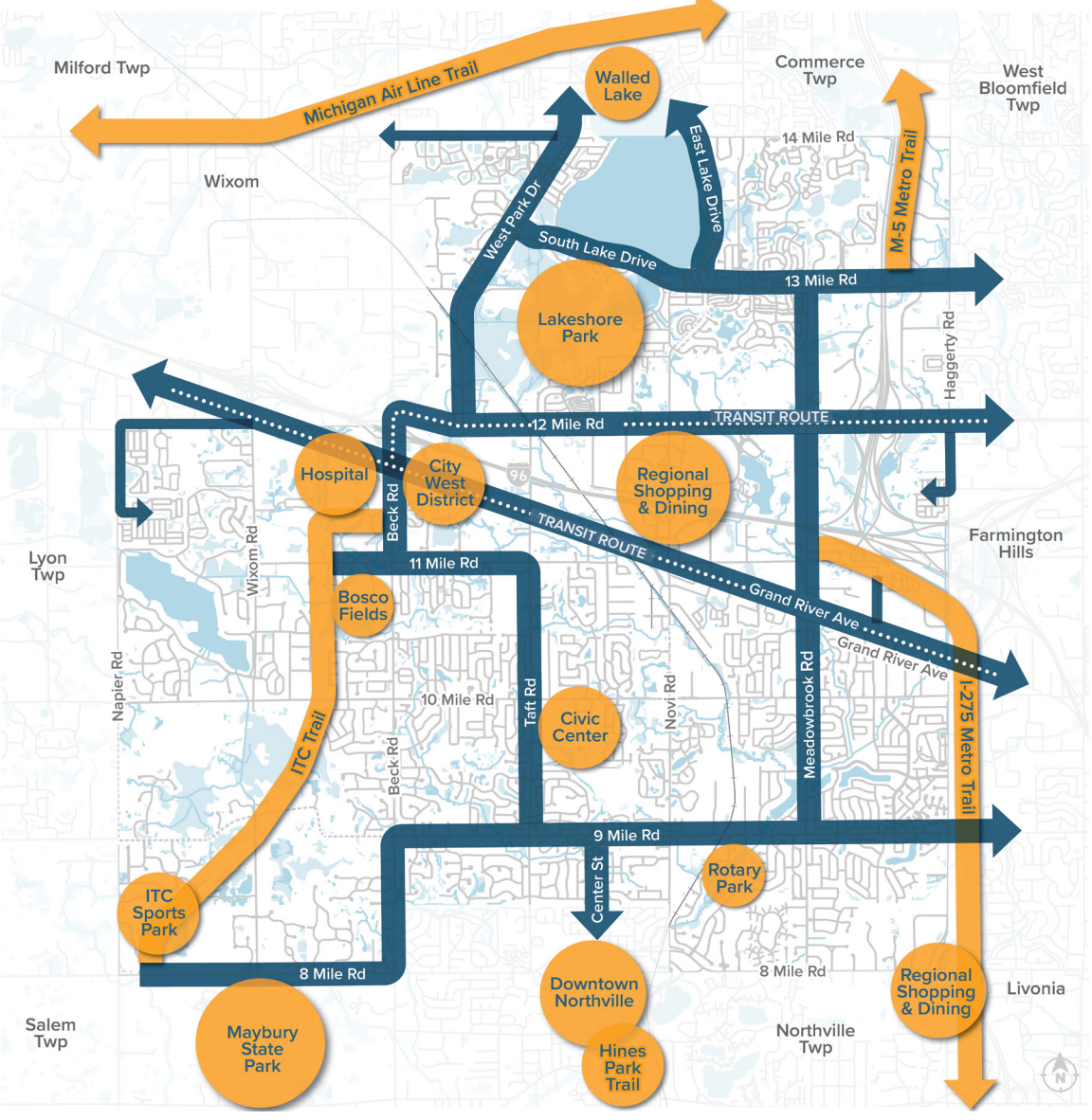




# Active Mobility Plan 2023



Adopted March 18, 2024



## Near-Term Network

The Near-Term Network is a set of projects within public areas, requiring minimal road changes, aimed at creating a continuous network for reaching key destinations and trails in the city. It emphasizes walking and biking using existing facilities and consists of three main components:



