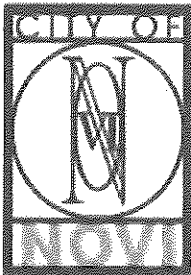


PLANNING COMMISSION
UPDATE ON NON-MOTORIZED PLAN

Boyle

MEMORANDUM



cityofnovi.org

TO: CLAY PEARSON, CITY MANAGER
FROM: MARK SPENCER, AICP, PLANNER *Mark*
THROUGH: BARBARA MCBETH, AICP, DEPUTY DIRECTOR
OF COMMUNITY DEVELOPMENT
SUBJECT: TWO YEAR STATUS NON-MOTORIZED MASTER PLAN
DATE: MARCH 13, 2013

3/13/13

To: Mayor of City
Cous. / Public

Very nice update of
the all-ages, multiple
settings progress on
non-motorized.

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 two 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 goals and implementation strategies discussed in the Non-Motorized Master Plan:

1. Infrastructure
 - a. Initial Investments
 - i. Sidewalks and Pathways
 - ii. Road Crossing Improvements
 - iii. Critical Links (Short off-road pathways)
 - 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

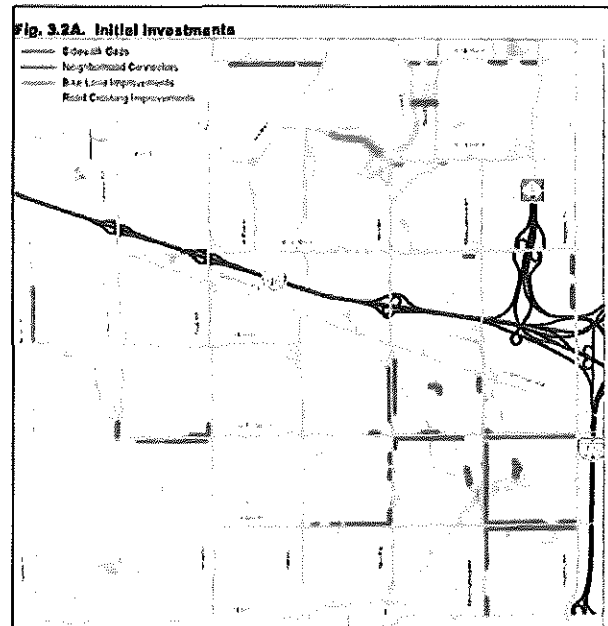
3. Public Outreach and Education
 - a. Establish the Program
 - b. Build a Culture of Biking and Walking

A discussion of the Non-Motorized Master Plan's goals and implementation strategies implemented follows and a map depicting the location of infrastructure projects is attached (map numbers referenced below in parentheses).

1. Infrastructure Projects

a. Initial Investments

The Non-Motorized Master Plan describes "Initial Investments" as projects that identify critical gaps and/or safety concerns. The project list includes the top 20 segments listed in the Pathway and Sidewalk Prioritization Analysis and Process (PSPAP), several other critical roadside sidewalk and pathway gaps, a few road crossing improvements and several off-road pathway links.



* In the last two years over 13,000 feet (2.5 miles) of initial investment sidewalks and pathways were completed in the City as listed below:

- 3,800 feet of sidewalk on the north side of Nine Mile Road between Haggerly and Meadowbrook Roads (map item 1).
- 3,500 feet of pathway on the east side of Novi Road between Grand River Avenue and Ten Mile Road (map item 2).
- 3,600 feet of sidewalk on the west side of Novi Road between Pine Ridge Center and Novi Cemetery (map item 3).
- 770 feet of sidewalk on the north side of Ten Mile Road between the Brookhaven Subdivision and Catherine Industrial Road (except in front of the former Timberlane Lumber site) (map item 4).
- 350 feet of sidewalk on the south side of Thirteen Mile Road between Old Novi Road and Novi Road (map item 5).

- 210 feet of sidewalk on the south side of Fourteen Mile Road just west of Novi Road constructed with private funds as part of the Maple Manor Project (map item 6).
- 700 feet of pathway on the west side of Meadowbrook Road between Cherry Hill Drive and Grand River Avenue (map item 7).
- 650 feet of off-road pathway from Ripple Creek Drive through Brookfarm Park to Village Oaks Elementary School as part of a stream bank stabilization project within the park (map item 8).

