



# CITY OF DEARBORN MULTIMODAL PLAN

A plan for people who walk, bike, ride and drive

## **Preliminary Plan Open Houses:**

Wednesday, October 10th, 2018

4 pm – 6 pm

City Hall Artspace Building

Wednesday, October 17<sup>th</sup>, 2019

John D. Dingell Transit Center

6 pm – 8 pm



# A Little Background

- Project officially began January of this year and will conclude early 2019
- Lead by a 40 person advisory committee
- Managed by Mohamed Ayoub of the City's Planning Department
- Began with a robust inventory and analysis
- Over 700 people participated in first round of public input
- Support from a team of three consultants



## Advisory Committee Comprised of Representatives from:

- SMART & DDOT Transit Systems
- MDOT, SEMCOG, and County Parks
- Beaumont, Ford Land, Fairland Mall, and The Henry Ford
- UM Dearborn and Henry Ford College
- City Police, Eng., ECD, Sustainability, Planning, and DDAs
- Residents including the Arab-American Community
- Walking and bicycling advocates



# Open House Format

- An brief overview presentation of the plan getting your first glance reactions:
  - **Red** – Very concerned
  - **Yellow** – Cautious, not sure yet
  - **Green** – Looks good
- Then review the details at your own pace
  - Ask questions
  - Please fill out and turn in the input sheet
  - Fill out comment cards with your thoughts



The objective is to provide a summary of the preliminary plan, gauge the response to the big ideas, refine the plans, and get a sense of the community's priorities





# General Planning Approach

- We were asked that the plan be both visionary and pragmatic
- Both the near-term enhancements and the long-term vision reflect specific place issues and general priorities driven by the public input
- Given the rapidly changing nature of transportation, we have built in flexibility and transitions into the plan



Focus on moving people not objects

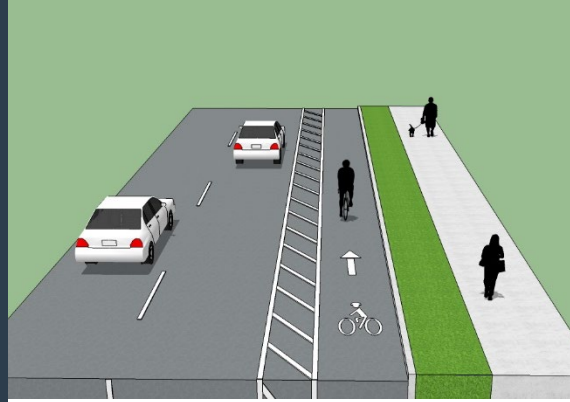
Recognizing that people's choices change based on what is available, economics, personal preferences, and personal security





# Flexibility & Transitions

- Begin with simple “paint and sign” projects like buffered bike lanes
- Transition to fully separated projects as roads are resurfaced and rebuilt
- Bike Lanes become “Personal Mobility Vehicle” (PMV) Lanes
  - E-Bikes
  - E-Scooters
  - Other narrow, slow moving, zero emission vehicles



Lane usage is defined by vehicle characteristics than by specific vehicle types



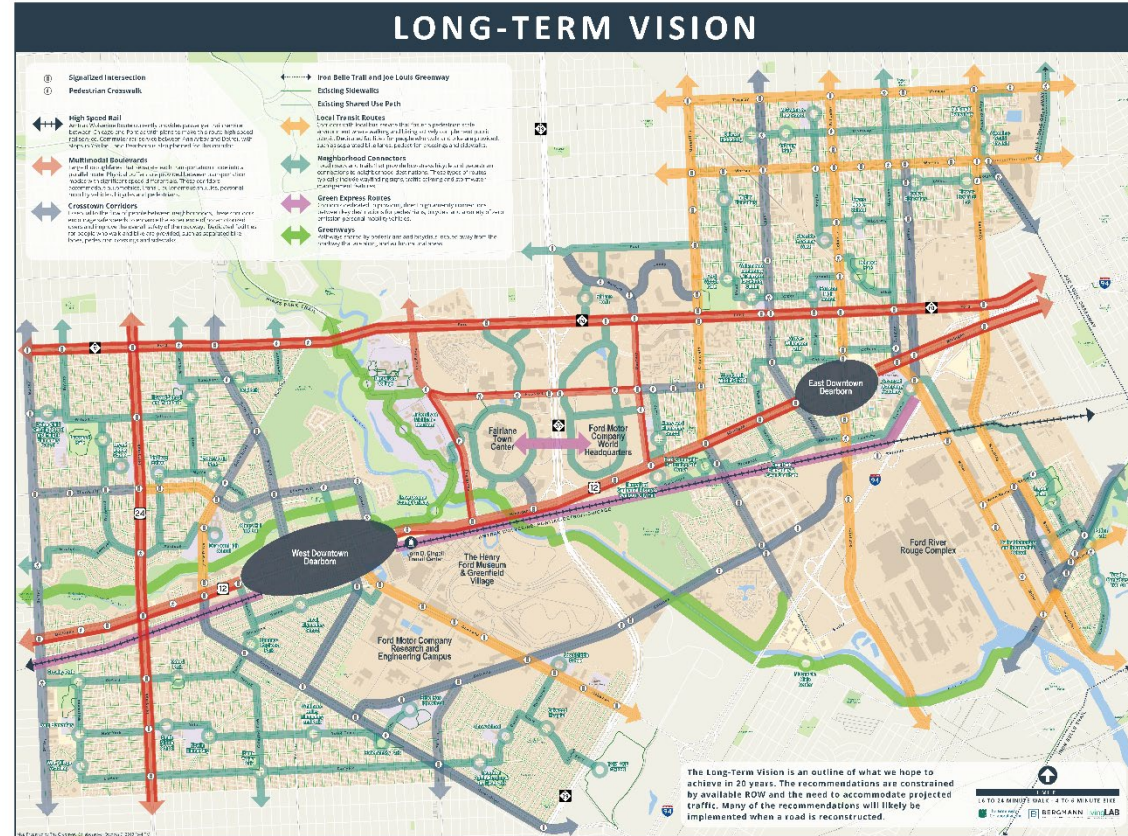


# Long-Term Vision Overview

Identified seven general corridor types:

- High Speed Rail
- Multimodal Boulevards
- Local Transit Routes
- Crosstown Corridors
- Neighborhood Connectors
- Green Express Routes
- Greenways

The following slides will look at each corridor type individually



Safe, comfortable, and convenient options that support active transportation choices





# Greenways Overview

- Completion of the Rouge Gateway Trail south to Dix Ave
  - Improved connections to HFC and UM Dearborn
  - Access to Ford Road
- Greenway along the Middle Rouge River
  - County Parks Department leading this effort
- Additional trail amenities to improve user safety and experience



Emphasis on the natural environment

A mix of recreation and transportation



# Greenway Elements

- Improved sightlines
- Lighting pathway
- Security cameras
- Emergency call boxes
- Restrooms along trail
- Wayfinding signage
- Historical and natural interpretative signs



