

COLLEGEVILLE NEIGHBORHOOD
PLAN

2010

THIS PLAN DEFINES THE “VISION” OF THE
COMMUNITY AND GUIDES THE RESIDENTS OF
COLLEGEVILLE IN ENSURING THAT THEIR FUTURE
GROWTH SUPPORTS ITS PEOPLE, ENHANCES ITS
PLACE AND FURTHERS ITS PROSPERITY.



DISCLAIMER

This project was supported by funding from the Regional Planning Commission of Greater Birmingham (RPCGB) and the Birmingham Metropolitan Planning Organization (MPO) Building Communities Program. The contents of this document do not necessarily reflect the official views or policies of the Birmingham MPO or the RPCGB. For more information on this program, please visit <http://www.rpcgb.org> or call (205) 251-8139.

This plan was prepared as a cooperative effort of the U.S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the Alabama Department of Transportation (ALDOT), MPO and RPCGB as a requirement of Title 23 USC 134 and subsequent modification under Public Law 109-59(SAFETEA-LU) August 2005. The contents of the plan do not necessarily reflect the official views or policies of the USDOT.

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INTRODUCTION

This neighborhood plan represents the vision of the Collegeville community. The planning process involved collaboration among the residents, the neighborhood association, officials from the City of Birmingham, students from the UAB Department of Environmental and Civil Engineering, fifth-year architecture students from Auburn University's Urban Studio (AUDS) and the Regional Planning Commission of Greater Birmingham (RPCGB).

PROJECT INITIATION

This planning process is the result of a conversation between staff of the RPCGB and members of the Collegeville neighborhood about alleviating access problems due to multiple rail lines running through the neighborhood. The conversation took place during an Alabama Department of Transportation (ALDOT) meeting on the status of the Finley Boulevard extension, another project that was in motion to assist the Collegeville neighborhood.

As the Finley Boulevard extension (Figure 1) would alleviate only some of Collegeville's transportation issues, additional plans were needed to address access problems caused by an east/west rail line running through the neighborhood. This led to the development of the comprehensive planning effort summarized in this document.

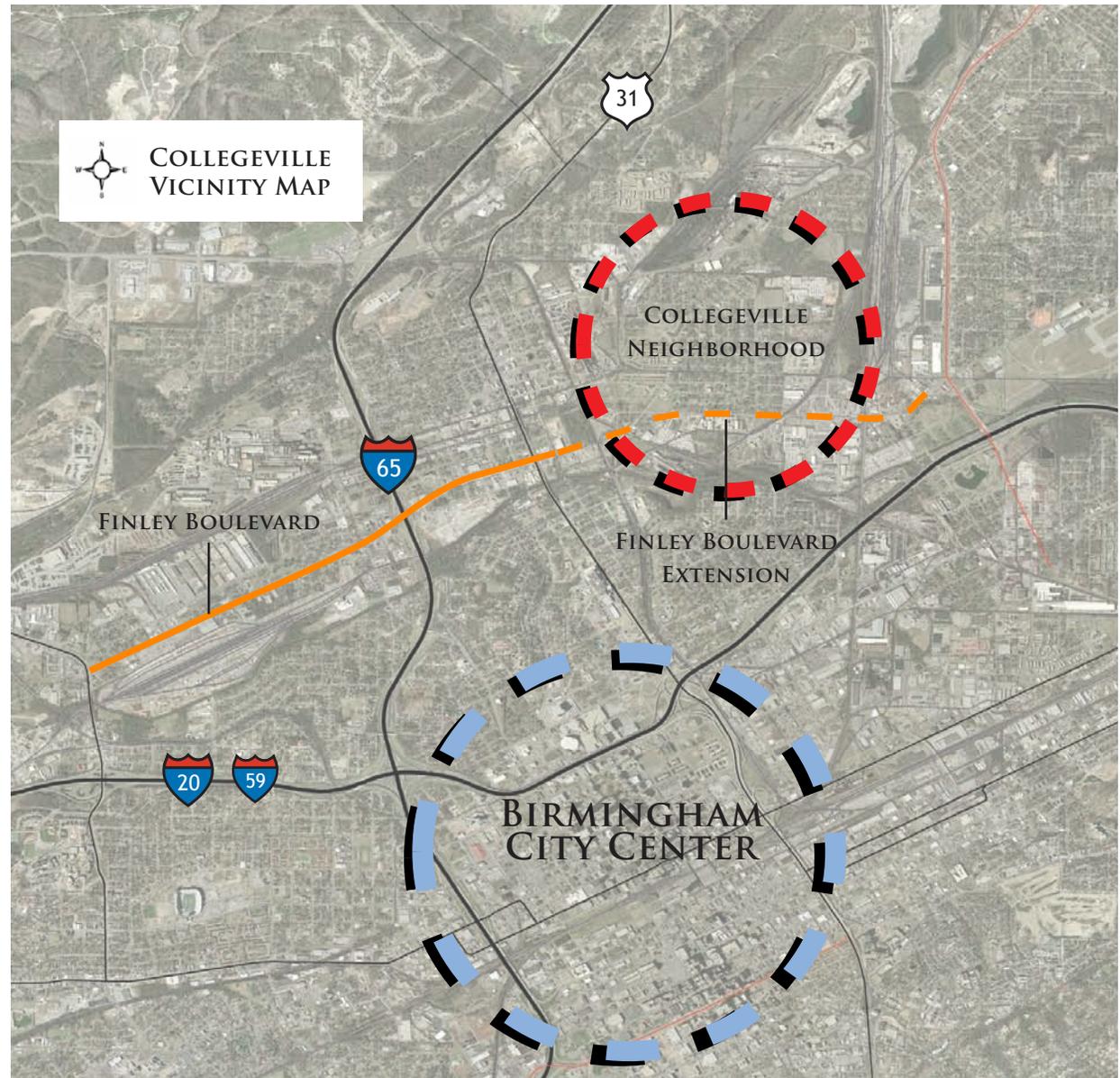


Figure 1: Collegeville Vicinity Map

NEIGHBORHOOD HISTORY

Collegeville developed as an industrial area with workers' housing built adjacent to factories and mills owned by the Sloss-Sheffield Corporation, L&N Railroad, Southern Railroad, U.S. Pipe, Jim Walters Corporation and GATX Tank Corporation.

Isolated by industrial tracts and rail yards, the neighborhood took its name from the Lauderdale College Elementary School, sometimes called "The College," which operated at the corner of 27th Court and 34th Place North until it burned in 1916. The neighborhood is home to Bethel Baptist Church, the pulpit of Fred Shuttlesworth and a pivotal organizing site during the Civil Rights Movement in Birmingham. The church is one of Birmingham's three National Historic Landmarks (Figure 2).

In the late 1950s, George Washington Carver High School was built in the neighborhood, joining Hudson K-8 School and Calloway Middle School. The 550-unit Collegeville Housing Community was constructed as part of an urban renewal project in 1964 and was built straddling the rail lines that ran through the community.

In the late 1960s, the first work of the Finley Avenue Extension was initiated. The original engineering project was authorized on January 17, 1969, and it has languished in delays and



Figure 2: Historic Bethel Baptist Church

bureaucracy since that time.

