



**WALKABLE NOVI COMMITTEE
AGENDA
September 21 2017 at 6:00 p.m.
Novi Civic Center
Mayors Conference Room
45175 W. Ten Mile, Novi, MI 48375
(248) 347-0475**

Members: John Avdoulos, Doug Bauss, Brian Burke, Shelley Thomopoulos,
Wayne Wrobel and Ted Zuchlewski

Staff Support: Sri Komaragiri, Planner, Community Development
Barbara McBeth, City Planner, Community Development
Jeff Muck, Director of Parks, Recreation and Cultural Services
Joey Mathias, Contractual Engineer, Department of Public Services
Dean Reid, Work Leader, Department of Public Services

ROLL CALL

APPROVAL OF AGENDA

AUDIENCE PARTICIPATION

MATTERS FOR DISCUSSION

1. City of Novi Annual Non-Motorized Prioritization 2017-18 Update

COMMUNICATIONS

ADJOURN

Future Meetings: October 19 and December 14



City of Novi Annual Non-Motorized Prioritization 2017-18 Update



**A Working Document for
Capital Improvement Plan (CIP) Planning**

September xx, 2017 **(DRAFT)**

ACKNOWLEDGEMENTS

Walkable Novi Committee

Council Members

Wayne Wrobel, Chair

Brian Burke

Planning Commission Environmental Committee Members

John Avdoulos

Ted Zuchlewski

Parks, Recreation & Cultural Services Commission Members

Doug Bauss

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The City of Novi has had a long standing interest in providing an interconnected and comprehensive system of pathways, sidewalks and trails to connect neighborhoods with destinations throughout the City and region. To help ensure that non-motorized improvements are implemented in a logical and beneficial manner, the City of Novi Pathway and Sidewalk Prioritization Analysis and Process (PSPAP) was approved by City Council on November 13, 2006. As such, as part of the 2013-2014 update the process has been renamed the Annual Non-Motorized Prioritization: 2014-2015 Update to better reflect the content and recommendations of the document. As part of 2015-16 update, changes to Tier 1 and 2 Categories have been made and segments ½ mile to 1 mile long are further broken down to smaller lengths.

Potential sidewalk and pathway segments that need to be constructed were identified and placed into the "Pathway and Sidewalk Prioritization Worksheet." All segments were reviewed against the criteria assigned to each Tier 1 category. Tier 1 criterion measures the potential service benefits to the citizens of Novi. The Top 20 segments receiving the most points were identified for further review. The 20 segments receiving the most Tier 1 points were next reviewed against the Tier 2 criteria. Tier 2 criterion evaluates financial considerations of completing each segment.

Since pathway, sidewalk, destination, accident and traffic volume data continues to change, the annual process includes the update of the segment data annually to ensure that the pathway and sidewalk segment ranking continues to highlight the segments that will provide a high level of serviceability and cost effectiveness to the residents of Novi. In addition to ranking pathway and sidewalk segments, the process also includes recommendations for the installation of regional/recreational trails, proposed street crossings, and neighborhood connector routes.

The Annual Non-Motorized Prioritization is updated each fall. Data is collected through the year and is current through September 1, 2017, with the exception of completed segments, as any segment under construction at that time was determined to be complete or budgeted for planning purposes. As with previous updates, completed segments were identified, new segments were added and segment ranking was recalculated. Each year, the Community Development Department's Planning and Engineering Staff updates the prioritization analysis and process worksheets and maps for review and approval by the Walkable Novi Committee.

On September 21, 2017, the Walkable Novi Committee members present reviewed and approved the Annual Non-Motorized Prioritization: 2017-2018 Update and recommended forwarding it to the City's Capital Improvement Committee. The committee will then use this document to help identify future segments and non-motorized improvements to be constructed as additional funding becomes available.

Chapter 2: COMPLETED NON- MOTORIZED IMPROVEMENTS

This chapter identifies the segments that are completed as of September 01, 2017 or under construction or budgeted for construction for year 2017-18. Since October 2006, about 18.4 miles of public pathways and sidewalks were constructed by the City of Novi and the State of Michigan and private developers completed about 15.8 miles of public pathways and sidewalks in the City.

In the 2016-17 year, the City of Novi installed over 3,259 feet of regional/recreational trails. The amount of developer installed pathways and sidewalks resulted in over 6,480 feet of additional pathways and sidewalks. The City constructed all the segments budgeted for construction last year as planned. They are included as completed segments with this update.

About 14,371 feet of pathways, sidewalks and trails are proposed to be constructed in year 2018. Segments that have been assigned budget for design and construction are identified with this years update. Those are removed from the Prioritization spreadsheet to allow opportunity for other segments. However, these segments are not counted towards completed segments as shown in the graph below.

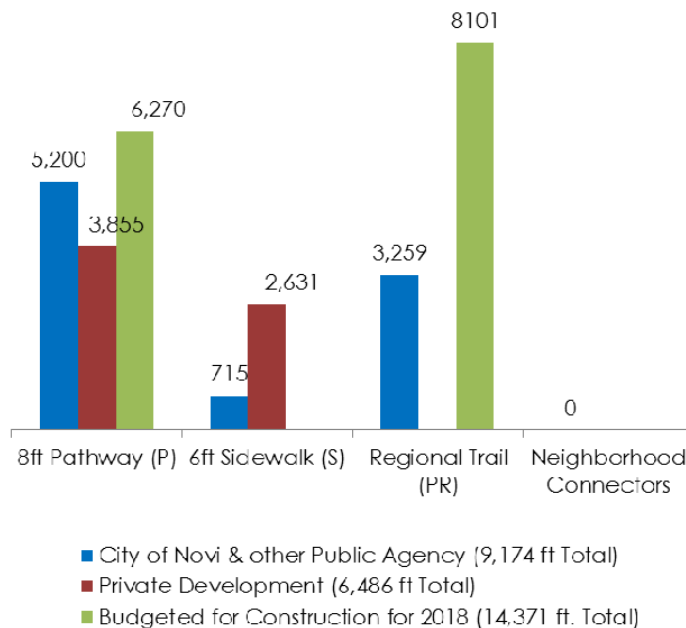


Figure 2.1: 2016-2017 Completed Non-Motorized Improvements

TABLE 2.1: 2016-2017 Completed Non-Motorized Improvements (or under construction at time of report)

		Constructed in 2017 (scheduled for construction with last year's update)			Scheduled for construction for year 2018 or under construction currently		
Segment Item #	Section #	Type	Side of Street/ Other	Location	From	To	Segment Length (ft.)
Sidewalks built or under construction by the City							
5037	21, 22	Mid block crossing			Along Taft Road between south of Jacob/Taft Knolls		
4064	31	PR	ITC Sports Center Park		ITC to Eight Mile		3259
5	3	S	South	Fourteen Mile	Beach Walk	East Lake Drive	535
105 Part	31	P	North	Eight Mile	Garfield	Napier	5,200
10	4	S	east	Beck	K&S Plaza		180
2016-17 City of Novi Total							9,174

Sidewalks built or under construction by Private Developers

Part 90	26	P	south	Ten Mile	Maly Dental (east of Novi)		181
Part 67	23	P	south	Grand River	Huntley Manor (west of Meadowbrook)		1033
Part 31	15	S	south	Twelve Mile	Hino Motors (west of Taft Road)		488
Part 170	4	S	north	West	American Interiors (east of Hudson Drive)		170
Part 150	17	S	north	Grand River	Godard (west of Beck Road)		263
97C	29	P	West	Beck	Valencia South		385
122D?	16	P	East	Beck	Citygate Marketplace		143
39	17	P	west	Beck	Everbrook Learning Care		333
110A Part	32	P	west	Beck	Dunhill		930
93A	27	S	north	Nine Mile	Montebello		1380
20	12	S	west	Haggerty	Autoneum		330
30part	14	P	west	Meadowbrook	ATI Headquarters		850
2016-17 Development Total							6,486

TABLE 2.2: Segments budgeted for construction for year 2018

(Not included in the graph or statistics for this update)

9a	4	S	South	Pontiac Trail	Wedgewood	West Park	2,560
9B	4	S	South	Pontiac Trail	Beck Road	Wedgewood	2,440
93A	27	S	north	Nine Mile	Novi Rd.	Plaissance	1270
4004	20, 29	PR	ITC Corridor Trail Phase 1B		Nine Mile	Eleven Mile	8101
5038	4	Mid block crossing			Pontiac Trail & Geisler Middle School		
Segments budgeted for construction for year 2018 Total							14,371



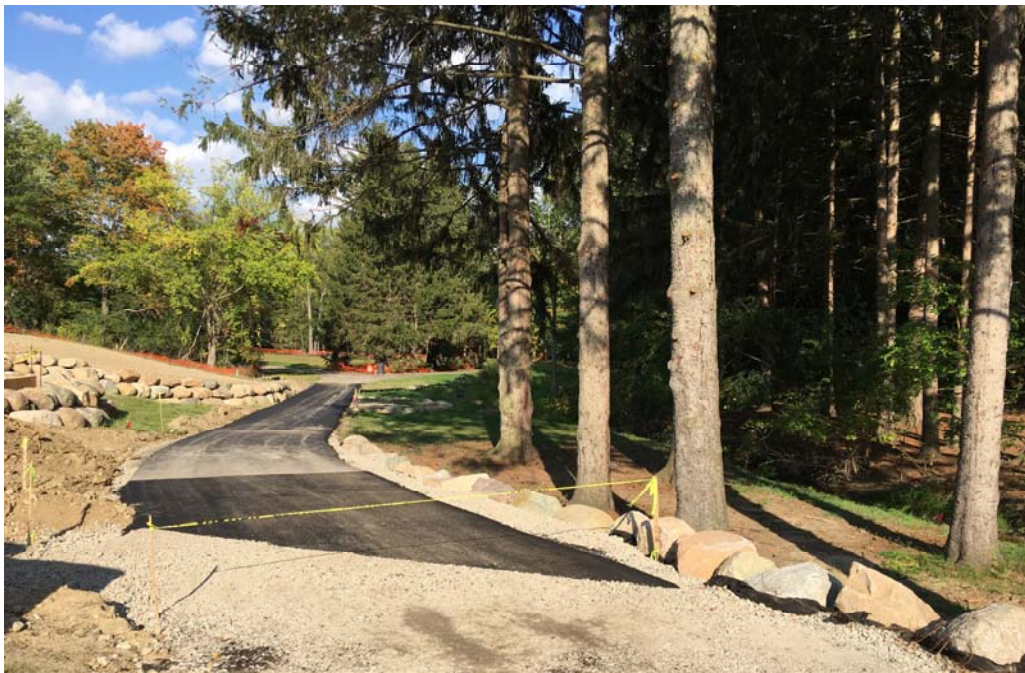
Segment 122D: East side of Beck Road, north of Grand River Avenue (Citygate Market Place)



End of segment; possible extension in future



Public sidewalks along newly built road (Everbrook Lane) located west side of Beck Road north of Eleven Mile Road; possible future expansion



Segment 93A: Asphalt pathway north side of Nine Mile Road, west of Novi (Montebello Estates). Pathway is realigned farther from public sidewalk to protect woodlands

TABLE 2.3: Previous Years Completed Non-Motorized Improvements (CITY BUILT)

Segment Item #	Section #	Type	Side of Street/ Other	Location	From	To	Segment Length (ft.)
¹ Segments completed by the City of Novi only, not including developer completed segments Legend S= 6 ft. sidewalk P= 8 ft. pathway C=crossing RT=regional/recreational trail							
2015-16 Completed Non-Motorized Improvements							
129	1	S	South	Fourteen Mile	Haverhill Farms	Maples of Novi	600
1b	1	S	South	Fourteen Mile	M-5	Haverhill Farms	867
4013	17	RT	N/A	Medilodge Providence	Medilodge	Beck	3,203
4003	31	RT	N/A	ITC Corridor	N. of ITC Sports Center Park	Garfield	5,800
Total							10,470
2014-15 Completed Non-Motorized Improvements							
109	32	P	north	Eight Mile	Garfield	Beck	2,888
27	14	P	north	Eleven Mile	Pinnacle	Town Center	3,500
89	26	P	east	Novi Rd.	Ten Mile	Ice Arena	500
76	24	P	north	Grand River	Seeley	Haggerty	200
69	23	S	south	Eleven Mile	Town Center	Meadowbrook	3,500
5016	28	C			Beck & White Pines/Cheltenham		
5033	2	C			Meadowbrook & Bridge St		
5065	2	C			Twelve Mile & Meadowbrook north		
4036	2	NBD	Hickory Woods	Novi Road		East Lake	1,025
9079	2	NBD	New Ct	East Lake	School		296
Total							11,909
2013-14 Completed Non-Motorized Improvements							
16	11	P	south	Thirteen Mile	Sunshine	Holmes	275
12 part	9	S	north	Twelve Mile	West Park	Liberty Park	335
24	13	S	east	Meadowbrook	Bridge	Eleven Mile	700
73	24	S	east	Meadowbrook	Eleven Mile	Grand River	600
4342	13	RT	regional	Meadowbrook	Twelve Mile	Meadowbrook Business Park	2,240
4349	13	RT	regional	Meadowbrook	Metro trail	Meadowbrook Park	1,560
4350	13	RT	regional	Meadowbrook	Meadowbrook Park frontage		800
5154	0	C		Nine & Haggerty		NW to NE	crossing
5009		C			Haggerty and Villagewood		crossing
5054	3	C		Wixom & Glenwood or Deerfield	mid-block crossing and signal project		crossing
89	26	P	east	Novi Rd	Ten Mile	Ice Arena	500

145	23	S	north	Ten Mile	Supplier Investment Co	RR	220
Total							7,230

2012-13 Completed Non-Motorized Improvements

92	27	S	west	Novi Rd.	Ten Mile	Nine Mile	2,135
36	16	P	west	Taft	Eleven Mile	Andes	495
144	23	P	west	Meadowbrook	Grand River	Cherry Hill	700
145 part	23	S	north	Ten Mile	Catherine Ind. Park	RR	705
4019	25	RT	regional	Brookfarm Park	Ripple Creek	Village Oaks Elem	633
5004		C			Nine Mile and Heatherbrae		
5007	24	C	mid-block	Grand River	Seeley	Joseph	crossing
5014	21	C	bike signs	Beck	Cidermill		crossing
5034	31	C	mid-block	Eight Mile	Community Sports Park	N to S	crossing
5035	31	C	mid-block	Eight Mile	Garfield	N to S	crossing
5143	32	C	crosswalks & signals	Beck	Eight Mile		crossing
Total							4,668

2011-12 Completed Non-Motorized Improvements

145b	23	S	north	Ten Mile	RR	Brookhaven	225
65	23	P	east	Novi Rd.	Grand River	Ten Mile	3,500
61	22	S	west	Novi Rd.	Cemetery	Pine Ridge Center	3,600
32c	15	S	west	Novi Rd.	West Oaks	N side I-96	876
5007	24	C	striping & signs	Grand River	Seeley	Joseph	crossing
5043	36	C	mid-block	Nine Mile	Sunrise		crossing
Total							8,201

2010-11 Completed Non-Motorized Improvements

83	25	S	north	Nine Mile	Meadowbrook	Haggerty	3,800
15	11	S	south	Thirteen Mile	Novi Rd.	Old Novi Rd.	350
5044	22	C			Novi at Post Office		crossing
146	11	C	west	Old Novi	South Lake	crossing	crossing
Total							4,150

2009-10 Completed Non-Motorized Improvements

71	23	S	north	Ten Mile	Hampton Hill	Brookhaven	822
139	25	S	east	Willowbrook	Oaktree	Guilford	400
141	24	C	crossing	Ten Mile	Nilan	SW to NW	crossing
82C	25	S	west	Haggerty	Ten Mile	Dunkin Donuts	220
140	23	C	crossing	Hampton Hill	Ten Mile	NE to NW	crossing
123a	1	RT	regional	M-5 Extension	Fourteen Mile	Thirteen Mile	5,280
Total							6,722

2008-09 Completed Non-Motorized Improvements

59	22	P	south	Eleven Mile	Taft	Cedar Spring Estates	1,300
125	15	S	west	Clark	Eleven Mile	Grand River	205

75 part	24	P	north	Grand River	Meadowbrook	Seeley	310
80A	24	S	north	Ten Mile	Meadowbrook	Haggerty	411
82A	25	S	west	Haggerty	Dunkin Doughnuts	Oak Ridge Place	1,180
60A	22	P	south	Eleven Mile	Clark	Cedar Spring Estates	300
136	21	S	west	Bramblewood	Cidermill	subdivision	210
63	22	S	north	Ten Mile	Wildcat	Taft	1,580
91	26	P	south	Ten Mile	Meadowbrook	Orchard Hills North	800
96	28	P	south	Ten Mile	Beck	Broadmoor Park	250
95	28	S	east	Beck	Ten Mile	Baker	300
	36	S	south	Orchard Hills Place	Haggerty	west	375
54, 55 part	20, 29	P	all	Ten & Beck legs			910
Total							8,131

