Active Mobility Plan 2023

Project Overview

The City is seeking input on the Active Mobility Plan. This plan will identify community priorities to ensure that safe and convenient routes are available for people who walk and bike. The plan:

- Outlines strategies to improve safety, mobility and access for people who walk and bike
- Includes infrastructure, policies, programs and metrics
- Is an iterative process - this is an update of the City's Non-motorized Master Plan from 2011

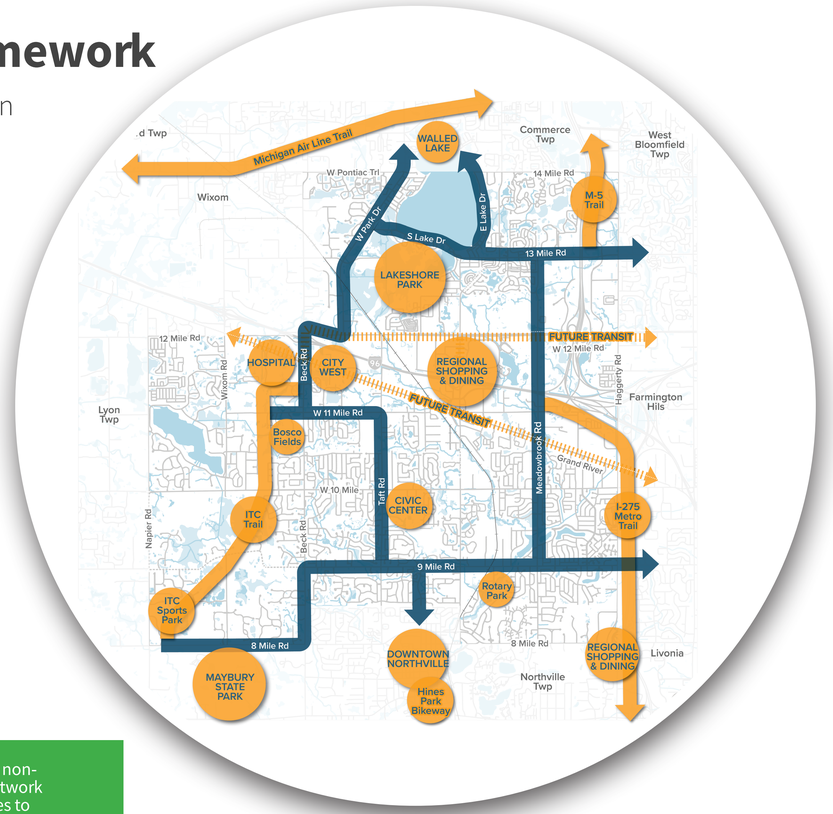
Project Timeline

The project kicked off at the end of November 2022. This is the second round of community input.

Active Mobility Framework

The purpose the Active Mobility Plan is to establish a comprehensive framework and set of guidelines aimed at improving and promoting active modes of transportation such as walking, and biking within the community.

The Active Mobility Framework focuses on utilizing existing facilities to establish a functional city-wide network that connects key destinations. This is the focus for the foreseeable future.



THREE MAIN COMPONENTS

Neighborhood Greenway Network
A continuous non-motorized network with amenities to enhance the overall experience for people who walk and bike

Preparing for Transit
Proactively addressing the needs of non-motorized users to provide safe and convenient access to future transit

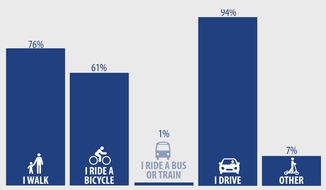
Improved Access to Shopping and Dining
A welcoming environment that facilitates easy access for bicyclists and pedestrians to reach businesses directly from the street

OTHER ELEMENTS INCLUDED IN THE PLAN

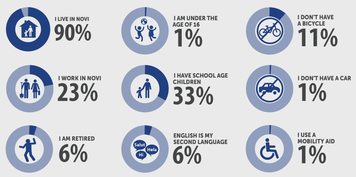
Guidelines for Major Corridors
Build safe and inclusive streets that address the needs of people who walk, bike, and ride the bus

Local Road Routes
Create family-friendly routes that connect neighborhoods to each other and to local destinations, including schools, parks and trails

What We Have Heard so Far...

