

## 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
- 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
- b. ADA Compliance**
- c. Safe Routes to Schools**
- d. Bicycle Parking**
- e. Maintenance of Non-motorized Facilities**
- f. Sidewalk/Roadside Pathway Completion**

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

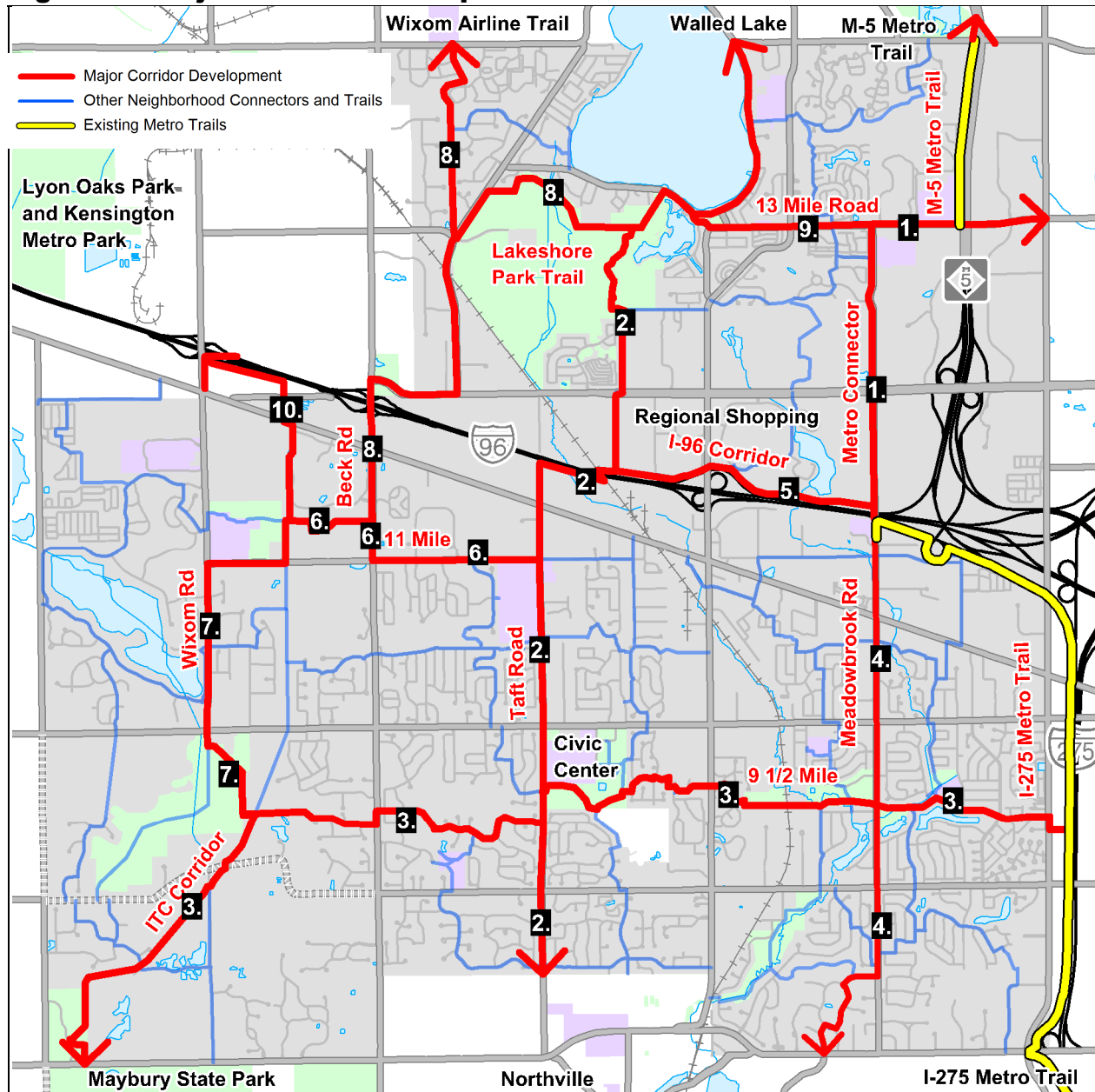