To facilitate construction of additional initial investment sidewalk segments, engineering design for 3,120 feet of sidewalks was completed or initiated for the following project:

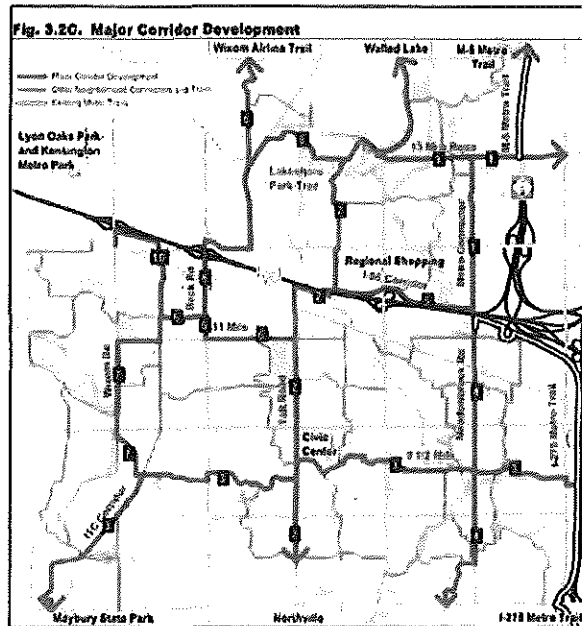
- 370 feet of sidewalk on the north side of Ten Mile Road adjacent to the former Timberlane Lumber site (map item 9).
- 2,300 feet of sidewalk on the west side of Novi Road between Ten Mile and Nine Mile Roads. Construction is funded for 2013 (map item 10).
- 450 feet of pathways connecting Hickory Woods Elementary and East Lake Drive (Neighborhood Connector 1). Construction funding is requested in the CIP for FY13-14 (map item 11).

b. Four Parallel Tasks

After the initial investments are completed, the Non-Motorized Master Plan recommends implementing the following four concurrent, or parallel, implementation strategies as opportunities and funding become available.

i. Major Corridor Development

The Non-Motorized Master Plan describes Major Corridor routes as cross-city bike/pedestrian focused corridors most of which have either regional significance or are



important to neighboring communities. Most of the proposed facilities in these corridors will be high capital investment projects, likely supported by federal and state grants and generally involve multiple government agencies. These are large multi-year projects that may be implemented in pieces based on opportunities and funding. Overall, they will provide the framework for the non-motorized system. If opportunities arise for projects lower on the list those projects should be completed first. Portions of the proposed Major Corridor routes are on-street bike routes that will require little investment.

Eight hundred-forty feet of Major Corridor Development pathway segments were completed in the last two years and engineering design began on several projects in this category:

- 9 ½ Mile Neighborhood Greenway – When completed, this route will provide a cross-city east-west connection that parallels Nine and Ten Mile Roads and connects to Maybury Park. This route will primarily be located along local roadways that will be connected using short connecting pathways through schools, parks and undeveloped open space. This route also includes the south leg of the ITC Corridor Pathway.

The design engineering to install route and way-finding signs was completed for a one-mile on-road bike route along White Pines Drive connecting Taft and Beck Roads. Signage for this one-mile portion of the 9 ½ Mile route is scheduled to be installed in 2013 (map item 12).

The Engineering Division has commenced the preliminary design of the ITC Corridor portion of this route (map item 13).

City staff has had discussions with the DNR, Road Commission, and neighboring communities regarding potential locations to place a trail connection between ITC Community Sports Center Park and Maybury State Park. As part of the Eight Mile Road repaving project, the Road Commission is designing a non-motorized crossing consisting of signage and crossing stripes between ITC Sports Center Park and Maybury State Park (see additional project details below). It is scheduled to be installed in 2013 (map item 14).

Parks, Recreation and Cultural Services staff submitted a Michigan Natural Features Trust Fund grant to fund the trail route through ITC Sports Center Park. The application was

denied and Staff intends to resubmit the application in the future. □

- Taft Road Corridor – When completed, this major north south route will connect several City parks and the cities of Northville and Walled Lake. The proposed route includes pathways, bike lanes and a pathway over or under I-96.

