



THE RED ROCK RIDGE AND VALLEY TRAIL SYSTEM



MADE POSSIBLE WITH FUNDING FROM THE CENTERS FOR DISEASE CONTROL AND PREVENTION.



Over the past eighteen months, we have visited more than thirty communities in Jefferson County and heard from over 3,000 individuals on where their “one mile” of trail should be built and what it could connect them to. This plan is a direct result of the overwhelming support and feedback we have received from citizens wanting to be able to walk or ride their bicycle safely to work, to the grocery store, to the park, or to school. The Red Rock Ridge & Valley Trail System Master Plan enjoys widespread public support because of the benefits this project will make for people’s health, quality of life and economic sustainability.

Our greatest “Thank You” goes to Jefferson County Department of Health (JCDH) for making this plan possible. They recognized the importance of greenways and walkable communities and see them as a way to make walking and bicycling the easy, healthy choice. We sincerely thank JCDH and the Health Action Partnership for funding this effort and their help throughout the “Our One Mile” planning process. We also want to thank the communities, organizations, businesses and local governments in Jefferson County that participated in this unique endeavor. Because of you, we were able to create a fantastic roadmap for connecting places and building communities. In the Appendix, you will see a list of the many organizations and individuals who contributed to the formation of this plan. We are grateful for all who have supported this effort in so many ways, both big and small!

Wendy Jackson



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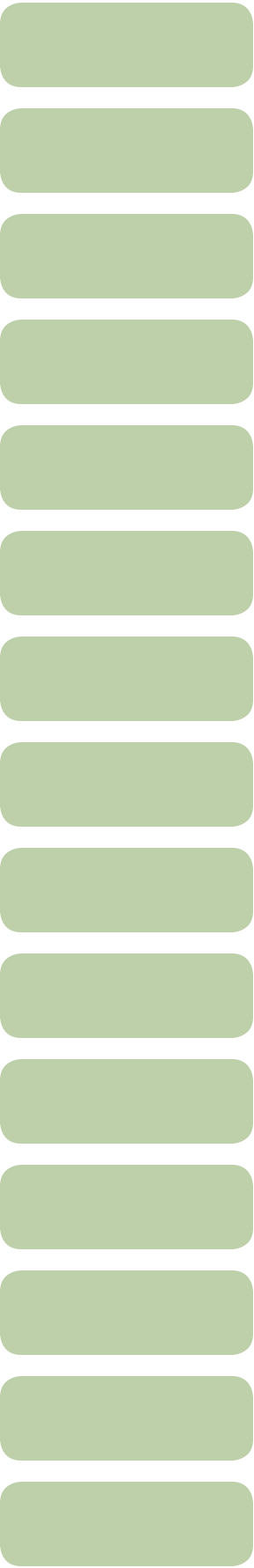


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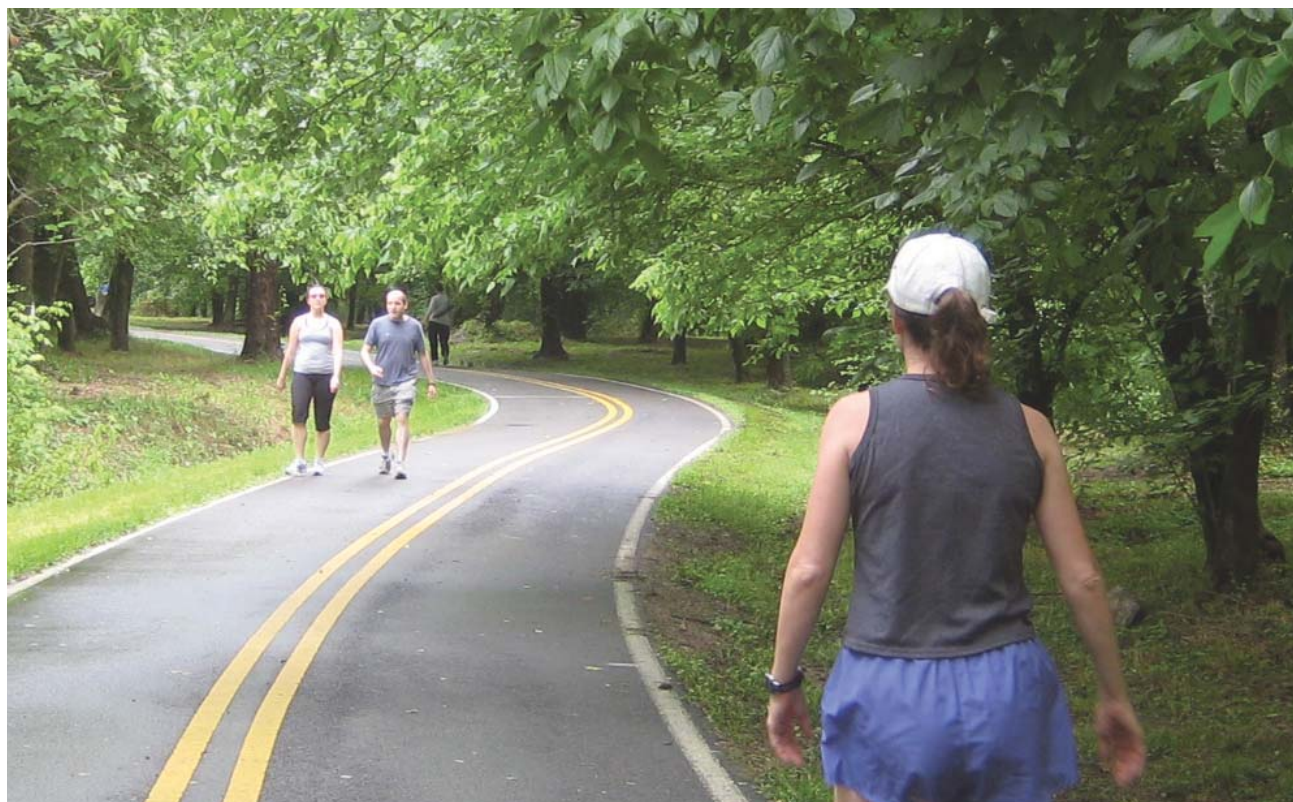
SUMMARY

PROJECT FOCUS

The **Freshwater Land Trust** partnered with the **Jefferson County Health Action Partnership** in 2010 to develop a **Greenway and Path Master Plan** for the people of Jefferson County, Alabama to promote healthy lifestyles for the area, alternate modes of transportation and protect the region's waterways.

The purpose of the plan is to provide a tool to enable the development of a regional greenway system that connects communities throughout Jefferson County with an active transportation network. Over 200 hundred miles of greenways and paths along six main corridors have been identified through this effort. More than 600 miles of connector greenways and paths have been identified beyond the main corridors. With implementation of the network, people will be able to walk and ride bicycles in their everyday activities for health and enjoyment. The greenway and path network will serve transportation and recreation needs as well as improve quality of life and sustain economic growth.

This plan is designed for communities and municipalities to use the information provided in the application process for funding, final design, and construction. It will be a supplement to the **Active Transportation Plan** of the **2035 Regional Transportation Plan** of the Regional Planning Commission of Greater Birmingham (RPCGB). Any specific greenway or path has a greater chance for funding if viewed in the context of an overall network with meaningful connectivity.

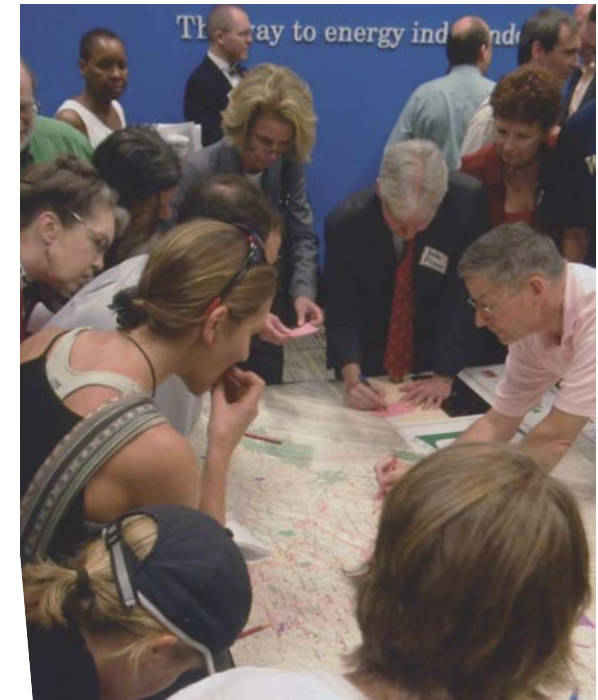


The planning process, named '**Our One Mile**', speaks to the importance of communities working together in using this information to build their miles of the greenway and path network. Many people, agencies, organizations, and special interest groups have been a part of this work defining a comprehensive network that will best service residents and visitors of Jefferson County and the region beyond. A list of those involved, the design team and interested parties is included at the end of this document.

During the Our One Mile (OOM) master planning process a competition was held to name the Greenway and Path system. The name chosen is **The RED ROCK Ridge and Valley Trail System** and will be referred to as **The RED ROCK** for the remainder of the document. Our One Mile was the process of developing a greenway and path network master plan. **The RED ROCK** is the name of the network and speaks to the culture and character of our geographic area. There are many greenways and paths that make up the network.

PLANNING PROCESS

The basic principles or core values of the greenway master plan are based on collaboration, community self-awareness, connectivity, and respect for the land and landowners. To obtain community input the team held over forty stakeholder meetings at locations all over the county to discuss connectivity, important destinations, and what prospective greenways and paths should look like. At the stakeholder meetings, participants had the opportunity to illustrate greenway path locations and recommendations on paper maps. Also, an online interactive map was hosted on the **Freshwater Land Trust** web site for those who were unable to attend a stakeholder meeting. (All Geographic Information Systems (GIS) maps used in the master plan were provided by the **Regional Planning Commission of Greater Birmingham, City of Birmingham and Jefferson County**.)



The following comments were common to all meetings by stakeholders:

- Create a system that incorporates walking and bicycle riding in everyday activities
- Improve safety of walking and riding, because streets are dangerous for pedestrians and cyclists
- Provide pedestrian connectivity between important destinations such as schools, shops, work places and central business districts
- Provide accessibility for all communities
- Provide access to natural areas, creeks and rivers for all
- Create a sense of place and sense of local culture

With these comments, it became evident that the people of Jefferson County want a greenway network that is safe and accessible. The network should incorporate walking and bicycle riding into their everyday activities with meaningful connections and with a sense of place.

With valuable input from stakeholders, the design team held workshops for analysis and field visits to ground truth all potential greenways and paths. Leaders and advocates for connectivity were invited to the workshops for another layer of stakeholder input beyond the original meetings. The result is a master plan that will function as a “roadmap” for developing a meaningful greenway and path network that addresses health, transportation, recreation, and natural space needs of Jefferson County.

Additional rounds of stakeholder meetings were held to obtain feedback on the plan and to gain consensus on strategies for implementation. **The Regional Planning Commission of Greater Birmingham** has been included in the process for future adoption of the master plan in the **Long Range Transportation Improvement Program (TIP)** making all Paths eligible for **Surface Transportation Program (STPBH)** and **Congestion Mitigation and Air Quality (CMAQ) funds**.



VISIONS AND GOALS

The vision for a Greenway Master Plan for Jefferson County, Alabama was derived from the citizens, community leaders, and agencies, such as the Jefferson County Department of Health, the Regional Planning Commission of Greater Birmingham and the Freshwater Land Trust. The goal was for the greenway network to improve the overall quality of life through improving health, the economy, transportation and the environment. Input from the thirty-six stakeholder meetings, the interactive web site map and design workshops have contributed to forming the defining attributes of what this network should be with the following guidelines as goals:

- **Develop a meaningful network of greenways and paths that links people with important destinations both locally and regionally**
- **Provide a safe environment for people to walk and cycle**
- **Stimulate economic growth via new jobs in construction, increased tourism, new industries related to active use, decreased healthcare costs and improved property values and the recruitment of new businesses to our community**
- **Protect and enhance our natural resources including water systems, air quality and green space**
- **Provide alternate options for active transportation**
- **Develop a better sense of community that enhances safety in our neighborhoods**
- **Enhance the sense of history and character for each area**

BENEFITS OF A GREENWAY AND PATH NETWORK

There are few developments or infrastructure improvement projects that affect a community in as positive a manner or improve the quality of life in so many different ways as does a well developed greenway network. The environment, health of the residents, education, sense of community, transportation choices and economy all improve dramatically with the implementation of a comprehensive greenway network.

We only have to look at the City of Chattanooga, Tennessee, and the renaissance it has experienced in the last twenty years due to a commitment to greenways, parks and development which have improved the quality of life for its citizens. Those changes were due to private and public partnerships working together to redefine the community and change the downtown area from a depressed area to one of the most attractive destinations in the southeast. Mayor Ron Littlefield commented that *“Nothing has helped our community more financially and improving the quality of life than our commitment to greenways and parks”*.

The Medical Mile in Little Rock, Arkansas is only one dazzling piece of the Arkansas River Path. A fourteen mile loop, with an additional ten mile extension to Pinnacle Mountain State Park, will eventually connect with the 225-mile Ouachita Wilderness Trail.

Little Rock’s Mayor Jim Dailey commented, *“Over 24 key tourism destinations, including 5,000+ acres of federal, state, and local parkland will be connected by the Trails. Developers use the trail’s proximity to sell high-rise condominiums, housing*

and commercial developments. From the perspective of the City of Little Rock, the Path is an economic, health, and environmental conservation stimulator.”

The following sections explore how Jefferson County, Alabama can benefit from the implementation of a comprehensive greenway network in each of the listed categories.

ECONOMIC BENEFITS

With full community support and with appropriate implementation, greenways and paths will provide tangible economic benefits for communities throughout the county. Quality of life and the county’s attractiveness to businesses will improve as well within the context of ever increasing competition among cities for business and recruitment. The Greenway Master Plan takes into consideration the specific economic benefits for the county.

In the greater Birmingham area, the cost of owning and operating a car is 28 percent of the median household income. (1) Households are currently faced with a difficult choice: devote an extraordinary amount of their household budget to transportation or an extraordinary amount of time to their commutes. Both choices result in a disinvestment in the local community and make less money available for higher quality food, housing and healthcare. **The RED ROCK** will improve this condition.

Many communities nationwide are using bicycle and walking facilities to revitalize businesses and bring new economic life to downtown areas.

Studies by the Trust for Public Land show that investments in bicycle and pedestrian infrastructure, parks and green space improve nearby property values, increase retail and service sector purchases, promote tourism and enhance the quality of life. All these factors are important considerations for companies looking to establish new businesses or expand in the area. The Birmingham Business Alliance recognizes the value of outdoor recreation as a way to promote economic investment in its Birmingham Blueprint Plan, addressing growth for the region. (2)

It is expected, based on comparable networks in the southeast that for each dollar invested in greenway expansion there is another ten dollars in positive economic impact. (3) The on-going annual economic benefits will exceed the amount of the initial investment in the form of service sector business, retail, real estate, healthcare benefits, environmental, aesthetic, and quality of life advantages that will add substantial value to the plan, in the following ways:



Tourism

Paths and greenways bring new visitors and tourists to an area and inject new dollars into the local economy. Connectivity between tourist destinations will increase the numbers of visitors, translating into longer and more beneficial stays. Tourist dollars can help sustain a greenway network and provide needed dollars for the creation of new infrastructure and long term maintenance of the greenway network.



Jefferson County is rich in its historical significance related to the industrial revolution, and the Civil Rights Movement as well as biodiversity and natural resources. These very interests are responsible for a 56 percent increase in Alabama visitors between 2002 and 2006. (4)

We are in an age where park space and greenways need to generate income to be sustainable. Tourism provides a revenue source that not only benefits local business, but funds green space expansion and maintenance through increased tax revenue as well.

The **Great Allegheny Passage**, or the **GAP**, is a 125 mile greenway traveling through Maryland and Pennsylvania. The region experienced 45 million additional dollars in 2008 injected into the local economy when the last link in the project was completed. This financial return represents growth during a recession and impacted the creation of \$7.8 million in jobs. The daily path users spent an average \$13.00 a day and extended Path users that spent the night, spent an average \$98.00 per day. These expenditures can be seen in lodging, meals, equipment, transportation and clothing. (5)

Enhanced Business through Expansion and New Economic Development Activity

Greenways and paths offer amenities that attract business to communities and make the metropolitan area competitive with other metro areas as outdoor amenities become an increasingly attractive draw. They also offer year-round recreational opportunities that promote potential and existing business communities and enterprises. Greenways and paths create a draw and add to the growth of young professionals choosing to reside in or relocate to the area. Many people choose a place to live based on the elements that contribute to the quality of life.

A user study was conducted along the Little Miami Scenic Path in Ohio where 150,000 users were recorded with typically \$13.50 spent per trip. The direct economic impact is \$2.1 million. Add the \$277.00 per person annually for equipment, clothes and accessories, the number rises to \$41 million each year. (6) Documented growth has occurred, for example, in small businesses along Paths and green space. The people along the Chief Ladiga Path in East Alabama are looking at a similar economic impact for their communities. The City of Piedmont has seen an increase in their revenue dollars by encouraging businesses and services that complement the Chief Ladiga Path and made it an economic driver for their community. (7)





The seven towns of Tarrant, Gardendale, Fultondale, Brookside, Graysville, Adamsville, Cardif; along with the Freshwater Land Trust, Regional Planning Commission of Greater Birmingham and CAWACO Resource and Development Council, have joined forces in the Five Mile Creek Greenway Partnership in an effort to promote the economic benefits of parks and green space for these communities. The Partnership envisions a seamless network of interconnected greenways, Paths and blueways along all 28 miles of Five Mile Creek Corridor. (8)

Enhanced Property Values and Local Property Tax Revenues

There is significant research that supports increased property values that result from the addition or expansion of nearby greenways and paths. These results include an increase in residential property values by making adjacent neighborhoods more attractive, thus increasing the prices people are willing to pay. This can be seen in local developments like Ross Bridge, Mt. Laurel, Blount Springs and The Preserve.

The Carolina Thread Path in the North and South Carolina has been projected to see a 4% increase in value in surrounding property. The same can be said for the GAP in Pennsylvania and other paths around the country. Chattanooga, Tennessee has seen increased value in the past two decades due in part from the Riverfront Park and the city-wide greenway system. Increased value of property translates into increased revenue to local government from property taxes. This revenue stream can assist in compensating for bonds issued or other resources utilized to finance the proposed greenways and paths.

Increased Construction

The actual construction of the proposed greenways and paths, as well as all other construction related opportunities, will result in increased economic activity, employment and wages. The schematic ***The RED ROCK*** Master Plan proposes over two-hundred and fifty miles of greenways with an average construction cost of \$500,000.00 per mile. During a 15 year period this could generate over \$50 million of direct and indirect economic activity. (9) Based on estimates from other similar projects, construction of this size in the Birmingham region could generate over five-hundred and sixty new jobs.

Health Care Costs

Greenways and paths reduce air pollution and contribute to reducing health care costs in the community by offering an active community environment and providing an opportunity to exercise, which lowers obesity rates associated with heart, diabetes and lung disease among users. With the improved healthy lifestyles, a reduction in health costs will incur by the way of insurance dollars spent with a preventative approach to well being. Jefferson County can greatly benefit from improved lifestyles considering Alabama is rated the second most obese state in the Nation and Jefferson County is among some of the highest obesity rates in the state.

Alternative Transportation and Mobility Benefits

Greenways and paths provide alternative modes of transportation, including bicycling and walking, as well as connectivity to public transportation that is affordable. These modes will contribute to minimizing transportation cost and increasing access to facilities and services.

A comprehensive network of greenways and paths offers an alternative for transportation in daily activity. In Portland, Oregon, 6% of the population uses bicycles as a primary mode for transportation to work and 14% as a secondary mode. The cost of all bicycle improvements throughout the city in the past two decades, approximately \$50 million, was the same as one mile of the highway system. Dramatic savings examples like Oregon are the norm when looking at the economic benefits of Greenway systems throughout the United States. The lower rates of driving in the Portland area resulted in 1.1 billion in annual household out-of-pocket savings, much of which is returned to the local economy. (10)

Considering these numbers and that the average median household in the county is spending 28% of their income on transportation, the savings made feasible by a greenway network that complements an affordable and dependable bus transit system will be substantial. The quality of life of many of our citizens will improve with increased flexibility of spending dollars and a workforce with greater mobility.

HEALTH

A large amount of documentation exists that determines physical activity reduces cardiovascular disease, lowers the risk of cancer, diabetes, osteoporosis, obesity and symptoms of depression and anxiety. Studies also show that people are more active in communities that integrate facilities that are conducive to walking and cycling. It logically follows that communities with greater access to greenways and paths will have healthier populations. This is a trend happening across the country with marked improvements in health seen in Atlanta, Chattanooga, Little Rock and Greenville S.C.

Even small increases in light to moderate activity, such as daily bike rides or 30-minute walks, can produce measurable benefits among those who are least active. (11)

Improvement in health for the public is one reason why the health community in Little Rock raised 2.1 million dollars for their greenway system and why Jefferson County Health Department has pursued a similar course of action with the Health Action Partnership.

ENVIRONMENT

Greenways can take the form of linear parks or open spaces. Greenways are often located near waterways and within floodplains. This undeveloped open space provides a buffer along waterways that protects water quality and reduces the heat island effect of developed areas. Open spaces along waterways also provide areas that can absorb flood waters, as originally planned (for the Birmingham metropolitan area) by the Olmsted Brothers, in the early 1900s.

Those recommendations went largely unheeded and the flood plain was developed, resulting in flood problems years later with damage to public health and safety as well as negative economic impacts to the surrounding neighborhoods. Millions of dollars have been spent by the Corps of Engineers and Federal Emergency Management Administration to purchase flood prone developed property along a number of streams to create the very open space that was previously recommended by the Olmsted Plan. These open spaces also provide wildlife habitat, educational venues for all ages to experience nature and green oases for enjoyment not always available in our cities.

The Federal Highway Administration published a case study in 1993 titled *The Environmental Benefits of Bicycling and Walking in the United States*. The study expressed that "...bicycle-riding and walking do not contribute to the environmental damage inherent in extracting, transporting, processing and burning petroleum or other fossil fuels. "The FHWA also reports that Americans are willing to walk to destinations up to two miles away and bicycle up to five miles. Given that nearly half our trips are for a distance of five miles or less, encouraging bicycling and walking as transportation option can reduce (3):

- Fossil Fuel Use
- CO2 (carbon dioxide), CO (carbon monoxide) Nox (nitrogen oxides) and VOCs (volatile organic compounds) emissions
- The amount of storm water pollution and runoff
- Vehicle miles traveled (VMT)
- Heat island effect
- The loss of wildlife areas

Reducing the number of our vehicular trips can dramatically affect the amount of emissions in our county. Considering that Jefferson County is in non-attainment for National Ambient Air Quality status by the Environmental Protection Agency, it should be a goal for the public to improve our air quality which affects public health, the economy and our quality of life. Access to open spaces and waterways also improves awareness of our environment and encourages good stewardship of our surroundings and natural resources.

COMMUNITY

Fredrick Law Olmsted, father of landscape architecture and designer of most of the major urban public parks in the United States by the early 1900s was drawn to the notion that the creation of public green space could serve social engineering purposes such as providing respite from teeming cities and opportunities for people of varied backgrounds to mix and mingle creating a greater sense of community. He described park and greenway work as a “democratic development of the highest significance”. (12) This is evident in Chattanooga, Tennessee, where the downtown was redefined from a dangerous blighted area, in the last few decades, to a safe and attractive place for people to live and work and in that effort became a world class tourist destination.

The more people have opportunities to recreate and travel along greenways and paths, the greater the opportunity for social interaction and the development of a stronger sense of community. The more people on the ground, the safer the neighborhood with more eyes to deter crime and encourage positive outdoor activity. With a stronger sense of community comes improvement with quality of life and all the benefits associated with positive change.



Chapter Footnotes:

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9. Carolina Thread Path, by Alta Planning and Design
10. Portland’s Green Dividend, Joe Copyright, 2007, <http://www.ceosforcities.org/files/pdg%20final.pdf>
11. League of American Bicyclists. <http://www.bikeleague.org/>
12. Olmsted’s Jewels in Our Midst, Justin Martin, New York Times, Jan.21, 2012.

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EXISTING CONDITIONS

JEFFERSON COUNTY HISTORY AND DEMOGRAPHICS

Jefferson County, Alabama, was acquired from the Creek Indians in the 1814 Treaty of Fort Jackson and became known as Blount County in 1816. The county was created by the Alabama legislature on December 13, 1819 and named in honor of U. S. President Thomas Jefferson. In 1920 its boundaries were fixed at their current location in the north-central part of Alabama. The county seat was originally located in Carrollsville from 1819 to 1821, then it moved to Elyton, and finally in 1873, the county seat moved to its present location in Birmingham.

As one might assume, farming became the prevailing occupation in Jefferson County well into the twentieth century. Cotton was the major agricultural product until the farmers diversified their crops in the early twentieth century adding corn, wheat, peanuts, and vegetables. While farming was abundant in the county, early settlers were also taking advantage of the abundance of the minerals such as iron ore and coal. By 1865 Jefferson County had become one of the south's major suppliers of Iron and Steel to the Confederacy. It was this abundance of iron, coal and limestone deposits that made Birmingham's industrial rise possible in the late 19th and early 20th centuries and thus became one of the leading industrial cities of in the United States. Birmingham continued to have emerging economic growth in medical research, banking, and insurance in the latter half of the 20th century.

In the early 1900's, Jefferson County focused on the development of a transportation system. The iron, steel and textile industries benefited from the continuing importance of transportation that helped to fuel the county's economic growth well into the twenty-first century. As a result, several major highways and interstates run through Jefferson County: Interstate 65, North and South through Birmingham, Interstates 59 and 20, southwest and northeast and Highway 78, northwest and south-east. In addition to a good road system, the county has 13 private and three municipal airports with the largest in Birmingham. The Birmingham-Shuttlesworth International Airport, located 5 miles northeast of downtown Birmingham, provided domestic and international service for 3,222,689 passengers in 2007.

Jefferson County is now the most populated area in the state of Alabama, governed by an elected five-member commission and includes 38 incorporated communities. Figure 2.1 illustrates the municipalities in the County. Alabama's economic and population growth has had its fair share of "Booms and Busts." In



Photo take in 1938 of the Wenonah No. 8 Mine. Credit: Ike Matson.

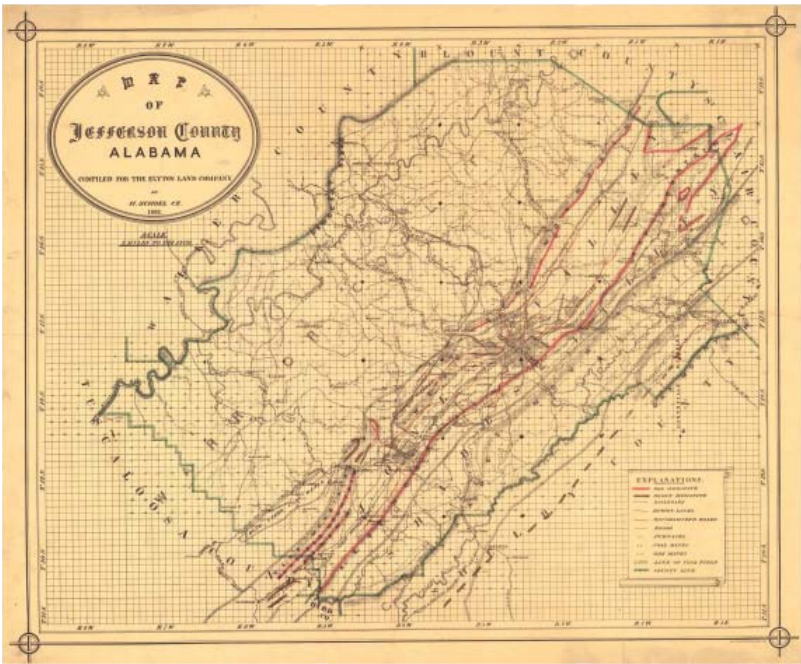
2006, according to the U.S. Census Bureau, the county population was 656,700 which made it the largest county in Alabama. The largest city and the county seat, Birmingham, had an estimated 229,424 population. Figure 2.2 illustrates the population densities. At the time of the 2000 census it was estimated that the population in the county consisted of 55.7 percent white, 41.3 percent African American and 2.6 percent Hispanic. Also in 2006, the median household income was estimated as \$41,691.

School Systems in Jefferson County have played a large role in providing the diverse work force required by businesses in the county and the state with three technical schools, three religious training schools, four business schools and six universities and colleges, including the University of Alabama at Birmingham.

Jefferson County lies within a dramatic geography of 1,119 square miles made up of the southern extension of the Appalachian Mountains and Cumberland Plateau. Butler Mountain boasts the highest elevation in the county.

The valleys and ridges provide a drainage system of many beautiful rivers and creeks such as the Black Warrior River, Cahaba River, Shades Creek, Patton Creek, Village Creek and Valley Creek. This web of smaller and larger tributaries is a host for many scenic vistas and recreational opportunities.

The following destinations were created for visitors to experience the county's natural beauty: Ruffner Mountain Nature Center has hiking trails over 1,000 acres and Red Mountain Park with 1,200 acres. Beside the large parks, many municipal parks were built by the cities throughout the twentieth century for its population to enjoy as well.



1892 Map of Jefferson County by H. Shoel. Credit: University of Alabama Map Collection

Figure 2.1 – Jefferson County Municipalities
Municipalities within Jefferson County.

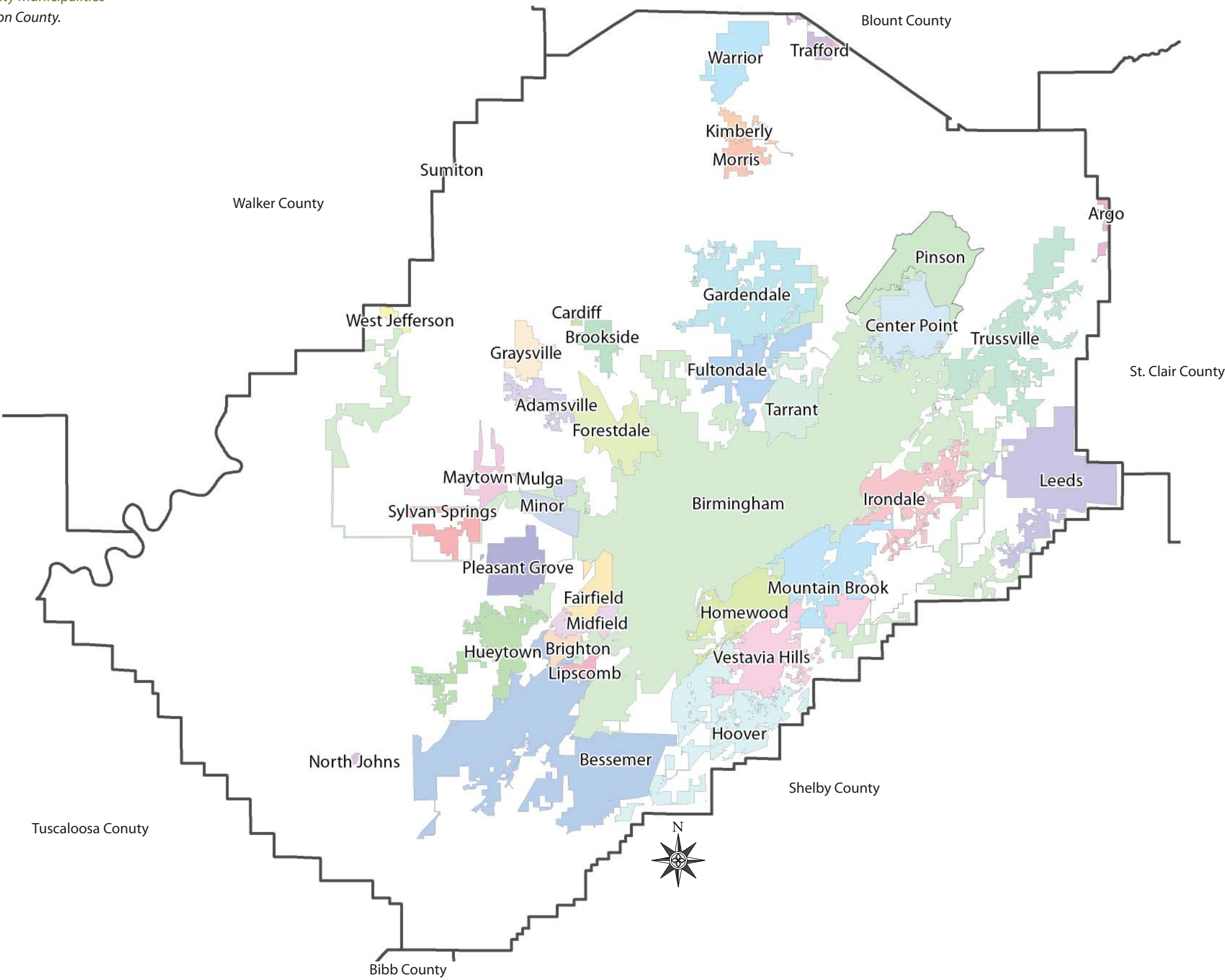
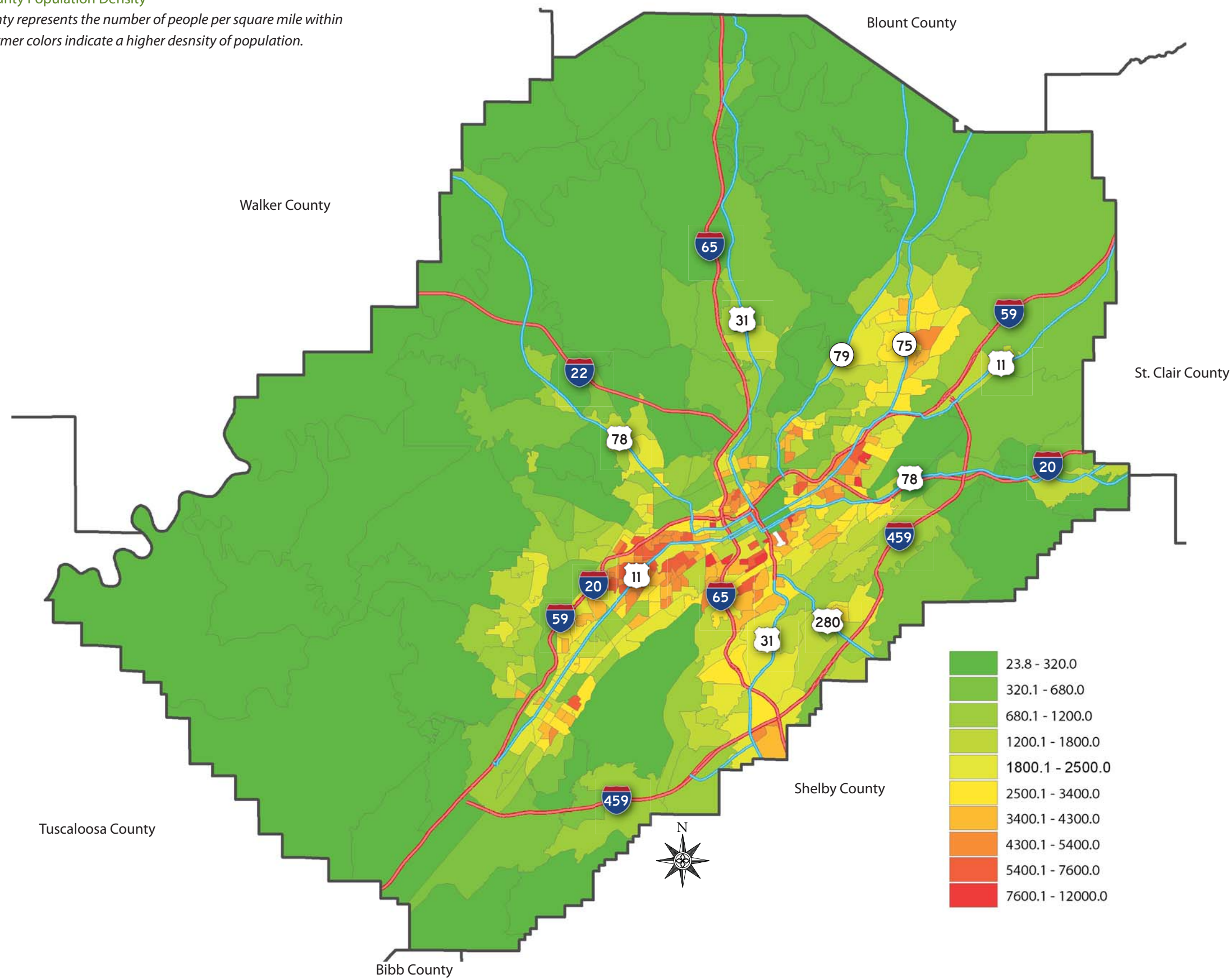


Figure 2.2 – Jefferson County Population Density
The map of Jefferson County represents the number of people per square mile within Census Block Groups. Warmer colors indicate a higher desnsity of population.



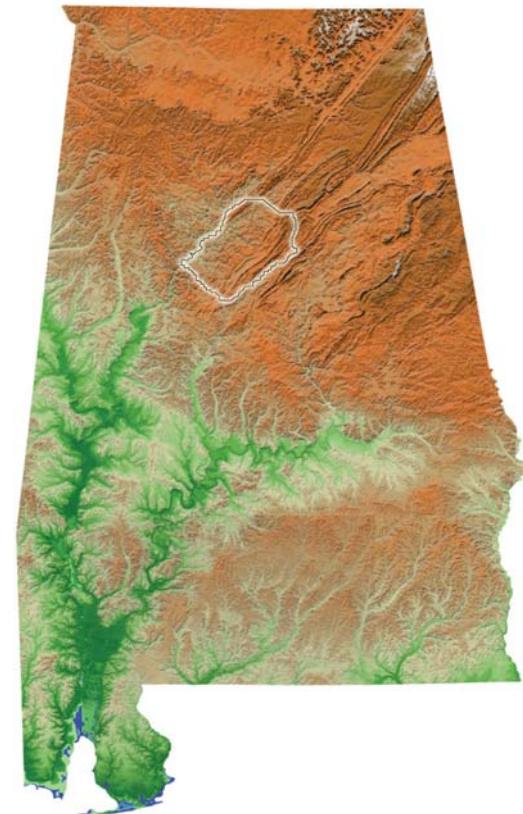
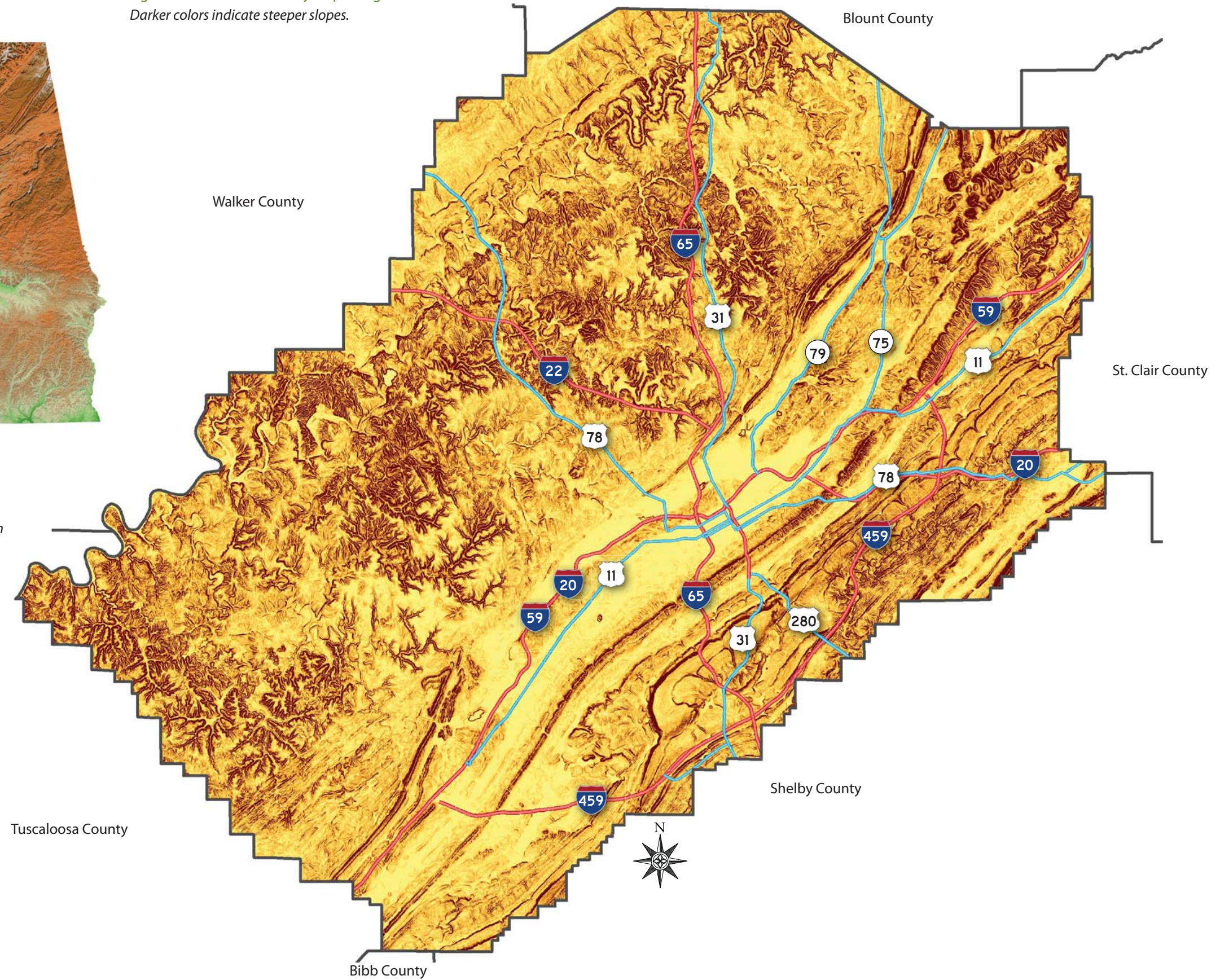


Figure 2.3 – Alabama Relief
Relief diagram of Alabama with
Jefferson County highlighted

Figure 2.4 – Jefferson County Slope Diagram
Darker colors indicate steeper slopes.



PHYSICAL CONDITIONS

In looking at a trail system for Jefferson County, there are two important aspects of the county that must be understood in relation to the physical landscape, slope and hydrology. Studying the slope and hydrology within the county will aid in the design of the trail network by understanding locations where preferred alignments could occur.

SLOPE

Figure 2.4 illustrates grades of 10% or greater for Jefferson County, with the darker areas representing the steeper slopes. These darker locations are where construction of greenways and paths might be more difficult. Areas with steep slopes can be suitable for natural surface foot paths. It is easy to see how the shape of the ridges played such a big role in the influence of development primarily along the valleys. Running 60 degrees NE to SW the ridges form the southern terminus of the Appalachian Mountain range.

HYDROLOGY

Figure 2.6 illustrates the hydrological system within Jefferson County. This diagram shows how the two major rivers within the county, the Black Warrior River along the northwestern limit of the county and the Cahaba River along the southeastern limit of the county, collect water from tributaries that traverse Jefferson County. Major creeks include Turkey Creek, Five Mile Creek, Village Creek, Valley Creek all flowing to the Black Warrior River and Shades Creek flowing into the Cahaba River. This diagram is important in the design of the trail network because it clearly illustrates the location of potential connections along important waterways. In a greenways network, streams, creeks, and rivers act as important connections because of their relative proximity to development along the valleys. This web of smaller and larger tributaries is a host for many scenic vistas and recreational opportunities.

LAND COVER

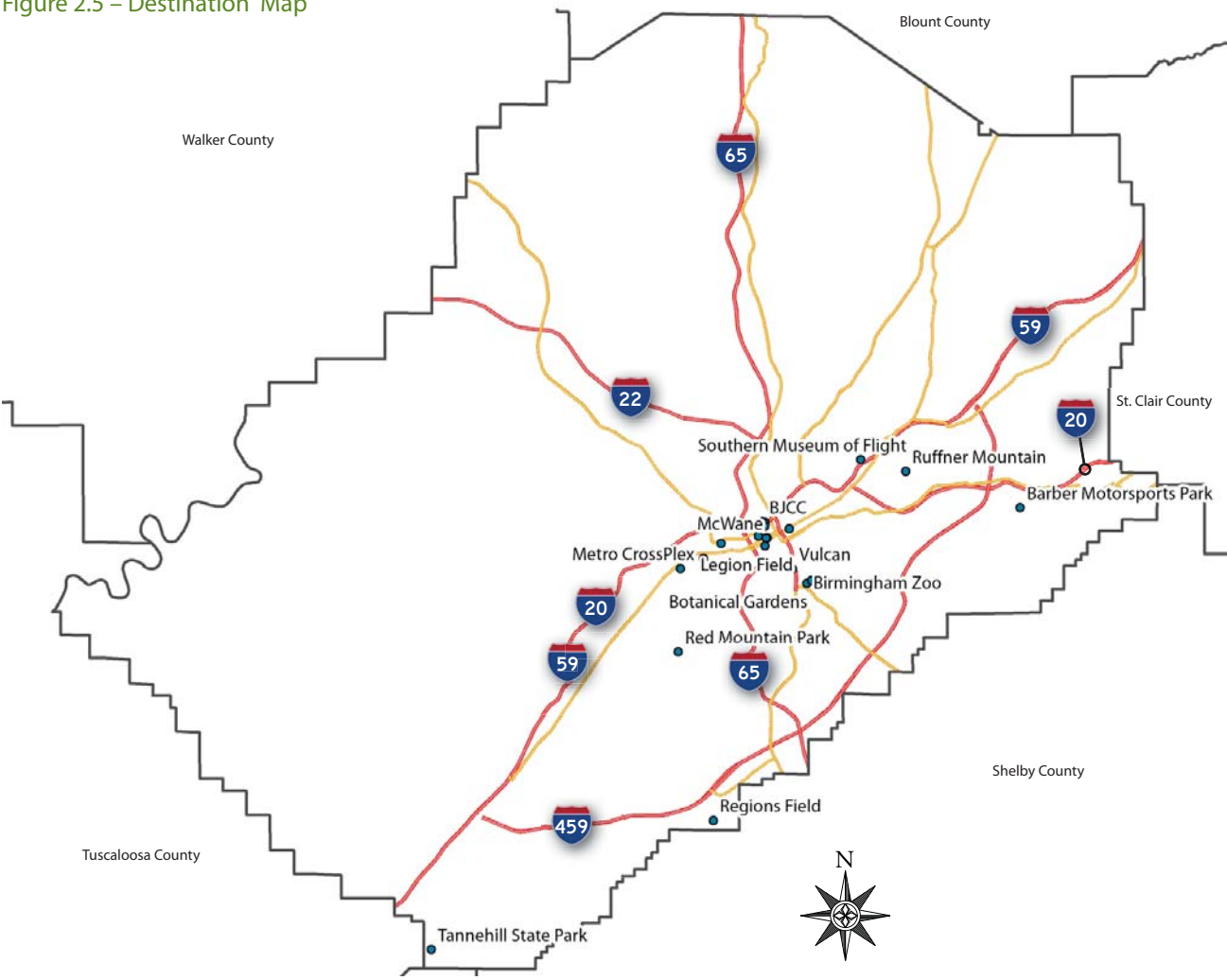
The Land Cover Diagram, Figure 2.7, illustrates how land is used throughout the county. The Central Business District is in downtown Birmingham with development radiating out among the thirty-two municipalities of the metropolitan area.

DESTINATIONS

Jefferson County is rich in diverse destination points ranging from schools and regional employment centers as well as six universities and colleges, more park land per capita than any other county in the country, museums, the entertainment district, a major regional culinary destination with numerous world class restaurants, botanical gardens, race ways, and ball fields. Schools, libraries and community centers were also included within the Plan as destinations within the county. The following is a list of some of the most popular destinations identified in the public stakeholder meetings associated with this planning effort.

The destination map, Figure 2.5, illustrates points identified in the public stakeholder meetings, as places that people would want to walk or ride to if adequate facilities existed. It is important to connect these destinations in order to instill activity in everyday activities as well as occasional trips.

Figure 2.5 – Destination Map



- Alabama Sports Hall of Fame
 - Alabama Theater
 - Barber Motorsports Park
 - Bass Pro Shop
 - Birmingham Botanical Gardens
 - Birmingham Civil Rights Institute
 - Birmingham CrossPlex
 - Birmingham Museum of Art
 - Birmingham Southern College
 - Birmingham Zoo
 - Birmingham-Jefferson Civic center
 - Jefferson State Community College
 - Lawson State Community College
 - Legion Field
- McWane Science Center
 - Miles College
 - Railroad Park
 - Red Mountain Park
 - Regions Field
 - Regions Park
 - Rickwood Field
 - Ruffner Mountain Nature Center
 - Samford University
 - Sloss Furnaces
 - Southern Museum of Flight
 - Tannehill Ironworks Historical State Park
 - University of Alabama in Birmingham
 - Vulcan Park and Museum

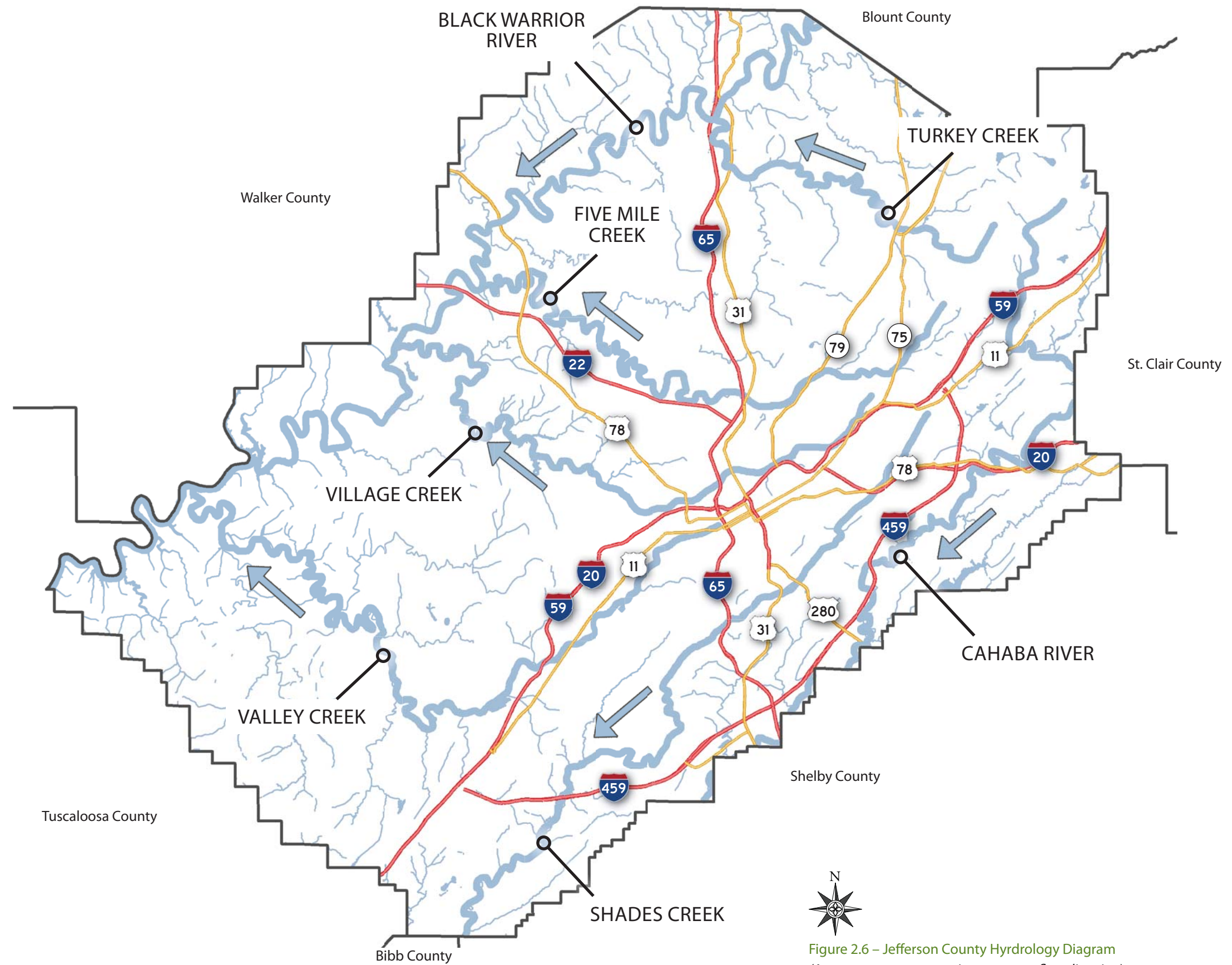
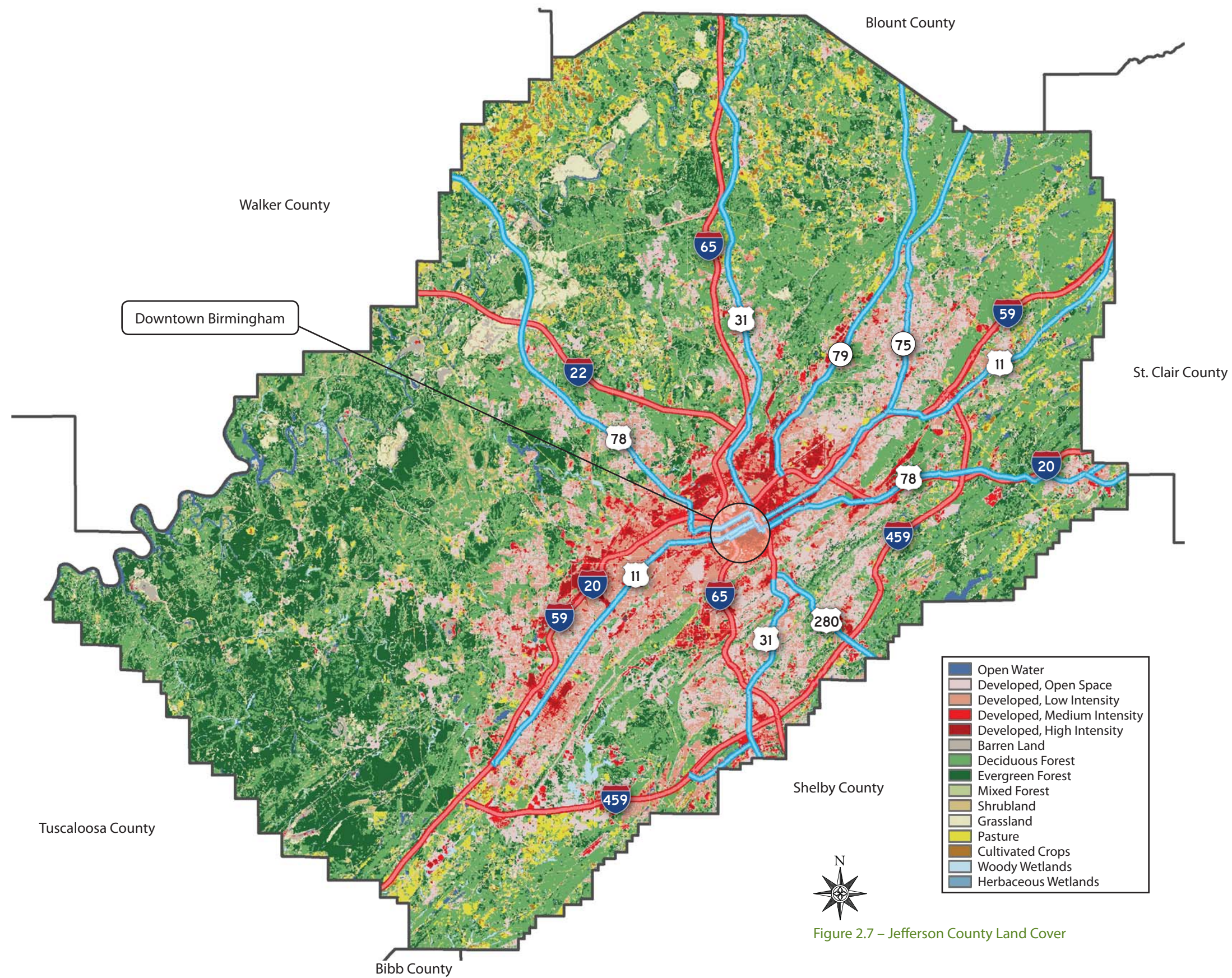


Figure 2.6 – Jefferson County Hydrology Diagram
(Arrows represent approximate stream flow direction)



Olmsted Brother: A Proposed Park System for Birmingham

Many of the communities built prior to the 1960's in Jefferson County were based on traditional walking neighborhoods with complex sidewalk systems supplemented by bus and streetcar transit. The street cars are now gone, but the sidewalk system is still in place, in the older neighborhoods, with need of renovation for accessibility to green space. The Olmsted Brothers, the nation's premier park planning, firm developed a master plan for green space for the metropolitan area in the 1920s. As written by local historian, Marjorie White, "The plan suggested numerous parks for active and passive uses. The report recommended neighborhood parks within easy walking distance of every house, including those of black citizens; expansion of certain parks with beautiful, natural features: the creation of beauty spots and athletic fields; a civic center surrounded by major public buildings; parkways and large parks in the flood plains of area creeks and along ridges, reservations of vast lands in Shades Valley and at sites critical for protection of domestic water supply; and the building of parkways along ridge tops to gain for the public impressive outlooks." (1) This plan went largely un-implemented, but continues to serve as a guiding vision of connected greenways in the greater Birmingham area.

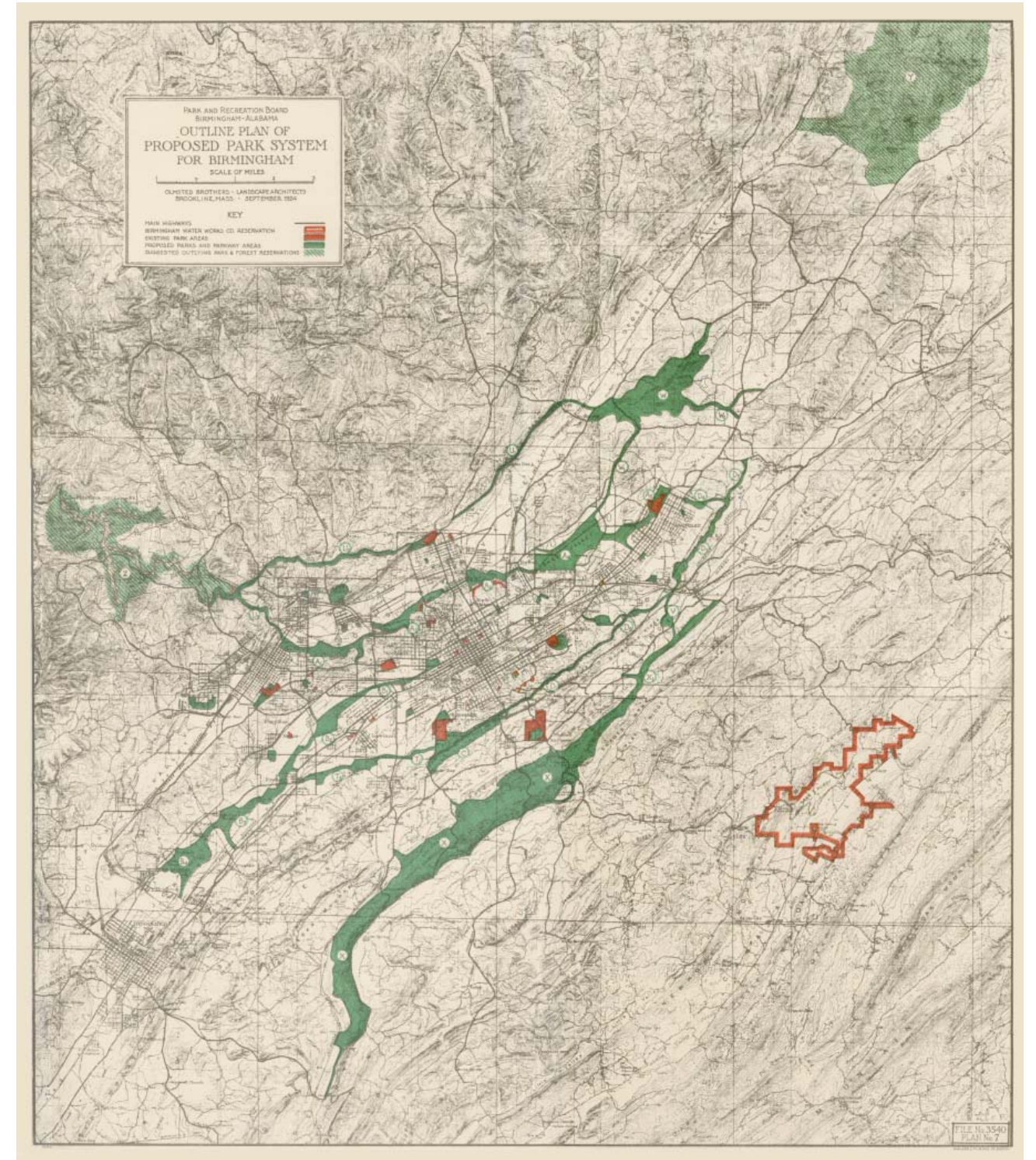
The newer communities built, after the 1960-80s, do not have a walkway system similar to the earlier communities of Jefferson County. However, during the last two decades great efforts have been made in numerous communities such as Bessemer, Birmingham, Center Point, Homewood, Hoover, Mountain Brook, Tarrant and Vestavia Hills to develop pedestrian facilities and trails with access to green space.

Birmingham Area Bicycle, Pedestrian and Greenway Plan (1996)

The Regional Planning Commission of Greater Birmingham with cooperation between Jefferson and Shelby Counties completed the *Birmingham Area Bicycle, Pedestrian, and Greenway Plan* as an integral element of the Birmingham Area Long-Range Transportation Plan. The following recommendations were made (2):

1. Incorporate the programs and facility improvements recommend by in the Long Range Transportation Plan.
2. Establish a Staff position for a Bicycle/Pedestrian Coordinator within the Birmingham Regional Planning Commission.
3. Formalize the Bicycle, Pedestrian, and Greenway Advisory Committee whose purpose should be to advise and make recommendations to the MPO.
4. Provide regional coordination for the adoption and implementation of the plan.
5. Implement and periodically update the planning tools developed by the plan.
6. Establish funding through the Transportation Improvement Program (TIP) for bicycling and pedestrian programs.

This planning effort was one of the first meaningful discussions in the area about the need for and enhancement of pedestrian and cycling facilities. It was successful at bringing these discussions to every community and kick started the beginning of a county-wide greenway system. Trails, paths, and a few bike lanes have been planned and implemented in number of Jefferson County municipalities as a result of this plan.



Outline Plan of Proposed Park System for Birmingham, 1924 Olmsted Brothers. Credit: Birmingham Historical Society

Jefferson County Greenways Program and the Freshwater Land Trust

In 1997, Jefferson County developed the “Jefferson County Greenways Program” which was a \$30 million effort to acquire and protect forested buffers along critical stream segments in order to protect these streams from non-point sources of pollution. The Freshwater Land Trust was established to implement this program over ten years. By the end of the implementation period, the Freshwater Land Trust acquired over 4300 acres of property, 10% of which is available for development of soft surface paths and canoe launches to facilitate public recreation. These properties, along with existing municipal parks and parks under commission management, constitute substantial “Green Infrastructure” that is the foundation of a comprehensive network of parks, greenways, and bike pedestrian pathways though out the county.

Other Planning Efforts

The following is a list of previous studies or plans that were referenced during the development of this Greenway and Path Master Plan. Important elements from these previous studies were incorporated into this Greenways Plan to be carried forward in the interest of improving connects between municipalities and other destinations in Jefferson County.

- 2008-2011 Birmingham Metropolitan Planning Organization Transportation Improvement Plan
- 2035 Regional Transportation Plan
- Alabama Department of Transportation Bicycle and Pedestrian Plan
- City of Center Point Reed Harvey Community Greenway
- City of Leeds Master Plan
- City of Pinson Master Plan
- Clay Greenway Master Plan
- Fultondale Five Mile Creek Corridor Study
- Homewood Greenway Master Plan
- Hoover Greenway and Sidewalks Master Plan
- Inverness Greenway Master Plan
- Mountain Brook Sidewalk Master Plan
- Town of Brookside Bike/Hike Trail Corridor Study
- Valley Creek Trail by Wiser
- Vestavia Hills Sidewalk Master Plan
- Village Creek Linear Park Master Plan

Chapter Footnotes:

1. “A Park System for Birmingham” by Heather McArn and Marjorie White November 6, 2005, supplement to “A Park System for Birmingham” by the Olmsted Brothers 1925.
2. Birmingham Area Bicycling and Pedestrian Greenway Master Plan (1996).



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PROPOSED GREENWAY AND TRAIL NETWORK

INTRODUCTION

The proposed greenway network outlined in this chapter was developed through input obtained from the public via thirty-six stakeholder meetings, intensive study using GIS mapping, field work, consideration of previous planning efforts, an online interactive map at the FWLT web site and many meetings with local leaders and agencies (Regional Planning Commission of Greater Birmingham, Jefferson County, Alabama Department of Transportation, Municipalities). The vision born out of these meetings is to develop a county-wide network of greenways and paths for safe walking and cycling.

CORRIDORS AND CONNECTORS

The overall shape of the county with the predominant ridge and valley physiography in the eastern and southern half of the county has dictated the pattern of development through the years, and shaped the greenway network proposed in this plan. The system looks very similar to what the Olmsted brothers proposed in 1924 with a greenway network following the creeks that parallel the ridges that run northeast to southwest. (1) The Olmsteds developed the master plans for most of the major parks in the country during that era. What was true then still holds true today, that the protection of water quality and prevention of flooding dictates a system that is sensitive to the flood plains and green space of the county.

