

POLICIES, PROGRAMS & METRICS



SIDEWALK AND PATHWAYS MAINTENANCE

The City assumes responsibility for the construction and maintenance of sidewalks and pathways within the public ROW. The City assumes responsibility for snow removal on sidewalks and pathways along the primary roads. Property owners will be responsible for timely snow clearance from sidewalks adjacent to their properties.



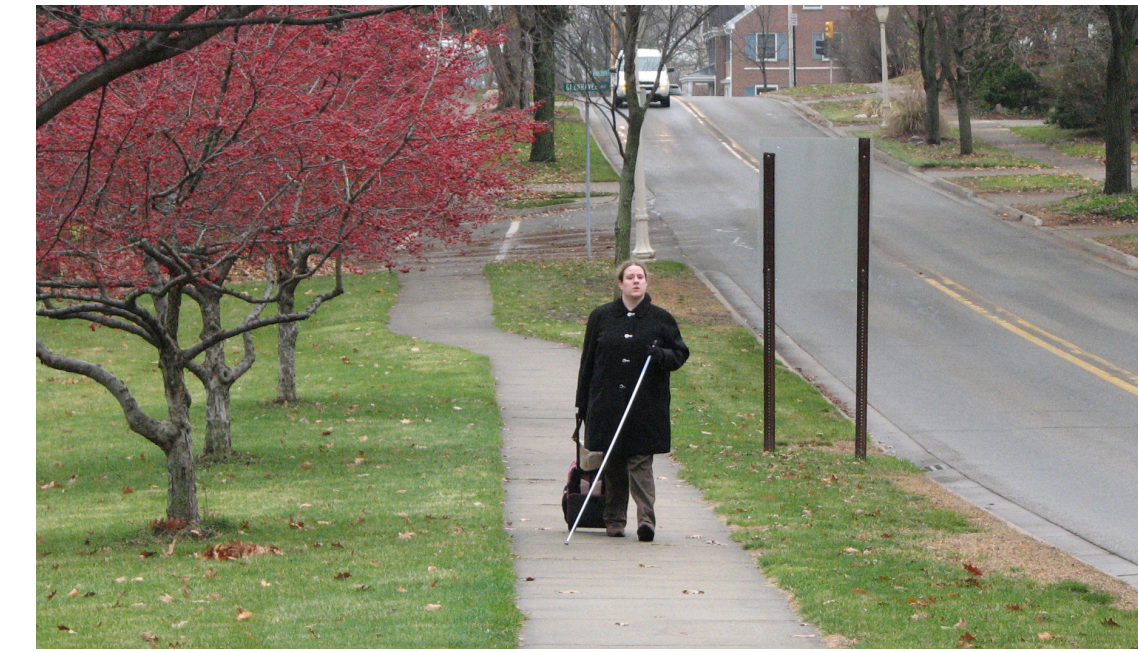
NEW MECHANISM FOR TRANSPORTATION FUNDING

Pavement condition is a major concern of residents and the construction of new facilities can not come at the expense of road resurfacing. Set up a combination of a special millage, bonding, and general fund allocation with well-defined objectives and oversight to implement the multi-modal plan.



COMPLETE STREETS AND VISION ZERO ORDINANCE

Adopt a policy that places human life paramount and establishes that the safe, comfortable, convenient, and accessible transportation for all users is a priority for the City. Then establish the necessary inter-departmental coordination, rolls and responsibilities, and performance measures to implement the policy. Incorporate both direct and indirect costs such as air quality and social economic cost of crashes when making transportation decisions.



AMERICANS WITH DISABILITIES ACT (ADA) TRANSITION PLAN

Access the existing pedestrian network for ADA compliance. Develop a system to respond to complaints of inaccessible routes. Implement proactive measures to eliminate barriers to key public destinations within the city.



MULTIMODAL TRANSPORTATION BOARD

Establish a new citizen board or commission to review transportation project designs and transportation funding decisions to provide public oversight in the implementation of the Complete Streets and Vision Zero Ordinance and the New Mechanism for Transportation Funding.



