

WALKABLE NOVI COMMITTEE AGENDA November 01, 2018 at 6:00 p.m. Novi Civic Center Mayors Conference Room 45175 W. Ten Mile, Novi, MI 48375 (248) 347-0475

Members:John Avdoulos, Dave Staudt, Julie Maday, Andrew Mutch, Paulina
Muzzin, and Shelley Thomopoulos

Staff Support:Sri Komaragiri, Planner, Community Development
Barbara McBeth, City Planner, Community Development
Hannah Smith, Planning Assistant, Community Development
Jeff Muck, Director of Parks, Recreation and Cultural Services
George Melistas, Engineering Senior Manager & Traffic Engineer

ROLL CALL

APPROVAL OF AGENDA

AUDIENCE PARTICIPATION

MATTERS FOR DISCUSSION

- a. 2018 Annual Non-motorized Prioritization Update Draft approval
- b. 09-20-18 WNC meeting minutes approval

STAFF UPDATES

- 1. Planning Update
 - a. 2018 Non-Motorized Plan Update
- 2. Engineering Update a. Active Non-Motorized Project Portfolio for Engineering Division
- 3. Parks, Recreation and Cultural Service Update

COMMUNICATIONS

ADJOURN

City of Novi Annual Non-Motorized Prioritization: 2018-19 Update (Draft)



City of Novi Annual Non-Motorized Prioritization **2018-19 Update**



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

November 01, 2018

ACKNOWLEDGEMENTS

Walkable Novi Committee

Council Members Andrew Mutch, Chair David Staudt

Planning Commission Environmental Committee Members John Avdoulos Julie Maday

Parks, Recreation & Cultural Services Commission Members Paulina Muzzin Shelley Thomopoulos

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TABLE OF CONTENTS

Chapter 1: PROCESS OVERVIEW 1								
C۲	apter 2: COM	PLETED NON-MOTORIZED IMPROVEMENTS (OR UNDER CONSTRUCTION AT TIME OF REPORT)	2					
	Figure 2.1	2017-2018 Completed Non-Motorized Improvements	2					
	Table 2.1	2017-2018 Completed Non-Motorized Improvements (or under construction at time of report)	3					
	Table 2.2	Previous Years Completed Non-Motorized Improvements (CITY BUILT)	6					
	Figure 2.2	2006 – 2018- 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)	9					
	Figure 2.3	2006-2018 Completed Non-Motorized Improvements by City of Novi in ft (Segments completed by the City of Novi only, not including developer completed segments)	9					
	Table 2.3:	Sidewalk/Pathway and Boardwalk Maintenance Estimate	10					
	Table 2.4	Existing Boardwalks Inventory	11					
	Map 1	2017-2018 Completed Non-Motorized Improvements	14					
Cł	apter 3: 2016-	17 TOP 20 PRIORITY PATHWAY AND SIDEWALK SEGMENTS	15					
	Table 3.1	Tier and Tier 2 Categories	16					
	Figure 3.1	Total Length of 2017-2018 Priority segments per Sidewalks and Pathways (Segments to be completed by the City of Novi only)	19					
	Table 3.2	2018-19 Top 20 Priority Pathway and Sidewalk Segments including deferred segments	20					
	Table 3.3	Additional Notes for Top 20 Priority Segments	21					
	Map 2	2018-19 Top 20 Priority Pathway and Sidewalk Segments	22					
	Maps:	2018-19 Top 20 Priority Pathway and Sidewalk Segments (excluding deferred segments)	23					
Cł	apter 4: NON-	MOTORIZED PLAN 2016-2017 UPDATE	24					
	Table 4.1	Summary of the Proposed Non-Motorized Improvements as of 2016	25					
	Figure 4.1	Summary of the Proposed Total Non-Motorized Improvements as of 2016 by count	25					
	Table 4.2:	Proposed Off-Road Recreational Pathways and On-Road Regional Pathway	29					
	Table 4.3	Proposed Crossings	32					
	Table 4.4	Proposed Neighborhood Connector Routes	35					
	Map 3:	Non-Motorized Plan 2017-2018 Update	37					
	Table 4.5	Proposed Adjacent to Major Roads Pathway and Sidewalk Segments: Tier 1 Category Rankings	38					
	Table 4.6	Proposed Adjacent to Major Roads Pathway and Sidewalk Segments: Tier 2 Category Rankings	48					

DRAFT Annual Non-Motorized Prioritization: 2018-2019 Update 2

Chapter 1: **PROCESS OVERVIEW**

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. Since then, staff has been continually updating the process as needed to accommodate development trends and public demand. Changes have been made to Tier and Tier Catergories as needed with each update. Refer to Chapter 3 for more details.

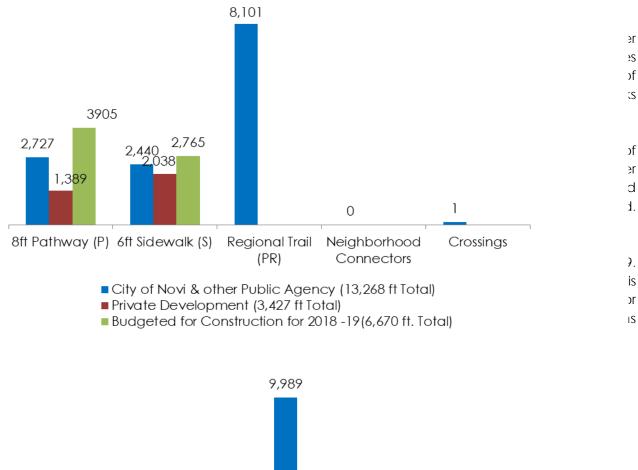
Potential sidewalk and pathway segments that need to be constructed were identified and placed into the "Pathway and Sidewalk Prioritization Worksheet." All segments were reviewed against the criteria assigned to each Tier 1 category. Tier 1 criterion measures the potential service benefits to the citizens 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, 2018, 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 November 01, 2018, the Walkable Novi Committee members present reviewed and approved the Annual Non-Motorized Prioritization: 2018-2019 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



