



City of Novi

Non-motorized Master Plan



City Council Meeting

Monday, February 28, 2011
7:00 PM

City Hall, Council Chambers



THE GREENWAY
COLLABORATIVE, INC.



WADETRIM



ACTIVE
TRANSPORTATION
ALLIANCE



The Non-Motorized Master Plan

- Funded by a Federal Energy Efficiently and Conservation Block Grant
- Process began in July
- Over 200 people participated in a on-line survey in August
- Public Workshops in September and October
- Seven meetings with a Steering Committee and the Walkable Novi Committee during the process



The result is a consensus based vision of the future transportation system of Novi, that defines the necessary support structures and lays out a course for implementation.



Non-motorized Master Plan Why Plan?



- ❖ Continuation of Existing Efforts
- ❖ Multiple Community Benefits
- ❖ Making Smart Infrastructure Investments



Continuation of Existing Efforts

- Encouraging, healthy active lifestyles has been a focus for Novi
 - Four time winner of the Promoting Active Communities Gold Award
 - Ongoing sidewalk and pathway program
- The 2008/2009 Community Attitude and Interest Survey found
 - 65% of the households indicated they have a need for walking and bicycle trails
 - nearly double the need stated for the next highest category



Now poised to take things to the next level. There is the potential to replace 18,000 miles of automobile trips each day

= 9 tons of CO₂ per day, 3,300 tons per year

This requires 1/3 mile trip per person per day



Multiple Community Benefits

- Provide viable transportation alternatives for those who don't drive or choose not to
- Improve safety, especially for seniors and children
- Create stronger social fabric
- Improve the aesthetics or Novi's roadways
- Advance the economic vitality of the community



Define what “Complete Streets” are in Novi

Change will not happen overnight. Novi's built environment has been profoundly shaped by the automobile

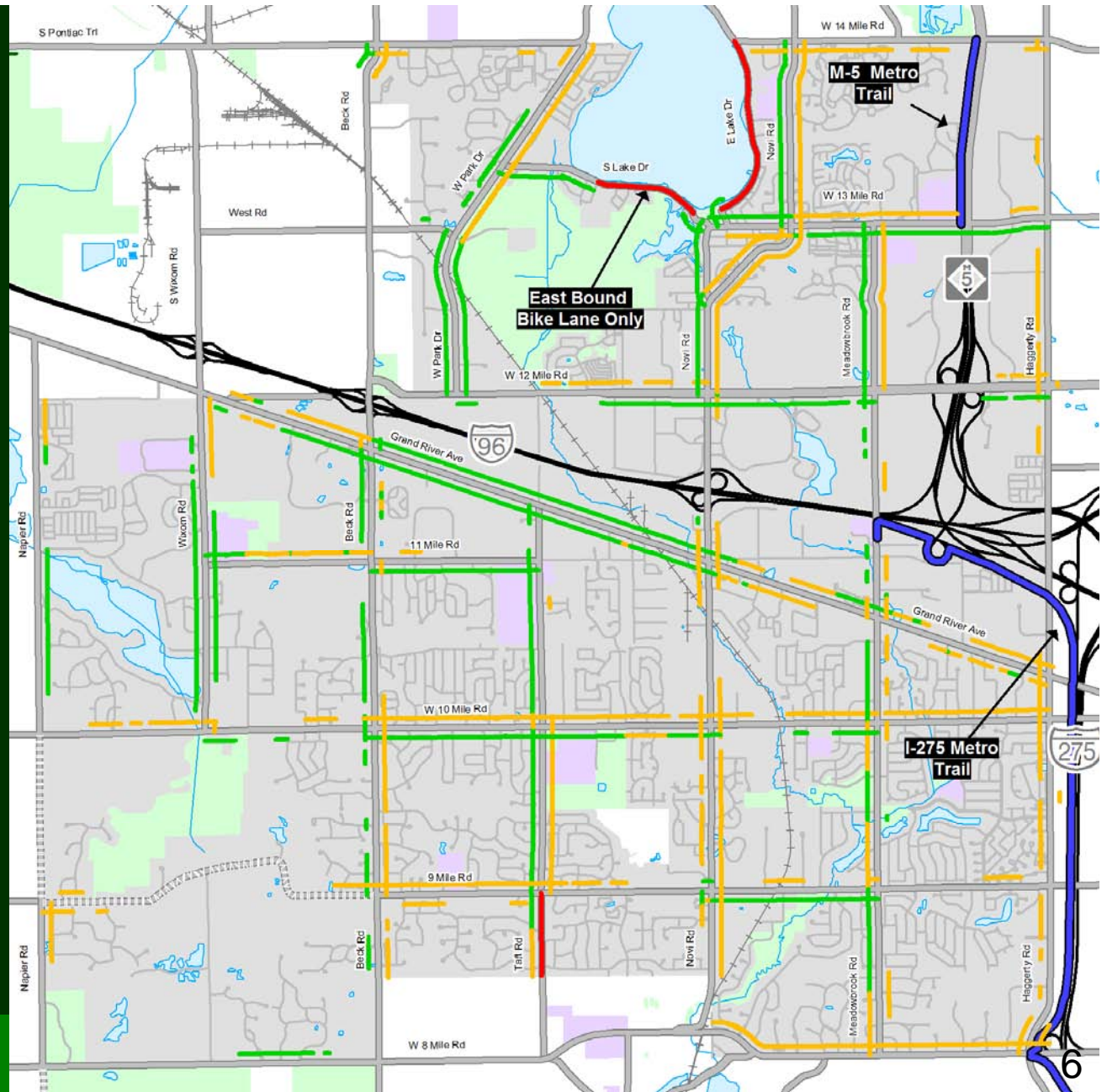


Incomplete System

- Gaps in the sidewalk/roadside path system
- Limited disconnected bike lanes
- Limited connections to regional trails
- Difficult to get point A to point B as a pedestrian or bicyclist

Existing Non-motorized Facilities

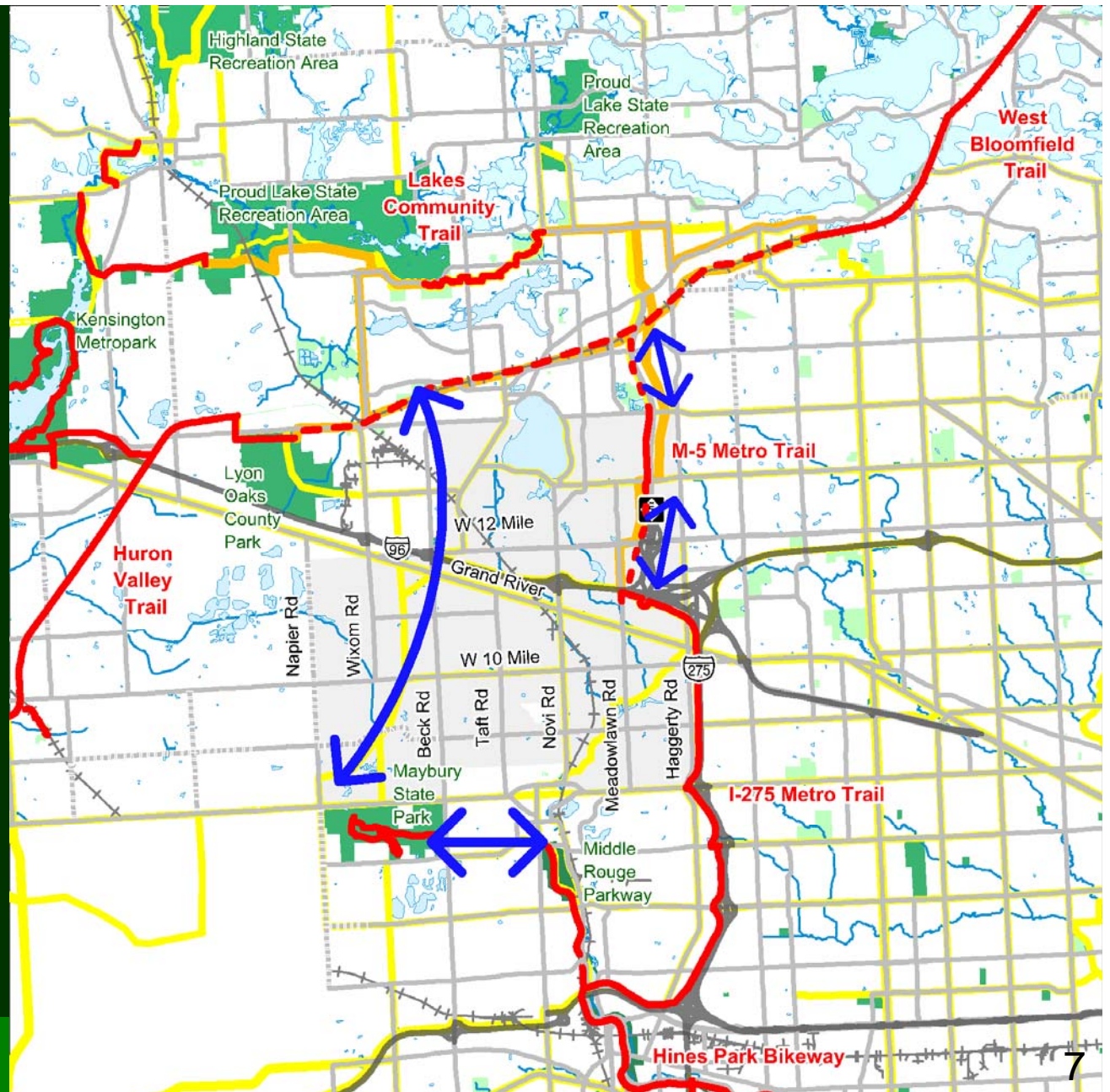
- Existing Bike Lanes
- Existing Off-Road Trail
- Existing 5' Sidewalk
- Existing 8'+ Pathway





