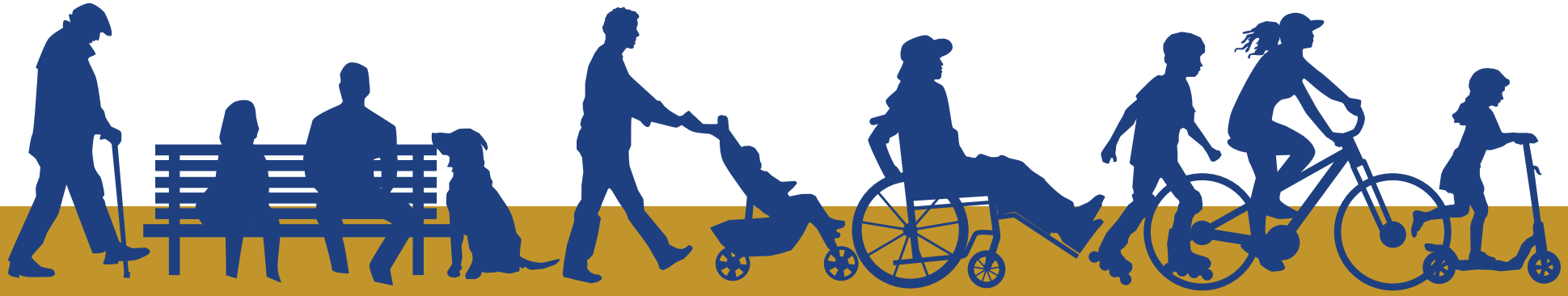
Active Mobility Plan 2023

Draft: 03/14/24



EXECUTIVE SUMMARY

Overview & Process

The Novi Active Mobility Plan is an inclusive and comprehensive initiative aimed at improving active transportation options within the community. The plan focuses on enhancing the safety, accessibility, and connectivity for people who walk, bike and roll. By prioritizing the needs of these users, the plan aims to create a more sustainable, healthy, and vibrant community.

The development of the plan involved a collaborative process that included data analysis, public input, and expert consultation. Through community engagement and careful analysis, the plan identifies key priorities, challenges, and opportunities for enhancing the non-motorized network.

The plan was developed over the year in 2023. The Technical Advisory Committee and Walkable Novi Committee guided the process and the public was engaged throughout via community open house events, meetings, pop-up stations at local events and parks and through surveys. The Technical Advisory Committee and Walkable Novi Committee completed a final review of the Plan prior to the Plan being recommended for adoption.

Why Update the 2011 Plan?

Over the last decade, significant changes in non-motorized transportation have occurred at the national, regional, and local levels prompting a reexamination of the plan.

- Numerous new national guides for non-motorized transportation have been published by the Federal Highway Administration that reinforce the improvements that have been made, and provide guidance on new types of facilities.
- Considerable headway has been achieved in closing sidewalk and pathway gaps along major roads. The construction of the new ITC Trail, Meadowbrook pathway and the Novi Road overpass connection have been implemented, positioning the city to advance the network to the next level.
- Emerging regional trails like the M-5 Metro Trail and Air Line Trail are creating new opportunities for connections to regional trails and statewide Great-Lake-to-Lake Trail.
- SMART introduced enhanced transit in Oakland County, offering local service along key routes such as Grand River, 12 Mile, and Novi Road. New Routes servicing Novi include SMART 740, SMART 305 and SMART 805.

While some non-motorized facilities are currently in place, this plan identifies numerous opportunities to refine the system. The plan's update will concentrate on propelling the bicycle and pedestrian network to a higher level, offering recommendations for a more family-friendly system that fosters improved connections to parks and regional trails.

Improve Public Health
Encouraging walking and biking promotes physical activity, reducing the risk of chronic diseases and improving overall health.

Environmental Sustainability
Promoting non-motorized transportation reduces greenhouse gas emissions, contributing to cleaner air and a healthier planet.

Reduced Traffic Congestion
Fewer cars on the road can alleviate traffic congestion, leading to quicker and more efficient commutes for everyone.

Economic Benefits
Non-motorized infrastructure can attract visitors, boost local businesses, and create jobs in construction and related industries.

Quality of Life
Walking and biking improve the overall quality of life by reducing stress, enhancing mental well-being, and promoting an active lifestyle.

Cost Savings
Less reliance on cars means lower transportation costs for individuals and reduced maintenance costs for municipalities.

Accessibility
Non-motorized transportation options make communities more accessible to people of all abilities, including those who cannot drive.

Community Building
Encouraging walking and biking fosters community interaction and a sense of belonging.

Future Transportation
Non-motorized plans prepare communities for future transportation trends and can help reduce dependence on fossil fuels.

Safety
Well-designed pedestrian and bike facilities enhance road safety for all users, reducing accidents and injuries.

What is in the Plan?

The Novi Active Mobility Plan builds upon the foundation set by its predecessor, the 2011 Non-motorized Plan, with the aim of further advancing the community's non-motorized transportation options. The updated plan incorporates recent best practices and sets new priorities for near-term implementation. This new approach ensures a more tailored response to the evolving needs of the community.

The document presents a comprehensive framework designed to enhance non-motorized transportation options, promote safe mobility, and encourage active lifestyles within the community. It outlines a strategic approach to improve pedestrian and bicycle infrastructure, align with existing policies, and incorporate input from various stakeholders. The plan's development process involved conducting a thorough inventory and analysis of land use, traffic patterns, and pedestrian and bicycle conditions. Throughout this process, community engagement played a vital role in ensuring that the plan accurately represents the aspirations and needs of the local residents.

Document Organization

Overview & Process

Introduces plan objectives and development process, emphasizing community and stakeholder involvement to ensure a comprehensive and inclusive plan.

Existing Conditions

Provides a thorough assessment of current non-motorized conditions, including land use, traffic generators, and mobility patterns. Evaluates pedestrian and bicycle conditions, identifies improvement areas, coordination strategies, and potential safety enhancements.

Facility Types & Guides

Simplifies non-motorized terminology using images and explanations and promotes safety and efficiency through readily available design guidelines for new facilities.

Major Corridor Guides

Outlines the long-term vision for the major roadway network by showing how current best practices may be applied to prioritize safety and enhance bicycle and pedestrian mobility.

Long-Term Network

Outlines the city's goals for the next two decades and beyond, including sidewalks, mid-block crosswalks, bike lanes, greenways, and local road routes.

Near-Term Network

Includes three components: Neighborhood Greenway Network, Transit Connections, and Improved Access. It primarily focuses on leveraging existing facilities to create a city-wide network connecting key destinations.