The City completed 510 feet of pathway and a 330 foot segment was completed by a private developer with the Sri Venkateswara Temple project to complete the pathway on the west side of Taft Road between Eleven Mile Road and Grand River Avenue (map item 15).

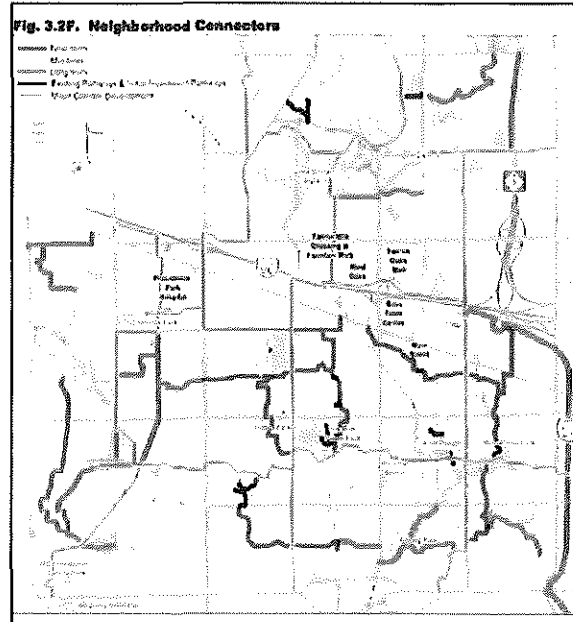
The City's consulting engineer, OHM, completed the *Novi Road Pedestrian Route Study over I-96*. The Study reviewed different design options to provide a non-motorized crossing of I-96 near or at Novi Road. As an alternative to providing a non-motorized crossing at Novi Road, the study included a review of alternative routes, including the use of the CSX underpass under I-96 and a new bridge over I-96 for the Taft Road Corridor route but neither of these is financially or technically feasible at this time (map item 16).

- Eleven Mile Road/Beck Road/Providence Park Hospital/Wildwoods Park Corridor – The design is nearing completion for a 10 foot wide multiple use paved pathway between Eleven Mile Road and Beck Road. The ITC corridor and Medlodge portion of the portion of the corridor is being designed and will be constructed with funding from a private developer as part of the Medlodge convalescent care facility project with construction anticipated in 2013. The Engineering Division is in the design phase of the portion of the pathway that crosses the Providence Hospital site to Beck Road for construction in 2013 (map item 17).
- Metro Connector – When completed, this route will connect the existing I-275 and M-5 Metro Trails via a pathway crossing I-96. It will be located on the east side of Meadowbrook Road and the south side of Thirteen Mile Road in the road right-of-way. The Engineering Division have begun the design engineering for phase I between the existing I-275 Metro Trail and Twelve Mile Road and secured a \$741,000 grant to cover 80% of the construction cost, the remaining costs have been requested in the CIP for FY13-14 (map item 18).

ii. Neighborhood Connectors

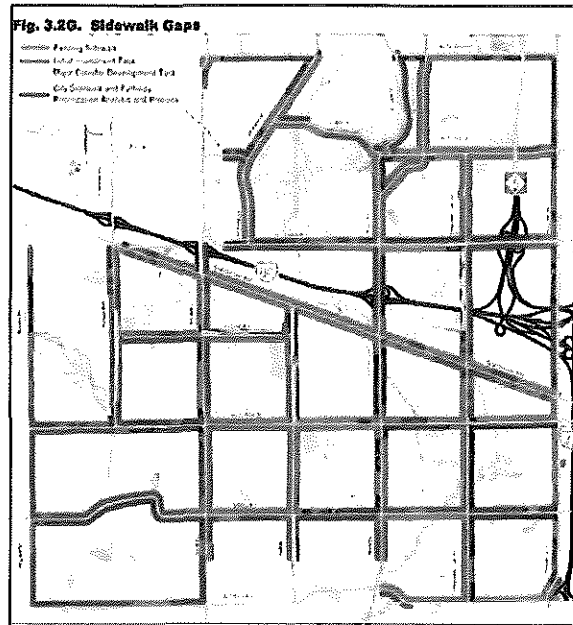
The Non-Motorized Master Plan describes these projects as locally funded, low capital investment projects that are part of the intra-city non-motorized transportation network. Engineering design is completed for one segment.

