



WALKABLE NOVI COMMITTEE
September 17, 2015 at 6:00 p.m.
Novi Civic Center
Mayors Conference Room
45175 W. Ten Mile, Novi, MI 48375
(248) 347-0475

Members: Dave Baratta, Doug Bauss, Robert Giacobetti, Gwen Markham, Andrew Mutch, Butch Wingfield and Ted Zuchlewski
Staff Support: Sri Komaragiri, Planner
Barbara McBeth, Deputy Director Community Development
Jeff Muck, Director of Parks, Recreation and Cultural Services
Brian Coburn, Engineering Manager

ROLL CALL

APPROVAL OF AGENDA

AUDIENCE PARTICIPATION

MATTERS FOR DISCUSSION

1. 06-18-15 WNC meeting minutes approval
2. Discussion and approval of revised list of Tier 1 and Tier 2 Categories for Annual Non-Motorized Prioritization Update
3. Tentative upcoming meeting dates

COMMUNICATIONS

STAFF REPORT

1. Planning Update
 - a. Updates on 2015 Master Plan for Landuse Update Process
 - b. List of Pedestrian and Bicycle Accidents (June 2015 – August 2015)
 - c. Approved Sidewalks and Bike spaces within Private Developments (Stamped Approved from June 2015 to August 2015)
2. Engineering Update
 - d. Active Non-Motorized Project Portfolio for Engineering Division
3. Parks and Recreation Update
 - a. Regional Trail Collaboration Meetings Update

ADJOURN

Future Meetings: December 17

MATTERS FOR DISCUSSION

1. 06-18-15 WNC meeting minutes approval



**WALKABLE NOVI COMMITTEE
DISCUSSION NOTES
June 18, 2015 at 6:00 p.m.
Council Conference Room
45175 W. Ten Mile, Novi, MI 48375
(248) 347-0475**

CALL TO ORDER

Meeting called to order at 6:01 p.m.

ROLL CALL

Present: Robert Giacometti, Gwen Markham, Andrew Mutch, Dave Baratta, and Ted Zuchlewski

Joined after the roll call: Harry Torimoto

Absent: Doug Bauss and Charles Staab

Staff Present: Barbara McBeth, Deputy Director Community Development; Sri Komaragiri, Planner;
Jeff Muck, Director of Parks, Recreation and Cultural Services; Brian Coburn, Engineering Manager

APPROVAL OF AGENDA

Member Baratta made the motion to approve the minutes. Member Markham seconded and it was approved 6-0.

AUDIENCE PARTICIPATION

There was no audience participation at this meeting.

MATTERS FOR DISCUSSION

1. 03-19-15 WNC meeting minutes approval

The minutes are approved 6-0

2. Preliminary discussion of Tier 1 and Tier 2 Categories for Annual Non-Motorized Prioritization Update

Staff reviewed the prioritization criteria from surrounding communities to identify any items City may be missing. Staff concluded that the City of Novi's criteria for prioritization is comprehensive. However, Staff believes that it is necessary to periodically evaluate the weightage for each category based on current growth trends. Staff raised a few questions as part of the preliminary discussion. Committee discussed in detail and shared the following thoughts for every question raised. The summary of responses is listed below.

1. Are any categories redundant?

Yes. Access to schools for elementary, middle and high schools may be redundant in areas where all are in the same campus. Committee advised staff to look into grouping them into one category and also reconsider "Access to Library and City hall" if it is no longer applicable or counted twice as part of another category.

As part of this discussion, committee asked the staff to check with the Novi Schools transportation of any surveys done to determine the number of walkers/riders to school.

2. Based on recent development trends, should we consider increase or decrease of existing weightage for any category?

Yes. Committee asked the staff to look into assigning a new category for traffic speed and provide higher rating for higher speed to identify areas which have a lower probability of pedestrian safety. Committee then looked into the current ratings for "Private potential development" and reassigned points for the subcategories as listed below.

Item	Previous Rating	Revised Rating
Little Potential	0	+8
Partial potential within 10 years	-2	+4
Development potential within 10 years	-4	+2
Site plan submitted	-8	0
Development under construction	-16	Remove

Committee also recommended looking into adding proximity to hotels as a possible category. Staff was asked to go over the rest of the categories and make changes as needed.

3. Should we include proximity to polling locations as an item?

No. Committee discussed about the pros and cons for including polling locations as a category. It was determined that most of the polling locations such as schools, places of worship are already included, so it may seem redundant and inconsistent to include polling locations.

4. SEMCOG recommends two areas that affect the demand for non-motorized facilities: Density of street intersections and Target populations. Are they worth considering?

May be. Target populations seems like a more suited to Novi. Committee asked how the new category can be integrated into the prioritization calculations. How the data can be gathered to be able to make the determination? Staff mentioned that they can look into demographics or population density information from various resources to understand if this is a viable option.

Committee asked about usage patterns along major thoroughfares. Engineering informed about the ongoing survey for evidence of usage along Twelve Mile and Haggerty Road.

5. Should we break the longer segment lengths into more buildable lengths?

Yes. Engineering recommended breaking the segments would help them with budget determination and smaller segments will have a higher probability of getting built quicker. Engineering and Planning will work together to come up with a new list of segments for the next meeting.

COMMUNICATIONS

There were no communications this time.

STAFF REPORT

PLANNING UPDATE

a. Non-motorized Facilities around Polling Locations in City of Novi

Committee has shared most of their thoughts related to Non-motorized Facilities around Polling Locations in City of Novi as part of their discussion with regards to the Tier 1 and Tier 2 Categories. Committee did not have anything to add.

b. List of Pedestrian and Bicycle Accidents (June 2014 – June 2015)

Planner Komaragiri shared the list of pedestrian and bicycle accidents from June 2014 to June 2015. Mr. Coburn expanded on the type of each accident and the cause.

c. Approved Sidewalks and Bike spaces within Private Developments (Stamped Approved from January 2015 to June 2015)

As per Committee's previous request, Staff has put together a list of projects that has been approved from January 2015 to June 2015 that proposed construction of either new public sidewalks or bike racks within the developments or both. Staff agreed to share updates on a regular basis.

d. Minor corrections to Annual Non-Motorized Prioritization: 2014-2015 Update

Staff has identified some errors in the Annual Non-Motorized Prioritization: 2014-2015 Update and fixed them. Staff shared the updated pages of the report that were modified with the Committee. The changes were updated on the website as well.

e. Walking Club Challenge Flyer for City Departments

Staff shared the activities City of Novi is organizing to provide the employees with opportunities and incentives to increase their overall health and wellness.

ENGINEERING UPDATE

a. Active Non-Motorized Project Portfolio for Engineering Division

Staff updated the committee on the status of projects in design or under construction. Staff presented and discussed the "Active Non-Motorized Project Portfolio for Engineering Division" spreadsheet.

PARKS AND RECREATION UPDATE

a. Regional Trail Collaboration Meetings Update

Planner Komaragiri updated the committee on behalf of Parks regarding collaboration on regional trails with representatives from the following groups in attendance: the Department of Natural Resources (DNR) for Maybury State Park, Northville Township, the City of Northville, Friends of Maybury State Park, and staff from the City of Novi. The meetings were arranged to gather thoughts from on ideas for:

- Identifying names for the regional trail,
- Generating ideas for possible way-finding signage within communities,
- Identifying future events, and
- Forming a collaborative group for future discussions.
- A possible connection of regional trails into Maybury State Park, to allow for increased non-motorized use of the park.

Member Mutch added a few comments to the above discussion.

Staff asked if the Committee is good with a change in schedule for future meetings, possibly having a meeting in November instead of December. Committee said that they are flexible with what works internally with staff.

ADJOURN

Meeting adjourned at 7:22 PM.

