

**RESOLUTION NO. R-2026-76**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BASTROP, TEXAS, COMMITTING TO ZERO ROADWAY FATALITIES AND SERIOUS INJURIES; ADOPTING THE SAFE STREETS AND ROADS FOR ALL (SS4A) CITY OF BASTROP SAFETY ACTION PLAN; PROVIDING FOR A REPEALING CLAUSE; AND ESTABLISHING AN EFFECTIVE DATE.**

**WHEREAS**, pursuant to Texas Local Government Code Section 51.001, the City of Bastrop ("City") has general authority to adopt an ordinance, resolution, or police regulation that is for the good government, peace, or order of the City and is necessary or proper for carrying out a power granted by law to the City; and

**WHEREAS**, the Bastrop City Council recognizes that traffic fatalities and serious injuries are preventable and that no loss of life on our roadways is acceptable; and

**WHEREAS**, the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) program supports local initiatives aimed at eliminating roadway fatalities and serious injuries through a Safe System Approach; and

**WHEREAS**, the City of Bastrop has adopted the vision of the Bastrop County Safety Action Plan: "All streets and roads in Bastrop County are safe, accessible, and well-connected for all road users of all abilities – pedestrians, cyclists, transit users, and drivers"; and

**WHEREAS**, City of Bastrop staff and local partners are participating in the development of the City of Bastrop Safety Action Plan to identify high-risk areas, analyze crash data, engage stakeholders, and outline strategies to continually enhance transportation safety.

**NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Bastrop, Texas, that:**

**Section 1.** The City of Bastrop Council commits to reducing fatalities and serious injury crashes by 50% by 2035 and by 100% by 2050, aligning with the objectives of the SS4A program and Texas Road to Zero.

**Section 2.** The City Council will monitor and periodically report on progress toward the road to zero goal; and

**Section 3.** The City Council adopts the City of Bastrop Safety Action Plan and intends to implement projects, strategies, and policies from the plan.

**Section 5. Repealing Clause.** All resolutions, parts of resolutions, or provisions in conflict with the provisions of this Resolution are hereby repealed to the extent of such conflict.

**Section 6. Effective Date.** This Resolution shall take effect immediately upon its passage and approval.

**PASSED, APPROVED, AND ADOPTED** by the City Council of the City of Bastrop, Texas, on this the 12<sup>th</sup> day of May, 2026.

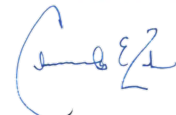
**APPROVED:**

by:   
Ishmael Harris, Mayor

**ATTEST:**

  
Michael Muscarello, TRMC, CMC, CPM  
City Secretary

**APPROVED AS TO FORM:**

  
City Attorney  
Denton Navarro Rocha Bernal & Zech, P.C.



# Safe Streets For All

## City of Bastrop Safety Action Plan

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# Safe Streets For All City of Bastrop Safety Action Plan

## Background

The Texas Transportation Commission (TTC) set the first statewide, official roadway safety goal in Texas to reduce the number of deaths on Texas streets and roads. Called the [Road to Zero Goal](#), it is designed to reduce and eventually eliminate transportation-related deaths and provides guidance to the Texas Department of Transportation and other agencies that wish to address this serious issue. By the year 2035, the TTC and TXDOT are working towards reducing fatalities and injuries by half; by 2050, the goal is to reduce these numbers to zero. Since its inception in May 2019, a growing number of regional, county, and local agencies in Texas have adopted the same or similar goals in support of the TTC and TXDOT's efforts.

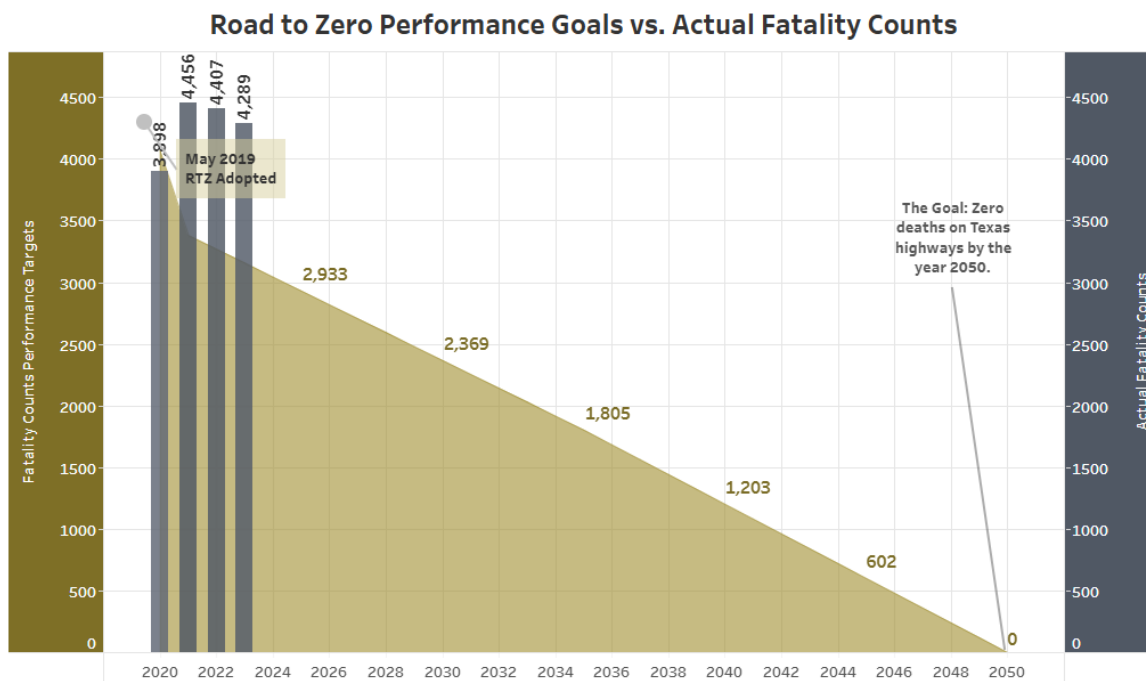


Figure 1: TXDOT Road to Zero Goals and Actual Counts (source: [TXDOT Traffic Safety Data Portal](#))

Bastrop City Council adopted the CAMPO Bastrop County [Safe Streets for All Safety Action Plan](#) on 03/11/2025 (approval of Ordinance No. 2025-23 on second reading). In 2025, Bastrop County also adopted the Safe Streets for All Safety Action Plan. This Plan was a result of a two-year effort through the Capital Area Metropolitan Planning Organization (CAMPO) to examine and design solutions to these issues. Like Bastrop

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County, the City of Bastrop has recorded the increase over time in total number of crashes from 2019 to 2025 – primarily attributable to the tremendous growth in the City and County.

The City of Bastrop follows Bastrop County in its commitment to reducing crashes and crash severity by seeking infrastructure, culture, and systemic changes that have been proven to make a difference.

### 1. Leadership Commitment and Goal Setting

The City of Bastrop is committed to an eventual goal of zero roadway fatalities and serious injuries. Goal 4 of the 2016 [City of Bastrop Transportation Master Plan](#) (TMP) is 'Improve the safety of the Bastrop transportation system for all users: Providing safe and convenient travel options means prioritizing improvements that will reduce the number or rate of vehicular or pedestrian/ bicycle crashes.' This Plan was updated on 3/11/2025 (Ordinance No. 2025-23).

