

**2023 ACTIVE MOBILITY PLAN
NEAR-TERM NETWORK EXCERPT**



Near-Term Network

The Near-Term Network illustrates projects that can generally be implemented without changing the curb lines and are, for the most part, within the public right-of-way or public lands.

The Near-Term network focuses on eliminating gaps and providing the framework for a continuous network to access key destinations and trails throughout the city. These Near-Term recommendations should be reviewed and consulted whenever there is road work (repaving, restriping or reconstruction) being planned within the City. Many of these recommendations could be implemented with modifications to the existing road cross-section.

Implementation of the Near-term Network will require close coordination with the Road Commission for Oakland County, Wayne County Road Commission, and MDOT at the earliest stages of roadway improvement planning.

The Near-Term Network is the focus for the foreseeable future.

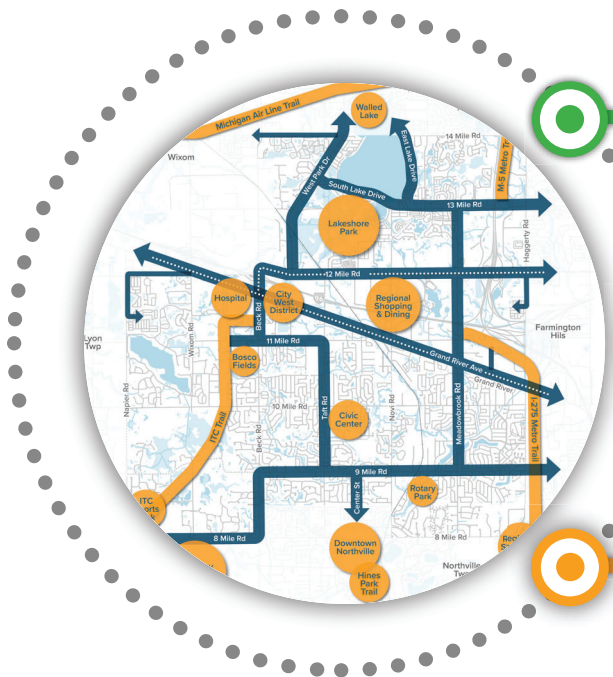
- ▶ **Near-Term Network Overview**
- ▶ **Neighborhood Greenway Network**
- ▶ **Preparing for Transit**
- ▶ **Improved Access to Shopping & Dining**

Near-Term Network Overview

The purpose of the Near-Term Network is to create a comprehensive framework and set of guidelines with the aim of enhancing and promoting active modes of transportation, such as walking and biking, within the community. Its primary focus is on utilizing existing facilities to establish a functional city-wide network that links key destinations.

The Near-Term Network consists of three main components: the Neighborhood Greenway Network, Connecting to Transit, and Improved Access to Shopping and Dining. The following section provides an outline of recommendations for the Near-Term Network.

NEAR-TERM NETWORK







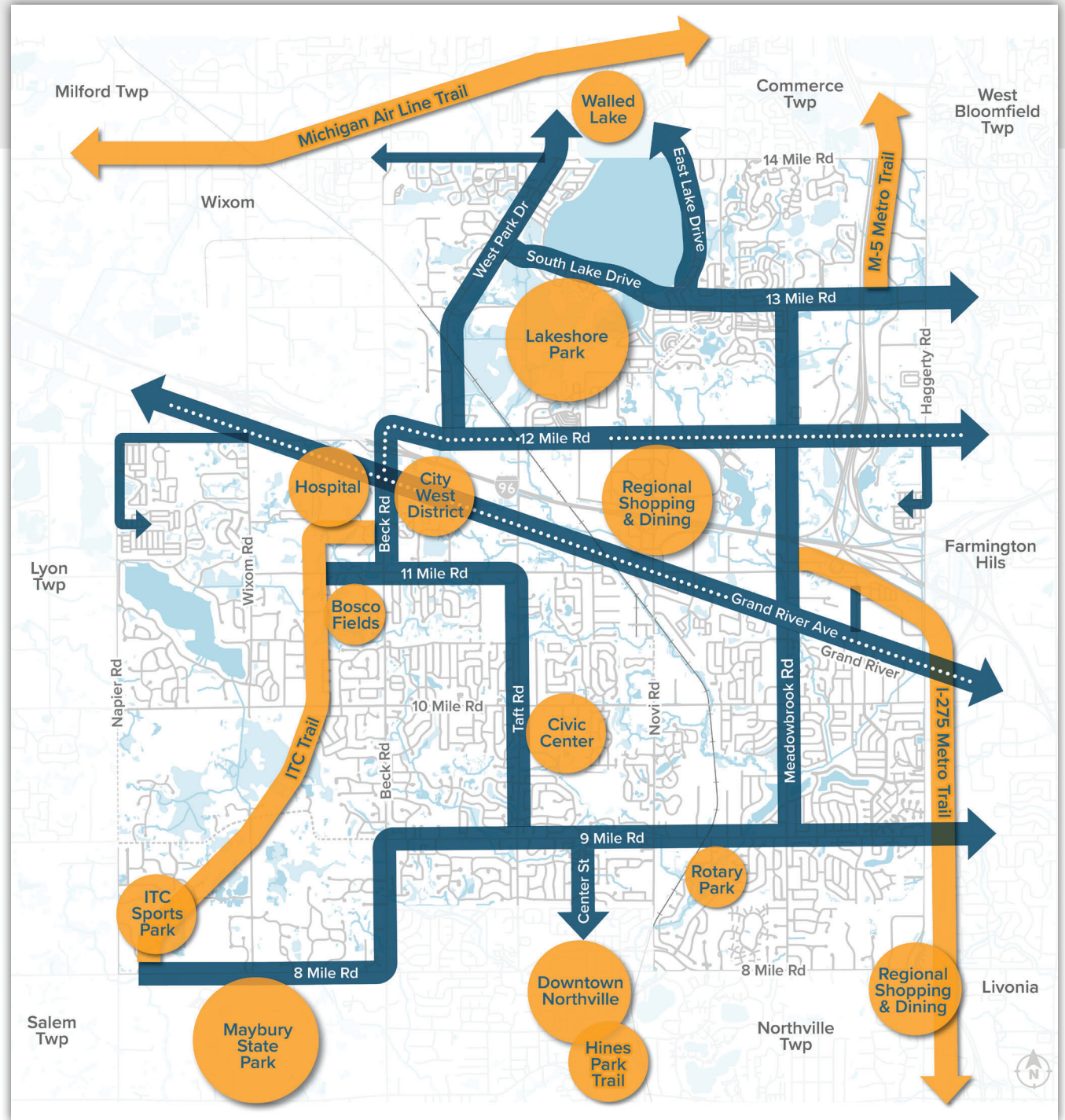
THREE MAIN COMPONENTS

	Neighborhood Greenway Network	A continuous non-motorized network with amenities to enhance the overall experience for people who walk and bike
	Connecting to Transit	Proactively addressing the needs of non-motorized users to provide safe and convenient access to transit
	Improved Access to Shopping and Dining	A welcoming environment that facilitates easy access for bicyclists and pedestrians to reach businesses directly from the street

Near-Term Network Map

This map illustrates the primary framework of the near-term network.

-  Near-Term Network (*Priority Corridors for Active Mobility Improvements*)
-  New Transit Routes
-  Regional Shared Use Paths
-  Key Destinations



Neighborhood Greenway Network









The Neighborhood Greenway Network is a continuous non-motorized network with amenities to enhance the overall experience for people who walk and bike.