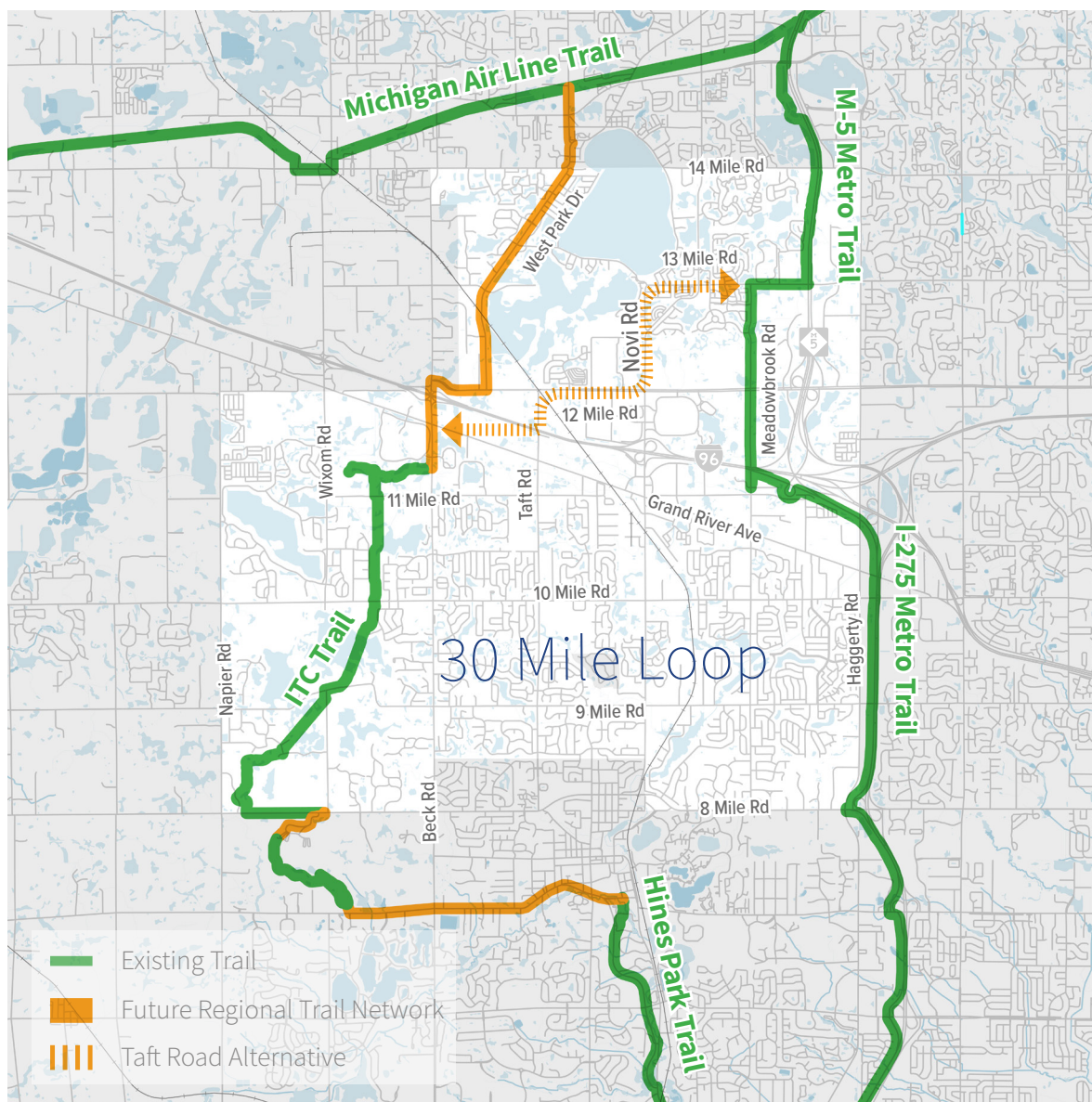
**Neighborhood Greenway Network**  
A seamless walking and biking path with added features for a better experience.



