



WALKABLE NOVI COMMITTEE
November 20, 2014 at 6:00 p.m.
Novi Civic Center
Mayors 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: Barbara McBeth, Deputy Director Community Development
Sri Komaragiri, Planner
Jeff Muck, Director of Parks, Recreation and Cultural Services
Brian Coburn, Engineering Manager

1. ROLL CALL

2. APPROVAL OF AGENDA

3. AUDIENCE PARTICIPATION

4. MATTERS FOR DISCUSSION

- a. 10-23-14 WNC meeting minutes approval
- b. Updates on Approved Annual Non-Motorized Prioritization 2014-2015 Report
- c. Bicycle Friendly Community Application Feedback
- d. Future Meetings Schedule

5. COMMUNICATIONS

6. STAFF REPORT

- a. Planning Update
 - i. Website Updates
 - ii. Ann Arbor Bike Share Program
- b. Engineering Update
- c. Parks and Recreation Update
 - i. 5 year Strategic Recreation and Master Park Plan

7. ADJOURN

10-23-14 WNC meeting minutes approval



**WALKABLE NOVI COMMITTEE
DISCUSSION NOTES
October 23, 2014 at 6:00 p.m.
Mayors Conference Room
45175 W. Ten Mile, Novi, MI 48375
(248) 347-0475**

CALL TO ORDER

Meeting called to order at 6:01 p.m.

ROLL CALL

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

AUDIENCE PARTICIPATION

1. MaryAnn Shapiro: 40672 paisley Circle;
2. Ray Kantor: 31145 Kingswood Blvd,
3. Steve Gabel: 40595 Kingsley Ln;

Three residents from Haverhill subdivision attended the meeting. They expressed concerns over missing sidewalks along Fourteen Mile Road on the west side of M-5 and also the stalled public roads construction in their subdivision. The concerned sidewalk segments are segment 129, 1a and 1b.

Staff responded to their concerns with road construction, shared their grievance with the contractor. Mr. Coburn assured the residents that the pavement construction is complete as of this afternoon and the contractor has been penalized. Subdivision sidewalk pavement will need to be resolved soon. Council Member Mutch reiterated the concern over the timeliness of the contractor's work.

1. Annual Non-Motorized Prioritization 2014-2015 Draft for Approval

Staff discussed every section in detail from the "Annual Non-Motorized 2014-2015 Draft for Approval" and explained the new graphs and illustrations that were included in the report for easy understanding. Few segments were discussed in detail which are listed as follows:

- Segment #51: Council Member Torimoto explained the nearby residential growth and asked how often the population being served is re-evaluated? Ms. McBeth said staff would take another look at the residential projections based on residential development in the area, and make any necessary modifications.

- Segment #129: This was discussed in detail due to Audience participation from Haverhill Subdivision. Why were certain segments (1a and 1b) broken down? Council Member Mutch suggested considering the possibility of combining them and re-evaluating. Staff said it is possible that the segments were further broken down because of the possibility of a private development project a few years ago which would have constructed a portion of the missing sidewalk. Council Member Mutch suggested that the segments be reevaluated once recombined.
- Segment #21: The rank 20 may seem high for this particular segment as it is not serving any residential developments along Twelve Mile Road. Does this need to be pushed down the list? Council Member Markham suggested that it may serve the employees/visitors to the mall using transit to cross the interstate.
- Committee Members requested the staff to share the memo for East Lebest – Village Wood Connector Pathway

Council Member Markham made the motion to approve the draft presented tonight. Council Member Torimoto seconded and it was approved 4-0. Staff needs to clarify the points discussed and report back if the priority ranking for couple of segments changes or not.

Audience appreciated the process and the effort staff has put into the prioritization process.

2. Bicycle Friendly Community Application Feedback

The discussion was tabled and suggested to be moved to next meeting agenda due to insufficient time.

COMMUNICATIONS

The discussion was tabled and suggested to be moved to next meeting agenda due to insufficient time.

PLANNING UPDATE

1. Ann Arbor Bike Share Program

Staff briefly mentioned about the background for bike share program. Any further discussion is postponed for next meeting.

ENGINEERING UPDATE

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

No Update

ADJOURN

Meeting adjourned at 7:00 PM.

Bicycle Friendly Community Application Feedback



NOVI, MI

TOTAL POPULATION

59,395

POPULATION DENSITY

1893

TOTAL AREA (sq. miles)

30.2

OF LOCAL BICYCLE FRIENDLY BUSINESSES

0

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Bronze	Novi
Arterial Streets with Bike Lanes	33%	2%
Total Bicycle Network Mileage to Total Road Network Mileage	26%	2%
Public Education Outreach	SOME	GOOD
% of Schools Offering Bicycling Education	33%	3%
Bike Month and Bike to Work Events	GOOD	GOOD
Active Bicycle Advocacy Group	MAYBE	SOMEWHAT
Active Bicycle Advisory Committee	MAYBE	YES
Bicycle-Friendly Laws & Ordinances	SOME	YES
Bike Plan is Current and is Being Implemented	MAYBE	YES
Bike Program Staff to Population	PER 77K	PER 59K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	2/10
EDUCATION <i>Motorist awareness and bicycling skills</i>	1/10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	2/10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	2/10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	2/10

KEY OUTCOMES

	Average Bronze	Novi
RIDERSHIP <i>Percentage of daily bicyclists</i>	1.2%	0.36%
SAFETY MEASURES CRASHES <i>Crashes per 10k daily bicyclists</i>	370	337
SAFETY MEASURES FATALITIES <i>Fatalities per 10k daily bicyclists</i>	4	0
PUBLIC RATING	BRONZE	NONE



- » Increase the amount of high quality bicycle parking at popular destinations throughout the community.
- » Continue to expand the bike network and to increase network connectivity through the use of different types of bike lanes and cycle tracks.
- » Continue to expand your public education campaign promoting the share the road message.
- » Ensure that police officers are initially and repeatedly educated on traffic law as it applies to bicyclists and motorists.
- » Ask police officers to target both motorist and cyclist infractions to ensure that laws are being followed by all road users. Ensure that bicycle/motor vehicle crashes are investigated thoroughly and that citations are given fairly.

- » Increase your efforts on Bike to Work Day and Bike to School Day. Ensure to widely advertise all bicycle-themed community events and programs.
- » Encourage local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the Bicycle Friendly Business program.
- » Promote cycling throughout the year by offering or supporting more family-oriented community and charity rides, free bike valet parking at events, and additional bicycle-themed festivals, parades or shows.



BICYCLE FRIENDLY COMMUNITY FEEDBACK



NOVI, MI

Spring 2014

Our Bicycle Friendly Community review panel was very pleased to see the current efforts and dedication to make Novi a safe, comfortable and convenient place to bicycle.

Below, reviewers provided recommendations to help you further promote bicycling in Novi. **Key recommendations are highlighted in bold.**

We strongly encourage you to use this feedback to build on your momentum and improve your community for bicyclists.

There may also be initiatives, programs, and facilities that are not mentioned here that would benefit your bicycling culture, so please continue to try new things to increase your ridership, safety, and awareness.

The cost of bicycle facilities and possible funding options are discussed on the last page of this report.

RECOMMENDATIONS

Engineering

Develop and implement streetscape design guidelines that foster a pleasant and comfortable environment for pedestrians and cyclists. Beautiful streetscaping has also shown to increase community livability and pride, reduce crime and increase property values.

Develop a design manual that ensures the safe and appropriate accommodation of bicyclists in every new road project or endorse the NACTO Urban Street Design Guide.

Pass an ordinance that would require larger employers to provide shower and locker facilities.

Increase the amount of high quality bicycle parking at popular destinations throughout the community.

Continue to expand the bike network and to increase network connectivity through the use of different types of bike lanes and cycle tracks. Note that shared lane markings should be used sparingly and only on low speed roads. On-street improvements coupled with the expansion of the off-street system will encourage more people to cycle and will improve safety. Ensure smooth transitions for bicyclists between the local and regional trail network, and the street network. These improvements will also increase the effectiveness of encouragement efforts by providing a broader range of facility choices for users of various abilities and comfort levels.

Promote active transportation by reducing traffic speeds. Lower the speed limit to a maximum of 25 mph especially downtown, around schools and shopping centers, and in neighborhoods. Use traffic calming measures and low speed design principles to achieve higher compliance rates. Speed has been identified as a key risk factor in road traffic injuries, influencing both the risk of a road



BICYCLE FRIENDLY COMMUNITY FEEDBACK



traffic crash as well as the severity of the injuries that result from crashes. For instance, pedestrians and cyclists have a 90% chance of survival if hit by a car travelling at a speed of 20 mph or below, but less than a 50% chance of surviving an impact of 30 mph or above. Studies also generally report a positive association between traffic safety (perceived and/or measured) and walking and cycling, particularly among women.

Expand your system of bicycle boulevards, utilizing quiet neighborhood streets, that creates an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels. Use the Bicycle Boulevards section of the NACTO Urban Bikeway Design Guide for design guidelines.

Implement road diets in appropriate locations to make streets more efficient and safe. Use the newly created space for bicycle and pedestrian facilities. See more on Road Diets.

Expand your bicycle wayfinding system with distance and destination information to additional strategic locations around the community, integrating preferred on street routes and off-street facilities.

Arterial roads are the backbone of your transportation network and often there are no safer alternative routes for people on bikes to access stores and places of employment. On roads with posted speed limits of more than 35 mph, it is recommended to provide protected bicycle infrastructure, such as cycle tracks, buffered bike lanes or parallel 10ft wide shared-use paths. Shared lane

markings (Sharrows) should not be used on high speed roads.

