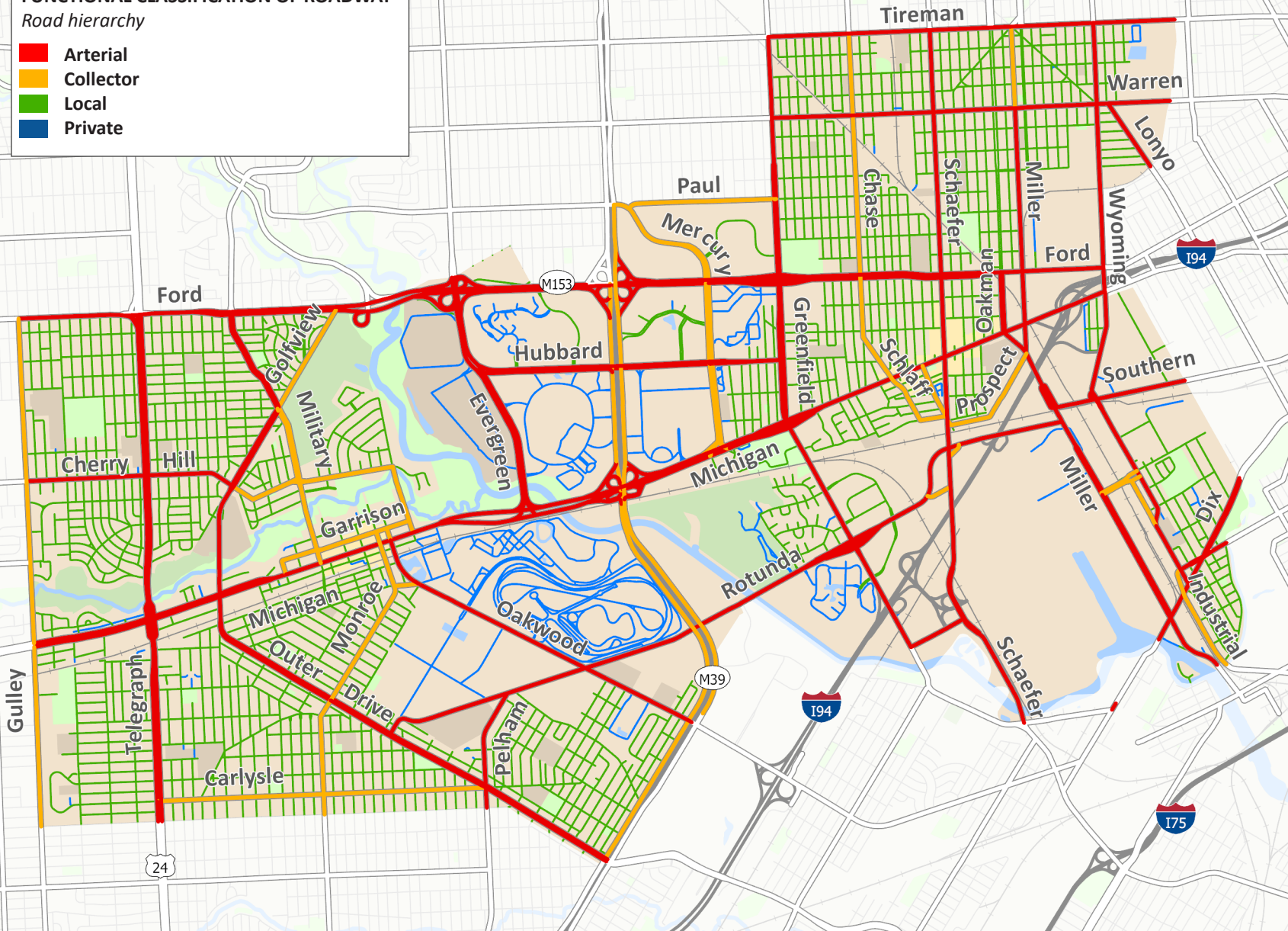


FUNCTIONAL CLASSIFICATION OF ROADWAY

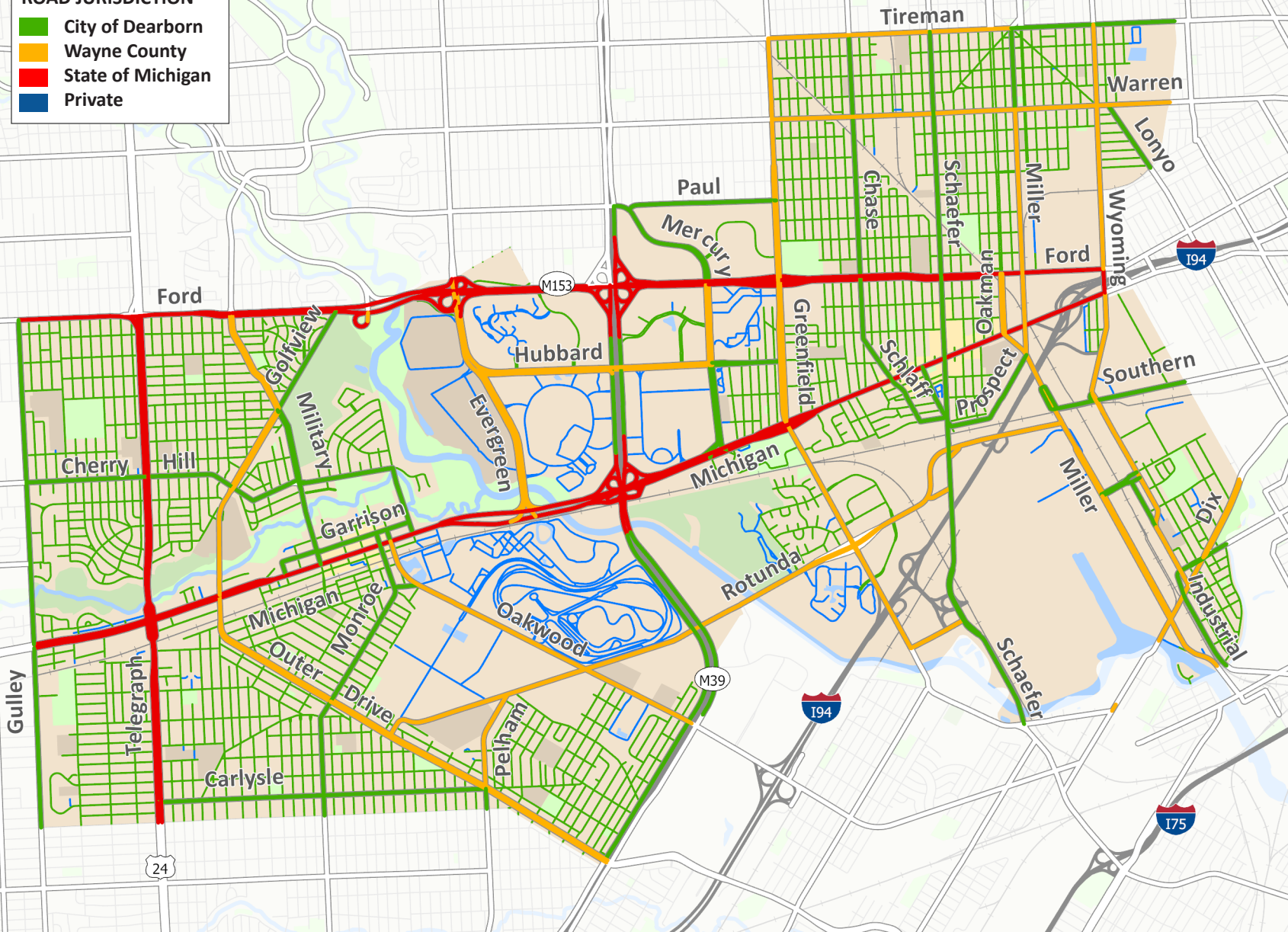
Road hierarchy

- Arterial
