

Public Workshop

City of Novi Non-motorized Master Plan
September 29, 2010, 7:00 PM, Library Meeting Room

City of Novi
Non-motorized Master Plan



Public Workshop
Wednesday, September 29, 2010
7:00 PM – 8:45 PM
Novi Public Library

The Greenway Collaborative, Inc. www.greenwaycollab.com

Agenda

- Project Schedule
- Types of Non-motorized Facilities
 - Examples
 - Existing Conditions
 - Issues
 - Improvements
 - Survey Findings
 - Potential Improvements
- Five Table Exercises
- Next Steps



The Goal of the Workshop is to review the potential non-motorized network and to get public input to help guide the direction of the plan

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Potential Schedule

Non-motorized Master Plan Schedule
Revised July 22, 2010

	July	August	September	October	November	December
1. Inventory and Analysis	[Task Bar]					
2. Non-motorized Network Plan	[Task Bar]					
3. Policies, Guidelines and Outreach Plan	[Task Bar]					
4. Implementation Plan	[Task Bar]					
5. Documentation and Plan Refinement	[Task Bar]					
6. Walkable Novi Committee Meetings	[Meeting]	[Meeting]	[Meeting]	[Meeting]	[Meeting]	[Meeting]
7. Public Workshops			[Workshop]	[Workshop]		

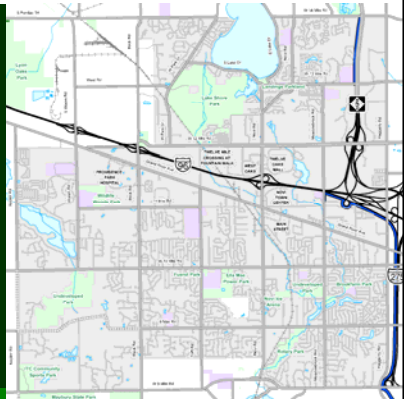
Legend:
 [Meeting Icon] Meetings with Steering Committee Followed by Walkable Novi Committee
 [Workshop Icon] Public Workshops
 [Task Bar] Task Duration (6 months total)

7/22 Kick-off Meeting
 8/12 Inventory Review & Network Progress
 9/9 Network Review Policies, Guidelines & Outreach
 9/29 Violating Workshop
 10/14 Implement. Plan & Demo Progress
 10/28 Preliminary Plan Workshop
 11/18 Draft Plan Review
 12/9 Plan Wrap-up
 TBD Plan Presentation

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City of Novi

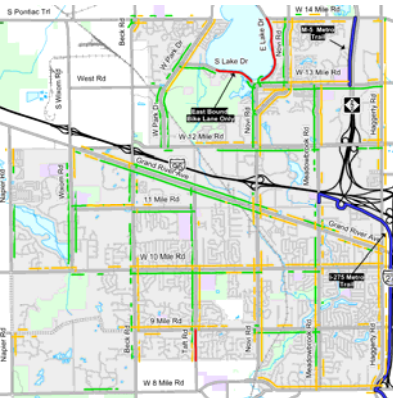
- Population Approximately 52,231
- Over 30 Square Miles
- I-275 and M-5 Act As a Wall Between Novi and Farmington and Farmington Hills
- I-96 Bisects Community



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Existing Non-motorized Facilities Inventory

- Sidewalk and Pathway System In Progress
- Still Some Key Gaps
- Well developed Pathway and Sidewalk Prioritization Tool
- Few Isolated Bike Lanes




Existing Non-motorized Facilities
 [Red Line] Existing Bike Lanes
 [Blue Line] Existing Off-Road Trail
 [Green Line] Existing Sidewalk
 [Yellow Line] Existing R+ Pathway

CITY OF NOVI PATHWAY AND SIDEWALK PRIORITIZATION ANALYSIS AND PROCESS
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Regional Trails

- Planned or Under Development:
 - M-5 Metro Trail
 - Air-line Trailway
 - ITC Corridor
- Potential to Be in the Middle of a Ring of Regional Trails
 - Route 1 of The Great Lake-to-Lake Trails



