



**BIRMINGHAM, AL**

**APPENDICES**

# **Reconnecting 4th Ave N**



**A Two-Way Vision for  
Reviving Legacy and  
Inspiring Progress**



# APPENDIX A: BJCTA CONSTRUCTION MITIGATION

## Birmingham-Jefferson County Transit Authority (BJCTA) Construction Mitigation Plan

To address potential negative construction impacts, particularly related to public transportation service disruptions, noise, air quality impacts, disturbances to historic sites, or flood risks, the BJCTA mitigation plan is structured as follows:

- **Advanced Planning and Coordination:** BJCTA collaborates closely with local authorities, city planners, and construction companies to receive early notice of construction projects and potential detours. This enables BJCTA to plan bus routes and schedules accordingly. BJCTA receives an email from the city about construction projects or road closures. There have been cases where the information was advertised on social media, and BJCTA proactively responded.
- **Communication and Notification:** BJCTA prioritizes communication with its riders. When buses are anticipated to need re-routing due to construction or other disruptions, BJCTA provide timely and clear messages to its riders through various channels. This includes posting notices at affected bus stops, updating BJCTA website and social media platforms, and sending alerts via BJCTA mobile app and email newsletters. Providing as much notice as possible is a key aspect of BJCTA's strategy to minimize inconvenience.
- **Alternative Transportation Options:** In situations where a detour is expected to be lengthy or severely impact service,

BJCTA explores alternative transportation options for its riders. This may include detouring the buses in areas it doesn't normally operate just to move around the constraints.

- **Air Quality Monitoring:** BJCTA does air quality monitoring in cases of air quality issues; no bus leaves the garage without working AC.
- **Historic Site Protection:** N/A
- **Flood Risk Management:** In areas prone to flooding, BJCTA have established flood risk management protocols. This includes monitoring weather forecasts and coordinating with local emergency services to ensure the safety of both passengers and drivers. BJCTA may adjust routes or suspend service if flooding poses a significant risk.
- **Continuous Monitoring and Adaptation:** BJCTA's mitigation plan is not static; it is regularly reviewed and adapted based on the evolving construction landscape and feedback from its riders. BJCTA remains flexible to make real-time adjustments as needed to minimize negative impacts.

Overall, BJCTA's goal is to proactively address negative construction impacts on its services and riders while ensuring the safety, convenience, and satisfaction of BJCTA passengers.



# APPENDIX B: BEFORE & PHOTO SIM



Current photo of 4th Ave N, looking east from 18th St N to 17th St N



Photo simulation of the corridor concept

# APPENDIX C: TIP COMMITMENT



September 7, 2023

Pete Buttigieg  
Secretary of Transportation  
Office of the Secretary of Transportation  
U.S. Department of Transportation (DOT)  
1200 New Jersey Avenue SE W84-322  
Washington, DC 20590

RE: FY 2023 Reconnecting Communities and Neighborhoods- City of Birmingham Application –  
Commitment to Add to the Transportation Improvement Program (TIP)

Dear Secretary Buttigieg,

If the subject project is awarded funding, the Regional Planning Commission of Greater Birmingham (RPCGB) will present it to the Birmingham Metropolitan Planning Organization and ensure that it is added to the FY2024 to 2027 Transportation Improvement Program.

Sincerely,

A handwritten signature in blue ink that reads 'Charles Ball'.

Charles E. Ball, AICP  
Executive Director

# APPENDIX D: SUPPLEMENTAL ENVIRONMENTAL RISK

## PROJECT NAME AND STATE

Reconnecting 4th Ave N: A Two-Way vision for Reviving Legacy and Inspiring Progress in Birmingham, AL.

## PROPOSAL/PURPOSE OF THE PROJECT

The 4th Ave N project is a 15-block, 1.368 mile, Complete Streets redesign of Birmingham's Black Main Street. It will convert the corridor from one-way to its original two-way configuration, and reconnect downtown neighborhoods and businesses divided by the construction of Interstate 65 in the 1960s. The project encompasses the Historic 4th Avenue Business District, a once thriving hub of black businesses and community in Birmingham.

