4. Proposed Policies

These policies and programs provide the institutional support for the non-motorized system. They provide the necessary support systems for the proposed physical system. They also provide a framework within which new issues related to non-motorized transportation may be addressed.

Topics:

4.1 – Compete Streets Policy

4.2 – ADA Compliance Issues

4.3 – Safe Routes to School

4.4 – Bike Parking

4.5 – Maintenance of Non-motorized Facilities

4.6 – Sidewalk/Roadside Pathway Completion

Prioritization Process for Policy Recommendations:

The method of prioritization for the following policy recommendations was made by identifying the relative importance of that policy and the ease with which it could be implemented within a given time frame. Some policy items could readily be achievable within a year. Others, due to the process required to put together the necessary items needed to fully implement the policy, may take three to five years. These policies are flexible enough that they can be rearranged as priorities and available resources change.

Roles and Responsibilities in Implementing Policy Recommendations:

The policy recommendations have not been assigned to particular departments or staff positions in the City. One of the first tasks in implementing these recommendations would be assigning each policy recommendation to a responsible party.

4.1 Complete Streets Policy

Complete Streets Background

States, regions, counties and cities around the country have used various complete street policies to unambiguously endorse and define their support for non-motorized transportation. Complete streets are planned, designed, operated and maintained such that all users may safely, comfortably and conveniently move along and across streets throughout a community. The complete streets concept recognizes that streets serve multiple purposes and that a community's roadways must be designed such that they balance the needs of all of the transportation users. Complete streets are key to creating healthy, active communities and establishing safe routes to school. There has been a concerted move towards complete streets in the United States since the 1990's.

Recently, the US Department of Transportation issued a Policy Statement on Complete Streets. It indicated that it is the DOT's policy to incorporate safe and convenient walking and bicycling facilities into transportation projects. It also noted that it is every transportation agency's responsibility to improve conditions and opportunities for walking and bicycling and integrate improvements for such into the transportation system. It also encourages transportation agencies to go beyond the minimum standards. Part of the DOT recommended actions include:

- Providing accommodations on new, rehabilitated and limited-access bridges
- Collecting data, setting targets and tracking progress
- Maintaining sidewalks and pathways the same way roads are maintained
- Improving facilities as part of maintenance projects

In short the policy states that walking and bicycling should be considered equals with other transportation modes.

In the fall of 2010, The State of Michigan adopted Complete Streets legislation. The complete streets legislation was in the form of two bills. The first bill revised Act 51, addressing transportation issues. The second bill revised Act 33 that addresses planning issues.

Act 51 Revision Highlights:

- Requires interjurisdictional consultation on non-motorized projects and 5-year plans
- Use of established best practices
- Directs MDOT to draft and adopt a complete streets policy as well as develop model polices for local agencies
- Directs MDOT to advise local agencies on non-motorized issues
- Enables interjurisdictional agreements for maintenance

Act 33 Revision Highlights:

- Expands the definition of "streets" to include all legal users
- Expands elements that may be included in a master plan to include all forms of transportation
- Specifies that transportation improvements be appropriate to their context
- Specifies cooperation with road

Numerous local communities have already adopted complete streets resolutions or ordinances. In 2010, the City of Novi adopted a resolution of support for complete streets. The city is currently drafting more comprehensive guidelines on complete streets that specifically addresses how the city will integrate complete streets into its plans, policies and programs.

National Complete Streets Coalition Model

Since the FHWA model was developed, The National Complete Streets Coalition has taken the idea further and identified ten elements of a comprehensive Complete Streets policy:

1. A vision for how and why the community wants to complete its streets. Specifies that all users including pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses and automobiles.
2. Specifies that 'all users' includes pedestrians, bicyclists and transit passengers of all ages and abilities; as well as trucks, buses and automobiles.
3. Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes.
4. Is adoptable by all agencies to cover all roads.
5. Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way.
6. Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions.
7. Directs the use of the latest and best design standards while recognizing the need for flexibility in balancing user needs.
8. Directs that complete streets solutions will complement the context of the community.
9. Establishes performance standards with measurable outcomes.
10. Includes specific next steps for implementation of the policy.

The adoption of this plan addresses many of the elements.

Policy Recommendations for Complete Streets:

Within One Year:

- Adopt the Non-motorized Transportation Plan
- Draft a Complete Streets Policy that address the ten key elements as defined by the National Complete Streets Coalition and that clearly defines the responsible authorities
- Adopt a Complete Streets Policy
- Develop 5-year non-motorized improvement plan (based on the Non-Motorized Master Plan)
- Meet with MDOT and Oakland County Road Commission to review 5-year plan as it relates to facilities under their jurisdiction

Within Three Years:

- Implement recommended operations procedures
- Establish performance measures
- Begin data collection
- Build a reference library of current best practices
- Establish professional staff training program
- Identify City standard plans and details that need to be revised
- Begin revising standard plans and details

Within Five Years:

- Complete update of standard plans and details
- Evaluate progress

4.2 ADA and Transition Plan

Title II of the Americans with Disabilities Act of 1990 (ADA) requires local governments to make their activities, programs and services accessible to persons with disabilities. In the area of non-motorized transportation, the City is required to use accessible design standards for newly constructed and reconstructed sidewalks and shared use paths to the maximum extent feasible and make altered facilities readily accessible. In addition, the City is required to bring non-compliant curb ramps into compliance throughout the City as part of a transition plan.

Four recent publications address accessibility of non-motorized facilities. They are:

1. *Designing Sidewalks and Trails for Access Part 2 – Best Practices Design Guide* (FHWA, Publication # FHWA-EP-01-027)
2. *Building a True Community – Final Report of the Public Rights-of-Way Access Advisory Committee,* November, 2005 (Public Rights-of-Way Access Advisory Committee)
3. *Draft Guidelines for Accessible Rights-of-Way*, November 23, 2005 (FHWA, Pub. # FHWA-SA-03-019, based in part on the preceding publication)
4. *Accessible Public Rights-of-Way, Planning and Designing for Alternations,* July 2007 (Public Rights-of-Way Access Advisory Committee)

Together these documents define current best practices for accommodating pedestrians with disabilities for sidewalks and shared-use paths, intersections, crosswalks, and signalization. Until public rights-of-way standards are adopted by the Department of Justice and the U.S. Department of Transportation, the DOT has identified the 2005 draft PROWAG as the current best practice in accessible pedestrian design.

Transition Plan

Title II requires that public entities with 50 or more employees create and regularly update an ADA Transition Plan and make this plan available to the public. The transition plan should at a minimum identify physical barriers and provide a detailed outline to remove those barriers. An ADA coordinator must be designated to coordinate compliance efforts. The following outlines the key elements of a transition plan.

Identification of Physical Barriers

The identification of physical barriers may take place on a number of levels:

- **Complaint-Based** – At the most basic level, there should be a process in place for citizens to register a complaint and for that complaint to receive appropriate evaluation and action.
- **Inventory Based** – More commonly, existing facilities receive a base line documentation that may be accomplished with simple tools such as a smart level, digital camera and a standard recording form. For example, the inventory of sidewalk curb ramps would identify issues such as the presence of a ramp, ramp slope and cross slope and the presence, type and condition of a detectable warning strip. The goal of this inventory is to identify the geographic location, type and severity of barriers. Often this survey would be done using a Global Positioning System and the data stored in a Geographic Information System. This inventory would be completed over time with the most heavily traveled areas completed first and then covering other, less traveled areas in a systematic approach.
- **Survey Based** – In a few cases where there is a high degree of controversy regarding a specific area or facility type, trained surveyors will take detailed field measurements and elevations of the

facilities and translate them into survey drawings. This is by far the most expensive identification approach but may be appropriate if construction to remedy the solution is considered likely to occur in the near future.

Outline of Methods to Remove Barriers
A systematic approach for removing barriers should be established.

- **New and Altered Facilities Policy** – There should be in place a policy for how accessibility is achieved for new construction and alterations. This should include addressing how areas adjacent to new construction or alternation projects may be incorporated into a project. For example, when a new construction or alternation project is undertaken, the inventory of physical barriers for the immediate surrounding areas should be consulted to see if limited targeted improvements in adjacent areas would make a much larger area accessible. If so, those changes should be incorporated into the project.
- **Prioritization of Routes** – As it will be many years before new construction and alterations will provide accessible routes along all public right-of-ways, a process should be established to identify which routes should be upgraded independent of new or altered facilities. This would be based on the inventory of the physical barriers, citizen complaints and relative demand. This way, key routes such as those in the downtown, near schools and public buildings may be targeted improvements independently of new construction or alternation projects.

Schedule for Implementation
After the routes are prioritized, general costs of removing the barriers should be determined. Then using those costs, the removal of barriers should be integrated into the city's capital improvement plan.

Policy Recommendations for ADA Compliance:

The City of Novi is in the process of preparing an ADA transition plan.

Within One Year:

- Establish an interim transition complaint based transition plan.
- Designate an ADA coordinator.

Within Three Years:

- Have an inventory based transition plan in place.
- Integrate the transition plan into the capital improvement plan.

Within Five Years:

- Complete the inventory of physical barriers.
- Have made substantial progress in removing barriers in the most highly traveled corridors.

4.3 Safe Routes to Schools

The challenges to getting more children to walk and or bike to school are significant. Approximately half of all children in the United States are driven to school in a private vehicle and only 13% walk or bike to school.[1] The number of children walking or biking to school has dropped 37% in 20 years.[2] This drop in the number of children walking and bicycling to school can be attributed to many factors that have changed over the past 20 years:

- Increase in availability of before and after-school programs.
- Increase in the number of schools of choice, private schools and charter schools.
- Increase in the number of grade-based elementary schools.
- Increase in the number of children bused to school who live within walking distance due to real or perceived safety concerns.
- Fewer children living in each home.

These factors have combined to simultaneously reduce the total number of children who attend their neighborhood school, reduce the number of kids who walk and spread out the times children arrive at and depart from school. The result is a loss of the critical mass of children walking to school and the perceived safety in numbers.

These factors are combined with the fact that there is also an increase in the number of two-wage earner families where both wage-earners are leaving for work in the morning. This makes dropping a child off at school on the way to work the easy and seemingly logical choice. We have now entered a period in time where choosing to have a child walk to school is considered a political statement or some act tantamount to child neglect rather than the default choice.

While the challenges to getting more children to walk and bicycle to school are significant, the consequences of doing nothing are even more challenging. The Center for Disease Control states that 13% of children in the United States are overweight, and the number of overweight teens has tripled since 1980. Many children in the United States do not get the hour of daily physical activity recommended by the Surgeon General. Decreased participation in physical activities, and fewer students walking or riding their bikes to school may be contributing to the rise in childhood obesity.

For many children who live very far away from school, walking or biking is not a feasible option. However, the CDC estimates that only 31% of the children living a mile away or less walk or bike to school. Often times, schools and their surrounding areas lack safe road crossings, preventing children from having safe access to school on foot. Parents and caregivers cite perceived traffic danger as the second most common barrier to children walking and biking to school, preventing as many as 20 million children from walking or biking to school nationwide.[3] The amount of people driving their children to school in private automobiles not only represents a missed opportunity for physical activity, but also increases traffic congestion and puts a huge strain on existing road systems during peak travel times. In one city examined, 20-25% of morning traffic consisted of students being driven to school and 50% percent of children hit near schools were hit by parents of other students.[4]

[1] Center for Disease Control. *MMWR Weekly*. August 16, 2002. 51(32);701-704
[2] Michigan Governor's Council on Physical Fitness, Health and Sports.
[3] Center for Disease Control. *MMWR Weekly*. August 16, 2002. 51(32);701-704
[4] Center for Disease Control, 1995.

In an effort to reverse these alarming trends, the CDC announced a national health objective to increase the proportion of walking and biking trips to school for children living a mile or less from 31% to 50% by the year 2010. Communities, school groups, and local officials all over the country are responding to this challenge by mobilizing children to walk to school, addressing traffic safety concerns, mapping safe routes to school, and by measuring and taking account of their neighborhoods' walkability.

Michigan's Safe Routes to School (SR2S)

Michigan has a model Safe Routes to School program that is managed by the Michigan Department of Transportation (MDOT) in partnership with the Michigan Fitness Foundation which provides training, administrative and technical support. The center for Michigan SR2S program's website www.saferoutesmichigan.org has extensive information on how a school may start a SR2S program.

The website describes the six step SR2S planning process:

1. Register a school on the website.
2. Designate a SR2S coordinator.
3. Establish a SR2S team comprised of school officials, students and their parents and local officials.
4. Survey the students and parents to understand the issues.
5. Perform a safety assessment of the physical environment.
6. Develop an action plan.

Beyond describing the planning process Michigan's SR2S program offers technical assistance and support to schools. These include:

- A SR2S Handbook with a wealth of information including templates and forms useful in implementing a program.
- Providing training programs.
- Walk to School Day kits.
- Newsletters.
- Direct technical assistance.

The City's Role in SR2S Programs

The City of Novi is a key partner in any Safe Routes to School Program. SR2S school teams typically include a local law enforcement official or officer and a representative from the local road authority. These officials provide the technical expertise to help the team implement some of the programs and physical improvements.

The City of Novi has worked with Walled Lake, Novi, and Northville schools on school pedestrian issues in the past and uses quarterly traffic safety meetings as the venue for these discussions. School speed zones have been established at two Walled Lake schools and several improvements were made at Village Oaks School to provide a safer environment for walking children.

A typical SR2S program addresses issues such as the education of parents and students as well as improvements to the physical conditions on the school grounds. But much of the SR2S physical improvements take place on facilities outside of the school's jurisdiction and must be undertaken in

partnership. Likewise the city's non-motorized network identifies key routes that transverse school grounds. Thus, both entities must work together in order to meet their shared goals.

Novi's transportation policy should include a system of accountability for responding to and remedying safety concerns along children's routes to school. The City should work with the surrounding School Districts to evaluate how best to spend transportation dollars, looking at busing, facility improvements, and the addition of adult supervisors for children walking to school.

Ensuring safety in the school zone must be a combined effort of traffic engineers, local officials, law enforcement, school officials, parents and children. In addition to promotional and educational programs, a variety of roadway improvements can be used to increase safety in school zones and for children on their routes to school. Some important safety design guidelines for school zones include[1]:

- Reduced speed zones.
- Marked crosswalks.
- Signalized crossings at intersections with pedestrian activation.
- Pedestrian crossing islands and bulb outs where needed.
- Special crosswalk striping, painted according to state standards, and "School Crossing" signage where appropriate.

Police enforcement of yielding and speeding in school zones, and the utilization of adult crossing guards at difficult intersections can also increase safety in the school zone.

Individual school policies as well as district wide policies should be evaluated to make sure that they promote bicycling and walking.

In conclusion, increasing the number of children who are able to safely walk and bike to school is part of a national goal that will address childhood obesity, enhance neighborhood walkability, and help alleviate traffic congestion problems.

Key Programs to Continue for School Transportation

The City of Novi has some good existing policies and programs that support the non-motorized system. The following policies and programs should be reinforced and continued.

- Meadowbrook Elementary in the Walled Lake School District had a Safe Routes to School Program; however it was only somewhat successful. The City and School District should work together through quarterly traffic safety meeting with police, planning, engineering, traffic consultant, and road commission to figure out why this program did not work and see if there are ways to remedy it.

- City should continue to enforcement speeding in school zones and yielding to pedestrians in the crosswalks within school safety zone.

- The City should continue to encourage that within school safety zones, all safety design guidelines are in place and current with national safety guidelines.

[1] San Diego's Regional Planning Agency. Model Guidelines for the San Diego Region. April 2002. p. 105.

Policy Recommendations for School Transportation

The City of Novi and the Surrounding School Districts should jointly explore the following options.

Within One Year:

- The City and the School Districts should develop maintenance standards as well as fix defects and gaps in public sidewalk system adjoining school sites.
- Encourage the School District to consider the safest routes to school for children when adjusting school boundaries.
- The City and the School District should develop a cost-share policy for the construction and maintenance on pathways that are part of the City's Non-motorized System and traverse school property.
- The City and School District should develop a strategic implementation plan for pathways and trails that are part of the City's Non-motorized System that traverse school property.

Within Three Years:

- The City and School District should continue to enhance a system of accountability for responding to and correcting safety concerns along routes to school and other problems identified through these programs.
- The City should continue to promote and initiate with the school system and parents Walk-to-School Day events, "walking school bus" programs, "Safe Routes to School" programs, and walkability audits in conjunction with the state-wide program.
- School Districts should perform formal evaluations of how pedestrians and bicyclists are accommodated to all school grounds and prepare action plans to address deficiencies.
- School Districts should encourage walking and bicycling to school as a part of the physical education and well being of the students.
- School Districts should try to eliminate the need for all "Safety Busing" by remedying the hazards that currently warrant the safety busing.

Within Five Years:

- School Districts should evaluate all individual school and district wide policies regarding bicycling to school and amend policies that discourage bicycling.
- Encourage residential infill projects within walking distance of schools.

4.4 Bike Parking

The lack of a secure parking space discourages many people from using their bikes for basic transportation. When sufficient bike parking is not provided, theft becomes a concern and it leads to bikes being locked up to sign post, benches and other street furniture. When bicycles are parked in these spaces, they often disrupt pedestrian flow because the bikes impede the walkway. Bicycles also get impounded by local enforcement when parked in these areas causing an even greater deterrent to bicycle use. Bicycle parking needs to be visible, accessible, plentiful and convenient. If any of these criteria are not met, there is a good chance cyclist will not use the facilities and will park their bike wherever they feel it will be safest.

Definition of a Bicycle Parking Space- A bicycle parking space is an area two feet by six feet or the area occupied by a bicycle when using a bicycle parking device as designed.

Short-Term Bicycle Parking - Short-term bicycle parking is defined as a rack to which the frame and at least one wheel can be secured with a user-provided U-lock or padlock and cable. This type of parking is appropriate for short term parking at locations such as shopping areas, libraries, restaurants and other places where typical parking duration is less than two hours.

Long-Term Bicycle Parking- A long-term bicycle parking space is defined as protecting the entire bicycle and its components from inclement weather and theft or vandalism. It is to be located where it will serve the needs of cyclist who need to leave their bicycles unattended for extended periods of time, such as employees, tenants or residents.

Uncovered Bicycle Racks

Uncovered Bicycle Racks are the primary bike parking approach for areas where people are expected to park their bikes for only a few hours.

Design-Generally, bicycle racks of the inverted "U" design are considered the best models. Alternative designs may be considered for special situations, although they should function similar to the inverted "U" design, providing at least two contact points for a bicycle and be a shape and size that would permit locking of a bicycle through the frame and one wheel with a standard U-Lock or cable.

Location- Bicycle racks should be located on every city block where there is retail within a commercial district. The hoops should be placed on a hard surface with ample lighting and high visibility (e.g. in front of a store window) to discourage theft and vandalism. Racks should be placed to avoid conflicts with pedestrians, usually installed near the curb and away from building entrances and crosswalks. When racks are installed in public spaces there needs to be at least 5 feet of clear sidewalk space in order to allow for pedestrian flow.

Covered Bicycle Parking

Covered Bike Parking is desirable for both long-term and short-term bicycle storage. Basic bicycle racks should be placed under an overhang whenever possible, and specific covered bicycle parking should be created when needed. Covered Bicycle Parking should be available in areas where bikes are kept for an extended period of time, such as apartment buildings or at large commercial centers where employees and customers will utilize the covered spaces.

Design- The covering for bicycle parking will vary depending on the location. In addition to a roof, complete or partial side enclosures should be provided to minimize exposure to windblown rain and snow. The design of the racks is the same as for the basic uncovered bicycle hoops. When creating covered parking, there is also the opportunity to incorporate a green roof or solar panels into the rooftop to add to the functionality of the structure.

Location- Covered Bike Parking should be incorporated whenever there is opportunity to do so. Long-term covered bike parking should be located within 400 feet of the building it is intended to serve. Centralized locations further than 400 feet are also acceptable.

Enclosed and Secured Bicycle Parking

Enclosed and Secured Bicycle Parking is best for areas where bikes are kept for extended periods of time, such as apartment buildings and near places of employment. These types of facilities are usually placed within existing parking structures and come with extra bicycle parking amenities.

Design- Enclosed and Secured Bicycle Parking generally consists of an enclosed room or fenced off-area where access is controlled through a doorway. The configuration of the bike racks will vary based on the space, but in general they are designed to maximize the number of bicycles that may be fit in the space. Double tier bike racks and hanging bike racks are used to provide the majority of the bike storage. A few standard inverted "U' hoops should be provided and reserved for atypical bicycle designs that may not be accommodated by the other racks.

When bike racks are located within a parking decks there should be a safe means of egress to the parking area. If bicycles must access the space via a gate controlled access point, care should be taken to minimize conflicts with the gate arm. The gate arm should be shortened to allow a 4' wide pathway for bicycles. The end of the gate arm should be rounded and covered with foam. The pathway for bicycles should be clearly marked on the pavement. This pathway should be 3' wide and be located at least one foot from the end of the gate. Users of enclosed secured bike parking that is accessed via gate control should be provided instruction on how to safely navigate around the gate.

Access Control- Is by identification badge reader and for a specific location only.

Location- Generally within parking decks, but individual facilities may be established.

Amenities- Will vary by site. Ideally these include compressed air, lockers, a bench and a vending machine that dispenses basic bicycle supplies such as tubes and repair kits.

User Costs- Generally $60 to $80 per year rental plus $20 account set-up fee.

In Novi, Enclosed and Secured Bicycle Parking would work best at areas with high concentrations of people, such as at Hospitals or Regional Shopping Centers where the facilities are targeted toward employees.

Bike Station

Bike Stations are premium secured bike parking and maintenance facilities intended for transit stations located in high density areas. They are intended primarily to serve transit riders who will disembark and then retrieve their bike and continue onto their final destination. They will also serve as a centralized bike parking solution for bicyclists who are not using the transit station but whose final destination is near the bike station. The bike station has an attendant that assist with the bicycle storage and the day-to-day operations of the facility.

Amount of Parking- Based on the expected number of transit users and a survey of potential users.

Design- The bike parking and maintenance areas are restricted to bike station employees only.

Access Control- The bike station is opened and attended while the transit station is open.

Location- Generally within parking decks.

Amenities- Compressed air, lockers, benches, changing room, showers and bicycle repair shop. The changing room and showers may be omitted if most of the users are expected to arrive via transit.

User Costs- Generally $60 to $80 per year rental plus $20 account set-up fee or an hourly charge for parking. Repair cost at market rate.

At this point the City of Novi does not have the density to support a Bike Station in the City.

Bike Lockers

Bike Lockers are individual premium bike parking solution intended for remote and lower density areas where enclosed and secured bike parking is not available or feasible. Given the cost, appearance and space requirements of bike lockers they are only appropriate for limited locations.

Design- There is substantial variability in the designs of the bike lockers. Typically, individual bike lockers have an interior diagonal divider and doors on either end such that they may accommodate two bicycles. Bike Lockers may be arranged in row, in a circular pattern and stacked.

Access Control- Typically via a key.

User Costs- Generally around $60 per year rental plus a $20 key deposit.

On-Street Bicycle Parking

On-Street Bicycle Parking consists of movable bike racks that take the place of on-street motor vehicle parking. These racks are temporary and can be experimented with and moved as needed. They can also be used on a seasonal basis and can be removed during the winter.

Design- On-Street Bicycle Parking Racks are the size of a standard vehicle parking space and hold about 12 bicycles. These Racks are bolted into the pavement and can be removed when needed.

Location- These racks should be placed in active areas where it is difficult to accommodate sidewalk bicycle parking due to the competing demand for café tables and pedestrian walking space within the sidewalk area. Urban public spaces where there is on-street parking, such as Main Street would be a good location to test these facilities once non-motorized facilities are provided to this area.

Bicycle Parking Requirements

Currently the City of Novi does not have any bicycle parking requirements in the City Code. The code should be revised and updated as necessary to address the following issues:

- Require a minimum of 4 bicycle parking spaces at each commercial development or multi-family dwelling.
- For each multi-family dwelling require half of the bicycle parking spaces to be covered if the site is required to have 16 or more spaces based on the existing code description.
- Incentives should be provided to commercial and multi-family dwellings for providing covered and secured bicycle parking (e.g. reduction of vehicular parking and/or density bonus could be offered).
- Incentives should be provided to commercial and multi-family dwellings for providing covered bicycle parking over uncovered bicycle parking when not required to by code (e.g. reduction of vehicular parking and/or density bonus could be offered).
- Explore the idea of required bicycle parking facilities being credited toward provision of motor vehicle parking. Each ten required bicycle parking spaces, or fraction thereof, may be substituted for one code required motor vehicle parking space.
- Provide or reference graphical design guidelines with information on the specifics of bicycle rack design and placement. The Association of Pedestrian and Bicycle Professionals recently published the 2nd Edition of Bicycle Parking Guidelines; these serve as a good model or may be referenced. The report may be found at http://www.apbp.org/resource/resmgr/publications/bicycle_parking_guidelines.pdf
- Require hoops on every block with retail in a downtown/commercial zone.

Policy Recommendations for Bicycle Parking:

Within One Year:

- Update the City code to include bicycle parking requirements and design standards.

Within Three Years:

- Implement the bicycle parking requirements and design standards.

4.5 Maintenance of Non-motorized Facilities

The success of the City's non-motorized transportation system ultimately depends on thorough and timely maintenance of all its facilities. Typical problems that can occur on pedestrian and bike facilities include cracked pavement, standing water, obstructions in the clear zone such as sidewalk furniture, overgrown trees and shrubs, construction equipment and signs, and road debris. Without proper maintenance and removal of these problems, people are not encouraged or able to use non-motorized modes of transportation.

General Maintenance of Sidewalks

Regular and consistent maintenance of sidewalks, particularly along arterials and collectors, is important for non-motorized modes of travel. Conditions such as cracks, heaving from tree roots, icy surfaces and surface spalling create trip hazards for pedestrians. Inadequate maintenance of sidewalks is not only dangerous, but can complicate any travel by pedestrians who are elderly or have mobility impairments.

It is recommended that the City of Novi update its ordinance to require property owners to maintain the sidewalk adjacent to their property. It is recommended that the city develop a citywide inspection program to identify and cite hazardous sidewalks. The program should evaluate different areas of the city each year and property owners should be notified if their sidewalk is not in compliance with city regulations. If a property owner does not make the required repairs, the City should make the repairs and assess the property for cost. This may be integrated into a comprehensive citywide asset management system that also addresses ADA issues.

For asphalt shared use paths, an asset management system should be created to track condition and repairs. The surface should be inspected every other year to make sure the surface is appropriate for all users and to determine what repairs and preventative maintenance operations should be scheduled.

In addition to the sidewalk and path surface evaluation programs, a systematic tree and brush trimming program for sidewalks along major streets and shared use paths should be undertaken. Overhanging vegetation can greatly reduce the usable width of a walkway, cause injury to users and obstruct views. There should be a 2 foot clear zone on each side of the walkway and a vertical clearance of 8 feet above the walkway. Routine trimming should be done at least twice a year to keep the sidewalk clear of vegetation.

Snow Removal

People who rely on non-motorized transportation as a means of travel are often at the mercy of the weather, especially in the winter. The current practices of snow removal on sidewalks, curb cuts and crossing islands make large portions of the City impassable to many mobility impaired pedestrians or those pushing strollers or grocery carts.

Many northern cities around the globe maintain excellent facilities for non-motorized travel in the winter. For example, Boulder, Colorado and Madison, Wisconsin, cities that both have comparable amounts of annual snow to Novi, (Boulder-60", Madison-42", Novi-41") have bicycle mode-shares significantly higher than Novi. Both Minneapolis and Madison have higher bicycle commuting rates than San Diego[1].

The City currently has a sidewalk snow removal policy in place that should be continued and built upon. Just as it is important for roads to be cleared for automobile, it is important for sidewalks to be cleared for

[1] Federal Highway Administration. Publication FHWA-PD-041. Case Study No.1:Reasons Why Bicycling and Walking Are Not Being Used More Extensively as Travel Modes.

pedestrians. If the sidewalks are not cleared, many times pedestrians will use the cleared roadway, presenting a dangerous situation for both cars and pedestrians. Areas of special concern are curb ramps at intersections and pedestrian crossing islands. Crossing islands are not the responsibility of an adjacent property owner, so they require clearing by City staff. Additional attention may be needed to identify "orphan" areas, such as over freeways or along other public rights-of-way to ensure that these areas are cleared by the appropriate agency. Shared-use Trails should also be included in snow removal because they provide a non-motorized route of travel.

Crosswalks

While motorists can tolerate bumpy roads, uneven pavement surfaces at intersection crosswalks can be hazardous for pedestrians. The City should develop criteria to identify those pedestrian crossings that are in need of resurfacing. In addition to a smooth pavement surface, crosswalks need markings that provide good contrast for motorists and a non-slip surface for pedestrians.

Bicycle Lanes

Motor vehicles tend to sweep debris into bicycle lanes filling them with debris quicker than the motor vehicle lanes. If debris is left in place it becomes a hazard for cyclists and some cyclists will no longer ride in the bicycle lanes. To avoid this problem, bicycle lanes should receive more frequent sweeping. This has the added benefit of reducing the amount of sediment washed into the storm sewer system and some communities have increased the frequency of street cleaning solely for that purpose.

Maintaining visibility and reflectivity of bicycle lane pavement markings and symbols are important to nighttime cycling safety, especially when raining or snowing. The City should repaint its pavement markings on all roadways, including bike lanes and crosswalks on a yearly basis. This type of maintenance is important to retain high contrast and visibility. The City should avoid multiple layers of thermoplastic because it results in rough surfaces for bikers. Materials used for bicycle markings should be non-slip.

When snow is removed, it is critical that the entire bicycle lane be cleared since many cyclists use their bicycle year round. Any loss of bicycle lane width means cyclists are more likely to use the motor vehicle lanes.

The City should also undertake a public awareness campaign on the value of keeping bicycle lanes and curbs in general free of debris to promote bicycle safety and water quality. It is recommended that the City evaluate if more frequent street sweeping is necessary to keep the bicycle lanes and curb areas cleared.

Signalized Intersections

Bicyclists and Pedestrians in many cases, cross the road in very different fashions. Bicyclists in the roadway most likely will treat the intersection the same as a vehicle, merging across lanes and making a left turn from the center turn lane. Their restrictions to crossing the road are primarily based on their comfort level of riding with traffic and the volumes, speed and gaps that exist. Since many bicycles function similar to vehicles at intersections it is important that signals are able to detect bicycles even when no motor vehicles are present. The City should develop a system to identify and replace the signals that do not identify bicycles at an intersection.

Problem Identification and Prioritization

Encouraging the community to identify non-motorized facility problems and maintenance issues can save City staff both time and resources. Public participation also allows citizens to feel that the City is

responding to their needs and concerns. The City of Portland, Oregon uses a phone hotline, web pages and postcard/comment cards to aid citizens in reporting maintenance issues. Problems may include malfunctioning pedestrian signals, gaps in the sidewalk system, maintenance of crosswalk or bicycle lane markings, or debris in bicycle lanes. In addition to providing comment cards at locations such as bicycle stores and public buildings, the City should set up web-based forms that allow tracking of service requests and direct the request to the appropriate person.

One area that demands particular attention is pedestrian-activated crosswalk signals that are not functioning properly. By the time pedestrians have completed their trip, they may not remember or do not know how to report the problem. Posting a phone number on the post, along with the fixture number, could allow those with cell phones to call in a report.

Key Programs to Continue for Maintenance of Non-motorized Facilities

The City of Novi has many good existing policies and programs that support the non-motorized system. The following policies and programs should be reinforced and continued.

- The City has a sidewalk snow removal policy in place. Residents are responsible for the snow removal on their property within 24 hours after the end of each accumulation of snow greater than 2 inches. This policy should be enforced and continued.
- The City should continue enforcing the street sweeping policy to keep the bike lanes clear of debris.
- The city should continue to refresh pavement marking on all roadways, including bike lanes and crosswalks, yearly to maintain high contrast and visibility.

