



**WALKABLE NOVI COMMITTEE  
AGENDA  
July 12, 2018 at 6:00 p.m.  
Novi Civic Center  
Mayors Conference Room  
45175 W. Ten Mile, Novi, MI 48375  
(248) 347-0475**

**Members:** Tony Anthony, John Avdoulos, Dave Staudt, Andrew Mutch, Paulina Muzzin, and Shelley Thomopoulos

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

**ROLL CALL**

**APPROVAL OF AGENDA**

**AUDIENCE PARTICIPATION**

**MATTERS FOR DISCUSSION**

- a. Non-Motorized Master Plan: Seven Year Implementation Status (2018)
- b. 04-19-18 WNC meeting minutes approval

**STAFF UPDATES**

1. Planning Update
  - a. Committees input for Tier 1 and Tier 2 categories for 2018-19 Annual Non-Motorized Prioritization Update
2. Parks, Recreation and Cultural Services Update
  - a. ITC Trail Update
3. Engineering Update
  - a. Active Non-Motorized Project Portfolio for Engineering Division

**COMMUNICATIONS**

**ADJOURN**

**MATTERS FOR DISCUSSION**

Non-Motorized Master Plan: Seven Year Implementation Status  
(2018)



## MEMORANDUM(DRAFT)

**TO:** WALKABLE NOVI COMMITTEE  
**FROM:** SRI KOMARAGIRI, PLANNER  
**SUBJECT:** NON-MOTORIZED MASTER PLAN: SEVEN YEAR IMPLEMENTATION STATUS  
**DATE:** JULY 12, 2018

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On February 28, 2011, the Novi City Council adopted the *City of Novi Non-Motorized Master Plan 2011*. This 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 the Plan was adopted seven years ago, 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.

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
- 5. ADA Compliance**
- 6. Safe Routes to Schools**
- 7. Bicycle Parking**
- 8. Maintenance of Non-motorized Facilities**
- 9. 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.

With this memo, staff has included some additional maps to help understand the context of the connectors and pathways

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

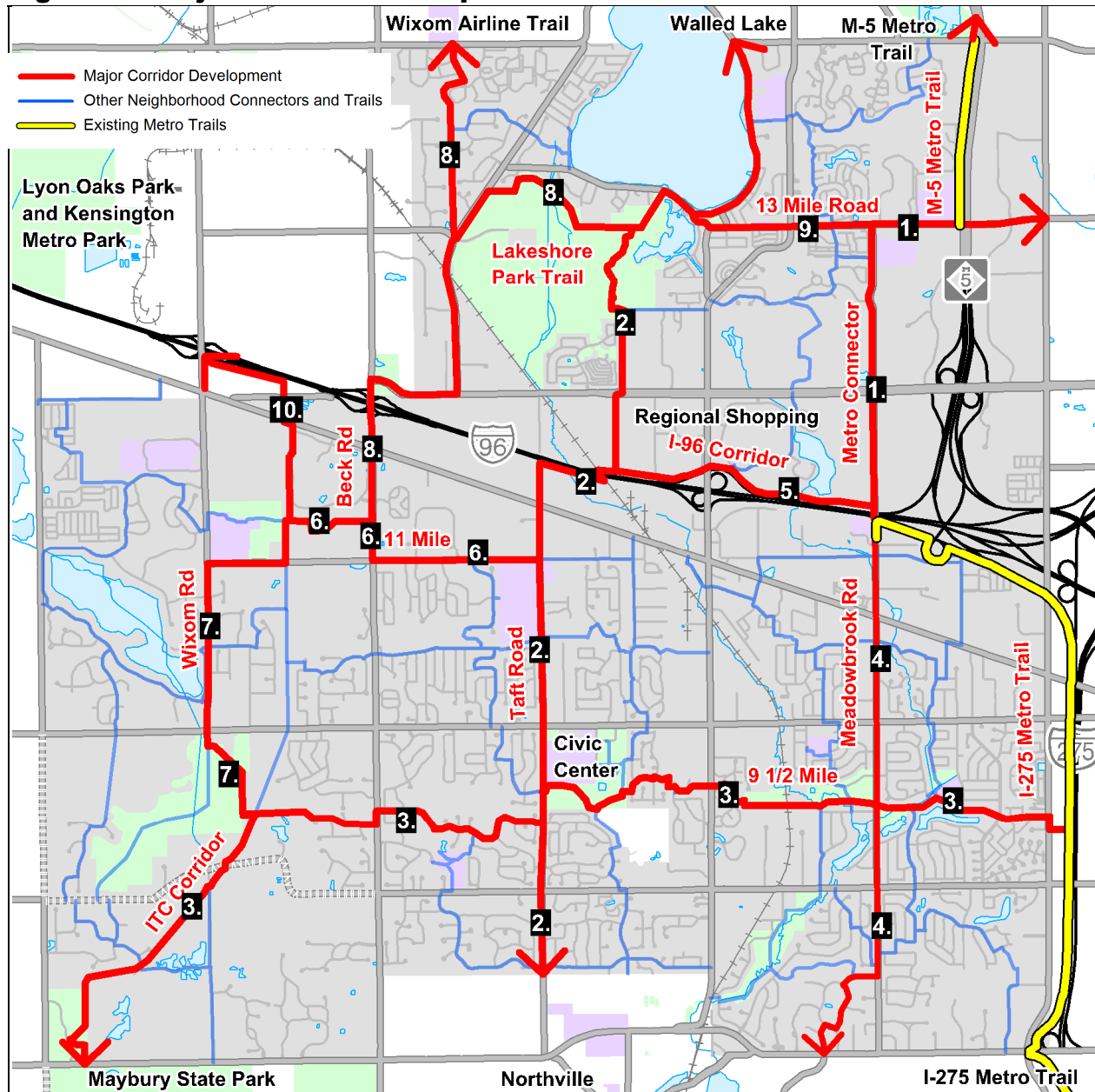
**Acknowledgements**

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

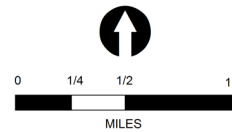
More information on the Non-Motorized Master Plan can be found at

<http://www.cityofnovi.org/Community/Ride-and-Walk-Novis.aspx#NonMotorizedMasterPlan>

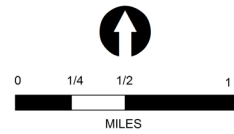
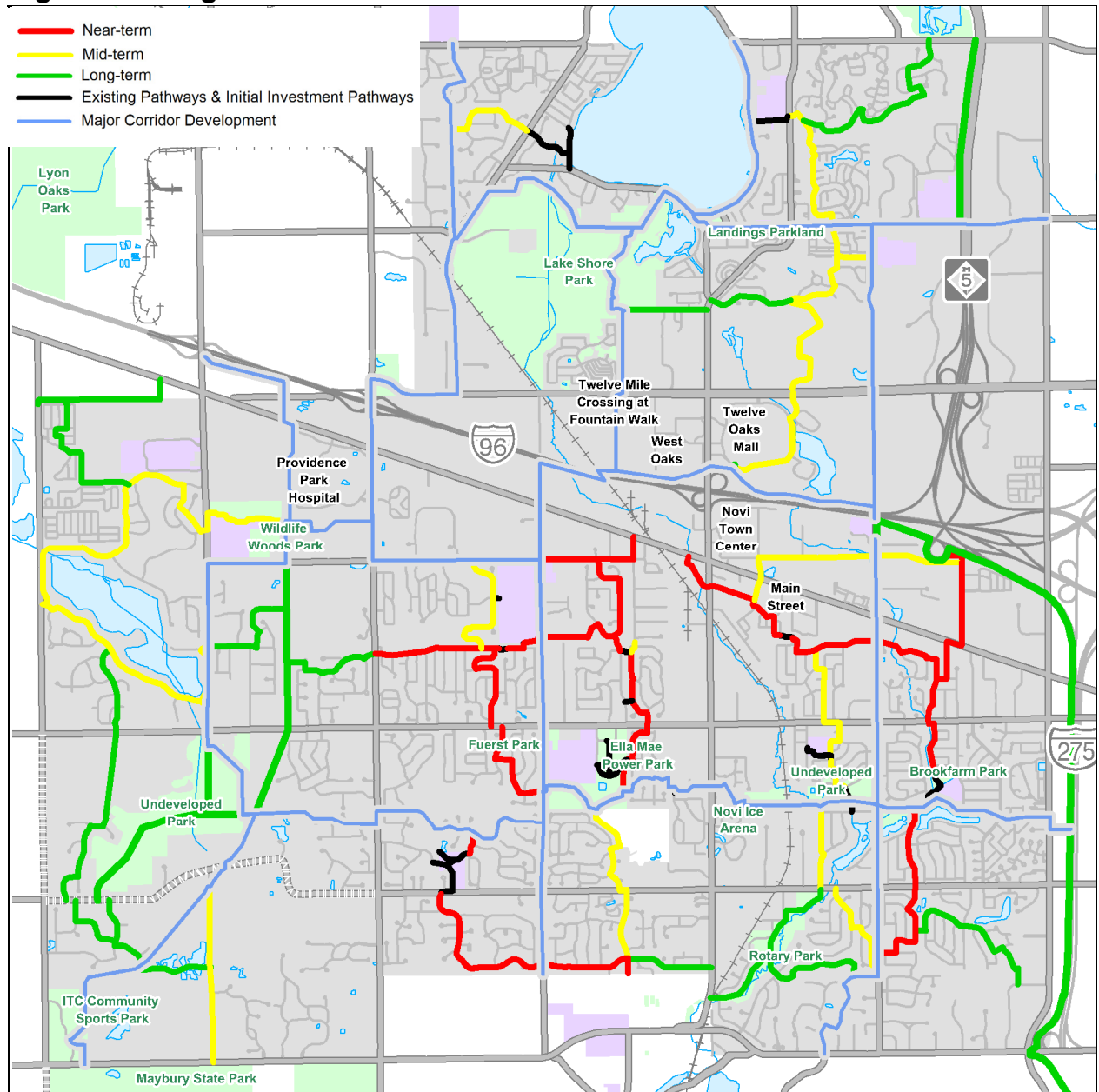
**Fig. 3.2C. Major Corridor Development**



