



WALKABLE NOVI COMMITTEE

AGENDA

December 15, 2022 at 6:00 p.m.
Council Conference Room
45175 W. Ten Mile, Novi, MI 48375
(248) 347-0475

Members: Gary Becker, Laura Marie Casey, Jay Dooley, Justin Fischer, Edward Roney and Joe Tolkacz

Staff Support: Lindsay Bell, Senior Planner, Community Development
Barbara McBeth, City Planner, Community Development
James Hill, Planner, Community Development
Diana Shanahan, Planning Assistant, Community Development
Jeff Muck, Director of Parks, Recreation and Cultural Services
Rebecca Runkel, Plan Review Engineer

ROLL CALL

APPROVAL OF AGENDA

MATTERS FOR DISCUSSION

NOVI NON-MOTORIZED MASTER PLAN UPDATE

1. Introductions – The Greenway Collaborative
 - a. Norm Cox & Carolyn Prudhomme
2. Project Schedule and Tentative Meetings with Walkable Novi Committee
 - a. Thursday, March 16th from 6pm to 7pm
 - b. Thursday, June 15th from 6pm to 7pm
3. Inventory & Analysis Working Document
4. Setting Project Direction
 - a. Hopes, concerns and specific places to address
5. Public Engagement
 - a. Web surveys, crowdsourcing maps, and focus groups
 - b. Existing groups and social networks to tap into

AUDIENCE PARTICIPATION

COMMUNICATIONS

ADJOURN

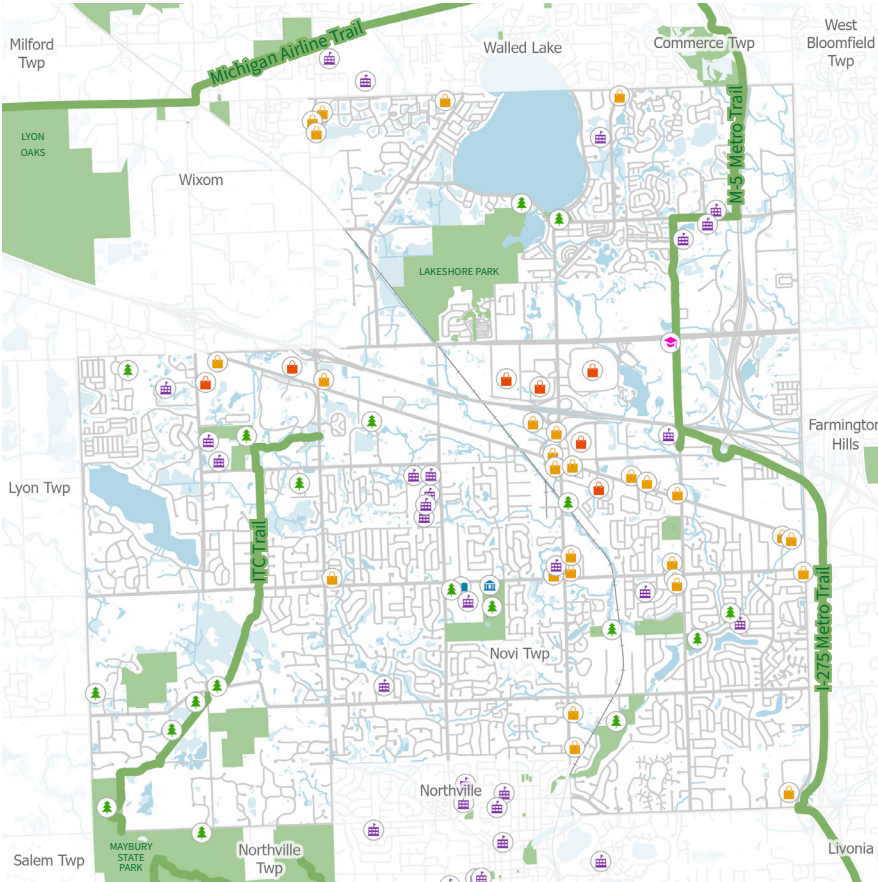
**2023 NON-MOTORIZED MASTER PLAN UPDATE
DRAFT INVENTORY & ANALYSIS
DRAFT SCHEDULE**

Inventory & Analysis

WORKING DRAFT UPDATED: 12/09/22








Traffic Generators and Mobility Patterns	2
Community Demographics	18
Existing Facilities and Proposed Improvements	28
Bicycle and Pedestrian Crash Data	34
Summary Analysis (under development).....	TBD

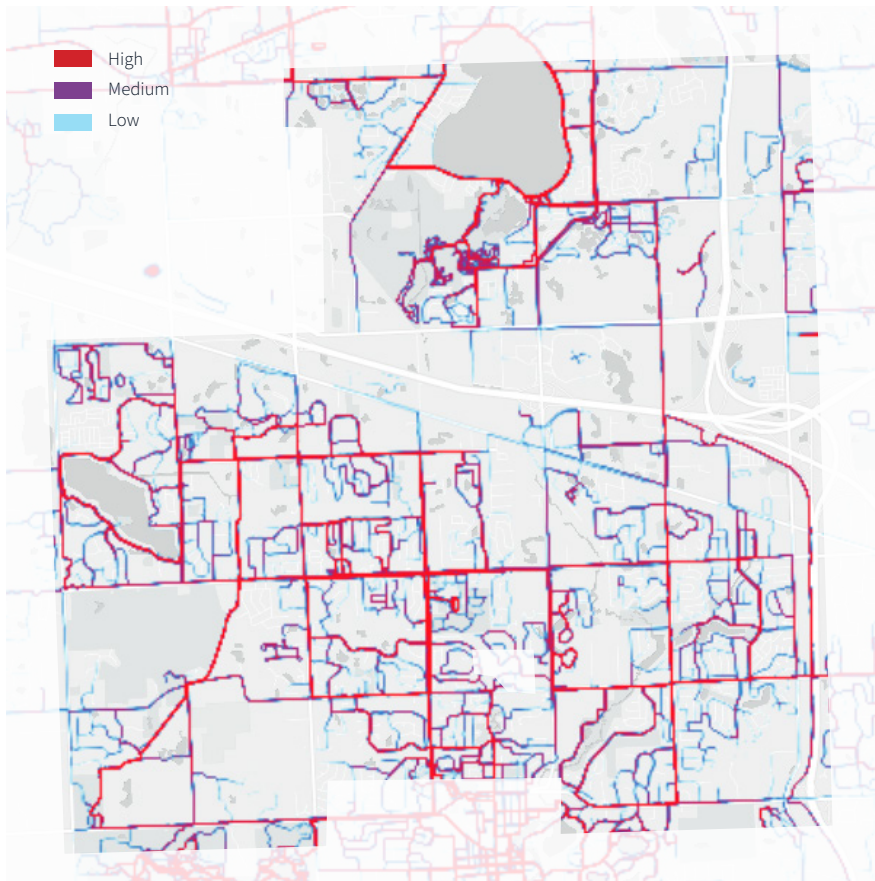
Traffic Generators and Mobility Patterns



Key Destinations

Source: City of Novi

-  Civic Center
-  School
-  College/University
-  Major Shopping Center
-  Park
-  Shopping Plaza
-  Library

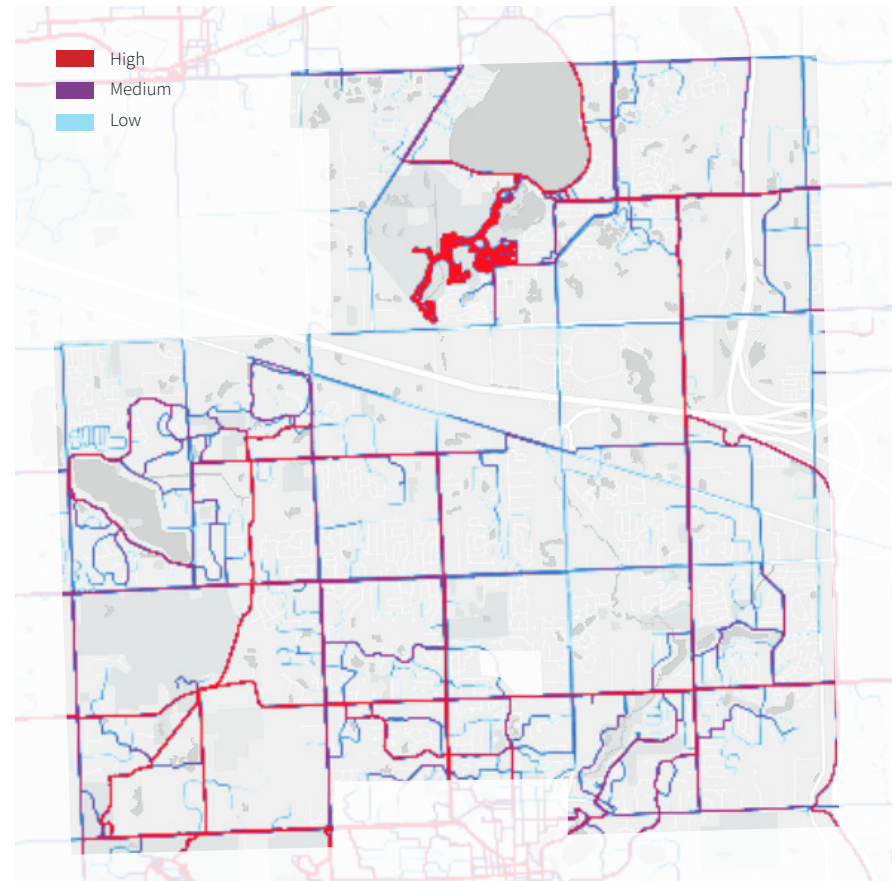


Pedestrian Travel

Source: STRAVA

Link: <https://www.strava.com/heatmap#11.92/-83.51996/42.45792/bluered/run>

The heatmap shows popular routes made by aggregated, public activities over the last year. The heat map is made up of trillion of data points visualizing the information of users who submitted or synchronized their fitness activity to their servers. This data includes both fitness information recorded directly on the fitness app and data synchronized with the app from a number of physical fitness trackers. The heatmap is a snapshot of historical data and is not updated in real-time. The heatmap is updated monthly.

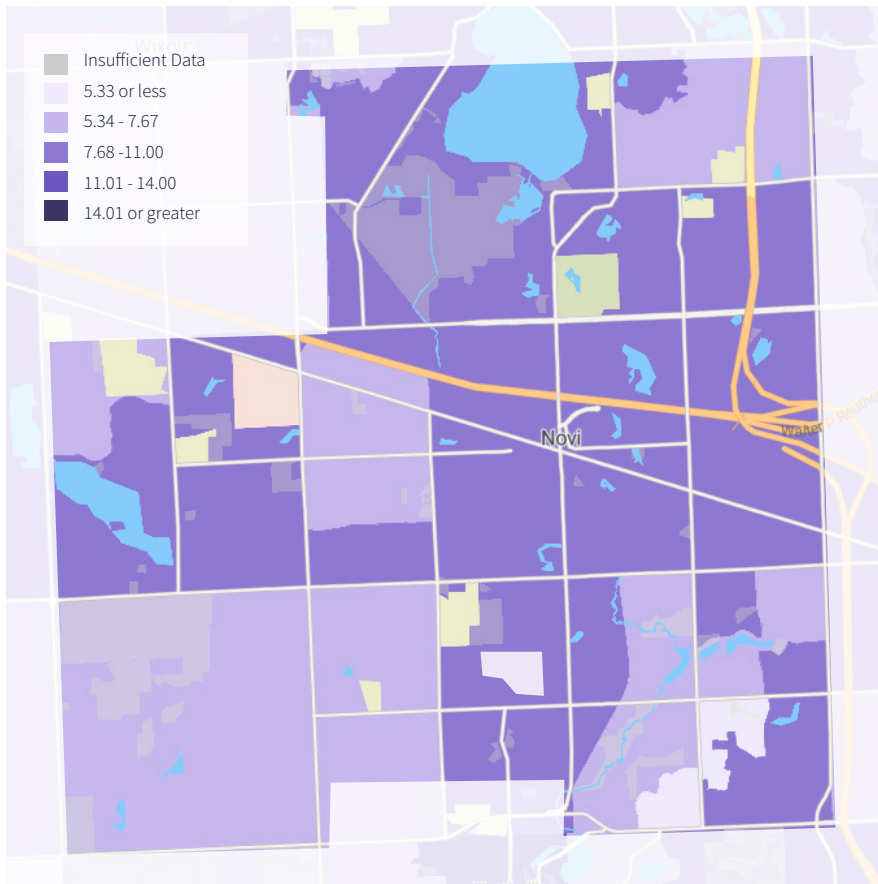


Bicycle Travel

Source: STRAVA

Link: <https://www.strava.com/heatmap#11.92/-83.51996/42.45792/bluered/ride>

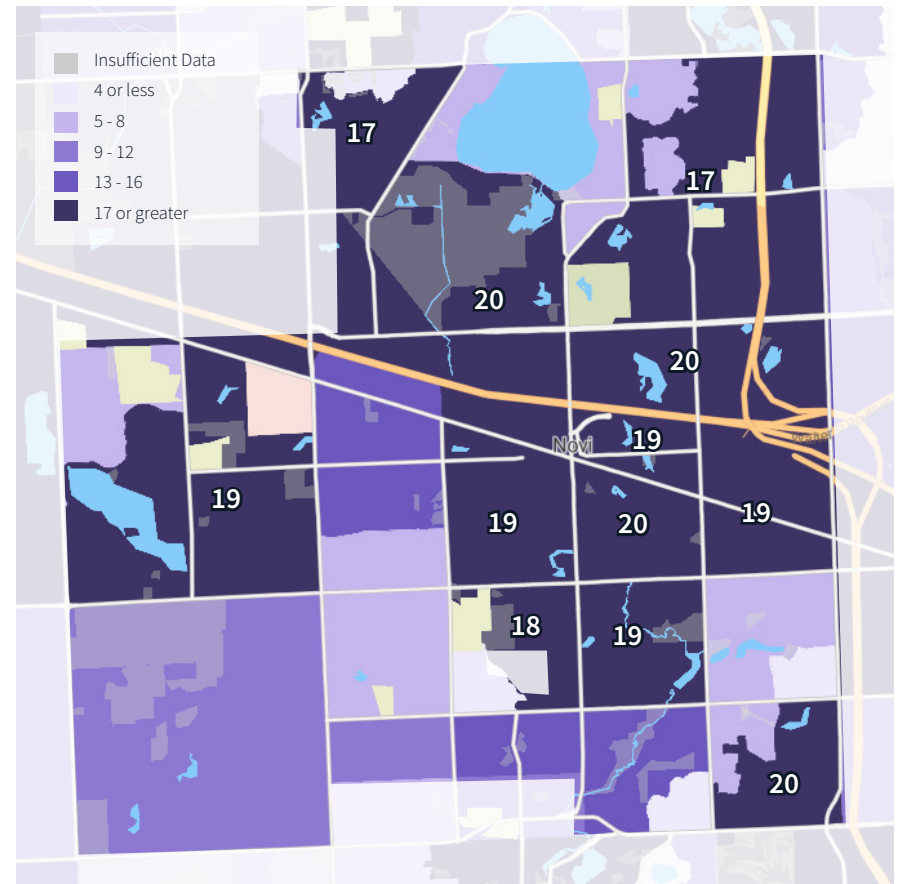
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National Walkability Index

Source: EPA Smart Location Database
 Link: <https://www.policymap.com>

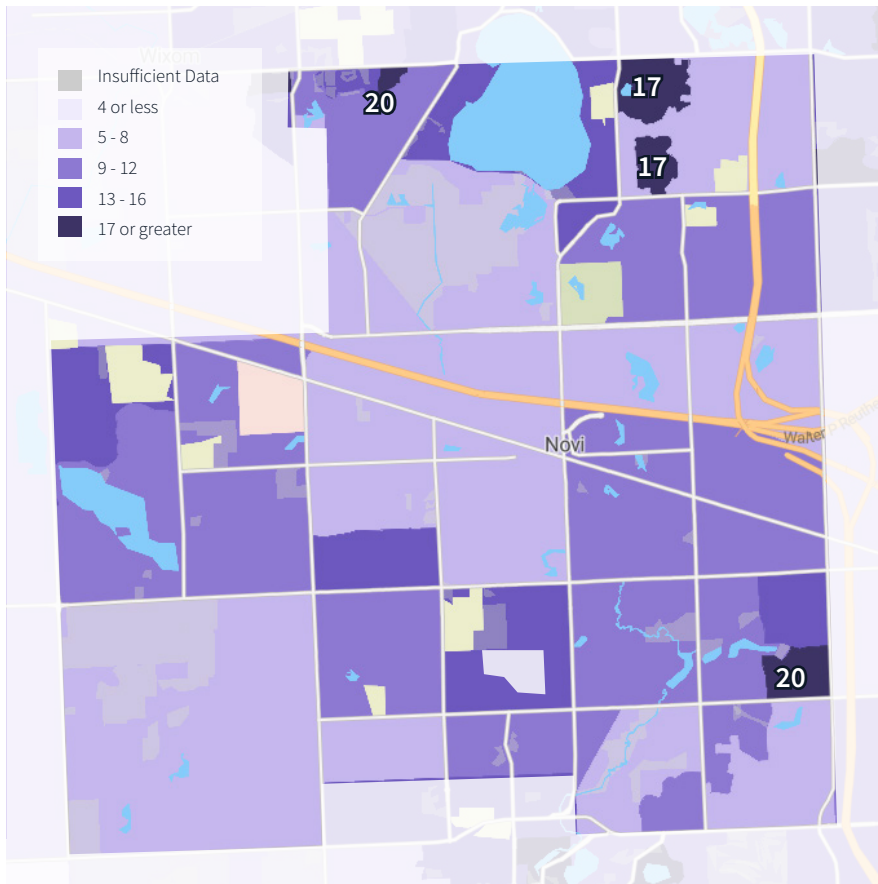
National walkability index in 2021. The National Walkability Index identifies areas with mixtures of land use and transportation infrastructure that may encourage walking as a mode of transportation. This index is comprised of four ranked measures: intersection density, distance to the nearest transit stop, employment diversity, and employment and housing diversity. More walkable areas rate higher on intersection density, have lower distances to the nearest transit stop, and have higher employment and employment plus housing diversity. The Environmental Protection Agency’s (EPA) Smart Location Database was created to address the demand for tools that compare location efficiency. The Smart Location Database (SLD) summarizes several demographic, employment, and built environment variables for every Census block group.



Economic and Residential Development Density

Source: EPA Smart Location Database
 Link: <https://www.policymap.com>

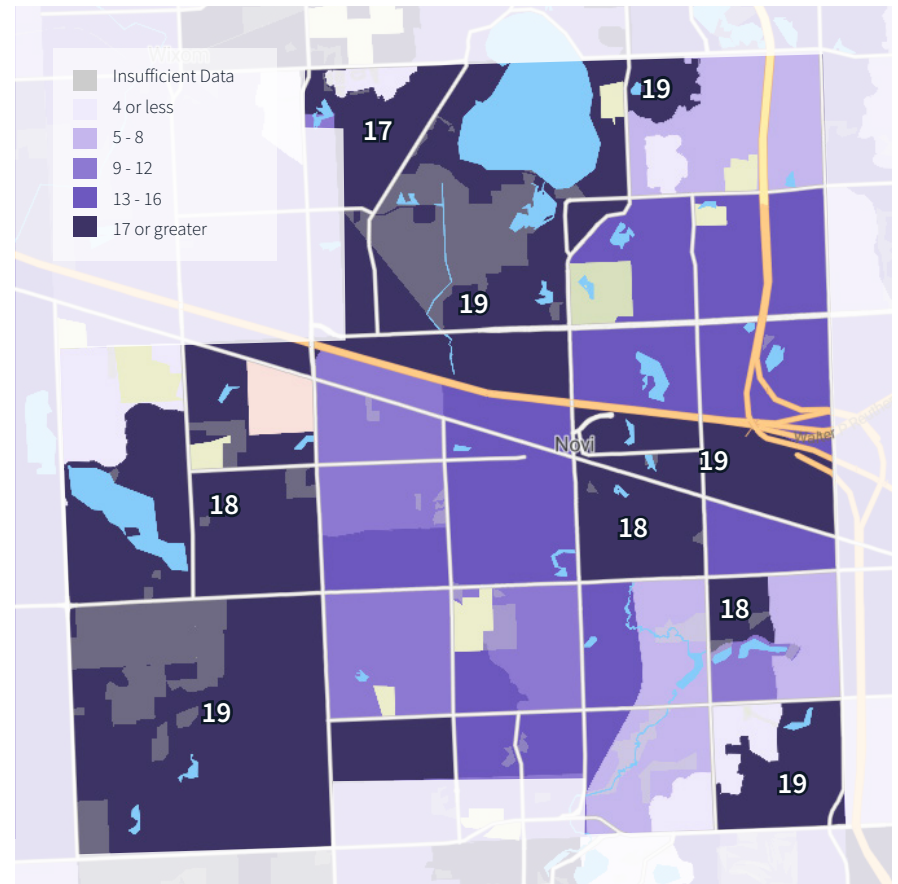
Ranking of economic and residential development density in 2021. Employment and housing diversity expressed on a scale of 1 to 20, where 1 is the least diverse and 20 is the most diverse. This measure comprises one of the four components of the National Walkability Index. The Environmental Protection Agency’s (EPA) Smart Location Database was created to address the demand for tools that compare location efficiency. The Smart Location Database (SLD) summarizes several demographic, employment, and built environment variables for every Census block group.