Make intersections safer and more comfortable for cyclists. Include elements such as color, signage, medians, signal detection, and pavement markings. The level of treatment required for bicyclists at an intersection will depend on the bicycle facility type used, whether bicycle facilities are intersecting, the adjacent street function and land use. See the NACTO design guidelines (preferred) and the 2012 AASHTO Guide for the Development of Bicycle Facilities for recommended intersection treatments.

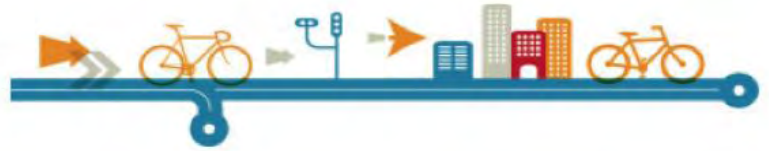
Education

Bicycle-safety education should be a routine part of primary and secondary education, and schools and the surrounding neighborhoods should be particularly safe and convenient for biking and walking. Work with your local bicycle groups or interested parents to expand the Safe Routes to School program to all schools. For more information, see the National Highway Traffic Safety Administration's Safe Routes To School Toolkit or visit www.saferoutesinfo.org.

It is essential to make both motorists and cyclists aware of their rights and responsibilities on the road. Continue to expand your public education campaign promoting the share the road message. Take advantage of your local bicycle



BICYCLE FRIENDLY COMMUNITY FEEDBACK



groups for content development and staffing.

Offer bicycling skills training opportunities for adults frequently and encourage your local bicycle advocacy group or bike shop to help. There are options from short videos and 1-2 hour courses to more in-depth training incorporating in-classroom and on-bike instruction. Other education materials, such as the League Quick Guide, offer the opportunity to share bike education in an easily accessible format. For more information visit: bikeleague.org/ridesmart.

Host a League Cycling Instructor (LCI) seminar to increase the number of certified LCIs in your community. Having local instructors will enable your community to expand cycling education, recruit knowledgeable cycling ambassadors, deliver education to motorists, provide cycling education to adults and kids, and have experts available to assist in encouragement programs. Visit bikeleague.org/content/become-instructor for more information.

Encouragement

Expand encouragement efforts during Bike Month in partnership with local bicycle advocacy groups. Proclaim May (or a month with mild and dry weather) as Bike Month. Host, sponsor and encourage more bicycle-themed community events, campaigns and programs. Increase your efforts on Bike to Work Day and Bike to School Day. Ensure to widely advertise all bicycle-themed community events and programs. For ideas and more

information, visit

<http://bikeleague.org/bikemonth>.

Consider offering a 'Ciclovía' or Open Streets type event, closing off a major corridor to auto traffic and offering the space to cyclists and pedestrians. See Open Streets in action.

Encourage local businesses to provide discounts for customers arriving by bicycle or promote existing bicycle discount programs.

Promote cycling throughout the year by offering or supporting more family-oriented community and charity rides, free bike valet parking at events, and additional bicycle-themed festivals, parades or shows.

Encourage local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the Bicycle Friendly Business program. Businesses will profit from a healthier, happier and more productive workforce while the community will benefit from less congestion, better air quality, increased amenities and new destinations for cyclists, new and powerful partners in advocating for bike infrastructure and programs, and business-sponsored public bike events or classes. Your community's government should be the model employer for local businesses, and your chamber of commerce or local business association can help promote the program and its benefits. The League offers many tools to help promote the Bicycle Friendly Business program in your community.



BICYCLE FRIENDLY COMMUNITY FEEDBACK



Enforcement

Ensure that police officers are initially and repeatedly educated on traffic law as it applies to bicyclists and motorists. Training is offered by the International Police Mountain Bike Association, the Law Enforcement Bicycle Association and the National Highway Traffic Safety Administration. Here are some recommended Law Enforcement Products: [Bicycle Safety seminar](#); [Law Enforcement's Roll Call Video: "Enforcing Law for Bicyclists"](#); and [Enhancing Bicycle Safety: Law Enforcement's Role \(CD-ROM Training\)](#).

Ask police officers to target both motorist and cyclist infractions to ensure that laws are being followed by all road users. Ensure that bicycle/motor vehicle crashes are investigated thoroughly and that citations are given fairly.

Provide safety amenities such as adequate street and path lighting to allow for safe bike commuting before dawn and after dusk.

Pass ordinances as well as support and enforce laws that protect cyclists, e.g. implement specific penalties for motorists for failing to yield to a cyclist when turning, make it illegal to park or drive in a bike lane (intersections excepted), ban cell phone use while driving, pass laws/ordinances protecting all vulnerable road users, formalize a legal passing distance of at least 3 feet, and make it illegal to harass a cyclist.

Evaluation & Planning

Appoint a staff member Bicycle & Pedestrian Coordinator or create a new position. A Bicycle & Pedestrian Coordinator works with advocates, state and local elected officials, business leaders, media, law enforcement, public health officials, transit providers and the general public to build partnerships providing leadership and vision so these groups may embrace and implement facilities and programs that increase the number of residents that are safely bicycling and walking. This staff person should also review development proposals to ensure that local bicycle/pedestrian requirements are incorporated and to assess bicycling and walking impacts, develop and implement educational and promotional programs, write grant proposals, serve as the public contact for bicycling/walking inquiries and complaints, educate other staff about state and federal facilities standards and guidelines, and coordinate with neighboring cities, transit agencies and other departments to implement policies and projects. See [this report](#) on the importance of Bicycle & Pedestrian program staff.

Regularly conduct research on bicycle usage beyond the U.S. Census' Journey to Work report to more efficiently distribute resources according to demand. Conduct at least yearly counts using automated or manual counters in partnership with advocacy organizations. Consider participating in the [National Bicycle and Pedestrian Documentation Project](#).

Future Meetings Schedule

Proposed WNC Meeting Dates (2015)

January

S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

February

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28

March

S	M	T	W	T	F	S
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8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

April

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12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

May

S	M	T	W	T	F	S
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3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

June

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	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

July

S	M	T	W	T	F	S
			1	2	3	4
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12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

August

S	M	T	W	T	F	S
						1
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9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

September

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

October

S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

November

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

December

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

 Proposed Dates

 Alternate Dates

Jan 1 New Year's Day
 Jan 19 Martin Luther King Day
 Feb 14 Valentine's Day
 Feb 16 Presidents' Day
 Apr 5 Easter Sunday
 Apr 13 Thomas Jefferson's Birthday
 May 10 Mothers' Day

May 25 Memorial Day
 Jun 21 Fathers' Day
 Jul 3 'Independence Day' observed
 Jul 4 Independence Day
 Sep 7 Labor Day
 Oct 12 Columbus Day
 Oct 31 Halloween

Nov 11 Veterans Day
 Nov 26 Thanksgiving Day
 Dec 24 Christmas Eve
 Dec 25 Christmas Day
 Dec 31 New Year's Eve

COMMUNICATIONS

COMMUNICATIONS SUMMARY

Notes from Public Communications	Segment Name, Segment Rank	Map Reference
E-MAIL 1: NANCY SCHUBRING TO BARB, JULY 27, 2014		
Section on 10 mile between Wixom Road and Beck Road be moved up in prioritization to be completed.	Segment 99; Rank 9	MAP A
E-MAIL 2: NANCY AND PRATT SCOTT TO JEFF		
A small section from Dinser to Woodham on the north side would be awesome	Segment 51; Rank 44	MAP A
Jeff Muck, presented by Nancy at PRCS meeting, Sep 22, 2014		
Ten Mile Road from Dinser to Woodham on the north side	Segment 51; Rank 44	MAP A
Beck Road from Kirkway Drive to Eleven Mile on the west side to complete the connection between Ten Mile Road and Eleven Mile Road.	Segment 53; Rank 19	MAP A
From Deerfield School to Target on the east side of Wixom Road due to children trying to cross Wixom Road at Target which is a safety concern	Segment 41; Rank 58	MAP B
Pratt Scott, DNR (Sep 19)		
The pictures are on Willowbrook and Villagewood Road over by the Village Oaks elementary school	No proposed projects in that area. Private subdivisions.	
E-MAIL 3: RICHELLE RUSS TO BRIAN, SEPTEMBER 29, 2014		
There are always people walking on 10 mile between Myrtle Ct and Novi Rd on the road.	Segment 145, under Construction; Segment 62; Rank 4	Segment 62
E-MAIL 4: ALVIN SZETO TO BARB, OCTOBER 13, 2014		
East side of Meadowbrook, between 11 mile and Grand River.	Segment 73, under Construction.	
9 mile, between Taft and Novi Rd	Segment 93; Rank 7	Segment 93
East side of Novi Rd; Extend sidewalk to connect to Brickscape Dr	Partly outside Novi Boundary	
Work with Northville to add sidewalk along 8 mile between Novi Rd and Brickscape.	Outside Novi Boundary	
Complete gaps in sidewalks along 10 mile between Wixon and Beck	Segment 99; Rank 9	MAP A
Complete gaps in sidewalks along Grand River between Wixon and Beck	Segment 40; Rank 68	MAP B
Some more pedestrian friendly paths to cross I-96, specifically extending Taft		
E-MAIL 5: JACQUI GRETZINGER TO COUNCIL MEMBER MUTCH, OCTOBER 16		
14 Mile between Welch and M-5 are not connected to anything at Haverhill subdivision (111 homes).	Segment 129; Rank 15; Segment 1a; Rank 60; Segment 1b; Rank	MAP C
E-MAIL 6: DOUG GRESS TO BARB, OCTOBER 16		
No way to safely ride between 8 & 9 Mile along Beck to get to the 8 Mile bike lane & on to the State Park.	Segment 110; Rank 78; Segment 111; Rank 71; Segment 109; Rank 72	MAP D