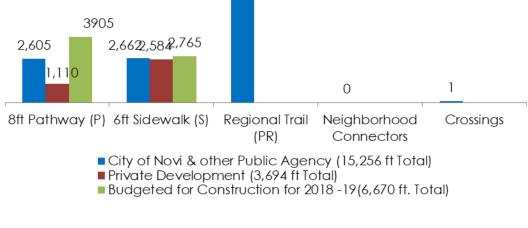


Figure 2.1: 2017-2018 Completed Non-Motorized Improvements

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Segment Item #	Section #	Туре	Side of Street/ Other	Location	From	То	Segme Length	
Sidewalks	built or ur	nder con	struction	by the City				
9a	4	Р	South	Pontiac Trail	Wedgewood	West Park	2,438	
9B	4	S	South	Pontiac Trail	Beck Road	Wedgewood	2,662	
Part 67	23	Р	south	Grand River	Fountain Park	Huntley Manor	167	
4004	20, 29	Р	ITC Corri	idor Trail Phase 2	Nine Mile	Eleven Mile	9,989	
5038	4	Cross		Pontiac Trail	Mid-Block Cross	sing and Geisler School	N/A	
N/A	15, 16, 21, 22	Bike Lanes	Both	Taft	Ten Mile Road	Grand river		
N/A	N/A	В	Boardw	alk Repairs and Re	construction	Citywide	N/A	
						2017-18 City of Novi Total	1	15,256
Sidewalks	built or ur	nder con	struction	by Private Develo	pers			
2615	12	S	West	Haggerty	Autoneum		262	
Part 52b	20	Р	South	Eleven Mile	Oberlin	Oberlin		
Part 97C	29	Р	West	Beck	Valencia South		388	
Part 31	15	S	South	Twelve Mile	Hino Motors (we	est of Taft Road)	522	
N/A	10	S	East	Dixon Road	Dixon Meadow	rs (north of Twelve Mile)	1,800	
					2	017-18 Development Total		3,694
Segments	budgetec	l for con	struction	for year 2018-19				
Part 53	20	Р	West	Beck	Funeral Home (Private Developer)	470	
Part 53	20	Р	West	Beck	Bosco Park (Cit	y Parks Project)	498	
43	18	Р	West	Wixom	Catholic Centra	al Island Lake	620	
70*	23	Р	West	Meadowbrook	Gateway Villag	je Eleven Mile	900	
39*	17	Р	west	Beck	Eleven Mile	Providence	767	
120A*	36	S	West	Haggerty	Eight Mile	Orchard Hill	1390	
120B*	36	S	West	Haggerty	Orchard Hill	High Point	375	
120c*	36	S	West	Haggerty	High Point	Nine Mile	600	
62*	22	S	north	Ten Mile	Eaton Center	Churchill Crossing	400	
NC4	23	Р	N/A	Connector	Main Street	Meadowbrook	650	

* Segments from 2017-18 Top 20 list from lasts years update



Segment 67: Southside Grand River Avenue, east of Novi Road (Pavilion Park Apartments)

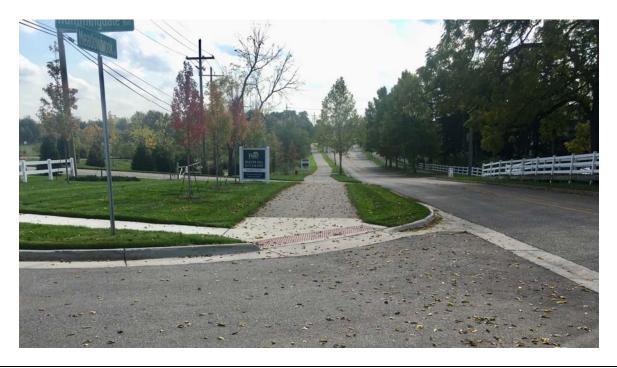


Segment 67: Southside Grand River Avenue, east of Novi Road (Huntley Manor)

DRAFT Annual Non-Motorized Prioritization: 2018-2019 Update 4



Segment 52b: Sidewalk southside of Eleven Mile Road west of Beck Road (Oberlin Estates)



Pathway eastside of Meadowbrook Road, north of Twelve Mile Road (Beacon Hill Meadows)

Segment Item #	Section #	Туре	Side of Street/ Other	Location	From	То	Segmen Length (ft.)
					g developer completed se	egments	
2016-17 C	ompleted	Non-Me	otorized Imp	rovements			
5037	21, 22	Mid		Taft Road	between south of J	acob/Taft Knolls	
4064	31	PR	ITC Sports Center		ITC to Eight Mile		3259
5	3	S	South	Fourteen Mile	Beach Walk	East Lake Drive	535
10	4	S	east	Beck	K&S Plaza		180
105 Part	31	Р	North	Eight Mile	Garfield	Napier	5200
						Total	9,174
2015-16 C	ompleted	Non-M	otorized Imp	rovements			
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
	-	Non-Mo	otorized Imp	rovements			
109	32	Р	north	Eight Mile	Garfield	Beck	2,888
27	14	Р	north	Eleven Mile	Pinnacle	Town Center	3,500
89	26	Р	east	Novi Rd.	Ten Mile	Ice Arena	500
76	24	Р	north	Grand River	Seeley	Haggerty	200
69	23	S	south	Eleven Mile	Town Center	Meadowbrook	3,500
5016	28	С			Beck & White Pines/Che	ltenham	
5033	2	С			Meadowbrook	x & Bridge St	
5065	2	С			Twelve Mile & Mea	dowbrook north	
4036	2	NBD	Hickory Woods	Novi Road	East La	ake	1,025
9079	2	NBD	New Ct	East Lake	School		296
						Total	11,909
2013-14 C	ompleted	Non-M	otorized Imp	rovements			
	completed	Non-Mo P	otorized Imp south	rovements Thirteen Mile	Sunshine	Holmes	27
16					Sunshine West Park	Holmes Liberty Park	27
2013-14 C 16 12 part 24	11	Ρ	south	Thirteen Mile			
16 12 part	11 9	P S	south north	Thirteen Mile Twelve Mile	West Park	Liberty Park	33

DRAFT Annual Non-Motorized Prioritization: 2018-2019 Update 6

4349	13	RT	regional	Meadowbrook	Metro trail	Meadowbrook Park	1,560
4350	13	RT	regional	Meadowbrook	Meadowbroo	ok Park frontage	800
5154	0	С		Nine & Haggerty		NW to NE	crossing
5009		С			Haggerty ar	d Villagewood	crossing
5054	3	С		Wixom & Glenwood or Deerfield	mid-block crossing a	nd signal project	crossing
89	26	Р	east	Novi Rd	Ten Mile	Ice Arena	500
145	23	S	north	Ten Mile	Supplier Investment Co	RR	220
					00	Total	7,230
2012-13 0	Complete	ed Non-N	Iotorized Imp	rovements			
92	27	S	west	Novi Rd.	Ten Mile	Nine Mile	2,135
36	16	Р	west	Taft	Eleven Mile	Andes	495
144	23	Р	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		С		-	Nine Mile and Heath	erbrae	
5007	24	С	mid-block	Grand River	Seeley	Joseph	crossing
5014	21	С	bike signs	Beck	Cidermill		crossing
5034	31	С	mid-block	Eight Mile	Community Sports Park	N to S	crossing
5035	31	С	mid-block	Eight Mile	Garfield	N to S	crossing
5143	32	С	crosswalks & signals	Beck	Eight Mile		crossing
						Total	4,668
2011-12 0	Complete	ed Non-N	lotorized Imp	rovements			
145b	23	S	north	Ten Mile	RR	Brookhaven	225
65	23	Р	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	С	striping & signs	Grand River	Seeley	Joseph	crossing
5043	36	С	mid-block	Nine Mile	Sunrise		crossing
						Total	8,201
2010-11	Complete	ed Non-N	lotorized Imp	rovements			
83	25	S	north	Nine Mile	Meadowbrook	Haggerty	3,800
15	11	S	south	Thirteen Mile	Novi Rd.	Old Novi Rd.	350
5044	22	С			Novi at Post Office		crossing
146	11	С	west	Old Novi	South Lake	crossing	crossing