**Connecting to Transit**  
Making it safe and easy for pedestrians and cyclists to reach new transit routes.



**Improved Access to Shopping and Dining**  
Creating a friendly environment that lets people easily walk or bike to businesses from the street.



## Regional Trail Network

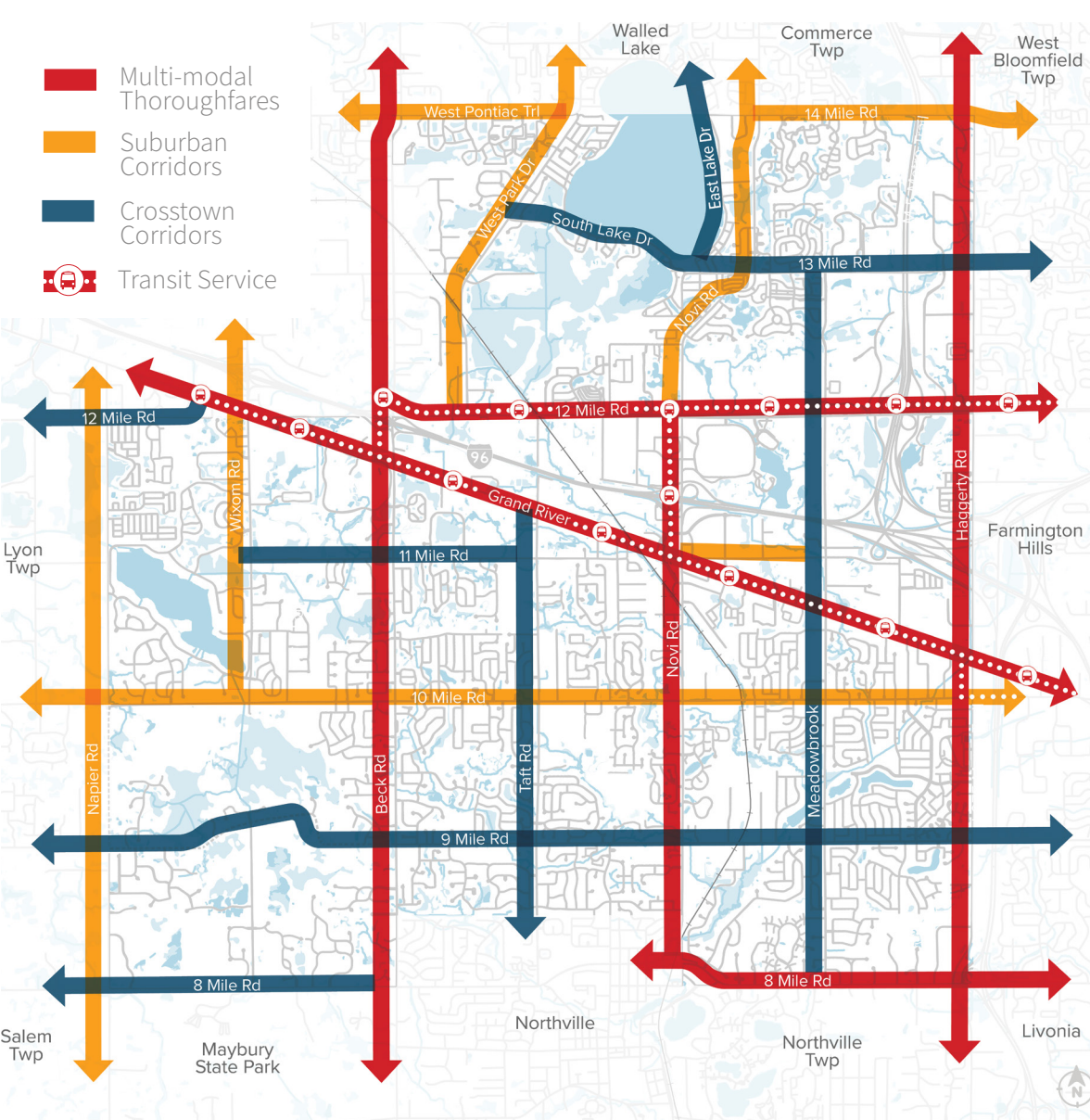
The Active Mobility Plan aims to connect Novi to the broader regional trail network, potentially creating a 30-mile trail loop. These connections include creating a trail link across the I-96 interchange at Beck Road with Wixom, closing sidepath gaps along 12 Mile Road and West Park Drive to West Pontiac Trail, 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.



