

City of Novi Non-motorized Master Plan

Public Workshop –Documentation of Public Input

Nov 3, 2010

List of Figures

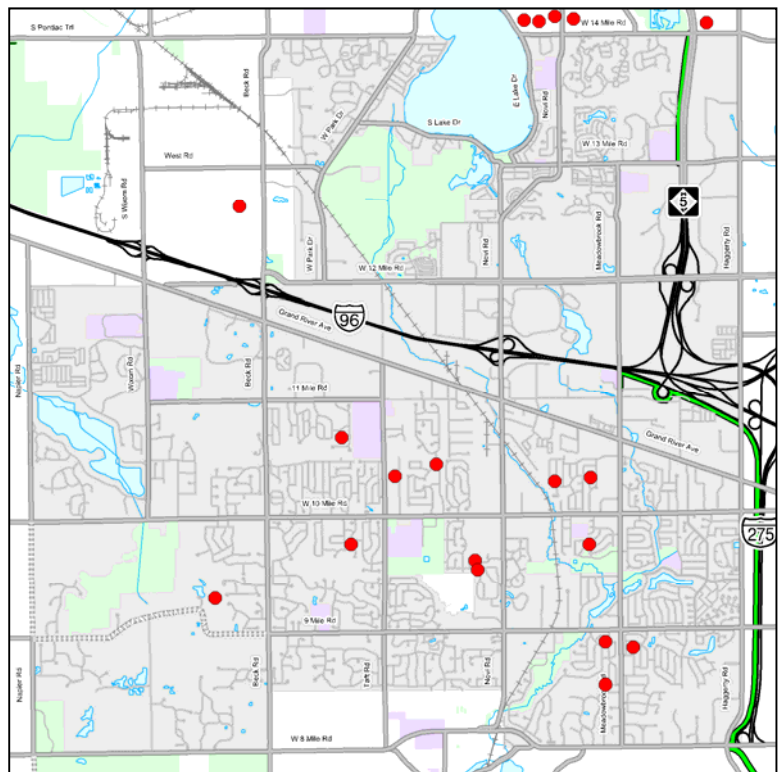
Public Input

A Public Workshop was held on October 26, 2010 for the City of Novi's Non-Motorized Master Plan. Twenty-seven people attended the entire workshop; a few people came in late. During the public workshop, participants were given the opportunity to give input. There was a series of three exercises that focused on refining the non-motorized network, phasing and prioritization. The participants were also encouraged to mark additional information on the maps.

Please note that the following information was from a small sample of residents and all of the illustrations are drafts for discussion.

The following pages document the input that was collected during the workshop.

1. Non-motorized Network Refinement
2. Phasing Refinement
3. Prioritization Refinement
4. Additional Comments



Workshop participants were asked to located where they live with a red dot. Eight participants did not place a dot.

