



WALKABLE NOVI COMMITTEE

AGENDA

March 11, 2021 at 6:00 p.m.
Zoom Online Meeting Platform
(248) 347-0475

Members: John Avdoulos, David Dismondy, Justin Fischer, Andrew Mutch, Salene Riggins and Brian Smith

Staff Support: Lindsay Bell, Senior Planner, Community Development
Barbara McBeth, City Planner, Community Development
Madeleine Kopko, Planning Assistant, Community Development
Jeff Muck, Director of Parks, Recreation and Cultural Services
Rebecca Runkel, Plan Review Engineer

ROLL CALL

APPROVAL OF AGENDA

AUDIENCE PARTICIPATION

MATTERS FOR DISCUSSION

- a. Election of Chair and Vice Chair for the Committee
- b. 2021 Tentative Meeting Schedule [DETAILS](#)
- c. Non-Motorized Capital Improvement Projects [DETAILS](#)
- d. Cross-walk Markings and Sight Lines
- e. 10-22-20 Walkable Novi Committee Meeting Minutes [DETAILS](#)
- f. 11-5-20 Walkable Novi Committee Meeting Minutes [DETAILS](#)

STAFF UPDATES

- 1. Planning Update
 - a. Ascension Providence trail system [DETAILS](#)
- 2. Parks, Recreation and Cultural Service Update
 - a. Northwest Neighborhood Park [DETAILS](#)
- 3. Engineering Update
 - a. Active Non-Motorized Public Projects [DETAILS](#)

COMMUNICATIONS

ADJOURN

2021 TENTATIVE MEETING SCHEDULE

2021 Walkable Novi Committee Meeting

Calendar for Year 2021 (United States)



January

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Mar 11 • Walkable Novi Meeting 6pm

Jun 10 • Walkable Novi Meeting 6 pm

Sep 9 • Walkable Novi Meeting 6pm

**2021-2027 CIP
SIDEWALK & PATHWAY
PARKS & RECREATION**

FY 2021-22 BUDGET: Capital Improvement Program

Who Did Request?	ID#	Project Name	CIP Category	GL Fund #	FY 2021-22 1	YR FY 2022-23 2	YR FY 2023-24 3	YR FY 2024-25 4	YR FY 2025-26 YR 5	FY 2026-27 6	YR	Total Budget CIP
DPW	ENG068	Neighborhood Sidewalk Repair Program (Road Fund portion)	Sidewalks & Pathways	MUNICIPAL STREET FUND 204	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000		\$ 1,200,000
DPW	ENG068	Neighborhood Sidewalk Repair Program (Tree Fund portion)	Sidewalks & Pathways	TREE FUND 209	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000		\$ 1,200,000
DPW	085-81	Segment 80B, 81A, & 81B -- 10 Mile Road (South Side; Meadowbrook Road to Haggerty Road) - 8' Pathway net of design partially funded by RCOC see ENG060	Sidewalks & Pathways	MUNICIPAL STREET FUND 204	\$ 1,210,000	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 1,210,000
DPW	ENG061	Segment 49 -- 10 Mile Road (North side, West of Wixom Road) - 10' Boardwalk and 6' Sidewalk	Sidewalks & Pathways	MUNICIPAL STREET FUND 204	\$ -	\$ -	\$ 178,480	\$ -	\$ -	\$ -		\$ 178,480
DPW	ENG069	Segment 4040 (Off-road paved) -- Meadowbrook Road (Village Wood Lake Park to Chattman Drive) - 5' sidewalk & 8' pathway along with boardwalk over wetlands potential grant funding	Sidewalks & Pathways	MUNICIPAL STREET FUND 204	\$ -	\$ -	\$ -	\$ -	\$ 359,300	\$ -		\$ 359,300
DPW	ENG070	Segment 101c, 102, 104b -- Napier Road (East side; ITC Community Sports Park entrance drive to Villa Barr Art Park) - 8' Pathway potential grant funding	Sidewalks & Pathways	MUNICIPAL STREET FUND 204	\$ -	\$ -	\$ -	\$ -	\$ 263,810	\$ -		\$ 263,810
DPW	ENG063	Segment 178 -- 12 Mile Road (South side; East of Albert Street) - 6' Sidewalk	Sidewalks & Pathways	MUNICIPAL STREET FUND 204	\$ -	\$ -	\$ -	\$ -	\$ 136,320	\$ -		\$ 136,320
DPW	ENG062	Segment 45 -- 12 Mile Road (South side, Northwest Neighborhood Park) - 6' Sidewalk	Sidewalks & Pathways	MUNICIPAL STREET FUND 204	\$ -	\$ -	\$ -	\$ -	\$ 93,750	\$ -		\$ 93,750