MANAGING SHARED VEHICLE SPACE

The rapidly expanding shared and autonomous vehicle economy depends on available public curb space and sidewalk space to function. Define where these vehicles can be parked when not in use, where and how long they may idle at a downtown curb, and how the City collects revenue from the services for providing the necessary infrastructure.



GRAND OPENING EVENTS AND COMMUNITY OUTREACH

The completion of project is an opportunity to introduce the public to new facilities in the controlled environment of a special event and raise awareness on how to safely use something they may not be familiar with.



CONTINUE COMMUNITY WALK N' ROLL EVENTS

Continue Healthy Dearborn's and Bike Dearborn's outstanding Walk n' Roll programs and use the weekly event to introduce riders to new facilities and routes.



WELLNESS FOCUSED COMMUTER CHALLENGE PROGRAM

Promote and track a friendly competition between local businesses that focus on encouraging active transportation trips to work.



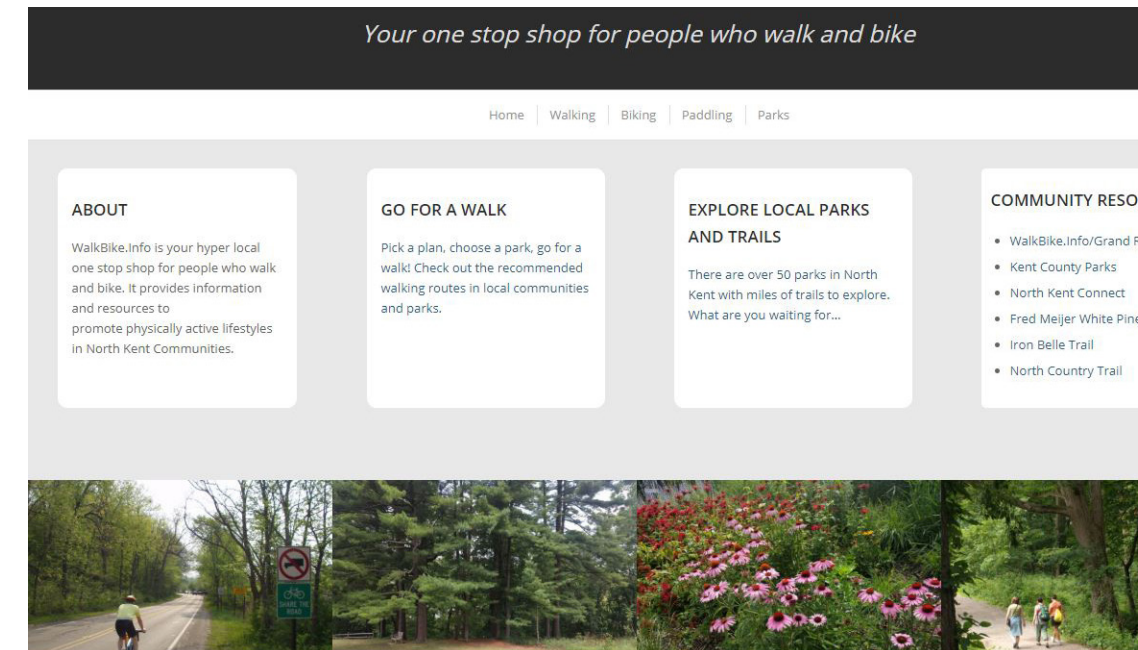
SAFE ROUTES TO SCHOOL PROGRAM

Establish school programs with a focus on walking school buses and bike trains that promote safe active transportation to schools. Use the school-based programs to also reach out to parents to teach key safety issues.



MULTIMODAL INFORMATION HUBS

At key junctures around town, coordinated with transit and ride share concentration points, establish information hubs that map out routes, provide links to online information, and provide information on events (e.g. John D. Dingell Transit Center).



MULTIMODAL INFORMATION WEBSITE

Create a hyper local website that provides information on the City's walking and bicycling routes, vehicle sharing services and transit options where residents and visitors alike can easily plan trips.