In the early 1970s, the city invested in covering ditches, repaving streets, clearing dilapidated structures and creating community programs

such as a Police Athletic League. The Birmingham Police Department also instituted the Collegeville Pilot Project, putting heavy heat on criminal activity in the neighborhood during the 1970s. Lula Menefee, chairperson

of the Collegeville-Harriman Park Coordinating Community, spurred these efforts in large part. She urged Operation New Birmingham's Community Affairs Committee to tour the district, which they found in appalling condition. They, in turn, appealed to the Jefferson County Department of Health to enforce sanitation laws in absentee-owned properties and to the City of Birmingham for assistance in securing water and sewer connections to underserved pockets of houses.

By 1980 it could be reported that, although the air remained sulfurous, community life was healthy and active among the neighborhood's 7,000 residents, nearly 100% African American. The picture taken from the Steen Residence (Figure 3) on the north side of Collegeville illustrates the proximity of heavy industry to the community.

"Trained In," a 2007 documentary film by University of Alabama students Allison Stagg and Kevin Garrison, featured interviews with Collegeville residents about how the community has been affected by being cut off from the rest of the city. The film was screened as part of the 2007 Sidewalk Moving Picture Festival.

In 2008, the former Carver High School was partially demolished and there are plans for new infill housing on the site. The City of Birmingham committed \$1 million toward the renovation of



Figure 3: Steen Residence on 31st Place North effort will continue to move the neighborhood in a positive direction.

Bethel Baptist, now a popular stop on the Civil Rights Trail for African-American heritage tourism. The newly completed Bertram A. Hudson K-8 School opened its doors and enrollment swelled from the mid 400s to near capacity at over 700 students. Things are moving forward for Collegeville and this latest strategic planning

FINLEY BOULEVARD

The Finley Boulevard Extension has been developing as a project for 40 years. The design

has been altered on several occasions and environmental concerns have slowed the project. The original project called for an extension of Finley Boulevard from its current termini at Carraway Boulevard (US-31, SR-3) to Tallapoosa Street (SR-79). It was to provide an alternate route for commercial traffic between I-65 and SR-79.

Design and right-of-way acquisition elements for the Finley Boulevard project are scheduled for completion in 2010 with construction optimistically slated for 2011. The estimated cost for the extension project is \$67 million. To procure funding, the Metropolitan Planning Organization (MPO) has committed \$20 million for the project. A request is with Congress for an additional \$10 million in the 2010 federal transportation bill, and Birmingham City Councilwoman Maxine Parker is working with ALDOT to identify additional funding sources for the project.

Recent history has seen a heightened awareness of the neighborhood's dilemma. The extension of Finley Boulevard and the overpass at the intersection of 27th Ave North and F.L. Shuttleworth Drive adjacent to Maclin Park (Figure 4) is only a partial solution to the neighborhood's issues. Collegeville is transected by an active rail line that divides the community north and south. The Finley Boulevard Extension project does not solve this problem.



Figure 4: Maclin Park

This plan originated in an effort to identify solutions that would connect the community and eliminate the isolation. The solutions presented are complementary to the Finley Boulevard project and, in fact, they depend on the completion of the overpass at 27th Ave North and F.L. Shuttleworth Drive.

This project is a collaborative effort on the part

of the citizens of Collegeville, the AUDES, The University of Alabama at Birmingham (UAB) School of Engineering's Department of Civil, Construction and Environmental Engineering, the City of Birmingham Department of Planning and Permitting, and the RPCGB.

NEIGHBORHOOD ASSESSMENT

In recent years Collegeville has seen some important changes affecting both its physical infrastructure and its social fabric. This section will highlight several of those components in the neighborhood identified as critical to the success of the redevelopment plan.

POPULATION AND EMPLOYMENT

As of 1990, the Collegeville population was 4,198. Employment within the areas zoned Industrial, indicated with a purple overlay in Figure 6, totals 2,774.

HUDSON SCHOOL

The new Hudson K-8 School (Figure 5) was recently finished and the old building fronting F.L. Shuttlesworth Drive is being torn down. The old building had been standing for several generations and the site carries historical value to the community.

The new school was constructed on an adjacent parcel and has seen a rush of students to the area as the school is already at capacity. This school will be important to Collegeville as a center for community activity for generations to come.

CHURCHES

Along with Hudson School and the neighborhood's recreational areas, Collegeville's



Figure 5: Bertram A. Hudson K-8 School

32 active churches form the foundation of the community. Many former residents of Collegeville who now live in other parts of the region still travel to the area to attend community churches.

PARKS

Maclin Park is situated at the southern edge of the community along F.L. Shuttlesworth Drive and creates an important gateway into the community. The park has a walking track and a softball/baseball field. Across Shuttlesworth Drive within the public housing community there is a recreation center with a gymnasium and meeting spaces.

INDUSTRY

As already mentioned, Collegeville is located in a heavily industrialized area. Figure 6 highlights in purple those areas zoned for Industrial or light Industrial uses. It clearly shows how the Collegeville neighborhood is impacted by industry and the rail infrastructure that serves it. The industrial-zoned land surrounding Collegeville totals approximately 3,066 acres, while the neighborhood itself is approximately 343 acres. Among the industrial businesses are Nucor Steel, the former U.S. Pipe site, Alco Machine, KMAC Greenworks, Sloss Industries and Sims Metal Management.