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  
2017-18: Seven Year Implementation Status

Implementation Strategy

Progress

Comments

1. Infrastructure

a. Initial Investments *(Segments that ranked in Top 20 in 2017-18 Annual Non-Motorized prioritization update)*

i. Complete Sidewalk Gaps

Refer to the

- Table 3.1: 2017-18 Top 20 Priority Pathway and Sidewalk Segments
- Table 3.2: 2017-18 Selected Priority Pathway and Sidewalk Segments: deferred until private development occurs. All deferred segments currently do not have a assigned CIP year
- Map 2: 2017-18 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-MotorizedPrioritizationUpdate2017-2018.aspx>



Segment # 4064: Regional pathway connecting the ITC trail at ITC Community sports park to Eight Mile road, currently under construction

**TABLE 3.1: 2017-18 Top 20 Priority Pathway and Sidewalk Segments excluding 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	81B	23	P	south	Ten Mile	Willowbrook	Haggerty	3	2,750	23-24
3	120a	36	S	west	Haggerty	Eight Mile	N of Orchard Hill	2	1,390	18-19
4	81A	25	P	south	Ten Mile	Meadowbrook	Willowbrook	1	2,530	23-24
5	39	17	P	west	Beck	Eleven Mile	Providence	1	767	18-19
6	62	22	S	north	Ten Mile	Eaton Center	Churchill Crossing	1	400	21-22
7	84B	25	S	east	Meadowbrook	Nine Mile	Chattman	1	2,050	23-24
7	93B	27	S	north	Nine Mile	Plaissance	Taft	2	650	23-24
9	119A	36	S	east	Meadowbrook	Nine Mile	Singh Blvd	1	1,300	21-22
10	25	13	S	west	Haggerty	Twelve Mile	section line	2	4,300	23-24
11	82B	25	S	west	Haggerty	Pavilion Ct Apartments	Nine Mile	1	492	
12	70	23	P	west	Meadowbrook	Eleven Mile	Gateway Village	3	900	18-19
12	119c	36	S	east	Meadowbrook	Eight Mile	N of Llewelyn	1	1,200	21-22
14	119b	36	S	east	Meadowbrook	Singh Blvd	N of Llewelyn	1	1,300	21-22
17	120b	36	S	west	Haggerty	Orchard Hill	High Pointe	1	375	18-19
18	90	26	P	south	Ten Mile	Novi Rd.	Maly Dental	1	2,319	23-24
19	84A	25	S	east	Meadowbrook	Ten Mile	Chattman	1	2,350	23-24
20	120c	36	S	west	Haggerty	High Pointe	Nine Mile	1	600	18-19
21	66	23	P	south	Grand River	Sixth Gate	Main Street	2	312	18-19
22	79	24	S	east	Meadowbrook	Ten Mile	Grand River	3	2,000	
23	64	22	S	east	Taft	Ten Mile	Eleven Mile	2	3,840	23-24
Total Linear Feet									<b>37,294</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

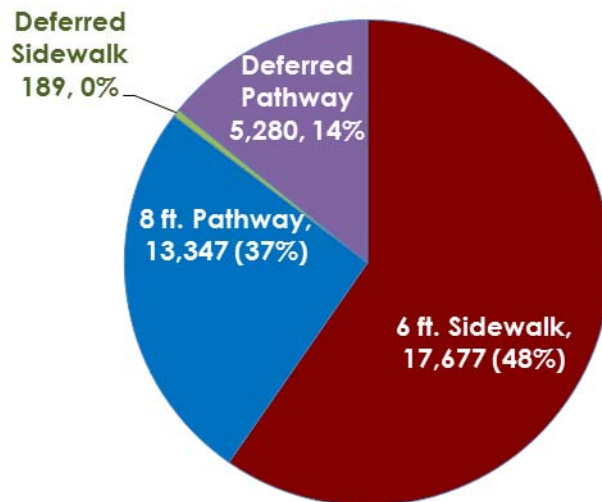


**TABLE 3.2: 2017-18 Selected Priority Pathway and Sidewalk Segments: deferred until private development occurs**

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	Notes
1	80B	24	S	north	Ten Mile	Meadowbrook	Willowbrook Estates	1	189	
15	121A	36	P	south	Nine Mile	Meadowbrook	Sunrise	1	2,900	Previous City Council Action
15	121B	36	P	south	Nine Mile	Sunrise	Haggerty	1	2,380	
									<b>5,469</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 (400 ft. or less)
- CIP Budget Year



**Figure 3.1: Total Length of 2017-2018 Priority segments per Sidewalks and Pathways**  
*(Segments to be completed by the City of Novi only)*

Non-Motorized Master Plan 2017-18: Seven 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>Under Construction</b>	<b>Anticipated completion fall 2018</b>
4. Convert bike lanes on South Lake Dr. to pedestrian use & install Shared-use arrows on the street	<b>Study completed</b>	<b>Memo was submitted to City Council in October 2017.</b>
<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>\$393,030 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> <ul style="list-style-type: none"> <li>10 ft. pathway along Meadowbrook from I-275 trail to 12 Mile, including improved pedestrian crossings at 12 Mile &amp; Meadowbrook</li> </ul>
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	<b>Completed September 2017</b>	<ul style="list-style-type: none"> <li><b>12 foot Paved shoulders along Meadowbrook from I-96 to 12 Mile</b></li> </ul>

Non-Motorized Master Plan 2017-18: Seven Year Implementation Status		
Implementation Strategy	Progress	Comments
Meadowbrook between 11 & 12 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>Estimated Completion Fall 2018</b>	<ul style="list-style-type: none"> <li>Bike lanes from 8 ½ Mile to 9 Mile are completed</li> <li><b>Bike lanes along Taft, from 10 Mile to Grand River Avenue</b></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	<b>It is not part of Taft Road rehabilitation from 9 Mile to 10 Mile</b>
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	<b>It is not part of Taft Road rehabilitation from 9 Mile to 10 Mile</b>

Non-Motorized Master Plan 2017-18: Seven 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	<b>Construction of roadway in progress.</b>
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> <li>▪ <b>Non-motorized bridge over I-96 at Taft Road (CIP 2022-23 CIP; Project ID# 115-0002)</b></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)	<b>Ongoing; Tied with the Lakeshore Building project</b>	A 5-6 foot path is proposed to be built through Lakeshore park as part of Lakeshore Park Building project <b>(Project ID# PRC 031)</b>
q) Include wayfinding signage along	Unlikely	Bike routes are unlikely to be built