#### **Acknowledgements**

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

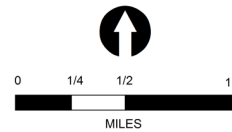
More information on the Non-Motorized Master Plan can be found at <http://www.cityofnovi.org/Community/Ride-and-Walk-Novis.aspx#NonMotorizedMasterPlan>

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

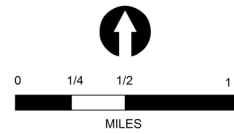
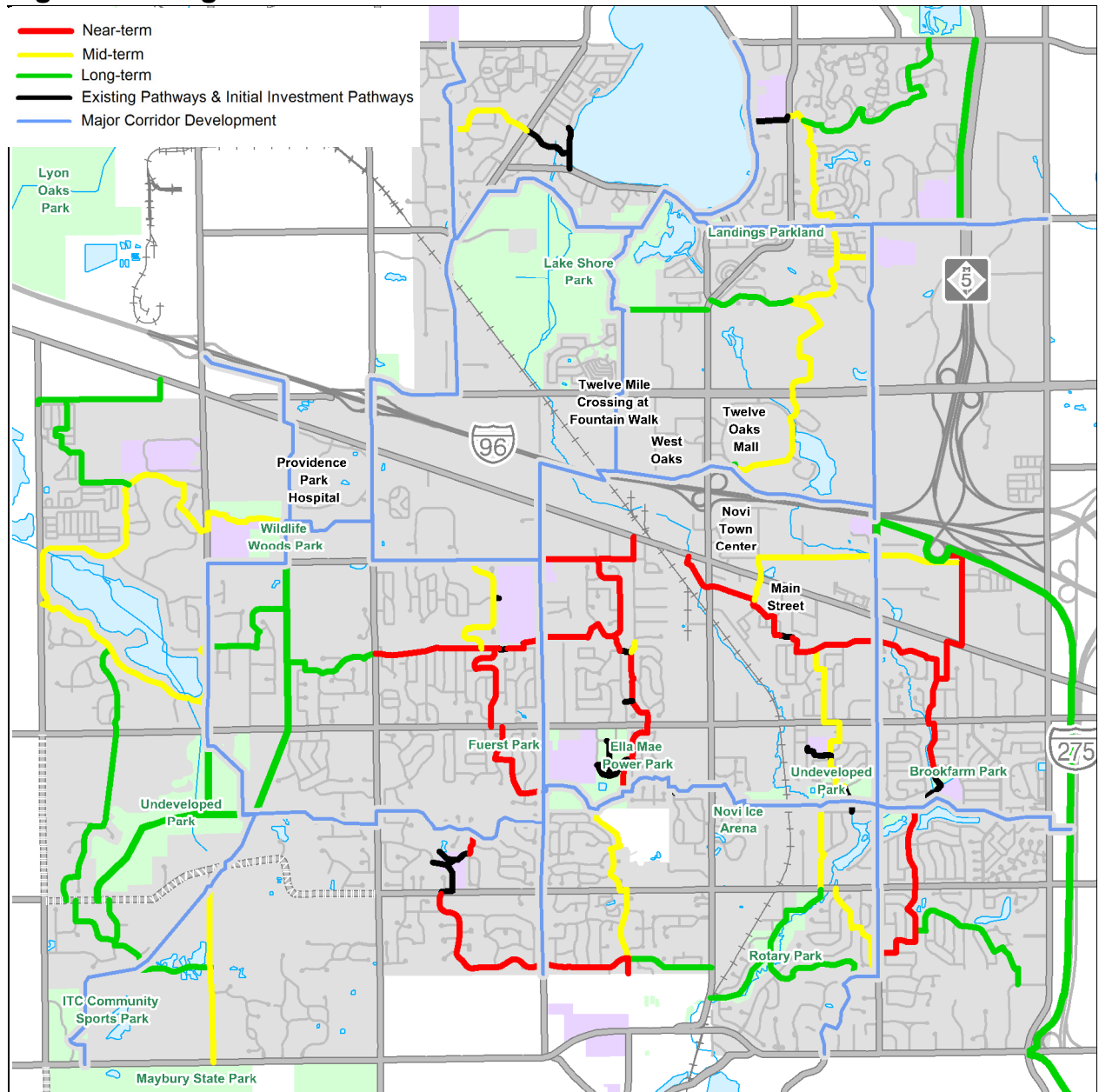
**Fig. 3.2C. Major Corridor Development**