2007-08 Completed Non-Motorized Improvements

57	21	S	north	Ten Mile	Roma ridge	Homestead	770
85	26	P	west	Meadowbrook	Ten Mile	Mallot	1,050
86	26	P	west	Meadowbrook	Chattman	Nine Mile	2,025
94	28	S	north	Nine Mile	Taft	Beck	640
117	35	P	west	Meadowbrook	Mission Pines	Mirabella Estates	450
118	35	P	west	Meadowbrook	Mirabella Estates	Eight Mile	480
Total							5,415

2006-07 Completed Non-Motorized Improvements

42	17	S	north	Eleven Mile	Novi Middle School	Beck	3,700
56	21	P	south	Eleven Mile	Beck	Taft	1,700
Total							5,400

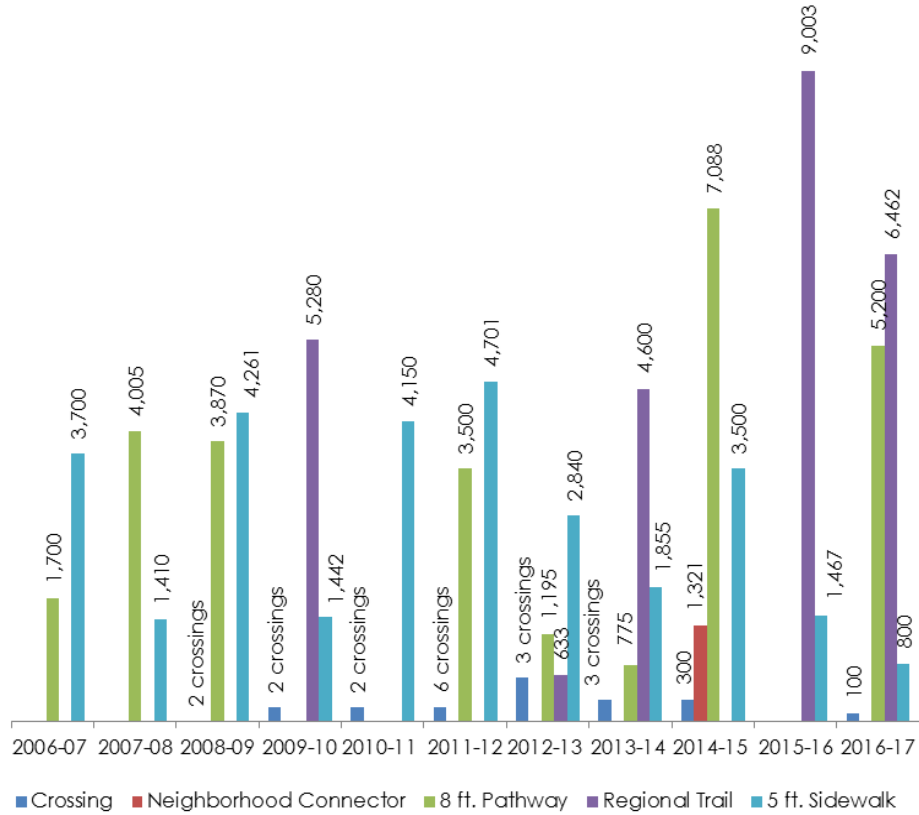


Figure 2.2: 2006 – 2017- Completed Non-Motorized Improvements by City of Novi by Type in ft
(Segments completed by the City of Novi only, not including developer completed segments)

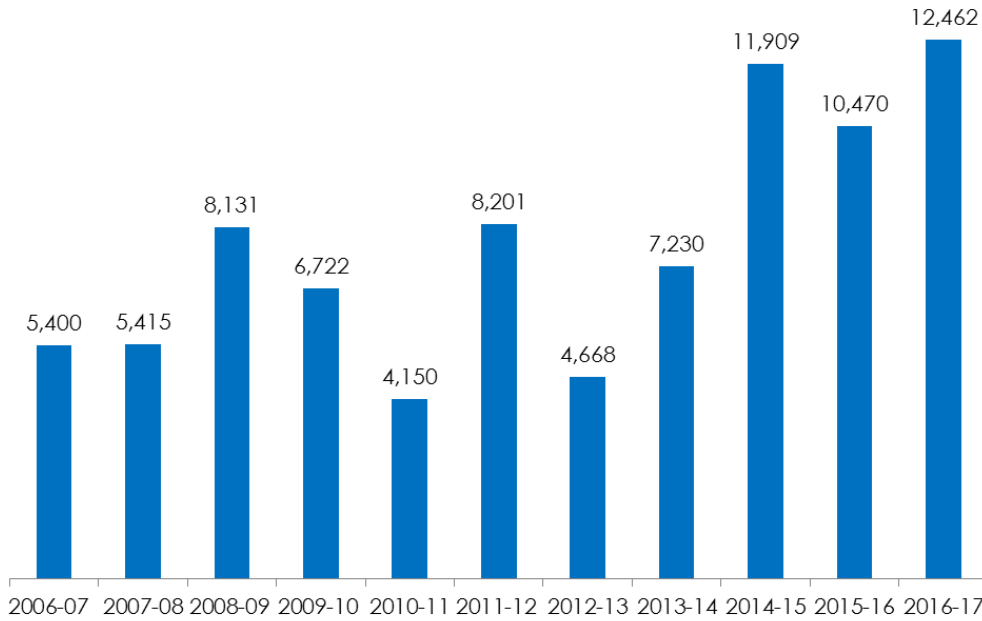
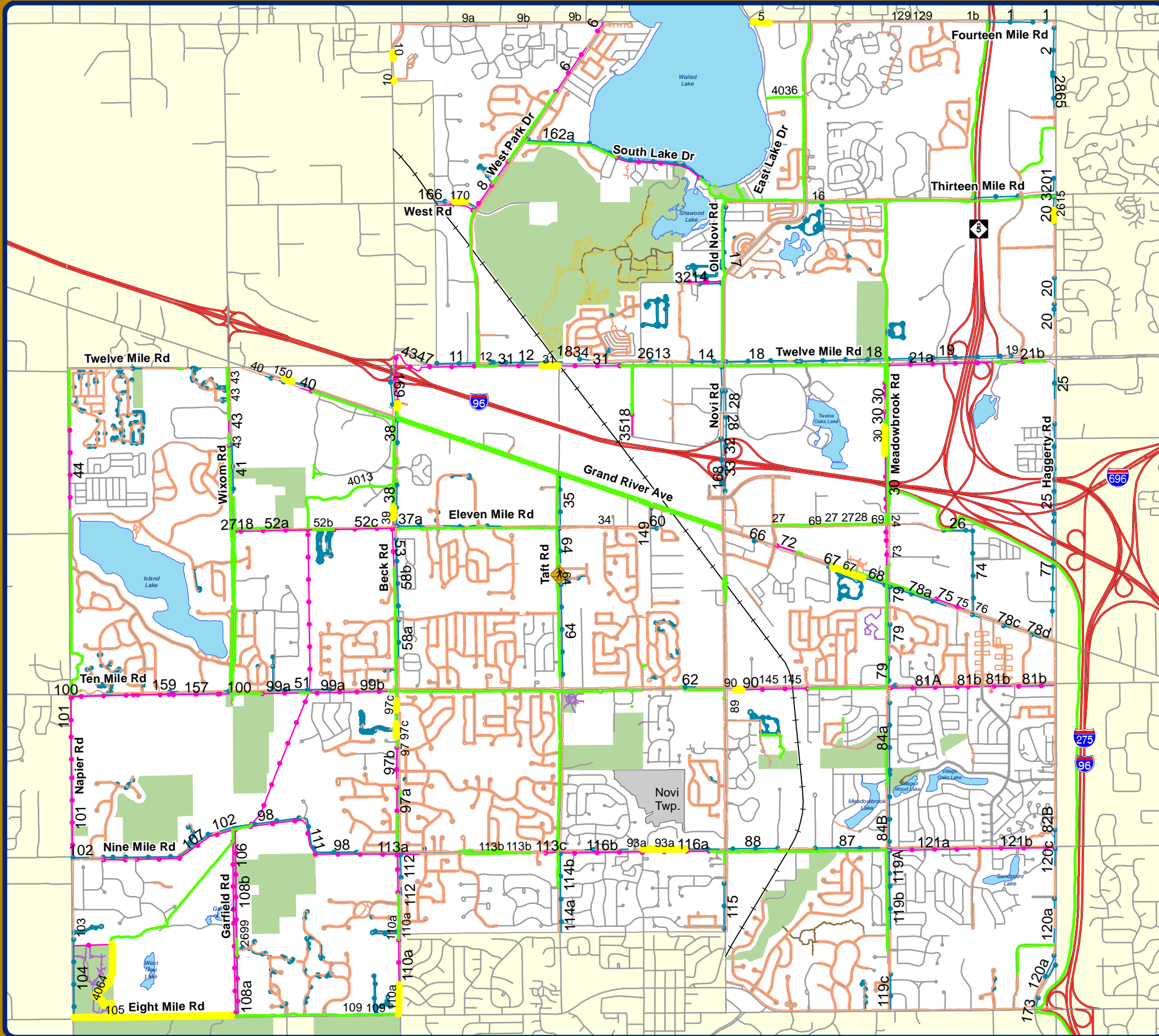


Figure 2.3: 2006-2017 Completed Non-Motorized Improvements by City of Novi in ft
(Segments completed by the City of Novi only, not including developer completed segments)

MAP 1
2016-2017 Completed Non-Motorized Improvements

Map 1: 2016-2017 Completed Non-Motorized Improvements



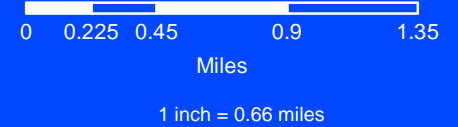
Annual Non-Motorized Prioritization: 2016-2017 Update

- Road Crossings
- Completed or Under Construction Segments
- Existing Sidewalks**
 - Existing Sidewalk
 - Existing Pathway
- Future Sidewalks**
 - Proposed Pathway
 - Proposed Sidewalk
- Existing Off Road Paths & Trails**
 - Paved Path
 - Unpaved Trail
 - Mountain Biking Trail



City of Novi
 Dept. of Community Development
 City Hall / Civic Center
 45175 W Ten Mile Rd
 Novi, MI 48375
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Map Author: Keri Blough
 Date: September 20, 2017
 Project: 2017 Non-Motorized Update
 Version #: 2.1



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.



Chapter 3: 2017-18 TOP 20 PRIORITY PATHWAY AND SIDEWALK SEGMENTS

The City's Pathway and Sidewalk Prioritization Analysis and Process approved by City Council on November 13, 2006, includes a provision for the annual updating of the Analysis and Process. The Annual Non-Motorized Prioritization is updated each fall. Data is collected through the year and is current through September 1, 2016, with the exception of completed segments, as any segment under construction at that time was determined to be complete or budgeted for planning purposes. As with previous updates, completed segments were identified, new segments were added and segment ranking was recalculated with this update.

Due to intrinsic nature of planning, it is necessary to evaluate the policies as new challenges and questions arise. As part of the evaluation process, staff reviewed the prioritization criteria from various communities to identify additional criteria with 2015-16 update. On September 17, 2015, the Walkable Novi Committee approved the changes recommended by staff after review and discussion Table 3.4 shows the list of revised approved Tier 1 and Tier 2 categories.

Each year, all pathway and sidewalk segments that are proposed adjacent to roads in Novi are reviewed against a set of Tier 1 criteria and assigned points based on the segment's potential service benefits to the citizens of the City. See Table 4.3 in chapter 4 for more details. The segments are ranked by their Tier 1 points and the top 20 priority segments are then reviewed against a second set of Tier 2 criteria and assigned points based on financial and other feasibility considerations. See Table 4.3 in chapter 4 for more details. Additional Tier 2 ranking is done to give priority to segments that provide more economical value to the City.

From the Top 20, construction of Segments 80B, 121A and 121B are deferred until development due to constraints beyond City control. Because of which, segments ranking 21 through 23 are moved up to list of Top 20 Priority segments. Table 3.1 and 3.2 provide further details. Compared to last year, the list of segments did not change significantly. With 2016-17 update, the committee has decided to move Segment 82B, which was identified as a deferred segment in 2015-16 update to the Top 20 segment list. The decision was made because the committee felt the prospects for private development of the site are unlikely in the near future. Engineering department is currently studying this segment to estimate the cost and ease of construction.

For 2017-18, the Top 20 Priority segments (excluding the deferred segments) result in over 7 (37,294 linear feet) miles of proposed pathways and sidewalks. Of them three are less than 400 feet long, five are between 400 to 1,000 feet long, five are between 1,000 and 1,500 feet long, six are over 2,000 feet long and, the longest is 4,300 feet long. Fourteen of the segments are included in the 2017-23

Capital Improvement Plan (CIP) in the CIP projected or forecast to be constructed by 2023. A majority of them (12 segments) are scheduled for 20-21 fiscal year.

Following changes happened since last years update

1. Segment 9B is removed as it is budgeted for construction in 2018
2. Segment 5 is removed as it is constructed in 2017
3. Few of the segments have moved up in ranking as the points increased due to increase in accidents.
4. Few of the segments have moved down in ranking as there is a segment that is completed on opposite side of the road or there is potential for private development.
5. Few of the segments (93A, 99A, 99B) are no longer part of Top 20 this year as others moved up for reasons stated above.
6. Segments 25, 120C, 66, 79 and 64 are new in the Top 20 list with this years update.



Segment 39: Asphalt pathway located west side of Beck Road north of Eleven Mile Road; possible future expansion

TABLE 3.1: 2017-18 Top 20 Priority Pathway and Sidewalk Segments excluding deferred segments

Overall Segment Rank	Segment Item #	Section #	Type	Side of Street	Location	From	To	# of Pieces in Segment	Segment Length (ft.) excluding Developer Planned & Completed pieces	Notes
1	81B	23	P	south	Ten Mile	Willowbrook	Haggerty	1	2,750	20-21
3	120a	36	S	west	Haggerty	Eight Mile	N of Orchard Hill	2	1,390	20-21
4	81A	25	P	south	Ten Mile	Meadowbrook	Willowbrook	1	2,530	20-21
5	39	17	P	west	Beck	Eleven Mile	Providence	1	767	20-21
6	62	22	S	north	Ten Mile	Eaton Center	Churchill Crossing	1	400	18-19
7	84B	25	S	east	Meadowbrook	Nine Mile	Chattman	1	2,050	20-21
7	93B	27	S	north	Nine Mile	Plaissance	Taft	2	650	18-19
9	119A	36	S	east	Meadowbrook	Nine Mile	Singh Blvd	1	1,300	20-21
10	25	13	S	west	Haggerty	Twelve Mile	section line	2	4,300	
11	82B	25	S	west	Haggerty	Pavilion Ct Apartments	Nine Mile	1	492	
12	70	23	P	west	Meadowbrook	Eleven Mile	Gateway Village	3	900	20-21
12	119c	36	S	east	Meadowbrook	Eight Mile	N of Llewelyn	1	1,200	20-21
14	119b	36	S	east	Meadowbrook	Singh Blvd	N of Llewelyn	1	1,300	20-21
17	120b	36	S	west	Haggerty	Orchard Hill	High Pointe	1	375	20-21
18	90	26	P	south	Ten Mile	Novi Rd.	Maly Dental	1	2,319	19-20
19	84A	25	S	east	Meadowbrook	Ten Mile	Chattman	1	2,350	20-21
20	120c	36	S	west	Haggerty	High Pointe	Nine Mile	1	600	
21	66	23	P	south	Grand River	Sixth Gate	Main Street	2	312	
22	79	24	S	east	Meadowbrook	Ten Mile	Grand River	3	2,000	
23	64	22	S	east	Taft	Ten Mile	Eleven Mile	2	3,840	
Total Linear Feet									37,294	

Legend S= 6 ft. sidewalk P= 8 ft. pathway

- Segments with pathways or sidewalks on most of the opposite side of the street - *note that these segments may be critical for system connectivity & must be analyzed separately for connectivity*
- Segments with a higher ranking segment planned for the opposite side of the street - *note that these segments may be critical for system connectivity & must be analyzed separately for connectivity*
- Short Segments
- CIP Budget Year

TABLE 3.2: 2017-18 Selected Priority Pathway and Sidewalk Segments: deferred until private development occurs

Overall Segment Rank	Segment Item #	Section #	Type	Side of Street	Location	From	To	# of Pieces in Segment	Segment Length (ft.) excluding Developer Planned & Completed Pieces	Notes
1	80B	24	S	north	Ten Mile	Meadowbrook	Willowbrook Estates	1	189	
15	121A	36	P	south	Nine Mile	Meadowbrook	Sunrise	1	2,900	Previous City Council Action
15	121B	36	P	south	Nine Mile	Sunrise	Haggerty	1	2,380	
									5,469	

Legend S= 6 ft. sidewalk P= 8 ft. pathway

- Segments with pathways or sidewalks on most of the opposite side of the street - *note that these segments may be critical for system connectivity & must be analyzed separately for connectivity*
- Segments with a higher ranking segment planned for the opposite side of the street - *note that these segments may be critical for system connectivity & must be analyzed separately for connectivity*
- Short Segments (400 ft. or less)
- CIP Budget Year

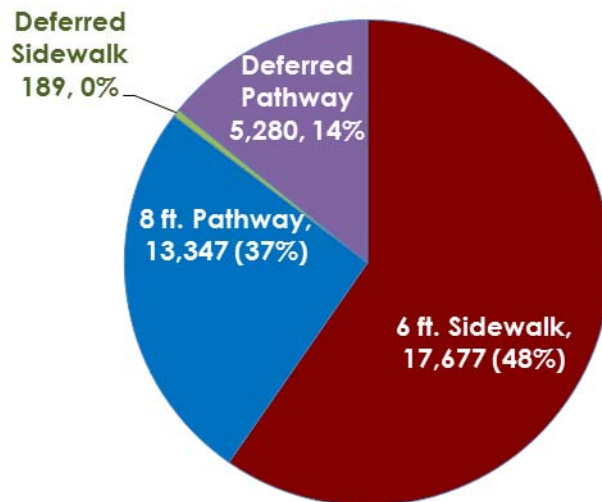


Figure 3.1: Total Length of 2017-2018 Priority segments per Sidewalks and Pathways
(Segments to be completed by the City of Novi only)

TABLE 3.3: Tier and Tier 2 Categories

All proposed adjacent to road pathway & sidewalk segments are reviewed against a set of Tier 1 criteria & assigned points based on the segment's potential service benefits to the citizens of the City, the segments are ranked by the Tier 1 points & the segments receiving the top 20 points are assigned Tier 2 points

TIER 1 CATEGORIES

1 BICYCLE & PED. ACCIDENTS
 (intersection accidents only included when sidewalk or pathway connection is missing, 1/98 to 9/13)
 5 = 1 accident; 10 = 2 accidents; 15 = 3 accidents
 20 = 4 or more accidents

TRAFFIC SAFETY

Each segment is given a weightage based on the Counts. The values are then multiplied by a multiplier based on respective speed limits to get the final rating

2	TRAFFIC COUNTS (ADT) 2010 Non-Motorized MP 0 = <10K ADT 5 = 10K-20K ADT 10 = >20K ADT	TRAFFIC SPEED < 30 mph = x 1 35-40 mph= x 1.2 >=45 mph = x 1.5
----------	--	--

ACCESS TO SCHOOLS

All three categories are grouped into one to simplify and avoid double counts.

