



CITY OF NOVI
Administrative ePacket
February 22, 2024

Public Safety (Police/Fire)

Infrastructure (Roads/Water/Sewer)

[RCOC Report of the 2023 Strategic Planning Process](#)

[2024 Road Construction Projects](#)

Economic Development (City Revenue/Job Growth)

Citizen-Focused Government (Shared Services/Customer Services)

[2023 Active Mobility Plan Update - Bell & Hill](#)

Natural Areas & Features and Community Character (Community that Preserves)

[ISA Gold Leaf Award - Salowich](#)

Fiscally Responsible Government (Maintain)

[January 2024 Realcomp Report & 2025 CPI Estimate - Ziozios](#)

Parks, Recreation & Cultural Services (Enhance Services)

[2024 Winter Cornhole Leagues - Root](#)

[PRCS 2023 Annual Highlights Report](#)

Capital Improvement Program

City Council Only or Confidential



QUALITY LIFE THROUGH GOOD ROADS:
ROAD COMMISSION FOR OAKLAND COUNTY
"WE CARE."

Board of Road Commissioners

Andrea LaLonde
Commissioner

Eric D. McPherson
Commissioner

Nancy Quarles
Commissioner

Dennis G. Kolar, P.E.
Managing Director

Gary Piotrowicz, P.E., P.T.O.E.
Deputy Managing Director
County Highway Engineer

**Planning and Environmental
Concerns**

31001 Lahser Road
Beverly Hills, MI
48025

248-645-2000

www.rcocweb.org

February 9, 2024

RE: 2023 Strategic Planning Report

To: Oakland County city, village and township leaders:

The Road Commission for Oakland County (RCOC) has published its 2023 Strategic Planning report entitled *Time to Replenish: Getting Creative with Limited Funding* that we thought you might find useful and informative. Copies are enclosed for distribution to the attendees at the 2023 Strategic Planning Meeting (meeting summary also enclosed), and the following list if applicable:

- Supervisor, mayor or president
- Deputy supervisor, manager or administrator
- Commissioners, trustees or council members
- Planning Commission members
- Clerk
- Treasurer
- Chief of Police or Public Safety Director

The document is a summary of the information we shared last year with you during RCOC's biennial Strategic Planning process.

The report notes that RCOC had faced challenges from many years of inadequate funding but has made progress since the 2015 Michigan road-funding package was enacted. It also notes the additional funding resulting from the 2015 package will be absorbed by inflation by 2025, and the progress we have made will be lost without a long-term road-funding solution. That means the more than 600 miles of roads we have improved since the new dollars started to flow in 2017 will again begin to deteriorate starting in 2025. Working together, we hope the governor and legislators will step up and provide a long-term funding solution for Michigan's roads.

I am hopeful that this report will help to move this conversation forward. I hope you'll find it compelling and that it helps to reinforce your desire to join us in encouraging our state legislators to ensure our roads are adequately funded.

As always, if you have any questions or concerns, please feel free to contact us 877-858-4804 or via our website at www.rcocweb.org.

Sincerely,

Dennis G. Kolar, P.E.
Managing Director

Enclosure

2023 STRATEGIC PLANNING MEETING

CITY OF NOVI

The Strategic Planning meeting with the City of Novi was held on June 6, 2023, at the City of Novi office. This was a joint meeting with the City of Northville. Those in attendance were:

City of Novi

Victor Cardenas	City Manager
Jeff Herczeg	Director of Public Works
Megan Mikus	Deputy Director of Public Works

City of Northville

Mike Domine	Director of Public Works
Wendy Wilmers Longpre	Director of Strategic Planning

Michigan State Legislature

Akshara Karthik (for Sen. Rosemary Bayer)	State Senator, District 13
---	----------------------------

Oakland County Board of Commissioners

Dr. Ajay Raman	County Commissioner, District 14
----------------	----------------------------------

Road Commission for Oakland County

Dennis Kolar	Managing Director
Gary Piotrowicz	Deputy Managing Director/County Highway Engineer
Brad Knight	Director of Planning and Environmental Concerns/I.T.
T.J. Connolly	Transportation Planner III

COMMUNITY UPDATE

City officials reported they were happy that the 10 Mile Road (Meadowbrook Road to Haggerty Road) project was ahead of schedule as they have been receiving numerous calls from residents and restaurant owners along the corridor.

City officials stated that there were numerous road projects underway in and adjacent to the city, some of which include:

- MDOT Projects: I-96 (Kent Lake to I-275), I-275 (6 Mile Road to Will Carlton Road), and I-696 (I-275 to Evergreen Road).
- Great Lakes Water Authority's 54-inch Water Transmission Main (8 Mile Road to 14 Mile Road).
- RCOC Projects: 10 Mile Road (Meadowbrook Road to Haggerty Road), Novi Road (9 Mile Road to 10 Mile Road), and various locations for preservation overlays.

- **City Projects:** Various neighborhood streets (concrete and asphalt), Taft Road Roundabout and Rehab (9 Mile Road to 10 Mile Road), and watermain replacement in a couple subdivisions.

City officials reported they were working on an Environmental Assessment with the City of Wixom to widen Beck Road (11 Mile Road to I-96) to a 5-lane boulevard and hope to have that study completed by the Fall of 2023. The city also is investigating funding opportunities to complete approximately \$30-\$40 million in road widening.

City officials mentioned they received several multi-family residential proposals in various locations as well as some commercial developments along Grand River Avenue.

LONG-RANGE STRATEGIC TRANSPORTATION PRIORITIES

The long-range strategic transportation priorities for the **City of Novi** are:

1. Beck Road widening: 8 Mile Road to Grand River Avenue

Widen Beck Road between 8 Mile Road and Grand River Avenue as a 5-lane road or a 4-lane boulevard was recommended in the 2018 Beck Road Scoping Study and by 2016 Thoroughfare Master Plan. Partial funding for the 11 Mile Road to Grand River Avenue segment received through congressional appropriations for \$4.797 million with anticipated construction in 2025/26. No plans for the other segments are currently planned due to lack of funding. Novi continues to pursue federal funding with City of Wixom and the Beck Road Widening Task Force (BRWTF).

2. 12 Mile Road widening: Beck Road to Dixon Road/Cabaret Drive

Widen 12 Mile Road to four-lane boulevard from Beck Road to Dixon Road/Cabaret Drive, including an improved at-grade crossing of CSX tracks. Environment Assessment completed in 2022. Currently, in preliminary engineering (PE) phase of project development. ROW budgeted in 2024 TEDF Cat-C fund. There is no funding in place beyond PE and ROW.

3. 8 Mile Road rehabilitation/ reconstruction: Center Street to I-275

Addressing pavement conditions beyond pavement preservation overlays.

4. 10 Mile Road widening: Napier Road to Haggerty Road

Identified in the 2019 Scoping Study shared with RCOC. This future project needs to include the development of a plan for the 10 Mile Road corridor that improves traffic flow with selective widening and/or operational enhancements (as segment from Haggerty Road to Meadowbrook Road) but respects and is sensitive to neighboring residential areas.

TIME TO REPLENISH

— Getting Creative With Limited Funding —



REPORT OF THE 2023 STRATEGIC PLANNING PROCESS



We’ve come a long way since 2015

That was the year, now nine years ago, when the Michigan Legislature last increased road funding. At the time, as the result of decades of inadequate road funding, about two-thirds of Road Commission for Oakland County (RCOC) paved roads were rated in poor condition. Today, thanks to the injection of new funding resulting from the 2015 legislation, about 78 percent of RCOC paved roads are in good or fair condition, and only 22 percent are in poor condition. In part, that is also due to RCOC’s creative approach to road funding – the agency has worked diligently to stretch every available dollar as far as possible. That has resulted in more than 600 miles of paved roads receiving a new surface since the new state dollars started to flow in 2017. RCOC will continue to improve the roads with those new dollars until the “buying power” of those dollars is absorbed by inflation, which is projected to occur in 2025. To keep the road-repair momentum going after 2025 additional state road funding will be needed.

RCOC Cost Comparison: 2016 vs. 2023			
ITEM	2016	2023	% INCREASE
Asphalt	\$77.88/ton	\$105.53/ton	35%
Road Striping	10.8 cents/linear foot	14 cents/linear foot	30%
Snow Plow For Trucks	\$9,074	\$19,926	119%
3/4 Ton Pickup Truck	\$23,000	\$34,000	40%

That was one of the messages delivered by RCOC Managing Director Dennis Kolar and Deputy Managing Director/County Highway Engineer Gary Piotrowicz during the 2023 Road Commission Strategic Planning meetings. The Strategic Planning meetings involve RCOC leaders meeting individually with the leaders of nearly all townships, cities and villages in the county every other year to receive feedback from the communities about the services RCOC provides, any ongoing issues, learn about anticipated new development and road needs in the communities and to share information about roads, road funding and the agency. This report provides an overview of the key messages RCOC leadership shared with the communities during these meetings. Specific details of each meeting, including feedback provided by the community leaders, are included in a second report available on RCOC’s website (rcocweb.org, then click on the “About Us” tab at the top of the home-page and select “Publications” from the pull-down menu, then select “RCOC Strategic Planning Reports” and choose the 2023 report).

Federal Infrastructure Investment and Jobs Act (IIJA)

While state dollars are the largest source of road funding for RCOC, the next largest source is federal road funding – and this funding pot saw an increase recently as well. In a relatively rare bipartisan act, Congress approved, and the President signed, a new federal infrastructure funding bill, known as the Infrastructure Investment and Jobs Act (IIJA), in 2021. The bill was touted as a shot in the arm for infrastructure funding. In reality, though, it was largely a continuation of existing federal funding with some additional dollars added. Additionally, more than 60 percent of the new funding in the bill was dedicated to electric vehicles and chargers and other discretionary categories. In all, it included \$110 billion in new road funding. While this might seem like a lot of money, when it is filtered across the entire nation, it results in only modest increases for most individual agencies, such as RCOC. The bottom line is that the bill is resulting in about a 10 percent increase in federal funding for RCOC – not the 15 to 28 percent reported by some national media. At the same time, inflation related to infrastructure has been running at least 6 percent per year, further eroding the benefit of the additional funding.