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	
<b>Total Linear Feet</b>									<b>31,887</b>	

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

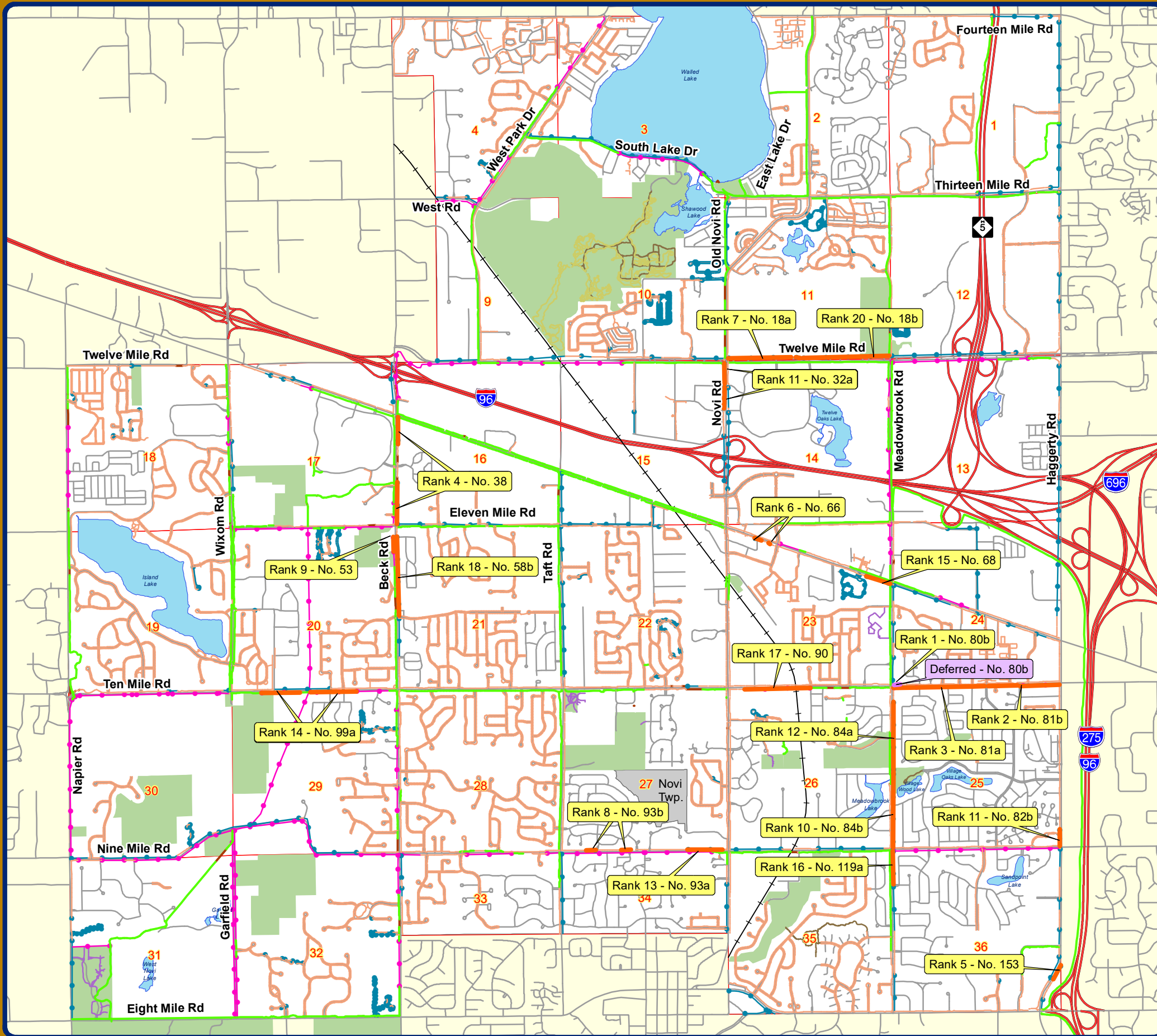
 Segments with a higher ranking segment planned for the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity

 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
<b>ii. Safety Concerns (Road Crossing Improvements)</b>		
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	<b>Completed</b>	
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.
<b>iii. Critical Links (Short Connecting Pathways) (Refer to 'Neighborhood Connectors' Map)</b>		
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)	<b>2022-23 CIP</b>	<b>\$412,906 budgeted for this item</b>
<b>b. Parallel Tasks</b>		
<b>i. Major Corridor Development (Refer to 'Major Corridor Development' Map)</b>		
<b>1. Metro Connector</b>		
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  <b>Phase 1: Construct 2014</b> ▪ 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	▪ 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	<b>Completed</b> <ul style="list-style-type: none"> <li>Wayfinding signs are proposed from I-275 metro trail to M-5 Metro Trail via Metro Connector phase 1 &amp; 2 (both north and south bound)</li> </ul>
<b>2. Taft Corridor</b>		
a) Complete Sidewalk & Pathway Gaps along Taft	Ongoing	<b>2013</b> <ul style="list-style-type: none"> <li>West side of Taft between Grand River &amp; 11 Mile (<i>Segment 36</i>)</li> </ul> <b>2014</b> 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	<b>Completed Fall 2018</b>	<ul style="list-style-type: none"> <li>Bike lanes from 8 ½ Mile to 9 Mile are completed</li> <li>Bike lanes along Taft, from 10 Mile to Grand River Avenue</li> </ul>
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"> <li>OHM I-96 Pedestrian Study concluded that the CSX crossing not feasible, recommended crossing on west side of Novi Rd. (Completed Study 2012)</li> </ul>
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
<b>3. 9 ½ Mile Neighborhood Greenway</b>		
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"> <li>▪ RCOC completed 8 Mile Mid-block crossing at Maybury State Park (2013)</li> </ul>
i)	Phase 2 <b>Estimated completion November 2019</b>	<p><b>Phase 1A: Completed 2016</b></p> <ul style="list-style-type: none"> <li>▪ Southern 1.5 miles of 10 ft. pathway</li> <li>▪ Community Sports Park Pathway Resurfacing</li> <li>▪ Community Sports Park Trail</li> <li>▪ Phase 2, fka Phase 1B: 4.5 miles of 10 ft. pathway from 9 Mile to 11 Mile</li> </ul>
j) Include wayfinding signage along route to direct users	Unlikely	Signage can be installed when the connector is completed
<b>4. Meadowbrook South of I-96</b>		
a) Complete Sidewalk & Pathway Gaps along Meadowbrook south of I-96	Ongoing	<ul style="list-style-type: none"> <li>▪ East side of Meadowbrook between I-96 bridge &amp; Grand River (<i>Segment 73 &amp; 24</i>) <b>Completed 2014</b></li> <li>▪ <a href="#">West side of Meadowbrook</a></li> </ul>