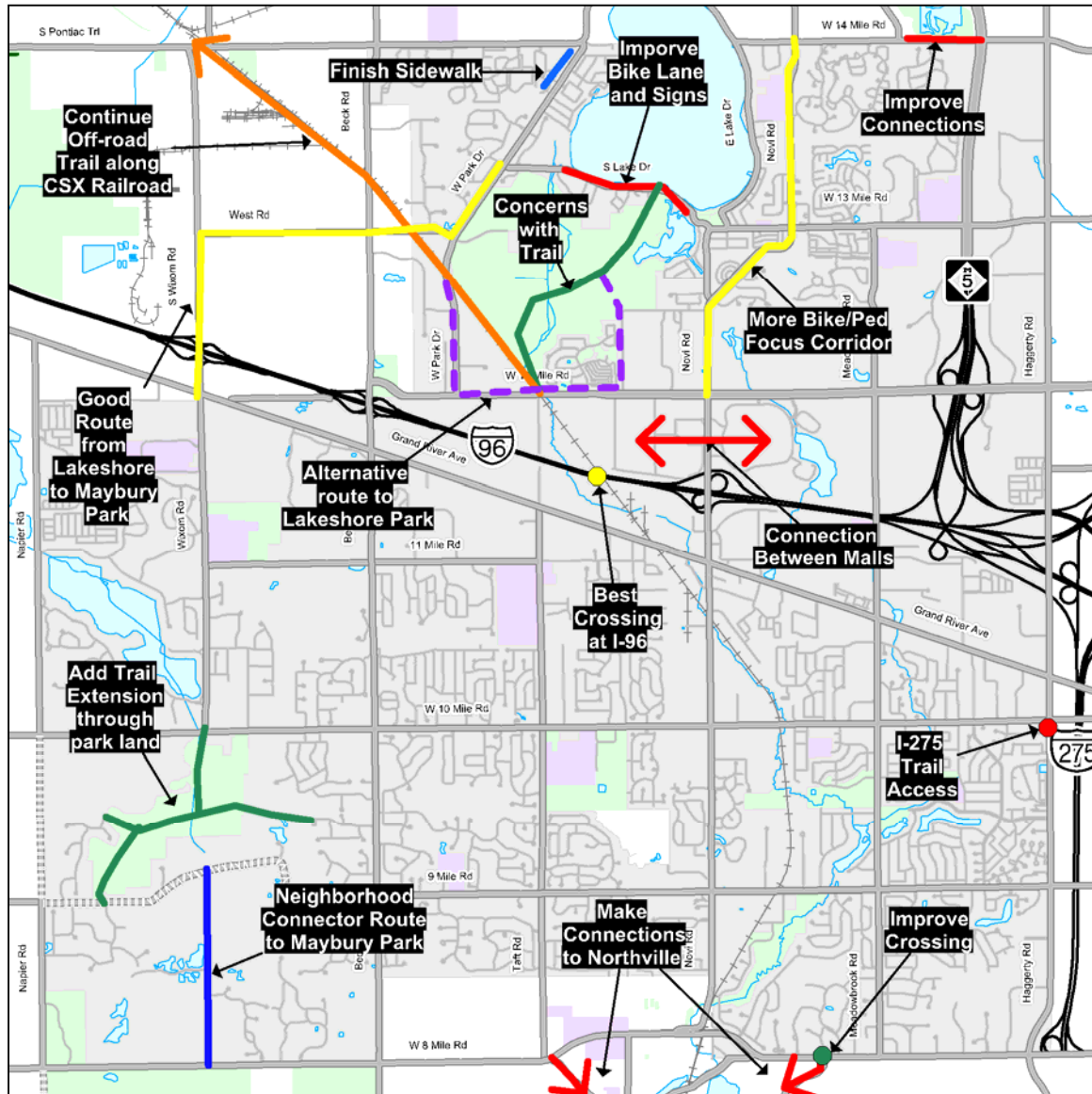
Non-motorized Network Refinement Exercise (Individual)

Each group was given a large base map of the city with the potential non-motorized routes. Participants were asked to review the non-motorized corridors and note any recommended changes and/or concerns. Below is documentation from this exercise. Comments are listed in order of frequency.

Location	Comment
Off road trail through Lakeshore Park (x6)	Major off road trail may create crossing conflicts with Mountain bikers and recreational bikes/pedestrians and impact the natural area. Use Dixon to add bike/ped path across to Taft Road, use limestone to improve existing trail and minimize impact to existing trails
8 mile and Griswold (x4)	Need better crossing and defined route to Downtown Northville (cider mill)
10 Mile and I-275 Trail (x3)	No access between them. Easy quick cheap fix – take down ROW fence on county road property
14 mile at M-5 (x2 agree)	Very important to add bike/ped lanes with new connector
Novi from 12 to 14 Mile (x2)	Could be more bike or mixed focus
Maybury State Park (2)	Access to Maybury State park via Garfield from 9 mile
ITC Trail to Lakeshore Park (x2)	Extend across Beck, West Park to Walled Lake, Western
CSX Crossing (x2)	Continue north to connect to Huron Valley Trail System
CSX Corridor	Using this to get under 96 is great!!!
CSX Corridor	ASAP
CSX Corridor	Too Expensive! Perhaps just use trail with rail for short sections under the expressway
Novi Crossing Over I-96	Just give up, route west to CSX corridor or pedestrian bridge
Crossing I-96	Cross at Meadowbrook since Bridge already wide enough to accommodate non-motorized transportation. Second choice is to use Railroad track space alongside as exists. Make regional connections
Meadowbrook over I-96	Need wider shoulder on bridge approaches
I-96 Crossing	Bridge Taft Rd bike path over I-96
Neighborhood connector between west park and Pontiac trail	While this is technically on roads, this is all apartment complexes so you are going through parking lots and buildings. A real safety concern
9 ½ Mile Neighborhood Connector	Probably okay for short connections, but should primarily use mile road walks, trails
Neighborhood connector signs	Rate like ski runs to people know what they're getting onto (ex. Circle, square, diamond, double diamond)
East-west between 9 and 10 mile	Off-road neighborhood connectors: Provide unpaved pathway, parallel to paved pathway for cross country runners and joggers
Meadowbrook Road to 13 Mile	A safe Bike Route n/o Meadowbrook to 13 Mile
9 Mile between Novi and Haggerty	Should be sidewalk only, no bike corridor on road, reduce cost
9 Mile Center to Novi Rd	Should be Bike Lane Only, no sidewalk
Grand River	No Bike Lanes
Overall	Phasing is backwards. Install the easy trail or neighborhood connector (laterals) first then bike corridors
12 Mile west of Novi to Beck	Should be mixed focus, necessary ease/west, north of I-96
West Park from South Lake to Pontiac Trail	Need a ped/bike focused trail way to get around lake
ITC Corridor north, through Providence to Beck Rd	Connect North to Michigan Airline Trail via Providence Park and Beck Rd
Beck and West Intersection	Crossing Improvements – no safe crossing for pedestrians or bikes
All Mile Road Crossing	MDOT has promised safety improvements (ex. Pedestrian activated crossing warning) when are they coming?
Speed Bumps	Remove Speed Bumps to allow bikes between bump and curb
Lakeshore and ITC Corridor	Michigan Mountain Biking Assoc. would love to consult/help!
Top 20	Keep working each year on the top 20 short lengths and safety fixes; seek grant funding for bigger projects. Future road projects should include complete streets