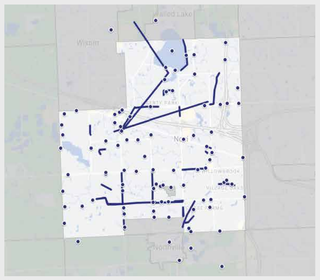


How Do You Get Around Novi?



Specific Places

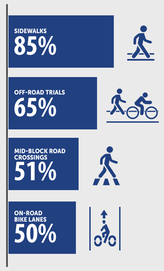
A crowdsourcing map was used to collect over 120 comments on specific places. Input was distributed across the community with a majority of comments on the major corridors. The input data is very specific to individual places and should be reference as specific area and corridor plans are developed. Overall, the main themes revolve around improving pedestrian and cycling infrastructure, connecting popular destinations, and addressing safety concerns.



Crowdsourcing Map Link: https://tinyurl.com/NoviInputMap

Walking and Biking Facilities

I would like to see more...



OTHER:
PHYSICAL SEPARATION FROM VEHICLES, GREEN PAINT ON BIKE LANES, RAISED CROSSWALKS, FREEWAY CROSSINGS, ADA ACCESSIBILITY, BUS ROUTES, HIGH VISIBILITY CROSSWALKS, WIDER PATHWAYS, TRAFFIC CALMING

Common Themes from Input Map

Improve Connectivity and Access Through Sidewalks and Bike Lane Connections
Many people have requested new or improved connections between neighborhoods, parks, lodging and shopping areas. Several comments mention the need for sidewalks and bike lanes in various areas of Novi, such as on Beck Rd, 9 Mile Rd, and 10 Mile Rd. Others mention the need for crosswalks or mid-block crossings to connect residents on both sides of busy roads.

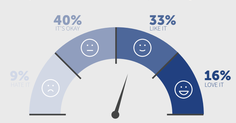
Provide Trail Connections to Parks and Popular Destinations
Many people have suggested adding connections between existing trails or creating new trails altogether. Some specific locations mentioned include Maybury State Park, the ITC Trail, the Air Line Trail, Lakeshore Park and the School/Civic Center complex.

Address Safety Concerns
Some comments express concerns about the safety of pedestrians and cyclists, particularly at busy intersections or areas without sidewalks or bike lanes. There are concerns regarding children, due to heavy school traffic and speeding vehicles. Suggestions include better signage and enforcement, adding guard rails to protect pedestrians from cars, and creating pedestrian-friendly streets with speed humps, protected bike lanes, and attractive street lighting.

People Walking...

running, in a wheelchair, pushing stroller, etc.

Rate your **Satisfaction** with **Walking** in Novi right now

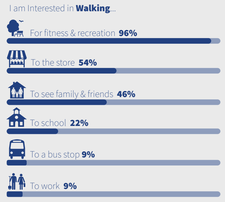


Is Anything **Preventing** You from **Walking** to those Destinations Right Now?

1. Incomplete Sidewalks (along major roads, in neighborhoods, abrupt stops)
2. Snow and Ice (sidewalks, ITC trail, bridges, intersections)
3. Safety (personal safety, traffic, road crossings, aggressive dogs, lighting)
4. Crosswalk Locations (mid-block, along major roads, where sidewalks ends, freeway)
5. Sidewalk Conditions (disrepair, cracked surface, drainage)
6. Crosswalk Safety (motorist yielding, running red lights, walk signal at intersections)

TOP 6 ANSWERS

I am Interested in **Walking**...



OTHER: LIBRARY, RESTAURANTS, CIVIC CENTER, PLACE OF WORSHIP

What Would You **Like** to See **Changed**?

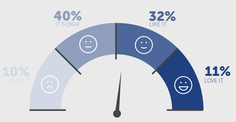
1. More Sidewalks (continuous, safe, wider, to destinations)
2. Connect to Destinations (parks, retail, resturants, shopping, library, transit)
3. Crosswalks (across freeway, mid-block, safety improvements)
4. Snow and Ice Removal (sidewalks, ITC trail, bridges, enforce ordinance)
5. Improve Maintenance (bumpy pavement, flooding, dog waste, mowing)
6. Enforcement (traffic violations and speeding, police presence)

TOP 6 ANSWERS

People Riding...

bike, scooter, skate, etc.