Specific Areas

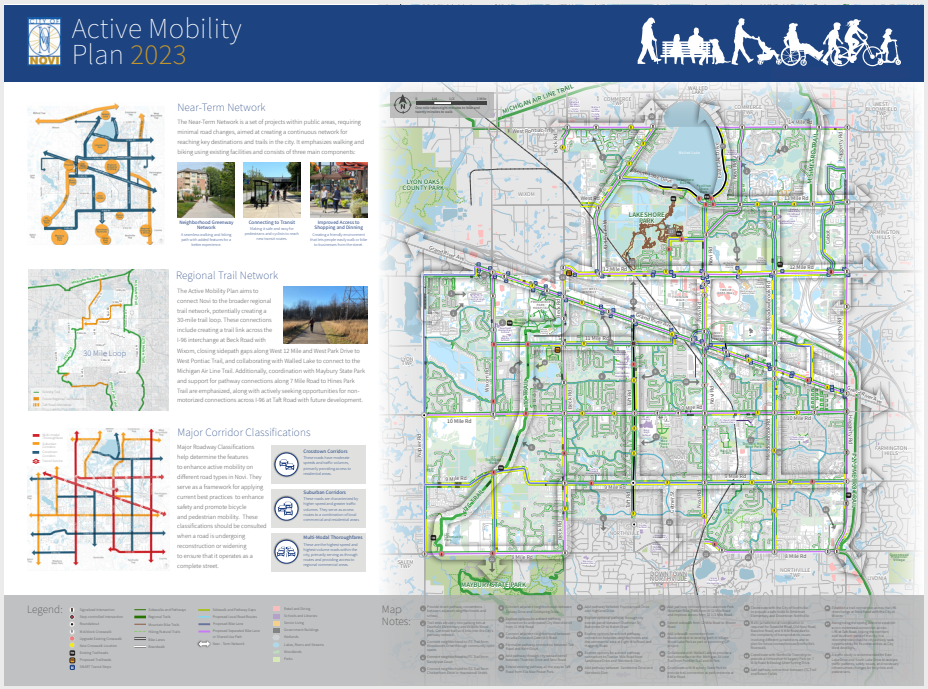
Highlights key areas that hold significant potential for transformation, emphasizing the creation of a vibrant and pedestrian-friendly community. These areas encompass East Lake Drive and South Lake Drive, City West, and Northville's Riverwalk Vision.

Implementation

Addresses the diverse avenues of funding, construction and maintenance strategies that can be harnessed to support the implementation of the plan.

Active Mobility Network Map

Supplemental to the Active Mobility Plan Report, the large format Network Map provides a comprehensive visual depiction of the plan's components.



Appendix Materials

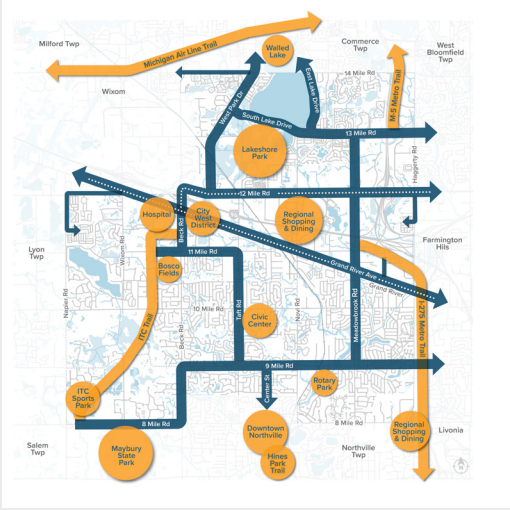
The project website, walkbike.info/novi, hosts an extensive digital appendix containing a wealth of information regarding the development of the plan and its supporting materials.

Non-motorized Recommendations

Non-motorized recommendations are categorized into three sections: Near-Term Network, Long-Term Network, and Major Corridor Guidelines. Each section outlines specific recommendations for infrastructure, policies, programs, and metrics. The Near-Term Network addresses the immediate future, the Long-Term Network presents a visionary aspiration for the city, and the Major Corridor Guidelines aid in determining elements to consider during major road construction projects. The three sections of the plan are illustrated below.

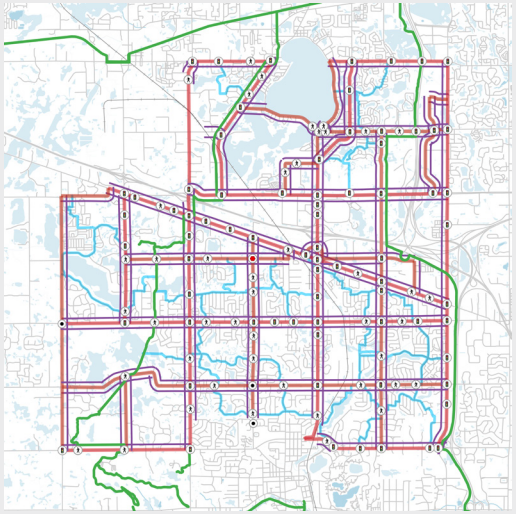
Immediate focus on stand-alone projects aimed at establishing a core network