To that end, the Bastrop City Council has established a Steering Committee to revisit and update the TMP and has set a goal of reducing fatalities and serious injury crashes by 50% by 2035 and by 100% by 2050, aligning with the objectives of the SS4A program and Texas Road to Zero. With the expectation of a continuing tremendous growth trend in the City and County, countering the increase in fatalities and injuries will require additional city focus and community involvement and publicly commits to an eventual goal of zero roadway fatalities and serious injuries.

Like Bastrop County and CAMPO, the City of Bastrop is committed to working with key strategies – safer roads, safer road users, and safer alternatives – to reach objectives in those three categories:

- 1) Safer Traffic for All
  - a. Reduce the number of fatal and serious injuries related to roadway and lane departure crashes and angle collisions
  - b. Reduce the number and severity of crashes at intersections or related to intersections that result from disregarding traffic rules
  - c. Reduce the number and severity of crashes in dark, unlighted conditions
  - d. Reduce the number and severity of crashes linked to speeding, distracted driving, and impaired driving due to alcohol or drugs, particularly during late-night and early-morning hours
  - e. Coordinate with Bastrop County and TxDOT to reduce the number and severity of crashes on County- and state-owned facilities, along major highways, and at intersections involving on-system roadways

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- f. Reduce the number of fatal and serious injury crashes involving bicycles and pedestrians
- g. Reduce emergency and incident response time to crash events
- 2) Fostering a Culture of Safety
  - a. Introduce enforcement and educational campaigns in the City of Bastrop to reduce the number of people who choose to drive under the influence of alcohol or other drugs, and to reduce distracted driving, driving under the influence, aggressive driving, and speeding
  - b. Educate the public on their role in keeping their streets and roads safe to create a prosocial traffic safety culture
  - c. Educate younger and older drivers on safe transportation practices
  - d. Work with transportation professionals and key decision-makers to promote best practices related to traffic safety
- 3) Reducing Risk Exposure through Active Transportation and Transit
  - a. Connect key corridors so that pedestrians, cyclists, and transit users have safe access and connections to all parts of the region
  - b. Work with CARTS and other partners to promote and improve access to and knowledge about their safe, efficient, reliable, and well-connected transit system
  - c. Provide safe and frequent roadway crossings for pedestrians and cyclists
  - d. Consider developing a network of bicycle and pedestrian paths and sidewalks that would be safe and well-used

The resolution committing the Council and staff to this goal is provided in Appendix A.

## 2.Planning Structure

The study area for this plan includes the area inside Bastrop City Limits as well as the major roads and intersections within the Extraterritorial Jurisdiction (ETJ). The City of Bastrop's Vision Zero safety plan and ongoing safety planning efforts are in alignment with the [Bastrop County Safety Action Plan](#) (adopted by City Council in 2025). It is also an extension of the 2016 TMP, which has set the goal of reducing traffic crashes as among its top priorities. Goal #4 of the current TMP (2040 Plan) is "Improve the safety of the Bastrop transportation system for all users" and prioritizes improvements that will reduce the number and rate of vehicular or pedestrian/bicycle crashes. This goal is also integrated into the Comprehensive Plan. Since 2016, the City of Bastrop has been concentrating efforts on revising development codes and establishing the [2023 Parks and Recreation Master Plan](#) (adopted by [resolution](#) in 2024).

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The City officially began the process to update the Transportation Master Plan on March 11, 2026, through communication with a third-party traffic engineer to update traffic data (current level of service and projected by 2040).

The Steering Committee for the TMP Update is in the process of being formed with the first meeting estimated to be in June 2026 and will meet monthly. The Steering Committee will be formed by the City Council and be made up of one staff member from several City Departments including planning, engineering, parks and recreation, EDC, fire, and streets and drainage, members of the Planning and Zoning Commission, City Council, experts in traffic engineering, local public transportation, TXDOT, and citizens of the City of Bastrop.

As a part of the TMP update, the city is also evaluating most recent safety data, including crash data (based on TxDOT CRIS and Bastrop PD reports) by injury type and GIS Department has begun mapping this data within the city limits of Bastrop on 4/22/2026 in preparation of upcoming Steering Committee meetings.

The CAMPO Bastrop County transportation safety goals and objectives were established through research and analyses of the roadway safety goals, objectives, and strategies that have been priorities at the federal, state, regional, and local levels. Throughout the United States, planners, engineers, bureaucrats, and the public at large are committed to reducing and ultimately eliminating the unnecessary risks associated with fatalities and serious injuries resulting from vehicular crashes on our streets and roadways. These efforts included robust public participation and steering committee components to ensure that the community has had their voices heard in establishing projects and setting priorities.

Moving forward in the interest of developing, implementing, monitoring Plan progress as well as streamlining and standardizing public participation and engagement procedures, the City of Bastrop has identified several people to serve on a new Transportation Safety Steering Committee. This group was established by resolution on May 12, 2026 (see Appendix B). The purpose of this group will be to update the TMP and establish a regular schedule to monitor and evaluate progress. The steering committee will include a representative from each department, council, P&Z Commission, boards, Bastrop County, BISD and citizens. See Section 4 for details about the people and roles to be included in the Steering Committee.

### 3. Safety Analysis

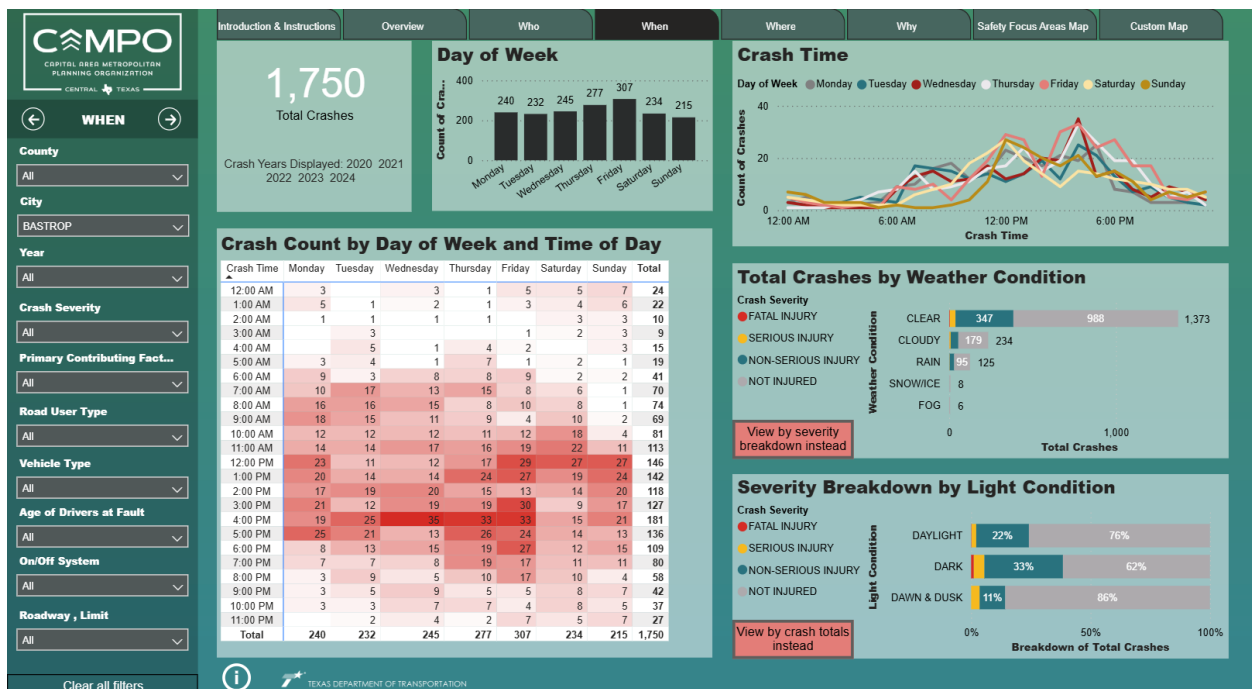
Using the [CAMPO Crash Dashboard](#), it is clear that the City of Bastrop has some work to do to achieve the Zero by 50 Goal. On average from 2019-2024 shown on the CAMPO Dashboard plus 2025 data on the TxDOT Crash Facts website, the City of

