



WALKABLE NOVI COMMITTEE
May 18, 2017 at 6:00 p.m.
Novi Civic Center
Council Conference Room
45175 W. Ten Mile, Novi, MI 48375
(248) 347-0475

Members: John Avdoulous, Doug Bauss, Brian Burke, Robert Giacobetti, Shelley Thomopoulos, Butch Wingfield, Wayne Wrobel and Ted Zuchlewski

Staff Support: Sri Komaragiri, Planner
Barbara McBeth, City Planner
Jeff Muck, Director of Parks, Recreation and Cultural Services
George Melistas, Engineering Senior Manager
Matt Wiktorowski, Field Operations Senior Manager

ROLL CALL

APPROVAL OF AGENDA

AUDIENCE PARTICIPATION

MATTERS FOR DISCUSSION

- a. Non-Motorized Master Plan: Six Year Implementation Status (2017)
- b. Walkable Novi Meeting Schedule for 2017

STAFF REPORT

1. Planning Update
 - a. Preliminary discussion on a revision to Tier 1 category for Annual Non-Motorized Prioritization Update
 - b. Updates to Ride and Walk Novi webpage
 - c. Pedestrian and Bicycle Accidents (July 2016 to current)
2. Engineering Update
 - a. Active Non-Motorized Project Portfolio for Engineering Division
3. Parks, Recreation and Cultural Services Update
 - a. ITC Trail update and Park Project updates

COMMUNICATIONS

ADJOURN

Future Meetings: Tentative

MATTERS FOR DISCUSSION

Non-Motorized Master Plan: Six Year Implementation Status (2017)

MEMORANDUM(DRAFT)



TO: WALKABLE NOVI COMMITTEE
FROM: SRI KOMARAGIRI, PLANNER
SUBJECT: NON-MOTORIZED MASTER PLAN: SIX YEAR IMPLEMENTATION STATUS
DATE: MAY 18, 2017

On February 28, 2011, the Novi City Council adopted the *City of Novi Non-Motorized Master Plan 2011*. This Plan presented a set of goals and implementation strategies that when substantially implemented will result in a physical and cultural environment that will support and encourage safe, convenient and comfortable ways to walk and bicycle throughout the community. Since the Plan was adopted six years ago, the City has implemented a substantial portion of the infrastructure, policy, public outreach and education goals and implementation strategies.

The implementation of the strategies has been the result of many efforts throughout the City's organization. Among those providing input and guidance have included City Administration, Department of Public Services, Parks, Recreation and Cultural Services, Community Development, Neighborhood and Business Relations, and the Police Department, as well as citizen members of boards and commissions, especially as represented through the Walkable Novi Committee.

The following outline summarizes the general categories of implementation strategies recommended in Section 3.2 in the *2011 Non-Motorized Plan*. That is followed by a table that lists each implementation strategy along with an update on its progress and any additional comments.

1. Infrastructure

- a. Initial Investments
 - i. Complete Sidewalk Gaps
 - ii. Safety Concerns
 - iii. Critical Links
- b. Four Parallel Tasks
 - i. Major Corridor Development
 - ii. Neighborhood Connectors
 - iii. Sidewalk Gaps
 - iv. Construction Integration

2. Policy Recommendations

- a. Complete Streets

- b. ADA Compliance
- c. Safe Routes to Schools
- d. Bicycle Parking
- e. Maintenance of Non-motorized Facilities
- f. Sidewalk/Roadside Pathway Completion

3. Site Plan Review

4. Public Outreach and Education

- a. Establish the Program
- b. Build a Culture of Biking and Walking

Planning staff met with Engineering staff to reassess the feasibility of all the implementation strategies listed in this document. Engineering staff recommended certain items are "unlikely" to be implemented as noted in the progress column. It is suggested that these items be eliminated from future updates upon further consideration by the Committee. The recommendation is based on difficulties associated with constructability, easement acquisition and required approvals.

With this memo, staff has included some additional maps to help understand the context of the connectors and pathways. All text in **blue** are updates from this year.

Acknowledgements

- Barbara McBeth, City Planner
- Jeff Muck, Director of Parks, Recreation and Cultural Services
- George Melistas, Engineering Senior Manager and City Traffic Engineer
- Aaron Staup, Construction Engineer
- Matt Wiktorowski, Field Operations Senior Manager

More information on the Non-Motorized Master Plan can be found at <http://www.cityofnovi.org/Community/Ride-and-Walk-Novu.aspx#NonMotorizedMasterPlan>

Fig. 3.2F. Neighborhood Connectors

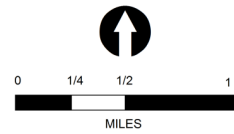
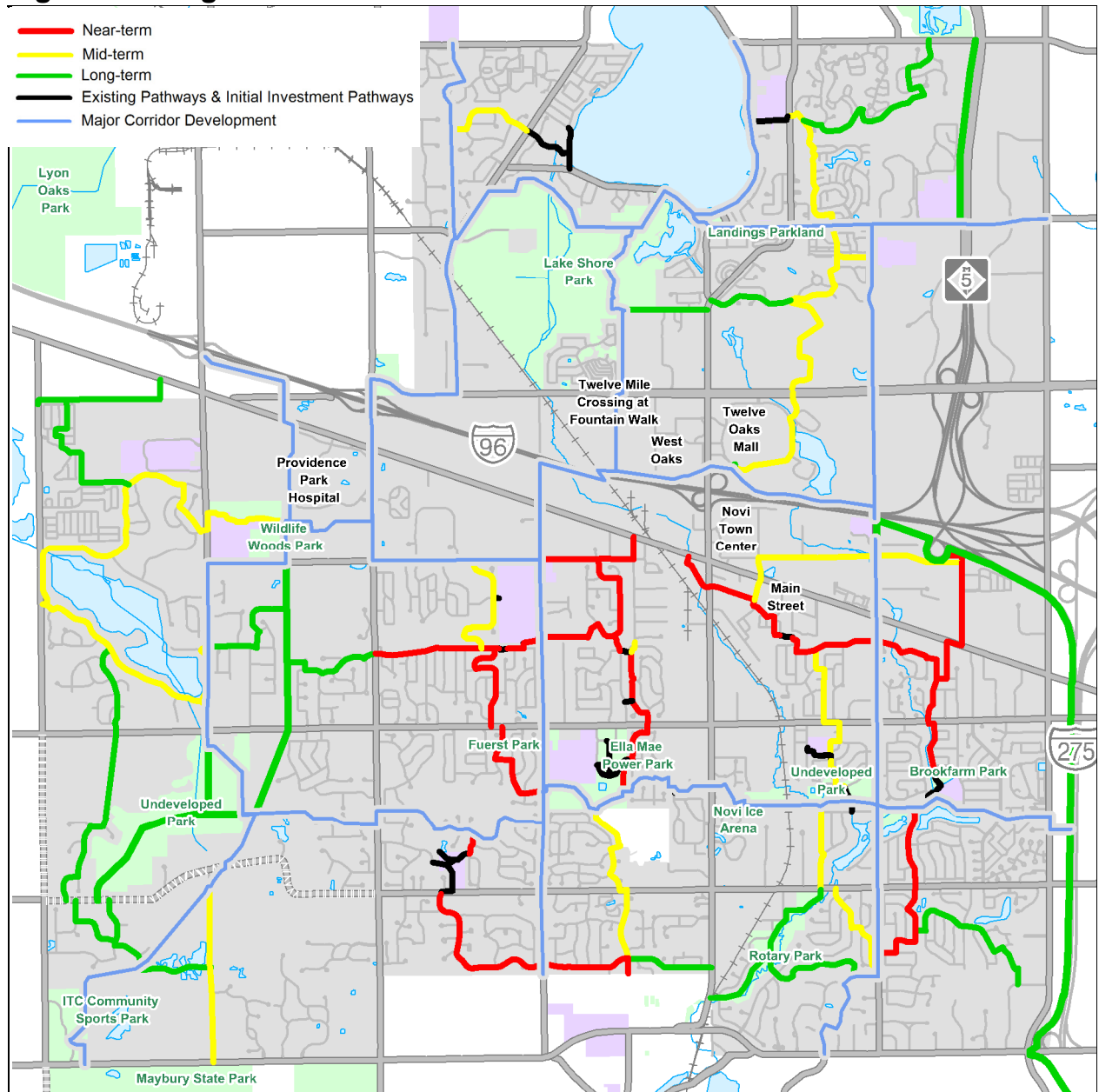
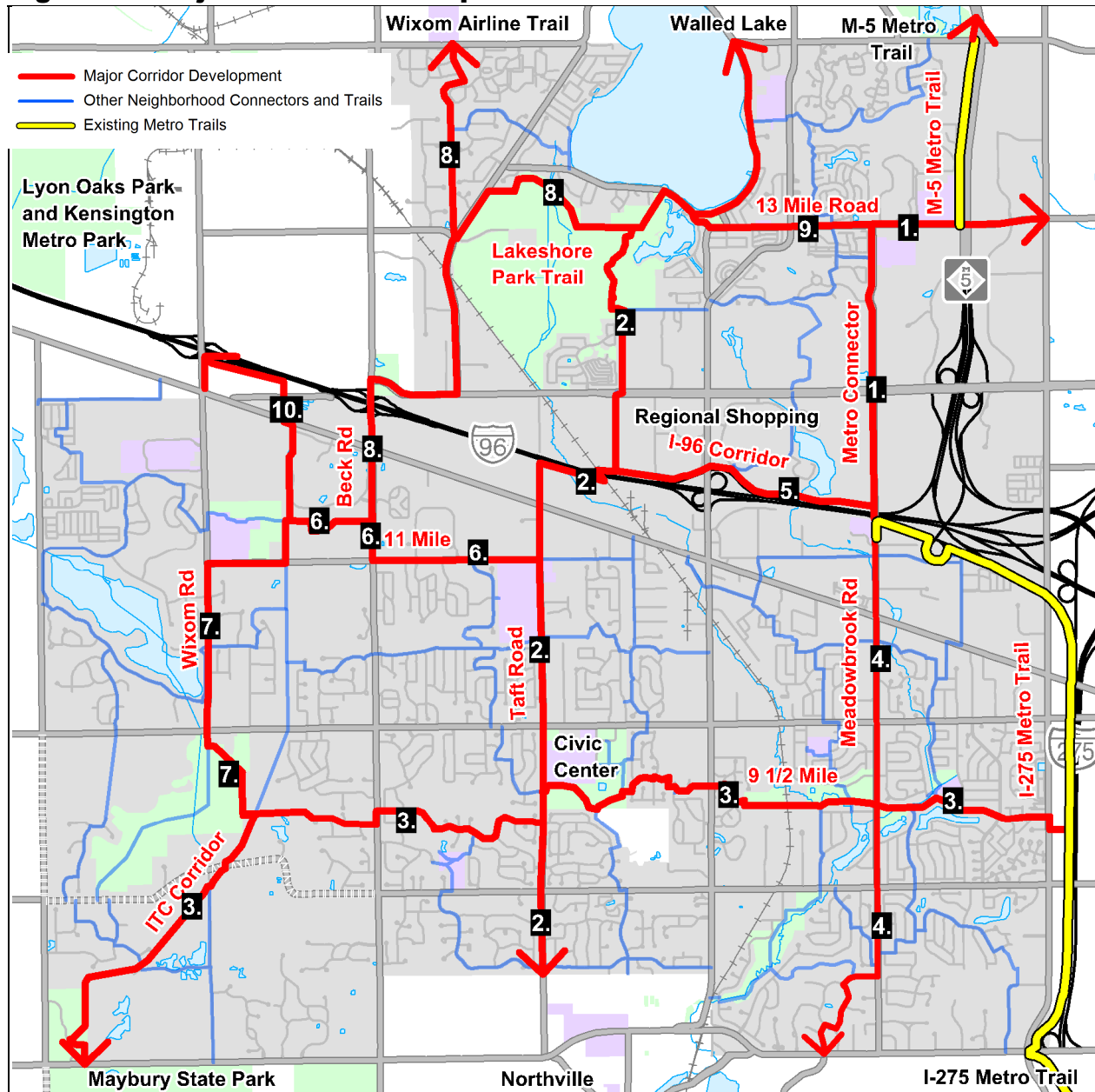


