



Non-motorized Plan 2023

Inventory and Analysis

The inventory and analysis process provides an assessment of the existing multi-modal environment and helps to identify what multimodal improvements are possible and appropriate. The analysis begins with a general system view looking at how land use and demographics influence transportation choices and patterns. It then takes a more specific view of the pedestrian and bicycle environments.

The coordination section distills relevant details from five task force and sustainability team reports. These studies represent a wealth of information and relevant public input. The document also outlines the work being done in six concurrent planning efforts.

The corridor evaluation section takes an in-depth look at 15 roadway corridors. This section sets the stage for recommendations and integrating them into future capital improvement.

The analysis concludes with looking at the progress on related policies, programs, and metrics related to non-motorized use.



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Land Use, Traffic Generators and Mobility Patterns

The City of Northville, Michigan, is located in both Wayne and Oakland Counties, is approximately 2 square miles in size, and is home to around 6,000 residents. The city has a vibrant downtown core, dense urban grid and is known for its walkability. For many residents bounded by I-96, I-275, M-14 and Napier Road, it is the defacto downtown.

Northville Twp surrounds the city to the south, east and west and the City of Novi is located along the northern border. Providing connections beyond the cities borders is important, as many of the schools, parks and local destinations are used by residents from all three communities.

Bicycle and pedestrian travel in the city generally follows the primary road system. The artificial barriers of multi-lane arterial roads tend to fragment the community from a non-motorized standpoint, presenting challenges for non-motorized travel. The railroad and river corridors parallel each other, creating a barrier along the east side of the city, cutting off connectivity to higher density residential neighborhoods and community schools in the township and City of Novi.








Schools often serve as social centers for neighborhoods. A number of schools are located near 8 Mile, a high speed and high volume road corridor. Crosswalks in this area should get additional attention to make sure families can safely walk to school.

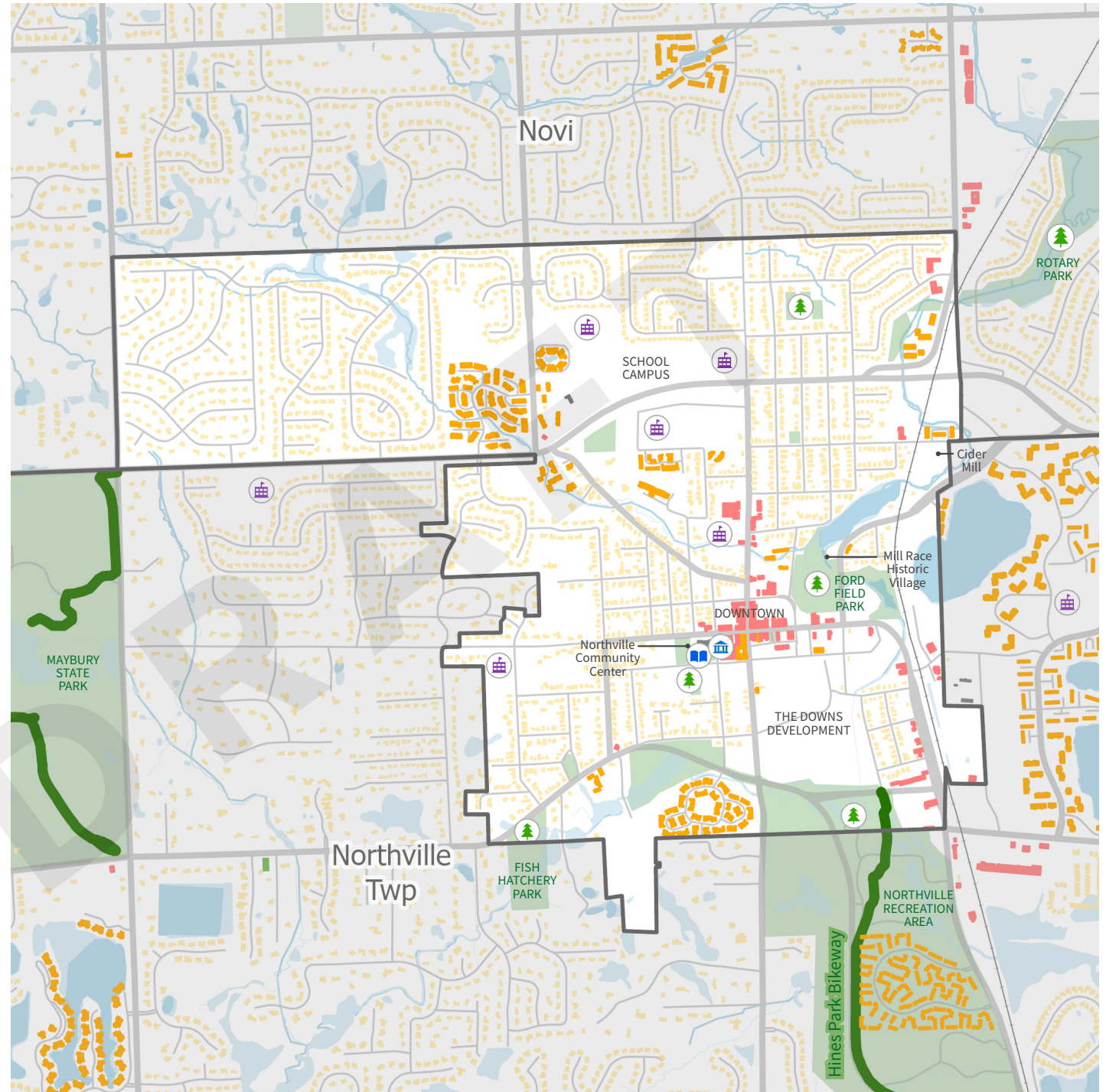
In order to foster inclusive and accessible communities, it is crucial to prioritize the development of bicycle and pedestrian infrastructure, programs, and planning in areas with significant senior populations or individuals with limited mobility. By directing attention towards these specific areas, we can ensure that everyone, regardless of their physical or cognitive capabilities, can enjoy safe and convenient modes of transportation. A notable organization dedicated to enhancing the quality of life for people with disabilities is the Living and Learning Enrichment Center, located on Griswold Street. As a local non-profit, they offer vital support programs, making it imperative to create an environment that accommodates the unique needs of all community members.

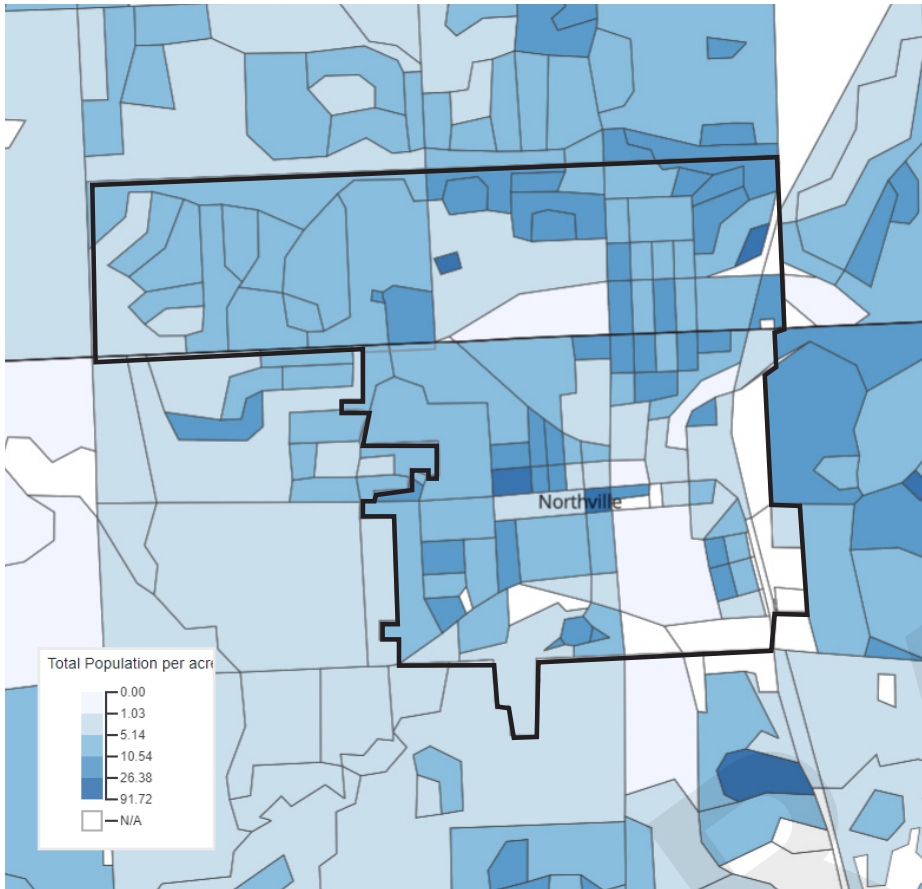
Key Destinations

The map highlights the key destinations for residents of the City as well as residential areas.

The close proximity of residential areas, places of work, shopping, dining, recreation areas, and civic destinations provide Northville with the underlying land use framework to make for a very walkable and bikeable community.

-  Civic Center
-  Park
-  Library
-  School
-  Shopping/Dining
-  Single Family Residential
-  Multi-family Residential and Condominiums

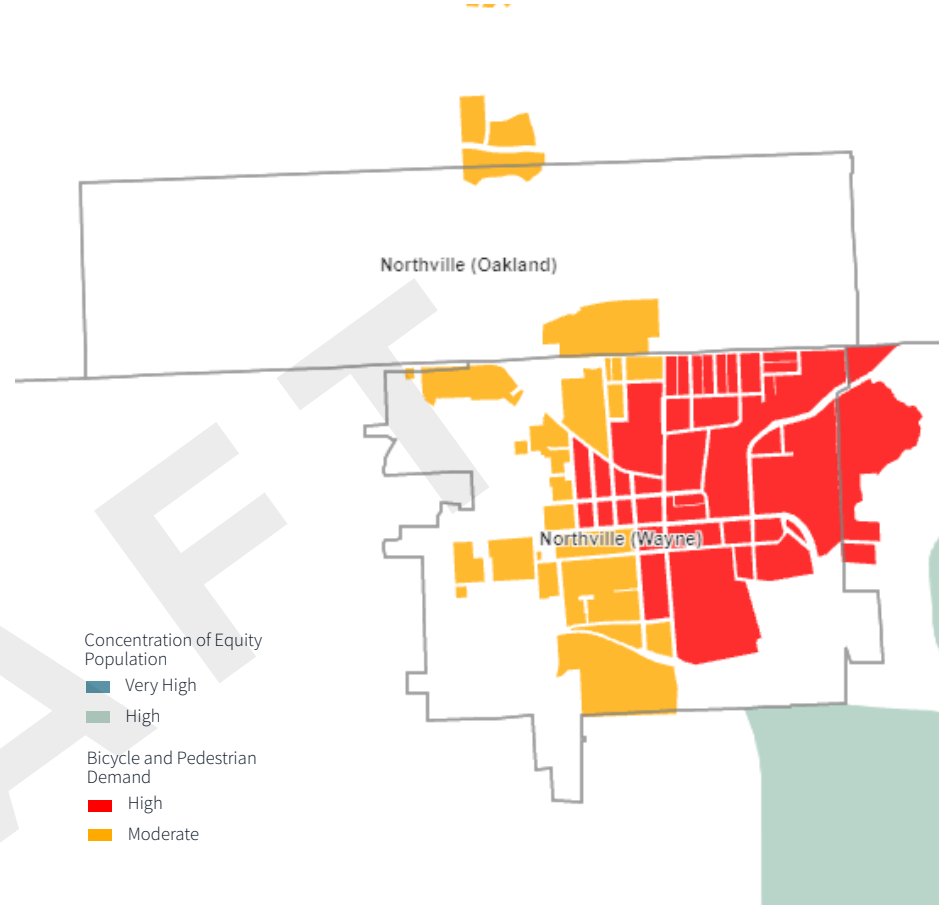




Population Density

Source: SEMCOG - 2020 Census Results

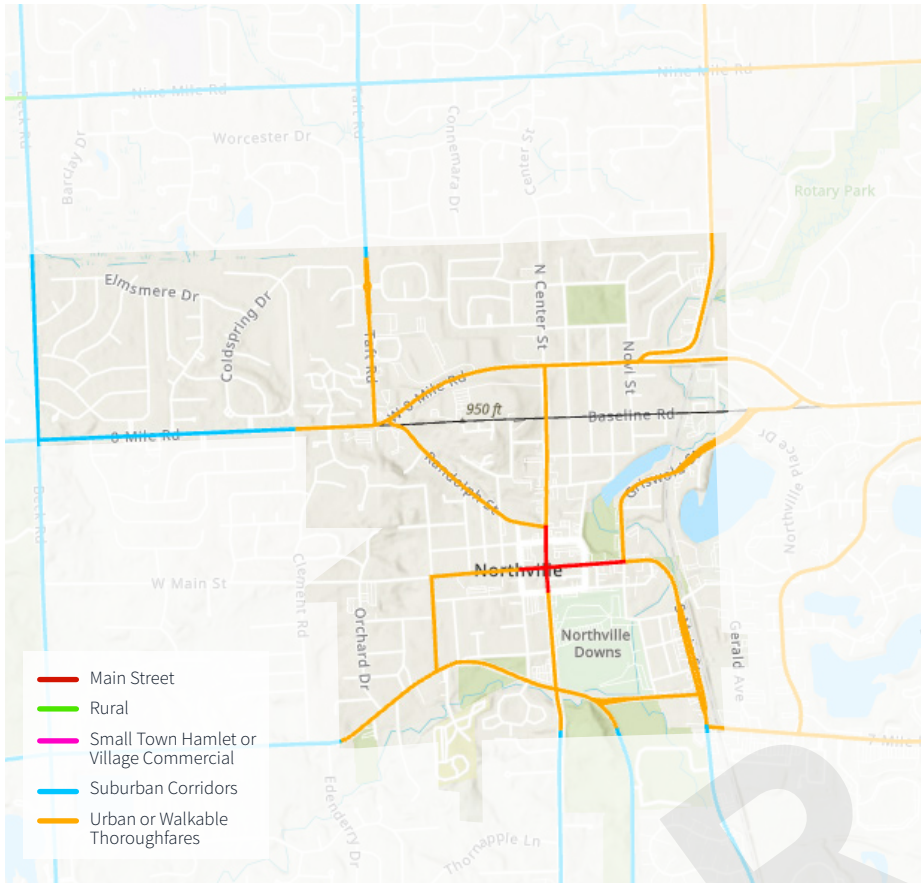
Generally speaking, higher population densities correlate with a greater percentage of people walking, bicycling, and taking transit. With higher density populations, comes a closer proximity of stores, restaurants, schools, transit stops, and civic amenities. Higher population densities also mean more people out walking and bicycling. This both normalizes these activities as well as providing a safety in numbers which encourages an even greater percentage of the population to walk and bicycle. The Downs development will introduce a relatively high density development that will increase non-motorized trips in the southeast quadrant of the community.



Equity and Demand Analysis

Source: SEMCOG

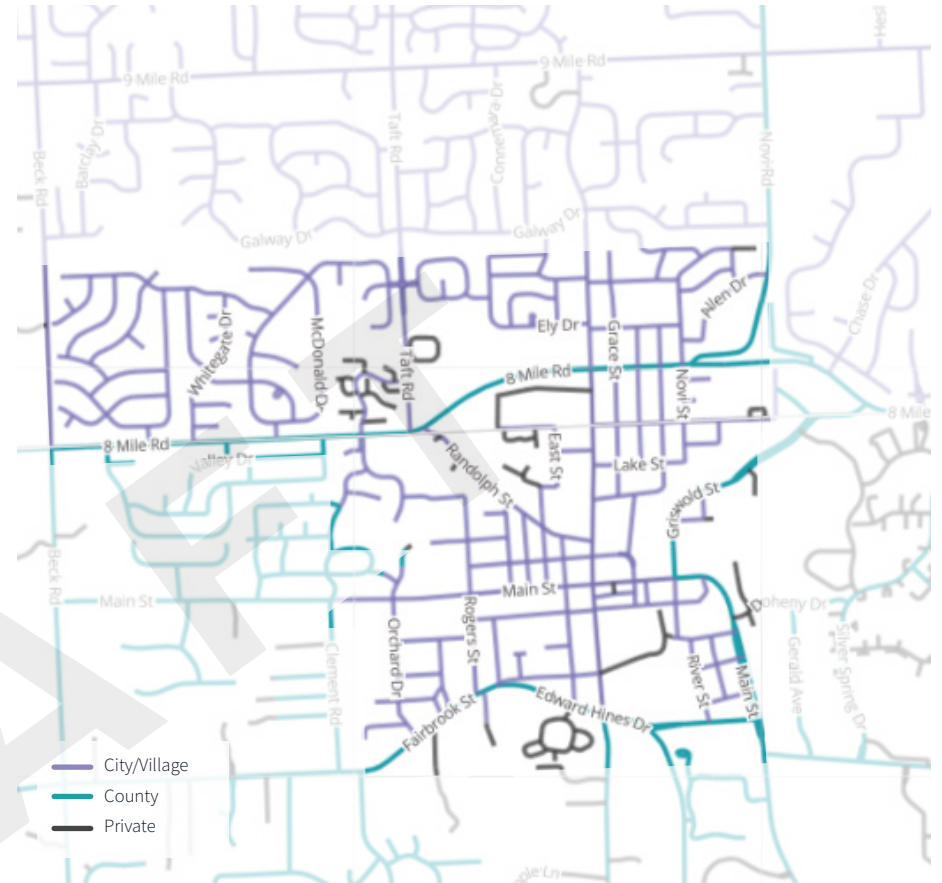
Concentration of equity populations and bicycle and pedestrian demand areas are indicators for non-motorized travel. While it is important for everyone to have access to non-motorized facilities, these areas should be targeted for bicycle and pedestrian infrastructure, programs and planning.



Land Use Context

Source: SEMCOG

Land use context of a roadway corridor can help determine modal priorities. A road’s surrounding land use context helps inform the types of infrastructure that is appropriate, especially when a corridor changes contexts from one end of the city to the other.



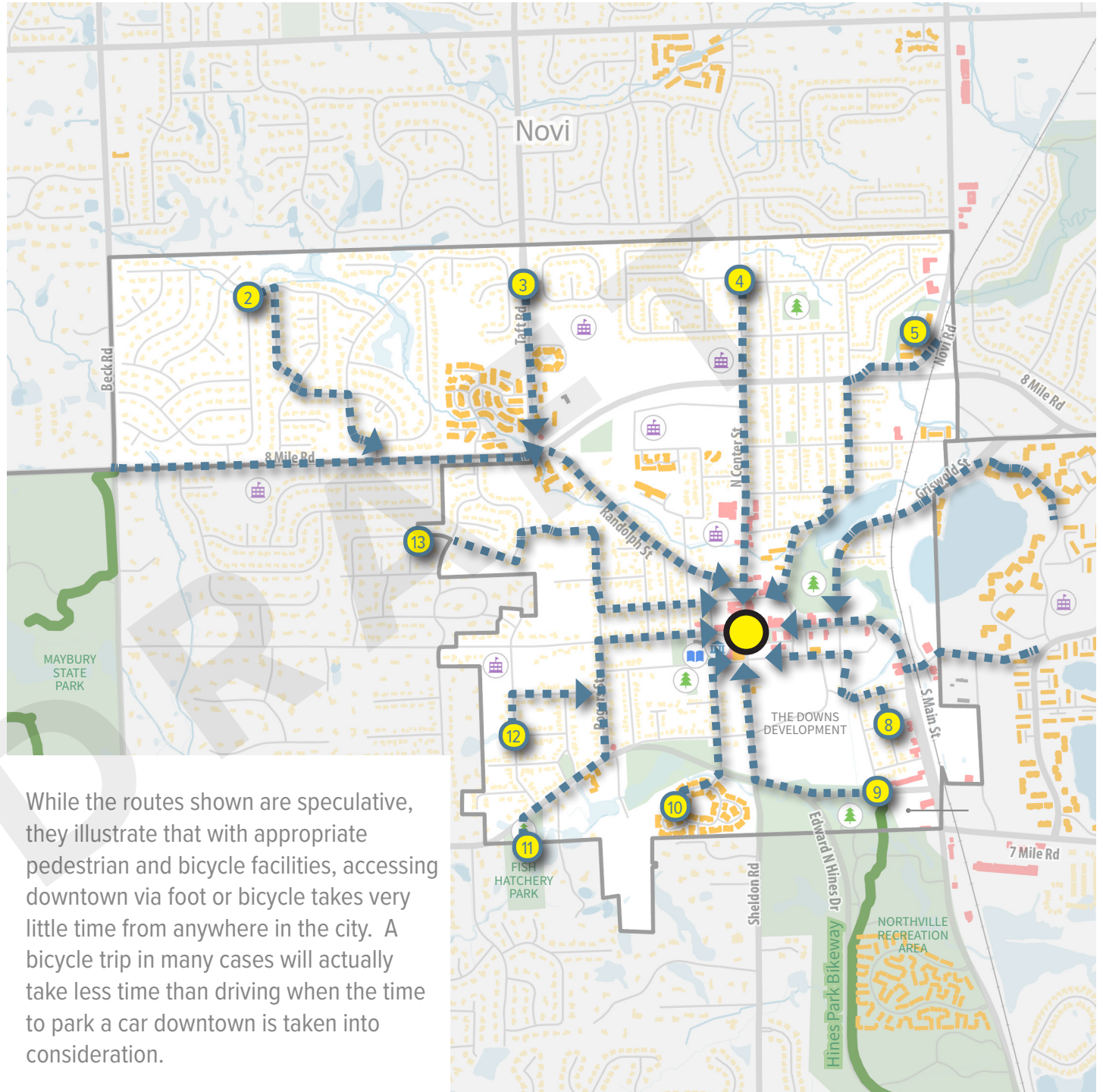
Jurisdiction

Source: SEMCOG

Coordination with Wayne County Road Commission will be required for 7 Mile Road, Edward Hines Drive, 8 Mile Road (east of Taft), Griswold Street, Main Street. Coordination with the Road Commission for Oakland County will be required for Novi Road and 8 Mile Road (west of Taft). The character and facilities of these roadways has a tremendous impact on the walkability and bikeability of the city as a whole.