- Collector
- Local
- Private



ROAD JURISDICTION

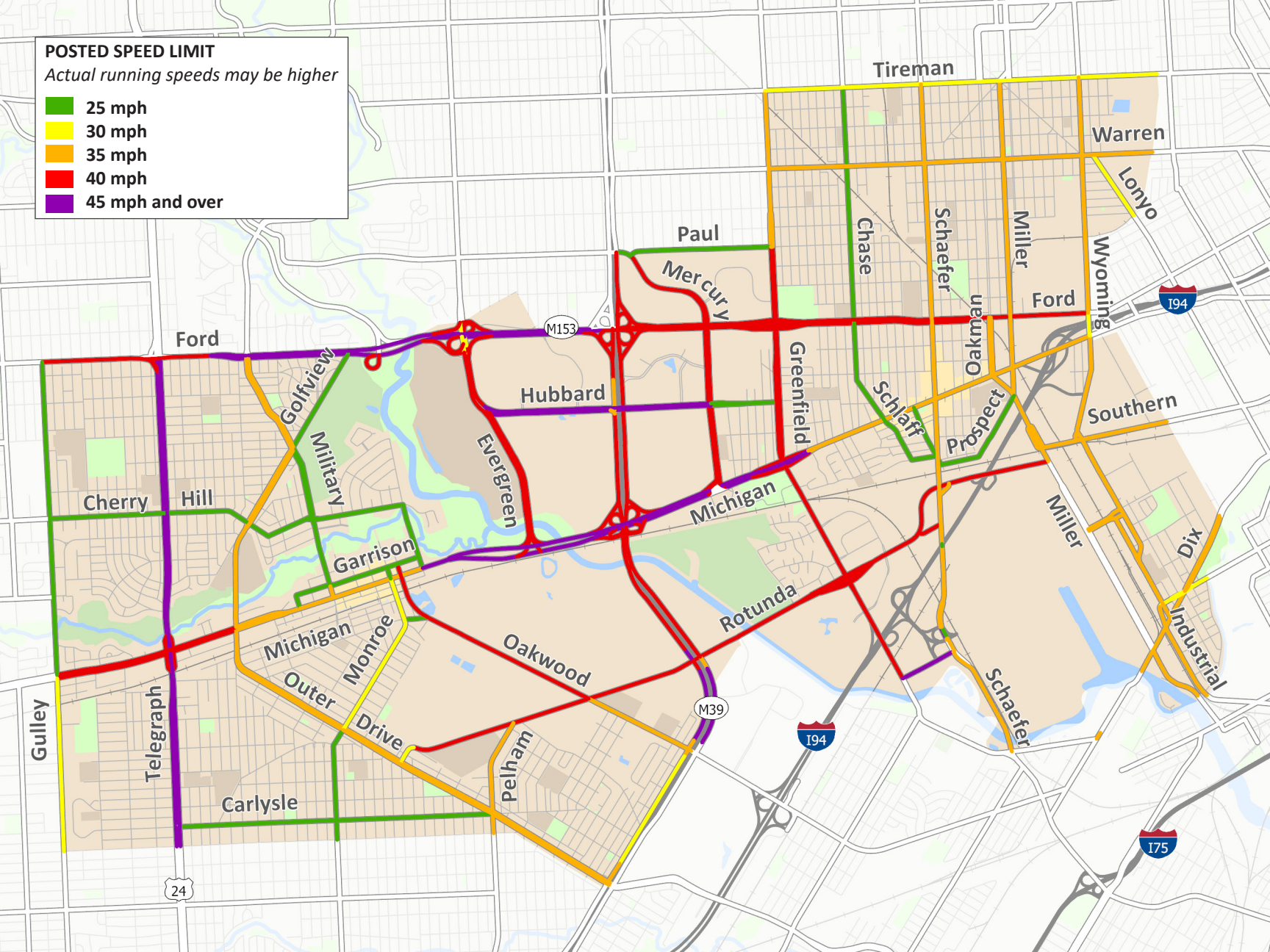
- City of Dearborn
- Wayne County
- State of Michigan
- Private