Fig. 3.2C. Major Corridor Development



Major regional, city and countywide connections across the city that provide a backbone to the non-mototrized system.

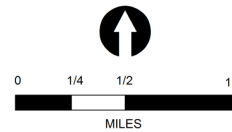
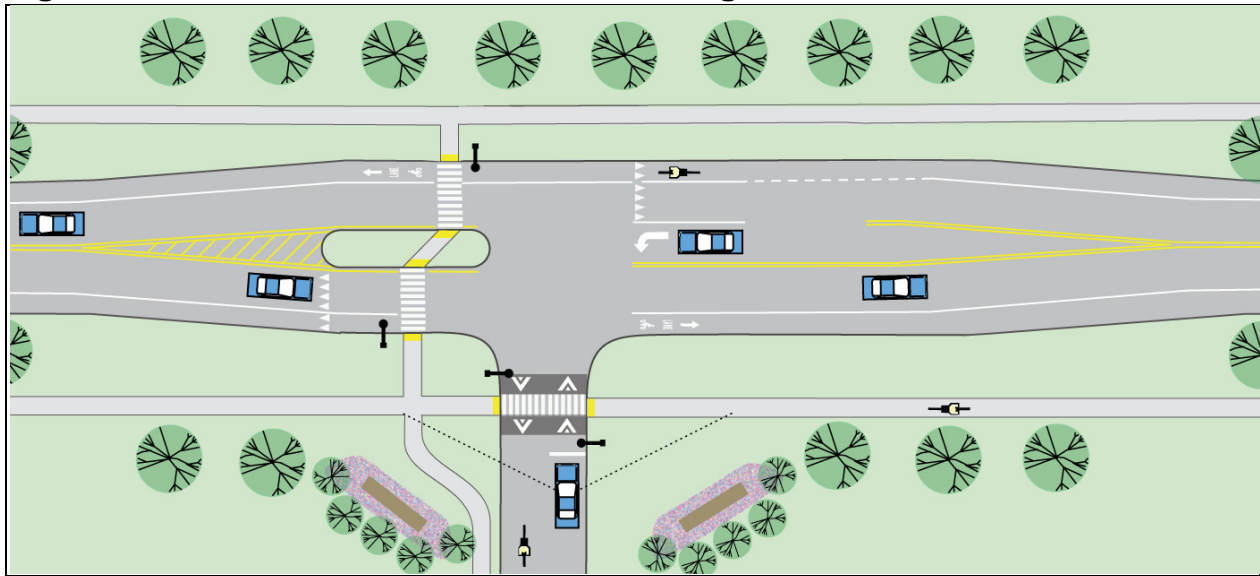


Fig. 5.47AA. Subdivision T-Intersection Design Guidelines



Description

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

Key Elements:

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

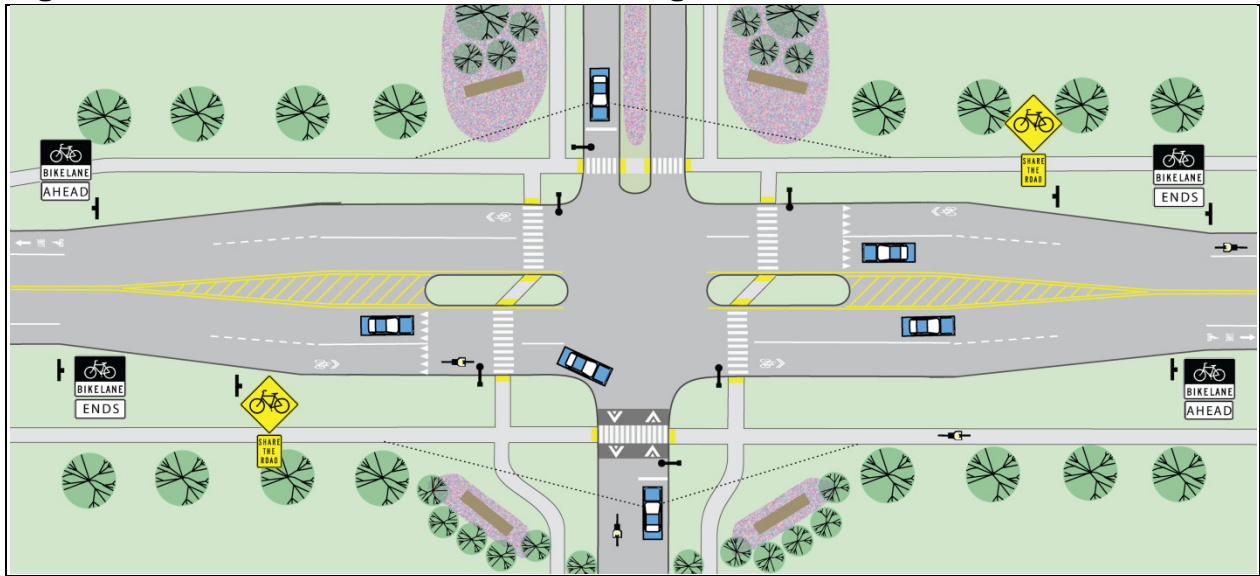
Applications

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

Example



Fig. 5.4AB. Subdivision Intersection Design Guidelines



Description

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

Key Elements:

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

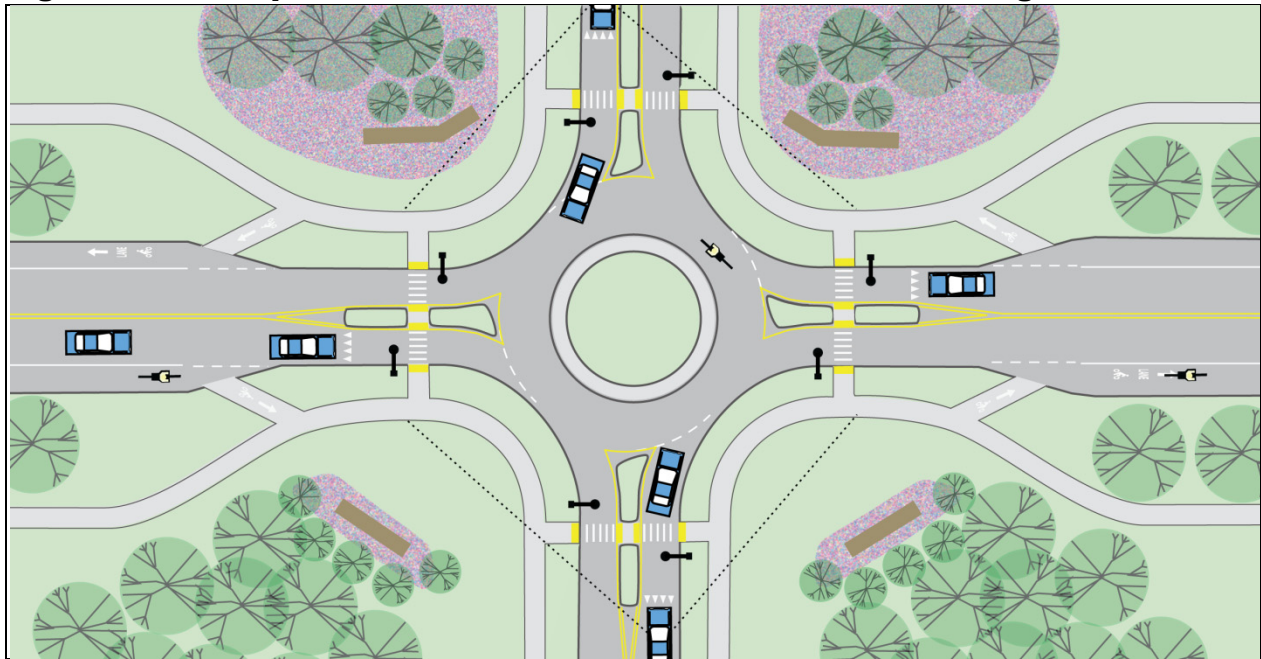
Applications

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

Example



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



Description

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

Key Elements:


