CHAPTER 7

ACTIVE TRANSPORTATION

BACKGROUND & PURPOSE

Active transportation includes any human-powered mode of transportation. This includes walking, running, and bicycling. Access to active transportation facilities supports quality of life through increasing physical activity, protecting air quality, and reducing congestion. While the total miles of active transportation facilities in the Birmingham region have increased in the last four years, the region's facilities do not form a well-connected network. To address this and meet the needs of residents across the region, plans, policies, and projects are underway to foster connectivity and provide even greater access to active transportation facilities.

This Chapter Includes:

- Existing Active Transportation Facilities
- Recently Completed Projects
- Planned and Programmed Projects
- Related Policies and Programs
- Regional Planning Efforts
- Advanced Planning, Programming and Logical Engineering (APPLE) Feasibility Studies
- Federal Funding sources

This Chapter Addresses:

- Goal 3: Provide equitable transportation options that enhance opportunities for physical activity, increase access to essential needs and improve quality of life.

EXISTING ACTIVE TRANSPORTATION FACILITIES

On-road facilities include bike lanes and sharrows, which occupy space on the roadway. Off-road facilities include shared-use paths, which are typically paved, and unpaved greenways and trails. Currently, the region has approximately 300 miles of existing active transportation facilities, comprised of 258 miles of greenways and shared-use trails, 26 miles of bicycle lanes, and 16 miles of sharrows. The locations of these facilities shown in **Figure 7.1** and **Table 7.1** detail how the total miles of existing active transportation facilities has increased each year since the previous 2045 Regional Transportation Plan (RTP) adopted in 2019.

Approximately 83 miles of active transportation facilities have been built since 2019, representing a 38% increase. This expansion has been driven by the construction of greenways and trails, which have been expanded in Jefferson and Shelby counties through a combination of public and private investments. Specific recent projects are outlined in the section below.

Table 7.1: Existing Active Transportation Facilities (2019 – 2022)

Facility Type	Miles (2019)	Miles (2020)	Miles (2021)	Miles (2022)
Greenway / shared-use trails	192	199	232	258
Bicycle lanes	15	18	22	26
Sharrows	10	10	10	16
Total Miles	217	227	264	300

Source: RPCGB (also see B-Active Plan Annual State of the Network reports on www.B-ActivePlan.com)

RECENTLY COMPLETED PROJECTS

The following list of major active transportation projects opened to the public since the 2045 Regional Transportation Plan are listed in alphabetical order. Some of the projects utilized federal transportation funding programs, while others were funded utilizing local or private funding sources.

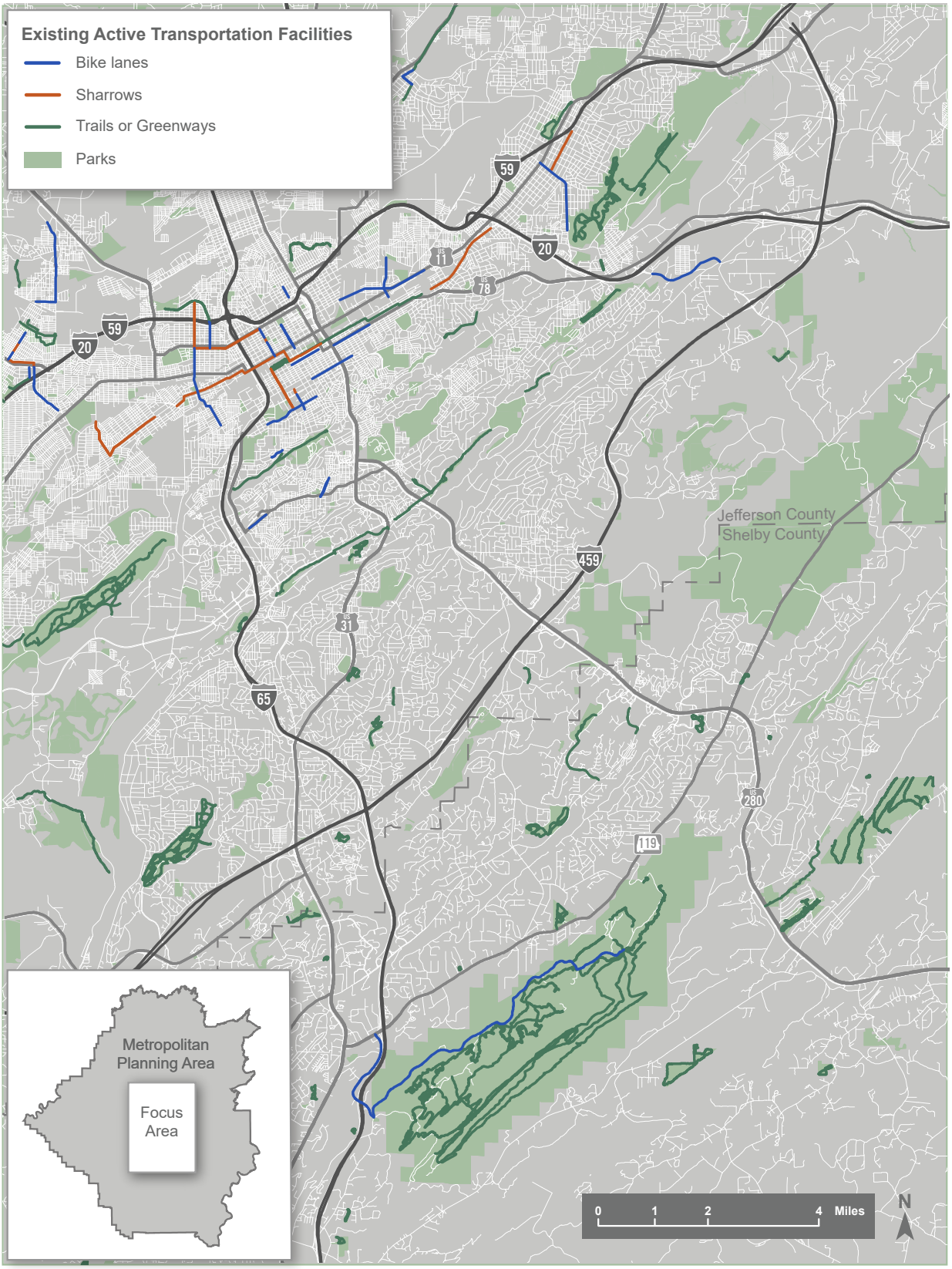
20TH STREET / BIRMINGHAM GREEN REFRESH PROJECT

The Birmingham Green Refresh project of 20th Street, which is the City of Birmingham's downtown signature street, was completed in 2022. The project was a collaboration between REV Birmingham, the City Center Business Improvement District, the City of Birmingham, and other community partners. The refresh included the addition of bike and flex lanes, sidewalk and crosswalk improvements, flexible café-style public seating, public art, and new native and drought-resistant landscaping.

Source: REV Birmingham

Source: REV Birmingham

Figure 7.1: Existing Active Transportation Facilities (2022)



Source: RPCGB

CITYWALK BHAM

CityWalk BHAM, a 31-acre park located under the new I-59/20 Central Business District Interstate bridges, opened in July 2022. ALDOT designed it to provide a space to assist in reconnecting Birmingham's downtown neighborhoods and create a destination and common area open to all citizens. City Walk BHAM is divided into eight blocks lettered A through H, two of which are double blocks. Each space offers distinct outdoor amenities to cater to active and passive users, with facilities ranging from a skate park and dog park to a performance space and outdoor classroom. These blocks are connected by a meandering "seam path" that runs for approximately one mile across the entire space. The Birmingham MPO programmed $10 million of the total $36 million to construct CityWalk BHAM.