Distance, Routes, and Times to Downtown

- ① **Maybury State Park** 1.7 Miles
33 min. walk 7 min. bike ride
- ② **Elmsmere@Chigwidden** 1.7 Miles
34 min. walk 9 min. bike ride
- ③ **Taft @ Galway** 1.1 Miles
22 min. walk 6 min. bike ride
- ④ **Center @ Ely** 0.8 Miles
16 min. walk 5 min. bike ride
- ⑤ **Tree Tops Apartments** 1.1 Miles
23 min. walk 7 min. bike ride
- ⑥ **Park Place Apartments** 1.4 Miles
29 min. walk 9 min. bike ride
- ⑦ **Silver Springs Dr** 0.8 Miles
16 min. walk 5 min. bike ride
- ⑧ **Beal Town** 0.7 Miles
13 min. walk 4 min. bike ride
- ⑨ **Hines Park Bikeway** 0.7 Miles
14 min. walk 4 min. bike ride
- ⑩ **St. Lawrence Est** 0.6 Miles
12 min. walk 5 min. bike ride
- ⑪ **Fish Hattery Park** 0.9 Miles
18 min. walk 5 min. bike ride
- ⑫ **Orchard @ Grandview** 0.8 Miles
15 min. walk 4 min. bike ride
- ⑬ **Clement @ Pathway** 1.0 Miles
19 min. walk 5 min. bike ride

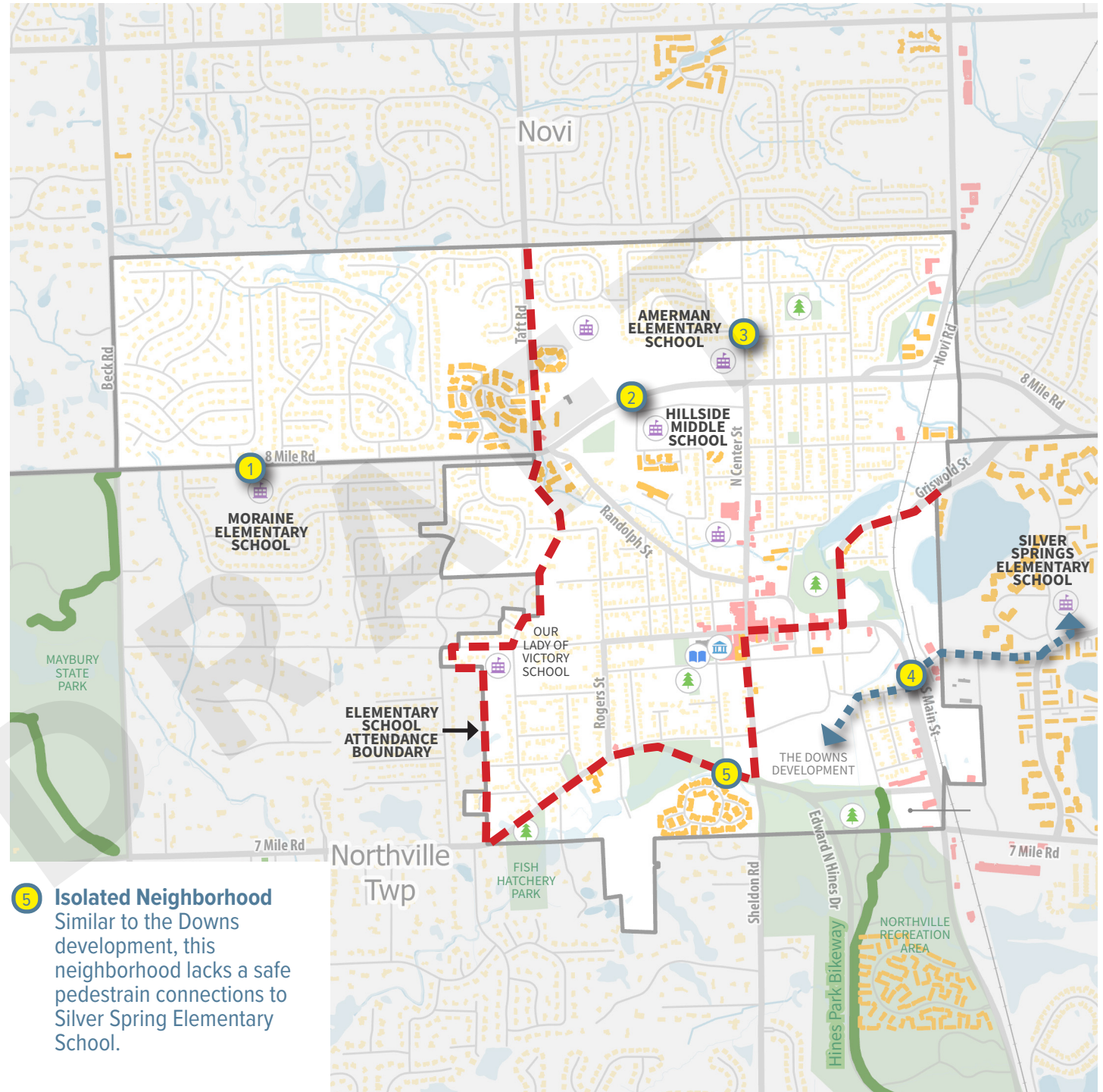


While the routes shown are speculative, they illustrate that with appropriate pedestrian and bicycle facilities, accessing downtown via foot or bicycle takes very little time from anywhere in the city. A bicycle trip in many cases will actually take less time than driving when the time to park a car downtown is taken into consideration.

School Access

Most elementary age children in Northville are within a one mile walking distance of school. The exceptions are at the very south end of town. All middle school children are within 1 1/2 mile walking distance from school. While the distance may be reasonable there remain barriers to walking, some of them significant.

- 1 Obsolete Pedestrian Overpass**
The stairs make the overpass inaccessible and the mesh flooring is unsettling for many people.
- 2 Poor Connections to Pedestrian Overpass**
The north side of the bridge dumps the users into a parking lot with poor connections to the pathway and athletic field. The south side of the bridge does not have a direct connection to a school entry.
- 3 Oddly Configured Crosswalk**
The offset intersection of Ely Dr and Hill St at N Center St result in only the north bound traffic having a stop sign at the crosswalk.
- 4 No Pedestrian Link to Silver Springs Elementary School**
The lack of any accommodations in the Doheny Dr RR underpass and on the approaches eliminate walking as an option for Northville residents.
- 5 Isolated Neighborhood**
Similar to the Downs development, this neighborhood lacks a safe pedestrian connections to Silver Spring Elementary School.





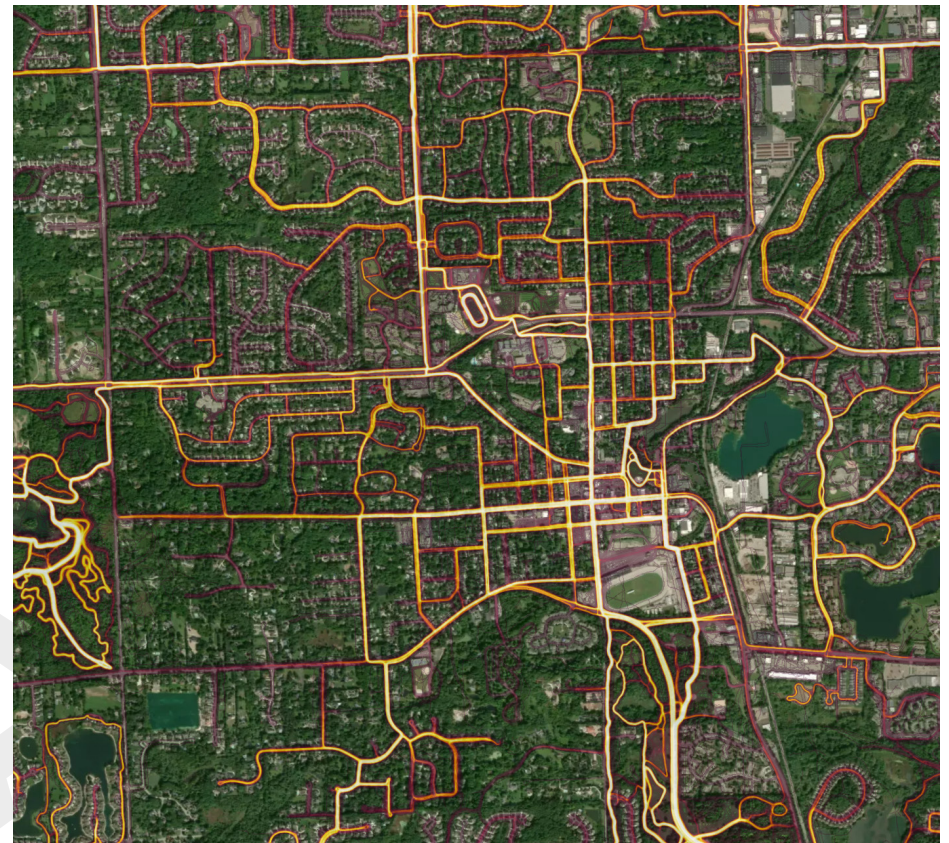
Pedestrian Conditions

The City of Northville has about 40 miles of existing sidewalks and pathways. In general pedestrian travel in the city generally follows the primary road system with a partially complete sidewalk system along the major roadways. Most neighborhoods have sidewalks, however there are a few neighborhoods that lack sidewalk connection all together.

The quality of the pedestrian experience on these sidewalks varies greatly throughout the City. Most of the sidewalk have a buffer, such as a row of trees or parked cars, between the sidewalk and roadway. This type of buffer has been shown to have a significant impact on the quality of the walking experience. Additionally, seasonal street closures in the downtown have increased traffic in surrounding neighborhood areas affecting the pedestrian experience.

Crosswalks are an important infrastructure element when it comes to determining how walkable a community is. In general, pedestrians will not detour more than 10% of their total trip distance. Opportunities to cross busy roads, such as 7 Mile Road, 8 Mile Road, Center Street, S Main Street, Wing Street and Griswold Street are limited, leading to poor pedestrian connectivity between neighborhoods and destinations that are located on opposite sides of the roadway. There are a number of proven safety countermeasures that may be employed to make pedestrian crossings safer.

There are a number of situations, especially along 8 Mile Rd, where residential roads align with each other on opposite sides of the 8 Mile without a crosswalk.



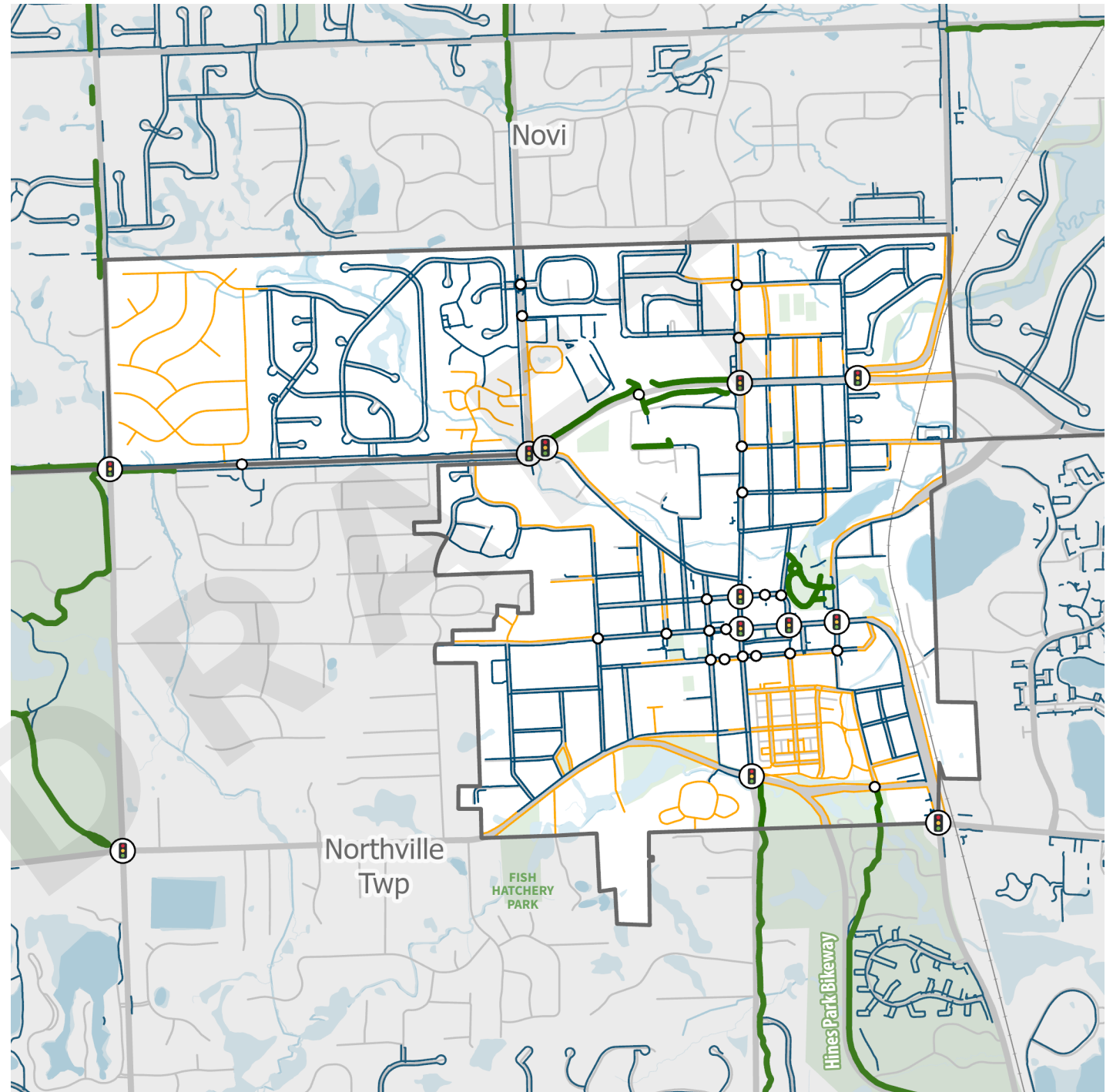
Strava Pedestrian Heat Map

Source: Strava

This map is an aggregate view of walking and running trips recorded on the Strava app where the wider lighter lines indicate more trips. Because it only shows trips that are recorded by a single application it is not truly representational of all pedestrian trips and leans heavy towards recreational trips. But experience has shown this is a reasonable facsimile of the relative use by pedestrians on roadways and trails.

Northville's Pedestrian Network

Note: Sidewalks in the Downs Development were not built at the time of this plan and are shown as "Sidewalk Gaps" for reference



- 8' wide+ Shared Use Paths
- Sidewalks
- Sidewalk Gaps
- Ⓡ Signalized Intersections
- Existing Crosswalks

Pedestrian Crashes

The majority of pedestrians were hit within crosswalks by motorists. Most of the motorists were turning prior to the crash. These incidents were not the result of poor lighting conditions. Of the crashes that did not take place at an intersection, two involved motorists hitting workers in the roadway. Of the reports that did address driver distraction, distraction did not appear to be a factor. This leaves one to conclude that the drivers of the motor vehicles had poor situational awareness and were not looking for pedestrians in marked crosswalks. Remedies for these types of crashes will need to focus on counteracting the careless and dangerous behavior of motorists and raising the awareness that pedestrians are to be expected in these locations.

- 23** | pedestrian crashes since 2004
- 1.3** | average number of crashes per year
- 1** | fatalities in 18 years



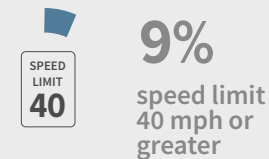
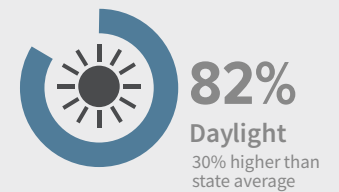
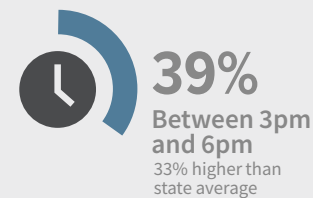
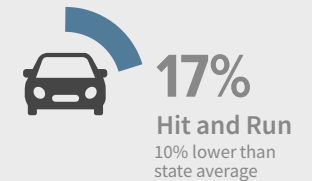
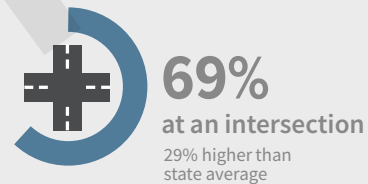
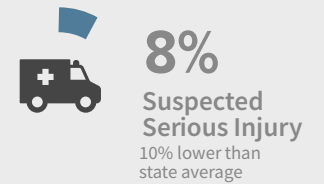
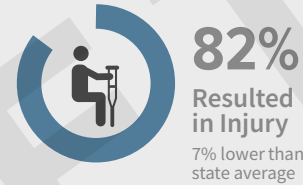
Economic and Societal Impact of Pedestrian Crashes in Northville 2004 to 2021

\$2.4 Million

Economic Cost: Productivity, medical, emergency and costs to employers

\$11.4 Million

Comprehensive Cost: Economic costs plus quality of life valuations (Amount society is willing to pay to avoid the crash)



Speed is a central factor in traffic deaths. As speed limits and speeds increase, so do fatalities. When struck by a vehicle at 40 MPH, a pedestrian has a 20% survival rate.

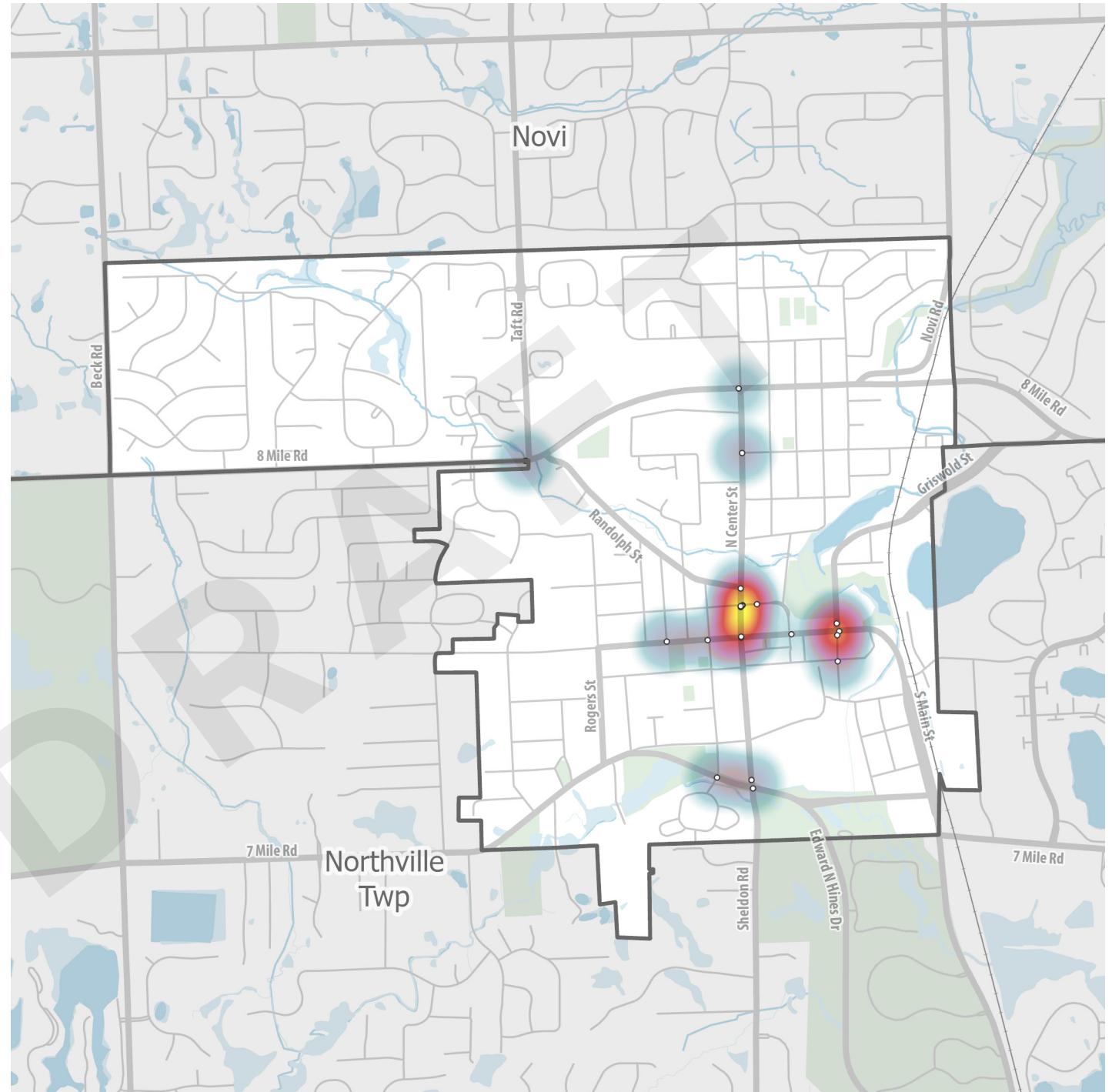
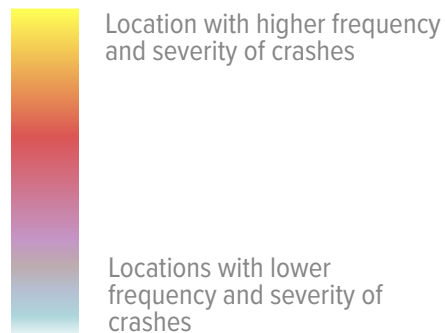
Pedestrian Crash Heat Map

The heat map may give the impression that pedestrians are being hit when crossing some of the busier roadways, but in reality, in many cases it is vehicles turning from those roadways hitting a pedestrian in a crosswalk on the intersecting street.

A number of crashes take place where motorists are approaching the downtown area. The crosswalks at these locations are not prominent in these transition areas.

Along 7 Mile Road, there are few visual clues that pedestrians are present despite this being the northern terminus of the Hines Park Bikeway.

○ Pedestrian Crash (2004 - 2021)





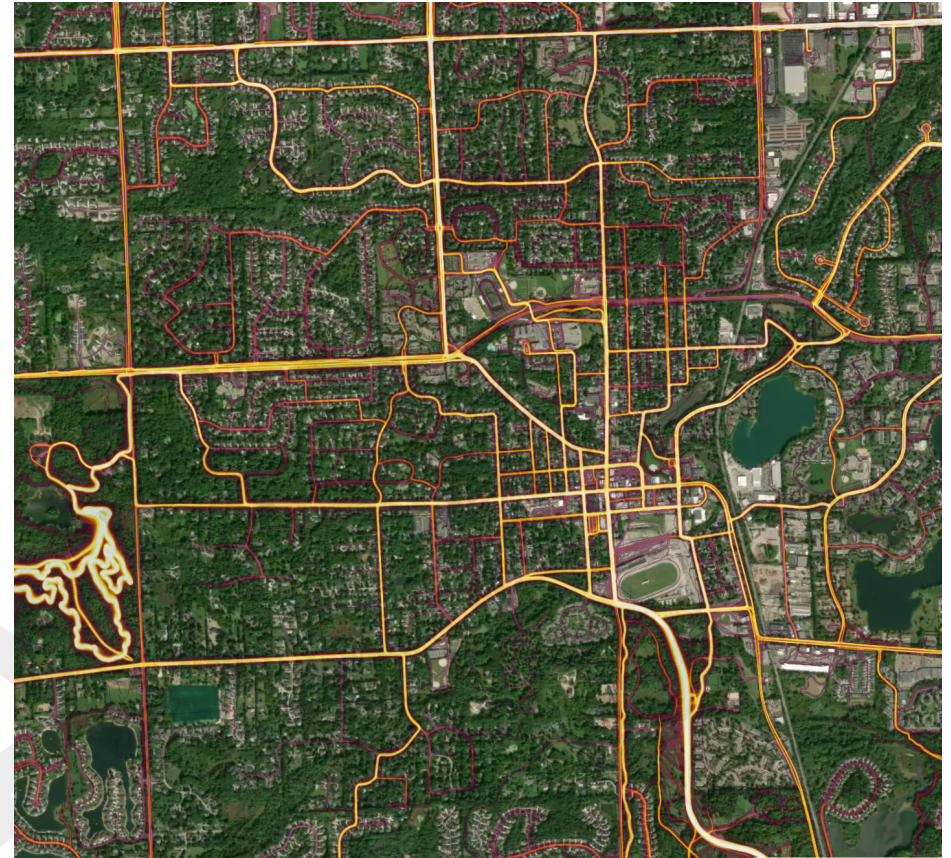
Bicycle Conditions

In general, bicycle travel in the city generally follows the roadway network with a few marked bike lanes and shared lane markings implemented since the 2013 plan.