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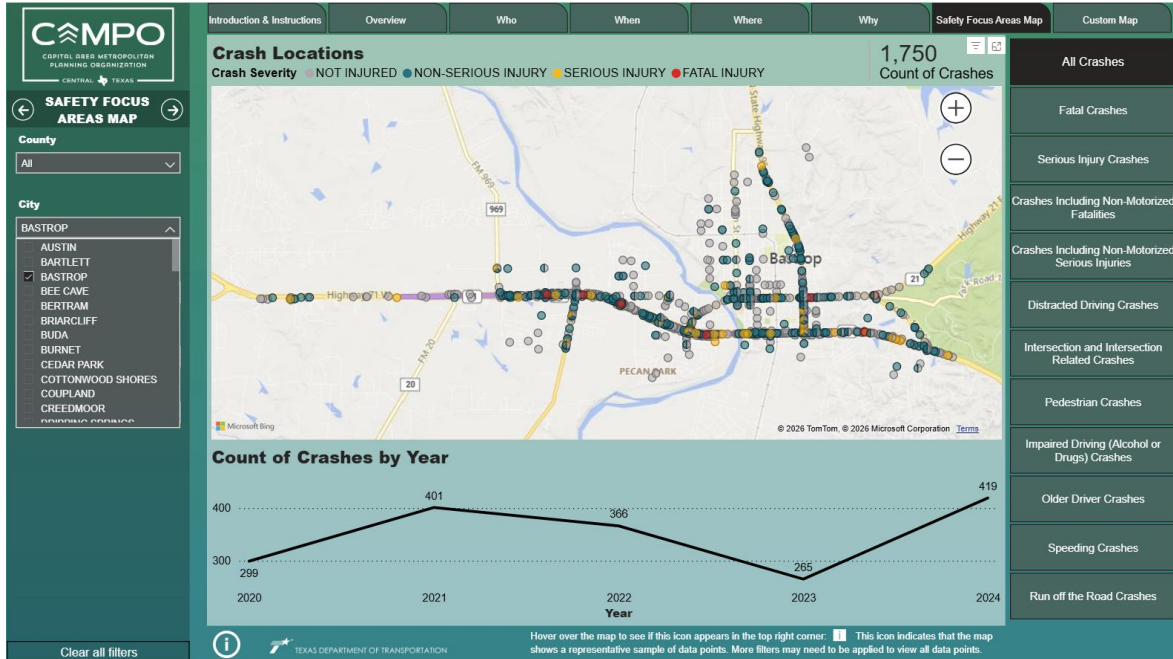
Bastrop has averaged 366 crashes each year, with a generally increasing trend line over those six years.

The images below come directly from the Dashboard, and show the locations, severity, contributing factors, and crash types. These also provide a baseline level of crashes and hotspot/high risk locations of crashes in city limits.

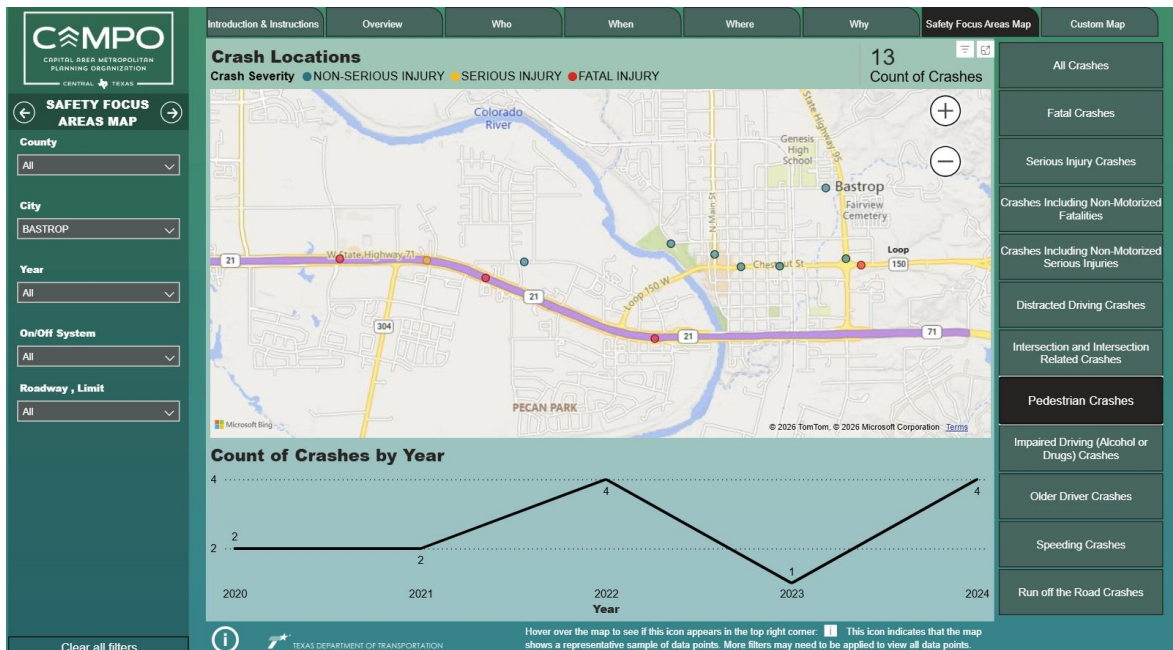
Crash frequency varies significantly by the time of day with the highest concentration of crashes occurring during afternoon and early evening hours. These peaks align with commuting periods, suggesting congestion, higher traffic volumes, and driver fatigue as contributing conditions. This pattern is especially relevant given that Bastrop is located along a major travel corridor connecting to Austin, resulting in significant daily commuter traffic. Bastrop also serves as a local employment center, generating both inbound and outbound traffic flows. This dual role increases roadway demand during peak hours, contributing to elevated crash frequency during typical commute times.