This plan is organized into the following eight corridors that run along valleys in the overall Master Plan (with the exception of the Northern Beltway) and are considered the “highways” of the network:

- **Jones Valley / Central Spine of the Network**
- **Village Creek Corridor / The Olmstead Vision**
- **Five Mile Creek Corridor / The Great Partnership**
- **Shades Creek Corridor / The Over the Mountain Greenway**
- **Cahaba River Corridor / The Living River**
- **Turkey Creek Corridor / A Nature Sanctuary**
- **Northern Beltway Corridor / A New Opportunity**

The Corridors provide great connectivity to destinations and accommodate larger volumes of cycling and pedestrian traffic along their length. Paths connecting the Corridors with other Corridors or destinations are called **“Connectors”**. The Connectors complement the “highways” and function much in the same manner as surface streets complement interstate highways.

CORRIDOR AND CONNECTOR TYPES

Below are brief descriptions of each type of path within the **The RED ROCK Ridge and Valley Trail System**. A more detailed description and how they are designed is included in the next Section – 4 Design Guidelines.



Example of a Greenway.

TYPE 1 – GREENWAY

Greenways are off-road trails for pedestrians and cyclists and occur where sufficient right of way can be obtained and are separated entirely from vehicular traffic. Greenways are ideal for frequent and heavy use and are the preferred trail type for major corridors of the network. Greenways can be found traveling the route of utility easements, permanent easements obtained from private property owners, stream side flood prone areas, and road / rail right of ways. Often the surface is paved and is 12 ‘-0” in width. In areas where dedicated right of way is not available, a street based trail type is used to provide linkage between greenways and destinations.

The greenways are illustrated as a solid green line for existing routes and dotted green for proposed routes in the master plan mapping. Surface treatments for greenways include concrete, asphalt, crushed stone and natural surfaces. Paved surfaces occur in the more heavy traffic areas. Natural Surface trails occur in areas with low traffic and can vary from 20 inches wide for a footpath and up to 12 feet for cycling and equestrian facilities. These trails are included in parks, environmentally sensitive areas and where paving equipment would have difficult access. Natural Surface trails are popular for mountain biking, equestrian trails and hiking.

TYPE 2 – STREET BASED TRAIL

In areas where there is desired connectivity, but not the sufficient right of way available for a greenway, a trail will follow a street or be “street based”. Typically this includes sidewalk facilities for pedestrians and on street bikeway facilities, which may consist of signage for wayfinding on low volume streets or bike lanes or shared lane markings on higher order roadways. If a street based trail has adequate right-of-way and infrequent cross streets a side path could be used similar to a greenway (in the road right of way) but it is still considered a street based trail.

The Regional Transportation Plan adopted in June of 2010 the “Complete Streets Policy” which requires all federal-aid roadway projects to include appropriate active transportation provisions. The Complete Streets: Best Policy and Implementation Practices,



Example of a Street Based Trail.

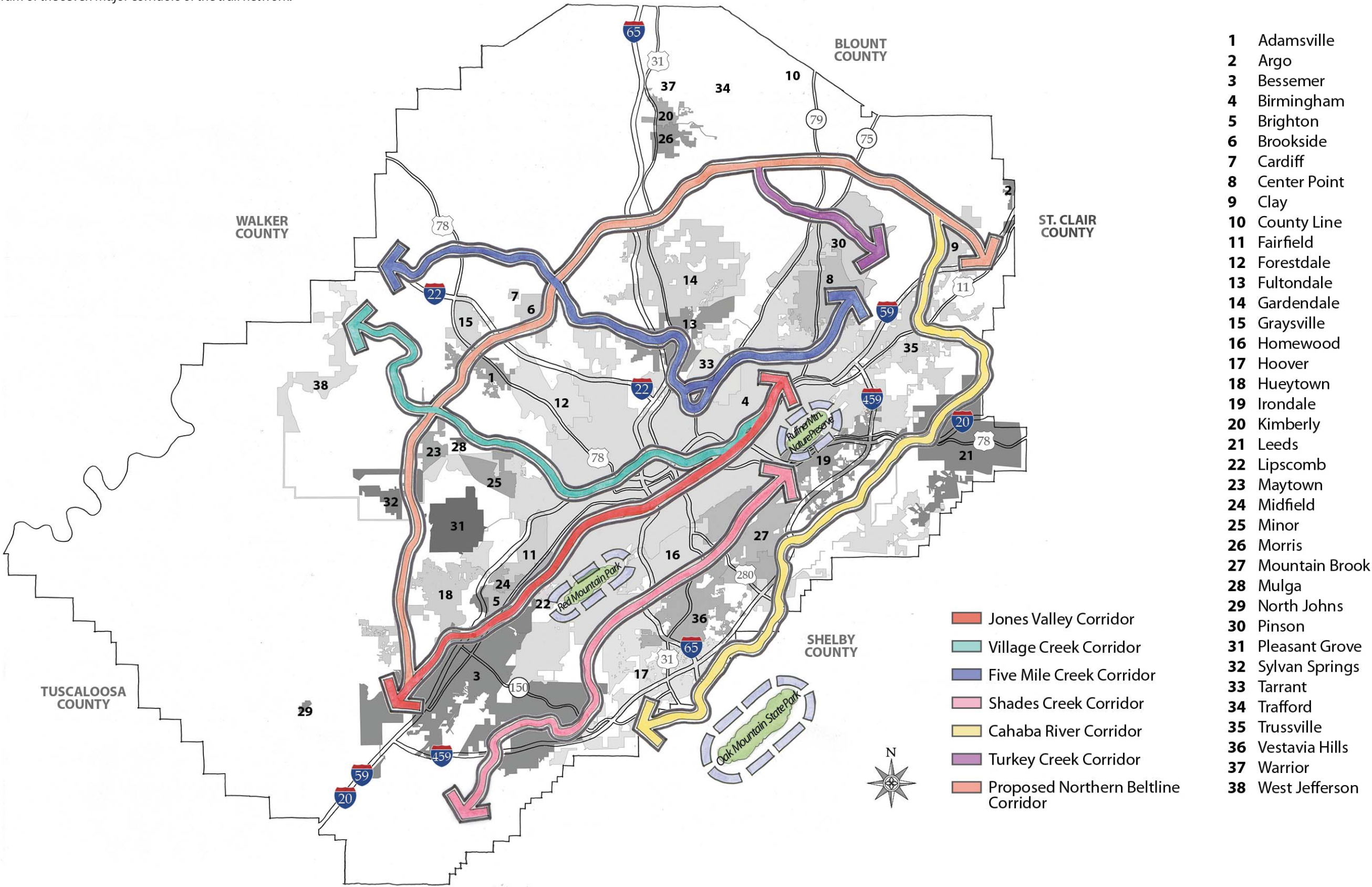
Credit: Dan Burden / <http://www.pedbikeimages.org>



Example of a Natural Surface Trail.

Credit: FWLT

Figure 3.1 – Greenway System
 Diagram of the seven major corridors of the trail network.



published in March 2010 by the American Planning Association (APA) provides extensive strategic guidance for implementing effective local policies that address street based trails.

There are many different types of street based trails that include road diets, sharrows and the like, which are mentioned in the Design Guidelines of Chapter 4 and in NACTO Urban Bikeway Guide.

PROPOSED NETWORK

The proposed network is defined by the dominant ridge and valley physiography and was a strong influence on the area’s development. The **Jones Valley Corridor** is considered the central spine of the network following the path of Valley Creek running northeast to southwest. Railroad Park can be considered the heart of this system. **Village Creek**, **Five Mile Creek** and **Turkey Creek** flow to the northwest and away from Jones Valley. Land along these creek corridors is ideal for greenways considering other uses are limited within floodplains.

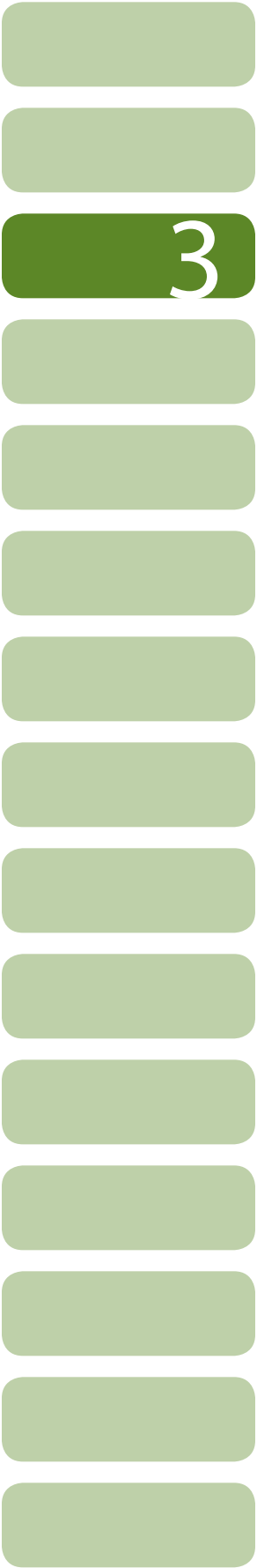
The proposed Northern Beltline circles around these corridors providing lateral connections for **Turkey Creek**, **Five Mile Creek**, **Village Creek** and **Jones Valley** Corridors. The Beltline is in the planning phases and is considered a long range plan for the Alabama Department of Transportation.

Shades Creek Corridor is located to the south of Red Mountain and follows the Northeast to Southwest ridge and valley lines. Further south is the **Cahaba River Corridor** which follows in that same pattern.

Each corridor is studied in detail in following chapters. A central spine or **Corridor Greenway or Path** is established with **Connector Greenways and Paths** radiating out and providing connectivity with other corridors and destinations. Each greenway and trail has the route mapped in GIS with a written description. Green lines represent greenways and red lines represent street-based paths. Dotted lines are proposed facilities and solid are existing facilities.

In the plan, each facility segment is numbered within the corridor and assigned a greenway or path type, length and cost associated with implementation. Each corridor and connectors associated with that main “highway” is color coded. All figures are recorded in a legend. Photo simulations of selected areas illustrating the character and type of proposed facilities are included with the exception of the Northern Beltline. In short, all the information usually required in funding applications will be provided as a tool to assist communities in the phasing and implementation of their segment of greenway or path.

Each corridor has been assigned an icon that is reminiscent of the area, wildlife and culture, that can be used with signage along the routes and on major trailhead landmarks. An illustration of these icons can be seen in each chapter with a trailhead landmark constructed of steel and rock, the materials that effected development historically in the county.



Chapter Footnotes
1. A Park System for Birmingham, The Olmsted Brothers, 1924

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DESIGN GUIDELINES

THE RED ROCK RIDGE AND VALLEY TRAIL SYSTEM HIERARCHY

The **RED ROCK** Trail System is organized as a hierarchy of connections. For Jefferson County, the greenways and trails will serve as a healthy infrastructure that becomes the region's circulation network, with **CORRIDORS** and **CONNECTORS** serving as arteries, veins, and capillaries. This is similar to the way streets are classified (e.g., arterials, collectors, and local streets) – except that greenways provide for human powered transportation and recreation. Developing this hierarchy creates a consistent vision for the trail system.

CORRIDORS

CORRIDORS are the arteries that connect significant features (downtown areas, campuses, transit stations, parks, natural lands, and recreational areas) between multiple communities. The Corridors ideally should have their own right-of-way and/or are separated from roadways as greenways and should have minimal conflict with automobile traffic. Potential corridor greenways include abandoned rail lines, utility corridors, parks and other linear open spaces. This is not always possible in developed areas when land is not available. In these cases, the right-of-way is often utilized and “street based paths” are integrated into existing roadways.

CORRIDORS in urban and suburban areas are generally designed to meet the Americans with Disabilities Act (ADA) standards, American Association of State Highway and Transportation Officials (AASHTO) guidelines and the Manual on Uniform Traffic Control Devices (MUTCD) standards, and other state guidelines, which can make them eligible for state and federal transportation funding. **CORRIDORS** serve a wide variety of users including bicyclists, pedestrians,

wheelchair users, skaters, and also (with proper design and features) equestrians. In rural settings, some **CORRIDORS** can be natural surface facilities designed to accommodate pedestrians, hikers, bicyclists, and equestrians. Seven **CORRIDORS** have been identified in this Master Plan. They are:

- **Jones Valley / Central Spine of the Network**
- **Village Creek Corridor / The Olmstead Vision**
- **Five Mile Creek Corridor / The Great Partnership**
- **Shades Creek Corridor / The Over the Mountain Greenway**
- **Cahaba River Corridor / The Living River**
- **Turkey Creek Corridor / A Nature Sanctuary**
- **Northern Beltway Corridor / A New Opportunity**

CONNECTOR GREENWAYS AND TRAILS

CONNECTORS link **CORRIDORS** to destinations within communities such as commercial, schools, parks, employment districts, libraries, and others. Connectors, like corridors, are greenways where land is available, but mostly street-based paths. Minor or short connectors provide connections to local neighborhoods, commercial areas and recreation destinations. These facilities consist of:

- Local networks of recreation trails that link key points of interest (natural features, scenic vistas, historic resources, and recreation facilities) within easy reach of neighborhoods, communities, and business centers
- Local alternative transportation routes for pedestrians and bicyclists providing short connections in and between communities

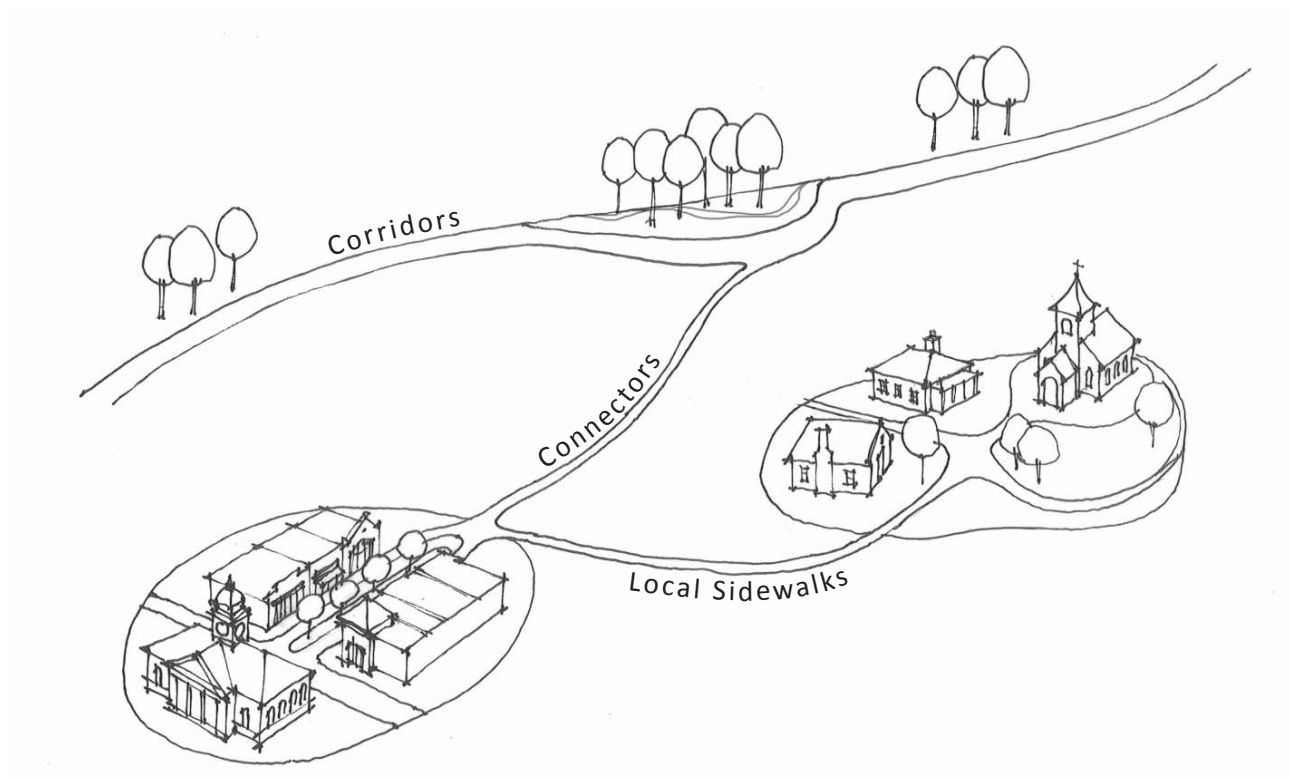
These facilities include the Safe Routes to School program and Complete Streets concepts, along with local access trails that are often are located within parks.

GREENWAYS / SHARED USE TRAIL

The core elements of The **RED ROCK** System will be shared-use trail designed to accommodate pedestrians, bicyclists, and other non-motorized trail users. These facilities will be constructed adjacent to roads, through parks, or along existing linear corridors such as active or abandoned railroad lines, utility rights-of-way or waterways.

Basic design elements remain the same for all types of shared-use trails, although additional considerations should be noted for side paths (street based trail adjacent to roadway). Elements that enhance shared-use trail design include:

- Providing frequent access points from the local road network; if access points are spaced too far apart, users will have to travel out of direction to enter or exit the trail, which will discourage use
- Placing directional signs and wayfinding to direct users to and from the trail
- Designing trails to allow maintenance equipment to use the path without causing it to deteriorate
- Limiting the number of at-grade crossings with streets or driveways



- Terminating the trail where it is easily accessible to and from the street system
- Identifying and addressing potential safety and security issues through trail design
- Where high use can be expected, separate bicycle and pedestrian markings should be provided
- Providing accessible parking space(s) and connections to public transportation

GREENWAY SHARED-USE TRAIL DESIGN

Width:

- 10 feet is the minimum preferred for a two-way shared-use trail
- 12 feet or greater is recommended for high volumes of multiple users such as joggers, bicyclists, in-line skaters and pedestrians.

Lateral Clearance:

- A 2-foot-wide or greater shoulder on both sides

Overhead Clearance:

- Clearance to overhead obstructions should be 8 feet minimum, with 10 feet recommended.

Surface Treatments:

Asphalt, crushed stone, and concrete are the most common surface for shared-use trails. The material composition and construction methods used can substantially affect the longevity of the trail. Thicker cross sections and a well-prepared subgrade will reduce deformation over time and reduce long-term maintenance costs.

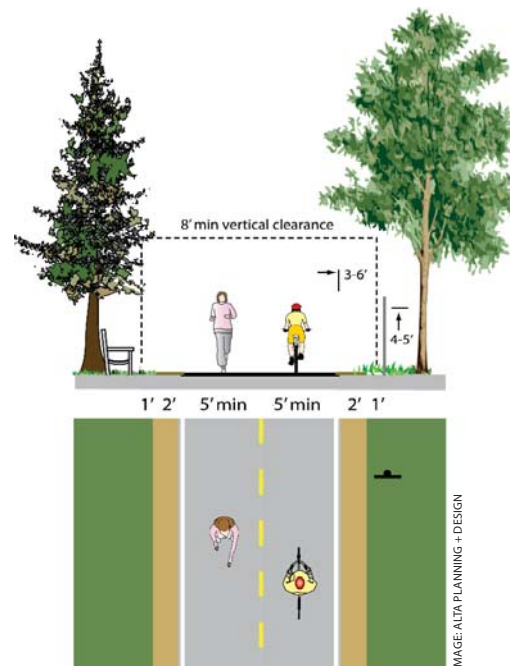
SIDE PATHS

The AASHTO Guide for the Development of Bicycle Facilities generally recommends against the development of shared-use paths directly adjacent to roadways. However, there are some conditions where the path can be built adjacent to roadways. Key issues include minimizing the number of driveways and crossings and providing a vertical (e.g., curb or barrier) and/or horizontal buffer (e.g., landscaped strip) separating the path area from adjacent vehicle travel lanes.

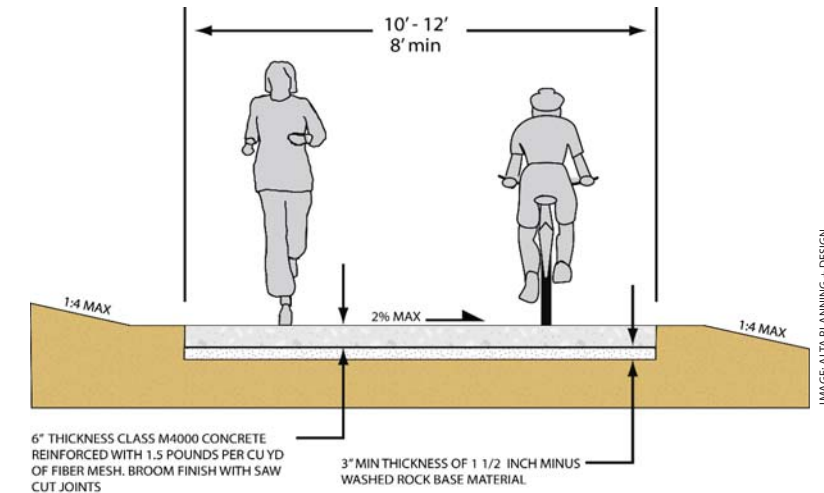
Intersection treatments for side paths should be designed with care, to minimize conflicts between path users and motor vehicles.

Shared-use paths may be considered along roadways under the following conditions:

- The path will generally be separated from all motor vehicle traffic
- Bicycle and pedestrian use is anticipated to be high
- The sidepath will provide continuity with an existing path through a roadway corridor
- The path can be terminated at each end onto streets with good bicycle and pedestrian facilities, or onto another well-designed path
- There is adequate access to local cross-streets and other facilities along the route
- Any needed grade separation structures do not add substantial out-of-direction travel
- The total cost of providing the proposed path is proportionate to the need



Example of Side Path.



A paved sidepath should be wide enough comfortably accommodate multiple users travelling in opposite directions.

RAILS-TO-TRAILS (RTT) AND RAILS-WITH-TRAILS (RWT)

DESIGN RECOMMENDATIONS

Railroads are defining features of the built environment in Jefferson County. This provides both challenges and opportunities for The **RED ROCK** System. In-active rail lines that are publicly accessible can be converted into rails-to-trail projects such as the Cane Creek CSX Line Five Mile Creek corridor or the High Ore Line Connector to Red Mountain Park. In some cases, former railroad rights-of-way can be acquired through easements or full purchase for conversion into greenways. Issues of land valuation, environmental remediation, conditions of existing bridges or structures, adjacent land uses and connectivity to local destinations are all factors in rail-to-trail projects. Rails-to-trails are especially important for Jefferson County because the availability of in-active rails for trail development. Design guidelines for rail-to-trails are the same as for shared use greenways.

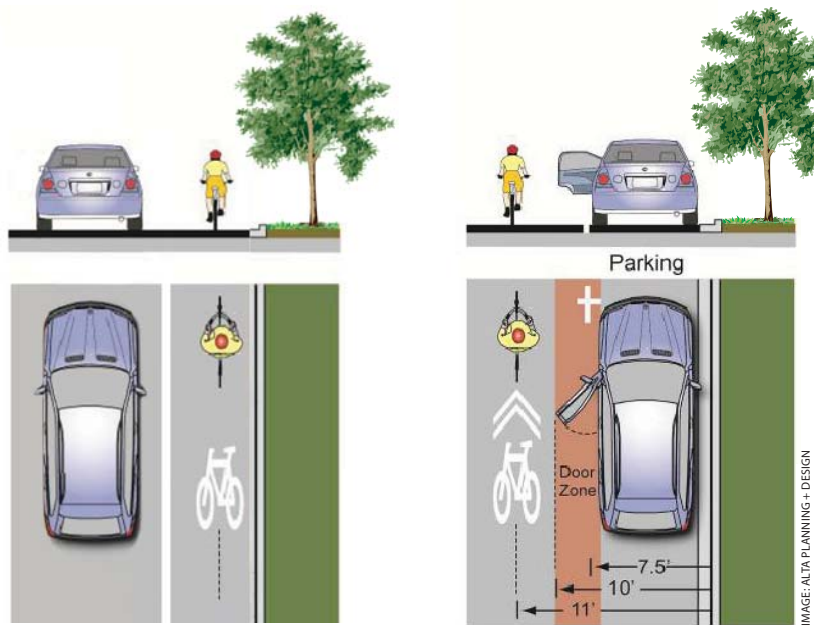


Properly designed rails-to-trails offer user safety and comfort in rail corridors. Credit: Alta Planning + Design

For safety reasons, and the convenience of the operators, the general public is typically excluded from active rail rights-of-way through physical barriers, such as fencing, or legally through trespass laws and right-of-way signing. In rail-with-trail situations, public access to the right-of-way is allowed with the development of special design features and management as well as operational practices to maintain a safe operating environment. Each segment of these shared corridors must be planned and designed in detail to anticipate the specific operational and safety requirements of each situation encountered.

In 2002, Alta Planning + Design produced a study for the Federal Highway Administration (FHWA) titled “Rails-with-Trails: Lessons Learned.” The report found that the range of minimum setback between the edge of trail and track centerline in RWT’s varies from less than seven feet to as high as 100 feet. The average setback was almost 33 feet from the centerline of the nearest track to the edge of trail. A comparison of RWT setback distances to train speed and frequency revealed little correlation; over half (33 of 61) of the existing RWTs had 25 feet or less separation, even alongside high-speed trains. Many of the trails with little separation have been established for many years. The trail managers for these well-established trails report few problems. However, interviews with train engineers in several areas indicate that they observe trespassing in areas with little setback and no physical barrier.

Setback distances should be determined after engineering analysis and liability assumption discussions. The minimum setback distance ranges from 3 meters (10 feet) to 7.6 meters (25 feet), depending on the circumstances. Trails parallel to the rail mainlines, sidings, switches, curves, marshalling yards, roadway crossings, freight loading areas, bridges, and cut or fill sections of the line will each have different considerations. In many cases, additional setback distance may be recommended. The lower setback distances may be acceptable to the railroad right-of-way owner, public agencies, and design team in such cases as constrained areas, along relatively low speed and low-frequency lines, and in areas with a history of trespassing where a trail might help alleviate a current problem. The presence of vertical separation or techniques such as fencing or walls also may allow for a narrower setback.



Example of Bike Lane (left) and Shared Lane Markings (right).

ON-ROAD BICYCLE AND PEDESTRIAN FACILITIES

There are a wide variety of on-street bicyclist facilities including bike lanes, shared lane markings, and neighborhood greenways.

BIKE LANES

Designated exclusively for bicycle travel, bike lanes are separated from vehicle travel lanes with striping and include pavement stencils. Bike lanes are most common on arterial and collector streets where higher traffic volumes and speeds warrant greater separation. Bike lanes should not be considered an equivalent or substitute for a separated facility such as a multi-use trail.

SHARED LANE MARKINGS

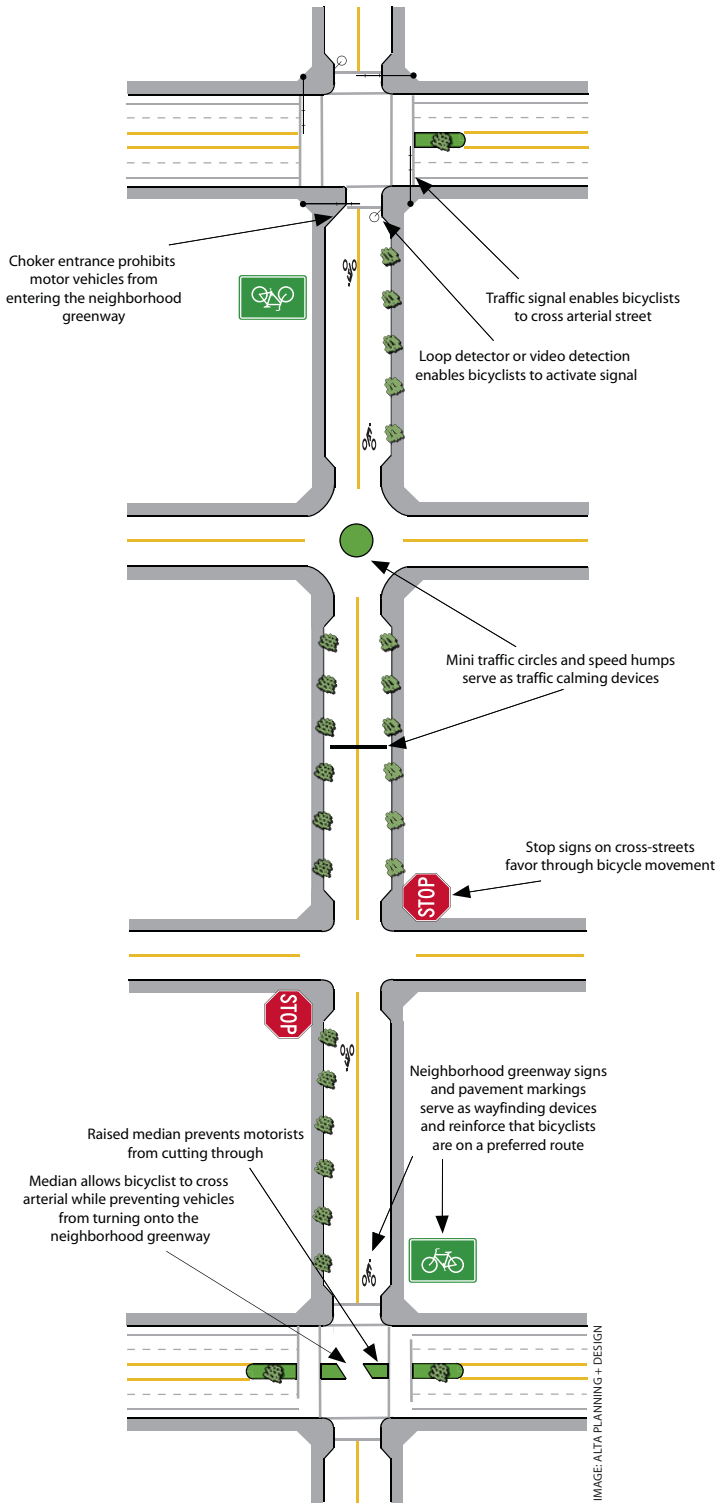
Shared lane markings (also known as “sharrows”) are high-visibility pavement markings that help position bicyclists within the travel lane. These markings are often used on streets where dedicated bike lanes are desirable but are not possible due to physical or other constraints.

The 2009 MUTCD language notes that sharrows should not be placed on roadways with a speed limit over 35 MPH, and that when used the marking should be placed immediately after an intersection and spaced at intervals no greater than 250 feet thereafter. Placing shared lane markings between vehicle tire tracks (if possible) will increase the life of the markings.

NEIGHBORHOOD PATHS

NEIGHBORHOOD Paths are low-volume streets where motorists and bicyclists share the same space. Treatments for NEIGHBORHOOD Paths occur within five “application levels” based on their level of physical intensity, with Level 1 representing the least physically-intensive treatments that could be implemented at relatively low cost. Identifying appropriate application levels for individual paths provides a starting point for selecting appropriate site-specific improvements.

Traffic calming and other treatments along the corridor reduce vehicle speeds so that motorists and bicyclists generally travel at the same speed, creating a safer and more-comfortable environ-



ment for all users. **Paths** incorporate treatments to facilitate safe and convenient crossings where bicyclists must traverse major streets. They work best in well-connected street grids where riders can follow reasonably direct and logical routes and when higher-order parallel streets exist to serve through vehicle traffic.

LOCAL SIDEWALKS

Sidewalks serve as important local connections to shared-use paths, but utilizing a sidewalk as a shared-use path is unsatisfactory because sidewalks are designed for pedestrian speeds and maneuverability and are not recommended for higher bicycle speeds. Sidewalks should be designed primarily for pedestrians, and streets with sidewalks should also be designed to accommodate bicyclists along with other traffic. Sidewalks should be at least five feet wide, exclusive of the curb and other obstructions. Wider sidewalks (6 to 12 feet) are appropriate on collector and arterial streets. This width:

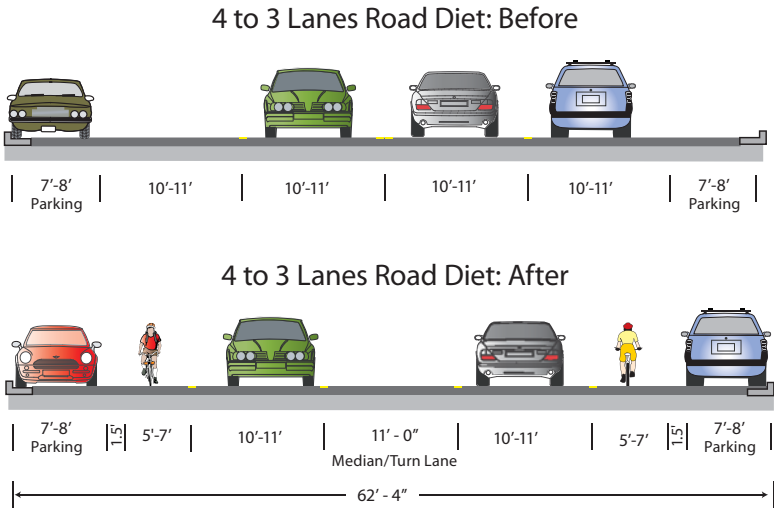
- Enables two pedestrians (including wheelchair users) to walk side-by-side, or to pass each other comfortably
- Allows two pedestrians to pass a third pedestrian without leaving the sidewalk

Local and regional agencies responsible for funding and implementation of sidewalks should prioritize sidewalk connections along streets and roads within ½ mile network distance of corridor and connectors. Communities need ongoing plans for maintaining and expanding sidewalk networks.

ROAD DIETS

In some cases the removal of travel lanes, often referred to as a “Road Diet”, is an option for providing sufficient space for bicycle lanes on both sides of a street. Streets with excess vehicle capacity provide opportunities for bicycle lane retrofit projects. Under these conditions, bicycle lanes could take the place of one or more vehicle travel lanes. Depending on a street’s existing configuration, traffic operations, user needs, and safety concerns, various lane reduction configurations exist. For instance, a four-lane street (with two travel lanes in each direction) could be modified to include one travel lane in each direction, a center turn lane, and bicycle lanes. Such a configuration has been shown to reduce roadway crashes, reduce motor vehicle speeds, reduce noise, and provide safer, more comfortable conditions for all roadway users.

Prior to implementing a road diet, a traffic analysis is needed for each project location to identify overall transportation impacts including analysis of peak hour volumes. Studies from around the country indicate that this type of lane removal may be used on streets with high-end traffic volumes ranging from 22,000 – 30,000 ADT. When volumes are under 20,000 ADT, road diets can be implemented and with little overall impact to the transportation network.



These images show a section of roadway before and after a successful road diet was implemented. The road was adjusted from a four lane road with street parking (above) to a three lane road with center turn lane, bike lanes, and parallel street parking (below). Credit: Alta Planning + Design

Road Diet Cost Estimates

There are varying costs associated with implementing and constructing road diets. As with most labor and construction costs, the price of the road diet will largely determine on the length of the facility. Cost of a road diet can be minimized if the project is built in with current City re-striping plans. When road diet projects do not fall within re-striping projects, costs may be more expensive to include labor associated with striping removal. Basic cost assumptions include:

Item	Unit Cost
Plans, Specifications & Estimates	15%-30%
Wayfinding/Destination Sign	\$250 (8/mile)
Striping	\$2.50/linear foot
Bike Lane Marking	\$150 (8 per mile)



Providing paved shoulders on rural roads can improve safety for bicyclists, pedestrians and motorists.

RURAL ROADS

On many sections of Jefferson County’s rural roads, right-of-way is limited and the cost of adding shared-use paths may be an issue. Other alternatives including paved shoulders, traffic calming, planting trees to create “canopy” roads, speed radar signs and “share the road” programs can help maintain safe shared use by motorists and bicyclists.

NATURAL SURFACE TRAILS

Trails in natural settings can be unpaved or “soft” surfaced. Unpaved trails are best at accommodating hikers, mountain bicyclists, and equestrians, and are generally not suitable for narrow-tired road bicycles and in-line skating, and are less suitable, albeit ADA compliant, for wheelchair and other disabled access, although they can be designed to accommodate disabled access.

Agencies such as the U.S. Forest Service have their own trail standards and guidebooks, which cover both “hard” and “soft” trails. Many rural or remote trail systems can be divided into “single track” trails, which are too narrow for motor vehicle use and suited to rough, steep terrain, and “road width” trails – including former or current ranch, logging, levee, or fire roads that are adapted for use as trails, or double as trails.

Drainage is critically important on unpaved trails to prevent erosion and degradation to the surface. Proper grading and positioning of materials can prevent damage and promote ease of maintenance.

Natural surface trails are ideal for environmentally sensitive areas that require minimum disturbance along rivers and creeks. Low impact development with the absence of heavy equipment and the preservation of existing wooded areas or meadow prevent erosion harmful to waterways. The natural surface allows for absorption of stormwater and minimized runoff. Existing vegetation is preserved with low impact development and thus protects wildlife habitat with seasonal interest for trail users and water quality.

UNPAVED TRAIL TYPES

Type 1 – Shared-Use

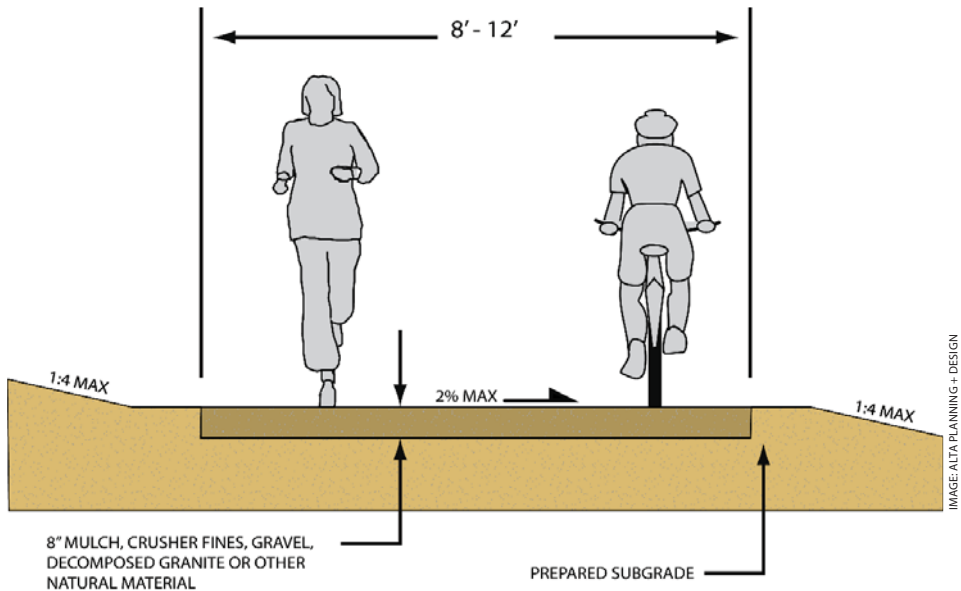
- Suitable to share non-motorized
- Tread 8’ to 12’
- Allowance for passing
- Native or imported material
- Minor obstacles in trail
- Grades less than 5%
- Good sightlines throughout

Type 2 – Shared Non-Motorized

- Tread narrow – up to 48”
- Allowance for passing
- Native materials
- Obstacles occasionally present
- Blockages cleared to define route and protect resources
- Grade to 10%
- Clearances and turning radius to accommodate all users

Type 3 – Preferred Hiking

- Tread narrow – less than 36”
- Minimal allowance for passing
- Native materials
- Overhead obstacles may be present
- Grades may occasionally be steeper than 10%, including stair steps
- Obstacles and challenges to be expected
- Turns will be switchbacks
- May not be suitable or enjoyable for horses or bikes



Soft surface trails can vary in width but should be at least 8’ wide if the trail will likely support various user groups simultaneously.

Type 4 – Preferred Mountain Bike

- Tread narrow – less than 36"
- Minimal allowance for passing
- Native materials
- Overhead obstacles may be present over 6'
- Grades may occasionally be steeper than 8%
- Obstacles and challenges to be expected
- Climbing turns will be incorporated
- May not be suitable or enjoyable for horses
- In-sloped turns and tread allowed where adequate drainage exists
- Special consideration for erosion control



IMAGE: ALTA PLANNING + DESIGN

Unpaved trails are best at accommodating hikers, mountain bicyclists, and equestrians, and are less suitable for wheelchair and other disabled access.

Type 5 – Preferred Equestrian

- Tread narrow – less than 30"
- Minimal allowance for passing
- Native materials
- Head clearances over 12'
- Grades may occasionally be steeper than 10%
- Obstacles and challenge to be expected
- Turns will be switchbacks or climbing turns
- May not be suitable or enjoyable for bikes



IMAGE: ALTA PLANNING + DESIGN

Trails with a steep fall-line at grade will be eroded by water and users and are not recommended.

Type 6 – Unimproved Route

- Narrow trail or route
- Narrow single-file travel
- Natural tread
- Obstacles frequent or continuous
- Overhangs, water, or steep exposure may be present
- Boulders or tunnels may be present
- Route may not be constructed
- Grades may be steeper than 25%

Type 7 – Accessible Recreation Trail

- Clear tread width of 36"
- 80 inch min. of vertical clearance and minimize
- Tread obstacles to 2"
- No more than 30% of total trail length shall exceed a running slope of 8.33%
- 5% max cross slopes
- 60-inch wide resting intervals not exceeding 5% slopes
- Post signs describing trail conditions every 1000' where trail width is less than 60 inches

WATER TRAILS/BUEWAYS

The term blueway refers to a designated route through a waterway. Blueways can accommodate both motorized and non-motorized craft.

BASIC DESIGN STANDARDS**Minimum spacing of access points**

- Local neighborhood creeks, every mile preferred
- Larger water bodies, every 3 to 4 miles to accommodate recreational paddlers

Portages

Portages should be kept to a minimum. If required, landing sites should be established above and below obstructions. Signage should be installed upstream of the obstruction to notify paddlers of the obstruction and direct paddlers to the landing site. The distance between the obstruction and the signage is dependent on current speed, sight lines, and the slope and conditions of the banks. Portage trails should comply with the natural trail standards outlined in this document, using a minimum trail width of 8 feet.

Signage

Signage should be included to direct users to the river and to inform users on the river. Uniform directional signage should be placed on nearby roadways to advertise landing locations. Uniform signage should be installed along the river to advertise landings, camping facilities (if applicable), portages, hazards and what level of experience is necessary to traverse the route.



IMAGE: ALTA PLANNING + DESIGN

Water trails, or blueways, are popular with kayakers and canoeists.

EQUESTRIAN TRAILS

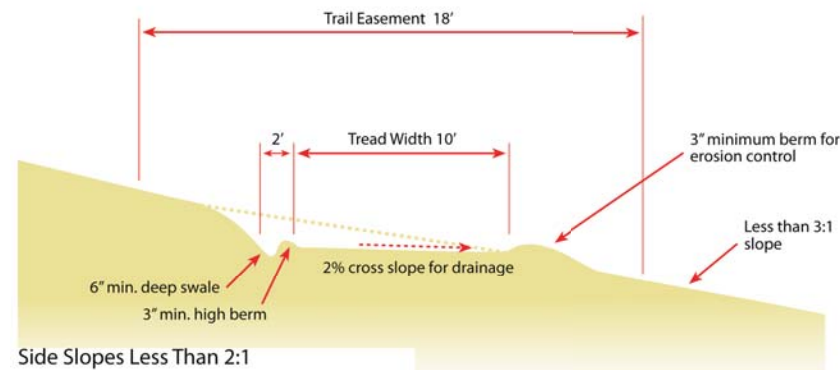
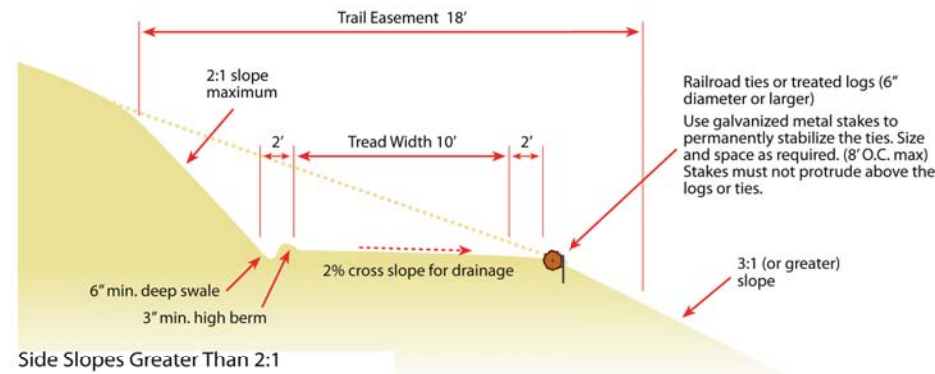
Trails reserved exclusively for equestrians are also called bridle trails, bridle paths, or bridleways. The needs of equestrian trail users are unique, due to the natural flight instinct of equines when startled. As with any trail design, the design of an equestrian trail facility should respond to the setting, needs of the trail users, level of use, and safety issues. Less developed or rural equestrian trail settings include rivers, open spaces, and drainages, among others. Safety concerns for riders in rural settings involve visibility, interactions with other trail users and natural hazards, groups for pleasure, exercise, or challenge.



IMAGE: ALTA PLANNING + DESIGN

As with any trail design, the design of an equestrian trail facility should respond to the setting, needs of the trail users, level of use, and safety issues.

While some equestrians prefer wide, gentle trails, others seek a technically challenging route. Trail facilities should provide enough space so that a horse feels at ease. A horse on a single-track will often travel 18 inches from a trail edge or tread surface. Single track treads vary from 1.5 feet in open areas to 8 feet in urban areas. Double-tracked equestrian trails are designed to be 5 feet to 6 feet wide in open areas and are often 8 feet to 12 feet wide in developed areas. A doubletrack tread allows for equestrians to ride side by side while also providing a comfortable passing distance. This is a common configuration for moderately developed trails in rural settings where right-of-way is available.



Side Slopes Less Than 2:1

Properly designed equestrian trails require specific consideration for the slope grade in which the trail is being implemented.

IMAGE: ALTA PLANNING + DESIGN

TRAIL SIGNAGE

STANDARDS AND EXAMPLES

Shared-use trail signs and markings should include regulatory, way-finding, identity and informational or interpretive signs for bicyclists, pedestrians, equestrians and paddlecraft users. Sign selection and placement generally follows the guidelines in the US Forest Service design guidelines and the Manual on Uniform Traffic Control Devices.

Wayfinding and Identity Signs

A comprehensive sign system makes a trail system memorable. Informational kiosks with maps at trailheads and other pedestrian generators can provide enough information for someone to use the trail system with little introduction. A trail way-finding map typically includes current location, nearby destinations, and prominent natural and built features.

Trail legibility and identity is enhanced by having a consistent and unique logo or design that will help guide people to and on the trail. Gateways or entry markers at major access points with trail identity information further augments the trail experience.

In addition to a trail logo being posted on bollards, gates and trailheads, wayfinding markers and signs should be placed at key decision points. Distances may also be marked periodically so that trail users who wish to pace themselves have a means of doing so.



D11-1



D1-3c

On-street bikeway signage can be customized to fit neighborhoods and unique community characteristics.

Regulatory Signs

Regulatory signs should state the rules and regulations associated with trail usage, as well as the managing agency, organization or group. The purpose of trail regulations is to promote user safety and enhance the enjoyment of all users. Below is a sample of the most common items that should be covered in trail regulations:

- Hours of use
- Motorized vehicles, other than power-assisted wheelchairs, are prohibited
- Keep to the right except when passing
- Yield to on-coming traffic when passing
- Bicyclists yield to pedestrians
- Give an audible warning when passing
- Pets must always be on short leashes
- Travel no more than two abreast
- Alcoholic beverages are not permitted on the trail
- Do not wander off of trail onto adjacent properties

In addition, other warning signs informing users of approaching intersections and crossings of driveways will need to be installed.

Informational and Interpretive Signs

Interpretive installations and signs enhance the trail experience by providing information about the history, environment, and culture of the area. Installations may provide educational information while creating a unique and memorable experience. Interpretive signs should use similar materials, forms and colors as other sign elements found throughout the trail in order to provide a unified trail experience.

Trail Etiquette Signs

Informing trail users of acceptable trail etiquette is a common issue when multiple user types are anticipated. Yielding the right-of-way is a courtesy and yet a necessary part of a safe trail experience involving multiple trail users. Trail right-of-way information should be posted at trail access points and along the trail. The message must be clear and easy to understand. The most common trail etiquette systems involve yielding of cyclists to pedestrians and, potentially, golf carts and other users. The education of trail users is a critical part of creating a safe trail environment for all trail users. Guidelines should be clearly posted at trail access points. Educational curricula, similar to the “Safe Routes to School” programs, could be used to encourage safe practices of various trail users on the trail.

TRAILHEADS

Good access to a path system is a key element for its success. Trailheads (formalized parking and access areas) serve the local and regional population arriving to the path system by car, transit, bicycle or other modes. Trailheads provide essential access to the shared-use path system and include amenities like parking for vehicles and bicycles, restrooms (at major trailheads), and posted maps. A central information installation also helps users find their way and acknowledge the rules of the path. They are also useful for interpretive education about plant and animal life, ecosystems, and local history.



Neighborhood greenway signage provides distance information for bicyclists and opportunities for local sponsorship.



Trail etiquette signs remind trail users of their responsibilities while on the trail.

Because the trailhead will usually shape a user’s first impression of the trail, function and appearance will be key. The typical trailhead design will focus on:

- Maneuvering room for vehicles, pedestrians and cyclists
- Parking stalls for automobiles
- Information kiosks, signs, litter receptacles, fencing, restroom facilities, potable water and landscaping
- Security fencing, lighting, and barrier systems such as bollards to prevent motor vehicle access to the trail

Trailheads with a small parking area should additionally include bicycle parking and accessible parking that meets ADA standards of design, height, and placement.

TRAIL AMENITIES

Trails with high user volumes, particularly those that access a destination point and drive-in access, should provide amenities to support users. A variety of amenities can make a path inviting to the user. The following section highlights some common items that make path systems stand out.

INTERPRETIVE INSTALLATIONS

Interpretive installations and signs can enhance the user’s experience by providing information about the history of Jefferson County and the surrounding area. Installations can also discuss local ecology, environmental concerns, and other educational information.

SITE FURNISHINGS

Water Fountains and Bicycle Parking

Water fountains provide water for people (and pets, in some cases) and bicycle racks allow recreational users to safely park their bikes if they wish to stop along the way, particularly at parks and other desirable destinations.

Pedestrian-Scale Lighting and Furniture

Pedestrian-scale lighting improves safety and enables the facility to be used year-round. It also enhances the aesthetic of the pathway. Lighting fixtures should be consistent with other light fixtures in the county.

Lighting improves the safety of the trail or path user by increasing visibility during non-daylight hours. Lighting should consider the surrounding land use to minimize light pollution in nearby areas such as residential areas. Lighting fixtures should be pedestrian scale and installed near benches, drinking fountains, bicycle racks, trailheads, and roadway crossings. Lighting is typically most appropriate along shared-use paths.

Providing benches at key rest areas and viewpoints encourages people of all ages to use the pathway by ensuring that they have a place to rest along the way. Benches can be simple (e.g., wood slats) or more ornate (e.g., stone, wrought iron, concrete). Costs vary depending on the design and materials selected for each amenity. Amenities shall be designed and located so as not to impede accessibility.

Trash Receptacles

Trash and dog waste receptacles help encourage trail users to keep the trail and trailheads free from debris. It is recommended that both types of receptacles be placed at trailheads and key access points along the trail.



Adequate lighting increases trail safety.



Providing benches at key rest areas and viewpoints encourages people of all ages to use the pathway by ensuring that they have a place to rest along the way.

Art Installations

Public art along a trail provides an opportunity to add interest to the trail experience and, depending on the scale and form, can become an “event” in itself and serve as a public draw. Public art can be aesthetic as well as functional, doubling as sitting or congregation areas. Local artists should be encouraged to produce artwork in a variety of materials for sites along the route.

Restrooms

Restrooms benefit path users, especially in more remote areas where other facilities do not exist. Accessible restrooms can be sited at major trailheads or at other strategic locations along the path system.

Bollards

The AASHTO guide provides the following guidance on bollard use:

“Bollard use on a multipurpose pathway should only be considered when there is a known history or significant potential for unauthorized motorized vehicles driving on paths. Bollards deter some types of motor vehicle access onto a trail or provide a physical barrier between motor vehicle traffic and adjacent non-motorized traffic. Efforts should be made to minimize the use of bollards to avoid creating obstacles for bicyclists and other trail users. When bollards must be used, flexible bollards



Public art can also be functional, as in this case where a rock sculpture acts as seating.

or posts pose less risk to trail users and thus are recommended as alternatives to concrete or metal bollards. Flexible bollards are typically made of plastic and are anchored to concrete supports. Flexible bollards give way on impact, and then return to an upright position. To deter vehicular access, bollards should be spaced five feet apart. Where off-highway vehicles, such as four-wheelers and motorcycles, are anticipated, bollards would be spaced closer together. Bollards should never be placed in the center of the bicycle travel way.”

LANDSCAPING

Landscape features, including trees along paths, can enhance the visual environment and improve the path user experience. Trees can provide shade from heat and also provide protection from rain. When possible, landscaping is the first choice for creating separation between the trail and adjacent properties. Vegetative buffers have the dual purpose of creating a natural privacy screen, providing habitat, and stabilizing erodible soils. Landscaping can also be an effective barrier to unwanted access where needed.

Vegetative Buffers

When possible, landscaping is the first choice for creating separation between the trail and adjacent properties. Vegetative buffers serve the purpose of creating a natural privacy screen, providing habitat for some of the wildlife that live in the trail corridor (i.e. birds, small mammals), and stabilizing stream banks. Landscaping can also be an effective barrier to unwanted access where needed.

Restoration Opportunities

Several restoration opportunities exist throughout the county. Many areas have been disturbed from past vegetation clearing, dumping of trash, and excessive foot traffic on denuded stream banks. One method of restoring some of the areas along a stream is re-establishing native vegetation to provide bank stabilization, stream shading to improve water quality, and riparian habitat for wildlife. A key to establishing native vegetation is controlling non-native species. These aggressive species have invaded many impacted areas and prevent the recruitment of native vegetation by monopolizing soil nutrients and space. While complete eradication of invasive species is difficult, local control and removal would be necessary to allow the successful establishment of native plantings.



Bollards prevent motor vehicles from entering multi-use paths and trails, thus enhancing user safety.



Landscaping and buffers provide a more pleasant environment for users.

TRAIL AND ROADWAY CROSSINGS

At-grade path/roadway crossings generally fit into one of four basic categories:

- Type 1: Marked/Unsignalized; Type 1+: Marked/Enhanced
- Type 2: Route Users to Existing Signalized Intersection
- Type 3: Signalized/Controlled
- Type 4: Grade-Separated Crossings

While at-grade crossings create a potentially high level of conflict between path users and motorists, well-designed crossings have not historically posed a safety problem for path users. This is evidenced by the thousands of successful paths around the United States with at-grade crossings. In most cases, at-grade path crossings can be properly designed to a reasonable degree of safety and can meet existing traffic and safety standards.

The table on the following pages identifies several path/roadway crossing treatments that should be considered for Jefferson County’s shared-use path system. The proposed intersection approach that follows is based on established standards, published technical reports, and experiences from cities around the country.

Crossing Type	Photo	Description
I. Unprotected		A marked/unsignalized crossing (Type 1) consists of a crosswalk, signage, and often no other devices to slow or stop traffic. The approach to designing crossings at mid-block locations depends on an evaluation of vehicular traffic, line of sight, path traffic, use patterns, vehicle speed, road type and width, and other safety issues such as proximity to schools. The following thresholds recommend where unsignalized crossings may be acceptable: Maximum traffic volumes: <9,000-12,000 Average Daily Traffic (ADT) volumes. Up to 15,000 ADT on two-lane roads, preferably with a median. Up to 12,000 ADT on four-lane roads with median. Maximum travel speed: 35 MPH. Minimum line of sight: 25 MPH zone: 155 feet. 35 MPH zone: 250 feet. 45 MPH zone: 360 feet.
II. Routed to Existing Intersection		Crossings within 250 feet of an existing signalized intersection with pedestrian crosswalks are typically diverted to the signalized intersection for safety purposes. For this option to be effective, barriers and signing may be needed to direct shared-use path users to the signalized crossings. In most cases, signal modifications would be made to add pedestrian detection and to comply with ADA.

Crossing Type	Photo	Description
III. Signalized/ Controlled		Mid-block crossings provide a crossing opportunity where there is no intersection. At controlled mid-block crossing locations, crosswalks are marked where there is a demand for crossing, and there are no nearby marked crosswalks. At uncontrolled crossing use FHWA report HRT-04-100 as guidance of when to mark a crosswalk. Mid-block crosswalks should always be accompanied with pavement markings and warning signs to inform drivers of the approaching crosswalk.
IV. Grade Separated		Grade-separated crossings may be needed where existing bicycle/pedestrian crossings do not exist, where ADT exceeds 25,000 vehicles, and 85th percentile speeds exceed 45 MPH. Safety is a major concern with both overcrossings and undercrossings. In both cases, shared-use path users may be temporarily out of sight from public view and may have poor visibility themselves. Undercrossings, like parking garages, have the reputation of being places where crimes occur. Most crime on shared-use paths, however, appears to have more in common with the general crime rate of the community and the overall usage of the shared-use path than any specific design feature. Design and operation measures are available which can address shared-use path user concerns. For example, an undercrossing can be designed to be spacious, well-lit, equipped with emergency cell phones at each end and completely visible for its entire length prior to entering. Other potential problems with undercrossings include conflicts with utilities, drainage, flood control, and maintenance requirements. Overcrossings pose potential concerns about visual impact and functional appeal, as well as space requirements necessary to meet ADA guidelines for slope.

ACCESSIBLE GREENWAY AND TRAIL DESIGN

General guidelines have been created in response to the American with Disabilities Act (ADA) for accessible trails. Constructing outdoor trails may have limitations that make meeting ADA guidelines difficult and sometimes prohibitive. Prohibitive impacts include: harm to significant cultural or natural resources, a significant change in the intended purpose of the trail, requirements of construction methods that are against federal, state or local regulations, or terrain characteristics that prevent compliance. The following standards, outlined in Table 1, serve to accommodate persons with disabilities in feasible situations.

ACCESSIBLE TRAIL DESIGN STANDARDS

Unpaved recreational trails can and by law should be designed for access by people with disabilities. Recreational Trails have separate, more flexible standards than urban routes that connect developed facilities. The standards include exceptions and exemptions for the trail where meeting standards would detract from the resources that the trail is accessing, or where this is physically infeasible.

Detailed standards for design of recreational trails for access to people with disabilities are covered in a federal publication, Guidelines for Outdoor Developed Areas, Final Report of the Regulatory Negotiation Committee on Accessibility, September 30, 1999. This document is a draft regulation that is expected to be formally adopted in the near future as part of the Americans with Disabilities Act (ADA).

Key references for trail design to comply with ADA standards include:

- Guidelines for Outdoor Developed Areas, Final Report of the Regulatory Negotiation Committee on Accessibility, September 30, 1999.
- Designing Sidewalks and Trails for Access, Part II of II: Best Practices Design Guide, Federal Highway Administration, 2001. (<http://www.fhwa.dot.gov/environment/sidewalk2/index.htm>)



Tactile cues help visually impaired people navigate unfamiliar terrain safely.

CURB RAMPS

Curb ramps are the design elements that allow all users to make the transition from the street to the sidewalk. There are a number of factors to be considered in the design and placement of curb ramps at corners. Properly designed curb ramps ensure that the sidewalk is accessible from the roadway. A sidewalk without a curb ramp can be useless to someone in a wheelchair, forcing them back to a driveway and out into the street for access.

The landing at the top of a ramp should be at least 4 feet long and at least the same width as the ramp itself. It should slope no more than 1:50 (2.0%) in any direction. If the ramp runs directly into a crosswalk, the landing at the bottom will be in the roadway. The landing, 4 feet long, should be completely contained within the crosswalk and should not have a running slope of greater than 1:20 (5.0%).

If the ramp lands on a dropped landing within the sidewalk or corner area where someone in a wheelchair may have to change direction, the landing must be a minimum of 5 feet long and at least as wide as the ramp, although a width of 5 feet is preferred. The landing should not slope more than 1:50 (2.0%) in any direction.

Table 1: Trail Design Standards

Trail Surface	Hard surface such as, asphalt, concrete, wood, compacted gravel	Provide smooth surface that accommodates wheelchairs
Trail Gradient	Less than 5% maximum without landings	Greater than 5% is too strenuous for wheelchair users
	5% - 8.33%	With landings at regular intervals
Trail Cross Slope	2% maximum	Provide positive trail drainage, avoid excessive gravitational pull to side of trail
Trail Width	5' minimum	Accommodate a wide variety of users and allows for the passage of two wheelchairs
Trail Amenities, phones, drinking fountains and pedestrian-actuated buttons	Place no higher than 4' off ground	Provide access within reach of wheelchair users
Detectable pavement changes at curb ramp approaches	Place at top of ramp before entering roadways	Provide visual and/or tactile cues for visually impaired users
Trailhead Signage	Accessibility information such as trail gradient/profile, distances, tread conditions, location of drinking fountains and rest stops	User convenience and safety
Parking	Provide at least one ADA accessible parking area per every 25 vehicles spaces at each trailhead	User convenience and safety
Rest Areas	On trails specifically designated as ADA accessible, provide rest areas or widened areas on the trail optimally at every 300 feet	User convenience and safety

A single landing may serve as the top landing for one ramp and the bottom landing for another.

Raised Tactile Devices

Raised tactile devices (also known as truncated domes) alert people with visual impairments to changes in the pedestrian environment. They are used at all crossings with a grade change.

Contrast between the raised tactile device and the surrounding infrastructure is important so that the change is readily evident. These devices are most effective when adjacent to smooth pavement so the difference is easily detected. The devices must provide color contrast so partially sighted people can see them.

REFERENCE SOURCES

MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, 2009. (MUTCD)

The MUTCD is a compilation of design guidelines and standards for traffic control devices, administered and overseen by the Federal Highway Administration of the United States Department of Transportation. The MUTCD is a compilation of national standards for all public roads, streets and bikeways. Chapter 9, *Traffic Control for Bicycle Facilities* addresses some of the most fundamental components of bicycle infrastructure network, including guidance on signage, shared lane markings (“sharrows”), bike lanes, shared-use paths and detection devices.

GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES, 1999. (AASHTO)

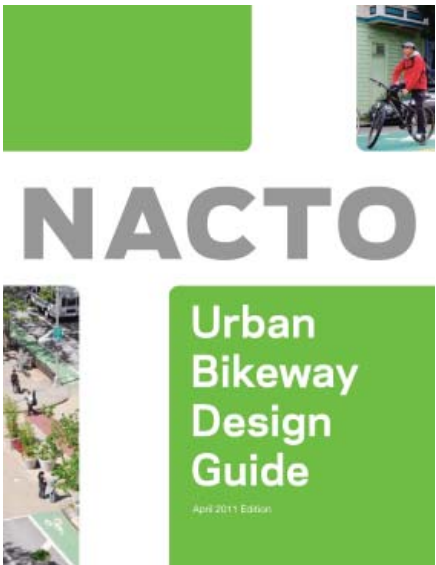
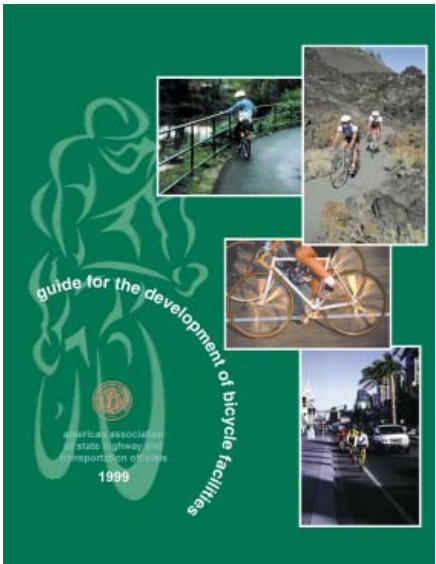
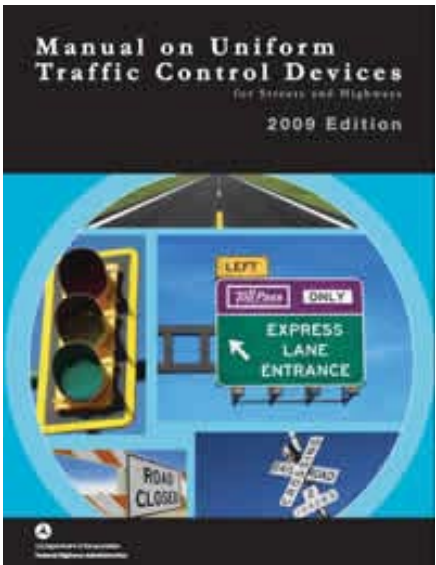
This guide lists the bicycle design standards and protocols from State Highway Department from all 50 states. The Guide goes into further detail about the varying types of bicyclists, space requirements for bicycles and bicycle facilities. The American association of State Highway and Transportation officials (AASHTO) Guide or “Green Book” (as it is frequently called) is helpful source material for sample road configurations that accommodate on-street bike facilities. The AASHTO Guide for the Development of Bicycle Facilities is presently in the process of being updated, with a final draft expected to be public later in 2011.