Non-Motorized Master Plan 2017-18: Seven Year Implementation Status		
Implementation Strategy	Progress	Comments
route to direct users: Cabaret & Dixon	(See item n above)	
<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> <b>Phase 1A: Completed 2016</b> <ul style="list-style-type: none"> <li>▪ Southern 1.5 miles of 10 ft. pathway</li> <li>▪ Community Sports Park Pathway Resurfacing</li> <li>▪ <b>Community Sports Park Trail</b></li> <li>▪ Phase 2, fka Phase 1B: 4.5 miles of 10 ft. pathway from 9 Mile to 11 Mile</li> </ul>
	Phase 2 <b>Estimated completion May 2019</b>	
i) 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 (Segment 73 &amp; 24) <b>Completed 2014</b></li> <li>▪ West side of Meadowbrook between 11 Mile &amp; Gateway</li> </ul>

Non-Motorized Master Plan 2017-18: Seven Year Implementation Status		
Implementation Strategy	Progress	Comments
		Village ( <i>Segment 70</i> ) CIP 2018-19; Project ID# 135-70 <ul style="list-style-type: none"> <li>East side of Meadowbrook between 8 Mile &amp; 9 Mile (<i>Segment 119</i>) CIP 2020-22; 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	<ul style="list-style-type: none"> <li>Non-motorized improvements along 11 Mile between Taft &amp; Beck as part of <i>11 Mile Rehabilitation (CIP 2020-21; Project ID# 082-30)</i></li> <li>Non-motorized improvements along 11 Mile between Beck &amp; Wixom as part of <i>11 Mile Rehabilitation (CIP 2022-23; Project ID# 132-26)</i></li> </ul>
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	To be determined	Engineering will initiate design efforts

Non-Motorized Master Plan 2017-18: Seven Year Implementation Status		
Implementation Strategy	Progress	Comments
Road in the near-term until the shoulders are paved and bike lanes can be included		<b>when the design proposal is submitted and approved to determine the feasibility of restriping</b>
d) Complete Sidewalk & Pathway Gaps along Beck	Ongoing	<ul style="list-style-type: none"> <li>West side of Beck between 11 Mile &amp; Bosco Property (<i>Segment 53</i>) <b>apart of a private development project</b></li> <li>West side of Beck between Providence &amp; 11 Mile (<i>Segment 39</i>) <b>CIP 2018-2019 Awaiting design proposal</b></li> </ul>
e) Provide Mid-block Crossings along Beck		
f) Obtain easements from Providence Park Hospital to construct pathway between Wixom & Beck Rds.	Ongoing	<p><b>Phase 3A: Completed 2013</b></p> <ul style="list-style-type: none"> <li>Completed as part of Medilodge development</li> </ul> <p><b>Phase 3B: Completed 2016</b></p> <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> <p><b>Wildlife Woods Trail (CIP 2023-24; Project ID#ENG003)</b></p> <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	<p><b>2013</b></p> <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	<p><b>2013</b></p> <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>

<b>Non-Motorized Master Plan 2017-18: Seven Year Implementation Status</b>		
<b>Implementation Strategy</b>	<b>Progress</b>	<b>Comments</b>
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
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 spring 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		Phase 3B continuing along St. John Providence Park Hospital's southern border from Medilodge Connector to Beck Road ( <b>Fall 2016 Completed</b> )
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		
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,		



Non-Motorized Master Plan 2017-18: Seven Year Implementation Status		
Implementation Strategy	Progress	Comments
Galway, Heatherbrae, Hickory Grove, Jaslyn, Joseph, Kerri, Main, Marks, Meridian, Moorsgate, Potomac, Ripple Creek, Riverview, Scarborough, Seeley, Simmons, Sullivan, Sussex, Thatcher, & Westmont		
<ul style="list-style-type: none"> <li>a) Build short connector pathways through existing ROW &amp; city owned property</li> <li>b) Provide wayfinding &amp; signage along near-term routes</li> <li>c) Implement traffic calming elements along near-term routes</li> <li>d) Implement road crossing improvements where near-term neighborhood connector routes cross a major road</li> </ul>	Ongoing	<p><b>2013</b></p> <p>Signs installed at Taft &amp; 10 Mile, Taft &amp; Emerald Forest, &amp; Beck &amp; Cider Mill</p>
<p><b>2. Mid-term Neighborhood Connectors</b></p> <p>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 &amp; Wolf</p>		
<ul style="list-style-type: none"> <li>a) Build short connector pathways through existing ROW &amp; city owned property</li> <li>b) Obtain easements to build short connector pathways through private owned property</li> <li>c) Provide wayfinding &amp; signage along mid-term routes</li> <li>d) Implement traffic calming elements along mid-term routes</li> <li>e) Implement road crossing improvements where mid-term neighborhood connector routes cross a major road</li> </ul>	Ongoing	
<p><b>3. Long-term Neighborhood Connectors</b></p> <p>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</p>		

Non-Motorized Master Plan 2017-18: Seven Year Implementation Status		
Implementation Strategy	Progress	Comments
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 trail	Ongoing	
<b>iii. Sidewalk Gaps</b>		
1. Sidewalk gaps not addressed by previous recommendations should be put into the Sidewalk & Pathway Prioritization Analysis & Process to determine when they should be implemented.  <u><b>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.</b></u>	Annually, Walkable Novi Committee conducts Non-Motorized Prioritization	<a href="#">Refer to Table 2.1 attached to the memo</a>
<b>iv. Construction Integration</b>		
1. Add bike lanes along arterial & collector roads that were not addressed in the previous tasks, many of the roads have potential to add a paved shoulder to obtain bike lanes, however, due to the fluctuation in the number of lanes at intersections & curbs that occur in numerous places along the roadway a simple paving of the shoulder may not be as simple as it seems & it may be more feasible to	Ongoing	<b>2013</b> <ul style="list-style-type: none"> <li>▪ Bike lanes along 8 Mile between Beck &amp; Napier</li> </ul> <b>2014</b> <ul style="list-style-type: none"> <li>▪ Bike lanes integrated with the Town Center Drive Reconstruction between Grand River and 11 Mile.</li> </ul>

<b>Non-Motorized Master Plan 2017-18: Seven Year Implementation Status</b>		
<b>Implementation Strategy</b>	<b>Progress</b>	<b>Comments</b>
wait until the road is reconstructed to pave the shoulders & add bike lanes		
2. Meadowbrook between 10 Mile & 8 Mile may be the best candidate to attempt a near-term bike lane conversion by paving the shoulder & narrowing the traffic lanes & improving the subdivision entrances similar to Taft		
3. Novi Rd. between 13 Mile & 14 Mile may be a candidate for a near-term bike lane by converting it to a 3 lane road with a median where there are no turning movements		
4. Add sidewalks & bike lanes to Novi Rd./I-96 interchange	Design 2018-19 CIP Construct 2019-20 CIP	Sidewalk along west side from Crescent Blvd to West Oaks (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.
<b>2. Policy Recommendations</b>		
<b>a. Complete Streets</b>		
1. Adopt the Non-motorized Transportation Plan	Completed 2011	<b>Staff is currently planning on an update to the approved Non-motorized Transportation Plan</b>
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	

<b>Non-Motorized Master Plan 2017-18: Seven Year Implementation Status</b>		
<b>Implementation Strategy</b>	<b>Progress</b>	<b>Comments</b>
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 Streets policy recommendations
7. Establish performance measures		
8. Begin data collection		
9. Build a reference library of current best practices		
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	<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  <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.
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	Completed 2011	As part of the ADA Transition Plan,