MATTERS FOR DISCUSSION

2. Discussion and approval of revised list of Tier 1 and Tier 2 Categories for Annual Non-Motorized Prioritization Update

Annual Non-Motorized Prioritization 2015-2016 Update

Revisions to Tier and Tier 2 Categories

September 17, 2015

	New Category		Revisions proposed
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TIER 1 CATEGORIES			STAFF NOTES
1	BICYCLE & PED. ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing, 1/98 to 9/13) 5 = 1 accident 10 = 2 accidents 15 = 3 accidents 20 = 4 or more accidents		No Change
2	TRAFFIC SAFETY		Each segment is given a weightage based on the Counts. The values are then multiplied by a multiplier based on respective speed limits to get the final rating
	TRAFFIC COUNTS (ADT) 2010 Non-Motorized MP 0 = <10K ADT 5 = 10K-20K ADT 10 = >20K ADT	TRAFFIC SPEED < 35 mph = x 1 35-45 mph = x 1.2 >45 mph = x 1.5	
3	ACCESS TO SCHOOLS		
	(# elem & intermediate schools w/in 1 mile) 4.5 = 1 school 9 = 2+ schools	(# middle & high schools w/in 2 miles) 4.5 = 1 school 9 = 2+ schools	(# private schools over 100 students w/in 2 miles) 4.5 = 1 school 9 = 2+ schools
4	ACCESS TO PARKS (# w/in 1 mile) 4 = 1 park 8 = 2+ parks		No Change
5	ACCESS TO HOTELS # shopping areas w/in 1 mile) 3.5 = 1 Hotel 7 = 2+ Hotels		This category was added based on the last meeting discussions. A map is attached that shows the current hotels in Novi
6	ACCESS TO SHOPPING (# shopping areas w/in 1 mile) 3.5 = 1 shopping area 7 = 2+ shopping areas		No Change


TIER 1 CATEGORIES (Contd.)		STAFF NOTES
	<p>ACCESS TO LIBRARY & CITY HALL (connected continuously by sidewalk or pathway)</p> <p>9 = connected to Library/ City Hall</p>	This category is removed
7	<p>ACCESS TO PUBLIC SERVICES (civic center, police station, fire station and library)</p> <p>3.5 = 1 places of public service 7 = 2+ places of public service</p>	Access to Library and City hall have been revised to include few other buildings
8	<p>ACCESS TO PLACES OF WORSHIP (# places of worship w/in 1 mile)</p> <p>3.5 = 1 places of worship 7 = 2+ places of worship</p>	No Change
9	<p>CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM</p> <p>3.5 = connected to neighboring sidewalk system 7 = connected to regional trail system</p>	No Change. Added Metro Connector to the list
10	<p>POPULATION SERVED</p> <p>0 = low density 8 = medium density 16 = high density</p>	No Change
11	<p>SEGMENT COMPLETION</p> <p>3.5 = 1/2 to 1 mile 7 = over 1 mile</p>	Segments ½ mile to 1 mile long are broken down to smaller lengths. The attached spreadsheets lists the new segment numbers
12	<p>CONSIDERABLE PUBLIC INTEREST</p> <p>5 = top 15 survey responses, resident petitions & documented segments requested by groups & govt agencies</p>	Rating decreased from 10 to 5
13	<p>NON-MOTORIZED MASTER PLAN 20 = initial investment 15 = major corridor</p> <p>NOVI WIXOM TRANS STUDY (Recommended Timeframe) 15 = 2012-2016 10 = 2017-2020 5 = 2021-2024 Greater of either No-Mo or Novi Wixom Trans Study</p>	Remove Novi Wixom Study from Categories list as it involves a subsection of the study, does not apply to the entire City.


TIER 2 CATEGORIES (only top 20 Tier 1 segments receive tier 2 points)		STAFF NOTES		
1	EASE OF CONSTRUCTION (easy/hard) 0 = hard 8 = medium hard 16 = easy	No Change		
2	RIGHT-OF-WAY AVAILABILITY (based on % available) 0 = 0% 4.5 = 25% 9 = 50% 13.5 = 75% 18 = 100%	No Change		
3	OTHER FUNDING SOURCES (based on % available) 0 = 0% 4.5 = 25% 9 = 50% 18 = 80%+	No Change		
4	OPPOSITE SIDE SIDEWALK OR PATHWAY (road < 12,000 ADT & 35 mph < existing or planned with higher priority ranking) -20 = complete section link -10 = one direction section link	No Change		
5	<table border="1"> <tr> <td> PRIVATE DEVELOPMENT POTENTIAL (Negative Points) 0 = little potential -2 = partial potential within 10 years -4 = dev potential within 10 years -8 = SP submitted -16 = dev under construction </td> <td> NEW RATINGS (Positive Points) 8 = little potential 4 = partial potential within 10 years 2 = dev potential within 10 years 0 = SP submitted </td> </tr> </table>	PRIVATE DEVELOPMENT POTENTIAL (Negative Points) 0 = little potential -2 = partial potential within 10 years -4 = dev potential within 10 years -8 = SP submitted -16 = dev under construction	NEW RATINGS (Positive Points) 8 = little potential 4 = partial potential within 10 years 2 = dev potential within 10 years 0 = SP submitted	The ratings have been considerably revised
PRIVATE DEVELOPMENT POTENTIAL (Negative Points) 0 = little potential -2 = partial potential within 10 years -4 = dev potential within 10 years -8 = SP submitted -16 = dev under construction	NEW RATINGS (Positive Points) 8 = little potential 4 = partial potential within 10 years 2 = dev potential within 10 years 0 = SP submitted			
6	EVIDENCE OF EXTENSIVE PEDESTRIAN USE 0 = No Evidence 10 = Worn Path	This a new category added based on previous discussions. Engineering will be providing more information		

Annual Non-Motorized Prioritization 2015-2016 Update


New Segments: After split of original segments longer than half a mile

September 17, 2015

 Segments with pathways or sidewalks on most of the opposite side of the street - *note that these segments may be critical for system connectivity & must be analyzed separately for connectivity*

 Segments with a higher ranking segment planned for the opposite side of the street - *note that these segments may be critical for system connectivity & must be analyzed separately for connectivity*

 CIP Budget

 Original segments those are longer than half a mile. These segments will be replaced by the newer ones with the same number but followed by a corresponding alphabet

Segment Item #	Section #	6 ft. Sidewalk/8ft. Pathway	Side of Street	Location	From	To	# of Pieces in Segment	Segment Length (ft.)	Notes
34	15	S	north	Eleven Mile	Clark	Taft	2	2,600	No Change
30	14	P	west	Meadowbrook	Twelve Mile	Bridge	3	2,600	No Change
44	18	P	east	Napier	Knights Bridge	Island Lake	1	2,700	No Change
74	24	S	east	Seeley	Eleven Mile	Grand River	1	2,700	No Change
64	22	S	east	Taft	Ten Mile	Eleven Mile	2	3,840	No Change
101	30	P	east	Napier	Ten Mile	Nine Mile	2	4,000	No Change
107	31	P	south	Nine Mile	Garfield	Hillside	2	4,000	No Change
25	13	S	west	Haggerty	Twelve Mile	section line	2	4,300	No Change
102	30	S	north	Nine Mile	Napier	Garfield	2	4,700	No Change
98	29	S	north	Nine Mile	Beck	Garfield	2	4,800	No Change
18	11	S	north	Twelve Mile	Novi Rd.	Meadowbrook	1	5,280	No Change
105	31	P	north	Eight Mile	Napier	Garfield	1	5,300	16-17 CIP

New Segments: After split of original segments longer than half a mile

September 17, 2015

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Segment Item #	Section #	6 ft. Sidewalk/8ft. Pathway	Side of Street	Location	From	To	# of Pieces in Segment	Segment Length (ft.)	Notes
106	31	P	west	Garfield	Eight Mile	Nine Mile	1	5,300	No Change
111	32	P	south	Nine Mile	Garfield	Beck	2	6,000	No Change
77	24	S	west	Haggerty	Grand River	section line	1	3,100	No Change
69	23	S	south	Eleven Mile	Town Center	Meadowbrook	2	3,500	Under Construction
109	32	P	north	Eight Mile	Garfield	Beck	2	2,888	Under Construction
19	12	S	north	Twelve Mile	Meadowbrook	Cabot	2	3,735	No Change
7	3	S	south	South Lake	Elm	Henning	1	2,800	No Change
114	34	S	east	Taft	Nine Mile	City Limits	1	2,600	-
114a	34	S	east	Taft	Byrne	City Limits	1	1,200	Originally one piece; It is split further
114b	34	S	east	Taft	Nine Mile	Byrne	1	1,400	
120	36	S	west	Haggerty	Eight Mile	Nine Mile	4	2,800	
120a	36	S	west	Haggerty	Eight Mile	N of Orchard Hill	2	1,390	Originally four pieces. The pieces are renumbered
120b	36	S	west	Haggerty	Orchard Hill	High Pointe	1	375	
120c	36	S	west	Haggerty	High Pointe	Nine Mile	1	600	
113	33	P	south	Nine Mile	Beck	Taft	3	2,900	
113a	33	P	south	Nine Mile	Beck	Barclay	1	660	Originally three pieces; One of the segment is split further
113b	33	P	south	Nine Mile	Galway	Anna Maria	2	2,100	
113c	33	P	south	Nine Mile	Anna Maria	Taft	1	400	
78	24	P	south	Grand River	Meadowbrook	Haggerty	4	3,000	
78a	24	P	south	Grand River	Meadowbrook	Joseph	1	1,900	Originally four pieces. The pieces

