



AMENDMENT TO THE CITY OF BRYAN THOROUGHFARE PLAN

W. Paul Kaspar, PE
City Engineer

Bryan Thoroughfare Plan



- Comprehensive Plan
 - Adopted in 2007
 - Advisory Committee
 - Growth, Development, Land Use
- Chapter 6 – Transportation
 - Thoroughfare Plan
 - Hike & Bike Access Plan
 - Sidewalk Master Plan

Used to guide growth and development of the City's transportation road network

Thoroughfare Plan Purpose



- Guiding Document
- Orderly Development and Connectivity
- Ensure Compatibility of roadways
- 20-50 Year Planning Horizon
- Considers All Modes of Transportation
- Not Tied to Any Funding
- Focusses on Mobility vs. Access

Mobility vs. Access



American Association of State Highway & Transportation Officials (AASHTO)

Arterial Streets

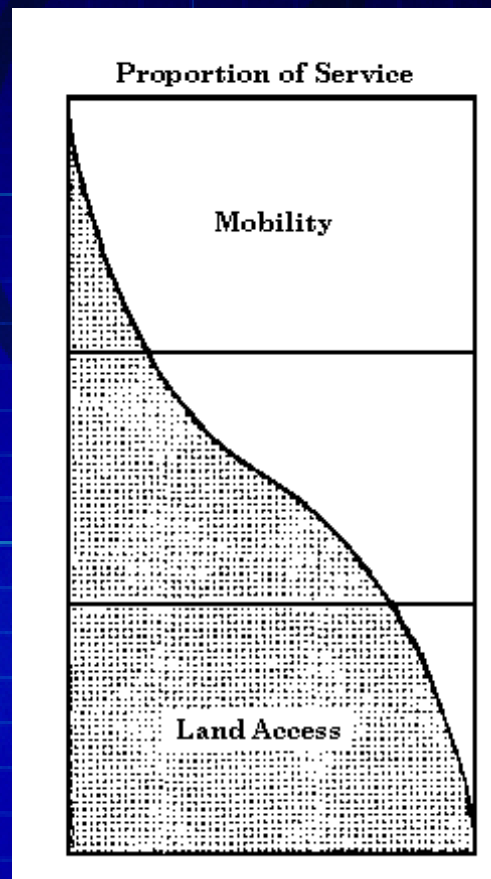
Freeway
Major Arterial
Minor Arterial

Collector Streets

Major Collector
Minor Collector

Local Streets

Residential Street
Cul-De-Sac



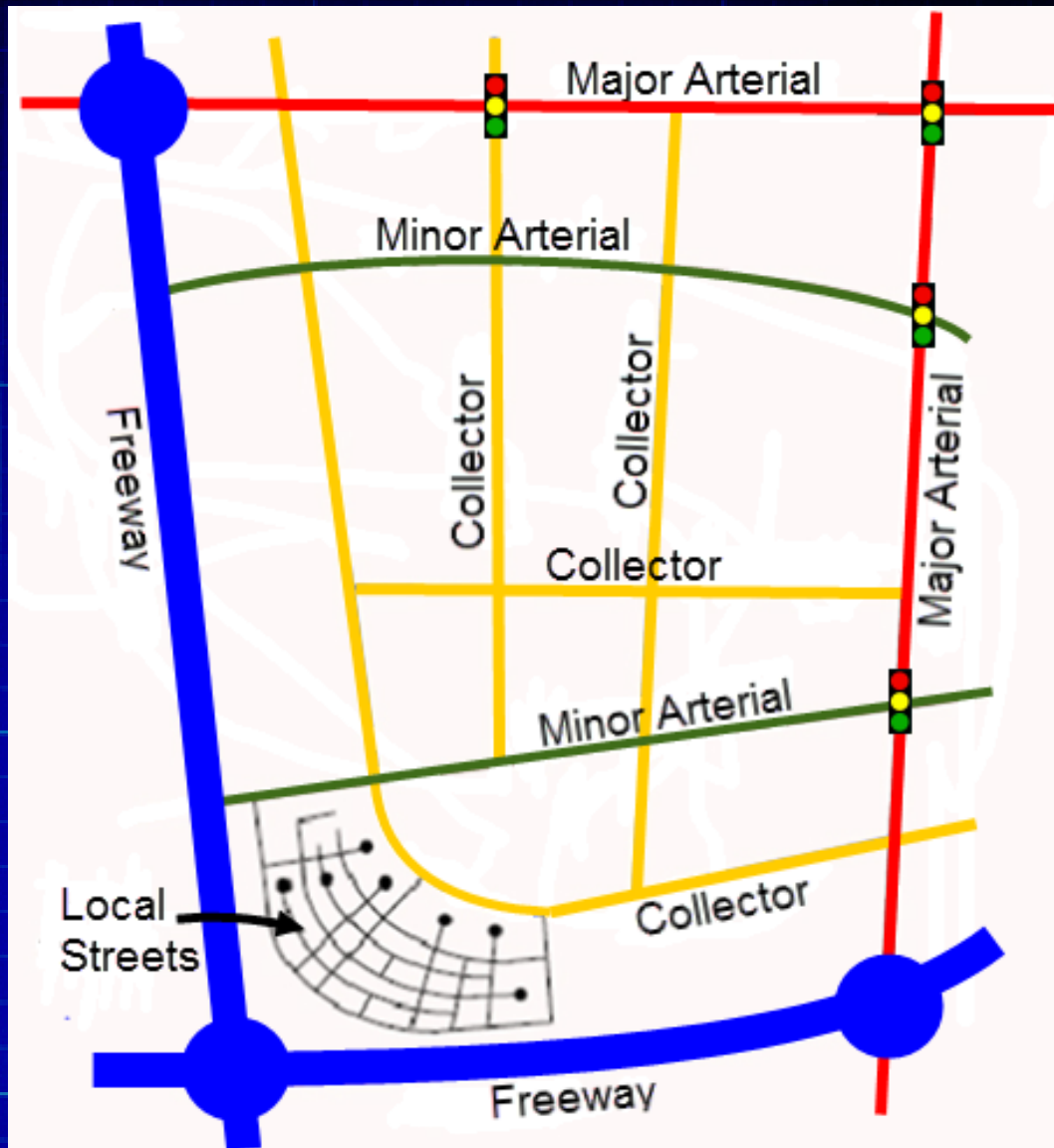
Mobility



Speed &
Volume

Access

Functional Classification



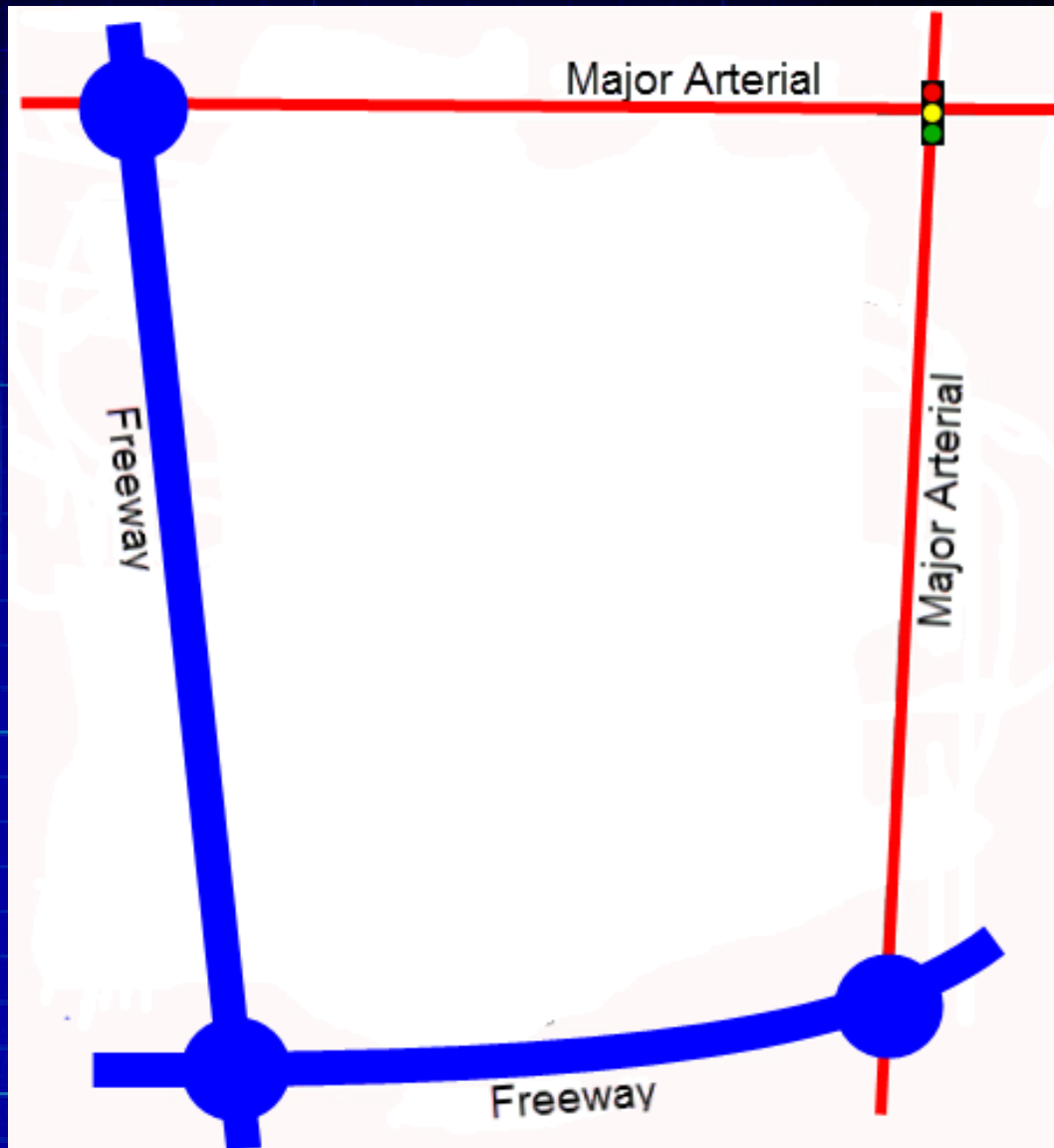
Roadway Hierarchy (AASHTO):