Non-motorized Network Refinement Exercise (Group)

After participants filled out individual sheets they shared their comments and concerns with their group. If there were any ideas that were mentioned numerous times, or a consensus on a particular recommendation the group noted it on the large map. Below is an overview from all of the groups.



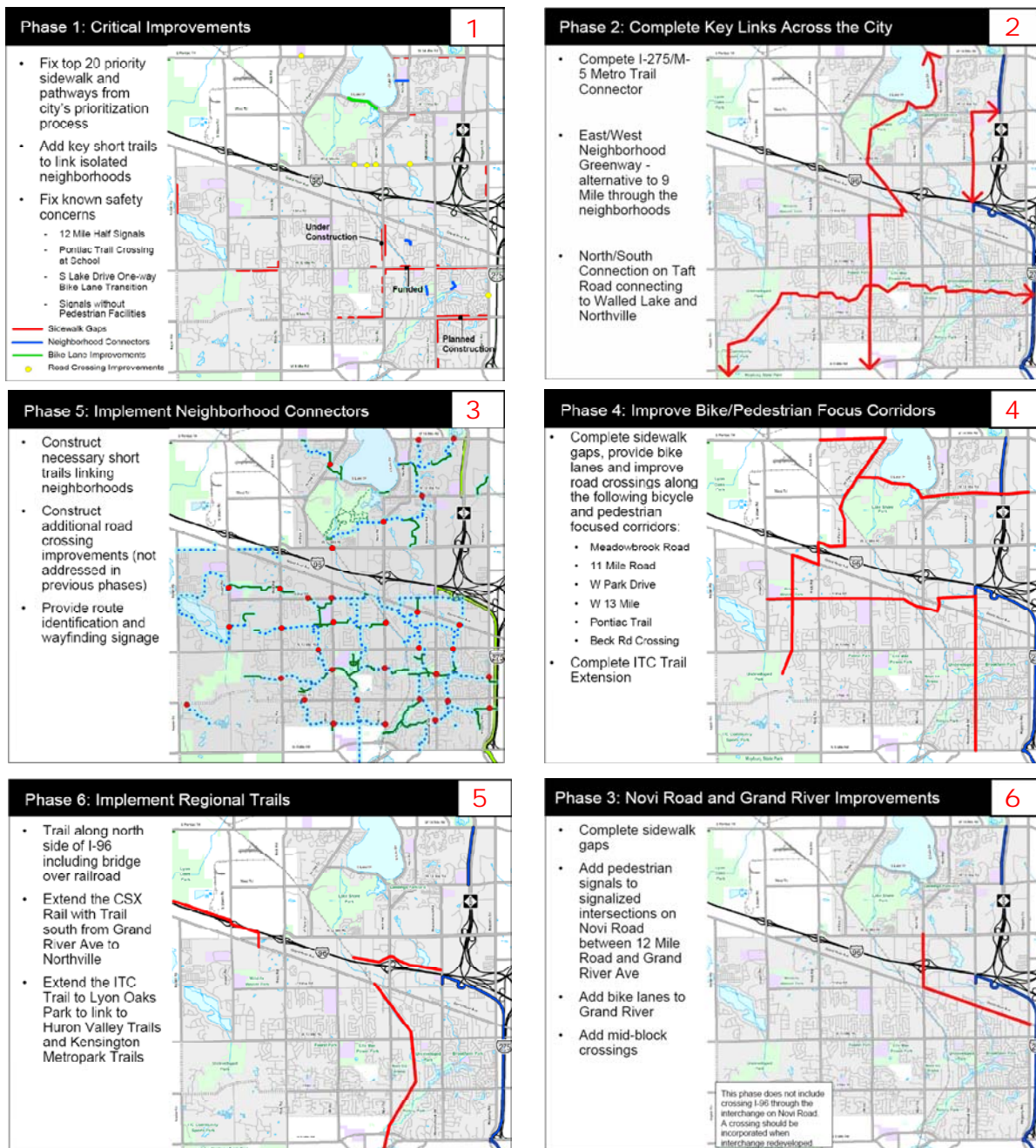
The Top Comments

1. Pathway through Lakeshore Park conflicts with existing unpaved trails, use alternative route (5 groups agreed)
2. Continue to follow CSX railroad north through Lakeshore Park to W Park Drive instead of cutting through Lakeshore Park (4 groups agreed)
3. Use Dixon Rd to access Lakeshore Park (2 groups agreed)
4. Continue CSX Railroad north into Wixom (2 groups agreed)
5. Improve Crossing at 8 Mile Road and Griswold providing access to Downtown Northville (2 groups agreed)