POSTED SPEED LIMIT

Actual running speeds may be higher

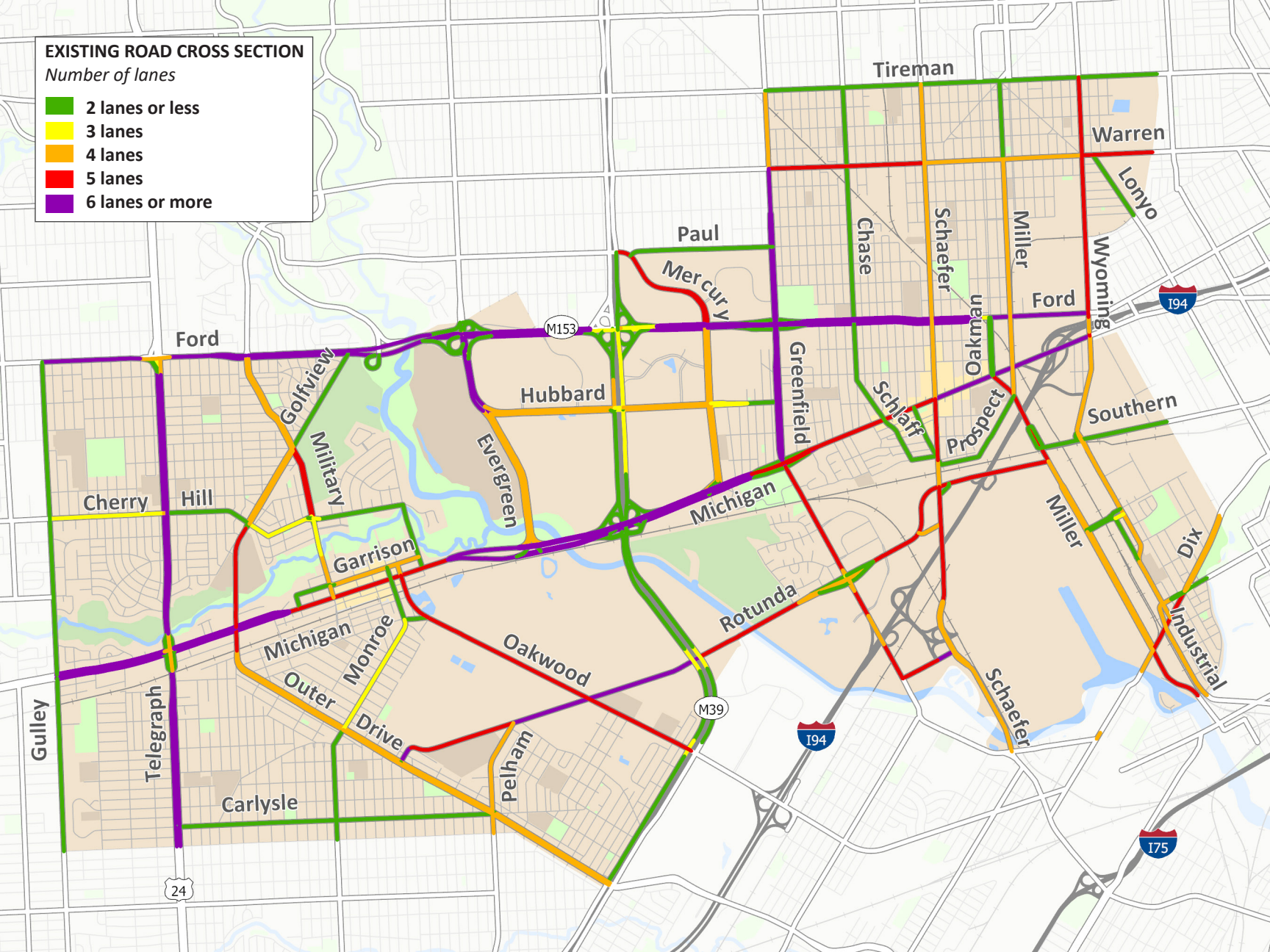
- 25 mph
- 30 mph
- 35 mph
- 40 mph
- 45 mph and over