New Segments: After split of original segments longer than half a mile

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Segment Item #	Section #	6 ft. Sidewalk/8ft. Pathway	Side of Street	Location	From	To	# of Pieces in Segment	Segment Length (ft.)	Notes
78b	24	P	south	Grand River	Joseph	Bashian	1	300	are renumbered
78c	24	P	south	Grand River	Olde Orchard	Karim	1	300	
78D	24	P	south	Grand River	Karim	Haggerty	1	500	
93	27	S	north	Nine Mile	Novi Rd.	Taft	3	3,300	17-18 & 18-19 CIP
93A	27	S	north	Nine Mile	Novi Rd.	Plaissance	1	2,650	Originally three pieces. The pieces are regrouped and renumbered
93B	27	S	north	Nine Mile	Plaissance	Taft	2	650	
97	29	P	west	Beck	Ten Mile	Nine Mile	3	3,400	
97A	29	P	west	Beck	Nine Mile	Cheltenham	1	825	Originally three pieces. The pieces are renumbered
97B	29	P	west	Beck	Cheltenham	Iriquois	1	1,200	
97C	29	P	west	Beck	Iriquois	Ten Mile	1	1,375	
119	36	S	east	Meadowbrook	Eight Mile	Nine Mile	2	3,800	18-19 CIP
119A	36	S	east	Meadowbrook	Nine Mile	Singh Blvd	1	1,300	Originally two pieces; One of the segment is split further
119b	36	S	east	Meadowbrook	Singh Blvd	N of Llewelyn	1	1,300	
119c	36	S	east	Meadowbrook	Eight Mile	N of Llewelyn	1	1,200	
58	21	S	east	Beck	Sierra	Ashley	1	3,800	
58A	21	S	east	Beck	Ashley	Cider Mill	1	1,200	Originally one piece; It is split further
58B	21	S	east	Beck	Cider Mill	Sierra	1	2,600	
37	16	S	north	Eleven Mile	Taft	Beck	3	3,800	
37A	16	S	north	Eleven Mile	Beck	Mandalay Cir E	2	2,030	Originally three pieces. The pieces are regrouped and renumbered
37B	16	S	north	Eleven Mile	Mandalay Cir E	Taft	1	1,650	

New Segments: After split of original segments longer than half a mile

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Segment Item #	Section #	6 ft. Sidewalk/8ft. Pathway	Side of Street	Location	From	To	# of Pieces in Segment	Segment Length (ft.)	Notes
110	32	P	west	Beck	Eight Mile	Nine Mile	2	3,800	
110A	32	P	west	Beck	Eight Mile	Casa Loma	1	1,400	Originally two pieces. The pieces are renumbered
110B	32	P	west	Beck	Casa Loma	Nine Mile	1	2,400	
21	13	P	south	Twelve Mile	Meadowbrook	Haggerty	2	3,900	
21A	13	P	south	Twelve Mile	Meadowbrook	Energy Way	1	3,385	Originally two pieces; One of the segment is split further
21B	13	P	south	Twelve Mile	Energy Way	Haggerty	2	675	
99	29	P	south	Ten Mile	Beck	Wixom	2	4,000	17-18 CIP
99A	29	P	south	Ten Mile	Wixom	400' E of Lynwood	1	2,900	Originally two pieces. The pieces are renumbered
99B	29	P	south	Ten Mile	400' E of Lynwood	Beck	1	1,100	
84	25	S	east	Meadowbrook	Ten Mile	Nine Mile	2	4,400	19-20 CIP
84A	25	S	east	Meadowbrook	Ten Mile	Chattman	1	2,350	Originally two pieces. The pieces are renumbered
84B	25	S	east	Meadowbrook	Nine Mile	Chattman	1	2,050	
108	32	S	east	Garfield	Eight Mile	Nine Mile	2	4,600	
108A	32	S	east	Garfield	Eight Mile	Chianti	1	1,950	Originally two pieces. The pieces are renumbered
108b	32	S	east	Garfield	Chianti	Nine Mile	1	2,650	
116	34	P	south	Nine Mile	Chelsea	Taft	1	4,900	
116A	34	P	south	Nine Mile	Chelsea	Center	1	2,200	Originally one piece; It is split further
116B	34	P	south	Nine Mile	Center	Taft	1	2,700	
9	4	S	south	Pontiac Trail	West Park	Beck	3	5,000	16-17 & 17-18 CIP
9A	4	S	south	Pontiac Trail	Beck	Wedgewood	1	2,440	Originally three pieces. The pieces

New Segments: After split of original segments longer than half a mile

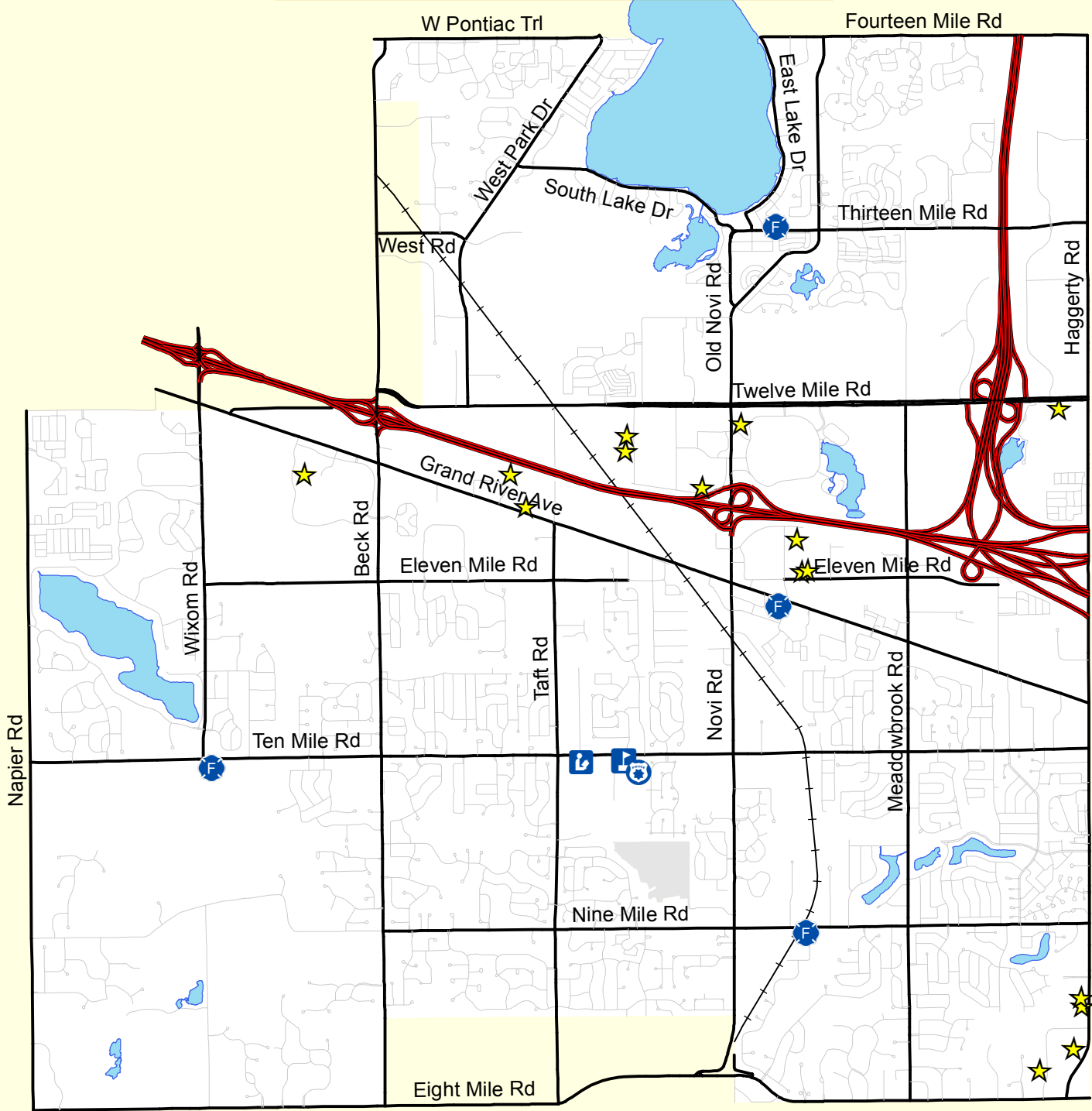
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Segment Item #	Section #	6 ft. Sidewalk/8ft. Pathway	Side of Street	Location	From	To	# of Pieces in Segment	Segment Length (ft.)	Notes
9B	4	S	south	Pontiac Trail	Wedgewood	West Park	2	2,560	are regrouped and renumbered
52	20	P	south	Eleven Mile	Wixom	Beck	1	5,000	
52A	20	P	south	Eleven Mile	Wixom	E side ITC Corridor	1	2,380	Originally one piece; It is split further
52B	20	P	south	Eleven Mile	E side ITC Corridor	1300' W of Beck	1	1,320	
52C	20	P	south	Eleven Mile	1300' W of Beck	Beck	1	1,300	
162	3	S	north	South Lake	Lakeshore Park	West Park	1	5,177	
162A	3	S	north	South Lake	West Park	E of Lilley Trail	1	2,000	Originally one piece; It is split further
162B	3	S	north	South Lake	E of Lilley Trail	Lakeshore Park	1	3,177	
121	36	P	south	Nine Mile	Meadowbrook	Haggerty	1	5,280	
121A	36	P	south	Nine Mile	Meadowbrook	Sunrise	1	2,900	Originally one piece; It is split further
121B	36	P	south	Nine Mile	Sunrise	Haggerty	1	2,380	
81	25	P	south	Ten Mile	Meadowbrook	Haggerty	1	5,300	17-18 & 19/20 CIP
81A	25	P	south	Ten Mile	Meadowbrook	Willowbrook	1	2,530	Originally one piece; It is split further
81B		P	south	Ten Mile	Willowbrook	Haggerty	1	2,750	

City of Novi

Hotels and Public Services



Map Author: Jon Gartha
 Date: 9/11/15
 Project: Points of Interest
 Version #: 1.0

Amended By:
 Date:
 Department:

MAP INTERPRETATION NOTICE

Map information depicted is not intended to replace or substitute for any official or primary source. This map was intended to meet National Map Accuracy Standards and use the most recent, accurate sources available to the people of the City of Novi. Boundary measurements and area calculations are approximate and should not be construed as survey measurements performed by a licensed Michigan Surveyor as defined in Michigan Public Act 132 of 1970 as amended. Please contact the City GIS Manager to confirm source and accuracy information related to this map.

