



WALKABLE NOVI COMMITTEE

AGENDA

April 25, 2019 at 6:00 p.m.

Novi Civic Center

Mayors Conference Room

45175 W. Ten Mile, Novi, MI 48375

(248) 347-0475

Members: John Avdoulos, Dave Staudt, Julie Maday, Andrew Mutch, Paulina Muzzin, and Shelley Thomopoulos

Staff Support: Sri Komaragiri, Planner, Community Development
Barbara McBeth, City Planner, Community Development
Hannah Smith, Planning Assistant, Community Development
Jeff Muck, Director of Parks, Recreation and Cultural Services
George Melistas, Engineering Senior Manager & Traffic Engineer

ROLL CALL

APPROVAL OF AGENDA

AUDIENCE PARTICIPATION

MATTERS FOR DISCUSSION

- a. Non-Motorized Master Plan: Eight Year Implementation Status (2019)
- b. Open Discussion on Annual Non-Motorized Prioritization Update ranking system
- c. 02-21-19 WNC meeting minutes approval

STAFF UPDATES

1. Planning Update
2. Engineering Update
 - a. Active Non-Motorized Project Portfolio for Engineering Division
3. Parks, Recreation and Cultural Service Update
 - b. ITC Trail Update

COMMUNICATIONS

ADJOURN

MATTERS FOR DISCUSSION

- a. Non-Motorized Master Plan: Eight Year Implementation Status (2019)

MEMORANDUM(DRAFT)



TO: WALKABLE NOVI COMMITTEE
FROM: SRI KOMARAGIRI, PLANNER
SUBJECT: NON-MOTORIZED MASTER PLAN: EIGHT YEAR IMPLEMENTATION STATUS
DATE: APRIL 19, 2019

Novi City Council adopted the City of Novi *Non-Motorized Master Plan on February 28, 2011*. The Plan presented a set of goals and implementation strategies that when substantially implemented will result in a physical and cultural environment that will support and encourage safe, convenient and comfortable ways to walk and bicycle throughout the community. Since then, the City has implemented a substantial portion of the infrastructure, policy, public outreach and education goals and implementation strategies.

The implementation of the strategies has been the result of many efforts throughout the City's organization. Among those providing input and guidance have included City Administration, Department of Public Services, Parks, Recreation and Cultural Services, Community Development, Neighborhood and Business Relations, and the Police Department, as well as citizen members of boards and commissions, especially as represented through the Walkable Novi Committee.

Each year, since the adoption, staff has been tracking the progress of the implementation strategies. This is the eight year update. The following outline summarizes the general categories of implementation strategies recommended Section 3.2 in the *2011 Non-Motorized Plan*. That is followed by a table that lists each implementation strategy along with an update on its progress and any additional comments.

- 1. Infrastructure**
 - a. Initial Investments
 - i. Complete Sidewalk Gaps
 - ii. Safety Concerns
 - iii. Critical Links
 - b. Four Parallel Tasks
 - i. Major Corridor Development
 - ii. Neighborhood Connectors
 - iii. Sidewalk Gaps
 - iv. Construction Integration
 - b. ADA Compliance
 - c. Safe Routes to Schools
 - d. Bicycle Parking
 - e. Maintenance of Non-motorized Facilities
 - f. Sidewalk/Roadside Pathway Completion
- 2. Policy Recommendations**
 - a. Complete Streets
- 3. Site Plan Review**
- 4. Public Outreach and Education**
 - a. Establish the Program
 - b. Build a Culture of Biking and Walking

With 2017 update, Planning staff met with Engineering staff to reassess the feasibility of all the implementation strategies listed in this document. Engineering staff recommended certain items are "unlikely" to be implemented as noted in the progress column. It is suggested that these items can be eliminated from future updates upon further consideration by the Committee. The recommendation is based on difficulties associated with constructability, easement acquisition and required approvals.

Additional maps from the Master Plan are included as a reference to help understand the context of the connectors and pathways.

All text in **blue** are updates from this year

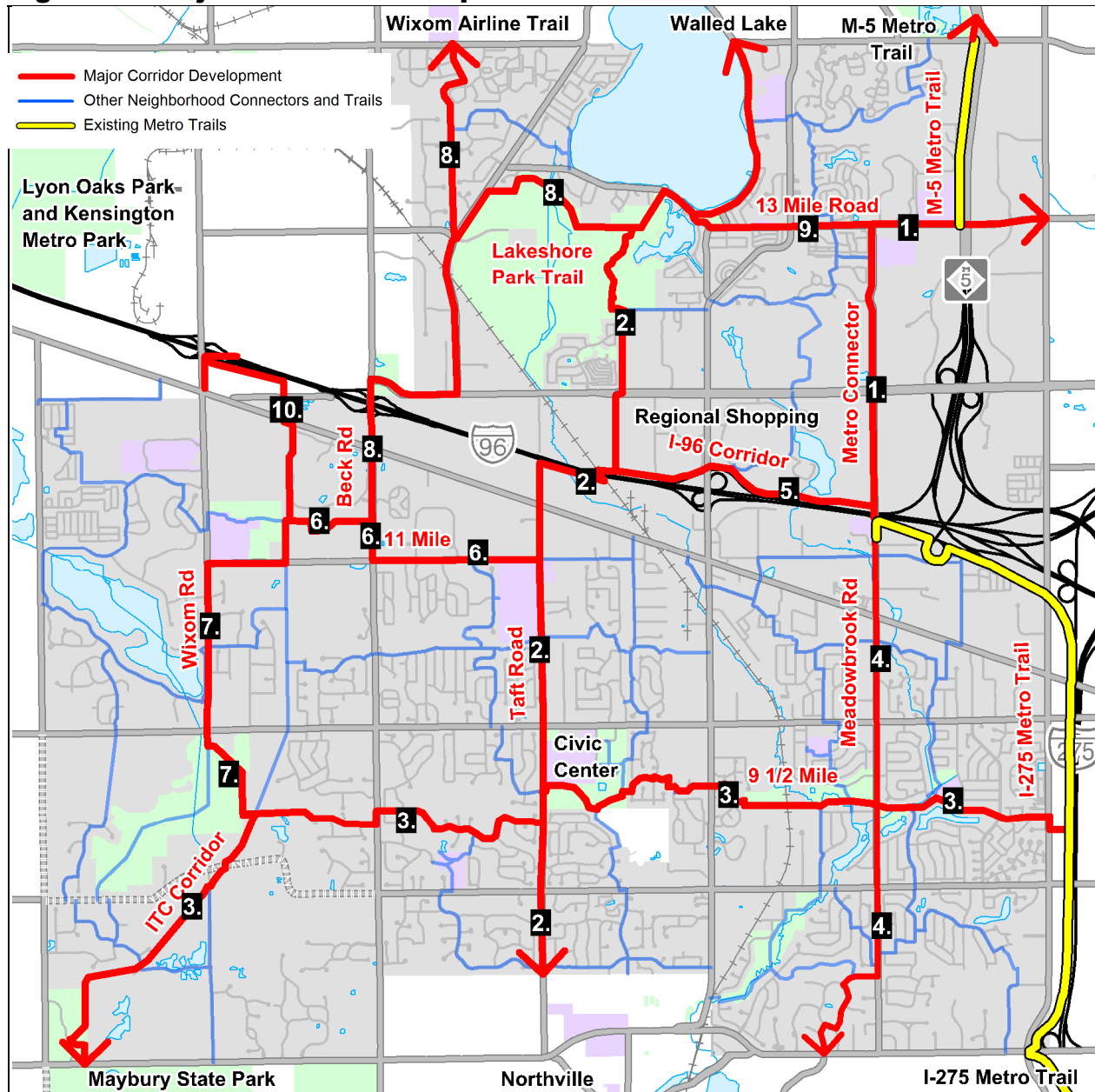
Acknowledgements

- Barbara McBeth, City Planner
- Jeff Muck, Director of Parks, Recreation and Cultural Services
- George Melistas, Engineering Senior Manager

More information on the Non-Motorized Master Plan can be found at <http://www.cityofnovi.org/Community/Ride-and-Walk-Novu.aspx#NonMotorizedMasterPlan>

More information about CIP projects can be found at <https://cip.cityofnovi.org/projects>

Fig. 3.2C. Major Corridor Development



Major regional, city and countywide connections across the city that provide a backbone to the non-mototrized system.