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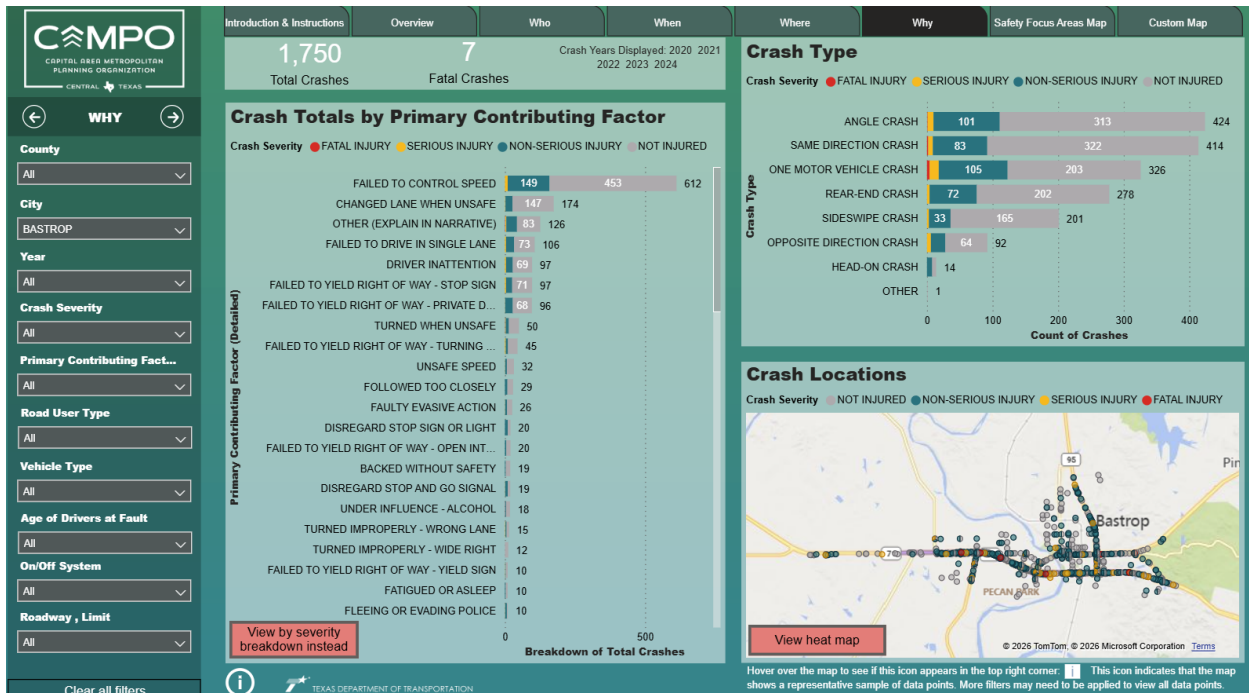
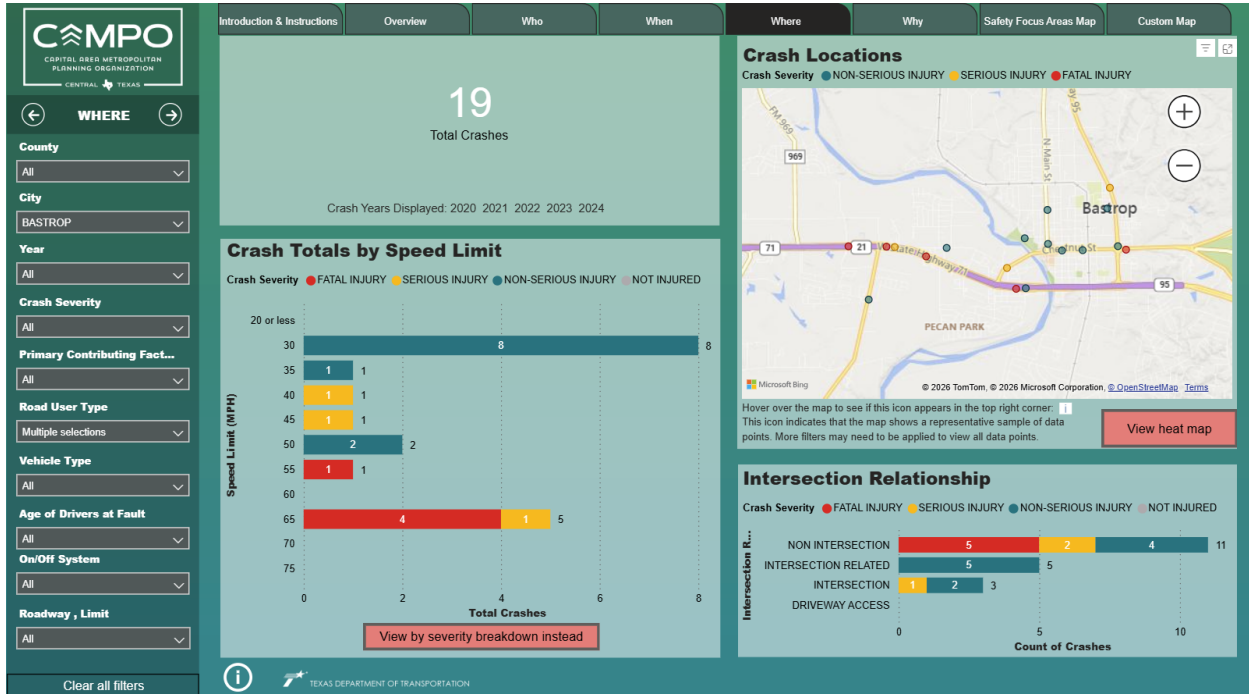
Several pedestrian crash points are located at intersections, suggesting that intersection-related conflicts are a key safety concern.



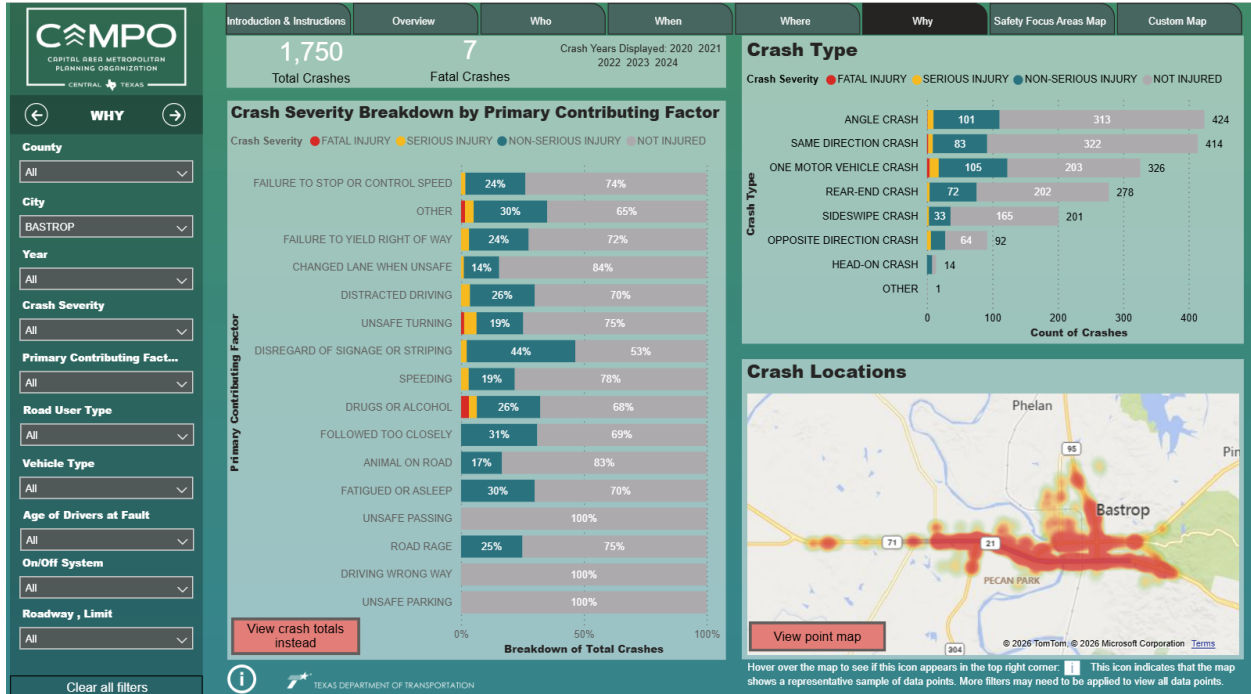
CAMPO’s Crash Total by Speed Limit Dashboard demonstrates that speed limits are critical contributors to crash severity in Bastrop. The City has adopted ordinances to