EXISTING ROAD CROSS SECTION

Number of lanes

- 2 lanes or less
- 3 lanes
- 4 lanes
- 5 lanes
- 6 lanes or more



ESTIMATED TRAFFIC VOLUME

Annual Average Daily Traffic

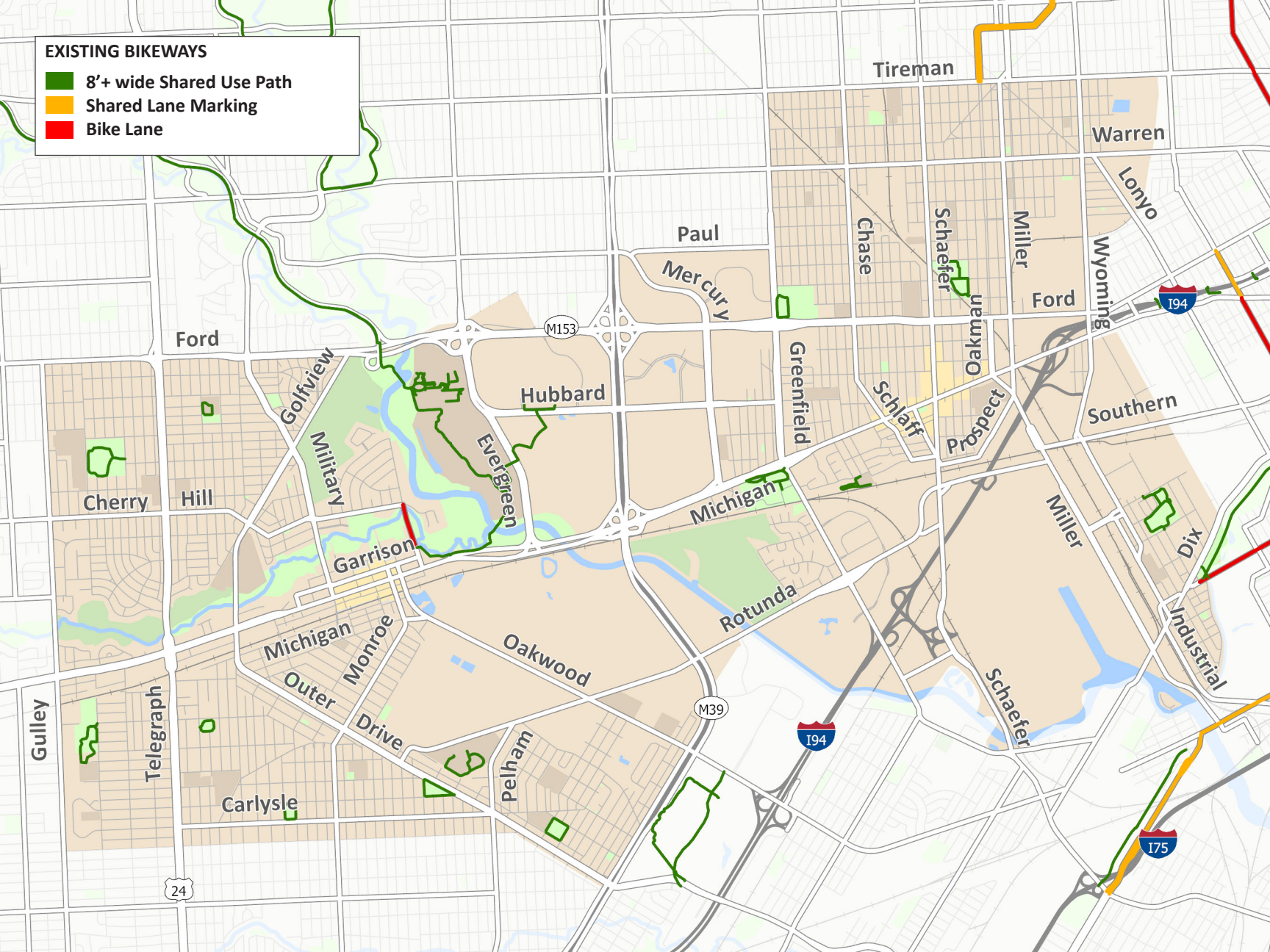
- Less and 5,000
- 5,000 to 10,000
- 10,000 to 15,000
- Greater than 15,000

