CITY OF DEARBORN MULTIMODAL PLAN

خطة مدينة ديربورن متعددة الوسائل

EXECUTIVE SUMMARY

Overview + Process

The City of Dearborn has been working to improve connectivity and transportation options for a number of years - however, this is Dearborn's first holistic, city-wide analysis and discussion on multi-modal transportation. Building on the City's long history of being a city of innovation, this Multi-Modal Transportation Plan seeks to lay out a vision for a connected transportation network that will accommodate the next generation of people and vehicles- a plan that will serve those who want to walk, bike, ride and drive. While the Plan considers every mode of transportation, it focuses on the modes that have traditionally received less attention including biking, walking, transit and the potential impacts of autonomous vehicles on the transportation system.

The Plan is both visionary and pragmatic with both near-term recommendations and a long-term vision that reflect desires and priorities driven by stakeholder input. Flexibility is built into the plan given the rapidly changing nature of transportation.

The City of Dearborn developed this city-wide Multi-Modal Transportation Plan over an 18-month period with the bulk of the effort and meetings taking place throughout 2018. A Steering Committee was established that met regularly to guide the process. Engaging the public throughout the process and via various methods was a critical part of the effort. The team also presented the effort and initial findings at a Joint City Council and Planning Commission meeting to ensure awareness and gather input. The Steering Committee completed a final review of the Plan prior to the Plan being recommended for adoption by the Planning Commission and adopted by City Council.

Why Plan?

The City of Dearborn developed this city-wide Multi-Modal Transportation Plan to help define current and future community needs and desires for people who walk, bike, ride, and drive. The Plan will be used by the City to respond to the growing demand for alternative forms of travel and to promote safe and comfortable transportation options throughout the City as well as a system connected into the region.

The overarching focus of this plan is to:

- Make travel more accessible to everyone in the community
- Design streets to be safe, comfortable, and convenient for people who walk, bike, take transit and drive
- Connect people to where they live, work, learn, and play
- Create beautiful streets that attract people and business
- Provide policies, programs, and infrastructure that support walking, bicycling and transit
- Make Dearborn a healthier and happier place to live and work

What Drove This Project?

Health

The first 22 minutes of moderately vigorous physical activity each day reduces many chronic diseases by up to 50%. The best way to integrate more physical activity into your life is to integrate it into your typical daily activities. The quality of the walking and bicycling experience is key. To obtain the benefits we must remove the barriers and establish a system that attracts people.

Safety

Improving the safety of the most vulnerable users of our network - those that walk and bike. Pedestrians in Dearborn averaged 40 crashes a year over the past 12 years. That represents only 1% of all crashes, but 26% of all fatal crashes. Bicyclists averaged 26 crashes a year over the past 12 years which is 0.8% of all crashes but 7% of incapacitating injury crashes.

Place

Providing a high quality of life is the key to attracting people that make the economy thrive including educated youth, high energy immigrants, educated senior citizens and entrepreneurs. Job creators want vibrant downtowns, green infrastructure, pedestrian and bicycle linkages, transit, diverse housing options, recreation amenities and a creative entrepreneurial environment. Streets constitute a community's single most important public space in terms of size, visibility and use. The public right-of-way comprises 24% of Dearborn's total area.

Community

By walking or biking, people build their social capital via the minutia of daily interpersonal interactions. The City's Master Plan documents that residents aspire to increase walkable and bikeable connections, create appealing walkable neighborhood retail districts, and expand recreational opportunities.

Cost

The cost of doing nothing is in all likelihood greater than the cost of doing something. There is an estimated $25 million a year in economic and societal impacts from pedestrian and bike crashes. There are costs associated with lower productivity at work and school as well as limited mobility for elderly, young and those with disabilities.

Engagement + Input

The Steering Committee and City staff developed a robust public engagement plan in order to gather as much input as possible while considering the timeline and budget for the project. There were 4 primary methods used to gather input from the public.

A **project website** was developed where schedule and drafts could be reviewed and input collected at www.walkbike.info/dearborn.

Collaborated with 15 existing groups and **participated at their meetings** and/or events in an attempt to meet folks where they were.

849 **surveys** (online and paper copies) were completed and available in English and Arabic. Awareness of the survey was done via social media, email and through the Steering Committee contacts.

Held 2 city-wide **public workshops/ open houses** where people could come to learn more about the project and give feedback on preliminary ideas and priorities.

Groups Our Team Met With During Process

School Board City Relations Committee
LAHC's Youth Leadership & Diversity Education Program
Disability Commission
Healthy Dearborn Coalition
Dearborn Federation of Neighborhood Associations
Rotary Club of Dearborn
West and West Dearborn DDAs
Warren Business District Improvement Association
Dix-Vernor Business District Improvement Association
Pop Up near American Moslem Society
Dearborn Business Leaders
Ford Land
ACCESS
Healthy Dearborn Walk n' Roll Event
Salina School

Things We Heard During Planning Process

The online survey was completed by 849 people and was available in both English and Arabic. Nearly 400 people attended the various meetings, workshops and pop up input stations that were held. In addition to this brief summary of input gathered, comments collected at public meetings were combined into a Google Map and can be viewed at WalkBike.Info/Dearborn.

Issues Preventing Trips By Mode

- Lack of sidewalks and poor sidewalk conditions were mentioned by half of the respondents
- Traffic and safety came up in 17% of responses
- Michigan Ave. specifically called out as problematic for a variety of reasons

- 33% want more bike trails
- 28% would like to see more bike lanes
- 13% mentioned poor road conditions
- 12% mentioned lack of bike parking
- About 1/3 of all comments related to traffic, safety and drivers

- Inconvenient bus stop locations and routes
- Lack of shelters
- Not understanding the system
- Not time efficient way to travel - but like new FAST bus
- Like the train, but not in its current form

- Poor pavement condition and pot holes - 40%
- 25% mentioned traffic congestion with school traffic and Michigan Avenue noted specifically

How People Get Around Town

86% 66% 14% 92%

Frequently Noted Places/Elements People Would Like To See Improved

Fairlane Town Center
Evergreen Road
Hubbard Drive
Michigan Avenue
Downtowns
Outer Drive
Ford Road
Greenfield Road
Trails
Transit

What Makes Dearborn Special?

Dearborn has a lot of things people LOVE about it - this plan should compliment and celebrate these things.