Policy Recommendations on Maintenance of Non-motorized Facilities

Within One Year:

- The City should develop a multi-year maintenance schedule as part of the annual striping program for updating signs and refreshing pavement markings on Trails and Bike Routes to maintain high contrast and visibility and help bicyclist and pedestrians navigate.
- The City should develop a citywide inspection program to identify and cite hazardous sidewalks.
- The City
- should develop a comprehensive citywide asset management for entire system that addresses regular inspections, preventative maintenance and ADA issues.
- Establish a dedicated website form for non-motorized service requests.
- Develop an educational campaign encouraging property owners to clear curb ramps and bus stops when shoveling their sidewalks.
- Establish a policy for maintenance and snow removal of crossing islands.
- Establish a policy to integrate all of the non-motorized facilities that are part of the Network Plan into the current snow removal program.

Within Three Years:

- The City should 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.
- The City should assess the effectiveness of the efforts of the code compliance staff to enforce the existing snow removal ordinance on privately owned hard surfaced sidewalks and pathways, specifically on local roads and private drives. If necessary, the City should develop a program to assure snow removal from privately owned sidewalks and pathways along Arterials and Collectors.
- The City should designate or hire additional staff and assign responsibility for clearing and maintaining crossing islands, shared-use trails and off-road pathways of snow and ice.
- The City should develop a program that monitors the condition of sidewalks along Arterials and Collectors on a yearly basis.

Within Five Years:

- Establish a maintenance hot-line and website for non-motorized issues (this may be integrated with other maintenance hot-lines) and place a sticker with this hotline number and website address at locations around town including at all pedestrian activated signals.

4.6 Sidewalk/Roadside Pathway Completion

Sidewalks are the unsung heroes of a non-motorized system. They are usually the first facilities to be constructed and provide a backbone to a complete non-motorized network. Sidewalks are one of the key components to a walkable community and policies and programs need to be established to support the installation of these facilities.

In general, sidewalks should be installed by developers when constructing new buildings or homes and by the local city, county or state agency during a roadway improvement project. Every city handles sidewalk installation differently, but the important thing is to have policies in place that require the installation of sidewalks in both existing and newly developed areas.

Sidewalks/Roadside Pathways along Arterial and Collector Roads

There are usually many destinations along arterial and collector roads so it is important to have a complete sidewalk and/or pathway on both sides of the street.

In 2006, the City of Novi approved a Pathway and Sidewalk Prioritization Analysis and Process that provides an inventory of the existing, scheduled and proposed pathways and sidewalks along the arterial and collector roads. Since the program began, the City of Novi completed almost 20,000 feet of pathway and sidewalks and developers completed over 10,000 feet of pathways and sidewalks in the City of Novi.

This plan builds upon the prioritization system to establish sidewalks along key corridors across the city.

Sidewalks in Residential Neighborhoods

Local sidewalks are critical to the walkability of a neighborhood. In many communities, local sidewalks are where a majority of daily recreation takes place. Daily activities such as jogging, dog walking, and socializing occur along local neighborhood streets so it is important to provide a safe alternative to the roadway where these activities can take place.

There are many neighborhoods in the City of Novi that have an incomplete sidewalk system along the local roadways. The current policy for sidewalk construction applies to new construction, not to existing subdivisions where there are many gaps or no sidewalks at all within the entire development. Also in many of the newly constructed subdivisions, sidewalk construction is not required until the house is completed. Due to the current economic downturn, many of the new subdivisions are only partly built out, creating many gaps in the sidewalk system where houses have not been built yet.

City Policy should be revised for possible updated to include the following:

> In New Construction of Subdivisions, given the development may take up to 10 years to complete, sidewalks must be complete at the time the road is being built.
>
> In Existing Subdivisions where there are sidewalk gaps, or no sidewalks are present, establish a process for completing the sidewalk system. It is suggested that if 2/3 of the occupied households vote to complete the sidewalk system that is being constructed with cost assessed to the landowners who segments are incomplete. If it is for a sidewalk along a local neighborhood road the vote should be among property owners just on that road. If it is for a sidewalk along a neighborhood collector road then the vote should be among the property owner in the neighborhood.

Key Programs to Continue for Sidewalk/Roadside Pathway Completion

The City of Novi has many good existing policies and programs that support the non-motorized system. The following policies and programs should be reinforced and continued.

- The City has a Pathway and Sidewalk Prioritization Analysis and Process that has been successful in installing sidewalks and pathways along arterial and collector roadways. The prioritization should be continued and updated every five years.

Policy Recommendations on Sidewalk/Roadside Pathway Completion

Within One Year:

- Establish a committee to update the City code based on the recommendations within this report.

Within Three Years:

- Establish the process for neighborhoods to complete their sidewalk system.

Within Five Years:

- Update the City's Pathway and Sidewalk Prioritization Analysis and Process and track its progress.

5. Design Guidelines

These design guidelines should be consulted when planning new facilities, reconstructing or modifying existing facilities, and updating city and design standards.

Topics:

5.1 Key factors for Pedestrians

Travel time and continuity of travel path are key factors that influence the likelihood of a person attempting a trip on foot, versus in the car or on a bike. The average speed for a pedestrian is 3 to 4 mph. This speed varies greatly according to age, trip purpose and fitness level. Pedestrians, like drivers, are significantly affected by the number of traffic signs and signals encountered. The number of traffic signs and signals significantly affect travel time for pedestrians, as well as motor vehicles, and can slow them down and add to the time of their trip.

The buffer between the sidewalk and the street as well as the degree of exposure in the crosswalks has a significant impact on the pedestrian's experience

Because walking is such a comparatively slow method of transportation, most trips that are taken by pedestrians are limited to short distances. Nationally 44% of trips taken by foot are for personal or family business, with social and recreational trips close behind at 35%. Earning a living only counts for 7% of pedestrian trips. The percentage of people who will choose walking as a form of transportation drops off significantly for trips of over a mile-and-a-half and is negligible for trips over 3 miles. Pedestrians generally take the shortest possible route available, and are not willing to go far out of their way. For example, many pedestrians will make a dash across a busy street if they must walk more than a typical downtown city block to a signalized intersection.

Perhaps the most important factor influencing the nature of a pedestrian trip is exposure to motor vehicles and the speed at which the motor vehicles are moving. For both safety and aesthetic reasons, the quality of a pedestrian's journey is much different when walking along a tree-lined path versus along a busy five-lane road with heavy truck traffic and no vegetation for shade. Also, it is much safer and more pleasant to walk along a street where the speed limit is 25 mph versus a street where the speed limit is 45 mph. National statistics show that a pedestrian's probability of death if hit by a motor vehicle increases from 15% when the car is going 20 mph to 85% if the car is going 40 mph.

Most likely, for a trip of any length, a pedestrian will need to cross a roadway. The availability and convenience of mid-block and signalized crossings as well as the nature of the roadway been crossed strongly influence the decision to walk, the safety of the walk and the decision to make that walk again in the future.

Pedestrian Quality/Level of Service

In order to make recommendations on appropriate for pedestrians, the pedestrian quality of service model that was developed by Sprinkle Consulting, Inc. was utilized. The model is based on data gathered from a wide cross section of users who evaluated numerous real world scenarios. A simplified version of this model has been incorporated in the 2010 Highway Capacity Manual's multi-model level of service evaluation. The following summarizes the key factors for pedestrians.

Key Factors (in order of statistical significance):

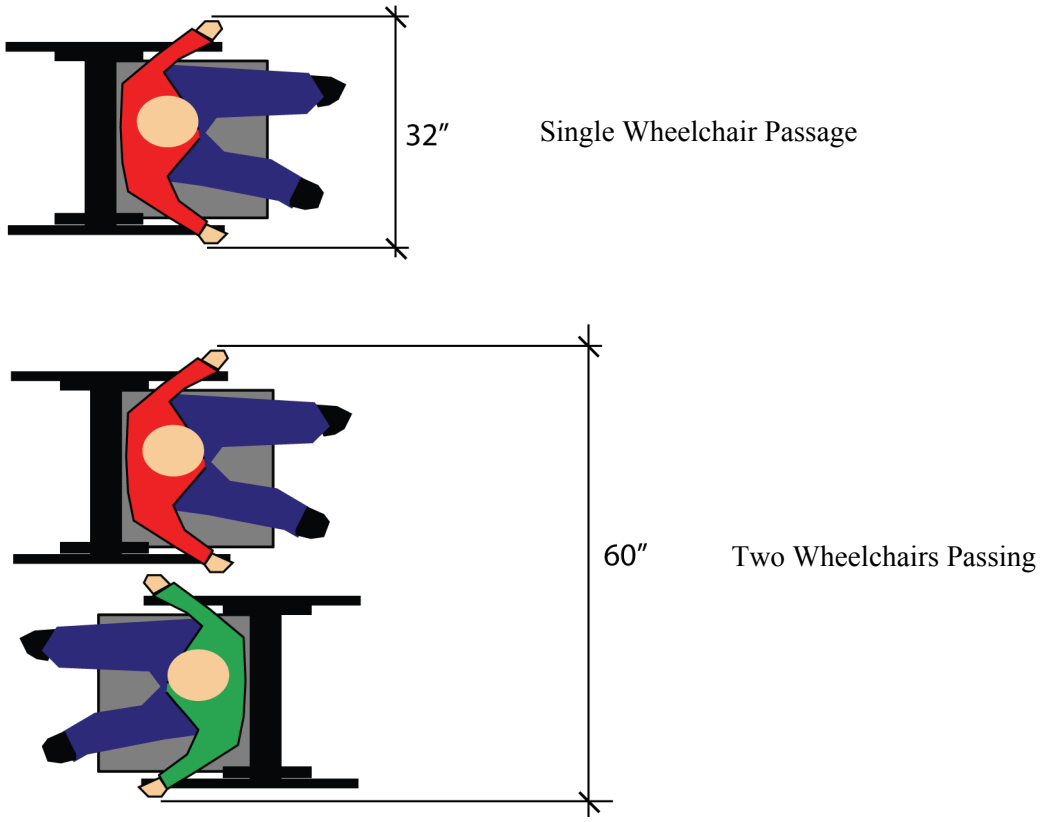
1. Presence of a sidewalk
2. Amount of lateral separation between pedestrians and motor vehicles
3. Presence of physical barriers (such as trees) and buffers (including parking) between pedestrians and motor vehicles
4. Motorized vehicle volume
5. Motorized vehicle speed

Pedestrian Spatial Requirements and Sidewalk Width

Pedestrian spatial requirements vary greatly given the variety of pedestrians. More significant than the size differential between individuals, the various mobility aids utilized have a major impact on how much space is required. Pedestrians who use crutches, walkers, wheel chairs, scooters or guide dogs require more space than pedestrian not using any of those aids. 2'-6" (30") is generally considered the bare minimum necessary for a person using a wheel chair. Thus 3' (36") is considered the narrowest a sidewalk should be at any point and only then for short distances. 4' (48") is required for a person with a guide dog.

For two pedestrians to comfortably walk side by side or pass each other, a five foot wide sidewalk is required. This is reflected in AASHTO Guidelines. With an aging population and the fact that most pedestrians will use some type of mobility aid at some time, sidewalk widths should accommodate the ability for two people to comfortably pass each other, even if they are using some type of mobility aid. Thus, a 6' wide sidewalk is considered more appropriate, especially when along collector and arterial streets where there is more pedestrian traffic. This has the added advantage of an adult walking with a child or someone walking a dog being able to pass another adult without having to do so single file. Where occasional bicycle traffic is to be encountered, an eight foot wide sidewalk is a more appropriate width and this is typically used along primary roads.

Figure 5.1A Wheelchair Spatial Requirements



Providing Seating

Providing benches and other seating options along collectors and arterials help make longer trips manageable for some pedestrians. The seating should be located in as pleasant a place as possible and shaded from the summer sun. Businesses and residents should be encouraged to provide and maintain benches for use by the general public.

5.2 Key Factors for Bicycle Travel

One of the most controversial issues with regard to accommodating bicyclists within the road right-of-way is whether they are better accommodated in the roadway itself or on a path alongside the road. Also, if bicycles are to be accommodated within the roadway, should a portion of the roadway be officially designated for bicycles? When addressing these issues, legal rights, safety, travel efficiency, nationally accepted guidelines and conflicts with pedestrians need to be considered.

Legal Rights

Bicyclists, for the most part, are granted the same rights and subject to the same regulations as motorists. There are some exceptions, such as their use being restricted from freeways, and some special rules regarding their operation.

Safety

While it may seem that bicyclists would be safer on a Sidewalk Bikeway than riding in the roadway, the inverse is actually true in most cases for experienced adult cyclists. This is due primarily to the bicycles traveling at a high rate of speed in an area where the drivers of turning vehicles are not looking. This is illustrated in Fig. 2.2A *Bicycle Lane visibility Vs. Sidewalk Visibility* illustration on the next page. The more frequent and busy the road and driveway intersections are the more chances there are for conflicts.

Travel Efficiency

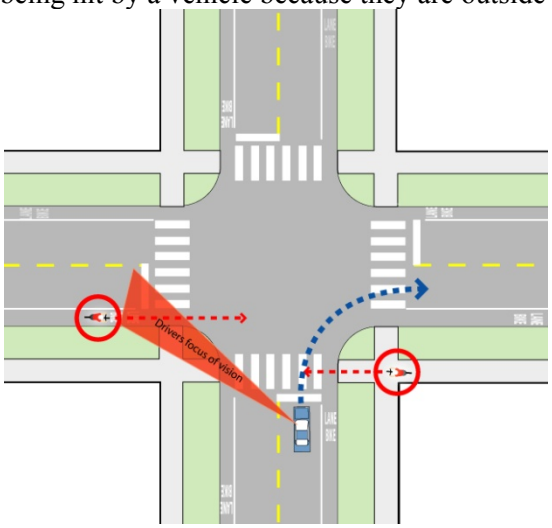
One of the most significant drawbacks to bicycling on sidewalks as opposed to bicycling in the roadway is the loss of right-of-way when traveling along collectors and arterials. When riding in the roadway of a major road, the vehicular traffic on side streets that do not have a traffic light generally yield to the bicyclists on the main road. If riding on a sidewalk, the bicyclist generally ends up yielding at those same side streets. In addition, the cyclist must approach every driveway with caution due to the visibility issues cited in the previous section and the fact that drivers rarely give right-of-way to a bicyclist on sidewalks. As well, the placement of many push-buttons used to trigger walk signals are often inconveniently placed for a cyclist.

Bicyclists are also required by law to yield to all pedestrians when riding on a sidewalk and provide an audible signal of their approach. As the number of pedestrians increase, a bicyclist's progress can be impeded.

The location of sidewalks is often such that when a vehicle on an intersecting driveway or roadway is stopped and waiting for traffic to clear on the through road, their position blocks the sidewalk. This requires difficult and often dangerous maneuvering to ride around the stopped vehicle. As a result of all of the above factors, bicyclists who are using their bike for utilitarian purposes infrequently use sidewalks because they essentially have to yield to all other users in the road corridor. Although separate facilities are appropriate in most cases, shared facilities will continue to be a preferred facility by some bicyclists in some cases.

Fig. 5.2A. Bicycle Lane Visibility Vs. Sidewalk Visibility

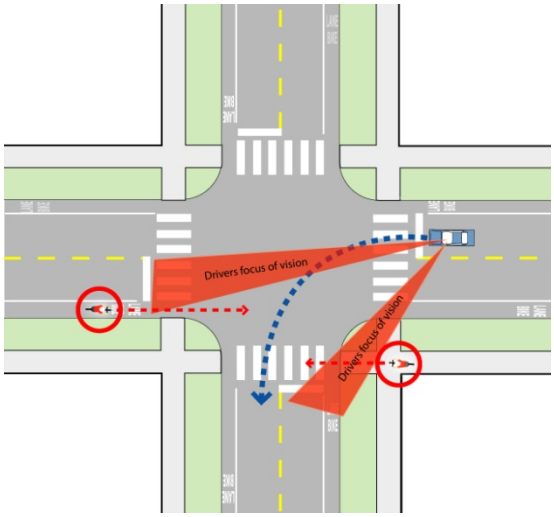
Bicycles traveling in the opposite direction of traffic on sidewalks have significantly greater chance of being hit by a vehicle because they are outside of the driver's typical field of view.



Car turning right

Bicyclist in Bike Lane is in the driver's focus of vision as they scan oncoming traffic and is easily seen.

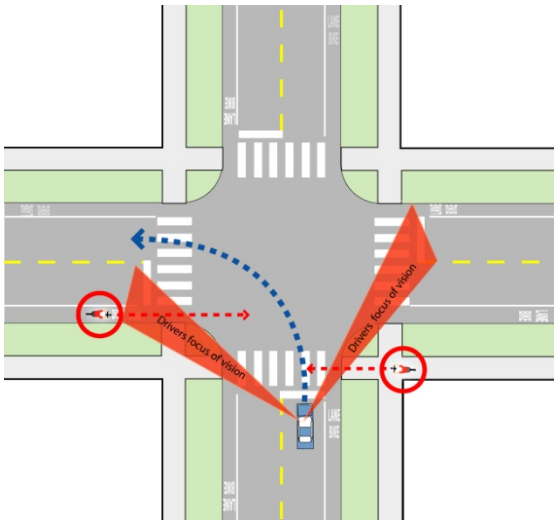
Bicyclist on Sidewalk Bikeway/Sidewalk is not in the driver's focus of vision and can't easily be seen until just before impact.



Car turning left

Bicyclist in Bike Lane is in the driver's focus of vision as he/she scans oncoming traffic and is easily seen.

Bicyclist on Sidewalk Bikeway/Sidewalk is not in the driver's focus of vision and can't easily be seen until they are in crosswalk.



Car turning left

Bicyclist in Bike Lane is in the driver's focus of vision and is easily seen.

Bicyclist on Sidewalk Bikeway/Sidewalk is not in the driver's focus until just before impact.

Graphics based on those prepared by Richard Moeur, P.E. for his Good Bicycle Facility Design Presentation available at http://www.richardcmoeur.com/docs/bikepres.pdf

Pedestrian Conflicts

As the number of bicyclists and pedestrians increase on a shared facility, the number of conflicts increase and pedestrians' comfort decreases. Pedestrians typically travel 2 to 4 miles per hour and bicyclists travel between 8 and 20 miles per hour. The speed difference is significant and the stealthy nature of a bicycle means that pedestrians generally have little to no audible warning of a bicycle approaching from behind. Pedestrians and bicyclists can both be severely injured in bicycle / pedestrian crashes.

Nationally Accepted Guidelines

The American Association of State Highway and Transportation Officials (AASHTO) publishes *A Policy on Geometric Design of Highways and Streets* that is also known as "The Green Book." This set of guidelines is the primary reference for street design used by federal, state, county and local transportation agencies. For guidance on how to accommodate bicycles, The Green Book references AASHTO's *Guide for the Development of Bicycles Facilities*. Federal and most state sources of funding require that bicycle projects conform to these guidelines. AASHTO's guidelines specifically discuss the undesirability of Sidewalks as Shared Use Paths. Sidewalk Bikeways are considered unsatisfactory for the all of the reasons listed above. Only under certain limited circumstances do the AASHTO guidelines call for Sidewalk Bikeways to be considered. On page 20 of the guidelines these circumstances are spelled out as:

a) *To provide bikeway continuity along high speed or heavily traveled roadways having inadequate space for bicyclists, and uninterrupted by driveways and intersections for long distances.*

b) *On long, narrow bridges. In such cases, ramps should be installed at the sidewalk approaches. If approach bikeways are two-way, sidewalk facilities also should be two-way.*

Bicycle Quality/Level of Service

In order to make recommendations on appropriate bike lane widths, the bicycle quality of service model that was developed by Sprinkle Consulting, Inc. was utilized. The model is based on data gathered from a wide cross section of users who evaluated numerous real world scenarios. A simplified version of this model has been incorporated in the 2010 Highway Capacity Manual's multi-model level of service evaluation. The following summarizes the key factors for bicyclists.

Key Factors (in order of statistical significance):

1. Presence of bicycle lane or paved shoulder
2. Proximity of bicyclists to motorized vehicles
3. Motorized vehicle volume
4. Motorized vehicle speed
5. Motorized vehicle type (percent truck/commercial traffic)
6. Pavement condition
7. The amount of on-street parking

Bicycle Spatial Requirements

Bicycle spatial requirements vary greatly given the variety of bicycle styles out there. Tricycles, tandems, recumbent all have different special requirement. For a typical two wheel bicycle, a stationary bicyclist is only about 2' wide. But when in motion, the bicyclist requires 5' of width to operate. The extra space is required for essential maneuvering and to provide a comfortable lateral clearance. Thus, a path that is capable of having two bicyclists comfortably pass each other needs to be 10' wide.

Additional Considerations

Children Riding on Sidewalks – Young children will most likely continue to ride bicycles on sidewalks even if on-road facilities are provided. The risks previously mentioned still hold true, but factors such as unfamiliarity with traffic and the limited depth perception typical of young children should also be considered when choosing the most appropriate facility to use. Also, young children, in general, may be riding at lower speeds than adults.

Adults Riding on Sidewalks – Even with the presence of on-road bicycle facilities, many adults will not feel comfortable riding in the roadway in some or all situations. It should be recognized that the choice to ride in the road or on a sidewalk will vary with each individual's skills, weather and roadway conditions.

Transition Points – One of the difficulties in creating a system where bicycle travel is accommodated within a patchwork of on- and off-road facilities is the transition from one facility to the other. The point where the bicyclist leaves the sidewalk to join the roadway is especially difficult at intersections.

Redundancy of Facilities – Bicyclists are not restricted from riding in most roadways, nor is it likely that bicyclists will ever be required to ride on a Sidewalk Bikeway given their known safety issues. Therefore, the presence of bicycles in the roadway should be anticipated. Any off-road facilities that are constructed should be viewed as supplemental to accommodations within the roadway.

Driver and Bicyclist Behavior – There is ample room for improvement to the behavior of bicyclists and motorists alike in the way they currently share (or don't share) the roadway. Community education programs coupled with enforcement programs are the best approach for addressing this issue.

Passing on the Right – In a shared roadway scenario, it is dangerous for a bicyclist to pass a line of cars on the right. Bike lanes have the important advantage of allowing bicyclists to safely pass a line of cars waiting at an intersection. Much like the rewards for carpoolers traveling in a high occupancy vehicle lane, a bike lane gives bicyclists preference in moving through congested areas. Bikes can move to the front of an intersection more easily, allowing for better visibility and safer integration among motor vehicles, as well faster travel.

5.3 Travel Along Road Corridors

Our roadway network has been designed primarily to move cars safely, efficiently, and with minimal disruption. This network includes major arterial streets that place cars in multiple lanes moving at high speeds for long distances. These major transportation corridors usually present tremendous challenges when we try to retrofit them with nonmotorized facilities. There are two primary types of nonmotorized movements related to road corridors:

- Travel Along the Road Corridor (Axial Movements) that utilizes sidewalks, shoulders, and bikeways.
- Travel Across the Road Corridor (Cross-corridor Movements) that utilizes intersections, crosswalks, and grade-separated crossings such as bridge overpasses or tunnel underpasses.

Pedestrian travel along road corridors is accommodated by sidewalks or shared-use paths.

Bicycle travel along road corridors is accommodated by Bike Lanes, shared roadways, and shared-use paths. Restricting bicycles to a path along a roadway—while potentially a legal option—is fraught with safety concerns. This diminishes the attractiveness of using a bicycle for transportation.

Multi-Modal Corridor Width Requirements

While primary roads are classified as Principal Arterials, Minor Arterials, and Collectors, there is not always in practice a direct relationship between a road's classification and the number of lanes or lane width. Factors such as the available right-of-way, existing infrastructure and context have a significant influence in a road's design.

Multi-Modal Roadway Widths

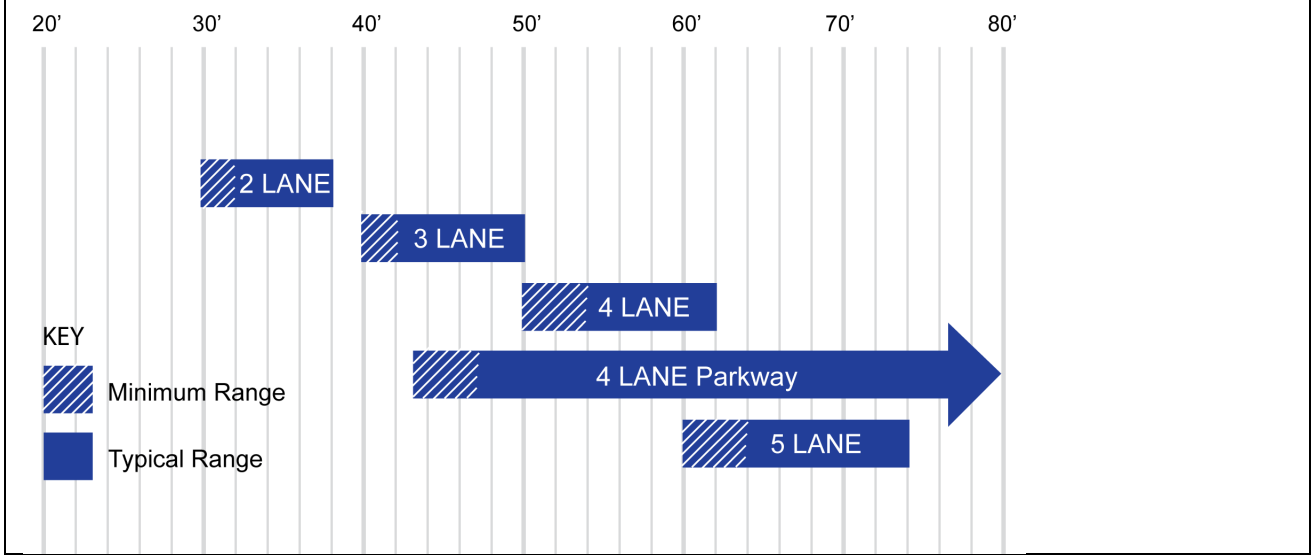
There are various configurations of overall road widths depending on individual lane widths. For instance, a road may have anywhere from ten to twelve foot travel lanes and five to eight foot Bike Lanes. Variation in any or all of these widths has an impact on overall road width.

Also affecting roadway widths are:

- Parking – adds approximately seven feet to each side of the road and increases roadway width requirements.
- Speed – wider motor vehicle lanes generally increase speed of motor vehicles. With high speed roads, wider Bike Lanes are desirable to increase the lateral separation between motor vehicles and bicycles.

Fig 5.3A, Multi-Modal Roadway Width Requirements, illustrates the range of widths for typical multi-modal road types. The Minimum Range is based on AASHTO minimum guidelines. The Typical Range begins based on generally preferred minimums. The upper range is based on the maximum dimensions that would typically be encountered for motor vehicle and Bike Lanes.

Fig 5.3A. Multi-Modal Roadway with Bike Lanes Width Requirements



Multi-modal ROW Widths

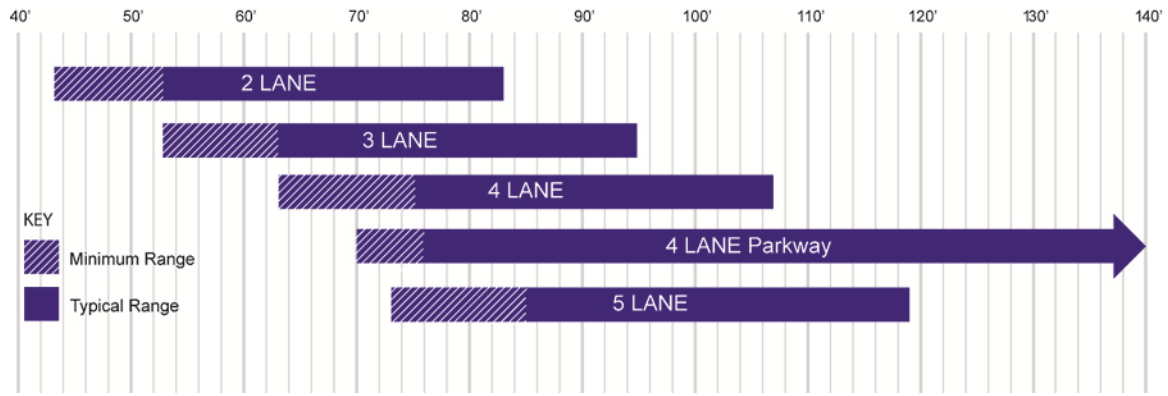
In addition to the road, the ROW contains sidewalks/path, the buffer area between the sidewalk and the road and space for a median if any. There is tremendous variation within some variables such as the buffer and the median distance.

Fig 5.3B, Multi-Modal ROW Width Requirements, illustrates the range of widths for typical multi-modal ROWs. If ROW is greater than any of the given scenarios, then all those that fall within that width are feasible. For instance, a ROW of 66' is capable of accommodating a two or three lane road. The two lane road would simply have more opportunities for flexibility than the three lanes. Note that it is not always preferable to go to the maximum allowable ROW width. Bigger is not necessarily better. The best width will depend on contextual circumstances in a given a situation. Special circumstances, however, may make it necessary to make maximum use of the ROW.

Other issues that have a bearing on ROW widths include:

- Parking – parallel on-street parking adds approximately seven feet to each side of the road and increases ROW requirements, though in some circumstances the space would be deducted from the buffer.
- Speed – as noted under Multi-Modal Roadway Widths, higher speeds generally increase the need for a wider road. Higher speeds also make a wider buffer more desirable.

Fig 5.3B. Multi-Modal Right-of-Way Width Requirements



5.4 Developing Complete Street Cross Sections

Integrating bicycle and pedestrian facilities into existing roadways takes into account the road's context, the type of road, the desired motor vehicle speeds, the anticipated amount of motor vehicle traffic and the available ROW. Roadways that are designated as having a focus on bicycle and pedestrian traffic (See Section 3.1) should be designed such that motorists naturally travel the roadway at the desired speed range of 30 to 35 MPH. This may be accomplished by the combination of narrow motor vehicle travel lanes, street trees close to the edge of the roadway and introducing elements into the roadway such as medians and crossing islands that interrupt long straight stretches of roadway.

The following is an overview of the key design of each segment of roadway. More information regarding road corridor cross sections may be found in the Appendix.

Sidewalk Guidelines

- Sidewalks should be a minimum of 5' wide as per AASHTO guidelines. 4' wide sidewalks may be used if a 5' wide passing spaces for wheelchair users are proved at reasonable intervals but this is not recommended.
- If sidewalk is placed at the back of a curb (curb-attached sidewalk) then the sidewalk should be a minimum of 6' wide, providing at least a 5' clear path taking into consideration signs and utility poles.
- It is recommended that all sidewalks along all Arterial and Collector roadways be at least 6' wide. In certain circumstances, such as completing a gap between two existing 5' sidewalks and where valuable trees and easements restrict the space, a 5' sidewalk may be used.
- It is recommended that at least one sidewalk along all Arterials and Collectors be at least 8' wide and that the location of the wider sidewalk/road side pathway be consistent from segment to segment.
- It is recommended that when a sidewalk/road side pathway is used as a link in a regional trail system, that it conform to AASHTO guidelines for Shared-Use Paths having a minimum width of 10' with 2' shoulders.

Buffer Width

- Buffers should be a minimum of 2' on Collectors and 5' on Arterials as per AASHTO Guidelines.
- A 5' wide buffer is generally considered the minimum to accommodate street tree plantings.
- A 6' wide buffer is considered the desirable minimum with along Collector roadways.
- A 9' wide buffer is considered the desirable minimum along Arterial roadways.

Buffer Plantings/Street Trees

- Tree spacing should be approximately 30' on center.
- Trees should be placed a minimum 5' back from the face of curb on Arterials and a minimum of 2' back from the face of curb on Collectors. The trees should also be placed a minimum of 2' back from the edge of sidewalk.