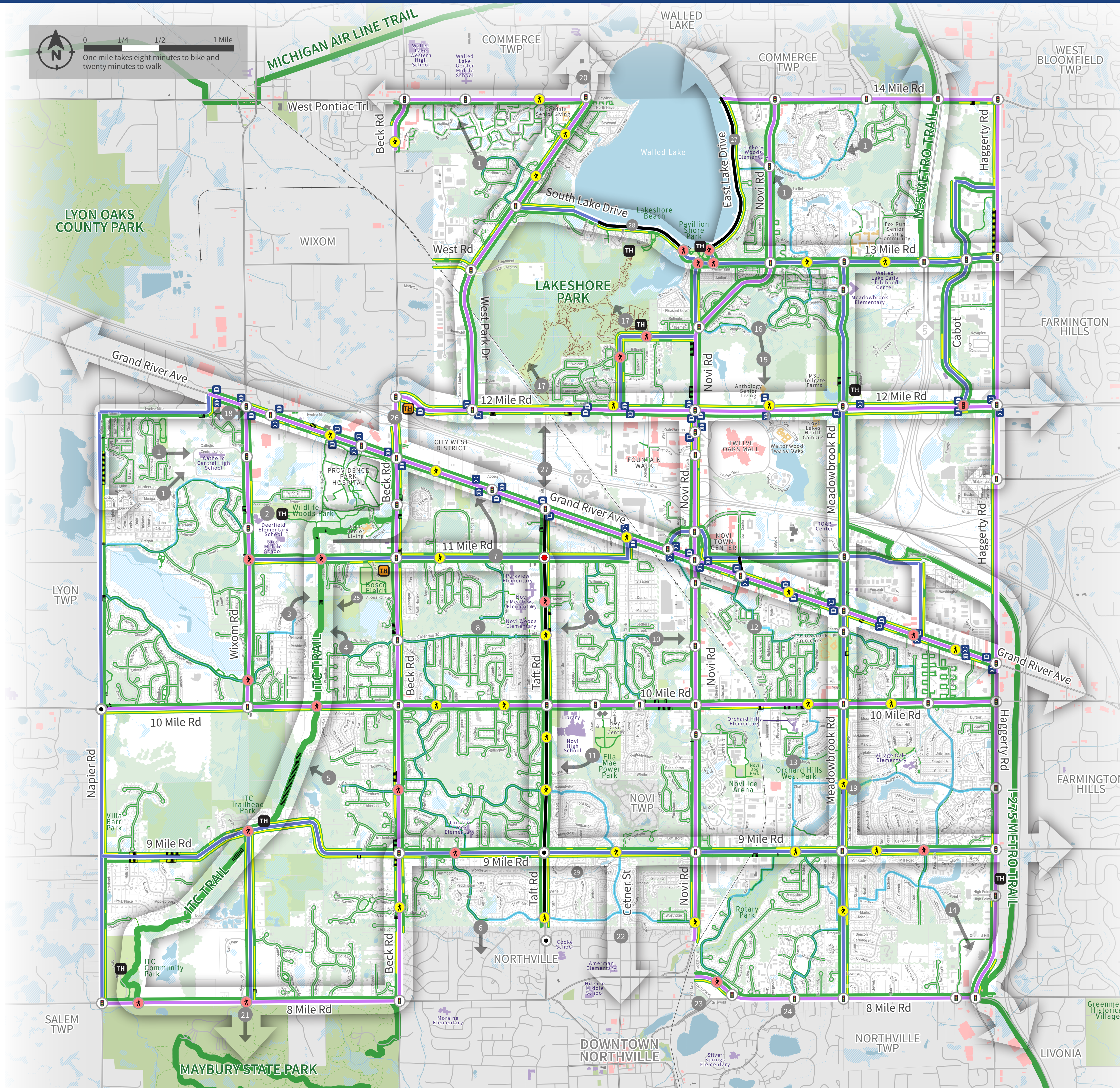
## Major Corridor Classifications

Major Roadway Classifications help determine the features to enhance active mobility on different road types 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.