Coordination with Regional Trail Initiatives

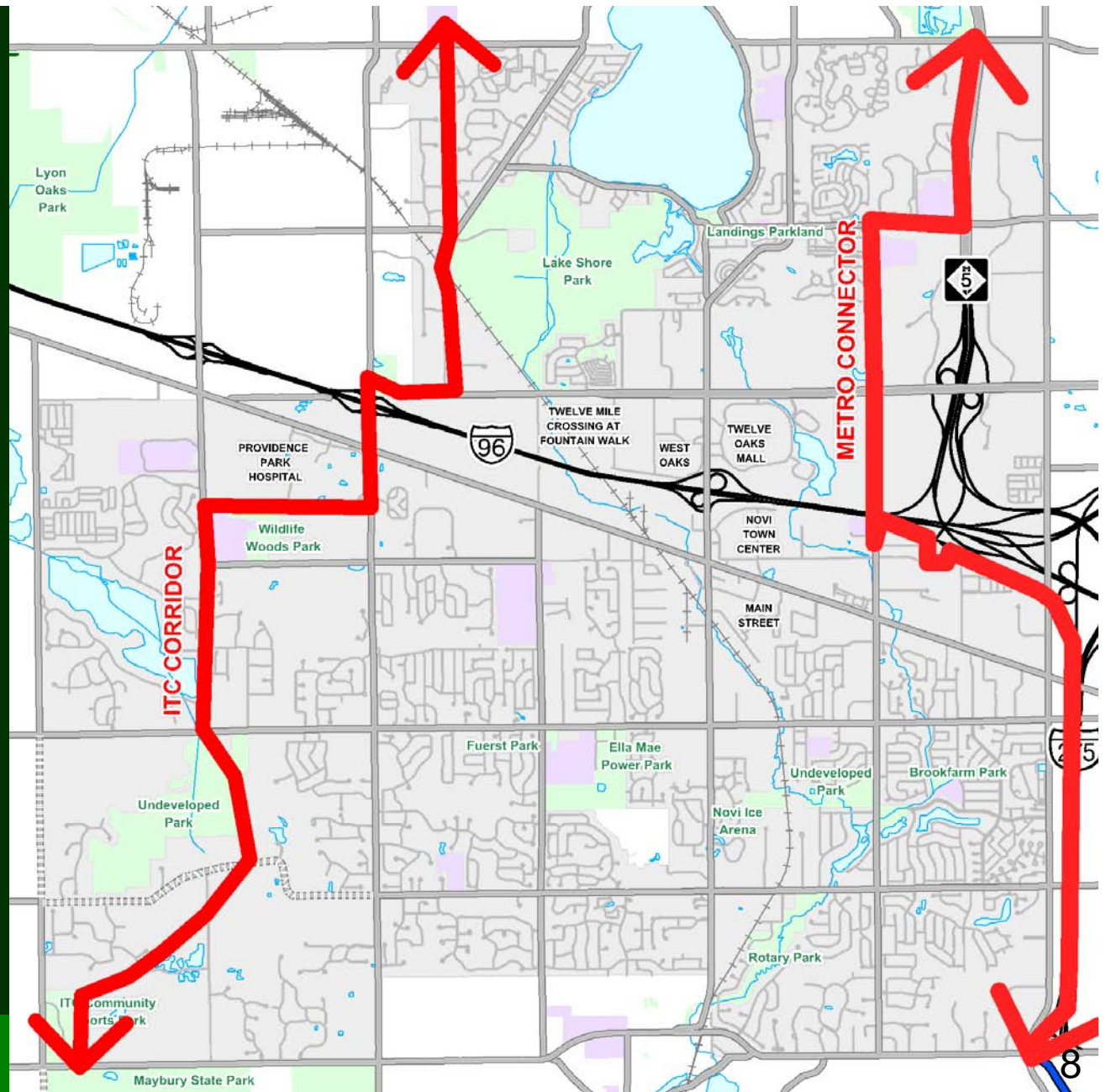
- How should the local non-motorized connections tie into the regional trail initiatives?





Coordination with Regional Trail Initiatives

- How should the local non-motorized connections tie into the regional trail initiatives?
- How important is completing the regional trail network in comparison to completing local non-motorized connections?





Non-motorized Master Plan What is In The Plan?



- ❖ How was It Developed
- ❖ Key Elements
- ❖ Intended Outcomes



How Was The Plan Developed

- Building on existing efforts
 - Sidewalk Prioritization Plan
 - Regional trail efforts
- Extensive inventory and analysis
- Public engagement
 - Web survey
 - Two public workshops
- Steering Committee input
- Walkable Novi Committee input