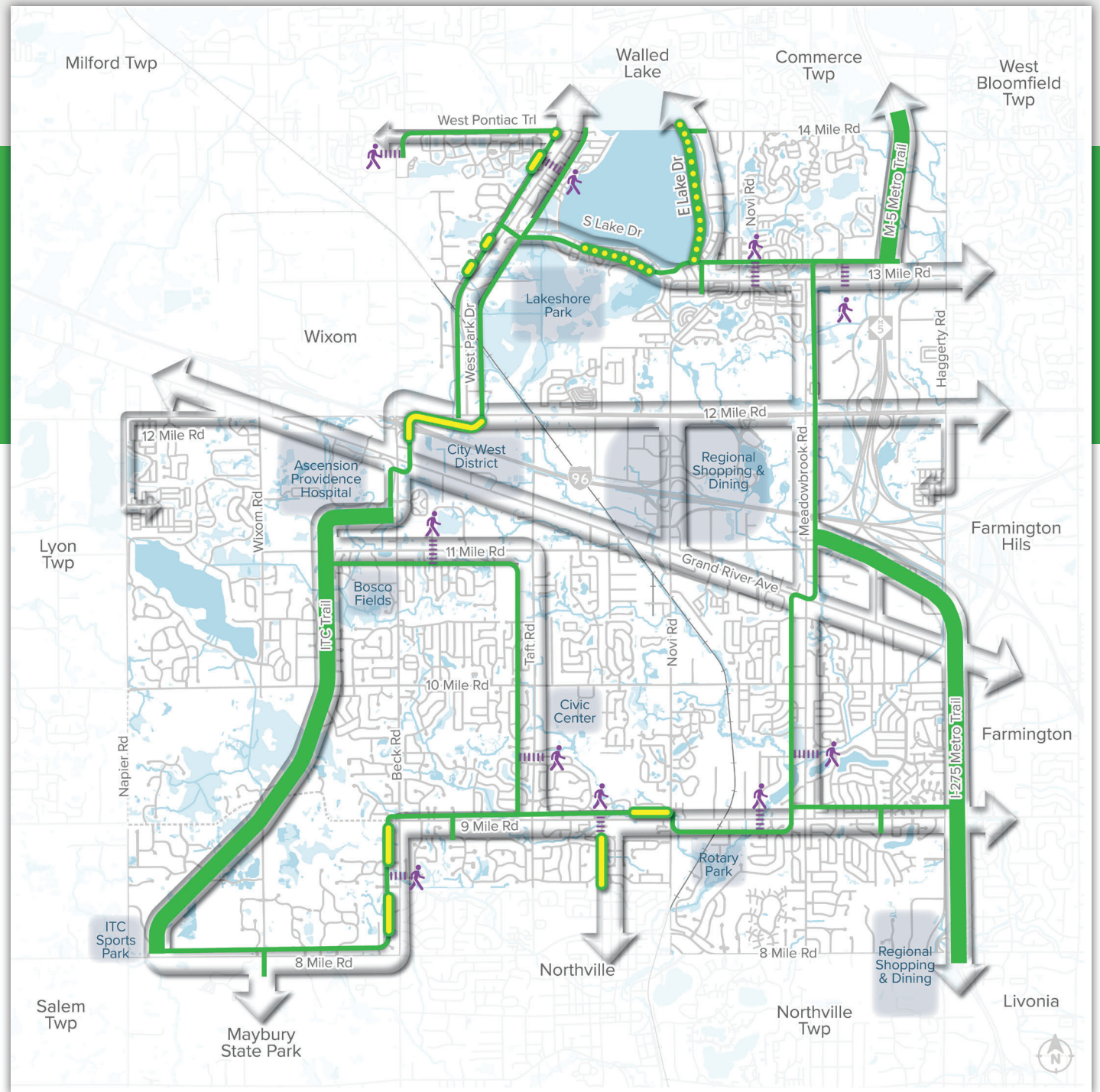
The Neighborhood Greenway Network prioritizes the implementation of modest yet highly impactful interventions, including the completion of key sidewalk gaps and crosswalks. These small-scale enhancements play a pivotal role in establishing a continuous route across the city, providing a framework for linking neighborhoods to essential destinations.

A near-term priority involves establishing a connection across the Beck Road overpass, a critical undertaking given the limited opportunities to cross the expressway. This connection assumes even greater significance in light of the anticipated City West district and the new transit routes along Grand River Avenue and 12 Mile Road. Notably, the existing bridge deck provides ample width to facilitate a retrofit for a pathway connection.

East Lake Drive and South Lake Drive are well-traveled non-motorized routes along the lakeshore, connecting to two major parks and downtown Walled Lake. While there is a desire to upgrade the current facilities, a corridor study is necessary to address traffic patterns and safety concerns. Please see the *Specific Area* section for more details on East Lake Drive and South Lake Drive.

Neighborhood Greenway Map

-  Existing Sidewalks/Pathways
-  Off-Road Trails
-  Pathway/Sidewalk Gap
-  Corridor Study required before upgrading facilities
-  Proposed Mid-block Crosswalk
-  Near-Term Network

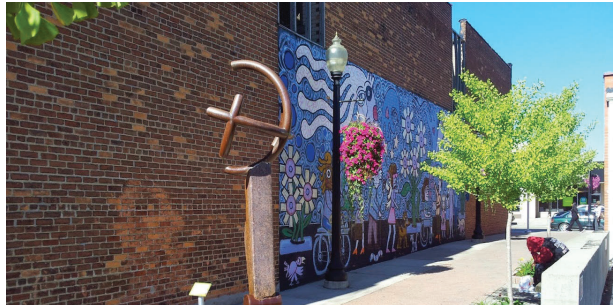


Create safe and inviting routes both on and off-road



Attractive and sustainable landscapes in the buffer zone

Planting trees in the buffer zone between the sidewalk and road enhances pedestrian comfort by offering shade and creating a vertical barrier between motor vehicles and pedestrians. The tree canopy also reduces the heat island effect of built up areas and holds rain water helping to mitigate the impact of heavy rain events. The integration of rain gardens in the buffer offer another sustainable and cost effective solution for the managing stormwater runoff. Together, street trees and rain gardens provide an attractive and varying landscape with many benefits.



Community art and interpretive signage

Integrating community art and informative signage along the routes adds cultural and educational value to the network. It helps celebrate local culture, history, and natural features, making the routes not just transportation corridors but also destinations in themselves. Art and interpretive exhibits can be permanent, temporary, or even seasonal.



Links to parks and public buildings with water and restrooms

Seamless connections to parks and public buildings with water fountains and restroom facilities are essential for user convenience. These amenities encourage longer journeys, as users don't have to worry about basic necessities during their trips. The addition of bicycle repair stands and orientation maps make these rest areas even more helpful.



Periodic rest areas with benches

Establishing rest areas is essential for user comfort along a pathway. Benches and tables offer places for users to rest, take breaks, enjoy the scenery, and socialize with others. These rest stops are often located in shaded areas to provide protection from the sun. Placing trash and recycling receptacles nearby is important to promote trail cleanliness and discourage littering. These amenities contribute to a positive user experience and encourage people to utilize the non-motorized network.



Pedestrian scale lighting

Proper lighting is crucial for both safety and encouraging use. Lighting helps users feel more secure and promotes use at all times of day and night and during every season. While the installation of lighting is desirable, it can be a significant investment. Solar-powered lights should be considered in areas with ample direct sunlight to minimize both installation and operational expenses.

