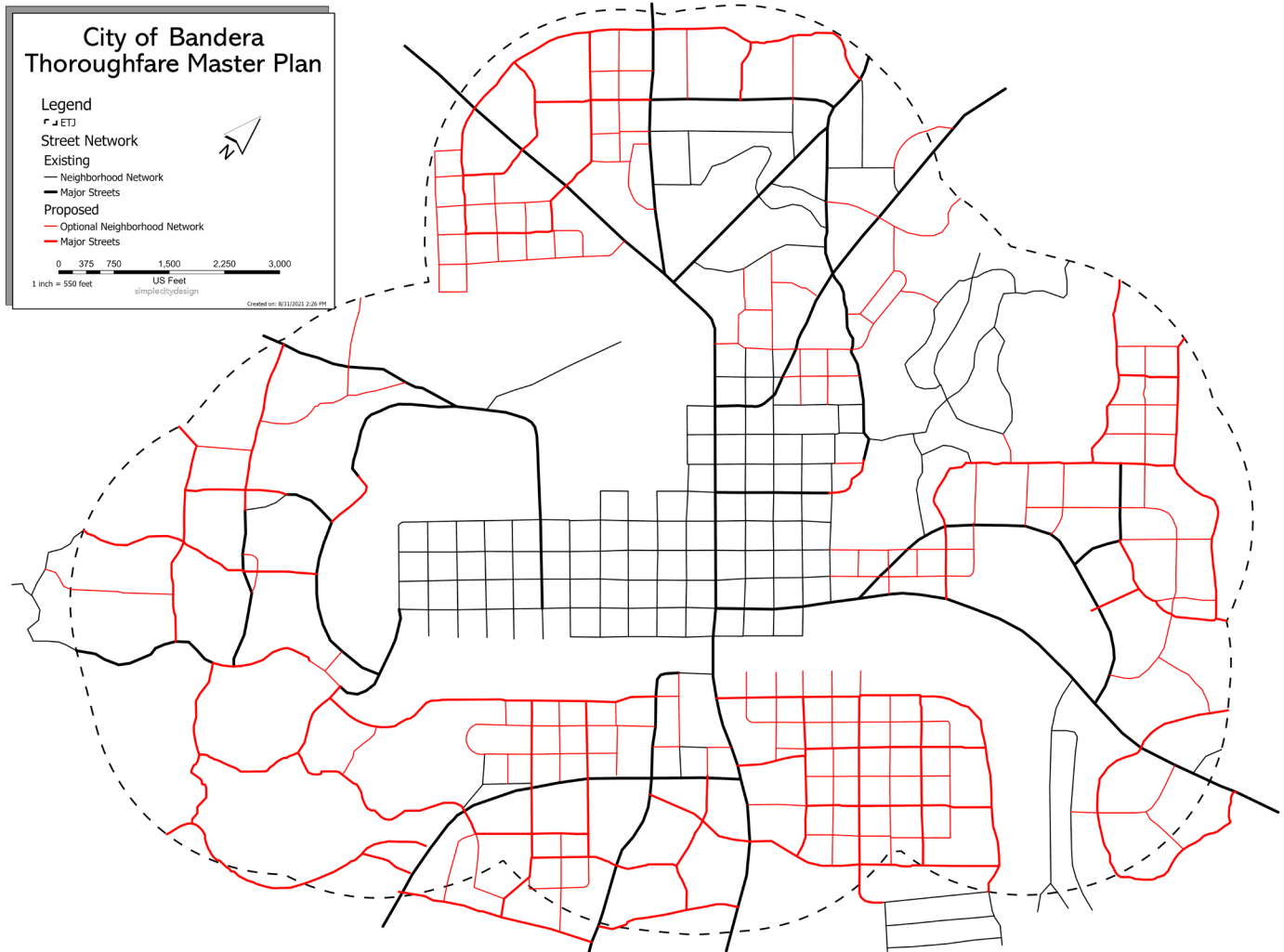


A1-1

Street Network Plan

Thoroughfare Master Plan



A1-2**Street Network Plan**

The Grid & Short Blocks: Essential Components

THE GRID.