## INCLUSION IN STIP/TRANSPORTATION PLAN

The Regional Planning Commission of Greater Birmingham (RPCGB) is committed to ensuring this project is added to the Birmingham Metropolitan Planning Organization's 2024-2027 Transportation Improvement Program list (see Appendix C for RPCGB's letter of commitment). RPCGB are active supporters of projects that advance opportunities for safe multimodal travel in the region, and have provided a letter of support for this project in addition to their TIP commitment.

## CONSTRUCTABILITY

This project is not divided into phases. It is primarily composed of streetscape construction and signalization. The project largely uses City-owned and existing right-of-way (ROW) contributing to its constructability. There are no environmental or permitting risks associated

with the project's constructability. As listed in the narrative, it is anticipated that required permits include:

- **NEPA:** It is anticipated that the project merits a Categorical Exclusion (CE), which will be completed alongside project design. Thus, no delay associated with NEPA is expected. The vast majority of construction will be occurring within the roadway right-of-way, with limited impacts.
- **Section 106 Review:** Will be required because this a federally funded project taking place in a national historic district.
- **State Right-of-Way (ROW):** ALDOT controls 4th Ave N ROW between 11th St N and 12th St N (AL-4). ALDOT has expressed an openness to ceding the ROW to the City.
- **Local Right-of-Way (ROW):** This project utilizes public road ROW throughout the corridor. Minor permanent and temporary construction easements of private land may be pursued along the sidewalk construction, but can feasibly be kept within the ROW if land acquisition becomes problematic on private parcels.
- **ALDOT Grading Permit:** Required for construction work within ALDOT ROW, which will occur between 11th St N and 12th St N, and under I-65.
- **National Pollution Discharge Elimination System (NPDES) Permit:** (Alabama Department of Environmental Management): Required for disturbing greater than 1-acre of earth, which is expected for the pavement removals, pavement placement, and buffer work.



- **Design Review Committee:** Required as the project is a local historic district and a commercial revitalization district. The Committee is in favor of the 10% design.
- **Local permits:** The following will be required: Barricade, Site Civil, Sidewalk/Driveway, and Erosion Control.