Evaluate the existing lighting levels on sidewalks along major roadways and existing crosswalk locations and develop a prioritization system to upgrade lighting for deficient locations. Special emphasis should be placed on providing lighting at unsignalized crosswalks to make sure that pedestrians crossing the street are visible to motorists.



Enhanced year-round maintenance

Establish a robust maintenance plan for year-round upkeep, including snow removal during the winter months. Consistent maintenance ensures that the routes remain safe and inviting in all seasons.

Please refer to the *Implementation* section for specifics.

Pet Waste Management

Provide pet waste bags, trash receptacles, and signage reminding pet owners that they are responsible for cleaning up after their pet.

Support the Community Greenway



Provide uniform wayfinding system that integrates with regional trail network and bike routes

A uniform wayfinding system is essential for user navigation and satisfaction. Consistent signage and directions ensure that users can easily find their way through the network and connect with other regional trails and bike routes.

In collaboration with adjacent communities, implement a wayfinding system for the area that includes uniform signage, information kiosks, maps, and online resources.



Promote the network through events, group rides, maps and by supporting local bike clubs

Active promotion through events, group rides, maps, and support for local bike clubs is crucial for raising awareness and encouraging usage. The outreach strategy should include hosting events like bike races, family rides, and nature walks to celebrate the network. Scheduled group rides on different routes can encourage users and create a sense of community. Creating user-friendly maps for both online and print will highlight the network's features. Collaborating with local businesses for map distribution and partnering with bike clubs for events and safety workshops would be beneficial. Additionally, offering educational programs in schools and community centers, maintaining a strong online presence, and actively gathering user feedback for network improvements based on their suggestions are all key components of this strategy.



Evaluate use through automatic counters and satisfaction through yearly surveys

Install permanent automatic counters for pedestrians, bicyclists, and micromobility vehicles along significant new facilities. Implement a program where temporary traffic counters are regularly moved to key destinations within the city on a predefined schedule. Ensure coordination with state and regional counting initiatives. Before constructing new facilities, establish baseline counts.

Introduce an annual resident survey to gauge community utilization and satisfaction with the multi-modal transportation system. This survey can inform adjustments and refine community priorities as needed.

Sidepath Design Best Practices

HIGHLIGHTS

Designers may reduce crash risk for bicyclists by testing the visibility of bicyclists going in both directions, establishing priority, and reducing speed. Following are some examples of how this can be achieved through treatments such as signs, truck aprons, and raised crossings.

STANDARD SIGNS

Providing clear signs and pavement markings warns motorists of a bicycle contraflow conflict. The guide shows applicable regulatory, signal, and warning signs related to sidepaths and provides suggestions on when they should be used.

NON-STANDARD SIGNS

An option for warning motorists of contraflow bicycle conflict is the R10-15b sign, which is usually

EXAMPLE INTERSECTION

There are many designs for roads and sidepaths that improve safety for bicyclists. This example intersection graphic shows several treatments that designers may employ.



Establish a grant program to improve safety at neighborhood entrances

Create a grant program aimed at improving safety at neighborhood entrances along the non-motorized routes. Encourage neighborhoods to incorporate enhanced safety measures in these critical areas. This program can be based on or an extension of the City’s current Entryway Grant Program that focuses on landscaping.

Reference *MDOT Sidepath Reference Sheet* for more information on sidepath safety issues and design best practices.

Upgrade existing facilities to current best practices

Upgrade existing facilities to align with current best practices in non-motorized transportation to assure consistency across the roadway system. Assess near-term routes for safety, accessibility, and compliance with modern standards. Enhance safety with better crosswalks, signals, and signs. Add modern amenities like energy-efficient lighting, bike racks, benches, and wayfinding systems for user convenience. Phase upgrades to minimize disruptions, focusing on busy areas and key intersections. Stay flexible to adapt to evolving best practices and technologies, periodically reviewing facilities to ensure they meet high standards.

Please refer to the *Facility Types and Guides* section for more information on design guidelines and resources for best practices and the *Implementation* section for more information on processes.

Sponsor and adopt-a-greenway or trail amenity

Engage the community in the funding and care of greenway segments and amenities such as rain gardens and parklets through sponsorships and adoption programs. These public-private partnerships provide a means for local clubs and business to direct meaningful volunteer hours as well as a way for Novi based businesses to give back to the community. Appropriate recognition signage should be provided.

Focus on a continuous, near-term route



Establish high quality non-motorized link through the Beck Road overpass

Prioritizing the creation of a high-quality link through the Beck Road overpass demonstrates a commitment to safety and accessibility. Given the limited opportunities to cross the expressway, this connection serves as a vital link, particularly in light of the new transit developments along Grand River and 12 Mile Road. The existing bridge deck is sufficiently wide to accommodate a retrofit for a spacious pathway connection. An aesthetically pleasing overpass not only encourages usage but also fosters connectivity between different sections of the network. Ensuring that this connection is safe, accessible, and visually appealing is paramount. This improvement will require additional engineering studies and changes to signalization to assure the proper treatments are being implemented.



Address the critical gaps in sidepath network to provide continuous off-road trail and sidepath system

Identifying and addressing critical gaps in the sidepath network is essential for creating a user-friendly non-motorized system. The near-term network identifies priority gaps in the network that should be addressed first.

Provide warning and detour signs for dead end pathways

To address existing gaps in the system install signage at key decision points, like intersections, to alert users to gaps and prevent them from inadvertently following a route that abruptly ends without any safe means to cross the road to another facility. This proactive approach improves safety and navigation throughout the network.



Integrate major off-road trails into the network, such as the ITC Trail and the I-275 Metro Trail

To seamlessly integrate major off-road trails like the ITC Trail and the I-275 Metro Trail into the non-motorized network, it's vital to assess potential connection points and establish guidelines for safety and usability. Collaborate closely with trail managers, implement clear wayfinding signage, prioritize safety measures at intersections, and conduct outreach campaigns to inform the community. Enhance trailheads with user-friendly amenities and determine if additional trail access points are needed. Regularly monitor trail usage and satisfaction levels to ensure a successful and well-integrated network that promotes active and sustainable transportation.



Connecting to Transit



Addressing the needs of non-motorized users to provide safe and convenient access to transit.

In 2023, SMART introduced enhanced transit in Oakland County, offering local service along key routes such as Grand River, 12 Mile, and Novi Road. This section outlines strategies designed to address gaps in the pedestrian network and create a support system, ensuring the creation of safe and convenient access to the newly established transit stops.

