

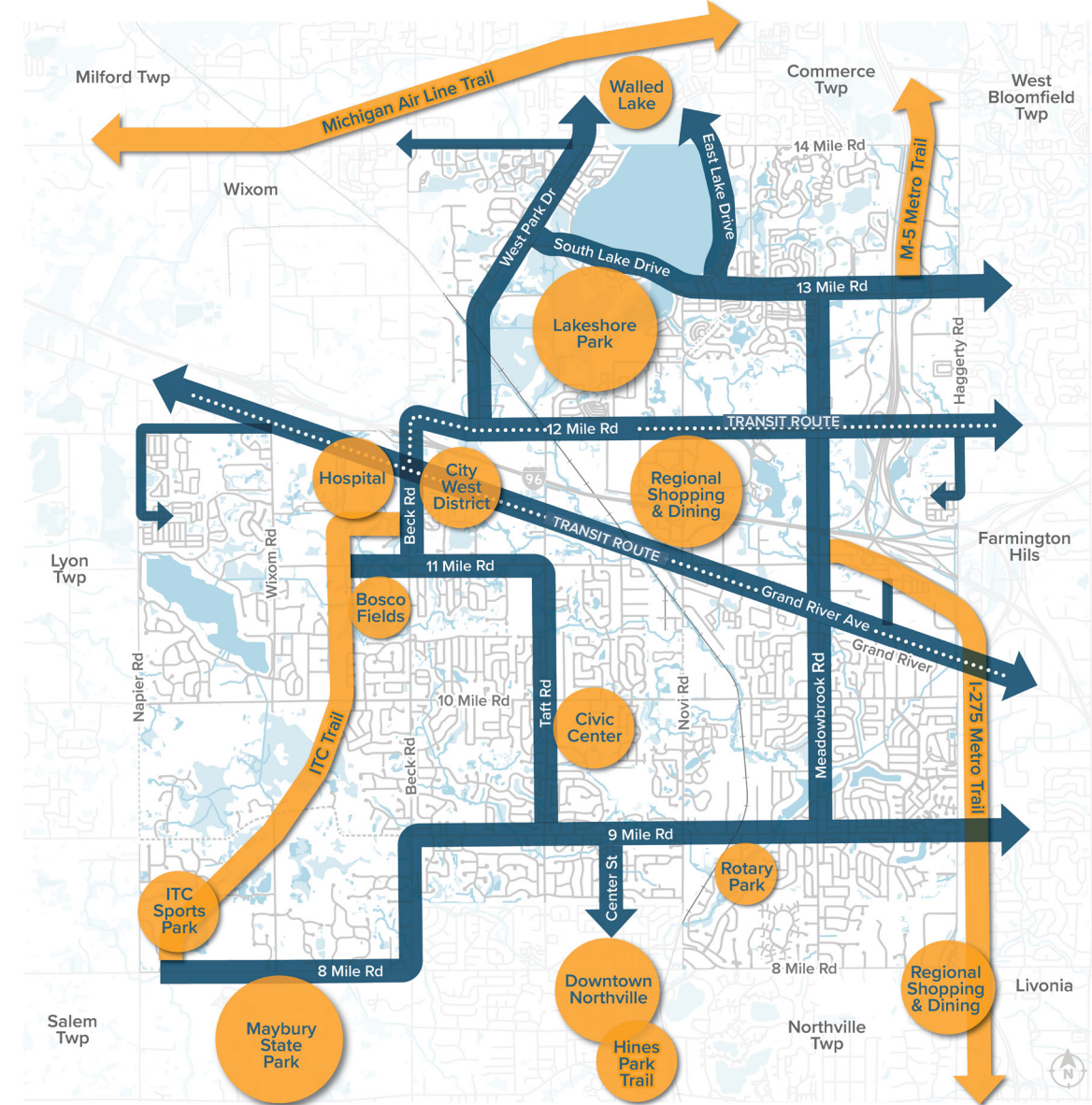
UPDATED NETWORK MAP



Active Mobility Plan 2023



Map Prepared by The Greenway Collaborative, Inc - Draft: 02/12/24



Near-Term Network

The Near-Term Network is a set of projects within public areas, requiring minimal road changes, aimed at creating a continuous network for reaching key destinations and trails in the city. It emphasizes walking and biking using existing facilities and consists of three main components:



