



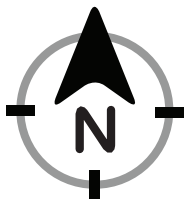
# Trail Routing & Feasibility Study



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



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



### Notes (Continued from Sterling Heights Map):

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