Non-Motorized Master Plan 2018-19: Eight Year Implementation Status		
Implementation Strategy	Progress	Comments
		<p>between 11 Mile &amp; Gateway Village <i>Estimated Completion 2019</i></p> <ul style="list-style-type: none"> <li>East side of Meadowbrook between 8 Mile &amp; 9 Mile (Segment 119) CIP 2021-22; Project ID# 125-119</li> </ul>
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
<b>5. I-96 Corridor</b>		
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		
<b>6. 11 Mile/Beck/Providence Park Hospital/ Wild Woods Park</b>		
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	<b>Engineering will initiate design efforts when the design proposal is submitted and approved to determine the feasibility of restriping</b>
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"> <li>West side of Beck between Providence &amp; 11 Mile (<i>Segment 39</i>)</li> </ul>
e) Provide Mid-block Crossings along Beck		
f) Obtain easements from Providence Park Hospital to construct pathway between Wixom & Beck Rds.	Ongoing	<b>Phase 3A: Completed 2013</b> <ul style="list-style-type: none"> <li>Completed as part of Medilodge development</li> </ul> <b>Phase 3B: Completed 2016</b> <ul style="list-style-type: none"> <li>City is working with Providence Hospital to construct the pathway as part of a proposed development.</li> </ul> <b>Wildlife Woods Trail (CIP 2023-24; Project ID#ENG003)</b> <ul style="list-style-type: none"> <li>10 ft. pathway to connect park to Phase 3A &amp; B</li> </ul>
<b>7. Wixom Rd./Undeveloped Park</b>		
a) Complete Sidewalk & Pathway Gaps along Wixom Rd.	Ongoing	<b>2013</b> <ul style="list-style-type: none"> <li>East side of Wixom between Drakes Bay &amp; 10 Mile as part of Island Lake development (<i>Segment 50</i>)</li> </ul>
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> )
<b>8. Beck/West 12 Mile/West Park Dr./Off-road Trail</b>		
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	<b>2013</b> <ul style="list-style-type: none"> <li>North side of 12 Mile between Cabot &amp; M-5 as part of Starbucks development (<i>Segment 19</i>)</li> </ul>
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
<b>9. Lakeshore Park/13 Mile</b>		
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 ( <b>Project ID # 10-2023</b> )
<b>ITC Corridor – North Extension</b>		
a) Obtain easement & construct off-road trail along ITC corridor		<b>Phase 3A: Medilodge Connector</b> 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 ( <b>Fall 2017 Completion</b> )
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. ( <b>CIP 2017-18; Project ID# PRC040</b> ) 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 ( <b>Fall 2016 Completed</b> )
h) Work with Wixom to continue trail extension northwest through the Beck/I-96 Interchange to Lyon Oaks Park		
<b>ii. Neighborhood Connectors</b> (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) ( <b>Refer to 'Neighborhood Connectors' Map</b> )		
<b>1. Near-term Neighborhood Connectors</b>		
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	<b>2013</b> Signs installed at Taft & 10 Mile, Taft

<b>Non-Motorized Master Plan 2018-19: Eight Year Implementation Status</b>		
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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
<b>2. Mid-term Neighborhood Connectors</b> 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	
<b>3. Long-term Neighborhood Connectors</b> 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	