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reduce speed limits based off TxDOT recommendations along the major corridors within city limits such as SH 304, SH 21 frontage, and FM 969.

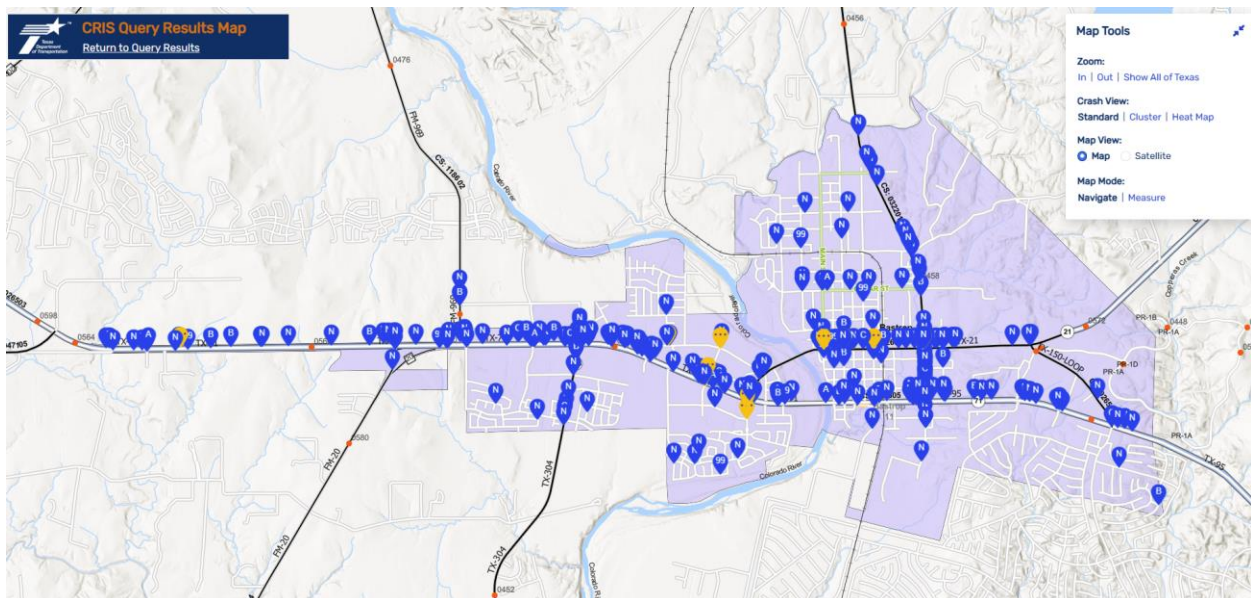


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## 2025 TxDOT Crash Facts (Query for 2025, Bastrop County, City of Bastrop)

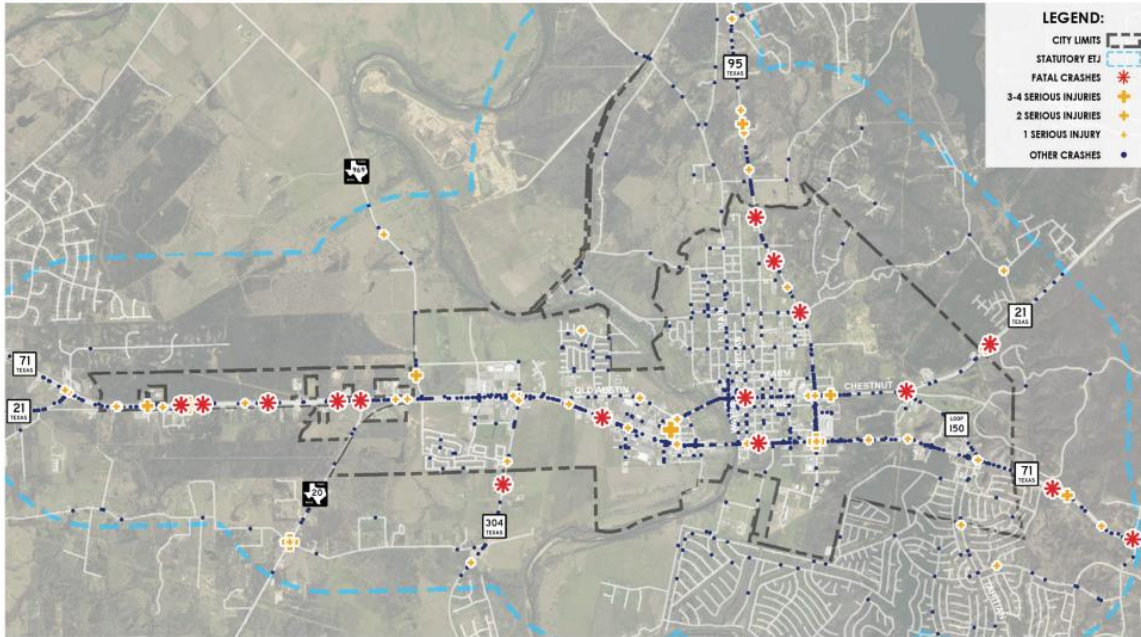
446 Crashes containing 905 Units and 1,183 Persons.



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Historically, these crash hotspots are very similar to the trends seen in the City of Bastrop 2016 Transportation Master Plan (image below).