2009-10	2009-10 Completed Non-Motorized Improvements							
71	23	S	north	Ten Mile	Hampton Hill	Brookhaven	822	
139	25	S	east	Willowbrook	Oaktree	Guilford	400	

Total

4,150

141	24	С	crossing	Ten Mile	Nilan	SW to NW	crossing
82C	25	S	west	Haggerty	Ten Mile	Dunkin Donuts	220
140	23	С	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 C	ompleted	Non-M	otorized Imp	provements			
59	22	Р	south	Eleven Mile	Taft	Cedar Spring Estates	1,300
125	15	S	west	Clark	Eleven Mile	Grand River	205
75 part	24	Р	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	Р	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	Р	south	Ten Mile	Meadowbrook	Orchard Hills North	800
96	28	Р	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	Р	all	Ten & Beck legs			910
_						Total	8,131
2007-08 C	completed	Non-M	otorized Imp	provements			
57	21	S	north	Ten Mile	Roma ridge	Homestead	770
85	26	Р	west	Meadowbrook	Ten Mile	Mallot	1,050
86	26	Р	west	Meadowbrook	Chattman	Nine Mile	2,025
94	28	S	north	Nine Mile	Taft	Beck	640
117	35	Р	west	Meadowbrook	Mission Pines	Mirabella Estates	450
118	35	Р	west	Meadowbrook	Mirabella Estates	Eight Mile	480
						Total	5,415
2006-07 C	Completed	Non-M	otorized Imp	provements			
42	17	S	north	Eleven Mile	Novi Middle School	Beck	3,700
56	21	Ρ	south	Eleven Mile	Beck	Taft	1,700
						Total	5,400

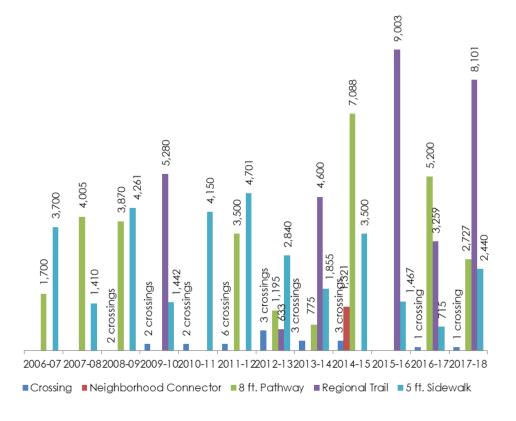


Figure 2.2: 2006 – 2018- Completed Non-Motorized Improvements by City of Novi by Type in ft (Segments completed by the City of Novi only, not including developer completed segments)

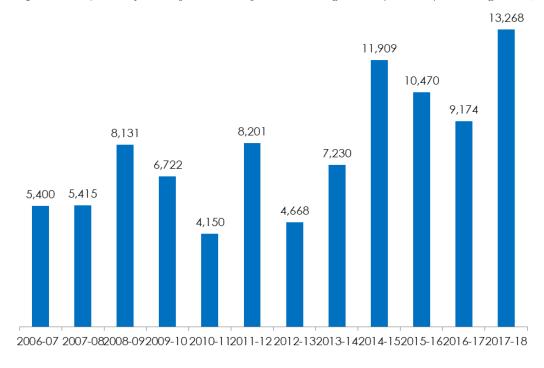


Figure 2.3: 2006-2018 Completed Non-Motorized Improvements by City of Novi in ft (Segments completed by the City of Novi only, not including developer completed segments)

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.

Table 2.3: Sidewalk/Pathway and Boardwalk Maintenance Estimate							
	Installation	Removal	Annual Maintenance				
6 feet concrete Sidewalk	\$ 75 per ft.	\$ 20 per ft.	\$0.32 per feet (131811 ft pathways and 4836 ft				
10 foot asphalt pathway	\$ 90 per ft.	\$ 20 per ft.	sidewalk - \$44000 budget)				
Wooden boardwalk	\$ 700 per ft.	\$ 50 per ft.	\$1.90 per ft. (1 mile of boardwalk - \$10000 budget)				
Composite boardwalk	\$1,200 per ft.	\$ 40 per 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 2.4. 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. CIP budget for 2018-24 has assigned an amount \$50,000 for boardwalk extension, repairs and replacement program. Staff has accordingly planned for scheduled repair and maintainence as noted in the table below.

TABL	TABLE 2.4: Existing Boardwalks Inventory									
Sec tion No.	Asset ID	#	Location	Street Name	Width	Length in feet (Appro x)	Adjac ent Future Segm ent	Status		
27	BKS-10008	3	S side 10 W Whitehall Senior Center	10 Mile	8	510	0	Scheduled for major repairs		
22	BKS-10009	4	N of 10 Mile W of Novi Rd	10 Mile	8	178	62	Scheduled for major repairs		
22	BKS-10019	5	N of 10 Mile E of Church Hill Blvd	10 Mile	8	64	0	Scheduled for Remove/ Replace		
26	BKS-010034	22	Ten Mile West of Quince Dr	10 Mile	8	304	0	Scheduled for regular Maintenance		
26	BKS-010035	21	Ten Mile East of Pheasant Run	10 Mile	8	231	0	Scheduled for regular Maintenance		
17	BKS-10004	6	North of 11 Mile West of Beck	11 Mile	8	255	0	Scheduled for regular Maintenance		
17	BKS-010023	23	North of 11 Mile East of Wixom (ITC Corridor West of Medilodge)	11 Mile	10	61	0	Scheduled for regular Maintenance		
17	BKS-010026	24	North of 11 Mile East of Wixom (ITC Corridor West of Medilodge)	11 Mile	14	43	0	Scheduled for regular Maintenance		
18	BKS-010036	31	12 Mile West of Wixom Rd (Catholic Central)	12 Mile Rd	8	195	0	NA		
35	BKS-10011	1	S of 9 Mile E of Roethel Dr	9 Mile	8	53	0	Scheduled for Remove/ Replace		