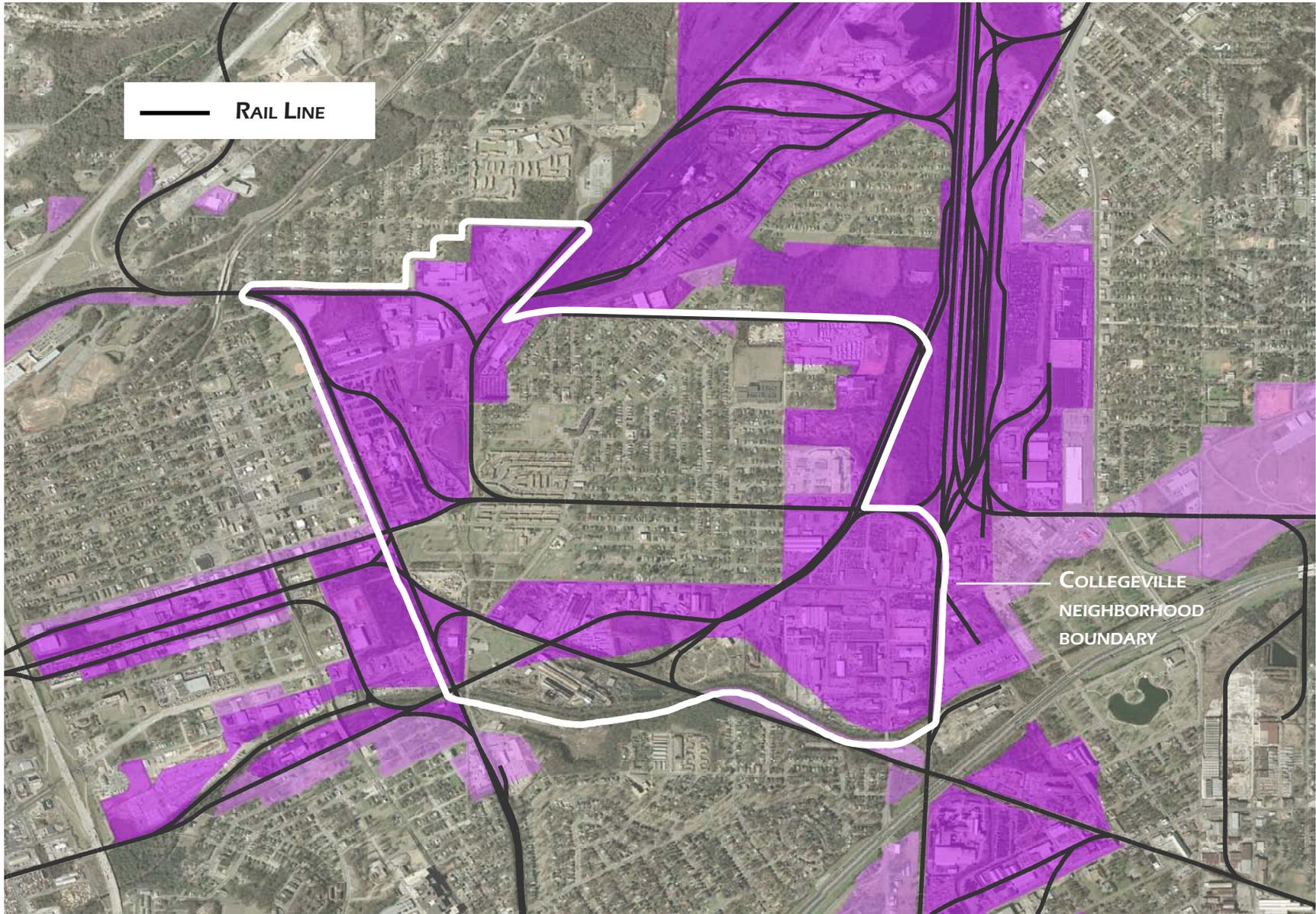


Figure 6: Industrial-Zoned Parcels Surrounding Collegeville

STORMWATER DRAINAGE AND RETENTION

Collegeville's infrastructure is aging and in many places in need of repair. Blocked, damaged or decayed drains, culverts and stormwater retention sites cause flooding problems in the area. The images to the right were taken by the UAB engineering students to show how, during heavy rain, the stormwater system is backed up, often flooding roads and creating hazardous driving conditions.

VILLAGE CREEK

Village Creek, shown in Figure 10, runs along the southern edge of Collegeville. Part of the Federal Emergency Management Agency's (FEMA) project to buy properties located within critical floodplains includes the Village Creek floodplain, part of which runs through Collegeville. This ongoing buyout process is illustrated in the Auburn Urban Design Studio plan as an opportunity to create recreational greenways and park spaces along Village Creek; this strategy will help with stormwater management as well as provide the neighborhood with a valuable amenity. Village Creek is also part of a regional Village Creek Greenway planned as part of an even larger regional greenway system. Phase one of the project is slated to begin in the Ensley Neighborhood, a few miles west of Collegeville.



Figure 7: Stormwater Drainage Conditions



Figure 8: Stormwater Drainage Conditions



Figure 9: Stormwater Drainage Conditions



Figure 10: Village Creek as seen from F.L. Shuttlesworth Drive looking west

TRAFFIC CONDITIONS

This section summarizes research and documentation of several traffic concerns in the Collegeville neighborhood done by students from the UAB Department of Environmental and Civil Engineering. Their full report can be obtained online at www.rpcgb.org or by contacting RPCGB staff at (205) 251-8139, or by contacting Professor Andrew Sullivan at UAB at (205) 934-8414. The design team examined pedestrian movements, current traffic counts, and traffic operations in searching for solutions to Collegeville's traffic issues. The crossing of the CSX tracks at grade, examples of which are shown in Figures 11 and 12, by both pedestrians and vehicles was the primary neighborhood concern. The flow of traffic at the intersection of F. L. Shuttlesworth Drive and 33rd Terrace North near the Hudson School was also considered to be an important traffic concern within the neighborhood. The future operations of intersections along 27th Avenue North following the improvements were a concern of the design team. The discussion of these issues follows and can be referenced in the map in Figure 13.

Traffic circulation and vehicle access has been a concern for Collegeville for quite some time. Movement into and out of the neighborhood, especially for emergency vehicles, is severely hampered by the presence of rail lines and the rail cars traveling them. As stated earlier, the



Figure 11: 34th Street Rail Crossing (from south)



Figure 12: 34th Street Rail Crossing (from north)

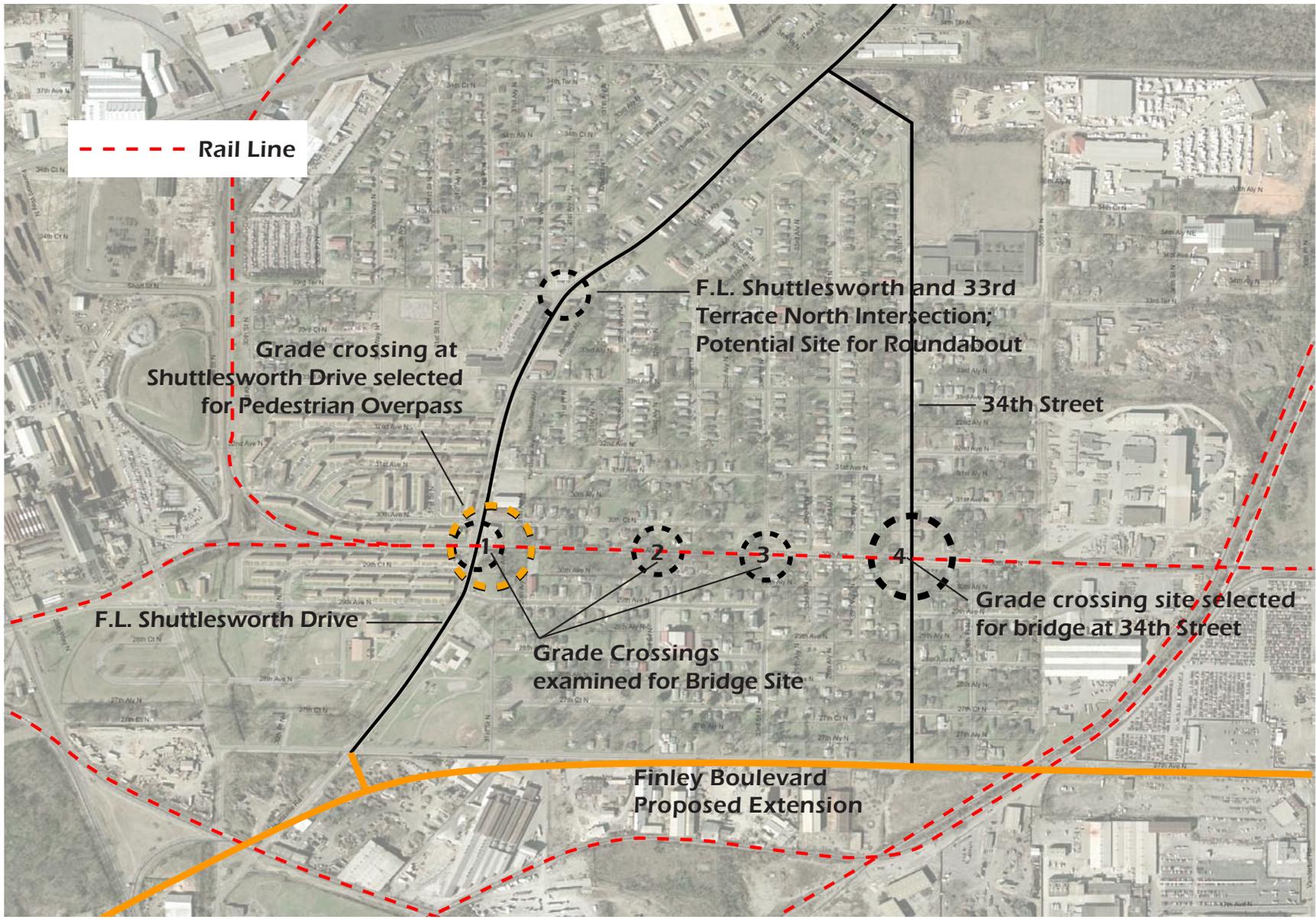


Figure 13: Site analysis for vehicle and pedestrian bridge and pedestrian over/underpass

planned Finley Boulevard extension will alleviate much of the problem, but crossing a rail line running east to west through the center of the neighborhood will still block access at various times of the day and night.

