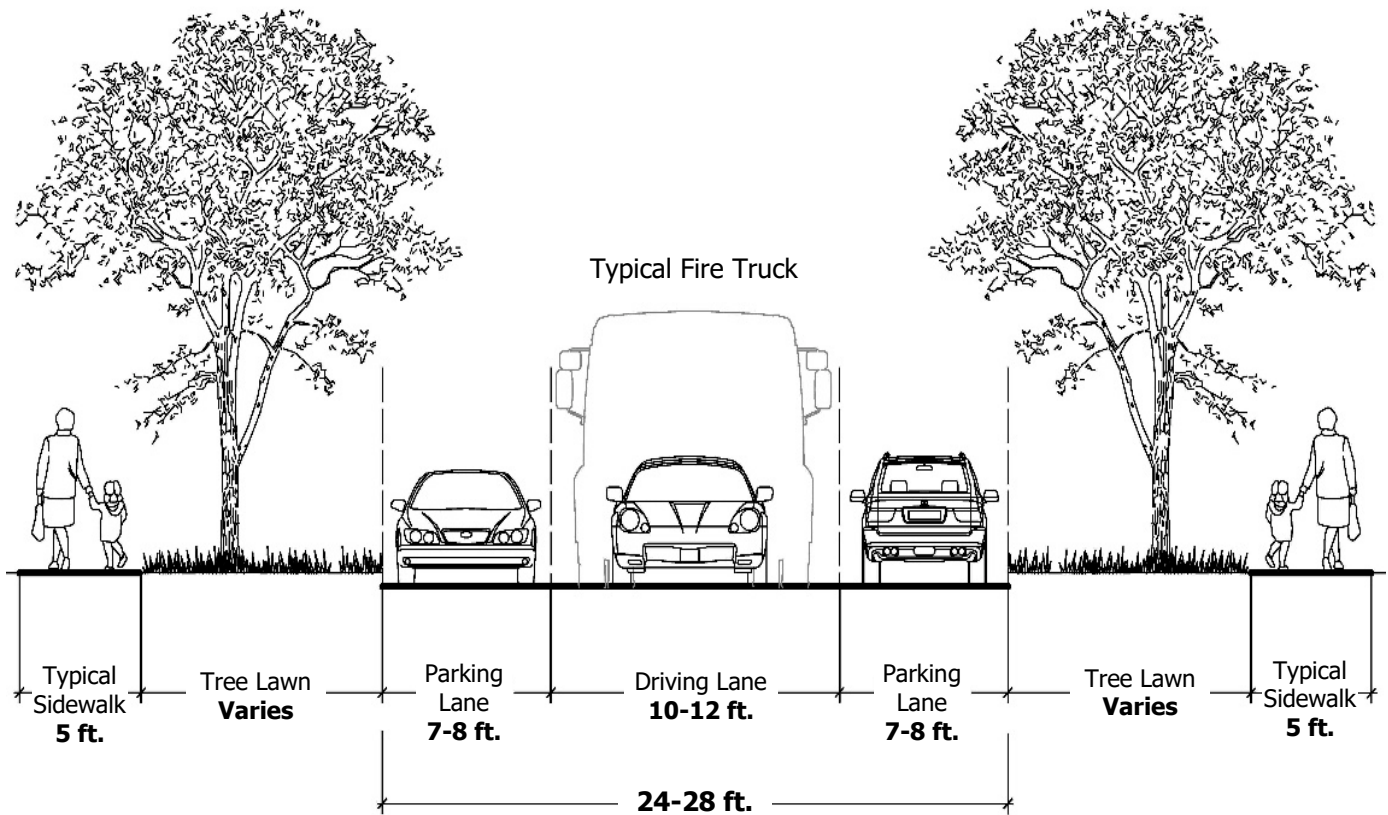


**POLICY STATEMENT:
BIRMINGHAM RESIDENTIAL STREET DESIGN STANDARDS**



INTRODUCTION: The City Commission asked the Multi-Modal Transportation Board (MMTB) to establish a City policy for determining the width of a new street. Accordingly, the MMTB identified goals for residential road width standards, and reviewed the national standards and best practices from professional organizations and peer cities. The board created standards and allowed for modifications if certain criteria are met.

INTENT: The purpose of these standards is to provide consistent street widths throughout the city but with flexibility for very specific situations. The goals for identifying a standard road width for residential roads include the following:

- Functionality;
- Consistency with adjacent streets;
- Accident reduction and public safety;
- Adhering to Complete Streets principles;
 - Enhancing walkability;
- Character of community;
 - Block length;
 - Size of lots;
 - Building setback and lengths;
- Traffic calming;
- Expediency in planning and engineering;
- Infrastructure costs; and/or

- Storm water runoff management.

The following standards are based on residential street design recommendations published by American Association of State Highway and Transportation Officials (AASHTO), the Institute of Transportation Engineers (ITE), the Urban Land Institute (ULI), the Congress for New Urbanism, National Association of City Transportation Officials (NACTO), and those used by peer cities. Using those standards as a base, these standards are also based on emergency response access, winter weather, the existing street widths in the city, and the characteristics of different neighborhoods in the City. These widths typically allow for parking along both sides of the street with room for a vehicle to pass in one direction. When there is opposing traffic (vehicles going both ways) one of the motorists will need to yield to the other. This is commonly classified as a "Yield" or "Courtesy" Street.

