



ENVIRONMENTAL JUSTICE REPORT

Documentation of the Transportation Planning Process and
Approach to Environmental Justice

September 2010

This report prepared by the
Regional Planning Commission of Greater Birmingham



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Section 1: Introduction

“The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Fair treatment means that no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the executive of federal, state, local, and tribal programs and policies.”

- The U.S. Environmental Protection Agency’s (EPA) Office of Environmental Justice¹

Over the past few years, the environmental justice (EJ) movement has linked the plight of EJ populations to social and environmental health hazards and has attempted to demonstrate ways environmental data access and information sharing can address these problems at the local level.

¹ <http://www.epa.gov/oecaerth/basics/ejbackground.html>

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Section II: Principles and Legislation

The principle of EJ in transportation planning ensures that transportation projects do not have a disproportionately negative impact on low-income and/or minority populations. The goal is to achieve EJ protection for all communities.

The Federal Highway Administration (FHWA) outlines three (3) fundamental EJ principles:²

1. To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects on minority populations and low-income populations.
2. To ensure the full and fair participation by all potentially affected communities in the transportation decision making process.
3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

All EJ requirements are based upon the following legislation:

Title VI of the Civil Rights Act of 1964 created a foundation for future EJ regulations. Since its establishment, EJ has played an active role in local, state, and federal transportation projects. **Section 42.104** and related statutes require Federal agencies to ensure that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving Federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion.³

The **National Environmental Policy Act of 1969** (NEPA) addresses both social and economic impacts of EJ. NEPA stresses the importance of providing for “all Americans safe, healthful, productive, and esthetically pleasing surroundings,” and provides a requirement for taking a “systematic, interdisciplinary approach” to aid in considering environmental and community factors in decision making.⁴

The **Civil Rights Restoration Act of 1987**⁵ further expanded Title VI to include all programs and activities of Federal aid recipients, sub-recipients, and contractors whether those programs and activities are federally funded or not.

Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations was signed by President Clinton in 1994. This piece of legislation directed every Federal agency to make EJ part of its mission by identifying and addressing all programs, policies, and activities that affect human health or the environment

² <http://www.fhwa.dot.gov/environment/ejustice/facts/index.htm>

³ <http://www.archives.gov/eo/laws/title-vi.html>

⁴ <http://www.nepa.gov/nepa/regs/nepa/nepaeqia.htm>

⁵ http://www.fhwa.dot.gov/environment/ejustice/facts/restoration_act.htm

so as to identify and avoid “disproportionately high and adverse” effects on minority and low-income populations.⁶ Federal, state, local, and tribal agencies must be proactive when it comes to determining better methods to serve the public who rely on transportation systems and services to increase their quality of life. Transportation agencies that take a more proactive approach to the implementation of Title VI will reduce potential conflicts while simultaneously complying with other legislation.

The **Order on Environmental Justice (DOT Order 5610.2)**⁷ was issued by the United States Department of Transportation (DOT) in April 1997. DOT Order 5610.2 summarized and expanded upon the requirements of Executive Order 12989 to include all policies, programs, and other activities that are undertaken, funded, or approved by the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), or other USDOT components.

The **FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (DOT Order 6640.23)**⁸ was issued by the FHWA in December 1998. DOT Order 6640.23 mandated the FHWA and all its subsidiaries to implement the principles of Executive Order 12898 and DOT Order 5610.2 into all of its programs, policies, and activities.

Implementing Title VI Requirements in Metropolitan and Statewide Planning⁹ was issued jointly by the FHWA and FTA in October 1999. This memorandum provides clarification for field offices on how to ensure EJ is considered during current and future planning certification reviews. The intent of this memorandum was for planning officials to understand that EJ is equally as important during the planning stages as it is during the project development stages.

Executive Order 13166: Improving Access to Services for Persons with Limited English Proficiency¹⁰ was signed by President George W. Bush in 2000. The Executive Order requires Federal agencies to examine the services they provide, identify any need for services to those with limited English proficiency (LEP), and develop and implement a system to provide those services so LEP persons can have meaningful access to them.¹¹ A subsequent Department of Justice policy document set forth compliance standards for LEP populations under the Title VI of the Civil Rights Act of 1964.

Executive Order 13330: Human Service Transportation Coordination¹² was signed by President George W. Bush in 2004. This Order was issued to “enhance access to transportation to improve mobility, employment opportunities, and access to community services for persons who are transportation-disadvantaged.” This piece of legislation established the Interagency Transportation Coordinating Council on Access and Mobility. In 2005, the FTA published a human services transportation coordination fact sheet outlining the requirements that included

⁶ <http://www.epa.gov/fedreg/eo/eo12898.pdf>

⁷ http://www.fhwa.dot.gov/legsregs/directives/orders/6640_23.htm

⁸ http://www.fhwa.dot.gov/legsregs/directives/orders/6640_23.htm

⁹ <http://www.fhwa.dot.gov/environment/ejustice/ej-10-7.htm>

¹⁰ <http://www.usdoj.gov/crt/cor/Pubs/eolep.php>

¹¹ <http://www.usdoj.gov/crt/cor/13166.php>

¹² <http://edocket.access.gpo.gov/2004/pdf/04-4451.pdf>

the establishment of a locally developed coordinated public transit-human services transportation plan for all FTA human service transportation programs.¹³

The **Safe, Accountable, Flexible, Efficient, Transportation Equity Act: a Legacy for Users** (SAFETEA-LU) regulations under FHWA 23 CFR 450.316,¹⁴ adopted February 14, 2007, requires the metropolitan planning process to be continuous, cooperative, comprehensive, and provide for consideration and implementation of projects, strategies, and services. The Safe, Accountable, Flexible, Efficient, Transportation Equity Act: a Legacy for Users (SAFETEA-LU) regulations¹⁵ require the metropolitan planning process to be continuous, cooperative, comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.

In addition the Conformity to State or Federal Implementation Plan of Transportation Plans, Programs, and Projects Developed, Funded or Approved Under Title 23 U.S.C. (or the Federal Transit Laws),¹⁶ 93.105 paragraph (e) requires affected agencies making conformity determinations on transportation plans, programs, and projects to establish a proactive PPP which provides opportunity for public review and comment by, at a minimum, providing reasonable public access to technical and policy information considered by the agency at the beginning of the public comment period and prior to taking formal action on a conformity determination for all transportation plans and TIPs.

¹³ http://www.fta.dot.gov/documents/FTA_Human_Services_Transportation_Coordination_Fact_Sheet_Oct_05.pdf

¹⁴ <http://ecfr.gpoaccess.gov/cgi/t/text/text->

[idx?c=ecfr&sid=7f5985b5d2fe301f3fd5a6f537e6bfb8&rgn=div5&view=text&node=23:1.0.1.5.11&idno=23](http://ecfr.gpoaccess.gov/cgi/t/text/text-idx?c=ecfr&sid=7f5985b5d2fe301f3fd5a6f537e6bfb8&rgn=div5&view=text&node=23:1.0.1.5.11&idno=23)

¹⁵ <http://www.fhwa.dot.gov/safetealu/summary.htm>

¹⁶ 40 CFR Part 93 http://www.access.gpo.gov/nara/cfr/waisidx_03/40cfr93_03.html

An updated agreement executed in July 2008¹⁷ (superseding the February 1982 agreement as amended in December 1991 and May 1995), exists for the purpose of administering the urban transportation planning process in the Birmingham Urbanized Area under the FHWA, FTA, and EPA programs. The agreement is among:

- Alabama Department of Environmental Management (ADEM)
- Alabama Department of Transportation (ALDOT)
- Birmingham-Jefferson County Transit Authority (BJCTA)
- Regional Planning Commission of Greater Birmingham (RPC)
- Jefferson County Department of Health (JCDH)
- Birmingham Metropolitan Planning Organization (MPO)

Complaint Process

A signed, written complaint may be filed through the Alabama Department of Transportation (ALDOT) 180 days to the date of the alleged discrimination. The complaint should include:

- Your name, address and telephone number.
- The name and address of the agency, institution or department you believe discriminated against you.
- How, why and when you believe you were discriminated against. Include as much specific detailed information as possible about the alleged acts of discrimination and any other relevant information.
- The names of any persons, if known, who the ALDOT Title VI Division could contact for clarity of your allegations.

Your complaint must be signed and dated.

Please submit your complaint to the address below:

Alabama Department of Transportation
Personnel & Compliance Bureau
Attention: Clarence Hampton, Compliance Manager
Or
Cornell L. Tatum, Sr. Coordinator
1409 Coliseum Boulevard, Room N-101
Montgomery, AL 36110
Telephone: (334) 242-6943
Fax: (334) 263-7568
Toll Free: 1-800-869-3291

A copy must be submitted to:

Compliance Officer
RPC of Greater Birmingham
1731 1st Avenue N., Suite 200, Birmingham, AL 35203

¹⁷ <http://www.bhammpo.org/docs/Agreement.pdf>

Section III: MPO Response to Environmental Justice

The Birmingham Metropolitan Planning Organization (MPO) is the designated group of local elected officials responsible for the development of the required transportation products. MPOs serve as the primary forum where state Departments of Transportation (DOTs), transit providers, local agencies, and the public develop local transportation plans and programs that will address the needs of a metropolitan area.

In response to the EJ challenge, the Birmingham MPO has developed processes that are continually being enhanced to assess the impacts of its transportation planning process on the target populations. These processes include: developing criteria for identifying potential EJ populations and developing analytical tools capable of assessing the impact distribution for all communities served by the MPO. The MPO realizes that it cannot fully meet the needs of communities without the full participation and representation from local citizens and community groups. Effective public involvement techniques not only provide transportation officials with new ideas from local citizens, but it also alerts them to potential EJ concerns during the planning stages and before the project development starts. The MPO recognizes that effective public involvement procedures must be inclusive, representative, and provide for equal opportunity from all members of the community, including those from the target populations.

The Birmingham MPO has identified three (3) areas that will ensure and enhance environmental justice considerations and are being properly integrated into the transportation planning and project development processes.

1. Identify residential, employment, and transportation patterns of low-income, minority, disabled, Limited English Proficiency (LEP), elderly, and low-literacy (LL) populations (EJ populations) so that their needs can be identified and addressed, so that the benefits and burdens of transportation investments can be fairly distributed.
2. Use of analytical tools to assess whether transportation programs and projects place a disproportionately high and adverse impact on EJ populations.
3. Continuing evaluation of the public involvement process to ensure that it adequately eliminates any participation barriers for the active involvement of EJ populations in regional transportation decision making.

One technique used to identify protected populations is to create demographic profile maps of low-income and minority populations for the project area. These maps aid planners in understanding and identifying communities that would require special attention because of previous EJ infractions. Once planners have an understanding of where these communities are located, future transportation plans can be created to include these communities in the planning process.

The Birmingham MPO utilizes a layered GIS-based tool that relies on regionally available socio-economic and transportation-related data. The system was designed to support the MPO's EJ

analyses at the system-level as well as at the corridor level of project alternatives and project-level impacts. The system identifies impacted populations and inventories community assets (neighborhood associations, churches, landmarks, etc.) to facilitate public participation in the transportation planning process. The community assets are overlaid on the currently available demographics and income data. The MPO uses data based on the Census block group level. All data is aggregate up or down to this level. In order to ascertain that the data is relevant at the community level, and at appropriate resolution to support planning at various stages, regional socio-economic data is accorded equal weight within the system. For example, in areas where income data is not readily available, surrogate indicators such as locations of schools, population of school children on free or reduced lunch program, and location and type of jobs (particularly entry level jobs) is used.

The Birmingham MPO defines “EJ populations/communities” as those areas that include one or more of the following populations: low-income, minority. The affected population will be determined on a per project basis and the public involvement process will be adapted to address the appropriate population(s).

Section IV: Environmental Justice Qualified Area

Environmental Justice qualified areas are defined as census block groups where the nonwhite population is estimated to be 50% or more of the total population or block groups where the estimated median household income is less than \$26,460.

Low-Income Populations

The National Poverty Guidelines are issued annually by the U.S. Department of Health and Human Services.¹⁸ The Guidelines vary based on family size and increases each year with the Consumer Price Index. The Consumer Price Index is a “measure of the average change over time in the prices paid by urban consumers for a market basket of consumer goods and services.”¹⁹ Low income is defined as 120% of poverty. The poverty threshold used is \$22,050 for a family of four (weighted average) as reported by the US HHS Department, 2009.

Minority Populations

Executive Order 12898²⁰ and the DOT and FHWA Orders on Environmental Justice²¹ consider minority persons as persons belonging to any of the following groups:

Black – a person having origins in any of the black racial groups of Africa.

Hispanic – a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race.

Asian American – a person having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or Pacific Islands.

American Indian and Alaskan Native – a person having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition.

Native Hawaiian or Other Pacific Islander – a person having origins in any part of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition.

Black, Hispanic, Asian-American, American Indian and Alaskan Native, and Native Hawaiian or Other Pacific Islander.

Adverse Effects

“**Adverse Effects**” means the totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects, which may include, but

¹⁸ <http://aspe.hhs.gov/POVERTY/09poverty.shtml>

¹⁹ <http://www.bls.gov/cpi/>

²⁰ <http://www.epa.gov/fedrgstr/eo/eo12898.htm>

²¹ http://www.fhwa.dot.gov/legsregs/directives/orders/6640_23.htm

are not limited to bodily impairment, infirmity, illness or death; air, noise, and water pollution and soil contamination; destruction or disruption of man-made or natural resources; destruction or diminution of aesthetic values; vibration; adverse employment effects; displacement of persons, businesses, farms, or nonprofit organizations; increased traffic congestion, isolation, exclusion or separation of minority or low-income individuals within a given community or from the broader community; and the denial of reduction in, or significant delay in the receipt of benefits.