The EV Challenge

Against this road-funding backdrop, there is another funding-related discussion ongoing around the state: That is the impact that an ever-growing fleet of electric vehicles (EVs) will have on road funding. Fuel taxes remain one of the largest sources of road funding in both Michigan and across the country. But there is a very real threat to this funding source – electric vehicles. Driven in part by public policy at both the state and federal levels, EVs are growing rapidly as a portion of the public vehicle fleet. Already, as a result of the current EVs on the roads, Michigan has lost more than \$50 million in road funding over the last several years. That number is expected to grow quickly, as the number of EVs on the roads ramps up.

The EV challenge does not just affect road funding, though. Michigan charges sales tax on gas and diesel. While the sales tax revenue does not go to roads, it does go to schools and cities, villages and townships across the state.



RCOC will continue to improve the roads with those new dollars until the ‘buying power’ of those dollars is absorbed by inflation, which is projected to occur in 2025. To keep the road-repair momentum going after 2025 additional state road funding will be needed.



TIME TO REPLENISH
— Getting Creative With Limited Funding —

So, as the amount of fuel sold declines as the EV fleet grows, the sales tax revenue will shrink as well as fuel-tax revenue, meaning schools and municipalities will also both take a hit.

What is the solution? At some point, Michigan – and every other state – is going to have to find a way to charge motorists to use the roads in a way that is not based on fuel consumption. The most likely alternative is a mile-age-based user fee (MBUF), also known as a road-user fee, which involves motorists paying a fee per mile driven.

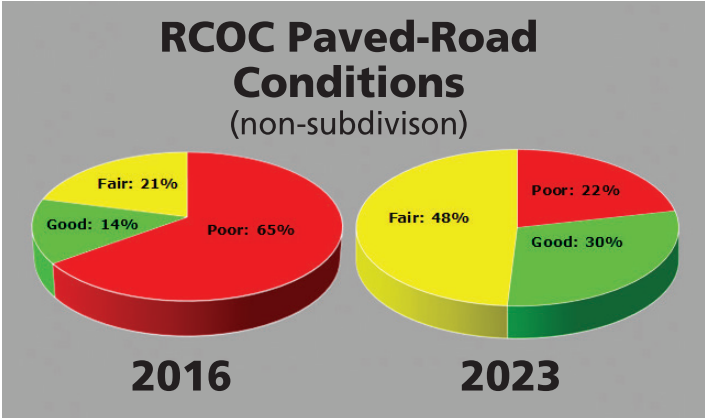
This concept is already being tested in other states and seems to be a viable option. The technology exists to make this possible, though there are some policy challenges that must be overcome (such as some people having privacy concerns, though it could be done without sharing any personal data).

The Michigan Legislature has committed some funding to studying this issue, but it appears the solution is still a ways off.

Road Conditions

Since the first new state road-funding dollars arrived in 2017, RCOC has committed to repairing and improving as many roads as possible. Between 2017 and 2023, this has included:

- Preservation overlays (simple resurfacing): 435 miles
- Concrete slab replacements: 68 miles
- Crack sealing: 391 miles
- Major resurfacing: 60 miles
- Reconstruction/widening: 12 miles
- Gravel road paving: 6 miles
- Spot resurfacing (resurfacing short sections of road): 619 Locations
- Bridge replacements: 44
- Bridge preventative maintenance locations: 11
- Culvert replacements: 8
- New gravel placed on gravel roads: 363 miles



As the charts above show, this level of investment has resulted in a significant improvement in the condition of RCOC roads. They have gone from being 65 percent in poor condition, 21 percent in fair condition and 14 percent in good condition in 2016 to 22 percent in poor condition, 48 percent in fair condition and 30 percent in good

condition in 2023, which represents a smaller percentage in poor condition than the statewide average. The challenge now will be to ensure the system continues to improve and we don't lose the ground we have gained. As noted previously, at current funding levels, the condition of the roads will again begin to deteriorate in 2025.

Rating Road Conditions

RCOC will have rated the condition of all its paved roads by the end of 2024. All counties are required to rate their federal-aid-eligible roads (heavier-traveled roads that are given this federal designation). Some have begun rating non-federal-aid-eligible roads as well, including RCOC.

Rating all roads in the system is important to ensure we know the true condition of each paved road, for benchmarking and project-selection purposes and to determine the level of funding needed to improve the system.

Local Federal Fund Exchange

One way that RCOC has been creative in stretching its funds is through the Local Federal Fund Exchange (LFFE), a program RCOC and the County Road Association of Michigan (CRA) convinced the Michigan Department of Transportation (MDOT) to enact and that allows county road agencies to "sell" their federal road funding to other agencies. This benefits smaller agencies that do not have the staff to easily comply with the numerous requirements associated with federal road funds.

It also allows larger agencies, such as RCOC, to "purchase" federal road funds at a discount, typically for about 80 cents on the dollar. To date, RCOC has been the most aggressive purchaser in this program. Since RCOC staff are well versed and experienced in utilizing federal road funds, the program offers a way to leverage state road funding to attain a larger amount of federal funds.

While there are limitations on the amount of federal funding available through the program as well as on the types of projects it can be used for, it has, nonetheless, proven a highly successful initiative for RCOC. So far, RCOC has purchased nearly \$26 million in federal funds at a cost of approximately \$20.2 million, resulting in nearly \$6 million in additional road funding – and RCOC will continue to aggressively pursue this option.

Additionally, a new law created a voluntary buyout program in which MDOT is purchasing federal aid from eligible local agencies across the state at a rate of 90 cents per dollar of federal funding. As with the LFFE, the benefit for local agencies is that the rules governing the non-federal funds received are more flexible than those for the federal funds.

RCOC took advantage of this program in 2023 and used the funds toward its Orchard Lake Road resurfacing and reconfiguration project from Commerce Road to Middlebelt Road in West Bloomfield Township, Orchard Lake Village, Keego Harbor and Sylvan Lake.

Modernizing Operations

Another way that RCOC is being creative in stretching its available funding is by finding ways to use the dollars it receives as efficiently as possible. That includes modernizing facilities where possible.

One recent example is RCOC's construction of a new building for its electrical shop, providing the first update for this important operation in about 50 years.

The electrical shop builds all the traffic-signal cabinets, which are located at every signal and include state-of-the-art computers and technology. The shop staff also build the traffic signals themselves. Having adequate space and the ability to comfortably use the latest technologies has greatly improved the efficiency of this operation.

The new building is allowing RCOC staff to more efficiently perform the critical "behind-the-scenes" tasks that are necessary to efficiently operate the road system.



Traffic-Signal Technology Upgrades

In the past year, RCOC has continued to roll out a new software system to manage some of its "smart" traffic signals.

As the operator of one of the largest adaptive traffic-signal systems in the country (the signal timing is automatically adjusted to most-efficiently move the traffic present at each moment), RCOC has long been on the cutting edge of traffic-signal technology.

For 30-plus years, RCOC has used an Australian-based company to provide the software to manage the smart signals. Now, it is beginning to migrate to a more advanced system from a US-based company that will allow RCOC to increase the integration of the signals with the next wave of transportation technology: connected- and autonomous-vehicle systems.

The new Centrac system will allow much greater connectivity and data harvesting for the RCOC smart-signal system. Over the next two years (2024-26), RCOC will integrate more than 400 traffic signals via the Centrac system, expanding RCOC's system of "smart" signals to some 1,250 intersections (which remains one of the largest deployments in the country).

Additionally, RCOC is installing closed-circuit television (CCTV) cameras at signalized intersections to allow signal-systems engineers to remotely monitor the signals'



operation in real time. This allows the engineers to remotely diagnose and repair signal problems without having to travel to often distant intersections. This saves significant time and money and ensures traffic signals function properly more of the time.

So far, CCTV cameras have been installed at more than 200 intersections. RCOC has secured funding to expand camera installation to more than 500 locations over the next three years.

These cameras are for live signal monitoring only and do not record any video footage. Additionally, RCOC is gradually making the camera feeds available to interested local communities for a fee.

Finally, RCOC was recently awarded a federal Strengthening Mobility And Revolutionizing Transportation (SMART) grant to develop an economically sustainable deployment model for cellular-to-vehicle-to-everything (C-V2X) technology in Oakland County. Such a model would likely be the first in the nation and may help usher in the era of the "connected vehicle" (in which vehicles and infrastructure communicate).

Supporting Wetlands

With RCOC's support and assistance, the Michigan Wetland Board funded and led the creation of a new 13-acre wetland bank in Brandon Township. This site can now be used to mitigate wetlands that must be removed as part of road projects.

The mitigation credits for this site are available to road agencies and municipalities in Oakland County and some neighboring counties. This ensures that when road projects impact wetlands, there is no net loss of this environmentally important ecosystem.





Gravel-Road Paving

In 2022, the Road Commission updated its gravel-road paving plan. This is a document that identifies which of RCOC's 750 miles of gravel roads have been prioritized for paving by communities in the county. The communities typically partner with RCOC on the paving costs.

The average cost to pave a mile of gravel road is \$4.7 million. RCOC sets aside \$2 million of federal road funding each year to put toward gravel paving.

Typically, gravel-road paving projects, on roads that are federal-aid-eligible, are paid for with 80 percent federal funding and 20 percent local match, with RCOC paying 10 percent and the local community paying the remaining 10 percent. For non-federal-aid-eligible roads, the cost is split 50/50 with the local community.

There are currently five gravel paving projects planned through 2030. The updated Gravel Road Paving Plan is available on the RCOC website (rcocweb.org – click on the "Publications" link under the "About Us" tab at the top of the homepage).

The EGLE Brine Situation

Brine is naturally occurring salt water that RCOC pumps out of the ground at three well sites around the county. The material is a cost-effective and highly efficient way to control ice and snow on winter roads and dust on gravel roads during the spring, summer and fall.

In early 2023, with no advanced warning, the Michigan Department of the Environment, Great Lakes and Energy (EGLE) announced plans to severely limit the use of brine on Michigan roads, alleging, without any supporting data, that the brine was causing increased salination of Michigan's waterways.

