

BIKE ROUTE RECOMMENDATIONS 2014

from Planning Commission to City Council

In 2012, the City of Berkley Planning Commission adopted a Multi Modal Transportation Plan as an amendment to the City's Master Plan. It recognized that Berkley is already very bikeable. Its grid street system makes bicycling relatively easy. Most of Berkley can be accessed without biking on major thoroughfares.

While many of the City's streets are bikeable, it isn't necessary to sign or stripe all or even most of them for cycling. However implementation of a bike route plan was not only a goal of the Multi Modal Plan, but also communicates that the City of Berkley is a progressive community.

As of today, the City of Royal Oak is the only abutting community with an adopted bike route. This gives the City of Berkley the opportunity and responsibility to set routes that will connect Berkley not only with City of Royal Oak, but also with the Cities of Huntington Woods, Oak Park and Southfield.

The City has already shown support for bicycling by encouraging and requiring bicycle racks. It encourages bicycle racks by allowing businesses to purchase bike racks and have them installed nearby. The City requires bicycle racks when a business is already undergoing substantial construction.

In addition to adopting the bike route and posting bike route signs as appropriate according to the Berkley Public Safety Department, the Planning Commission would make additional recommendations to increase bicycling in the community:

1. At each of the City's parks install maps showing the location of all city parks.

2. Work with the Royal Oak and Berkley School District to encourage students (and staff) to bicycle.
3. A pedestrian crossing on Eleven Mile Road at Mortenson and Scotia is recommended. Adult bicyclists may cross Eleven Mile Road without a traffic signal. However pedestrians or children (with or without a bicycle) attempting to cross Eleven Mile Road at Mortenson may have a difficult time. To install a traffic signal at this location would require prioritization from both the cities of Berkley and Huntington Woods.

Bike Route Selection

The Planning Commission's recommended route utilizes streets that are currently being used by bicyclists.

Given the network of streets, the Planning Commission did not believe it was necessary to have bicycle routes on major thoroughfares.

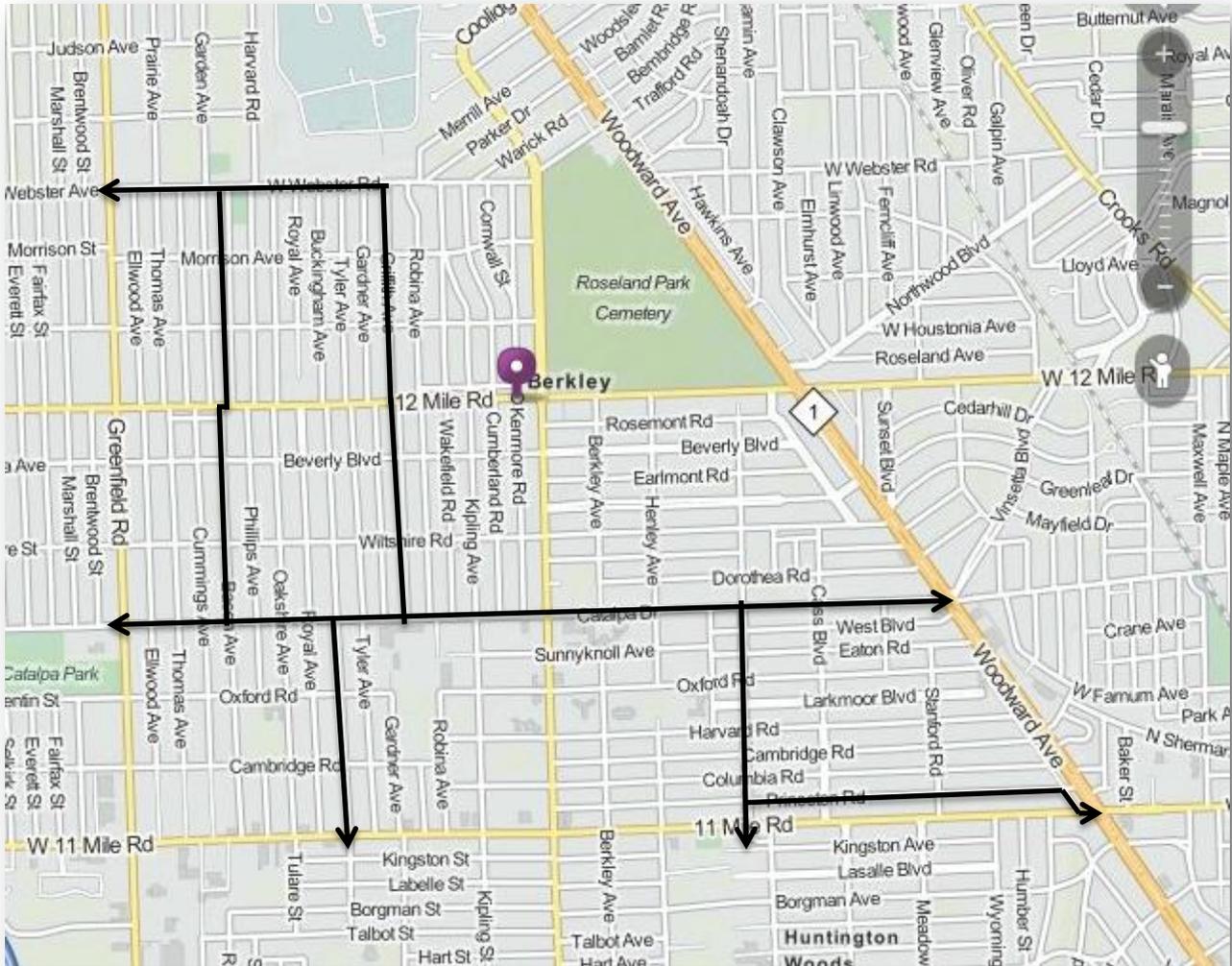
Routes were selected because they had traffic lights where the road crosses major thoroughfares. Wider roads were also favored. For example, Catalpa is already a bicycle route, it has a traffic signal and it abuts the Coolidge shopping district; so Catalpa is considered an appropriate bicycle route. Wiltshire has a traffic signal at Coolidge; but east of Coolidge, Wiltshire narrows. So Wiltshire was considered inappropriate.

The connection out of Royal Oak at Eleven Mile would route bicycle traffic northbound along the Woodward alley to Princeton and then follow Princeton parallel to Eleven Mile Road.

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Proposed Bike Route

Signed routes →



Bike Route Signage

The Wayfinding Master Plan prepared in 2013 details the preferred location for Welcome Signs and Directional Signs. Welcome Signs are installed at the entry points into the City. In addition to those Welcome Signs recommended in the Wayfinding Plan, the Bike Route Plan recommends Welcome Signs at Eleven Mile and Mortenson and Eleven Mile and Buckingham. Signs should also be included at decision points or intersections to aid bicyclists not familiar with the City of Berkeley, pointing out distances to such attractions as the Community Center or downtown. See example below.

The signs described above do not include the uniform bike route traffic signs that identify the bike route itself.



Bike route signs would be in addition to the wayfinding signs outlined above. The Berkeley Public Safety Department would determine how many signs are necessary to safely identify the routes.



In addition to those recommended in the Wayfinding Plan, the Planning Commission would suggest Wayfinding Signs at the following intersections:

Decision Point
Webster and Bacon
Webster and Griffith
Catalpa and Bacon
Catalpa and Buckingham
Catalpa and Griffith
Mortenson and Princeton