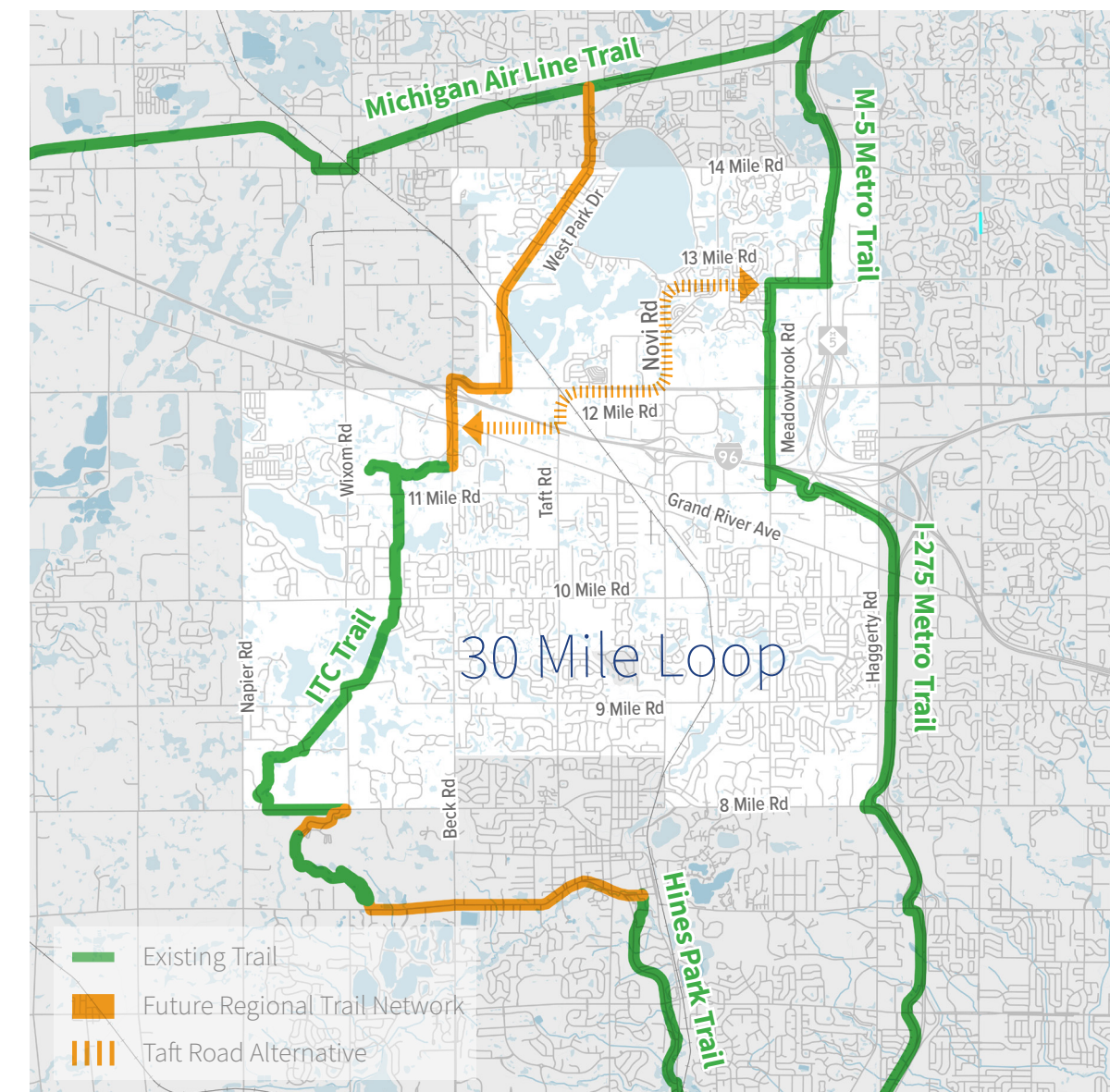
Neighborhood Greenway Network
A seamless walking and biking path with added features for a better experience.



Connecting to Transit
Making it safe and easy for pedestrians and cyclists to reach new transit routes.



Improved Access to Shopping and Dining
Creating a friendly environment that lets people easily walk or bike to businesses from the street.



Regional Trail Network

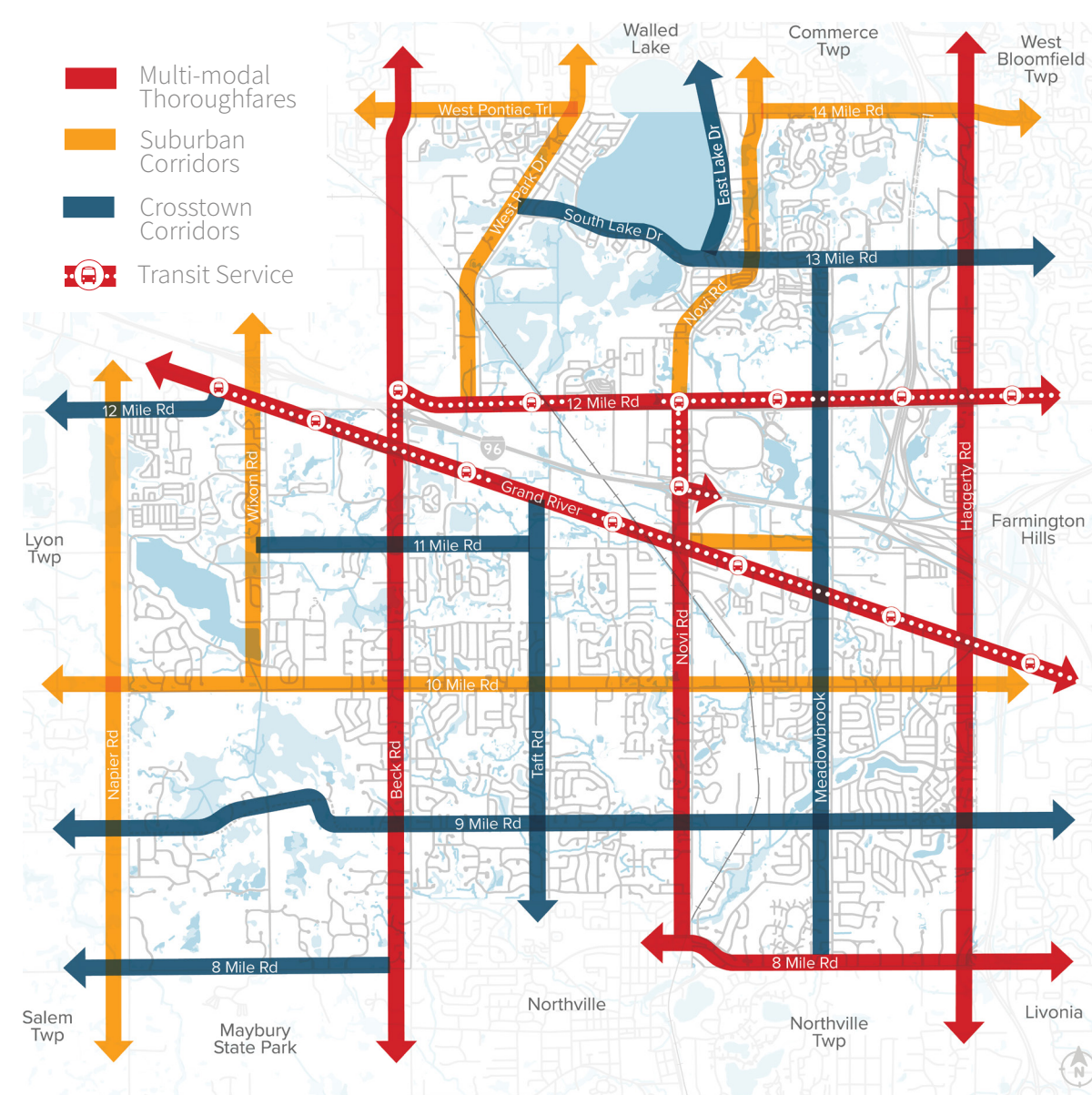
The Active Mobility Plan aims to connect Novi to the broader regional trail network, potentially creating a 30-mile trail loop. These connections include creating a trail link across the I-96 interchange at Beck Road with Wixom, closing sidepath gaps along 12 Mile Road and West Park Drive to West Pontiac Trail, and collaborating with Walled Lake to connect to the Michigan Air Line Trail. Additionally, coordination with Maybury State Park and support for pathway connections along 7 Mile Road to Hines Park Trail are emphasized, along with actively seeking opportunities for non-motorized connections across I-96 at Taft Road with future development.