Inventory + Analysis

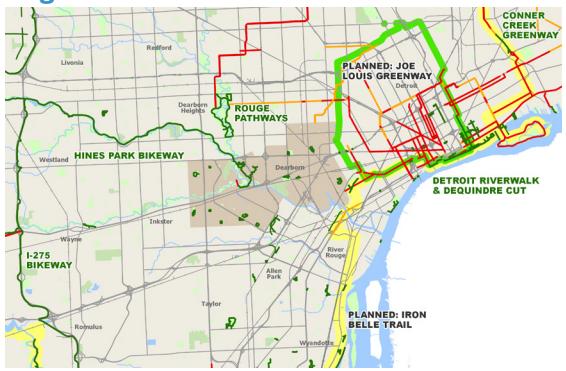
The vision, recommendations, and implementation strategy set forth in this Multi-Modal Plan are based on input gathered from the Steering Committee and public, technical expertise provided by the team, and consideration of findings made during an extensive analysis of existing conditions.

Planning for a robust multi-modal network is complex and touches on a broad range of issues. Analysis of existing conditions was conducted in order to respond to multiple project objectives and provide a solid foundation for recommendations. Results of this analysis have been grouped into one of three categories:

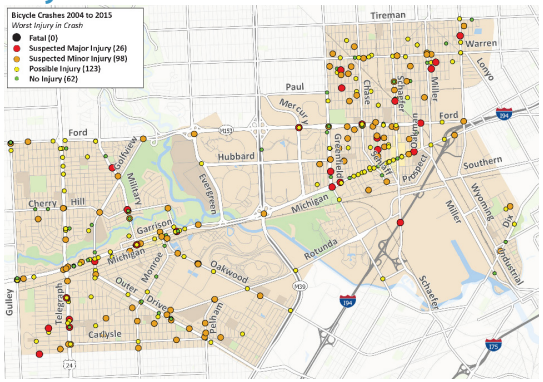
- Land Use, Demographics + Travel
- People Who Walk + Bike + Take Transit
- Streets, Intersections + Parking

The following page demonstrates the types of inventory and analysis maps referenced during the planning process. Visit WalkBike.Info/Dearborn. for complete list of maps and details.

