



Non-motorized Plan 2023

WORKING DRAFT: 09/25/23

City Council Meeting

October 2, 2023

- Overview of the Plan
- Highlighting Key Updates Since the August 24th City Council Working Session

Why This is a Worthwhile Endeavor



Walking and Bicycling Provide Benefits Not Just to the Individual But to the Community as a Whole

There Are Not Many Activities That:

- Most People Enjoy and That are Good for Their Physical and Mental Well Being
- Do Not Require a Substantial Investment in Equipment or Expensive Upkeep
- Are Quiet Activities that have a Minimal Impact on the Environment
- Can be Integrated into Everyday Activities Throughout One's Life

The Non-Motorized Plan's Charge:

Improving **SAFETY** for all modes of travel including motorized vehicles

Providing better nonmotorized **ACCESS** to local and regional destinations

Outlining a realistic and **ACHIEVABLE** plan that works within the confines of the built system

Crafting a plan that reflects the **CONSENSUS** of the community

Creating an environment that **INSPIRES** residents to walk and bicycle more

New Executive Summary

Executive Summary

2023 City of Northville Non-motorized Plan

This plan serves as an update to the 2013 non-motorized plan. Its primary purpose to improve conditions in the near-term for people who walk, bicycle, or travel using micromobility (small, low-speed, electric-powered devices). The recommendations focus on:

- Improving **SAFETY** for all modes of travel including motorized vehicles.
- Providing better non-motorized **ACCESS** to local and regional destinations.
- Outlining a realistic and **ACHIEVABLE** plan that works within the confines of the built system.
- Crafting a plan that reflects the **CONSENSUS** of the community.
- Creating an environment that **INSPIRES** residents to walk and bicycle more.

The recommendations have a foundation in an extensive **Inventory and Analysis** (Page 21) that identifies issues and opportunities within the existing road network. They **Coordinate** (Page 40) with existing community plans and proposed projects. And they are based on **Public Input** (Page 14) that identifies priority destinations and remedies issues that are inhibiting people from walking or bicycling to those places. The following pages outline key elements of the plan.

Visit the project website to download the plan at WalkBike.info/Northville

2023 City of Northville Non-motorized Plan Recommendations

Pedestrian Routes: identify and infill critical gaps in the sidewalk and sidepath system, notably along Beck Road, Center Street, Taft Road, 8 Mile Road, 7 Mile Road, Novi Road, and Baseline Road and outside of the city to key destinations like Silver Springs Elementary School. The plan also addresses the quality of the pedestrian routes to encourage walking. Page | 62

Bikeways: create a robust network, incorporating off-road trails such as a sidepath along 7 Mile Road linking city and township destinations, as well as sidepaths along Novi Rd and Beck Roads that integrate with the City of Novi’s system. Analysis of South Main Street, Griswold Street, and portions of 8 Mile Road identified excess traffic capacity, so the roads may be reconfigured to provide a more consistent and safe cross section for motorists while reallocating the unnecessary traffic lanes to create safe separated bicycle facilities. Page | 64

Crosswalk Treatments and Intersection Improvements: focus on improving safety and comfort of all users throughout the city. Particularly on routes identified as key non-motorized connections, with special attention given to Center Street, a location with numerous bicycle and pedestrian crashes. Many new mid-block crosswalks featuring elements such as crossing islands and beacons are proposed to tie isolated neighborhoods into the city fabric and ensure safe access to destinations. Page | 66

Riverwalk Vision: acknowledge that some portions of the riverwalk will take time to complete but provide immediate connections, family-friendly near-term alternative routes linking the key destinations along the riverfront. These links will continue to serve daily transportation needs after the riverwalk is constructed. Page | 68

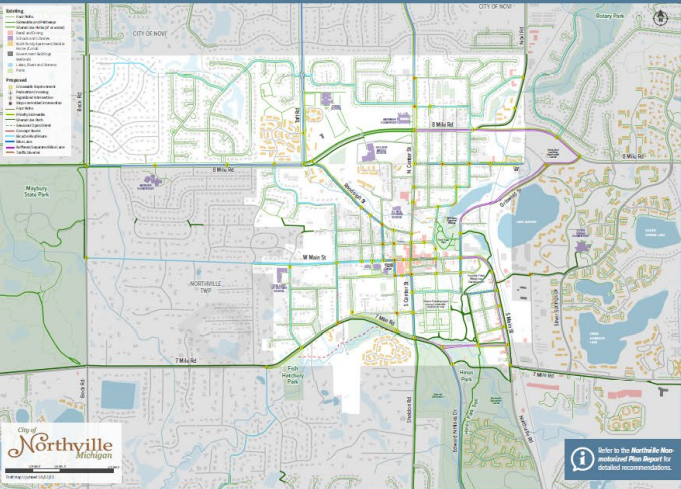
Regional Connections: help residents access destinations in the City of Novi and Northville Township such as Maybury State Park, ITC Trail, Legacy Park, Northville High School, Rotary Park, and Hines Park. Page | 72

Downtown Coordination: integrate the many changes in the downtown including the seasonal road closures, The Downs Development, Ford Field improvements, and evolving traffic patterns. Page | 40

Programs, Policies, and Metrics: provide supporting elements for the proposed infrastructure changes. Page | 62

Specific Corridor Recommendations: provide detailed guidance for 15 primary road segments, accompanied by the analysis and public input that support them. These recommendations are designed to be incorporated into grant applications as well as guide the community whenever a road is upgraded. Page | 95

Near-term Network Map



- Supplemental to the Non-motorized Plan Report, the large format **Near-term Network Map** offers a visual representation of all the proposed routes.
- An overview of how everything comes together
- The underlying Geographic Information Systems (GIS) can be easily integrated into the city’s existing data base

Updated Report Structure

- Easier to Find Specific Elements
- Policies, Programs, and Metrics Moved Forward
- Specific Corridor Recommendations Have Been Moved to the Back
- Did Not Though Change the Landscape Orientation to Portrait

1 Overview and Process Page | 9

Introduction	Page 10
Process	Page 12
Community Engagement	Page 14

2 Inventory and Analysis Page | 21

Land Use, Traffic Generators, and Mobility Patterns	Page 22
Pedestrian Conditions	Page 28
Bicycle Conditions	Page 32
Coordination	Page 40

3 Non-motorized Infrastructure Page | 49

Facility Types and Treatments	Page 50
Non-motorized Network	Page 60
Corridor Evaluation	Page 76

4 Policies, Programs, Metrics Page | 79

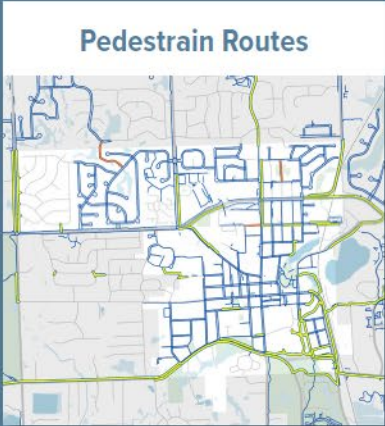
Assessing Progress on Policies, Programs, and Metrics	Page 80
Recommended Programs	Page 82
Recommended Policies	Page 84
Recommended Metrics	Page 92