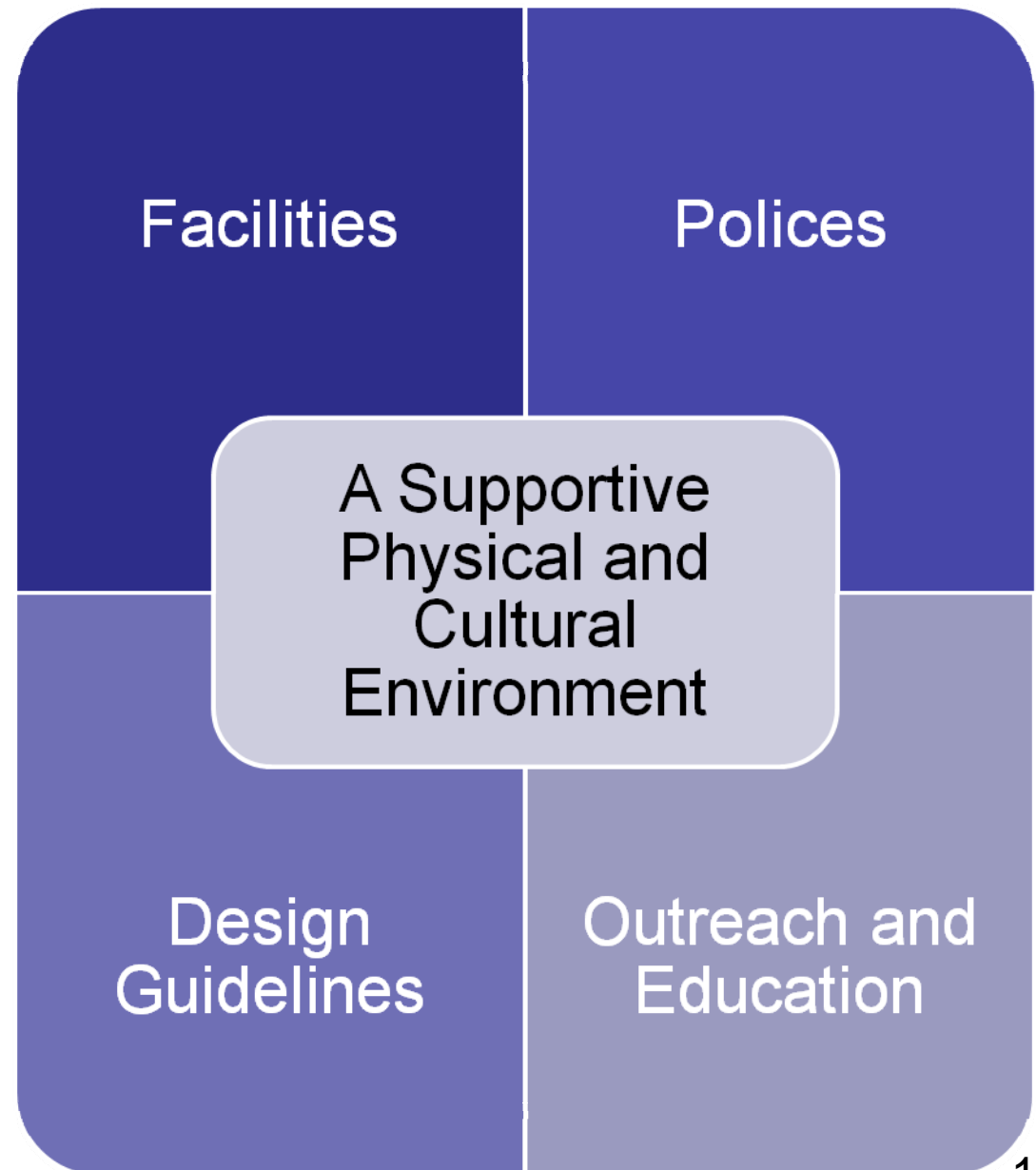


The implementation priorities were developed through a consensus based process



Four Key Elements of The Plan

- All four elements work in concert
- The elements may be implemented concurrently
- The effectiveness of any single element is limited
- To truly implement noticeable change, all four elements need to be addressed



Facilities

- A range of bicycle and pedestrian facilities to meet the needs of a variety of pedestrian and bicyclist types
- Network comprised of:
 - Completing the sidewalk / roadside pathway system
 - Improvements to the Primary Road System
 - Neighborhood Connectors
 - Off-Road Trails



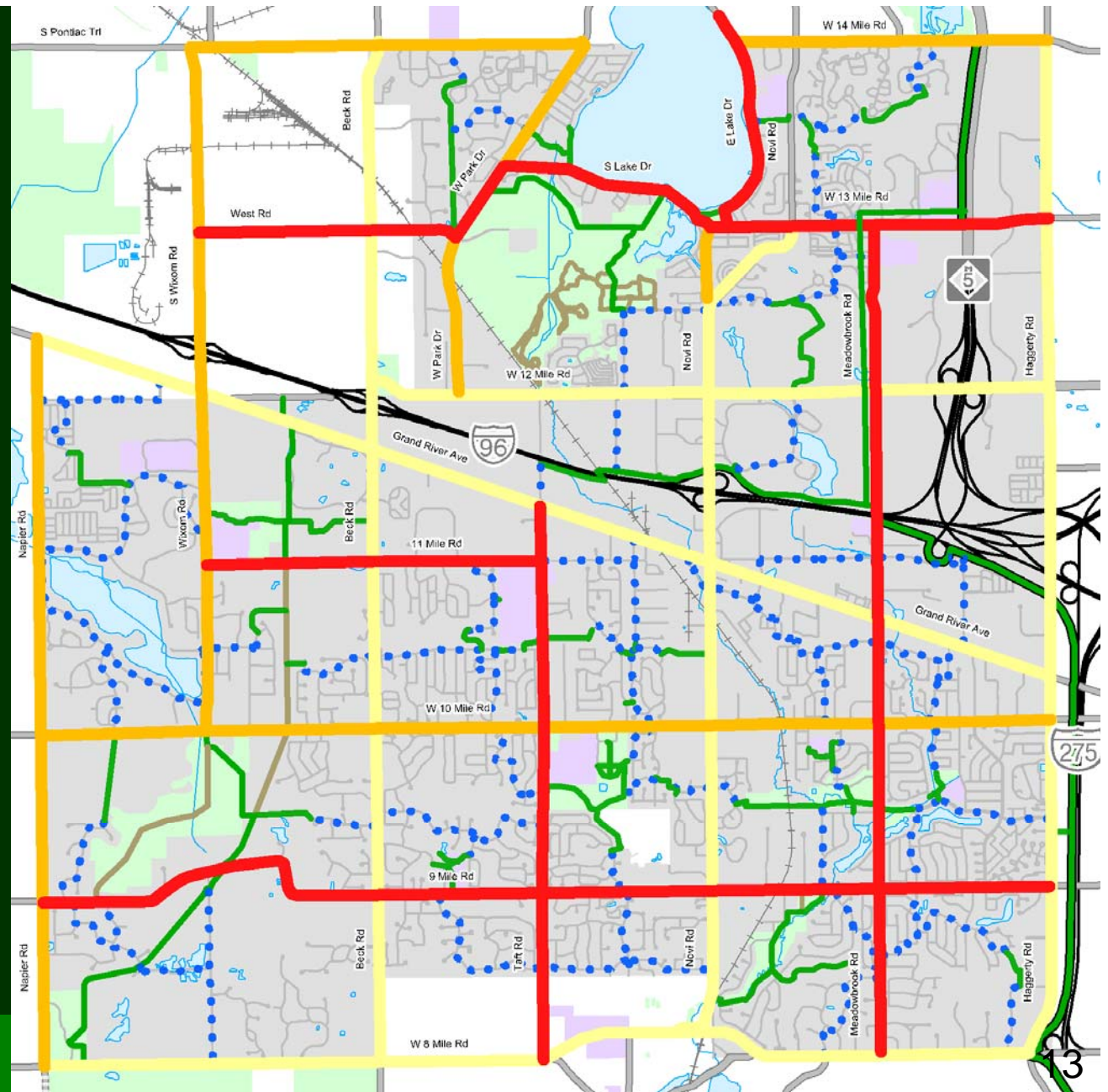
The implementation priorities were developed through a consensus based process



Non-Motorized Network

- Improvements to the primary road system
 - Identify and enhance bicycle and pedestrian focused corridors
- Network of neighborhood connectors and off-road trails