- Tree spacing/alignment should be varied as necessary to permit good visibility at crosswalks and intersections.

Bike Lane:

- Generally roads with ADT's below 3,500 vehicle per day do not require bike lanes as the traffic flow is such that motorists can generally pass bicyclists without waiting for oncoming traffic to clear.
- 5' minimum as measured from face of curb to edge line with a minimum of 3' ridable surface outside of the gutter plan.
- If the seam between the gutter pan and the road surface is not smooth than a minimum of 4' of ridable surface should be provided.
- 4' minimum as measured from the edge of pavement to the edge line when no curb is present.
- Bike Lanes may be located on either side of a one-way road. For consistency sake, the right hand side should be the default choice. If, however there are numerous bus stops with frequent bus service the left and side of the road may be preferable. If there is on-street parking on one side of the road, the bicycle lane should generally be located on the opposite side of the road than the on-street parking.

Sub-standard Bicycle Lanes and Edge Striping

There will be places where it will be impossible to reconfigure a roadway to accommodate even the minimum width of bicycle lane as described in AASHTO. In such cases it may be desirable to place a bike lane of a slightly narrower width in order to provide continuity of on-road facilities. At an absolute minimum, a bicycle lane next to a standard curb and gutter should have 3' of ridable surface (measured to the centerline of the lane stripe). In a case where that is not possible, a standard 4" edge stripe may be considered without the standard bicycle lane markings and signs.

On-Street Parking

When adding parking the parking lane should be set at 7' measured from face of curb and the bike lane width should be a minimum of 5' wide. Additional width for bike lanes is desirable due to opening doors of parked cars infringing on the bike lane width. Bike Lanes wider than 5' should have the door zone cross-hatched to encourage bicyclists to ride a safe distance away from the parked cars. A 4" stripe should mark the edge of the parking lane to encourage parking as close to the curb as possible. The parking lane should always remain at 7'. Any additional room should be allocated toward the Bike Lane first, then to the travel lane adjacent to the bike lane.

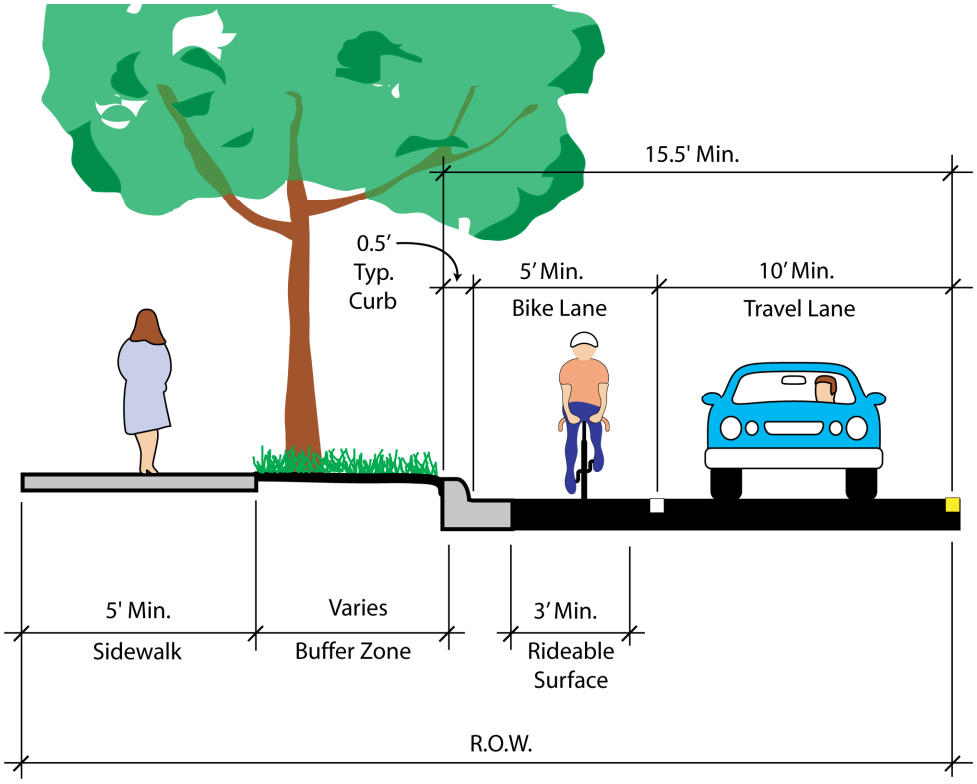
Motor Vehicle Lane Width

A 2007 Transportation Research Report, *Relationship of Lane Width to Safety for Urban and Suburban Arterials*, which included evaluation of roads in Oakland County, found that there is no discernable safety difference between roads that have lane widths of 10 and 11' when compared to a comparable road with a 12' lane width. This was especially the case for two and three lane roads. The Oakland County data indicated that there may be concerns when going below 11' lanes on 5 lane roads.

Sidewalk/Roadside Pathway Marking and Signing

In instances where existing sightlines and visibility are limited use an advanced warning sign to notify walker and bicyclist of an approaching subdivision entrance or busy drive. Only use a stop sign at the drive on extreme cases where warranted.

Fig 5.4A Urban Multi-Modal Roadway Design Guidelines



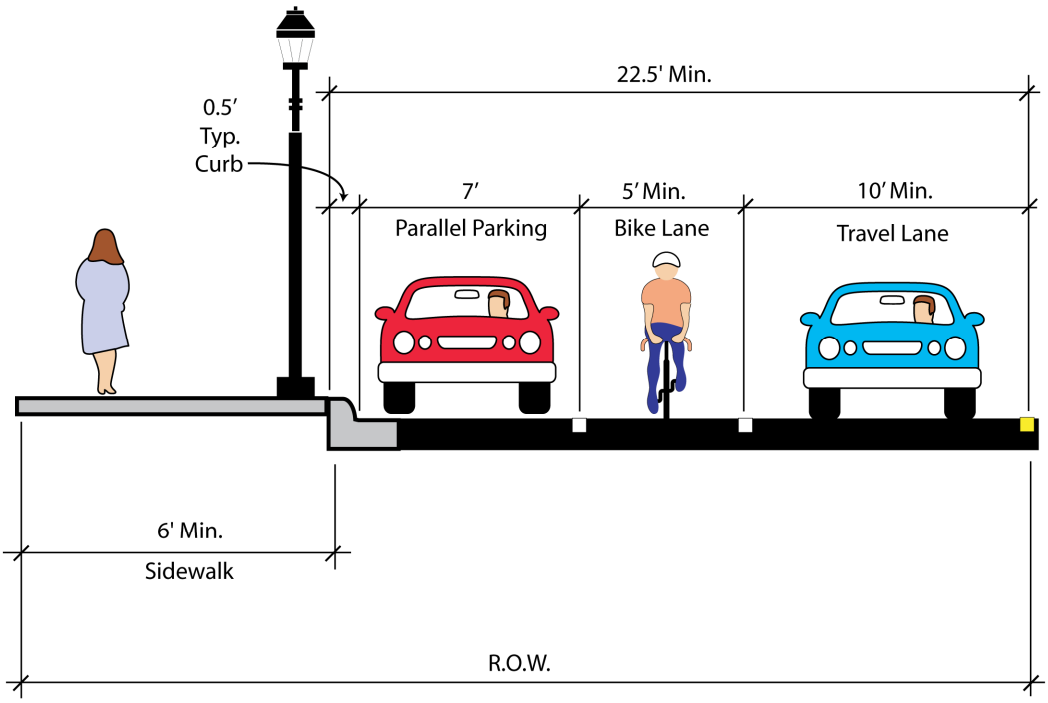


Fig 5.4B Urban Bike Lane Sizing Chart

The following chart indicates the minimum bike lane width necessary to maintain a bicycle quality/level of service of C or above.

12' Travel Lanes

	Urban 2 Lane Road:					Urban 4 Lane Road:					
No. of Lanes	2	2	2	2	2	4	4	4	4	4	4
Design ADT	3,500	5,000	10,000	15,000	20,000	15,000	20,000	25,000	30,000	35,000	40,000
25 mph	5	5	5	5	5	5	5	5	5	5	5
30 mph	5	5	5	5.5	6	5	5	5.5	5.5	5.5	6
35 mph	5	5	5.5	6	6.5	5	5.5	5.5	6	6	6
40 mph	5	5	5.5	6	6.5	5.5	5.5	6	6	6.5	6.5
45 mph	5	5.5	6	6.5	6.5	5.5	6	6	6.5	6.5	6.5
50 mph	5	5.5	6	6.5	7	6	6.5	6.5	6.5	6.5	7
55 mph	5	5.5	6	6.5	7	6	6.5	7	7	7	7

11' Travel Lanes

	Urban 2 Lane Road:					Urban 4 Lane Road:					
No. of Lanes	2	2	2	2	2	4	4	4	4	4	4
Design ADT	3,500	5,000	10,000	15,000	20,000	15,000	20,000	25,000	30,000	35,000	40,000
25 mph	5	5	5	5.5	5.5	5	5	5	5.5	5.5	5.5
30 mph	5	5	5.5	6	6.5	5	5.5	6	6	6	6.5
35 mph	5	5	6	6.5	6.5	5.5	6	6	6.5	6.5	6.5
40 mph	5	5	6	6.5	7	6	6	6.5	6.5	7	7
45 mph	5	5.5	6.5	7	7	6	6.5	6.5	7	7	7
50 mph	5	5.5	6.5	7	7.5	6	6.5	7	7	7	7.5
55 mph	5	6	6.5	7	7.5	6.5	6.5	7	7	7.5	7.5

10' Travel Lanes

	Urban 2 Lane Road:					Urban 4 Lane Road:					
No. of Lanes	2	2	2	2	2	4	4	4	4	4	4
Design ADT	3,500	5,000	10,000	15,000	20,000	15,000	20,000	25,000	30,000	35,000	40,000
25 mph	5	5	5	6	6	5	5	5.5	6	6	6
30 mph	5	5	6	6.5	7	5.5	6	6.5	6.5	6.5	7
35 mph	5	5.5	6.5	7	7	6.5	6.5	6.5	7	7	7
40 mph	5	5.5	6.5	7	7.5	6.5	6.5	7	7	7.5	7.5
45 mph	5	6	7	7.5	7.5	6.5	7	7	7.5	7.5	7.5
50 mph	5	6	7	7.5	8	6.5	7	7.5	7.5	7.5	8
55 mph	5	6.5	7	7.5	8	7	7	7.5	7.5	8	8

Notes

1. Size is based on an 18” wide gutter pan. If the gutter is only 1’ wide or there is no gutter the width may be reduced by 0.5’.
2. Bike lane sizing is based on 3% truck traffic. For every 1% increase in heavy vehicles add approximately 8” to 9” of additional bike lane width.
3. In urban areas, where there is a demand for on-street parking and none exists, bike lanes 7’ and over may experience illegal parking.

Fig 5.4C Rural Multi-Modal Roadway Design Guidelines

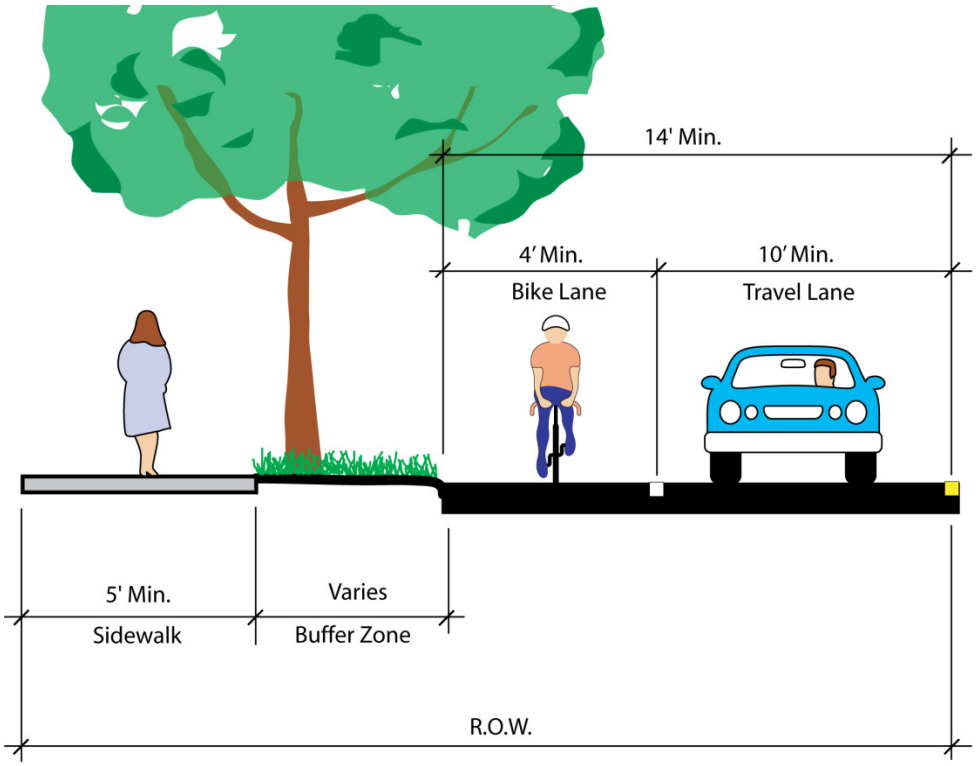


Fig 5.4D Rural Bike Lane Sizing Chart

The following chart indicated the minimum bike lane width necessary to maintain a bicycle quality/level of service of C or above.

12' Travel Lanes

	Rural 2 Lane Road:					Rural 4 Lane Road:					
No. of Lanes	2	2	2	2	2	4	4	4	4	4	4
Design ADT	3,500	5,000	10,000	15,000	20,000	15,000	20,000	25,000	30,000	35,000	40,000
25 mph	4	4	4	4	4	4	4	4	4	4	4
30 mph	4	4	4	4	4.5	4	4	4	4	4	4.5
35 mph	4	4	4	4.5	5	4	4	4	4.5	4.5	4.5
40 mph	4	4	4	4.5	5	4	4	4.5	4.5	5	5
45 mph	4	4	4.5	5	5	4	4.5	4.5	5	5	5
50 mph	4	4	4.5	5	5.5	4.5	5	5	5	5	5.5
55 mph	4	4	4.5	5	5.5	4.5	5	5.5	5.5	5.5	5.5

11' Travel Lanes

	Rural 2 Lane Road:					Rural 4 Lane Road:					
No. of Lanes	2	2	2	2	2	4	4	4	4	4	4
Design ADT	3,500	5,000	10,000	15,000	20,000	15,000	20,000	25,000	30,000	35,000	40,000
25 mph	4	4	4	4	4	4	4	4	4	4	4
30 mph	4	4	4	4.5	5	4	4	4.5	4.5	4.5	5
35 mph	4	4	4.5	5	5	4	4.5	4.5	5	5	5
40 mph	4	4	4.5	5	5.5	4.5	4.5	5	5	5.5	5.5
45 mph	4	4	5	5.5	5.5	4.5	5	5	5.5	5.5	5.5
50 mph	4	4	5	5.5	6	4.5	5	5.5	5.5	5.5	6
55 mph	4	4.5	5	5.5	6	5	5	5.5	5.5	6	6

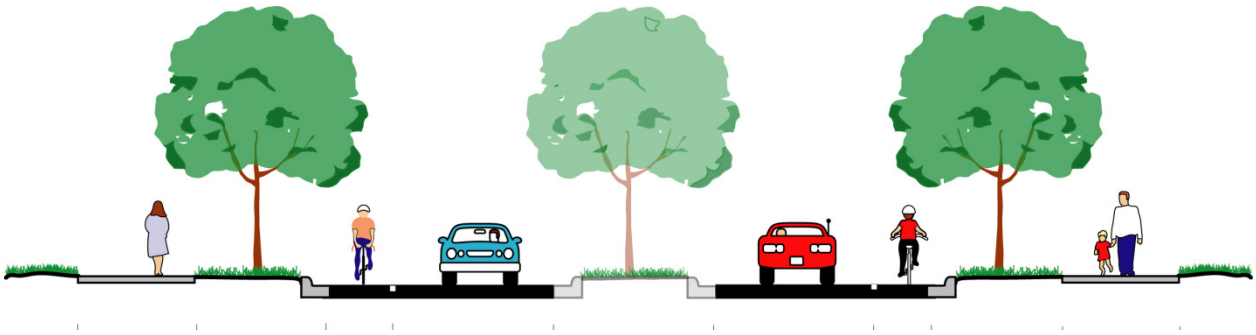
10' Travel Lanes

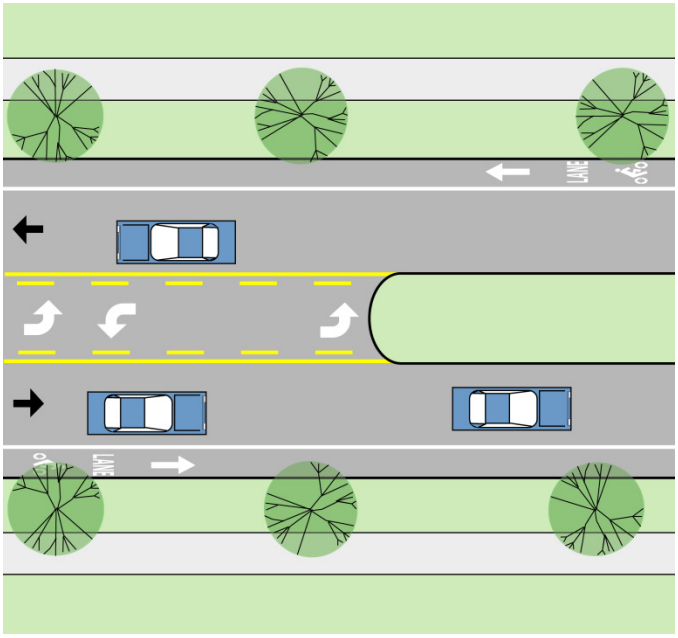
	Rural 2 Lane Road:					Rural 4 Lane Road:					
No. of Lanes	2	2	2	2	2	4	4	4	4	4	4
Design ADT	3,500	5,000	10,000	15,000	20,000	15,000	20,000	25,000	30,000	35,000	40,000
25 mph	4	4	4	4.5	4.5	4	4	4	4.5	4.5	4.5
30 mph	4	4	4.5	5	5.5	4	4.5	5	5	5	5.5
35 mph	4	4	5	5.5	5.5	5	5	5	5.5	5.5	5.5
40 mph	4	4	5	5.5	6	5	5	5.5	5.5	6	6
45 mph	4	4.5	5.5	6	6	5	5.5	5.5	6	6	6
50 mph	4	4.5	5.5	6	6.5	5	5.5	6	6	6	6.5
55 mph	4	5	5.5	6	6.5	5	5.5	6	6	6.5	6.5

Notes

1. The reduction in width in comparison to the Urban Bike Lane Sizing Chart is due to the lack of curb.

Fig 5.4E Use of Medians





A planted median should be considered whenever there is no need for a turn lane. The planted median improves the aesthetics of the roadway, reduces the impervious surfaces and can act as an informal crossing island for dispersed mid-block crossings. Medians have also been shown to be less expensive to construct and maintain than paving in the long run. The median may also be constructed in a manner that will mitigate storm water run-off.

5.5 Transitions Between On and Off-Road Bicycle Facilities

The recommended approach to accommodating bicycles along arterials and collectors is with a bicycle lane. However, there will be places, especially in the near-term, where that may not be possible. This presents a situation where some bicyclists will prefer to continue bicycling in the roadway and others will prefer to leave the roadway and use a sidewalk bikeway. Given the significant variances in bicyclist's abilities, trip purposes, and cycling speeds, forcing all cyclists into a single solution is inappropriate. The solution then is to accommodate both preferences.

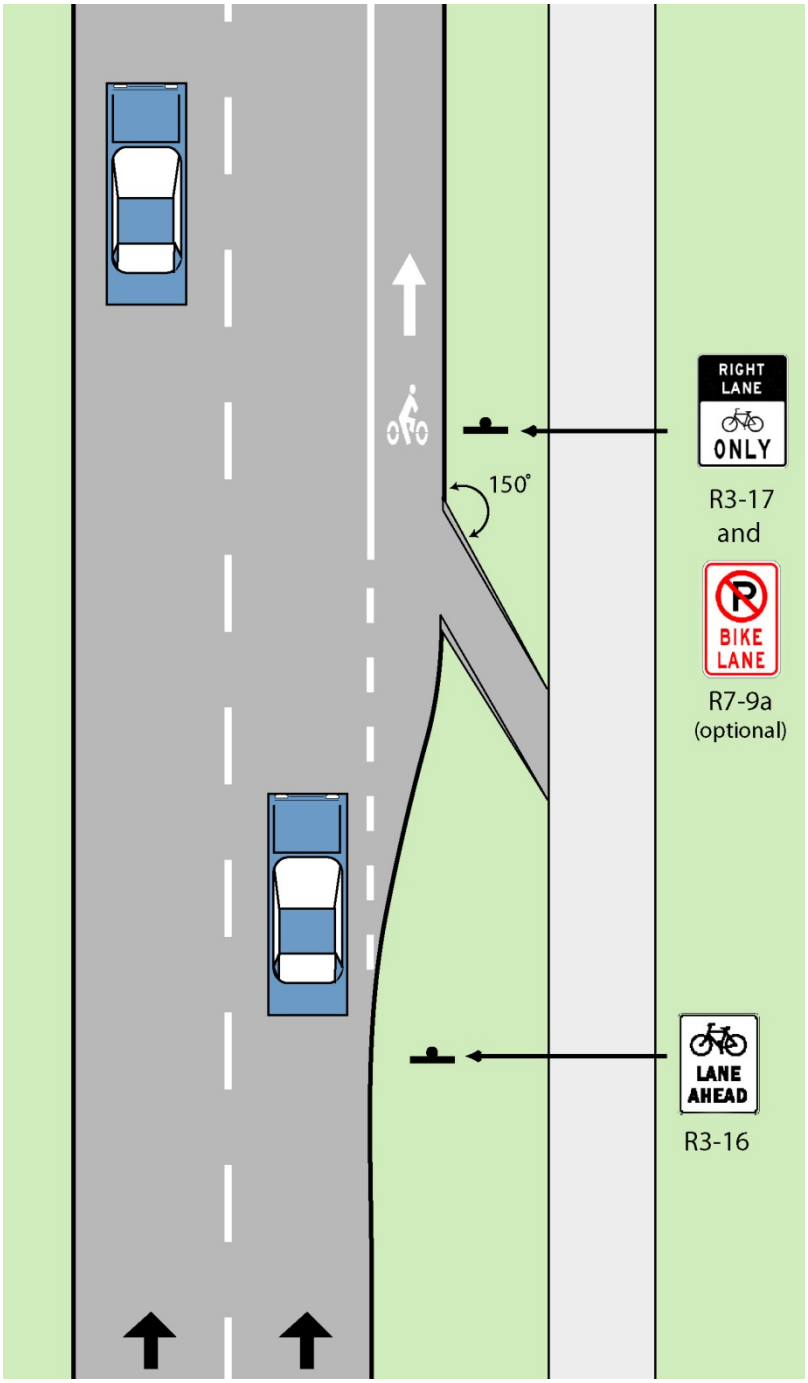
The transition points between sidewalk bikeways and bike lanes, presents a number of challenges. This underscores the importance of making the non-motorized system as consistent as possible. When bringing bicyclists into the roadway as shown in Fig 5.5A (next page), the entrance point needs to be protected. Unlike merging points between motor vehicles, the speed differential between bicyclists and motor vehicles may be significant with the potential for hit-from-behind crashes if the merging area is not protected.

When bringing bicycles onto a pathway, there is the potential for conflicts with pedestrians and bicyclists already on the pathway. Trying to segregate bicycles and pedestrians on a single 8 – 10 feet wide path is not feasible. Each direction for bicycle use requires 4 feet. Some busy shared-use paths have a dashed yellow line down the center to separate path users by direction of travel. While these tend to work to a degree in busier off-road pathways they are rarely used in sidewalk bikeway situations.

The solution does not differentiate between the sidewalk bikeways that are adjacent to a bike lane from a typical sidewalk. A sign along the pathway can instruct bicyclists to yield to pedestrians per City code. The approach is based on the assumption that the fastest bicyclists will remain in the roadway and share the lane with the motor vehicles rather than leave the roadway and have their travel impeded by pedestrians and driveway crossings.

A ramp that eases the transition from a Bike Lane to a Shared-use Path is provided where the Bike Lane ends.

Fig. 5.5A. Bicycle Entrance Ramp from Sidewalk Bikeway to Bike Lane Design Guideline



Applications

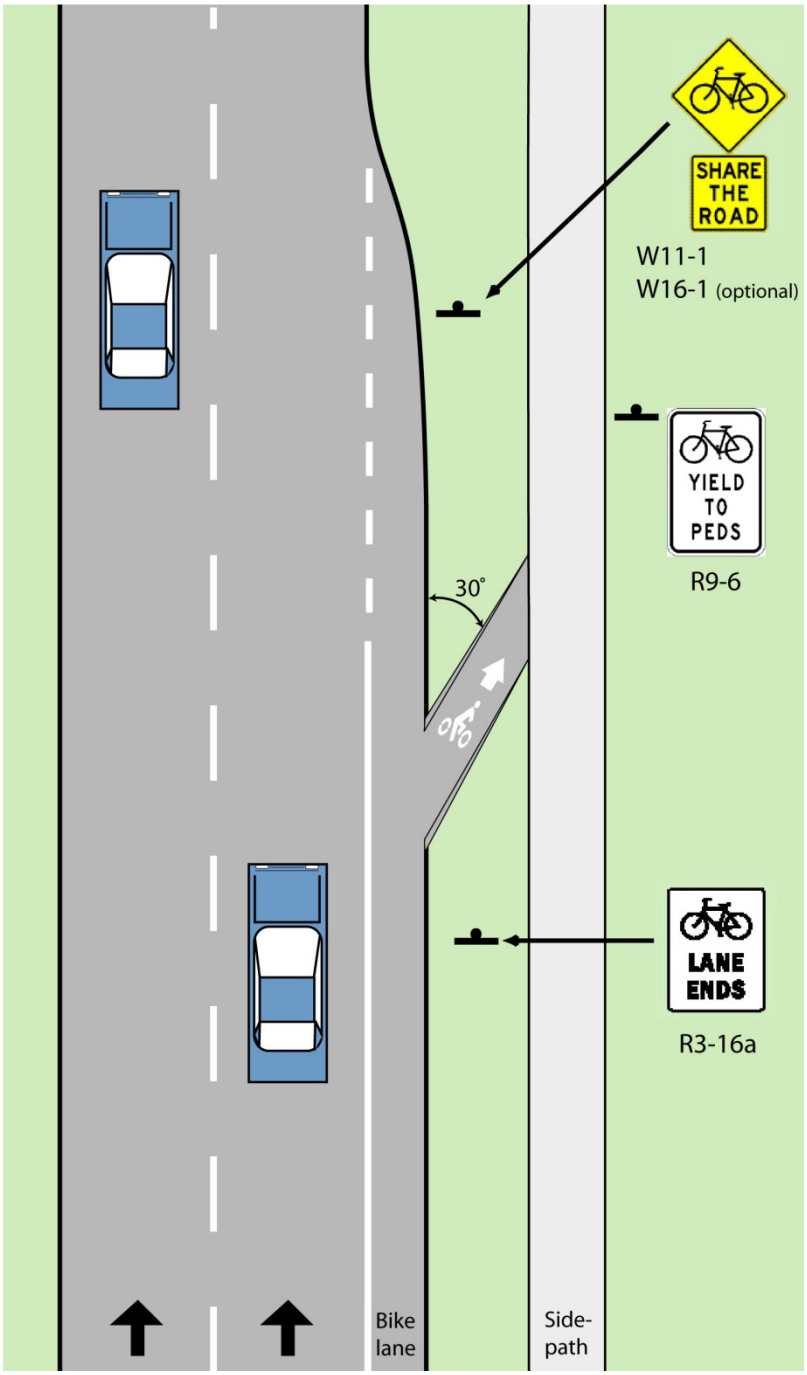
The bike entrance ramp is used to provide easy transition from a sidewalk bikeway to a bike lane or to allow a bicyclist to enter the roadway to make a turn as a vehicle.

The ramp may be used where a bike lane begins or periodically along a sidewalk bikeway that parallels a bike lane.

Key Elements:

1. Bicyclists have an option to bike either in the bike lane or along the sidewalk bikeway.
2. The ramp should resemble a curb ramp with flared sides and a flush edge with the road grade.
3. The mouth of the ramp (not including the flared sides) should be 5’ wide or sized to fit maintenance vehicles designed for sweeping and snow removal.
4. When used at the beginning of a bike lane, the road should be widened to accommodate the bike lane and protect bikers entering the roadway from the sidewalk bikeway given the sharp angle of entry. As the road is flared, dashed pavement markings should be used to indicate the beginning of the bike lane and an area where bikers in the roadway can merge into the bike lane.

Fig. 5.5B. Bicycle Exit Ramp from Bike Lane to Sidewalk Bikeway Design Guideline



Applications

The bike exit ramp is used to provide easy transition from a bike lane to a sidewalk bikeway.

The ramp may be used where a bike lane ends or periodically along a sidewalk bikeway that parallels a bike lane.

Key Elements:

1. Bicyclists have the option of bicycling in the roadway or on a sidewalk bikeway.
2. The exit ramp should resemble a curb ramp with flared sides and a flush edge with the road grade.
3. The mouth of the ramp (not including the flared sides) should be 5' wide or sized to fit maintenance vehicles designed for sweeping and snow removal.
4. Where a bike lane ends, dashed pavement markings indicate the end of the bike lane and an area where bikers are merging back into the roadway. Dashed lines should begin well in advance of the end of the bike lane to ensure adequate warning and a large transition zone.
5. A bike symbol and arrow on the ramp to discourage bicyclists on the sidewalk bikeway to enter the roadway going the wrong way.

5.6 Modifying Existing Facilities

Novi's existing road infrastructure must be considered when looking at how bicycle lanes may be added. Waiting for a complete road reconstruction at which time the "ideal" scenario may be applied would result in unnecessary delay in implementing a bicycle lane system. Also, in many cases, existing development, historic structures and natural features dictate that the roadway width will change little if at all even in the long run. Hence, approaches to modifying facilities that work within existing curb lines and with existing storm sewer systems need to be employed.

In some cases, existing travel lanes may need to be narrowed to accommodate bicycle lanes. In other cases there may be excess road capacity that permits eliminating a lane in order to accommodate bicycle lanes. There may be cases where an alternative road configuration that includes bicycle lanes will work equally as well if not better than the existing conditions for motorists, such as a four to three lane conversion. In most cases though, incorporating bicycle lanes is a compromise between the ideal motorized transportation facility and the ideal bicycle facility in order to establish a true multi-modal facility within existing infrastructure limitations. The following guidelines illustrate various techniques for modifying existing facilities in order to incorporate bicycle lanes.

Adding Bike Lanes to High Speed Four and Five-Lane Roads

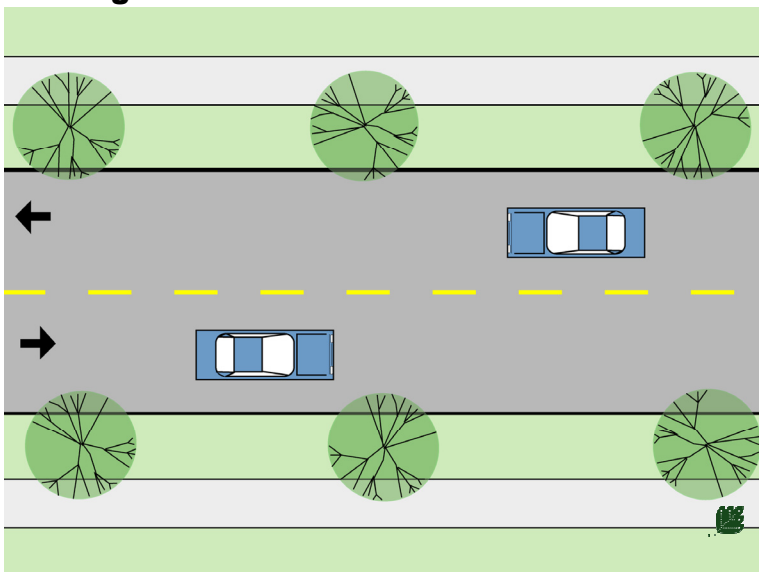
The narrowing of high speed four and five-lane roads to accommodate bike lanes has some specific conversion issues. Given the higher volumes of traffic, higher speeds and higher number of heavy vehicles on many of these roadways, it is desirable to keep the motor vehicle lane widths as close to an 11' minimum as possible. On some of Novi's four and five-lane roads, this may mean that it is not possible to accommodate a bike lane on both sides of the roadway in the near-term.

