facade loans and incentives, the city can motivate small business owners and entrepreneurs to invest in the downtown area. Enhanced building facades can attract new businesses, increase foot traffic, and stimulate economic activity. A vibrant downtown area can serve as a catalyst for broader economic growth, supporting local jobs and contributing to a thriving community.

RELEVANT FUNDING OPPORTUNITIES

- + Many loan programs are direct to the business. Accessing these funds will require working with local, State and Federal Small Business Administrations to develop Public Private Partnerships, which will allow access to these funds

ADDITIONAL RESOURCES

- + Bring Back Main Street Roundtable | H-GAC
- + Rural and Small-Town Downtown Revitalization Summit | H-GAC

IMPLEMENTATION PARTNERS

- + City of Alvin
- + Alvin-Manvel Area Chamber of Commerce
- + H-GAC

➤ Install Sidewalks Along Adoue (West)

PROJECT COST: \$\$\$

TIMEFRAME: Long Term (10+ Years)



Mobility Focus

Desired Outcome: Expanded Sidewalk Network for Schools

Adoue Street is a significant thoroughfare in Alvin, and the lack of sidewalks presents a safety hazard for the high number of pedestrians, including school children, who use this route daily. The addition of sidewalks will improve safety by providing a designated walking space, reducing the risk of pedestrian-vehicle accidents. With over an average annual daily traffic (AADT) of over 4,000 cars driving along Adoue every day, creating a safe pedestrian environment is particularly relevant.

In terms of mobility, sidewalks will enhance connectivity within the community. Currently, pedestrians must walk on the street, which is unsafe and inconvenient. The existing conditions actively discourage individuals from walking. Sidewalks will provide a safe and accessible route for all pedestrians, including those with disabilities. Furthermore, providing sidewalks will ensure that all residents, regardless of age or ability, can safely navigate this area. This is particularly important given the proximity to Passmore Elementary School, a local elementary school with a 2023 fall enrollment of 600 students, of which many travel to school on foot.

RELEVANT FUNDING OPPORTUNITIES

- + Safe Streets and Roads for All
- + RAISE Discretionary Grants | US Department of Transportation
- + Reconnecting Communities and Neighborhoods Grant Program | US Department of Transportation
- + H-GAC Transportation Improvement Program (TIP) Call for Projects

IMPLEMENTATION PARTNERS

- + City of Alvin
- + TxDOT
- + H-GAC
- + Alvin Independent School District

► Install Sidewalks Along 6th Street

PROJECT COST: \$\$\$

TIMEFRAME: Long Term (10+ Years)



Mobility Focus

Desired Outcome: Increased Talmadge Park Attendance

Currently, this neighborhood has only sporadic pockets of sidewalks from recent residential developments, which result in fragmented pedestrian pathways. This lack of continuous sidewalks poses significant risks for pedestrians, especially those walking to nearby points of interest such as Talmadge Park.

Talmadge Park is a key recreational area that attracts many residents, yet the disjointed sidewalk infrastructure limits safe and direct pedestrian access. By implementing a project to add sidewalks, Alvin will significantly improve pedestrian safety, reducing the risk of accidents and enhancing the overall walkability of the neighborhood.

This project will provide more direct access to the park from other important community points of interest, such as the Everlasting Life Church, the local Shop N Get market, and other businesses.

The addition of sidewalks will also promote greater mobility, enabling residents to move more freely and safely between their homes and local destinations. This is particularly important for children, elderly residents, and individuals with disabilities who rely on safe and accessible walking routes.

RELEVANT FUNDING OPPORTUNITIES

- + Safe Streets and Roads for All
- + RAISE Discretionary Grants | US Department of Transportation
- + H-GAC Transportation Improvement Program (TIP) Call for Projects

IMPLEMENTATION PARTNERS

- + City of Alvin
- + TxDOT
- + H-GAC

► Install Sidewalks Along Sidnor Street

PROJECT COST: \$\$\$

TIMEFRAME: Long Term (10+ Years)



Mobility Focus

Desired Outcome: Connected Sidewalk Network

Sidnor Street currently has specific segments where gaps in the sidewalk network exist, disrupting an otherwise connected and walkable neighborhood. These gaps force pedestrians to walk on the street, which poses significant safety risks, especially for children, elderly residents, and individuals with disabilities.