Street Intersection Density

Source: EPA Smart Location Database
 Link: <https://www.policymap.com>

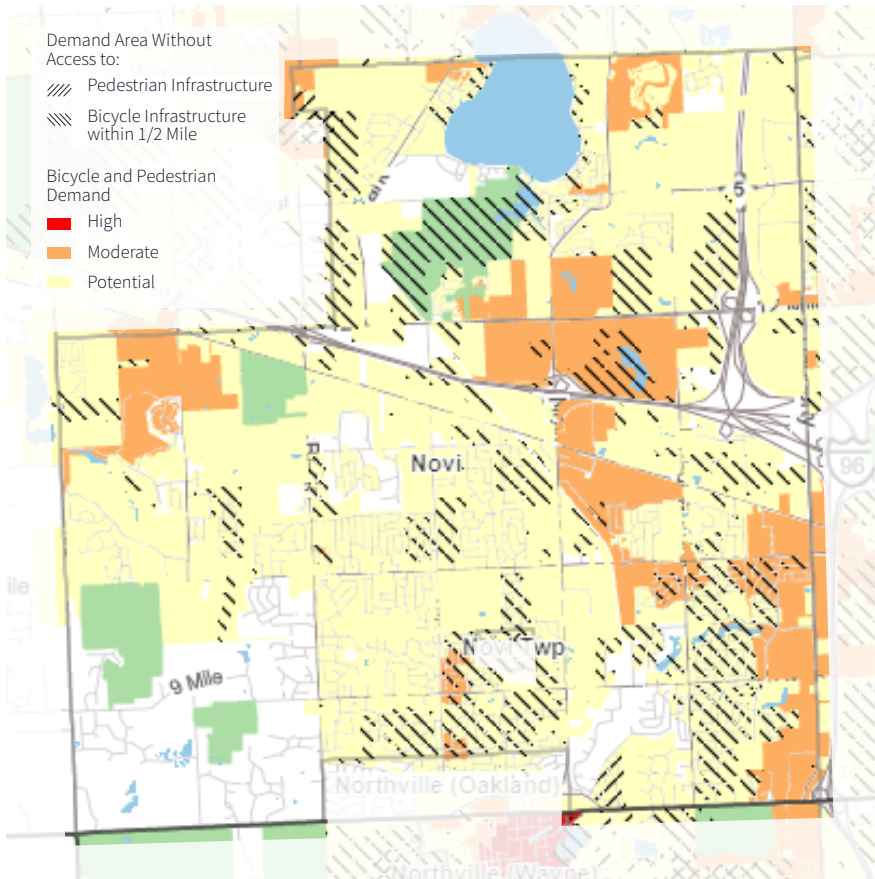
Ranking of street intersection density in 2021. Street intersection density expressed on a scale of 1 to 20, where 1 is the least dense and 20 is the most dense. This measure comprises one of the four components of the National Walkability Index. The Environmental Protection Agency's (EPA) Smart Location Database was created to address the demand for tools that compare location efficiency. The Smart Location Database (SLD) summarizes several demographic, employment, and built environment variables for every Census block group.



Economic Diversity

Source: EPA Smart Location Database
 Link: <https://www.policymap.com>

Ranking of economic diversity in 2021. Economic diversity expressed on a scale of 1 to 20, where 1 is the least diverse and 20 is the most diverse. This measure comprises one of the four components of the National Walkability Index. The Environmental Protection Agency's (EPA) Smart Location Database was created to address the demand for tools that compare location efficiency. The Smart Location Database (SLD) summarizes several demographic, employment, and built environment variables for every Census block group.

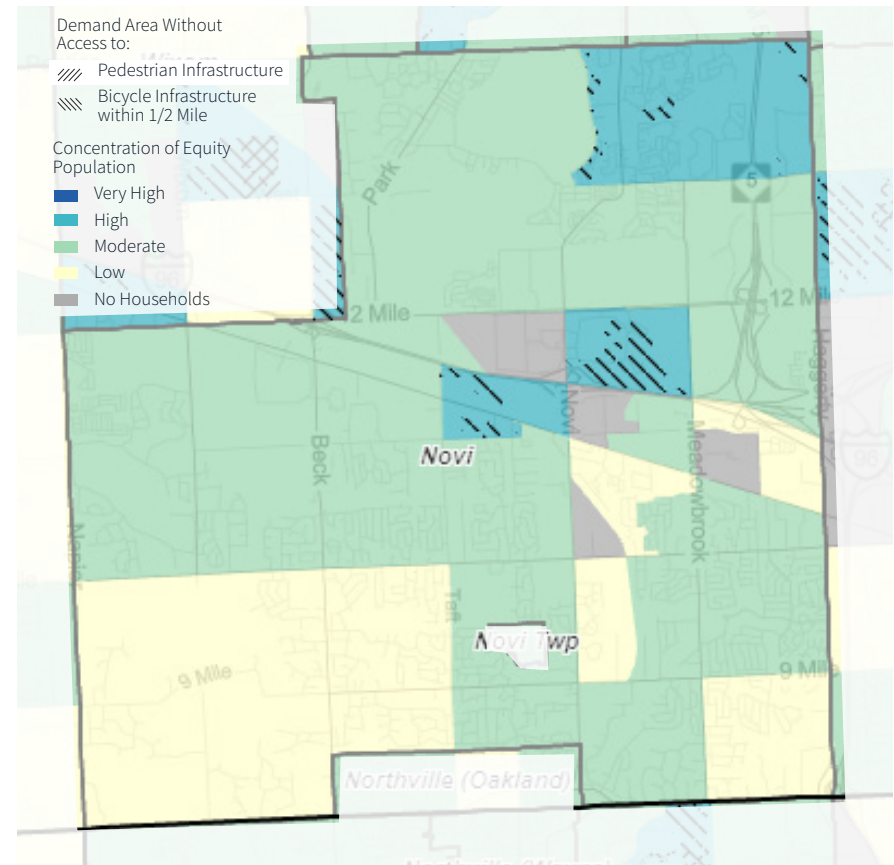


Demand Areas

Source: SEMCOG

Link: <https://bicycle-and-pedestrian-mobility-maps-semcog.hub.arcgis.com/pages/equity-and-demand-analysis>

Bicycle and Pedestrian Demand has been assessed in three categories. High Demand Areas are likely to be the most bicycle and pedestrian friendly parts of the region, or those with the most potential to support more people walking and biking. They include larger downtown commercial districts, employment centers, and most densely populated areas. Moderate Demand Areas include many of the region's smaller town centers, as well as areas adjacent to high demand areas. They are primarily residential areas, with commercial development along major roadways and intersections. These places are likely to support walking and biking, but in many cases driving is still necessary for daily trips. Potential Demand Areas tend to be less densely populated with people or destinations, but have clusters of activity that may support walking and biking if adequate infrastructure exists.

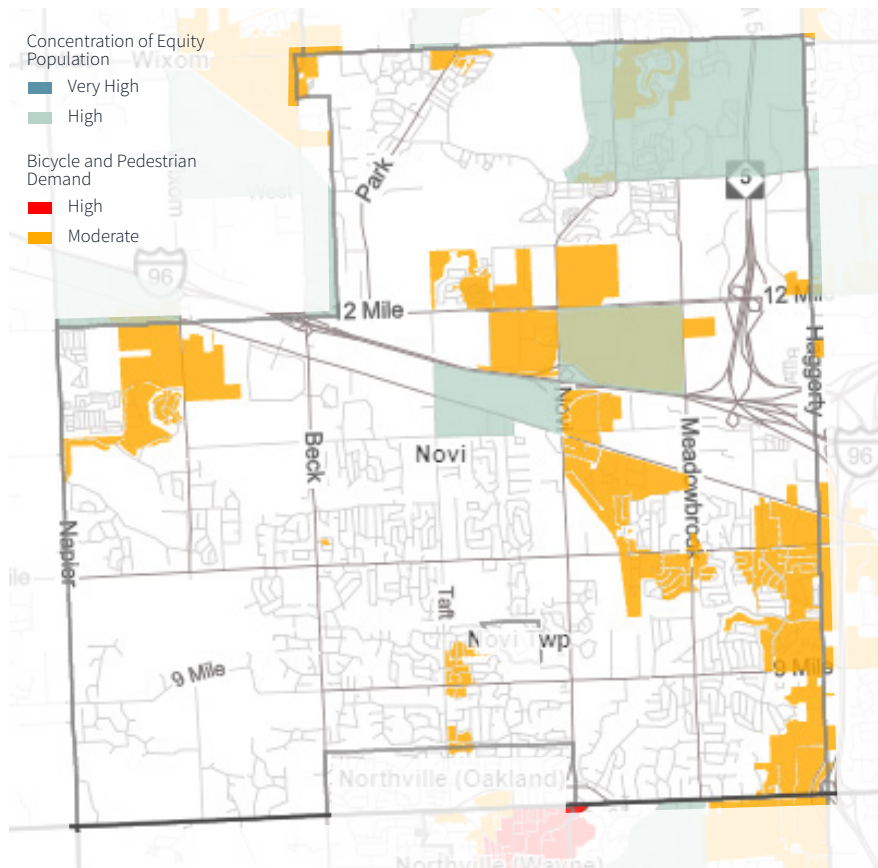


Equity Emphasis Area

Source: SEMCOG

Link: <https://bicycle-and-pedestrian-mobility-maps-semcog.hub.arcgis.com/pages/equity-and-demand-analysis>

SEMCOG's equity populations are based on the cumulative score across five socioeconomic indicators - children, low-income households, minority populations, senior citizens, and transit dependent households. The darkest shaded blue areas show the highest concentrations of populations who likely rely more heavily on walking or biking; while the yellow-shaded areas represent the lowest concentration of populations who likely rely on these modes to meet their needs. The two highest concentrations are deemed Equity Emphasis Areas. Within these areas, access to existing pedestrian and bicycle infrastructure was measured to identify areas that are beyond 100 feet from the nearest sidewalk or shared-use path, beyond one-half mile from the nearest bicycle infrastructure, and beyond both 100 feet from the nearest sidewalk or shared-use path and one-half mile from nearest bicycle infrastructure.

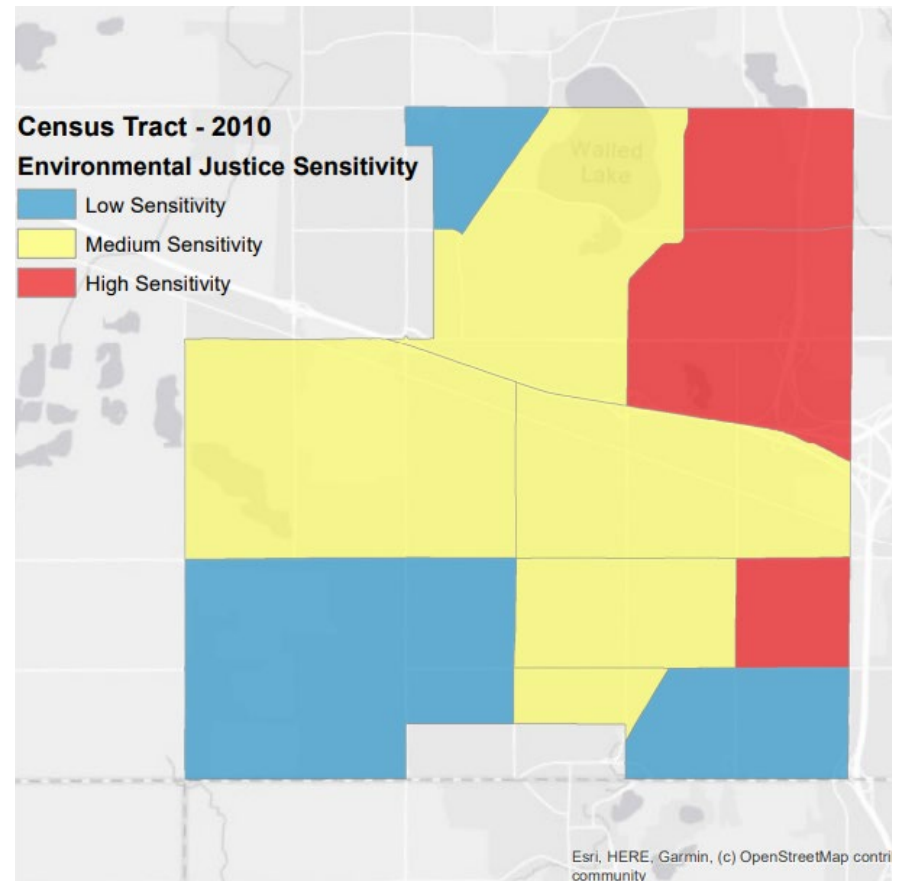


Equity and Demand Analysis

Source: SEMCOG

Link: <https://bicycle-and-pedestrian-mobility-maps-semcog.hub.arcgis.com/pages/equity-and-demand-analysis>

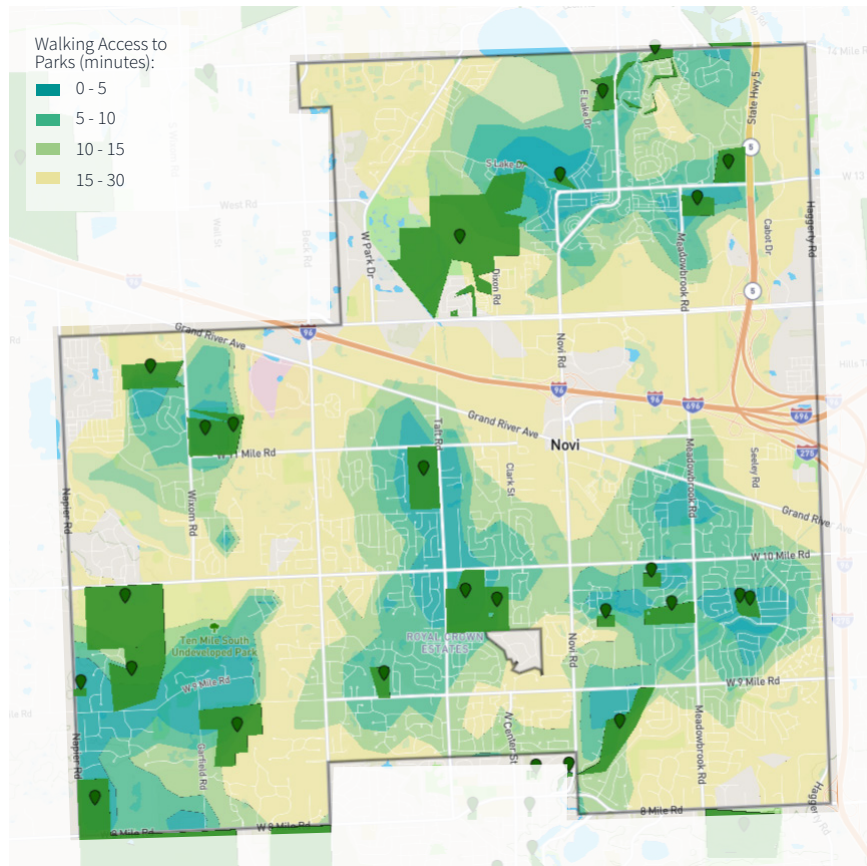
This analysis map that shows the highest concentration of equity populations and demand areas. SEMCOG identified populations (and areas) of the region through an equity lens based on socioeconomic factors that may impact their mobility. This includes children, low-income populations, minority populations, seniors, and transit-dependent households.



Environmental Justice Sensitivity

Source: City of Novi

Modeled after the City of Albany, New York's equity analysis and based on SEMCOG's Equity Emphasis Areas for the City of Novi.

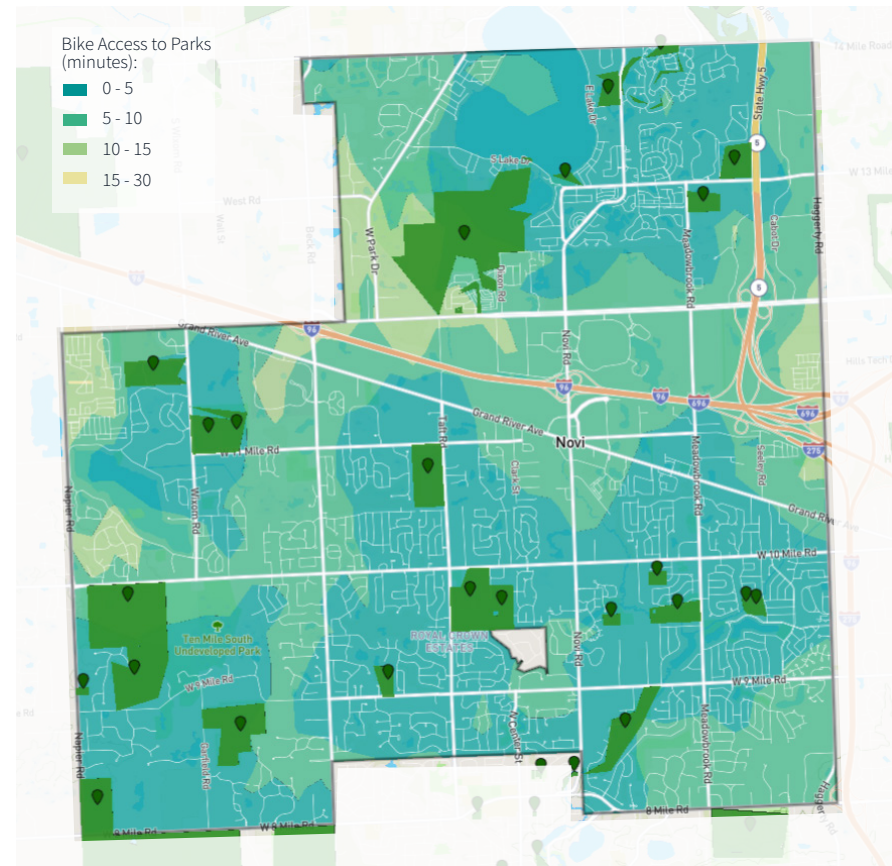


Access to Parks: Walking

Source: SEMCOG

Link: https://maps.semco.org/accessparks/?amenity=All_Access_Points&mode=walk_amenity_access&mcd=2170

This analysis was conducted by measuring travel times between the region's parks and households through the transportation mode of walking. Reasonable transportation modes and travel times to different types of parks were established with input from the Parks and Recreation Task Force. These specify different measures for recreational amenities that serve as community assets, as regional destinations, or as both. For parks greater than six acres in size, all points of entry for walking, biking, and driving were used to measure their accessibility. This data does not capture other local conditions that may be barriers to park access, such as crime, safety concerns, and sidewalks infrastructure or maintenance. It is important to consider the local context for these limitations when applying this analysis in local decision-making.

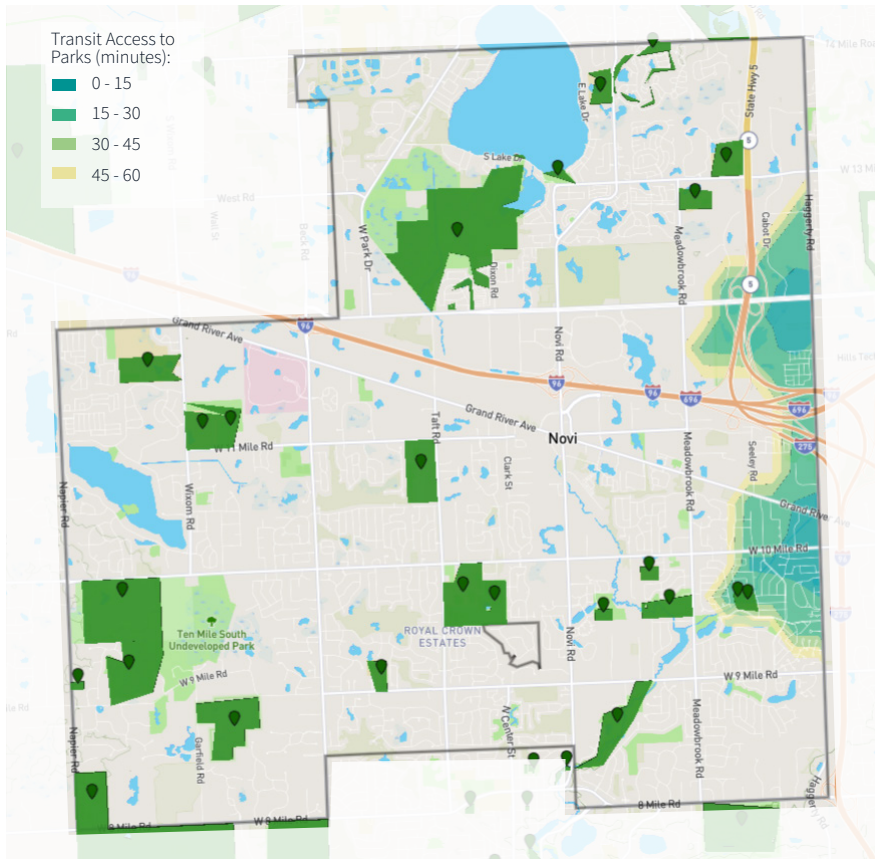


Access to Parks: Biking

Source: SEMCOG

Link: https://maps.semco.org/accessparks/?amenity=All_Access_Points&mode=bike_amenity_access&mcd=2170

This analysis was conducted by measuring travel times between the region's parks and households through the transportation mode of biking. Reasonable transportation modes and travel times to different types of parks were established with input from the Parks and Recreation Task Force. These specify different measures for recreational amenities that serve as community assets, as regional destinations, or as both. For parks greater than six acres in size, all points of entry for walking, biking, and driving were used to measure their accessibility. This data does not capture other local conditions that may be barriers to park access, such as crime, safety concerns, and sidewalks infrastructure or maintenance. It is important to consider the local context for these limitations when applying this analysis in local decision-making.