The existing bicycle network is fragmented and geared towards more experienced bicyclists who are comfortable bicycling on primary roads with bike lanes and/or paved shoulders. With a system comprised of bike lanes, shared lane markings, side paths, and a few off-road trails little consideration has been given to the transition between these different type of facilities.

A number of regional trail corridors exist around the City of Northville including the Hines Park Bike way, I-275 Metro Trail, Novi ITC Trail and Shared Use Paths in Maybury State Park. There is opportunity to improve and strengthen non-motorized connections between these regional destinations.

While there have been some initial steps towards wayfinding with the Link that connects Hines Park Bikeway to Maybury State Park, there is significant room for improvement. There has been interest expressed by surrounding communities to establish a regional trail wayfinding system. The wayfinding system could also be expanded to show preferred routes around the city to key destinations and just how close in time and distance they are.

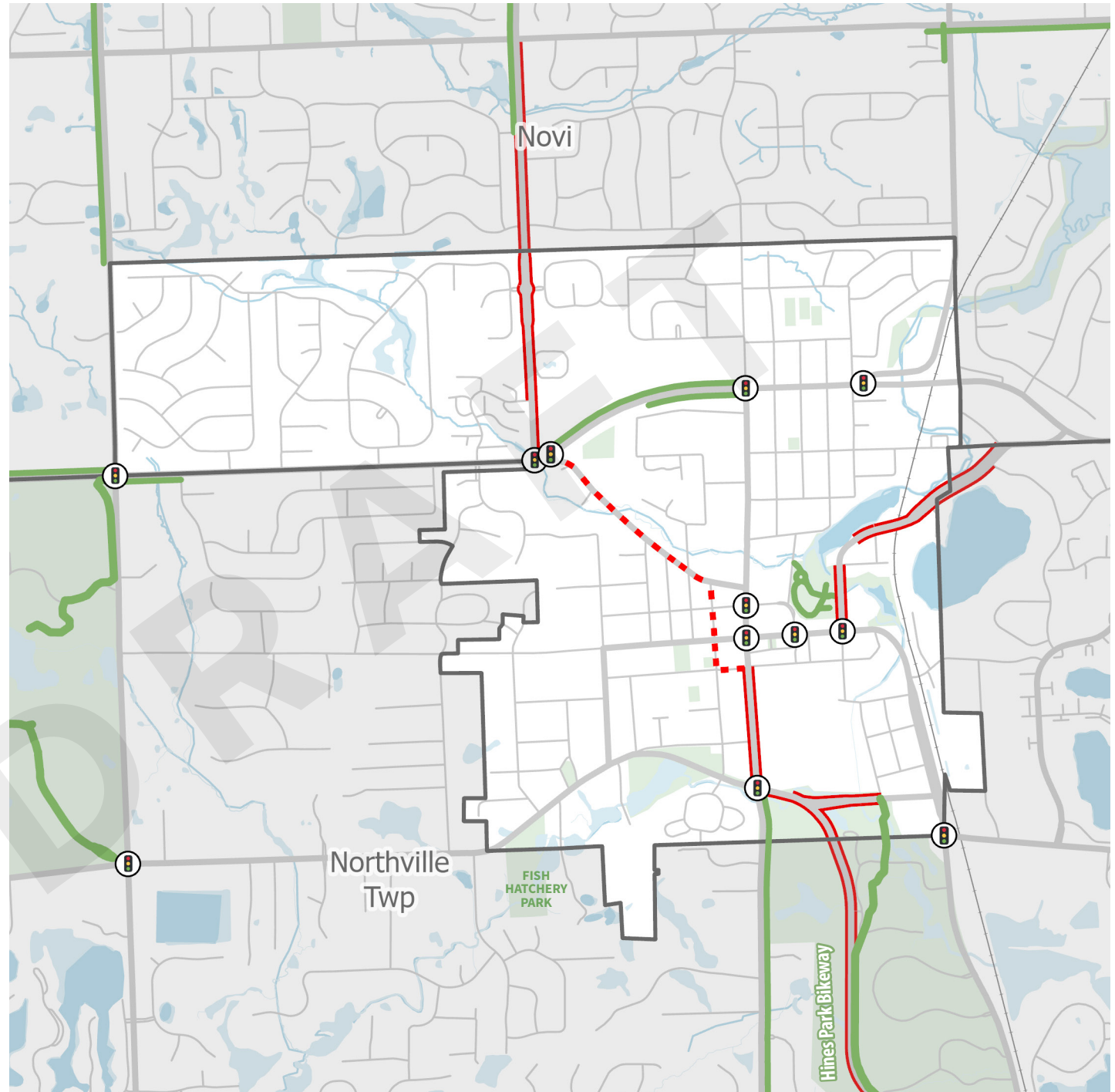




Strava Bicycle Heat Map

Source: Strava

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Northville's Bicycle Network



- 8' wide+ Shared Use Paths
- Bike Lanes
- - - Shared Lane Markings
-  Signalized Intersections
-  Note

Bicycle Crashes

Most of the crashes were the result of motorists failing to yield to bicyclists. As with the pedestrian crashes this did not seem to be the result of poor lighting conditions, but rather poor situational awareness of the motorists. Motorists hit bicyclists in crosswalks and in a couple cases sideswiped the bicyclists. Many of the crashes involved motorists turning into and out of driveways or side streets. Remedies for these types of crashes will need to focus on counteracting the careless and dangerous behavior of motorists.

29 | bicycle crashes since 2004
1.6 | average number of crashes per year
0 | fatalities in 18 years



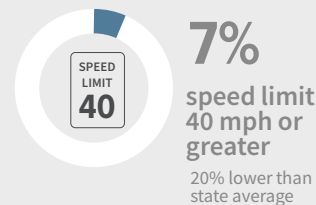
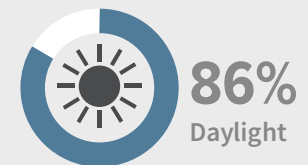
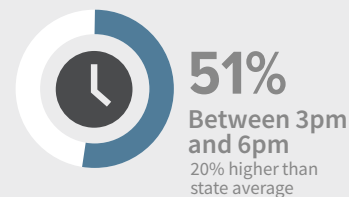
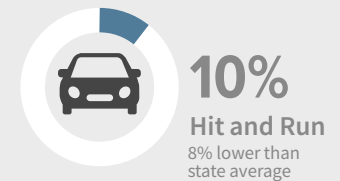
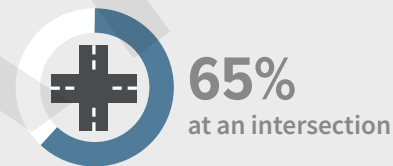
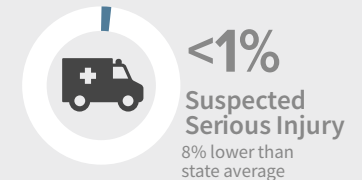
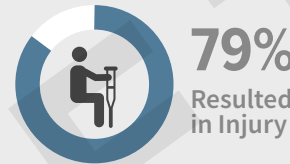
Economic and Societal Impact of Bicycle Crashes in Northville 2004 to 2021

\$1 Million

Economic Cost: Productivity, medical, emergency and costs to employers

\$5 Million

Comprehensive Cost: Economic costs plus quality of life valuations (Amount society is willing to pay to avoid the crash)



Speed is a central factor in traffic deaths. As speed limits and speeds increase, so do fatalities.

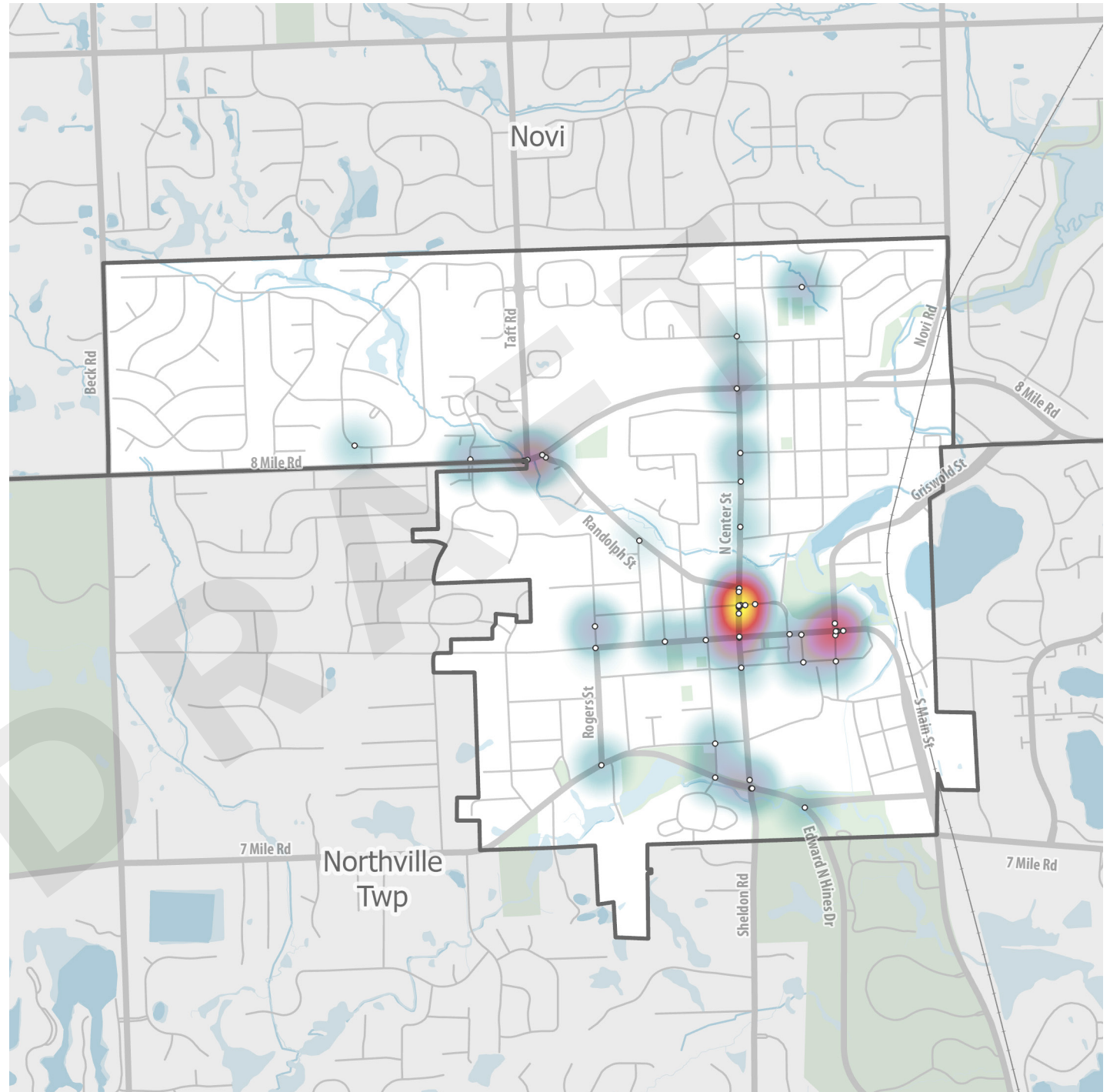
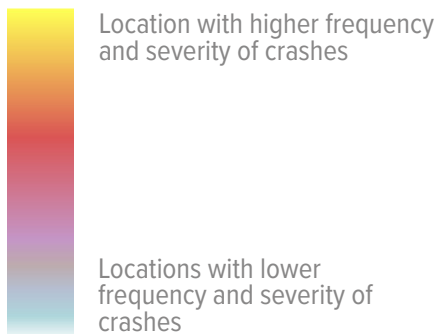
Bicycle Crash Heat Map

The bike crash locations are very similar to the pedestrian crash locations with the approaches to the downtown area having high concentrations of crashes.

When the crash locations are compared to where bicycle facilities exist, relatively few crashes exist where there are bike lanes. And those that do are at intersections where there is no specific accommodations for bicyclists.

Beyond providing bicycles their own lane, the presence of bike lanes may have a positive impact in increasing driver awareness that bicycles may be expected in the area.

○ Bicycle Crash (2004 - 2021)



Regional Connections

Northville has direct access from its south side of town to the regional trail system via the Hines Park Bikeway. But there is not a family friendly bicycle link from the Hines Park Bikeway to the rest of town. Northville also has a tenuous link to trail system in Maybury State Park and Novi's ITC trail.



The statewide trail system consists of the Great Lake-to-Lake Trail and the Iron Belle Trail. Northville has the opportunity to connect to both of these systems via the Hines Park Bikeway.

1 Maybury State Park

Maybury State Park features a variety of hiking, biking, cross-country and equestrian trails. There is an existing pathway connection into the park at 8 Mile Road and a future connection is under development on 7 Mile Road. Coordination with Northville Twp is key to providing a non-motorized connection along 7 Mile Road.

2 Novi ITC Trail

ITC trail is located in the City of Novi. There is the opportunity for a 30 mile regional trail loop through Novi if links are completed to the Michigan Airline Trail, Maybury State Park and Hines Park Bikeway through Northville.

3 Legacy Park

This new park is located about a mile east of the city, on 7 Mile Road and is developing into a destination for mountain bikers and hikers. Non-motorized connection should be provided to this park so users have the option to walk or bike to the park instead of driving.

4 Connecting the Rouge

This regional planning effort seeks to connect the trails along Hines Drive to the Lower Rouge and downriver portions of the Rouge River Gateway Greenway. When complete, this connection will provide trail link all the way to the Detroit River.

5 I-275 Metro Trail

Provides a north-south connection following I-275 corridor east of the city. Hines Park Bikeway is currently the main link to this trail system. With the development of Legacy Park, there may be opportunities to expand connections through the Township for a more direct route. There are also may be some opportunities to improve wayfinding and access to get to the trail.

6 Hines Park Bikeway

Provides a north-south connection along the Edward Hines Drive corridor terminating at Seven Mile at the southeastern side of the city. This connection is the city's main link to the regional trail network.




7 Great Lake-to-Lake Trail

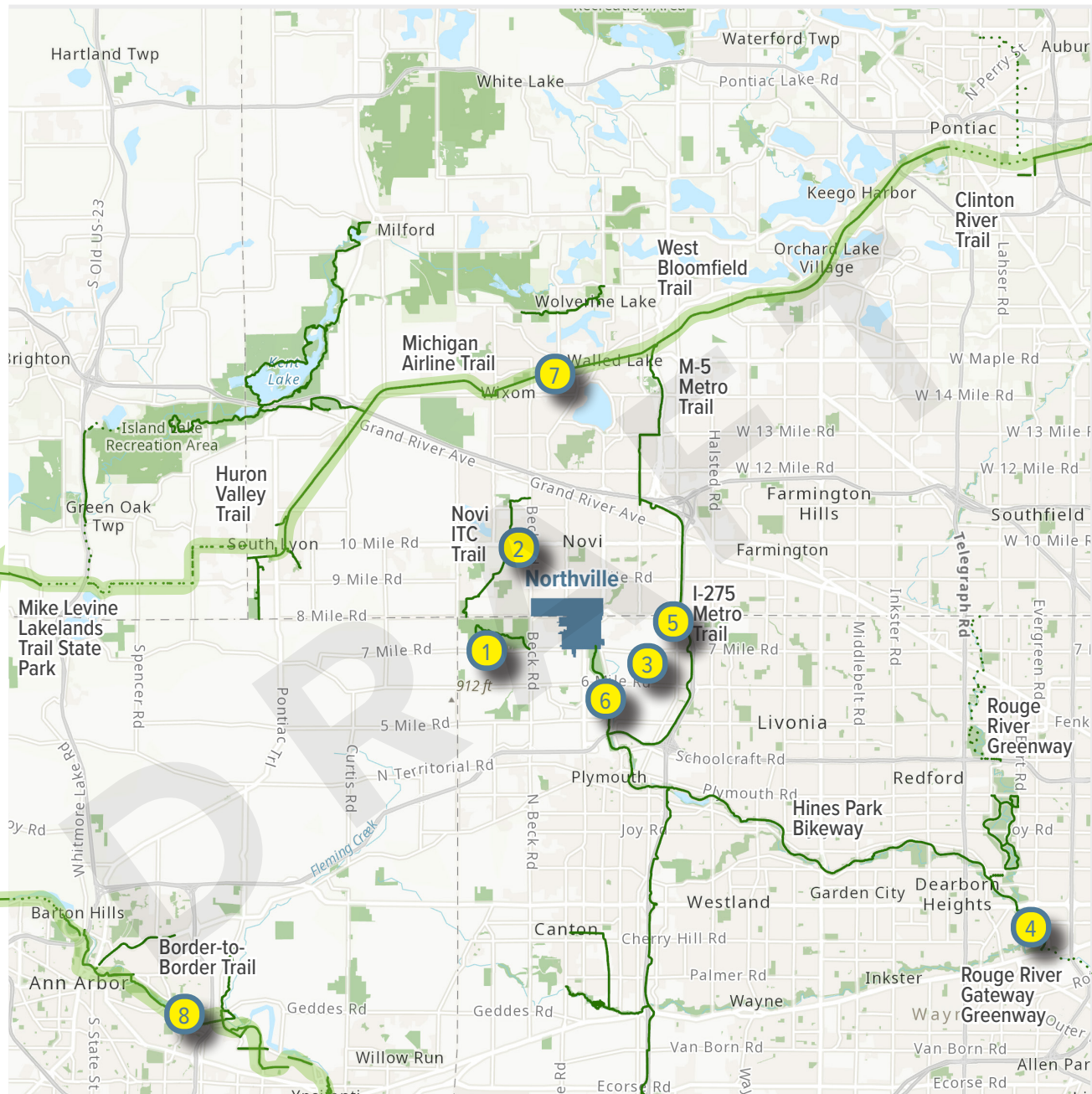
This 275-mile bike route across southern Michigan from South Haven to Port Huron. There may be opportunities to coordinate with Novi's on expanding the ITC Trail north to make a connection to the Michigan Airline Trail along the Great Lake-to-Lake Trail Route.

8 Iron Belle Trail

When complete, this 2,000 mile loop trail will connect the western tip of the Upper Peninsula to Belle Isle in Detroit. Hines Park Trail provides the main connection to access this trail.

Regional Trails

-  Existing Shared Use Paths
-  Planned Shared Use Paths
-  Statewide Trail Routes



To The Iron Belle Trail

To Detroit

Community Connections

Northville Township

Located on the eastern, southern, and western perimeters of the city, Northville Township forms a close-knit bond with the City of Northville. The township and the city seamlessly intertwine, sharing not only school districts but also a recreation department. In the eyes of numerous residents, Northville Township serves as a natural extension of the city, fostering a sense of unity and interconnectedness.

At present, the township has a mix of sidewalks and wide pathways along the major roads with some gaps in connectivity. The Northville Township 2022 Pathway Plan aims to address these gaps and includes key connections that will benefit the City of Northville. Establishment of shared use paths along 7 Mile Road will link the City with prominent destinations such as Maybury State Park and Legacy Park.

City of Novi

Situated along the northern edge of Northville, the City of Novi forms a significant part of the region's landscape. These neighboring municipalities have a close relationship, as they share school districts and are both situated adjacent to the scenic Maybury State Park. Novi's ITC Trail is a popular route frequented by bicyclists and pedestrians, showcasing the city's commitment to non-motorized transportation.

Furthermore, Novi serves as a bustling regional shopping hub, drawing visitors from far and wide, while Northville takes on the role of a de facto downtown, exuding charm and character. The city is currently in the process of updating its non-motorized plan and effective coordination is essential to ensure a cohesive and accessible network for residents who walk and bike.

Wayne County

The City falls under the jurisdiction of Wayne County south of 8 Mile Road. Notably, certain arterial roads in the City of Northville, such as segments of 8 Mile Road, 7 Mile Road, S Main Street, and Griswold, are under Wayne County's purview. These roads play a crucial role in the transportation network of the region.

Moreover, the Hines Park Bikeway serves as a vital non-motorized pathway, offering a pivotal connection between the City of Northville and other trails and communities within Wayne County. Recognizing the significance of these connections, the Connecting the Rouge Framework Plan focuses linking the trails along Hines Drive to the Lower Rouge and downriver portions of the Rouge River Greenway. The City of Northville has the opportunity to capitalize on this connection as a premier trail town along the route.

Oakland County

To the north of 8 Mile Road, the City falls under the jurisdiction of Oakland County, bringing its own distinct administrative framework. Novi Road is a significant thoroughfare and operates under the authority of the Oakland County Road Commission.

It is also important to recognize that several communities in Oakland County are engaged in the Beck Road Improvement Project. This project aims to enhance the corridor to support grown in the region by adding vehicles lane and non-motorized improvements. At this time, the City of Northville is not actively pursuing this project for its 1/2-mile section of Beck Road.

Looking beyond the immediate vicinity, the I-275 Trail, located just 2 miles east of the city, emerges as a prominent regional trail. This trail serves as a direct connection to the Great Lake-to-Lake Trail, spanning across the state and offering non-motorized access to the region.

