



# Areas of Persistent Poverty Transit Accessibility Project



# PROJECT TEAM

- Whitman, Requardt & Associates – Atlanta and Baltimore
- Dynamic Civil Solutions, Inc. – Birmingham
- Creative Directions, Inc. – Birmingham
- Johnson Management Group - Birmingham



Jim Ritchey  
WRA



Tim Preece  
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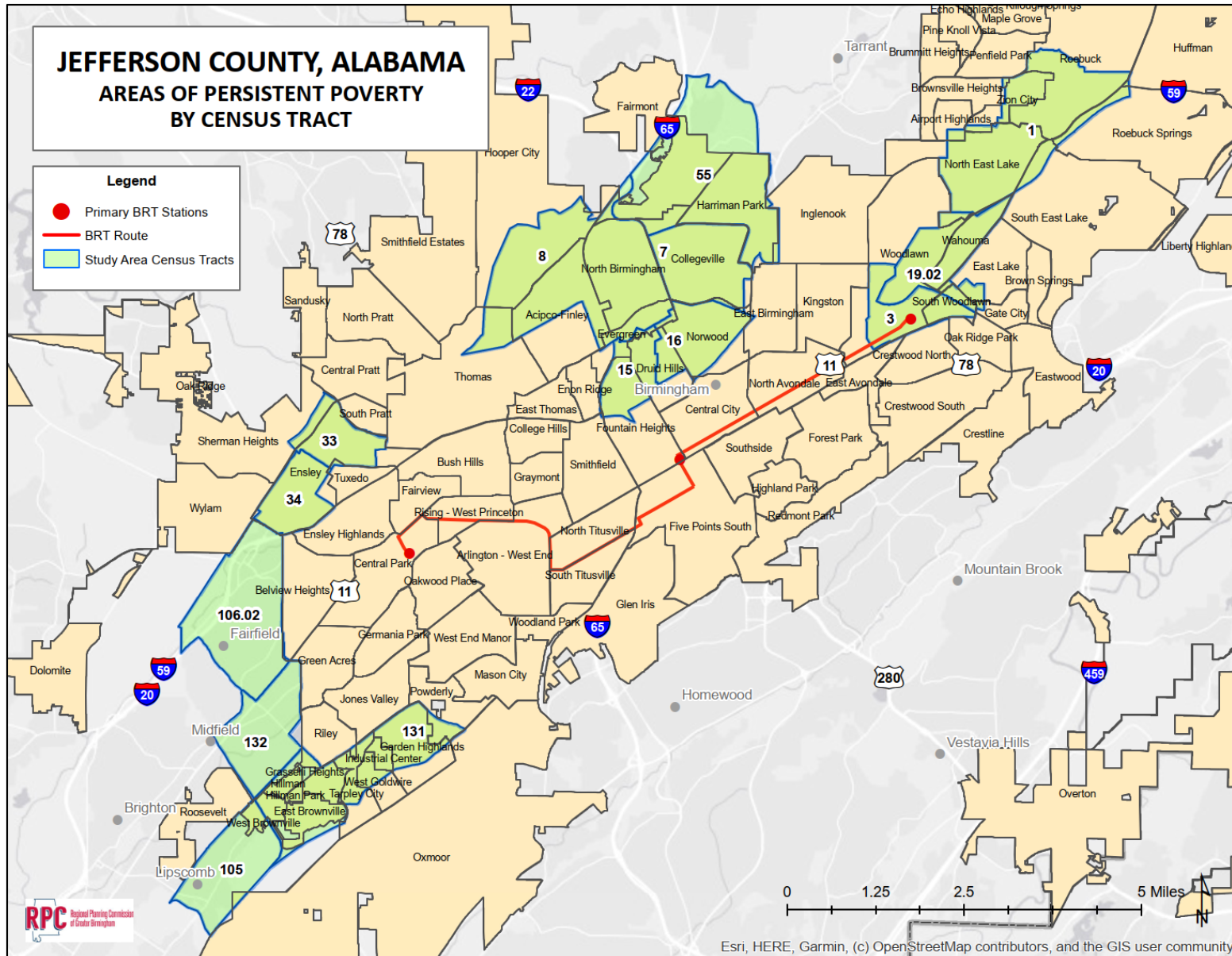