Major Corridor Classifications

Major Roadway Classifications help determine the features to enhance active mobility on different road types in Novi. They serve as a framework for applying current best practices to enhance safety and promote bicycle and pedestrian mobility. These classifications should be consulted when a road is undergoing reconstruction or widening to ensure that it operates as a complete street.

	Crosstown Corridors These roads have moderate speeds and traffic volumes, primarily providing access to residential areas.
	Suburban Corridors These roads are characterized by higher-speed and greater traffic volumes. They serve as access routes to a combination of local commercial and residential areas.
	Multi-Modal Thoroughfares These are the highest-speed and highest-volume roads within the city, primarily serving as through routes and providing access to regional commercial areas.



Legend:

	Signalized Intersection		Sidewalks and Pathways		Sidewalk and Pathway Gaps		Retail and Dining
	Stop-controlled Intersection		Regional Trails		Proposed Local Road Routes		Schools and Libraries
	Roundabout		Mountain Bike Trails		Proposed Bike Lane		Senior Living
	Mid-block Crosswalk		Hiking/Natural Trails		Proposed Separated Bike Lane or Shared Use Path		Government Buildings
	Upgrade Existing Crosswalk		Bike Lanes		Near - Term Network		Wetlands
	New Crosswalk Location		Boardwalk				Lakes, Rivers and Streams
	Existing Trailheads						Woodlands
	Proposed Trailheads						Parks
	SMART Transit Stops						

Map Notes:

- Provide direct pathway connections between adjacent neighborhoods and school.
- Trail ends abruptly into parking lots at Deerfield Elementary and Wildlife Wood Park. Continue trail so it links into the City's pathway network.
- Explore neighborhood nature trail to ITC Trail from Woodworth Drive through community open space.
- Connect neighborhood to ITC Trail from Sandpiper Court.
- Connect neighborhood to ITC Trail from Cheltenham Drive or Heartwood Street.
- Connect adjacent neighborhoods between Gateway Drive and Coldspring Drive.
- Explore options for a direct pathway connection to anticipated City West district from 11 Mile Road.
- Connect adjacent neighborhood between Arcadia Drive and Cider Mill Road.
- Formalize pathway connection between Taft Road and Kerri Court.
- Add pathway through city owned parcel between Sandstone Drive and Novi Road.
- Extend existing pathway all the way to Taft Road from Ella Mae Power Park.
- Add pathway between Fountainpark Drive and Highland Drive.
- Explore optional pathway through city owned parcel between Chartman St/ Balcombe Dr to Malott Drive.
- Explore options for a direct pathway connection between neighborhoods and the commercial area at Eight Mile Road and Haggerty Road.
- Explore options for a direct pathway connection to Twelve Mile Road from Sandstone Drive and Steinbeck Glen.
- Add pathway between Sandstone Drive and Steinbeck Glen.
- Add pathway connection to Lakeshore Park Mountain Bike Trails from W 12 Mile Road and improve access from 12 1/2 Mile Road.
- Extend sidewalk from 12 Mile Road to Wixom Road.
- Add sidewalk connection from Meadowbrook Rd to existing path in Village Wood Lake Park as part of upcoming CIP project.
- Collaborate with Walled Lake to provide a trail connection to the Michigan Air Line Trail from Pontiac Trail and W Park.
- Coordinate with Maybury State Park to provide trail connection at park entrance at 8 Mile Road.
- Coordinate with the City of Northville to provide a safe route to Armerman Elementary and Downtown Northville.
- Multi-jurisdictional coordination is required for Griswold Road, Old Novi Road, Baseline Road, and 8 Mile Road due to the complexity of transportation issues involving different jurisdictions and to plan for future connections to Northville's Riverwalk.
- Coordinate with Northville Township to provide a connection to Legacy Park on 7 Mile Road following Silver Spring Drive.
- Add pathway connection between ITC Trail and Bosco Fields.
- Establish a trail connection across the I-96 interchange at Beck Road with the City of Wixom.
- Recognizing the strong desire to establish a non-motorized connection across I-96 at Taft Road, linking the northern and southern parts of the city, it is recommended that the city actively seek opportunities for its construction as City West develops.
- A traffic study is recommended for East Lake Drive and South Lake Drive to analyze traffic patterns, safety issues, and necessary infrastructure changes for bicyclists and pedestrians.

COMMENTS AND RESPONSES FROM FEEDBACK SURVEY

Novi Active Mobility Plan Review - Comments and Response

Novi Active Mobility Draft Plan Review - Comments and Responses

Updated: February 7, 2024

The draft plan was posted online for review between January 18th and February 4th. This spreadsheet documents public comments submitted during that period. Follow-up responses and plan amendments are noted directly below the comments.