Proposed Adjacent to Major Roads Pathway and Sidewalk Segments (Public expressed interest)
Tier 1 Category Rankings
City of Novi

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

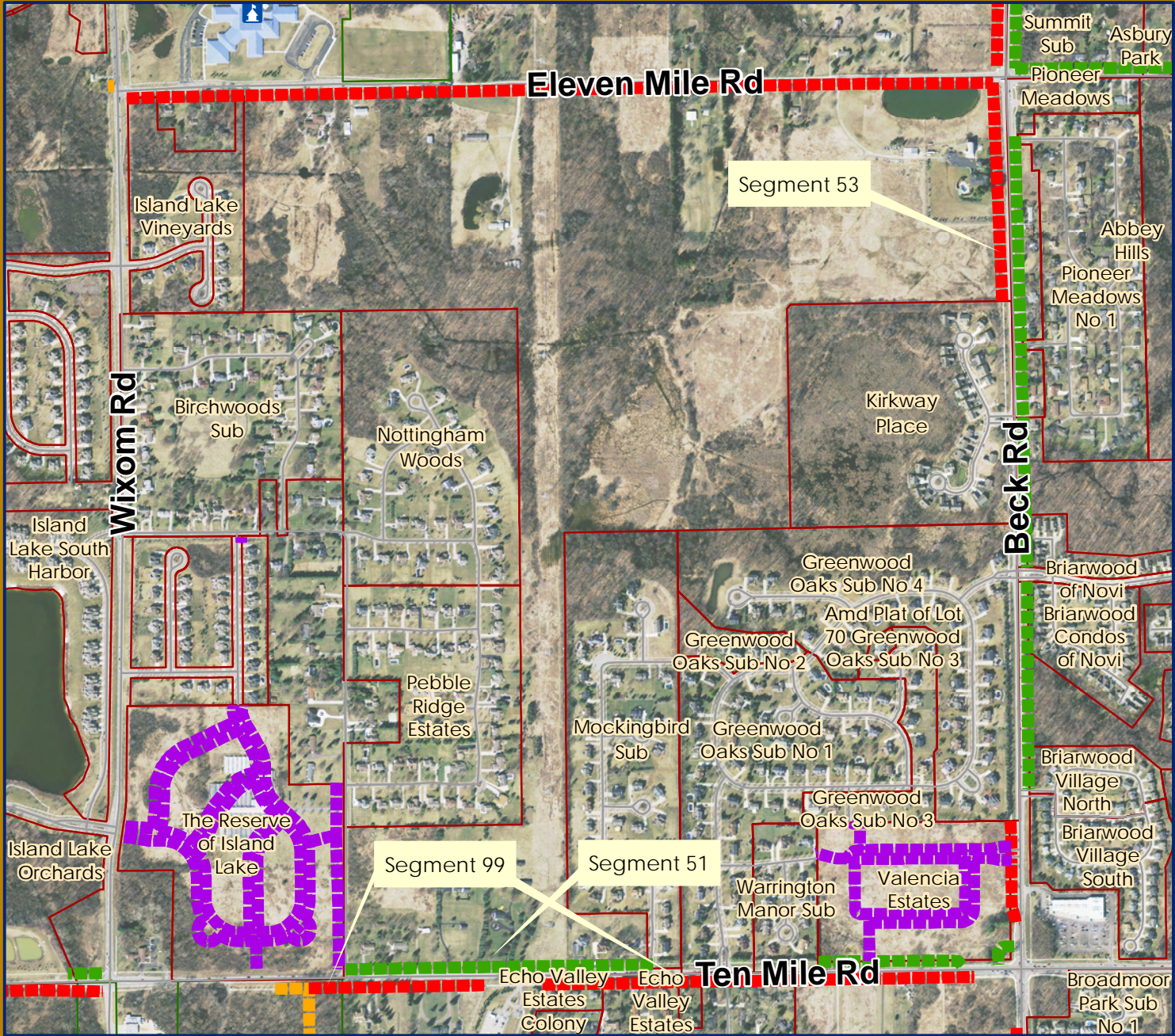
OVERALL SEGMENT RANK	Segment Item #	Section #	Type	Side of Street	Location	From	To	# of Pieces in Segment	Segment Length (ft.) excluding developer planned & completed pieces	Notes	TIER 1 CATEGORIES															TOTAL TIER 1 POINTS	TIER 1 RANKING
											BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/14)	TRAFFIC COUNTS (ADT) 2010 Non-Motorized MP	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile)	ACCESS TO SCHOOLS (# middle & high schools within 2 miles)	ACCESS TO SCHOOLS (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO LIBRARY & CITY HALL (connected continuously by sidewalk or pathway)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN	NOVI WIXOM TRANS STUDY		
											5 = 1 accidents 10 = 2 accidents 15 = 3 accidents 20 = 4 accidents	0 = <10K ADTs 5 = 10K-20K ADTs >20K ADTs	4.5 = 1 school 9 = 2+ schools	4.5 = 1 school 9 = 2+ schools	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	9 = connected to Library/City Hall	3.5 = 1 shopping area 7 = 2+ shopping areas	3.5 = 1 places of worship 7 = 2+ places of worship	3.5 = connected to neighboring sidewalk system 7 = connected to regional trail system	0 = low density 8 = medium density 16 = high density	3.5 = 1/2 to 1 mile 7 = over 1 mile	10 = top 15 survey responses, resident petitions & documented segments requested by groups & govt agencies	20 = initial investment 15 = major corridor	Recommended Timeframe 15 = 2012-2016 10 = 2017-2020 5 = 2021-2024		
4	62	22	S	north	Ten Mile	Eaton Center	Churchill Crossing	1	400	15-16 CIP	0	5	9	9	4.5	8	9	3.5	7	0	16	7	10	20	0	108	5
7	93	27	S	north	Nine Mile	Novi Rd.	Taft	3	3,300	17-18 & 18-19 CIP	10	0	9	9	4.5	8	9	3.5	0	0	16	7	10	20	0	106	6
9	99	29	P	south	Ten Mile	Beck	Wixom	2	4,000	17-18 CIP	5	5	0	9	4.5	4	9	3.5	7	0	8	7	10	20	0	92	10
15	129	1	S	south	Fourteen Mile	Haverhill Farms	Maples of Novi	1	600	15-16 CIP	0	5	4.5	0	9	4	0	7	3.5	3.5	8	7	10	20	0	81.5	16
19	53	20	P	west	Beck	Eleven Mile	Kirkway Place	1	1,300	16-17 CIP	0	5	9	9	4.5	4	9	3.5	0	0	16	7	10	0	0	77	20
24	1b	1	S	south	Fourteen Mile	M-5	Haverhill Farm	1	867		0	5	0	0	9	4	0	3.5	0	7	8	7	10	20	0	73.5	25
29	169	17	P	west	Beck	across 96		1	1,346		5	10	0	4.5	9	4	0	7	0	0	0	7	10	15	0	71.5	29
36	66	23	P	south	Grand River	Novi Rd.	Market	3	1,000		15	5	0	4.5	4.5	0	9	7	0	0	16	7	0	0	0	68	36
44	51	20	S	north	Ten Mile	Dinser	Woodham	1	1,780		0	5	0	9	4.5	4	9	3.5	7	3.5	8	0	10	0	0	63.5	44
46	32a	15	S	west	Novi Rd.	I-96 north side	I-96 south side	1	1,412		15	10	0	4.5	9	0	0	7	0	0	0	7	10	0	0	62.5	46
58	41	17	S	east	Wixom	Target	Deerfield Elementary	1	1,100		0	5	4.5	9	9	4	9	3.5	0	3.5	0	7	0	0	0	54.5	58
60	1a	1	S	south	Fourteen Mile	Haggerty Rd.	M-5	1	1,620		0	5	0	0	9	4	0	3.5	0	7	8	7	10	0	0	53.5	60
68	40	17	P	south	Grand River	Providence Hospital	Wixom	3	900		5	5	4.5	4.5	9	4	0	7	0	3.5	0	7	0	0	0	49.5	68
69	161	16	P	east	Beck	across 96		1	1,387		5	10	0	4.5	9	0	0	3.5	0	0	0	7	10	0	0	49	69
71	111	32	P	south	Nine Mile	Garfield	Beck	2	6,000		5	0	4.5	9	0	4	9	0	3.5	0	0	3.5	10	0	0	48.5	71
78	110	32	P	west	Beck	Eight Mile	Nine Mile	2	3,800		10	10	9	9	0	0	0	0	3.5	0	0	3.5	0	0	0	45	78
72	109	32	P	north	Eight Mile	Garfield	Beck	2	2,888	16-17 CIP	5	0	4.5	9	0	8	0	0	0	0	8	3.5	10	0	0	48	72

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)
- Scheduled Segment
- CIP Budget Year
- "0" Public Input

MAP A: E-mail 1, 2 & 4

Segment 99 (Rank 9), Segment 51 (Rank 44) & Segment 53 (Rank 19)



Planned Pathways and Sidewalks

- ■ ■ ■ ■ Pathway Major
- ■ ■ ■ ■ Pathway Multi-Use
- ■ ■ ■ ■ Sidewalk Local
- ■ ■ ■ ■ Sidewalk Major
- Developments
- Public Parks
- School