Source: City Walk BHAM

HOMEWOOD 18TH STREET REVITALIZATION PROJECT

In 2022, the City of Homewood completed construction of the 18th Street Revitalization project, which spans from 28th Avenue South to just north of Rosedale Drive. The purpose of the project was to create a Complete Street that could achieve the following: make improvements that reflect the charming character of the southern portion of 18th Street (from 28th Avenue South to Oxmoor Road); create a Complete Street that can handle the peak hours of traffic flow as well as provide a pedestrian-friendly environment with ADA accessibility; and provide additional parking, lighting, and street trees. The Birmingham MPO programmed $1.4 million toward the construction of the project and $160,000 toward the right-of-way phase of the project.

Source: RPCGB

INVERNESS COMMUNITY GREENWAY

This 1.7-mile trail opened in 2022 and extends from the Inverness Fire Station to Hoover's Nature Park. The trail consists of 1.1 miles of an 8-to-10-foot-wide concrete path that runs along Inverness Parkway, with the remaining 0.6 miles having a 10-to-12-foot-wide asphalt path that runs along an existing sanitary sewer easement through the Woods of Hoover's Nature Park. This section features a 250-foot-long

Source: Shelby County Reporter

timber treetop pedestrian bridge. The trail was a collaborative effort between the City of Hoover and Shelby County and served a dual purpose – to provide an alternative mode of transportation to connect the surrounding neighborhoods along Inverness Parkway and Valleydale Road and to provide new sanitary sewer infrastructure that increased capacity to 1,200 gallons per day. The Birmingham MPO programmed $2 million toward the construction of the project.

OAK MOUNTAIN STATE PARK ROAD BICYCLE LANES

In 2021, the construction of two miles of bicycle lanes along Oak Mountain State Park Road in the City of Pelham was completed and connects SR-119 to John Findley Drive, which is the front gate of Oak Mountain State Park. As one of the most popular bicycling destinations in the state, Oak Mountain State Park now has a safer on-road entrance for visitors who wish to cycle into the park. The Birmingham MPO programmed $5.1 million in funding toward the construction of the project.

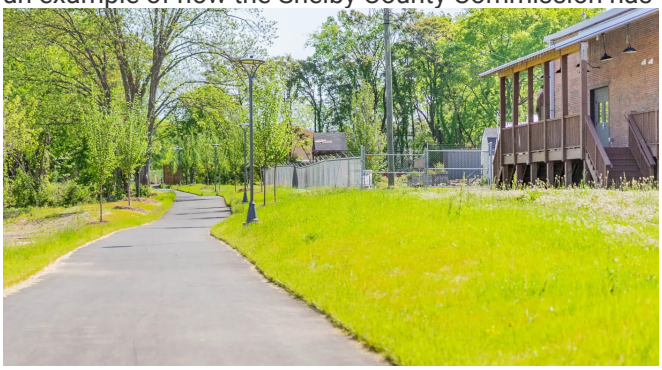
RED ROCK TRAIL SYSTEM SEGMENTS

The master plan for the Red Rock Trail System proposed 750 miles of multi-use trails, parks, bike lanes, and sidewalks, and to date, approximately 130 miles have been constructed. The Freshwater Land Trust conducts ongoing fundraising efforts and partners with governmental entities, businesses, and community groups to complete more trails. The Red Rock Trail System segments that have been constructed since the 2045 Regional Transportation Plan include:

- **Five Mile Creek Greenway:** Gardendale Segment: The Five Mile Creek Greenway in Gardendale opened in 2019 and is the newest part of a planned 16.5-mile CSX Rails-to-Trails project spanning North Jefferson County. The Gardendale section adds an additional 2.0 miles to the existing 3.5-mile segment that connects to Black Creek Park in Fultondale.
- **High Ore Line Trail Extension to Red Mountain Park:** In 2019, the final mile of Birmingham's 3.0-mile High Ore Line Trail was completed, creating a vital pedestrian and bike connection into Red Mountain Park, one of the largest parks and open space areas in Birmingham with its network of hiking and biking friendly natural trails. The High Ore Line Trail starts in Midfield at the Jefferson County Western Health Center and runs three miles along an old railroad line.
- **Hugh Kaul Trail (formally the Jones Valley Trail Extension):** This 1.9-mile trail opened in 2022 and connects the Rotary Trail in downtown Birmingham to Avondale, spanning from 1st Avenue South and 24th Street to 41st Street in the heart of the Avondale entertainment district. It provides a safe, lighted trail for commuters, recreational users, and visitors.
- **Hugh Kaul Trail Extension:** The Hugh Kaul Trail's 0.6-mile extension opened in 2022 and connects 41st Street in Avondale to the historic Continental Gin Complex, home to Cahaba Brewing. This project included the retrofitting of existing alleyways to become bike and pedestrian trails and helped to establish an uninterrupted bike and pedestrian trail from the Crestwood neighborhood on the east to downtown Birmingham and Railroad Park.

SHELBY COUNTY TRAILS

The number of trails and greenways in Shelby County continues to grow. Shelby County currently owns and maintains approximately 50 miles of trails. The latest trail construction was part of the 750-acre Double Oak Park, which has 15 miles of trails. Double Oak Park is an example of how the Shelby County Commission has



Source: Freshwater Land Trust

PLANNED AND PROGRAMMED PROJECTS

The following active transportation projects are programmed in the Birmingham MPO's Transportation Improvement Program (TIP) for either their planning, engineering and design, or construction phases (listed in alphabetical order below). Additional information can be found by referencing the MPO Map ID on the interactive TIP map found on the RPCGB website at: www.rpcgb.org/transportation-improvement-program-tip.

HELENA BUCK CREEK GREENWAY SYSTEM

This 3.67-mile project will extend existing multi-use trails in Helena and connect active transportation destinations and other points of interest, including the Helena Sports Complex and Old Town Helena. The City of Helena plans for this system of greenways to tie into the City of Pelham's trail system and eventually connect every school, park, and neighborhood in Helena. The target start date for this project is February 2024. The Birmingham MPO has currently approved $2.4 million in funding for the construction of the project.

Source: Jacob Blankenship

PELHAM GREENWAY TRAIL

This project will extend the existing Pelham Greenway Trail from the Pelham City Park Complex along Bishop Creek past the new Campus 124 entertainment area and under US-31, connecting to the Oak Mountain Amphitheater and the future Canopy mixed-use development. The trail, which opened in 2020, currently extends from Bearden Road through the Pelham City Park Complex to the Pelham Dog Park. When completed, the Pelham Greenway Trail is planned to be approximately 6.5 miles long and will connect several of Pelham's existing and planned commercial and entertainment assets. The Birmingham MPO has currently approved $1.2 million in funding for the construction of the project; $85,770 for the right-of-way acquisition phase of the project; and $85,770 for the utility phase of the project.

Reference: Birmingham Metropolitan Planning Organization Map ID 1250

RICHARD ARRINGTON JR. BOULEVARD ROAD DIET AND GREENWAY (CITY OF BIRMINGHAM)

This project will improve connectivity between the cities of Birmingham and Homewood by reconstructing the existing four-lane section of Richard Arrington Jr. Boulevard from Valley Avenue in Homewood to 15th Avenue South in the historic Five Points South Neighborhood in Birmingham. This Complete Streets project will reduce the existing vehicle travel from four lanes to two lanes with an intermittent center left turn lane/median. The space previously dedicated to a fourth travel lane will include a 12-foot-wide multi-use greenway to accommodate pedestrians and bicyclists along the 3,700-foot stretch that climbs to the summit of Red Mountain from Downtown Birmingham and Homewood. This project will also improve nonmotorized transport to Birmingham's Vulcan Park and Museum and will connect to the Kiwanis Vulcan Trail. The project is a very important segment of the Red Rock Trail System and is scheduled to begin construction in September 2023. The Birmingham MPO has currently approved $2 million in funding for the construction of the project and $16,485 for the utility phase of the project.