As discussed in Chapter 2, Green/Blueprint, Bandera's streets are configured using the great American Grid. A timeless pattern of development that allows for the public rights-of-way (ROW) to facilitate movement of people walking, riding on horseback, biking, and driving. The grid is easy to navigate, creates orderly development, and provides endless options for configurations. The grid creates perfect developable blocks, where a wide arrangement of lots are possible. The network of streets is structured in a variety of manners from facilitating compact urban environments to relaxed rural residential living.

Having a grid network provides transportation flexibility for a community. For instance, the community expressed interest in establishing golf cart trails and bike trails, which can be integrated into the community using the gridded street network. It is possible to classify some of the roadways off Main Street as primary access points for alternative modes of transportation. Establishing alternative routes provides creative ways to retrofit the built environment to better align with the new established routes.

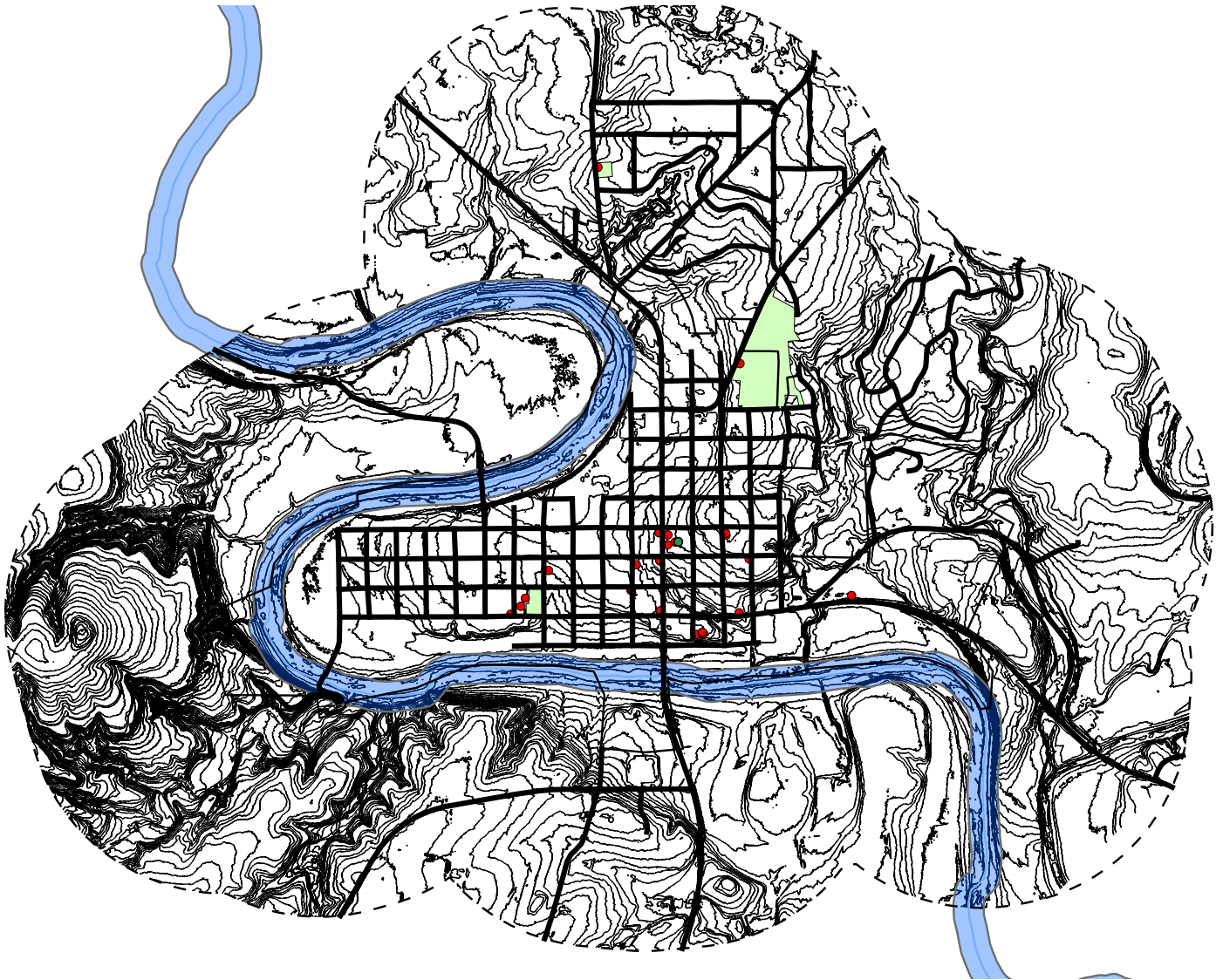
SHORT BLOCKS.