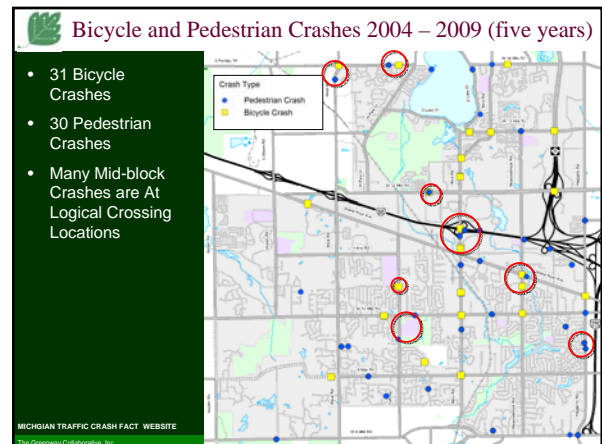
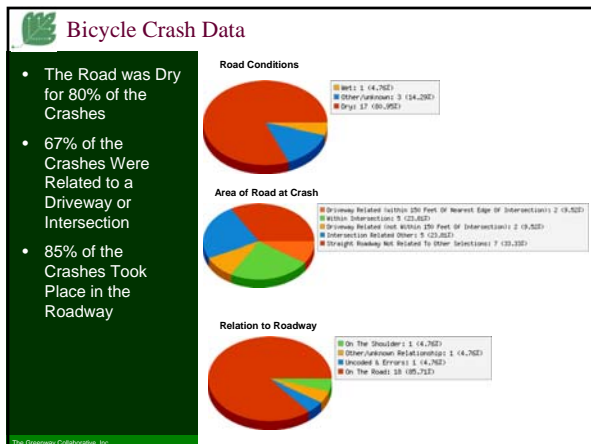
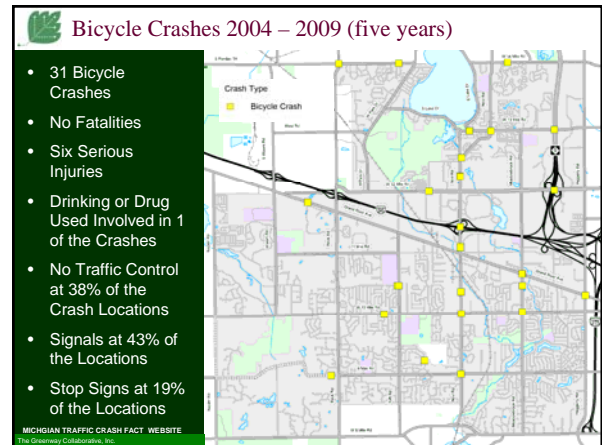
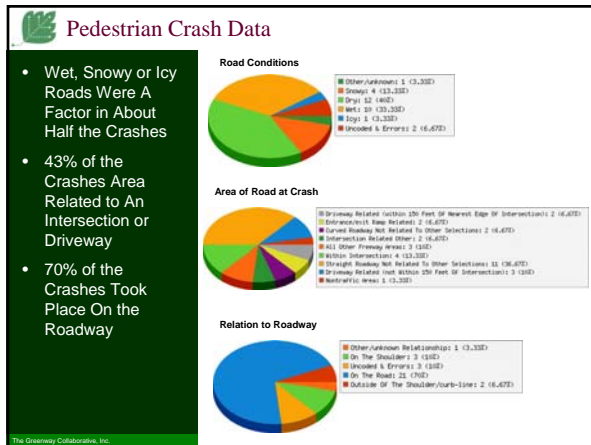
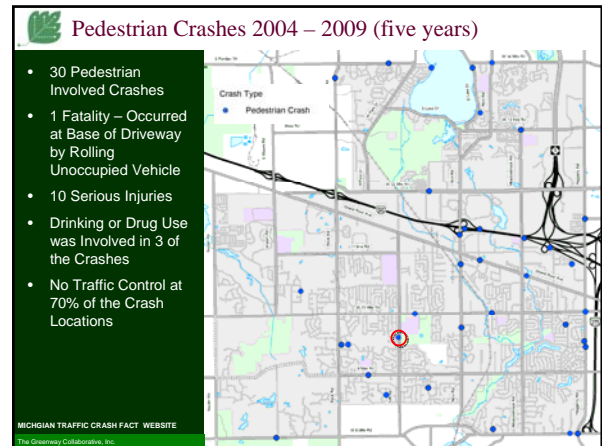
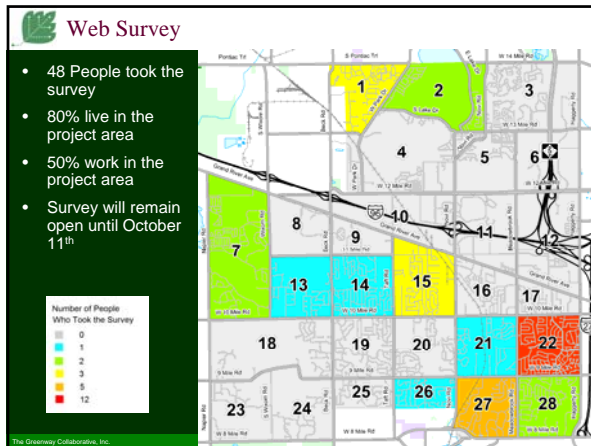