The phrase “disproportionately high and adverse effect on minority and low-income populations” means that an adverse effect:

1. Is predominantly borne by a minority population and/or a low-income population
2. Will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population

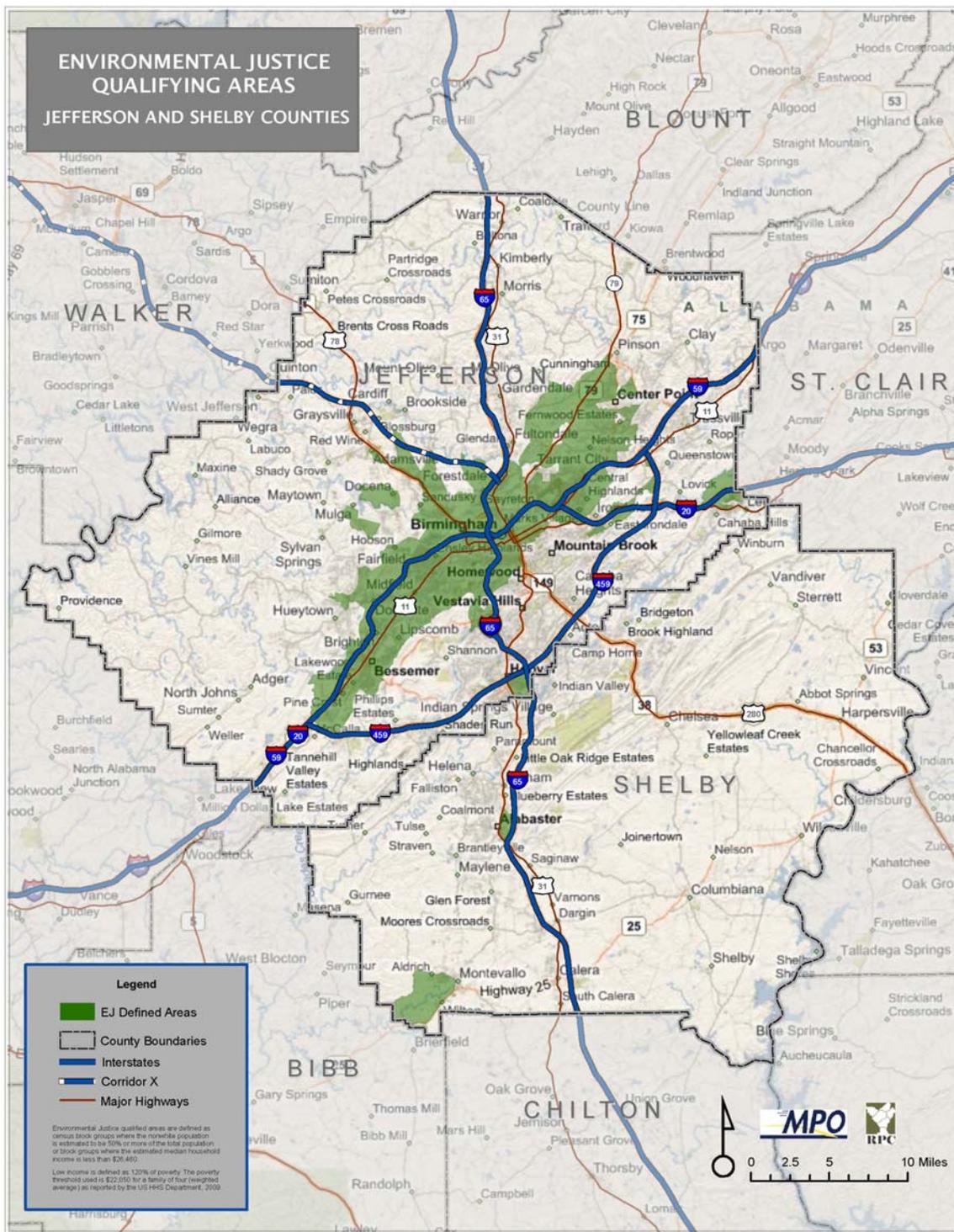


Figure 1 Environmental Justice Qualified Area

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Section V: MPO Approach

At the start of a planning process, transportation officials must determine whether EJ issues exist. Planning officials can evaluate past and present transportation plans that are in violation of EJ requirements. Past projects that did not include EJ populations in the planning process and did not provide adequate transportation accessibility have been reviewed and the MPO responded by developing ways to prevent these acts in the future. Also, existing plans can be examined to ascertain if these plans are in violation of EJ requirements. For a determination of existence of EJ issues, officials must use available data and other resources to determine the impact (positive and/or negative) on EJ populations and propose an appropriate impact mitigation course of action.

Environmental Justice Principles are recognized as an important part of the planning process and are considered in the development of both the Long Range Transportation Plan (LRTP) and the short term Transportation Improvement Program (TIP). Both of these plans follow a detailed Public Participation Plan (PPP)²². The PPP process is a key component in addressing EJ issues and securing full participation by all residents.

The Birmingham MPO's transportation planning efforts are focused toward providing commuters in the Greater Birmingham area with a variety of commuting choices, as well as ensuring the continued expansion and optimal use of the existing public and private transportation system for movement of both people and goods. Modal options include driving, using mass transit, cycling, walking, and ridesharing to serve the needs of every segment of the population, including those who are physically disabled and transportation disadvantaged.

The decision for the mode of choice is in the hands of the travelers, but their decisions are affected by the services provided by the various parts of the transportation system. The Birmingham MPO's transportation program is divided into several areas that deal with congestion, air quality, highway solutions, and the promotion of commuter services such as ridesharing. Cooperation with other local and federal transportation organizations is a prerequisite for the BJCTA in undertaking transit planning and special studies. The BJCTA participates in the regional transportation planning process by working closely with the MPO in developing the LRTP and the TIP. The BJCTA and the MPO work cooperatively and proactively with regional jurisdictions, community groups, and the public in developing transportation plans. The BJCTA is a member of the TTC and TCC.

Specific to the PPP, one key change in SAFETEA-LU is the expanded definition of "participation by interested parties" by developing and using a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled,

²² Birmingham Metropolitan Planning Organization "Public Participation Plan," prepared by the Transportation Citizens Committee, adopted June 11, 2008.

and other interested parties with reasonable opportunities to be involved in the transportation planning process.

When developing the LRTP and the TIP, the Birmingham MPO shall consult with agencies and officials responsible for other planning activities within the Birmingham MPO that are affected by transportation (including state and local planned growth, economic development, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with planning activities. In addition to the methods and database outlined in Section 2.4 of the MPO's PPP,²³ the consultation process shall include agencies to determine available conservation plans or maps and inventories of natural or historic resources through the following processes:

1. Geographic Information System (GIS) overlays showing the past and current conditions of the natural and built environments;
2. Inventory of predictive models that could be used for determining the future conditions of the natural and built environment;
3. Environmental scans that identify environmental resources and environmentally sensitive areas;
4. Description of watersheds;
5. Outputs of natural resource planning efforts and plans, to include wildlife conservation, special area management, multiple species habitat conservation, and natural resource conservation.

As outlined in SAFETEA-LU, public meetings must, to the extent feasible and reasonable, be held at accessible locations and times convenient to expected participants. All plans must be available on a web site and documents are to be written in easily understandable language. Further, SAFETEA-LU stresses the use of visual components to enhance communications.

Public Participation Plan

The public has a role in every phase of transportation decision making. Public involvement is a process by which transportation agencies actively seek out comments and suggestions on transportation projects from all members of the public. Public involvement is an extremely vital part of the metropolitan planning process, not only because it is a Federal mandate, but it also results in good transportation decision making. The PPP²⁴ provides the Birmingham MPO and other local transportation officials with information from the public concerning transportation plans and programs for the Birmingham metropolitan planning area. The PPP is designed to

²³ Birmingham Metropolitan Planning Organization "Public Participation Plan," prepared by the Transportation Citizens Committee, adopted June 11, 2008.

²⁴ Birmingham Metropolitan Planning Organization "Public Participation Plan," prepared by the Transportation Citizens Committee, adopted June 11, 2008.

provide the public with an opportunity to participate in, review, and comment on transportation programs, policies, and procedures.

For the transportation community, involving the public in planning and project development poses a major challenge. Many people are skeptical about whether they can truly influence the outcome of a transportation project, whether highway or transit. Others believe that transportation plans, whether at the statewide or metropolitan level, are too abstract and long-term to warrant attention. However, public involvement is a two-way street. In order to participate effectively in transportation project development and planning, citizens need avenues to get information from a transportation agency as well as avenues to give information back to the agency. Developing an effective PPP is a strategic effort that requires assembling a selection of techniques that meet the needs of a given transportation plan, program, or project. Citizens are necessary to the transportation decision making process because when residents are directly involved in the process, new points of view, new ideas, and a community perspective are ingrained into the process, thereby giving decisions more legitimacy. The overall process should convince citizens that active involvement is worthwhile because their input has a direct and meaningful impact on decisions made concerning transportation plans, programs, or projects. The Birmingham MPO PPP seeks out and considers those “traditionally neglected” populations through a variety of techniques.

Participation of the general public, special interest groups, and state and local officials occurs in the PPP through the formulation of committees. To better determine the needs of the EJ populations, the Birmingham MPO formed a Transportation Citizens Committee (TCC). The TCC is a group of local citizens from all segments of the community, including representatives from low-income, minority, transportation disadvantaged, elderly, and disabled communities. The TCC serves an advisory role to the transportation staff and the MPO. The Transportation Technical Committee (TTC) advises the MPO on the feasibility of proposed projects by reviewing the outline of procedures for the various stages of a study, methodology, projections, assumptions, and recommend plans and programs.

Both of these committees play an essential role in the PPP by providing feedback from the public to the Birmingham MPO and by being available to answer questions from interested parties at all transportation public meetings and special events.

- Develop partnerships with local communities
- Inform the public of activities, plans, and decisions
- Understand and respond to the needs and concerns of the public
- Encourage public understanding
- Identify any potential barriers that may exist
- Make better and more informed decisions about transportation projects and policies

The goal of the Birmingham MPO is to include the public at the earliest stages possible. The MPO has designed a series of meetings with the TCC and TTC to further educate the participants on the transportation process. Prior to each traditional public involvement meeting, information is provided to each community in a timely manner, so as to ensure full participation and attendance from interested citizens. Before the meeting, announcements are posted detailing the exact time, location, and proposed agenda of each meeting. All documents to be reviewed at the public involvement meeting are made available to the public electronically or printed. At the meeting, various tools such as maps, surveys, handouts, PowerPoint presentations, comment/question cards, and other references are utilized to provide attendees with as much information as possible concerning proposed transportation programs, policies, and/or actions. At the conclusion of each meeting, all comments/questions given by participants are properly noted and documented by the RPC in the meeting minutes.

As aforementioned, there are several barriers to the PPP. These barriers may include, but are not limited to:

1. Meeting time and location
2. Literacy in various languages
3. Mobility
4. The belief in the citizen's ability to impact decision making

The Birmingham MPO understands the potential for many of these barriers to occur, and has proactively developed several methods of mitigating these barriers to include traditionally deprived communities. In an effort to overcome barriers to full participation from all citizens, the MPO has offered many different approaches to inform citizens about special events related to transportation projects, policies, or programs.

The Birmingham MPO uses several outreach processes to involve the public in the transportation planning process, including the more common "word of mouth" methods such as public meetings, presentations to civic, community, and business groups, involvement on various local committees, and one-on-one contact. In addition, the MPO expands its outreach process to include direct mail, press releases to all print, radio, and television public service announcements, and the World Wide Web. A calendar of events for all public meetings is posted on the MPO web site,²⁵ which is available for public access 24 hours a day. In an effort to obtain feedback from the public on transportation projects, programs, and the overall PIP, the MPO provides a survey form to all citizens who participate in public meetings.

²⁵ <http://www.bhammpo.org/>

The Birmingham MPO Public Involvement Mailing List²⁶ is comprised of a variety of categories and subcategories that are used to group the names or particular persons and/or organizations into one document that is heavily relied upon to inform the public about upcoming meetings and events. There are a total of 17 categories and 33 subcategories that include ethnic/minority groups, neglected groups, low-income assistance organizations, as well as social service agencies. This listing is utilized to notify citizens through direct mail of upcoming meetings and events. The MPO also posts announcements in the local newspapers of targeted areas.

The Birmingham MPO also communicates information to the public through partnerships with community-based groups, faith-based organizations, libraries, and public housing authorities. Prior to each meeting, flyers announcing meetings are delivered to area libraries, churches, and housing authorities for distribution. The LRTP and the TIP are made available to the public at each public involvement meeting and via the web site. Each draft TIP and any modifications to the TIP are reported to the public and the news media prior to being adopted.

²⁶ Birmingham Metropolitan Planning Organization, "The Transportation Public Participation Plan Contact List," prepared by the Regional Planning Commission of Greater Birmingham, April 2008.

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Section VI: Beyond the Statute: Targeted Population Layer

Identifying the needs of the EJ populations is a continual process. In order to better respond to those needs, the Birmingham MPO has documented extensive information from a variety of sources including the RTP, the Birmingham Jefferson County Transit Authority's (BJCTA) Transit Development Program,²⁷ the Coordinated Human Service Transportation Plan, and ClasTran. While the needs of the EJ populations are identified in each of these reports and committees, they essentially all have the same general conclusions:

- Employment centers are not located in areas readily accessible to target populations.
- Entry level jobs are available at times when mass transit does not operate.
- Multiple stops that increase travel time make commuters more reluctant to use the transit en route to a destination.
- Commuters often have several trips to make during the day, which would require multiple transit trips and stops.
- Unavailability of transit service in suburban areas outside the city center.
- Portions of urban transit systems are often not accessible

For example, some bus stops are situated along roads without sidewalks, without curb cuts on paths leading to the bus stops, or on platforms that have no means of access from the ground or street level. These situations pose barriers to those with physical disabilities. A need has also been expressed for additional bus shelters, attractive sheltered waiting areas, and informative route signage.

Approach

Using maps to visually represent demographic analysis is an integral part of the Birmingham MPO's approach to addressing most of the issues identified above. These tools provide a systematic approach to identifying all protected populations (on a block group level) that could be impacted by any proposed transportation project. The data behind the analyses allow one to support projects from planning stages through project design and construction.