NEAR-TERM NETWORK



Long-term vision the City should aspire to achieve

LONG-TERM NETWORK



Guidelines to reference when implementing road reconstruction projects

MAJOR CORRIDOR GUIDELINES

MAJOR CORRIDOR GUIDELINES

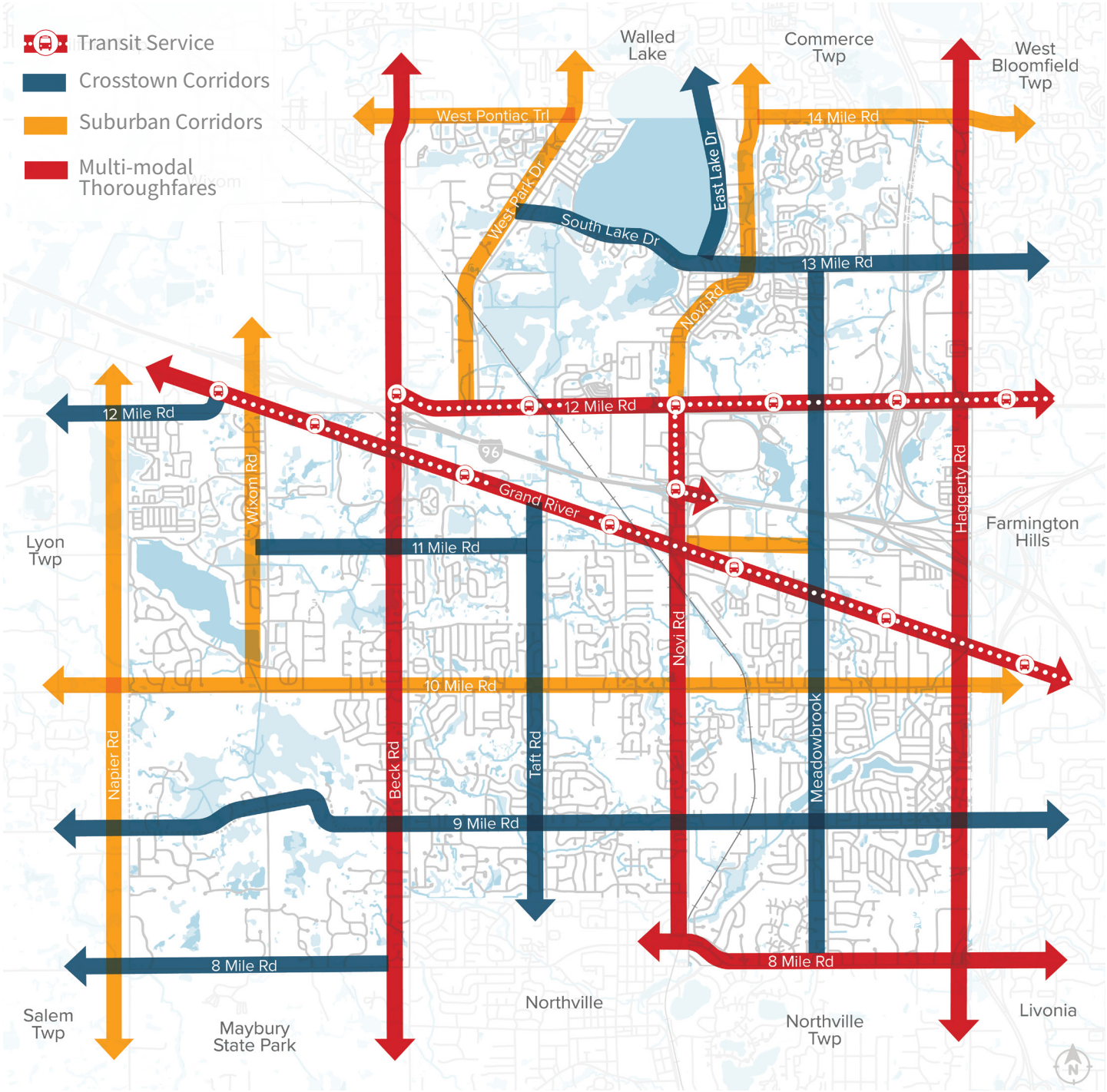
Classification

The Guidelines for Major corridors are intended to define what active mobility elements should be incorporated for the various types of roadways found in Novi. They serve as a framework for applying current best practices to enhance safety and promote bicycle and pedestrian mobility. These classifications should be consulted when a road is undergoing reconstruction or widening to ensure that it operates as a complete street.

Crosstown Corridors : These roads have moderate speeds and traffic volumes, primarily providing access to residential areas.

Suburban Corridors: These roads are characterized by higher-speed and greater traffic volumes. They serve as access routes to a combination of local commercial and residential areas

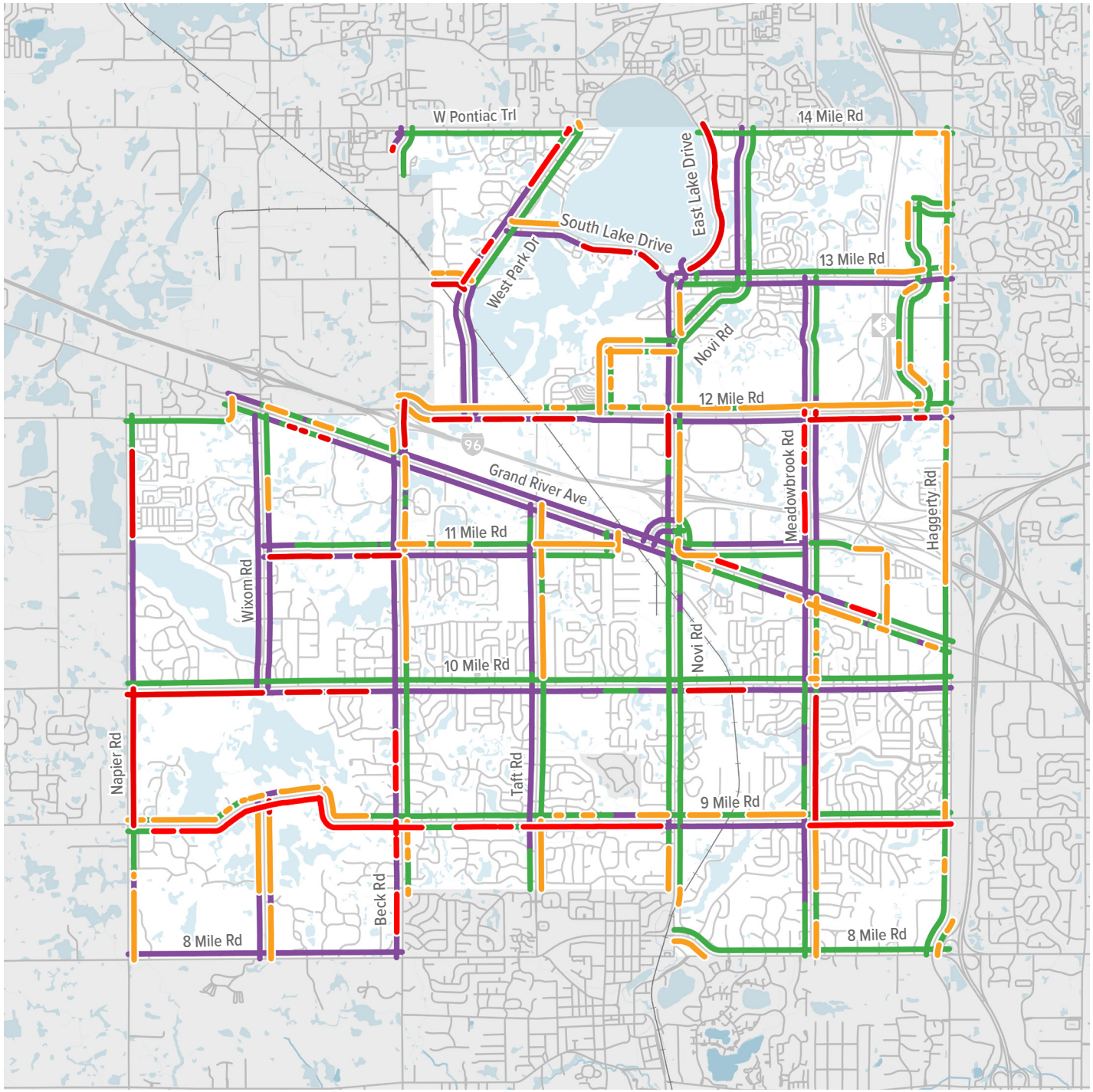
Multi-Modal Thoroughfares: These are the highest-speed and highest-volume roads within the city, primarily serving as through routes and providing access to regional commercial areas.



LONG-TERM NETWORK

Sidewalks & Sidepaths

Ideally, all roads should feature sidewalks on both sides of the street. As work is conducted within the road rights-of-way, or as development on adjacent parcels occurs, opportunities to close gaps in the sidewalk network should be actively pursued. Sidewalks along major collector and arterial roads should maintain a minimum width of 6 feet, with a buffer zone and vertical elements like trees between the sidewalk and the road whenever possible. Additionally, on one side of the corridor, the sidewalk should expand to a minimum 10 feet wide where feasible to accommodate shared uses on busier roads, especially where on-road bike lanes are absent. The following map identifies key locations where gaps exist and should be addressed.