Map Legend

Hotels	Freeway	Lake
Civic Center	Major Streets	City of Novi
Fire Station	Minor Streets	Novi Township
Library	Railroad	
Police Station		

City of Novi

Dept. of Community Development
 City Hall / Civic Center
 45175 W Ten Mile Rd
 Novi, MI 48375
cityofnovi.org

Feet

0 900 1,800 3,600 5,400

1 inch = 4,494 feet

MATTERS FOR DISCUSSION

3. Tentative upcoming meeting dates

Walkable Novi: Upcoming Meetings

2015

October 2015

S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

November 2015

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

December 2015

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

 Possible meeting date options to choose from

1. Planning Update
 - a. **Updates on 2015 Master Plan for Landuse Update Process**

City Services > Community Development > Codes, Ordinances and Master Plan > Master Plan for Land Use Review 2015

Master Plan for Land Use Review 2015



2015 City of Novi Master Plan for Land Use Update

Through the [Michigan Planning Enabling Act](#) each community in Michigan is generally required to create a Master Plan for the purpose of guiding development and planning efforts in that community. Once adopted, communities should review the plan for updates at least once every five years. As a planning document, the Master Plan may project planning efforts up to 20 years into the future.

The City of Novi last updated the Master Plan for Land Use in 2010. Since the adoption of the 2010 Plan, development activity in Novi has continued at a brisk pace, including significant new residential subdivisions, high tech research and office developments in Novi's Office Service and Technology Parks, and a numerous reinvestments in the existing regional and local shopping centers in Novi.

It is now time to review and update the plan again. The City would like to take a collaborative approach to the plan update, combining the experience of its Planning Commissioners and City Council members, gaining from the local knowledge of its residents and businesses, and using the skills of its professional planning staff.

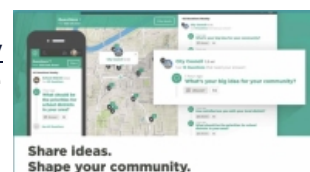
The purpose of the plan update is to document and study current land use trends, and to present a comprehensive set of recommendations for the direction of land use and current development throughout the community. The City of Novi encourages the public to remain involved in this update process. We thank you for your continued interest in our City and in our future.

For questions or comments, please [email Barbara McBeth](#), Deputy Director of Community Development.

We will be posting updates on public participation and Comprehensive plan update process on this website. Keep Checking!

My SideWalk: Community Engagement Tool


The City of Novi is pleased to announce a new tool for community engagement to be used during the upcoming Master Plan Update process. [My SideWalk](#) is an online place for those interested in the City of Novi to exchange information, ideas, and suggestions, specifically about the community's current and future land use. By creating a free mySidewalk account, you will be able to participate in this exciting community forum.



The City of Novi will be utilizing this platform to explore collective ideas relating to community identity, transportation, housing, and other long-range planning concepts. Not only will you be able to post your own ideas and photos, but you will also be able to comment on and support ideas from others in

Meetings

Agendas/Packets

 [August 26, 2015](#)

Residential Market Survey

City of Novi has created an online survey tool to gather input from the community to understand the current market trends. This is one of several surveys we will be sharing throughout the process to better understand current trends and predict future needs. Please click on the link below and take few minutes to provide your input.

[Residential Market Survey](#)



the community. From time to time, we also may add a poll in which you will be able to cast a vote.

Ideas generated through this online platform will be shared with the City of Novi's Planning Commission for further discussion and potential inclusion into the City's Master Plan Update. A summary of the online discussions will be shared at the Master Plan Update community open house, tentatively scheduled for October 21, 2015.

 [My Sidewalk Engagement Tool Presentation / Information](#)

You can now access and participate in the online discussion at the [My Sidewalk website](#).

 Select Language | ▼

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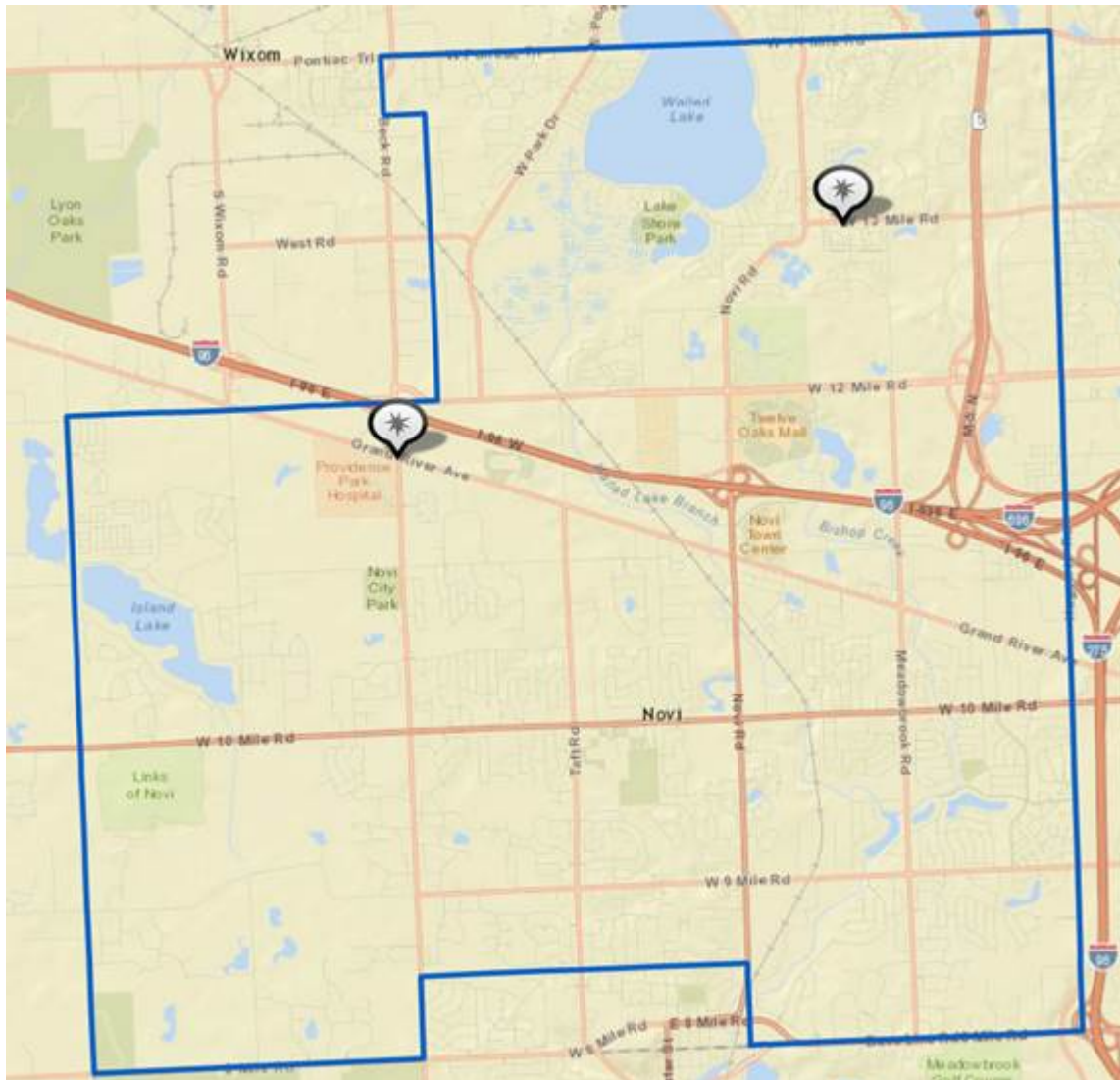


1. Planning Update
 - b. **List of Pedestrian and Bicycle Accidents (June 2015 – August 2015)**

City of Novi Pedestrian and Bicycle Accidents

June 2015 to September 2015
(Source: City of Novi Police Department)

1. **Bicycle Injury** at 13 Mile & Plateau on 6/22/2015 at 2:25PM
2. **Pedestrian Injury** at Beck & Grand River Ave on 8/21/2015 at 4:57PM



1. Planning Update

- c. **Approved Sidewalks and Bike spaces within Private Developments
(Stamped Approved from June 2015 to August 2015)**

City of Novi

Approved Sidewalks and Bike Spaces for Private Developments

(For all Site Plans Stamped from June 2015 till August 2015)