Non-Motorized Master Plan 2017-18: Seven Year Implementation Status		
Implementation Strategy	Progress	Comments
barriers		Giffels-Webster inventoried curb ramp conditions throughout the City
6. Have made substantial progress in removing barriers in the most highly traveled corridors	Ongoing	<p><b>2016</b></p> <ul style="list-style-type: none"> <li>▪ Grand River/Beck Road</li> <li>▪ Karim Blvd/Ten Mile Road</li> <li>▪ Karim Blvd/Grand River</li> <li>▪ Police Department Entrance (Ten Mile)</li> <li>▪ Multiple locations in Dunbarton Pines</li> <li>▪ Multiple locations in Meadowbrook Glens</li> <li>▪ Multiple locations along Nine Mile Road from Meadowbrook Road to Novi Road</li> <li>▪ Multiple locations along Novi Road from 12 Mile Road to 13 Mile Road</li> </ul>
<b>c. Safe Routes to Schools</b>		
1. Develop maintenance standards as well as fix defects & gaps in public sidewalk system adjoining school sites	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>
2. Consider the safest routes to school for children when adjusting school boundaries		
3. Develop a cost-share policy for the construction & maintenance on pathways that are part of the City's Non-motorized System & traverse school property		
4. Develop a strategic implementation plan for pathways & trails that are part of the City's Non-motorized System that traverse school property		
5. Continue to enhance a system of accountability for responding to & correcting safety concerns along routes to school & other problems identified through these programs		
6. Continue to promote & initiate with the school system & parents Walk-to-School Day events, "walking school bus" programs, "Safe Routes to School" programs, & walkability audits in conjunction with the state-wide program		

<b>Non-Motorized Master Plan 2017-18: Seven Year Implementation Status</b>		
<b>Implementation Strategy</b>	<b>Progress</b>	<b>Comments</b>
7. Perform formal evaluations of how pedestrians & bicyclists are accommodated to all school grounds & prepare action plans to address deficiencies		
8. Encourage walking & bicycling to school as a part of the physical education & well-being of the students		
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</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		

<b>Non-Motorized Master Plan 2017-18: Seven Year Implementation Status</b>		
<b>Implementation Strategy</b>	<b>Progress</b>	<b>Comments</b>
4. Establish a dedicated website form for non-motorized service requests		Association is responsible for common sidewalks within the subdivision. <ul style="list-style-type: none"> <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 on the website</li> </ul>
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		
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 " <u>Ride and Walk Novi</u> " 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>		

<b>Non-Motorized Master Plan 2017-18: Seven Year Implementation Status</b>		
<b>Implementation Strategy</b>	<b>Progress</b>	<b>Comments</b>
1. Establish a committee to update the City code based on the recommendations within this report	Ongoing	DPS and Planning Staff
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 April 2018</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 &	Ongoing	<b>Until 2014</b> ▪ As part of City's Facebook & Twitter



Non-Motorized Master Plan 2017-18: Seven Year Implementation Status		
Implementation Strategy	Progress	Comments
education effort		<ul style="list-style-type: none"> <li>accounts</li> <li>A bicycle safety video was added to the City's website</li> </ul> <b>2014</b> <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> <b>Annually</b> <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		

<b>Non-Motorized Master Plan 2017-18: Seven Year Implementation Status</b>		
<b>Implementation Strategy</b>	<b>Progress</b>	<b>Comments</b>
4. "Ticket" children who are wearing bicycling helmets		
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

**TABLE 2.1: 2016-2017 Completed Non-Motorized Improvements (or under construction at time of report)**

		Constructed in 2017 (scheduled for construction with last year's update)			Scheduled for construction for year 2018 or under construction currently		
Segment Item #	Section #	Type	Side of Street/ Other	Location	From	To	Segment Length (ft.)
<b>Sidewalks built or under construction by the City</b>							
5037	21, 22	Mid block crossing			Along <b>Taft Road</b> between south of Jacob/Taft Knolls		
4064	31	PR	ITC Sports Center Park		ITC to Eight Mile		3259
5	3	S	South	<b>Fourteen Mile</b>	Beach Walk	East Lake Drive	535
105 Part	31	P	North	<b>Eight Mile</b>	Garfield	Napier	5,200
10	4	S	east	<b>Beck</b>	K&S Plaza		180
<b>2016-17 City of Novi Total</b>							<b>9,174</b>

**Sidewalks built or under construction by Private Developers**

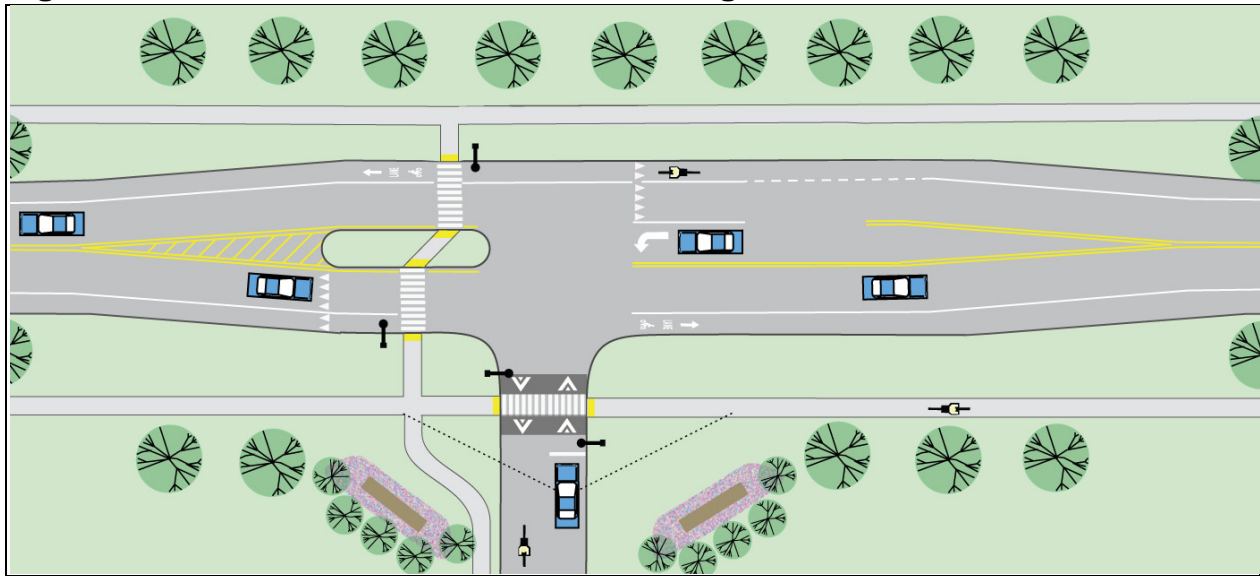
Part 90	26	P	south	<b>Ten Mile</b>	Maly Dental (east of Novi)		181
Part 67	23	P	south	<b>Grand River</b>	Huntley Manor (west of Meadowbrook)		1033
Part 31	15	S	south	<b>Twelve Mile</b>	Hino Motors (west of Taft Road)		488
Part 170	4	S	north	<b>West</b>	American Interiors (east of Hudson Drive)		170
Part 150	17	S	north	<b>Grand River</b>	Godard (west of Beck Road)		263
97C	29	P	West	<b>Beck</b>	Valencia South		385
122D?	16	P	East	<b>Beck</b>	Citygate Marketplace		143
39	17	P	west	<b>Beck</b>	Everbrook Learning Care		333
110A Part	32	P	west	<b>Beck</b>	Dunhill		930
Part 93A	27	S	north	<b>Nine Mile</b>	Montebello		1380
20	12	S	west	<b>Haggerty</b>	Autoneum		330
30part	14	P	west	<b>Meadowbrook</b>	ATI Headquarters		850
<b>2016-17 Development Total</b>							<b>6,486</b>

**TABLE 2.2: Segments budgeted for construction for year 2018**

(Not included in the graph or statistics for this update)

9a	4	S	South	<b>Pontiac Trail</b>	Wedgewood	West Park	2,560
9B	4	S	South	<b>Pontiac Trail</b>	Beck Road	Wedgewood	2,440
4004	20, 29	PR	<b>ITC Corridor Trail Phase 1B</b>		Nine Mile	Eleven Mile	8101
5038	4	Mid block crossing			Pontiac Trail & Geisler Middle School		
<b>Segments budgeted for construction for year 2018 Total</b>							<b>13,101</b>

**Fig. 5.47AA. Subdivision T-Intersection Design Guidelines**



**Description**

This type of intersection treatment is used to provide a pedestrian crossing where a subdivision intersects with a major.