Final rating would be based on number of schools with the same criteria. i.e. # elem & intermediate schools w/in 1 mile and so on)

3
 4.5 = 1 school
 9 = 2+ schools

(# elem & intermediate schools w/in 1 mile) 4.5 = 1 school 9 = 2+ schools	(# middle & high schools w/in 2 miles) 4.5 = 1 school 9 = 2+ schools	(# private schools over 100 students w/in 2 miles) 4.5 = 1 school 9 = 2+ schools
---	---	---

ACCESS TO PARKS

4
 (# w/in 1 mile)
 4 = 1 park; 8 = 2+ parks

ACCESS TO HOTELS

5
 # shopping areas w/in 1 mile)
 3.5 = 1 Hotel; 7 = 2+ Hotels

ACCESS TO SHOPPING

6
 (# shopping areas w/in 1 mile)
 3.5 = 1 shopping area; 7 = 2+ shopping areas

ACCESS TO PLACES OF WORSHIP

8
 (# places of worship w/in 1 mile)
 3.5 = 1 places of worship; 7 = 2+ places of worship

9 **CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM**
3.5 = connected to neighboring sidewalk system
7 = connected to regional trail system

10 **POPULATION SERVED**
0 = low density; 8 = medium density; 16 = high density

11 **SEGMENT COMPLETION**
3.5 = 1/2 to 1 mile; 7 = over 1 mile

12 **CONSIDERABLE PUBLIC INTEREST**
5 = top 15 survey responses, resident petitions & documented segments requested by groups & govt agencies

13 **NON-MOTORIZED MASTER PLAN**
20 = initial investment
15 = major corridor

TIER 2 CATEGORIES (only Top 20 Tier 1 segments receive tier 2 points)

1 **EASE OF CONSTRUCTION** (easy/hard)
0 = hard; 8 = medium hard; 16 = easy

2 **RIGHT-OF-WAY AVAILABILITY**
(based on % available)
0 = 0%; 4.5 = 25%; 9 = 50%; 13.5 = 75%; 18 = 100%

3 **OTHER FUNDING SOURCES**
(based on % available)
0 = 0%; 4.5 = 25%; 9 = 50%; 18 = 80%+

4 **OPPOSITE SIDE SIDEWALK OR PATHWAY**
(road < 12,000 ADT & 35 mph < existing or planned with higher priority ranking)
-20 = complete section link ; -10 = one direction section link

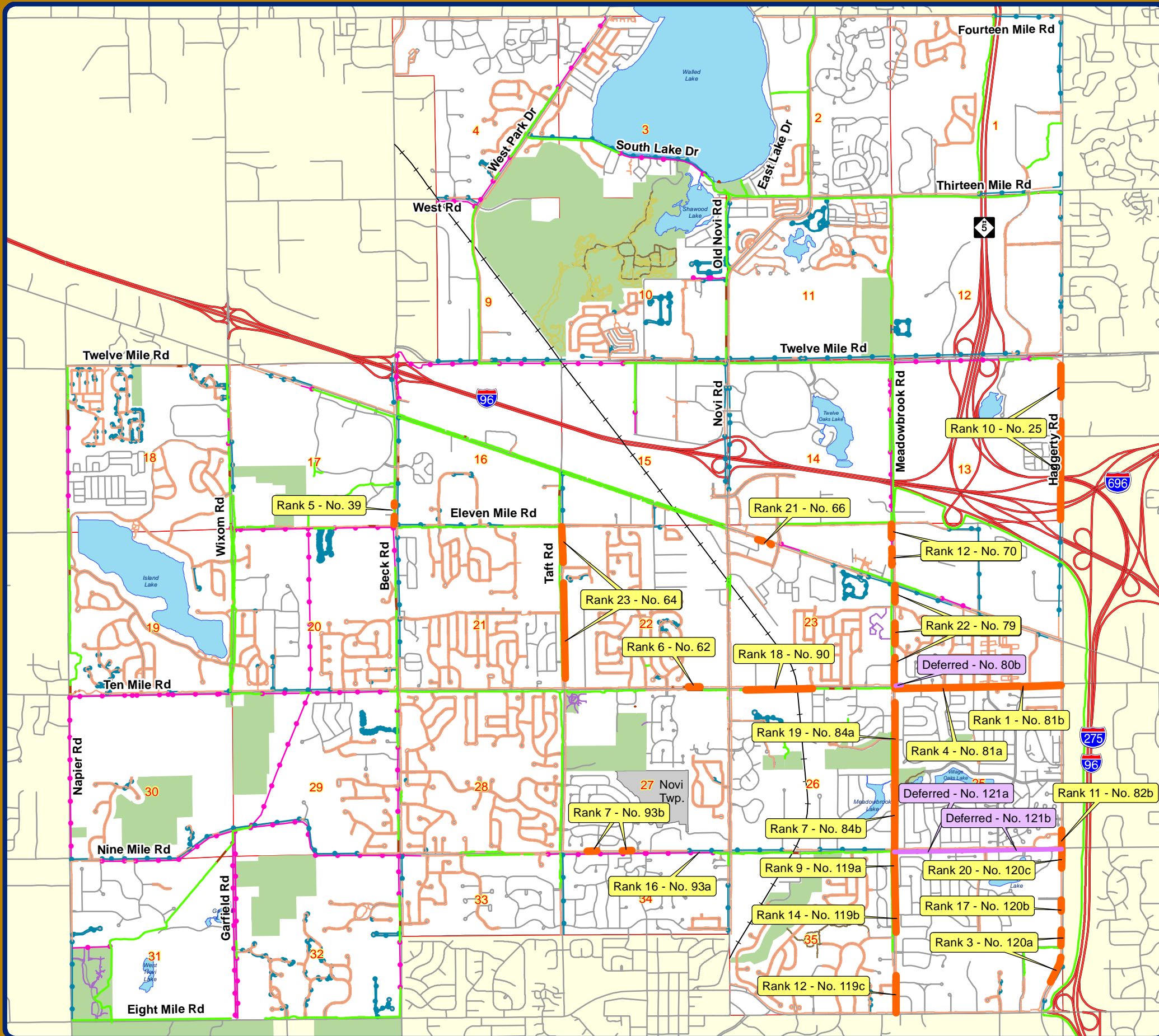
5 **PRIVATE DEVELOPMENT POTENTIAL**
(Positive Points)
8 = little potential
4 = partial potential within 10 years
2 = dev potential within 10 years
0 = SP submitted

6 **EVIDENCE OF EXTENSIVE PEDESTRIAN USE**
0 = No Evidence
10 = Worn Path

* This a new category added based on previous discussions. Engineering department will perform site visits to identify if pedestrians are using the unbuilt paths.

MAP 2
2017-18 Top 20 Priority Pathway and Sidewalk Segments

Map 2: 2017-2018 Top 20 Priority Pathway and Sidewalk Segments



Annual Non-Motorized Prioritization: 2017-2018 Update

Top 20 Priority Segments

- Top 20 Priority Segments
- Deferred Segments

Existing Sidewalks and Pathways

- Existing Sidewalk
- Existing Pathway

Future Sidewalks and Pathways

- Proposed Pathway
- Proposed Sidewalk

Existing Off Road Paths & Trails

- Paved Path
- Unpaved Trail
- Mountain Biking Trail



City of Novi

Dept. of Community Development
City Hall / Civic Center
45175 W Ten Mile Rd
Novi, MI 48375
cityofnovi.org

Map Author: Keri Blough
Date: September 19, 2017
Project: 2017 Non-Motorized Update
Version #: 3.0



Miles
1 inch = 0.66 miles

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.



MAPS:
2017-2018 Top 20 Priority Pathway and Sidewalk Segments
(excluding deferred segments)

INSERT MAPS

POSSIBLE TIER 2 CATEGORIES FOR CONSIDERATION

As part of 2017 update, staff reviewed the importance of two components that effect the non-motorized improvements: maintenance and boardwalks. At July 20, 2017 regular Walkable Novi Committee meeting, staff asked the committee whether to include proximity to boardwalk and maintenance as one of the ranking categories. Upon further discussion, it was determined that it does not generally affect all the segments and is applicable to only a few. The Committee directed the staff to note the missing segments that are adjacent to existing boardwalks as background information.

MAINTAINENCE

Once the non-motorized improvements are constructed, there's a 25 year lifecycle for concrete sidewalk, 20 year asphalt pathway and 15 year lifecycle of boardwalks. These improvements primarily depend on the extent of usage and regular maintenance. The Department of Public Services assigns 20,000 - 40,000 dollars annually out of the local road fund to maintain sidewalks and pathways. In addition, they receive another 10,000 dollars for boardwalk maintenance out of the City's general fund to maintain boardwalks throughout the City. Table 3.4 lists the typical cost estimate for installation, removal and maintenance for various types of non-motorized improvements. The cost may differ with other challenges that we encounter during our or contractor inspections.

	Installation	Removal	Annual Maintenance
6 feet concrete Sidewalk	\$4.00/\$5.00 Sq. ft.	\$4.70/\$6.00 Sq.ft.	Yearly Budget
10 foot asphalt pathway	\$76	\$85 ft.	Yearly Budget
Wooden boardwalk	\$600 ft.	\$40 ft.	Yearly Budget
Composite boardwalk	\$1,200 ft.	\$45 ft.	Yearly Budget

Maintenance of Sidewalk/Pathway infrastructures are inspected on a yearly basis, with inspections to include.

1. Cracks in concrete/asphalt due to extreme temperature differences, tree roots and damage done by maintenance equipment in winter.
2. Frost heaving leading to discontinuity of sidewalk.
3. Poor concrete mixes.
4. Overhanging vegetation and encroachment.

Maintenance of boardwalks infrastructures are inspected biannually, with inspection to include.

1. Replacing rotting or weather checked side rails, landings, decking, balusters, posts and handrails.
2. Removing overhanging vegetation and clearing the boardwalks of Phragmites (which is an invasive species) by yearly spraying.
3. Installation of two transition plates on each end to abate tripping hazards, if necessary. Transition plates are a temporary fix to a developing problem.

BOARDWALKS

The City of Novi has a considerable amount of regulated wetlands throughout the City. One of our Master Plan goals is to protect and maintain the City's woodlands, wetlands, water features and open space. Our ordinance encourages minimal to no impact to regulated features. Thus, boardwalks play a major role in maintaining the pedestrian connectivity through the regulated wetlands. We have a total of thirty four boardwalks through the City as listed in Table 3.5. Of them, three numbers 4, 9, 34 are not connecting sidewalks one side, and two boardwalks #35 and #27 sidewalks ends. It costs about 27 - 35 dollars per square foot to install a linear foot of boardwalk (including handrails with footing/ pier supports priced separately). Helical piers are in the range of 800 - 1,200 dollars each including support brackets, and are based on a maximum depth of 15'. It costs about 70 - 90 dollars per square feet to remove and reinstall the boardwalk with new lumber and helical piers. The unit pricing is substantially dependent on the site conditions, construction methods, accessibility, and the total size/scope of the desired work.

As is evident from the estimates, removal is more expensive than installation. When a boardwalk does not connect to other pedestrian improvements, it leads to under usage of these structures and may result in removal. In some cases, we have closed access to certain boardwalks from public use to avoid further deterioration. Staff will pay much closer attention to segments, whose completion would serve the purpose of existing boardwalks and avoid expensive removals. City Engineering staff is currently working on researching alternate materials such as composites on handrails, alternatives to balusters, installation techniques using Helical piers and adjustable pilings for boardwalk construction, other than wood to minimize the frequency of maintenance and cost of construction.



Boardwalk # 20: Unsafe boardwalk, located west side Beck, north of Cider Mill

TABLE 3.5: Existing Boardwalks Inventory

Section No.	Asset ID	#	Location	Street Name	Width	Length in feet (Approx)	Adjacent Future Segment
27	BKS-10008	3	S side 10 W Whitehall Senior Center	10 Mile	8	510	0
22	BKS-10009	4	N of 10 Mile W of Novi Rd	10 Mile	8	178	62
22	BKS-10019	5	N of 10 Mile E of Church Hill Blvd	10 Mile	8	64	0
26	BKS-010034	22	Ten Mile West of Quince Dr	10 Mile	8	304	0
26	BKS-010035	21	Ten Mile East of Pheasant Run	10 Mile	8	231	0
17	BKS-10004	6	North of 11 Mile West of Beck	11 Mile	8	255	0
17	BKS-010023	23	North of 11 Mile East of Wixom	11 Mile (ITC Corridor West of Medilodge)	10	61	0
17	BKS-010026	24	North of 11 Mile East of Wixom	11 Mile (ITC Corridor West of Medilodge)	14	43	0
18	BKS-010036	31	12 Mile West of Wixom Rd	12 Mile Rd (Catholic Central)	8	195	0
35	BKS-10011	1	S of 9 Mile E of Roethel Dr	9 Mile	8	53	0
35	BKS-10012	2	S of 9 Mile at Fire Station #5	9 Mile	8	205	0
20	BKS-10007	10	West side Beck North of Cider Mill	Beck Rd	8	438	0
29	BKS-10013	11	West of Beck North of 9 Mile	Beck Rd	8	430	0
32	BKS-10014	20	West side of Beck South of Bellagio	Beck Rd	8	218	0
16	BKS-10015	9	Beck Rd South of Central Park	Beck Rd	8	164	38
16	BKS-10016	8	Beck Rd South of Vision Spa	Beck Rd	8	223	0
32	BKS-010038	34	Beck South of 9 Mile	Beck Rd	8	24	110b, 112
31	BKS-010037	35	ITC Trail West of Garfield	Garfield	14	529	0
6	BKS-10017	18	North of Grand River E of Beck	Grand River	8	123	0
24	BKS-10002	12	E of Meadowbrook S of Vincenti Ct	Meadowbrook	8	73	0
26	BKS-10010	13	W Meadowbrook N Penton Rise Ct	Meadowbrook	8	34	0
11	BKS-010024	7	West side of Meadowbrook N of 12	Meadowbrook	8	331	0
19	BKS-010027	33	East Side of Napier South of Seaglen Dr	Napier Rd	8	220	0
18	BKS-010028	27	East Side of Napier South of Novi Meadows Blvd	Napier Rd	8	88	44
19	BKS-010030	32	Napier West of Denali Ct	Napier Rd	10	45	0
19	BKS-010032	29	Ten Mile East of Napier	Napier Rd	8	51	0
19	BKS-010033	30	Ten Mile West of Denali Ct	Napier Rd	8	50	0

10	BKS-10000	15	West of Novi South of 12 1/2 Mile	Novi Rd	8	504	0
10	BKS-10001	14	West of Novi North of 12 Mile	Novi Rd	8	423	0
27	BKS-010025	25	West of Novi SW of Lidstrom	Novi Rd	8	33	0
2	BKS-010029	28	Fishing Pier at Pavillion Shore Park	Pavillion Shore Park	10	113	0
16	BKS-10020	19	West of Taft South of Andes Ct	Taft Rd	8	237	0
18	BKS-10005	16	West of Wixom next to Lift Station	Wixom Rd	8	72	0
18	BKS-10006	17	West of Wixom South of Island Lake	Wixom Rd	8	258	0
18	BKS-10018	TBD	E of Napier S of Knightsbridge	Napier Rd	8	597	44
18	BKS-10021	TBD	E of Napier N of Knightsbridge	Napier Rd	8	59	0
19	BKS-010031	26	Napier North of 10 Mile	Napier Rd	10	286	0
27	BKS-010042	36	PD Stairway	Civic Center	10	25	0
Total Linear feet of existing boardwalk						7,751	



Boardwalk # 9: Dead-end boardwalk, currently closed, located east side of Beck Rd, south of Central Park

Chapter 4: NON-MOTORIZED PLAN 2016- 2017 UPDATE

Completed Non-Motorized Improvements and Top 20 Priority Pathway and Sidewalk Segments are only part of the overall Non-Motorized Plan for the City of Novi.