The first step in the process is to independently compare demographic estimates for percent minority and percent low income to both Jefferson and Shelby Counties averages. If the county averages are exceeded for either variable for any block group, such block group is a potential EJ area of concern. At the planning stages, these are the areas where special attention and additional data would need to be gathered. The union of both of these layers becomes the EJ layer.

²⁷ http://www.bjcta.org/about/transit_dev_program.cfm

Both the demographic and poverty data are mainly adjusted on a 10-year interval (Census data). Data from the free school lunch program is used to further identify additional block groups that fall under the poverty level. A new school lunch layer is then created for those block groups whose fraction of students on free or reduced school lunch exceeds the county average. The union of the EJ layer and the new school lunch layer becomes the Targeted Population (TP) layer. The TP layer becomes the universe of potential block groups that would need to receive special attention for impact analysis and outreach. The school lunch data has been selected from a number of other potential indicators of income because it is easily obtained and updated by the National Center for Education Statistics every two (2) years, thereby allowing one to capture changes in income status between the 10-year cycles for the Census data. The TP layer therefore can be updated every two years as data becomes available.

For a specific project, the project data is overlaid on the TP layer to determine the potential block groups that would be impacted. This involves finding the intersection of the proposed project with the TP layer. This intersection represents block groups with potential EJ concerns and would need additional analysis for potential negative impact.

The fourth variable selected will be specifically useful in assessing effectiveness of public transportation initiatives and programs particularly to the EJ community. The number of households without vehicle allows the agency to quickly assess mass transit programs. For example, by comparing the distribution of households without vehicle to location of mass transit (bus) stops, it can easily be determined if mass transit services are adequately reaching this targeted population. Using a similar approach, a vehicle layer can be created from block groups with households without vehicle greater than the county average. This layer will be combined with the TP layer to produce a Targeted Population Vehicle (TPV) layer.

The majority of these populations are located in areas that are distanced from the major employment centers. Access to major employment centers is a major struggle for many low-income and disabled citizens. Because of this, many persons are forced to endure a long bus ride to these centers, if a bus route is available. Finally, when considering any given transit project, this variable allows for the assessment of benefit of such projects on this population, i.e. a road widening project through a community with a high number of households without vehicle provides little or no benefit to the community.