City of Novi

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

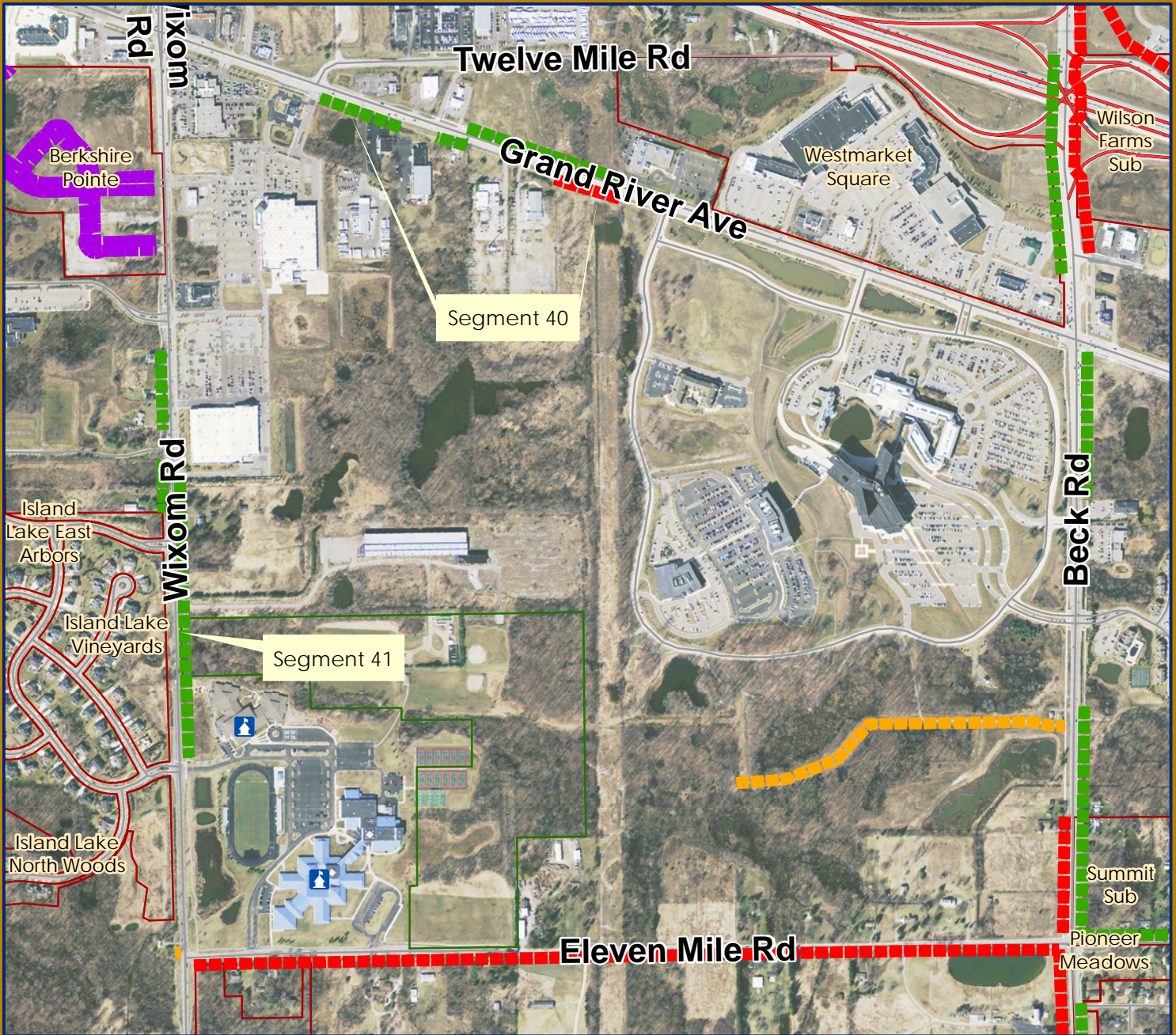
Project: Top 20 Priority Path and Sidewalk Segments
 Date: 16 October 2014
 Map Author: Sri Komaragiri
 Version #: 1.0

0 125 250 500 750 1,000 Feet 1 inch = 900 feet










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.

MAP B: E-mail 2 & 4 Segment 40 (Rank 68) & Segment 41 (Rank 58)



Planned Pathways and Sidewalks

-  Pathway Major
-  Pathway Multi-Use
-  Sidewalk Local
-  Sidewalk Major
-  Developments
-  Public Parks
-  School



City of Novi

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Project: Top 20 Priority Path and Sidewalk Segments
Date: 16 October 2014
Map Author: Sri Komaragiri
Version #:1.0

0 125 250 500 750 1,000 Feet 1 inch = 900 feet



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MAP C: E-mail 5

Segment 129 (Rank 15), Segment 1a (Rank 60) & Segment 1b (Rank 24)



Planned Pathways and Sidewalks

- ■ ■ ■ ■ Pathway Major
- ■ ■ ■ ■ Pathway Multi-Use
- ■ ■ ■ ■ Sidewalk Local
- ■ ■ ■ ■ Sidewalk Major
- Developments
- Public Parks
- School



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 Date: 16 October 2014
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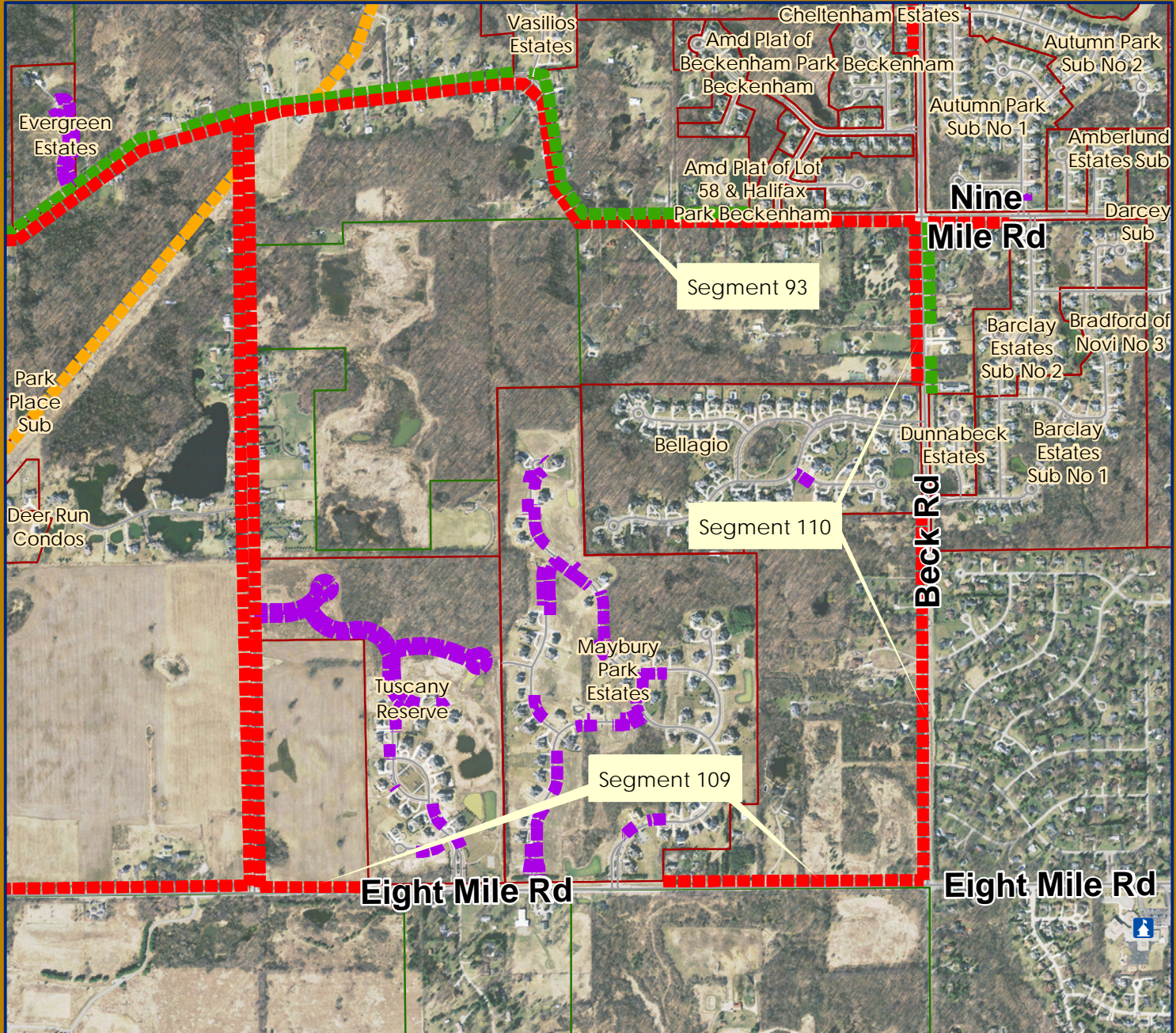
0 100 200 400 600 800 Feet 1 inch = 700 feet



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MAP D: E-mail 6

Segment 110 (Rank 78), Segment 111 (Rank 71) & Segment 109 (Rank 72)



Planned Pathways and Sidewalks

- - - - - Pathway Major
- - - - - Pathway Multi-Use
- - - - - Sidewalk Local
- - - - - Sidewalk Major
- Developments
- Public Parks
- School



City of Novi

Dept. of Community Development
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 45175 W Ten Mile Rd
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Project: Top 20 Priority Path and Sidewalk Segments
 Date: 16 October 2014
 Map Author: Sri Komaragiri
 Version #: 1.0

0 165 330 660 990 1,320 Feet 1 inch = 1,200 feet



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.