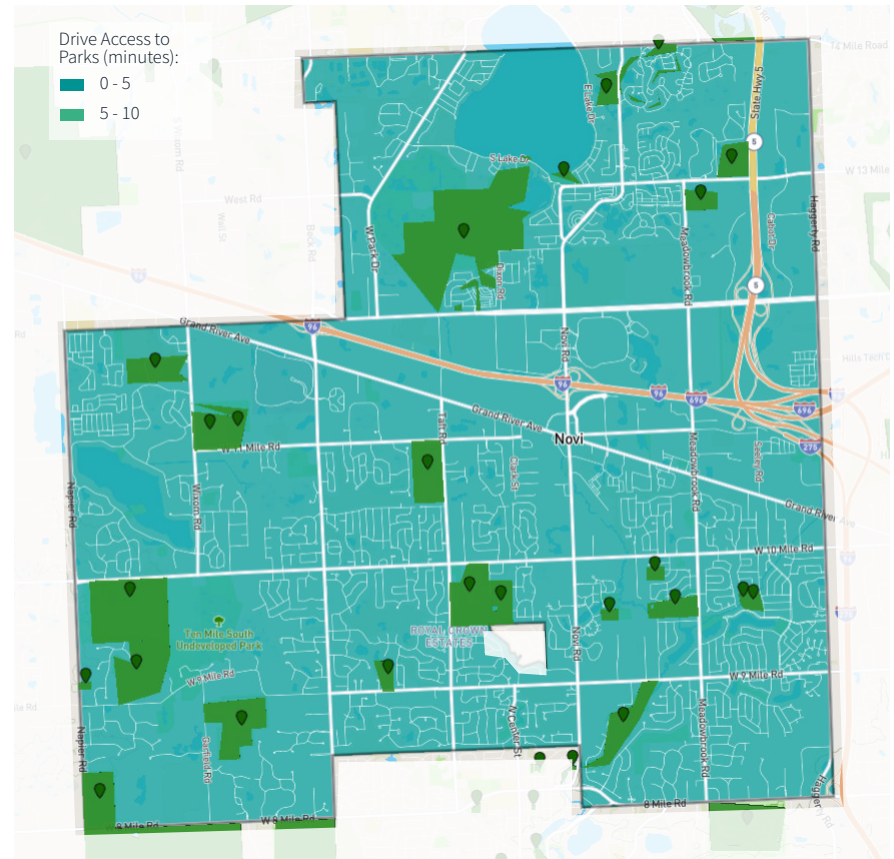


Access to Parks: Riding Transit

Source: SEMCOG

Link: https://maps.semco.org/accessparks/?amenity=All_Access_Points&mode=transit_amenity_access&mcd=2170

This analysis was conducted by measuring travel times between the region's parks and households through the transportation mode of riding transit. Reasonable transportation modes and travel times to different types of parks were established with input from the Parks and Recreation Task Force. These specify different measures for recreational amenities that serve as community assets, as regional destinations, or as both. For parks greater than six acres in size, all points of entry for walking, biking, and driving were used to measure their accessibility. This data does not capture other local conditions that may be barriers to park access, such as crime, safety concerns, and sidewalks infrastructure or maintenance. It is important to consider the local context for these limitations when applying this analysis in local decision-making.

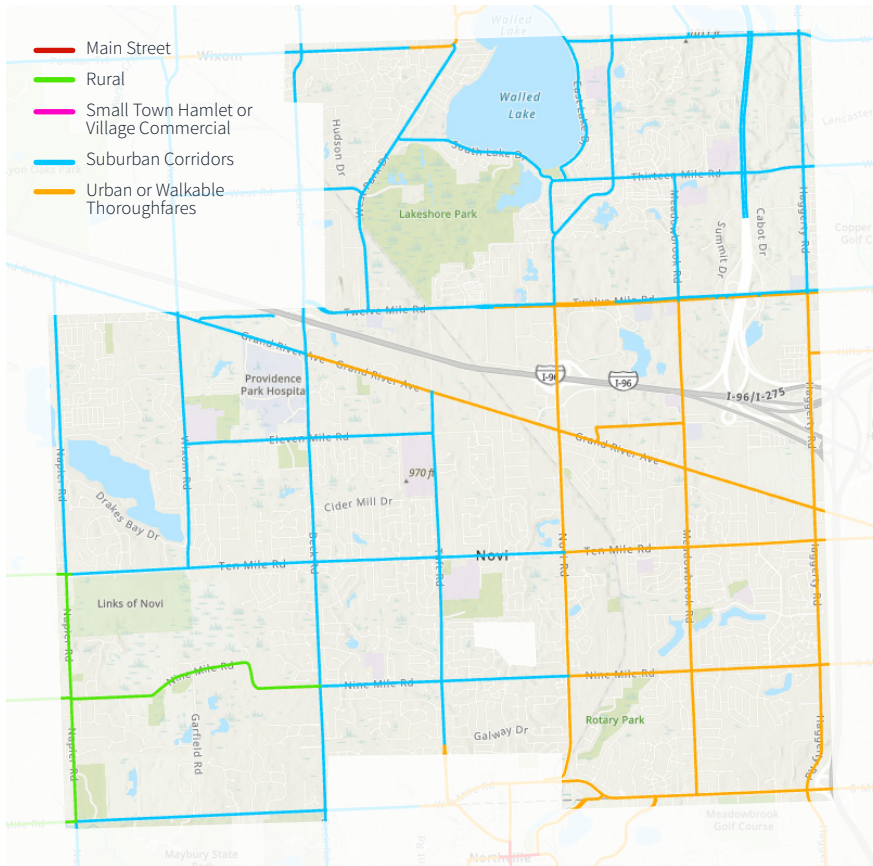


Access to Parks: Driving

Source: SEMCOG

Link: https://maps.semco.org/accessparks/?amenity=All_Access_Points&mode=bike_amenity_access&mcd=2170

This analysis was conducted by measuring travel times between the region's parks and households through the transportation mode of driving. Reasonable transportation modes and travel times to different types of parks were established with input from the Parks and Recreation Task Force. These specify different measures for recreational amenities that serve as community assets, as regional destinations, or as both. For parks greater than six acres in size, all points of entry for walking, biking, and driving were used to measure their accessibility. This data does not capture other local conditions that may be barriers to park access, such as crime, safety concerns, and sidewalks infrastructure or maintenance. It is important to consider the local context for these limitations when applying this analysis in local decision-making.

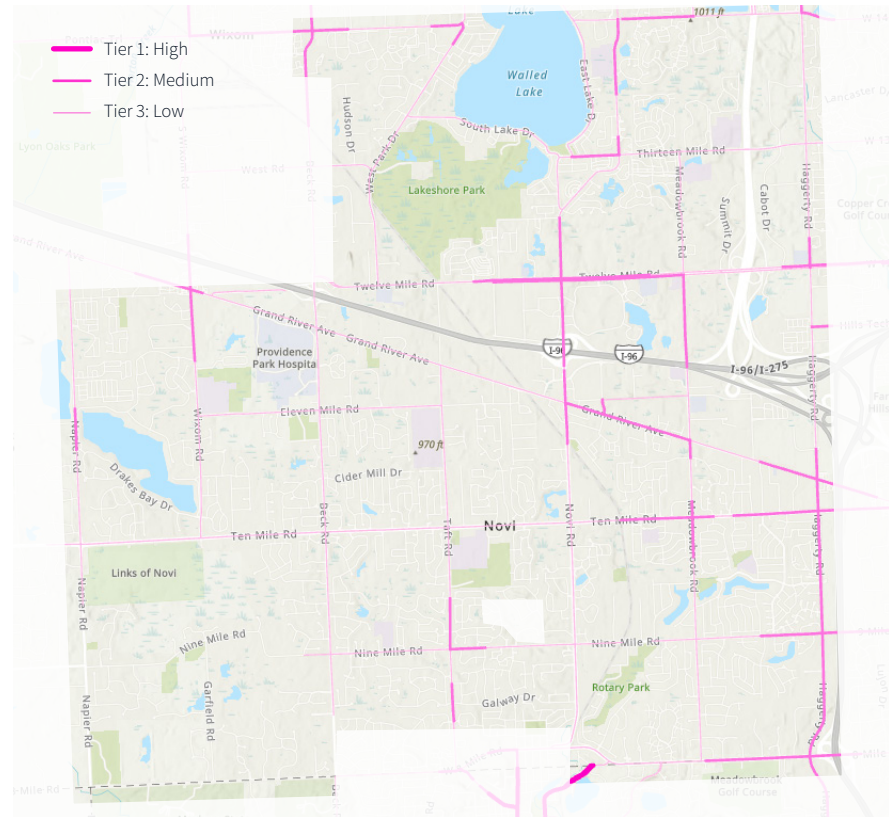


Modal Prioritization - Land Use Context

Source: SEMCOG 2020

Link: <https://gis.semco.org/portal/apps/webappviewer/index.html?id=a4ace662f6ea4a538c53202ff19b847a>

Building height, proximity to other buildings, and setback were considered when categorizing main streets (traditional downtowns), walkable thoroughfares, and small town hamlets. Community master plans and zoning maps were used to identify aspirational main streets and walkable thoroughfares. The urban, suburban, and rural land uses were determined using TAZ (transportation analysis zone) area type designation from SEMCOG’s Travel Demand Model. Urban land use and walkable thoroughfares were combined because they have the same modal prioritization in the Multimodal Tool.

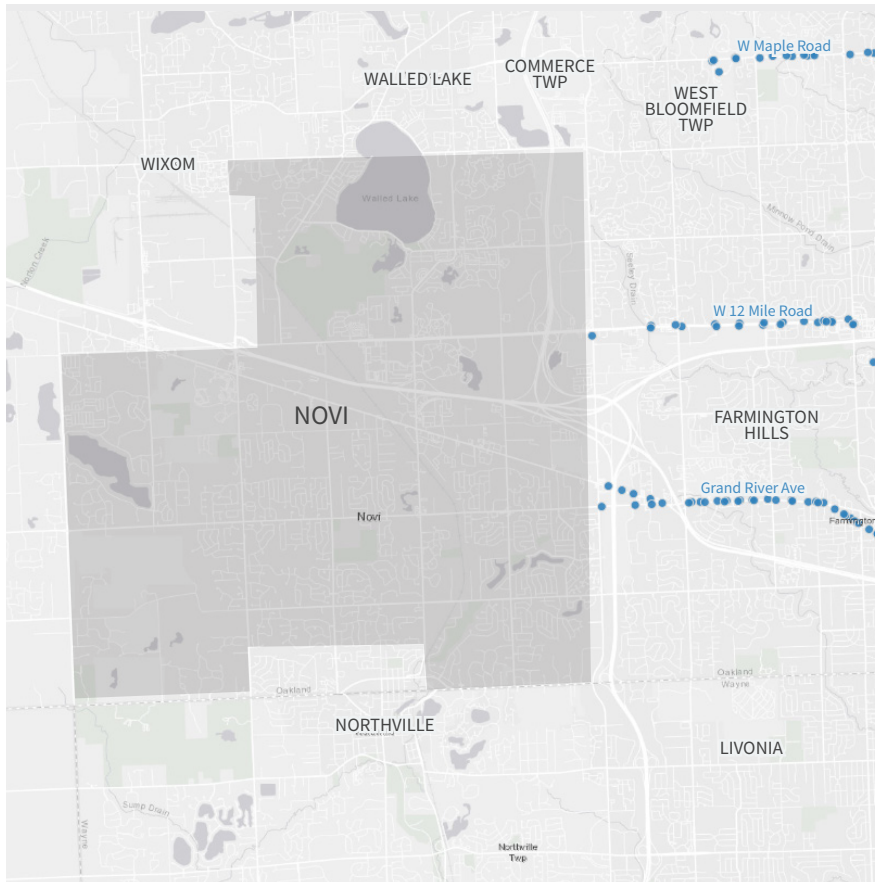


Modal Prioritization - Bicycle and Pedestrian Demand

Source: SEMCOG

Link: <https://semco.org/mmtool>

Modal tiers indicate how important a road segment is in the modal network. Tier 1 indicates streets that are of the highest importance for carrying people using a certain mode. Tier 2 streets are of secondary importance, and Tier 3 streets are of tertiary importance. Modal priorities are intended to provide guidance but may vary based on special circumstances, local priorities, and MDOT input on trunklines.

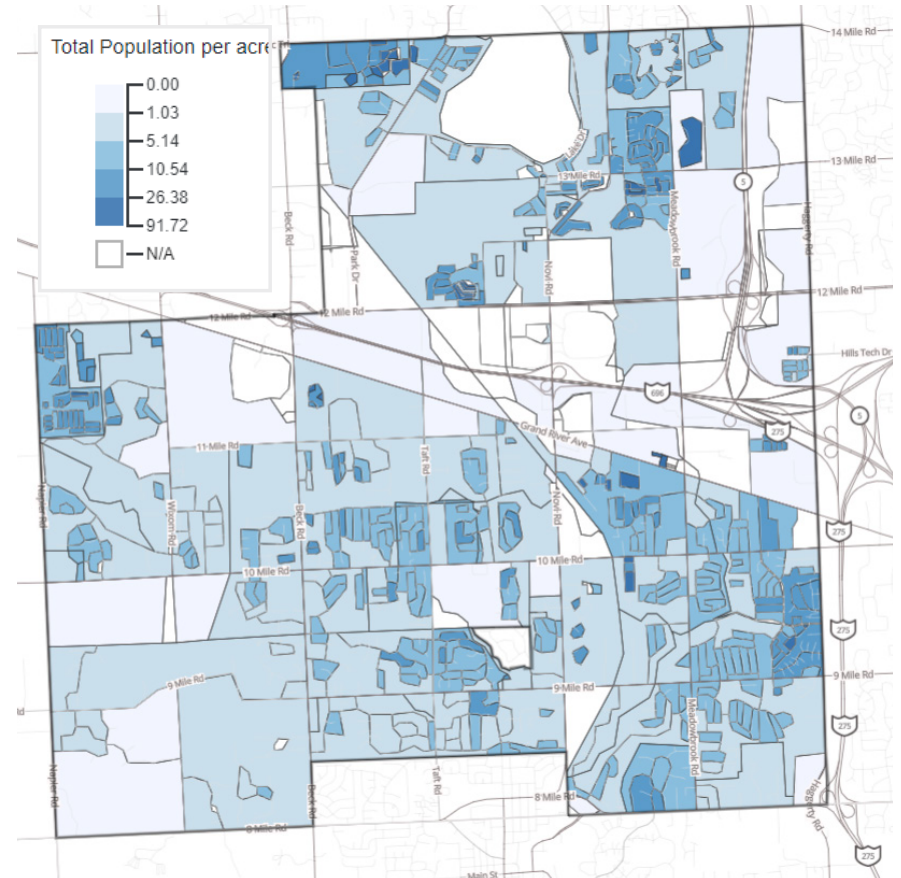


SMART Bus Stops

Source: City of Detroit

Link: https://data.detroitmi.gov/datasets/6ec0b22bc67e4068af4c2f09cb7f31b4_0/explore?location=42.430630%2C-83.082476%2C10.11

Suburban Mobility Authority for Regional Transportation (SMART) bus stops in Southeast Michigan for 2019.

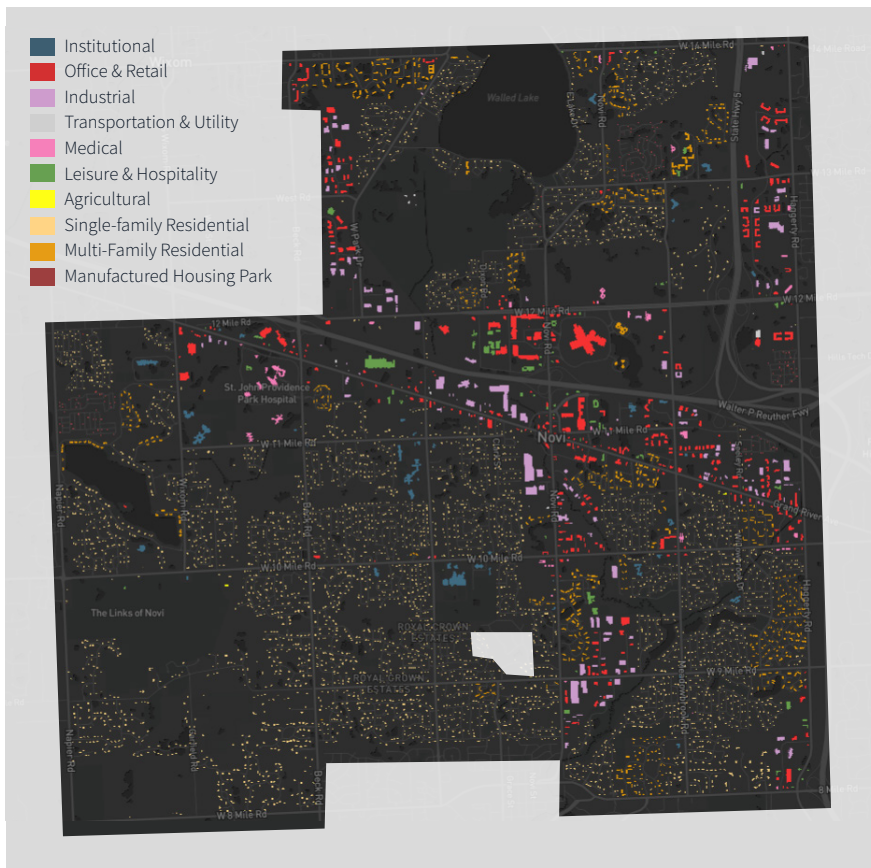


Population Density

Source: Census

Link: <https://maps.semco.org/2020census/?mcd=2170&geotype=blocks>

SEMCOG's map displays 2020 census results for every geographic unit in Southeast Michigan.



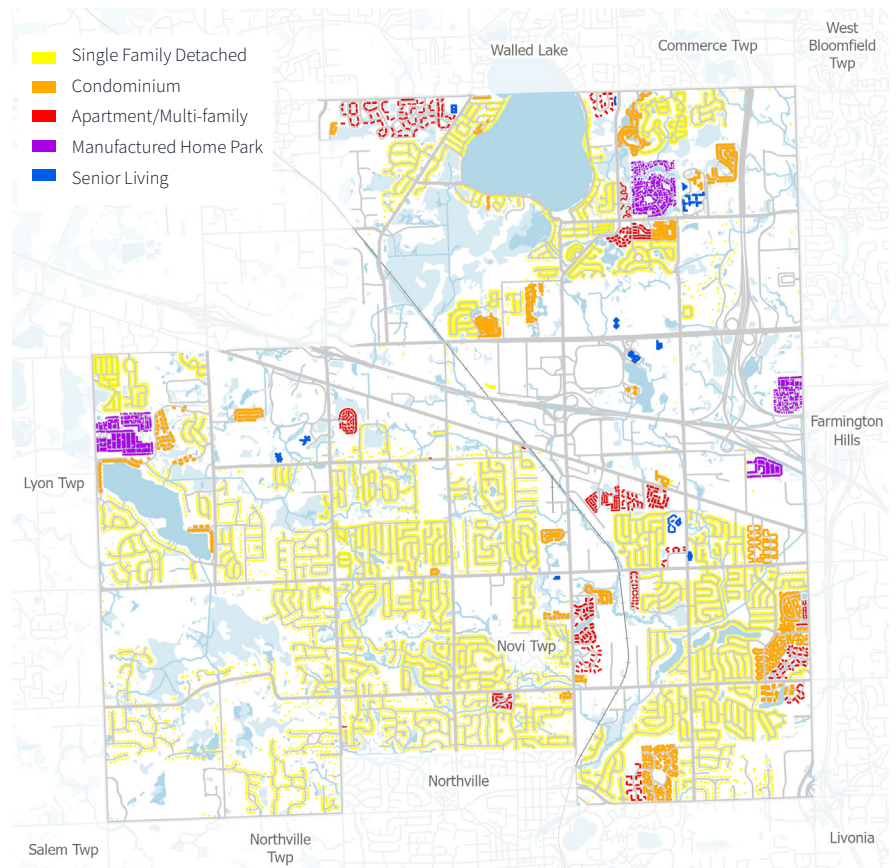
Building Footprints

Source: SEMCOG

Link: <https://maps.semco.org/BuildingFootprints/#15.01/42.33185/-83.04886/-40.1/59>

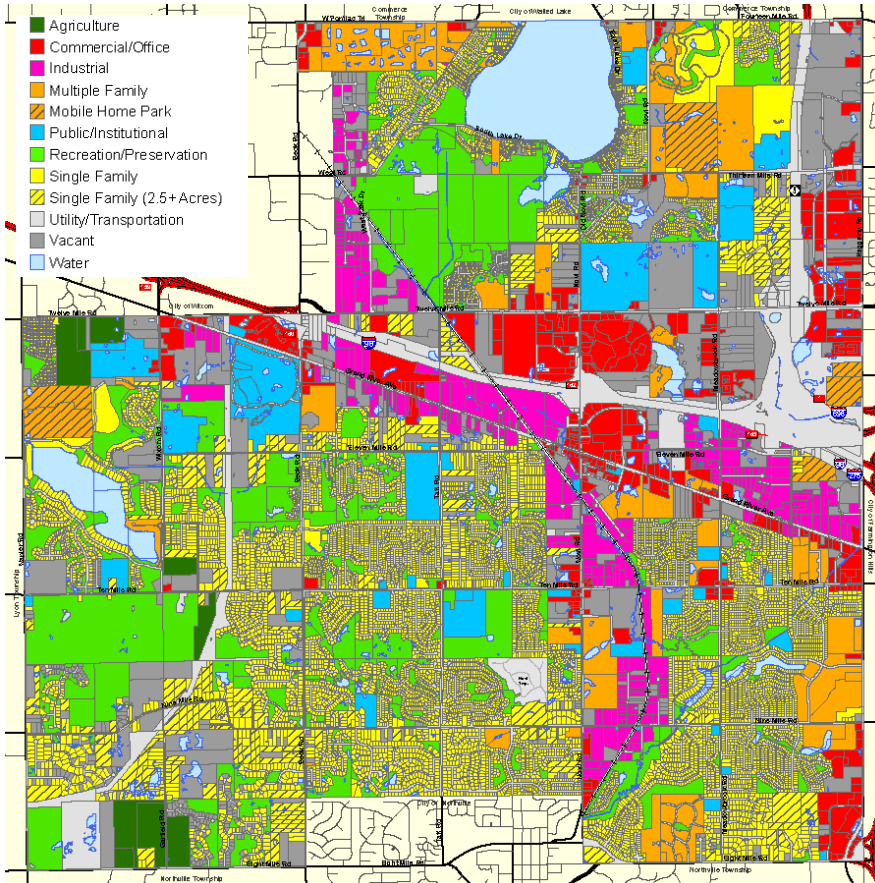
BuildingFootprints/#15.01/42.33185/-83.04886/-40.1/59

SEMCOG's building footprint data layer represents the digital footprint of each building in Southeast Michigan, as of April 2020, along with associated attributes of each building. SEMCOG's building types are based on the 2017 North American Industrial Classification System (NAICS). To be considered a building, a structure must contain either a housing unit or a minimum of 250 square feet of nonresidential workspace.