1. Freeways
2. Ramps
3. Arterials
4. Collectors
5. Local Streets
6. Driveways



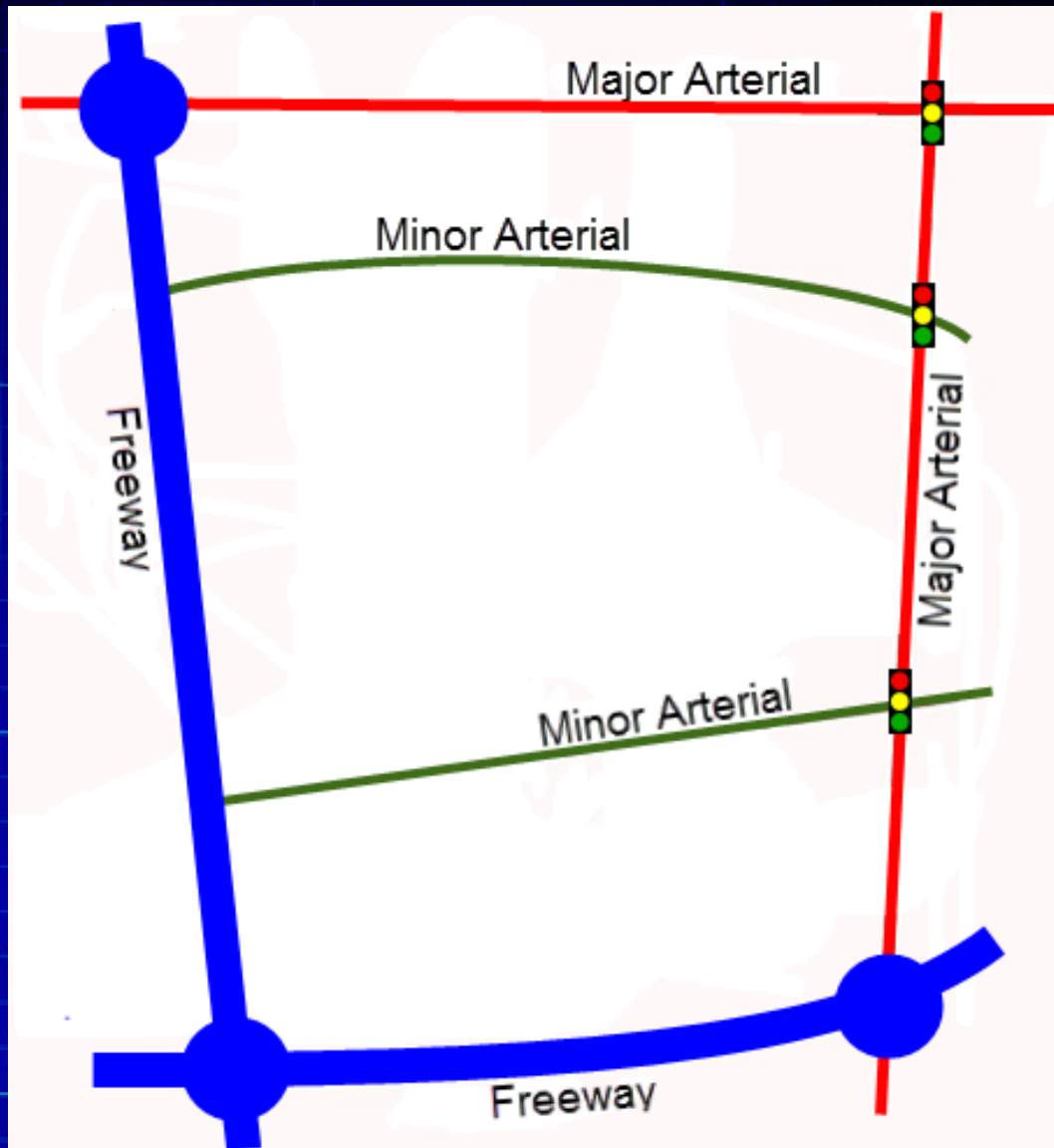
Speed & Volume

Arterials (Major)



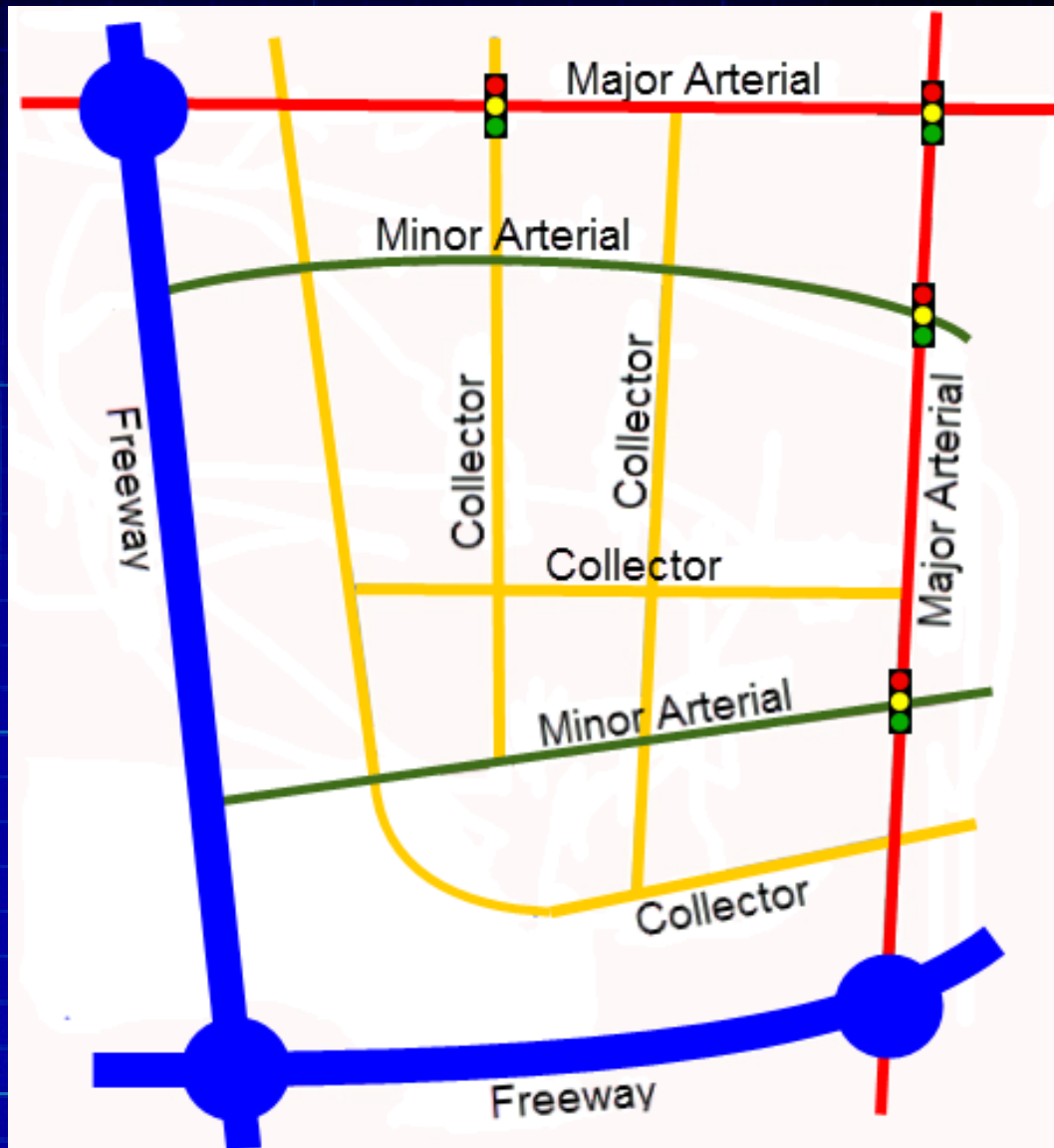
- Spacing:
 - 1 Mile
- Example of Major Arterials:
 - Texas Ave
 - Briarcrest Dr
 - Boonville Rd
- Typical Volumes:
 - 40,000+ vpd

Arterials (Minor)