Distance to Nearby Destinations

I-275 Metro Trail

3 miles 15 min. bike ride

ITC Trail

3.6 miles 20 min. bike ride

Maybury State Park

1.7 miles 7 min. bike ride

Legacy Park

2 miles 10 min. bike ride

Northville Community Park

3.5 miles 20 min. bike ride

Rotary Park

1.7 miles 10 min. bike ride

Ella Mae Power Park

2.5 miles 15 min. bike ride

Silver Springs Elementary

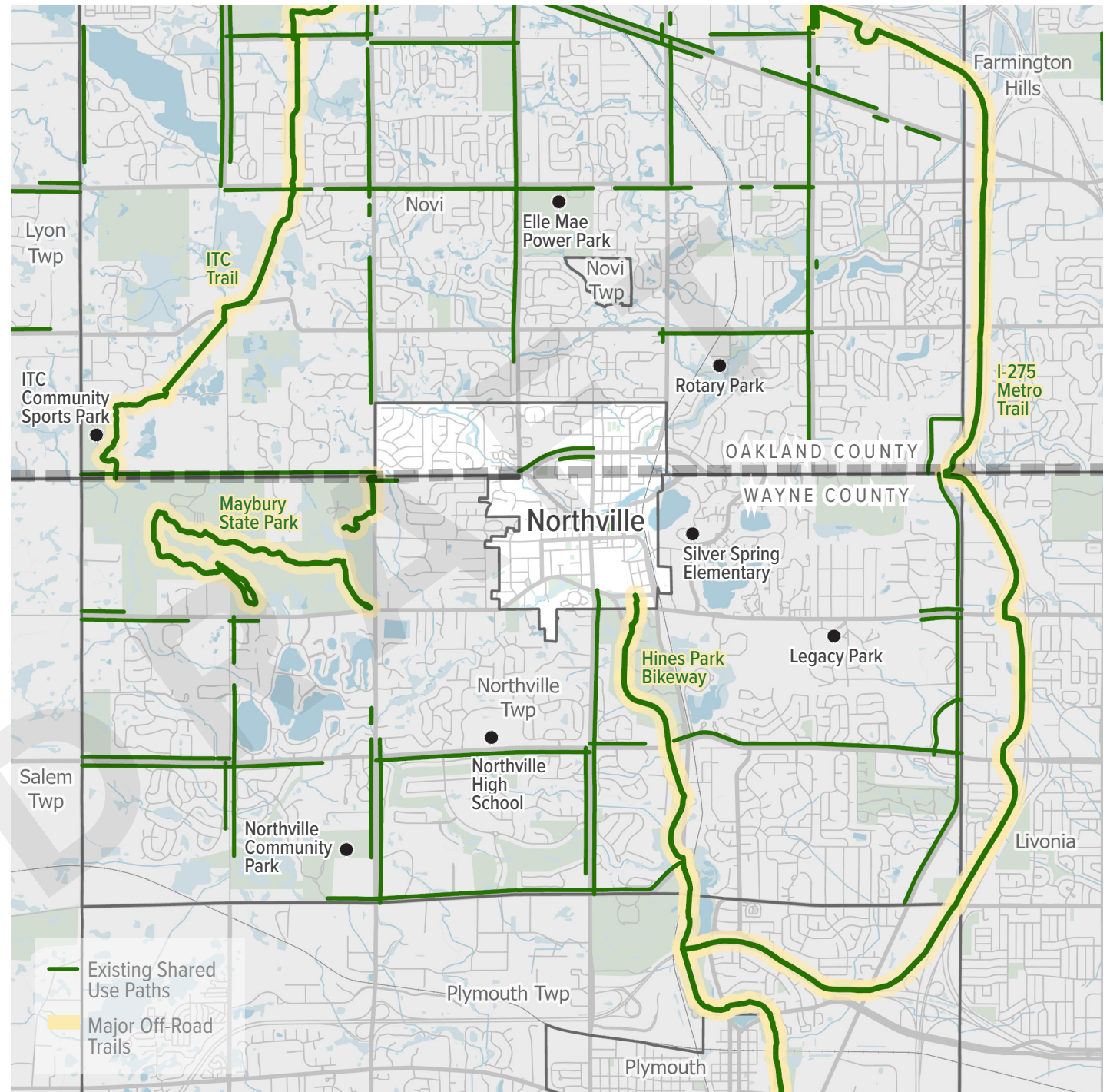
1 mile 5 min. bike ride

Northville High School

2 miles 12 min, bike ride

Downtown Plymouth

5 miles 28 min. bike ride



Two miles take about ten minutes to bike



Coordination

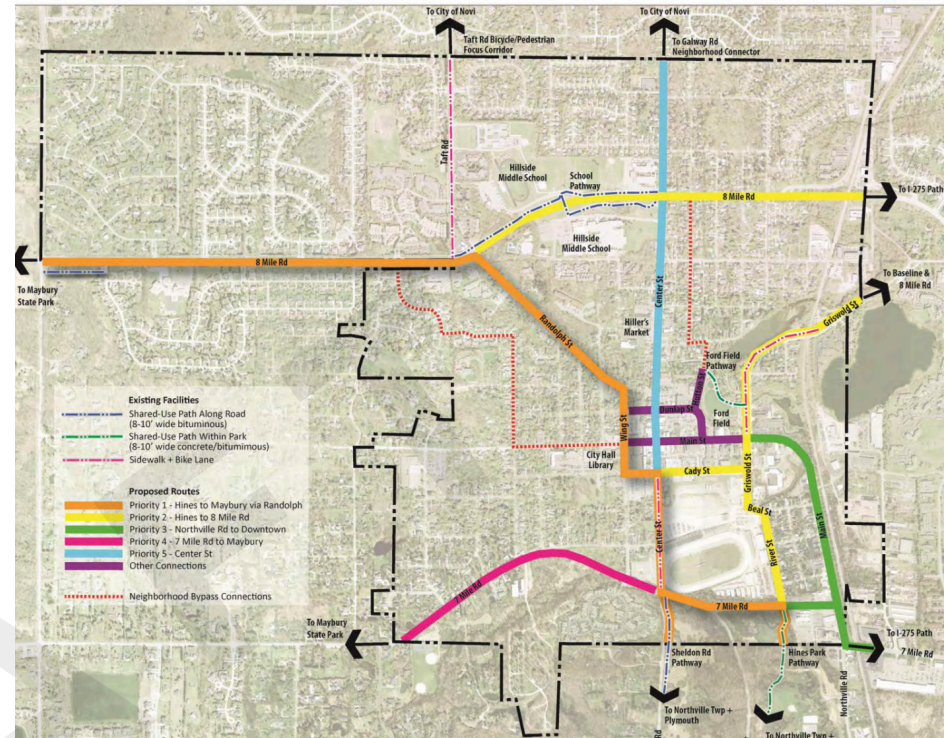
This plan seeks to not only to review and update the 2013 Non-motorized Master Plan but also review and incorporate ideas that have been developed through various studies including the following:

Task Force & Sustainability Team Reports:

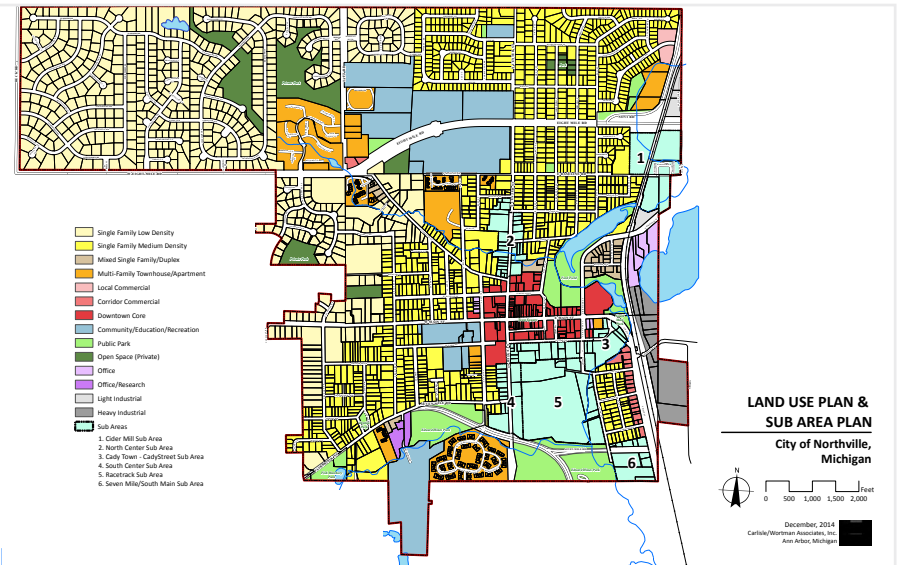
- ▶ River Framework Plan Report
- ▶ Mobility Network Report
- ▶ Ford Field Report
- ▶ Farmers' Market Report

Concurrent Planning Efforts

- ▶ Northville's Livable Streets Downtown Pedestrian Plan
- ▶ Northville Downs Development Plan
- ▶ Novi Active Mobility Plan
- ▶ Ford Field Park Master Plan
- ▶ Foundry Flask Mixed -Use Development
- ▶ Northville Community Parks & Recreation Plan



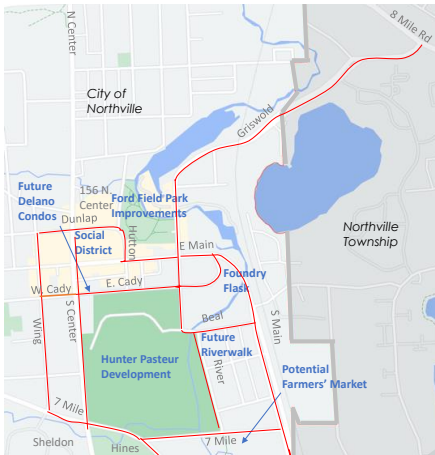
2013 City of Northville Non-motorized Plan



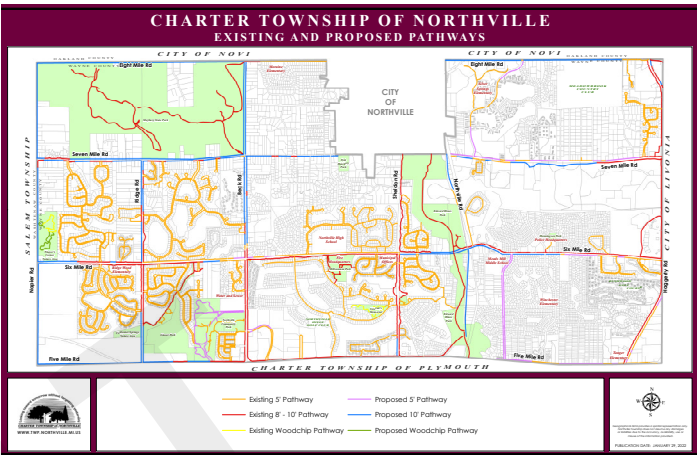
Northville Master Plan



Mobility Task Force Network Report



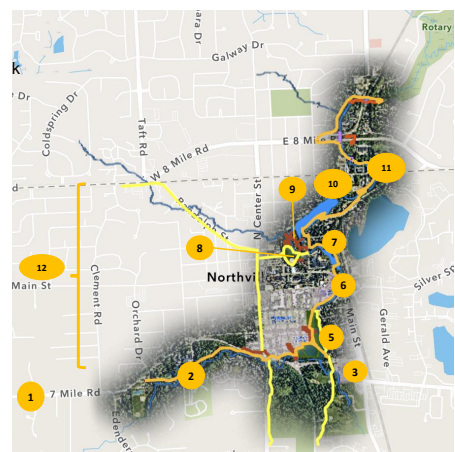
Walkability Study



Northville Township Pathways Plan



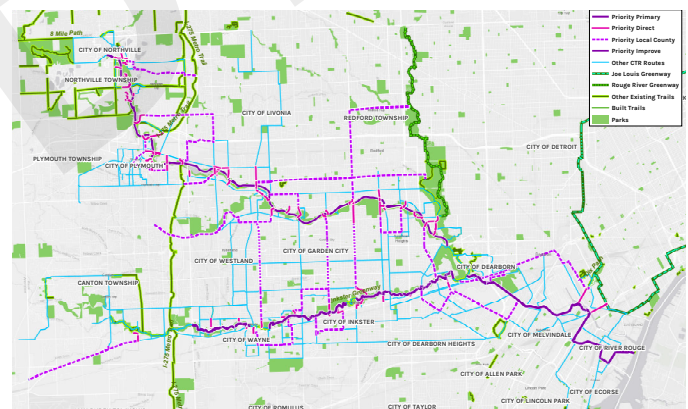
Northville Livable Streets Downtown Pedestrian Plan



River Framework Report



Northville Downs Development Plan



Connecting the Rouge Framework Plan



Walkability for Northville

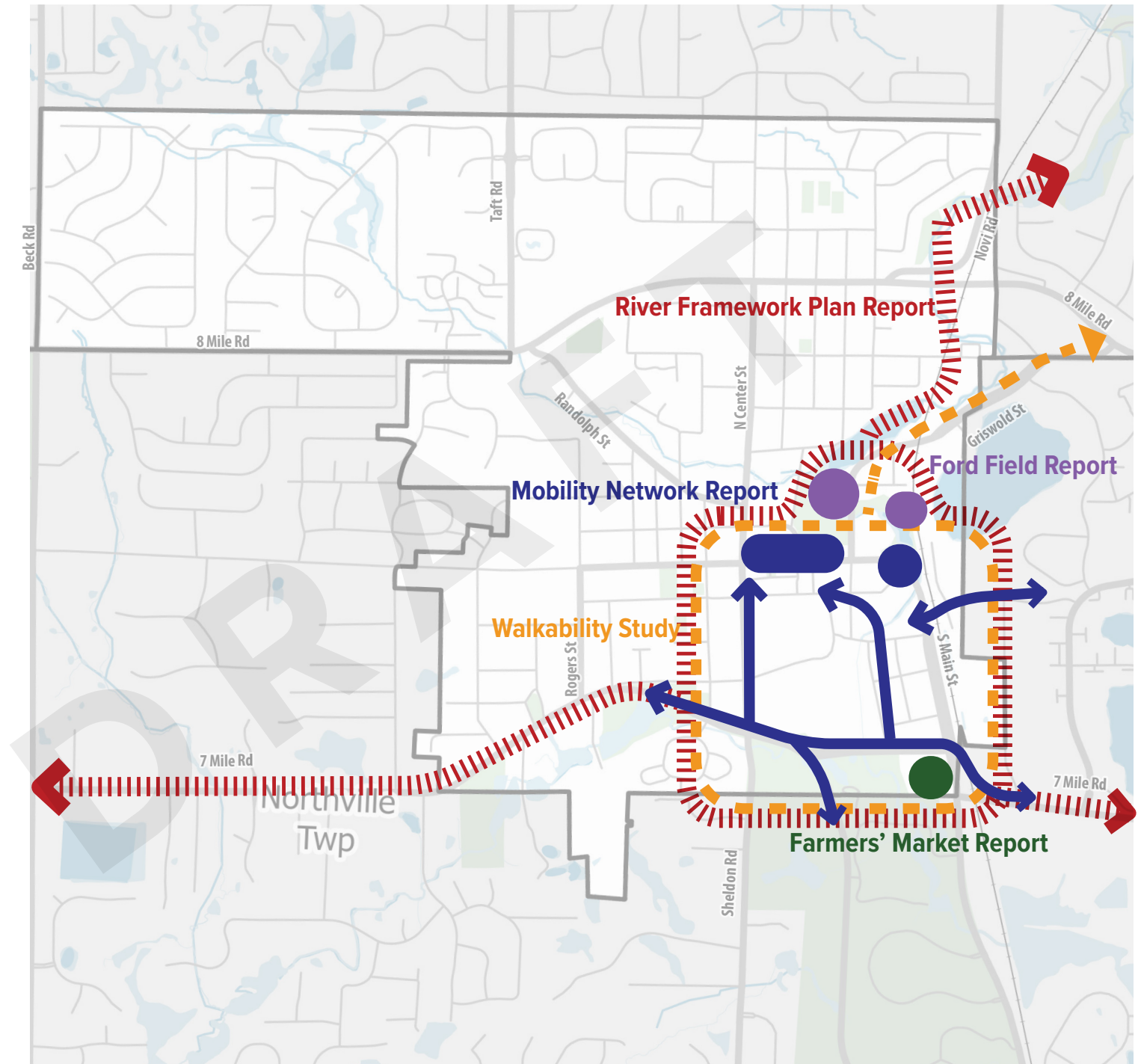
Northville Non-motorized Plan 2023

Task Force And Sustainability Team Reports

Volunteers for three task forces were approved by City Council in 2020. The task forces are focused on Ford Field, the Farmers' Market and Rouge River Restoration. As of early 2022, the River Restoration Task Force remains and has absorbed the roles of the other two task forces, adding sub-teams to explore various needs, such as walkability.

The Sustainability Team was formed in early 2020. They developed a sustainability plan to be a resource that provides research, support and guidance to city officials and departments as well as the community.

The following page highlights non-motorized recommendations produced by these efforts.



Mobility Network Report



Action Sites:

- ▶ Seven Mile Corridor - add shoulders, roundabouts, and crosswalks, improve intersections, and integration of bicycle and pedestrian routes
- ▶ South Center Improvements - walk and bike connections, slower speeds, on-street parking, walkability, wide pathway
- ▶ Old Core Improvements - evaluate parking and traffic on Cady Street, Hutton and Church Streets, Mary Alexander Court, Cady realignment
- ▶ River St Neighborhood Parkway - regional trail alignment with the new Downs Project, sidewalks, parking along River and Beal St
- ▶ Doheny Safe School Passageway - under railroad

Farmers' Market Report



Update: The McDonald Ford land site for Farmers' Market has been withdrawn. Future site to be determined.

- ▶ Strengthen bike and pedestrian access to this site and improve cross-corridor connections on **Seven Mile**
- ▶ Connections to **city, township and Hines park**

Walkability Study



- ▶ A focus on improving the pedestrian and cyclist experience for the Master Plan Subareas as well as proposed development sites.
- ▶ Detailed streetscape recommendations are outlined for E. Cady Street, Griswold Street, Beal Street, S Main Street, 7 Mile Road, Wing Street, W Cady St, and S Center St.

Ford Field Report



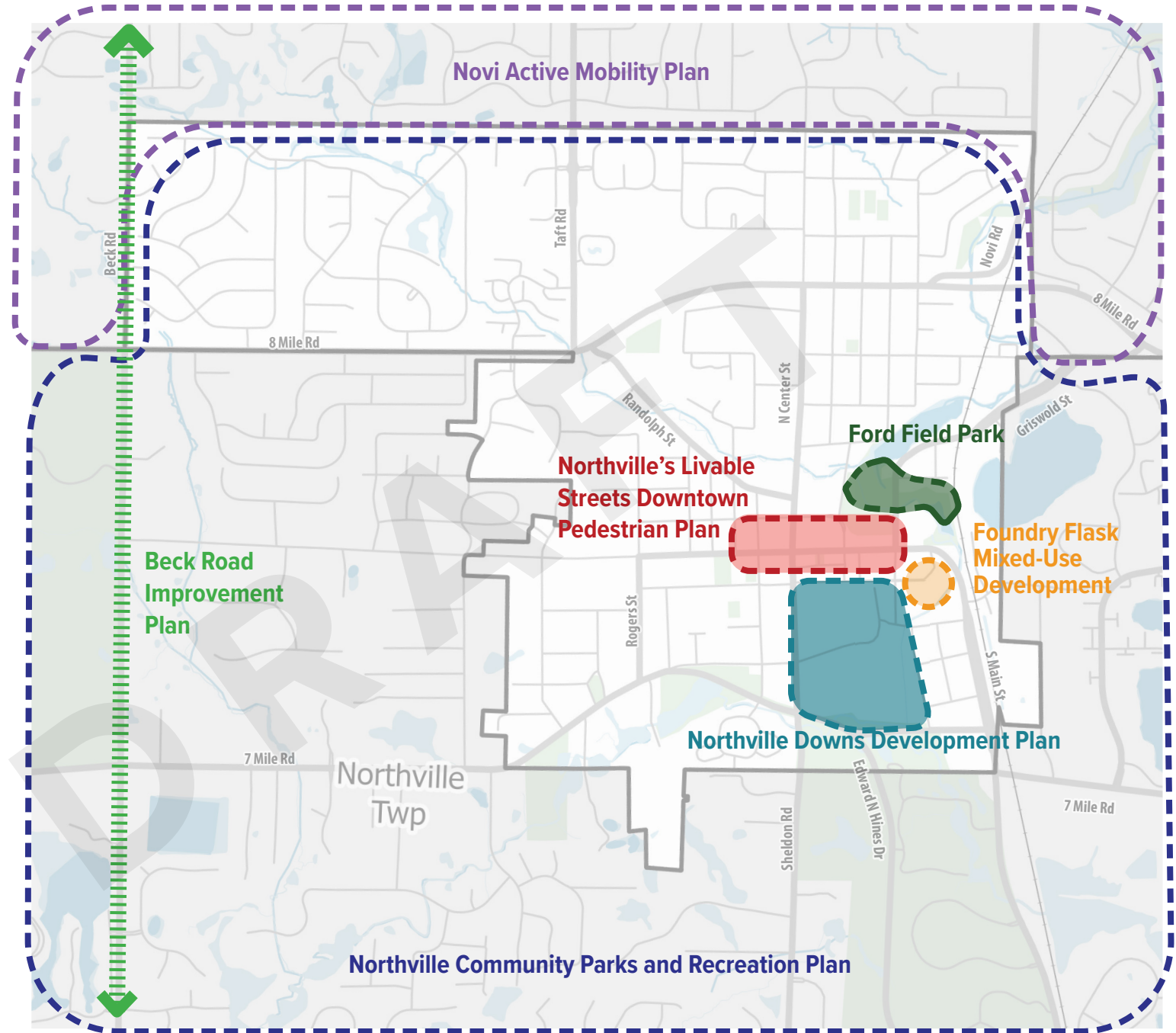
- ▶ Strengthen bike and pedestrian access to this site and improve cross-corridor connections on **Griswold St**
- ▶ Connections to **city, township and Hines park**

River Framework Plan Report

- ▶ Establish Northville as a **“hub” for local, regional, and state shared trails** to Northville Twp’s Legacy Park, Hines Park, Fish Hatchery Park, Maybury State Park, and Novi’s Rotary Park.
- ▶ Expand community access and recreation with a network of parks, trails and pathways call **“The Riverwalk”**.
- ▶ Enable an aesthetically beautiful network of **linked non-motorized pathways** and trails to improve access to the river and connect The City to nearby **regional recreation** areas.
- ▶ Provide passive and **low-impact recreational** opportunities for users of all ages and mobilities through context sensitive design to ensure safe and enjoyable access.
- ▶ Incorporate outdoor **interpretive signs** and viewing areas for students and lifelong learners.
- ▶ Research and pursue **funding opportunities** to finance desired improvements and long-term **maintenance** of “The Riverwalk”.
- ▶ Create “The Riverwalk” **marketing and branding** campaign.
- ▶ Provide **wayfinding tools** to help visitors navigate The Riverwalk and connect to community assets and the historic downtown district.
- ▶ Seven Mile (Maybury to Fish Hatchery Park): 10-foot wide path proposed
- ▶ Johnson Creek (Fish Hatchery Park to Center): riverwalk proposed
- ▶ Seven Mile (Center to Legacy Park): shared Use path on south side of road proposed
- ▶ Foundry Flask Mixed-use Development: easement for riverwalk proposed
- ▶ DTE Substation: Easement for riverwalk proposed
- ▶ Ford Field East: 10-ft wide riverwalk proposed
- ▶ Ford Field West: Barrier free gateway
- ▶ Mill Pond to Rotary Park: riverwalk proposed, construct a ten-foot asphalt riverwalk and foot bridge along the lower dam mill pond next to the former Ford Valve Plant connecting Ford Field West and the Foundry Flask site.

Concurrent Planning Efforts

Northville, Michigan is currently undergoing significant planning and development efforts, and collaboration with other planning initiatives is crucial to the success of this plan. All of these planning efforts demonstrate Northville's commitment to maintaining its community's character while also supporting growth and development.



Northville's Livable Streets Downtown Pedestrian Plan



- ▶ A pedestrian plan for Downtown Northville led by Grissim Metz Andriese Associates in response to street closures on portions of E Main Street and N Center St.
- ▶ Includes a traffic study by Fleis & Vanderbrink to evaluate street closures and its impact on surrounding streets, walkability, and new vehicle traffic patterns. Phase I includes intersection evaluation and Phase II includes traffic calming.
- ▶ Project began in the Fall of 2022.

Northville Downs Development Plan



- ▶ Hunter Pasteur Northville, LLC is proposing to redevelop the racetrack area into a mixed-use development with single-family homes, town homes, high-end apartments, luxury condominiums, commercial space, and public space in the form of three public parks and pocket parks throughout the site.
- ▶ Preliminary Site Plan Approval 2022

Foundry Flask Mixed-Use Development



- ▶ 456 E. Cady, LLC (Foundry Flask and Equipment site) requesting a Special Land Use permit, along with Site Plan approval for mixed-use development (residential and commercial) at this location. The special land use permit would allow upper floor residential uses on-premises zoned PR-1, Performance Regulated Industrial District No. 2, and CSO, Cady Street Overly District. Section 10.03 of the Zoning Ordinance permits the Planning Commission to allow upper floor residential units as a Special Land Use, pursuant to meeting the criteria in Section 15.02 for multi-family structures.
- ▶ Includes site plans and traffic study. Phase I of the street closure evaluation includes intersections and Phase II includes traffic calming.
- ▶ Working with Planning Commission since 2021.

Ford Field Park Master Plan



- ▶ A park master plan led by Wade-Trim
- ▶ Project began in Spring of 2023

Novi Active Mobility Plan



- ▶ As an update to the 2011 Non-motorized Master Plan, the Active Mobility Plan will identify community priorities to ensure that safe and convenient routes are available for people who walk and bike.
- ▶ This project began at the end of 2022.

