

Public Workshop

City of Novi Non-motorized Master Plan
 October 26, 2010, 7:00 PM, Library Meeting Room

City of Novi
Non-motorized Master Plan




Public Workshop
 Tuesday, October 26, 2010
 7:00 PM – 8:45 PM
 Novi Public Library

The Greenway Collaborative, Inc. www.greenwaycollab.com

Agenda

- Project Overview
- Draft Non-motorized System
- Preliminary Phases
- Three Table Exercises
 - Network
 - Phasing
 - Prioritization
- Next Steps




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

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Project Team

- Project Steering Committee
- Walkable Novi Committee
- General Public
- Consultant Team:
 - The Greenway Collaborative, Inc.
 - Wade Trim
 - Active Transportation Alliance



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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					[Task Bar]	
7. Public Workshops					[Task Bar]	

Legend:

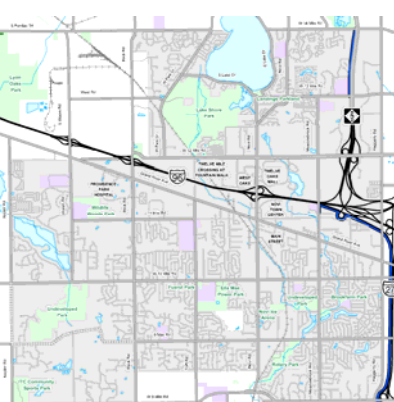
- ◊ Meetings with Steering Committee Followed by Walkable Novi Committee
- Public Workshops
- Task Duration (6 months total)

Key dates from schedule:
 7/22 Kick-off Meeting
 8/12 Inventory Review & Network Progress
 9/9 Network Review & Policies, Guidelines & Outreach
 9/29 Visioning Workshop
 10/24 Implement. Plan & Demo Progress
 10/26 Preliminary Plan Workshop
 11/18 Draft Plan Review
 12/9 Plan Wrap-up
 TBD Plan Presentation

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City of Novi

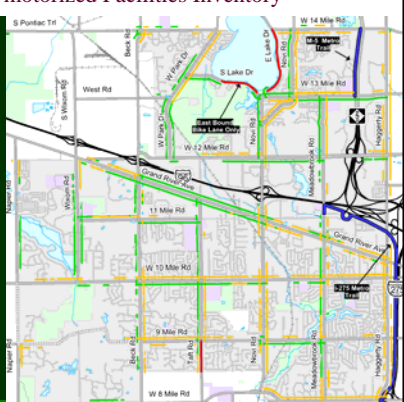
- Population Approximately 52,231
- Over 30 Square Miles
- I-275 and M-5 Act As a Wall Between Novi and Farmington and Farmington Hills
- I-96 Bisects Community



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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

- Existing Bike Lanes
- Existing Off-Road Trail
- Existing 5' Sidewalk
- Existing 8' 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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Previous Public Input

- Web Survey (Mid September to Beginning of October)
 - Around 200 people took survey
- Public Workshop (September 29)
 - Around 30 people attended 1st Workshop




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Novi Bicycle and Pedestrian Trip Characteristics

Web Survey Results:

- Majority of non-motorized trips are for RECREATION purposes
 - 85% walk daily or weekly
 - 67% bike daily or weekly
- If a system of non-motorized facilities were constructed, there would be a large increase in people who walk and bike for TRANSPORTATION
 - Walk increase from 19% to 47%
 - Bike increase from 22% to 62%



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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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Variety of Options

- Need a variety of facilities for both bicycles and pedestrians
- Need to address variables in individual's comfort using different facility types
- May vary by trip purposes




Web Survey Findings:
 Consistently there were at least 20% more people who would like to bike than walk to key destinations around the city. This may be due to the longer distance between places and the separation of land uses.