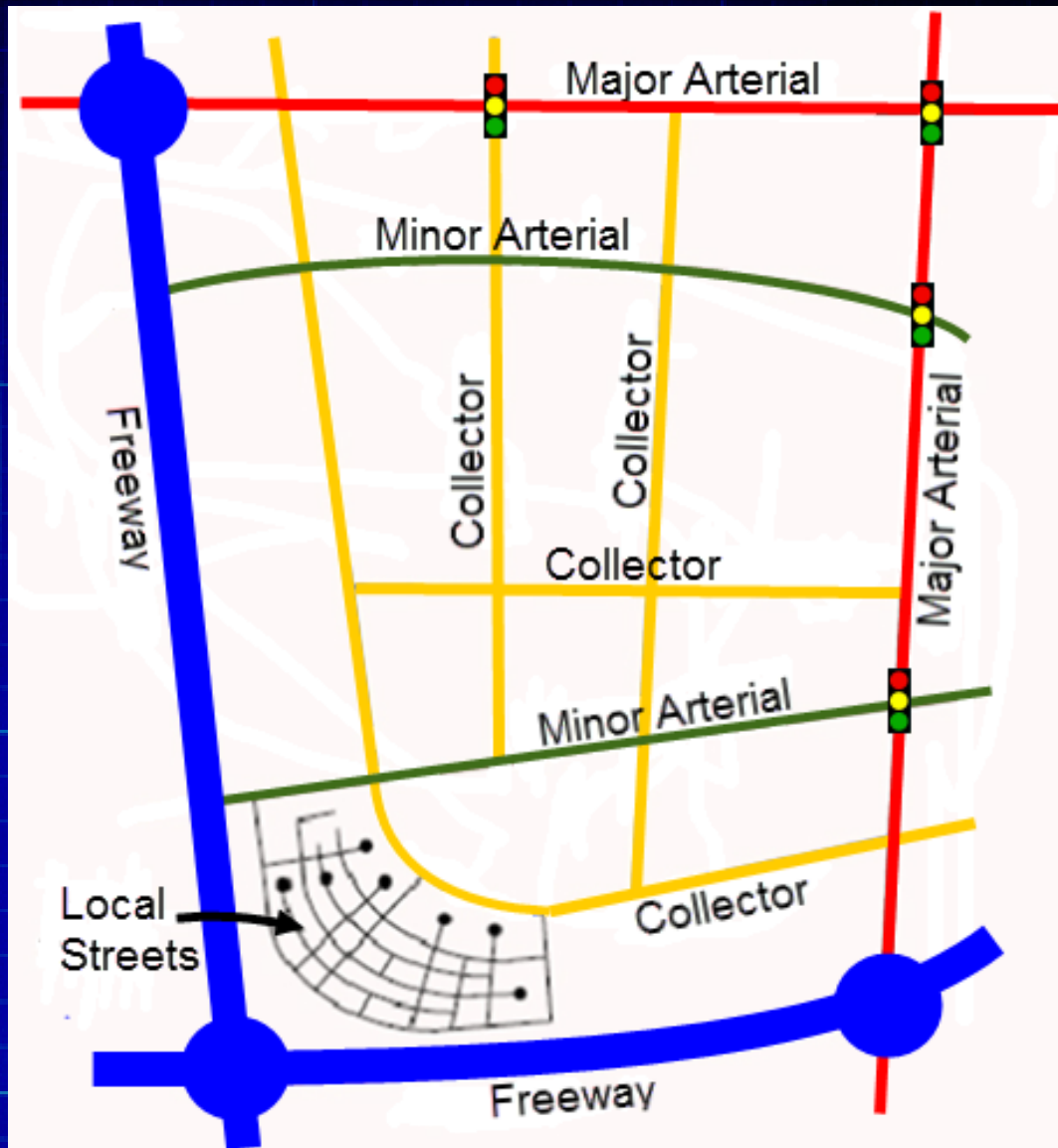
- Spacing:
 - 1/3 to 1/2 Mile
- Example of Minor Arterials:
 - 29th Street
 - South College
 - Finfeather Rd
- Typical Volumes:
 - 10,000+ vpd:

Collectors (Major/Minor)




- Spacing:
 - 1/4 Mile
- Example of Collectors:
 - Carter Creek Pkwy
 - Coulter Drive
 - Cavitt Ave
- Typical Volumes:
 - 5,000+ vpd:

Local Streets – not on T-Fare Plan



City of Bryan Thoroughfare Plan



- Freeways
 - Super Arterials
 - Major Arterials
 - Minor Arterials
 - Major Collectors
- 
- Speed & Volume
- Interchanges / Grade Separations

T-Fare Implementation



- Metropolitan Planning Organization
- TxDOT Construction
- Capital Improvement Program
- Development (SDRC)
 - Platting
 - Site Planning
- Thoroughfare Plan Amendments
 - Action Statement 2 Section 6.5 Comp Plan “Update the Transportation Plans (Thoroughfare, Sidewalk and Bikeway Plans) annually”
 - Similar Thoroughfare Plan Amendment on east side of Bryan approved by City Council on April 8th, 2014.

Development - Example



Subdivision Plat submitted to City

- T-Fare Plan shows Major Collector thru property
- Developer show and plan for construction
- May seek oversize participation if development does not require that size roadway by itself
- Location on plan is a guide, may shift slightly to accommodate planned development
- Significant changes should be done by amendment to plan.

Implement - Development



B/CS Design Guidelines

TABLE IV - MINIMUM GEOMETRIC DESIGN CRITERIA FOR NEW CONSTRUCTION

	Alley	Residential	NTD Residential Streets ¹	Rural ⁴ Residential	Rural ⁴ Collector	Minor Collector/ Commercial Street	Major Collector	Minor Arterial Undivided	Minor Arterial Divided	Major Arterial
ROW ²	24'	50'	50'	70'	100'	60' ⁷	80'	100'	100'	120'
Pavement Width ³	12'	27'	24'	24'	30'	38'	54'	70'	72' or 78'	96'
Traffic Lanes	N/A	2	2	2	2	2 or 3	3 or 4	5	4	6
Lane Width ⁵	N/A	N/A	N/A	12'	15'	12'	12' or 12'/15' ⁵	12.5'/15' ⁵	12.5'/15' or 12.5'/12' ⁵	12.5'/12'/15' ⁵
Curb	None	Laydown or standard	Laydown or standard	None ⁶	None	Standard	Standard	Standard	Standard	Standard
Shoulder Width	N/A	N/A	N/A	2 @ 3' Ea ⁶	2 @ 3' Ea ⁶	N/A	N/A	N/A	N/A	N/A
Left Turn Lane Width	None	None	None	None	None	Permitted (14')	Permitted (16')	Permitted (15')	None	None
Parking	None	Permitted	One Side Only	None	None	Permitted w/out bike lanes	None	None	None	None
Raised Medians	None	None	None	None	None	None	None	None	17'	17'
Sidewalks Req./Width	None	Per local Subdivision Ordinance/ 5'	Per local Subdivision Ordinance/ 5'	None	None	Both/ 6' ⁸	Both/ 6' ⁸	Both/ 6' ⁸	Both/ 6' ⁸	Both/ 6' ⁸
Bike Lanes	N/A	N/A	N/A	N/A	N/A	Permitted per bicycle plan	Permitted per bicycle plan	N/A	Permitted per bicycle plan	N/A

Implement - Development



B/CS Design Guidelines

TABLE IV - MINIMUM GEOMETRIC DESIGN CRITERIA FOR NEW CONSTRUCTION

	Alley	Residential	NTD Residential Streets ¹	Rural ⁴ Residential	Rural ⁴ Collector	Minor Collector/ Commercial Street	Major Collector	Minor Arterial Undivided	Minor Arterial Divided	Major Arterial
ROW ²	24'	50'	50'	70'	100'	60' ⁷	80'	100'	100'	120'
Pavement Width ³	12'	27'	24'	24'	30'	38'	54'	70'	72' or 78'	96'
Traffic Lanes	N/A	2	2	2	2	2 or 3	3 or 4	5	4	6
Lane Width ⁵	N/A	N/A	N/A	12'	15'	12'	12' or 12'/15' ⁵	12.5'/15' ⁵	12.5'/15' or 12.5'/12' ⁵	12.5'/12'/15' ⁵
Curb	None	Laydown or standard	Laydown or standard	None ⁶	None	Standard	Standard	Standard	Standard	Standard
Shoulder Width	N/A	N/A	N/A	2 @ 3' Ea ⁶	2 @ 3' Ea ⁶	N/A	N/A	N/A	N/A	N/A
Left Turn Lane Width	None	None	None	None	None	Permitted (14')	Permitted (16')	Permitted (15')	None	None
Parking	None	Permitted	One Side Only	None	None	Permitted w/out bike lanes	None	None	None	None
Raised Medians	None	None	None	None	None	None	None	None	17'	17'
Sidewalks Req./Width	None	Per local Subdivision Ordinance/ 5'	Per local Subdivision Ordinance/ 5'	None	None	Both/ 6' ⁸	Both/ 6' ⁸	Both/ 6' ⁸	Both/ 6' ⁸	Both/ 6' ⁸
Bike Lanes	N/A	N/A	N/A	N/A	N/A	Permitted per bicycle plan	Permitted per bicycle plan	N/A	Permitted per bicycle plan	N/A

Amendment Background



Goal to make logical changes to the plan to better:

- Line up with existing roadways
- Eliminate those that were unlikely to occur
 - Floodplains
 - Established major facilities

City Staff started with existing Thoroughfare Plan from 2007 Comprehensive Plan and are looking at different areas of the City to make changes in small increments.