5 Specific Corridor Recommendations Page | 95

8 Mile Road (Oakland County)	Page 96	Main / Rogers Street (West of Center St)	Page 128
8 Mile Road (Wayne County)	Page 100	Griswold Street	Page 132
7 Mile Road (West of Center St)	Page 104	River Street	Page 136
7 Mile Road (East of Center St)	Page 108	Wing Street / Cady Street	Page 140
Randolph Street	Page 112	Beck Road	Page 144
Center Street (North of Main St)	Page 116	Taft Road	Page 148
Center Street/Sheldon (South of Main St)	Page 120	Novi Road	Page 152
Main Street (East of Center St)	Page 124		

Provided a New Graphic Overview of the Report

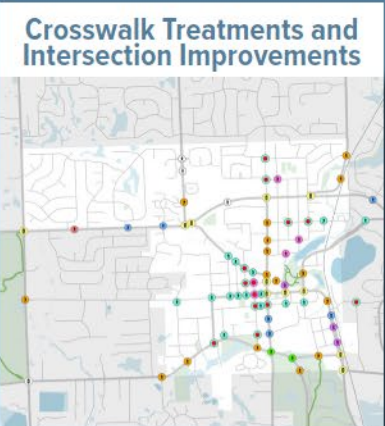
Near-Term Network:



Page | 62

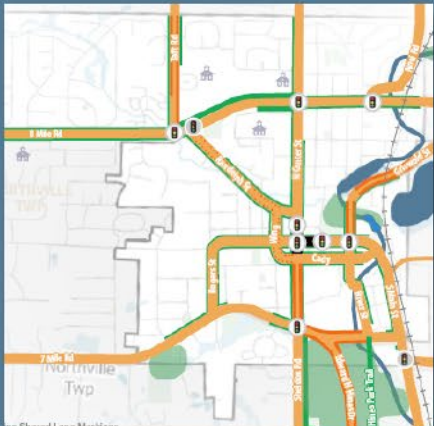


Page | 64



Page | 66

Corridor Evaluations:



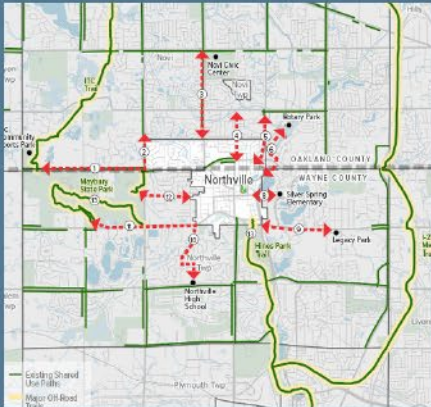
Page | 76

Riverwalk Vision:



Page | 68

Regional Connections:



Page | 72

Downtown Coordination:



Page | 74

Addressed Input on the Draft Report

- After the Working Session, We Posted the Report Online with a Feedback Form
- Went Through Addressed Most of the Feedback and Priorities
- Some Items were Already Addressed
- Some Feedback on Elements Outside of the Scope of This Report
- Seasonal Closing of Downtown Streets
- Proposed Roundabout at Center Street and 7 Mile
- Outside of the City

NORTHVILLE NON-MOTORIZED PLAN REVIEW - PUBLIC INPUT				Tell us anything else you feel is important:	What is your top priority? Please tell us what item you would like to see funded and built first.
1	Timestamp	How satisfied are you with the non-motorized plan recommendations? Please rate on a scale of 1 to 5, with 1 being "Not Satisfied at All" and 5 being "Extremely Satisfied"	Are there any specific items that need to be addressed? Please reference the page number below:		
2					
3	8/00/2023 13:28:47	5	Outstanding report, very clear and with a great vision	This report is well done and will help us all as we move to the future of blending the communities.	River walk project and walking paths
4	8/01/2023 12:26:36	4		Keep the parking on Wing between Main and Cady	
5	8/01/2023 13:55:05	5			
6	8/01/2023 14:03:39	2	Please add a gate controlled crossing at railroad track crossing on Baseline Rd. next to the older mill. Also please address missing sidewalks on Old Novi Rd, and the section of Baseline between Old Novi & Griswold too.		I'd like to see painted crosswalks within all neighborhood intersections, particularly as part of the street renewal plan.
7	8/01/2023 14:07:43	2	Would Love Love Love to see in the plan a path on Beck between 5mile and 6 mile.	Thanks for asking for feedback	Would Love Love Love to see in the plan a path on Beck between 5mile and 6 mile first. Would allow connection of the west side of the city to the High School
8	8/01/2023 14:32:55	3	NO Roundabouts. They are bringing a bigger problem. A lot of people dislike them. Some people will stop visiting the city if one is put in. If anything, add a lane through the intersection at 7 Mile and Center St. for a block to help with left turners. You cannot add a lane all the way to 8 Mile but adding it for the first block to help with traffic with people turning should help out. The traffic is only busy at rush hour for an hour and a half at the most.		Parking lots paved and hopefully free up spaces for parking.
9	8/01/2023 23:00:04	4	Pathway between 7 Mile and 8 Mile along Beck. High school is on 8 Mile - additional pathways allow high school students to get to school via biking, for greater flexibility with activities and jobs. Would allow residents at 6 Mile to access Maybury without a car.	Slower traffic speed along 7 Mile between Fish Hatchery and Beck - speed limit is 40 and many drivers speed through this residential area, where there are no sidewalks and limited space for bikers.	Sidewalk and bike paths on 7 Mile between Beck and Downtown
10	9/1/2023 7:54:53	1	Open the streets!	City council is making a large error in its analysis of pros vs cons for street closure. I no longer like to go downtown	Open the downtown streets
11	9/5/2023 11:03:52	5	Keeping the streets downtown closed. Makes it much more pedestrian friendly	Feels like a very vocal minority is creating the impression that more people are in favor of re-opening the streets than actually exist.	Downtown streets remaining closed and changing traffic to compensate
12	9/7/2023 12:36:16		Accessibility for those with mobility issues.		
13	9/7/2023 13:17:11	4	More bike paths that don't share the road with motor vehicles. Too many crazy drivers, even with designated bike lanes		Bike paths similar to what ICT has done in Nov.
14	9/7/2023 14:15:26	4		The corner of 8 Mile and Lantorn Lane is dangerous. Children walking home from school entering the Northville Estates neighborhood have to step out onto the road as cars turn right off of 8 Mile to Lantorn Lane. There needs to be a sidewalk along Lantorn Lane from 8 Mile to the stop sign at S Chigwellen Dr. Education of how to respectfully use the trails.	
15	9/8/2023 10:57:53	3	It does not address electric bicycles. They have motors!	At Krieger - to get into the shop from the Center at walking - now it feels like the cars have priority. It should be the other way around. :)	Trails for walking and biking.
16	9/8/2023 11:21:11	2	It would be nice if you could access Mabury Park by foot, and not only via the parking lots but also from Beck, 7 mile and the surrounding streets, with paved trails to enter. Also a paved walking on Griswold, connecting downtown and up to 8 mile.	That you should be able to walk on both sides of Sheldon, Beck, 6 mile, 7 mile, 6 mile, and that not the pavement just stops out in the middle of 'nowhere' when you have been walking in one direction.	
17	9/10/2023 10:00:11	4	Minor: spelling: pg 97 Non-motorized. Rogers St. should not be spelled with a d (Rodgers). Elderberry should be spelled with two r's. Too much emphasis on dedicated cycling lanes in the downtown. Focus on the major corridors to get into and out of City (Randolph, Griswold, S. Main, Hines, 7 Mile, 8 Mile, 9 Mile). Downtown bike paths are low value. Eliminating parking in key downtown locations has negative economic impact on local businesses and raises ADA concerns. The improvements to 7 Mile tend to focus on the park destinations. Providing a means for Northville Township residents to walk/bike to and from town, which means that you need to think about linking the various subdivisions. Some of this is a part of the Township's responsibility. Don't really anticipate the future streetscape design of S. Center once Downs is fully built out. Lots of front doors facing the street, which means that there will be delivery trucks constantly in the bike lane.	This plan is much better than the 2013 Plan.	7 Mile Improvements to increase opportunities for Northville Township residents to cycle/walk instead of drive to the City. Roundabout & safe crossing at 7 Mile to mitigate Downs traffic and improve safety for many cyclists who use Hines Park Trails. Anything that can be done with paint (crosses) should be done sooner than later. Improve crossing at Krieger. Also, Wayne County doesn't cut back the overgrowth into sidewalks, shoulders. This is another cheap fix.
18	9/12/2023 15:30:52	4	P. 144. Beck needs to have more pathways from 6-8 mile. People living off of Beck do not have a safe way to walk to Maybury, the high school or downtown		A shared use path on 7 mile should be a top priority. We often see people walking along 7 mile and it is not safe.
19	9/13/2023 6:44:30	3	Hi! What a comprehensive review! I am wondering if Northville Rd is outside of the scope of the project?	Northville Rd	Northville Rd
20	9/13/2023 7:20:10	3			