URBAN BIKEWAY DESIGN GUIDE. (NACTO)

Through the Cities for Cycling Initiative, the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide promotes the world’s best bicycle transportation practices in American cities. The Urban Bikeway Design Guide offers cities with “state of the practice” bicycle treatments that help create a more balanced transportation system and safer, more enjoyable bicycle facilities. The Urban Bikeway Design Guide offers guidance in the following areas:

- Bike Lanes
- Cycle Tracks
- Intersections
- Signals
- Signs and Markings

The recommendations included in the Urban Bikeway Design Guide are not directly referenced in the MUTCD or AASHTO guides, though the elements of the guide are contained in both documents. The object of NACTO’s Urban Bikeway Design Guide is to provide “substantive guidance for cities seeking to improve bicycle transportation in places where competing demands for the use of the right-of-way present unique challenges.”The treatments in the Urban Bikeway Design Guide can be used as reference material for more advanced bicycle treatments that may not be expressly covered in the MUTCD or AASHTO guides.



CONTEXT SENSITIVE DESIGN

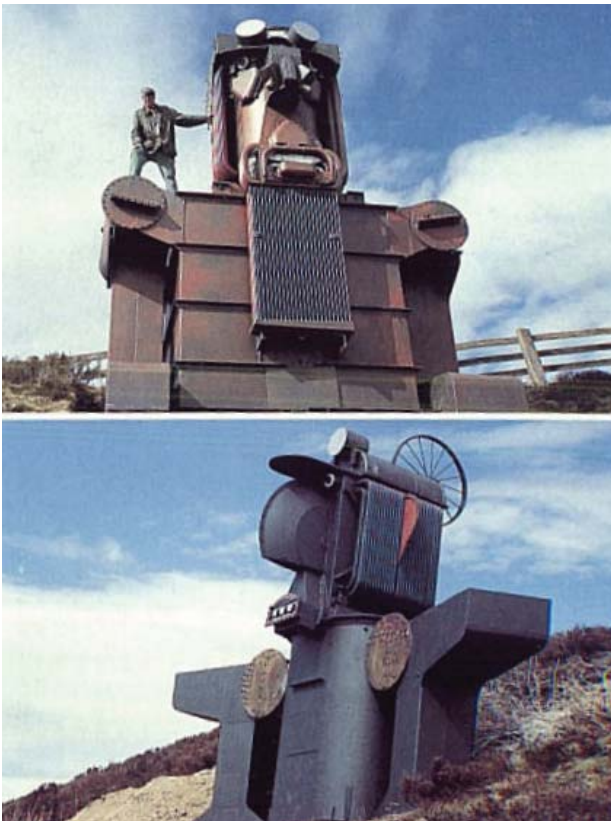
Trails can serve as connections to local heritage and culture by preserving historic places and by providing access to them. They provide a sense of place and an understanding of a region’s past, present, and future by drawing the public to historic and cultural sites. Trails often provide access to historic features such as battlefields, bridges, buildings, and canals that otherwise would be difficult to access or interpret. Jefferson County has its own unique history, its own features and destinations, and its own beautiful landscapes. By recognizing, honoring, and connecting these features, the combined result would give each mile of The **RED ROCK** system a unique identity, and could serve as a major attraction for those outside of the region. An awareness of historical and cultural context when designing features will further enhance the overall trail-user experience.

In the U.K., the organization Sustrans (www.sustrans.org.uk) has led the development of a 10,000 mile national system of paths with major milepost sculptures across the landscape. These landmarks describe the past, present and future of the places they are in. Artists have also created custom drinking fountains and benches along the paths. Inspired by a local myth, the Lambton Worm is a Celtic serpent sculpture created from a coal slag pile - it is located along the path and it is big enough to ride a bicycle on top. Another Sustrans sculpture of industrial steel giants is called the ‘transformers’ because they were made from the remnants of electrical equipment of an abandoned steel mill. The U.K.’s national path system is a model for The **RED ROCK** system in Birmingham.

The **RED ROCK** region’s unique heritage from the steel and railroad industries, to the community’s future as an health and education center can define key landmarks in the regional trail system. The Vulcan sculpture in Birmingham is a great existing example. Each mile of The **RED ROCK** system can have a unique character, providing opportunities to



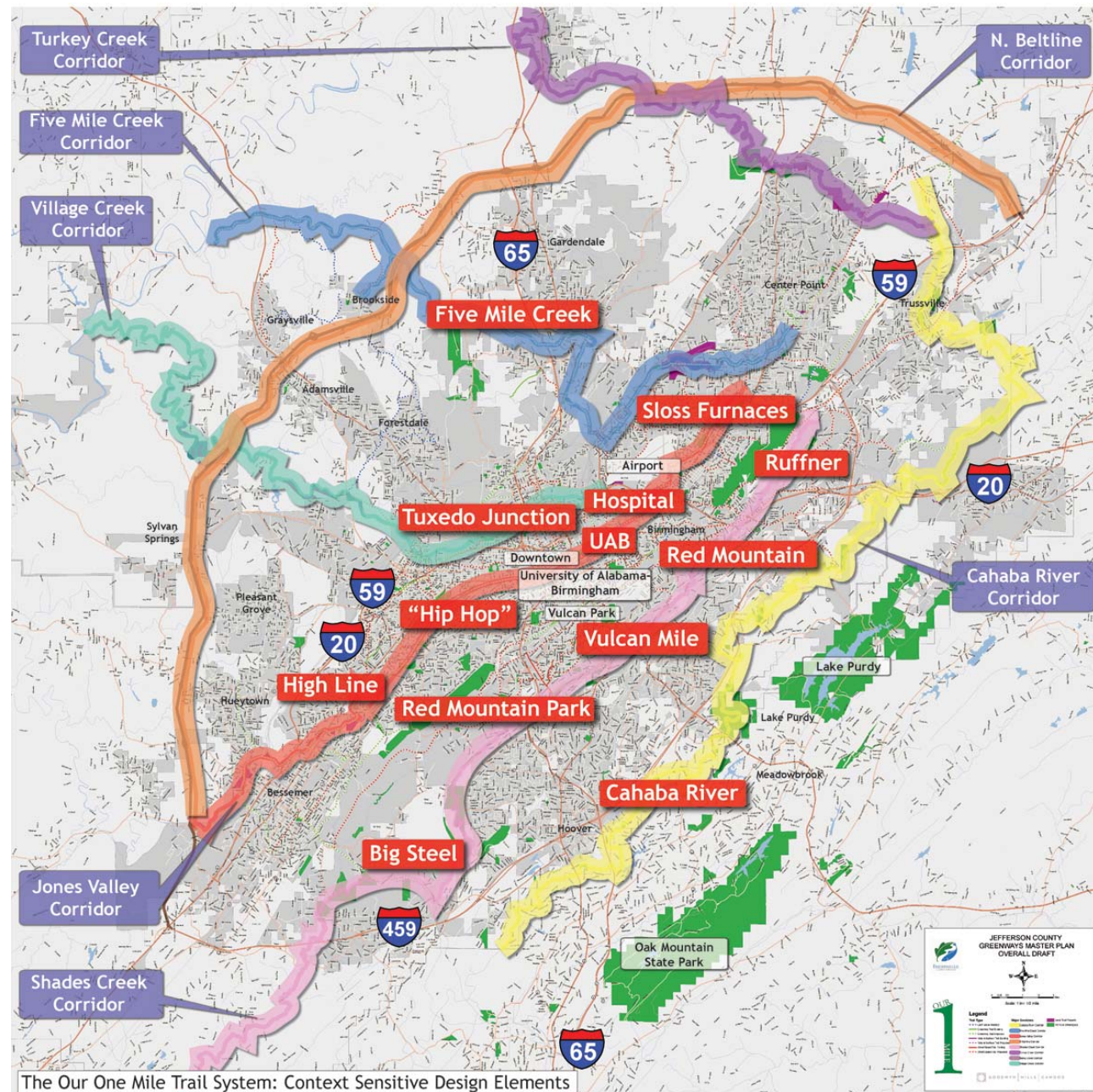
The Lambton Worm is inspired by a local myth.



The ‘giant’ sculptures are made from electrical equipment remnants.

connect the trails with local communities, artists and businesses who want to 'adopt' sections of the system. Some potential examples of context sensitive design elements for The **RED ROCK** may include the following:

- Red Mountain: Birmingham's history as a former steel powerhouse with abundant coal and iron resources can be highlighted at this site of former iron mines.
 - "Big Red" steel sculpture to symbolize red mountain and serve as a landmark similar to the Vulcan sculpture
- Red Mountain Park: 1200 acre planned park at Red Mountain, and major destination within The **RED ROCK** system
 - Resources for bicyclists and pedestrians: welcome center, shop, safety rodeos, bike clinics



Regional vision map.

- Hospital
 - Heart Health Mile through the heart of Dixie
 - Red heart dots as trail centerline
 - Red heart sculptures at trailhead
- Tuxedo Junction:
 - Large red steel tuxedo sculptures at trailhead
- "Hip Hop": urban neighborhood
 - Integrate music and dance in this mile: performance art, community murals
- Sloss Furnace: former iron blast furnace and current National Historic Landmark and sculpture park
 - "Smokestack" trail entrance
 - Performance space
- High Line: trestle to Red Mountain
 - Elevated linear park
- Ruffner: urban preserve
 - Discover nature in the city
 - Environmental art installations
 - Eco-revelatory trail design
- Big Steel: Bessemer process for producing steel on an industrial scale
 - Huge Bessemer converter attraction (fountain, sculpture, landscape folly)
- Five Mile Creek: rail to trail
 - Numbered iron sculptures (1, 2, 3, 4, 5) designed by artists to indicate trail mile points
- Cahaba River: blueway trail located in protected landscape corridor
 - Viewpoints for wildlife viewing
- Vulcan Park:
 - Living statue performances
- University of Alabama Birmingham
 - "Blaze" sculptures at trail entrance
- Throughout the **RED ROCK** system, various locations
 - Sponsored red bricks at trailheads and other key locations
 - Bench design contest for local artists
 - Red colored trail pavements
 - Unique steel bike racks, designed by artists or sponsored by organizations



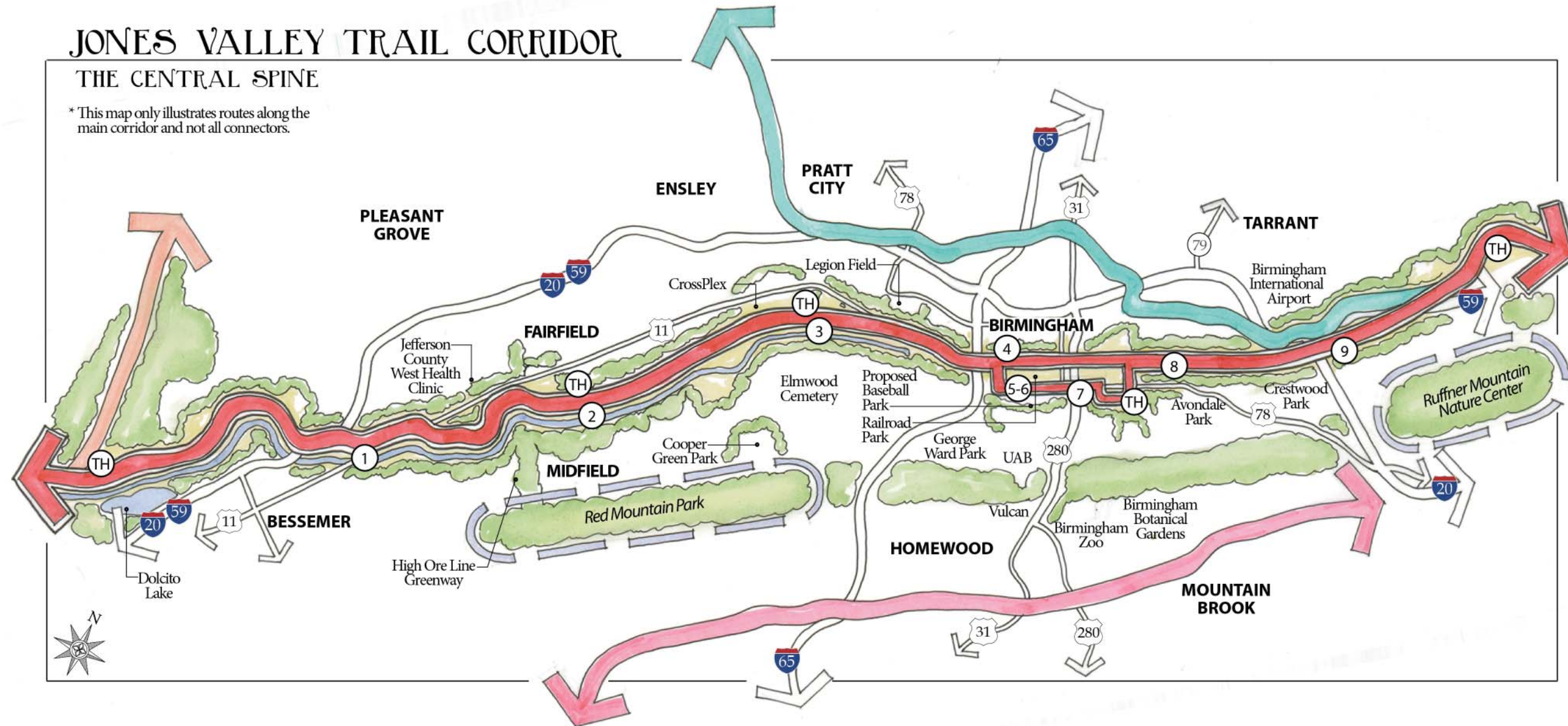
The largest cast iron statue in the world, Vulcan was built for the 1904 St. Louis World's Fair and was made from ore smelted in the nearby Sloss Furnaces.

IMAGE: ROADSIDE ATTRACTIONS.COM

JONES VALLEY TRAIL CORRIDOR

THE CENTRAL SPINE

* This map only illustrates routes along the main corridor and not all connectors.



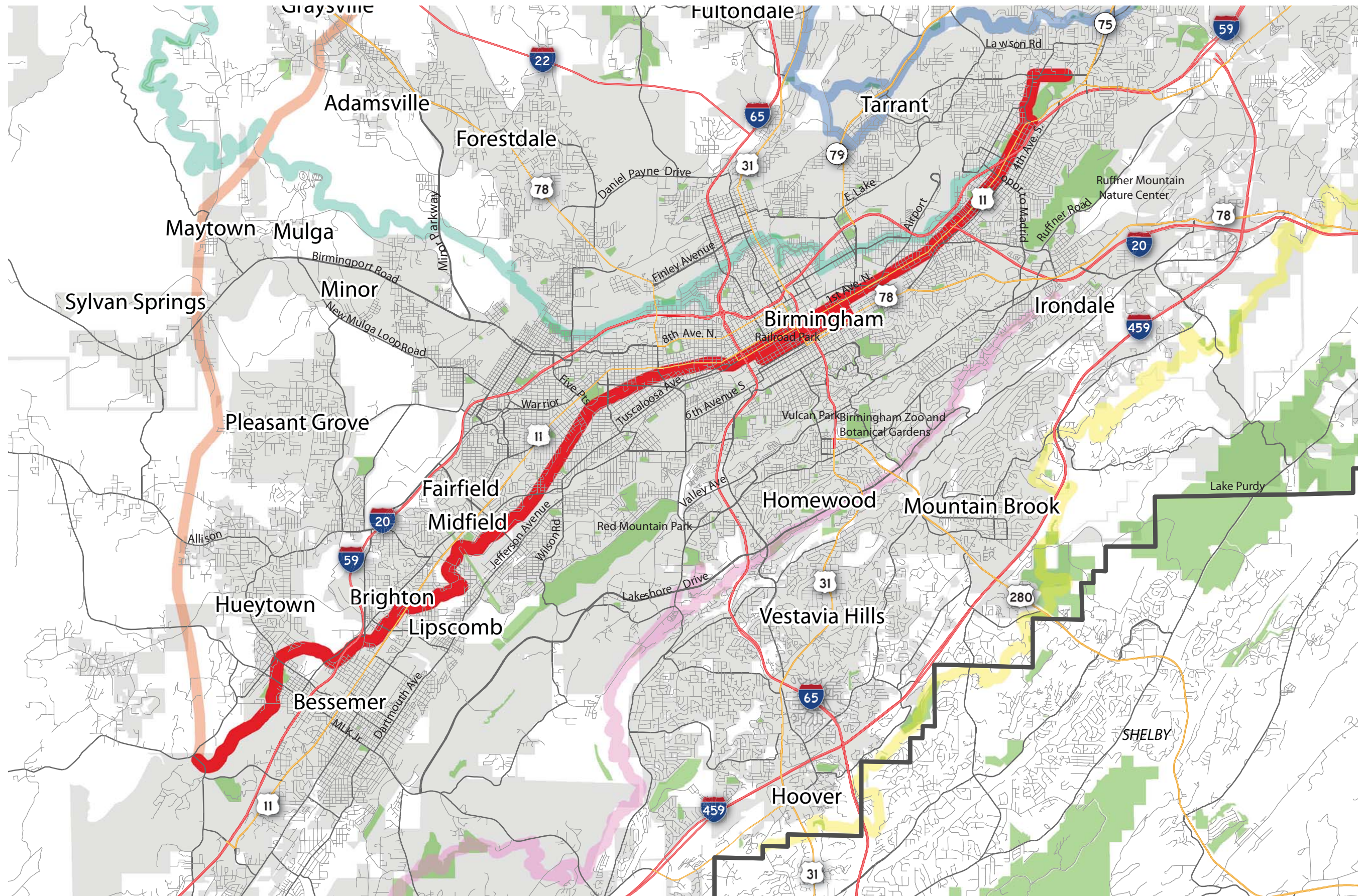
GREENWAY & PATH LEGEND

- | | |
|--|----------------------------|
| 1 Valley Creek Greenway I | 8 35th Street Bridge Trail |
| 2 Valley Creek Greenway II | 9 1st Avenue North Trail |
| 3 Jones Valley Rail Greenway | |
| 4 Jones Valley Trail | |
| 5 Railroad Park Greenway | |
| 6 1st Avenue South Greenway | |
| 7 1st Avenue South Greenway at the Cut | |

SYMBOL LEGEND

- | | |
|----------------------|-------------------------------------|
| (C) Canoe Launch | Jones Valley Corridor |
| (TH) Trail Head | Village Creek Corridor |
| (2) Trail Number | Shades Creek Corridor |
| (79) U.S. Highway | Proposed Northern Beltline Corridor |
| (65) U.S. Interstate | |

5 JONES VALLEY



JONES VALLEY CORRIDOR – CENTRAL SPINE OF THE TRAIL SYSTEM

Jones Valley Corridor follows the Jones Valley from Bessemer in the west to East Lake Park near Ruffner Mountain in the east. Red Mountain and Ruffner Mountain border the valley to the south and Sand Ridge lies to the north. Jones Valley is drained by Valley Creek along which most of the corridor is located.

The Corridor provides connectivity to over 30 schools. Major destinations and activity centers along the route include Miles College, Metro Plex, AG Gaston Boys and Girls Club, Five Points West commercial district, Rickwood Field, Princeton Hospital, The Civil Rights District, the Entertainment District, UAB, the new Birmingham Ball Park, Railroad Park, Sloss Furnaces, Lakeview District, East Lake Park and the downtown areas of Bessemer, Midfield, Fairfield and Birmingham.

JURISDICTIONS

The Jones Valley Corridor is within the following municipalities: Bessemer, Birmingham, Brighton, Fairfield and Midfield along with unincorporated Jefferson County.

OVERALL CORRIDOR DISTANCE

28.8 Miles

KEY RECOMMENDATIONS

Jones Valley Corridor is considered the **spine** of the regional network with connectivity to most of the other corridors. Railroad Park is at the heart of the corridor with Red Mountain Park and Ruffner Mountain Nature Preserve as the west-east anchors. One of the central governing principles in developing the plan is to connect the three major parks with greenways and paths as well as all neighborhoods along the way and the destinations listed previously.

Ideally, the Jones Valley Corridor, as a major route, would be composed of all shared-use trails in a dedicated easement. Due to the urban nature of the corridor it is difficult to identify rights-of-way or easements that allow a greenway the entire route. Therefore, the corridor will likely be comprised of greenways (off-road) and paths (street-based facilities) providing the needed connectivity.

Recommended facilities outlined in this chapter can be found in the following three sections:

Project Descriptions – Includes the key number and description for each facility along with a page reference for the corresponding maps illustrating the facility. The key number can also be referenced on the Project Schedule, to identify facility type and cost. Each route is segmented according to type of facility. Circle numbers are used for the main corridor facility and triangle numbers are used for the connectors and neighborhood routes.

Project Schedule – Identifies the facility type, corresponding maps illustrating the facility along estimated length and estimated cost for each facility. Relative estimated costs for each type of facility can be found in Chapter 13 – Phasing and Implementation. Numbers reflect current industry cost based on completed projects in the region.

Corridor Locator Map – Locates the area of interest on the overall corridor location map where a page number will be given to an aerial map.

PROJECT DESCRIPTIONS FOR THE JONES VALLEY CORRIDOR

- 1

Valley Creek Greenway I – A proposed **shared-use greenway** along Valley Creek from Powder Plant Road in West Bessemer to the High Ore Line Greenway (11) in Midfield.

See Pages: 12.87, 12.93-94, 12.99

See Figure 5.1
- 2

Valley Creek Greenway II – A proposed **shared-use greenway** along Valley Creek from the High Ore Line Greenway (11) to the Hartman Industrial Boulevard where the Jones Valley Rail Greenway (3) begins in Midfield.

See Pages: 12.87-88
- 3

Jones Valley Rail Greenway – A proposed **rail-to-trail greenway** along an old rail bed from Hartman Industrial Boulevard at the north side of Valley Creek to 1st Avenue North at 7th Street North. This greenway passes AG Gaston Boys & Girls Club, the Birmingham Crossplex, Rickwood Field, and is a few blocks from Princeton Hospital Campus, Legion Field and Arlington Historical House in the City of Birmingham.

See Pages: 12.73-74, 12.80, 12.88

See Figures 5.2, 5.3



Figure 5.1 – Valley Creek Greenway I
Valley Creek Greenway I (1) in Midfield provides access for the surrounding urban area to a beautiful area of the creek.





Figure 5.2 – Jones Valley Rail Greenway
This segment of the Jones Valley Rail Greenway (3) of the Jones Valley corridor as it crosses at Avenue W near the Birmingham Crossplex.



- 4 **Jones Valley Trail** – A proposed **street-based path** runs from Jones Valley Rail Greenway (3) at 1st Avenue North and 7th Street North along 1st north to 14th Street and then heading south to 1st Avenue South at Railroad Park.
See Pages: 12.74
- 5 **Railroad Park Greenway** – An existing **shared-use greenway** that travels through the North side of the park from 14th to 18th Street.
See Pages: 12.74



Figure 5.3 – Jones Valley Rail Greenway
The Jones Valley Rail Greenway (3) along 3rd Avenue North providing connectivity from the west to downtown.



- 6 **1st Avenue South Trail** – A proposed **street-based path** running along 1st Avenue South. The trail is from the Jones Valley Trail (4) at 14th Street and 1st Avenue South to the 1st Avenue South Greenway (7).
See Pages: 12.74
- 7 **1st Avenue South Greenway** – A proposed **rail-to-trail greenway** travels along a rail bed from 20th to 32nd Street near Sloss Furnace where the Railroad Park Reservation ends in the east. From 20th Street to 32nd Street, construction involves the renovation of existing concrete retaining walls for structural stability and improved access.
See Pages: 12.74
See Figure 5.4



Figure 5.4 – 1st Ave South Greenway at the Cut

1st Avenue South Greenway at the Cut (7) going through the existing railroad cut along 1st Avenue South in downtown Birmingham. The street is accesible to the trail with wall restoration and the grades raised at access points.



8

35th Street Bridge Trail—A proposed **street-based path** with road diet crossing the railroad track via the 35th street Bridge reduces 4 lanes to 2 lanes with bike lanes and sidewalks on both sides of the road. This safely connects the north and south sides of the railroad tracks, which helps improve the overall Jones Valley Corridor connection between Railroad Park and Ruffner Mountain. These improvements can make the bridge a destination as well as improves connectivity. The project can be phased with painting lanes initially and adding planting and lighting with sequential phases. The path connects with 1st Avenue South Greenway (7).

See Pages: 12.65, 12.74

See Figure 5.5



Figure 5.5 – 35th Street Bridge Trail

35th Street Bridge Trail (8) is a road diet with improve sidewas and bicycle lanes going over the 35th Street Bridge. With landscaping, site furnishings and lighting the bridge can become a destination to view the city.



9

1st Avenue North Trail – A proposed **street-based path** runs along 1st Avenue North from 14th Street North all the way to Roebuck Park where it connects with Jefferson State Connector. This greenway involves placing 1st Avenue North on a road diet and reducing the roadway from 4 lanes to 3 with bike lanes. The traffic count is varies from 8,700 to 22,000 cars / day, making this a good candidate for improving safety and access for bikes, pedestrians and motor vehicles through a “road diet”.

See Pages: 12.46-47, 12.56-57, 12.65-66

See Figure 5.7

JONES
VALLEY

5



Figure 5.6 – 20th Street Vulcan Greenway

20th Street Vulcan Greenway (14) going over Red Mountain along 20th Street, this Trail segment will connect the Vulcan Park with Downtown Birmingham to the north and Homewood to the south.



PROJECT DESCRIPTIONS FOR THE JONES VALLEY CONNECTORS

- 10

Ruffner Mountain Connector – A proposed **street-based path** connects 1st Avenue North Path (9) with Ruffner Mountain Nature Center. This connection is a loop from 1st Avenue North to along Oporto Madrid Boulevard to 83rd Street to Rugby Avenue around to 83rd Street. A connection is made from the loop along 81st Street leading up to the Parks main entrance.

See Pages: 12.56-57
- 11

High Ore Line Greenway – A proposed **rail-to-trail greenway** runs along the High Ore Line rail bed, across private property, from Woodward Road to Red Mountain Park. This line connects the Valley Creek Greenway with Red Mountain Park.

See Pages: 12.87, 12.94-95
- 12

16th Street Connector– A proposed **street-based path** connects 1st Avenue North with Village Creek Corridor along 16th Street North to 11th Avenue North, then one block over to 17th Street North which connects with Village Creek Greenway. This path passes Kelly Ingram Park, the Civil Rights Institute, 16th Street Baptist Church, and runs near Fountain Heights Park and is part of the Civil Rights Trail.

See Pages: 12.65, 12.74
- 13

20th Connector – A proposed **street-based path** runs from Rev Abraham Wood Jr. Boulevard and 23rd Street North following South along 20th all the way to 5 Points at 12th Avenue South. This street-based trail connects Linn Park/Downtown with Railroad Park and Five Points District.

See Pages: 12.74
- 14

20th Street Vulcan Greenway– A proposed **street-based path** with **shared-use side path** along 20th Street, from Five Points South past Vulcan Park to Valley Avenue on the south side of Red Mountain, with reducing from 4 to 3 lanes with a lane dedicated to walking and cycling. To deal with rush hour traffic two vehicular lanes dedicated to traffic with the direction changed with signalization at the appropriate time would be an option. Like all road diet projects, a traffic study is required for design.

See Pages: 12.74, 12.81

See Figure 5.4
- 15

24th Avenue/Shuttlesworth Connection – A proposed **street-based path** connects 1st Avenue North following 24th Street North to 7th Avenue North then one block West to 23rd Street North to Richard Arrington Jr. Boulevard then west to 22nd North to Shuttlesworth and then north to Village Creek Greenway.

See Pages: 12.65, 12.74
- 16

Richard Arrington Jr. Boulevard Connector – A proposed **street-based path** traveling along Richard Arrington Boulevard from 23rd Street to Vanderbilt Road connecting with Village Creek Corridor.

See Pages: 12.65
- 17

Crestwood Connector – A proposed **street-based path** that travels from 35th Street Bridge along 3rd Avenue South to Cresthill Road.

See Pages: 12.66, 12.74-75
- 18

5th Avenue South and Georgia Road Connector – A proposed **street-based path** from the intersection of Crestwood and 5th Avenue South to Georgia Road running east to 16th North at Ellard Park.

See Pages: 12.66-67



Figure 5.7 – 1st Avenue North Trail in Woodlawn
The 1st Avenue North Trail (9) in Woodlawn includes a road diet with the addition of a bicycle lane.



- 19** **5th Avenue South Connector** – A proposed **street-based path** along 5th Avenue South starting at 14th Street at UAB to the intersection at Crestwood Boulevard. Connectivity is provided from Eastern neighborhoods to Southside and UAB.
See Pages: 12.66, 12.74-75
- 20** **7th Avenue South Trail** – A proposed **street-based path** running from 14th Street South along 7th Avenue South to 20th Street S connecting with the existing facility that runs to 29th Street South.
See Pages: 12.74
- 21** **7th Avenue South Existing** – An existing **street-based path** with bike lanes and sidewalks along 7th Avenue South from 20th Street South to 29th Street.
See Pages: 12.74



Figure 5.8 – 1st Avenue North Trail at Sloss Furnaces
The 1st Avenue North Trail (9) along the 1st Avenue North Viaduct at Sloss Furnaces connecting the East and West.



- 22** **7th Avenue South and Clairmont Connector** – A proposed **street-based path** follows 7th Avenue South from 14th Street South to 32nd Street South, travels South two blocks and follows Clairmont Avenue to the beginning of the Clairmont Trail Existing (23) at Rockford Road providing connectivity for the Avondale/Forest Park/Crestwood neighborhoods with Southside and UAB.
See Pages: 12.74-75
- 23** **Clairmont Trail Existing** – An existing **street-based path** in the median at Clairmont Avenue from Rockford to 50th Street. A sharrow is proposed for the length of Clairmont Avenue.
See Pages: 12.75
- 24** **Clairmont Trail Extension** – This is a proposed **street-based path**, with sidewalk and sharrow, from Rockford to 50th Place and from 50th Place to the end of the landscape median at 12th Avenue South.
See Pages: 12.75

- 25

Crestwood/ Clairmont Connector – A proposed **street-based path** connects Clairmont with Crestwood Park via 12th Avenue South to 52nd Street South to 52nd Place to 10th Terrace to 53rd Street South veering to 54th Street South to Crestwood Boulevard crossing to Crestwood Park. The intersection requires a signal light.

See Pages: 12.66, 12.75
- 26

12th/56th Street Connector – A proposed **street-based path** connects Clairmont Path Extension (24) to the 5th Avenue South and Georgia Road Connector along 12th Street South and 56th Street South.

See Pages: 12.66, 12.75
- 27

Highland Avenue Connector – A proposed **street-based path** starts at 20th street above Five Points and follows Highlands Avenue to Arlington Avenue. At 22nd Street South the trail turns south to the Red Mountain Cut Greenway (87).

See Pages: 12.74
- 28

Highland Avenue Parks Connector – A proposed **street-based path** follows Highland from Arlington Avenue to Clairmont Avenue providing biking connectivity to Caldwell, Rhodes, Rushton, Hanover, Underwood Parks and Highland Golf and Tennis facility in the Avondale neighborhood.

See Pages: 12.74-75
- 29

Woodfield Connection – A proposed **street-based path** connects High Ore Line Greenway (11) with the Martin Luther King, Jr. Greenway Existing (30) at Aaron Aronov Drive.

See Pages: 12.87
- 30

Martin Luther King, Jr. Greenway Existing – An existing **shared-use greenway** path that runs from Aaron Aronov Drive to 61st Street. Sharrows are proposed to run the entire street length.

See Pages: 12.79, 12.87
- 31

Martin Luther King, Jr. Greenway Extension – A proposed **shared-use greenway** extension of the Martin Luther King Jr. Greenway Existing (30) from the current end and 61st Street to 57th Street.

See Pages: 12.79
- 32

57th Street West Connector – A proposed **street-based path** from the Martin Luther King, Jr. Greenway Extension (31) along 57th Street turning south and along Monte Sano Rd. to US Highway-11.

See Pages: 12.79-80
- 33

Pineview Trail – A proposed **shared-use greenway** along the Western Area YMCA property connecting the 57th St W with the Pineview Road Trail (34).

See Pages: 12.79-80
- 34

Pineview Road Trail– A proposed **street-based path** along Pineview Road that connects the Western Area YMCA with the Jones Valley Rail Greenway.

See Pages: 12.80
- 35

Glen Oaks Elementary Connector– A proposed **shared-use greenway** along Milstead Road that connects the High Ore Line Greenway (11) with Glen Oaks Elementary School.

See Pages: 12.87

- 36

Health Clinic Greenway – A proposed **street-based path** connects the High Ore Line Greenway (11) to the new Jefferson County Western Health Clinic. The route crosses Woodward Road and follows the southern side of Woodfield Road and turns south when reaching the clinic site.

See Pages: 12.87
- 37

Ruffner Rail Greenway – A proposed **shared-use greenway** begins near the intersection of 2nd Avenue South and 56th Street South, and travels southeast along an existing rail right-of-way connecting with the north entrance of Ruffner Mountain.

See Pages: 12.66



Figure 5.9 – West Boulevard
Potential improvements to West Boulevard at the JCDH Eastern Health Clinic. (36) Credit: RPCGB

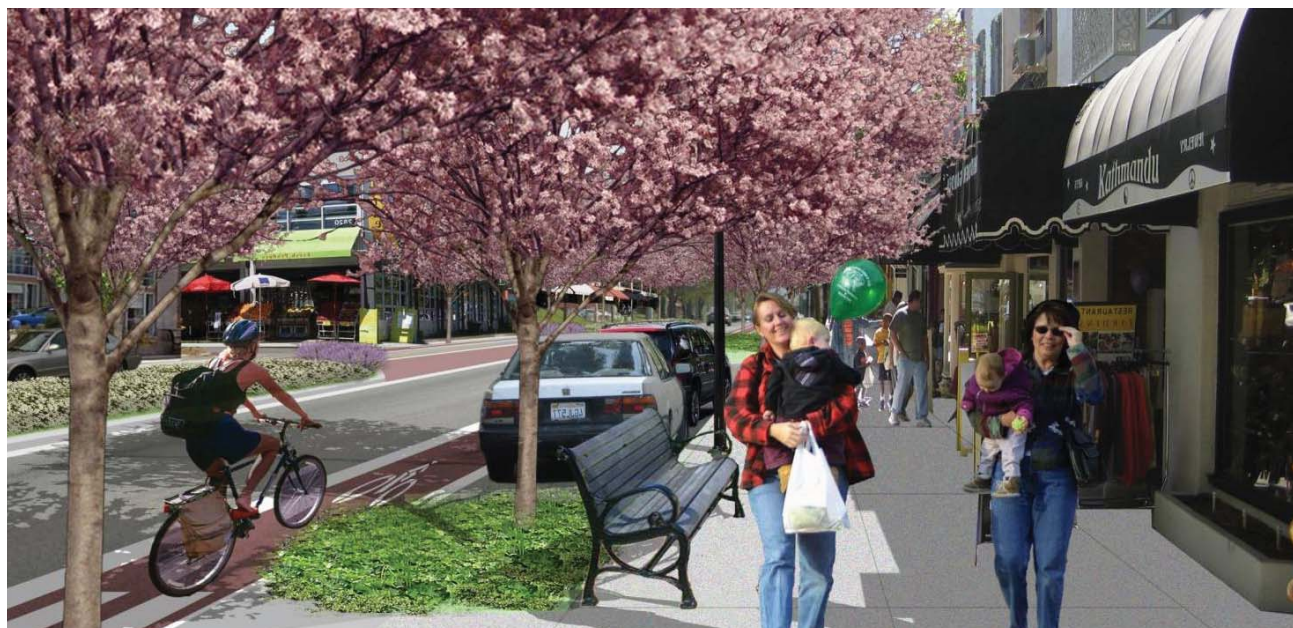


38 **Vulcan Greenway** – An existing **shared-use greenway** has a trail head at Vulcan Park and 20th Street running west to the terminus just west of 11th Street north.
See Pages: 12.81

39 **Greensprings Avenue Trail** – A proposed **street-based path** begins at the intersection of 7th Avenue South and 14th Street South. The trail travels south along 14th Street South, turns east on 17th Avenue South, and south on 12th Street South. The trail connects to Greensprings Avenue South, and crosses Interstate-65. The trail passes Elmwood Cemetery, and connects to Harrison Park.
See Pages: 12.73-74, 12.80-81



Figure 5.10 – 3rd Avenue West
Potential improvements to 3rd Avenue West. (54) Credit: RPCGB



40 **14th Street North Trail** – a proposed **street-based path** travels along 14th Street South from Rev Abraham Wood Jr. Boulevard to 1st Avenue South.
See Pages: 12.74

41 **Martin Luther King Jr. Trail** – A proposed **street-based path** travels along Martin Luther King Jr. Drive from Tuscaloosa Avenue to Dennison Avenue SW at Red Mountain Park's eastern entrance.
See Pages: 12.73-74, 12.80-81, 12.88

42 **Red Mountain Park Connector** – A proposed **street-based path** begins at the west entrance of Red Mountain Park, along the High Ore Line Greenway (11), at the intersection with Wenonah Road SW. The trail travels northeast along Wenonah Road SW, and then turns left onto Wilson Road SW passing Lawson State Community College. The road then changes names to 31st Street SW and then Pearson Avenue SW. At the Pearson Avenue SW intersection with 17th Street SW, the trail then follows Tuscaloosa Avenue until the trail connects with the Jones Valley Rail Greenway (3) at Valley Creek.
See Pages: 12.73-74, 12.80, 12.88, 12.95

43 **Woodward Road Trail** – A proposed **street-based path** begins at near Midfield Elementary School at Woodward Road and US Highway-11 and travels east along Woodward Road to 31st Street.
See Pages: 12.79-80, 12.87

44 **Fairfield Trail** – A proposed **street-based path** begins at the existing Martin Luther King Jr. Greenway, and travels north on Terrace Court, to Avenue D. The trail travels around Fairfield City Park and turns south down Avenue C. Lloyd National Parkway connects Miles College to the trail. A trail traveling along Valley Road and Donald Parkway from Interstate-20/59 also makes a connection.
See Pages: 12.72, 12.79

45 **Miles College Connector Trail** – A proposed **street-based path** connects Miles College with the Martin Luther King Jr. Greenway. The trail travels south from Miles College on Myron Massey Boulevard to 61st Street.
See Pages: 12.79

46 **Vulcan Park Connector Greenway** – A proposed **shared-use greenway** connects Vulcan Park and the Vulcan Greenway (38) to Greensprings Highway near 24th Avenue S. A negotiated easement is needed in the western section of the trail.
See Pages: 12.81

47 **Robert Jemison Road Trail** – A proposed **street-based path** starts at the intersection of 24th Avenue South and Greensprings Highway, at the end of the Vulcan Park Connector Greenway (46), and ends at the Valley Avenue Trail following 24th Avenue S under Interstate-20/59 and turning south along 1st Street S to Robert Jemison Road.
See Pages: 12.80-81, 12.89

48 **86th Street South Trail** – A proposed **street-based path** starts at the northeast end of Ruffner Mountain Nature Preserve on Valleybrook Road following 86th Street South. The trail turns right onto 4th Avenue South, then left onto Red Oak Road, crossing over US Highway 11 and ending at the Roebuck Golf Course Connector (82).
See Pages: 12.57

- 49

39th Street South Connector – This proposed **street-based path** connects the 5th Avenue South Connector (19) with the 7th Avenue South and Clairmont Connector (22). The trail begins at the intersection of 40th Street South and 5th Avenue South, continuing on 39th Street South until its intersection with Clairmont Avenue.

See Pages: 12.75
- 50

3rd Avenue South Trail– This proposed **street-based path** begins at the intersection of Oporto Madrid Boulevard and 2nd Avenue South, turning south onto 64th Place South then continuing east along 5th Avenue South to 1st Street South.

See Pages: 12.56, 12.66
- 51

43rd Street Trail – This proposed **street-based path** is a sharrow that heads north on 43rd Street to 41st Street N.

See Pages: 12.66
- 52

28th Street North Trail – This proposed **street-based path** begins on 28th Street North at the west end of the existing Norwood Greenway Trail and continues south until the intersection of 28th Street North and 1st Avenue North.

See Pages: 12.65, 12.74
- 53

6th Ave South Trail– This proposed **street-based path** travels along 6th Avenue South from 20th Street South to Martin Luther King Jr. Drive at Elmwood Cemetery.

See Pages: 12.74, 12.81
- 54

US Highway-11 Trail– This proposed **street-based path** follows US Highway-11 from Alabama Adventure Highway in Bessemer to its intersection with the Jones Valley Rail Greenway Trail (3) at 3rd Avenue North and 2nd Street North.

See Pages: 12.73-74, 12.79, 12.87, 12.94, 12.99-100

See Figure 5.10
- 55

16th Street South Trail – This proposed **street-based path** travels along 16th Avenue South from 7th Avenue South to 16th Avenue South, connecting UAB with Vulcan Park.

See Pages: 12.74, 12.81
- 56

41st Street Trail – This proposed **street-based path** begins at the intersection of 1st Avenue North and 41st Street, crosses over the railroad tracks and ends at 5th Ave South at the entrance to Avondale Park.

See Pages: 12.66, 12.75
- 57

Hueytown Power Trail – This proposed **shared-use greenway** travels along an existing easement in Hueytown. It begins just north of Love Street and just east of Alpha Street. The trail follows the power easement south, turning slightly east after crossing Sunrise Boulevard. The trail turns south when it reaches the railroad tracks before it intersects with the Valley Creek Greenway (1).

See Pages: 12.86, 12.93

- 58

Bessemer CSX Trail – This proposed **rail-to-trail greenway** travels along an abandoned CSX rail line, beginning in Bessemer at the intersection of Highway 150 and Lakeshore Parkway. From there the trail travels northwest then curves northeast around Red Mountain and continues along the north slope of the mountain until intersecting with the High Ore Line Greenway (11) at Wenonah Road.

See Pages: 12.94, 12.100
- 59

Midfield Park Trail – This proposed **shared-use greenway** connects Midfield Park with the High Ore Line Greenway (11) in Bessemer.

See Pages: 12.87
- 60

Harmony Drive Greenway – This proposed **shared-use greenway** connects the Dartmouth Avenue Trail (61) with the Valley Creek Greenway (1). It begins at the Valley Creek Greenway (1) just northwest of Harmony Drive. From there it continues southeast until it reaches Birmingham Rail and Locomotive, where the trail follows the company's eastern property boundary and continues until it reaches the railroad tracks. It follows these tracks until it reaches the Dartmouth Avenue Trail (61) at 35th Street and Dartmouth Avenue.

See Pages: 12.94
- 61

Dartmouth Avenue Trail – This proposed **street-based path** follows Dartmouth Avenue from 14th Street South (Highway 150) to its intersection with the Harmony Drive Greenway (60) at 35th Street.

See Pages: 12.94, 12.100
- 62

DeBardeleben Park Connector – This proposed **street-based path** begins along the US-Highway 11 Trail (54) at the intersection of 9th Avenue North, and 16th Street North. It continues south along 16th Street North passing DeBardeleben Park, turning east on Alabama Avenue then ending at the Bessemer Highline Greenway.

See Pages: 12.99-12.100
- 63

Carolina Avenue Trail – This proposed **street-based path** begins on Carolina Avenue at its intersection with the Halls Creek Greenway (71). It continues north along Carolina Avenue until it reaches 14th Street where it turns south to intersect the Bessemer Highline Greenway.

See Pages: 12.99-100, 12.105
- 64

Linwood Road Connector – This proposed **street-based path** begins at the intersection of Clairmont Avenue and 8th Avenue South. The trail turns south onto Linwood Road, then east on Rockford Road, culminating at the intersection with Clairmont Avenue.

See Pages: 12.75
- 65

Overwood Road Trail – This proposed **street-based path** begins at the intersection of Overwood Road and the Clairmont Trail Existing (23). The trail continues south until the end of Overwood Road.

See Pages: 12.75
- 66

52nd Street South Connector – This proposed **street-based path** begins at the intersection of Clairmont Avenue and 52nd Street South, continues south over Red Mountain and ends at Montclair Road.

See Pages: 12.75

67 **81st Street South Connector** – This proposed **street-based path** begins on 2nd Avenue South at Oporto Madrid Boulevard on the west end, and 83rd Street South on the east. The trail turns South onto 81st Street South to intersect with the Ruffner Mountain Connector (10).
See Pages: 12.56-57

68 **2nd Avenue South Bike Lane** – This existing **street-based path**, with bike lanes, begins at the intersection of 22nd Street South and 2nd Avenue South and ends at the intersection of 2nd Avenue South and 24th Street South.
See Pages: 12.74



Figure 5.11 – 2nd Avenue South
Potential improvements to 2nd Avenue South. (88) Credit: RPCGB



69 **14th Street South Existing Bike** – This existing **street-based path**, with sharrows, begins at the intersection of 14th Street South and 7th Avenue South and terminates at the intersection of 14th Street South and 1st Avenue North.
See Pages: 12.74

70 **15th Street Connector** – This proposed **street-based path** follows 15th Street South from 1st Avenue South to University Boulevard (8th Avenue South).
See Pages: 12.74

71 **Halls Creek Greenway** – This proposed **shared-use greenway** begins at the Valley Creek Greenway (1) at the intersection of an abandoned railway. It follows this line until it reaches Halls Creek. The trail follows the path of Halls Creek south until the terminus at Carolina Avenue connecting downtown Bessemer with the important “Bessemer Mound” archaeological site.
See Pages: 12.99, 12.105

72 **Alabama Adventure Connector** – This proposed **street-based path** begins on Alabama Adventure Parkway at Alabama Adventure. It follows the parkway, crossing over Interstate 20/59, until its intersection with US Highway-11.
See Pages: 12.99

73 **Sloss Furnaces Trail** – This proposed **street-based path** begins at the intersection of 1st Avenue South and 32nd Street South. It continues north, passing Sloss Furnaces, then turns east onto 2nd Avenue North. The trail ends at 35th Street Bridge Trail (8).
See Pages: 12.74

74 **West Brownville Park Trail** – This proposed **shared-use greenway** begins at West Brownville Park on the corner of Downey and Park Avenue Southwest. It travels along Park Avenue Southwest until intersects with the High Ore Line Greenway (11).
See Pages: 12.87

75 **59th Street North Connector** – This proposed **street-based path** travels two and a half blocks along 59th Street North from 1st Avenue North (US-Highway 11) to Georgia Road.
See Pages: 12.66

76 **Aviation Avenue Connector** – This proposed **street-based path** begins at the intersection of 64th Street North and Aviation Avenue. The trail continues south on 65th Street North until connecting with the Ruffner Rail Greenway at 3rd Avenue South.
See Pages: 12.66

77 **Red Mountain Park Trail System** – This proposed **shared-use greenway** was taken from the Red Mountain Park Master Plan Initial Development Phase. This initial “Round the Mountain Loop” will be a paved trail totaling 6.8 miles.
See Pages: 12.88, 12.94-95

- 78

Green Springs Highway Trail – This proposed **street-based path** begins at the southwest corner of George Ward Park at the intersection of Green Springs Highway and Green Springs Avenue. It continues south along Green Springs Highway to the existing bike lanes that start at Valley Avenue and continues south to the Shades Creek Greenway.

See Pages: 12.81
- 79

1st Avenue South Trail – This proposed **rail-with-trail greenway** begins on 1st Avenue South at 32nd Street South. It continues on 1st Avenue South until its end, then follows the railroad tracks until it intersects with the 12th/56th Street Connector at 56th Street South.

See Pages: 12.66, 12.74-75
- 80

18th Street Connector – This proposed **street-based path** travels along 18th Street from 1st Avenue North to 1st Avenue South, passing Railroad Park to the west connecting the new Birmingham Intermodal Transfer Station with the cycling and pedestrian network.

See Pages: 12.74
- 81

Red Mountain Ridge Greenway – This proposed **shared-use greenway** connects the 20th Street Vulcan Greenway with the Woodcrest Road Path (86).

See Pages: 12.81
- 82

Roebuck Golf Course Connector – This proposed **street-based path** begins at the intersection of Red Lane Road and Dalton Drive. It turns south on Roebuck Plaza Parkway and follows Parkway East along the southeast side of Roebuck Municipal Golf Course, connecting with the 1st Avenue North Trail at Red Oak Road.

See Pages: 12.47, 12.57
- 83

Powell Avenue Trail – This proposed **street-based path** with sidewalks and sharrows connects Railroad Park and the Railroad Park Greenway (5) with the Powell Avenue Rail Greenway (84). This is potentially an alternative to trails along 1st Avenue South.

See Pages: 12.74
- 84

Powell Avenue Rail Greenway – This proposed **rail-to-trail greenway** connects the Powell Avenue Trail (83) with 1st Avenue South Greenway (7) and could provide an alternative connection to Sloss Furnaces to trails along 1st Avenue South.

See Pages: 12.74
- 85

Altamont Park Trail – This proposed **street-based path**, with sidewalks and sharrows, follows Altamont Road along Altamont Park from the intersection of Morningstar Drive to the intersection with Pawnee Avenue South.

See Pages: 12.75
- 86

Woodcrest Road Trail– This proposed **street-based path**, with sidewalks and sharrows, follows Woodcrest Road from the intersection with Red Mountain Ridge Greenway (81) to 21st Avenue South.

See Pages: 12.81

- 87

Red Mountain Cut Greenway – This proposed **shared-use greenway** starts along Arlington Crescent at the Highland Avenue Connector (27) and passing along the old Red Mountain Cut Trail and ends at the YMCA Connector.

See Pages: 12.81
- 88

2nd Avenue South Trail – This proposed **street-based path** travels along 2nd Avenue South from 32nd Street South to 14th Street South, connecting with the existing bike lanes that run from 24th Street to 22nd Street South.

See Pages: 12.74

See Figure 5.11



Figure 5.12 – Jones Valley Trailhead
 Example of a typical Trailhead within the Jones Valley Corridor.

PROJECT SCHEDULE AND TYPOLOGIES

The legend below offers letters that key the different type paths and greenways mentioned in the descriptions. Existing conditions dictate the amount of improvements to be made in each facility and the associated costs. The previously defined greenways and paths are keyed in the following project schedule.

GREENWAYS

A. Shared-Use Greenway - a 12’-0” wide paved path in asphalt (concrete is an option as well but more expensive) and travels in a dedicated easement that can be donated, purchased, an existing utility easement or a permanent easement granted by a property owner. The costs associated with the facility includes site work, paving, proper signs, site furnishings and pavement markings. Lighting can be included as well if the sponsor so desires. Paths along the Cahaba River or Shades Creek are examples of this type facility identified in the plan.

Landscaping varies from simple grassing to wooded areas if adjacent to green space. Within the flood plain of waterways are good locations considering other types of development should not occur and the greenway can act as vegetated buffer that protects water quality.

B. Greenway – same as above but 8-10’ wide. These facilities occur when space does not allow for the larger facility.

C. Rail-to-Trail Greenway – rail beds make ideal 12-0” wide greenways. The level change is gradual and ideal for riding and walking. They usually cost less to develop since the needed site work was done with the original rail work. They also follow populated areas and city centers providing excellent connectivity. C has all the components that A includes. The CSX Greenway identified in the plan along Five Mile Creek is an example of this type of facility.

STREET-BASED PATHS AND BICYCLE ROUTES

D. Bike lanes with Existing Pavement – This category includes streets and roadways where the existing pavement width is sufficient to accommodate the addition of bike lanes through new pavement markings and signage only, no additional paving is necessary. The routes identified in the plan along Ruffner Road, a popular cycling venue, would be an example of this type of facility.

E. Bike Lanes with Sidewalks – This category includes the addition of new facilities for bicyclists, with a dedicated bike lane, and pedestrians, with a sidewalk. Also, signage and pavement markings identifying the route are included.

F. Bike Lanes, Sidewalks and Intersection Treatments - This would include all in **E** as well as intersection treatments (signage, pavement markings, medians and lights, or a combination of any of these) depending on vehicle speeds, traffic volumes, and roadway width.

G. Bike Lanes with New Paving at Shoulder – This category is similar to **D**, however includes paving the shoulder along a road that does not have adequate width to accommodate bicyclists. It includes all the elements of **D**.

H. Shared-lane markings (Sharrows) - These are located on low-volume neighborhood streets and would include sharrow pavement markings and signage to mark the route for shared access. It offers an affordable way to continue a connector.

I. Sidewalk with Sharrow – This category contains the same elements as **H** but includes the addition of a sidewalk on one side of the road, or both, if site conditions allow.

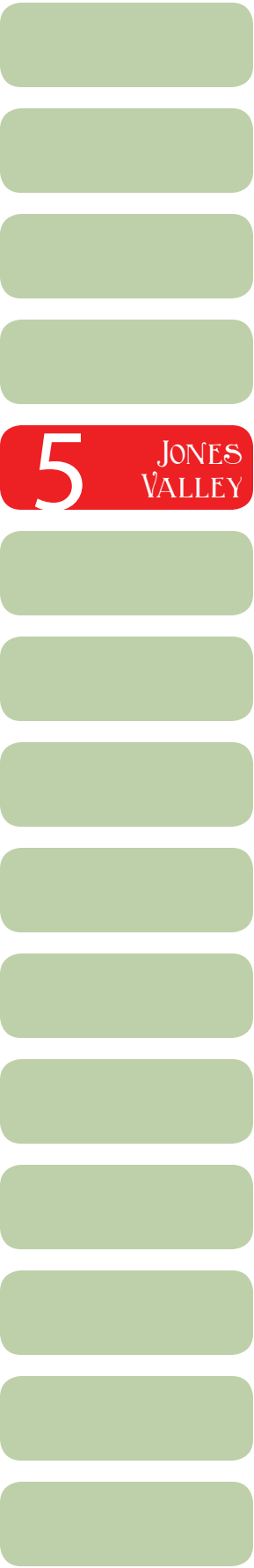
J. Road Diet, 4 to 3 Lanes – typically this type of facility reduces 4 lanes to 3 with a central turn lane. Research illustrates at traffic volumes up to 28,000 cars per day than the 4 lane road can be more efficient with one lane in each direction and a center turn lane. Bike lanes and sidewalks can be added within the remaining available right of way. Signalization can be more fluid and fewer rear ending accidents occur with the turn lane.

OTHER PATHS OR ROUTES

K. Natural Surface Paths / Separate Path – this facility can be from 3’ to 10’ wide and occurs in environmentally sensitive areas where paving is not wanted or hard to access with machinery due to existing vegetation and/or topography. The Aqueduct Trail in Tarrant is an example of this type where the heavily wooded area dotted with limestone formations would not allow for heavy equipment to pass. Equestrian routes are also natural surface paths.

L. Blueways - Many of our rivers and creeks are perfect for canoeing activities. Canoe launches with the needed parking facilities are included in this trail type. Blueways have been identified along the Cahaba River and Five Mile Creek.

Note: Pricing for land acquisitions and major infrastructure improvements, such as bridges and large drainage structures, is not included in the schedule.



JONES VALLEY CORRIDOR PROJECT SCHEDULE

	Trail Name	Map Reference	Trail Type	Estimated Trail Length	Estimated Trail Cost	Additional Miscellaneous Costs
Corridors						
1	Valley Creek Greenway I	12.87, 12.93-94, 12.99	A	8.7 mi	\$3,739,053	Stream restoration, Bridge at rail line
2	Valley Creek Greenway II	12.87-88	A	1.5 mi	\$636,384	Stream restoration
3	Jones Valley Rail Greenway	12.73-74, 12.80, 12.88	C	5.5 mi	\$1,980,812	Bridge at beginning, Bridge at 3rd Ave North
4	Jones Valley Trail	12.74	E	1.0 mi	\$357,245	
5	Railroad Park Greenway	12.74	Existing Greenway			
6	1st Avenue South Trail	12.74	E	0.6 mi	\$200,109	
7	1st Avenue South Greenway	12.74	C	1.1 mi	\$388,522	Renovations to railroad cut
8	35th Street Bridge Trail	12.65, 12.74	J	0.9 mi	\$314,218	Pedestrian access on bridge
9	1st Avenue North Trail	12.46-47, 12.56-57, 12.65-66	E	9.2 mi	\$3,269,321	
	Trail Name	Map Reference	Trail Type	Estimated Trail Length	Estimated Trail Cost	
Connectors						
10	Ruffner Mountain Connector	12.56-57	I	3.1 mi	\$1,122,147	
11	High Ore Line Greenway	12.87, 12.94-95	C	3.1 mi	\$1,122,572	
12	16th Street Connector	12.65, 12.74	I	2.0 mi	\$703,281	
13	20th Connector	12.74	I	2.1 mi	\$750,941	
14	20th Street Vulcan Greenway	12.74, 12.81	J	0.9 mi	\$326,912	
15	24th Avenue/Shuttlesworth Connection	12.65, 12.74	I	2.8 mi	\$1,005,230	
16	Richard Arrington Jr. Boulevard Connector	12.65	I	1.1 mi	\$380,641	
17	Crestwood Connector	12.66, 12.74-75	I	3.4 mi	\$1,223,029	
18	5th Avenue South and Georgia Road Connector	12.66-67	I	3.4 mi	\$1,226,751	
19	5th Avenue South Connector	12.66, 12.74-75	J	3.0 mi	\$1,110,874	
20	7th Avenue South Trail	12.74	E	0.6 mi	\$197,146	
21	7th Avenue South Existing	12.74	Existing Trail			
22	7th Avenue South and Clairmont Connector	12.74-75	I	2.2 mi	\$782,248	
23	Clairmont Trail Existing	12.75	Existing Trail			
24	Clairmont Trail Extension	12.75	I	0.4 mi	\$142,573	
25	Crestwood/Clairmont Connector	12.66, 12.75	I	0.8 mi	\$280,125	
26	12th/56th Street Connector	12.66, 12.75	I	1.3 mi	\$480,405	
27	Highland Avenue Connector	12.74	I	0.6 mi	\$212,638	
28	Highland Avenue Parks Connector	12.74-75	I	1.7 mi	\$606,443	
29	Woodfield Connection	12.87	I	0.8 mi	\$297,944	
30	Martin Luther King Jr. Greenway Existing	12.79, 12.87	Existing Greenway			
31	Martin Luther King Jr. Greenway Extension	12.79	B	0.3 mi	\$105,449	
32	57th Street West Connector	12.79-80	I	0.4 mi	\$143,224	
33	Pineview Trail	12.79-80	B	0.2 mi	\$68,117	
34	Pineview Road Trail	12.80	I	0.8 mi	\$286,933	
35	Glen Oaks Elementary Connector	12.87	B	0.4 mi	\$131,545	
36	Health Clinic Greenway	12.87	I	0.4 mi	\$127,458	
37	Ruffner Rail Greenway	12.66	C	1.8 mi	\$637,165	
38	Vulcan Greenway	12.81	Existing Greenway			
39	Greensprings Avenue Trail	12.73-74, 12.80-81	F	5.4 mi	\$1,949,303	
40	14 th Street North Trail	12.74	I	0.6 mi	\$202,294	
41	Martin Luther King Jr. Trail	12.73-74, 12.80-81, 12.88	I	2.7 mi	\$958,497	
42	Red Mountain Park Connector	12.73-74, 12.80, 12.88, 12.95	I	7.2 mi	\$2,570,110	
43	Woodward Road Trail	12.79-80, 12.87	I	2.2 mi	\$793,891	

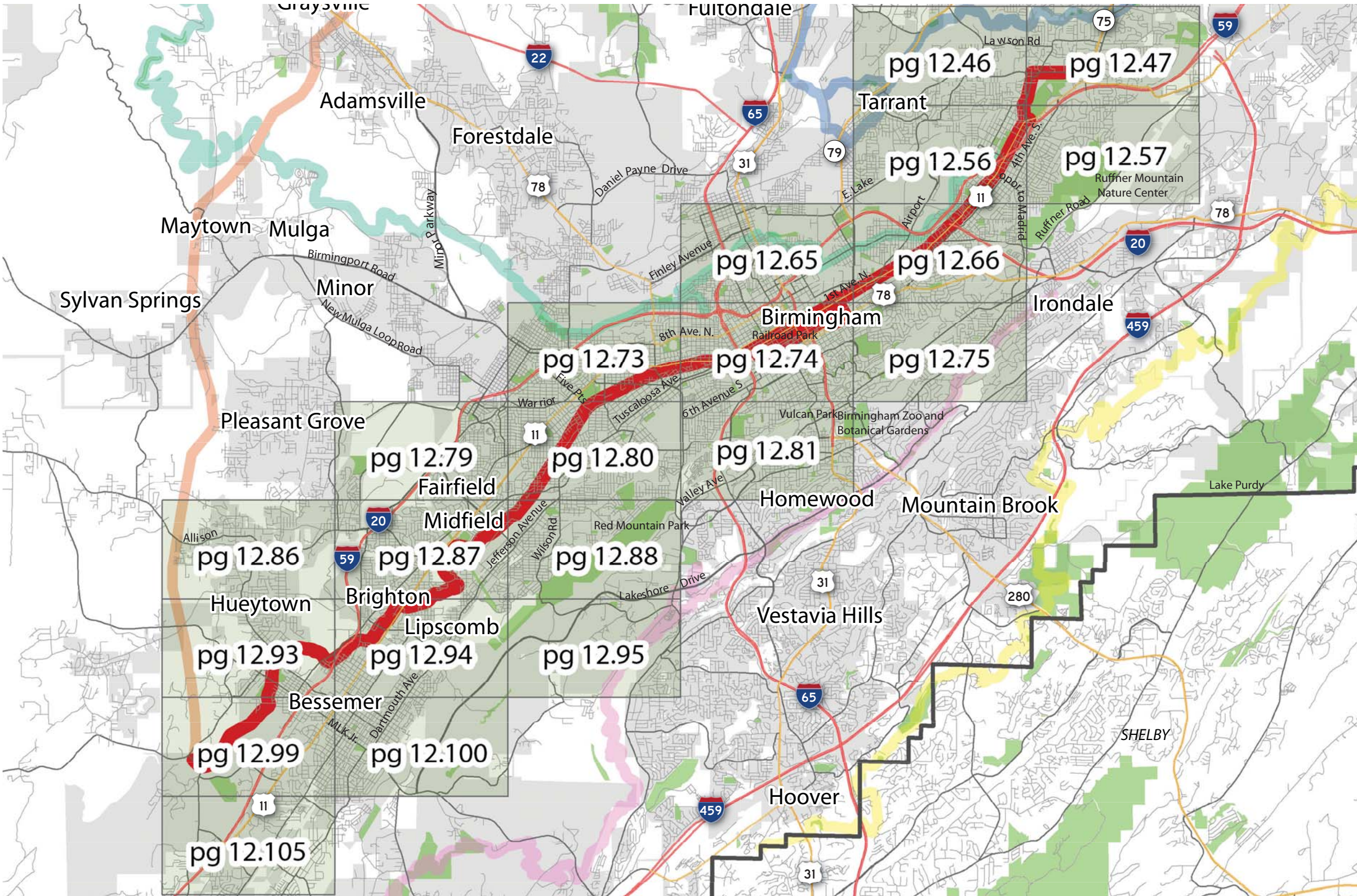
	Trail Name	Map Reference	Trail Type	Estimated Trail Length	Estimated Trail Cost
44	Fairfield Trail	12.72, 12.79	I	4.4 mi	\$1,562,761
45	Miles College Connector Trail	12.79	I	0.3 mi	\$121,929
46	Vulcan Park Connector Greenway	12.81	C	1.0 mi	\$354,552
47	Robert Jemison Road Trail	12.80-81, 12.89	I	1.5 mi	\$531,619
48	86 th Street South Trail	12.57	I	1.6 mi	\$567,596
49	39 th Street South Connector	12.75	I	0.4 mi	\$149,668
50	3 rd Avenue South Trail	12.56, 12.66	I	2.5 mi	\$901,364
51	43 rd Street Trail	12.66	I	1.1 mi	\$383,663
52	28 th Street North Trail	12.65, 12.74	I	1.3 mi	\$466,206
53	6 th Avenue South Trail	12.74, 12.81	I	2.6 mi	\$914,390
54	US Highway-11 Trail	12.73-74, 12.79, 12.87, 12.94, 12.99-100	J	12.7 mi	\$4,664,428
55	16th Street South Trail	12.74, 12.81	D	0.8 mi	\$288,896
56	41 st Street Trail	12.66, 12.75	I	0.5 mi	\$180,148
57	Hueytown Power Trail	12.86, 12.93	B	3.0 mi	\$1,002,364
58	Bessemer CSX Trail	12.94, 12.100	A	4.2 mi	\$1,781,311
59	Midfield Park Trail	12.87	B	0.4 mi	\$148,522
60	Harmony Drive Greenway	12.94	A	2.3 mi	\$997,384
61	Dartmouth Avenue Trail	12.94, 12.100	I	2.0 mi	\$706,796
62	DeBardeleben Park Connector	12.99-12.100	I	0.8 mi	\$285,673
63	Carolina Avenue Trail	12.99-100, 12.105	I	1.5 mi	\$548,070
64	Linwood Road Connector	12.75	I	0.6 mi	\$218,161
65	Overwood Road Trail	12.75	I	0.2 mi	\$58,083
66	52 nd Street South Connector	12.75	E	0.4 mi	\$150,200
67	81 st Street South Connector	12.56-57	I	1.3 mi	\$469,021
68	2 nd Avenue South Bike Lane	12.74	Existing Trail		
69	14 th Street Existing Bike	12.74	Existing Trail		
70	15 th Street Connector	12.74	F	0.4 mi	\$151,518
71	Halls Creek Greenway	12.99, 12.105	A	2.4 mi	\$1,016,096
72	Alabama Adventure Connector	12.99	J	1.1 mi	\$421,992
73	Sloss Furnances Trail	12.74	J	0.6 mi	\$203,975
74	West Brownville Park Trail	12.87	A	0.1 mi	\$56,662
75	59 th Street North Connector	12.66	I	0.1 mi	\$39,704
76	Aviation Avenue Connector	12.66	I	0.4 mi	\$141,036
77	Red Mountain Park Trail System	12.88, 12.94-95	A	9.8 mi	\$4,220,614
78	Green Springs Highway Trail	12.81	E	1.0 mi	\$345,365
79	1 st Avenue South Trail	12.66, 12.74-75	C	2.5 mi	\$903,317
80	18 th Street Connector	12.74	E	0.2 mi	\$75,261
81	Red Mountain Ridge Greenway	12.81	B	0.1 mi	\$40,695
82	Roebuck Golf Course Connector	12.47, 12.57	E	1.9 mi	\$687,431
83	Powell Avenue Trail	12.74	I	0.4 mi	\$132,860
84	Powell Avenue Rail Greenway	12.74	C	0.8 mi	\$292,003
85	Altamont Park Trail	12.75	I	0.8 mi	\$283,913
86	Woodcrest Road Trail	12.81	I	0.3 mi	\$121,532
87	Red Mountain Cut Greenway	12.81	A	0.4 mi	\$186,739
88	2nd Avenue South Trail	12.74	D	1.2 mi	\$430,990