**Key Elements:**

- Restrict subdivision entrance and exit lanes to one 11’ wide lane in each directions
- Where visibility is restricted, provide speed table crosswalks on subdivision entrances
- Construct sidewalk and pathway ramps such that they provide a smooth transition for bicyclists
- Provide lighting at crosswalks that illuminates the side of the pedestrian or bicyclist facing on-coming traffic

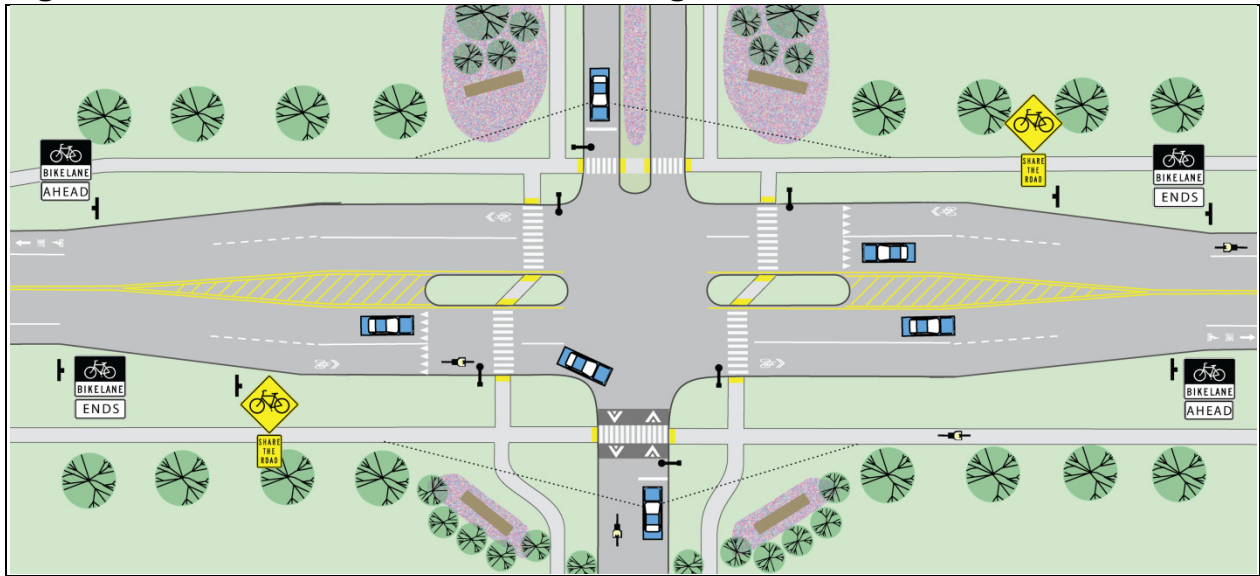
**Applications**

Where a local road or subdivision entrance intersect with a collector or arterial road.

**Example**



**Fig. 5.4AB. Subdivision Intersection Design Guidelines**



**Description**

This type of intersection treatment is used to provide pedestrian crossings between two subdivisions as well as provide traffic calming on long-stretches of roadways between signals.

**Key Elements:**

- Narrow the lanes in the existing right-of-way to add a crossing island.
- Where visibility is restricted, provide speed table crosswalks on subdivision entrances
- Construct sidewalk and pathway ramps such that they provide a smooth transition for bicyclists
- Provide lighting at crosswalks that illuminates the side of the pedestrian or bicyclist facing on-coming traffic

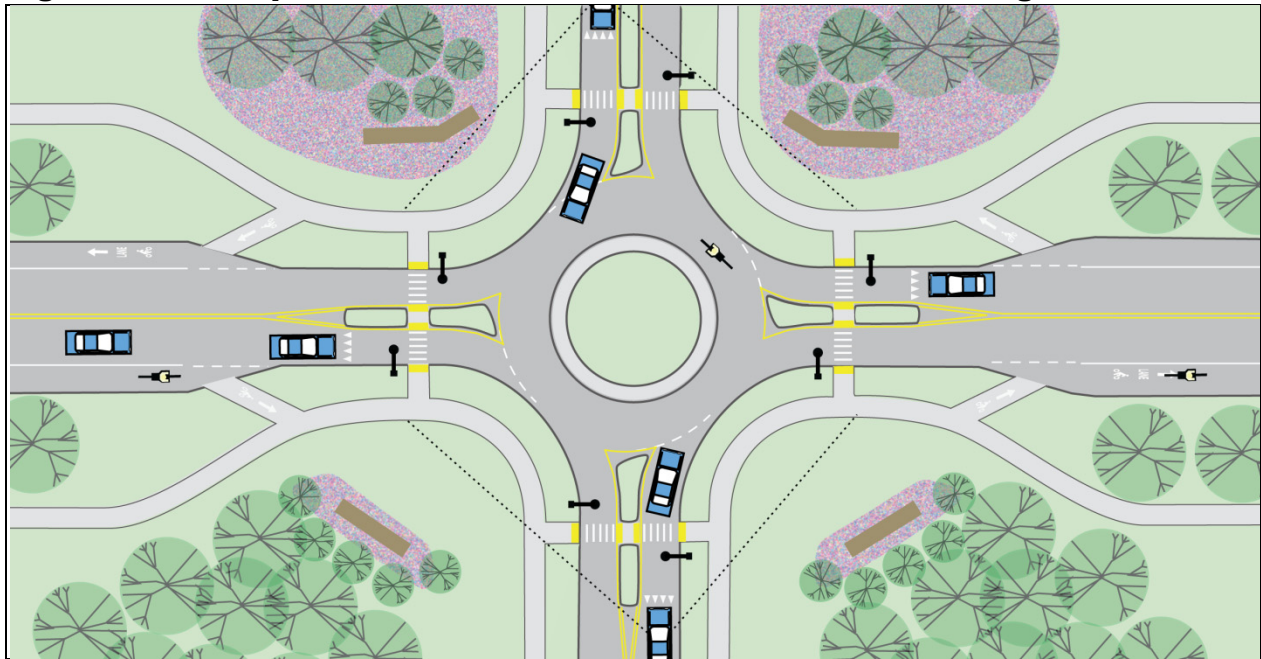
**Applications**

Where two subdivision entrances intersect with arterial and collector roads on opposite side.

**Example**



**Fig. 5.7AC. Compact Roundabout at Subdivision Entrance Design Guidelines**



**Description**

A compact roundabout is used to provide pedestrian crossings between two subdivisions as well as provide traffic calming on long-stretches of roadways between signals.

**Key Elements:**

- Provide vegetated buffer between sidewalk and circular.
- Restrict entrance and exit lanes to one 11’ wide lane
- Set back crosswalk one car length from circular
- Construct sidewalk and pathway ramps such that they provide a smooth transition for bicyclists
- Provide lighting at crosswalks that illuminates the side of the pedestrian or bicyclist facing on-coming traffic