Northville Community Parks and Recreation Plan



- ▶ Updated to the 2019 to 2023 Plan
- ▶ Include parks in both Northville and Northville Twp.
- ▶ Project kicked-off concurrent with Non-motorized Plan.

Beck Road Improvements Plan



- ▶ The goal of the project is to enhance the corridor to support growth in the region
- ▶ Wixom and Novi are actively pursuing this project
- ▶ Proposed improvements may include adding vehicle lanes, landscaped medians, walking and biking paths, and improved ADA accessibility

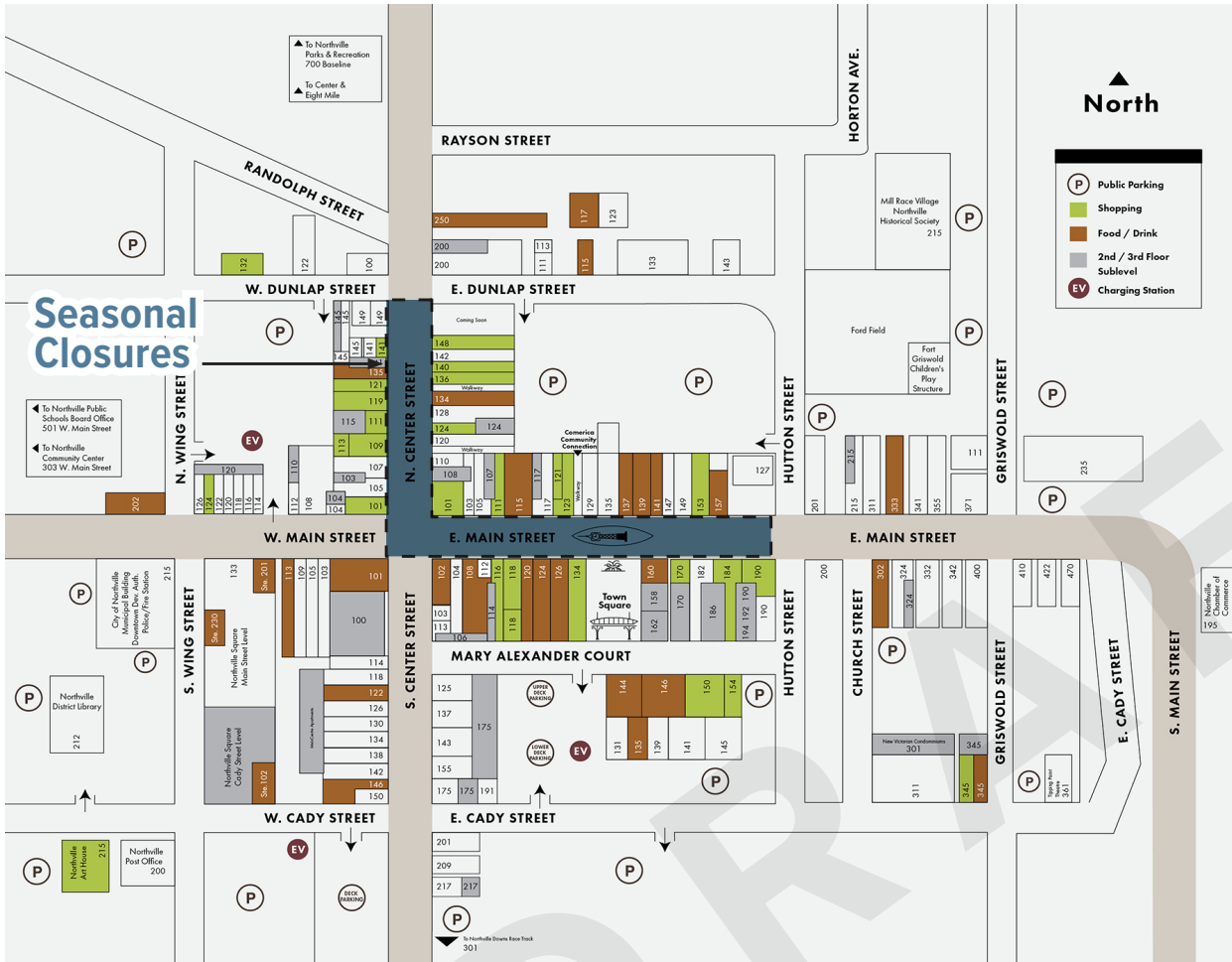


Seasonal Closures

In response to the COVID-19 pandemic in 2020, the City implemented temporary street closures in the downtown area as a measure to mitigate the spread of the virus and promote social distancing. These street closures have become a part of an ongoing strategy to create safer spaces for pedestrians. As part of this initiative, portions of E Main Street, and N Center Street are closed during the summer months, allowing people to enjoy outdoor activities and local businesses to expand their operations onto the sidewalks.

Effective coordination between the seasonal street closures and non-motorized transportation options involves developing comprehensive plans that prioritize the needs of pedestrians and bicyclists, creating alternative routes and dedicated bike lanes, and providing clear signage and information to guide individuals navigating through the affected areas.

Harmonizing non-motorized transportation with the seasonal street closures will foster a more sustainable and inclusive urban environment that encourages active mobility and enhances the overall well-being of its residents and visitors.



Road closures on N Center St and E Main St begin on May 1st and end on November 1st. During this period, a 22-foot wide clear zone will be established down the middle of the streets. The clear zone is primarily intended for fire and emergency access but may also be used for bicycles and pedestrian travel, as long as it does not impede emergency access. This measure ensures the safety and convenience of both emergency responders and non-motorized travelers within the designated area.

Northville Downtown Development Authority Walking Map



Corridor Evaluation

Fifteen specific road corridors were evaluated to better understand the issues and opportunities associated with them. Evaluating these corridors is significant for identifying the specific needs of each area and determining the best course of action to ensure the safety and accessibility of pedestrian and bicycle infrastructure in Northville. By integrating these improvements with roadway and utility construction projects, Northville can improve its transportation system while minimizing costs and disruptions to the community.

The following information was prepared for each corridor:

- ▶ **Existing Conditions Map**
Displays existing facilities, crash locations, and includes observations
- ▶ **2013 Non-motorized Plan**
Indicates items from the 2013 plan that have not yet been addressed
- ▶ **Existing Conditions Summary**
Documents conditions for sidewalks, crosswalks, shared use pathways, in-road bicycle facilities, and roadways.
- ▶ **Community Input**
Summarizes input to-date on issues and ideas that have been expressed for the corridor
- ▶ **Additional Observations**
Summarizes some of the initial observations that may lead to specific recommendations

Corridor Segments:

8 Mile Road (Oakland County)

8 Mile Road (Wayne County)

7 Mile Road (West of Center St)

7 Mile Road (East of Center St)

Randolph Street

Center Street (North of Main)

Center Street/Sheldon Road (South of Main)

Main Street (East of Center)

Main St / Rogers St (West of Center)

Griswold Street

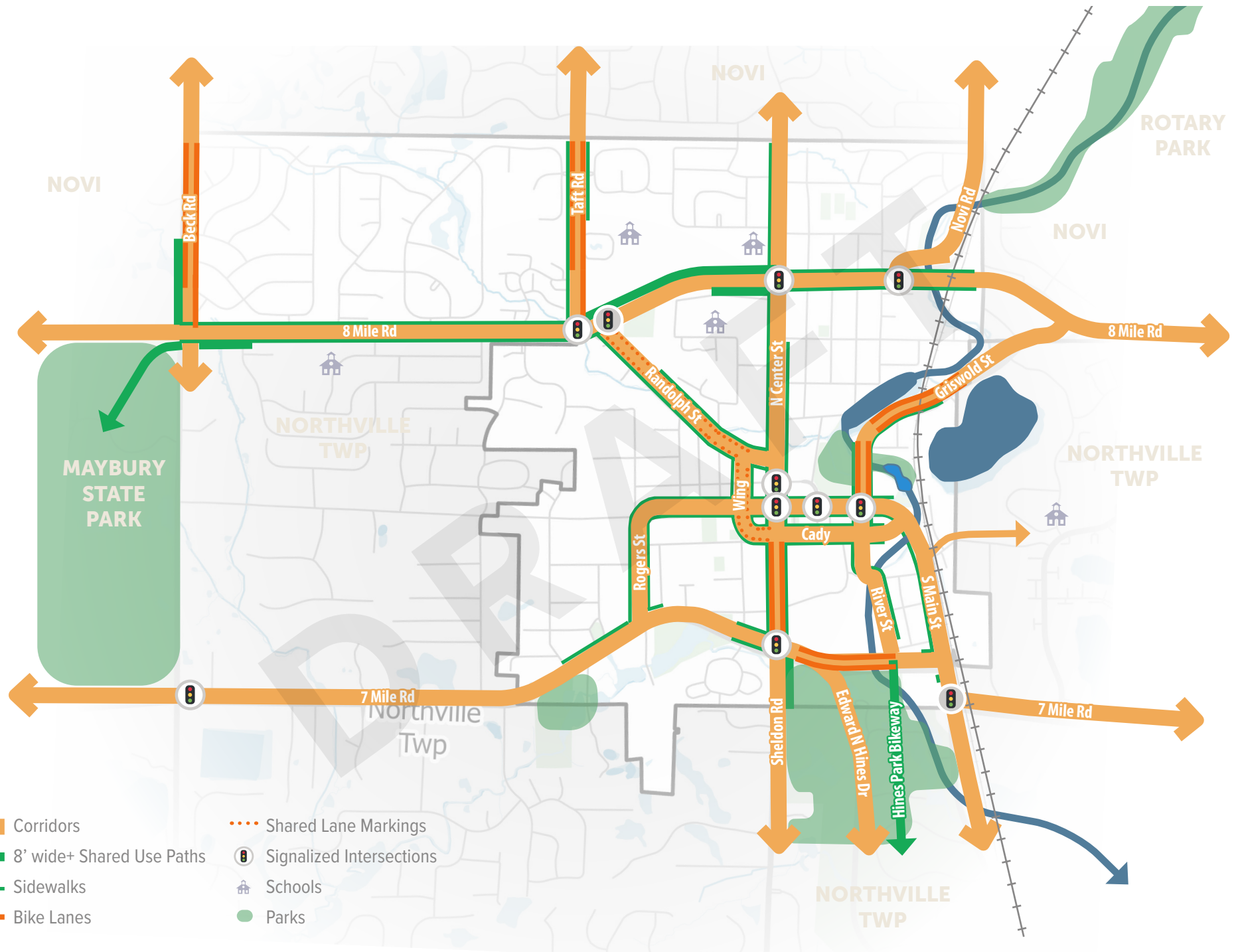
Beck Road

Taft Road

Novi Road

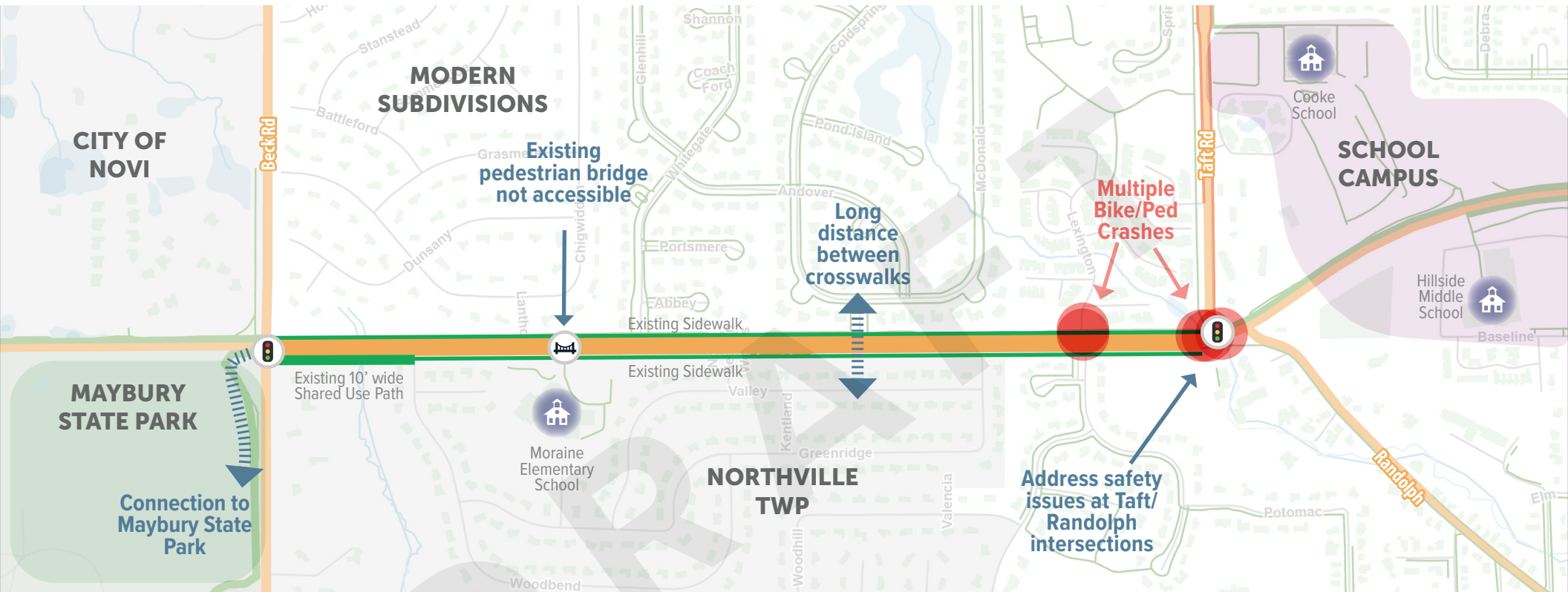
River Street

Wing St / Cady St



8 Mile Road

Beck Road to Taft Rd (Oakland County Section)



2013 Non-motorized Plan

Incomplete:

- ▶ Shared use path south side of 8 Mile between Beck and Randolph
- ▶ Paved shoulder



Existing Conditions



- ▶ Existing Sidewalk on both sides of 8 Mile from Beck to Randolph St



- ▶ Existing Signalized crosswalk at Beck Road, Taft Road,
- ▶ No crosswalk at signalized intersection at Randolph
- ▶ Existing Pedestrian Bridge with stairs at Moraine Elementary
- ▶ Multiple bicycle and pedestrian crashes occurred at the intersections of Taft Road



- ▶ Existing shared use path between Beck Road and Woodbend Dr



- ▶ No existing in-road bicycle facilities
- ▶ There is an intermittent paved shoulder



- ▶ Oakland County Jurisdiction
- ▶ South side of Road in Northville Twp
- ▶ The land use along this corridor primarily consists of neighborhoods and an elementary school campus
- ▶ Beck to Coldspring: 3-lane, 13,000 AADT
- ▶ Coldspring to Randolph: 4-lane, 13,000 AADT
- ▶ Posted speed 40 MPH
- ▶ School Zone 30 MPH corand an elementary school campus.

Community Input

- ▶ Contrary to the 2013 non-motorized plan, the Mobility Team's priority is to access Maybury Park vis 7 Mile Road

Additional Observations:

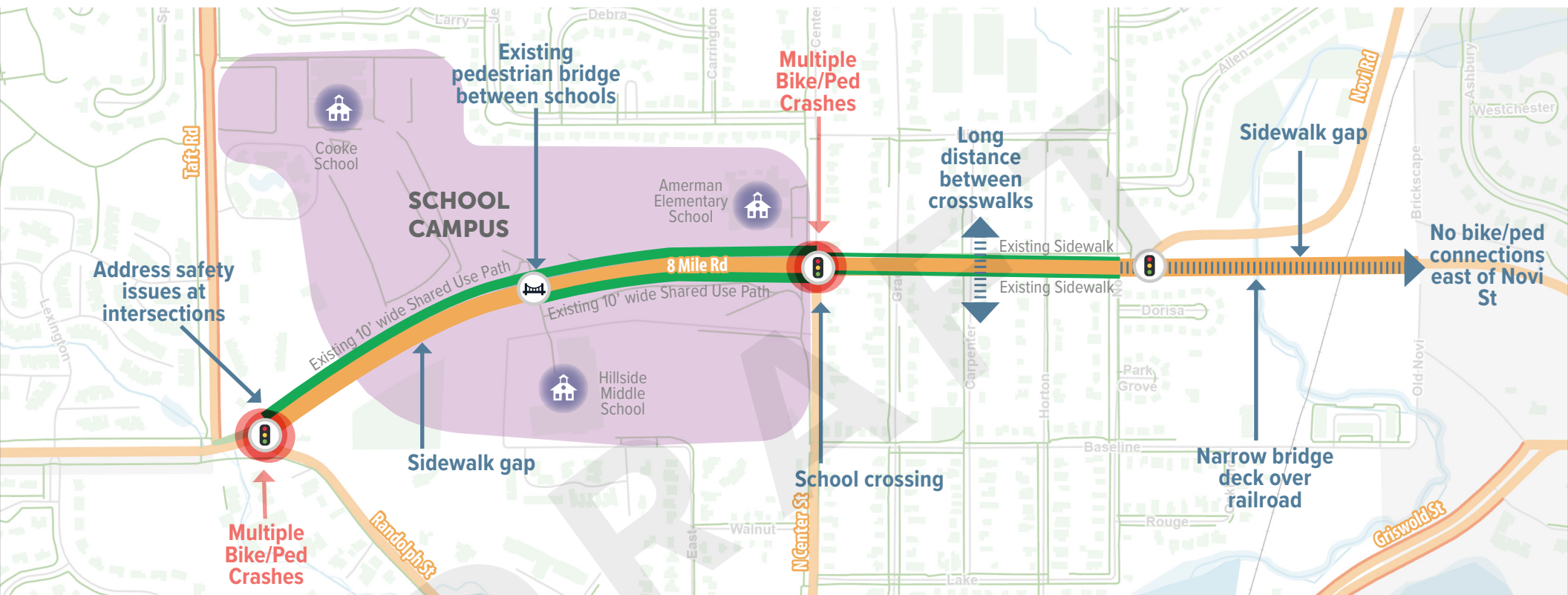
- ▶ The intermittent paved shoulder creates a dangerous situation where a bicyclists may start out on the shoulder only to have it drop or be replaced by a turn lane

Recommendations:

- ▶ (Under Development)

8 Mile Road

Randolph St to Northville Twp (Wayne County Section)



2013 Non-motorized Plan

Incomplete:

- ▶ Proposed crosswalk and intersection improvements at Randolph and 8 Mile Rd
- ▶ Paved shoulder



Existing Conditions



- ▶ Sidewalk gap on both sides east of Novi St
- ▶ Sidewalk gap on south side west of Randolph St



- ▶ Existing Signalized crosswalk at Center St
- ▶ Crosswalk missing at signalized intersections at Randolph St and Novi Road
- ▶ Existing Pedestrian Bridge with ramps between schools
- ▶ Bicycle and pedestrian crashes occurred at the intersections of Randolph St and Center St



- ▶ Existing shared use path on north side between Taft Road and Center St and on south side between pedestrian bridge and Center St



- ▶ No existing in-road bicycle facilities



- ▶ Wayne County Jurisdiction
- ▶ South side of Road in Northville Twp
- ▶ The land use along this corridor primarily consists of residential house with school campus.
- ▶ Randolph to N Center: 2-lane, 19,000 AADT
- ▶ N Center to Brickscape: 4-lane, 19,000 AADT
- ▶ Posted speed 40 MPH
- ▶ School Zone 30 MPH

Community Input

- ▶ (Under Development)

Additional Observations:

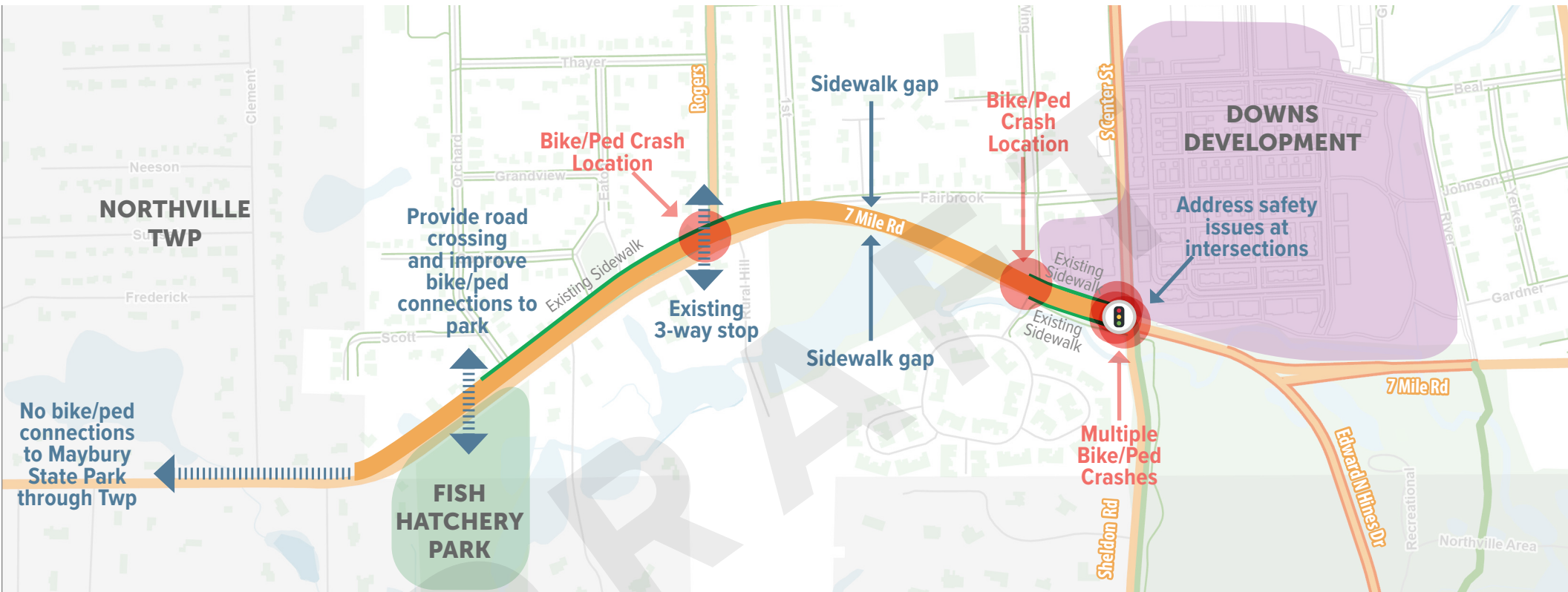
- ▶ The 4 lane configuration of 8 Mile Rd at Center Street makes for poor viability for left turning vehicles at an intersection that serves two schools
- ▶ Pedestrians and bicyclists traveling on the south side of 8 Mile, must cross 8 Mile Road twice between Randolph and the Hillside Middle School
- ▶ The road geometry and edge conditions encourage high travel speeds
- ▶ N Center to Brickscape should be evaluated for a 4 to 3 lane conversion to increase safety
- ▶ There are no vertical elements in the buffer between the path and roadway by Amerman Elementary School making for a low quality of service pathway

Recommendations:

- ▶ (Under Development)