In 2011, in an effort to further expedite the non-motorized planning efforts, the City Council contracted with the Greenway Collaborative to produce a comprehensive Non-Motorized Master Plan to expand on the Pathway and Sidewalk Prioritization Analysis and Plan. The Non-Motorized Master Plan provides recommendations for in-road facilities, sidewalks, trails, road crossings, design standards, priority considerations, funding, and non-motorized routes. This plan, financed with Federal Energy Efficiency Conservation Block Grant funds, includes an expanded implementation strategy to help the City continue its efforts to provide a safe, convenient and enjoyable environment for bicyclists, pedestrians and other non-motorized users while demonstrating the potential energy savings new facilities could provide.

Each year, as part of the Annual Non-Motorized Prioritization process, the Walkable Novi Committee reviews the following map and tables to ensure that the City is working towards successful implementation of this important plan. Potential sidewalk and pathway segments that need to be constructed were identified and placed into the "Pathway and Sidewalk Prioritization Worksheet." See Table 4.4 for more details. Tables 4.1 through 4.3 provide an inventory of proposed non-motorized inventory throughout the City which is not part of the Prioritization spreadsheet. The list includes off-road recreational pathways, neighborhood connector roads and proposed crossing etc. Items that are constructed (or under construction) as of current year of the update are removed from the tables. The construction of these projects are undertaken as part of the road integration projects or as city or other funding sources become available.

- Map 3: Non-Motorized Plan 2016-17 Update
- Table 4.1: Summary of the Proposed Non-Motorized Improvements as of 2016
- Table 4.2: Proposed Off-Road Recreational Pathways and On-Road Regional Pathway
- Table 4.3: Proposed Crossings
- Table 4.4: Proposed Neighborhood Connector Routes
- Table 4.5: Proposed Adjacent to Major Roads Pathway and Sidewalk Segments: Tier 1 Category Rankings
- Table 4.6 Proposed Adjacent to Major Roads Pathway and Sidewalk Segments: Tier 2 Category Rankings

TABLE 4.1: Summary of the Proposed Non-Motorized Improvements as of 2016

Type	# of Segments/ Crossings	Length (mi.)	Length (ft.)
Off-Road Recreational Pathways	52	20	106,974
On- Road Recreational Pathways	9	5.2	27,746
Dirt Trails to be Paved	7	2.3	12,086
Crossings	55		
Neighborhood Connector Routes	81	37.9	200,023
Pathways And Sidewalks Adjacent To Major Roads	124	42.6	224,745

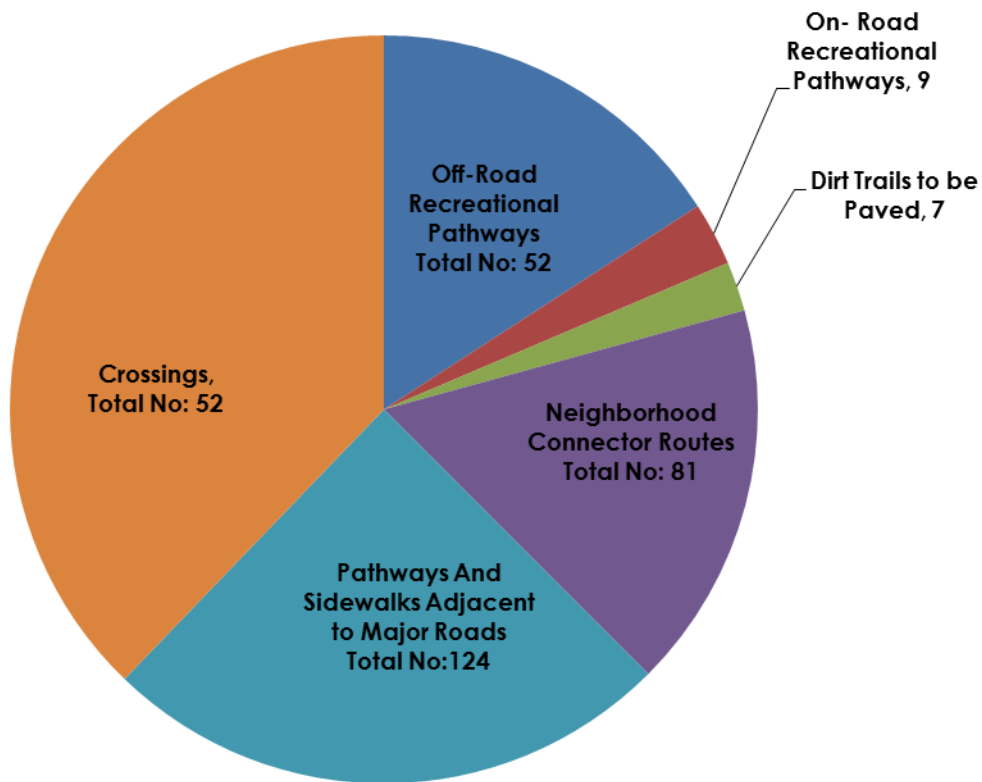


Figure 4.1: Summary of the Proposed Total Non-Motorized Improvements as of 2016 by count



Segment # 4064: Regional pathway connecting the ITC trail at ITC Community sports park to Eightmile road, currently under construction



Segment # 4064: Connection at the beginning of ITC Trail currently under construction (left); in 2016 (right)

TABLE 4.2: Proposed Off-Road Recreational Pathways and On-Road Regional Pathway



Legend

No Mo Phase=: Former Top 20=0, Initial=1, Major Corridor=2, Neighborhood Connector=3

Surface: C=concrete, A=asphalt, D=dirt

Classification: L=local, R=regional, P=park

PR=Planned Regional; PP=Planned Paved; PF= Planned Foot Trail; OR=On-Road Regional; DP=Dirt to be paved

 Scheduled Segment  CIP Budget Year

Segment Item #	Section #	No Mo Phase	Type	Location	From / To	Length (ft.)	Width (ft)	Surface	Classification	CIP Budget Year or Scheduled Segment Notes
Off-Road Trails & Paths										
4064	31	2	PR	ITC Sports Center Park	ITC to Eight Mile	3,259	10	A	R	17-18 CIP; TAP Grant Awarded
4014	17	3	PP	Wildlife Woods Park	ITC to Wixom	3,393	10	A	P	
4077	23	1	PP	Main St path	Capitol to Cherry Hill	779	10	A	P	
4296	27	0	PP	Civic Center	Ten Mile to Novi Way	420	5	C	P	
4002	30	2	PR	Undeveloped Park/ ITC Corridor	Nine to Ten Mile	3,647	10	A	R	19-20 CIP; Greenway Phase 1B
4295	27	0	PP	Civic Center/ Power Park	Novi Way to play ground	676	5	C	P	was seg 127B
4030	26	1	PP	Orchard Hills West	Mallot to Chattman	860	10	A	L	NC-3
4010	3	2	PR	Lakeshore Park	Parking lot to 12 1/2	3,513	10	A	L	
4011	3	2	PR	Lakeshore Park	West Park to parking lot	5,759	10	A	R	
4012	15	2	PP	I-96	RR to Meadowbrook	9,677	10	A	L	
4020	25	2	PP	Village Wood Lake	Meadowbrook to Village Wood	1,147	10	A	L	
4022	27	2	PP	Power Park	Taft to existing path	1,772	10	A	P	
4023	27	2	PP	Power Park	Jonathan to park path	1,079	10	A	P	
4028	17	2	PP	Beck to ITC	ITC to Cheltenham	1,878	10	A	L	
4037	26	2	PP	Orchard Hills West	Meadowbrook to Balcombe	1,804	10	A	L	
4039	26	2	PP	Novi Ridge Orchard Hills	Balcombe to RR	1,068	10	A	L	
4040	26	2	PP	Ice Arena	RR to River Oaks	1,540	10	A	L	
4049	4	2	PR	Beck North	Spring Lake to West Park	4,209	10	A	R	
4050	4	2	PR	The Springs Apartments	Fireside to Beck North	1,256	10	A	R	
4066	3	2	PR	Lakeshore Park	Parking to South Lake	1,388	10	A	R	
4067	3	2	PR	Lakeshore Park	trail head to	291	10	A	R	

TABLE 4.2: Proposed Off-Road Recreational Pathways and On-Road Regional Pathway



Legend

No Mo Phase=: Former Top 20=0, Initial=1, Major Corridor=2, Neighborhood Connector=3

Surface: C=concrete, A=asphalt, D=dirt

Classification: L=local, R=regional, P=park

PR=Planned Regional; PP=Planned Paved; PF= Planned Foot Trail; OR=On-Road Regional; DP=Dirt to be paved

 Scheduled Segment  CIP Budget Year

Segment Item #	Section #	No Mo Phase	Type	Location	From / To	Length (ft.)	Width (ft)	Surface	Classification	CIP Budget Year or Scheduled Segment Notes
					parking					
4005	17	3	PP	ITC Corridor	s. Providence to Mid Providence	1,999	10	A	L	
4006	17	3	PP	ITC Corridor	Grand River to 12 Mile	773	10	A	R	
4007	17	3	PP	Providence Park Hospital	Central Providence to Grand River	1,366	10	A	R	
4015	29	3	PP	Nottingham Woods	Woodworth to ITC	1,777	10	A	L	
4016	20	3	PP	Mockingbird	Sandpiper to ITC	557	10	A	L	
4017	22	3	PP	East of Taft Rd.	Kerri to Taft a	1,590	10	A	L	
4018	22	3	PP	Cedar Springs	Kerri to Taft b	312	10	A	L	
4021	26	3	PP	River Oaks	Portage Way east boundary	353	10	A	L	
4024	27	3	PP	Dunbarton Pines	midway to Park	2,002	10	A	L	
4025	11	3	PP	Tollgate Farms	Steinbeck to 12 Mile	4,407	10	A	L	
4026	21	3	PP	Yorkshire to Taft Rd	Emerald Forest to Taft	767	10	A	L	
4027	35	3	PP	Chase to Novi Rd.	Novi to Asbury	306	10	A	L	
4031	2	3	PP	Maples Chateau Estates	Independence to La Roi	1,270	10	A	L	
4033	27	3	PP	Orchard Ridge Arowon	Greening to Algonquin	787	10	A	L	
4035	26	3	PP	Whispering Meadows Orchard Hill	Sovoio to Orchard Hills	1,324	10	A	L	
4038	27	3	PP	Arrowon Pines	Algonquin to Mystic Forest	135	10	A	L	
4041	26	3	PP	Orchard Hill	Tammera to Aspen	578	10	A	L	
4042	25	3	PP	Willowbrook	Le Bost to Park	324	10	A	L	
4044	36	3	PP	Haverhill Maples	Collingdale to Kingsley	2,807	10	A	L	
4045	19	3	PP	Knightsbridge Old Dutch	Victoria to Island Lake	2,832	10	A	L	
4046	22	3	PP	Churchill to Clark	Clark to Thatcher	147	10	A	L	
4047	15	3	PP	CSX	under 96	403	10	A	L	

TABLE 4.2: Proposed Off-Road Recreational Pathways and On-Road Regional Pathway



Legend

No Mo Phase=: Former Top 20=0, Initial=1, Major Corridor=2, Neighborhood Connector=3

Surface: C=concrete, A=asphalt, D=dirt

Classification: L=local, R=regional, P=park

PR=Planned Regional; PP=Planned Paved; PF= Planned Foot Trail; OR=On-Road Regional; DP=Dirt to be paved

 Scheduled Segment  CIP Budget Year

Segment Item #	Section #	No Mo Phase	Type	Location	From / To	Length (ft.)	Width (ft)	Surface	Classification	CIP Budget Year or Scheduled Segment Notes	
4048	15	3	PP	I-96	Taft to RR	2,065	10	A	L		
4051	11	3	PP	Tollgate Woods	Steinbeck to west	164	10	A	L		
4052	11	3	PP	Tollgate Woods to Vista	Steinbeck to Sandstone	646	10	A	L		
4053	21	3	PP	Walden Simmons Orchard	Arcadia to Cidermill	1,137	10	A	L		
4054	22	3	PP	Legacy Park	10 Mile to Laurel	2,766	10	A	L		
4055	22	3	PP	Churchill to Novi Rd	Thatcher to Novi	1,624	10	A	L		
4063	16	3	PP	Taft Rd	GR to 96	1,373	10	A	L		
4116	4	3	PR	Portsmouth	Pontiac Trail to Spring Lake	1,198	8	A	R		
4198	30	3	PP	Singh Trail	10 to 9 mile	10,106	10	A	L		
Off-Road Trails & Paths Total						86,006					
Planned On-Road Regional											
4340	12	2	OR	Thirteen Mile S. side	M-5 to Meadowbrook	2,817	10	A	R	19-20 Metro Connector Phase 2	
4341	11	3	OR	Meadowbrook E. side	12 to 13 Mile	5,117	10	A	R		
4345	9	3	OR	West Park W. side	West to 12 Mile	4,982	10	A	R		
4348	16	3	OR	Beck E. side	GR north 250 ft	250	10	A	R		
4343	17	3	OR	Eleven Mile N. side	ITC to Wixom	2,550	10	A	R		
4346	17	3	OR	Beck E. side	Providence to Grand River	2,200	10	A	R		
4344	19	3	OR	Wixom W. side	590 ft N. of Ten Mile to Eleven Mile	4,752	10	A	R		
4351	19	3	OR	Wixom W. side	Ten Mile 590 ft north	590	10	A	R	was seg 48	
4347	9, 16	3	OR	Beck E. side & 12 Mile S. side	Bank, I-96, West Park	4,488	10	A	R	was seg 151 & 161	
Planned On-Road Regional Total						27,746					
Dirt Trails to be Paved											
4297	27	2	DP	Power Park		1,185	10	A	P		
4298	27	2	OR	Power Park		853	10	A	P		
4299	35	3	OR	Rotary Park		3,294	10	A	P		

TABLE 4.2: Proposed Off-Road Recreational Pathways and On-Road Regional Pathway



Legend

No Mo Phase=: Former Top 20=0, Initial=1, Major Corridor=2, Neighborhood Connector=3

Surface: C=concrete, A=asphalt, D=dirt

Classification: L=local, R=regional, P=park

PR=Planned Regional; PP=Planned Paved; PF= Planned Foot Trail; OR=On-Road Regional; DP=Dirt to be paved

 Scheduled Segment  CIP Budget Year

Segment Item #	Section #	No Mo Phase	Type	Location	From / To	Length (ft.)	Width (ft)	Surface	Classification	CIP Budget Year or Scheduled Segment Notes
4300	35	3	OR	Chase Farms		596	10	A	P	
4301	35	3	OR	Rotary Park		2,577	10	A	P	
4302	35	3	OR	Chase Farms		2,831	10	A	P	
4303	35	3	OR	Rotary Park		750	10	A	P	
Dirt Trails To Be Paved Total						12,086				

TABLE 4.3: Proposed Crossings

Crossing Item #	No Mo Phase	Proposed	Location	Notes
5131	0	ramps crosswalks	Twelve Mile & Haggerty	NW to NE, NW to SW & SW to SE previously identified in PSPAP
5132	0	ramps crosswalks	Beck & Eleven Mile	NW to NE & NE to SE previously identified in PSPAP with ADA
5133	0	ramps crosswalks	Wixom & Eleven Mile	
5142	0	ramps crosswalks	Ten Mile & Churchill	NW to SW & NE to SE previously identified in PSPAP with ADA
5024	1	crosswalk & signals	Twelve Mile & Donelson	
5026	1	crosswalk & signals	Twelve Mile & Cabaret	
5059	1	ramps cross signals	M-5 & Fourteen Mile west	SW to SE with pathway seg 1
5060	1	ramps cross signals	M-5 & Fourteen Mile east	SW to SE with pathway seg 1 NE to SE with Commerce
5061	1	crosswalk & signals	Haggerty & JR	NW to NE with seg 25
5064	1	ramps crosswalk	Twelve Mile & Meadowbrook south	SW-NW w/path seg 30 or 29
5001	2	mid-block	Novi & Algonquin	signage, ramps and crosswalk with neighborhood connector route seg 9067 mid block crossing with road project
5012	2	mid-block	Meadowbrook north of Chattman	with local off road path seg 3020 & 3037

