

City of Novi Non-Motorized Plan - Overview Map

PROJECT OVERVIEW

The City of Novi is poised to become a great city for walking and bicycling. There have been significant improvements to the physical environment in recent history and there are many additional opportunities at hand. The non-motorized plan lays out a systematic way to improve the physical environment and provides recommendations on the policies and programs that promote and support non-motorized transportation.

The Non-Motorized Master Plan is comprised of four concurrent implementation tracts. When employed in concert these tracts will establish a physical and cultural environment that supports and encourages safe, comfortable and convenient ways for pedestrians and bicyclists to travel throughout the city and into the surrounding communities. The following chart outlines the four implementation tracts in the plan. Each sub-element may move forward independently as resources allow.

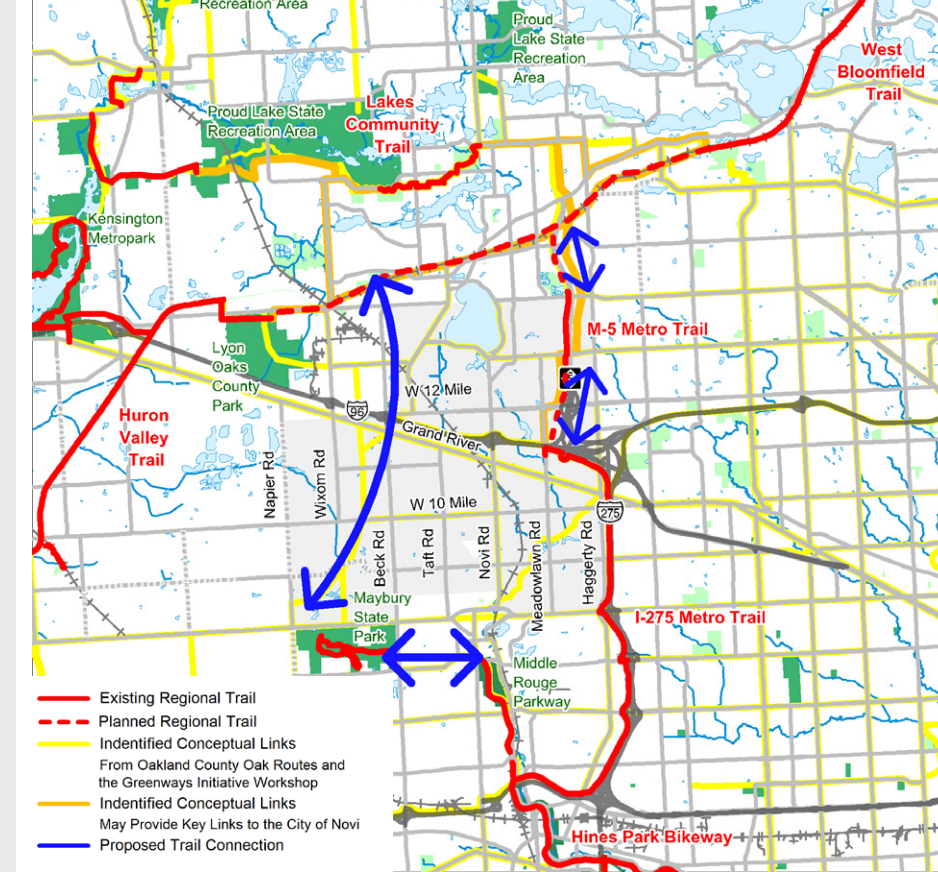
It is anticipated that the environmental changes will result in a greater number of individuals choosing walking and bicycling as their preferred mode of transportation for many local trips. These choices will lead to healthier lifestyles, improved air and water quality, and a more energy efficient and sustainable transportation system.

Four Concurrent Implementation Tracts of the City of Novi Non-Motorized Plan



REGIONAL TRAIL CONNECTIONS

The existing I-275 Metro Trail and under development M-5 Metro Trail run along the eastern border of the city. When completed, this will provide a key link between the extensive regional trail system to the south and the proposed cross state trail to the north. The ITC corridor that generally runs north-south between Wixom Road and Beck Road through Maybury State Park and just east of Lyon Oaks County Park has the potential to link residents to key regional parks.



LEGEND

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

TRANSPORTATION NETWORK	
Minor Roads	Unsignalized Crosswalk
Major Roads	Signalized Pedestrian Crosswalk
Unimproved Major Roads	Signal without Crosswalk
Active Rail Line	Proposed Road Crossing Improvement
Limited Access Highway	Potential Trail Head

NON-MOTORIZED FACILITIES	
Existing Bike Lanes	Existing Unpaved Trails
Proposed High Priority Bike Lanes	Proposed Unpaved Trails
Existing Sidewalk/Roadside Pathways along Major Roads	Proposed Neighborhood Connector
Proposed Sidewalk/Roadside Pathways along Major Roads	On-Road Route
Existing Off-Road Trails	Proposed Off-Road Trails and Neighborhood Connector Pathways
	Major Corridor Development

