

# Statutory Item 6K

## Street Width Standard for New Local Streets

June 18, 2024

# Background

The City of Bryan and City of College Station maintain all of the design standards for new public infrastructure on the [www.bcsunited.net](http://www.bcsunited.net) website. The current design guidelines for streets offer 2 options for local residential streets.

Standard residential streets are 27 foot wide measured from back of curb to back of curb.

The other option is Neo-traditional-design residential streets and it allows an even narrower street of 24 feet with parking restricted to one side. This option is rarely considered due to the already narrow nature of a 27 foot wide street.

The 27 foot 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.

# Background

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.

Pavement width shall be a minimum of thirty-two (32) feet, up to a maximum of thirty-eight (38) feet.

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.

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.

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.

Pavement width shall be a minimum of twenty-two (22) feet, up to a maximum of twenty-four (24) feet.

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.

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.

Standard streets shall be designed in accordance with the Residential Street Section in the B/CS Unified Design Guidelines.

Parking shall be removed from one (1) or both sides of standard streets.

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.

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

# Planning & Zoning Commission Recommendation

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 those tight segments of roadways.

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.

P&Z Recommended widening to a minimum width of 30 feet.

# Change to Street Design Guidelines

Direct city staff to modify the City of Bryan standard minimum width for local residential streets to 30 feet and eliminating the rarely used neo-traditional design option from the design guidelines

## STREETS AND ALLEYS

TABLE III - MINIMUM GEOMETRIC DESIGN CRITERIA FOR NEW CONSTRUCTION

	Alley	Residential	NTD Residential Streets <sup>1</sup>	Rural <sup>4</sup> Residential	ETJ/City Rural <sup>4</sup> Collector	Minor Collector/ Commercial Streets	Major Collector	Minor Arterial	Major Arterial
ROW <sup>2</sup>	24'	50'	50'	70'	100'/90'	60' <sup>7</sup>	80'	105'	130'
Pavement Width <sup>3</sup>	12' <sup>9</sup>	<del>27'</del> 30'	24'	<u>28'</u>	30'/36'	38'	54'	83'	95'
Traffic Lanes	N/A	2	2	2	2	2	3	4	6
Lane Width <sup>5</sup>	N/A	N/A	N/A	12'	13'/16'	12'	12'	12.5'/12' <sup>5</sup>	12.5'/12'/12.5' <sup>5</sup>
Curb	None	Laydown or standard	Laydown or standard	<u>Ribbon<sup>6</sup></u>	None/ <u>Ribbon<sup>6</sup></u>	Standard	Standard	Standard	Standard
Shoulder Width	N/A	N/A	N/A	2 @ 2' Ea <sup>6</sup>	2 @ 2' Ea <sup>6</sup>	N/A	N/A	N/A	N/A
Left Turn Lane Width	None	None	None	None	None	Permitted (13')	(14')	None	None
Parking	None	Permitted	One Side Only	None	None	None	None	None	None
Raised Medians	None	None	None	None	None	None	None	17'	21'
Sidewalks Req./Width	None	Per local Subdivision Ordinance/5'	Per local Subdivision Ordinance/5'	None	None	Both/6' <sup>8</sup>	Both/6' <sup>8</sup>	Both/6' <sup>8</sup>	Both/6' <sup>8</sup>
Bike Lanes	N/A	N/A	N/A	N/A	N/A	Required	Required	Required	N/A

# Reasons for this change

Reasons for considering this change as discussed throughout 2023 by the Planning and Zoning Commission and recommended by the P&Z Subcommittee:

- Fire / Ambulance Access when cars parked on both sides of streets
- Improved access for solid waste vehicles
- Eliminate cars parking on sidewalks due to lack of street width