Amendment Background

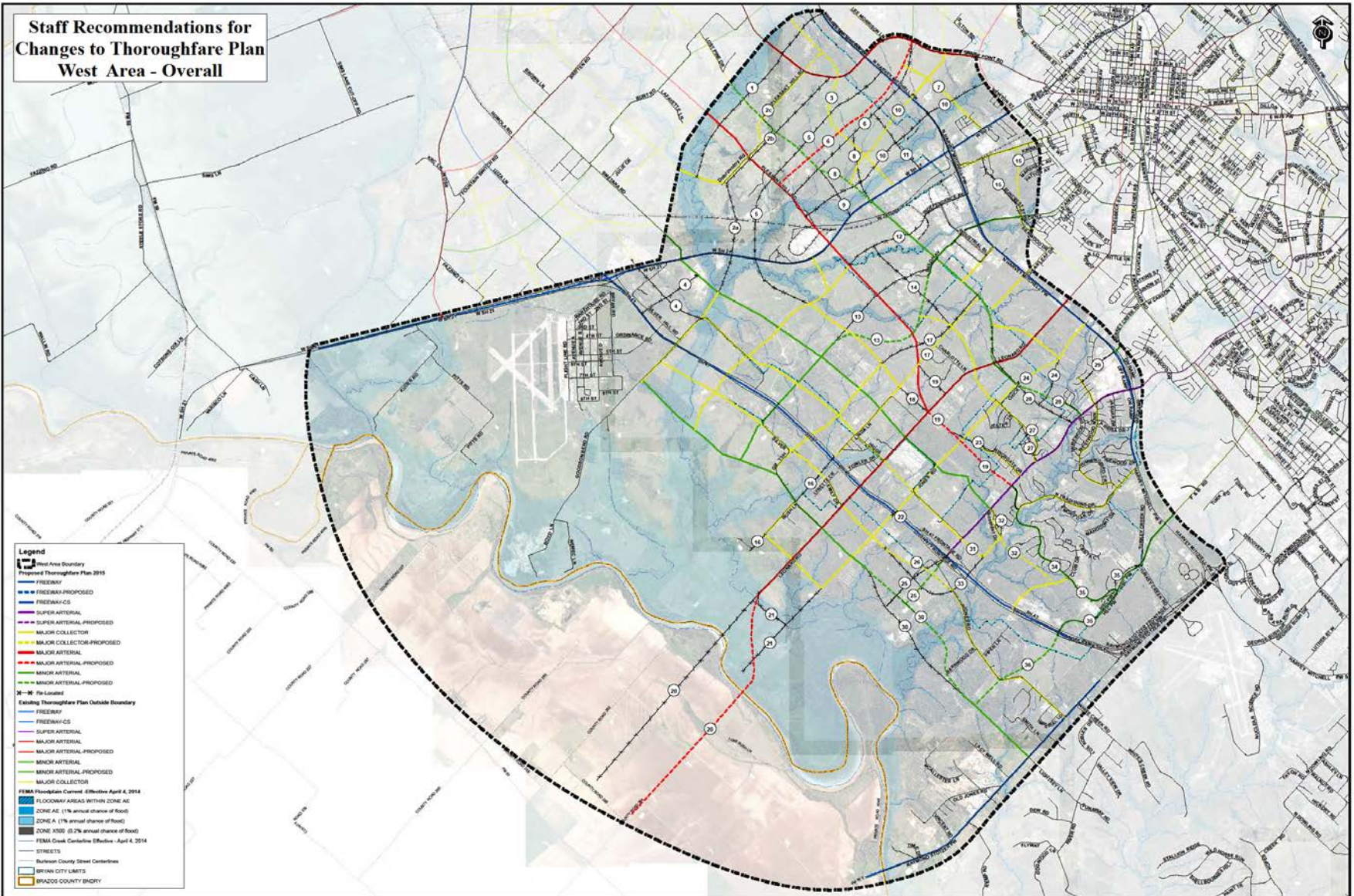


- Changes proposed tonight are generally on the west side of Bryan.
- Planning & Zoning Commission recommended approval of proposed changes on February 19, 2015.
- Staff will continue to suggest revisions as we work our way around the City.
- MPO Regional Thoroughfare Plan – 2015 plan of work

Limits of Change

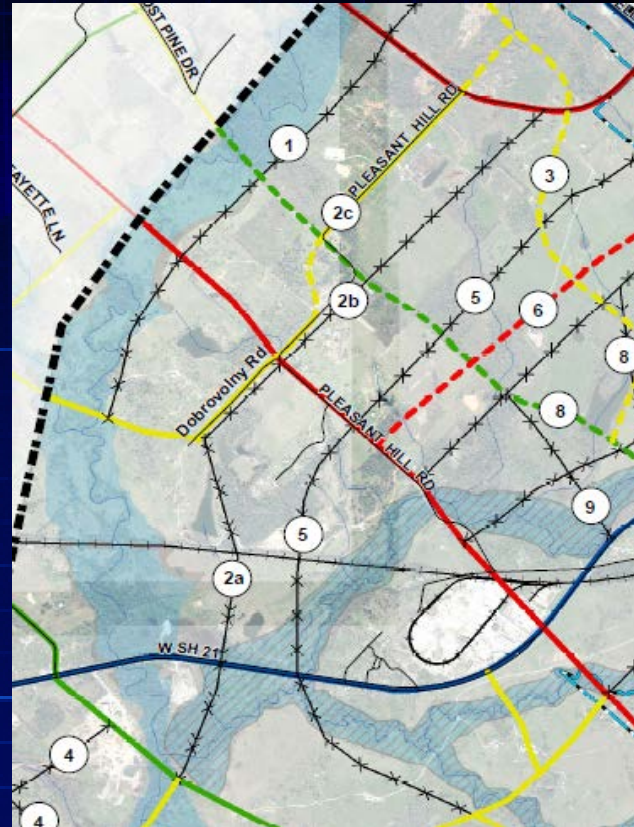
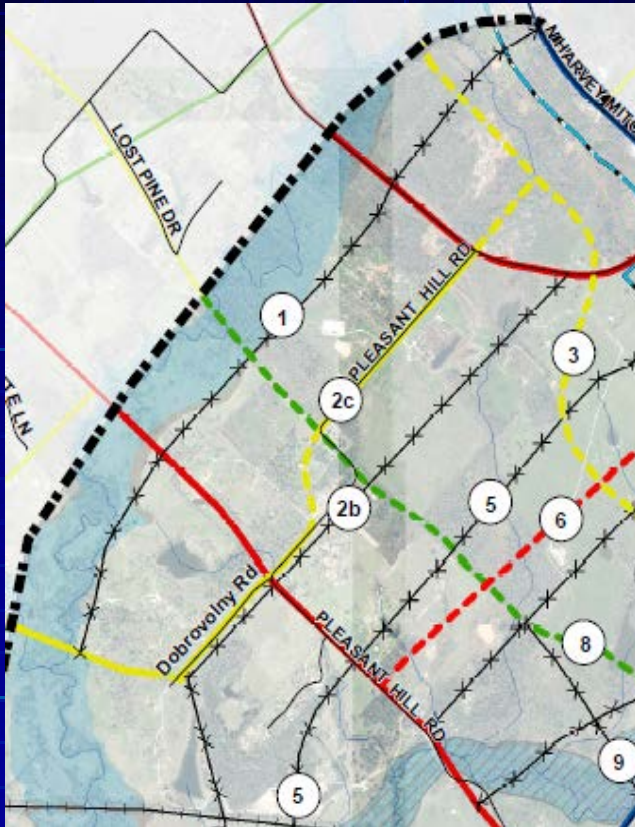


Staff Recommendations for Changes to Thoroughfare Plan West Area - Overall



CHANGE #1

CHANGE #2

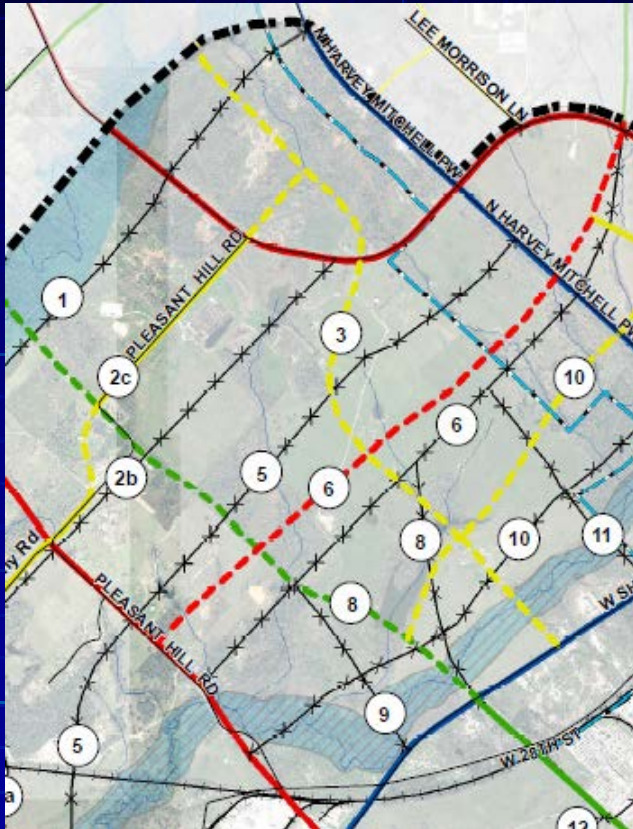


1. Remove a major collector proposed to run along the Still Creek floodplain between North Harvey Mitchell Parkway / FM 2818 west to a proposed major collector.

2a - Remove a portion of the proposed major collector between the proposed extension of Smetana Road, crossing SH-21 and the Union Pacific tracks. Neither an at-grade highway crossing or a new railroad crossing would be advisable due to safety issues and cost.
2b - Remove a 1 1/2 - mile segment of a proposed major collector between Sandy Point Road and Dobrovolny Road.
2c - Realign the proposed route of Pleasant Hill Road east of Sandy Point Road to intersect with a proposed major collector.