Map 2.6: Crash Locations by Injury Type, Bastrop & ETJ (2010 - 2015)



## Bastrop County Safety Action Plan (page 22)

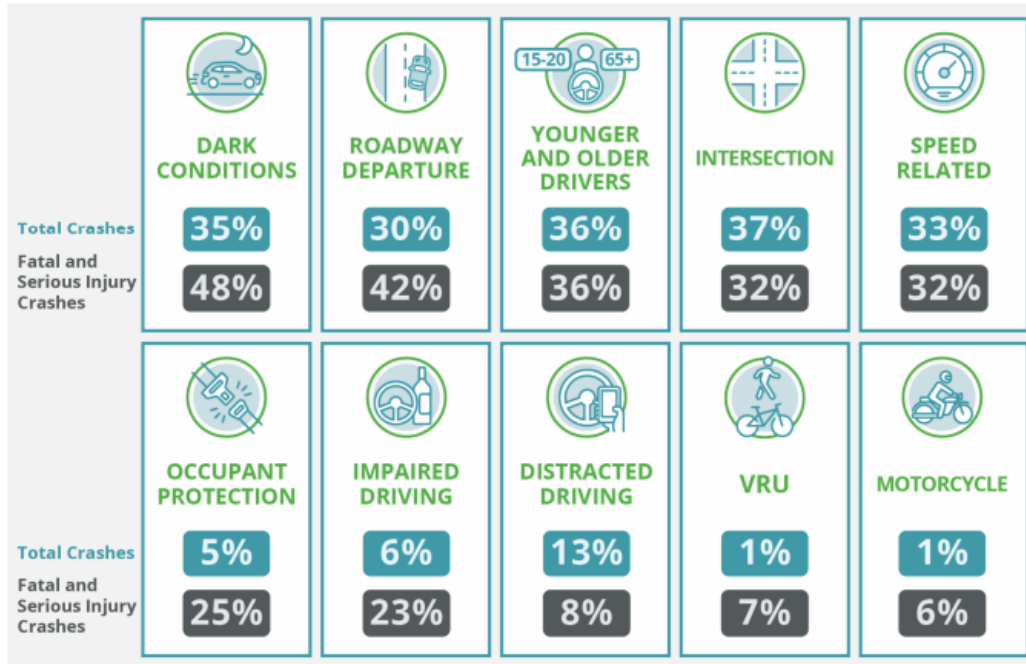


FIGURE 9: EMPHASIS AREAS WITH THE MOST REPORTED FATAL AND SERIOUS INJURY CRASHES IN BASTROP COUNTY (2019 - 2023)

## 4. Engagement and Collaboration

In the runup to the Bastrop County Transportation Master Plan of 2016, public involvement, and the Steering Committee in particular, was a major component to ensure that the Plan was solid and reflected community needs and implementable solutions. More recently, the Capital Area Metropolitan Planning Organization engaged with the public throughout Bastrop County in two rounds of public participation during 2024-2025 in an effort to create the [August 2025 Bastrop County Safety Action Plan](#) (see Table 4.1 below).

*Table 4.1: Transportation Program Public Participation*

Public Participation Program	Date(s)	# Attendees
City of Bastrop Transportation Alternatives Grant Program (application not submitted)	2/11/2025	
CAMPO Bastrop County Safety Action Plan In-Person at Heroes & Hotrods in Bastrop	11/9/2024	~350 attendees at events and survey respondents
CAMPO Webpage / Social Media	10-11/2024 & 2-4/2025	
CAMPO Media Release and Emails	10/2024 & 2-3/2025	
City of Bastrop Public Open House (planning process for the Transportation Master Plan)	9/3/2015	
City of Bastrop Visioning Workshop (planning process for the Transportation Master Plan)	10/7/2015	
City of Bastrop Online Stakeholder Engagement (planning process for the Transportation Master Plan)	Throughout 2015	950
City of Bastrop Final Transportation Master Plan Open House	10/2015	

In the interest of developing, implementing, monitoring Plan progress as well as streamlining and standardizing public participation and engagement procedures, the City of Bastrop has identified several people to serve on a new Transportation Safety Steering Committee. This group was established by resolution on May 12, 2026 (see Appendix B). This group will meet quarterly for the first year and at least semi-annually thereafter to ensure that the City has stakeholder and citizen input and expertise in Plan development, implementation, and evaluation/monitoring of Plan progress. This steering committee was discussed in relation to updating the TMP but will be tasked to work with the City in connection with this Safety Action Plan as well.

*Table 4.2: SS4A Steering Committee*

Name	Title	Organization	Role
Brittany Epling	Senior Planner	City of Bastrop Development Services Representative	Expertise in planning / engineering / construction
Elizabeth Wick	Project Manager	City of Bastrop Engineering Department Representative	Expertise in planning / engineering / construction
Jason Alfaro	Director of Parks & Recreation	City of Bastrop Parks & Recreation Representative	Communication with the public and connection with Parks system

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Name	Title	Organization	Role
Lance Dodge	Director of Streets and Drainage	City of Bastrop Streets & Drainage Representative	Expertise in planning / engineering / construction
Mayor	Councilmember	City of Bastrop City Council Representative	Communication with and rep. for the public
Chair of P/Z	Commissioner	City of Bastrop P&Z Commission Representative	Communication with and rep. for the public
Jill Strube	Business & Community Dev.	EDC Representative	Grants administration and public participation
Chair of Main Street	-	Main St Advisory Board Rep.	Public participation
Chair of Parks Board	-	Parks Board Representative	Rep. of community connected to Parks
Chair of HLC	-	Historic Land Commission Representative	Rep. for historic places, place-making, and interests
Becki Womble	Executive Director	Chamber of Commerce Rep.	Local business interests
Dr. Kristi Lee	Superintendent	BISD Representative	School interests
TBD	-	Bastrop County Rep.	Provides expertise in intersection of work between City and County
TBD	Citizen	Citizen at Large	Rep. for community
TBD	Citizen	Citizen at Large	Rep. for community

*Excerpt from the 2016 TMP*

### **Stakeholder Comments**

Safety has been a main topic of conversation in all discussions with local stakeholders and the public. The following points provide a summary of the main safety concerns identified through the project team’s outreach efforts.

- School bus safety is a major concern for multiple stakeholders. The main concerns are a lack of pedestrian access to bus stops along major roads and the dangerous situation created by motorists passing stopped buses. School bus safety is a concern at the bottom of the hill on Chestnut Street (Loop 150) just east of SH 95, along with the intersection of SH 95 and SH 21.
- A big concern for the transportation system raised by some stakeholders is the proliferation of subdivisions being developed on SH 71. This development creates more intersections and conflict points.
- A number of stakeholders raised concerns about blind corners and high-speed turns. The stakeholders indicated that there have been multiple overturned vehicles at SH 95 and Chestnut Street due to drivers making turns at high speeds.

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- One stakeholder thought that there were safety concerns caused by poor pavement conditions over the bridges/overpasses on SH 71.
- Multiple stakeholders identified McAllister Drive and SH 71 as an especially dangerous intersection. They brought up the poor visibility when pulling out of McAllister Drive onto Highway 71 due to overgrown grass and weeds.
- Overgrown grass and trees were also identified as a safety issue at College Road and SH 71. One member of the public expressed a desire for better enforcement of plantings in private yards, as they obstruct the view at stop signs. Trees contribute to poor visibility at intersection of SH 21 and South Shore as well.
- Many residents indicated that SH 95 is becoming a safety problem and that it needs wider shoulders. Safety concerns are mainly due to high speeds and frequent driveways. Drivers often drive on the shoulder of SH 95 and put cyclists at risk.
- Access/egress near commercial areas was identified as a likely cause of crashes by a few individuals.
- One stakeholder identified FM 1209 and SH 71 as a dangerous intersection.

