

November 25, 2013

PROPOSED NON-MOTORIZED NETWORK



SIDEWALKS

Existing

Proposed

*This map displays sidewalks along primary roads



BIKE LANES

Proposed

*All proposed bike lanes can be implemented within the existing curbs of the roadway either through lane narrowing, lane reduction, paved shoulder or consolidation of on-street parking



BUFFERED BIKE LANES

Proposed

*If a physical barrier is added to the buffer between the bike lane and motor vehicle lane the buffered bike lane becomes a Cycle Track



SHARED LANE MARKINGS

Proposed

*Acceptable on roads with a posted speed limit of 35 mph or less



COLORED SHARED LANE MARKINGS

Proposed

*The colored pavement increases visibility of the facility, identifies potential areas of conflict and reinforces priority to bicyclists through intersections



OFF-ROAD TRAILS

Existing Un-Paved

Proposed Paved

*Shared-use paths for bicyclists and pedestrians that is separated from the roadway



NEIGHBORHOOD CONNECTOR ROUTES

Proposed Signed Bike Route on Local Roadways

Proposed Signed Bike Route with Bike Lane

Proposed Signed Bike Route with Shared Lane Markings

*Provides signage to key destinations and often incorporates off-road trail segments as well



ACTIVE TRANSPORTATION HUB

Proposed

*They serve as orientation and resource centers for non-motorized trips and help introduce people to new walking and bicycling opportunities



ROAD CROSSINGS

Existing Signalized Intersections

Existing Unsignalized Pedestrian Crossing

Proposed Road Crossing Improvement

*Examples include: curb extensions, crossing islands, and rectangular rapid flash beacons