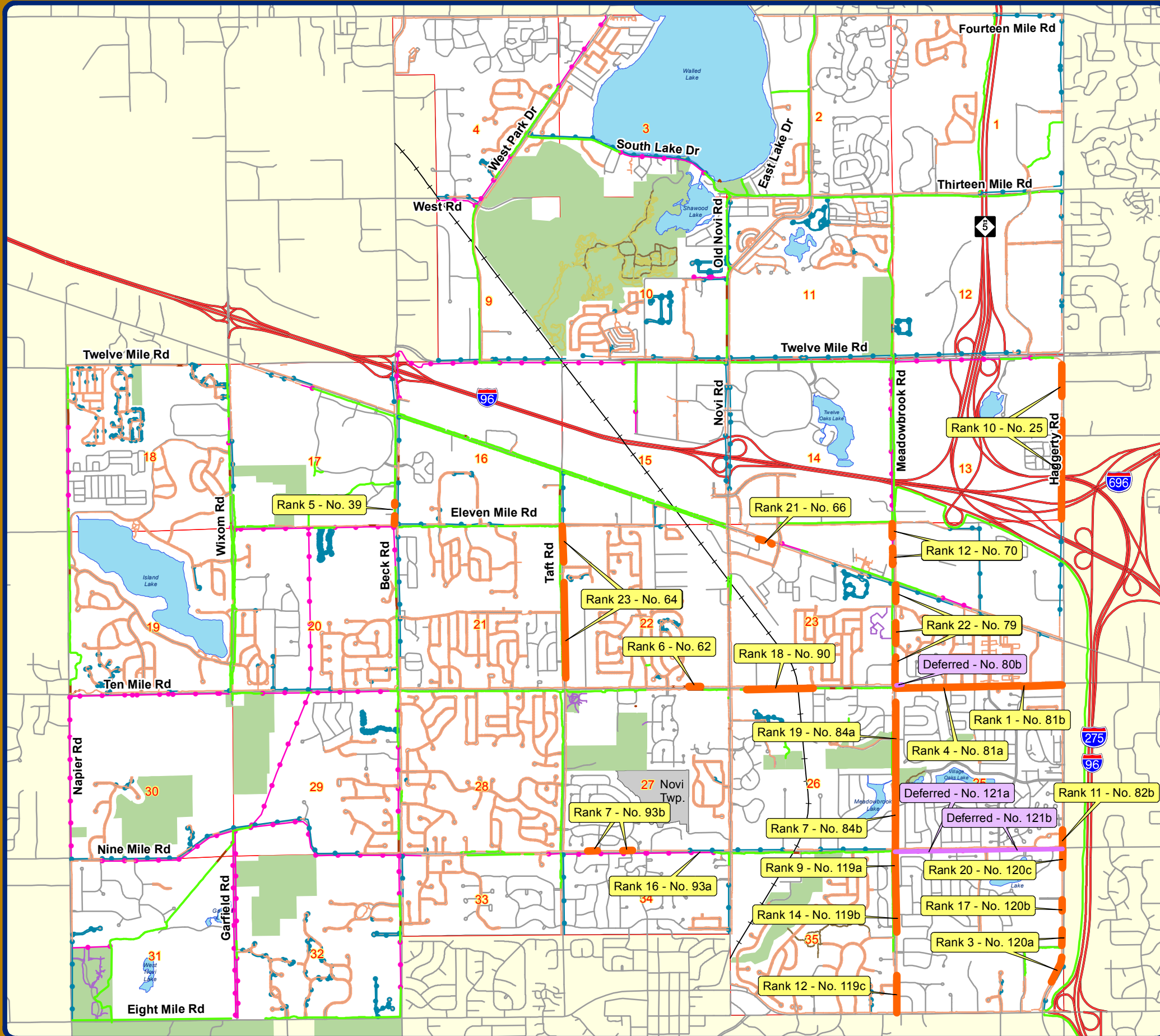
**Applications**

Where two subdivision entrances intersect with arterial and collector roads on opposite side and there are significant turning movements from the subdivision entrance. Generally implemented as a four to three lane conversion, in instances such as Fig.5.6B.

**Example**



# Map 2: 2017-2018 Top 20 Priority Pathway and Sidewalk Segments



## Annual Non-Motorized Prioritization: 2017-2018 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

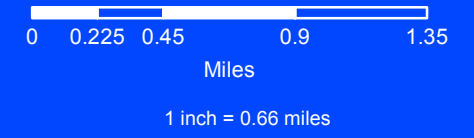
### Existing Off Road Paths & Trails

- 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: Keri Blough  
 Date: September 19, 2017  
 Project: 2017 Non-Motorized Update  
 Version #: 3.0



#### 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.



**MATTERS FOR DISCUSSION**  
04-19-18 WNC meeting minutes approval





**WALKABLE NOVI COMMITTEE  
DISCUSSION NOTES  
April 19, 2018 at 6:00 p.m.  
Novi Civic Center  
Council Conference Room  
45175 W. Ten Mile, Novi, MI 48375  
(248) 347-0475**

**CALL TO ORDER**

Meeting called to order at 6:06 p.m.

**INTRODUCTION OF NEW MEMBERS**

Tony Anthony and Paulina Muzzin are new members. Dave Staudt and Andrew Mutch have been on the committee in the past but have rejoined this year. John Avdoulos and Shelley Thomopoulos are returning members.

**ROLL CALL**

Present: Dave Staudt, Andrew Mutch, Paulina Muzzin, Shelley Thomopoulos  
Absent: Tony Anthony, John Avdoulos  
Staff Present: Sri Komaragiri, Planner;  
Jeff Muck, Director of Parks, Recreation and Cultural Services;  
Jeff Herczeg, Director of Public Services;  
George Melistas, Engineering Senior Manager and Traffic Engineer;  
Hannah Smith, Planning Assistant

**APPROVAL OF AGENDA**

Member Mutch made the motion to approve the agenda. Member Muzzin seconded and it was approved 4-0.

**AUDIENCE PARTICIPATION**

There was no audience participation at the meeting.

**MATTERS FOR DISCUSSION**

**1. Election of Chair and Vice Chair for the Committee**

Since the Committee has a new team this year, a Chair and Vice Chair needed to be chosen. Member Staudt moved to make Member Mutch the Chair, Member Muzzin seconded. *Motion passed 4-0.* Chair Mutch nominated Member Thomopoulos to be Vice Chair, Member Staudt seconded. *Motion passed 4-0.*

**2. Final Approval of City of Novi Annual Non-Motorized Prioritization 2017-18 Update**

Planner Komaragiri explained that the draft was presented to the Committee in September of last year, where it received tentative approval. Some changes were then made to the draft but the approval got delayed. Revisions include changes to Completed Non-Motorized Improvements figures and Segments Budgeted for Construction for 2018 figures. There were also changes in the ranking process of missing segment identification, including the larger segments being broken down into smaller ones and an added Tier 2 Criteria for the Top 20 segments to be reviewed against based on economic value to the City. These Top 20 segments go the CIP Committee to be included in the CIP budget, whose additional discussion since the last time this draft was presented has been incorporated

into this updated draft. The Top 20 segments consist of sidewalks, pathways, and some segments that are ranked high but have associated complications. There is an individual map of each of these 20 segments that identifies existing conditions.

- Chair Mutch asked about the highlighted sidewalk and boardwalk construction and the \$500,000 for for boardwalks at the City Council budget meeting where Council reviewed budget items. Engineering Senior Manager Melistas and Director of Public Services Herczeg explained that that involves boardwalks that need to be inspected or repaired and are planned to be fixed this year. Engineering will look at all of them and City consultants AECOM will put them in a ranking order to prioritize what boardwalks need to be fixed.
- Member Staudt inquired about some of the boardwalks that are built that seem to be in disrepair a few years later. Engineering Senior Manager Melistas explained that newer boardwalks will be built with helical piers that offer more reinforcement and that they are currently looking at different planking materials as well. A lot of the old boardwalks were built by developers without as much reinforcement.
- Vice Chair Thomopoulos noted that the Priorities in this draft compared to the September one haven't changed. Planner Komaragiri said the only thing changed is the CIP update, and Vice Chair Thomopoulos said it is great that we are being responsive about Segment 43 in the Top 20 for the CIP budget that a resident was concerned about.
- Member Muzzin asked about the segments that aren't on the ranking system. Planner Komaragiri explained that the whole list is an inventory to be used by Department of Public Services and Parks, Recreation and Cultural Services when making decisions about construction allocation. Chair Mutch added that City Council has the end power to decide what is done with construction dollars.
- **Vice Chair Thomopoulos moved to approve the City of Novi Non-Motorized Prioritization 2017-2018 Update. Member Muzzin seconded. Motion passed 4-0.**
- Member Staudt asked when the Committee should anticipate doing this approval process moving forward. Planner Komaragiri explained that the report was done and available at the time of City Council goal setting, but the final approval got delayed because of updates to tables and other scheduling conflicts.
- Engineering Senior Manager Melistas and Director of Public Services Herczeg gave a brief description of the Safe Routes to Schools program, which involves grants to make connections in non-motorized paths so that it is easier to get to schools.
- Chair Mutch asked after approving tonight, what is the timeline from here. Planner Komaragiri said that there will be an implementation update in June or July, and at that time the map will be updated and include sidewalks on the opposite side of the streets from identified segments. At this meeting, the Committee can revisit the Tier 1 and Tier 2 criteria. These will be used to prepare a draft by the September meeting so it can be approved well before the budget goal setting session.