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

Applications

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

Example



Implementation Strategy	Progress	Comments
1. Infrastructure		
a. Initial Investments <i>(Segments that ranked in Top 20 in 2016-17 Annual Non-Motorized prioritization update)</i>		
i. Complete Sidewalk Gaps		
<p>The Annual Non-Motorized Prioritization is updated each fall. The document lists Top 20 missing sidewalk segments that are recommended to be considered as to have most impact for the investment. The following list of tables and map lists the Top 20 segments that are considered as critical sidewalk gaps that need to be completed.</p> <ul style="list-style-type: none">• Table 4A: 2016-17 Top 20 Priority Pathway and Sidewalk Segments:• Table 4B: 2016-17 Selected Priority Pathway and Sidewalk Segments: deferred until private development occurs.• Map 2: 2016-17 Top 20 Priority Pathway and Sidewalk Segments• For more information on Annual Non-Motorized Priority Update, refer to <p>http://www.cityofnovi.org/Community/Ride-and-Walk-Nov/AnnualNon-MotorizedPrioritizationUpdate2016-2017.aspx</p>		
		
<p>ITC trail Phase 1A: From ITC Sports Park to Garfield Road</p>		

**TABLE 4A: 2016-17 Top 20 Priority Pathway and Sidewalk Segments excluding deferred segments
City of Novi**

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	CIP (FY 2017-18 Budget)
1	81B	25	P	south	Ten Mile	Willowbrook	Haggerty	1	2,750	FY 2020 - 21
2	81A	25	P	south	Ten Mile	Meadowbrook	Willowbrook	1	2,530	FY 2020 - 21
5	120a	36	S	west	Haggerty	Eight Mile	N of Orchard Hill	2	1,390	FY 2020 - 21
7	39	17	P	west	Beck	Eleven Mile	Providence	1	767	FY 2020 - 21
8	62	22	S	north	Ten Mile	Eaton Center	Churchill Crossing	1	400	18-19
9	93B	27	S	north	Nine Mile	Plaissance	Taft	2	650	
10	82B	25	S	west	Haggerty	Pavilion Ct Apartments	Nine Mile	1	492	
11	90	26	P	south	Ten Mile	Novi Rd.	Chipmunk	1	2,400	FY 2020 - 21
11	119c	36	S	east	Meadowbrook	Eight Mile	N of Llewelyn	1	1,200	FY 2020 - 21
13	84B	25	S	east	Meadowbrook	Nine Mile	Chattman	1	2,050	FY 2020 - 21
14	119B	36	S	east	Meadowbrook	Singh Blvd	N of Llewelyn	1	1,300	FY 2020 - 21
14	119A	36	S	east	Meadowbrook	Nine Mile	Singh Blvd	1	1,300	FY 2020 - 21
16	93A	27	S	north	Nine Mile	Novi Rd.	Plaissance	1	1,270	FY 2020 - 21
16	25	13	S	west	Haggerty	Twelve Mile	section line	2	4,300	
18	70	23	P	west	Meadowbrook	Eleven Mile	Gateway Village	3	900	FY 2020 - 21
19	99A	29	P	south	Ten Mile	Wixom	400' E of Lynwood	1	2,900	FY 2020 - 21
23	84A	25	S	east	Meadowbrook	Ten Mile	Chattman	1	2,350	FY 2020 - 21
24	99B	29	P	south	Ten Mile	400' E of Lynwood	Beck	1	1,100	FY 2020 - 21
25	120B	36	S	west	Haggerty	Orchard Hill	High Pointe	1	375	FY 2020 - 21
26	120C	36	S	west	Haggerty	High Pointe	Nine Mile	1	600	
									31,024	

Legend S= 6 ft. sidewalk P= 8 ft. pathway

- Segments with pathways or sidewalks on most of the opposite side of the street - *note that these segments may be critical for system connectivity & must be analyzed separately for connectivity*
- Segments with a higher ranking segment planned for the opposite side of the street - *note that these segments may be critical for system connectivity & must be analyzed separately for connectivity*
- Short Segments CIP Budget Year

TABLE 4B: 2016-17 Selected Priority Pathway and Sidewalk Segments: deferred until private development occurs

Overall Segment Rank	Segment Item #	Section #	Type	Side of Street	Location	From	To	# of Pieces in Segment	Segment Length (ft.) excluding Developer Planned & Completed Pieces	Notes
4	80B	24	S	north	Ten Mile	Meadowbrook	Willowbrook Estates	1	189	
18	121A	36	P	south	Nine Mile	Meadowbrook	Sunrise	1	2,900	Previous City Council Action
18	121B	36	P	south	Nine Mile	Sunrise	Haggerty	1	2,380	
									5,469	

Legend S= 6 ft. sidewalk P= 8 ft. pathway

- Segments with pathways or sidewalks on most of the opposite side of the street - *note that these segments may be critical for system connectivity & must be analyzed separately for connectivity*
- Segments with a higher ranking segment planned for the opposite side of the street - *note that these segments may be critical for system connectivity & must be analyzed separately for connectivity*
- Short Segments (400 ft. or less)
- CIP Budget Year

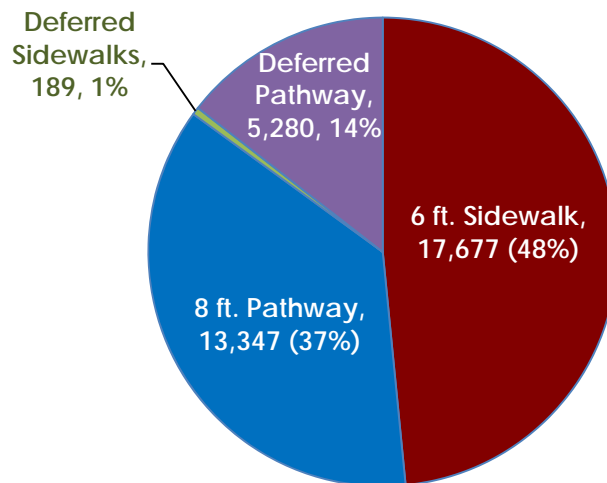
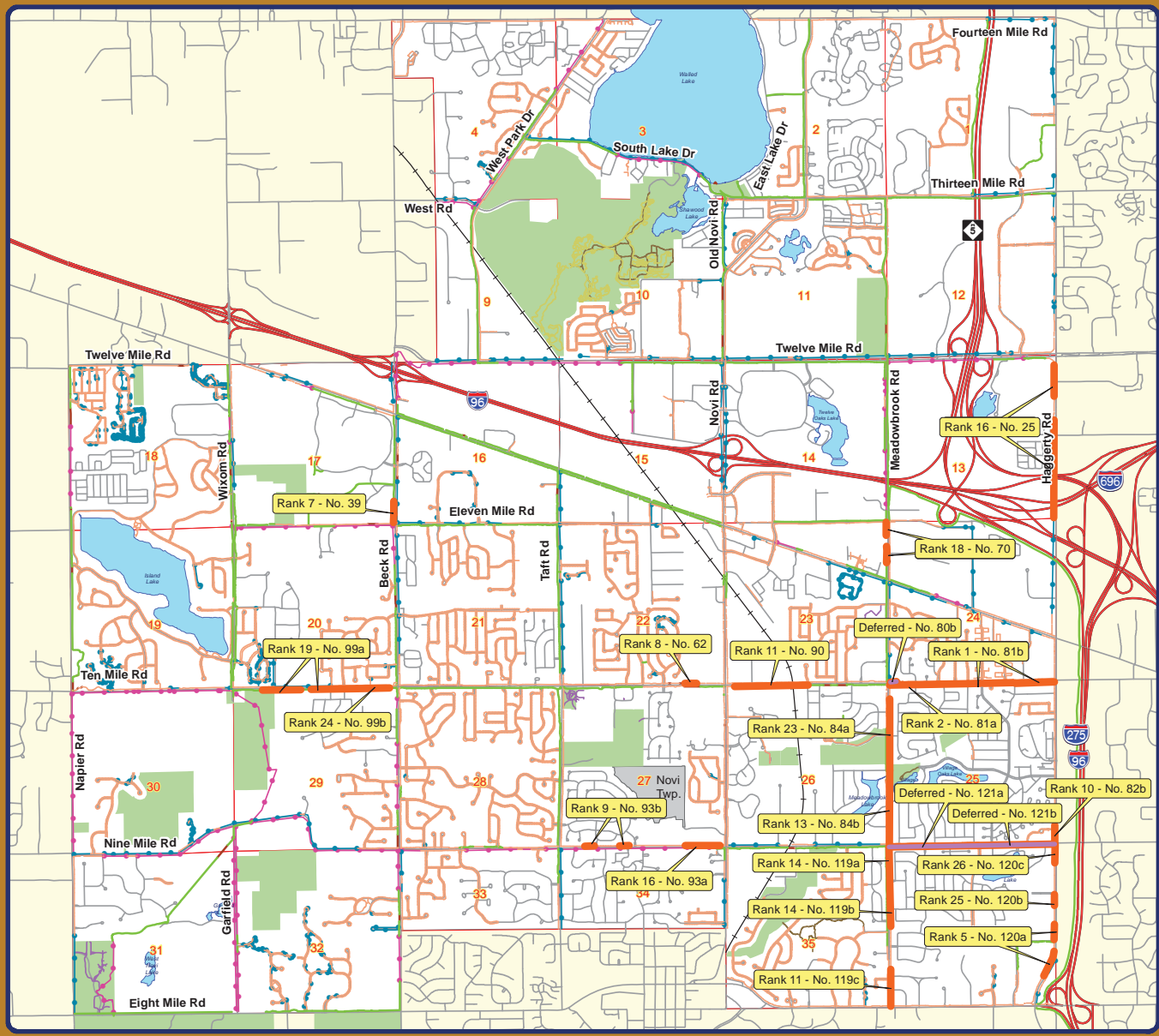