PUBLIC TRANSIT

Existing Amtrak Station

Future Amtrak Station

SMART Bus Stop

Proposed Bus Shelter



TRANSPORTATION NETWORK

City Parking

Primary Roads

Local Roads

Railroad



EXISTING LAND COVER

Lakes, Ponds, Rivers, & Streams

Commercial

Mixed Use

Parks

Golf Course

School Property

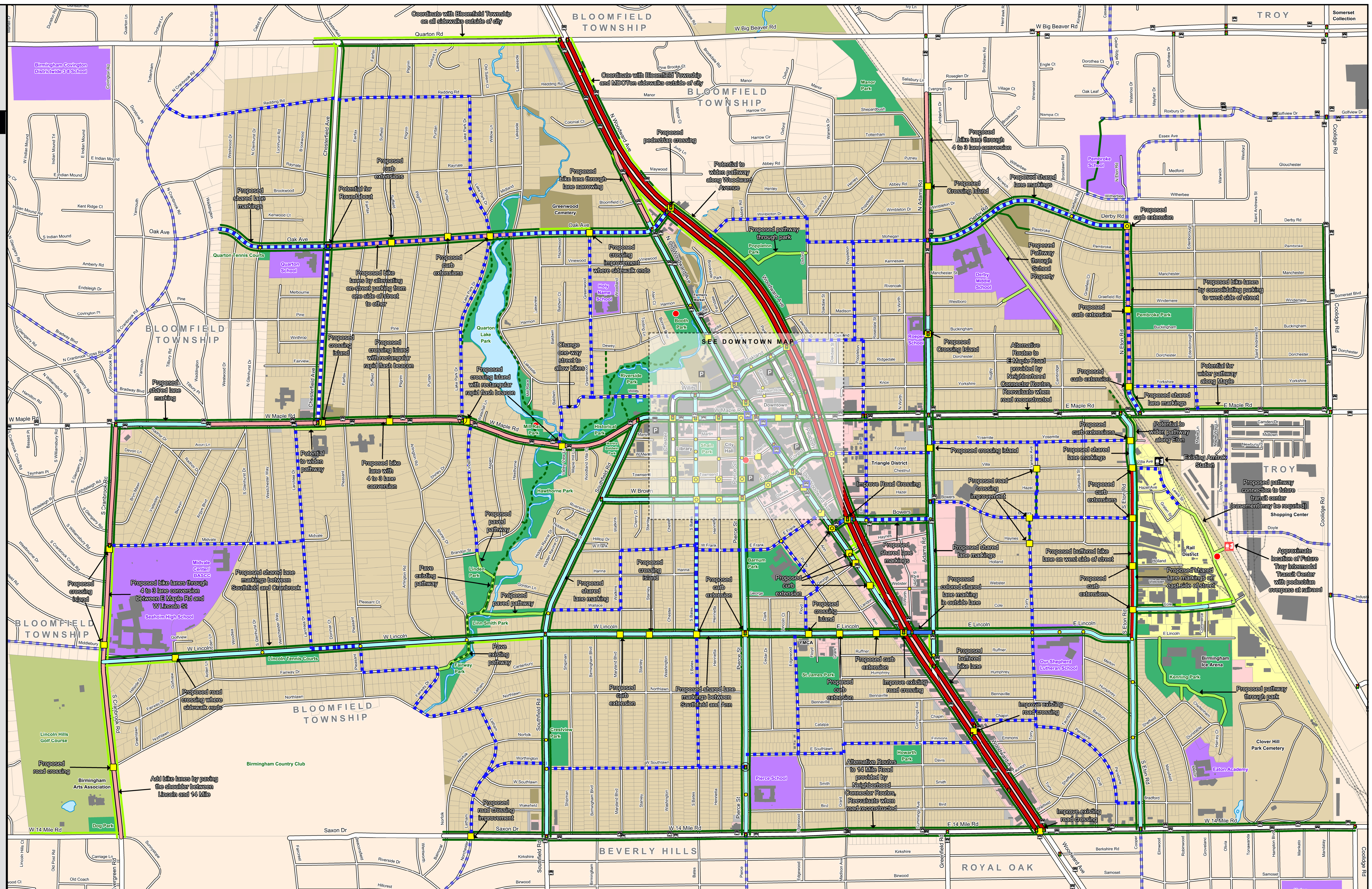
City Property

Buildings

Parking Lots

Parcel

City Boundary



Overview of Major Corridor Recommendations

WOODWARD AVENUE

BETWEEN QUARTON LAKE & 14 MILE

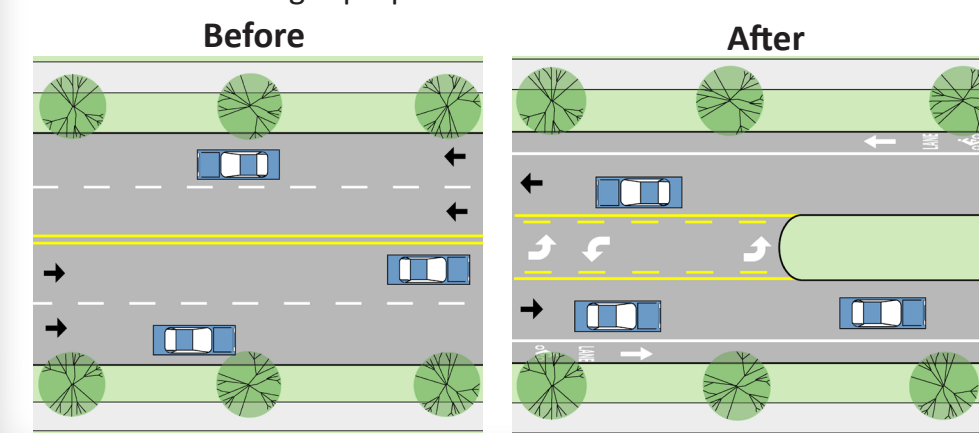
A vision for the Woodward Corridor was developed using the space between the buildings and the roadway to create a "Main Street" feel along Woodward. Some of the key elements include a more pedestrian scaled area that incorporates on-street parking with a service drive, sidewalks, bike lanes that are buffered from Woodward Avenue by a landscaped median and a transit lane.