### **3. Walkable Novi Meeting Schedule for 2018**

June 21 and July 19 are available dates for another meeting to bring forward discussion about the ranking system and criteria and to give the Committee an implementation update. Vice Chair Thomopoulos suggested holding this meeting in June. The scheduled next meetings are June 21, 2018 and September 20, 2018. Member Staudt made a motion to approve the Committee Meeting Schedule for 2018, seconded by Vice Chair Thomopoulos. *Motion passed 4-0.*

## **STAFF UPDATES**

### **1. Planning Update**

#### **a. City Council Goal Setting Session: Budget for Non-motorized infrastructure**

At the most recent City Council budget session, a total of \$1.5 million was determined to go towards completing missing sidewalk segments, including \$500,000 towards

boardwalk extension, repairs, and replacements. The CIP has a list of segments and other non-motorized items that are identified for this \$1.5 million. The Planning Commission held a public hearing on the draft budget in February and it was presented to the City Council on March 26, and was discussed at the Council budget session in April.

- Chair Mutch was concerned about the segments selected for this budget. He said the priority was to get connections to the ITC Trail, but that there is no sidewalk on Ten Mile proposed and that there are gaps in that area that if they were to be completed in the current year, then people could access the trail. He wondered if we should be addressing these segments even though some others were ranked higher priority.
- There was some discussion of segments to be completed on Beck Road. Engineering Senior Manager Melistas said Engineering wants to complete the piece south from Everbrook Academy. There will also be sidewalks with the funeral home on Beck, as it is part of the site plan.
- Chair Mutch said there will be questions for City Administration on the numbers of these different segments and that it will be brought back to City Council.
- Engineering Senior Manager Melistas pointed out that there are some challenges with Ten Mile, as it requires a large amount of boardwalks.
- Director of Public Services Herczeg noted that the only segment that is non-negotiable is Segment 17, because it is linked to a city drain project.

**b. SEMCOG region-wide bicycle and pedestrian count pilot program**

Planner Komaragiri explained that SEMCOG developed this program in response to the major investment in bike facilities that has happened recently in the region. SEMCOG identified 33 locations across all counties and calculated bike and pedestrian counts at those locations, most of which were gaps in the regional network of non-motorized transportation. One of these 33 was the I-275 Regional Trail Connection (Eight Mile and Haggerty) in Novi. They will be doing more in the next year and will start collecting counts in Novi in July. The Committee can make a recommendation of locations to SEMCOG if they want. SEMCOG also has a pool of money to match funds for local communities that want to conduct non-motorized development studies.

- Engineering Senior Manager Melistas asked about the guidelines for these programs. Planner Komaragiri said it is a pilot program, so there are not any specific guidelines yet.
- There was some discussion about an unfinished segment on Meadowbrook Road about if it should be on the list, even though ranked at the bottom, as an identified segment or if it should be removed from the list.

**c. Pedestrian and Bicycle Accidents: June 2017 to current**

Planner Komaragiri presented the number of accidents and injuries that happened from June 2017 to now.

- There were six accidents and injuries that occurred over the past nine months. These were mostly due to drivers not being respectful of pedestrians and riders.
- Chair Mutch asked if after these accidents, they are looking at things like the flow of how the stop signs are working. Engineering Senior Manager Melistas said yes.

**2. Parks, Recreation and Cultural Services Update**

**a. ITC Trail Update**

Director of Parks, Recreation and Cultural Services Muck said they are anticipating starting construction in July. They are in the last phases of discussion with ITC on routing, as there are encroachments required because of DTE lines that some residents have legal leases with ITC but ITC will revoke these. They are expecting to hear back from ITC in about a week and will work hand-in-hand with them to get the message out to

residents. The project will go out to bid as soon as there is confirmation from ITC, to stay on track for the target of starting construction in July.

- Chair Mutch asked when the project is planned to be completed. Director of Parks, Recreation, and Cultural Services Muck said it is weather dependent and dependent on boardwalk construction. Engineering Senior Manager Melistas said the boardwalk construction may take less or more time, but the hopes are to have it done by the end of the year.
- Member Staudt asked if ITC will be using this trail for their own maintenance reasons. Chair Mutch said yes, he believes it is in the agreement.

### **3. Engineering Update**

#### **a. Active Non-Motorized Project Portfolio for Engineering Division**

Engineering Senior Manager Melistas said they are in talks for completion of this portfolio right now. Segment 43 by Catholic Central and the segment between Eleven Mile and Everbrook Academy on Beck Rd are going to be the focus for this year. They are in talks for some different segments to be projects for next year. The Grand River segment will be done when the Sixth Gate is reconstructed as part of Main St development.

- Member Staudt asked about the segment on South Lake Drive. If that segment is completed it will cut off feet of residents' yards there. Planner Komaragiri said the last Non-Motorized Plan recommended doing sidewalks there and it is ranked number 98 on the list, but we could reconsider it with current Non-motorized Master Plan update.
- Member Staudt said it's a dangerous area there. Engineering Senior Manager Melistas said the Right of Way is very narrow there but there is a lot built into it from residents living there.

### **COMMUNICATIONS**

There was one correspondence for the Committee. A resident contacted about a missing sidewalk segment on Napier Rd near Evergreen Estates.

- Chair Mutch asked when there is a situation like this, is this something that Engineering has to go through the whole engineering design process. Engineering Senior Manager Melistas said yes. Chair Mutch noted that it's a very wet area there but completing that would allow residents in those subdivisions to access the trail that way.
- Engineering Senior Manager Melistas said he wonders how long the gap is. The area there is very wet, which is probably why a developer hasn't done it.
- Chair Mutch said the goal is eventually to bring the ITC Trail over to Napier.

### **ADJOURN**

Meeting adjourned at 7:37 pm.

**PLANNING UPDATE**

Committees input for Tier 1 and Tier 2 categories for 2018-19 Annual Non-Motorized  
Prioritization Update

**TABLE 3.4: Tier and Tier 2 Categories**

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

**TIER 1 CATEGORIES**

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

**TRAFFIC SAFETY**

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

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

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

**ACCESS TO SCHOOLS**

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

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

**3**  
 4.5 = 1 school  
 9 = 2+ schools

**(# elem & intermediate schools w/in 1 mile )**  
 4.5 = 1 school  
 9 = 2+ schools

**(# middle & high schools w/in 2 miles)**  
 4.5 = 1 school  
 9 = 2+ schools

**(# private schools over 100 students w/in 2 miles)**  
 4.5 = 1 school  
 9 = 2+ schools

**ACCESS TO PARKS**

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

**ACCESS TO HOTELS**

**5**  
 # shopping areas w/in 1 mile)  
 3.5 = 1 Hotel; 7 = 2+ Hotels

**ACCESS TO SHOPPING**

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

**ACCESS TO PLACES OF WORSHIP**

**8**  
 (# places of worship w/in 1 mile)  
 3.5 = 1 places of worship; 7 = 2+ places of worship

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

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

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

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

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

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

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

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

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

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

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

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

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

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**PLANNING UPDATE**

SEMCOG Regional Update: '*New laws protect bikers and pedestrians*'



# SEMCOG | Regional Update

A Biweekly Publication of SEMCOG, the Southeast Michigan Council of Governments

## **New laws protect bikers and pedestrians**

Three bills were signed into law last month designed to reduce the number of traffic accidents involving bicyclists, pedestrians, and people riding motorcycles. Public Act 277 will require one hour of the driver's training curriculum be dedicated to instruction on how to share the road safely with vulnerable road users. Over the past five years, 40 percent of the traffic fatalities in Southeast Michigan were individuals in one of these three categories. The law is intended to have drivers learn strategies that will help avoid needless tragedies.

PA 279 and 280 create requirements on how drivers may pass individuals on bicycles. When passing a bicycle travelling in the same direction, the new law requires drivers to leave at least three feet between their vehicle and the bicycle whenever possible. Passing must always be done at a safe distance and speed. Vehicles may pass a bicycle in a no passing zone and cross the center line when it is safe to do so. Drivers are guilty of a civil infraction if they fail to follow the new law. The passing law goes into effect in late September, but the civil infraction penalties do not go into effect until next summer.

SEMCOG supported development of this legislation and served on the state bike safety legislative workgroup of the House Transportation and Infrastructure Committee that helped draft it. This legislation helps implement SEMCOG's [Southeast Michigan Traffic Safety Plan](#) and [Bicycle and Pedestrian Travel Plan for Southeast Michigan](#), both of which include policies and actions to improve safety for all road users. Additionally, these messages are part of SEMCOG's [Walk.Bike.Drive Safe](#) safety campaign.