TABLE 2.4: Existing Boardwalks Inventory								
Sec tion No.	Asset ID	#	Location	Street Name	Width	Length in feet (Appro x)	Adjac ent Future Segm ent	Status
35	BKS-10012	2	S of 9 Mile at Fire Station #5	9 Mile	8	205	0	Scheduled for regular Maintenance
20	BKS-10007	10	West side Beck North of Cider Mill	Beck Rd	8	438	0	Currently under Repair to Reopen
29	BKS-10013	11	West of Beck North of 9 Mile	Beck Rd	8	430	0	Scheduled for Remove/ Replace
32	BKS-10014	20	West side of Beck South of Bellagio	Beck Rd	8	218	0	Currently under Repair to Reopen
16	BKS-10015	9	Beck Rd South of Central Park	Beck Rd	8	164	38	Closed due to no connection
16	BKS-10016	8	Beck Rd South of Vision Spa	Beck Rd	8	223	0	Scheduled for Remove/ Replace
32	BKS-010038	34	Beck South of 9 Mile	Beck Rd	8	24	110b, 112	NA
31	BKS-010037	35	ITC Trail West of Garfield	Garfield	14	529	0	Scheduled for regular Maintenance
6	BKS-10017	18	North of Grand River E of Beck	Grand River	8	123	0	Scheduled for regular Maintenance
24	BKS-10002	12	E of Meadowbrook S of Vincenti Ct	Meadowbr ook	8	73	0	NA
26	BKS-10010	13	W Meadowbrook N Penton Rise Ct	Meadowbr ook	8	34	0	Scheduled for regular Maintenance
11	BKS-010024	7	West side of Meadowbrook N of 12	Meadowbr ook	8	331	0	NA
19	BKS-010027	33	East Side of Napier South of Seaglen Dr	Napier Rd	8	220	0	Scheduled for Remove/ Replace
18	BKS-010028	27	East Side of Napier South of Novi Meadows Blvd	Napier Rd	8	88	44	NA
19	BKS-010030	32	Napier West of Denali Ct	Napier Rd	10	45	0	Scheduled for Remove/ Replace
19	BKS-010032	29	Ten Mile East of Napier	Napier Rd	8	51	0	Scheduled for Remove/ Replace
19	BKS-010033	30	Ten Mile West of Denali Ct	Napier Rd	8	50	0	Scheduled for Remove/ Replace
10	BKS-10000	15	West of Novi South of 12 1/2 Mile	Novi Rd	8	504	0	Scheduled for major repairs
10	BKS-10001	14	West of Novi North of 12 Mile	Novi Rd	8	423	0	Scheduled for major repairs

TABLE	TABLE 2.4: Existing Boardwalks Inventory								
Sec tion No.	Asset ID	#	Location	Street Name	Width	Length in feet (Appro x)	Adjac ent Future Segm ent	Status	
27	BKS-010025	25	West of Novi SW of Lidstrom	Novi Rd	8	33	0	Scheduled for regular Maintenance	
2	BKS-010029	28	Fishing Pier at Pavilion Shore Park	Pavilion Shore Park	10	113	0	NA	
16	BKS-10020	19	West of Taft South of Andes Ct	Taft Rd	8	237	0	NA	
18	BKS-10005	16	West of Wixom next to Lift Station	Wixom Rd	8	72	0	Scheduled for Remove/ Replace	
18	BKS-10006	17	West of Wixom South of Island Lake	Wixom Rd	8	258	0	Scheduled for major repairs	
18	BKS-10018	TB D	E of Napier S of Knightsbridge	Napier Rd	8	597	44	NA	
18	BKS-10021	TB D	E of Napier N of Knightsbridge	Napier Rd	8	59	0	NA	
19	BKS-010031	26	Napier North of 10 Mile	Napier Rd	10	286	0	Removed for Roundabout (2017)	
27	BKS-010042	36	PD Stairway	Civic Center	10	25	0	NA	
			Total Linear feet	of existing boa	ardwalk	7,751			

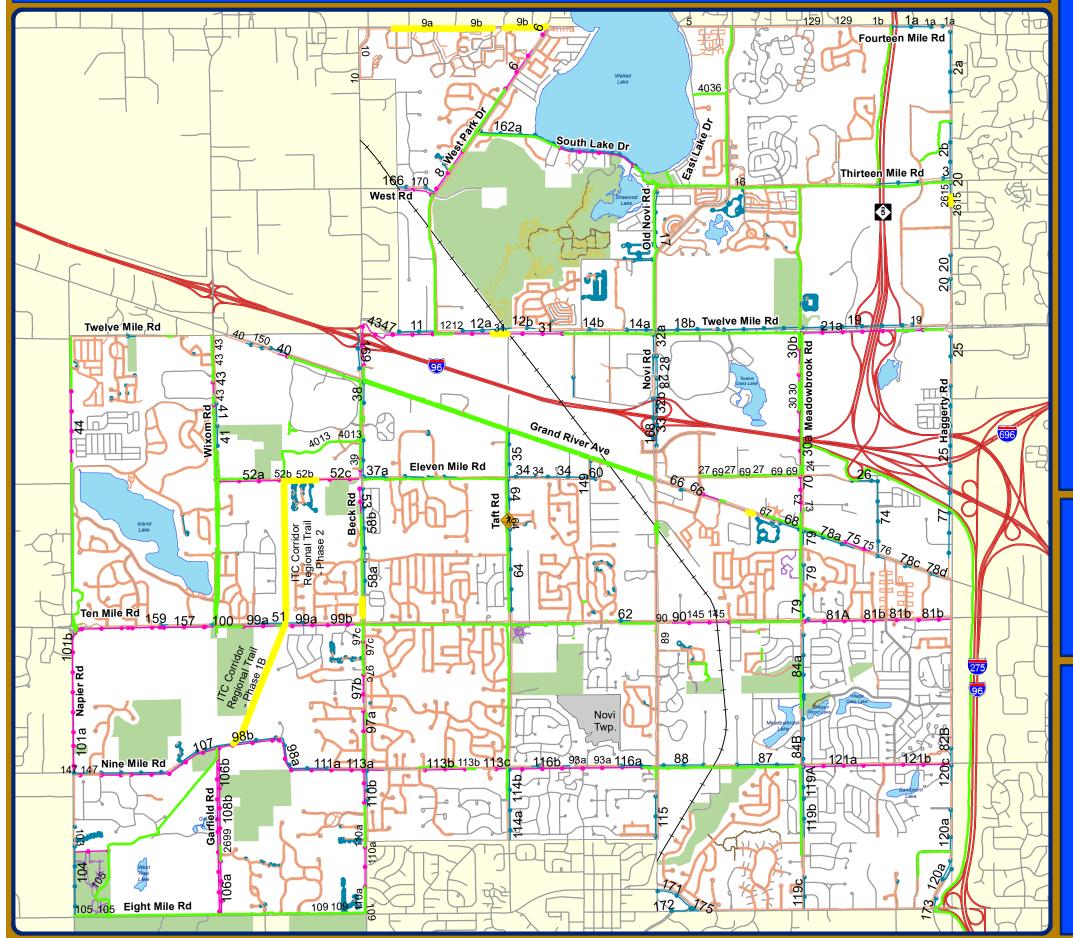


Beck Road Boardwalk - West Side of Beck & South of Kirkway Place (2018 Repair Project)