Bandera was platted in the 1800's into short 335' X 335' blocks with 60' of ROW remaining between the blocks for streets. The short navigable blocks were internally configured using town lots as a foundation for the internal makeup of the block. This pattern of lots filled most of the blocks, then and now.

The blocks were divided into a series of lot types deemed appropriate to foster the growth of the City in an orderly and responsible manner. Lots located on Main Street were oriented north/south and the lot trends shift to east/west lots as they transition off Main Street. The placement of the blocks directly coordinates to the topography of the city. As Bandera grew, the blocks were built with surrounding streets and the lots developed as needed.

Using the same block and street pattern, the next generation can continue to facilitate a high quality of life without changing what makes Bandera work so well. In fact, short blocks, located within a gridded street network, are critical to ensuring long-term fiscal sustainability. Studies conducted across America have proven that this timeless pattern forever holds its value.

The use of a short block street grid protects Bandera's natural setting through the built setting. The Bandera community understands that the street network is a key element that makes Bandera, Bandera, and represents an important tool for the next generation. This Street Network Plan is a gift to the people of today and future generations that will inherit the decisions made by the past leaders.



Bandera's timeless gridded street network.
Bandera, TX. 2021.

A1-3

Street Network Plan

The Grid & Short Blocks: The Future

The street grid, where accepted by nature, is the right pattern for development and transportation network to best support the timeless environment created in Bandera in the 1800's, provide a fiscally productive future for vacant lands in the City limits and ETJ, and to keep Bandera, Bandera.

APPROACH.

This plan uses nature as the first approach to deciding where future development will occur. A high-level constraints analysis was performed to find any obvious potential environmental constraints to the proposed street network. The analysis helped ensure that in developed areas, roadways are sensitive to the context of adjacent neighborhoods, and in undeveloped areas, roadways align with the geography, topography, and future goals of the community.

During development, more detailed studies may be necessary to refine the alignments as the development patterns become more certain. Project implementation, development of subdivision plats, or site plans that include the thoroughfares in this plan should be done in collaboration with and under the review of the City Administrator and City Engineer.

GOALS.

The Street Grid will:

- Ensure growth happens in a true to our roots manner and will support the integrity of this priceless landscape, while enhancing the built environment by not supporting detrimental development;
- Protect the natural setting of Bandera through a well-designed localized built environment;
- Maintain good connectivity to provide options for relief from the grid network;
- Celebrate the natural features in road configurations, highlighting views, trees, or other physical characteristics of Bandera;
- Improve pedestrian, bicycle, golfcart, and transit infrastructure so the community has a variety of accessible transportation options;
- Create a cohesive walkable, horseback friendly and bikeable, environment from the River to North Main; and
- Prioritize maintenance and repairs to improve travel experience and enhance road network safety.

NEW DEVELOPMENT.

One of the core transportation goals of the Comprehensive Plan and development policies is to maintain the gridded transportation system of connectivity. This Street Network Plan directly addresses this connectivity goal and provides a guide for use by City officials and staff, developers, business owners, and residents to better achieve the City's vision for its street and roadway system.