Site Plan Number	Site Plan	Section	Location	Sidewalks			Bike	Approval Dates	
				Width	Type	Street		Planning Commission	Stamping Sets
JSP 15-05	Taco Bell	4	south of Pontiac Trail and east side of Beck Road		None		2	08-Apr-15	15-Jul-15
JSP 14-40	ATI Land Holdings				None				21-Jul-15
JSP 14-68	Sunbelt Rental	17	South of Grand River Ave, East of Wixom		None		2	11-Feb-15	27-Jul-15
JSP13-81	Rose Senior Living	17	North side of Eleven Mile Road and west of Beck Road (None		6	28-May-14	30-Jul-15
JSP14-31	Homewood Suites	14	North of 11 Mile Road and East of Town Center Rd		None		4	22-Apr-15	21-Aug-15
JSP15-31	Regency Lot 7	24	North of Grand River Avenue and west of Haggerty Road		None		2	10-Jun-15	11-Aug-15

2. Engineering Update

d. Active Non-Motorized Project Portfolio for Engineering Division

ACTIVE NON-MOTORIZED PROJECT PORTFOLIO FOR ENGINEERING DIVISION

Project Description	FY14-15			FY15-16			FY16-17	
	2015 Jan-Mar Q3	2015 Apr-June Q4	2015 July-Sept Q1	2015 Oct-Dec Q2	2016 Jan-Mar Q3	2016 Apr-June Q4	2016 July-Sept Q1	2016 Oct-Dec Q2
FY12-13 PROJECTS								
Providence Pathway	ROW	ROW	DESIGN	DESIGN	BID	CONSTRUCT	CONSTRUCT	CONSTRUCT
FY13-14 PROJECTS								
Segment NC1- East Lake to Hickory Woods	DESIGN	ROW	CONSTRUCT	CONSTRUCT				
Beck Road at Cheltenham mid-block crossing	DESIGN	BID	CONSTRUCT	CONSTRUCT				
FY14-15 PROJECTS								
Greenway Development (ITC Corridor) Phase 1A)	DESIGN	DESIGN	BID	CONSTRUCT	CONSTRUCT	CONSTRUCT	CONSTRUCT	
2015 Pathways (Includes Segment 89 Novi Road Lidstrom to Ten Mile, Segment 76 Grand River at Seeley, Segment 145 10 Mile, and ADA Compliance	DESIGN	BID	CONSTRUCT	CONSTRUCT				
11 Mile Road Pathways (Town Center to Meadowbrook)	DESIGN	BID	CONSTRUCT	CONSTRUCT				
Eight Mile Pathway (Beck to Garfield)	DESIGN	DESIGN	BID	CONSTRUCT	CONSTRUCT	CONSTRUCT	CONSTRUCT	
FY15-16 PROJECTS								
14 Mile Segment Haverhill to Maples		DESIGN	DESIGN	CONSTRUCT	CONSTRUCT	CONSTRUCT		
2016 Sidewalk Program (Taft Road/Jacob X-ing, Segment 10 Beck Road, Segment 1B 14 Mile Rd.. ADA Compliance)			DESIGN	DESIGN	DESIGN	BID	CONSTRUCT	CONSTRUCT
Segment 9 Pontiac Trail				DESIGN	DESIGN	ROW	ROW	ROW

Current schedule as of 9/10/15

3. Parks and Recreation Update
 - a. **Regional Trail Collaboration Meetings Update**

MEMORANDUM



TO: PETER AUGER, CITY MANAGER
FROM: JEFF MUCK, PARKS, RECREATION & CULTURAL SERVICES DIRECTOR
SUBJECT: REGIONAL TRAIL AND PATHWAY COLLABORATION
DATE: AUGUST 17, 2015

Novi Parks, Recreation and Cultural Services (PRCS), and staff members from the Department of Public Services and Community Development have been meeting with representatives from the City of Northville, Northville Downtown Development Authority, Northville Parks and Recreation Department, Charter Township of Northville, Hines Park (Wayne County Parks) and Maybury Park (Michigan Department of Natural Resources) to discuss collaboration on regional trail and pathway connections.

Most of the discussion and planning has been centered on the development of a physical connection between Maybury State Park and Hines Park. The development of a cohesive image and a wayfinding signage package that will bring awareness to the non-motorized connection and assist users in navigating the 3.5 mile connection (aka "The Link") between the two parks has been emphasized.

The group has worked to develop design guidelines for an informative and visible signage system for the existing connection and set a precedent for growth of a signed network in the area as routes are identified. The intent of implementing these guidelines is to:

- Familiarize users with the short 3.5 mile connection.
- Assist in identifying routes to destinations.
- Assist in increasing the comfort level of and encouraging infrequent bicyclists to bike more often.
- Develop a signage package that includes distance to destinations to help minimize the tendency to overestimate how faraway places are.
- Visually indicate to motorists that they are driving along a bicycle route or facility.
- Market the non-motorized network by providing consistent imagery.

It is anticipated that Northville and Maybury State Park will be implementing signage for "The Link" this fall in their jurisdiction and as part of Maybury State Park's forty year anniversary celebrations. As part of this collaboration, Novi may elect to use "The Link" stickers and signage for future trails and pathways (such as the ITC Corridor Trail) to promote designated bikeways and support wayfinding efforts to regional destinations such as the Novi Public Library and Novi Civic Center. Attached is more information on the wayfinding and branding strategy and signage packages.

c: Charles Boulard, Community Development Director
Rob Hayes, Director of Public Services/City Engineer
Sri Komaragiri, Planner
Brian Coburn, Engineering Manager



MN3H

WAYFINDING & BRANDING STRATEGY

The intent of this project is to develop a cohesive image and a wayfinding signage package that will bring awareness to the non-motorized connection between two great parks - Maybury State Park and Hines Park - and assist users in navigating the short 3.5 mile connection between these two community assets.

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Background

The City of Northville, Northville DDA, Northville Parks and Recreation Department, City of Novi, Charter Township of Northville, Hines Park (Wayne County Parks) and Maybury Park (Michigan Department of Natural Resources) collaboratively embarked on the development of a physical connection between Hines and Maybury. The desire for a comprehensive bicycle and pedestrian wayfinding program assisting users navigate between the parks was paramount. The purpose of these design guidelines is to develop that informative and visible signage system for the existing connection and set a precedent for growth of a signed network in the area as routes are identified.

The intent of implementing these guidelines is to:

- Familiarize users with the short 3.5 mile connection.
- Assist in identifying routes to destinations.
- Assist in increasing the comfort level of and encouraging infrequent bicyclists to bike more often.
- Develop a signage package that includes distance to destinations to help minimize the tendency to overestimate how faraway places are.
- Visually indicate to motorists that they are driving along a bicycle route or facility.
- Market the non-motorized network by providing consistent imagery.

Sign Types and Design

Principles

The wayfinding system is composed of four major sign types and one pavement sticker as described in greater detail on the following pages:

1. Confirmation signs
2. Turn signs
3. Decision and Destination signs
4. Branding signs
5. Sidewalk stickers

The primary design drivers include legibility by users, cost, longevity, approval agency preferences, and keeping it simple. As a rule of thumb, it is anticipated that there will be four to five signs installed for each directional mile of bikeway. In other words, one mile of bikeway will include four to five bikeway guide signs

in each direction. On average, each directional mile of bikeway will include two decision signs. Confirmation signs at one-half mile to one mile intervals and an additional one to two signs per directional mile of bikeway.

1. **Confirmation signs** confirm that a cyclist is on a designated bikeway.
 - Each Confirmation Sign includes a Bicycle Route Guide Sign (D11-1c).
 - The Bicycle Route Guide Sign (D11-1c) is 24" wide and 18" tall.
 - When placed along on-street facilities, each Confirmation Sign includes either the end destination or BIKE ROUTE beneath the bicycle symbol. When placed along any off-road facilities, each Confirmation Sign includes the facility name beneath the bicycle symbol.
 - Confirmation signs are located on the far-side of major intersections to confirm cyclists are still on their route.
 - A Confirmation Sign will be located at the beginning of each bikeway.
 - Confirmation Signs will be located at intervals of approximately one-half mile on off-street facilities and every 2 to 3 blocks on street, unless another type of sign is used (e.g., within 150 ft of a turn or decision sign), based on the density of streets and intersecting bikeways. At locations with complicated turns or decisions, locate a confirmation sign on the far-side of the intersection, within sight distance of the intersection, but at least 25' past the intersection.



2. **Turn signs** indicate where a bikeway turns from one street onto another street or makes a sharp turn.
- Turn signs are located on the near-side of intersections.
 - Each turn sign includes a Bicycle Route Guide Sign (D11-1c) which is 24" wide and 18" tall, and the appropriate Direction Arrow Supplemental Sign (M7-1 to M7-7).
 - They are not used at the junction of intersecting bikeways.
 - When a bikeway changes streets or makes sharp turns, a turn sign will be located in advance of the turn (e.g., near-side of the intersection)

3. **Decision and Destination signs** mark the junction of two or more bikeways or to indicate a nearby destination.