S. CRANBROOK ROAD

BETWEEN W. MAPLE & W. 14 MILE

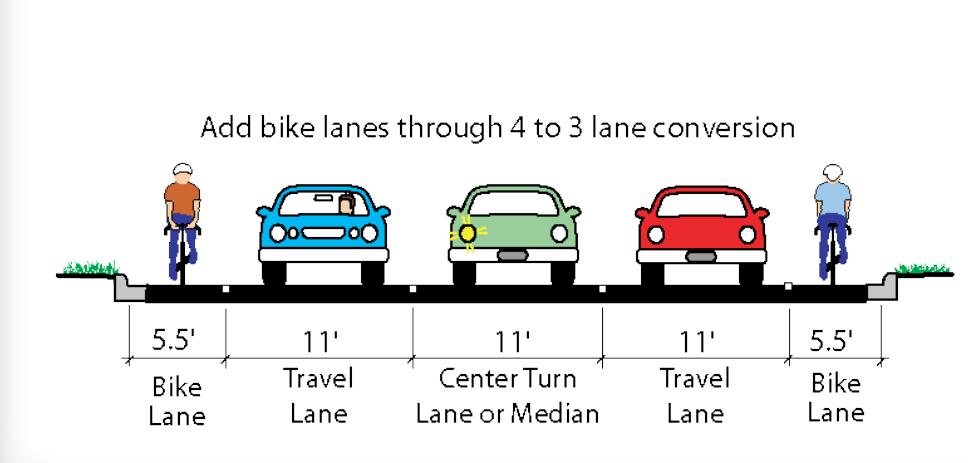
It is recommended that the sidewalk continue south to W 14 Mile Road on both sides of the road. A four-lane to three-lane conversion is proposed which will allow for bike lanes along corridor and crossing islands at Midvale Road and Middlebury Road. South of W. Lincoln bike lanes should continue by paving the shoulder and a new road crossing is proposed at Northlawn Boulevard.



N. ADAMS ROAD

BETWEEN EVERGREEN & W. LINCOLN

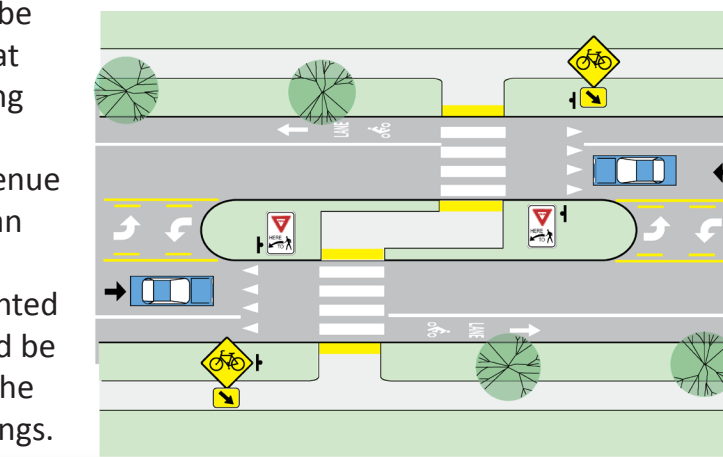
A four-lane to three-lane conversion is proposed for N. Adams Road north of Madison. A three-lane road would allow for bike lanes along corridor and crossing islands at Abbey Road and Buckingham Avenue. South of Madison, shared lane markings are proposed along with a crossing island at Yosemite Boulevard.



W. MAPLE ROAD

BETWEEN WADDINGTON & SOUTHFIELD

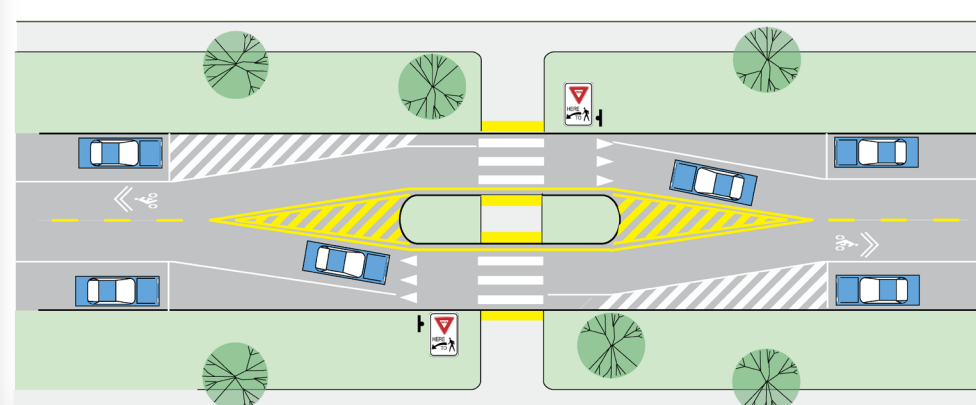
With the 2015 road resurfacing project it is recommended that a four-lane to three-lane conversion be evaluated. A three-lane road would allow for bike lanes along the corridor and crossing islands at Chesterfield Avenue, Suffield Drive/Pilgrim Avenue, Lake Park Drive/Linden Road and at Baldwin Road. Rectangular Rapid Flash beacons would be recommended at all of the crossing island except at Chesterfield Avenue where there is an existing signal. When implemented Bus stops should be realigned with the new road crossings.