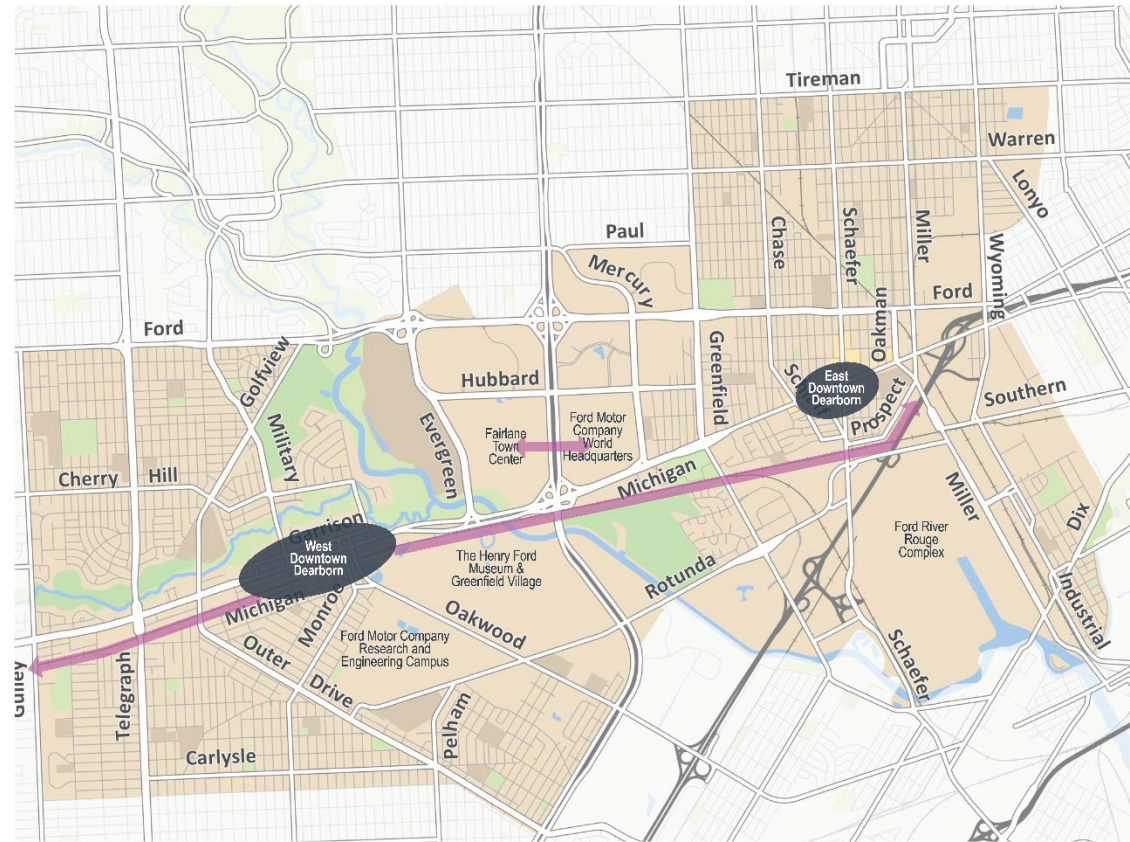
Add amenities to the existing trail and proposed extensions





# Green Express Routes

- A Greenway focused on year-round direct transportation
- Routes where a bicycle trip or e-scooter ride may be the quicker and more convenient option than driving, riding a bus, or a taking ride-share
- Two Routes proposed:
  - Downtown Connector
  - Link between Ford HQ and Fairlane Town Center

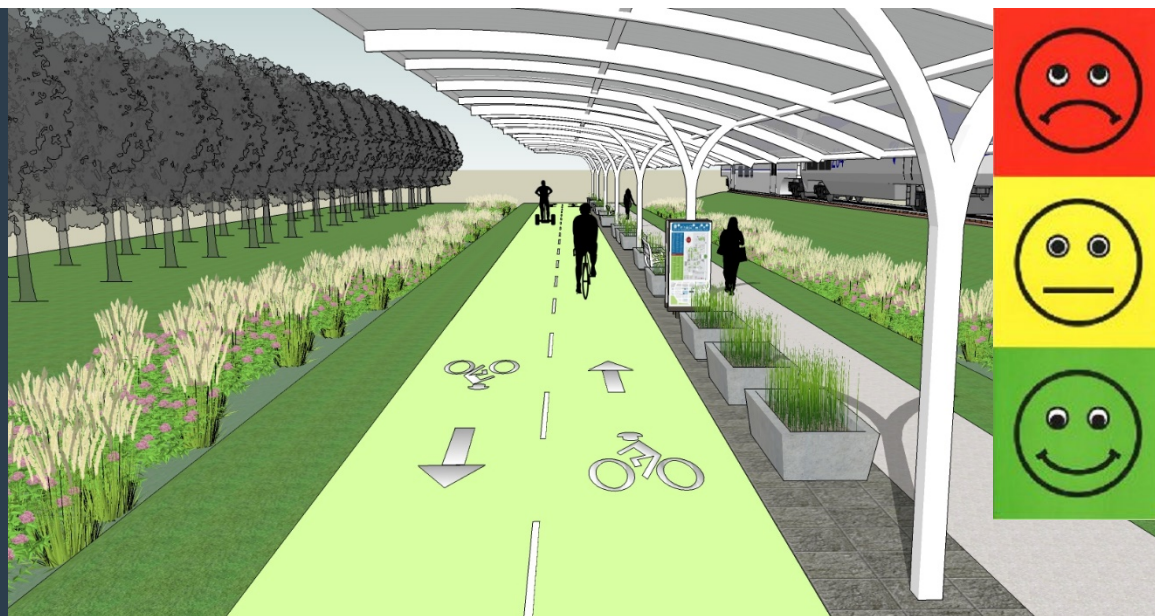


An express transit route with the focus on the route infrastructure rather than a specific vehicle type



# Green Express Routes Elements

- Direct first class link between key destinations with minimal interruptions
- Features include:
  - Bridge over busy roads
  - Solar canopy
  - PMV lanes separated from walkways
  - Lighting and security
  - Stormwater management
  - Wayfinding and interpretive signage
  - Community art



An all-season community concourse that makes walking or bicycling a significantly more attractive option

Safe, comfortable, convenient and dignified travel

Coordinated with bike and scooter share systems at key destinations





# Passenger and Commuter Rail Overview

Continue to advocate for:

- A regional transportation system that includes commuter rail between Ann Arbor and Detroit
- High-speed rail between Detroit and Chicago
- In the absence of a RTA incorporating passenger rail, advocate for a two-county transit solution or at a minimum, a joint operating agreement to establish a commuter rail demonstration project



The transit center is a key gateway to destinations near and far



# Passenger and Commuter Rail Elements

- New roll-on bicycle services makes multi-modal travel more convenient
- Encourage tourism via passenger rail by promoting transit, car share, bike, and bike share links from transit center to key destinations
- Add car share at center



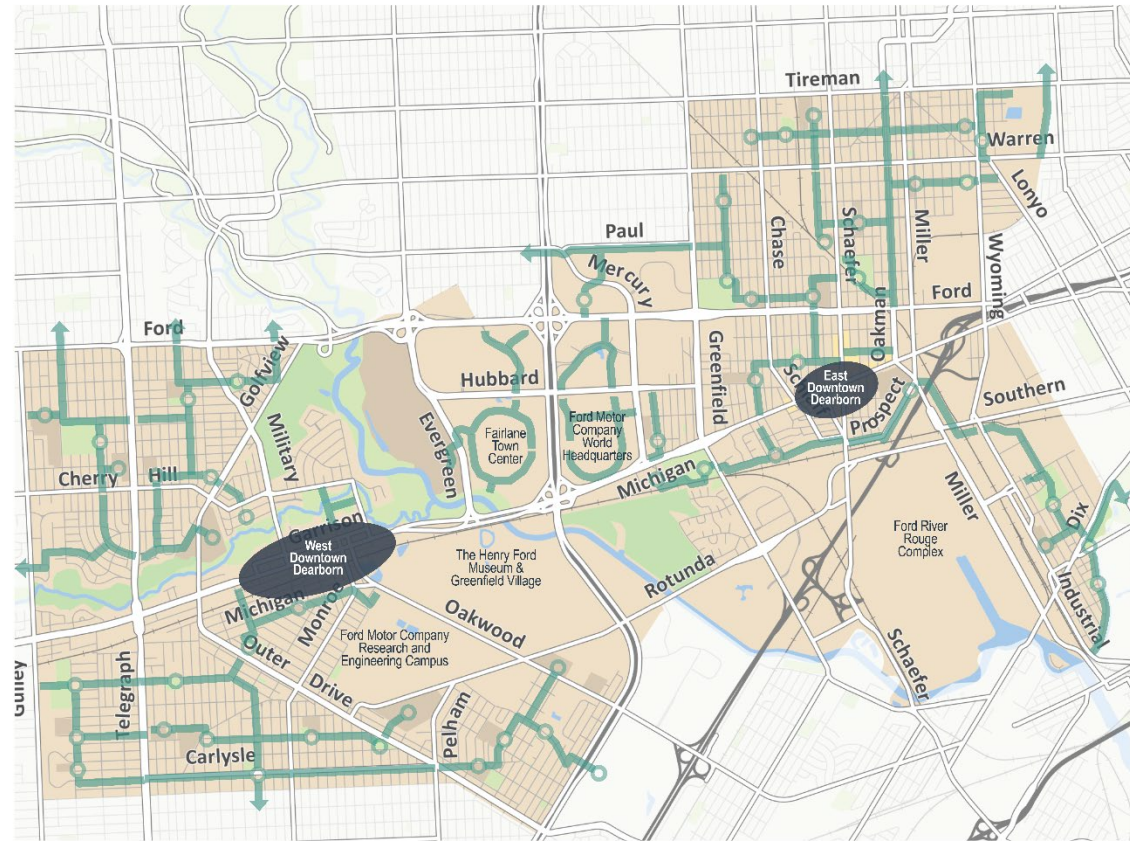
After walking off the train, passengers should immediately find a map of the city noting key destinations and information on how to get there