Rate your **Satisfaction** with **Riding** in Novi right now

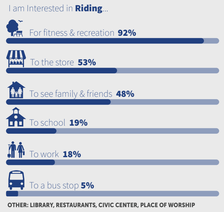


Is Anything **Preventing** You from **Riding** to those Destinations Right Now?

1. Lack of Bikeways (trails, bike lanes, pathways, family friendly options)
2. Safety (high speeds and traffic, gaps in system)
3. Pavement Condition (bumpy, cracked/unleveled, pathways and roadway)
4. Poor Connectivity (network gaps, limited freeway crossings)
5. Crossing Busy Roads (intersection traffic, trail crosswalks, personal safety)
6. Availability of Bike Parking

TOP 6 ANSWERS

I am Interested in **Riding**...



OTHER: LIBRARY, RESTAURANTS, CIVIC CENTER, PLACE OF WORSHIP

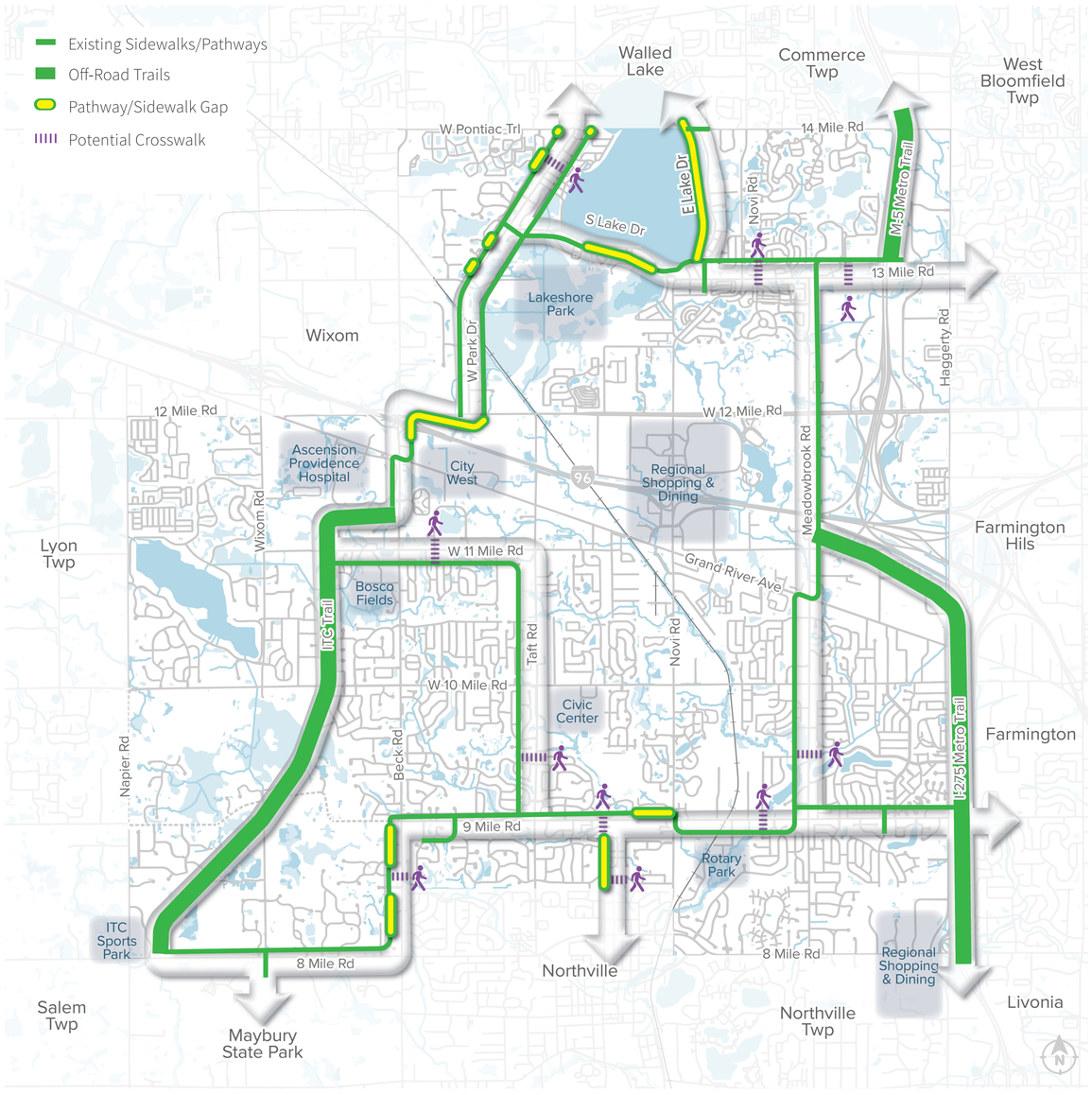
What Would You **Like** to See **Changed**?