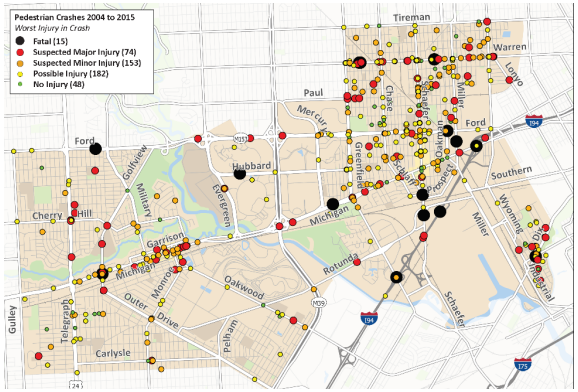
Regional Trails



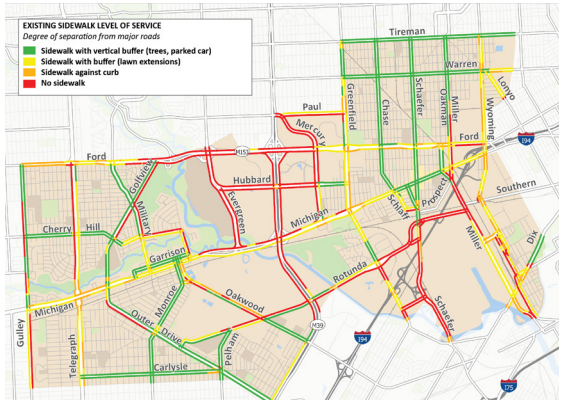
Bicycle Crashes



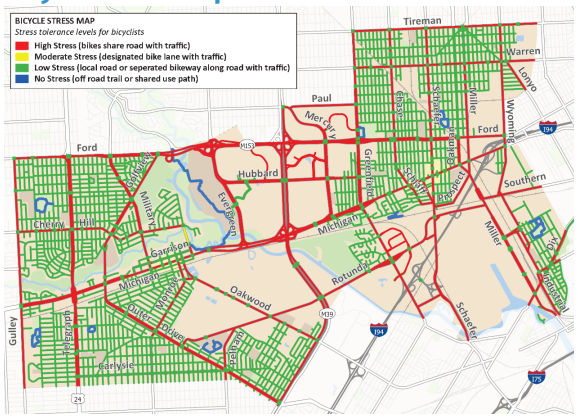
Pedestrian Crashes



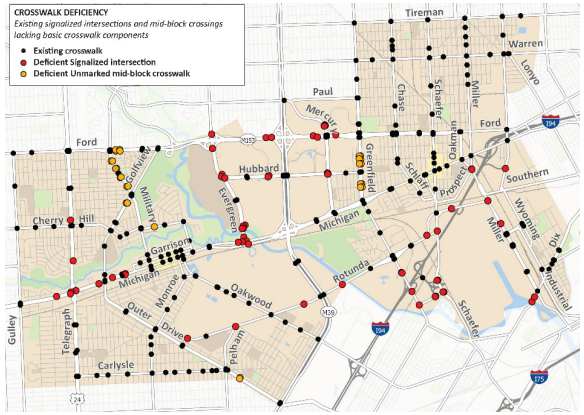
Existing Sidewalk Level of Service



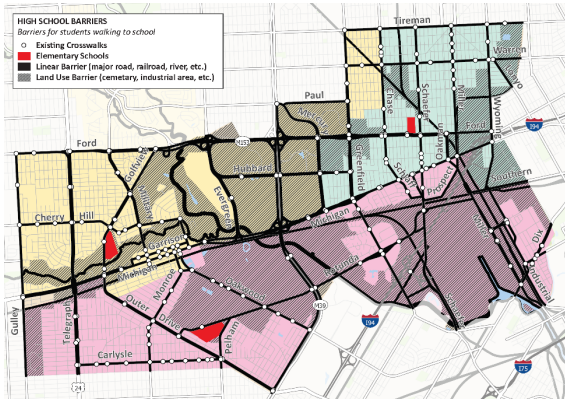
Bicycle Stress Map



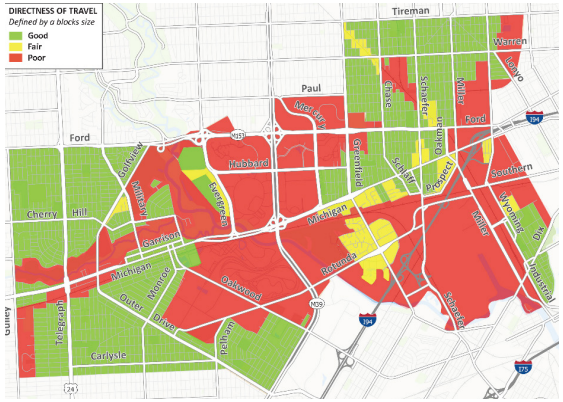
Crosswalk Deficiency



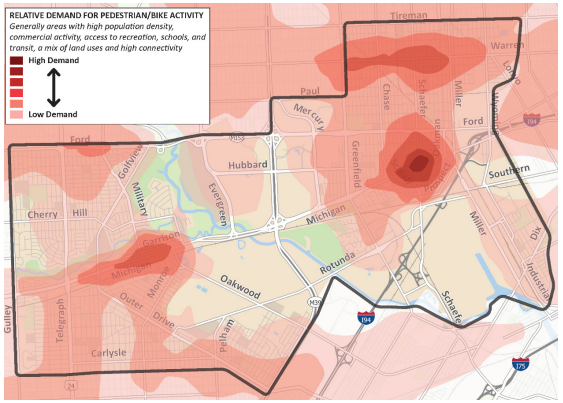
High School Barriers



Directness of Travel



Demand for Ped/Bike Activity



Infrastructure Recommendations

The City of Dearborn has been working to improve connectivity and transportation options for a number of years - however, this is Dearborn's first holistic, city-wide analysis and discussion on multi-modal transportation. Building on the City's long history of being a city of innovation, this Multi-Modal Transportation Plan seeks to lay out a vision for a connected transportation network that will accommodate the next generation of people and vehicles- a plan that will serve those who want to walk, bike, ride, and drive. While the Plan considers every mode of transportation, it focuses on the modes that have traditionally received less attention including biking, walking, transit and the potential impacts of autonomous vehicles on the transportation system.

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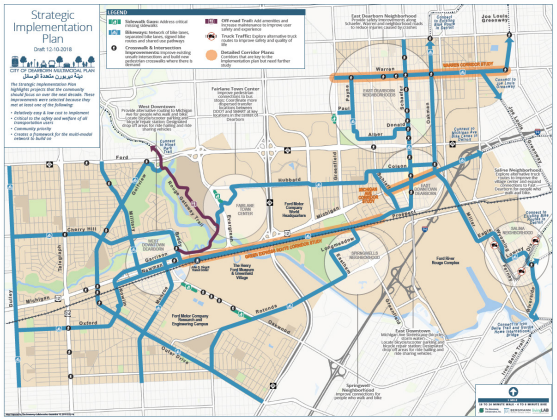
Factors Considered When Developing 3 Categories of Recommendations

One Goal - 3 Plans

The Multi-Modal Plan recommendations are organized into 3 pieces in order to illustrate which items should be focused on in the first few years, which elements could be implemented as opportunities present themselves, and which elements should be considered when major infrastructure construction projects are being planned. The 3 pieces of the Plan are illustrated below as a Strategic Implementation Plan, Near-Term Enhancements, and the Long-Term Vision. These were developed based on a number of factors, data and input that was collected during the 12 months prior to plan adoption. The number of miles existing in the City as well as proposed within these three pieces are available as GIS data and also summarized in table form in the Plan.

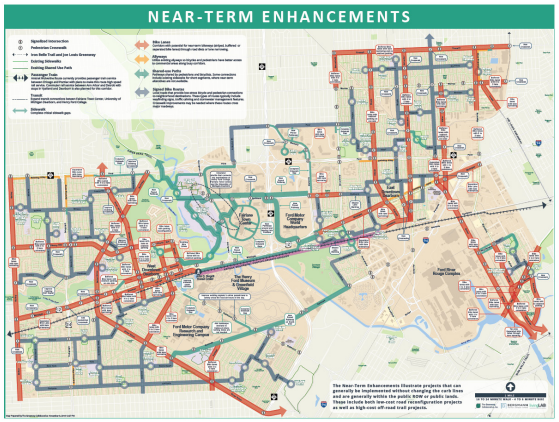
Immediate Focus

1 Strategic Implementation Plan



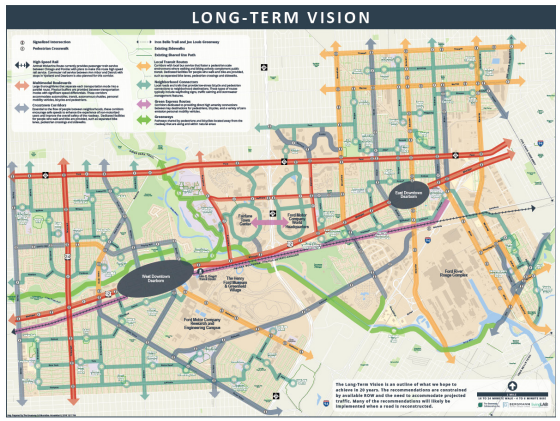
Implement As Opportunities Present Themselves

2 Near-Term Enhancements



Incorporate Into Major Construction Projects

3 Long-Term Vision



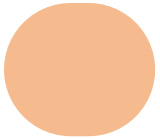
Strategic Implementation Plan

The Strategic Implementation Plan highlights projects that the community should focus on implementing/completing over the next decade. Completion of the elements highlighted in the Strategic Implementation Plan would provide a core network. These improvements were selected because they met at least one of the following:

- Relatively easy and low cost to implement
- Critical to the safety and welfare of all transportation users
- Community Priority
- Creates a framework for the multimodal network to build upon
- Primarily low to moderate stress facilities
- Evenly distributed routes
- Links to key destinations

Costs and Budgets

Planning level cost estimates were prepared for the Strategic Implementation Plan. The Appendix includes detailed route breakdowns, summary of cost by routes, unit prices, etc. Below is a summary of the hard costs (construction) and soft costs (design and engineering) and total budget for the Strategic Implementation Plan in round numbers.



Hard Costs **$5.3 million**
Soft Costs **$1.3 million**

Total Budget **$6.6 million**

Immediate Focus Strategic Implementation Plan Elements

Sidewalk Gaps

There are a few critical sidewalk gaps to focus on improving including segments along Evergreen, Oakwood, and Greenfield.

Bikeways

Network of bike lanes, separated bike lanes, signed routes and shared use pathways

Existing Off-Road Trail Improvements

The Rouge Greenway Trail is a heavily used shared use trail in the City. A focus should be on adding amenities and increasing maintenance to improve user safety and experience.

Expand Off-Road Trail/Greenway Network

Additional off-road trails are desired to expand the network and access to parks, neighborhoods, natural resources, regional destinations and adjacent communities. Further study and coordination is needed to further the concept of the Lower Rouge Trail, a connection north into Detroit and the Rouge Greenway Trail, and continuing efforts for the long-planned Rouge Gateway Trail extension to the Iron Belle Trail.

Crosswalk + Intersection Improvements

Improve existing unsafe intersections and build new pedestrian crosswalks where there is demand. See details on following pages.