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A Spectrum of Non-Motorized Routes

- A non-motorized network may be seen as having three main components

- Primary Links
- Neighborhood Connectors
- Off-Road Trails



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Primary Links – Auto Focused Corridors

- Bike Lanes
- Frequent Mid-block Crossings
- Horizontal Separation Where Possible
- Vertical Sidewalk Buffers




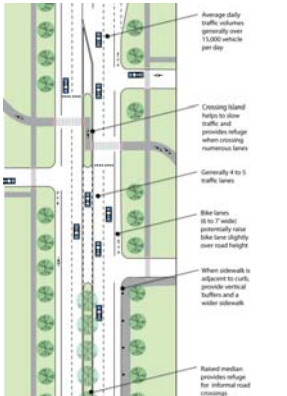
Often Faced with Situations Where ROW is Limited When Dealing With Multi Lane Roadways

Additional ROW Requirements Are For Motorized Vehicle Lanes Not Non-motorized Facilities



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Primary Links – Auto Focused Corridors

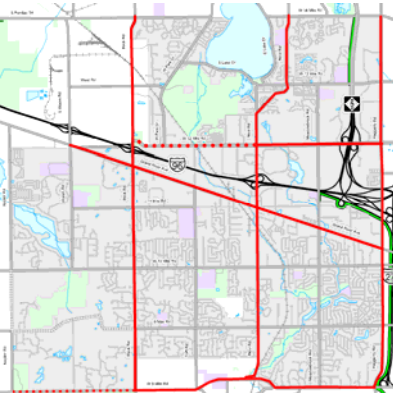
- Average daily traffic volumes generally meet 1,000 vehicle per day
- Crossing island helps to slow traffic and provides refuge when crossing numerous lanes
- Generally 4 to 5 traffic lanes
- Bike lanes 8 to 10 wide; generally use blue lane signing over road height
- When sidewalk to adjacent to curb, provides vertical buffers and a wider sidewalk
- Raised median provides refuge for informal road crossings

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Corridor Focus – 1st Public Workshop

Automobile Focused Corridors:

- Grand River
- Haggerty
- Beck
- Novi
- Parts of 12 Mile and 8 Mile
- Dashed Corridors Had Mixed Input

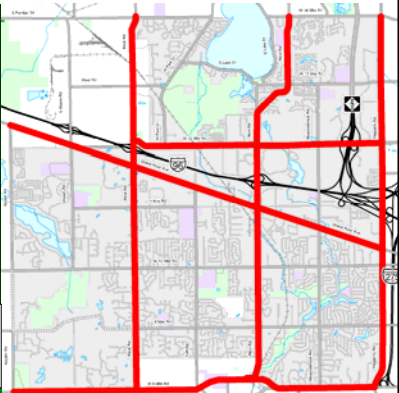


Auto Focused Corridor

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Proposed Auto Focused Corridors


- Beck Rd
- Novi Rd
- Grand River Ave
- Haggerty Rd
- W 12 Mile Rd
- W 8 Mile Rd

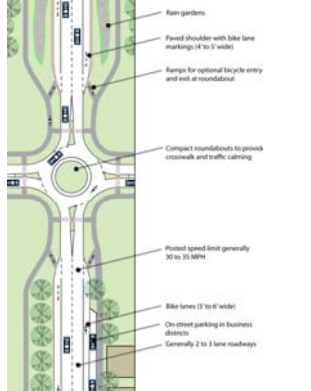


Web Survey Findings:
 Majority of Respondents are uncomfortable in a bike lane with speeds over 45 MPH no matter how many vehicular lanes are present

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Primary Links – Bicycle/Pedestrian Focused Corridors


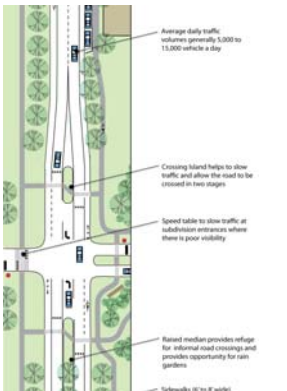




- Rain gardens
- Painted shoulder with bike lane markings (8 to 10' wide)
- Ramps for optional bicycle entry and exit at roundabout
- Compact roundabouts to permit crosswalk and traffic calming
- Posted speed limit generally 30 to 35 MPH
- Bike lanes (5' to 8' wide)
- On street parking in business districts
- Generally 2 to 3 lane roadways

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Primary Links – Bicycle/Pedestrian Focused Corridors

- Average daily traffic volumes generally 1,000 to 13,000 vehicle a day
- Crossing island helps to slow traffic and allow the road to be crossed in two stages
- Speed table to slow traffic at subdivision entrances where there is poor visibility
- Raised median provides refuge for informal road crossings and provides opportunity for rain gardens
- Sidewalks (8' to 10' wide)