CHANGE #3

CHANGE #4



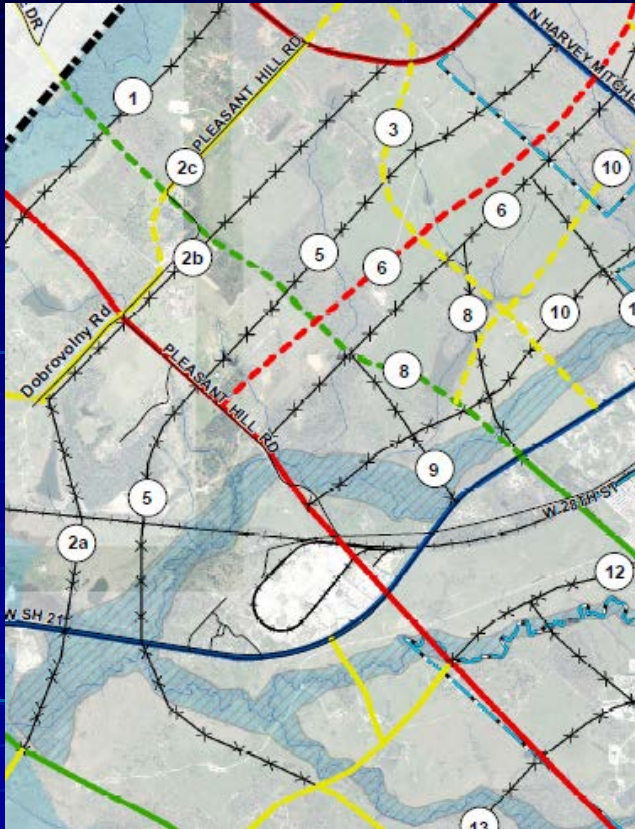
Place a major collector west of North Harvey Mitchell Parkway / FM-2818 running between Sandy Point Road and SH-21.



Remove two major collectors southeast of the angle created by the intersection of SH-21 and SH-47.

CHANGE #5

CHANGE #6



Remove major collector that runs from south of SH-21 to North Harvey Mitchell Parkway / FM 2818 and crosses SH-21 and the Union Pacific tracks southwest of Pleasant Hill Road. Neither an at-grade highway crossing nor a new railroad crossing would be advisable due to safety issues and cost.



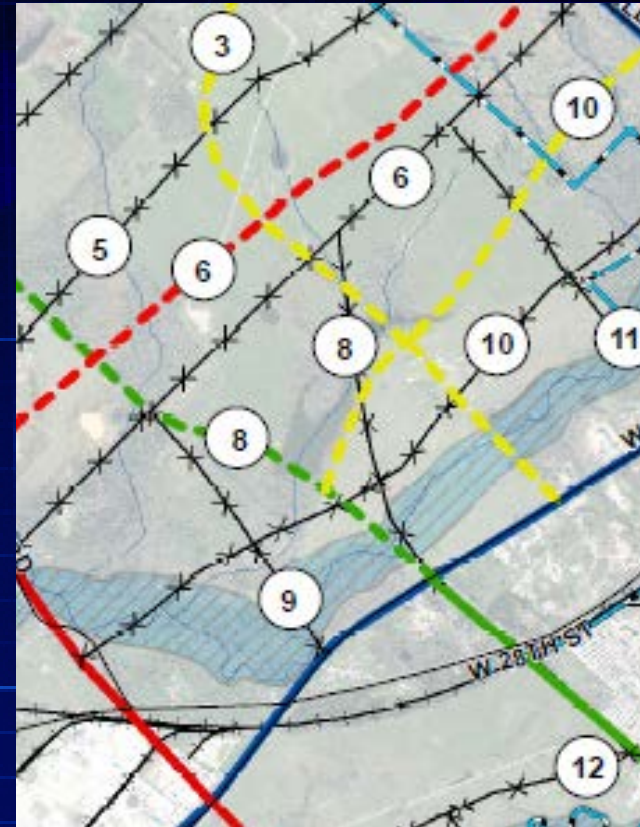
Realign proposed arterial between Pleasant Hill Road and Sandy Point Road.

CHANGE #7

CHANGE #8



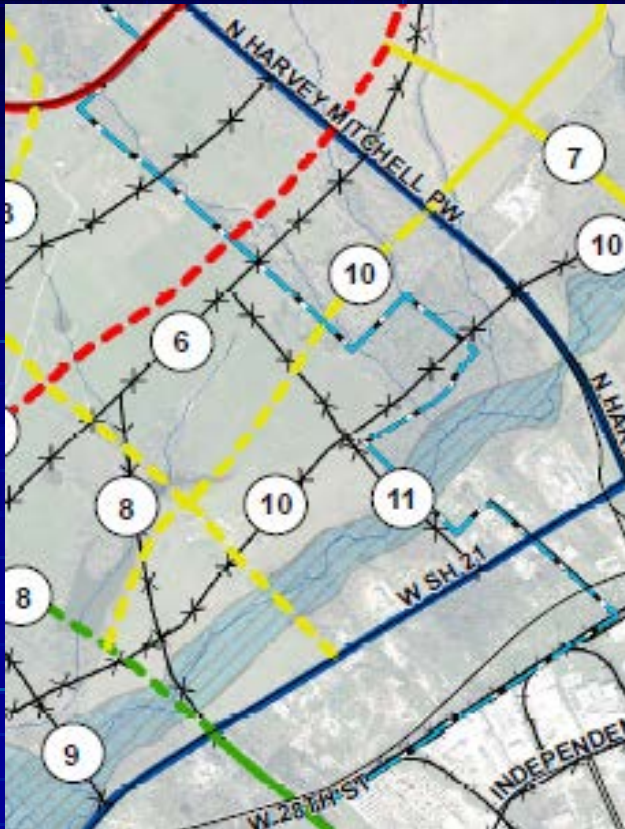
Place a proposed major collector to intersect with SH 21 1/3 mile east of FM 2818 and run north and intersect with a planned major arterial to be located south of Sandy Point Road.



Realign a proposed minor arterial, shifting the route west, to join another minor arterial approximately 2000 feet north of SH-21.

CHANGE #11

CHANGE #12



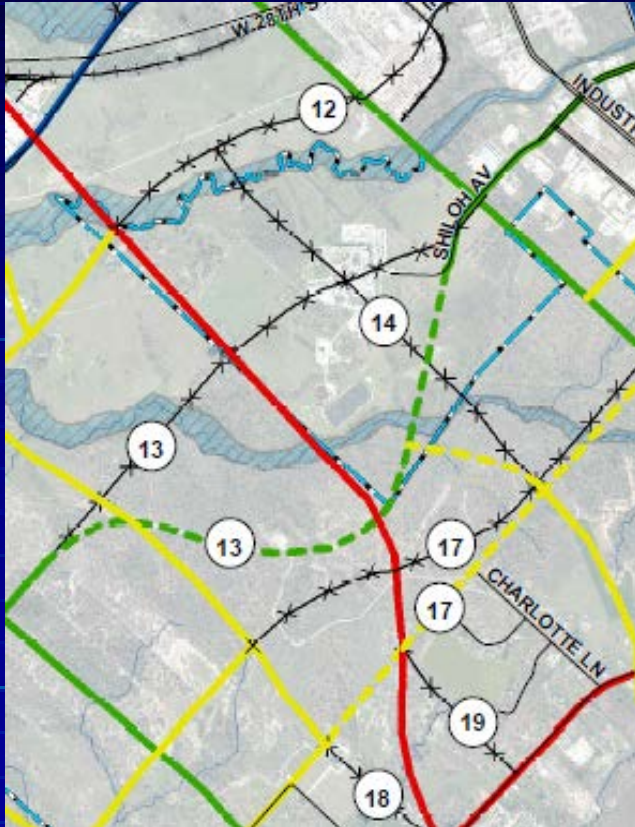
Remove a proposed major collector planned to intersect SH 21 500 feet west of FM 2818 and run north. The proposed route passes over a large area of floodplain and is impractical.



Remove the major collector that would have extended Independence Avenue to Pleasant Hill Road. The route bisected an existing industrial site and passed along floodplain.

CHANGE #13

CHANGE #14



Realign a proposed minor arterial that would extend Shiloh Avenue through the Sanderson Farms facility. The realignment toward the south will also allow for a better floodplain crossing.



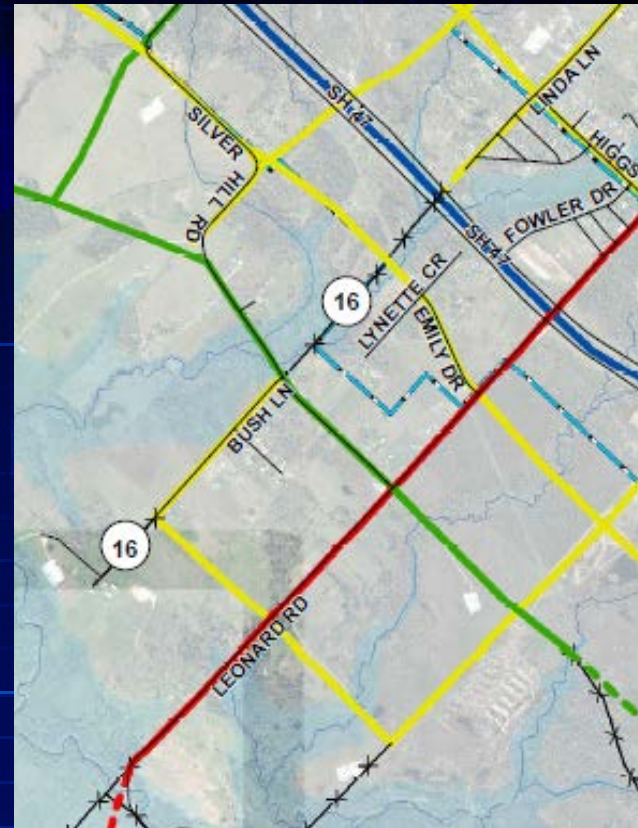
Remove a segment of a proposed major collector south of Cottonwood Branch for a distance of approximately a mile. The proposed route passes through the Sanderson Farms Property.