Road agencies across the state, including RCOC, immediately protested this development, arguing that brine is beneficial for the environment because it reduces the amount of rock salt needed in winter. Additionally, brine greatly improves air quality along gravel roads by reducing the amount of dust emanating from the roads



(which negatively impacts those with asthma and heart conditions and reduces the quality of life for those living near the gravel roads).

Brine is used as an "anti-icing" agent, meaning it is sprayed on roads prior to snow events, in some situations, to delay the formation of ice. It is mixed with rock salt as the salt is spread from the back of salt trucks, both reducing the amount of salt needed and reducing the amount of time it takes the salt to begin to melt snow and ice. All of these mean that brine is helping to make the roads safer during winter weather conditions, thus reducing the likelihood of crashes that could result in injuries or even deaths.

As a result of the loud and unanimous objections to its new rules, EGLE has backed away from its original plan and is now re-evaluating its position based on input from road agencies. It is not yet clear, though, what the outcome of this re-evaluation will be.

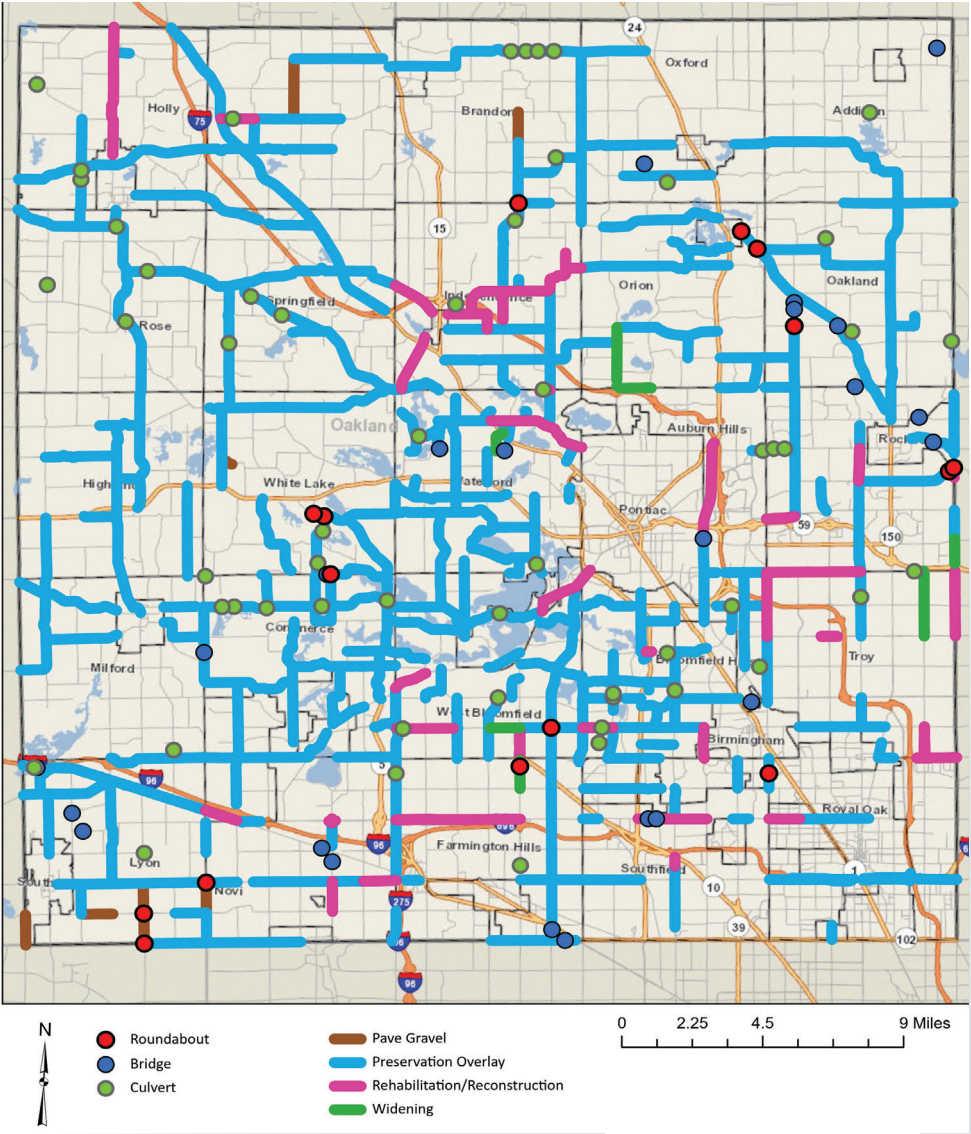
RCOC Recognized

In the last year, RCOC has been repeatedly recognized for its projects & processes. This recognition has included:

- 2023:
 - American Public Works Association: Avon Road at Dequindre Road, bridge and roundabout. Project of the Year Award (projects costing \$5 million to \$25 million)
 - Michigan Transportation Asset Management Council (TAMC): Organizational Achievement Award for the RCOC Asset Management Report (award recognizes agencies that incorporate the principles of asset management and adopt an asset management plan to help guide investment decisions)

- 2022:
 - American Public Works Association: Baldwin Road, Morgan Road to Waldon Road, reconstruction, widening and construction of five roundabouts. Project of The Year Award (projects costing between \$25 million to \$75 million)
 - American Public Work Association: North Holly Road, Grange Hall Road to Oakland County border, major resurfacing. Project of The Year Award (projects costing between \$1 million and \$5 million)

2017-2023 Past RCOC Construction Projects



Projects

The map at left shows the many projects RCOC has completed since it began to receive increased state road funding in 2017.



Follow Us on Social Media



2023 Strategic Report Available Online

This report summarizes the key messages shared by RCOC leaders with the leadership of Oakland County communities during the 2023 RCOC Strategic Planning process.

The second part of the Strategic Planning process involves receiving input and feedback from the county's communities. That data is used by RCOC to plan and focus its road maintenance and construction operations and to help determine the best allocation of resources.

The input provided by each community as part of this process makes up the second volume of the 2023 RCOC Strategic Planning Report, which is available on the RCOC website (www.rcocweb.org). The document can be found in the "Publications" section of the website, in the "RCOC Strategic Planning Reports" subsection. The direct link to the document is: rcocweb.org/DocumentCenter/View/12201/2023-Strategic-Planning-Report-Volume-II-Community-Details

ROAD COMMISSION FOR OAKLAND COUNTY
31001 LAHSER ROAD • BEVERLY HILLS, MI 48025
877-858-4804 • rcocweb.org • dcsmail@rcoc.org

REPORT OF THE 2023 STRATEGIC PLANNING PROCESS



Andrea
LaLonde
Chair



Eric
McPherson
Vice Chair



Nancy
Quarles
Commissioner

Dennis Kolar, PE - Managing Director
Gary Piotrowicz, PE, PTOE
Deputy Managing Director/County
Highway Engineer



Connect with us:     



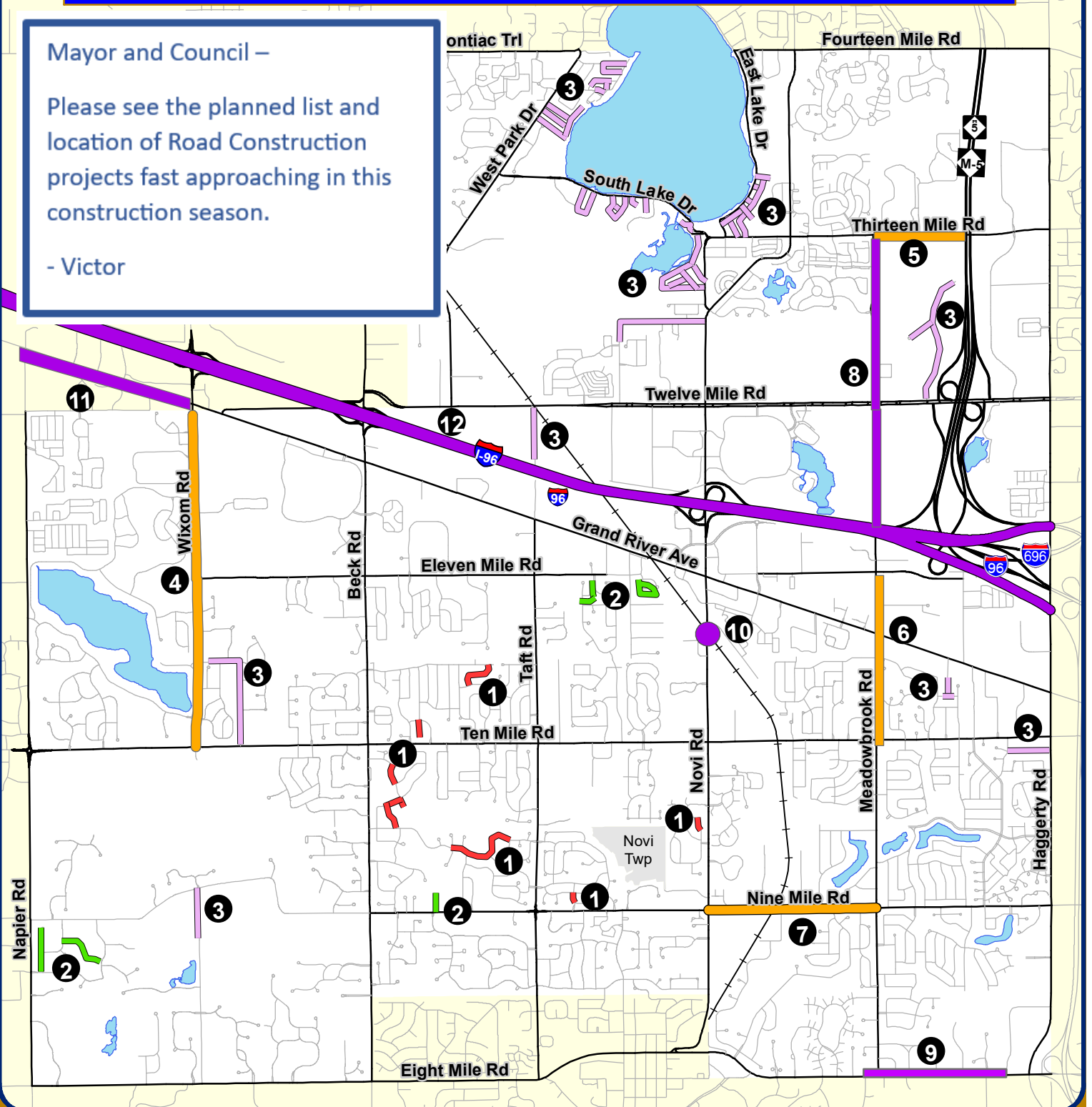
"Quality Life Through Good Roads - We Care."