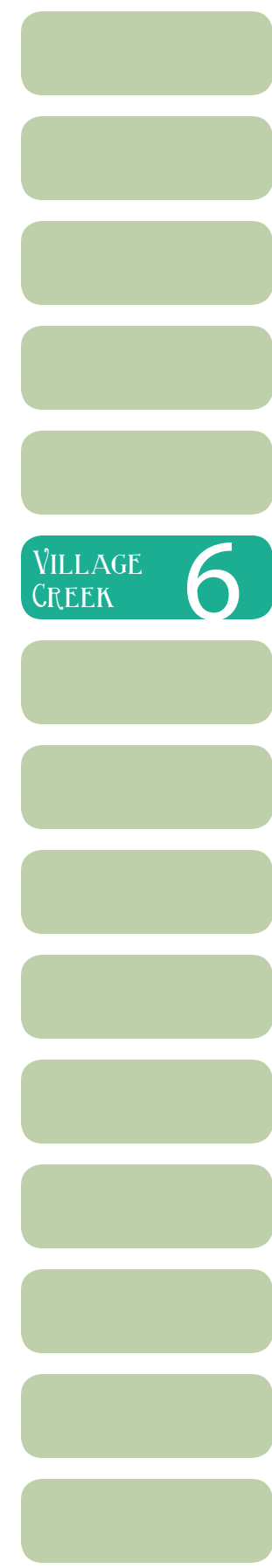
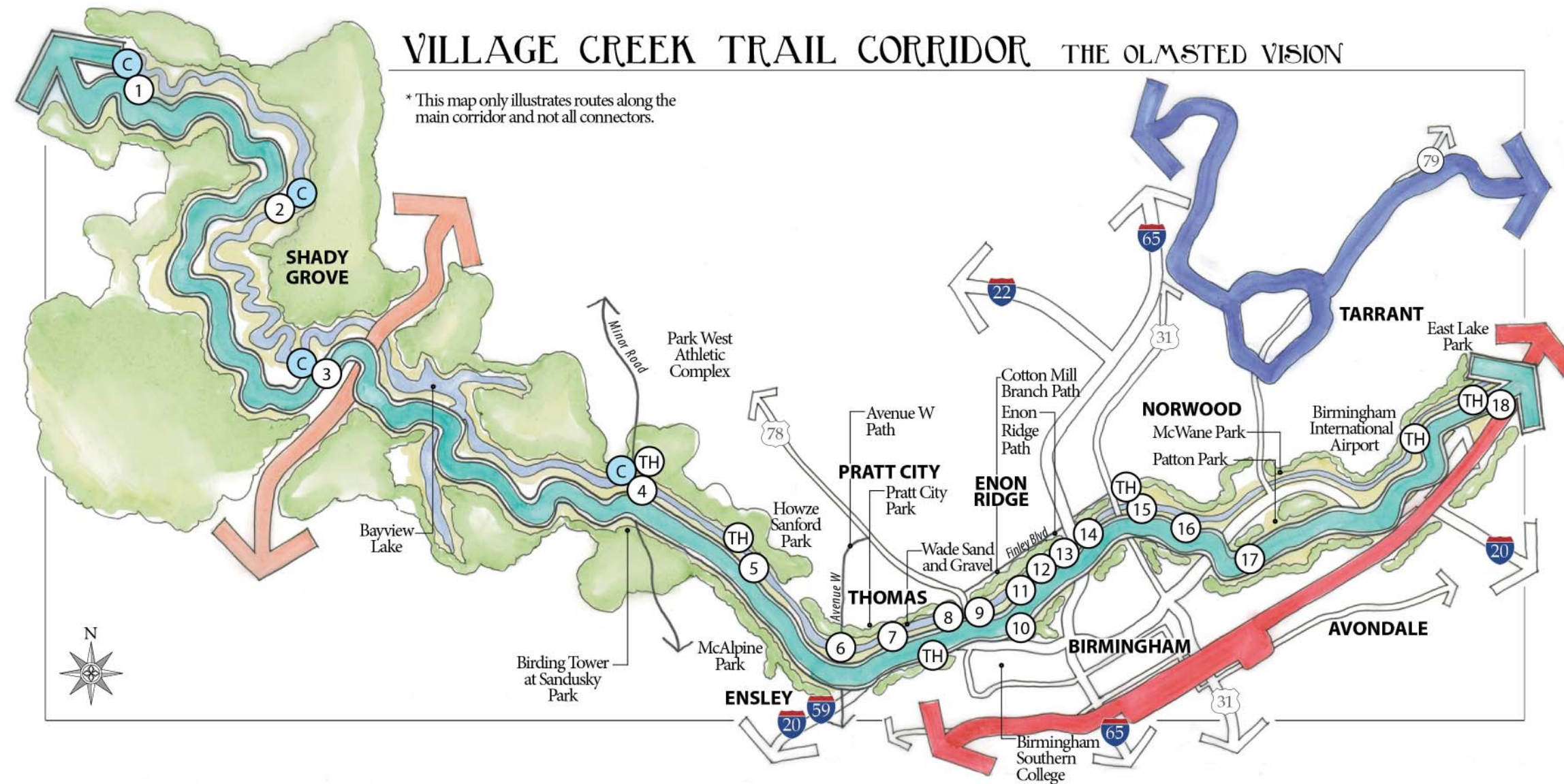
**Note: Pricing for land acquisitions and major infrastructure improvements, such as bridges and large drainage structures, is not included in the schedule.*

JONES VALLEY CORRIDOR LOCATOR MAP

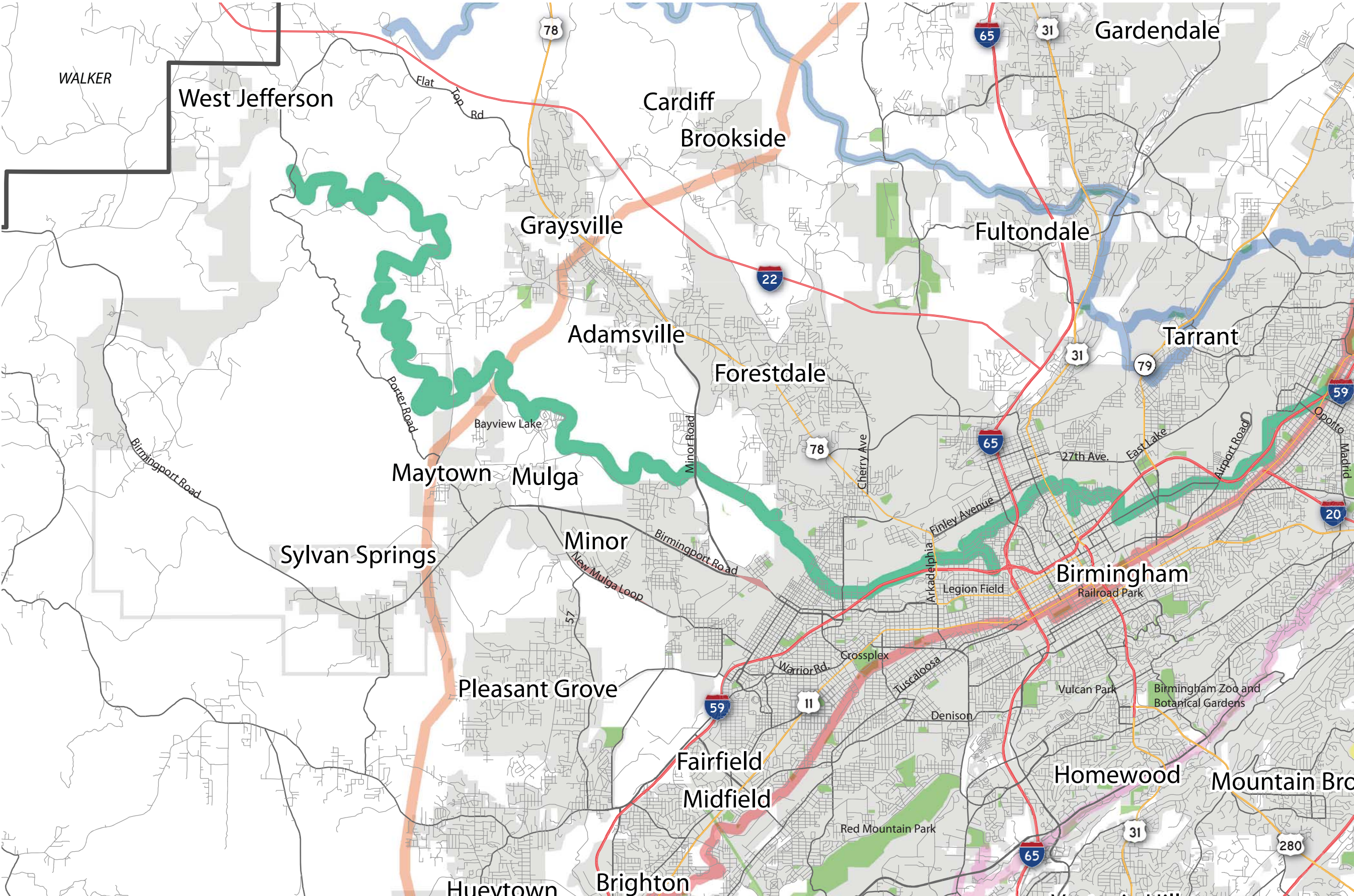
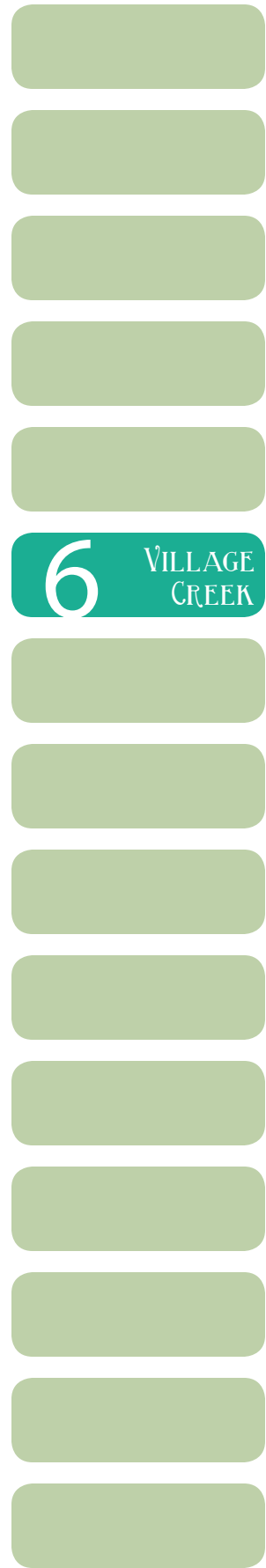
The project descriptions are segmented in greenway or path types and numbered. The number can be referenced on the project descriptions, schedule or the following map. Locate the area of interest on the overall corridor location map where a page number will be given to a larger map with greater detail. The illustrated facilities are numbered

at the beginning, end and at page breaks. The number references the corresponding information within the Project Description and the Project Schedule. Circle numbers are used for the main corridor facility and triangle numbers are used for the connectors.





GREENWAY & PATH LEGEND			SYMBOL LEGEND	
1 Village Creek Blueway I	8 Arkadelphia Path at Village Creek	13 East Enon Ridge Greenway at Village Creek	C Canoe Launch	Village Creek Corridor
2 Village Creek Blueway II	9 Dorothy Spears Greenway at Village Creek	14 North Village Creek Greenway	TH Trail Head	Five Mile Creek Corridor
3 Village Creek Blueway III	10 1st Street West Path at Village Creek	15 30th Street Trail	2 Trail Number	Jones Valley Corridor
4 Village Creek BS Rail Greenway	11 West Enon Ridge Greenway at Village Creek	16 Norwood Greenway	79 U.S. Highway	Proposed Northern Beltline Corridor
5 JCES Greenway at Village Creek	12 Enon Ridge Trail	17 Airport Trail at Village Creek	65 U.S. Interstate	
6 Ensley Pratt Greenway at Village Creek		18 Village Creek Greenway at East Lake		
7 Wade Greenway at Village Creek				



VILLAGE CREEK CORRIDOR – THE ORIGINAL OLMSTED VISION

The flood plain of Village Creek was designated as green space in the 1921 Olmsted Master Plan for the Birmingham Parks and Recreation Board. Unfortunately this area was heavily developed with residential and commercial industry. The result is regular flooding with damage to health, safety and property. In recent years the Corps of Engineers has purchased property along the creek to receive the flood waters and create greenways as buffers. In that effort the green space originally planned is now reverting back to the original Olmsted design intent and sets the stage for future greenways, paths and meaningful connectivity.

The Auburn Urban Studio in Birmingham, lead by Professor Cheryl Morgan, has been involved in developing site plans and proposed uses along the creek from East Lake to Bayview Lake in the west. Parts of that work are included in this master plan and illustrate the next step in the process of the implementation of greenways and paths through design development for any part of the system.

JURISDICTIONS

The Village Creek Corridor is within the following municipalities; Birmingham, Maytown, Minor, Mulga and West Jefferson along with unincorporated Jefferson County.

OVERALL CORRIDOR DISTANCE

39.0 Miles

KEY RECOMMENDATIONS

The Creek offers Blueway activities with canoe launches placed strategically in the western ends of the corridor. Greenways are identified along the creek in the following areas: BS Rail Greenway, along park property in Ensley, Pratt City (part of the flood buyout), Enon Ridge, Norwood, and in the East Lake areas. The flood buyouts offer great opportunity to create greenways in natural creek areas. The route connects one neighborhood to the next, as well as, connecting the neighborhoods to the creek giving a densely populated urban area access to a beautiful natural environment.

Greenway and path descriptions in this section outline the Village Creek Corridor. Ideally the Corridor, as the major route, would be composed of all shared-use greenways with a dedicated easement. Due to the urban nature of the corridor the route is a combination of greenways (off-road) and paths (street- based) facilities.

Recommended facilities outlined in this chapter can be found in the following three sections:

Project Descriptions – Includes the key number and description for each facility along with a page reference for the corresponding maps illustrating the facility. The key number can also be referenced on the Project Schedule, to identify facility type and cost. Each route is segmented according to type of facility. Circle numbers are used for the main corridor facility and triangle numbers are used for the connectors and neighborhood routes.

Project Schedule – Identifies the facility type, corresponding maps illustrating the facility along estimated length and estimated cost for each facility. Relative estimated costs for each type of facility can be found in Chapter 13 – Phasing and Implementation. Numbers reflect current industry cost based on completed projects in the region.

Corridor Locator Map – Locates the area of interest on the overall corridor location map where a page number will be given to an aerial map.



Figure 6.1 – Minor Canoe Launch
This Auburn Urban Studio plan is the Minor Canoe Launch along the downstream segment of Village Creek Blueway (3) near Bayview Lake.

PROJECT DESCRIPTIONS OF THE VILLAGE CREEK CORRIDOR

- 1 **Village Creek Blueway I** – This **blueway** has canoe launches at Elbo Porter Road and Woodruff Bridge. See Pages: 12.31-12.32, 12.42
- 2 **Village Creek Blueway II** – This **blueway** has canoe launches at Woodruff Bridge and Shady Grove Road. See Pages: 12.42, 12.52
- 3 **Village Creek Blueway III** – This **blueway** has canoe launches at Shady Grove Road and Minor Road. See Pages: 12.52, 12.63 See Figure 6.1
- 4 **Village Creek BS Rail Greenway** – This proposed **rail-to-trail greenway** along BS railroad begins at Minor Road just south of Adamsville Industrial park at the Freshwater Land Trust property and travels east until just west of the JCES Water Treatment Plant where the Auburn Urban Studio plan for Village Creek proposed a birding tower and linkage to Ensley Pratt Park, Sanford Howze Park, Hudson Research Center and historic coke ovens. See Pages: 12.63

6 VILLAGE CREEK

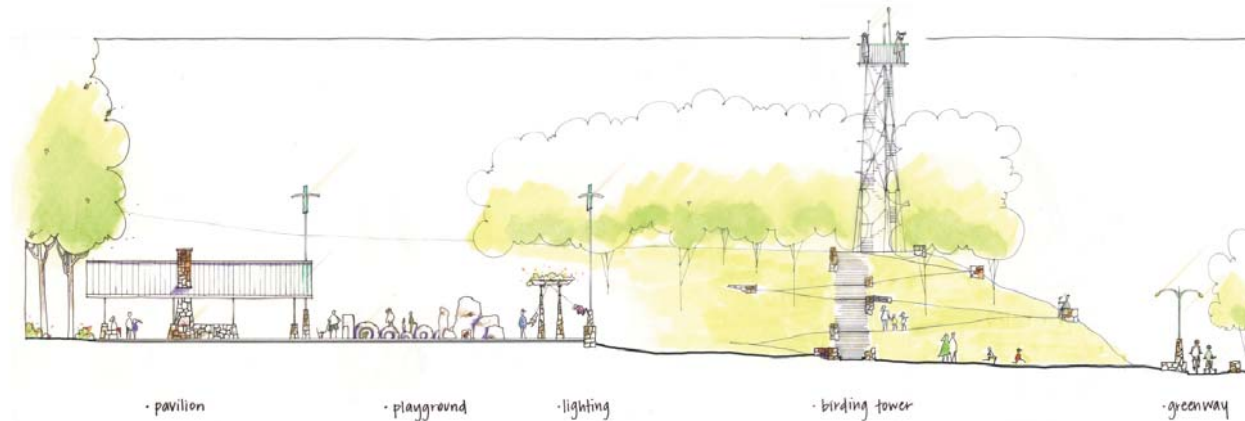


Figure 6.2 – Sandusky Birding Tower

This Auburn Urban Studio drawing illustrates the proposed birding tower on Freshwater Land Trust property along Village Creek BS Rail Greenway (4).

- 5 **JCES Greenway at Village Creek** – This proposed **shared-use greenway** follows along the creek east from the BS Rail Greenway to Pleasant Hill Road Bridge. Crossing to the south of Village Creek via a new greenway bridge, the path follows the creek to Jackson Olin High School at Avenue F. Negotiation are needed for JCES, Birmingham Schools and Vulcan Materials for this route. The school campus makes an ideal trail head site with shared parking.
See Pages: 12.64, 12.73
- 6 **Ensley Pratt Greenway at Village Creek** – This proposed **shared-use greenway** starts at the Community Center trail head at Avenue F and travels east along the creek to McAlpine Park and green space from flood buyout property to the trail head at Avenue W.
See Pages: 12.73
- 7 **Wade Greenway at Village Creek** – This proposed **shared-use greenway** starts at 13th Street Alley and heads east to an existing service road along I-59 right at Wade Sand and Gravel until 9th Place where parking is provided at a trail head.
See Pages: 12.73
- 8 **Arkadelphia Path at Village Creek** – This proposed **street-based path** starts at the cul-de-sac of 11th Court and turns north onto 9th Street SW, crossing Arkadelphia Road (with signalization).
See Pages: 12.64, 12.73
- 9 **Dorothy Spears Greenway at Village Creek** – This proposed **shared-use greenway** connecting along the old Enon Ridge Rail bed to 3rd Street West.
See Pages: 12.64-12.65, 12.73-12.74
See Figure 6.3
- 10 **1st Street West Path at Village Creek** – This proposed **street-based path** with sidewalks and sharrows starts at the Enon Ridge Rail Line on the southern end of 1st Street West and heads north to Village Creek.
See Pages: 12.65



Figure 6.3 – Dorothy Spears Greenway at Village Creek

Dorothy Spears Greenway at Village Greenway (9) East Thomas Park and Dorothy Spears Park.



- 11 **West Enon Ridge Greenway at Village Creek** – This proposed **shared-use greenway** trail starts at 1st Street North and follows the creek, passing the Enon Ridge Trail, connecting with the Thomas Neighborhood Greenway and Wade Nature Preserve (23).
See Pages: 12.64-12.65
See Figure 6.4
- 12 **Enon Ridge Trail** – This proposed **street-based path**, with sidewalks and sharrows, starts on 16th Ave North and travels to 2nd Street North connecting with West Enon Ridge Greenway (11).
See Pages: 12.65
- 13 **East Enon Ridge Greenway at Village Creek** – This proposed **shared-use greenway** trail starts at the west end of 17th Avenue East at 3rd Street and follows the creek until the east end of 17th Avenue and 5th Street. The land is part of flood buyout property by the City.
See Pages: 12.65



Figure 6.4 – West Enon Ridge Greenway

This segment of the West Enon Ridge Greenway (11) is along flood buy-out property in the Enon Ridge Neighborhood.



- 14 North Village Creek Greenway** – The **shared-use greenway** trail follows Village Creek from 5th Street North to 27th Street North, traveling under the bridge at I-65. See Figure 6.5 for plans in this area prepared by the Auburn University Urban Studio which feature a skate park under the viaduct and ball fields adjacent.

See Pages: 12.65

See Figure 6.5

- 15 30th Street Trail** – This **street-based path** starts at 27th Street North following 21st Avenue North to 30th Street, crossing at grade railroad tracks and ending at the Norwood Greenway (15).

See Pages: 12.65

- 16 Norwood Greenway** – This existing **shared-use greenway** runs from 15th Avenue North to Vanderbilt. This trail winds through the neighborhood amongst stately homes in the fashion similar to Bush Boulevard in the West and Highland Avenue in Southside.

See Pages: 12.65



Figure 6.5 – Viaduct Skatepark and Fields

This Auburn Urban Studio plan depicts the proposed skatepark and fields adjacent to Interstate-65 and Village Creek along the North Village Creek Greenway (14).

- 17 Airport Trail at Village Creek** – This proposed **street-based path** from Norwood Greenway following Vanderbilt South, then turning onto Richard Arrington Boulevard, which turns into 3rd Avenue North, The trail turns north onto 65th Street, connecting with Village Creek Greenway at East Lake (17).

See Pages: 12.56, 12.65-12.66

See Figure 6.6

- 18 Village Creek Greenway at East Lake** – This proposed **shared-use greenway** travels along Village Creek from the southwest corner of East Lake Park until 65th Street North, where the corridor becomes street based.

See Pages: 12.56

See Figure 6.7

PROJECT DESCRIPTIONS FOR THE CONNECTORS

- 19 Holley Avenue Trail** – This proposed **street-based path** begins at the eastern end of the Village Creek BS Rail Greenway (4) and travels on Blount Street to Pratt Highway and Dora Avenue connecting with the Pratt Highway Trail (53).

See Pages: 12.64

6 VILLAGE CREEK

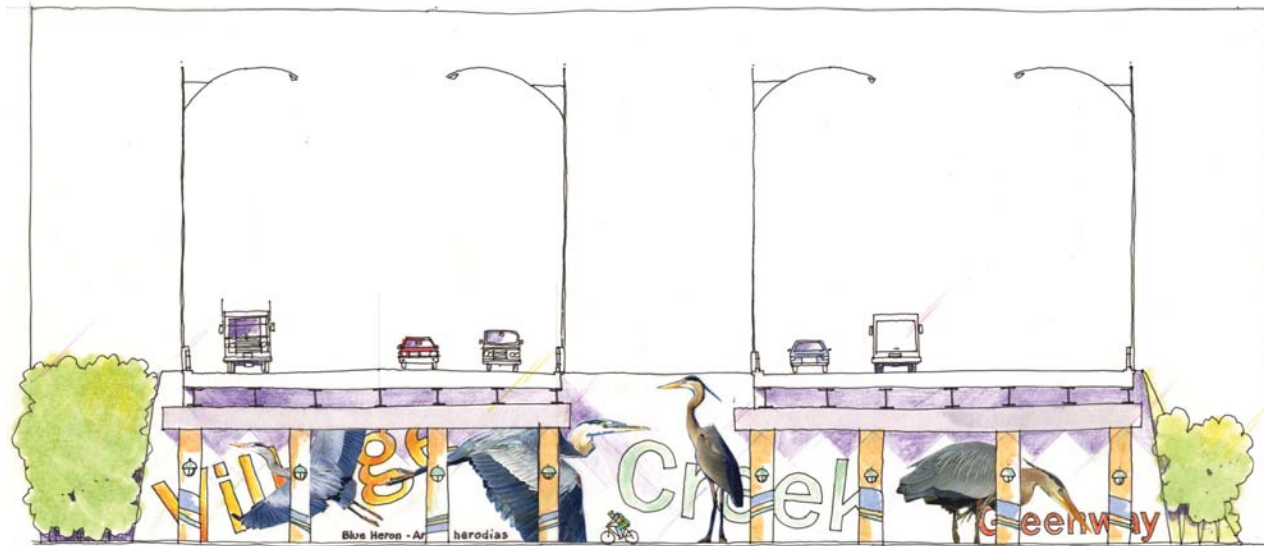


Figure 6.6 – 65th Street North Underpass

This Auburn Urban Studio drawing illustrates the proposed treatment of the underpass along 65th Street North along the Airport Trail at Village Creek (17).

- 20 ACIPCO Greenway** – This proposed **rail-to-trail greenway** connects the Pratt Highway Trail (53) with the 33rd Avenue North Trail (31), traveling along an old rail line.

See Pages: 12.64

- 21 Avenue F Trail** – This proposed **street-based path** begins at the Howze-Sanford Recreational Center and travels east along 5th Street. The trail turns south on to Avenue F and crosses the railroad tracks at an on-grade crossing, then crosses Village Creek, where a new bridge is needed. The trail connects to Jackson Olin High School, then turns southeast on to 11th Alley, following the edge of McAlpin Park, then turns southwest on to Avenue H, following Avenue H to 34th Street. New paving is needed with sharrow striping, and the existing sidewalks need repairing.

See Pages: 12.64, 12.72-12.73

- 22 Avenue W Trail** – This proposed **street-based path** begins at the intersection of North Highland Drive and Dugan Avenue and travels south along Dugan Avenue / Avenue W, intersecting with the Thomas Neighborhood Greenway and Wade Nature Preserve (23), then travels to Village Creek and the Wade Greenway (7). A road-diet is recommended with sidewalks on each side.

See Pages: 12.64, 12.73

See Figure 6.8



Figure 6.7 – East Lake Park

Village Creek Greenway at East Lake (18) as it approaches East Lake Park



- 23 Thomas Neighborhood Greenway and Wade Nature Preserve** – This proposed **shared-use greenway** begins at the intersection of Avenue W and Republic Boulevard and travels in the right-of-way of Republic Boulevard to Village Creek. The trail turns north and travels through Wade Sand and Gravel property to 1st Street in Thomas, then turns south and parallels New York Avenue back to Village Creek. The greenway begins to follow Village Creek to the east, crossing underneath Arkadelphia Road and railroad bridges connecting to Duke Park and East Thomas Park. See Figure 6.9 for Auburn Studio Plan illustrating another option of crossing the creek over Arkadelphia Road Bridge.

See Pages: 12.64, 12.73

See Figure 6.9

- 24 Graymont Avenue Trail** – This proposed **street-based path** begins at the Wade Greenway (7) at Anniston Avenue and 16th Street and travels south down Anniston Avenue, then turns east towards Graymont Avenue. The trail travels past Legion Field, and underneath Interstate-65 to 14th Street South.

See Pages: 12.73-12.74



Figure 6.8 – Avenue W Trail
This segment of the Avenue W Trail (22) is in Pratt City.



- 25 Center Street Trail** – This proposed **street-based path** travels along Center Street connecting the Village Creek Greenway to the Valley Creek Greenway.
See Pages: 12.65, 12.74
- 26 3rd Street North Trail** – This proposed **street-based path** travels along 3rd Street North from 11th Avenue North to Graymont Avenue.
See Pages: 12.74
- 27 Harris Park Trail** – This proposed **street-based path** begins at the intersection of Highway-11 and Avenue X. The trail travels north along Avenue X, turning west onto 29th Street Ensley, then north on Avenue W, passing Harris Park. The trail turns west on 25th Street, then north on Avenue U, then east onto Pike Road, crossing under Interstate-20/59. The trail turns west onto 19th Street, then north onto Avenue U, connecting with Tuxedo Park.
See Pages: 12.73



Figure 6.9 – Arkadelphia Road Connections
This Auburn Urban Studio plan depicts proposed trail connections around Arkadelphia Road along the Thomas Neighborhood Greenway and Wade Nature Preserve (23).

- 28 Five Points West Trail** – This proposed **street-based path** begins at Fair Park, and travels north along Ensley Five Points West Avenue, and over Interstate-20/59. The trail turns west onto 21st Street South. A pedestrian opening in the fence at Tuxedo Terrace is needed to connect the trail from Fives Points West Avenue to 21st Street South. The trail travels along 21st Street, requiring a pedestrian crossing signal at Avenue I. The trail connects with the Avenue F Trail (21) at Avenue H.
See Pages: 12.73
- 29 Coalburg Greenway** – This proposed **shared-use greenway** begins at the northern end of the Avenue W Trail, near North Highland Drive. The greenway follows the west side of Dugan Avenue / Daniel Payne Drive on a shared use greenway, passing Cherry Avenue, then turns north onto US Steel Property, where an easement negotiation is needed. The greenway follows existing service roads through USS property and turns east, eventually connecting with Coalburg Road.
See Pages: 12.54, 12.64
- 30 Wylam Greenway** – This proposed **shared-use greenway** begins at the intersection of 9th Avenue and Jersey Avenue. The greenway travels northeast along the abandoned railroad to 5th Avenue. The greenway is proposed to travel on a multi-use trail through a future City of Birmingham Industrial Park and US Steel property through a negotiated right-of-way. The greenway connects with the JCES Greenway at Village Creek (5).
See Pages: 12.64, 12.72-12.73

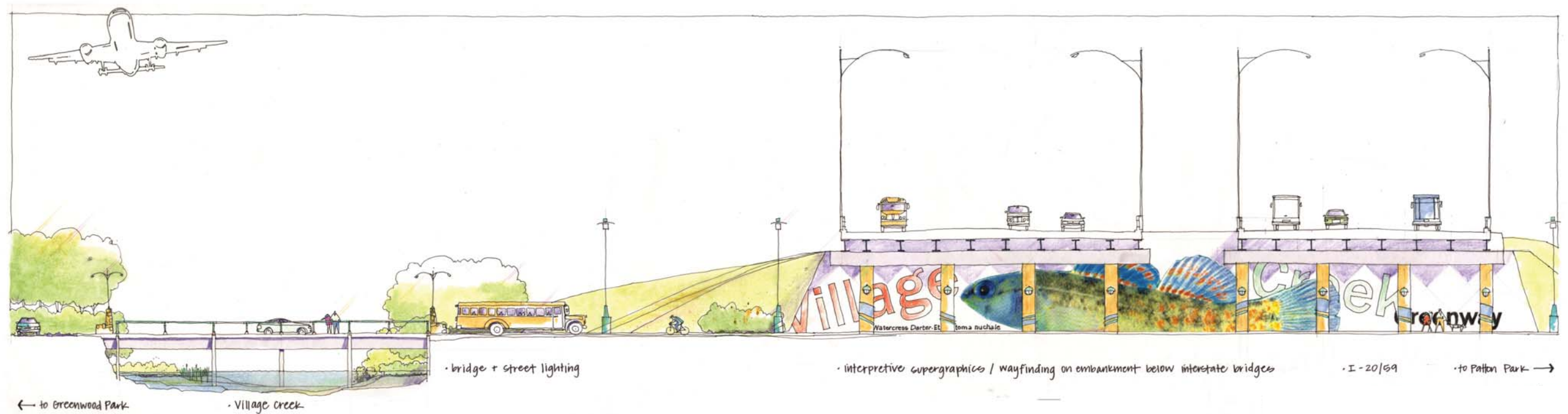


Figure 6.10 – Tallapoosa Street Underpass Treatment

This Auburn Urban Studio drawing illustrates their proposed treatment of the Tallapoosa Street underpass along Interstate-59/20. This plan has a trail under the Coosa Street underpass, East Lake Boulevard Trail (35), which could receive a similar treatment.

- 31 33rd Avenue North Trail** – This proposed **street-based path** begins near Clayton Park on 33rd Avenue North and travels east along 33rd Avenue North. The trail crosses underneath Interstate-65 then connects with the Carver High School Trail at 24th Street North.
See Pages: 12.55, 12.64-12.65
- 32 Carver High School Trail** – This proposed **street-based path** travels along 24th Street North from Village Creek to 36th Avenue North, where it turns east and connects to the Highway 31 Greenway.
See Pages: 12.55, 12.65
- 33 29th Avenue Trail**– This proposed **street-based path** travels along 29th Avenue North from 24th Street North to Bethel Baptist Church at 33rd Street North.
See Pages: 12.65
- 34 35th Avenue Trail** – This proposed **street-based path** travels along 35th Avenue North from 24th Street North to Shuttlesworth Drive, connecting North Birmingham Elementary and North Birmingham Park.
See Pages: 12.55

- 35 East Lake Boulevard Trail** – This proposed **street-based path** begins at the intersection of Richard Arrington Jr. Boulevard and Coosa Street, and travels northwest along Coosa Street turning east on to East Lake Boulevard. The trail follows East Lake Boulevard to 6th Avenue North, where it connects with the Airport Greenway (36). See Figure 6.10 for a similar underpass treatment proposed by the Auburn Urban Studio.
See Pages: 12.55-12.56, 12.65
See Figure 6.10
- 36 Airport Greenway** – This proposed **shared-use greenway** is part of the proposed airport master plan. The greenway begins at the intersection of Birmingham Street and East Lake Boulevard and ends at the intersection of 84th and 69th, near the north end of the airport.
See Pages: 12.46, 12.56
- 37 Safe Routes to School Rail Trail** – This **shared-use greenway** begins at the Airport Greenway (17), and travels along an abandoned rail line ending at the 1st Avenue North Trail of the Jones Valley Corridor (9).
See Pages: 12.65-12.66
- 38 US Highway 31 Greenway** – This proposed **shared-use side path** begins at 24th Street North and travels east down 35th Avenue North toward Highway 31. The multi-use trail crosses the railroad tracks on a 750-foot side bridge at an existing vehicular bridge. The trail travels northeast, paralleling Highway 31, and connects with Turkey Creek.
See Pages: 12.45, 12.55
- 39 Shuttlesworth Drive Trail** – This proposed **street-based path** travels along Shuttlesworth Drive between 21st Avenue North and Cedar Street.
See Pages: 12.55, 12.65

- 40 East Lake to Roebuck Park Greenway Connector** – This proposed **shared-use greenway** connects East Lake Park with Roebuck Municipal Golf Course along Village Creek flood buyout property.
See Pages: 12.56
- 41 AL North-South Bike Route #2** – This proposed **street-based path** begins at the intersection of Avenue H and Highway-269, and continues west along Highway-269 to the Black Warrior River-Locust Fork.
See Pages: 12.40, 12.50, 12.60-12.63, 12.70-12.73
- 42 6th Place Trail** – This proposed **street-based path** follows 6th Place from Avenue F to Dugan Avenue.
See Pages: 12.64
- 43 County Road 80 Trail** – This proposed **street-based path** connects the Wylam Trail with the Avenue F Trail via County Road 80.
See Pages: 12.72
- 44 Airport to Village Creek Connector** – This proposed **greenway** begins at the eastern end of 4th Avenue North, near 63rd Street North. The greenway travels parallel to Interstate-20/59 along a creek, and connects with 65th Street North.
See Pages: 12.66, 12.56
- 45 Ensley Park Greenway** – This proposed **shared-use greenway** begins near the intersection of 30th Street Ensley and Avenue I, in Ensley Park. The greenway travels southeast, parallel to 30th Street, then turns north-east paralleling Interstate-20/59 to 25th Street Ensley.
See Pages: 12.73
- 46 Ensley Park Greenway Existing** – The existing **shared-use greenway** travels through Ensley Park.
See Pages: 12.73
- 47 Existing Pedestrian Bridge over I-59** – The existing **pedestrian bridge** crosses Interstate-20/59 from Ensley Park to Pike Road.
See Pages: 12.73
- 48 Ensley Greenway** – This proposed **shared-use greenway** begins at the south side of the pedestrian bridge, and travels east following Pike Road, connecting with the Highlands Park Trail, near 23rd Street.
See Pages: 12.73
- 49 Fair Park Greenway** – This proposed **shared-use greenway** follows the western side of Fair Park along Avenue W from Highway-11 to the Valley Creek Greenway.
See Pages: 12.73, 12.80
- 50 Vanderbilt Road Trail** – This proposed **street-based path** begins at the intersection of Vanderbilt Road and Village Creek. The trail travels south along Vanderbilt Road, then turns east on to Richard Arrington Jr. Boulevard, connecting with the 43rd Street Trail underneath Interstate-20/59 on 3rd Avenue.
See Pages: 12.65



Figure 6.11 – Norwood Neighborhood

This Auburn Urban Studio plan depicts the proposed parkspace along Village Creek in the Norwood Neighborhood. (59)

- 51 43rd Street Connector** – This proposed **street-based path** begins at the intersection of Richard Arrington Jr. Boulevard and 3rd Avenue North, underneath Interstate-20/59. The trail turns north on to 65th Street North and connects with the Village Creek Greenway at East Lake (18), near 38th Avenue North. The trail continues north along 65th Street North, then turns east on to 43rd Street North, connecting with the Airport Greenway, near 45th Street North.
See Pages: 12.56
- 52 Howze-Sanford Greenway** – This proposed **shared-use greenway** begins at Howze-Sanford Park and travels north along an existing right-of-way, connecting to Pratt City Highway.
See Pages: 12.64
- 53 Pratt City Highway Trail** – This proposed **street-based path** begins at the west end of Blount Street and continues east to Pratt Highway. The trail follows Pratt Highway and crosses Dugan Avenue, connecting with the ACIPCO Greenway (20) near Avenue Y.
See Pages: 12.64
- 54 Cherry Avenue Trail** – This proposed **street-based path** begins at the intersection of Dugan Avenue and Hibernian Street and follows Hibernian Street, east to Cherry Avenue, where a pedestrian bridge crosses Highway 78, and travels north along Cherry Avenue to Daniel Payne Parkway. Existing sidewalks on each side of the road need repair in the tornado-affected zone. Repaving, and striped sharrows should occur after tornado-affected rebuilding occurs.
See Pages: 12.64

6 VILLAGE CREEK

- 55 Avenue M Trail** – This proposed **street-based path** begins at the intersection of Avenue F and 7th Street, and travels east along 7th Street. The trail turns south on to Avenue H, east on 9th Street, then south on to Avenue M, connecting with the pedestrian bridge that crosses Village Creek.
See Pages: 12.64, 12.73
- 56 Ensley Park Connector** – This proposed **street-based path** connects the Ensley Park Trail (45) to the Avenue F Trail (21), traveling along 30th Street Ensley.
See Pages: 12.73
- 57 Second Creek Connector** – This proposed **natural surface shared-use greenway** begins at the end of the Roberts Road Connector at Forestdale Boulevard (US Highway 78). The trail follows Second Creek as it travels southwest towards Village Creek. The trail ends at Second Creek's confluence with Village Creek, where it intersects with the Village Creek BS Rail Greenway (4) east of Minor Parkway.
See Pages: 12.53, 12.63
- 58 Industrial Trail Connector** – This proposed **street-based path** with shared-use side path from the Hibernian Street Trail (54) that connects to the US Highway-78 Light Industrial Area.
See Pages: 12.64
- 59 Village Creek Greenway at Norwood** – This proposed **shared-use greenway** in the Norwood neighborhood follows along Village Creek in the proposed park along the Creek, as seen in Figure 6.11.
See Pages: 12.65
See Figure 6.11



Figure 6.12 – Village Creek Trailhead
Example of a typical Trailhead within the Village Creek Corridor.

PROJECT SCHEDULE AND TYPOLOGIES

The legend below offers letters that key the different type paths and greenways mentioned in the descriptions. Existing conditions dictate the amount of improvements to be made in each facility and the associated costs. The previously defined greenways and paths are keyed in the following project schedule.

GREENWAYS

A. Shared-Use Greenway - a 12'-0" wide paved path in asphalt (concrete is an option as well but more expensive) and travels in a dedicated easement that can be donated, purchased, an existing utility easement or a permanent easement granted by a property owner. The costs associated with the facility includes site work, paving, proper signs, site furnishings and pavement markings. Lighting can be included as well if the sponsor so desires. Paths along the Cahaba River or Shades Creek are examples of this type facility identified in the plan.

Landscaping varies from simple grassing to wooded areas if adjacent to green space. Within the flood plain of waterways are good locations considering other types of development should not occur and the greenway can act as vegetated buffer that protects water quality.

B. Greenway – same as above but 8-10' wide. These facilities occur when space does not allow for the larger facility.

C. Rail-to-Trail Greenway – rail beds make ideal 12-0" wide greenways. The level change is gradual and ideal for riding and walking. They usually cost less to develop since the needed site work was done with the original rail work. They also follow populated areas and city centers providing excellent connectivity. C has all the components that A includes. The CSX Greenway identified in the plan along Five Mile Creek is an example of this type of facility.

STREET-BASED PATHS AND BICYCLE ROUTES

D. Bike lanes with Existing Pavement – This category includes streets and roadways where the existing pavement width is sufficient to accommodate the addition of bike lanes through new pavement markings and signage only, no additional paving is necessary. The routes identified in the plan along Ruffner Road, a popular cycling venue, would be an example of this type of facility.

E. Bike Lanes with Sidewalks – This category includes the addition of new facilities for bicyclists, with a dedicated bike lane, and pedestrians, with a sidewalk. Also, signage and pavement markings identifying the route are included.

F. Bike Lanes, Sidewalks and Intersection Treatments - This would include all in **E** as well as intersection treatments (signage, pavement markings, medians and lights, or a combination of any of these) depending on vehicle speeds, traffic volumes, and roadway width.

G. Bike Lanes with New Paving at Shoulder – This category is similar to **D**, however includes paving the shoulder along a road that does not have adequate width to accommodate bicyclists. It includes all the elements of **D**.

H. Shared-lane markings (Sharrows) - These are located on low-volume neighborhood streets and would include sharrow pavement markings and signage to mark the route for shared access. It offers an affordable way to continue a connector.

I. Sidewalk with Sharrow – This category contains the same elements as **H** but includes the addition of a sidewalk on one side of the road, or both, if site conditions allow.

J. Road Diet, 4 to 3 Lanes – typically this type of facility reduces 4 lanes to 3 with a central turn lane. Research illustrates at traffic volumes up to 28,000 cars per day than the 4 lane road can be more efficient with one lane in each direction and a center turn lane. Bike lanes and sidewalks can be added within the remaining available right of way. Signalization can be more fluid and fewer rear ending accidents occur with the turn lane.

OTHER PATHS OR ROUTES

K. Natural Surface Paths / Separate Path – this facility can be from 3' to 10' wide and occurs in environmentally sensitive areas where paving is not wanted or hard to access with machinery due to existing vegetation and/or topography. The Aqueduct Trail in Tarrant is an example of this type where the heavily wooded area dotted with limestone formations would not allow for heavy equipment to pass. Equestrian routes are also natural surface paths.

L. Blueways - Many of our rivers and creeks are perfect for canoeing activities. Canoe launches with the needed parking facilities are included in this trail type. Blueways have been identified along the Cahaba River and Five Mile Creek.

Note: Pricing for land acquisitions and major infrastructure improvements, such as bridges and large drainage structures, is not included in the schedule.

VILLAGE CREEK CORRIDOR PROJECT SCHEDULE

	Trail Name	Map Reference	Trail Type	Estimated Trail Length	Estimated Trail Cost	Additional Miscellaneous Costs
Corridors						
1	Village Creek Blueway I	12.31-12.32, 12.42	L	6.0 mi	\$60,000	Canoe Launch
2	Village Creek Blueway II	12.42, 12.52	L	8.0 mi	\$60,000	Canoe Launch
3	Village Creek Blueway III	12.52, 12.63	L	8.0 mi	\$120,000	Two Canoe Launches
4	Village Creek BS Rail Greenway	12.63	C	2.0 mi	\$709,726	
5	JCES Greenway at Village Creek	12.64, 12.73	A	1.1 mi	\$484,106	Bridge behind WWTP, Property negotiations with private owners
6	Ensley Pratt Greenway at Village Creek	12.73	A	0.6 mi	\$276,571	Stream Restoration
7	Wade Greenway at Village Creek	12.73	A	1.5 mi	\$643,434	Stream Restoration
8	Arkadelphia Path at Village Creek	12.64, 12.73	I	0.5 mi	\$182,072	Stream Restoration
9	Dorothy Spears Greenway at Village Creek	12.64-12.65, 12.73-12.74	A	1.3 mi	\$560,563	Stream Restoration
10	1st Street West Path at Village Creek	12.65	I	0.2 mi	\$70,459	Stream Restoration
11	West Enon Ridge Greenway at Village Creek	12.64-12.65	A	0.6 mi	\$253,892	Stream Restoration
12	Enon Ridge Trail	12.65	I	0.4 mi	\$135,758	
13	East Enon Ridge Greenway at Village Creek	12.65	A	0.2 mi	\$105,395	Stream Restoration
14	North Village Creek Greenway	12.65	A	1.2 mi	\$497,930	Stream Restoration
15	30 th Street Trail	12.65	F	0.6 mi	\$229,397	
16	Norwood Greenway	12.65	Existing Greenway			
17	Airport Trail at Village Creek	12.56, 12.65-12.66	F	4.3 mi	\$1,551,388	Stream Restoration
18	Village Creek Greenway at East Lake	12.56	B	1.2 mi	\$410,512	
	Trail Name	Map Reference	Trail Type	Estimated Trail Length	Estimated Trail Cost	
Connectors						
19	Holley Avenue Trail	12.64	I	0.4 mi	\$138,742	
20	ACIPCO Greenway	12.64	C	2.4 mi	\$877,910	
21	Avenue F Trail	12.64, 12.72-12.73	I	2.9 mi	\$1,040,183	
22	Avenue W Trail	12.64, 12.73	I	2.2 mi	\$788,924	
23	Thomas Neighborhood Greenway and Wade Nature Preserve	12.64, 12.73	K	2.7 mi	\$202,274	
24	Graymont Avenue Trail	12.73-12.74	D	2.6 mi	\$927,340	
25	Center Street Trail	12.65, 12.74	D	1.6 mi	\$588,742	
26	3 rd Street North Trail	12.74	I	1.4 mi	\$513,626	
27	Harris Park Trail	12.73	I	1.4 mi	\$501,545	
28	Five Points West Trail	12.73	E	1.6 mi	\$553,757	
29	Coalburg Greenway	12.54, 12.64	A	3.0 mi	\$1,302,428	
30	Wylam Greenway	12.64, 12.72-12.73	A	2.4 mi	\$1,027,190	
31	33 rd Avenue North Trail	12.55, 12.64-12.65	F	1.3 mi	\$475,689	
32	Carver High School Trail	12.55, 12.65	F	1.2 mi	\$420,255	
33	29 th Avenue Trail	12.65	I	1.2 mi	\$431,735	
34	35 th Avenue Trail	12.55	E	1.5 mi	\$534,453	
35	East Lake Boulevard Trail	12.55-12.56, 12.65	G	6.0 mi	\$1,140,075	
36	Airport Greenway	12.46, 12.56	A	7.1 mi	\$3,024,453	

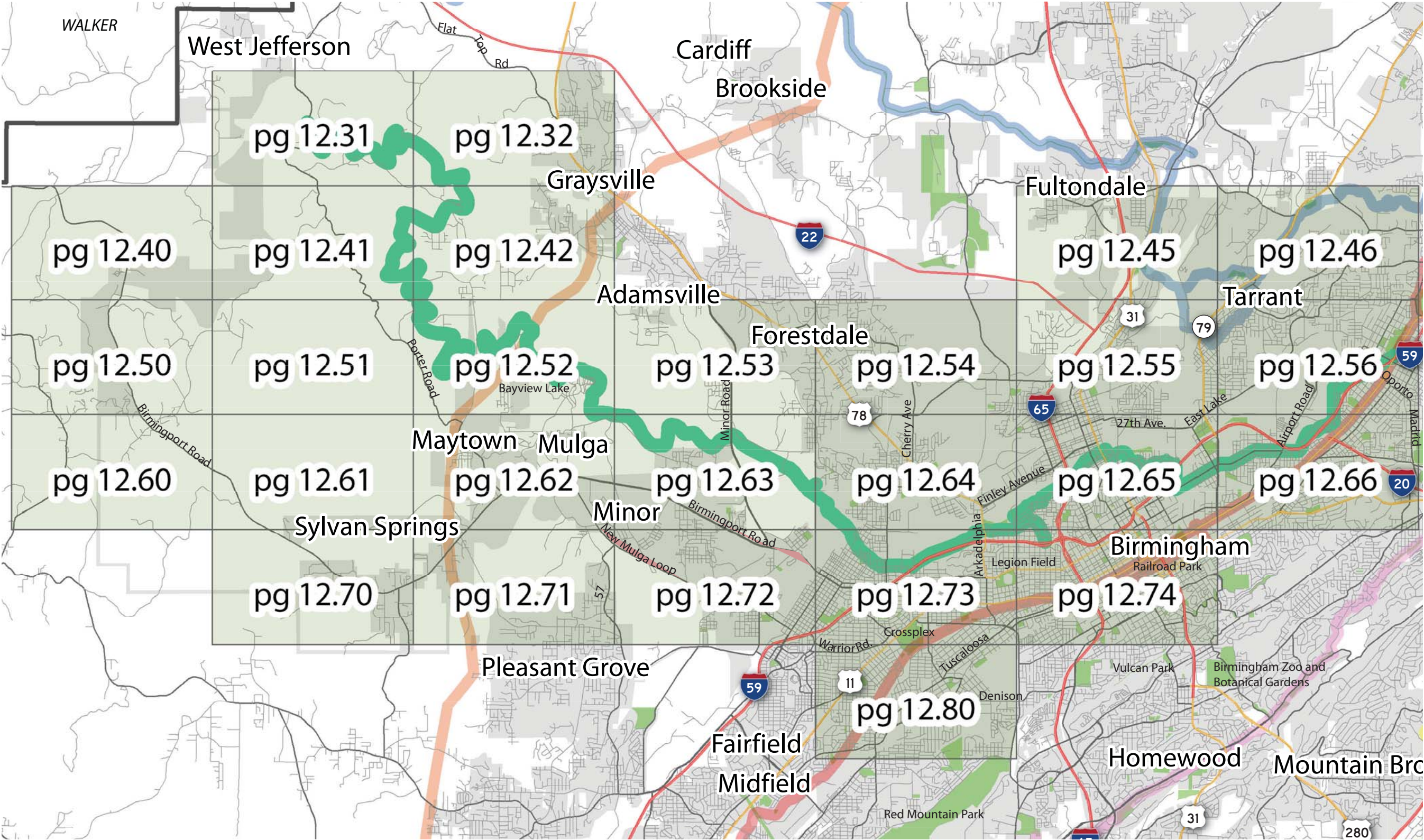
	Trail Name	Map Reference	Trail Type	Estimated Trail Length	Estimated Trail Cost
37	Safe Routes to School Rail Trail	12.65-12.66	K	1.4 mi	\$104,221
38	US Highway 31 Greenway	12.45, 12.55	A	2.7 mi	\$1,141,188
39	Shuttlesworth Drive Trail	12.55, 12.65	I	2.6 mi	\$937,969
40	East Lake to Roebuck Park Greenway Connector	12.56	B	0.3 mi	\$96,689
41	AL North-South Bike Route #2	12.40, 12.50, 12.60-12.63, 12.70-12.73	H	17.0 mi	\$1,321,513
42	6th Place Trail	12.64	I	0.4 mi	\$124,965
43	County Road 80 Trail	12.72	H	1.3 mi	\$97,968
44	Airport to Village Creek Connector	12.66, 12.56	B	0.3 mi	\$110,454
45	Ensley Park Greenway	12.73	B	0.6 mi	\$202,062
46	Ensley Park Greenway Existing	12.73	Existing Greenway		
47	Existing Pedestrian Bridge over I-59	12.73	Existing Path		
48	Ensley Greenway	12.73	B	0.9 mi	\$308,437
49	Fair Park Greenway	12.73, 12.80	A	0.3 mi	\$140,308
50	Vanderbilt Road Trail	12.65	E	0.2 mi	\$72,372
51	43 rd Street Connector	12.56	I	0.5 mi	\$192,880
52	Howze-Sanford Greenway	12.64	B	0.5 mi	\$165,908
53	Pratt City Highway Trail	12.64	G	1.1 mi	\$205,153
54	Cherry Avenue Trail	12.64	I	1.3 mi	\$456,420
55	Avenue M Trail	12.64, 12.73	I	0.6 mi	\$205,646
56	Ensley Park Connector	12.73	I	0.1 mi	\$27,428
57	Second Creek Connector	12.53, 12.63	K	2.3 mi	\$169,639
58	Industrial Trail Connector	12.64	A	1.3 mi	\$555,059
59	Village Creek Greenway at Noroowd	12.65	B	0.7 mi	\$220,082

**Note: Pricing for land acquisitions and major infrastructure improvements, such as bridges and large drainage structures, is not included in the schedule.*

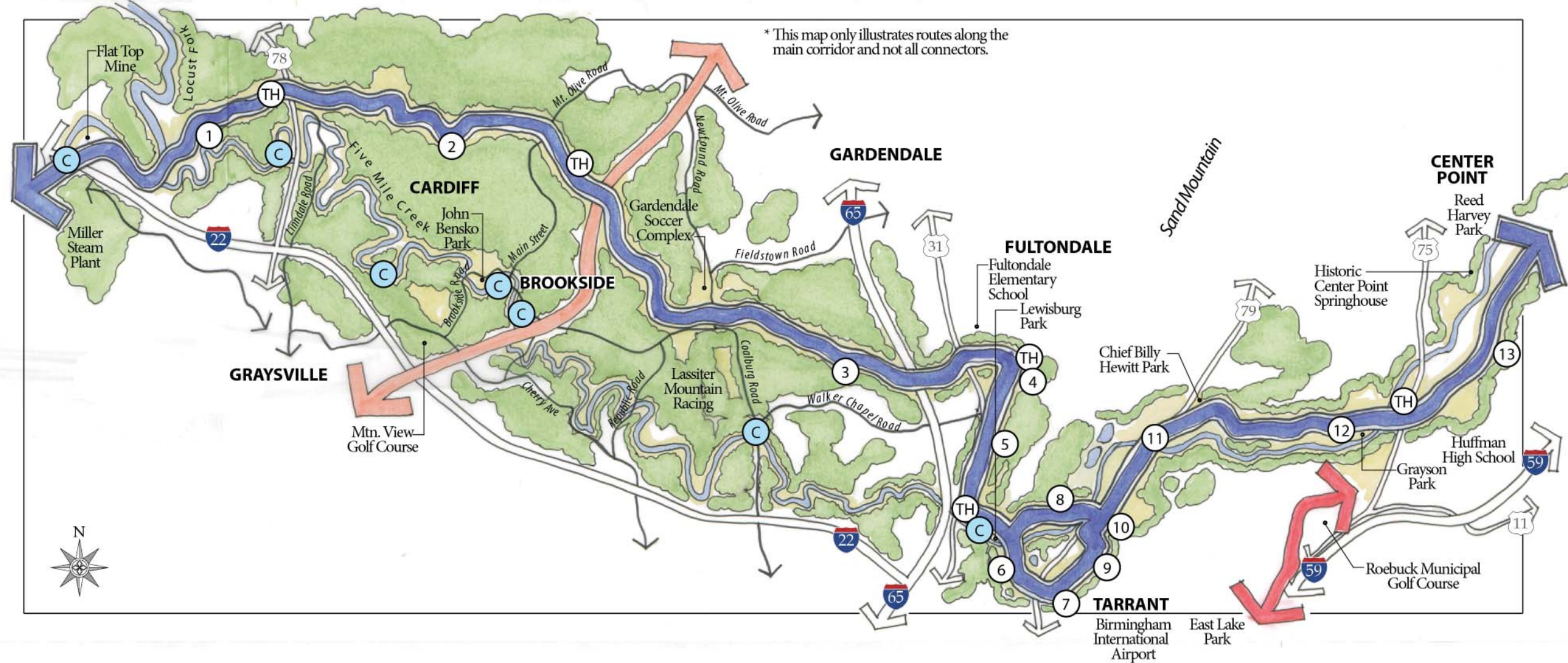
VILLAGE CREEK CORRIDOR LOCATOR MAP

The project descriptions are segmented in greenway or path types and numbered. The number can be referenced on the project descriptions, schedule or the following map. Locate the area of interest on the overall corridor location map where a page number will be given to a larger map with greater detail. The illustrated facilities are numbered

at the beginning, end and at page breaks. The number references the corresponding information within the Project Description and the Project Schedule. Circle numbers are used for the main corridor facility and triangle numbers are used for the connectors.



FIVE MILE CREEK TRAIL CORRIDOR THE GREAT PARTNERSHIP

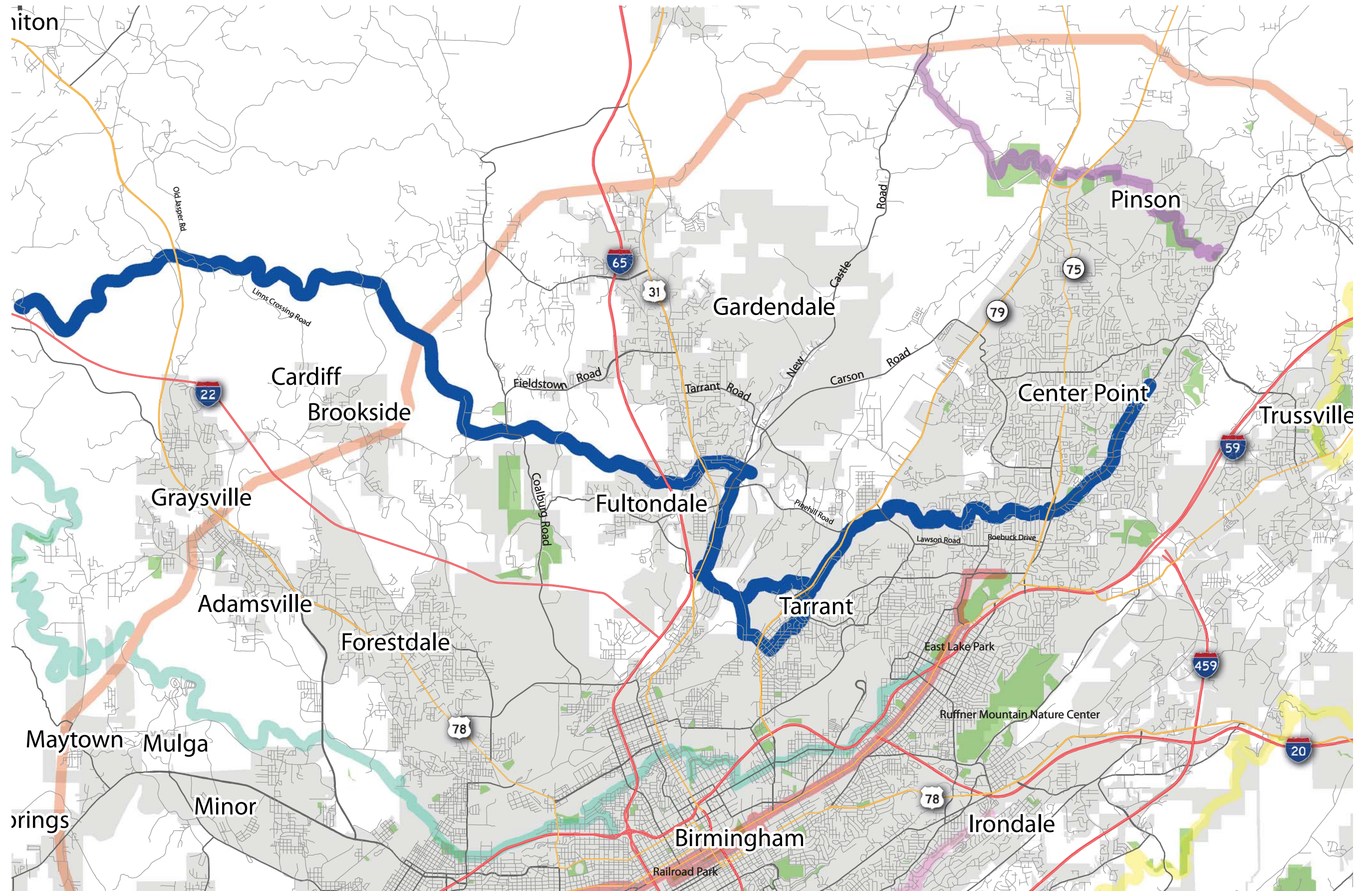


GREENWAY & PATH LEGEND

- | | |
|--|-----------------------------|
| 1 Cane Creek Branch Rail-to-Trail Greenway I | 8 Boyles Gap Greenway |
| 2 Cane Creek Branch Rail-to-Trail Greenway II | 9 South Aqueduct Greenway |
| 3 Cane Creek Branch Rail-to-Trail Greenway III | 10 Aqueduct Connector Trail |
| 4 New Castle Road Trail | 11 North Aqueduct Greenway |
| 5 Mary Lee Greenway | 12 Center Point Greenway |
| 6 Lewisburg Greenway | 13 Springville Road Trail |
| 7 Cedar Street Trail | |

SYMBOL LEGEND

- | | |
|-----------------|-------------------------------------|
| Canoe Launch | Five Mile Creek Corridor |
| Trail Head | Jones Valley Corridor |
| Trail Number | Proposed Northern Beltline Corridor |
| U.S. Highway | |
| U.S. Interstate | |



FIVE MILE CREEK CORRIDOR - THE GREAT PARTNERSHIP

The Five Mile Creek Corridor lies completely in the Black Warrior watershed and is divided into two major geological sections in the east and west. The eastern portion, where the headwaters originate, is part of the Valley Ridge province with level valleys and steep slopes. The western portion is in the Cumberland Plateau , with level plateaus and steep slopes, where the creek flows to the Locust Fork and then on to the Black Warrior River.

This geographically diverse corridor has a unique history with agrarian roots that evolved to a mining industrial era that spurred the development of the metropolitan area of Birmingham. The Our One Mile Master Plan named the corridor “The Great Partnership” as derived from the cooperative efforts of six municipalities to plan and implement a greenway corridor providing active connectivity, protection for the environment and environmental cleanup, for these communities.

In 2002 an Intergovernmental Agreement establishing the **Five Mile Creek Greenway Partnership (MOA)** was signed between Center Point, Birmingham, Tarrant, Fultondale, Brookside, Graysville and the Jefferson County Commission, the Freshwater Land Trust, and the CAWACO RC&D Council. This agreement is unique in Alabama promoting collaboration between neighboring municipalities, and county, state and federal organizations. The partnership has corporate support as well through the Alabama Power Service Organization and other contributing businesses.



Photo Courtesy: Francesca Gross

Other studies born out of this agreement include the **2004 Five Mile Creek Watershed Management Plan, Sloss Industries 2004 Five Mile Creek Greenway Master Plan, 2007 Five Mile Creek trail Location Study** and the **Strategic Plan for Implementation of the Five Mile Creek Trail Location Study 2011**. These reports describe the geographic setting, history of an area ravaged by mining and polluted by industry and development with solutions for cleanup and plans for greenways along creeks and rails. All these documents are available on the web site for the Regional Planning Commission of Greater Birmingham. (<http://www.rpcgb.org/>)

The OOM Greenway and Path Master Plan illustrates routes identified in the studies mentioned above as well as additional trails connecting to communities and Turkey Creek Corridor to the north and Village Creek Corridor to the south.

JURISDICTIONS

The Five Mile Creek Corridor includes the following municipalities: Birmingham, Brookside, Cardiff, Center Point, Forstdale, Fultondale, Gardendale, Graysville and Tarrant along with unincorporated Jefferson County.

OVERALL CORRIDOR DISTANCE

35.6 Miles

KEY RECOMMENDATIONS

Ideally the Corridor, the major greenway or route, would be composed of all shared-use greenways with a dedicated easement. Due to existing development of the corridor it is difficult to obtain a continuous right of way or easements that would allow a greenway the entire route. So the corridor is comprised of a combination of dedicated greenways (off-road) and paths (street-based) facilities when feasible and needed for connectivity.

Descriptions for the main corridor trail start in the west with the Cane Creek Branch Rail Trail that begins at the Flat Top Mine Property and runs west along the rail all the way to New Castle Road where it meets up with another rail-to-trail, the Mary Lee Greenway traveling south to connect with the Lewisburg Greenway traveling east until it merges with the creek based trail at Boyles Gap following Five Mile Creek until it reaches the El Paso Gas line easement. From here, until the trail reaches Springville Road in Center Point, the greenway/trail is a series of street based trails that follow rights-of-way, utility easements and permanent easements where possible.



Photo Courtesy: Francesca Gross

Also included separate from the main corridor greenway are connector trails and greenways linking the Five Mile Greenway with destinations throughout the watershed such as campgrounds at Brookside and canoe launches along Five Mile Creek. Historic landmarks like Lewisburg Coke Oven Park, Old Brookside School, in Fultondale, the Aqueduct in Tarrant and the Spring House at Polly Reed Road in Center Point will be accessible for interpretive education to the public. The Environmental Education Complex in Tarrant will be a key destination along the route with demonstrations in storm water management and toxic waste cleanup. The following schools are adjacent to the trails: Huffman High School, Clay Chalkville Middle School, Tarrant Elementary School and Thompson Elementary in Fultondale.