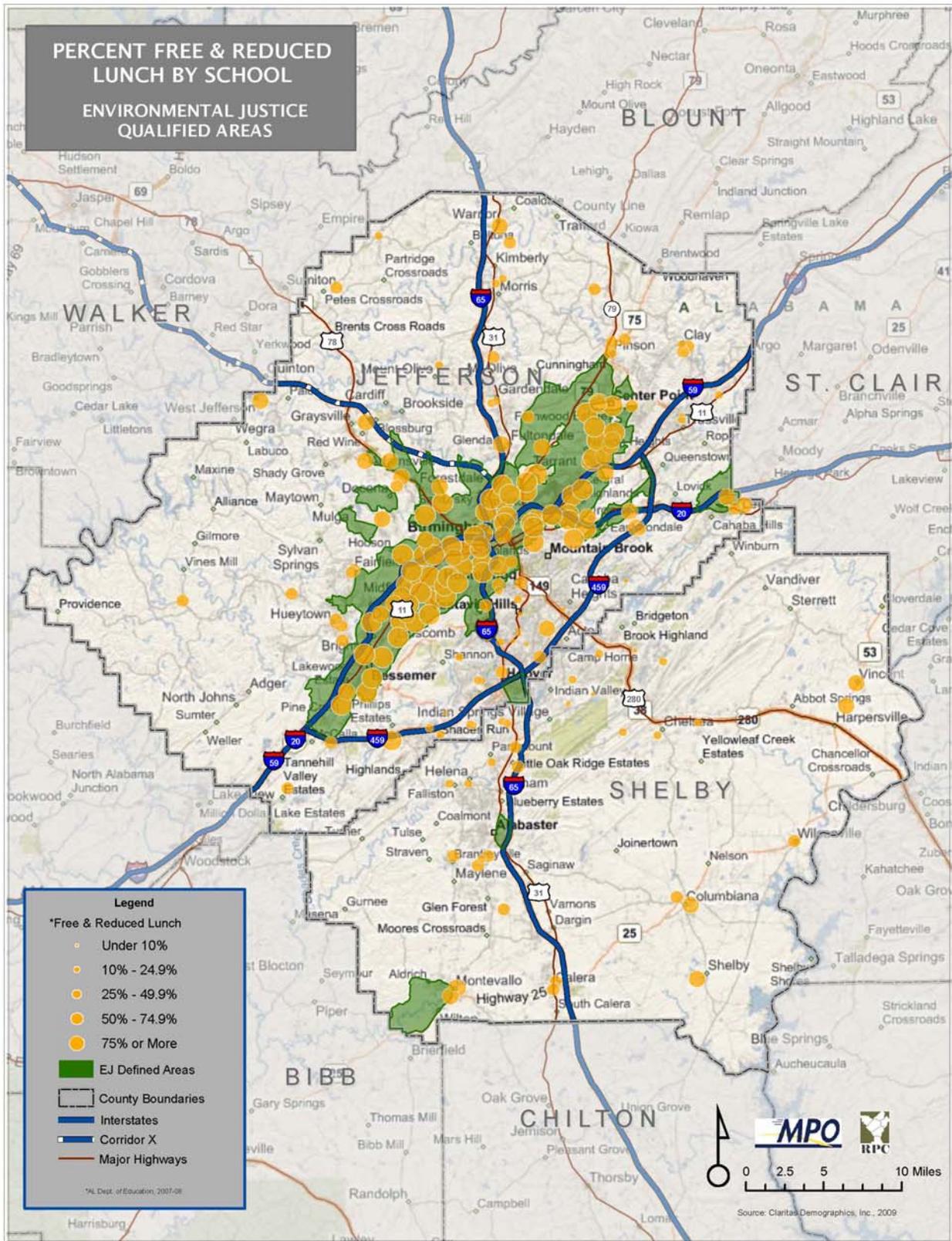


Figure 2 Percent Free & Reduced Lunch by School

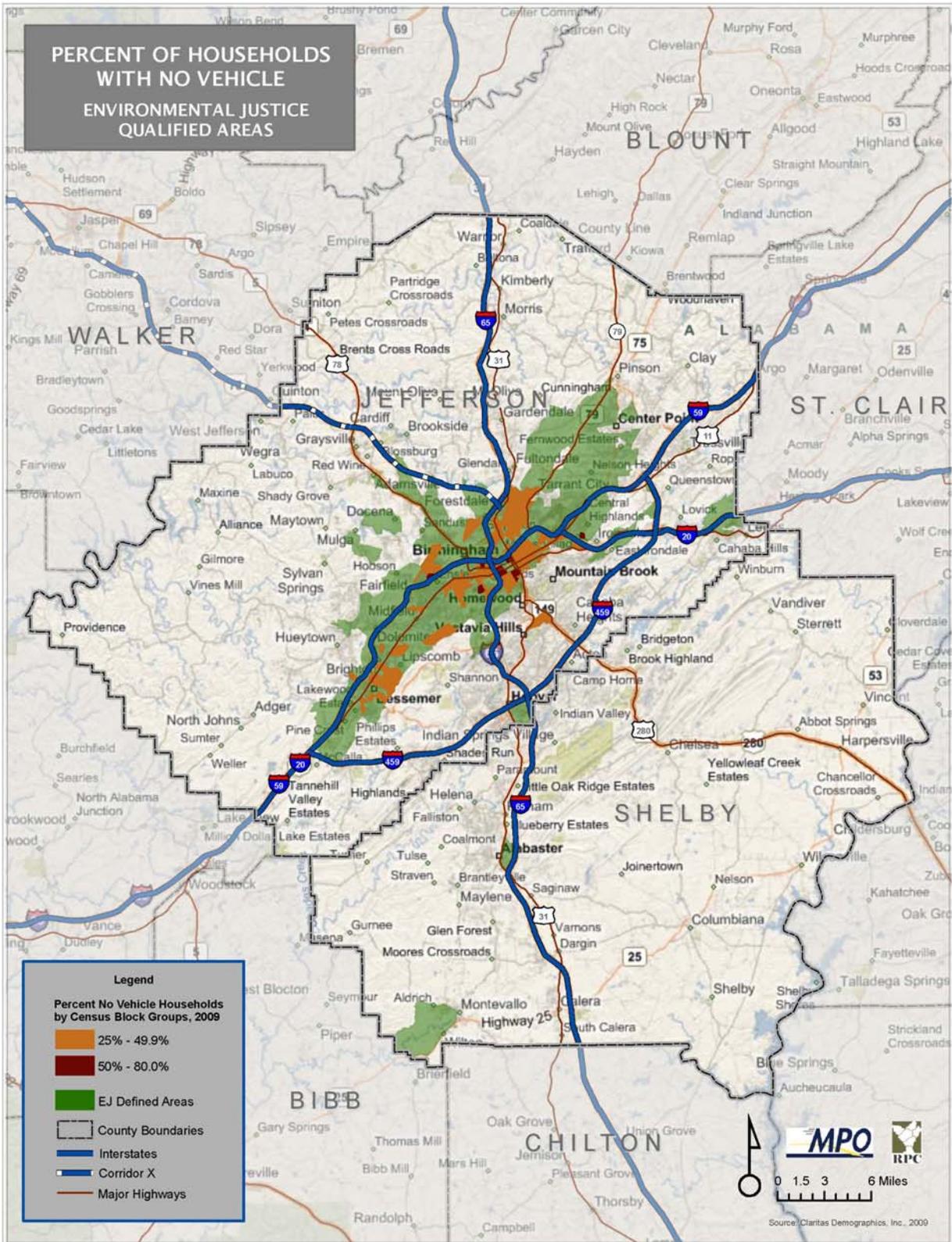


Figure 3 Percent of households with no vehicle

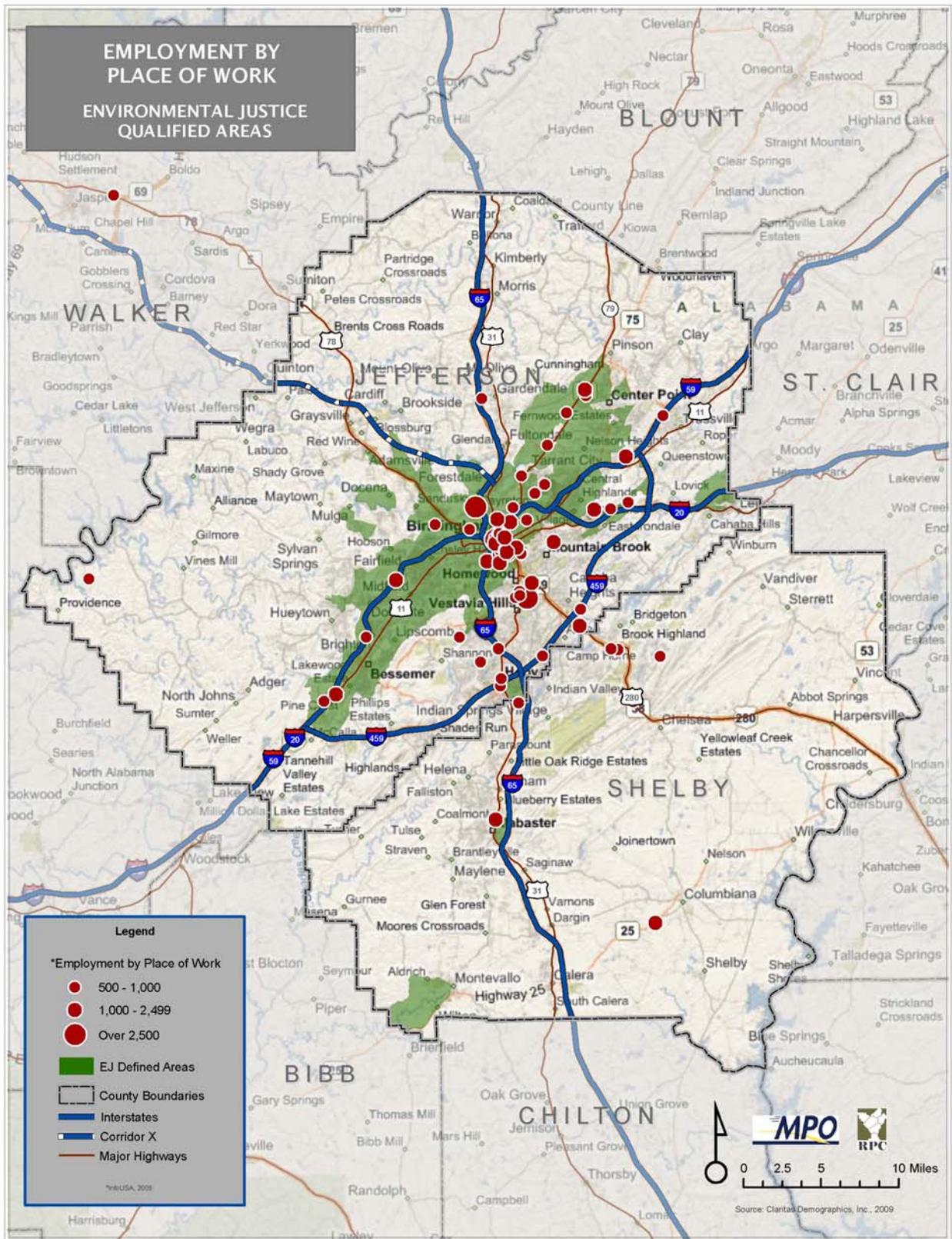


Figure 4 Employment by place of work

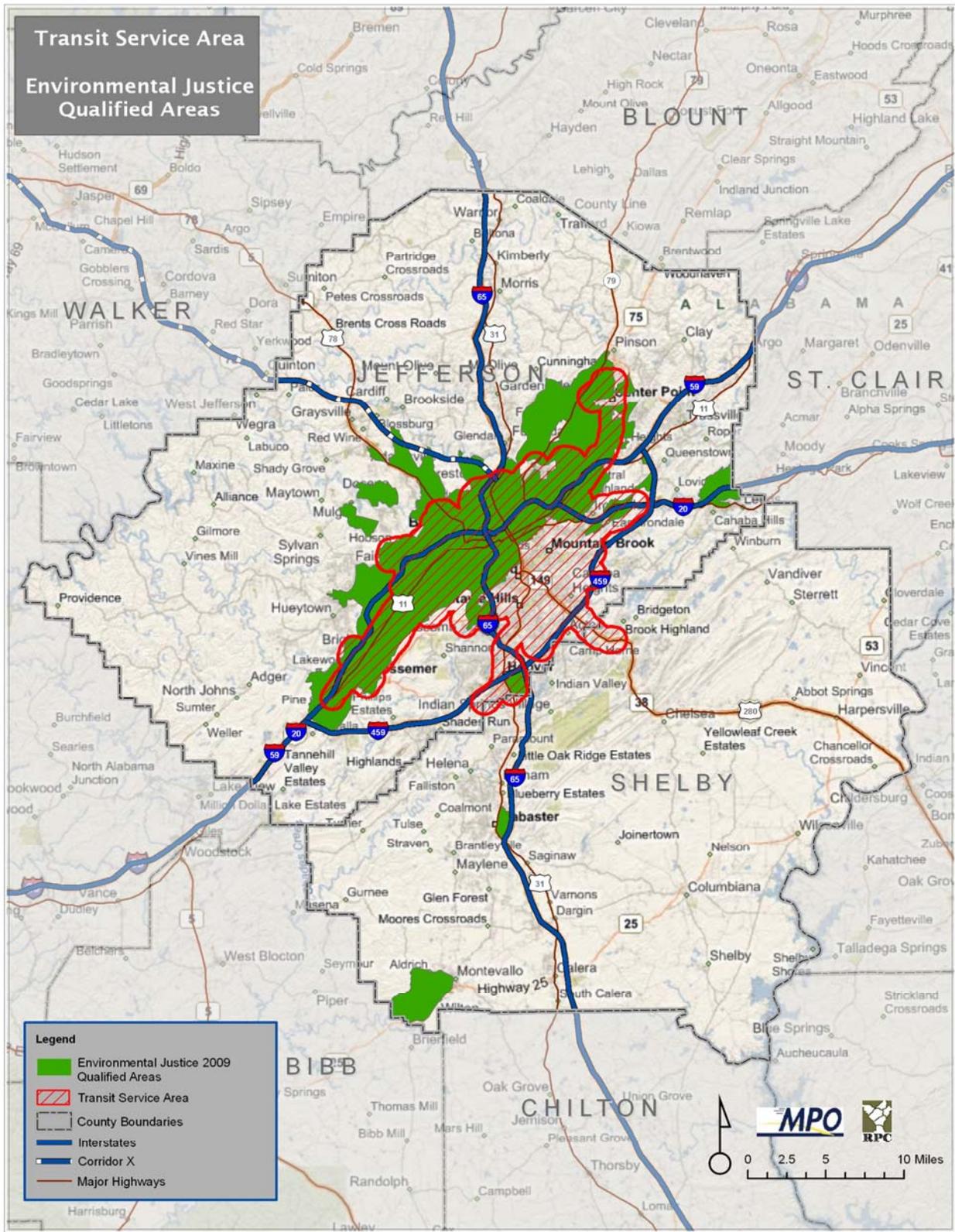


Figure 5 Transit service area

Section VII: Public Transportation Survey

A brief three-page Public Transportation Survey (available for review in the appendix) was developed and hardcopies distributed to citizens within the Targeted Population area. Copies of the survey were distributed within the City of Birmingham, City of Bessemer, City of Lipscomb, City of Brighton, City of Midfield, City of Tarrant, City of Center Point and City of Fairfield. Members of the Transportation Citizens Committee participated and assisted with the distribution. Participants were encouraged to complete the survey online. The survey consisted of basic multiple choice questions and an optional written section. Questions focused on modes of travel by citizens within the Targeted Population area. A total of 1,110 surveys were distributed. A total of 228 (21%) were completed). All surveys were input into SurveyMonkey as a collector and compiler of results of the survey.

Following are the top responses to the multiple choice questions. See Appendix A for more results.

Q. What type of transportation do you use most?

A. 45% Drive Alone.

Q. How well does the transportation system meet your needs?

A. 40.6% Not too well.

Q. Is it convenient getting to a bus stop?

A. 50.5% Yes.

Q. If you answered no, why is it difficult? Answer all that apply.

A. 68-2% Too far away.

Q. Is public transportation reliable for you?

A. 73.1% No.

Q. If you answered no, why is it unreliable. Answer all that apply.

A. 59.8% Too infrequent (does not run often enough at enough times).

Q. Answer all that apply. Does lack of transportation sometimes limit you from?

A. 78.2% Getting to doctor's appointment.

Q. What types of transportation would you like to access that you do not have now?

A. 57.1% Bus.

Q. If there were Sunday bus service, would you use it?

A. 74.0% Yes

Q. If you answered yes, would the addition of Sunday bus services be significantly helpful to you to reach these destinations?

A. 66.2% Shopping (i.e. grocery)

Q. Which statement about walking do you most agree with?

A. 49.0% I would walk more frequently in my area if I felt safer with more sidewalks and crosswalks.

Q. How much money do you spend on transportation each year?

A. 44.0% Too much.

Q. If public transportation was more widely available, would you stop using a car?

A. 46.6% Yes.

Q. If you said no, would you limit your car use?

A. 86.1% Yes.

Q. How would you rate air quality in our region?

A. 47.4% Fair.

The optional written section responses reflected a negative reaction and outlook for the transit system in this greater Birmingham area. Common phrases were “lousy,” “unreliable” “need new buses,” “buses disabled/breaks down,” “more routes,” “quicker service,” “better scheduling,” “need shelters,” inadequate shelters.” A more thorough listing of responses can be found in Appendix A.

Respondents rated that air quality in the region as “fair.” The Clean Air Act and federal transportation planning provisions of Title 23 and Title 49 of the U.S. Code require integrated transportation and air quality planning to occur in non-attainment areas and maintenance areas. Collectively these requirements are known as transportation conformity. Transportation plans and programs must demonstrate compliance with conformity requirements. Projects cannot be approved, funded, or advanced through the planning process, or implemented unless those projects are in a fiscally constrained and conformity long range transportation plan and transportation improvement program. The *2035 Air Quality Conformity Determination Report* demonstrates that both the *2035 Regional Transportation Plan* (RTP) and the Rebalanced FY 2008-2011 Transportation Improvement Program (TIP) meet the interim conformity requirements for PM2.5 and the continuing conformity requirements for the ground-level ozone maintenance area.

The following information was provided by the Jefferson County Health Department who are the local monitoring agency for air quality. Based on the information presented below, the air quality is continuing to improve and there is not a disparity among the TP area.

Ozone Standard - The ozone monitoring network consists of 9 monitors in Jefferson County and 1 monitor in Shelby County. The Current 8-hour ozone standard is set at 75 parts per billion (ppb). Compliance with the 8-hour standard at each site is determined by a design value that is an average of the 4th highest 8-hour ozone value at each site over a 3-year period.

Table 1 8-Hour Ozone Standard (2007-2009)

Monitor	Design Value (ppb)
Fairfield	75
Hoover	80
McAdory	79
Pinson	74
Tarrant	79
Corner	76
Providence	74
North Birmingham	80
Leeds	73
Helena	81

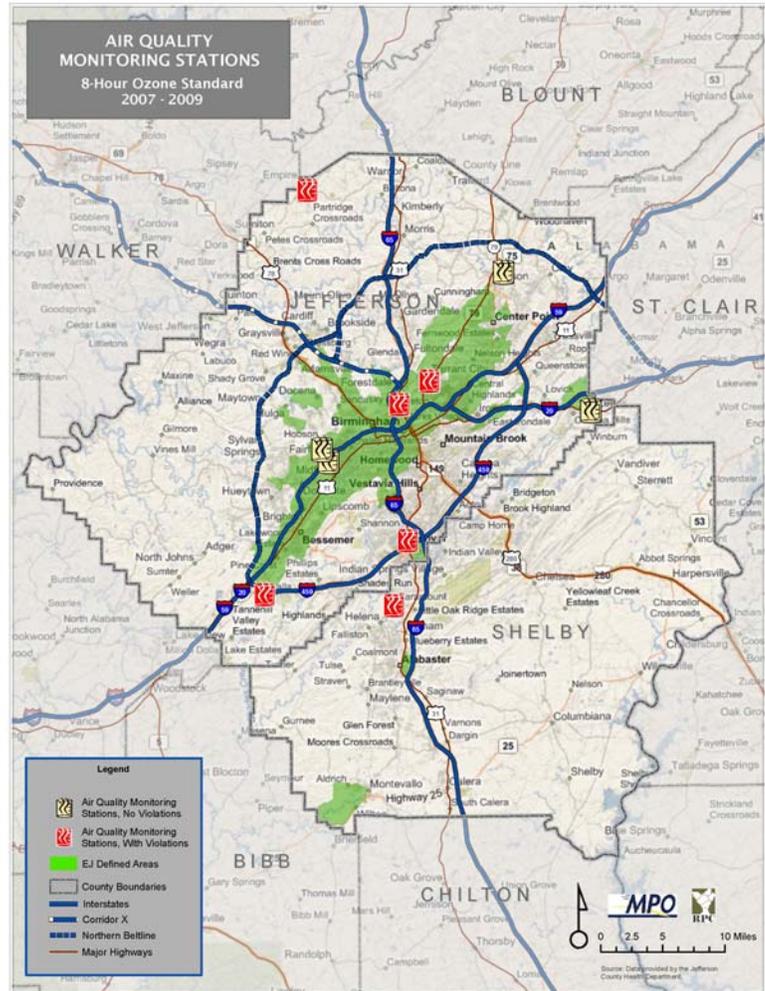


Figure 6 8-hour ozone standard

Annual Fine Particulate Matter Standard - The fine particulate matter (PM 2.5) monitoring network consists of 8 monitors through Jefferson County. The Annual PM2.5 standard is a 3 year average of annual means and is set at 15 $\mu\text{g}/\text{m}^3$. The table below displays the design values for annual PM2.5 at each monitor throughout the Birmingham area with the values shaded in red violating the standard.

TABLE 2 Annual PM2.5 Standard (2007-2009)

Monitor	Design Value ($\mu\text{g}/\text{m}^3$)
North Birmingham	15.1
Wylam	14.0
McAdory	12.5
Hoover	12.2
Pinson	12.0
Corner	11.7
Providence	11.2
Leeds	13.1

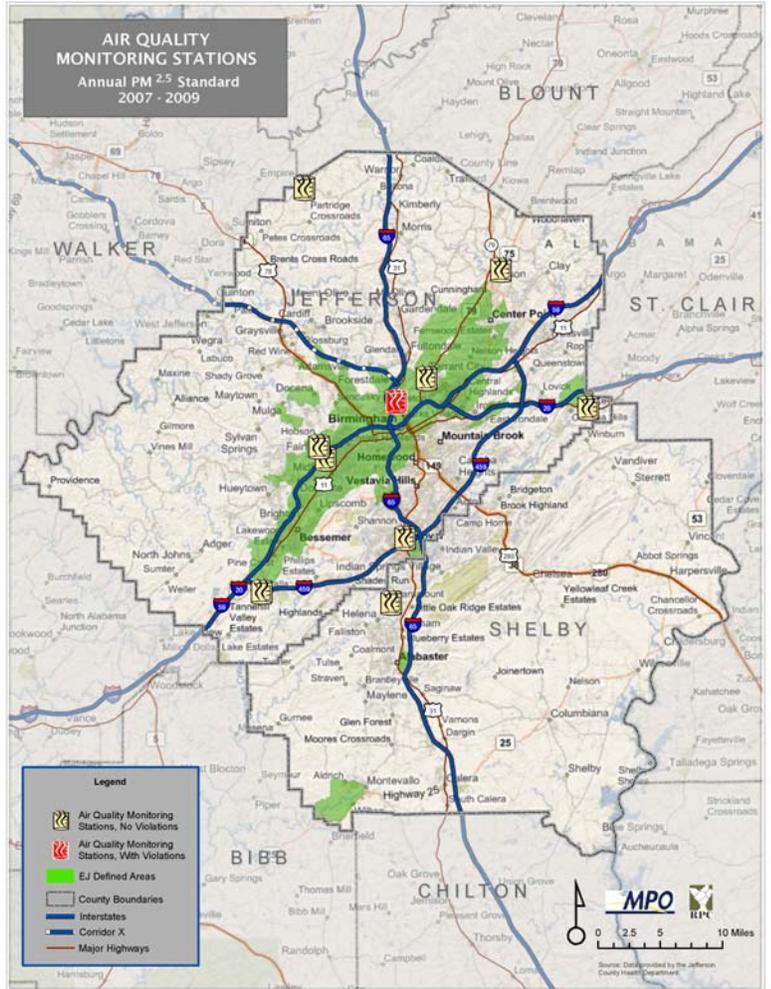


Figure 7 Annual PM2.5 standard

24-Hour Fine Particulate Matter Standard The 24-hour PM_{2.5} standard is a 3-year average concentration, based on the 98th percentile and is set at 35ug/m³. Table 3 displays the 24-hour design values for PM_{2.5} at each monitor throughout Jefferson County with values shaded in red violating the standard.

