

May 2026



Friendswood Parkway Corridor Study



ACKNOWLEDGEMENTS

This Corridor Study could not have been possible without the involvement of the following partners and community Stakeholders. Their dedication to the project helped guide the project team into developing actionable recommendations.

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Agency Partners

TxDOT
City of Friendswood
Galveston County
Brazoria County

Focus Group

Randy Hale
Patty Steinke
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Steering Committee

Brazoria County: Matt Hanks
Galveston County: Michael Shannon
TxDOT Houston District: Jeffrey English
TxDOT Brazoria Area: Rajendra Hada, Ana Ramirez Huerta
City of Pearland: Rajendra Shrestha, Yolci Ramirez
City of Friendswood: Jildardo Arias, Heather Van Dine, Chase Bains,
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Hailee Medwedeff
BAYTRAN: Amy Skicki



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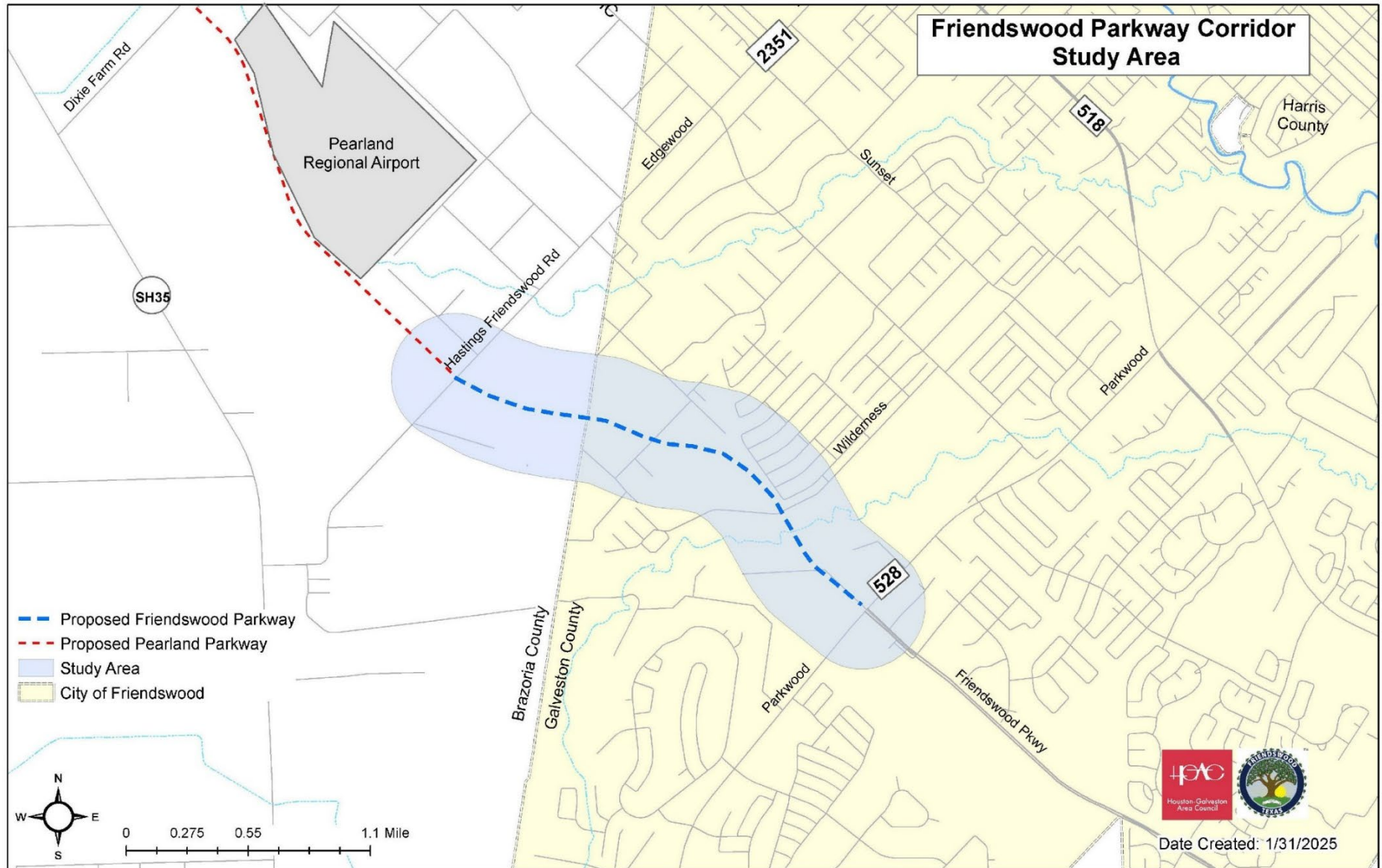
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BAYTRAN:	Amy Skicki