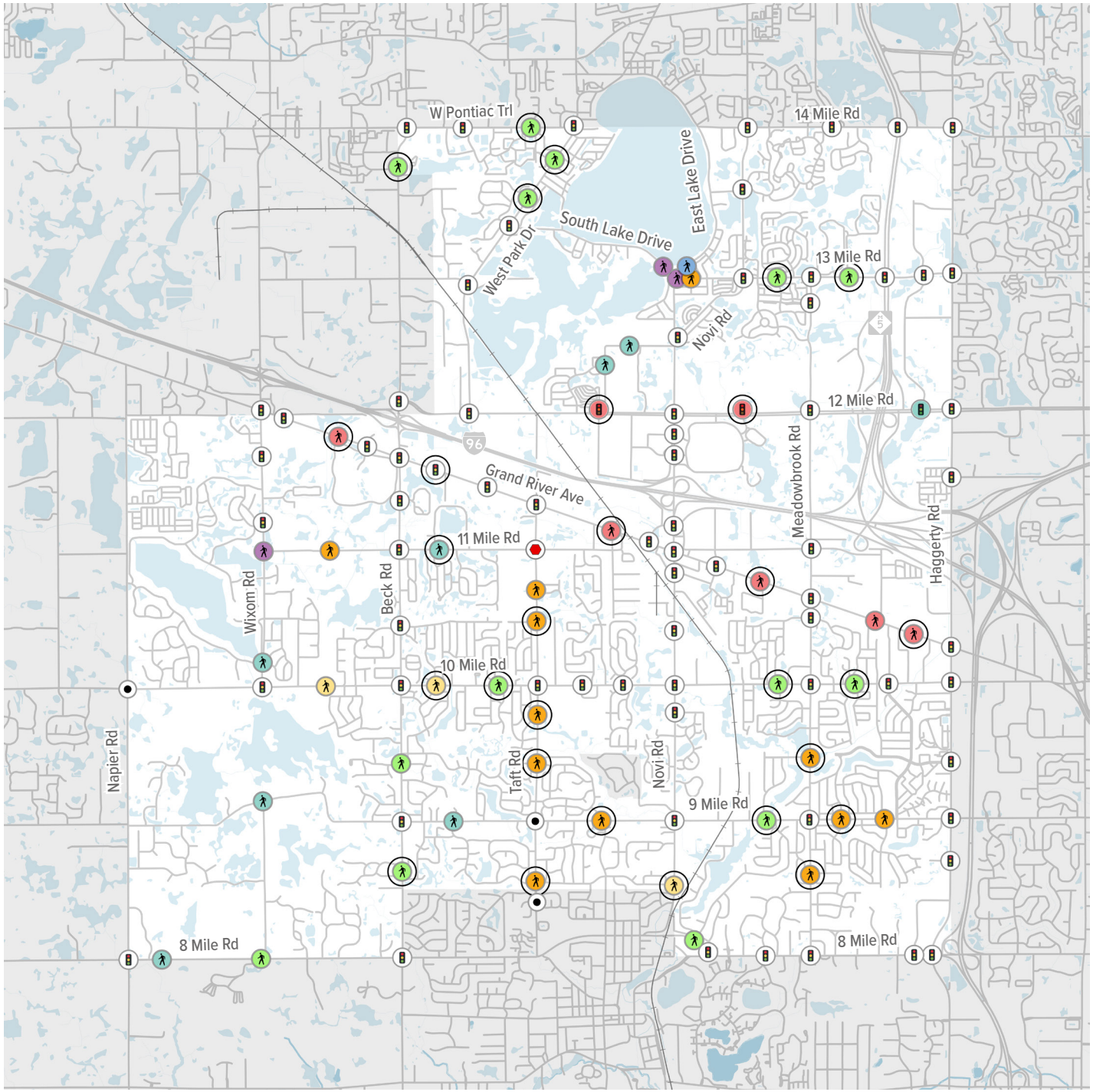


LONG-TERM NETWORK

Mid-block Crosswalk

This map showcases proposed locations for crosswalk treatments at mid-block locations. Many of these treatments can be implemented within the existing cross-section of roadway and should actively be pursued to improve bicycle and pedestrian safety. The crosswalk measures shown are based on a master plan level assessment of anticipated speeds, number of lanes, and presence of a crossing island. Each crosswalk requires a separate engineering study and may necessitate a higher or lesser order of treatment based on a more detailed assessment.

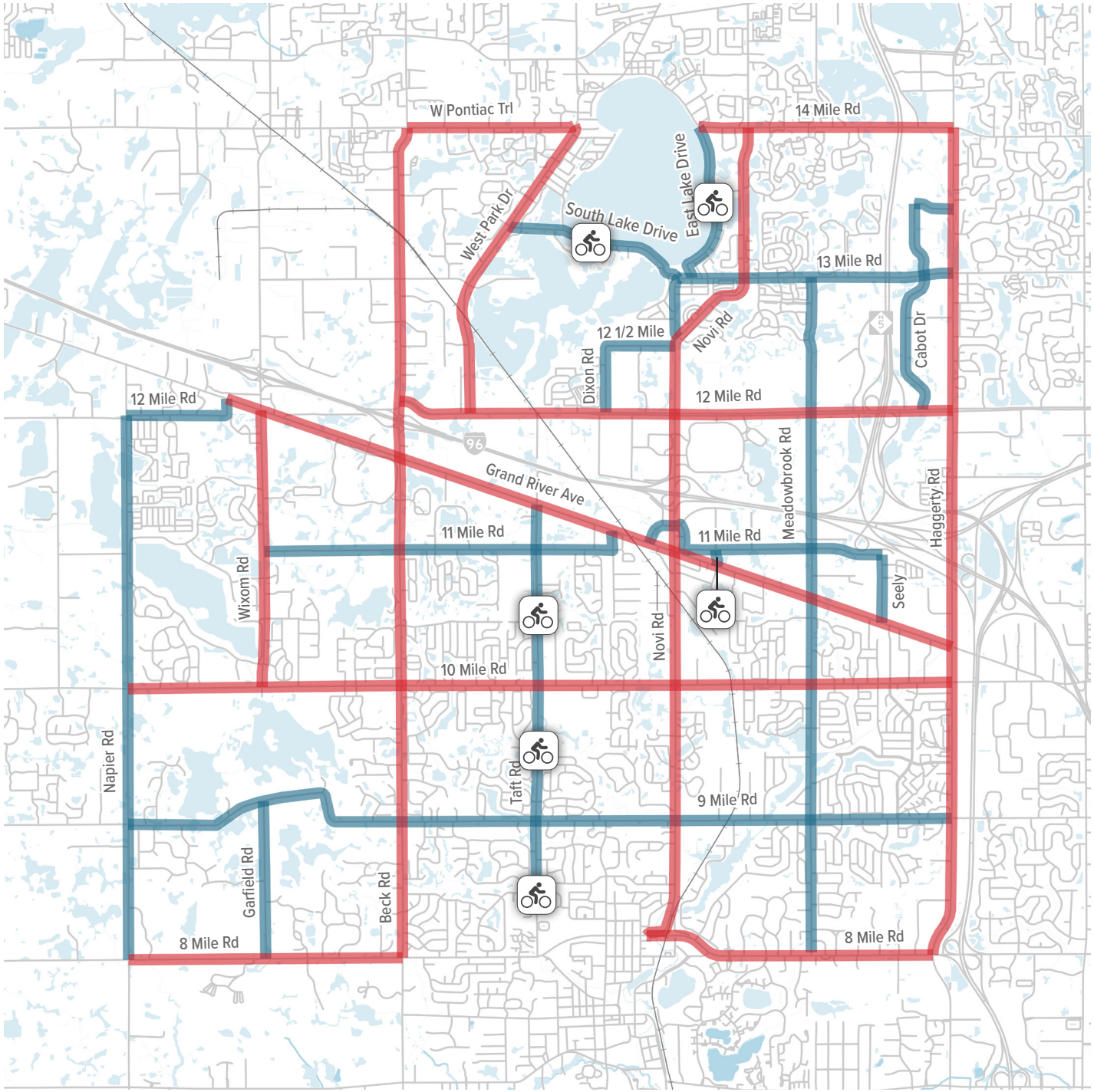
- Signalized Intersection
- Stop-controlled Intersection
- Roundabout
- Mid-block Crosswalk
- Pedestrian Hybrid Beacon with Island
- Pedestrian Hybrid Beacon
- High Visibility Crosswalk
- Crossing Island
- Rectangular Rapid Flash Beacon
- Rectangular Rapid Flash Beacon with Island
- Speed Table
- New Crosswalk Location



LONG-TERM NETWORK

Bike Lanes

This map identifies the appropriate on-road bicycle facilities based on the Major Corridors Classifications outlined in this plan. To ensure the safety of bicyclists, physical buffers between bike lanes and motor vehicle lanes are recommended. As roadway speeds and volumes increase, it becomes increasingly important to provide these buffers to enhance bicycle safety and comfort. Additionally, the growing popularity of micromobility devices necessitates their consideration in future bike lane design.