FY 2021-22 BUDGET: Capital Improvement Program

Who Did Request?	ID#	Project Name	CIP Category	GL Fund #	FY 2021-22 1	YR FY 2022-23 2	YR FY 2023-24 3	YR FY 2024-25 4	YR FY 2025-26 YR 5	FY 2026-27 6	YR	Total Budget CIP
Parks	PRC028a	Novi Northwest Park Construction (6' aggregate trails) net amt - possible \$50,000 grant	Parks, Recreation, & Cultural Services	PARKS, RECREATION & CULTURAL SERVICES FUND 208	\$ -	\$ 117,960	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 117,960
Parks	ENG052	Cemetery Enhancement Project - pathway (5' stone pathway around the southern loop of the cemetery)	Parks, Recreation, & Cultural Services	PARKS, RECREATION & CULTURAL SERVICES FUND 208	\$ -	\$ -	\$ 72,250	\$ -	\$ -	\$ -	\$ -	\$ 72,250
Parks	LOT015	Parking Lot and Sidewalk Improvements - Rotary Park (parking lot maintenance to the existing facility and new concrete sidewalk connecting the existing parking lot to the pavilion located north of the tennis courts)	Parks, Recreation, & Cultural Services	PARKS, RECREATION & CULTURAL SERVICES FUND 208	\$ -	\$ -	\$ 69,360	\$ -	\$ -	\$ -	\$ -	\$ 69,360
Parks	PRC045	Theatre Upgrade (Lighting & Stage Curtain)	Parks, Recreation, & Cultural Services	PARKS, RECREATION & CULTURAL SERVICES FUND 208	\$ -	\$ -	\$ -	\$ 116,120	\$ -	\$ -	\$ -	\$ 116,120
Parks	PRC028c	Novi Northwest Park Construction (asphalt parking lot)	Parks, Recreation, & Cultural Services	PARKS, RECREATION & CULTURAL SERVICES FUND 208	\$ -	\$ -	\$ -	\$ -	\$ 231,440	\$ -	\$ -	\$ 231,440
Parks	ENG065	ITC Trail / Bosco Fields Connector --14' Boardwalk & 10' Sidewalk (applying for 50% TAP Grant FY 2021-22)	Parks, Recreation, & Cultural Services	PARKS, RECREATION & CULTURAL SERVICES FUND 208	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,172,680	\$ -	\$ 1,172,680
Parks	ENG053	ITC Trailhead Park Trail Expansion (nature trail connecting the Park Place subdivision to the existing ITC Corridor Trail)	Parks, Recreation, & Cultural Services	PARKS, RECREATION & CULTURAL SERVICES FUND 208	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 968,650	\$ -	\$ 968,650
Parks	PRC043	City Splash Pad (TBD Location/Size/Design)	Parks, Recreation, & Cultural Services	PARKS, RECREATION & CULTURAL SERVICES FUND 208	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 597,020	\$ -	\$ 597,020
Parks	ENG005	ITC Pathway Extension - Napier Road Connector (North of 8 Mile Road east of Napier Road)	Parks, Recreation, & Cultural Services	PARKS, RECREATION & CULTURAL SERVICES FUND 208	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 256,110	\$ -	\$ 256,110
Parks	PRC023	Village Wood Lake Park Improvements (shade shelter, picnic tables & benches, and two overlook decks)	Parks, Recreation, & Cultural Services	PARKS, RECREATION & CULTURAL SERVICES FUND 208	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 196,530	\$ -	\$ 196,530
Parks	PRC042	ITC Trailhead Park Outdoor Exercise Station	Parks, Recreation, & Cultural Services	PARKS, RECREATION & CULTURAL SERVICES FUND 208	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 61,490	\$ -	\$ 61,490

MINUTES
10-22-2020
11-5-2020



WALKABLE NOVI COMMITTEE

DISCUSSION NOTES

October 22, 2020 at 6:00 p.m.
Zoom Online Meeting Platform
(248) 347-0475

In accordance with Open Meetings Act, MCL 15.261, et seq., as amended, this meeting was held remotely.

CALL TO ORDER

The meeting was called to order at 6:02 pm.

ROLL CALL

Present: Julie Maday (Chair), Brent Ferrell, Justin Fischer, Andrew Mutch, Salene Riggins (joined late), Brian Smith

Absent: None

Staff Present: Lindsay Bell, Senior Planner, Community Development; Barbara McBeth, City Planner, Community Development; Madeleine Kopko, Planning Assistant, Community Development; Jeff Muck, Director of Parks, Recreation and Cultural Services; Rebecca Runkle, Plan Review Engineer

APPROVAL OF AGENDA

Member Fischer made a motion to approve the agenda. Member Mutch seconded. Motion passed 4-0.

STAFF UPDATES

1. Planning Update
 - a. Recent segment completions

Planner Bell said one thing that was brought to our attention was the bicycle map that was posted on the Ride and Walk Novi Webpage. It hadn't been updated since 2013 so I worked with our GIS Department to update this. It now shows the ITC Trail, which was the major update, but then also we've indicated where the bike lanes were added along Taft Road.

We have seen some new sidewalk segments that have been added around Novi lately:

- Along Wixom Road at the Villas at Stonebrook.
- Along Nine Mile Road at the Woodbridge Park development.
- At Lakeview along Old Novi Road.
- Along Haggerty Road just south of the I-96 overpass which was part of the Toyota Service Center project and was a very long segment.

- At Thirteen Mile and Hagerty Road with the Hillside Office Development that also connected to Autoneum.
- Along Seeley Road that goes to the Novi Tech 6 & 7 project.
- The north side of Ten Mile Road where they added the remaining sidewalk through the Emerson Park PRO as part of their public benefit.
- Catholic Central is also doing a big frontage improvement where their sidewalk connection is nearly completed.

2. Parks, Recreation and Cultural Service Update

- ITC Trail Neighborhood Connector
- ITC to Villa Barr Connector
- Meadowbrook Road/ Village Wood Lake Park connector

Jeff Muck, Parks and Recreation Director, talked about three potential projects to get feedback on from the members:

- Trying to increase Novi's connectivity between parks and trails:
 - The ITC Community Sports Park to Villa Barr Art Park sidewalk connection.
 - It not only would connect the ITC Sports Park but also give access from the ITC Trail.
 - It will be three segments that would tie into an existing segment and cost about \$217,000.
 - Once ITC Sports Park opened, we knew we wanted to tie some neighborhoods in.
 - Resident recommended a connector on Sandpiper Court.
 - Small easement where we could put a spur and connect to the ITC Trail.
 - Dependent on a few things:
 - Mockingbird HOA would have to give approval as well as ITC.
 - No discussions with homeowners have started yet other than the one that called.
 - Village Wood Lake
 - This a neighborhood park and the only access is through Village Wood.
 - This could give us a crossing to tie into the existing aggregate pathway into that park.
 - We've been enhancing the park lately with invasive species removals.
 - This could open the park to more use.
 - Anticipate negative reaction from residents.

Member Fisher asked if the resident that inquired about Sandpiper Court would be impacted from the construction and Parks and Recreation Director Muck said no, they would not.

Chair Maday asked how much the last two projects would cost and Parks and Recreation Director Muck said Sandpiper Court would cost around \$123,000 and the Village Wood Project would cost about \$300,000.

Chair Maday said why would we anticipate negative reactions to the Village Wood Lake project?

Parks and Recreation Director Muck said it's more usage of the park and more traffic behind the homes, but it is a public park.

Chair Maday said I've never been there and that's probably because there's no good access points. From my perspective, the top of the list should be the connection to Villa Barr Park. It reaches two points, and it would get used a lot. The Sandpiper connector is good and the residents would have access to Ten Mile too. I like any access points we can get. I also think that more people would use Village Wood Lake if there was access.

Member Smith said there's access to Village Wood Lake, but it's a little bit longer of a walk than straight across Meadowbrook. Villa Barr has the advantage of getting people off Napier Road.

Chair Maday said to me, Villa Barr is number one. I'm leaning towards Sandpiper for number two just because more residents might be happier, and we wouldn't get complaints.

Member Smith said I agree. We can see who pushes back the most and that becomes priority three.

Member Fischer asked if there is any other pedestrian access to Village Wood Lake Park?

Parks and Recreation Director Muck said through the neighborhood there is.