NORTHVILLE NON-MOTORIZED PLAN REVIEW - PUBLIC INPUT				Tell us anything else you feel is important:	What is your top priority? Please tell us what item you would like to see funded and built first.
1	Timestamp	How satisfied are you with the non-motorized plan recommendations? Please rate on a scale of 1 to 5, with 1 being "Not Satisfied at All" and 5 being "Extremely Satisfied"	Are there any specific items that need to be addressed? Please reference the page number below:		
21	9/13/2023 7:49:31	4	The report is impressive. I live on 7 Mile east of Northville road. I'm glad to see that the gap of non-motorized infrastructure in this area is recognized in the report, but I cannot determine from the 2023 map if this will be addressed in the near-term. There are 1000s of people living in subdivisions and apartment/condos on east 7 Mile that cannot access Hines or downtown Northville without walking on the road, which is unsafe.		Our priority in the Enclave sub-division on 7 Mile east of Northville road is to have sidewalks on some path to walk to Hines and downtown Northville safely.
22	9/13/2023 10:15:28	4	I would just like to note that the design picked for enhanced crosswalk located on N Center between Rayson and Lake is much appreciated. I would like to see this designed with safety in mind.		
23	9/13/2023 14:19:51				Top priorities are 1) improved pedestrian crossing at High St and Randolph and 2) improved pedestrian crossings around and pedestrian access to Annemman Elementary.
24	9/13/2023 17:30:08	3	Yes. There is currently no plans to add bike lanes to silver springs road. Silver springs road is extremely wide for a 25 mph zone and the wide roads encourages higher speeds. A "road diet" that narrows the lanes would reduce speeds and provide space for bike lanes on either side of road. This would reduce speeds while increasing bike ability.	We need to focus on making roads for people and not just cars. I highly recommend viewing the YouTube channel "strongtowns" and "not just bikers" which focus is on European street designs and how they are superior to standard North Americans construction which focuses on cars and not the people.	The path on 7 mile that links a northville road to haggerty. There are several neighborhoods along 7 mile that are no outlets to 6 or 8 mile that you have to ride the road. As an experienced cyclist, most of the time I'm okay with this but it's not a viable option for my children. This makes it so they could never ride their bikes to school (silver springs), a past time that I really enjoyed as a kid
25	9/14/2023 6:57:28	4			
26	9/14/2023 14:00:29	4	Can there please be a maintenance priority to keep routes swept and clear of debris. I frequently ride bicycle on Hines Drive and am designing both litter from users, as well as natural debris of rocks and branches after storms occur. Much of this debris remains until it naturally cleared. There is currently rock and dirt debris on 7 Mile Rd on the eastbound lane shoulder as you head east toward Wing St. I have to veer into the lane of traffic to avoid these damaging and hazardous obstacles		My top priority is getting people out of cars and onto bicycles. If it hard to bike to Mayberry, make it easy. Make it easy to bike to Krieger and to downtown, and from downtown to REE and Office Depot. And to the high school. Hines Drive is great for recreation, now focus on bikes as real transportation.
27	9/14/2023 14:53:48	4		Thrilled you are working on this. Every trip on a bicycle instead of in a car makes the world a better place.	I ride my bicycle everyday. I want a town that makes that safe. It is why I choose to live here. My priority in building: 1. Crosswalk lights at River and 7 mile to get to Hines path. This is super dangerous and hard to cross. 2. Some path from Hines to 7 mile to connect to the new park at the old hospital. We have awesome lake places, but need to connect them in a safe way. 3. With the Downs being developed, we need to stop future traffic from going through Beal and River. Keep Beal/Bloom a safe neighborhood that is people first. Traffic needs to be directed elsewhere (main, center, griswold). I recommend that Beal be locked off at Griswold and only pedestrians allowed through.
28	9/14/2023 20:28:40	5	That road in parts has been recently repaved. It appears that the bike lane no longer exists. If the city can influence this at all, they should! Removing bike lane for no apparent reason is a step backwards.	I support the main street social district. Keep it the car-lanes that have their "open northville" signs are red. They tell us we're not being able to drive their automobile down main street.	
29	9/14/2023 22:53:35	3	I think there is a strong need for a sidewalk along Seven Mile from the proposed new entry to Maybury State Park all of the way to Sheldon/Center (and then downtown Northville). The sidewalk that extended to the park from Randolph to Beck on 8 Mile has been a wonderful connection and we would like to see that on Seven Mile as well. It's too dangerous to walk and ride bikes as a family along the road.		

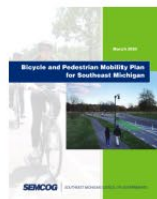
Greatly Expanded Design Guides and Resources Section

Design Guides and Resources

Numerous readily available design guidelines offer comprehensive details on implementing new facilities and integrating best practices into non-motorized network development. This section provides a snapshot of established manuals and publications from state, federal, local, and global organizations. It's important to note that this is just a glimpse of the resources available. For additional information on bicycle and pedestrian mobility, please visit the websites of these organizations.