Study Area Image





Executive Summary



Executive Summary

The Friendswood Parkway Corridor Study was initiated to address existing and future transportation challenges in the southern portion of the City of Friendswood while proactively planning for growth, safety, and multimodal connectivity. Conducted in partnership with the Houston-Galveston Area Council (H-GAC), the study followed a structured, data-driven, and community-informed process to identify a preferred corridor alignment and roadway cross section design that supports mobility, resilience, and long-term implementation.

The project was organized around five main tasks that helped guide the study from start to finish. These included:

- 1) **Literature Review** summarizing relevant plans and best practices
- 2) **Issues and Needs Assessment** to understand current and future transportation challenges
- 3) **Public Engagement** effort to hear directly from the community
- 4) **Alternative Analysis** of potential alignments and roadway cross sections
- 5) Development of an **Implementation and Funding** strategy.

Together, these steps created an open and collaborative process that allowed the team to build a clear, practical plan and establish a flexible framework to guide future decisions and investments as Friendswood continues to grow.

APPROACH



Literature Review



Issues and Needs
Assessment



Public Engagement



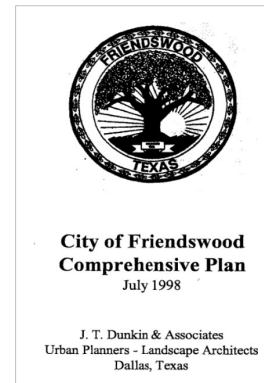
Alternative Analysis



Implementation and
Funding

Literature Review

The Study began with a comprehensive literature and policy review to ensure alignment with local, regional, and state planning efforts. Key documents included the H-GAC 2045 Regional Transportation Plan, City of Friendswood Thoroughfare Plan, Comprehensive Plan, Design Criteria Manual, and recent traffic impact analyses. This step confirmed the long-standing need for an east–west transportation corridor connecting Farm to Market (FM) 2351, FM 528, and adjacent jurisdictions while reinforcing consistency with adopted plans.



Issues and Needs Assessment

An Issues and Needs Assessment was then conducted to evaluate existing transportation conditions and anticipated future demands. This analysis highlighted opportunities to improve east–west connectivity, address congestion along parallel corridors such as FM 518 and FM 528, enhance safety along high-injury roadways, and expand multimodal options in the southern portion of the city. Travel behavior data also indicated a highly auto-dependent environment, reinforcing the importance of providing additional route options and improving overall network connectivity and resilience.