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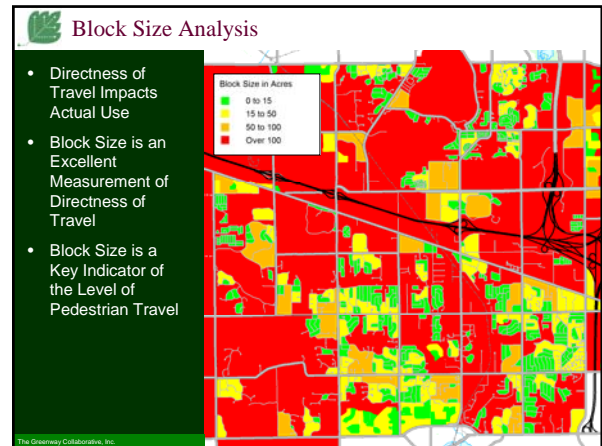
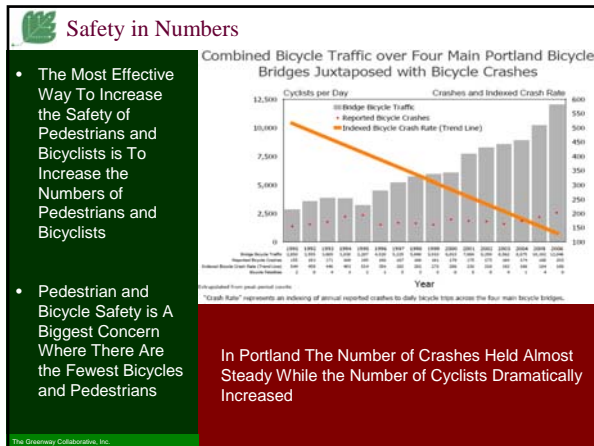
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City of Novi Non-motorized Master Plan Types of Non-motorized Facilities

