



WALKABLE NOVI COMMITTEE
June 18, 2015 at 6:00 p.m.
Novi Civic Center
Council Conference Room
45175 W. Ten Mile, Novi, MI 48375
(248) 347-0475

Members: Dave Baratta, Doug Bauss, Robert Giacobetti, Gwen Markham, Andrew Mutch, Charles Staab, Harry Torimoto and Ted Zuchlewski
Staff Support: Sri Komaragiri, Planner
Barbara McBeth, Deputy Director Community Development
Jeff Muck, Director of Parks, Recreation and Cultural Services
Brian Coburn, Engineering Manager

ROLL CALL

APPROVAL OF AGENDA

AUDIENCE PARTICIPATION

MATTERS FOR DISCUSSION

1. 03-19-15 WNC meeting minutes approval
2. Preliminary discussion of Tier 1 and Tier 2 Categories for Annual Non-Motorized Prioritization Update

COMMUNICATIONS

STAFF REPORT

1. Planning Update
 - a. Non-motorized Facilities around Polling Locations in City of Novi
 - b. List of Pedestrian and Bicycle Accidents (June 2014 – June 2015)
 - c. Approved Sidewalks and Bike spaces within Private Developments (Stamped Approved from January 2015 to June 2015)
 - d. Minor corrections to Annual Non-Motorized Prioritization: 2014-2015 Update
 - e. Walking Club Challenge Flyer for City Departments
2. Engineering Update
 - f. Active Non-Motorized Project Portfolio for Engineering Division
3. Parks and Recreation Update
 - a. Regional Trail Collaboration Meetings Update

ADJOURN

Future Meetings: September 17 and December 17

03-19-15 WNC meeting minutes approval



**WALKABLE NOVI COMMITTEE
DISCUSSION NOTES
March 19, 2015 at 6:00 p.m.
Council Conference Room
45175 W. Ten Mile, Novi, MI 48375
(248) 347-0475**

CALL TO ORDER

Meeting called to order at 6:05 p.m.

ROLL CALL

Present: Robert Giacometti, Gwen Markham, Andrew Mutch, Dave Baratta, and Ted Zuchlewski

Joined after the roll call: Doug Bauss and Charles Staab

Absent: Harry Torimoto

Staff Present: Barbara McBeth, Deputy Director Community Development; Sri Komaragiri, Planner; Jeff Muck, Director of Parks, Recreation and Cultural Services; Tracie Ringle, Deputy Director of Parks, Recreation and Cultural Services

APPROVAL OF AGENDA

AUDIENCE PARTICIPATION

There was no audience participation at this meeting.

MATTERS FOR DISCUSSION

1. 11-20-14 WNC meeting minutes approval

The minutes are approved 7-0

2. Non-Motorized Master Plan: 2015 Four Year Implementation Status

Staff discussed every section in detail from the "Non-Motorized Master Plan: 2015 Four Year Implementation Status" and explained the organization of the memo and the source of information. Few items that were discussed in detail which are listed as follows:

- o Committee requested further information about number of kids that walk to school. Staff suggested that the information is not readily accessible and might be hard to track. Committee suggested looking into any studies performed by school district that may provide such information.
- o Committee was curious about the Capital Improvement Program (CIP) years listed in the memo do not correspond with the CIP numbers from 2015-21 CIP draft. Staff clarified the memo refers to the years from 2014-20 CIP, which was published at the time of the memo. 2015-20 CIP draft is still under review.

- Member Baratta suggested finishing construction section by section. Staff clarified that many factors such as outside grants come into factor that would limit from using this strategy.
- Committee then discussed the evaluation criteria for the Prioritization update. Member Markham suggested adding "Access to Voting Locations" as one of the evaluation items. Primary concern areas would be accessibility at locations that cross over Walled Lake and interstate. After further discussion, Committee agreed that the criteria should be reevaluated and updated as necessary.
- Member Giacometti raised a matter for discussion as to why all the Top 20 segments that were identified as part of the yearly prioritization update are not included in the current CIP draft. He further stated that it would be ideal if all the Top 20 has assigned CIP years within the first three years, because they are identified to be Top priority.
- Staff explained how the budgeting process works and the items that are considered to identify the segments that can be assigned a CIP year. Such as external grants, ease of construction, acquisition status and easement, etc.
- Member Mutch asked whether it is a doable task to provide estimates for the Top 20. He asked the staff if it an option for the Planning Commission to recommend the items to be funded and City Council makes the decision after review of the estimates.
- Member Giacometti indicated that given the high density development projects that are being approved by the Commission there is a window for higher tax bases which would mean more dollars for improvement.
- Member Markham asked if the staff is recognizing the need for increase in maintenance requirement with more miles being added to the non-motorized facilities every year.
- Member Giacometti requested the staff to provide regular updates on future sidewalks to be built by private developers and pedestrian and bike accidents. Staff agreed to provide them at regular meetings.
- Member Zuchlewski asked whether the new Bike Ordinance enforces the requirement on existing developments. Staff clarified that it applies only to proposed developments.
- Committee then discussed about the three deferred segments and agreed that Segment 121 can be excluded from the preferred recommendations to CIP Committee. Staff mentioned that the four lowest ranked segments have not yet been programmed, or reviewed for cost estimates. The two deferred segments have not been programmed or reviewed in detail for cost estimates, since it had been noted that construction would be difficult and/or costly, due to existing site constraints, and due to the existing Buckeye Pipeline. The Committee discussed the possibility of planning for the construction of all segments in the CIP over the upcoming 6-year period.

Member Giacometti made the following motion Member Bauss seconded and it was approved 7-0.

All top 20 high priority projects, including 2 of the 3 deferred segments (excluded segment 121) as listed in the Annual Non-Motorized Prioritization 2014-2015 Update are recommended to be included in this year's Capital Improvement Program, to be programmed in the upcoming 6-year horizon, with funding to be determined.

Above recommendation of the Walkable Novi Committee will be submitted to Planning Commission via a memorandum at the next meeting. If the Planning Commission chooses to accept, staff will prepare the necessary updates to the CIP to incorporate into the Final Budget document presented to the City Council.

COMMUNICATIONS

Staff shared a correspondence from Novi's High school's student who collected signatures to support the construction of Segment 58, along East side of Beck Road. Based on this petition, additional points were added to "Public Interest" for this segment.

STAFF REPORT

PLANNING UPDATE

a. New Ride and Walk Novi Website

Staff shared the updates made to organizational and content for "Ride and Walk Novi" Website that were discussed in the previous meeting in November. Committee liked the website in general and suggested to make the website more accessible on City's home page and to make "Walkable Novi Committee" more visible on the current page. Staff agreed to follow up on the suggestions.

b. May: Bike Activities in Novi

Staff shared more information and schedule for the Bike Activities that are planned by City of Novi's Parks, Recreational and Cultural Services department.

c. 2015-21 Capital Improvement Program: Draft Summary

Committee has discussed most of their concerns related to "2015-21 Capital Improvement Program: Draft Summary" as part of their discussion with regards to the implementation status memo.

Committee discussed about the necessity of Ten percent fund balance and whether it was finance or a policy decision. Staff explained the history and criteria to have a conservative fund balance. A good financial reserve will be factored into decision making and would reflect well on the City when we apply for construction grants.

ENGINEERING UPDATE

a. Active Non-Motorized Project Portfolio for Engineering Division

Staff updated the committee on the status of projects in design or under construction. Staff presented and discussed the "Active Non-Motorized Project Portfolio for Engineering Division" spreadsheet.

PARKS AND RECREATION UPDATE

a. Acquisition status of land along ITC Corridor

Parks, Recreation and Cultural Services (PRCS) Director Jeff Muck told the committee about a \$575,000 grant, PRCS is applying for acquiring a property. The subject property is located at southwest corner of Nine Mile Road and Garfield Road intersection at the end of the proposed ITC Regional Trail Phase 1A. Phase 1A is scheduled to finish construction in 2015. He requested a letter of support for their ongoing efforts to acquire that property. Member Mutch agreed to issue the letter provided that the project would focus on developing the trail aspects as that would be the committee's priority.

Member Staab made the motion to issue the letter of support to DNR Council. Member Markham seconded and it was approved 7-0.

Member Mutch has requested Staff to track number of bike racks that are proposed as part of the development projects that are being approved by the City. Staff mentioned that they would track them to the best of their efforts.

Member Giacometti suggested that staff also submits a report of the Pedestrian and Bike Accidents within the City at every meeting. Staff agreed to present the information at the next meeting.

ADJOURN

Meeting adjourned at 7:32 PM.

**Preliminary discussion of Tier 1 and Tier 2
Categories for Annual Non-Motorized Prioritization
Update**

MEMORANDUM



TO: WALKABLE NOVI COMMITTEE
THRU: BARBARA MCBETH, *A/CP*, DEPUTY DIRECTOR COMMUNITY DEVELOPMENT
FROM: SRI RAVALI KOMARAGIRI, PLANNER
SUBJECT: PRELIMINARY DISCUSSION OF TIER 1 AND TIER 2 CATEGORIES FOR ANNUAL NON-MOTORIZED PRIORITIZATION UPDATE
DATE: JUNE 15, 2015

During our last Walkable Novi Committee meeting held on March 19, 2015, the committee members discussed the factors that regulate the inclusion of all top 20 segments identified as part of the yearly prioritization update in the current Capital Improvements Program draft. Staff has identified that construction feasibility, cost of construction and acquisitions as few of the factors that affect the possibility of assigning a CIP budget year to all of Top 20 segments.

Another item that was discussed as a probable Tier 1 Criteria is the availability of non-motorized facilities around existing polling locations within the City. The maps showing all the existing and proposed non-motorized facilities in context with the polling locations are attached. Please note that these locations are subject to change.

Staff has reviewed the prioritization criteria from various non-motorized plans from surrounding communities and "Bicycle and Pedestrian Travel Plan for South East Michigan" prepared by South East Michigan Council of Governments (SEMCOG) in particular to identify additional criteria. City of Novi's criteria for prioritization is comprehensive and covers all the vital categories.

Due to the intrinsic nature of planning, it is necessary to evaluate the policies as new challenges and questions arise. Staff would like to start a general discussion to revisit the existing criteria and determine whether to make any changes to the Tier 1 and Tier 2 categories to achieve the intent of Annual Non-Motorized Prioritization in a more efficient manner. The list of existing Tier 1 and Tier 2 categories are attached to this memo. Few questions to consider for discussion

1. Are any categories redundant?
2. Based on recent development trends, should we consider increase or decrease the existing weightage for any category?
3. Should we include proximity to polling locations as an item?
4. SEMCOG recommends two areas that affect the demand for non-motorized facilities: Density of street intersections and Target Populations (See attached). Are they worth considering?
5. Should we break the longer segments lengths into more buildable lengths?

Based on the notes from this meeting, staff will prepare a draft revision to Tier 1 and Tier 2 categories to be discussed at the next meeting. The intent is to update the changes in the upcoming Annual Non-Motorized Prioritization in the fall of 2015.