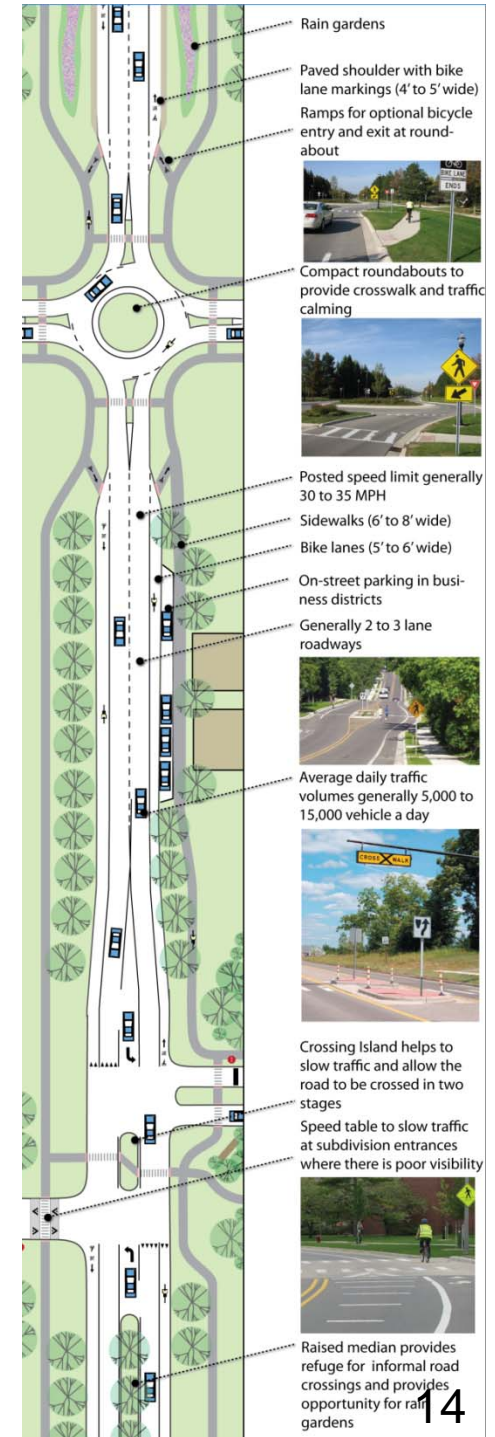
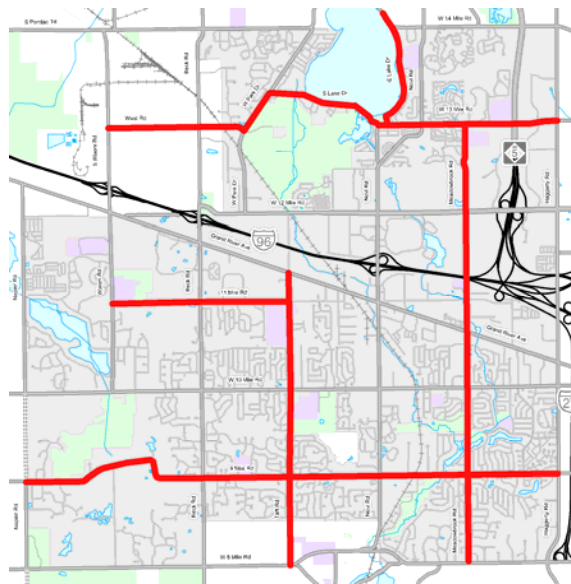
- Bicycle/Pedestrian Focus Corridors
- Balanced Corridors
- Auto Focused Corridors
- Off-Road Trails and Neighborhood Pathways
- Neighborhood Connector Routes
- Unpaved Off-Road Trails





Enhance Bicycle & Pedestrian Corridors

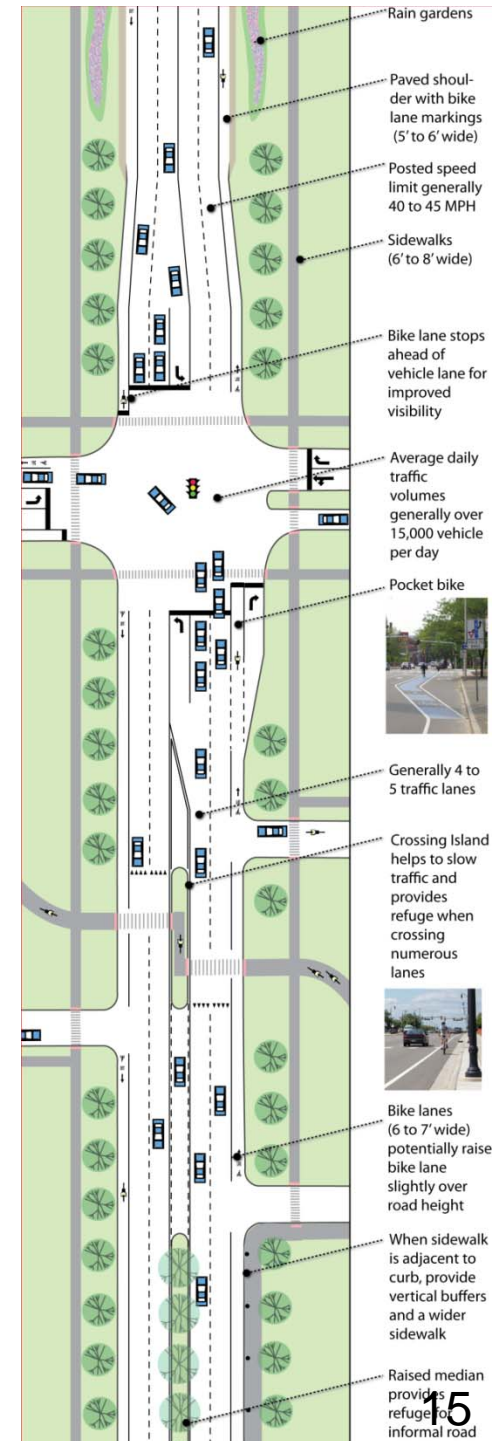
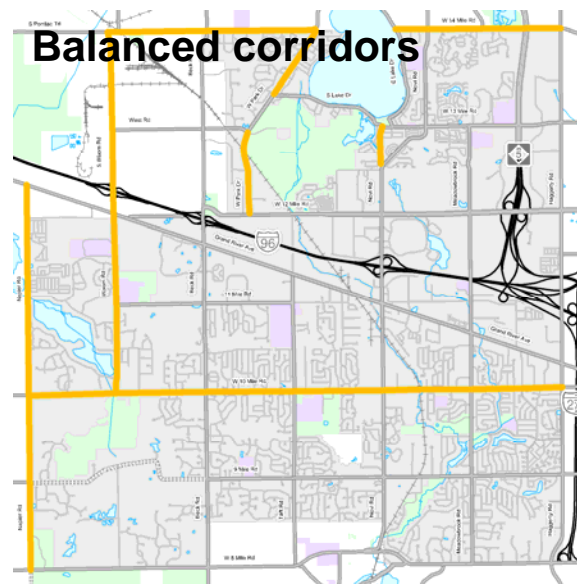
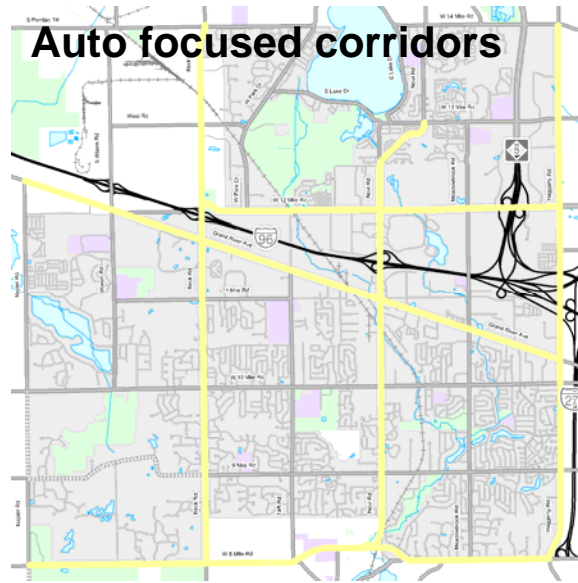
- Emphasis placed on the needs of the non-motorized users
 - Numerous mid-block crossings
 - Mini-roundabouts
 - Bike lanes
- Designed such that motorists will naturally driving 30 to 35 MPH
- Establish comfortable roads to walk or bike along