* SOURCE: SEMCOG AND NON TRUNKLINE
FEDERAL AID PROGRAM DATA



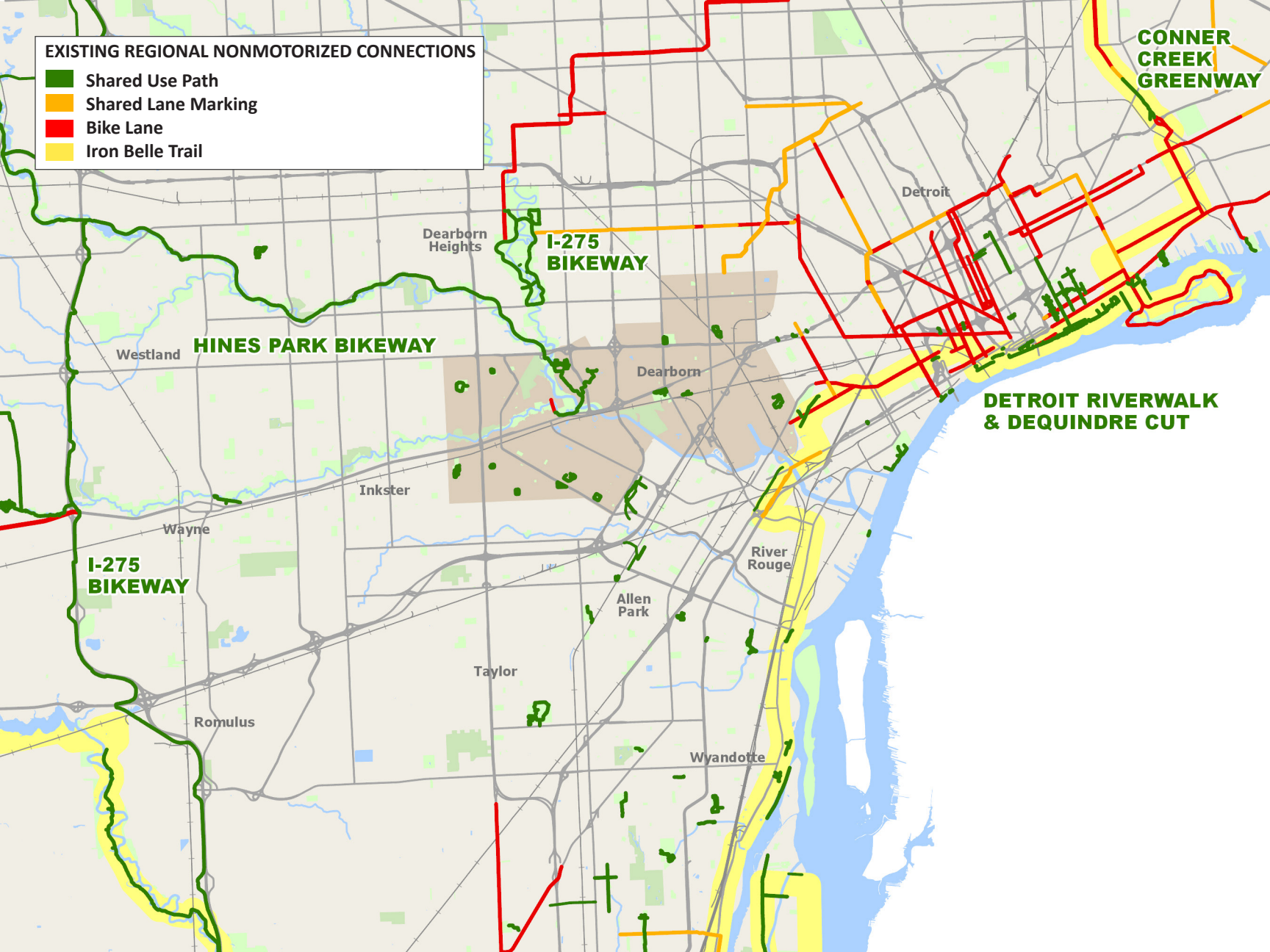
EXISTING BIKEWAYS

- 8'+ wide Shared Use Path
- Shared Lane Marking
- Bike Lane



EXISTING REGIONAL NONMOTORIZED CONNECTIONS

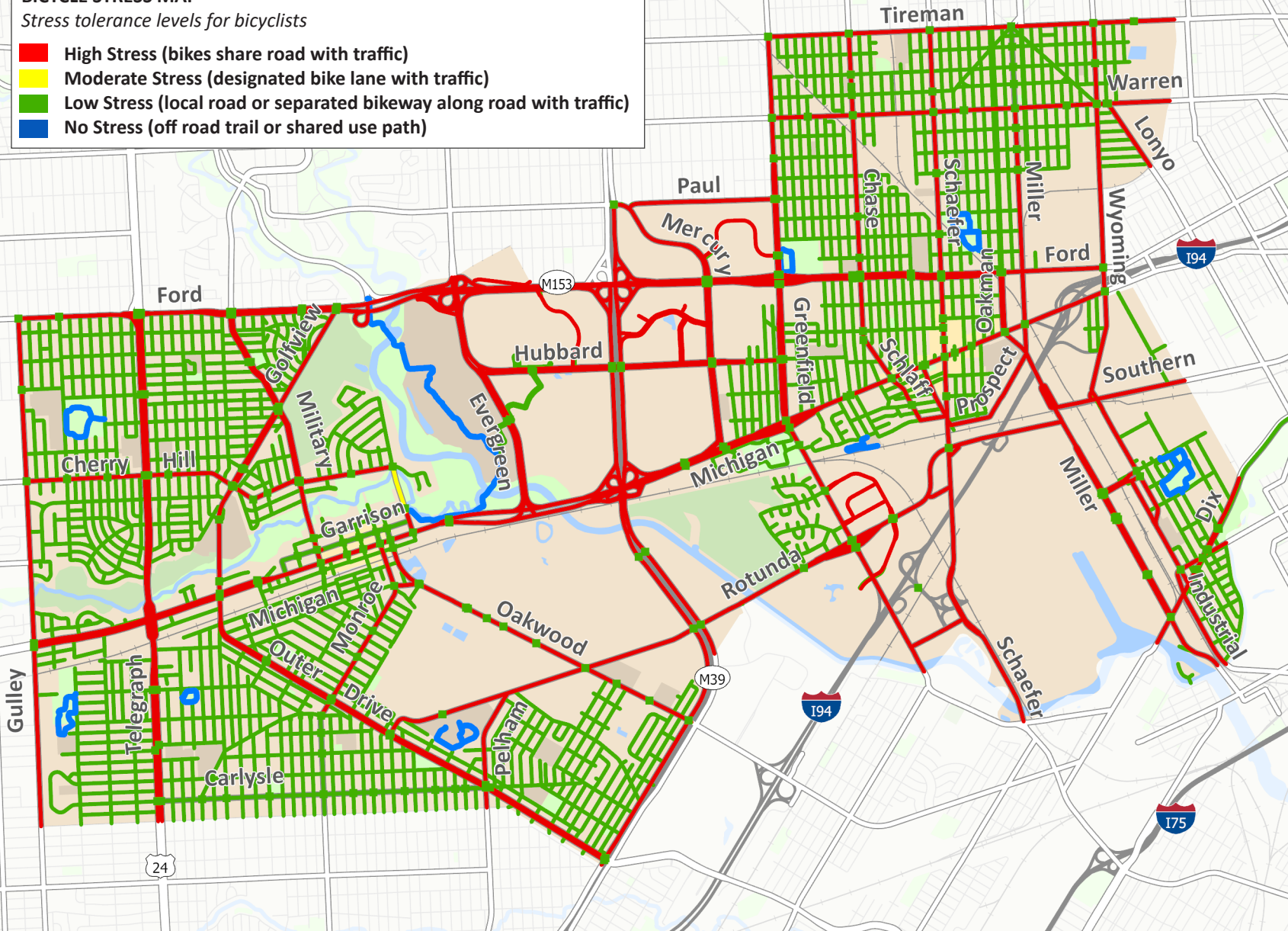
-  Shared Use Path
-  Shared Lane Marking
-  Bike Lane
-  Iron Belle Trail



