

## ENGINEERING UPDATE

---

# MEMORANDUM



**TO:** WALKABLE NOVI COMMITTEE  
**FROM:** REBECCA RUNKEL; PROJECT ENGINEER  
**SUBJECT:** PUBLIC PROJECT UPDATES  
**DATE:** MARCH 2024

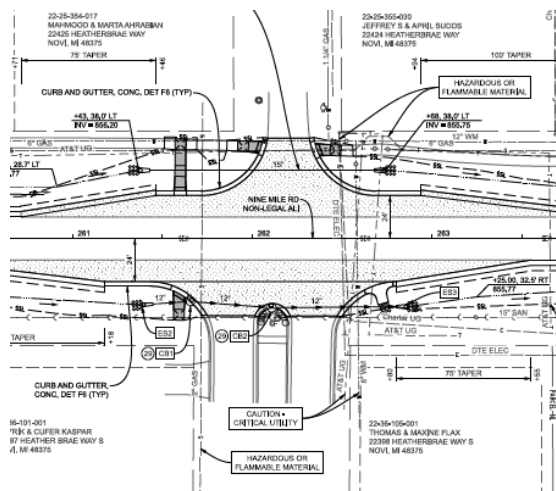
This memo provides an update on public sidewalk projects currently in design and/or under construction.

## Public Projects Involving Sidewalks Currently in Design and/or Construction

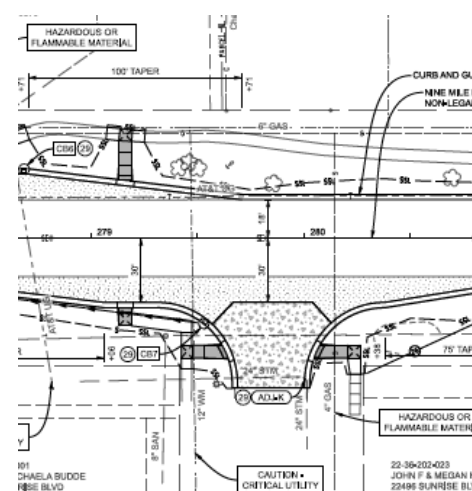
### In Design

- **9 Mile Rd Rehabilitation, Meadowbrook Rd to Haggerty Rd**
  - 2024-25 Construction, bidding through MDOT early July
  - ADA sidewalk ramps and crosswalks to be added across 9 Mile Rd @ Heatherbrae Way and across Sunrise Blvd.

New crossing over 9 Mile Rd,  
just west of Heatherbrae Way:



New crossing over Sunrise Blvd  
(9 Mile crossing already exists):



- **Neighborhood Sidewalk Repair Program (NSP) – Year 2**
  - Bristol Corners, Camborne, Chase Farms, Willowbrook Farms, Yerkes Manor
  - Criteria for removal is deflection >0.75", spalling/cracking >25% of slab, tree roots
  - Bidding in the next 2-3 weeks
- **Beck Rd Widening, 11 Mile Rd to Grand River Ave**
  - Sidewalk gaps on east side will be completed.
  - Project in preliminary design
  - 2025 or 2026 construction

- **12 Mile Rd Widening, Beck Rd to Dixon Rd (RCOC)**
  - Preliminary design to reconstruct 2-lane road to 4-lane boulevard.
  - 10-ft asphalt pathway proposed for north side of 12 Mile
  - 6-ft concrete sidewalk proposed for south side of 12 Mile
  - 2026 construction
- **Safe Streets For All (SS4A) Action Plan**
  - Federal Highway Administration (FHWA) grant awarded for \$160,320
  - A comprehensive Safety Action Plan will be developed for roadway network (see attached SS4A Action Plan Components)

**Under Construction**

- **Wixom Rd Rehabilitation**
  - Ramp removal/replacement at intersections
  - Sidewalk gaps to be filled in on east side.
  - Northbound traffic only until completion (Oct)

**Misc.**

- Sidewalk on 10 Mile frontage @ 39415 10 Mile Rd will be added to NSP contract (southwest corner of 10Mile/Haggerty).
- ADA Plan Update for City Facilities completed, projects will be incorporated in CIP.
- TAP grant application submitted for ITC Trail to Bosco Fields Connector (re-applying, project was not awarded grant in 2019, should hear back soon).