Rochester, Nantucket, Cider Mill and Emerald Forest route - The design for signage along this one and one-half mile on-road bike route between Woodham and Taft Roads is complete. The installation of alternative limited signage is scheduled for installation in 2013 (map item 19).



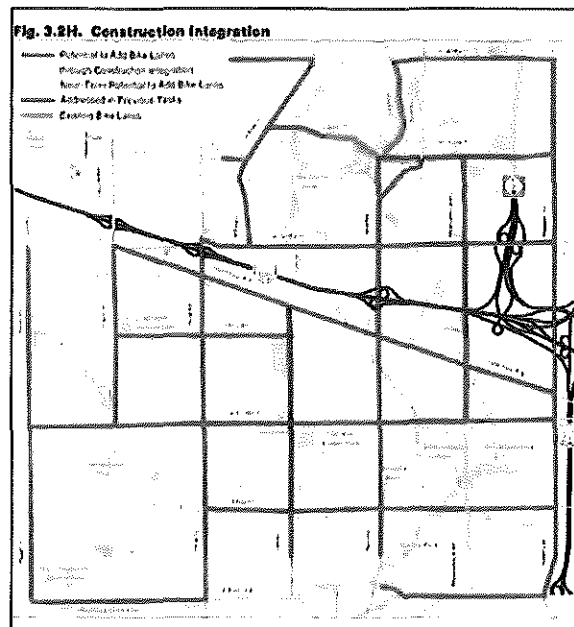
iii. Sidewalk/Roadside Pathway Gaps

This category includes all of the sidewalk and pathway gaps listed in the PSPAP and not identified in other implementation tasks. None of these segments are scheduled at this time.



iv. Construction Integration

These are projects that can be integrated as part of a larger construction project, such as bike lanes, sidewalks, mid-block crossings, etc. when a road is resurfaced or reconstructed. In addition to those previously listed, the following projects were completed or started this year as non-motorized components added to a larger project:



- South Karevich Drive reconstruction - 750 feet of pathway was constructed along between South Karevich Drive and Novi Road (map item 20).
- Beck Road Reconstruction – Approximately one-half mile of four-foot paved shoulders were constructed along both sides of Beck Road between Nine Mile Road and Cheltenham Drive (map item 21).
- Meadowbrook and Nine Mile Signal Improvements – ADA ramp upgrades were constructed at the intersection along with pedestrian signal and pathways to connect all four quadrants of the intersection (map item 22).
- Nine Mile Road (Taft Road to Beck Road) Rehabilitation – ADA ramp improvements were constructed along with improved non-motorized access to Thornton Creek Elementary from Galway Drive (map item 23).
- Grand River Reconstruction – The Road Commission of Oakland County installed signage and crosswalk striping creating a mid-block pedestrian crossing of Grand River Avenue near Seeley Road (map item 24).

- Thornton Basin Upgrade – the City installed several missing sections of sidewalk in the Autumn Park Subdivision near the Thornton Basin (map item 25).
- Novi Road Signal and Pedestrian Upgrades - ADA ramps and pedestrian signals were upgraded by the Road Commission at the signalized intersections along Novi Road between Crescent Drive and Twelve Mile Road as part of this project (map item 26).
- Meadowbrook Road Resurfacing – ADA ramps along Meadowbrook Road between Ten Mile Road and Cherry Hill Drive were upgraded by the City as part of this project (map item 27).
- West Oaks Drive Reconstruction – A sidewalk on the south side from Donelson Drive to the parking lot was installed with this project (map item 28).
- Eight Mile Road Repaving – The Road Commission of Oakland County is designing the repaving project to include bike lanes on each side of Eight Mile Road between Beck and Napier Roads. Mid-block crossings of Eight Mile Road are proposed near ITC Community Sports Park and near Maybury State Park. Pedestrian crossing improvements at Beck and Eight Mile Roads is also part of the design. The project is expected to be complete in 2013 (map item 29).
- Neighborhood Road Program – ADA ramp improvements and short sidewalk segments on local streets are constructed, and non-motorized connectivity at intersections is improved as part of this annual program. Projects have included completing short sidewalk gaps on White Pines Drive (map item 30) and a short segment on Autumn Park Boulevard (map item 31).