Timestamp	How satisfied are you with the the active mobility plan recommendations? Please rate on a scale of 1 to 5, with 1 being "Not Satisfied at All" and 5 being "Extremally Satisfied"	Are there any specific items that need to be addressed? Please reference the page number below:	What is your top priority ? Please tell us what item you would like to see funded and built first.	Tell us anything else you feel is important:
1/19/2024 14:11:49	4	Please Reconsider the path over the highway at Beck Road. This does not seem like the best place for a bike crossing.	Finish Sidewalks that are not paved or connected to the major roadways. Like ten-mile road on the south side of the road between Meadowbrook and Novi road	continue to listen to the residents as you move forward.
		<i>Response: Alternatives to Beck Road were considered during the planning process, and it was determined that Beck Road is the most feasible option. As noted on page 93, Taft Road would be an ideal location for a crossing and should be considered in future planning. The ability to use existing infrastructure makes the Beck Road connection more cost-effective than building something brand new.</i>	<i>Response: The composite analysis did not identify this segment as a top priority. Part of this sidewalk segment will likely be completed by a private developer.</i>	
1/19/2024 14:26:42	1	1. While the Novi Citizens rank maintenance of and snow removal on these walkways as top priorities (Infographics Summary - un-numbered page 4) I see nothing regarding these items in the Executive Summary.	Proper maintenance and snow removal of the current system first.	2. The executive summary contains no cost impacts to the City budget. How are you going to pay for these changes, now and in the future (maintenance & snow removal). 3. How does this impact normal traffic flow?
		<i>Response: Recommendations for enhanced year-round maintenance are included on page 105 of the report. Additionally, the maintenance section on pages 146 to 151 outlines winter maintenance practices. The maintenance section is referenced on Page 5 of the Executive Summary.</i>		<i>Response: Cost impacts to the City budget are not included in the scope of this project. Page 11 of the report outlines the intention of this plan, emphasizing that it is a visionary document, and detailed studies are required for implementation. Investment decisions will come at a later date, as projects advance to implementation. Additionally, pages 144-145 of the report highlight potential funding opportunities.</i>
				<i>Response: We don't foresee any significant impact on motor vehicles. A comprehensive approach to transportation planning focuses on moving people, not just vehicles, and the goal of this plan is to provide safe transportation for all modes.</i>
1/19/2024 15:14:36	5	I have no specific items for more attention.	We enjoy walking for exercise and outdoor time. Generally, we have our dog with us. Being able to pick different rou	One thing that would be desirable is to have "doggie bag" stations along the paths and sidewalks. There are occasions I find dog waste along the sidewalks. It might motivate the dog walkers to pick up deposits if a dog bag were available, along with a sign to encourage their use.
				<i>Response: Page 105 contains a section on Pet Waste Management for the Neighborhood Greenway Network. There are also recommendations in the maintenance section on pages 146 - 151.</i>
1/19/2024 15:22:28	3	It wasn't clear as to what the plan is for South Lake & East Lake Drive with respect to walking/biking lanes, street lights, road condition improvements and police presence for speedy & distracted drivers	Wide & safe sidewalks, street lights along South Lake Dr, East Lake Drive and near Pavilion Shore Park area. It's Novi's nicest park area and roads need improvement as well as adding safety (ie, street lights, sidewalks, etc. The amount of pedestrians that walk, run & bike around the Lake seems to be growing exponentially so safety needs to accompany that as well.	Creating a more walkable environment from the Novi Parks to the shopping & restaurants. Street lighting & wide sidewalks would promote more physical activity (ie walking to shops & restaurants). Proper street lighting is the key to creating a sense of safety.
		<i>Response: Page 130 notes that resolving the details of this corridor is beyond the scope of this project, and it recommends conducting a comprehensive traffic study.</i>		<i>Response: Improved access for shopping and dining addresses some of these concerns. Lighting is addressed throughout the plan and is specifically noted under Major Corridor Guidelines, Neighborhood Greenway Network, Connecting to Transit, Implementation, and Maintenance Sections.</i>
1/19/2024 17:48:25	5		Connection of Cheltenham Drive to the ITC corridor. If that connection is not feasible, a connection from Heartwood Drive to ITC would be a viable option provided the Edinborough and Cheltenham subdivisions are connected by a very short trail (~40-50 feet) from Donnington Court to Inverness Court. That would allow both subdivisions safe access to the ITC trail.	I would love to see the proposed connection from the existing ITC corridor trail to the AirLine train in Wixom happen very soon as well.
			<i>Response: #5 on the Large Map addresses Cheltenham Drive to ITC corridor.</i>	