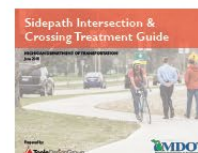
Regional Resources

- The Southeast Michigan Council of Governments (SEMCOG) offers a range of resources and support for bicycle and pedestrian mobility including maps, educational materials, bicycle and pedestrian count programs, funding opportunities and grants, bicycle and pedestrian data and tools to assist users in planning trips and finding amenities.
- Website: www.semco.org



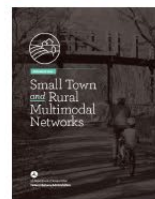
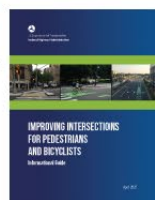
State Resources

- Michigan Department of Transportation (MDOT) is vital for non-motorized planning in Michigan, allocating funds, implementing policies, and collaborating with communities. They collect data, conduct outreach, and integrate non-motorized plans into statewide transportation for safer pedestrian and bicycle infrastructure.
- Website: www.michigan.gov/mdot
- Michigan Trails and Greenways Alliance (MTGA) promotes walking, biking, and trails in Michigan, collaborating, providing resources, and supporting trail advocacy.
- Website: www.michigantrails.org
- League of Michigan Bicyclists (LMB) provide educational materials, mini-grants and host tours, races and advocacy events that support bicycle travel.
- Website: www.lmb.org



Federal and National Resources

- Federal Highway Administration (FHWA) publish manuals, guidelines, and research studies on non-motorized transportation best practices, providing valuable resources for city planners and engineers. They also support non-motorized planning in cities through funding, technical guidance, resources.
- Website: www.fhwa.dot.gov
- National Association of City Transportation Officials (NACTO) publications provide a vital resource for practitioners, policy-makers, academics, and advocates alike.
- Website: www.nacto.org
- American Association of State Highway and Transportation Officials (AASHTO) offers design guidelines and technical standards that assist state and local agencies in creating pedestrian and bicycle-friendly infrastructure.
- Website: www.transportation.org
- Institute of Transportation Engineers (ITE) provides guidelines, technical publications, and best practices related to non-motorized transportation.



Other Resources

- Collaborative Mobility UK (CoMoUK) publishes resources that support the development of shared modes, such as bike share, e-scooters and mobility hubs.
- Website: www.como.org
- Global Designing Cities Initiative Designing Global Cities offers guides that redefine the role of streets around the world.
- Website: www.globaldesigningcities.org



Pedestrian Routes

- No Changes



Sidewalks

Existing —————

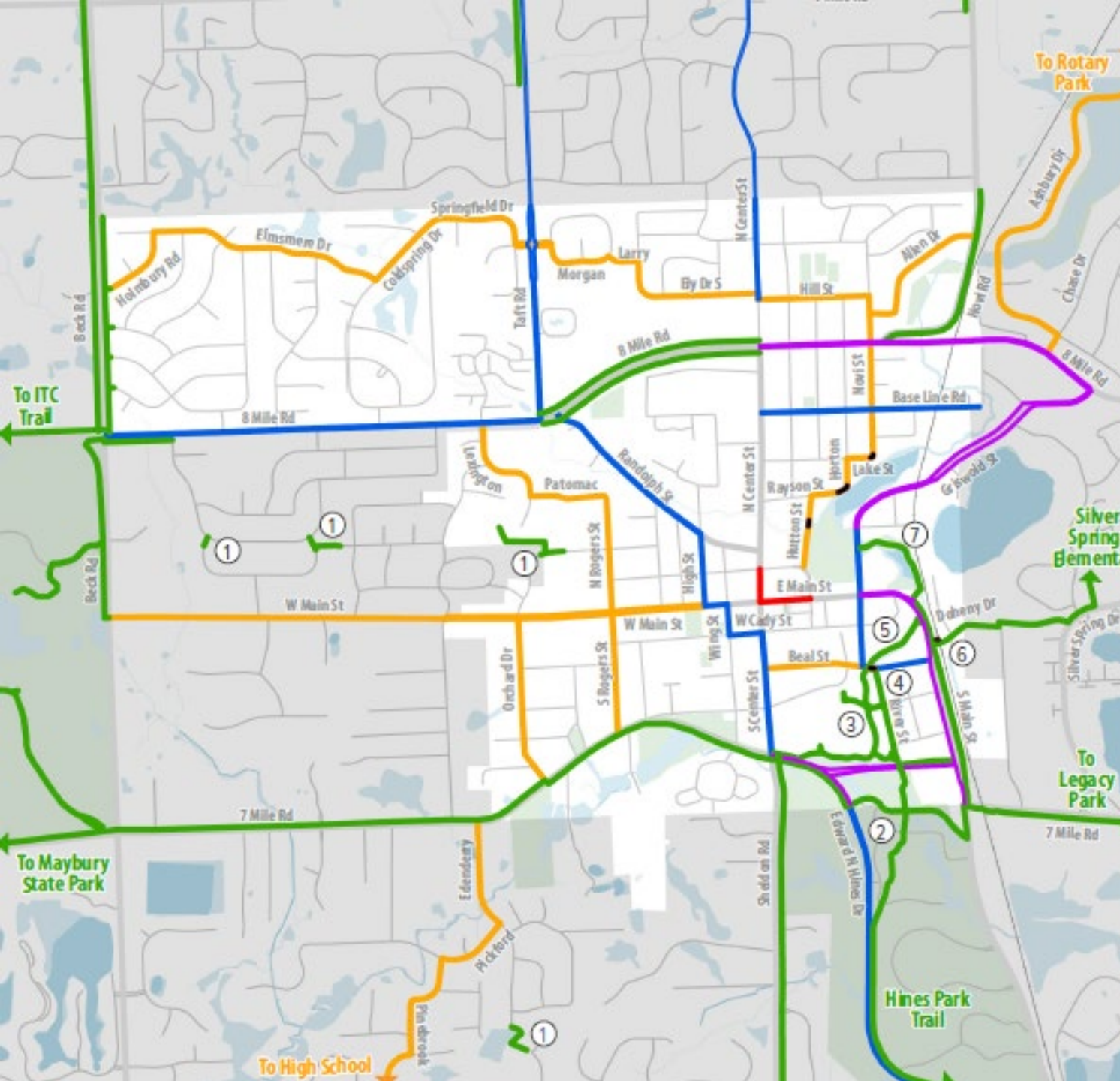
Priority Gaps —————

Note: Some sidewalk gaps may also be addressed by Shared-Use Paths.



Foot Paths

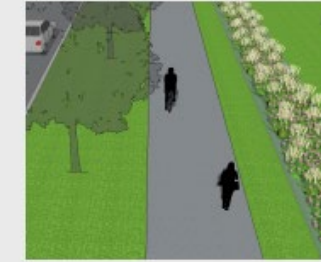
Not all walkways need to be paved. A natural surfaced path may be more appropriate based on environmental considerations, the desired experience, easement restrictions, or construction feasibility.