Residential Building Types

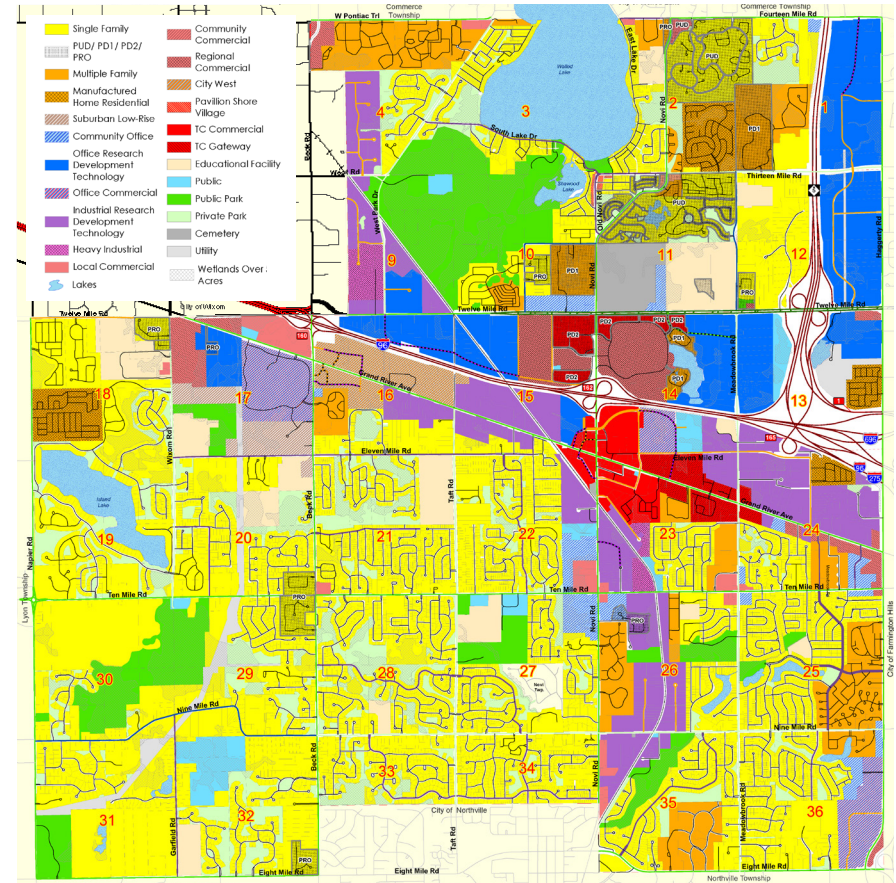
Source: SEMCOG



Existing Land Use

Source: City of Novi

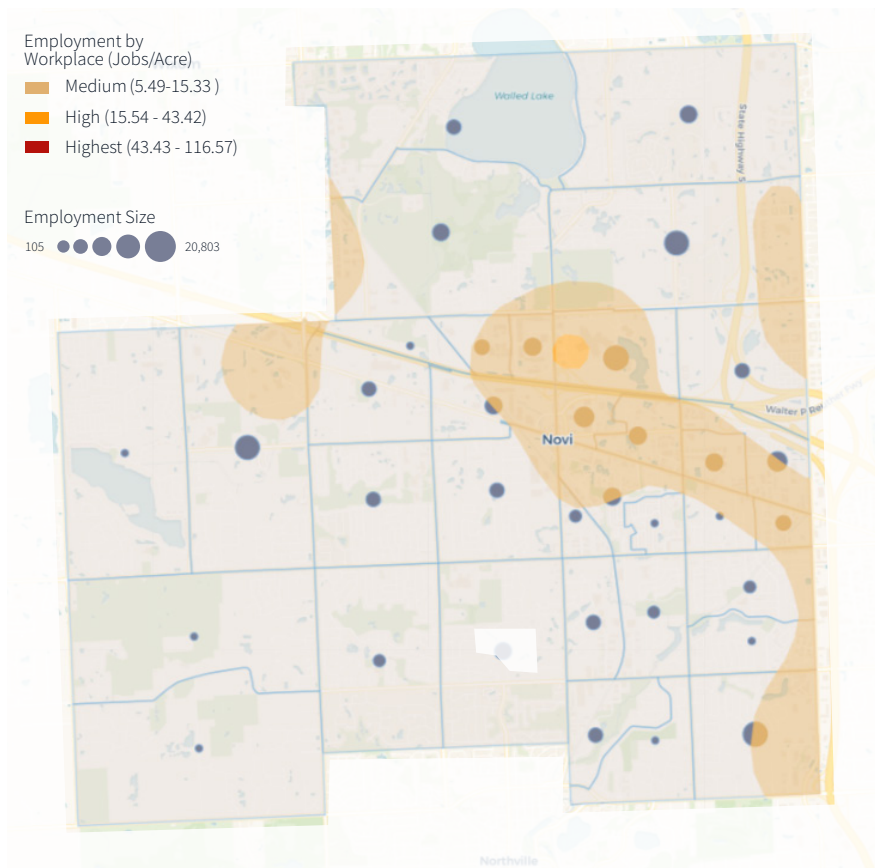
Link: <https://cityofnovi.org/community/map-gallery>



Future Land Use

Source: City of Novi

Link: <https://cityofnovi.org/community/map-gallery>



Employment Density

Source: SEMCOG

Link: <https://maps.semco.org/EmploymentDensity/>

This map displays employment by Traffic Analysis Zone, or TAZ (which are small areas within a community), including hot spots for areas of high concentration of employment. The source of the employment data is a cooperative effort between SEMCOG and Michigan Department of Transportation (MDOT) to create local employment estimates. The employment data represents total full-time and part-time employment for year 2015 including both wage and salary jobs, as well as self-employed jobs. The estimates are approximately equivalent to employment data as defined by the Bureau of Economic Analysis (BEA). For more information about BEA's job definitions, see section VIII (Employment) in BEA's Local Area Personal Income Methodology). This map only displays select industry sectors. However, "Total Jobs" represents jobs in all sectors including those not listed in our industry sector filter. The sectors generally follow the North American Industry Classification System (NAICS).

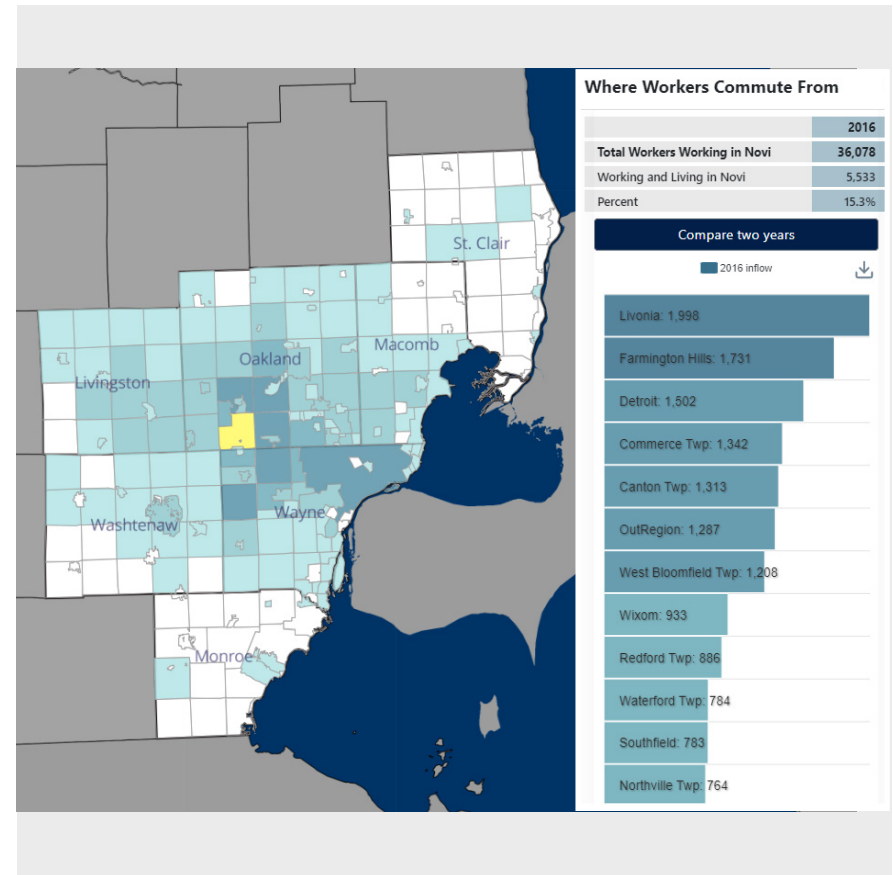
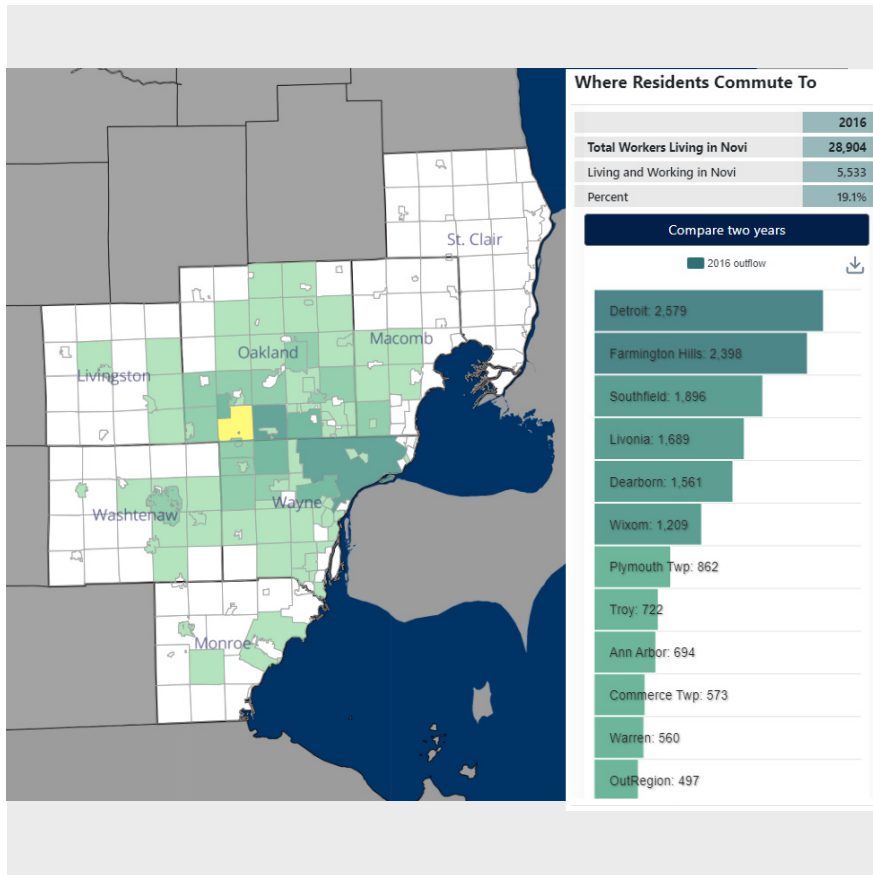


Traffic Volume

Source: SEMCOG

Link: <https://maps.semco.org/trafficvolume/>

SEMCOG's traffic volume map represents Average Annual Daily Traffic (AADT) for roads in Southeast Michigan that are eligible for Federal Funds. Daily Vehicle Miles Traveled (VMT) is calculated by the sum of (Average Annual Daily Traffic (AADT) x segment length). Daily VMT represents approximately the number of vehicle miles traveled daily on federal aid link segments in the map view only. This number should be used as an approximation of Daily VMT.



Commuting Patterns - Outflow 2016

Source: SEMCOG

Link: <https://maps.semco.org/CommutingPatterns/?semcd=2170&direction=outflow&year=2016>

CommutingPatterns/?semcd=2170&direction=outflow&year=2016

SEMCOG's Commuting Patterns map illustrates travel to work patterns, showing the connections between business and the labor market of the region's workforce, for all of region's communities for years 2016 and 2010. The data presented in the map is based on Census Transportation Planning Products (CTPP) tabulations of Census Bureau's 5-year American Community Survey (ACS) data. Data for 2010 represents 2006-2010 5-year CTPP data and the data for 2016 is from 2012-2016 5-year CTPP data.

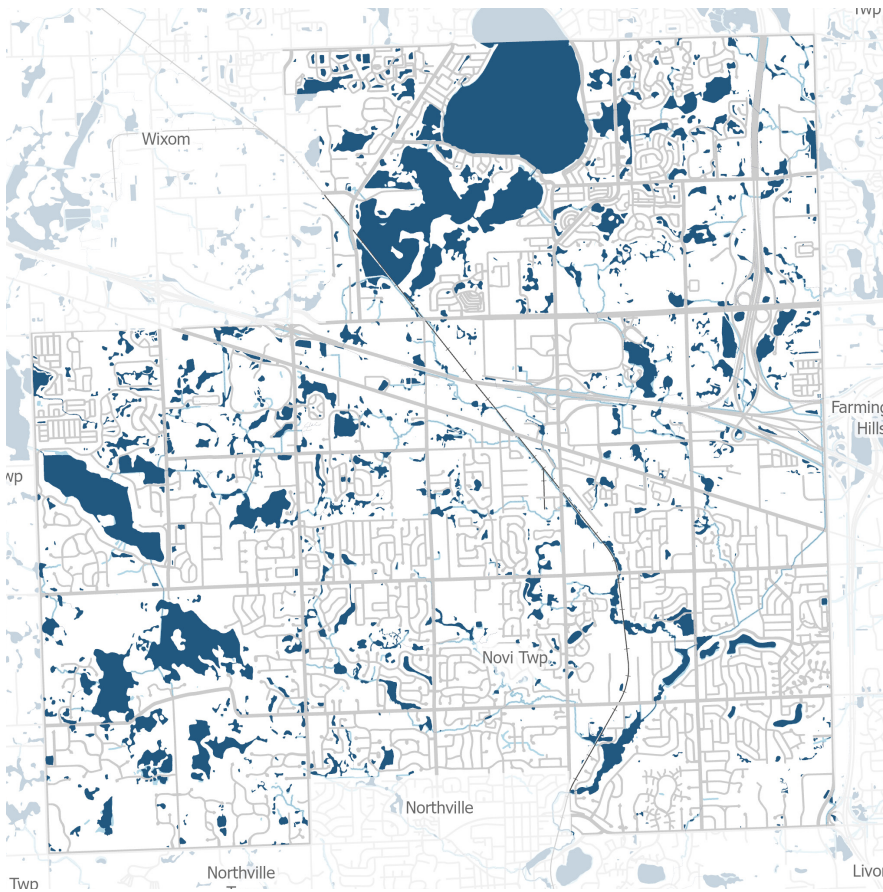
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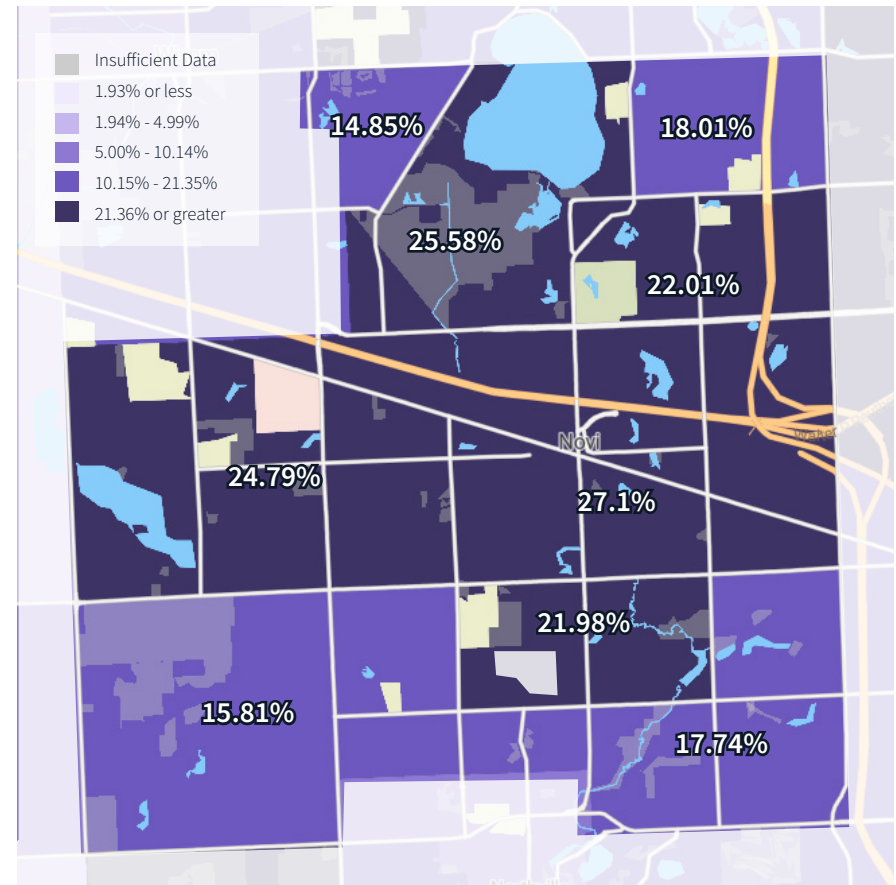


Wetlands

Source: City of Novi

Link: <https://cityofnovi.org/community/map-gallery>

Community Demographics

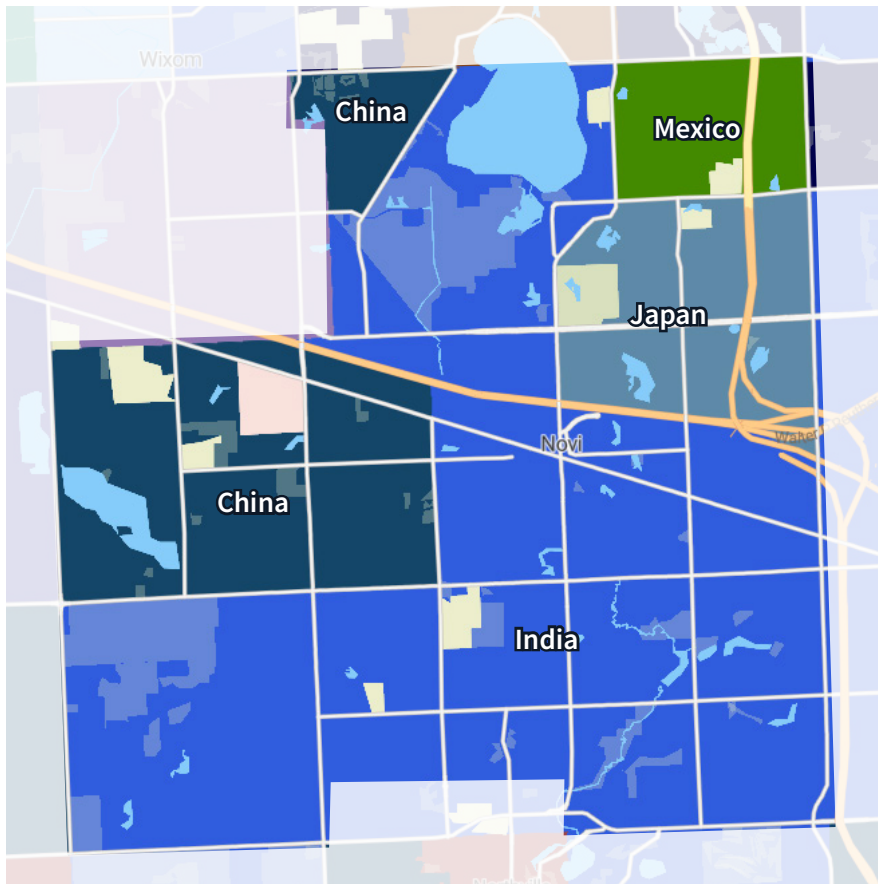


Percent of People who Are Foreign Born

Source: Census

Link: <https://www.policymap.com>

Estimated percent of population who are foreign born, as reported between 2016-2020. The U.S. Census defines "foreign born" to refer to anyone who is not a U.S. citizen at birth. This includes naturalized U.S. citizens, lawful permanent residents (immigrants), temporary migrants (such as students), humanitarian migrants (such as refugees), and persons illegally present in the United States.

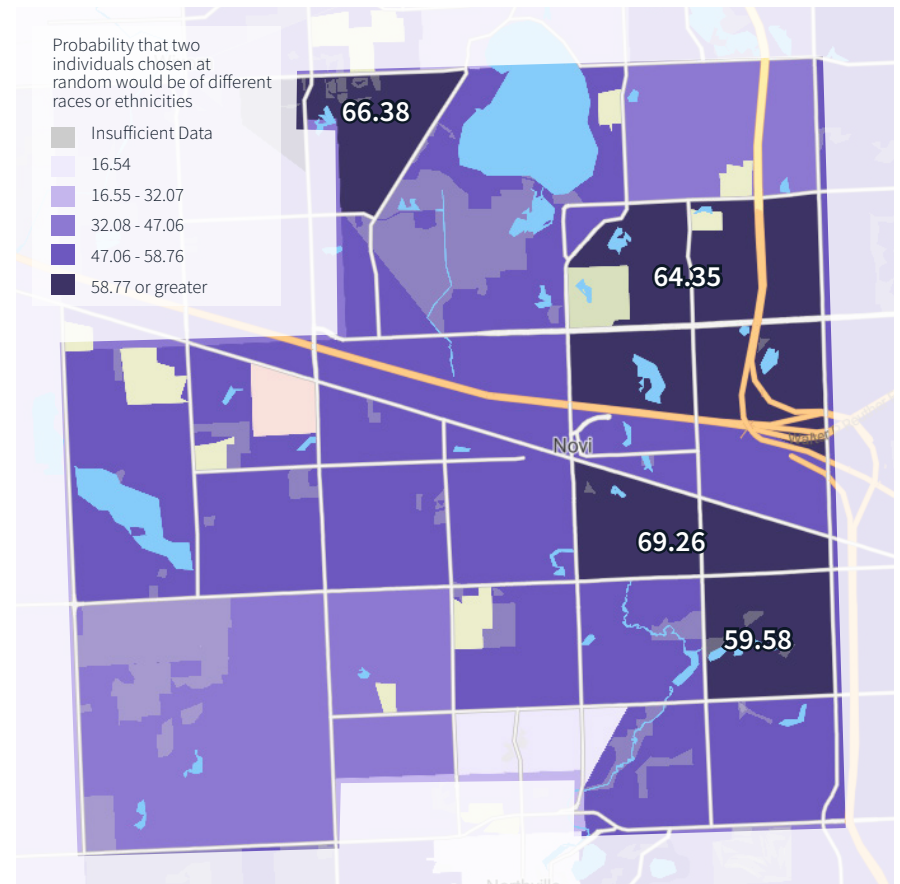


Predominate Country of Foreign Born Population

Source: Census

Link: <https://www.policymap.com>

Predominant country of birth among the foreign born population between 2014-2018. This does not include the foreign born population born at sea.