Reference: Birmingham Metropolitan Planning

Organization Map ID 1338

SHADES CREEK GREENWAY EXTENSION (CITY OF HOMEWOOD)

Phase II of the Shades Creek Greenway is planned to extend the existing three-mile Shades Creek Greenway in the City of Homewood by approximately two miles. The new segment begins at the existing trailhead near Columbiana Road and runs west underneath I-65 to a new trailhead beyond shopping centers located on Lakeshore Parkway. This extension will also route the greenway through the 51-acre Wildwood Preserve. Construction began in November 2022. The Birmingham MPO has currently approved $7.1 million in funding for the construction of the project.

Reference: Birmingham Metropolitan Planning Organization Map ID 307

US-31 PEDESTRIAN BRIDGE (CITY OF VESTAVIA HILLS)

This project will construct a pedestrian bridge over US-31 and will connect several major assets: Vestavia Hills Elementary West, Wald Park, the Vestavia Hills Aquatic Complex, the Vestavia Hills Civic Center, the Vestavia Hills Public Library, the one-mile Boulder Canyon Nature Trail, and residential areas. These areas are separated by US-31, a four-lane divided highway with few pedestrian crossings, will promote safe pedestrian access to a variety of recreational and institutional destinations. The Birmingham MPO has currently approved $404,827 in funding for the Preliminary Engineering phase of the project and $2.1 million in funding for the construction of the project.

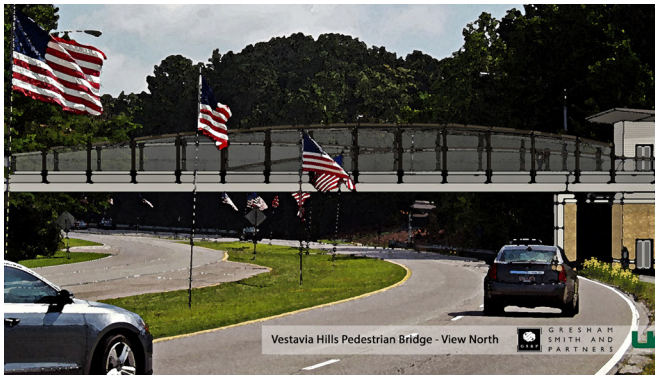
Reference: Birmingham Metropolitan Planning Organization Map ID 618

SR-150 PEDESTRIAN BRIDGE (CITY OF BESSEMER)

This project will construct a pedestrian bridge over SR-150 (14th Street) and connect Roosevelt Park and the Bessemer Recreation Center to the Bessemer Rail Trail. In 2018, a half-mile Rails-to-Trails project opened, made possible by the MPO's Transportation Alternatives Program (TAP) funding. This pedestrian bridge will create a safe crossing over a busy five-lane thoroughfare and will provide better access to the City's Recreation Center, its new trail segment, and residential areas on both sides of 14th Street. The Birmingham MPO has currently approved $240,000 in funding for the Preliminary Engineering phase of the project and $3.5 million in funding for the construction of the project.

Source: City of Bessemer

Source: Freshwater Land Trust



Source: City of Vestavia Hills, Gresham Smith & Partners, University of Alabama at Birmingham

RELATED POLICIES AND PROGRAMS

HOMEWOOD COMPLETE STREETS ORDINANCE

In early 2022, the City of Homewood became just the second city in the region, and the only city besides Birmingham, to adopt a Complete Streets Ordinance. This ordinance represents a firm commitment to active transportation and safety by ensuring that streets accommodate a range of users, not just drivers. Because this ordinance applies to both future and existing streets, plans will be developed to retrofit pedestrian and bicycle facilities onto existing streets as practicable. Homewood has formed a Complete Streets Advisory Committee which includes committee members from the Birmingham-Jefferson County Transit Authority (BJCTA), Freshwater Land Trust, Homewood Chamber of Commerce, Homewood City Schools, and the Lakeshore Foundation. The committee's mission is to develop efficient and equitable prioritization and implementation strategies for ensuring that existing and future streets accommodate the needs of all users.

BIRMINGHAM SHARED MICROMOBILITY ORDINANCE AND PROGRAM

The term micromobility refers to small and slow modes of transportation, such as bikes and scooters. A shared micromobility system allows the use of a smartphone to rent a bicycle or scooter from dozens of spots, and when finished, can drop off at a different location. In 2020, the City of Birmingham adopted a Shared Micromobility Ordinance that clarifies rules for riding shared bicycles and scooters in the City. This ordinance also added a chapter to the municipal code defining Shared Micromobility Device Systems that allows the City to solicit applications for new companies to enter the Birmingham market.

In 2021, the City partnered with Veo and Gotcha powered by Bolt to provide shared bikes and scooters in a service area that covers Downtown Birmingham and 19 surrounding neighborhoods. The agreement permitted each company to deploy 500 vehicles, including bicycles, e-bikes, and electric scooters. Residents or visitors can follow similar steps to rent a device from either company using their mobile apps or by calling the customer services lines. For both companies, users pay a nominal fee to access a device

and are then charged an hourly rate during use. For more info visit: www.birminghamal.gov/transportation/shared-micromobility/

The Birmingham Shared Micromobility Program was built on the success of the Zyp Bikeshare initiative, which ran from 2015 through 2019 in partnership with REV Birmingham. During its four years of existence, Zyp Bikeshare provided more than 218,000 rides to over 43,000 users totaling more than 253,000 miles, and was the first public bikeshare program in Alabama.

REGIONAL PLANNING EFFORTS

Development of the Birmingham region's active transportation system has been guided by planning efforts at the regional, county, and municipal levels.

B-ACTIVE PLAN (2019)

OVERVIEW

In 2019, the Birmingham MPO adopted the B-ACTIVE Plan, the branded name of the Active Transportation Plan for the Greater Birmingham Region. The plan's purpose is to establish a clear vision for building and expanding a multimodal transportation network in the Metropolitan Planning Area (MPA) with a specific focus on creating a cohesive system of bicycle and pedestrian infrastructure. This plan identifies and prioritizes strategic projects to build a safer, more connected, and equitable active transportation system for the region.

Since the B-ACTIVE Plan was adopted in 2019, an additional 83 miles of active transportation facilities have been built in the Birmingham region, representing an increase of approximately 38%. However, because much of this construction was related to the implementation of other active transportation plans, such as the Red Rock Trail System that has a more off-road facility approach, only 36 miles of the envisioned 850-mile B-ACTIVE network have been constructed.