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Existing Bicycle/Pedestrian Focused Corridors

- Bike Lanes and sidewalks on Taft Road
- Bike Lanes on S & E Lake Dr



Many Improvements can be made, but existing facilities are a good start

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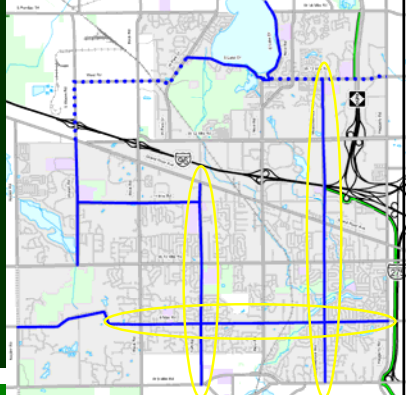
Corridor Focus – 1st Public Workshop

Bicycle and Pedestrian That Where Mentioned The Most Times:

- Meadowbrook
- Taft
- 9 Mile

•Requested Both Bike Lanes and Pathways

•Dashed Corridors Had Mixed Input

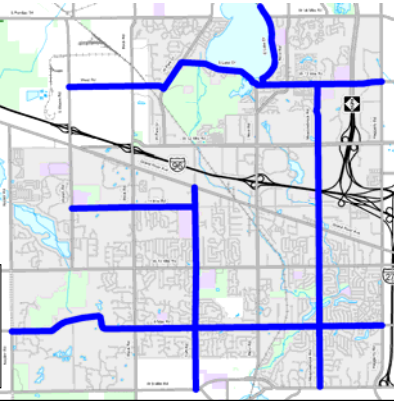


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Proposed Bicycle/Pedestrian Focused Corridors

- Taft Rd
- Meadowbrook Rd
- 9 Mile
- 11 Mile Rd
- West Rd
- W Park Dr
- S & E Lake Dr
- W 13 Mile Rd

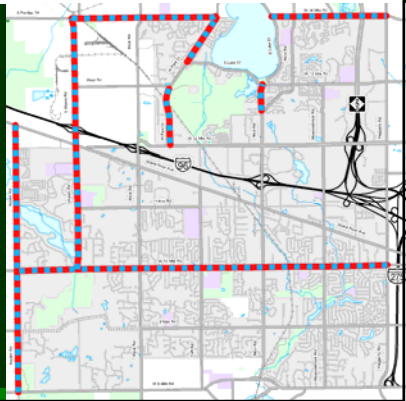
Web Survey Findings:
 76% of respondents are comfortable or somewhat comfortable on a 2 to 3 lane road with speeds 35 MPH or less
 54% of respondents are comfortable or somewhat comfortable on a 2 to 3 lane road with speeds 35 to 45 MPH



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Primary Links –Balanced

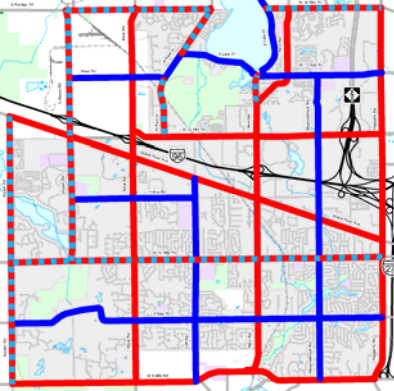
- Napier Rd
- Wixom Rd
- W Park Dr
- W 14 Mile Rd
- Pontiac Trail
- Old Novi Rd
- W 10 Mile Rd



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Road Types – Overview

- Bicycle and Pedestrian Facilities On All Corridor Types
- The Route Chosen Will Depend on the User and the Trip Type
- Still A Challenge to Get to Some Destinations By Some User Groups



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Neighborhood Connector



- Raised median prevents motor vehicle traffic but permits bicycle and pedestrian traffic.
- Curb extensions help to calm traffic, shorten road crossing distance and provide areas for rain gardens
- Mini traffic circle replaces stop signs and calms traffic
- Generally 5' sidewalks on both sides of the road
- One-way choker at road entrance prohibits motor vehicle traffic from entering from one direction although road remains open to two-way traffic.