Member Fischer said there's no other sidewalks in that neighborhood except by the schools. What I really like about this is that it opens a park up to all of those neighborhoods on the other side of Meadowbrook Road that is unknown. I actually think this would be an excellent use of money especially compared with the second option because I think there's so many other access points to ITC Park already. I agree Villa Barr should be number one, but my vote would be for Village Wood Lake to be a strong second.

Member Mutch said I would like to see Villa Barr up there and get a sidewalk connection up to the park. I want to echo what Member Fischer was saying about Village Wood Lake. It's a public park and the public should be able to access it. I think Member Fischer made a good point that there's no sidewalk connection to that park. If we open that connection from where the existing path ends out to Meadowbrook Road, the primary users of that will see that as an opportunity to get out to Meadowbrook Road. Looking at Sandpiper Court, Jeff mentioned an easement. It looks like there's a 10-12 foot-wide easement and it's not a part of anybody's yard.

Parks and Recreation Director Muck said it's about a 10-foot gap between those two homes, it's not part of their yard. The gentlemen who mentioned it said there was gate there at one point and people have maintained it.

Member Mutch said we've dealt with this similar situation in different locations. It's always challenging when you try to put a pathway in between people's houses especially if

they're not the ones requesting it. I'm open to discussing it, but I do think that's going to be our biggest hurdle. In terms of priorities, I would be more interested in seeing Village Wood Lake moved up, but again I think maybe to Brian's point, let's see which ones we can make the most progress on and then from that we can prioritize them.

Parks and Recreation Director Muck said I agree. I think it would be best to put all our energy in Villa Barr and Village Wood Lake.

Member Smith said I just wanted to say one more point in favor of Village Wood is that the parking there is limited so if we can increase the usage of the park without needing to park cars that would be a good thing.

3. Engineering Update

- a. Active Non-Motorized Public Projects
- b. Non-Motorized Maintenance Presentation

Staff Engineer Rebecca Runkel said so right now under construction is the 2020 Pathway Gap and ADA compliance program, which has been a few years in the making. We will be covering several areas which you may have seen around the City. It should be completed this year and there might be some restoration left over in the Spring. You probably have seen the work at Novi Road over I-96 that is just about complete. The sidewalk is totally done, they're just wrapping up servicing work on the bridge. The rest are sidewalks that are currently in design:

- Meadowbrook south of Eleven Mile
 - We are still working on acquiring easements.
 - There's one property owner that looks like we're going to have to take to court to get that easement.
 - Looking to combine this with some drain work at the Lee BeGole Road headwall that needs to be constructed.
 - Hoping to get out to bid soon and have the easement ready to go by the spring.
- Segment 51- along Ten Mile Road with ITC Access between Dinser and Woodham
 - Still working on acquiring easements.
 - Three properties are on City Council Agenda for Monday, two of which are settlement amounts, and one is assigned easement so after we move forward with those we will just have to get the ITC easement which should be this winter and one other property which the house just went up for sale so I'm not sure how that's going to go, but definitely in the spring we're looking to get that done.
- Safe Routes to School Project
 - Several small sidewalk and ADA improvements are going well.
 - About 70% complete on the plans.
 - We're looking at a February letting and will start construction sometime in the spring or summer depending on when the school district wants us to get started on that.
 - We also just started a design with AECOM on the ITC Trail Connection in-between Wildlife Woods and the ITC Trail
 - This will be a spring letting.
 - Mid to late summer construction.
- Ten Mile Road Project between Haggerty and Meadowbrook

- o RCOG has been working on that and OHM just applied for a TAP Grant for that sidewalk.
 - Good shot at getting about half a million in funding for that because it's a major connector piece with other communities.
 - That should be starting construction around 2022.

Member Fischer said could you reiterate that point about Safe Routes to School?

Staff Engineer Rebecca Runkel said we need to coordinate with the schools on that because a lot of the improvements are on school campuses so we just need to figure out when they can allow us on campus to do work and if we can only do that in a certain timeframe or not.

Member Fischer said can the improvements only be done in the warmer months?

Staff Engineer Rebecca Runkel said yes, it's all going to be in the summer. There is a pretty large sidewalk segment going in on Tamara and Borchart Street in the Orchard Hills neighborhood which might extend outside of the summer, we are not sure yet.

Presentation on non-motorized maintenance in city: from DPW

Planner Bell said we have a presentation by our Field Operations Senior Manager Matt Wiktorowski and Work Leader in the Field Operation Division Dean Reid who are going to update us on non-motorized maintenance in the city.

Matt Wiktorowski, Field Operations Senior Manager, said I wanted to talk about non-motorized maintenance. Sometimes we don't think about the maintenance associated with all these assets we continue to add that brings people to our community. Our network has just over 200 miles of sidewalks in neighborhoods and about 50 miles along our major roads. We also have about 1.7 miles of boardwalks (36 separate structures) that we maintain as well.

Dean Reid, Field Operations Work Leader, said even though the ITC Trail is new, we've already had some problems with it. Just keep in mind that when you add these resources, they have to be maintained.

Matt Wiktorowski said our labor resources are Dean as a work leader, a full-time staff member, and a part-time individual. Most of those resources are allocated to boardwalks. Maintenance activities that are required on sidewalks are:

- removing and replacing concrete
- removing trees
- trimming vegetation to clear pathways
- panel removal and replacement
- crack sealing

Between 2013 and 2020 we've gotten about 626 requests. We're getting more and more concerns associated with the maintenance needs. Currently, we're removing and replacing 2-inch deflections and that's measured by a straight edge and a tape measure. That's important because sometimes if that straight edge isn't quite level we get an inch a half shown to us when it really should be higher or vice versa so we want to

go out there and get the best possible measurement. Sometimes just one slab in front of a home is reported and a resident asks if the city can come out and replace it. We go out there and check, but then find that there are more panels in front of the same address that need to be fixed.

Dean Reid said when I go out and measure some of these deflections, I have to make sure to not cause another trip hazard. So, if I have a panel deflection that's caused by roots, but the roots lifted one panel up and the other two down, I can't match that up so I have to take out multiple panels. Frequently we get called out on one panel and it turns out we have to do eleven panels, which changes the cost dramatically.

Matt Wiktorowski said we are starting to see more tree root damage. As our urban forest starts to mature, it brings us benefits, but at the same time, it also damages some of the other infrastructure that we have. You can see in a couple of examples, how the sidewalks are starting to heave. This example is from Meadowbrook Glens, but it's starting to become a delicate balance to make sure that we're maintaining our sidewalks properly in some of these older subdivisions. More residents that are walking the subdivisions and noting all the deflections that they feel are hazards and calling that in. So, our team is now walking those neighborhoods and trying to identify which ones meet our remove and replace criteria and which ones do not.