- Examples
- Issues and Concerns
- Improvements
- Survey Findings
- Potential Facilities

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Sidewalks

- Allow Two Pedestrians to Comfortably Walk Side by Side
- Suitable For Light Bicycle Use By Novice Bicyclists But Not A Designated Bicycle Facility
- Should Be Located on Both Sides of the Road
- Ideally Set Back From The Roadway and Barriers Between The Roadway And The Sidewalk
 - Trees
 - Light Poles
 - Parked Cars

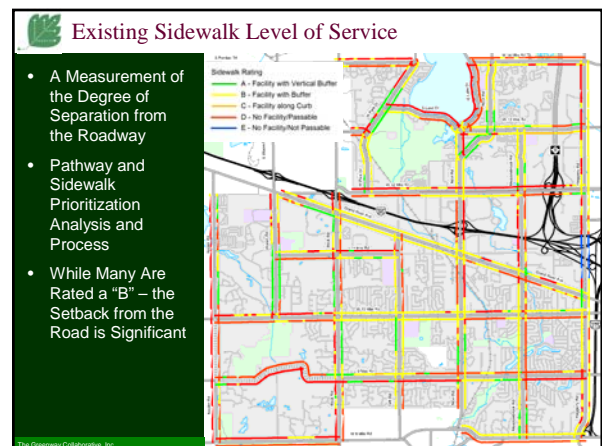
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Sidewalk Quality

A – Facility with Vertical Buffer B – Facility with Buffer C – Facility along Curb

D – No Facility, but Passable E – No Facility, Not Passable

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Sidewalk Issues

- Gaps
- Vegetation Encroaching on the Pathway
 - Limits Sightlines
- No or Poor Lighting
- Maintenance
 - Pavement
 - Snow Removal
- Drainage
- ADA Compliance



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Potential Sidewalk Improvements

- Complete the System
- Provide Buffer Between Sidewalk and Road
- Add Pedestrian Amenities such as Pedestrian Scale Lighting, Benches and Drinking Fountains.



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Crosswalks

- May at Intersections
 - Extension of the Sidewalk
- May Also Be Mid-block – Between Signals
- Inform Motorists of Likely Pedestrian Crossing
- Inform Pedestrians of a Preferred Place to Cross the Road



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Road Crossing Issues and Concerns

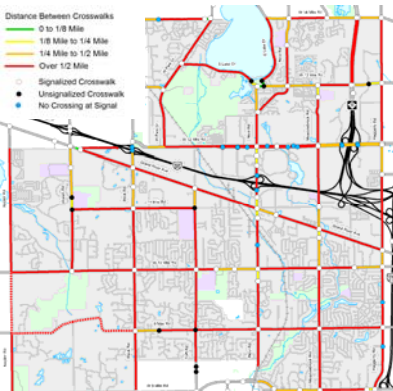
- Average Walking Trip for Personal Business is About 1/4 Mile. This Equals A 10 Minute Walk
- Think of Out of Direction Travel as a Percentage of the Total Trip Distance and Walking Time
- Thus A 10% Detour for An Average Walking Trip is 264' (less than a city block)
- Pedestrians Do Not Go Out of Their Way



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Crosswalk Spacing

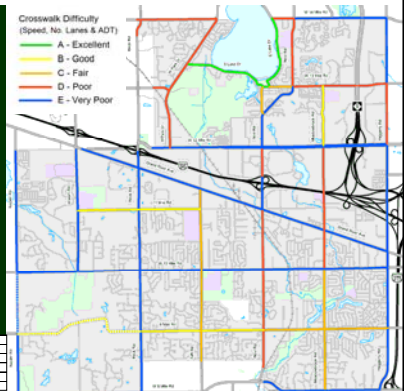
- Where Crosswalks Are Spaced Over an 1/8 of Mile Apart and There is Demand, You Can Expect Pedestrians Crossing the Street



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Road Crossing Difficulty

- Measurement of How Difficult a Person Would Typically Find it To Cross A Road at an Unmarked Mid-Block Crosswalk
- Considers: Number of Lanes, Speed and Traffic Volumes



Grade	Lanes	Speed	ADT
A	2	<30	<5,000
B	2	30	5,000-10,000
C	2	30	10,000-15,000
D	2	40	15,000-20,000
E	2	45+	20,000+

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Potential Road Crossing Improvements

- Provide Crossing Islands at Unsignalized Road Crossings
- Medians Provide Informal Crossing Opportunities
- Multiple Options to Enhance Safety of a Crosswalk



Taft Road Crossing

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Actuated Rectangular Rapid Flash Beacon

- High Intensity LED Flashers Area Paired With Crosswalk Signs
- Alternating Flashers Get Motorists Attention When Activated
- Can Be Passively or Push-Button Activated
- Solar Power Options
- Can Be Linked to Advance Warning Signs
- Limited Effectiveness On Their Own