Phasing Refinement Exercise

Each group was asked to review the six preliminary phases. Individually, each person voted on their top three priority phases. Then as a group everyone discussed and arranged the phases until they came to a consensus on the order in which they should be implemented. Participants were also allowed to move elements from one phase into another. Once a final order was established, each group renumbered the phases from one to six.

Based on group refinement, the order of the phasing was changed to: **1, 2, 5, 4, 6, 3**



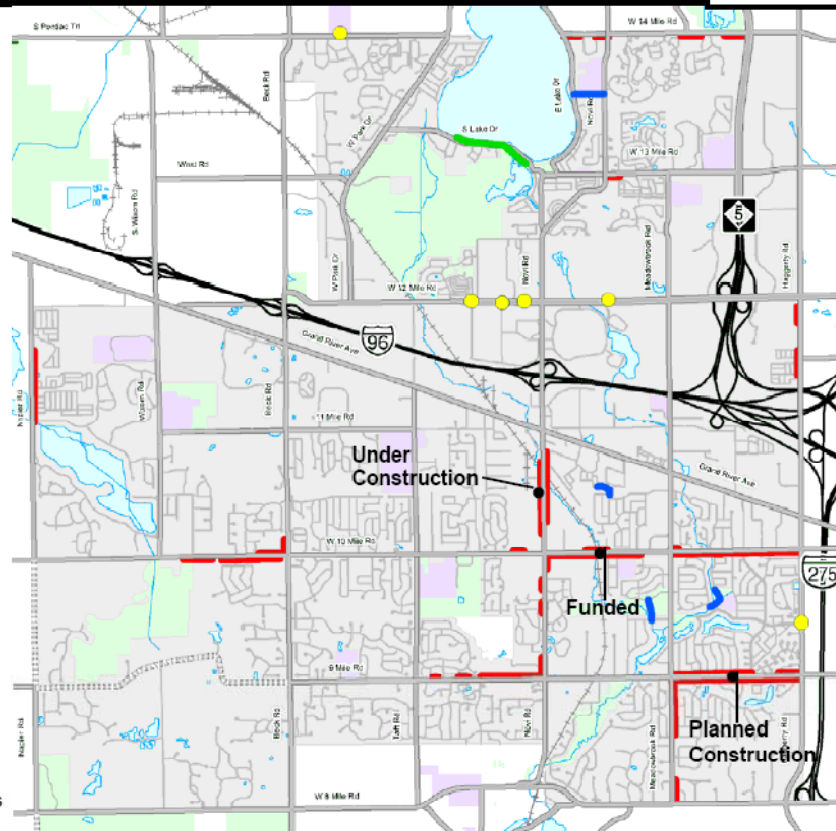
Please refer to the following documents for more details regarding the phasing.

Phase 1 Refinement

Phase 1: Critical Improvements

1

- Fix top 20 priority sidewalk and pathways from city's prioritization process
 - Add key short trails to link isolated neighborhoods
 - Fix known safety concerns
 - 12 Mile Half Signals
 - Pontiac Trail Crossing at School
 - S Lake Drive One-way Bike Lane Transition
 - Signals without Pedestrian Facilities
- Sidewalk Gaps
- Neighborhood Connectors
- Bike Lane Improvements
- Road Crossing Improvements