7 Mile Road

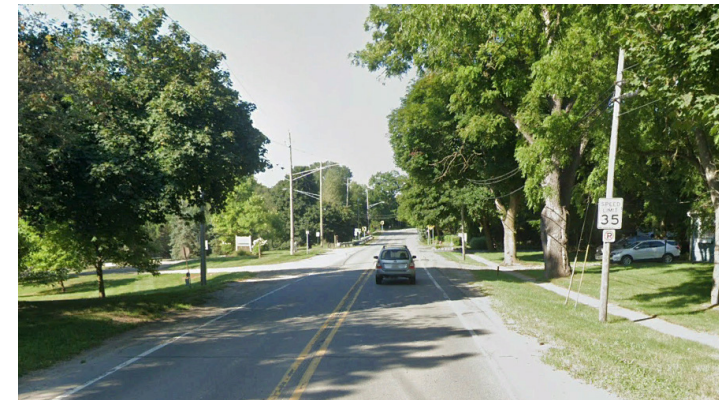
Northville Twp to Center Street



2013 Non-motorized Plan

Incomplete:

- ▶ Sidewalk /shared use path and paved shoulder
- ▶ Crosswalk and intersection improvements at Center St, First St, Rogers St, Orchard Dr and Fish Hatchery Park



Existing Conditions



- ▶ Sidewalk gaps on north and south side of road



- ▶ Existing Signalized crosswalk at Center St
- ▶ No crosswalk at Rogers (3-way stop)
- ▶ Missing crosswalk where sidewalk ends at Fish Hatchery Park



- ▶ No existing shared use pathway



- ▶ No existing in-road bicycle facilities



- ▶ Wayne County Jurisdiction
- ▶ The land use along this corridor primarily consists of neighborhoods, residences fronting directly on the street, and natural areas.
- ▶ Rogers to S Center: 2-lane, 7,200 AADT
- ▶ Beck to Rogers: 2-lane, 9,300 AADT
- ▶ Posted speed 35 MPH

Community Input

- ▶ Northville Twp and the City of Northville are looking to pursue a grant to fund shared-use path on the south side of 7 Mile between Fish Hatchery Park and Main St. / Northville Rd
- ▶ Northville Twp plans to construct a shared use pathway on the south side of 7 Mile between Edenerry St to Fish Hatchery Park
- ▶ Northville Twp's Trails Master Plan calls for a shared use pathway on the south side of 7 Mile from Edenderry St to Maybury State Park

Additional Observations:

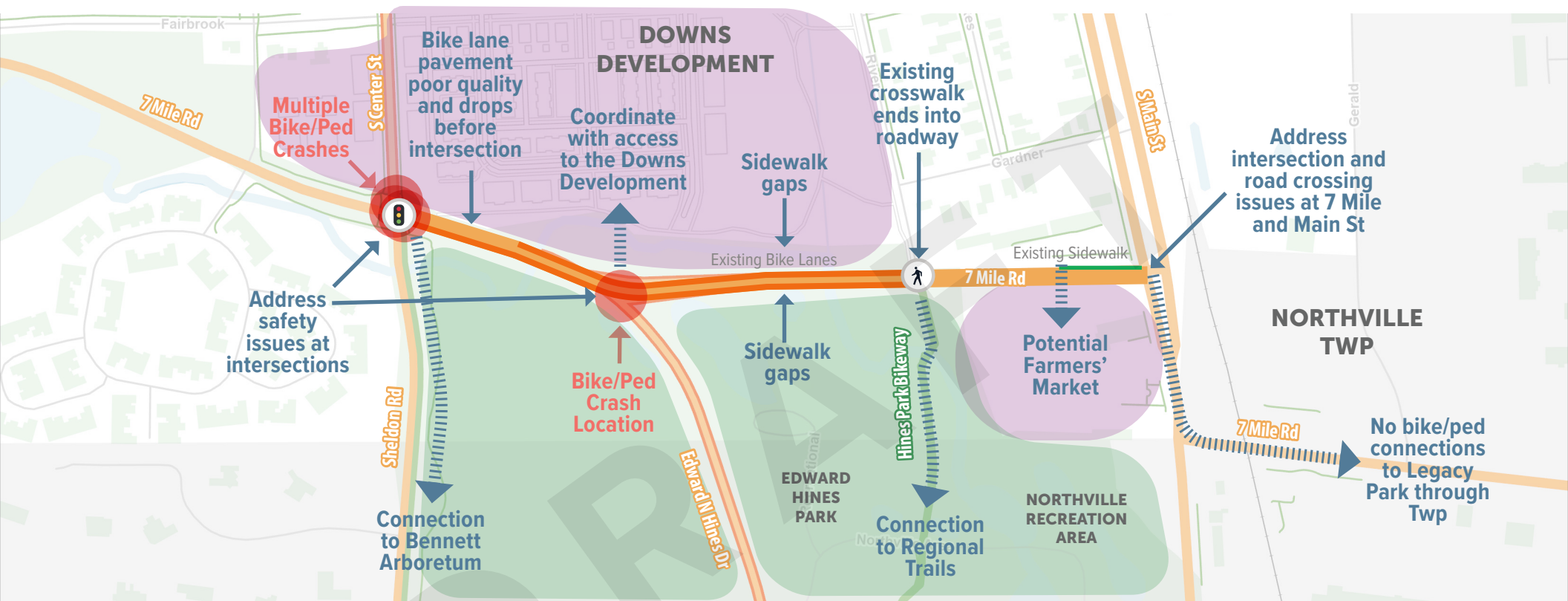
- ▶ Safety concerns for pedestrians due to sidewalk gaps and lack of road crossings

Recommendations:

- ▶ (Under Development)

7 Mile Road

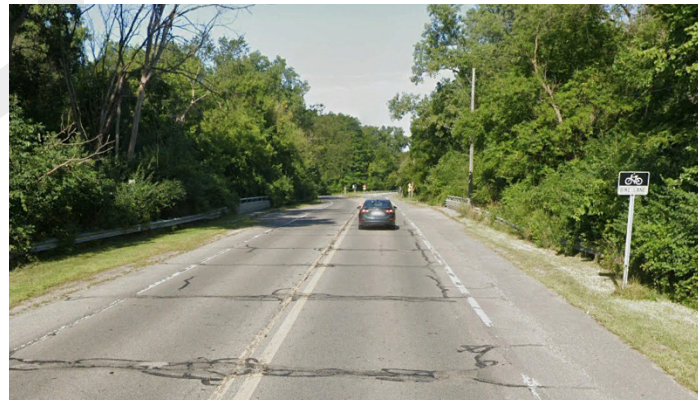
Center Street to Main Street/Northville Twp



2013 Non-motorized Plan

Incomplete:

- ▶ Bike lane between Center St and River St
- ▶ Sidewalk on north side between Center St and River St
- ▶ Crosswalk and intersection improvements at Main St, River St and Center St



Existing Conditions



- ▶ Sidewalk gaps on north and south side of road
- ▶ Short existing segment between Main St and River St



- ▶ Existing Signalized crosswalk at Center St
- ▶ No crosswalk at Rogers (3-way stop)
- ▶ Missing crosswalk where sidewalk ends at Fish Hatchery Park



- ▶ No existing shared use pathway



- ▶ Existing bike lanes between River St and S Center St (stop shy of intersection at Center Street)



- ▶ Wayne County Jurisdiction
- ▶ The land use along this corridor primarily consists of natural areas with some residential.
- ▶ Edward Hines Dr to S Main St: 2-lane, 7,500 AADT
- ▶ S Center to Edward Hines Dr: 2-lane, 3,100 AADT
- ▶ Posted speed 35 MPH

Community Input

- ▶ The Mobility Network Team identified this is one of the top “Action Sites” of concern (S1)
- ▶ A roundabout has been proposed for the intersection with Hines Drive along with near-term improvements to the geometry for bicycle and pedestrian and safety in the interim
- ▶ An additional motor vehicle and non-motorized entrance to the Downs development has been proposed from the proposed roundabout
- ▶ Northville Twp and the City of Northville are looking to pursue a grant to fund shared-use path on the south side of 7 Mile between Fish Hatchery Park and Main St. / Northville Rd

Additional Observations:

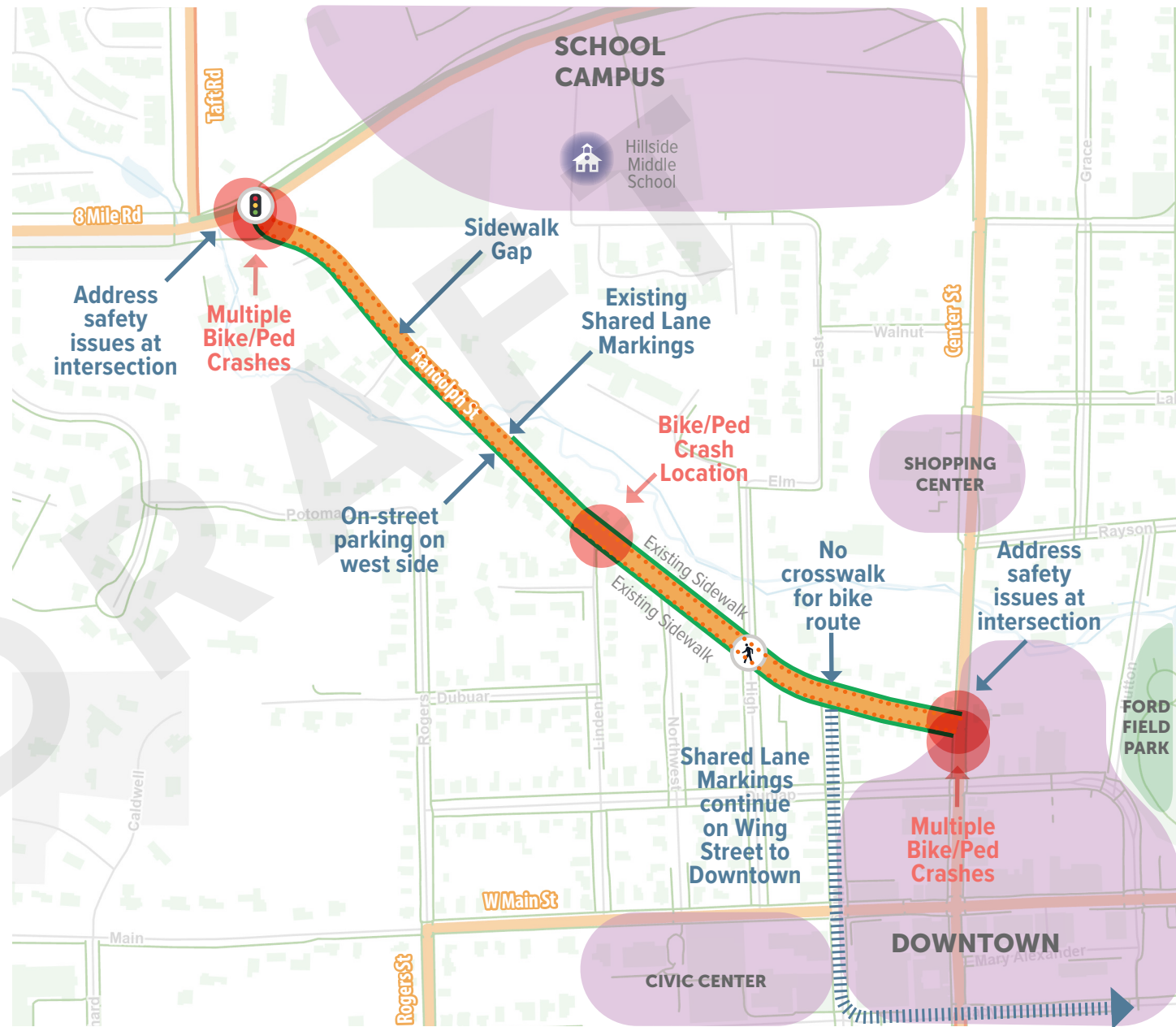
- ▶ This section of road has a tremendous amount of north-south bicycle and pedestrian traffic but poor bicycle and nonexistent pedestrian connections going east-west
- ▶ The rural character of the roadway and intersection designs do not reflect the amount of non-motorized travel of this area
- ▶ Bicycle and pedestrian travel will increase with the new Downs Development
- ▶ The Downs development will bring increased traffic and turning movements at intersections

Recommendations:

- ▶ (Under Development)

Randolph Street

8 Mile Road to Center St



2013 Non-motorized Plan

Incomplete:

- ▶ Northbound bike lane
- ▶ Sidewalk on east side
- ▶ Crosswalk and intersection improvements at 8 Mile Rd and Center St

Existing Conditions



- ▶ Complete sidewalk on south side of Randolph
- ▶ Long sidewalk gap on north side of Randolph near 8 Mile



- ▶ Marked crosswalk at 4-way stop at High St
- ▶ No crosswalks at 8 Mile or Center St
- ▶ No crosswalk for bike route at Wing St



- ▶ No existing shared use pathway



- ▶ Shared lane marking in both directions



- ▶ City Jurisdiction
- ▶ The land use along this corridor is primarily residential
- ▶ On-street parking on south side that is under utilized
- ▶ 2-lane road, 3,700 AADT, about 30' wide
- ▶ Posted speed 25 MPH

Community Input

- ▶ This is part of the recently established “Link” between Hines Park Bikeway and Maybury State Park
- ▶ On-street parking heavily utilized during events in the downtown area

Additional Observations:

- ▶ This corridor provides a key connection for non-motorized travel between the subdivision along 8 Mile Road and Taft Road to the downtown
- ▶ Evaluate feasibility and implications of replacing on-street parking with bicycle lanes to provide a higher quality bicycle corridor and additional buffer area for pedestrians

Recommendations:

- ▶ (Under Development)

N Center Street

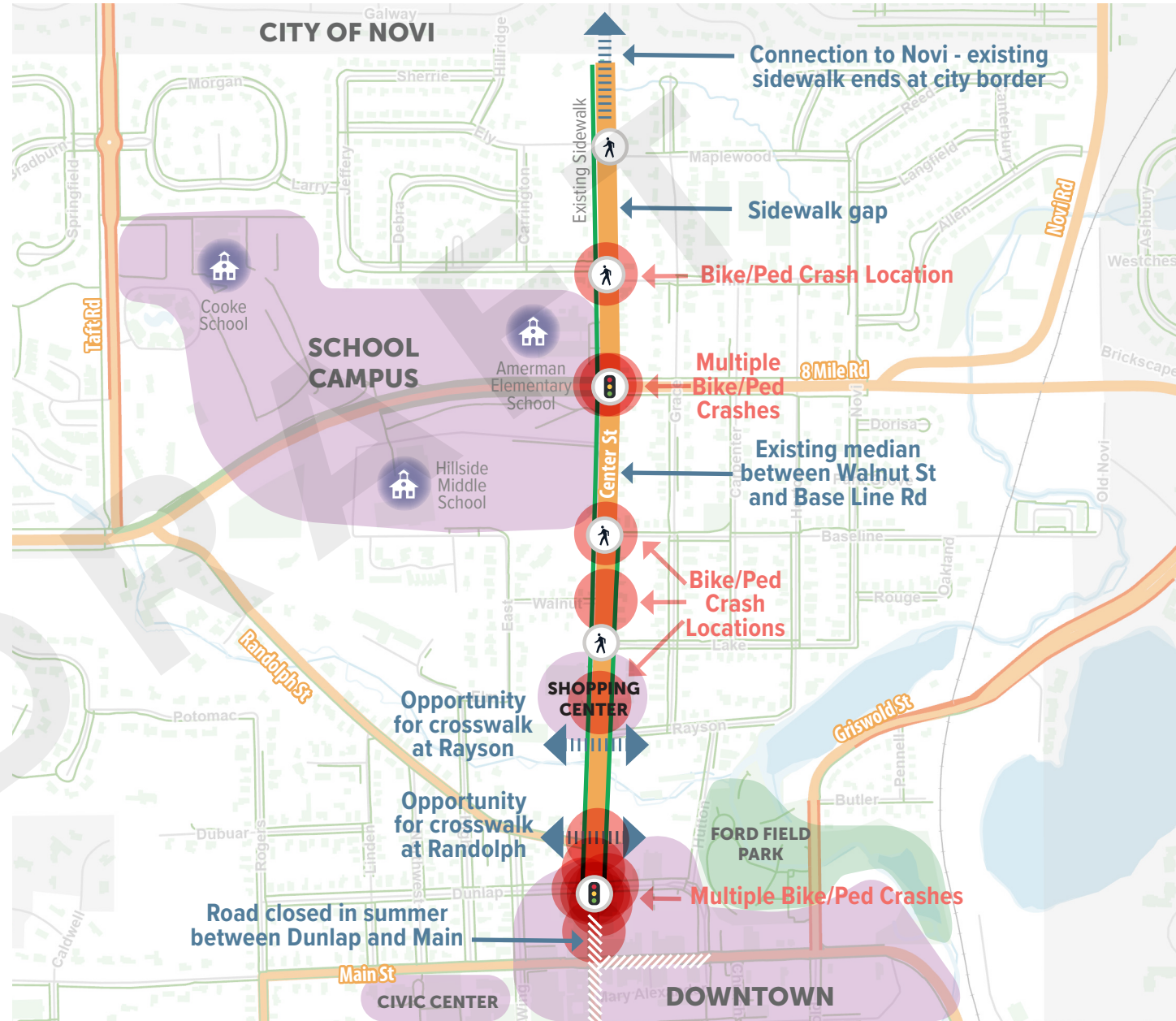
Main Street to City of Novi



2013 Non-motorized Plan

Incomplete:

- ▶ Sidewalk
- ▶ Bike lanes
- ▶ Crosswalk and intersection improvements at Randolph St and 8 Mile Road



Existing Conditions



- ▶ Complete sidewalk on west side of Center
- ▶ Sidewalk gap on east side of Center north of Baseline



- ▶ Marked mid-block crosswalks at school and grocery store
- ▶ Four-way stop and signalized intersection include crosswalks
- ▶ Majority of bike/ped crashes occurred at intersections



- ▶ No existing shared use pathway



- ▶ No designated bicycle facilities



- ▶ City Jurisdiction
- ▶ The land use along this corridor is primarily residential with schools and a small shopping center
- ▶ Dunlap St to 8 Mile: 3-lane road, 36' between curbs, 9,000 to 10,000 AADT
- ▶ North of 8 Mile: 2-lane residential road
- ▶ N Center between E Dunlap St and W Main St closed to vehicular traffic during the summer
- ▶ Landscaped median between Walnut St and Baseline Rd
- ▶ Posted Speed 35 MPH
- ▶ School Zone 25 MPH

Community Input

- ▶ Safety concerns with the existing crosswalks have been expressed by residents and lead to a recent traffic control order to upgrade one of the crosswalks
- ▶ School drop-offs cause creates congestion during morning and afternoon pick-ups and drop-off times

Additional Observations:

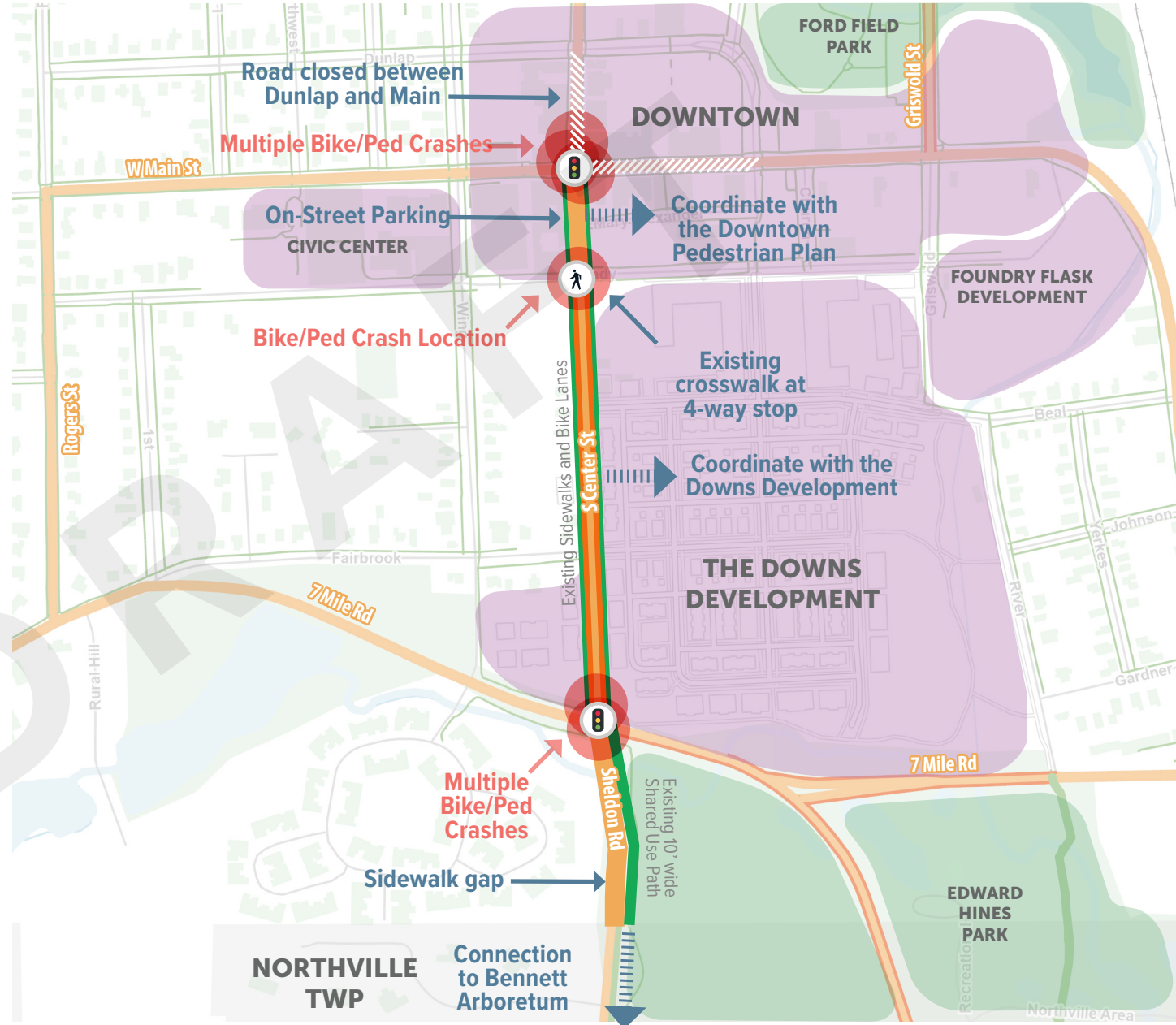
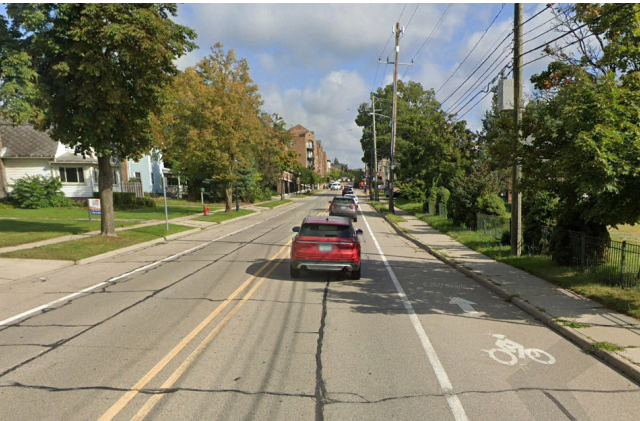
- ▶ This residential road is the busiest gateway to downtown Northville
- ▶ The lack of a sidewalk for half the length of the road puts additional pressure on the crosswalks
- ▶ This is the highest crash concentration corridor in the city with many vehicles hitting bicyclists and pedestrians in existing crosswalks on the side streets
- ▶ Amerman Elementary School and Hillside Middle School are accessed from Center Street near Eight Mile Rd