By completing these sidewalk segments, the project will enhance pedestrian safety by providing continuous and safe pathways for residents. This is particularly important in a neighborhood that is relatively walkable but hindered by these missing links. Ensuring that pedestrians have designated areas to walk on will reduce the risk of accidents and promote a safer environment for everyone. This enhanced connectivity will make it easier for people to walk to local destinations, including Sealy Park.

A well-connected sidewalk network not only improves safety and mobility but also enhances the aesthetic appeal of the neighborhood, making it more inviting and pleasant for residents and visitors alike.

RELEVANT FUNDING OPPORTUNITIES

- + Safe Streets and Roads for All
- + RAISE Discretionary Grants | US Department of Transportation
- + Reconnecting Communities and Neighborhoods Grant Program | US Department of Transportation
- + H-GAC Transportation Improvement Program (TIP) Call for Projects

IMPLEMENTATION PARTNERS

- + City of Alvin
- + TxDOT
- + H-GAC

► Stripe Buffered Bike Lane Along 2nd Street

PROJECT COST: \$\$

TIMEFRAME: Medium Term (5-9 Years)



Mobility Focus

Desired Outcome: Connected Sidewalk Network

The striping of buffered bike lanes along 2nd Street brings a substantial benefit in enhancing the safety and usability of this key corridor in Alvin. Currently, the bike lanes on 2nd Street are in poor condition. This situation poses significant hazards for cyclists, who must navigate around parked cars and unclear lane markings.

The implementation of these improved striped bike lanes will bring about a significant safety benefit. Buffered lanes provide a designated space for cyclists, clearly separated from vehicle traffic, reducing the likelihood of accidents. This is particularly important given the relatively high concentration of vehicle crashes in the area—48 crashes from 2018 to 2023. Although there have been no reported bike crashes, there has been one pedestrian crash, highlighting the need for improved safety measures. Clearer bike lane markings will increase visibility for both cyclists and drivers, contributing to a safer biking environment. It is recommended that the City identify a consistent department to fund and perform maintenance of bike lanes citywide in the future.

By prioritizing the safety and accessibility of bike lanes, Alvin will naturally encourage more residents to choose cycling as a mode of transportation, promoting a healthier and more sustainable community.

RELEVANT FUNDING OPPORTUNITIES

- + Safe Streets and Roads for All
- + H-GAC Transportation Improvement Program (TIP) Call for Projects
- + RAISE Discretionary Grants | US Department of Transportation (RAISE requires larger, more comprehensive projects than this project alone is providing. To access RAISE funds, it is recommended to bundle 'L2. Stripe Buffered Bike Lane Along 2nd Street', 'L4. Add Railroad Crossing Signs and Pavement Markings at 2nd Street', and 'L5. Realign Roadway to Improve Safety and Access for Vehicles and Pedestrians' together under a single RAISE application)

IMPLEMENTATION PARTNERS

- + City of Alvin
- + TxDOT
- + H-GAC

➤ Install Sidewalks Along Adoue (East, 2nd Street – Gordon Street)

PROJECT COST: \$\$\$

TIMEFRAME: Long Term (10+ Years)



Mobility Focus

Desired Outcome: Connected Sidewalk Network

Currently, pedestrians navigating this stretch of Adoue Street must walk on the road or on unpaved areas, which poses significant safety risks, especially during peak traffic times. This is demonstrated by the two pedestrians and two bicyclists being hit by automobiles along this corridor in the last five years. By installing sidewalks, the city will provide a designated, safe space for pedestrians, reducing the likelihood of accidents and enhancing the overall safety of the area.

In addition to enhancing pedestrian safety, the installation of sidewalks along Adoue Street will significantly improve access to several key community destinations. This project will provide critical pedestrian connectivity to Alvin High School, allowing students to walk safely to and from school. It will also facilitate access to the Community Health Center, ensuring that residents can reach essential healthcare services without the need for a vehicle. Furthermore, the new sidewalks will serve families by connecting to a local day care center, multiple churches, and a variety of local businesses. By creating a continuous and safe pedestrian pathway, this project will support a more connected and accessible community, promoting healthier, more active lifestyles for all residents.