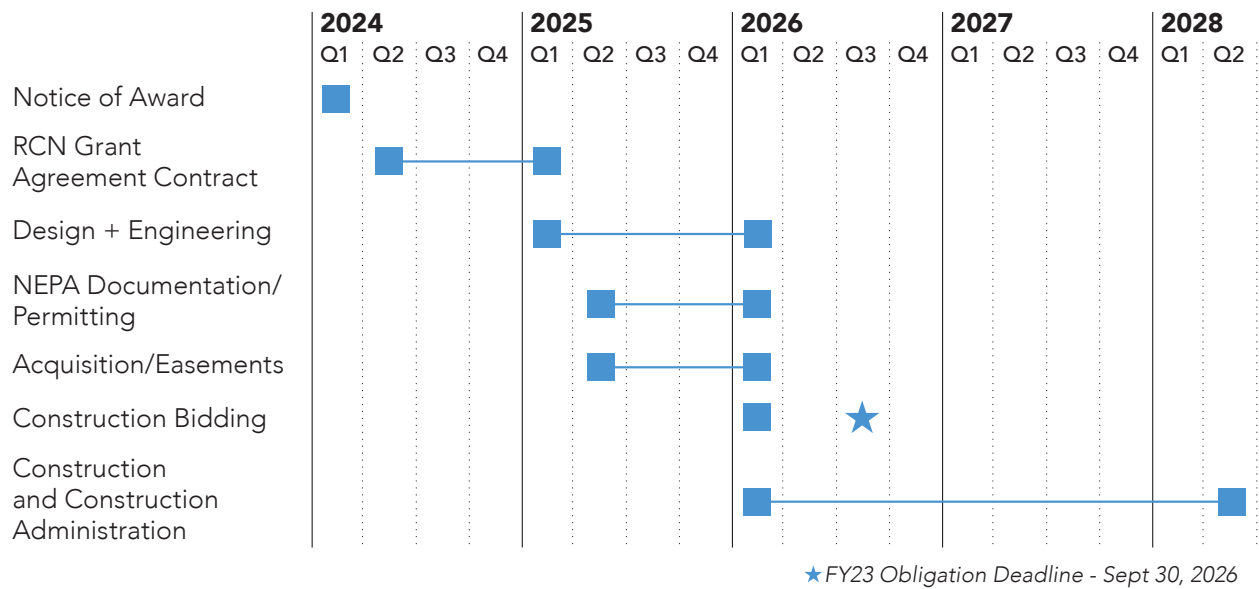
**NEPA STATUS**

As listed under constructability, it is anticipated that the project merits a Categorical Exclusion (CE), which will be completed alongside project design. Thus, no delay associated with NEPA is expected. The vast majority of construction will be occurring within the roadway right-of-way, with limited impacts.

**PROPOSED PROJECT SCHEDULE**

Assuming a notice of NAE award in early 2024, the schedule projects that design and permitting would be completed in mid-2026, and construction completed in late 2028. The schedule in Table 1 can be referred to for more specifics.

**Table 1.** Project Schedule



## SUPPORT FOR THE PROJECT

There is significant local, regional, and statewide support for the project. With over 50 letters of support, including from the Mayor, the Regional Planning Commission (RPCGB), and the Governor's office, as well as numerous community groups, this project is well-positioned to succeed.

The 4th Ave N corridor has been listed as a priority project in nearly all plans going back to the *City Center Master Plan* in 2004, and the *Feasibility Analysis of Converting Certain One-Way Streets to Two-Way Traffic in Birmingham's City Center* in 2009. Beyond its conversion back to a two-way street, the project is also listed as a priority for a Complete Streets redesign in numerous plans.

A Grant Application Committee was established for this project, comprised of:

- City representatives from DOT, Capital Projects Management Office, and the Office of Resilience and Sustainability
- REV Birmingham
- Urban Impact

This group assembled weekly for the grant application. In addition to the Application Committee, additional advisors were consulted throughout the process, including:

- City of Birmingham Division of Social Justice and Racial Equity
- City of Birmingham Design Review Committee
- The Office of the Mayor
- RPCGB

Public outreach was conducted, including:

- Civil Rights Stakeholder Meeting
- 4th Ave Business District Stakeholder Meeting
- Informational sessions for neighborhood associations for the following neighborhoods: Smithfield, Fountain Heights, Central City,

as well as the Loft Association

- A District Meeting attended by 40 District stakeholders and residents, including:
  - » Fountain Heights Neighborhood Association
  - » 4th Avenue Business Merchants
  - » National Park Service
  - » Birmingham Civil Rights Activist Committee
  - » Foot Soldiers Headquarters
  - » Alabama Jazz
  - » REV Birmingham
  - » Urban Impact
  - » City Councilor, District 5, Darrell O'Quinn's Office

A Community Participation Plan will be developed to ensure meaningful engagement in design, construction, operations, and as related land-use decisions occur. A Community Advisory Board comprised of local stakeholders will be assembled. The City is committed to ensuring engagement is fully accessible for persons with disabilities and persons with limited English proficiency, and no person will be excluded from participation.

## PREVIOUS PUBLIC ENGAGEMENT

As an identified priority corridor, the project has gone through numerous engagement exercises in the last 20 years. The general public supports a more walkable and bikeable downtown and has contributed towards the 4th Ave N corridor being a priority.

A table of planning efforts and their engagements leading up to this point is provided in Table 2.

Any community impact issues that may arise before, during, and after construction will be mitigated through clear and continuous communication with the public.