2024 Road Construction Projects

Mayor and Council –

Please see the planned list and location of Road Construction projects fast approaching in this construction season.

- Victor



Map Author: Runkel
Date: 2-16-24
Project: 2024 Road Projects
Version #: 1.0

MAP INTERPRETATION NOTICE

Map information depicted is not intended to replace or substitute for any official or primary source. This map was intended to meet National Map Accuracy Standards and use the most recent, accurate sources available to the people of the City of Novi. Boundary measurements and area calculations are approximate and should not be construed as survey measurements performed by a licensed Michigan Surveyor as defined in Michigan Public Act 132 of 1970 as amended. Please contact the City GIS Manager to confirm source and accuracy information related to this map.

Road Construction Projects

- NRP - Concrete*
- NRP - Asphalt*
- Road Rehabilitation
- Other Agency Project
- Capital Preventative Maintenance

*NRP (Neighborhood Road Program) roads will be split between 2024 & 2025



City of Novi

Engineering Division
Department of Public Works
26300 Lee BeGole Drive
Novi, MI 48375
cityofnovi.org

Feet
0 875 1,750 3,500 5,250
1 inch = 4,300 feet



2024 ROAD CONSTRUCTION PROJECTS

CITY OF NOVI ROAD PROJECTS

*The Neighborhood Road Program is a 2-year program. Rehabilitation and/or reconstruction of the roads listed will occur over the 2024 and 2025 construction seasons. Additional streets may be added if funds are available.

(1) Neighborhood Road Program (NRP) – Concrete Streets*

- Mystic Forest Dr (Mystic Forest)
- Foxton Dr (Dunbarton Pines)
- White Pines Dr (Royal Crown Estates/Arden Glen)
- Whitehall Dr (Broadmoor Park)
- Argyle St (Broadmoor Park)
- Broadmoor Park Ln (Broadmoor Park)
- Venice Dr (Roma Ridge)
- Riverview Ln (Simmons Orchard)

(2) Neighborhood Road Program (NRP) – Asphalt Streets*

- Amberlund Ct (Amberlund Estates)
- Waterland Dr (Park Place)
- Sunday Dr (Park Place)
- Creek Crossing (Creek Crossing)
- Trestle (Creek Crossing)
- Junction (Creek Crossing)
- Petros Blvd (Cedarspring Estates)
- Copland Ln (Cedarspring Estates)

(3) Capital Preventative Maintenance (CPM) – Chip Seal Streets

- | | |
|--|---|
| - 12 ½ Mile Rd | - Joseph Dr |
| - Dixon Rd, 12 ½ Mile Rd to Declaration Dr | - Brenda Ln |
| - North Haven/Faywood/Lebenta/Amis/Rexton | - Burton Dr |
| - Taft Rd, 12 Mile Rd to end | - Delmont Dr |
| - Buffington/Pembine/Henning | - Dinser Dr |
| - Eubank/Lemay/Maudlin | - Summit Dr/Summit Ct |
| - Owenton/Bernstadt | - Elm/Duana/Charlotte |
| - Austin/Shawood/Shamrock Hill/Crown/Pleasant Cove | - Chapman/Endwell/Paramount |
| - Monticello/Lashbrook/Parklow/Herman | - Garfield Rd, 9 Mile Rd to asphalt section |

(4) Wixom Road Rehabilitation, 10 Mile Rd to south of Grand River Ave

(5) Thirteen Mile Road Rehabilitation, Meadowbrook Rd to M-5

(6) Meadowbrook Road Rehabilitation, 10 Mile Rd to 11 Mile Rd

(7) Nine Mile Road Rehabilitation, Meadowbrook Rd to Haggerty Rd

OTHER AGENCY PROJECTS IN OR AROUND NOVI

(8) 54-Inch Water Transmission Main Loop (Great Lakes Water Authority)

(9) Eight Mile Road Reconstruction, Meadowbrook Rd to Orchard Hill Pl (Wayne County)

(10) Novi Road Bridge Preventative Maintenance, over CSX tracks (Road Commission of Oakland County)

(11) Grand River Avenue Widening and Reconstruction, Napier Rd to Grand River Ave (Road Commission of Oakland County)

(12) I-96 Flex Route, from Kent Lake Road to the I-275/I-696/M-5 Interchange (MDOT)



TO: VICTOR CARDENAS, CITY MANAGER
THRU: BARBARA MCBETH, AICP, CITY PLANNER
FROM: LINDSAY BELL, AICP, SENIOR PLANNER
JAMES HILL, PLANNER
SUBJECT: 2023 ACTIVE MOBILITY PLAN
DATE: FEBRUARY 15, 2024

MEMORANDUM

Mayor and Council –

Please see the update on progress made with revisions to the Active Mobility Plan, formerly referred to as the Non-Motorized Master Plan.

- Victor

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 a total of 16.25 miles of trails/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, the City Council contracted with The Greenway Collaborative in November 2022 to produce a comprehensive update to the Non-Motorized Plan. That process kicked off in December of 2022, and continued through 2023.

Work on the latest update to the **new plan, now referred to as the Active Mobility Plan (AMP)**, is near completion. Drafts of the Plan were reviewed by the staff Technical Advisory Committee and the Walkable Novi Committee. At the Walkable Novi Committee's December meeting, the members gave comments and offered some feedback. The consultants have reviewed all of staff's initial comments and the committee's comments and addressed those in the latest draft. The draft Active Mobility Plan, the **Executive Summary and the Active Mobility Network Map can be found at <https://walkbike.info/novi/>**.

The Active Mobility Plan is organized into different focus areas. 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 cycling using existing facilities, and consists of three main components:

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

2. Connecting to Transit: Making it safe and easy for pedestrians and cyclists to reach the new transit stops in the city.
3. Improved Access to Shopping and Dining: Creating a friendly environment that lets people easily walk or bike to businesses from the street or sidewalk.

The Regional Trail Network component aims to connect Novi to the broader network of existing infrastructure in surrounding communities, potentially creating a 30-mile loop. These connections include creating a trail link across the I-96 interchange at Beck Road, closing sidepath gaps along 12 Mile Road and West Park Drive to Pontiac Trail, and collaborating with Walled Lake to connect to the Michigan Air Line Trail. Additionally, coordination with Maybury State Park and support for connections to Northville are emphasized. Such connections would provide not only an attractive amenity for Novi residents but also an opportunity for economic development, health and wellness, and alternative transportation benefits.

The Major Corridor Classifications 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 all road users are taken into account in the design of improvements, which will result in a more efficient investment than if projects are implemented separately.

While the Active Mobility Plan provides the long-term vision for the network in Novi, individual projects would need to be designed and evaluated for costs of investment as they are proposed. The AMP includes a section on current resources for design best practices for various facilities, as well as funding strategies such as grant programs. Both seasonal and scheduled maintenance tasks are also provided in the plan.

The draft documents have been posted online at <https://walkbike.info/novi/> for public review since January 18. A feedback form was included to receive comments up until the public hearing was held at the Planning Commission meeting on February 7.

The public comments received, in addition to how they could be addressed or how they have already been addressed by the draft plan, were summarized, and shared with the Planning Commission and are attached to this memo. Minor revisions to the plan have been made since the Planning Commission meeting in response to some comments.

The plan was presented before the Planning Commission on February 7 by the consultants and was well received by Planning Commission members and audience members in attendance. The Planning Commission unanimously recommended to the

City Council that the 2023 Active Mobility Report be adopted. The Planning Commission's draft minutes are attached to this memo.

The Active Mobility Plan will be presented to the City Council for review and adoption at an upcoming meeting.

Please feel free to contact staff if you have any questions on this matter.