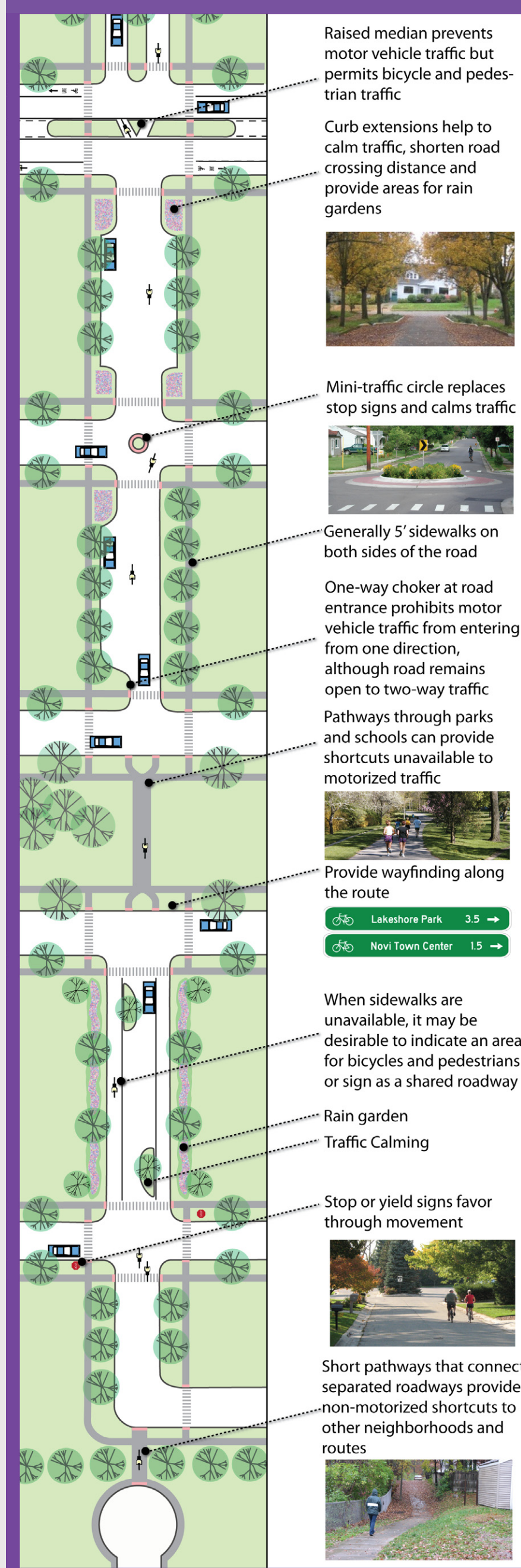
MAP NOTES

1 Proposed pathway along city property	18 Proposed pathway through undeveloped private property connecting to proposed ITC Corridor	35 Proposed pathway through common grounds area of private development
2 Proposed pathway through private development	19 Proposed unpaved pathway along ITC Corridor	36 Proposed pathway through green commons of private development
3 Proposed neighborhood connector roads along Portside Drive (Private)	20 Proposed pathway through undeveloped private property connecting to the proposed ITC Corridor	37 Proposed pathway along the south side of Novi Ice Arena
4 Proposed off-road trail through Lakeshore Park	21 Proposed pathway through right-of-way	38 Proposed bridge over the CSX railroad
5 Proposed off-road trail through Lakeshore Park	22 Proposed pathway through school property	39 Proposed pathway through school property
6 Existing one-way bike lane. Add shared use arrows on S Lake Drive to promote two-way bicycling	23 Proposed pathway through undeveloped park	40 Proposed pathway through undeveloped park
7 Proposed pathway along existing right-of-way and school property	24 Proposed pathway through city property around wetlands	41 Proposed pathway along Orchard Hills Elementary
8 Proposed pathway through undeveloped private property	25 Acquire access through residential development	42 Proposed pathway along undeveloped park
9 Proposed pathway through undeveloped private property	26 Utilize existing bike lanes to W 31 Mile Road through a 31' to 2' lane conversion	43 Proposed pathway to connect neighborhood to Village Oaks Elementary through private property
10 Proposed pathway through undeveloped private property	27 Provide access to I-275 Metro Trail	44 Proposed pathway through Brookfarm Park
11 Proposed pathway through undeveloped private property	28 Provide non-motorized connection when area redeveloped	45 Provide connection to I-275 Metro Trail across undeveloped private property (Eastwood Hills)
12 Proposed pathway through existing CSX railroad tunnel under 9th Freeway and bridge over CSX railroad	29 Proposed unpaved trail through undeveloped park	46 Proposed off-road trail through ITC Community Sports Park
13 Proposed pathway along 9th Freeway providing access to the adjacent metro	30 Proposed off-road trail through undeveloped park	47 Proposed pathway through Rotary Park along existing trail
14 Proposed pathway through private property to connect to the Greenway	31 Proposed unpaved trail along ITC Corridor	48 Proposed paved pathway along existing trail
15 Proposed pathway through Wixom Woods Park	32 Proposed off-road trail along ITC Corridor	49 Proposed paved pathway across undeveloped private property
16 Proposed pathway through Providence Park Hospital	33 Proposed pathway along ITC Corridor	50 Add bike lanes to Orchard Hills Pl
17 Proposed pathway through Providence Park Hospital	34 Proposed pathway through Elm Mire Power Park	