As an interim measure for roads less than 60' wide, a bike lane on one side may be considered in conjunction with a shared lane/side path option on the other side. The bike lane should be located on the side with the most driveways and intersecting roads. The other option to consider if there are numerous intersecting roads and driveways on both sides to lower the speed of the roadway so that sub-11' lanes are more appropriate. This is best accomplished with changes to the physical roadway with such things as planted medians and/or crossing islands. These in combination with the narrow lanes will naturally slow traffic.

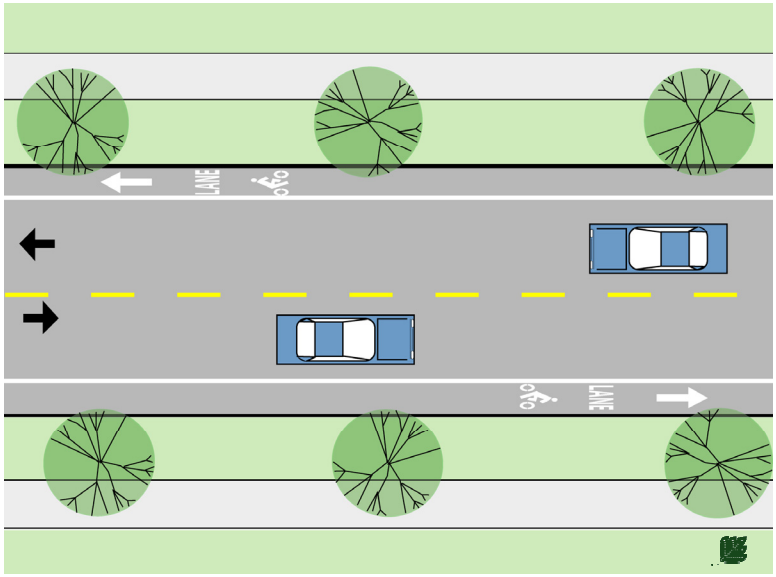
When there is not a bike lane in the road, the bicyclist should be provided the option to use a sidewalk or to bike in the road. Exit and entrance ramps should be used to ease the transition between on-road and off-road facilities.

Fig. 5.6A. Providing Bicycle Lanes Through Lane Narrowing Design Guidelines

Existing Conditions



Proposed Condition



Description

The travel lanes are narrowed allowing room for the inclusion of a bike lane. The bicycle lane has the additional advantage of providing a buffer between the travel lane and the curb.

AASHTO guidelines specifically discuss narrowing travel lanes in order to accommodate bicycle travel, although there are some situations where narrowing lanes may not be appropriate.

Application

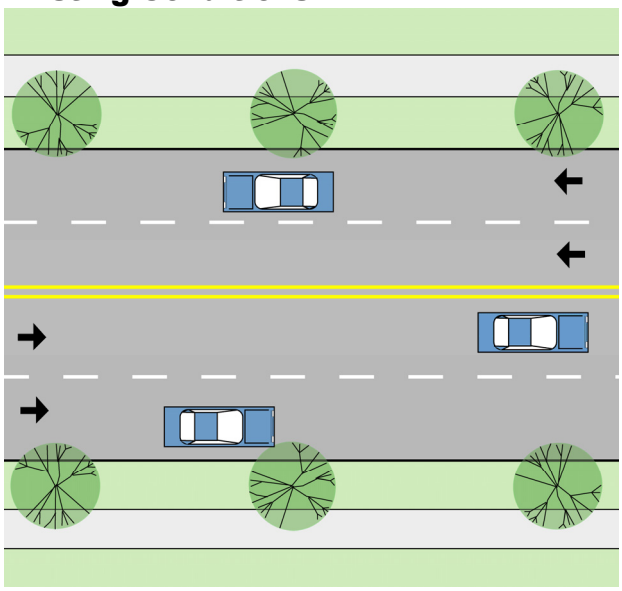
In general, lane narrowing to provide for bicycle lanes may be considered in the following situations (as measured from back of curb):

- 31’ or wider, 2 lane road
- 41’ or wider, 3 lane road (2 lane road with a center turn lane)
- 45’ or wider, 2 lane road with parking on both sides
- 51’ or wider, 4 lane road
- 55’ or wider, 3 lane road with parking on both sides
- 61’ or wider, 5 lane road

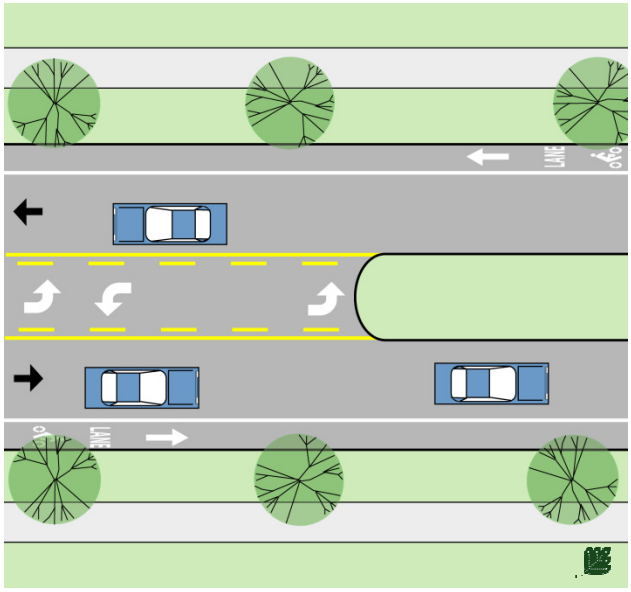
Higher speed roads may require additional width; see notes on multi-modal roadway design guidelines.

Fig. 5.6B. Four-Lane to Three-Lane Road Conversions Design Guidelines

Existing Conditions



Proposed Conditions



Application statistics are referenced from:

Guidelines for the Conversion of Urban Four-lane Undivided Roadways to Three-lane Two-way Left-turn Lane Facilities, April 2001, Sponsored by the Office of Traffic and Safety of the Iowa Department of Transportation, CTRE Management Project 99-54

Description

Four-lane roads present several operational difficulties to motorists. Traffic is often weaving from lane to lane to avoid vehicles that are stopped in the left lane while waiting for a gap in oncoming traffic to make a left turn, or those slowing down in the right lane to make a right turn. The presence of a bicycle in the curb lane also adds to the weaving of traffic if there is not sufficient lane width to pass the bicycle while staying within the lane.

This constant weaving of traffic also makes judging when to enter the road from a driveway or side street difficult as lane positions are changing frequently. This is especially the case for left turns. To address the operational difficulties of 4-lane roadway, the roadway is reconfigured to two through lanes, a center shared left turn lane and/or median and two bike lanes.

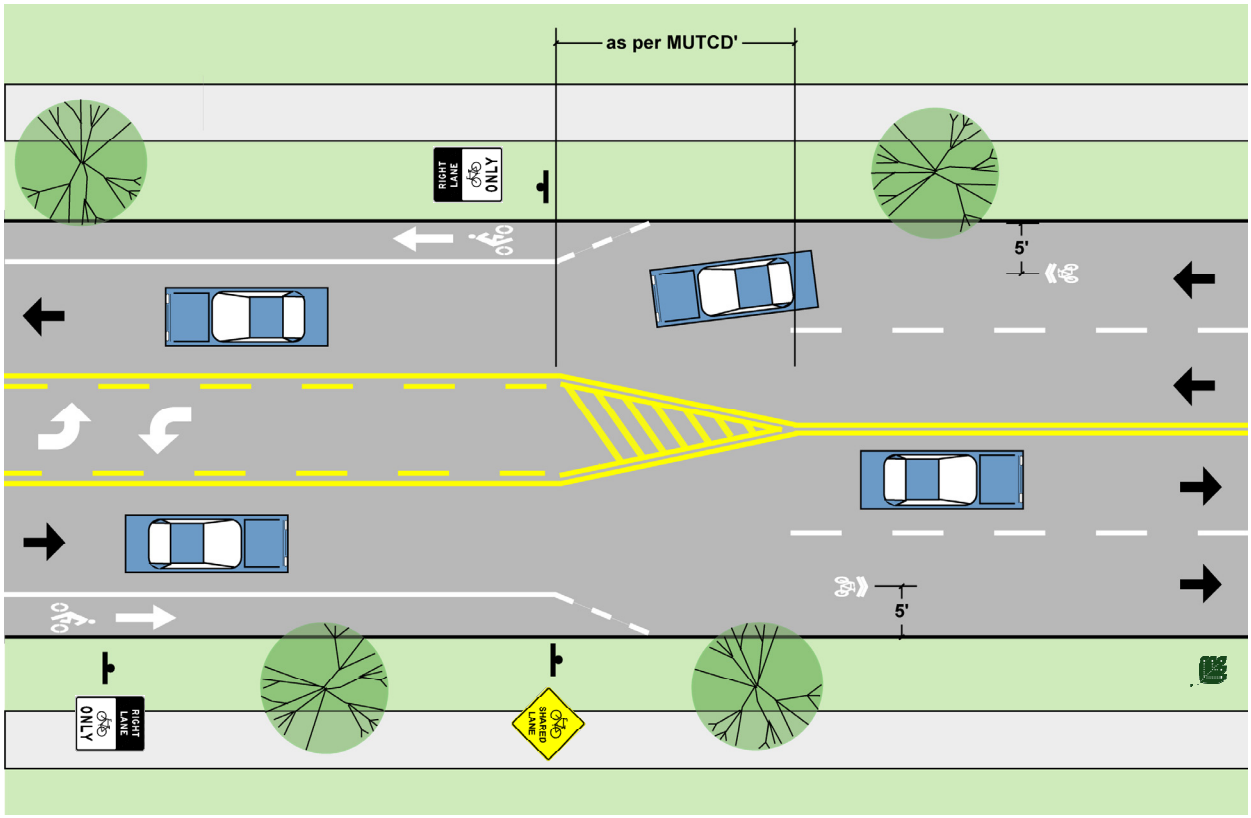
Application

This type of conversion has been used on roadways with up to 24,000 vehicles per day (VPD). Modeling research has shown that there is no loss in Vehicular Level of Service until about 1,750 vehicles per hour (approximately 17,500 VPD) compared to a four-lane configuration. In addition to a significant improvement in the Bicycle Level of Service, these conversions have been also shown to provide a:

- Reduction of the 85% speed by about 5 MPH
- Dramatic reduction in excessive speeding (60-70%) of vehicles going greater than 5 MPH over the posted speed limit.
- Dramatic reduction in the total number of crashes (17-62%).

Conversions though must be evaluated on a case-by-case basis as numerous factors influence the appropriateness of 4 to 3 lane conversion.

Fig. 5.6C. Near-term Opportunities – Transition From Three Lanes to Four Lanes at Signals



Description

Where two motor vehicle lanes are needed to accommodate motor vehicle stacking at signalized intersections the bicycle lane may be dropped and replaced with the Shared-Use Arrow.

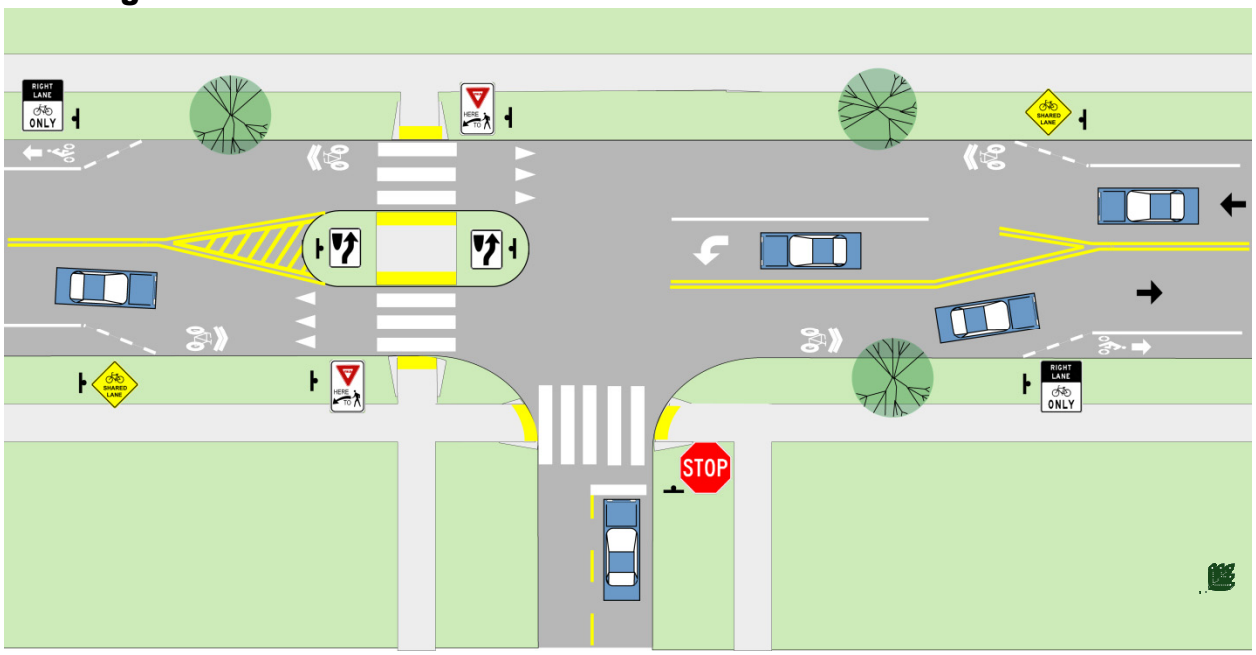
Application

This is an interim approach to accommodating vehicle stacking needs to be used where a bike lane is interrupted in the vicinity of a signal. The long-term solution would expand the intersection to accommodate bicycle lanes. The length of the four-lane segment should be minimized.

Three to Two-Lane Road Conversions

There are cases where a three-lane cross section is used consistently when the need for turn lanes is only intermittent. In these cases a bike lane may be added in places where the turn lane is not warranted. The bike lane then may be dropped when the turn lane is introduced.

Fig. 5.6D. Near-term Opportunities – Accommodation of Turn Lanes and Crossing islands



Description

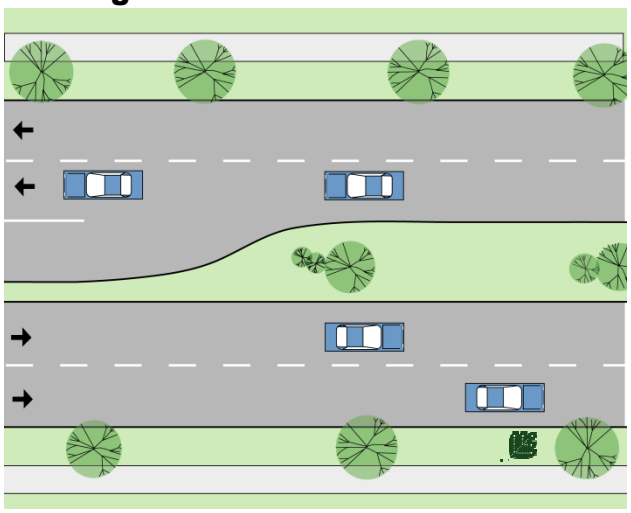
Where a designated left-turn lane is warranted and/or a pedestrian crossing island is appropriate, the bicycle lane may be dropped and replaced with the Shared-Use Arrow.

Application

This is an interim approach to accommodating the turn lane and the crossing island. The long-term solution would expand the intersection to accommodate bicycle lanes. The length of the left-turn lane should only be as long as it needs to be to accommodate the conditions of each specific site.

Fig. 5.6E. Four to Two-Lane Boulevard Conversions Design Guidelines

Existing Conditions



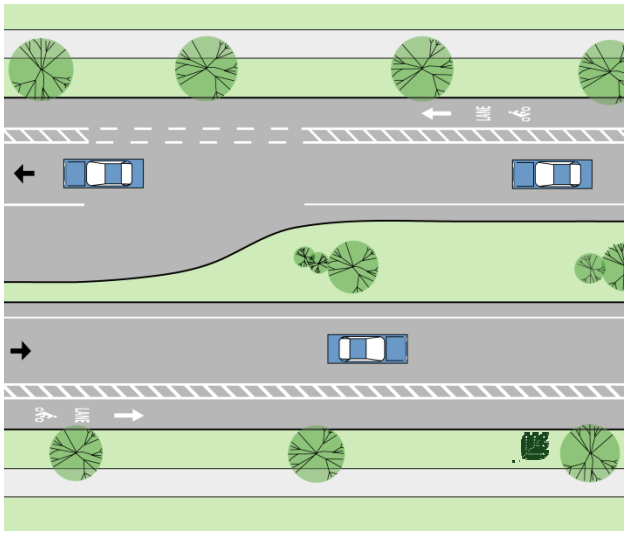
Description

The existing condition is a four-lane boulevard with designated turn lanes. These roads have tremendous traffic volume capacity. There are some situations where this road design exceeds the needs of the roadway.

In the proposed condition, two lanes of through traffic are eliminated and bicycle lanes are added. As bicycle lanes are considerably more narrow than travel lanes, a striped buffer is added between the vehicular travel lane and the bike lane and an edge line is placed a few feet from the inside curb. This allows emergency vehicles to pass.

This striped buffer is replaced with a dashed line where bicycle-merging movements are expected.

Proposed Conditions

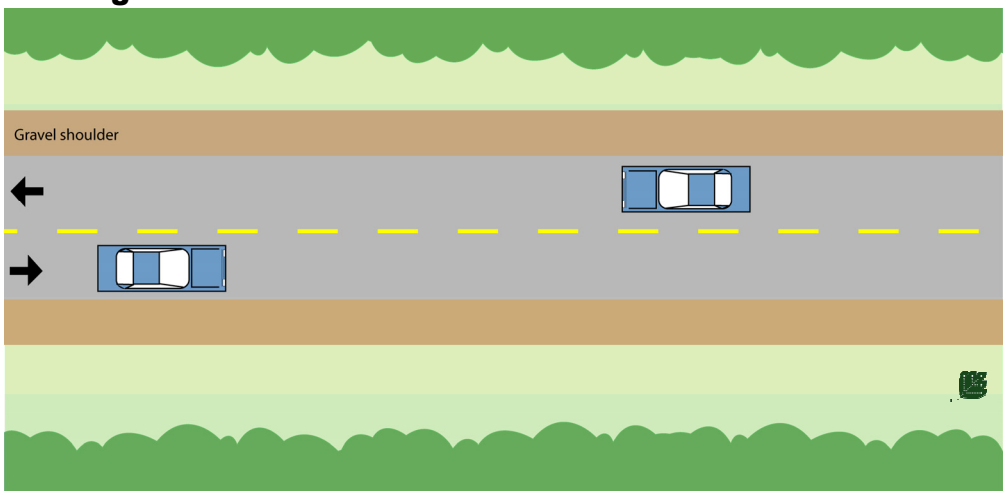


Application

Where the existing and expected traffic volumes do not warrant four lanes of traffic with extended designated turn lanes.

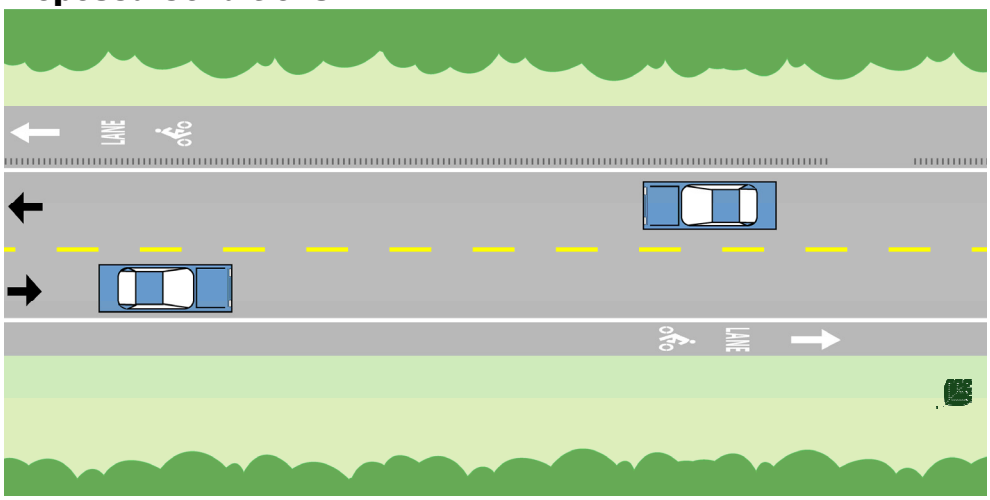
Fig. 5.6F. Paving Shoulders

Existing Conditions



A rural cross-section (no curbs) with gravel or grass shoulder. The existing roadway travel lanes are not of a sufficient width to accommodate bicycle lanes by lane narrowing.

Proposed Conditions



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Description

Paving the shoulder provides a separate bicycle facility and improves roadway conditions from a motor vehicle and maintenance standpoint. The use of rumble strips is discouraged as they may cause a bicyclist to lose control when they leave the bicycle lane to make a turn or to avoid an obstacle. If extenuating circumstances call for the use of rumble strips, breaks should be provided where appropriate to allow for a bicycle to safely leave the bike lane.

Application

Paved shoulders should be provided on all rural cross section roadways within the City. Where appropriate, bicycle lane pavement markings may be applied.

5.7 Travel Across The Road Corridor

Despite the dangers or inconveniences that exist, at some point in a pedestrian's or bicyclist's journey they will be required to cross a road. Crossing roadways pose challenges to safe navigation for pedestrians and bicyclists on their journeys. Ways to get across a road (including railroads) include intersections, mid-block crosswalks, bridges and tunnels. All pose unique challenges to pedestrians and bicyclists.

Bicyclists and pedestrians in many cases, cross the road in very different fashions. Bicyclists in the roadway most likely will make left turns just like a vehicle, merging across lanes as necessary. Their restrictions to crossing the road are primarily based on their comfort level of riding with traffic and the volumes, speed and gaps that exist. Some bicyclists, depending on the traffic conditions, choose to make left turns as pedestrians. They leave the roadway and cross the road at a crosswalk.

For pedestrians and bicyclists who choose to cross the road as a pedestrian, crossing a road can be an intimidating experience. There are often limited safe and legal crossing options. Pedestrians are directed to cross roads at either intersections or at mid-block crosswalks. Each of those options has their own set of issues.

Intersection Issues

While generally, intersections are the safest place for pedestrians and bicyclists to cross the road, there are a number of issues to consider. Intersections are the most common places of conflict for automobiles, bikes and pedestrians. Even at a simple four way stop, there can be up to twelve different possible movements from the cars alone. Add in more lanes of traffic, and it can quickly get overwhelming. In 2009, 52% of non-motorized crashes in Southeast Michigan were intersection related[1]. However, if designed correctly, intersections can facilitate convenient and safe interactions for all users.

Signalized intersections are the hubs of activity on the roadway. It is a place with conflicting demands from many different users. For the most part, a roadway's vehicular capacity is determined at signalized intersections. From a pedestrian's standpoint, they often face a sea of left turning vehicles, right turning vehicles, and through traffic from four directions. When crosswalk signals require activation by a push button, pedestrians often ignore them because of their inconvenience. Even when pedestrians push the button, in most cases there is no feedback to the pedestrian that they have indeed activated the signal. Often when the signal phases are long, they will assume that the button is broken and cross the road at an inappropriate time.

Vehicles turning right-on-red also pose dangers to pedestrians. The driver of a vehicle is focused on the traffic to the left, looking for a gap. Frequently drivers do not look right for pedestrians beginning to cross the street before beginning their turn. Another problem occurs in situations where the view of the oncoming traffic is obstructed if the vehicle is behind the stop bar. Often times the driver of the vehicle will advance over the crosswalk to improve their sightline. If they are unable to proceed they completely block the crosswalk with their vehicle. This is a common occurrence especially in the downtown area where right-on-red is permitted even when clear sight lines do not exist from behind the stop bar.

Vehicles turning left at busy intersections with few gaps in traffic can also be problematic to pedestrians. The driver of a left turning vehicle in such cases is often focused primarily on finding a suitable gap in oncoming traffic and may commit to turning left before noticing a pedestrian in the crosswalk.

[1] Michigan Traffic Crash Facts, 2009.

Unsignalized intersections are also key points where pedestrians and bicyclists want to cross the road corridor. When the crosswalks are left unmarked, pedestrian travel is often discouraged.

The aforementioned issues are addressed throughout the following guidelines and in *Section 4 – Proposed Policies and Programs*. In addition, special attention has been paid to addressing crossings at points other than signalized intersections.

General Crosswalk Design

Marking a crosswalk serves two purposes: (1) it clarifies that a legal crosswalk exists at that location and (2) it tells the pedestrian the best place to cross.[1] Several issues should be considered when designing safe crosswalks, including visibility, communicating the pedestrian's intent, minimizing crossing distance, snow obscuring the road surface, and accommodating persons with special needs.

Visibility

Increasing the visibility of all users crossing the road is a key issue for pedestrian safety. The ability of pedestrians to see motorists is equally as important as their own visibility in the roadway. Marked crosswalks should be included only where sight distance is adequate for both pedestrians and motorists. Obstructions in sight lines should be minimized. The City of Novi should continue to enforce the 25' corner clear zone that is noted in the zoning ordinance requirements. Visibility can also be improved with the following design treatments:

- Wide white ladder crosswalks.
- Stop lines or yield lines that are set back from the crosswalk a sufficient distance to increase visibility from all lanes of traffic.
- Signage directing motorists to yield to the pedestrians.
- Placement of signage that does not obstruct the visibility of the pedestrians.
- Curb extensions (bulb outs), extending the curb out at intersections, also minimizes the pedestrian crossing distance.
- Removal of low hanging branches and minimal planting between the oncoming vehicles and the sidewalk approaches to the crosswalk such that sight distances are in accordance with AASHTO guidelines.
- Lighting of the crosswalk and the sidewalk approaches.

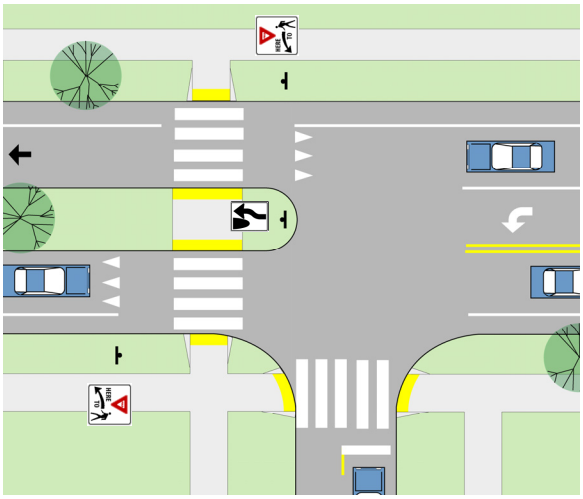
[1] AASHTO. *Guide for the Planning, Design, and Operation of Pedestrian Facilities (Draft).* August 2001.

Understanding the Pedestrian's Intent

Road users should be able to discern if a pedestrian is planning to cross the road so that they may take appropriate measures. If a crosswalk is located where a sidewalk directly abuts the roadway, the road users cannot tell if someone is simply going to walk by the crosswalk or abruptly turn and attempt to cross the street. Also, places where pedestrians may typically congregate, such as bus stops, may cause road users to needlessly stop. To help clarify the pedestrian's intent to cross the road, intersections should incorporate the following features:

- A short stretch of sidewalk perpendicular to the roadway where only pedestrians planning to cross the street would typically stand.
- Placing bus stops past the crosswalk to avoid blocking the crosswalk.
- Distancing the crosswalk from places where pedestrians may congregate adjacent to the roadway without the intent to cross the road.
- Installing curb extensions to reduce the crossing distance for pedestrians and to slow traffic, (see Fig. 5.4B)

Figure 5.7A. Pedestrian Crossing Island



Crossing islands

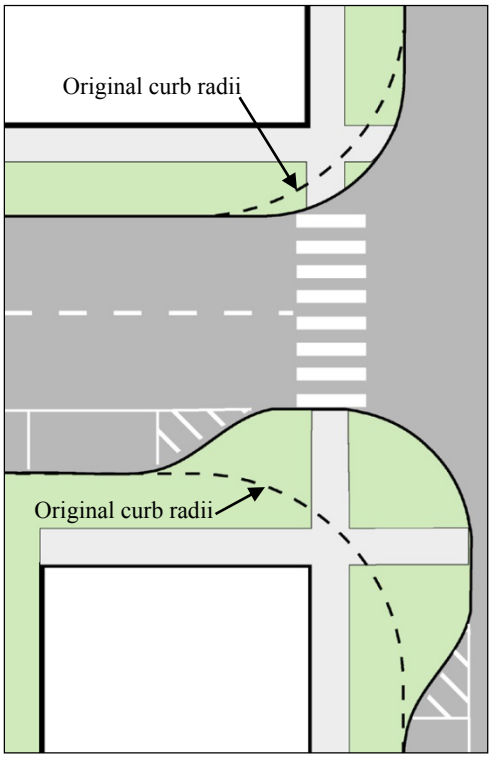
Crossing islands are raised areas that separate lanes of opposing traffic and eliminate the need for pedestrians to cross more than one direction of traffic at a time (see Figure 5.7A to the left).

Crossing islands allow the pedestrian to undertake the crossing in two separate stages. This increases their comfort level and opens up many more opportunities to safely cross the road.

Crossing islands increase the visibility of the crosswalk to motorists and reduce pedestrian crossing distances.

Crossing islands should be considered for all unsignalized marked crosswalks that traverse three or more lanes.

Fig. 5.7B. Effect of curb extensions and smaller curb radii on pedestrian crossing distances



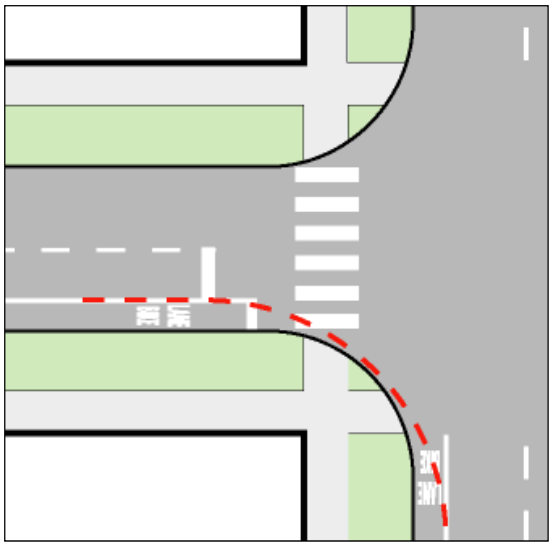
Minimizing Crossing Distances

Minimizing the distance that pedestrians need to cross the street is another critical safety solution. As crossing distances increase, the comfort and safety of a pedestrian decreases. Simple design solutions such as reducing curb radii, and adding curb extensions, shorten crosswalk distances. As well, they reduce the potential for pedestrian-vehicle conflict. Larger corner radii promote higher turning speeds and increase pedestrian crossing distances. See the figure to the left.

