

**Birmingham Planning Commission
Complete Streets Resolution**

WHEREAS, “Complete Streets” are defined as streets that are designed to accommodate all users – motorists, pedestrians, bicyclists, and transit riders;

WHEREAS, “Complete Streets” can include a range of elements to accommodate all users, including, but not limited to, sidewalks, signage, paved shoulders, bicycle lanes, traffic lanes shared with motorist including sharrows and other bicycle pavement marking, crosswalks and other pavement marking for pedestrians, pedestrian control signalization, bicycle actuated traffic signals, bus pull outs, curb cuts, raised crosswalks, roundabouts, traffic islands and other traffic calming measures;

WHEREAS, “Complete Streets” principles should guide future street and transportation plans for both new and retrofit projects in the City of Birmingham, and any exception to this approach should be appropriately justified;

WHEREAS, “Complete Street’s” application will vary depending on the surrounding land uses and densities and its general context, however street and transportation plans should always be guided by the principle that streets should promote multiple transportation options for all people;

WHEREAS, “Complete Streets” can spark economic development and community development by helping to create walkable, vibrant communities where businesses can thrive and be strong, livable neighborhoods for City of Birmingham residents;

WHEREAS, “Complete Streets” can play a role by reducing pedestrian and bicyclist injuries and deaths, reducing traffic congestion, improving air quality both by promoting alternative forms of transportation and by helping to improve traffic flow;

WHEREAS, the people of the City of Birmingham have expressed a strong desire for increased transportation options, including walking, cycling, and transit;

WHEREAS, the May 2011 edition of the *Transportation of America* pedestrian safety report entitled *Dangerous Design* ranked Birmingham as the 16th most dangerous metro area for pedestrians, the *AARP Bulletin* released November 9, 2009 ranked Birmingham the ninth most dangerous metro area for walkers, and *Bicycling* magazine’s May 2010 edition ranked Birmingham as one of the three “Worst Cities” in America for bicycling.

NOW, THEREFORE BE IT RESOLVED that the Birmingham Planning Commission strongly endorses a Complete Streets approach for the City of Birmingham to enhance transportation options and to improve quality of life for the residents of Birmingham as follows:

1. The City of Birmingham shall, to the maximum extent practical, scope, plan, design, construct, operate, and maintain all City streets to provide a comprehensive and integrated network of facilities for people of all ages and abilities traveling by foot, bicycle, automobile, public transportation, and commercial vehicle.
2. Such improvements shall be consistent with and supportive of the local community, and that early consideration shall be given to any project’s land use and transportation context.
3. Facilities for all users shall be considered in the construction, reconstruction, retrofit, repaving, and rehabilitation of City streets, except under one or more of the following conditions:
 - a. The project involves a roadway on which a specific use is prohibited by law.

- b. There is a documented absence by the City of Birmingham of existing bicycle or pedestrian activity and absence of future need recognized in approved Birmingham Transportation Plan elements.
 - c. The Subdivision Regulations does not require sidewalks along the proposed street; however some accommodations for bicycles may be needed depending on approved plans.
 - d. The costs of providing accommodation are “excessively disproportionate” to the need or probable use, as recognized by the City of Birmingham. Excessively disproportionate is defined as exceeding twenty percent of the cost of the larger transportation project. This twenty percent figure should be used in an advisory rather than an absolute sense. Claims of “excessively disproportionate” cost shall be submitted for review by the City of Birmingham.
4. The City shall, to the maximum extent practical, follow the latest adopted design standards when implementing this policy, including, but not limited to:
 - a. Guidance issued by the:
 - American Association of State Highway Officials publications including *A Guide for Achieving Flexibility in Highway Design*
 - Institute of Transportation Engineers’ Recommended Practice, *“Designing Walkable Urban Thoroughfares: A Context-Sensitive Approach*
 - *Pedestrian Right-of-Way Accessible Guidelines* (PROWAG) from the Architectural & Transportation Barriers Compliance Board.
 - National Association of City Transportation Officials’ *“Urban Bikeway Design Guide”*.
 - b. Application of design standards shall be flexible, recognizing that all streets are not alike and that user needs should be balanced, and innovative or non-traditional design options shall be considered.
5. The City Engineer and Traffic Engineer shall develop implementation strategies that include revising and updating processes, procedures, design and construction manuals, recommended traffic control devices, standard construction specifications and other guidance to assist in this resolution’s implementation.

BE IT FURTHER RESOLVED that the Planning Commission urges the City of Birmingham to work with Jefferson County, the Birmingham Metropolitan Planning Organization, the Alabama Department of Transportation, related advisory committees, and community organizations to achieve the goals set forth in this Complete Streets policy.

BE IT FURTHER RESOLVED that the Planning Commission urges the Birmingham City Council, the Mayor’s office, and relevant governmental agencies to revise, adopt, and implement policies and practices to support the Complete Streets approach.

BE IT FURTHER RESOLVED that the Planning Commission urges the City of Birmingham to release annual reports on its progress in implementing this policy.