BICYCLE STRESS MAP

Stress tolerance levels for bicyclists

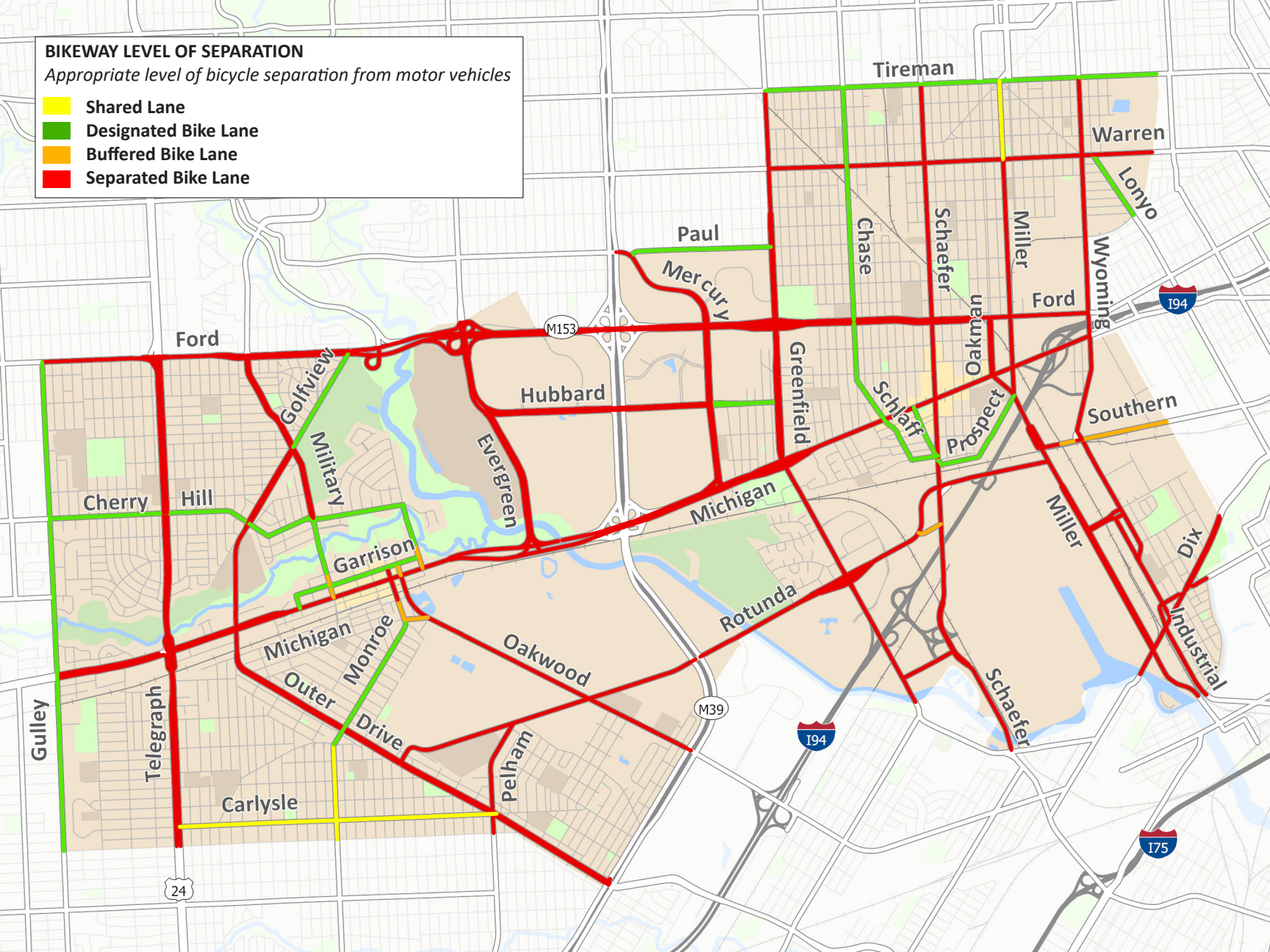
- High Stress (bikes share road with traffic)
- Moderate Stress (designated bike lane with traffic)
- Low Stress (local road or separated bikeway along road with traffic)
- No Stress (off road trail or shared use path)