Auto
Dependence

75% of Commuters Drive
Alone



Growth
Pressure

New Development
Expected along
Corridor



Multimodal
Gaps

Limited Sidewalk
and Bike
Connectivity



Congestion

FM 518

Operates at Poor Level of Service

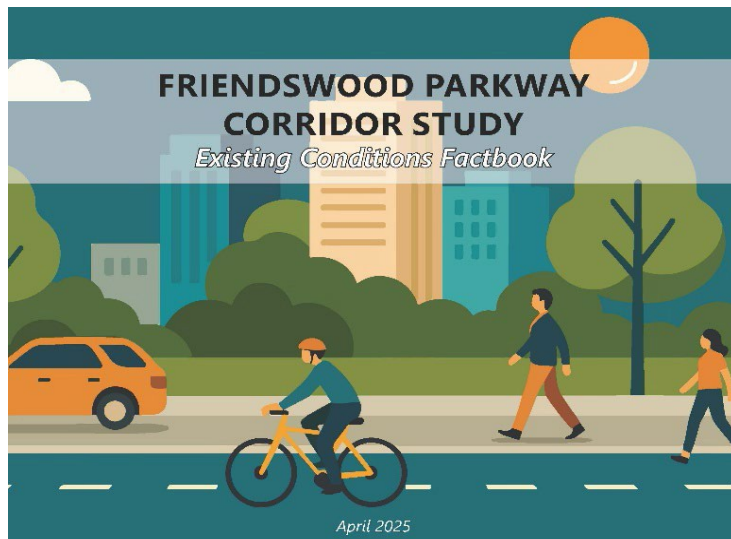


Congestion

High-Injury
Corridors Remain
Overburdened

This Study primarily focused on engaging three different groups to expand participation in this process as much as possible. The Steering Committee was composed of non-elected state and local governmental and non-governmental representatives from the City of Friendswood, City of Pearland, Brazoria and Galveston Counties, H-GAC and Texas Department of Transportation (TxDOT). Post study, this group will collaborate and form partnerships and move towards plan implementation. The Focus Group was composed of non-governmental representatives and characterized as a Citizen Group. The Community wide meetings were attended by the general public at large.

The public engagement strategy for the study centered around community collaboration. Through a variety of methods and formats, the study team gathered input from citizens who were interested and concerned about mobility in the Cities of Friendswood and Pearland. Record of all meetings, interviews, and discussions conducted were provided to the H-GAC in a meeting summary report documenting the public engagement process for the meeting. In addition, the study team utilized the Engage H-GAC website as a platform to update and inform people about the study, its progress, and share reports and feedback shared from stakeholder/public engagement.