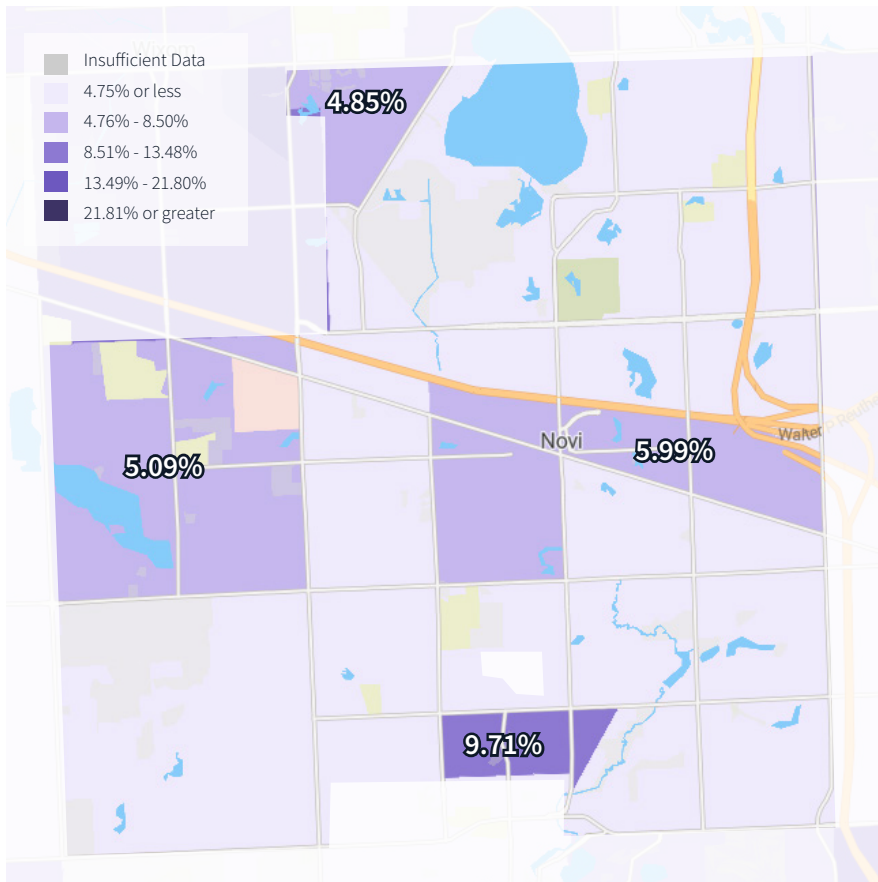


Diversity Index

Source: Census & Policy Map

Link: <https://www.policymap.com>

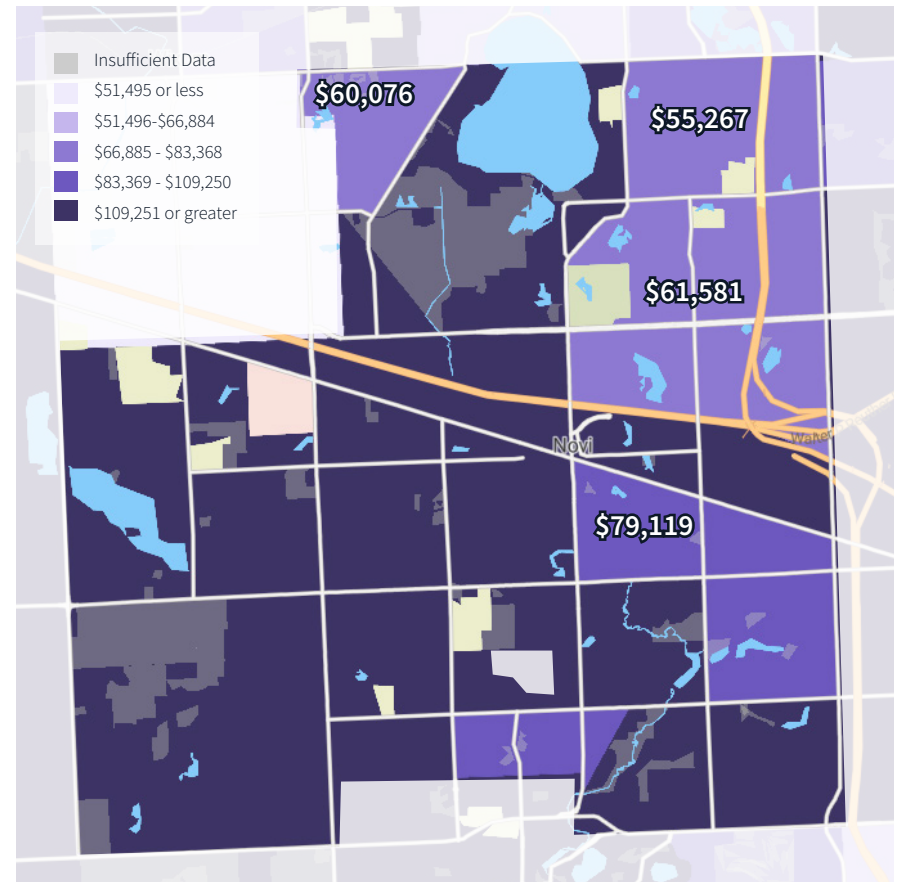
Probability that two individuals chosen at random would be of different races or ethnicities, between 2016-2020. The diversity index is an index ranging from 0 to 87.5 that represents the probability that two individuals, chosen at random in the given geography, would be of different races or ethnicities between 2016-2020. Lower index values between 0 and 20 suggest more homogeneity and higher index values above 50 suggest more heterogeneity. Racial and ethnic diversity can be indicative of economic and behavioral patterns. For example, racially and ethnically homogeneous areas are sometimes representative of concentrated poverty or concentrated wealth. They could also be indicative of discriminatory housing policies or other related barriers. Data were obtained from the Census' American Community Survey 2016-2020 estimates and calculated by PolicyMap. Geographies for which no data were provided or for which the population was less than 10 are represented as having "Insufficient Data."



People Living in Poverty

Source: Census 2016-2020

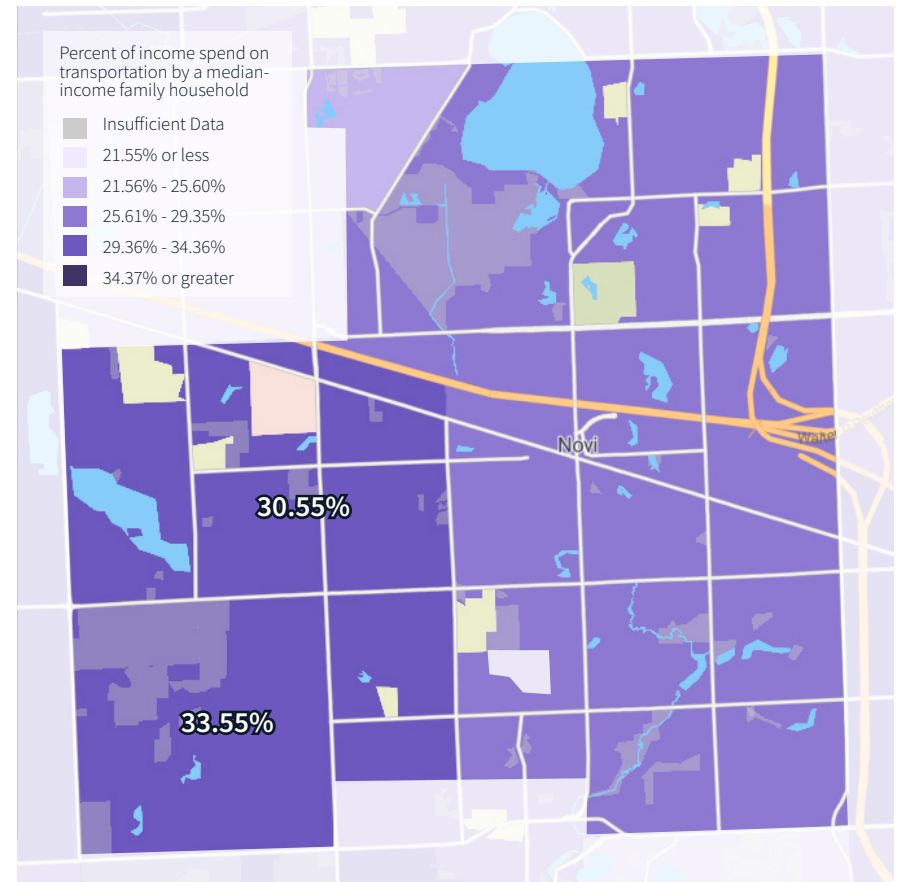
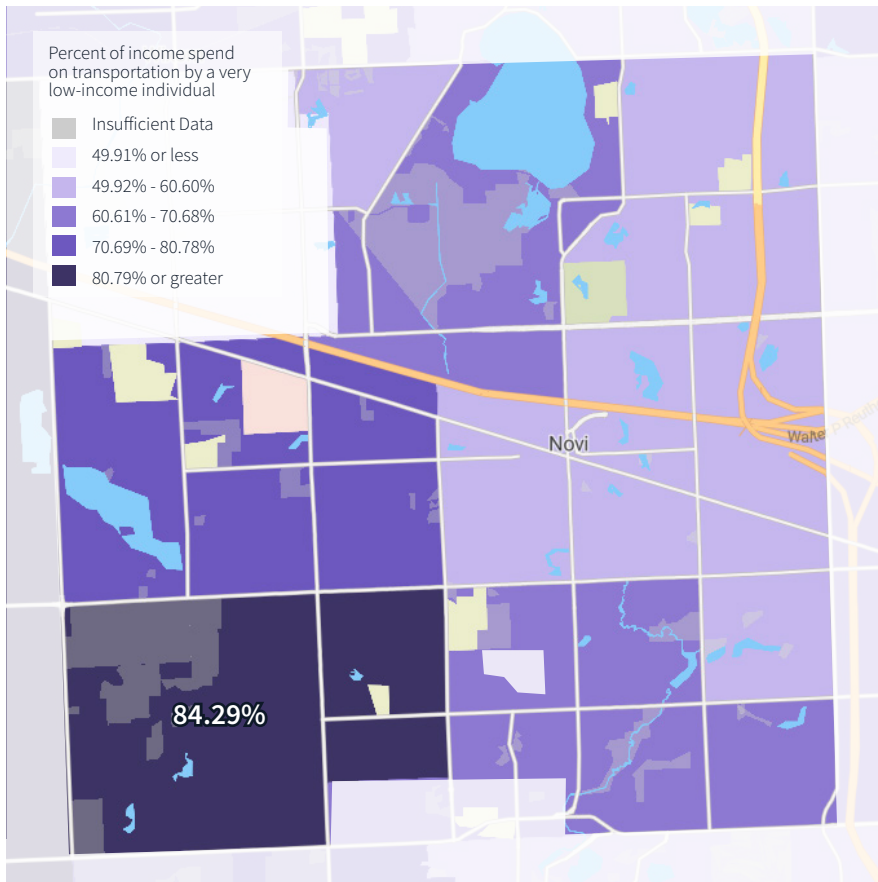
Link: <https://www.policymap.com>



Estimated Median Income of a Household

Source: Census 2016-2020

Link: <https://www.policymap.com>



Transportation Affordability for Low-Income Individuals

Source: HUD

Link: <https://www.policymap.com>

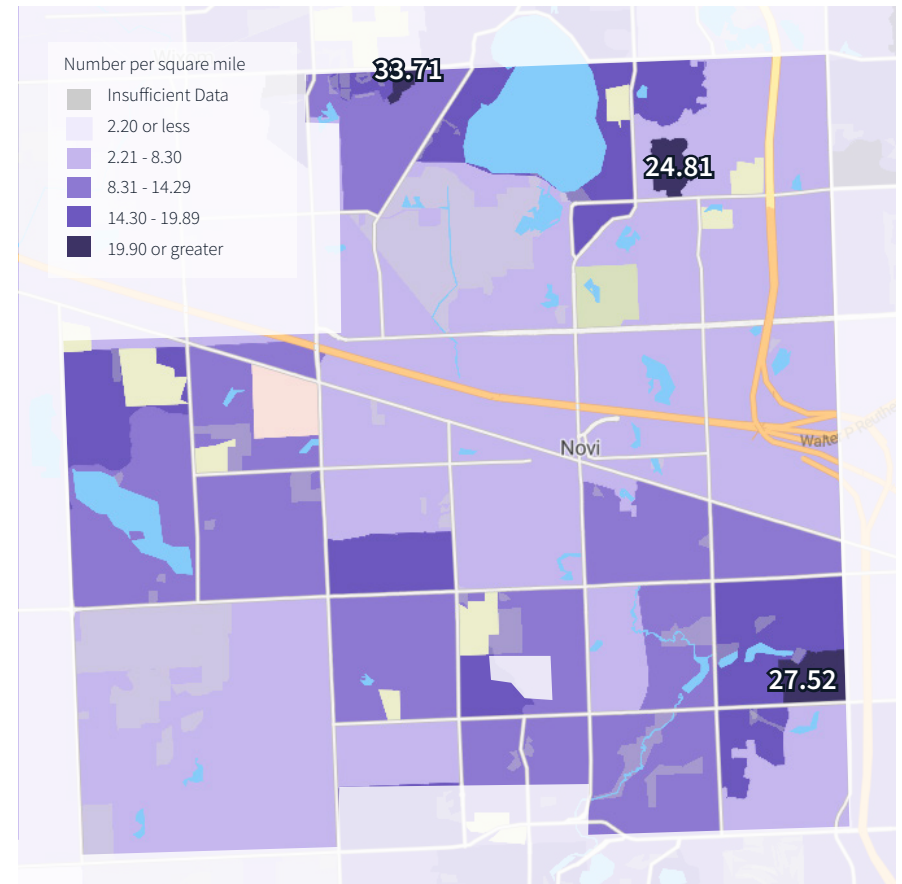
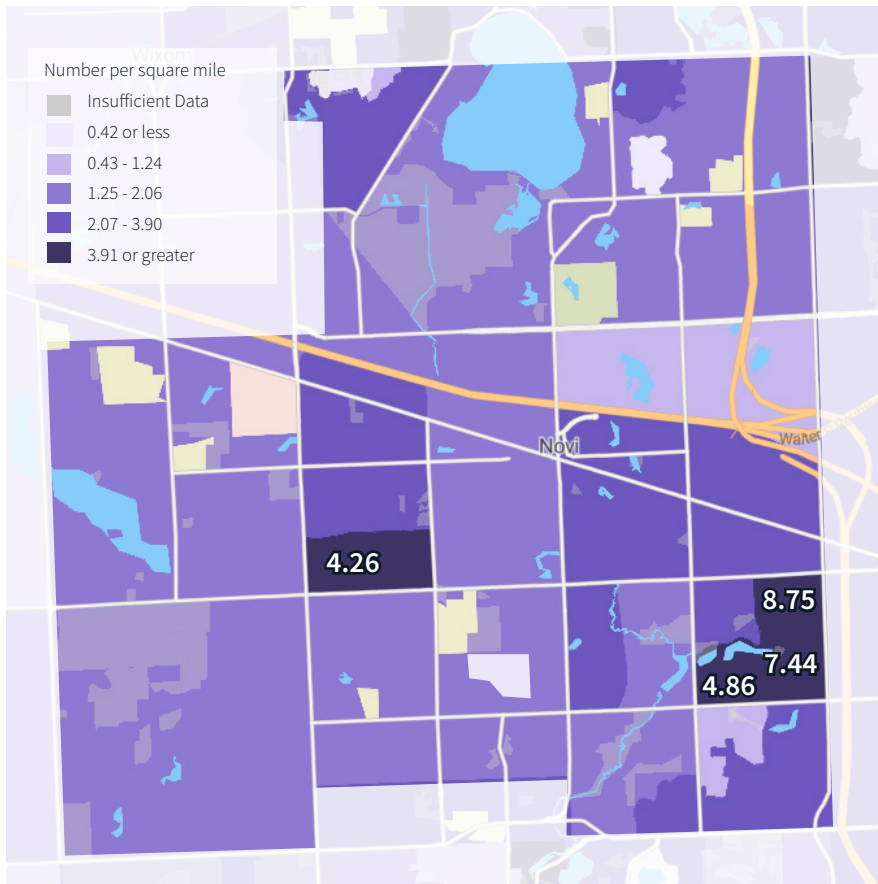
Percent of income spent on transportation by a very low-income individual household, as of 2019. According to this data, a “very low-income individual” household has 1 person, an income at the national poverty line, and 1 commuter. The Location Affordability Index (LAI) provides standardized household housing and transportation cost estimates at the neighborhood level. Since housing and transportation costs typically consume about half of the average household budget, these offer a useful tool for evaluating where people decide to live and work, where to locate resources or facilities, and areas of potential economic distress.

Transportation Affordability for Median-Income Family Households

Source: HUD

Link: <https://www.policymap.com>

Percent of income spent on transportation by a median-income family household, as of 2019. According to this data, a “median-income family” household has 4 people, the median income for the region, and 2 commuters. The Location Affordability Index (LAI) provides standardized household housing and transportation cost estimates at the neighborhood level. Since housing and transportation costs typically consume about half of the average household budget, these offer a useful tool for evaluating where people decide to live and work, where to locate resources or facilities, and areas of potential economic distress.



Multi-modal Road Network Density

Source: EPA Smart Location Database

Link: <https://www.policymap.com>

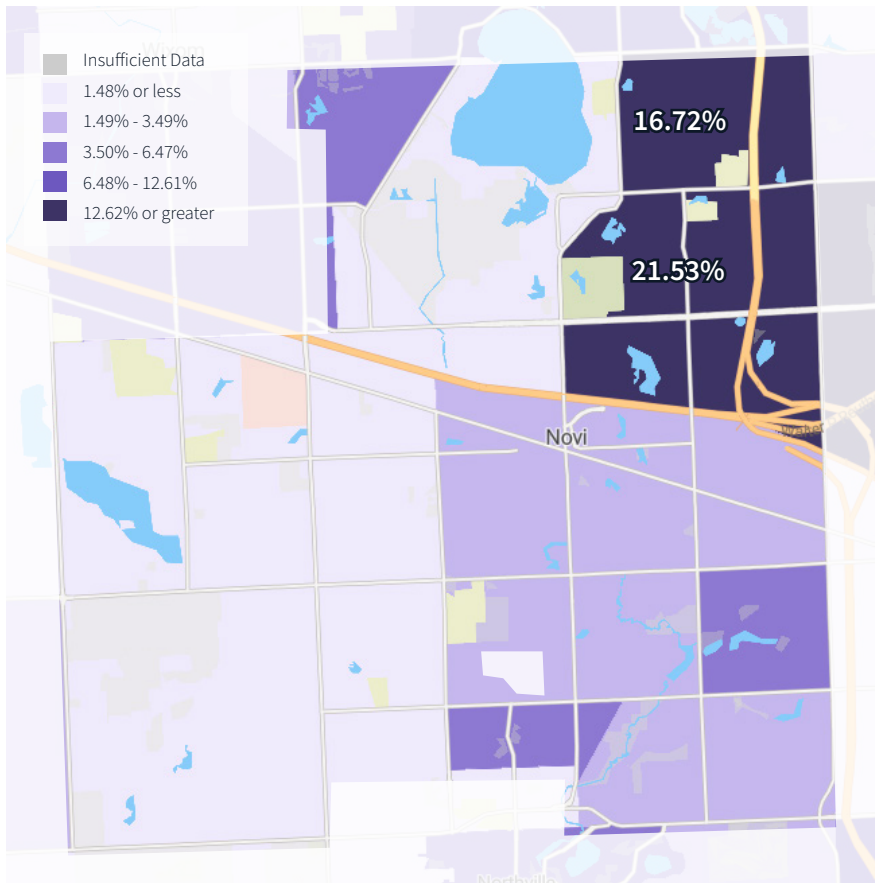
This was calculated by dividing the number of roadway links from intersection to intersection by the land area of the block group. Multi-modal roadways exclude auto-oriented roadways, and include roadways with moderate to low speeds. The Environmental Protection Agency's (EPA) Smart Location Database was created to address the demand for tools that compare location efficiency. The Smart Location Database (SLD) summarizes several demographic, employment, and built environment variables for every Census block group.

Pedestrian-oriented Road Network Density

Source: EPA Smart Location Database

Link: <https://www.policymap.com>

Pedestrian-oriented road network density in 2021. This was calculated by dividing the number of roadway links from intersection to intersection by the land area of the block group. Pedestrian-oriented roadways exclude auto-oriented roadways, and include roadways with low speeds and pathways or trails that prohibit automobiles. The Environmental Protection Agency's (EPA) Smart Location Database was created to address the demand for tools that compare location efficiency. The Smart Location Database (SLD) summarizes several demographic, employment, and built environment variables for every Census block group.

