Public Policies
- Planning & Zoning
- Design Standards
- Performance Measures
- Decision Making Process
- Universal Design
- Public Transit
- School Transportation
- Maintenance
- Enforcement

Physical Environment
- Urban Form
- Public R.O.W.
- Public Spaces
- Off-Road Trails
- Wayfinding
- Bicycle, Pedestrian and Transit Support Facilities
- Transit Operations
- Environmental and Art Enhancements

Community Programs
- Ongoing Assessment
- Resources
- Campaigns
- Marketing/Outreach
- Special Events
- Targeted Encouragement
- School Programs
- Safety Education

Quality of Life Objectives
- Increased Activity Levels
- Crash Reduction
- Improved Personal Safety
- Enhanced Health and Wellbeing
- Energy Savings
- Pollution Reduction
- A Strong Sense of Place
### Figure 1: Schedule

<table>
<thead>
<tr>
<th>Task</th>
<th>2015</th>
<th>2016</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>NOV</td>
<td>DEC</td>
</tr>
<tr>
<td>1-Public Outreach/Project Management</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2-Review Plans Novi/RCOC/SEMCOG</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3-Compile Data on Existing and Future</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Conditions</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4-Forecast Travel</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5-Classify Thoroughfares</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6-Identify Multi-modal Needs</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7-Develop/Evaluate Multi-modal Alt.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Strategies</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8-Develop “Needs” and “Affordable” Plans</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9-Prioritize “Affordable” Plans</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10-Prepare Final Documents</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Products/Reports

1. Tech Memo #1: Public Outreach Plan
2. Tech Memo #2: Summary of Planning Documents
3. Tech Memo #3: Existing/Future Conditions
4. Tech Memo #4: Travel Forecasts
5. Tech Memo #5: Classification of Thoroughfares
6. Tech Memo #6: Multi-modal Needs
7. Tech Memo #7: Alternative Strategies
8. Tech Memo #8: “Needs”/”Affordable” Plans
10. In-depth Corridor Analysis

Planning Commission Meeting
City Council Presentation
Technical Memorandum
Final Report (Including P/I Diary)
Performance-based Planning

- Scenarios
- Evaluate & Recommend
- Decide & Communicate
- Action

- Modeling and Forecasting
- Planning
- Decision Making
- Delivery
Task 1: Public Outreach/Project Management

• **Key Issues**
  ✓ Provide accurate, up-to-date information
  ✓ Help Novi act on suggestions and concerns
  ✓ Enable Novi to set a new standard of communication through innovation
Task 1: Public Outreach/Project Management

**Tools**

- Community Remarks
- Touchpad polling
- Media outreach;
- Project Web site;
- Social media outreach;
- Public meetings;
- Project Team meetings; and,
- Planning Commission and City Council meetings.
Task 1: Public Outreach/Project Management

- **Key Items**
  - Project Coordination, Administration and Budget Control
  - Project Team Meetings
  - Quality Assurance/Quality Control
Task 2: Review Plans

- **Key Documents**
  - The Novi Master Plan for Land Use
  - Non-Motorized Master Plan
  - I-96 Wixom/Novi Transportation Study
  - Community Assessment Survey of Older Adults
  - Town Center Plan
  - Others developed by……
    - Novi
    - **RCOC**
    - SEMCOG
    - MDOT
**Task 3: Compile Data on Existing & Future Conditions**

<table>
<thead>
<tr>
<th>All Modes</th>
<th>Key Corridors</th>
<th>Funding Sources</th>
</tr>
</thead>
<tbody>
<tr>
<td>[Image]</td>
<td>10 Mile Road</td>
<td>Current</td>
</tr>
<tr>
<td></td>
<td>12 Mile Road</td>
<td>Possible/New</td>
</tr>
<tr>
<td></td>
<td>Grand River</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Novi Road</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Meadowbrook Road</td>
<td></td>
</tr>
</tbody>
</table>
## Task 4: Forecast Travel