Humanize Other Road Corridors

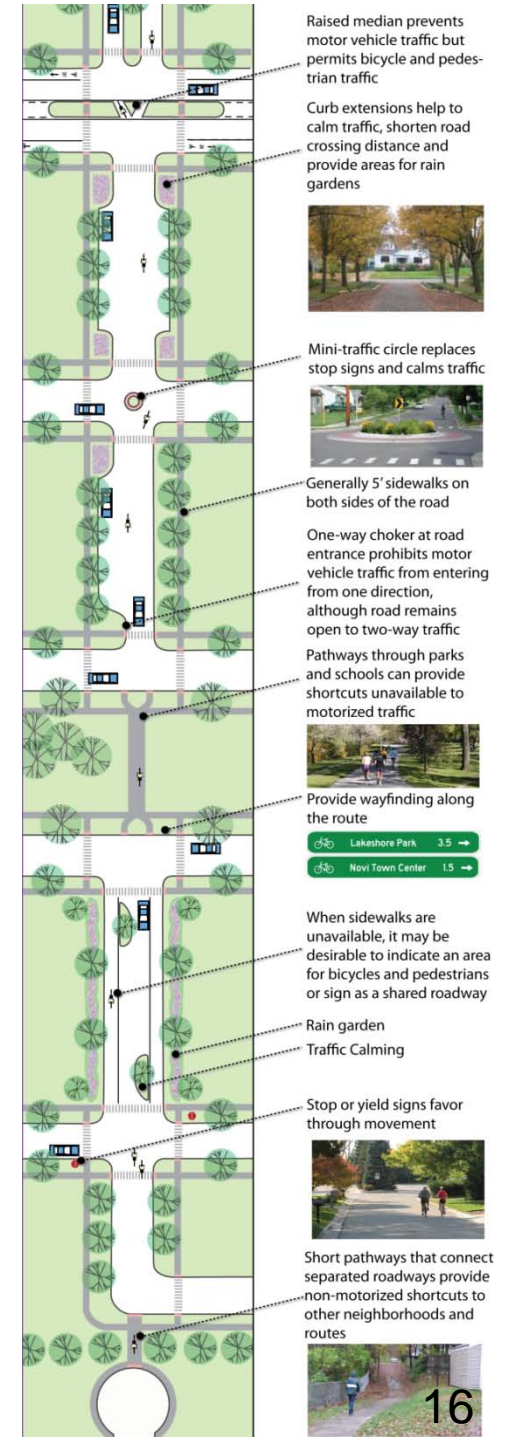
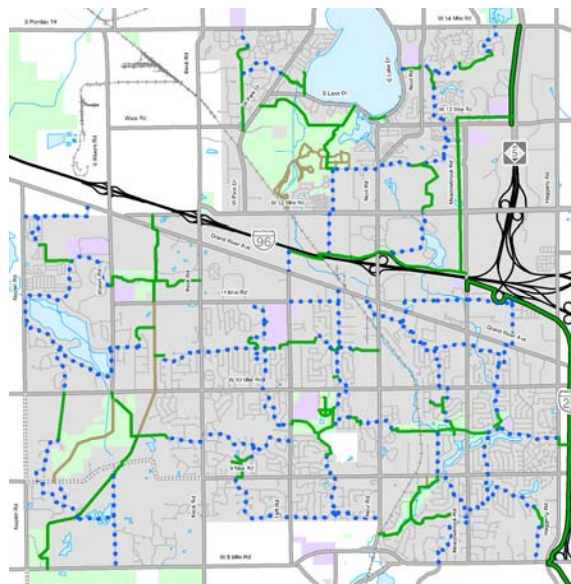
- Recognize that some roads in the City need to carry large volumes of motor vehicle traffic
- Even for these roads provide non-motorized users commuting to work or shopping the ability to safely move along or across the roadway





Establish Neighborhood Connectors

- Provide connections to key destinations using local roads and connecting pathways
- Provide wayfinding improvements to help people navigate what can be confusing routes
- Make improvements to the routes to make them more bicycle and pedestrian friendly



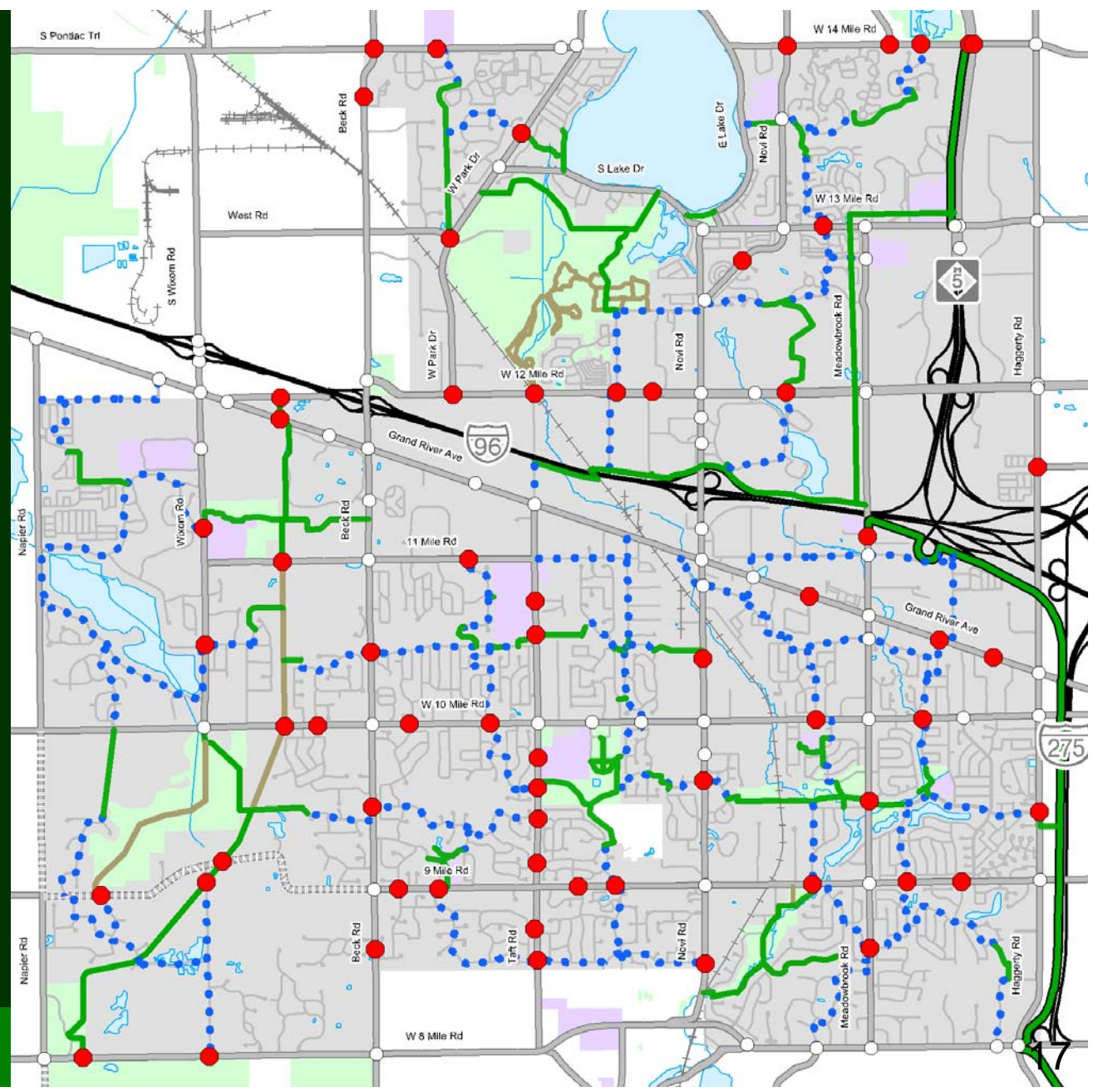


Make it Easier to Cross the Street

- A key aspect of neighborhood connectors is making mid-block crossing improvements where they intersect primary roads



- Proposed New Mid-block Crossings
- Existing Signalized Intersections
- Off-Road Trails and Connector Pathways
- Neighborhood Connector Routes
- Foot Trails



- Complete Streets Policy
- ADA and Transition Plan
- Safe Routes to Schools
- Bicycle Parking
- Maintenance of Non-motorized Facilities
- Sidewalk/Roadside Pathway Completion



Changing the day to day operations of the city and its partners. Putting new standards into the City's planning and zoning documents

Design Guidelines

- Background Information
- Travel Along the Road
- Travel Across the Road
- Cross Sections
- Transitions
- Neighborhood Connectors
- Bike Routes
- Neighborhood Greenways
- Shared Use Paths
- Land Use and Site Design



Defining what context sensitive complete streets should look like – setting the new design standards

