The Regional Freight Plan

The region’s transportation infrastructure includes highways, railways and rail terminals, waterways and ports, airports, and pipelines. This network serves freight customers located throughout the region in industrial parks, within foreign trade zones, and at private facilities consisting of manufacturers, warehouses, and distribution centers.

Freight Needs and Priorities

Freight needs identified in the Regional Freight Plan are focused on all modes of transportation, including highway, port/intermodal, rail, and aviation. The needs were identified based on available plans, data analysis, extensive stakeholder interviews and input, and professional judgment. Potential freight investments identified as part of the plan were prioritized based on their potential contributions to the regional goals established as part of the study. The table and map at right show some of the highest priority roadway needs identified in the plan. To see a complete list of all needs of all modes and priority rankings, see the Regional Freight Plan.

Freight Roadway Needs (High and Medium Priority Only)

<table>
<thead>
<tr>
<th>Map ID</th>
<th>Route</th>
<th>Project</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>1160</td>
<td>65/75</td>
<td>Bike lane from Henry Clay Pkwy to 6th Ave (outside Birmingham)</td>
<td>High</td>
</tr>
<tr>
<td>2021</td>
<td>39</td>
<td>Bike trail from Dugger Road to Northside Drive</td>
<td>Medium</td>
</tr>
<tr>
<td>2022</td>
<td>280</td>
<td>Bike trail from I-59 to I-20</td>
<td>High</td>
</tr>
<tr>
<td>2023</td>
<td>33</td>
<td>Bike trail from 23rd Ave to Lakecrest Drive</td>
<td>Medium</td>
</tr>
</tbody>
</table>

Regional Forks Plan

2045 RTP CHAPTER 6: ACTIVE TRANSPORTATION

What is Active Transportation?

Active transportation, also known as non-motorized transportation, refers to the human-powered modes of travel such as walking and biking. The greater Birmingham regional transportation system currently lacks sufficient non-motorized provisions along many corridors where bicycling and walking should be viable travel choices – especially for short trips.

Level of Comfort Analysis

Bicyclists have varying levels of tolerance the stress created by the volume, speed and proximity of adjacent traffic. Research has shown that a bicyclist’s willingness to ride on a particular road is highly influenced by how comfortable he or she feels on that road. To quantify a bicyclist’s comfort, the project team conducted a Level of Comfort (LOC) analysis. The resulting LOC score is a qualitative indicator of the stress felt by a bicyclist using a facility. The resulting LOC score is a qualitative indicator of the stress felt by a bicyclist using a facility. To determine how comfortable a bicyclist feels on a particular road is highly influenced by how comfortable he or she feels on that road. To quantify a bicyclist’s comfort, the project team conducted a Level of Comfort (LOC) analysis. The resulting LOC score is a qualitative indicator of the stress felt by a bicyclist using a facility.

Level of Comfort 1

Bike lane striping should be continued through intersections. This level of comfort is for roads that are suitable for enthusiasts, confident riders. Requires substantial attention to facility safety and quiet vehicular traffic, includes local roads, side streets, and arterials with moderate levels of traffic and speeds up to high.

Level of Comfort 2

Bike lane striping should be continued through intersections. This level of comfort is for roads that are suitable for enthusiasts, confident riders. Requires substantial attention to facility safety and quiet vehicular traffic, includes local roads, side streets, and arterials with moderate levels of traffic and speeds up to high.

Level of Comfort 3

Bike lane striping should be continued through intersections. This level of comfort is for roads that are suitable for enthusiasts, confident riders. Requires substantial attention to facility safety and quiet vehicular traffic, includes local roads, side streets, and arterials with moderate levels of traffic and speeds up to high.

Level of Comfort 4

Bike lane striping should be continued through intersections. This level of comfort is for roads that are suitable for enthusiasts, confident riders. Requires substantial attention to facility safety and quiet vehicular traffic, includes local roads, side streets, and arterials with moderate levels of traffic and speeds up to high.

Level of Comfort 5

Bike lane striping should be continued through intersections. This level of comfort is for roads that are suitable for enthusiasts, confident riders. Requires substantial attention to facility safety and quiet vehicular traffic, includes local roads, side streets, and arterials with moderate levels of traffic and speeds up to high.

The B-Active Plan

In March 2019, the Birmingham MPO adopted the Active Transportation Plan for the Greater Birmingham Region, also known as the B-Active Plan. The Plan establishes a vision for creating a multimodal transportation network in the Birmingham region, with a focus on creating a cohesive system of bike and pedestrian infrastructure. The Plan identifies strategies and prioritized projects to build a safer, more connected, and equitable active transportation system for the region. The purpose of the Plan is to guide the MPO to plan, fund, and construct over 800 miles of connected active transportation facilities, and to provide guidance to the region’s local municipalities when developing bike and pedestrian elements.

Development of the B-Active Plan was guided by the principle that its recommendations and resources should focus on creating more users, rather than simply providing more lane miles of bicycle or pedestrian infrastructure.

Existing Level of Comfort Map

The B-Active Plan

Adopted in March 2019 by the MPO

B-Active Plan

Adopted in March 2019 by the MPO

The B-Active Plan

Adopted in March 2019 by the MPO

The B-Active Plan

Adopted in March 2019 by the MPO