Recommendations:

- ▶ (Under Development)

S Center Street / Sheldon Road

Main Street to Northville Twp



2013 Non-motorized Plan

Incomplete:

- ▶ Crosswalk and intersection improvements at 7 Mile Rd and Cady St

Existing Conditions



- ▶ Sidewalk gap on west side south of 7 Mile



- ▶ Four-way stop and signalized intersection include crosswalks
- ▶ Majority of bike/ped crashes occurred at intersections



- ▶ Existing shared use path on east side of road south of 7 Mile connecting to Bennett Arboretum in Northville Twp



- ▶ Existing bike lanes between 7 Mile Road and Cady St

- ▶ City Jurisdiction
- ▶ Cady to Main St: 2-lane road with on-street parking, 9,000 to 10,000 AADT
- ▶ Cady to 7 Mile/Sheldon Rd: 2-lane road, 9,000 to 10,000 AADT
- ▶ N Center between E Dunlap St and W Main St closed to vehicular traffic
- ▶ South of Main Street, Center Street transitions from a downtown streetscape to mixed-use and residential.
- ▶ Posted Speed 35 MPH



Community Input

- ▶ The Mobility Network Team identified this is one of the top “Action Sites” of concern (S7)
- ▶ The Mobility Action Team calls for the replacing the bike lanes with on-street parallel parking and providing a shared use path along the east side of Center Street in the Downs development

Additional Observations:

- ▶ With the Downs development and the proposed shared use path along 7 Mile Rd, there will be increased motor vehicle, bicycle, and pedestrian traffic on Center Street. To accommodate this change in dynamic, bicycle facilities should be upgraded from basic bike lane to a separated facility
- ▶ The Downs and Foundry Flask development will bring increased traffic and turning movements at intersections

Recommendations:

- ▶ (Under Development)

E / S Main Street

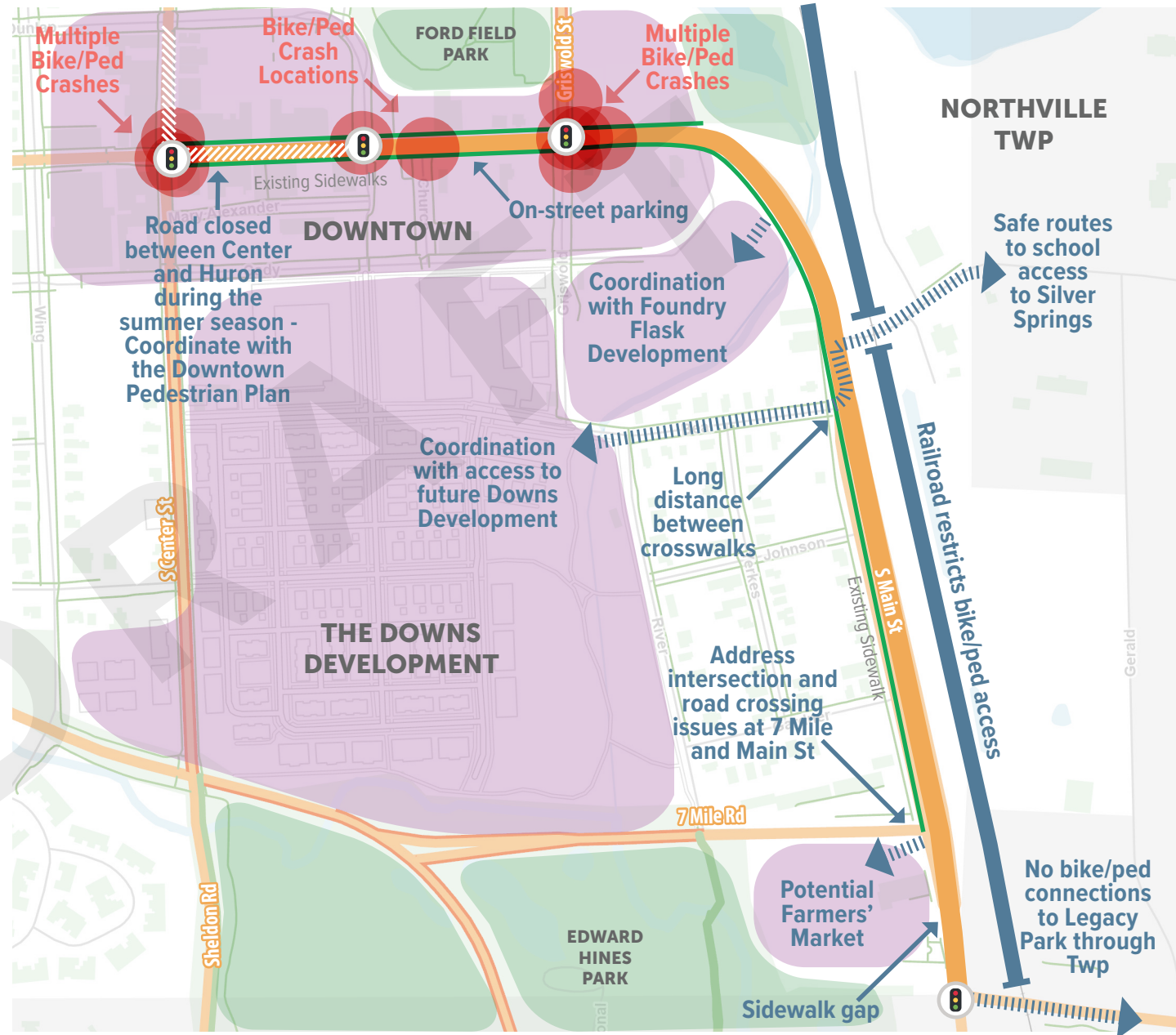
Center Street to 7 Mile Road



2013 Non-motorized Plan

Incomplete:

- ▶ Sidewalk south of 7 Mile
- ▶ Bike Lanes
- ▶ Crosswalk and intersection improvements at Doheny Drive and 7 Mile (both locations)



Existing Conditions



- ▶ Majority of buildings have sidewalk access
- ▶ Sidewalk gap on east side, between road and railroad
- ▶ Sidewalk gap on west side south of 7 Mile



- ▶ Signalized intersection include crosswalks except at 7 Mile Road
- ▶ Opportunities for mid-block crosswalks at 7 Mile and Main and Doheny Dr
- ▶ Majority of bike/ped crashes occurred at intersections in the downtown



- ▶ No existing shared use paths



- ▶ No existing bike lanes
- ▶ Opportunity to add bike lanes though road diet



- ▶ Wayne County jurisdiction east of Griswold
- ▶ City Jurisdiction west of Griswold
- ▶ Hutton to Griswold: 2-lane road with on-street parking, 6,300 AADT, 25 MPH
- ▶ Griswold to 7 Mile: 4-lane boulevard, 35 MPH, 7,000 - 9,000 AADT
- ▶ Main St between Center St and Hutton closed to vehicular traffic during the summer season

Community Input

- ▶ The Mobility Network Team identified the realignment of the Cady Street intersection to make it more perpendicular to Main St via a land swap as an action site of top concern
- ▶ The Mobility Network Team identified the Doheny Safe School Passageway under the Railroad as one of the top action sites of concern (S7) proposing a new pedestrian railroad underpass near Doheny Dr

Additional Observations:

- ▶ Evaluate options to reconfigure existing underpass to provide safe pedestrian and bicycle access.
- ▶ Evaluate road diet from Griswold to 7 Mile Rd
- ▶ The Downs and Foundry Flask development will bring increased traffic and turning movements at Beal St and Cady St intersections

Recommendations:

- ▶ (Under Development)

W Main Street / Rogers Street

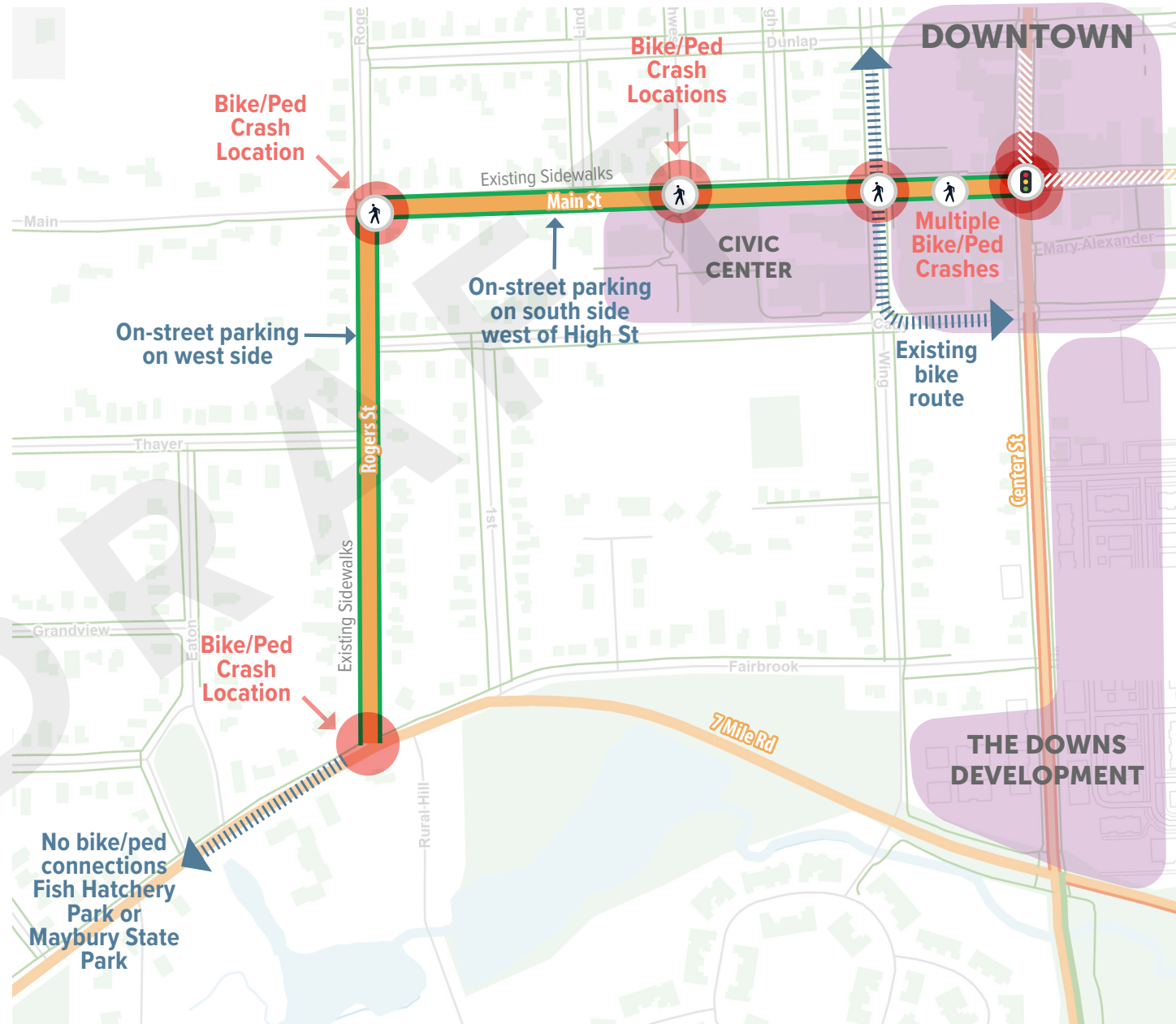
7 Mile Road to Center Street



2013 Non-motorized Plan

Incomplete:

- ▶ Proposed crosswalk and intersection improvement at Roger's and 7 Mile Rd
- ▶ Share Lane Marking on Main from Wing St to Center Street
- ▶ Neighborhood by-pass on Main St



Existing Conditions



- ▶ Existing sidewalks on both sides of the road



- ▶ Marked mid-block crosswalk at West St, and between Wing and Center Street
- ▶ Bike/ped crashes occurred at crosswalk locations



- ▶ No existing shared use path



- ▶ No existing on-road bicycle facilities



- ▶ City Jurisdiction
- ▶ Land use transitions to residential west of the downtown and civic center
- ▶ Main Street: 2-lane road, 2,900 AADT
- ▶ Rogers: 2-lane road, 2,900 AADT
- ▶ Posted Speed 25 MPH

Community Input

- ▶ The closure of Main St east of Center St brought more traffic onto Wing St

Additional Observations:

- ▶ The multiple entrances to the gas station at the corner of Rogers and 7 Mile Rd in combination with the offset intersection of Rogers St and Rural Hill St at 7 Mile make for a challenging intersection
- ▶ When Main St is closed east of Center Street there is a growing conflict at the four-way stop of bicyclists and pedestrians going strait east-west and vehicles turning
- ▶ When Main St is closed, the intersection of Wing St and Main St have many more potential conflicts between pedestrians and motorists and the intersection should be evaluated for crosswalk improvements

Recommendations:

- ▶ (Under Development)

Griswold Street

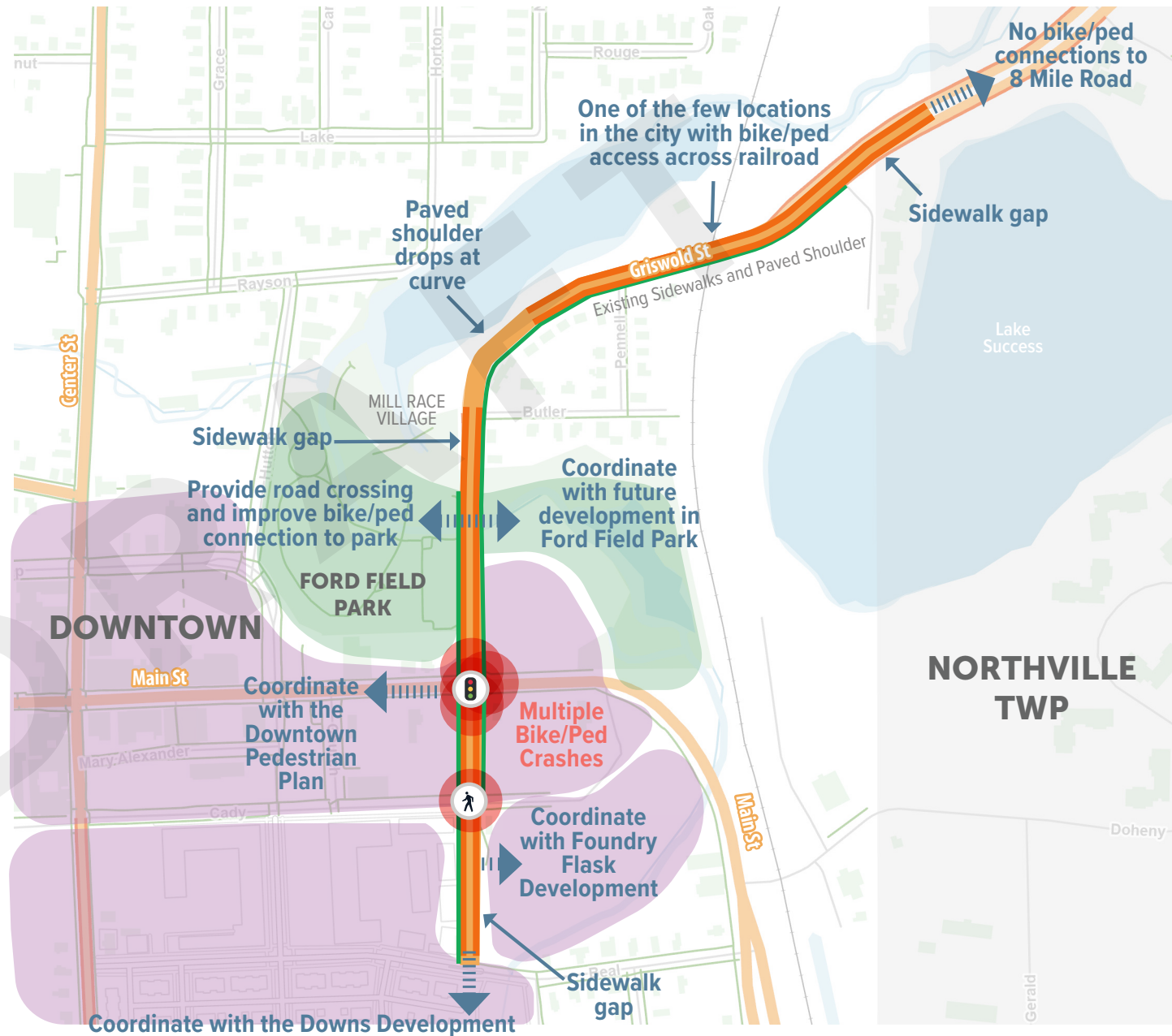
E Cady Street to Northville Twp



2013 Non-motorized Plan

Incomplete:

- ▶ Sidewalk gaps
- ▶ Bike lane consists of paved shoulders that drop at curve



Existing Conditions



- ▶ Sidewalk gap north of Ford Field Park on west side (all the way to 8 Mile)
- ▶ Sidewalk gap north of Lake Shore Lane on east side (all the way to 8 Mile)
- ▶ Sidewalk gap south of E Cady St on east side (all the way to Beal)



- ▶ Four-way stops and signalized intersection include crosswalks at Main and Cady
- ▶ Opportunity for crosswalk at Beal St with new developments



- ▶ No existing shared use path



- ▶ Paved shoulder north of Main Street (dropped in a few areas and at the curve)



- ▶ Wayne County jurisdiction
- ▶ This corridor passes through the east side of the downtown, Ford Field Park and Mill Race Village, with some residential neighborhoods.
- ▶ Beal to Main: 2-lane road with on-street parking
- ▶ North of Main : 2-lane road, 6,100 AADT (median north/east of railroad)
- ▶ Posted Speed 25 MPH

Community Input

- ▶ Griswold Street serves as a route for cyclists heading south from Novi to access Hines Park Bikeway.

Additional Observations:

- ▶ The intersection with Main St is one of the highest crash locations in the city
- ▶ For south-bound motorists, the character of the roadway changes dramatically at Butler St just before Ford Field Park

Recommendations:

- ▶ (Under Development)

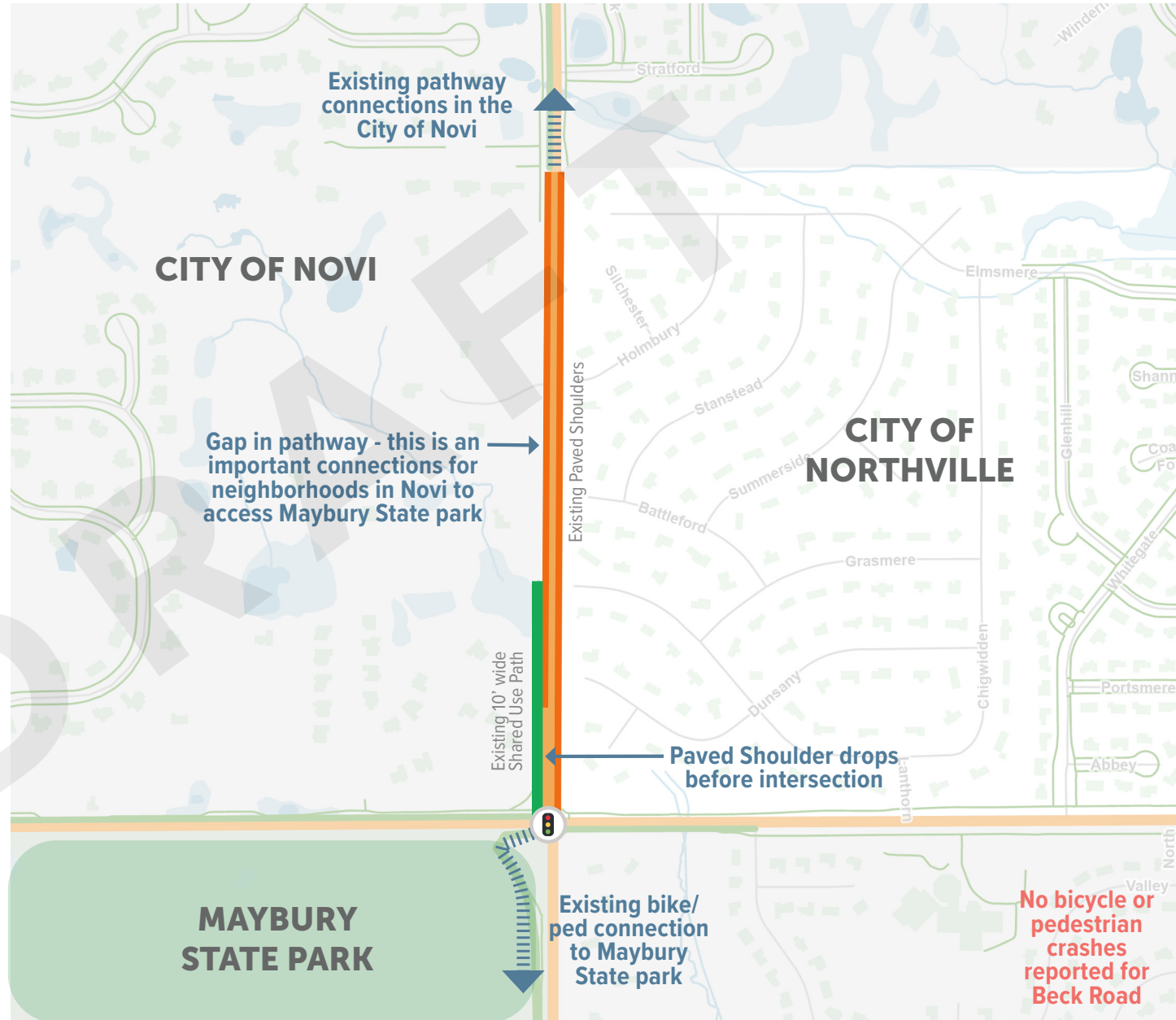
Beck Road

8 Mile Road to City of Novi



2013 Non-motorized Plan

- ▶ No recommendations



Existing Conditions



- ▶ Existing segment of 8' wide pathway on west side (City of Novi)
- ▶ No pathway/sidewalk on east side



- ▶ Signalized intersection include crosswalks at 8 Mile Rd



- ▶ Existing segment of 8' wide pathway on west side (City of Novi)



- ▶ Existing Paved shoulder that drops for turn-lane at 8 Mile Road



- ▶ City/Village Jurisdiction
- ▶ Residential area
- ▶ 2-lane road, 18,800 AADT
- ▶ 40 MPH speed limit

Community Input

- ▶ (Under Development)

Additional Observations:

- ▶ The City of Northville is bounded by a short segment of Beck Road
- ▶ This segment of road feels very rural with very little fronting on the roadway
- ▶ Beck Road Improvement Project, “Beck to the Future” may impact future character of this corridor

Recommendations:

- ▶ (Under Development)