1. More Pathways and Sidewalks (wide enough for bikes and peds to use)
2. More Bike Lanes/Paved Shoulders
3. Crosswalk Improvements (signalized and mid-block locations)
4. Maintenance (snow removal, pavement condition of pathways and roads)
5. Connectivity (connect trails and destinations, complete gaps)
6. More Parking (motor vehicle parking at trail heads, bike parking around town)

TOP 6 ANSWERS

Neighborhood Greenway Network

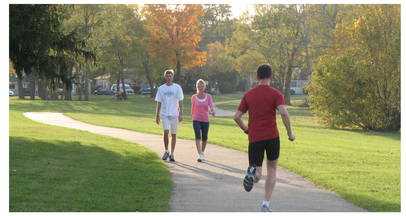
A continuous non-motorized network with amenities to enhance the overall experience for people who walk and bike



Focus on a continuous, near-term route

Establish high quality non-motorized link through the Beck Road overpass

Address the critical gaps in sidepath network to provide continuous off-road trail and sidepath system



Integrate major off-road trails into the network, such as the ITC Trail and the I-275 Metro Trail

Create safe and inviting routes both on and off-road

Attractive landscapes with rain gardens

Periodic rest areas with benches

Pedestrian scale lighting

Community art and interpretive signage

Links to parks and public buildings with water and restrooms

Enhanced year-round maintenance

Support the Community Greenway Network

Provide uniform wayfinding system that integrates with regional trail network and bike routes

Promote the network through events, group rides, maps and by supporting local bike clubs

Evaluate use through automatic counters and satisfaction through yearly surveys

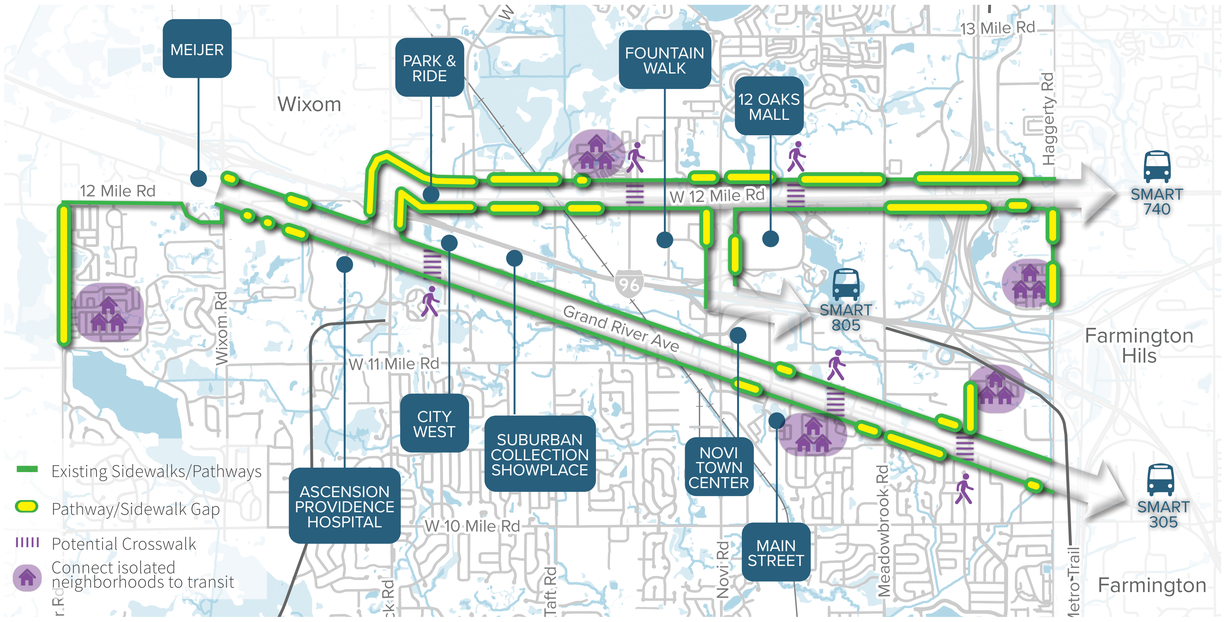
Establish grant program to improve safety at neighborhood entrances