## 5. Policy and Process Change

The 2016 Transportation Master Plan exists in tandem with several other local and regional planning documents. These documents were reviewed to ensure the 2016 Transportation Master Plan supports and augments the goals and objectives of these other guidance documents. Plans consulted in the development of the 2016 Transportation Master Plan include, but were not limited to:

- CAMPO 2040 Regional Transportation Plan
- CAMPO Fiscal Year 2017-2020 Transportation Improvement Program
- TxDOT Unified Transportation Plan
- TxDOT State Transportation Improvement Program
- City of Bastrop Form Based Code
- City of Bastrop Downtown Plan
- City of Bastrop Economic Development Plan

The City of Bastrop assessed its existing policies, plans and development standards to identify opportunities to better prioritize safety, connectivity and multimodal access. This evaluation informed the adoption of several key updates, including the following:

- City of Bastrop Parks, Recreation and Open Space Master Plan
- CAMPO 2050 Regional Transportation Plan
- Bastrop Development Code (BDC)

## Safe Streets For All \* City of Bastrop Safety Action Plan \* April 2026

This Safety Action Plan recommends that the steering committee review these plans and TXDOT Road to Zero Goal to ensure that the City of Bastrop adopts revised or new policies, guidelines, and/or standards as necessary and warranted.

The City of Bastrop has adopted ordinances to reduce speed limits based off TxDOT recommendations along the major corridors within city limits such as SH 304, SH 21 frontage, and FM 969. Adoption of such ordinance took place throughout 2024 and 2025.

The City of Bastrop Construction Standards Manual plays an important role in improving roadway safety by establishing consistent design requirements for streets, sidewalks and related infrastructure. The Bastrop Development Code further reinforces safety by standardizing lane widths and intersection geometry. Together these standards support safer conditions for all users by enhancing visibility, accessibility, and separation between vehicles and pedestrians. They help ensure the practices are applied consistently across new development and roadway improvements.

## 6. Strategy and Project Selections

The City of Bastrop has identified several projects that are priority areas for this current Action Plan. Table 6.1 below summarizes all of the projects assigned to the City of Bastrop as the leading agency through the [CAMPO Bastrop County Safety Action Plan](#). Other projects that were identified subsequently have been added in Table 6.2.

*Table 6.1: City of Bastrop Transportation Improvements Identified by CAMPO Plan*

TABLE 5. LIST OF TARGETED CORRIDOR IMPROVEMENTS

ID	ROADWAY NAME	LIMITS FROM	LIMITS TO	IMPROVEMENT DESCRIPTION	SAFETY ISSUES	LEAD AGENCY	TIER
G	Main Street	Chestnut Street	Cedar Street	Add high visibility crosswalks	Pedestrian Crashes	City of Bastrop	Tier 1
H	Chestnut Street	Main Street	Martin Luther King Jr Drive	Add high visibility crosswalks	Pedestrian Crashes	City of Bastrop	Tier 1

TABLE 6. LIST OF TARGETED INTERSECTION IMPROVEMENTS

ID	LOCATION	IMPROVEMENT DESCRIPTION	LEAD AGENCY	TIER
22	Chestnut Street, bridge east of Martin Luther King Jr Drive	Fill in sidewalk gap at bridge	City of Bastrop	Tier 3
23	Farm Street & Church Street	Fill in sidewalk gap	City of Bastrop	Tier 3

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Table 6.2: City of Bastrop Transportation Improvements Identified by Local Planning Efforts

Location	Improvement Description	Safety Issues
Chestnut and MLK	Crosswalk Improvements	Pedestrian Crashes
SH95 at Buc-ee's	Signalization, Stop Signs, and Crosswalk Improvements	Pedestrian Crashes
Old Austin Hwy and Schaefer Blvd	Shared Use Path / Sidewalk & crosswalk improvements	Pedestrian Crashes
Blakey Ln. Extension	Street Extension / New Roadway	Vehicular Crashes (relief at 304 & 71)

## 7. Progress and Transparency

The City of Bastrop Transportation Master Plan is located online on the City's website at [TMP](#). The Transportation Steering Committee will monitor progress over time to include outcome data such as:

- Milestone achievement
- Pedestrian safety measures
- Average speed of traffic (before and after improvement was implemented)
- Active construction projects provide their progress on the City of Bastrop [OpenGov](#) page for transparency
- Track [CAMPO Crash Dashboard](#) to monitor progress over time

The Transportation Steering Committee will examine these metrics at their regular meetings and will develop and post a report that will be posted to the City's website within two weeks of their meeting date.

This Safety Action Plan was posted to the City's website (INCLUDE URL) on DATE.

## 8. Action Plan Date

The Transportation Master Plan was updated on 3/11/2025. Ordinance No. 2025-23 repealed the 2019 Amendment to the Chapter 5 of the Transportation Master Plan, which reinstated the 2017 version of Chapter 5. This amended Blakey Lane from Collector Street to Principal Arterial.

The Safe Streets for All Action Plan was adopted on May 12, 2026 (see Resolution in Appendix A).

## Appendix A: Resolution Committing to SS4A

### RESOLUTION NO. R-2026-76

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**WHEREAS**, pursuant to Texas Local Government Code Section 51.001, the City of Bastrop (“City”) has general authority to adopt an ordinance, resolution, or police regulation that is for the good government, peace, or order of the City and is necessary or proper for carrying out a power granted by law to the City; and

**WHEREAS**, the Bastrop City Council recognizes that traffic fatalities and serious injuries are preventable and that no loss of life on our roadways is acceptable; and

**WHEREAS**, the U.S. Department of Transportation’s Safe Streets and Roads for All (SS4A) program supports local initiatives aimed at eliminating roadway fatalities and serious injuries through a Safe System Approach; and

**WHEREAS**, the City of Bastrop has adopted the vision of the Bastrop County Safety Action Plan: “All streets and roads in Bastrop County are safe, accessible, and well-connected for all road users of all abilities – pedestrians, cyclists, transit users, and drivers”; and

**WHEREAS**, City of Bastrop staff and local partners are participating in the development of the City of Bastrop Safety Action Plan to identify high-risk areas, analyze crash data, engage stakeholders, and outline strategies to continually enhance transportation safety.

**NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Bastrop, Texas, that:**

**Section 1.** The City of Bastrop Council commits to reducing fatalities and serious injury crashes by 50% by 2035 and by 100% by 2050, aligning with the objectives of the SS4A program and Texas Road to Zero.

**Section 2.** The City Council will monitor and periodically report on progress toward the road to zero goal; and

**Section 3.** The City Council adopts the City of Bastrop Safety Action Plan and intends to implement projects, strategies, and policies from the plan.

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**Section 5. Repealing Clause.** All resolutions, parts of resolutions, or provisions in conflict with the provisions of this Resolution are hereby repealed to the extent of such conflict.

**Section 6. Effective Date.** This Resolution shall take effect immediately upon its passage and approval.

**PASSED, APPROVED, AND ADOPTED** by the City Council of the City of Bastrop, Texas, on this the 12<sup>th</sup> day of May, 2026.