Jana White  
Creative Directions



Valton Johnson  
Johnson Management  
Group

# FOCUS AREA



# PROJECT APPROACH

**Collaborative and  
inclusive community  
engagement**



## **RPCGB Work Program**

- **Data Collection and Conditions/Needs Assessment**
  - Assess existing and future conditions and opportunities for multi-modal transportation.
- **Transit Services Analysis**
  - Evaluate existing and planned transit services with recommendations for alternatives based on demand and equity.
- **Market Analysis**
  - Deliver analysis of existing economic and land conditions. Highlight opportunities for development that can incorporate TOD, Complete Streets, bicycle and pedestrian access.
- **Public and Stakeholder Engagement**
  - Deliver creative and diverse outreach strategies to engage the public and stakeholders to maximize project awareness and involvement.
- **Final Report and Plan**
  - Deliver final plan and recommendations to increase transit access accounting for land use, equitability, accessibility, sustainability and climate impacts.

# PROJECT TIMELINE

AoPP Project will be performed in 3 stages

Stage 1\* – Challenges and Opportunities



6 - 8 months

Stage 2\* – Alternatives and Partnerships



6 - 8 months

Stage 3\* – Implementation Initiatives



3 - 5 months



Full Project Timeline 18 months

\* Public and Stakeholder Engagement will be continuous over the course of the project

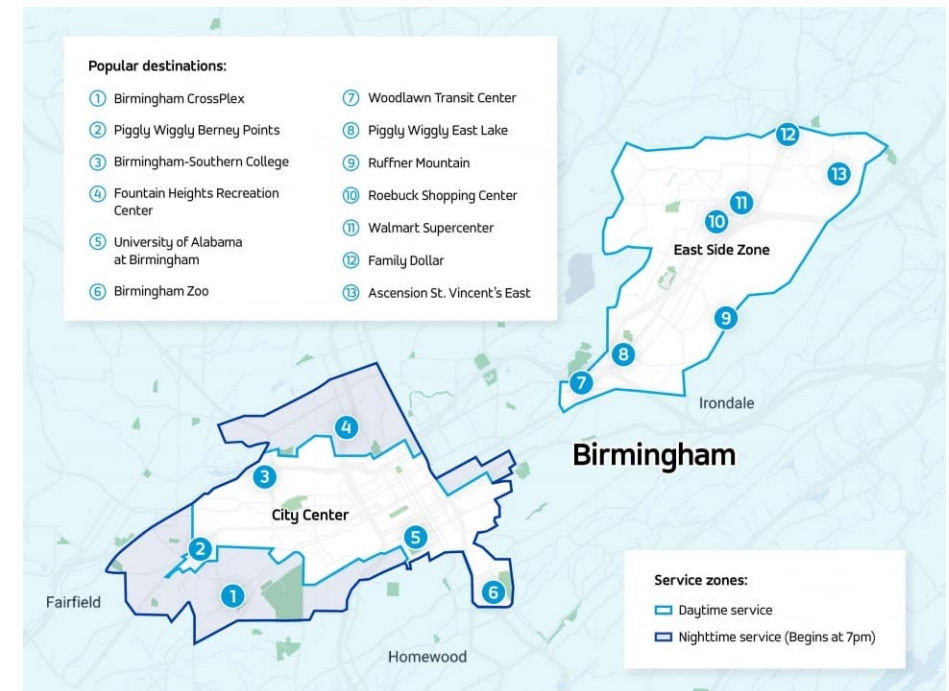
# PROJECT GOALS

- Analyze historical data and identify challenges for areas of persistent poverty
- Evaluate existing transit services
- Review and assess existing and future conditions for multi-modal transportation
- Offer land use, equitability, accessibility and sustainability recommendations
- Develop transit alternatives
- Support RPCGB, BJCTA and City of Birmingham to take maximum advantage of grant opportunities



# Introduction

- Launched in December 2019
- Service area now covers 22% of City
- \$1.50 per ride
- Six vehicles, some ADA-accessible
- Budget:
  - FY23: \$1.2 million
  - FY24: \$2.5 million