Table 3: Criteria for Points per Category for Tier 1 and Tier 2 Rankings		
TIER 1 CATEGORIES	TIER 2 CATEGORIES Criteria Points (only top 20 Tier 1 segments receive tier 2 points)	
<i>All proposed adjacent to road pathway & sidewalk segments are reviewed against a set of Tier 1 criteria & assigned points based on the segment's potential service benefits to the citizens of the City, the segments are ranked by the Tier 1 points & the segments receiving the top 20 points are assigned Tier 2 points</i>		
BICYCLE & PED. ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing, 1/98 to 9/13) 5 = 1 accident 10 = 2 accidents 15 = 3 accidents 20 = 4 or more accidents	ACCESS TO SHOPPING (# shopping areas w/in 1 mile) 3.5 = 1 shopping area 7 = 2+ shopping areas	EASE OF CONSTRUCTION (easy/hard) 0 = hard 8 = medium hard 16 = easy
	ACCESS TO PLACES OF WORSHIP (# places of worship w/in 1 mile) 3.5 = 1 places of worship 7 = 2+ places of worship	
TRAFFIC COUNTS (ADT) 2010 Non-Motorized MP 0 = <10K ADT 5 = 10K-20K ADT 10 = >20K ADT	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM 3.5 = connected to neighboring sidewalk system 7 = connected to regional trail system	RIGHT-OF-WAY AVAILABILITY (based on % available) 0 = 0% 4.5 = 25% 9 = 50% 13.5 = 75% 18 = 100%
ACCESS TO SCHOOLS (# elem & intermediate schools w/in 1 mile) 4.5 = 1 school 9 = 2+ schools	POPULATION SERVED 0 = low density 8 = medium density 16 = high density	OTHER FUNDING SOURCES (based on % available) 0 = 0% 4.5 = 25% 9 = 50% 18 = 80%+
ACCESS TO SCHOOLS (# middle & high schools w/in 2 miles) 4.5 = 1 school 9 = 2+ schools	SEGMENT COMPLETION 3.5 = 1/2 to 1 mile 7 = over 1 mile	OPPOSITE SIDE SIDEWALK OR PATHWAY (road < 12,000 ADT & 35 mph < existing or planned with higher priority ranking) -20 = complete section link -10 = one direction section link
ACCESS TO SCHOOLS (# private schools over 100 students w/in 2 miles) 4.5 = 1 school 9 = 2+ schools	CONSIDERABLE PUBLIC INTEREST 10 = top 15 survey responses, resident petitions & documented segments requested by groups & govt agencies	PRIVATE DEVELOPMENT POTENTIAL (Negative Points) 0 = little potential -2 = partial potential within 10 years -4 = dev potential within 10 years -8 = SP submitted -16 = dev under construction
ACCESS TO PARKS (# w/in 1 mile) 4 = 1 park 8 = 2+ parks	NON-MOTORIZED MASTER PLAN 20 = initial investment 15 = major corridor NOVI WIXOM TRANS STUDY (Recommended Timeframe) 15 = 2012-2016 10 = 2017-2020 5 = 2021-2024 <i>Greater of either No-Mo or Novi Wixom Trans Study</i>	
ACCESS TO LIBRARY & CITY HALL (connected continuously by sidewalk or pathway) 9 = connected to Library/ City Hall		

SEMCOG . . . Developing Regional Solutions

Mission

SEMCOG, the Southeast Michigan Council of Governments, is the only organization in Southeast Michigan that brings together all governments to develop regional solutions for both now and in the future. SEMCOG:

- Promotes informed decision making to improve Southeast Michigan and its local governments by providing insightful data analysis and direct assistance to member governments;
- Promotes the efficient use of tax dollars for infrastructure investment and governmental effectiveness;
- Develops regional solutions that go beyond the boundaries of individual local governments; and
- Advocates on behalf of Southeast Michigan in Lansing and Washington



Mission

Providing the highest quality integrated transportation services for economic benefit and improved quality of life.

Chapter 4: Visioning the Future

A critical component of the nonmotorized plan is to vision the future nonmotorized system. This visioning was completed through identifying deficiencies in the system and engaging stakeholders in the visioning process. This chapter focuses on:

- Deficiencies in the nonmotorized system,
- Analyses and tools created to assist communities, roadway agencies, foundations, and others as they seek to target their investments, and
- Regional corridors and gaps in the network.

Deficiencies in the Nonmotorized System

Nonmotorized deficiencies include three main areas – access and pavement quality, safety and education, and connectivity.

Access

Access to the nonmotorized system for pedestrian and bicycling use is paramount. Over 23 percent of the region’s population is within ¼ mile of a regional pedestrian facility (not including sidewalks). Approximately 52 percent of the region’s population is within ½ mile of a bicycle facility. These numbers will increase to 30 percent for the pedestrian system and 60 percent for the bicycling network when including planned facilities. Table 9 summarizes the population with access to a pedestrian and bicycle facility by county.

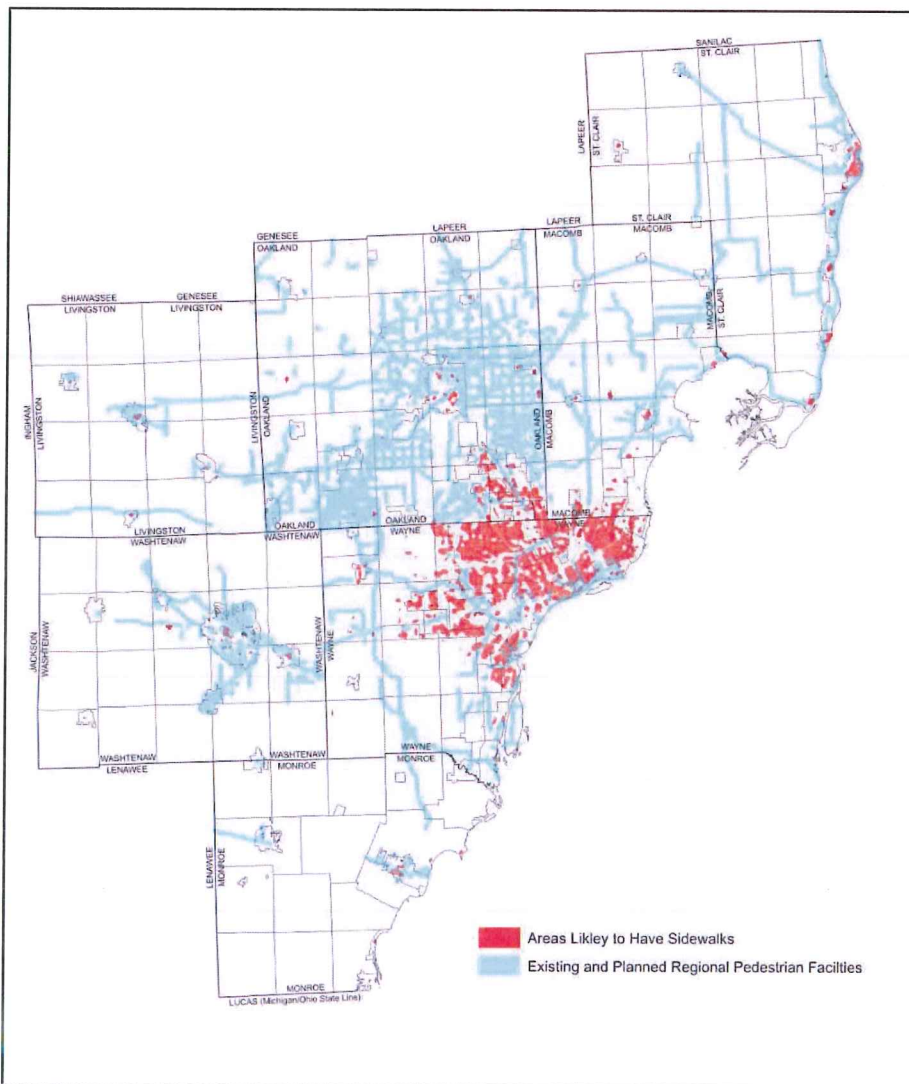
Table 9

Population with Access to Pedestrian and Bicycle Facilities by County

County	Existing Regional Pedestrian Access	Planned Regional Pedestrian Access	Existing Bicycle Access	Planned Bicycle Access
Livingston	32,766 18%	41,359 23%	51,627 29%	63,126 35%
Macomb	135,371 16%	196,539 23%	254,411 30%	366,312 44%
Monroe	11,739 8%	20,613 14%	33,433 22%	51,497 34%
Oakland	524,074 44%	637,418 53%	981,998 82%	1,046,452 87%
St. Clair	50,846 31%	59,294 36%	87,034 53%	106,227 65%
Washtenaw	128,474 37%	157,551 46%	299,177 87%	304,719 88%
Wayne	189,498 10%	301,722 17%	718,215 39%	932,298 51%
Detroit	54,854 8%	104,163 15%	383,677 54%	463,754 65%

It should be noted that since sidewalk information has not been collected, portions of the region, such as Wayne County and the City of Detroit, are underrepresented in the pedestrian analysis. While the regional inventory focuses on shared-use side paths, SEMCOG and MDOT conducted a conservative analysis, based on a street density index to approximate some areas likely to have sidewalks. Figure 22 shows these areas as well as regional pedestrian facilities. The areas are likely town centers and denser residential or commercial areas and are primarily located in the City of Detroit, southeastern Oakland County, and the downriver communities of southern Wayne County. MDOT and SEMCOG encourage local agencies, especially in these areas, to document the presence/absence of sidewalks and their condition to ensure local connectivity.

Figure 22
Areas Likely to Have Sidewalks



Source: SEMCOG

Pavement Quality Impacts Bicycling and Pedestrian Users

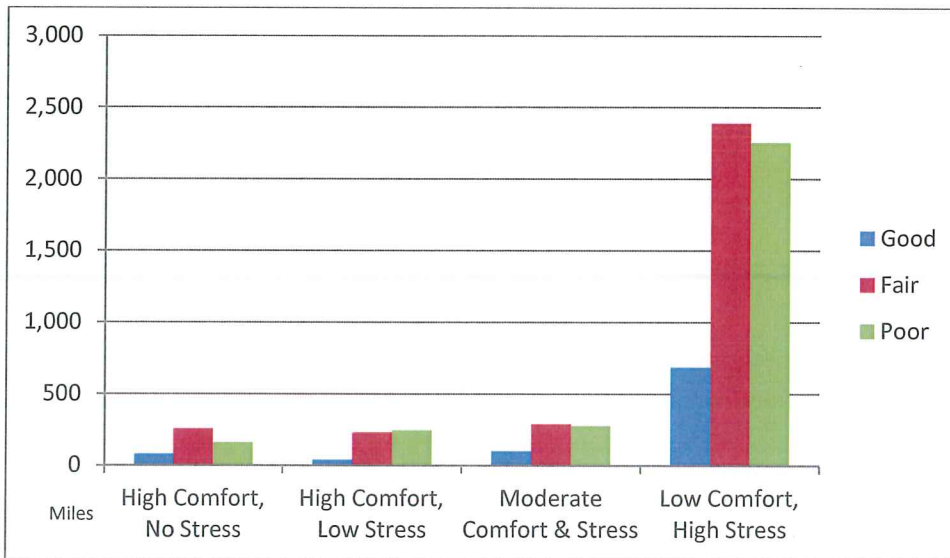
Road pavement quality is another deficiency type that is very important to bicyclists and pedestrians. Poor pavement conditions can lead to pedestrian and bicyclist injuries. Since 84 percent of the Southeast Michigan’s roads have poor or fair pavement quality, nonmotorized travel in roadways is less favorable. This data was supported through both the online survey and stakeholder public meetings.



Further analysis of bicycle friendly roadways show that pavement condition is even more problematic than high-volume roads. Most of the roads that have lower traffic volumes and offer less stress to the bicyclist are in fair or poor condition (Figure 23).

Figure 23

Pavement Rating of Shared Roadways by Bicycle Comfort Level

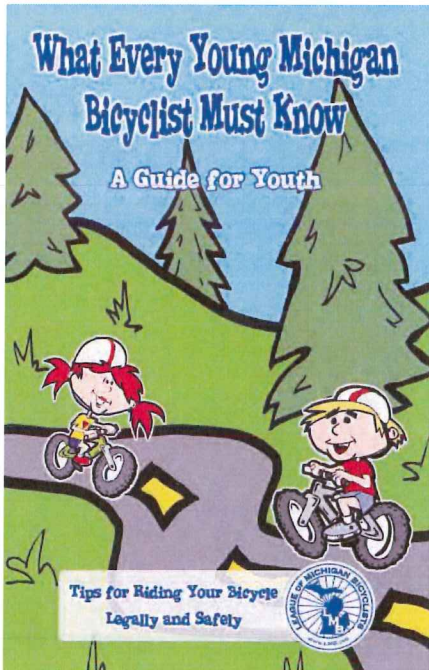


Source: SEMCOG

Since maintenance of pavement facilities plays an important role in bicycle and pedestrian travel, SEMCOG and MDOT encourage communities and local agencies to use [asset management](#) best practices for sidewalks, shared-use paths, and roadways. Agencies can also refer to the Federal Highway Administration’s [Guide for Maintaining Pedestrian Facilities for Enhanced Safety](#).