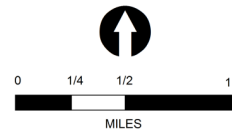
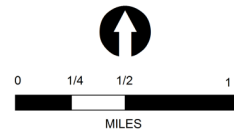
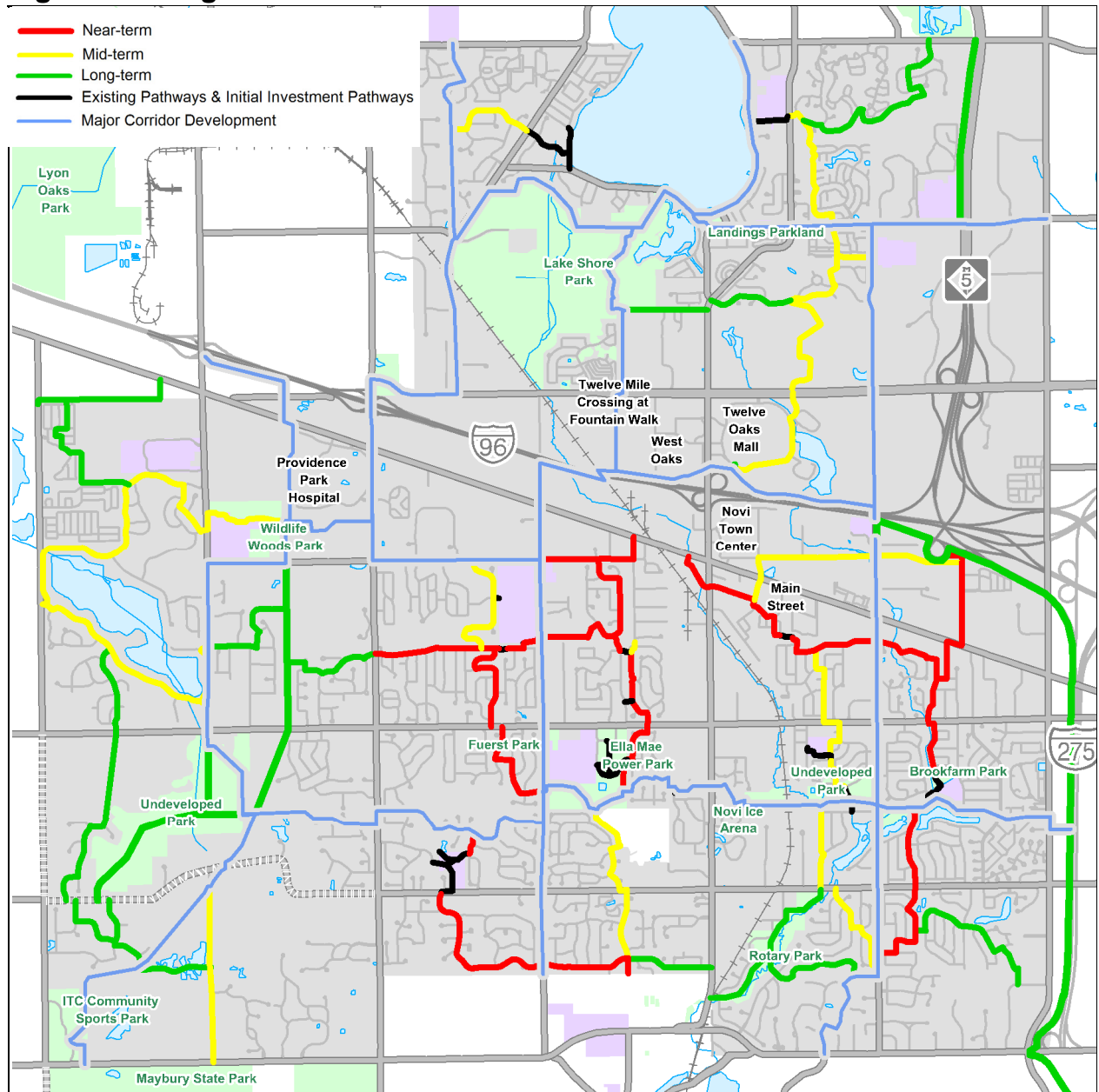


Fig. 3.2F. Neighborhood Connectors



Non-Motorized Master Plan
2018-19: Eight Year Implementation Status

Implementation Strategy

Progress

Comments

1. Infrastructure

a. Initial Investments *(Segments that ranked in Top 20 in 2018-19 Annual Non-Motorized prioritization update)*

i. Complete Sidewalk Gaps

Refer to the

- Table 3.2: 2018-19 Top 20 Priority Pathway and Sidewalk Segments
- Table 3.3: Additional Notes for Top 20 Segments
- Map 2: 2018-19 Top 20 Priority Pathway and Sidewalk Segments

- For more information on Annual Non-Motorized Priority Update, refer to

<http://www.cityofnovi.org/Community/Ride-and-Walk-Novi/AnnualNon-MotorizedPrioritizationUpdate2018-2019.aspx>





Pathway eastside of Meadowbrook Road, north of Twelve Mile Road (Beacon Hill Meadows)

TABLE 3.2: 2018-19 Top 20 Priority Pathway and Sidewalk Segments including deferred segments

Overall Segment Rank	Segment Item #	Section #	Type	Side of Street	Location	From	To	# of Pieces in Segment	Segment Length (ft.) excluding Developer Planned & Completed pieces	Projected CIP Year
1	80b*	24	S	north	Ten Mile	Meadowbrook	Willowbrook Estates	1	198	
2	81b*	25	P	south	Ten Mile	Willowbrook	Haggerty	3	2,634	
3	81a*	25	P	south	Ten Mile	Meadowbrook	Willowbrook	1	2,529	
4	38	16	S	east	Beck	Eleven Mile	Grand River	2	2,234	23-24
5	153	36	S	east	Haggerty	City limits	Taco Bell	1	501	
6	66*	23	P	south	Grand River	Sixth Gate	Main Street	2	293	20-21
7	18a	11	S	north	Twelve Mile	Twelve Oaks	Meadowbrook	2	2,923	
8	93b*	27	S	north	Nine Mile	Plaissance	Taft	2	619	23-24
9	53	20	P	west	Beck	Bosco House		1	323	
10	84b*	25	S	east	Meadowbrook	Nine Mile	Chattman	1	2,380	23-24
11	32a	15	S	west	Novi Rd.	Twelve Mile	West Oaks	2	1,347	
12	84a*	25	S	east	Meadowbrook	Ten Mile	Chattman	1	2,323	23-24
13	93a	27	S	north	Nine Mile	Novi Rd.	Plaissance	1	1,122	23-24
14	99a	29	P	south	Ten Mile	Valencia	400' E of Lynwood	2	2,739	23-24
15	68	23	P	south	Grand River	Huntley Manor	Meadowbrook	1	802	
16	119a*	36	S	east	Meadowbrook	Nine Mile	Singh Blvd	1	1,075	21-22
17	90*	26	P	south	Ten Mile	Chipmunk Trail	Maly Dental	2	2,122	23-24
18	58b	21	S	east	Beck	Cider Mill	Sierra	1	2,553	
19	82b*	25	S	west	Haggerty	Pavilion Ct Apartments	Nine Mile	1	539	
20	18b	11	S	north	Twelve Mile	Novi Rd.	Twelve Oaks	1	2,027	
21	58a	21	S	east	Beck	Ashley	Cider Mill	1	1,228	
Total Linear Feet									31,887	

Legend S= 6 ft. sidewalk P= 8 ft. pathway

 Segments with pathways or sidewalks on most of the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity

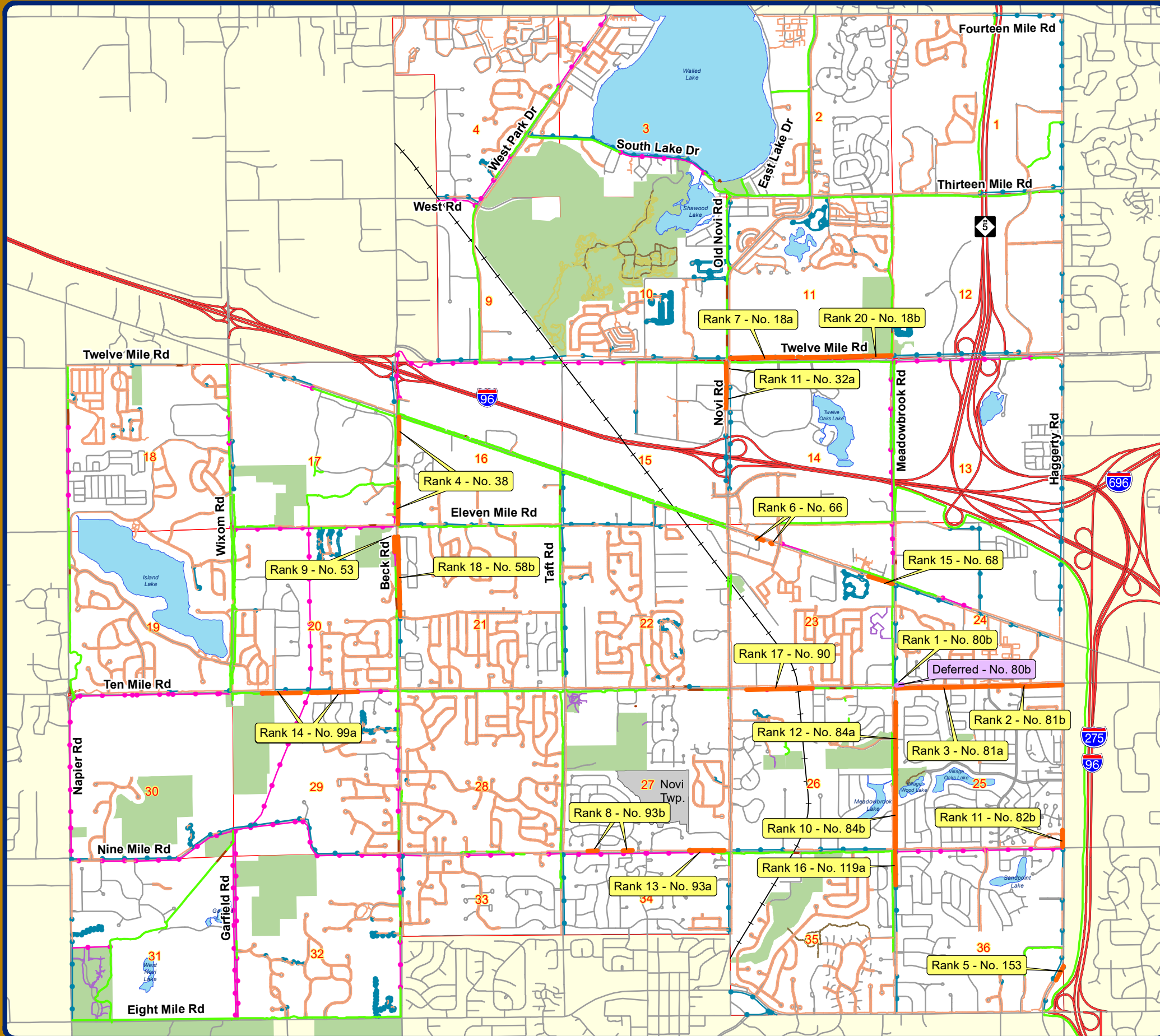
 Segments with a higher ranking segment planned for the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity

 Short Segments  CIP Budget Year  Segments included in last years Top 20  Deferred

Table 3.3: Additional Notes for Top 20 Segments

OVERALL SEGMENT RANK	Segment Item #	S= 6 ft. sidewalk P= 8 ft. pathway	Construction Estimate	Number of Easements required	Length in Feet	Notes
1	80b	S	\$601,470	2	198	Six foot sidewalk concrete sidewalk. Parking lot for three businesses would require easements. 10 Mile Corridor Study may delay construction.
2	81b	P	\$748,846	4	2,634	Eight foot wide asphalt pathway along south side of Ten Mile Rd. 10 Mile Corridor Study may delay construction.
3	81a	P	\$736,196	1	2,529	Eight foot wide asphalt pathway along south side of Ten Mile Rd. 10 Mile Corridor Study may delay construction.
4	38	S	\$1,048,025	7	2,234	Six foot wide concrete sidewalk. Beck Road Widening may delay construction.
5	153	S	\$65,764	2	501	Six foot wide concrete sidewalk. Steep slopes.
6	66	P	\$113,593		293	Eight foot wide asphalt sidewalk along south side of Grand River Ave. To be constructed along with Development on Main Street.
7	18a	S	\$305,457		2,923	Six foot wide concrete sidewalk.
8	93b	S	\$656,144	2	619	Six foot wide concrete sidewalk along north side of Nine Mile Rd. Construct with the Taft/9 Mile Roundabout.
9	53	P	\$270,237	2	323	Eight foot wide asphalt pathway. Beck Road Widening may delay construction.
10	84b	S	\$1,306,471		2,380	Six foot wide sidewalk and about 700 Ft of Boardwalk near Chattam. Steep ditches.
11	32a	S	\$372,636	1	1,347	Six foot wide concrete pathway. Possible integration with Twelve Mile and Novi intersection rehabilitation
12	84a	S	\$1,306,470		2,323	Six foot wide concrete pathway.
13	93a	S	\$656,143		1,122	Six foot wide concrete pathway. Retaining wall required.
14	99a	P	\$1,033,146	8	2,739	Estimate is from Wixom to Valencia Estates.
15	68	P	\$163,841	1	802	Eight foot wide asphalt pathway. Dependent on the Jaguar site development.
16	119a	S	\$888,436	4	1,075	Six foot wide concrete pathway. Steep slopes – will need to enclose the ditches with storm sewer
17	90	P	\$1,009,718	2; Railroad R.O.W.	2,122	Eight foot wide asphalt pathway. May require boardwalk.
18	58b	S		2	5,553	Six foot wide concrete sidewalk. To be completed after Beck Road Widening
19	82b	S		1	539	Six foot wide concrete sidewalk. Dependent on gas pipeline relocation. Buckeye pipeline will need to work with us. Potential Development to construct this.
20	18b	S	\$301,068	1	2,027	Six foot wide concrete sidewalk.
21	58a	S			1,228	Six foot wide concrete sidewalk. Beck Road Widening may delay construction.

Map 2: 2018-2019 Top 20 Priority Pathway and Sidewalk Segments



Annual Non-Motorized Prioritization: 2018-2019 Update

Top 20 Priority Segments

- Top 20 Priority Segments
- Deferred Segments

Existing Sidewalks and Pathways

- Existing Sidewalk
- Existing Pathway

Future Sidewalks and Pathways

- Proposed Pathway
- Proposed Sidewalk

Existing Off Road Paths & Trails

- Paved Path
- Unpaved Trail
- Mountain Biking Trail



City of Novi

Dept. of Community Development
City Hall / Civic Center
45175 W Ten Mile Rd
Novi, MI 48375
cityofnovi.org

Map Author: Jon Gartha
Date: October 15, 2018
Project: 2018 Non-Motorized Update
Version #: 2.0



Miles
1 inch = 0.66 miles

MAP INTERPRETATION NOTICE

Map information depicted is not intended to replace or substitute for any official or primary source. This map was intended to meet National Map Accuracy Standards and use the most recent, accurate sources available to the people of the City of Novi. Boundary measurements and area calculations are approximate and should not be construed as survey measurements performed by a licensed Michigan Surveyor as defined in Michigan Public Act 132 of 1970 as amended. Please contact the City GIS Manager to confirm source and accuracy information related to this map.



Non-Motorized Master Plan 2018-19: Eight Year Implementation Status		
Implementation Strategy	Progress	Comments
ii. Safety Concerns (Road Crossing Improvements)		
1. The half-signals along the boulevard portion of 12 Mile, west of Novi Rd.	Ongoing	At Cabaret & Donelson Drives
2. The intersection of Haggerty & Village Wood	Completed 2013	
3. South side of Pontiac Trail at Geisler Middle School	Completed	
4. Convert bike lanes on South Lake Dr. to pedestrian use & install Shared-use arrows on the street	Study completed	Memo was submitted to City Council in October 2017.
iii. Critical Links (Short Connecting Pathways) (Refer to 'Neighborhood Connectors' Map)		
1. Link through Hickory Woods Elementary between Novi Rd. & East Lake Dr. (NC-1)	Completed 2016	
2. Link connecting the neighborhood to the north through Brookfarm Park to Village Oaks Elementary (NC-2)	Completed 2012	
3. Link through park near Meadowbrook & Malott Dr. connecting the neighborhoods (NC-3)	Unlikely	Conservation easements on Orchard Hills West limit ability to construct
4. Link connecting neighborhoods west of Meadowbrook between 10 Mile & Grand River (NC-4)	2022-23 CIP	\$412,906 budgeted for this item
b. Parallel Tasks		
i. Major Corridor Development (Refer to 'Major Corridor Development' Map)		
1. Metro Connector		
a) Extend I-275 Metro Trail south (using 10' wide asphalt) to Bridge Street & provide crossing island on Meadowbrook	Ongoing	Path is completed, but not the crossing Phase 1: Construct 2014 <ul style="list-style-type: none"> 10 ft. pathway along Meadowbrook from I-275 trail to 12 Mile, including improved pedestrian crossings at 12 Mile & Meadowbrook
b) Construct 10' wide asphalt path along the west side of Meadowbrook between 11 Mile & 13 Mile		There is a 10 foot path on the east from 11 Mile to 12 Mile and a 8 foot path on the west from 12 Mile to 13 Mile
c) Construct 10' wide asphalt path along the north side of 13 Mile between Meadowbrook & the M-5 Metro Trail	Unlikely due to existing infrastructure	There is an existing 5 foot sidewalk in the location specified which needs to be replaced to implement this objective
d) Narrow the travel lanes to 11', pave 5-6' shoulder & stripe for bike lanes on	Completed September 2017	<ul style="list-style-type: none"> 12 foot Paved shoulders along Meadowbrook from I-96 to 12

Non-Motorized Master Plan 2018-19: Eight Year Implementation Status		
Implementation Strategy	Progress	Comments
Meadowbrook between 11 & 12 Mile		Mile
e) Add temporary shared lane markings & share the road signs to Meadowbrook between 12 Mile & 13 Mile until road is reconstructed & bike lanes are added	To be determined	Engineering will initiate further research to determine the feasibility of restriping
f) Improve pedestrian crossing at 12 Mile & Meadowbrook	Completed 2015	
g) Provide wayfinding signage to direct users from M-5 Trail to I-275 Trail	Completed	Completed <ul style="list-style-type: none"> Wayfinding signs are proposed from I-275 metro trail to M-5 Metro Trail via Metro Connector phase 1 & 2 (both north and south bound)
2. Taft Corridor		
a) Complete Sidewalk & Pathway Gaps along Taft	Ongoing	2013 <ul style="list-style-type: none"> West side of Taft between Grand River & 11 Mile (<i>Segment 36</i>) 2014 East side of Taft Rd from Ten Mile to Eleven Mile
b) Add bike lanes along Taft by paving 5-6' wide shoulders & striping/signing	Completed Fall 2018	<ul style="list-style-type: none"> Bike lanes from 8 ½ Mile to 9 Mile are completed Bike lanes along Taft, from 10 Mile to Grand River Avenue
c) Improve the Galway Dr. intersection with a Subdivision Intersection Design(Fig 5.4AB)	Unlikely	Northville completed a roundabout just south of this intersection (approximately 800 ft.)
d) Improve the Princeton/Byrne intersection with a Mid-Block Crossing and Rectangular Rapid Flash Beacon	Unlikely	Princeton Blvd and Byrne Dr are offset by at least 300 ft along Taft
e) Improve the Dunbarton Dr. intersection with a Subdivision Intersection Design	Unlikely	It is not part of Taft Road rehabilitation from 9 Mile to 10 Mile
f) Improve the White Pine Dr. intersection with a Subdivision Compact Roundabout	Completed 2015	
g) Improve the Addington Ln. intersection with a Subdivision T-Intersection Design	Unlikely	It is not part of Taft Road rehabilitation from 9 Mile to 10 Mile