Outreach and Education

- Capitalize on existing assets:
 - Build partnerships
 - using existing communications resources
 - Expand existing events
- Education
 - Bicycling and Walking Ambassadors
 - Third Grade Bicycle Academy
- Enforcement
 - Crosswalk Stings
- Encouragement
 - Create Bicycle Map
 - Commuter Challenge
 - Large Scale Rides



It will be many years before a complete system is established, need to encourage people to use what is already in existence and inform them of new opportunities

The Result

When all four key elements have been addressed, the result will be a physical and cultural environment that supports and encourages safe, comfortable and convenient ways for pedestrians and bicyclists to travel throughout the City and into surrounding communities

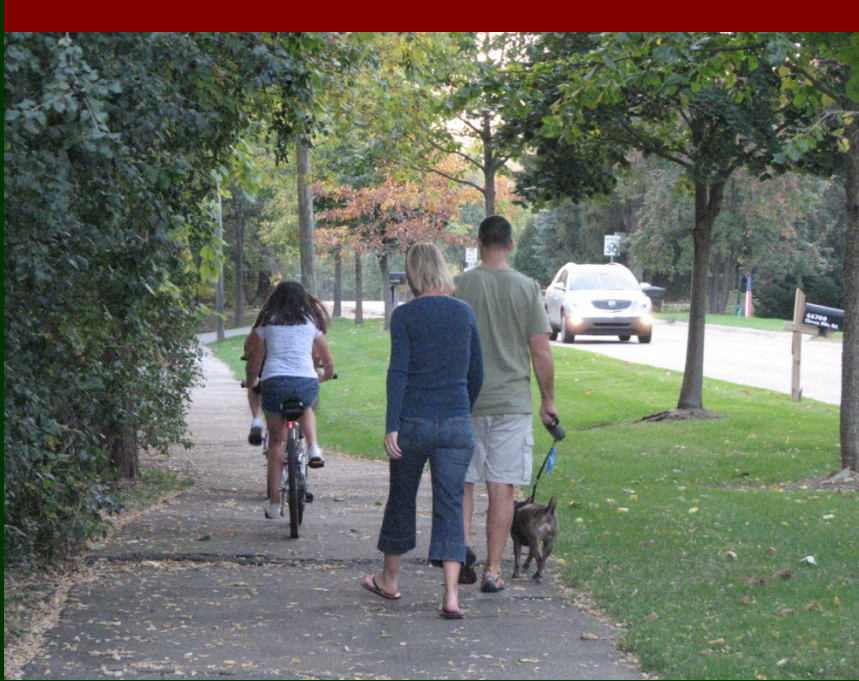


It is anticipated that these changes will result in a greater number of individuals choosing walking and bicycling as their preferred mode of transportation for many local trips.



Non-motorized Master Plan

How Will It Be Implemented?



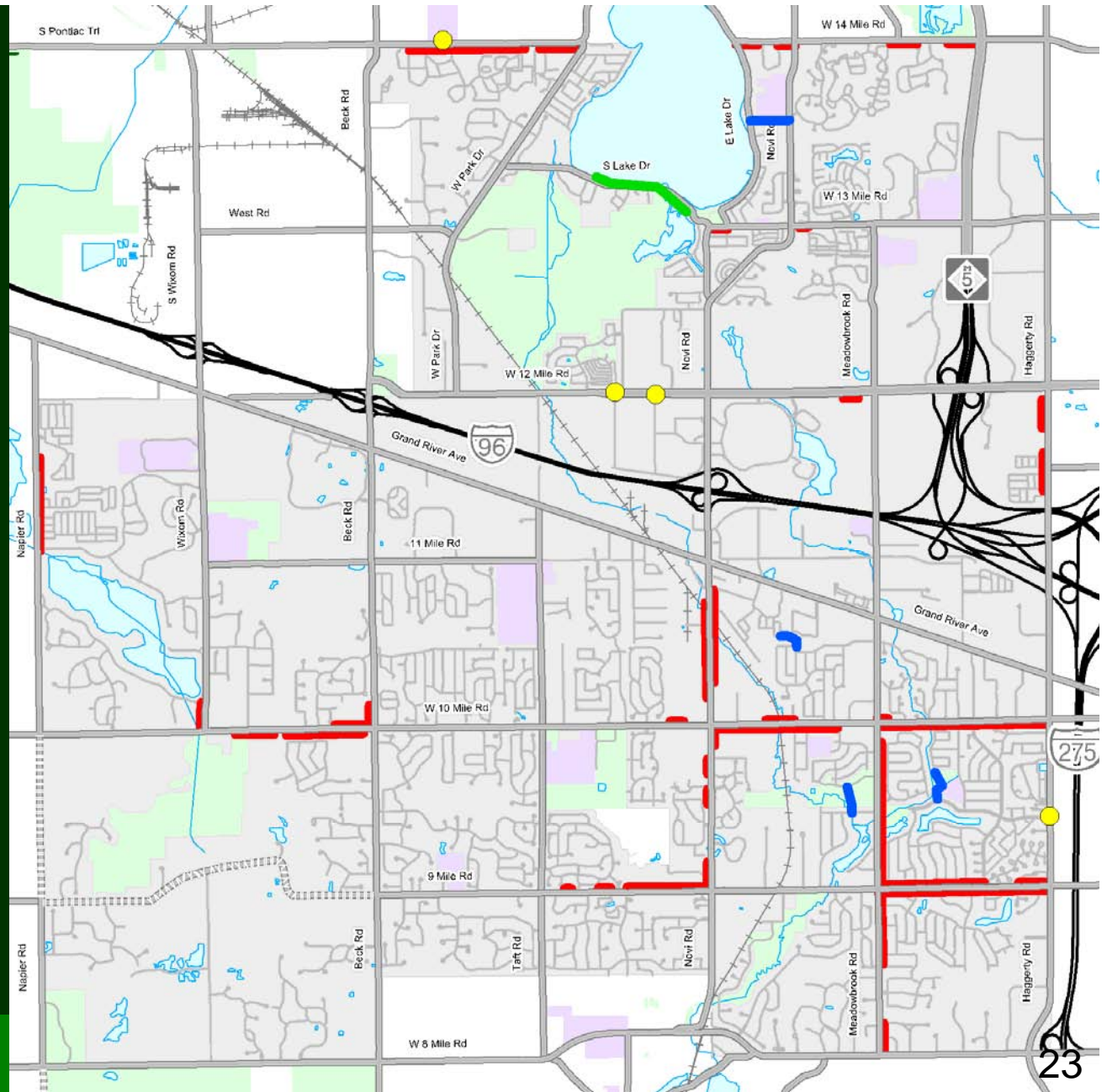
- ❖ Initial Investments
- ❖ Major Corridor Developments
- ❖ Neighborhood Connectors
- ❖ Sidewalk Gaps



Initial Investments

- Includes the top 20 projects from the City's sidewalk and prioritization process
- Key pathways that will link up neighborhoods
- Spot safety improvements
- Other key sidewalk segments

