



# 2022 Annual State of the Network Report Greater Birmingham Region

REGIONAL PLANNING COMMISSION  
OF GREATER BIRMINGHAM

May 2022





# A Plan for Active Transportation

The B-ACTIVE Plan, the active transportation plan for the Birmingham region, is a regional “road-map” for local municipalities, counties, and non-profit entities to create a viable, safe and connected bike and pedestrian network for everyone. The plan establishes a vision for what walking and biking can look like in the future. In the past few years alone we’ve seen more bike facilities and trails pop-up around the region than in decades prior and the B-ACTIVE Plan hopes to build on that success.

Despite these advances, getting around by anything other than your own car remains a serious challenge for anyone but the most fearless and experienced bicyclist. How many times have you or someone you know said “I would like to bike more...but”. The B-ACTIVE Plan, is a long term vision for removing the “but”. The plan aims to create a cohesive network of bike facilities aimed at those of you who are interested in biking, but concerned for your safety. The plan establishes a vision to connect what is existing today by expanding the network to viable roads for bike infrastructure throughout the entire Birmingham metropolitan region.

**Active transportation:**  
**Refers to the human-powered**  
**modes of travel such as walking**  
**and biking, primarily.**

Active transportation, also known as non-motorized transportation, refers to the human-powered modes of travel such as walking and biking, primarily. 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. In light of rising energy costs, an aging population, public health concerns, and an increasing demand for alternatives to motor vehicle travel, there is a growing need for infrastructure and development patterns that support what has widely become known as “active transportation.”

**DURING PUBLIC  
OUTREACH “LACK OF  
FACILITIES” WAS THE  
NUMBER ONE REASON  
RESPONDENTS SAID  
THEY DO NOT BIKE  
MORE.**



A photograph of two cyclists in the foreground, one in a red jersey and the other in a neon green jersey, both wearing helmets and looking at documents. In the background, the Birmingham skyline is visible under a clear sky. The text 'PLAN STRATEGY' is overlaid in large white letters.

# PLAN STRATEGY

## MORE USERS.

A focus on improvements that encourage and attract more people to use active transportation in the Greater Birmingham Area.

## SAFE CONNECTIVITY.

Residents of all ages and abilities feel comfortable experiencing the region and all its amenities on foot or by bike through a connected network.

## IMPLEMENTATION.

Guidance is provided to enable jurisdictions to move to implementation of the active transportation network.

## WHAT IS THE B-ACTIVE PLAN FOR?

### Key questions of the B-ACTIVE Plan:

- Where are the major gaps and barriers in the regional bicycle and trail system today?
- What is needed to attract new users to the active transportation network (i.e. to make people feel safer commuting by bicycle)?
- How can we increase regional connectivity?
- What and where are the key projects needed for implementation?

### Why is the B-ACTIVE Plan important to the Greater Birmingham region?

Active transportation is an opportunity for everyone. All of us are pedestrians at some point during the day. Even if you are walking between your car in the parking lot to the grocery store's entrance, you are traveling as a pedestrian. People using walking assistance devices such as wheelchairs or walkers are also pedestrians. Whether you are an avid cyclist, occasional rider, or do not ever ride a bicycle, a safe and connected active transportation network benefits for the larger community and region. These benefits include:



# Goals & Objectives

The B-ACTIVE Plan crafts a vision for the future of biking and walking in the area through strategic goal setting. It is clear that a growing population within the region hope to see an improved environment for biking and walking . The goals and objectives below