TABLE 3 24-Hour PM_{2.5} Standard (2007-2009)

Monitor	Design Value (µg/m ³)
North Birmingham	34
Wylam	32
McAdory	26
Hoover	25
Pinson	27
Corner	28
Providence	27
Leeds	26

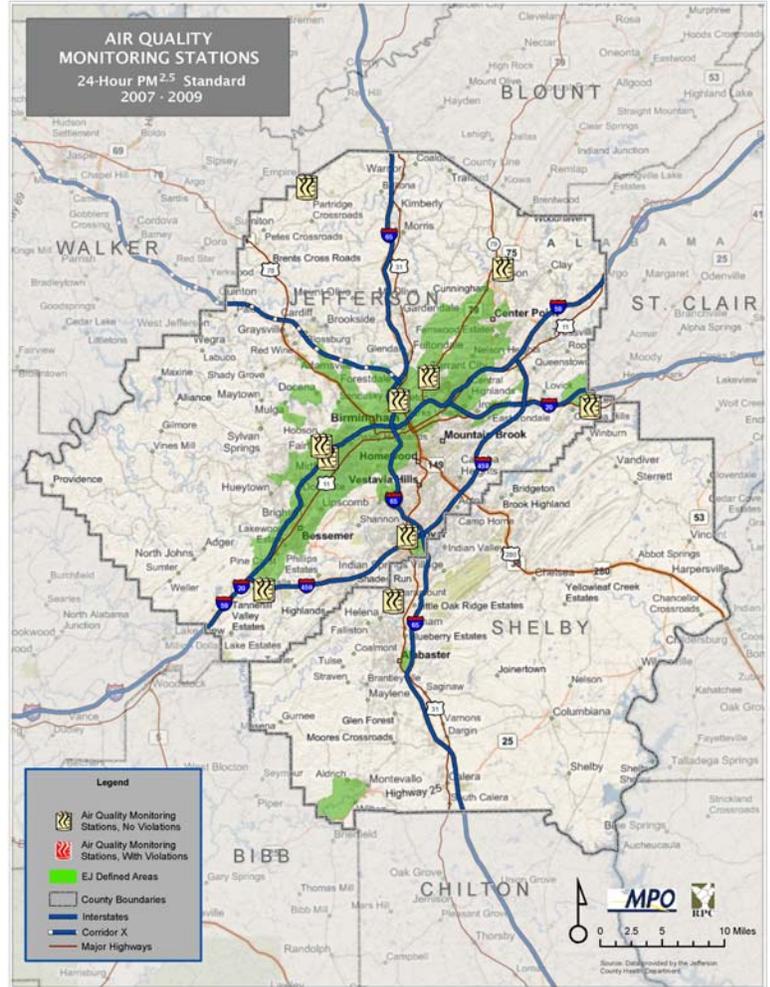


Figure 8 24-hour PM_{2.5} standard

The results of this survey will be used to inform the planning considerations of the 2040 Regional Transportation Plan (RTP), as well as corridor and area/community specific transportation planning efforts. It will also be used to inform discussions with environmental justice communities, especially about the impacts of transportation and land use to these communities' quality of life.

2035 Regional Transportation Plan (RTP)

The primary purpose of the RTP is to provide a vision for satisfying the existing and anticipated demands on the transportation system serving the two-county Birmingham metropolitan planning area, Jefferson and Shelby Counties. Given the area's consistent growth in both population and employment, the RTP is a necessary tool for addressing transportation needs. The plan provides a balanced, financially feasible set of transportation improvements supported by a number of policies. Together, these will facilitate the movement of people and goods by all modes of transportation within the Birmingham metropolitan area. The proposed improvements identified in the RTP as well as in its associated functional plans are intended to help alleviate traffic congestion, provide more transportation choices, improve transportation system operations, and meet the region's air quality goals through the future 25-year planning period. The 2035 RTP was adopted by the MPO June 9, 2010. Example of the visuals necessary in the RTP planning process, maps of the 2035 RTP's capacity projects in the fiscally constrained and visionary plan and bicycle/pedestrian plan are overlaid on the Environmental Justice Qualified Area.