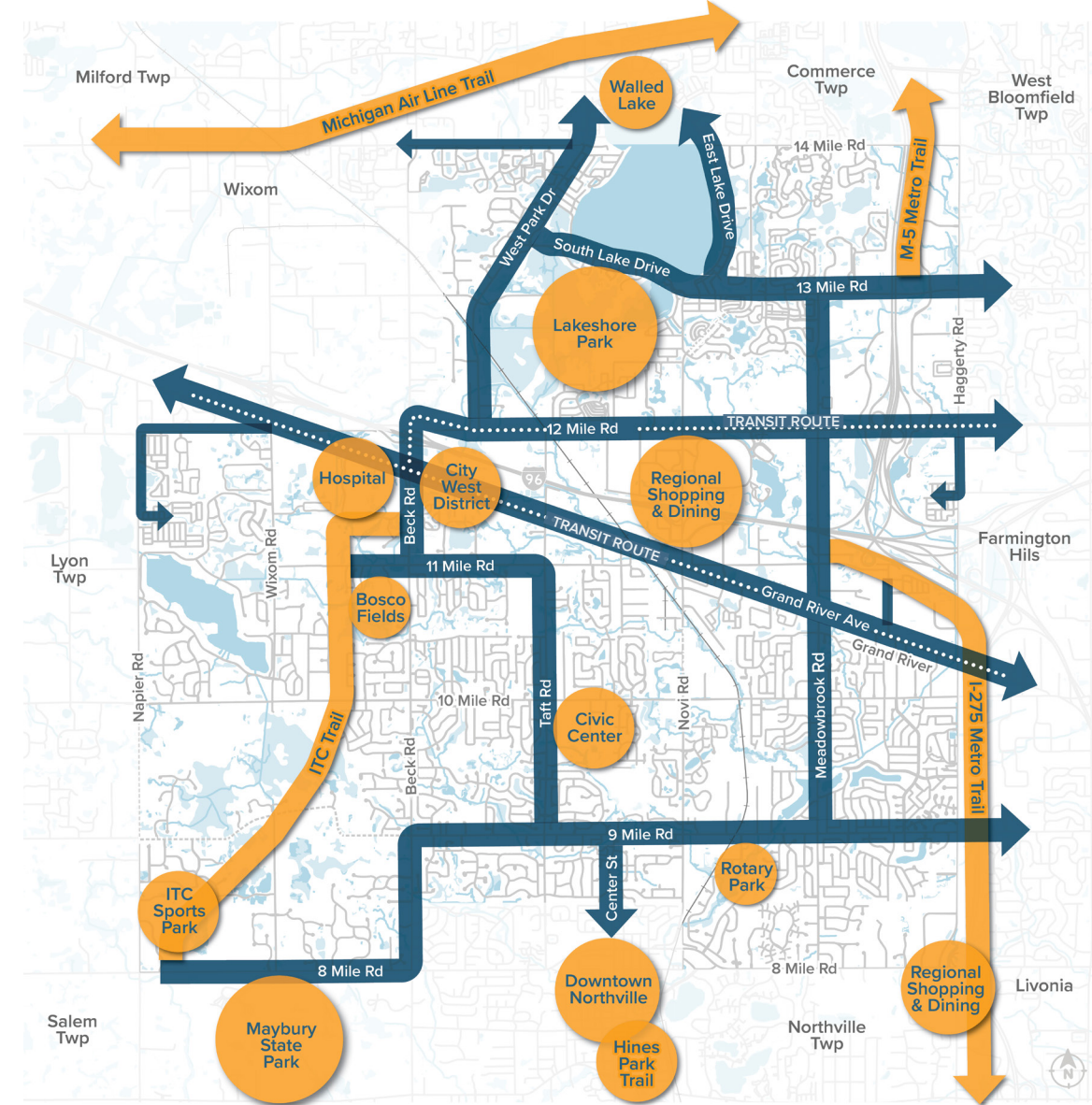
UPDATED NETWORK MAP



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.



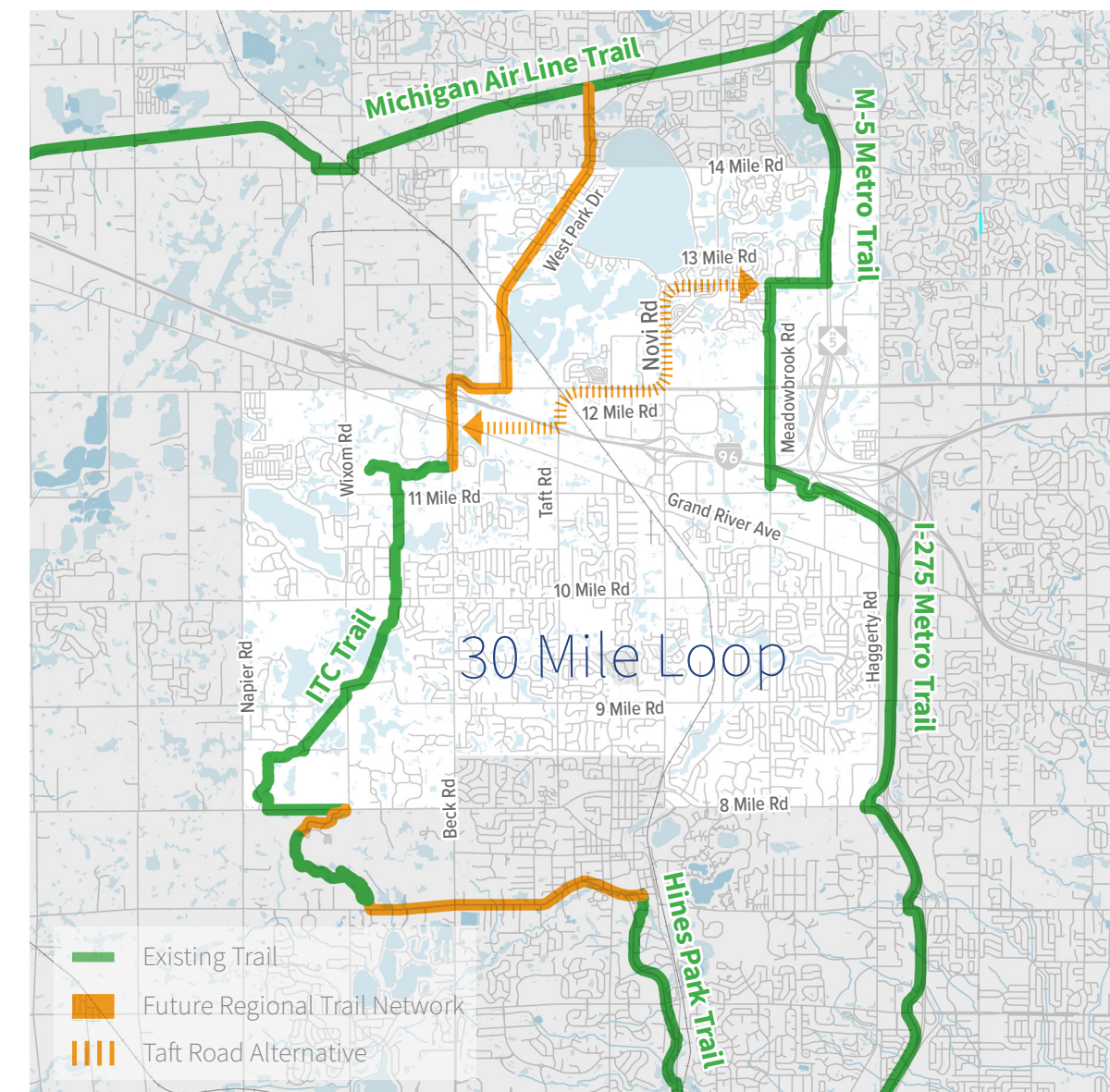
Connecting to Transit

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.