# Neighborhood Connectors Overview

- A “low stress” system using local roads and trails to link parks, schools and neighborhoods
- Create safe crossings at busy roads using existing signals or developing new crosswalks
- Coordinated with major bus stops along the multimodal boulevards
- Complements the greenway and green express routes

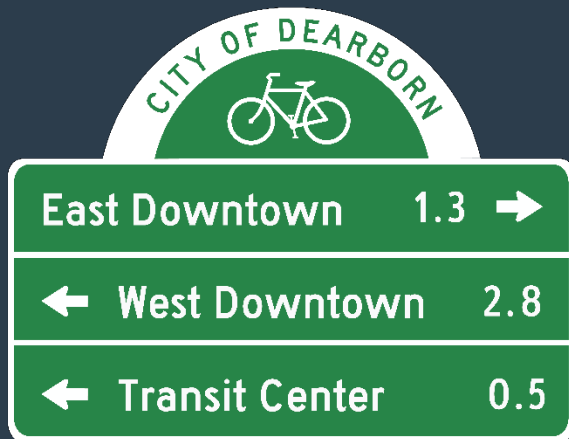


Moderate cost system building on existing infrastructure



# Neighborhood Connectors Elements

- Shared space
- Speed management
- Access control
- Stormwater management – AKA “Green Streets”
- Community wayfinding



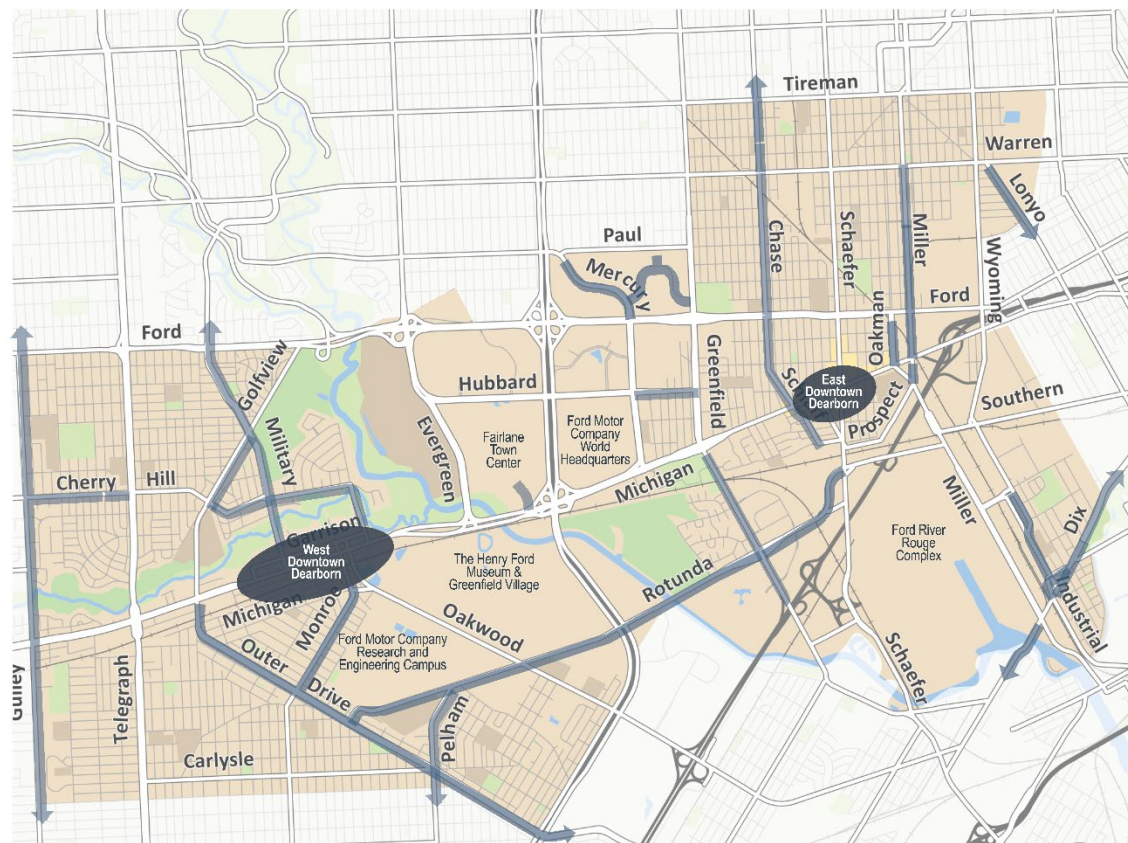
Elements can be phased in over time.





# Cross Town Connectors Overview

- Provide access across town on corridors with generally very little commercial activity
- Address sidewalk gaps
- Add street trees where they do not exist
- Key element is adding bicycle facilities:
  - Buffered Bike Lanes
  - Separated Bike Lanes
  - Pathways
- Provide safe pedestrian crossings



The objective is to expand the mobility options on these key routes



# Cross Town Connectors Elements

- Continuous sidewalks or pathways
- Street trees
- Designated bicycle facilities
  - Buffered Bike Lanes
  - Separated Bike Lanes
  - Pathways
- Safe pedestrian crossings

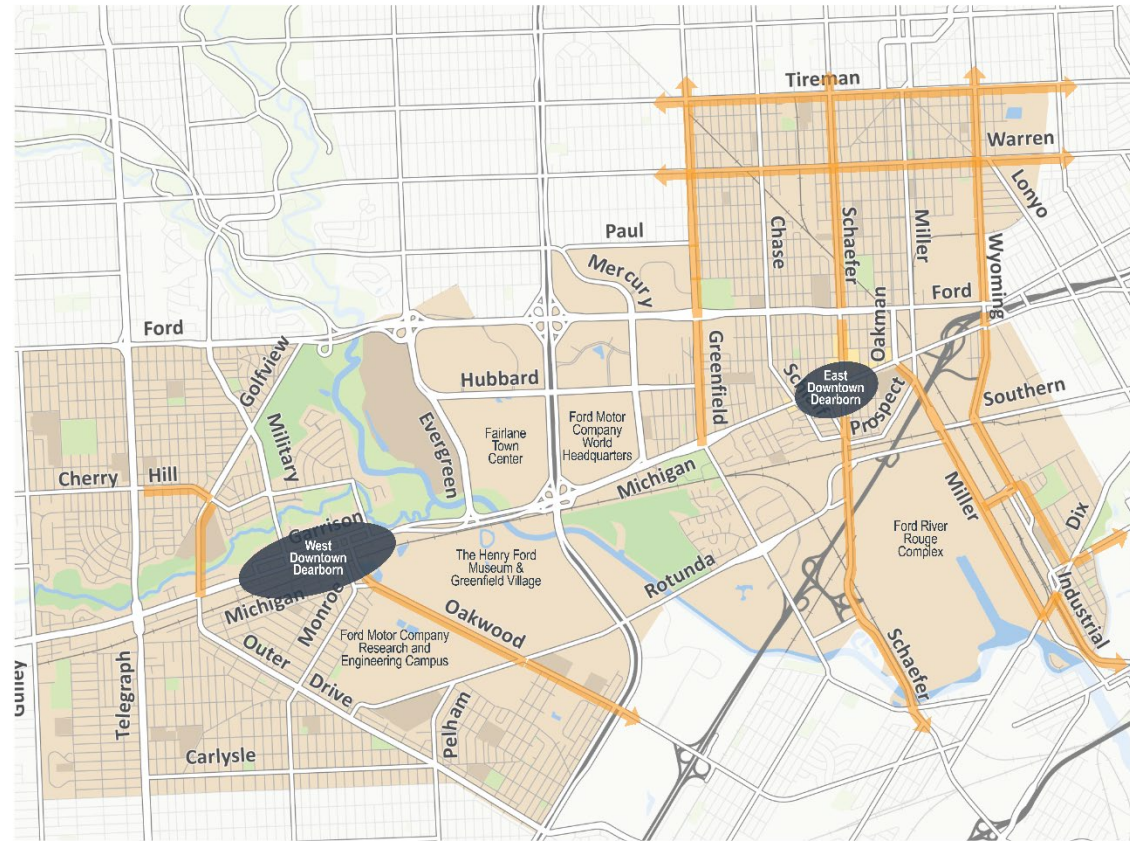


Ability to transform some rather non-descript roadways into pleasant routes for walking and bicycling



# Local Transit Routes Overview

- Provides access to second tier commercial strips & industrial areas
- Same elements as the Cross Town Connectors plus accommodating transit
- Add streetscape amenities and improve the appearance of the commercial strips