TABLE 4.3: Proposed Crossings

Crossing Item #	No Mo Phase	Proposed	Location	Notes
5027	2	mid-block	Eleven Mile & ITC path	signage, ramps and crosswalk with foot trail seg 3004 mid block crossing with road project
5029	2	ramps signs	Nine Mile & ITC path	
5030	2	ramps signs	Garfield & ITC path	
5039	2	bike crossing signs	Twelve Mile & West Park	with regional trail seg 122d
5048	2	mid-block	Taft & White Pines	signage, ramps and crosswalk with neighborhood connector route seg 9006 mid block crossing with road project
5056	2	NW to SW & NE to SE	West Park & West	NW- SW w/regional seg 3049 NE-SE w/path seg 8
5002	3	mid-block	Nine Mile west of Center	signage, ramps and crosswalk with neighborhood connector route seg 9128 mid block crossing with road project
5003	3	mid-block	Nine Mile & Ennishore	signage, ramps and crosswalk with local path seg 3034 or neighborhood connector route seg 9058 mid block crossing with road project
5005	3	mid-block	Ten Mile west of Ripple Creek	with neighborhood connector route seg 9124
5006	3	mid-block	Ten Mile & Hampton Hill	with neighborhood connector route seg 9007 & 9070
5008	3	crosswalk & signs	Thirteen & Plateau	with neighborhood connector route 9052
5010	3	mid-block	Meadowbrook & Marks	signage, ramps and crosswalk and crosswalk with neighborhood connector route seg 9043 or 9103 mid block crossing with road project
5011	3	mid-block	Novi & Galway	with neighborhood connector route seg 9071
5013	3	ramps signs	Nine Mile & Singh	with foot trail seg 3001
5015	3	mid-block	Wixom & Delmont	with neighborhood connector route seg 9016
5017	3	mid-block	Taft & Galway	signage, ramps and crosswalk with neighborhood connector route seg 9046 mid block crossing with road project
5018	3	mid-block	Taft & Addington	signage, ramps and crosswalk with local off-road path seg 3022 mid block crossing with road project
5019	3	mid-block	Taft & Novi Woods	signage, ramps and crosswalk with off-road path 4017 mid block crossing with road project
5020	3	ramps cross signs	West Park & Bristol	with neighborhood connector route signage and crosswalk

TABLE 4.3: Proposed Crossings

Crossing Item #	No Mo Phase	Proposed	Location	Notes
5021	3	mid-block	Nine Mile & Darcey	signage, ramps and crosswalks with neighborhood connector route seg 9046 mid block crossing with road project
5022	3	mid-block	Ten Mile & Simmons	with neighborhood connector route seg 9020
5023	3	mid-block	Fourteen Mile & Kingswood	with road project
5025	3	ramps cross signals	Twelve Mile & Twelve Oaks	with local off road trail seg 3025
5028	3	mid-block	Ten Mile & ITC path	with foot trail seg 3004
5031	3	mid-block crossing	Twelve Mile & ITC path	with regional trail segment 3006
5032	3	mid-block crossing	Grand River & ITC path	with regional trail segment 3006
5036	3	ramps crosswalk	Eleven Mile & Arcadia	with neighborhood connector route seg 9053
5040	3	crosswalk & signals	Twelve Mile & Taft	with road project
5041	3	mid-block	Grand River & Fountain Park	with road project
5042	3	mid-block	Grand River west of Karim	with road project
5045	3	mid-block	Taft north of Byrne	with road project
5046	3	mid-block	Nine Mile west of Connemara	with road project
5047	3	mid-block	Taft & Dunbarton	with road project
5050	3	mid-block	Ten Mile & Bramblewood	with road project
5051	3	mid-block	Ten Mile & Linwood	with road project
5052	3	mid-block	Nine Mile & Autum Park	with road project
5053	3	mid-block	Beck north of Stratford	with road project
5054	3	mid-block or signals	Wixom & Glenwood or Deerfield	Completed. New traffic signal & non-motorized mid-block crossing
5055	3	mid-block	Novi & Ledgeview	with road project
5057	3	ramps crosswalk	Fourteen & Novi	SE to NE with road or ADA project
5058	3	ramps cross signal	Fourteen & Welch	with road or ADA project
5062	3	ramp signal improv	Beck & Pontiac Trail	with ADA project
5063	3	crosswalk signs	Beck & Tamarack	with road project
55		TOTAL PLANNED CROSSING IMPROVEMENTS		

TABLE 4.4: Proposed Neighborhood Connector Routes

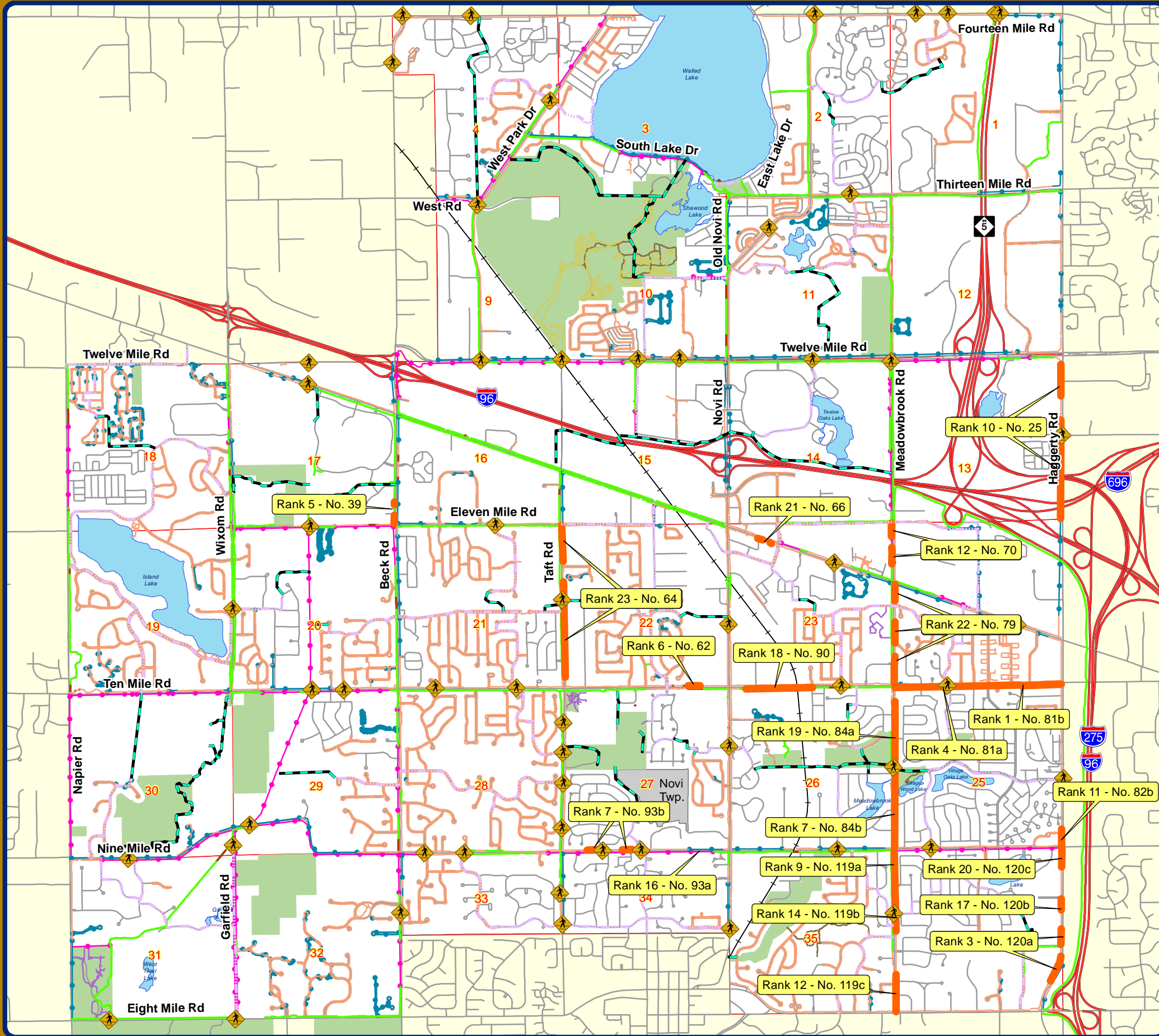
Segment Item #	No Mo Master Plan Priority	Location	From/To	Length (ft.)	Notes
9067	0	Algonquin Little Falls	Little Rapids west	2,521	
9060	0	Bristol	West Park to Pennington	1,713	
9113	0	Caberet	Twelve Mile to Fountainwalk	2,427	
9047	0	Chellenham	Novi west	2,120	
9112	0	Dixon	Twelve Mile to 12 1/2 Mile	2,688	
9071	0	Galway	Center to Novi	2,715	
9069	0	High Meadow	Greening to Jonathan	1,017	
9008	0	Jonathan	High Meadow to west end	297	
9031	0	Village Wood	Heatherbrie to School	876	
9049	0	Village Wood	School to Haggerty	3,720	
9006	0	White Pine	Taft to Moorgate	2,778	
9009	0	White Pine	Beck to Moorgate	3,488	
9034	1	Addington	Taft to Devonshire	602	
9019	1	Addington Jaslyn	Westmont 10 to Devonshire	2,917	
9123	1	Bethany Cherry Hill	Brenda to Highlands	5,984	
9124	1	Bethany Ripple Creek	MaudeLea to Brenda	3,238	
9103	1	Broquet Glenn Haven	Meadowbrook to 8 Mile	4,287	
9094	1	Center	Galway to Northville	483	
9127	1	Christina Sussex	Sullivan to Churchill link	715	
9021	1	Cidermill	Beck to Riverview Ln	3,972	
9145	1	Clark	Eleven Mile south end	2,613	
9082	1	Congress	Constitution to Capitol	759	
9057	1	CortlandHickoryGrove	Ten Mile to Russet Power Park	1,596	
9025	1	Eleven_Clark	Taft to Grand River	3,739	
9140	1	Emerald Forest	school link to west end	1,037	
9029	1	Flint	bend to Grand River	213	
9028	1	Flint_Main	Potomic to bend in Flint	2,595	
9046	1	Galway	Hillridge to Dartmouth	7,058	
9075	1	Galway	Nine Mile to Dartmoor	530	
9129	1	Galway	Center to Hillridge	621	
9043	1	HeatherbraeMarks	Meadowbrook to Villagewood	6,138	
9054	1	Kerri_Sullivan	west end to Christine	1,012	
9072	1	Moorsgate	White Pine to Thornton School	713	
9027	1	Potomic	Main to Congress	1,025	
9020	1	RiverviewSimmons	Ten Mile to Cidermill	3,596	
9126	1	SealyJosephBrenda	Eleven Mile to Bethany	4,604	
9041	1	Seely_Old11	Eleven Mile to 275 trail	713	
9056	1	ThatcherCavendish	Sussex link to 10 Mile	2,631	
9090	2	Eleven Mile	verizon access to Town Center	1,860	
9125	2	Eleven Mile	Meadowbrook to Sealey	2,726	
9053	2	Arcadia	Eleven Mile to end	1,569	

TABLE 4.4: Proposed Neighborhood Connector Routes

Segment Item #	No Mo Master Plan Priority	Location	From/To	Length (ft.)	Notes
9134	2	Arcadia	Cordoba to west end	1,675	
9119	2	Bristol	West Park west part off road	3,060	
9012	2	Brownstone	Meadowbrook to Hemingway	1,105	
9058	2	Chase	Reindeer to 9 Mile	1,436	
9026	2	Crescentwood Drakes Bay	Glenwood ReyesPoint loop	16,523	
9001	2	Eleven Mile	Meadowbrook to Verizon access	1,880	
9042	2	Ennishore Balcombe	Nine Mile to Chattman	2,699	
9044	2	Fawn ReinDeer	Meadowbrook to Nine Mile	1,867	
9111	2	Garfield	ITC to Eight Mile	5,596	
9007	2	HamptonHill Ridge	Cherry Hill to Ten Mile	2,563	
9052	2	Liberty Montmorency	Chateau to LaRoi	2,435	
9128	2	NorthHill Midway	Danbarton to Galway	3,983	
9011	2	Plateau Hemingway Wolf	Burroughs to Liberty	2,474	
9070	2	Quincey Tamara	Ten Mile to school	1,252	
9015	2	Reeds Pointe Kelsey	Drakes Bay to Wixom	1,894	
9066	2	Silvery	Borchart to Orchard Park cut	940	
9010	2	Steinbeck	Crane to Burroughs	1,418	
9098	2	Thatcher	at eyebrow	179	
9143	2	Thatcher	Clark link to Novi link	899	
9101	2	Town Center Main	Eleven Mile to Potomic	1,417	
9122	2	Twelve Oaks	East loop	4,093	
9133	2	Waverly Independence	Novi to Chateau link	581	
9121	3	12 1/2 Mile	All	2,696	
9013	3	12 Mile	Grand River to Napier	4,616	
9107	3	AlbertKnightsbridge	Twelve Mile Island Lake link	2,416	
9051	3	AmyLadeneSavoie	Orchard Hill link to Meridian	4,051	
9014	3	ApplebrookeRoberts	Deer Run to Nine Mile	2,885	
9018	3	CiderMill Sandpiper	Beck to ITC connector	2,688	
9110	3	Deer Run	Garfield to Applebrooke	2,238	
9016	3	Delmont	Wixom to Woodworth	1,545	
9093	3	Galway	Novi to Center	2,715	
9139	3	Hillside Sunday	Nine Mile to Roberts	2,242	
9132	3	Independance	Sleepy Hollow to Chateau link	606	
9106	3	KingswoodKingsley	Fourteen Mile Chateau link	2,380	
9138	3	LaurelTorino	Nine Mile to Links of Novi	3,531	
9142	3	Orchard Hill	Eight Mile to Whispering link	2,314	
9120	3	Sandstone	Novi to Tollgate link	2,040	
9104	3	SleepyHollow Colling	Independence to HaverHill link	1,743	
9136	3	Terra Del Mar	Ten Mile to Drakes Bay	2,900	
9017	3	Woodworth	Delmont to ITC loop	542	
Total Planned Routes (ft.)				200,023	

**MAP 3:
Non-Motorized Plan 2016-2017 Update**

Map 3: Non-Motorized Plan 2016-2017 Update



Annual Non-Motorized Prioritization: 2016-2017 Update

- Proposed Crossing Improvement
 - Proposed Paved Path
 - Proposed Unpaved Path
 - Proposed Neighborhood Connector Route
 - Top 20 Priority Segments
- ### Existing Sidewalks and Pathways
- Existing Sidewalk
 - Existing Pathway
- ### Future Sidewalks and Pathways
- Proposed Pathway
 - Proposed Sidewalk
- ### Existing Off Road Paths & Trails
- Paved Path
 - Unpaved Trail
 - Mountain Biking Trail



City of Novi
 Dept. of Community Development
 City Hall / Civic Center
 45175 W Ten Mile Rd
 Novi, MI 48375
 cityofnovi.org

Map Author: Keri Blough
 Date: September 19, 2017
 Project: 2017 Non-Motorized Update
 Version #: 3.0



Miles
 1 inch = 0.66 miles

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.