### Steps: 1-3
1. Meet with Novi Staff
2. Meet with SEMCOG Staff
3. Define System

### Steps 4-6
4. Apply the Model
5. Develop Technical Memo
6. Train the Novi Staff
Task 5: Classify Thoroughfares

**Arterials**
- Higher mobility
- Low degree of access

**Collectors**
- Balance between mobility and access

**Locals**
- Lower mobility
- High degree of access

Source: USDOT FHWA
Task 6: Identify Multi-modal Needs

**Roadways**
- ✓ Capacity Needs
- ✓ Cross-access
- ✓ Access/Egress

**Ped/Bike**
- ✓ Quality of Existing Facilities
- ✓ Connectivity
- ✓ Demand

**Transit**
- ✓ 2012 Survey of Older Adults
- ✓ Interviews
- ✓ Community Remarks
<table>
<thead>
<tr>
<th>Evaluation Factor</th>
<th>Performance Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provide Multiple Choices in Ways to Travel</td>
<td>Percent transit, non-motorized, multiple occupant, and single occupant trips by TAZ</td>
</tr>
<tr>
<td></td>
<td>and area total.</td>
</tr>
<tr>
<td>Prevent Unequal Impacts to Low-Income and Minority Communities</td>
<td>Direct (taking) and indirect (number of projects by mode) that are in areas of</td>
</tr>
<tr>
<td></td>
<td>expected concentration of low income and/or minority populations, as defined by the</td>
</tr>
<tr>
<td></td>
<td>U.S. Census.</td>
</tr>
<tr>
<td>Improve transit</td>
<td>Change in travel time from baseline system for up to 15 origin-destination pairs</td>
</tr>
<tr>
<td></td>
<td>(selected in cooperation with MPO Committees).</td>
</tr>
<tr>
<td>Minimize Neighborhood Disruption</td>
<td>Projected traffic volumes/speeds on 20 sensitive (environment, aesthetics, social)</td>
</tr>
<tr>
<td></td>
<td>roadway segments (selected in cooperation with MPO Committees).</td>
</tr>
<tr>
<td>Maintain Good Air Quality</td>
<td>CO concentrations at 10 points in the network (selected in cooperation with MPO</td>
</tr>
<tr>
<td></td>
<td>Committees) and consistent with noise, community cohesion, and safety factors analysis.</td>
</tr>
<tr>
<td>Minimize Purchase of Private Property to Build Transportation Facilities</td>
<td>Number of residential and business properties potentially taken.</td>
</tr>
<tr>
<td>Protect Open Spaces/Parks</td>
<td>Number of acres of public and non-public park potentially lost.</td>
</tr>
<tr>
<td>Control Noise at Sensitive Locations. (e.g., homes, schools, hospitals, etc.)</td>
<td>Expected “significant change” in noise due to traffic volume change at 20 points</td>
</tr>
<tr>
<td></td>
<td>(selected in cooperation with MPO Committees).</td>
</tr>
<tr>
<td>Maximize Safe Travel</td>
<td>Change in crashes compared to baseline system in vehicle miles of travel on 20</td>
</tr>
<tr>
<td></td>
<td>roadway segments (selected in cooperation with MPO Committees).</td>
</tr>
<tr>
<td>Minimize Road Congestion</td>
<td>Volume/capacity of key roadway links.</td>
</tr>
</tbody>
</table>
Task 7: Develop & Evaluate Alternatives

**Highway-related**
- Traffic signal improvements
- Arterial management
- Intersection improvements
- Turn prohibitions
- One-way/two-way streets
- Reversible lanes
- SCATS
- Access management

**TDM**
- Alternative work hours
- Telecommuting
- Ridesharing

**Active transportation**
- On-road
- Off-road
- Special zones

**Transit**
- Continuation/expansion of current service
- Extension of SMART routes
Task 8: Develop Needs & Affordable Plans

• **Federal Funding Sources**
  ✓ 2015 Federal Transportation Funding Act
  ✓ Congestion Mitigation and Air Quality (CMAQ) Program
  ✓ Highway Safety Improvement Program (HSIP)
  ✓ Bridge Replacement and Rehabilitation (BRR) Program
  ✓ National Highway System (NHS) Program
  ✓ Safe Routes to School (SRTS) Program
  ✓ Surface Transportation Program (STP)
  ✓ Transportation, Community, and System Preservation Program
  ✓ Transportation Enhancement (TE) Program
  ✓ Highway Enhancement through Local Partnerships

• **Plus**
  ✓ 2015 Michigan Transportation Funding Acts
Task 9: Develop & Prioritize TMP

- **TMP Components**
  - Highways
  - Non-motorized
    - Pedestrians
    - Bicycle
  - Transit
  - Freight
Task 9: Develop & Prioritize TMP
### Task 9: Develop & Prioritize TMP