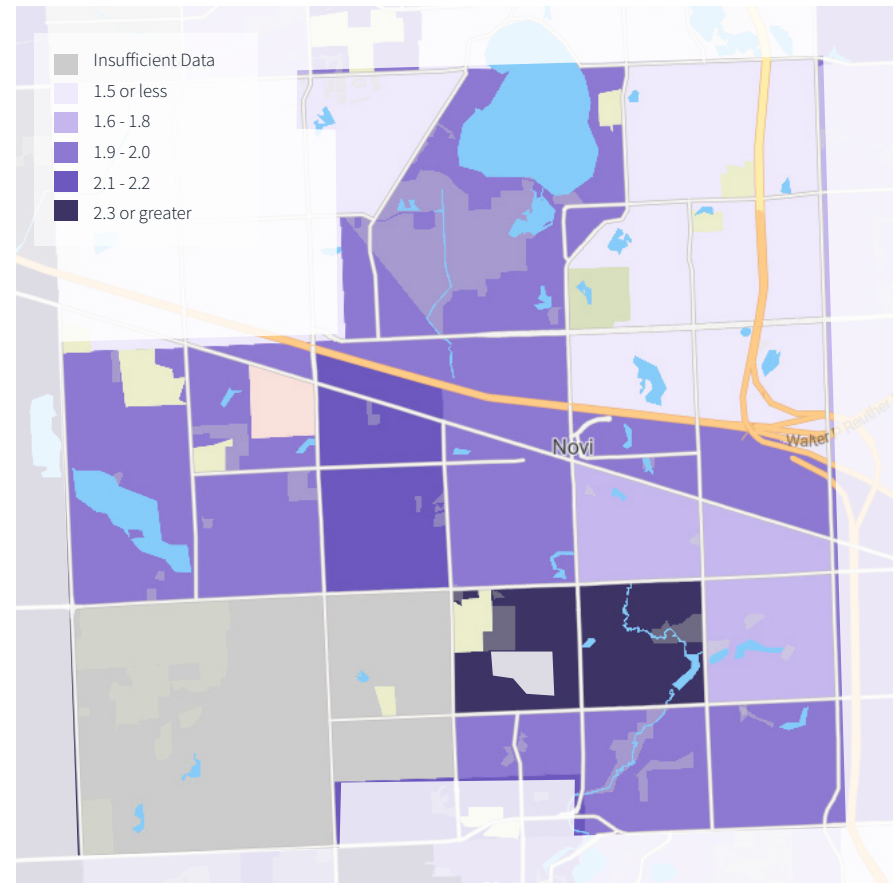


No Vehicles Available per Household

Source: Census

Link: <https://www.policymap.com>

Estimated percent of occupied housing units for which no vehicles are available in 2016-2020. Percentage calculations are suppressed in cases where the denominator of the calculation was less than 10 of the unit that is being described (e.g., households, people, householders, etc.)

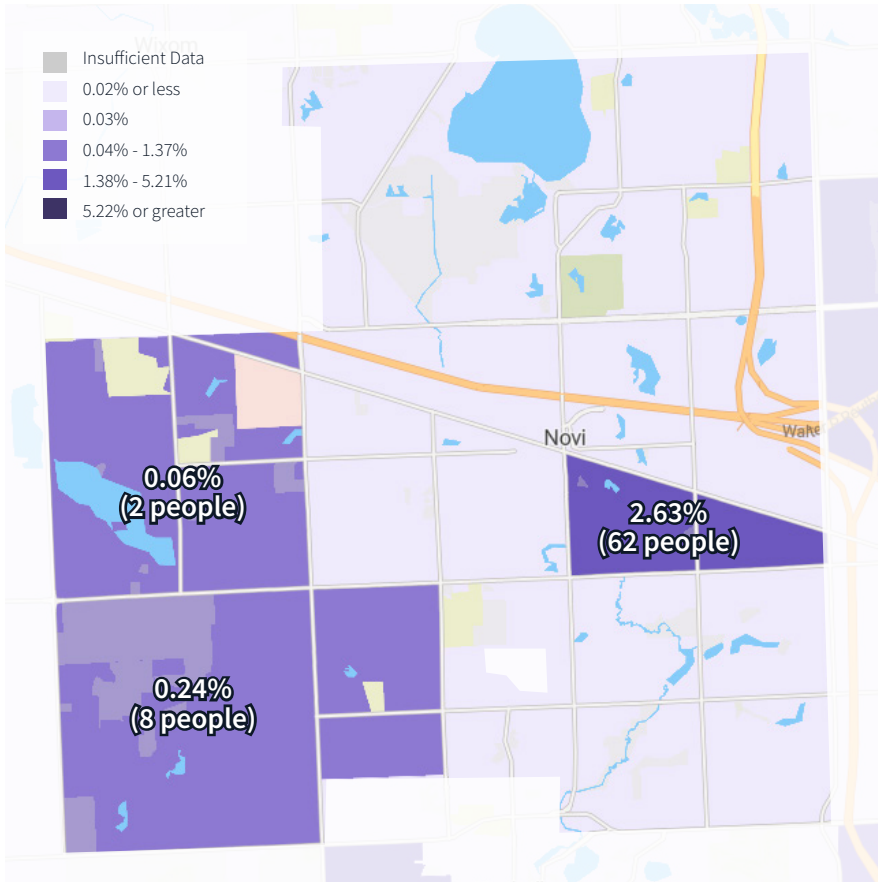


Average Number of Vehicles per Household

Source: Census

Link: <https://www.policymap.com>

Estimated average number of motor vehicles per household in 2016-2020. The number of motor vehicles is defined as the number of vehicles (cars, vans, etc.) available to a household

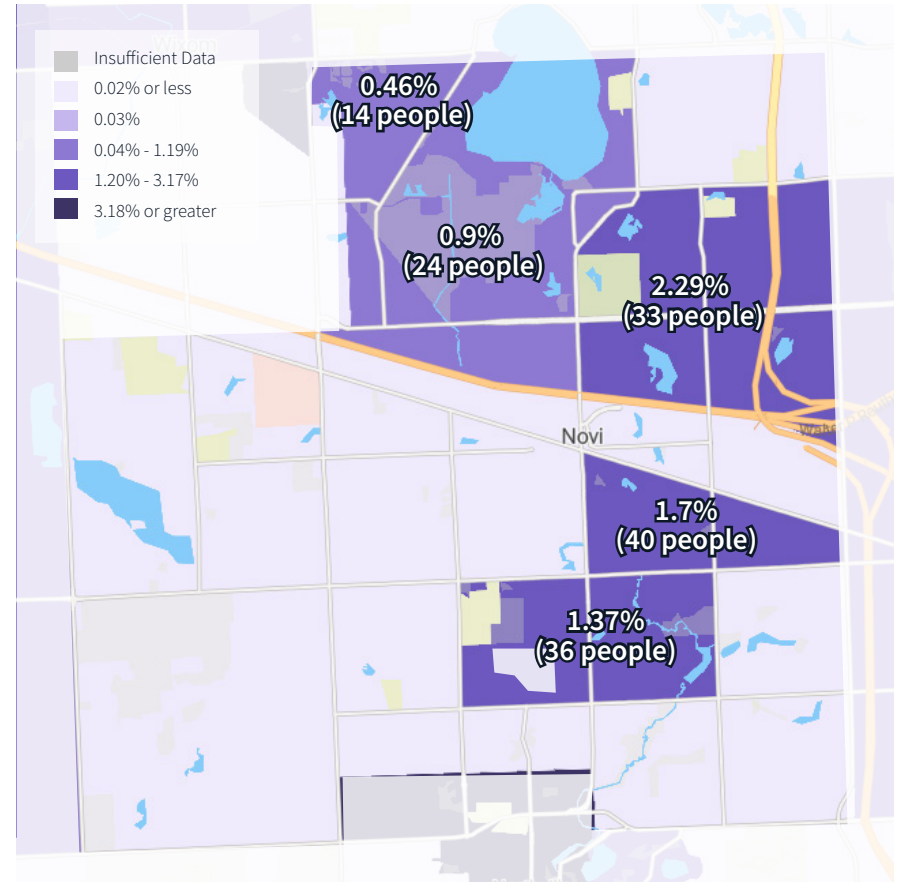


Commute to Work using Public Transit

Source: Census

Link: <https://www.policymap.com>

Estimated percent of workers age 16 years or older who did not work at home who commuted to work using public transit in 2016-2020. Percentage calculations are suppressed in cases where the denominator of the calculation was less than 10 of the unit that is being described (e.g., households, people, householders, etc.)

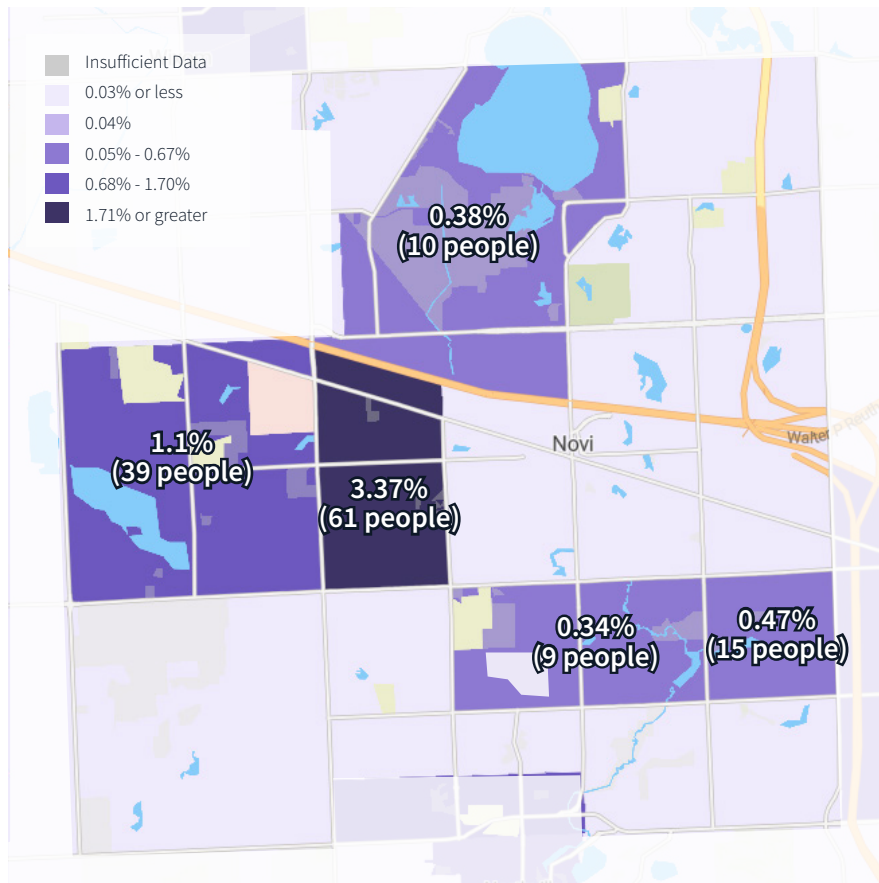


Commute to Work by Walking

Source: Census

Link: <https://www.policymap.com>

Estimated percent of workers age 16 years or older who did not work at home who commuted to work by walking in 2016-2020. Percentage calculations are suppressed in cases where the denominator of the calculation was less than 10 of the unit that is being described (e.g., households, people, householders, etc.)

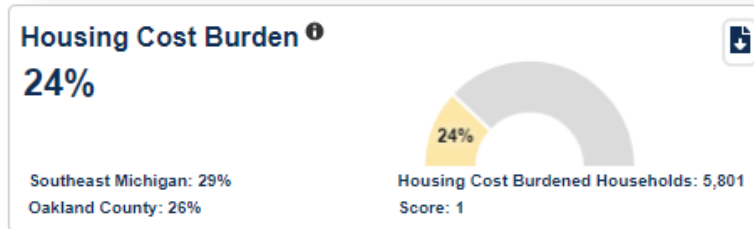
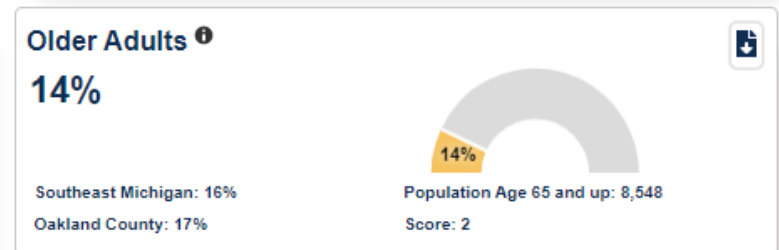
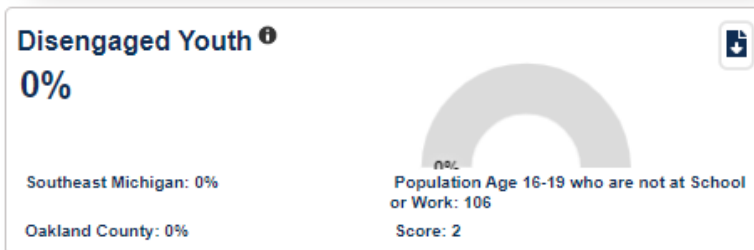
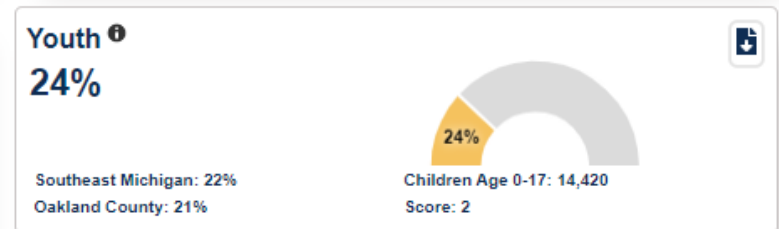
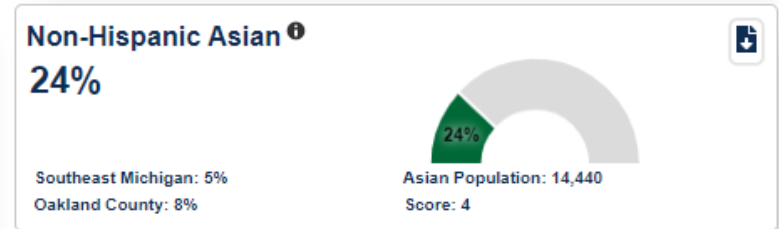
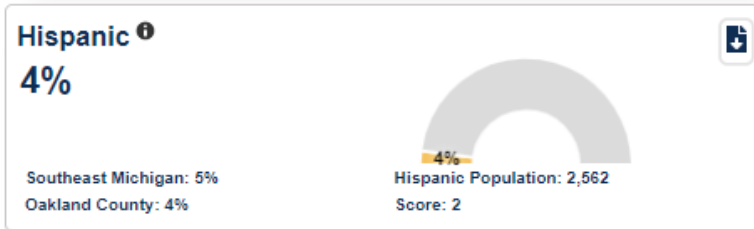
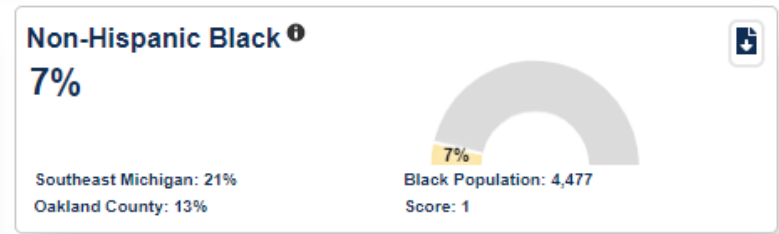
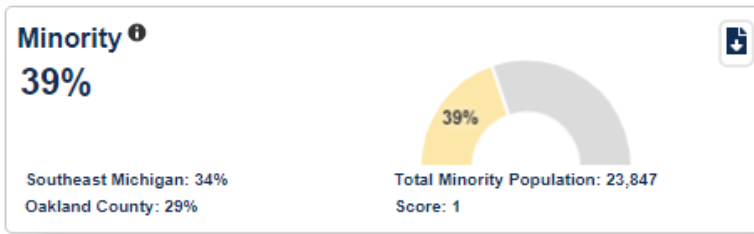


Commute to Work by Bicycle

Source: Census

Link: <https://www.policymap.com>

Estimated percent of workers age 16 years or older who did not work at home who commuted to work by bicycle in 2016-2020. Percentage calculations are suppressed in cases where the denominator of the calculation was less than 10 of the unit that is being described (e.g., households, people, householders, etc.)



Disability ⓘ

10%



Southeast Michigan: 14%
Oakland County: 12%

Population with a Disability: 5,763
Score: 1

Persons in Poverty ⓘ

3%



Southeast Michigan: 14%
Oakland County: 8%

Persons in Poverty: 2,035
Score: 1

Foreign Born ⓘ

27%



Southeast Michigan: 10%
Oakland County: 13%

Foreign Born Population: 16,200
Score: 1

Households in Poverty ⓘ

4%



Southeast Michigan: 13%
Oakland County: 8%

Households in Poverty: 1,009
Score: 1

Limited English Proficiency ⓘ

6%



Southeast Michigan: 2%
Oakland County: 3%

Households with Limited English Proficiency: 1,463
Score: 1

Transit Dependent Households ⓘ

7%



Southeast Michigan: 12%
Oakland County: 9%

Transit Dependent Households: 1,787
Score: 0

No Car Households ⓘ

5%



Southeast Michigan: 8%
Oakland County: 6%

Households with No Car: 1,199
Score: 1

Female Headed Households ⓘ

8%



Southeast Michigan: 13%
Oakland County: 10%

Female Headed Households without a Spouse: 1,863
Score: 1

Unemployment Rate ⓘ

3.9%



Southeast Michigan: 6.3%
Oakland County: 4.7%

Unemployment Rate: 3.9%
Score: 1

Existing Facilities and Proposed Improvements

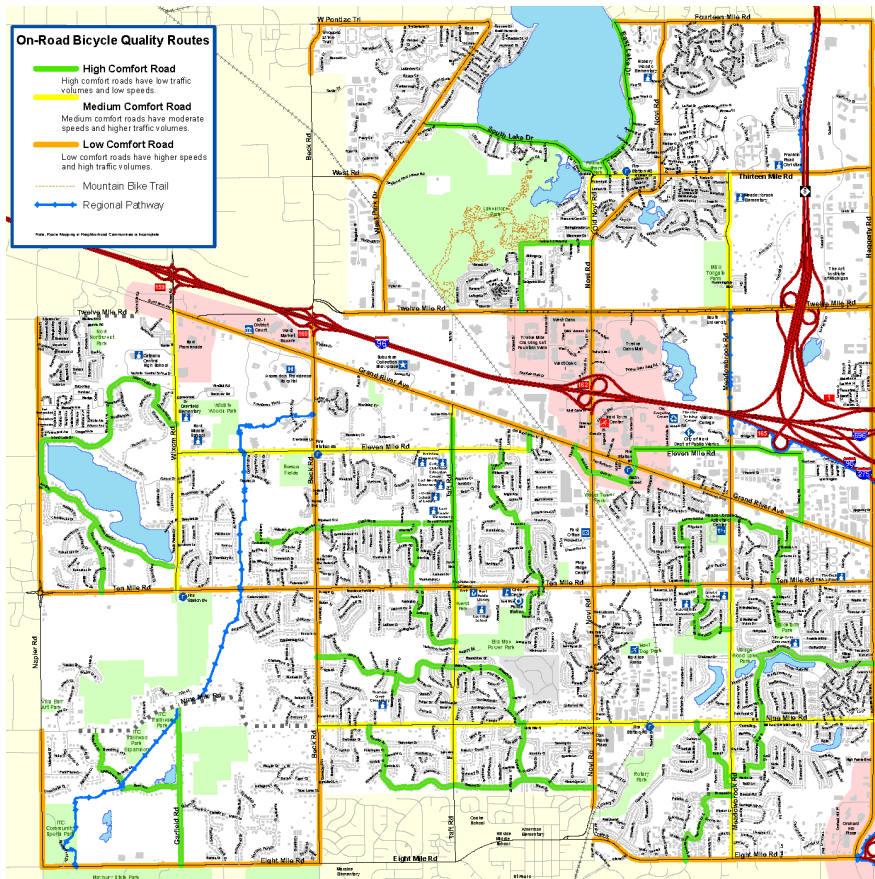


Pathways and Sidewalks Inventory

Source: City of Novi

Link: <https://cityofnovi.org/community/ride-and-walk-novi>

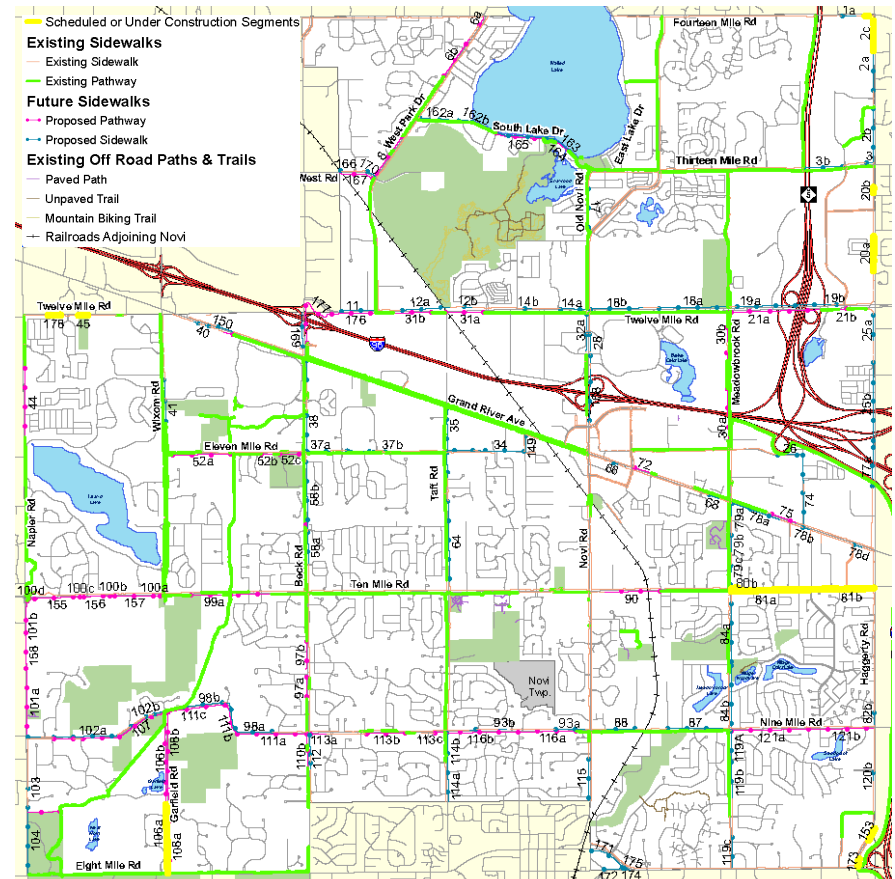
Encouraging healthy, active lifestyles through pathway and sidewalk connectivity has been a focus for the City of Novi. The City is a four-time Promoting Active Communities Gold Award winner from the Governor's Council on Physical Fitness due to the existing and planned public pedestrian and bicycle facilities. Currently the City has over 200 miles of pathways and sidewalks