TABLE 4.5: Proposed Adjacent to Major Roads Pathway and Sidewalk Segments: Tier 1 Category Rankings

All proposed adjacent to road pathway & sidewalk segments are reviewed against a set of Tier 1 criteria & assigned points based on the segment's potential service benefits to the citizens of the City, the segments are ranked by the Tier 1 points & the segments receiving the top 20 points are assigned Tier 2 points

TIER 1 CATEGORIES																																								
OVERALL SEGMENT RANK	Segment Item #	Section #	S= 6 ft. sidewalk P= 8 ft. pathway	Side of Street	Location	From	To	Segment Length (ft.) excluding Developer Planned & Completed Pieces	Notes	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/14)	TRAFFIC SAFETY (ADT) 2010 Non-Motorized MP & Traffic Speed	ACCESS TO SCHOOLS (# elem. & intermediate schools within 1 mile); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN	TOTAL TIER 1 POINTS	TIER 1 RANKING																	
																								Location	From	To	Segment Length (ft.) excluding Developer Planned & Completed Pieces	Notes	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/14)	TRAFFIC SAFETY (ADT) 2010 Non-Motorized MP & Traffic Speed	ACCESS TO SCHOOLS (# elem. & intermediate schools within 1 mile); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN
																								Segments with pathways or sidewalks on most of the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity	Segments with a higher ranking segment planned for the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity	of Pieces in Segment	Short Segments (400 ft or less)	Scheduled Segment	CIP Budget Year	5 points = 1 accident 10 = 2 accidents 15 = 3 accidents 20 = 4 or more accidents	0 = <10K ADTs, 5 = 10K-20K ADTs 10 = >20K ADTs Then multiplied by 1<35mph, 1.2 for 35-40mph & 1.5 for >45 mph	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	3.5 = 1 hotel 7 = 2+ hotels	3.5 = 1 shopping area 7 = 2+ shopping areas	3.5 = 1 places of worship 7 = 2+ places of worship	3.5 = connecte d to neighboring sidewalk system 7 = connecte d to regional trail system	0 = low density 8 = medium density 16 = high density	3.5 = 1/2 to 1 mile 7 = over 1 mile	5 = top 15 survey responses , resident petitions & document ed segments requeste d by groups & govt agencies
1	81B	23	P	south	Ten Mile	Willowbrook	Haggerty	1	2,750	20-21	20	7.5	9	8	0	7	7	3.5	16	7	5	20	110	1																
1	80B	24	S	north	Ten Mile	Meadowbrook	Willowbrook Estates	1	189		10	7.5	9	8	0	7	7	3.5	16	7	5	20	100	3																
3	120a	36	S	west	Haggerty	Eight Mile	N of Orchard Hill	2	1,390	20-21	15	15	4.5	0	7	7	3.5	7	16	7	0	0	82	10																
4	81A	25	P	south	Ten Mile	Meadowbrook	Willowbrook	1	2,530	20-21	20	7.5	9	8	0	7	7	3.5	16	0	5	20	103	2																
5	39	17	P	west	Beck	Eleven Mile	Providence	1	76	20-21	10	15	9	4	3.5	3.5	0	0	8	7	0	15	75	18																
6	62	22	S	north	Ten Mile	Eaton Center	Churchill Crossing	1	400	18-19	0	7.5	9	8	0	3.5	7	0	16	7	5	20	83	7																
7	84B	25	S	east	Meadowbrook	Nine Mile	Chattman	1	2,050	20-21	0	7.5	9	8	0	3.5	7	0	16	7	5	20	83	7																
7	93B	27	S	north	Nine Mile	Plaissance	Taft	2	650	18-19	10	0	9	8	0	3.5	0	0	16	7	5	20	78.5	15																
9	119A	36	S	east	Meadowbrook	Nine Mile	Singh Blvd	1	1,300	20-21	5	0	9	8	0	0	7	3.5	16	0	5	20	73.5	19																
10	25	13	S	west	Haggerty	Twelve Mile	section line	2	4,300		10	7.5	9	0	3.5	3.5	0	3.5	16	0	0	20	73	22																
11	82B	25	S	west	Haggerty	Pavilion Ct Apartments	Nine Mile	1	492		10	15	4.5	4	3.5	3.5	7	7	16	7	5	0	82.5	9																
12	70	23	P	west	Meadowbrook	Eleven Mile	Gateway Village	3	900	20-21	5	7.5	9	0	3.5	7	3.5	7	16	3.5	5	15	82	10																

Legend S= 6 ft. sidewalk P= 8 ft. pathway

- Segments with pathways or sidewalks on most of the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity
- Segments with a higher ranking segment planned for the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity
- Short Segments (400 ft. or less)
- Scheduled Segment
- CIP Budget Year
- Deferred until construction

TABLE 4.5: Proposed Adjacent to Major Roads Pathway and Sidewalk Segments: Tier 1 Category Rankings

All proposed adjacent to road pathway & sidewalk segments are reviewed against a set of Tier 1 criteria & assigned points based on the segment's potential service benefits to the citizens of the City. The segments are ranked by the Tier 1 points & the segments receiving the top 20 points are assigned Tier 2 points

TIER 1 CATEGORIES																										
OVERALL SEGMENT RANK	Segment Item #	Section #	S= 6 ft. sidewalk P= 8 ft. pathway	Side of Street	Location	From	To	of Pieces in Segment	Segment Length (ft.) excluding Developer Planned & Completed Pieces	Notes		BICYCLE & PEDESTRIAN ACCIDENTS (intersections only included when sidewalk or pathway connection is missing (1/98 to 9/14)	TRAFFIC SAFETY (ADT) 2010 Non-Motorized MP & Traffic Speed	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN	TOTAL TIER 1 POINTS	TIER 1 RANKING	
										Short Segments (400 ft. or less)	Scheduled Segment															points available per category
					Segments with pathways or sidewalks on most of the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity			Segments with a higher ranking segment planned for the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity			CIP Budget Year															
12	119c	36	S	east	Meadowbrook	Eight Mile	N of Llewelyn	1	1,200	20-21	5	0	9	8	0	0	7	3.5	16	7	5	20	80.5	14		
14	119b	36	S	east	Meadowbrook	Singh Blvd	N of Llewelyn	1	1,300	20-21	5	0	9	8	0	0	7	3.5	16	0	5	20	73.5	19		
15	121A	36	P	south	Nine Mile	Meadowbrook	Sunrise	1	2,900		5	0	9	8	0	7	7	7	16	0	5	20	84	5		
15	121B	36	P	south	Nine Mile	Sunrise	Haggerty	1	2,380		5	0	9	8	0	7	7	7	16	0	5	20	84	5		
17	120b	36	S	west	Haggerty	Orchard Hill	High Pointe	1	375	20-21	15	15	4.5	0	7	7	3.5	7	16	7	0	0	82	10		
18	90	26	P	south	Ten Mile	Novi Rd.	Maly Dental	1	2,319	19-20	5	7.5	9	8	0	7	7	0	16	7	5	20	91.5	4		
19	84A	25	S	east	Meadowbrook	Ten Mile	Chattman	1	2,350	20-21	0	7.5	9	8	0	3.5	7	0	16	0	5	20	76	17		
20	120c	36	S	west	Haggerty	High Pointe	Nine Mile	1	600		15	15	4.5	0	7	7	3.5	7	16	7	0	0	82	10		
21	66	23	P	south	Grand River	Sixth Gate	Main Street	2	312		20	7.5	9	0	7	7	0	0	16	7	0	0	73.5	19		
22	79	24	S	east	Meadowbrook	Ten Mile	Grand River	3	2,000		15	7.5	9	8	3.5	7	7	0	8	7	5	0	77	16		
23	64	22	S	east	Taft	Ten Mile	Eleven Mile	2	3,840		15	0	9	8	3.5	0	7	0	16	7	5	0	70.5	23		
24	99A	29	P	south	Ten Mile	Wixom	400' E of Lynwood	1	2,900	20-21	5	7.5	9	4	0	3.5	7	0	8	0	5	20	69	24		

Legend S= 6 ft. sidewalk P= 8 ft. pathway

- Segments with pathways or sidewalks on most of the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity
- Segments with a higher ranking segment planned for the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity
- Short Segments (400 ft. or less)
- Scheduled Segment
- CIP Budget Year
- Deferred until construction

TABLE 4.5: Proposed Adjacent to Major Roads Pathway and Sidewalk Segments: Tier 1 Category Rankings

All proposed adjacent to road pathway & sidewalk segments are reviewed against a set of Tier 1 criteria & assigned points based on the segment's potential service benefits to the citizens of the City, the segments are ranked by the Tier 1 points & the segments receiving the top 20 points are assigned Tier 2 points

TIER 1 CATEGORIES																																												
OVERALL SEGMENT RANK	Segment Item #	Section #	S= 6 ft. sidewalk P= 8 ft. pathway	Side of Street	Location	From	To	Segment Length (ft.) excluding Developer Planned & Completed Pieces	Notes	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/14)	TRAFFIC SAFETY (ADT) 2010 Non-Motorized MP & Traffic Speed	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN	TOTAL TIER 1 POINTS	TIER 1 RANKING																					
																								Short Segments (400 ft or less)	Scheduled Segment	points available per category																		
																								CIP Budget Year	5 points = 1 accident 10 = 2 accidents 15 = 3 accidents 20 = 4 or more accidents	0 = <10K ADTs, 5 = 10K-20K ADTs 10 = >20K ADTs Then multiplied by 1<35mph, 1.2 for 35-40mph & 1.5 for >45 mph	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	3.5 = 1 hotel 7 = 2+ hotels	3.5 = 1 shopping area 7 = 2+ shopping areas	3.5 = 1 places of worship 7 = 2+ places of worship	3.5 = connecte d to neighboring sidewalk system 7 = connecte d to regional trail system	0 = low density 8 = medium density 16 = high density	3.5 = 1/2 to 1 mile 7 = over 1 mile	5 = top 15 survey responses , resident petitions & document ed segments requeste d by groups & govt agencies	20 = Initial investme nt 15 = major corridor								
24	99B	29	P	south	Ten Mile	400' E of Lynwood	Beck	1	1,100	20-21	5	7.5	9	4	0	3.5	7	0	8	0	5	20	69	24																				
26	6	3	P	west	West Park	Bristol Corners	Pontiac Trail	3	2,100	17-18	20	0	9	4	0	3.5	0	3.5	16	7	5	0	68	26																				
27	169	17	P	west	Beck	across 96		1	1,346		5	15	9	4	0	7	0	0	0	7	5	15	67	27																				
27	72	23	P	north	Grand River	Town Center	Amstaff building	1	830		10	7.5	9	0	7	7	3.5	0	16	7	0	0	67	27																				
29	38	16	S	east	Beck	Eleven Mile	Grand River	2	2,100		15	15	9	4	3.5	3.5	0	0	8	7	0	0	65	29																				
29	32a	15	S	west	Novi Rd.	I-96 north side	I-96 south side	1	1,612		15	15	9	0	7	7	0	0	0	7	5	0	65	29																				
31	68	23	P	south	Grand River	Funeral Home	Meadowbrook	1	800		10	7.5	9	0	3.5	7	3.5	0	16	7	0	0	63.5	31																				
32	87	26	S	north	Nine Mile	Meadowbrook	Venture	1	2,100	21-22	0	0	9	8	0	3.5	7	7	16	7	5	0	62.5	32																				
33	153	36	S	east	Haggerty	City limits	Taco Bell	1	520		10	15	0	0	0	7	0	7	16	7	0	0	62	33																				
34	97C	29	P	west	Beck	Iriquois	Ten Mile	1	990		15	7.5	9	4	0	3.5	7	0	8	7	0	0	61	34																				
35	44	18	P	east	Napier	Knights Bridge	Island Lake	1	2,700	21-22	10	0	9	0	0	0	0	0	8	3.5	10	20	60.5	35																				
35	88	26	S	north	Nine Mile	RR crossing	Novi Rd.	2	1,900	19-20	10	0	9	8	0	3.5	7	0	16	7	0	0	60.5	35																				
37	3	1	S	north	Thirteen Mile	Haggerty Rd.	M-5	2	1,800		10	0	9	0	0	0	3.5	7	8	7	0	15	59.5	37																				

Legend

- Segments with pathways or sidewalks on most of the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity
- Segments with a higher ranking segment planned for the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity
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TIER 1 CATEGORIES																								
OVERALL SEGMENT RANK	Segment Item #	Section #	S= 6 ft. sidewalk P= 8 ft. pathway	Side of Street	Location	From	To	Segment Length (ft.) excluding Developer Planned & Completed Pieces	Notes	points available per category													TOTAL TIER 1 POINTS	TIER 1 RANKING
										BICYCLE & PEDESTRIAN ACCIDENTS (intersections only included when sidewalk or pathway connection is missing (1/98 to 9/14)	TRAFFIC SAFETY (ADT) 2010 Non-Motorized MP & Traffic Speed	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN			
Segments with pathways or sidewalks on most of the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity		Segments with a higher ranking segment planned for the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity		Short Segments (400 ft or less)		Scheduled Segment		CIP Budget Year																
38	58B	21	S	east	Beck	Cider Mill	Sierra	1	2,600	0	7.5	9	4	3.5	3.5	3.5	0	16	7	5	0	59	38	
38	168	14	P	east	Novi Rd.	across 96		1	2,077	0	15	9	0	7	7	0	0	16	0	5	0	59	38	
38	18	11	S	north	Twelve Mile	Novi Rd.	Meadowbrook	1	5,280	10	7.5	9	0	7	7	3.5	0	8	7	0	0	59	38	
41	112	33	S	east	Beck	Nine Mile	City Limits	1	1,400	10	15	9	0	0	0	3.5	0	16	3.5	0	0	57	41	
41	21A	13	P	south	Twelve Mile	Meadowbrook	Energy Way	1	3,385	15	7.5	9	0	3.5	7	3.5	3.5	8	0	0	0	57	41	
41	21B	13	P	south	Twelve Mile	Energy Way	Haggerty	2	675	15	7.5	9	0	3.5	7	3.5	3.5	8	0	0	0	57	41	
44	78D	24	P	south	Grand River	Karim	Haggerty	1	500	10	7.5	9	4	0	7	0	3.5	8	7	0	0	56	44	
45	53	20	P	west	Beck	Eleven Mile	Kirkway Place	1	1,300	21-22	7.5	9	4	3.5	3.5	0	0	16	7	5	0	55.5	45	
45	58A	21	S	east	Beck	Ashley	Cider Mill	1	1,200	0	7.5	9	4	0	3.5	3.5	0	16	7	5	0	55.5	45	
45	115	34	S	west	Novi Rd.	Timber Ridge development	City Limits	1	1,600	5	7.5	9	4	0	7	0	0	16	7	0	0	55.5	45	
45	32b	15	S	west	Novi Rd.	Twelve Mile	West Oaks	1	1,443	20	7.5	9	0	0	7	0	0	0	7	5	0	55.5	45	
49	1a	1	S	south	Fourteen Mile	Haggerty Rd.	M-5	1	1,620	0	7.5	9	4	0	3.5	3.5	7	8	7	5	0	54.5	49	

Legend S= 6 ft. sidewalk P= 8 ft. pathway

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TIER 1 CATEGORIES																																					
OVERALL SEGMENT RANK	Segment Item #	Section #	S= 6 ft. sidewalk P= 8 ft. pathway	Side of Street	Location	From	To	Segment Length (ft.) excluding Developer Planned & Completed Pieces	Notes	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/14)	TRAFFIC SAFETY (ADT) 2010 Non-Motorized MP & Traffic Speed	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN	TOTAL TIER 1 POINTS	TIER 1 RANKING														
																								Segments with pathways or sidewalks on most of the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity	Segments with a higher ranking segment planned for the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity	Short Segments (400 ft or less)	Scheduled Segment	points available per category									
																								CIP Budget Year	5 points = 1 accident 10 = 2 accidents 15 = 3 accidents 20 = 4 or more accidents	0 = <10K ADTs, 5 = 10K-20K ADTs 10 = >20K ADTs Then multiplied by 1<35mph, 1.2 for 35-40mph & 1.5 for >45 mph	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	3.5 = 1 hotel 7 = 2+ hotels	3.5 = 1 shopping area 7 = 2+ shopping areas	3.5 = 1 places of worship 7 = 2+ places of worship	3.5 = connecte d to neighboring sidewalk system 7 = connecte d to regional trail system	0 = low density 8 = medium density 16 = high density	3.5 = 1/2 to 1 mile 7 = over 1 mile	5 = top 15 survey responses , resident petitions & document ed segments requeste d by groups & govt agencies	20 = Initial investme nt 15 = major corridor	
49	31	15	S	south	Twelve Mile	Novi Rd.	Hino Motors	2	1,512	15	7.5	9	4	3.5	3.5	0	0	0	7	5	0	54.5	49														
49	43	18	P	west	Wixom	Catholic Central	Island Lake	2	620	0	7.5	9	4	3.5	3.5	7	0	8	7	5	0	54.5	49														
52	97A	29	P	west	Beck	Nine Mile	Cheltenham	1	825	15	7.5	9	4	0	3.5	7	0	8	0	0	0	54	52														
52	97B	29	P	west	Beck	Cheltenham	Iriquois	1	1,200	15	7.5	9	4	0	3.5	7	0	8	0	0	0	54	52														
54	78a	24	P	south	Grand River	Meadowbrook	Joseph	1	1,900	10	7.5	9	4	3.5	7	0	3.5	8	0	0	0	52.5	54														
55	75	24	P	north	Grand River	Seeley	Meadowbrook	2	1,600	10	7.5	9	0	3.5	7	3.5	0	8	3.5	0	0	52	55														
56	40	17	P	south	Grand River	Providence Hospital	Wixom	3	620	5	7.5	9	4	3.5	7	0	3.5	0	7	5	0	51.5	56														
57	60B	22	P	south	Eleven Mile	Clark	Creek Crossing	1	225	0	0	9	0	3.5	7	3.5	0	16	7	5	0	51	57														
57	17	11	S	east	Old Novi	Novi Rd.	Thirteen Mile	1	2,300	5	0	9	8	3.5	7	0	3.5	8	7	0	0	51	57														
59	51	20	S	north	Ten Mile	Dinser	Woodham	1	1,780	0	7.5	4.5	4	7	3.5	7	3.5	8	0	5	0	50	59														
59	67	23	P	south	Grand River	Fountain Park	Huntley Manor	1	167	0	7.5	9	0	3.5	7	0	0	16	7	0	0	50	59														
59	77	24	S	west	Haggerty	Grand River	section line	1	3,100	5	7.5	4.5	4	3.5	7	0	7	8	3.5	0	0	50	59														
59	113b	33	P	south	Nine Mile	Galway	Anna Maria	2	2,100	5	0	9	8	0	0	3.5	0	16	3.5	5	0	50	59														