The objective is to establish corridors that promote commercial activity by improving the appearance and access by transit, bike or foot



# Local Transit Routes Elements

- Upgrade all existing transit stops to
  - Bus route map and schedule
  - Concrete access route
  - Benches
  - Trash and recycling receptacles
- At high-volume stops add shelters
- Address conflicts between transit boarding and bicycle facilities



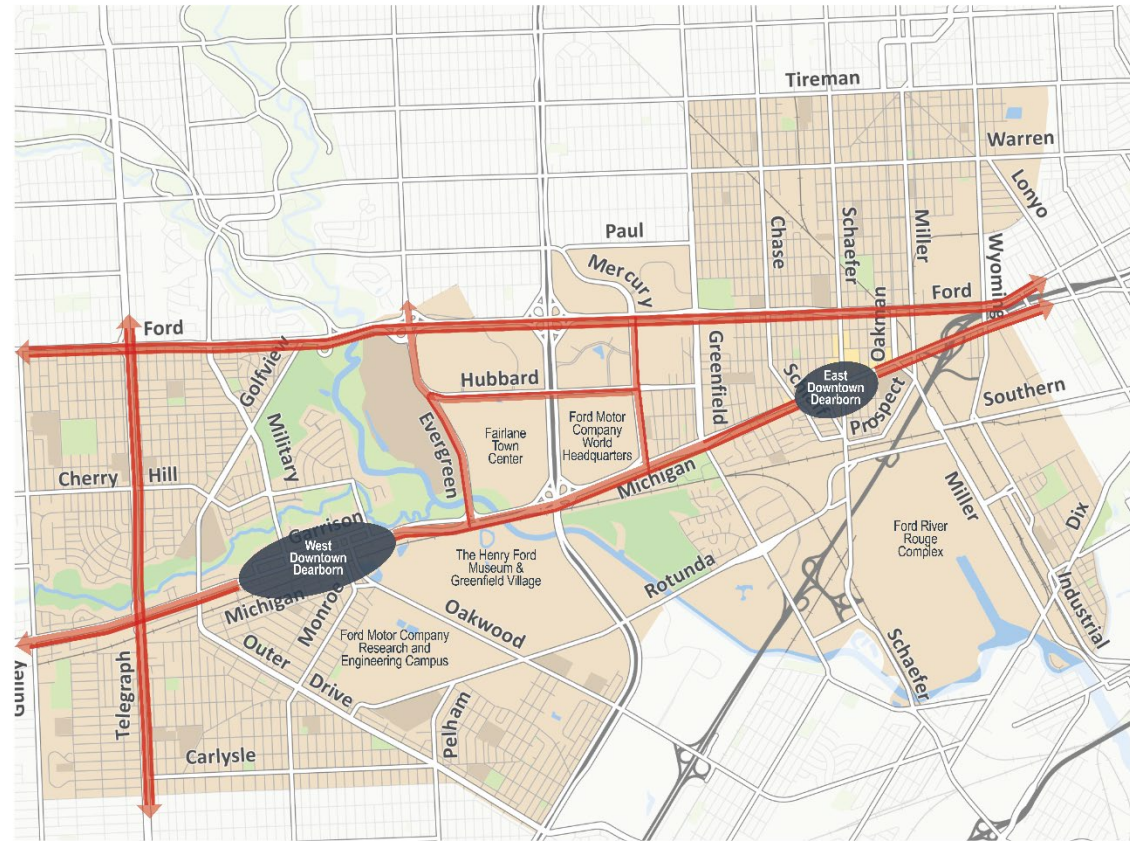
Transit stops are paired with safe road crossings





# Multimodal Boulevards Overview

- The City's largest and busiest thoroughfares
- Physical separation is provided between transportation modes with speed differentials
- Provide consistent cross sections that promote steady traffic flow and minimize bottle necks at intersections
- Facilitate express transit
- Create pedestrian scale environments

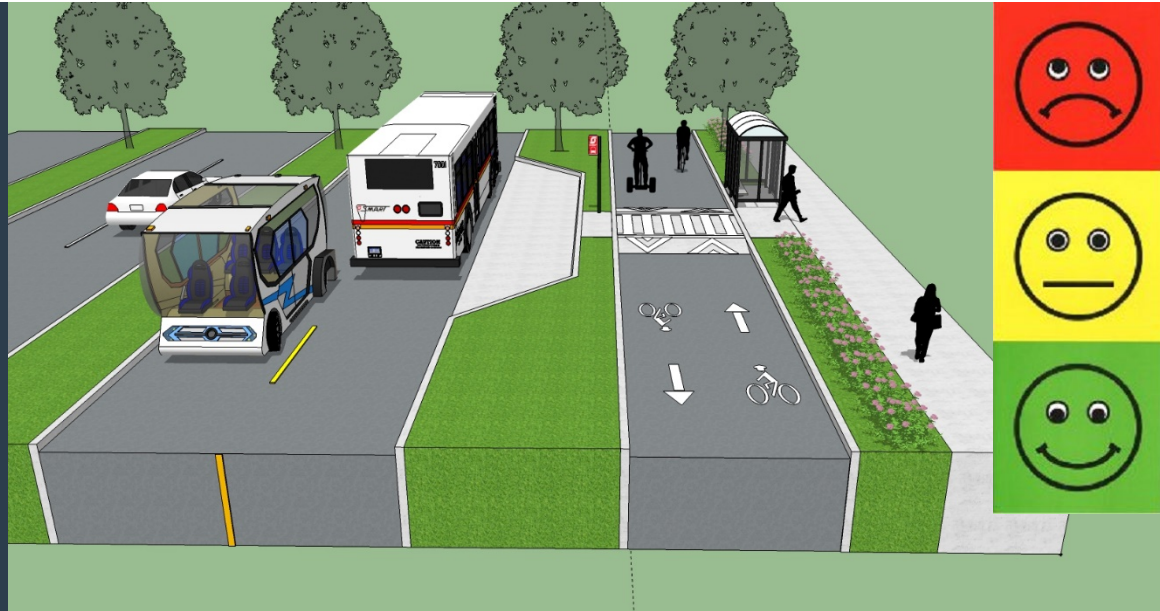


Work towards creating traditional leafy grand boulevards that can accommodate a great deal of through traffic at moderate speeds



# Multimodal Boulevards Features

- Designated lanes for transit and connected vehicles
  - Transit and commercial delivery trucks likely to be first classes of connected vehicles
- Designated transit bays with ability preempt flow to re-entering traffic
- Designated ride-share drop-off points with electronic tolling system and time restrictions
- Built in traffic counts for PMV and sidewalk



High amenity stops with real-time information and shelters to encourage a wider draw area

Coordinate transit stops with convenience commercial, Neighborhood Connectors, PMV Lanes, and Shared Vehicles (bike, scooter, car, etc.) to create mini multi-modal hubs