Safety - Analysis, Education, Enforcement, and Encouragement

Safety is another deficiency for both the pedestrian and bicyclist. For example, while crashes involving pedestrians make up only one percent of the region’s total crashes, pedestrians account for 22 percent of fatalities. Chapters 2 and 3 document the case of bicycle and pedestrian vulnerabilities and safety issues. After careful analysis, SEMCOG, MDOT, and other agencies will not only need to consider engineering solutions to solve safety problems, but also education, enforcement, and encouragement activities.



Education

Lack of education on the “Rules of the Road” is a deficiency in both the pedestrian and bicycle systems. Bicyclists and pedestrians, as well as drivers and law enforcement, need to be informed about the safest ways to share the road. Opportunities to educate these stakeholders include informational materials and programs such as online videos and social media, as well as public awareness campaigns, such as [bike to work day](#).

Education starts young. Programs like Safe Routes to School and Safety Towns can help teach kids the rules of the road. These programs continue through adulthood and include efforts by MDOT, including production of several [videos](#) that provide clear, concise guidance to bicyclists, pedestrians, and drivers on how to safely share the transportation system. SEMCOG has created a [simple tri-fold brochure on sharing the road](#) that it distributes at many local events.

The League of Michigan Bicyclists also continues to help [educate law enforcement officers](#) and others on bicyclists’ legal rights to the road. Law enforcement can participate in targeted

outreach campaigns to focus on areas with problems, new types of infrastructure, newer policies, or student populations in schools and universities.

SHARE MI ROADS

Bicyclists are involved in less than 1% of all traffic crashes. Proportionally, however, they represent a greater number of fatalities than any other group of roadway users. This is why it is especially important for drivers to always pass bicyclists at a safe distance and yield to them before making turns.

Each year approximately **2000 bicyclists** are injured in crashes in Michigan, with approximately 25 of these crashes resulting in fatalities. While engineering improvements implemented as a result of **Complete Streets** will help create a safer environment for bicyclists who use Michigan roads, more must be done in regards to education to help drivers better understand how to safely interact with bicyclists.

Due to time constraints within the existing drivers education curriculum, young drivers currently receive limited training



1080
Have Taken the Pledge:

Encouragement campaigns like the [Commuter Challenge](#), Dump the Pump, Safe Routes to School, and group rides like Slow Roll Detroit and the Tour De Troit can help get more people riding, which helps everyone be more aware that bicycles and pedestrians are on our roadways.

Connectivity

The connectivity of the nonmotorized system includes the ability to use the system without gaps in the network. It also includes connectivity of the nonmotorized system to other important assets of the region, such as other transportation modes (e.g., transit, rail) and linking to regional parks and downtowns.

Deficiencies within the network itself can be divided into areas for local, county, and regional connectivity. While this plan documents gaps from the three different levels, the plan's priority is to identify regional gaps in the system. Through stakeholder meetings, major corridors for regional nonmotorized travel were identified, and serve as primary regional arteries that connect to other more local routes. It includes major projects that counties and communities have prioritized, as well as corridors MDOT and SEMCOG believe provide greater regional connectivity. Regional corridors account for approximately 1,000 miles of the system of which, approximately 440 or 44 percent is a gap. Maps of these corridors can be viewed starting on page 64 of this chapter.

Analysis and Tools Available to Address Deficiencies

In order to address deficiencies in the network and prioritize investment, analysis and tools were developed to assist at the regional, county, and local levels.

Some geographic areas have more opportunity for bicycle and pedestrian facilities. These areas might be able to shift more automobile trips to walking, biking, or transit. This analysis was based on the following:

- **Short trips.** SEMCOG's Bicycle User Survey and other research show most bicycle trips are around 3-5 miles. Pedestrian trips are typically less than one mile. Areas with a higher number of short trips will likely have more potential bicycle or pedestrian trips. Although this plan also targets commuters, the majority of people use nonmotorized travel for purposes other than commuting.
 - 80 percent of all trips in region are under 10 miles
 - 60 percent of all trips are five miles or less
 - 42 percent of all trips are three miles or less
 - 14 percent of trips are one mile or less
- **Proximity to population centers.** People will bike or walk to visit other people.
- **Proximity to commercial centers.** People like to walk or bike to stores and other business or service establishments.
- **Density of street intersections.** The more street intersections in the area, the smaller the neighborhood blocks are, leading to more direct routes of travel, which helps makes bicycle and pedestrian travel a more viable option for travel.
- **Access to transit.** Transit and nonmotorized trips are complementary modes of travel, helping extend the range of each. Areas with transit service and high passenger stop locations are more likely to have a need for adequate walking and biking infrastructure.
- **Target populations.** Certain characteristics of people are good indicators of how likely they are to walk or bike for trip making and not just recreation. Those who tend to use this mode include seniors, millennials, knowledge-based workers, low-income households, and households with no or limited access to an automobile.

While these areas include a small portion of Southeast Michigan (12 percent of total acres), it accounts for the majority of population and employment (61 percent and 58 percent respectively). Table 10 highlights these opportunity areas by county. Figure 24 shows that counties with lower amounts of areas of opportunities still need to connect to larger recreational facilities. Readers can also visit SEMCOG’s website for larger more detailed versions of the map at <http://www.semco.org/NoMoPlan.aspx>

Table 10
Opportunities for Increased Nonmotorized Trips by County

County	Total Acres	Total Opportunity Acres	Opportunity Areas Percent
Detroit	89,092	59,397	66.7%
Livingston	374,635	3,186	0.9%
Macomb	309,725	73,370	23.7%
Monroe	356,799	7,255	2.0%
Oakland	580,504	80,499	13.9%
St. Clair	464,482	9,373	2.0%
Washtenaw	462,324	21,449	4.6%
Out-Wayne	306,621	87,658	28.6%
Wayne	395,712	147,055	37.2%
Total	2,944,182	342,187	11.6%

Source: SEMCOG

Based on SEMCOG analysis, only 65 percent of the total supportive areas are accessible to an existing or planned nonmotorized facility. While many of these areas are accessible to pedestrians via the sidewalk network, this is not conducive for bicycle travel. Figure 25 shows that while there has been sufficient effort and planning centered on connecting the nonmotorized network to recreation areas and cross county connections, there has been less attention given to accessibility within these supportive areas.

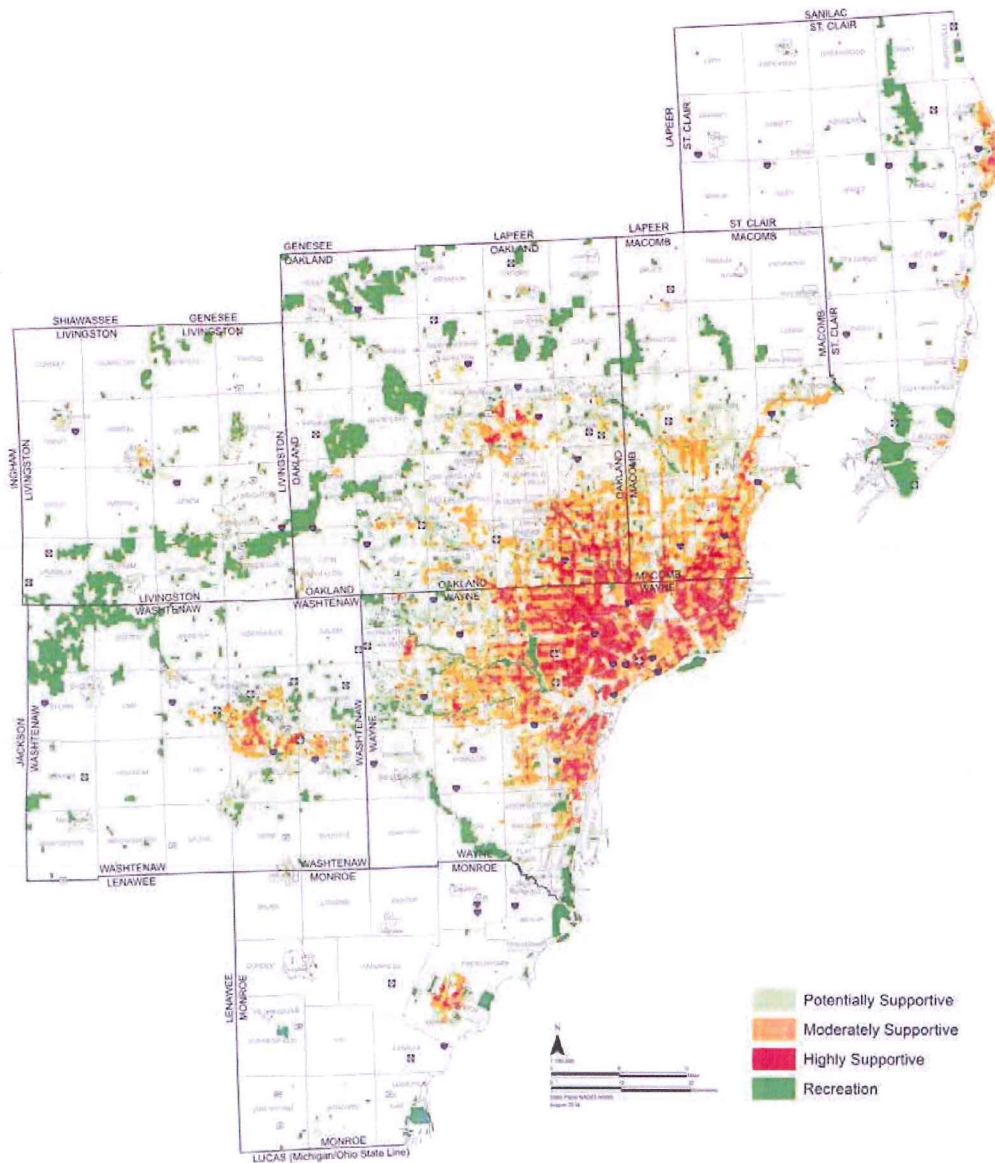
Bicycling access can be increased in these supportive areas by creating bicycle circulation plans that use Southeast Michigan’s shared roadway network (most roads, with the exception of freeways). Many of these roads can be highly comfortable for bicycle travel. Communities can use SEMCOG’s bicycling comfort level analysis as one tool for identifying these roadways. This tool can also be used to identify roadways that could use improvements. Together with SEMCOG’s regional nonmotorized facility database and its Areas of Opportunity analysis, the bicycle friendly roadways database can help provide greater access and connectivity between population/employment/commercial centers and the larger regional nonmotorized network. SEMCOG can help communities use these tools through its technical assistance programs.

Where there is a need for dedicated space along roadways, communities could look at the possibility of road diets, as documented in the Regional Transportation Plan and [Green Infrastructure Vision for Southeast Michigan](#), which identify roadways with potential excess capacity. In such a situation, there would be little to no negative effects on automobile travel. In fact, road diets are a [FHWA proven safety countermeasure](#) and studies have shown an actual safety increase for automobiles, bicycles, and

pedestrians. Additionally, through a road diet there may be room for rain gardens or other elements of green streets.