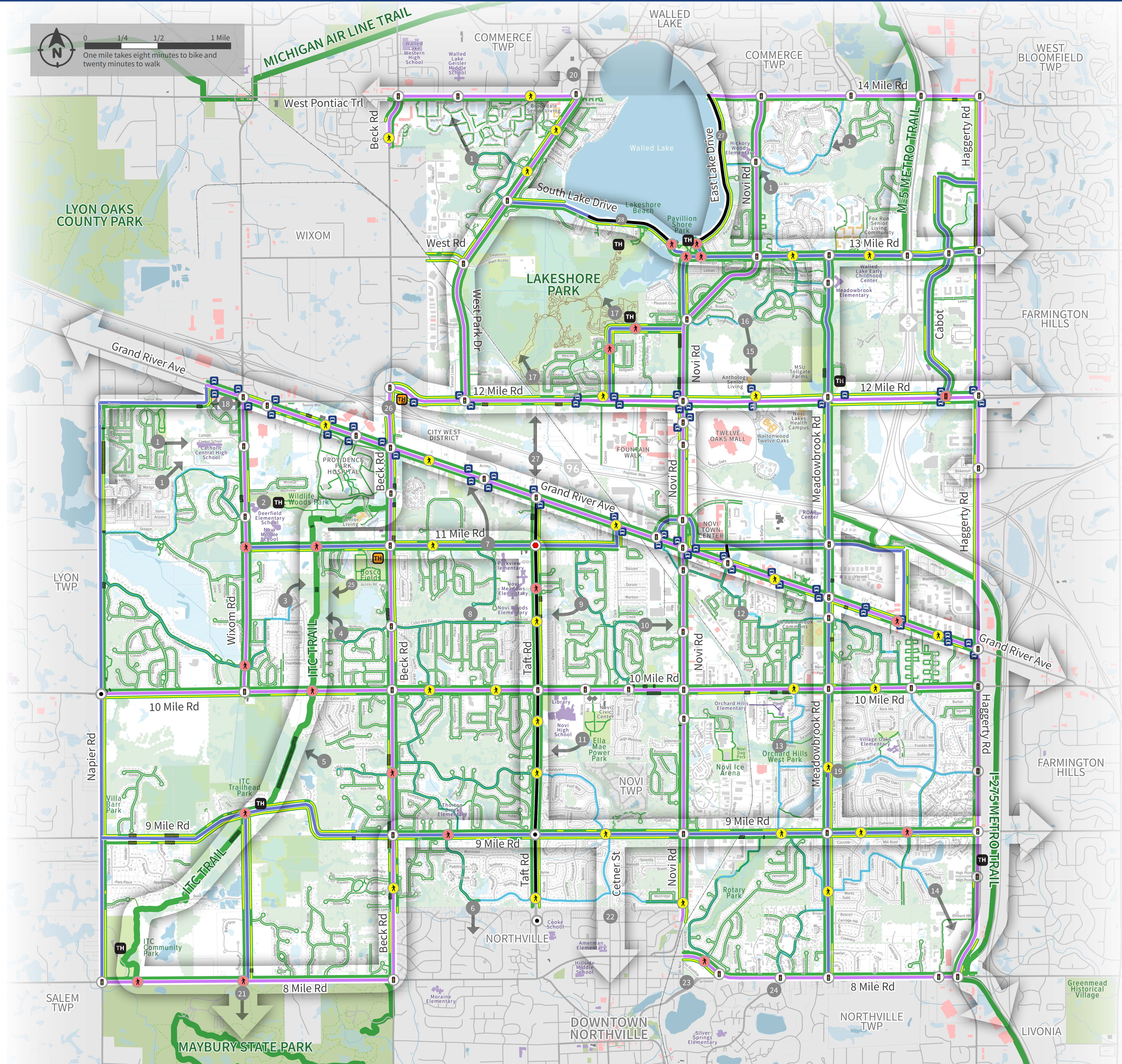
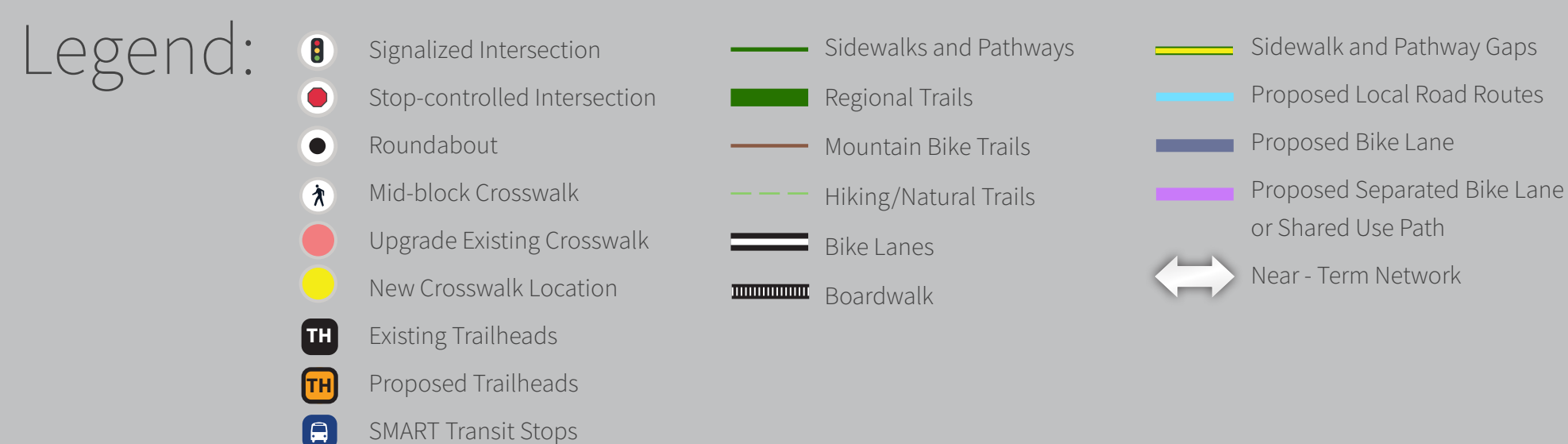
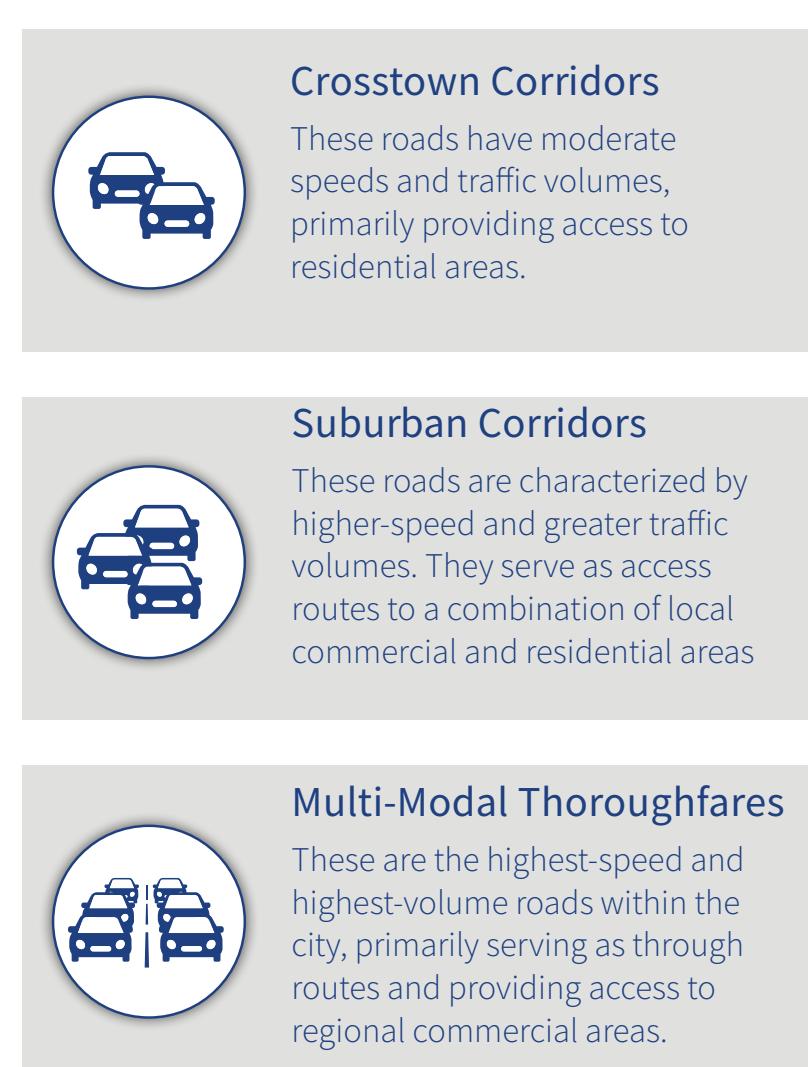
Regional Trail Network

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.



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 Park 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>	

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:
1/21/2024 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.	

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:
		<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>	

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:
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

MEMORANDUM



TO: JEFFREY HERCZEG, DIRECTOR OF PUBLIC WORKS
FROM: KEITH SALOWICH, FORESTER/CONTRACTOR
SUBJECT: NOVI RECEIVES ISA GOLD LEAF AWARD
DATE: FEBRUARY 22, 2024

Mayor and Council –

Kudos to the City's Forester Keith Salowich's efforts with Arbor Day activities last year that has resulted in the Gold Leaf Award from the Society of Arboriculture.

- Victor

The City of Novi has received a Gold Leaf Award for Outstanding Arbor Day Activities from the International Society of Arboriculture (ISA) in recognition of Novi's Arbor Day events in 2023.

The ISA has been recognizing municipalities, schools, and other entities with Gold Leaf Awards since 2015. Novi is one of fewer than 100 groups across the United States to receive the award.

The following 2023 Arbor Day activities earned the City this prestigious award:

1. The City distributed more than 1,500 free trees and shrub seedlings to hundreds of Novi residents for the third year in a row. A local Girl Scout troop volunteered with the City to assist with the giveaway event, and instructional materials on how to plant and care for the seedlings were also dispersed. This seedling program has been very popular among residents and provides the City with a low-cost avenue to increase tree canopy coverage on private property.
2. The City also held an event at Wildlife Woods Park on April 28, 2023, to celebrate Arbor Day with commemorative tree plantings, a presentation on Novi's urban forest, and recognition of local elementary school children who raised funds to donate toward the City's tree planting efforts.

City staff are planning to make an even bigger splash for Arbor Day in 2024. Throughout the week of Arbor Day (April 21-27), the following activities are planned for Lakeshore Park:

- Signs with tree facts will be posted along trails all week.
- A guided hike on Lakeshore Park trails will be led by City staff.
- The fourth annual seedling giveaway will be held.
- Trees commemorating Arbor Day will be planted in the park.
- Information on Novi's urban forest and the history of Arbor Day will be presented.
- Volunteers will have the opportunity to remove invasive garlic mustard from the park.



Novi residents congregate at Wildlife Woods Park on April 28, 2023, to celebrate Arbor Day with commemorative tree plantings and a presentation on Novi's urban forest. Arbor Day activities, including this event in 2023, earned Novi the ISA Gold Leaf Award.



Forester/Contracts Supervisor Keith Salowich speaks at ArborCon 2024 conference in Lansing, MI after receiving the ISA Gold Leaf Award.



Recreation Supervisor Madison Lachance and Forester/Contracts Supervisor Keith Salowich accept the ISA Gold Leaf Award from ISA representative.

MEMORANDUM



TO: VICTOR CARDENAS, CITY MANAGER
FROM: JAN ZIOZIOS, INTERIM/DEPUTY ASSESSOR
SUBJECT: JANUARY 2024 REALCOMP REPORT & 2025
DATE: FEBRUARY 20, 2024

Mayor and Council –

FYI – Novi's housing market continues to remain strong.

- Victor

2025 CPI/IRM Forecast

The rate of inflation continues to hover around 3.20 percent from October 2023 through January 2024. Although the rate is still higher than the Federal Reserve's target of 2.0 percent, if the trend continues, the rate may fall to around 2.3 percent for 2025.

2025 IRM/CPI Estimate						
Month	Month to Month		YTD		Calc.	%
	10/22-9/23	10/23-9/24	10/22-9/23	10/23-9/24		
Oct	298.012	307.671	298.012	307.671	1.03241	3.24%
Nov	297.711	307.051	595.723	614.722	1.03189	3.19%
Dec	296.797	306.746	892.52	921.468	1.03243	3.24%
Jan	299.17	308.417	1,191.69	1,229.89	1.03205	3.21%

Realcomp Update – January 2024

The Realcomp reports for Novi and Oakland County as of January 2024 are attached for your review. Both Novi and the county persist in low housing inventory available for sale, as most property owners are locked into low mortgage rates, and new construction has not yet caught up with demand. In Novi, the year-to-year median and average sale prices have slightly declined, likely due to higher mortgage rates. However, inventory is still less than two months' supply, and selling prices are at or slightly over asking price, on average.

Realcomp Marketwatch

Despite tepid sales activity, the persistent shortage of housing supply has helped prop up home values nationwide, with the median existing-home price rising 4.4% year-over-year to \$382,600, according to NAR. Total unsold inventory was at 1 million units heading into January, an 11.5% decline from the previous month, for a 3.2 months' supply at the current sales pace. Nationally, listing activity has started to pick up, and with mortgage rates stabilizing and housing completions on the rise, inventory is expected to improve in the coming months.