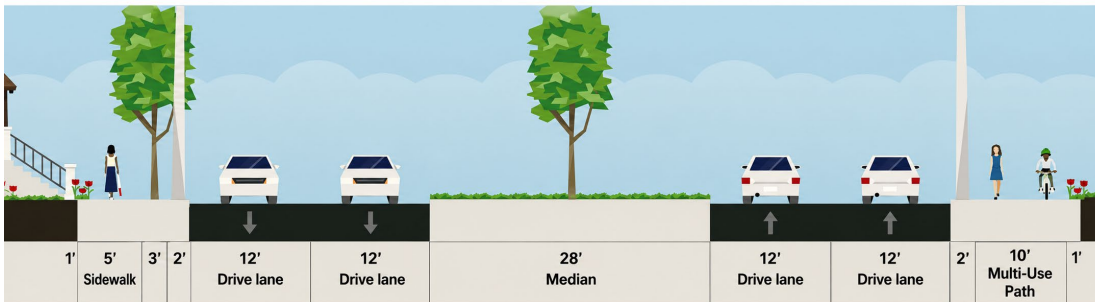


Alternative Analysis

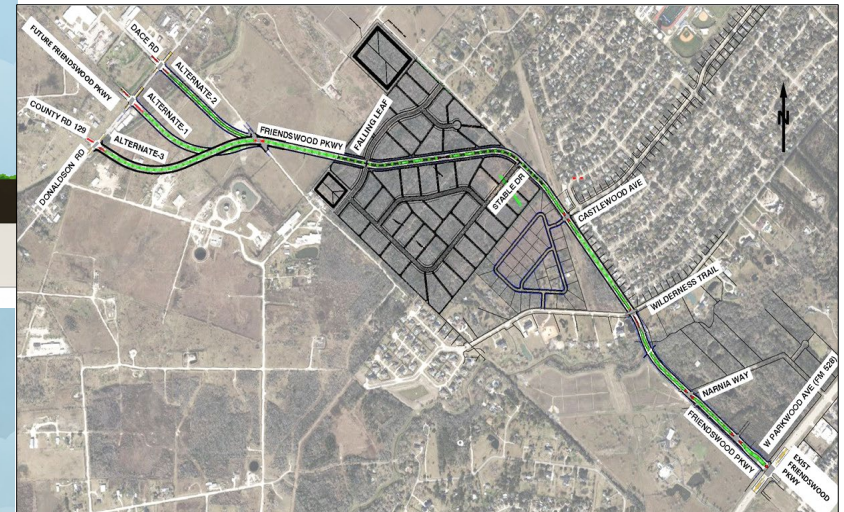
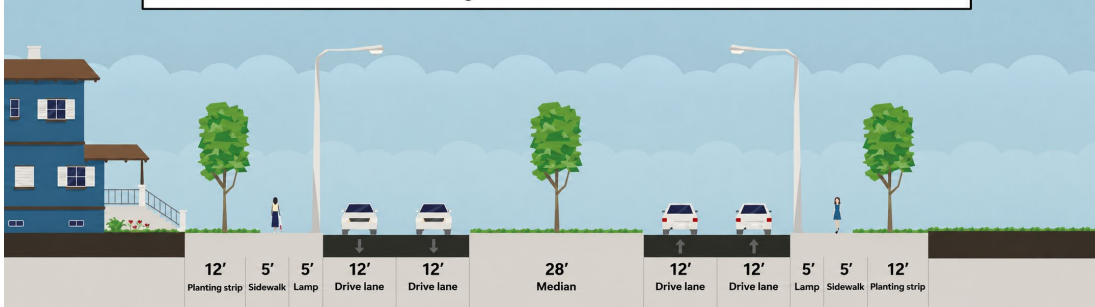
The core of the Study was the Alternatives Analysis, which evaluated three potential corridor alignments and three roadway cross-section options. Alternatives were assessed using a transparent scoring framework tied to project goals developed with input from the steering committee, focus groups, and the public. Performance criteria included connectivity, congestion relief, multimodal accommodation, and emergency evacuation functionality. Traffic operations modeling was conducted for existing conditions and future year 2045, with and without the proposed parkway, to quantify system-wide benefits and identify remaining intersection improvement needs.

Based on this evaluation, the Study identified a Preferred Alternative consisting of Alignment 1, which connects to the future Pearland Parkway to form a continuous regional corridor, paired with Cross-Section B, a four-lane divided roadway with sidewalks and a shared-use path. This alternative best met the Study's goals by enhancing regional connectivity, relieving congestion on parallel corridors, supporting multimodal travel, and improving evacuation capacity.

Friendswood Parkway Alt Cross Section B (100' ROW)



Friendswood Parkway Alt Cross Section A (120' ROW)



IMPLEMENTATION AND FUNDING

The final phase of the Study focused on implementation and funding. An Implementation and Funding Plan was developed to define implementation partners, assign corridor segments, establish realistic phasing timelines, and identify potential local, state, federal, and private funding sources. Short-term and mid-term strategies were established to align with development activity and funding availability, allowing the corridor to be implemented incrementally while preserving the long-term vision, see **Table 1**.

Overall, the Friendswood Parkway Corridor Study highlights the importance of this corridor as a key transportation investment for the region. Through detailed analysis, robust stakeholder engagement, and strong alignment with adopted plans, the study demonstrates how the corridor can enhance safety, improve mobility, and strengthen connectivity between Friendswood and surrounding communities. The study also provides the City of Friendswood with a clear path forward to support future growth while advancing regional coordination.

Table 1: Friendswood Parkway Corridor Implementation Assignments

#	Corridor Segment	Timeline	Costs	Responsible Party	Funding Source
1	Intersection of FM 2351 (Brazoria County Road 129) and Friendswood Parkway	Mid-Term	~	Brazoria County and/or Developers	Local General Obligation Bonds, Public Private Partnerships, and State and or Federal Grants
2	Segment between FM 2351 (Brazoria County Road 129) and the Brazoria and Galveston County Line	Mid-Term	~	Brazoria County and/or Developers	Local General Obligation Bonds, Public Private Partnerships, and State and or Federal Grants
3	Between Brazoria and Galveston County Line to Wilderness Trail	Short-Term to Mid-Term	~	City of Friendswood and or Developers	General Obligation Bonds, Public Private Partnerships, and State and Federal Grants, Tax Increment Reinvestment Zone (TIRZ)
4	Bridge Class Culvert Crossing at Chigger Creek	Short-Term to Mid-Term	~	Galveston County	General Obligation Bonds
5	Segment between Wilderness Trail and FM 528	Short-Term	~	Galveston County	General Obligation Bonds
6	Intersection FM 528	Short-Term	~	City of Friendswood and/or Developers	General Obligation Bonds, Public Private Partnerships, State and Federal Grants, TIRZ