



STAFF REPORT

MEETING DATE: February 24, 2025

TITLE: Conduct a public hearing, consider, and act to remove all references to the gridded street network and replace with the previously adopted Chapter 5 Thoroughfare Plan, and move to include on the March 4, 2025 Special City Council Agenda for the first reading.

AGENDA ITEM SUBMITTED BY:

Submitted by: Andres Rosales, Assistant City Manager

BACKGROUND/HISTORY:

The Transportation Master Plan was adopted in February 2017 and was subsequently amended with the adoption of the Bastrop Building Block (B3) Code in November of 2019. The proposed amendments to the Transportation Master Plan are to rectify the intent of the B3 code to a gridded street network in all new development.

A published notice was placed in the Elgin Courier on January 29th and sent mailed notices to all property owners within the City Limits and within 200 feet of City Limits, in accordance with the B3 Code Technical Manual.

Currently, every development is required to follow a mandatory gridded street network, the intent was to make smaller blocks that allowed for walkability and slowed down, or eliminated vehicular traffic.

“The City will.....Create a framework of transit, Pedestrian, and bicycle systems that provide alternatives to the automobile” B3 Code Intent, Page 12 of 249

When the grid street requirement is in place with little or no flexibility, it can be challenging to plan a site that matches the grid requirement. For example, Alta Trails Apartments were required to meet the grid requirement. This led to a public street being constructed between two buildings of the same apartment complex. This is a street that the city now has to maintain that goes through a private development.

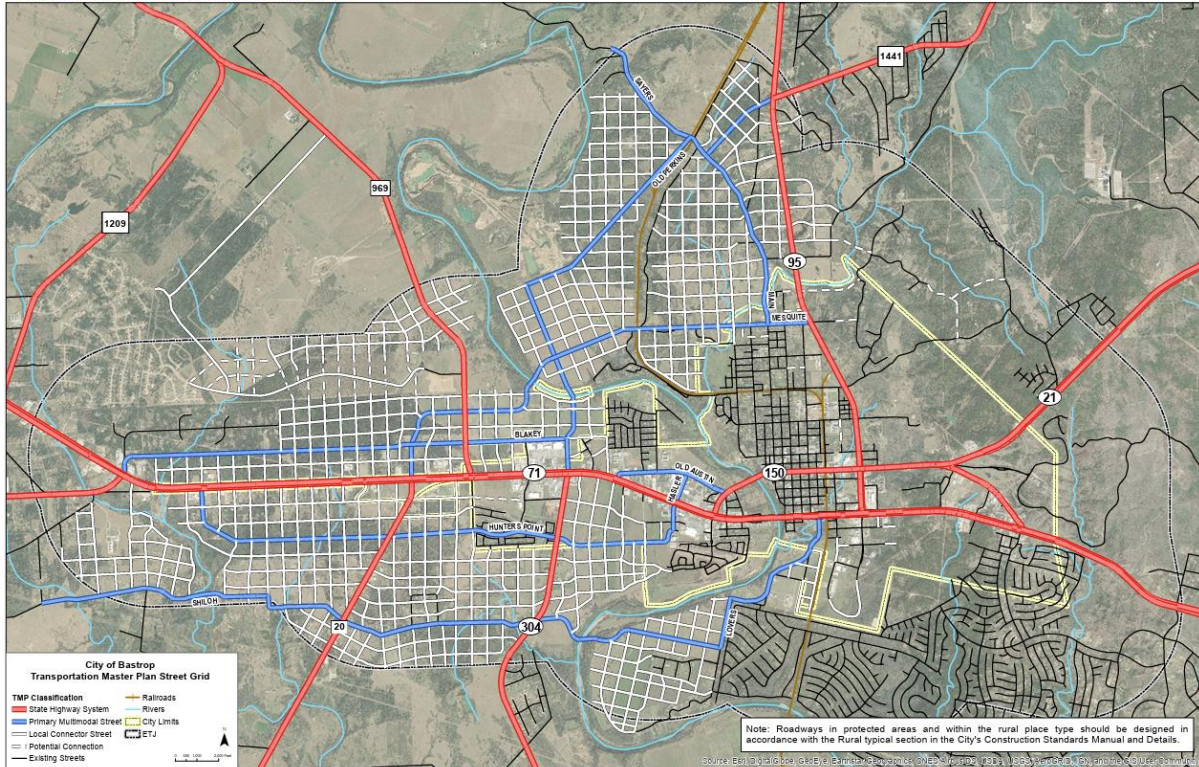
The overabundance of public streets creates more maintenance than is required for the City to fund. When a public road runs through commercial development, it is a burden on the residents of the city because of the maintenance that is associated with those roads. Current cost estimates for a 1 mile, 25ft street section are \$1 million dollars. While this is a development cost, the dedication to the City once the road is complete will require additional maintenance dollars for repair and maintenance. Additionally, this much asphalt creates a heat effect, and the stormwater runoff within the street system causes unnecessary pollutants into surrounding bodies of water.