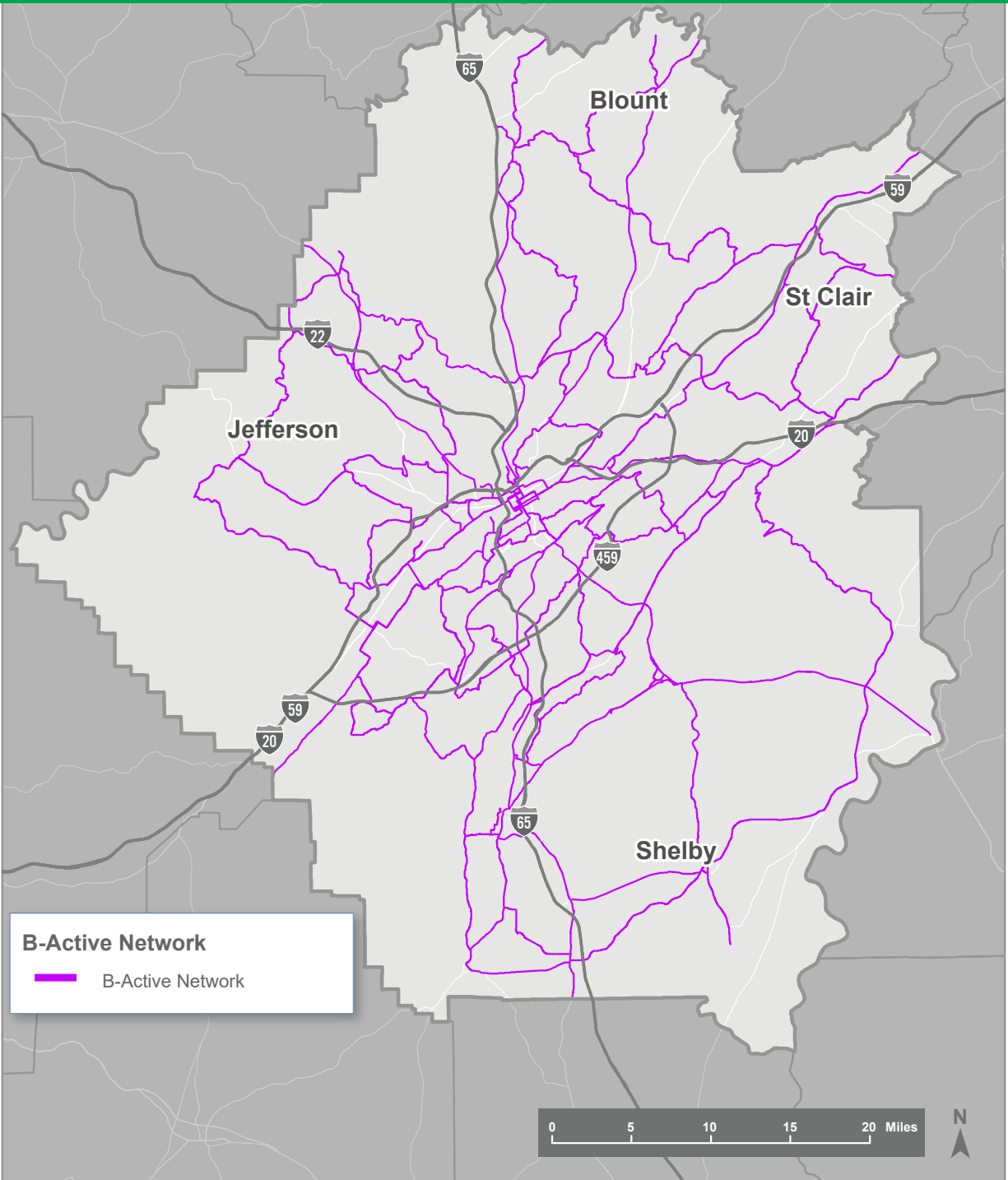
are the building blocks of the approach for creating an active transportation network in the Greater Birmingham area by the municipalities in the region.