LINCOLN STREET

BETWEEN SOUTHFIELD & WOODWARD

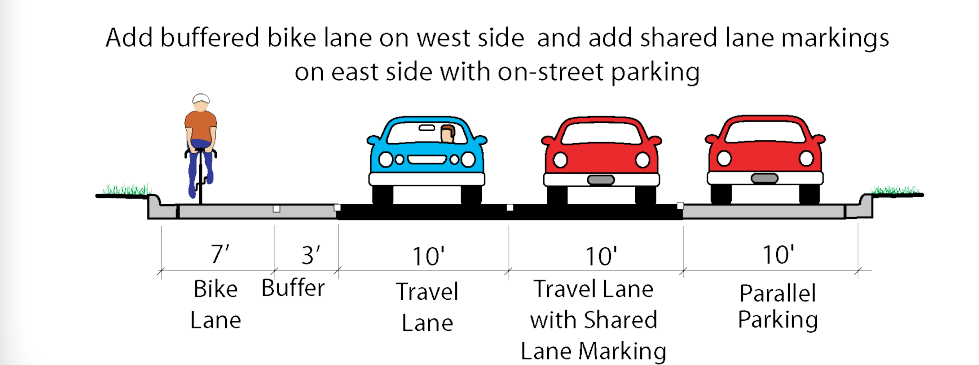
With the 2014 road resurfacing project shared lane markings are proposed. Crossing islands are proposed at Stanley Boulevard and Floyd Street. Curb extensions are proposed at Maryland Boulevard, Bates Street, Pierce Street, Grant Street and Ann Street. Tree extensions are proposed mid-block between Clark Street and Lincoln Court and between Shipman Boulevard and Birmingham Boulevard.



S. ETON ROAD

BETWEEN W. MAPLE & W. LINCOLN

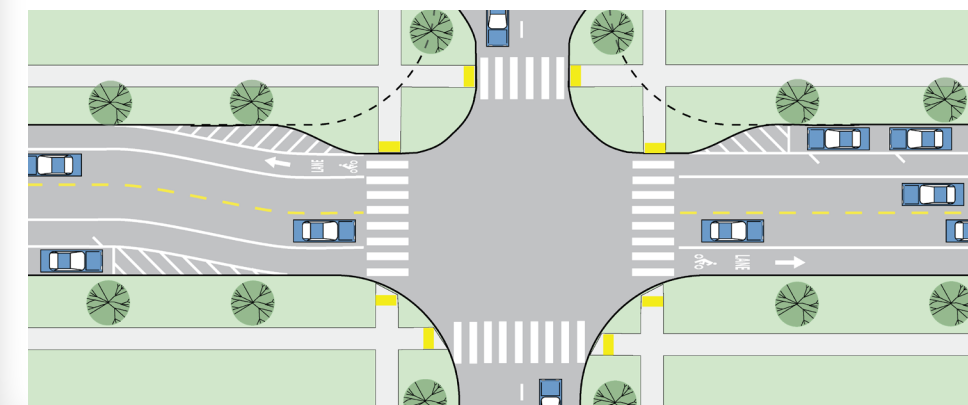
It is recommended that on-street parking be removed from the west side of the street and a buffered bike lane added. On the east side of the street on-street parking should remain with a shared lane marking. Curb extensions are proposed at Yosemite Boulevard, Villa Road, Bowers Street, Holland Street, and Cole Street. Shared lane markings are proposed for both sides of the road between Yosemite Boulevard and W. Maple Road.