Non-Motorized Master Plan 2018-19: Eight Year Implementation Status		
Implementation Strategy	Progress	Comments
h) Improve the Novi High School Entrances with a Subdivision T-Intersection Design	Unlikely due to safety concerns	Part of the intersection is complete. Further improvements to install sidewalk along west of Taft has safety concerns. Additional signage has been installed recently to direct pedestrian traffic to School
i) Improve the Emerald Forest Blvd intersection with a Subdivision T-Intersection Design	Unlikely	Construction of roadway in progress.
j) Improve the Jacob Dr. intersection with a Subdivision T-Intersection Design	Completed 2017	
k) Construct 10' wide asphalt trail along Taft north of Grand River	Unlikely unless item l is done (see below)	The path along Taft cannot be extended beyond I-96 unless a pedestrian crossing is constructed across I-96
l) Construct 10' wide asphalt trail along south side of I-96 corridor, utilize the existing CSX underpass to get under I-96, cross over the CSX railroad & continue the trail along the north side of I-96 along the ITC property connecting to Fountain Walk Dr. Crossing I-96 at the Railroad tunnel, may present some challenges, if so evaluate providing a separate non-motorized crossing at Taft & I-96	Ongoing	<ul style="list-style-type: none"> OHM I-96 Pedestrian Study concluded that the CSX crossing not feasible, recommended crossing on west side of Novi Rd. (Completed Study 2012)
m) Extend sidewalk south along Cabaret Dr. to connect into proposed trail		
n) Provide on-street bike route on Cabaret Dr. & Dixon Rd.	Unlikely due to additional ROW acquisitions	Dixon Meadows, a residential development, recently approved agreed to build sidewalks and pave part of Dixon Road if City acquires Right-of-way. Building a bike route in addition to a sidewalks is highly unlikely
o) Include a Pedestrian Hybrid Beacon (HAWK) at 12 Mile /Cabaret Dr. Intersection		
p) Construct 10' wide asphalt trail through Lakeshore Park to connect to Lakeshore Dr. (remain on high ground & avoid existing mountain bike trails as much as possible)	Ongoing; Tied with the Lakeshore Building project	A 5-6 foot path is proposed to be built through Lakeshore park as part of Lakeshore Park Building project (Project ID# PRC 031)
q) Include wayfinding signage along route to direct users: Cabaret & Dixon	Unlikely (See item n above)	Bike routes are unlikely to be built

Non-Motorized Master Plan 2018-19: Eight Year Implementation Status		
Implementation Strategy	Progress	Comments
3. 9 ½ Mile Neighborhood Greenway		
a) Improve road crossing where the proposed route crosses Novi Rd. with a Compact Roundabout (Fig 5.7AC)	Unlikely due to other agencies/associations involved	The implementation would involve pathway improvements that do not connect to other infrastructure, complicated ROW acquisitions, and expensive construction budgets
b) Improve road crossing where the proposed route crosses Meadowbrook with a Crossing Island		
c) Improve road crossing where the proposed route crosses Taft with a Compact Roundabout (Fig 5.7AC)		
d) Improve road crossing where the proposed route crosses Beck with a Subdivision T-Intersection Design	Completed 2015	Beck mid-block pedestrian crossing between Cheltenham & White Pines.
e) Provide crossing of railroad near Novi Ice Arena, if unattainable, provide alternate route on 10 Mile by completing sidewalk gaps & providing at-grade railroad crossing	Unlikely due to other agencies/associations involved	This would require approval from CSX railroad and high construction costs to build at-grade crossing
f) Obtain easements & build short 10' wide asphalt connector pathways	Unlikely (See item a,b,c above)	
g) Provide traffic calming techniques on local neighborhood streets: Algonquin, Cheltenham, High Meadow, Jonathan, Little Falls, Village Wood, White Pines	Completed 2015	Calming islands and mini-roundabout along White Pines.
h) Construct the south extension ITC Corridor Trail connecting 9 ½ Mile Neighborhood Greenway South to ITC Park & Maybury State Park	Ongoing	<ul style="list-style-type: none"> RCOC completed 8 Mile Mid-block crossing at Maybury State Park (2013)
i)	Phase 2 Estimated completion November 2019	<p>Phase 1A: Completed 2016</p> <ul style="list-style-type: none"> Southern 1.5 miles of 10 ft. pathway Community Sports Park Pathway Resurfacing Community Sports Park Trail Phase 2, fka Phase 1B: 4.5 miles of 10 ft. pathway from 9 Mile to 11 Mile
j) Include wayfinding signage along route to direct users	Unlikely	Signage can be installed when the connector is completed
4. Meadowbrook South of I-96		
a) Complete Sidewalk & Pathway Gaps along Meadowbrook south of I-96	Ongoing	<ul style="list-style-type: none"> East side of Meadowbrook between I-96 bridge & Grand River (<i>Segment 73 & 24</i>) Completed 2014 West side of Meadowbrook

Non-Motorized Master Plan 2018-19: Eight Year Implementation Status		
Implementation Strategy	Progress	Comments
		<p>between 11 Mile & Gateway Village <i>Estimated Completion 2019</i></p> <ul style="list-style-type: none"> East side of Meadowbrook between 8 Mile & 9 Mile (Segment 119) CIP 2021-22; Project ID# 125-119
b) Add bike lanes along Meadowbrook by paving 5-6' wide shoulders & striping/signing	Completed 2015	Bike Lanes along Meadowbrook from I-96 to Twelve Mile Road
c) Improve the Chattman Dr. intersection with a Subdivision T-Intersection Design		Segment 84 east of Meadowbrook from 8 Mile to 9 Mile needs to be built first before intersection improvements. A boardwalk may be required due to existing wetlands
d) Install Midblock Crossing Island between Marks Drive/Fawn Trail	To be determined	A midblock crossing can be installed either at Marks Drive or fawn Trail, more research is needed
e) Implement neighborhood connector route and include wayfinding signage along route to direct users		Signage can be installed when the connector is completed
5. I-96 Corridor		
a) Build trail along north side of I-96 utilizing MDOT & ITC property	Unlikely due to other agencies/associations involved	The implementation requires MDOT approval; there could be potential constructability issues and tough to obtain easements.
b) Provide trail crossing at Novi Rd. by improving existing intersection		
c) Work with the adjacent landowners to provide access from the trail to the shopping centers		
d) Provide trail crossing on Meadowbrook when sidewalk gaps along the west side of the road are complete		
6. 11 Mile/Beck/Providence Park Hospital/ Wild Woods Park		
a) Complete Sidewalk & Pathway Gaps along 11 Mile	Ongoing	▪
b) Provide Mid-block Crossings on 11 Mile where proposed neighborhood connector route intersects with 11 Mile		
c) Add Shared-use arrows on 11 Mile Road in the near-term until the shoulders are paved and bike lanes can be included	To be determined	Engineering will initiate design efforts when the design proposal is submitted and approved to determine the feasibility of restriping
d) Complete Sidewalk & Pathway Gaps	Ongoing	▪ West side of Beck between 11

Non-Motorized Master Plan 2018-19: Eight Year Implementation Status		
Implementation Strategy	Progress	Comments
along Beck	<i>Estimated Completion August 2019</i>	Mile & Bosco Property (<i>Segment 53</i>) <ul style="list-style-type: none"> West side of Beck between Providence & 11 Mile (<i>Segment 39</i>)
e) Provide Mid-block Crossings along Beck		
f) Obtain easements from Providence Park Hospital to construct pathway between Wixom & Beck Rds.	Ongoing	Phase 3A: Completed 2013 <ul style="list-style-type: none"> Completed as part of Medilodge development Phase 3B: Completed 2016 <ul style="list-style-type: none"> City is working with Providence Hospital to construct the pathway as part of a proposed development. Wildlife Woods Trail (CIP 2023-24; Project ID#ENG003) <ul style="list-style-type: none"> 10 ft. pathway to connect park to Phase 3A & B
7. Wixom Rd./Undeveloped Park		
a) Complete Sidewalk & Pathway Gaps along Wixom Rd.	Ongoing	2013 <ul style="list-style-type: none"> East side of Wixom between Drakes Bay & 10 Mile as part of Island Lake development (<i>Segment 50</i>)
b) Provide Mid-block Crossings along Wixom Rd.	Completed 2014	Mid-block crossing as part of new traffic signal at Deerfield Elementary (<i>Segment 133</i>)
8. Beck/West 12 Mile/West Park Dr./Off-road Trail		
a) Complete Sidewalk & Pathway Gaps on west side of Beck	Ongoing /Unlikely	This would require a crossing across I-96
b) Add sidewalks to both sides of Beck/I-96 overpass	Unlikely	Requires Road Commission of Oakland County and City of Wixom's approval
c) Improve road crossing at Beck & 12 Mile	To be determined later	Road crossing would be more feasible once the surrounding improvements are completed
d) Complete Sidewalk & Pathway Gaps along north side of 12 Mile	Ongoing	2013 <ul style="list-style-type: none"> North side of 12 Mile between Cabot & M-5 as part of Starbucks development (<i>Segment 19</i>)
e) Improve road crossing at West Park Dr. & West Rd.	To be determined later	Further research into incorporating into CIP is required by Engineering
f) Build 10' shared use path along city owned property north of West Rd.	Unlikely	Conflicts with the existing industrial developments and regulated woodlands and existing high berm