Recommended facilities outlined in this chapter can be found in the following three sections:

Project Descriptions – Includes the key number and description for each facility along with a page reference for the corresponding maps illustrating the facility. The key number can also be referenced on the Project Schedule, to identify facility type and cost. Each route is segmented according to type of facility. Circle numbers are used for the main corridor facility and triangle numbers are used for the connectors and neighborhood routes.

Project Schedule – Identifies the facility type, corresponding maps illustrating the facility along estimated length and estimated cost for each facility. Relative estimated costs for each type of facility can be found in Chapter 13 – Phasing and Implementation. Numbers reflect current industry cost based on completed projects in the region.

Corridor Locator Map – Locates the area of interest on the overall corridor location map where a page number will be given to an aerial map.

PROJECT DESCRIPTIONS FOR THE FIVE MILE CREEK CORRIDOR

- 1 **Cane Creek Branch Rail-to-Trail Greenway I** – This proposed **rail-to-trail greenway** starts at the Flat Top Mine property at Alabama Highway 22. Segments of this rail-to-trail greenway are not railed banked and requires a permanent easement to be negotiated, rail banked segments are currently under negotiation with CSX for purchase. The route follows the rail until the trailhead at Old US-78.

See Pages: 12.14, 12.22-12.23

- 2 **Cane Creek Branch Rail-to-Trail Greenway II** – This proposed **rail-to-trail greenway** follows the rail from the Old US-78 trailhead to the Brookside trailhead just west of the proposed northern beltway and east of Mt. Olive Road. The trailhead marks the intersection of the Brookside Greenways (36) Trail Head. A bridge is required for the Rail Trail crossing Newfound Creek at the intersection of the two Greenways. This bridge will replace the previously destroyed bridge and current estimates are at \$2 million.

See Pages: 12.14-12.15, 12.24-12.25



WPA Bridge in Brookside. Photo Courtesy: Francesca Gross

- 3 **Cane Creek Branch Rail-to-Trail Greenway III** – The proposed **rail-to-trail greenway** continues from the Brookside Greenways (36) trailhead along the route, passing the Watson Trail Head, along Powder Mill Road, and proceeding to the New Castle Road trail head. The greenway passes under Interstate-65 and US Highway-31 over New Castle Road on an existing wood structure.

See Pages: 12.25, 12.34-12.35

See Figure 7.1



CSX Rail Bridge going over New Castle Road in Fultondale.

- 4 **New Castle Road Trail** – This proposed **street-based path**, with sidewalks and bike lanes, connects the Turkey Creek New Castle Road Trail with the Mary Lee Greenway (5) just north of Yarbrough Road traveling south on New Castle road to Black Creek Road, crossing the Cane Creek Rail to Trail Greenway.

See Pages: 12.35

- 5 **Mary Lee Greenway** – This proposed **rail-to-trail greenway** runs from Black Creek Road, passing Fultondale Elementary School, to the trail head at Lewisburg Coke Ovens Park just East of the Ellard Road terminus and at the beginning of the Lewisburg Greenway (6). Permanent easement has been obtained by Fultondale to Whately Road. Permanent easement is needed from Whately Road to the Park.

See Pages: 12.35, 12.45



Figure 7.1 – Cane Creek Branch Rail-to-Trail Greenway III

This segment of the Cane Creek Branch Rail-to-Trail Greenway (3) is along the CSX Line through Gardendale. The Gardendale Soccer Complex is to the north along Fieldstown Road and the Gardendale Soccer Complex Connector (37).



- 6 **Lewisburg Greenway** – This proposed **rail-to-trail greenway** travels east from the Mary Lee Greenway (5) along the rail crossing 5 Mile Creek three times (using old abutments) traveling until the Cedar Street Trail (7). The proposed Boyles Gap Trail (8) is located just east of Cedar Street and north of Boyles Lake and connects the Lewisburg Greenway with the Aqueduct Trail near Thompson Tractor.

See Pages: 12.45, 12.55

Figure 7.2

- 7 **Cedar Street Trail** – This proposed **street-based path**, with sidewalks and sharrows, connects the Lewisburg Greenway (6), crossing Highway 79 with the South Aqueduct Greenway (9) in Tarrant. A tunnel requires renovation under the rail line for pedestrian access.

See Pages: 12.55

- 8 **Boyles Gap Greenway** – This proposed **rail-to-trail greenway** travels east from the Lewisburg Greenway (6) just above Boyles Lake through a culvert under New Boyles Rail Yard following 5 Mile Creek to El Paso Gas Easement to Pinson Highway, turning north and crossing at Thompson Tractor to connect with Tarrant Aqueduct Trail. One bridge crossing the creek is required as is signalization at Pinson Highway.

See Pages: 12.45-12.46

Figure 7.3

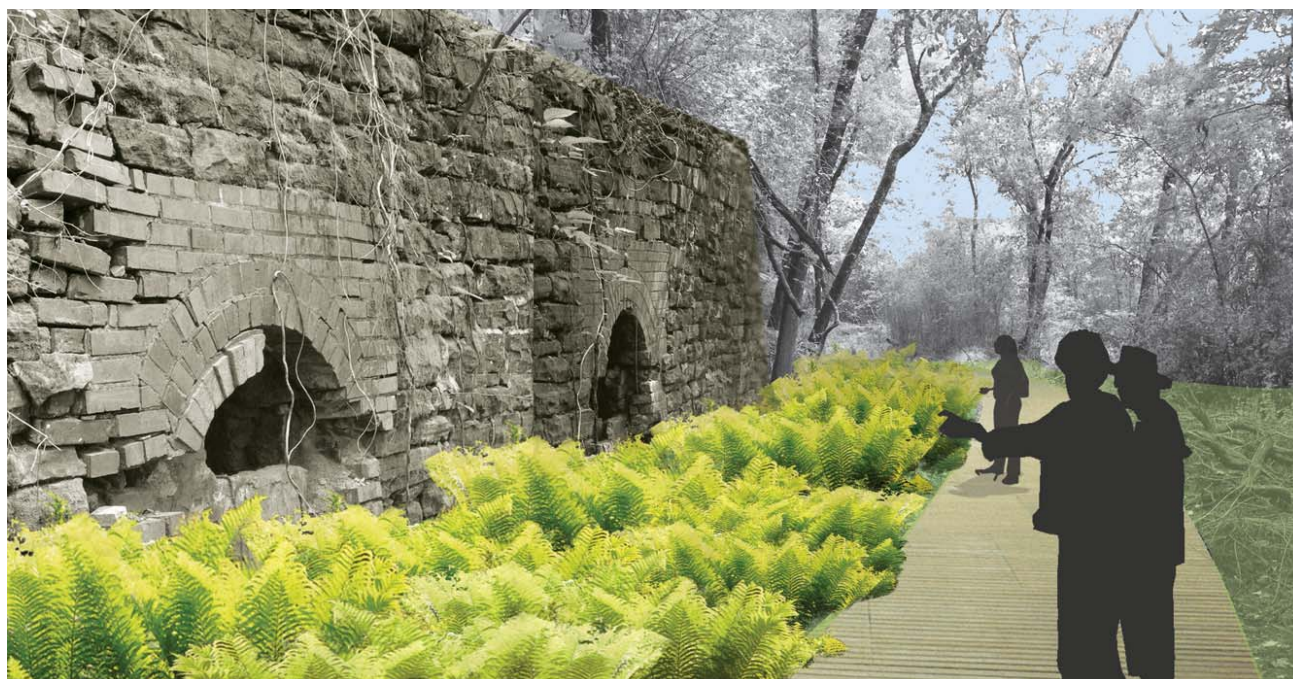


Figure 7.2 – Lewisburg Coke Oven Park

Above, is a photosimulation of the trails within the Lewisburg Coke Oven Park. Below is the Conceptual Plan for the Lewisburg Coke Oven Park. The Lewisburg Greenway (6) will pass through the park. Images Credit: Auburn University and David Pearson, ASLA



Figure 7.3 – Boyles Gap Greenway

Boyles Gap Greenway (8) traveling through the Five Mile Creek culvert under the CSX Railway.



- 9 **South Aqueduct Greenway** –The proposed **shared-use greenway** following along the aqueduct easement from Cedar Street, passing Tarrant Elementary School to Ford Avenue where it becomes a street-based trail traveling west.
See Pages: 12.46, 12.55-12.56
- 10 **Aqueduct Connector Trail** – This existing **street-based path** with bike lanes and sidewalks following west on Ford Avenue to Old Pinson turning North to connect with the North Aqueduct Greenway (11) at Bethal Avenue.
See Pages: 12.46
- 11 **North Aqueduct Greenway** – This proposed combination **shared-use side greenway** and easement greenway starts at Bethal Avenue and Pinson Street crossing Old Pinson to the median adjacent to Pinson Highway to the trailhead. Traveling north there is an at grade crossing at Thompson Tractor where it becomes a street based route at Old Pinson Highway, then transitions back to a greenway along the old aqueduct easement all the way to Chief Hewitt Park crossing 5 Mile Creek via bridge. Construction Documents are complete for this section of greenway and construction will start in 2012. The Boyles Gap Greenway (8) connects with the Aqueduct at Thompson Tractor.
See Pages: 12.46

12 Center Point Greenway – This proposed **shared-use greenway** connects with the North Aqueduct Trail (11) and travels east along Five Mile Creek on Freshwater Land Trust Property and El Paso Gas Easement crossing to the East side of Center Point Parkway on to Springville Road Trail (13) where it becomes a street based trail.
See Pages: 12.46-12.47
Figure 7.5

13 Springville Road Trail – This proposed **street-based path** with sidewalks and bike lanes travels from Center Point Highway to Chalkville School Road traveling west to Reed Road passing Chalkville School.
See Pages: 12.28-12.29, 12.37, 12.47
Figure 7.4

PROJECT DESCRIPTIONS FOR FIVE MILE CREEK CONNECTORS

14 Huffman Five Mile Creek Greenway – This proposed **shared-use greenway** starting at Huffman High following Five Mile Creek north to the Freshwater Land Trust property at Springville Road. (Route requires permanent easements across three private properties between Freshwater Land Trust and Huffman High School Campus).
See Pages: 12.37

15 Five Mile Creek Trail at South Polly Reed Road – This proposed **street-based path** begins at Huffman Five Mile Creek Greenway (14) at Angora Drive NE turning east on Barrington Lane NE and travels north along Polly Reed Road to the Reed Harvey Park Greenway (16) with a connection to the east along Polly Reed Road to Huffman Five Mile Greenway (14).
See Pages: 12.37

16 Reed Harvey Park Greenway – This existing **shared-use greenway** connects North Polly Reed Road Trail (17) and Five Mile Creek Trail at Polly Reed Road (15) through Reed Harvey Park.
See Pages: 12.37

17 North Polly Reed Road Trail – This proposed **street-based path** with sharrows and sidewalk along Polly Reed Road and Center Point Parkway connects Reed Harvey Park Greenway (16) to the Reed Harvey Greenway (18) and the Sun Valley Road Trail. The sidewalk portion of this trail has been designed and funded. The sharrows are left to be designed.
See Pages: 12.37



The existing Aqueduct Connector Trail along Pinston Street in Tarrant.



The image above shows the aqueduct easement through Tarrant which is part of the South Aqueduct Greenway (9).

18 Reed Harvey Greenway – A proposed **shared-use greenway** from the North Polly Reed Road Greenway (17) following an easement north to 20th Ave NE turning east following the creek behind the Apostolic Church to 21st Ave NE then turning north on 3rd Street NE to 22nd Ave NE.
See Pages: 12.28, 12.37



Center Point Spring House in Reed Harvey Park.

19 Chalkville School Road Trail – This is a proposed **street-based path** with sidewalks and bike lanes that runs Reed Road to Springville Road connecting the school with these major roads and the Center Point Sports Complex.
See Pages: 12.28-12.29



Figure 7.4 – Springville Road Trail

This segment of the Springville Road Trail (13) will add bike lanes along the existing rights-of-way on the shoulder. Sidewalks will also be included along both sides of the road where permitting.





Figure 7.5 – Grayson Park Bridge Connection

This bridge along the Jefferson State Connector (21) is proposed to cross Five Mile Creek at Grayson Park. The dedicated bridge will allow pedestrians and bicyclists to avoid the Five Mile Road Bridge. This bridge will also connect Grayson Park to the Five Mile Creek Greenway at Center Point (12).



20 Center Point Sports Center Greenway – A proposed **shared-use greenway** loops the perimeter of the park follows the creek from Chalkville School Road.
See Pages: 12.28-12.29

21 Jefferson State Connector – This proposed **street-based path** with sidewalks and bike lanes begins at the intersection of Carson Road and Sunhill Road, continues adjacent to the Jefferson State Community College Campus, turning south on Carson Road to 6th Street NW and then south on Five Mile Road. The trail turns in to Grayson Park for a dedicated bridge crossing over Center Point Greenway (12) and then continues south along Five Mile Road. The trail turns west at Dalton Drive passing North Roebuck Elementary School and ending at Roebuck Park where connection to the Jones Valley Greenway can be made.
See Pages: 12.28, 12.37, 12.47
Figure 7.5

22 Zion City Road Connector – This proposed **street-based path** with sidewalks and bike lanes starts at the intersection of Lawson Road and the Center Point Greenway (12) and heads southeast to the intersection of Airport Road/ Zion City Road where it turns south, passing the Tarrant-Huffman Road Connector (23) and ending at the Airport Greenway.
See Pages: 12.46

23 Tarrant-Huffman Road Connector – A proposed **street-based path** with sidewalks and bike lanes that connects the North Aqueduct Greenway (11), at Highland Avenue, with the Zion City Road Connector (22). This trail follows Highland Avenue to Roseland Drive turning on Weatherly Avenue and then south on Treadwell Road to Tarrant-Huffman Road. There is also a short street-based connector from the Weatherly Avenue and Treadwell Road intersection that extends to the Alabama Power station at North Lake.
See Pages: 12.46

24 Wharton Avenue Connector – This proposed **street-based path** with sharrows and sidewalks connects the commercial core of Tarrant, along Wharton Avenue, to the South Aqueduct Greenway (9) and Tarrant Middle School. Continuing along Wharton Avenue and turning north on Van Houten Street, the trail turns east on East Lake Boulevard and ends at the East Lake Boulevard Connector.
See Pages: 12.46, 12.56

25 40th Place North Connector – This proposed **street-based path** with sidewalks and bike lanes starts at the South Aqueduct Greenway (9) and continues south along 49th Court North then south on 40th Place North to the East Lake Boulevard Connector.
See Pages: 12.55-12.56

26 Main Street Graysville Trail – This proposed **street-based path** with sharrows and sidewalks and that follows Main Street through Graysville from the southern intersection with US Highway-78, passing the Brookside-Cardiff Connector (27) at Cty Road 112, to the northern end at the Cane Creek Branch Rail-to-Trail Greenway II (2). Several segments of this trail could follow the old easement of Lynndale Road.
See Pages: 12.14, 12.23, 12.32



North Lake is a destination along the Tarrant-Huffman Connector (23). Photo Courtesy: Francesca Gross



Cane Creek Branch Rail-to-Trail Greenway II (2) passes through Lynn along this rail tressle near the intersection with the Main Street Graysville Trail (26).

- 27

Brookside-Cardiff Connector – This proposed **street-based trail** with sharrows connects the Main Street Graysville Trail (26) east along 1st Avenue SE turning north on 5th Place NE and east again on 1st Avenue NE which transitions to 8th Street NE. Passing Brookville Elementary School the trail turns east on Cherry Avenue, passing Mountain View Golf Course and transitioning to Brookside-Cardiff Road. The trail turns north on Cardiff Lynns Crossings Road passing the Magnolia Street Connector (42) and ending at the Cardiff Lynns Crossing Connector (28)

See Pages: 12.24, 12.32-12.33
- 28

Cardiff Lynns Crossing Connector – This proposed **street-based bicycle route** with sharrows travels north from the Brookside-Cardiff Connector (27) along Cardiff Lynns Crossing Road to the Cane Creek Branch Rail-to-Trail Greenway II (2).

See Pages: 12.14-12.15, 12.24
- 29

Brookside Road Connector – This proposed **street-based bicycle route** runs north from Brookside along Brookside Mount Olive road to where it intersects with the Cane Creek Branch Rail-to-Trail Greenway II (2).

See Pages: 12.15-12.16, 12.24, 12.33
- 30

Cherry Avenue Connector – This proposed **street-based trail bicycle route** with sharrows begins at the intersection of Brookside-Cardiff Road and Cherry Avenue. The trails follows Cherry Avenue southeast, crossing over Corridor X (future Interstate-22) until it reaches Daniel Payne Drive, where it joins with Hibernian Street Trail.

See Pages: 12.33-12.34, 12.44, 12.54
- 31

Roberts Road Connector – This proposed **street-based bicycle route** with sharrows begins at the intersection of Roberts Road and Cherry Ave. It follows Roberts Road south, turning southwest onto Mulberry Road then east onto Forestdale Boulevard (US Highway 78). The trail ends at the Second Creek Connector Trail.

See Pages: 12.44, 12.53-12.54
- 32

Ellard Road Connector – This proposed **street-based path** with sharrows and a sidewalk begins at Walker Chapel Road south along Ellard Road, passing the Chapel Hills Trail (33) and ending along Five Mile Creek and the intersection of the Mary Lee Greenway (5), Lewisburg Greenway (6), Five Mile Creek Nature Trail (49) and Highway-31 Greenway.

See Pages: 12.45
- 33

Chapel Hills Trail – This existing **greenway path** begins off of Ellard Road north of Chapel Hills Parkway. The trail travels southwest along the north side of the Chapel Hills subdivision before intersecting with the Five Mile Creek Nature Trail (49).

See Pages: 12.45
- 34

Newfound Creek Trail –This proposed **shared- use greenway** that provides connectivity to the Five Mile Creek Greenway Corridor from Brookside along Newfound Creek traveling north until the greenway bridge connection. An alternate bicycle route is the Brookside Road Connector which runs parallel to the trail.

See Pages: 12.24-12.25, 12.33

- 35

Forestdale Connector – This proposed **street-based path** with sharrows travels along Riderwood Trail/Heflin Avenue East from Mulberry Road east to Cherry Avenue, connecting the Roberts Road Connector (31) and the Cherry Avenue Connector (30).

See Pages: 12.53-12.54
- 36

Shady Grove Greenway – This proposed **shared-use greenway** begins just east of Shady Grove Road on the Cane Creek Branch Rail-to-Trail Greenway III (3). The trail travels south, following Franklin Circle and then following the ridge of the hill south until it intersects with existing rights-of-way to the north of Walker Chapel Road. An easement agreement will be needed for a segment of trail along the ridge of the hill.

See Pages: 12.34
- 37

Gardendale Soccer Complex Connector – This proposed **street-based path** with sharrows and sidewalk connects the Gardendale Soccer Complex with Cane Creek Branch Rail-to-Trail Greenway III (3), starting at Five Mile Creek along Plum Drive and Jew Hollow Road traveling east to Fieldstown Road then south to Five Mile Creek Greenway.

See Pages: 12.34

See Figure 7.1
- 38

Bivins Brookside Road Connector – This proposed **street-based path** with one sidewalk and bike lanes connects with the VFW Rail Connector (40) along Main Street in Brookside, following south and turning east on Price Street and transition to Bivins Brookside Road and turning east on Brookside Coalburg Road to Brookside Town Hall.

See Pages: 12.33
- 39

Brookside Greenways – This existing **shared-use greenway** follows Five Mile Creek from Cardiff Street to the Five Mile Creek Canoe Company, along the south end of Brookside’s John Bensko Park. There are several other small side trails and loops that comprise the network of trails in Bensko Park.

See Pages: 12.24, 12.33
- 40

VFW Rail Connector – This proposed **shared-use greenway** begins at the end of the Brookside Greenways (39) at Bensko Park. The trail crosses Five Mile Creek via Cardiff Street and continues to follow Five Mile Creek south bank, crossing over Mount Olive-Brookside Road. The trail passes under the Bivens-Brookside Road bridge then crosses the creek at the old WPA bridge. The trail continues south along the creek east bank until culminating at the canoe launch at Valley Drive.

See Pages: 12.33
- 41

Old US-78 Greenway – This proposed **shared-use greenway** runs from its intersection with Five Mile Creek Greenway south 1.5 miles to the trail head at located on US Highway-78.

See Pages: 12.14, 12.23



Campsite along the Brookside Greenway (34).

42 **Magnolia Street Connector** – This proposed **street-based path** with bike lanes connects the Brookside-Cardiff Connector (27) to the Cardiff Trail (43).
See Pages: 12.24

43 **Cardiff Trail** – This proposed **shared-use greenway** begins at the end of the Magnolia Street Connector (42). The trail follows an existing maintenance road for 2 miles and then travels on the north side of the active CSX rail line back to the east side of the trail to close the loop.
See Pages: 12.24

44 **Parkway Christian Trail** – This proposed **street-based path**, with sidewalk and sharrows, along Huffman Road connects Parkway Christian Academy with Springville Road Trail (13).
See Pages: 12.47

45 **Coalburg Road Connector** – This proposed **street-based bicycle route** follows Coalburg Road, from the Coalburg Greenway north to the Five Mile Creek Nature Trail (49) at Fieldstown Road.
See Pages: 12.44, 12.54

46 **Tarrant Springs Branch Greenway** – This proposed natural surface **shared-use greenway trail** follows the Tarrant Spring Branch across Freshwater Land Trust property north from Center Point Greenway (12) to Valley Crest.
See Pages: 12.36, 12.46

47 **Ketona Lakes Mountain Bike Loop Greenway** – This proposed **shared-use greenway** travels west from Black Creek Road along the existing power easement. The trail then turns south at another easement just before Oak Forest Drive. The trail makes another turn south along another easement and continues east until it reaches the ball fields, where it turns north to connect with the Ketona Lakes Mountain Bike Loop (48) at Clow Road to close the loop.
See Pages: 12.45-12.46

48 **Ketona Lakes Mountain Bike Loop** – This proposed **street-based bicycle route** trail with sharrows and sidewalk finishes the loop for the Ketona Lakes Mountain Bike Loop (47). The trail begins at the intersection of Clow Road and Clow Lane, traveling east. The trail turns northeast on Springdale Road, following it north until Black Creek Road. The trail then turns northwest on Black Creek Road, ending at the Ketona Lakes Mountain Bike Loop Greenway (47).
See Pages: 12.46

49 **Five Mile Creek Nature Trail** – This proposed **shared-use greenway** follows a 5.2 mile segment of Five Mile Creek from the Coalburg Road Connector (45) passing the Chapel Hills Trail (33) and ending at the Mary Lee Greenway (5), Lewisburg Greenway (6) and Highway-31 Greenway.
See Pages: 12.44-12.45

50 **Center Point Power Greenway** – This proposed **shared-use greenway trail** is a potential alternative greenway to the Center Point Greenway (12) that follows along the Creek. This greenway is along an Alabama Power Easement and as a side path along Eastview Boulevard and East Boulevard until the Park Place Connector Trail (51).
See Pages: 12.46-12.47

51 **Park Place Connector Trail** – This proposed **street-based path** connects the Center Point Power Greenway (50) with the Center Point Greenway (12).
See Pages: 12.47

52 **Tarrant Road Trail** – This proposed **street-based path** connects the New Castle Road Trail (4) with Gardenale's New Town Center Development, traveling along Tarrant Road, Main Street, and Mt. Olive Road..
See Pages: 12/26, 12.35



Figure 7.6 – Five Mile Creek Trailhead
Example of a typical Trailhead within the Five Mile Creek Corridor.

PROJECT SCHEDULE AND TYPOLOGIES

The legend below offers letters that key the different type paths and greenways mentioned in the descriptions. Existing conditions dictate the amount of improvements to be made in each facility and the associated costs. The previously defined greenways and paths are keyed in the following project schedule.

GREENWAYS

A. Shared-Use Greenway - a 12'-0" wide paved path in asphalt (concrete is an option as well but more expensive) and travels in a dedicated easement that can be donated, purchased, an existing utility easement or a permanent easement granted by a property owner. The costs associated with the facility includes site work, paving, proper signs, site furnishings and pavement markings. Lighting can be included as well if the sponsor so desires. Paths along the Cahaba River or Shades Creek are examples of this type facility identified in the plan.

Landscaping varies from simple grassing to wooded areas if adjacent to green space. Within the flood plain of waterways are good locations considering other types of development should not occur and the greenway can act as vegetated buffer that protects water quality.

B. Greenway – same as above but 8-10' wide. These facilities occur when space does not allow for the larger facility.

C. Rail-to-Trail Greenway – rail beds make ideal 12-0" wide greenways. The level change is gradual and ideal for riding and walking. They usually cost less to develop since the needed site work was done with the original rail work. They also follow populated areas and city centers providing excellent connectivity. C has all the components that A includes. The CSX Greenway identified in the plan along Five Mile Creek is an example of this type of facility.

STREET-BASED PATHS AND BICYCLE ROUTES

D. Bike lanes with Existing Pavement – This category includes streets and roadways where the existing pavement width is sufficient to accommodate the addition of bike lanes through new pavement markings and signage only, no additional paving is necessary. The routes identified in the plan along Ruffner Road, a popular cycling venue, would be an example of this type of facility.

E. Bike Lanes with Sidewalks – This category includes the addition of new facilities for bicyclists, with a dedicated bike lane, and pedestrians, with a sidewalk. Also, signage and pavement markings identifying the route are included.

F. Bike Lanes, Sidewalks and Intersection Treatments - This would include all in **E** as well as intersection treatments (signage, pavement markings, medians and lights, or a combination of any of these) depending on vehicle speeds, traffic volumes, and roadway width.

G. Bike Lanes with New Paving at Shoulder – This category is similar to **D**, however includes paving the shoulder along a road that does not have adequate width to accommodate bicyclists. It includes all the elements of **D**.

H. Shared-lane markings (Sharrows) - These are located on low-volume neighborhood streets and would include sharrow pavement markings and signage to mark the route for shared access. It offers an affordable way to continue a connector.

I. Sidewalk with Sharrow – This category contains the same elements as **H** but includes the addition of a sidewalk on one side of the road, or both, if site conditions allow.

J. Road Diet, 4 to 3 Lanes – typically this type of facility reduces 4 lanes to 3 with a central turn lane. Research illustrates at traffic volumes up to 28,000 cars per day than the 4 lane road can be more efficient with one lane in each direction and a center turn lane. Bike lanes and sidewalks can be added within the remaining available right of way. Signalization can be more fluid and fewer rear ending accidents occur with the turn lane.

OTHER PATHS OR ROUTES

K. Natural Surface Paths / Separate Path – this facility can be from 3' to 10' wide and occurs in environmentally sensitive areas where paving is not wanted or hard to access with machinery due to existing vegetation and/or topography. The Aqueduct Trail in Tarrant is an example of this type where the heavily wooded area dotted with limestone formations would not allow for heavy equipment to pass. Equestrian routes are also natural surface paths.

L. Blueways - Many of our rivers and creeks are perfect for canoeing activities. Canoe launches with the needed parking facilities are included in this trail type. Blueways have been identified along the Cahaba River and Five Mile Creek.

Note: Pricing for land acquisitions and major infrastructure improvements, such as bridges and large drainage structures, is not included in the schedule.

FIVE MILE CREEK CORRIDOR PROJECT SCHEDULE

	Trail Name	Map Reference	Trail Type	Estimated Trail Length	Estimated Trail Cost	Additional Miscellaneous Costs
Corridors						
1	Village Creek Blueway I	12.31-12.32, 12.42	L	6.0 mi	\$60,000	Canoe Launch
2	Village Creek Blueway II	12.42, 12.52	L	8.0 mi	\$60,000	Canoe Launch
3	Village Creek Blueway III	12.52, 12.63	L	8.0 mi	\$120,000	Two Canoe Launches
4	Village Creek BS Rail Greenway	12.63	C	2.0 mi	\$709,726	
5	JCES Greenway at Village Creek	12.64, 12.73	A	1.1 mi	\$484,106	Bridge behind WWTP, Property negotiations
6	Ensley Pratt Greenway at Village Creek	12.73	A	0.6 mi	\$276,571	Stream Restoration
7	Wade Greenway at Village Creek	12.73	A	1.5 mi	\$643,434	Stream Restoration
8	Arkadelphia Path at Village Creek	12.64, 12.73	I	0.5 mi	\$182,072	Stream Restoration
9	Dorothy Spears Greenway at Village Creek	12.64-12.65, 12.73-12.74	A	1.3 mi	\$560,563	Stream Restoration
10	1st Street West Path at Village Creek	12.65	I	0.2 mi	\$70,459	Stream Restoration
11	West Enon Ridge Greenway at Village Creek	12.64-12.65	A	0.6 mi	\$253,892	Stream Restoration
12	Enon Ridge Trail	12.65	I	0.4 mi	\$135,758	
13	East Enon Ridge Greenway at Village Creek	12.65	A	0.2 mi	\$105,395	Stream Restoration
14	North Village Creek Greenway	12.65	A	1.2 mi	\$497,930	Stream Restoration
15	30 th Street Trail	12.65	F	0.6 mi	\$229,397	
16	Norwood Greenway	12.65	Existing Greenway			
17	Airport Trail at Village Creek	12.56, 12.65-12.66	F	4.3 mi	\$1,551,388	Stream Restoration
18	Village Creek Greenway at East Lake	12.56	B	1.2 mi	\$410,512	
	Trail Name	Map Reference	Trail Type	Estimated Trail Length	Estimated Trail Cost	
Connectors						
19	Holley Avenue Trail	12.64	I	0.4 mi	\$138,742	
20	ACIPCO Greenway	12.64	C	2.4 mi	\$877,910	
21	Avenue F Trail	12.64, 12.72-12.73	I	2.9 mi	\$1,040,183	
22	Avenue W Trail	12.64, 12.73	I	2.2 mi	\$788,924	
23	Thomas Neighborhood Greenway and Wade Nature Preserve	12.64, 12.73	K	2.7 mi	\$202,274	
24	Graymont Avenue Trail	12.73-12.74	D	2.6 mi	\$927,340	
25	Center Street Trail	12.65, 12.74	D	1.6 mi	\$588,742	
26	3 rd Street North Trail	12.74	I	1.4 mi	\$513,626	
27	Harris Park Trail	12.73	I	1.4 mi	\$501,545	
28	Five Points West Trail	12.73	E	1.6 mi	\$553,757	
29	Coalburg Greenway	12.54, 12.64	A	3.0 mi	\$1,302,428	
30	Wylam Greenway	12.64, 12.72-12.73	A	2.4 mi	\$1,027,190	
31	33 rd Avenue North Trail	12.55, 12.64-12.65	F	1.3 mi	\$475,689	
32	Carver High School Trail	12.55, 12.65	F	1.2 mi	\$420,255	
33	29 th Avenue Trail	12.65	I	1.2 mi	\$431,735	
34	35 th Avenue Trail	12.55	E	1.5 mi	\$534,453	
35	East Lake Boulevard Trail	12.55-12.56, 12.65	G	6.0 mi	\$1,140,075	
36	Airport Greenway	12.46, 12.56	A	7.1 mi	\$3,024,453	





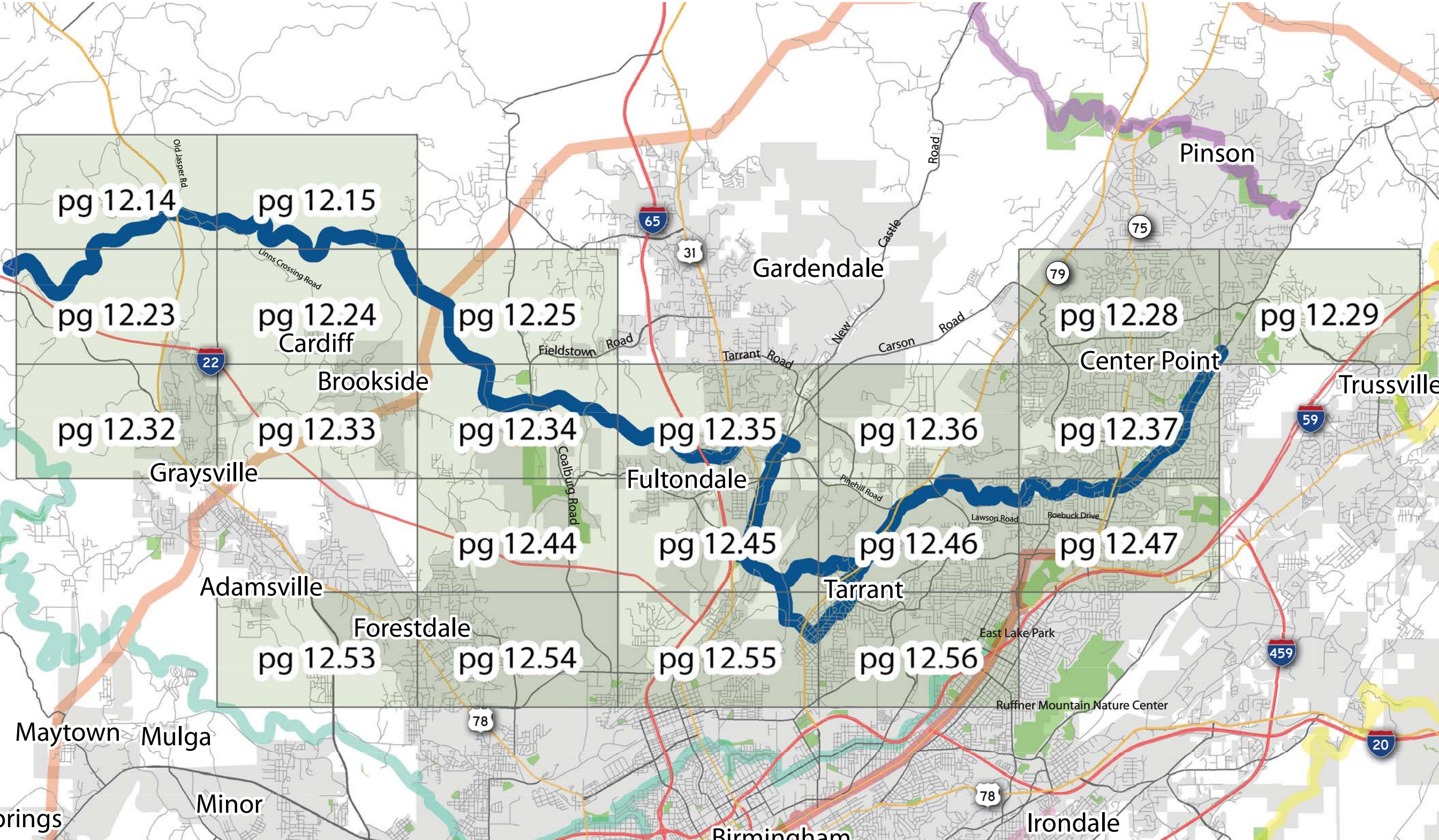
	Trail Name	Map Reference	Trail Type	Estimated Trail Length	Estimated Trail Cost
37	Safe Routes to School Rail Trail	12.65-12.66	K	1.4 mi	\$104,221
38	US Highway 31 Greenway	12.45, 12.55	A	2.7 mi	\$1,141,188
39	Shuttlesworth Drive Trail	12.55, 12.65	I	2.6 mi	\$937,969
40	East Lake to Roebuck Park Greenway Connector	12.56	B	0.3 mi	\$96,689
41	AL North-South Bike Route #2	12.40, 12.50, 12.60-12.63, 12.70-12.73	H	17.0 mi	\$1,321,513
42	6th Place Trail	12.64	I	0.4 mi	\$124,965
43	County Road 80 Trail	12.72	H	1.3 mi	\$97,968
44	Airport to Village Creek Connector	12.66, 12.56	B	0.3 mi	\$110,454
45	Ensley Park Greenway	12.73	B	0.6 mi	\$202,062
46	Ensley Park Greenway Existing	12.73	Existing Greenway		
47	Existing Pedestrian Bridge over I-59	12.73	Existing Path		
48	Ensley Greenway	12.73	B	0.9 mi	\$308,437
49	Fair Park Greenway	12.73, 12.80	A	0.3 mi	\$140,308
50	Vanderbilt Road Trail	12.65	E	0.2 mi	\$72,372
51	43 rd Street Connector	12.56	I	0.5 mi	\$192,880
52	Howze-Sanford Greenway	12.64	B	0.5 mi	\$165,908
53	Pratt City Highway Trail	12.64	G	1.1 mi	\$205,153
54	Cherry Avenue Trail	12.64	I	1.3 mi	\$456,420
55	Avenue M Trail	12.64, 12.73	I	0.6 mi	\$205,646
56	Ensley Park Connector	12.73	I	0.1 mi	\$27,428
57	Second Creek Connector	12.53, 12.63	K	2.3 mi	\$169,639
58	Industrial Trail Connector	12.64	A	1.3 mi	\$555,059
59	Village Creek Greenway at Noroowd	12.65	B	0.7 mi	\$220,082

**Note: Pricing for land acquisitions and major infrastructure improvements, such as bridges and large drainage structures, is not included in the schedule.*

FIVE MILE CREEK CORRIDOR LOCATOR MAP

The project descriptions are segmented in greenway or path types and numbered. The number can be referenced on the project descriptions, schedule or the following map. Locate the area of interest on the overall corridor location map where a page number will be given to a larger map with greater detail. The illustrated facilities are numbered

at the beginning, end and at page breaks. The number references the corresponding information within the Project Description and the Project Schedule. Circle numbers are used for the main corridor facility and triangle numbers are used for the connectors.

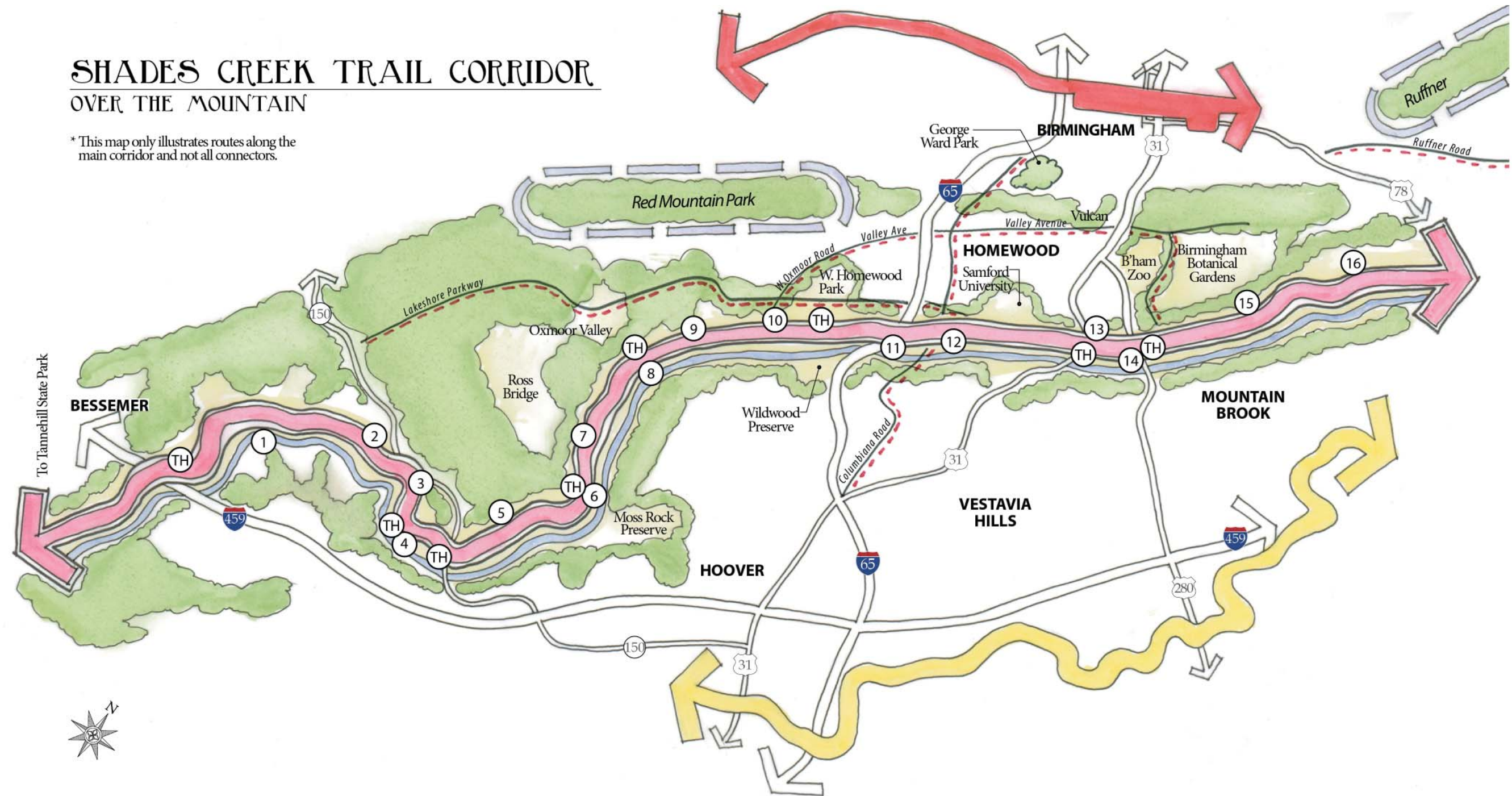




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SHADES CREEK TRAIL CORRIDOR OVER THE MOUNTAIN

* This map only illustrates routes along the main corridor and not all connectors.



GREENWAY & PATH LEGEND

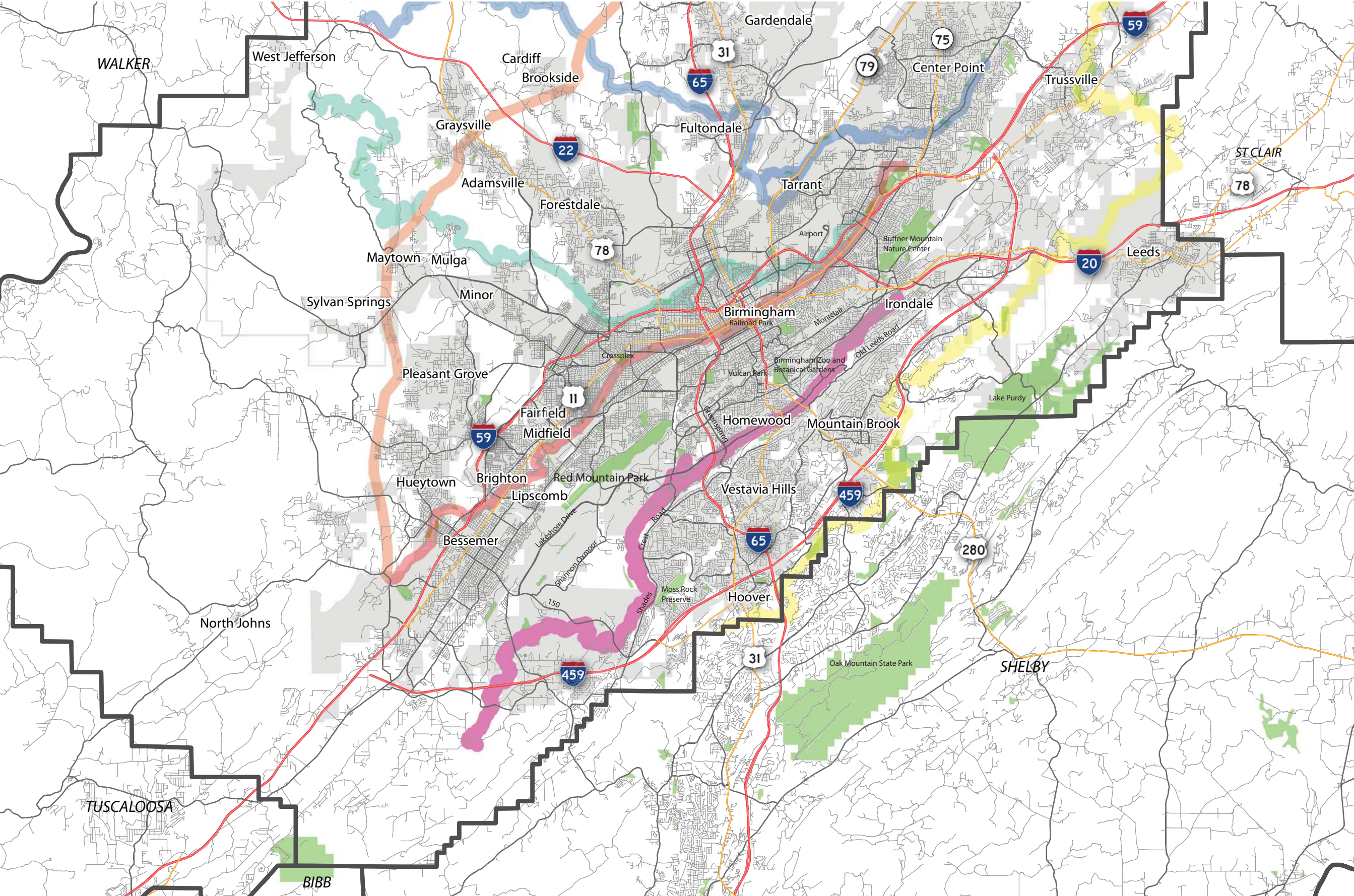
- | | | |
|-----------------------------------|------------------------------------|-----------------------------------|
| 1 Shades Creek Greenway South I | 8 Shades Creek Greenway South VIII | 15 Churchill Drive Trail |
| 2 Shades Creek Greenway South II | 9 Shannon-Oxmoor Trail | 16 Northern Shades Creek Greenway |
| 3 Shades Creek Greenway South III | 10 John Carroll Greenway | |
| 4 Shades Creek Greenway South IV | 11 Wildwood Greenway | |
| 5 Shades Creek Greenway South V | 12 Shades Creek Greenway | |
| 6 Shades Creek Greenway South VI | 13 Shades Creek Connector Greenway | |
| 7 Shades Creek Greenway South VII | 14 Jemison Park Trail | |

SYMBOL LEGEND

- | | |
|-----------------|-----------------------|
| Canoe Launch | Shades Creek Corridor |
| Trail Head | Jones Valley Corridor |
| Trail Number | Cahaba River Corridor |
| U.S. Highway | |
| U.S. Interstate | |

8

SHADES CREEK



SHADES CREEK CORRIDOR - THE OVER THE MOUNTAIN GREENWAY

Shades Valley is parallel to Jones Valley to the north and runs the same northeast to southwest direction with the mountain range. It follows the creek from the headwaters in the east in Irondale through Mountain Brook, Homewood, Birmingham, Hoover and beyond the county line in the Southwest. In the early years of Birmingham, people would go over the mountain to retreat from the air pollution created by the steel mills hence the name “Over the Mountain Greenway” Though heavily developed like Jones Valley, the creek way is for the most part heavily vegetated with the exception of a few channelized ways like the Brookwood Village Shopping area.

Planning efforts in Irondale and Birmingham have produced greenways along the creek as well as in Mountain Brook and Homewood with the Jemison Trail and Homewood Shades Creek Greenway from Brookwood Boulevard to Columbiana Road. The greenway is planned to continue from Columbiana Road along the creek with a bridge crossing at Lakeshore Drive west of John Carroll’s High School to connect with West Homewood Park. An extension along Lakeshore drive takes the trail to the front door of Red Mountain Park which provides linkage to the park and the City of Birmingham. A series of natural path trails follow the route of Shades Creek along Freshwater Land Trust properties continuing the creek base trail into the southwestern parts of the county and the City of Hoover.

Some major destinations along the route include Red Mountain Park, Vulcan Park, Birmingham Botanical Gardens and Zoo, El Paso Wildflower Preserve, The Forrest Preserve, West Homewood Park, Homewood Central Park, numerous schools including Samford University, Wildwood Shopping, Brookwood Village Shopping, the Villages of Mountain Brook, Eastwood Shopping, and many residential neighborhoods throughout the valley.

JURISDICTIONS

The Shades Creek Corridor is within the following municipalities; Bessemer, Birmingham, Homewood, Hoover, Irondale, Mountain Brook and Vestavia Hills along with unincorporated Jefferson County.

OVERALL CORRIDOR DISTANCE

25.1 miles

KEY RECOMMENDATIONS

Ideally the Corridor, as a major route, would be composed of all shared-use greenways with a dedicated easement. Due to the developed nature of the corridor it is difficult to identify right of way or easements that allow a greenway the entire route. So the corridor is comprised of a combination of greenways (off-road) and paths (street based) facilities providing the needed connectivity.

Where Jones Valley Corridor joined the three big parks, Ruffner Mountain, Railroad Park and Red Mountain, Shades Creek Corridor has a similar function connecting Red Mountain Park in the west with Ruffner Mountain in the east. On road trails connect the corridor and these anchor destinations with the Birmingham Botanical Gardens, Zoo and Vulcan Park .

Recommended facilities outlined in this document can be found in the following three areas:

Project Descriptions – Includes the key number and description for each facility along with a page reference for the corresponding maps illustrating the facility. The key number can also be referenced on the Project Schedule, to identify facility type and cost. Each route is segmented according to type of facility. Circle numbers are used for the main corridor facility and triangle numbers are used for the connectors and neighborhood routes.

Project Schedule – Identifies the facility type, corresponding maps illustrating the facility along estimated length and estimated cost for each facility. Relative estimated costs for each type of facility can be found in Chapter 13 – Phasing and Implementation. Numbers reflect current industry cost based on completed projects in the region.

Corridor Locator Map – Locates the area of interest on the overall corridor location map where a page number will be given to an aerial map.



Figure 8.1 – Valley Avenue Trail in Homewood
Valley Avenue Trail (39) road diet and sidewalks thru the Edgewood neighborhood of Homewood.





Figure 8.2 – West Oxmoor Road Trail
The addition of bicycle lanes and sidewalks with West Oxmoor Road Trail (37) will help connect West Homewood Park with the Shades Creek Greenway and Red Mountain Park.



PROJECT DESCRIPTIONS FOR THE SHADES CREEK CORRIDOR

- 1
- Shades Creek Greenway South I** – This proposed natural surface **shared-use greenway** begins at the County Road 52 Canoe Launch and Trail Head following Shades Creek generally east through FWLT property to the east end of the parcel near Kilsby Circle. With a bridge crossing the creek to the north a connection could be made with the Old Bessemer Railroad Greenway (25).

See Pages: 12.106
- 2
- Shades Creek Greenway South II** – This proposed natural surface **shared-use greenway** begins at the east end of a FWLT parcel near Kilsby Circle. The greenway travels east following Shades Creek through to the north end of a FWLT parcel just west of Hwy 150. (A permanent easement agreement is required for property crossing with US Steel with a trail head at Hwy 150.)

See Pages: 12.106-12.107
- 3
- Shades Creek Greenway South III** – A proposed natural surface **shared-use greenway** begins at the north end of a FWLT parcel and continues south following Shades Creek through FWLT property to County Road 6 Trail Head and linkage with Greenwood Road Trail (23).

See Pages: 12.107

See Figure 8.5
- 4
- Shades Creek Greenway South IV** – This proposed natural surface **shared-use greenway** follows Shades Creek from County Road 6 northeast to Highway 150. (A permanent easement agreement is required for property crossing with three large property owners.)

See Pages: 12.107
- 5
- Shades Creek Greenway South V** – This proposed natural surface **shared-use greenway** begins at a canoe launch at Highway 150 and continues along the creek to Ross Bridge Parkway Canoe Launch.

See Pages: 12.107
- 6
- Shades Creek Greenway South VI** – This proposed natural surface **shared-use greenway** begins at a canoe launch at Ross Bridge Parkway and continues northwest to FWLT property. (A permanent easement agreement is required for property crossing with one large property owners.)

See Pages: 12.101, 12.107
- 7
- Shades Creek Greenway South VII** – The proposed natural surface **shared-use greenway** begins at the south end of a FWLT parcel and travels north through FWLT property to the Shannon-Oxmoor Trail (9) and Fresh Water Land Trust Canoe Launch.

See Pages: 12.101
- 8
- Shades Creek Greenway South VIII** – This proposed natural surface **shared-use greenway** begins at the Fresh Water Land Trust Canoe Launch and Shannon Oxmoor Trail (9) and travels northeast through FWLT property following the creek. The trail veers off the creek near the Cammack Road Trail Head traveling northwest to Shannon Oxmoor Road.

See Pages: 12.95, 12.101

- 9 **Shannon-Oxmoor Trail** – This proposed **street-based trail** begins near Cammack Road and travels north-east along at Shannon-Oxmoor Road connecting to the Lakeshore Drive Trail (21).
See Pages: 12.88, 12.95
- 10 **John Carroll Greenway** – This proposed **shared-use greenway** is from Lakeshore Parkway, moves along the perimeter of John Carroll Catholic School property to connect Shades Creek Greenway with West Home-wood Park.
See Pages: 12.89
- 11 **Wildwood Greenway** – This proposed **shared-use greenway** travels from Lakeshore Parkway between Commons Drive Trail Head and Oaks Drive to Shades Creek. The trail follows Shades Creek northeast under-neath Interstate-65 to Columbiana Road Trail Head (48) and connects with the existing Shades Creek Green-way (12).
See Pages: 12.89
- 12 **Shades Creek Greenway** – This existing **shared-use greenway** follows Shades Creek parallel to Lakeshore Drive from Columbiana Road Trail Head (48) and the Homewood Soccer Complex (both have parking) to the Trail Head at Brookwood Mall.
See Pages: 12.81-12.82, 12.89-12.90
- 13 **Shades Creek Connector Greenway** – This proposed **shared-use greenway** begins at the north end of the Shades Creek Greenway (12), at Brookwood Village Mall and forms a connection to the Jemison Park Greenway. The trail continues along the south side of Lakeshore Drive and follows the creek, going under the western on-ramp bridge of Highway-280. The trail turns north-east under the Highway-280 Bridge to an at-grade crossing of the eastern on-ramp of Highway-280. The trail continues to a connection with the Jemison Park Greenway (14).
See Pages: 12.82
- 14 **Jemison Park Trail** – This proposed **street-based trail** includes the existing five-foot concrete walk pedestrian only greenway travels from Cahaba Road to Beechwood Road along with the recommendation of shar-rows are along Mountain Brook Parkway which is heavily traveled by cyclist.
See Pages: 12.82
- 15 **Churchill Drive Trail** – This proposed **street-based trail** travels along an existing sidewalk on Beechwood Road, then continues onto Glencoe Drive. The neighborhood greenway turns northeast onto Glenview Drive, then immediately turns southeast onto Winston Way, requiring a new sidewalk. The trail turns east onto Churchill Circle South, then south onto Churchill Drive connecting with the Northern Shades Creek Greenway (16).
See Pages: 12.75, 12.82
- 16 **Northern Shades Creek Greenway** – This proposed **shared-use greenway** follows Shades Creek from the Churchill Drive Greenway to the Elder Street Nature Preserve.
See Pages: 12.67, 12.75-12.76



Figure 8.3 – Saulters Road Trail

Sharrows along the Saulters Road Trail (47) will alert motorists of the potential presence of bicyclist.

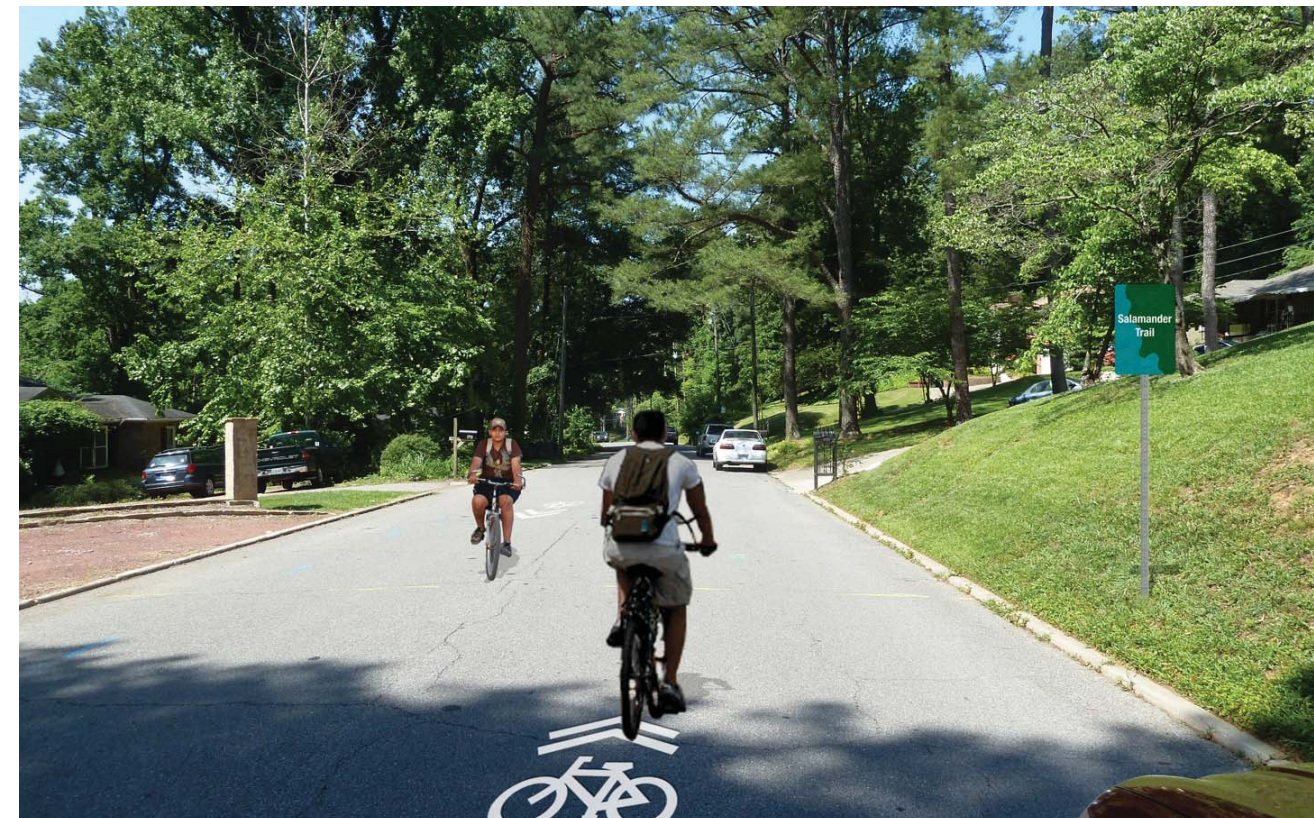




Figure 8.4 – Northern Shades Creek Greenway
The Northern Shades Creek Greenway (20) shared-use greenway is along the Shades Creek floodplain in Crestwood.



PROJECT DESCRIPTIONS FOR THE SHADES CREEK CONNECTORS

- 17

Lane Park Road Trail – This proposed **street-based trail** provides access to the main entrance of the Birmingham Botanical Gardens from Mountain Brook Village. The trail also connects the Botanical Gardens Greenway (83) with the YMCA Connector (76).

See Pages: 12.82
- 18

Zoo Greenway – This proposed **shared-use greenway** connects the Birmingham Zoo Trail (40) with the YMCA Connector (76), traveling along the northern boundary of the zoo’s property.

See Pages: 12.81-12.82
- 19

Irondale Furnace Greenway – This existing **shared-use greenway** travels along Shades Creek from the Mountain Brook Country Club to Cross Creek Drive.

See Pages: 12.75
- 20

Historic Greenwood Trail – This proposed **street-based trail** begins at the Tannehill Connector Greenway (27) and travels along Pocahontas Road, then follows Lindsey Loop Road and ends at the Greenwood Road Trail (23) at Roselyn Road.

See Pages: 12.110-12.111, 12.115-12.116

See Figure 8.4
- 21

Lakeshore Drive Trail – This proposed **street-based trail** begins at the Wildwood Greenway (11) crossing on Lakeshore Parkway. The trail progresses west along Lakeshore Parkway towards Red Mountain Park. Briefly, the trail travels on County Road 42 to the beginning of a greenway at a power easement to connect to Red Mountain Park.

See Pages: 12.88-12.89, 12.95
- 22

Oporto Madrid Blvd Trail – This proposed **street-based trail** from the Northern Shades Creek Greenway (16) along Redwood Street then becoming Oporto Madrid Blvd across the Montclair Road Trail (51) to the Crestwood Blvd Trail (57).

See Pages: 12.66, 12.75
- 23

Greenwood Road Trail – This proposed **street-based trail** with sharrows travels southeast along County Road 52 from the County Road 52 Canoe Launch and turns south at Greenwood Road. The trail travels over Interstate-459 and is adjacent to Greenwood Elementary School. The sharrow turns east onto Greenmor Drive / County Road 6 and crosses Interstate-459 again. The trails end at the intersection of Shades Creek and County Road 6. “Share the road” signage should be implemented.

See Pages: 12.106-12.107, 12.111-12.112
- 24

Hopewell Trail – This proposed **street-based trail** with sharrows travels north along County Road 52 from the County Road 52 Canoe Launch. The trail connects with Old Bessemer Railroad Greenway (25).

See Pages: 12.100, 12.106
- 25

Old Bessemer Railroad Greenway – This proposed **shared-use greenway** begins in downtown Bessemer at the intersection of 15th Street North and Alabama Avenue on the historic train trestle. The rail-trail follows the historic rail-line south to the intersection of Highway-150 and Lakeshore Parkway, then turns southeast continuing to follow the historic rail to the proposed Shades Creek Greenway (12).

See Pages: 12.100, 12.106

- 26 Red Mountain Ridge Greenway** – This proposed **shared-use greenway** begins at the proposed Old Bessemer Railroad Greenway (25), near Raimund Muscoda Road, and continues southwest following the Red Mountain ridge and paralleling the power easement. The trail continues through Freshwater Land Trust property and onto Pocahontas Road where it crosses Interstate-459.
See Pages: 12.100, 12.105-12.106, 12.110
- 27 Tannehill Connector Greenway** – The proposed **shared-use greenway** begins at Interstate-459 and Pocahontas Road and continues southwest towards Tannehill following the Red Mountain ridge.
See Pages: 12.110, 12.115, 12.119-12.121
- 28 Lakeshore Parkway Trail** – The proposed **street-based trail** begins at the intersection of Lakeshore Parkway and Highway 150, near the Old Bessemer Railroad Greenway (25). The trail follows Lakeshore Parkway northeast to County Road 42, near a trail head for Red Mountain Park.
See Pages: 12.94-12.95, 12.100
- 29 County Road 93 Trail** – This proposed **street-based trail** begins at the intersection of Lakeshore Parkway and County Road 93. The shared road trail continues south along County Road 93 / Ross Bridge Parkway to Grand Avenue and intersects with Ross Bridge Parkway Greenway (30).
See Pages: 12.101
- 30 Ross Bridge Parkway Greenway** – The existing **shared-use side path** begins at Ross Avenue and continues east to Ross Bridge Parkway. The trail turns southeast and parallels Ross Bridge Parkway to Ross Bridge Nature Center.
See Pages: 12.101
- 31 Ross Bridge Parkway Trail** – This proposed **street-based trail** follows Ross Bridge Parkway from the Ross Bridge Nature Center to Highway 150, passing the Ross Bridge Parkway Canoe Launch and the Shades Creek Greenway South V (5). Implement “share the road” signage.
See Pages: 12.101, 12.107
- 32 Shades Mountain Greenway** – This proposed natural surface **shared-use greenway** stems off of Shades Creek Greenway northwest of Ross Bridge Parkway and climbs Shades Mountain to Shades Crest Road, near Crestway Circle. (A permanent easement agreement is required for property crossing with US Steel.)
See Pages: 12.107
- 33 Shades Crest Greenway** – This proposed **street-based trail** begins at the east end of Shades Mountain Greenway (32) and follows Shades Crest Road to Sulphur Springs Road. The trail follows Sulphur Springs Road to the Moss Rock Greenway (34).
See Pages: 12.107
- 34 Moss Rock Greenway** – The proposed natural surface **shared-use greenway** begins at Sulphur Springs Road and travels through the Preserve paralleling Preserve Parkway until it intersects with Village Creek Greenway and the Preserve Parkway Greenway (35).
See Pages: 12.101-12.102, 12.107



Figure 8.5 – Shades Creek Greenway South
The Shades Creek Greenway South (3) is along Shades Creek in the Oxmoor Valley.



- 35
- Preserve Parkway Greenway

– This proposed **street-based trail** follows Preserve Parkway to the north-east, from the Moss Rock Greenway (34) to Patton Chapel Road. The trail turns to the east and follows Patton Chapel Road to Patton Creek.

See Pages: 12.102
- 36
- Red Mountain Park Connector Greenway

– This proposed **shared-use greenway** follows County Road 42 from Lakeshore Parkway. The trail turns west into the power easement and connects to Red Mountain Park.

See Pages: 12.88, 12.95
- 37
- West Oxmoor Road Trail

– This proposed **street-based trail** connects the Shannon-Oxmoor Trail (9) to Red Mountain Park. The trail begins at the intersection of Lakeshore Parkway and West Oxmoor Road, and follows West Oxmoor Road to the north until it intersects with Montevallo Road.

See Pages: 12.88-12.89

See Figure 8.2
- 38
- Industrial Trail

– This proposed **street-based trail** begins at the intersection of Montevallo Road and West Oxmoor Road and travels northwest along Montevallo Road. The trail turns west at Industrial Drive and parallels Red Mountain to Industrial Lane. The trail turns west onto Lyon Lane, then climbs Red Mountain to access Red Mountain Park.

See Pages: 12.88
- 39
- Valley Avenue Trail

– This proposed **street-based trail** with dedicated bike lane begins at the intersection of Montevallo Road and Valley Avenue and continues north, passing Homewood Middle School, to 21st Street South at Vulcan Park.