Taft Road

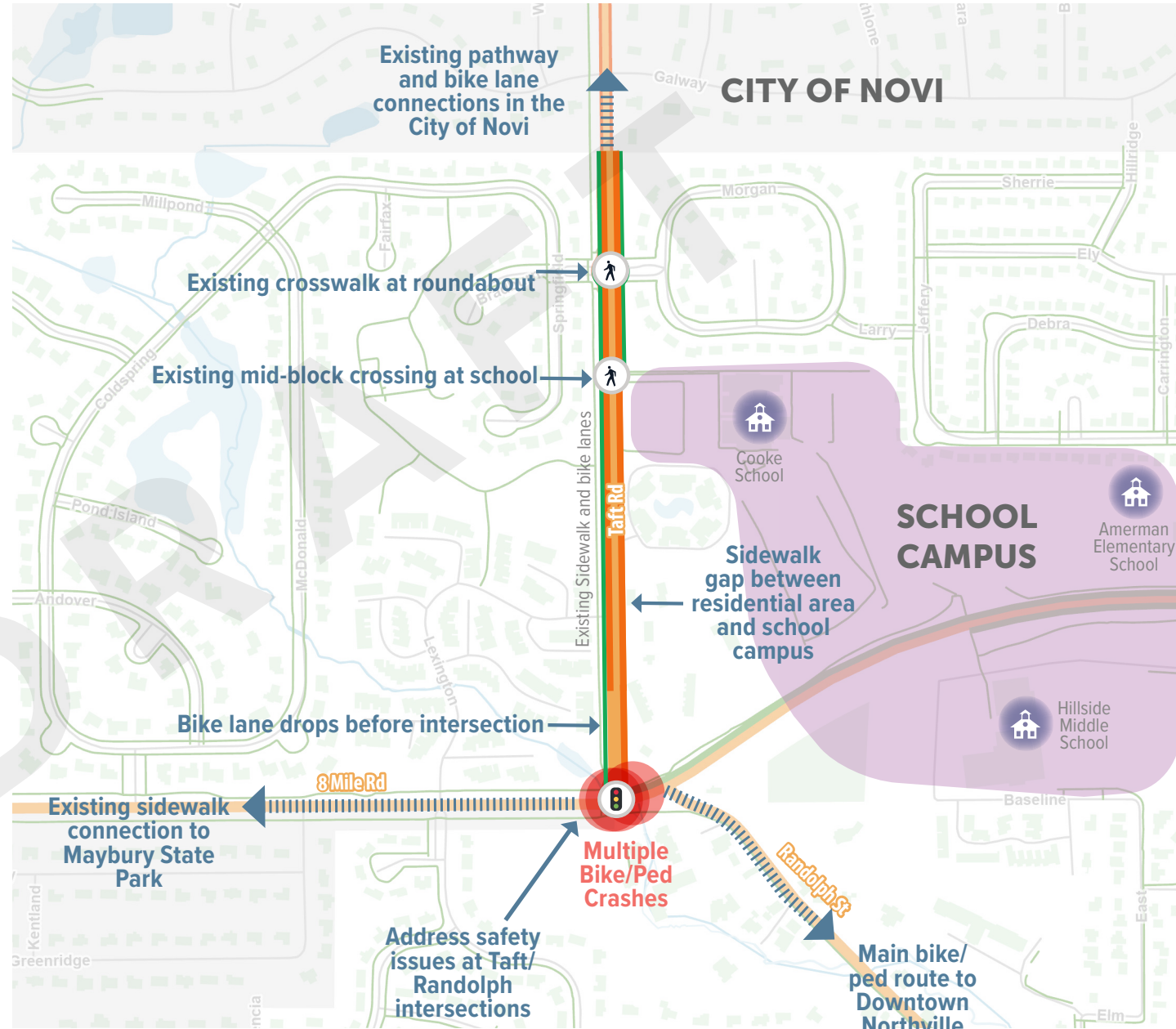
8 Mile Road to City of Novi



2013 Non-motorized Plan

Incomplete:

- ▶ South bound bike lane dropped at for 8 Mile right-turn lane
- ▶ Sidewalk gaps on east side



Existing Conditions



- ▶ Continuous sidewalk on west side
- ▶ Short segment of sidewalk between Cooke School and Morgan Blvd



- ▶ Crosswalk at Morgan Blvd Roundabout
- ▶ Mid-block crossing island at Cooke School



- ▶ No shared use paths



- ▶ Marked bike lanes (south bound bike lane dropped for 8 Mile right-turn lane)



- ▶ City/Village Jurisdiction
- ▶ Primarily residential area with access to school campus
- ▶ 2-lane road, 6,900 AADT
- ▶ Posted Speed 25 MPH

Community Input

- ▶ (Under Development)

Additional Observations:

- ▶ This is one of the main points of entry for people walking or bicycling from Novi to downtown Northville
- ▶ The offset of Taft Rd and Randolph St at 8 Mile Rd in combination with the multiple entrances for the gas station make this a challenging intersection for all users as indicated by the number of crashes

Recommendations:

- ▶ (Under Development)

Novi Road

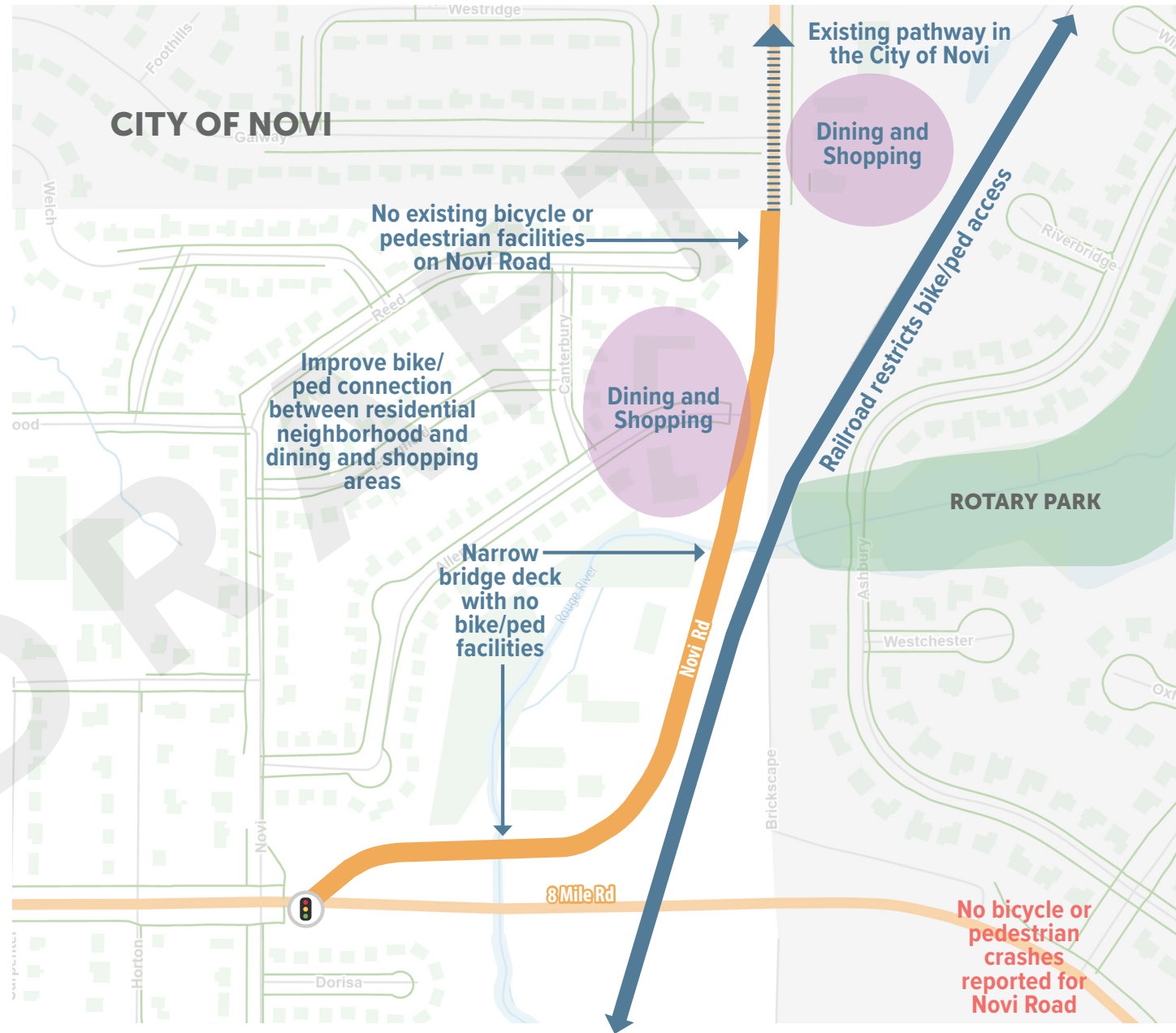
8 Mile Road to City of Novi



2013 Non-motorized Plan

Incomplete:

- ▶ South bound bike lane dropped at for 8 Mile right-turn lane
- ▶ Sidewalk gaps on east side



Existing Conditions



- ▶ No sidewalks



- ▶ Signalized intersection with crosswalk at 8 Mile Road



- ▶ No shared use paths



- ▶ No on-road bicycle facilities



- ▶ Oakland County Jurisdiction
- ▶ 2-lane road, 13,300 AADT
- ▶ Narrow bridge deck
- ▶ Curves
- ▶ Residential area with some dining and shopping
- ▶ Posted Speed 40 MPH

Community Input

- ▶ Desire to provide a rivewalk connection along the Rouge River to Rotary Park in Novi

Additional Observations:

- ▶ There is no bicycle or pedestrian access to Tree Tops Apartments or Guernsey Farms Dairy

Recommendations:

- ▶ (Under Development)

River Street

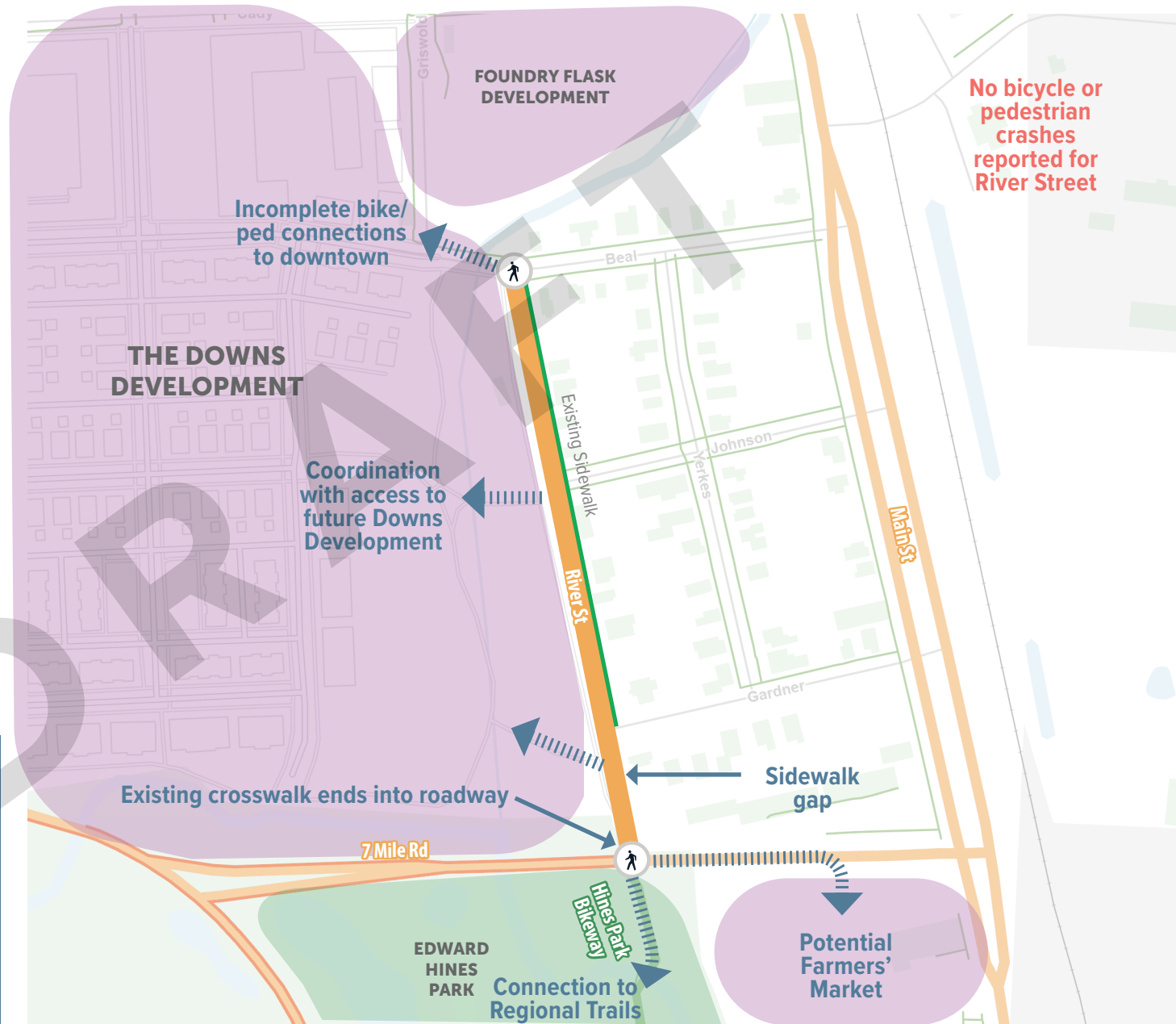
8 Mile Road to City of Novi



2013 Non-motorized Plan

Incomplete:

- ▶ Sidewalk gap
- ▶ Bike lanes
- ▶ Crosswalk at 7 Mile Roads dumps into the street



Existing Conditions



- ▶ No sidewalk on west side
- ▶ Sidewalk gap on east side between Gardner and W Seven Mile



- ▶ Marked crosswalk at 8 Mile Road to Hines Park Bikeway
- ▶ Crossing ramps at Beal



- ▶ No shared use paths



- ▶ No on-road bicycle facilities



- ▶ City/Village Jurisdiction
- ▶ 2-lane road, 20' wide, no curbs
- ▶ Residential area

Community Input

- ▶ The Mobility Network Team identified this as one of the top “Action Sites” of concern (S7)
- ▶ The Mobility Network Team recommends on-street parallel parking and a shared-use pathway west of the trees

Additional Observations:

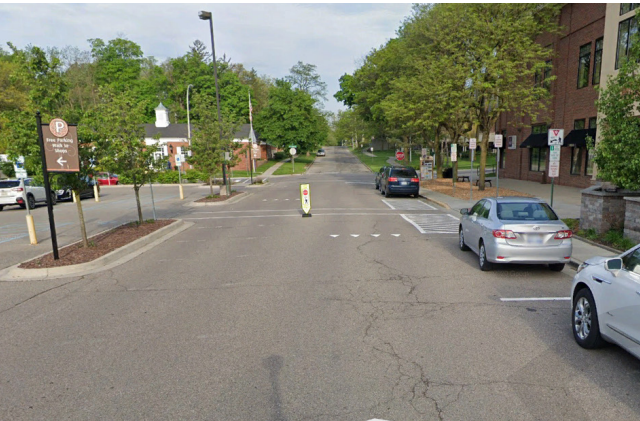
- ▶ With the potential for increased traffic from the Downs development traffic calming measures may be warranted
- ▶ Evaluate if intersection and mid-block crosswalks should be enhanced given the projected increase in traffic volumes from the down development

Recommendations:

- ▶ (Under Development)

Wing St / Cady St

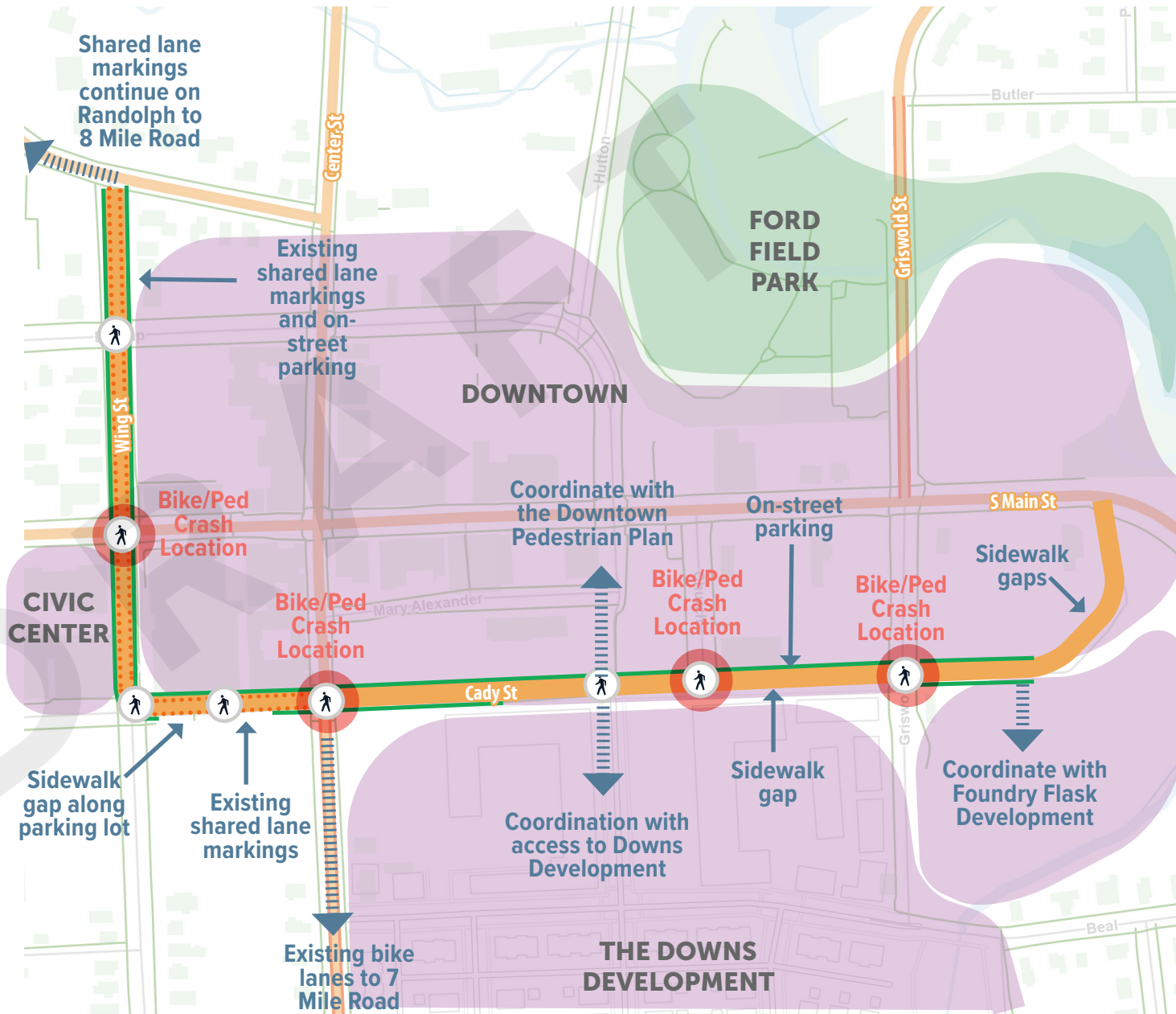
Randolph to S Main St



2013 Non-motorized Plan

Incomplete:

- ▶ Crosswalk and intersection improvements at Center St and Cady St



Existing Conditions



- ▶ Complete sidewalks on north side of street
- ▶ Sidewalk gap on south of street between Wing St and Central St and west of Central St



- ▶ Four-way stops with marked crosswalk at Dunlap, Main, Cady/Wing and Center
- ▶ Mid-block crossing at Cady between Wing St and S Center St to parking lot
- ▶ Bike/ped crashes occurred at intersections



- ▶ No shared use paths



- ▶ Shared lane markings on Wing and Cady west of Central St



- ▶ City/Village Jurisdiction
- ▶ Wing: 2-lane road with on-street parking
- ▶ Cady St: 2-lane road with on-street parking
- ▶ Downtown streetscape transition to some residential areas

Community Input

- ▶ The Mobility Network Team recommends realignment of the Cady St Main St intersection to improve safety and traffic flow
- ▶ The Mobility Network Team recommends that Cady Street should be evaluated for traffic capacity, parking, and pedestrian interface
- ▶ The Mobility Network Team notes motorists are not seeing pedestrians in the crosswalks
- ▶ Conflicts with pedestrians crossing mid-block at post office stairway
- ▶ Bicycle facilities must be considered carefully due to the need for traffic calming and a balanced approach to provide access to all users

Additional Observations:

- ▶ The additional traffic on Wing St when Center St is closed may warrant traffic calming measures on Cady St and Wing Street all the way to 7 Mile Road
- ▶ The additional traffic on Wing St and Cady St when Center St is closed along with the crash history may warrant upgrading the crosswalks to improve traffic safety
- ▶ Increase pedestrian travel across Cady St created by the Downs and Foundry Flask developments may warrant upgraded crosswalks and traffic calming
- ▶ The parking lot between S Center and Wing St presents challenges for bicyclists and pedestrians. The sidewalk on the south side abruptly end making it difficult and unsafe for pedestrians to navigate the area. Furthermore, bicycles face additional stress due to vehicles piling into and out of parking aisles.

Recommendations:

- ▶ (Under Development)



Policy, Programs, and Metrics

The 2013 Non-motorized Plan did not include a specific section focusing on the policies, programs, and metrics. It did though address many of these issues through the Vision, Goals, and Objectives. The following is a summary of the progress on these items:

Review and Modify Sidewalk and Street Standards

- ▶ **Zoning** - sidewalks are required along all street frontages, where possible to be positioned 5' back of the curb with trees every 40' in the buffer, fences must be set 1' back from the sidewalk, and the first floor of building oriented towards and compatible with sidewalks, outdoor pedestrian plaza and seating is encouraged
- ▶ **Sidewalk Construction** - permits required, 1/3 cost city, 2/3 cost property owner
- ▶ **Sidewalk Maintenance** - sidewalk reconstruction cost: 100% property owner in most circumstances
- ▶ **Sidewalk Snow Removal** - to be removed 24 hours after snow or ice has fallen. Notice for first offence, if not remedied in 24 hours city takes action and bills property owner
- ▶ **Crosswalks** - curb bump outs, crosswalks, pedestrian refuge islands, or other safety barriers are encouraged to enhance pedestrian safety

New Complete Streets Ordinance

Not implemented - the bare bones Complete Streets Resolution passed prior to the 2013 plan is still in place

Incorporate Bike Parking Requirements into Zoning

Not implemented - zoning indicates that bike racks shall be considered at appropriate locations

Develop a Uniform Signage and Wayfinding System

Not implemented

Identify and Designate Pedestrian and Bicycle Routes and Create a Map

Link Route between Hines Park Bikeway and Maybury State Park implemented. No other routes implemented. Map not available.

Develop a Safety and Education Plan

Not implemented although SEMCOG has developed a safety and education plan that members may use.

Coordinate with Parks on a Bicycle Educations Plan

Unsure of status at this time

Support and Encourage Participation in Safe Routes to Schools Program

Unsure of status at this time.

Work with Police to Raise Awareness of Plan and Encourage Enforcement of Laws

Unsure of status at this time.

Make Bicycle and Walking Resources Available on City's Website

Not implemented

Apply to the Promoting Active Communities Program

This program has changed since the 2013 plan. It no longer gives community awards but has online resources that communities can use to help plan.

Apply to Become a Bicycle Friendly Community

Not implemented. Substantial progress should be made prior to applying.

Convene a Standing Non-motorized Transportation Advisory Committee

Not implemented, although numerous task forces have undertaken extensive planning efforts and provided input on development projects.

Coordination with Adjacent Communities

Currently coordinating with Novi and Wayne County, have discussed establishing a regional trails group.

Monitor and Evaluate the Effectiveness of Non-motorized Facilities

Not implemented

Consult the Non-motorized Plan with All Transportation Projects

The plan has been consulted by the city for its roadway projects but its recommendations have not been followed for the most part by the Road Commission for Oakland County or the Wayne County Road Commission.