Local Market Update – January 2024

A Research Tool Provided by Realcomp

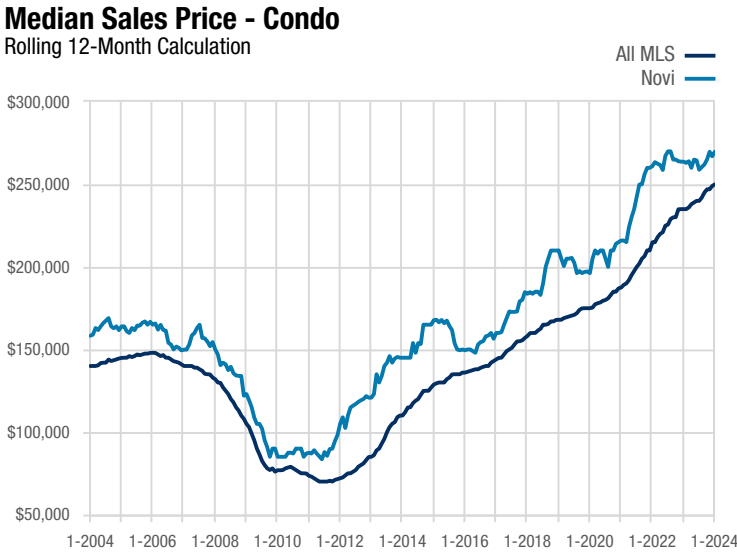
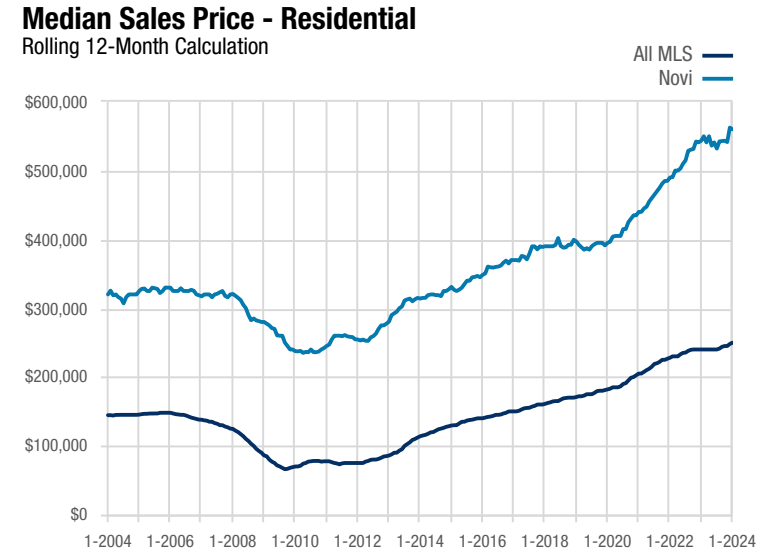


Novi Oakland County

Residential	January			Year to Date		
Key Metrics	2023	2024	% Change	Thru 1-2023	Thru 1-2024	% Change
New Listings	16	29	+ 81.3%	16	29	+ 81.3%
Pending Sales	19	23	+ 21.1%	19	23	+ 21.1%
Closed Sales	15	12	- 20.0%	15	12	- 20.0%
Days on Market Until Sale	24	10	- 58.3%	24	10	- 58.3%
Median Sales Price*	\$630,000	\$607,500	- 3.6%	\$630,000	\$607,500	- 3.6%
Average Sales Price*	\$686,693	\$674,706	- 1.7%	\$686,693	\$674,706	- 1.7%
Percent of List Price Received*	97.7%	102.0%	+ 4.4%	97.7%	102.0%	+ 4.4%
Inventory of Homes for Sale	35	37	+ 5.7%	—	—	—
Months Supply of Inventory	0.9	1.4	+ 55.6%	—	—	—

Condo	January			Year to Date		
Key Metrics	2023	2024	% Change	Thru 1-2023	Thru 1-2024	% Change
New Listings	16	23	+ 43.8%	16	23	+ 43.8%
Pending Sales	14	23	+ 64.3%	14	23	+ 64.3%
Closed Sales	12	15	+ 25.0%	12	15	+ 25.0%
Days on Market Until Sale	26	42	+ 61.5%	26	42	+ 61.5%
Median Sales Price*	\$236,000	\$285,000	+ 20.8%	\$236,000	\$285,000	+ 20.8%
Average Sales Price*	\$269,846	\$295,760	+ 9.6%	\$269,846	\$295,760	+ 9.6%
Percent of List Price Received*	97.7%	100.0%	+ 2.4%	97.7%	100.0%	+ 2.4%
Inventory of Homes for Sale	22	14	- 36.4%	—	—	—
Months Supply of Inventory	0.9	0.7	- 22.2%	—	—	—

* Does not account for sale concessions and/or downpayment assistance. | Percent changes are calculated using rounded figures and can sometimes look extreme due to small sample size.

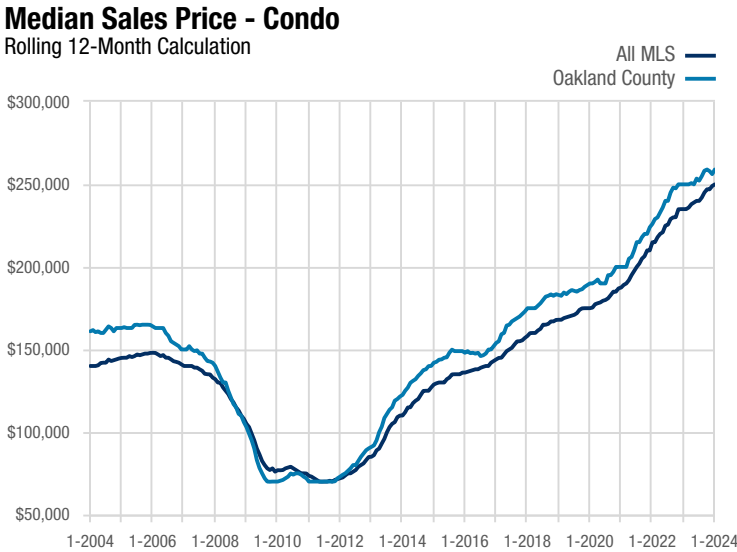
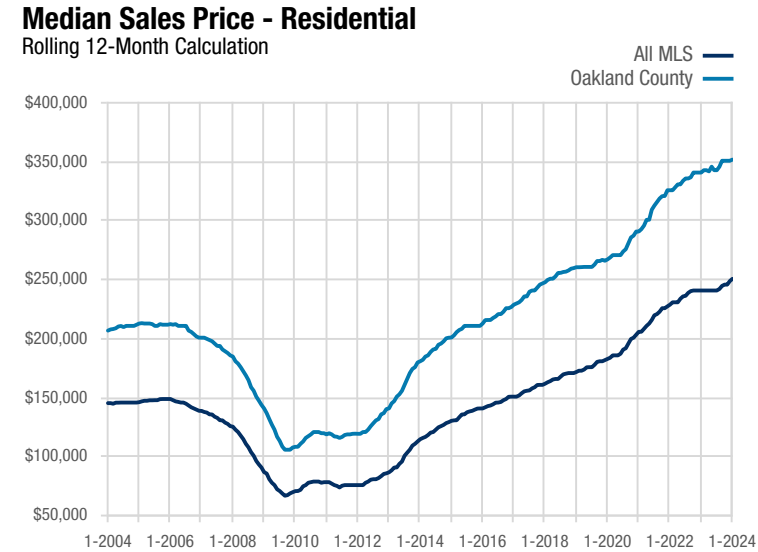


Oakland County

Residential	January			Year to Date		
Key Metrics	2023	2024	% Change	Thru 1-2023	Thru 1-2024	% Change
New Listings	949	999	+ 5.3%	949	999	+ 5.3%
Pending Sales	812	799	- 1.6%	812	799	- 1.6%
Closed Sales	650	640	- 1.5%	650	640	- 1.5%
Days on Market Until Sale	39	36	- 7.7%	39	36	- 7.7%
Median Sales Price*	\$310,000	\$335,000	+ 8.1%	\$310,000	\$335,000	+ 8.1%
Average Sales Price*	\$386,756	\$435,277	+ 12.5%	\$386,756	\$435,277	+ 12.5%
Percent of List Price Received*	97.7%	98.4%	+ 0.7%	97.7%	98.4%	+ 0.7%
Inventory of Homes for Sale	1,692	1,407	- 16.8%	—	—	—
Months Supply of Inventory	1.4	1.4	0.0%	—	—	—

Condo	January			Year to Date		
Key Metrics	2023	2024	% Change	Thru 1-2023	Thru 1-2024	% Change
New Listings	263	290	+ 10.3%	263	290	+ 10.3%
Pending Sales	200	235	+ 17.5%	200	235	+ 17.5%
Closed Sales	149	164	+ 10.1%	149	164	+ 10.1%
Days on Market Until Sale	38	36	- 5.3%	38	36	- 5.3%
Median Sales Price*	\$220,000	\$249,950	+ 13.6%	\$220,000	\$249,950	+ 13.6%
Average Sales Price*	\$258,451	\$271,985	+ 5.2%	\$258,451	\$271,985	+ 5.2%
Percent of List Price Received*	97.4%	97.9%	+ 0.5%	97.4%	97.9%	+ 0.5%
Inventory of Homes for Sale	363	365	+ 0.6%	—	—	—
Months Supply of Inventory	1.4	1.5	+ 7.1%	—	—	—

* Does not account for sale concessions and/or downpayment assistance. | Percent changes are calculated using rounded figures and can sometimes look extreme due to small sample size.



A rolling 12-month calculation represents the current month and the 11 months prior in a single data point. If no activity occurred during a month, the line extends to the next available data point.



2024 Winter Cornhole Leagues

Novi Parks, Recreation and Cultural Services offered a parent/child cornhole league this winter in the Lakeshore Park Building. There were six teams that competed throughout the season. There was an end-of-season tournament during the final week with the champions and runners-up taking home trophies and gift cards to local restaurants.

The programs incorporated the Department's core value of innovation by providing unique program opportunities for both kids and adults. The cornhole leagues will continue this fall with parent/child and adult league options.



	Cornhole STATS
Teams	6
Ages of Participants	7-Adult
Number of Games Played	75 regular season games & 1 tournament
Location	Lakeshore Park Building
Recreation Supervisor	C. Root

The mission of the Parks, Recreation and Cultural Services Department is to provide exceptional park, recreation and cultural opportunities that are diverse and enhance lives.