OAK AVENUE

BETWEEN CHESTERFIELD & LAKE PARK

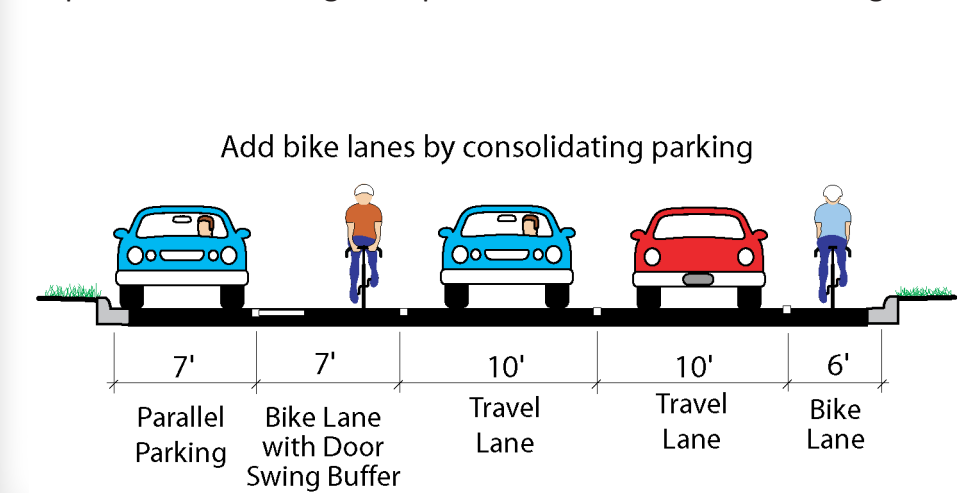
With the 2016 road reconstruction project bike lanes are proposed by consolidating parking to one side of road. The parking should be alternative from the north side of the road to the south side of the road every few blocks to provide additional traffic calming. Curb extensions are proposed at Suffield Avenue, Puritan Avenue and Lake Park Drive as part of the reconstruction project.



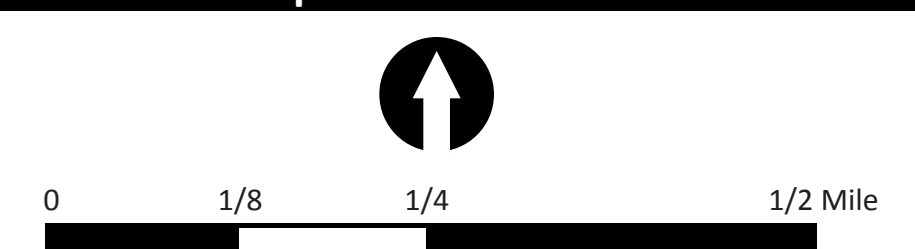
N. ETON ROAD

BETWEEN YORKSHIRE & DERBY

With the 2014 road reconstruction project bike lanes are proposed by consolidating parking to one side of road. Curb extensions are proposed at Derby Road, Windemere Road and Yorkshire Road to improve road crossings and provide additional traffic calming.



Map Information



A 1/2 mile takes between 8 and 12 minutes to walk and 2 and 4 minutes to bike not accounting for delays

Prepared For:

City of Birmingham
A Multitalented Community

Prepared By:

THE GREENWAY
COLLABORATIVE, INC.

Toole
Design Group

Please note that the information shown on this map is in draft form. Any recommendations that result from this plan will be subject to action by the governmental bodies for implementation and funding

OLD WOODWARD AVENUE

BETWEEN OAK & W. LINCOLN

With the 2016 and 2017 road reconstruction project shared lane markings are proposed. Curb extensions are proposed at Willis Street, Hamilton Row, E Maple Road, W Merrill Street, E Brown Street/Forest Avenue, Danes Street, Hazel Street/Frank Street, Bowers Street, Haynes Street and between George Street and Landon Street.

It is recommended that back-in angled parking be evaluated along this corridor to improve safety and visibility between bicycles and parked motor vehicles.