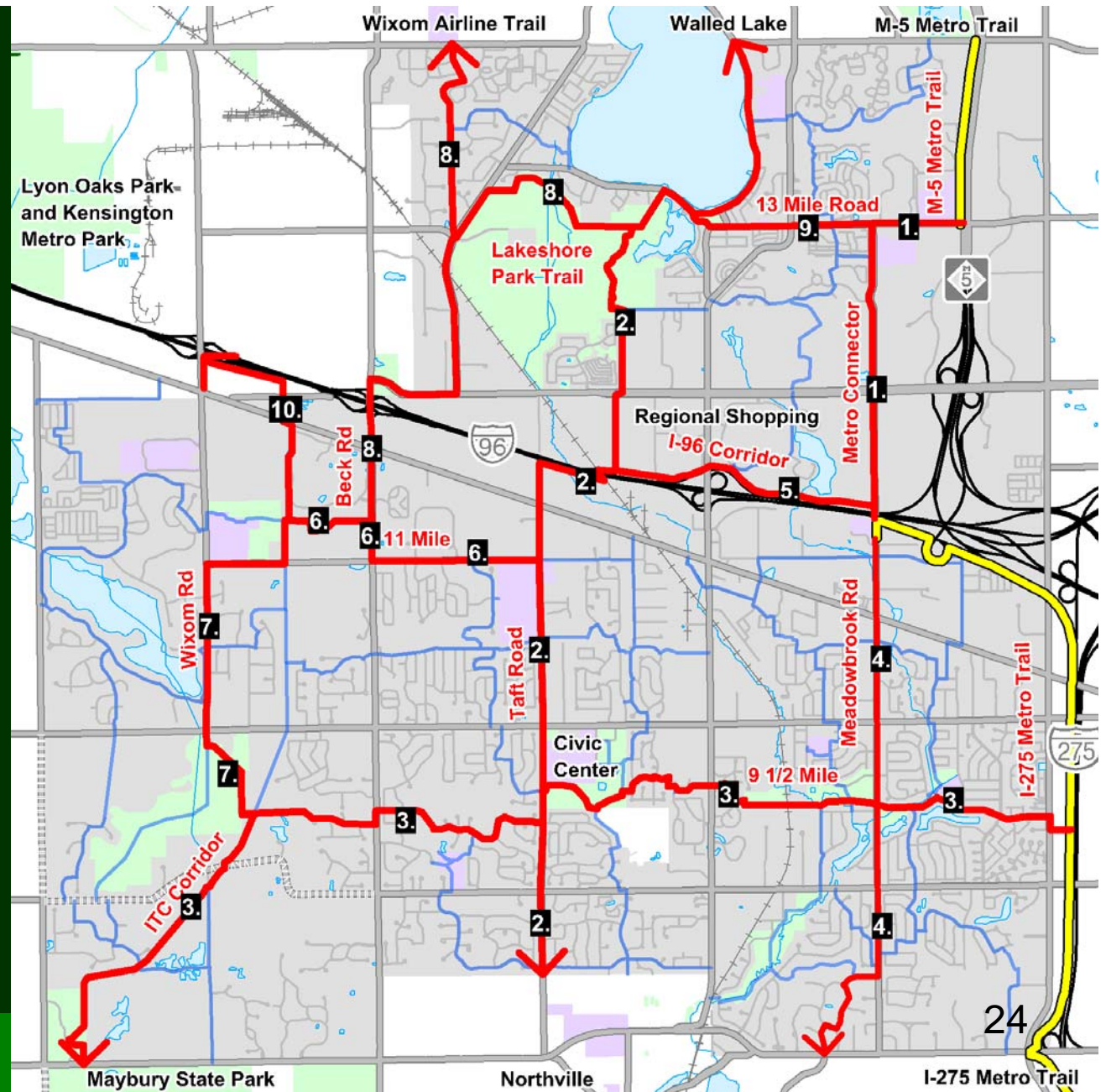
- Sidewalk Gaps
- Neighborhood Connectors
- Bike Lane Improvements
- Road Crossing Improvements





Major Corridor Development

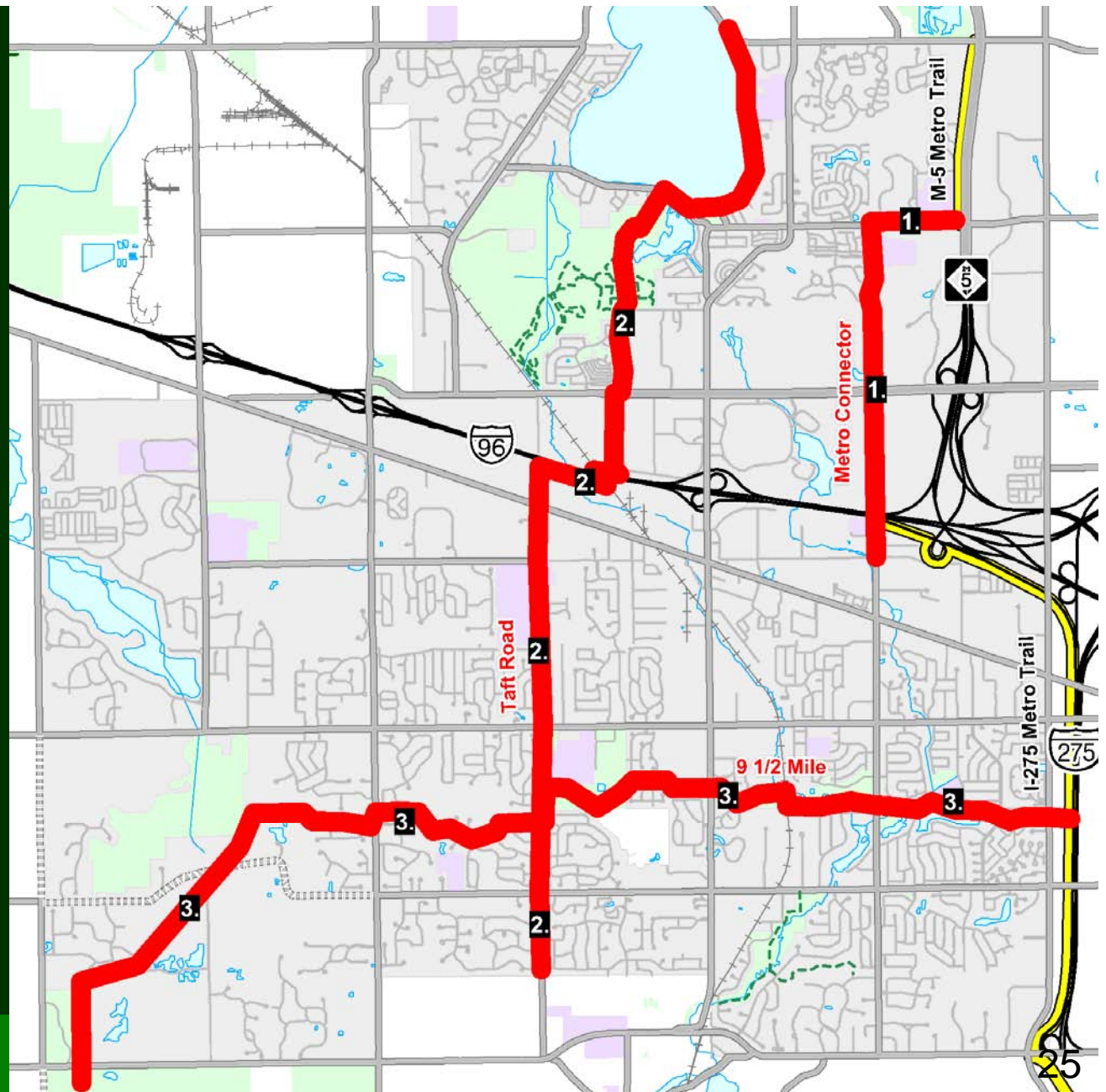
- Capital intensive projects of regional significance
- Provide a framework of connections across the city





Major Corridor Development – Top Priorities

- Metro Connector
 - 2.5 Miles
 - MDOT Enhancement and Novi
- Taft Road Corridor
 - 8 Miles
 - MDOT Enhancement, MDNRE Trust Fund, DMAQ, Safe Routes to School and Novi
- 9 ½ Mile Corridor
 - 7 Miles
 - MDOT Enhancement, MDNRE Trust Fund, CMAQ and Novi