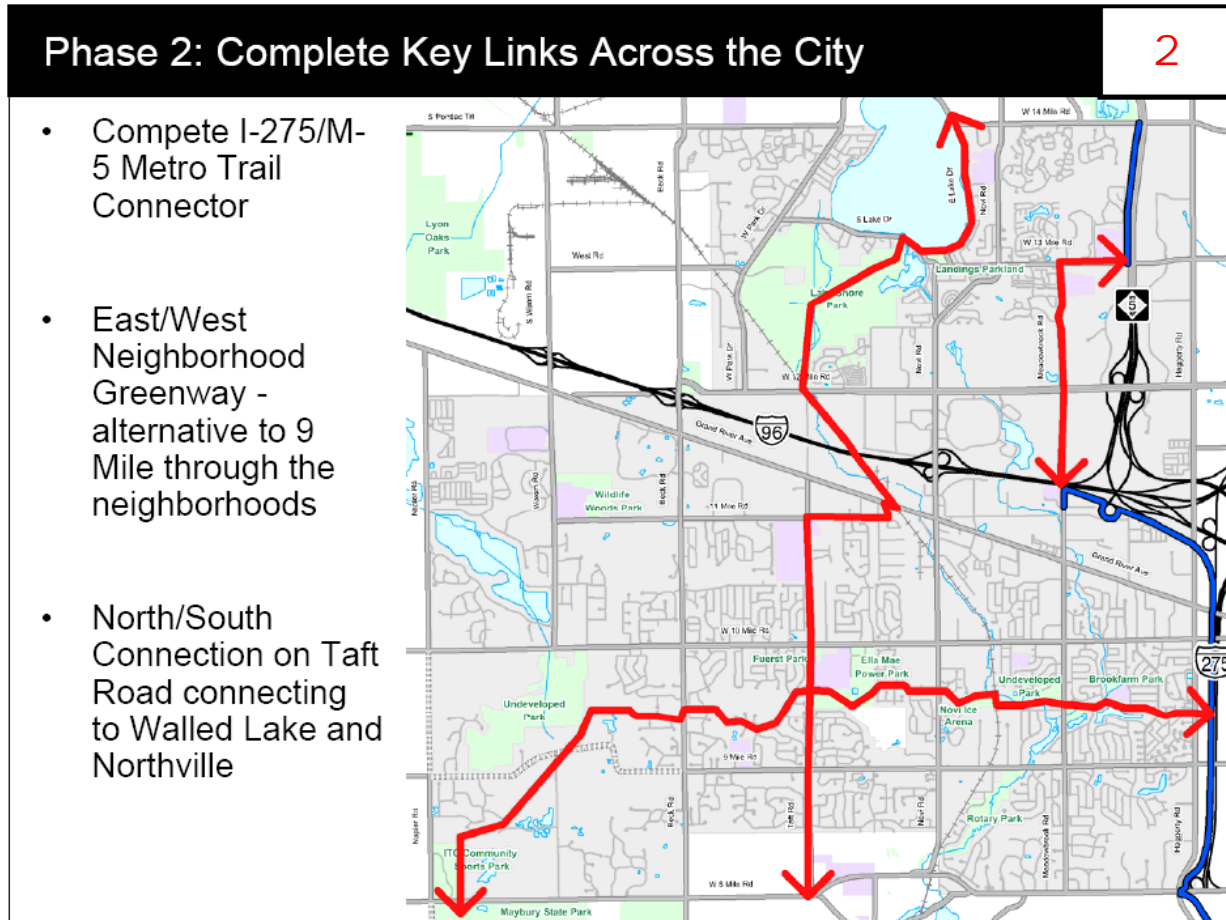
Proposed Phase: 1, 1, 1, 1, 1, 1, 1, 6

General Reasoning to keep at Phase 1: Already being implemented

Proposed Changes:

- Include on-road neighborhood connector routes
- Finish sidewalk gap on north end of W Park Drive near Pontiac Trail on west side of road
- Include Metro Trail Connection on Meadowbrook Road