Figure 24

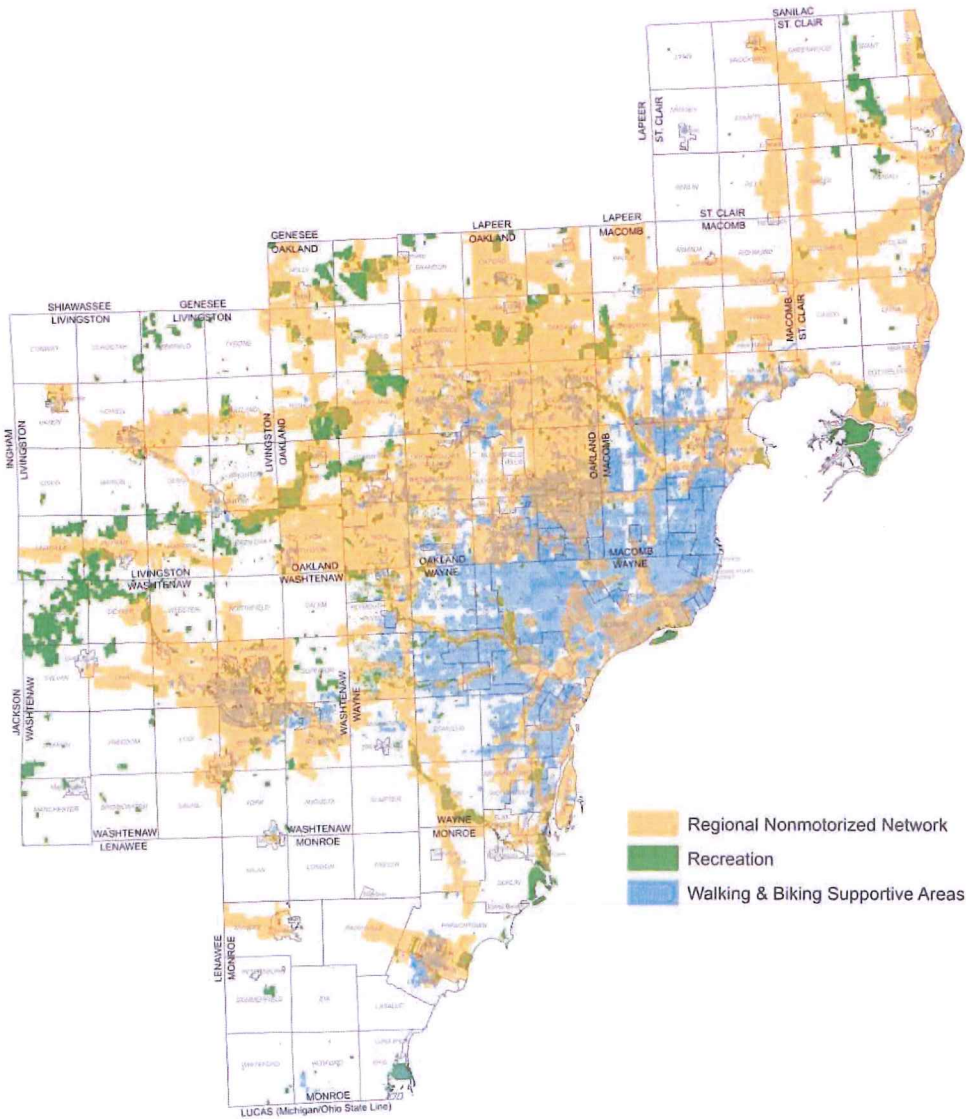
Areas of Opportunity for Increased Nonmotorized Trips



Source: SEMCOG

Figure 25

Regional Nonmotorized Network Compared to Recreation and Walking and Biking Supportive Areas



Source: SEMCOG

Oakland County**1. Polly Ann Trail Corridor**

- Connection to Paint Creek Trail
- Part of Showcase Trail

2. Clinton River Trail (Rochester Area)

- Better bicycle connections Downtown Rochester
- Part of Showcase Trail
- Part of Great Lake to Lake Trail

3. Paint Creek Trail

- Connection to Polly Ann Trail
- Better bicycle connections to Downtown Rochester and Clinton River Trail
- Part of Showcase Trail

4. West Bloomfield Trail

- Fill gaps
- Part of Great Lake to Lake Trail

5. Airline Trail

- Significant gap with major activity
- Part of Great Lake to Lake Trail

6. Huron Valley Trail

- Fill gaps
- Part of Great Lake to Lake Trail

7. South Lyon Trail

- Connected to Great Lake to Lake Trail
- Can provide connections to southern Livingston County and Lakelands Trail via 9 Mile in Livingston County

8. Kensington Metro Park (High Ridge Road-Path to Kensington Road)

- Connects Huron Valley Trail to Grand River Corridor in Livingston County via bike/ped bridge over I-96 on Kensington Road
- Lakelands Trail is accessible via Kensington Road
- Part of Great Lake to Lake Trail

9. M-5 Metro Trail

- Fill gaps
- Connects to Great Lake to Lake Trail

10. Woodward Avenue Corridor (8 Mile to Woodward Loop)

- Detailed Complete Streets study underway
- Coordinates with proposed Bus Rapid Transit
- Connects Detroit to Pontiac & potentially Great Lake to Lake Trail

11. Grand River Corridor (8 Mile to Orchard Lake)

- Provide connections from Redford/Old Redford to Farmington-Farmington Hills Corridor Improvement Area

12. 10 Mile Corridor

- Fill gaps
- Links South Lyon, Lyon Township, Novi
- Connects to Great Lake to Lake Trail
- Potential connection to Livingston County & Lakelands Trail

13. Several communities asking for help with major gap filling as part of their nonmotorized plans

- City of Pontiac
 - Connect existing paths & trails into the city
- City of Troy
- City of Novi

14. Connections to Detroit from:

- Ferndale
- Southfield

15. M-15 Corridor

- Potential Connection from Lapeer County (Village of Goodrich) to Clarkston
- Considered a Regional Corridor by MDOT Bay Region

Planning Update

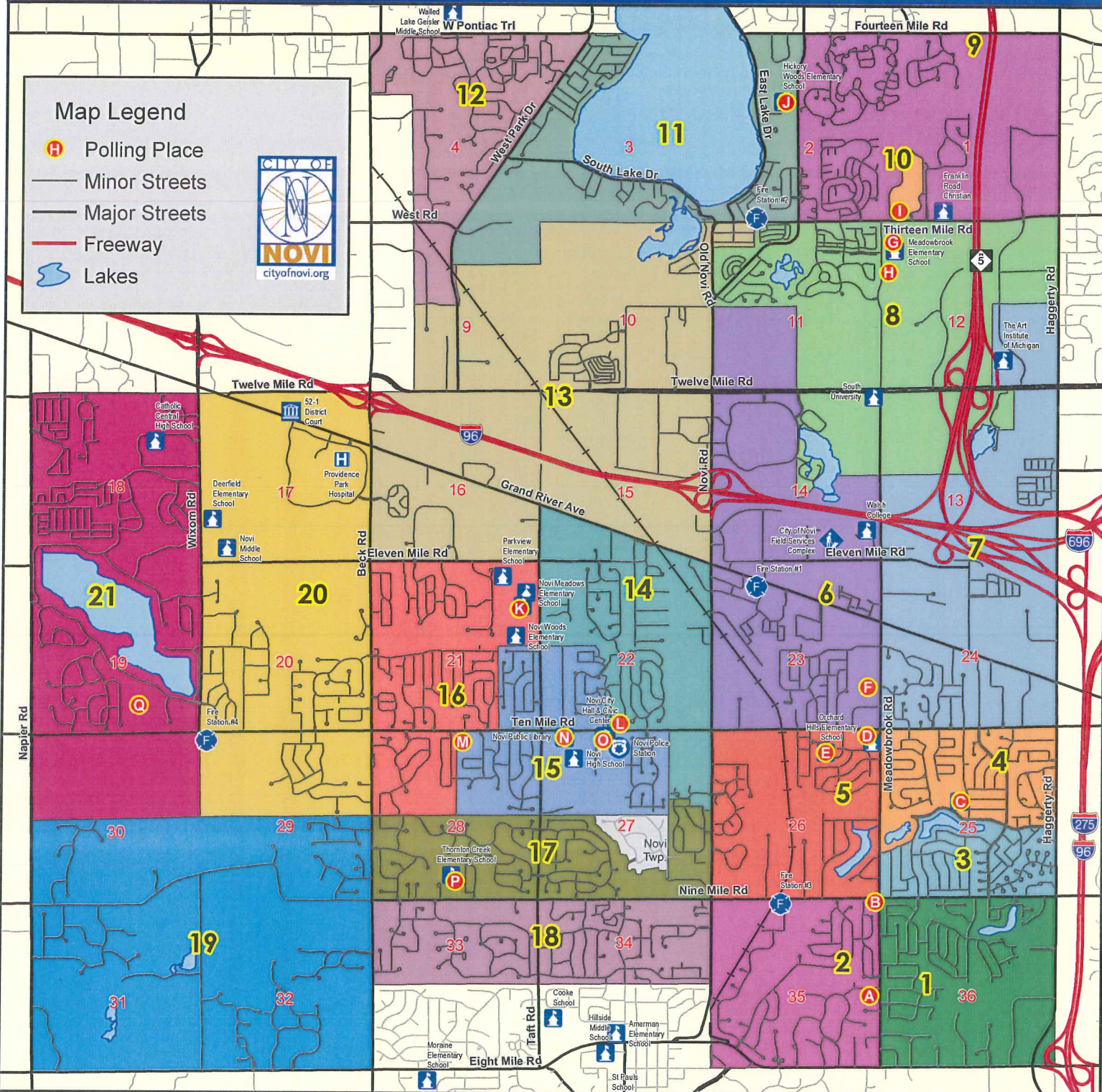
Non-motorized Facilities around Polling Locations in
City of Novi

CITY OF NOVI VOTING PRECINCTS & POLLING LOCATIONS

May 5, 2015 Special Election

Map Legend

- Polling Place
- Minor Streets
- Major Streets
- Freeway
- Lakes

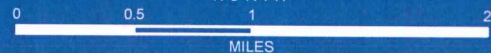


Polling Location Details			
1 A Meadowbrook Congregational Church 21355 Meadowbrook Rd	5 E Orchard Hills Elementary School 41900 Quince St.	9, 11 H Crosspointe Meadows Church 29000 Meadowbrook Road (Temporary Location)	16, N Novi Public Library 45255 West Ten Mile Rd
2 B Good Shepherd Lutheran Church 41415 Nine Mile Rd	6, 7 F Holy Family Catholic Church 24505 Meadowbrook Rd	10 I Fox Run 41000 Thirteen Mile Rd	17, 18 O Novi Civic Center 45175 W Ten Mile Rd
3 C Village Oaks Elementary School 23333 Willowbrook	8 G Meadowbrook Elementary School 29200 Meadowbrook Rd	12 J Hickory Woods Elementary 30655 Nov Rd	19 P Thornton Creek Elementary School - 46180 W Nine Mile Rd
4 D Novi United Methodist Church 41671 Ten Mile Rd		13 K Novi Meadows 6 th Grade House 25299 Taft Rd	20, 21 Q Oak Pointe Church 50200 Ten Mile Road
		14 L Faith Community Church 44400 W Ten Mile Rd	
		15 M St. James Catholic Church 46325 W Ten Mile Rd	