Dean Reid said and when you have multiples and must go and inspect them, you're actually being pulled off another non-motorized work, which leaves that crew short of people for quite a while because it does take a long time to measure every single one and put them in the system and make notes.

Matt Wiktorowski said some of the repairs that we make are:

- Deflections
- Sidewalk vegetation trimming
 - A side effect of trimming vegetation is that it grows back sometimes two or three times as fast as the branches try to divert that nutrient back to that smaller limb
- Concrete cutting
 - This is a good alternative to remove and replace that is cost effective.
- Tree root damage

Some additional field concerns we see out there are

- Poor construction that has taken place.
- Irrigation is a concern.
- Fencing.
- Bad concrete and compacted soil

We're currently fixing over 120 panels of sidewalk and bringing them up to date with ADA compliance.

Matt Wiktorowski continued to say so really what we need to do is think about where do we start our program and what we need to do to keep it basic. We should:

- Start out small and take baby steps. Then we can jump into a program that best suits the needs of our users as our network ages.
- Look at when the neighborhood was constructed.

- Several of these areas were constructed in the late 60's and early 70's. We know that the likelihood of there being failures in those neighborhoods are pretty great given that the construction started in 1969.
- Do an analysis about the forest and see what kind of impacts the trees might have in there. We know the trees are going to be mature so there going to have well developed root systems and what is the potential severity of sidewalk damage.
 - We look at Meadowbrook Glens and 44-45% of the species in that subdivision have a tendency to have surface roots.

We prepared some information a month or two ago about an inspection we did in Meadowbrook Glens and there were approximately 33,000 square feet of deflected, cracked and deteriorated concrete that was adjacent to about 440 homes and about 90% of households were impacted by that type of deterioration of the sidewalk. Our estimated repair costs were \$480,000 for one subdivision which was about 1,300 panels. That's a price of \$370 per panel, that's just an average cost, and that pricing can go up as much as 50% if there's extensive root damage. That is on a remove and replace program that has the criteria we sent out in that memo a month or two ago. It's a little bit more extensive but brings it up to a really nice standard.

An option we explored last season is to get into an average neighborhood and see what it would cost to bring the entire neighborhood up to compliance so we can bring some numbers to the table. We went into Green Wood Oaks, we figured that was somewhat average after walking a few neighborhoods, and at the end of the day we found out it would cost us \$6.36 per lineal foot to repair sidewalks city wide. If we used a method of cutting into concrete deflections between 3/8's of an inch to an 1.5 inches at the city's expense and then removing and replacing all deflections greater than two inches and then the homeowners with the understanding of HOA and homeowners working together will replace all the deflections that were 1.5 to 2 inches. The city paid about \$16,000 to remove and replace sidewalk flags and about \$53,000 for cutting compliance and that's how we came up with our total of \$6.36 per linear foot to repair sidewalks city wide. It would really help us out with budgeting if we chose to approach sidewalk maintenance that way.

Dead Reid said we did not do any cracks or deteriorating panels, that was up to the property owners.

Matt Wiktorowski said correct. We have actually cut our price in half by adding cutting into the picture and what's been nice to hear is that the HOA and the residents in that neighborhood have all been very happy with everything we've done. I haven't heard one compliant out of the HOA or any of the residents.

Our non-motorized network is such a great aspect to the community but finding the money and the proper way to maintain it is what's key and this was one that we found that appeared to make all the residents in that neighborhood happy. It just involves the cutting component and allows us to send some numbers to upper administration to see how they want to move forward with the program.

Some of the future concerns include:

- Our urban forest.

- o Trees grow and root systems grow and any assets that are adjacent to those trees are going to be impacted one way or another.
- Available funding is dedicated to maintenance.
 - o What funding we will have dedicated this year for maintenance is very important when developing a program or helping the development of a program.
- Tripping hazards.

We get multiple calls with how we're going to address sidewalks. We tell individuals right now that it is strictly a two-inch deflection. We want to make sure that we provide residents with the best possible service, but what that means is right away sticking straight to a rule and making sure that we enforce that city wide.

Dean Reid said I would like to add one thing, when you think about all the maintenance on the wooded boardwalks and all the sidewalks, I do that with me, a full-time staff member, and a part time staff member and to think we're thirty-two square miles and we maintain it all, so we're doing the best we can and trying to be proactive, but its not easy.

Matt Wiktorowski said so as we add sections of sidewalk, pathway, and boardwalks to our system we just ask that everyone considers the maintenance that's associated with that and we want to make sure that eventually we get this program in place that doesn't just consider additions and connectors in the network but also takes into consideration how we maintain those connectors and boardwalks.

Member Smith said I just wanted to comment on the vegetation clearing, that's not just an aesthetics issue, it's also a safety issue especially around intersections.

Matt Wiktorowski said we try to address those areas and we also give letters to the property owners asking if it's okay to trim down the vegetation and if they want to do it themselves, they can and we'll for sure show them how to do it if they prefer, but were working on that.

Chair Maday said this is very important topic. When you look at this presentation, it really does show the magnitude of how much work is done all the time by you guys. One thing that crossed my mind when you were talking about the shallow rooting system is that is there a way we can get with landscaping and not allow certain trees along those areas?

Planner Bell said I was having the same thoughts. I will raise that with the Landscape Architect to make sure.

Matt Wiktorowski said I think it's inevitable that planting a tree that close to the sidewalk is going to 100% fix it, it may prolong it five years, but you're still going to have that issue. In the maintenance aspect of it, its not going to go away, but it will help.

The meeting abruptly stopped at 7:00 pm. Another future date will be planned to continue the conversation and the rest of the agenda.



WALKABLE NOVI COMMITTEE

DISCUSSION NOTES

November 5, 2020 at 6:00 p.m.

Zoom Online Meeting Platform

(248)-347-0475

In accordance with Executive Order 2020-48, this meeting was held remotely.

CALL TO ORDER

The meeting was called to order at 6:01 pm.

ROLL CALL

Present: Julie Maday (Chair), Brent Ferrell, Justin Fischer, Andrew Mutch, and Brian Smith (joined late)

Absent: Salene Riggins

Staff Present: Lindsay Bell, Senior Planner, Community Development
Barbara McBeth, City Planner, Community Development
Madeleine Kopko, Planning Assistant, Community Development
Jeff Muck, Director of Parks, Recreation and Cultural Services
Rebecca Runkle, Plan Review Engineer

APPROVAL OF AGENDA

Member Ferrell made a motion to approve the agenda. Member Fischer seconded. Motion passed 4-0.