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1/21/2024 0:09:06	3	None to point out.	Connecting sidewalks. Lots of sidewalks are piecemeals or deadends leading people trying to maneuver through the city only by car. Novi as a whole is not walkable/bikeable.	Set a goal and update residents on goal markers made throughout projects. The city does little to actually update residents on how projects are moving along.
			<i>Response: Page 108 includes recommendations for addressing the critical gaps in the sidepath network to provide continuous off-road trail and sidepath system, along with providing warning and detour signs for dead-end pathways.</i>	<i>Response: Page 81 highlights the promotion of safe usage of new facilities through grand opening and event outreach and Page 106 discusses how to promote the network through events, group rides, maps and supporting local bike clubs.</i>
				Amend Plan: Add a new section under Implementation, page 140 to 143, called Project Communication. Include that a communication strategy should be developed in collaboration with the Community Relations department. This strategy should incorporate an annual implementation report, Walkable Novi Committee project updates to the community, and featured key projects from the plan on the Walkable Novi webpage.
1/22/2024 10:02:43	1	Plan #3 violates our neighborhood rights. We will not allow this path through our properties.		The city needs to respect out property rights.
		<i>Response: Note #3 on the map states "Connect neighborhood to ITC Trail from Woodworth Drive through community open space" (between 10 and 11 Mile on Wixom).</i>		
		Amend Plan: Update note on large map and page 94 to read "Explore neighborhood nature trail to ITC Trail from Woodworth Drive through community open space."		
1/22/2024 13:41:43	4	Left out the city's dog park east of Novi Road , n of nine mile		A c;lose look at where people are actually using the system. Which points have the highest use, many of the areas in the plan are known only to adjacent residents .. Example of under utilized area are the paths already in place on the hospital property. Definitely need increased visibility for crossings of major roadways. This will be crucial in the 8 mile area as propelNorthville develops it's new plans
		<i>Response: We have just labeled the larger parks on the map. Novi Ice Arena is currently labeled.</i>		<i>Response: Pages 25 to 43: The Existing Conditions section outlines the inventory and analysis process used to assess the existing multi-modal environment and identify deficiencies and demand for non-motorized facilities.</i>
		Amend Plan: Add label "Novi Dog Park" to large map		<i>Response: Page 88: Identifies mid-block crossing locations where new crossing locations or upgraded facilities with higher visibility are needed.</i>
				<i>Response: Page 136: Discusses coordination between Novi and the City of Northville.</i>
1/26/2024 12:07:30	2	No cohesion, especially with the new SMART routes. A good number of SMART stops are located at currently vacant lots. Who thought this up? Do Novi Land investors ride the bus as many are located near "For Sale" signs? Yet there are social media calls to improve bus stops in Novi even though most have no parking and no walkable access for Novi Riders.	Determine who runs Novi transit. Is it Smart? RTA? or the City. - Develop a plan that supports the Citizens, especaally the needy ones. This is tough. They are on the peripheral sides of the city. Manufactured homes on Napier, and 13 mile, Cheaper apartments at the far north of the city. Running a Bus route with ADA support for those living 3/4/ of a mile away, does not help. Especially running through non-residential areas.	

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		<i>Response: The "Connecting to Transit" section, spanning pages 110 to 113, focuses on supporting the new transit routes with sidewalks, crosswalks, and amenities. Transit stop locations were selected by SMART. A one-year data collection process must be conducted to make any changes or determine where shelters will be placed. The city does not have much input in this process.</i>	<i>Response: SMART is responsible for the new transit service in Novi. Page 111 identifies key sidewalk gaps to connect isolated neighborhoods to transit, along with other recommendations to support the new routes. The city does not have a lot of input on this process and trying to coordinate where they can.</i>	
1/27/2024 0:57:21	5		Would like to see neighborhoods connected. With crossing lights, walks, bridges, whatever needed to allow us to get across major roads to be able to use the sidewalks! I'd like the city to be responsible to clear those sidewalks in the winter! Too many not accessible.	
			<i>Response: Page 88 identifies proposed locations for crosswalk treatments at mid-block locations, while the Major Corridor Guidelines on pages 63 to 81 outline how road crossing improvements can be applied to the various types of road corridors in the city. Currently, sidewalk clearance is the responsibility of the property owner. Additionally, the maintenance section on pages 146 to 151 notes snow clearing on Mile Roads.</i>	
1/27/2024 15:12:26	5	Future undertakings to improve mobility should follow a concerted effort to secure the safety and viability of existing mobility paths. Put simply, displaced or disintegrating concrete/asphalt slabs, paths with overgrown vegetation or fallen trees and dangerous automobile driving behaviors (e. g., ignoring stop signs at exits of subdivisions, excessive speeds along 10 mile) should be addressed by the appropriate city service (e.g., forestry, police)	Lead an effort (like that in Sterling Heights) where the city takes the initiative to identify subdivision sidewalks that pose a hazard to pedestrians and works with responsible homeowners to facilitate repairs (not unlike how the city negotiated with a single waste company for the betterment of the residents).	I've lived in Novi since 1993. It's a great city with great residents, great schools and great city government and great city services. Better communicating some of the city services might help. For example, texting a picture/message to the city when a resident sees and issue is a convenient way to communicate issues. I don't think that many residents know how helpful our city representatives are trying to be. Thank you for asking for input.
		<i>Response: Page 146 to 151 addresses maintenance concerns. Pages 63 to 77, Major Road Guidelines, illustrate how current best practices can be applied to enhance safety and improve non-motorized mobility. Page 106 notes offering education programs in schools and community centers. Page 107 includes a recommendation to establish a grant program to improve safety at neighborhood entrances. Additionally, on page 79, the section on designing the roadway emphasizes encouraging safe speeds to enhance the experience of non-motorized users and improve overall roadway safety.</i>	<i>Response: Page 146 to 151 recommends that the city establish a detailed maintenance plan and outlines a maintenance schedule. Additionally, the city has initiated a pilot program called the Neighborhood Sidewalk Repair to address these issues.</i>	<i>Response: Page 146 recommends that the city expand awareness of the request assistance text program by including information about the program on signs along key non-motorized facilities.</i>
2/3/2024 21:41:04	4		Very pleased with the plan for a crosswalk between 8 & 9 Mile along Meadowbrook at Marks Drive!!! Would like to see this project on the fast track. Thank you so very much!	
2/4/2024 21:38:15			Top priority are walking/biking paths: West side of Beck road from 10 Mile road to 8 mile road and east side of Beck road from 9 mile road to 8 Mile Road; also along 9 mile road from Beck to Napier Road.	
			<i>Response: It is a priority to establish a continuous pathway on at least one side of Beck Road. The corridor from Beck to Napier along 9 Mile Road poses challenges for adding a sidewalk and is not considered a top priority based on the composite analysis. This determination takes into account factors such as lower population density and fewer destinations and amenities to connect.</i>	