CITY OF NOVI

CITY CLERK'S OFFICE
45175 TEN MILE ROAD
NOVI, MI 48375-3024
(248) 347-0456

CITY CLERK: MARYANNE CORNELIUS
MAP AUTHOR: KERI BLOUGH



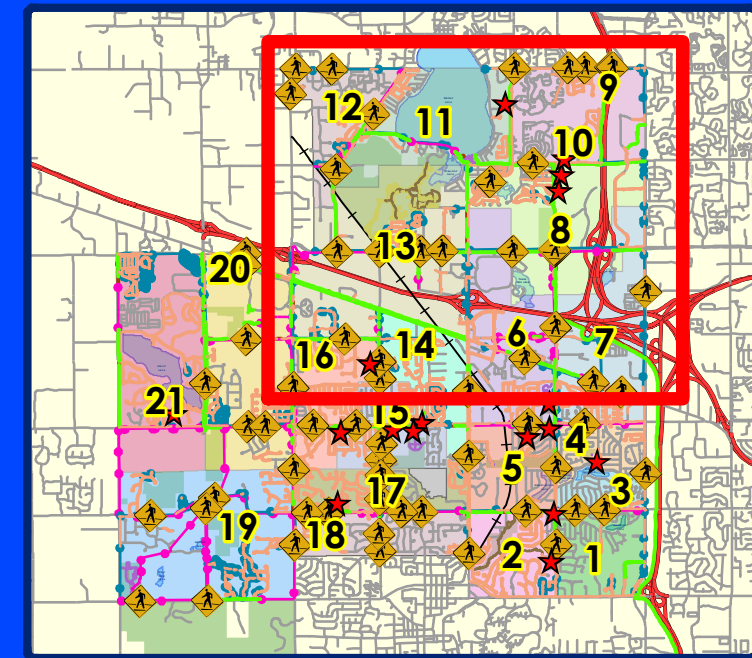
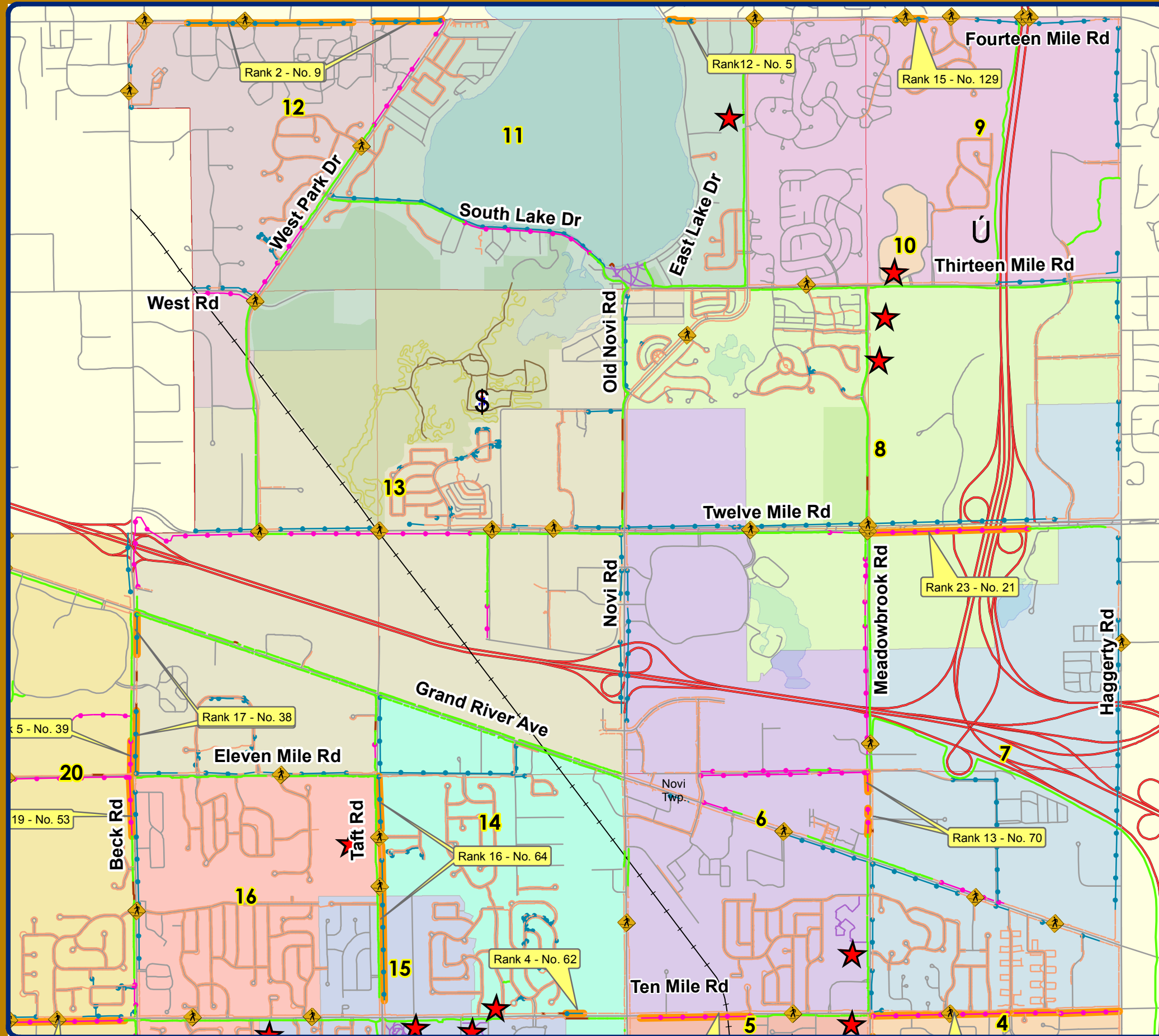
Map Print Date: February 25, 2015

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Map 1: Non Motorized Facilities around Polling Locations

Voting Precincts: Northeast Corner, City of Novi



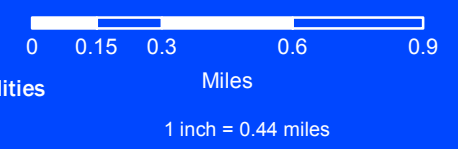
Legend

- ★ Voting Locations
- ◆ Proposed Crossing Improvement
- Existing Sidewalks
 - Existing Sidewalk
 - Existing Pathway
- Future Sidewalks
 - Proposed Pathway
 - Proposed Sidewalk
- Existing Off Road Paths & Trails
 - Unpaved Trail
 - Mountain Biking Trail
 - Top 20 Priority Segments
 - Paved Path



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

Map Author: Sri Komaragiri
 Date: June 11, 2015
 Project: Voting Precincts-Non-Motorized Facilities
 Version #1.0



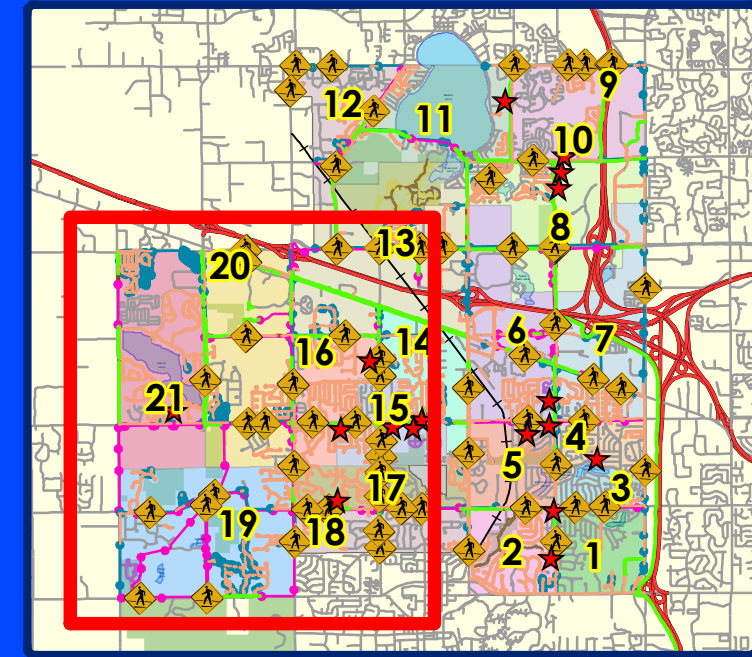
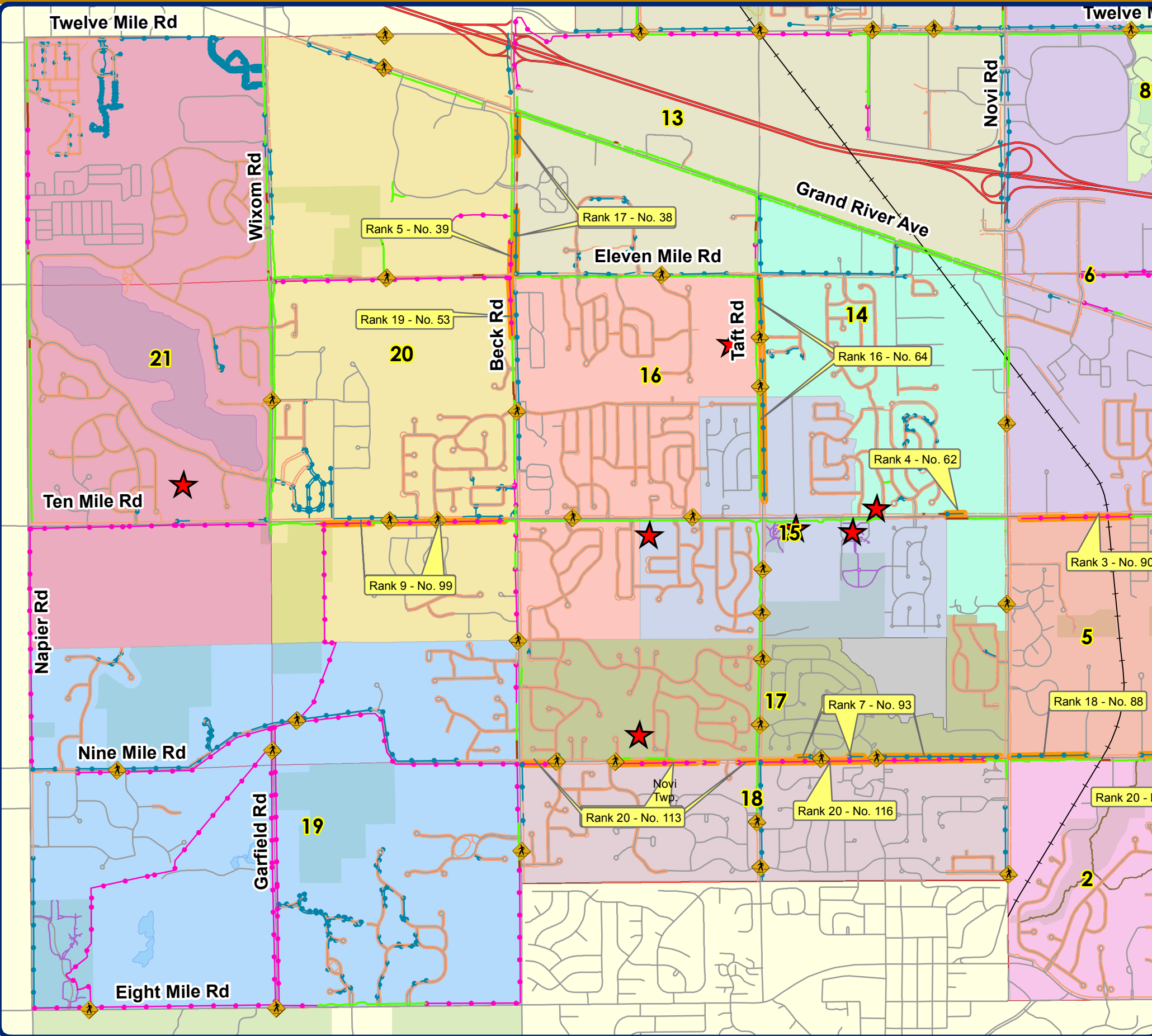
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Map 2: Non Motorized Facilities around Polling Locations