- Decision signs are comprised of a Bicycle Route Guide Sign (D11-1c) which is 24" wide and 18" tall, and a Destination Sign(s) (D1-1c).
- Decision signs are located on the near-side of intersections or junctions.
- They include destinations and their associated directional arrows and distances.
- When bikeways intersect, a decision sign will be located on the near-side of each intersection approach.
- To allow adequate notification of left turns, the decision or turn sign should be placed a distance before the intersection based on the total number of lanes the bicyclist must merge across in order to make a legal left turn, as summarized in the following table.
- The decision or turn sign should always be located in the block immediately preceding the junction or turn and at least 25' past the preceding intersection. In locations with short blocks, it will not be possible to satisfy the above recommendations. In each instance, turn and decision signs should be located based on local circumstances and good judgment.



DECISION SIGN LOCATION CHART		
MERGE TYPE (# OF LANES)	DESCRIPTION	DISTANCE BEFORE INTERSECTION
Zero	single travel lane in each direction	25' preferred (15' to 50' recommended)
One	single travel lane and bike lane in each direction; two lanes in each direction; single travel lane in each direction plus center/ left turn lane or pockets; one-way street with two lanes	100' preferred (75' to 150' recommended)
Two	one travel lane and bike lane in each direction with center/ left turn lane or pockets; two travel lanes and bike lane in each direction; three lanes in each direction; two travel lanes in each direction plus center/left turn lane or pockets; one-way street with three lanes	200' preferred (175' to 300' recommended)
Three or more	two travel lanes and bike lane in each direction plus center/left turn lane or pockets; one-way street with four lanes	recommended

Destination signs/blades

- The Destination Signs (D1-1c) are 30” wide and 6” tall blades.
- Independent blades allow for the ability to replace/change as conditions change in future.
- No more than three Destination Signs (D1-1c) may be included on any single sign pole.
- Destinations shall use mixed case letters (e.g. upper case and lower case). **Figure 4** shows the layout for all supported destination names.
- The Destination Signs (D1-1c) shall use the Clearview Highway Font with 2” cap height.
- For long destination names that do not fit on one line, these approaches are used in the following order of preference:
 - For destination names slightly longer than one line, compress the font horizontally (kerning) to no less than 90% of its standard size.
 - Use intuitive abbreviations in the destination name.
 - Use a two-line entry for the destination name.
- The straight arrow shall be placed to the left of a destination, the left arrow to the left of a destination, and the right arrow to the right of a destination.
- Straight destination arrows shall be left-justified, left destination arrows shall be left-justified, and right destination arrows shall be right-justified. The straight arrow shall be centered over the left arrow.
- The closest destination shall be listed on top and the furthest destination shall be listed on the bottom. If, on one pole, all distances are the same, the straight destination shall be listed on top, the left destination in the middle, and the right destination on the bottom.
- Left, right, and compound turn arrows generally provide the clearest direction. Avoid the use of diagonal arrows on turn signs and decision signs wherever possible.
- Do not use periods in the abbreviation of destination names.



4. Branding signs identify named routes/networks.

- These small signs are intended to afford the opportunity to assist in brand identification, while keeping wayfinding as the primary message.
- Branding signs may be 9” circles.
- This sign shall be mounted below the wayfinding components of the signage system.
- In areas where wayfinding shall be minimized, the branding sign can be installed beneath existing regulatory signage to assist bikeway users confirm they are remaining on the route.



5. Sidewalk Stickers identify the walking route when the routes are different.

- These small stickers are intended to afford the opportunity to assist in brand identification, while ensuring that pedestrians are confident that they are following the route.
- Sidewalk stickers shall be 12” circles with associated arrows as needed to support destinations.



Signing to Destinations

The Decision and Destination Principles provide a framework for selecting which of the supported destinations are best included on any individual sign. For readability, any individual sign pole will include a maximum of three destinations. Superior message selection provides wayfinding that—from the user’s perspective—is accurate, consistent, understandable, and ultimately the most useful. The nature of a growing bikeway system requires coordination with local users and neighborhood groups to identify specific needs, routes and/or local points of interest. *This guide recommends that prior to final design of the signage system for any route that the design team coordinate a stakeholder meeting to discuss the intent of the system with local agencies/organizations and users and ask for feedback.*

The following principles inform the messaging of individual Decision and Destination Signs.

- Determine the supported destinations along a given route by identifying the destinations that are (1) located on the bikeway, (2) off-route destinations within a short distance of the bikeway, and (3) destinations served by intersecting bikeways.
- Primary destinations are signed at distances of up to five miles; secondary destinations at distances up to two miles; and tertiary destinations at distances up to one mile.
- If a bikeway ends in a location where there is no obvious destination, use the closest major destination on an intersecting bikeway. If there is no intuitive destination, the name of the intersecting street where the bikeway ends may be used as the destination.
- For Decision/Destination Signs at intersections with primary bikeways, include the closest major destination (e.g., a primary or secondary destination). Primary bikeways are defined as bicycle lanes on arterial streets and named cycling routes.
- For Decision Signs at intersections with secondary bikeways, include on the decision sign the closest destination (e.g., a primary, secondary, or tertiary destination). Secondary bikeways are defined here as the collector streets of the bikeway network (and include all those other than the primary bikeways described above).
- Some supported destinations are located within a few blocks of a designated bikeway, but not directly served by the bikeway. In such instances, sign to the off-route destination with a decision sign on the designated bikeway if the off-route destination is along a straight path of travel and within three blocks.

Differences from the MUTCD Sign Layout Specifications

The Bike Wayfinding guidelines deviate from the MUTCD in the following ways:

Difference	Rationale
Reduces horizontal buffer between edge of green and sign content from 1.5" to 0.75"	Greater ability to accommodate longer destination names
Maintains 30" wide destination sign (D1-1c)	Aesthetic and consistent width
Uses Clearview Highway font with 2" Cap Size on destination signs.	Greater ability to accommodate longer destination names; maintains 2" cap height; consistent with the cities of Chicago and Seattle

Installation Specifications

Poles

The standard pole for bikeway guide signs is a 2" square black powder coated pole. Poles of approximately 14' in length are generally adequate to accommodate typical installations. Install the posts per MDOT 2012 Standard Specifications for Construction section 919.

On city streets the D11-1c should be installed at 10.25' in height as measured from the top edge of the sign. This height will allow for the installation of up to three (3) D1-1c destination signs on a single pole placed with 1" gaps between sign blades. This configuration maintains a minimum 7' clearance to the bottom edge of the bottom sign while locating the bottom edge of the bottom wayfinding sign at a height that may reduce the sign's exposure to graffiti. This mounting configuration also allows for the installation of a 9" branding sign.

When mounted on an existing pole the D11-1c assembly should be located in this same manner. Signs shall not be mounted to utility poles or traffic signal mast arms. Existing poles should be used wherever practical.

When applied on shared use paths follow the installation practices in Figure 6.

Sign Material

Use the following standard specifications/product types to produce wayfinding signs:

- Material: 0.080 inch aluminum
- Reflective sheeting: Diamond Grade (3M™)
- Film: ElectroCut (EC) Film Series 1170 (3M™), green (1177)
- 3M™ Premium Protective Overlay Film Series 1160
- Signs are expected to last six to seven years

Sticker Material

Use the following standard specifications/product types to produce wayfinding stickers

- Material: Streetgrip outdoor material <http://www.fathead.com/street-grips/>
- Stickers are expected to last five to seven years

Maintenance

All signs and markings should be properly maintained and replaced and/or cleaned as necessary. When installing signs and markings on bicycle facilities, an agency should be designated to maintain these devices.