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Email Comments				
While the Novi Citizens rank maintenance and snow removal of these walkways as top priorities (Infographics Summary - UN-numbered paged 4) I see nothing regarding these items in the Executive Summary. The Infographic pages should be numbered.				
<i>Response: Addressed above, move link for infographic page on website</i>				
The Executive Summary also does not contains any cost impacts to the City budget. How are you going to pay for these changes, now and in the future (maintenance & snow removal)? I would suggest that any attempt to pay for this by raising taxes would fail. Therefore the Mayor and the City Council would have to figure out what services they would have to cut in order to cover these costs. You can't call this an "Executive Summary" without including financials.				
<i>Response: Addressed above</i>				
I see nothing about the negative impact of more bike lanes and crosswalks interfering with normal traffic flow. You have to present the good with the bad particularly in an executive summary.				
<i>Response: Addressed above</i>				
The Network Map is far too busy. It has good information but I would suggest that it needs be interactive with multiple layers.				
<i>Response: The map was designed to summarize the vision for the complete network as laid out in the plan in a printed format, as outlined in the RFP for this project. The city may be able to convert the data into an interactive tool for use online after the plan is complete.</i>				
I was an Exec with Chrysler and had to review and create many plans including Executive summaries of each. I'm sorry but IMHO this plan is far from ready. I have many other questions and suggestions. Let me know if I can help.				
Although it was a little hard to read the maps I appreciate any effort to make walking areas really safe and available especially surrounded by nature thank you for all the work				

PLANNING COMMISSION MINUTES 2-7-2024

PUBLIC HEARINGS

1. DRAFT 2023 ACTIVE MOBILITY PLAN

Receive public comment and input on the draft 2023 Active Mobility Plan.

- Executive Summary
- Network Map
- Full Report

Senior Planner Lindsay Bell stated encouraging health through active lifestyles has been a focus for the City of Novi for many years. The Non-Motorized Master Plan adopted in 2011 served as a foundation for the past 12 years for providing an interconnected and comprehensive system of pathways, sidewalks, and other facilities. The implementation of that plan was tracked annually, and the prioritization of new investments in missing segments was built on that foundation. Many of the strategies recommended were implemented throughout the years, with over 16 miles of trails and sidewalks completed between 2011 and 2022 by public and private funding in Novi.

Recognizing the success of the 2011 plan, and the realization that standards continue to adapt to new technologies and awareness, City Council contracted with The Greenway Collaborative to produce a comprehensive update to the Non-Motorized Plan. That process kicked off in December of 2022, and continued through 2023.

The public input process included two public open houses, which were held last winter, a survey to get initial feedback and another after draft preliminary plans were shared, as well as several pop-up events attended by James Hill and the consultant team to share information and get feedback from the community. There was also a session held at Lakeshore Park to hear from community members near Walled Lake about options to consider for South Lake Drive and East Lake Drive. During the process, several meetings with a Technical Advisory Committee consisting of staff from various departments in the City and the Walkable Novi Committee were held, both provided valuable feedback. Thank you to Members Becker and Roney for their involvement as members of the Walkable Novi Committee.

Work on the latest update, now named the Active Mobility Plan (AMP), is now near completion. At the Walkable Novi Committee's December meeting, the members gave comments on the draft final Active Mobility Plan. The latest draft presented tonight reflects all edits made since then.

Norm Cox from The Greenway Collaborative will provide a more in-depth presentation on the various components of the plan.

The draft documents have been posted online for public review with a feedback form to receive comments since January 18, 2024. Comments received as of today have been included in the printouts in the Planning Commission packet. As the draft report continues through the process further edits may be made as appropriate.

Tonight, the Planning Commission is asked to hold a public hearing, offer any recommendations for improvements, and make a recommendation for adoption to City Council.

Norm Cox thanked the Planning Commission for the opportunity to present and talk about the Active Mobility project. Mr. Cox reiterated the importance of the people that have contributed to the project. The core team from Community Development – City Planner Barb McBeth, Senior Planner Lindsay Bell, and Planner James Hill, have been critical. Regular meetings with them have been held every other week throughout the course of the project and the guidance and the support they provided was invaluable. The same applies to the multiple meetings with the Technical Advisory Committee and the Walkable Novi Committee, their input was very much appreciated as well.

Mr. Cox relayed his colleague Carolyn Prudhomme is not present tonight, but TJ Likens with Fishbeck Engineering is present and will speak as well.

The name change from the 2011 Non-Motorized plan to Active Mobility really is the idea of integrating physical activity into everyday transportation. This has given us a wealth of benefits not just to the

individual, but the community. Mr. Cox underscored that in the last 12 years, the world of non-motorized transportation planning has changed dramatically. This was an opportunity to revisit and get the latest best practices put into the plan and set up the City for the next 12 years. The City has done an outstanding job implementing the first plan. Mr. Cox hopes the 2023 plan will provide good guidance to continue forward.

Mr. Cox introduced TJ Likens from Fishbeck to speak about his role in the project.

TJ Likens, Traffic Engineer with Fishbeck, relayed as a subconsultant on the project he is working through various questions that might relate to not only non-motorized but vehicular traffic as well. Clearly, those have to work together in order for this plan to be effective. His role has been to ask questions, to try and solve problems. As Mr. Cox said, the best practices are continuing to evolve at a much more rapid pace than they had in the past in terms of non-motorized. How we deal with non-motorized traffic is not a secondary thought, but as primary objective, so Mr. Likens supported the team when those types of questions came up.

Mr. Cox relayed that Mr. Likens has been great to work with and Greenway Collaborative has worked with him on numerous projects in the past and some coming up in the future.

Some of the key elements of the plan as outlined are the report, the executive summary, and the large network map. An overview of the process included evaluating existing conditions, the facility types and guides, guidelines for the major corridors, a long-term vision, what could be accomplished in the near term, thoughts on some specific areas, then how to implement the plan and take care of it. The process had a lot of community input including ideas, identifying issues, and getting feedback on major concepts. Continuing through this, we try to get this in front of the Community as often as possible as well as go to group meetings to try to get a good cross section of community input.