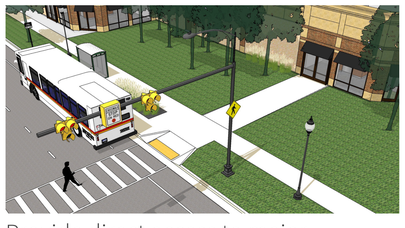
Upgrade existing facilities to current best practices

Adopt a greenway/rain garden/parklet

Preparing for Transit

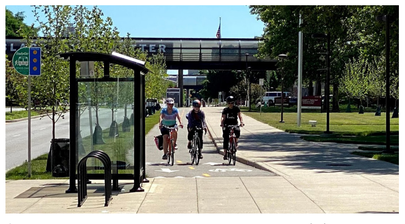
Proactively addressing the needs of non-motorized users to provide safe and convenient access to future transit





Provide direct access to major destinations along the route

Coordinate crosswalks with transit stops



Incorporate streetscape amenities to create an inviting and pedestrian-friendly environment at transit locations (e.g., lighting, benches, landscaping, shade)

Support the New Transit Routes

A mobility hub is a place where people can connect to multiple modes of transportation.

Establish mobility hubs at transit stops that include:

- Wayfinding kiosks
- Short and secured long-term bike parking
- Bike repair stations
- Ebike charging
- Security cameras and emergency call boxes

Establish transit-friendly business program

- For business near stops
- Provide real-time bus information display boards
- Focus on café's, convenience stores, and lodging

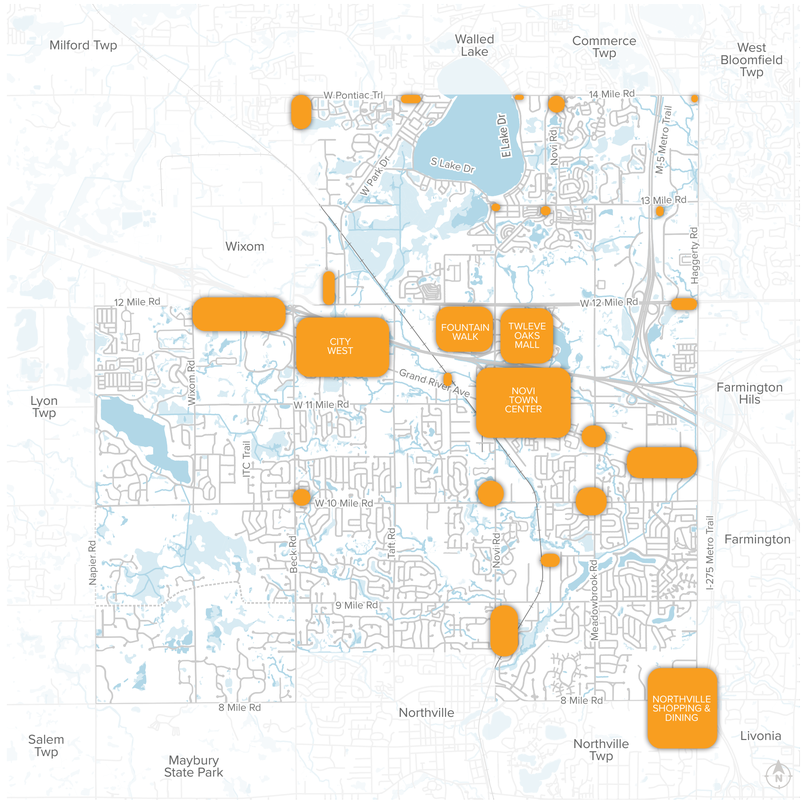
Improve Access to Shopping and Dining

A welcoming environment that facilitates easy access for bicyclists and pedestrians to reach businesses directly from the street

Provide access from the public pathways and bike lanes along the street to the business' front door