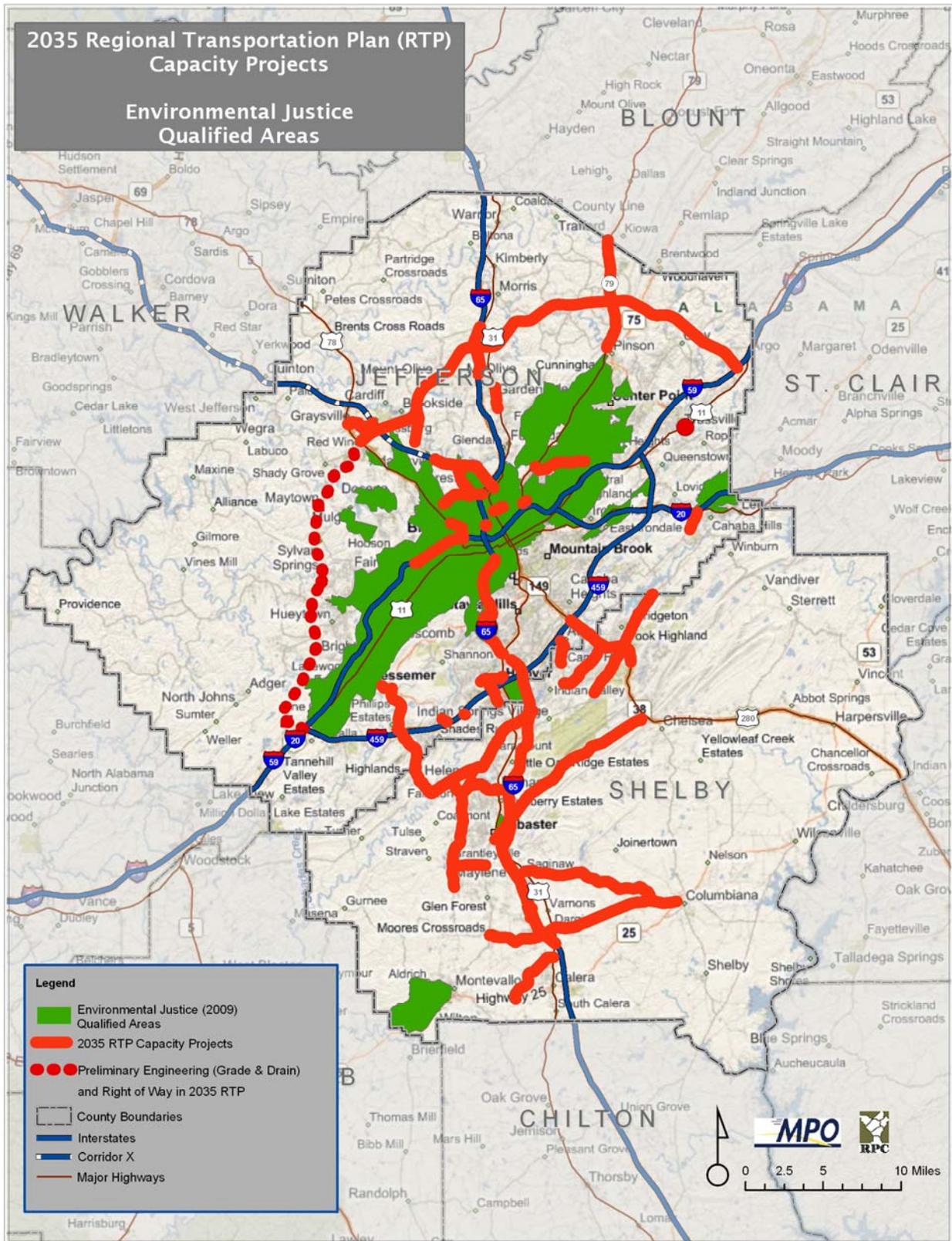


Figure 9 2035 Regional Transportation Plan, Capacity Projects

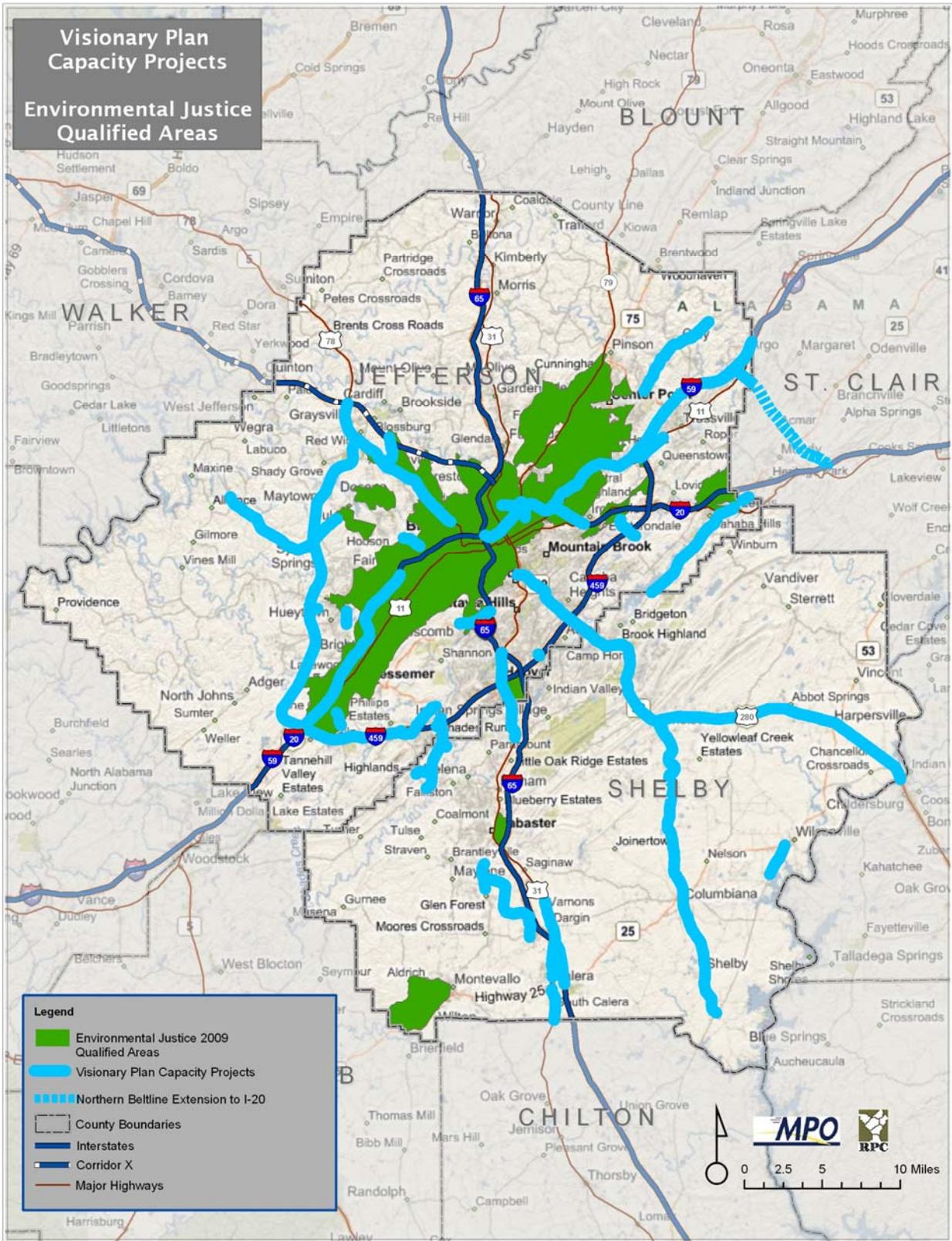


Figure 10 2035 Regional Transportation Plan, Visionary Plan

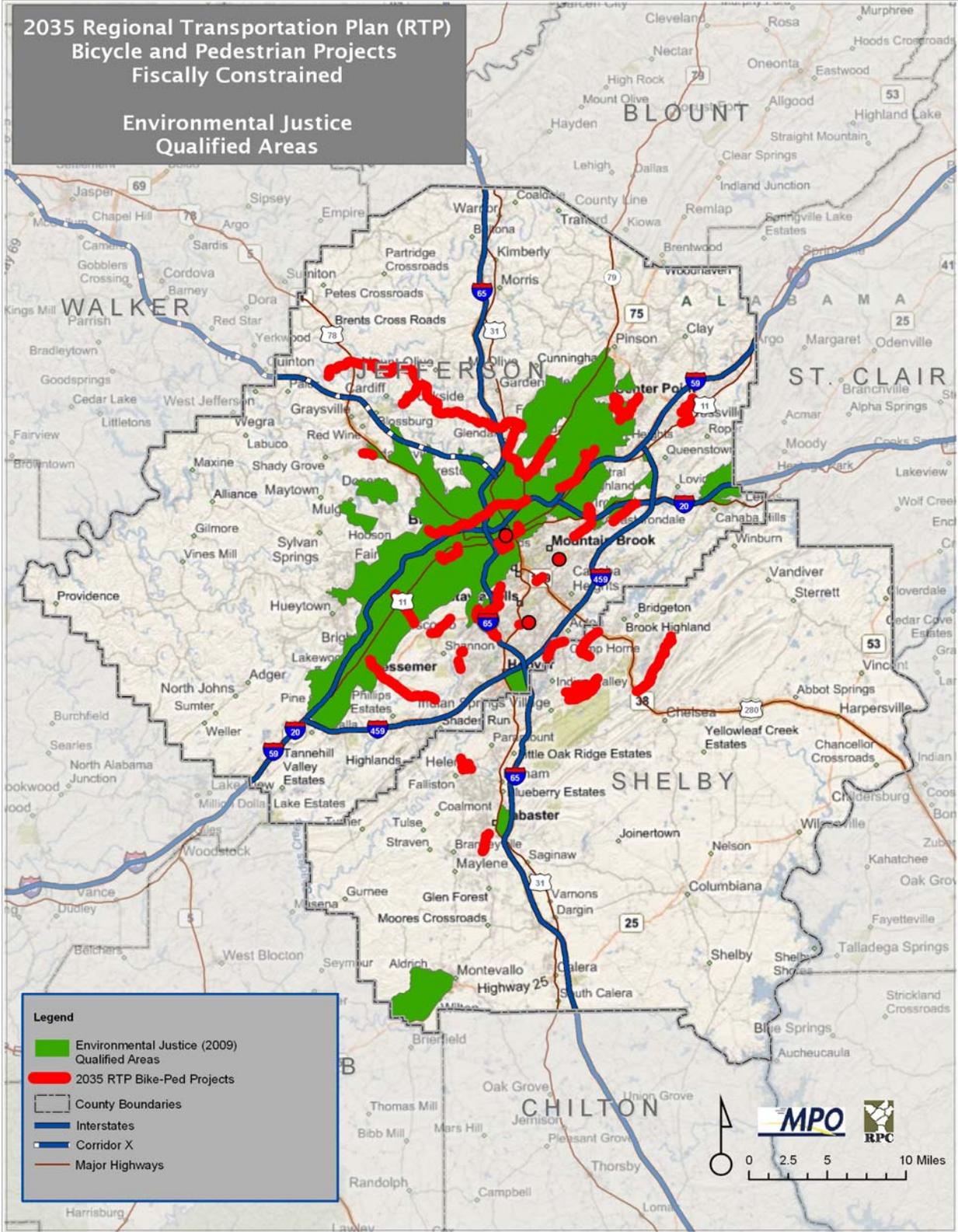


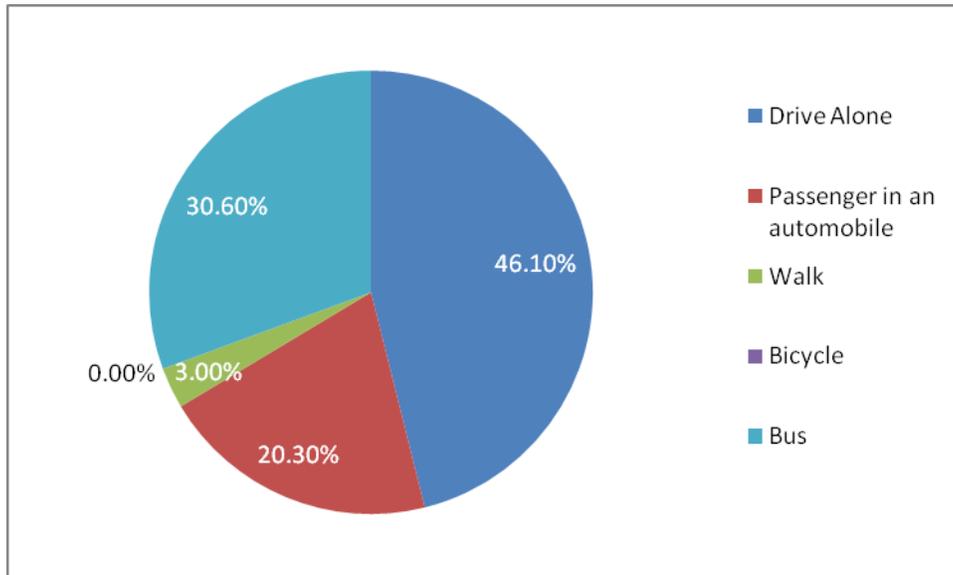
Figure 11 2035 Regional Transportation Plan, Bicycle and Pedestrian Projects, Fiscally Constrained

Appendix A : Public Transportation Survey Results

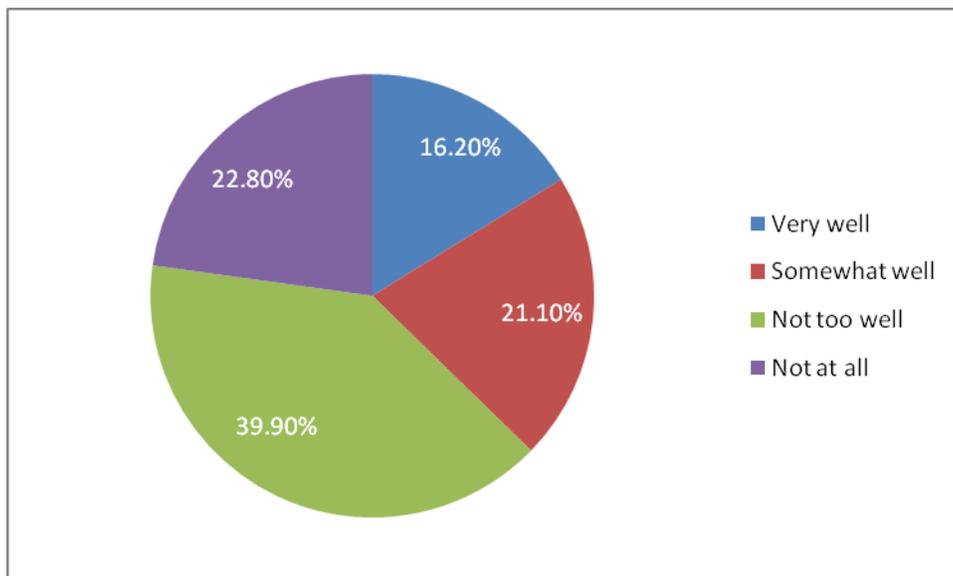
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Public Transportation Survey Results

What type of transportation do you use most?

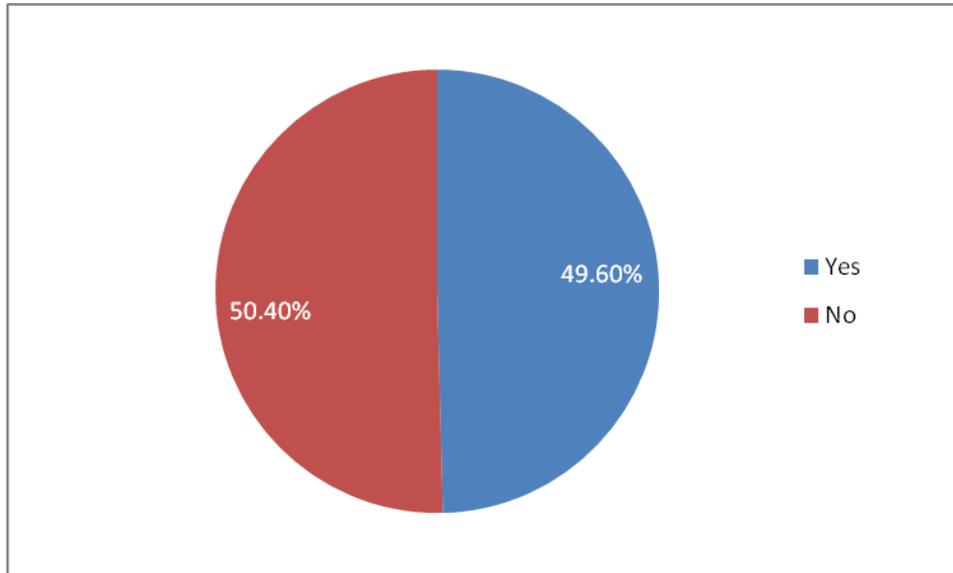


How well does the transportation system meet your needs?

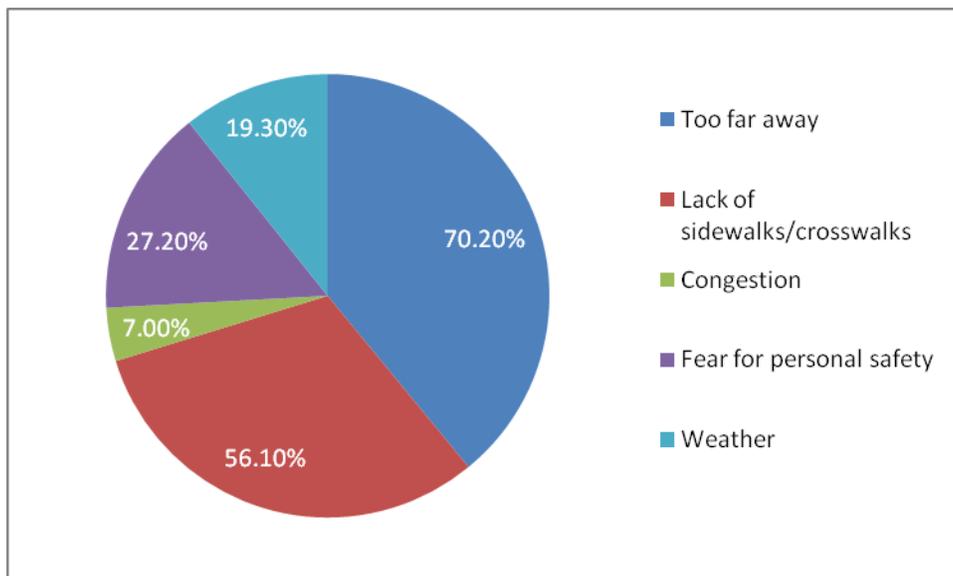


Public Transportation Survey Results

Is it convenient getting to a bus stop?

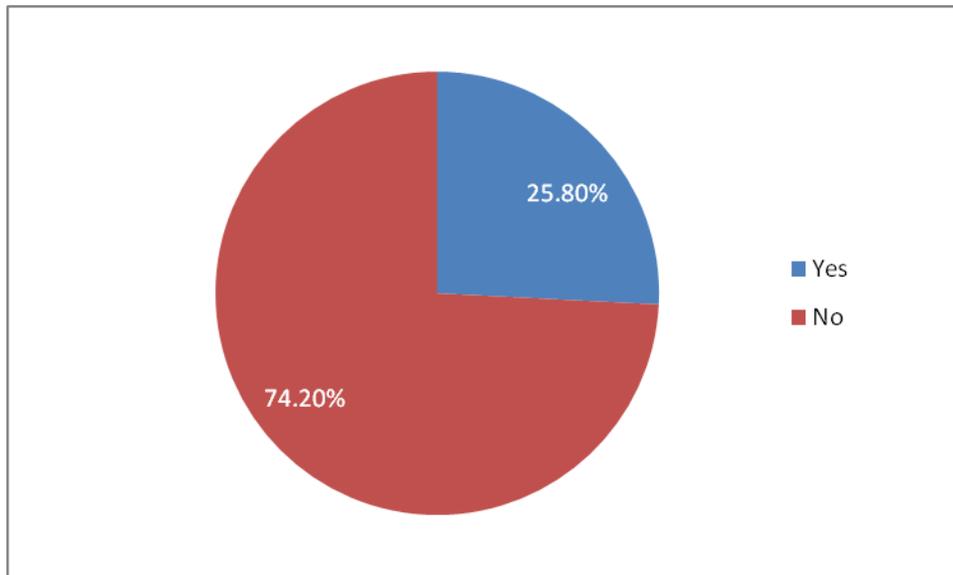


If you answered no, why is it difficult? Answer all that apply.

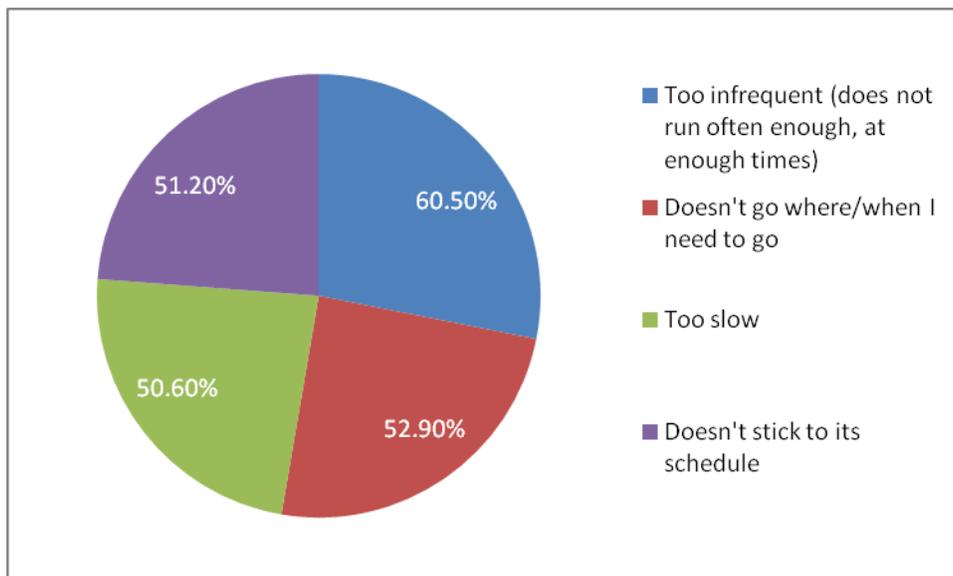


Public Transportation Survey Results

Is public transportation reliable for you?

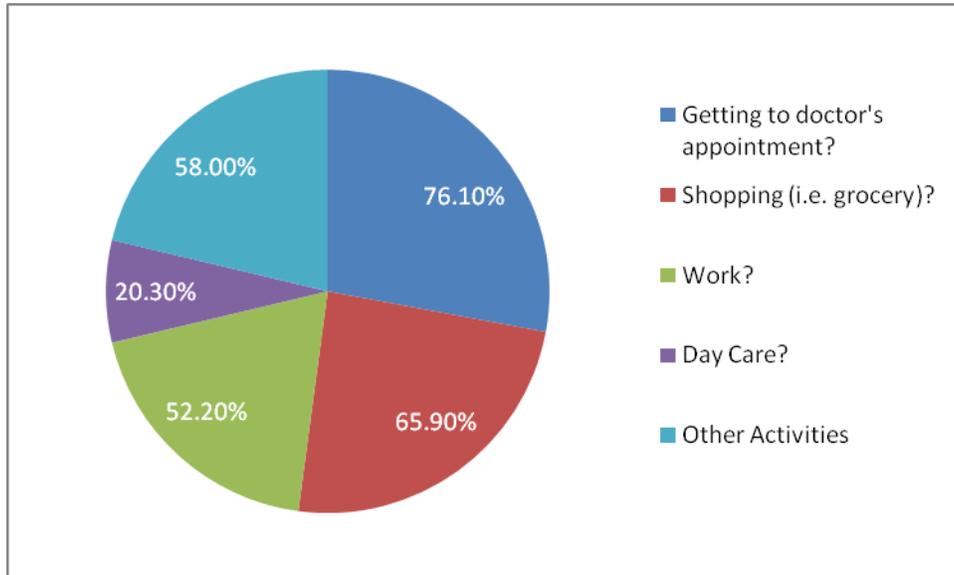


If you answered no, why is it unreliable. Answer all that apply.