STREET DESIGN STANDARDS (see also attached flow chart):

1. NEW AND EXISTING, UNIMPROVED RESIDENTIAL STREETS THAT ARE BEING IMPROVED

When streets are improved or newly constructed, the standards below shall be generally be applied. Exceptions may be considered when factors, such as those described in Section 4, are evident.

- a. **Standard Streets:** 26 ft. in width from curb to curb.
- b. If the right-of-way is less than 50 ft., the street width shall be a minimum of 20 ft. with parking allowed on one side only (generally the side without fire hydrants).

2. EXISTING, IMPROVED RESIDENTIAL STREETS

When previously built streets are reconstructed, this standard shall generally be applied. Exceptions may be considered when factors, such as those described in Section 4, are evident.

Standard Streets: 26 ft. in width from curb to curb.

Existing Street is 28 feet or less in width: If existing street width is 28 ft. or less in width, street may generally be reconstructed at the existing width provided there is a reason present under section 4.

3. PUBLIC NOTICE AND PUBLIC HEARING

Whenever there is a street project where a change in the existing width is being considered, the Multi-Modal Transportation Board shall have a Public Hearing to inform residents of the project and provide an opportunity for comment. The City shall post a sign along the street that announces street project. Design details shall be advertised and posted on the City's website. If residents express a desire for a non-standard street width at a public meeting or through a public survey of street residents, those preferences shall be considered. However, engineering or safety factors listed in Section 4 must also be present to support a design exception.

4. EXCEPTIONS AND MODIFICATIONS TO THE WIDTH STANDARDS

Any modification must be consistent with the Intent of these standards and the engineering publications upon which they are based. Street width exceptions may only be approved to a minimum of 20 ft. and a maximum of 30ft. If residents express a desire for a non-standard street width at a public meeting or through a public survey of street residents, those preferences shall be considered (either wider or narrower) only if one or more of the following conditions exist:

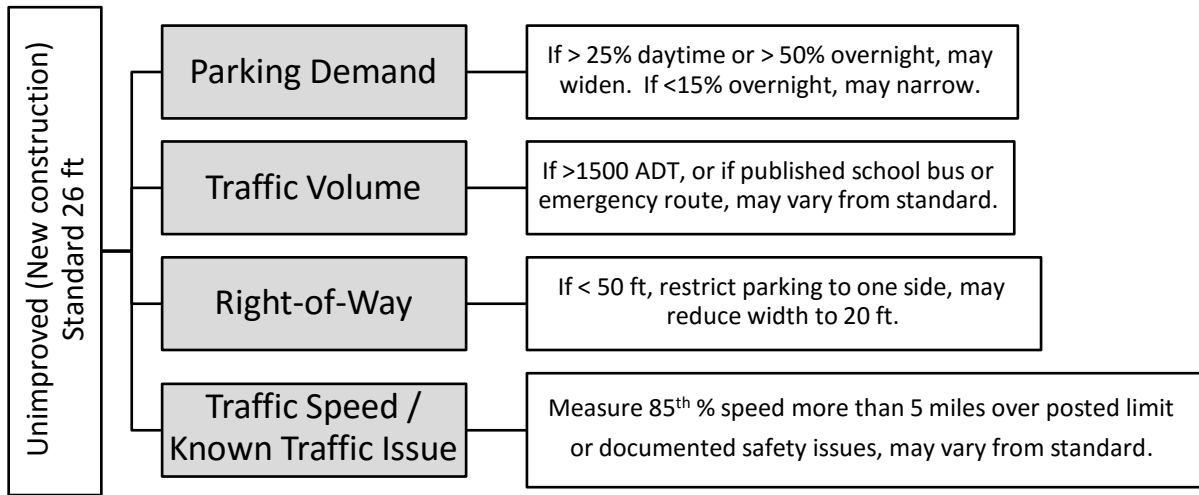
- a. High or low frequency of use of on-street parking. When surveyed on-street parking is utilized 15% or less overnight, the width may be reduced. When parking density is classified as highly utilized, defined as over 25% occupancy throughout the day or more than 50% of the available curb space used overnight, the width may be increased. For calculation of parking, a minimum length of 22 ft. shall be used and not include driveways, spaces adjacent to fire hydrants, or other locations where parking is not allowed.
- b. Daily traffic volumes exceed 1500 vehicles.
- c. The street is a published school bus route used by the Birmingham Public Schools or is a frequent emergency response route.
- d. Street is adjacent to a school, religious institution, City park, multiple-family residential development, or other use with access that generates higher traffic volumes.
- e. Presence of street trees, especially healthy, mature trees, such that rebuilding the road as proposed would result in the removal of two or more trees on any given block.
- f. A speed study confirms that the 85th percentile speed is more than 5 miles per hour over the posted speed limit and/or city police or engineering departments have documented operational or safety concerns related to traffic patterns along the street.
- g. Street may be as narrow as 20 ft. with parking on one side only if right-of-way is less than 50 ft.

5. BOULEVARD STREETS

Reconstruction of streets with a boulevard, median, or other unique design feature, shall be reconstructed to match the current configuration unless geometric changes are needed based on safety or engineering analysis.

FACTORS

THRESHOLD TO CONSIDER EXCEPTION



RECONSTRUCTION OF IMPROVED STREET