Bikeways



Signed Bike Route



Shared Use Path



Seasonal Open Streets Concept



Basic Bike Lane



Buffered/Separated Bike Lane

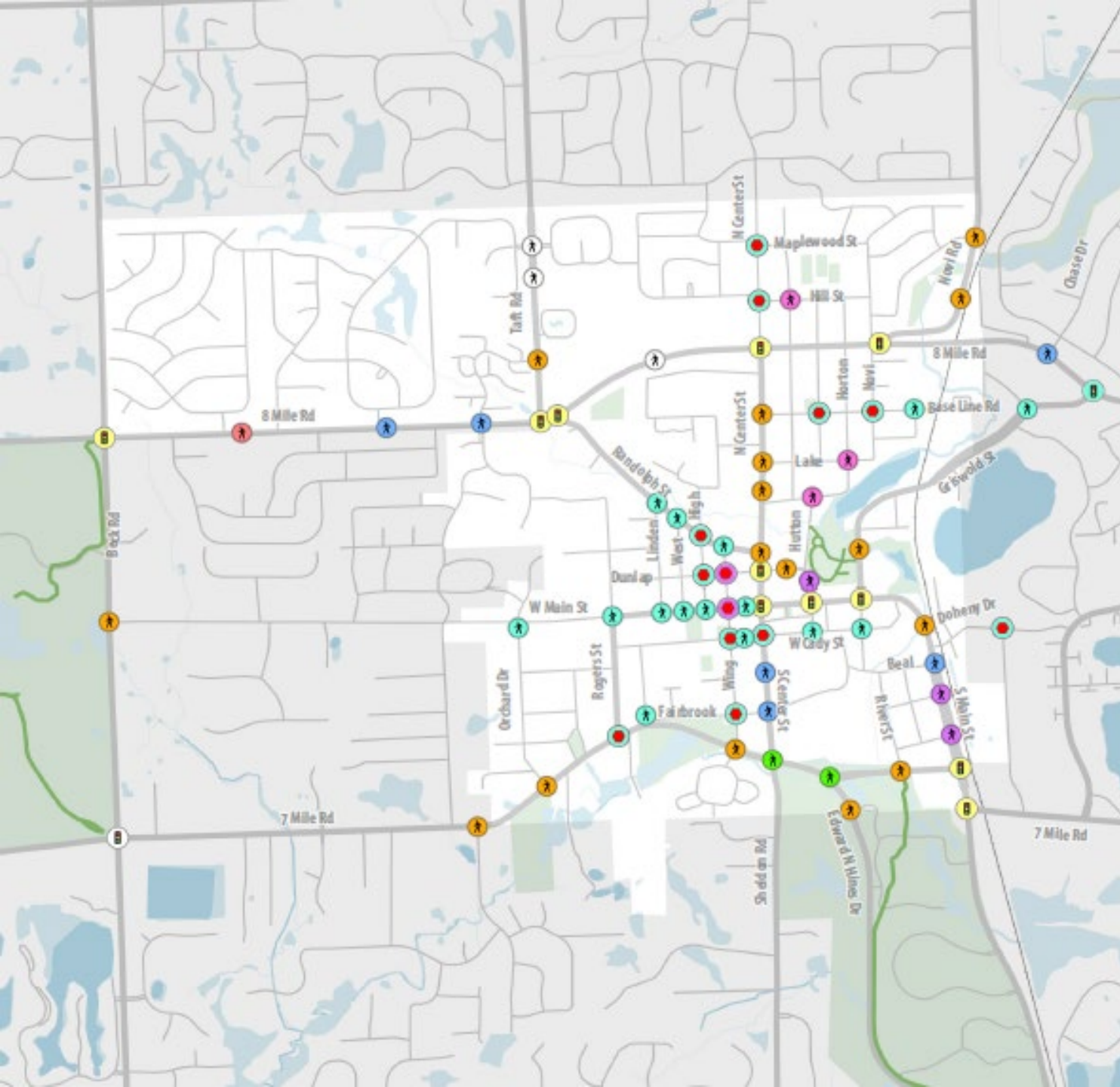


Traffic Diverters

Diverters may be full closures for motorized traffic, permit only one-way, or reduce road to one-lane for both directions.

- Removed Bike Lanes on West Main Street, West of High Street – Now a Signed Bike Route

Crosswalk Treatments and Intersection Improvements



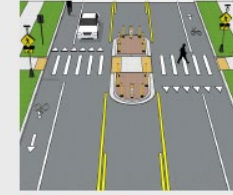
High Visibility Crosswalk



Crossing Island



Rectangular Rapid Flash Beacon



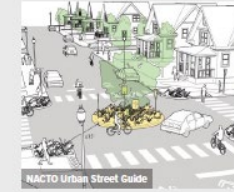
Rectangular Rapid Flash Beacon with Island



Signalized Intersection



Roundabout with Pedestrian Hybrid Beacon



Traffic Calming Circle



Pedestrian Hybrid Beacon with Island



Pedestrian Crossing



Signalized Intersection



Stop-controlled Intersection

- Changed two-crosswalks on 8 Mile Road from Pedestrian Hybrid Beacons to Rectangular Rapid Flash Beacons with Crossing Islands

Riverwalk Vision

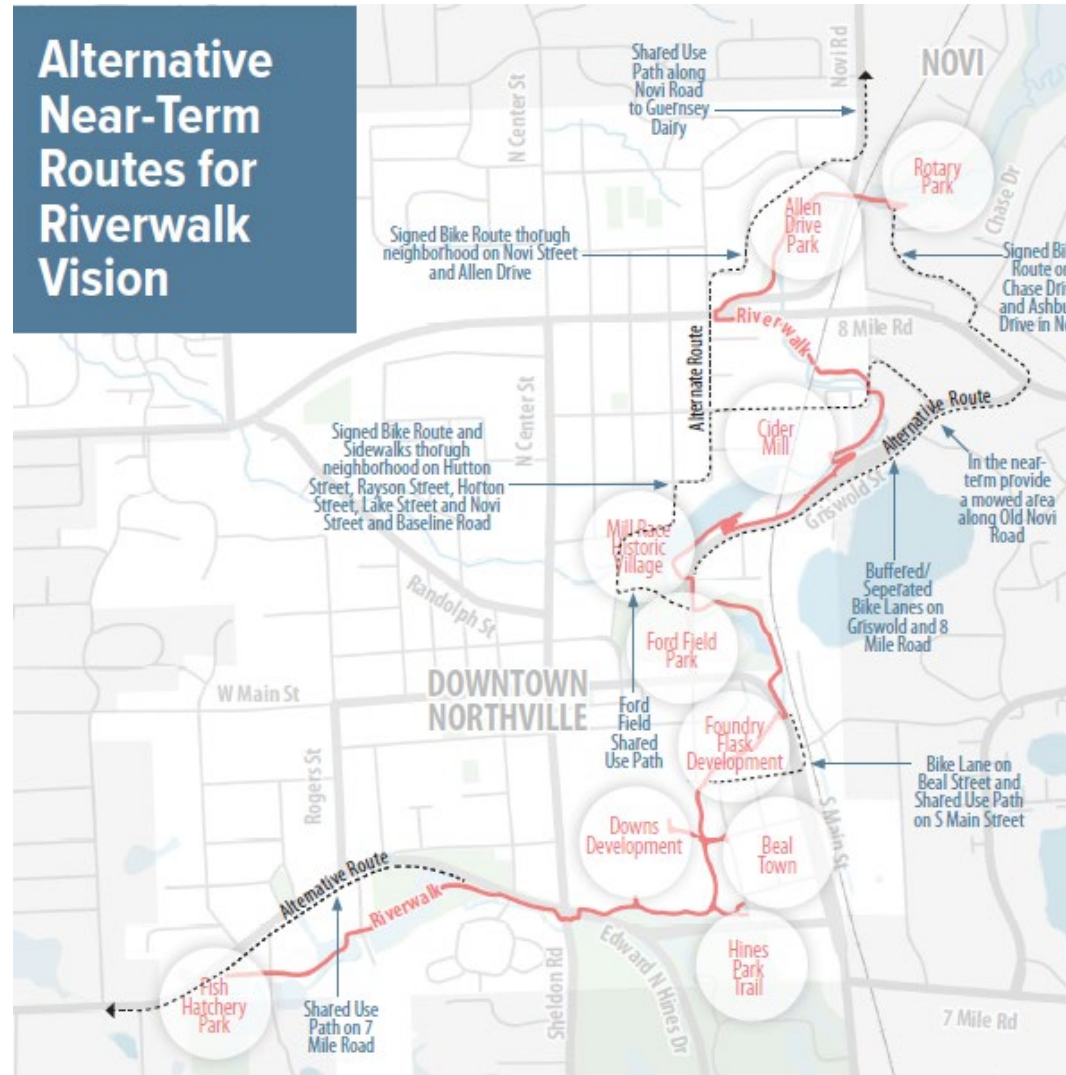
Multi-Jurisdictional Coordination for the River Walk Vision Implementation