Novi's New Transit Service:



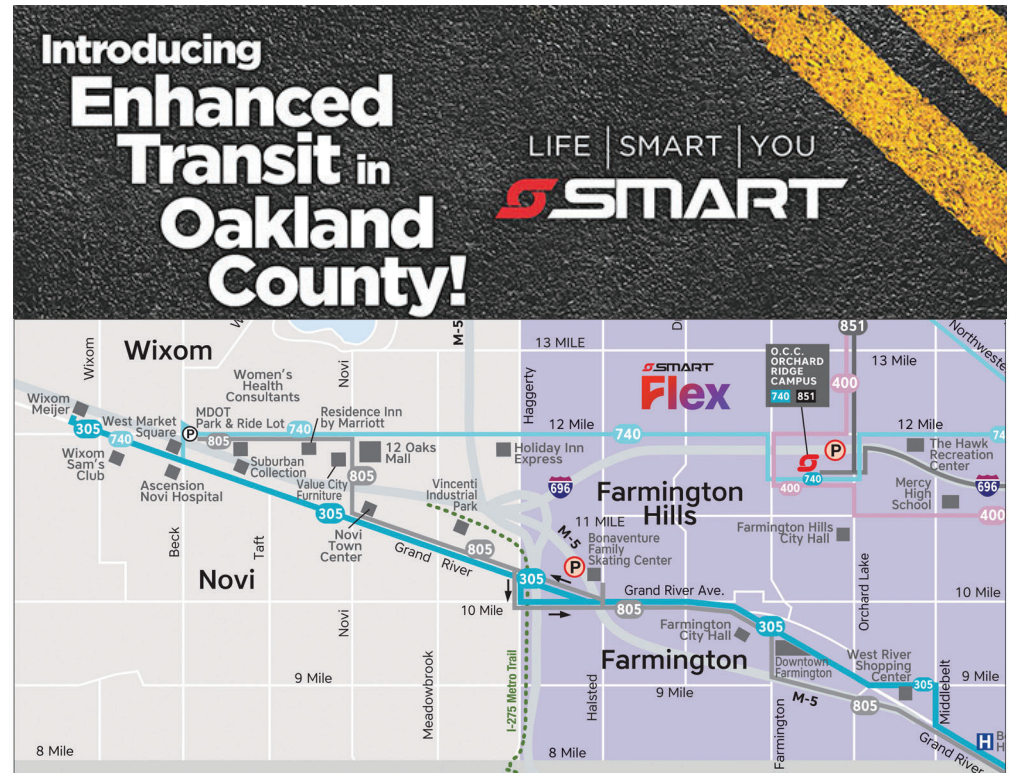
SMART
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SMART
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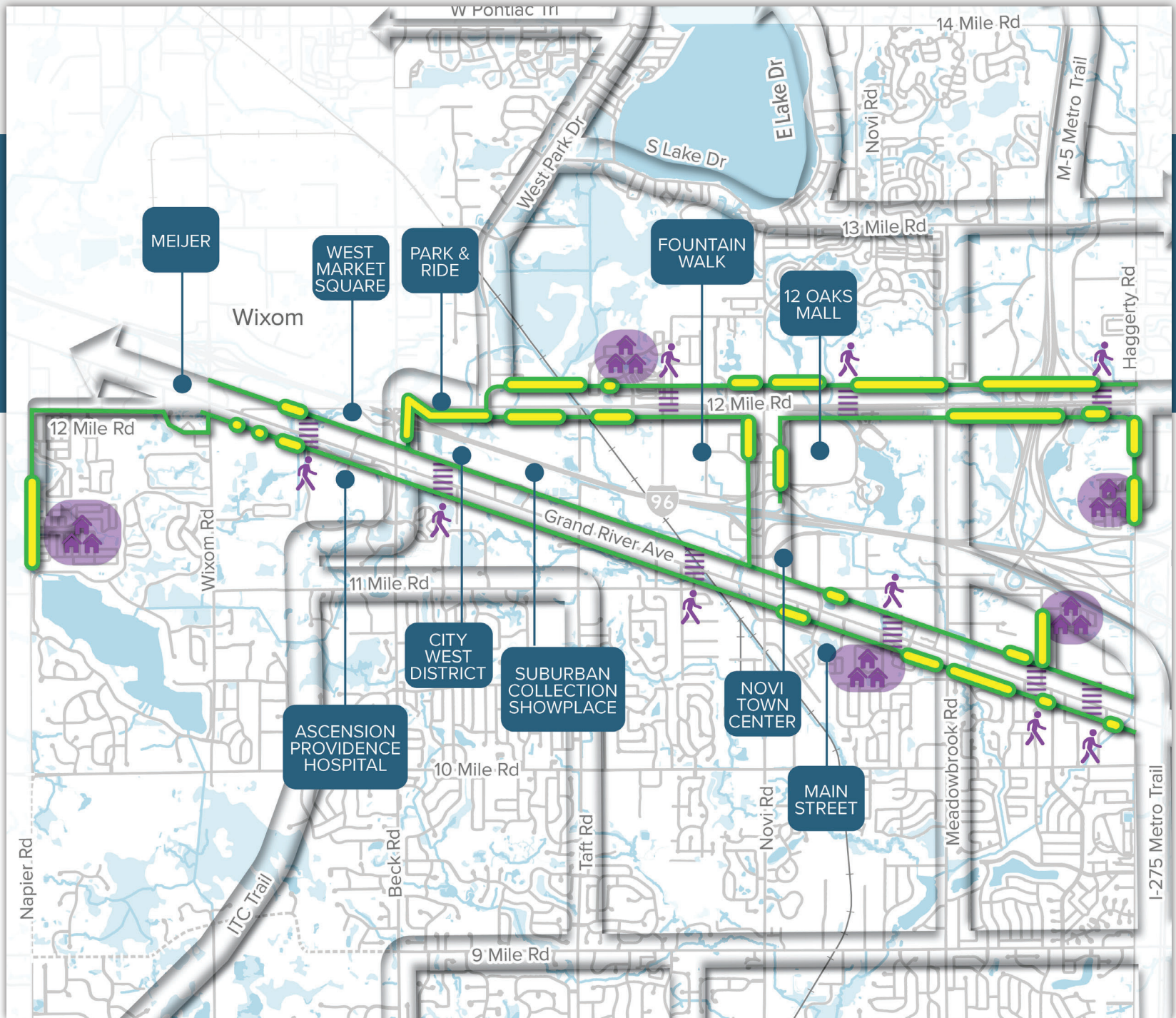


SMART
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Connecting to Transit Map

-  Existing Sidewalks/ Pathways
-  Pathway/ Sidewalk Gap
-  Proposed Crosswalk
-  Connect Isolated Neighborhoods to Transit
-  Near-Term Network



Support the New Transit Routes



Provide direct access to major destinations along the route

Engage in partnerships with local businesses to provide pathways that guide transit users to their establishments, focusing on attractive, pedestrian-friendly routes. Ensure these pathways meet accessibility standards, accommodating all individuals with features like ramps and clear signage. Highlight the economic benefits of this connection, including more visitors, increased business, and potential job opportunities, to gain support from stakeholders and foster a thriving local economy.



Coordinate crosswalks with transit stops

To ensure a safe and efficient connection between transit stops and pedestrian crosswalks, it is recommended to strategically place crosswalks adjacent to transit stops, ensuring they align with passenger traffic patterns. Enhanced safety features, including crossing islands, beacons, lighting, and high-visibility crosswalks, should be employed. By situating crosswalks where they are most needed, a more user-friendly and accessible non-motorized network will be established, promoting the utilization of public transportation and enhancing pedestrian safety throughout the community.



Incorporate streetscape amenities to create an inviting and pedestrian-friendly environment at transit locations

This involves including elements like adequate lighting, comfortable seating, aesthetically pleasing landscaping, bike parking and shading structures. These improvements serve not only to enhance safety but also to promote the utilization of public transportation by creating a more appealing and enjoyable experience for pedestrians. Locations offering more amenities, especially shelters, typically have a larger draw area, enticing individuals to walk a bit farther to access transit stops.

Establish mobility hubs, a place where people can connect to multiple modes of transportation.