The existing conditions really inform quite a bit. Time was spent trying to understand what was happening from traffic mobility standpoint, what is happening with Community demographics, what facilities are existing or proposed, safety concerns, looking at existing policies and programs, and where deficiencies or gaps are in the system. Then a prioritization of corridors where the facilities are needed the most and will have the greatest impact was put together.

A lot of pictures and diagrams were included that explain these different types of facilities and what they look like to help convey, for example a crossing island, that can be referenced to see what it is and how it relates to some best practices and additional resources.

All the ideas presented in the plan are based on national best practices and resources are outlined for reference. These are constantly being updated, but best practices from the various resources were combined and applied to the City of Novi. A part of that was looking at major road systems, breaking them into three types of roads and how they operate currently with the overlay of new transit corridors.

For each different road type, the team looked at the buffer along the right of way, the crossing or trail crossing, the stop, the different types of intersections, the best practice for pedestrians, bicycles and micro mobility, and other kinds of features there should be around the corridor. What the corridors are now and ideally what they are changing to in the future was discussed. This is the outline of how to apply best practices and those guides that were discussed for the different corridors. Mr. Cox will be the first to say these are fairly ambitious, but they reflect current best practices and really what we should be aiming for.

The team took that information for the three different corridor types and tried to outline the long-term network. Different elements go into that, where sidewalks and side paths are now, where new ones should go in, what width they should be. The team spent a lot of time on the mid-block crosswalks, how to improve what is there, and where to put new crosswalks in to make sure it's easy to get across busy mile roads and especially to build better connections between the neighborhoods.

Bike lanes, and these are not just painted bike lanes but protected facilities, were looked at to determine where they should be located, the degree of buffer and separation from motorized traffic based on the road characteristics, and how to fit them into the big regional trail Greenway network. There is an

opportunity to have an established 30-mile loop that goes through the City and ties into the regional trail system with some fairly minor connections. That's pretty exciting for someone to be able to bike this loop through the City and the surrounding area. The team also looked at local road routes for those who don't want to bike along major roads, even if it's on a side path, to get to connections using the neighborhood roadways and some of the connecting pathways to get to things like their schools and the ITC trail, etc.

The team outlined some of the ways to expand on that system and the key to this is the near-term network. If that's the grand vision, this is the focus for the foreseeable future. As this was taken forward for public engagement, three main elements kind of came to the top. This neighborhood greenway network, the idea of a very comfortable system along roads and the ITC trail to get people to key destinations, connecting to transit, and also improving shopping or improving access to shopping and dining.

The neighborhood greenway network is building on all the work that has been done for the past number of years. With a few key side paths, a few key connections, and crosswalks, the outline of a foundation network can connect to all the key elements in the City. This is kind of the core network, and it should be made a high quality experience, not just solely functional but a beautiful corridor that people really would enjoy biking and walking along. In addition to facilities, all the policies, programs and metrics that go along with that greenway network were outlined that will really make it function.

In terms of connecting the transit, seizing on the new transit routes that Smart has defined and the stops that they have located, how do we make the best of that? There are a lot of corridors where the transit is, but there are large gaps in the sidewalk and side path system, so there is not a good way to cross the road. When someone gets on or off the bus, they need a way to get across a busy five lane road. There are a number of isolated neighborhoods that need to be linked into the transit.

Another thing heard from public engagement was access to shopping and dining. The City is doing a great job providing facilities along the road right of way, but how do you get from that path into the commercial areas and the restaurants, enhancing that to make sure everything works together?

The Greenway Collaborative has worked with the City to try to make sure the plan is integrated into the capital improvement plan, building on what is already being done.

Some of the near-term infrastructure projects that will make that greenway neighborhood network are three miles of sidewalks, five miles of shared use pathways, and 17 crosswalk improvements. With those types of improvements, it will complete the network.

In looking at the specific areas of East Lake Drive and South Lake Drive, a final solution was not determined. Mr. Cox met with the neighborhoods and heard a lot of the concerns that have been outlined here. There is good potential up there, but to really take the next step a meeting needs to be held to focus on these two roadways with all the residents who live up and down the road. Residents are interested in making a change, they're interested in considering some pretty radical changes. It will take a whole other study of traffic elements that are outside the scope of this project, but there are some good opportunities up there.

The team has also been considering how this relates to the City West project, and that it could be kind of a showpiece of how this gets integrated into new development.

Mr. Cox has also been working with the City of Northville on how the Riverwalk vision they are developing ties into the City of Novi and how the systems work together.

In addition, how the plan is implemented and funded was looked at. A fair amount of time was spent on the maintenance resources in terms of what is needed in four different seasons for the different types of facilities, then looking out every two years, every five years, every 10 years, every 20 to 25 years, and what different regiments are needed to make sure the system is maintained and cared for.

Mr. Cox referenced the network map, admittedly rather busy, but it tries to put everything on one piece of paper to have a summary of how it all fits together. Public input was received on this, and all comments

were discussed yesterday with the city staff as to how best to respond. Most of the comments that came up were able to be addressed with fairly minor amendments to the plan as outlined in the framework.

A new two-page spread will be added that will address communications from the City to the residents in general, and how progress is being made on the system. Once feedback is heard today, info will be posted online regarding what was heard and specifically how it's being responded to so people can see what changes are being made.

Mr. Cox concluded by stating he would like to hear from the Planning Commission and the public tonight to see what other plan elements need to be addressed prior to this being presented to City Council and requested that a recommendation be made for City Council to approve it with some final amendments that will be worked out with City staff based on the comments heard this evening. Mr. Cox and Mr. Likens are happy to answer any questions.

Chair Pehrson opened the Public Hearing and invited members of the audience who wished to participate to approach the podium.