E-MAIL 1

From: Nancy Schubring
Sent: Sunday, July 27, 2014 4:28 PM
To: McBeth, Barb; Roediger, Sara
Cc: 'glemmon@cityofnovi.org'
Subject: FW: City of Novi Annual Non-Motorized Prioritization

Sara and Barbara,
I am not sure if you are still supporting this project, but hope to get some support on my request below.
Please forward to the appropriate department within Novi City Organization who may help.
Thank you so much.
Kindly,
Nancy

Nancy SCHUBRING
Advanced Quality Engineer



IEE Sensing USA
1121 Centre Road
Auburn Hills, MI 48326

From: Nancy Schubring
Sent: Sunday, July 27, 2014 4:19 PM
To: 'glemmon@cityofnovi.org'
Subject: City of Novi Annual Non-Motorized Prioritization

Glenn,
Can you forward this to the appropriate person/department please.

I live on Wixom Road and use the biking/walking paths a lot.

I would like to request that the section on 10 mile between Wixom Road and Beck Road be moved up in prioritization to be completed.

A small section from Dinser to Woodham on the north side would be awesome.

Would you be able to present this to whomever it concerns with the "City of Novi" organization that has the ability to evaluate my request.

E-MAIL 1

This would allow travel along 10 mile via biking/running/walking much safer.

Please consider my request and let me know what is your decision.

Let me know if you have questions, or if there is something additional I can do to assist you in your decision making procedure to make this a higher priority on the Non-Motorized pathway construction.

I reviewed the document below, and hope you will consider my request.

City of Novi
Annual Non-Motorized
Prioritization:
2013-2014 Update
A Working Document for
Capital Improvement Plan (CIP) Planning
Updated: November 4, 2013

Where quality of life is the way of life

Kindly,
Nancy

E-MAIL 2

From: [McBeth, Barb](#)
To: [Komaragiri, Sri](#)
Subject: FW: Sidewalks and recommendations
Date: Friday, October 17, 2014 1:35:56 PM

-----Original Message-----

From: Muck, Jeffrey
Sent: Monday, September 22, 2014 3:49 PM
To: McBeth, Barb
Subject: RE: Sidewalks and recommendations

Barb-

Here are the notes from PRCS minutes:

Nancy Shumay lives at Wixom Road and Birchwoods. She has been a resident for 20 years. She suggested moving up the construction on 3 pathway segments.

- Segment 51 – Ten Mile Road from Dinser to Woodham on the north side.
- Segment 53 – Beck Road from Kirkway Drive to Eleven Mile on the west side to complete the connection between Ten Mile Road and Eleven Mile Road.
- From Deerfield School to Target on the east side of Wixom Road due to children trying to cross Wixom Road at Target which is a safety concern.

Commissioner Bauss suggested contacting the Walkable Novi Committee and Barb McBeth.

Ms. Shumay stated she had and that Ms. McBeth had suggested coming to the Parks and Recreation Commission Meeting because it was on the agenda tonight.

Commissioner Wingfield stated he appreciates her presentation and knows the segments she is talking about.

Manager Kapchonick made a recommendation to add Ms. Shumay's comments to the Master Park Plan under Public Comments so we could use the minutes from today's meeting and incorporate it with the Public Comment section of the Master Park Plan.

Jeff

-----Original Message-----

From: McBeth, Barb
Sent: Monday, September 22, 2014 1:14 PM
To: Muck, Jeffrey
Cc: Coburn, Brian; Komaragiri, Sri
Subject: FW: Sidewalks and recommendations

Jeff,

What was the context of the discussion? Can you provide some background - a brief memo to accompany the pictures?

Thanks,
Barb

-----Original Message-----

E-MAIL 2

From: Muck, Jeffrey
Sent: Monday, September 22, 2014 12:05 PM
To: McBeth, Barb
Subject: FW: Sidewalks and recommendations

This evolved from the discussion at PRCS commission last week.

-----Original Message-----

From: Pratt, Scott (DNR)
Sent: Friday, September 19, 2014 12:07 PM
To: Muck, Jeffrey
Subject: Sidewalks and recommendations

Is it possible to submit these pics to the walkable novi committee. The pictures are on Willowbrook and Villagewood Road over by the Village Oaks elementary school. Just imagine when there's snow on the ground the kids are literally in the middle the road.



From: [McBeth, Barb](#)
To: [Komaragiri, Sri](#)
Subject: FW: sidewalks in the city
Date: Friday, October 17, 2014 1:30:39 PM

E-MAIL 3

From: Coburn, Brian
Sent: Monday, September 29, 2014 4:35 PM
To: Richelle Russ
Cc: McBeth, Barb
Subject: RE: sidewalks in the city

I will make sure that the committee is aware of your comments. Regarding the distance between a school and homes, I will forward that along to our planners for a response.

Brian

From: Richelle Russ
Sent: Monday, September 29, 2014 2:11 PM
To: Coburn, Brian
Subject: RE: sidewalks in the city

Brian – thank you for your prompt reply. I will try to be at that next meeting. In the meantime, I am not sure who evaluates priority, but there are always people walking on 10 mile between Myrtle Ct and Novi Rd on the road, if you could forward that concern on to the person who evaluates that – that would be great. Second, maybe there is another person who could answer this question if you are not the correct person: Are there any zoning laws that prohibit how far homes and condos can be too a school?

--Richelle Russ

From: Coburn, Brian [<mailto:bcoburn@cityofnovi.org>]
Sent: Monday, September 29, 2014 8:52 AM
To: Richelle Russ
Subject: RE: sidewalks in the city

Ms. Russ:

Thank you for taking the time to contact us with your concerns. The prioritization of sidewalk construction starts with the Walkable Novi Committee. The committee includes members of the City Council, Planning Commission, Parks, Recreation and Cultural Services Commission and Novi Parks Foundation. This Committee works with various City Departments and it reviews and makes recommendations on non-motorized transportation and recreation plans and projects throughout the community. The Committee meets bi-monthly and the public is welcome to attend their meetings. The committee produces a prioritization plan each year which is used to develop the 6-year Capital Improvement Program, which lists the future sidewalk projects for the City. The next meeting will be October 16 and it is likely that the updated prioritization will be discussed. The prioritization is an important tool to determine how the limited funds budgeted for pathway construction will be best utilized.

The 2013 prioritization (found here: <http://cityofnovi.org/Community/Ride-and-Walk-Nov/AnnualNon-MotorizedPrioritization2013-2014Update.aspx>) shows the sidewalk segment along the south side of Ten Mile between Novi Road and the apartments is ranked #6 and is in

fact listed in our six-year plan for construction in fiscal year 2018-19. Regarding the other pathway gaps along 10 Mile Road between Meadowbrook and the Civic Center, they are also included in the prioritization and listed in the 6-year plan as follows:

- 10 Mile north side between Railroad and Catherine Industrial—funded in 2014-15—staff is working with the property owner to acquire an easement
- 10 Mile north side west of Novi Road (ranked #7) shown as a FY2016-17 project.

Regarding the pathway that is under construction on Meadowbrook Road, the City received federal grant fund to cover 80% of the construction costs because the pathway will complete a connection in the regional pathway system between the I-275 pathway and the M-5 pathway and will eventually provide a connection in the regional trail network connecting northeast Oakland County and Hines Park.

I hope that I have addressed your concerns. Please feel free to contact me with additional questions or concerns.

Brian

Brian T. Coburn, P.E. | Engineering Senior Manager

City of Novi | Department of Public Services

Field Services Complex | 26300 Lee BeGole Drive | Novi, MI 48375

desk: 248.735.5632 office: 248.347.0454

cityofnovi.org | InvestNovi.org

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From: Richelle Russ
Sent: Friday, September 26, 2014 2:59 PM
To: Coburn, Brian
Subject: sidewalks in the city

To whom it may concern:

I am writing to get an understanding of why there has not been sidewalks put in on 10 mile road, specifically between Meadowbrook and Novi Road. I have been personally asking for this for 10 years since I have moved in to Brookhaven subdivision on Myrtle Ct. off of 10 mile. I asked the builder when we were building the house even and he said that he talked to the city and that sidewalks would be put in. It is 10 years later and no sidewalk. There are so many people especially in the apartments across the street (south side of 10 mile) that walk to the Walgreen's or other stores and are walking in the road. The biggest concern I have is at night. You cannot see these people that are walking on the road and it has scared me probably weekly that someone is going to get hit one of these times. This is one of our city's busiest streets and most walked roads. I think it is a big safety concern first and foremost.

But, I would also like to add that I paid top dollar for my home and higher taxes for my home to be right in the city center. I wanted to be close to everything. I also would think that if I

E-MAIL 3

am paying these higher taxes than someone living in Northville schools, but Novi city (or vice versa) would not be as high of a priority to get sidewalks. There are so many businesses on Novi Rd. And even the mall – that thousands of residents should have access to walk to. The city parades even go down this route claiming that this is your city center. Why are there not sidewalks down the whole of 10 mile road and Novi Road?

Now they are building a new condo development by Orchard Hills, which would also add more people who walk – something needs to be done about the sidewalks. I'm sorry if I sound angry – but to see how much time and money is being spent on Meadowbrook Road (north of Grand River) which I drive daily and have very seldom seen a walker let alone maybe 4 houses on-when this huge issue has not been addressed just needs an explanation.

While I am writing, one other frustration to me living in the heart of the city is that there is no walkable park to go to for me and my kids. We have to drive to any park we would go to, and in the summer they really want to just go to splash parks. It would be so great if one of the biggest cities in the area (and highest taxes) would provide something that Novi residents need to drive to Farmington Hills, or Plymouth to get.