Establish mobility hubs at transit stops that include:

- ▶ Wayfinding kiosks
- ▶ Short and secured long-term bike parking
- ▶ Bike repair stations
- ▶ E-bike charging
- ▶ Security cameras and emergency call boxes

Establish transit-friendly business program

- ▶ For business near stops
- ▶ Provide real-time bus information display boards
- ▶ Focus on cafés, convenience stores, and lodging



Source: Collaborative Mobility UK

Improved Access for Shopping & Dining



A welcoming environment that facilitates easy access for bicyclists and pedestrians to reach businesses directly from the street.

Novi has long been known for its regional shopping opportunities, but until recently, the landscape has been predominantly car-centric. The city boasts a wide range of retail destinations and dining establishments, making it an attractive hub for shoppers from across the region. However, the arrival of new transit routes to the area is poised to usher in a significant shift. With the potential for increased pedestrian traffic, there's a growing recognition of the need to transform Novi into a more welcoming environment that facilitates easy access for bicyclists and pedestrians to reach businesses directly from the street. This transformation is not only essential for the convenience and enjoyment of both visitors and residents but also aligns with the broader goal of creating a sustainable and vibrant urban landscape that embraces diverse modes of transportation.

See the **City West** section for specific details on the integration of non-motorized solutions into this new and evolving district.

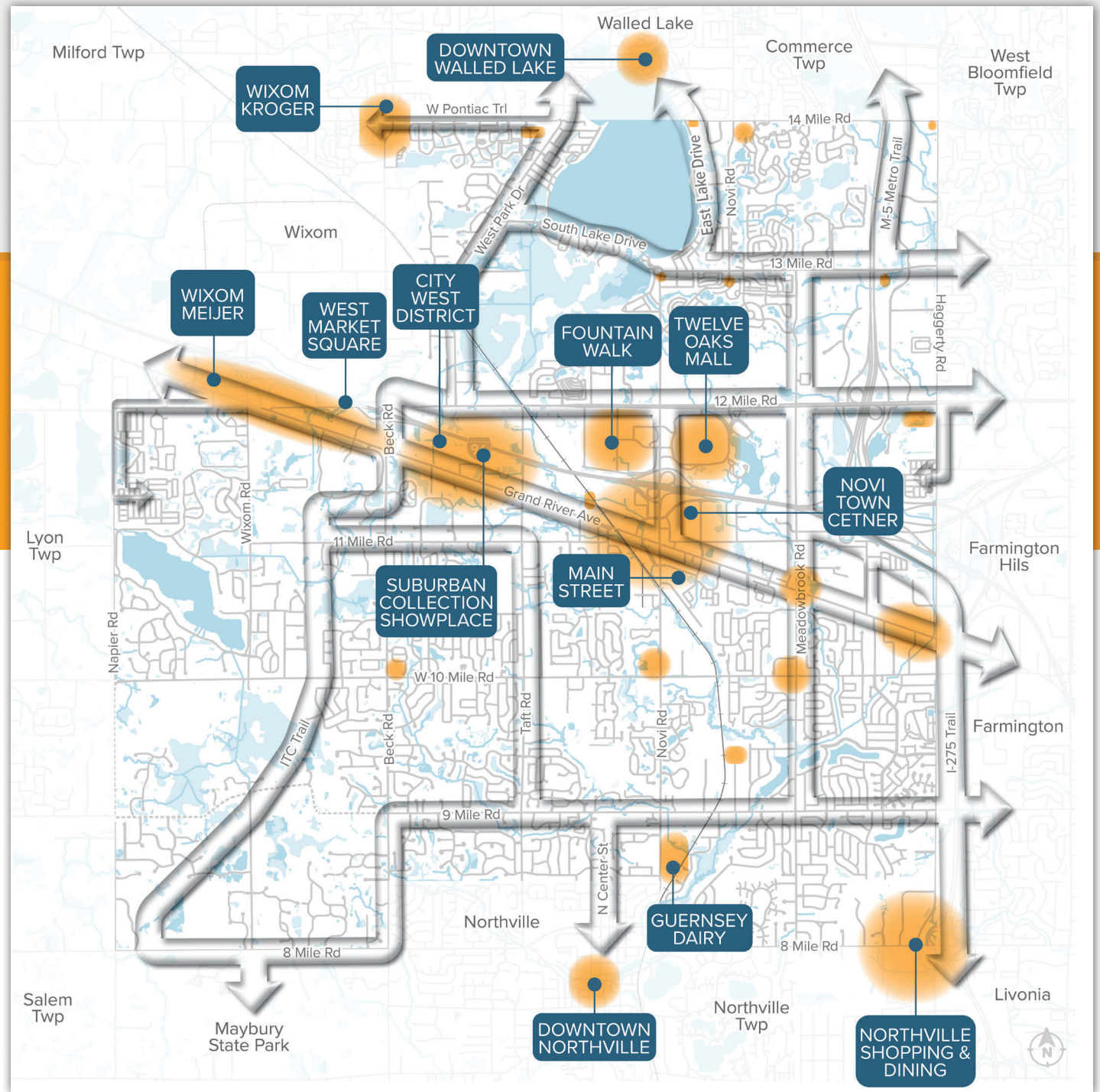
Improved Access for Shopping and Dining Map



Shopping and Dining Areas



Near-Term Network



Supporting Access to Shopping and Dining



Establish a bicycle friendly business program

Cities can engage in the League of American Bicyclists' Bicycle Friendly Business program by encouraging local businesses to apply for certification. Businesses interested in certification can submit applications detailing their cycling infrastructure, policies, and programs. These applications are assessed by the League's panel, considering factors like bike parking, support for bike commuting, and community engagement. Businesses meeting the criteria receive certification, and their level (Platinum, Gold, Silver, or Bronze) depends on their efforts. Certified businesses gain recognition, access resources, join a network of bicycle-friendly companies, and can renew their certification every four years, promoting a more bike-friendly community with city support.

Learn more at <https://bikeleague.org/>



Subsidize placing bike racks in existing developments

Establish a program to install additional permanent and seasonal bike parking in commercial districts. Create a bulk rack purchase, technical assistance and cost-sharing program to assist businesses to install bike parking. Require bike parking to be included as part of all re-developments.



Provide grants to help retrofit existing developments with high quality connections

Establish a dedicated grant fund within the non-motorized plan's budget to support retrofitting projects and allocate resources that can create a significant impact on various developments. Define precise eligibility criteria and offer technical assistance to applicants. Allocate funding based on project scope and impact, setting clear and measurable goals.



Encourage trail centered site development plans

Revise zoning ordinances and land-use regulations to prioritize the inclusion of trails and pedestrian pathways in new developments. Enforce design guidelines that encourage the seamless integration of trails into site plans. Offer incentives, such as density bonuses or tax incentives, to developers who incorporate trails and pedestrian-friendly infrastructure into their projects. These incentives can motivate developers to prioritize non-motorized access.



Provide site plan approval checklist and technical assistance for existing development

Create a comprehensive checklist outlining the non-motorized infrastructure and design elements that development or redevelopments should incorporate to enhance accessibility. This checklist should cover aspects such as pedestrian pathways, bike lanes, bike racks, crosswalks, signage, and accessibility features. Explore the option of offering incentives, such as expedited permitting or fee reductions, to developments that actively integrate non-motorized improvements as per the checklist's recommendations. Acknowledge that retrofitting existing developments might necessitate flexibility in meeting checklist requirements, taking into account factors like available space and budget constraints.