	<b>GOAL</b>	<b>OBJECTIVES</b>
<b>CONNECT</b>	The Greater Birmingham area is connected through a network of low-stress bicycle facilities.	<ul style="list-style-type: none"> <li>- Build connected bicycle facilities.</li> <li>- Remove gaps in the sidewalk network.</li> <li>- Provide active transportation linkages to existing transit routes and stops.</li> <li>- Provide users the choice to make trips to key destinations on a bike or walking.</li> </ul>
<b>ACCESS FOR ALL</b>	The future network of facilities improves (1) access to active transportation routes for the entire region and (2) access for more ages and abilities to use the system.	<ul style="list-style-type: none"> <li>- Provide infrastructure access points all around the region.</li> <li>- Provide guidelines to designing facilities that are safe enough for any type of active transportation user.</li> <li>- Provide users the choice to make trips to key destinations on a bike or walking.</li> </ul>
<b>PROTECT USERS</b>	Implementation of the Plan decreases the number of bicycle and pedestrian crashes.	<ul style="list-style-type: none"> <li>- Record and analyze yearly crash data.</li> <li>- Implement countermeasures at key intersections and streets that have high-density of bike/pedestrian crashes.</li> </ul>
<b>MORE USERS</b>	The number of people using active transportation grows as the system is implemented.	<ul style="list-style-type: none"> <li>- Implement system for measuring the number of people using the existing active transportation system.</li> <li>- Create yearly progress reports in tandem with new active transportation infrastructure.</li> </ul>
<b>POLICY SUPPORT</b>	The network of infrastructure is supported by policies that encourage safe travel for all road users.	<ul style="list-style-type: none"> <li>- Adoption of Complete Streets ordinances and policies by municipalities within the region.</li> <li>- Create design guidelines for facility construction.</li> <li>- Identify funding mechanisms for implementation.</li> </ul>
<b>EDUCATE</b>	Residents of all types—students, families, children, etc.—have opportunities to learn about the benefits of active transportation and associated laws and safe practices.	<ul style="list-style-type: none"> <li>- Host annual safety and encouragement event supporting all modes of transportation.</li> <li>- Implement biking and walking safety training in schools within the region.</li> </ul>
<b>PRIORITIZE, IMPLEMENT, &amp; MAINTAIN</b>	Key connections in the network of facilities are strategically prioritized to create a smooth path to implementation. A variety of different funding mechanisms are identified to implement and maintain the network.	<ul style="list-style-type: none"> <li>- Identify “low-hanging fruit” projects and highly prioritized projects to implement first.</li> <li>- Provide a general timeline for implementing identified projects.</li> <li>- Encourage municipalities to include a maintenance schedule in annual budgets.</li> </ul>



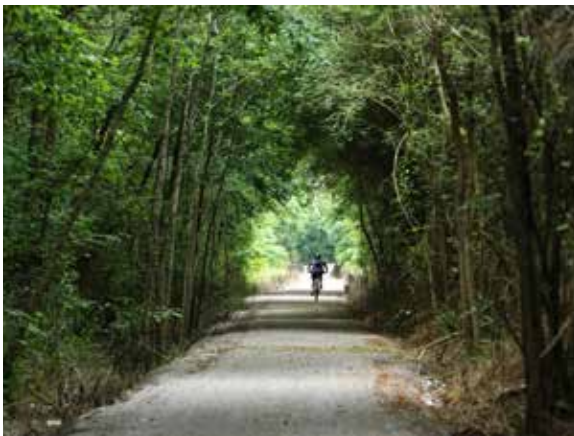
# The B-ACTIVE Plan Network

The B-ACTIVE Plan network is the result of detailed analysis of existing conditions, public and stakeholder input, and iterative vetting. The network consists of 850 miles of proposed on-road and off-road facilities across four counties that connect communities and destinations throughout the region.



## 2022 State of the Network - Where we stand today

This document is our fourth edition of an Annual State of the Network Report. Its purpose is to tout the successes of recently constructed bicycle and trail facilities and to update you with what's happening with the implementation of the B-ACTIVE Plan. We are happy to report that since May of 2021, several new bike facilities have been added to the region. As previewed on the following pages of this report, 2022 is shaping up to be an exciting year with a number of regionally significant projects breaking ground. It is an exciting time to be a walker, runner, or cyclist in the Birmingham Metro region and we look forward to seeing more trails and bike lanes in the near future.



