

Agenda Item Details

Meeting	Jun 18, 2024 - Bryan City Council Second Regular Meeting
Category	6. Statutory (Automatic Approval) Agenda - This agenda consists of items previously approved by Council action such as adoption of items that are part of an approved budget or capital improvement projects, first and only readings of ordinances, interlocal agreements, or action that is required by law or delegated to the City Manager. Items may be removed from the statutory agenda for separate consideration at the request of two Councilmembers.
Subject	K. Adoption of a resolution directing City staff to modify the City of Bryan standard minimum width for local residential streets to 30 feet
Type	Action (Statutory)
Preferred Date	Jun 18, 2024
Absolute Date	Jun 18, 2024
Fiscal Impact	No
Budgeted	No
Budget Source	N/A
Goals	Economic Development Quality of Life Infrastructure Public Safety

Summary:

The City of Bryan and City of College Station maintain all design standards for new public infrastructure on the www.bcsunited.net website. The current design guidelines for streets offer two options for local residential streets. Standard residential streets are 27 feet wide measured from back of curb to back of curb. The other option is Neo-traditional-design residential streets, which allows an even narrower street of 24 feet with parking restricted to one side. The Neo-Traditional Option is rarely considered due to the already narrow nature of a 27 feet wide street. The 27 feet wide street has been the standard for design guidelines since the early 2000's when the first B/CS Unified Design Manual was published. Prior to that time, the City of Bryan had a minimum standard residential street width of 32 feet wide.

The City of College Station has adopted in their Unified Development Ordinance options for Residential Parking that may affect streets widths depending on the option selected. Excerpt of their requirements is provided below:

"Residential Parking Options.

To provide adequate access for emergency vehicles, new single-family and townhouse subdivisions shall provide one option from the following:

a. Wide Streets.

1. Pavement width shall be a minimum of thirty-two (32) feet, up to a maximum of thirty-eight (38) feet.
2. In addition to the right-of-way specified for the Residential Street Section in the B/CS Unified Design Guidelines, additional right-of-way width shall be dedicated equivalent to the increase in pavement width over twenty-seven (27) feet.
3. To minimize adverse traffic impacts on residential neighborhoods, bulb-outs shall be provided at intersections of local streets. Bulb-outs shall not be required where a local street intersects a street classified as a collector or higher.
4. As determined by the Development Engineer, engineering judgment shall override the requirement for bulb-outs set forth above if warranted by specific traffic conditions.

b. Narrow Streets.

1. Pavement width shall be a minimum of twenty-two (22) feet, up to a maximum of twenty-four (24) feet.
2. No parking is allowed on narrow streets to ensure emergency vehicle access. Narrow streets must meet fire service standards as described in the City of College Station Site Design Standards.
3. To provide adequate parking in residential neighborhoods, subdivisions choosing to incorporate narrow streets shall incorporate additional parking spaces through either the provisions of visitor alley-fed parking areas or visitor parking areas (See additional requirements for visitor alley-fed off-street parking and visitor parking areas below).

c. Standard Streets.

1. Standard streets shall be designed in accordance with the Residential Street Section in the B/CS Unified Design Guidelines.
2. Parking shall be removed from one (1) or both sides of standard streets.
3. To provide adequate parking in residential neighborhoods, subdivisions choosing to remove parking from both sides of a standard street shall incorporate additional parking spaces through the provisions of visitor alley-fed off-street parking or visitor parking areas. Visitor alley-fed off-street parking and visitor parking areas have additional requirements as specified below.

d. Wide Lot Frontages.

1. All lot widths shall be a minimum of seventy (70) feet as measured at the front setback.”

Throughout 2023, the Bryan Planning and Zoning Commission discussed enlarging the street width due to various issues primarily associated with on-street parking on both sides of the roadways and the difficulty of emergency responders being able to traverse tight segments of roadways. The details of these discussions are summarized in Attachment 1.

Widening the roadways an additional 3 feet will cause construction costs borne by developers to increase for residential construction and likely passed on to the buyer of the residential lot; however, providing for an appropriate width to provide vital emergency services and other city services, such as solid waste collection, is paramount.

Staff Analysis and Recommendation:

Staff recommends modifying the minimum street width for local streets to 30 feet per discussions at Bryan Planning and Zoning Commission meetings in 2023. Staff also recommends eliminating the rarely used Neo-Traditional Design option that offered an even more narrow street width of 24 feet wide.

The Bryan/College Station Unified Design Guidelines for Streets and Alleys will be modified on the www.bcsunited.net website to reflect this change that will apply only to the City of Bryan (not the City of College Station), if approved.

Widening the standard residential street from 27 feet wide to 30 feet wide will provide more room for emergency services to safely traverse down the middle of the roadway when parking of vehicles on both sides of the roadway occurs. Other benefits include better access for other City services, such as solid waste collection.

Options:

1. Approve the Resolution with 30 feet wide minimum street width
2. Approve the Resolution with a different standard, such as 32 feet wide street width, which may require consideration at a future City Council meeting
3. Do not approve the Resolution and provide direction to staff

Attachments:

1. Bryan Planning and Zoning Commission background
2. Modified Street Design Guideline Table III
3. Resolution

Attachment 1 - Memo - P&Z recommendations.pdf (656 KB)

Attachment 2 - Streets Design Guideline Table III.pdf (221 KB)

Attachment 3 - Street Width Resolution.pdf (89 KB)