Mike Duchesneau, 1191 South Lake Drive, relayed that quite often when groups are hired to put together a presentation and do a study we end up with a lot of fluff. In this case, this is very detailed, very interesting information, and Mr. Duchesneau would like to commend the group that did this study.

Seeing no other audience members who wished to speak, and confirming no written correspondence was received, Chair Pehrson closed the Public Hearing and turned the matter over to the Planning Commission for consideration.

Member Lynch said he agreed with the gentleman who just spoke, this is very well done. He likes the idea that safety was included in the overall plan, it's family friendly, and thought was put into people going across busy highways. Member Lynch thinks this is important for Novi's brand of being family friendly. This is something that makes Novi a little bit different than other cities and might attract people. Member Lynch has heard feedback that some people didn't know Novi had these trails and networks until they came here, they thought it was just about a shopping mall. People are exploring and learning they can walk just about everywhere with this active network, which should be publicized more.

Member Lynch thinks this is an appropriate use of taxpayer funds, mainly because it falls into one of the major legs of the Novi brand, which is the family friendly portion. He thinks the team did a great job. The City Council may have some comments, but from a planning standpoint, it looks like a very thorough analysis, and he has no issues.

Member Dismondy relayed we are lucky to have the resources to do such a detailed study and have a plan. He inquired as to where it was left around the lake area. Mr. Cox responded that there is very limited real estate there from both a right of way standpoint and physical constraints with the road. Top concerns heard were speeding and solving the traffic issue. There were objections to expanding the road, and attaining additional right of way is going to be next to impossible in many of these areas, so analysis using the framework of the existing asphalt path needs to be done.

One of the things considered was to make the roads one way, so space could be allocated towards more bicycle and pedestrian paths. From a quick thumbnail sketch, this could work, but fire vehicle access needs to be considered. There are so many difficult points with curves and the topography around the park near the tunnel, that something dramatic needs to be done to solve the problem.

Residents did not have an endorsement of one idea over another but are willing to look and consider something dramatic. The next step is to continue that discussion. The neighborhoods seem to be open to ideas, and reasonable solutions exist, but it can't be determined yet what will work.

Member Verma inquired if Walled Lake, South Lyon, and other surrounding cities were contacted in addition to Northville. Mr. Cox relayed that a meeting was held with all the different surrounding communities to discuss regional trail connections and how to link up to the trail, and there was a lot of

interest in that. There was a unified interest in a joint kind of wayfinding and promotion of all the systems in the area, not just within the City, but for example how to get down to the State Park and how to get up to the different trails in the area. Another next step could be joint wayfinding in the promotion of all the resources in the area. Member Verma stated the plan is very well done, it's a good design.

Member Roney relayed he has been on the Walkable Novi Committee for almost three years now, and there's a lot of good work that went into this and a lot of good discussion. Mr. Cox has done an excellent job. This is well thought out, it's certainly an expansion of what we have, little tweaks could be made here and there but there always is. Member Roney would really like to see this go forward to City Council.

Chair Pehrson added that this is not just a flash in the pan. It is not something that came out of nowhere. This has been in the works for years, maybe decades, and as we've noticed things like this that the address needs for the citizenry, or to improve the brand, it should be noted how Novi leads the way. It's also important to know if you pay attention to the CIP, what the City Council spends money on, and where they allocate the money from year to year, you'll see quite a change over the past decade or so relative to this entire topic. Just recently, many of the CIP items were added or bumped up to address some of these shortcomings, to make this kind of plan more realistic.

Chair Pehrson appreciates the work that went into the plan and noted that this is an actionable item that Novi will take, it's not just a report that is going to collect dust.

Motion to recommend the draft 2023 Active Mobility Plan to City Council moved by Member Roney and seconded by Member Lynch.

In the matter of the draft 2023 Active Mobility Plan, motion to recommend to the City Council approval of the update to the 2011 Non-Motorized Master Plan, titled the 2023 Active Mobility Plan, including the attached documents:

- a. Executive Summary.**
- b. 2023 Active Mobility Plan full report**
- c. Active Mobility Network Map**

This motion is made for the reasons stated in the Planning Memo, as well as the following:

- The AMP supports the City Council goal to "Work with neighboring communities to complete connections through Novi to local trail systems. Make Novi businesses an appealing rest stop for cyclists using the trails."**
- The AMP supports the City Council goal to "Pursue partnership with Northville for a Trail connection from Novi-Northville...."**
- Since 2011, significant advancements in non-motorized transportation have occurred at the national, regional and local levels prompting the need to adopt an updated plan.**
- The 2023 AMP builds on the success of the 2011 Non-Motorized Plan, and promotes opportunities to refine the system.**
- A safer, accessible and family-friendly network provides far-reaching benefits to the community, including in the areas of public health, environmental sustainability, reduced traffic congestion, economic activity, quality of life, cost savings, and community building.**

ROLL CALL VOTE ON MOTION TO RECOMMEND THE DRAFT 2023 ACTIVE MOBILITY PLAN TO CITY COUNCIL MADE BY MEMBER RONEY AND SECONDED BY MEMBER LYNCH. Motion carried 5-0.

2. JSP23-43 GRAND RIVER VETERINARY CLINIC SPECIAL LAND USE

Consideration of Grand River Veterinary Clinic for Special Land Use approval. The subject property is approximately 0.73 acres and is located at 40245 Grand River Avenue, on the south side of Grand River Avenue and west of Olde Orchard Street in the NCC, Non-Center Commercial Zoning District. The applicant is proposing to use the existing building and site as a veterinary clinic.

Planner Hill relayed the Special Land Use consideration is for the Veterinary Clinic at 40425 Grand River Avenue, located on the south side of Grand River Avenue, west of Olde Orchard Street, in Section 24 of the City. The applicant is hoping to move into an existing building and make some interior renovations in