Figure 4: Total Length of 2016-2017 Priority segments per Sidewalks and Pathways
(Segments to be completed by the City of Novi only)

Map 2: 2016-2017 Top 20 Priority Pathway and Sidewalk Segments



Annual Non-Motorized Prioritization: 2016-2017 Update

Top 20 Priority Segments

Orange line: Top 20 Priority Segments

Purple line: Deferred Segments

Existing Sidewalks and Pathways

Light orange line: Existing Sidewalk

Light green line: Existing Pathway

Future Sidewalks and Pathways

Pink line: Proposed Pathway

Blue line: Proposed Sidewalk

Existing Off Road Paths & Trails

Dark purple line: Paved Path

Dark orange line: Unpaved Trail

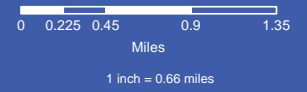
Yellow-green line: Mountain Biking Trail



City of Novi

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

Map Author: Jon Gartha
Date: October 4, 2016
Project: 2016 Non-Motorized Update
Version #: 2.0



MAP INTERPRETATION NOTICE

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



Implementation Strategy	Progress	Comments
ii. Safety Concerns (Road Crossing Improvements)		
1. The half-signals along the boulevard portion of 12 Mile, west of Novi Rd.	Ongoing	At Cabaret & Donelson Drives
2. The intersection of Haggerty & Village Wood	Completed 2013	
3. South side of Pontiac Trail at Geisler Middle School	Design Phase	Design and Right of Way acquisition
4. Convert bike lanes on South Lake Dr. to pedestrian use & install Shared-use arrows on the street	To be determined	Engineering will initiate further research to determine the feasibility of restriping
iii. Critical Links (Short Connecting Pathways) (Refer to 'Neighborhood Connectors' Map)		
1. Link through Hickory Woods Elementary between Novi Rd. & East Lake Dr. (NC-1)	Completed 2016	
2. Link connecting the neighborhood to the north through Brookfarm Park to Village Oaks Elementary (NC-2)	Completed 2012	
3. Link through park near Meadowbrook & Malott Dr. connecting the neighborhoods (NC-3)	Unlikely	Conservation easements on Orchard Hills West limit ability to construct
4. Link connecting neighborhoods west of Meadowbrook between 10 Mile & Grand River (NC-4)	2020-21 CIP	
b. Parallel Tasks		
i. Major Corridor Development (Refer to 'Major Corridor Development' Map)		
1. Metro Connector		
a) Extend I-275 Metro Trail south (using 10' wide asphalt) to Bridge Street & provide crossing island on Meadowbrook	Ongoing	Path is completed, but not the crossing Phase 1: Constructed 2014 <ul style="list-style-type: none"> 10 ft. pathway along Meadowbrook from I-275 trail to 12 Mile, including improved pedestrian crossings at 12 Mile & Meadowbrook
b) Construct 10' wide asphalt path along the west side of Meadowbrook between 11 Mile & 13 Mile	Completed 2014	There is a 10 foot path on the east from 11 Mile to 12 Mile and a 8 foot path on the west from 12 Mile to 13 Mile
c) Construct 10' wide asphalt path along the north side of 13 Mile between Meadowbrook & the M-5 Metro Trail	Unlikely due to existing infrastructure	There is an existing 5 foot sidewalk in the location specified which needs to be replaced to implement this objective
d) Narrow the travel lanes to 11', pave 5-6' shoulder & stripe for bike lanes on Meadowbrook between 11 & 12	Unlikely due to existing infrastructure	10 foot wide path already exists from 11 Mile to 12 Mile (east side)

Implementation Strategy	Progress	Comments
Mile		
e) Add temporary shared lane markings & share the road signs to Meadowbrook between 12 Mile & 13 Mile until road is reconstructed & bike lanes are added	To be determined	
f) Improve pedestrian crossing at 12 Mile & Meadowbrook	Completed 2015	
g) Provide wayfinding signage to direct users from M-5 Trail to I-275 Trail		<p>Completed</p> <ul style="list-style-type: none"> Wayfinding signs are proposed from I-275 metro trail to M-5 Metro Trail via Metro Connector phase 1 & 2 (both north and south bound)
2. Taft Corridor		
a) Complete Sidewalk & Pathway Gaps along Taft	Ongoing	<p>2013</p> <ul style="list-style-type: none"> West side of Taft between Grand River & 11 Mile (<i>Segment 36</i>) <p>2014</p> <p>East side of Taft Rd from Ten Mile to Eleven Mile</p>
b) Add bike lanes along Taft by paving 5-6' wide shoulders & striping/signing	Ongoing	<ul style="list-style-type: none"> Bike lanes from 8 ½ Mile to 9 Mile are completed Bike lanes along Taft, from 8 mile to 9 mile (2018-19 CIP) Bike lanes along Taft, from 9 Mile to Grand River Avenue (Design 2017-18 CIP)
c) Improve the Galway Dr. intersection with a Subdivision Intersection Design(Fig 5.4AB)	Unlikely	Northville completed a roundabout just south of this intersection (approximately 800 ft.)
d) Improve the Princeton/Byrne intersection with a Mid-Block Crossing and Rectangular Rapid Flash Beacon	Unlikely	Princeton Blvd and Byrne Dr are offset by at least 300 ft along Taft
e) Improve the Dunbarton Dr. intersection with a Subdivision Intersection Design	To be determined	It can be integrated with Taft Road rehabilitation from 9 Mile to 10 Mile (CIP 19-20; Project ID# 102-05)
f) Improve the White Pine Dr. intersection with a Subdivision Compact Roundabout	Completed 2015	
g) Improve the Addington Ln. intersection with a Subdivision T-Intersection Design	To be determined	It can be integrated with Taft Road rehabilitation from 9 Mile to 10 Mile (CIP 19-20; Project ID# 102-05)

Implementation Strategy	Progress	Comments
h) Improve the Novi High School Entrances with a Subdivision T-Intersection Design	Unlikely due to safety concerns	Part of the intersection is complete. Further improvements to install sidewalk along west of Taft has safety concerns. Additional signage has been installed recently to direct pedestrian traffic to School
i) Improve the Emerald Forest Blvd intersection with a Subdivision T-Intersection Design	To be determined	It can be integrated with Taft Road rehabilitation from 10 Mile to Grand River (CIP 17-18; Project ID# 121-001)
j) Improve the Jacob Dr. intersection with a Subdivision T-Intersection Design	To be completed in 2017	
k) Construct 10' wide asphalt trail along Taft north of Grand River	Unlikely unless item l is done (see below)	The path along Taft cannot be extended beyond I-96 unless a pedestrian crossing is constructed across I-96
l) Construct 10' wide asphalt trail along south side of I-96 corridor, utilize the existing CSX underpass to get under I-96, cross over the CSX railroad & continue the trail along the north side of I-96 along the ITC property connecting to Fountain Walk Dr. Crossing I-96 at the Railroad tunnel, may present some challenges, if so evaluate providing a separate non-motorized crossing at Taft & I-96	Ongoing	<ul style="list-style-type: none"> ▪ OHM I-96 Pedestrian Study concluded that the CSX crossing not feasible, recommended crossing on west side of Novi Rd. (Completed Study 2012) ▪ Non-motorized bridge over I-96 at Taft Road (CIP 2021-22 CIP; Project ID# 115-0002)
m) Extend sidewalk south along Cabaret Dr. to connect into proposed trail		
n) Provide on-street bike route on Cabaret Dr. & Dixon Rd.	Unlikely due to additional ROW acquisitions	Dixon Meadows, a residential development, recently approved agreed to build sidewalks and pave part of Dixon Road if City acquires Right-of-way. Building a bike route in addition to a sidewalks is highly unlikely
o) Include a Pedestrian Hybrid Beacon (HAWK) at 12 Mile /Cabaret Dr. Intersection	Unlikely	It would create a safety hazard for motorists and pedestrians
p) Construct 10' wide asphalt trail through Lakeshore Park to connect to Lakeshore Dr. (remain on high ground & avoid existing mountain bike trails as much as possible)	To be determined	A 5-6 foot path is proposed to be built through Lakeshore Park as part of Lakeshore Park Building project (Project ID# PRC 031)
q) Include wayfinding signage along	Unlikely	Bike routes are unlikely to be built

Implementation Strategy	Progress	Comments
route to direct users: Cabaret & Dixon	(See item n above)	
3. 9 ½ Mile Neighborhood Greenway		
a) Improve road crossing where the proposed route crosses Novi Rd. with a Compact Roundabout (Fig 5.7AC)	Unlikely due to other agencies/associations involved	The implementation would involve pathway improvements that do not connect to other infrastructure, complicated ROW acquisitions, and high construction costs
b) Improve road crossing where the proposed route crosses Meadowbrook with a Crossing Island		
c) Improve road crossing where the proposed route crosses Taft with a Compact Roundabout(Fig 5.7AC)		
d) Improve road crossing where the proposed route crosses Beck with a Subdivision T-Intersection Design	Completed 2015	Beck mid-block pedestrian crossing between Cheltenham & White Pines.
e) Provide crossing of railroad near Novi Ice Arena, if unattainable, provide alternate route on 10 Mile by completing sidewalk gaps & providing at-grade railroad crossing	Unlikely due to other agencies/associations involved	This would require approval from CSX railroad and high construction costs to build at-grade crossing
f) Obtain easements & build short 10' wide asphalt connector pathways	Unlikely (See item a,b,c above)	
g) Provide traffic calming techniques on local neighborhood streets: Algonquin, Cheltenham, High Meadow, Jonathan, Little Falls, Village Wood, White Pines	Completed 2015	Calming islands and mini-roundabout along White Pines.
h) Construct the south extension ITC Corridor Trail connecting 9 ½ Mile Neighborhood Greenway South to ITC Park & Maybury State Park	Ongoing	<ul style="list-style-type: none"> ▪ RCOC completed 8 Mile Mid-block crossing at Maybury State Park (2013) Phase 1A: Completed 2016 <ul style="list-style-type: none"> ▪ Southern 1.5 miles of 10 ft. pathway ▪ Community Sports Park Pathway Resurfacing ▪ Community Sports Park Trail: (CIP 2017-2018; Project ID#PRC040) ▪ Phase 1B: 4.5 miles of 10 ft. pathway from 9 Mile to Fire Station (CIP 2018-19)