**Table 2.** Previous Planning Efforts and Engagement

PLANNING EFFORT	ADOPTION / FINALIZED DATE	IMPACT ON PROJECT	PUBLIC/STAKEHOLDER ENGAGEMENT
Birmingham Civil Rights Crossroads: Reconnecting Historic Neighborhoods Through Active Mobility (RAISE Grant)	2023 - Recently Awarded	Supports the redesign of 4th Ave N into a Complete Street with multimodal connections. The grant funding will enable streetscaping on the project corridor from 16th St N to 20th St N.	As part of the application, the City solicited and received feedback from many partners/ stakeholders
Smithfield College Hills Graymont (Choice Neighborhoods Implementation Grant)	2023 - Recently Awarded	The grant will provide neighborhood resources and revitalization, including a bicycle facility to 4th Ave N via 9th St N, and affordable mixed-use housing in neighborhoods adjacent to the corridor.	As part of the application, the City solicited and received feedback from many partners/ stakeholders
Red Rock Action Plan	September 2022	Identifies the project corridor as a priority project. Connects the Smithfield neighborhood to downtown Birmingham, goes through 4th Avenue, and connects downtown Birmingham to Legion Field.	Stakeholder engagement including interactive surveys, ConceptBoard Mapping, and open discussion, followed by small group meetings
Northwest Downtown Quadrant Plan	January 2022	Identifies the need for walkability and an awareness of the desires of the community.	3,600 website visitors, 125 online survey respondents, 81 stakeholder interviews, and 6 community roundtables with over 115 participants
Northside Southside Framework Plan	October 2020	Identifies project corridor as a candidate for green streetscape improvements.	4 public engagement events attended by 120 people, individual neighborhood meetings with 72 people over the course of 1 month, and a Plan Reveal Meeting
Birmingham City Center Masterplan	March 2020	Identifies project corridor as a candidate for green streetscape improvements.	1,118 online survey responses, 120+ stakeholder interviews, and 4 public engagement events attended by 275 people.



**Table 2 cont.**

PLANNING EFFORT	ADOPTION / FINALIZED DATE	IMPACT ON PROJECT	PUBLIC/STAKEHOLDER ENGAGEMENT
B'Active Plan	March 2019	Helped to identify the corridors as priority projects.	Public online surveys, pop up meetings and intercept surveys, over 1,600 website visitors, and more than 10 TV interviews
Western Area Framework Plan	May 2015	Targeted the western portions of downtown as an area that needed attention.	17 public meetings
Birmingham Comprehensive Plan	2012	Reiterates the feasibility of 4th Ave N as a two-way street	The planning process touched over 2,300 people through citywide forums, workshops in different parts of the city, topical workshops, and open house events
Feasibility Analysis of Converting Certain One-Way Streets to Two-Way Traffic in Birmingham's City Center	2009	Concludes that the conversion to two-way would provide a basis for better access to daily destinations. Improve bicycle facilities	A Project Advisory Committee and two public forums. The forums were publicized with broad and targeted dissemination of meeting notices, and were well attended

**RISKS AND RISK MITIGATION STRATEGIES**

The City of Birmingham has significant experience working with federal agencies as described in the Project Readiness section of the Narrative. Minimal risks are anticipated with the project.

Table 3 assesses the potential issues that may arise and the preemptive and/or proposed mitigation measures. The City of Birmingham, who will administer the project, also has significant experience managing construction projects and completing environmental reviews for projects funded by federal agencies.

If awarded the project, the City will appoint a project manager for all construction-related

issues and assign a grant coordinator for grant-related tracking, along with budgetary requirements and compliance issues.

**Table 3.** Risk Mitigation Strategies

Risk	Mitigation Strategy
Federal Funding Process and Requirements	The City of Birmingham and its partners are extremely familiar with the federal funding process and requirements including NEPA, certification, etc. The City has utilized federal funds regularly and delivered.
Public and Stakeholder Input	<ul style="list-style-type: none"> <li>• Multiple community planning and engagement efforts have occurred in the past five years, all supporting this project.</li> <li>• A project advisory committee has been established, with representation from underserved and disadvantaged communities along the project corridor.</li> <li>• The project design process will provide ample opportunity for engagement of the local community.</li> <li>• Any community impact issues that may arise in the future before, during, and after construction will be mitigated through clear and continuous communication with the public.</li> </ul>
Right-of-Way Acquisition	No issues are anticipated. Project remains mostly within public right-of-way. When outside roadway right-of-way, the trail traverses publicly-owned (City-owned) properties intentionally. Only temporary easements are expected.
Utility Conflicts	As the project intentionally avoids barriers and utilities, conflicts are anticipated to be minimal and relocations for the most part not required.