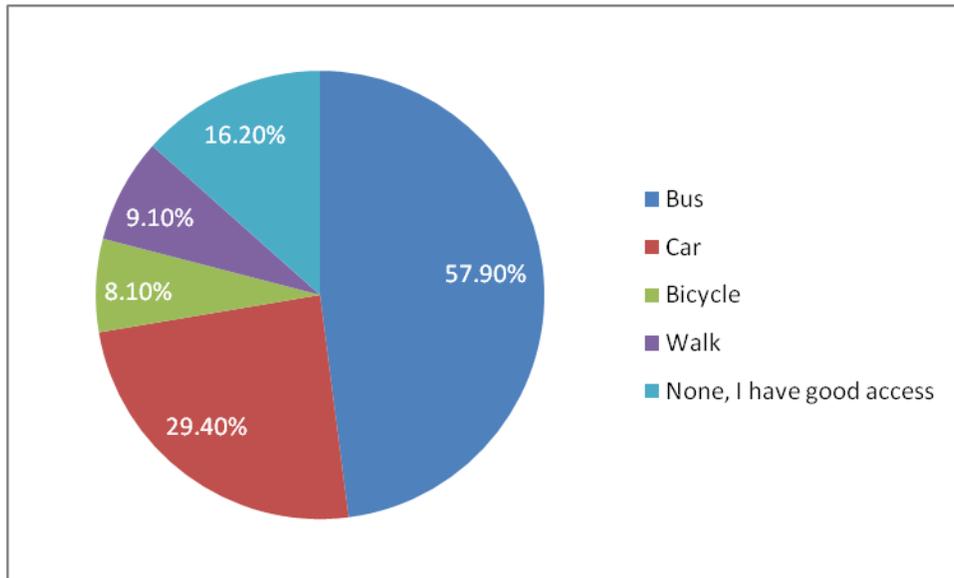


Public Transportation Survey Results

Answer all that apply. Does lack of transportation sometimes limit you from:

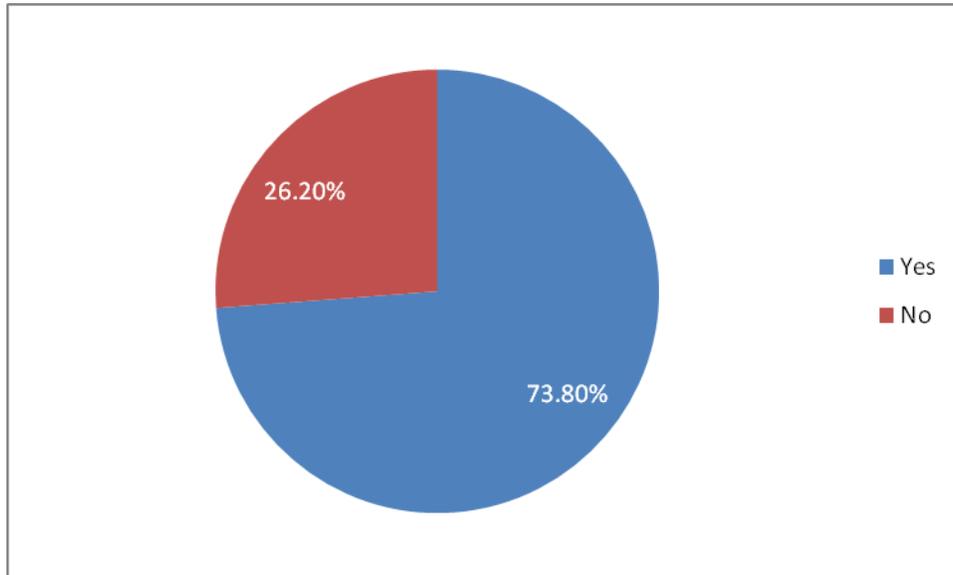


What types of transportation would you like to access that you do not have now?
Answer all that apply.

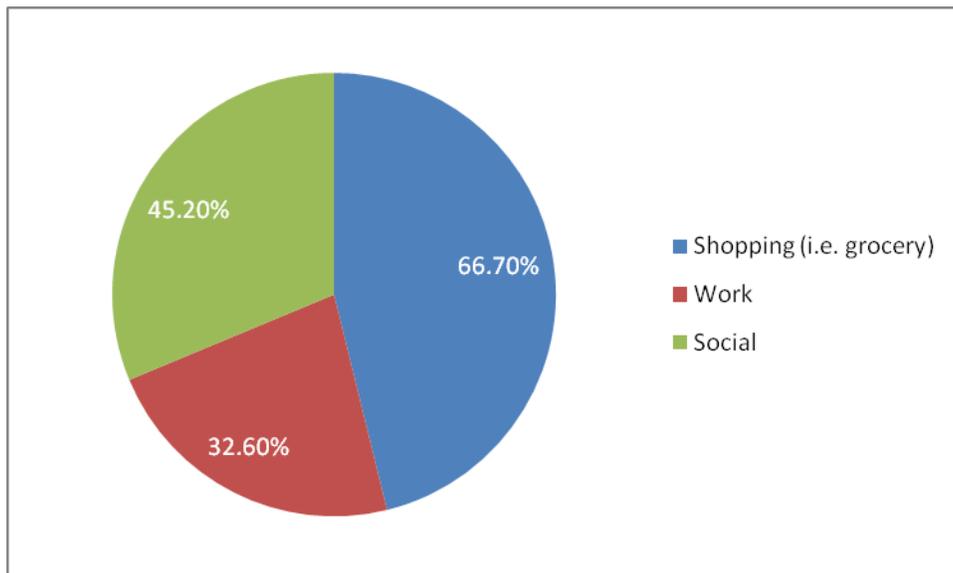


Public Transportation Survey Results

If there were Sunday bus service, would you use it?

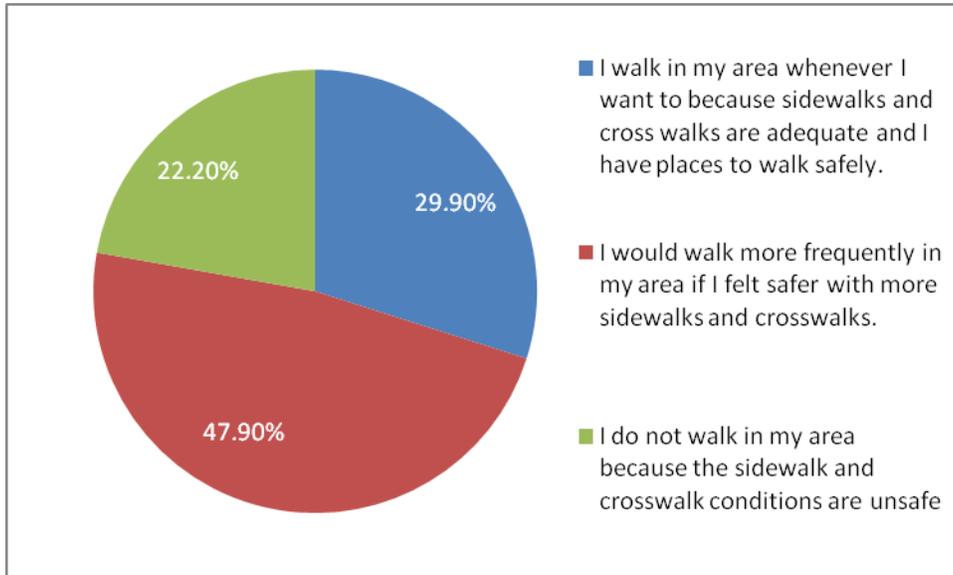


If you answered yes, would the addition of Sunday bus services be significantly helpful to you to reach these destinations?

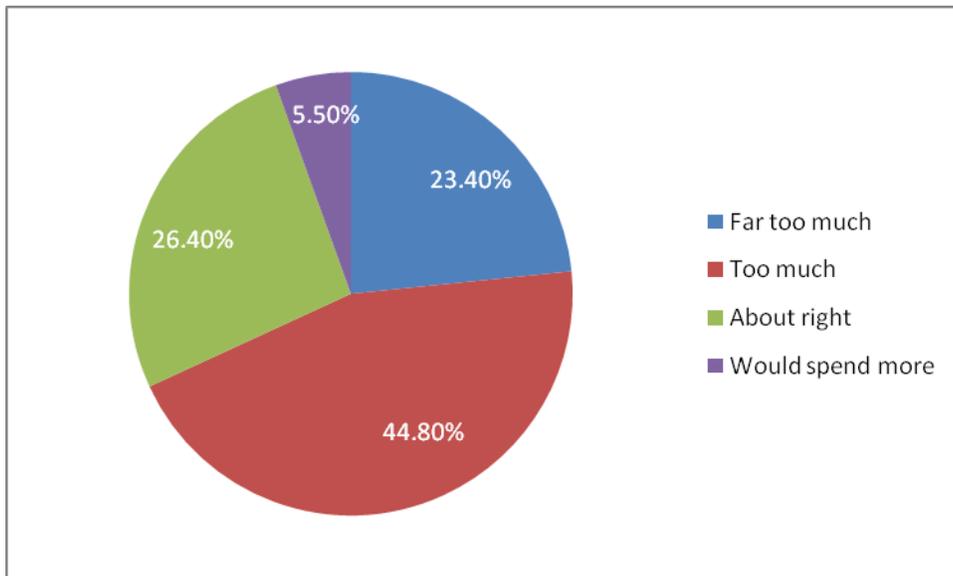


Public Transportation Survey Results

Which statement about walking do you most agree with?

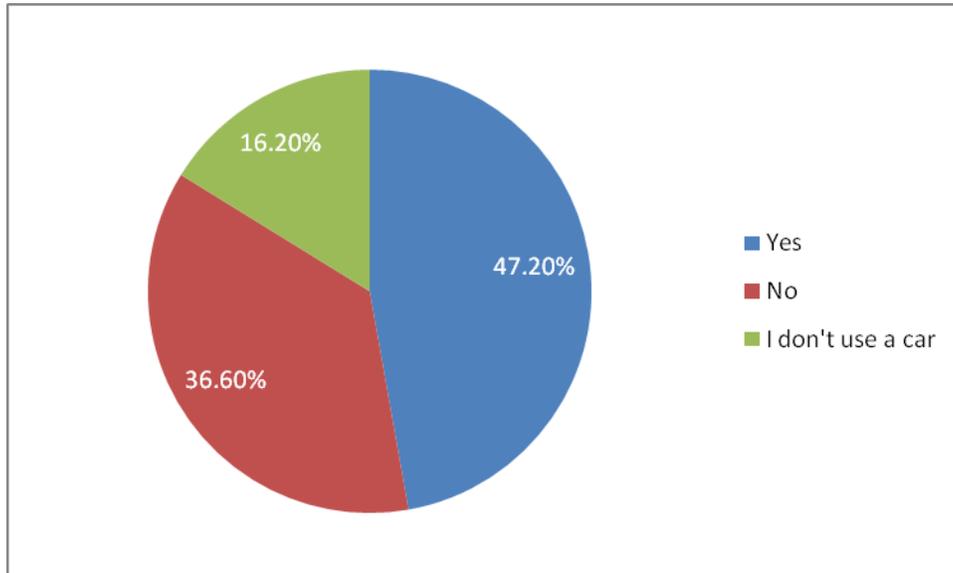


How much money do you spend on transportation each year?

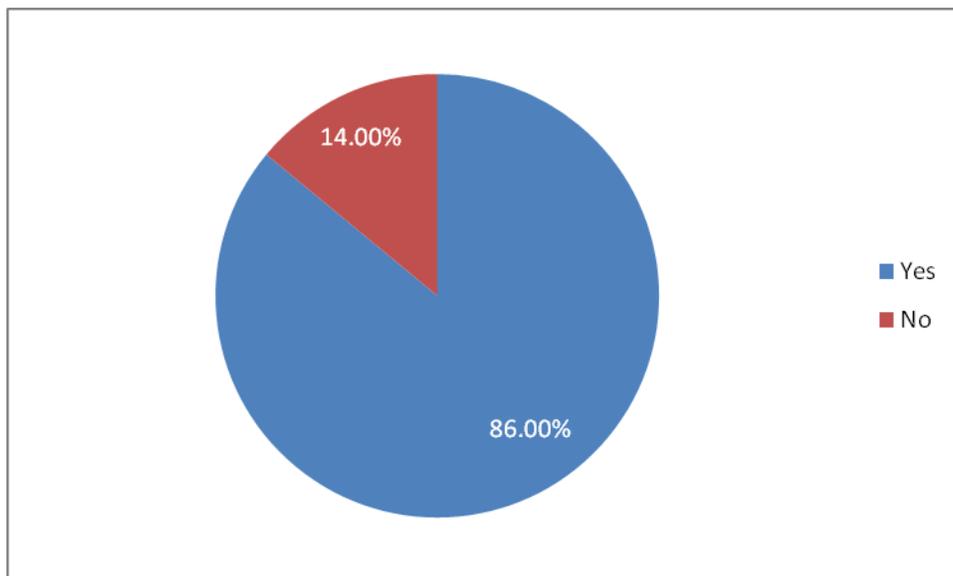


Public Transportation Survey Results

If public transportation was more widely available, would you stop using a car?