In addition to increasing visibility and shortening crossing distances for pedestrians, curb extensions increase the space available for directional curb ramps and prevent parked cars from encroaching on the crosswalk. Curb extensions also serve to make a pedestrian's intent to cross the road known to motorists before they have to step into the roadway.

For signalized intersections, shorter crosswalks mean more time for the pedestrian "Walk" phase and a shorter clearance interval "Flashing Don't Walk" phase.

Fig 5.7C. Effect of Bike Lanes on Turning Radius



Minimizing Turning Radius When Bike Lanes are Present

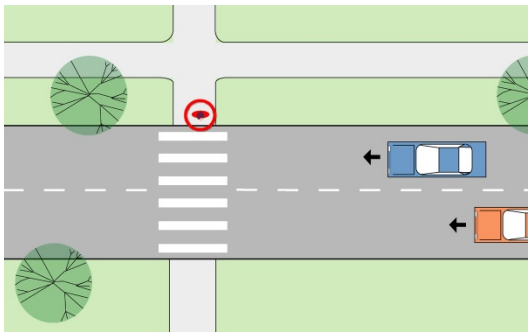
Bicycle lanes provide an added advantage of effectively increasing the turning radius for motor vehicles. This is especially the case where both intersecting roads have bike lanes as shown in the figure to the left.

This also applies to driveways. When a sidewalk is close to the road, the curb radius of an intersecting driveway is typically quite small. In these cases, a bicycle lane can significantly improve the ease of entering and exiting the driveway. For example a 5' curb radius adjacent to a 3.5' bike lane has an effective turning radius of 10' (including the gutter).

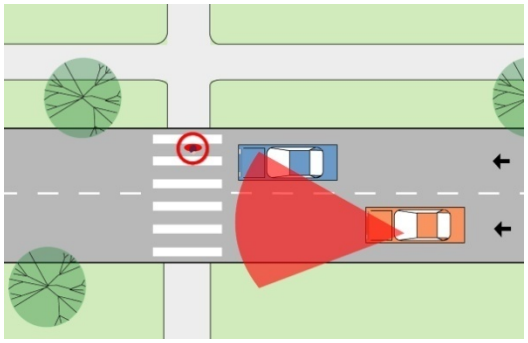
The increased effective turning radius means that motorists are less likely to encroach on adjacent motor vehicle lanes during the turning movements.

Fig. 5.7D. Multiple Threat Crashes Issues

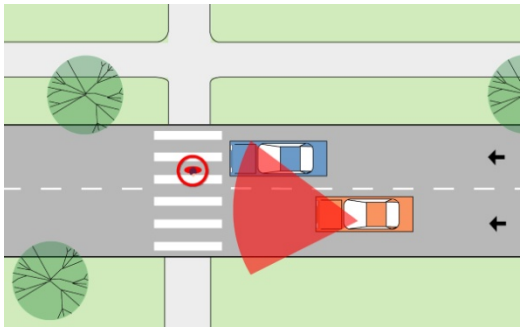
Whenever a crosswalk traverses multiple lanes of traffic traveling in the same direction, there is a potential for what is known as a multiple-threat crash. The crash unfolds as follows:



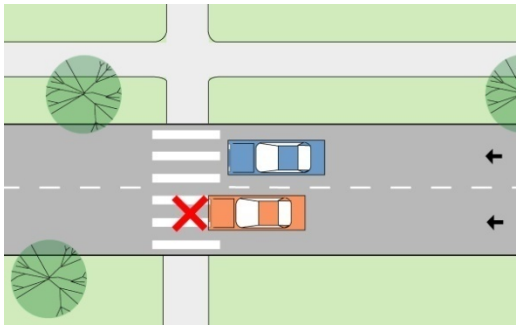
1. The driver in the lane closest to the pedestrian sees the pedestrian approaching the ramp or just entering the roadway and begins to slow down



2. The driver closest to the pedestrian lane stops, yielding the right-of-way to the pedestrian. The car is stopped immediately adjacent to the crosswalk, therefore blocking the sightlines between the pedestrian and the driver of the other car.



3. The driver of the other car fails to see the pedestrian and continues towards the crosswalks without slowing down.



4. The driver of the second car does not see the pedestrian until it is too late to come to a complete stop and hits the pedestrian.

A combination of high visibility crosswalks, yield lines set back from the crosswalk, and crosswalk signage on both sides of the street can help provide better visibility of pedestrians in the crosswalk. See Fig. 5.7Q for recommended countermeasures.

Fig. 5.7E. Countdown Signals


"Walk" Phase

Clearance Interval


"Don't Walk" Phase

Description

These operate in the same manner as typical pedestrian signals, with one addition. At the onset of the Clearance Interval (flashing "Don't walk" or red hand), the signal counts down the remaining time until the "Don't Walk" phase (solid "Don't Walk" or red hand).

Pedestrians find these very intuitive to use and they can help clear up many misunderstandings as to the purpose of the Clearance Interval. Studies have shown that fewer pedestrians remain in the street at the end of the Clearance Interval with countdown signals than with standard pedestrian signals. These signals have been very well received by pedestrians and have reduced complaints in some communities regarding pedestrian signal timing.

Application

The City should consider using the pedestrian signals with an integrated countdown clock for all new and replacement pedestrian signals. The City should consider adding countdown clocks to existing signals at high pedestrian volume signalized crosswalks and locations where the crosswalk is longer than 50'.

Fig. 5.7F. Portable Speed and Traffic Detectors

Description

These portable detectors have the ability to perform traffic counts, speed studies and indicate a driver's speed on a LED display. Some models have a strobe light that may be activated when the speed limit is exceeded. They have been shown to reduce speed in before and after studies.

Application

These may be moved into an area where speeding is of concern to residents. The device may be used without displaying the speed to get a baseline speed study and traffic count in an unobtrusive manner. It may then be set to display the speed. Numerous inexpensive mounting plates may be put in place around the City and the detector can be easily and economically moved from place to place. These would be ideal for school zones where speed is a concern.

Fig. 5.7G. Active Crosswalk Warning Systems

Description

A flashing beacon and/or in-pavement flashing LEDs are activated when a pedestrian is present. The signals may be passively activated through a number of methods or activated via a standard push button. The pedestrian approach can also be set to flash a red light with a sign indicating to cross after traffic clears. Various manufacturers have solar powered models with radio controls to activate flashers on advance warning signs and on signs on the opposite side of the street. This significantly reduces the cost of installation and operation.

Application

These systems are best located at pathway and major road intersections, or mid-block crosswalks on major roadways where pedestrian traffic is sporadic. Passive activation works best when there is a long pedestrian approach such as a pathway.

Fig. 5.7H. Rectangular Rapid Flash Beacon

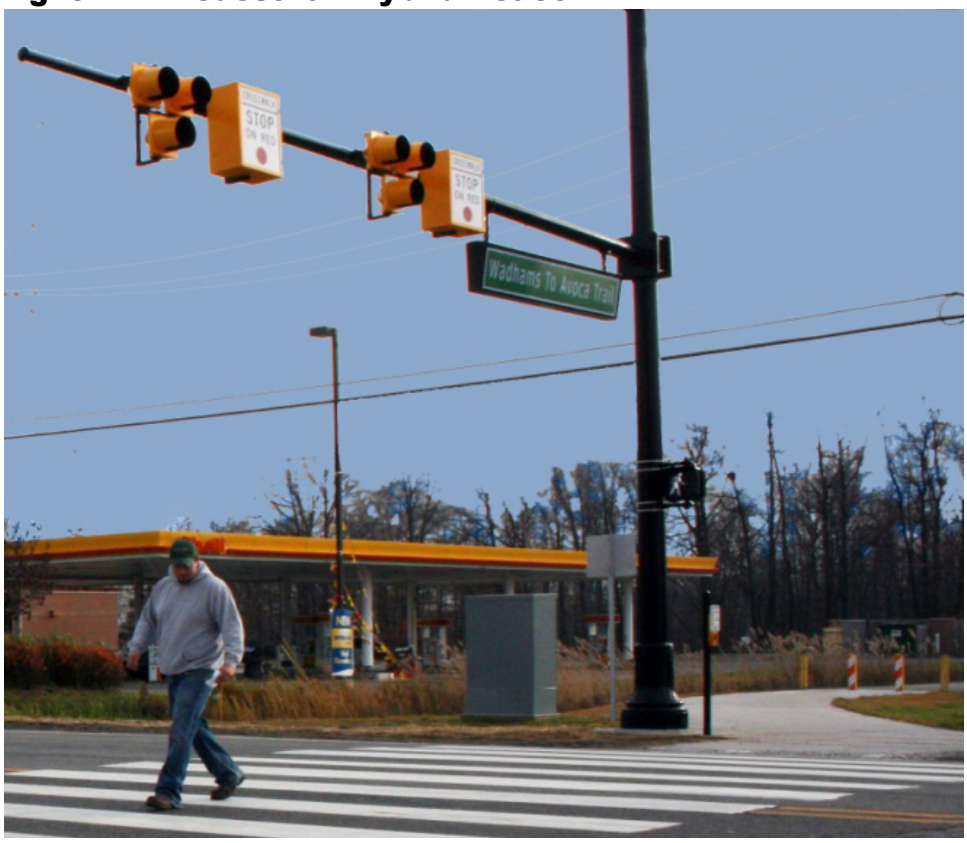
Description

Actuated Rectangular Rapid Flash Beacons are high intensity LED flashers that are paired with crosswalk signs. The LED flashers alternate and get motorists attention when activated. They can be passively or push-button activated and are sometimes linked to advanced warning signs. Various manufacturers have solar powered models that significantly reduce the cost of installation and operation.

Application

These systems are best located at pathway and major road intersections, or mid-block crosswalks on major roadways where pedestrian traffic is sporadic. Passive activation works best when there is a long pedestrian approach such as pathway.

Fig. 5.7l. Pedestrian Hybrid Beacon



Description

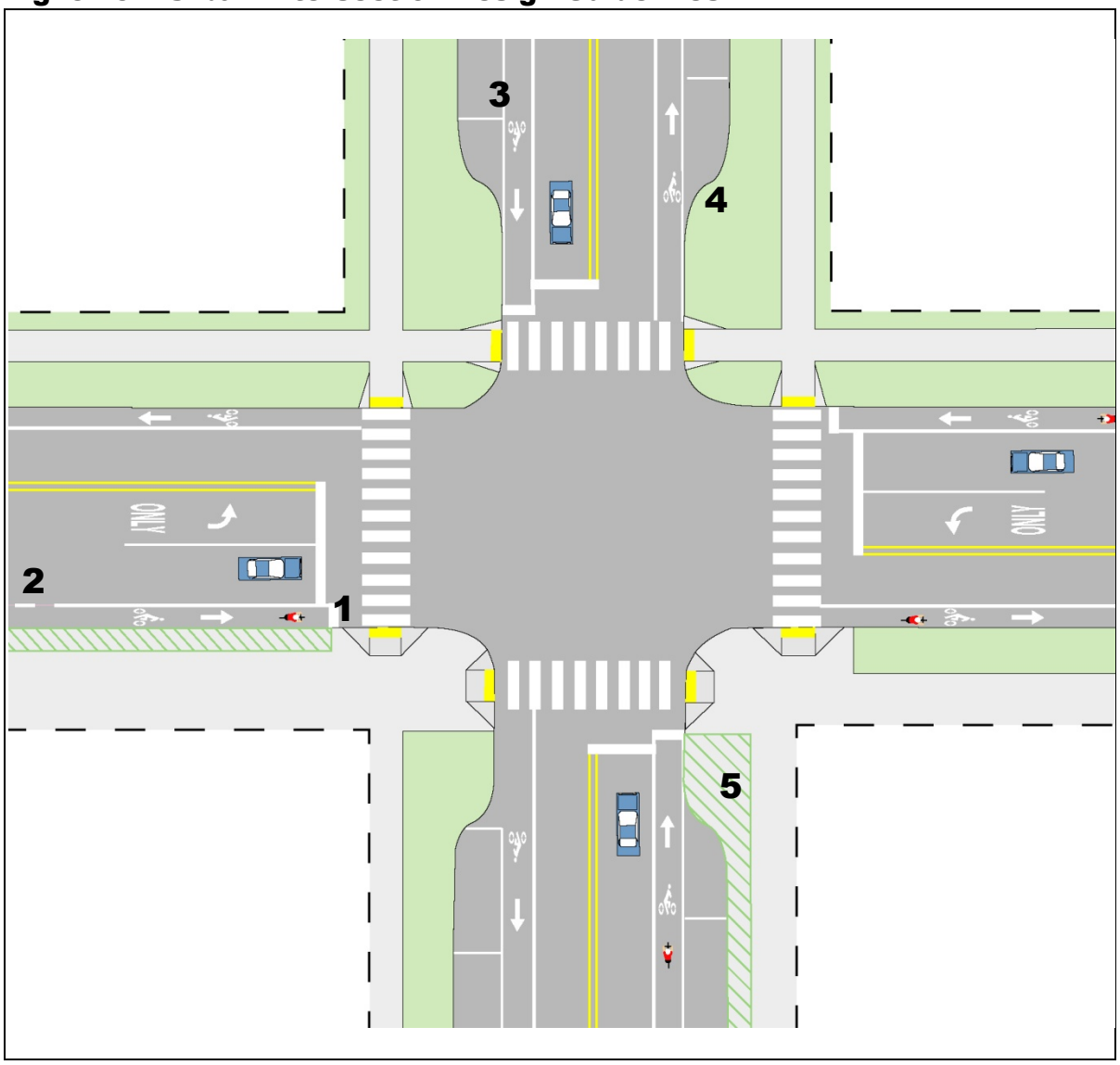
The Pedestrian Hybrid Beacon, also known as a HAWK signal, is a beacon used to help pedestrians cross mid-block where a traditional pedestrian crosswalk signal would be inappropriate. The pedestrian hybrid beacon is similar to an emergency beacon in that the signal's purpose is clearly signed adjacent to the signal.

The signal is kept dark at its resting state. When a pedestrian activates the crossing button, a flashing yellow signal is displayed to motorists. This is followed by a steady yellow then a solid red at which time the pedestrian is displayed a walk signal. During the clearance interval, the motorists are displayed an alternating flashing red signal. Motorists may then move forward if the pedestrian or bicyclist has already crossed the road.

Application

These system work best at mid-block crosswalk locations where poor sight lines, infrequent usable gaps and/or inability to install a crossing island make an unsignalized crossing unsafe. They should not be installed at or within 100 feet of an intersection.

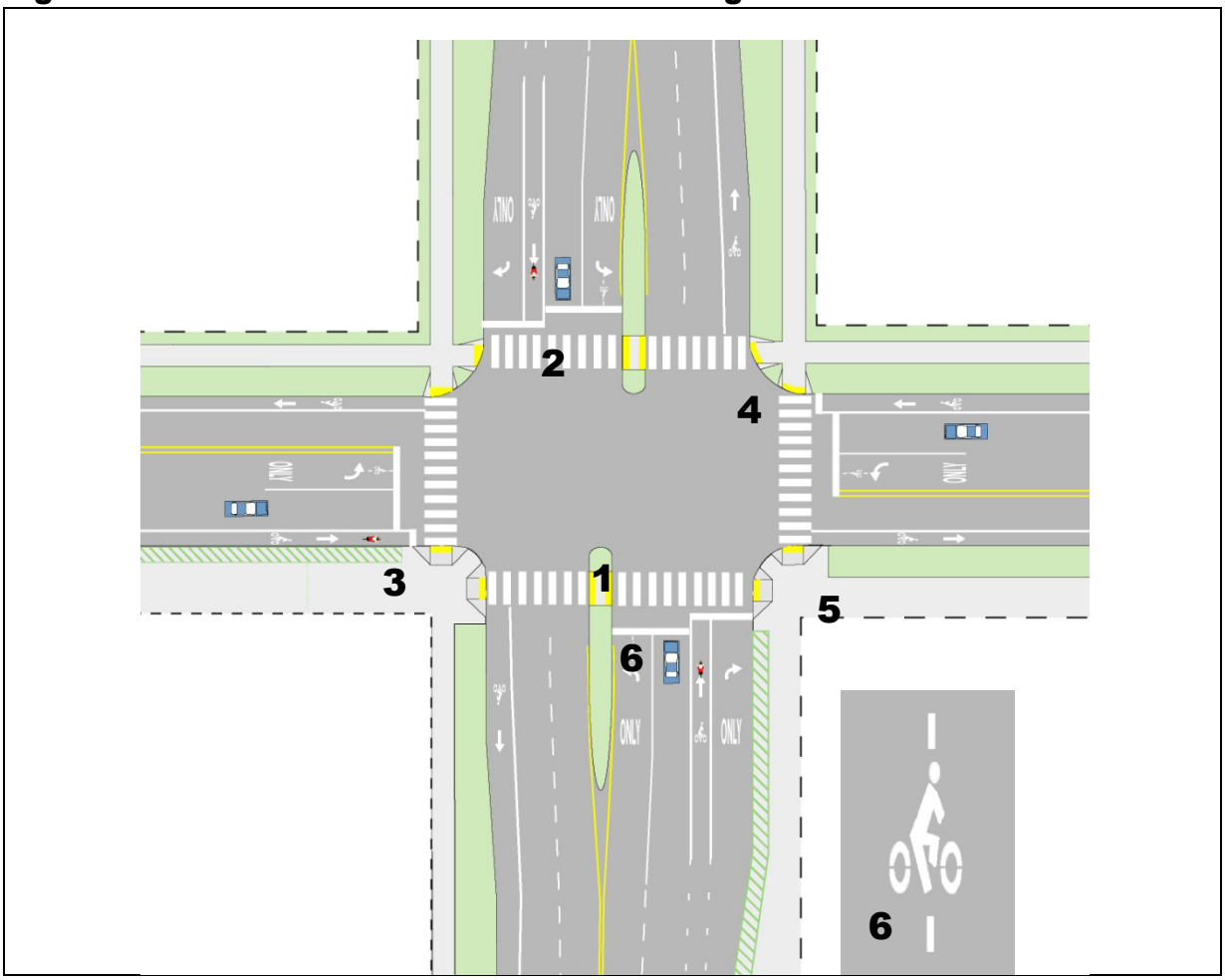
Fig. 5.7J Urban Intersection Design Guidelines



Key Elements

1. Bike lane striping should stop at the pedestrian crosswalks and resume on the far side of the intersection. Unusual alignments may be aided by extending dashed guidelines through the intersection.
2. Bike lane striping is dashed at the intersection approach to indicate that bikers may be merging with traffic to make a turn.
3. Striping between the parking lane and bike lane encourages motorists to park closer to the curb and discourages motorists from using the bike lane in combination with an unused parking bay as a travel lane.
4. Curb extensions reduce the crossing distance of pedestrians and improve sight distance for both motorists and pedestrians. Curb extensions should be used wherever there is on-street parking.
5. In urban areas, a furniture and street tree zone provides a buffer from the street and improves the pedestrian level of service rating. A sufficiently wide travel way should be clear of any obstructions.

Fig. 5.7K. Multi-lane Urban Intersection Design Guidelines

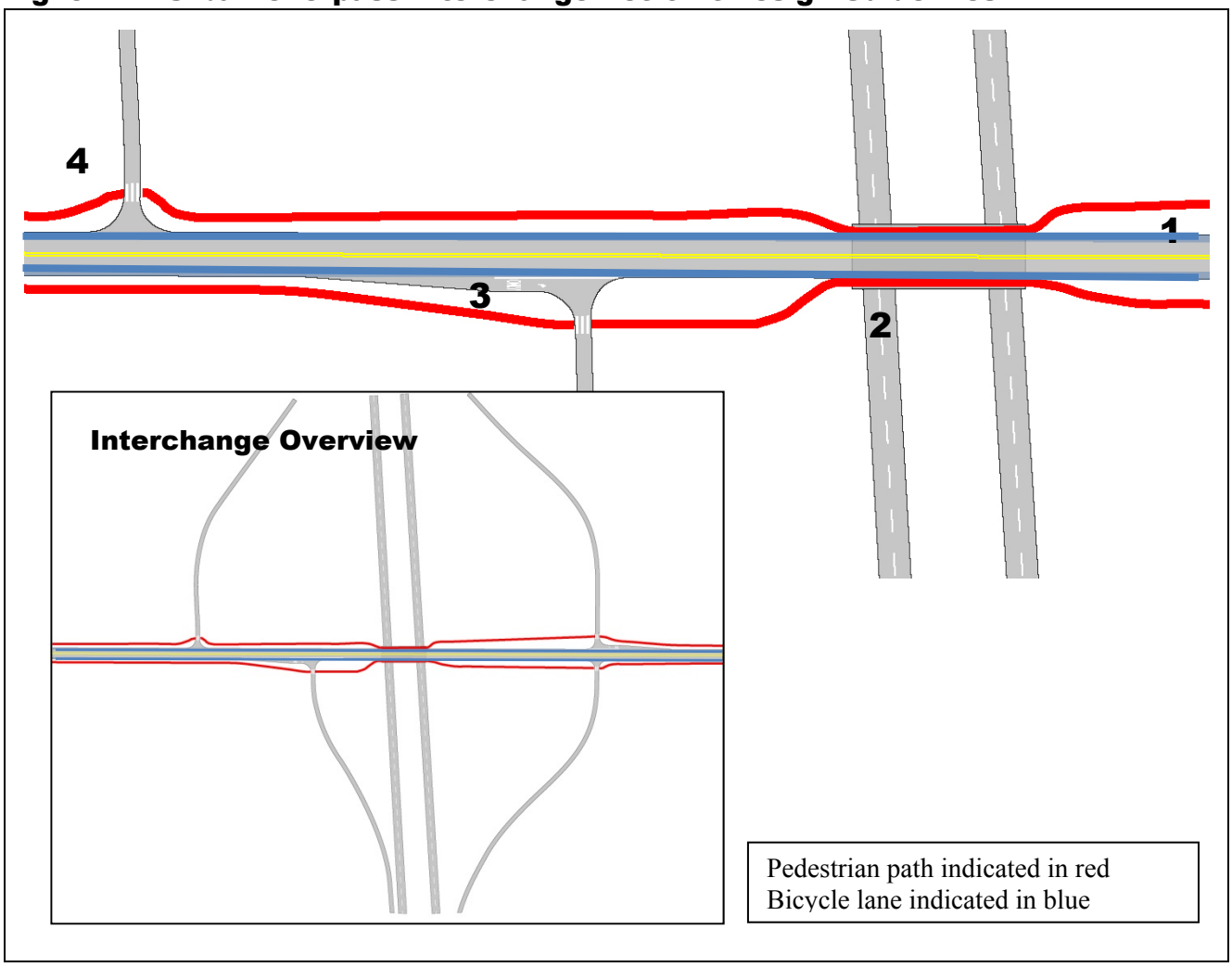


Key Elements

1. Pedestrian crossing islands should be installed at wide, multi-lane streets with high traffic volumes. Curbs, signs, and street hazard markings should delineate the islands.
2. Crosswalks should be a minimum of 10' wide and clearly marked with a white ladder design to increase visibility and resist tire wear.
3. Bike stop bar is advanced several feet ahead of vehicle stop bar to minimize conflicts of right turning cars with through bike traffic.
4. A small curb radius shortens the pedestrian's crossing distance and controls traffic speed around corners. Bike lanes provide a significantly larger effective turning radius than the actual curb radius and should be considered in turning radius calculations.
5. Perpendicular ramps should be built 90 degrees to the curb face and should include a detectable warning strip for visually impaired people.
6. Traffic detectors in left turn lanes should be designed to detect bicycles. Detectors should include pavement markings that indicate where bikes can best be detected.
7. Timing of the traffic signal should allow adequate all red phases to provide sufficient clearance time for bikes to clear an intersection.

Other intersection features may include Right-On-Red turning restrictions, leading pedestrian interval signal phases, and audible signals for visually impaired users where appropriate.

Fig. 5.7L. Urban Overpass Interchange Retro-fit Design Guidelines



Key Elements

1. Bike lanes must be on both sides of the road to allow cyclists to ride with traffic.
2. Sidewalks with barriers between the sidewalk and the roadway should be provided at the bridge. If retrofitting an existing bridge, consider cantilevering a sidewalk.
3. The through bike lane should be to the left of the right turn lane onto the approach ramp.
4. Curb radii of ramps are tightened to narrow pedestrian crossing distances and crosswalks are clearly marked.

Signal Timing and Turn Restrictions

The length of pedestrian signals are generally determined primarily by the motor vehicle flow with the exception of a few cases where the motor vehicle phase is lengthened to accommodate a long pedestrian clearance interval. Where there is heavy pedestrian flow, such as in the campus area, the flow of pedestrians should be given the same consideration as motor vehicles in setting signal timing.

Where intersection geometry is such that the intersection is wider than typical, motor vehicle clearances should be evaluated to make sure that the pedestrian Walk phase is not started when motor vehicles would be moving through the crosswalk. Also, the motor vehicle clearance time should be set to account for bicycle traffic.

Motorists are prohibited from blocking crosswalks by law. The City should evaluate restricting right turns where a vehicle cannot see cross street traffic without entering a crosswalk. Where there is significant pedestrian traffic in a crosswalk that conflicts with motor vehicles making right turns, the City should evaluate the feasibility of using a leading pedestrian interval of approximately 5 seconds. A leading pedestrian interval providing pedestrians with the "Walk" phase prior to motor vehicles given the green light has been shown to help prevent right turning vehicles from cutting off pedestrians trying to leave the curb.

Unsignalized Mid-block Crosswalks

The majority of pedestrian trips are ¼ mile or less, or a five to ten minute walk at a comfortable pace[23]. Any small forced detour in a pedestrian's path has the potential to cause significant time delays if not shift the trip to another mode (most likely motorized). Pedestrians will seek the most direct route possible and are not willing to go far out of their way. Thus, they will often cross the road whether there are crosswalks or not. This results in the increased likelihood of pedestrians unexpectedly dashing out mid-block. This is the second most common type of pedestrian/vehicle collision after intersection related crashes.[24]

A concern with any mid-block crosswalk is providing the pedestrian with a false sense of security. This concern must be weighed against accommodating and encouraging pedestrian travel. If we are to encourage safe and legal pedestrian travel, well designed, high visibility mid-block crosswalks should be provided at appropriate locations. The use of a sign oriented toward pedestrians that states "Cross Road When Traffic Clears" has been used in other communities to underscore the pedestrian's responsibilities at unsignalized crosswalks.

Understanding pedestrian routes and common pedestrian destinations will guide the placement of mid-block crosswalks at needed locations. According to AASHTO's *Guide for the Planning, Design, and Operation of Pedestrian Facilities*, there are numerous attributes to consider when determining whether placement of a mid-block crosswalk is appropriate. These include:

- The location is already a source of a substantial number of mid-block crossings.
- A new development is anticipated to generate mid-block crossings.
- The land use is such that pedestrians are highly unlikely to cross the street at the next intersection.
- The safety and capacity of adjacent intersections or large turning volumes create a situation where it is difficult to cross the street at the intersection.
- Spacing between adjacent intersections exceeds 200 m (660 ft or an 1/8 of a mile).
- The vehicular capacity of the roadway may not be substantially reduced by the midblock crossing.
- Adequate sight distance is available for both pedestrians and motorists.

The 2009 MUTCD revised guidance for provision of marked crosswalks states:
New marked crosswalks alone, without other measures designed to reduce traffic speeds, shorten crossing distances, enhance driver awareness of the crossing, and/or provide active warning of pedestrian presence, should not be installed across uncontrolled roadways where the speed limit exceeds 40 mph and either:

A. The roadway has four or more lanes of travel without a raised median or pedestrian refuge island and an ADT of 12,000 vehicles per day or greater; or

B. The roadway has four or more lanes of travel with a raised median or pedestrian refuge island and an ADT of 15,000 vehicles per day or greater

[23] AASHTO. *Guide for the Planning, Design, and Operation of Pedestrian Facilities.* July 2004.
[24] FHWA, Pedestrian and Bicycle Crash Types of the Early 1990's, Publication No. FHWA-RD-95-163, June 1996

Unsignalized Marked Mid-block Crosswalk Signage

Fig. 5.7M. Crosswalk Signage

Pedestrain Warning Sign

W11-2
and
W16-Ahead

Preferred
Crossing Sign

R1-5

The current version of the Michigan Manual of Uniform Traffic Control Devices illustrates numerous ways to sign a crosswalk. When an advanced warning sign is desired, the W11-2 and W16-Ahead should be used. At the crosswalk itself there are a number of options. One option to use a W11-2 (pedestrian warning sign) with a W16-7P (arrow pointing at the crosswalk). Another option uses one of the new Yield Here to Pedestrian Signs either the R1-5 (shown) or the R1-5a (where the word pedestrian is used rather than the icon). It is recommended in most cases to use the R1-5 in conjunction with a yield line consisting of a row of isosceles triangle pavement markings across approach lanes and pointed towards approaching vehicles. This help to get vehicles to yield to pedestrians at a safe distance back from the crosswalk.

Fig. 5.7N. In-Road Signs

R1-6

Many communities use Yield to Pedestrian signs placed within the crosswalk that alert motorists of pedestrian crossings and calm traffic in the vicinity of the crosswalk. These in-street crossing signs cannot be used at signalized locations. If the In-Street Pedestrian Crossing sign is placed in the roadway, the sign should comply with the breakaway requirements of AASHTO's guidelines. The in-street sign may be used seasonally to prevent damage in winter from plowing operations.

In-Road Removable Yield to Pedestrian signs may be used temporarily as part of an education and/or enforcement program in a targeted area or on a semi-permanent basis for critical crosswalks.

Fig. 5.7O. Yellow vs. Fluorescent Green Signs

W11-2

The 2009 MUTCD requires fluorescent yellow-green colored signs be used for school and school bus signs. MDOT has until the end of 2011 to adopt these changes. Fluorescent yellow-green colored signs are optional for pedestrian, bike and playground signs, however, if they should be used consistently throughout the city.

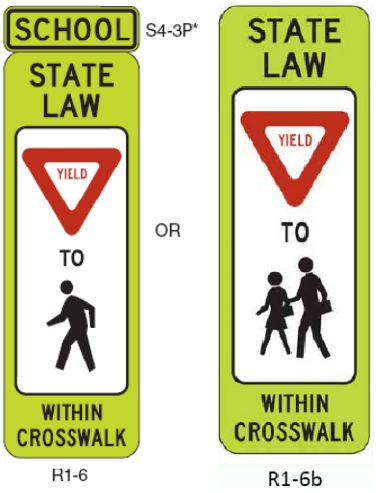
Fig. 5.7P. School Crossing Sign Options

Advanced Warning

Or

Crosswalk Warning

In-Street Pedestrian Crossing Sign
Alternative to Crosswalk Warning Sign



The use of the STATE LAW legend is optional on the R1-6 series signs

Overhead Pedestrian Crossing Signs

The Overhead Pedestrian Crossing (R1-9 or R1-9a) may be modified to replace the standard pedestrian with schoolchildren symbols and may be used at unsignalized school crossings. The STATE LAW legend may be omitted on the R1-9 signs.

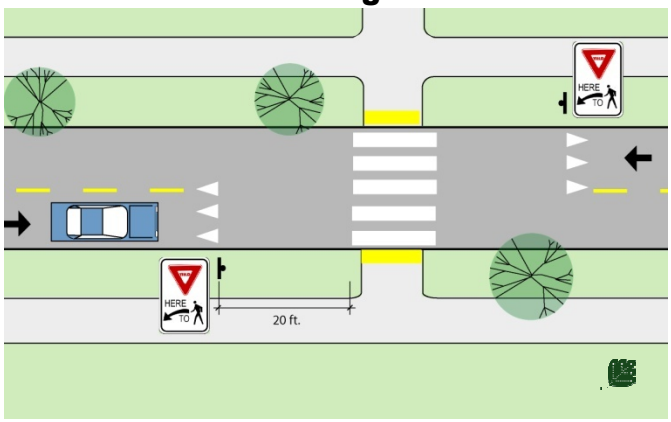
The School Crossing signs are intended to be placed at established crossings that are used by students going to and from school. However, if the crossing is controlled by stop signs, S1-1 should be omitted at the crosswalk location. Only crossings adjacent to schools or on designated routes to school should be signed with S1-1.