Phase 2 Refinement

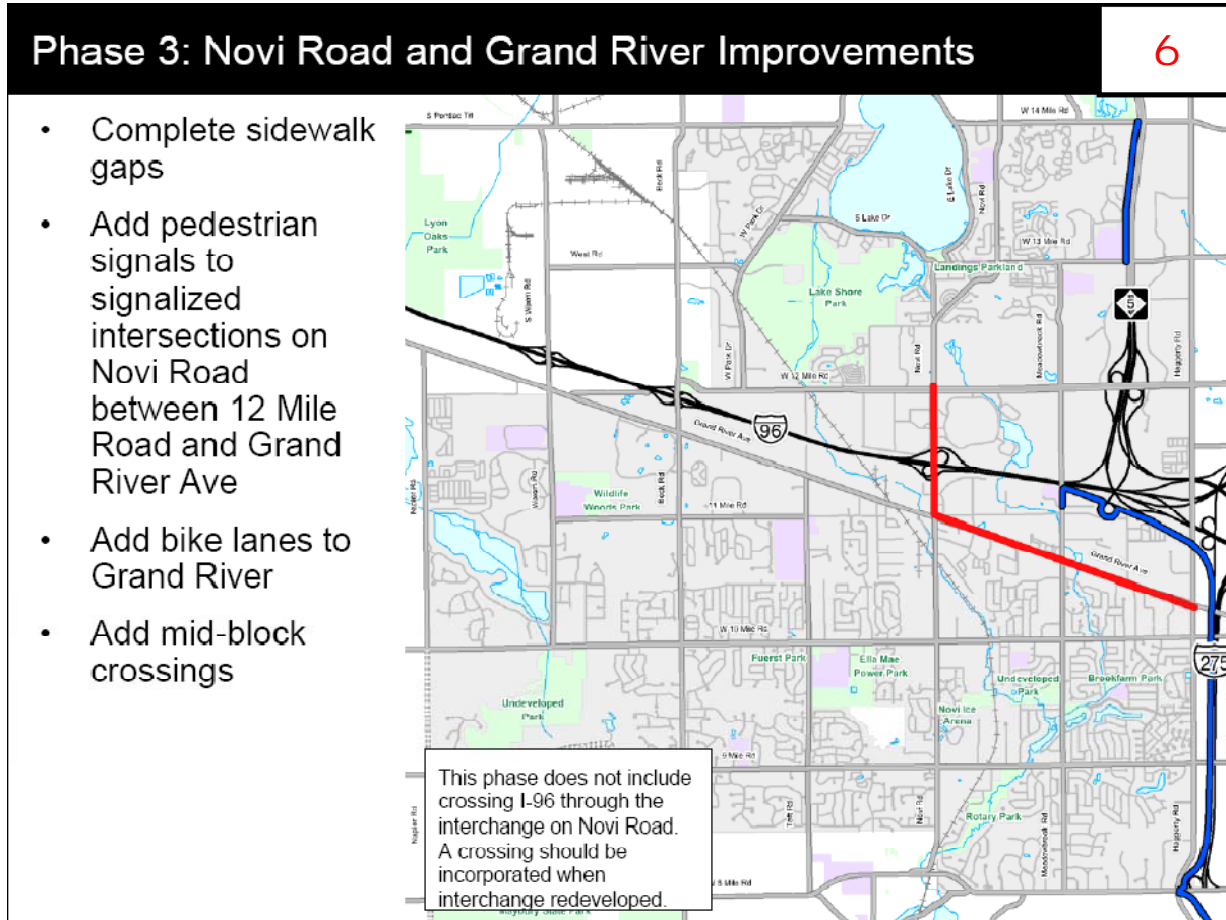


Proposed Phase: 2, 2, 2, 2, 2, 2, 3, 1

Proposed Changes:

- Avoid building trail through Lakeshore Park, use alternative routes around park
- Complete CSX Railroad south of Grand River toward Northville
- Do not construct ITC trail all the way to ITC Community Sports Park, end at 9 mile and use Garfield Rd as the connection to Maybury Park instead