Bike Lane

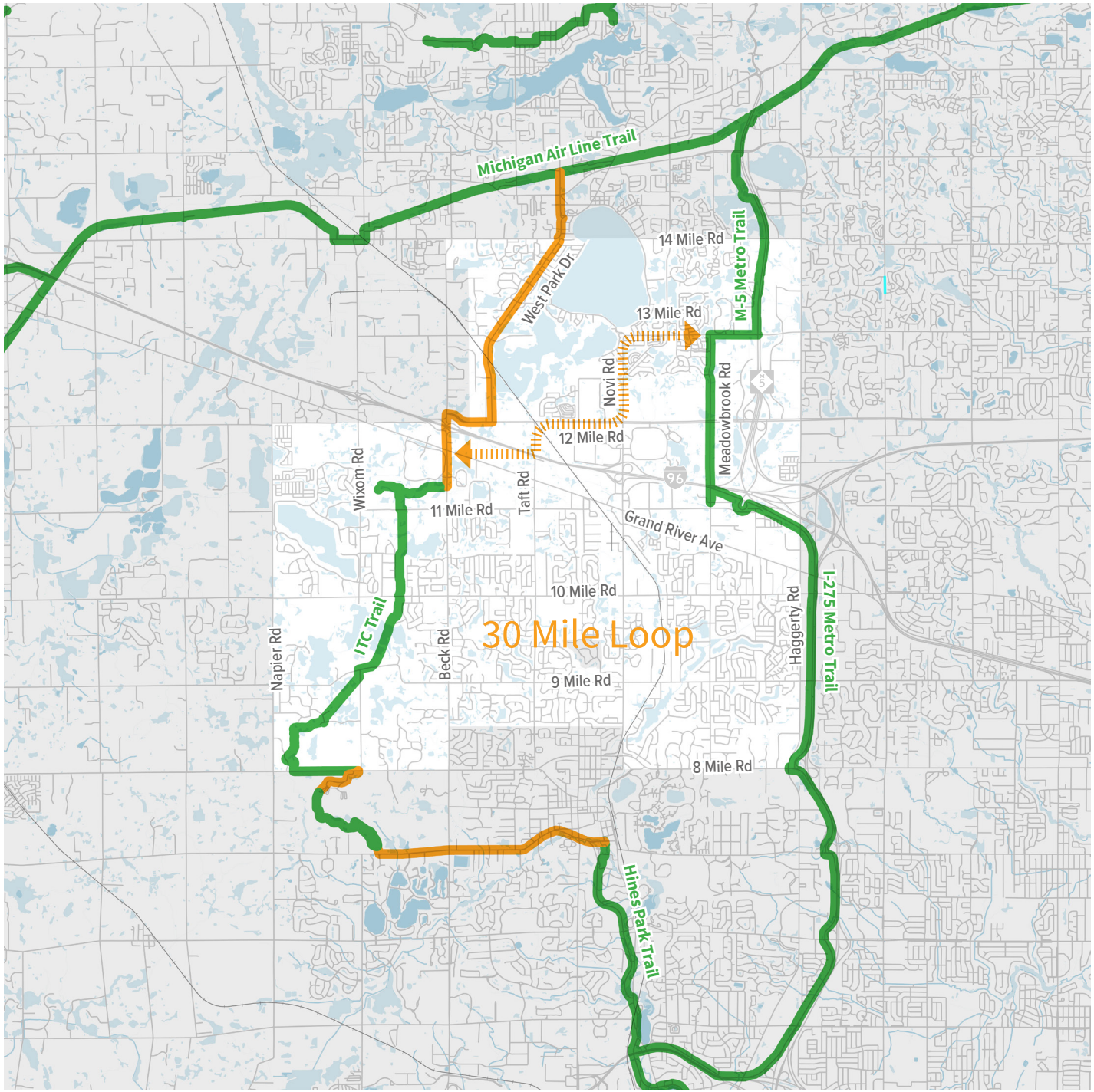
Separated Bike Lane or Sidepaths

Existing Bike Lanes

LONG-TERM NETWORK

Greenways

The Active Mobility Plan aims to connect Novi to the broader regional trail network, potentially creating a 30 mile trail loop. These connections include creating a trail link across the I-96 interchange at Beck Road with Wixom, closing sidepath gaps along 12 Mile Road and West Park Drive to West Pontiac Lake, and collaborating with Walled Lake to connect to the Michigan Air Line Trail. Additionally, coordination with Maybury State Park and support for pathway connections along 7 Mile Road to Hines Park Trail are emphasized, along with actively seeking opportunities for non-motorized connections across I-96 at Taft Road with future development.



