

APPENDIX C - TCIP Critical Need Urban Villages

The TCIP is a citywide initiative but will prioritize investments in the “critical need” urban villages. These communities house demographic groups, such as zero-vehicle or low-income households, that are more likely to rely on public transit. The community assessments in Table 3 demonstrate that these urban villages are deficient in transit accessibility and pedestrian connectivity,¹³ and have high demand for multimodal options.

Critical Need Urban Villages				
Neighborhood	Population	Interstate/Rail Barrier	Poverty %	Black Population %
North Birmingham	11,526	Rail and Interstate	36.93%	89.60%
Titusville	8,385	Rail and Interstate	27.32%	85.65%
Smithfield	10,035	Rail and Interstate	35.30%	86.76%
Woodlawn	9,671	Rail and Interstate	41.27%	66.69%
West-End	11,182	Rail	34.72%	92.63%
Eastwood	2,561	Rail and Interstate	27.00%	25.80%
East Lake	13,531	Rail and Interstate	35.31%	76.18%
Ensley	7,885	Rail and Interstate	35.29%	81.76%
Five Points West	15,766	Interstate	29.48%	91.75%
Pratt City	5,383	Rail and Interstate	29.54%	92.45%
Wylam	2,768	Rail	38.00%	86.70%
Parkway East Corridor	18,667	Interstate	19.75%	75.90%
Southwest	4,849	Rail	30.17%	92.93%
Kingston	3,534	Rail and Interstate	55.40%	89.20%
Inglenook	3,137	Rail	43.00%	80.8%