MAP 1 2017-2018 Completed Non-Motorized Improvements

DRAFT Annual Non-Motorized Prioritization: 2018-2019 Update | 14

Map 1: 2017-2018 Completed Non-Motorized Improvements



Future Sidewalks

Existing Off Road Paths & Trails

- Paved Path

Map Author: Jon Gartha Date: October 22, 2018 Project: 2018 Non-Motorized Update Version #: 3.0

MAP INTERPRETATION NOTICE

Annual Non-Motorized Prioritization: 2018-2019 Update

Road Crossings

Completed or Under Construction Segments

Existing Sidewalks

- **Existing Sidewalk**
- Existing Pathway

Proposed Pathway

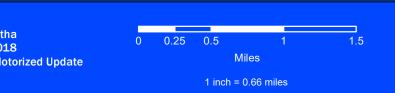
Proposed Sidewalk

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





Chapter 3: 2018-19 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. 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. The Annual Non-Motorized Prioritization is updated each fall. Data is collected through the year and is current through September 1, 2018, 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.

Each year, all pathway and sidewalk segments that are proposed adjacent to roads in Novi are reviewed against a set of <u>Tier 1 criteria</u> 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 <u>Tier 2 criteria</u> and assigned points based on <u>financial and other feasibility</u> <u>considerations</u>. 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.

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. 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.

One of the 2017 City Council's goals is as follows: "Direct Walkable Novi Committee to identify critical sidewalk/pathway gaps for 2018 - 19 budgets with focus on connections to new ITC trail segments and completing major corridors (including CIP millage funding up to \$1.5 million)." Committee approved changes proposed by staff in order to focus on sidewalk gaps that connect to ITC trail. Points were raised for connection to regional trails and parks. Please refer to Table 3.1 for more details.

In addition, following revisions are made to rating system and the segments for more efficiency.

- 1. Number of facilities within a certain mile from segment is counted based on the approximate distance along sidewalk, but not as within a certain radius.
- 2. Following segments which are over a mile long are split into smaller segments.

111a	32	Ρ	south	Nine Mile	Beck	Garfield
111b	32	Ρ	west	Nine Mile	Garfield Conservation	Vasilios Court
111c	32	Ρ	south	Nine Mile	Vasilios Court	Garfield Road
18b	11	S	north	Twelve Mile	Novi Rd.	Twelve Oaks
18a	11	S	north	Twelve Mile	Twelve Oaks	Meadowbrook
2a	1	S	west	Haggerty	Fourteen Mile	Thirteen Mile
2b	1	S	west	Haggerty	Thirteen Mile	S of McKenzie Drive
98a	29	S	north	Nine Mile	Kensington	Vasilios Court
98b	29	S	north	Nine Mile	Vasilios Court	ITC Pathway
101a	30	Ρ	east	Napier	Nine Mile	Villa Barr
101b	30	Ρ	east	Napier	Villa Barr	Ten Mile
106a	31	Ρ	west	Garfield	Eight Mile	Deer Run
106b	31	Ρ	west	Garfield	Deer Run	Nine Mile

3. Smaller segments which are closer have been combined into one.

In order to have a most current and correct nventory, this year staff also cross checked the map layer and the inventory list to identify all segments that needs to be built along major roads against the existing conditions. 'Non-Motorized Routes and Trails' map available on City's map gallery is now current with all missing segments with respective Legacy ID's.

From the Top 20, construction of Segments 80B is deferred until development due to constraints beyond City control. Because of which, segment ranking 21is moved up to list of Top 20 Priority segments. Table 3.2 and 3.3 provide further details. A majority of Top 20 are typlically located in the south east quadrant of the City due to high concentration of residential neighborhoods. However, this year due to shifted focus on connection to ITC trail and parks, the Tope 20 are more evenly spread out south of Twelve Mile Road between Haggerty Road and Wixom Road.

For 2018-19, the Top 20 Priority segments (excluding the deferred segments) result in about 6 miles (31,887 linear feet) of proposed pathways and sidewalks. Some points to be noted with regards to our new Top 20 are as follows:

- 1. Nine of twenty segments are carried over from last years Top 20 list, excluding deferred (80b, 81b, 81a, 66, 93b, 84b, 84a, 119a, 90, 82b and 82b)
- 2. Six of last year's Top 20 segments are noted as budgeted for construction for 2019 as shown in table xx (39, 62, 120a, 120b, 120c and 70)
- 3. Five segments from last years updated are no longer in the Top 20 due to the new rating system (25, 119b, 119c, 79 and 64).
- 4. Three are less than 400 feet long,
- 5. Five are between 400 to 1,000 feet long,
- 6. Three are between 1,000 and 2,000 feet long,
- 7. Nine are over 2,000 feet long and, the longest is 2,923 feet long.

DRAFT Annual Non-Motorized Prioritization: 2018-2019 Update 16

- 8. Nine of the segments are included in the 2019-25 Capital Improvement Plan (CIP) in the CIP projected or forecast to be constructed by 2025.
- 9. A majority of them (7 segments) are scheduled for 23-24 fiscal year.
- 10. Four segments are within a mile from ITC trail under construction.

As part of 2017 update, staff reviewed the importance of two components that effect the nonmotorized 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.

TABLE 3.1: 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

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
	10 = >20K ADT	i ie inpri i i ie

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 	
4	ACCESS TO PARKS (# w/in 1 mile) 4 = 1 park; 8 = 2+ parks		Current Ra 6 = 1 park 12 = 2+ pa		

ACCESS TO HOTELS

ACCESS TO SHOPPING

6

(# shopping areas w/in 1 mile)

	# shapping areas w/in 1 mile)	Current Rating revised with this update
5	# shopping areas w/in 1 mile)	2 = 1 Hotel;
Ũ	3.5 = 1 Hotel; 7 = 2+ Hotels	
		4 = 2+ Hotels

8 ACCESS TO PLACES OF WORSHIP (# places of worship w/in 1 mile) 3.5 = 1 places of worship; 7 = 2+ places of worship Current Rating revised with this update 2= 1 places of worship; 4 = 2+ places of worship; 4 = 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 Current Rating revised with this update 7 = connected to neighboring sidewalk system 14 = connected to regional trail system