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Neighborhood Connector

- One-way choker at road entrance prohibits motor vehicle traffic from entering from one direction, although road remains open to two-way traffic.
- Pathways through parks and schools can provide shortcuts unavailable to motorized traffic.
- Provide wayfinding along the route.
- When sidewalks are unavailable, it may be desirable to indicate an area for bicycles and pedestrians or sign as a shared roadway.
- Rain garden
- Traffic Calming
- Stop or yield signs favor through movement.

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Neighborhood Connector

- Provide wayfinding along the route.
- When sidewalks are unavailable, it may be desirable to indicate an area for bicycles and pedestrians or sign as a shared roadway.
- Rain garden
- Traffic Calming
- Stop or yield signs favor through movement.
- Short pathways that connect separated roadways provide non-motorized shortcuts to other routes and neighborhoods.

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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

Short Connector Pathway Between Neighborhoods

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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 Pathways

- A Shared Use Path Outside of a Road ROW
- Suitable for Bicyclists and Pedestrians
- Complement, But Do Not Replace On-road Facilities
- Wonderful Recreation Resource
- Great Place for Inexperienced Bicyclists to Build Skills

Provide Transportation and Recreation Links with Minimal Exposure to Motorized Vehicles

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Existing Off-Road Trails in Novi

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

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Potential Major Off-Road Trails

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

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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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Off-Road Trails

- The Typical Trail

SHARED-USE PATHWAY:
 POTENTIAL APPLICATION: TRAIL THROUGH LAKESHORE PARK

10'-0" wide
 2'-0" shoulder
 10'-0" shared use path
 2'-0" shoulder

1" asphalt or fine surface
 2" crushed aggregate base

Periodically mow vegetation on the shoulder to control encroachment and flow

Periodic drainage area from road, avoid street drainage across trail

Lansing River Trail

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Off-Road Trails – Transmission Corridor Trail

- Try to Minimize Presence of Transmission Tower

UTILITY CORRIDOR TRAIL:
 POTENTIAL APPLICATION: ITC CORRIDOR

200' TYP Utility Corridor Width

Locate path within wooded area or on edge of woods

Buffer path from utility tower with low growing native shrubs, grasses and wildflowers

West Bloomfield Trail

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Off-Road Trails – Rail-with-Trails

- Many Rail-with-Trails Have Been Constructed
- Documented Safety Record
- Need to Work With Railroad

TRAIL WITH RAIL:
 POTENTIAL APPLICATION: CSX RAILROAD

10'-0" wide
 2'-0" shoulder
 10'-0" shared use path
 2'-0" shoulder

10'-100' variable 20' minimum recommended minimum setback depends on specific situation of active rail line

Vegetation within setback will buffer the impact of a passing train

Force or walls maintain safety for trail users and may allow for narrower setback

Great Allegheny Trail

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Off-Road Trails – Separated-Use Pathway

- May Be Used Where The Degree of Use Begins to Cause Conflicts
- Can Go Back In Some Cases and Retrofit an Existing Trail

SEPARATED-USE PATHWAY:
 POTENTIAL APPLICATION: AREAS WITH HIGH BICYCLE AND PEDESTRIAN TRAFFIC

6-10' TYP
 1'
 5-8' TYP

2.5'
 0.5'
 2.5'
 0.5'
 2.5'


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Proposed Non-Motorized Network

- May Use A Variety of Corridor Types To Move Throughout the City



Web Survey Findings:
 One of the Top Desired Project Outcome was a Continuous Bicycle and Pedestrian Network

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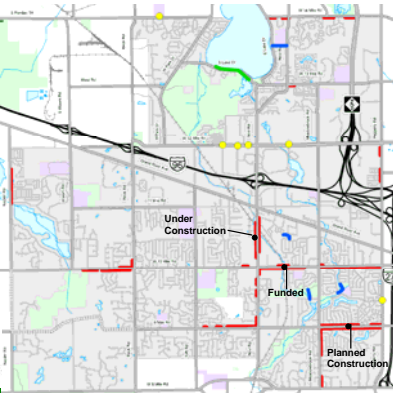
City of Novi Non-motorized Master Plan Preliminary Phasing