# Ridership Summary (March 2023)

6

*Vehicles*

9,556

*Rides*

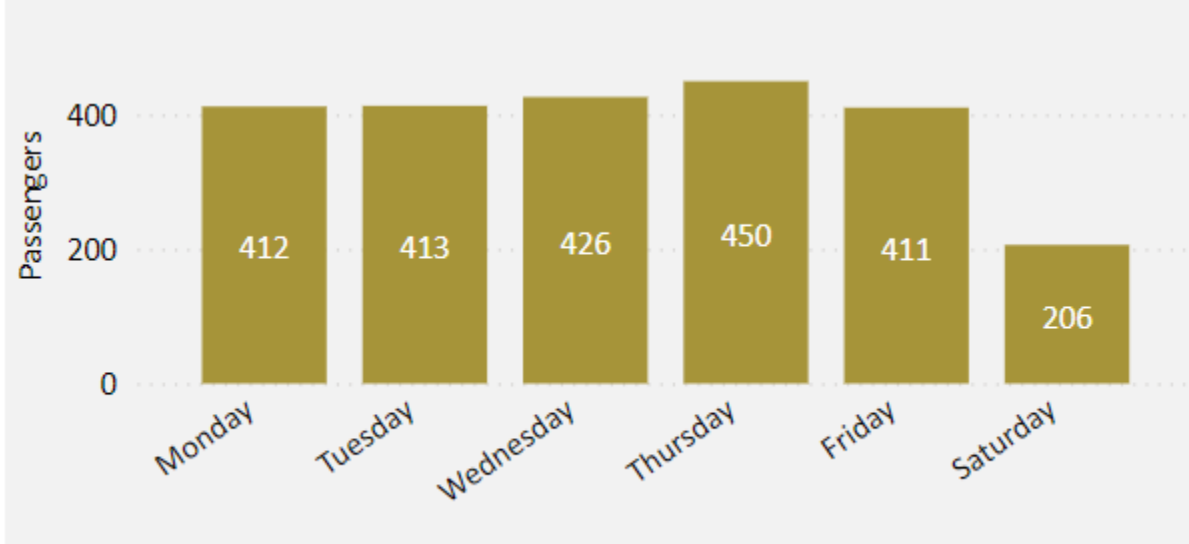
10,561

*Passenger Trips*

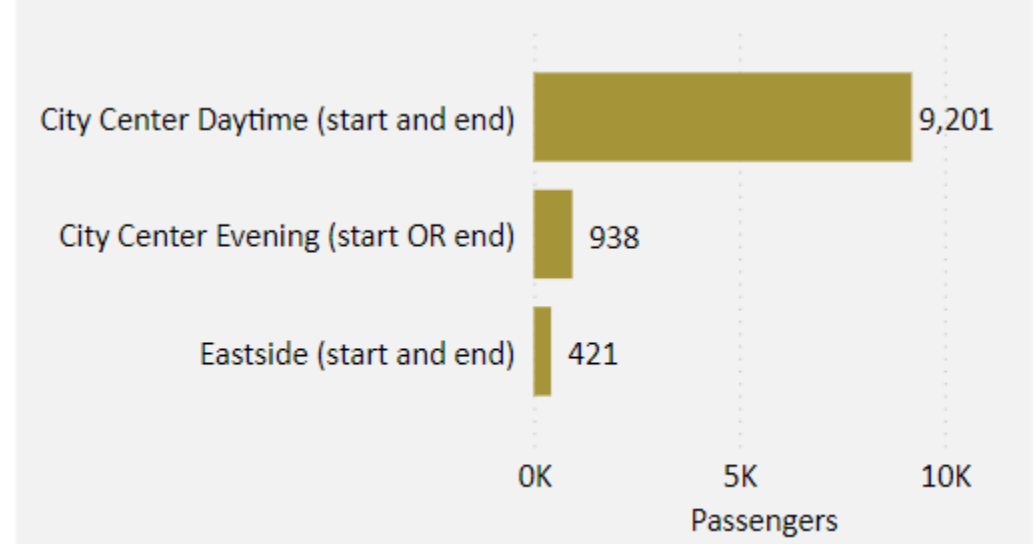
391

*Average Daily Ridership*

Average Ridership by Day of Week