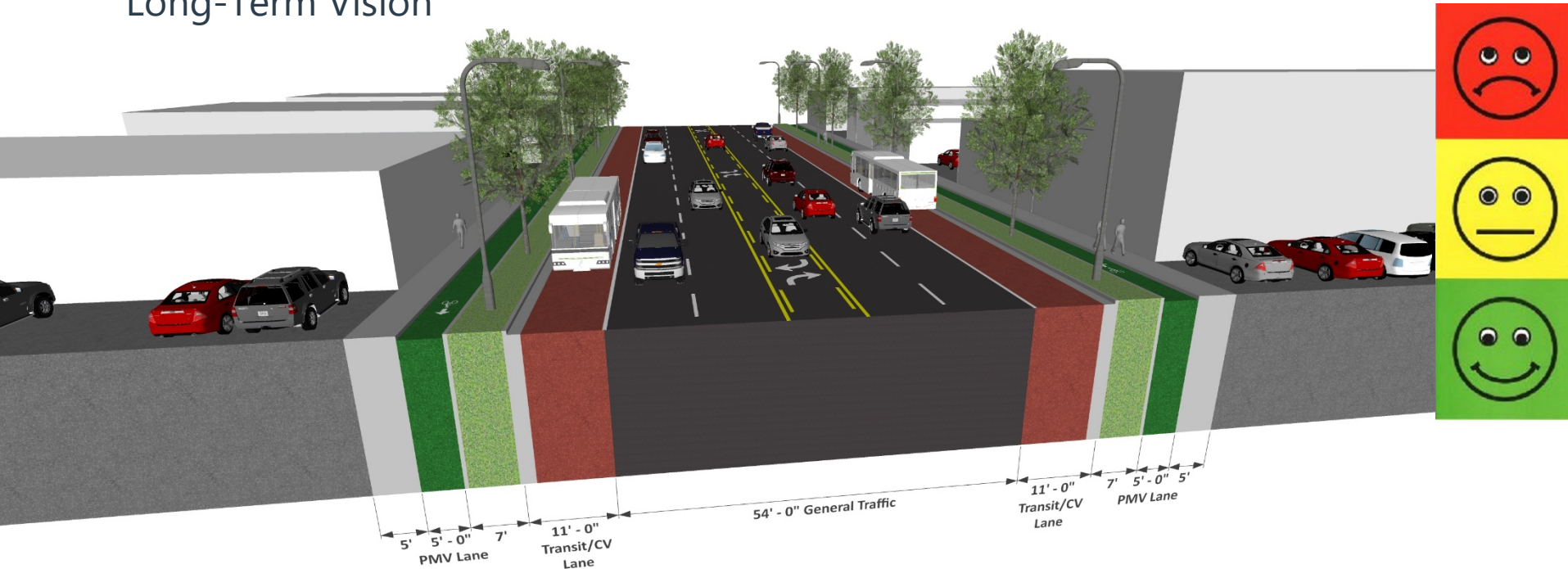




# Ford Road – Seven Lane Road

Long-Term Vision

Gulley Rd to York St



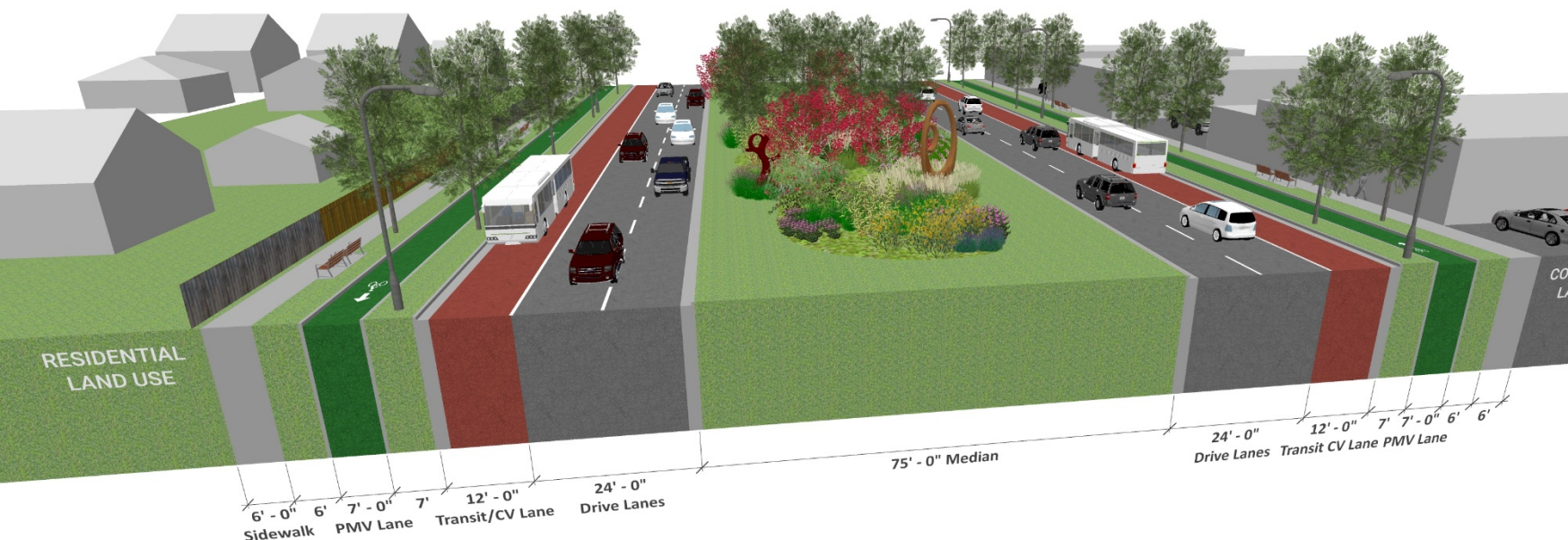
- Separate personal mobility vehicle (PMV) lanes adjacent to sidewalk
- Landscaped buffer between street and PMV lanes
- Side running designated transit/ connected vehicle lanes
- Incorporate landscaped medians when center left turn lane is not needed



# Ford Road – Six Lane Boulevard

York St to Oakman Blvd

Long-Term Vision



- Separate personal mobility vehicle (PMV) lanes
- Side running designated transit/connected vehicle lanes
- Use landscaping and rich materials to create pedestrian scale environment
- Landscaped medians that incorporate stormwater management and public art

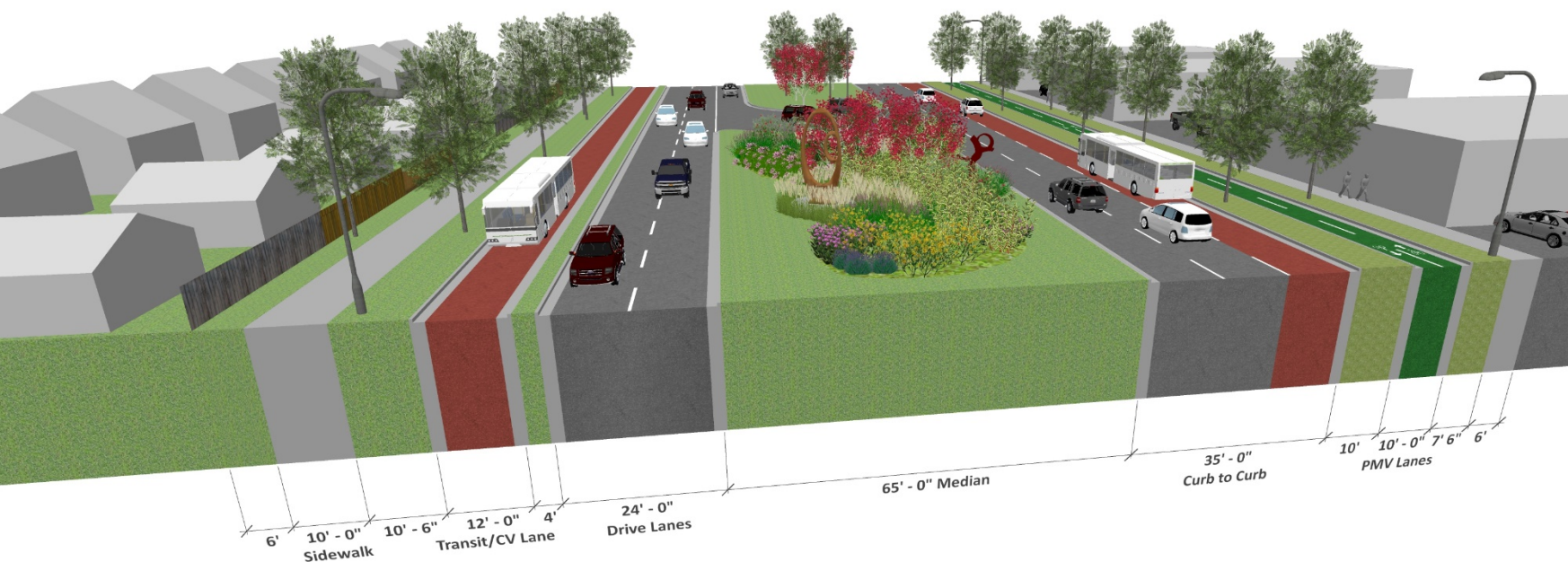




# Telegraph Road – Six Lane Blvd.

Dartmouth St to Ford Rd

Long-Term Vision



- There are 4 lanes northbound and 3 lanes southbound
- Almost all of the commercial activity is on the east side (northbound lanes)