Implementation Strategy	Progress	Comments
i) Include wayfinding signage along route to direct users	Unlikely	Signage can be installed when the connector is completed
4. Meadowbrook South of I-96		
a) Complete Sidewalk & Pathway Gaps along Meadowbrook south of I-96	Ongoing	<ul style="list-style-type: none"> ▪ East side of Meadowbrook between I-96 bridge & Grand River (Segment 73 & 24) Completed 2014 ▪ West side of Meadowbrook between 11 Mile & Gateway Village (Segment 70) CIP 2020-21; Project ID# 135-70 ▪ East side of Meadowbrook between 8 Mile & 9 Mile (Segment 119) CIP 2020-21; Project ID# 125-119
b) Add bike lanes along Meadowbrook by paving 5-6' wide shoulders & striping/signing	Completed 2015	Bike Lanes along Meadowbrook from I-96 to Twelve Mile Road
c) Improve the Chattman Dr. intersection with a Subdivision T-Intersection Design		Segment 84 east of Meadowbrook from 8 Mile to 9 Mile needs to be built first before intersection improvements. A boardwalk may be required due to existing wetlands
d) Install Midblock Crossing Island between Marks Drive/Fawn Trail	To be determined	A midblock crossing can be installed either at Marks Drive or fawn Trail, more research is needed
e) Implement neighborhood connector route and include wayfinding signage along route to direct users		Signage can be installed when the connector is completed
5. I-96 Corridor		
a) Build trail along north side of I-96 utilizing MDOT & ITC property	Unlikely due to other agencies/associations involved	The implementation requires MDOT approval; there could be potential constructability issues, high construction costs and tough to obtain easements and ROW.
b) Provide trail crossing at Novi Rd. by improving existing intersection		
c) Work with the adjacent landowners to provide access from the trail to the shopping centers		
d) Provide trail crossing on Meadowbrook when sidewalk gaps along the west side of the road are complete		
6. 11 Mile/Beck/Providence Park Hospital/ Wild Woods Park		
a) Complete Sidewalk & Pathway Gaps along 11 Mile	Ongoing	<ul style="list-style-type: none"> ▪ Non-motorized improvements along 11 Mile between Taft & Beck as part of 11 Mile Rehabilitation

Implementation Strategy	Progress	Comments
		<p><i>(CIP 2020-21; Project ID# 082-30)</i></p> <ul style="list-style-type: none"> Non-motorized improvements along 11 Mile between Beck & Wixom as part of 11 Mile Rehabilitation (CIP 2020-21; Project ID# 132-26)
b) Provide Mid-block Crossings on 11 Mile where proposed neighborhood connector route intersects with 11 Mile		
c) Add Shared-use arrows on 11 Mile Road in the near-term until the shoulders are paved and bike lanes can be included	To be determined	Engineering will initiate further research to determine the feasibility of restriping
d) Complete Sidewalk & Pathway Gaps along Beck	Ongoing	<ul style="list-style-type: none"> West side of Beck between Kirkway Place & 11 Mile (<i>Segment 53</i>) CIP 2021-22 West side of Beck between Providence & 11 Mile (<i>Segment 39</i>) CIP 2020-21
e) Provide Mid-block Crossings along Beck		
f) Obtain easements from Providence Park Hospital to construct pathway between Wixom & Beck Rds.	Ongoing	<p>Phase 3A: Completed 2013</p> <ul style="list-style-type: none"> Completed as part of Medilodge development <p>Phase 3B: Completed 2016</p> <ul style="list-style-type: none"> City worked with Providence Hospital to construct pathway as part of a proposed development. Wildlife Woods Trail (CIP 2021-22; Project ID#PRC010) 10 ft. pathway to connect park to Phase 3A & B
7. Wixom Rd./Undeveloped Park		
a) Complete Sidewalk & Pathway Gaps along Wixom Rd.	Ongoing	<p>2013</p> <ul style="list-style-type: none"> East side of Wixom between Drakes Bay & 10 Mile as part of Island Lake development (<i>Segment 50</i>)
b) Provide Mid-block Crossings along Wixom Rd.	Completed 2014	Mid-block crossing as part of new traffic signal at Deerfield Elementary (<i>Segment 133</i>)
8. Beck/West 12 Mile/West Park Dr./Off-road Trail		
a) Complete Sidewalk & Pathway Gaps on west side of Beck	Ongoing /Unlikely	This would require a crossing over I-96
b) Add sidewalks to both sides of Beck/I-96 overpass	Unlikely	Requires Road Commission of Oakland County and City of Wixom's approval

Implementation Strategy	Progress	Comments
c) Improve road crossing at Beck & 12 Mile	To be determined later	Road crossing would be more feasible once the surrounding improvements are completed
d) Complete Sidewalk & Pathway Gaps along north side of 12 Mile	Ongoing	2013 ▪ North side of 12 Mile between Cabot & M-5 as part of Starbucks development (<i>Segment 19</i>)
e) Improve road crossing at West Park Dr. & West Rd.	To be determined later	Further research into incorporating into CIP is required by Engineering
f) Build 10' shared use path along city owned property north of West Rd.	Unlikely	Conflicts with the existing industrial developments and regulated woodlands and existing high berm
g) Provide bike route along Portside Dr. to connect to Pontiac Trail	Unlikely	This is not located on City property
9. Lakeshore Park/13 Mile		
a) Add 10' shared use path through north side of Lakeshore Park paralleling South Lake Rd.	To be determined	Engineering will initiate further research to determine the feasibility of restriping
b) Complete Sidewalk & Pathway Gaps along 13 Mile	Completed 2014	South side of 13 Mile between Sunshine & Holmes (<i>Segment 16</i>)
c) Add Bike Lanes to 13 Mile through road conversions & paving the shoulders	Ongoing	Bike lanes along 13 Mile between Novi Rd. & Meadowbrook (CIP 2018-19; Project ID # 10-2023)
ITC Corridor – North Extension		
a) Obtain easement & construct off-road trail along ITC corridor		Phase 3A: Medilodge Connector Completed
b) Obtain easement to construct off-road trail along the west edge of Providence Park Hospital where ITC property stops		ITC CSP Trail running from Eight Mile at southeast corner of ITC Community Sports Park north to northeast corner of ITC CSP (Fall 2017 Completion)
c) Obtain easement & construct off-road trail along ITC corridor		
d) Obtain easement to construct off-road trail along the west edge of Providence Park Hospital where ITC property stops		Phase 1B running from Nine Mile and Garfield Roads north to 10 Mile and Wixom Roads. (CIP 2017-18; Project ID# PRC040)
e) Obtain easement & construct off-road trail along ITC corridor		
f) Obtain easement to construct off-road trail along the west edge of Providence Park Hospital where ITC property stops		Phase 3B continuing along St. John Providence Park Hospital's southern border from Medilodge Connector to Beck Road (Fall 2016 Completed)
g) Improve road crossing on Grand River		

Implementation Strategy	Progress	Comments
h) Work with Wixom to continue trail extension northwest through the Beck/I-96 Interchange to Lyon Oaks Park		
ii. Neighborhood Connectors (UPDATE: In 2013 City Council adopted a policy to limit guide signs to arterial roads only, thereby limiting implementation of wayfinding & signage along local/neighborhood streets as recommended in the plan) (Refer to 'Neighborhood Connectors' Map)		
1. Near-term Neighborhood Connectors As depicted on the map on portions of the following streets: 11 Mile, Addington, Bethany, Brenda, Cavendish, Center, Cherry Hill, Christina, Cider Mill, Clark, Clermont, Congress, Emerald Forest, Flint, Galway, Heatherbrae, Hickory Grove, Jaslyn, Joseph, Kerri, Main, Marks, Meridian, Moorsgate, Potomac, Ripple Creek, Riverview, Scarborough, Seeley, Simmons, Sullivan, Sussex, Thatcher, & Westmont		
a) Build short connector pathways through existing ROW & city owned property b) Provide wayfinding & signage along near-term routes c) Implement traffic calming elements along near-term routes d) Implement road crossing improvements where near-term neighborhood connector routes cross a major road	Ongoing	2013 Signs installed at Taft & 10 Mile, Taft & Emerald Forest, & Beck & Cider Mill
2. Mid-term Neighborhood Connectors As depicted on the map on portions of the following streets: 11 Mile, Antler, Arcadia, Balcombe, Bristol Circle, Brownstone, Center, Charlemagne, Chase, Drakes Bay, Ennishore, Garfield, Hampton Hill, Hemingway, Independence, Island Lake, Market, Midway, Montmorency, Plateau, Quince, Reindeer, Ridge, Silvery, Steinbeck Glen, Tamara, Town Center, Twelve Oaks, Waverly & Wolf		
a) Build short connector pathways through existing ROW & city owned property b) Obtain easements to build short connector pathways through private owned property c) Provide wayfinding & signage along mid-term routes d) Implement traffic calming elements along mid-term routes e) Implement road crossing improvements where mid-term neighborhood connector routes cross a major road	Ongoing	
3. Long-term Neighborhood Connectors As depicted on the map on portions of the following streets: 12 Mile, 12 1/2 Mile, Albert, Amy, Applebrooke, Brompton, Cider Mill, Collingdale, Deer Run, Delmont, Galway, Hillside, Independence, Kingsley, Kingswood, Knightsbridge, Ladene, Laurel, Mondavi, Nantucket, Orchard Hill, Roberts, Rochester, Sandpiper, Sandstone, Savoie, Sleepy Hollow, Sunday, Terra Del Mar, Torino, Whispering, Woodworth		