Huron Valley Trail Crossing in Wixom

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Crossing Islands

- Provide Storage Area for Pedestrians to Wait for Acceptable Gaps in the Flow of Traffic Before Completing the Street Crossing.
- Zig-Zag Crossing Provide Room for Multiple Bicycles, Trailers and Tandems



Clinton River Trail Crossing at Livernois Road

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Hybrid Pedestrian Beacon

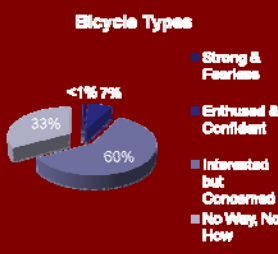
- Address Many of the Problems With Traditional Pedestrian Signals
- Minimize Delay to Motor Vehicle Traffic
- Good For Locations Where There Are Few Usable Gaps In Traffic or Crossing Island Is Not Feasible
- Roundabout Applications




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Four Types of Bicyclists

- Strong & Fearless
 - <1%
 - Always Biking
 - Any Road Regardless of Condition
- Enthusiased & Confident
 - 7%
 - Frequently Bike
 - Like Designated Facilities Such As Bike Lanes
- Interested but Concerned
 - 60%
 - Occasional Rider
 - Local Roads and Trails
- No Way, No How
 - 33%



Not Really This Clear Cut. There Is Movement Between the Groups.

Developed by Roger Geller, Bicycle Coordinator, Portland Office of Transportation

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Bicycle Options

- On Primary Roads With No Facilities
- On Primary Roads with Bike Lanes
- Roadside Pathways
- Local Roadways
- Off-Road Trails



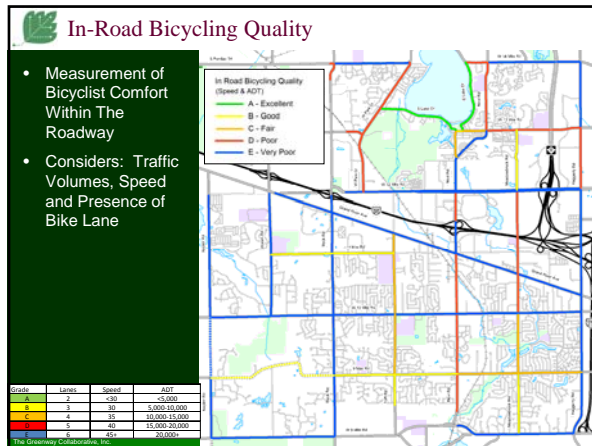
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Bike Lanes / Paved Shoulders (approx. 5' wide)

- Designated Travel Lane For Bicyclists
- Delineated by Solid White Stripe, Bike Icon Pavement Markings and Signs.
- Bicyclists Travel The Same Direction as Motorized Vehicles

Target Audience: "Enthusiastic and Confident" Bicyclists
Context: Used on Primary Roads in All Areas. Busy and High Speed Roadways May Warrant Wider Bike Lanes

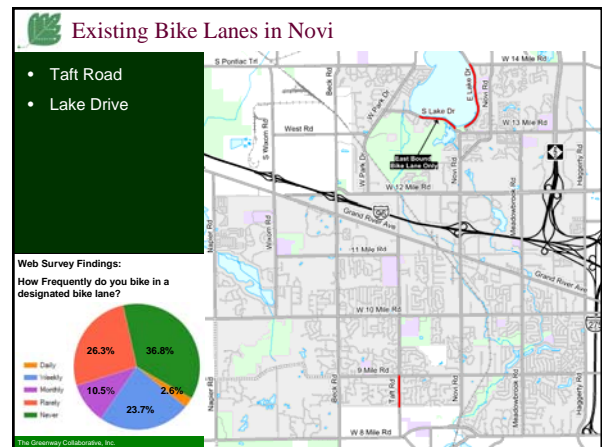
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Sidewalks/Roadside Pathways vs. Bike Lanes

- Motorists Are Not Looking for Bicyclists on Sidewalks or Sidepaths Especially When They Are Cycling Opposite the Flow of Traffic
- Bicycling on the Sidewalk is Generally Slower and More Inconvenient than Bicycling on the Roadway.
 - the presence of pedestrians
 - motorists that block the sidewalk or crosswalk.