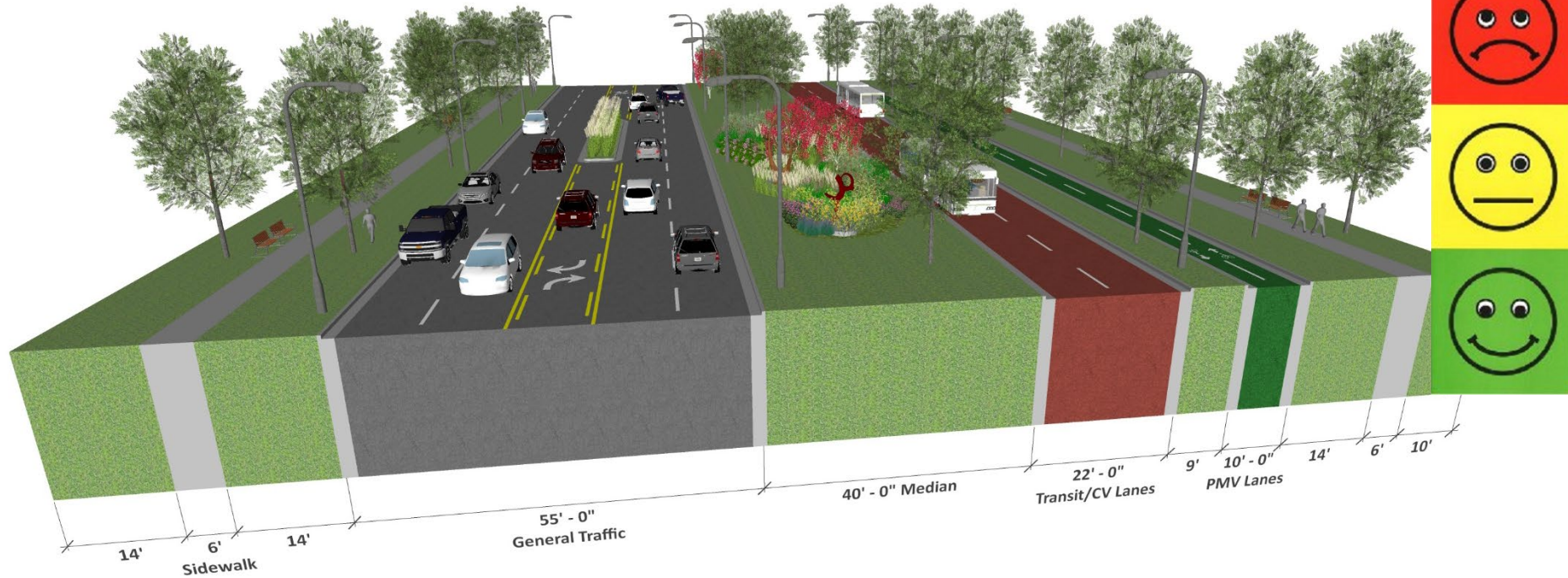
- Remove one lane and add two-way separated bike lanes on east side (northbound lanes)
- Shared use path on west side
- Designated transit / CV lanes



# Michigan Ave – Blvd. Conversion

Long-Term Vision

Between East and West  
Dearborn & Potentially  
West of Nowlin St



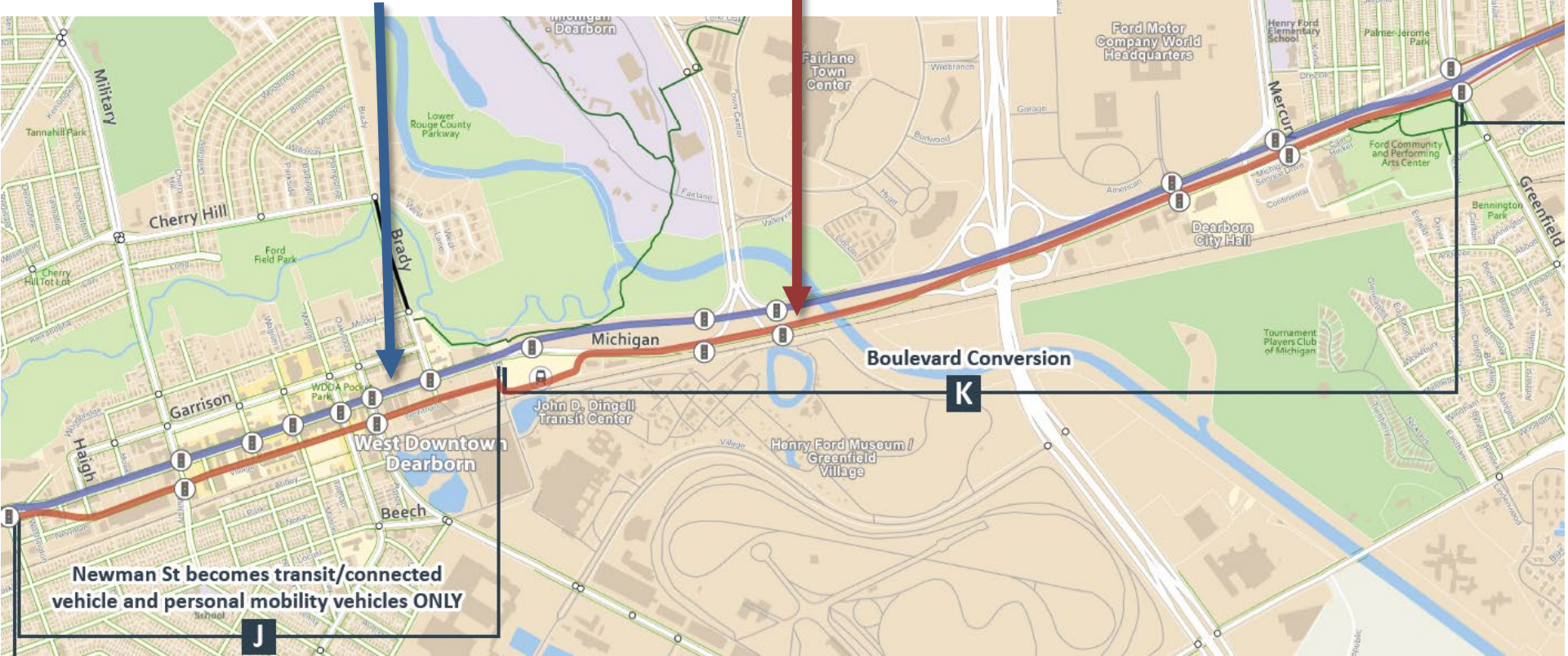
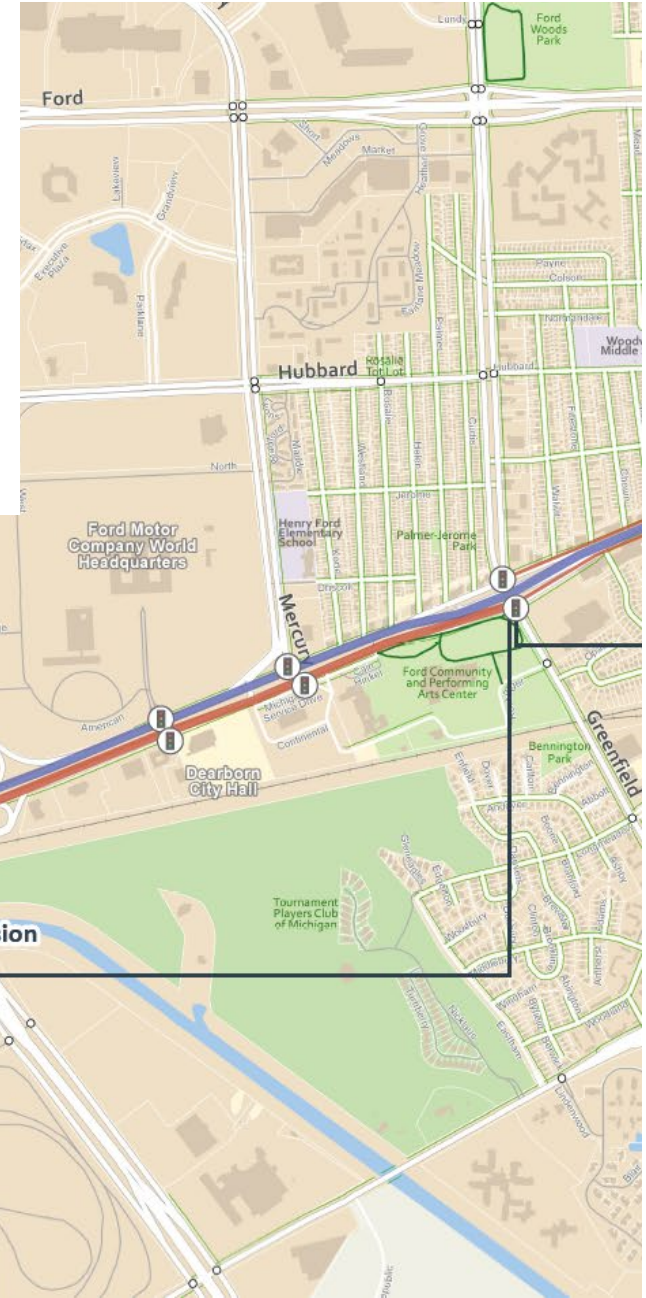
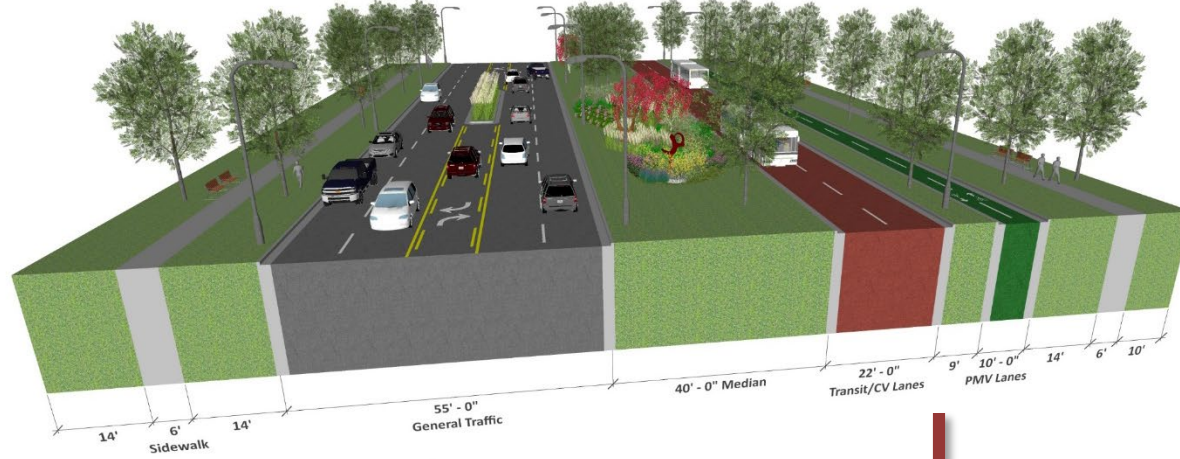
- Inconsistent cross sections and widely varying speeds creates bottle necks in the downtowns
- Consolidate general traffic to north side of boulevard
- Transit /connected vehicle lanes, personal mobility vehicle lanes on south side of boulevard
- Enhance landscaping and stormwater management