BIKEWAY LEVEL OF SEPARATION

Appropriate level of bicycle separation from motor vehicles

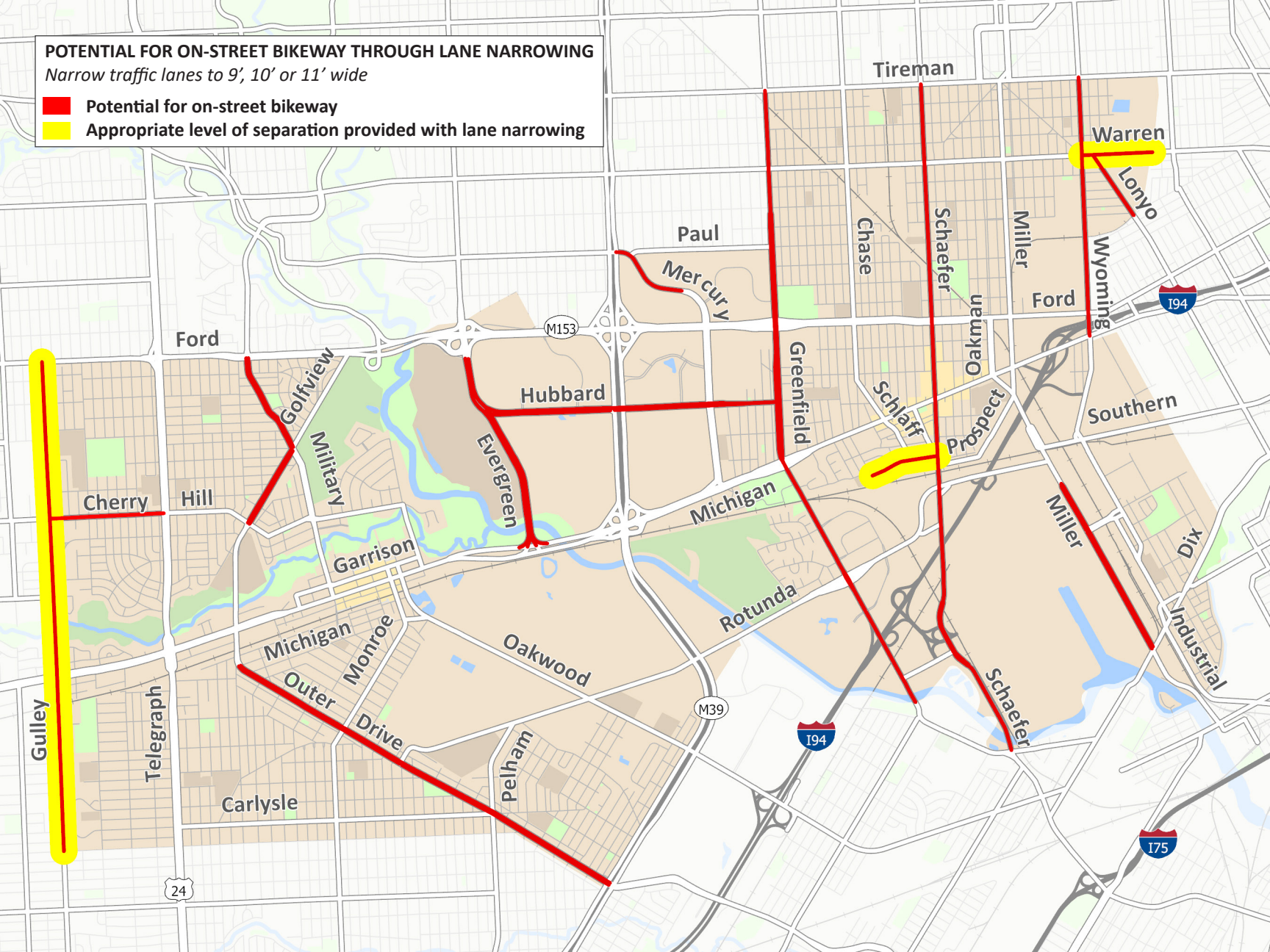
- Shared Lane
- Designated Bike Lane
- Buffered Bike Lane
- Separated Bike Lane



POTENTIAL FOR ON-STREET BIKEWAY THROUGH LANE NARROWING

Narrow traffic lanes to 9', 10' or 11' wide

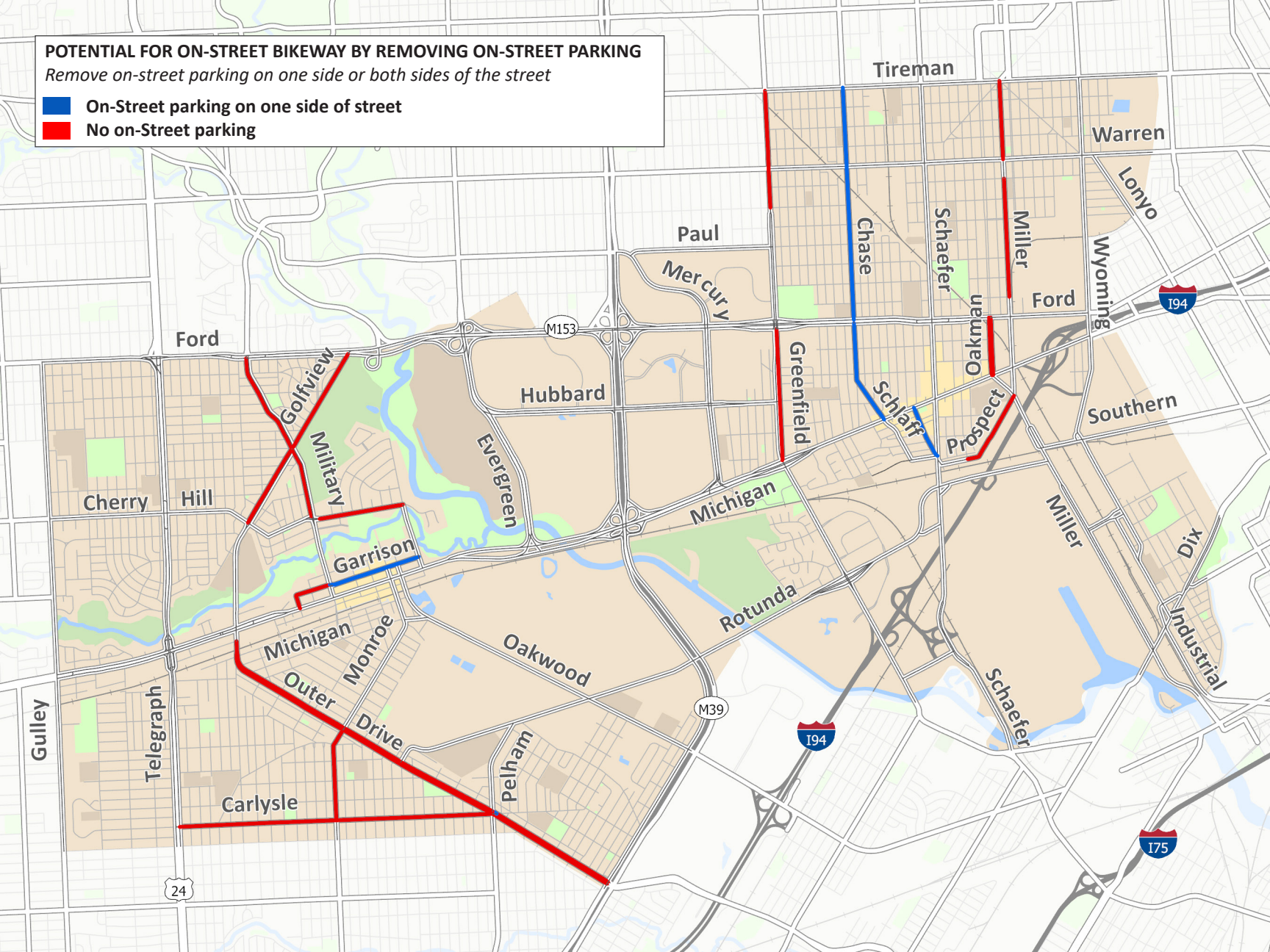
- Potential for on-street bikeway
- Appropriate level of separation provided with lane narrowing