Figure 1: D11-1c Layout Details

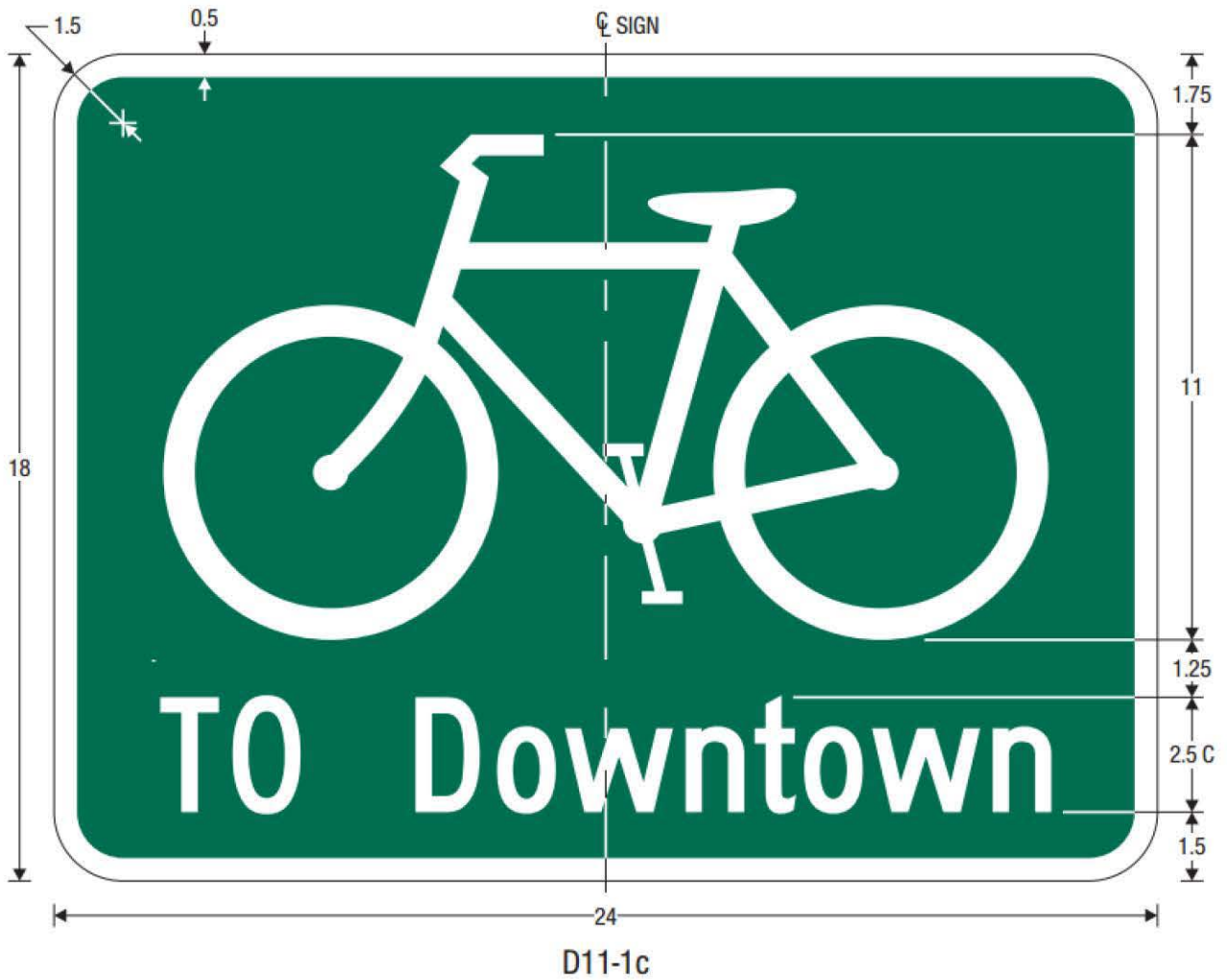


Figure 2: D1-1c Layout Details

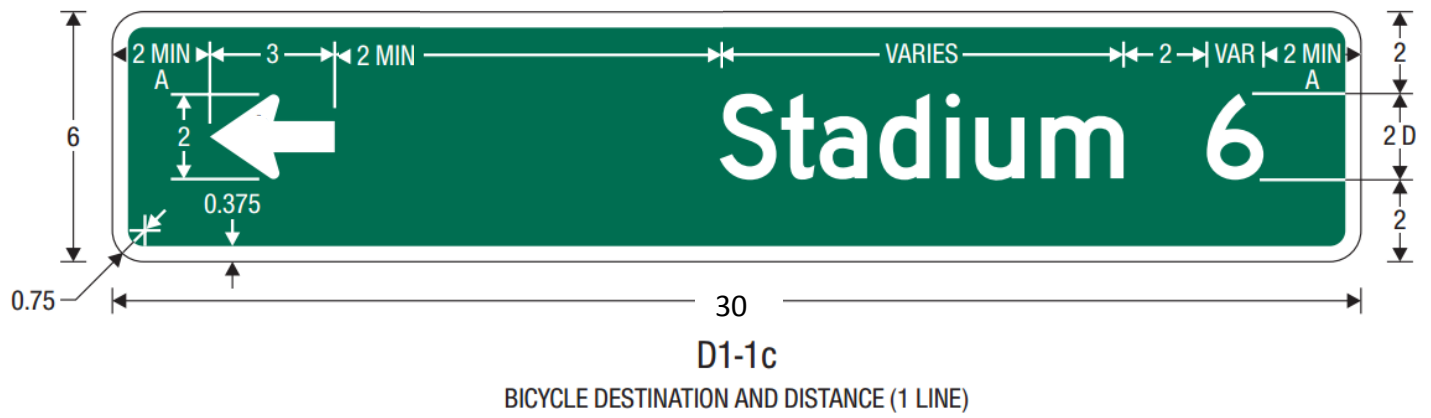


Figure 3: Signage Family

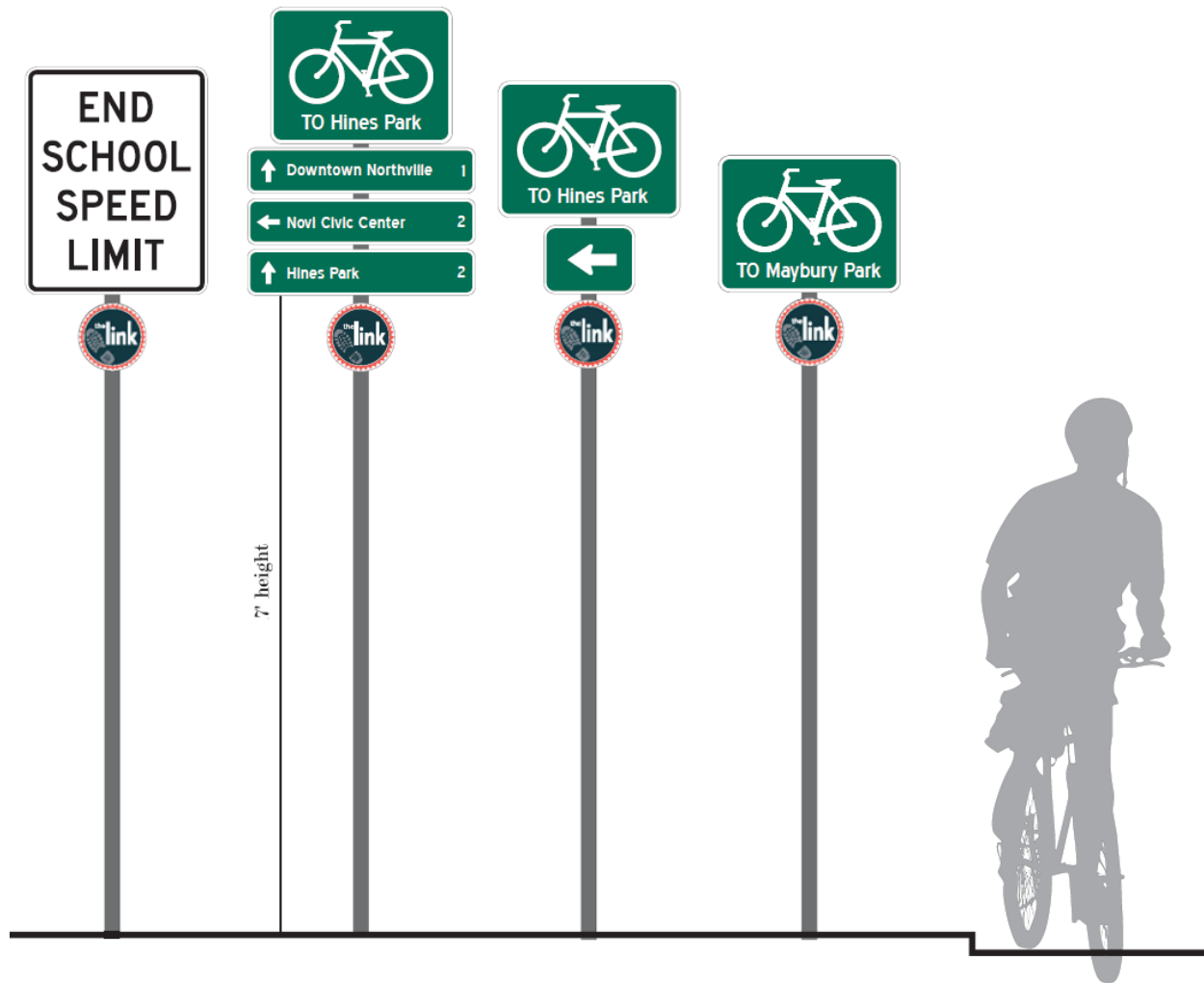


Figure 4: Signage

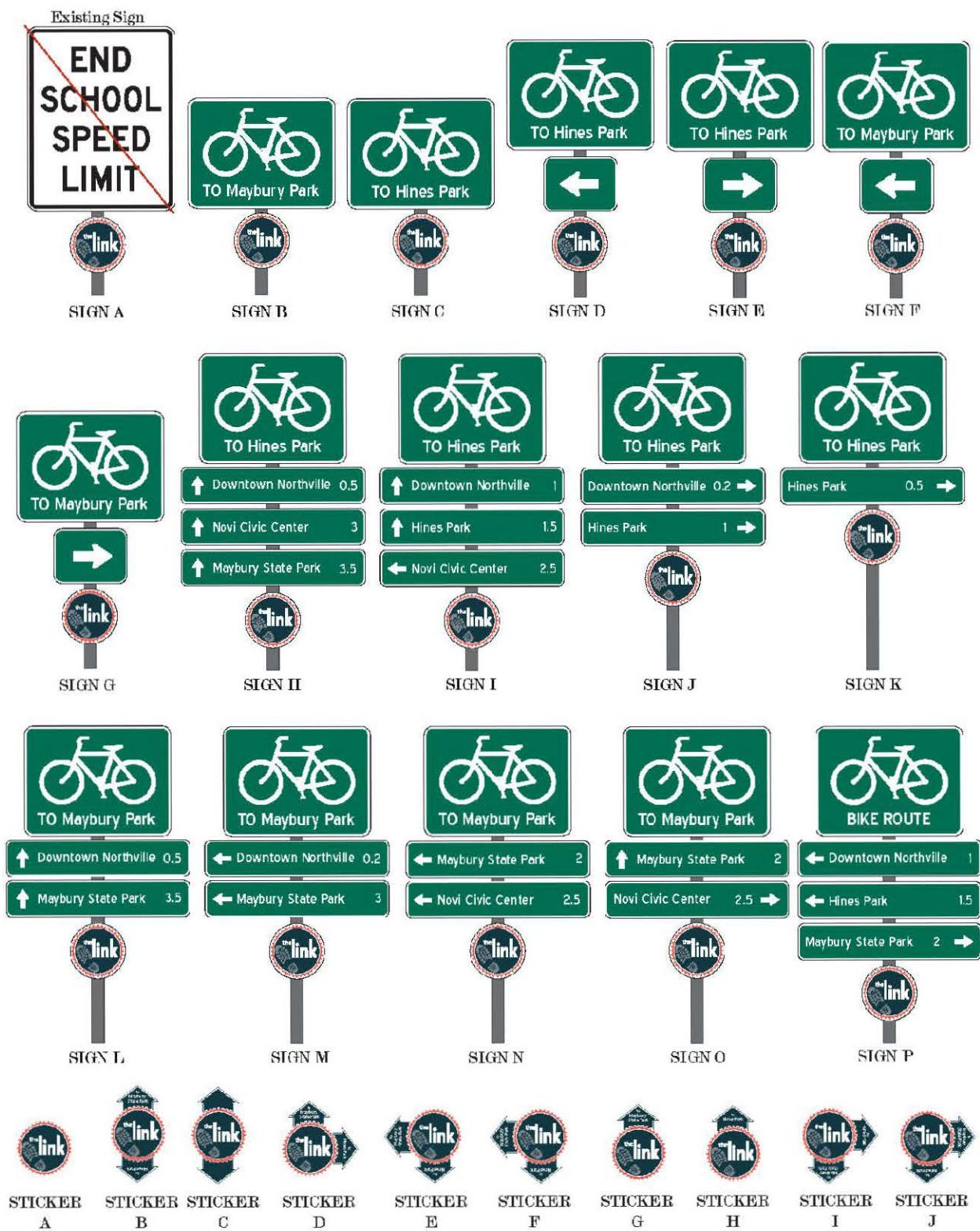


Figure 5: Route Sign Assembly Mounting

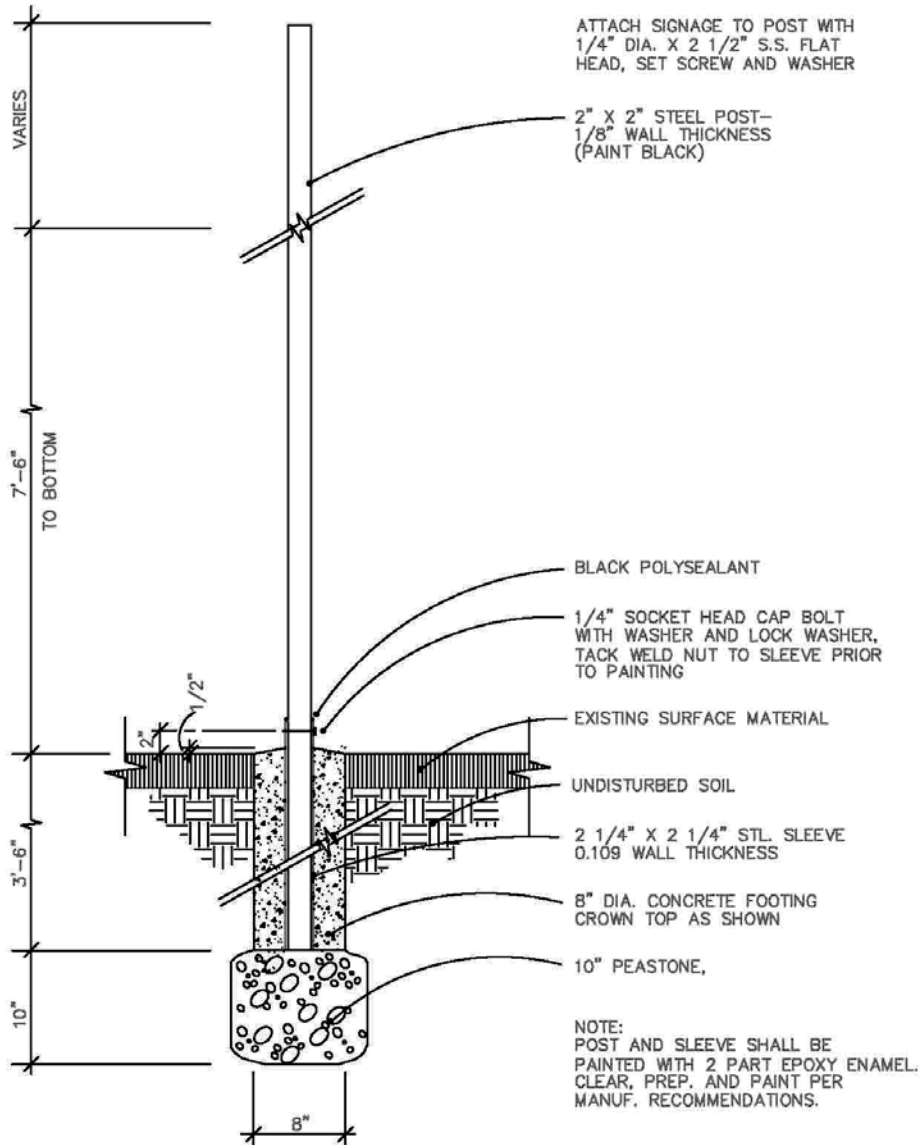