2. Policy Recommendations

a. Policy Recommendations for Complete Streets:

The City's Non-Motorized Master Plan presented a set of Complete Streets recommendations that when implemented will help achieve the goal of having a comprehensive Complete Streets program that balances the needs of the community and all road users.

The City has completed the following Complete Streets implementation recommendations:

- City Council adopted the Non-Motorized Transportation Plan in February 2011. ✓
- City Council adopted a resolution in support of a Complete Streets Policy in August 2010. ✓
- As part of the City's Capital Improvement Plan, the City developed a 6-year non-motorized improvement plan based on the Non-Motorized Master Plan. ✓
- Currently, the Engineering Division is working on ordinance amendments and revising the City's engineering design standards to implement the Non-Motorized Master Plan and Complete Streets policy recommendations. □

b. Policy Recommendations for ADA Compliance

Title II of the Americans with Disabilities Act requires the City to use accessible design standards for all new and reconstructed sidewalks and pathways and to bring all curb ramps into compliance. The City was required to create and regularly update an ADA Transition Plan to identify physical barriers and plan for their removal. Additionally, the Non-Motorized Master Plan provides a set of recommendations for obtaining ADA compliance.

The City has implemented the following ADA policy recommendations:

- The Department of Public Services has designated an ADA coordinator, Ben Croy. ✓
- City Council adopted in 2011 an ADA Transition Plan prepared by the City's Consulting Engineer, Giffels-Webster. ✓
- As part of the ADA Transition Plan, Giffels-Webster inventoried curb ramp conditions throughout the City. ✓
- The City has included ADA improvements as a budget item in its Capital Improvement Plan. ✓
- Curb ramps for routes crossing Wixom Road at Island Lake Drive and the entrance to Deerfield Elementary School were improved by the Novi Community School District in 2011. ✓
- ADA upgrades were installed at Thirteen Mile Road and Meadowbrook Road, Meadowbrook Road and Brownstone Drive at the school and Nine Mile Road and Meadowbrook Road were completed as part of the ADA compliance program. ✓

c. Policy Recommendations for Safe Routes to Schools

The safety of children walking or biking to school is important to almost everyone. The Federal and State Safe Routes to Schools (SR2S) programs were created to provide funding to educate students, parents and school officials regarding walking and biking safety issues and to provide funding for building or rebuilding walking and biking facilities. The City of Novi will be and has been a key partner in a school's Safe Routes to Schools program. The Non-Motorized Master Plan provides a set of recommendations to jointly work with the City's school districts to provide safer ways for students to get to schools.

The City has accomplished the following recommendations:

- The City has contacted local school districts and discussed working with them on SR2S programs in conjunction with the state-wide SR2S program. Discussions have included several possible infrastructure improvements. □
- The City's Traffic Safety Committee continues to work with local school districts on school safety issues. □

d. Policy Recommendations for Bicycle Parking

Providing ample bicycle parking is an important component for encouraging bicycle use. The Non-Motorized Master Plan makes two Bicycle Parking policy recommendations that when implemented will help insure that all new and rebuilt developments will have adequate and safe bicycle parking facilities.

The City has started implementing the recommended policies:

- The City's Planning staff has drafted a set of Zoning Ordinance bicycle parking requirements which were reviewed by the Walkable Novi Committee. The Planning Commission held a public hearing on the proposed ordinance amendments. A modified version of the amendments will be presented at an upcoming Planning Commission meeting and a recommendation on the matter will be forwarded to City Council. □

e. Policy Recommendations on Maintenance of Non-Motorized Facilities

The success of the City's non-motorized system ultimately depends on thorough and timely maintenance. The Non-Motorized Master Plan includes a set of policy recommendations that when implemented will help ensure that the City's non-motorized facilities are well maintained.