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trail		
<b>iii. Sidewalk Gaps</b>		
<p>1. Sidewalk gaps not addressed by previous recommendations should be put into the Sidewalk &amp; Pathway Prioritization Analysis &amp; 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>
<b>iv. Construction Integration</b>		
<p>1. Add bike lanes along arterial &amp; 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 &amp; curbs that occur in numerous places along the roadway a simple paving of the shoulder may not be as simple as it seems &amp; it may be more feasible to wait until the road is reconstructed to pave the shoulders &amp; add bike lanes</p>	Ongoing	<p><b>2013</b></p> <ul style="list-style-type: none"> <li>▪ Bike lanes along 8 Mile between Beck &amp; Napier</li> </ul> <p><b>2014</b></p> <ul style="list-style-type: none"> <li>▪ Bike lanes integrated with the Town Center Drive Reconstruction between Grand River and 11 Mile.</li> </ul> <p><b>2019</b></p> <ul style="list-style-type: none"> <li>▪ Crescent Boulevard Extension to Grand River Avenue: 6 feet sidewalk to west, 8 feet sidewalks to east;</li> <li>▪ Flint Street Extension Phase 1: 8 feet pathway north</li> </ul>
<p>2. Meadowbrook between 10 Mile &amp; 8 Mile may be the best candidate to attempt a near-term bike lane conversion by paving the shoulder &amp; narrowing the traffic lanes &amp; improving the subdivision entrances similar to Taft</p>		
<p>3. Novi Rd. between 13 Mile &amp; 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 &amp; 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.)
<b>Sidewalks built or under construction by the City</b>							
9a	4	P	South	<b>Pontiac Trail</b>	Wedgewood	West Park	2,438
9B	4	S	South	<b>Pontiac Trail</b>	Beck Road	Wedgewood	2,662
Part 67	23	P	south	Grand River	Fountain Park	Huntley Manor	167
4004	20, 29	P		<b>ITC Corridor Trail Phase 2</b>	Nine Mile	Eleven Mile	9,989
5038	4	Cross		<b>Pontiac Trail</b>	Mid-Block Crossing and Geisler School		N/A
N/A	15, 16, 21, 22	Bike Lanes	Both	<b>Taft</b>	Ten Mile Road	Grand river	
N/A	N/A	B		<b>Boardwalk Repairs and Reconstruction</b>		Citywide	N/A
<b>2017-18 City of Novi Total</b>							<b>15,256</b>
<b>Sidewalks built or under construction by Private Developers</b>							
2615	12	S	West	<b>Haggerty</b>	Autoneum		262
Part 52b	20	P	South	<b>Eleven Mile</b>	Oberlin		722
Part 97C	29	P	West	<b>Beck</b>	Valencia South		388
Part 31	15	S	South	<b>Twelve Mile</b>	Hino Motors (west of Taft Road)		522
N/A	10	S	East	<b>Dixon Road</b>	Dixon Meadows (north of Twelve Mile)		1,800
<b>2017-18 Development Total</b>							<b>3,694</b>
<b>Segments budgeted for construction for year 2018-19</b>							
Part 53	20	P	West	<b>Beck</b>	Funeral Home (Private Developer)		470
Part 53	20	P	West	<b>Beck</b>	Bosco Park (City Parks Project)		498
43	18	P	West	<b>Wixom</b>	Catholic Central	Island Lake	620
70*	23	P	West	<b>Meadowbrook</b>	Gateway Village	Eleven Mile	900
39*	17	P	west	<b>Beck</b>	Eleven Mile	Providence	767
120A*	36	S	West	<b>Haggerty</b>	Eight Mile	Orchard Hill	1390
120B*	36	S	West	<b>Haggerty</b>	Orchard Hill	High Point	375
120c*	36	S	West	<b>Haggerty</b>	High Point	Nine Mile	600
62*	22	S	north	<b>Ten Mile</b>	Eaton Center	Churchill Crossing	400
NC4	23	P	N/A	<b>Connector</b>	Main Street	Meadowbrook	650
<b>Segments budgeted for construction for year 2018-19 Total</b>							<b>6,670</b>