The In-street Pedestrian Crossing (R1-b or R1-6a) sign may be used at unsignalized school crossings. If used at a school crossing a SCHOOL (S4-3P) sign may be mounted above the sign.

The signs in Fig. 5.4P are required in the 2009 MUTCD. MDOT has until the end of 2011 to adopt these changes.

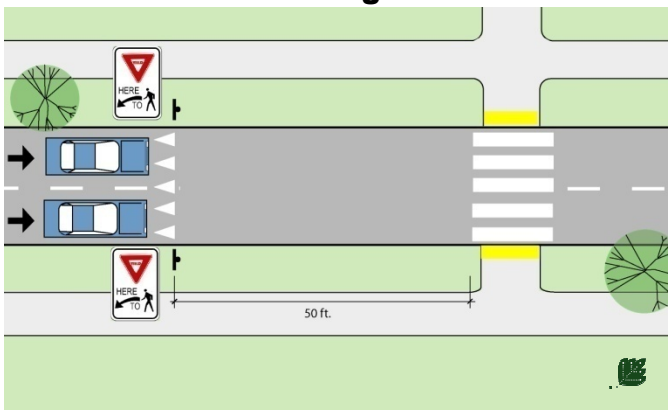
.Fig. 5.7Q. Crosswalk Sign and Yield Line Placement

"Yield to Pedestrian Sign" on a One or Two-Lane Road



"Yield Here to Pedestrians" signs and yield line pavement markings should be placed a minimum of 20 ft. in advance of a crosswalk to encourage drivers to stop a greater distance from the crosswalk.

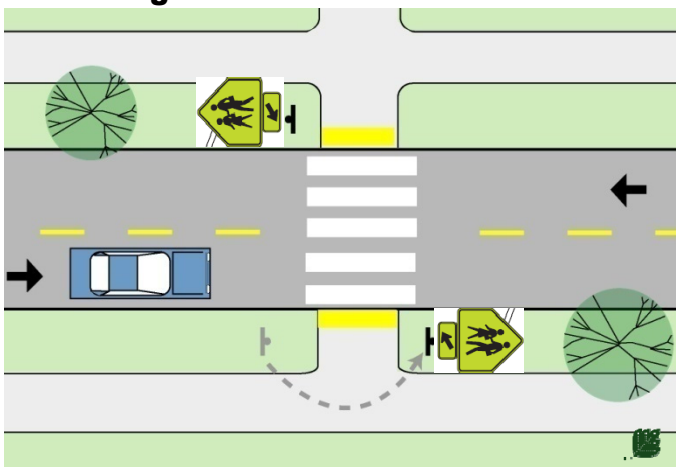
"Yield to Pedestrian Sign" on a Multi-Lane Road



"Yield Here to Pedestrians" signs and yield line pavement markings should be placed further in advance of a crosswalk on multi-lane roads to minimize the risk of a multiple-threat crash (see illustration in this section) and provide improved visibility for motorists in adjacent lanes.

"Yield Here to Pedestrians" signs should be placed on either side of the road to ensure visibility for motorists in both lanes.

School Sign Placement

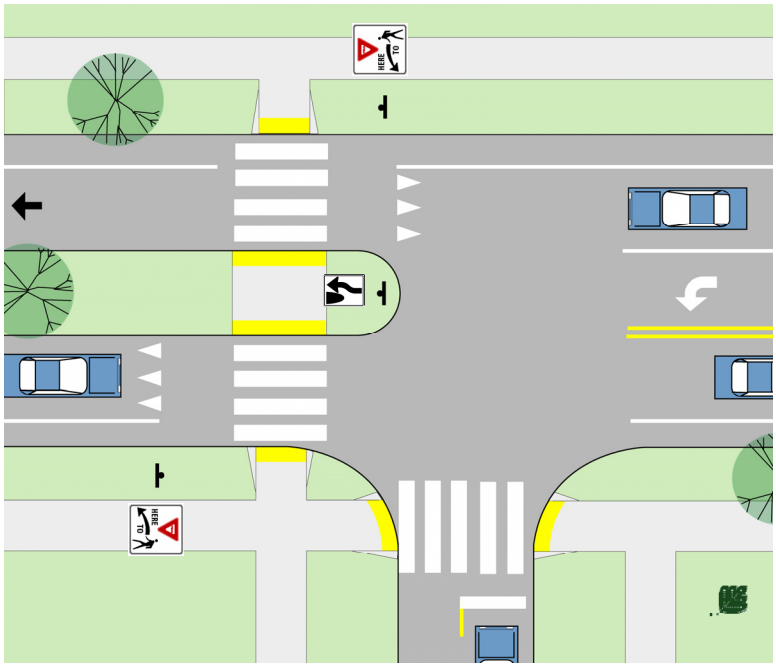


School Crossing Signs should be placed behind the crosswalk to improve visibility of crossing pedestrians rather than in front of the crosswalk where the large signs may obstruct motorists' views.

Selected Placement of Crosswalks at Tee intersections Design Guidelines

On some roads it may be desirable to mark only one of the crosswalks at a Tee intersection in order to channel pedestrians to a safer crossing point and to maximize the effectiveness of the crosswalk by not overusing high visibility crosswalks.

Fig. 5.7R. Unsignalized Tee Intersection with Turn Lane Guidelines



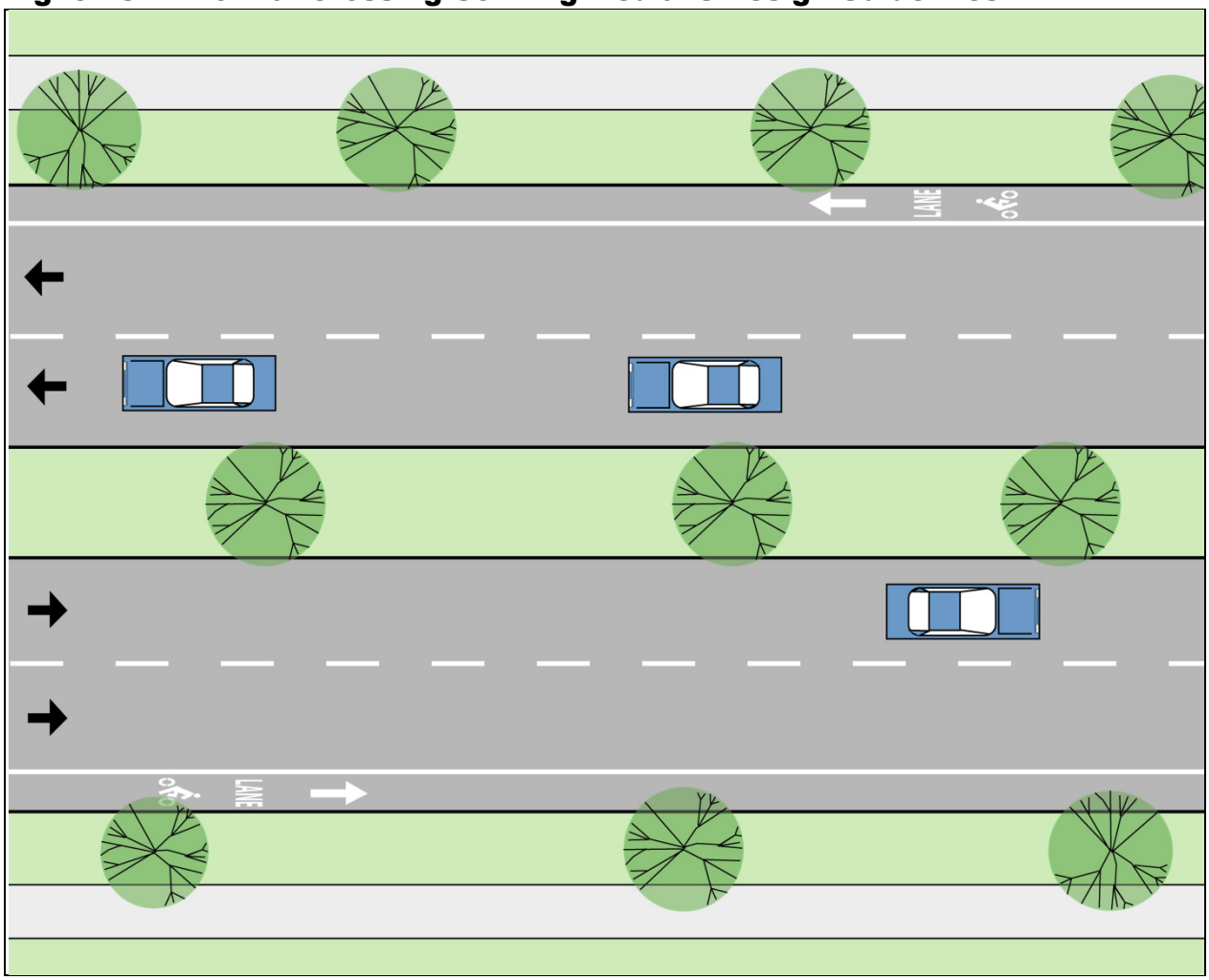
Description

At unsignalized Tee intersections with center turn lanes, the marked crosswalk is located to the left of the intersecting street and the turn lane is converted to a pedestrian crossing island. The crossing island should be located such that it requires left turns from the intersecting street to have a fairly tight turning radius, therefore reducing their travel speed.

Curb ramps should be provided at all legal crosswalks, regardless of whether the crosswalk is marked. Driveways should be prohibited in the vicinity of the intersection.

The treatment shown should be used in conjunction with advance warning signs (not shown).

Fig. 5.7S. Informal Crossing Utilizing Medians Design Guidelines



Description

Raised medians may somewhat accommodate dispersed informal crossings by able-bodied adults during periods of no or low snowfall.

Key Elements

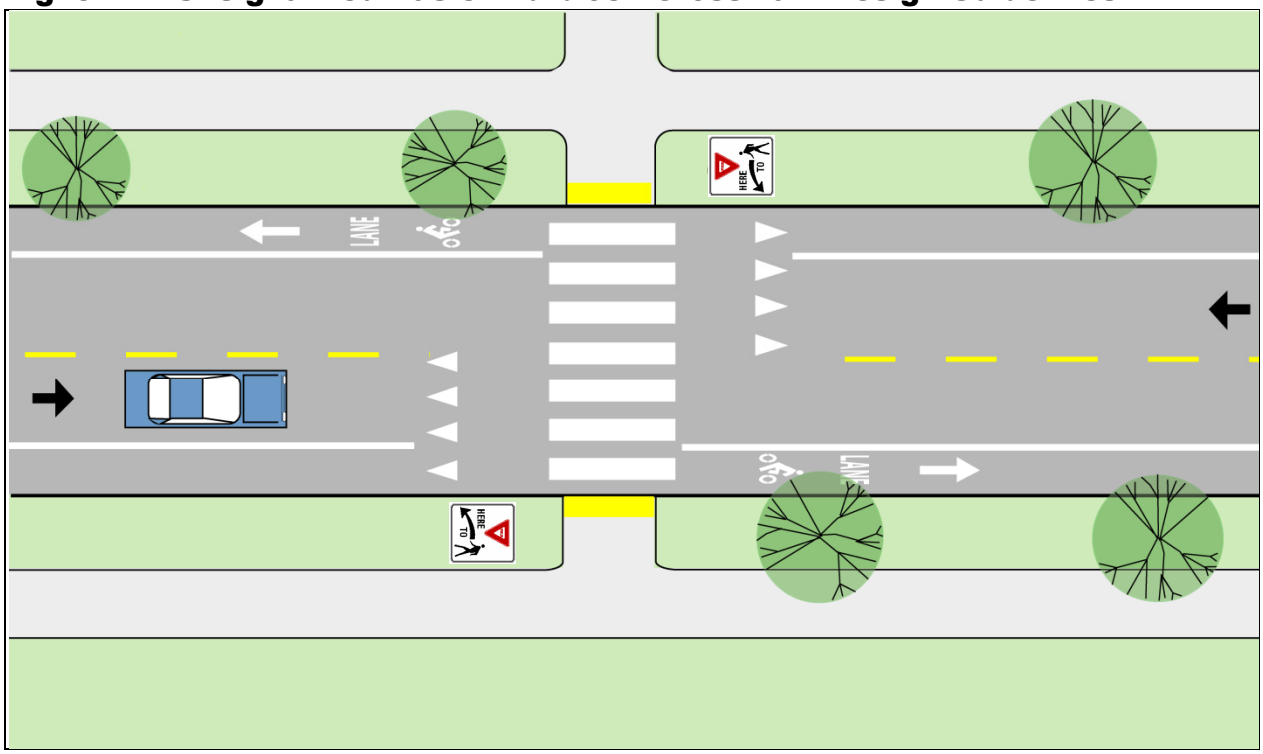
A median with plantings that permits traversing by foot and allows good visibility between the driver and the pedestrian.

Applications

On roads of four or more lanes where dispersed crossings are anticipated, where center left-turn lanes are unused, where minimum pavement is desired, and where traffic calming is desired. They may be used where a marked crosswalk is being considered as a Near-term Opportunities measure.

Example

Fig. 5.7T. Unsignalized Basic Mid-block Crosswalk Design Guidelines



Description

A mid-block crosswalk for a two-lane road at an unsignalized location without parking. The treatments shown should be used in conjunction with advance warning signs (not shown).

Key Elements:

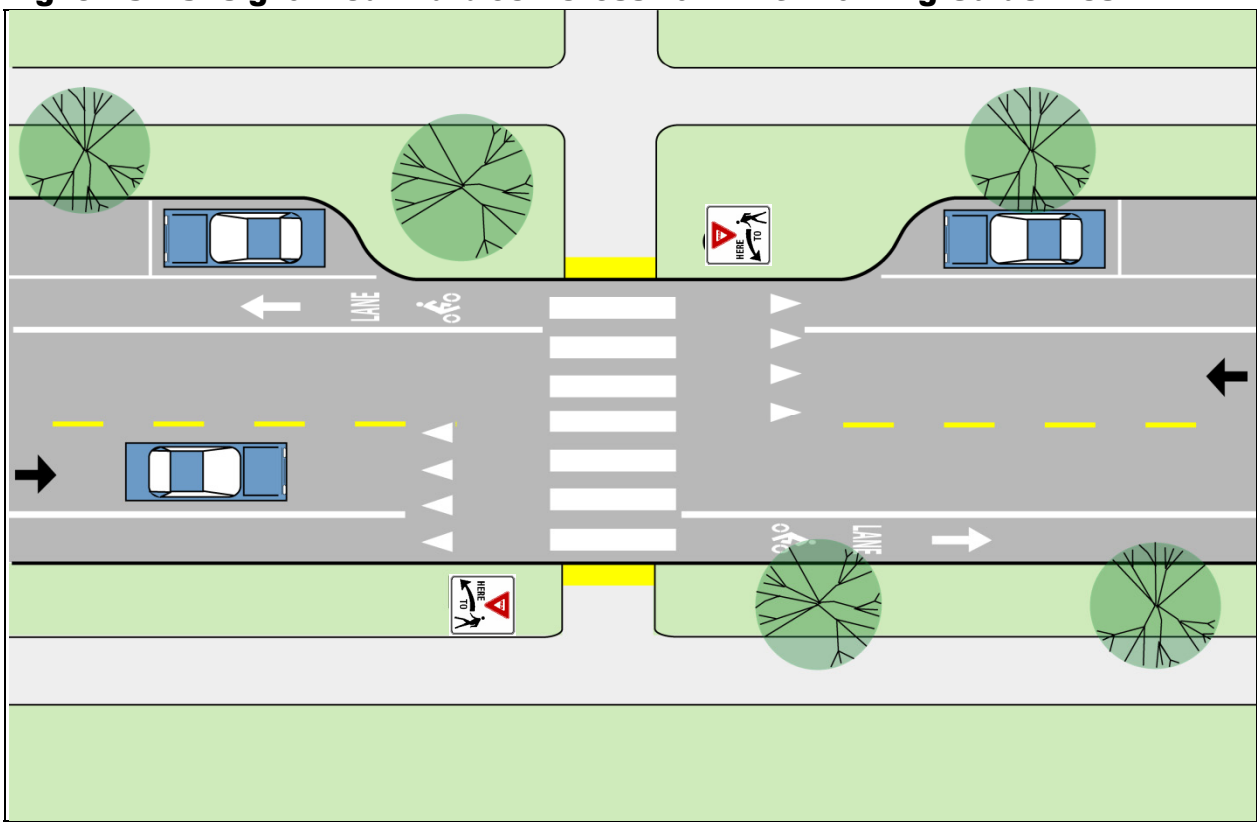
- The yield markings are set back from the ladder crosswalk to minimize the potential for a multiple threat crash.
- Where crossing signs other than the R1-5/ R1-5a "Yield Here to Pedestrians" are used, yield lines should be omitted.
- Sightlines are kept clear of vegetation.
- A 2' wide detectable warning strip is used at the base of the ramps.

Applications

Generally used on relatively low volume, low speed roads where sufficient gaps in the motorized traffic exist. This crosswalk design should not be used in any situations where there are greater than two travel lanes or when there is on street parking.

Example

Fig. 5.7U. Unsignalized Mid-block Crosswalk With Parking Guidelines



Description

A mid-block crosswalk for a two-lane road at an unsignalized location with parking. The treatments shown should be used in conjunction with advance warning signs (not shown).

Key Elements:

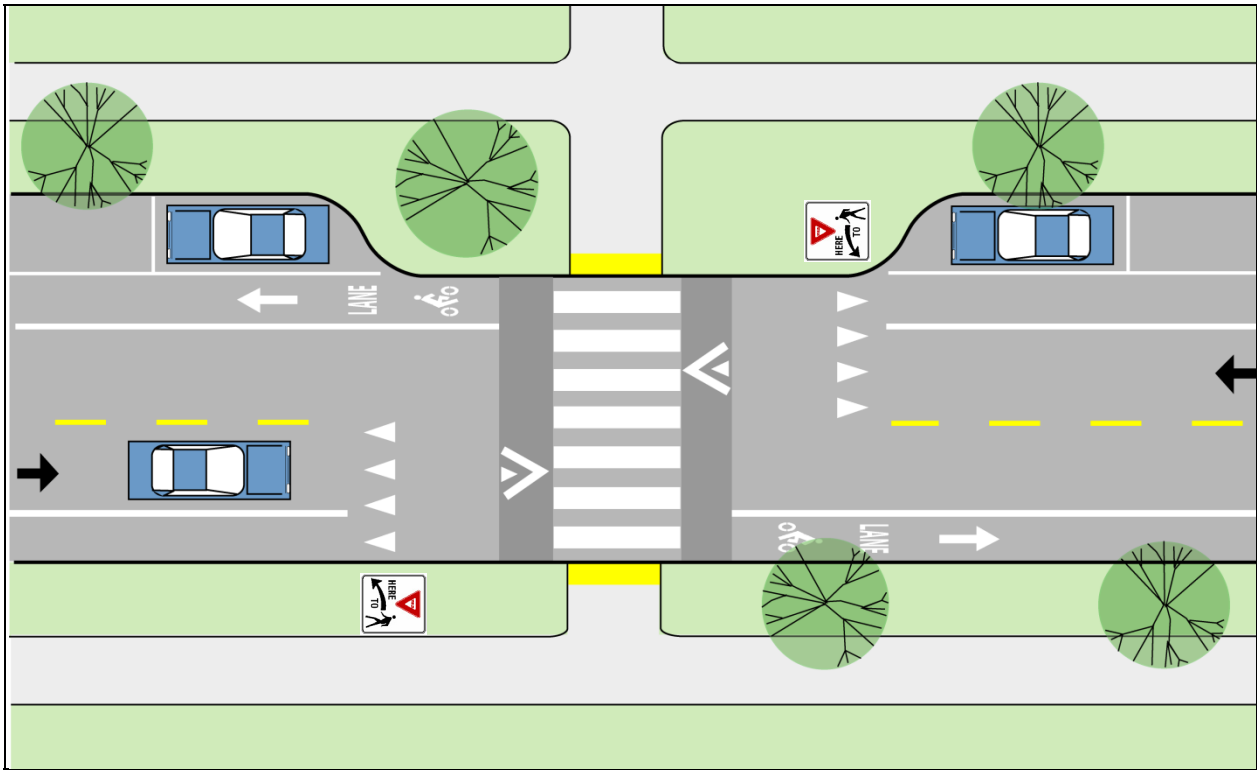
- See elements listed under Unsignalized Basic Mid-block Crosswalk.
- A bulb-out extends the pedestrian ramp into the sightlines of oncoming vehicles, reducing the potential for a "dart-out" type crash.

Applications

Generally used on relatively low volume, low speed roads where sufficient gaps in the motorized traffic exist. This crosswalk design should not be used in any situations where there are greater than two travel lanes.

Example

Fig. 5.7V. Unsignalized Speed Table Mid-block Crosswalk Design Guidelines



Description

A mid-block crosswalk for a two-lane road at an unsignalized location with parking. The treatments shown should be used in conjunction with advance warning signs (not shown).

Key Elements:

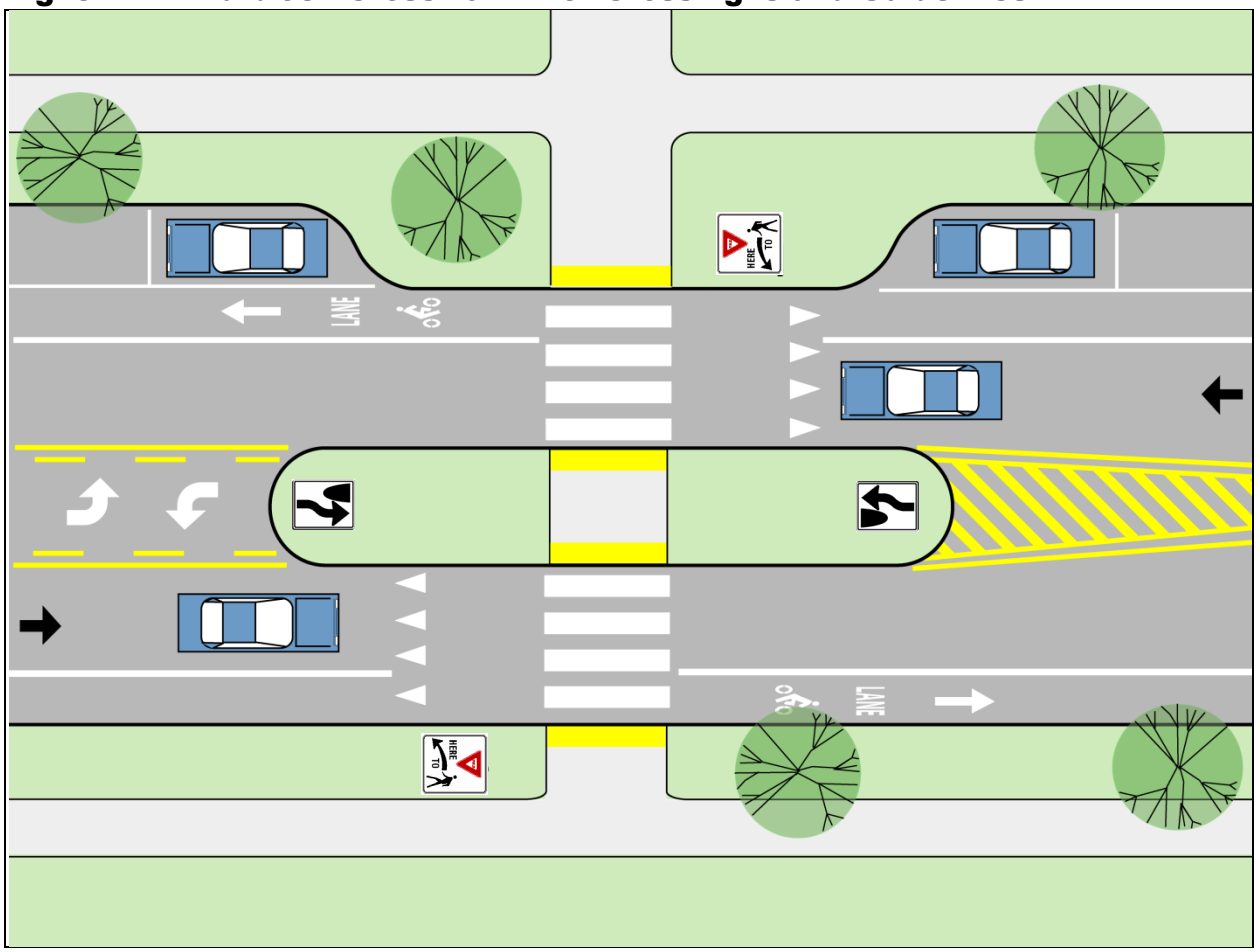
- See elements listed under Unsignalized Basic Mid-block Crosswalk and Unsignalized Mid-block Crosswalk with Parking.
- A speed table with 6' long approach ramps and a 4" high table is placed under the crosswalk to bring travel speeds to approximately 25 MPH.
- When retrofitting existing roadways, maintaining drainage along the curb may present challenges in meeting ADA ramp requirements.

Applications

Generally used on relatively low volume, low speed roads where sufficient gaps in the motorized traffic exist. This crosswalk design should be used in areas where traffic speeds typically exceed posted speeds. May only be used as a part of a traffic calming program.

Example

Fig. 5.7W. Mid-block Crosswalk with Crossing island Guidelines



Description

A mid-block crosswalk for a two-lane or three-lane road at an unsignalized location with or without parking. The treatments shown should be used in conjunction with advance warning signs (not shown).

Key Elements:

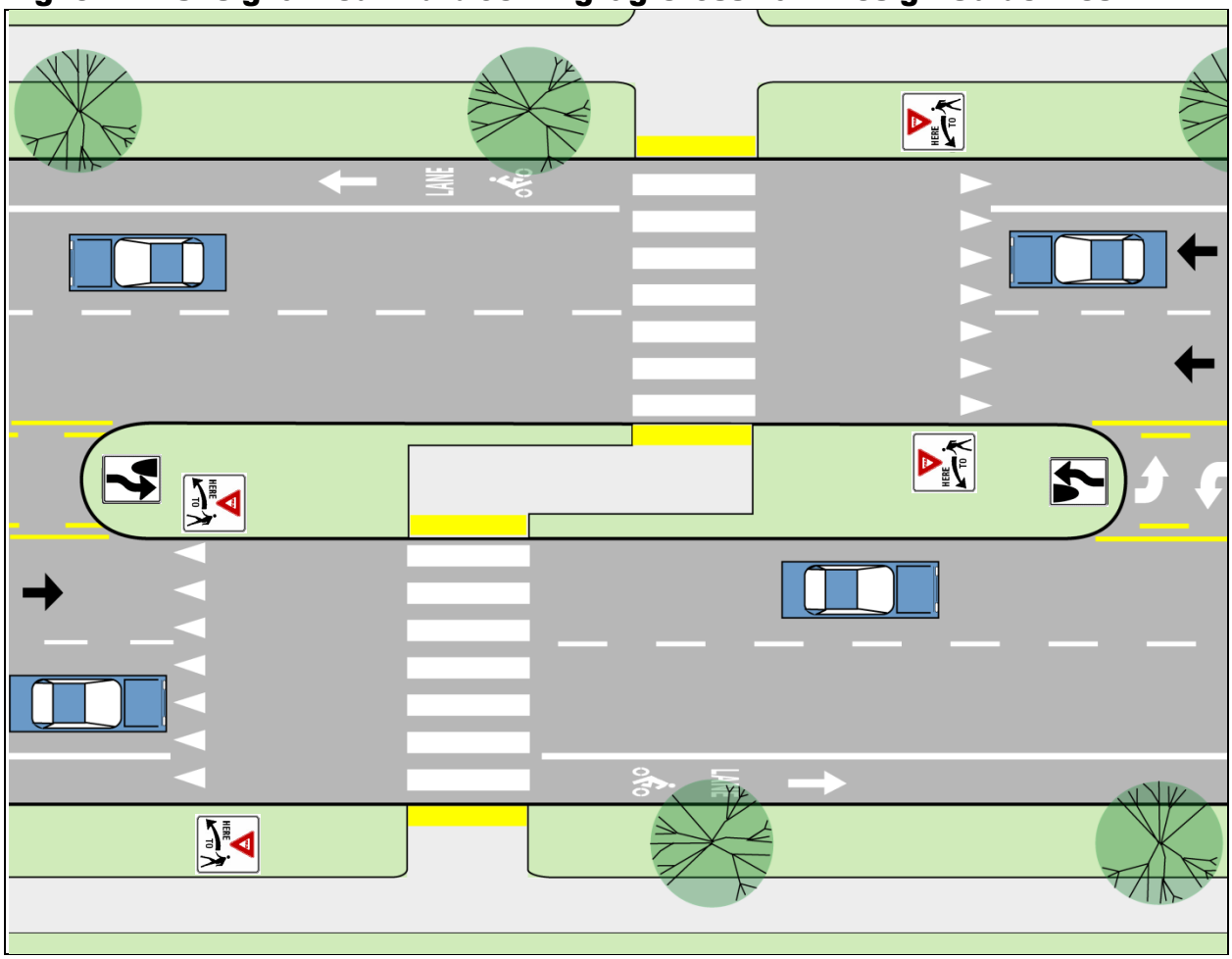
- See elements listed under Unsignalized Basic Mid-block Crosswalk and Unsignalized Mid-block Crosswalk with Parking.
- A crossing island is provided to break the crossing into two separate legs. The island has a minimum width of 6' with 11' or wider preferred.
- Planting on crossing islands should be kept low so as not to obstruct visibility.

Applications

Generally used on a higher volume and higher speed road where suitable gaps to cross both directions of traffic in one movement are infrequent.

Example

Fig. 5.7X. Unsignalized Mid-block Zigzag Crosswalk Design Guidelines



Description

A mid-block crosswalk for a four or more lane road at an unsignalized location without parking.

Key Elements:

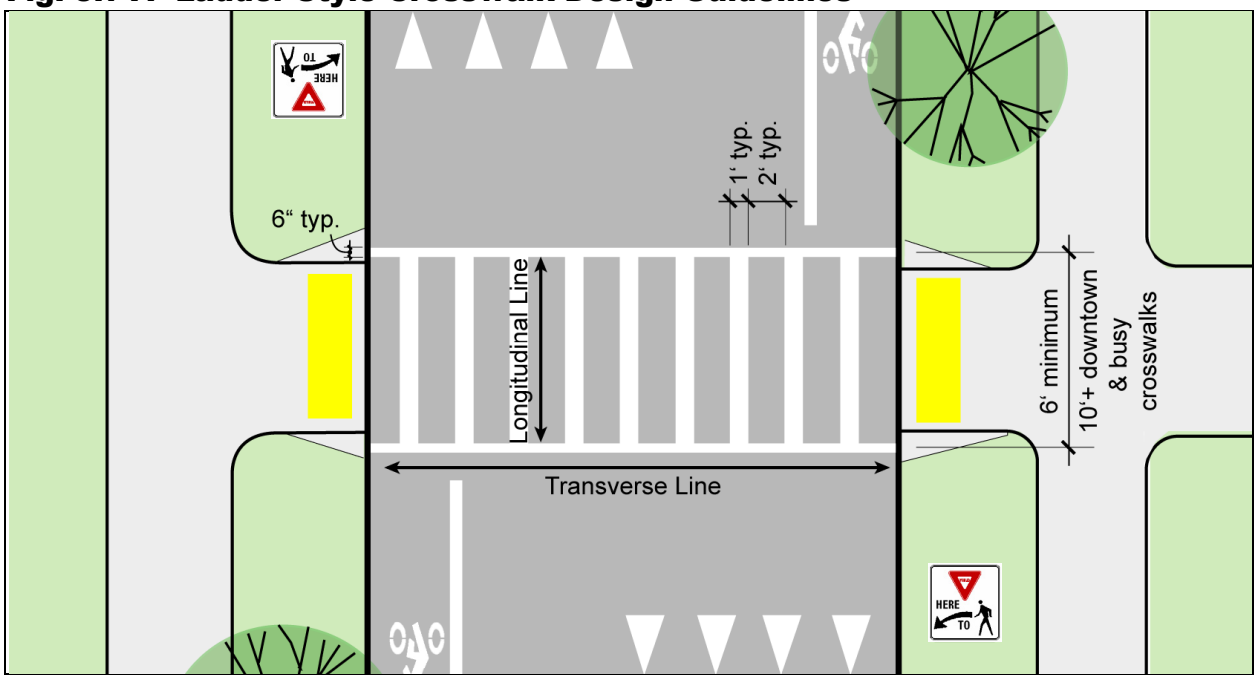
- See elements listed under Unsignalized Basic Mid-block Crosswalk and Unsignalized Mid-block Crosswalk with Crossing island.
- The crosswalks are staggered to direct the pedestrian view towards oncoming traffic.
- Yield markings are set further back to improve pedestrian visibility from both lanes and minimize multiple-threat crashes.
- Median signs are placed higher than typical so as not to impede sightlines.