# Safe Streets and Roads for All Action Plan Components

This document is not meant to replace the NOFO. Applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information: <https://www.transportation.gov/SS4A>

## Leadership Commitment and Goal Setting



An official public commitment (e.g., resolution, policy, ordinance, etc.) by a high-ranking official and/or governing body (e.g., Mayor, City Council, Tribal Council, MPO Policy Board, etc.) to an eventual goal of zero roadway fatalities and serious injuries. The commitment must include a goal and timeline for eliminating roadway fatalities and serious injuries achieved through one, or both, of the following:

- (1) the target date for achieving zero roadway fatalities and serious injuries, OR
- (2) an ambitious percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries.



## Planning Structure

A committee, task force, implementation group, or similar body charged with oversight of the Action Plan development, implementation, and monitoring.



## Safety Analysis

Analysis of existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region. Includes an analysis of locations where there are crashes and the severity of the crashes, as well as contributing factors and crash types by relevant road users (motorists, people walking, transit users, etc.). Analysis of systemic and specific safety needs is also performed, as needed (e.g., high-risk road features, specific safety needs of relevant road users, public health approaches, analysis of the built environment, demographic, and structural issues, etc.). To the extent practical, the analysis should include all roadways within the jurisdiction, without regard for ownership. Based on the analysis performed, a geospatial identification of higher-risk locations is developed (a High-Injury Network or equivalent).

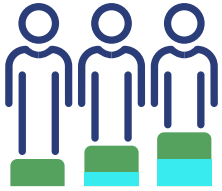


## Engagement and Collaboration

Robust engagement with the public and relevant stakeholders, including the private sector and community groups, that allows for both community representation and feedback. Information received from engagement and collaboration is analyzed and incorporated into the Action Plan. Overlapping jurisdictions are included in the process. Plans and processes are coordinated and aligned with other governmental plans and planning processes to the extent practical.



# Safe Streets and Roads for All Action Plan Components



## Equity Considerations

Plan development using inclusive and representative processes. Underserved communities\* are identified through data and other analyses in collaboration with appropriate partners. Analysis includes both population characteristics and initial equity impact assessments of the proposed projects and strategies.



## Policy and Process Changes

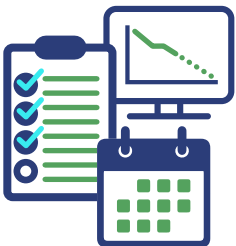
Assessment of current policies, plans, guidelines, and/or standards (e.g., manuals) to identify opportunities to improve how processes prioritize transportation safety. The Action Plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards, as appropriate.



## Strategy and Project Selections

Identification of a comprehensive set of projects and strategies, shaped by data, the best available evidence and noteworthy practices, as well as stakeholder input and equity considerations, that will address the safety problems described in the Action Plan. These strategies and countermeasures focus on a Safe System Approach, effective interventions, and consider multidisciplinary activities. To the extent practical, data limitations are identified and mitigated.

Once identified, the list of projects and strategies is prioritized in a list that provides time ranges for when the strategies and countermeasures will be deployed (e.g., short-, mid-, and long-term timeframes). The list should include specific projects and strategies, or descriptions of programs of projects and strategies, and explains prioritization criteria used. The list should contain interventions focused on infrastructure, behavioral, and/or operational safety.



## Progress and Transparency

Method to measure progress over time after an Action Plan is developed or updated, including outcome data. Means to ensure ongoing transparency is established with residents and other relevant stakeholders. Must include, at a minimum, annual public and accessible reporting on progress toward reducing roadway fatalities and serious injuries, and public posting of the Action Plan online.

\* An underserved community as defined for this NOFO is consistent with the Office of Management and Budget's Interim Guidance for the Justice40 Initiative <https://www.whitehouse.gov/wp-content/uploads/2021/07/M-21-28.pdf> and the Historically Disadvantaged Community designation, which includes U.S. Census tracts identified in this table <https://datahub.transportation.gov/stories/s/tsyd-k6ij>; any Tribal land; or any territory or possession of the United States.