- Legend:**
- Signalized Intersection
  - Stop-controlled Intersection
  - Roundabout
  - Mid-block Crosswalk
  - Upgrade Existing Crosswalk
  - New Crosswalk Location
  - Existing Trailheads
  - Proposed Trailheads
  - SMART Transit Stops
  - Sidewalks and Pathways
  - Regional Trails
  - Mountain Bike Trails
  - Hiking/Natural Trails
  - Bike Lanes
  - Boardwalk
  - Sidewalk and Pathway Gaps
  - Proposed Local Road Routes
  - Proposed Bike Lane
  - Proposed Separated Bike Lane or Shared Use Path
  - Near-Term Network
  - Retail and Dining
  - Schools and Libraries
  - Senior Living
  - Government Buildings
  - Wetlands
  - Lakes, Rivers and Streams
  - Woodlands
  - Parks



## Map Notes:

- Provide direct pathway connections between adjacent neighborhoods and school.
- Trail ends abruptly into parking lots at Deerfield Elementary and Wildlife Wood Park. Continue trail so it links into the City's pathway network.
- Explore neighborhood nature trail to ITC Trail from Woodworth Drive through community open space.
- Connect neighborhood to ITC Trail from Sandpiper Court.
- Connect neighborhood to ITC Trail from Cheltenham Drive or Heartwood Street.
- Connect adjacent neighborhoods between Galway Drive and Coldspring Drive.
- Explore options for a direct pathway connection to anticipated City West district from 11 Mile Road.
- Connect adjacent neighborhood between Arcadia Drive and Cider Mill Road.
- Formalize pathway connection between Taft Road and Kerri Court.
- Add pathway through city owned parcel between Thatcher Drive and Novi Road.
- Extend existing pathway all the way to Taft Road from Ella Mae Power Park.
- Add pathway between Fountainpark Drive and Highland Drive.
- Explore optional pathway through city owned parcel between Chattman St/ Balcombe Dr to Malott Drive.
- Explore options for a direct pathway connection between neighborhoods and the commercial area at Eight Mile Road and Haggerty Road.
- Explore options for a direct pathway connection to Twelve Mile Road from Sandstone Drive and Steinbeck Glen.
- Add pathway between Sandstone Drive and Steinbeck Glen.
- Add pathway connection to Lakeshore Park Mountain Bike Trails from W 12 Mile Road and improve access from 12 1/2 Mile Road.
- Extend sidewalk from 12 Mile Road to Wixom Road.
- Add sidewalk connection from Meadowbrook to existing path in Village Wood Lake Park as part of upcoming CIP project.
- Collaborate with Walled Lake to provide a trail connection to the Michigan Air Line Trail from Pontiac Trail and W Park.
- Coordinate with Maybury State Park to provide trail connection at park entrance at 8 Mile Road.
- Coordinate with the City of Northville to provide a safe route to Amerman Elementary and Downtown Northville.
- Multi-jurisdictional coordination is required for Griswold Road, Old Novi Road, Baseline Road, and 8 Mile Road due to the complexity of transportation issues involving different jurisdictions and to plan for future connections to Northville's Riverwalk.
- Coordinate with Northville Township to provide a connection to Legacy Park on 7 Mile Road following Silver Spring Drive.
- Add pathway connection between ITC Trail and Bosco Fields.
- Establish a trail connection across the I-96 interchange at Beck Road with the City of Wixom.
- Recognizing the strong desire to establish a non-motorized connection across I-96 at Taft Road, linking the northern and southern parts of the city, it is recommended that the city actively seek opportunities for its construction as City West develops.
- A traffic study is recommended for East Lake Drive and South Lake Drive to analyze traffic patterns, safety issues, and necessary infrastructure changes for bicyclists and pedestrians.
- For the south side of Nine Mile Road, some sections of the proposed sidepaths were previously deferred.