Ridership by Service Zone

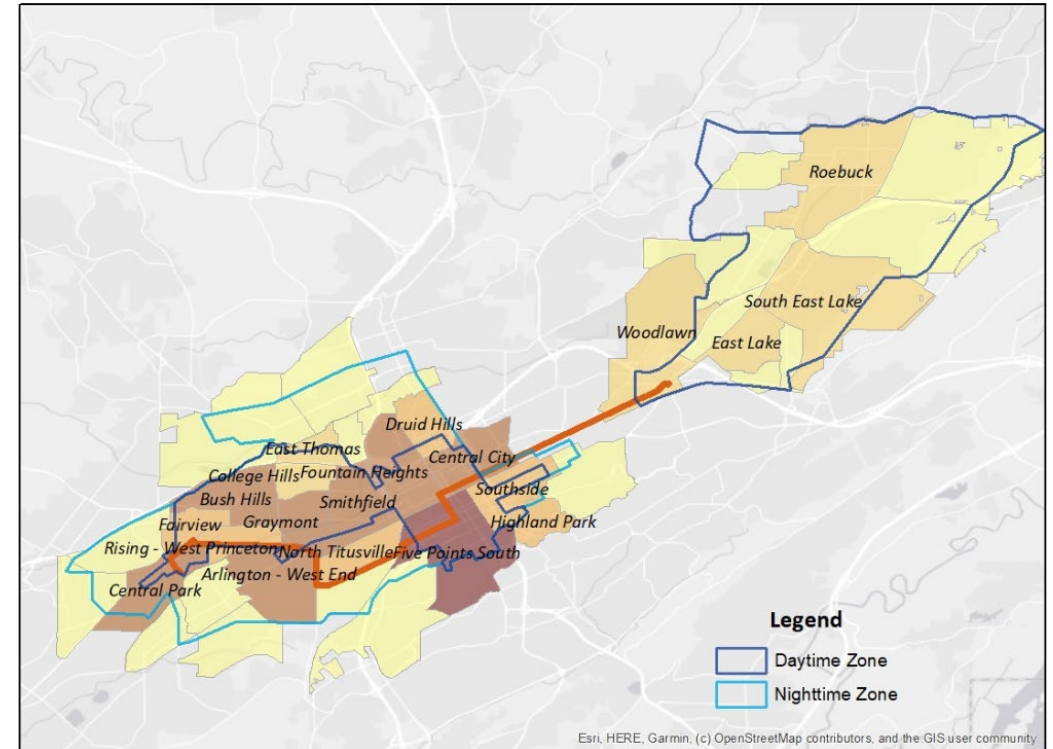




# Where Are People Traveling?

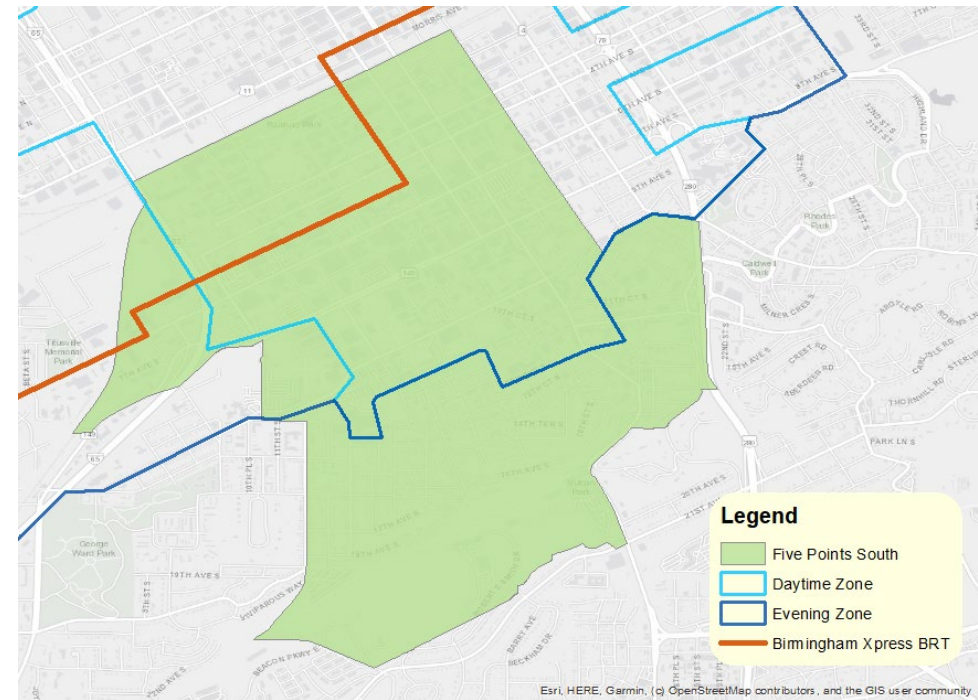
- 45.0% start in Five Points South
- 42.6% end in Five Points South
- 25.6% start AND end in Five Points South