The UAB team focused on this issue and, through the following research and analysis, selected a site and did preliminary design for a bridge across the rail lines at the intersection of 34th Street North and 30th Avenue North as shown in Figures 11, 12, and in the map in Figure 13. This bridge will give vehicles and pedestrians access to the community, regardless of railroad activities. The suggested footprint will reach from 28th Ave N to 32nd Ave North.

UAB began by examining the criteria for site selection. Property types, residential densities and existing routes were analyzed in the likely footprint of each site.

Figure 13 shows the four potential sites considered. Water mains are located at each site, but Site 1 at F.L. Shuttlesworth Drive also contains a sanitary sewer line. Due to this and to the heavy pedestrian traffic around the public housing community, Maclin Park and the community's only grocery store, Site 1 was eliminated. Sites 2 & 3 were eliminated due primarily to their proximity to a historical district and the two Bethel Baptist Church buildings. Furthermore, neither site is a current

Intersection	Approach	Movement	Level Of Service (LOS)	
			AM Peak	PM Peak
F.. Shuttlesworth & 33rd Ave N (Intersection 1)	Northbound	All	B	B
	Southbound	All	B	A
	Eastbound	All	A	A
	Westbound	All	-	-
F.L. Shuttlesworth & 29th Ave N (Intersection 2)	Northbound	All	B	B
	Southbound	All	B	A
	Eastbound	All	B	B
	Westbound	All	-	-
34th St N & 33rd Ave N (Intersection 3)	Northbound	All	A	B
	Southbound	All	B	B
	Eastbound	All	-	-
	Westbound	All	A	A
34th St N & 29th Ave N (Intersection 4)	Northbound	All	B	A
	Southbound	All	B	B
	Eastbound	All	-	-
	Westbound	All	A	A

Table 1: Intersection Levels of Service Before and During Construction (UAB Civil Engineering)

thoroughfare and the increased traffic flow would significantly impact the residential areas.

Site 4 at 34th Street N was ultimately determined to be the most appropriate site. It is already the main route for commercial vehicles through the area and has a lower density residential population. The site is shown with a diagram of the bridge in Figure 14 on page 12.

Conceptual design of the project at Site 4 includes improvements that will positively impact the community. The storm sewer will be

updated, natural ground cover in the periphery of the structure will be established, and a grass swale to the west of the site will be built.

Transportation analysis shown in Table 1 predicts that the Level of Service (LOS) within the community will remain good during construction and after completion. Level of Service uses the letters "A" through "F" with "A" being the best and "F" being the worst level of service. LOS A indicates conditions where traffic flows at or above the posted speed limit. LOS B is slightly more congested, but does not reduce speed

from LOS A.

Site 4 is also well-suited for the bridge because it will not affect any of Collegeville's churches, parks or commercial properties. The project will require the acquisition of 19 residential properties containing only 9 structures, some of which are already vacant or abandoned. Project duration is expected to be 12 months at a cost of approximately \$8.3 million as detailed in Table 4 on page 19.

During construction, new traffic patterns will emerge. Diversion routes were recommended based on current traffic patterns in the community and were analyzed to ensure acceptable flow. 34th Street N. will be closed during construction, possibly for a year or more, and the only route across the railroad tracks heading north and south will be F.L. Shuttlesworth Drive. Capacity analyses were performed for future conditions during the construction phase of the bridge for the same four intersections that were analyzed for existing conditions (identified in Figure 13).

It is projected that from the south, one-third of diversion traffic will pass through the community via 27th Street N. and two-thirds of diversion traffic will follow 27th Street N. to reach F.L. Shuttlesworth Drive. Most of the traffic from the north, however, will use 33rd St. N. to reach F.L. Shuttlesworth Drive. Based on this analysis, LOS



Figure 14: Siting of Proposed 34th Street Bridge (UAB Civil Engineering)

on Shuttlesworth Drive will be acceptable during the construction phase in spite of the additional diversion volume from the closing of 34th Street N. Capacity analysis for future conditions are shown in Table 1.

PEDESTRIAN OVER/UNDERPASS

A large number of pedestrians were observed on F.L. Shuttlesworth Drive during the peak school period in the morning from 7:30 am to 8:00 am (Table 2). This was a primary reason why it was not chosen as a site for a vehicle bridge. Many people need to cross the railroad at this time, and a high percentage are children. Hudson

K-8 School, the grocery store, Maclin Park and the bus stop along F.L. Shuttlesworth Drive all contribute to the amount of pedestrian traffic at the rail crossing. As shown in Table 2, almost all of the pedestrians observed at the crossings studied were at Shuttlesworth Drive. An image of the crossing condition is shown in Figure 16 on page 16.

Based on the pedestrian data collected, placing a bridge on 34th Street N will not resolve the issue of pedestrian traffic crossing the railroad tracks. It is recommended that a pedestrian bridge or underpass be considered next to the F.L. Shuttlesworth Drive crossing or at the public housing community near that crossing. Renderings for both an over and underpass (Figures 22 and 23) as well as the cost, estimated at \$4.3 million (Table 5) for the overpass, are shown on page 20.

BUS RE-ROUTES

Many Collegeville residents use public transit as a primary means of transportation. Buses travel through the community throughout the day on a regularly scheduled route where it was observed that an average of one or two residents get on or off the bus at each stop. In order to minimize impacts to the community and to maintain convenient service to the residents, bus routes and schedules during construction should remain as close to the current conditions as

Intersection	Pedestrian Counts (Per 30 Minutes)
F.L. Shuttlesworth & 29th Ave. N	70
29th Ave. N & 32nd St. N	1
29th Ave. N & 33rd Ave. N	2
34th St. N & 33rd Ave. N	4

Table 2: Pedestrian Counts at Rail Crossings (UAB Civil Engineering)

possible. However, the F.L. Shuttlesworth Drive bus stop services the highest volume of people throughout the day, especially in the early morning as residents leave for work. Current bus routes and the proposed construction bus routes are shown in Figure 15.

The bus route currently uses 34th Street which would be closed during bridge construction, so it will be necessary to develop a temporary construction route. The goal for a temporary route is to maintain service to the eastern side of the community without significantly affecting current bus timetables or bus access. Based on ridership data, field observations and discussions with Birmingham-Jefferson County Transit Authority (BJCTA) personnel, the temporary route shown in Figure 15 was developed. Bus stops will be placed at each intersection along the construction route, requiring residents to walk a maximum of two extra blocks to reach the nearest bus stop. Additionally, the construction bus route will not affect the overall schedule of the transit route because the distance covered will remain roughly the same.