POTENTIAL FOR ON-STREET BIKEWAY BY REMOVING ON-STREET PARKING

Remove on-street parking on one side or both sides of the street

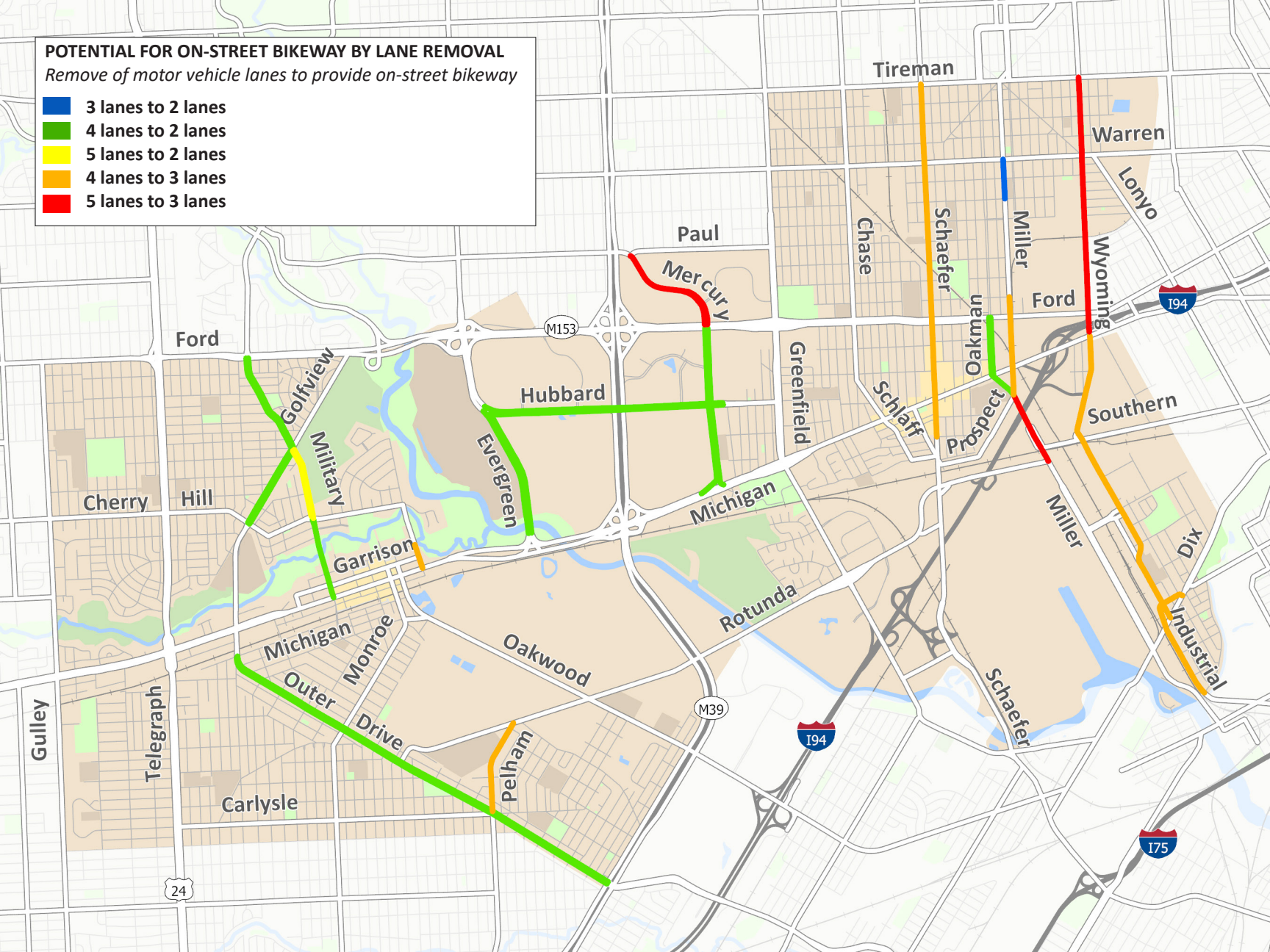
- On-Street parking on one side of street
- No on-Street parking



POTENTIAL FOR ON-STREET BIKEWAY BY LANE REMOVAL

Remove of motor vehicle lanes to provide on-street bikeway

- 3 lanes to 2 lanes
- 4 lanes to 2 lanes
- 5 lanes to 2 lanes
- 4 lanes to 3 lanes
- 5 lanes to 3 lanes



POTENTIAL FOR ON-STREET BIKEWAY BY LANE REMOVAL

Ease of lane removal based on traffic volumes

- Less than 5,000 ADT
- 5,000 - 10,000 ADT
- 10,000 - 15,000 ADT
- Greater than 15,000 ADT