Implementation Strategy	Progress	Comments
<p>a) Obtain easements to build short connector pathways through private owned property</p> <p>b) Provide wayfinding & signage along long-term routes</p> <p>c) Implement traffic calming elements along long-term routes</p> <p>d) Implement road crossing improvements where long-term neighborhood connector routes cross a major road</p> <p>e) If there is enough demand consider paving the pathways through Rotary Park</p> <p>f) Build unpaved pathway along ITC corridor if allowable and eventually if there is demand consider paving the trail</p>	<p>Ongoing</p>	
<p>iii. Sidewalk Gaps</p>		
<p>1. Sidewalk gaps not addressed by previous recommendations should be put into the Sidewalk & Pathway Prioritization Analysis & Process to determine when they should be implemented.</p> <p><u>This section includes Sidewalks and pathways gaps that were completed or under construction in the current year of implementation update. Some of these gaps are not part of the top 20 list, that have been completed by developers or part of road rehabilitation projects.</u></p>	<p>Annually, Walkable Novi Committee conducts Non-Motorized Prioritization</p>	<p>CITY DEVELOPMENTS Completed 2016</p> <ul style="list-style-type: none"> ▪ ITC Trail Phase 1 A (9 Mile/Garfield to ITC) ▪ Providence Park Connector Trail (Beck and 11 Mile) ▪ Few other pathways from 2016 were postponed to 2017 construction <p>PRIVATE DEVELOPMENTS (Sidewalks built as part of private residential, commercial and office development) Completed 2016</p> <ul style="list-style-type: none"> ▪ Valencia South, west of Beck, south of 10 Mile, part of segment 97C ▪ Montebello, north of 9 Mile, part of segment 93A ▪ Dunhill Park, west of Beck, part of segment 110A ▪ Oberlin Estates, part of segment 52B ▪ Everbrook Learning Care, west of Beck, part of segment 39 ▪ Autoneum, west of Haggerty, part of segment 20

Implementation Strategy	Progress	Comments
		<ul style="list-style-type: none"> ▪ ATI Headquarters, west of Meadowbrooks, part of segment 30 ▪ Daifuku, part of Cabot drive ▪ Citygate Market Place, east of Beck, part of segment 122D ▪ St.Johns Providence, west of Beck, south of Grand River, part of segment 40
iv. Construction Integration		
<p>1. Add bike lanes along arterial & collector roads that were not addressed in the previous tasks, many of the roads have potential to add a paved shoulder to obtain bike lanes, however, due to the fluctuation in the number of lanes at intersections & curbs that occur in numerous places along the roadway a simple paving of the shoulder may not be as simple as it seems & it may be more feasible to wait until the road is reconstructed to pave the shoulders & add bike lanes</p>	Ongoing	<p>2013</p> <ul style="list-style-type: none"> ▪ Bike lanes along 8 Mile between Beck & Napier <p>2014</p> <ul style="list-style-type: none"> ▪ Bike lanes integrated with the Town Center Drive Reconstruction between Grand River and 11 Mile.
<p>2. Meadowbrook between 10 Mile & 8 Mile may be the best candidate to attempt a near-term bike lane conversion by paving the shoulder & narrowing the traffic lanes & improving the subdivision entrances similar to Taft</p>		
<p>3. Novi Rd. between 13 Mile & 14 Mile may be a candidate for a near-term bike lane by converting it to a 3 lane road with a median where there are no turning movements</p>		
<p>4. Add sidewalks & bike lanes to Novi Rd./I-96 interchange</p>	<p>Design 2018-19 CIP Construct 2019-20 CIP</p>	<p>Sidewalk along west side from Crescent Blvd to West Oaks (I-96 crossing at Novi)</p>
<p>5. Add bike lanes to Beck/I-96 interchange</p>		
<p>6. If CSX railroad becomes abandoned there may be potential to build a rail-trail along corridor</p>	Unlikely	<p>Requires approval from CSX railroad, which could be very difficult</p>

Implementation Strategy	Progress	Comments
Construction Integration not specifically recommended in the Plan, but that improves the non-motorized environment in the City	Ongoing	Engineering has general direction to integrate construction of pathways and sidewalks with roadway reconstruction/rehabilitation projects. However, the budgeting process for these projects is not done at the same time as road projects. Construction can be integrated when each non-motorized project has assigned funds of their own.
2. Policy Recommendations		
a. Complete Streets		
1. Adopt the Non-motorized Transportation Plan	Completed 2011	Staff is currently planning on an update to the approved Non-motorized Transportation Plan
2. Draft a Complete Streets Policy that address the 10 key elements as defined by the National Complete Streets Coalition & that clearly defines the responsible authorities	Completed 2010	
3. Adopt a Complete Streets Policy	Completed 2010	
4. Develop 5-year non-motorized improvement plan (based on the Non-Motorized Master Plan)	Completed 2010	As part of the CIP, the City developed a 6- year non-motorized improvement plan based on the Non-Motorized Master Plan
5. Meet with MDOT & RCOC to review 5-year plan as it relates to facilities under their jurisdiction	Ongoing	DPS meets with RCOC every two years DPS meets with MDOT as needed
6. Implement recommended operations procedures	Underway	Engineering Division is working on ordinance amendments & revising the City's engineering design standards to implement the Non-Motorized Master Plan & Complete Streets policy recommendations
7. Establish performance measures		
8. Begin data collection		
9. Build a reference library of current best practices		
10. Establish professional staff training program		
11. Identify City standard plans & details that need to be revised	Completed 2014	City Zoning Ordinance was amended to include a section Bicycle Parking Facility Requirements in Article 5 Site Standards
12. Begin revising standard plans & details		
13. Complete update of standard plans & details	Ongoing	
14. Evaluate progress		
b. ADA Compliance		
1. Establish an interim transition complaint based transition plan	Completed 2014	2011 City Council adopted a ADA Transition Plan (for pathways and ramps in the road ROW along all

Implementation Strategy	Progress	Comments	
		<p>roads throughout the City)prepared by one of the City's Consulting Engineers, Giffels-Webster</p> <p>2014 City Council adopted a ADA Transition Plan (for pathways and ramps at City-owned facilities such as buildings, parks, parking lots, etc) prepared by Spalding Dedecker Associates, Inc.</p>	
2. Designate an ADA coordinator	Completed 2011 Updated 2016	The DPS has designated Aaron Staup as the ADA coordinator since 2016	
3. Have an inventory based transition plan in place	Completed 2011	As part of the ADA Transition Plan, Giffels-Webster inventoried curb ramp conditions throughout the City	
4. Integrate the transition plan into the capital improvement plan	Annually	ADA improvements are included as a budget item in the CIP	
5. Complete the inventory of physical barriers	Completed 2011	As part of the ADA Transition Plan, Giffels-Webster inventoried curb ramp conditions throughout the City	
6. Have made substantial progress in removing barriers in the most highly traveled corridors	Ongoing	<p>2016</p> <ul style="list-style-type: none"> ▪ Grand River/Beck Road ▪ Karim Blvd/Ten Mile Road ▪ Karim Blvd/Grand River ▪ Police Department Entrance (Ten Mile) ▪ Multiple locations in Dunbarton Pines ▪ Multiple locations in Meadowbrook Glens ▪ Multiple locations along Nine Mile Road from Meadowbrook Road to Novi Road ▪ Multiple locations along Novi Road from 12 Mile Road to 13 Mile Road <p>2016 ADA improvements have been postponed until Spring of 2017</p>	
c. Safe Routes to Schools			
1. Develop maintenance standards as well as fix defects & gaps in public sidewalk system adjoining school sites	Ongoing	<ul style="list-style-type: none"> ▪ Many of these recommendations fall underneath the jurisdiction of the various school districts, however the City has contacted them & will continue to identify key people at the local school districts to discuss working with them on SR2S programs 	
2. Consider the safest routes to school for children when adjusting school boundaries			
3. Develop a cost-share policy for the			

Implementation Strategy	Progress	Comments
<p>construction & maintenance on pathways that are part of the City's Non-motorized System & traverse school property</p>		<ul style="list-style-type: none"> The City's Traffic Safety Committee continues to work with local school districts on school safety issues
<p>4. Develop a strategic implementation plan for pathways & trails that are part of the City's Non-motorized System that traverse school property</p>		
<p>5. Continue to enhance a system of accountability for responding to & correcting safety concerns along routes to school & other problems identified through these programs</p>		
<p>6. Continue to promote & initiate with the school system & parents Walk-to-School Day events, "walking school bus" programs, "Safe Routes to School" programs, & walkability audits in conjunction with the state-wide program</p>		
<p>7. Perform formal evaluations of how pedestrians & bicyclists are accommodated to all school grounds & prepare action plans to address deficiencies</p>		
<p>8. Encourage walking & bicycling to school as a part of the physical education & well-being of the students</p>		
<p>9. Try to eliminate the need for all "Safety Busing" by remedying the hazards that currently warrant the safety busing</p>		
<p>10. Evaluate all individual school & district wide policies regarding bicycling to school & amend policies that discourage bicycling</p>		
<p>11. Encourage residential infill projects within walking distance of schools</p>		
<p>d. Bicycle Parking</p>		
<p>1. Update the City code to include bicycle parking requirements & design standards</p>	<p>Completed 2013</p>	<p>City Zoning Ordinance was amended to include a section Bicycle Parking Facility Requirements in Article 5 Site Standards</p>
<p>2. Implement the bicycle parking requirements & design standards</p>	<p>Completed 2013</p>	<p>City Code of Ordinance was amended with Article XI Off-Road Non-Motorized Facilities which</p>