A welcoming environment that facilitates easy access for bicyclists and pedestrians to reach businesses directly from the street



Provide access from the public pathways and bike lanes along the street to the business' front door

Collaborate with local businesses to jointly design pathways that are accessible and welcoming. Ensure these pathways comply with accessibility standards, incorporating elements like ramps and clear signage to accommodate individuals of all abilities. Highlight the economic benefits of this connection, such as increased foot traffic, boosted business activity, and potential job opportunities, to gain support from stakeholders and energize the local economy.



Better access to public sidewalks and transit for visitors at hotels

Improving access to public sidewalks and transit for hotel visitors is essential. Work with local partners to upgrade pedestrian pathways between hotels and transit stops, ensuring they remain well-maintained and accessible. Additionally, provide easily understandable transit information within hotel lobbies, encourage the availability of bike-friendly amenities, and improve crosswalks at crucial intersections. Explore potential partnerships with public transit agencies to create incentives for guests and provide educational resources to inform them about non-motorized travel options and routes to near-by destinations.



Use new developments, such as the City West District, to model pedestrian and bicycle elements

Prioritize pedestrian and bicycle infrastructure from the outset, including wide sidewalks, protected bike lanes, and accessible crossings. Encourage mixed-use zoning, establish interconnected routes within the district, and seamlessly integrate public transit. Design buildings that face the trail and create pedestrian and bicycle-friendly spaces and amenities to enhance connectivity and promote active transportation options.



Capital Improvement Projects

UNDER CONSTRUCTION/ RECENTLY BUILT



- 1 Construct the missing sections of sidewalk near the Knightsbridge Gate (segment 178) and along the fronts of the City's future Northwest Neighborhood Park (segment 45). **COMPLETE**
- 2 Bike lanes would be added along Taft Road as recommended by the non-motorized master plan to improve non-motorized connectivity. A roundabout would replace the current four-way stop at the intersection of Taft and 9 Mile Roads. **COMPLETE**
- 3 Construction of 1,750 feet of 6-foot-wide sidewalk and ADA improvements along the north side of 9 Mile Road from Novi Road to CSX Railroad.
- 4 Water main project on 11 Mile and Meadowbrook
- 5 Water main project on Meadowbrook
- 6 Construction of 5,300 feet of pathway on south side of 10 Mile from Haggerty to Meadowbrook. **COMPLETE**

PLANNED BIKE/PED IMPROVEMENTS



- 1 An 8-foot asphalt pathway (Segment 52a) will be added to the south side of 11 Mile Road between Wixom Road and the ITC Trail.
- 2 Construction of a 10-foot wide asphalt pathway and 14-foot wide boardwalk to serve as a connection between the ITC Trail and Bosco Fields.
- 3 ADA improvements will be included at intersections, and sidewalk will be added to the gap on the east side of Wixom Road, between the Novi Middle School driveway and Target.
- 4 Sidewalk on the north side of 11 Mile Rd between Beck Road and East Mandalay Circle
- 5 Construction of a 6-foot sidewalk on both the north and south side of Village Wood Road
- 6 This sidewalk would connect the existing path in Village Wood Lake Park to the east side of Meadowbrook Road, with a crossing over Meadowbrook Road at Chattman Drive. An 8-foot concrete sidewalk would be used from the park to the existing 5-foot sidewalk on the south side of the Meadowbrook Road bridge. A 5-foot sidewalk would be used north of the bridge to the Chattman Drive crossing. Some boardwalk would be needed over the wetlands adjacent to Village Wood Lake Park.
- 7 ADA improvements at intersections on Novi Road
- 8 The adjacent sidewalk ramps will also be upgraded to current ADA standards with 13 Mile Road rehabilitation
- 9 An 8-foot concrete sidewalk on the east side of Napier Road would connect the sidewalk along the north side of the ITC Community Sports Park entrance drive to the Villa Barr Art Park at 22600 Napier Road.
- 10 The Napier Road Connector portion of the ITC Corridor Trail would connect the southern end of the existing trail west across the northern edge of the park to Napier Road.
- 11 Widen Beck Road as 5-lane road or 4-lane boulevard. Estimate includes intersection and traffic signal modernization of Beck and 10 Mile Roads. ADA ramp upgrades and pathway gaps included.