The alternative near-term route for the River Walk Vision requires coordination with multiple entities, including the Oakland County Road Commission, Wayne County Road Commission, City of Novi, and Northville Township. Coordinating actions and planning on Griswold Street, Old Novi Road, Baseline Road and 8 Mile Road will be essential due to the complexity of transportation issues involving these various jurisdictions.

While there is a strong desire for a pedestrian connection along Old Novi Road to the Cider Mill Area, challenging terrain, including steep grades, tight curves, and truck traffic, currently limits viable options. Additionally, the Living and Learning Enrichment Center presents an opportunity for non-motorized access. In the short term, it is recommended to establish a cleared/mowed area alongside the road to facilitate access. A long-term bike-ped connection between Old Novi Road, Baseline Road and Griswold Road should be actively pursued.



Alternative Near-Term Routes for Riverwalk Vision



- Added new section on Multi-Jurisdictional Coordination
- Addressed Desired Near-term Connection Between Living and Learning Enrichment Center and Base Line Road

Updated Policies



Micromobility

Given the increasing diversity of micromobility devices; the capability of some e-bikes to operate across various classes with the flick of a switch, and the difficulty in distinguishing e-bikes from conventional bicycles, it becomes essential to establish regulations based on mass, speed, and emissions. This policy would stipulate that all bike lanes and shared use pathways maintain a speed limit of 15 mph and impose a vehicle weight limit of 100 pounds. Additionally, the policy would mandate that all vehicles adhere to emission-free standards. On shared use paths, it should be mandatory for all micromobility devices to yield the right of way to pedestrians. Furthermore, a policy regarding proper use and storage may be beneficial, and it is recommended to evaluate existing ordinances regarding battery safety, storage, and charging to ensure public safety and address any potential hazards.



Prioritize Bicycle and Pedestrian Safety

Adopt a comprehensive approach that accommodates all modes of transportation rather than focusing solely on a single-mode. Evaluate reallocating space currently dedicated to on-street parking to prioritize bicycle and pedestrian safety.

Expanding Marked Crosswalks for Pedestrian Safety and Visibility

Evaluate expanding marked crosswalks on local roads throughout the city to enhance pedestrian safety, visibility, and accessibility, encouraging slower speeds and fostering a pedestrian-friendly environment. The implementation of simple parallel pavement markings effectively improves crosswalk visibility and driver awareness.

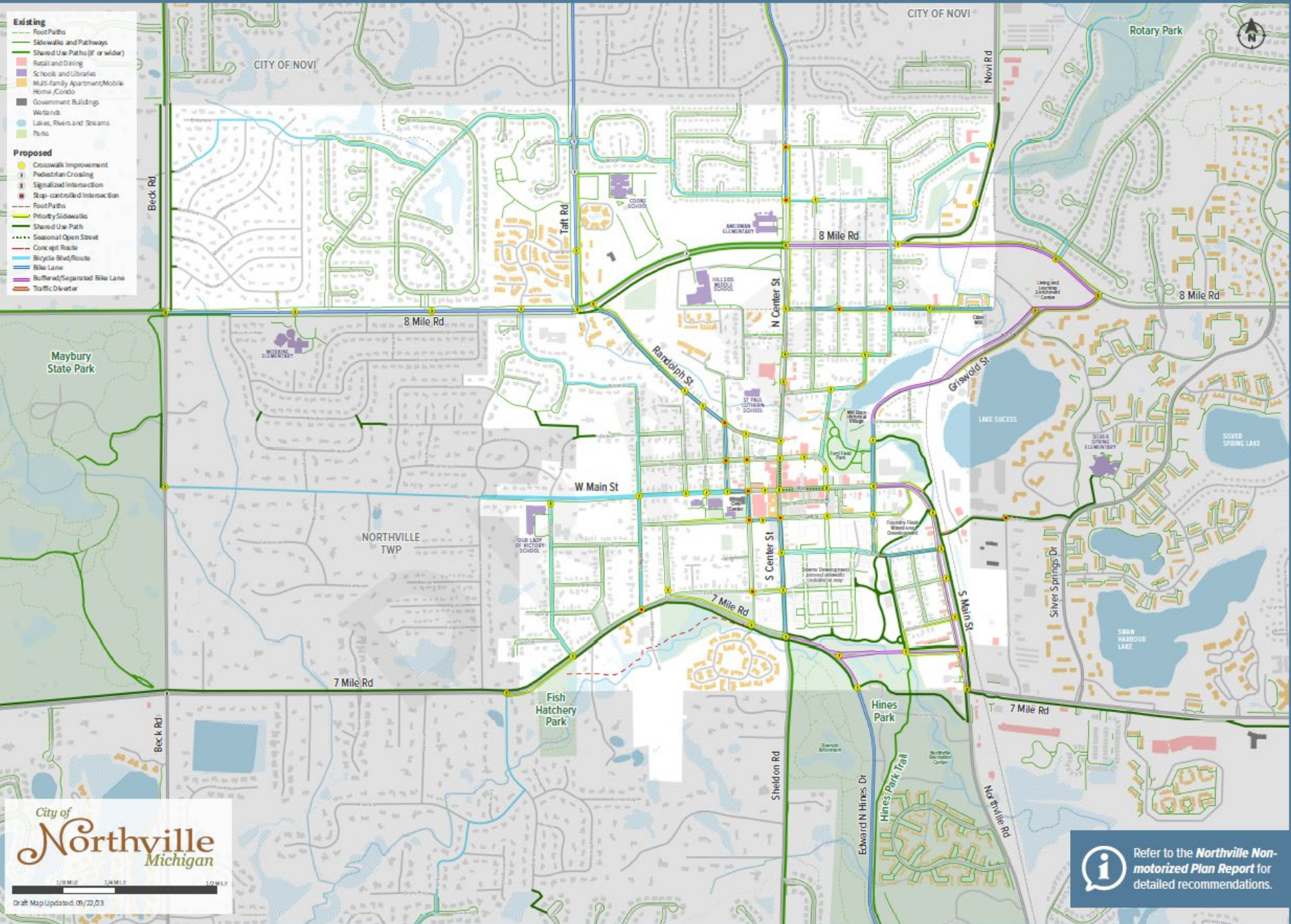
- Expanded Micromobility Section
- New section on Marking Crosswalks in Neighborhoods

