

DRAFT INVENTORY & ANALYSIS

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Prepared for

submitted by:



CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN / ? D b = LIST OF FIGURES

The following maps provide a general summary of the existing conditions in the City of Birmingham

GENERAL CONDITIONS:

- < City of Birmingham Project Overview
- < Existing Nonmotorized Facilities
- < City Zoning
- < Population Density
- < Employment Centers
- < Block Size Analysis
- < Functional Classification of Roadway
- < Roadway Jurisdiction
- < Existing Road Cross Section
- < Posted Speed Limit
- < Average Daily Traffic Volumes

PEDESTRIAN CONDITIONS:

- < Pedestrian Crash Locations
- < Existing Sidewalk Level of Service
- < Neighborhood Sidewalk Coverage
- < Sidewalk Connectivity
- < Crosswalk Spacing
- < Road Crossing Difficulty
- < Existing Pedestrian Activity
- < Potential Pedestrian Activity

BICYCLE CONDITIONS:

- < Bicycle Crash Locations
- < Existing Off-Road Trails and Pathways

- < In-Road Bicycle Quality
- < Existing Bicycle Activity
- < Potential Bicycle Activity
- < Existing Regional Bicycle Activity
- < Potential Regional Bicycle Activity
- < Potential Bike Lane through Lane Narrowing
- < Potential Bike Lanes through 4 to 3 Lane Conversion
- < Potential Bike Lanes through Reorganization of On-Street Parking
- < Potential Bike Lane by Paving the Shoulder
- < Potential for Shared Lane Markings

TRANSIT CONDITIONS:

- < Existing and Future Amtrak Use
- < SMART Bus Loading and Unloading Weekdays
- < SMART Bus Loading and Unloading Saturdays
- < SMART Bus Loading and Unloading Sundays
- < Existing Bicycle Activity at Transit Locations
- < Potential Bicycle Activity at Transit Locations
- < Existing Pedestrian Activity at Transit Locations
- < Potential Pedestrian Activity at Transit Locations

RELATIVE DEMAND:

- < Population Density
- < Land Use Diversity
- < Activity Generators
- < Transit Activity
- < Connectivity
- < Employment Centers
- < Composite Demand Analysis
- < Relative Demand Analysis