I would very much like a response to this issue of the sidewalks. Thank you for your time.

Sincerely,
Richelle Russ

From: [McBeth, Barb](#)
To: [Komaragiri, Sri](#)
Subject: FW: Sidewalk and Pathway Suggestions
Date: Friday, October 17, 2014 1:30:06 PM

From: On Behalf Of A. Szeto
Sent: Monday, October 13, 2014 8:55 AM
To: McBeth, Barb
Subject: Sidewalk and Pathway Suggestions

Hi Beth,

I just moved to Novi in September. One of the reasons that I chose to relocate to this city is because of the great support for sidewalks. I am an avid runner and I make use of the sidewalks.

Here are my suggestions for future sidewalk:

1. East side of Meadowbrook, between 11 mile and Grand River.
2. 9 mile, between Taft and Novi Rd.
3. East side of Novi Rd; Extend sidewalk to connect to Brickscape Dr
4. Work with Northville to add sidewalk along 8 mile between Novi Rd and Brickscape
5. Complete gaps in sidewalks along 10 mile between Wixon and Beck
6. Complete gaps in sidewalks along Grand River between Wixon and Beck

Some comments in general:

1. It would be nice if there were some more pedestrian friendly paths to cross I-96. Currently, Meadow Brook is the only place I would be comfortable crossing, since the M5 connector trail path opened, however, sidewalk access to that path can be improved. Perhaps consider extending Taft Road under/over I-96?

When I lived in Farmington Hills, there were two crossings for pedestrians (Halstead Rd and Drake Road).

Are there any plans to make these kinds of crossings?

2. The car dealership at the corner of Grand River and Wixom Rd. They are currently partially obstructing the sidewalk in two ways: They have a vehicle park at one of the entrances which blocks 1/3 third of the sidewalk. Also, they have an advertising sign that blocks half the sidewalk. Are these obstructions permitted by the city by-laws? If not, who can I contact to get this issue resolved?

3. Who can I contact in regards for road improvement suggestions? I think 9 mile and Taft would be an ideal location for a roundabout. The current 4-way stop is very inefficient for traffic flow.

Thanks,
-Alvin

From: [McBeth, Barb](#)
To: [Komaragiri, Sri](#)
Subject: FW: Walkable Community Meeting
Date: Friday, October 17, 2014 1:31:08 PM

From: Andrew Mutch
Sent: Thursday, October 16, 2014 8:29 PM
To: McBeth, Barb
Subject: Fw: Walkable Community Meeting

Barb,

I responded to Ms. Gretzinger about the confusion about the meeting date change. Can you please follow-up on why that didn't appear on the city's web site or why city staff was unaware of the change?

Thank you,

Andrew

----- Forwarded Message -----

From: Jacqui G
To: [amutch](#)
Sent: Thursday, October 16, 2014 8:00 PM
Subject: Walkable Community Meeting

Good Evening Andrew,

I was told you are on the Walkable Community Committee. Great, I thought, since I know your name and voted for you.

With that being said, someone from the city of Novi was at our annual subdivision meeting to discuss the status of our non-finished roads and sidewalks. The city owns our roads and they were scheduled to re-do them in August and would take a few weeks (we were told). They started on time, but they are still not done and it's become a big problem (especially since Halloween is coming up and the kids won't be able to trick or treat in the sub now).

While I understand, this is not your area, I am telling you this because we have very upset homeowners (111 homes in our sub) and besides the fact that no one can walk or ride bikes on the sidewalks or streets, it has been reminded and "poured salt on a wound" so to speak that our sidewalks leading out of the sub on 14 Mile between Welch and M-5 are not connected to anything. THEREFORE, WE ARE NOT A WALKABLE COMMUNITY! Before buying our home in May 2005, we went to city hall to find out what the future plans were for the area around the Haverhill subdivision. We asked about the sidewalks and they told us it's on the list to be done. This was almost 10 years ago and they are still not done. We moved from Farmington Hills 13 Mile/Farmington Road, where I walked on the sidewalks out of the sub and around the area and back into the sub (every day with my neighbor for 7 years). We thought we were buying into a walkable community.

E-MAIL 5

Though this is upsetting for us, we are not the only ones. Many homeowners in our sub have risked their lives pushing strollers and riding bikes on the shoulder up the hill on Welch with oncoming traffic to have horns beeped at them and cars swerving. It is unsafe.

I am emailing you because we were encouraged by the city of Novi to attend tonight's Walkable Community Meeting. I went with letters from homeowners about the unconnected sidewalks ready to make a presentation that we would like this put on the 2015 schedule. I checked the city of novi website, meeting was on for tonight at 6pm at the civic center. I left a sick child and missed another important meeting to go there. I also called city hall to confirm the meeting was on. I arrived there and the young guy at the desk couldn't figure out where it was. It was not on the list or the board of scheduled events for the day. He then thought he saw something hand written cancelled over another handwritten lightly walkable community. I was there for 25 minutes trying to find the meeting or find out if it's somewhere else and I was in the wrong place.

So now we have several strikes against us with the city of Novi. Our roads are delayed by almost 2 months (or longer as they don't know if they will be done any time soon). Our sidewalks are not connected to Novi Road or the new M-5 sidewalks. Our last couple of months of summer and kids riding bikes were taken away from us and now the kids may miss trick or treating because it's too dangerous. What we wanted was to be able to make a presentation why we should be put on the list for 2015 funding to connect our sidewalks at least to Novi Road if you can't the full way and no one from the committee our council was there.

Our subdivision Facebook page has been lit up with complaints.

I can be reached by phone on Friday xxxxxxxx or by replying to this email.

Thank you,
Jacqui Gretzinger
Haverhill Subdivision

From: Komaragiri, Sri
To:
Cc: [McBeth, Barb](#)
Subject: RE: Bike/walking path 8-9 Mile along Beck
Date: Friday, October 17, 2014 9:42:00 AM

Dear Doug,

Thank you for taking time and giving us your input. The City has a Walkable Novi Committee that meets regularly and annually updates the priorities for filling in the gaps in our sidewalk system. We have identified 113 missing sidewalk segments around City of Novi as part of our Non-Motorized Prioritization plan. The Committee will be meeting on October 23rd at 6 pm to start discussing this year's update. We will take your comments to the committee for consideration. You are welcome to attend the meeting. Let me know if you need more details.

The segment along west side of Beck Road between 8 mile and 9 mile is listed as priority ranking 78. A pathway is proposed for this stretch. There are two other pathways proposed along 8 mile and 9 mile which have a priority ranking of 71 and 72. The priority rankings are reviewed every year based on various factors, "considerable public interest" being one of them. We will take your input into consideration and re-evaluate that segment during our next update.

However, if a private developer wants to develop the site adjoining the missing segments, the priority ranking will not be considered. The developer will built the adjoining proposed pathways or sidewalks.

Feel free to contact me if you have additional questions or comments or need additional information.

Thank you, Sri

Sri Ravali Komaragiri | Planner

City of Novi | 45175 Ten Mile Road | Novi, MI 48375 USA
t: 248.735. 5607 f: 248.735.5600

cityofnovi.org | InvestNovi.org

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-----Original Message-----

From: ddgress
Sent: Thursday, October 16, 2014 12:50 PM
To: McBeth, Barb
Subject: Bike/walking path 8-9 Mile along Beck

It would really be great to have a bike path on one side of Beck Road between 8 & 9 Mile Roads. We don't have a complete bike path along 8 Mile west of Beck, but the road upgrade has provided a

bike lane. However, there is no way to safely ride between 8 & 9 Mile along Beck to get to the 8 Mile bike lane & on to the State Park.

Thanks,

Doug Gress

Website Updates

What's New in Community Development?

For further information on these Community Development Department updates, and other items of interest in Planning and Zoning in the City of Novi, please feel free to contact us at 248-347-0475.

- [New Metro Connector Trail Along Meadowbrook Road](#)
- [Novi Town Center Area Study](#)
- [Planning Commission Presentation: How to Bring More Green and Sustainable Development to The City of Novi - 8/28/13](#)
- [Clearzoning Modification to the Format of the Zoning Ordinance](#)
- [2013 Updates](#)
- [2012 City of Novi Commercial Land Use Facts](#)
- [Potential Rezoning at the Bosco Family Property](#)
- [August 2012 Updates](#)
- [City of Novi Community Development Department introduces new online construction inspection scheduling tool](#)
- [July 2012 Updates](#)
- [Building is booming in Novi - City of Novi Community Development and Treasury Departments will extend hours to meet demand for permits, design consultations, and payments](#)
- [Ten Mile and Meadowbrook Commercial Rehabilitation Area Plan](#)
- [Four Corners Study Area](#)
- [Site Plan and Development Manual](#)
- [City of Novi wins award for 2011 Non-Motorized Master Plan](#)
- [Planned Suburban Low-Rise \(PSLR\)](#)
- [Retail Service Overlay in the Office Service Technology District and Office District Changes](#)

New Metro Connector Trail Along Meadowbrook Road

In cooperation with the Michigan Department of Transportation, the City of Novi finished a ten-foot wide shared use asphalt pathway to connect at the end of the existing I-96/I-275 regional pathway just north of 11 Mile Road, running along the east side of Meadowbrook Road over the I-96 overpass, and continuing through the Meadowbrook and 12 Mile Intersection. There is an existing sidewalk that connects Twelve Mile intersection to M-5 regional pathway. A later phase that has not yet been funded will include the extension of the pathway to the M-5 regional pathway. The completion of the first phase of the Metro Connector Trail through Novi was celebrated on October 10, 2014 by cutting the ribbon and unveiling the path.