Non-Motorized Master Plan 2018-19: Eight Year Implementation Status		
Implementation Strategy	Progress	Comments
g) Provide bike route along Portside Dr. to connect to Pontiac Trail	Unlikely	This is not located on City property
9. Lakeshore Park/13 Mile		
a) Add 10' shared use path through north side of Lakeshore Park paralleling South Lake Rd.	To be determined	Engineering will initiate further research to determine the feasibility of restriping
b) Complete Sidewalk & Pathway Gaps along 13 Mile	Completed 2014	South side of 13 Mile between Sunshine & Holmes (<i>Segment 16</i>)
c) Add Bike Lanes to 13 Mile through road conversions & paving the shoulders	Unlikely	No Bike lanes are proposed with the 13 Mile between Novi Rd. & Meadowbrook (Project ID # 10-2023)
ITC Corridor – North Extension		
a) Obtain easement & construct off-road trail along ITC corridor		Phase 3A: Medilodge Connector Completed
b) Obtain easement to construct off-road trail along the west edge of Providence Park Hospital where ITC property stops		ITC CSP Trail running from Eight Mile at southeast corner of ITC Community Sports Park north to northeast corner of ITC CSP (Fall 2017 Completion)
c) Obtain easement & construct off-road trail along ITC corridor		
d) Obtain easement to construct off-road trail along the west edge of Providence Park Hospital where ITC property stops	Expected completion November 2019	Phase 2 (fka Phase 1B) running from Nine Mile and Garfield Roads north to 10 Mile and Wixom Roads. (CIP 2017-18; Project ID# PRC040) Summer construction starts date.
e) Obtain easement & construct off-road trail along ITC corridor		
f) Obtain easement to construct off-road trail along the west edge of Providence Park Hospital where ITC property stops		
g) Improve road crossing on Grand River		Phase 3B continuing along St. John Providence Park Hospital's southern border from Medilodge Connector to Beck Road (Fall 2016 Completed)
h) Work with Wixom to continue trail extension northwest through the Beck/I-96 Interchange to Lyon Oaks Park		
ii. Neighborhood Connectors (UPDATE: In 2013 City Council adopted a policy to limit guide signs to arterial roads only, thereby limiting implementation of wayfinding & signage along local/neighborhood streets as recommended in the plan) (Refer to 'Neighborhood Connectors' Map)		
1. Near-term Neighborhood Connectors		
As depicted on the map on portions of the following streets: 11 Mile, Addington, Bethany, Brenda, Cavendish, Center, Cherry Hill, Christina, Cider Mill, Clark, Clermont, Congress, Emerald Forest, Flint, Galway, Heatherbrae, Hickory Grove, Jaslyn, Joseph, Kerri, Main, Marks, Meridian, Moorsgate, Potomac, Ripple Creek, Riverview, Scarborough, Seeley, Simmons, Sullivan, Sussex, Thatcher, & Westmont		
a) Build short connector pathways through existing ROW & city owned	Ongoing	2013 Signs installed at Taft & 10 Mile, Taft

Non-Motorized Master Plan 2018-19: Eight Year Implementation Status		
Implementation Strategy	Progress	Comments
property b) Provide wayfinding & signage along near-term routes c) Implement traffic calming elements along near-term routes d) Implement road crossing improvements where near-term neighborhood connector routes cross a major road		& Emerald Forest, & Beck & Cider Mill
2. Mid-term Neighborhood Connectors As depicted on the map on portions of the following streets: 11 Mile, Antler, Arcadia, Balcombe, Bristol Circle, Brownstone, Center, Charlemagne, Chase, Drakes Bay, Ennishore, Garfield, Hampton Hill, Hemingway, Independence, Island Lake, Market, Midway, Montmorency, Plateau, Quince, Reindeer, Ridge, Silvery, Steinbeck Glen, Tamara, Town Center, Twelve Oaks, Waverly & Wolf		
a) Build short connector pathways through existing ROW & city owned property b) Obtain easements to build short connector pathways through private owned property c) Provide wayfinding & signage along mid-term routes d) Implement traffic calming elements along mid-term routes e) Implement road crossing improvements where mid-term neighborhood connector routes cross a major road	Ongoing	
3. Long-term Neighborhood Connectors As depicted on the map on portions of the following streets: 12 Mile, 12 1/2 Mile, Albert, Amy, Applebrooke, Brompton, Cider Mill, Collingdale, Deer Run, Delmont, Galway, Hillside, Independence, Kingsley, Kingswood, Knightsbridge, Ladene, Laurel, Mondavi, Nantucket, Orchard Hill, Roberts, Rochester, Sandpiper, Sandstone, Savoie, Sleepy Hollow, Sunday, Terra Del Mar, Torino, Whispering, Woodworth		
a) Obtain easements to build short connector pathways through private owned property b) Provide wayfinding & signage along long-term routes c) Implement traffic calming elements along long-term routes d) Implement road crossing improvements where long-term neighborhood connector routes cross a major road e) If there is enough demand consider paving the pathways through Rotary Park f) Build unpaved pathway along ITC corridor if allowable and eventually if there is demand consider paving the	Ongoing	

Non-Motorized Master Plan 2018-19: Eight Year Implementation Status		
Implementation Strategy	Progress	Comments
trail		
iii. Sidewalk Gaps		
<p>1. Sidewalk gaps not addressed by previous recommendations should be put into the Sidewalk & Pathway Prioritization Analysis & Process to determine when they should be implemented.</p> <p><u>This section includes Sidewalks and pathways gaps that were completed or under construction in the current year of implementation update. Some of these gaps are not part of the top 20 list, that have been completed by developers or part of road rehabilitation projects.</u></p>	Annually, Walkable Novi Committee conducts Non-Motorized Prioritization	<p>Refer to Segments budgeted for construction for year 2018-19 listed in Table 2.1 attached to the memo</p> <p>and</p> <p>Boardwalk Construction Update attached</p>
iv. Construction Integration		
<p>1. Add bike lanes along arterial & collector roads that were not addressed in the previous tasks, many of the roads have potential to add a paved shoulder to obtain bike lanes, however, due to the fluctuation in the number of lanes at intersections & curbs that occur in numerous places along the roadway a simple paving of the shoulder may not be as simple as it seems & it may be more feasible to wait until the road is reconstructed to pave the shoulders & add bike lanes</p>	Ongoing	<p>2013</p> <ul style="list-style-type: none"> ▪ Bike lanes along 8 Mile between Beck & Napier <p>2014</p> <ul style="list-style-type: none"> ▪ Bike lanes integrated with the Town Center Drive Reconstruction between Grand River and 11 Mile. <p>2019</p> <ul style="list-style-type: none"> ▪ Crescent Boulevard Extension to Grand River Avenue: 6 feet sidewalk to west, 8 feet sidewalks to east; ▪ Flint Street Extension Phase 1: 8 feet pathway north
<p>2. Meadowbrook between 10 Mile & 8 Mile may be the best candidate to attempt a near-term bike lane conversion by paving the shoulder & narrowing the traffic lanes & improving the subdivision entrances similar to Taft</p>		
<p>3. Novi Rd. between 13 Mile & 14 Mile may be a candidate for a near-term bike lane by converting it to a 3 lane road with a median where there are no turning movements</p>		
<p>4. Add sidewalks & bike lanes to Novi Rd./I-96 interchange</p>	Design Ongoing	Sidewalk along west side from Crescent Blvd to West Oaks

TABLE 2.1: 2017-2018 Completed Non-Motorized Improvements (or under construction at time of report)

Segment Item #	Section #	Type	Side of Street/ Other	Location	From	To	Segment Length (ft.)
Sidewalks built or under construction by the City							
9a	4	P	South	Pontiac Trail	Wedgewood	West Park	2,438
9B	4	S	South	Pontiac Trail	Beck Road	Wedgewood	2,662
Part 67	23	P	south	Grand River	Fountain Park	Huntley Manor	167
4004	20, 29	P		ITC Corridor Trail Phase 2	Nine Mile	Eleven Mile	9,989
5038	4	Cross		Pontiac Trail	Mid-Block Crossing and Geisler School		N/A
N/A	15, 16, 21, 22	Bike Lanes	Both	Taft	Ten Mile Road	Grand river	
N/A	N/A	B		Boardwalk Repairs and Reconstruction		Citywide	N/A
2017-18 City of Novi Total							15,256
Sidewalks built or under construction by Private Developers							
2615	12	S	West	Haggerty	Autoneum		262
Part 52b	20	P	South	Eleven Mile	Oberlin		722
Part 97C	29	P	West	Beck	Valencia South		388
Part 31	15	S	South	Twelve Mile	Hino Motors (west of Taft Road)		522
N/A	10	S	East	Dixon Road	Dixon Meadows (north of Twelve Mile)		1,800
2017-18 Development Total							3,694
Segments budgeted for construction for year 2018-19							
Part 53	20	P	West	Beck	Funeral Home (Private Developer)		470
Part 53	20	P	West	Beck	Bosco Park (City Parks Project)		498
43	18	P	West	Wixom	Catholic Central	Island Lake	620
70*	23	P	West	Meadowbrook	Gateway Village	Eleven Mile	900
39*	17	P	west	Beck	Eleven Mile	Providence	767
120A*	36	S	West	Haggerty	Eight Mile	Orchard Hill	1390
120B*	36	S	West	Haggerty	Orchard Hill	High Point	375
120c*	36	S	West	Haggerty	High Point	Nine Mile	600
62*	22	S	north	Ten Mile	Eaton Center	Churchill Crossing	400
NC4	23	P	N/A	Connector	Main Street	Meadowbrook	650
Segments budgeted for construction for year 2018-19 Total							6,670

* Segments from 2017-18 Top 20 list from lasts years update

UPDATE AS OF 4.18.19

1st Group of Boardwalks approved by City Council on October 22, 2018 and will be completed by early May 2019

Boardwalk 1 – South Side of 9 Mile, East of Roethel – (Done by Novi Field Ops Division).

Boardwalk 3 – 10 Mile Road west of Novi Road (south side) – removed the deck and rail. Stabilized many of the joists where needed.

Boardwalk 4 – 10 Mile Road west of Novi Rd (north side) – The deck and rails have been replaced. The sidewalk needs to be completed.

Boardwalk 10 – West Side of Beck Road b/w 10 Mile and 11 Mile Road (along Kirkway Place frontage) – The majority of the boardwalk was removed and replaced. New helicals, joists decking and rails were installed.

Boardwalk 11 – Beck Road north of 9 Mile - Repaired about 16 ft that had failed. New helicals, joists, decking and rails were installed. The sidewalk on the south end was also completed.

Boardwalk 14 – Novi Road north of 12 Mile – Replaced the deck and bottom rail board to allow room for debri/leaves to blow off of the boardwalk.

Boardwalk 17 – Wixom Rd north of 11 Mile – Full replacement with new helicals. The only thing remaining is that the sidewalk needs to be placed on each end.

Boardwalk 20 – Beck Road near Bellagio – Removed and replaced the northern $\frac{3}{4}$ of the boardwalk. This was damaged by a car. The helicals are in, joists, deck and rail was replaced.