RELEVANT FUNDING OPPORTUNITIES

- + Safe Streets and Roads for All
- + RAISE Discretionary Grants | US Department of Transportation
- + Reconnecting Communities and Neighborhoods Grant Program | US Department of Transportation
- + H-GAC Transportation Improvement Plan (TIP) Call for Projects

IMPLEMENTATION PARTNERS

- + City of Alvin
- + TxDOT
- + H-GAC

Alvin Livable Centers Study Matrix

The projects and the potential funding opportunities are shown in this table as a way for the city to work plan future grant applications. Each of the projects and the likelihood of obtaining the recommended grant funds are provided in table below. For example, if the City is focusing on just the singular sidewalk projects, it will have a harder time being selected for RAISE grant funds than if the grant application ties in the three projects surrounding 2nd Street, on Bike Lanes, Roadway Realignment, and the Railroad Crossing.

Funding	Anticipated Release Date	Anticipated Due Date	Clean Streets	Evacuation Route Study	Emergency Preparedness	Street and Sidewalk Art	2nd Street Realignment	2nd Street Bike Lane	2nd Street Railroad Crossing and Pavement Markings	Talmadge Park Trail	Sidnor/ Sealy shared use connection to parks	Sealy Park Trails	Adame Park Trails and Sidewalks	Placemaking on Gordon Street	Pedestrian lighting near Oak Park	Local Market on Sidnor/ Sealy St.	Small Business Loan Program	Sidewalk Program
H-GAC Solid Waste Grant (Bi-annual)	March (2026)	May (2026)	High															
Keep Texas Beautiful	Fall	Fall	Medium															
Keep America Beautiful Community Grants	Winter	Winter	Low															
TERP Grant Programs - Texas Commission on Environmental Quality - www.tceq.texas.gov	Summer	Fall	High**															
Emergency Management Performance Grant FEMA.gov ;	Spring	Summer		Low	High													
Emergency Management Baseline Assessment Grant Program FEMA.gov	Summer	Fall			Low													
BRIC	Fall	Winter		Medium	Low													
Flood Mitigation Assistance Grant Program FEMA.gov	Fall	Winter		Low	Medium													
National Endowment of the Arts (NEA) - Our Town	Spring	Summer				Low								Low		Low		
NEA- Rural	Spring	Summer				Medium										Low		
Safe Streets and Roads for All	April	August-Planning May-Implementation					Medium	Medium	Medium									Medium
RAISE Discretionary Grants US Department of Transportation	November	January					Combined Projects = Med/High				Medium		Low					Low
Reconnecting Communities and Neighborhoods Grant Program US Department of Transportation	Summer	Fall							High		Low		Low					Low
H-GAC TIP Call for Projects	Fall	Winter					Combined Projects = Med/High			Medium	Medium	Medium	Medium		Low			Low
Local Parks Grants — Texas Parks & Wildlife Department	Open	August 1												Medium/High	Medium	Medium		
Farmers Market Promotion Program Agricultural Marketing Service (usda.gov)	Winter	Spring														Low		

Grant Summaries and Timelines

➤ **Houston-Galveston Area Council (H-GAC) Solid Waste Grant:**

(FY26/27 March 2026) This will fund solid waste implementation grants. Projects can include enforcement, collection events, source reduction, Solid Waste Management Plans, Household Hazardous Waste, Technical Studies, and Education and Training. Funding ranges from \$1,000 to \$300,000. Both clean-up events as well as financing trash/recycling bins have been successfully funded recently. Alvin has had success in the past with utilizing this funding source for recycling, most recently in 2020.

➤ **Keep Texas Beautiful:** (Fall) partnership with HEB to promote beautification projects throughout Texas. This has a focus on beautification, litter prevention, recycling, and waste reduction. Applicants are encouraged to partner with local schools, youth groups, and/or community organizations. Funding ranges from \$500 to \$3,000.

➤ **Keep America Beautiful Community Grants:** (December) Each year, Keep America Beautiful awards hundreds of thousands of dollars in community grants to affiliates, nonprofits, and local governments to implement projects that help build clean, green, and beautiful places for all to thrive and enjoy. There are two potentially applicable programs for funding.

