Michigan's Iron Belle Trail™

Trail Routing & Feasibility Study

Warren and Center Line Map
5/13/19

Legend

- Signalized Intersection
- Iron Belle Trail
- Proposed Route
- Proposed Trail Spur
- Existing Shared-use Path (8'+ wide)
- Existing Bike Lane/Paved Shoulder (4'+ wide)
- School Buildings
- Commercial Buildings
- Other Buildings
- Parks & Recreation
- Major Roads
- Local Roads
- City Boundary
- Railroad
- River, Lakes, Ponds

N

0 1/8 1/4 1/2 Mile

On average, a mile takes 4 to 8 minutes to bike not accounting for delays from stop signs, traffic signals or traffic

The Greenway Collaborative, Inc.

BERGMANN ARCHITECTS ENGINEERS PLANNERS

Notes (Continued from Sterling Heights Map):

3. 15 Mile Road: Room for pathway on either side; existing utility poles on north side
4. Potential for pathway through Baumgartner and Red Run Park
5. ITC Transmission Corridor/City of Warren Property: Bridge over river required; new crosswalks required at major road crossings
6. Common Road (east of Hoover): Two lane road that is 36' wide – potential for buffered bike lanes if on-street parking eliminated
7. Common Road (west of Hoover): Lots of room for buffered bike lanes - residential road with boulevard
8. Lorraine Blvd (North of 12 Mile): Lots of room for buffered bike lanes - boulevard with 23' wide lanes in each direction
9. 12 Mile Road: Room for pathway along the south side of 12 Mile
10. Los Olas Drive: Two lane residential road; earlier routing plans show Lorraine Ave/Gail Ave instead – this routing would require a pathway connection through private property
11. Martin Road: Utility poles and lights along north side of road – two lanes and 36' wide road with potential for buffered bike lanes along most of the corridor
12. McKinley Ave, Arsenal St, Campbell & Garbor Dr: Two lane residential roads that are too narrow for bike lanes
13. Arsenal St (I-696 Overpass): Bridge deck that is 30' wide, potential for 5' bike lanes with 10' travel lanes
14. Lorraine Avenue (North of 10 Mile): Two lane road with is 36' wide – potential for buffered bike lanes if on-street parking eliminated
15. Lorrain Ave (South of 10 Mile): Two lane residential road that is 30' wide – potential for bike lane
16. Stephens: Two lane residential road that is 30' wide – potential for bike lanes if on-street parking eliminated
17. Van Dyke Avenue: Improve the existing bike lanes by adding curbs or delineator posts to increase separation