FINLEY BOULEVARD EXTENSION TRAFFIC OPERATIONS

The Finley Boulevard Extension project will extend Finley Boulevard across Collegeville (Figure 15) by merging it with 27th Ave N. Consequently, 27th Ave N will be changed from its current geometry as a two lane road to a five lane road with a shared turn lane in the middle (this will lead to higher traffic volumes on 27th Ave N and higher delays for drivers). Due to the higher traffic volumes, analyses were performed at two locations: 27th Ave N & F.L. Shuttlesworth Drive and 27th Ave N & 34th St N. Analysis for the impact along 27th Ave N are shown in Table 3 on page 15.

Using future estimated traffic projections from ALDOT, it was found that both of these intersections would operate at unacceptable levels of service (LOS F) in the future if the current side street stop controls were maintained. However, by installing traffic signals with 60 second cycle durations at both of these intersections, the level of service for each could

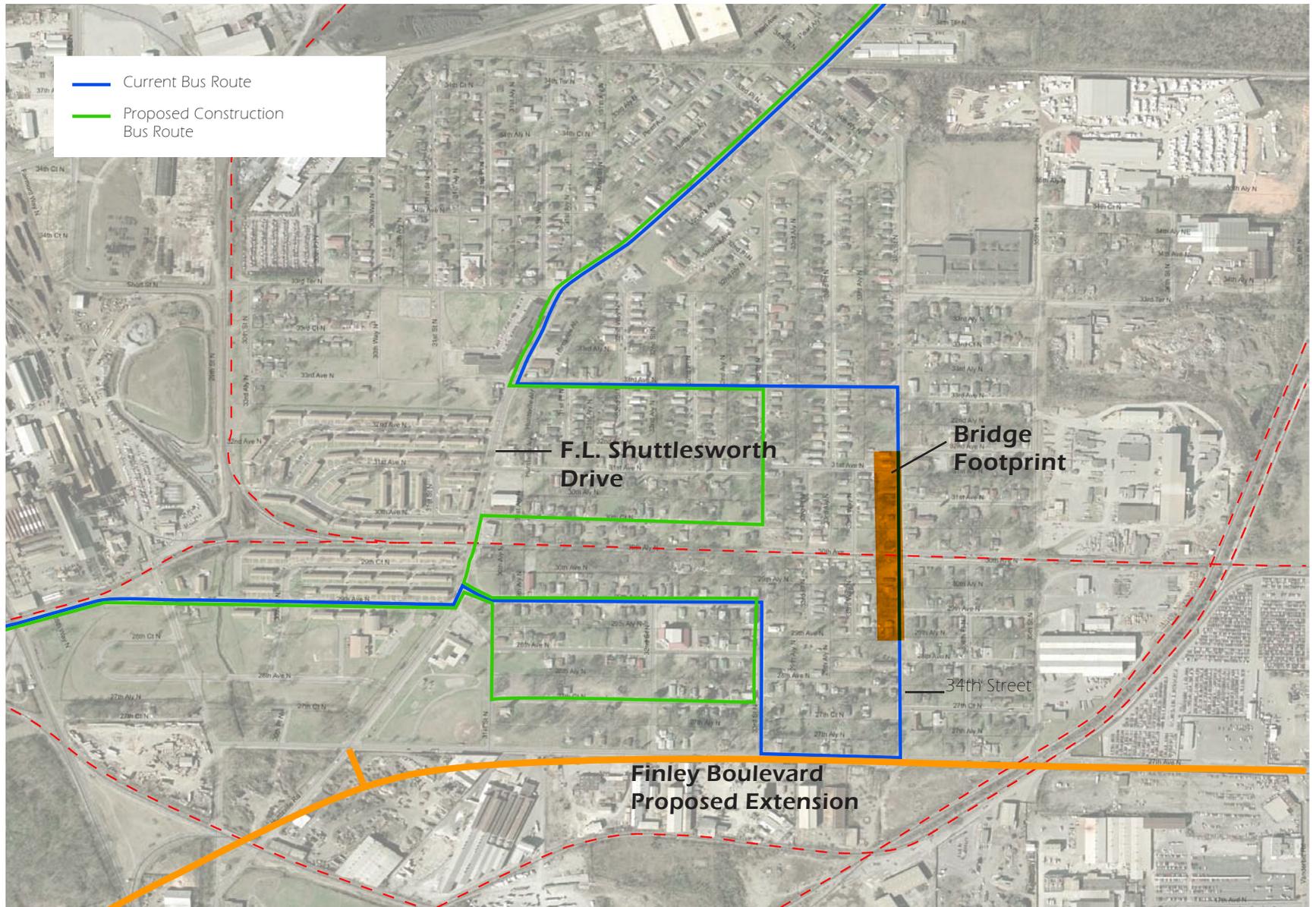


Figure 15: Bus Route During Bridge Construction

improve to an “A” without significantly impacting traffic flows on the Finley Extension.

F.L. SHUTTLESWORTH DRIVE AND 33RD TERRACE NORTH

The intersection of F.L. Shuttlesworth Drive and 33rd Terrace North also received consideration for long term improvements. The recommendation for this intersection was a tight, urban roundabout. The current and projected volumes on F.L. Shuttlesworth Drive, 2,400 Average Annual Daily Traffic (AADT) and 3,000 AADT respectively, will probably not warrant a signal in the near future. The reported issue of speeding vehicles can be modified by the installation of a modern roundabout at this location. Traffic through the roundabout would flow at approximately 25 mph and the roundabout can handle the skewed geometry of this intersection. The roundabout would require a circular footprint of approximately 115 feet in diameter to accommodate tractor-trailer vehicles (WB-50). Including a mountable apron would also accommodate Fire and Rescue vehicles (WB-67). A short term solution for this intersection is noted in the discussion of the pedestrian crossing that follows.

PEDESTRIAN CROSSING ALONG F.L. SHUTTLESWORTH DRIVE

There are 13 pedestrian crossings intersecting or

Intersection	Approach	Movement	Level of Service	
			Unsignalized	Signalized
27th Ave N & Shuttlesworth (Intersection 5)	Northbound	All	F	A
	Southbound	All	F	A
	Eastbound	All	F	A
	Westbound	All	F	A
27th Ave N & 34th St N (Intersection 6)	Southbound	All	F	A
	Eastbound	All	F	A
	Westbound	All	F	A

Table 3: Intersection Levels of Service on Shuttlesworth Drive (UAB Civil Engineering)

traversing F.L. Shuttlesworth Drive. Pedestrian activity is supported by providing safe and efficient pedestrian crossing treatments that work well with other modes of transportation. They are currently visible but should be monitored for upgrades. Marked crosswalks with supplemental signs will improve safety. At a minimum, crossings should be re-marked and those crossings on F.L. Shuttlesworth Drive should receive supplemental signs. The crossing immediately south of 32nd Avenue North should be considered for either curb extensions that narrow the roadway or use a portion of the center turn lane as a pedestrian refuge. A short-term solution for the crossing at 33rd Terrace North should include

a raised crosswalk. Raised pedestrian crosswalks serve as traffic calming measures by extending the sidewalk across the road and bringing motor vehicles to the pedestrian level. Raised crosswalks also improve accessibility by allowing a pedestrian to cross at nearly a constant grade without the need for a curb ramp. This makes the pedestrian more visible to approaching motorists and is appropriate for 33rd Terrace North. Figure 16 shows pedestrian and vehicular crossing conditions along F.L. Shuttlesworth Drive looking south.