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

**UPDATE AS OF 4.18.19**

**1<sup>st</sup> 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.

**2<sup>nd</sup> 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>b. ADA Compliance</b>		
1. Establish an interim transition complaint based transition plan	Completed 2014	<p><b>2011</b> 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><b>2014</b> 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
<b>c. Safe Routes to Schools</b>		
<ol style="list-style-type: none"> <li>1. Develop maintenance standards as well as fix defects &amp; gaps in public sidewalk system adjoining school sites</li> <li>2. Consider the safest routes to school for children when adjusting school boundaries</li> <li>3. Develop a cost-share policy for the construction &amp; maintenance on pathways that are part of the City's Non-motorized System &amp; traverse school property</li> <li>4. Develop a strategic implementation plan for pathways &amp; trails that are part of the City's Non-motorized System that traverse school property</li> <li>5. Continue to enhance a system of accountability for responding to &amp; correcting safety concerns along routes to school &amp; other problems identified through these programs</li> <li>6. Continue to promote &amp; initiate with the school system &amp; parents Walk-to-School Day events, "walking school bus" programs, "Safe Routes to School" programs, &amp; walkability audits in conjunction with the state-wide program</li> <li>7. Perform formal evaluations of how pedestrians &amp; bicyclists are accommodated to all school grounds &amp; prepare action plans to address deficiencies</li> <li>8. Encourage walking &amp; bicycling to school as a part of the physical education &amp; well-being of the students</li> </ol>	Ongoing	<ul style="list-style-type: none"> <li>▪ Many of these recommendations fall underneath the jurisdiction of the various school districts, however the City has contacted them &amp; will continue to identify key people at the local school districts to discuss working with them on SR2S programs</li> <li>▪ The City's Traffic Safety Committee continues to work with local school districts on school safety issues</li> </ul>

<b>Non-Motorized Master Plan 2018-19: Eight Year Implementation Status</b>		
<b>Implementation Strategy</b>	<b>Progress</b>	<b>Comments</b>
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		
<b>d. Bicycle Parking</b>		
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.
<b>e. Maintenance of Non-motorized Facilities</b>		
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"> <li>▪ GIS &amp; DPS staff have inventoried sidewalks &amp; initiated a computerized asset management system (City Works) to track installation &amp; maintenance of public sidewalks &amp; pathways</li> <li>▪ DPS staff have had internal discussions regarding how to implement &amp; fund a set of sidewalk maintenance policies for those non-motorized facilities for which it is responsible.</li> <li>▪ DPS is responsible for clearing city sidewalks, pathways and boardwalks. Home Owners Association is responsible for common sidewalks within the subdivision.</li> <li>▪ 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</li> </ul>
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	<b>2014</b> City " <a href="#">Ride and Walk Novi</a> " 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.
<b>f. Sidewalk/Roadside Pathway Completion</b>		
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.  <b>Last updated November 2019</b>
<b>3. Site Plan Review</b>		
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.  <b>August 2015-Current</b> Required bike racks have been approved across the City as part of Site plan approval process. Details are provided to Walkable Novi Committee periodically.
<b>4. Public Outreach &amp; Education</b>		
<b>a. Establish the Program</b>		
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	<b>Until 2014</b> <ul style="list-style-type: none"> <li>▪ As part of City's Facebook &amp; Twitter accounts</li> <li>▪ A bicycle safety video was</li> </ul>

Non-Motorized Master Plan 2018-19: Eight Year Implementation Status		
Implementation Strategy	Progress	Comments
		<p>added to the City's website <b>2014</b></p> <ul style="list-style-type: none"> <li>City's Ride and Walk Novi website has been reorganized and updated to include more resources for riding and walking opportunities in Novi</li> </ul>
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"> <li>The City continues to support &amp; provide services for a variety of mountain bike &amp; trail run competitions at Lakeshore Park</li> <li>Novi Night Group Rides in partnership with Motor City Mountain Biking Association</li> </ul> <p><b>Annually</b></p> <ul style="list-style-type: none"> <li>Keep Rolling in partnership with Performance Bicycle of Novi</li> </ul>
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>b. Build a Culture of Biking &amp; Walking</b>		
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		

<b>Non-Motorized Master Plan 2018-19: Eight Year Implementation Status</b>		
<b>Implementation Strategy</b>	<b>Progress</b>	<b>Comments</b>
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