The ceremony was featured in a local news website.
[10/15/14: Novi trail opens; connects areas north, south of I-96](#)

■ [Location Map](#)



Novi trail opens; connects areas north, south of I-96

Lonnie Huhman, lhuhman@hometownlife.com 12:03 a.m. EDT October 15, 2014



(Photo: JOHN HEIDER | STAFF PHOTOGRAPHER)

The completion of the first phase of the Metro Connector Trail through Novi was celebrated last week with a ribbon-cutting and unveiling.

The trail now enables residents from north and south of Interstate 96 to safely reach destinations on either side of the freeway on foot or by bike.

A 10-foot wide shared-use asphalt pathway has been constructed to connect at the end of the existing I-96/I-275 regional pathway just north of 11 Mile, running along the east side of Meadowbrook Road over the I-96 overpass and continuing through the intersection of Meadowbrook and 12 Mile roads.

A later phase that has not yet been funded will include the extension of the pathway to the M-5 regional pathway.

Novi City Councilman Andrew Mutch, who is also on the Walkable Novi committee, was at the ribbon-cutting.

"This is a big step forward for the city's pathway system. The Metro Connector Trail fills a major gap in the city's pathway system," Mutch said. "The I-96 freeway has been a huge barrier for anyone wanting to go north or south in the city on foot or on bike. Walkers and bikers now have a safe dedicated crossing over I-96 at Meadowbrook Road."

According to Novi officials, all of the hard surface and structure items for the pathway are now complete. In an update, city officials said over the next few weeks the contractor will be putting the final touches on the grading and begin restoration along the entire route. Motorists should still expect temporary daytime lane closures during this restoration phase.

Mutch said this connector also enables bikers to reach the I-275 Metro Trail south of the freeway and the M-5 Metro Trail north of the freeway.

"Some residents are already using these pathways for commuting to work or for recreation," Mutch said. "Long term, this connector will allow residents to access regional trails planned in surrounding communities."

What's next?

There are several pathway projects in this year's budget, according to Mutch. One closes the gap on the east side of Meadowbrook Road from Grand River to the Metro Connector Trail. Another fills the last sidewalk gap along the south side of 13 Mile between Haggerty and Pavilion Shore Park, a distance of two miles. A third planned project will provide a pathway along Eight Mile from Beck to the entrance of Maybury State Park.

In addition, Mutch said there are other sidewalk gaps being completed by private developments in various locations around the city.

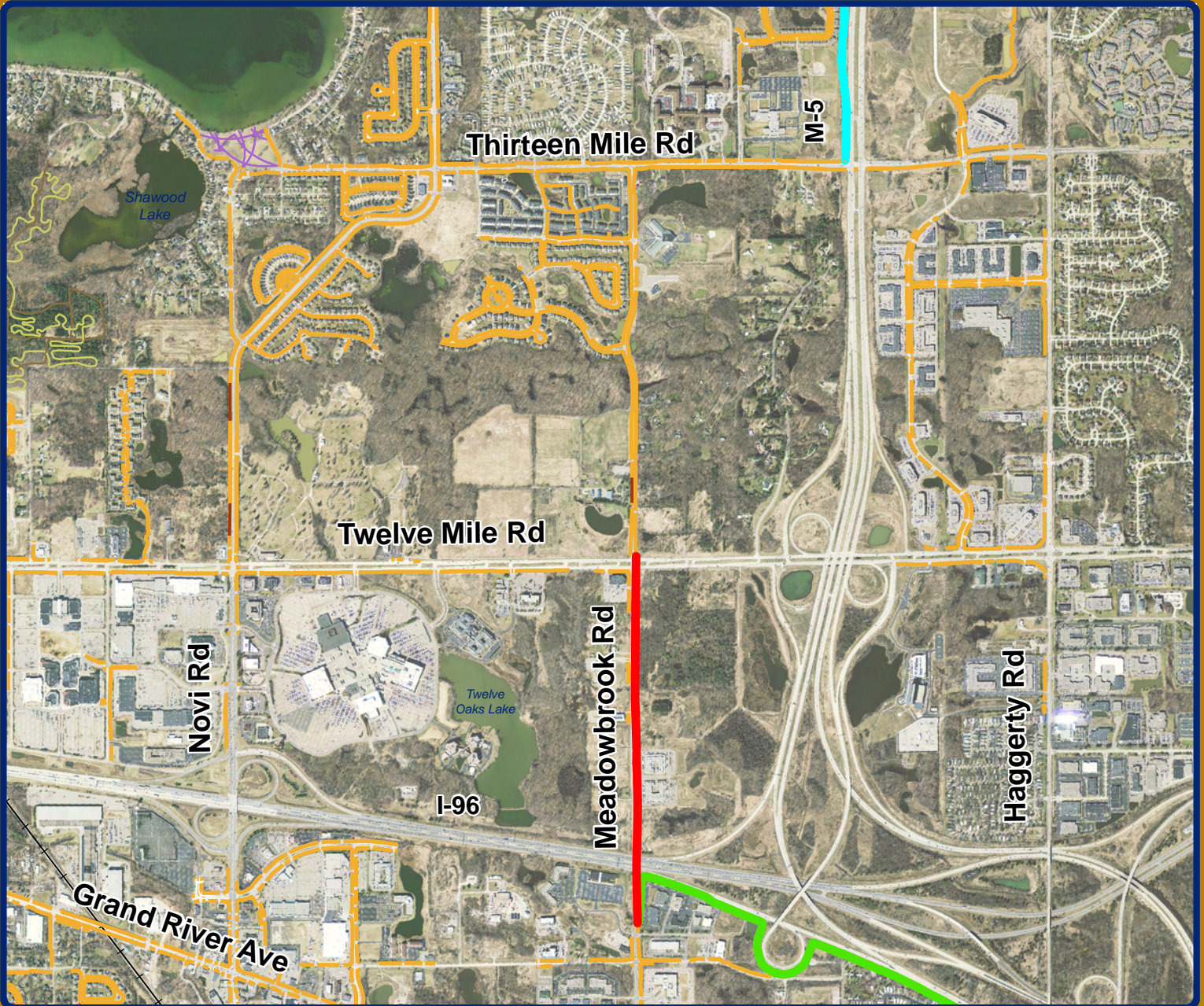
"Long term, the city still needs to provide a similar pedestrian and bike-friendly crossing of I-96 for residents on the west side of the city," he said. "The city is working on finding a cost-effective solution to that challenge."

lhuhman@hometownlife.com | 517-294-4215; Twitter: @lhuhman

Read or Share this story: <http://www.hometownlife.com/story/news/local/novi/2014/10/15/metro-connector-trail-novi-open/17253735/>

NEW METRO CONNECTOR TRAIL

Connecting Existing I-275 Trail to M-5 Trail



LEGEND

- Existing Sidewalks
- Existing I-275 regional pathway
- Existing M-5 regional pathway
- New Metro Connector Trail



City of Novi

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

Project: New Metro Connector Trail Location
Date: 05 November 2014
Map Author: Sri Komaragiri
Version #:1.0

0 275 550 1,100 1,650 2,200 Feet 1 inch = 2,000 feet



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.

Ride and Walk Novi (Pathways, Sidewalks, Walkable Novi Committee)

Missing Sidewalks?

Is there an area you would like to see a public sidewalk or pathway connection be made? Each year the City looks at all of the gaps in the system and ranks upcoming year's priorities. If you would like to provide input please email [Barbara McBeth](mailto:Barbara.McBeth@novi.org) in the Community Development Department to let your comments be heard!

Ride and Walk Activities

Are there any additional resources or community events that facilitate ride and walk activities in and around Novi? We would like to know and keep ourselves updated. If you would like to share please contact [Sri Komaragiri](mailto:Sri.Komaragiri@novi.org) in the Community Development Department.

City Resources

[Ride and Walk Opportunities in Novi](#)
[City of Novi Engineering: Construction Updates](#)
[City of Novi Parks and Recreation Services: Park Facilities](#)
[City of Novi Police Department: Bike Safety Tips and Videos](#)
[Bike Lost & Found](#)
[Sidewalk and Pathway Responsibilities](#)

Other Resources

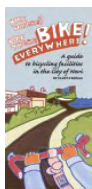
[American Automobile Association \(AAA\): Bike Safety Videos](#)
[The League of American Bicyclists: The National Bike Challenge](#)
[Michigan Trails and Greenways Alliance \(MTGA\)](#)
[Michigan Mountain Biking Association \(MMBA\)](#)

Non-Motorized Master Plan

[Walkable Novi Committee \(WNC\) Non-Motorized Plan: 2014-15 Update](#)
[City of Novi Non-Motorized Plan 2011: Implementation Status](#)
[City of Novi Non-Motorized Plan 2011](#)

Ride and Walk Opportunities in Novi

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



[Bicycling Facilities in Novi](#)



[Bicycling Routes in Novi](#)



[Civic Center Walking Route Maps](#)

[City of Novi Engineering: Construction Updates](#)

In August 2012, Novi citizens overwhelmingly passed a road millage allowing for more than \$5 million to be used in annual road and pathway investments. Funds will be used to maintain and improve neighborhood (subdivision/ side streets) and major municipal roadways (mile roads, Beck Road, etc.), and to make sidewalk and pathway connections. Check out the latest [Construction Updates](#).