Application

Generally used on high volume / high-speed multi-lane roads.

Example

Fig. 5.7Y. Ladder Style Crosswalk Design Guidelines



Description

A combination of Transverse and Longitudinal style crosswalks to improve visibility for motorists and usability for pedestrians with sight impairments.

Key Elements:

- All crosswalk markings are highly skid-resistant and strongly contrast pavement.
- Longitudinal lines are no more than 1’ wide to minimize areas of thermoplastic markings.
- The clear spacing between the longitudinal lines is no more than 2’ to improve the visibility of the crosswalk to motorists.
- Transverse lines are used to aid pedestrians with sight impairments in finding the edge of the crosswalks (this can be difficult with longitudinal lines alone, especially when spaced far apart).
- The width of the crosswalk is set such that it can easily accommodate all pedestrians crossing the road.

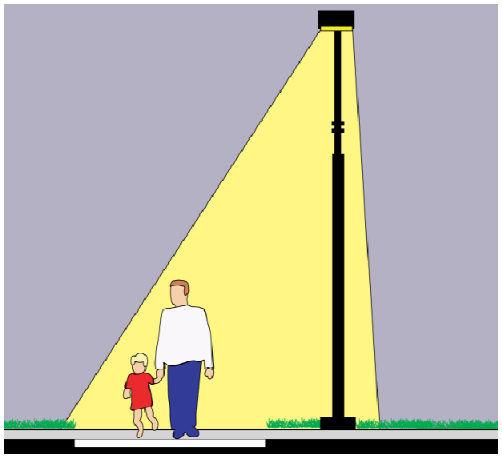
Application

For all marked mid-block crosswalks across Arterial and Collector streets and signalized crosswalks downtown. Also, on local streets where there is a high potential for conflict between motorists and pedestrians such as crosswalks that serve schools. Locations where pedestrian crossing is sporadic require high visibility as the motorist’s expectation for the presence of pedestrians is low.

Example

Lighting of Crosswalks

Lighting is a key element for a pedestrian's safety and comfort. It is most important to provide lighting where a pedestrian crosses a roadway to make the pedestrian visible to motorists. All marked crosswalks, including intersections and midblock crossings, should be well lit with overhead lighting. The lighting should be such that it illuminates the side of the pedestrian facing traffic. Lighting along sidewalks and roadside pathways increases the comfort level for pedestrians at night and in the early morning, especially for school age children. However, the cost of lighting an entire pathway could be prohibitive; therefore lighting should be administered where there are safety issues first and foremost.



Marking of Crossing Islands

Crossing islands can present an obstruction in the roadway for motorists. The presence of this obstacle is key to the visibility of the crosswalk even more so than the signage or pavement markings and flush crossing islands have not been shown to have the same safety benefits as raised crossing islands. When the crosswalk is located in a left-turn lane it is located outside of the typically traveled roadway and is a minimum obstruction. When the road flairs around a crossing island it is more of an obstruction for a motorist. To draw attention to the obstruction, typical pavement markings as called for in MUTCD should be utilized. In addition, reflective material may be added to the sign posts, and reflective flexible bollards may be placed on the ends of the islands to increase the island's visibility at night and during inclement weather.

Subdivision Entrances

Subdivision entrances pose many challenges for bicyclists and pedestrians using the roadside pathways and sidewalks as well as trying to cross the primary road. In most cases when a local roadway intersects with an arterial or collector road, by-pass /de-acceleration lanes are added to the road turning a two lane road into a four lane road right at the point where most non-motorized traffic want to cross the road. Not only does this make crossing the road twice as long, at many of the entrances there are signs and landscaping that block visibility creating safety hazards for bicycles and pedestrians. Minimizing the number of lanes that a pedestrian has to cross, pulling vegetation and signs back to improve visibility and providing refuge islands at road crossings are ways to mitigate some of the safety concerns.

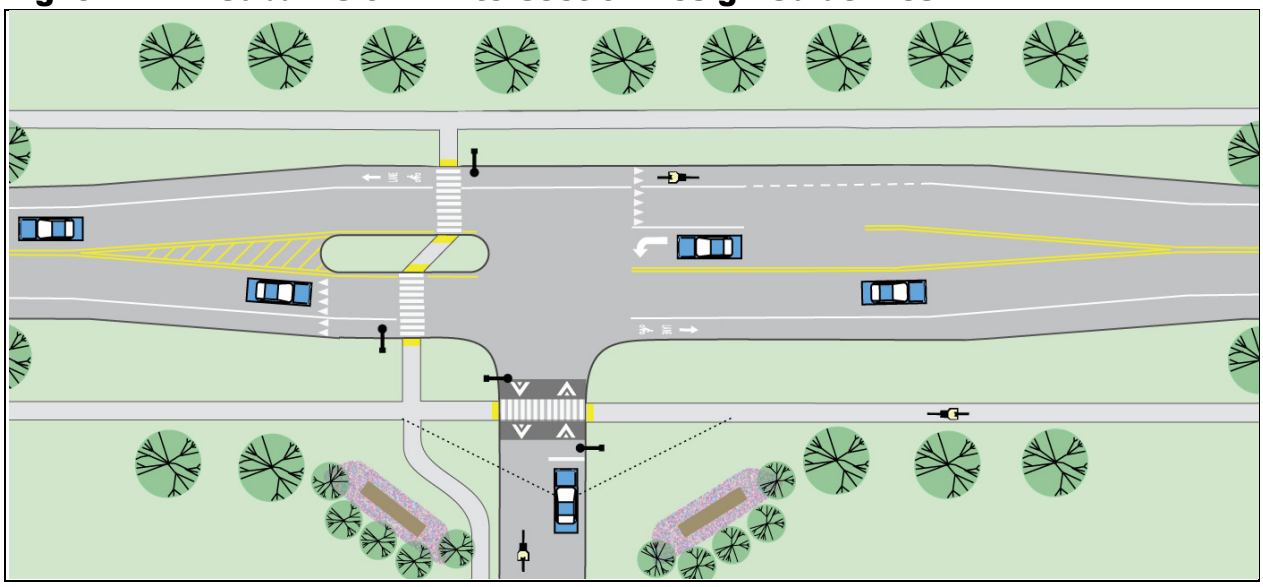
The City of Novi has the potential to implement many subdivision intersection improvements which could greatly improve the quality and safety of the road corridor for bicyclists and pedestrians. As it will take many years to construct a complete bike lane system, bicycles will continue using the roadside pathways for many years and thus it is imperative that a safe intersection be constructed.

Fig. 5.7Z. Existing Subdivision Example

Issues with Typical Subdivision Entrances:

- Multiple entrance and exit lanes to subdivisions make it difficult for pedestrians and bicyclists on roadside pathway crossing subdivision entrance.
- Landscaping and subdivision identity signs often block visibility of bicyclists and pedestrians on roadside pathways.
- Addition of by-pass lanes on the primary road widens the primary roadway from two lane to four lanes at most likely pedestrian crossing point.
- Left-turning vehicles may also block visibility of pedestrians crossing the road from motorists using by-pass lanes.
- Wide right-of-ways and limited traffic calming elements encourage motor vehicles to speed also compounding pedestrians crossing the primary road.

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:

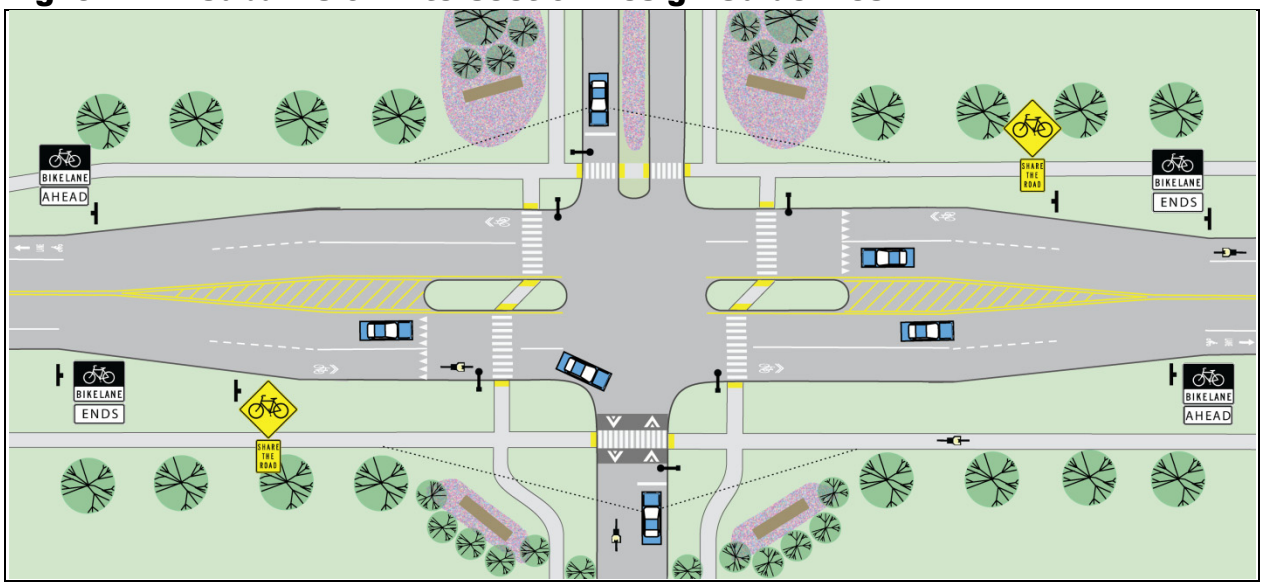
- Restrict subdivision entrance and exit lanes to one 11’ wide lane in each directions
- Where visibility is restricted, provide speed table crosswalks on subdivision entrances
- Construct sidewalk and pathway ramps such that they provide a smooth transition for bicyclists
- Provide lighting at crosswalks 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:

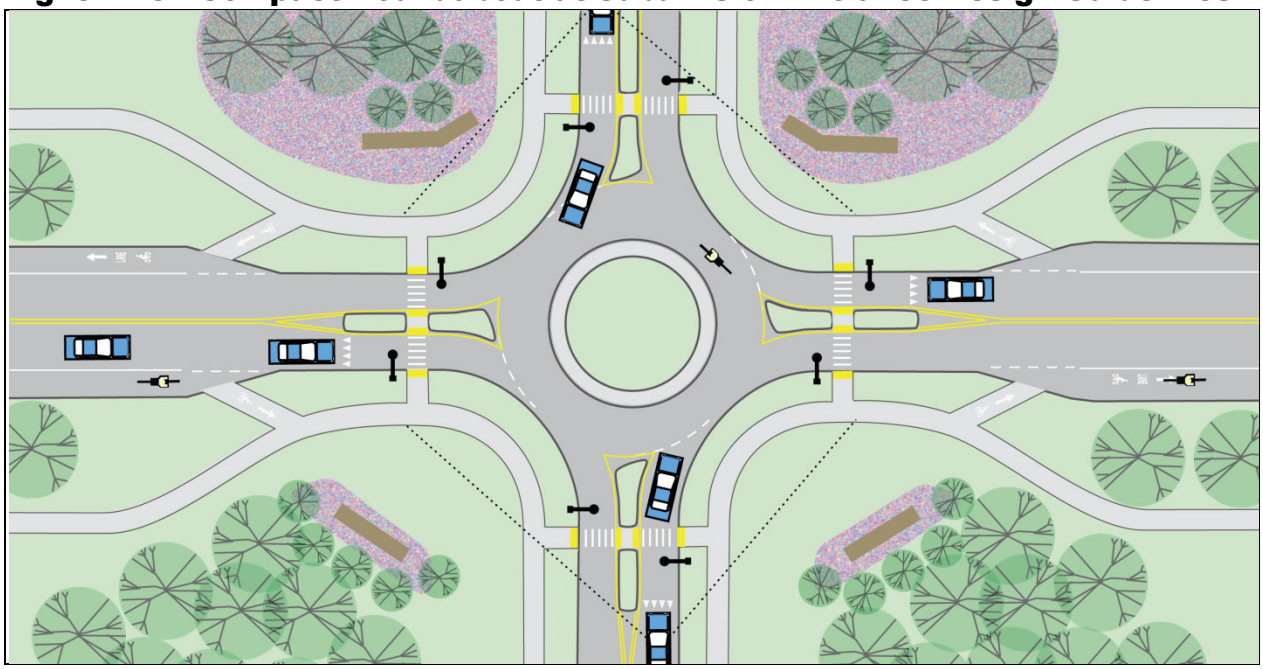
- Narrow the lanes in the existing right-of-way to add a crossing island.
- Where visibility is restricted, provide speed table crosswalks on subdivision entrances
- Construct sidewalk and pathway ramps such that they provide a smooth transition for bicyclists
- Provide lighting at crosswalks that illuminates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

Roundabouts

In many situations, roundabouts have several advantages over typical intersection design: vehicles move at slower speeds, traffic flows more smoothly, and reduced pavement enhances aesthetics and offers the opportunity for landscaping in the central and splitter islands. There are however, serious drawbacks to roundabouts for those with vision impairments, and two-lane roundabouts are problematic for bicycles in particular. Roundabouts, especially larger ones, can present significant out-of-direction travel for pedestrians. Depending on the nature of the surrounding land uses and the design of the roundabouts, pedestrians may attempt to walk directly across the center of the roundabout.

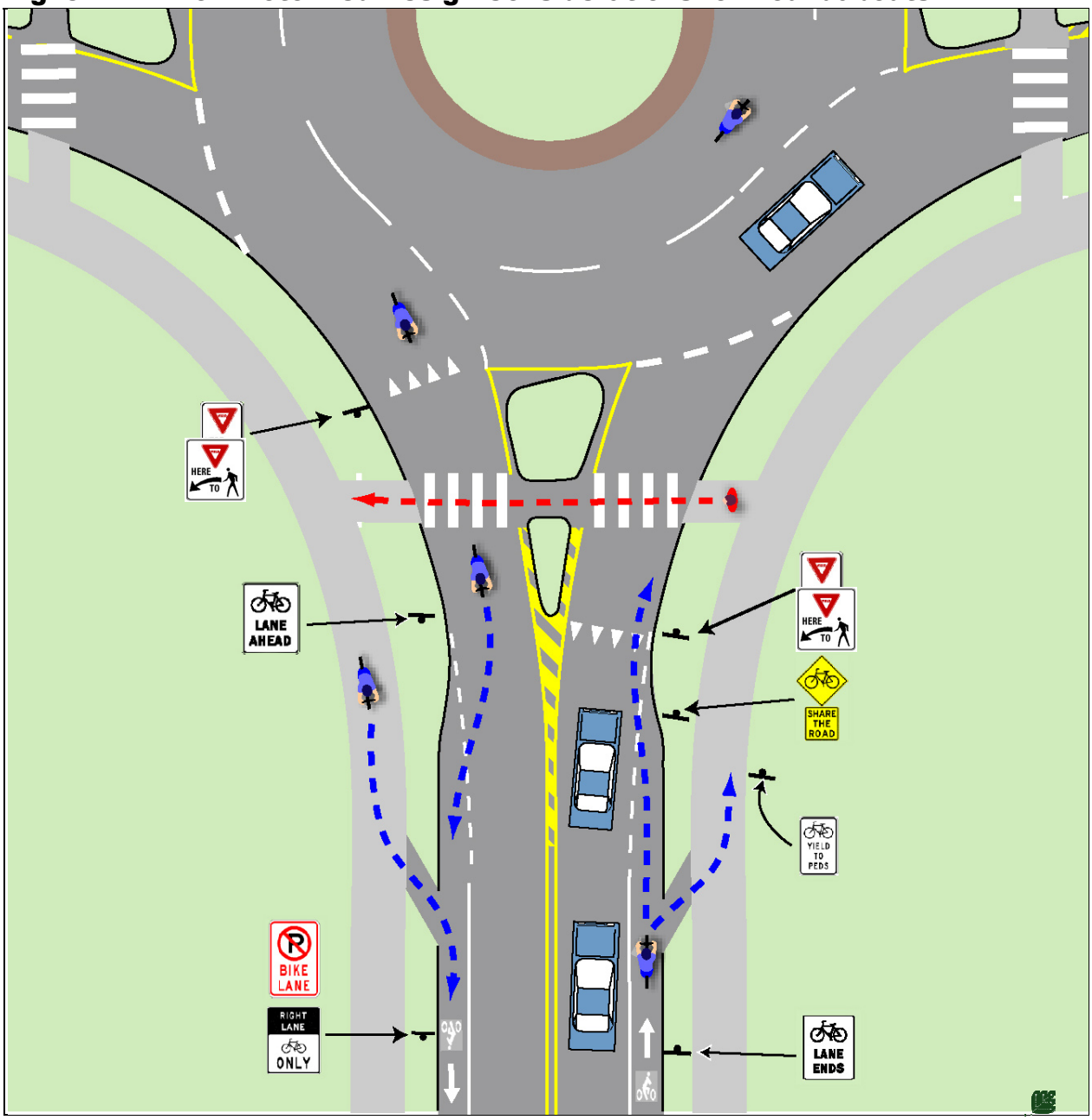
Because there are no traffic control signals to provide a pedestrian "walk" signal, pedestrians wait for an appropriate gap in traffic and cross. The splitter or diversion islands provide a crossing island for the pedestrian, breaking the road crossing into two stages so that they are only dealing with one direction of traffic at a time. This system works quite well for pedestrians without vision difficulties. Studies have shown a reduction in pedestrian crashes for single lane roundabouts and about the same number for multiple lane roundabouts as compared to a traditional signalized intersection. Pedestrians with vision impairments often find roundabouts very intimidating as the audible queues are sometimes insufficient to judge a suitable gap in traffic. Research is currently underway to determine the most appropriate way to accommodate blind and vision impaired pedestrians in roundabouts.

Multi-lane roundabouts are especially problematic for bicyclists. Studies have shown that while single lane roundabouts have about the same number of bicycle crashes when compared to traditional signalized intersections, multi-lane roundabouts have significantly more. AASHTO warns that the overbuidiling of roundabouts should be avoided. Design guidelines recommend allowing bicyclists who are traveling in the roadway approaching the roundabout to exit the roadway prior to the roundabout and navigate the roundabout as a pedestrian would. More confident bicyclists may remain in the roadway and merge with the motor vehicles. Bike lanes should not be placed within the roundabout itself because a bicyclist close to the edge of the roadway is not the usual position where an entering motorist expects to look for circulating traffic.

Design Guidelines:

- Roundabout approaches should include bicycle entrance and exit ramps to give bicyclists the option of biking on a sidewalk bikeway as well as the roadway.
- Roundabouts should include pedestrian crossing islands on all entering roadways.
- The use of roundabouts should be accompanied by an education campaign regarding the issues with blind pedestrians and a motorist responsibly when they see a pedestrian using a white cane.
- The bicycle and pedestrian safety issues should be carefully evaluated for any multiple lane roundabouts.
- The latest research on accommodating blind and vision impaired pedestrians in roundabouts should be consulted before designing and constructing a roundabout.
- Bicycle and pedestrian pavement markings and signs should be regularly evaluated for every roundabout.

Fig. 5.7AD. Non-motorized Design Considerations for Roundabouts



5.8 Neighborhood Connectors

The local roadways that serve residential and mixed use areas are critical to the success of the City's non-motorized system. Local roads that serve neighborhoods are typically attractive non-motorized links due to the lower vehicle volumes and speeds.

Bicycle Travel in Neighborhoods

Bicycles typically do not need any special accommodations on local residential streets as they can comfortably share the road with the limited motor vehicle traffic. Some local residential streets, by themselves or in combination with off-road paths, provide excellent and attractive alternatives to the primary road system. In some cases, it may be desirable to sign bicycle routes that provide access to destinations such as schools and parks where the route may not be obvious to a cyclist unfamiliar with the area. See Section 5.9 Bike Route Signs and Wayfinding for more information.

Public vs. Private Roads

It is just as important to provide safe and comfortable pedestrian facilities on private streets as on public streets. Regardless of ownership, neighborhood roads should include concrete sidewalks a minimum of 5' wide and compliant with ADA standards, on both sides of the street with a landscaped buffer between the sidewalk and the road.

An issue with private roads is the perception that they may not be open for use by the general public. For this reason public roads should always be the preference for new developments. In crafting development agreements that incorporate private roads it should be clear that the roads are open to all pedestrians and bicyclists and that there should be no signage or physical structures that imply that non-motorized access is limited to the residents of that neighborhood.

Both public and private neighborhood streets should be designed to incorporate the same pedestrian safety enhancing measures as those previously noted for primary public roadways. These include reduced curb radii, narrower street widths, curb extensions, and traffic calming measures such as speed tables.

Connectivity Between Neighborhoods and to the Primary Road System

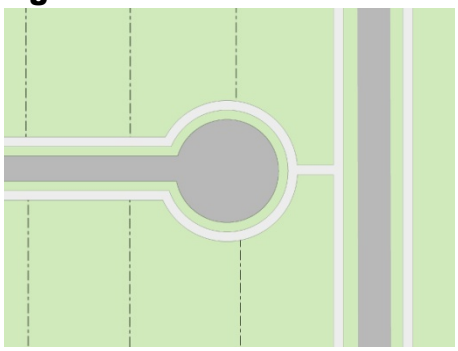
If a new development has limited road access to surrounding arterial streets, special access points for pedestrians and bikes should be incorporated between property lines or along utility rights-of-way. Non-motorized connectivity between adjacent residential, commercial and institutional developments should be provided. The City can regulate the form and shape of new neighborhoods to support and promote pedestrian and bike mobility by modifying master plans and development standards. Careful site design encourages walking by making non-motorized travel more direct than motorized transportation modes.

Neighborhood Roadways Design

Public and private street standards should clearly require sidewalks on both sides of the street, subject to City review. Neighborhood streets should have the following amenities to encourage pedestrian and bicycle access in neighborhoods:

- Design the road to slow vehicular speeds.
- Small block sizes.
- Interconnected streets.
- Sidewalks on both sides of the streets.
- Landscaped buffer between the street and the sidewalk with street trees that will provide shade.
- Connections to adjoining neighborhoods.
- Direct walkway connections between residential areas and commercial and institutional areas when not afforded by the street system

Fig. 5.8A. Cul-de-sac connector



Grid patterned streets with sidewalks and small block sizes are preferred for pedestrian use. They allow pedestrians to have multiple options in route choices and follow the most direct route possible. It is desirable for street networks and pedestrian facilities to correspond wherever possible. However, even if grid streets are not desired or feasible, pedestrian and bike links should still be provided even where the road does not connect. If cul-de-sacs and dead end streets are used, pedestrian and bike cut-throughs meeting AASHTO guidelines should be created to link to adjacent streets (Figure 5.8A).

Neighborhood Connector Routes

Introduced in Section 3 Proposed Facilities, neighborhood connector routes can be as simple as implementing signage or they can provide the opportunity to change the complete character of the street. Generally, neighborhood connector routes begin as guided routes and as their popularity grows and opportunities arise they can be developed to incorporate additional amenities, such as traffic calming measures, rain gardens and public art. Figure 5.8B illustrates the different types of elements that can be developed into a neighborhood connector route.

Fig. 5.8B. Neighborhood Connectors Overview

GUIDED ROUTES:

At each decision point signs, about the size of a typical street sign, indicate the route direction, destination and distance

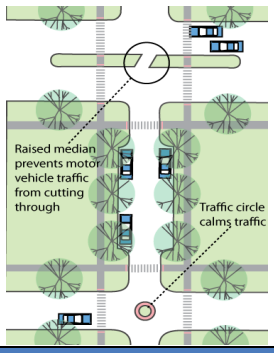
- Located primarily on low speed, low traffic volume local roads and connecting pathways
- Signs provide wayfinding by noting direction and distance to key destination such as schools, parks and the downtown
- Identify routes that may not be obvious to someone who is unfamiliar to the area
- Along the route signs are used periodically to reassure users they are still along the route

NAMED ROUTES:

- Incorporates the elements of the Guided Routes
- Provides trail system branding and specific route identification
- Are helpful in providing consistency where a long-distance route is comprised of a number of different facility types
- Generally used on routes that provide key connections between major destinations – something worthy of a name or number

BICYCLE AND PEDESTRIAN BOULEVARDS:

- Generally Incorporates the elements in Guided Routes, and Named Routes
- Route is optimized for bicycle travel while discouraging through motor vehicle traffic via tools such as motor vehicle diverter islands that are permeable to bicycles and pedestrians
- Motor vehicle speeds reduced through calming measures
- Stop signs and yield sign are oriented to provide



NEIGHBORHOOD GREENWAYS:

- Incorporates elements of the Guided Bike Routes, Named Bike Routes, and Bicycle Boulevards
- Designed for pedestrian and bicycle use
- Contains elements that reflect the character of the surrounding community such as natural areas, local art, community gardens and historic features.
- Has sustainable design elements such as rain gardens and permeable pavement

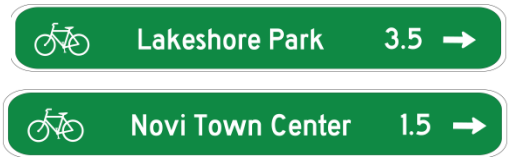
5.9 Bike Route Signs and Wayfinding

Route Characteristics

Routes signed as a Bike Route should be roads that have a relatively high Quality/Level of Service for bicyclists. The route should not have any known hazards to bicyclists and should be maintained in a manner that is appropriate for bicycle use. While many local roads may meet these criteria, the key is that the road is part of a specific route to a particular place. Obvious routes need not be marked. Bike Routes should be used judiciously to identify obscure routes to key destinations that avoid travel along major roadways.

Where a bicycle route on a local road intersects a busy multi-lane primary road and continues on the other side of the road, a traffic signal or appropriately designed mid-block crossing should be provided.

Bike Routes generally do not include specific bicycle improvements such as Bike Lanes. Bike Lane pavement markings and signs already indicate that a road segment is designed to specifically accommodate bicycles. Bike Route signs are to be used where no obvious bicycle facility exists yet the route is advantageous to bicyclists. Thus road segments with Bike Lanes should generally not be marked as a Bike Route, except where the bike route uses these facilities as short connectors to continue the route.



D1-1c
MUTCD 2009

Bike Route Guide Signs

The most basic bike route signs are Bike Route Guide Signs (shown to the left). These are used on designated bike routes to inform bicyclist of changes in direction and the distance to the next destination. Bike Route Guide Signs are placed at changes in direction of designated bike routes. Not every bicycle facility will necessarily be designated a bike route. Bike routes should be used where the signage would help direct a bicyclist to a key destination that may not be obvious.

Bike Route Identification Signs

Some bike routes are significant enough to warrant a name or numerical designation. Typically these are key connectors between off-road trails or used to help delineate a trail that incorporates many different facility types. Bike Route Identification Signs (shown to the right) establish a unique identification for a bike route. These signs are typically used with auxiliary plaques that indicate the direction of travel and any changes in direction of the route.

M1-8a
MUTCD 2009

5.10 Bicycle and Pedestrian Boulevards and Neighborhood Greenways

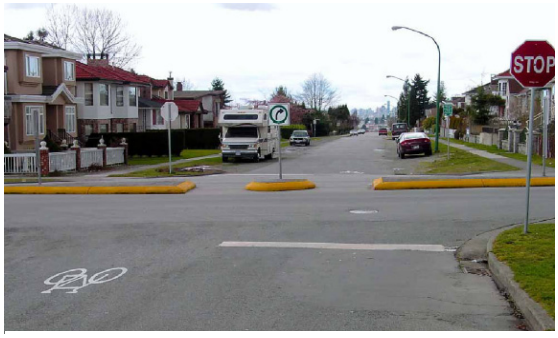
Bicycle and Pedestrian Boulevards and Neighborhood Greenways are Neighborhood Connectors that function as premium bicycle and pedestrian routes. They create an attractive, convenient and comfortable environment that is welcoming to all cyclists and pedestrians. Bicycle and Pedestrian Boulevards and Neighborhood Greenways are a great way to navigate through a city, where arterial and collector roads may be undesirable to bicyclist and pedestrians. They can also function as an extension of an off-road trail, creating a smooth transition between two trail systems.

Bicycle and Pedestrian Boulevard Design Elements

Bicycle and Pedestrian Boulevards are located on low-volume and low-speed streets that have been optimized for bicycle and pedestrian travel through special treatments that allow through movement for bicyclist and pedestrians while discouraging similar through trips by non-local motorized traffic. Bicycle and Pedestrian Boulevards can take many forms. Special treatments such as traffic calming and traffic reduction, signage and pavement markings and intersection crossing treatments all help to optimize these routes for cyclists.

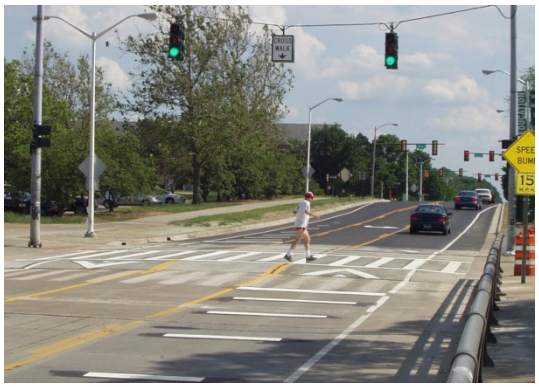
The following are some example of treatments that can be used to develop a Bicycle and Pedestrian Boulevard:

Pavement Markings
Identifies this route as a Bicycle Boulevard



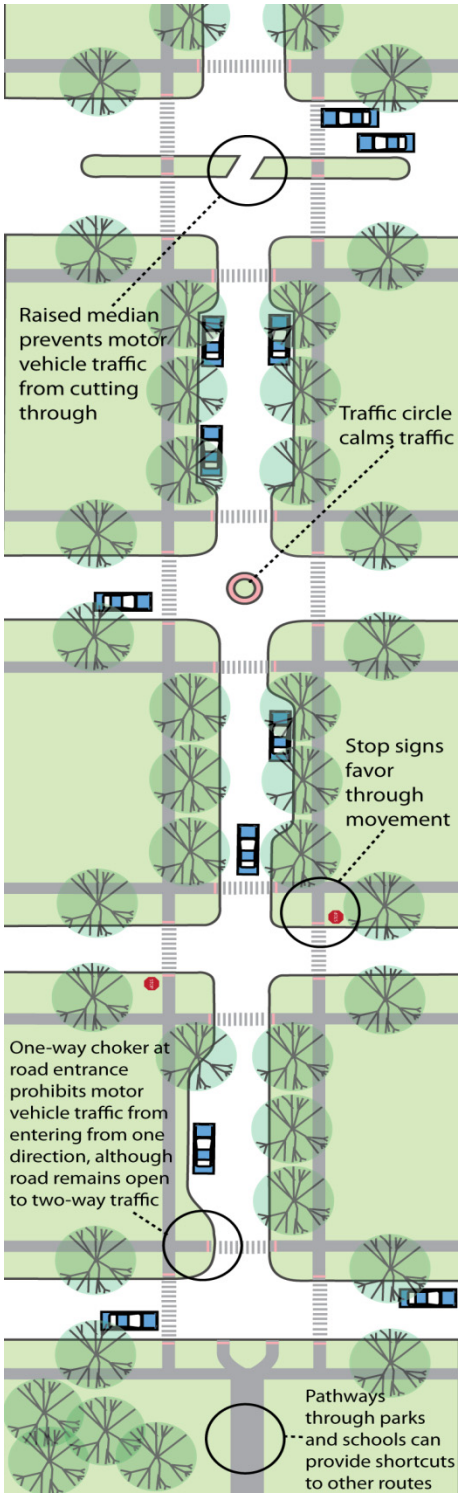
Traffic Reduction
Restricts motorized vehicles while allowing bicycle traffic

Traffic Calming
Mini Traffic Circles help reduce speed at intersection without stopping



Traffic Calming
Speed Tables help to reduce speed and enhance the crosswalk

Fig. 5.10A.
Each corridor needs to be specifically tailored to its needs by selecting the appropriate mix of design elements.