Better access to public sidewalks and transit for visitors at hotels

Use new developments, such as City West to model pedestrian and bicycle elements

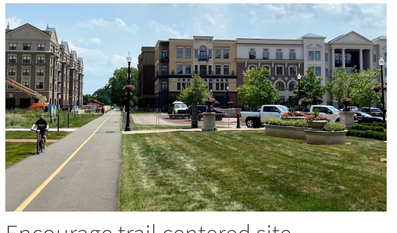


Supporting Access to Shopping and Dining

Establish a bicycle friendly business program

Subsidize placing bike racks in existing developments

Provide grants to help retrofit existing developments with high quality connections

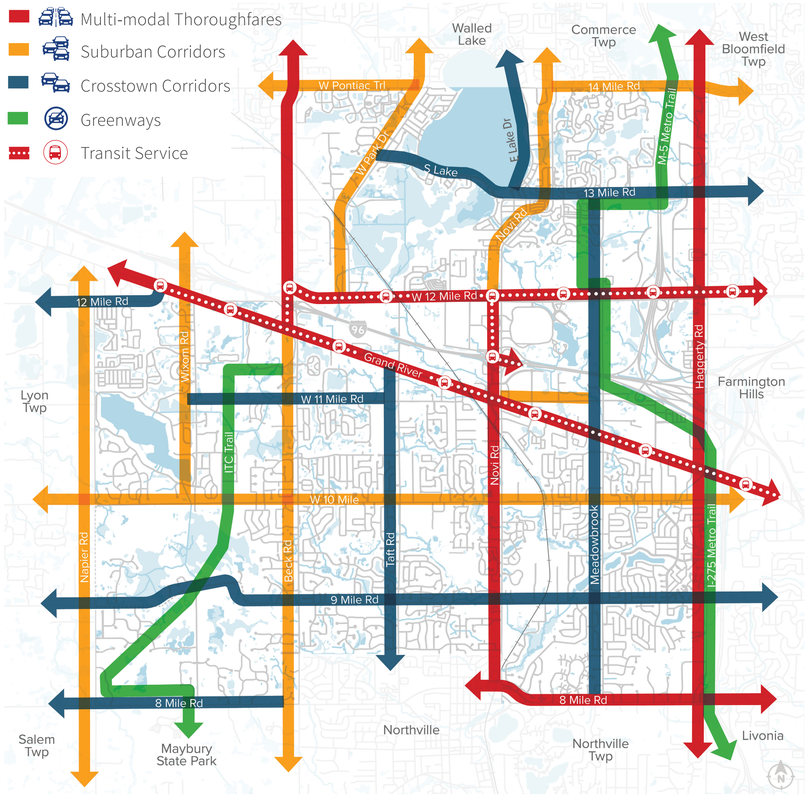


Encourage trail centered site development plans

Provide site plan approval checklist and technical assistance for existing development

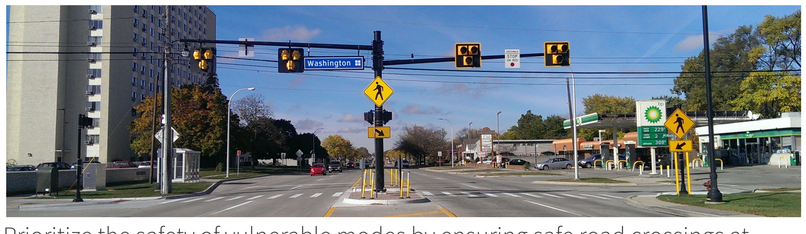
Guidelines for Major Corridors

Build safe and inclusive streets that address the needs of people who walk, bike, and ride the bus



Design the roadway to encourage safe speeds to enhance the experience of non-motorized users and improve the overall safety of the roadway

As work is done within road rights-of-way seek opportunities to complete the gaps in the sidewalk and pathway network

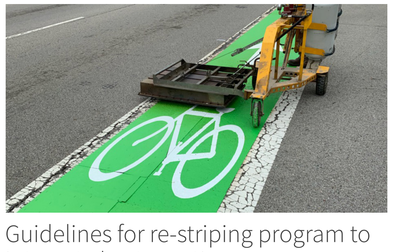


Prioritize the safety of vulnerable modes by ensuring safe road crossings at locations of high demand, such as bus stops, shopping areas and apartment buildings to facilitate the movement of people across the corridor

Provide buffers between modes with significant speed differentials

Checklist of items to incorporate for reconstruction, restoration, rehabilitation, and preventative maintenance projects