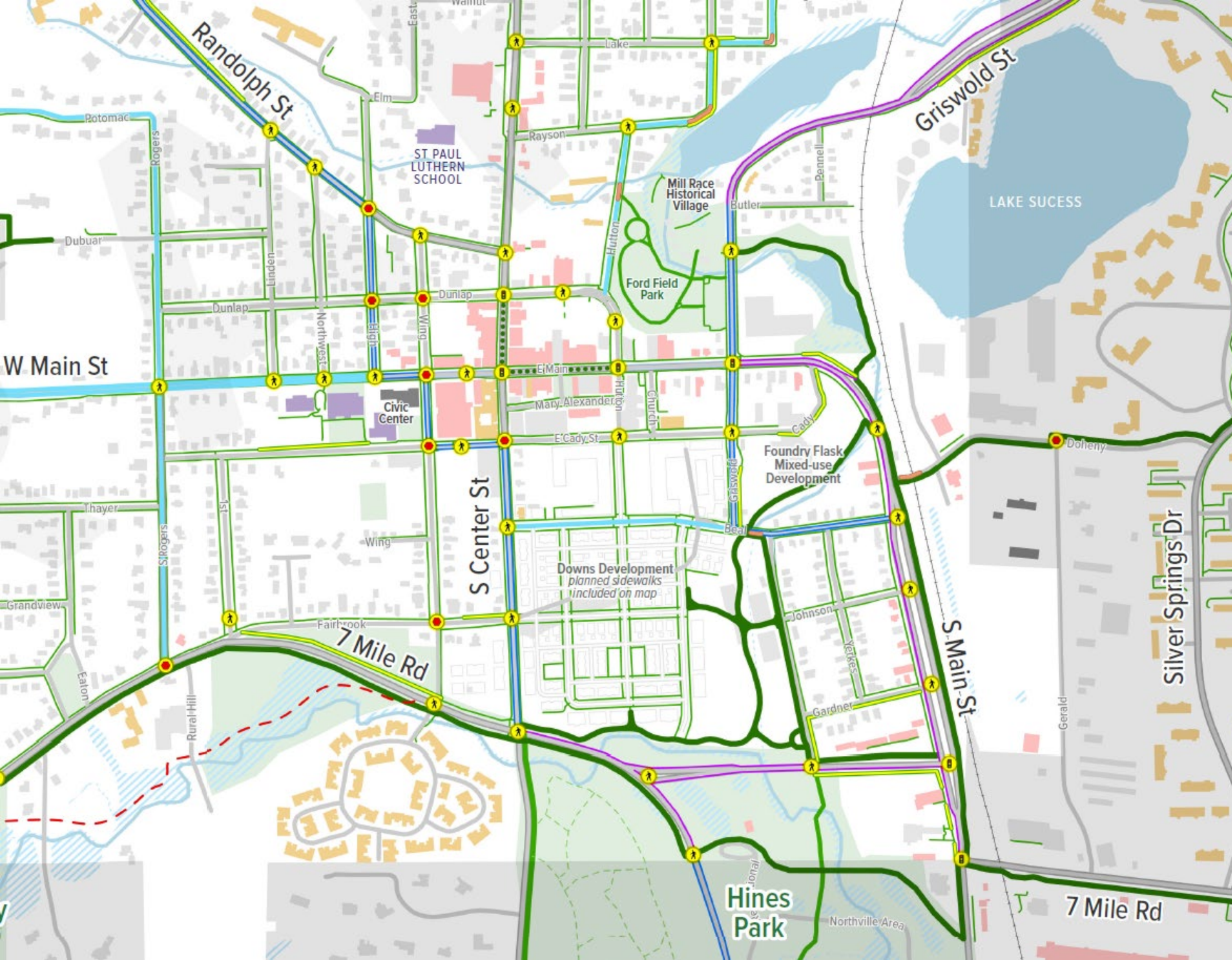
Non-motorized Plan 2023: DRAFT Near-Term Network Map