AUDIENCE PARTICIPATION

No one in the audience wished to speak.

MATTERS FOR DISCUSSION

- a. Neighborhood Sidewalk Maintenance

Chair Maday said we were cut off at the last meeting from having discussion about the Sidewalk Maintenance Presentation. Who ever would like to ask their questions may do so now.

Member Fischer said I wanted to give some background from City Council's perspective. This item came out of a Council goal. The reason why I thought this was important to work on was because there really was not a formal program for this. Basically, the City will fix any deflection that is more than two inches and that's driven by legality.

Matt Wiktorowski, Field Operations Senior Manager, said yes, the city just held a standard of two inches or greater and we will go out a fix it if it meets that criteria.

Member Fischer said so we do have an informal policy to protect ourselves from liability when something is recorded, but it is not something we promote and it is not something that City Council could go out and say this is how we deal with things.

The other thing that was sent out was the memos and those have been discussed for quite a while. Back in 2018, they talked about the potential of adding \$100,000 or so into the budget and that would start a program and now we have the City Council Goal from February; that's kind of the background on where we are today.

In the July 2020 Memo, Staff included a study done in Royal Oak and it shows the surrounding cities and their program and maintenance policies. What jumps out to me is that these are 90% property owner funded, so I assume a resident points out an issue and either the property owner fixes it themselves or its billed to them with some sort of assessment. You'll also notice in these programs it's very similar to what was proposed and it covers a lot of different items between cracking, deflections, broken pavement, etc. I would love to get the City of Novi to that point where we're doing a very holistic and all-inclusive fixing program where cracks, spiders, and separations are all being looked at and fixed.

When I think back to Matt's presentation, the one slide that really jumped out at me was about going back to the basics. So, what I would like to see the city do is formalize the two-inch deflection policy. I expect that this would be something the city would fund. I'm not saying we would promote it, but I would say that's something we could have on the website and staff and City Council can point residents to it. Then the other piece of that, in the goal I talked about having an incentive for residents to participate if they chose. What I was thinking was a sharing program for deflections between a one-inch to two-inch differential. So, let's say a resident calls in and says there's an issue and it's one and a half inches. Well the open and obvious rule is we're not going to fix it on the city's dime, but maybe we do that at a 50/50 cost share if the resident is interested in doing that. Those are the policies I would like to see. I really would like to focus on the differentials and the city to be funding this at this point and I'd like to put a lot of the other maintenance items on the backburner and build them in with baby steps and phases. If we look at the maintenance program that was proposed in the memo, the cost for just Meadowbrook Glens was close to \$500,000, so obviously the city can't fund that throughout the whole city and I certainly don't want to go to 90% of the residences of Meadowbrook Glens and say we're going to basically for all intents and purposes increase your taxes by said amount either because of these various stringent rules we have on sidewalk maintenance. So, I think it's an excellent program and I love what staff put together and I think as a city and as a council I'm trying to match and walk a fine line between what can the city afford, what are the biggest safety concerns, and what can we do a little at a time. I would really like to hear everyone else's perspective because the intent is to really move this forward.

Member Maday said I think that's a really good idea. It gives residents an incentive to be proactive themselves and obviously save money on our end as well as make them happy. I'm sure there are times when they call and it doesn't meet the two-inch requirement, and then what? So, this gives them the option to have help if it really bothers them. Then it's a win-win for both people. If it does meet the two-inch requirement, I assume we would just do it for legality purposes. I love the idea of give residents as much say as possible.

Member Ferrell said so if the people were to do the 50%, who is going to be the contractor? Who is actually going to do the work? If it can be done by somebody that can do it cheaper are we going to allow the citizens to get their own contractors to do the work? Let's say they have a relative or friend that does concrete work that can be cheaper. So how would we figure costs into that?

Member Fischer said I'll let staff answer more or less of that point, but initial thought is to say if city is going to be the one really driving this and the city is going to be the one to fix anything over two-inches I would prefer that the city go ahead and own the process. Again, if the resident wants to participate in the cost share they can go to the city. If they don't want to participate in the cost share then they can pursue their own contractor.

Member Mutch said I agree with Justin. In terms of addressing the two-inch locations that's, from my perspective, the city's responsibility. In fact, I would argue that sidewalks in general are the city's responsibility to maintain and from my viewpoint up to the property line anything in the right-of-way is ours whether it's the street, the water, the sewer, the trees, the sidewalks, the pathways. Having said that I'm also open to the idea of having some kind of incentive program for locations that is more of an aesthetic issue rather than an actual safety issue or a safety issue where we're not reaching that two-inch threshold yet and doing some kind of cost-share program would allow the city to stretch whatever dollars we allocate towards the program a little bit further because the residents are contributing to that. Instead of trying to do something comprehensive right from get-go we could target those priority locations. In terms of cost I don't think we want to bite off too much at once because I think that is always going to be a challenge between how much can we afford to do each year and what is a reasonable amount to do. I think once we do it for a year or two and get a sense of what those costs are going to look like then we can start revisiting the amount of work we are doing. I think it is important to get on this as soon as we can. My parents live in Meadowbrook Glens where they put solar lights so people don't trip and my mom actually broke her hand tripping. Knowing that we are looking into this I think we really need to get going on it. We have these hazards out here that we really need to address and I would really like to see something going on this sooner rather than later and I think not trying to do everything at once will help move this process along faster.

Member Maday said just to piggy-back on something else I was saying earlier, the benefit of doing this too, assuming the citizens are involved it gives more eyes to what's going on. People might pay more attention to issues that the city does not necessarily see. I kind of like the idea, if its even possible, to implement it all at once just because starting from the beginning to try to make everyone happy and try to save some money, is that possible to do both of those programs and get them moving at the same time?

Matt Wiktorowski said anything is possible. I think that going through and inspecting an entire city is going to be the initial challenge. Having our staff go through there and identify each panel that may be over two-inches is going to be a challenge so I would need to talk to Director Herzceg and see if we want to possibly contract out those inspections and identify those deflected panels or somehow have staff do that in the winter months. Maybe we could even try a couple of subdivisions and reach out to HOA's to see if they would help with inspections and identify panels that they thought

were two inches or greater and we would come out and check those specific panels rather than us walking the entire neighborhood. It would give them some ownership of the non-motorized network that goes through their neighborhood so those are some thoughts if that answers your question.