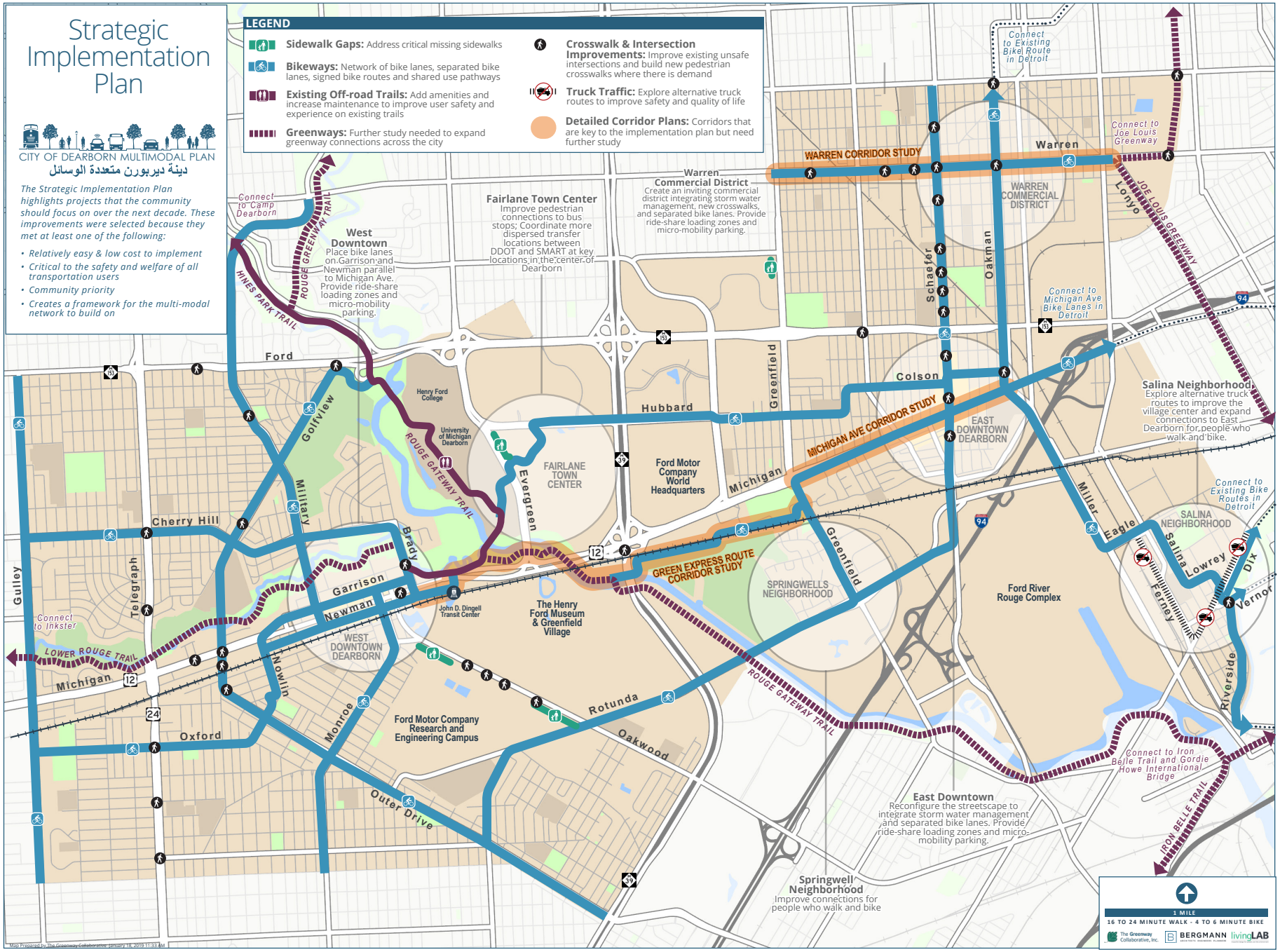
Explore Alternative Truck Routes

Explore alternative truck routes to improve safety and quality of life in the Salina Neighborhood. Coordinate with truck route study being done in Southwest Detroit.

Detailed Corridor Studies

These corridors are key to the implementation plan but need further study.

- Green Express Route Corridor Study between East and West Downtown
- Michigan Avenue Corridor Study between Oakman and Greenfield
- Warren Avenue Corridor Study


Strategic Implementation Plan
CITY OF DEARBORN MULTIMODAL PLAN
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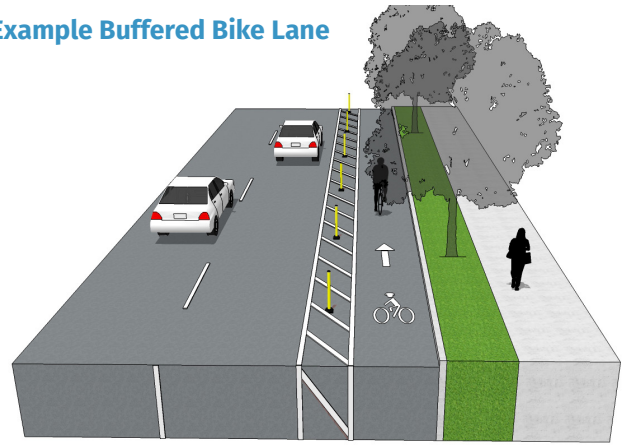
The Strategic Implementation Plan highlights projects that the community should focus on over the next decade. These improvements were selected because they met at least one of the following:
• Relatively easy & low cost to implement
• Critical to the safety and welfare of all transportation users
• Community priority
• Creates a framework for the multi-modal network to build on
LEGEND
Sidewalk Gaps: Address critical missing sidewalks
Bikeways: Network of bike lanes, separated bike lanes, signed bike routes and shared use pathways
Existing Off-road Trails: Add amenities and increase maintenance to improve user safety and experience on existing trails
Greenways: Further study needed to expand greenway connections across the city
Crosswalk & Intersection Improvements: Improve existing unsafe intersections and build new pedestrian crosswalks where there is demand
Truck Traffic: Explore alternative truck routes to improve safety and quality of life
Detailed Corridor Plans: Corridors that are key to the implementation plan but need further study
Connect to Existing Bikel Route in Detroit
Connect to Joe Louis Greenway
WARREN CORRIDOR STUDY
Warren
Warren Commercial District
Create an inviting commercial district integrating storm water management, new crosswalks, and separated bike lanes. Provide ride-share loading zones and micro-mobility parking.
WARREN COMMERCIAL DISTRICT
Fairlane Town Center
Improve pedestrian connections to bus stops; Coordinate more dispersed transfer locations between DDOT and SMART at key locations in the center of Dearborn
West Downtown
Place bike lanes on Garrison and Newman parallel to Michigan Ave. Provide ride-share loading zones and micro-mobility parking.
Connect to Camp Dearborn
ROUGE GREENWAY TRAIL
HINES PARK TRAIL
JOE LOUIS GREENWAY
Lonyo
Schaefer
Oakman
Connect to Michigan Ave Bike Lanes in Detroit
Ford
Henry Ford College
University of Michigan Dearborn
ROUGE GATEWAY TRAIL
Golfview
Hubbard
Greenfield
Colson
MICHIGAN AVE CORRIDOR STUDY
EAST DOWNTOWN DEARBORN
Salina Neighborhood
Explore alternative truck routes to improve the village center and expand connections to East Dearborn for people who walk and bike.
FAIRLANE TOWN CENTER
Ford Motor Company World Headquarters
Evergreen
Michigan
Miller
Eagle
Connect to Existing Bike Routes in Detroit
SALINA NEIGHBORHOOD
Cherry Hill
Military
Brady
Garrison
Newman
Gulley
Telegraph
Connect to Inkster
LOWER ROUGE TRAIL
GREEN EXPRESS ROUTE CORRIDOR STUDY
John D. Dingell Transit Center
The Henry Ford Museum & Greenfield Village
SPRINGWELLS NEIGHBORHOOD
Ford River Rouge Complex
Salina
Lowrey
Ferney
Dix
Vernor
Riverside
WEST DOWNTOWN DEARBORN
Nowlin
Monroe
Rotunda
Oakwood
Oxford
Outer Drive
Ford Motor Company Research and Engineering Campus
ROUGE GATEWAY TRAIL
Connect to Iron Belle Trail and Gordie Howe International Bridge
IRON BELLE TRAIL
East Downtown
Reconfigure the streetscape to integrate storm water management and separated bike lanes. Provide ride-share loading zones and micro-mobility parking.
Springwell Neighborhood
Improve connections for people who walk and bike
1 MILE
16 TO 24 MINUTE WALK - 4 TO 6 MINUTE BIKE
The Greenway Collaborative, Inc.
BERGMANN
livingLAB