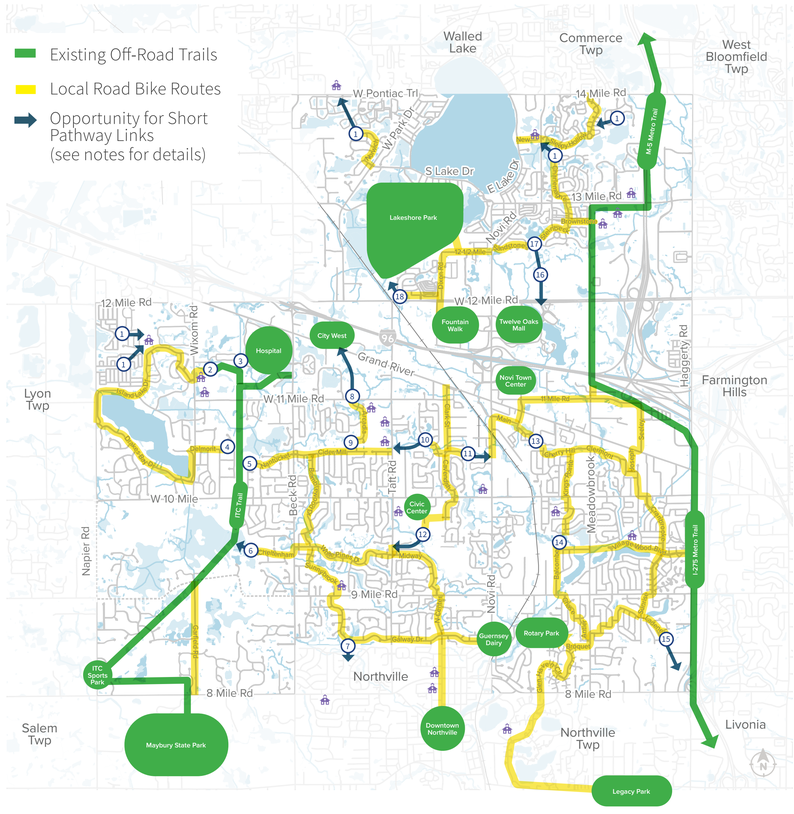
Specific recommendations on applications of FHWA and NACTO best practices



Guidelines for re-striping program to integrate best practices

Local Road Routes

Create family-friendly routes that connect neighborhoods to each other and to local destinations such as schools, parks and trails



1. Provide direct pathway connections between adjacent neighborhoods and school.
2. Trail ends abruptly into parking lots at Deerfield Elementary and Wildlife Wood Park. Continue trail so it links into the City's pathway network.
3. Complete sidewalk gap between Rockview Road and Providence Parkway.
4. Connect neighborhood to ITC Trail from Woodworth Drive.
5. Connect neighborhood to ITC Trail from Sandpiper Court.
6. Connect neighborhood to ITC Trail from Cheltenham Drive.
7. Connect adjacent neighborhood between Galway Drive and Coldspring Drive.
8. Explore options for a direct pathway connection to City West from W 11 Mile Road.
9. Connect adjacent neighborhood between Arcadia Drive and Cider Mill Road.
10. Formalize pathway connection between Taft Road and Kerri Court.
11. Add pathway through city owned parcel between Thatcher Drive and Novi Road.
12. Add pathway through city owned parcel between Taft Road and Ella Mae Power Park.
13. Add pathway between Fountainpark Drive and Highland Drive.
14. Add pathway through city owned parcel between Chattman St/Balcombe Dr to Malott Drive.
15. Explore options for a direct pathway connection between neighborhoods and the commercial area at Eight Mile Road and Haggerty Road.
16. Explore options for a direct pathway connection to W Twelve Mile Road.
17. Add pathway between Sandstone Drive and Steinbeck Glen.
18. Add pathway connection to Lakeshore Park Mountain Bike Trails from W 12 Mile Road.