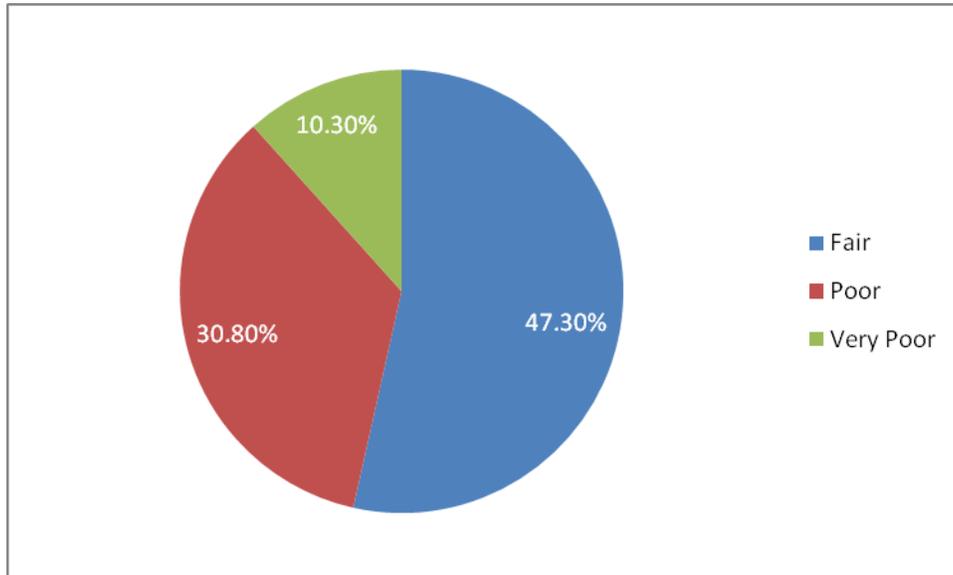


If you said no, would you limit your car use?



Public Transportation Survey Results

How would you rate the air quality in our region?



Public Transportation Survey Results

Optional Comments

Lousy transit system
One day I had a doctor's appointment at Brookwood. I had to catch 2 buses which both of them broke down and I was late. I had to cancel the appointment.
Metro transportation a lot seniors would ride the bus for social things to do. Shopping. The older you get driving becomes tiresome, scary and expensive. Tags, insurance, repairs. all this gets costly for a fixed income.
As far as transportation we are concerned about people who attend East Health Center and have to walk from 1st Avenue to the health center on West Blvd. People are carrying arm babies, babies in strollers, etc. There are no sidewalks and the road is very busy and very dangerous for persons walking down West Blvd.
Roads need to be repaired in my area. Sidewalks in Woodland Hills would be a great asset. Easier to walk and ride bicycles if roads were not too bumpy and if sidewalks were constructed.
I am tired when I was getting off from work and it would take at least four hours for me to get home because the bus broke down. If you had better buses a better bus system for the buses to have one every hour after five around and bigger area so all of the buses can fit and run on Sundays ozone days . Bus stops closer for walking distances more people will catch the bus. Pay the bus drivers a reasonable pay so they will like coming to work the won't be broken and pray.
I would not limit the use of my car because of my job.
The metro bus routes limit access to business in McCalla/Bessemer such as target. The metro bus routes and scheduling for approx pick up times at locations along the #45 route and the # 1 route lack consistency. Inadequate storage spac on the metro bus. Inadequate lunch and dinner time for employees. (safety concern) Alternate pick up of passengers during bus failure poor. Alternate rail system in Atlanta would be an option. Considering the vast majority of persons whom take advantage of public transportation now, the inadequate structures to protect passengers during impending weather problems as well as traffic etc., need vast improvement to protect the health and well being of each passenger. The central office location on Morris Avenue may indeed be a location that gives more control over the system as a whole. However different hub sites as applicable may offer greater access to routes not as yet covered. Take for instance employing a hub in all outlying areas and have those businesses with those areas contribute. Designing transit to accomodate the packages of passengers would be a plus. Als the handicapp restraints for wheelchair passengers is a disgrace for thos persons whom rely on public transportation. Not to mention the A/C and other amenity conditions.
Have used public transportation in other larger cities and liked it. Am not employed and would probably not use for my purposes.

Public Transportation Survey Results

<p>Roads are very poor, pot holes, need to be repaved not just spot fixed monthly. Fairfax Avenue is done monthly like clockwork. Road are unsafe to walk anywhere due to gangs, crime, drugs. Large trucks use fairfax Avenue like like it was a highway. Trash is piled up everywhere, gives you a very difficult time to walk around them.</p>
<p>My son was catching the bus to get home and I was going to pick him up. When both of the buses broke down then when I finally got downtown the other bus I was trying to catch broke down also. So I had to explain to my son's school that the bus broke and he would be there when we could. But long story short. We did not get home until 4pm.</p>
<p>There will always be a need for dependable public transportation.</p>
<p>I have never had my own transportation. I have depended on family or public transportation. My experience has been both good and bad. One good experience is that I sometimes meet new people and eve sit and talk to them. Some bad experiences are the buses breaking down or causing me to be late for work or other appointments. I have also stood in bad weather especially where there are not shelters. I have also missed my transfer connections which mean that I had to wait or walk the distance. I do hope and I have the confidence that our public transportation will improve to benefit those of us who depend on it.</p>
<p>I am handicapped with little or no use in the right arm and hand. For many years I depended on public transporation. i had to walk a good distance to the bus stop where there was no shelter from the weather. Sometimes I was late for work or other appointments. About five years ago I became a licensed driver. I am so thankful for my own transportation. I do think of others who do not have transportation and hope that the system will improve for them.</p>
<p>I do not depend on public transportation, but I an an advocate for those who do. The system nees to be fixed to provide adequate and dependable transportation for those who need it badly as their own means of transportation.</p>
<p>There is no public transportaion in the area and never has been. I would recommend a bus stop at West Blvd and 95th Street.</p>
<p>I would like to see better bus service for the people who really need it.</p>
<p>I do not have a personal experience to mention but I would like to speak on behalf of those who depend on the public transportation. There have been some accounts of buses that become disabled while transporting passengers. Some are going to work for various appointments. There needs to be reliable transportation fro those who need and use it.</p>
<p>New smaller buses. Streets need repaving. Stay close to the time schedule. Every bus stop should have a shelter. I am not a bus rider. I do have friends that ate. Above are the experiences they have complained about.</p>
<p>Many people rely on (Bus Tranportation) All the help you can to the buses going is very much needed. For the ones who are not able to speak out. I would like to be that voice. Keep it going. This is the only means for some people. So let's try to work together to keep this project. Thank you so very much.</p>

Public Transportation Survey Results

<p>It is a very unsafe and the environment has too much pollution in the West End neighborhood. Nothing is being done about cleaning the air, plants and hazards are placed in our neighborhood without proper notification and it is awful and hard. There is not transportation to get anywhere without a car. People are out of work and can't get hired because of no reliable buses.</p>
<p>We need more stops and quicker service. Buses stop breaking down. Money is a lot of times why people can't ride.</p>
<p>When I was without a car and lived out near Eastwood Mall I quickly learned that I needed to educate my boss at UAB about the need to start late and leave early because of the schedule. Had to work through lunch to make up time. Because of the infrequency of buses I found it much quicker to walk than to wait for buses, even Dart, to get around the city center. Too often I have personally experienced and witnessed people waiting in horrid weather for buses at stops with any form of weather protection, some without sidewalks. I find it an insulting practice on certain bus lines when drivers change the bus route number when returning to the central station from their furthest stop. One example is the 12 which changes to the 18 when leaving Forest Park. The bus is clearly on the route of the 12 and I have been approached by people waiting for the 12 and not taking the 18 because they are waiting for the 12! Similar situations with the airport route. I was catching a plane one day so decided to take the bus to the airport. There were 3 others on the bus doing the same thing. 1 from Homewood and 2 from out of town who had finished attending a conference at UAB. We learned that the bus does not go to the terminal and we had to be let out on the street where the bus turns and walk along the road with all our luggage without sidewalks to the terminal. I wonder what the out of town guests thought of Birmingham.</p>
<p>some interstate overhead signs are located so there is an extra short distance ahead. If the sign was made to indicate "wreck ahead" or "take next exit" some congestion of traffic would be prevented! I am a senior citizen and someday I will have to drive to the Center Point Bus Route and walk and ride the bus. I see no hope for a circulation bus in Center Point to get me to the main bus route!</p>
<p>This is the most bicycle unfriendly city in the south bar none. We need more bike lanes, more bike racks, more bike friendly buses and more cyclist education for motorists. Also our buses are woefully un-reliable and slow. The routes need to be planned in a more comprehensive and thorough fashion. It should be easier to get a bus to and from the airport as well as short hop up the street.</p>
<p>I am sick and tired of driving on torn-up roads that have not been repaved yet. What is the hold-up in repairing and restriping the many city roads that have been removed? It seems the timing of this project is being poorly scheduled. It is causing extra wear and tear on my car, and it is unsafe.</p>
<p>Bus always breaks down.</p>
<p>The buses I ride are old, slow, unreliable, never on time and frequently breakdown. When the bus routes and stops are changed, we are not given any notice or information.</p>
<p>Need new bus. Buses need to be on time.</p>
<p>Worst in the USA</p>

Public Transportation Survey Results

Roadway construction or bus break down.
had to wait on bus too long and had a driver tell me he was going to run over if I didn't move. Spent far too much on transportation each year but would spend more.
You can not walk or go on the bus because of gangs and drive bys.
They break down too much and they need to run more often and they should run later.
Need new buses, and needs to be on time.
The last time I rode the bus it broke down. I had to wait for hours before I could get another one and missed my appointment. I lost my job because I had to get off and walk.
When it's hot the buses break down and I have to wait hours at a time everyday. The drivers have terrible attitudes, they will see you running for the bus and leave you, old, young, they don't care, the drivers get insulted if you ask for directions.
The max is the worst bus system I've ever seen. It is like living in the 60s. It is terrible and the drivers are rude and nasty.
Breaks down too much
I would love to use the bus regularly and will pledge ongoing support for improved funding by advocating and educating. I live near 2 bus stops but they will not take me where I need to go in a reasonable period of time.
I am 68 years old and can drive in a few years I might need the bus.
buses don't run to Riverchase Parkway Hoover 35244 (If I could get to work on time and get back home in a timely manner I would.
I traveled through 33 traffic lights to get here today. Multiply air pollution and gasoline waste due to those 33 stops and go situations.
Must use 280- do not come into city because of the traffice. Would like to attend concerts, symphony, etc. But it is based on whether it is worth fighting 280. Would love park and ride.
I would like our elected officials to realize the importance of public transportaton, which means more funding. I would like to see more benches at bus stops so that people can sit. Shelters would be nice so that passengers can be out of the elements (sun, rain, cold, etc) while waiting for the bus. Once funding is provided, transit can expand to areas where it is needed and not available.
I moved to Birmingham a year ago from Toronto. In Toronto, Ontario. There, I cycled - a lot. Here, it's difficult to ride safely due to a combination of road widths, single lane each direction roads, with no shoulders, poor night time street lighting and lack of light traffic thru roads, not to mention horrible driver awareness of anything smaller than an SUV. (I've driven commerically in difficult conditions - too many drivers down here are talking on their cell phones without regard for road conditionsI moved to Birmingham a year ago from Toronto. In Toronto, Ontario. There, I cycled - a lot. Here, it's difficult to ride safely due to a combination of road widths, single lane each direction roads, with no shoulders, poor night time street lighting and lack of light traffic thru roads, not to mention horrible driver awareness of anything smaller than an SUV.

Public Transportation Survey Results

I've driven commercially - far too many drivers down here are talking on their cell phones without regard for road conditions or speed.
While walking across a crosswalk at Summit Blvd and the access road to the Cameron at the Summit apartments last night (June 15th) was nearly run by a driver talking on a cell phone while attempting to make a right against the light. He didn't see me and didn't stop.
I've also not been able to find a route from The Summit to campus that is both safe and reasonably direct. Sorry, riding on Hwy 280 doesn't count.
No wonder the South is so fat - it's dangerous to get around the suburbs in anything less than a motorized vehicle! or speed. While walking across a crosswalk at Summit Blvd and the access road to the Cameron at the Summit apartments, was nearly run over by one last night!
I've also not been able to find a route from The Summit to campus that is both safe and reasonably direct. Sorry, riding on Hwy 280 doesn't count.
I would like to see the bus come through the neighborhood again. Since there are older people living in the neighborhood and do not drive and cannot walk to the bus stop.
What this city needs is a city/county rail system. Also, stop large trucks from coming through the neighborhood which causes damage to our streets and sidewalks. The air quality could be much better in our area if the large trucks didn't come into our neighborhood.
There is a bad pothole on 65 South at the 258 exit to Greensprings Ave. that needs repair.
I would like to get on a bus from Tarrant and go straight to Roebuck. Instead of I have to go to Bham and get a transfer to go to Roebuck. That would be good if yall could send a small bus to transfer you to location at Roebuck. Would yall see about this. I would appreciate and others would appreciate too.
With a neighborhood of 13+% of public transportation dependent residents, we do hope your will make every effort to improve services to include all service areas.
Busses don't run late enough. I'm working through the job rehab or vocational rehab but if I get a 2nd shift job there is no transportation for people who work that shift so getting off at 11pm or 12pm how would someone get home. also, I think busses should run every 15 min in the mornings so if one breads down you are not late waiting for the next bus 30 min. later. Busses don't run frequent enough. People want Sunday transportation
We need new people in transportation that have a vision that with accomodate the needs of the people. Management is so concern about their pockets increasing and the people of the city pockets decreasing. Managment meet the need of the people. We have to work and we need dependable and excellent services from transportation!
Poor transportation need to fire from thehead on down. Need new people with a vision and concern about the needs of the citizens and not so concern about their own pockets.
I'm thankful we have a busing system. But much improvement are needed behind new buses. Transit should be more engaged with the public to get more people riding so that the transit becomes more complete.

Public Transportation Survey Results

We need a dedicated funding source for the public transportation system. I would be pleased to participate in any process that will make it happen. I have been attempting to become a TAC member since 2009/2010. I am a member of the transit committee of the Economic Justice Committee at Greater Birmingham Ministries.

The roads need paving . There is a lot of bumps and holes in the roads. I have experienced it.

Lack of bike lanes, nearest bus stop 7 blocks away. Without a long term dedicated funding source there will be no funding for mass transit!!!

i would use public transportation in another city but would not use birmingham's current system. i wish we had trains.

Due to my brother not having email, he asked me to complete this survey for him. (my email address is anniemaarie@yahoo.com As a regular transit rider, I am faced with buses breaking down, too often, and experiencing acquaintances who have lost their jobs, because they are late due to the buses breaking down. drivers not stopping at the assigned bus stops, and too often leaving us stranded, and some losing jobs

I would like to have bike lanes so that I may feel safe riding my bike along the city streets.