Near-Term Plan Enhancements

The Near-Term Plan enhancements illustrate projects that can generally be implemented without changing the curb lines and are, for the most part, within the public right-of-way or public lands. These include both low-cost road reconfiguration projects as well as high-cost off-road trail projects. These Near-Term recommendations should be reviewed and consulted whenever there is road work (repaving, restriping or reconstruction) work being planned within the City. Many of these recommendations could be implemented with only striping/paint modifications to the existing road cross-section.

Implementing this Near-Term network would establish a fairly robust system on the east and west sides of the City. Recommendations would establish four east-west pedestrian and bicycle connections on Ford Road, Michigan Avenue, Rotunda and the Rouge Trail.

Example Buffered Bike Lane



As Opportunities Arise Near-Term Plan Elements

Transit

Work with partners to expand transit connections between Fairlane Town Center, University of Michigan Dearborn, Henry Ford College and the John D. Dingell Transit Center.

Sidewalks

As work is done within road rights-of-way, seek opportunities to complete gaps in the sidewalk network.

Bike Lanes

Corridors with potential for near-term bikeways (striped, buffered or separated bike lanes) through road diets (removing a vehicular lane) or via lane narrowing.

Alleyways

Utilize existing alleyways so bicycles and pedestrians have better access to commercial areas along busy corridors.

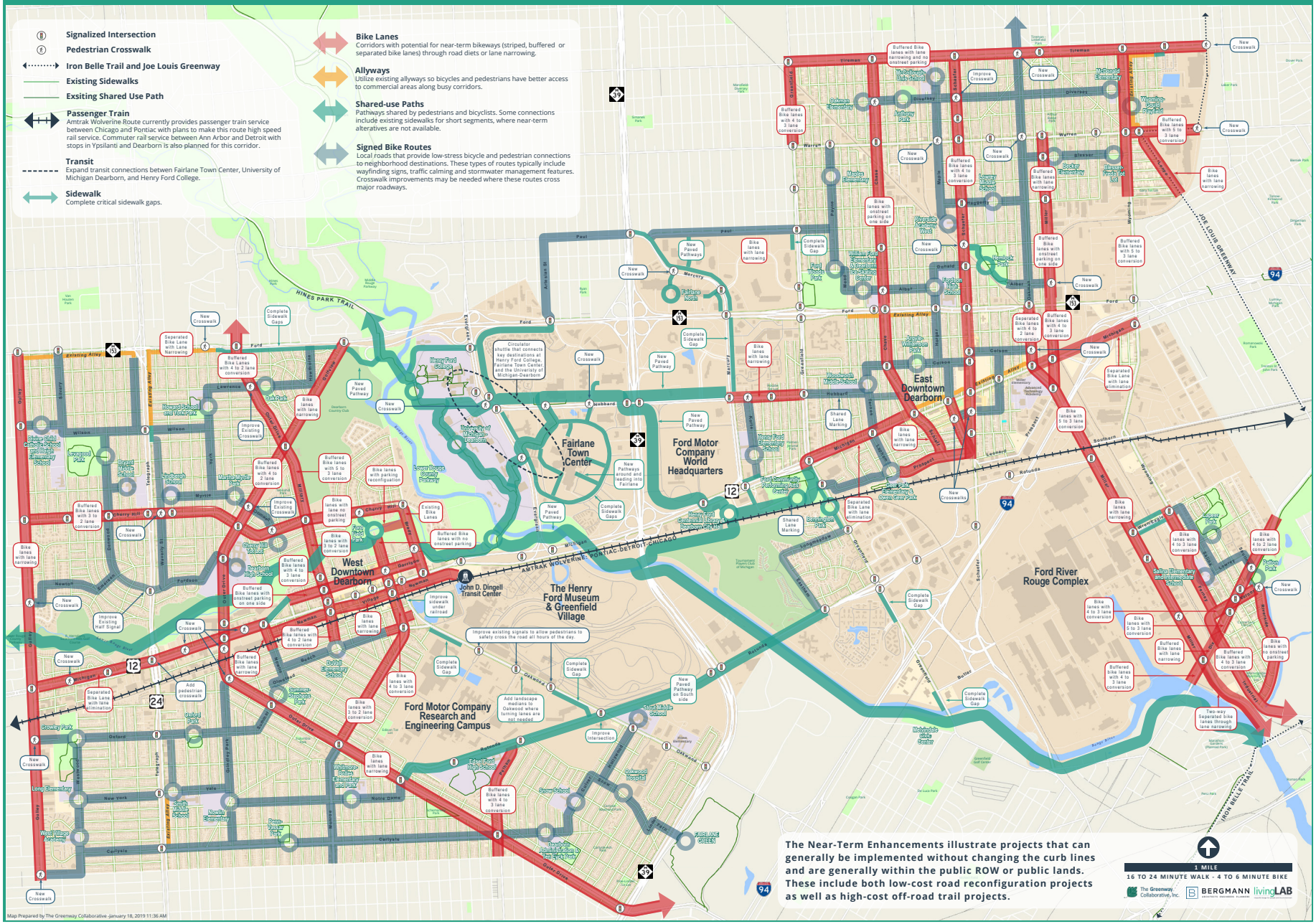
Shared Use Paths

Pathways shared by pedestrians and bicyclists. Some connections include existing sidewalks for short segments, where near-term alternatives are not available.