There is a reason experienced bicyclists Travel on the road.

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Bike Lane Issues

- Not Everyone Comfortable Riding in the Roadway
- Extended "Pocket" Bike Lanes

Gravel in Bike Lane Turn Lanes

Web Survey Findings:
What are your concerns when using or contemplating using a bike lane?

- Gaps in the system (61%)
- Being hit by motor vehicle turning into or out of driveways or local roadways (42.1%)
- Being hit from behind by a motor vehicle (39.5%)

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Bike Lane Improvements

- More Bike Lanes for a Complete System
- Buffered Bike Lanes
- Traffic Calming
- Education
- Enforcement

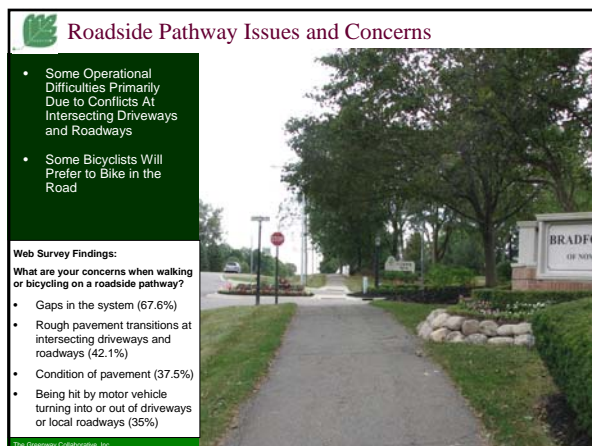
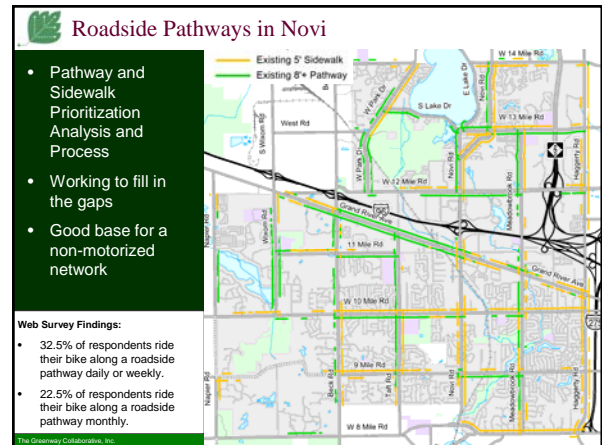
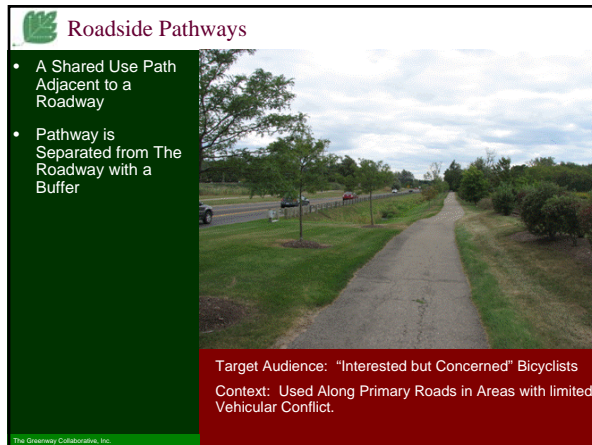
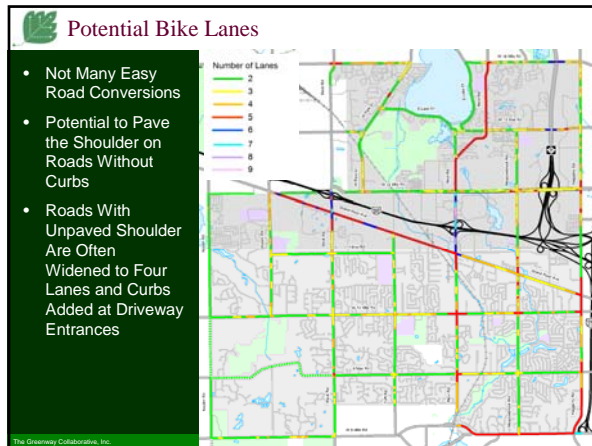
Example of a Buffered Bike Lane