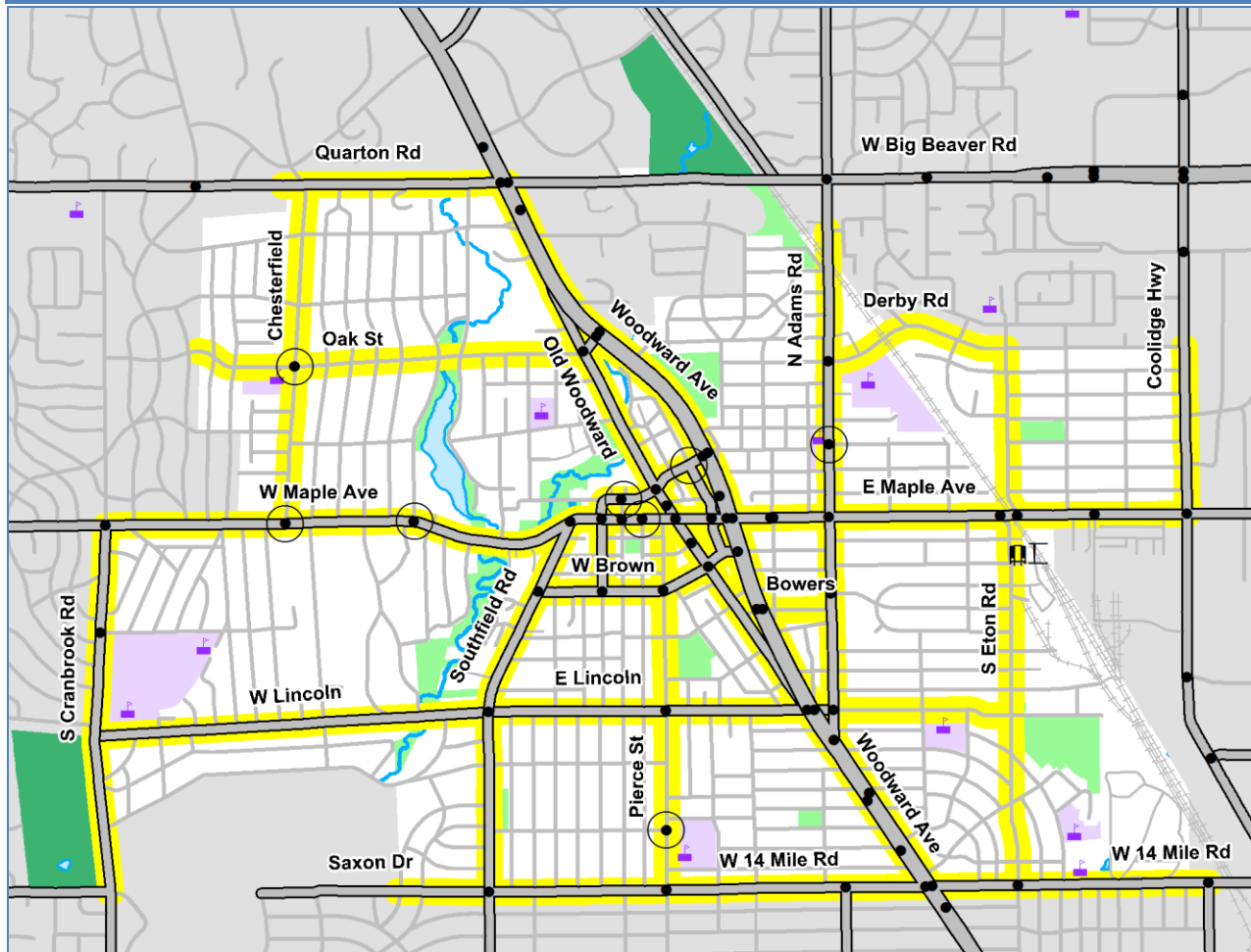
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The City of Birmingham, Michigan is located in Oakland County Michigan Woodward Avenue, between the cities of Detroit and Pontiac is approximately 4.8 square miles. The city is centrally located within the region with a vibrant downtown, wide range of housing opportunities, strong commercial corridors and high density development well served by public amenities and a dense urban grid.

In general, bicycle and pedestrian travel in the city generally follows the primary road system with a nearly complete sidewalk system. Beyond the Rouge River Trails, which are mainly used for recreational use, there are limited transportation options for bicycles in the City. The artificial barriers of multi-lane arterial roads tend to fragment the community from a non-motorized standpoint, with Woodward Avenue presenting the most challenges for non-motorized travel. Along many of these corridors, opportunities to cross busy roads are limited with poor bicycle and pedestrian connectivity between neighborhoods and destinations that are located on opposite sides of the roadway.

Both SMART and Amtrak provide local and regional transit for the City of Birmingham. The city is very fortunate to have transit options however there is potential to expand and improve the community.

CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN / ? D b =
 CITY OF BIRMINGHAM PROJECT OVERVIEW