On-Road Bicycle Quality Routes

Source: City of Novi

Link: <https://cityofnovi.org/community/ride-and-walk-novi>

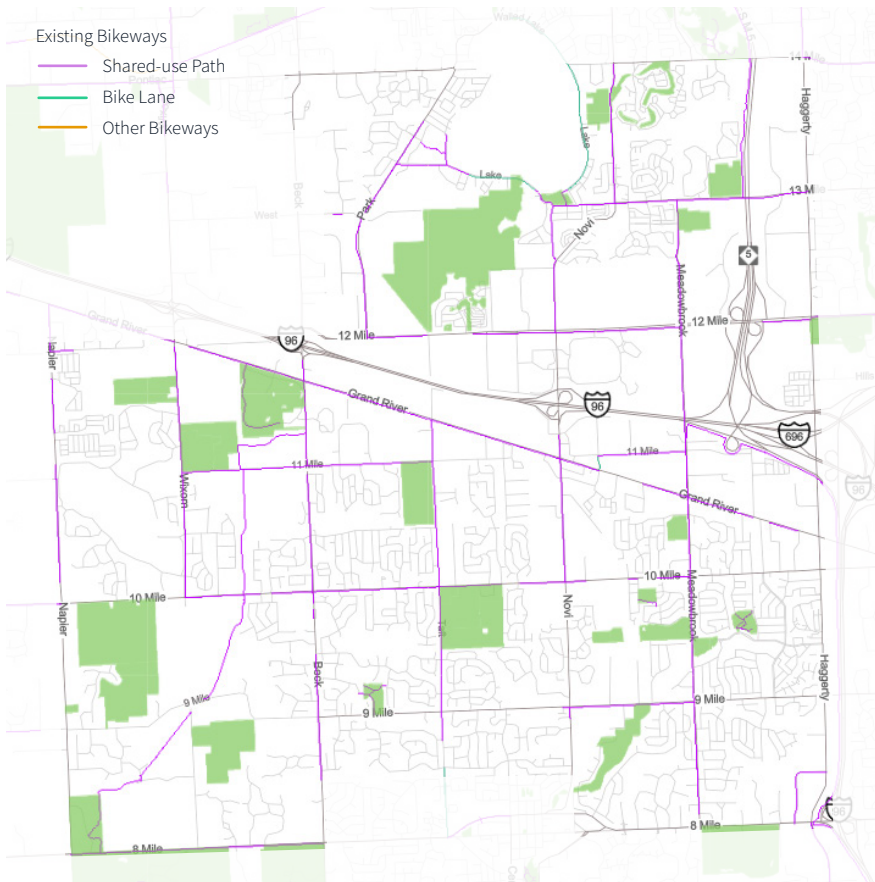


Biannual Non-motorized Prioritization: 2022-2024 Update

Source: City of Novi

Link: <https://cityofnovi.org/community/ride-and-walk-novi>

The City of Novi has a procedure for identifying and completing missing sidewalk and pathway segments. The planning and prioritization of sidewalk construction starts with City Staff, who compile data, perform analysis, and tally rankings, which is presented annually as a comprehensive report to the Walkable Novi Committee. The prioritization is an important tool to help determine how the limited funds budgeted for pathway construction will be best utilized. The Committee produces a list of the Top 20 segments that are recommended to be used to develop the 6-year Capital Improvement Program, which lists the future sidewalk and pathway projects for the City to construct. As segments are constructed, either as public projects or by private developers, they are removed from the list. The Walkable Novi Committee reviewed and approved the draft 2022-2024 Non-Motorized Prioritization Update on August 18, 2022 and recommended forwarding it to the City's Capital Improvement Committee.



SEMCOG Existing Bikeway Network

Source: SEMCOG

Link: <https://maps.semco.org/bikepednetwork/?entry=2>

A bikeway is a road, street, or path designated for bicycle travel, regardless if such infrastructure is for the exclusive use of bicycles or is to be shared with other transportation modes. The Existing Bikeway Network map shows three classes of bikeways: (1) Shared-Use Paths, (2) Bike Lanes, (3) Other Bikeways. Other Bikeways are defined as rural wide paved shoulders, shared-lane markings, and local, county, or national bike routes.

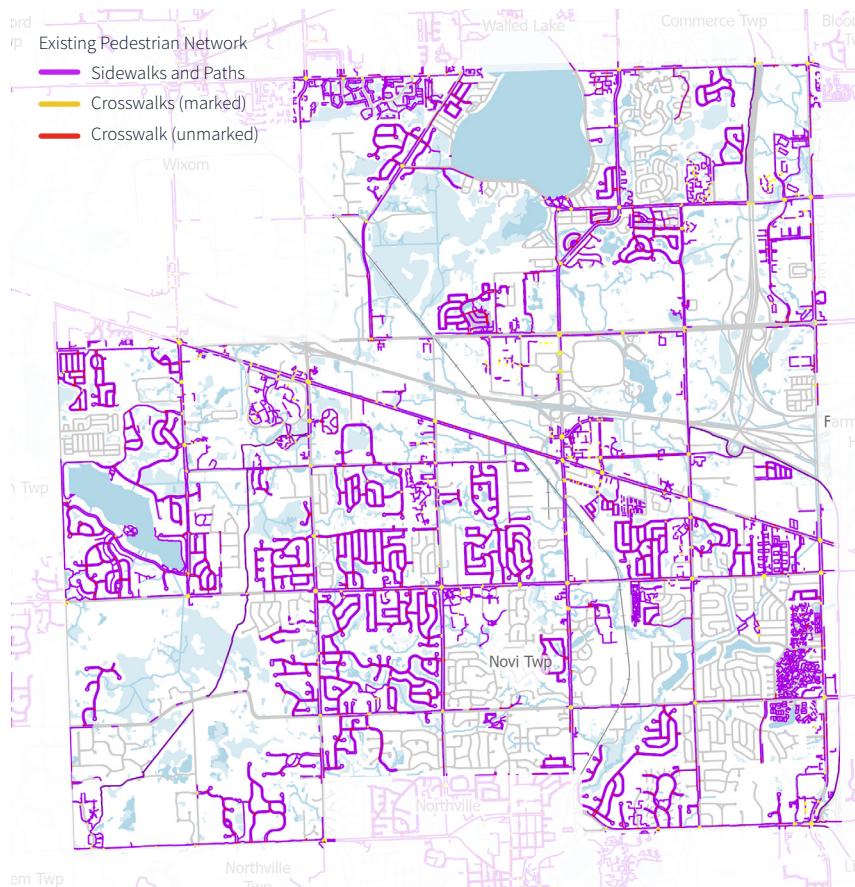


SEMCOG Bicycle Comfort Level

Source: SEMCOG

Link: <https://maps.semco.org/bikepednetwork/?entry=2>

In addition to the region's bikeways and trails, people who bike are allowed on almost all roads in Southeast Michigan, except freeways. However, some roads will have greater appeal to people due to their bicycling comfort level. This map shows the entire bicycling network (bikeways, trails and roads) by four tiers of biking comfort.

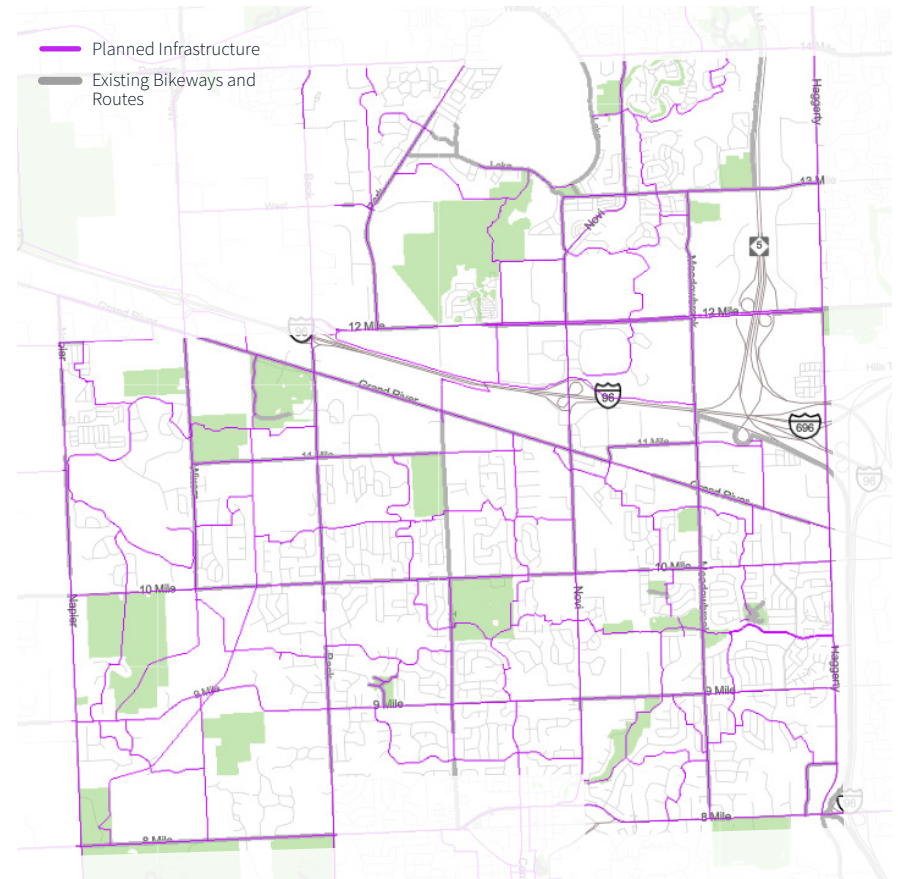


SEMCOG Existing Pedestrian Network

Source: SEMCOG

Link: <https://maps.semco.org/bikepednetwork/?entry=2>

This map includes three aspects of the existing pedestrian network: (1) sidewalks and shared-use paths (typically along roadways, but may follow their own path, and ranging in widths from less than 5' to greater than 10'); (2) marked crosswalks (typically highly visible pavement markings or striping either at an intersection or midblock crossing location); (3) unmarked crosswalks (typically at intersections and areas where a roadway bisects two sidewalks). This dataset was created utilizing an automated AI digitization process via high resolution satellite imagery. Communities should contact SEMCOG staff with any errors or updates to the data.

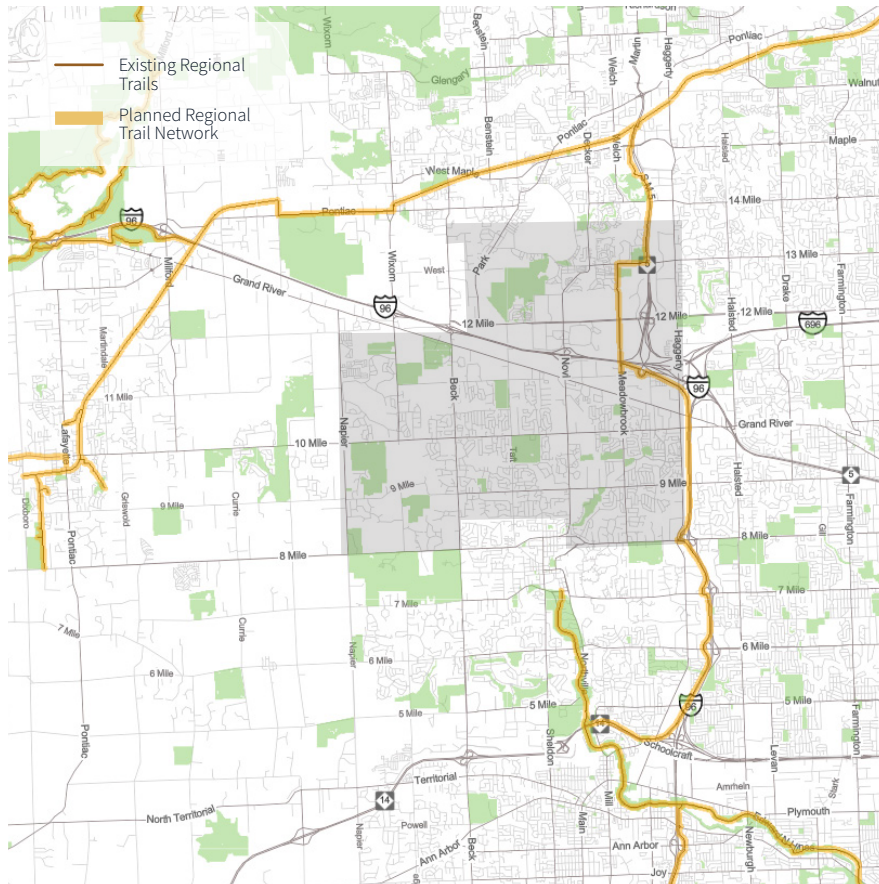


SEMCOG Planned Bicycle and Pedestrian Mobility Network

Source: SEMCOG

Link: <https://maps.semco.org/bikepednetwork/?entry=2>

This map identifies planned bicycle and pedestrian infrastructure and bike routes that are documented in existing county and community plans. Often times the corridor has been identified, but the specific treatment has not yet been defined. Undefined infrastructure could include shared use paths, sidewalks, bike lanes, shared-lane markings, or rural wide paved shoulders. While SEMCOG makes every attempt to show the most up-to-date planned facilities and infrastructure, some segments may not necessarily reflect current community planning priorities.



SEMCOG Regional Planning Network

Source: SEMCOG

Link: <https://maps.semco.org/bikepednetwork/?entry=2>

Regional trails are primarily shared-use paths that are physically separated from vehicle traffic. In some cases, trails may include a connecting route where other walking or biking infrastructure provides a link between two off-road paths. In all cases, they are regional in nature, providing linear connections between communities and counties. While the planned trail network serves as the primary arteries for regional connectivity, it also includes spurs that connect to local networks and destinations. Regional trails accommodate a range of users in addition to people walking and biking, including runners, skaters, equestrians, and even low-speed electric vehicles. They typically have wayfinding signage and branding, which helps provide navigational resources and a consistent experience for trail users. They also often feature amenities that enhance the trail experience, including trailheads with parking, restrooms, or picnic areas along a route.

Bicycle and Pedestrian Crashes

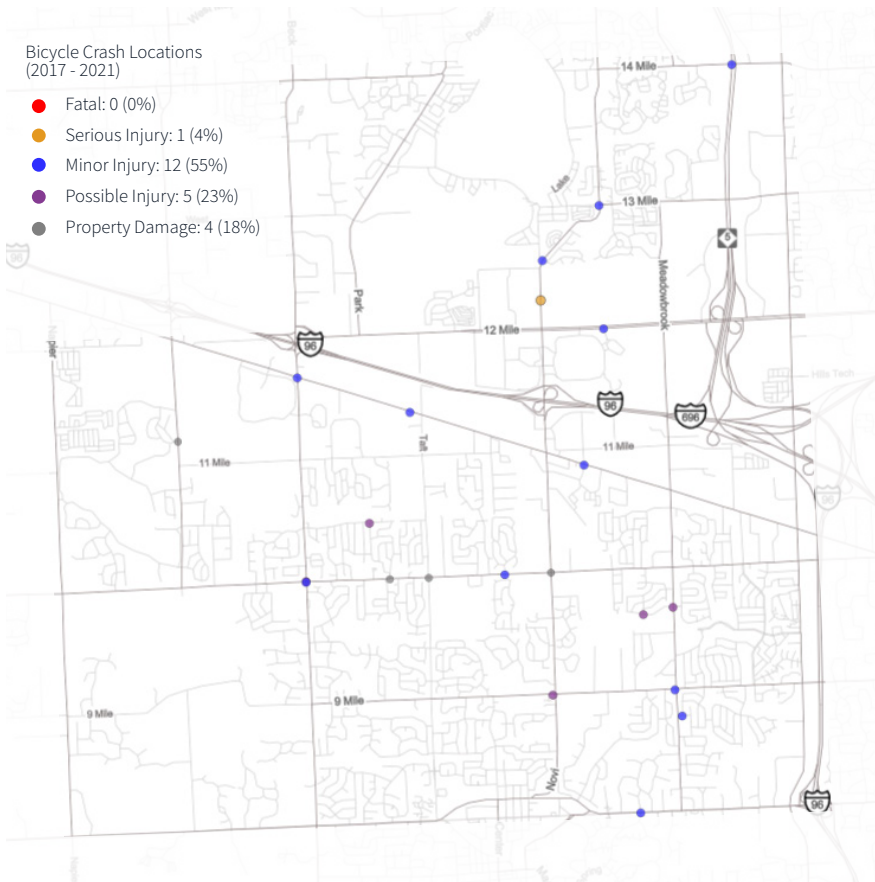


Pedestrian Crashes

Source: SEMCOG 2017-2021

Link: <https://maps.semco.org/CrashLocations/>

SEMCOG's crash location map represents locations of reported crashes on roads in Southeast Michigan that are included in the Michigan Geographic Framework (MGF) Version 16. Crashes that occurred in other locations not in the MGF are not shown on this map. Locations where multiple crashes overlap are shaded darker. Road Characteristics represent most recent data available, not based on crash year. For example if you select crashes from 2014 the national functional class, number of lanes and surface type will be the most recent data, not what it was in 2014. Traffic crash data used in SEMCOG's crash location map were received from the Michigan State Police, Criminal Justice Information Center (CJIC).



Bicycle Crashes

Source: SEMCOG 2017-2021

Link: <https://maps.semco.org/CrashLocations/>

SEMCOG's crash location map represents locations of reported crashes on roads in Southeast Michigan that are included in the Michigan Geographic Framework (MGF) Version 16. Crashes that occurred in other locations not in the MGF are not shown on this map. Locations where multiple crashes overlap are shaded darker. Road Characteristics represent most recent data available, not based on crash year. For example if you select crashes from 2014 the national functional class, number of lanes and surface type will be the most recent data, not what it was in 2014. Traffic crash data used in SEMCOG's crash location map were received from the Michigan State Police, Criminal Justice Information Center (CJIC).



All Crashes

Source: SEMCOG 2017-2021

Link: <https://maps.semco.org/CrashLocations/>

SEMCOG's crash location map represents locations of reported crashes on roads in Southeast Michigan that are included in the Michigan Geographic Framework (MGF) Version 16. Crashes that occurred in other locations not in the MGF are not shown on this map. Locations where multiple crashes overlap are shaded darker. Road Characteristics represent most recent data available, not based on crash year. For example if you select crashes from 2014 the national functional class, number of lanes and surface type will be the most recent data, not what it was in 2014. Traffic crash data used in SEMCOG's crash location map were received from the Michigan State Police, Criminal Justice Information Center (CJIC).



Pedestrian High-Priority Safety Locations

Source: SEMCOG 2016-2020

Link: <https://maps.semco.org/safety/>

SEMCOG's systemwide safety analysis uses five years of traffic crash data. The safety performance of the road network is measured using methods from the AASHTO Highway Safety Manual. Each facility (segment, intersection, and roundabout) is evaluated by examining the historical traffic crash rate, based on the Annual Average Daily Traffic (AADT) volume of each facility. Each facility is also ranked in order of excess crashes compared to the average expected value for each peer group, based on the peer group average crash rate. For the pedestrian and bicycle emphasis areas, facilities are ranked based on crash frequency, not rate, because non-motorized count data are not available at this time. Facilities in the top 5% of each peer group that exceed the critical crash rate are displayed on this map. These locations exhibit safety deficiencies with respect to certain crash types and are considered high priority for the region.