Implementation Strategy	Progress	Comments
		establishes the requirements for the design and construction of off-road non-motorized facilities.
e. Maintenance of Non-motorized Facilities		
<ol style="list-style-type: none"> 1. Develop a multi-year maintenance schedule as part of the annual striping program for updating signs & refreshing pavement markings on Trails & Bike Routes to maintain high contrast & visibility & help bicyclist & pedestrians navigate 2. Develop a citywide inspection program to identify & cite hazardous sidewalks 3. Develop a comprehensive citywide asset management for entire system that addresses regular inspections, preventative maintenance & ADA issues 4. Establish a dedicated website form for non-motorized service requests 5. Develop an educational campaign encouraging property owners to clear curb ramps & bus stops when shoveling their sidewalks 6. Establish a policy for maintenance & snow removal of crossing islands 	Ongoing	<ul style="list-style-type: none"> ▪ GIS & DPS staff have inventoried sidewalks & initiated a computerized asset management system (City Works) to track installation & maintenance of public sidewalks & pathways ▪ DPS staff have had internal discussions regarding how to implement & fund a set of sidewalk maintenance policies for those non-motorized facilities for which it is responsible. ▪ DPS is responsible for clearing city sidewalks, pathways and boardwalks. Home Owners Association (HOA) is responsible for common sidewalks within the subdivision. ▪ The snow clearing policy is described on the City's website in the DPS Field Operations Division, Roads and Drains Section. A map of sidewalks cleared by City contract is a link on the website
<ol style="list-style-type: none"> 7. Establish a policy to integrate all of the non-motorized facilities that are part of the Network Plan into the current snow removal program 	Ongoing	DPS updates the length of sidewalks to be maintained regularly, as required based on new constructions and special determinations.
<ol style="list-style-type: none"> 8. Determine if additional means are necessary to develop a program that provides maintenance contact information, such as stickers or signs to be placed on pedestrian signals 		There is a contact number listed on the website for general inquiries and complaints
<ol style="list-style-type: none"> 9. Assess the effectiveness of the efforts of the code compliance staff to enforce the existing snow removal ordinance on privately owned hard surfaced sidewalks & pathways, specifically on local roads & private drives. If necessary, develop a program to assure snow removal from privately owned sidewalks & pathways along Arterials & Collectors 	Ongoing	There are no rules to enforce snow removal on privately owned sidewalks. City advocates Voluntary Compliance. City generally contacts the owner and advocates for snow removal

Implementation Strategy	Progress	Comments
10. Designate or hire additional staff & assign responsibility for clearing & maintaining crossing islands, shared-use trails & off-road pathways of snow & ice	Ongoing	DPS currently clears school walks and high volume pathways along arterial roadways
11. Develop a program that monitors the condition of sidewalks along Arterials & Collectors on a yearly basis		Once a year, DPS inspects all City owned sidewalks, pathways and boardwalks
12. Establish a maintenance hot-line & website for non-motorized issues (this may be integrated with other maintenance hot-lines) & place a sticker with this hotline number & website address at locations around town including at all pedestrian activated signals	Ongoing	2014 City " Ride and Walk Novi " website encourages residents to contact the City Staff for any non-motorized related issues. Contact information for Barbara McBeth, City Planner is provided on the website.
f. Sidewalk/Roadside Pathway Completion		
1. Establish a committee to update the City code based on the recommendations within this report	Ongoing	DPS and Planning Staff
2. Establish the process for neighborhoods to complete their sidewalk system		Staff has discussed the possibility of requiring completion of sidewalks in single family home residential developments prior to build-out to provide complete sidewalk networks earlier in the development process
3. Update the City's Pathway and Sidewalk Prioritization Analysis and Process & track its progress	Annually	Updated typically during October or November every year since 2006. Last updated September 2016
3. Site Plan Review		
a. Update Zoning Ordinance site design regulations to create places that foster safe & efficient non-motorized transportation on site & through convenient connections to the external system	Completed 2013	City Zoning Ordinance was amended to include a section Bicycle Parking Facility Requirements
b. Develop a site design checklist that ensures non-motorized transportation is adequately addressed during site plan review	Completed 2013 Ongoing	Bicycle Parking review is included as part of the Planning Review Chart. August 2015-Current Required bike racks have been approved across the City as part of Site plan approval process. Details are provided to Walkable Novi Committee periodically.
4. Public Outreach & Education		

Implementation Strategy	Progress	Comments
a. Establish the Program		
1. City administration should determine the home of the city's biking & walking outreach & education program, P&R may be a natural location should additional resources be provided		Novi's Older Adult Services Office established a Novi Walkers Club to hold organized walks
2. Establish a Bicycling & Walking Task Force to help shape, produce & guide the outreach & education efforts	Completed 2007	Walkable Novi Committee
3. Establish a brand for the bicycling & walking outreach & education program	Ongoing	
4. Create a Facebook & Twitter presence for the outreach & education effort	Ongoing	<p>Until 2014</p> <ul style="list-style-type: none"> ▪ As part of City's Facebook & Twitter accounts ▪ A bicycle safety video was added to the City's website <p>2014</p> <ul style="list-style-type: none"> ▪ City's Ride and Walk Novi website has been reorganized and updated to include more resources for riding and walking opportunities in Novi
5. Establish partnerships with experienced bicycling & walking organizations such as Michigan Trails & Greenways Alliance, Michigan Mountain Biking Alliance & League of Michigan Bicyclists	Ongoing	<ul style="list-style-type: none"> ▪ The City continues to support & provide services for a variety of mountain bike & trail run competitions at Lakeshore Park ▪ Novi Night Group Rides in partnership with Motor City Mountain Biking Association <p>Annually</p> <ul style="list-style-type: none"> ▪ Keep Rolling in partnership with Performance Bicycle of Novi
6. Apply for grants to fund a part-time coordinator for the outreach & education program & related tools & materials like website development, printed materials & events promotion		
7. Begin tying active transportation messages & information into existing events such as organized runs, mountain bike events at Lakeshore Park, summer athletic leagues, the Farmers Market, & Novipalooza	Ongoing	Multiple: Memorial Day parade, 5K Emergency Run, Family Bike Event (Digital Detox Week)
8. Produce one stand-alone bicycling	Annually	Stated in 2012; Annual Bike Rodeo;

Implementation Strategy	Progress	Comments
event		
9. Measure the miles of existing non-motorized facilities in the city	Ongoing	City's GIS Division maps existing & proposed facilities
10. Participate in the National Bicycle & Pedestrian Documentation Project		
b. Build a Culture of Biking & Walking		
1. Establish a biking & walking ambassador program within the Youth Police Academy		
2. Establish third grade bicycling & walking education programs as a prerequisite for riding to school in 4th grade		
3. Deploy crosswalk stings at targeted pedestrian crossings		
4. "Ticket" children who are wearing bicycling helmets		
5. Produce a community bicycle map	Completed 2013	
6. Host Bike to Work Week	Annually	
7. Produce a larger bicycling event		
8. Survey residents' attitudes towards biking & walking efforts		
9. Participate in the National Bicycle & Pedestrian Documentation Project		
10. Apply for the League of American Bicyclists' Bicycle Friendly Community status & the state's Promoting Active Communities award	Completed 2013	Application not accepted. Staff intends to reapply at a later date

- CC. Peter Auger, City Manager
 Victor Cardenas, Assistant City Manager
 Charles Boulard, Community Development Director
 Barb McBeth, City Planner
 George Melistas, Engineering Manager & Traffic Engineer
 Jeff Muck, Director of Parks, Recreation and Cultural Services
 Sheryl Walsh, Director of Communications
 Aaron Staup, Construction Engineer
 Matt Wiktorowski, Field Operations Senior Manager

MATTERS FOR DISCUSSION
Walkable Novi Meeting Schedule for 2017

Walkable Novi Committee Meetings (2017)

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
			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	

April

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						

May

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			

June

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	

July

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					

August

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		

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						

Jan 1 New Year's Day
 Jan 2 'New Year's Day' observed
 Jan 16 Martin Luther King Day
 Feb 14 Valentine's Day
 Feb 20 Presidents' Day
 Apr 13 Thomas Jefferson's Birthday
 Apr 16 Easter Sunday
 May 14 Mother's Day

May 18 [Implementation Update](#)
 May 29 Memorial Day
 Jun 18 Father's Day
 Jul 4 Independence Day
 Jul 20 [Regular Meeting \(If Needed\)](#)
 Sep 4 Labor Day
 Sep 21 [2017-18 Annual Prioritization](#)
 Oct 9 Columbus Day (Most regions)
 Oct 19 [2017-18 Prioritization Draft Update](#)

Oct 31 Halloween
 Nov 11 Veterans Day
 Nov 23 Thanksgiving Day
 Dec 14 [Regular Meeting \(If Needed\)](#)
 Dec 24 Christmas Eve
 Dec 25 Christmas Day
 Dec 31 New Year's Eve

STAFF REPORT

Planning Update

Updates to Ride and Walk Novi webpage

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

Section Menu

The City of Novi has a procedure for identifying and completing missing sidewalk and pathway segments. The planning and prioritization of sidewalk construction starts with City Staff for review and compilation of a number of details, which is presented annually as a comprehensive report to the [Walkable Novi Committee \(/Community/Ride-and-Walk-Nov/Walkable-Nov-Committee.aspx\)](/Community/Ride-and-Walk-Nov/Walkable-Nov-Committee.aspx). The prioritization is an important tool to determine how the limited funds budgeted for pathway construction will be best utilized. The Committee produces a prioritization plan each year which is used to develop the 6-year Capital Improvement Program, which lists the future sidewalk and pathway projects for the City.

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@cityofnovi.org) ([href="javascript:send\('bmcbeth','cityofnovi.org'\)">](mailto:Barbara.McBeth@cityofnovi.org)) in the Community Development Department to let your comments be heard!

