



NON-MOTORIZED TRANSPORTATION PLAN City of Northville

In recent years there has been a shift in focus from streets that are designed primarily to convey vehicular traffic, to designing streets that accommodate all users—motorists as well as transit riders, pedestrians, bicyclists, and people of all ages and abilities. In 2010, legislation was passed in Michigan (P.A. 135 and P.A. 134) amending the definition of streets in the Michigan Department of Transportation Public Act 51 and the Michigan Planning Enabling Act (P.A. 33). The City of Northville approved and adopted a Non-motorized Plan in March, 2014 which articulates a framework for a city-wide network of sidewalks and bikeways intended to guide non-motorized facility and complete streets infrastructure planning, design, and construction.

The Non-Motorized Plan depicts the proposed non-motorized routes and connections along with the recommended design treatment. Both on-the-road and off-the-road facilities are proposed.

1. Shared lane markings for bicycle use and sidewalks for pedestrian use is the treatment recommended for Northville's downtown. This design treatment is recommended where the street right-of-way is limited, where parking lanes are desired, and at intersections as needed.
2. Bike lanes for bicycle use and sidewalks for pedestrian use is the preferred design treatment recommended for Northville's major streets where space allows. Five-foot minimum bike lanes are proposed whenever feasible within the existing roadway bed and along the non-motorized routes and connections to accommodate bicyclists.
3. Paved shoulders for bicycle use and sidewalks for pedestrian use is the preferred treatment for portions of 7 Mile Road and 8 Mile Road. Because of the greater traffic speed, on-road paved shoulders are proposed to be 6 feet wide with an additional 2-foot striped buffer.
4. Paved shoulders for bicycle use and shared-use paths for both bicycle and pedestrian use is the preferred treatment for portions of 8 Mile Road. Again, because of the greater traffic speed, on-road paved shoulders are proposed to be 6 feet wide with an additional 2-foot striped buffer. Shared-use paths, a minimum of 8 feet wide, are also proposed for portions of 8 Mile road to accommodate casual bicyclists and pedestrians along the busy road corridor.