# 36

miles of the 850 miles of the B-Active Plan Network have been constructed



# 300

miles of active transportation facilities exist today  
(see map on the right)

# 258

of the miles are trails or greenways



# 26

of the miles are bicycle lanes

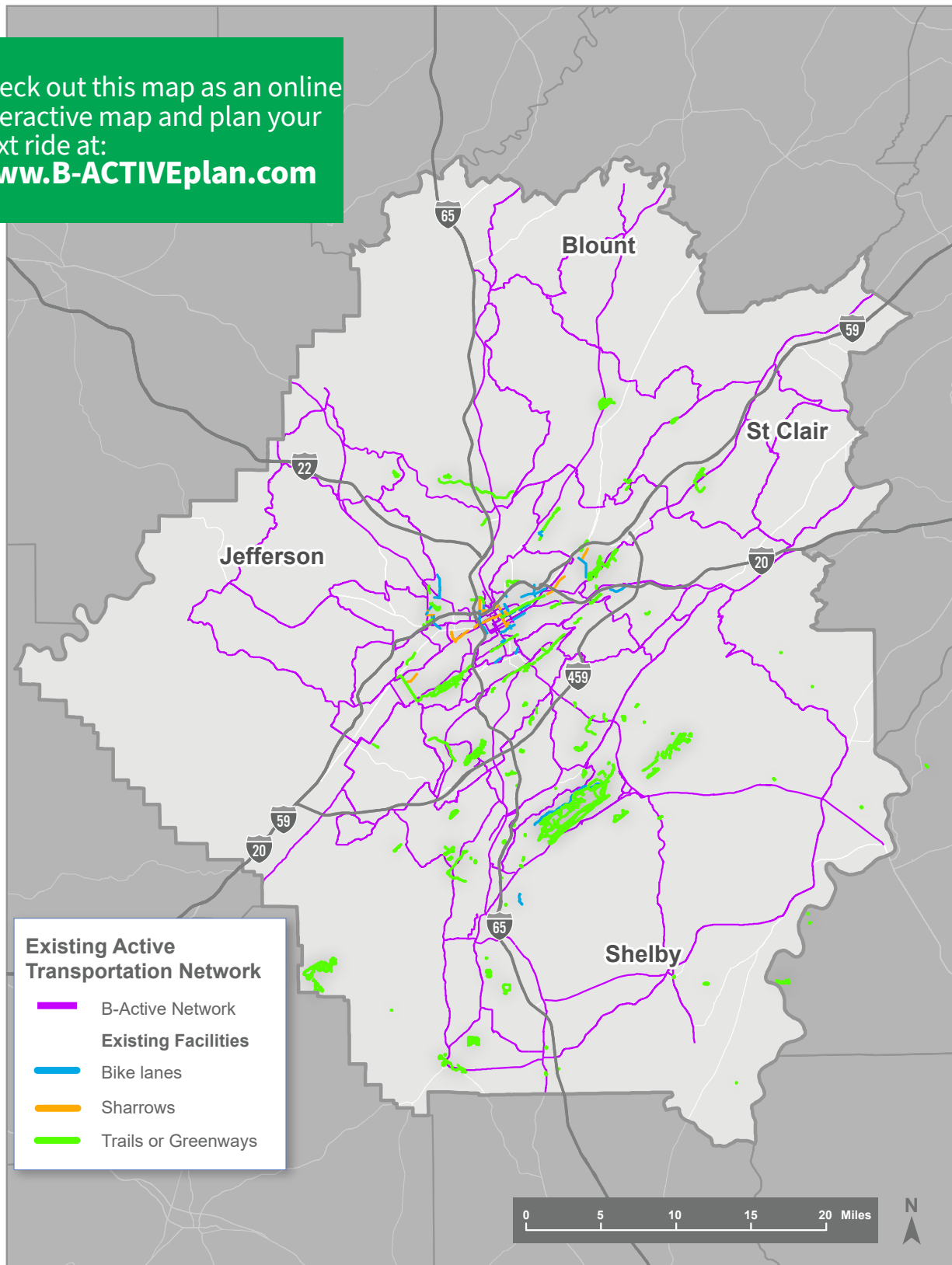
# 16

of the miles are sharrows



# So where can I find the existing bike lanes and trails?

Check out this map as an online interactive map and plan your next ride at:  
[www.B-ACTIVEplan.com](http://www.B-ACTIVEplan.com)