Bandera was built in an incremental manner. The blocks were extended as businesses and people arrived. The streets were incrementally added to as the network demanded, and the buildings were placed in a manner that emulated the existing environment.

Modern development is occurring at a scale unlike any time ever seen in human history. Large thousand-acre tracks are being subdivided into subdivisions with little respect to the local characteristics of the geography, culture, or housing and development patterns of the community.

Bandera meticulously created a vision, Comprehensive Plan, and development policies that support its authenticity and allow for future developers to utilize these standards to build new neighborhoods and infill existing neighborhoods without overwhelming existing infrastructure or the community culture that is Bandera.

New neighborhoods can be achieved on a variety of scales from one block at a time, a series of blocks or through three (3) development patterns, as discussed in Chapter

4 - Development Standards, which include Cluster Land Development (CLD), Village Center Development (VCD), and Traditional Neighborhood Development (TND) for larger tracts. The standards for development are supported by this street network plan, the Comprehensive Plan, and the development standards in the Code of Ordinances.

This street network plan supports a level of flexibility in land uses and a high degree of mobility and route choices. While the exact location of the roads may shift to accommodate the physical natural landscape, the network established must be created at the time of development design. Modification to the street network plan requires a public process, as outlined in the application process, and will require justification, using the goals and values outlined in the Plan, as support for requests.

Conventional thoroughfare planning practices, utilized in recent decades, have often resulted in communities being developed around large arterial streets fed by smaller roadways that often do not connect with each other. This type of roadway system causes vehicle traffic to be dependent on a limited number of major thoroughfares for most trips and limits opportunities for alternate routes. This roadway system causes trip lengths to be longer and indirect. This system is especially problematic for people who might walk, bike, or take another mode of transportation, which furthers traffic issues and reliance on the car. Well-designed, connected streets make travel more efficient by providing choice not only in modes, but also in routes.

A1-4

Street Network Plan

Implementing the Street Grid Network

This Transportation Master Plan (TMP) serves as the primary tool to enable the City to preserve future corridors and the necessary rights-of-way to establish appropriate thoroughfare corridors as development occurs and to improve the existing street system as the need arises. This TMP locates and classifies streets for desired connectivity and capacity for through traffic, access to adjacent land uses, and compatibility with each street's development character. This plan provides the ability to better integrate networks of other mode choices, including walking, bicycling, and transit. The plan also guides future investments and provides the public and the development community with information about the long-term plan for the road network. Simply put, the TMP is the community's blueprint for a safe, efficient, and sustainable transportation system. It seeks to create and sustain a system that balances local and regional priorities and existing and future conditions, while supporting patterns of the past to guide the future.

Improvements to the City's transportation system will include both the construction of new roadways to serve future development, as well as enhancement of existing facilities to further support the mobility and economic vitality of the established community. These improvements are intended to not only provide improved vehicular connectivity as the City grows, but also provide increased options for alternative modes of transportation.

Funding and implementation of the planned street network will require contributions from multiple sources for design, right-of-way acquisition, and construction of various thoroughfare projects. In many cases, new thoroughfare connections and street expansions that the plan expects will require right-of-way or easements as part of the development of property. However, the City may need to address priority transportation needs through capital improvement funding or project partnership with regional transportation agencies for funds administered at the county or regional level. The City may also consider alternate funding mechanisms to fund public infrastructure needed by new development.

STREET CROSS SECTIONS

This Transportation Master Plan (TMP) serves as the primary tool to enable the City to preserve future corridors and the necessary rights-of-way to establish appropriate thoroughfare corridors as development occurs and to improve the existing street system as the need arises. This TMP locates and classifies streets for desired connectivity and capacity for through traffic, access to adjacent land uses, and compatibility with each street's development character. This plan provides the ability to better integrate networks of other mode choices, including walking, bicycling, and transit. The plan also guides future investments and provides the public and the development community with information about the long-term plan for the road network. Simply put, the TMP is the community's blueprint for a safe, efficient, and sustainable transportation system. It seeks to create and sustain a system that balances local and regional priorities and existing and future conditions, while supporting patterns of the past to guide the future.