Chair Maday said I really like the idea of getting in contact with the HOA's. I don't think we have to walk every single block in this community for this program, we can get it all going and then continue to do inspections as we go along, right?

Matt Wiktorowski said absolutely.

Jeff Herczeg, DPW Director, kicking the program off would be no problem. I think what I'm hearing now is take a small bite and then expand as we move forward. That shouldn't be an issue.

Member Fischer said I love the idea of residents being the eyes and ears and being the ones who are recording these issues. I would be hesitant to start a program in such a proactive nature, I'd rather have a push from residents to get some of these things done. My biggest concern is biting off too much financially than we can chew.

Chair Maday said what's the legality on it if we had a call in program and there's two inch gaps throughout the community that haven't been called in that we haven't inspected and found yet, are we still legally liable for incidents that happen on that two-inch gap or are we not liable because we have a program out there that people can call into and let us know.

Member Fischer said I think the issue is if we record a two-inch gap and we don't act on it in 30 days then we are open obvious and we are negligent about actually fixing it, but that's a question for the City Attorney.

Jeff Herczeg, DPW Director, said that's my understanding as well.

Chair Maday said okay, so that would be the big issue, if we do open this up to the community. So where do we go from here?

Jeff Herczeg, DPW Director said we'll come back with a proposal for a plan in the next fiscal year based on what we're hearing tonight and report back to this group and likely see it being formalized by council in future.

Member Fischer said I guess my only thought is that I get an impression that people so far on this committee thinks it's a good idea and so anything we can do to get this in front of council sooner than later so we can hit the ground running in spring even if it would require some sort of change to our quarterly budget amendments that's something I would be willing to support at the Council level.

Member Mutch said I agree, typically once City Council has developed goals the city administration takes that charge and turns it into budget items, funding, implementation. All the steps necessary to kind of make that goal a reality. So the first step of that is what we're discussing now, the background necessary to get our hands around what this would be and it seems like at this point we have enough information in terms of what's

been collected so far to move to next step which I think is discussing funding. Again, because this was a goal for this current year there is no reason for us to wait until next budget, we have enough information available at least to start us down that path so maybe this committee can make a recommendation to move this to a council item?

Member Fischer said I think that would be appropriate if we have the support on this committee. Chair Maday and Member Ferrell agreed.

Member Ferrell said I had a question on the sharing costs. What would the monies go from the residents, would they go into another type of fund that would help pave the way for other areas to get done on the cities dime or where would that go?

Victor Cardenas, Assistant City Manager, said most likely it's the actual whatever is deemed necessary to that respective repair that goes to that and obviously money is fluid its still the same amount.

Member Ferrell said I just didn't know if we could put into some fund to help future areas.

Victor said I believe this is part of road funds.

Member Mutch said back to the process, in terms of voting this forward, Jeff I heard you say you would draft together a proposal that you would bring back to this committee to review. Did I understand that correct?

Jeff said yes, that's correct.

Chair Maday said so if we want to send something to City Council quick, this would come through us first and we would approve it and then its headed over to council? Is that the ultimate goal within the next six months?

Member Fischer said I would say we could do it one of two ways. One would be to direct staff to incorporate what we said and create a recommendation to go straight to council. Again, to expedite things, the other option could be to create that draft and email it to this board and if there are no objections, it could go to council. If someone had some kind of major issue that recommendation would be to call a meeting and have a discussion about it. Both ways I would propose process wise to move this forward to City Council rather quickly.

Chair Maday said because we're all in agreement with what we want to do sending an email to this Committee to just let everyone know what's going on and then letting everyone vote on it, I'm absolutely okay with that.

Member Ferrell said I definitely support the cause.

Member Smith said I would just like to add about the 50/50 split maybe we can incentivize it, we can say you absolutely have to go through the city maybe 25% could go to own contractor, 50% go through the city that way we have a little more control over the quality of the job that get's done.

Member Ferrell said yeah that was my concern that if they wanted to go with somebody else to save more, is that going to be acceptable, is there going to be a list of contractors they can use?

Chair Maday said I think that the city should direct it to streamline it, but I'm not very knowledgeable about repairing sidewalks so I'm not sure if that's a legitimate approach.

Member Fischer said I see the point that's being made, the only reason I kind of directed an only through the city scenario was just for simplification purposes for staff because if it is kind of like someone gets to go and do their own thing and then they have to provide invoicing and then were going start doing a 50/50 thing, now we have DPW involved, finance involved, accounting involved and it just sounds like a lot of work for a 50/50 split that's why I really wanted to push people either go with the city contractors or go with the incentives. That was my rationale.

Chair Maday said my two cents was that if were putting citizens money into a project on somebody's sidewalk, I think the city should have a say in what happens in that sidewalk. I'm slightly concerned about not knowing a contractor and letting them do it and us actually paying money to a contractor were not comfortable with.

Member Ferrell said I agree I'm not trying to argue the fact but what if the resident can repair the concrete themselves. I'm just wondering if we're going to have backlash from residents saying they can do it themselves. I just want to make sure that's not an issue that's going to come up.

Chair Maday said we're not requiring them to pay if the gap is two inches or larger. If they want it done if its less than that, its an incentive they're getting the benefit from us to have it being paid early and giving them 50% of the cost.

Member Ferrell said yes, I support the program, I'm just trying to think of things that could potentially come up.

Chair Maday said okay so I think we're all in agreement.

b. Approval of 2020-22 Non-Motorized Prioritization Report

Chair Maday said I looked over the report, obviously not much has changed. I'm very comfortable with it. I'm thrilled one of them actually addressed a resident's concern. I'm ready to vote on this.

Member Fischer said I don't have any issues.

Member Smith made a motion to approve the 2020-22 Non-Motorized Prioritization Report. Member Ferrell seconded. Motion passed 4-0.

c. 2-22-2020 Walkable Novi Committee Meeting Minutes

Member Mutch made a motion to approve the Minutes. Member Fischer seconded. Motion passed 4-0.

d. 07-16-2020 Walkable Novi Committee Meeting Minutes

Member Mutch made a motion to approve the Minutes. Member Fischer seconded. Motion passed 4-0.

COMMUNICATIONS

Member Mutch said I had two items that I wanted to bring up. I've been in contact with some folks about sidewalks and related items. One of them was from Lyon Township trustee and they had followed the conversation we had at the last meeting for sidewalks along Napier Road connecting ITC Sports Park up to Villa Barr. They are interested in doing a connection along Nine Mile Road from Lyon Township and possible along the section along the ITC Corridor in Lyon Township, they have some existing and new development going on in that area so they are looking to see if there's some opportunity to work together with us maybe piggy backing off of any projects we've done in that area or coordinating with us in terms of cost sharing to maybe help reduce the cost on their side or do a larger project together. They didn't have anything formalized yet, they have their own sidewalk committee that meets and discusses these issues and they just wanted to make sure that we were aware that they are interested in partnering with us in that area.