Existing Trail

Future Regional Trail Network

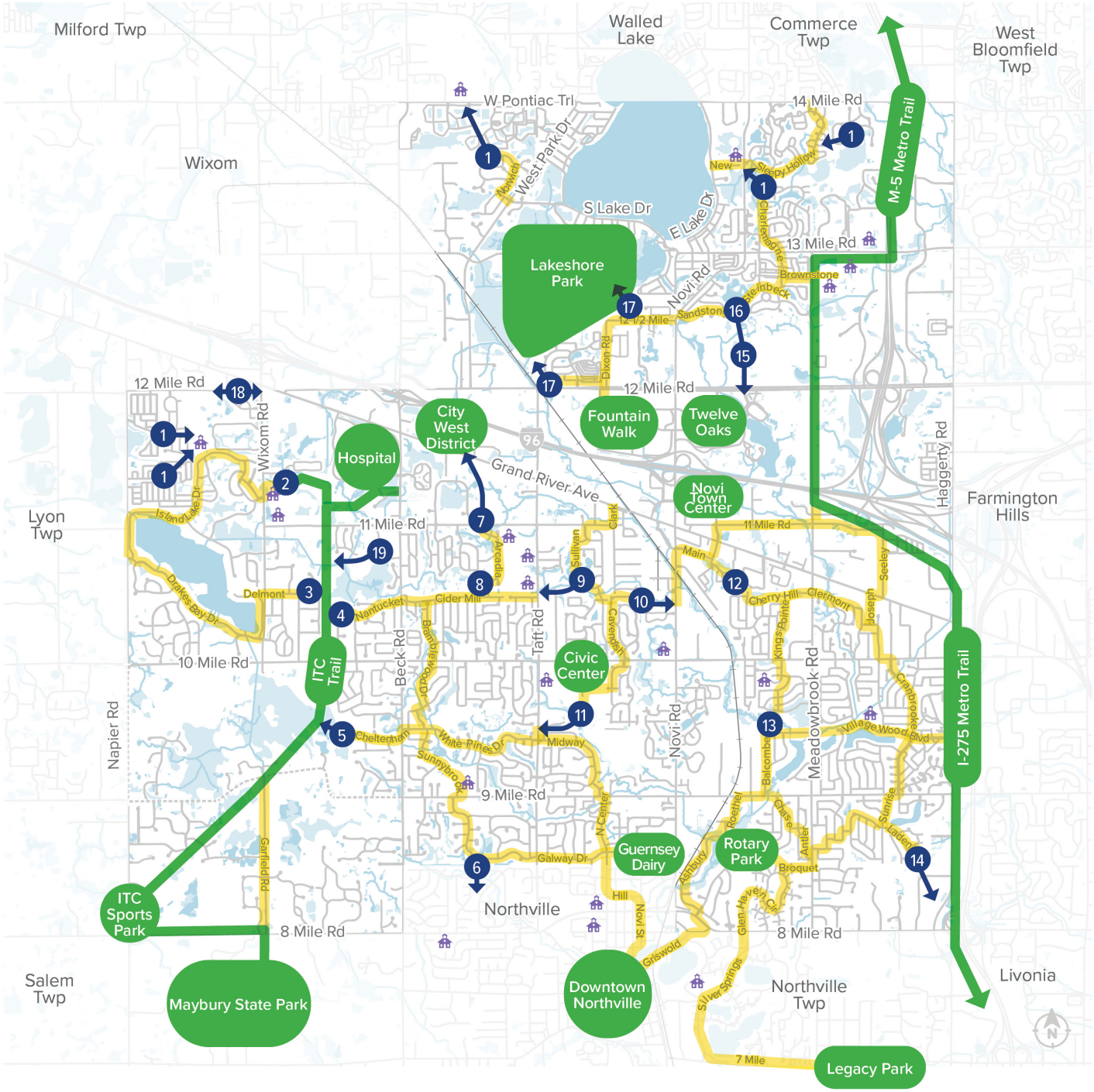
Taft Road Alternative

LONG-TERM NETWORK

Local Road Routes

The proposed connections focus on creating family-friendly routes that connect neighborhoods to each other and to local destinations such as schools, parks and trails. This network prioritizes the utilization of low-stress bike routes that traverse neighborhood roads while also emphasizing the creation of crucial sidewalk and pathway connections within subdivisions. These measures enhance mobility and strengthen connectivity to nearby destinations and trails, fostering a more accessible and cohesive urban environment.

- Local Road Bike Routes
  Examples of low-stress bicycle route following neighborhood roads.
- Opportunity for Short Pathway Links
  Short pathway links that connect neighborhoods away from major road corridors. Surface may vary and easements may be required. See map notes for details.
- Destinations and Existing Regional Trails
- Schools
- Map Notes (See Full Report)

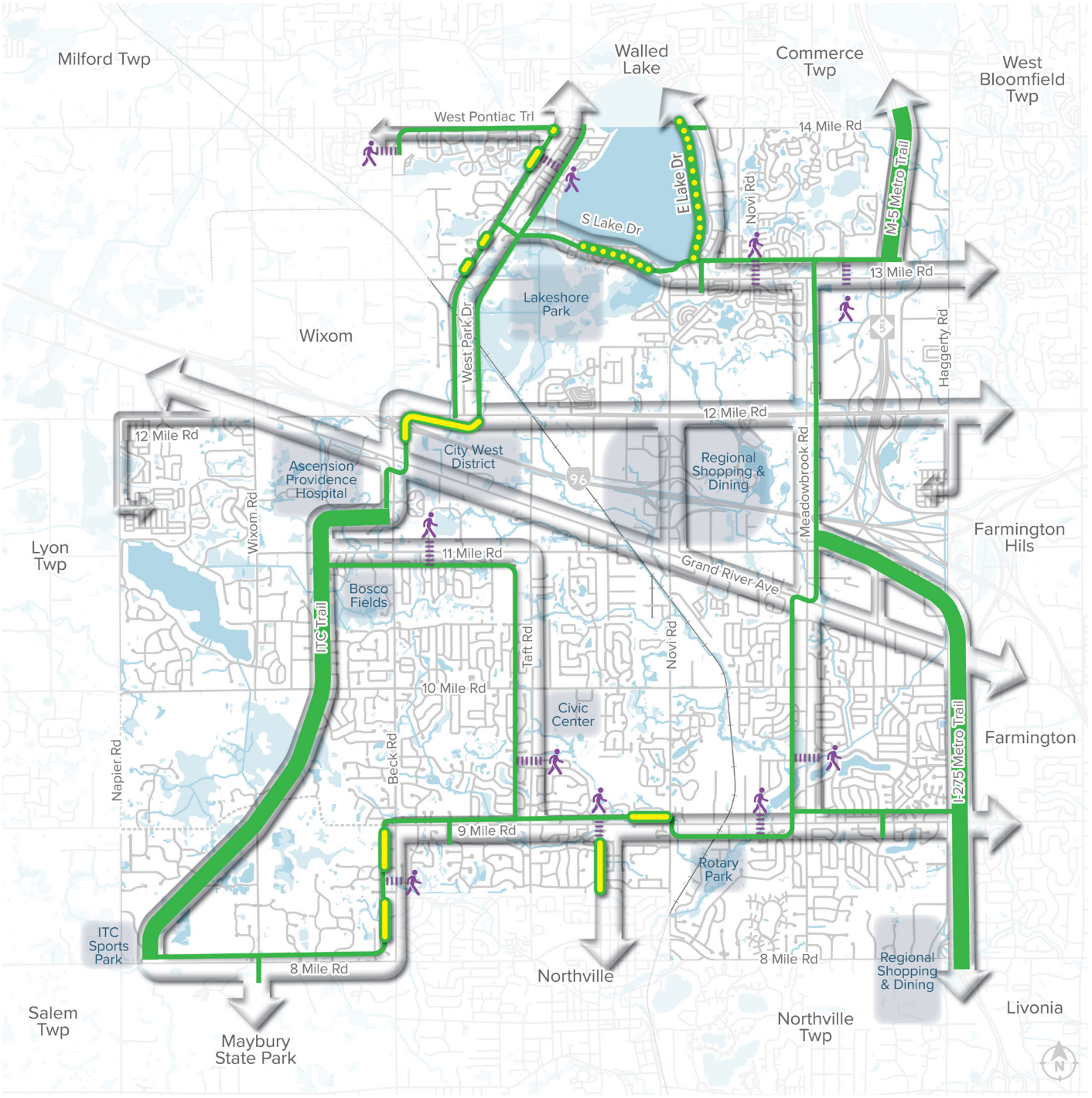


NEAR-TERM NETWORK

Neighborhood Greenway Network

The Neighborhood Greenway Network prioritizes the implementation of modest yet highly impactful interventions, including the completion of key sidewalk gaps and crosswalks. These small-scale enhancements play a pivotal role in establishing a continuous route across the city, providing a framework for linking neighborhoods to essential destinations.

A near-term priority involves establishing a connection across the Beck Road overpass, a critical undertaking given the limited opportunities to cross the expressway. This connection assumes even greater significance in light of the anticipated City West district and new transit routes along Grand River Avenue and 12 Mile Road. Notably, the existing bridge deck provides ample width to facilitate a retrofit for a pathway connection.