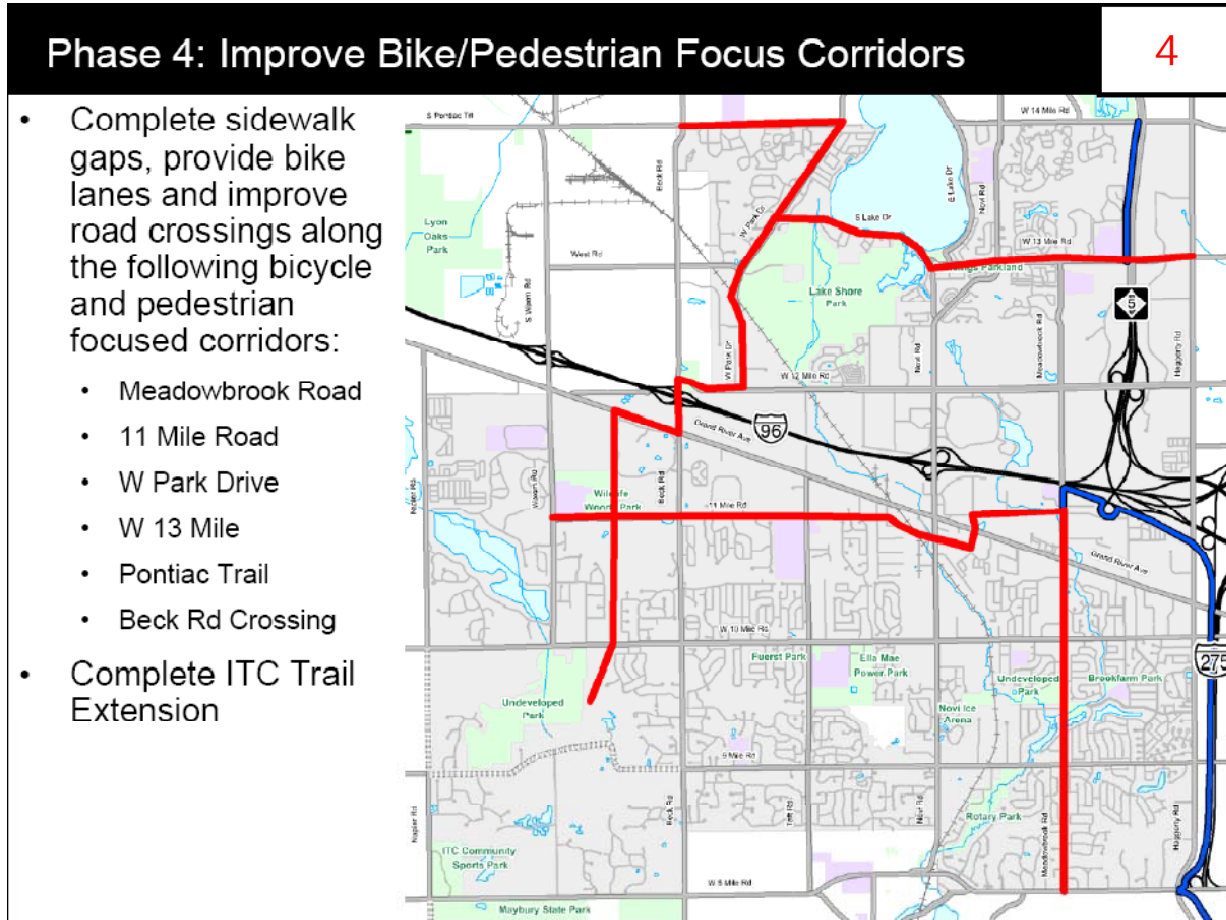
Phase 3 Refinement



Proposed Phase: 6, 6, 6, 6, 6, 6, 6, 5

General Reasoning to change to Phase 6: Not a major priority

Phase 4 Refinement



Proposed Phase: 4, 4, 4, 3, 3, 2, 2, 5

Proposed Changes:

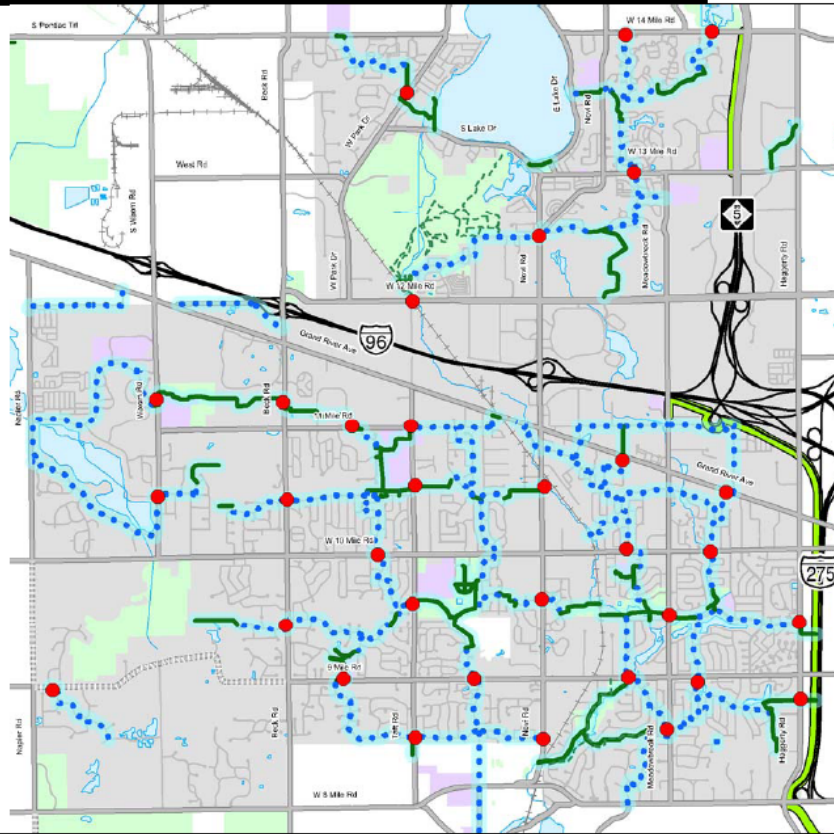
- Include extension of the ITC Trail to Lyon Oaks Park to link to the Huron Valley Trails and Kensington Metropark Trails

Phase 5 Refinement

Phase 5: Implement Neighborhood Connectors

3

- Construct necessary short trails linking neighborhoods
- Construct additional road crossing improvements (not addressed in previous phases)
- Provide route identification and wayfinding signage