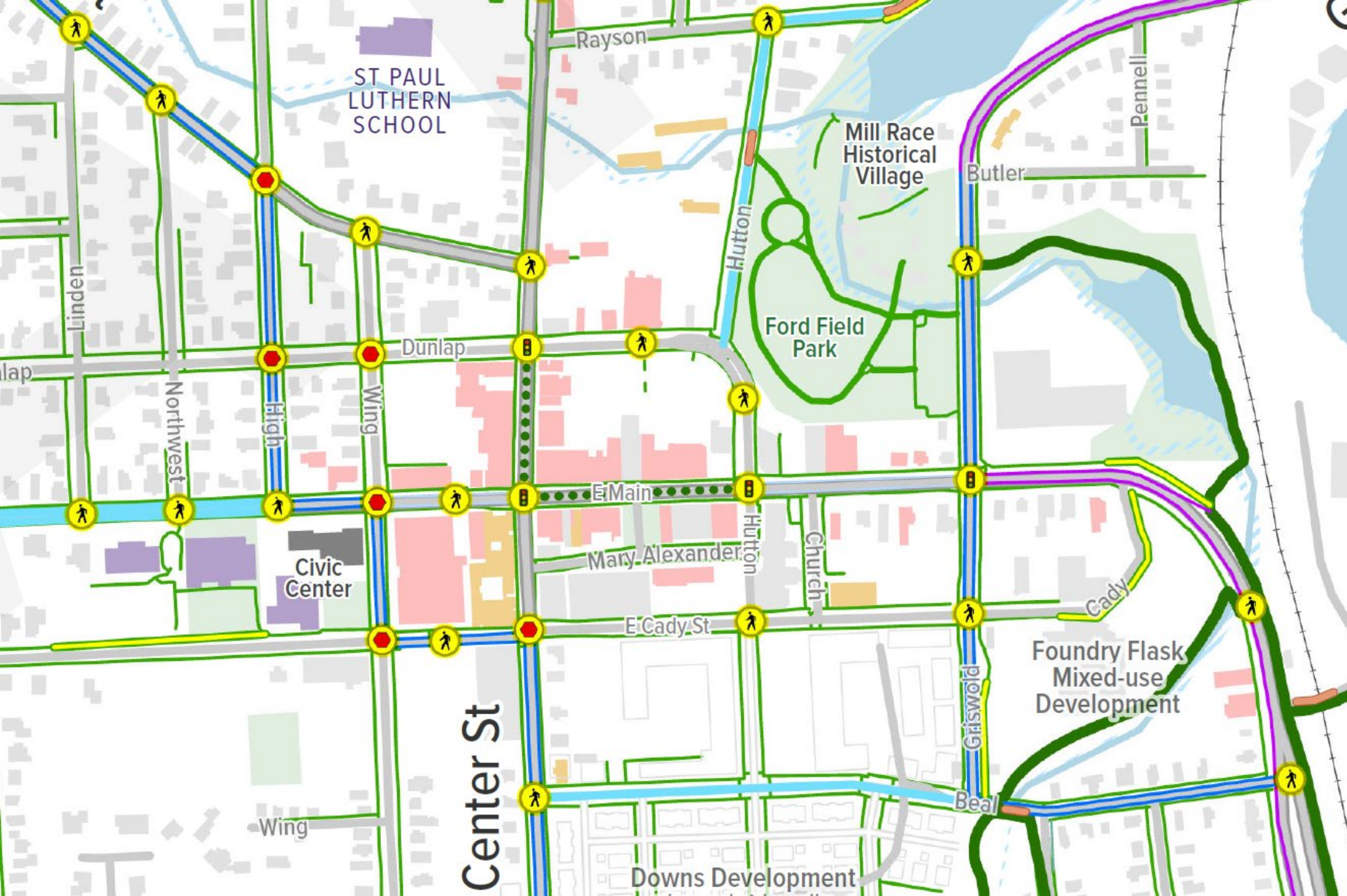
Near-term Network Map

Updated with Changes

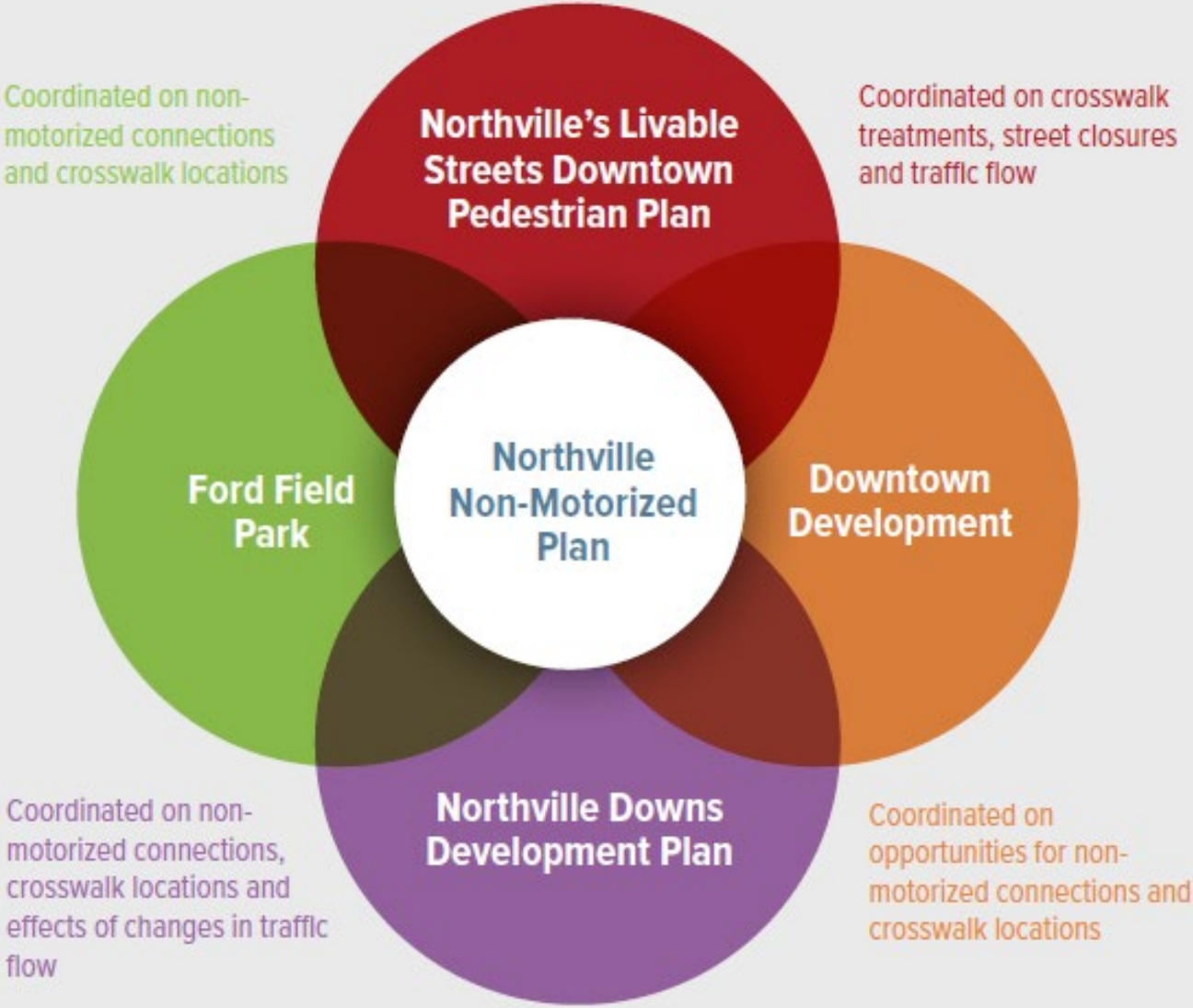
Updated GIS data is
packaged and ready to be
turned over to the City







Downtown Integration



Addressing Bicycle Network Gaps in the Downtown

While pedestrian linkages to the downtown are solid, the proposed near-term bicycle network does not satisfactorily integrate with the downtown. This is due to the physical constraints of the existing roadway preventing easy near-term solutions. The results are critical one-block gaps in the system connecting to the seasonal street closures. The increased traffic flow from the seasonal street closures on these gaps compounds the issue. There are potential solutions to address this "last block" issue that may trigger additional parking considerations in the downtown. They include:

- West Main Street from Wing Street to Center Street** - on the north side of the street, eliminate on-street parking and remove curb extensions to provide a Two-Way Cycle Track.
- East Main Street from Hutton Street to Griswold Street** - on the north side of the street, eliminate on-street parking and remove curb extensions to provide a Two-Way Cycle Track.
- Hutton Street from Dunlap Street to Main Street** - on the westside of the street, eliminate on-street parking and remove curb extensions to provide a Two-Way Cycle Track. The traffic signal at Hutton and Main would need to integrate a bicycle specific phase.
- Center Street from Main Street to Cady Street** - on the east side of the street, eliminate on-street parking, remove the curb extensions, and narrow the sidewalk to provide a separated Two-Way Cycle Track.

Of these four potential solutions, Hutton Street and East Main Street would provide the greatest safety improvements as well as be the least disruptive. In the near-term, Shared-Lane Markings may be used but they will not provide any safety improvements. Many cyclists will be likely to use the sidewalks in these blocks.



Main Street Seasonal Closure with Open Streets Concept

To effectively integrate the non-motorized plan with the seasonal closure of Main Street and Center Street, the city should embrace an open street concept that places emphasis on accommodating bicycles and pedestrians along the corridor. During seasonal closures the city will maintain full driving lanes as a clear zone for emergency vehicles and bicycles will be allowed in this zone. This zone can be demarcated using effective signage, pavement markings, and traffic barriers, thereby creating distinct and secure spaces for bicyclists and pedestrians, making the area safe and inviting for their use.