2023

HIGHLIGHTS

Parks, Recreation and Cultural Services



cityofnovi.org

Thank you for your interest in Novi Parks, Recreation and Cultural Services. We're proud to share achievements that enhanced the experiences of our 2023 program participants, park visitors, volunteers, partners and sponsors.

Our accomplishments and customer service priorities are reflected in our core values of Inclusion, Excellence, Integrity, Environment, and Innovation.

This report is a quick look at the department's successes. As always, we encourage you to reach out with any questions, comments, or suggestions by emailing noviparks@cityofnovi.org or calling 248.347.0400.

Jeff Muck,
Director, Novi Parks, Recreation and Cultural Services



inclusion



GETTING BETTER WITH AGE

Novi's older adults enjoy a variety of programs, services and amenities designed specifically for them. In January 2023, the Older Adult Needs Committee was formed to advise the City Council regarding activities, needs, and volunteer community opportunities, identify best practices for programs and service delivery needs for Novi older adults, and to formulate and recommend plans to assist in meeting the critical needs of older adults and adults with disabilities. In October, the committee presented its findings related to transportation, expanded programming and gathering space, providing housing options to encourage aging in place, and ensuring Novi has the resources seniors need to thrive. Immediate changes were made to enhance communications and make it easier for seniors to find programs and volunteer opportunities, as well as increasing a part-time OAS staff position to full-time to assist with the continuation and expansion of programs. The committee will continue to meet in 2024 and deploy a survey to residents, gathering broader, quantitative data regarding housing needs, programs/services and volunteer needs, gauging residents' interest, willingness and means of funding programs and a facility, and develop the profile of a potential senior center.





excellence



PICKLEBALL – A BIG DILL FOR YEARS TO COME

The national pickleball craze is a big dill in Novi. The demand for lessons, leagues and open courts has increased year-over-year. In 2023, the City had four dedicated courts at Wildlife Woods Park and portable nets on two courts at ITC Community Sports Park. Thanks to a \$150,000 grant from the Oakland County Senior Centers Grant Program, the court count in Novi will increase by eight courts in 2024. Four new courts will be added at Wildlife Woods Park and four on the grounds of Meadowbrook Commons. All courts are open to the public; however, there will be some reserved times for lessons and other programs.

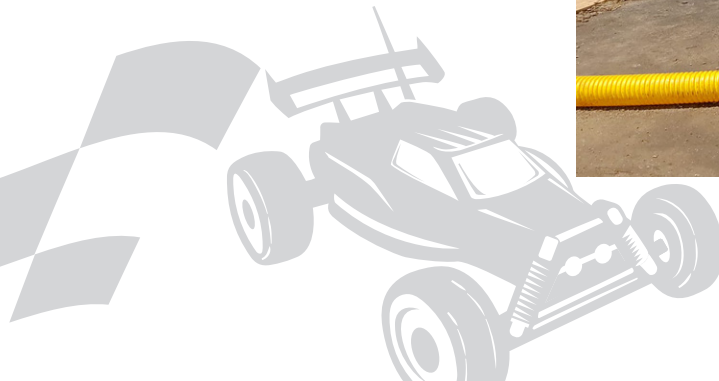
MAKING A SPLASH

Jessica's Splashpad at Bosco Fields is set to open Memorial Day weekend 2024. The splashpad will honor the memory of Jessica Starr, a former Fox 2 Detroit Meteorologist who passed away in 2018. The Starr-Rose family, together with the Novi Parks Foundation, has raised over \$300,000 for the construction of the splashpad, with the goal of reaching \$400,000. With a successful campaign, individual and corporate donations have ranged from \$10 to \$35,000. The splashpad features will commemorate Jessica's love of the weather and provide opportunities for families to create lasting memories.



SPEEDING INTO THE RECORD BOOKS

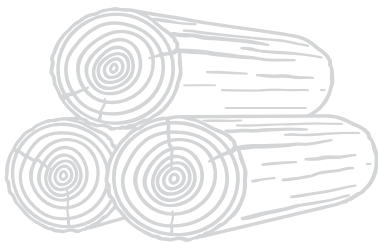
In summer 2022, the R/C Raceway at Water Tower Park was opened to race fans in Novi and beyond. The reception of the park was tremendous and continues to draw dozens of visitors at any of the eight races held in 2023. The park has a very active social media presence and numerous volunteers who regularly help maintain the track. This innovative project was recognized for Excellence in Park Design at the 2023 mParks annual conference.



integrity

WILDERNESS EXPLORERS

In late November 2023, the development of Northwest Park was completed with financial support from a \$150,000 Oakland County Parks Grant. The park, which borders Andelina Ridge Subdivision and Catholic Central High School, now includes a crushed gravel pathway that passes through wooded areas and a meadow, as well as a nature-based playground in which most of the amenities are made from natural materials – boulders and wood. The playground encourages kids to explore, run, jump, climb, crawl, feel, smell, and more. The pathway and placement of the playground were strategically designed to preserve as many trees as possible. Some of the cut trees were repurposed into benches and borders of the playground. Novi is the first municipal customer of Kalamazoo-based Nature Playscapes and we've already received inquiries from other local agencies. We are planning an official opening of the park in spring 2024.



GOALS, RUNS, ACES, BASKETS, PICNICS, AND PLAY

Plans to renovate ITC Community Sports Park are one step closer to being shared. The park, which was originally developed in the late 1990s, has served the Novi community through major growth and changing recreational needs. Although renovations and additions have happened, including the Tim Pope Memorial Playground renovation in 2020, additional playground on the north end of the park, baseball field enhancements, construction of a maintenance building, and the trailhead for ITC Corridor Trail, much of the park remains the same.

In 2022, due to the variety of needs of the community, a consulting firm (Spicer Group) was hired to assist in the planning of the park update. Spicer Group and City Staff developed concept drawings based on information gathered through stakeholder meetings, an open house, and a community survey. The proposed plan was shared with City Council as part of their annual Early Input Budget and Goal Setting meeting. Decisions are pending on the design and funding of the potential renovations.



SAFE PASSAGE

Originally built over 50 years ago, the pedestrian beach tunnel at Lakeshore Park required improvements to ensure safety for years to come and to mitigate runoff into Walled Lake. Completed in May 2023, the project included a new pre-cast 7x10' tunnel, improved drainage, and reconstruction of South Lake Drive. Additional site improvements include new fencing, guardrail, sidewalk, signage, and lockable gates on both sides of the tunnel.

environment



PROMOTING NATURAL ENVIRONMENTS

The City makes it a priority to remove invasive species in parks, wetlands, and woodlands in an effort to restore and maintain healthier natural environments. In winter, woody invasive species, primarily Buckthorn, was removed from Rotary Park. In spring, more than two dozen volunteers removed nearly 100 pounds of Garlic Mustard from Lakeshore Park. In October, a variety of woody invasive species were removed from Rotary Park, the northwest corner of Taft and 10 Mile Road, Lakeshore Park, ITC Community Sports Park, Wildlife Woods Park, the Orchard Hills Conservation Area, Bosco Park and rights-of-way across the city.



innovation

LAND EXCHANGE FINALIZED

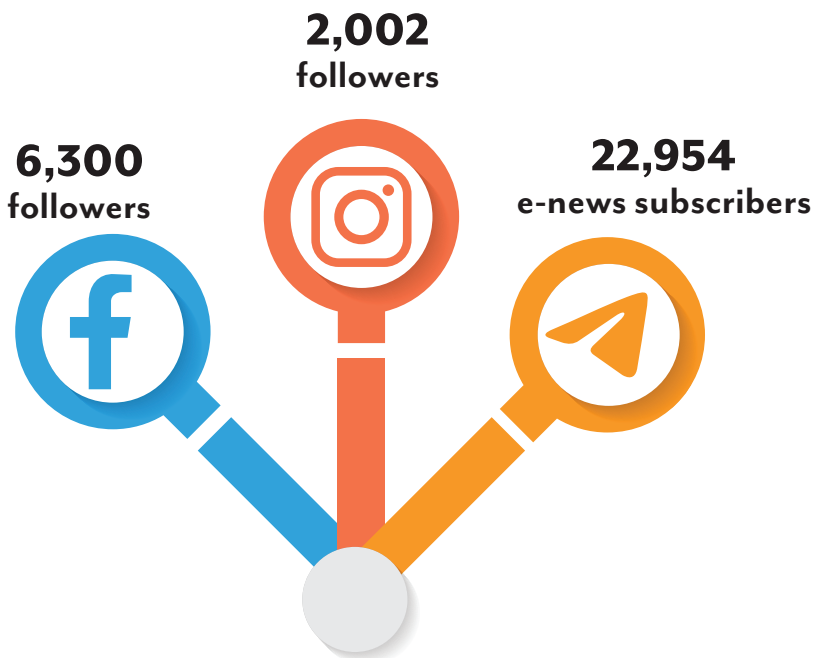
In July 2023, the City of Novi and Novi Community School District finalized a land exchange that included the schools now owning a portion of Wildlife Woods Park, adjacent to Novi Middle School, and an area behind the Novi Civic Center and Power Park that has historically been used for school athletic field purposes. The City gained a small piece of land adjacent to Fuerst Park, to square off the property, and Boco Fields, located at 11 Mile and Beck Roads.

The land exchange has allowed the City to construct Jessica's Splashpad at Bosco Fields (opening spring 2024) and the opportunity to add permanent park amenities in the future such as bathrooms, sport storage, a connector to the ITC Trail, etc.

Additionally, the City acquired an additional 3.93 acres at the corner of Beck and 11 Mile from a private owner to complete Bosco Fields.



our digital reach



CITY COUNCIL

Mayor Justin Fischer
Mayor Pro Tem Laura Marie Casey
David Staudt
Brian Smith
Ericka Thomas
Matt Heintz
Priya Gurumurthy

PARKS, RECREATION & CULTURAL SERVICES COMMISSION

Jay F. Dooley
Ryan Joseph
Supriya Joshi
Salene Riggins
Joe Tolkacz
Charles A. Staab
Hideki "Harry" Torimoto

Student Representatives

Krithin Bheemineni
Rashmita Raghunathan
Pietro DiDomenico
Ishaan Sid