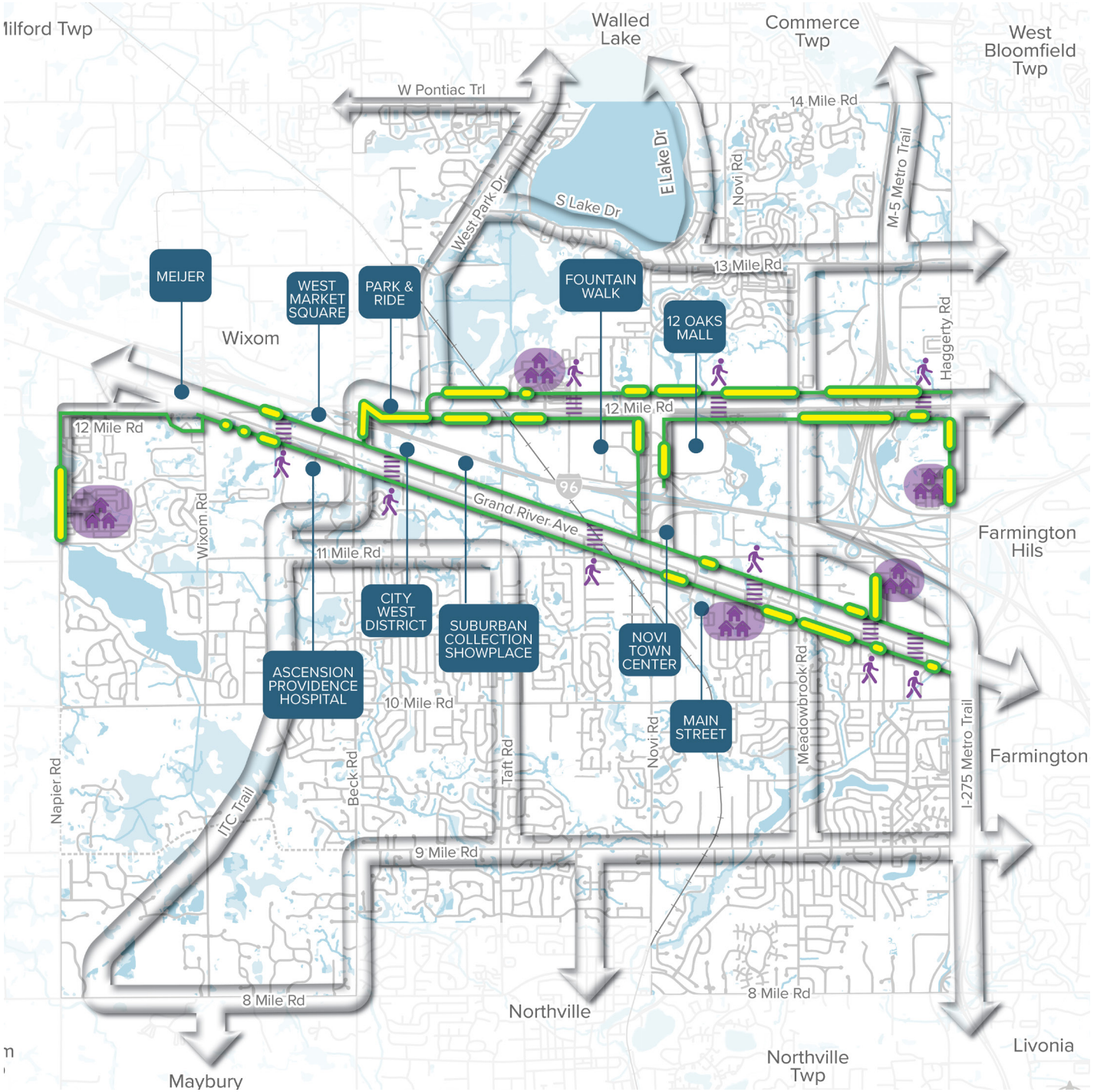


- Existing Sidewalks/Pathways
- Off-Road Trails
- Pathway/Sidewalk Gap
- Corridor Study required before upgrading facilities
- Proposed Mid-block Crosswalk
- Near-Term Network

NEAR-TERM NETWORK

Preparing for Transit

In 2023, SMART introduced enhanced transit in Oakland County, offering local service along key routes such as Grand River, 12 Mile, and Novi Road. This section outlines strategies designed to address gaps in the pedestrian network and create a support system, ensuring the creation of safe and convenient access to the newly established transit stops.

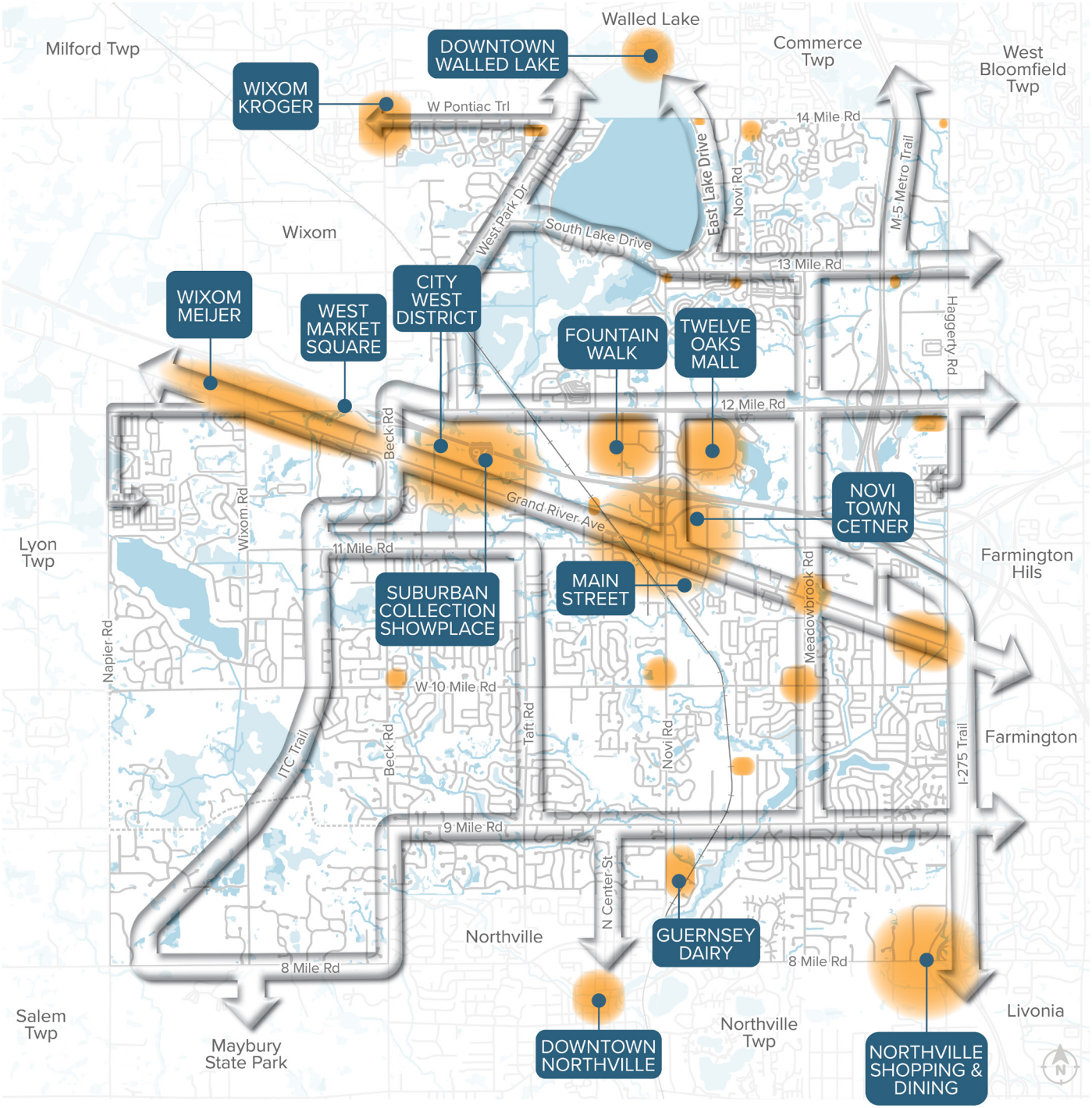


- Existing Sidewalks/Pathways
- Pathway/Sidewalk Gap
- Proposed Crosswalk
- Connect Isolated Neighborhoods to Transit
- Near-Term Network

NEAR-TERM NETWORK

Improved Access to Shopping and Dining

Novi has long been known for its regional shopping opportunities, but until recently, the landscape has been predominantly car-centric. The city boasts a wide range of retail destinations and dining establishments, making it an attractive hub for shoppers from across the region. However, the arrival of new transit routes to the area is poised to usher in a significant shift. With the potential for increased pedestrian traffic, there's a growing recognition of the need to transform Novi into a more welcoming environment that facilitates easy access for bicyclists and pedestrians to reach businesses directly from the street. This transformation is not only essential for the convenience and enjoyment of both visitors and residents but also aligns with the broader goal of creating a sustainable and vibrant urban landscape that embraces diverse modes of transportation.