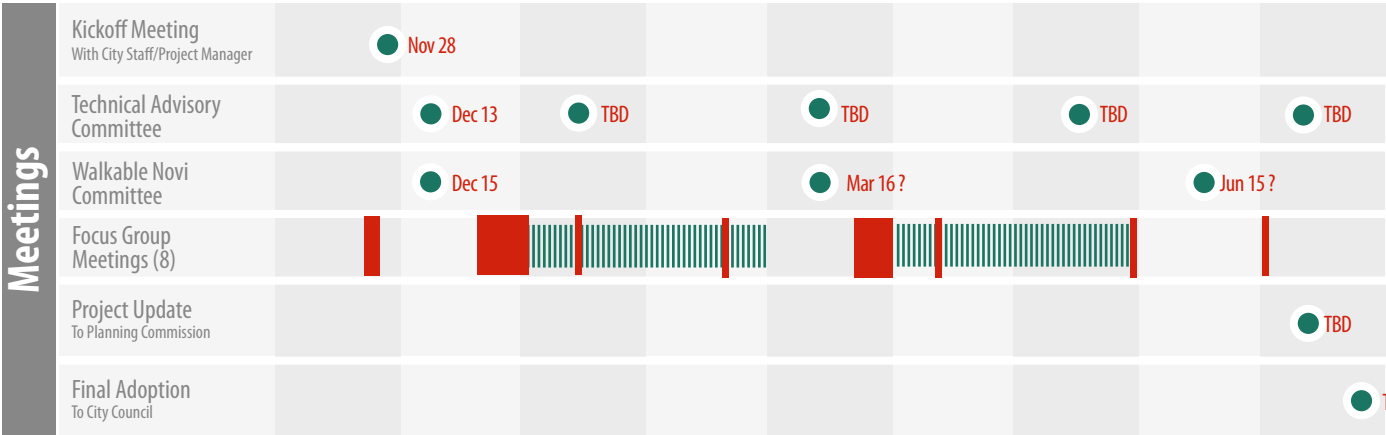
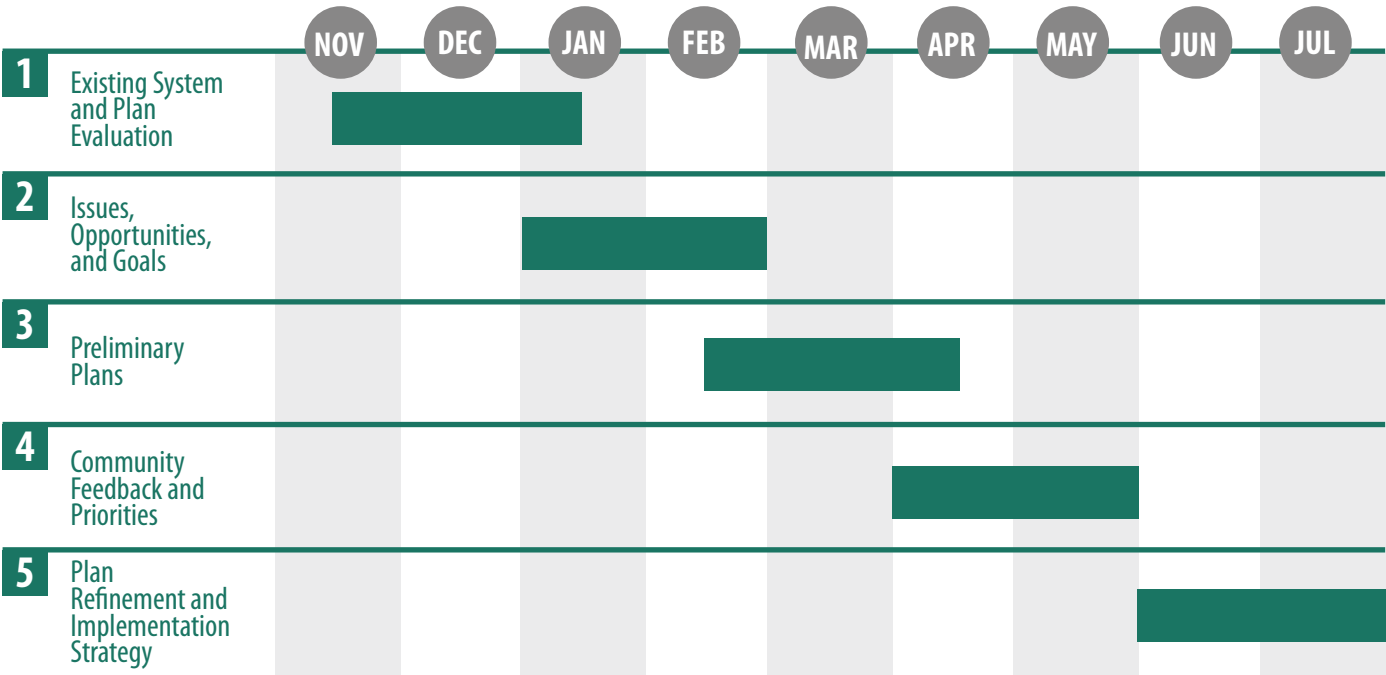
Bicycle High-Priority Safety Locations

Source: SEMCOG 2016-2020

Link: <https://maps.semco.org/safety/>

SEMCOG's systemwide safety analysis uses five years of traffic crash data. The safety performance of the road network is measured using methods from the AASHTO Highway Safety Manual. Each facility (segment, intersection, and roundabout) is evaluated by examining the historical traffic crash rate, based on the Annual Average Daily Traffic (AADT) volume of each facility. Each facility is also ranked in order of excess crashes compared to the average expected value for each peer group, based on the peer group average crash rate. For the pedestrian and bicycle emphasis areas, facilities are ranked based on crash frequency, not rate, because non-motorized count data are not available at this time. Facilities in the top 5% of each peer group that exceed the critical crash rate are displayed on this map. These locations exhibit safety deficiencies with respect to certain crash types and are considered high priority for the region.

PROPOSED SCHEDULE AND MAJOR MILESTONES



HOLIDAYS Thanksgiving: 24 Hanukkah: 19 Christmas: 25 New Years: 2 MLK: 16 Winter Break: 20-21 Spring Break: 25 Easter: 9 Passover: 5-12 Memorial Day: 29 School Out: 9 Juneteenth: 19 4th of July

The Greenway Collaborative has available staff capacity to perform the scope of work in the presented time within normal working hours with additional capacity in reserve.

COMMUNICATIONS

From: [Glenn Jones](#)
To: [Bell, Lindsay](#); [McBeth, Barb](#); [Boulard, Charles](#)
Cc: [michael.parkinson@lanxess.com](#); [novijane@ymail.com](#); [lisahudgens9598@gmail.com](#); [Glenn Jones](#); [Cathy Jones](#)
Subject: 24930 Nottingham Dr./ Master Plan Non-Motorized Pathway Revision Request
Date: Tuesday, August 23, 2022 1:28:12 PM
Attachments: [image002.jpg](#)
[image004.png](#)
[image006.png](#)
[image008.png](#)
[image010.png](#)
[image018.png](#)
[NonMotorizedMasterPlan.pdf](#)
[L226P28.pdf](#)
[Nottinham Woods.pdf](#)
[Non Motorized Pathway Revision Request 8-23-22.pdf](#)
[Oak County Tax ID 22-20-176-016.pdf](#)

Lindsay,

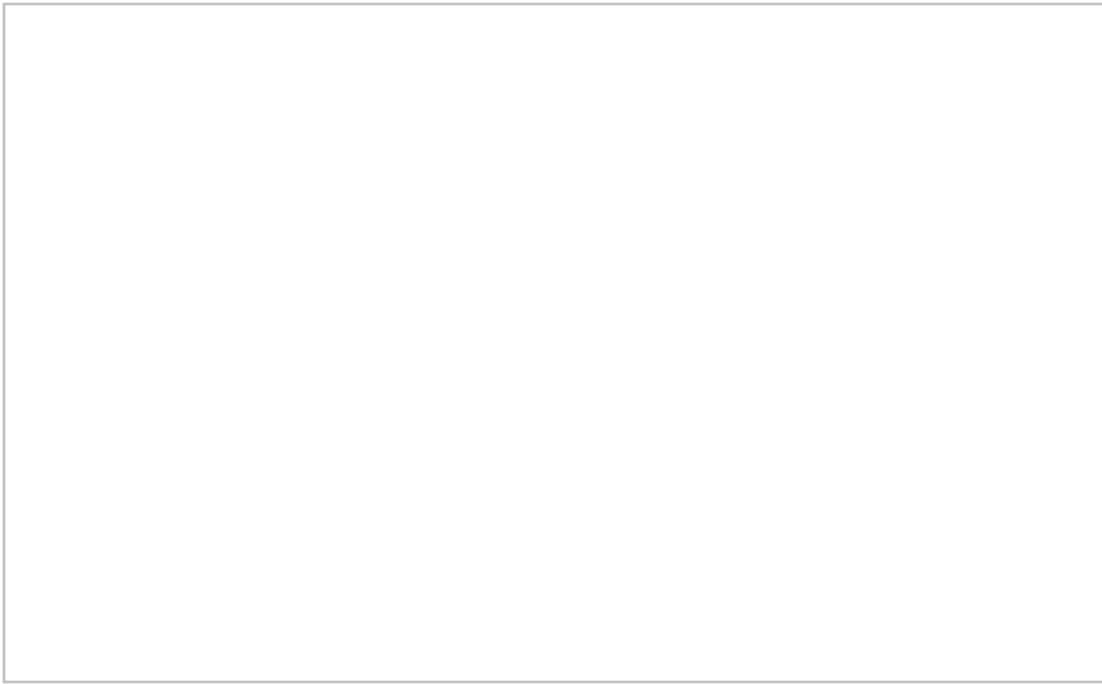
Thanks for taking the time to meet with me yesterday afternoon with regard to the Non-Motorized Pathway Master Plan update.

As I had noted in our discussion the residences of Nottingham Drive, most particularly Lots 17, 18 & 19, are strongly opposed to the pathway connector to the ITC Trailways traversing through Robin Park (see attached marked up plan). We feel that this pathway as proposed would present a detriment to the original intent of the Plat Plan of our neighborhood of Nottingham Woods (see attached) and the permanent conservation easement by our homeowners association to the Michigan Dept. of Natural Resources of Robin Park.

I have attached a suggested alternate route that I feel does a better job of routing bikers and walkers from the West to the ITC Trailway. The most recent master plans intended routing would have a severe impact to the area of Robin Parks environmental wetlands and old growth wooded areas, which would most likely not be able to be mitigated and approved. This alternative routing would have no impact to either.

Please let me know if the proposed routing plan noted as Map Note #18 can be omitted from the new forthcoming updated Master Plan documents and an alternative route considered.

Thanks again,
Glenn



Glenn E. Jones

Director of Operations
Dembs Development, Inc.

P: [248-380-7100](tel:248-380-7100) x311

C: [248-721-0382](tel:248-721-0382)

gjones@dembsdevelopment.com

www.dembsdevelopment.com

27750 Stansbury; Suite 200 Farmington Hills, MI 48334

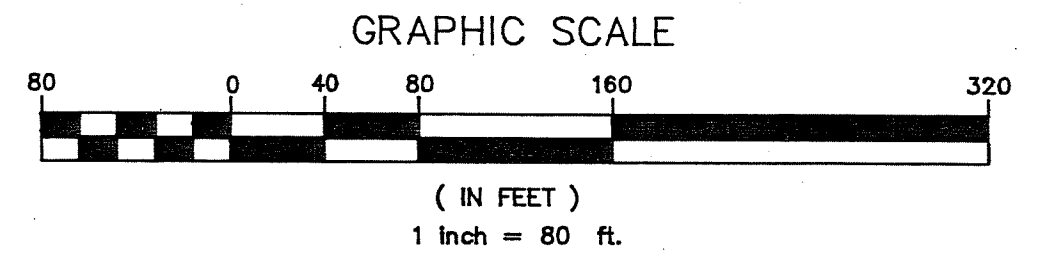
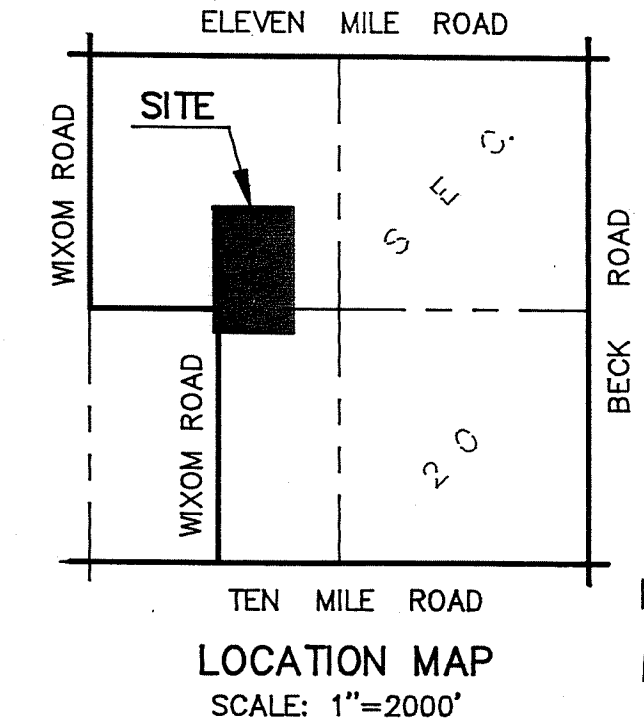
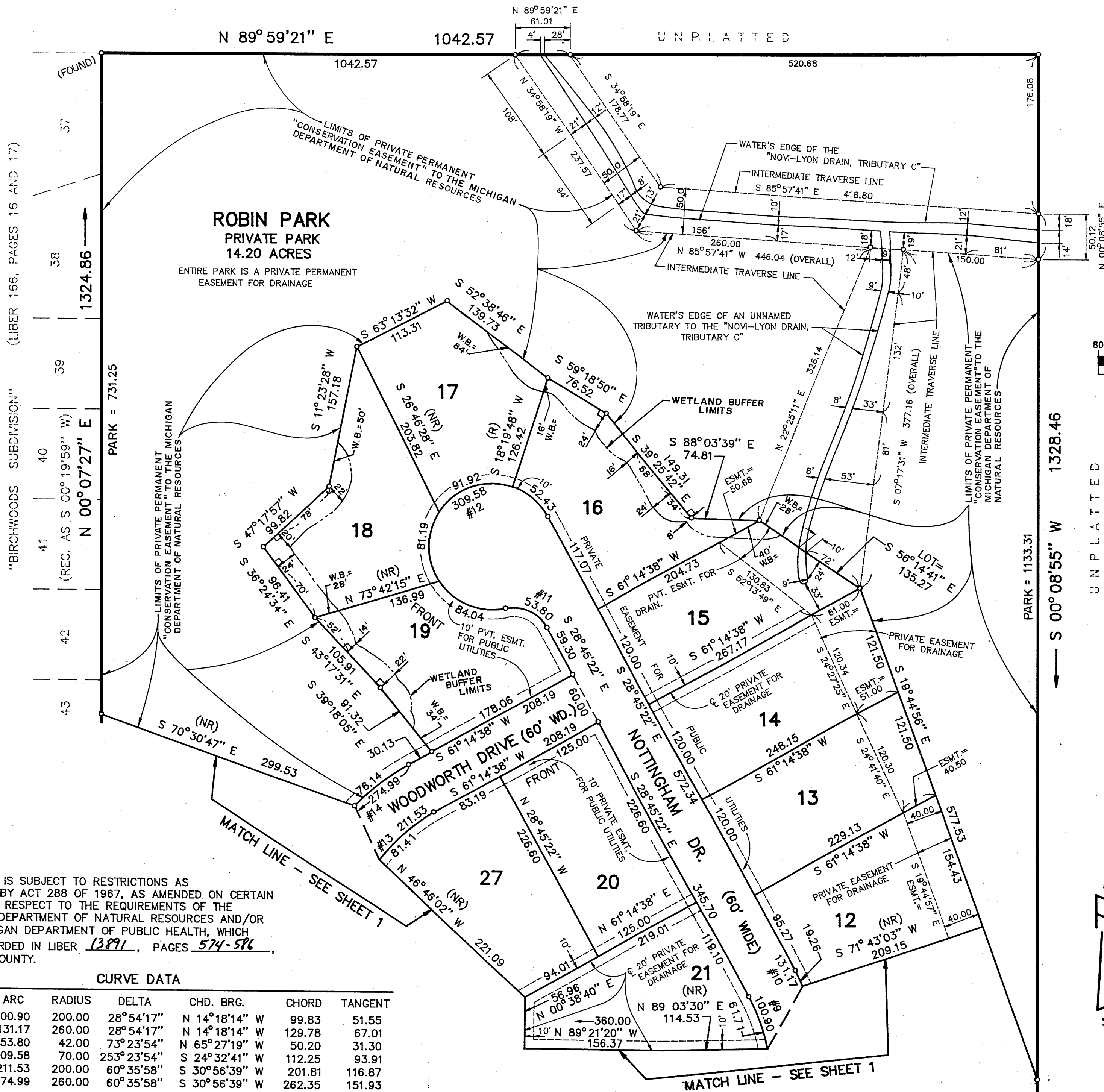


"NOTTINGHAM WOODS"

A PART OF THE NORTHWEST 1/4 AND THE SOUTHWEST 1/4 OF SECTION 20,
TOWN 1 NORTH, RANGE 8 EAST, CITY OF NOVI, OAKLAND COUNTY, MICHIGAN

LIBER 226 PAGE 29

SHEET 2 OF 3 SHEETS



PLAT LEGEND

- ALL SIDE LINES OF LOTS FRONTING ON CURVILINEAR STREET LINES ARE RADIAL THERETO IF NOTED AS (R), AND NON RADIAL THERETO IF NOTED AS (NR).
- ALL DIMENSIONS ARE SHOWN IN FEET.
- ALL CURVILINEAR DIMENSIONS ARE SHOWN ALONG THE ARC.
- THE SYMBOL "o" INDICATES A CONCRETE MONUMENT (CONSISTING OF A 1/2" DIA. STEEL ROD ENCASED IN A 4" DIA. CONCRETE CYLINDER, 3' LONG).
- ALL LOT MARKERS ARE 1/2" STEEL BARS AND ARE 18" LONG. THEY ARE NOT CAPPED.
- ALL BEARINGS ARE IN RELATION TO THE NORTHERLY LINE OF "PEBBLE RIDGE ESTATES" AS RECORDED IN LIBER 207 OF PLATS, ON PAGES 12 AND 13, OAKLAND COUNTY RECORDS. (ALSO BEING THE SOUTHERLY BOUNDARY OF THIS PLAT)

MILLETICS AND ASSOCIATES
4000 GRAND RIVER AVENUE, SUITE 110
NOVI, MICHIGAN 48375

Michael L. Milletics

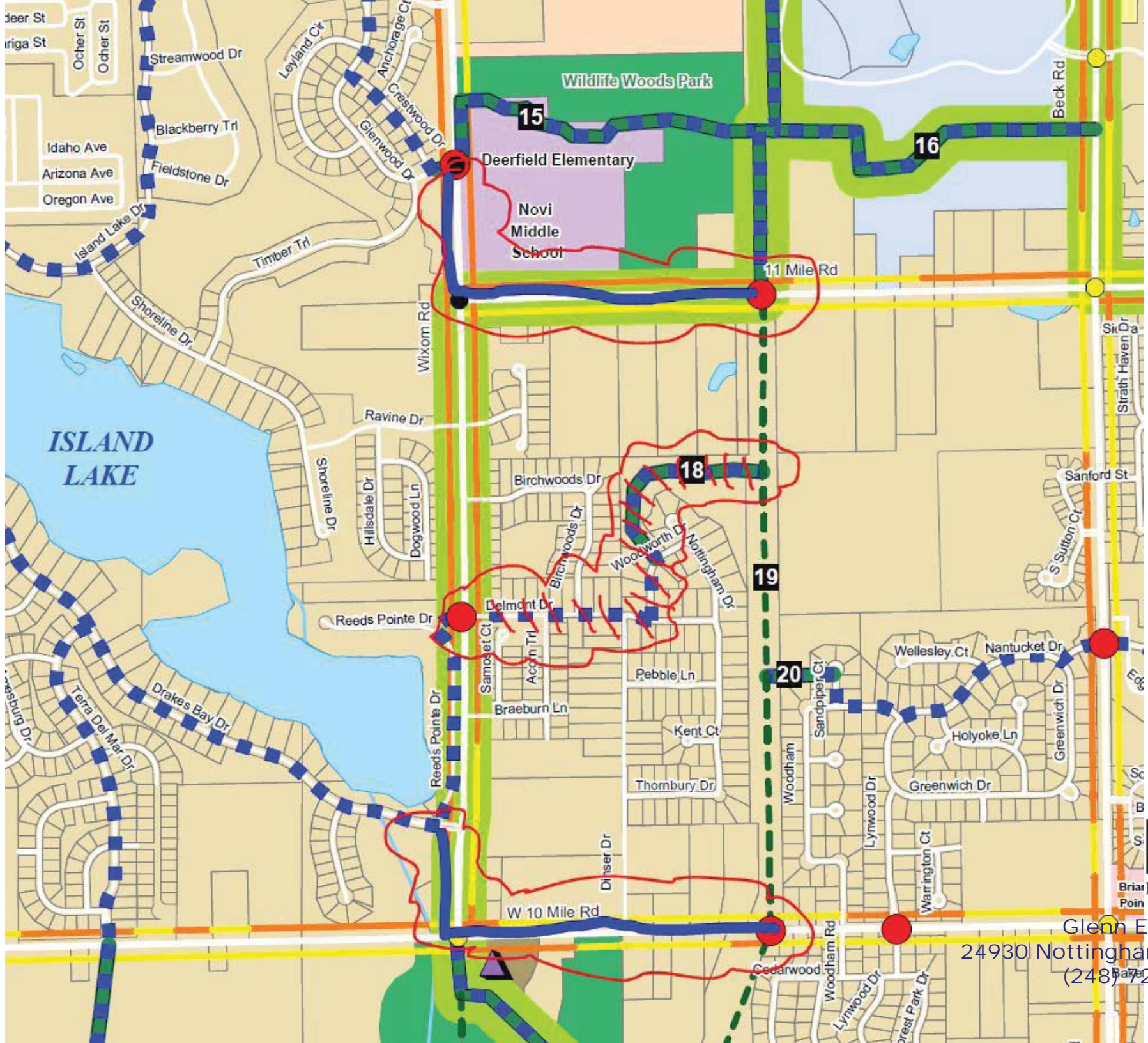
MICHAEL L. MILLETICS (OWNER)
LICENSED LAND SURVEYOR NO. 29249



NOTE: -
THIS PLAT IS SUBJECT TO RESTRICTIONS AS REQUIRED BY ACT 288 OF 1967, AS AMENDED ON CERTAIN LOTS WITH RESPECT TO THE REQUIREMENTS OF THE MICHIGAN DEPARTMENT OF NATURAL RESOURCES AND/OR THE MICHIGAN DEPARTMENT OF PUBLIC HEALTH, WHICH ARE RECORDED IN LIBER 13891, PAGES 574-576 OF THIS COUNTY.

CURVE DATA

CURVE	ARC	RADIUS	DELTA	CHD. BRG.	CHORD	TANGENT
#9	100.90	200.00	28°54'17"	N 14°18'14" W	99.83	51.55
#10	131.17	260.00	28°54'17"	N 14°18'14" W	129.78	67.01
#11	53.80	42.00	73°23'54"	N 65°27'19" W	50.20	31.30
#12	309.58	70.00	253°23'54"	S 24°32'41" W	112.25	93.91
#13	211.53	200.00	60°35'58"	S 30°56'39" W	201.81	116.87
#14	274.99	260.00	60°35'58"	S 30°56'39" W	262.35	151.93



NORTH

Glenn E. Jones
 24930 Nottingham Drive
 (248) 721-0382
 8/23/22