Signed Bike Routes

Local roads that provide low-stress bicycle and pedestrian connections to neighborhood destinations. These types of routes typically include wayfinding signs, traffic calming and stormwater management features. Crosswalk improvements may be needed where these routes cross major roadways.

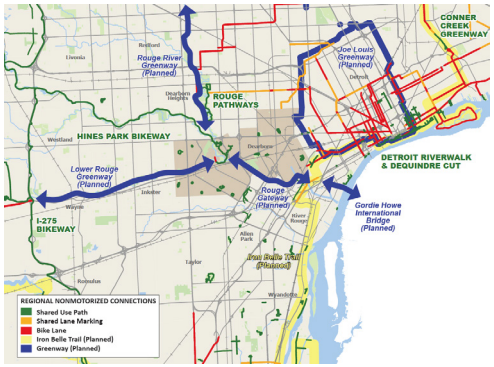
NEAR-TERM ENHANCEMENTS



Long-Term Vision

The Long-Term Vision captures what the City aspires to achieve over the next 20+ years. The recommendations are constrained by available right-of-way and the need to accommodate projected traffic. Many of the recommendations will likely be implemented when roads are reconstructed. The graphic below illustrates how the long-term vision for additional greenways/trails within Dearborn would connect the City into the larger Regional network including the Joe Louis Greenway, Iron Belle Trail, Rouge Greenway and 275 Metro Trail.

Existing and Proposed Regional Trail Network



20+ Years From Now Long-Term Vision Elements

Multi-Modal Boulevards

Large thoroughfares that separate each transportation mode into a parallel route. Physical buffers are provided between transportation modes with significant speed differentials. These corridors accommodate automobiles, transit, autonomous shuttles, personal mobility vehicles, bicycles and pedestrians.

Crosstown Corridors

Essential to the flow of people between neighborhoods, these corridors encourage safe speeds to enhance the experience of non-motorized users and improve the overall safety of the roadway. Dedicated facilities for people who walk and bike are provided, such as separated bike lanes, pedestrian crossings and sidewalks.

Local Transit Routes

Corridors with local bus service that foster a pedestrian scale environment where walking and biking actively complement public transit. Dedicated facilities for people who walk and bike are provided, such as separated bike lanes, pedestrian crossings and sidewalks.

Neighborhood Connectors

Local roads and trails that provide low-stress bicycle and pedestrian connections to neighborhood destinations. These types of routes typically include wayfinding signs, traffic calming and stormwater management features.

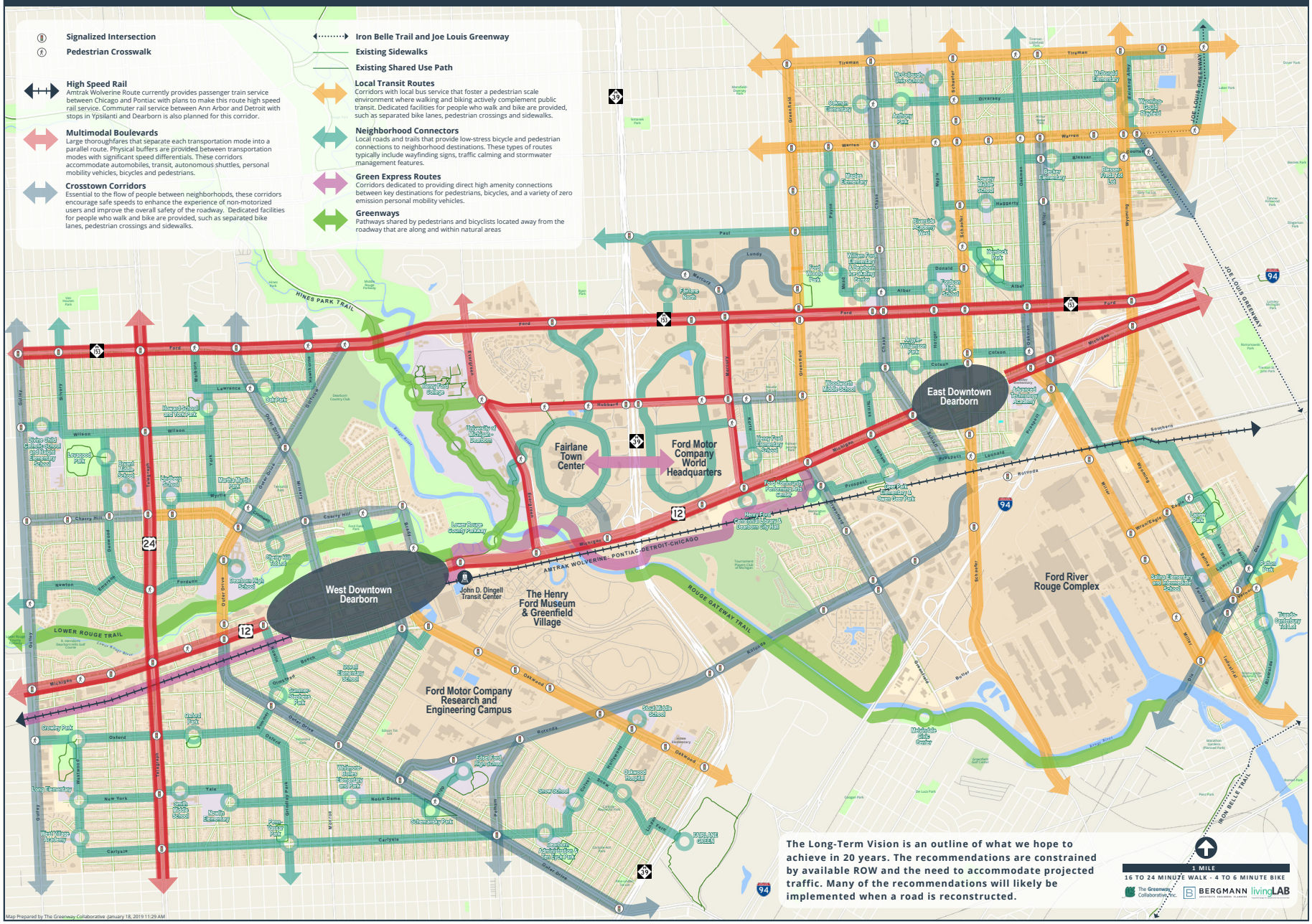
Green Express Routes

Corridors dedicated to providing direct, high amenity connections between key destinations for pedestrians, bicycles, and a variety of zero emission personal mobility vehicles.

Greenways

Pathways shared by pedestrians and bicyclists located away from the roadway that are along and within natural areas.