Web Survey Findings:
60% of respondents said that they would be comfortable using a bike lane on a 2 to 3 lane road with speeds 35mph or less

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Neighborhood Connectors

- Primarily on low speed, low traffic volume local roads with connecting pathways
- Often provide alternate route to a major road
- Signs provide wayfinding by noting direction and distance to key destinations
- May provide traffic calming
- May have sustainable design elements, such as rain gardens

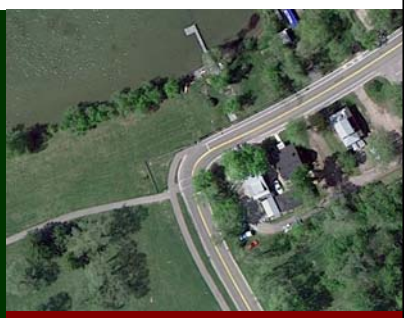


Target Audience: "Interested but Concerned" Bicyclists
Context: Generally Used on Local Residential Roads and Rural Routes with Moderate Speed and Traffic Volumes

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Neighborhood Connectors in Novi

- Currently No Bike Route System
- But Some Elements are Already Being Used




Bike Lane to Pathway Connection off of E. Lake Drive

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Potential Neighborhood Connectors

- Create a network of Neighborhood Connectors that Functions as an Alternative Route to the Primary Road System
- Provide Wayfinding to Key Destinations in The City
- Improve Crossings Where Connector Meets Primary Road



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Off-Road Trails

- Generally a Shared Use Path Outside of a Road ROW
 - 10' Min Width
 - 2' Clear Areas
- Complement, But Do Not Replace On-road Facilities
- Great Place for Inexperienced Bicyclists to Build Skills

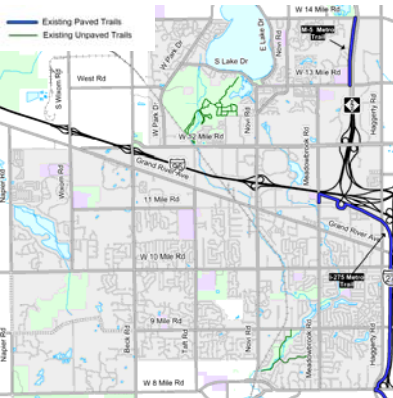


Target Audience: "Interested but Concerned" Bicyclists
Context: Generally Used in Rural and Suburban Areas Where ROW's and Large Parks Provide Space.

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Off-Road Trails in Novi

- I-275 Trail
- M-5 Trail
- Unpaved trails in Lakeshore and Rotary Park



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Off-Road Trails Issues

- Opportunity Based
- Can Be Expensive to implement
- Can Be Challenging to Introduce to an Urban Area



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Off-Road Trail Improvements


- Add amenities such as informational signage, benches, drinking fountains, art, trash receptacles



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Potential Off-Road Trails

- ITC Corridor
- CSX Corridor
- I-96 Corridor
- Metro Connector



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City of Novi Non-motorized Master Plan Group Exercises



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Map

- Familiarize yourself with the map and project area.
- Find your house on the Map and put a Sticker on it.

TRANSPORTATION NETWORK	
Unsignalized Crosswalk	•
Signalized Pedestrian Crosswalk	•
Signal Without Crosswalk	•
Minor Roads	—
Major Roads	—
Unpaved Minor Roads	—
Unpaved Major Roads	—
Active Rail Line	—
Limited Access Highway	—