The City has started the implementation process:

- GIS and DPS staff have inventoried sidewalks and initiated a computerized asset management system (City Works) to track installation and maintenance of all public sidewalks and pathways in the City. ✓
- DPS staff has had internal discussions regarding how to implement and fund a set of sidewalk maintenance policies for those non-motorized facilities for which it is responsible.
- City Council amended the City's sidewalk snow clearing policy to increase the number of miles of major sidewalks and pathways cleared by public agencies. Previously, DPS staff was responsible for clearing 19.3 miles of sidewalks and pathways. Under the new policy DPS and the school districts are clearing snow from 22.6 miles of sidewalks and pathways. ✓

f. Policy Recommendations on Sidewalk/Roadside Pathway Completion

Complete sidewalks and pathways are essential to provide connections to destinations. The Non-Motorized Master Plan includes a set of policy recommendations to help reduce sidewalk and pathway gaps throughout the City.

The following steps have been taken to implement these recommendations:

- In August 2012, the voters of Novi passed a ballot initiative to increase the road millage. This will result in almost double the revenue going into the municipal street fund. This is significant for non-motorized transportation projects since local funds for roadside pathways and sidewalks, bike routes and bike lanes comes from the municipal street fund. Funding could almost double for non-motorized transportation projects if the current ratio of money spent on road projects compared to non-motorized projects remains the same. #
- 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. ?
- The City updated its Pathway and Sidewalk Prioritization Analysis and Process in November of 2012 in order to have an up to date list of sidewalk and pathway gaps along arterial and collector roads.

3. Public Outreach and Educational Strategies

The City of Novi has been designed around automobile use for the last 50 years. The use of an automobile to get places is entrenched in our society and thus many residents may not feel comfortable using a non-motorized system to get places. Conducting outreach and educational programs to change these attitudes will result in more people being willing to walk or bike to destinations.

- a. **Establish the program** – The Non-Motorized Master Plan includes a set of initial strategies to create the structure and process for establishing a non-motorized outreach and educational program.

The following efforts have commenced to implement these strategies:

- The Community Development Department staff calculated the City's non-motorized facility mileage at 264 miles. Using the City's GIS mapping information, the City currently has 74 miles of pathways and sidewalks adjacent to arterial or collector streets, 10 miles of paved and unpaved off road connecting, park and school paths and trails, 8 miles of mountain bike trails, 3 miles of regional pathways, 164 miles of sidewalks along local roads and 5 miles of bike lanes. *
- A bicycle safety video was added to the City's Pathway and Sidewalk web page. ✓

- b. **Build a culture of biking and walking** – The Non-Motorized Master Plan includes a set of strategies to initiate programs to build a biking and walking culture in the City.