LONG-TERM VISION

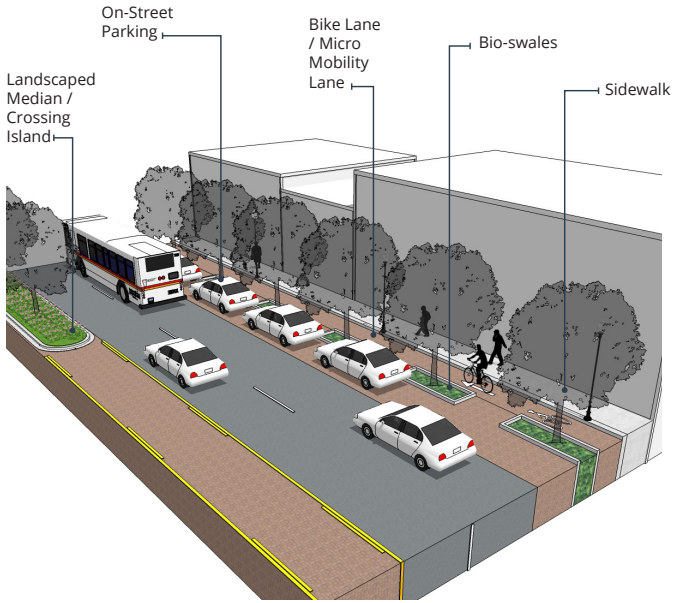


Major Corridor Recommendations

There are 4 corridors in the City: Michigan Avenue, Ford Road, Warren Ave and Telegraph Road that additional effort and analysis were given due to their importance and/ or complexity. The existing conditions and proposed recommendations for these corridors are summarized in the plan. These roads are regional by nature and coordination with adjacent communities will be essential as these concepts move forward.

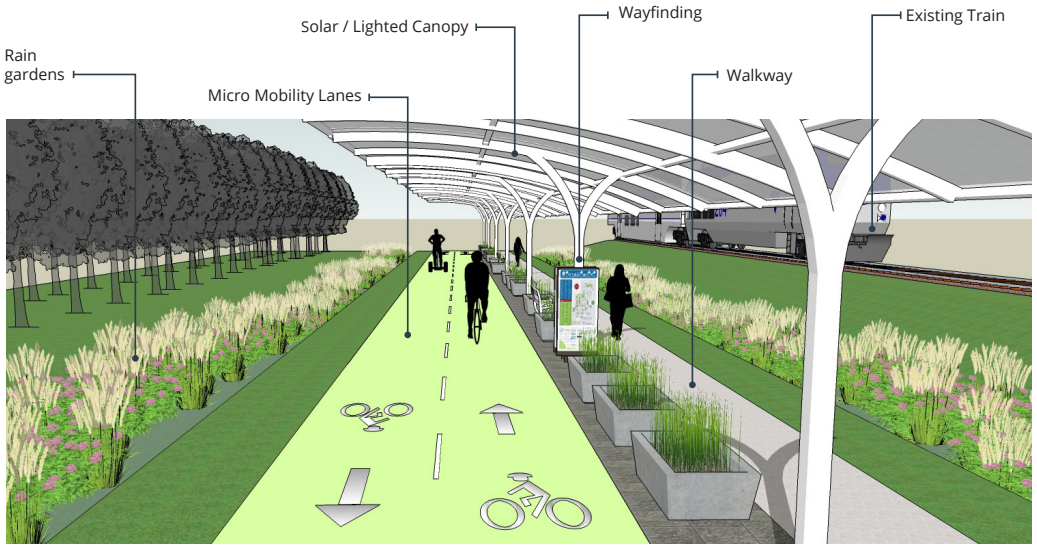
Warren Avenue Corridor

Warren Avenue is a 4 to 5 lane commercial strip corridor on the north side of Dearborn. The buildings are primarily comprised of older two-story buildings and newer one-story structures interspersed with surface parking lots. Much of the corridor is serviced by alleys. While it has significant commercial activity, the corridor currently does not have a place identity on par with East or West Dearborn. Beyond making the street more multimodal, reconfiguring the Warren Corridor offers the opportunity to enhance the business district and address storm water management. The proposed design concepts include separated micro mobility lanes, bioswales, and pervious pavement in parking, center turn lanes, and micromobility lanes.



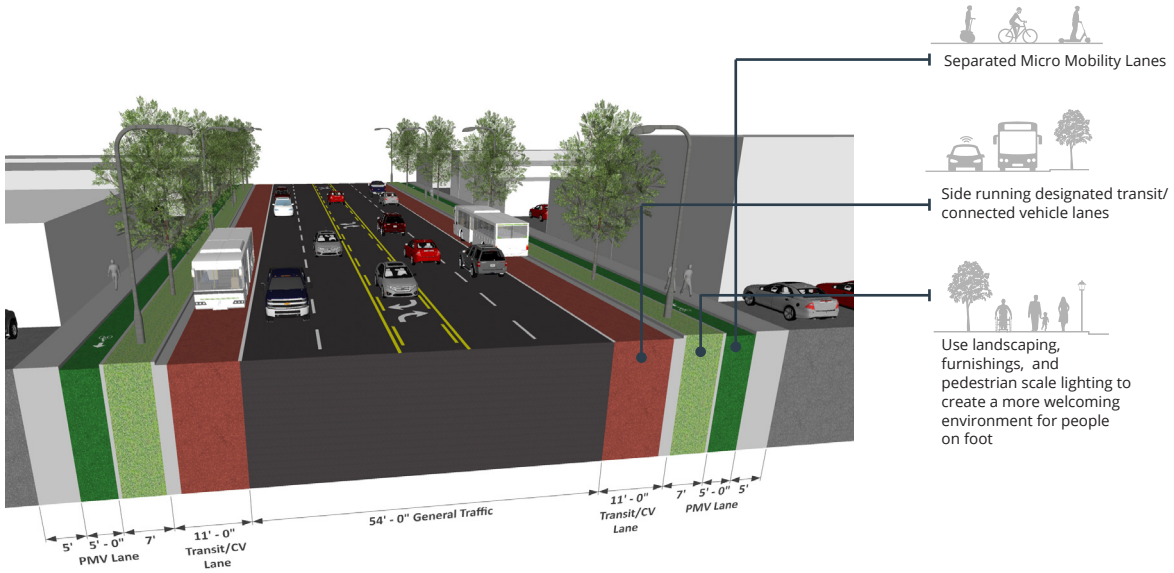
Michigan Avenue Corridor/ Green Express Route

Michigan Avenue traverses the entire width of the City and is a MDOT trunkline. It is a complex roadway that ranges from a fast-moving 9-lane boulevard with ramp access in the middle of the City to a slow-moving 5-lane road with frequent signals in both the east and west downtowns. In the center it links with the Southfield Freeway and distributes a significant amount of traffic to major destinations. The frequently changing character combined with radically different contexts and purposes present a unique challenge. The plan outlines both near and long-term recommendations for the corridor. Recommendations include consolidating traffic to the north bound lanes and providing and a new type of transit express route, called The Green Express Route.