2nd Group of boardwalks (Change Order went to CC for approval on February 25, 2019) – Will be completed by end of June 2019

Boardwalk 5 - 10 Mile just east of Cortland– replaced the sidewalk on each end to address the settlement.

Boardwalk 8 – Beck Road south of Grand River – Will be removing and replacing the southern 90 feet and sidewalk on the south end.

Boardwalk 15 – Novi Road south of 12 1/2 Mile – Currently removing and replacing the boards and the rails.

Boardwalk 33 – Napier Road north of 10 Mile – Complete removal and replacement with new helical piles (currently being repaired).

Non-Motorized Master Plan 2018-19: Eight Year Implementation Status		
Implementation Strategy	Progress	Comments
	Likely 2019-20 construction, depends on MDOT project for bridge rehabilitation	(I-96 crossing at Novi)
5. Add bike lanes to Beck/I-96 interchange		
6. If CSX railroad becomes abandoned there may be potential to build a rail-trail along corridor		
Construction Integration not specifically recommended in the Plan, but that improves the non-motorized environment in the City	Ongoing	Engineering has general direction to integrate construction of pathways and sidewalks with roadway reconstruction/rehabilitation projects. However, the budgeting process for these projects is not done at the same time as road projects. Construction can be integrated when each non-motorized project have assigned funds of their own.
2. Policy Recommendations		
a. Complete Streets		
1. Adopt the Non-motorized Transportation Plan	Completed 2011	Staff is currently planning on an update to the approved Non-motorized Transportation Plan
2. Draft a Complete Streets Policy that address the 10 key elements as defined by the National Complete Streets Coalition & that clearly defines the responsible authorities	Completed 2010	
3. Adopt a Complete Streets Policy	Completed 2010	
4. Develop 5-year non-motorized improvement plan (based on the Non-Motorized Master Plan)	Completed 2010	As part of the CIP, the City developed a 6- year non-motorized improvement plan based on the Non-Motorized Master Plan
5. Meet with MDOT & RCOC to review 5-year plan as it relates to facilities under their jurisdiction	Ongoing	DPS meets with RCOC every two years DPS meets with MDOT as needed
6. Implement recommended operations procedures	Underway	Engineering Division is working on ordinance amendments & revising the City's engineering design standards to implement the Non-Motorized Master Plan & Complete
7. Establish performance measures		
8. Begin data collection		
9. Build a reference library of current best		

Non-Motorized Master Plan 2018-19: Eight Year Implementation Status		
Implementation Strategy	Progress	Comments
practices		Streets policy recommendations
10. Establish professional staff training program		
11. Identify City standard plans & details that need to be revised	Completed 2014	City Zoning Ordinance was amended to include a section Bicycle Parking Facility Requirements in Article 5 Site Standards
12. Begin revising standard plans & details		
13. Complete update of standard plans & details	Ongoing	
14. Evaluate progress		
b. ADA Compliance		
1. Establish an interim transition complaint based transition plan	Completed 2014	<p>2011 City Council adopted a ADA Transition Plan (for pathways and ramps in the road ROW along all roads throughout the City)prepared by the City's Consulting Engineer, Giffels-Webster</p> <p>2014 City Council adopted a ADA Transition Plan (for pathways and ramps at City-owned facilities such as buildings, parks, parking lots, etc) prepared by Spalding Dedecker Associates, Inc.</p>
2. Designate an ADA coordinator	Completed 2011 Updated 2016	The DPS has designated Aaron Staup as the ADA coordinator since 2015
3. Have an inventory based transition plan in place	Completed 2011	As part of the ADA Transition Plan, Giffels-Webster inventoried curb ramp conditions throughout the City
4. Integrate the transition plan into the capital improvement plan	Annually	ADA improvements are included as a budget item in the CIP
5. Complete the inventory of physical barriers	Completed 2011	As part of the ADA Transition Plan, Giffels-Webster inventoried curb ramp conditions throughout the City
6. Have made substantial progress in removing barriers in the most highly traveled corridors	Ongoing	

Non-Motorized Master Plan 2018-19: Eight Year Implementation Status		
Implementation Strategy	Progress	Comments
c. Safe Routes to Schools		
<ol style="list-style-type: none"> 1. Develop maintenance standards as well as fix defects & gaps in public sidewalk system adjoining school sites 2. Consider the safest routes to school for children when adjusting school boundaries 3. Develop a cost-share policy for the construction & maintenance on pathways that are part of the City's Non-motorized System & traverse school property 4. Develop a strategic implementation plan for pathways & trails that are part of the City's Non-motorized System that traverse school property 5. Continue to enhance a system of accountability for responding to & correcting safety concerns along routes to school & other problems identified through these programs 6. Continue to promote & initiate with the school system & parents Walk-to-School Day events, "walking school bus" programs, "Safe Routes to School" programs, & walkability audits in conjunction with the state-wide program 7. Perform formal evaluations of how pedestrians & bicyclists are accommodated to all school grounds & prepare action plans to address deficiencies 8. Encourage walking & bicycling to school as a part of the physical education & well-being of the students 	Ongoing	<ul style="list-style-type: none"> ▪ Many of these recommendations fall underneath the jurisdiction of the various school districts, however the City has contacted them & will continue to identify key people at the local school districts to discuss working with them on SR2S programs ▪ The City's Traffic Safety Committee continues to work with local school districts on school safety issues

Non-Motorized Master Plan 2018-19: Eight Year Implementation Status		
Implementation Strategy	Progress	Comments
9. Try to eliminate the need for all "Safety Busing" by remedying the hazards that currently warrant the safety busing		
10. Evaluate all individual school & district wide policies regarding bicycling to school & amend policies that discourage bicycling		
11. Encourage residential infill projects within walking distance of schools		
d. Bicycle Parking		
1. Update the City code to include bicycle parking requirements & design standards	Completed 2013	City Zoning Ordinance was amended to include a section Bicycle Parking Facility Requirements in Article 5 Site Standards
2. Implement the bicycle parking requirements & design standards	Completed 2013	City Code of Ordinance was amended with Article XI Off-Road Non-Motorized Facilities which establishes the requirements for the design and construction of off-road non-motorized facilities.
e. Maintenance of Non-motorized Facilities		
1. Develop a multi-year maintenance schedule as part of the annual striping program for updating signs & refreshing pavement markings on Trails & Bike Routes to maintain high contrast & visibility & help bicyclist & pedestrians navigate	Ongoing	<ul style="list-style-type: none"> ▪ GIS & DPS staff have inventoried sidewalks & initiated a computerized asset management system (City Works) to track installation & maintenance of public sidewalks & pathways ▪ DPS staff have had internal discussions regarding how to implement & fund a set of sidewalk maintenance policies for those non-motorized facilities for which it is responsible. ▪ DPS is responsible for clearing city sidewalks, pathways and boardwalks. Home Owners Association is responsible for common sidewalks within the subdivision. ▪ The snow clearing policy is described on the City's website in the DPS Field Operations Division, Roads and Drains Section. A map of sidewalks cleared by City contract is a link
2. Develop a citywide inspection program to identify & cite hazardous sidewalks		
3. Develop a comprehensive citywide asset management for entire system that addresses regular inspections, preventative maintenance & ADA issues		
4. Establish a dedicated website form for non-motorized service requests		
5. Develop an educational campaign encouraging property owners to clear curb ramps & bus stops when shoveling their sidewalks		
6. Establish a policy for maintenance & snow removal of crossing islands		

Non-Motorized Master Plan 2018-19: Eight Year Implementation Status		
Implementation Strategy	Progress	Comments
		on the website
7. Establish a policy to integrate all of the non-motorized facilities that are part of the Network Plan into the current snow removal program	Ongoing	DPS updates the length of sidewalks to be maintained regularly, as required based on new constructions and special determinations.
8. Determine if additional means are necessary to develop a program that provides maintenance contact information, such as stickers or signs to be placed on pedestrian signals		There is a contact number listed on website for general inquiries and complaints
9. Assess the effectiveness of the efforts of the code compliance staff to enforce the existing snow removal ordinance on privately owned hard surfaced sidewalks & pathways, specifically on local roads & private drives. If necessary, develop a program to assure snow removal from privately owned sidewalks & pathways along Arterials & Collectors	Ongoing	There are no rules to enforce snow removal on privately owned sidewalks. City advocates Voluntary Compliance. City generally contacts the owner and advocates for snow removal
10. Designate or hire additional staff & assign responsibility for clearing & maintaining crossing islands, shared-use trails & off-road pathways of snow & ice	Ongoing	DPS currently clears school walks and high volume pathways along arterial roadways
11. Develop a program that monitors the condition of sidewalks along Arterials & Collectors on a yearly basis		Once a year, every spring DPS inspects all City owned sidewalks, pathways and boardwalks
12. Establish a maintenance hot-line & website for non-motorized issues (this may be integrated with other maintenance hot-lines) & place a sticker with this hotline number & website address at locations around town including at all pedestrian activated signals	Ongoing	2014 City " Ride and Walk Novi " website encourages residents to contact the City Staff for any non-motorized related issues. Contact information for Barbara McBeth, City Planner is provided on the website.
f. Sidewalk/Roadside Pathway Completion		
1. Establish a committee to update the City code based on the recommendations within this report	Ongoing	DPS and Planning Staff