Voting Precincts: Southwest Corner, City of Novi



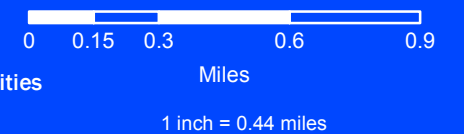
Legend

- ★ Voting Locations
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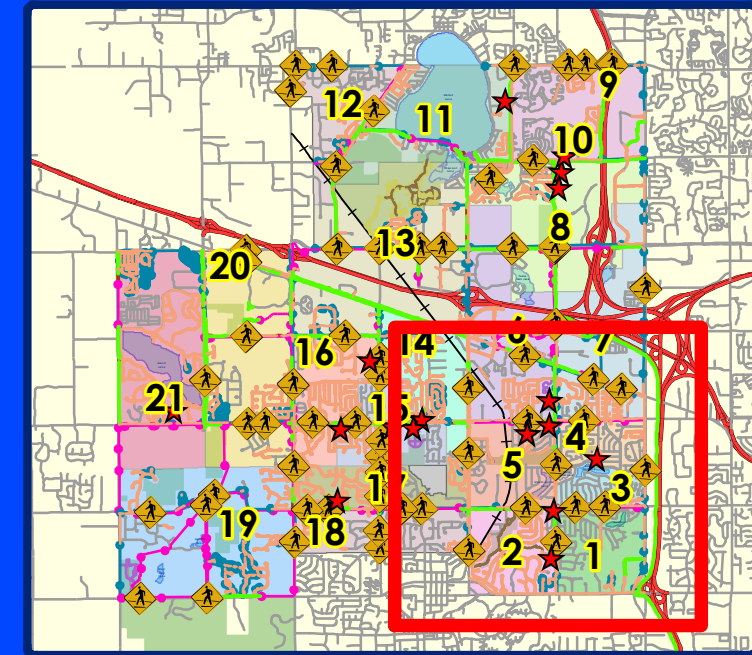
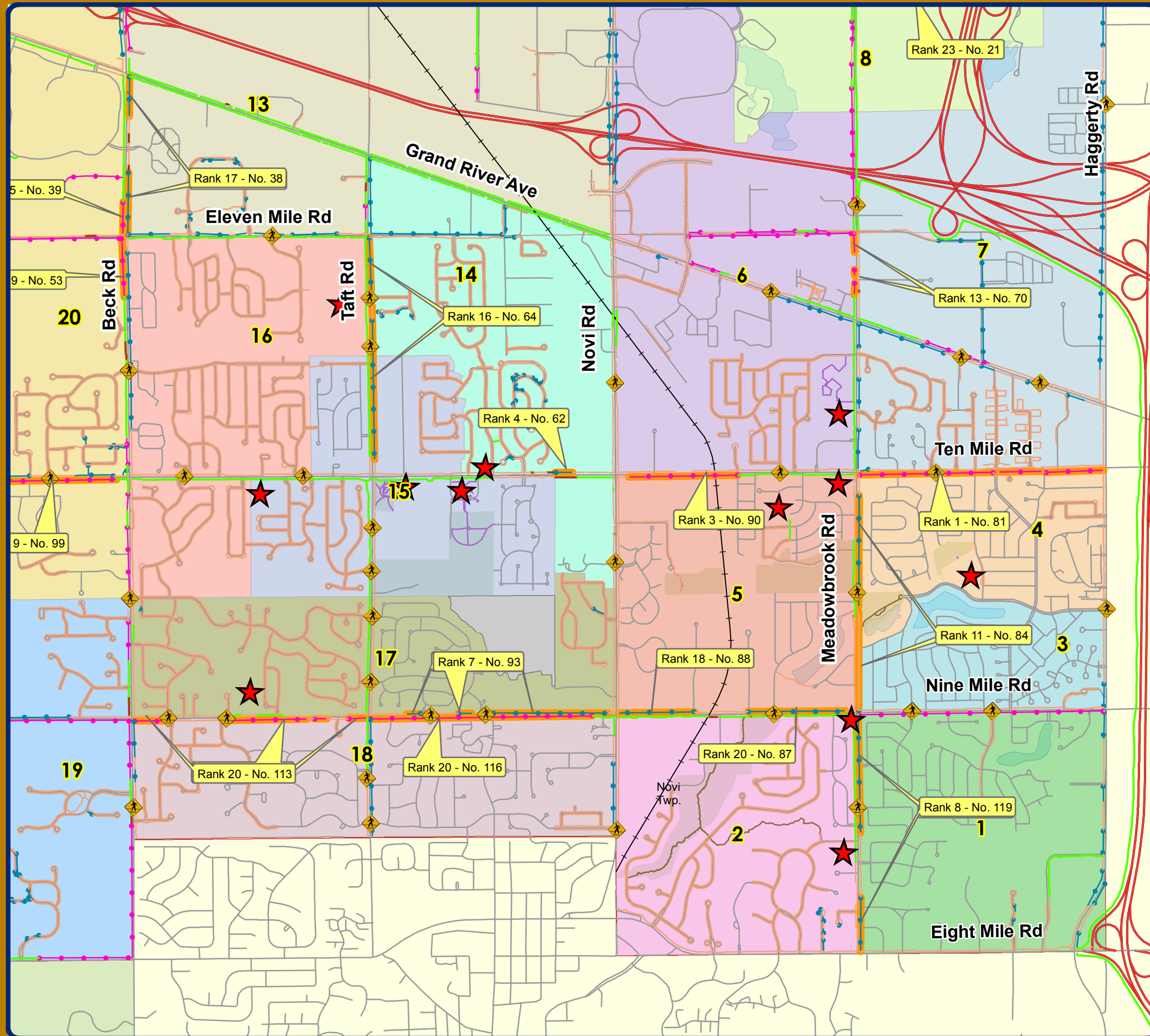
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Map 3: Non Motorized Facilities around Polling Locations

Voting Precincts: Southeast Corner, City of Novi



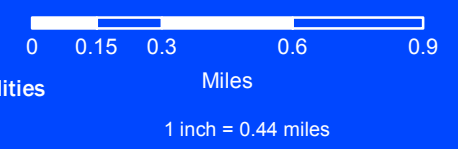
Legend

- ★ Voting Locations
- ◆ Proposed Crossing Improvement
- Existing Sidewalks
 - Existing Sidewalk
 - Existing Pathway
- Future Sidewalks
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 - Top 20 Priority Segments
 - Paved Path



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 Date: June 11, 2015
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B7.	Is the width of the curb ramp surface at least 36 inches? [ADA Stds 4.7.3]	YES NO N/A ✓
B8.	Does an accessible route connect the curb ramp to the accessible entrance? [ADA Stds 4.1.2(1)]	YES NO N/A ✓

SECTION C: SIDEWALKS AND WALKWAYS CHECKLIST

ADA STANDARD		COMPLIES?
C1.	Is an accessible route provided from accessible parking spaces to the accessible entrance of the building? [ADA Stds 4.1.2(1), 4.3] <i>Note: If the accessible route crosses a vehicular route, a marked crosswalk should be used.</i>	YES ✓ NO N/A
C2.	Is an accessible route provided from public sidewalks and public transportation stops on the polling site (if provided) to the accessible entrance of the building? [ADA Stds 4.1.2(1)]	YES ✓ NO N/A
C3.	Is the accessible route at least 36 inches wide?	YES ✓ NO N/A
C4.	Is the accessible route free of steps and abrupt level changes over 1/2 inch? <i>Note: Level changes between 1/4 inch and 1/2 inch should be beveled.</i>	YES ✓ NO N/A
C5.	Where an accessible route crosses a curb is a curb ramp provided?	YES NO N/A ✓
C5a.	If you answered "yes" to C5 above, is the ramp surface at least 36 inches wide, excluding flared sides? [ADA Stds 4.7.3]	YES NO N/A ✓
C5b.	If you answered "yes" to C5 above, is the slope (up or down the ramp) no more than is one inch of vertical height for 12 inches of length? [ADA Stds 4.7.2]	YES NO N/A ✓
C6.	If the slope of part of the accessible route is greater than one inch of vertical height for 20 inches of length, does this part meet the following requirements for an accessible ramp:	
C6a.	Is the ramp slope no greater than 1 inch of vertical height for every 12 inches of length? [ADA Stds 4.8.2] <i>Note: For existing ramps, the slope may be (1 inch of vertical height for every 10 inches of length for a 6 inch rise and 1 inch of vertical height for every 8 inches of length for a 3 inch rise in special circumstances (see ADA Stds 4.1.6(3)).</i>	YES NO N/A ✓

C6b.	Is the ramp width, measured between handrails, at least 36 inches? [ADA Stds 4.8.3]	YES NO N/A ✓
C6c.	Does the ramp have a level landing at the top and bottom of each ramp section that is at least 60 inches long? [ADA Stds 4.8.4] <i>Note: The level landing may be part of the sidewalk or walking surface.</i>	YES NO N/A ✓
C6d.	If a ramp is more than 30 feet long, is a level landing at least 60 inches long provided for every 30 feet of horizontal length? [ADA Stds 4.8.4] <i>Note: When the running slope is less than one inch of vertical height for every 12 inches of length and more than one inch of vertical height for every 20 inches of length, each ramp segment may be up to 40 feet long followed by a level landing.</i>	YES NO N/A ✓
C6e.	Is a level landing, at least 60 inches by 60 inches, provided where a ramp changes direction? [ADA Stds 4.8.4]	YES NO N/A ✓
C6f.	Are the handrails mounted between 34 and 38 inches above the ramp surface? [ADA Stds 4.8.5]	YES NO N/A ✓
C6g.	If the ramp or landing has a vertical drop-off on either side of the ramp, is edge protection provided? [ADA Stds 4.8.7]	YES NO N/A ✓

SECTION D: BUILDING ENTRANCE CHECKLIST

ADA STANDARD	COMPLIES?
D1. Is there at least one accessible entrance connected to an accessible route? [ADA Stds 4.1.3(1)] <i>Notes: If this entrance is not the main entrance, it needs to be kept unlocked during voting hours. If there are inaccessible entrances serving the polling place, signs will be needed at inaccessible entrance(s) to direct voters to the nearest accessible entrance.</i>	YES ✓ NO N/A
D2. Does at least one door or one side of a double leaf door at the accessible entrance provide at least 32 inches of clear passage width when the door is open 90 degrees?	YES ✓ NO N/A
D3. Is the door hardware (e.g., lever, pull, panic bar) usable with one hand without tight grasping, pinching, or twisting of the wrist? [ADA Stds 4.13.9]	YES ✓ NO N/A
D4. On the pull side of the door, is there at least 18 inches clearance provided to the side of the latch if the door is not automatic or power-operated? [ADA Stds 4.13.6] <i>Note: The maximum threshold height is 1/2 inch for new construction.</i>	YES ✓ NO N/A

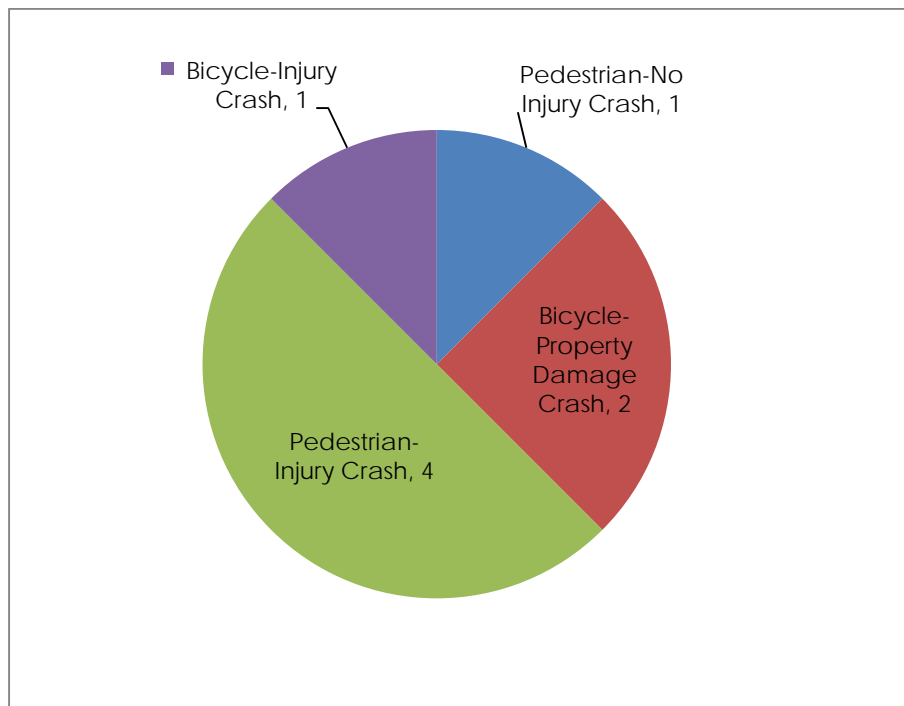
List of Pedestrian and Bicycle Accidents

(June 2014 – June 2015)

City of Novi Pedestrian and Bicycle Accidents

June 2014 to June 2015
(Source: City of Novi Police Department)

CODE	TYPE OF ACCIDENT	LOCATION
C3149	Bicycle-Property Damage Crash	25000 Novi Rd
C3149	Bicycle-Property Damage Crash	Vincenti Ct & Meadowbrook Rd
C3157	Pedestrian-No Injury Crash	Novi Rd & Genmar
C3158	Pedestrian-Injury Crash	27500 Novi Rd
C3158	Pedestrian-Injury Crash	43550 West Oaks Dr
C3158	Pedestrian-Injury Crash	South Lake Dr & Duana St
C3158	Pedestrian-Injury Crash	Grand River Ave & Beck Rd
C3159	Bicycle-Injury Crash	Ten Mile Rd & Cortland Blvd