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Phase 1: Critical Improvements

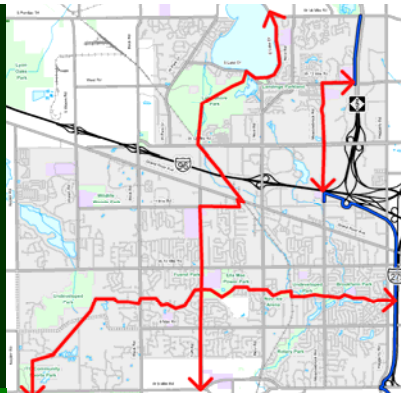
- Fix Top 20 Priority Sidewalk and Pathways
- Add key short trails to link isolated neighborhoods
- Fix Known Safety Concerns
 - 12 Mile Half Signals
 - Pontiac Trail Crossing at School
 - S Lake Drive One-way Bike Lane Transition
 - Signals without Pedestrian Facilities



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Phase 2: Complete Key Links Across the City

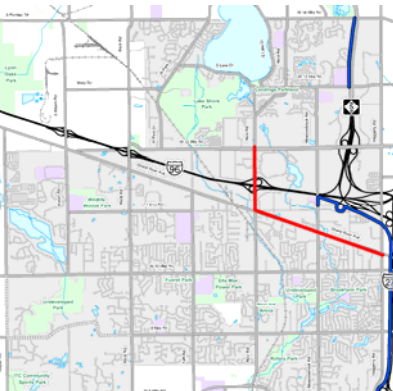
- Complete I-275/M-5 Metro Trail Connector
- East/West Neighborhood Greenway - Alternative to 9 Mile through the Neighborhoods
- North/South Connection on Taft Road Connecting to Walled Lake and Northville



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Phase 3: Grand River Avenue and Novi Road

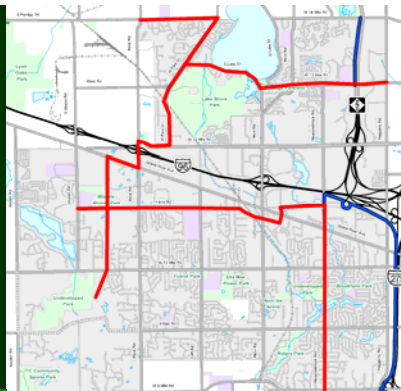
- Complete Sidewalk Gaps
- Add Bike Lanes to Grand River
- Improve Signalized Intersections on Novi Road
- Add Mid-block Crossings



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Phase 4: Improve Bike/Pedestrian Focused Corridors

- Provide Non-motorized facilities along bicycle and pedestrian focused roadways
 - Meadowbrook Rd
 - 11 Mile Rd
 - W Park Dr
 - W 13 Mile
 - Pontiac Tri
 - Beck Rd Crossing
- Complete ITC Trail Extension
- Improve Road Crossings
- Complete Sidewalk Gaps
- Add Bike Lanes



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Phase 5: Complete Neighborhood Connectors

- Road Crossing Improvements
- Wayfinding for All Neighborhood Connectors

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Phase 6: Implement Regional Trails

- Trail along north side of I-96
- CSX Rail with Trail
- Extension of ITC Trail to Lyon Oaks Park

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Long Term

- Add Bike Lanes to All Arterial and Collector Roadways when Roads Reconstructed
- Complete the Sidewalk/Pathway System
- Complete Non-motorized Transportation Network

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City of Novi Non-motorized Master Plan Group Exercises

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Exercise 1: Non-motorized Network Refinement

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

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Exercise 1: Non-motorized Network Refinement

- The Map and the Corridor Types Are Color Coded
- 5 Minutes to Look At Things and Comment Individually
- 15 Minutes to Work as a Table

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Exercise 2: Phasing Refinement

- add

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Exercise 3: Prioritization Refinement

- add

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Next Steps

- Review Public Input
- Refine Policies, Guidelines and Programs
- Refine Non-motorized Network and Implementation Plan
- Prepare Draft Recommendations

Workshop Materials, Survey Results and Draft Plan Recommendations will be available online for the public to review

Visit www.greenwaycollab.com/NoviNonmotorizedPlan for Project Updates

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Questions or Comments



Please Contact:

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