<table>
<thead>
<tr>
<th>Plan Component</th>
<th>Plan Elements</th>
<th>Cost*</th>
<th>Priority</th>
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</thead>
<tbody>
<tr>
<td><strong>Transit</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Test Fixed-Route Service during season</td>
<td>City of Petoskey with vehicle(s) leased from system in Traverse City or Charlevoix or Sault Ste. Marie</td>
<td>$200,000</td>
<td>2009 or 2010</td>
</tr>
<tr>
<td>Hold referendum to decide if a transit system is to be implemented. Annual implementation cost of transit system @ $500,000 (in 2007 dollars)</td>
<td>Local governments, Odawa Indians</td>
<td>NA</td>
<td>2011 – 2015, following test of summertime service</td>
</tr>
<tr>
<td>Study developing downtown streetcar service</td>
<td>Petosky and private partner</td>
<td>Study Cost: $200,000 to $300,000</td>
<td>2009 - 2015</td>
</tr>
<tr>
<td><strong>Non-motorized</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mitchell Road sidewalk from downtown to high school</td>
<td>City of Petoskey/Bear Creek Township</td>
<td>$71,000</td>
<td>2009 - 2025</td>
</tr>
<tr>
<td>Public facility bicycle/pedestrian path</td>
<td>City of Petoskey</td>
<td>$905,000</td>
<td>2009 – 2025</td>
</tr>
<tr>
<td>Anderson Road bicycle/pedestrian path</td>
<td>Bear Creek Township</td>
<td>$230,000</td>
<td>2009 – 2025</td>
</tr>
<tr>
<td>Cemetery Road bicycle/pedestrian path</td>
<td>Bear Creek/Resort Townships</td>
<td>$780,000</td>
<td>2009 – 2025</td>
</tr>
<tr>
<td>Downtown to Maplewood Drive along Mitchell Road</td>
<td>Petoskey/Bear Creek Township</td>
<td>$605,000</td>
<td>2009 – 2025</td>
</tr>
<tr>
<td>Improvements to Little Traverse Wheelway</td>
<td>Petoskey/MDOT/top Michigan Trails Council</td>
<td>$1.960,000</td>
<td>2009 – 2025</td>
</tr>
<tr>
<td>Develop Petoskey to Mackinaw City Rail Trail</td>
<td>Top of Michigan Trails Council/Michigan Department of Natural Resources</td>
<td>$565,000</td>
<td>2009 – 2025</td>
</tr>
<tr>
<td><strong>Roadways</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>U.S. 31/Intertown Road</td>
<td>Road Commission/MDOT</td>
<td>$75,000 to $150,000</td>
<td>2009 – 2015</td>
</tr>
<tr>
<td>U.S. 31/Lawrence Road</td>
<td>Road Commission/MDOT</td>
<td>$75,000 to $150,000</td>
<td>2009 – 2015</td>
</tr>
<tr>
<td>U.S. 31/Division Road</td>
<td>Road Commission/MDOT</td>
<td>$500,000 to $900,000</td>
<td>2009 – 2015</td>
</tr>
<tr>
<td>U.S. 31/Pickerel Lake Road</td>
<td>Road Commission/MDOT</td>
<td>$500,000 to $900,000</td>
<td>2009 – 2015</td>
</tr>
<tr>
<td>U.S. 31/M-119</td>
<td>Road Commission/MDOT</td>
<td>$500,000 to $1 million</td>
<td>2009 – 2015</td>
</tr>
<tr>
<td>U.S. 31/Cemetery/Greenwood Road</td>
<td>Road Commission/MDOT/City of Petoskey/Department of Natural Resources</td>
<td>$75,000 to $150,000</td>
<td>2009 – 2015</td>
</tr>
<tr>
<td>Extend Atkins road</td>
<td>City of Petoskey/North Central Michigan College/Road Commission</td>
<td>$1.0 to $1.5 million</td>
<td>2009 – 2015</td>
</tr>
<tr>
<td>Access Management Study</td>
<td>City of Petoskey/Bear Creek/Road Commission/MDOT</td>
<td>$50,000 to $100,000</td>
<td>2009 - 2010</td>
</tr>
<tr>
<td>Close Country Club Road</td>
<td>With Bear Creek Township conditions/Road Commission</td>
<td>NA</td>
<td>Tied to widening U.S. 31 at Division Road</td>
</tr>
<tr>
<td>Right-of-Way Preservation</td>
<td>Local units of government</td>
<td>To be determined</td>
<td>2016 – 2030</td>
</tr>
<tr>
<td>Major local road widening/construction</td>
<td>Local units of government and Odawa Indians</td>
<td>$23.5 to $35.0 million</td>
<td>2021 – 2040</td>
</tr>
<tr>
<td>Policy</td>
<td>Manage Growth</td>
<td>Local units of government and Odawa Indians</td>
<td>NA</td>
</tr>
<tr>
<td>Secure legislation to allow assessment of Development Impact Fees</td>
<td>Local units of government and Odawa Indians</td>
<td>NA</td>
<td>2008+</td>
</tr>
</tbody>
</table>
Task 10: Prepare Final Documents

- Deliverables
  - Twenty printed copies of the final plan
  - Large format of plan map
  - PowerPoint slides of presentation of the final plan presented to City Council
  - One electronic version in PDF of all deliverables, including documents, spreadsheets, databases, and presentations in Microsoft PowerPoint, Word, Excel, and Access.