The RPCGB publishes an Annual State of the Network Report each May (in conjunction with Bike-to-Work Day). The reports and the full plan with associated

Source: RPCGB

A full copy of the B-ACTIVE Plan can be found at the RPCGB website at www.rpcgb.org

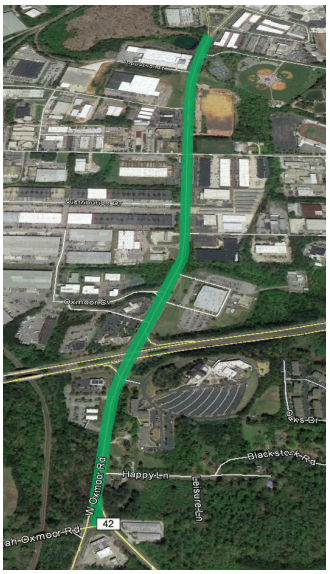
HOW TO USE THE B-ACTIVE PLAN

The B-ACTIVE Plan is semi-prescriptive in terms of facility guidance for proposed segments. The plan balances the desire to provide actionable recommendations against the desire to provide informed recommendations for each segment of the envisioned 850-mile network. Project feasibility is also largely determined by factors such as cost, existing conditions, roadway jurisdiction, and other factors that may change over time. Therefore, the plan does not assign a single improvement to each segment on the network but provides a detailed menu of options based on each segment's land use context. This provides flexibility for each jurisdiction to construct facilities as feasible as possible and leaves specific facility selection and design to the judgment of local engineering staff.

For the purpose of recommending context-sensitive facility types, land uses across the region are divided into five categories: urban core, urban, suburban, rural, and rural town. The plan then provides a range of recommended facility types for each land use context and illustrates typical cross-sections. The following is a step-by-step guide for how to use the B-ACTIVE Plan for a specific project segment (using an example segment):

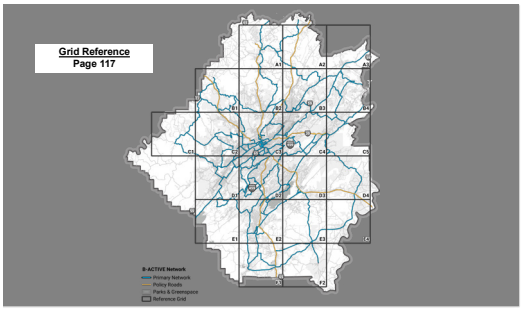
01 IDENTIFY YOUR PROJECT

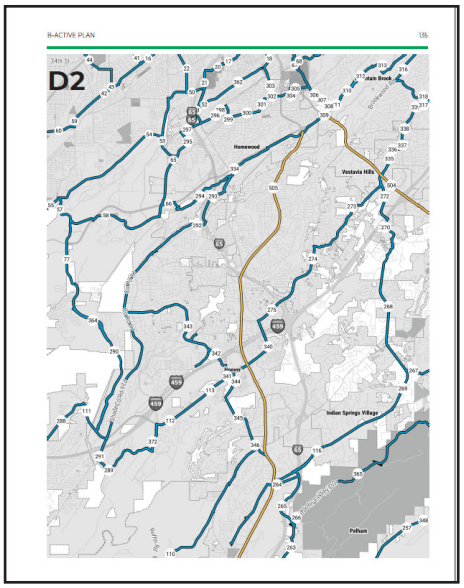
The first step is to identify and find the project you are interested in. This example uses a segment of West Oxmoor Road in Birmingham and Homewood.



02 CONSULT APPENDIX C: PROJECT LISTS

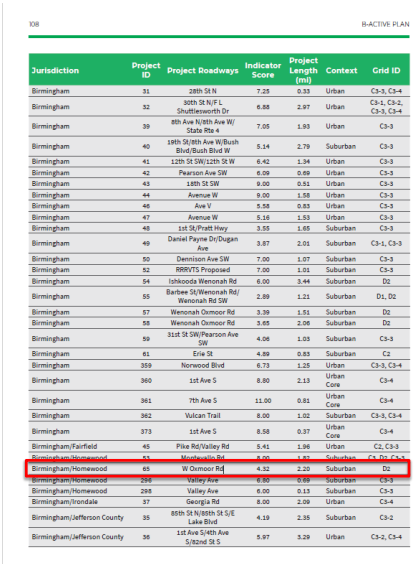
Appendix C is comprised of two key tools for using the B-ACTIVE Plan: the Project List and the Study Area Network Maps. The first step is to consult the Study Area Network Map, which is gridded for ease of use in referencing specific areas. The example project on West Oxmoor Road is in Grid D2 and is assigned Project ID 65.





03 USE THE PROJECT DETAILS TO IDENTIFY THE LAND USE CONTEXT

The Project List in Appendix C includes relevant project details such as jurisdiction, indicator score, project length, and land use context. The example project on West Oxmoor Road is in the Suburban land use context.

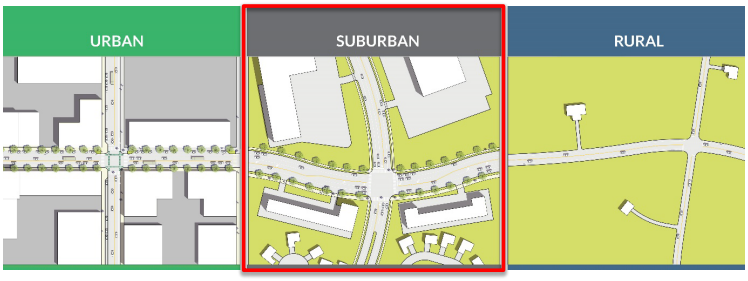


Jurisdiction	Project ID	Project Roadways	Indicator Score	Project Length (mi)	Context	Grid ID
Birmingham	31	28th St N	7.25	0.33	Urban	C3-3, C3-4
Birmingham	32	30th St N/F L Shuttlesworth Dr	6.88	2.97	Urban	C3-1, C3-2, C3-3, C3-4
Birmingham	39	8th Ave N/4th Ave W/ State Rte 4	7.05	1.93	Urban	C3-3
Birmingham	40	19th St/8th Ave W/Bush Blvd/Bush Blvd W	5.14	2.79	Suburban	C3-3
Birmingham	41	12th St SW/12th St W	6.42	1.34	Urban	C3-3
Birmingham	42	Pearson Ave SW	6.09	0.69	Urban	C3-3
Birmingham	43	18th St SW	9.00	0.51	Urban	C3-3
Birmingham	44	Avenue W	9.00	1.58	Urban	C3-3
Birmingham	46	Ave V	5.58	0.83	Urban	C3-3
Birmingham	47	Avenue W	5.16	1.53	Urban	C3-3
Birmingham	48	1st St/Pratt Hwy	3.55	1.65	Suburban	C3-3
Birmingham	49	Daniel Payne Dr/Dugan Ave	3.87	2.01	Suburban	C3-1, C3-3
Birmingham	50	Dennison Ave SW	7.00	1.07	Suburban	C3-3
Birmingham	52	RRRVTS Proposed	7.00	1.01	Suburban	C3-3
Birmingham	54	Ishkooda Wenonah Rd	6.00	3.44	Suburban	D2
Birmingham	55	Barbee St/Wenonah Rd/ Wenonah Rd SW	2.89	1.21	Suburban	D1, D2
Birmingham	57	Wenonah Oxmoor Rd	3.39	1.51	Suburban	D2
Birmingham	58	Wenonah Oxmoor Rd	3.65	2.06	Suburban	D2
Birmingham	59	31st St SW/Pearson Ave SW	4.06	1.03	Suburban	C3-3
Birmingham	61	Erie St	4.89	0.83	Suburban	C2
Birmingham	359	Norwood Blvd	6.73	1.25	Urban	C3-3, C3-4
Birmingham	360	1st Ave S	8.80	2.13	Urban Core	C3-4
Birmingham	361	7th Ave S	11.00	0.81	Urban Core	C3-4
Birmingham	362	Vulcan Trail	8.00	1.02	Suburban	C3-3, C3-4
Birmingham	373	1st Ave S	8.58	0.37	Urban Core	C3-4
Birmingham/Fairfield	45	Pike Rd/Valley Rd	5.41	1.96	Urban	C2, C3-3
Birmingham/Homewood	51	Mockingbird Rd	8.00	1.83	Suburban	C3, D2, C3-3
Birmingham/Homewood	65	W Oxmoor Rd	4.32	2.20	Suburban	D2
Birmingham/Homewood	286	Valley Ave	6.80	0.69	Suburban	C3-3
Birmingham/Homewood	288	Valley Ave	6.00	0.13	Suburban	C3-3
Birmingham/Irondale	37	Georgia Rd	8.00	2.09	Urban	C3-4
Birmingham/Jefferson County	35	85th St N/85th St S/E Lake Blvd	4.19	2.35	Suburban	C3-2
Birmingham/Jefferson County	36	1st Ave S/4th Ave S/32nd St S	5.97	3.29	Urban	C3-2, C3-4