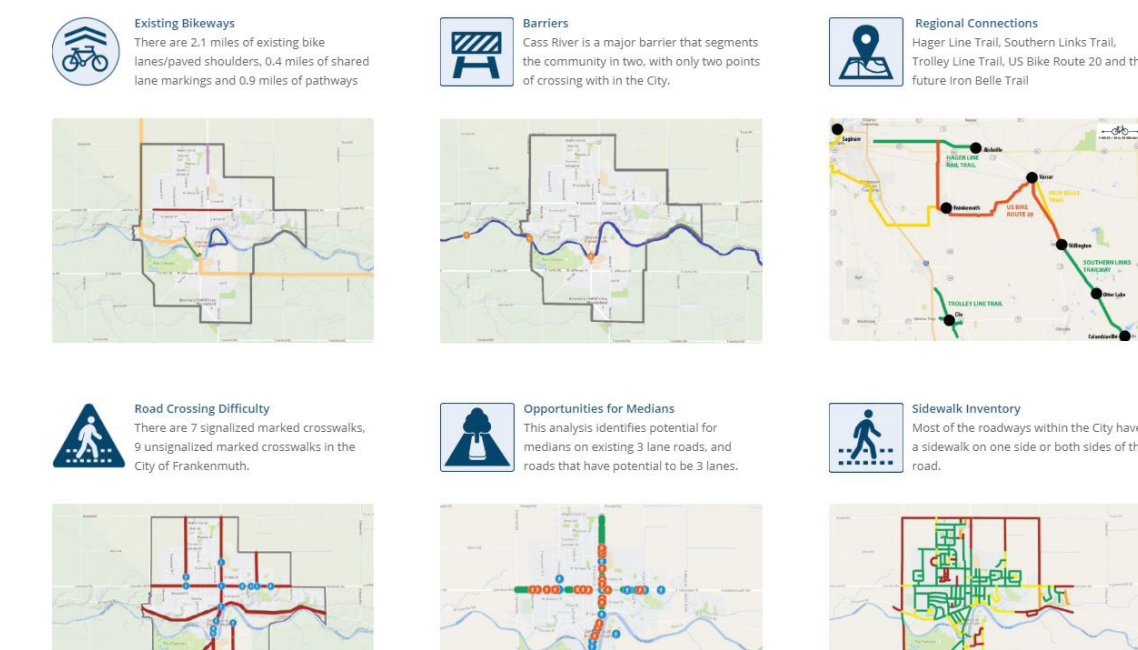
SPEED MANAGEMENT

Implement speed management measures on streets where the 85-percentile speed exceeds the posed speed limit on residential streets, school zones or where the majority of residents and business owners make a request to the City. For road reconstruction projects determine the desired speed and then design the road such that traffic naturally flows at the desired speed.



INTEGRATED REAL-TIME TRANSIT INFORMATION

Work with public and private transit providers and third-party software developers to establish an integrated tool that makes trip planning easier and provides information to both smart phones and public displays.



COMMUNITY DASHBOARD

Create and update a website and printed reports that track progress on implementing the multimodal plan. This would include statistics such as a mileage of new infrastructure, the number of new and improved pedestrian crossings, crash rates, and number of people participating in programs.



TRAFFIC COUNT PROGRAM

Establish permanent automatic counters for pedestrians, bicyclists, and personal mobility vehicles along major new facilities. Set up a program where temporary traffic counters are rotated around the city to key destinations on a set schedule. Coordinate these efforts with state and regional count efforts. Prior to the creation of new facilities establish baseline counts.



COMMUNITY SURVEYS

Set up a year resident survey that measures community use of and satisfaction with the multimodal transportation system. This survey may be used to make mid-course corrections and refine community priorities.



TRAFFIC LABORATORY

In the spirit of innovation long tied to Dearborn, set up an ongoing program to test new ideas and evaluate how successful these are. Brand the effort so that the community understands that when an experiment is happening and provide a forum for community discussion.