Improvements to the City's transportation system will include both the construction of new roadways to serve future development, as well as enhancement of existing facilities to further support the mobility and economic vitality of the established community. These improvements are intended to not only provide improved vehicular connectivity as the City grows, but also provide increased options for alternative modes of transportation.

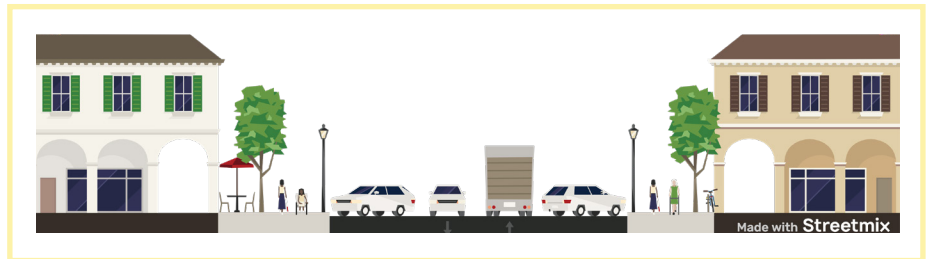
MAJOR STREET

RIGHT-OF-WAY: 60-80 FEET

PAVEMENT WIDTH: 32 FEET

CURB RADIUS: 9-15 FEET

PLACE TYPE: P5



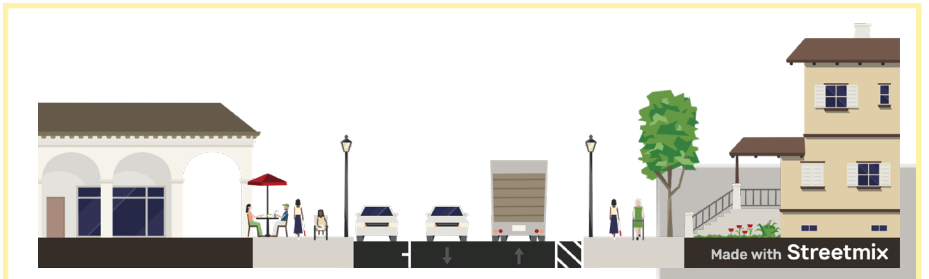
NEIGHBORHOOD MIX STREET

RIGHT-OF-WAY: 60 FEET

PAVEMENT WIDTH: 28 - 32 FEET

CURB RADIUS: 15 FEET

PLACE TYPE: P4



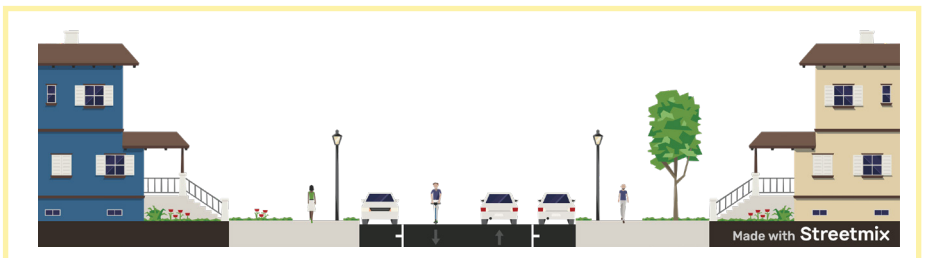
NEIGHBORHOOD STREET

RIGHT-OF-WAY: 60 FEET

PAVEMENT WIDTH: 28 FEET

CURB RADIUS: 15 FEET

PLACE TYPE: P3, P4



RURAL STREET

RIGHT-OF-WAY: 60 FEET

PAVEMENT WIDTH: 24 FEET

CURB RADIUS: 15 FEET

PLACE TYPE: P1, P2