# Michigan Ave – Details and Transitions

## Long-Term Vision



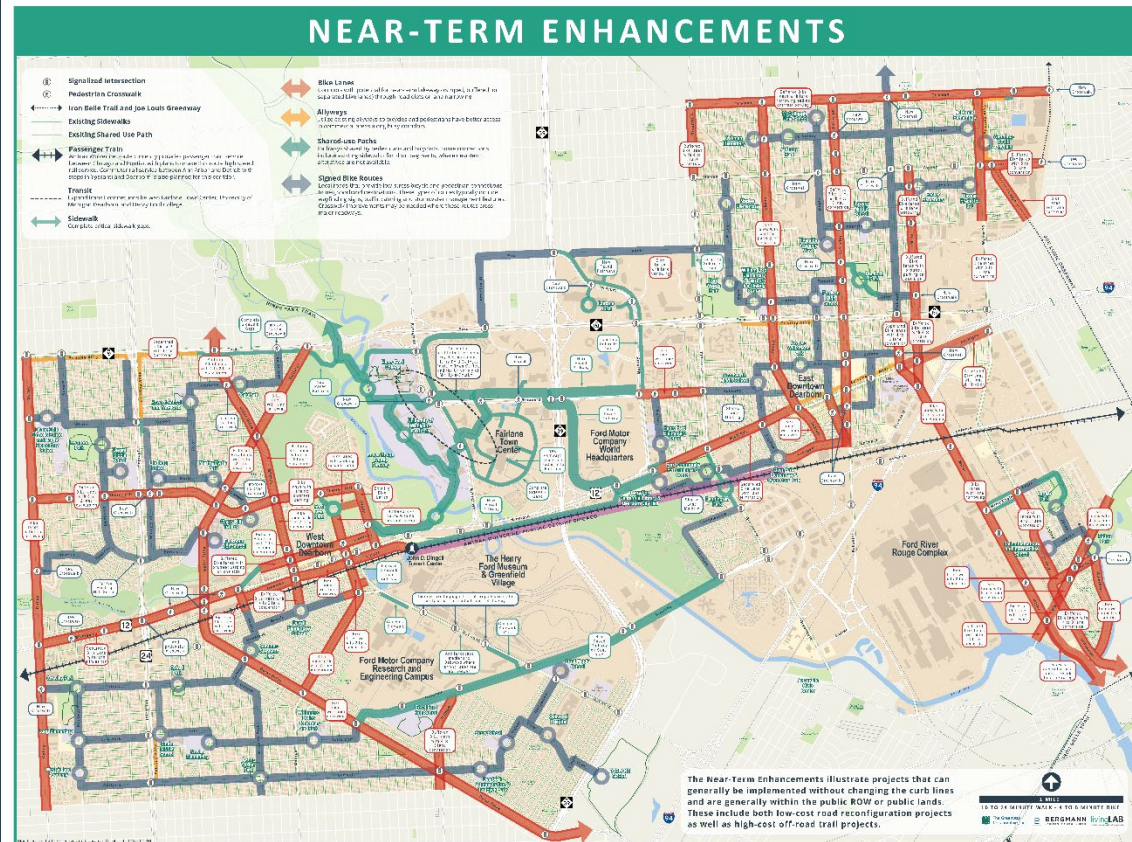
Newman St becomes transit/connected vehicle and personal mobility vehicles ONLY





# Near Term Network

- A fairly robust network on the east and west sides of the City
- Four east-west pedestrian and bicycle connections:
  - Ford Road
  - Rouge Trail
  - Michigan Ave
  - Rotunda
- Better transit, pedestrian, and bicycle access in the Fairlane Town Center area



Three key areas are very challenging to address in the near term:

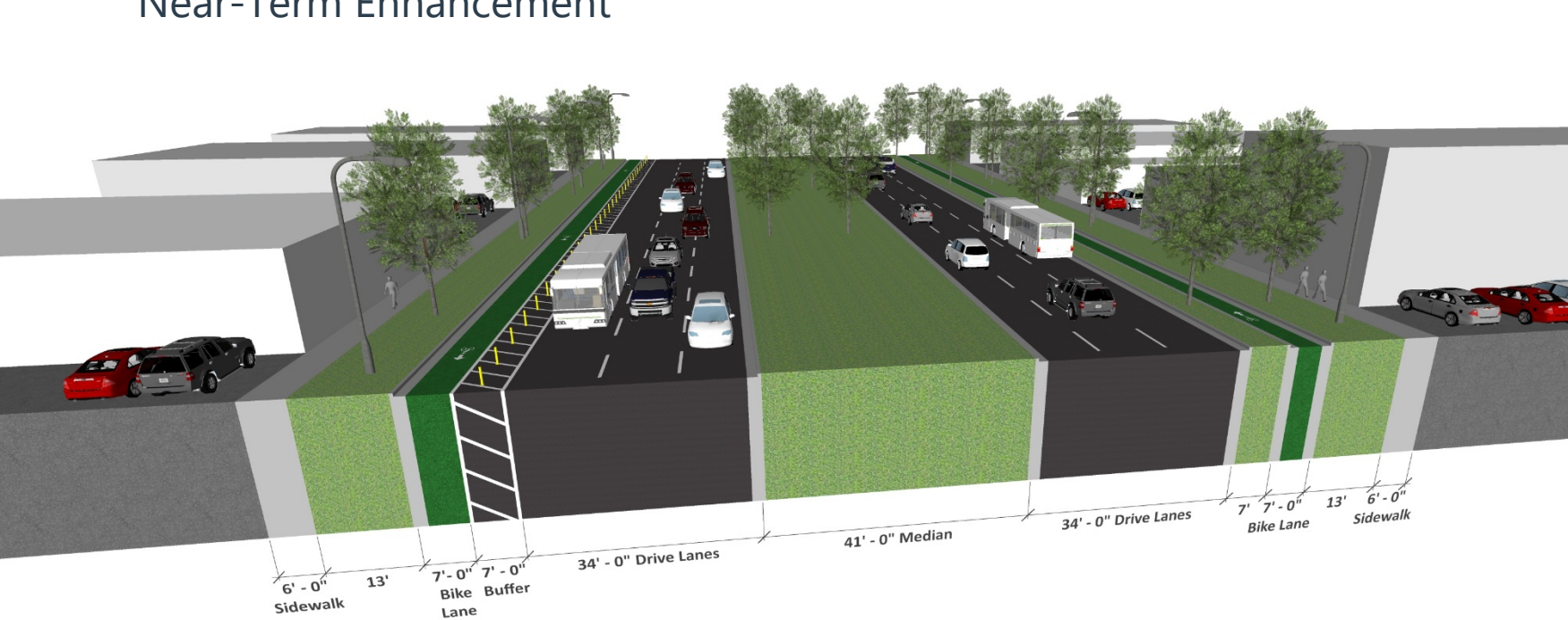
1. Warren Ave
2. Michigan Ave between Schlaff and Oakman
3. Oakwood Blvd