Some local streets may already have traffic conditions optimal for a bicycle boulevard and may require minimal improvements to become a new bicycle boulevard.

The following are examples of these types of treatments that are already in Novi:

Non-motorized Pathway Connections through Landings Park

Sidewalk Extension at the end of Russet Lane into Ella Mae Power Park

Raised Median at Glenwood Dr Entrance

Neighborhood Greenway Design Elements

Neighborhood Greenways incorporate all the elements of bicycle boulevards but take the concept to the next level. They typically incorporate sustainable design elements such as rain gardens, bio-swales, native plantings, etc. They should incorporate pedestrian amenities such as art installations; benches; interpretive sign; and community vegetable and ornamental gardens. They may take on many different looks from avant-garde to traditional.

5.11 Off-Road Trails

There are many types of Off-road Trails, each with unique issues. One type of Off-road Trail is the independent pathway that is separate from the road system. Independent pathways include rail-to-trail corridors, paths through parks and other trail systems. Independent pathways can be important and beneficial links to the non-motorized transportation system provided they have direct connections to the existing network of bike lanes and sidewalks. If designed and maintained properly, they can be the "jewels" of a City's non-motorized transportation system.

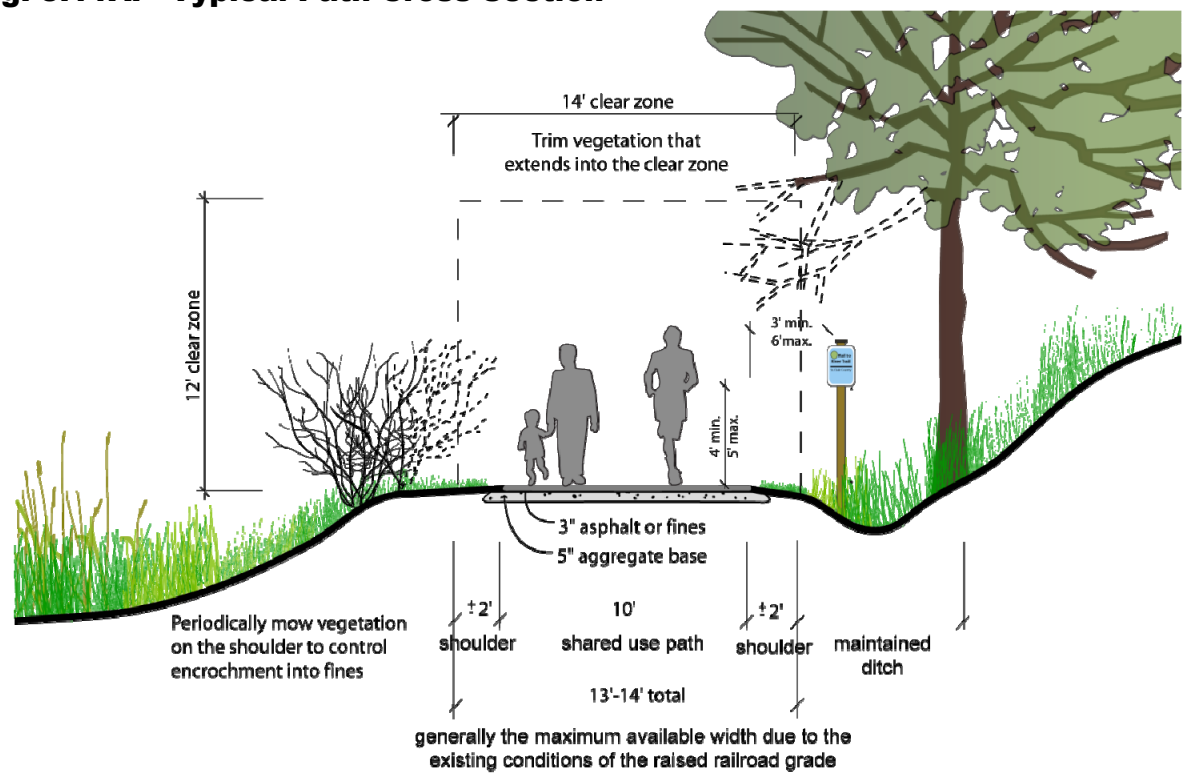
Independent pathways should be designed to accommodate shared uses including cyclists, walkers, strollers, in-line skaters, and people in wheelchairs. For the safety of all users, the pathway should be built wide enough to accommodate these shared uses. AASHTO guidelines indicate that a 10' wide path is the minimum width for a Shared-Use path. The preferred minimum width is 12' in most cases in urban areas with 14' to 16' being common widths.

Studies done by the Rails-to-Trails Conservancy have shown that off-road pathways in general are quite safe from a personal safety standpoint. But in urban areas it is important that pathways follow the principles of Crime Prevention Through Environmental Design (CPTED).

Trail Cross Section Design Guidelines

Figure 5.8A below illustrates several key points about the design and maintenance of Shared-Use paths. Whether the surface of the path is asphalt, fines or other material, it should have a solid base and positive drainage as the path may have maintenance vehicles on it at all times of the year. The vegetation along the trail should be regularly trimmed and mowed to maintain a clear zone around the trail.

Fig. 5.11A. Typical Path Cross Section



Independent Pathway / Road Intersection Design Guidelines

Independent pathways often intersect roadways at unsignalized mid-block crossings. Many of the design guidelines for a typical mid-block crosswalk apply but because of the unique nature of independent pathways, several additional safety points must be considered. The following plan illustrates the key points needed for a safe design of the intersection of an independent pathway with a roadway:

- Clear signage that identifies user rights-of-way and notifies both the users of the pathway and the motorists that an intersection is approaching.
- Pavement markings at the beginning of the trail intersection notify users of direction of travel and rights-of-way. Pavement markings further along the trail should be minimized to avoid visual clutter.
- The pathway should meet the roadway at as close to a 90-degree angle as possible for maximum visibility of users.
- Supplemental trail signage is often set back outside the road right-of-way.
- Regardless of the surfacing material of the trail, asphalt or concrete should be used for the portion of the trail that intersects the road. The hard surface increases traction for bicycle users and cuts down on debris from the shoulder of the road accumulating in the pathway. The change in materials can also help to notify users of the upcoming intersection. At rural intersections, gravel shoulders should also be paved adjacent to the trail to minimize debris in the stopping zone.

Fig. 5.11B. Typical Pathway/Roadway Intersection

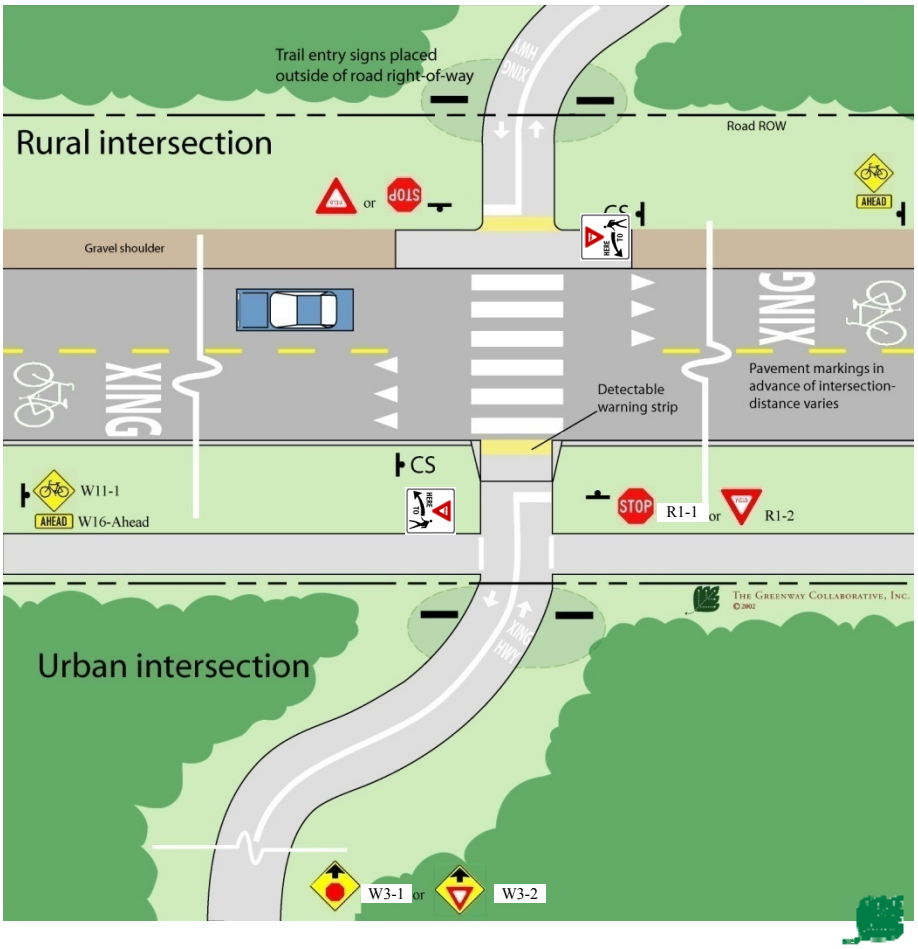


Fig. 5.11C. Trail Signs at Road Intersections

Trail View

Key Recommendations:

- Two sign posts form a gateway to the trail at road intersections.
- On the right above a Stop or Yield sign, a standard street name sign is used to identify the cross street.
- All parts of the signs should be set back 3' from the trail.
- On the left side, an optional plaque identifies the local agency in charge of the trail, trail rules, and emergency and maintenance contact numbers.

Road View

Key Recommendations:

- On the right side, a No-Motor-Vehicle Sign and a Bicycle Yield-to-Pedestrian Sign should be posted to address the key rules of the trail.
- On the left side, a Bike Route Destination sign listing the direction and distance to the next major destination may be placed.
- On the left side, the Bike Route Identification Sign with a custom logo, direction of travel and route name may be used to identify the route.
- A detectable warning strip should be placed across the entire trail.
- Pavement markings should be used for the first 100' to 150' of trail.

5.12 Commercial Centers

Many new commercial, office, institutional and mixed use developments being built today are designed for easy access by motor vehicles and do not take into adequate consideration the patrons arriving by other means of travel. Aspects of site design can discourage non-motorized traffic when designed solely for automobile use. New developments today often have poorly placed bike-parking facilities, large setbacks with parking lots that lack direct access for pedestrians or bicyclists and face large arterial roadways with little or no direct access to neighborhoods and residential areas that may be surrounding them. These problems can be remedied by improving site design and enhancing connections to the external transportation system.

Most commercial developments are oriented to motor vehicles, resulting in an often oppressive environment for pedestrians and bicyclists.

Circulation within the Site

Buildings with frontages located near the street create a streetscape that is comfortable and accommodating to pedestrians, and help keep traffic moving at slower speeds. Parking to the side or the rear of the building keeps the streetscape intact, allows easy access for pedestrians from adjacent sidewalks and minimizes automobile and pedestrian conflicts. As the building frontages are moved back from the streetscape to accommodate parking, the pedestrian's sense of exposure to traffic, the distance they must walk to access the store, and their resulting discomfort substantially increases.

Setback of the building frontages from adjacent intersections also complicates pedestrian travel across the roadways. Typical development patterns are "L" shaped with the majority of buildings set back from the intersection and one or two isolated buildings near the intersection. This pattern places the majority of the buildings away from the primary pedestrian crossing point and puts a large expanse of parking between the isolated buildings on the corner and the majority of the buildings. Depending on the development across the street, "L" shaped developments can set up strong pedestrian desired lines across mid-block locations. Because of the large scale of most of these developments, the distance between the desired lines and the signal is significant.

If orienting proposed development projects to improve non-motorized uses is not a feasible option in designing the layout of the buildings, then providing clear, direct and safe pedestrian access at mid-block locations is necessary to minimize out of direction travel through or around the parking lot by pedestrians. Parking lots can be dangerous areas for pedestrians and present many challenges for safe navigation. Older adult pedestrians have a high incidence of accidents involving vehicles backing up, a common maneuver in parking lots.[25] Site plans should be required to include the following design measures:

- Reduce building setbacks as much as possible and provide walkways to the entrances that are clearly marked, accessible and buffered from the surrounding parking lot.
- Use raised crosswalks and striping to clearly deferentiate the walkways from driveways. Speed tables and raised crosswalks can calm traffic and increase visibility.

[25] National Highway Traffic Safety Administration. *Pedestrian Safety for the Older Adult*.

Fig. 5.12A. Typical Commercial Center at Intersection of Main Roads

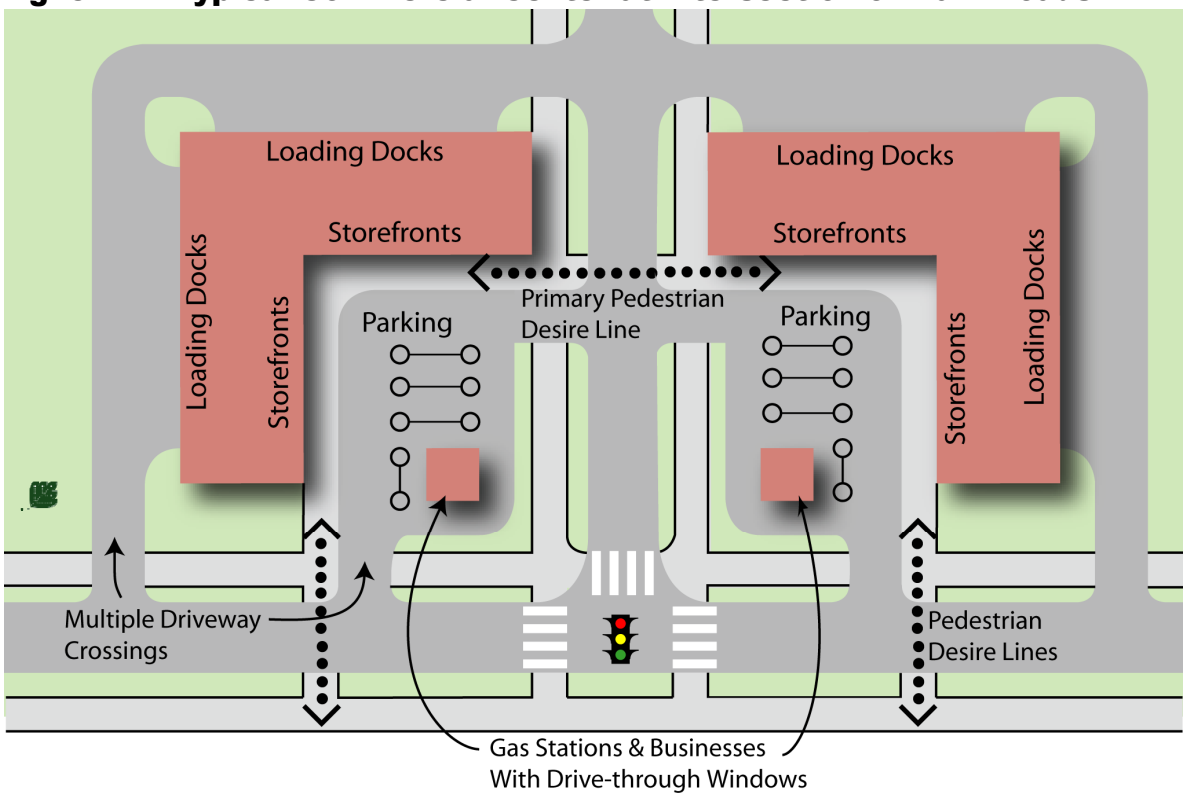
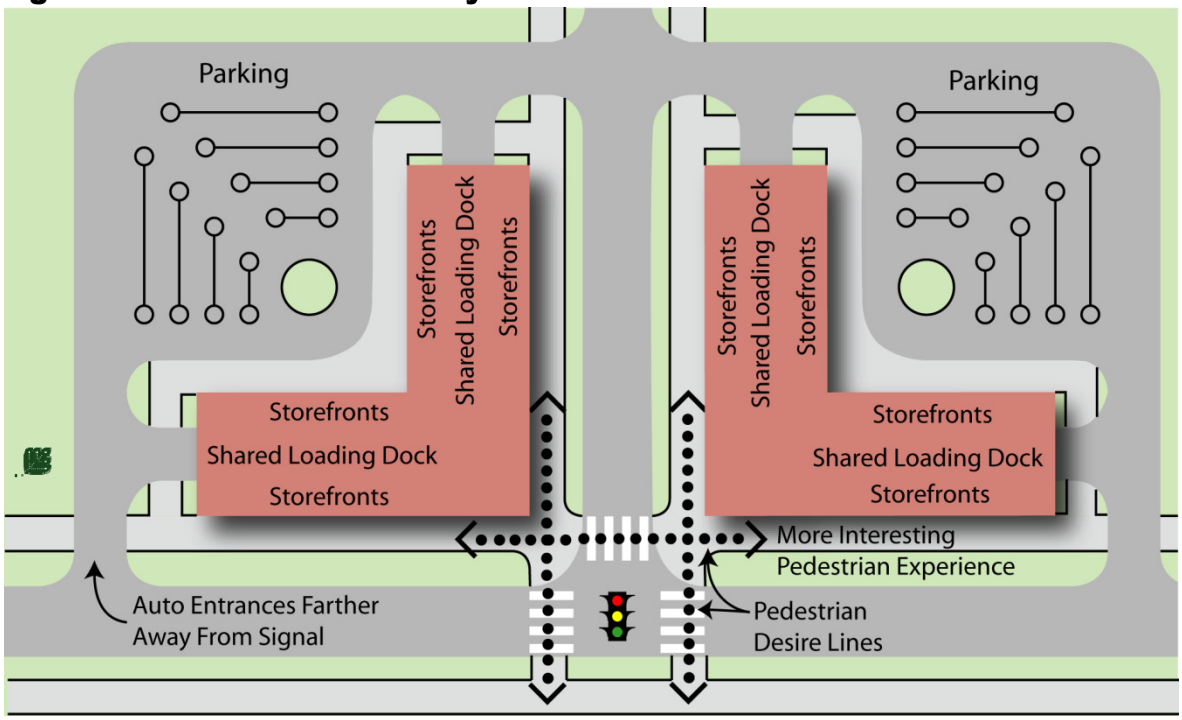


Fig. 5.12B. Pedestrian Friendly Commercial Center Alternative



- Provide trees and other plantings to buffer pedestrians from parking areas, enhance parking lot aesthetics, and minimize the pedestrian's exposure to the elements while crossing the vast expanse of pavement.
- Walkways should have direct and clear access to building entrances and be designed to safely go through the parking lot, or circumnavigate it if necessary.
- Walkways along the buildings should be wide enough to accommodate several people abreast and have frequent curb cuts and ramps for accessibility, as well as tactile and audible pedestrian information.

Just as pedestrians need direct and clear access through the parking lots to the buildings, bikes should also be safely directed through the parking lot. Bike parking should be provided in a visible and convenient location. Many cyclists are reluctant to lock their bikes in an area that is out of the way and unfrequented because of the greater likelihood of theft. This leads to situations where bikes are locked to anything available such as signposts or railings. These bikes can cause hazards for pedestrians and obstacles to accessibility. Providing bike parking facilities in convenient and well-lit locations will minimize these problems.

The site plan review process will allow the City to ensure that these design measures are followed. The City should require that developers include these specific pedestrian and bike accommodations early in the site planning.

Connections to the External System

The site must have convenient and safe access to pedestrian, bicycle and transit facilities outside the development. Frequently, large new developments are located on the edge of town along major arterials with limited non-motorized facilities. New developments should always connect to an existing non-motorized transportation network. Commercial developments should include specific plans for connecting to existing facilities and neighborhoods in surrounding areas.

Motor vehicle access to commercial development should be constructed as a conventional driveway with small turning radii and a ramp up to the sidewalk level, rather than a typical public intersection where the roadbed continues at the same level and there are curbs on either side. Use of driveway entrances rather than typical intersections enhance pedestrian safety and comfort because motorists must drive slowly when entering and exiting the development. When a typical intersection-style entrance is used, the sidewalk should continue across the entrance, preferably at sidewalk height, so the right-of-way is clearly established and motorists understand they are entering a pedestrian area. Supplemental signage and crosswalk pavement markings should be used to indicate a crosswalk and the pedestrian right-of-way.

Plantings should be pulled back away from the entrance crossings to allow maximum visibility for both pedestrians crossing the entrance and the cars entering the commercial development. The radius of the intersection curb should be kept as small as possible, and the width of the driveway should be the minimum needed. Just as roads are updated to accommodate vehicular access at new developments with turning lanes or signals, so should non-motorized facilities be updated with new crosswalks, signage and pedestrian signals.

New roadway designs often favor access control for businesses along the road. In this scenario, several businesses share access through one driveway instead of each business having its own entrance and exit onto the main street. In addition to the advantages for vehicles, this is an advantage for the lateral movement of pedestrians along the street because they do not have to cross as many driveways.

However, more direct pedestrian access points from the sidewalk to the individual building entrances should be incorporated. The spacing of crosswalks along the primary road to developments across the road should also be considered.

The design and placement of the buildings should allow direct and clear access from surrounding neighborhoods and residential areas. Too often, what could be a short walk to a nearby store from a residential street becomes dangerous and un-navigable because the store does not have public access on the side facing the residential streets. Both pedestrian and bicycle access should be unimpeded from these areas. During site plan evaluation, development access and travel distances from surrounding residential areas should be a prime consideration.

Encouraging Mixed Use

While tying commercial developments to surrounding residential areas is a good practice, a better practice is to eliminate the segregation of commercial and housing areas. Incorporating higher density housing into commercial developments can dramatically alter the character of commercial development making the project more similar in feel to a small downtown rather than a strip development. For more information see the Land Use Considerations in the next section. Mixed land uses can significantly increase the number of non-motorized trips.

Site Design Checklist

A site design checklist or similar tool should be provided to developers and used by the City in their review of site plans to make sure that bicycle and pedestrian issues are being adequately addressed. The following checklist was adapted with minor modifications from *The Canadian Guide to Promoting Sustainable Transportation through Site Design* by the Canadian Institute of Traffic Engineers. It is a part of a larger publication that looks at site design issues more fully.

Land Use & Urban Form Checklist:

- ❑ Densities are sufficient to support transit (3 to 7 households an acre / 4 to 7 jobs an acre)
- ❑ Highest density land uses are located close to activity nodes such as transit corridors and intersections.
- ❑ Proposed use provides or adds to a diversity of land uses in the surrounding area and does not result in large tracts of similar uses.
- ❑ Proposed use is compatible with adjacent land uses and with long term land use plans for the area.
- ❑ Adjacent street network provides for connectivity of transit, cycling and pedestrian routes.
- ❑ Mixed uses help support non-motorized transportation.

Safety & Security Checklist:

- ❑ Overall site design attempts to minimize conflict points between vehicles, pedestrians and cyclists.
- ❑ Sight distances have been considered in overall site design and in the placement of entry signs and landscaping.
- ❑ Consideration has been given to personal security for pedestrians, cyclists and transit users.
- ❑ Buildings are located close to the street, but provide adequate clearance for pedestrian activities along street frontage.
- ❑ Where appropriate, retail, restaurants and other pedestrian oriented uses animate the street frontage.

Building Entrances Checklist:

- ❑ Building entrances are located close to the street, with direct pedestrian access.
- ❑ Potential conflict points between users arriving by different modes are minimized.

Internal Transportation Network Checklist:

- ❑ Roads and paths match up with surrounding networks and ensure direct connections through the site for cyclists and pedestrians.
- ❑ Block lengths are limited and mid-block crosswalks are provided where appropriate.
- ❑ Traffic-calming principles are applied, where appropriate (proper site design should avoid the need to apply extensive traffic calming).
- ❑ Appropriate measures have been taken to ensure easy progress of transit through the site.

Desired Pedestrian & Cyclist Routes Checklist:

- ❑ Safe, continuous and clearly defined routes for pedestrians and cyclists are provided along desire lines including links to surrounding residential areas.
- ❑ Weather protection and amenities such as trees are provided.
- ❑ Intersections are designated to facilitate pedestrian and cyclist crossings.

Transit Stops Checklist:

- ❑ Walking distances to stops do not exceed 1300 feet, and pathways to stops are safe and direct.
- ❑ Waiting areas are well lit and attractive.

Site Grading Checklist:

- ❑ Terrain along pathways is kept reasonably level, and ramps are also provided wherever stairs are necessary.
- ❑ Slopes along pathways are designed to avoid the ponding of slush and water.

Motor Vehicle Parking Configuration & Treatment Checklist:

- ❑ Off-street parking is located away from the street, preferably behind buildings or underground.
- ❑ Vehicle access is separate from pedestrian access, and access and egress controls are designed so vehicles do not block pedestrian ways.
- ❑ Parking lots are kept small and designed to prevent speeding.
- ❑ Pedestrians have protected walkways through the lots.

Motor Vehicle Parking Supply & Management Checklist:

- ❑ Off-street parking should be provided, where necessary, at the sides and rear of buildings.

Bicycle Parking Checklist:

- ❑ Bicycle parking is located near entrance for short term users in a high visibility location.
- ❑ Weather protected bicycle parking for longer term users is provided in a secure area. Storage possibilities for gear are considered.
- ❑ Showers, changing rooms and lockers are provided within employment centers.

Passenger Pick-up & Drop-off Areas Checklist:

- ❑ Passenger pick-up and drop-off areas are located to the side or rear of buildings, downstream from the entrance, but no more than 100 feet away from it.

Loading Areas Checklist:

- ❑ Loading areas are located off the street, and are screened from public view.
- ❑ Loading area access is designed so that pedestrian, cyclist, and transit routes are never severed.

Internal Road Design Checklist:

- ❑ Appropriate traffic signals and compact geometry of intersections control speeds and allow for safe passage of cyclists. Roads are designed to cross at right angles. Sight lines are respected.
- ❑ Lanes are designed to accommodate motor vehicles and cyclists, and remind users of the other networks on the site.
- ❑ Facilities for cyclists and sustainable modes are provided and continued across the site.

Pedestrian Facilities Checklist:

- ❑ Sidewalks are provided along all roads, and follow pedestrian desire lines where possible.
- ❑ Properly signed crossings are provided wherever a path or sidewalk crosses a road.
- ❑ Pathways are clearly defined, delineated, and are of a sufficient unobstructed width. Appropriate amenities such as lighting and weather protection are provided and safety along path is addressed.

Transit Facilities Checklist:

- ❑ Stops are located close to the main entrances of activity generators. Crosswalks are provided at all stops.
- ❑ Stops and waiting areas are properly illuminated, visible from a distance, and have warranted amenities such as shelters and benches.
- ❑ Spacing between stops is minimized.
- ❑ Shelters and rest areas are provided at transit stops and locations where there is a high number of users, the elderly or the disabled.
- ❑ Shelters and rest areas are identifiable, accessible, placed appropriately, and are comfortable.

Wayfinding Checklist:

- ❑ Appropriate signage and physical features are provided for users of all networks to determine their location, identify their destination, and progress towards it.

Street Furniture & Amenities Checklist:

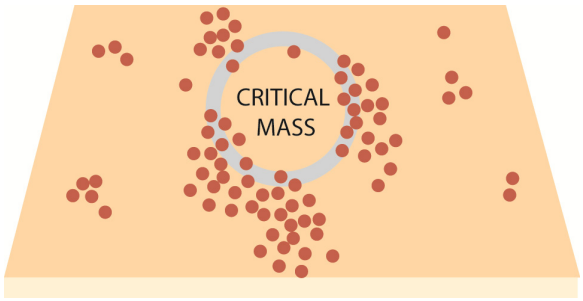
- ❑ Amenities are provided to create a comfortable and appealing environment, pre-empting litter and responding to user needs.

Landscaping Checklist:

- ❑ Landscaping does not compromise user security and safety.

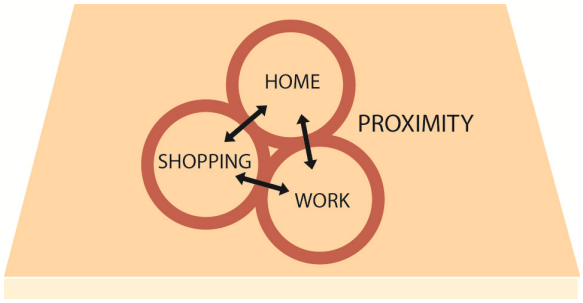
5.13 Land Use Planning

Land use patterns greatly affect the viability of non-motorized transportation. There is a general consensus based on a significant body of research that three key issues determine how supportive an environment is to walking, bicycling and transit.



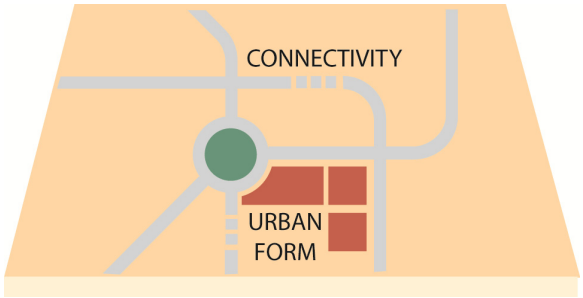
Density

The density of the residential population determines if an area is capable of supporting a transit system, both economically and efficiently. The Southeast Michigan Council of Governments generally considers that at least 3 to 7 households an acre and 4 to 7 jobs an acre are necessary to support a transit system. Higher density encourages retail services needed to maintain a healthy urban environment. Increased population density introduces a critical mass of pedestrians who provide comfort and security to each other with their combined presence. Higher density uses support a non-motorized transportation system more than low density land uses. It has been noted that the key indicator of the vitality of a place is the presence of pedestrians.



Diversity

The diversity of land uses refers to the proximity of trip origins and destinations. If the distances are comfortable for bicyclists and/or pedestrians they will be more likely to use non-motorized means, thus reducing the number of motor vehicle trips. A diversity of services at key public transportation stops allows transit users to minimize their travel and combine many errands at one place.



Design

The design of the non-motorized system and the support facilities determine if a pedestrian or bicyclist trip will be safe, comfortable and convenient. The design is also key in determining how accessible transit stops are and how large an area each transit stop draws from. Design is important on both a macro and micro scale. On a macro scale the directness and interconnectedness of the network is critical for permitting quick access to adjacent diverse land uses. On a micro scale an environment that rewards non-motorized users with safe and pleasant surroundings encourages use.

Density, diversity and design must all work in concert to make an environment that supports alternative transportation. The absence of one element has the ability to reduce the positive impact of the presence of the other two. Municipal planning can guide land use plans and zoning plans to encourage dense, mixed-use development and design considerations that support a variety of transportation choices. Ordinances may be used to permit mixed-use developments with higher densities, as well as promote increased densities around major destination points and transit lines.

A community's transit, bicycle and pedestrian friendliness has as much to do with a community's population density, land-use diversity and the layout of the street network as it does with providing specific facilities for bicyclists and pedestrians.