See Pages: 12.81, 12.88-12.89

See Figure 8.1
- 40
- Birmingham Zoo Trail

– This proposed **street-based trial** with dedicated bike lane begins at the intersection of Valley Avenue and 21st Street and continues east into English Village along 21st Avenue South. At the intersection of Cahaba Road, the trail turns south toward the Birmingham Zoo and Botanical Gardens, and continues south on Cahaba Road to Shades Creek Connector Greenway (13).

See Pages: 12.81-12.82

See Figure 8.6
- 41
- Oak Grove Road Trail

– This proposed **street-based trail** with shared road and sidewalk begins at West Homewood Park and travels east on Venetian Way. The trail turns north at Oak Grove Road and continues on existing sidewalks to Raleigh Avenue.

See Pages: 12.89
- 42
- Forest Drive Connector

– This proposed **street-based trial** with shared road and sidewalk begins at the intersection of Grove Street and Raleigh Avenue and travels east along Raleigh Avenue, under Interstate-65 to Greensprings Highway, where crossing signage and signaling should be implemented. The trail continues onto Columbiana Road, turning east on Sterrett Avenue. The trail immediately turns north onto Theda Street, then turns northwest onto Oxmoor Road. The shared road turns south onto Morris Boulevard, then east onto Forest Drive and terminates at Broadway Street.

See Pages: 12.81, 12.89

- 43
- Greensprings Highway Trail

– This existing **street-based trail** follows Greensprings Highway from Lake-shore to Valley Avenue.

See Pages: 12.81, 12.89
- 44
- Edgewood Trail

– This proposed **street-based trail** with shared road and sidewalk begins at the intersec-tion of Broadway Street and Green Springs Highway. The trail travels north on Broadway Street, turning east onto Roseland Drive. The the intersection with Linwood Drive West trail turns north and then northeast on Palmetto Street through the roundabout to West Hawthorne Road, intersecting with the Manhattan Street Trail (45).

See Pages: 12.81, 12.89



Figure 8.6 – Cahaba Road
Potential Cahaba Road improvements, Birmingham Zoo Trail (40), near the Birmingham Zoo. Credit: RPCGB



45 **Manhattan Street Trail** – This existing **street-based trail** with shared road and sidewalk begins at Home-wood Middle School. The trail travels east, adjacent to the athletic fields, then follows Grace Street to the east. The shared road trail turns south onto Dale Avenue, and continues to Manhattan Street. The trail turns east on Manhattan and continues to the intersection of Parkridge Drive, where it turns east. The trail turns north onto Central Avenue and terminates at Short Street.

See Pages: 12.81

46 **18th Street Trail** – This proposed **street-based trail** with bike lanes with adjacent sidewalk follows Short Street north from Central Avenue. The trail turns east at 27th Avenue South, then north onto 18th Street South. The trail climbs Red Mountain to Valley Avenue at Vulcan Park on 18th Street.

See Pages: 12.81

47 **Saulter Road Trail** – This proposed **street-based trail** with shared road and sidewalk begins at the intersec-tion of Edgewood Boulevard and Roseland Drive. The trail continues and turns south onto Forest Drive. The trail travels along Forest Drive until it intersects with Saulter Road. The trail follows Saulter Road to the east and crosses Highway 31 continuing onto Windsor Drive. Windsor Drive turns southeast towards Brookwood Mall and the Shades Creek Greenway. The trail crosses Highway-149 at the Windsor Drive intersection and merges with the Shades Creek Greenway (12).

See Pages: 12.81-12.82, 12.89

See Figure 8.3

48 **Columbiana Road Trail** – This proposed **street-based trail** with dedicated bike lanes and sidewalk begins at the intersection of Columbiana Road and Massey Road. The trail continues north adjacent to Berry High School and connects with the Shades Creek Greenway (12), near Lakeshore Drive.

See Pages: 12.89, 12.96

49 **Shades Crest Road Trail** – This proposed **street-based trail** with shared road treatment begins at the Co-lumbiana Road Trail (48) and Shades Crest Road. The trail follows Shades Crest Road northeast, crossing High-way-31, and turns north onto Vestavia Drive. The trail turns south onto Beaumont Drive and east onto Shades Crest Road. At Smyer Road, the trail turns south, continuing to follows Shades Crest Road to the intersection of County Road 113.

See Pages: 12.89

50 **Little Shades Creek Greenway** – This proposed **shared-use greenway** follows the sewer easement along Little Shades Creek from Old Bessemer Railroad Greenway (25) to Lakeshore Drive Trail (21).

See Pages: 12.88, 12.94-12.95, 12.100, 12.106

51 **Montclair Road Trail** – This proposed **street-based trail** begins at the south end of Rushton Park at 31st Street South. The trail travels south, climbing Red Mountain where it turns east onto Pawnee Avenue South. The trail follows Pawnee Avenue / Montclair Road to the East Lake shopping center, and underneath Inter-state-20. The trail turns north on 16th Street South and connects with the 16th Street Greenway (59).

See Pages: 12.66-12.67, 12.75

52 **Memory Lane Trail** – This proposed **street-based trail** begins at the intersection of Clairmont Avenue and 42nd Street South. The trail travels north on 42nd Street South, then turns east onto 11th Avenue South, then merges with Cliff Road. The trail climbs the mountain, turning southwest on to Altamont Road. The trail then turns south onto Morningside Drive / Memory Lane, then merges with Euclid Avenue, and turns southeast onto Church Street / Montrose Road. The trail turns south onto Old Leeds Road, then at Beechwood Road it connects with Churchill Drive Trail (15).

See Pages: 12.75



Figure 8.7 – Ruffner Road Trail

This segment of the Ruffner Road Trail (66) follows along the east side of the Ruffner Mountain Nature Preserve.





- 53

Overbrook Road Trail – This proposed **street-based trail** begins at the intersection of Glencoe Drive and Overbrook Road and travel east along Old Leeds Road, around the Mountain Brook Country Club golf course. The trail continues along Old Leeds Road until it intersects with Cherokee Road.

See Pages: 12.82
- 54

Overcrest Road Trail – This proposed **street-based trail** with sharrows with sidewalk begins at the intersection of Old Leeds Road and Cherokee Road. The trail travels west on existing sidewalk on Cherokee Road, then turns south on to Overcrest Road. The trail turns east on to Brookwood Road, then turns southeast on to South Brookwood Road, then intersects with Overton Road.

See Pages: 12.82
- 55

Old Leeds Road – This proposed **street-based trail** begins at the intersection of Old Leeds Road and Cherokee Road. The trail travels east on Old Leeds Road along existing sidewalk, while implementing a sharrow. The trail travels east until it intersects with Grants Mill Road.

See Pages: 12.67, 12.75-12.76, 12.82
- 56

Cresthill Road Trail – This proposed **street-based trail** begins at the intersection of Cresthill Road and Montclair Road. The trail travels northeast along Cresthill Road to the intersection of Highway-78, and the Crestwood Boulevard Trail (57).

See Pages: 12.66, 12.75
- 57

Crestwood Boulevard Trail – This proposed **street-based trail** begins at the intersection of Cresthill Road and Crestwood Boulevard, where the trail travels east along Crestwood Boulevard. The trail travels underneath Interstate-20, then connects with the Montclair Road Trail (51) at 16th Street.

See Pages: 12.66-12.67
- 58

Irondale Trail – This proposed **street-based trail** begins at the intersection of 2nd Avenue North and 16th Street, where the trail travels east on 2nd Avenue North, then turns southeast on to 20th Street South. The trail travels underneath Interstate-20, and connects with the existing Grants Mill Road Trail (61) at Old Grants Mill Road.

See Pages: 12.67
- 59

16th Street Greenway – The existing **shared-use greenway** travels on 16th Street from 4th Avenue South to Montevallo Road.

See Pages: 12.67
- 60

16th Street North Trail – This proposed **street-based trail** begins at the intersection of Montevallo Road and 16th Street. The trail travels north to Ruffner Road.

See Pages: 12.67
- 61

Grants Mill Road Trail – This existing **street-based trail** begins at the intersection of Old Grants Mill Road and Grants Mill Road. The trail ends at Old Leeds Road.

See Pages: 12.67

- 62

1st Avenue South Trail – This proposed **street-based trail** begins at the intersection of 1st Avenue South and 16th Street South and travels east on 1st Avenue South until it dead ends, and turns south toward Crestwood Boulevard.

See Pages: 12.67
- 63

Old Leeds Road Trail – This existing **street-based trail** follows Old Leeds Road from Grants Mill Road to Interstate-20 along Old Leeds Road.

See Pages: 12.67
- 64

John Rogers Trail – This proposed **street-based trail** travels from Crestwood Boulevard to Gadsden Highway along John Rogers Parkway.

See Pages: 12.47-12.48, 12.57-12.58, 12.67
- 65

Alton Road Trail – This proposed **street-based trail** travels from Crestwood Boulevard to John Rogers Trail.

See Pages: 12.48, 12.57-12.58, 12.67
- 66

Ruffner Road Trail – This proposed **street-based trail** travels from Georgia Road to Gadsden Highway along Ruffner Road.

See Pages: 12.47, 12.57, 12.67

See Figure 8.7
- 67

Medical Park Drive Trail – This proposed **street-based trail** travels from Gadsden Highway to Edwards Lake Road.

See Pages: 12.47-12.48
- 68

Gadsden Highway Trial – This proposed **street-based trail** travels along Gadsden Highway from Medical Park Drive, underneath Interstate-459, to Peggy Lee Lane, where it connects with the Trussville Greenway.

See Pages: 12.47-12.48
- 69

Power Easement Greenway – This proposed natural surface **shared-use greenway** travels along a power easement that runs parallel and north of Interstate-59, from Turncliff Parkway to Frank Johnson Drive and Chalkville Road.

See Pages: 12.29, 12.38, 12.48
- 70

Trussville Greenway – This proposed natural surface **shared-use greenway** begins on Linden Street/Valley Road, near Interstate-59. The greenway travels southwest, parallel to Interstate-59, then turns southeast near Morris Spring Lane, where it meets the Trussville Greenway of the Cahaba Corridor at Gadsden Highway.

See Pages: 12.38, 12.48
- 71

Linden Street – The proposed **street-based trail** follows Linden Street and Valley Road from Gadsden Highway to Chalkville Road.

See Pages: 12.29, 12.38
- 72

Chalkville Road Trail – This proposed **street-based trail** follows Chalkville Road from Old Springville Road, over Interstate-59 to Pineview Road.

See Pages: 12.29

- 73 Chalkville Road Trail** – This proposed **street-based trail** follows Chalkville Road from Pineview Road to Gadsden Highway.
See Pages: 12.29, 12.38
- 74 Crestwood Boulevard Trail II** – This proposed **street-based trail** begins at the eastern end of the 1st Avenue South Trail, and follows Crestwood Boulevard east connecting with the Alton Road Trail (65) and continuing to connect with Old Leeds Road Trail (65).
See Pages: 12.67
- 75 Edwards Lake Road Trail** – This proposed **street-based trail** travels along Edwards Lake Road from Gadsden Highway to Springville Road.
See Pages: 12.47, 12.48
- 76 YMCA Connector** – This proposed **street-based trail**, with sidewalks and sharrows, connects the Red Mountain Cut Greenway and the Birmingham Zoo Trail (40) along 20th Place South to the Birmingham Zoo.
See Pages: 12.81-12.82
- 77 Hollywood Connection Trail** – This proposed **street-based trail**, with sidewalks and sharrows, connects the YMCA Connector (76) with the Hollywood Greenway (78) along Poinciana Drive and turning west on Bonita Drive.
See Pages: 12.81
- 78 Hollywood Greenway** – This proposed **shared-use greenway** along a Birmingham Water Works easement runs through the Hollywood neighborhood of Homewood, connecting it with the Saulter Road Trail (47), which then connects to the Shades Creek Connector Greenway (13).
See Pages: 12.81-12.82
- 79 Ruffner Park Greenway** – This proposed **shared-use greenway** starts at the intersection of Ruffner Road and Ruffner Ct running northeast along a power easement following the ridge until passing under Highway 59 continuing along the easement until Edwards Lake Road.
See Pages: 12.47-12.48, 12.57, 12.67
- 80 Moss Rock Greenway North** – This proposed natural surface **shared-use greenway** follows an Alabama Power easement along the northern border of Moss Rock Preserve.
See Pages: 12.101-12.102, 12.107
- 81 Hall Avenue Trail** – This proposed **street-based trail**, with sharrows, connects Hall Kent Elementary with Oak Grove Road Trail (41) and Forest Drive Connector (42)
See Pages: 12.89



Figure 8.8 – Shades Creek Trailhead
 Example of a typical Trailhead within the Shades Creek Corridor.

- 82 Chapel Lane Trail** – This proposed **street-based trail**, with sidewalks and a bike lane, starts at the Hoover Sports Park Central and follows Chapel Lane, passing the Preserve Park Greenway (35) and the Rocky Ridge Road Trail connecting to the Moss Rock Greenway North (80). The trail also passed between Simmons Middle School and Gwin Elementary School.
See Pages: 12.102
- 83 Botanical Gardens Greenway** – This proposed **shared-use greenway** along the northern boundary of the Botanical Gardens’ property connects the Birmingham Zoo Trail (40) with the main entrance of the Birmingham Botanical Gardens on Lane Park Road.
See Pages: 12.82



PROJECT SCHEDULE AND TYPOLOGIES

The legend below offers letters that key the different type paths and greenways mentioned in the descriptions. Existing conditions dictate the amount of improvements to be made in each facility and the associated costs. The previously defined greenways and paths are keyed in the following project schedule.

GREENWAYS

A. Shared-Use Greenway - a 12’-0” wide paved path in asphalt (concrete is an option as well but more expensive) and travels in a dedicated easement that can be donated, purchased, an existing utility easement or a permanent easement granted by a property owner. The costs associated with the facility includes site work, paving, proper signs, site furnishings and pavement markings. Lighting can be included as well if the sponsor so desires. Paths along the Cahaba River or Shades Creek are examples of this type facility identified in the plan.

Landscaping varies from simple grassing to wooded areas if adjacent to green space. Within the flood plain of waterways are good locations considering other types of development should not occur and the greenway can act as vegetated buffer that protects water quality.

B. Greenway – same as above but 8-10’ wide. These facilities occur when space does not allow for the larger facility.

C. Rail-to-Trail Greenway – rail beds make ideal 12-0” wide greenways. The level change is gradual and ideal for riding and walking. They usually cost less to develop since the needed site work was done with the original rail work. They also follow populated areas and city centers providing excellent connectivity. C has all the components that A includes. The CSX Greenway identified in the plan along Five Mile Creek is an example of this type of facility.

STREET-BASED PATHS AND BICYCLE ROUTES

D. Bike lanes with Existing Pavement – This category includes streets and roadways where the existing pavement width is sufficient to accommodate the addition of bike lanes through new pavement markings and signage only, no additional paving is necessary. The routes identified in the plan along Ruffner Road, a popular cycling venue, would be an example of this type of facility.

E. Bike Lanes with Sidewalks – This category includes the addition of new facilities for bicyclists, with a dedicated bike lane, and pedestrians, with a sidewalk. Also, signage and pavement markings identifying the route are included.

F. Bike Lanes, Sidewalks and Intersection Treatments - This would include all in **E** as well as intersection treatments (signage, pavement markings, medians and lights, or a combination of any of these) depending on vehicle speeds, traffic volumes, and roadway width.

G. Bike Lanes with New Paving at Shoulder – This category is similar to **D**, however includes paving the shoulder along a road that does not have adequate width to accommodate bicyclists. It includes all the elements of **D**.

H. Shared-lane markings (Sharrows) - These are located on low-volume neighborhood streets and would include sharrow pavement markings and signage to mark the route for shared access. It offers an affordable way to continue a connector.

I. Sidewalk with Sharrow – This category contains the same elements as **H** but includes the addition of a sidewalk on one side of the road, or both, if site conditions allow.

J. Road Diet, 4 to 3 Lanes – typically this type of facility reduces 4 lanes to 3 with a central turn lane. Research illustrates at traffic volumes up to 28,000 cars per day than the 4 lane road can be more efficient with one lane in each direction and a center turn lane. Bike lanes and sidewalks can be added within the remaining available right of way. Signalization can be more fluid and fewer rear ending accidents occur with the turn lane.

OTHER PATHS OR ROUTES

K. Natural Surface Paths / Separate Path – this facility can be from 3’ to 10’ wide and occurs in environmentally sensitive areas where paving is not wanted or hard to access with machinery due to existing vegetation and/or topography. The Aqueduct Trail in Tarrant is an example of this type where the heavily wooded area dotted with limestone formations would not allow for heavy equipment to pass. Equestrian routes are also natural surface paths.

L. Blueways - Many of our rivers and creeks are perfect for canoeing activities. Canoe launches with the needed parking facilities are included in this trail type. Blueways have been identified along the Cahaba River and Five Mile Creek.

Note: Pricing for land acquisitions and major infrastructure improvements, such as bridges and large drainage structures, is not included in the schedule.

SHADES CREEK CORRIDOR PROJECT SCHEDULE

	Trail Name	Map Reference	Trail Type	Estimated Trail Length	Estimated Trail Cost	Additional Miscellaneous Costs
Corridors						
1	Shades Creek Greenway South I	12.106	K	2.2 mi	\$165,559	
2	Shades Creek Greenway South II	12.106-12.107	K	1.2 mi	\$89,112	Easement negotiationswith US Steel
3	Shades Creek Greenway South III	12.107	K	1.0 mi	\$78,222	
4	Shades Creek Greenway South IV	12.107	K	1.5 mi	\$113,114	Property negotiations with private owners
5	Shades Creek Greenway South V	12.107	K	2.3 mi	\$172,003	
6	Shades Creek Greenway South VI	12.101, 12.107	K	0.9 mi	\$66,811	Property negotiations with private owners
7	Shades Creek Greenway South VII	12.101	K	1.8 mi	\$132,532	Two bridges corssing Shades Creek
8	Shades Creek Greenway South VIII	12.95, 12.101	K	1.3 mi	\$97,797	
9	Shannon-Oxmoor Greenway	12.88, 12.95	G	1.4 mi	\$259,569	
10	John Carroll Greenway	12.89	F	0.6 mi	\$217,465	
11	Wildwood Greenway	12.89	A	2.2 mi	\$932,911	Bridge crossing
12	Shades Creek Greenway	12.81-12.82, 12.89-12.90	Existing Greenway			
13	Shades Creek Connector Greenway	12.82	A	0.5 mi	\$229,286	Busy intersection at US-280
14	Jemison Park Greenway	12.82	Existing Greenway			
15	Churchill Drive Trail	12.75, 12.82	K	1.9 mi	\$140,112	
16	Northern Shades Creek Greenway	12.67, 12.75-12.76	I	1.8 mi	\$641,383	
	Trail Name	Map Reference	Trail Type	Estimated Trail Length	Estimated Trail Cost	
Connectors						
17	Lane Park Road Trail	12.82	D	0.5 mi	\$165,080	
18	Zoo Greenway	12.81-12.82	B	0.7 mi	\$221,067	
19	Irondale Furnace Greenway	12.75	Existing Greenway			
20	Historic Greenwood Trail	12.110-12.111, 12.115-12.116	H	5.2 mi	\$403,894	
21	Lakeshore Drive Trail	12.88-12.89, 12.95	K	2.3 mi	\$175,839	
22	Oporto Madrid Blvd Trail	12.66, 12.75	F	1.0 mi	\$361,078	
23	Greenwood Road Trail	12.106-12.107, 12.111-12.112	H	5.2 mi	\$402,018	
24	Hopewell Trail	12.100, 12.106	H	1.9 mi	\$146,176	
25	Old Bessemer Railroad Greenway	12.100, 12.106	C	3.4 mi	\$1,232,601	
26	Red Mountain Ridge Greenway	12.100, 12.105-12.106, 12.110	K	4.3 mi	\$319,811	
27	Tannehill Connector Greenway	12.110, 12.115, 12.119-12.121	K	6.9 mi	\$521,998	
28	Lakeshore Parkway Trail	12.94-12.95, 12.100	D	5.5 mi	\$1,973,946	
29	County Road 93 Trail	12.101	F	1.9 mi	\$681,081	
30	Ross Bridge Parkway Greenway	12.101	Existing Greenway			
31	Ross Bridge Parkway Trail	12.101, 12.107	H	2.7 mi	\$211,201	
32	Shades Mountain Greenway	12.107	K	0.2 mi	\$13,610	
33	Shades Crest Greenway	12.107	I	0.1 mi	\$28,900	
34	Moss Rock Greenway	12.101-12.102, 12.107	K	1.0 mi	\$73,549	
35	Preserve Parkway Greenway	12.102	B	0.7 mi	\$245,614	
36	Red Mountain Park Connector Greenway	12.88, 12.95	B	0.8 mi	\$257,847	
37	West Oxmoor Road Trail	12.88-12.89	F	0.6 mi	\$217,093	
38	Industrial Trail	12.88	F	2.2 mi	\$776,309	
39	Valley Avenue Trail	12.81, 12.88-12.89	G	3.5 mi	\$674,196	
40	Birmingham Zoo Trail	12.81-12.82	G	2.6 mi	\$486,246	
41	Oak Grove Road Trail	12.89	I	1.0 mi	\$352,247	
42	Forest Drive Connector	12.81, 12.89	I	1.9 mi	\$686,580	



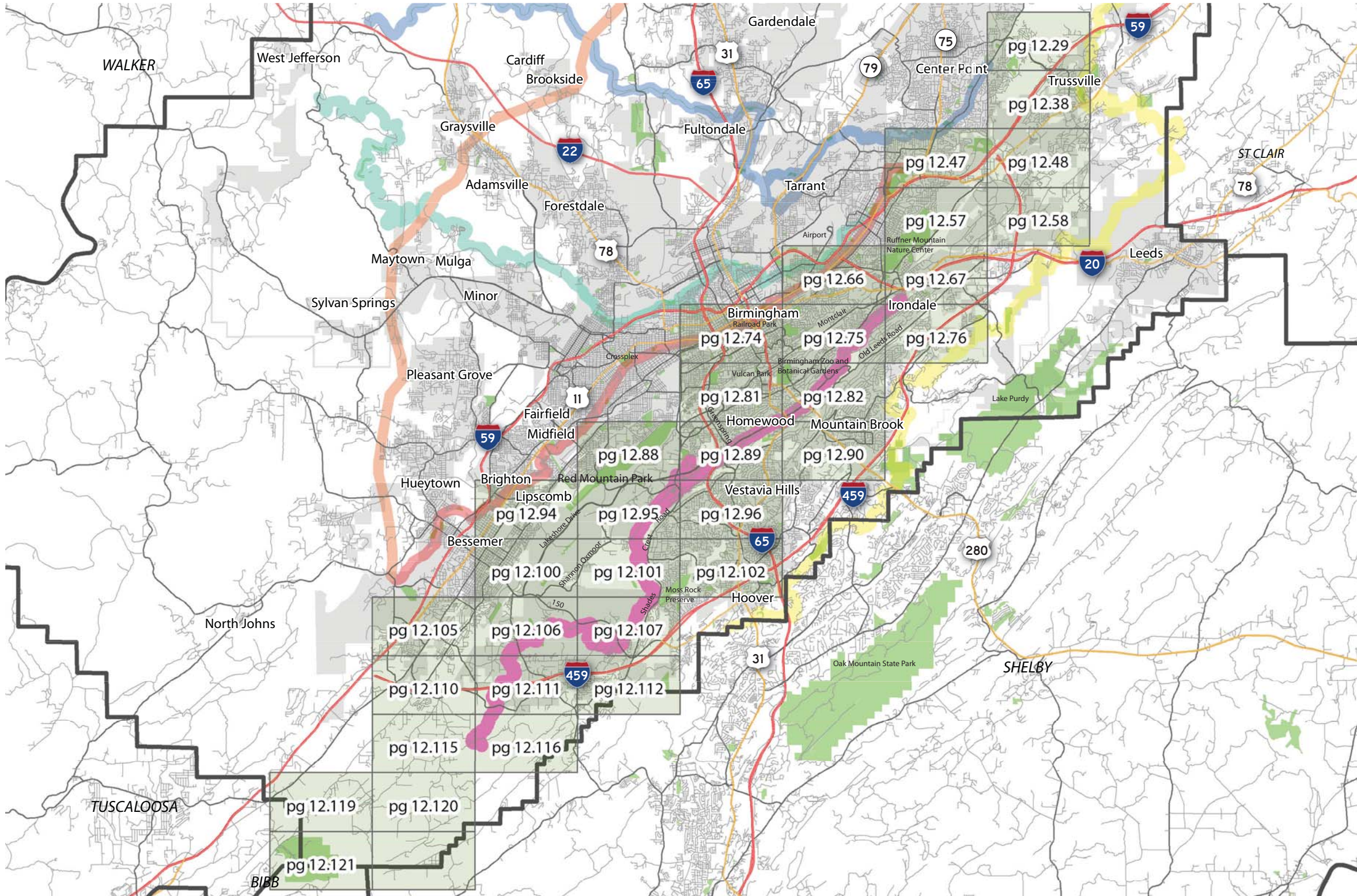
	Trail Name	Map Reference	Trail Type	Estimated Trail Length	Estimated Trail Cost
43	Greensprings Highway Trail	12.81, 12.89	Existing Bike Lanes		
44	Edgewood Trail	12.81, 12.89	I	1.8 mi	\$638,147
45	Manhattan Street Trail	12.81	I	1.3 mi	\$464,445
46	18 th Street Trail	12.81	E	0.5 mi	\$181,987
47	Saulter Road Trail	12.81-12.82, 12.89	I	3.0 mi	\$1,080,684
48	Columbiana Road Trail	12.89, 12.96	E	2.7 mi	\$948,070
49	Shades Crest Road Trail	12.89	H	1.6 mi	\$122,785
50	Little Shades Creek Greenway	12.88, 12.94-12.95, 12.100, 12.106	A	6.2 mi	\$2,664,306
51	Montclair Road Trail	12.66-12.67, 12.75	F	5.0 mi	\$1,805,438
52	Memory Lane Trail	12.75	I	2.8 mi	\$1,000,231
53	Overbrook Road Trail	12.82	I	0.5 mi	\$193,382
54	Overcrest Road Trail	12.82	I	2.7 mi	\$956,440
55	Old Leeds Road	12.67, 12.75-12.76, 12.82	I	5.0 mi	\$1,779,833
56	Cresthill Road Trail	12.66, 12.75	I	0.8 mi	\$281,302
57	Crestwood Boulevard Trail	12.66-12.67	F	1.1 mi	\$380,195
58	Irondale Trail	12.67	D	1.2 mi	\$416,889
59	16 th Street Greenway	12.67	Existing Greenway		
60	16 th Street North Trail	12.67	B	0.4 mi	\$132,760
61	Grants Mill Road Trail	12.67	Existing Trail		
62	1 st Avenue South Trail	12.67	H	1.6 mi	\$123,023
63	Old Leeds Road Trail	12.67	Existing Trail		
64	John Rogers Trail	12.47-12.48, 12.57-12.58, 12.67	J	3.6 mi	\$1,334,391
65	Alton Road Trail	12.48, 12.57-12.58, 12.67	H	3.6 mi	\$280,151
66	Ruffner Road Trail	12.47, 12.57, 12.67	G	4.5 mi	\$849,288
67	Medical Park Drive Trail	12.47-12.48	H	1.9 mi	\$148,527
68	Gadsden Highway Trail	12.47-12.48	G	2.4 mi	\$460,011
69	Power Easement Greenway	12.29, 12.38, 12.48	K	3.2 mi	\$242,262
70	Trussville Greenway	12.38, 12.48	K	2.4 mi	\$178,355
71	Linden Street	12.29, 12.38	I	2.3 mi	\$823,323
72	Chalkville Road Trail	12.29	F	2.3 mi	\$843,212
73	Chalkville Road Trail	12.29, 12.38	I	1.6 mi	\$555,885
74	Crestwood Boulevard Trail II	12.67	G	1.9 mi	\$363,526
75	Edwards Lake Road Trail	12.47, 12.48	I	2.6 mi	\$923,292
76	YMCA Connector	12.81-12.82	I	1.2 mi	\$414,023
77	Hollywood Connection Trail	12.81	I	0.3 mi	\$92,608
78	Hollywood Greenway	12.81-12.82	B	0.9 mi	\$295,259
79	Ruffner Park Trail	12.47-12.48, 12.57, 12.67	A	4.6 mi	\$1,974,770
80	Moss Rock Greenway North	12.101-12.102, 12.107	K	2.0 mi	\$151,184
81	Hall Avenue Trail	12.89	H	0.4 mi	\$33,383
82	Chapel Lane Trail	12.102	D	1.2 mi	\$425,148
83	Botanical Gardens Greenway	12.82	B	0.4 mi	\$136,106

**Note: Pricing for land acquisitions and major infrastructure improvements, such as bridges and large drainage structures, is not included in the schedule.*

SHADES CREEK CORRIDOR LOCATOR MAP

The project descriptions are segmented in greenway or path types and numbered. The number can be referenced on the project descriptions, schedule or the following map. Locate the area of interest on the overall corridor location map where a page number will be given to a larger map with greater detail. The illustrated facilities are numbered

at the beginning, end and at page breaks. The number references the corresponding information within the Project Description and the Project Schedule. Circle numbers are used for the main corridor facility and triangle numbers are used for the connectors.



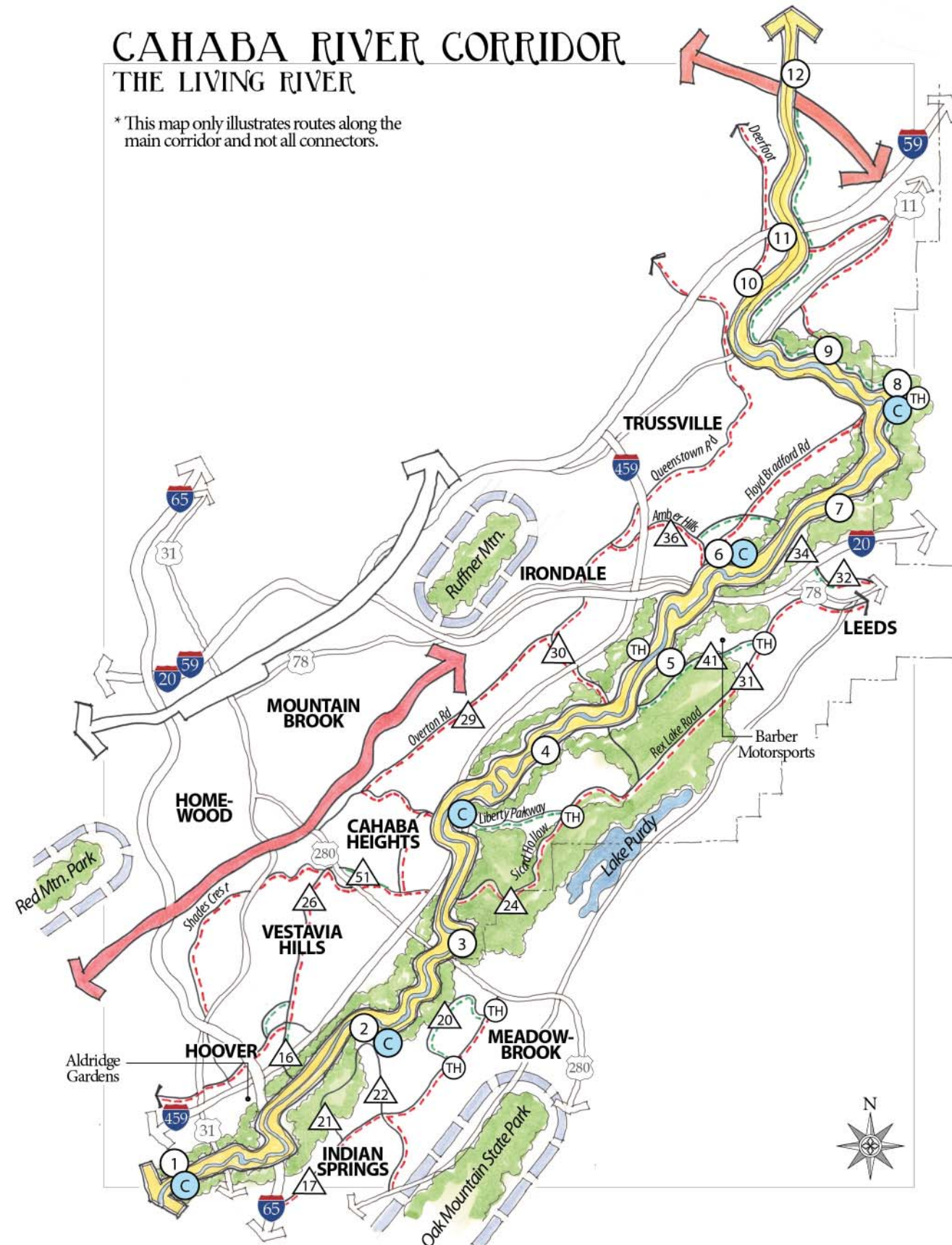


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CAHABA RIVER CORRIDOR

THE LIVING RIVER

* This map only illustrates routes along the main corridor and not all connectors.

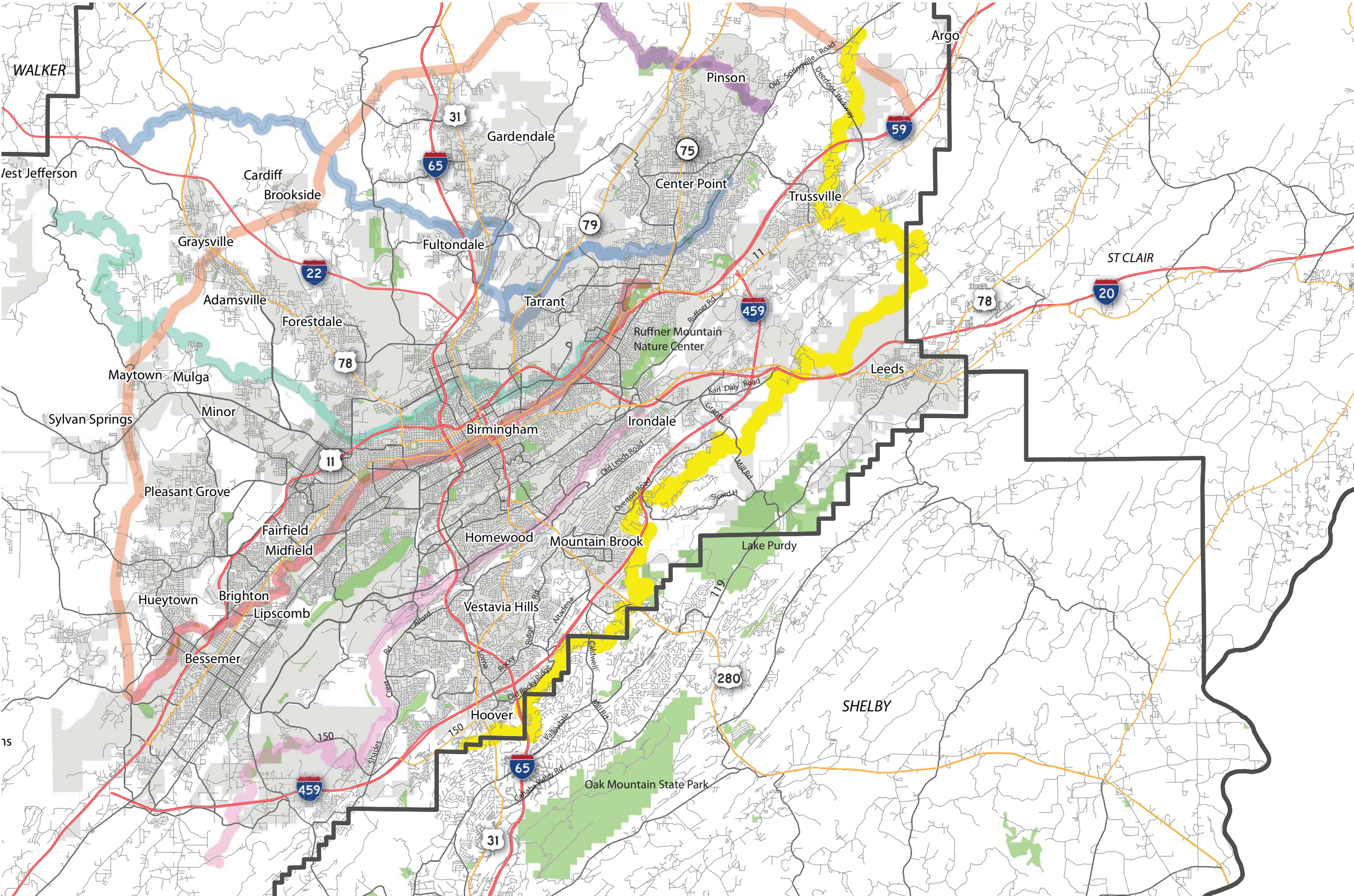


GREENWAY & PATH LEGEND

- 1 Cahaba River Blueway I
- 2 Cahaba River Blueway II
- 3 Cahaba River Blueway III
- 4 Cahaba River Blueway IV
- 5 Cahaba River Blueway V
- 6 Cahaba River Blueway VI
- 7 Cahaba River Blueway VII
- 8 Cahaba River Blueway VIII
- 9 Cahaba River Greenway I
- 10 Cahaba River Greenway II
- 11 Hewitt - Trussville Middle School Trail
- 12 Trussville - Cahaba Greenway
- 16 Little Shades Creek Greenway I
- 17 Valleydale Road Trail
- 20 Inverness Center Drive Greenway
- 21 Indian Valley Road Trail
- 22 Caldwell Mill Road Trail
- 24 Sicard Hollow Trail
- 26 Shades Crest Trail
- 29 Rex Lake Road Trail
- 30 Grants Mill Road Trail
- 31 Grantswood Road Trail
- 32 City of Leeds Trail
- 34 Leeds Greenway
- 36 Amber Hills Road Trail
- 41 Hogpen Branch Greenway
- 51 Cahaba Village Greenway
- 60 Grand River Greenway

SYMBOL LEGEND

- Canoe Launch
- Trail Head
- Trail Number
- Connector
- U.S. Highway
- U.S. Interstate
- Cahaba River Corridor
- Shades Creek Corridor
- Proposed Northern Beltline Corridor



CAHABA RIVER CORRIDOR – THE LIVING RIVER

The Cahaba River flows through Jefferson County beginning on the southern slope of Cahaba Mountain, crossing the county line in the northeast and traveling southwest passing through Clay, Trussville, Leeds, Irondale, Birmingham, Mountain Brook and Hoover. The largest free flowing river in the state exits the county just north of Helena in Shelby County. Rich in biodiversity and part of the ridge and valley system physiographic system, the Cahaba River is an important water resource for the metropolitan area of Birmingham, serving as its primary source of drinking water.

The ridge and valley system along the river is composed of sandstone and chert along the ridges and limestone and shale in the valleys. These stone types are known for their lack of porosity and rapid absorption of rainfall. The stone, partnered with impervious developed areas, contribute to increasing water levels and risks of polluted runoff from populated areas. Efforts from the Freshwater Land Trust, Cahaba River Society, Alabama River’s Alliance, interested citizens and many local businesses have their watchful eyes on the river and work together to promote good land stewardship along the way.

Even though the Cahaba River is a very popular location for canoeing, fishing, hiking, picnicking and sightseeing, activities are limited to a few bridge crossings. Developed sites for recreational purposes are practically non -existent. Parts of the river south of Irondale are inaccessible due to steep bluffs and ridges.

JURISDICTIONS

The Cahaba River Corridor includes the municipalities of Birmingham, Clay, Hoover, Irondale, Leeds, Mountain Brook, Trussville and Vestavia Hills along with unincorporated Jefferson County.

OVERALL CORRIDOR DISTANCE

59.2 miles

KEY RECOMMENDATIONS

Ideally the Corridor, as a major route, would be composed of all shared-use greenways with a dedicated easement. Due to the physical nature (steep bluffs and ridges) of the corridor along the river it is difficult to identify right of way or easements that allow a greenway the entire route. So the corridor is comprised of a combination of greenways (off-road) and paths (street based) facilities providing the needed connectivity.

Most of the greenways along the corridor occur in the Trussville area where the river edges have gentle slopes and are easily accessible. The rest of the corridor, with steep slopes, is a blue way with canoe launches that are to be connected to numerous proposed greenways and path connectors providing linkage to the river. All the municipalities along the way have identified and are actively working on greenways connecting their communities to the Cahaba. The cities of Trussville and Clay have prepared comprehensive greenway master plans to improve the quality of life and environment.

The cities along the Cahaba realize the importance of providing linkage and what a valuable asset the river is for improving quality of life. Continuity in the corridor is achieved in the blue way aspect of the river. Unlike the other corridors, connector trails, are not able to link the major shared use greenways along the Cahaba. It is the river itself that provides that linkage.

Recommended facilities outlined in this document can be found in the following three areas:

Project Descriptions – Includes the key number and description for each facility along with a page reference for the corresponding maps illustrating the facility. The key number can also be referenced on the Project Schedule, to identify facility type and cost. Each route is segmented according to type of facility. Circle numbers are used for the main corridor facility and triangle numbers are used for the connectors and neighborhood routes.

Project Schedule – Identifies the facility type, corresponding maps illustrating the facility along estimated length and estimated cost for each facility. Relative estimated costs for each type of facility can be found in Chapter 13 – Phasing and Implementation. Numbers reflect current industry cost based on completed projects in the region.

Corridor Locator Map – Locates the area of interest on the overall corridor location map where a page number will be given to an aerial map.



Figure 9.1 – Deerfoot Parkway Trail
Deerfoot Parkway Trail (39) in Trussville.



PROJECT DESCRIPTIONS FOR THE CAHABA RIVER CORRIDOR

- 1
- Cahaba River Blueway I** – This **blueway** has canoe launch is proposed at Hoover Sports Park East, near Highway 115. The **blueway** continues west along the river to the canoe launch at the intersection of Old Montgomery Highway and the Cahaba River, near River Park Road.

See Pages: 12.103, 12.108-12.109
- 2
- Cahaba River Blueway II** – This **blueway** travels west from the canoe launch at Old Caldwell Mill Road to the proposed launch at the Hoover Sports Park East.

See Pages: 12.97, 12.103
- 3
- Cahaba River Blueway III** – This **blueway** begins at the proposed Old Overton canoe launch, near River Terrace. The canoe trail continues west along the river to the Caldwell Mill Road launch.

See Pages: 12.83, 12.91, 12.97-12.98
- 4
- Cahaba River Blueway IV** – This **blueway** continues along the Cahaba River from the launch at Grants Mill Road to the proposed Old Overton Canoe Launch, near River Terrace.

See Pages: 12.76-12.77, 12.83
- 5
- Cahaba River Blueway V** – This **blueway** continues along the Cahaba River from the canoe launch at the Fresh Water Land Trust property at the intersection of Highway 78 and the Cahaba River, west to the Grants Mill Road launch.

See Pages: 12.68, 12.77
- 6
- Cahaba River Blueway VI** – This **blueway** continues along the Cahaba River from a proposed new launch on Fresh Water Land Trust property near Grand River Parkway to the Fresh Water Land Trust launch near Highway.

See Pages: 12.58, 12.68,
- 7
- Cahaba River Blueway VII** – This **blueway** continues along the Cahaba River from the Whites Chapel Parkway canoe launch to the launch at Grand River Parkway.

See Pages: 12.49, 12.58-12.59, 12.69
- 8
- Cahaba River Blueway VIII** – This **blueway** begins at the Trussville Civitan Park canoe launch on the Cahaba River and continues to Whites Chapel Parkway canoe launch.

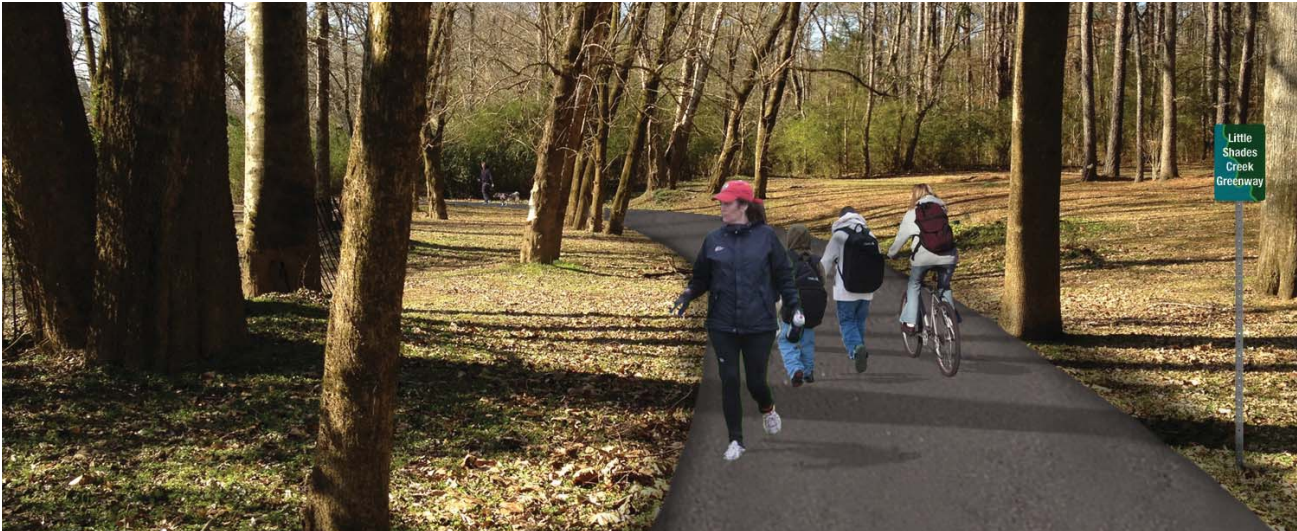
See Pages: 12.38-12.39, 12.49
- 9
- Cahaba River Greenway I** – This proposed **shared-use greenway** begins at the canoe launch on Whites Chapel Road and travels north following the east side of the river along the Trussville County Club golf course. The trail continues along the river to Fresh Water Land Trust property near Camp Coleman Road. The trail crosses the river to the west side by way of a proposed pedestrian bridge on FWLT property. The trail continues through 3 large private properties to Gadsden Highway/ Highway 11 at Trussville Civitan Park.

See Pages: 12.38-12.39, 12.49
- 10
- Cahaba River Greenway II** – This **shared-use greenway** begins at Trussville Civitan Park. The trail crosses an existing pedestrian bridge in Civitan Park to the east side of the river. The trail continues north connecting the playing fields, the schools, and the park. The greenway terminates at Paradise Circle.

See Pages: 12.29-12.30, 12.38



Figure 9.2 – Little Shades Creek Grreenway
This segment of t he Little Shades Creek Greenway (16) is near the Hoover Dog Park.



- 11
- Hewitt-Trussville Middle School Trail** – This proposed **street-based path** travels west along Paradise Circle from the intersection of the Cahaba River. The trail turns north onto Trussville Clay Road to Hewitt-Trussville Middle School.

See Pages: 12.30
- 12
- Trussville – Cahaba River Greenway** – This **shared-use greenway** begins at the intersection of Interstate-59 and County Road 153 and travels east, parallel to Interstate-59 through City of Trussville property to the Cahaba River. The trail continues to follow the west side of the Cahaba River through US Steel property and Trussville City property to the proposed Northern Beltline Trail.

See Pages: 12.13, 12.21, 12.30



Figure 9.3 – Caldwell Mill Road Trail
This segment of the Caldwell Mill Road Trail (22) will add bike lanes along the existing rights-of-way with the addition of a paved shoulder. Sidewalks will also be included along both sides of the road where permitting.



PROJECT DESCRIPTIONS FOR THE CAHABA RIVER CONNECTORS

13 Chapel Lane Greenway – This proposed **shared-use greenway** begins at Chapel Lane near the Hoover Sports Park. The greenway follows the west side of Patton Creek under Interstate-459. The greenway continues along the west (rear) side of Patton Creek Shopping Center and becomes a multi-use greenway along Highway-150. The greenway turns south onto FWLT property where Patton Creek passes underneath Highway-150, and follows the creek to the intersection of the Cahaba River. The trail turns east following the Cahaba River to Old Montgomery Highway. The multi-use trail follows Old Montgomery Highway, within the right-of-way, to Willow Oak Drive.
See Pages: 12.102, 12.108, 12.114

14 Oak Mountain Greenway – This proposed **street-based path** begins on Old Montgomery Highway, near Willow Oak Drive, and travels south merging with Highway-31. The trail turns east on to Amphitheatre Road, then south on to Oak Mountain Park Road. The trail crosses underneath Interstate-65 and in to Oak Mountain State Park.
See Pages: 12.113-12.114, 12.117-12.118

15 Rocky Ridge Road Trail – This proposed **street-based path** with new bike lane begins at the intersection of Patton Chapel Lane and Patton Chapel Road. The trail continues northwest along Patton Chapel Road South and turns north onto Old Columbiana Road. The trail turns east onto Patton Chapel Road N, crossing US Highway 31 and transitioning to Rocky Ridge Road then crossing under Interstate-65 along to Pump House Road.
See Pages: 12.90, 12.96-12.97, 12.102

16 Little Shades Creek Greenway I – This proposed **shared-use greenway** begins at McCallum Park at the end of Rosemary Lane, and travels south paralleling Little Shades Creek onto Fresh Water Land Trust property along the east side of the creek. The shared-use trail continues to follow the creek and passes underneath the Rocky Ridge Road Bridge. After passing under the bridge a permanent easement would have to be acquired from private property land owners. The trail moves into City of Hoover property near Wisteria Drive and Woodmont Court and continues to follow the creek underneath Interstate-459. The trail turns east and travels to Chestnut Ridge Road. The shared-use trail continues east along Chestnut Ridge Road and turns north following Old Rocky Ridge Road. The greenway parallels the road to the Hoover East Sports Park. The trail travels through the park and crosses the Cahaba River on an existing pedestrian bridge, then turns north traveling through City of Hoover property and ends at the Harwick Drive Trail (23).
See Pages: 12.96-12.97, 12.103
Figure 9.2

17 Valleydale Road Trail – This proposed **street-based path** begins at the intersection of County Road 275 and Valleydale Road and travels east following Valleydale Road, crossing underneath Interstate-65, to Spain Park High School and Veterans Park.
See Pages: 12.103, 12.108-12.109, 12.113

18 Veterans Park Greenway – This proposed **shared-use greenway** begins at the southwest end of Veterans Park and continues through the park to the northeast end and connecting each segment of the Valleydale Road Trail (19).
See Pages: 12.103

19 Valleydale Road Trail – This proposed **street-based path** begins on the northeast end of Veterans Park and continues east along Valleydale Road to Inverness Center Drive.
See Pages: 12.98, 12.103-12.104

20 Inverness Center Drive Greenway – This proposed **shared-use greenway** begins at the intersection of Inverness Center Drive and Valleydale Road. The shared-use trail travels northwest on Inverness Center Drive, then turns west onto Inverness Center Place. The greenway then turns south onto Inverness Parkway and ends at Valleydale Road.
See Pages: 12.97-12.98, 12.103-12.104

- 21

Indian Valley Road Trail – This proposed **street-based path** begins at the intersection of Valleydale Road and Indian Valley Road. The trail follows Indian Valley Road / County Road 370 north to Caldwell Mill Road.

See Pages: 12.97, 12.103, 12.109
- 22

Caldwell Mill Road Trail – This proposed **street-based path** begins at the intersection of Highway 119 and Oak Mountain Park Road, and follows Highway 119 east to the intersection of Caldwell Mill Road. The trail turns northeast onto Caldwell Mill Road, passing Oak Mountain High School. The trail continues to travel north until it intersects with the Cahaba River and the canoe launch.

See Pages: 12.97, 12.103, 12.109, 12.114

See Figure 9.3
- 23

Harwick Drive Trail – This proposed **street-based path** begins at the east end of the Little Shades Creek Greenway and the west end of Harwick Drive. The trail travels east along Harwick drive and connects to the Indian Valley Road Trail (21).

See Pages: 12.97
- 24

Sicard Hollow Trail – This proposed **street-based path** begins at the intersection of South Brookwood Road and Overton Road and travels southwest along Overton Road to Crosshaven Drive. The trail turns south onto Crosshaven Drive, then turns east onto Cahaba Heights Road. The trail crosses underneath Interstate-459, then turns east onto Sicard Hollow Road, crossing the Cahaba River. This portion of the Sicard Hollow trail ends at its intersection with Liberty Parkway.

See Pages: 12.82-12.83, 12.90-12.91
- 25

Overton Road Trail – This proposed **street-based path** begins at the intersection of South Brookwood Road and Overton Road and travels northeast along Overton Road. The trail crosses underneath Interstate – 459, then intersects the Liberty Parkway Greenway and continues along Overton Road until it dead-ends at Grants Mill Road.

See Pages: 12.76-12.77, 12.83
- 26

Shades Crest Trail – This proposed **street-based path** connects Shades Creek with the Cahaba River. The trail begins at the intersection of Shades Crest Road and Highway 31. The trail travels northeast along Shades Crest Road and north onto Vestavia Drive until Beaumont Drive. There trail turns south and then back east on Shades Crest Road until reaching Rocky Ridge Road. There, the trail transitions over onto Pump House Road, crossing over Highway-280 and merging with an existing street-based trail through Cahaba Heights.

See Pages: 12.89-12.90
- 27

Cahaba Heights Road Trail – This existing **street-based path** begins at the east end of the des Crest Trail (26) and connects to the Sicard Hollow Road Trail (24).

See Pages: 12.90
- 28

Liberty Parkway Greenway – This proposed **shared-use greenway** begins at the intersection of Liberty Parkway and Urban Center Parkway. The trail follows Liberty Parkway south until it intersects with the Sicard Hollow Trail (24) and Rex Lake Road Trail at Sicard Hollow Road.

See Pages: 12.83

- 29

Rex Lake Road Trail – This proposed **street-based path** begins at the intersection of Liberty Parkway and Sicard Hollow Road. The trail travels east along Sicard Hollow Road / Rex Lake Road and ends at Highway-78 near Barber Motorsports Parkway.

See Pages: 12.68-12.69, 12.77, 12.83-12.84
- 30

Grants Mill Road Trail – This proposed **street-based trail** begins at the intersection of Grants Mill Road and the Cahaba River. The trail follows Grants Mill Road northwest, crossing over Interstate-459, and connecting with an existing street-based trail at Old Leeds Road.

See Pages: 12.67, 12.76-12.77
- 31

Grantswood Road Trail – This proposed **street-based path** begins at the intersection of Grants Mill Road and Grantswood Road. The trail travels northeast along Grantswood Road, paralleling Interstate-459, then turns east at Ratliff Road and crosses underneath Interstate-459. The trail crosses underneath Interstate-20 and turns east onto Highway-78. Following Highway-78 into downtown Leeds, the trail ends at the Leeds City Park.

See Pages: 12.67-12.69
- 32

City of Leeds Trail – This proposed **street-based path** begins at the intersection of Parkway Drive and Highway-78, near Leeds City Park. The trail travels east along Highway-78 and turns northeast onto Ashville Road NE / Highway 411. The trail then turns north onto Lane Drive NE, then west onto Allen, and west onto Franklin Avenue NE. The trail follows Franklin Avenue until it turns into Cahaba Avenue NW, and follows Cahaba Avenue to the Leeds Greenway (34).

See Pages: 12.59, 12.69
- 33

Leeds Middle School Trail – This proposed **street-based path** begins at the intersection of Moton Street and Cahaba Avenue. The trail travels north along Moton Street and turns east onto Tennessee Avenue, then north onto Lane Drive. The trail turns north onto Dawson Street and crosses over Interstate-20, then turns east onto River Drive, where it intersects with the Leeds Greenway (34).

See Pages: 12.59
- 34

Leeds Greenway – This proposed **shared-use greenway** begins near the intersection of Cahaba Avenue and Maine Avenue. The greenway follows a service road, paralleling an active rail line then crosses over Interstate-20 on an existing bridge. Here, the greenway continues to follow the service road within an existing right-of-way while a short connecting greenway turns to the east and connects with the Leeds Middle School Trail (33). A natural surface greenway crosses the Cahaba River over a proposed new pedestrian bridge, and then crosses the Floyd Bradford Road Trail (35). The greenway continues following the right-of-way, near Lake George, and ends at the intersection of Womack Road and Highway 98.

See Pages: 12.58-12.59, 12.69
- 35

Floyd Bradford Road Trail – This proposed **street-based path** begins at the intersection of Highway-78 and Floyd Bradford Road. The trail travels north along Floyd Bradford Road to the intersection of Roper Road, where it turns east and follows Roper Road to the canoe launch at Whites Chapel Road, near the Trussville Country Club.

See Pages: 12.49, 12.58-12.59, 12.68



Figure 9.4 – Cahaba Village Greenway
This segment of the Cahaba Village Greenway (51) follows a Birmingham Water Works Board easement from Cahaba Village to Cahaba Heights, passing near several neighborhoods that could benefit from pedestrian connections.



- 36

Amber Hills Road Trail – This proposed **street-based path** begins at the intersection of Alton Road and Amber Hills Road. The trail follows Amber Hill Road northeast, crossing over Interstate-459 and intersecting with the Leeds Greenway (34) at Womack Road.

See Pages: 12.58
- 37

Queenstown Road Trail – This proposed **street-based path** begins at the intersection of Queenstown Road / County Road 94 and Alton Road. The trail travels northeast along Queenstown Road, and merges with Alabama Boulevard, then merges back with Queenstown Road. The trail intersects with the Trussville Greenway at Shades Creek.

See Pages: 12.38, 12.48, 12.58

- 38

Happy Hollow Road Trail – This proposed **street-based path** begins at the Trussville Civitan Park and travels northeast along Highway-11. The trail turns north onto Mary Munger Road / Happy Hollow Road and intersects with the Deerfoot Parkway Trail (39).

See Pages: 12.21, 12.30
- 39

Deerfoot Parkway Trail – This proposed **street-based path** and shared-use side path begins near Camp Coleman at the Cahaba River Greenway (9) and travels northwest on Camp Coleman Road, crossing over Highway 11 onto Deerfoot Parkway. The trail continues to travel northwest, crossing over Interstate-59, and passing Clay-Chalkville High School. The trail ends at Old Springville Road.

See Pages: 12.12, 12.20-12.21, 12.30, 12.39

See Figure 9.1
- 40

Trussville Trail – This proposed **street-based path** begins near Trussville Civitan Park on Parkway Drive. The trail travels north to Paradise Circle where it connects with the Happy Hollow Road Trail (38).

See Pages: 12.29, 12.38
- 41

Hogpen Branch Greenway – This proposed **shared-use greenway** begins on Freshwater Land Trust Property, adjacent to the Cahaba River, and follows Hogpen Branch Creek northeast to Rex Lake Road.

See Pages: 12.68, 12.77
- 42

Barber Motorsports Parkway – This proposed **street-based path** begins at the eastern end of Hogpen Branch Greenway (41) and travels east along Barber Motorsports Parkway until it intersects with the trial along Rex Lake Road.

See Pages: 12.68-12.69
- 43

McCallum Park Connector – A proposed **street-based path** begins at the west end of Rosemary Lane and travels east to Jannebo Road, where the trail turns north and connects with the Little Shades Creek Greenway (44).

See Pages: 12.97
- 44

Little Shades Creek Greenway II – This existing **shared-use greenway** travels along Little Shades Creek from the north end of Jannebo Road to Morgan Drive.

See Pages: 12.97
- 45

Trussville Clay Road Trail – This proposed **street-based path** travels north under Interstate-59 along Clay-Trussville Road from the Trussville-Cahaba Greenway (12) and Hewitt-Trussville Middle School to Deerfoot Parkway, passing the City of Trussville Athletic Complex.

See Pages: 12.21, 12.30
- 46

Cougar Drive Trail – This proposed **street-based path** follows Cougar drive from Deerfoot Parkway to Trussville-Clay Road, where it then turns north until intersecting with the Clay Greenway (47).

See Pages: 12.12, 12.20
- 47

Clay Greenway – This proposed **shared-use greenway** begins at Trussville-Clay Road at the end of Cougar Drive Trail (46). From here the trail continues east intersecting the Trussville-Cahaba River Greenway (12) before turning north, crossing over the proposed Northern Beltline corridor. The trail ends at the City of Clay ball fields behind the public library.

See Pages: 12.12-12.13





Figure 9.5 – Gadsden Highway Trail
This segment of the Gadsden Highway Trail (50) follows along through downtown Trussville.



- 48

Irondale Greenway – This existing **natural surface shared-use greenway** begins at the canoe launch on the Cahaba River at Grants Mill Road and travels southwest, following the Cahaba River. The trail ends shortly after the river begins to bend northward.
See Pages: 12.76-12.77
- 49

Service Road Trail – This proposed **street-based path** follows Service Road from Chalkville Road to Trussville-Clay Road, paralleling Interstate-59.
See Pages: 12.29-12.30
- 50

Gadsden Highway Trail – This proposed **street-based path** follows Gadsden Highway (U.S. Highway 11) from Maple Avenue northeast to Camp Coleman Road.
See Pages: 12.38-12.39
See Figure 9.5



Figure 9.6 – Trussville Greenway
This segment of the Trussville Greenway (59) along Pinchgut Creek near Watterson Parkway.



- 51

Cahaba Village Greenway – This proposed **shared-use greenway** is along a Birmingham Water Works easement from Cahaba Village into Cahaba Heights terminating at the Pipeline Road Trail (52) at Dolly Ridge Road.
See Pages: 12.90
See Figure 9.4
- 52

Pipeline Road Trail – This proposed **street-based path**, with sidewalks and sharrows, is an extension of the Cahaba Village Greenway (51) into the commercial center of Cahaba Heights ending at the Cahaba Heights Road Trail (27).
See Pages: 12.90
- 53

Boulder Canyon Loop Trail – This existing **natural surface shared-use greenway** is an educational nature trail within Boulder Canyon with a trailhead at the Vestavia Hills Library and Central School.
See Pages: 12.96

- 54 Patchwork Farms Greenway** – This proposed **shared-use greenway** follows the creek just south of the Acton Road and Cahaba River Road intersection to Old Looney Mill Road.
See Pages: 12.97
- 55 Patchwork Farms Trail** – This proposed **street-based path** links Patchwork Farm Greenway (54) with Caldwell Mill Road Trail (22).
See Pages: 12.97
- 56 Veterans Park Connector** – This proposed **street-based path** links the Overton Road Trail (25) with Veterans Park and the Mountain Brook High School Campus.
See Pages: 12.83
- 57 Mountain Brook High School Trail** – This proposed **street-based path** follows along Oakdale Drive to Bethune drive and links the Overton Road Trail (25) with the entrance to the Mountain Brook High School Campus.
See Pages: 12.83
- 58 Overton Mine Trail** – This proposed **natural surface shared-use greenway** follows a series of abandoned railroad beds and mining-era road beds through Freshwater Land Trust Property and others along the Cahaba River near the Carraway-Davies House.
See Pages: 12.76, 12.83
- 59 Trussville Greenway** – This proposed **natural surface shared-use greenway** begins at the Trussville Greenway of the Shades Creek Corridor at Gadsden Highway and continues behind Jefferson Memorial Gardens and across the railroad tracks behind Southern Industrial Drive. The greenway travels along City of Birmingham property on the south side of the railroad tracks to Mary Taylor Road, where it crosses and follows Pinchgut Creek to the Cahaba River.
See Pages: 12.38, 12.48
See Figure 9.6
- 60 Grand River Greenway** – This proposed **natural surface shared-use greenway** begins behind the Shops at Grand River and follows an existing unmarked path along the Cahaba River. It crosses the Cahaba using an existing bridge and connects with the Floyd Bradford Trail (35) at Azarias Road.
See Pages: 12.58
- 61 Overton Road Pedestrian Trail** – This existing **street-based path** begins at the Sicard Hollow Trail (24) at Overton Road and Crosshaven Drive and continues west on Overton Road to Williamsburg Circle.
See Pages: 12.90



Figure 9.7 – Cahaba River Trailhead
Example of a typical Trailhead within the Cahaba River Corridor.

PROJECT SCHEDULE AND TYPOLOGIES

The legend below offers letters that key the different type paths and greenways mentioned in the descriptions. Existing conditions dictate the amount of improvements to be made in each facility and the associated costs. The previously defined greenways and paths are keyed in the following project schedule.

GREENWAYS

A. Shared-Use Greenway - a 12'-0" wide paved path in asphalt (concrete is an option as well but more expensive) and travels in a dedicated easement that can be donated, purchased, an existing utility easement or a permanent easement granted by a property owner. The costs associated with the facility includes site work, paving, proper signs, site furnishings and pavement markings. Lighting can be included as well if the sponsor so desires. Paths along the Cahaba River or Shades Creek are examples of this type facility identified in the plan.

Landscaping varies from simple grassing to wooded areas if adjacent to green space. Within the flood plain of waterways are good locations considering other types of development should not occur and the greenway can act as vegetated buffer that protects water quality.

B. Greenway – same as above but 8-10' wide. These facilities occur when space does not allow for the larger facility.

C. Rail-to-Trail Greenway – rail beds make ideal 12-0" wide greenways. The level change is gradual and ideal for riding and walking. They usually cost less to develop since the needed site work was done with the original rail work. They also follow populated areas and city centers providing excellent connectivity. C has all the components that A includes. The CSX Greenway identified in the plan along Five Mile Creek is an example of this type of facility.

STREET-BASED PATHS AND BICYCLE ROUTES

D. Bike lanes with Existing Pavement – This category includes streets and roadways where the existing pavement width is sufficient to accommodate the addition of bike lanes through new pavement markings and signage only, no additional paving is necessary. The routes identified in the plan along Ruffner Road, a popular cycling venue, would be an example of this type of facility.

E. Bike Lanes with Sidewalks – This category includes the addition of new facilities for bicyclists, with a dedicated bike lane, and pedestrians, with a sidewalk. Also, signage and pavement markings identifying the route are included.