Contact: [Bill Anderson](#), SEMCOG Executive Office.

## **STAFF NOTES:**

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Below are the links to the three new Public Acts. Excerpts from legislative analysis of the bill are provided following the link. Please click on the link to get more details.

- 1. Changes in the driver's education curriculum**  
<http://legislature.mi.gov/doc.aspx?2017-HB-4198>

*The bill would amend the Driver Education Provider and Instructor Act to do the following:*

- *Require segment one driver education classroom instruction to include at least one hour of information concerning the laws pertaining to bicycles, motorcycles, and other vulnerable roadway users.*
- *Require the laws pertaining to awareness of bicycles, motorcycles, and other vulnerable roadway users to be incorporated into other subject areas of the curriculum where appropriate.*

- Specify that the proposed requirements would apply to both the model curriculum prescribed by the Secretary of State (SOS) and an alternative curriculum approved by the SOS.
- Allow the information concerning the laws pertaining to bicycles, motorcycles, and other vulnerable roadway users to be incorporated into the segment one curriculum or the segment two classroom course.

**2. Creating the penalty provision**

<http://legislature.mi.gov/doc.aspx?2017-HB-4705>

*The bill would amend the Driver Education Provider and Instructor Act to require a Segment 1 curriculum to include classroom instruction concerning the actions a driver should take during a traffic stop. The Act specifies that a Segment 1 curriculum must include both classroom and behind-the wheel driver education course experience. Each student must receive at least 24 hours of classroom instruction. The instruction must include information concerning the laws pertaining to bicycles and motorcycles and must emphasize awareness of their operation on the streets, roads, and highways of the State. The bill also would require classroom instruction concerning the proper actions to be taken by a driver during a traffic stop.*

**3. Proper distance to maintain between you and the bicyclist when passing**

<http://legislature.mi.gov/doc.aspx?2017-HB-4185>

*The bill would amend the Michigan Vehicle Code to require the driver of a motor vehicle overtaking a bicycle to pass to the left of the bicycle at a distance of at least three feet or a safe distance at a safe speed from the bicycle.*

*The Code establishes rules governing the overtaking and passing of vehicles proceeding in the same direction. A violation is a civil infraction.*

*Under the bill, the driver of a motor vehicle overtaking a bicycle proceeding in the same direction would have to pass at a distance of at least three feet to the left of the bicycle or, if it were impracticable do so, at a safe distance to the left of the bicycle at a safe speed and, when safely clear of the overtaken bicycle, would have to take up a position as near the right-hand edge of the main traveled portion of the highway as practicable.*

*Notwithstanding Section 640 (which allows the designation of no-passing zones), if it were safe to do so, the driver of a vehicle could overtake and pass the bicycle in a no-passing zone.*

## **ENGINEERING UPDATE**

Active Non-Motorized Project Portfolio for Engineering Division

**ACTIVE NON-MOTORIZED PROJECT PORTFOLIO FOR ENGINEERING DIVISION**

Project Description	FY 2018-2019			
	2018 July-Sep Q1	2018 Oct-Dec Q2	2019 Jan-Mar Q3	2019 Apr-June Q4
<b>FY17-18 PROJECTS</b>				
Pontiac Trail Pathway (Segment 9) (West Park Drive to Beck Road)	CONSTRUCT			
2017 Sidewalk Pathway and ADA Compliance Program (Segment 5 -Fourteen Mile Rd from East Lake Dr to Beachwalk Apts, Grand River Ave. and Haggerty Intersection segment, Fountain Walk Apartments entrance on Grand River Ave., Haggerty Road Sidewalk Reconstruction between 8 Mile and 9 Mile)	COMPLETED			
Eight Mile Pathway (Garfield Road to Napier Road - north side)	COMPLETED			
<b>FY18-19 PROJECTS</b>				
Wixom Road Segment 43 - West Side Catholic Central to Island Lake	BID	CONSTRUCT		
Beck Road Segment 39 - West side of Beck, 11 to Providence	BID	CONSTRUCT		
Meadowbrook Road Segment 70 - West Side, Gateway Village to 11 Mile	ROW	DESIGN	BID	CONSTRUCT
Haggerty Road Pathway Segment 120A - 8 Mile to North of Orchard Hill Place	ROW	DESIGN	BID	CONSTRUCT
Haggerty Road Pathway Segment 120B - South of High Pointe Blvd	ROW	DESIGN	BID	CONSTRUCT
Haggerty Road Pathway Segment 120C - 9 Mile Road to High Pointe	ROW	DESIGN	BID	CONSTRUCT
Grand River Ave. Segment 66 - Sixth Gate to Main Street.	DESIGN	ON HOLD	ON HOLD	ON HOLD
ITC Corridor Regional Trail Phase 2 (9 Mile to 11 Mile Roads)	CONSTRUCT	CONSTRUCT	CONSTRUCT	CONSTRUCT



MARGENT RD  
GRAND POND AVE

30.99  
30.99  
8.99  
Mobil

RIGHT LANE  
MOST

CSI  
SHALLOW MIDDLE

## **ENGINEERING UPDATE**

Safe Routes to School Progress Update

# MEMORANDUM



**TO:** JEFFREY HERCZEG, DIRECTOR OF PUBLIC SERVICES  
**FROM:** GEORGE D. MELISTAS, ENGINEERING SR. MANAGER  
JOSEPH A. AKERS, STAFF CIVIL ENGINEER  
**SUBJECT:** SAFE ROUTES TO SCHOOL PROGRESS UPDATE  
**DATE:** JUNE 13, 2018

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The City has collaborated with the Novi Community School District (NCSD) to solicit funding from the Michigan Safe Routes to School (SRTS) grant program. SRTS is a federally funded program designed to encourage and enable children in grades K-8 to walk and bicycle to school. SRTS encourages students to walk by helping the schools explain the benefits of walking the neighborhood and enables students to walk or bike to school by providing funding for local infrastructure, such as new sidewalks and off-site student drop-off locations.

The City has identified seven (7) schools in the NCSD as potential candidates for funding: Deerfield Elementary, Parkview Elementary, Novi Woods Elementary, Novi Meadows Elementary, Orchard Hills Elementary, Village Oaks Elementary, and Novi Middle Schools. Each school submitted a parent and student survey about the current challenges of walking to school. Questions included whether or not the students currently walk or bicycle to school as well as expectations should the local area be made safer to commute on foot.

Each campus has a dedicated team of NCSD staff professionals selected by the Assistant Superintendent of the NCSD, whose mission is to educate and increase participation from the students and their parents in this process. School principals regularly send out a newsletter to the students and parents. NCSD is incorporating in their newsletters details regarding the SRTS process and potential positive outcomes should the City successfully receive the grant funding. Potential grant awards can be up to \$200,000 in infrastructure construction upgrades and up to \$8,000 for programs such as walking school buses. A walking school bus is a collection of students and a parent(s) who walk to school from an offsite location as a group in order to practice safety and promote exercise.

On June 7 and 8, 2018, a multi-agency, district-wide walking audit was completed encompassing a one-mile radius for each of the selected school campuses. The agencies involved included the Southeast Michigan Council of Governments, City Consultant OHM Advisors, the Michigan Fitness Foundation, the NCSD, the City of Novi as well as interested parents from each campus. Each walking audit involved teams walking different routes to and from the schools. Following each audit, a meeting was held to discuss findings and share the experiences from each route.

The walking audit exposed problem areas otherwise not revealed in overhead images. Overgrowth of vegetation, sinking sidewalk panels and steep slopes in grade were noted along each route. One of the major problems observed was the lack of existing sidewalks in several of the subdivisions. There were also segments of sidewalk along major roads identified as possible points of improvement, such as 10 Mile Road near Orchard Hills Elementary School and 11 Mile Road near Parkview Elementary School. The next step is developing specific campus action plans incorporating recommendations found during the walking audits, parent/student/teacher comments and general observations.

Please let me know if you have any questions or comments regarding this memorandum.

cc: Peter Auger, City Manager  
Victor Cardenas, Assistant City Manager  
Sri Komaragiri, Planner



**ENGINEERING UPDATE**  
ITC Trail Update