[City of Novi Parks and Recreation Services: Park Facilities](#)

The Parks, Recreation and Cultural Services Department (PRCS) manages over 1,000 acres of parkland and includes Lakeshore Park, ITC Community Sports Park, Ella Mae Power Park, Rotary Park, Wildlife Woods Park, Brookfarm Park, Village Wood Lake Park, Fuerst Park, and Landings Park. Check out the [Park facilities](#) in Novi.

[City of Novi Police Department: Bike Safety Tips and Videos](#)

The Novi Police Department wants you to have fun riding your bike and be safe too. The safety of bicycle riders is a responsibility shared by both motorists and cyclists. Bicyclists are not out of place on the roadway – they are part of the traffic. Every bicycle rider has the same rights and responsibilities as a motor vehicle driver. All persons who use public roads must understand state traffic laws and use caution and common sense. Bicyclists' and motorists' actions are more predictable and safer when everyone follows traffic laws.

[Walkable Novi Committee \(WNC\)](#)

The Committee includes members of the City Council, Planning Commission, Parks, Recreation and Cultural Services Commission and Novi Parks Foundation. This Committee works with various City Departments and it reviews and makes recommendations on non-motorized transportation and recreation plans and projects throughout the community. The Committee meets bi-monthly and the public is welcome to attend their meetings. Check out the [WNC](#) page for more information.

[Non-Motorized Plan: 2014-15 Update](#)

The Annual Non-Motorized Prioritization is updated each fall. On October 23, 2014, the Walkable Novi Committee members present reviewed and approved the Annual Non-Motorized Prioritization: 2014-2015 Update and recommended forwarding it to the City's Capital Improvement Committee. The committee will then use this document to help identify future segments and non-motorized improvements to be constructed as additional funding becomes available. Click here for the [report](#)

[City of Novi Non-Motorized Plan 2011: Implementation Status](#)

The City of Novi Non-Motorized Master 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 three 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

See how well the City has done implementing the plan, adopted on 2011 by reviewing the [Implementation Status Report](#).

[Bike Safety Etiquette](#)

[City of Novi Bike Safety Video](#)

[Bike Safety Tips for Kids](#)

[Bike Lost & Found](#)

The Novi Police Department has a lost and found inventory of bicycles and wants to return the bicycles back to their rightful owners. Check out the [Lost and Found](#) page to see if your bike has been found!

[Sidewalk and Pathway Responsibilities](#)

Ever wonder who's responsibility it is to maintain the sidewalks and pathways in Novi? The City of Novi's Code of Ordinances requires that property owners maintain sidewalks and pathways that about their property so that they are safe for use by all types of non-motorized users. Check out the [Sidewalk and Pathway Responsibilities](#) page for more information.

Other Resources

[American Automobile Association \(AAA\): Bike Safety Videos](#)

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. AAA is hosting a video series that include bike safety PSA, tips and advice. Check out the [AAA Bike Safety](#) videos.

[The League of American Bicyclists: The National Bike Challenge](#)

"The National Bike Challenge is a nationwide event uniting thousands of current bicyclists — and encouraging countless new riders. In its simplest form it is a logging center for users to record miles ridden and be part of the national community of bicyclists."

[Michigan Trails and Greenways Alliance \(MTGA\)](#)

"MTGA is the statewide voice for non-motorized trail users, helping people build, connect and promote trails for a healthier and more prosperous Michigan."

[Michigan Mountain Biking Association \(MMBA\)](#)

"The mission of the MMBA is to promote responsible mountain biking and to work toward the goals of common land access and natural resource protection through interaction with policy makers, the cycling industry, race promoters, mountain bikers and other trail users."

City of Novi Non-Motorized Plan 2011

In 2011, the City Council contracted with the Greenway Collaborative to produce a comprehensive Non-Motorized Master Plan (see below). On February 28, 2011, the Novi City Council adopted the Non-Motorized Master Plan. The Non-Motorized Master Plan provides recommendations for in-road facilities, sidewalks, trails, road crossings, design standards, priority considerations, funding, and non-motorized routes. This Plan, financed with Federal Energy Efficiency Conservation Block Grant funds, includes an expanded implementation strategy to help the City continue its efforts to provide a safe, convenient and enjoyable environment for bicyclists, pedestrians and other non-motorized users while demonstrating the potential energy savings new facilities could provide.

[Executive Summary](#)

[Overview Map](#)

[Non-Motorized Master Plan - Part 1 of 4](#) : Contents, Executive Summary, 1-Introduction, 2-Inventory Analysis

[Non-Motorized Master Plan - Part 2 of 4](#) : 3-Proposed Facilities

[Non-Motorized Master Plan - Part 3 of 4](#) : 4-Proposed Policies, 5-Design Guidelines

[Non-Motorized Master Plan - Part 4 of 4](#) : 6-Outreach & Education, 7-Appendix



Ann Arbor Bike Share Program


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Welcome to ArborBike!

ArborBike is Ann Arbor's bike share program for the downtown and campus areas. Check out a bike at any of our six stations, ride to your destination, and drop off the bike - there's no hassle, no maintenance, and no worry.

How to Join:

ArborBike is a membership-based program. [Click here](#) to join ArborBike and start bike sharing today!

See below or [click here](#) to learn more about how ArborBike works.



How to Use ArborBike:



Join

on-line or at any station.



Check out

and select your bike at any station.



Ride

to your destination safely.



Return

and dock your bike at any station.

Membership Options

Memberships are required to use ArborBike, and you may [buy a membership](#) for 24 hours, 1 month, or for 1 year. While your membership is active, you may check out a bike as many times as you like. The annual pass is the best value, but shorter options are available if you're visiting town or campus, or if you simply want to try ArborBike before committing to a whole year. Membership rates are \$6 for 24 hours, \$9.99 for 1 month, or \$65 for 1 year.

24
hours
\$6

1
month
\$9.99

1
year
\$65

Usage Fees

It's important that ArborBikes are kept in circulation, so usage fees apply in order to encourage short trips. Note that usage fees apply ONLY to rides that are longer than 60 minutes. As long as you check your bike in every hour, you will not incur any fees on top of your membership. For rides over 60 minutes, an extra \$3 will be charged for every 30 minutes until the bike is checked back in.

Usage fees apply equally to each membership type. See the table below for more detail.

	First 60 minutes	Each add'l 30 min.	Max. daily fee
24-hour pass	free	\$3	\$100
One-month pass	free	\$3	\$100
Annual pass	free	\$3	\$100

Program Partners

Thanks to our Title Sponsor, the [University of Michigan](#), and program partners the [City of Ann Arbor](#) and [TheRide](#). ArborBike is powered by [Clean Energy Coalition](#). View all of our sponsors [here](#).



ArborBike is a program within Clean Energy Coalition, a 501(c)3 non-profit organization | Copyright Clean Energy Coalition. All rights reserved | Privacy Policy
Please contact us at 734.887.6909 or via email at info@arborbike.org with questions about this site

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About ArborBike

What is bike share?

Bike share is a membership-based, public transportation system that makes a fleet of well-maintained, easy-to-ride bikes available for short trips in and around the downtown and campus areas. Users can access the bikes once they purchase a membership for either 24 hours, a month, or a year. Once a member, a user can check out a bike and ride it for no additional cost as long as the bike is returned within an hour.

What is ArborBike?

How much does it cost?

How do I become a member?

Where are the stations?

Will you expand?

Who is the equipment vendor?

What are the bikes like?

How do the stations work?

What do I need to know for my first ride?

Is it legal to ride without a helmet?


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About ArborBike

What is bike share?

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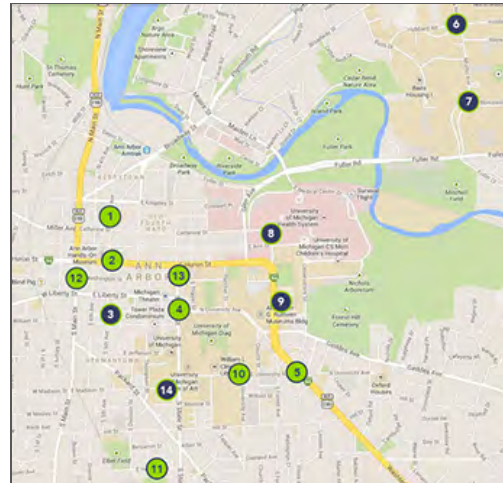
How do I become a member?

Where are the stations?

The 14 stations we have selected were chosen based on data and practicality. First, we looked at housing density, job density, student populations, existing bike infrastructure, and destinations like the Farmer's Market, restaurants, and others. Once we determined the areas we wanted to service, we found space in the public right-of-way or on private land where we could fit the equipment. The kiosks at each station need to have solar and wireless access, which also factored into siting.

It may seem that stations are located close to each other, but we followed successful examples from other cities that showed two things: first, it's important to have stations close to many destinations, and second: nearby stations provide relief in case the first station you visit is momentarily empty or full of bikes, depending on whether you're checking out or returning a bike.

Six stations were installed in the fall of 2014 - look for the remaining eight stations to launch in the spring of 2015.



Will you expand?

Who is the equipment vendor?

What are the bikes like?

How do the stations work?

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How do I become a member?

Where are the stations?

Will you expand?

Who is the equipment vendor?

What are the bikes like?

How do the stations work?

ArborBike stations are solar powered, modular, and designed for durability. Each station has a kiosk, several docks, and a map module.

To use: purchase a 24-hour membership at the kiosk, or swipe your credit card and select a bike. Next, remove your bike from its dock and check the tires, brakes, and seat. Finally, use the map to find the closet ArborBike station to your destination and ride!



What do I need to know for my first ride?

Is it legal to ride without a helmet?