Legend

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TIER 1 CATEGORIES																																			
OVERALL SEGMENT RANK	Segment Item #	Section #	S= 6 ft. sidewalk P= 8 ft. pathway	Side of Street	Location	From	To	of Pieces in Segment	Segment Length (ft.) excluding Developer Planned & Completed Pieces	Notes	points available per category														TOTAL TIER 1 POINTS	TIER 1 RANKING									
											BICYCLE & PEDESTRIAN ACCIDENTS (intersections only included when sidewalk or pathway connection is missing (1/98 to 9/14)	TRAFFIC SAFETY (ADT) 2010 Non-Motorized MP & Traffic Speed	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN													
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59	33	15	S	west	Novi Rd.	I-96	Crescent	2	240			0	15	9	0	7	7	0	0	0	0	7	5	0	50	59									
64	30	14	P	west	Meadowbrook	Twelve Mile	Bridge	2	1,750			5	7.5	9	0	3.5	7	3.5	7	0	7	0	0	49.5	64										
64	7	3	S	south	South Lake	Elm	Henning	1	2,800			10	0	9	4	0	3.5	0	0	16	7	0	0	49.5	64										
64	12	9	S	north	Twelve Mile	West Park	Liberty Park	1	2,435			10	7.5	9	4	3.5	3.5	0	0	7	5	0	0	49.5	64										
67	78b	24	P	south	Grand River	Joseph	Bashian	1	300			10	7.5	9	4	0	7	0	3.5	8	0	0	0	49	67										
67	78c	24	P	south	Grand River	Olde Orchard	Karim	1	300			10	7.5	9	4	0	7	0	3.5	8	0	0	0	49	67										
69	11	9	S	north	Twelve Mile	Novi Concrete	West Park	1	1,100			0	7.5	9	4	3.5	0	0	0	3.5	5	15	0	47.5	69										
70	114b	34	S	east	Taft	Nine Mile	Byrne	1	1,400			0	0	9	8	0	3.5	0	3.5	16	7	0	0	47	70										
71	113a	33	P	south	Nine Mile	Beck	Barclay	1	660			5	0	9	8	0	0	3.5	0	16	0	5	0	46.5	71										
71	113c	33	P	south	Nine Mile	Anna Maria	Taft	1	400			5	0	9	8	0	0	3.5	0	16	0	5	0	46.5	71										
71	116A	34	P	south	Nine Mile	Chelsea	Center	1	2,200			5	0	9	8	0	3.5	0	0	16	0	5	0	46.5	71										
71	116B	34	P	south	Nine Mile	Center	Taft	1	2,700			5	0	9	8	0	3.5	0	0	16	0	5	0	46.5	71										

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71	8	4	P	west	West Park	Bristol Corners	West	2	1,500	0	0	9	4	0	3.5	3.5	3.5	16	7	0	0	46.5	71																	
76	161	16	P	east	Beck	across 96		1	1,387	5	15	9	0	0	3.5	0	0	0	7	5	0	44.5	76																	
77	37B	16	S	north	Eleven Mile	Mandalay Cir E	Taft	1	1,650	0	0	9	4	3.5	3.5	3.5	0	8	7	5	0	43.5	77																	
77	52A	20	P	south	Eleven Mile	Wixom	E side ITC Corridor	1	2,380	0	0	9	4	3.5	3.5	3.5	0	8	7	5	0	43.5	77																	
79	41	17	S	east	Wixom	Target	Deerfield Elementary	1	1,100	0	7.5	9	4	3.5	3.5	0	3.5	0	7	5	0	43	79																	
80	28	14	P	east	Novi Rd.	south Twelve Oaks entrance	North Twelve Oaks entrance	1	1,300	0	7.5	9	0	7	7	0	0	0	7	5	0	42.5	80																	
81	162A	3	S	north	South Lake	West Park	E of Lilley Trail	1	2,000	0	0	9	8	0	0	0	0	16	7	0	0	40	81																	
81	114a	34	S	east	Taft	Byrne	City Limits	1	1,200	0	0	9	8	0	3.5	0	3.5	16	0	0	0	40	81																	
83	35	15	S	east	Taft	Eleven Mile	Grand River	1	1,680	0	0	9	0	7	0	3.5	0	8	7	5	0	39.5	83																	
84	171	35	P	south	Eight Mile	Griswold	City Limits	1	1,416	0	15	9	0	0	3.5	0	3.5	8	0	0	0	39	84																	
84	26	13	S	north	Eleven Mile	Campus Tech	Seeley	1	900	0	0	9	0	3.5	3.5	0	7	16	0	0	0	39	84																	
84	74	24	S	east	Seeley	Eleven Mile	Grand River	1	2,700	0	0	9	0	0	7	3.5	0	16	3.5	0	0	39	84																	
84	49	19	S	north	Ten Mile	Wixom	Island Lake	1	200	0	7.5	9	4	0	0	3.5	0	8	7	0	0	39	84																	

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																						CIP Budget Year		
84	19	12	S	north	Twelve Mile	Meadowbrook	Cabot	2	3,735	5	7.5	9	0	3.5	0	3.5	3.5	0	7	0	0	39	84	
89	110A	32	P	west	Beck	Eight Mile	Casa Loma	1	1,383	10	15	9	0	0	0	3.5	0	0	0	0	0	37.5	89	
89	110B	32	P	west	Beck	Casa Loma	Nine Mile	1	1,400	10	15	9	0	0	0	3.5	0	0	0	0	0	37.5	89	
91	37A	16	S	north	Eleven Mile	Beck	Mandalay Cir E	2	2,030	0	0	9	4	3.5	3.5	3.5	0	8	0	5	0	36.5	91	
91	52B	20	P	south	Eleven Mile	E side ITC Corridor	1300' W of Beck	1	645	0	0	9	4	3.5	3.5	3.5	0	8	0	5	0	36.5	91	
91	52C	20	P	south	Eleven Mile	1300' W of Beck	Beck	1	1,300	0	0	9	4	3.5	3.5	3.5	0	8	0	5	0	36.5	91	
94	14	10	S	north	Twelve Mile	Carlton Forest	BP	1	600	0	0	9	4	3.5	7	0	0	0	7	5	0	35.5	94	
95	2	1	S	west	Haggerty	Fourteen Mile	Thirteen Mile	2	1,800	0	7.5	9	0	0	3.5	0	3.5	8	3.5	0	0	35	95	
96	34	15	S	north	Eleven Mile	Clark	Taft	1	2,600	0	0	9	0	3.5	3.5	3.5	0	8	7	0	0	34.5	96	
97	20	12	S	west	Haggerty	Thirteen Mile	Twelve Mile	4	1,570	0	7.5	9	0	3.5	0	0	7	0	7	0	0	34	97	
98	163	3	P	north	South Lake	Lakeshore Park	Landings Park	1	1,304	0	0	9	8	0	0	0	0	16	0	0	0	33	98	
98	164	3	P	south	South Lake	Lakeshore Park	Elm	1	918	0	0	9	8	0	0	0	0	16	0	0	0	33	98	

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TABLE 4.5: Proposed Adjacent to Major Roads Pathway and Sidewalk Segments: Tier 1 Category Rankings

All proposed adjacent to road pathway & sidewalk segments are reviewed against a set of Tier 1 criteria & assigned points based on the segment's potential service benefits to the citizens of the City, the segments are ranked by the Tier 1 points & the segments receiving the top 20 points are assigned Tier 2 points

TIER 1 CATEGORIES																														
OVERALL SEGMENT RANK	Segment Item #	Section #	S= 6 ft. sidewalk P= 8 ft. pathway	Side of Street	Location	From	To	Segment Length (ft.) excluding Developer Planned & Completed Pieces	Notes	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/14)	TRAFFIC SAFETY (ADT) 2010 Non-Motorized MP & Traffic Speed	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN	TOTAL TIER 1 POINTS	TIER 1 RANKING							
										points available per category																				
										Short Segments (400 ft or less)	Scheduled Segment	5 points = 1 accident 10 = 2 accidents 15 = 3 accidents 20 = 4 or more accidents	0 = <10K ADTs, 5 = 10K-20K ADTs 10 = >20K ADTs Then multiplied by 1<35mph, 1.2 for 35-40mph & 1.5 for >45 mph	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	3.5 = 1 hotel 7 = 2+ hotels	3.5 = 1 shopping area 7 = 2+ shopping areas	3.5 = 1 places of worship 7 = 2+ places of worship	3.5 = connecte d to neighboring sidewalk system 7 = connecte d to regional trail system	0 = low density 8 = medium density 16 = high density	3.5 = 1/2 to 1 mile 7 = over 1 mile			5 = top 15 survey responses , resident petitions & document ed segments requeste d by groups & govt agencies	20 = Initial investme nt 15 = major corridor					
CIP Budget Year	Deferred until construction	Short Segments (400 ft. or less)	Scheduled Segment	CIP Budget Year	Deferred until construction																									
98	165	3	P	south	South Lake	Henning	Lakeshore Park	1	2,055	0	0	9	8	0	0	0	0	16	0	0	0	33	98							
98	162B	3	S	north	South Lake	E of Lilley Trail	Lakeshore Park	1	3,177	0	0	9	8	0	0	0	0	16	0	0	0	33	98							
102	149	15	P	east	Clark	Eleven Mile	Grand River	1	208	0	0	9	0	0	3.5	3.5	0	8	7	0	0	31	102							
103	111	32	P	south	Nine Mile	Garfield	Beck	2	6,000	5	0	9	4	0	0	3.5	0	0	3.5	5	0	0	30	103						
104	155	30	P	south	Ten Mile	Links of Novi		1	1,693	0	7.5	9	4	0	0	7	0	0	0	0	0	0	27.5	104						
104	156	30	P	south	Ten Mile	Links of Novi		1	1,008	0	7.5	9	4	0	0	7	0	0	0	0	0	0	27.5	104						
104	157	30	P	south	Ten Mile	Links of Novi		1	1,503	0	7.5	9	4	0	0	7	0	0	0	0	0	0	27.5	104						
104	159	19	S	north	Ten Mile	Oak Point Church	Oak Point Church	1	309	0	7.5	9	4	0	0	7	0	0	0	0	0	0	27.5	104						
108	172	35	P	west	Griswold	Eight Mile	City Limits	1	767	5	0	9	0	0	3.5	0	0	8	0	0	0	25.5	108							
109	45	18	S	south	Twelve Mile	Helper Drive (Wixom)	Albert	1	979	0	0	9	4	0	3.5	0	0	8	0	0	0	24.5	109							
110	98	29	S	north	Nine Mile	Beck	Garfield	2	4,800	0	0	0	4	0	0	0	0	8	7	5	0	24	110							
110	100	30	P	south	Ten Mile	Wixom	Napier	4	1,200	0	7.5	9	4	0	0	0	0	0	3.5	0	0	24	110							
112	167	9	P	south	West	West Park	City Limits	1	1,377	0	0	9	4	0	0	0	3.5	0	7	0	0	23.5	112							

Legend
 S= 6 ft. sidewalk P= 8 ft. pathway

- Segments with pathways or sidewalks on most of the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity
- Segments with a higher ranking segment planned for the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity
- Short Segments (400 ft. or less)
- Scheduled Segment
- CIP Budget Year
- Deferred until construction

TABLE 4.5: Proposed Adjacent to Major Roads Pathway and Sidewalk Segments: Tier 1 Category Rankings

All proposed adjacent to road pathway & sidewalk segments are reviewed against a set of Tier 1 criteria & assigned points based on the segment's potential service benefits to the citizens of the City. The segments are ranked by the Tier 1 points & the segments receiving the top 20 points are assigned Tier 2 points

TIER 1 CATEGORIES																										
OVERALL SEGMENT RANK	Segment Item #	Section #	S= 6 ft. sidewalk P= 8 ft. pathway	Side of Street	Location	From	To	of Pieces in Segment	Segment Length (ft.) excluding Developer Planned & Completed Pieces	Notes	points available per category														TOTAL TIER 1 POINTS	TIER 1 RANKING
											BICYCLE & PEDESTRIAN ACCIDENTS (intersections only included when sidewalk or pathway connection is missing (1/98 to 9/14)	TRAFFIC SAFETY (ADT) 2010 Non-Motorized IMP & Traffic Speed	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN				
Segments with pathways or sidewalks on most of the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity		Segments with a higher ranking segment planned for the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity		Short Segments (400 ft. or less)		Scheduled Segment		CIP Budget Year																		
113	106	31	P	west	Garfield	Eight Mile	Nine Mile	1	5,300	5	0	4.5	8	0	0	0	0	0	3.5	0	0	21	113			
114	101	30	P	east	Napier	Ten Mile	Nine Mile	2	4,000	0	0	9	4	0	0	3.5	0	0	3.5	0	0	20	114			
114	158	30	P	east	Napier	Links of Novi		1	1,321	0	0	9	4	0	0	7	0	0	0	0	0	20	114			
116	104	31	P	east	Napier	Eight Mile	Community Sports Park	1	2,100	0	0	4.5	8	0	0	0	0	0	7	0	0	19.5	116			
117	108A	32	S	east	Garfield	Eight Mile	Chianti	1	1,950	5	0	4.5	8	0	0	0	0	0	0	0	0	17.5	117			
117	108b	32	S	east	Garfield	Chianti	Nine Mile	1	2,650	5	0	4.5	8	0	0	0	0	0	0	0	0	17.5	117			
119	166	4	P	north	West	Hudson	City Limits	1	368	0	0	9	4	0	0	0	3.5	0	0	0	0	16.5	119			
120	103	31	P	east	Napier	Park Place	Community Sports Park	1	572	0	0	4.5	8	0	0	0	0	0	3.5	0	0	16	120			
120	102	30	S	north	Nine Mile	Napier	Garfield	2	4,700	0	0	4.5	8	0	0	0	0	0	3.5	0	0	16	120			
122	170	4	S	north	West	West Park	American Interiors	1	608	0	0	9	4	0	0	0	0	0	0	0	0	13	122			
123	107	31	P	south	Nine Mile	Garfield	Hillside	2	4,000	0	0	4.5	8	0	0	0	0	0	0	0	0	12.5	123			
123	147	31	S	south	Nine Mile	Hillside	Napier	1	118	0	0	4.5	8	0	0	0	0	0	0	0	0	12.5	123			

Legend S= 6 ft. sidewalk P= 8 ft. pathway

- Segments with pathways or sidewalks on most of the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity
- Segments with a higher ranking segment planned for the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity
- Short Segments (400 ft. or less)
- Scheduled Segment
- CIP Budget Year
- Deferred until construction

TABLE 4.6 Proposed Adjacent to Major Roads Pathway and Sidewalk Segments: Tier 2 Category Rankings Top 20 Tier 1 segments are reviewed against a set of Tier 2 criteria & assigned points based on financial considerations to give priority to segments that provide more economical value