Figure 16: Conditions along F.L. Shuttlesworth Drive (looking south)

NEIGHBORHOOD PLAN: AUBURN URBAN DESIGN STUDIO

Students from AUDES created a Master Plan for the neighborhood, tying various projects within the community together in a comprehensive way as well as connecting the neighborhood to the broader Birmingham region. Several of the images from the study are included on pages 17-21, 23 and 25. The complete AUDES Neighborhood Plan can be seen in greater detail by contacting the AUDES or the RPCGB staff. It will be available online permanently through the Auburn University Library and the Birmingham Public Library. The completed poster also accompanies this document.

AUDES began with research on current conditions in the community by taking photographs, engaging residents at neighborhood meetings and mapping existing buildings and spaces (Figure 17).

After Collegeville's assets were identified and the residents' goals and priorities were documented, the students began to incorporate opportunities and catalyst projects into their design approach. The first draft of both the UAB students' work and the AUDES plan were presented to the community on December 7, 2009 at the Hudson School. Residents provided valuable feedback used in the development of the final Neighborhood Plan shown in Figures 18, 19 and 20.



Figure 17: Collegeville Existing Conditions



Figure 18: Civil Rights Park

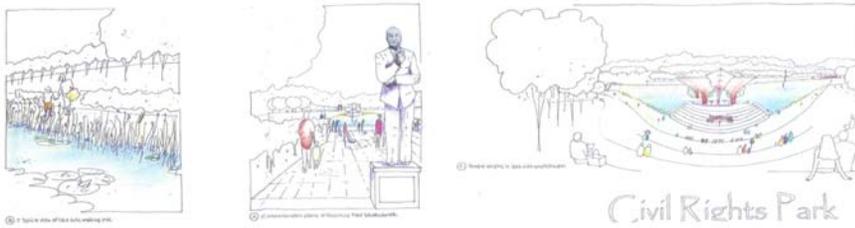


Figure 19: Civil Rights Park



Figure 20: AUDS Final Neighborhood Plan

PATH TO IMPLEMENTATION

Neighborhood improvements are identified as either immediate, fundamental or long term. Immediate projects are projects that are catalyst projects for the neighborhood. Fundamental projects encourage transformation to continue, and long range projects are the polish for neighborhood revitalization.

IMMEDIATE PROJECTS

The pedestrian crossing at F.L. Shuttlesworth Drive and the vehicular bridge at 34th Street are immediate concerns because they solve the problem that the Finley Boulevard Extension only begins to address. Phase 1 of the Finley Extension will solve access problems at 27th Street North and F.L. Shuttlesworth Drive but does nothing to clear the issue of the east-west rail traffic on the CSX line entering the Boyles Yard. The daily traffic on this section is only three trains per day, but the switching and moving of cars while loading or unloading blocks the crossings that permit north-south movement in the neighborhood. The horror stories of children injured while crawling between parked trains or older adults dying because emergency equipment could not reach them make both the F.L. Shuttlesworth pedestrian bridge and the 34th Street vehicular and pedestrian bridge immediate needs; there is no counter argument.

Scope	Assumptions	Cost
Preliminary Engineering	15% of Construction	\$455,000
Right-of-Way Acquisition	Approximately 6 Vacant Parcels and No Relocations	\$2,000,000
Utility Relocation	New Poles and Span Wire	\$1,250,000
Approaches	32 ft Roadway (Bike Lane)	\$750,000
	18 Ft Shoulders	
	10 Ft Sidewalks	
	60 Ft Total	
	1200 LF Roadway	
Bridge Construction	32 ft Roadway (Bike Lane)	\$3,900,000
	18 Ft Shoulders	
	10 Ft Sidewalks	
	60 Ft Total	
	100 Ft Center Span (3)	
	60 Ft End Span (2)	
	420 Ft Total	
	\$120 Sq Ft Cost of Construction	
Total		\$8,355,000

Table 4: Costs for 34th Street Vehicle Bridge



Figure 21: 34th Street Bridge Cross-section Looking South

Both of these projects are eligible for funding through multiple programs. The pedestrian bridge on F.L. Shuttlesworth Drive is eligible for Transportation Enhancement and Birmingham Attributable funds. The 34th Street bridge is eligible for funding through various Surface Transportation Program categories and Birmingham Attributable funds. Flexibility of the multiple federal transportation programs allows a variety of opportunities. The RPCGB staff can assist the City of Birmingham in identifying funding opportunities. The factor for consideration in all federal funding is the local match requirement, which is 20% of the total project cost.

SCOPE	ASSUMPTIONS	COST
Preliminary Engineering	15% of Construction	\$255,000
Right-Of-Way Acquisition		\$750,000
Utility Relocation		\$1,250,000
Construction	4% Grade. 26 Ft Height. 1300 Length, 12 Ft Width	\$1,872,000
	\$120 Sq Ft Cost of Construction	
Total		\$4,127,000

Table 5: Costs for Shuttlesworth Drive Pedestrian Over/Underpass

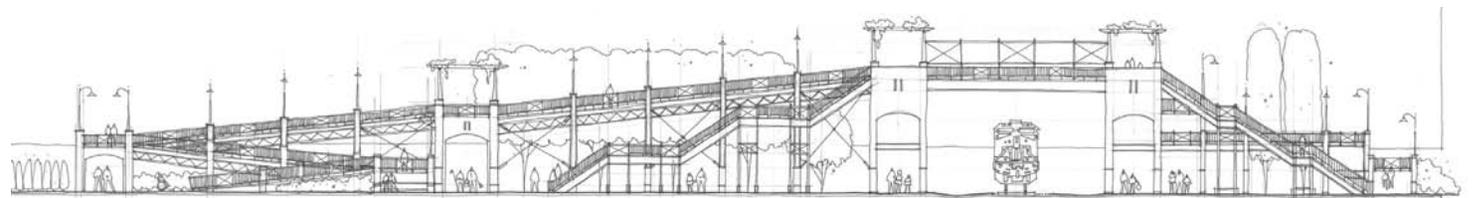


Figure 22: Elevation of Overpass Along Shuttlesworth Drive

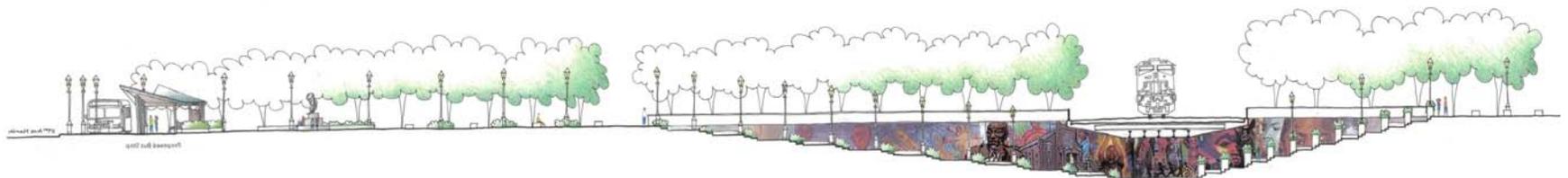


Figure 23: Elevation of Underpass Along Shuttlesworth Drive

It is strongly recommended that the City of Birmingham pursue the engineering of these two projects with local funds. This path will allow the City of Birmingham to select a consultant and move forward with the project faster than waiting for federal funding and state contracts and will eliminate a probable six-nine month delay to begin engineering work.