## Recent success stories

### THE BIRMINGHAM GREEN REFRESH- 20TH STREET NORTH

The Birmingham Green Refresh is located along 20th Street North and stretches from Morris Avenue to Linn Park. The project includes the expansion of the bike lanes installed on a portion of the street in 2020, new native and drought-resistant landscaping, flexible café-style public seating, sidewalk and crosswalk improvements, and public art. The project includes five years of street maintenance and programming and is funded by proceeds of the Tax Increment Finance (TIF) District. TIF funds are a portion of downtown property taxes that are set aside and, by law, can only be used to fund capital projects like the Birmingham Green in the downtown district.



Source: REV Birmingham

### SHELBY COUNTY'S ACTIVE TRANSPORTATION FACILITIES

The number of facility miles in the Shelby County continues to grow. Designed for use by pedestrians and cyclists, greenways or multi-purpose trails serve both transportation and recreational purposes. They complement the on-street pedestrian and bicycle network and provide important linkages to other destinations. To date, approximately 160 facility miles of off-road greenways or trails and on-road bicycle facilities have been built in Shelby County. While this number is modest by road network standards, it signals a growing trend toward providing Shelby County residents with a viable alternative for mobility and physical activity. To learn more about the greenways and trails in Shelby County, visit [www.DiscoverShelby.com](http://www.DiscoverShelby.com).

# 160

existing active  
transportation facility  
miles in Shelby  
County

# 154

of the miles are trails  
or greenways

# 6

of the miles are  
bicycle lanes



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## OPENING OF THE FRESHWATER LAND TRUST'S HUGH KAUL TRAIL

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On April 22 - Earth Day 2022, the Freshwater Land Trust hosted a ribbon cutting for the newly completed Hugh Kail Trail segment, formerly known as the Jones Valley Trail Extension. The 1.9 mile completed Hugh Kaul Trail segment connects the Rotary Trail to Avondale, spanning from 1st Avenue South and 24th Street to 41st Street in the heart of the Avondale entertainment district. It provides a safe, lighted trail for commuters, recreational uses, and visitors. For more information, visit:

[www.Freshwaterlandtrust.org](http://www.Freshwaterlandtrust.org).



Source: Freshwater Land Trust



Source: Freshwater Land Trust

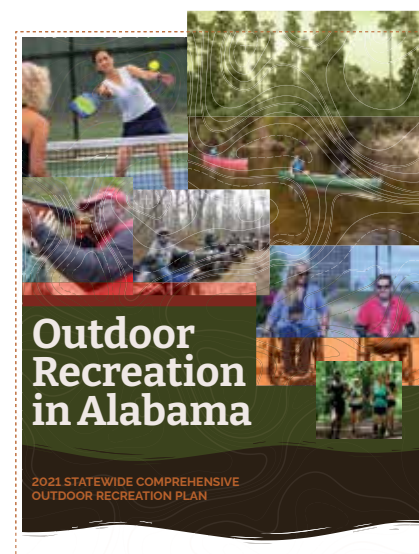
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## 2021 STATEWIDE COMPREHENSIVE OUTDOOR RECREATION PLAN

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The Statewide Comprehensive Outdoor Recreation Plan (SCORP) serves as a guide for all public outdoor recreation in urban and rural neighborhoods, cities, and regions within the State of Alabama. Each state must prepare a SCORP every five years to be eligible for Funding from the Land and Water Conservation Fund. The SCORP attempts to bring together the wants and needs of recreation users and providers into a single document to establish outdoor recreation priorities and create evaluation criteria to allocate the federal Land and Water Conservation Fund grants.

Published in November of 2021, the plan outlines five goals and 20 objectives to guide the development of enhanced and equitable access to outdoor recreation opportunities for all. To review the plan in full, visit: [www.adeca.alabama.gov/wp-content/uploads/2021-Alabama-SCORP.pdf](http://www.adeca.alabama.gov/wp-content/uploads/2021-Alabama-SCORP.pdf)



Source: The Alabama Department of Economic Community Affairs (ADECA)

# What's coming soon?

This list is intended to serve as a preview of bike and trail facilities that are expected to be constructed in the next 1 - 5 years. Because unforeseen funding, development, or environmental challenges can delay projects past anticipated timelines, the Regional Planning Commission of Greater Birmingham cannot give exact dates for the projects listed below. This list is also not comprehensive but instead is a showcase of just a few exciting projects happening across the region.