OTHER PROJECTS AND OPPORTUNITIES

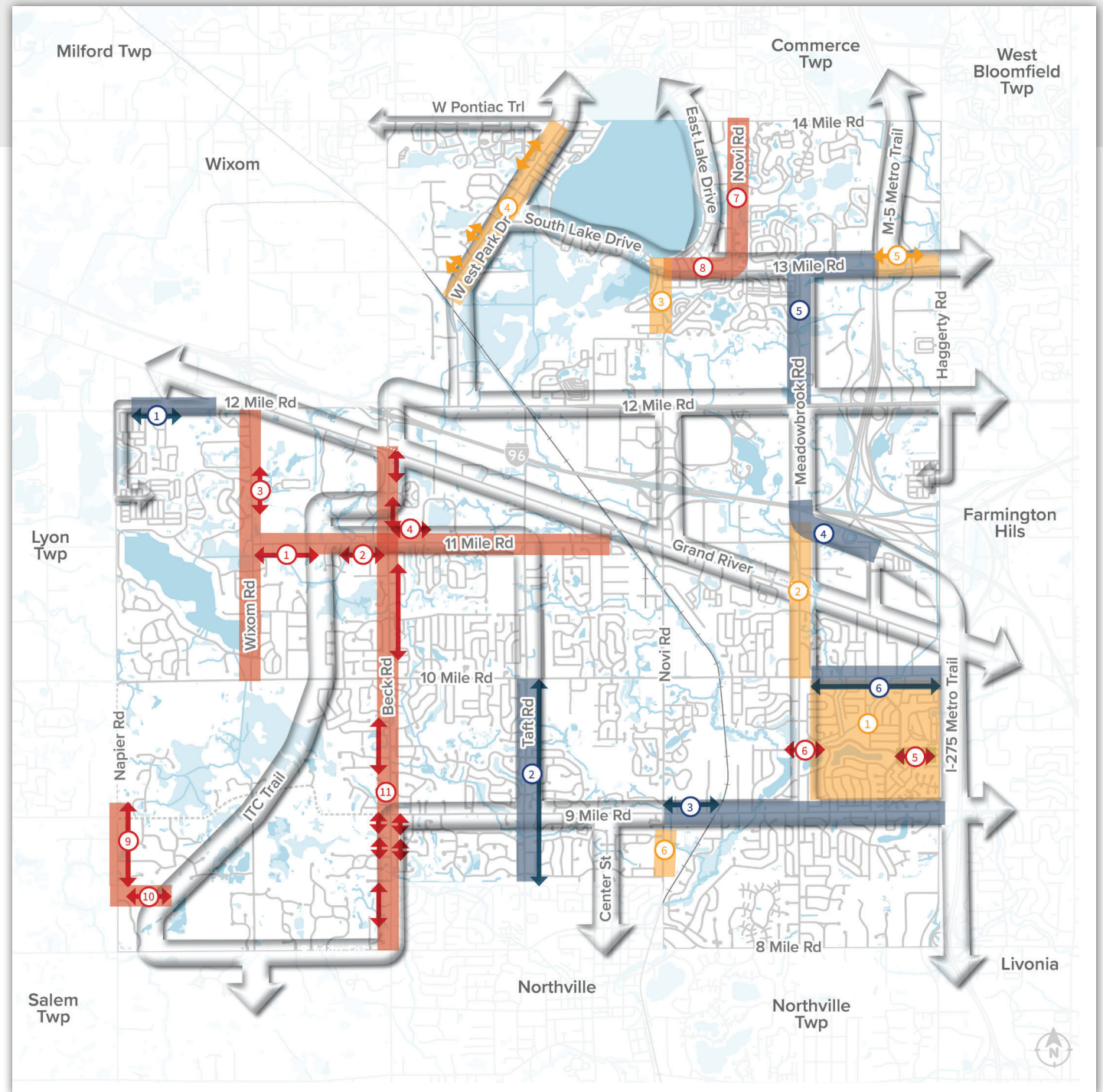


- 1 Option to add sidewalks to neighborhoods when ditches are enclosed
- 2 Road rehabilitation on Meadowbrook
- 3 Any bicycle or pedestrian improvements included with road rehabilitation on Old Novi Road
- 4 Road rehabilitation and signal modernization on West Park Dr - Option to complete sidewalk gaps on west side of road or provide mid-block crosswalks at apartment complexes to access existing sidewalks along corridor
- 5 13 Mile Road rehabilitation - Option to complete sidewalk gaps on north side of corridor
- 6 According to SECMOG TIP and RTP, Oakland County plans to rehab Novi Road from 8 Mile Rd to 9 Mile Rd in 2025. No sidewalks are planned as part of the project. Option to reconfigure lanes to a consistent 3-lane road and add crossing island near Galway Drive

Coordination with Capital Improvement Projects

Integrating non-motorized improvements with upcoming construction projects present a compelling opportunity to realize both economic and community benefits. The preceding page outlines upcoming capital improvement projects that included non-motorized elements.

-  Under Construction/ Recently Built
-  Planned Bike/Ped Improvements
-  Other Projects and Opportunities
-  Near-Term Network



Near-Term Infrastructure Projects

The Near-Term Plan illustrates projects that can generally be implemented without changing the curb lines and are, for the most part, within the public right-of-way or public lands. Inventory and analysis, along with public input, helped identify the near-term infrastructure projects. These projects focus on completing key gaps in the sidewalk and pathway network, identifying priority crosswalk locations, and featuring a new expressway crossing at Beck Road.

The selection of priority projects was influenced by their capacity to provide access to transit, shopping and dining districts, and their role in connecting residential neighborhoods with essential destinations. Equity, demand, and safety considerations were pivotal factors in the selection process. For further insights into the inventory and analysis process that guided the project selection, as well as the Priority Corridors Composite Map that steered the decision-making process, please refer to the Existing Condition Section.

The prioritization of these projects represents a notable shift in the city's approach to near-term sidewalk and pathway initiatives, effectively supplanting the previous biannual report system. Furthermore, this revised approach incorporates crosswalk enhancements, which play a crucial role in bridging gaps within the sidewalk and pathway network and may offer a more cost-effective near-term solution while addressing more challenging segments is deferred.

While these represent near-term priorities, bicycle and pedestrian improvements should also be incorporated whenever roadways are reconstructed or widened. In such cases, it is advisable to reference the *Major Corridor Guidelines* section.

The following pages list the specific near-term infrastructure projects outlined in the plan.



3.1
Miles of
Sidewalk






5.3
Miles of Shared
Use Pathways

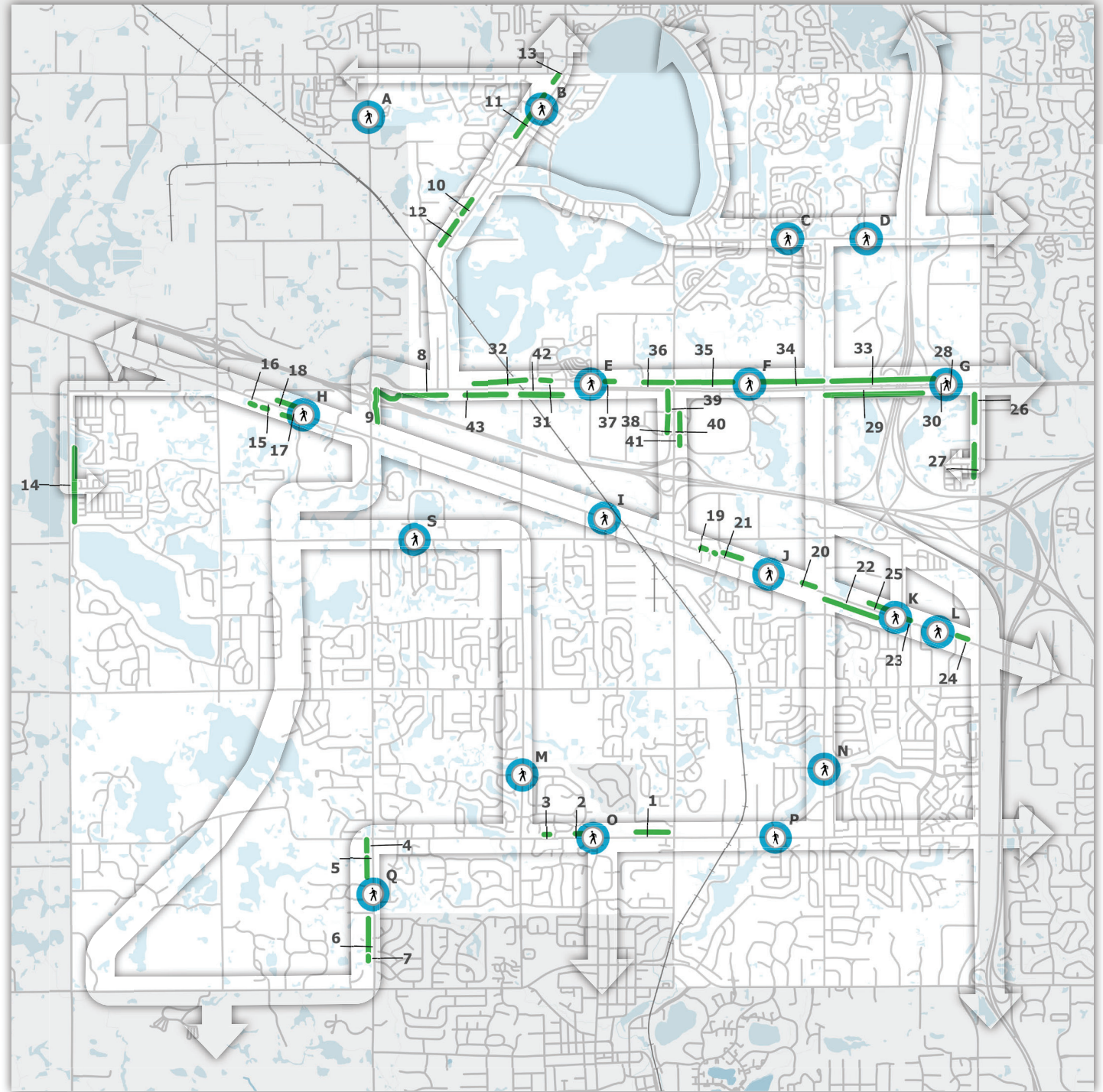


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Crosswalk
Improvements

Near-term Infrastructure Projects

The following map uses the Map ID to reference projects listed in the spreadsheet.