1. Cigarette Litter Prevention program collects cigarette waste from public space and water ways and recycles it. Range of funding \$5,000- \$20,000.
2. Great American Cleanup is the nation's largest community improvement program to clean and beautify communities across the United States each spring. With a focus on community needs, the program activates KAB affiliates to remove litter and debris from roadsides, highways, shorelines, and waterways; plant trees, flowers, and gardens; beautify community spaces through art; lead community recycling efforts; and clean and restore nature trails, recreation areas, and playgrounds. \$500 to \$2,000.

➤ **This program is highly competitive.**

➤ **TERP Grant Programs - Texas Commission on Environmental Quality - www.tceq.texas.gov:**

If the clean-up program needs new equipment, the TERP program has multiple options to assist with new equipment. TCEQ (Texas Commission on Environmental Quality) funding is also available for alternative fuel stations for fleets and public electric charging facilities.

➤ **Emergency Management Performance Grants:** (April) The Emergency Management Performance Grant (EMPG) provides state, local, tribal, and territorial emergency management agencies with the resources required for implementation of the National Preparedness System and works toward the National Preparedness Goal of a secure and resilient nation. The EMPG's allowable costs support efforts to build and sustain core capabilities across the prevention, protection, mitigation, response, and recovery mission areas. All EMPG applicants must develop and submit a Work Plan approved by FEMA Regional Administrator before application. Applicants can apply for State total in project funds with a 50% match requirement. The evacuation routes would be best applied with the total plan.

➤ **Emergency Management Baseline Assessment Grant Program:**

(Varies March-August; Not yet released in 2024) The Emergency Management Baseline Assessment Grant (EMBAG) program provides non-disaster funding to support developing, maintaining, and revising voluntary national-level standards and peer-review assessment processes for emergency management and using these standards and processes to assess state, local, tribal, and territorial emergency management programs and professionals. This funding source is meant to provide support for emergency managers.

- **Building Resilient Infrastructure and Communities | FEMA.gov:** *(Fall)* The program's guiding principles are supporting communities through capability and capacity building; encouraging and enabling innovation; promoting partnerships; enabling large infrastructure projects; maintaining flexibility; and providing consistency up to \$50 million federal share per applicant through the National Competition. Must have Emergency Preparedness Plan approved by FEMA (Federal Emergency Management Administration). Recommended for implementation efforts identified in the Emergency Management Plan.

- **Flood Mitigation Assistance Grant Program | FEMA.gov:** *(Fall)* Flood Mitigation Assistance competitive selections focus on reducing or eliminating the risk of repetitive flood damage to buildings and structures insured by the National Flood Insurance Program (NFIP), and with NFIP-participating communities. Must have Emergency Preparedness Plan approved by FEMA. Recommended for implementation efforts identified in the Emergency Management Plan.

- **National Endowment of the Arts (NEA)- Our Town:** Our Town is the NEA's creative placemaking grants program. Through project-based funding, the program supports activities that integrate arts, culture, and design into local efforts that strengthen communities over the long term. Funding projects from \$25,000 to \$150,000 with a 50% cost share. The application requires meaningful and substantive community engagement. The applicant or partners must have 3 years of arts programming prior to the application. Requires a partner with an arts, design, or cultural entity.

- **NEA Citizen's Institute on Rural Design:** *(Spring 2025)* National Endowment for the Arts seeks rural communities of less than 50,000 to apply. This is a small \$6,000 award to engage the community in the creation of a focal art piece for the community. This program could help set up the community engagement required to be successful in the NEA -Our Town application.

- **Safe Streets and Roads for All (SS4A) Grant Program | US Department of Transportation:** *(Planning: Open due August 29)* Develop a comprehensive safety action plan (Action Plan). Conduct supplemental safety planning to enhance an Action Plan. Carry out demonstration activities to inform the development of, or an update to, an Action Plan. Perform planning, design, and development activities for projects and strategies identified in an Action Plan. Implement projects and strategies identified in an Action Plan that address roadway safety problems. Additional analysis is needed to determine eligibility and likelihood of funding.