Non-Motorized Master Plan 2018-19: Eight Year Implementation Status		
Implementation Strategy	Progress	Comments
2. Establish the process for neighborhoods to complete their sidewalk system		Staff has discussed the possibility of requiring completion of sidewalks in single family home residential developments prior to build-out to provide complete sidewalk networks earlier in the development process
3. Update the City's Pathway and Sidewalk Prioritization Analysis and Process & track its progress	Annually	Updated typically during October or November every year since 2006. Last updated November 2019
3. Site Plan Review		
a. Update Zoning Ordinance site design regulations to create places that foster safe & efficient non-motorized transportation on site & through convenient connections to the external system	Completed 2013	City Zoning Ordinance was amended to include a section Bicycle Parking Facility Requirements
b. Develop a site design checklist that ensures non-motorized transportation is adequately addressed during site plan review	Completed 2013 Ongoing	Bicycle Parking review is included as part of the Planning Review Chart. August 2015-Current Required bike racks have been approved across the City as part of Site plan approval process. Details are provided to Walkable Novi Committee periodically.
4. Public Outreach & Education		
a. Establish the Program		
1. City administration should determine the home of the city's biking & walking outreach & education program, P&R may be a natural location should additional resources be provided		Novi's Older Adult Services Office established a Novi Walkers Club to hold organized walks
2. Establish a Bicycling & Walking Task Force to help shape, produce & guide the outreach & education efforts	Completed 2007	Walkable Novi Committee
3. Establish a brand for the bicycling & walking outreach & education program	Ongoing	
4. Create a Facebook & Twitter presence for the outreach & education effort	Ongoing	Until 2014 <ul style="list-style-type: none"> ▪ As part of City's Facebook & Twitter accounts ▪ A bicycle safety video was

Non-Motorized Master Plan 2018-19: Eight Year Implementation Status		
Implementation Strategy	Progress	Comments
		<p>added to the City's website 2014</p> <ul style="list-style-type: none"> City's Ride and Walk Novi website has been reorganized and updated to include more resources for riding and walking opportunities in Novi
5. Establish partnerships with experienced bicycling & walking organizations such as Michigan Trails & Greenways Alliance, Michigan Mountain Biking Alliance & League of Michigan Bicyclists	Ongoing	<ul style="list-style-type: none"> The City continues to support & provide services for a variety of mountain bike & trail run competitions at Lakeshore Park Novi Night Group Rides in partnership with Motor City Mountain Biking Association <p>Annually</p> <ul style="list-style-type: none"> Keep Rolling in partnership with Performance Bicycle of Novi
6. Apply for grants to fund a part-time coordinator for the outreach & education program & related tools & materials like website development, printed materials & events promotion		
7. Begin tying active transportation messages & information into existing events such as organized runs, mountain bike events at Lakeshore Park, summer athletic leagues, the Farmers Market, & Novi palooza	Ongoing	Multiple: Memorial Day parade, 5K Emergency Run, Family Bike Event (Digital Detox Week)
8. Produce one stand-alone bicycling event	Annually	Stated in 2012; Annual Bike Rodeo;
9. Measure the miles of existing non-motorized facilities in the city	Ongoing	City's GIS Division maps existing & proposed facilities
10. Participate in the National Bicycle & Pedestrian Documentation Project		
b. Build a Culture of Biking & Walking		
1. Establish a biking & walking ambassador program within the Youth Police Academy		
2. Establish third grade bicycling & walking education programs as a prerequisite for riding to school in 4th grade		
3. Deploy crosswalk stings at targeted pedestrian crossings		
4. "Ticket" children who are wearing bicycling helmets		

Non-Motorized Master Plan 2018-19: Eight Year Implementation Status		
Implementation Strategy	Progress	Comments
5. Produce a community bicycle map	Completed 2013	
6. Host Bike to Work Week	Annually	
7. Produce a larger bicycling event		
8. Survey residents' attitudes towards biking & walking efforts		
9. Participate in the National Bicycle & Pedestrian Documentation Project		
10. Apply for the League of American Bicyclists' Bicycle Friendly Community status & the state's Promoting Active Communities award	Completed 2013	Application not accepted. Staff intends to reapply at a later date

- C. Peter Auger, City Manager
 Victor Cardenas, Assistant City Manager
 Charles Boulard, Community Development Director
 Barb McBeth, City Planner
 George Melistas, Engineering Manager
 Jeff Muck, Director of Parks, Recreation and Cultural Services
 Sheryl Walsh, Director of Communications

MATTERS FOR DISCUSSION

- d. Open Discussion on Annual Non-Motorized Prioritization Update ranking system

TABLE 3.1: Tier and Tier 2 Categories

All proposed adjacent to road pathway & sidewalk segments are reviewed against a set of Tier 1 criteria & assigned points based on the segment's potential service benefits to the citizens of the City, the segments are ranked by the Tier 1 points & the segments receiving the top 20 points are assigned Tier 2 points

TIER 1 CATEGORIES

1 BICYCLE & PED. ACCIDENTS

(intersection accidents only included when sidewalk or pathway connection is missing, 1/98 to 9/13)
 5 = 1 accident; 10 = 2 accidents; 15 = 3 accidents
 20 = 4 or more accidents

TRAFFIC SAFETY

Each segment is given a weightage based on the Counts. The values are then multiplied by a multiplier based on respective speed limits to get the final rating

2 TRAFFIC COUNTS

(ADT) 2010 Non-Motorized MP
 0 = <10K ADT
 5 = 10K-20K ADT
 10 = >20K ADT

TRAFFIC SPEED

< 30 mph = x 1
 35-40 mph = x 1.2
 >=45 mph = x 1.5

ACCESS TO SCHOOLS

All three categories are grouped into one to simplify and avoid double counts.

Final rating would be based on number of schools with the same criteria. i.e. # elem & intermediate schools w/in 1 mile and so on)

3
 4.5 = 1 school
 9 = 2+ schools

(# elem & intermediate schools w/in 1 mile)	(# middle & high schools w/in 2 miles)	(# private schools over 100 students w/in 2 miles)
4.5 = 1 school 9 = 2+ schools	4.5 = 1 school 9 = 2+ schools	4.5 = 1 school 9 = 2+ schools

4 ACCESS TO PARKS

(# w/in 1 mile)
 4 = 1 park; 8 = 2+ parks

Revised ranking with 2018 Update

6 = 1 park;
 12 = 2+ parks

5 ACCESS TO HOTELS

(# shopping areas w/in 1 mile)
 3.5 = 1 Hotel; 7 = 2+ Hotels

Revised ranking with 2018 Update

2 = 1 Hotel;
 4 = 2+ Hotels

ACCESS TO SHOPPING

6
 (# shopping areas w/in 1 mile)
 3.5 = 1 shopping area; 7 = 2+ shopping areas

8 ACCESS TO PLACES OF WORSHIP

(# places of worship w/in 1 mile)
 3.5 = 1 places of worship; 7 = 2+ places of worship

Revised ranking with 2018 Update

2 = 1 places of worship;
 4 = 2+ places of worship

Revised ranking with 2018 Update
7 = connected to neighboring sidewalk system
14 = connected to regional trail system

9 **CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM**
3.5 = connected to neighboring sidewalk system
7 = connected to regional trail system

10 **POPULATION SERVED**
0 = low density; 8 = medium density; 16 = high density

11 **SEGMENT COMPLETION**
3.5 = 1/2 to 1 mile; 7 = over 1 mile

12 **CONSIDERABLE PUBLIC INTEREST**
5 = top 15 survey responses, resident petitions & documented segments requested by groups & govt agencies

13 **NON-MOTORIZED MASTER PLAN**
20 = initial investment
15 = major corridor

TIER 2 CATEGORIES (only Top 20 Tier 1 segments receive tier 2 points)

1 **EASE OF CONSTRUCTION** (easy/hard)
0 = hard; 8 = medium hard; 16 = easy

2 **RIGHT-OF-WAY AVAILABILITY**
(based on % available)
0 = 0%; 4.5 = 25%; 9 = 50%; 13.5 = 75%; 18 = 100%

3 **OTHER FUNDING SOURCES**
(based on % available)
0 = 0%; 4.5 = 25%; 9 = 50%; 18 = 80%+

4 **OPPOSITE SIDE SIDEWALK OR PATHWAY**
(road < 12,000 ADT & 35 mph < existing or planned with higher priority ranking)
-20 = complete section link ; -10 = one direction section link

5 **PRIVATE DEVELOPMENT POTENTIAL**
(Positive Points)
8 = little potential
4 = partial potential within 10 years
2 = dev potential within 10 years
0 = SP submitted

6 **EVIDENCE OF EXTENSIVE PEDESTRIAN USE**
0 = No Evidence
10 = Worn Path

* This a new category added based on previous discussions. Engineering department will perform site visits to identify if pedestrians are using the unbuilt paths.

MATTERS FOR DISCUSSION

- a. 02-21-19 WNC meeting minutes approval



**WALKABLE NOVI COMMITTEE
DISCUSSION NOTES
February 21, 2019 at 6:00 p.m.
Novi Civic Center
Council Conference Room
45175 W. Ten Mile, Novi, MI 48375
(248) 347-0475**

CALL TO ORDER

Meeting called to order at 6:00 p.m.

ROLL CALL

Present: Andrew Mutch, Dave Staudt, John Avdoulos, Shelley Thomopoulos, Paulina Muzzin
Absent: Julie Maday
Staff Present: Sri Komaragiri, Planner, Community Development;
Barb McBeth, City Planner, Community Development;
Jeff Muck, Director of Parks, Recreation and Cultural Services;
George Melistas, Engineering Senior Manager and Traffic Engineer;
Hannah Smith, Planning Assistant, Community Development

APPROVAL OF AGENDA

Member Avdoulos made a motion to approve the agenda. Vice Chair Thomopoulos seconded and it was approved 5-0.

AUDIENCE PARTICIPATION

There was no audience participation.

MATTERS FOR DISCUSSION

a. 2018 Non-Motorized Plan Update

City Planner McBeth explained that after nine years of using the Non-Motorized Master Plan, the maps need to be updated and the Staff is interested in some new recommendations. The Non-Motorized Master Plan is used for the prioritization updates that the Walkable Novi Committee reviews. The City put out an RFP and had two companies reply, and McKenna was selected. Since the item was pulled from the City Council agenda, we wanted to bring it to this Committee. Paul Lippins from McKenna is here tonight for any further questions or details.