Current Deting revised with this undate

POPULATION SERVED

 $\begin{array}{l} 10 \\ 0 = \text{low density; 8} = \text{medium density; 16} = \text{high density} \end{array}$

3.5 = 1 shopping area; 7 = 2 + shopping areas

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

NON-MOTORIZED MASTER PLAN

- 13 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

RIGHT-OF-WAY AVAILABILITY

- 2 (based on % available)
- 0 = 0%; 4.5 = 25%; 9 = 50%; 13.5 = 75%; 18 = 100%

OTHER FUNDING SOURCES

3 (based on % available)

0 = 0%; 4.5 = 25%; 9 = 50%; 18 = 80%+

OPPOSITE SIDE SIDEWALK OR PATHWAY

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

PRIVATE DEVELOPMENT POTENTIAL

(Positive Points)

- 5 8 = little potential
 - 4 = partial potential within 10 years
 - 2 = dev potential within 10 years
 - 0 = SP submitted

EVIDENCE OF EXTENSIVE PEDESTRIAN USE

0 = No Evidence 10 = Worn Path

6

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

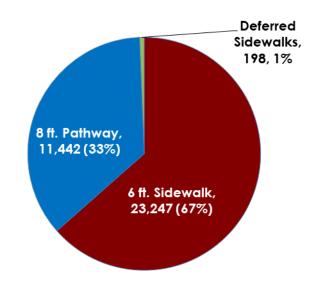


Figure 3.1: Total Length of 2018-2019 Priority segments per Sidewalks and Pathways (Segments to be completed by the City of Novi only)

TABLE 3.2: 2018-19 Top 20 Priority Pathway and Sidewalk Segments including deferred segments										
Overall Segment Rank	Segment Item #	Section #	Type	Side of Street	Location	From	То	# of Pieces in Segment	Segment Length (ft.) excluding Developer Planned & Completed pieces	Projeted CIP Year
1	80b*	24	S	north	Ten Mile	Meadowbrook	Willowbrook Estates	1	198	
2	81b*	25	Ρ	south	Ten Mile	Willowbrook	Haggerty	3	2,634	
3	81a*	25	Ρ	south	Ten Mile	Meadowbrook	Willowbrook	1	2,529	
4	38	16	S	east	Beck	Eleven Mile	Grand River	2	2,234	23-24
5	153	36	S	east	Haggerty	City limits	Taco Bell	1	501	
6	66*	23	Ρ	south	Grand River	Sixth Gate	Main Street	2	293	20-21
7	18a	11	S	north	Twelve Mile	Twelve Oaks	Meadowbrook	2	2,923	
8	93b*	27	S	north	Nine Mile	Plaissance	Taft	2	619	23-24
9	53	20	Ρ	west	Beck	Bosco House		1	323	
10	84b*	25	S	east	Meadowbrook	Nine Mile	Chattman	1	2,380	23-24
47	32b	15	S	west	Novi Rd.	Twelve Mile	West Oaks	2	1,347	
12	84a*	25	S	east	Meadowbrook	Ten Mile	Chattman	1	2,323	23-24
13	93a	27	S	north	Nine Mile	Novi Rd.	Plaissance	1	1,122	23-24
14	99a	29	Ρ	south	Ten Mile	Valencia	400' E of Lynwood	2	2,739	23-24
15	68	23	Ρ	south	Grand River	Huntley Manor	Meadowbrook	1	802	
16	119a*	36	S	east	Meadowbrook	Nine Mile	Singh Blvd	1	1,075	21-22
17	90*	26	Р	south	Ten Mile	Chipmunk Trail	Maly Dental	2	2,122	23-24
18	58b	21	S	east	Beck	Cider Mill	Sierra	1	2,553	
19	82b*	25	S	west	Haggerty	Pavilion Ct Apartments	Nine Mile	1	539	
20	18b	11	S	north	Twelve Mile	Novi Rd.	Twelve Oaks	1	2,027	
21	58a	21	S	east	Beck	Ashley	Cider Mill	1	1,228	
Total Linear Feet 31,887 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

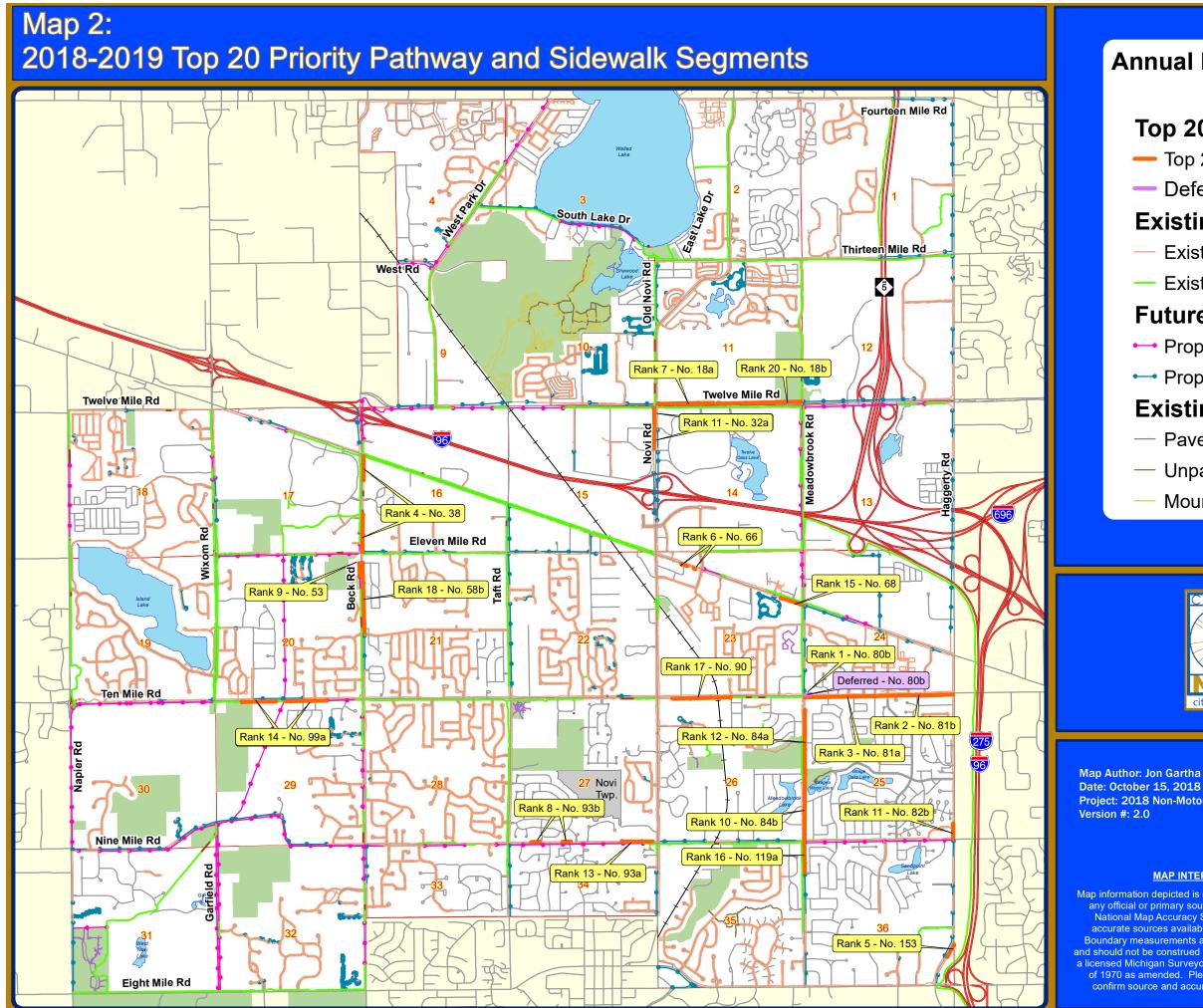
Segments with a higher ranking segment planned for the opposite side of the street - *note that these segments may be critical for system connectivity & must be analyzed separately for connectivity*