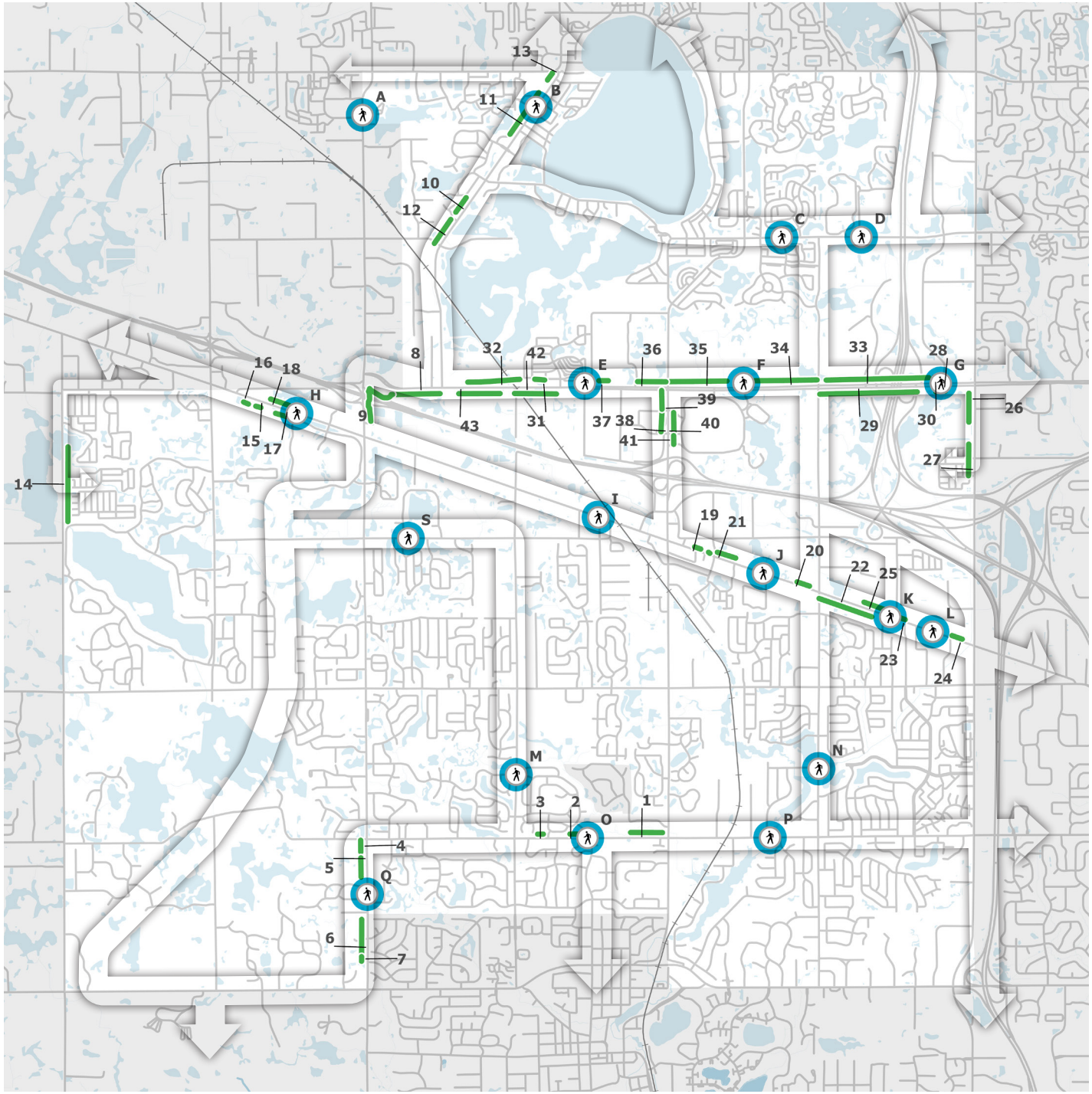


NEAR-TERM NETWORK

Infrastructure Projects

The Near-Term Plan illustrates projects that can generally be implemented without changing the curb lines and are, for the most part, within the public right-of-way or public lands. Inventory and analysis, along with public input, helped identify the near-term infrastructure projects. These projects focus on completing key gaps in the sidewalk and pathway network, identifying priority crosswalk locations, and featuring a new expressway crossing at Beck Road.

The selection of priority projects was influenced by their capacity to provide access to transit, shopping and dining districts, and their role in connecting residential neighborhoods with essential destinations. Equity, demand, and safety considerations were pivotal factors in the selection process.

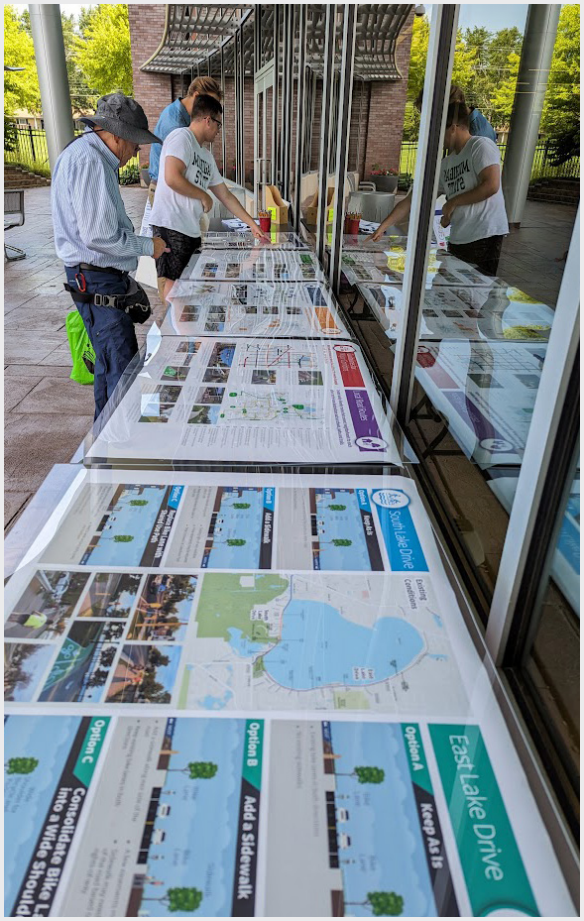


Locations for Crosswalk Improvements

Sidewalks and Pathways

Near-Term Network

\# Map Notes (See Full Report)



View the Full Plan and Visit the Project Website at
WalkBike.Info/Novi