- **RAISE Discretionary Grants | US Department of Transportation:** *(Due January 13, 2025, and 2026)* RAISE has funded many projects that incorporated utilizing a complete streets approach, including ADA-accessible sidewalks, and dedicated bicycle lanes. The goal of the RAISE program is to fund eligible surface transportation projects that will have a significant local or regional impact that advance the Departmental priorities of safety, equity, climate and sustainability, and workforce development, job quality, and wealth creation. Additional analysis is needed to determine benefit cost eligibility and likelihood of funding.

- **Reconnecting Communities and Neighborhoods Grant Program | US Department of Transportation:** *(Summer 2024)* Created to repair the harm caused by infrastructure choices of the past. This program looks to improve access to daily needs such as jobs, education, health centers, food, nature, and recreation. With Hwy 35 and the soon to be developed 99 there maybe additional connections may be required. This program promotes connecting the communities for non-vehicular modes of transportation around infrastructure like freeways and railroads.

- **Transportation Improvement Program | Houston-Galveston Area Council (H-GAC):** New projects are added to the TIP periodically, and a Call for Projects is conducted about every two years. The Transportation Improvement Program (TIP) is a fiscally constrained financial plan of transportation projects approved to receive federal funding over the next four-years. Projects selected for the TIP are priorities for the region in all surface transportation areas including transit, roadway and highways, bicycle and pedestrian, preventative maintenance, rehabilitation, and transportation operations.

➤ **Recreational Trails Grants -- Texas Parks & Wildlife Department:**

(Due February 1) TPWD (Texas Parks and Wildlife Department) administers the National Recreational Trails Fund in Texas under the approval of the Federal Highway Administration (FHWA). This federally funded program receives its funding from a portion of federal gas taxes paid on fuel used in non-highway recreational vehicles. The reimbursable grants can be up to 80% of project cost with a maximum of \$300,000 for non-motorized trail grants and a maximum award of \$500,000 for motorized (off-highway vehicle) trail grants. Funds can be spent on both motorized and non-motorized recreational trail projects such as the construction of new recreational trails, to improve existing trails, to develop trailheads or trailside facilities, and to acquire trail corridors.

➤ **Local Parks Grants -- Texas Parks & Wildlife Department:**

(Due August 1) The Local Park Grant Program consists of 5 individual programs that assist local units of government with the acquisition and/or development of public recreation areas and facilities throughout the State of Texas. The Program provides 50% matching grants on a reimbursement basis to eligible applicants. All grant assisted sites must be dedicated as parkland in perpetuity, properly maintained and open to the public.

➤ **Farmers Market Promotion Program | Agricultural Marketing Service**

(usda.gov): *(Due May)* FMPP offers four types of projects, 36-month Capacity Building, 36-month Community Development Training and Technical Assistance, 24-month Turnkey Marketing and Promotion, and 24-month Turnkey Recruitment and Training. Capacity Building projects range from \$50,000 to \$250,000, while Community Development Training and Technical Assistance projects range from \$100,000 to \$500,000. Each of the turnkey project options is available for a defined set of activities, with funding amounts ranging from \$50,000 and \$100,000.

➤ **America's Seed Fund Funding | SBIR.gov:** This site is great for assisting people looking to advance technology or a specific idea they are looking for start-up funds. The site assists people in identifying a participating agency or agencies in similar topic area and apply to a specific solicitation.

➤ **State and Federal Small Business Assistance Programs:** City of Alvin can partner with both State and Federal Small Business Assistance Programs to provide innovative approaches to Business development.

➤ **Consolidated Rail Infrastructure and Safety Improvements (CRISI)**

Program: The grant program supports a wide range of projects aimed at improving rail safety and infrastructure. Eligible projects include deploying safety technology, capital projects for passenger rail service, addressing congestion on rail corridors, improving highway-rail grade crossings, and more. Eligible recipients include public agencies, and others involved in rail-related activities.

➤ **Community Development Block Grant Mitigation Program (CDBG**

MIT): The Community Development Block Grant Mitigation (CDBG-MIT) Program funds pose a unique opportunity for eligible grantees to use this assistance in areas impacted by recent disasters to carry out strategic and high-impact activities to mitigate disaster risks and reduce future losses. In Texas, the General Land Office (GLO) receives MIT funds to disperse out to eligible recipients.



Kimley»Horn