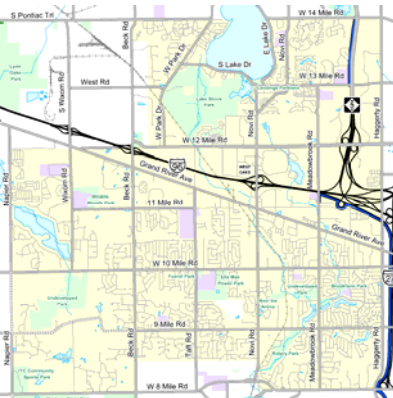
LAND COVER	
Parcel	•
Lakes, Ponds, Rivers	•
City Owned Property	•
Novi City Boundary	•
Parks	•
Hospital	•
School Property	•
Commercial	•
Industrial	•
Office	•

NON-MOTORIZED FACILITIES	
Existing Bike Lanes	—
Existing Off-Road Trails	—
Potential Sidewalks along Major Roads	—
Existing Sidewalk/Pathways along Major Roads	—
Existing Unpaved Trails	—
Potential Off-Road Trails	—
Potential Neighborhood Connector On-Road Routes	—
Potential Neighborhood Connector Pathways	—
Existing Pathways	—

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Exercise 1: Places of Concern Worksheet (10 Minutes)

- List and describe your top three places of concern
- Circle the top three places on the worksheet map



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Exercise 2: Corridor Focus Worksheet (10 Minutes)

- Indicate Automobile Focused Corridors in RED



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Exercise 2: Corridor Focus Worksheet (10 Minutes)

- Indicate Bicycle and Pedestrian Focused Corridors in BLUE

— Bicycle and Pedestrian Focused Corridor

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Exercise 2: Corridor Focus Worksheet (10 Minutes)

- Leave the Balanced Corridors Unmarked

— Auto Focused Corridor
— Bicycle and Pedestrian Focused Corridor

Balanced Corridor Focus

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Exercise 3: Neighborhood Connectors Exercise (20 Minutes)

- Identify routes that will utilize the exist local roads, short pathways and potential new short trails.
- Link to Key Destinations
- Routes that children or novice bicyclist could use to navigate through the city away from the primary roads

Geir Community Center 1.5
Lansing River Trail 3.5

Complete this exercise as a group on the large map

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Exercise 4: Regional Trails Worksheet (10 Minutes)

- List additional Pro's and Con's of the potential trail routes
- Select your preferred alternative for the ITC Corridor and the Metro Connector
- Rank the Trails in Order of Significance

ITC Corridor
Metro Connector
Metro Trail

Place a Three Dots on The Large Map

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Exercise 4: Regional Trails Worksheet (10 Minutes)

- List additional Pro's and Con's of the potential trail routes
- Select your preferred alternative for the ITC Corridor and the Metro Connector
- Rank the Trails in Order of Significance

ITC Corridor
Metro Connector
Metro Trail

Place a Three Dots on The Large Map

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Exercise 5: Freeway Crossings (5 Minutes)

- Place your dots on three locations were you think it is important to provide a safe and comfortable way to cross the freeway as a bicyclist or pedestrian.

Example of a crossing at an interchange

Place a Three Dots on The Large Map


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Next Steps

- Analyze the Web Survey Results
- Refine Non-motorized Network with Public Input
- Draft Guidelines, Policies and Programs
- Implementation Plan

Non-motorized Master Plan Schedule

Revised July 22, 2010

Task	August	September	October	November	December
1. Inventory and Analysis					
2. Non-motorized Network Plan					
3. Policies, Guidelines and Outreach Plan					
4. Implementation Plan					
5. Documentation and Plan Refinement					
6. Walkable Non-Committee Meetings					
7. Public Workshops					

Legend:

- Meetings with Steering Committee followed by Walkable Non-Committee
- Public Workshops
- Task Duration (in months total)

Timeline Details:

- 7/22: Kick-off Meeting
- 8/12: Inventory Review & Network Program
- 8/19: Network Review & Policies, Guidelines & Outreach
- 10/14: Implementation Plan & Draft Plan Review
- 11/18: Draft Plan Review
- 12/9: Plan Wrap-up
- 10/26: Next Public Workshop
- 11/18: Preliminary Plan Workshop
- 12/9: Plan Presentation

Next Public Workshop on October 26 to Review Preliminary Plan

Visit www.greenwaycollab.com/NoviNonmotorizedPlan for Project Updates

Questions or Comments



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