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## CITYWALK BHAM

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Located under the I-59/20 bridge near the Uptown District in Downtown Birmingham, CityWalk BHAM will span ten city blocks between 15th Street North and 25th Street North along 9th Avenue North. Once completed, the park will offer dedicated space for outdoor activities and community events, including a dog park, skate park, outdoor classroom space, and amphitheater. The 31-acre park is anticipated to be completed in the summer of 2022 just in time for the World Games. For more information, visit: [www.citywalkbham.com/](http://www.citywalkbham.com/).



Source: CityWalk BHAM

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## DOUBLE OAK PARK IN SHELBY COUNTY

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Double Oak Park, located in Shelby County, will occupy 750 acres off County Road 43. The park is expected to have a gravel parking lot, a playground, 2 pavilions (with restrooms), and trails. It is anticipated that approximately 15 miles of running, walking, hiking, and biking trails will be completed by 2023.



Source: Shelby County



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## GROUNDBREAKING OF HUGH KAUL TRAIL EXTENSION TO CONTINENTAL GIN

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The Hugh Kaul Trail's forthcoming 0.6 mile extension segment will connect 41st Street in Avondale to the historic Continental Gin Complex, home to Cahaba Brewing. This project will retrofit existing alleyways to become bike and pedestrian trails and help to establish an uninterrupted bike and pedestrian trail from the Crestwood neighborhood to Downtown Birmingham and Railroad Park. This segment is slated to be completed in the summer of 2022 in time for the World Games. For more information, visit: [www.Freshwaterlandtrust.org](http://www.Freshwaterlandtrust.org).



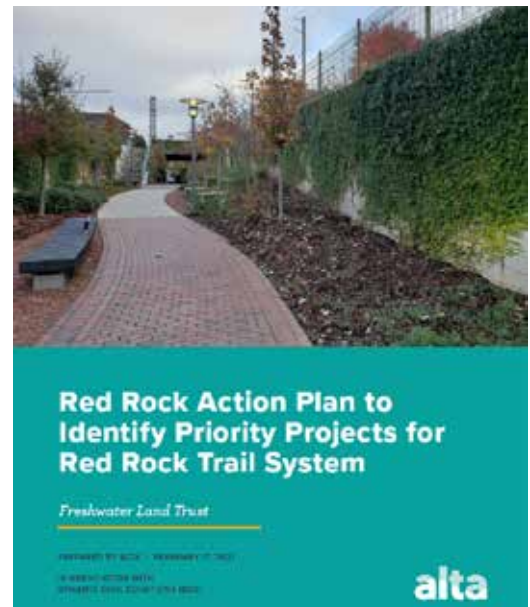
Source: Bham Now

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## RED ROCK RIDGE ACTION PLAN TO IDENTIFY PRIORITY PROJECTS FOR THE RED ROCK TRAIL SYSTEM

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The Freshwater Land Trust is developing a Red Rock Trail System Action Plan that focuses on connecting nearby neighborhoods and suburbs to downtown Birmingham. The Red Rock Trail System, located in Jefferson County, is a network of existing and proposed greenways and bike lanes connecting residents to greenspace and alternative transportation routes. Since the creation of the 750-mile Red Rock Trail System Plan in 2012, the Birmingham area has experienced significant development, thus creating new opportunities for greenways, trails and bike lanes that were unavailable just a decade ago. To create the backbone of the trail network, the plan is expected to identify seven priority greenways for the Freshwater Land Trust to aggressively pursue over the next decade. The Plan is expected to be completed in the summer of 2022. For more information, visit [www.freshwaterlandtrust.org/](http://www.freshwaterlandtrust.org/).



Source: Freshwater Land Trust





← ONE WAY