The \$710,000 preliminary engineering costs - \$255,000 for the F.L. Shuttlesworth Drive pedestrian bridge and \$455,000 for the 34th Street bridge - may be programmed over a two year period. These projects typically span multiple years with 30% to 40% of the engineering accomplished followed by a long period of waiting for the environmental document to work its way through the process. There is a further wait period while the plans move through the process of review and approval. This will allow sufficient time for the project costs to be refined and position the project to be included in the

2012 through 2015 Transportation Improvement Program. Since both projects will use federal funds, the federal process must be followed throughout the entire project. Initial examination shows that both projects are eligible for federal funding and included on the MPO's functional classification system. The total commitment from the City of Birmingham is approximately \$3,068,000 for preliminary engineering, Right-of-Way (ROW) acquisition, utility relocation, construction and required project match.

The entire City of Birmingham financial commitment will not be required in one instance. The preliminary engineering phase may proceed with plans taken to the 30% stage. This level of design will provide the information necessary for public involvement and preparation of the required environmental document, which will take 12-18 months to complete. Final design can be completed in another year and the project can move forward to right-of-way

acquisition. It is important for ROW acquisition to begin within three years of approval of the necessary environmental document. A longer time period would require a re-evaluation of the environmental submittal. The ROW acquisition will take a minimum of 24 months. Schedules that are more optimistic are usually presented but rarely achieved. Subsequent to ROW acquisition, either project would move forward to utility relocation and construction. Utility relocation is commonly a six-nine month process followed by project letting for construction. The final construction letting is probably four-five years after project initiation. All phases of each project, - preliminary engineering, ROW acquisition, utility relocation and final construction - are "let" as separate elements of the overall project and have separate deadlines for providing the required matching funds. If it is necessary to spread the project over a greater time span, the bridge project may be separated into two projects: one that prepares approaches and one that

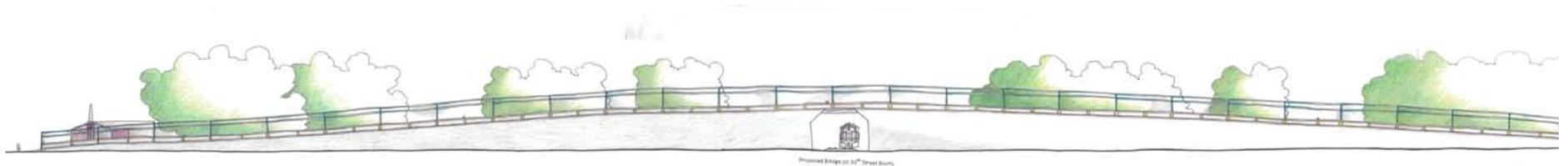


Figure 24: Elevation of Proposed 34th Street Bridge

constructs the bridge. Deliberate and involved project management will be required for both projects.

DEVELOPMENT OF CIVIL RIGHTS TRAIL

The Birmingham Civil Rights Trail is currently in two phases - the March to Government Route and the March to Retail Route - with four more districts to be included: the Birmingham-Shuttlesworth International Airport; Bethel Church in Collegeville; the Birmingham Jail District; and Dynamite Hill. The initial phases of the trail have received considerable press and recognition for the City and those involved in the project. Birmingham has the tools in place ready for implementation. It will take continued identification of resources to move the project forward. This is an immediate project for the continued revitalization of the Collegeville neighborhood. Funding may be pursued through ALDOT's Transportation Enhancement program for additional route markers. The Alabama Department of Tourism also provides small matching grants which can be applied to the development of guides and brochures.

FUNDAMENTAL PROJECTS

The following elements of the Neighborhood Plan are considered "fundamental" for the neighborhood to move forward and should be

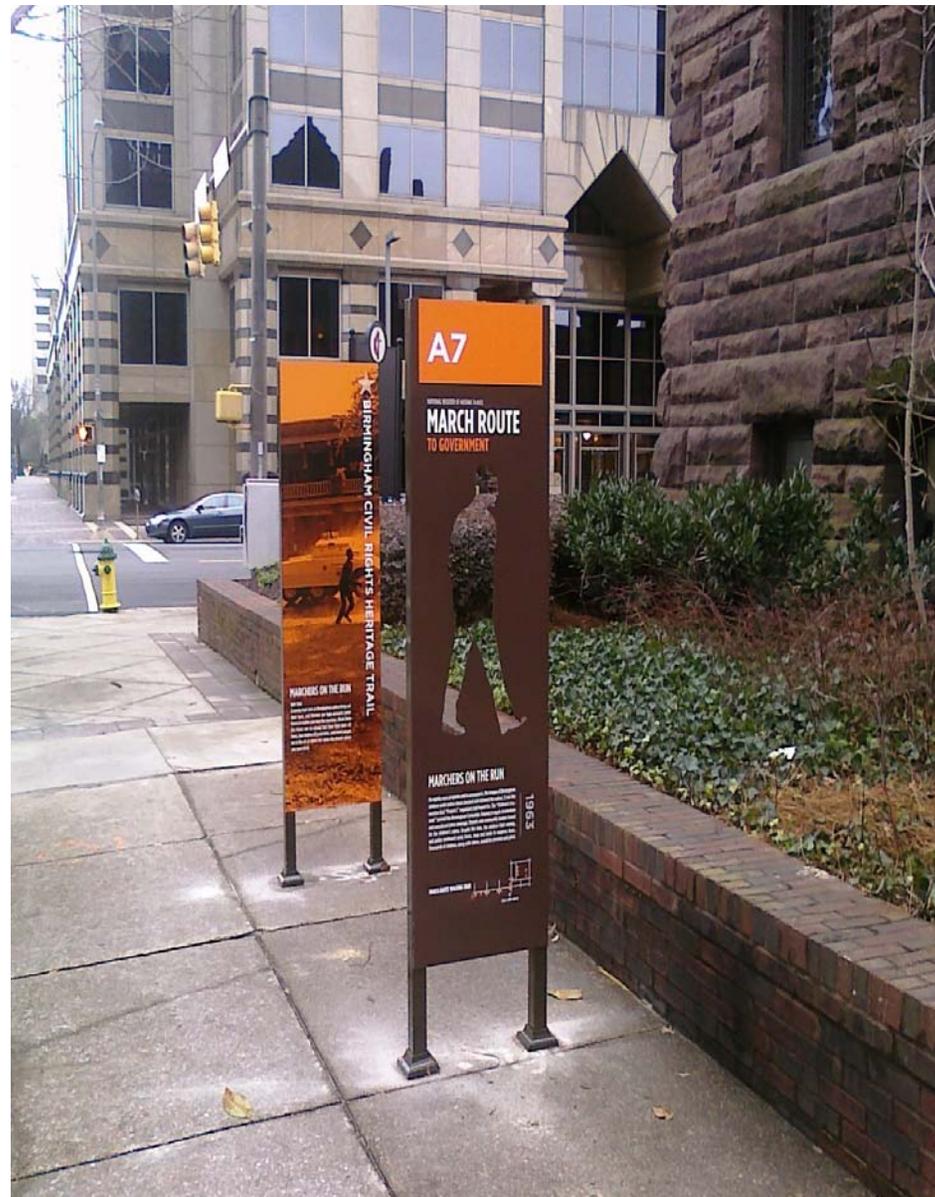


Figure 25: Birmingham Civil Rights Trail Markers in Downtown Birmingham

pursued after both bridge projects have been initiated.