There are other factors that do not always allow for a grid block such as land acquisition and topography that make the grid street requirements less feasible.

- Remove the Chapter 5 Thoroughfare Plan that was adopted in November of 2019.
- Replace with the Chapter 5 Thoroughfare Plan that was previously adopted in February of 2017.

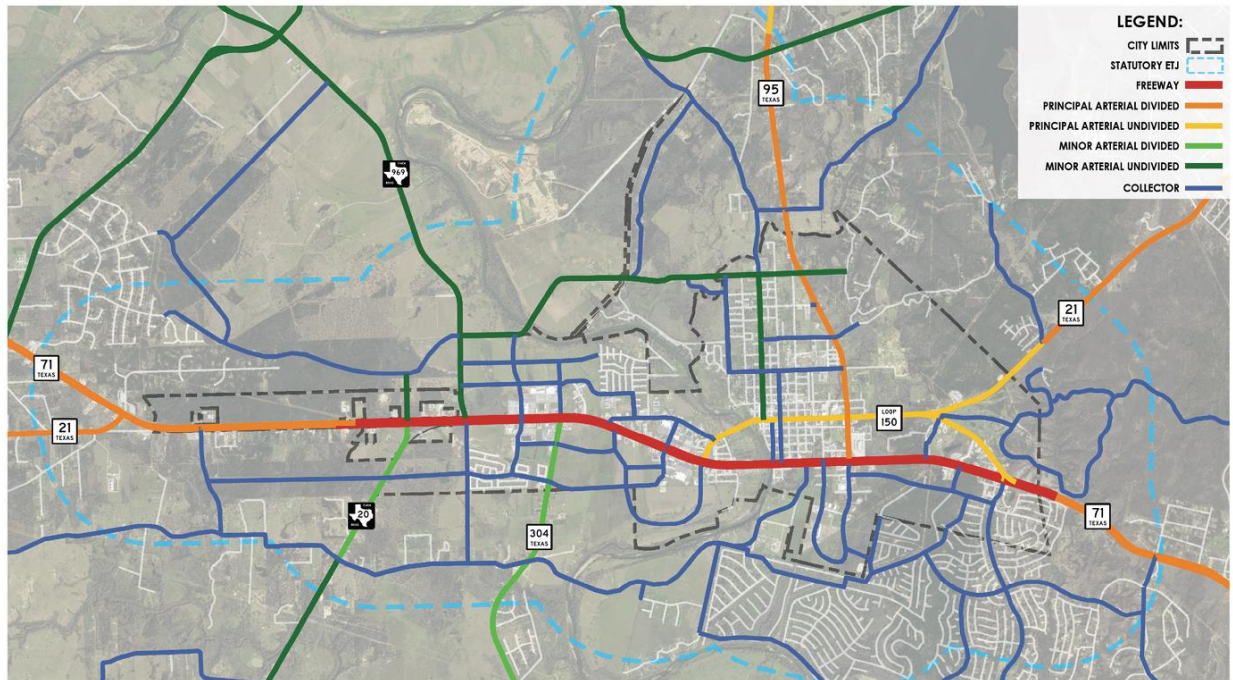
The currently adopted Chapter 5 Thoroughfare Plan appears as follows with the white shown as the gridded network and the additional lane miles to maintain.

Map 5.1: 2040 Major Thoroughfare Map, City of Bastrop TMP



The previously adopted Chapter 5 Thoroughfare Plan showed only major and minor arterials, as well as connectors leaving the ability to create a meaningful and intentional street network to ease traffic concerns.

Map 5.1: 2040 Major Thoroughfare Map, City of Bastrop TMP



FISCAL IMPACT:

None

RECOMMENDATION:

Recommend the amendments as proposed by staff to replace the Chapter 5 Thoroughfare Plan with the previously adopted Chapter 5 Thoroughfare Plan.

ATTACHMENTS:

1. Current Bastrop Transportation Master Plan Chapter 5
2. Previous Bastrop Transportation Master Plan Chapter 5