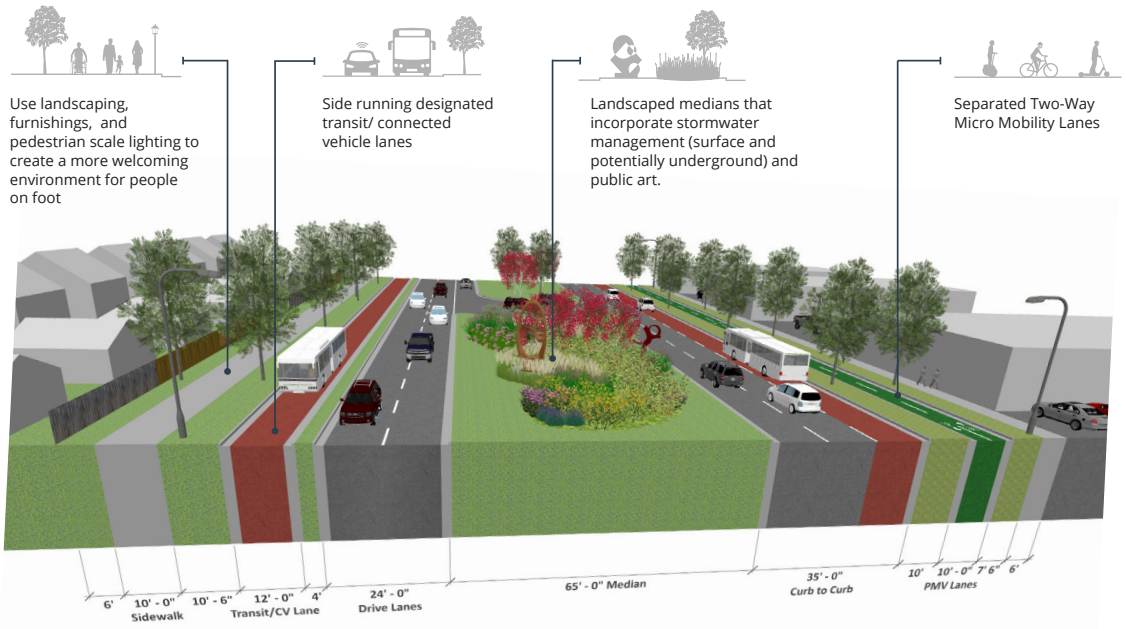
Ford Road Corridor

Ford Road is a MDOT trunkline, traverses the entire width of the City of Dearborn and is a main thoroughfare through the City. Ford Road has two primary cross-sections - 7 lanes (with center turn lane) on the east and west edges of the City and a 6 lane boulevard through the center of Dearborn. Proposed long-term improvements for Ford Road are illustrated in the plan. Recommendations for a dedicated transit lane could be phased in as technologies and patterns continue to evolve.



Telegraph Road Corridor

The regional Telegraph Road Corridor traverses north-south on the western side of Dearborn. This MDOT trunkline is primarily a 7-lane boulevard (4 lanes northbound and 3 lanes southbound) with pinch points at the railroad and Michigan Avenue underpasses. Almost all commercial activity is on the east side. Proposed long-term improvements are illustrated including conversion of one northbound lane to two-way separated bike lanes, a shared use path on west side and designated transit/autonomous vehicle lanes as need arises.



Policies, Programs, + Metrics

Implementing a robust multi-modal system in the City can not be accomplished with infrastructure improvements alone. During the development of this plan, a number of policies, programs, metrics and studies were discussed. The elements listed on the following pages are of equal importance to the various infrastructure recommendations discussed in Chapter 3 of the Plan.

Polices set the stage, programs promote safety and use, metrics help guide future improvements and studies will keep key projects moving forward.

Policies

Multimodal transportation does not fall under the domain of one person, one department or even one agency. The recommended policies will set the stage for implementation of the proposed physical improvements, programs, and metrics.

The following is not an exhaustive list, but rather focuses on the policies that should be addressed over the next five to ten years. *The most critical policy is the Complete Streets + Vision Zero Ordinance, a first draft of which is included in the Appendix.* This ordinance will direct the staff to undertake action on the other policies mentioned in this section.

- **Complete Streets + Vision Zero Ordinance**
- **Multimodal Transportation Board**
- **Sidewalk + Pathway Maintenance**
- **Need Mechanism for Street Funding**
- **Best Practice Trainings**
- **Americans with Disabilities Act Transition Plan**
- **Bike Parking**
- **Downtown Intersection Safety Improvements**
- **Managing Shared Vehicle Space**
- **Speed Management**
- **Sidewalk and Crosswalk Lighting**

Programs

Changing firmly established transportation patterns does not happen overnight. Programs introduce people to new facilities and new ways to travel.

With all of the programs, one overarching theme should prevail - seeing all users of the roadway as fellow human beings deserving respect and consideration.

No single program has the ability to change the culture. But all of the programs working in concert can create a drumbeat of change.

- **Use SEMCOG's WalkBikeDrive Safe Program**
- **Multimodal Information Website**
- **Grand Opening Events + Outreach**
- **Education Paired with Enforcement**
- **Continue Community Walk N' Roll**
- **Traffic Laboratory**
- **Multimodal Information Hubs**
- **Ride to Camp Dearborn**
- **Commuter Challenge Program**
- **Safe Routes to School Program**
- **Integrated Real-time Transit Information**

Metrics

Multimodal transportation planning is an iterative process that requires revisiting the policies, physical improvements, and programs on a regular basis and adjusting plans accordingly. Effective ways to measure the progress are necessary as the community decides how to invest in its community. The recommended metrics are a combination of hard numbers, community sentiment and benchmarking against peer cities.

- **Crash Rates**
- **Community Recognition Programs**
- **Community Dashboard**
- **Community Surveys**
- **Traffic County Programs**

The view the full plan visit the project website at:

www.WalkBike.Info/Dearborn

The project website also includes a detailed digital appendix with a wealth of information on how the plan was developed and supporting materials including the following:

Advisory Committee Meeting Materials

- Agendas
- Notes
- Presentations

Spring 2018 Public Engagement

- Meeting Materials
- Results

Fall 2018 Public Engagement

- Meeting Materials
- Results

Cost Estimates

- Cost Estimate Technical Memorandum
- Route Cost Breakdowns
- Unit Prices

Detailed Supporting Materials

- Inventory + Analysis Maps
- Geographic Information System
- Traffic Analysis Technical Memorandum
- Draft Complete Streets and Vision Zero Ordinance

Large Format Plan

- Strategic Implementation Plan
- Near-term Enhancements
- Long-term Vision