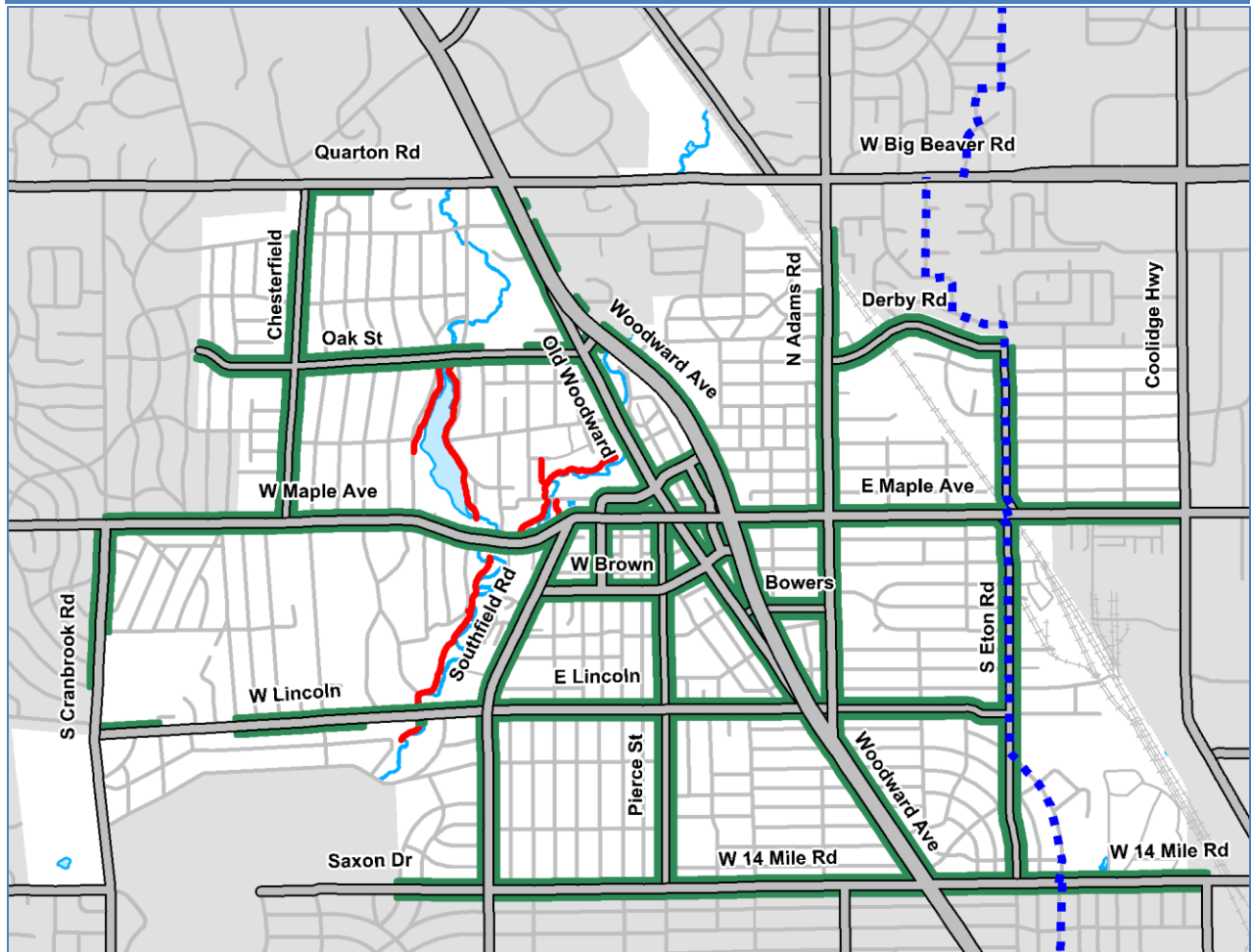
Centrally located between Pontiac and Detroit along Woodward Avenue, the City of Birmingham has organized a walkable community with a vibrant downtown.

As part of this study specific signals and roads were to be prioritized and studied in detail. It should be noted this is not intended to eliminate the study of other signals and signals, rather to help prioritize those areas that require greater amount of study.

Legend

-  School Building
-  Signalized Intersections
-  Signal to be Studied
-  School Property
-  Golf Course
-  Parks
-  Water
-  Major Roads
-  Local Roads
-  Road to be Studied

CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN / ? D b =
 EXISTING NON-MOTORIZED FACILITIES