Short Segments CIP Budget Year Segments included in last years Top 20 Deferred

Table 3.3: Additional Notes for Top 20 Segments						
OVERALL SEGMENT RANK	Segment Item #	S= 6 ft. sidewalk P= 8 ft. pathway	Construction Estimate	Number of Easements required	Length in Feet	Notes
1	80b	S	\$601,470	2	198	Six foot sidewalk concrete sidewalk. Parking lot for three businesses would require easements. 10 Mile Corridor Study may delay construction.
2	81b	Ρ	\$748,846	4	2,634	Eight foot wide asphalt pathway along south side of Ten Mile Rd. 10 Mile Corridor Study may delay construction.
3	81a	Ρ	\$736,196	1	2,529	Eight foot wide asphalt pathway along south side of Ten Mile Rd. 10 Mile Corridor Study may delay construction.
4	38	S	\$1,048,025	7	2,234	Six foot wide concrete sidewalk. Beck Road Widening may delay construction.
5	153	S	\$65,764	2	501	Six foot wide concrete sidewalk. Steep slopes.
6	66	Ρ	\$113,593		293	Eight foot wide asphalt sidewalk along south side of Grand River Ave. To be constructed along with Development on Main Street.
7	18a	S	\$305,457		2,923	Six foot wide concrete sidewalk.
8	93b	S	\$656,144	2	619	Six foot wide concrete sidewalk along north side of Nine Mile Rd. Construct with the Taft/9 Mile Roundabout.
9	53	Ρ	\$270,237	2	323	Eight foot wide asphalt pathway. Beck Road Widening may delay construction.
10	84b	S	\$1,306,471		2,380	Six foot wide sidewalk and about 700 Ft of Boardwalk near Chattam. Steep ditches.
11	32b	S	\$372,636	1	1,347	Six foot wide concrete pathway. Possible integration with Twelve Mile and Novi intersection rehabilitation
12	84a	S	\$1,306,470		2,323	Six foot wide concrete pathway.
13	93a	S	\$656,143		1,122	Six foot wide concrete pathway. Retaining wall required.
14	99a	Ρ	\$1,033,146	8	2,739	Estimate is from Wixom to Valencia Estates.
15	68	Ρ	\$163,841	1	802	Eight foot wide asphalt pathway. Dependent on the Jaguar site development.
16	119a	S	\$888,436	4	1,075	Six foot wide concrete pathway. Steep slopes – will need to enclose the ditches with storm sewer
17	90	Ρ	\$1,009,718	2; Railroad R.O.W.	2,122	Eight foot wide asphalt pathway. May require boardwalk.
18	58b	S		2	5,553	Six foot wide concrete sidewalk. To be completed after Beck Road Widening
19	82b	S		1	539	Six foot wide concrete sidewalk. Dependent on gas pipeline relocation. Buckeye pipeline will need to work with us. Potential Development to construct this.
20	18b	S	\$301,068	1	2,027	Six foot wide concrete sidewalk.
21	58a	S			1,228	Six foot wide concrete sidewalk. Beck Road Widening may delay construction.

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

DRAFT Annual Non-Motorized Prioritization: 2018-2019 Update | 22



Proposed Sidewalk

Date: October 15, 2018 Project: 2018 Non-Motorized Update

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 ap Accuracy Standards and use the most accurate sources available to the people of the City of Novi. Boundary measurements and area calcula t be construed as survey measu icensed Michigan Surveyor as defined in Michigan of 1970 as amended. Please contact the City GIS Manager to confirm source and accuracy information related to this map

Annual Non-Motorized Prioritization: 2018-2019 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

Existing Off Road Paths & Trails

Paved Path

— Unpaved Trail

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Mountain Biking Trail

City of Novi

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MAPS: 2018-2019 Top 20 Priority Pathway and Sidewalk Segments

Rank 1: Segment 80b (Deferred)

Sidewalk north of Ten Mile from Meadowbrook to Willowbrook Estates: 198 ft.



Future_Sidewalk Major

Existing_Pathway Major

Existing_Pathway Local

Existing_Sidewalk Major

Existing_Sidewalk Local

Developments

Wetlands

Woodlands

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School

Hotels

Places of Worship-Hindu

Shopping - Major

Shopping Plaza

Project: 2018-19 Top 20 Priority Path and Sidewalk Segments Date: October 15, 2018 Map Author: Sri Komaragiri

Version #:1.0

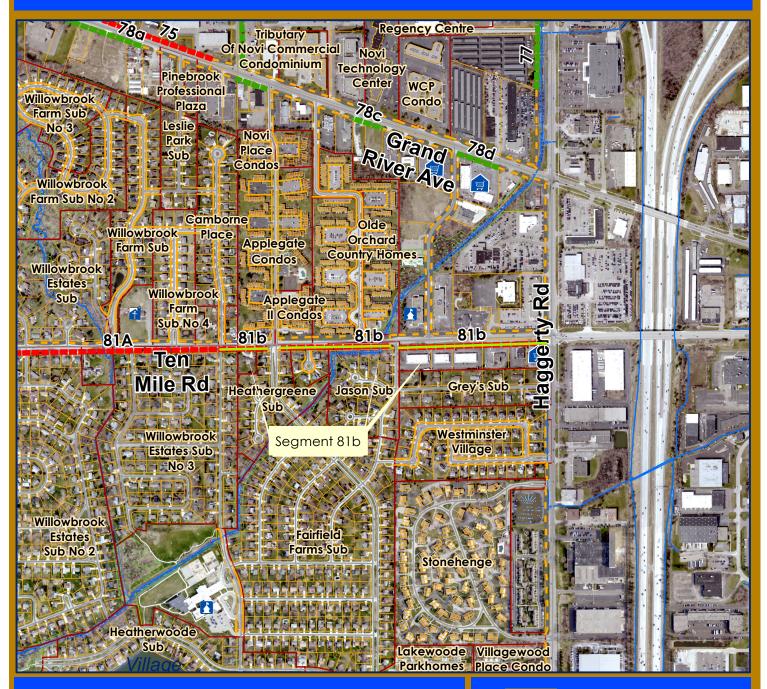
480

120 240

720 960 Feet 1 inch = 850 feet

N

Rank 2: Segment 81b Pathway south of Ten Mile Road from Willowbrook to Haggerty: 2,634 ft.