Provide safe routes for walking and biking to schools from nearby neighborhoods

Ensure new developments provide pedestrian and bicycle links to adjacent neighborhoods and local destinations

Low-stress bicycle routes following neighborhood roads, identified on bicycle maps and reinforced with pavement markings

Build short pathway links that connect neighborhoods away from major road corridors (surfaces may vary and easements may be required)

South Lake Drive

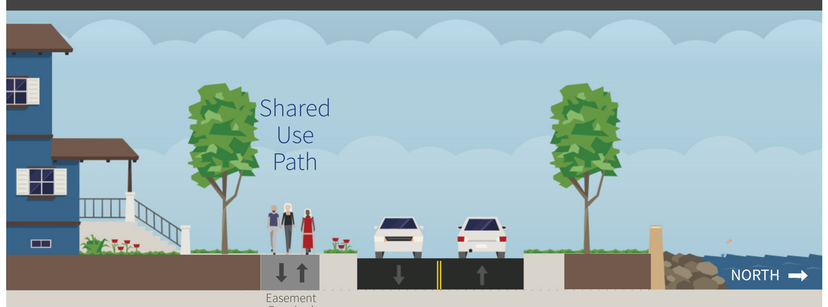
Option A — Keep As Is

- Existing one-way bike lane along the south side of the road
- No existing sidewalks

Option B — Add a Sidewalk

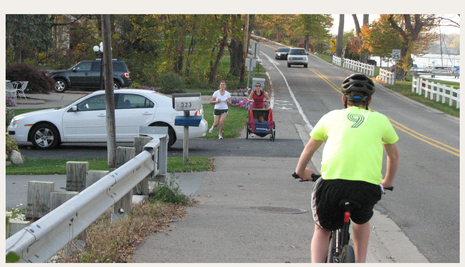
- Add narrow sidewalk along north side of curb
- Keep existing one-way bike lane on south side
- Existing right-of-way available
- A few easements may be required
- New crosswalk at Lakeshore Park

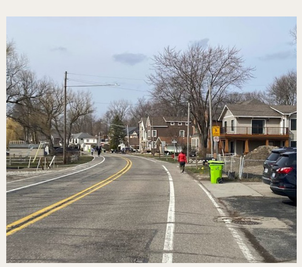
Option C — Replace Bike Lane with Shared Use Path



- Replace one-way bike lane with new Shared Use Path for bicycles and pedestrians
- Right-of-way not available, would required easement from residents
- Need to work around utility poles and mailboxes

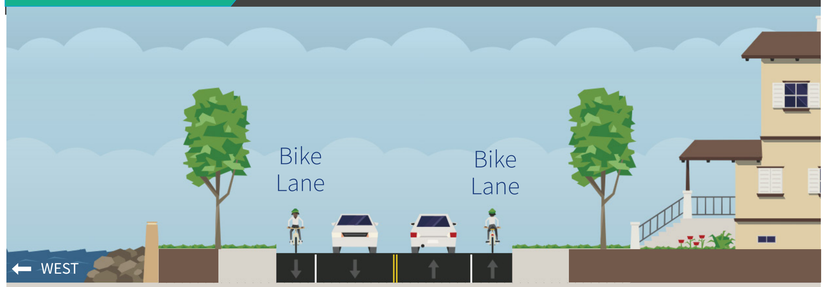
Existing Conditions





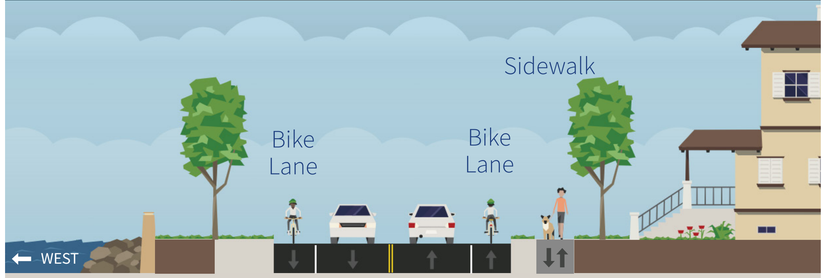
East Lake Drive

Option A — Keep As Is



- Existing bike lanes in both directions
- No existing sidewalks

Option B — Add a Sidewalk



- Add a sidewalk along east side of the road
- Keep existing bike lanes in both directions
- A few easements may be required
- Sidewalk may need to change sides of the road based on available rights-of-way

Option C — Consolidate Bike Lanes into a Wide Shoulder

- Consolidate bike lanes to create a wide shoulder for bicycle and pedestrian travel
- Within the existing roadway and no easements required
- Option to paint green and add bollards to separate traffic from non-motorized lane