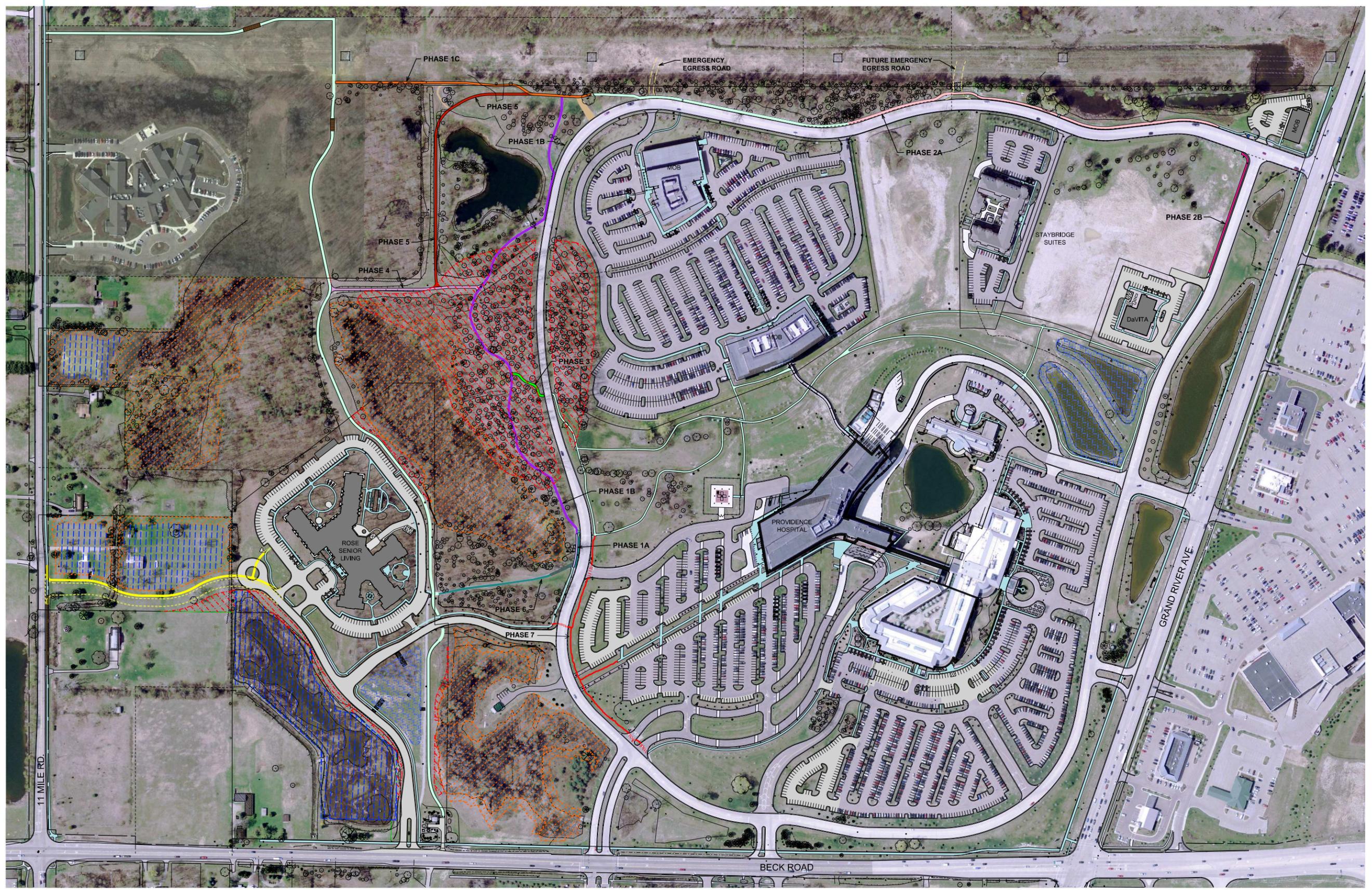
The second item was email from a resident that I will pass along to staff. They were indicating over by the back end of Lakeshore Park; this is a member of the mountain bike group at Lakeshore. They indicated that there's a lot more pedestrian traffic along 12 ½ Mile and Dixon Road area and they just wondered what plans the city has as far as in the future to fill in the sidewalk and gaps that obviously provides access to Lakeshore Park.

ADJOURN

Member Ferrell made a motion to adjourn. Member Smith seconded.

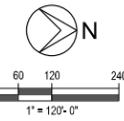
The meeting was adjourned at 6:36 PM.

**ASCENSION NOVI
TRAIL AND PATHWAY MASTER PLAN**



LEGEND

	EXISTING CONCRETE PATHWAY		PHASE 2A - 1,310 LFT. PR BIT. PATHWAY		PROPOSED / FUTURE PATHWAY - 985 LFT.
	EXISTING ASPHALT PATHWAY		PHASE 2B - 480 LFT. PR CONC. PATHWAY		WOODLANDS EASEMENT
	EXISTING GRAVEL / WOODCHIP PATHWAY		PHASE 3 - 145 LFT. PR BIT. PATHWAY		CONSERVATION EASEMENT
	PHASE 1A - 115 LFT. PR CONC. PATHWAY		PHASE 4 - 540 LFT. PR BIT. PATHWAY		WETLAND EASEMENT
	PHASE 1B - 1,760 LFT. PR BIT. PATHWAY		PHASE 5 - 920 LFT. PR BIT. PATHWAY		DETENTION BASIN EASEMENT
	PHASE 1C - 786 LFT. PR BIT. PATHWAY		PHASE 6 - 475 LFT. PR BIT. PATHWAY		