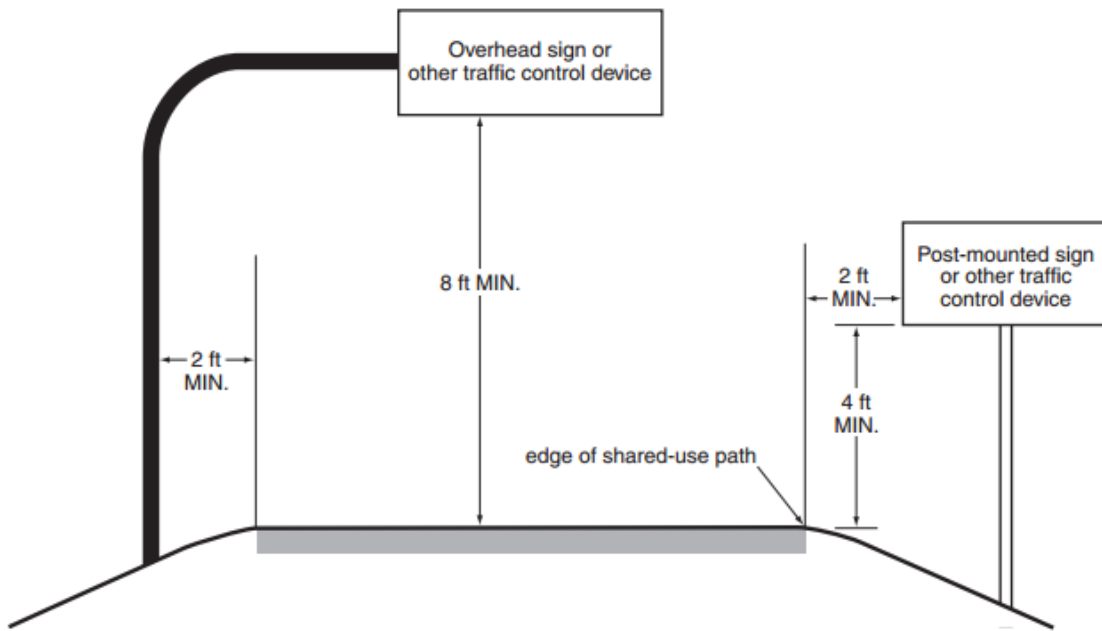


Figure 6: Sign Placement on Shared-Use Paths



Additional Information:

Interactive Map Link

[Google Maps link to interactive THE LINK map](#)

Sign Files Links

[Sign and Sticker Master \(use for future signage additions\)](#)

[Sign and Sticker Files FOR PRINTER \(text outlined\)](#)