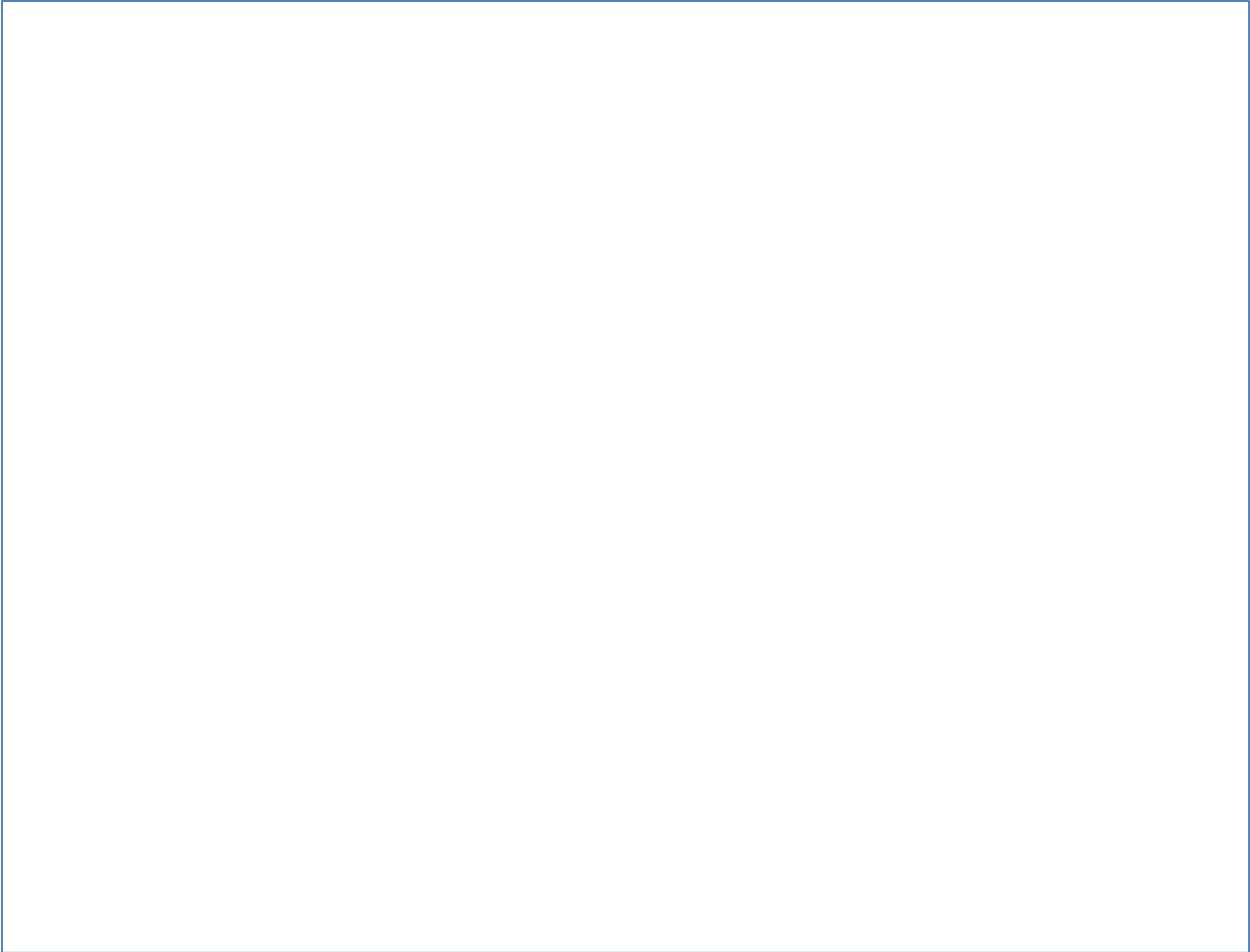
There are approximately 15 miles of signed bike routes, 40 miles of sidewalks along primary roads, and 2 miles of existing unpaved trails in the City.

Although there are some existing bicycle and pedestrian facilities, they are not all connected and do not provide a complete network.

Existing Non-motorized Facilities

- Sidewalks along Primary Roads
- Unpaved Trails
- - - Signed Bike Route

CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN / ? D b =
CITY ZONING



Birmingham is a vibrant community with a unique mix of residential and commercial areas. Different types of non-motorized facilities are appropriate for different types of landscapes.