Trip Origins: Top 10 Neighborhoods		
Neighborhood	Passenger Trips	%
Five Points South	4751	45.0%
Central City	711	6.7%
Smithfield	600	5.7%
Central Park	590	5.6%
Fountain Heights	582	5.5%
Arlington - West End	449	4.3%
Graymont	415	3.9%
Bush Hills	412	3.9%
North Titusville	317	3.0%
Rising - West Princeton	264	2.5%



# City Center Zone: Five Points South

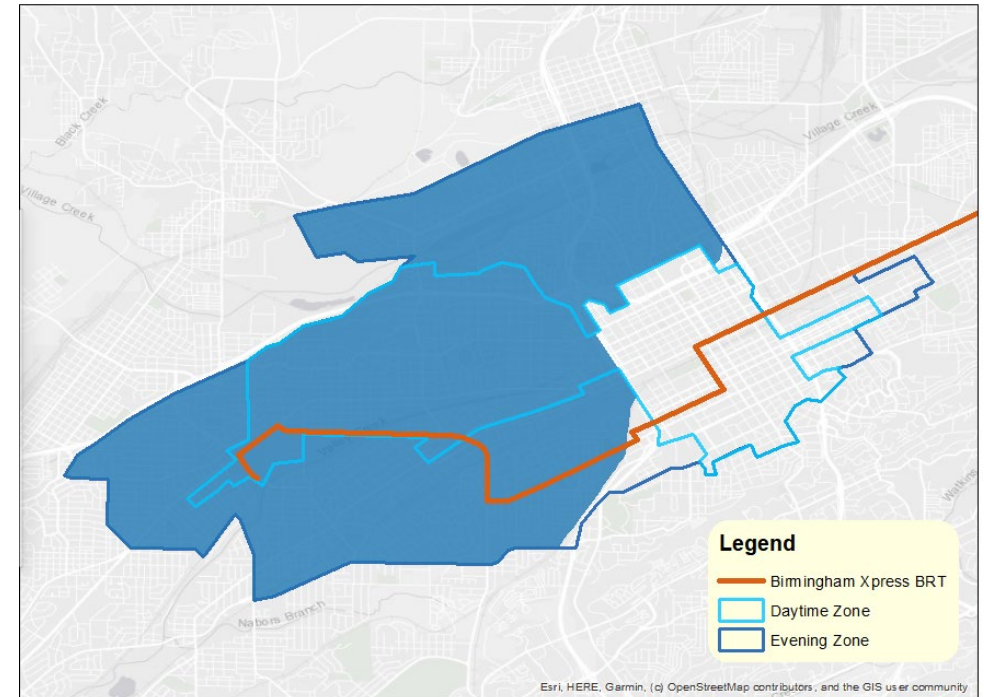
- Majority young college students
  - 63.1% enrolled (UG or GR)
  - 68.8% age 18-29
- Highly educated
  - 58.4% of those 25+ have a Bachelor's Degree
- Low car ownership
  - 35.3% of households are car-free
- Racially diverse, unrepresentative of City
  - 48.7% non-Hispanic White
  - 51.3% POC
  - 24.9% Black (vs. 65.6% of City)