- Chair Mutch asked what the amount budgeted for this was. City Planner McBeth said \$38,000. Member Muzzin asked why the estimate submitted was so far off from the budget, and if it was a matter of the consultant providing more than the City asked for. City Planner McBeth confirmed that that is the case, we have an existing plan and existing GIS system already. Member Muzzin asked are we getting what we hoped for within this budget? City Planner McBeth said yes. Mr. Lippins said the Committee and the City are already actively working on monitoring projects and updating their GIS. Learning that, McKenna was able to re-envision what was needed for the project. The fact that the City is constantly updating is helpful and gives us more to work with. He explained that there are some scope changes and new properties, but we have a very strong base to work from. Chair Mutch said the budget was higher in 2011, and asked if setting the budget lower here was

because not as much work is required with this update. City Planner McBeth said yes, we are just looking for a fresh set of eyes on what we have that might give us some new perspective.

- Chair Mutch shared his concerns. One is that both proposals came in much higher than we expected. One of the firms had previously worked on this plan so they would've had a good idea of what was required, which makes me wonder if what the City was asking for was beyond realistic expectations for what amount we had budgeted. The second concern is with how the scoring was addressed, since we had a high potential bidder and didn't have a discussion with them about fees.
- Member Staudt asked when the budget for this was set. City Planner McBeth said in the previous fiscal year, 2016-2017. At that time, we tried to get an idea of what it would cost and landed on \$40,000.
- Member Staudt said we were pleased with Greenway and their presentation. He asked moving forward, what is the intent of the Master Plan? Has it helped us secure funding? Engineering Senior Manager Melistas and Planner Komaragiri said yes, with ITC and Meadowbrook Connector. Member Staudt asked what is missing from the plan now? City Planner McBeth said we are looking for an updated plan that can be shared with developers and can show people what has been completed, what needs to be completed, and have something to share with community members to see what they'd like to see in the community. There is a stakeholder group element to help shape what different groups want to see. We can do updates with each of these Committee meetings to make sure everyone is actively involved.
- Mr. Lippens said there will be a technical process involving working with Staff, but the proposed scope includes working with this Committee, residents, and putting an emphasis on that. Working with this Committee would be paramount as well as community members. After meeting with Staff and seeing what work has been done since the last plan, I think the budget is appropriate for what the City is asking for.
- Chair Mutch said one concern is talking to both bidders and putting out a redefined scope of what we're looking for. Vice Chair Thomopoulos said I agree with the comments that have been made, and would like to know how the public will be involved. Mr. Lippens said we will use stakeholders to help guide who we should be talking to and how to include public involvement. We want to figure out who the stakeholders are and hold workshops to engage those people, we find that these strategies work. We will work to find key questions that we want feedback on, and do online surveys, interviews, workshops, meeting formats. These generate a large pool of responses and we document those. The proposal includes fees for additional workshops if we are looking for more feedback. A role for this Committee is to help us determine if we are getting the feedback we need.
- Member Staudt shared concern that everyone considers that starting point as something different. There should be presentations to the Committee first. Member Avdoulos asked if this has already been awarded? Member Staudt said no, it was pulled from the Council agenda so we could have this discussion. Member Avdoulos said are we looking to do what was indicated, to talk to the other team and compare? Chair Mutch said City Administration sent us here to get feedback, and then City Council will make the final decision. Member Avdoulos suggested that when one group is awarded, we have them work with the Committee to lay out a plan.
- Chair Mutch said we need to figure out what the appropriate next step is here. Member Muzzin asked if the discussion should be opened up again to take into perspective what the Committee wants to see. Vice Chair Thomopoulos said changes in timeline and visioning includes working with this Committee before any workshops happen. If we modify the milestones accordingly, that might address

some issues. Chair Mutch said that is similar to what we did in 2011, we want to have a vision laid out before going back for public feedback.

- Member Staudt said there should be an initial meeting with Council members (Consultant Review Committee) to see what it is that we want before any further steps are taken. This would be a goal-setting Non-Motorized Master Plan session before selecting a vendor, with presentation from Staff, to help decide what we want to do up front and how much we want to spend.

b. Change of Schedule: 2019 Annual Non-Motorized Prioritization Update and Implementation Update

Planner Komaragiri explained that usually the update is done during September and wrapped up around October. Based on the discussion last year, we understand that the CIP Budget Committee suggested that the Top 20 be done prior to that timeline. We may have to push forward the schedule this year and get the update approved by July. After this meeting, Engineering and Planning will work together to update the inventory and at the April 25th meeting, we will do the implementation update and figure out new ranking strategies and pen the discussion for guidance on how we want to prioritize this year. Staff would have the draft done in June, and if any items need to be revised we would have another meeting in July.

c. 2019 Tentative Meeting Schedule

Member Avdoulos made a motion to approve the tentative calendar. Vice Chair Thomopoulos seconded and it was approved 5-0.

d. Meeting Minutes for the November 1, 2018 WNC Meeting

Vice Chair Thomopoulos made a motion to approve the meeting minutes. Member Avdoulos seconded and it was approved 5-0.

STAFF UPDATES

1. Parks, Recreation and Cultural Service Update

Director of Parks, Recreation, and Cultural Services Muck provided updates on different Parks, Recreation, and Cultural Services projects. There was an update of the ITC Storage Building and Trailhead, that the team will be getting their TCO in the next few weeks and that signage and amenities will be added outside this spring, including solar panels, bike repair stations, etc. There was an update on the Bosco Fields project, including that the Right-of-Way agreement is still being finalized with the school district. The Committee discussed sidewalk Segment 29 on the west side of Beck Road with the goal of having a direct connect to Bosco Fields. There was also an update provided on the ITC Trail boardwalk, as there have been delays in boardwalk construction due to weather and materials, but should be starting soon. Chair Mutch asked where the project is in terms of being on schedule? Director of Parks, Recreation, and Cultural Services Much said the goal is to have that project completed by the end of the year.

2. Planning Update

Planner Komaragiri said the Planning issues were covered in the Matters for Discussion.

3. Engineering Update

a. Active Non-Motorized Project Portfolio for Engineering Division

Engineering Senior Manager Melistas provided an update on Engineering's active Non-Motorized Projects. He provided an update on 2019 pathways and ADA improvements. These include at Taft and Grand River, which needs upgrades at the intersection to make it per the ADA Standards. There also needs to be upgrades by Suburban Showplace to get a nice direct connect for visitors. Engineering is working on the south side of Eleven Mile east of Clark Street, that is in design now and will be done by the

end of the year. Segment 39 on the west side of Beck Road north of Eleven Mile wants to connect to Providence where the gap is right now, the goal there is to have direct connect to Bosco Fields. Segment 43 on the west side of Wixom Road from Island Lake Road northward towards Catholic Central is to be completed. Segment 70 on the west side of Meadowbrook from Gateway Village to Eleven Mile on the west side will be completed. And the west side of Haggerty from Eight Mile to Nine Mile is planned to complete those gaps, as well.

Engineering Senior Manager Melistas also provided an update on City boardwalks. He said we have a total of 36 boardwalks, a lot of those were constructed by developers and are 20+ years old that are worn, have hazards, etc. Engineering looked at the inventory and identified eight of the worst ones (1, 3, 4, 10, 11, 14, 17, 20) and is almost done with these, planned to be complete by early May. Now there are five remaining that need work. There will be a Council item going to completed the remainder of these identified boardwalks. He said there are 17 boardwalks that will be handled in house and don't need to be contracted out, more just for general maintenance.

Engineering Senior Manager Melistas also provided an update on the Safe Routes to School program. He said there is a public information meeting planned on February 27 at Village Oaks Elementary and Orchard Hills. Engineering will revise action plans based on public feedback they receive. They are trying to get connections to schools, and if we get the grant we will have \$1.4 million to do these connections. The plans will be revised as necessary after the public forum.

- There was discussion about Safe Routes to School. Member Mutch expressed concerns about the design within subdivisions, as residents are hearing that street trees will be removed. He asked if this is accurate. Engineering Senior Manager Melistas said a lot of the Right-of-Ways are platted, and it is the City's Right-of-Way. Chair Mutch said the concern is that the City has a 60-foot Right-of-Way and a fair amount to work with, and I am concerned that the plans are not sensitive to context to where these are going in. This issue was brought up by a couple residents. He expressed concern about being mindful of what is already there. If people feel like they're losing something, they will not be in support of the program. We need to be sensitive to what we are doing in people's neighborhoods.

COMMUNICATIONS

There was one communication from Dorothy Duchesneau, 125 Henning, with two images of Old Novi Road. The images show the existing stop sign highlighted in yellow, with a recommendation that it be moved to the blue area so that people have better indication for oncoming cars.

- Engineering Senior Manager said the issue was brought up to Field Operations and it will be fixed. There is a curve for the sidewalk proposed by the Lakeview project, and they will work with the project planner to see why it exists that way.

ADJOURN

The meeting was adjourned at 7:18 PM.

COMMUNICATIONS

Komaragiri, Sri

From: Bill Goedert <bill@mimixes.com>
Sent: Wednesday, November 7, 2018 7:29 PM
To: Komaragiri, Sri
Attachments: IMG_20181107_173621.jpg

Follow Up Flag: Follow up
Flag Status: Flagged

Sri - We live at 46050 West Park Drive Novi. We frequently walk north on West Park drive from our house on the west side of the road. Having to cross the northwest corner of our property for one is dangerous because of the traffic but also having to walk through the boggy grass to get to the sidewalk from the road. We would love to see the sidewalk extended from the sidewalk to the road. Even a bridge type sidewalk would be fine as the grass is frequently slippery and quite deep. We often see other people using that sidewalk and even walk south through our front yard where there is no sidewalk. Thank you for the consideration.

Sincerely

Bill and Vicki Goedert