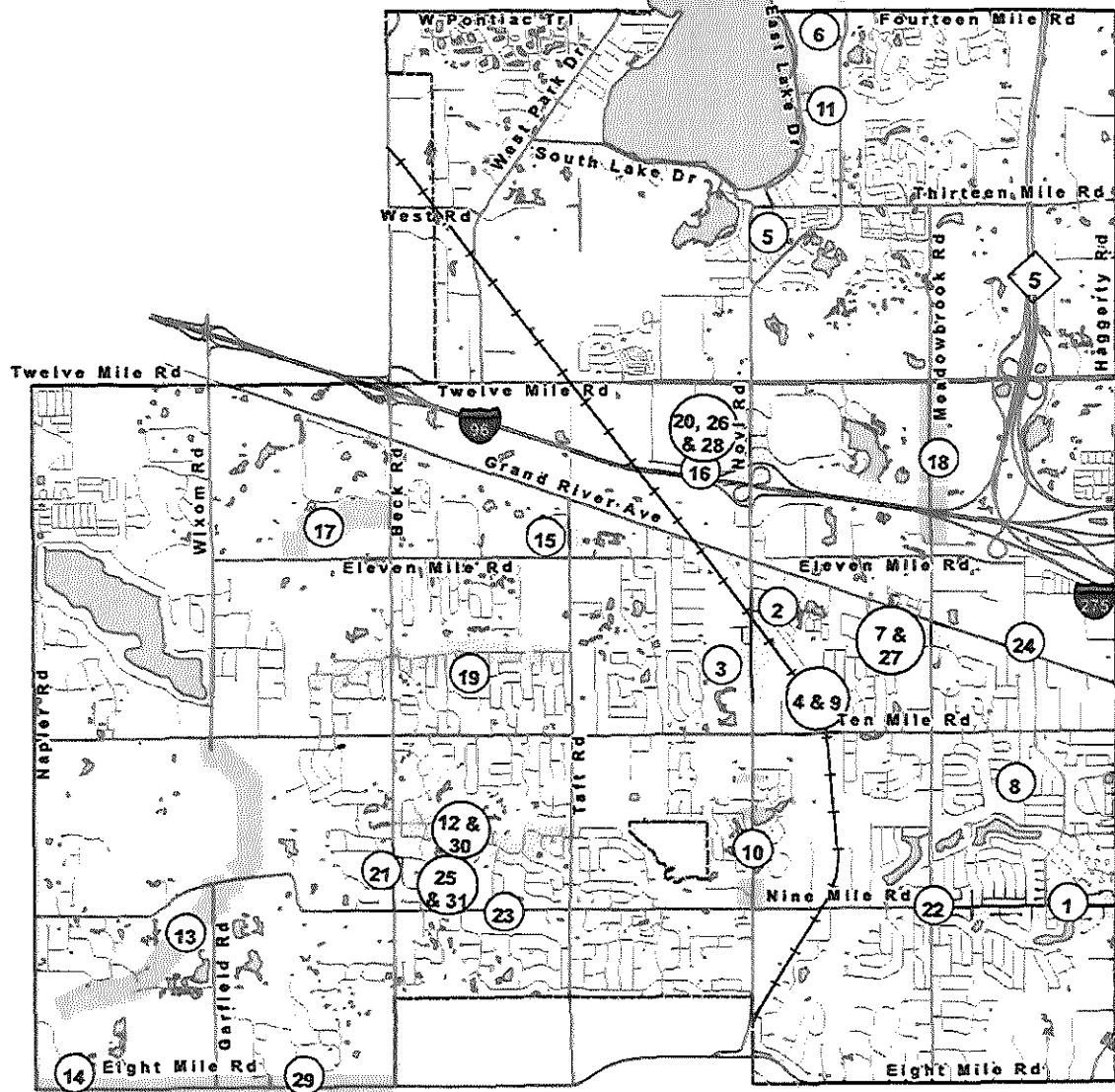
- The City of Novi Parks, Recreation and Cultural Services Department, the Motor City Mountain Biking Association and the Novi Police Department held the City's first annual Bike Rodeo. The program included teaching children five to twelve years old about bike inspection, and how to start and stop, and rock and dodge. ✓
- The City of Novi and Providence Hospital sponsored the third annual 5K Emergency run in May. Proceeds from the Emergency Run benefit health and safety initiatives in the Novi community. ✓
- The Novi Memorial Day Run is held prior to the Memorial Day parade. The Run starts at Fuerst Park and has 10K, 5K and Fun Run options. Proceeds go to the Barbara Ann Karmanos Cancer Institute and the Novi Parks Foundation. ✓
- Novi's Older Adult Services Office has established a Novi Walkers Club to hold organized walks in the City. ✓
- The City continues to support and provide services for a variety of mountain bike and trail run competitions at Lakeshore Park, and at National Walk to School Day events. ✓

- The Novi Public Library along with Novi Rotary and Novi Parks, Recreation, and Cultural Services has scheduled a Family Bike Event in April 2013 as part of its Digital Detox Week events. *
- The Community Development Staff has initiated discussions with the GIS Department on concepts for producing a City-wide bicycling map.

In the two years after adopting the Non-Motorized Master Plan, the City has made significant progress toward implementing the Plan. City staff is committed to continue efforts to implement the Plan in future years.

- C. Victor Cardenas, Assistant City Manager
Charles Boulard, Director Community Development
Rob Hayes, Director Public Services
Brian Coburn, Engineering Manager
Jason Mangum, Director of Parks, Recreation and Cultural Services
Sheryl Walsh, Director of Communications

City of Novi Non-Motorized Master Plan Implementation Update 2013



Map Legend

— completed 2011 & 2012

- - - design completed

▨ design started

⋯ studied 2011 & 2012

ⓧ report reference number

crossing improvements
depicted with reference
number only



City of Novi

Dept. of Community Development
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Novi, MI 48375
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Scale: 1 inch = 1.25 miles
Date: 11/14/12
Project: Non-Motorized Master Plan Update 2013
Drawing # 112

Map by: www.civics.com