CHANGE #15

CHANGE #16



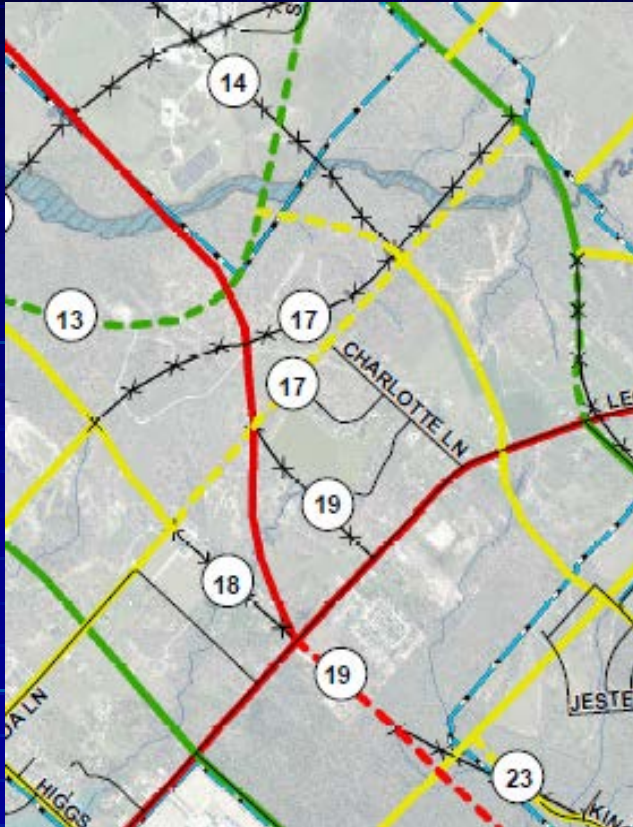
Alter the alignment of a major collector to avoid passing along Silkwood Drive and Suncrest Street.



Remove westernmost $\frac{1}{4}$ mile segment and the $\frac{1}{2}$ mile segment immediately west of SH-47 of the proposed major collector that extends Linda Lane / Bush Lane. There would be no possibility that the segment nearest SH-47 would get a grade separation.

CHANGE #17

CHANGE #18



Relocate the easternmost segment of a proposed major collector to align with Linda Lane and extend Linda Lane northeast as a major collector to intersect with the proposed minor arterial southwest of the Brazos County Industrial Park.



Remove a segment of the proposed major collector from Leonard Road north due to the related realignment of the extension of Pleasant Hill Road.

CHANGE #19

CHANGE #20



Realign section of proposed major arterial extension of Pleasant Hill Road from Leonard Road south to the West Villa Maria Road, Traditions Boulevard intersection. The new route creates a future commercial intersection.



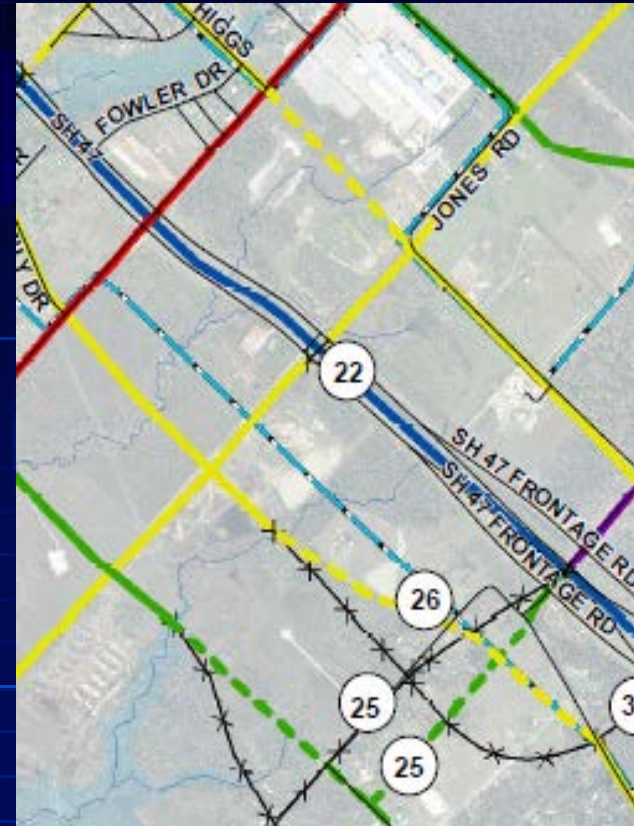
Realign and offset a proposed major arterial extension of Leonard Road to connect with County Road 264 in Burleson County.

CHANGE #21

CHANGE #22

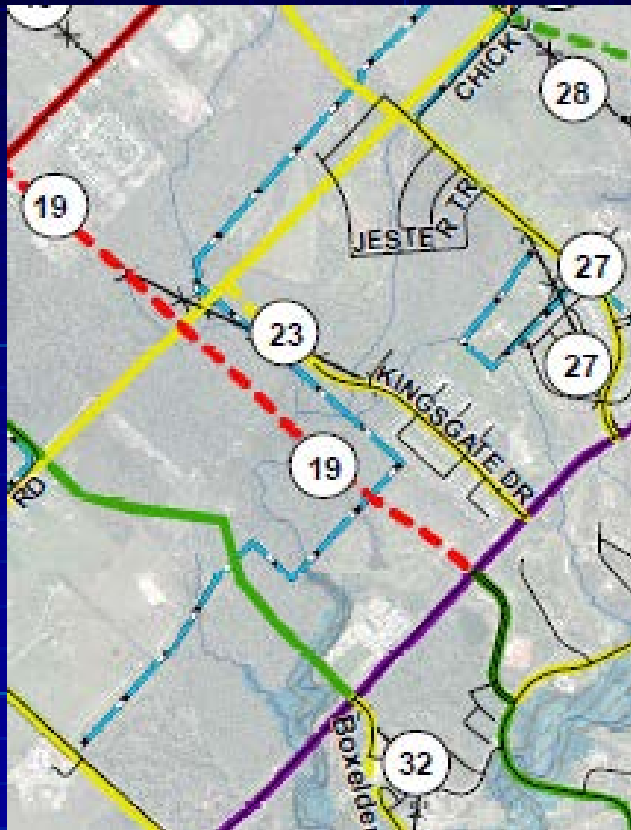


Remove the westernmost segment of a proposed major collector in conjunction with realignment of Leonard Road to Burlson County. Also remove a 1/2 -mile section of a proposed intersecting major collector south of Leonard Road.



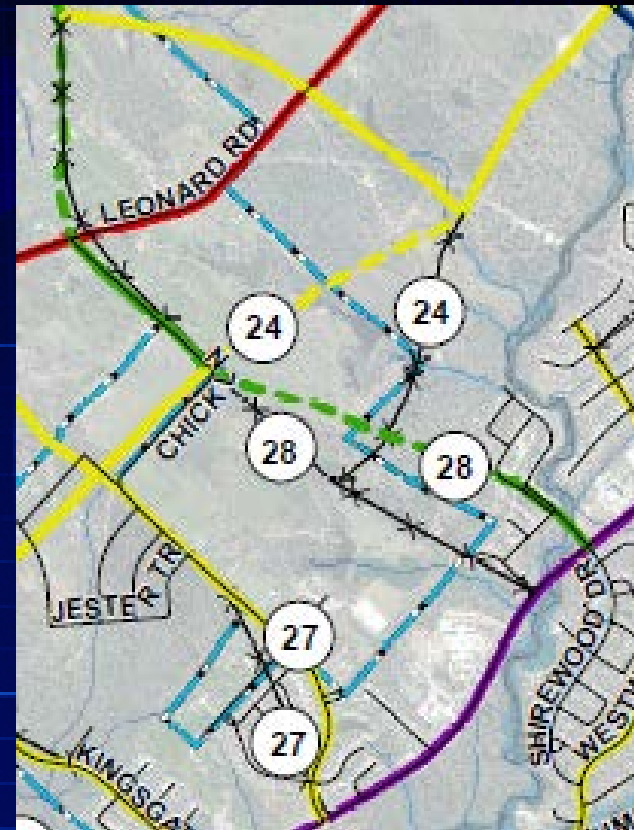
Remove a segment of a major collector proposed to cross SH-47. The proposed segment would require a grade separation that is too close to one existing at West Villa Maria Road.

CHANGE #23



Realign segment of a proposed major collector to support pending development and the realignment of a minor arterial traditions Boulevard to Leonard Road.