City Resources

[SEMCOG and Other Resources](#)

[Non-Motorized Master Plan](#)

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 Video](#)

[Bike Lost & Found](#)

[Sidewalk and Pathway Responsibilities](#)

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. \(/Community/Map-Gallery/PDFMaps/OnRoadPathwaySidewalkInventoryMap.aspx\)](/Community/Map-Gallery/PDFMaps/OnRoadPathwaySidewalkInventoryMap.aspx)



[\(/Community/Pathways-Sidewalks-Walkable-Nov-Committee/Map-BicycleRoutes.aspx\)](/Community/Pathways-Sidewalks-Walkable-Nov-Committee/Map-BicycleRoutes.aspx)

[\(/Community/Pathways-Sidewalks-Walkable-Nov-Committee/Map-WalkingRoutesFromCivicCenter.aspx\)](/Community/Pathways-Sidewalks-Walkable-Nov-Committee/Map-WalkingRoutesFromCivicCenter.aspx)

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.

[Same Road, Same Rules, Same Rights \(http://www.bicyclela.org/SafetyEtiquette.htm\)](http://www.bicyclela.org/SafetyEtiquette.htm)

[Bike Safety Etiquette \(http://www.bicyclela.org/SafetyEtiquette.htm\)](http://www.bicyclela.org/SafetyEtiquette.htm)

[City of Novi Bike Safety Video \(https://www.youtube.com/watch?v=LuoEiOz4V8w\)](https://www.youtube.com/watch?v=LuoEiOz4V8w)

[Bike Safety Tips for Kids \(/City-Services/Public-Safety/Police/Kids-District/Bicycle-Safety.aspx\)](#)

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 \(/City-Services/Public-Safety/Police/Administration/Bicycle-Lost-and-Found.aspx\)](#) to see if your bike has been found!

Sidewalk and Pathway Responsibilities

Ever wonder whose 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 abut 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 \(/Community/Ride-and-Walk-Nowi/Sidewalk-and-Pathway-Maintenance-Responsibilities.aspx\).](#)

SEMCOG and Other Resources



[SEMCOG/MAC survey results: More education needed to increase walking, biking, driving safety](#)

[New brochure from SEMCOG emphasizes safety tips](#)

[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 \(MMBA\)](#)

SEMCOG/MAC survey results: More education needed to increase walking, biking, driving safety

Southeast Michigan residents who took a recent online survey sponsored by SEMCOG and its partner organization, the Metropolitan Affairs Coalition (MAC) have provided their perceptions regarding pedestrian and bicycle safety. The three primary causes of traffic crashes involving people walking and biking in Southeast Michigan are distracted drivers, walkers, or bikers (85%); inadequate walking or biking infrastructure (61%); and disregarding the rules of the road (60%). [Read more \(http://smcg.informz.net/InformzDataService/OnlineVersion/Pub/bWFpbGluZ0luc3RhbmNISWO9NjO5NDM1Nw==\)](#)

New brochure from SEMCOG emphasizes safety tips

To increase education and awareness, SEMCOG and local governments are engaging in safety education efforts throughout Southeast Michigan. These efforts include a new [brochure \(http://www.sem cog.org/Portals/0/Documents/What-You-Can-Do/To-Walk-Bike-Drive-Safe/WalkBikeDriveSafeBrochure2017.pdf?ver=2017-04-14-104010-710\)](http://www.sem cog.org/Portals/0/Documents/What-You-Can-Do/To-Walk-Bike-Drive-Safe/WalkBikeDriveSafeBrochure2017.pdf?ver=2017-04-14-104010-710) emphasizing important safety tips for walking, biking, and driving, as well as explanations of relevant state laws, infrastructure, and signage.

[Find out more information on safety education to walk, bike and drive safe \(http://www.sem cog.org/WalkBikeDriveSafe\).](http://www.sem cog.org/WalkBikeDriveSafe)

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 \(http://vimeo.com/channels/520763/videos\).](http://vimeo.com/channels/520763/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." [Visit the League of American Bicyclists website \(https://nationalbikechallenge.org/\).](https://nationalbikechallenge.org/)

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." [Visit the MTGA website \(http://www.michigantrails.org/\).](http://www.michigantrails.org/)

Michigan Mountain Biking Association (MMBA)

STAFF REPORT
Planning Update
Pedestrian and Bicycle Accidents (July 2016 to current)

City of Novi Pedestrian and Bicycle Accidents

July 2016 to current

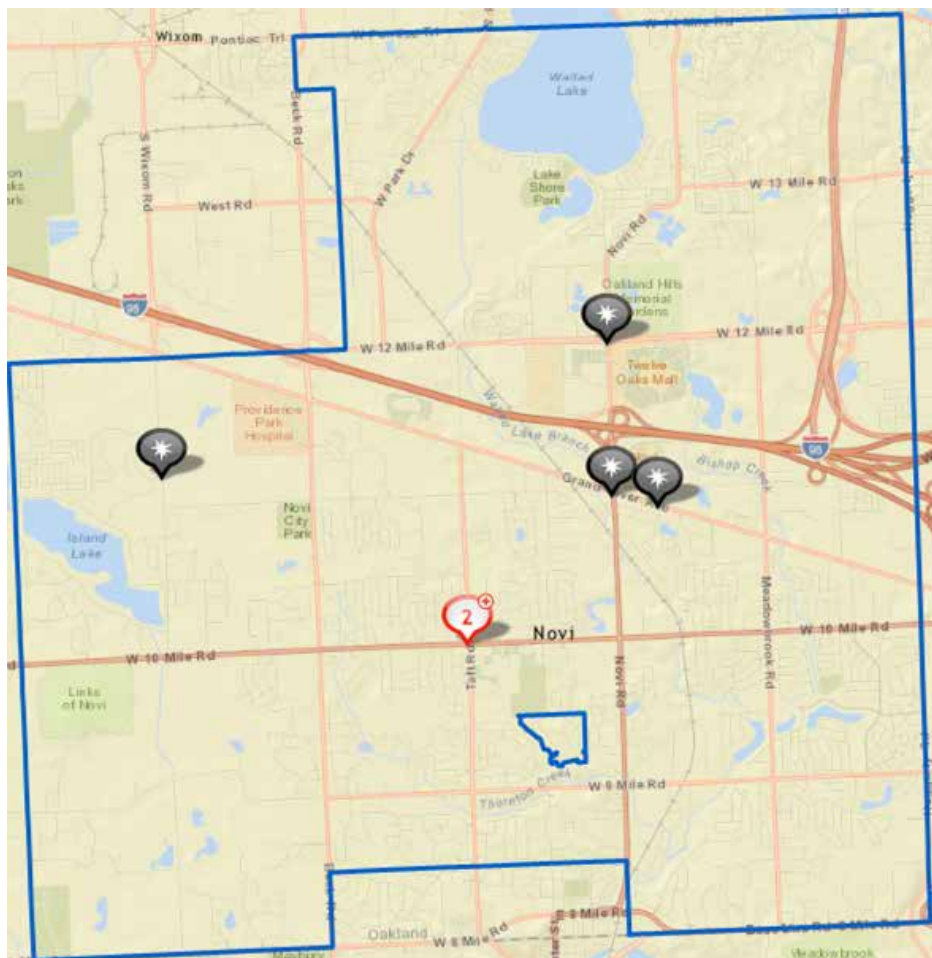
(Source: Scott Baetens, City of Novi Police Department)

PEDESTRIAN INJURY-4

1. **Grand River Ave and Town Center Dr on 8/7/2016 at 5:59 pm:** Pedestrian entered crosswalk on a green signal but was struck by a vehicle turning left, who was unable to see them due to traffic.
2. **Naples Dr and Crestview Dr on 10/20/2016 at 7:14 am:** Driver turned left and struck a pedestrian already in the roadway. It was dark out and the driver did not observe the pedestrian
3. **Novi Rd and Twelve Mile Rd on 10/26/2016 at 9:17 pm:** Emergency crews were on scene with flashing lights. A pedestrian in dark clothing entered the roadway and the driver did not see them.
4. **Wixom Rd and Glenwood Dr on 11/9/2016 7:31 am:** 2 pedestrians entered crosswalk on a green signal but was struck by a vehicle turning left, who was unable to see them due to traffic.

BICYCLE INJURY-2

1. **Ten Mile Rd and Taft Rd on 9/16/2016 at 6:46 am:** Bicyclist crossed Taft Rd against the do not cross signal and struck the side of a motor vehicle.
2. **Ten Mile Rd and Taft Rd on 4/26/2017 at 3:13 pm:** Bicyclist crossed Ten Mile Rd against the do not cross signal and was struck by a moving vehicle



STAFF REPORT

Engineering Update

Active Non-Motorized Project Portfolio for Engineering Division

ACTIVE NON-MOTORIZED PROJECT PORTFOLIO FOR ENGINEERING DIVISION

Project Description	FY 16-17	FY 2017-2018			
	2017 Apr-June Q4	2017 July-Sep Q1	2017 Oct-Dec Q2	2018 Jan-Mar Q3	2018 Apr-June Q4
FY15-16 PROJECTS					
2016 Sidewalk Pathway and ADA Compliance Program (Taft Road/Jacob Drive Ped. Crossing and Ramp Improvements) (Segment 10 - Beck Road from Ardmore Ct. north) (Segment 1B -Fourteen Mile Rd south side from Kingswood Blvd to M-5)	CONSTRUCT				
Pontiac Trail Pathway (Segment 9) (West Park Drive to Beck Road)	DESIGN	DESIGN	ROW	ROW	BID
FY16-17 PROJECTS					
2017 Sidewalk Pathway and ADA Compliance Program (Segment 5 -Fourteen Mile Rd from East Lake Dr to Beachwalk Apts)	BID	CONSTRUCT	CONSTRUCT		
Eight Mile Pathway (Garfield Road to Napier Road - north side)	BID	CONSTRUCT	CONSTRUCT		
ITC Community Sports Park Pathway (Eight Mile Rd to north end of ITC Sports Park)	BID	CONSTRUCT			