**4,751**  
Passenger Trips

# City Center Zone: West Neighborhoods

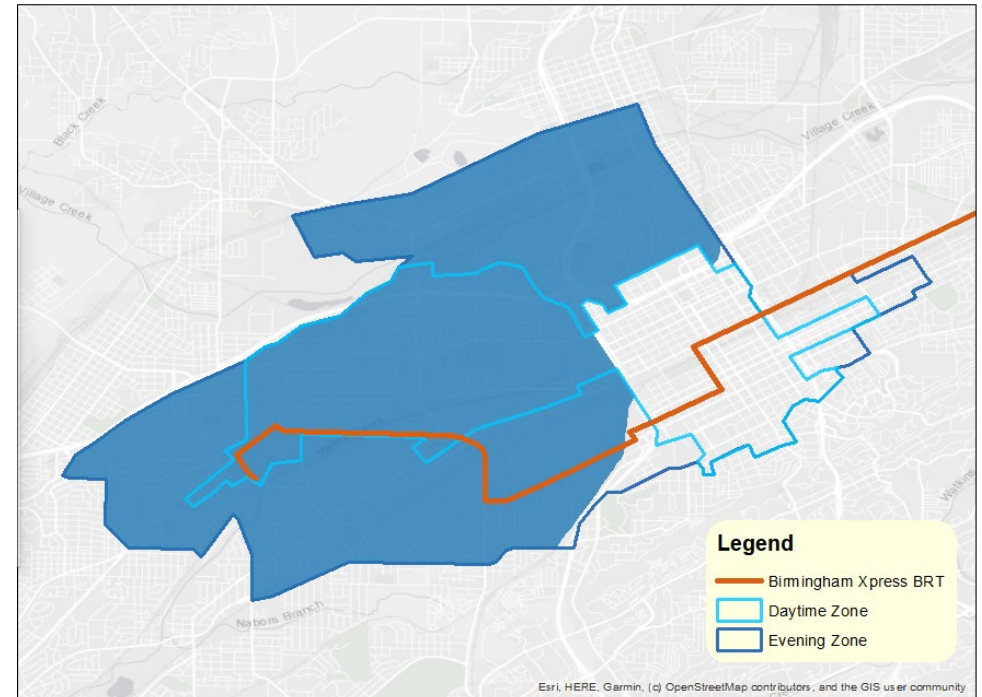
- Persistent racial segregation
  - 86.2% Black
  - 7.6% non-Hispanic white
- Few college educated
  - 15.0% age 25+ have a Bachelor's Degree (vs. 29.6% of City).
- Low-to-medium income
  - 29.0% of households in poverty.
  - 2.9% of population make 75k+ (vs. 8.0% of City).



4,428  
Passenger Trips

# City Center Zone: West Neighborhoods

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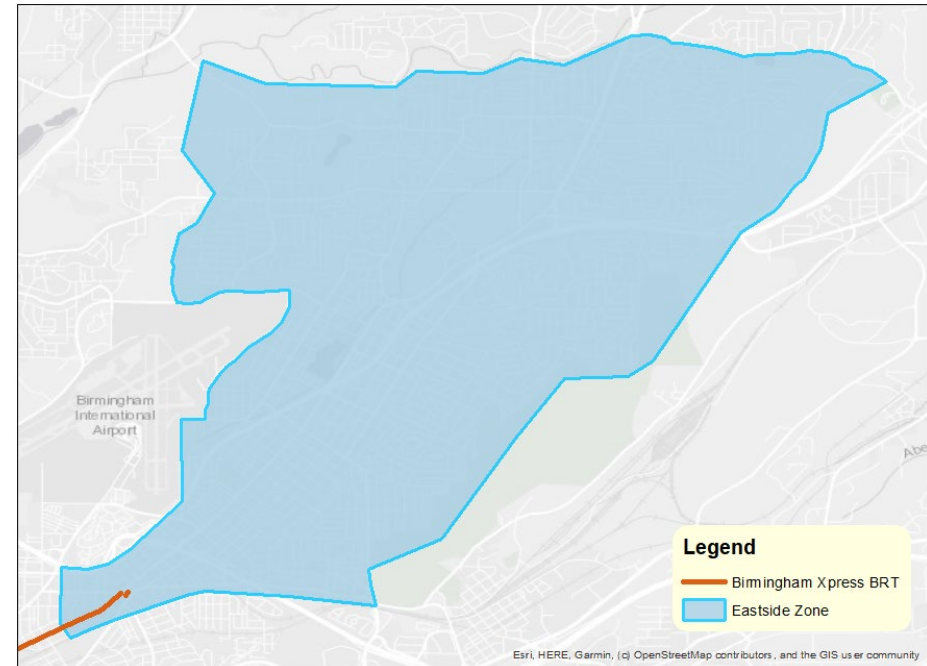


4,428  
Passenger Trips



# Eastside Zone

- Similar to City overall.
  - 71.1% Black (65.6%)
  - 10.7% car-free HH (12.4%)
  - 22.1% HH poverty (24.5%)
- Few college educated.
  - 17.8% age 25+ have a Bachelor's Degree (vs. 29.6% of City)