# Michigan Ave Blvd – 8 to 6 Ln. Conv. Gulley Rd to Nowlin

## Near-Term Enhancement



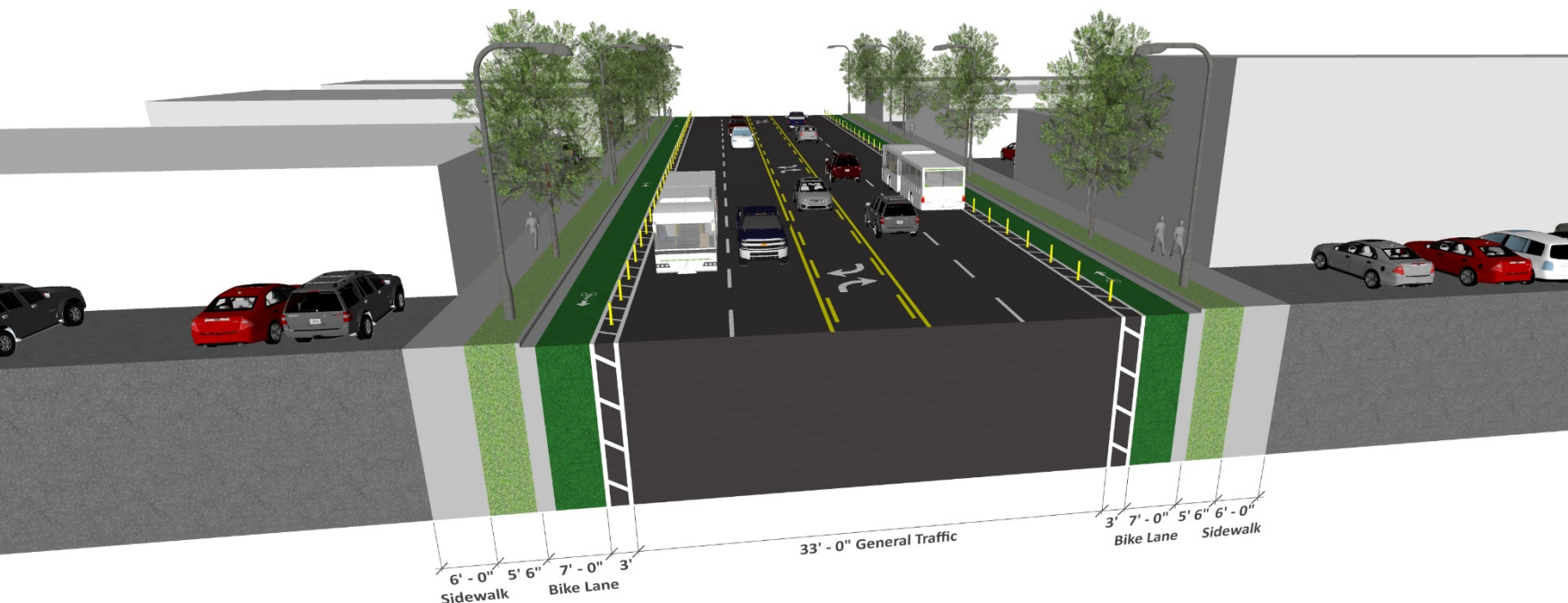
- Eliminate one through lane in each direction and convert to separated bike lanes
- Look for access consolidation opportunities and make separation as substantial as possible



# Michigan Ave – 7 to 5 Lane Conv.

Firststone St to Schlaff St

Near-Term Enhancement



- Provide a consistent 5 lanes through East Dearborn
- Convert outside lanes into buffered bike lanes
- Add street trees in buffer between sidewalk and PMV lanes
- Access management





# Key Policies

- Sidewalk and Pathway Maintenance
- New Mechanism for Transportation Funding
- Complete Streets and Vision Zero Ordinance
- ADA Transition Plan
- Multimodal Transportation Board
- Managing Shared Vehicle Space



The policies set the stage for the physical improvements





# Key Programs

- Grand Opening Events & Community Outreach
- Continue Community Walk n' Roll Events
- Wellness Focused Commuter Challenge Program
- Safe Routes to School Program
- Multimodal Information Hubs and Websites
- Integrated Real-time Transit Information
- Speed Management



The programs help us break out of old habits, facilitate change, and learn about what's new





# Key Evaluation

- Community Dashboard
- Traffic Count Program
  - Permanent counters
  - Mobile counters
- Community Surveys
- Traffic Laboratory



Evaluation helps us understand how things are working so we can make mid-course corrections and prioritize improvements



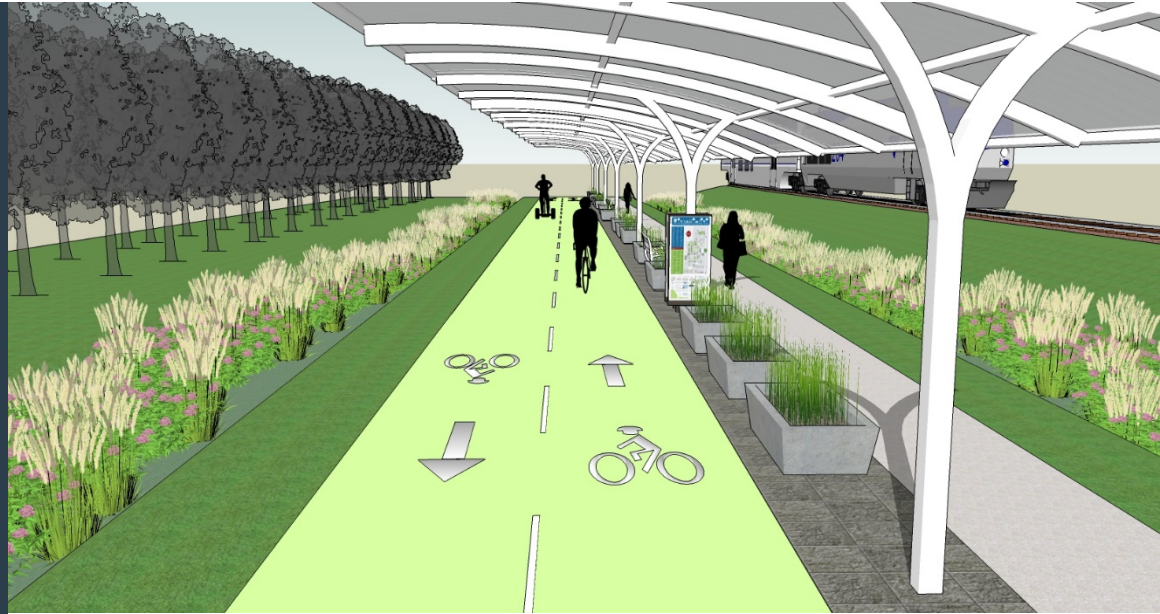
# Moving Forward

Now through December:

- Revise plans based on the public input
- Create implementation plan based on
  - Public input priorities
  - Establishing a network
  - Comparison of near-term vs. long-term solutions

Early 2018:

- Plan refinement and adoption process



Dearborn has the opportunity to be a national model for communities retooling their transportation infrastructure to accommodate the next generation of people and vehicles





# Open House Exhibits and Input Stations

There are five stations you can visit:

- Long-Term Vision
- Near-term Enhancements
- Telegraph Rd and Ford Road
- Michigan Ave
- Policies, Programs, and Evaluation

We also can pull up Google Maps to look at the details of the recommendations



HAND IN THIS SHEET BEFORE YOU LEAVE  
Overall, how would you rate your satisfaction with the draft plan? Circle one.



What part of the proposed Multimodal Plan would you like to see funded and built **FIRST**? Please list up to 3.

#1:

#2:

#3:

What part of the proposed Multimodal Plan would you **LEAST** like to see funded and built? Please list up to 3.

#1:

#2:

#3:

Are there any specific **CHANGES** that should be made to the plan? Please describe below.

Tell us anything else you feel is important:

Circle the area you live in:



...or tell us where you live:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Please fill out an input sheet and turn it in before you leave – this helps refine and prioritize the plan



Ask questions at the stations and use the index cards to provide specific input



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# Thank You!