Novi Police Department Informational Bulletin



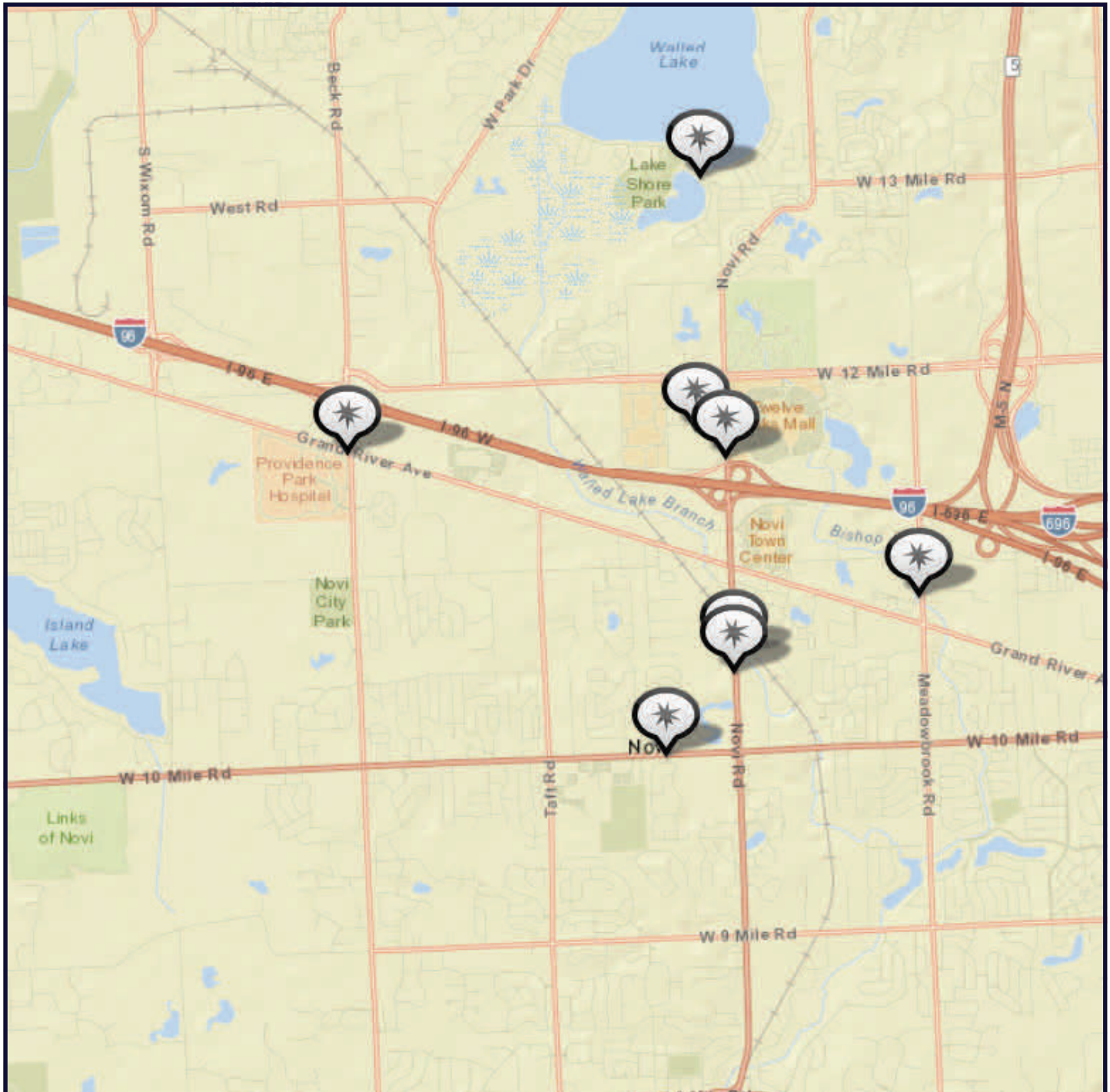
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June 10, 2015

City of Novi

Pedestrian & Bicycle Accidents

June 2014—June 2015



Approved Sidewalks and Bike spaces within Private Developments

(Stamped Approved from January 2015 to June 2015)

City of Novi
Approved Sidewalks and Bike Spaces for Private Developments

(For all Site Plans Stamped from Jan 2015 till June 2015)

Site Plan Number	Site Plan	Section	Location	Sidewalks			Bike	Approval Dates	
				Width	Type	Street		Planning Commission	Stamping Sets
JSP14-40	ATI Headquarters	14	West side of Meadowbrook b/w 11 Mile Rd. and 12 Mile Rd.	8ft.	P	Meadowbrook Rd.	8	08-Oct-14	11-May-15
JSP13-35	Park Place East	30	West of Boardwalk Ave, south of 9 Mile Road b/w Beck Road and Napier Road	5 ft.	S	Internal streets	N/A	12-Mar-14	08-May-15
JSP14-07	Beck North Corporate	14	North side of Cartier Drive at Hudson Drive	N/A			10	09-Apr-14	16-Jan-15
JSP14-37	Harman Becker	1	North of 13 Mile, east of M-5	5 ft.	S	Cabot Drive	48	13-Aug-14	04-Feb-15
				8 ft.	P	to connect Cabot Drive to 13 Mile Road			
JSP14-03	Beck North Lot 53	4	Northeast corner of Nadlan Court and Hudson Drive	N/A			6	12-Mar-14	16-Feb-15
JSP14-79	NHK International	9	South of West Rd and East of Beck Rd	N/A			6	14-Jan-15	18-Feb-15
JSP14-70	Kidney Centers of Michigan	17	South of Grand River, West of Beck Road in Providence Park Hospital campus	6 ft.	S	Providence Parkway	2	10-Dec-14	24-Mar-15
JSP14-57	West Oaks I Renovation	15	South of West Oaks Drive, west of Novi Road	N/A			8	26-Jan-15	26-Mar-15
JSP13-64	Fox Run Phase 2.3	1	North of Thirteen Mile Road, West of M-5	5 ft.	S	Internal streets	N/A	11-Dec-13	07-Apr-15
JSP14-55	Fox Run Phase 2.4	1	North of Thirteen Mile Road, West of M-5	5 ft.	S	Internal streets	N/A	11-Dec-13	28-Apr-15
JSP14-13	Trilogy	14	South side of Twelve Mile Road, west of Meadowbrook Road	8 ft.	P	Twelve Mile Rd	4	27-Aug-14	15-May-15
JSP13-52	Casa Loma	32	West side of Beck Road, north of Eight Mile Road	8 ft.	P	Beck Road	N/A	26-Mar-14	29-May-15
				5 ft.	S	Internal streets			
JSP14-10	Neptune Center	15	North side of Grand River Ave, west of Novi Road	N/A			2	25-Mar-15	02-Jun-15
JSP15-06	Andelina Ridge Phase 3	18	South of Twelve Mile Road, East of Napier Road	6 ft.	S	Twelve Mile Rd	N/A	24-Apr-13	03-Jun-15
				5 ft.	S	Internal streets			

**Minor corrections to Annual Non-Motorized
Prioritization: 2014-2015 Update**

Annual Non-Motorized Prioritization: 2014-2015 Update

Table 2: Previous Years Completed Non-Motorized Improvements ¹ City of Novi							
Segment Item #	Section #	Type	Side of Street/ Other	Location	From	To	Segment Length (ft.)
92	27	S	west	Novi Rd.	Ten Mile	Nine Mile	2,135
36	16	P	west	Taft	Eleven Mile	Andes	495
144	23	P	west	Meadowbrook	Grand River	Cherry Hill	700
145 part	23	S	north	Ten Mile	Catherine Ind. Park	RR	705
4019	25	RT	regional	Brookfarm Park	Ripple Creek	Village Oaks Elem	633
5007	24	C	mid-block	Grand River	Seeley	Joseph	crossing
5014	21	C	bike signs	Beck	Cidermill		crossing
5034	31	C	mid-block	Eight Mile	Community Sports Park	N to S	crossing
5035	31	C	mid-block	Eight Mile	Garfield	N to S	crossing
5143	32	C	crosswalks & signals	Beck	Eight Mile		crossing
2012-13 City of Novi Total							4,668
145b	23	S	north	Ten Mile	RR	Brookhaven	225
65	23	P	east	Novi Rd.	Grand River	Ten Mile	3,500
61	22	S	west	Novi Rd.	Cemetery	Pine Ridge Center	3,600
32c	15	S	west	Novi Rd.	West Oaks	N side I-96	876
5007	24	C	striping & signs	Grand River	Seeley	Joseph	crossing
5043	36	C	mid-block	Nine Mile	Sunrise		crossing
2011-12 City of Novi Total							8,201
83	25	S	north	Nine Mile	Meadowbrook	Haggerty	3,800
15	11	S	south	Thirteen Mile	Novi Rd.	Old Novi Rd.	350
146	11	C	west	Old Novi	South Lake	crossing	crossing
2010-11 City of Novi Total							4,150
71	23	S	north	Ten Mile	Hampton Hill	Brookhaven	822
139	25	S	east	Willowbrook	Oaktree	Guilford	400
141	24	C	crossing	Ten Mile	Nilan	SW to NW	crossing
82C	25	S	west	Haggerty	Ten Mile	Dunkin Donuts	220
140	23	C	crossing	Hampton Hill	Ten Mile	NE to NW	crossing
123a	1	RT	regional	M-5 Extension	Fourteen Mile	Thirteen Mile	5,280
2009-10 City of Novi Total							6,722

Annual Non-Motorized Prioritization: 2014-2015 Update

Table 2: Contd
Previous Years Completed Non-Motorized Improvements¹
City of Novi

Segment Item #	Section #	Type	Side of Street/ Other	Location	From	To	Segment Length (ft.)
59	22	P	south	Eleven Mile	Taft	Cedar Spring Estates	1,300
125	15	S	west	Clark	Eleven Mile	Grand River	205
75 part	24	P	north	Grand River	Meadowbrook	Seeley	310
80A	24	S	north	Ten Mile	Meadowbrook	Haggerty	411
82A	25	S	west	Haggerty	Dunkin Doughnuts	Oak Ridge Place	1,180
60A	22	P	south	Eleven Mile	Clark	Cedar Spring Estates	300
136	21	S	west	Bramblewood	Cidermill	subdivision	210
63	22	S	north	Ten Mile	Wildcat	Taft	1,580
91	26	P	south	Ten Mile	Meadowbrook	Orchard Hills North	800
96	28	P	south	Ten Mile	Beck	Broadmoor Park	250
95	28	S	east	Beck	Ten Mile	Baker	300
	36	S	south	Orchard Hills Place	Haggerty	west	375
54, 55 part	20, 29	P	all	Ten & Beck legs			910
2008-09 City of Novi Total							8,131
57	21	S	north	Ten Mile	Roma ridge	Homestead	770
85	26	P	west	Meadowbrook	Ten Mile	Mallot	1,050
86	26	P	west	Meadowbrook	Chattman	Nine Mile	2,025
94	28	S	north	Nine Mile	Taft	Beck	640
117	35	P	west	Meadowbrook	Mission Pines	Mirabella Estates	450
118	35	P	west	Meadowbrook	Mirabella Estates	Eight Mile	480
2007-08 City of Novi Total							5,415
42	17	S	north	Eleven Mile	Novi Middle School	Beck	3,700
56	21	P	south	Eleven Mile	Beck	Taft	1,700
2006-07 City of Novi Total							5,400

¹ Segments completed by the City of Novi only, not including developer completed segments

Legend S= 6 ft. sidewalk P= 8 ft. pathway C=crossing RT=regional/recreational trail