04 CONSULT APPENDIX D: FACILITY OPTIONS AND COSTS

Appendix D contains a range of typical cross-sections for all five of the land use contexts identified in the Plan, including the suburban context, which applies to the West Oxmoor Road example. There are **X** number of typical cross-sections that would best fit a suburban land use context. Therefore, local officials, planners, engineers, and stakeholders should work together to determine which specific type of facility will best fit a project. Once a facility type is selected, a rough project cost can be estimated using the detailed tables in Appendix D: Facility Options and Costs that provide a planning level cost estimate of facility cost per project mile. These cost estimates are intended to be used purely as a guide in initial project selection or for budgeting purposes. For more information visit www.B-ACTIVEPlan.com

12' SHARED USE PATH (4' BUFFER) WITH NO CURB AND GUTTER					
ITEM	UNIT	QUANTITY	UNIT COST	TOTAL COST	COST PER LINEAR FOOT
12' ASPHALT (110 LB/SQ YD)	TON	323	$125	$40,375.00	$7.65
12' PLANING	SQ YD	7040	$4	$28,160.00	$5.33
SOLID SODDING	SQ YD	2347	$10	$23,470.00	$4.45
TOPSOIL (4" THICK)	CU YD	259	$50	$12,950.00	$2.45
EARTHWORK	CU YD	783	$35	$27,405.00	$5.19
5" STRIPING	MILE	1	$4,000	$4,000.00	$0.76
SIGNING	EACH	11	$400	$4,400.00	$0.83
MAILBOX RELOCATION	EACH	11	$250	$2,750.00	$0.52
ITEM TOTAL				$143,510.00	$27.18
LUMP SUM ITEMS	UNIT	QUANTITY	UNIT COST	TOTAL COST	COST PER LINEAR FOOT
TRAFFIC CONTROL	LS	1	1% OF ITEM TOTAL	$1,435.10	$0.27
EROSION CONTROL	LS	1	2% OF ITEM TOTAL	$2,870.20	$0.54
GEOMETRIC CONTROLS	LS	1	0.5% OF ITEM TOTAL	$717.55	$0.14
MOBILIZATION	LS	1	10% OF ITEM TOTAL	$14,351.00	$2.72
LUMP SUM TOTAL				$19,373.85	$3.67
30% CONTINGENCY				$48,865.16	$9.25
TOTAL ESTIMATED COST				$211,749.01	$40.10



RED ROCK TRAIL SYSTEM®

RED ROCK RIDGE AND VALLEY MASTER PLAN (2010)

In 2010, Freshwater Land Trust, under the Jefferson County Department of Health and the Health Action Partnership, received funding through a Centers for Disease Control Communities Putting Prevention to Work grant to develop a greenway master plan for Jefferson County, Alabama. The result was the development of the Red Rock Ridge and Valley Trail System Master Plan (now called the Red Rock Trail System). The Master Plan envisioned a network of 750 miles of trails, bicycle lanes, and other primarily off-road transportation facilities. The network is organized into six major corridors which together span almost the entirety of Jefferson County and envisions a system of sidewalks and bicycle lanes branching off the six major corridors intended to reach into communities and neighborhoods.

Since 2010, the Freshwater Land Trust has taken the lead on guiding the implementation of the master plan while local partners have invested in significant trail projects such as the High Ore Line Trail, Rotary Trail, Shades Creek Greenway, Kiwanis Vulcan Trail, and Hugh Kaul Trail. Other on-street connectivity projects have spurred from this, including the 20th Street Birmingham Green bike lane and streetscape project. These trails enhance the quality of life for residents as they serve as both active transportation and recreational amenities that are enjoyed daily. To date, approximately 130 miles of the 750-mile Red Rock Trail System network have been constructed.

RED ROCK ACTION PLAN (2023)

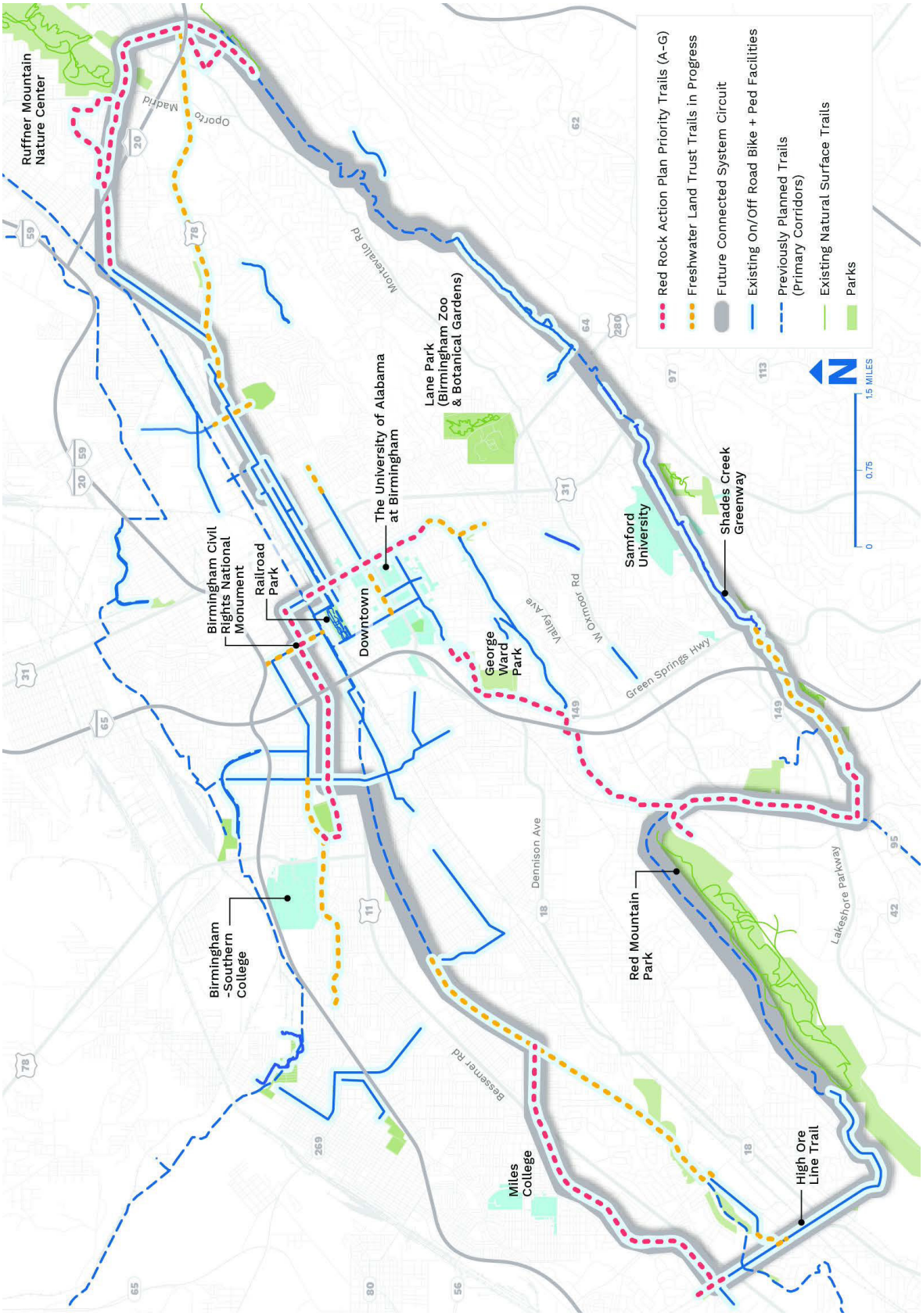
While the Red Rock Master Plan was an excellent starting point for establishing a comprehensive trail network in Jefferson County, the scale of the original plan did not provide a detailed feasibility analysis of proposed corridors. Therefore, as one of the next steps to bring this trail system to life, the Freshwater Land Trust commissioned the Red Rock Action Plan, which was developed by Alta Planning + Design and published in 2023. The Red Rock Action Plan provides deeper planning and design guidance on how to fill in the gaps in the existing network by identifying seven key corridors that will create a circuit of trails around the Greater Birmingham Metropolitan Area, highlighting key landmarks and connecting residents to everyday destinations and activities.