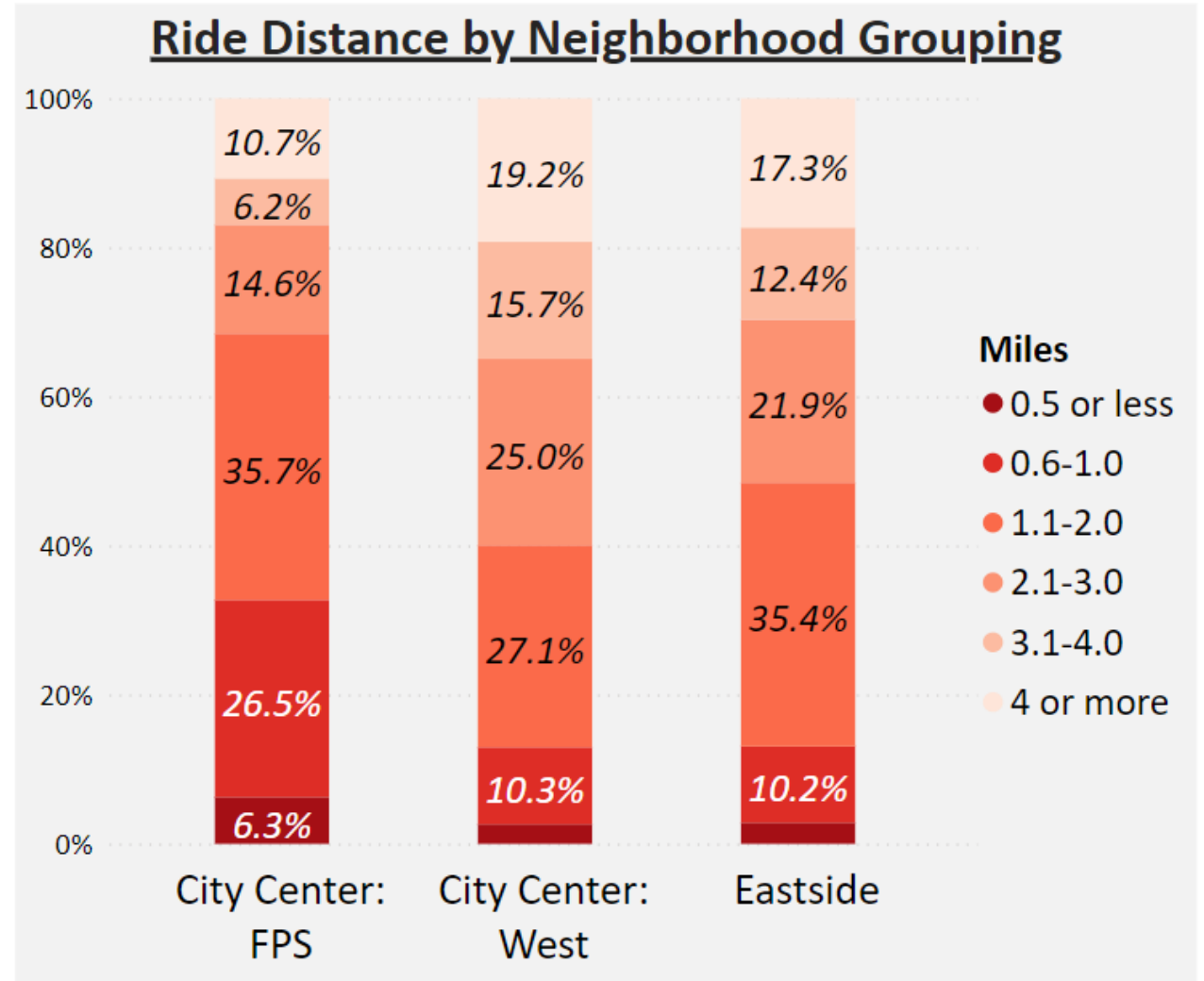


421

Passenger Trips

# Five Points South Residents Take Shorter Trips

- Median Trip Distances (miles)
  - FPS: 1.4
  - West: 2.5
  - East: 2.1
- 10<sup>th</sup> – 90<sup>th</sup> Percentiles (miles)
  - FPS: 0.6 – 4.4
  - West: 1.0 – 5.1
  - East: 1.0 – 5.1



## Conclusion

- Five Points South residents use the service the most, often for short trips (*reflective of more dense mix of uses*)
- Central West Birmingham residents use it less but experience greater time-savings (*perhaps related to infrequent fixed-route service*)
- Eastside Service Zone is underutilized yet makes important connections
- *Need for additional study to understand to what extent microtransit is competing with fixed-route trips*