OVERALL SEGMENT RANK	Segment Item #	Section #	S = 6 ft. sidewalk P = 8 ft. pathway	Side of Street	Location	From	To	# of Pieces in Segment	Segment Length (ft.) excluding Developer Planned & Completed Pieces	Notes	TIER 2 CATEGORIES Criteria Points (only top 20 Tier 1 segments receive tier 2 points)							TOTALS					OTHER INFO	
											EASE OF CONSTRUCTION (easy/hard)	RIGHT-OF-WAY AVAILABILITY (based on % available)	OTHER FUNDING SOURCES (based on % available)	OPPOSITE SIDE SIDEWALK OR PATHWAY (road < 12,000 ADT & 35 mph < existing or planned with higher priority ranking)	PRIVATE DEVELOPMENT POTENTIAL	EVIDENCE OF EXTENSIVE PEDESTRIAN USE 0 = No Evidence; 10 = Worn Path	TOTAL TIER 1 POINTS	TIER 1 RANKING	TOTAL TIER 2 POINTS	TOTAL POINTS	TOTAL POINTS (OVERALL) RANK FOR TOP 20	Greenway/Pathway Study Survey Rank	Opposite Side of Road Pathway or Sidewalk	
																								points available per category
1	81B	23	P	south	Ten Mile	Willowbrook	Haggerty	1	2,750	20-21	8	13.5	0	-20	8.0	10	110	1	19.5	129.5	1	14	yes	
1	80B	24	S	north	Ten Mile	Meadowbrook	Willowbrook Estates	1	189		8	13.5	0	0	8.0	0	100	3	29.5	129.5	1	31	no	
3	120A	36	S	west	Haggerty	Eight Mile	N of Orchard Hill	2	1,390	20-21	8	18	0	0	8.0	10	82	10	44	126	3	none	no	
4	81A	25	P	south	Ten Mile	Meadowbrook	Willowbrook	1	2,530	20-21	8	13.5	0	-20	8.0	10	103	2	19.5	122.5	4	14	yes	
5	39	17	P	west	Beck	Eleven Mile	Providence	1	767	20-21	16	9	0	0	8.0	10	75	18	43	118	5	31	no	
6	62	22	S	north	Ten Mile	Eaton Center	Churchill Crossing	1	400	18-19	8	0	0	0	4.0	10	83	7	22	105	6	9	yes	
7	84B	25	S	east	Meadowbrook	Nine Mile	Chattman	1	2,050	20-21	8	18	0	-20	8.0	0	78.5	15	14	97	7	3	yes	
7	93B	27	S	north	Nine Mile	Plaisance	Taft	2	650	18-19	0	4.5	0	0	4.0	10	83	7	18.5	97	7	5	no	
9	119A	36	S	east	Meadowbrook	Nine Mile	Singh Blvd	1	1,300	20-21	8	13.5	0	-20	8.0	10	73.5	19	19.5	93	9	14	yes	
10	25	13	S	west	Haggerty	Twelve Mile	section line	2	4,300		0	0	0	0	8.0	10	73	22	18	91	10	none	most	
11	82B	25	S	west	Haggerty	Pavilion Ct Apartments	Nine Mile	1	492		0	0	0	-10	8.0	10	82.5	9	8	90.5	11	none	partial	
12	70	23	P	west	Meadowbrook	Eleven Mile	Gateway Village	3	900	20-21	0	0	0	0	8.0	0	80.5	14	8	90	12	14	most	
12	119c	36	S	east	Meadowbrook	Eight Mile	N of Llewelyn	1	1,200	20-21	8	13.5	0	-20	8.0	0	82	10	9.5	90	12	14	yes	
14	119b	36	S	east	Meadowbrook	Singh Blvd	N of Llewelyn	1	1,300	20-21	8	13.5	0	-20	4.0	10	73.5	19	15.5	89	14	14	yes	
15	121A	36	P	south	Nine Mile	Meadowbrook	Sunrise	1	2,900		0	13.5	0	-20	8.0	0	84	5	1.5	85.5	15	1	yes	
15	121B	36	P	south	Nine Mile	Sunrise	Haggerty	1	2,380		0	13.5	0	-20	8.0	0	84	5	1.5	85.5	15	1	yes	
17	120B	36	S	west	Haggerty	Orchard Hill	High Pointe	1	375	20-21	0	4.5	0	-10	8.0	0	82	10	2.5	84.5	17	none	no	
18	90	26	P	south	Ten Mile	Novi Rd.	Maly Dental	1	2,319	19-20	0	4.5	0	-20	8.0	0	91.5	4	-7.5	84	18	14	yes	
19	84A	25	S	east	Meadowbrook	Ten Mile	Chattman	1	2,350	20-21	0	18	0	-20	8.0	0	76	17	6	82	19	3	yes	
20	120C	36	S	west	Haggerty	High Pointe	Nine Mile	1	600		0	4.5	0	-20	8.0	0	69	24	-7.5	74.5	20	none	no	
21	66	23	P	south	Grand River	Sixth Gate	Main Street	2	312		16	0	0	-20	4.0	0	82	10	0	73.5	21	31	no	
22	79	24	S	east	Meadowbrook	Ten Mile	Grand River	3	2,000		0	4.5	0	-20	8	0	73.5	19	-7.5	69.5	22	14	no	
23	64	22	S	east	Taft	Ten Mile	Eleven Mile	2	3,840		8	0	0	-20	8	0	70.5	23	-4	66.5	23	14	yes	

CORRESPONDENCE 1

Komaragiri, Sri

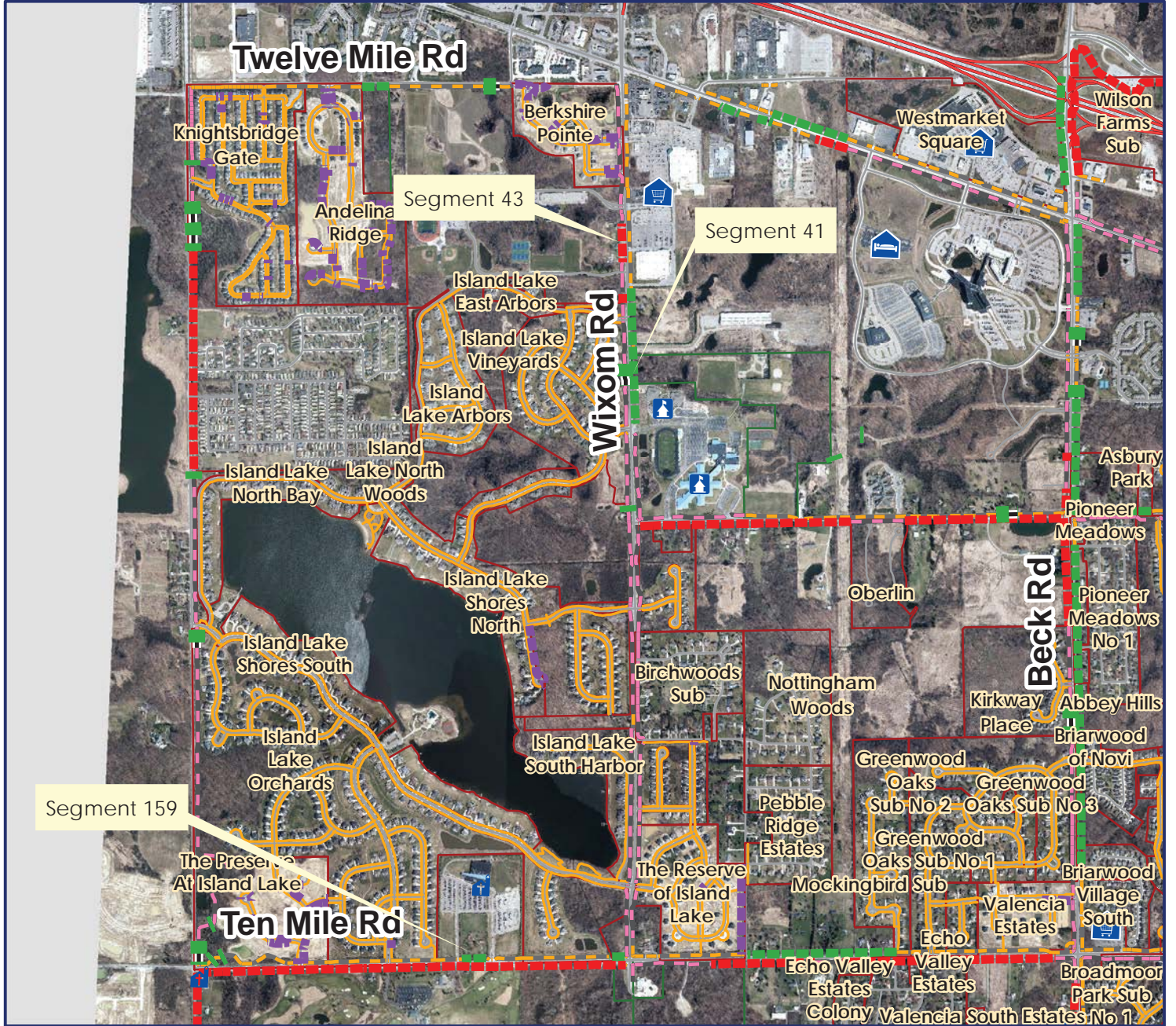
From: Alison Dolin
Sent: Wednesday, August 30, 2017 9:05 PM
To: Komaragiri, Sri
Subject: Wixom Rd Sidewalks

Hello Sri,

It was nice to meet you this afternoon. As we discussed, I would greatly appreciate the Walkable Novi Committe taking another look at the west side of Wixom Rd. With the recent development on Grand River East of Wixom (Tropical Smoothie Cafe, Firehouse Subs, Dickey's BBQ etc), added to the already existing development west of Wixom (Red Olive, Shakers, Bigby Coffee etc), and the Target Store on Wixom, there is more reason than ever that families and young teens want to walk/bike from their homes up Wixom to those establishments, and it would be a LOT safer if sidewalk connected continuously from 10 mile up to Grand River. Currently on the west side of the road, there are only 5 lots that don't have sidewalk; one house that is between Island Lake Dr. and the south entrance to Catholic Central and four lots (2 with houses, and 1 currently for sale) between the south and north entrances to Catholic Central. If sidewalk was constructed on those lots, there would be continuous sidewalk from 10 Mile to Grand River.

The number of homes that would benefit from this section of sidewalk far exceed 1,000; there is the entire Island Lake Community, plus all of the homes in the old Dinser area; Thornbury, Nottingham, Birchwoods etc. Given the bike path through the power lines, even residents in Greenwood Oaks could benefit from the connection of the sidewalks on Wixom Rd. Please take all of this into account and make this section of Wixom Rd a priority for 2018.

Regards,
Alison Dolin
26382 Glenwood Dr.



Komaragiri, Sri

From: Kelly Mollsen
Sent: Thursday, August 31, 2017 8:24 AM
To: Komaragiri, Sri
Subject: Wixom Rd Sidewalks

Sri,

I live in the Island Lake development and use the Island Lake Rd entry at least 3-5 times a day. Very often, I notice young people (not just teens... 8-12 year olds!) riding their bike or walking on the portion of Wixom road without side walks. It is terrifying to watch - especially as many people are racing down Wixom to get on the freeway, come home from work, etc.

I would like to ask that you consider this portion of Wixom Road as a serious concern for the Walkable Novi Committee.

Thank you!

PS - I am delighted to hear there is a such thing as the Walkable Novi Committee! That's great!

--



Kelly Mollsen
Novi Young Life
Area Director
517.775.0018 | kellymollsen@gmail.com | novi.younglife.org

Komaragiri, Sri

From: Jsedewitz
Sent: Thursday, August 31, 2017 9:23 AM
To: alisondolin@att.net; Komaragiri, Sri
Subject: Sidewalk gaps

Dear Sri,

This comes with regards to the "walkable sidewalks" in Novi. As per Alison Dolin's email below, I do want to voice my agreement that the west side of Wixom Rd. would benefit from additional sidewalks. The safety along Wixom Rd. is a big concern - especially with all of the road construction, new business development, new subdivisions, etc. The number of traffic accidents near Wixom and Grand River has increased, and this increase traffic flow is also negatively affecting Wixom Rd. In order to keep all pedestrians and bikers of all ages safe, those sidewalks need to be completed to ensure nothing more tragic will occur while residents are trying to support the local businesses.

Another area, of course, we'd like completion considered, is the stretch from 10mile and Beck west to about 10 mile at Oak Pointe church. The increased traffic flow on 10 mile, due to new subdivisions and growth of South Lyon, is substantial and dangerous. It is a major road that deserve completed sidewalks. It would only require a few small stretches to finish the job and would allow Novi residents to bike and walk to the high school, library, other neighborhoods, etc. Instead, we now have to drive that stretch for safety reasons, which puts more cars on the road.

With increased development, comes the need for increased safety. The completion of critical sidewalk paths is an easy way to help make that happen!

Thank you for your consideration!

Jayne Sedewitz
Novi Resident

Hello Sri,

It was nice to meet you this afternoon. As we discussed, I would greatly appreciate the Walkable Novi Committe taking another look at the west side of Wixom Rd. With the recent development on Grand River East of Wixom (Tropical Smoothie Cafe, Firehouse Subs, Dickey's BBQ etc), added to the already existing development west of Wixom (Red Olive, Shakers,Bigby Coffee etc), and the Target Store on Wixom, there is more reason than ever that families and young teens want to walk/bike from their homes up Wixom to those establishments, and it would be a LOT safer if sidewalk connected continuously from 10 mile up to Grand River. Currently on the west side of the road, there are only 5 lots that don't have sidewalk; one house that is between Island Lake Dr. and the south entrance to Catholic Central and four lots (2 with houses, and 1 currently for sale) between the south and north entrances to Catholic Central. If sidewalk was constructed on those lots, there would be continuous sidewalk from 10 Mile to Grand River.

The number of homes that would benefit from this section of sidewalk far exceed 1,000; there is the entire Island Lake Community, plus all of the homes in the old Dinser area; Thornbury, Nottingham, Birchwoods etc. Given the bike path through the power lines, even residents in Greenwood Oaks could benefit from the connection of the sidewalks on Wixom Rd. Please take all of this into account and make this section of Wixom Rd a priority for 2018.

Regards,

Alison Dolin
26382 Glenwood Dr.

Komaragiri, Sri

From: neha kiru
Sent: Thursday, August 31, 2017 5:43 PM
To: Komaragiri, Sri
Cc: Alison Dolin
Subject: Wixom rd. sidewalks

Dear Ms. Komaragiri,

I agree with Alison Dolin, our neighbor, who brought the Walkable Novi committee to our attention. My children frequently walk and bike to Target and Red Olive. We do get concerned about their safety. We would love to see a sidewalk on Wixom Rd. that extends all the way to Grand River.

This would be advantageous to both residents and the businesses in the area of Wixom/Grand River.

We would also like to see a complete sidewalk on the north side of 10mile between Wixom and Beck. Right now our kids can not bike/walk to the library or the high school safely.

Thank you and Best Wishes,
Neha and Shankar Kiru
25675 Shoreline Dr.
Island Lake of Novi

Komaragiri, Sri

From: M. Bennett
Sent: Friday, September 01, 2017 12:43 PM
To: Komaragiri, Sri
Subject: Wixom Road between Grand River and Island Lake Residential

Hi Sri,

I understand from Alison Dolin that you are currently reviewing the need for sidewalks in the city of Novi. I also understand that an area that residents of Island Lake Community and surrounding communities like the Dinsler area are all very interested in having continuous sidewalks between Grand River Ave. and 10 Mile, on Wixom Road. There are many children and families that enjoy walking or riding their bikes to Target, Tropical Smoothie Café, Sam's Club, Dickies, Red Olive, Shakers, Bigby coffee etc., and do not feel safe in the small sections that do not have sidewalks. While we may not have come up as a priority relative to your established criteria, many families in the neighborhood would benefit from this sidewalk, including the kids that attend Catholic Central as they often walk to the stores as well as practice their running in this area.

Please consider us in your plans for 2018.

Kind regards,

Rick and Manon Bennett
25616 Dogwood Lane

Komaragiri, Sri

From: charlesdrw
Sent: Thursday, September 07, 2017 12:03 PM
To: Komaragiri, Sri
Subject: Wixom Rd. Sidewalks

Sri,

I'm a neighbors of Alison Dolin who recently sent you an email about connecting the sidewalks on Wixom road.

I read the email she sent to you and completely concur with her feelings on this topic.

Chuck Smith

Sent from my Verizon 4G LTE smartphone

CORRESPONDENCE 2

Komaragiri, Sri

From: MICHAEL JUNGMAN
Sent: Friday, August 25, 2017 3:13 PM
To: Komaragiri, Sri
Subject: Re: Pedestrian Crosswalk @ Willowbrook Farms

Hi Sri.

I am referring to the location below. However, I am requesting a crosswalk from the east side of Meadowbrook to the west side as you come out of the sub directly across from the church. There are so many individuals that cross the street at that point to frequent the church, shopping center or the senior center. It would make sense to me to have a pedestrian crosswalk at that point since it is about half way from 10 Mile and the light as you go into Meadowbrook Glens. I do consider this a safety issue.

I am very impressed with your quick response. Thank you.

Chris Jungman

From: "Komaragiri, Sri" <skomaragiri@cityofnovi.org>
To: "mcjungman@sbcglobal.net" <mcjungman@sbcglobal.net>
Sent: Friday, August 25, 2017 3:02 PM
Subject: Pedestrian Crosswalk @ Willowbrook Farms

Hi Michael and Chris,

Thank you for reaching out to us about the pedestrian safety item. Thank you for further clarifying the location.

Are you referring to this location as shown in the picture below?

City maintains an inventory for missing sidewalks throughout the City. Each segment has been assigned a number. We analyze all these segments every year based on various categories such as proximity to places, sidewalks on the opposite side and many others. The two missing segments on east side of Meadowbrook between Ten Mile and Grand river are numbered 79. It is ranked 48 at this time. We have a Walkable Novi Committee meeting next month on 21, which is open to Public. I will share the request at the Committee meeting for their input. Please feel free to [refer to this website](#) to know more about the Committee and sidewalk prioritization process.

Feel free to contact me for any questions or concerns.
Thank you, Sri



Sri Ravali Komaragiri | Planner

City of Novi | 45175 Ten Mile Road | Novi, MI 48375 USA

t: 248.735.5607 f: 248.735.5600

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