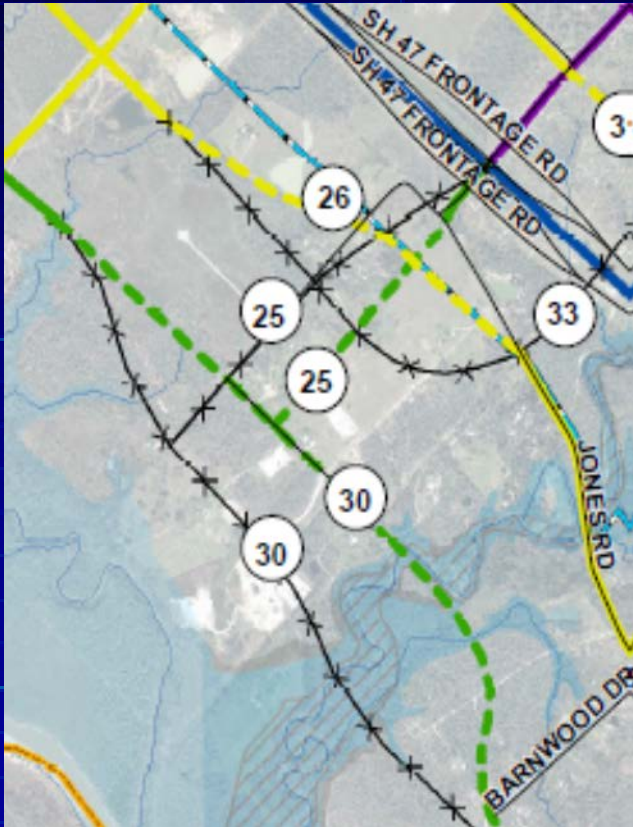
CHANGE #24



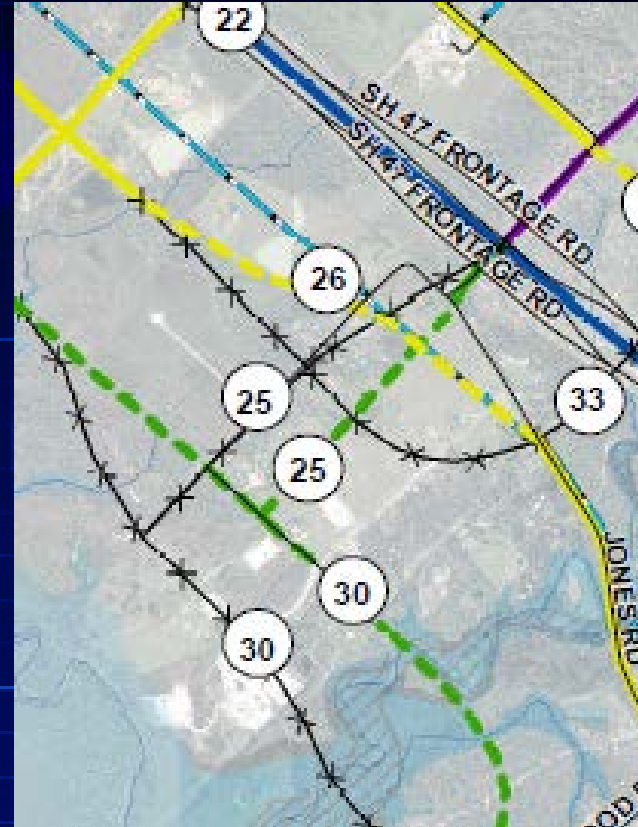
Realign section of proposed major collector toward the north to the proposed minor arterial extension of Chick Lane. The realignment will stay out of floodplain and provide for improved spacing along R.A. Galindo Parkway, a minor arterial.

CHANGE #25

CHANGE #26



Realign a proposed minor arterial extending from the west end of West Villa Maria Road to a route south of and parallel to Foster Road.



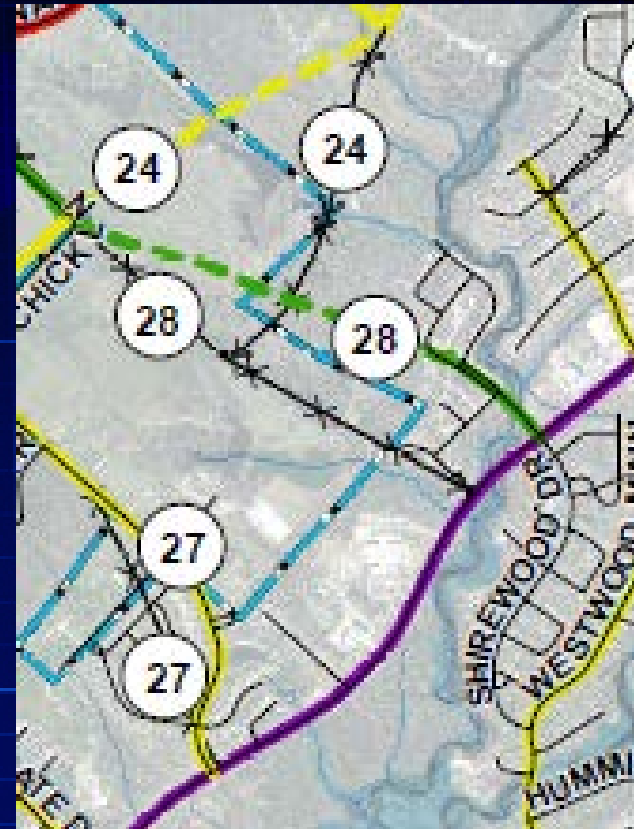
Realign a segment of proposed major collector to follow Jones Road (west of SH-47) rather than cross SH-47 due to an improbable grade separation at the originally proposed location.

CHANGE #27

CHANGE #28



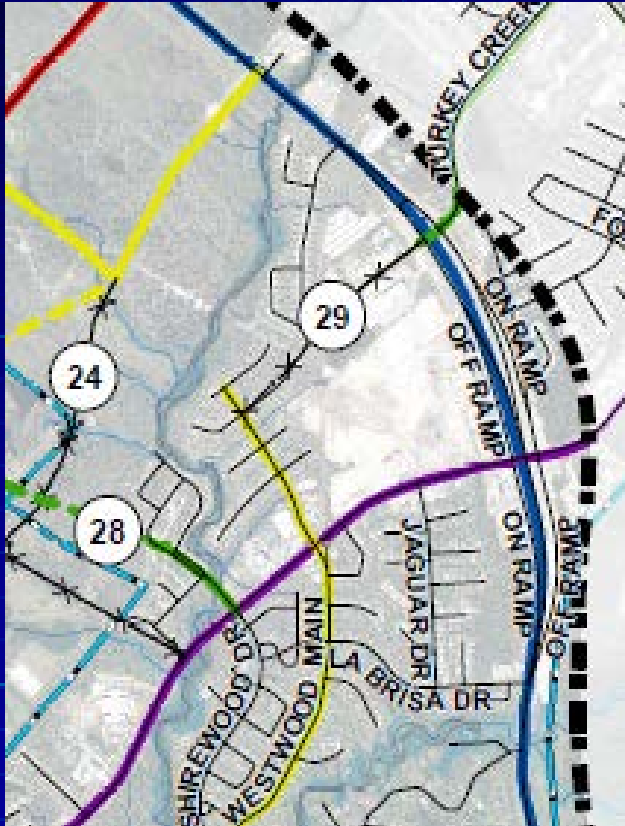
Realign proposed major collector to follow existing Autumn Lake Drive alignment in the Autumn Lake Subdivision. The currently proposed route would go through existing houses.



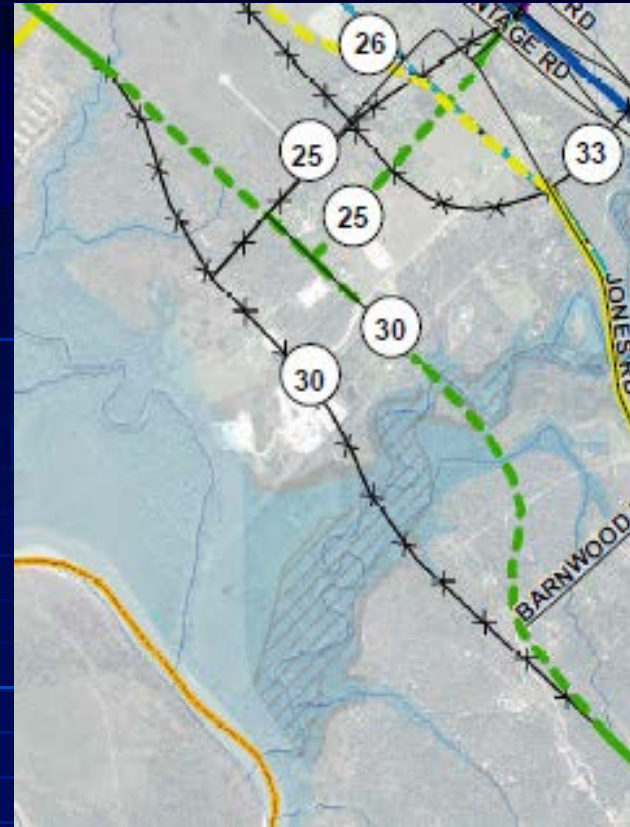
Realign a proposed minor arterial to utilize the route of the new R.A. Galindo Boulevard in Dominion Oaks II.

CHANGE #29

CHANGE #30



Remove proposed minor arterial from North Harvey Mitchell Parkway to Westwood Main that would cut through the new Wal-Mart development.