The seven priority corridors detailed in the Red Rock Action Plan were selected based on their potential to meet goals focused on demand, connectivity, user experience, programming, safety, and feasibility. Particular attention was paid to their contribution to the overall trail loop around Jefferson County, their ability to create equitable connections, and their potential to provide anchor points for future spur connections to other neighborhoods and local destinations.

The bulk of the plan focuses on implementation. Each of the seven corridors has a set of recommended facility typologies and detailed segment-by-segment implementation guides. Highly specific challenges are identified, such as the feasibility of removing parking on a particular roadway segment. Coordinating agencies are also specified for each corridor, including transit and utility providers and relevant city departments depending on jurisdiction. Finally, funding sources are identified, and next steps are recommended. These include establishing a Trails Consortium to oversee implementation, funding a dedicated Trails Coordinator position within the Freshwater Land Trust, and establishing Friends of the Trails groups to build support and funding.

The following is a description of each of the seven proposed corridors identified in the Red Rock Action Plan, mapped in **Figure 7.2**.

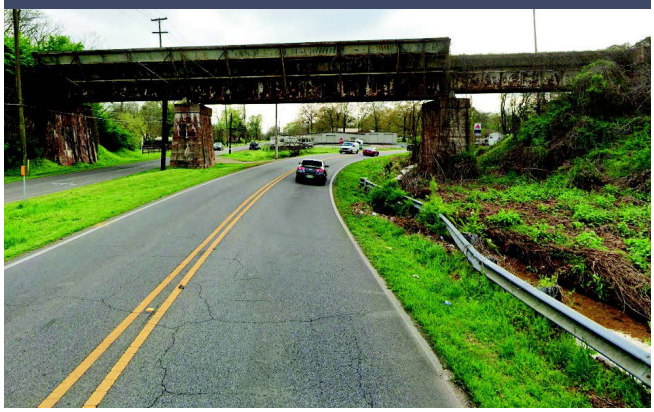
Figure 7.2: Priority Corridors shown in the Red Rock Action Plan



Source: Freshwater Land Trust and Alta Planning + Design

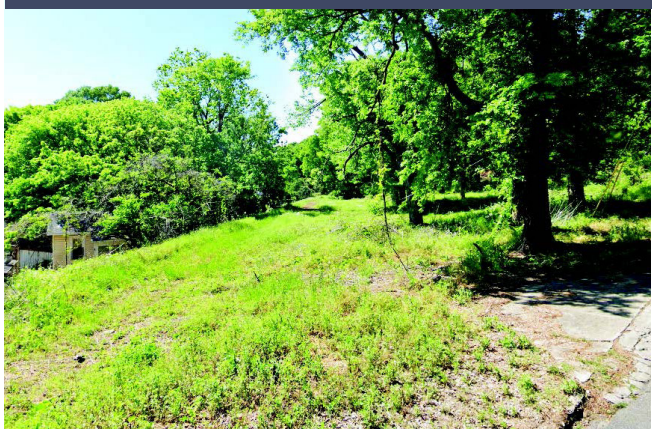
- **Corridor A: Smithfield to Downtown Birmingham -** This proposed corridor would connect the historic 4th Avenue Business District and the Birmingham Civil Rights District to the Smithfield neighborhood, including Center Street and Dynamite Hill – all of which have important locations in Birmingham's civil rights story. The corridor begins on 4th Ave, Birmingham's Historic Black Main Street, and connects several culturally important landmarks in the Birmingham Civil Rights District. Heading west along 5th Ave N/Graymont Ave, the corridor connects to Legion Field and ties into the future Bush Hills Connector by Birmingham Southern College. Total mileage: 2.57 miles
- **Corridor B: 20th Street -** This proposed corridor would connect 2nd Avenue South in Downtown Birmingham to 15th Avenue South at Richard Arrington Jr. Boulevard in the Five Points South neighborhood (where it will connect to the future Richard Arrington Jr. Boulevard Road Diet and Greenway project). The existing trail activity on both ends of this proposed corridor, including the 20th Street Birmingham Green Refresh Project and the Kiwanis Vulcan Trail, indicates the need to bridge the gap between these projects. Total: 1.39 miles
- **Corridor C: Red Mountain Park to UAB** - This proposed corridor is a complex route and would connect Red Mountain Park, George Ward Park, and the University of Alabama at Birmingham (UAB). It would also provide a spur connection to the existing western terminus of the Kiwanis Vulcan Trail, providing an alternate route to experience the sweeping vistas of Red Mountain. In combination with Corridor G, this corridor will link Downtown Birmingham to the Shades Creek Greenway. Total: 3.41 miles
- **Corridor D: High Ore Line to Valley Creek Rails-to-Trails** - This proposed corridor connects the Cities of Midfield and Fairfield to the existing High Ore Line Trail and the upcoming Valley Creek Rails-to-Trails project.

CORRIDOR D: HIGH ORE LINE TO VALLEY CREEK RAILS -TO- TRAILS



Source: Freshwater Land Trust

CORRIDOR E: RUFFNER MOUNTAIN RAIL TRAIL



Source: Freshwater Land Trust

CORRIDOR F: IRONDALE

Source: Freshwater Land Trust

This corridor will upgrade the MLK Blvd greenway and provide a shared-use connection to the Central Park neighborhood, with a connective spur into Miles College. Total: 3.89 miles

- **Corridor E: Ruffner Mountain Rail Trail –** This proposed corridor would provide traffic calming along Georgia Road and a true Rails-to-Trails conversion adjacent to the Ruffner Mountain Nature Preserve. This corridor would provide an important connection for the overall trail loop around Birmingham by crossing under I-20 and Oporto-Madrid Blvd with crossing improvements at the connection of Ruffner Baseball Park in the City of Irondale. Total: 2.91 miles
- **Corridor F: Irondale –** This proposed corridor would provide an important connection by crossing under two historic railroad bridges, improving intersection safety at Crestwood Boulevard, and crossing under I-20. This corridor connects the Irondale Community School, WE Putnam Middle School, St. Martin's in the Pines Assisted Living, and would terminate at the Flora Johnston Nature Park to access 1.5 miles of hiking trails. Total: 1.74 miles
- **Corridor G: Red Mountain Park to Shades Creek –** This proposed corridor would connect Red Mountain Park to the Shades Creek Greenway in the City of Homewood, which presently connects to the Jemison Park Trail in the City of Mountain Brook. Homewood officials are moving ahead on a western extension of the Shades Creek Greenway into the Wildwood area bringing it closer to Red Mountain Park. Total: 2.99 miles.