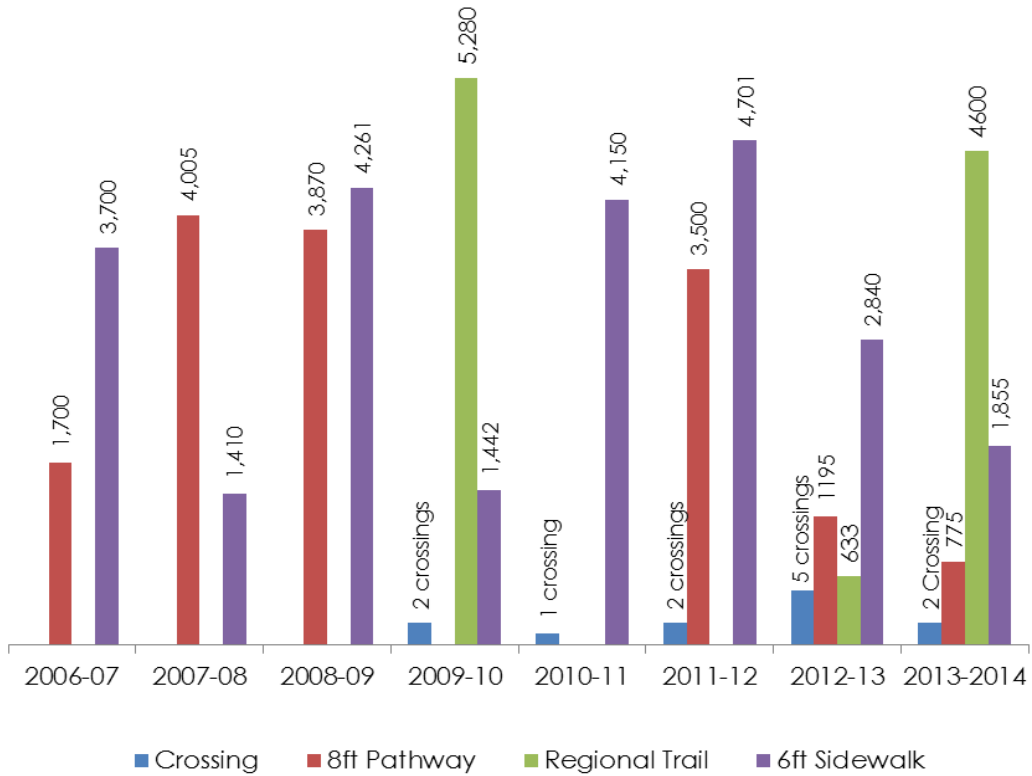


Figure 2: 2006 – 2014- Completed Non-Motorized Improvements by City of Novi by Type in ft
(Segments completed by the City of Novi only, not including developer completed segments)

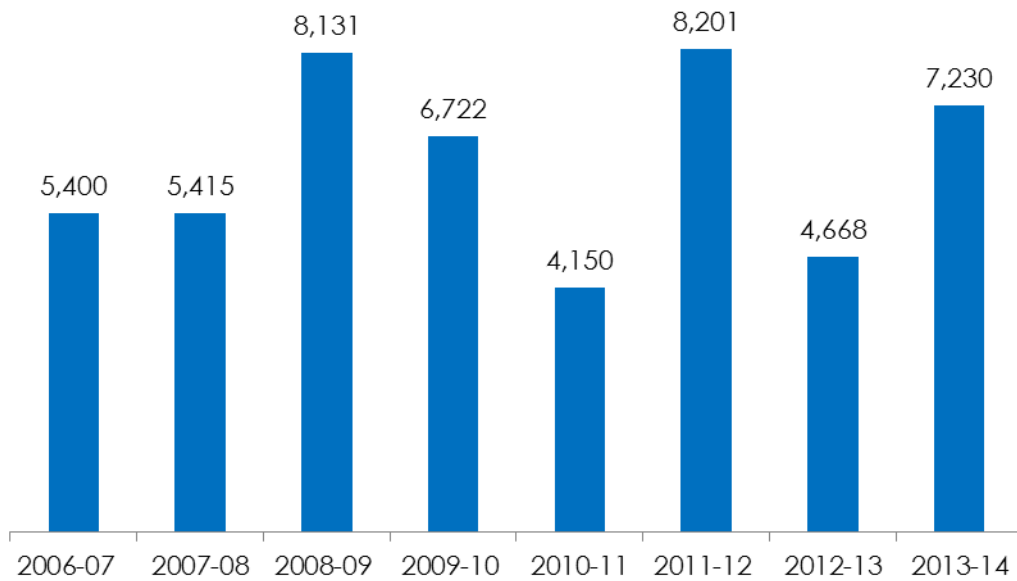


Figure 3: 2006-2014- Completed Non-Motorized Improvements by City of Novi in ft
(Segments completed by the City of Novi only, not including developer completed segments)

Walking Club Challenge Flyer for City Departments

health happens here



Walking Club Challenge: May 6-June 28

- Departments compete as a group
- Log minutes on walking club slips (available on eWeb)
- Submit to Jackie Smale in HR
- Weekly department winners announced in Peek at the Week
- Overall winning department will receive a catered healthy lunch
- Walk before, during or after work
- Also counts as one activity for wellness challenge
- Great way to get active and work together!



City of Novi Employee Wellness Challenge

The City of Novi is dedicated to your well-being! It is our goal to provide you with opportunities and incentives to increase your overall health and wellness.

We have developed a five month program "Health Happens Here" to help you achieve your wellness goals. We are excited to provide several tools, programs and incentives to increase your work/life balance.

For more information, please contact Jackie Smale at x591, or check out the eWeb (Human Resources/Monthly Wellness).

Engineering Update

Active Non-Motorized Project Portfolio for
Engineering Division

ACTIVE NON-MOTORIZED PROJECT PORTFOLIO FOR ENGINEERING DIVISION

Project Description	FY14-15		FY15-16				FY16-17	
	2015 Jan-Mar Q3	2015 Apr-June Q4	2015 July-Sept Q1	2015 Oct-Dec Q2	2016 Jan-Mar Q3	2016 Apr-June Q4	2016 July-Sept Q1	2016 Oct-Dec Q2
FY12-13 PROJECTS								
Providence Pathway	ROW	ROW	DESIGN	DESIGN	BID	CONSTRUCT	CONSTRUCT	CONSTRUCT
FY13-14 PROJECTS								
Segment NC1- East Lake to Hickory Woods	DESIGN	ROW	CONSTRUCT	CONSTRUCT				
Beck Road at Cheltenham mid-block crossing	DESIGN	BID	CONSTRUCT	CONSTRUCT				
FY14-15 PROJECTS								
Greenway Development (ITC Corridor) Phase 1A)	DESIGN	DESIGN	BID	CONSTRUCT	CONSTRUCT	CONSTRUCT		
2015 Pathways (Includes Segment 89 Novi Road Lidstrom to Ten Mile, Segment 76 Grand River at Seeley, Segment 145 10 Mile, and ADA Compliance	DESIGN	BID	CONSTRUCT	CONSTRUCT				
11 Mile Road Pathways (Town Center to Meadowbrook)	DESIGN	BID	CONSTRUCT	CONSTRUCT				
Eight Mile Pathway (Beck to Garfield)	DESIGN	BID	CONSTRUCT	CONSTRUCT				
FY15-16 PROJECTS								
14 Mile Segment Haverhill to Maples		DESIGN	DESIGN	CONSTRUCT	CONSTRUCT	CONSTRUCT		
2016 Sidewalk Program (Taft Road/Jacob X-ing, Segment 10 Beck Road, Segment 1B 14 Mile Rd.. ADA Compliance)			DESIGN	DESIGN	DESIGN	BID	CONSTRUCT	CONSTRUCT
Segment 9 Pontiac Trail				DESIGN	DESIGN	ROW	ROW	ROW

Current schedule as of 6/9/15

Parks and Recreation Update

Regional Trail Collaboration Meetings Update

PARKS AND RECREATION DIVISION

PROPOSED MAYBURY STATE PARK TRAIL CONNECTIONS

LEGEND

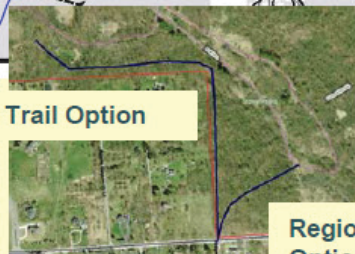
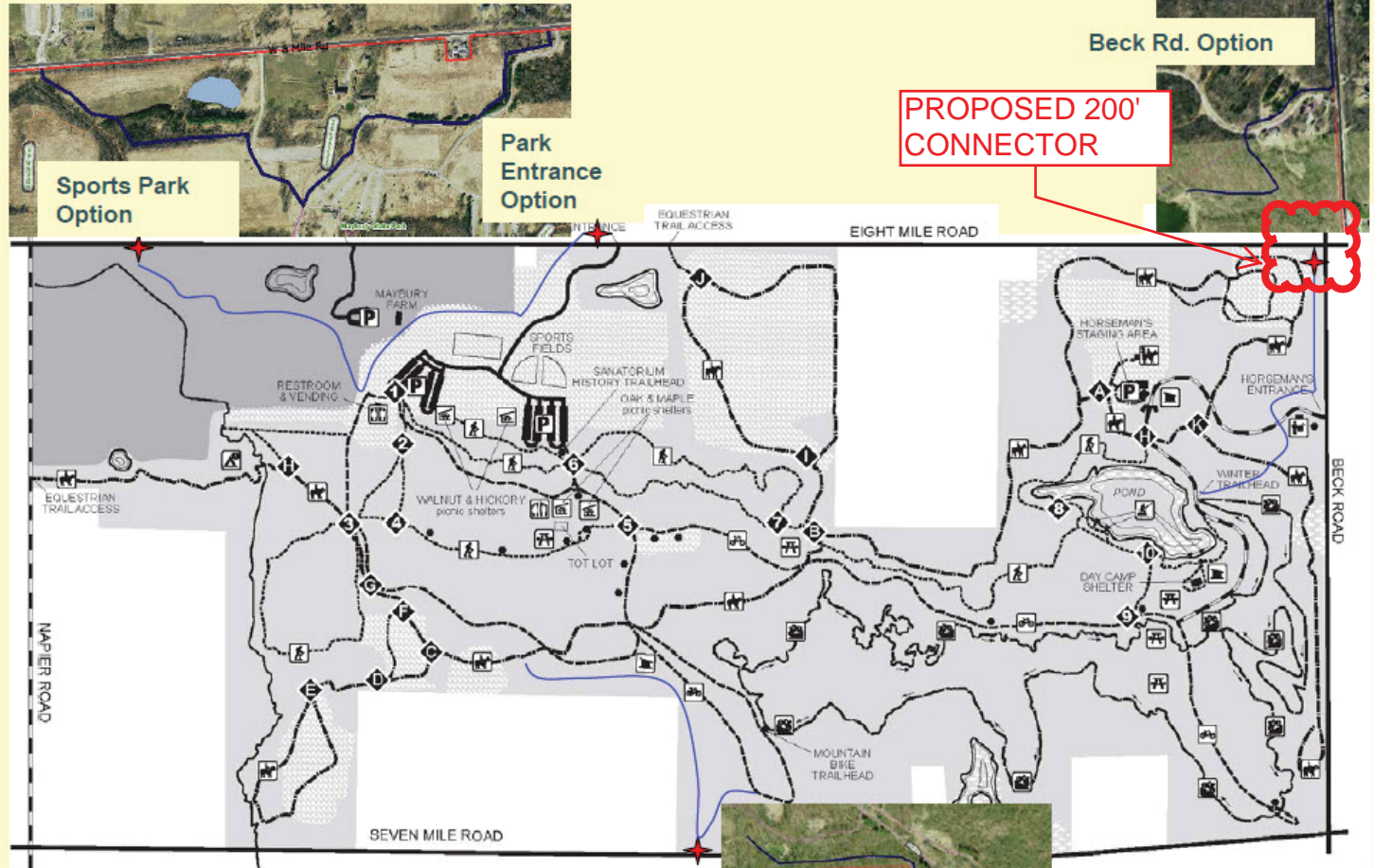
- PAVED ROAD
- - - GRAVEL ROAD
- - - HIKING TRAIL
- - - PAVED BIKE TRAIL
- - - MOUNTAIN BIKE TRAIL
- - - EQUESTRIAN TRAIL
- ▭ STATE PARK LAND
- ▭ LEASED FARM LAND
- ▭ WATER / WETLANDS
- ▭ OPEN FIELD / PASTURE
- Ⓜ PARK HEADQUARTERS
- Ⓟ PARKING
- Ⓜ MODERN RESTROOM
- Ⓜ VAULT TOILET
- Ⓜ PICNIC AREA
- Ⓜ PICNIC SHELTER
- Ⓜ RIDING STABLE
- Ⓜ GROUP USE AREA
- Ⓜ FISHING PIER
- SANATORIUM HISTORY MARKER



Not to Scale



11/27/12



Regional Trail Option

Figure 7: Non-Motorized Transportation Routes and Connections