Proposed Phase: 3, 3, 3, 3, 3, 5, 4, 2

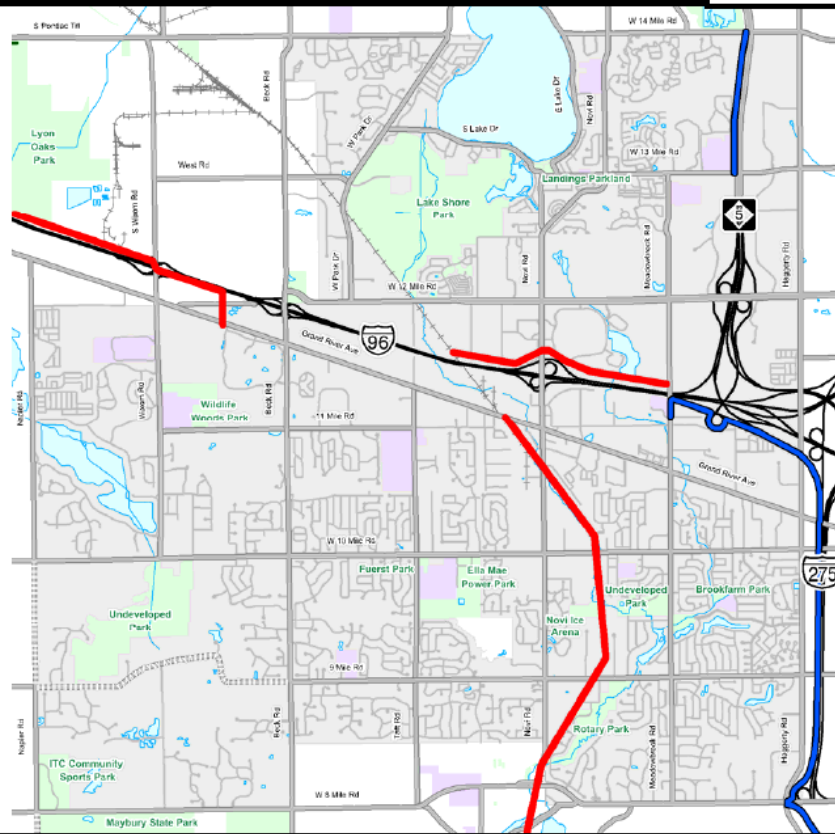
General Reasoning to change to Phase 3: Affordable and easy to implements and great for kids

Phase 6 Refinement

Phase 6: Implement Regional Trails

5

- Trail along north side of I-96 including bridge over railroad
- Extend the CSX Rail with Trail south from Grand River Ave to Northville
- Extend the ITC Trail to Lyon Oaks Park to link to Huron Valley Trails and Kensington Metropark Trails



Proposed Phase: 5, 5, 5, 5, 4, 4, 4, 6

Prioritization Refinement Exercise

Individually, each participant was asked how they would allocate \$100 into the following four categories, system maintenance, completing the non-motorized network, system amenities and education and encouragement programs. Then participants were asked to determine how important they felt each line item was in each category. Below is a summary of the input.

System Maintenance:

\$ 22	Total Dollar Allocation for Category	Line Item Prioritization (Number of Votes)		
		High	Medium	Low
	Snow and ice removal	7	15	7
	Pavement repair	22	6	1

Completing the Non-motorized Network:

\$ 52	Total Dollar Allocation for Category	Line Item Prioritization (Number of Votes)		
		High	Medium	Low
	Sidewalks & pathways along primary roadways	17	13	0
	Bike Lanes along primary roadways	17	7	4
	Neighborhood connectors	16	9	3
	Off-road Trails	10	13	6

System Amenities:

\$ 18	Total Dollar Allocation for Category	Line Item Prioritization (Number of Votes)		
		High	Medium	Low
	Lighting of pathways/bike lanes	3	11	15
	Bicycle parking	2	16	11
	Wayfinding signs	15	10	3
	Landscaping, benches, drinking fountains, art, etc.	1	13	15

Education and Encouragement Programs:

\$ 8	Total Dollar Allocation for Category	Line Item Prioritization (Number of Votes)		
		High	Medium	Low
	Education programs for school-age children	13	10	6
	Police enforcement of laws related to bikes and peds.	5	9	15
	Commuter challenge	1	8	20
	Promotional events such as group rides and fairs	6	10	13

Additional Comments

An optional comment card was provided at the end of the meeting for participants to share any additional information with the design team. Below is documentation from these cards.

- Ensure that the latest update of the Top 20 Critical Sidewalk projects is used
- Adopt maintenance plan: owner responsibility of maintenance along pathways (e.g. landscape and tree maintenance, sight distance, drainage, ect.)
- Provide off-road unpaved pathways for cross country runners and joggers
- Like connection between Chattman and Orchard Hills Elementary and other Neighborhood Connectors
- Consider Bridging Taft over I-96 for easy north-south access to Lakeshore Park
- Thank you for your efforts! I look forward to seeing this to fruition
- PIZZA!
- Good Program!
- Funding costs and available resources need to be taken into account for phasing recommendations
- All good stuff