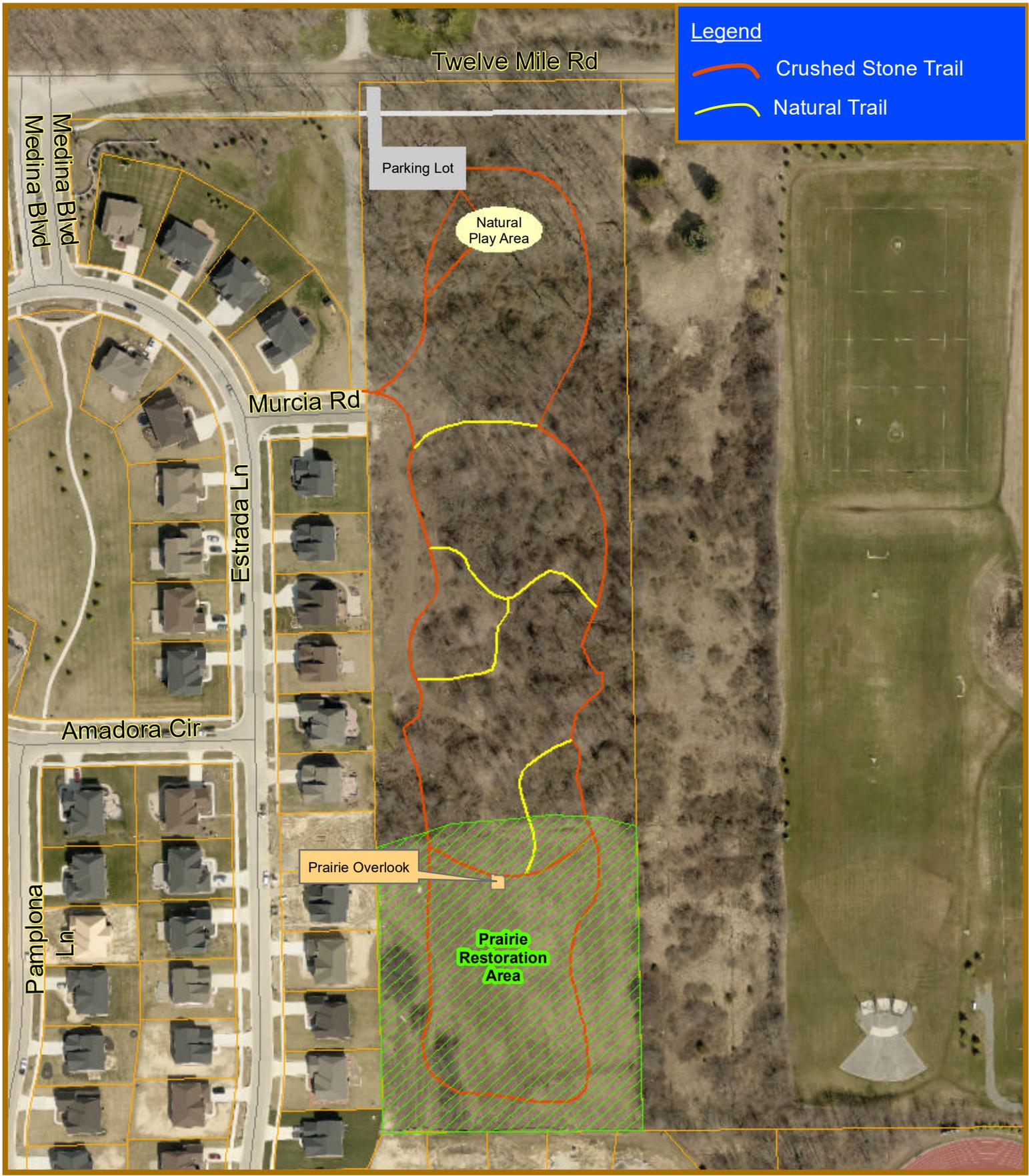
PROPOSED PEDESTRIAN PATHWAY CONCEPT	
HRC JOB NO. 20160925	SCALE 1" = 120'
DATE OCTOBER 2018	SHEET NO. 01 OF

St. John Providence Hospital and Medical Center of Novi
PROVIDENCE PARK PEDESTRIAN PATHWAY SYSTEM
 CITY OF NOVI
 PART OF THE E1/2 OF SECTION 17, T16, R16E
 OAKLAND COUNTY MICHIGAN



HRC
 HUBBELL, ROTH & CLARK, INC
 CONSULTING ENGINEERS SINCE 1915
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 PHONE: (248) 454-9300
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 WEB SITE: <http://www.hrc-engineers.com>

NORTHWEST NEIGHBORHOOD PARK



Legend

-  Crushed Stone Trail
-  Natural Trail

Map Author: Keri Blough
 Date: January 22, 2021
 Project: Novi Northwest Park
 Version #: 3.8

2021 Northwest Park Conceptual Plan



City of Novi
 Integrated Solutions Team
 Geospatial Resources Division
 45175 Ten Mile Rd
 Novi, MI 48375
 cityofnovi.org



MAP INTERPRETATION NOTICE
 Map information depicted is not intended to replace or substitute for any official or primary source. This map was intended to meet National Map Accuracy Standards and use the most recent, accurate sources available to the people of the City of Novi. Boundary measurements and area calculations are approximate and should not be construed as survey measurements performed by a licensed Michigan Surveyor as defined in Michigan Public Act 132 of 1970 as amended. Please contact the City GIS Manager to confirm source and accuracy information related to this map.

NON-MOTORIZED PUBLIC PROJECTS

MEMORANDUM



TO: WALKABLE NOVI COMMITTEE
FROM: REBECCA RUNKEL; PROJECT ENGINEER
SUBJECT: PUBLIC PROJECT UPDATES
DATE: MARCH 2021

This memo provides an update on public sidewalk projects currently under design and/or construction.

Public Sidewalk Projects Currently in Design and/or Construction

- **2020 Pathway Gap and ADA Compliance Program (OHM)**
 - Project completion expected in May
- **Segment 70 – Meadowbrook Rd, east side, 11 Mile Rd to 25673 Meadowbrook Rd (OHM)**
 - Clearing started in February
 - Expected to be complete later this summer
- **Segment 51 - 10 Mile Rd, north side, Dinser Dr to Woodham Rd (Spalding DeDecker)**
 - Bid opening March 4th
 - Construct as soon as weather allows
- **Safe Routes to School (OHM)**
 - Final project submittals to MDOT (easements holding up project)
 - Bid opening May/June, construction July - October
- **ITC Trail Connector, Wildlife Woods to ITC (AECOM)**
 - Bid opening April/May
 - Construction July/August
- **10 Mile Sidewalk, west of Wixom Rd (AECOM)**
 - AECOM finalizing design, City working on finalizing easements
 - Sidewalk will be combined with water main and culvert extension
- **10 Mile Rd Project, Haggerty Rd to Meadowbrook Rd (RCOC)**
 - Preliminary design
 - OHM applying for TAP funding for sidewalk
 - Advance construct 2022