**APPROVED:**

by: \_\_\_\_\_  
**Ishmael Harris, Mayor**

**ATTEST:**

\_\_\_\_\_  
**Michael Muscarello, TRMC, CMC, CPM**  
**City Secretary**

**APPROVED AS TO FORM:**

\_\_\_\_\_  
**City Attorney**  
**Denton Navarro Rocha Bernal & Zech, P.C.**



## Appendix B: Resolution Establishing the SS4A Steering Committee

### RESOLUTION NO. R-2026-76

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BASTROP, TEXAS, ESTABLISHING A STEERING COMMITTEE THAT WILL: 1) EXAMINE ISSUES RELATED TO SAFER ROADS, SAFER ROAD USERS, AND SAFER ALTERNATIVES; 2) STREAMLINE AND STANDARDIZE PUBLIC PARTICIPATION AND ENGAGEMENT PROCEDURES; AND 3) DEVELOP, IMPLEMENT, AND MONITOR THE SAFE STREETS FOR ALL SAFETY ACTION PLAN PROGRESS; PROVIDING FOR A REPEALING CLAUSE; AND ESTABLISHING AN EFFECTIVE DATE.**

**WHEREAS**, pursuant to Texas Local Government Code Section 51.001, the City of Bastrop (“City”) has general authority to adopt an ordinance, resolution, or police regulation that is for the good government, peace, or order of the City and is necessary or proper for carrying out a power granted by law to the City; and

**WHEREAS**, the Bastrop City Council recognizes that it is in the best interests of the community to streamline and standardize public participation and engagement procedures; and

**WHEREAS**, this Steering Committee will be established to additionally update the Transportation Master Plan; and

**WHEREAS**, the City of Bastrop recognizes that the Safe Streets for All (SS4A) Safety Action Plan should be developed, implemented, and monitored by staff together with a group of interested citizens; and

**WHEREAS**, the City of Bastrop has identified several people to serve on the initial Transportation Steering Committee (table below); and

Name	Title	Organization	Role
Brittany Epling	Senior Planner	City of Bastrop Development Services Representative	Expertise in planning / engineering / construction
Elizabeth Wick	Project Manager	City of Bastrop Engineering Department Representative	Expertise in planning / engineering / construction
Jason Alfaro	Director of Parks & Recreation	City of Bastrop Parks & Recreation Representative	Communication with the public and connection with Parks system
Lance Dodge	Director of Streets and Drainage	City of Bastrop Streets & Drainage Representative	Expertise in planning / engineering / construction
Mayor or designee	Councilmember	City of Bastrop City Council Representative	Communication with and rep. for the public

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<b>Name</b>	<b>Title</b>	<b>Organization</b>	<b>Role</b>
Chair of P/Z or designee	Commissioner	City of Bastrop P&Z Commission Representative	Communication with and rep. for the public
Jill Strube	Business & Community Dev.	EDC Representative	Grants administration and public participation
Chair of Main Street or designee	-	Main St Advisory Board Rep.	Public participation
Chair of Parks Board or designee	-	Parks Board Representative	Rep. of community connected to Parks
Chair of HLC or designee	-	Historic Land Commission Representative	Rep. for historic places, place-making, and interests
Becki Womble or designee	Executive Director	Chamber of Commerce Rep.	Local business interests
Dr. Kristi Lee or designee	Superintendent	BISD Representative	School interests
TBD	-	Bastrop County Rep.	Provides expertise in intersection of work between City and County
TBD	Citizen	Citizen at Large	Rep. for community
TBD	Citizen	Citizen at Large	Rep. for community

**NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Bastrop, Texas, that:**

**Section 1.** this Committee will meet regularly to monitor, evaluate, and update Transportation Safety Plans and Projects.

**Section 2.** that the City of Bastrop Council establishes and supports the work of the Transportation Steering Committee.

**Section 3. Repealing Clause.** All resolutions, parts of resolutions, or provisions in conflict with the provisions of this Resolution are hereby repealed to the extent of such conflict.

**Section 4. Effective Date.** This Resolution shall take effect immediately upon its passage and approval.

[Signature Page to follow]

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**PASSED, APPROVED, AND ADOPTED** by the City Council of the City of Bastrop, Texas, on this the 12<sup>th</sup> day of May, 2026.

**APPROVED:**

*by:* \_\_\_\_\_

**Ishmael Harris, Mayor**

**ATTEST:**

\_\_\_\_\_  
**Michael Muscarello, TRMC, CMC, CPM**  
**City Secretary**



**APPROVED AS TO FORM:**

\_\_\_\_\_  
**City Attorney**  
**Denton Navarro Rocha Bernal & Zech, P.C.**

## Appendix C: Resolution Approving SS4A Grant Submission

### RESOLUTION NO. R-2026-75

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BASTROP, TEXAS, APPROVING THE CITY OF BASTROP’S SUBMISSION OF THE TXDOT SAFE STREETS AND ROADS FOR ALL (SS4A) FOR “PEDESTRIAN AND ROAD SAFETY IMPROVEMENTS IN THE CITY OF BASTROP, TX”; COMMITTING REQUIRED MATCHING FUNDS; DESIGNATING THE CITY MANAGER AND THE FINANCE DIRECTOR AS AUTHORIZED CITY OFFICIALS; PROVIDING FOR A REPEALING CLAUSE; AND ESTABLISHING AN EFFECTIVE DATE.**

**WHEREAS**, pursuant to Texas Local Government Code Section 51.001, the City of Bastrop (“City”) has general authority to adopt an ordinance, resolution, or police regulation that is for the good government, peace, or order of the City and is necessary or proper for carrying out a power granted by law to the City; and

**WHEREAS**, the City finds it in the best interest of the citizens of Bastrop to apply for a grant with the U.S. Department of Transportation’s Safe Streets and Roads for All (SS4A) program; and

**WHEREAS**, this program supports local initiatives aimed at eliminating roadway fatalities and serious injuries through a Safe System Approach; and

**WHEREAS**, the City Council finds that the grant application is in the best interests of the City and serves the public purpose of supporting planned infrastructure improvements.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Bastrop, Texas, that:

**Section 1.** The City Council approves the application to the Safe Streets and Roads for All program.

**Section 2.** The City Manager or designee is authorized to apply for and execute any related non-substantive documents necessary to carry out the intent of this Resolution.

**Section 3.** The Finance Director is authorized to submit financial reports and performance reports and alter the grant in conjunction with TXDOT concurrence.

**Section 4.** Fiscal Impact. If awarded, the City will have a local match of 20% that will be funded from the Street Fund. The estimated cost for the project is not to exceed

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\$1,200,000.00. The City understands that any cost overruns will be the responsibility of the City of Bastrop.

**Section 5.** Repealing Clause. All resolutions, parts of resolutions, or provisions in conflict with the provisions of this Resolution are hereby repealed to the extent of such conflict.

**Section 6.** Effective Date. This Resolution shall take effect immediately upon its passage and approval.

**PASSED, APPROVED, AND ADOPTED** by the City Council of the City of Bastrop, Texas, on this the 12<sup>th</sup> day of May, 2026.

**APPROVED:**

*by:* \_\_\_\_\_

**Ishmael Harris, Mayor**

**ATTEST:**

\_\_\_\_\_  
**Michael Muscarello, TRMC, CMC, CPM**  
**City Secretary**



**APPROVED AS TO FORM:**

\_\_\_\_\_  
**City Attorney**

**Denton Navarro Rocha Bernal & Zech, P.C.**