JEFFERSON COUNTY BICYCLE & PEDESTRIAN PLAN (2022)

The Jefferson County Bicycle & Pedestrian Plan builds on previous efforts throughout the region, including the Red Rock Ridge and Valley Regional Trail Master Plan (2010) and the B-ACTIVE Plan (2019). The plan provides a framework to strategically build better connections for walking and biking throughout Jefferson County and is intended to be a guide for infrastructure, policy, and program improvements that can lead toward more walkable and bikeable communities. The plan uses context-sensitive design to accommodate the suburban, small-town, and rural contexts throughout Jefferson County. Recommended facility types include both on and off-road pedestrian and bicycle facilities.

This plan's network was developed using demand and Level of Comfort analyses similar to those used in the B-ACTIVE Plan. Equity analyses were also included to ensure that access to bicycle and pedestrian facilities is expanded to groups who are dependent on active transportation modes and would benefit most from these improvements. Fifty sidewalk projects were selected that intersect areas of Jefferson County with both a high equity need and a high demand.

The Jefferson County Bicycle & Pedestrian Plan includes a range of implementation and guidance tools. A Safe Routes to School (SRTS) assessment was conducted, including recommendations for six elementary and middle schools chosen by the County. Jefferson County's existing development regulations were also audited to identify general regulatory issues and opportunities impacting the pedestrian and bicycling environment. The plan also includes design tips to reduce project costs, which primarily consist of methods to reallocate roadway space to retrofit active transportation facilities. Funding resources are also included.

www.jccal.org/Sites/Jefferson_County/Documents/Online%20Services/JeffersonCounty-BikePedPlan-PublicDraft-SM.pdf

Source: Jefferson County

SAFE STREETS AND ROADS FOR ALL (SS4A) ACTION PLAN

In 2022, the Infrastructure Investments and Jobs Act (IIJA) established the new Safe Streets and Roads for All (SS4A) discretionary program. This program includes $5 billion in appropriated funds over the next 5 years. The SS4A program funds regional, local, and tribal initiatives through grants to prevent roadway deaths and serious injuries. Since many projects eligible under this program require an SS4A Action Plan to be in place, the Regional Planning Commission of Greater Birmingham (RPCGB) applied for and was awarded $310,000 in federal funding to prepare a Central Alabama Safety Action Plan for the entire six-county region covering Blount, Chilton, Jefferson, Shelby, St. Clair, and Walker. This Safety Action Plan will be developed between July 1, 2023 and June 30, 2024 and will make each municipality in the region eligible to apply for supplemental planning grants and implementation grants for activities such as:

- Installing pedestrian safety enhancements and closing sidewalk network gaps
- Supporting the development of bikeway networks
- Roadway safety treatments, including road diets

ADVANCED PLANNING, PROGRAMMING, AND LOGICAL ENGINEERING (APPLE) FEASIBILITY STUDIES

The RPCGB administers the Advanced Planning, Programming, and Logical Engineering (APPLE) program to educate local governments about project development, assist them in decision-making, and provide resources to help develop and advance transportation projects. The resulting APPLE feasibility studies offer a roadmap for local governments to better understand the potential environmental challenges, benefits, burdens, and costs of a potential transportation project. The following active transportation-related APPLE studies have been completed since the previous 2045 Regional Transportation Plan. To download copies of the studies, go to the RPCGB website at www.rpcgb.org/transportation-project-feasibility-studies-apple.

HIGHLIGHTS FROM COMPLETED APPLE FEASIBILITY STUDIES

ALABASTER MASTER PLAN FOR WALKING AND BIKING

Completed in 2022, this Master Plan identifies and prioritizes potential connections for walking and biking accommodations in the City of Alabaster and included an evaluation of the feasibility of installation for the proposed walking and biking facilities contained in the Master Plan. It builds upon the existing Buck Creek Trail, which connects Buck Creek Park and Warrior Park, and recommends extending it north and south to form the spine of the proposed citywide network. The proposed network connects locations of interest throughout Alabaster, including schools, parks, municipal facilities, medical facilities, large population centers, and shopping centers. These facilities also link to areas targeted for redevelopment and provide connections to the cities of Helena, Pelham, and Montevallo.

Facility types detailed in the Master Plan include shared-use, pedestrian-only, and cyclist-only. A buildout of the proposed network would more than double the existing active transportation mileage, from under 45 miles to approximately 90 miles, and would increase the percentage of roadway miles with pedestrian facilities from 18% to 35%. Facility segments are prioritized for construction based on feasibility, cost, and probable demand. www.google.com/search?q=alabaster+apple+study&rlz=1C1GCEU_enUS953US953&ei=zKMYY85Imbmq2w_

BICYCLE, PEDESTRIAN, AND INTERSECTION IMPROVEMENTS ALONG SR-70 / WEST COLLEGE STREET

Completed in 2021, this APPLE project documents the results of a traffic operations study for bicycle, pedestrian, and intersection improvements along SR-

70/West College Street in the City of Columbiana. This corridor connects the Columbiana Sports Complex across SR-25 to the existing sidewalk entering downtown Columbiana. The study analyzed existing roadway conditions and planned improvements to determine what traffic control improvements may be necessary to accommodate planned improvements, which include sidewalks, an improved midblock crossing, and a refuge island. These features are intended to provide comprehensive active transportation access between the Columbiana Sports Complex, one of the premier sports facilities in Shelby County, and Downtown Columbiana. https://static1.squarespace.com/static/5bfc5ef3f93fd4e73b6c10fa/t/61bf4cf1794219144f963bfe/1639927047637/SR-70+APPLE+Final+Report+-+September+2021.pdf

OTHER RECENTLY COMPLETED AND ONGOING APPLE FEASIBILITY STUDIES

- Crestwood Boulevard Corridor Study – Birmingham (2020)
- Overton Road Corridor Study – Mountain Brook and Vestavia Hills (2020)
- Central Avenue Pedestrian Improvements Study – Homewood (2020)
- Pelham-Helena Connector Bike/Pedestrian Trail Study (2023)
- Old Town Helena Pedestrian Improvements (2023)
- 16th Street North Pedestrian Improvements Study (2023)
- Shades Creek to Eastwood Trail Study (2023)
- Pinchgut Creek Trail Study – Trussville (2023)
- US-31 Pedestrian Improvements, Access Management and Operations Study – Homewood (2023)
- Shades Creek Trail Study – Irondale (2023)

FEDERAL FUNDING SOURCES

Determining how to fund various active transportation infrastructure projects is a challenge that communities face when implementing bicycle and pedestrian plans. While there are many funding options, each source has limitations resulting in more or less applicability for certain types of projects. Inconsistent funding sources can create piecemealed implementation of a project or network. For example, some funding sources target infrastructure while others target education and encouragement efforts. Some sources do not directly fund bicycle or pedestrian projects/programs, but they can be applied to active transportation projects that may relate to another public priority such as environmental conservation, outdoor recreation, or public health. Some funding sources may support grants of hundreds of thousands or millions of dollars; others may be targeted to smaller amounts and require citizen volunteers or community involvement as a part of the required local match.