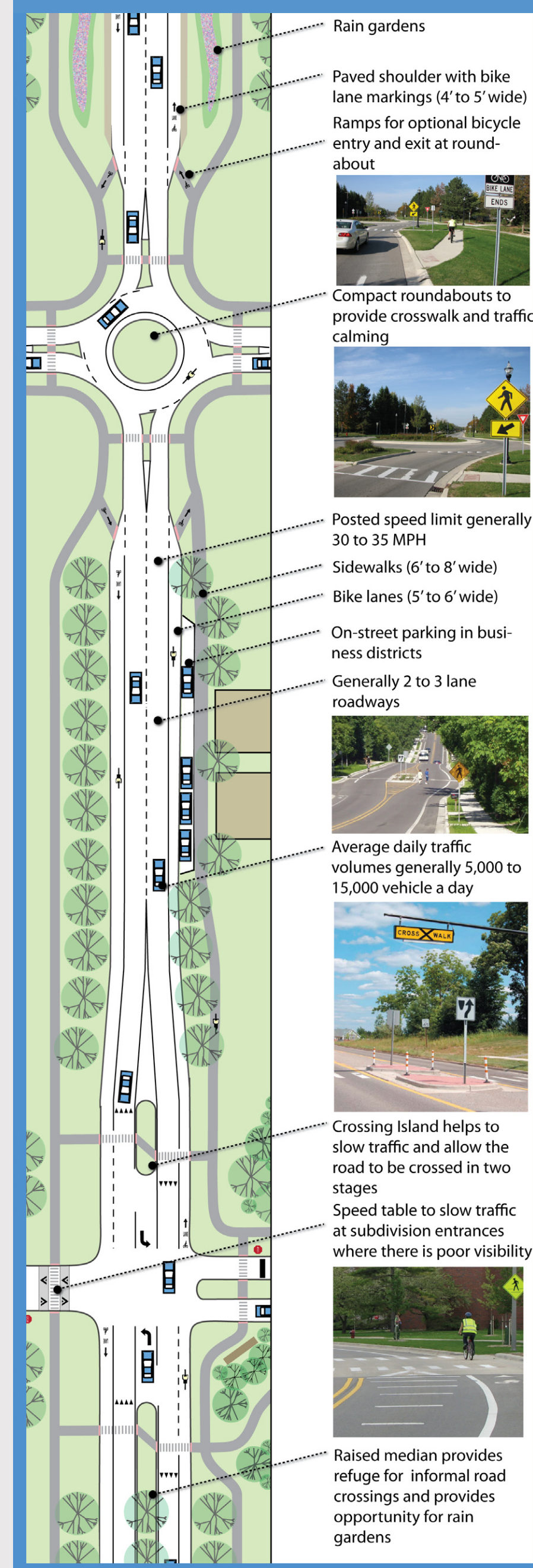
NON-MOTORIZED NETWORK

There is no such thing as a typical pedestrian or bicyclist. A single person's preferences for a walking or bicycle route may vary based on the type of trip, traffic, hills, weather and numerous other factors. This is why there needs to be a spectrum of non-motorized facilities available that gives the user the choice to choose the route that they feel most comfortable using. Off-road trails, neighborhood connector routes, sidewalks, roadside pathways and bike lanes are some of the most common facilities that make up the network. The following provides a brief overview of some of the key elements that will be critical to creating a successful non-motorized network in Novi.

NEIGHBORHOOD CONNECTOR ROUTES



BICYCLE/PEDESTRIAN FOCUSED CORRIDORS



Neighborhood Connector Routes are a relatively new concept that have a lot of potential in the City of Novi. Neighborhood Connector routes are primarily located on low speed, low traffic volume, local roads and connecting pathways. They link neighborhoods to parks, schools and commercial centers. Signs provide wayfinding by noting direction and distance to key destinations. Elements such as traffic calming, public art, rain gardens and historic features can be added to enhance routes. The local roads in the City of Novi provide great opportunities for neighborhood connector routes, especially for people who prefer to avoid major arterial or collector roads. By incorporating pathways through schools, parks and between neighborhoods a tighter network of non-motorized links is produced, making it easier for bicyclists and pedestrians to travel through the city.

NON-MOTORIZED NETWORK MAP

The large map displays an overview of the recommended non-motorized network plan for the City of Novi. The recommended routes of this plan were heavily influenced by the public input that was gathered during two workshops and an online survey. Major Corridor Development routes are of high priority and are highlighted in lime green. These routes include major regional, city and countywide connectors across the city that provide a backbone to the non-motorized system.