-  Locations for Crosswalk Improvements
-  Sidewalks and Pathways
-  Near-Term Network



Map ID	Type	Street Name	Location	Length	Asset ID
1	Sidewalk	9 Mile	North side of 9 Mile west of Novi Road	1122 LF	SKS-024197
2	Shared Use Path	9 Mile	North side of 9 Mile east of Taft Road	273 LF	SKS-023555
3	Shared Use Path	9 Mile	North side of 9 Mile east of Taft Road	200 LF	SKS-023555
4	Shared Use Path	Beck	West side of Beck south of 9 Mile	414 LF	SKS-024174
5	Shared Use Path	Beck	West side of Beck south of 9 Mile	608 LF	SKS-023582
6	Shared Use Path	Beck	West side of Beck south of 9 Mile	1307 LF	SKS-023583
7	Shared Use Path	Beck	West side of Beck south of 9 Mile	165 LF	SKS-023583
8	Shared Use Path	Beck	South side of 12 Mile between Beck and Park	1668 LF	SKS-201189
9	Shared Use Path	Beck / 12 Mile	East side of Beck north of Grand River	2803 LF	SKS-023466
10	Shared Use Path	West Park	West side of West Park between West and Pontiac Lake	628 LF	SKS-023422
11	Shared Use Path	West Park	West side of West Park between West and Pontiac Lake	1780 LF	SKS-023424
12	Shared Use Path	West Park	West side of West Park between West and Pontiac Lake	1020 LF	SKS-023421
13	Shared Use Path	West Park	West side of West Park between West and Pontiac Lake	417 LF	SKS-023425
14	Shared Use Path	Napier	East side of Napier south of 12 Mile	2626 LF	SKS-023456
15	Shared Use Path	Grand River	South side of Grand River between Wixom and Beck	188 LF	SKS-023462
16	Shared Use Path	Grand River	South side of Grand River between Wixom and Beck	186 LF	SKS-023463
17	Shared Use Path	Grand River	North side of Grand River between Wixom and Beck	402 L	SKS-023464

Spreadsheet (page 1 of 4)

Map ID	Type	Street Name	Location	Length	Asset ID
18	Shared use Path	Grand River	North side of Grand River between Wixom and Beck	681 LF	SKS-023461
19	Shared use Path	Grand River	South side of Grand River between Novi and Main	293 LF	SKS-023509
20	Shared Use Path	Grand River	South side of Grand River East between Fountain Park and Meadowbrook	463 LF	SKS-023512
21	Shared Use Path	Grand River	North side of Grand River between Town Center and Meadowbrook	677 LF	SKS-023510
22	Shared Use Path	Grand River	South side of Grand River between Meadowbrook and Joseph	1965 LF	SKS-023504
23	Shared Use Path	Grand River	South side of Grand River between Joseph and Bashian	290 LF	SKS-023503
24	Shared Use Path	Grand River	South side of Grand River between Karim and Haggerty	383 LF	SKS-023501
25	Shared Use Path	Grand River	North side of Grand River between Meadowbrook and Seely	1038 LF	SKS-023499
26	Sidewalk	Haggerty	West side of Haggerty between 12 Mile and Ruston	1019 LF	SKS-201060
27	Sidewalk	Haggerty	West side of Haggerty between 12 Mile and Ruston	1112 LF	SKS-023494
28	Shared Use Path	12 Mile	South side of 12 Mile between M-5 and Haggerty	335 LF	SKS-023124
29	Shared Use Path	12 Mile	South side of 12 Mile between Meadowbrook and Haggerty	3430 LF	SKS-023493
30	Sidewalk	12 Mile	North side of 12 Mile Road between Meadowbrook and Haggerty	100 LF	SKS-023443
31	Sidewalk	12 Mile	North side of 12 Mile Road between Taft and Dixon	349 LF	SKS-023452
32	Sidewalk	12 Mile	North side of 12 Mile Road between Park and Taft	1838 LF	SKS-023453
33	Sidewalk	12 Mile	North side of 12 Mile Road between Meadowbrook and Haggerty	3611 LF	SKS-023444
34	Sidewalk	12 Mile	North side of 12 Mile Road between Novi and Meadowbrook	2613 LF	SKS-023445
35	Sidewalk	12 Mile	North side of 12 Mile Road between Novi and Meadowbrook	2021 LF	SKS-023447

Spreadsheet (page 2 of 4)

Map ID	Type	Street Name	Location	Length	Asset ID
36	Sidewalk	12 Mile	North side of 12 Mile Road between Carlton and Novi	1000 LF	SKS-023450
37	Sidewalk	12 Mile	North side of 12 Mile Road between Dixon and Carlton	329 LF	SKS-023451
38	Shared Use Path	Novi	West side of Novi between 12 Mile Road and Oaks Drive	683 LF	SKS-023474
39	Shared Use Path	Novi	West side of Novi between 12 Mile Road and Oaks Drive	663 LF	SKS-023597
40	Sidewalk	Novi	East side Novi between 12 Mile and I-96	683 LF	SKS-023477
41	Sidewalk	Novi	East side Novi between 12 Mile and I-96	308 LF	SKS-201077
42	Shared Use Path	12 Mile	South side of 12 Mile Road between Taft and Novi	1476 LF	SKS-023472
43	Shared Use Path	12 Mile	South side of 12 Mile Road between Park and Taft	1453 LF	SKS-024425
A	Rectangular Rapid Flash Beacon with Island	Beck Road	North side of intersection at Hickory Street	N/A	N/A
B	Rectangular Rapid Flash Beacon with Island	West Park	North side of intersection at Gateway Rd	N/A	N/A
C	Rectangular Rapid Flash Beacon with Island	13 Mile	East side of intersection at Hemingway Dr/Plateu Dr	N/A	N/A
D	Rectangular Rapid Flash Beacon with Island	13 Mile	East side of intersection at Lenox Park Dr	N/A	N/A
E	Pedestrian Hybrid Beacon with Island	12 Mile	Coordinate with existing signal at Cabaret Dr - coordinate with transit stops	N/A	N/A
F	Pedestrian Hybrid Beacon with Island	12 Mile	Coordinate with existing signal at 12 Oaks Mall Rd - coordinate with transit stops	N/A	N/A
G	High Visibility Crosswalk	12 Mile	Incorporate crosswalk into existing signals at Cabot Drive - coordinate with transit stops	N/A	N/A
H	Pedestrian Hybrid Beacon with Island	Grand River	East side of intersection at Providence Parkway - coordinate with transit stops	N/A	N/A
I	Pedestrian Hybrid Beacon with Island	Grand River	West side of intersection at Clark St - coordinate with transit stops	N/A	N/A

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Map ID	Type	Street Name	Location	Length	Asset ID
J	Pedestrian Hybrid Beacon with Island	Grand River	West side of intersection at Fountain Park Dr - coordinate with transit stops	N/A	N/A
K	Pedestrian Hybrid Beacon with Island	Grand River	Upgrade existing marked crosswalk west of Seely Road intersection - coordinate with transit stops	N/A	N/A
L	Pedestrian Hybrid Beacon with Island	Grand River	West of Karim Blvd - coordinate with transit stops	N/A	N/A
M	Rectangular Rapid Flash Beacon	Taft	North side of White Pines Drive	N/A	N/A
N	Rectangular Rapid Flash Beacon	Meadowbrook	South side of Chattman St - coordinate with new pathway construction through Village Wood Lake Park	N/A	N/A
O	Rectangular Rapid Flash Beacon	9 Mile	Between Plaisance Blvd and N Center St	N/A	N/A
P	Rectangular Rapid Flash Beacon with Island	9 Mile	Between Ennishore Dr and Chase Dr	N/A	N/A
Q	Rectangular Rapid Flash Beacon with Island	Beck	North side of Casa Loma Ct	N/A	N/A

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