Local governments will likely implement many of the proposed projects identified in active transportation-related plans, but 80%-90% of the cost can be covered by federal assistance programs.

Most of the major federal funding programs are available through the U.S. Department of Transportation for pedestrian and bicycle projects, but in addition, the Department of Housing and Urban Development (HUD) and the Environmental Protection Agency (EPA) provide funding for healthy and sustainable community programs. This includes the Community Development Block Grant (CDBG) program and the EPA's Smart Growth Program.

The table shown on the following pages indicates potential eligibility for pedestrian and bicycle projects under the U.S. Department of Transportation surface transportation funding programs.

Table 7.2: Federal Funding Sources

Key:
●: Activity may be eligible. Restrictions may apply, see program notes and guidance

◯: Eligible, but not competitive unless part of a larger project

TA: Transportation Alternatives Set-aside

SRTS: Safe Routes to Scool

Activity or Project Type	Rebuilding American Infrastructure with Sustainability and Equity	Infrastructure for Rebuilding America Discretionary Grant Program	Reconnecting Communities Pilot Program	Safe Streets and Roads for All	Thriving Communities Initiative	Railroad Rehabilitation and Improvement Financing (loans)	Transportation Infrastructure Finance and Innovation Act	Federal Transit Administration Capital Funds	Associated Transit Improvement	Transit-Oriented Development	Areas of Persistent Poverty Program	Areas of Persistent Poverty Program	National Highway Traffic Safety Administration National Priority Safety Programs
Access enhancements	●	●	●	●		◯	◯	●	●		◯		
Americans with Disabilities Act (ADA)/504 Self Evaluation / Transition Plan				●	TA					●	●		
Bicycle lanes	◯	◯	●	●		◯	◯	●	●		◯		
Bicycle parking	◯	◯	●	●		◯	●	●	●		◯		
Bicycle share (capital and equipment; not operations)	◯	◯	●	◯		◯	◯	●	●				
Bridges / overcrossings for pedestrians and/or bicyclists	●	●	●	●		◯	◯	●	●				
Bus shelters and benches	●	●	●	◯		◯	◯	●	●				
Coordinator positions (State or local) (limits on CMAQ and STBG)				●							●		
Community Capacity Building (develop organizational skills/ processes)				●	TA					●	●		
Crosswalks for pedestrians, pedestrian refuge islands (new or retrofit)	●	●	●	●		◯	◯	●	●				
Curb cuts and ramps	●	●	●	●		◯	◯	●	●				
Data collection and monitoring for pedestrians and/or bicyclists	●	●	●	●			◯	●	●	●	●		
Landscaping, streetscaping, related amenities (benches, water fountains)	◯	◯	◯	◯		◯	◯	●	●	◯	◯		
Lighting (pedestrian and bicyclist scale associated with pedestrian/ bicyclist project)	●	●	●	●		◯	◯	●	●		◯		
Micromobility projects (including scooter share)	●		●	◯		◯	◯				◯		
Paved shoulders for pedestrian and/or bicyclist use	●	◯	●	●		◯	◯						

●					●					●					Bridge Formula Program, Bridge Investment Program, Bridge Replacement and Rehabilitation Program
●	●	●	●	●	●	●			●	●	●	●	●	●	●	Carbon Reduction Program
●	●	○			○	○		●	●	●	●	●	●		●	Congestion Mitigation and Air Quality Improvement Program
●		●		●	●	●				●			●			Highway Safety Improvement Program
●		●			●	●				●			●			Railway-Highway Crossings (Section 130) Program
●		●	○	●	●	●			●	●	●	●	●		●	National Highway Performance Program
●		●	●		●	●			●	●			●		●	Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation
●	●	●	●	●	●	●		●	●	●	●	●	●	●	●	Surface Transportation Block Grant Program
●	●	●	●	●	●	●		● SRTS	●	●	●	●	●	●	●	Transportation Alternatives Set-Aside (formerly Transportation Alternatives Program, Transportation Enhancements)
		●		●	●	●				●		●		●		Recreational Trails Program
●		●		●	●	●		●		●		●	●			Safe Routes to School Program
				●			●							●		Statewide Planning and Research (SPR) or Metropolitan Planning funds
●		●			●	●			●			●			●	National Scenic Byways Program
●	●	●	●	●	●	●			●	●	●	●	●	●	●	Federal Lands and Tribal Transportation Programs
●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	Tribal Transportation Program
●		●		●	●	●				●			●			Tribal Transportation Program Safety Fund

Table 7.2: Federal Funding Sources (Continued)

Key:
●: Activity may be eligible. Restrictions may apply, see program notes and guidance

◯: Eligible, but not competitive unless part of a larger project

TA: Transportation Alternatives Set-aside

SRTS: Safe Routes to Scool

Activity or Project Type	Rebuilding American Infrastructure with Sustainability and Equity	Infrastructure for Rebuilding America Discretionary Grant Program	Reconnecting Communities Pilot Program	Safe Streets and Roads for All	Thriving Communities Initiative	Railroad Rehabilitation and Improvement Financing (loans)	Transportation Infrastructure Finance and Innovation Act	Federal Transit Administration Capital Funds	Associated Transit Improvement	Transit-Oriented Development	Areas of Persistent Poverty Program	Areas of Persistent Poverty Program	National Highway Traffic Safety Administration National Priority Safety Programs
Rail at-grade crossings	●	●	●	◯		●	●	●	●				
Recreational trails	●		●	◯			◯						
Road Diets (pedestrian and bicycle portions)	●	●	●	●		◯	●						
Road Safety Assessment for pedestrians and bicyclists			●	●	TA		◯						
Safety education, enfocement, and technical assessment				●								●	
Separated bicycle lanes	●	●	●	●		◯	◯	●	●				
Shared use paths / transportation trails	●	●	●	●		◯	◯	●	●				
Sidewalks (new or retrofit)	●	●	●	●		◯	◯	●	●	◯			
Signs, signals, signal improvements (incl accessible pedestrian signals) see note	●	●	●	●		◯	◯	●	●	◯			
Wayfinding for pedestrian or bicycle routes	●	●	●	●		◯	◯	●	●				
Traffic calming	●	●	●	●		◯	◯	●					
Trail bridges	●	●	●	◯		◯	◯						
Trail construction and maintenance equipment				◯		◯	◯						
Trail/highway crossings and intersections	●	●	●	●		◯	◯						
Trailside / trailhead facilities (restrooms, water, not general park amenities)	◯					◯	◯						
Training				●	TA							●	●
Tunnels / underpasses for pedestrians and/or bicyclists	●	●	●	●		●	●	●	●				
Vulnerable Road User Safety Assessment			●	●	TA								

Bridge Formula Program, Bridge Investment Program, Bridge Replacement and Rehabilitation Program	Carbon Reduction Program	Congestion Mitigation and Air Quality Improvement Program	Highway Safety Improvement Program	Railway-Highway Crossings (Section 130) Program	National Highway Performance Program	Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation	Surface Transportation Block Grant Program	Transportation Alternatives Set-Aside (formerly Transportation Alternatives Program, Transportation Enhancements)	Recreational Trails Program	Safe Routes to School Program	Statewide Planning and Research (SPR) or Metropolitan Planning funds	National Scenic Byways Program	Federal Lands and Tribal Transportation Programs	Tribal Transportation Program	Tribal Transportation Program Safety Fund
	●		●	●	●	●	●	●	●	●			●	●	●
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