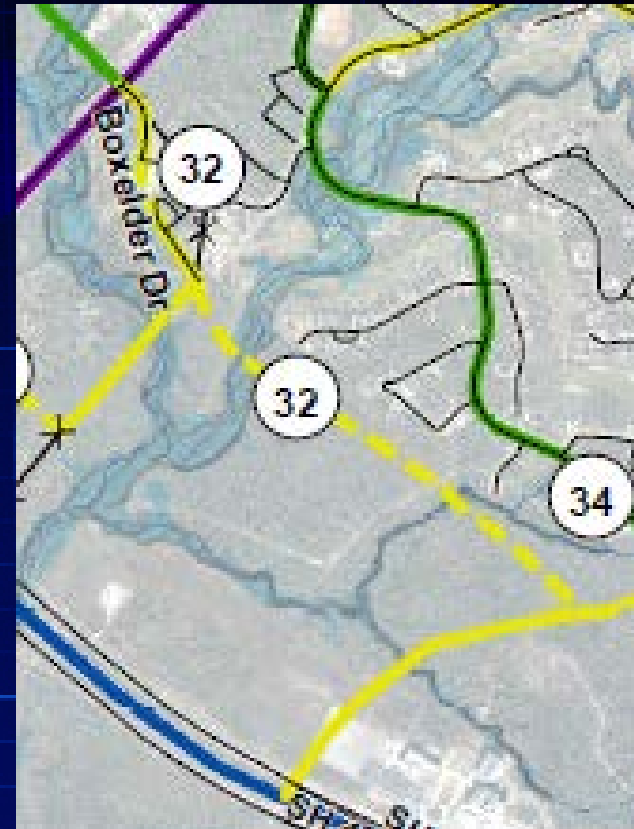
Realign a segment of a proposed minor arterial to avoid cutting through Thompsons Creek Wastewater Treatment Plant.

CHANGE #31

CHANGE #32



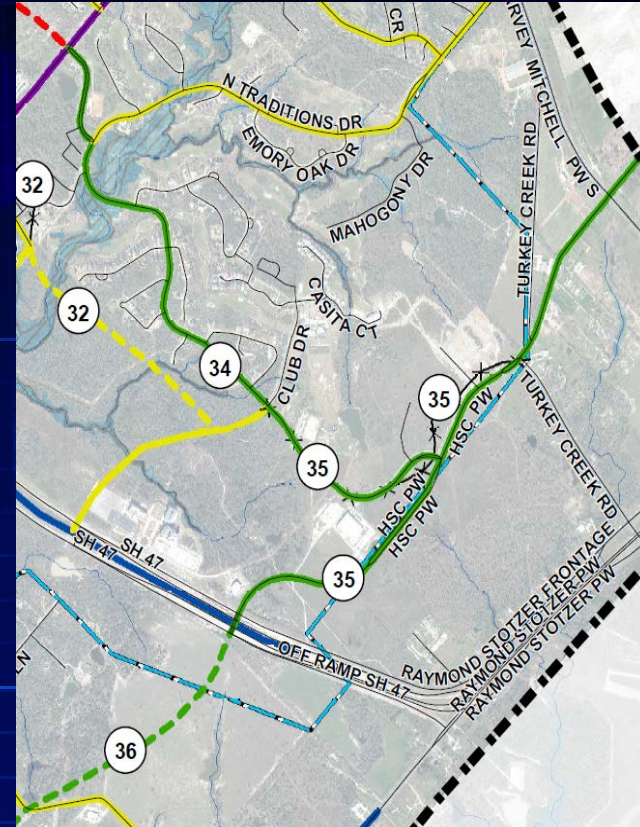
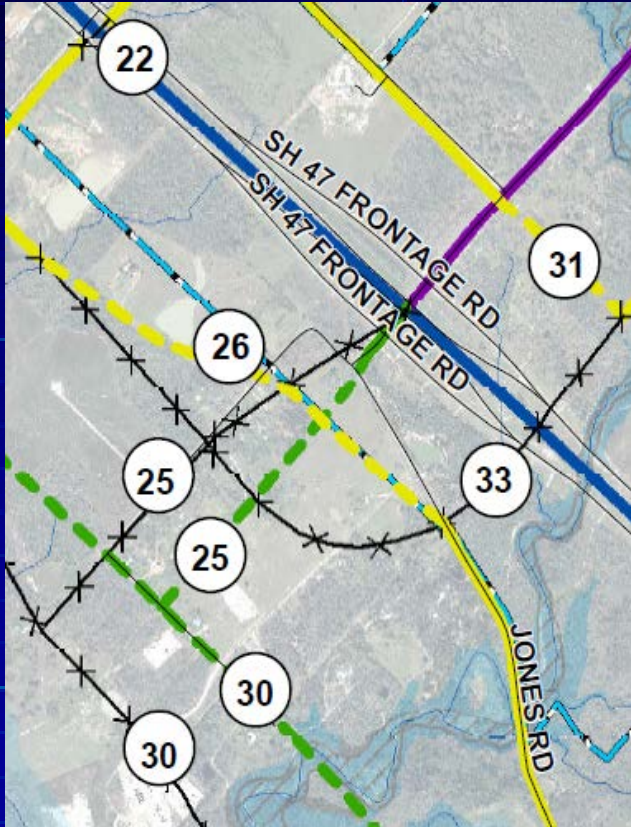
Place a major collector extending the south end of Jones Road from its intersection with West Villa Maria Road.



Realign the northern segment of a proposed major collector to pass through the westernmost part of Traditions to follow the future road alignment of Boxelder Drive and Balsam Court. Extend the segment along the north side of the A&M Health Science Center Property to intersect the future extension of Club Drive

CHANGE #33

CHANGE #34

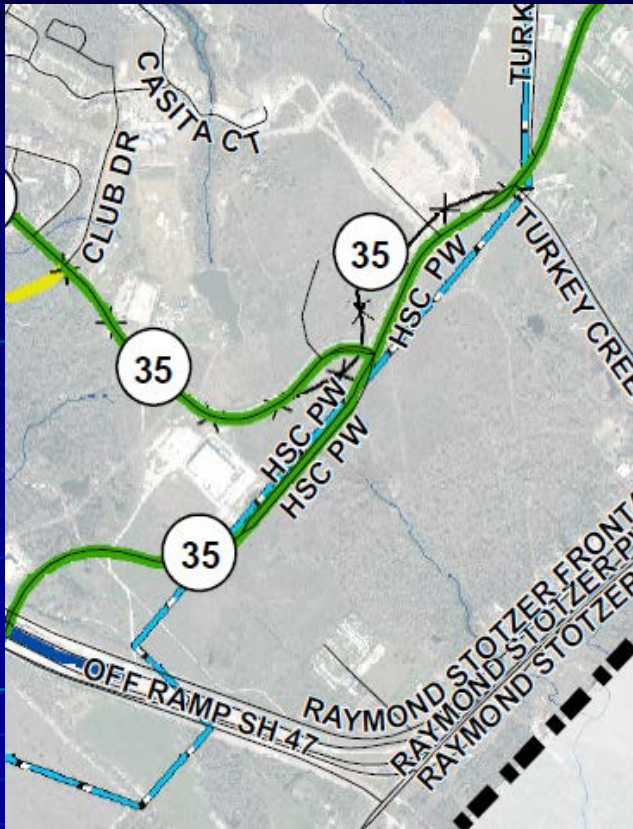


Remove a segment of a proposed major collector intersecting South SH-47 ½ mile south of West Villa Maria Road. No at-grade crossing would be allowed and the spacing too close for a future grade separation.

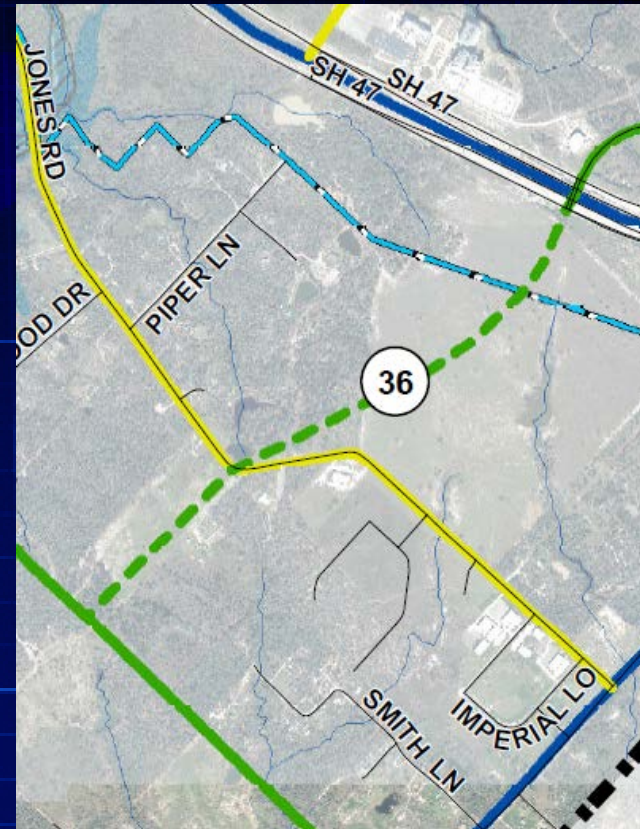
Reclassify Traditions Boulevard and South Traditions Drive from a major collector to a minor arterial. Extend the classification to HSC Parkway.

CHANGE #35

CHANGE #36



Realign the route of the proposed minor arterial of South Traditions Drive to reflect its actual alignment from Club Drive along HSC Parkway to Turkey Creek Road.



Extend HSC Parkway southwest from the grade separation at SH 47 to a future minor arterial west of Jones Road.

QUESTIONS