34TH STREET FIRE STATION

One of the fundamental projects is a temporary fire station (Figure 26) on the vacant industrial site located on 34th Street on the north side of the neighborhood. The Finley Boulevard Extension, coupled with the 34th Street bridge, will address the issue of the response of fire and rescue vehicles to the neighborhood. The full implementation of all projects is still several years in the future. To address access to the neighborhood, the plan recommends the establishment of a temporary fire station within the neighborhood. The City of Birmingham designs and builds excellent facilities for its' first responders which are typically built as "fifty year" structures. Fire Stations are designed and constructed to exacting standards that truly complement the communities in which they are located. Because the establishment of this fire station is only a short term solution, a fifty year structure is not necessary. This location could be fitted with an open shed for vehicles and a manufactured home for public safety personnel at a relatively low cost, allowing the City of Birmingham to concentrate its resources on the bridge projects.



Figure 26: AUDS Neighborhood Plan Elements



Figure 27: Proposed Fire Station on 34th Street on the north end of the Neighborhood

PEDESTRIAN CROSSINGS ON F.L. SHUTTLESWORTH DRIVE

These projects are eligible for the Safe Routes to School (SRTS) program. SRTS provides 100% funding for construction of crosswalk facilities and supporting signage. The program will not support the cost of engineering work associated with these projects. These are not major engineering design elements and may be accomplished by City staff. Approximate costs range from \$300 to \$400 per crossing, with supplemental signing costs ranging from \$150 to \$200 per installation.

DRAINAGE

The complete repair of all storm sewers, culverts, and streets to address drainage problems is a monumental project to undertake in the Collegeville neighborhood. However, it is possible to reduce the water flow and increase detention and retention through innovative treatments such as permeable pavement, both concrete and asphalt, the combination of concrete pavers and bioswales. There should be a number of lots, cleared of structures by the City that will be available for reuse. There are a number of properties that are now held by the Alabama Department of Revenue on tax liens that the City may also acquire. These sites can be retrofitted with bio-retention areas that will absorb and reduce the amount of stormwater

entering the system. It is recommended that a pilot project combining bio-retention and concrete paver installation be examined. A probable demonstration site is the two block section between 32nd St., North and 34th St., North along F.L. Shuttlesworth Drive. This site could demonstrate the flood retention possibilities of concrete paver installations and the long term durability of this surface option. Potential funding sources for this concept are the Public Works and Economic Development Program of the Economic Development Administration (EDA), the Alabama Department of Environmental Management revolving loan fund and the Environmental Protection Agency Brownfield program

PARK EXPANSION

New park projects include playing fields and restoration of recreation center at Maclin Park, the development of the Civil Rights Park near the Historic Bethel Baptist Church and acquiring of land on the south side of the neighborhood for urban forestry.

These projects will involve partnerships among City of Birmingham departments. Community Development, Planning, Engineering and Permits and the Birmingham Park and Recreation Board and Public Works should coordinate efforts to pursue these three projects. Birmingham Parks

and Recreation Board are the experts in park development and long-term maintenance. The Planning and Engineering Department will have the expertise and knowledge to understand topographical challenges that may be present in the development of the three projects. Community Development can guide the application of existing Community Development Block Grant funding. Naturally, budget restrictions will dictate progress.

DEVELOPMENT OF AFFORDABLE HOUSING

The project underway by New Start Neighborhood Revitalization at the Carver High School is facing some development difficulties. Students from AUDS reviewed the site plans and made valuable suggestions to the developers on site layout and design.

RETAIL RECRUITMENT AND DEVELOPMENT

This is perhaps the most challenging of all fundamental projects. There is a merchants group within the neighborhood who regularly meet to discuss issues and opportunities. The group has been meeting with Dr. George Munchus of the Department of Management at UAB to identify opportunities for activities that could drive additional business to the stores. Working with the University, the merchants could move toward identifying customer needs and requirements.

LONG TERM PROJECTS AND STRATEGIES

Besides the proposed immediate and fundamental projects and policies proposed in this plan, the longer-term development and strategies are:

DEVELOPMENT OF ATHLETIC FIELDS ONCE THE FINLEY BOULEVARD EXTENSION IS FINISHED (FIGURE 28)

It is recommended that the Birmingham Parks and Recreation Department take ownership of these concepts. Maclin Park currently provides the only open space for the neighborhood. If the concept of the Civil Rights Park is pursued there will still need to be active open space for youth activities. Affordable infill housing brings the need for open area recreational space. Organized youth activities are vital to neighborhood help. The concept of additional active space for youth activities should be included in the long range planning of the Birmingham Parks and Recreation Board.

CONTINUED DEVELOPMENT OF THE CIVIL RIGHTS PARK AND CONNECTION TO THE CIVIL RIGHTS TRAIL

It is also important that the Birmingham Parks and Recreation Board assume ownership of this project. It is recommended that a 501(c)(3) non-profit foundation be formed to solicit



Figure 28: AUDS Neighborhood Plan Elements

private donations that would supplement and match resources. It is also recommended that the organization look for funding on a national basis; it should not compete for local or regional resources. Approximate administrative costs for establishing 501(c)(3) non-profit range from \$1500 to \$2500.

IMPROVED TRAFFIC CONTROL AT F.L. SHUTTLESWORTH DRIVE AND 33RD TERRACE

This intersection is currently controlled by stop signs. In field observations it was noticed that traffic usually takes a free flow right turn on 33rd Terrace North and only slows at the stop sign as it proceeds south on F.L. Shuttlesworth Drive. It has been noted that there are multiple pedestrian crossings that may be renewed through the SRTS program. The crossing at 33rd Terrace North is one of those targeted crossings. Improving traffic control at this intersection could be a traffic signal, but patterns of distracted driving would likely continue. The long-term recommendation for this offset intersection is the construction of a properly designed roundabout which will slow traffic, require driver observation and can be designed to accommodate rescue vehicles, buses and large trucks. A roundabout designed to accommodate a tractor trailer vehicle with a mountable curb will occupy approximately a 115' diameter footprint. This is a viable option for this intersection.

TRAFFIC SIGNALS AT 27TH AVENUE NORTH & F.L. SHUTTLESWORTH DRIVE AND 27TH AVENUE NORTH & 34TH STREET NORTH

This project need to be put in play with the ALDOT acquisition of ROW for Phase 1 of the Finley Boulevard extension. To move forward will first require a signal warrant study followed by design of the signal supports and all work in context with Phase 2 of the Finley Boulevard Extension. 27th Ave N will be changed from its current geometry as a two-lane road to a five-lane road with a shared turn lane in the middle. This will lead to higher traffic volumes on 27th Ave N and higher delays for drivers. Due to the higher traffic volumes, analyses were performed at two locations: (1) 27th Ave N & Shuttlesworth Drive and (2) 27th Ave N & 34th St. N. Using future estimated traffic projections from ALDOT, it was found that both of these intersections would operate at unacceptable levels of service (LOS F) if the current side street stop controls were maintained. However, by installing traffic signals with 60 second cycle durations at both of these intersections, the level of service for each could improve to an "A", without significantly impacting traffic flows on the Finley Boulevard Extension. The signals should be pursued as a participating cost of the overall project and not a stand alone cost to the City of Birmingham.