F. Bike Lanes, Sidewalks and Intersection Treatments - This would include all in **E** as well as intersection treatments (signage, pavement markings, medians and lights, or a combination of any of these) depending on vehicle speeds, traffic volumes, and roadway width.

G. Bike Lanes with New Paving at Shoulder – This category is similar to **D**, however includes paving the shoulder along a road that does not have adequate width to accommodate bicyclists. It includes all the elements of **D**.

H. Shared-lane markings (Sharrows) - These are located on low-volume neighborhood streets and would include sharrow pavement markings and signage to mark the route for shared access. It offers an affordable way to continue a connector.

I. Sidewalk with Sharrow – This category contains the same elements as **H** but includes the addition of a sidewalk on one side of the road, or both, if site conditions allow.

J. Road Diet, 4 to 3 Lanes – typically this type of facility reduces 4 lanes to 3 with a central turn lane. Research illustrates at traffic volumes up to 28,000 cars per day than the 4 lane road can be more efficient with one lane in each direction and a center turn lane. Bike lanes and sidewalks can be added within the remaining available right of way. Signalization can be more fluid and fewer rear ending accidents occur with the turn lane.

OTHER PATHS OR ROUTES

K. Natural Surface Paths / Separate Path – this facility can be from 3' to 10' wide and occurs in environmentally sensitive areas where paving is not wanted or hard to access with machinery due to existing vegetation and/or topography. The Aqueduct Trail in Tarrant is an example of this type where the heavily wooded area dotted with limestone formations would not allow for heavy equipment to pass. Equestrian routes are also natural surface paths.

L. Blueways - Many of our rivers and creeks are perfect for canoeing activities. Canoe launches with the needed parking facilities are included in this trail type. Blueways have been identified along the Cahaba River and Five Mile Creek.

Note: Pricing for land acquisitions and major infrastructure improvements, such as bridges and large drainage structures, is not included in the schedule.

CAHABA RIVER CORRIDOR PROJECT SCHEDULE

	Trail Name	Map Reference	Trail Type	Estimated Trail Length	Estimated Trail Cost	Additional Miscellaneous Costs
Corridors						
1	Cahaba River Blueway I	12.103, 12.108-12.109	L	6.4 mi	\$120,000	Two Canoe Launches
2	Cahaba River Blueway II	12.97, 12.103	L	1.6 mi	\$60,000	Canoe Launch
3	Cahaba River Blueway III	12.83, 12.91, 12.97-12.98	L	12.0 mi	\$120,000	Two Canoe Launches
4	Cahaba River Blueway IV	12.76-12.77, 12.83	L	6.9 mi	\$60,000	Canoe Launch
5	Cahaba River Blueway V	12.68, 12.77	L	5.1 mi	\$0	
6	Cahaba River Blueway VI	12.58, 12.68	L	2.1 mi	\$60,000	Canoe launch
7	Cahaba River Blueway VII	12.49, 12.58-12.59, 12.69	L	7.1 mi	\$120,000	Two Canoe Launches
8	Cahaba River Blueway VIII	12.38-12.39, 12.49	L	6.6 mi	\$60,000	Canoe launch
9	Cahaba River Greenway I	12.38-12.39, 12.49	K	6.9 mi	\$517,587	Pedestrian Bridge, Property negotiations with private owners
10	Cahaba River Greenway II	12.29-12.30, 12.38	K	2.2 mi	\$162,839	
11	Hewitt-Trussville Middle School Trail	12.30	I	0.6 mi	\$226,124	
12	Trussville – Cahaba River Greenway	12.13, 12.21, 12.30	K	5.3 mi	\$395,888	
	Trail Name	Map Reference	Trail Type	Estimated Trail Length	Estimated Trail Cost	
Connectors						
13	Chapel Lane Greenway	12.102, 12.108, 12.114	A	4.3 mi	\$1,828,980	
14	Oak Mountain Greenway	12.113-12.114, 12.117-12.118	G	4.3 mi	\$813,460	
15	Rocky Ridge Road Trail	12.90, 12.96-12.97, 12.102	H	8.0 mi	\$624,210	
16	Little Shades Creek Greenway I	12.96-12.97, 12.103	A	4.4 mi	\$1,883,947	
17	Valleydale Road Trail	12.103, 12.108-12.109, 12.113	G	5.4 mi	\$1,035,423	
18	Veterans Park Greenway	12.103	A	0.6 mi	\$241,211	
19	Valleydale Road Trail	12.98, 12.103-12.104	G	1.9 mi	\$367,441	
20	Inverness Center Drive Greenway	12.97-12.98, 12.103-12.104	A	3.2 mi	\$1,381,332	
21	Indian Valley Road Trail	12.97, 12.103, 12.109	J	3.2 mi	\$1,158,730	
22	Caldwell Mill Road Trail	12.97, 12.103, 12.109, 12.114	J	6.6 mi	\$2,433,413	
23	Harwick Drive Trail	12.97	I	0.4 mi	\$144,444	
24	Sicard Hollow Trail	12.82-12.83, 12.90-12.91	H	7.8 mi	\$603,097	
25	Overton Road Trail	12.76-12.77, 12.83	H	5.0 mi	\$390,445	
26	Shades Crest Trail	12.89-12.90	I	3.7 mi	\$1,303,020	
27	Cahaba Heights Road Trail	12.90	Existing Trail			
28	Liberty Parkway Greenway	12.83	B	2.8 mi	\$963,992	
29	Rex Lake Road Trail	12.68-12.69, 12.77, 12.83-12.84	G	7.0 mi	\$1,337,308	
30	Grants Mill Road Trail	12.67, 12.76-12.77	I	2.2 mi	\$799,719	
31	Grantswood Road Trail	12.67-12.69	G	6.8 mi	\$1,293,461	
32	City of Leeds Trail	12.59, 12.69	I	3.1 mi	\$1,091,181	
33	Leeds Middle School Trail	12.59	I	2.8 mi	\$1,002,422	
34	Leeds Greenway	12.58-12.59, 12.69	K	4.8 mi	\$360,637	
35	Floyd Bradford Road Trail	12.49, 12.58-12.59, 12.68	H	6.0 mi	\$465,202	



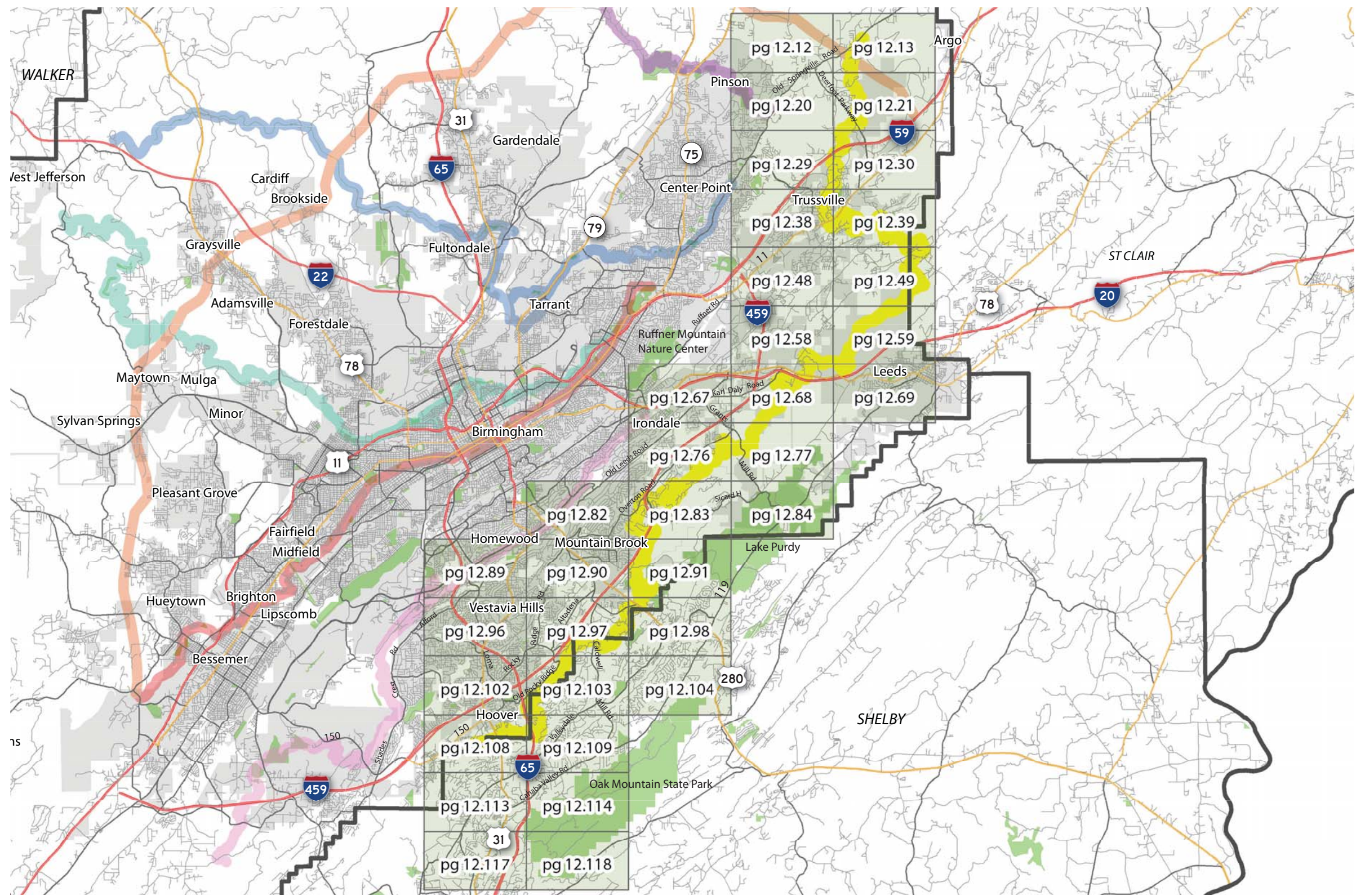
	Trail Name	Map Reference	Trail Type	Estimated Trail Length	Estimated Trail Cost
37	Queenstown Road Trail	12.38, 12.48, 12.58	H	4.7 mi	\$365,427
38	Happy Hollow Road Trail	12.21, 12.30	H	5.1 mi	\$393,068
39	Deerfoot Parkway Trail	12.12, 12.20-12.21, 12.30, 12.39	G	6.6 mi	\$1,247,188
40	Trussville Trail	12.29, 12.38	H	2.3 mi	\$177,872
41	Hogpen Branch Greenway	12.68, 12.77	K	4.1 mi	\$309,619
42	Barber Motorsports Parkway	12.68-12.69	A	0.4 mi	\$188,999
43	McCallum Park Connector	12.97	I	0.5 mi	\$196,009
44	Little Shades Creek Greenway II	12.97	Existing Greenway		
45	Trussville Clay Road Trail	12.21, 12.30	A	2.0 mi	\$841,299
46	Cougar Drive Trail	12.12, 12.20	I	0.6 mi	\$215,398
47	Clay Greenway	12.12-12.13	A	0.6 mi	\$264,567
48	Irondale Greenway	12.76-12.77	B	0.6 mi	\$189,277
49	Service Road Trail	12.29-12.30	I	2.2 mi	\$770,980
50	Gadsden Highway Trail	12.38-12.39	F	2.4 mi	\$868,459
51	Cahaba Village Greenway	12.90	B	0.9 mi	\$290,523
52	Pipeline Road Trail	12.90	I	0.4 mi	\$125,459
53	Boulder Canyon Loop Trail	12.96	Existing Greenway		
54	Patchwork Farms Greenway	12.97	B	0.6 mi	\$202,712
55	Patchwork Farms Trail	12.97	I	1.1 mi	\$376,668
56	Veterans Park Connector	12.83		0.3 mi	#N/A
57	Mountain Brook High Trail	12.83		0.7 mi	#N/A
58	Overton Mine Trail	12.76, 12.83		4.7 mi	#N/A
59	Trussville Greenway	12.38, 12.48	K	3.5 mi	\$263,123
60	Grand River Greenway	12.58	K	1.4 mi	\$102,338
61	Overton Road Pedestrian Trail	12.90	Existing Sidewalk		

**Note: Pricing for land acquisitions and major infrastructure improvements, such as bridges and large drainage structures, is not included in the schedule.*

CAHABA RIVER CORRIDOR LOCATOR MAP

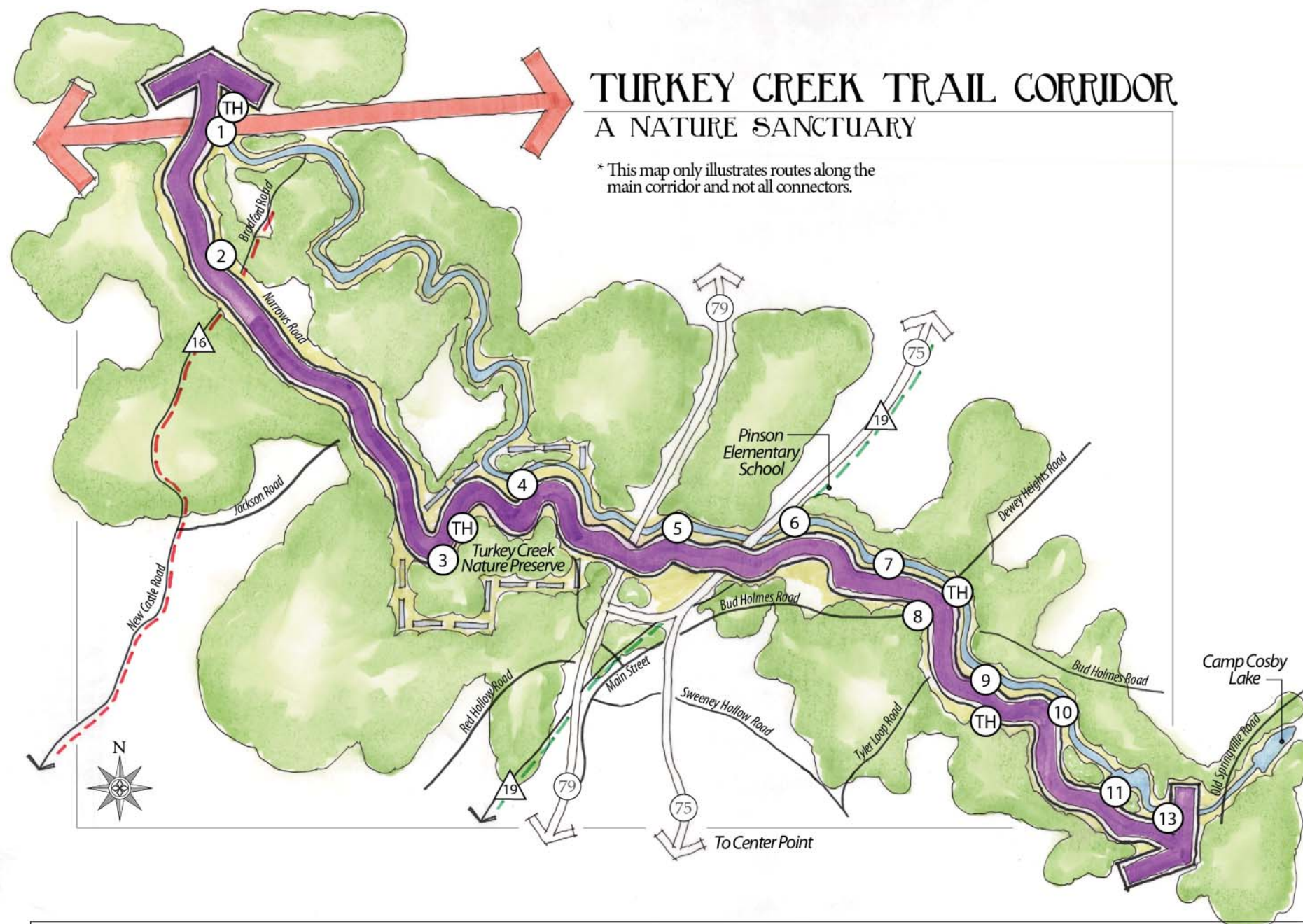
The project descriptions are segmented in greenway or path types and numbered. The number can be referenced on the project descriptions, schedule or the following map. Locate the area of interest on the overall corridor location map where a page number will be given to a larger map with greater detail. The illustrated facilities are numbered

at the beginning, end and at page breaks. The number references the corresponding information within the Project Description and the Project Schedule. Circle numbers are used for the main corridor facility and triangle numbers are used for the connectors.

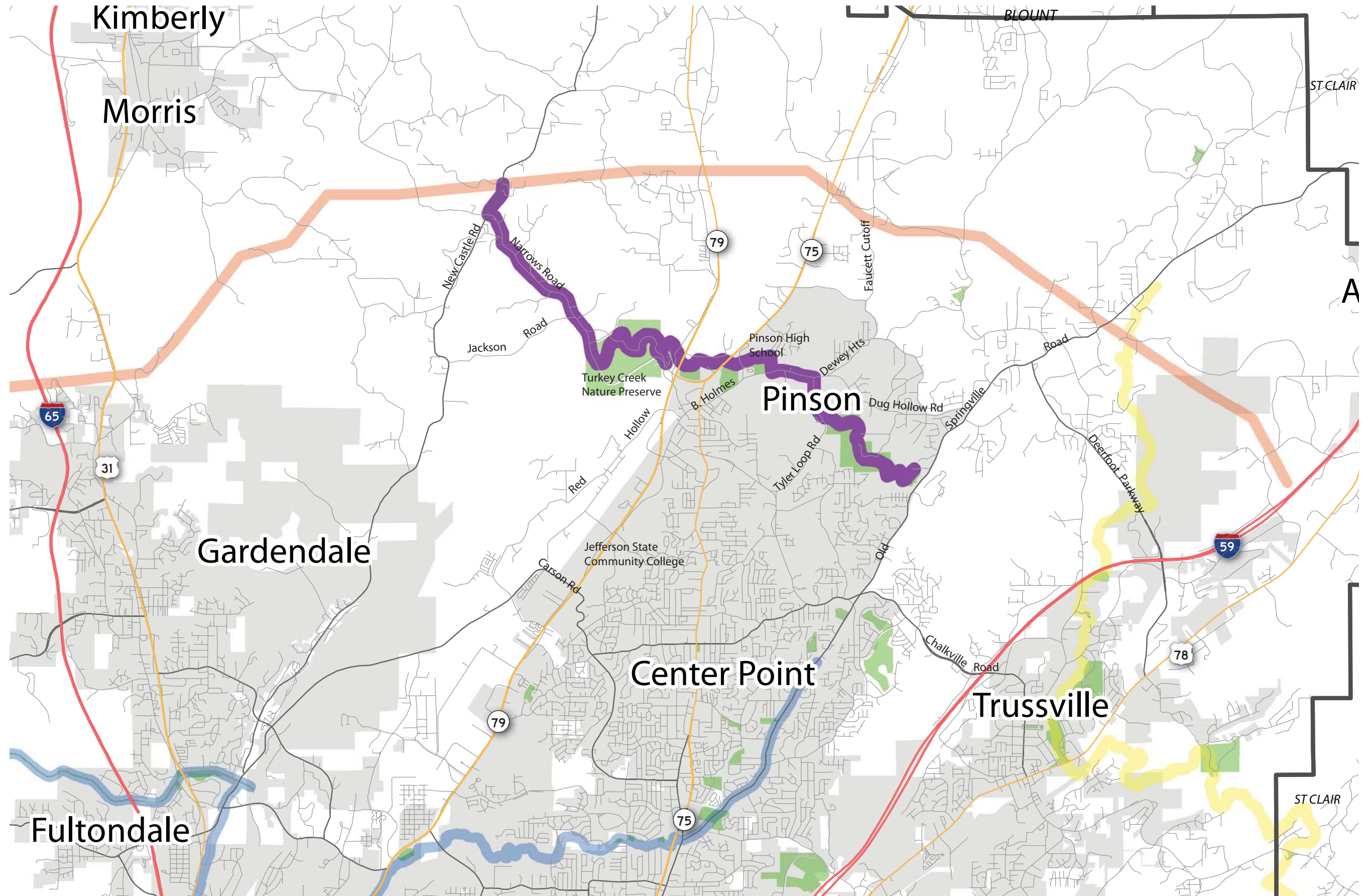
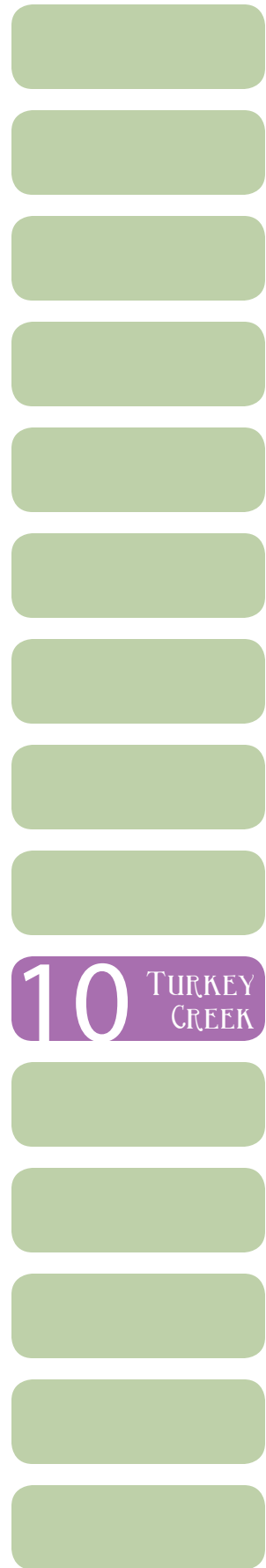




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GREENWAY & PATH LEGEND		SYMBOL LEGEND	
1 Bradford Road Trail	8 Bud Holmes Road Greenway	C Canoe Launch	Turkey Creek Corridor
2 Narrows Road North Trail	9 Goodwin / Hollow Road Trail	TH Trail Head	Proposed Northern Beltline Corridor
3 Turkey Creek Nature Preserve Trail	10 Turkey Creek Greenway IV	2 Trail Number	
4 Turkey Creek Nature Preserve Greenway	11 Shadow Lake Greenway	79 U.S. Highway	
5 Turkey Creek Greenway I	16 New Castle Road Trail	65 U.S. Interstate	
6 Turkey Creek Greenway II	19 Cheney Rail Greenway II		
7 Turkey Creek Greenway III			



TURKEY CREEK CORRIDOR - A NATURE SANCTUARY

Turkey Creek flows from the northeast portion of the county west from its headwaters north of Chalkville, through the City of Pinson and unincorporated Jefferson County, before its confluence with the Locust Fork of the Black Warrior River south of Morris. Turkey Creek is extremely rich in biodiversity as it is home to three endangered species of fish: the Vermillion Darter, the Watercress Darter, and the Rush Darter. The Rush and Vermillion Darters occur only in Turkey Creek and nowhere else in the world, making it even more vital to protect this watershed. Because of the Vermillion Darter specifically, the U.S. Fish and Wildlife Service designated 13.1 miles of Turkey Creek as critical habitat, further recognizing the importance of the creek and protecting it.

In addition to its rich biological significance, the Turkey Creek has also played a major role in the history of Jefferson County. The creek’s clear waters have naturally drawn people to it for millennia. Several prehistoric Native American sites have been documented along its banks. Since the Civil War, people have used Turkey Creek Falls for various reasons, from recreation to ironworks.

Recognizing its importance, the Freshwater Land Trust and Alabama’s Forever Wild Program established a 466-acre nature preserve in 2003, just northwest of Pinson, in the heart of the Corridor. This focal point of the Turkey Creek Corridor is home to a small system of trails and an environmental education center managed by the Southern Environmental Center and Birmingham-Southern College. Efforts like these from the Freshwater Land Trust and other concerned local citizens are helping to ensure that this historic and scenic creek, only a short drive from the heart of Downtown Birmingham, remains a natural sanctuary despite the increasing urbanization of the area.

JURISDICTIONS

The Turkey Creek Corridor includes the municipalities of Center Point and Pinson along with unincorporated Jefferson County.

OVERALL CORRIDOR DISTANCE

10.7 Miles

KEY RECOMMENDATIONS

Ideally the Corridor, the major greenway or route, would be composed of all shared-use greenways with a dedicated easement. Due to existing development of the corridor and its physical features it is difficult to obtain a continuous right of way or easements that would allow a greenway the entire route. So the corridor is comprised of a combination of dedicated greenways (off-road) when feasible and paths (street-based) facilities for needed connectivity.

While the Turkey Creek Corridor itself is the shortest, several key connector trails provide a vital link between the Cahaba River Corridor and the Five Mile Creek Corridor. The corridor runs from New Castle Road in the west along the narrows The Corridor’s Cheney Rail Greenway also provides a key north-south link between Five Mile Creek, Turkey Creek, and the Northern Beltline Corridor.

Recommended facilities outlined in this document can be found in the following three areas:

Project Descriptions – Includes the key number and description for each facility along with a page reference for the corresponding maps illustrating the facility. The key number can also be referenced on the Project Schedule, to identify facility type and cost. Each route is segmented according to type of facility. Circle numbers are used for the main corridor facility and triangle numbers are used for the connectors and neighborhood routes.

Project Schedule – Identifies the facility type, corresponding maps illustrating the facility along estimated length and estimated cost for each facility. Relative estimated costs for each type of facility can be found in Chapter 13 – Phasing and Implementation. Numbers reflect current industry cost based on completed projects in the region.

Corridor Locator Map – Locates the area of interest on the overall corridor location map where a page number will be given to an aerial map.

PROJECT DESCRIPTIONS FOR THE TURKEY CREEK CORRIDOR

- 1

Bradford Road Trail – This proposed **street-based path**, with signage, travels south from the Beltline Greenway, crossing the bridge over Turkey Creek and continuing to Narrows Road North Trail (2).

See Pages: 12.4
- 2

Narrows Road North Trail – This proposed **street-based path** travels southeast from the Bradford Road Trail (1) to the northwest exit of the Turkey Creek Nature Preserve.

See Pages: 12.4, 12.10-12.11
- 3

Turkey Creek Nature Preserve Trail – This existing **street-based path**, with signage, is in place for a trail along Turkey Creek Road connecting Narrows Road North Trail (2)f and Narrows Road South Trail (17).

See Pages: 12.11
- 4

Turkey Creek Nature Preserve Greenway – This existing **natural surface shared-use greenway** follows Turkey Creek within the Turkey Creek Nature Preserve.

See Pages: 12.11
- 5

Turkey Creek Greenway I – This proposed **natural surface shared-use greenway** follows Turkey Creek from the Turkey Creek Nature Preserve to the east under the Old Bradford Road bridge and the Highway-79 bridge following the south side of the creek. The greenway continues and crosses to the north side of the creek, on a pedestrian bridge, to remain on Fresh Water Land Trust property. The greenway continues east through one commercial property owner and/or one domestic property owner underneath a bridge at Highway-75 to connect with Alabama State Land.

See Pages: 12.11
- 6

Turkey Creek Greenway II – This proposed **natural surface shared-use greenway** follows the south edge of Turkey Creek from the bridge at Highway-75 through Alabama State Land and crosses to the south side of the creek by way of a pedestrian bridge to Freshwater Land Trust property. The trail continues under the Tapawingo Road bridge where it continues along Turkey Creek or make a connection with the Cheney Rail Greenway.

See Pages: 12.11
- 7

Turkey Creek Greenway III – This proposed **natural surface shared-use greenway** travels east along the south edge of Turkey Creek from the Tapawingo Road bridge through Freshwater Land Trust property. The greenway turns to the south at the northeastern corner of the FWLT property and follows the east property line to Bud Holmes Road.

See Pages: 12.11



Figure 10.1 – Cheney Rail Greenway I
Cheney Rail Greenway I (18) with the intersection of the Pinson Heights Road Trail (20).



- 8
- Bud Holmes Road Greenway** – This proposed **shared-use greenway** utilizes the Bud Holmes Road right-of-way from the Turkey Creek Greenway to Jefferson County Property west of Goodwin Road.
See Pages: 12.11, 12.19-12.20
- 9
- Goodwin / Hollow Road Trail** – This proposed **street-based path**, with dedicated bike lane and sidewalk, follows Goodwin Road south from the Bud Holmes Greenway (8) to the Turkey Creek Greenway IV (10) near Lee Anne Circle.
See Pages: 12.19-12.20

- 10
- Turkey Creek Greenway IV** – This proposed **natural surface shared-use greenway** follows Turkey Creek from the Goodwin/Hollow Road Trail, through FWLT property along the south side of the creek.
See Pages: 12.20
- 11
- Shadow Lake Greenway** – This proposed **natural surface shared-use greenway** begins at a parcel of FWLT property, and follows the south side of Shadow Lake and into FWLT property. The trail continues along the creek to the west end of Roberts Drive.
See Pages: 12.20

PROJECT DESCRIPTIONS FOR THE TURKEY CREEK CONNECTORS

- 12
- Roberts Drive Trail** – This proposed **street-based path**, with sidewalk, begins at the west end of Roberts Drive and continues east to Old Springville Road.
See Pages: 12.20
- 13
- Old Camp Cosby Lake Greenway** – This proposed **shared-use greenway** begins at the east end of Roberts Drive and follows Old Springville Road through Alabama State Property. The trail continues along an existing greenway on the south side of Old Camp Cosby Lake, within City of Clay property, to Steeple Chase Drive.
See Pages: 12.20
- 14
- Steeple Chase Drive Trail** – This proposed **street-based path**, with sidewalk, follows Steeple Chase Drive through a residential community to the Clay-Chalkville Greenway (15).
See Pages: 12.20
- 15
- Clay-Chalkville Greenway** – This proposed **street-based path** begins at the east end of Steeple Chase Drive and continues through 2 private properties to the intersection of Deerfoot Parkway and Cougar Drive at Clay-Chalkville High School and Middle School.
See Pages: 12.20
- 16
- New Castle Road Trail** – This proposed **street-based path** travels south from the Narrows Road North Trail (2) to Carson Road. Implement “share the road” signage.
See Pages: 12.4, 12.10, 12.18, 12.27, 12.35-12.36
- 17
- Narrows Road South** – This proposed **street-based path** travels south from the Turkey Creek Nature Preserve Trail (3) to the Cheney Rail Greenway II (19), where it jogs down to Glen Brook Road connecting to the New Pinson Park. Implement “share the road” signage.
See Pages: 12.11, 12.19
- 18
- Cheney Rail Greenway I** – This proposed **rail-to-trail greenway** begins at Carson Road, near Jefferson State Community College, and follows the historic Cheney Railroad northeast towards Pinson to New Castle Road.
See Pages: 12.19, 12.28
- 19
- Cheney Rail Greenway II** – This proposed **rail-to-trail greenway** begins at New Castle Road, and continues to follow the historic Cheney Railroad northeast through Pinson to the Beltline Greenway and beyond.
See Pages: 12.6, 12.11-12.12, 12.19



Figure 10.2 – Cheney Rail Greenway II
Cheney Rail Greenway II (19) crossing an old railroad trestle over Turkey Creek near the intersection of the Turkey Creek Greenway (7).



Figure 10.3 – Sunhill Road Trail
The Sunhill Road Trail (23) along the southeastern edge of Jefferson State Community College.



- 20 Pinson Heights Road Trail** – This proposed **street-based path**, with sidewalks, connects the Cheney Rail Greenway I (18) to Old Pinson Road and the Old Pinson Road Trail (21).
See Pages: 12.19, 12.28
- 21 Old Pinson Road Trail** – This proposed **street-based path**, with sidewalks, connects Pinson Heights Road to Jefferson State Parkway. Implement signage and pedestrian crossing signals at the intersection of Alabama Highway-79 and Westchester Drive.
See Pages: 12.28

- 22 Jefferson State Parkway Greenway** – This proposed **shared-use greenway** is within the Jefferson State Parkway right-of-way and is needed to connect the Sunhill Road Trail (23) to Old Pinson Road Trail (21).
See Pages: 12.28
- 23 Sunhill Road Trail** – This proposed **street-based path** travels from Carson Road to 5th Place NW. A road-diet is suggested to convert 5-lanes to 3-lanes with a bike lane on each side of the road. Existing sidewalks are in place.
See Pages: 12.28
- 24 5th Place Northwest Trail** – This proposed **street-based path** begins at 24th Avenue NW and travels north to Sunhill Road along new sidewalk.
See Pages: 12.28

- 25

4th Street Northwest Trail – This proposed **street-based path** travels from Sun Valley Road north to 23rd Avenue NW on new sidewalk. The trail jogs left to continue on 4th Street to 24th Avenue NW, then travels along existing sidewalks to athletic fields behind Erwin High School.

See Pages: 12.28
- 26

Sun Valley Road Trail – This proposed **street-based path** travels from Carson Road through Center Point Parkway to Five-Mile Creek Greenway. A sharrow is suggested with sidewalks on one side of the road (check ROW). Implement signage and traffic calming measures.

See Pages: 12.28, 12.37
- 27

Old Springville Road Trail I – This proposed **street-based path**, with dedicated bike lane, travels from Chalkville School Road to County Road 10. Implement signage and traffic calming measures.

See Pages: 12.29
- 28

Old Springville Road Trail II – This proposed **street-based path**, with dedicated bike lane, northeast from County Road 10 to east end of the Shadow Lake Greenway on Old Springville Road. Implement signage and traffic calming measures.

See Pages: 12.20, 12.29
- 29

Cedar Mountain Road Scenic Trail – This proposed **street-based path** begins at Old Springville Road and County Road 153. The trail travels west on County Road 153 to Cedar Mountain Road. The trail continues to follow Cedar Mountain Road to the intersection of Clayton Road. The trail turns south on Clayton Road and travels to County Road 30 towards Clay.

See Pages: 12.6-12.7, 12.12-12.13



Figure 10.4 – Turkey Creek Trailhead
Example of a typical Trailhead within the Turkey Creek Corridor.

PROJECT SCHEDULE AND TYPOLOGIES

The legend below offers letters that key the different type paths and greenways mentioned in the descriptions. Existing conditions dictate the amount of improvements to be made in each facility and the associated costs. The previously defined greenways and paths are keyed in the following project schedule.

GREENWAYS

A. Shared-Use Greenway - a 12'-0" wide paved path in asphalt (concrete is an option as well but more expensive) and travels in a dedicated easement that can be donated, purchased, an existing utility easement or a permanent easement granted by a property owner. The costs associated with the facility includes site work, paving, proper signs, site furnishings and pavement markings. Lighting can be included as well if the sponsor so desires. Paths along the Cahaba River or Shades Creek are examples of this type facility identified in the plan.

Landscaping varies from simple grassing to wooded areas if adjacent to green space. Within the flood plain of waterways are good locations considering other types of development should not occur and the greenway can act as vegetated buffer that protects water quality.

B. Greenway – same as above but 8-10' wide. These facilities occur when space does not allow for the larger facility.

C. Rail-to-Trail Greenway – rail beds make ideal 12-0" wide greenways. The level change is gradual and ideal for riding and walking. They usually cost less to develop since the needed site work was done with the original rail work. They also follow populated areas and city centers providing excellent connectivity. C has all the components that A includes. The CSX Greenway identified in the plan along Five Mile Creek is an example of this type of facility.

STREET-BASED PATHS AND BICYCLE ROUTES

D. Bike lanes with Existing Pavement – This category includes streets and roadways where the existing pavement width is sufficient to accommodate the addition of bike lanes through new pavement markings and signage only, no additional paving is necessary. The routes identified in the plan along Ruffner Road, a popular cycling venue, would be an example of this type of facility.

E. Bike Lanes with Sidewalks – This category includes the addition of new facilities for bicyclists, with a dedicated bike lane, and pedestrians, with a sidewalk. Also, signage and pavement markings identifying the route are included.

F. Bike Lanes, Sidewalks and Intersection Treatments - This would include all in **E** as well as intersection treatments (signage, pavement markings, medians and lights, or a combination of any of these) depending on vehicle speeds, traffic volumes, and roadway width.

G. Bike Lanes with New Paving at Shoulder – This category is similar to **D**, however includes paving the shoulder along a road that does not have adequate width to accommodate bicyclists. It includes all the elements of **D**.

H. Shared-lane markings (Sharrows) - These are located on low-volume neighborhood streets and would include sharrow pavement markings and signage to mark the route for shared access. It offers an affordable way to continue a connector.

I. Sidewalk with Sharrow – This category contains the same elements as **H** but includes the addition of a sidewalk on one side of the road, or both, if site conditions allow.

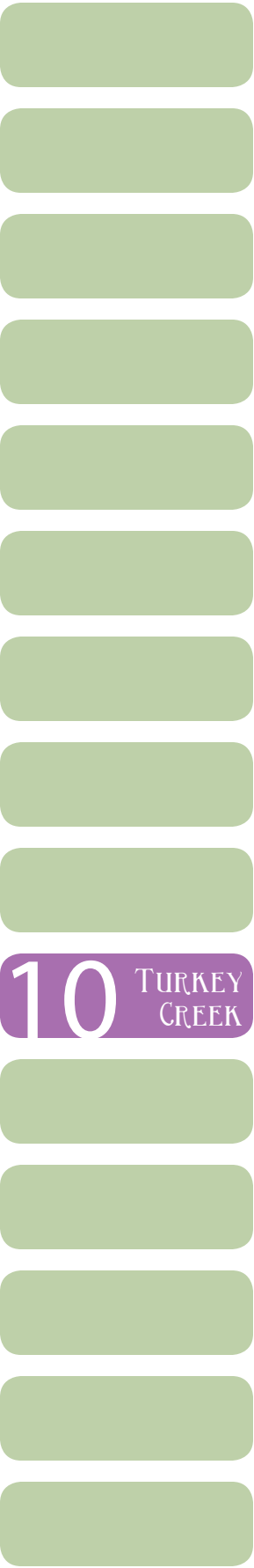
J. Road Diet, 4 to 3 Lanes – typically this type of facility reduces 4 lanes to 3 with a central turn lane. Research illustrates at traffic volumes up to 28,000 cars per day than the 4 lane road can be more efficient with one lane in each direction and a center turn lane. Bike lanes and sidewalks can be added within the remaining available right of way. Signalization can be more fluid and fewer rear ending accidents occur with the turn lane.

OTHER PATHS OR ROUTES

K. Natural Surface Paths / Separate Path – this facility can be from 3' to 10' wide and occurs in environmentally sensitive areas where paving is not wanted or hard to access with machinery due to existing vegetation and/or topography. The Aqueduct Trail in Tarrant is an example of this type where the heavily wooded area dotted with limestone formations would not allow for heavy equipment to pass. Equestrian routes are also natural surface paths.

L. Blueways - Many of our rivers and creeks are perfect for canoeing activities. Canoe launches with the needed parking facilities are included in this trail type. Blueways have been identified along the Cahaba River and Five Mile Creek.

Note: Pricing for land acquisitions and major infrastructure improvements, such as bridges and large drainage structures, is not included in the schedule.



TURKEY CREEK CORRIDOR PROJECT SCHEDULE

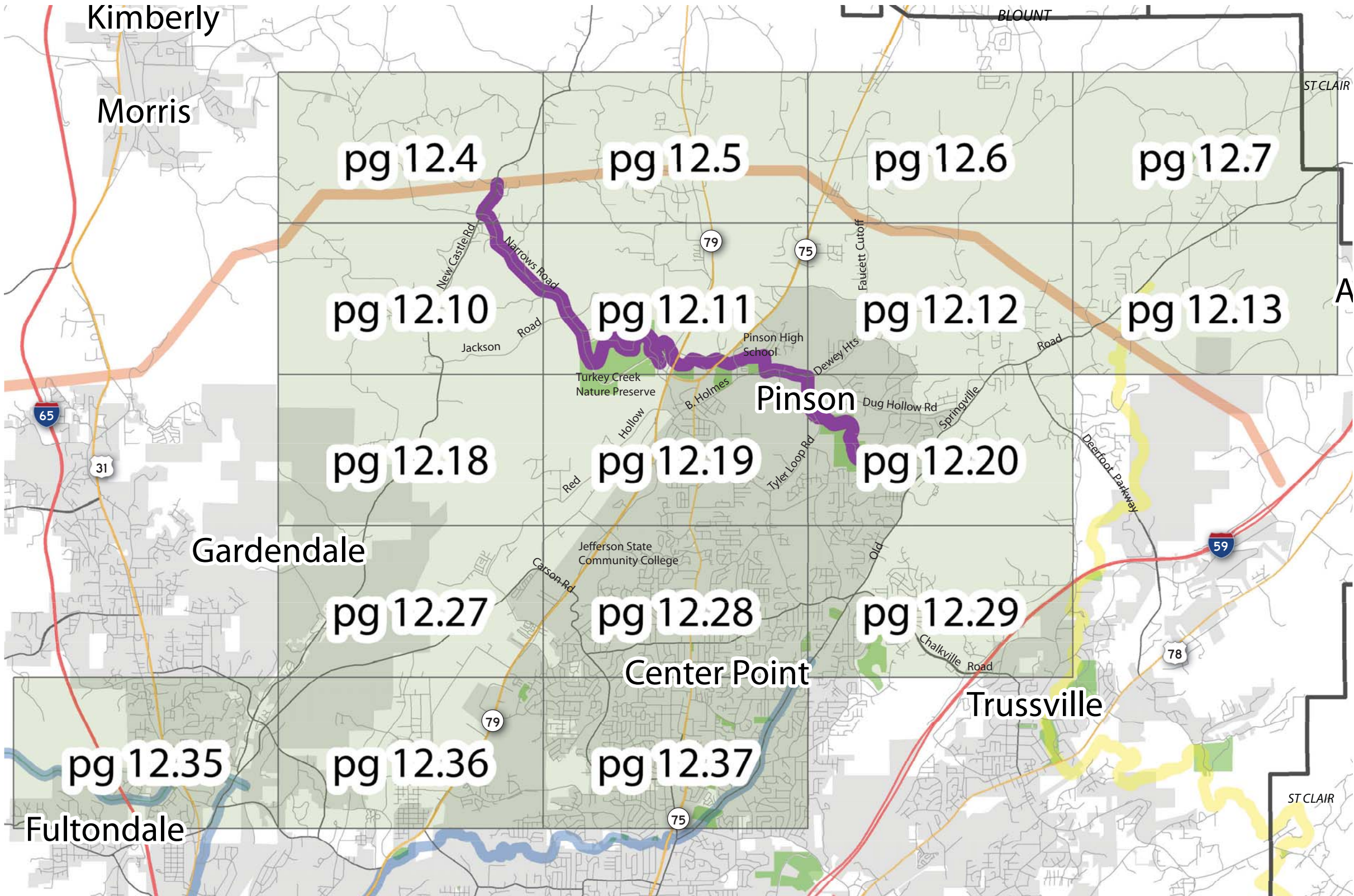
	Trail Name	Map Reference	Trail Type	Estimated Trail Length	Estimated Trail Cost	Additional Miscellaneous Costs
Corridors						
1	Bradford Road Trail	12.4	H	0.5 mi	\$35,800	
2	Narrows Road North Trail	12.4, 12.10-12.11	H	2.6 mi	\$200,744	
3	Turkey Creek Nature Preserve Trail	12.11	Existing Trail			
4	Turkey Creek Nature Preserve Greenway	12.11	Existing Greenway			
5	Turkey Creek Greenway I	12.11	K	1.2 mi	\$87,359	Property negotiations with private owners
6	Turkey Creek Greenway II	12.11	K	0.2 mi	\$17,894	
7	Turkery Creek Greenway III	12.11	K	0.6 mi	\$44,951	
8	Bud Holmes Road Greenway	12.11, 12.19-12.20	B	0.6 mi	\$196,026	
9	Goodwin/Hollow Road Trail	12.19-12.20	E	0.5 mi	\$192,301	
10	Turkey Creek Greenway IV	12.20	K	1.4 mi	\$104,700	
11	Shadow Lake Greenway	12.20	K	0.7 mi	\$51,930	
	Trail Name	Map Reference	Trail Type	Estimated Trail Length	Estimated Trail Cost	
Connectors						
12	Roberts Drive Trail	12.20	J	0.2 mi	\$82,590	
13	Old Camp Cosby Lake Greenway	12.20	B	0.3 mi	\$99,015	
14	Steeple Chase Drive Trail	12.20	I	0.7 mi	\$242,391	
15	Clay-Chalkville Greenway	12.20	B	0.4 mi	\$138,839	
16	New Castle Road Trail	12.4, 12.10, 12.18, 12.27, 12.35-12.36	H	8.1 mi	\$629,945	
17	Narrows Road South	12.11, 12.19	H	1.0 mi	\$76,039	
18	Cheney Rail Greenway I	12.19, 12.28	C	2.7 mi	\$981,094	
19	Cheney Rail Greenway II	12.6, 12.11-12.12, 12.19	C	3.6 mi	\$1,297,513	
20	Pinson Heights Road Trail	12.19, 12.28	I	0.3 mi	\$93,965	
21	Old Pinson Road Trail	12.28	I	0.2 mi	\$82,752	
22	Jefferson State Parkway Greenway	12.28	E	1.0 mi	\$374,236	
23	Sunhill Road Trail	12.28	J	0.8 mi	\$283,916	
24	5th Place Northwest Trail	12.28	I	0.3 mi	\$91,949	
25	4th Street Northwest Trail	12.28	I	0.6 mi	\$226,097	
26	Sun Valley Road Trail	12.28	I	1.6 mi	\$580,002	
27	Old Springville Road Trail I	12.29	H	1.0 mi	\$81,394	
28	Old Springville Road Trail II	12.20, 12.29	H	1.9 mi	\$148,801	
29	Cedar Mountain Road Scenic Trail	12.6-12.7, 12.12-12.13	H	11.2 mi	\$871,050	

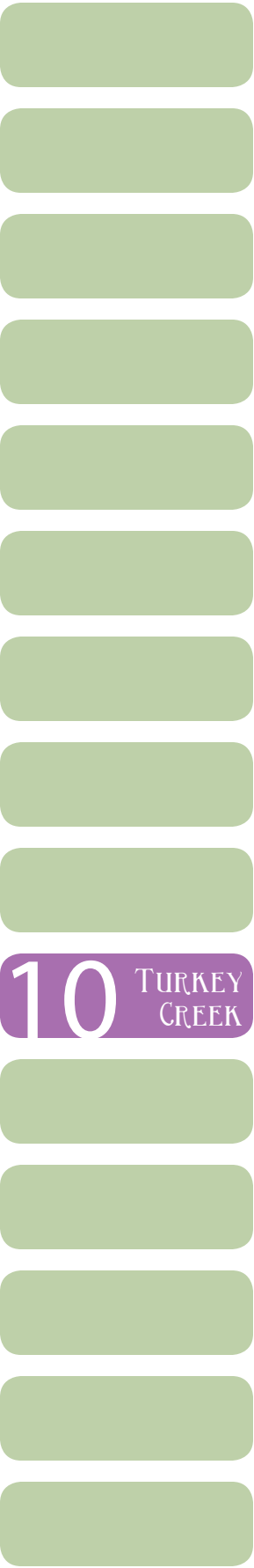
*Note: Pricing for land acquisitions and major infrastructure improvements, such as bridges and large drainage structures, is not included in the schedule.

TURKEY CREEK CORRIDOR LOCATOR MAP

The project descriptions are segmented in greenway or path types and numbered. The number can be referenced on the project descriptions, schedule or the following map. Locate the area of interest on the overall corridor location map where a page number will be given to a larger map with greater detail. The illustrated facilities are numbered

at the beginning, end and at page breaks. The number references the corresponding information within the Project Description and the Project Schedule. Circle numbers are used for the main corridor facility and triangle numbers are used for the connectors.



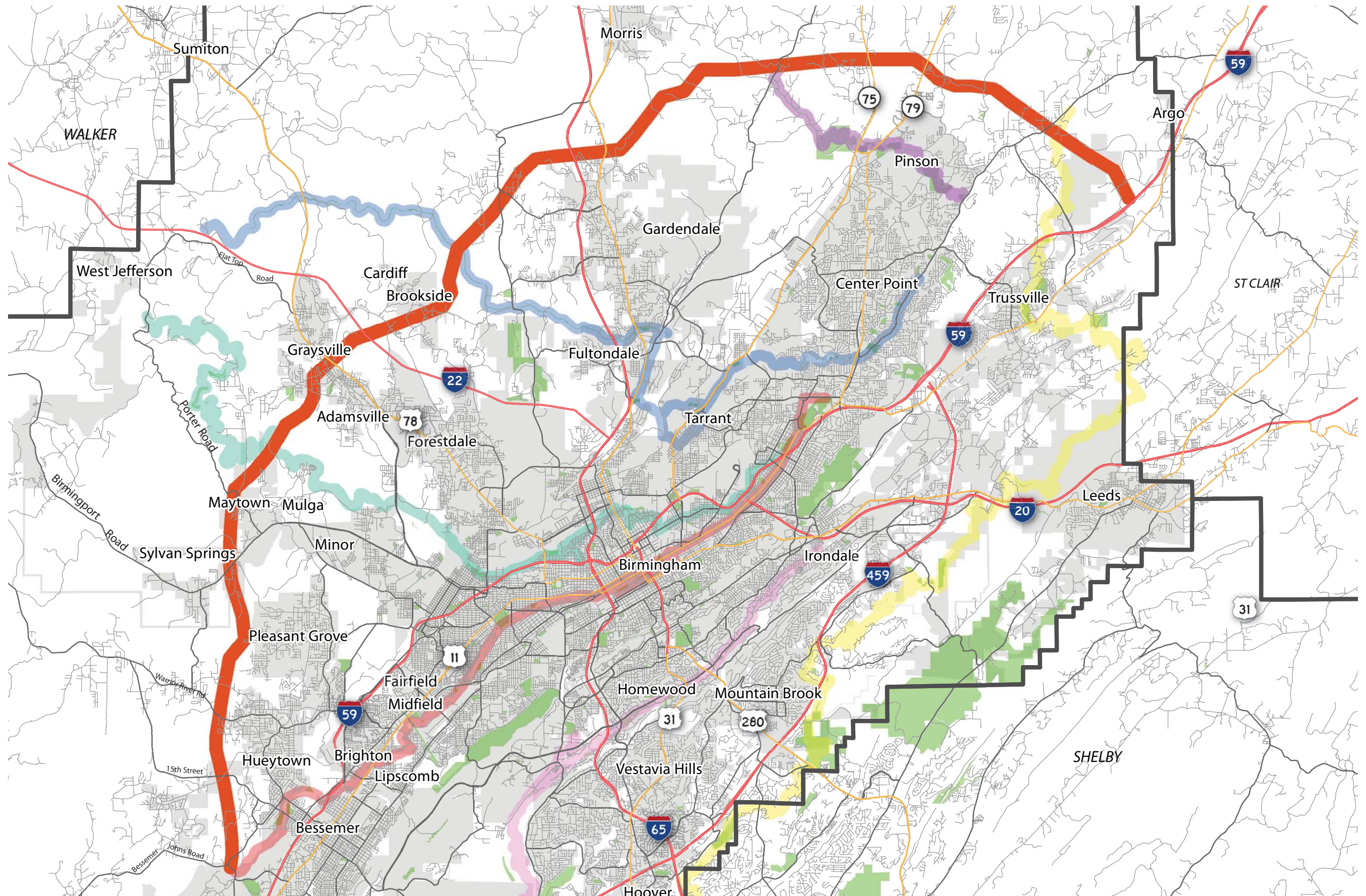
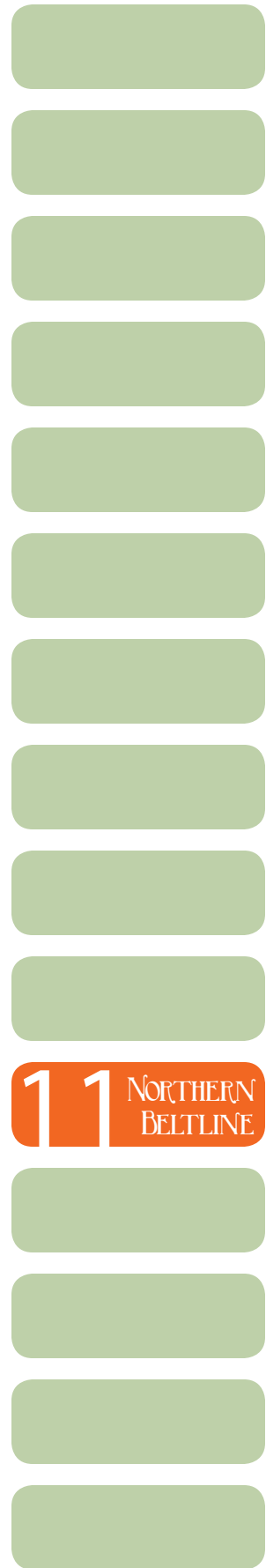


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A NEW OPPORTUNITY

NORTHERN BELTLINE CORRIDOR

NORTHERN
BELTLINE 1 1



NORTHERN BELTLINE CORRIDOR - A NEW OPPORTUNITY

The Northern Beltline, also known as AL-959 or I-422, is a proposed 52.5 mile, six lane limited access interstate that crosses through the northwestern portion of Jefferson County. Construction has not begun, though preliminary design and studies have been completed. The highway is proposed to be constructed in eight phases over a 25 year build period. This greenway plan does not propose to settle the debate regarding the construction of the Northern Beltline. However, if the community elects to construction the proposed project, this plan outlines a series of proposed greenway trails within the same corridor. The proposed greenways in this plan have been organized accordingly with the proposed construction phases.

Designs of the corridor should include a parallel multi-use greenway along the entirety of the Northern Beltline. Being such long route, this corridor can provide connectivity between many of the major greenways and paths throughout the system. The Northern Beltline Corridor intersects the Village Creek Greenway, the Cane Creek Branch Rail to Trail Greenway, the Turkey Creek Greenway, and the Cahaba River Greenway. In addition to providing important connections, this greenway can minimize the impacts of stormwater runoff and flooding by providing a pervious surface through which the water can infiltrate naturally.

JURISDICTIONS

The Northern Beltline Corridor includes the municipalities of Bessemer, Birmingham, Brookside, Clay, Gardendale, Graysville, Hueytown, Maytown, Pinson, Pleasant Grove, Sylvan Spring and Trussville.

OVERALL CORRIDOR DISTANCE

45.8 miles

KEY RECOMMENDATIONS

Ideally the Corridor, as a major route, would be composed of all shared-use greenways with a dedicated easement that follows the entire route of the proposed Northern Beltline. Right of way for these greenways could be included in the right of way for the road itself, allowing for a continuous shared-use greenway across northwestern Jefferson County.

Recommended facilities outlined in this document can be found in the following three areas:

Project Descriptions – Includes the key number and description for each facility along with a page reference for the corresponding maps illustrating the facility. The key number can also be referenced on the Project Schedule, to identify facility type and cost. Each route is segmented according to type of facility. Circle numbers are used for the main corridor facility and triangle numbers are used for the connectors and neighborhood routes.

Project Schedule – Identifies the facility type, corresponding maps illustrating the facility along estimated length and estimated cost for each facility. Relative estimated costs for each type of facility can be found in Chapter 13 – Phasing and Implementation. Numbers reflect current industry cost based on completed projects in the region.

Corridor Locator Map – Locates the area of interest on the overall corridor location map where a page number will be given to an aerial map.

PROJECT DESCRIPTIONS FOR THE NORTHERN BELTLINE CORRIDOR

- 1

Northern Beltline 1: SR 79 to SR 75 – This proposed **shared-use greenway** runs adjacent to the Northern Beltline from State Route 79 to State Route 75.
See Pages: 12.5-12.6
- 2

Northern Beltline 2: I-65 to US 31 - This proposed **shared-use greenway** runs adjacent to the Northern Beltline from Interstate 65 U.S. Highway 31.
See Pages: 12.9-12.17
- 3

Northern Beltline 3: US 31 to SR 79 - This proposed **shared-use greenway** runs adjacent to the Northern Beltline from U.S. Highway 31 to State Route 79.
See Pages: 12.4-12.5, 12.9-12.10, 12.17
- 4

Northern Beltline 4: CR 77/Mt. Olive Road to I-65 - This proposed **shared-use greenway** runs adjacent to the Northern Beltline from County Road 77 (Mount Olive Road) to Interstate 65.
See Pages: 12.16-12.17
- 5

Northern Beltline 5: US 78 to CR 77/Mt. Olive Road - This proposed **shared-use greenway** runs adjacent to the Northern Beltline from U.S. Highway 78 to County Road 77 (Mount Olive Road) .
See Pages: 12.16, 12.25, 12.33-12.34, 12.43
- 6

Northern Beltline 6: CR 46 to US 78 - This proposed **shared-use greenway** runs adjacent to the Northern Beltline from County Road 46 to U.S. Highway 78.
See Pages: 12.42-12.43, 12.52, 12.62, 12.71, 12.78, 12.86
- 7

Northern Beltline 7: I-459/59/20 to CR 46 - This proposed **shared-use greenway** runs adjacent to the Northern Beltline from the intersection of Interstates-459 and 20/59 to County Road 46.
See Pages: 12.86, 12.93, 12.99
- 8

Northern Beltline 8: SR 75 to I-59 - This proposed **shared-use greenway** runs adjacent to the Northern Beltline from State Route 75 to Interstate-59.
See Pages: 12.6, 12.12-12.13, 12.21

PROJECT SCHEDULE AND TYPOLOGIES

The legend below offers letters that key the different type paths and greenways mentioned in the descriptions. Existing conditions dictate the amount of improvements to be made in each facility and the associated costs. The previously defined greenways and paths are keyed in the following project schedule.

GREENWAYS

A. Shared-Use Greenway - a 12'-0" wide paved path in asphalt (concrete is an option as well but more expensive) and travels in a dedicated easement that can be donated, purchased, an existing utility easement or a permanent easement granted by a property owner. The costs associated with the facility includes site work, paving, proper signs, site furnishings and pavement markings. Lighting can be included as well if the sponsor so desires. Paths along the Cahaba River or Shades Creek are examples of this type facility identified in the plan.

Landscaping varies from simple grassing to wooded areas if adjacent to green space. Within the flood plain of waterways are good locations considering other types of development should not occur and the greenway can act as vegetated buffer that protects water quality.

B. Greenway – same as above but 8-10' wide. These facilities occur when space does not allow for the larger facility.

C. Rail-to-Trail Greenway – rail beds make ideal 12-0" wide greenways. The level change is gradual and ideal for riding and walking. They usually cost less to develop since the needed site work was done with the original rail work. They also follow populated areas and city centers providing excellent connectivity. C has all the components that A includes. The CSX Greenway identified in the plan along Five Mile Creek is an example of this type of facility.

STREET-BASED PATHS AND BICYCLE ROUTES

D. Bike lanes with Existing Pavement – This category includes streets and roadways where the existing pavement width is sufficient to accommodate the addition of bike lanes through new pavement markings and signage only, no additional paving is necessary. The routes identified in the plan along Ruffner Road, a popular cycling venue, would be an example of this type of facility.

E. Bike Lanes with Sidewalks – This category includes the addition of new facilities for bicyclists, with a dedicated bike lane, and pedestrians, with a sidewalk. Also, signage and pavement markings identifying the route are included.

F. Bike Lanes, Sidewalks and Intersection Treatments - This would include all in **E** as well as intersection treatments (signage, pavement markings, medians and lights, or a combination of any of these) depending on vehicle speeds, traffic volumes, and roadway width.

G. Bike Lanes with New Paving at Shoulder – This category is similar to **D**, however includes paving the shoulder along a road that does not have adequate width to accommodate bicyclists. It includes all the elements of **D**.

H. Shared-lane markings (Sharrows) - These are located on low-volume neighborhood streets and would include sharrow pavement markings and signage to mark the route for shared access. It offers an affordable way to continue a connector.

I. Sidewalk with Sharrow – This category contains the same elements as **H** but includes the addition of a sidewalk on one side of the road, or both, if site conditions allow.

J. Road Diet, 4 to 3 Lanes – typically this type of facility reduces 4 lanes to 3 with a central turn lane. Research illustrates at traffic volumes up to 28,000 cars per day than the 4 lane road can be more efficient with one lane in each direction and a center turn lane. Bike lanes and sidewalks can be added within the remaining available right of way. Signalization can be more fluid and fewer rear ending accidents occur with the turn lane.

OTHER PATHS OR ROUTES

K. Natural Surface Paths / Separate Path – this facility can be from 3' to 10' wide and occurs in environmentally sensitive areas where paving is not wanted or hard to access with machinery due to existing vegetation and/or topography. The Aqueduct Trail in Tarrant is an example of this type where the heavily wooded area dotted with limestone formations would not allow for heavy equipment to pass. Equestrian routes are also natural surface paths.

L. Blueways - Many of our rivers and creeks are perfect for canoeing activities. Canoe launches with the needed parking facilities are included in this trail type. Blueways have been identified along the Cahaba River and Five Mile Creek.

Note: Pricing for land acquisitions and major infrastructure improvements, such as bridges and large drainage structures, is not included in the schedule.

NORTHERN BELTLINE CORRIDOR PROJECT SCHEDULE

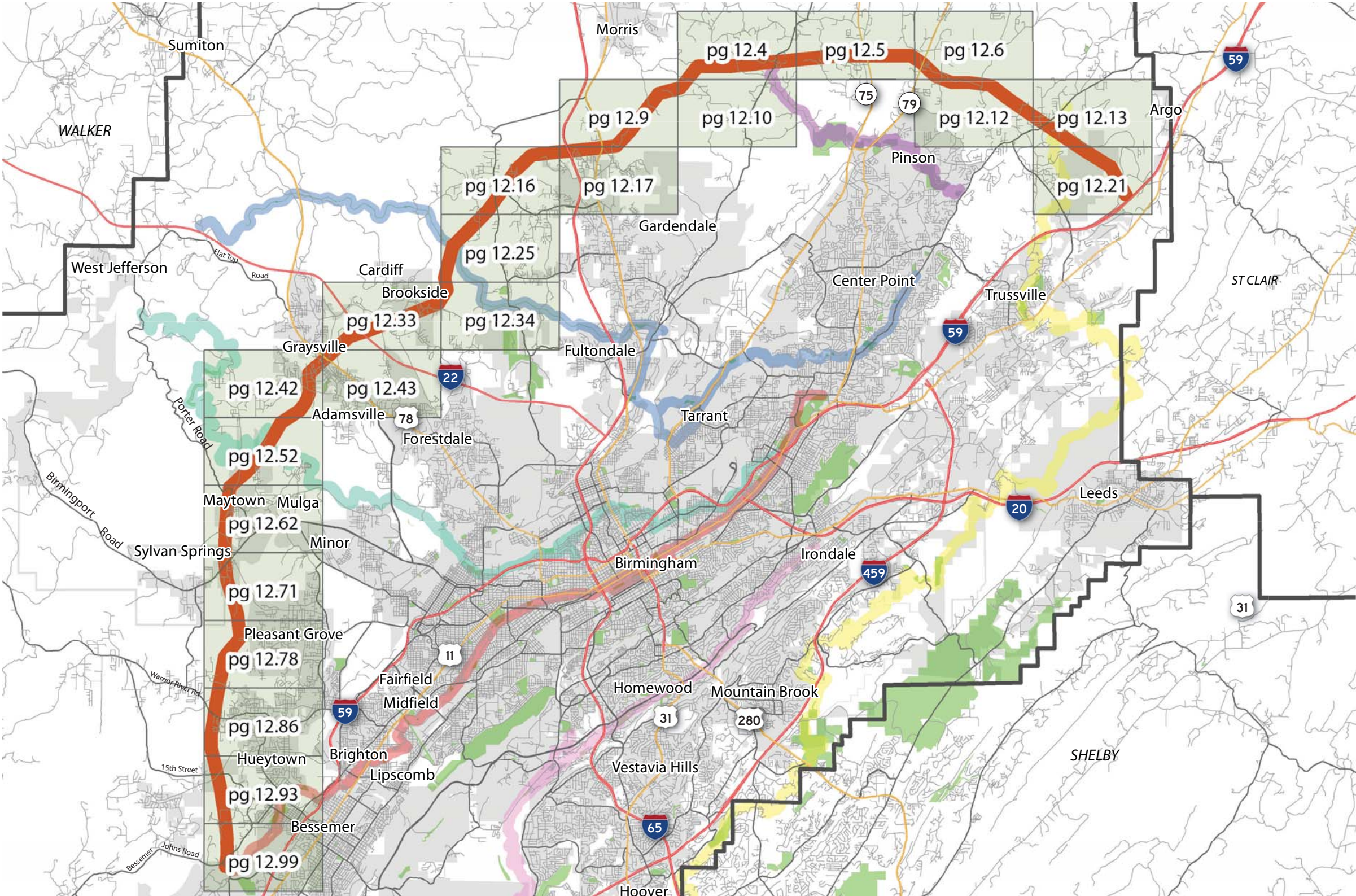
	Trail Name	Map Reference	Trail Type	Estimated Trail Length	Estimated Trail Cost	Additional Miscellaneous Costs
Corridors						
1	Northern Beltline I	I2.5-I2.6,	A	1.8 mi	\$766,720	
2	Northern Beltline II	I2.9, I2.17	A	1.0 mi	\$424,592	
3	Northern Beltline III	I2.4-I2.5, I2.9-I2.10, I2.17	A	8.9 mi	\$3,813,841	
4	Northern Beltline IV	I2.16-I2.17	A	2.7 mi	\$1,140,904	
5	Northern Beltline V	I2.16, I2.25, I2.33-I2.34, I2.43	A	7.6 mi	\$3,253,791	
6	Northern Beltline VI	I2.42-I2.43, I2.52, I2.62, I2.71, I2.78, I2.86	A	12.0 mi	\$5,126,024	
7	Northern Beltline VII	I2.86, I2.93, I2.99	A	4.5 mi	\$1,944,663	
8	Northern Beltline VIII	I2.6, I2.12-I2.13, I2.21	A	7.4 mi	\$3,165,954	

*Note: Pricing for land acquisitions and major infrastructure improvements, such as bridges and large drainage structures, is not included in the schedule.