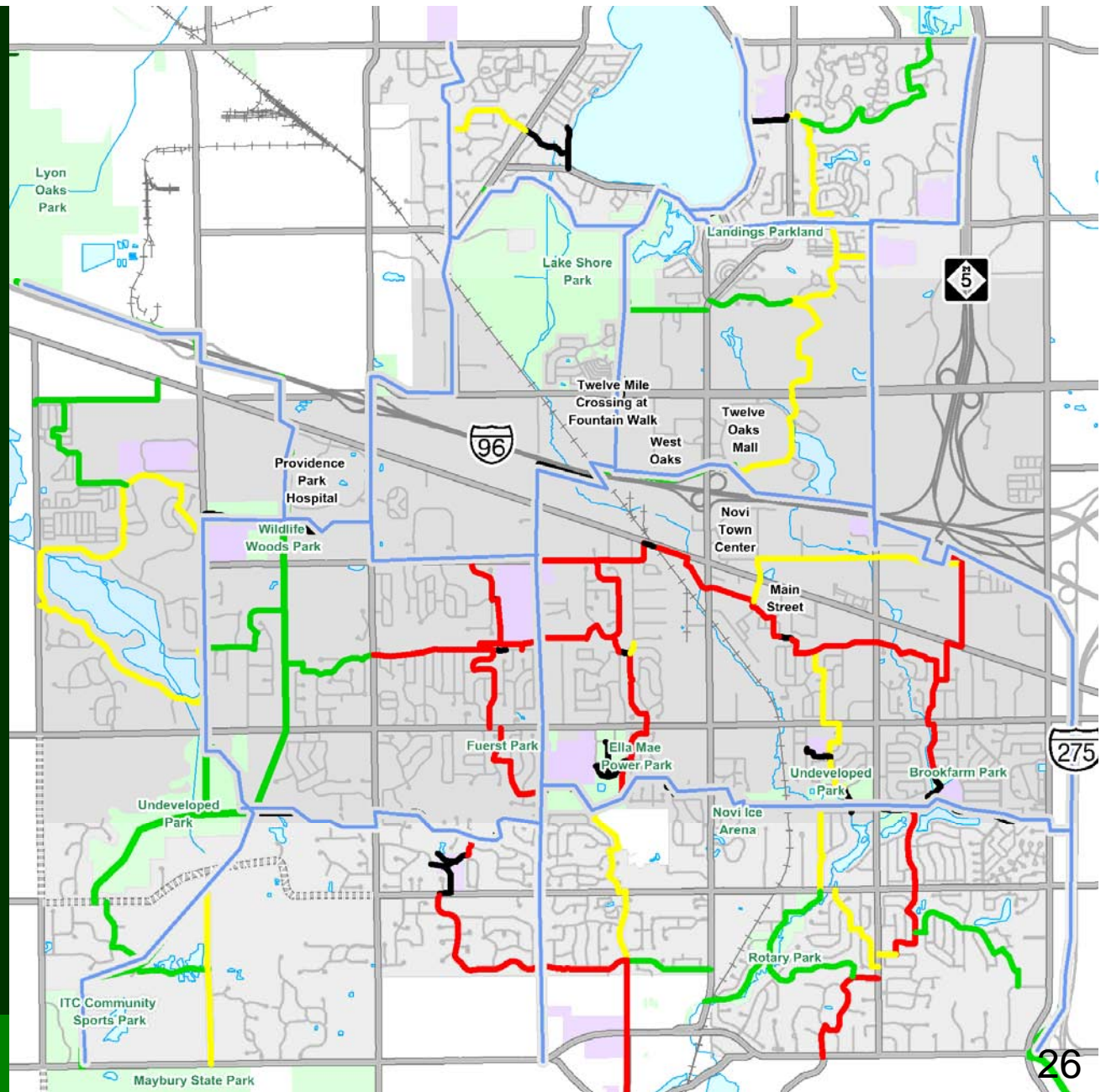




Neighborhood Connectors

- Short connector pathways
- Wayfinding
- Traffic calming
- Crossing improvements

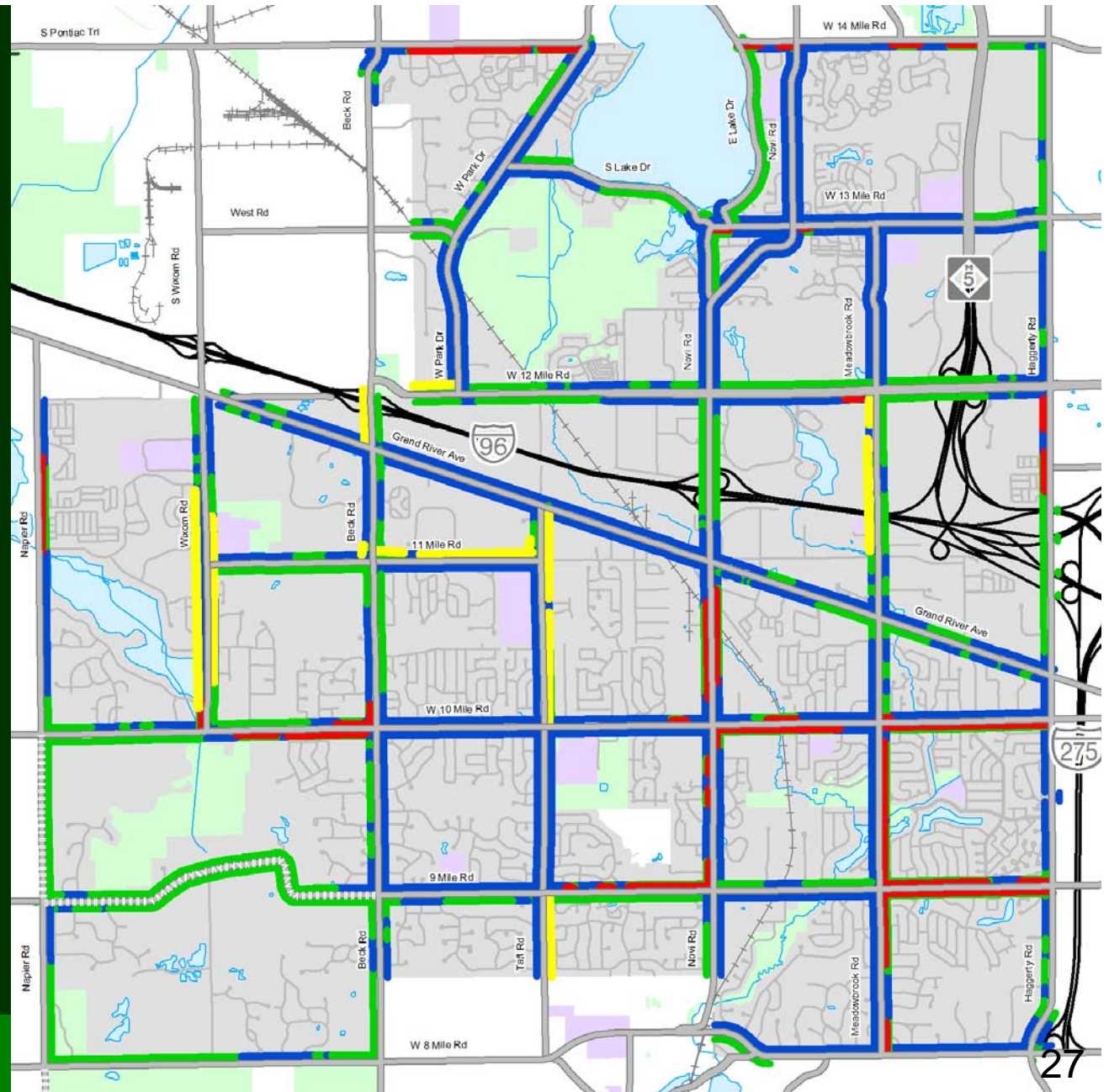
- Near-term
- Mid-term
- Long-term
- Existing Pathways & Initial Investment Pathways
- Major Corridor Development





Continue Program to Fill Sidewalk Gaps

- Use existing sidewalk prioritization process





In Conclusion

- A multi-faceted network that recognizes the great diversity of bicyclists and pedestrians
- Updated policies combined with outreach and education programs to establish a supportive environment
- Anticipated that about 2% of all trips will be done by pedestrians and another 2% by bicycle
- Noticeable improvement in the quality of life for the residents



In is anticipated that these changes will result in a greater number of individuals choosing walking and bicycling as their preferred mode of transportation for many local trips.

Questions or Comments



Please Contact:

Norman D. Cox, LLA, ASLA
The Greenway Collaborative, Inc.
205 Nickels Arcade
Ann Arbor, MI 48104
Phone 734-668-8848

norm@greenwaycollab.com

www.greenwaycollab.com