NORTHERN BELTLINE CORRIDOR LOCATOR MAP

The project descriptions are segmented in greenway or path types and numbered. The number can be referenced on the project descriptions, schedule or the following map. Locate the area of interest on the overall corridor location map where a page number will be given to a larger map with greater detail. The illustrated facilities are numbered

at the beginning, end and at page breaks. The number references the corresponding information within the Project Description and the Project Schedule. Circle numbers are used for the main corridor facility and triangle numbers are used for the connectors.



PHASING AND IMPLEMENTATION

IMPLEMENTATION OVERVIEW

The master planning of greenways and trails for Jefferson County does not stop with this document, but is an on-going effort with state, county and municipal governments, nonprofit organizations, business, concerned groups and citizens working together to build a greenway network that is connected and meets the needs of the county. Key to the success of the overall network is the involvement of concerned citizens working, in their communities, together with elected officials and governmental staff on a phased implementation of the master plan.

It is recommended that the **Freshwater Land Trust** continue to facilitate private-public partnerships to oversee and support the implementation of the system.

It is critical that the **Regional Planning Commission of Greater Birmingham** adopt the plan as a supplement to the *Active Transportation Plan*. The **Freshwater Land Trust** will act as an agency partnered with RPC that any municipality, community, or special interest group can approach for assistance in the implementation of their trail or greenway. **This chapter outlines the Action Steps, Greenway Development Process, Project Prioritization and Phasing of Corridors, Policy Recommendations, Funding Sources, Evaluation Monitoring and Greenway Acquisition Strategies involved in the implementation of the master plan.**

ACTION STEPS

The *1996 Bicycling and Pedestrian Master Plan* developed a meaningful discussion about the need for active transportation in our region. Since then, demonstration projects were implemented such as Homewood Shades Creek Greenway Phase I and 7th Avenue South Trail in Birmingham. These projects have been heavily used and illustrate the demand for active connectivity.

The **Our One Mile Master Plan** process has amplified the subject of connectivity and City leaders and interested citizens in every municipality are voicing a need for greenways and trails in their communities. The following action steps were developed with the intent of maximizing the momentum that Our One Mile has generated and continuing the active discussion for more facilities in effort to provide active connectivity:

1. Regional Planning Commission of the Greater Birmingham adopts the master plan – The RPCGB has addressed some of the identified trails in this plan and has an on-going process outlined in the *Active Transportation Plan*. This functional area plan for walking, bicycling, and other active modes will supplement the multimodal 2035 Regional Transportation Plan. This document is to serve as a supplement to that plan. Part of the purpose that plan is to encourage all municipalities and the county to adopt the “Complete Streets” policy that incorporates appropriate facilities for all modes of transportation in roadway design. Adoption of this plan as part of the MPO plan for transportation is critical to ongoing public funding of greenways and trails.

2. A Greenway and Trail Coordinating Agency in place for the Region – The **Freshwater Land Trust**, in association with local municipalities and the Regional Planning Commission of Greater Birmingham, will be an agency to oversee efforts and championing the implementation of the master plan. Key to the implementation of this plan will

be public-private partnerships. The Freshwater Land Trust will represent the private sector, cooperating in collaboration with the RPCGB to create successful models for implementation. The following functions and duties will apply:

- Listen to the Community’s needs and requests.
- Continue to communicate, collaborate and coordinate efforts of the Jefferson County Health Department and the Health Action Partnership.
- Coordinate plans with RPCGB.
- Seek funding sources and write grants in co-operation with local governments.
- Lead promotional efforts and public relations for greenways.
- Provide public education and informational mapping and research.
- Update the plan as necessary.
- Address land acquisition.
- Coordinate communications with surrounding counties and regional systems.
- Conduct evaluation and monitoring process.
- Integrate on road and pedestrian improvements with the greenway network.
- Maintain existing GIS mapping.
- Interpret and address enforcement of government regulations.
- Build momentum for the network.
- Serve as a greenway network development liaison between municipalities.

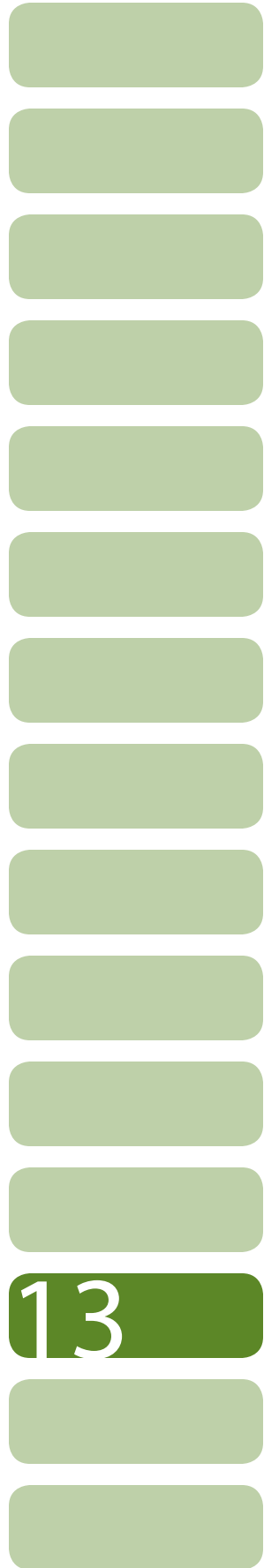
3. Coordinate regular meetings with community champions and organizations that meet on a bi-monthly basis to ensure accountability and advocacy for implementation.

4. Market the Greenway System – by providing a brochure that describes existing trails and the proposed system. The system should be outlined on a Website providing information about greenway facilities, development and promotion.

5. Secure Funding necessary for the implementation of short term top priority projects and develop a strategy for long range plans and maintenance. Regional cooperation is a theme for the long term strategy. Funding sources are listed later in this chapter.

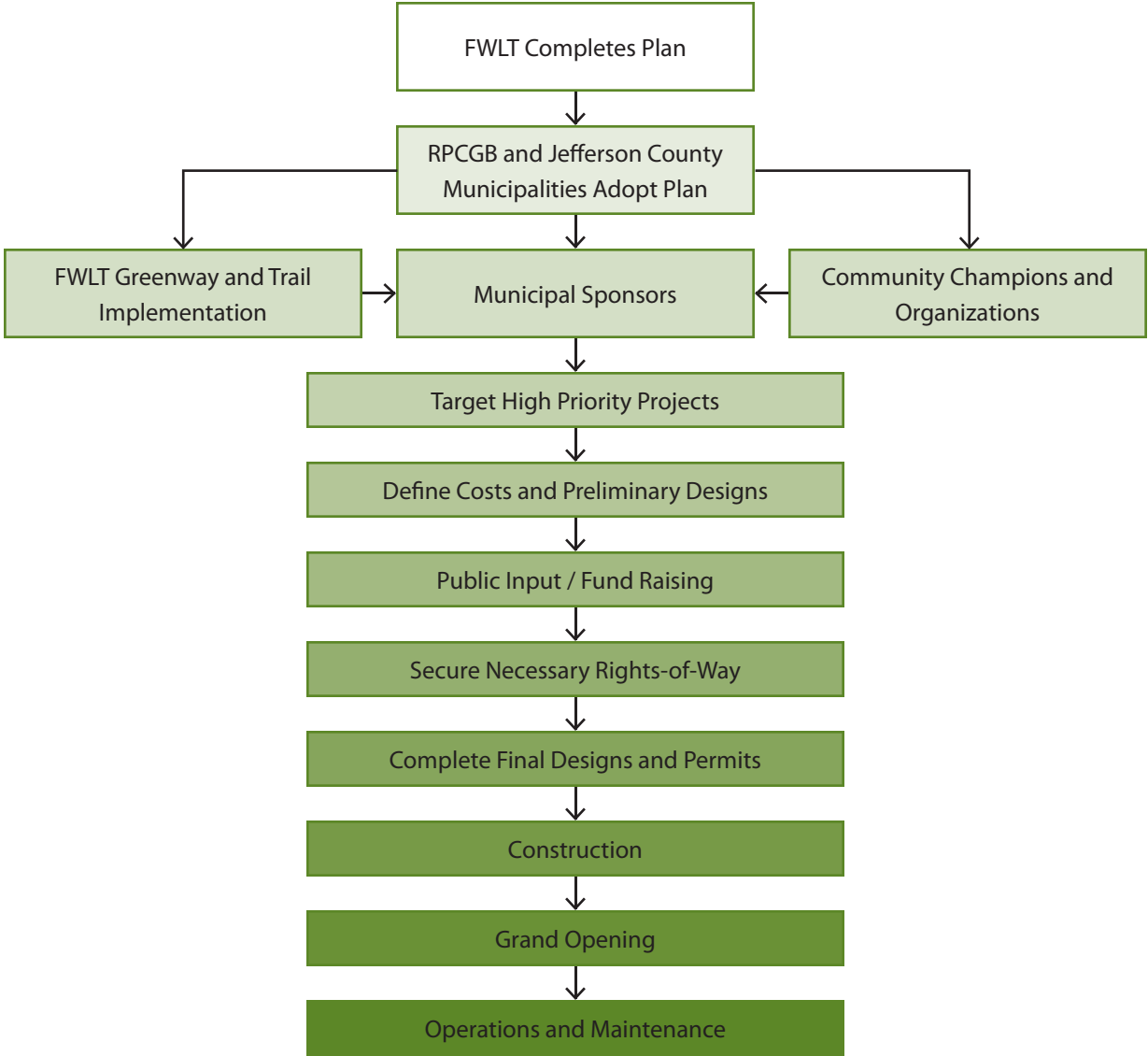
6. Leverage Resources with proposed road improvement projects by producing complete streets for the implementation of the plan. Transforming the region into a safe place for active transportation is a challenge that will require taking advantage of existing and future opportunities for improvements by all municipalities toward complete streets.

7. Public Policy for Complete Streets encourage jurisdictions to adopt complete street policies land development codes requiring bicycle facilities, sidewalks, greenway overlay districts with design standards for public trails and curbside amenities that ensure safe pedestrian access. www.completestreet.org



- 8. **Roll out plans for the development of high priority projects** to be completed in the short term in order to gain momentum and generate excitement throughout Jefferson County. More trails on the ground providing access to active pedestrian and cycling activity will create a demand from the public for more facilities and demonstrate the many benefits of bicycle and pedestrian infrastructure.
- 9. **Acquire land and easements** necessary to complete priority greenways and trails. Encourage local jurisdictions to acquire land and easements from willing landowners.
- 10. **Establish a singular identity for the network** and promote through signage and marketing. The FWLT held a competition for naming the network which received hundreds of entries. The jury panel chose **The RED ROCK Ridge and Valley Trail System** for the name. Signage will be placed to identify and promote the network, offer wayfinding, improve user friendliness and increase visibility. Signage will include individual greenway and trail names, the corridor name and the greenway network name RED ROCK.

Figure 13.1 – Greenway Development Process



- 11. **Provide education and awareness programs connected with public events** which can be an excellent opportunity to reach out to the public and about the benefits of a trail system.
- 12. **Develop Safe Routes to Schools** dialogue and open communication channels between citizens, school boards, public officials, the ALDOT, and the MPO will facilitate better coordination between land use and transportation planning objectives at the local and regional levels.
- 13. **Integrate Greenway Planning** with other transportation planning and funding efforts at the state and local levels and ensure transportation improvements include Complete Street policy along with long range and current land use, environmental, parks and recreation, economic development and community planning.

GREENWAY DEVELOPMENT PROCESS

As an active partner in this master plan process, the MPO will be adopting this master plan and can assist in the three phase prioritization and implementation of the plan. Collaboration with community champions and organizations will be encouraged with leaders in the communities and active transportation advocates to meet bi-monthly for the sole reason of pushing the master plan toward implementation. It is also recommended that the Freshwater Land Trust form a department that will partner with the RPCGB to assist municipalities as sponsors in the effort of pursuing funding for implementation. See Figure 13.1 illustrating the process from identifying the target projects to maintenance and operations.

PROJECT PRIORITIZATION AND PHASING OF THE CORRIDORS

In considering priorities and phasing, this plan should be considered a “guide” for implementation. It is essential that the approach to implementation remain flexible in order to be responsive to funding and partnership opportunities. Transportation and development projects present unique and timely opportunities to move priorities forward. Incorporating trails, sidewalks and greenways into on-going state, county, local and private projects is also an efficient and timely means of funding greenway projects.

The main corridors and a few major connectors have been prioritized by the segment’s ability to provide connectivity/linkage to destinations, provide for underserved areas, improve safety and quality of life, improve economic growth and provide an additional layer of connectivity for transit. A matrix is provided illustrating the projects in each corridor and the issues involved in trail development.

The following categories are included in the matrix that will identify any facility as **Priority I** (0-5 years), **Priority II** (5-10 years), and **Priority III** (10-20 years). With that said, no matter how a facility is illustrated in the matrix, funding or a sponsor may come forward and push a project along faster than anticipated. Popularity will grow as more projects are on the ground, thus reducing the time line. The following factors are used to measure the level of priority a facility has in the grand scheme:

- **Previously Planned Effort** – Some facilities have been previously planned by another interested group or agency. A point is given to segments that have been identified in other plans.
- **Sponsor** – A facility has a government agency acting as a sponsor for funding applications and project management.
- **Facility Champion** – A point is given to a facility that has a organized group that promotes the project and pushes for its implementation.
- **Funding Source Targeted** – A point is awarded to any facility that has targeted a funding source or has a group raising funds.
- **Adjacent to Transit** – A point is awarded to those facilities that have access to transit promoting improvements in overall transportation.

- **Easement or Right of Way is Secured** – A point is awarded if an easement or ROW is already secured.
- **Additional Miscellaneous Trail Costs** – Estimated trail costs are listed in this chapter for different facilities, and these estimates are used to develop the estimated segment costs shown at the end of each corridor chapter. Individual site conditions may increase actual project costs significantly over that which we estimate. Additional bridges, retaining walls, acquisition of ROW, meeting ADA compliancy, Traffic study, toxic clean-up and many other issues can be present and represent additional costs. A negative point is awarded to any additional costs beyond the typical price for implementation.
- **Potential for Inclusion in Planned Road Improvements** – Often trail facilities can be included in overall road improvement projects. The additional costs are well worth the benefits trails bring to road improvement projects. A facility is awarded a point for inclusion in a proposed road improvement project.
- **Currently Underserved Area** – Our dependency on cars leaves many parts of Jefferson County underserved by cycling pedestrian facilities, no matter what the economic level. A point is given in the case for providing active transportation in an area that currently does not have safe facilities.
- **Traffic Study** – Many street based trails require a traffic study for facility design. It is an additional step in the process and awarded a negative 1.
- **Compatible Adjacent Property** – Additional time can be added to a project when an adjacent property has conditions which may delay a project due to longer time needed to process agreements. A negative one is given in these situations.
- **Connection to an Activity Center** – An additional point is given when a facility has direct connection to an activity center in the way of schools campus, shopping district, park, corridor trail or formal destination .

CORRIDOR RATING SYSTEM FOR EACH CORRIDOR MATRIX

CORRIDOR RATING SYSTEM

	YES	NO	TBD
ROW Available	1	-1	0
Traffic Study Required	-1	1	0
Compatible Adjacent Land Use	1	-1	0
Transit Adjacent	1	-1	0
Champion Group	1	-1	0
Additional Miscellaneous Trail Costs	(Low) 1	(High) -1	(Med) 0
Sponsor	1	-1	0
Funding Source Targeted	1	-1	0
Planned Road Improvement	1	-1	0
Currently Underserved Area	1	-1	0
Connection to Activity Center	1	-1	0
Previously Planned Effort	1	-1	0

The following point totals are associated with project priority rankings, which are recommended as a guide for phasing implementation in each corridor:

- **Priority I:** 8-12 points
- **Priority II:** 4-7 points
- **Priority III:** 0-3 points

CORRIDOR MATRIXES

The following projects are recommended as Priority I projects in the master plan and are primed for pursuing immediately:

Jones Valley Corridor

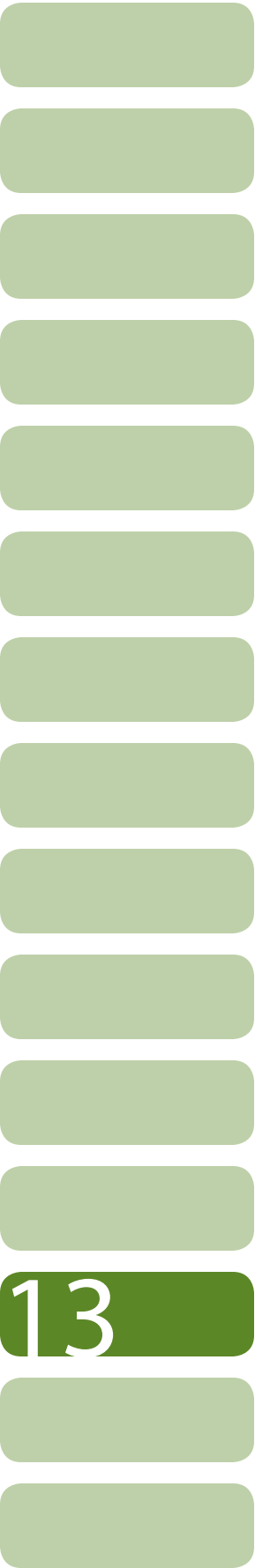
- 1 Valley Creek Greenway I
- 2 Valley Creek Greenway II
- 3 Jones Valley Rail Greenway
- 4 Jones Valley Trail
- 6 1st Avenue South Trail
- 7 1st Avenue South Greenway at the Cut
- 8 35th Street Bridge Trail
- 9 1st Avenue North Trail
- 10 Ruffner Mountain Connector
- 11 High Ore Line Greenway
- 12 16th Street Connector
- 13 20th Street Trail Connector
- 14 20th Street Vulcan Greenway
- 17 Crestwood Connector
- 18 5th Avenue S and Georgia Road Connector
- 24 Clairmont Greenway Extension

Village Creek Corridor

- 8 Arkadelphia Trail at Village Creek
- 9 Dorothy Spears Greenway at Village Creek
- 10 1st Street West Trail at Village Creek
- 11 West Enon Ridge Greenway at Village Creek
- 12 Enon Ridge Trail
- 13 East Enon Ridge Greenway at Village Creek
- 14 North Village Creek Greenway

Five Mile Creek Corridor

- 1 Cane Creek Branch Rail-to-Trail Greenway I
- 2 Cane Creek Branch Rail-to-Trail Greenway II
- 3 Cane Creek Branch Rail-to-Trail Greenway III
- 4 New Castle Road Trail
- 5 Mary Lee Greenway
- 6 Lewisburg Greenway
- 7 Cedar Street Trail
- 8 Boyles Gap Greenway
- 9 South Aqueduct Greenway
- 11 North Aqueduct Greenway
- 12 Center Point Greenway
- 13 Springville Road Trail
- 14 Huffman Five Mile Creek Greenway
- 15 Five Mile Creek Trail at S. Polly Reed Road
- 17 North Polly Reed Road Trail



Shades Valley Corridor

- 9 Shannon-Oxmoor Greenway
- 10 John Carroll Greenway
- 11 Wildwood Greenway
- 13 Shades Creek Connector Greenway
- 15 Churchill Drive Trail
- 16 Northern Shades Creek Greenway
- 21 Lakeshore Drive Trail
- 25 Old Bessemer Railroad Greenway
- 28 Lakeshore Parkway Trail
- 36 Red Mountain Park Connector Greenway
- 37 West Oxmoor Road Trail
- 39 Valley Avenue Trail
- 40 Birmingham Zoo Trail
- 48 Columbiana Road Trail
- 51 Montclair Road Trail
- 52 Memory Lane Trail

Cahaba River Corridor

- 9 Cahaba River Greenway I
- 10 Cahaba River Greenway II
- 11 Hewitt-Trussville Middle School
- 12 Trussville – Cahaba River Greenway
- 13 Chapel Lane Greenway
- 16 Little Shades Creek Greenway I
- 17 Valleydale Road Trail
- 21 Indian Valley Road Trail
- 22 Caldwell Mill Road Trail
- 24 Sicard Hollow Trail
- 25 Overton Road Trail
- 28 Liberty Parkway Greenway
- 30 Grants Mill Road Trail
- 31 Grantswood Road Trail
- 34 Leeds Greenway
- 35 Floyd Bradford Road Trail
- 39 Deerfoot Parkway Trail
- 40 Trussville Trail
- 41 Hogpen Branch Greenway
- 45 Trussville Clay Road Trail
- 47 Clay Greenway
- 50 Gadsden Highway Trail
- 54 Patchwork Farms Greenway
- 55 Patchwork Farms Trail

Turkey Creek Corridor

- 3 Turkey Creek Nature Preserve Trail
- 5 Turkey Creek Greenway I
- 6 Turkey Creek Greenway II
- 7 Turkey Creek Greenway III
- 8 Bud Holmes Road Greenway

Jones Valley Corridor															
Project number	Trail Name	Trail Typology	ROW Available	Traffic Study Required	Compatible Adjacent Land Uses	Transit Adjacent	Champion Group	Additional Miscellaneous Trail Costs	Sponsor	Funding Source Targeted	Planned Road Improvements	Currently Under-served Area	Connection to Destinations	Previously Planning Effort	Total Points
1	Valley Creek Greenway I	Shared-Use Greenway	I	I	I	I	I	I	I	-I	-I	I	I	I	8
2	Valley Creek Greenway II	Shared-Use Greenway	I	I	I	I	I	I	I	-I	-I	I	I	I	8
3	Jones Valley Rail Greenway	Rail-toTrail Greenway	I	I	I	I	I	I	I	-I	-I	I	I	I	8
4	Jones Valley Trail	Street-Based Path	I	-I	I	I	I	I	I	-I	I	I	I	-I	6
6	1st Avenue South Trail	Street-Based Path	I	-I	I	I	I	I	I	-I	I	I	I	-I	6
7	1st Avenue South Greenway	Rail-toTrail Greenway	I	I	I	I	I	-I	I	I	I	I	I	I	10
8	35th Street Bridge Trail	Street-Based Path	I	-I	I	I	I	I	I	-I	I	I	I	-I	6
9	1st Avenue North Trail	Street-Based Path	I	-I	I	I	-I	I	I	-I	I	I	I	-I	4
10	Ruffner Mountain Connector	Street-Based Path	I	-I	I	I	-I	I	I	-I	I	I	I	-I	4
11	High Ore Line Greenway	Rail-toTrail Greenway	I	I	I	I	I	I	I	I	-I	I	I	I	10
12	16th Street Connector	Street-Based Path	I	-I	I	I	-I	I	I	-I	I	I	I	-I	4
13	20th Connector	Street-Based Path	I	-I	I	I	I	I	I	-I	I	-I	I	I	6
14	20th Street Vulcan Greenway	Street-Based Path	-I	-I	I	I	I	-I	I	-I	I	-I	I	I	2
17	Crestwood Connector	Street-Based Path	I	-I	I	I	I	I	I	-I	I	-I	I	-I	4
18	5th Avenue S and Georgia Road Connector	Street-Based Path	I	-I	I	I	-I	I	I	-I	I	I	I	-I	4
24	Clairmont Trail Extension	Shared-Use Greenway	I	I	I	-I	I	I	I	-I	I	I	I	I	8
28	Highland Avenue Parks Connector	Street-Based Path	I	-I	I	I	I	I	I	-I	I	-I	I	-I	4
36	Health Clinic Greenway	Street-Based Path	I	I	I	-I	I	I	I	-I	-I	I	I	I	6
37	Ruffner Rail Greenway	Shared-Use Greenway	-I	I	I	I	I	I	I	-I	-I	I	I	I	6
41	Martin Luther King, Jr. Trail	Street-Based Path	I	-I	-I	I	I	I	I	-I	I	I	I	-I	4
42	Red Mountain Park Connector	Street-Based Path	I	-I	I	I	-I	I	I	-I	I	I	I	-I	4
46	Vulcan Park Connector Greenway	Shared-Use Greenway	I	I	I	-I	I	I	I	-I	-I	-I	I	I	4
58	Bessemer CSX Trail	Rail-toTrail Greenway	I	I	I	-I	-I	-I	I	-I	-I	I	I	I	2
79	1st Avenue South Trail	Rail-toTrail Greenway	-I	I	I	I	I	I	I	-I	-I	-I	I	-I	2

- Priority I : 1-5 years

(8-12 points)
- Priority II : 5-10 years

(4-7 points)
- Priority III : 10-20 years

(0-3 points)

The scoring and prioritization designations provide an overall guide, however, factors such as funding eligibility, ROW acquisition or other factors might change over time, thus, presenting unique opportunities or circumstances to move forward with a segment at a particular time.

Priority III : 10-20 years (0-3 points)

13.6 – Phasing and Implementation

Five Mile Creek Corridor															
Project number	Trail Name	Trail Typology	ROW Available	Traffic Study Required	Compatible Adjacent Land Uses	Transit Adjacent	Champion Group	Additional Miscellaneous Trail Costs	Sponsor	Funding Source Targeted	Planned Road Improvements	Currently Under-served Area	Connection to Destinations	Previously Planning Effort	Total Points
1	Cane Creek Branch Rail-to-Trail Greenway I	Rail-toTrail Greenway				-					-				8
2	Cane Creek Branch Rail-to-Trail Greenway II	Rail-toTrail Greenway				-					-				8
3	Cane Creek Branch Rail-to-Trail Greenway III	Rail-toTrail Greenway				-					-				8
4	New Castle Road Trail	Street-Based Path				-				-					8
5	Mary Lee Greenway	Rail-toTrail Greenway	-								-				8
6	Lewisburg Greenway	Rail-toTrail Greenway				-		-		-					6
7	Cedar Street Trail	Street-Based Path						-		-					8
8	Boyles Gap Greenway	Rail-toTrail Greenway	-			-		-		-	-			-	0
9	South Aqueduct Greenway	Shared-Use Greenway								-	-				8
11	North Aqueduct Greenway	Shared-Use Side Path									-				10
12	Center Point Greenway	Shared-Use Greenway	-							-	-				6
13	Springville Road Trail	Street-Based Path		-			-	-		-				-	2
14	Huffman Five Mile Creek Greenway	Shared-Use Greenway	-	-	-			-		-	-				0
15	Five Mile Creek Greenway at S. Polly Reed Rd	Street-Based Path								-				-	8
17	North Polly Reed Road Trail	Street-Based Path													12
18	Reed Harvey Greenway	Shared-Use Greenway	-		-			-			-				4
19	Chalkville School Road Trail	Street-Based Path		-						-				-	6
20	Center Point Sports Center Greenway	Shared-Use Greenway								-	-			-	6
21	Jefferson State Connector	Street-Based Path		-			-			-				-	4
26	Main Street Graysville Trail	Street-Based Path		-		-				-					6
27	Brookside-Cardiff Connector	Street-Based Path		-		-				-					6
30	Cherry Avenue Connector	Street-Based Path		-			-			-			-	-	2

- Priority I : 1-5 years

(8-12 points)
- Priority II : 5-10 years

(4-7 points)
- Priority III : 10-20 years

(0-3 points)

The scoring and prioritization designations provide an overall guide, however, factors such as funding eligibility, ROW acquisition or other factors might change over time, thus, presenting unique opportunities or circumstances to move forward with a segment at a particular time.

Project number	Trail Name	Trail Typology	ROW Available	Traffic Study Required	Compatible Adjacent Land Uses	Transit Adjacent	Champion Group	Additional Miscellaneous Trail Costs	Sponsor	Funding Source Targeted	Planned Road Improvements	Currently Under-served Area	Connection to Destinations	Previously Planning Effort	Total Points
1	Shades Creek Greenway South I	Shared-Use Greenway	1	1	1	-1	1	-1	1	-1	-1	1	-1	1	2
2	Shades Creek Greenway South II	Shared-Use Greenway	-1	1	1	-1	1	1	1	-1	-1	1	-1	1	2
3	Shades Creek Greenway South III	Shared-Use Greenway	1	1	1	-1	1	1	1	-1	-1	1	-1	1	4
4	Shades Creek Greenway South IV	Shared-Use Greenway	-1	1	1	-1	1	1	1	-1	-1	1	-1	1	2
5	Shades Creek Greenway South V	Shared-Use Greenway	1	1	1	-1	1	1	1	-1	-1	1	-1	1	4
6	Shades Creek Greenway South VI	Shared-Use Greenway	-1	1	1	-1	1	1	1	-1	-1	1	-1	1	2
7	Shades Creek Greenway South VII	Shared-Use Greenway	1	1	1	-1	1	1	1	-1	-1	1	-1	1	4
8	Shades Creek Greenway South VIII	Shared-Use Greenway	1	1	1	-1	1	1	1	-1	-1	1	-1	1	4
9	Shannon-Oxmoor Greenway	Street-Based Path	1	1	1	1	1	1	1	-1	1	1	-1	1	8
10	John Carroll Greenway	Shared-Use Greenway	1	1	1	1	1	1	1	1	-1	1	1	1	10
11	Wildwood Greenway	Shared-Use Greenway	1	1	1	1	1	-1	1	1	-1	1	1	1	8
13	Shades Creek Connector Greenway	Shared-Use Greenway	1	-1	1	1	1	-1	1	1	-1	-1	1	1	4
15	Churchill Drive Trail	Street-Based Path	1	1	1	1	-1	1	1	1	1	-1	-1	-1	4
16	Northern Shades Creek Greenway	Shared-Use Greenway	1	-1	1	-1	1	1	1	-1	-1	-1	-1	1	0
21	Lakeshore Drive Trail	Street-Based Path	1	-1	1	1	1	1	1	-1	1	1	1	1	8
25	Old Bessemer Railroad Greenway	Shared-Use Greenway	1	-1	1	-1	1	1	1	-1	-1	-1	1	-1	0
28	Lakeshore Parkway Trail	Street-Based Path	1	1	1	1	1	1	1	-1	1	-1	-1	1	6
36	Red Mountain Park Connector Greenway	Shared-Use Greenway	1	-1	1	1	1	1	1	-1	1	1	1	1	8
37	West Oxmoor Road Trail	Street-Based Path	1	-1	-1	1	1	1	1	-1	1	1	1	1	6
39	Valley Avenue Trail	Street-Based Path	1	-1	1	1	1	1	1	-1	1	1	1	-1	6
40	Birmingham Zoo Trail	Street-Based Path	1	1	1	1	1	1	1	-1	1	1	1	1	10
48	Columbiana Road Trail	Street-Based Path	1	1	1	1	1	1	1	1	1	1	1	1	12
51	Montclair Road Trail	Street-Based Path	1	-1	1	1	1	1	1	-1	1	1	1	-1	6
52	Memory Lane Trail	Street-Based Path	1	1	1	1	1	1	1	-1	1	1	1	-1	8
55	Old Leeds Road	Street-Based Path	1	1	1	-1	1	1	1	-1	1	1	-1	-1	4

Priority III : 10-20 years (0-3 points)

13.8 – Phasing and Implementation

Cahaba River Corridor															
Project number	Trail Name	Trail Typology	ROW Available	Traffic Study Required	Compatible Adjacent Land Uses	Transit Adjacent	Champion Group	Additional Miscellaneous Trail Costs	Sponsor	Funding Source Targeted	Planned Road Improvements	Currently Under-served Area	Connection to Destinations	Previously Planning Effort	Total Points
1	Cahaba River Blueway I	Blueway	1	0	1	0	1	1	1	1	0	1	-1	1	7
2	Cahaba River Blueway II	Blueway	1	0	1	0	1	1	1	1	0	1	-1	1	7
3	Cahaba River Blueway III	Blueway	1	0	1	0	1	1	1	1	0	1	-1	1	7
4	Cahaba River Blueway IV	Blueway	1	0	1	0	1	1	1	1	0	1	-1	1	7
5	Cahaba River Blueway V	Blueway	1	0	1	0	1	1	1	1	0	1	-1	1	7
6	Cahaba River Blueway VI	Blueway	1	0	1	0	1	1	1	1	0	1	-1	1	7
7	Cahaba River Blueway VII	Blueway	1	0	1	0	1	1	1	1	0	1	-1	1	7
8	Cahaba River Blueway VIII	Blueway	1	0	1	0	1	1	1	1	0	1	-1	1	7
9	Cahaba River Greenway I	Shared-Use Greenway	1	1	1	-1	1	1	1	1	0	1	1	1	9
10	Cahaba River Greenway II	Shared-Use Greenway	1	1	1	-1	1	1	1	1	0	1	1	1	9
11	Hewitt-Trussville Middle School	Street-Based Path	1	1	1	-1	-1	1	1	-1	1	1	1	-1	4
12	Trussville – Cahaba River Greenway	Shared-Use Greenway	1	1	1	-1	1	1	1	1	-1	1	1	1	8
13	Chapel Lane Greenway	Shared-Use Greenway	1	1	1	-1	1	1	1	1	-1	1	1	-1	6
16	Little Shades Creek Greenway I	Shared-Use Greenway	1	1	1	-1	1	1	1	1	-1	1	1	1	8
17	Valleydale Road Trail	Street-Based Path	1	-1	1	-1	-1	1	1	1	1	1	1	-1	4
21	Indian Valley Road Trail	Street-Based Path	1	-1	1	-1	-1	1	1	-1	1	1	-1	-1	0
22	Caldwell Mill Road Trail	Street-Based Path	1	-1	1	-1	-1	1	1	-1	1	1	1	-1	2
24	Sicard Hollow Trail	Street-Based Path	1	-1	1	1	-1	1	1	-1	1	1	1	-1	4
25	Overton Road Trail	Street-Based Path	1	-1	1	-1	1	1	1	-1	1	1	1	-1	4
28	Liberty Parkway Greenway	Shared-Use Greenway	1	-1	1	-1	-1	1	1	-1	1	-1	1	1	2
30	Grants Mill Road Trail	Street-Based Path	1	-1	1	-1	1	1	1	-1	1	1	1	1	6
31	Grantswood Road Trail	Street-Based Path	1	-1	1	-1	-1	1	1	-1	1	1	1	-1	2
34	Leeds Greenway	Shared-Use Greenway	1	1	1	-1	-1	1	1	-1	-1	1	1	-1	2
35	Floyd Bradford Road Trail	Street-Based Path	1	-1	1	-1	-1	1	1	-1	1	1	1	-1	2
39	Deerfoot Parkway Trail	Street-Based Path	1	1	1	-1	1	1	1	-1	1	1	1	1	8
40	Trussville Trail	Street-Based Path	1	1	1	-1	1	1	1	-1	1	1	1	1	8
41	Hogpen Branch Greenway	Shared-Use Greenway	1	1	1	-1	1	1	1	-1	1	1	-1	1	6
45	Trussville Clay Road Trail	Street-Based Path	1	-1	1	-1	-1	1	1	-1	-1	1	1	-1	0
47	Clay Greenway	Shared-Use Greenway	1	1	1	-1	1	1	1	1	1	1	1	1	10
50	Gadsden Highway Trail	Street-Based Path	1	-1	1	-1	-1	1	1	-1	1	1	-1	-1	0
54	Patchwork Farms Greenway	Shared-Use Greenway	1	1	1	-1	1	1	1	1	1	1	-1	1	8
55	Patchwork Farms Trail	Street-Based Path	1	1	1	-1	1	1	1	1	1	1	-1	1	8

- Priority I : 1-5 years

(8-12 points)
- Priority II : 5-10 years

(4-7 points)
- Priority III : 10-20 years

(0-3 points)

The scoring and prioritization designations provide an overall guide, however, factors such as funding eligibility, ROW acquisition or other factors might change over time, thus, presenting unique opportunities or circumstances to move forward with a segment at a particular time.

1. **Identify the main idea or topic of the passage.**

1. **Identify the problem.** The first step in the problem-solving process is to identify the problem. This involves recognizing the issue, understanding its scope, and determining the goal of the solution.

100%

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13.10 – Phasing and Implem

The scoring and prioritization designations provide an overall guide, however, factors such as funding eligibility, ROW acquisition or other factors might change over time, thus, presenting unique opportunities or circumstances to move forward with a segment at a particular time.

POLICY RECOMMENDATIONS

The *Active Transportation Plan* outlines five action steps in pursuing the implementation of the Greenway Master Plan. The following is a brief description of these action steps, which can be read in more detail in the actual document found at <http://www.rpcgb.org>

1. Leverage Resources – Implementing this plan and transforming the region into a place where active transportation is safe, comfortable, and readily available will require tackling numerous challenges while also taking advantage of existing and future opportunities for improvements. No one specific strategy will work for every local project, initiative or program. Financial and human resource limitations alone will likely pose significant challenges, so utilizing creative and cost-effective implementation strategies is paramount. Developing new and leveraging existing resources is critical and will require extensive cooperation between citizens, government, and the business community. Leveraging can be achieved in the following areas for example:

- Include pedestrian and cycling components in proposed roadwork or maintenance activities. (Following the complete streets model)
- Gain public and political support by quantifying the return on the investment and job creation.
- Adopt policy that includes walk and bike ways in private development.

2. Coordinated Land Use and Transportation - The region’s auto-centric pattern of growth and the un-walkable built environments associated with it could jeopardize region-wide economic competitiveness and sustainability. Serious attention should be given to the coordination of land use and transportation through good planning policy-making, and regional cooperation. Local and regionally-significant development priorities should ensure changes in land use and related transportation investments and create more vibrant, walkable and bikable communities where commerce, safety, health, and livability go hand-in-hand. Key stakeholders, including active transportation advocates as well as and leaders in the public and private sectors, should work together to identify local and regional mechanisms that can leverage public and private. The following **strategies** can be incorporated:

- Ensure preservation and development of regional greenways by land banking.
- Form public-private partnerships and multi-jurisdictional cooperative districts like the Five Mile Creek Greenway Partnership developing the Cane Creek Branch Rail Trail.
- Implement Context Sensitive Solutions (CSS) in roadway and other transportation projects where existing and future land use presents opportunities to improve conditions for walking and cycling.
- Form a local District Council of the Urban Land Institute (ULI) to provide a collaborative forum for education and dialogue between various stakeholders and professionals in the local public, private and non-profit sectors.

3. Form an Active Transportation Greenway Coalition - While a ULI District Council (or other) would provide a much needed organizational structure for dialogue and education on broad-based land use and transportation issues, it would not have an advocacy agenda focused on making the region more conducive to alternative transportation. Alabama and the Birmingham region have a number of groups working separately on active transportation and transit related advocacy and public education and some collaboration has been initiated between certain groups. Nevertheless, no coalition or alliance between these common interests has been established. Advocates and key stakeholders in the region should convene a task force to formalize a regional active transportation coalition, similar to advocacy groups in other regions, that rally around a common agenda (e.g., Chicagoland’s Active Transportation Alliance: <http://www.activetrans.org>).

The group should work with local governments and developers to promote walkable and bikeable community development through policy change and infrastructure investments, conduct fundraising for projects, and identify more specific project and program level strategies and recommendations beyond the scope of this report or the role of the MPO.

4. Implement Demonstration Projects – Regional bicycle and pedestrian plans often include practical application of planning and design principles through pilot demonstration projects. As part of the MPO’s *Birmingham Area Bicycle, Pedestrian and Greenway Plan* (1996), the consultants facilitated a project selection process to illustrate how a typical project could be identified, developed and implemented. The results of the process and project descriptions are contained within a separate technical report titled *Bicycle and Pedestrian Facility Demonstration Projects*. The complete 1996 plan is posted on the MPO’s website at <http://www.bhammpo.org>

POTENTIAL FUNDING SOURCES

Birmingham Metropolitan Planning Organization (MPO)

The MPO utilizes several sources of federal transportation dollars to fund a variety of bicycling and pedestrian facilities within Jefferson and Shelby Counties. The MPO is responsible for allocating federal transportation funds at the metropolitan level, including Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Program Birmingham Attributable (STPBH). The MPO has and will continue to provide CMAQ and STPBH funds for eligible standalone non-motorized projects such as multi-use trails, sidewalks, and on-street bikeways. As an example, the Homewood Shades Creek Greenway was built on CMAQ funding. Likewise, the MPO’s Complete Streets Policy ensures that bicycle and pedestrian provisions are routinely designed and constructed in other federal aid roadway improvements projects. Projects to be funded must be place on the MPO’s Transportation Improvement Program (TIP) and inclusion of this plan as an addendum in the *Long Transportation Plan* submitted by ALDOT will aid in that effort.

ALDOT Transportation Enhancements (TE) Funds

The ALDOT’s Modal Programs Bureau administers the Transportation Enhancements (TE) program which offers funding opportunities to “expand transportation choices and enhance the transportation experience.” Given federal funding rescissions and the backlog of stimulus projects funded at 100% federal share through the TE program, ALDOT Modal did not solicit any new TE projects for FY 2011 with the traditional 80%/20% federal/local share funding. Citizens and stakeholders interested in pursuing TE funding for local projects should work with their respective local government officials. As an example, the Tarrant Aqueduct Trail was funded by Transportation Enhancement Funds.

TIGER Funding

TIGER III funding applications were received in October 2011 by the Federal Department of Transportation for projects addressing transportation issues. RPCGB partnered with ALDOT, Jefferson County Health Department, Cities of Birmingham, Midfield, Fairfield and Homewood, Freshwater Land Trust, CSX Corporation, Community Foundation of Greater Birmingham, Mike and Gilliam Goodrich Foundation and Red Mountain Park to prepare an application for 23 million dollars in funding with 7 million dollars in matching funds to implement 33.6 miles of regional greenway and trail network. A match is required for this funding, but illustrates a commitment to the projects by the community.

The proposed routes, were identified in this master plan, and they provided connectivity to the Birmingham metropolitan area’s major employment centers, public transit, healthcare, shopping areas, 32 schools, eight community centers, parks (including Red Mountain Park and Railroad Park), recreation centers (Metroplex, Rickwood Field and the new Barons Ball Field), industrial heritage sites (Sloss Furnace), and historic Civil Rights Movement destinations (16th Street Baptist Church, Birmingham Civil Rights Institute, Dynamite Hill). This application was the first effort for the OOM team to request funding to help build the region’s greenway network and connect communities both literally with the routes and symbolically through the stories of our social, economic, and environmental history.

Jefferson County did not receive the TIGER III funding, but it was an excellent exercise for all parties to define the initial phases that will take the region to a more sustainable, livable, community-based economic development based on green transportation and infrastructure. The need has been defined, the partnerships developed, and the projects can be pursued in future funding efforts.

ALDOT Safe Routes to Schools (SRTS)

The federal Safe Routes to School program provides funding for projects that facilitate walking and bicycling to school. The purpose is to enable and encourage children, including those with disabilities, to walk and bike to school safely, to facilitate the planning, development and implementation of projects that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools. Each state receives SRTS funds, and the ALDOT administers the state’s allocation. The ALDOT SRTS coordinator is Mr. Bill Luckerson of the Bureau of Modal Programs (phone: (334) 353-6446 e-mail: luckersonb@dot.state.al.us).

The SRTS program allows local communities to submit funding proposals to ALDOT to address roadway and safety issues associated with walking and bicycling to school. SRTS enables communities to design on-street improvements to make alternative modes of travel safer and to reduce the fears associated with children walking or bicycling to school. Local communities are encouraged to examine these concerns from a broad based perspective and develop solutions that reflect comprehensive involvement, input, and implementation strategies.

Recreational Trails Program (RTP)

Congress created the Recreational Trails Program (RTP) in 1998 to assist in acquiring, developing or improving trail and trail-related resources. The Alabama Department of Economic and Community Affairs (ADECA) administers the state’s allocation of RTP funds. Each summer ADECA solicits a new round of RTP applications. Eligible applicants include federal and state agencies, local governments and private sector organizations (with a public cosponsor). The maximum grant amount is \$100,000.00 with a 20% local match. <http://www.adeca.state.al.us/C16/Recreational%20Trails/default.aspx>

Land and Water Conservation Fund (LWCF)

The Land and Water Conservation Fund (LWCF) was created by Congress in 1965 to “assist in preserving, developing and assuring accessibility to all citizens of the United States of present and future generations... such quality and quantity of outdoor recreational resources as may be available and are necessary and desirable for individual active participation”. These funds provide for the acquisition and development of public outdoor recreation areas and facilities. Just like RTP, ADECA administers the funds with a 50/50 match program to build and repair parks, hiking and riding trails, camping, picnic areas, ball fields and to preserve priceless natural treasures and important historic sites. Although the program has been very effective in the past, Congress has provided little or no funding for the LWCF state program in recent years. <http://www.adeca.state.al.us/C17/Land%20and%20Water%20Conservation%20Fu/default.aspx>

Local and other State Funding

It will be important for local governments to use the greenway plan to budget funds, on an annual basis, for on-going implementation of greenways and trails, enhancement of sidewalk connections to these facilities and maintenance of improvements should be phased each year in an effort to move toward implementation of the entire network.

Private and Specific Sources

Funding through private foundations, corporations, and individuals will remain a key source of funding, especially with respect to matching funds. Private health foundations are a new source of significant matching funds that implementers of this plan can now access, by virtue of the fact that this plan was funded through a “community putting preven-

tion to work” grant from the Centers for Disease Control. This Master Plan is designed to make available infrastructure that enables the public to live more actively, which is critical to combating obesity.

EVALUATION AND MONITORING

Performance measures implemented by the **Greenway/Trail Coordinator** working with communities and advocacy groups are important in bench- marking progress toward achieving goals of the plan. Baseline reports should have inventories of on the ground facilities, quantity and conditions, needs of users, number of users, current trends and safety issues. Performance measures should include, but not be limited to, the following aspects of pedestrian and bicycle transportation:

- Safety – number of crashes or injuries
- Usage – number of people using on road and off road facilities.
- Facilities – number of facilities available and the condition and quality
- Education /Enforcement – number of people educated or number of people ticketed as part of a safety campaign.
- Cost – measures of the total cost of facilities per mile per user.

Once the performance measures are established, a method and process should be established to collect data at regular intervals every few years. Research students (architectural, planning, environmental programs etc.) at a number of the local universities could be utilized in this effort.

Opportunities or input from an on-going monitoring and evaluation process will lead to information that will be useful in updating the overall master plan to better market the needs of the public as part of a meaningful greenway network.

GREENWAY ACQUISITION STRATEGIES

The entire network is comprised of off- road shared-use greenways and street-based pathways. In cases where land is not secured, Greenway creation involves obtaining permanent easements, fee ownership, or use agreements whereas pathways may necessitate expanding road rights-of-way. This section addresses obtaining acquisition for shared-use facilities, but not exclusively. The type of acquisition involved can influence the ease of implementing the project.

One of the most important steps in the acquisition process is the presence of a local land trust to help broker land protection agreements between private landowners and the municipalities. Jefferson County and the surrounding counties are fortunate to have one of the most successful land trusts in the southeast with FWLT, which has acquired and protected over 5,000 acres of land to date. An important role FWLT can play is to build partnerships with landowners and developers to communicate the benefits of Greenways and Bike-Pedestrian facilities.

Important potential partners for greenway projects include public and private utility companies. Alabama Power, Alagasco, El Paso Gas, Jefferson County Department of Environmental Services, Birmingham Water Works Board, are agencies who have been actively involved in the greenway master planning process and active partners in providing easements for greenway and trail connectivity. Utility easements and rights-of-way offer long stretches of land that are easily accessible, uninterrupted, and relatively free from disturbance. The safe and efficient operation of utilities can be enhanced by the protective eyes and ears of trail users and advocates, who can report problems with the utility equipment to the utility owner.

Large development companies, such as US Steel, Daniel Corporation and Barber Properties, have been active participants in promoting greenways along with individual large property owners who understand the importance of mixed-use transportation in their communities and the benefits it brings to residents and businesses.

ESTIMATED COSTS FOR GREENWAYS AND TRAILS

The following cost estimates include construction costs for facilities and were gathered from many sources, including recent greenway and trail building efforts in Alabama and the southeast as well as local sales representatives and reviewed by engineers.

These figures can be used as an implementation tool. When a proposed facility is selected to move forward to design and development, these figures can be used to estimate the per mile costs. Land acquisition, bridge construction and major drainage efforts are not included in the per mile cost, but will have to be added to the total for certain facilities requiring such infrastructure as part of site- specific scoping. Each category is listed according to what is required for construction.

A. Shared Use Greenway /12’wide	\$428,785.00/ mile	\$81.00/LF
Includes, site demolition, clearing and grubbing, soil stripping and stockpiling, fine grading, finish grading, sedimentation controls, aggregate base courses, asphalt paving wearing course 4”, mechanical seeding, signs, site furnishings and striping.		
B. Shared Use Greenway/ 10’ wide or less	\$338,490.00/mile	\$64.00/LF
Includes selective site demolition, clearing and grubbing, soil striping and stockpiling, fine grading, finish grading, signs, aggregate base courses, asphalt paving wearing course 4”thick, stripe and seeding.		
C. Greenway/Rail Trail 12’Wide	\$359,555.00/mile	\$68.10/LF
Includes selective site demolition, clearing and grubbing, soil stripping and stockpiling, fine grading, finish grading, erosion controls, sedimentation controls, aggregate base courses, signs, stripe, seeding, and site furnishings.		
D. Bike Lanes only with Existing Pavement	\$77,610.00/mile	\$14.70/LF
Includes stripe removal, re-striping, pavement markers and signage.		
E. Bike Lanes with Sidewalks	\$356,472.00/mile	\$67.50/LF
Includes stripe removal, re-striping, pavement markings, fine grading, erosion controls, sedimentation controls, seeding, signage, 5’ wide concrete walk, accessible ramp, crosswalks.		
F. Bike Lanes, Sidewalks, Intersection	\$497,209.39/mile	\$95.00/LF
Includes Stripe removal, re-striping, pavement markings, signage, 5’ wide concrete walk, accessible ramps, crosswalks, intersection treatments, bike signal actuation, fine grading, erosion controls and seeding.		
G. Bike Lanes with new paving at shoulder	\$190,330.00/mile	\$36.05/LF
Includes stripe removal, fine grading, erosion controls, sedimentation controls, aggregate base courses, asphalt paving 4”, turn stop signs, signs, and pavement markings.		
H. Shared Lanes with Cars/Sharrows	\$77,600.00/mile	\$14.70/LF
Includes stripe removal, re-striping, pavement markings, and signage.		

I. Sidewalk with Sharrow	\$356,471.89/mile	\$68.00/LF
Includes stripe removal, re-striping, pavement markings, fine grading, erosion control, sedimentation controls, seeding, signage, 5’ wide concrete walk and accessible ramps.		

J. Road Diet 4 Lanes to 3	\$367,000.00/mile	\$70.00/LF
Includes striping removal, re-striping, pavement markings, signage, 5’ wide concrete walk, fine grading, erosion controls, sedimentation controls, seeding, accessible ramps, crosswalks, intersection markings and bike signal actuation.		

K. Natural Surface/ Separate Path	\$75,144.00/mile	\$14.23/LF
Includes clearing and grubbing, fine grading, erosion controls, sedimentation controls, mulch and seeding.		

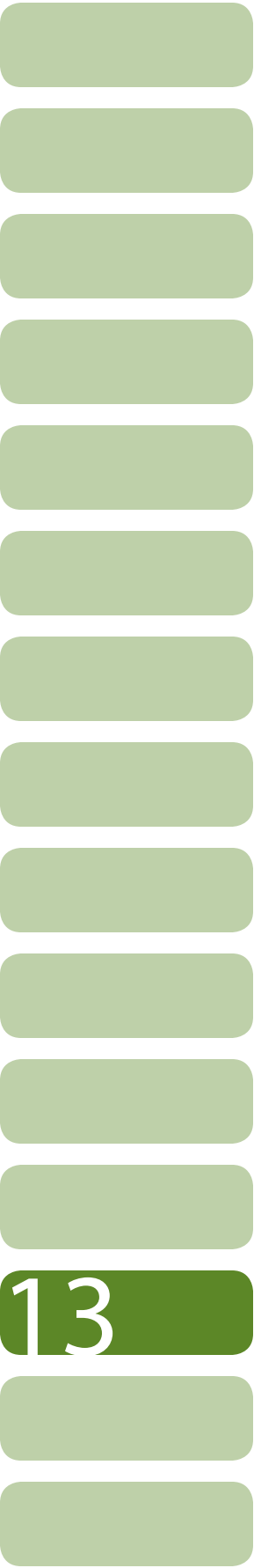
L. Blueway for Canoeing	\$60,000.00/launch	
Includes eight (8) parking places, pathway, and small dock/pier		

CONCLUSION

In 2008, the Trust for Public Land (TPL) conducted a Recreation and Open Space Needs Assessment for Jefferson County Greenways Commission. An overwhelming majority of (82 percent) of the respondents agreed that providing parks and greenways was a good use of public funding. The survey revealed that citizens would use more local parks and open space if they could walk or bike to them. TPL ranked Jefferson County’s response to this survey as among the highest levels of citizen support in the nation for bicycle-pedestrian trails in parks and green spaces. These sentiments were echoed at the OOM stakeholder meetings and design workshops. Repeatedly, people expressed a need for a greenway and trail network that is safe, accessible, and incorporates walking and bicycle riding into their everyday activities with meaningful connections and with a sense of place.

Jefferson County has participated in a large collaborative conversation about the need for active transportation in our region. We have seen that it is not a luxury, but for the necessary good of the region to advance economically and be a community that attracts growth.

The many community partners who have been involved in the planning process recognize the urgency of starting a county-wide Bike-Pedestrian system now, while opportunities still exist for making connections and linking important places. They also recognize that this plan will not be implemented overnight, and that while segments will begin appearing soon, it will take years, if not decades, to link them all together. We have started now and we need to keep that momentum going for the physical and economic well-being of the people of Jefferson County.



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MAINTENANCE OF NETWORK

OVERVIEW

Maintenance is critical to the success of any greenway system. Maintenance refers to the specific tasks and programs performed to keep facilities functional, operational, and safe, including trail surface material, pavement stabilization, landscape and vegetation management, sign replacement, facility upkeep, and litter removal. Routine maintenance improves the safety of greenways and trails, prolongs the life of the facilities, and makes the system more appealing to the public. Effective maintenance requires high levels of community involvement in order to ensure that this public resource serves the community for many years to come. In most cases each municipality will be responsible for the maintenance and upkeep of each greenway and trail within their jurisdiction. However, in instances where a municipality lacks sufficient resources to perform maintenance, it will be necessary to develop innovative arrangements, such as entering into partnerships with neighboring municipalities and/or community-based organizations

As this greenway system will become infrastructure like streets and utilities are, it is important to set a few guiding principles to assure the preservation of a functioning trail system:

- Good maintenance begins with good design
- Maintain the trails to protect public safety, property, and the environment
- Promote quality, sustainable outdoor recreation and active transportation
- Develop a maintenance plan with policies, standards, and goals that is easily updated
- Maintain quality control and conduct regular inspections of the trails
- Include maintenance crews, as well as emergency response personnel, in the design and management processes
- Promote public participation and feedback
- Be a good neighbor
- Operate a cost-efficient program and identify sustainable funding sources

ROUTINE OPERATIONS

Safety is central to the success and longevity of the greenways system and should continuously be considered through systematic risk management. The following guidelines provide a good framework for ensuring a safe greenways system:

- Regularly scheduled and documented inspections are a core preventative measure. Inspections can determine the amount of use and condition of bridges, trail surfaces, striping, signage, amenities etc. It also is needed in order to identify and remove any obstacles or objects impeding safe use, such as debris, erosion, or vandalism.
- Implement a database management system for tracking specific locations and details of any reported cases of crime, such as vandalism. A follow-up task force may be created to address any problems if needed.
- Work with local law enforcement and emergency response personnel to implement an emergency response protocol that includes up-to-date mapping of trail access points and mile markers to identify locations of off-road facilities. Emergency 911 phones should be installed in areas where needed and appropriate.

Basic maintenance operations are the day-to-day tasks required throughout the year to maintain aesthetic and functionality standards. They can be broken down into the following three categories:

- Sweeping and removing of trash/debris/graffiti should be conducted periodically throughout the month on all trails. Areas of high use should be given priority over less used areas of the trail system. Programs similar to the “Adopt-a-Trail” program should be utilized to have volunteers help with these operations.
- Vegetation Management is important in keeping up the aesthetic quality of the trail system, as well as improving the users’ sense of safety. Generally, plants should be allowed to grow naturally, until they interfere with safety, visibility and function. Under-story vegetation within the varied trail right-of-way should not be allowed to grow more than 36 inches (3 feet). Tree and shrub branches should be periodically pruned to maintain a minimum vertical clearance of 10 feet. Invasive species should be identified and controlled as needed during regularly scheduled inspections. Fences should be installed around sensitive or newly planted vegetation. State-approved herbicide should also be used when needed to address any issues with invasive species or encroaching vegetation along trails.
- Signage should be replaced as-needed throughout the trail system.

Remedial maintenance operations include repairing significant defects in the trail system, as well as repairing major components that have been destroyed or damaged. All facilities will need to be repaired at some point during their useful life. The degree of the damage and the risk the damage poses will determine how urgent the repairs and/or replacements are. In most cases, in-house maintenance crews will conduct these operations. However, if the damage is too significant and outside the capabilities of these crews, outside entities will conduct the repairs. When possible, repairs will be done in conjunction with other adjacent projects, such as street repaving. Some of these remedial maintenance operations include the following:

- Replenish gravel, mulch, or other surface cover
- Repaint or restripe
- Repave, seal, and spot fix asphalt and concrete
- Replace asphalt or concrete
- Regrade trails to eliminate drainage issues
- Install culverts, pipes, bridges, boardwalks, and retaining walls to prevent or eliminate drainage and erosion issues
- Removal of mud, dirt and debris along creek based routes after flooding or peak storms.
- Reroute trails when necessary to address any environmental or safety issues

Seasonal maintenance operations should be performed as needed. Heavy leaf and debris removal and ice control/removal are especially important. If conditions do not allow for the safe use of the trails (i.e. ice storms, tornadoes, etc.), facilities should be temporarily closed to prevent injury.

JURISDICTIONAL RESPONSIBILITIES

In most cases, each municipality will be responsible for the maintenance and repair of facilities in their jurisdiction. Some facilities will have overlap where a greenway or trail may meander in and out of a municipality. Inter-municipal-ity agreements can occur in such cases to clarify who is responsible for maintenance.

Ultimately, it would be prudent to establish a central office with a database that includes mapping for maintenance operations, problem areas for repair, accessibility for emergency vehicles and plans for expansion of the Bike-Ped Net-work. The GIS mapping included in this master plan can serve as the foundation for such a data base.

MAINTENANCE COSTS

Annual maintenance costs will vary, depending on the type of facility, level of use, and location, as well as outside factors such as water availability/costs and labor rates. Estimated costs include field labor, materials, equipment, and administrative costs. The following list shows some basic routine operations, their frequency, and their estimated costs per mile for greenways.

ESTIMATED MAINTENANCE COSTS

Maintenance	Frequency (per year)	Estimated Cost (per year)
Drainage Maintenance	4 times	\$750
Sweeping/Blowing Trails	20 times	\$1,500
Pick Up & Trash Removal	20 times	\$1,500
Weed Control	10 times	\$1,250
Mowing -3 foot safe zone	20 times	\$1,800
Minor Repairs	Annual	\$1,200
Maintenance and Supplies	Annual	\$500
Equipment fuel and repairs	Annual	\$1,000

NATURAL SURFACE GREENWAYS

Volunteers should be used, if possible, to provide most of the manual labor involved in maintenance of natural surface greenways. Regional numbers estimate the annual cost of maintenance for these trails to be plus or minus \$1,000 per mile. Remedial work on natural surface trails is assumed to be negligible.

SHARED-USE GREENWAYS

Annual routine maintenance costs for shared-use greenways vary greatly, ranging from less than \$3,000 to over \$7,000 per mile. Volunteers should be utilized as much as possible in these efforts, but at least one full-time employee per 15 miles of trail should be hired to provide reliable maintenance of the greenway trail system. Asphalt and crushed fine stone trails are assumed to require additional overlay after 10 to 12 years. A complete resurfacing is anticipated after 20-25 years; 50 years for concrete surfaces. Most bridges, tunnels, and other retaining walls are assumed to have a lifespan of over 100 years.

STREET-BASED FACILITIES

Each involved municipality, Jefferson County, and the Alabama Department of Transportation will be responsible for the routine maintenance of the street-based bicycle and pedestrian facilities. Sidewalks constructed with concrete will require replacement every 50 to 75 years. Asphalt repaving and curb repair will be completed when other roadway pavement is improved, or as needed. Repainting pavement markings for bike lanes and sharrows will also be com-pleted in conjunction with other roadway improvements.

GLOSSARY OF TERMS

- 1 **Active transportation** – Any mode of transportation, such as walking or bicycling, that requires physical activity. It is an alternative to more sedentary modes of transportation such as driving.
- 2 **Alternative Transportation Network** – a connected system for travel using transportation other than private cars, such as walking, bicycling, rollerblading, carpooling, and transit.
- 3 **Bicycle boulevard** – low-volume streets where motorists and bicyclists share the same space.
- 4 **Bike lane** – A portion of the roadway separated from vehicle travel lanes with striping and includes pavement stencils, designated exclusively for bicycle travel. Bike lanes are most common on arterial and collector streets where higher traffic volumes and speeds warrant greater separation.
- 5 **Blueway** – A water trail designed for canoe or kayak use with launch points at various locations on the stream.
- 6 **Complete streets** – Roadways designed and operated to enable safe transportation for all users, including pedestrians, cyclists, motorists, and public transportation users.
- 7 **Congestion Mitigation and Air Quality (CMAQ) Funds** – A program conceived in the Clean Air Act Amendments of 1990 to support surface transportation projects and other related efforts that contribute air quality improvements and provide congestion relief.
- 8 **Connectivity** – The logical and physical interconnection of functionally related points so that people can move among them.
- 9 **Connector** – The secondary trails. These trails extend from the corridors into communities or to other activity centers, as well as provide a connection between corridors.
- 10 **Corridor** – The primary trails of the trail system. They can be thought of as the equivalent to the “highways” of traditional transportation systems.
- 11 **FWLT** – Freshwater Land Trust
- 12 **GIS (Geographic Information System)** – A system for collecting, analyzing, and displaying spatial information.
- 13 **Heat island effect** – The phenomenon of urban areas being hotter than the surrounding, less developed areas due to developed land surfaces and waste energy.
- 14 **Linear parks** – A park that is much longer than it is wide. These are often along the banks of streams or on abandoned rail beds. They also usually function as greenways.
- 15 **Metropolitan Planning Organization (MPO)** – The group of local, elected officials, transit operators, and state officials who, in cooperation with the Alabama Department of Transportation, what transportation projects are funded with the available local, state and federal dollars.
- 16 **Natural surface shared-use greenway** – A marked trail designed to lead people through a natural environment, which highlights and protects resources. This trail is unpaved and is more suitable for hikers, mountain bikers, and equestrians.
- 17 **Non-attainment status** – The status given to an area whose air quality is worse than the National Ambient Air Quality Standards set by the Clean Air Act.
- 18 **Pedestrian** – A person on foot or a person on roller skates, roller blades, child’s tricycle, non-motorized wheelchair, skateboard, or other non-powered vehicles (excluding bicycles).

- 19 **Quality of Life** – A measure of the standard of living which considers non-financial factors such as health, functional status, and social opportunities that are influenced by disease, injury, treatment, or social and political policy.
- 20 **Riparian zones** – The area of land along stream banks. They serve as important buffers for storm water runoff and soil conservation.
- 21 **Road diet** – A reduction in the number of motorized vehicle lanes to accommodate bike lanes or other modes of active transportation. Generally roadways are reconfigured to include a center turn lane, two 5’ bicycle lanes, and two motor vehicle travel lanes on either side.
- 22 **Rail-to-trail greenway** – Former railroad rights-of-way that have been acquired through easements or full purchase for conversion into greenways.
- 23 **Regional Planning Commission of Greater Birmingham (RPCGB)** – The organization that provides planning and economic development services for six counties and 84 communities throughout central Alabama.
- 24 **Regional Transportation Plan (RTP)** – a “blueprint” that guides the region’s federal transportation investments in the transportation system to reduce congestion, build new sidewalks and bicycle facilities, improve transit service and access to transit and maintain freight access over a period of several decades.
- 25 **Right-of-Way (ROW)** – An easement held by the local jurisdiction over land owned by the adjacent property owners that allows the jurisdiction to exercise control over the surface and above and below the ground of the right-of-way; usually designated for passage.
- 26 **Safe Routes to School (SRTS)** – A federal program that provides funding to encourage and facilitate the planning and implementation of bicycle and pedestrian projects near schools.
- 27 **Shared-use connector** – A trail connecting two section of a corridor that may be used by cyclists, pedestrians, and other non-motorized users.
- 28 **Shared-use greenway** – A linear open-space; a trail composed of natural vegetation with an exclusive right-of-way that may be used by cyclists, pedestrians, and other non-motorized users.
- 29 **Shared-use side path** – A two-way trail on one side of the road that is located within the road right-of-way that may be used by cyclists, pedestrians, and other non-motorized users.
- 30 **Street-based trail** – A trail that is located within the right-of-way of a street. This includes road diets, bike lanes, sharrows, and sidewalks.
- 31 **Street-based bicycle route** – A trail located within the right-of-way of a street to accommodate or encourage bicycling.
- 32 **Sharrows (Shared Lane Marking)** – high-visibility pavement markings that help position bicyclists within the travel lane. These markings are often used on streets where dedicated bike lanes are desirable but are not possible due to physical or other constraints, or on low volume roadways with wide curb lanes.
- 33 **Surface Transportation Program (STPBH)** – A program of the Federal Highway Administration that provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, including bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities.
- 34 **Transportation Improvement Program (TIP)** – A subset of the Regional Transportation Plan (RTP). The TIP provides a short-term (four-year) work program that lists all regionally significant and federally funded transportation projects, programs, and transportation services to be carried out within the metropolitan planning area. It is essentially the first four years of the RTP.