LEGEND

- Future_Pathway Major
 Future_Pathway_Multi-Use
 Future_Sidewalk Local
 Future_Sidewalk Major
 Existing_Pathway Local
 Existing_Sidewalk Major
 Existing_Sidewalk Local
 Developments
 Wetlands
 Woodlands
- Civic Center Library Places of Worship Places of Worship-Hindu School Shopping - Major
- Shopping Plaza
- Hotels

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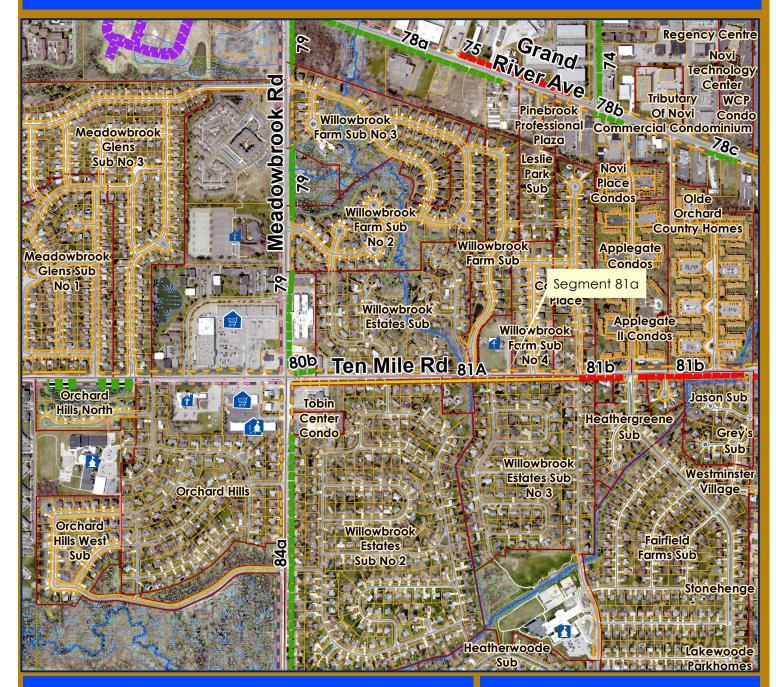
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Project: 2018-19 Top 20 Priority Path and Sidewalk Segments Date: October 15, 2018 Map Author: Sri Komaragiri Version #:1.0

0 115 230 460 690 920 Feet 1 inch = 833 feet

N

Rank 3: Segment 81a Pathway south of Ten Mile Road from Meadowbrook to Willowbrook: 2,529 ft.



LEGEND

- Future_Pathway Major Future_Pathway_Multi-Use Future_Sidewalk Local Future_Sidewalk Major Existing_Pathway Major Existing_Pathway Local Existing_Sidewalk Major Existing_Sidewalk Local Developments Wetlands
- Civic Center
 Library
 Places of Worship
 Places of Worship-Hindu
 School
 Shopping Major
 - Shopping Plaza
 - Hotels

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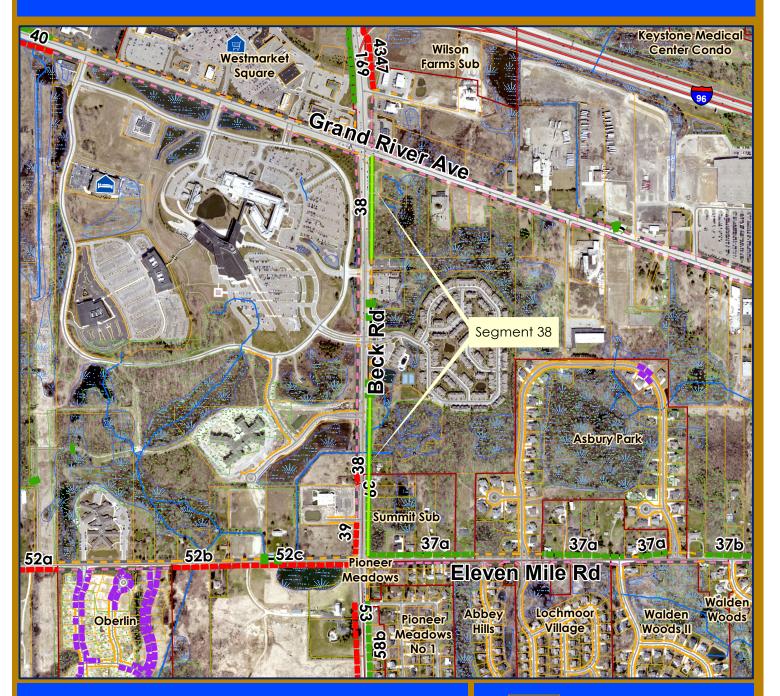
Project: 2018-19 Top 20 Priority Path and Sidewalk Segments Date: October 15, 2018 Map Author: Sri Komaragiri

Version #:1.0

120 240

80 720 960 Feet 1 inch = 850 feet

Rank 4: Segment 38 (CIP 23-24) Sidewalk east of Beck Road from Eleven Mile to Grand River: 2,234 ft.



LEGEND

- Future_Pathway Major Future_Pathway_Multi-Use Future_Sidewalk Local Future_Sidewalk Major Existing_Pathway Major Existing_Sidewalk Major Existing_Sidewalk Major Existing_Sidewalk Local Developments Wetlands Woodlands
- Civic Center Library Places of Worship Places of Worship-Hindu School Shopping - Major
- Shopping Plaza
- Hotels

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0 115 230 460 690 920 Feet 1 inch = 833 feet

N

Rank 5: Segment 153 Sidewalk east of Haggerty Road from City limits to Taco Bell: 501 ft.



LEGEND

- Future_Pathway Major Future_Pathway_Multi-Use Future_Sidewalk Local Future_Sidewalk Major Existing_Pathway Major Existing_Pathway Local Existing_Sidewalk Major Existing_Sidewalk Local Developments Wetlands
 - Civic Center
 Library
 Places of Worship
 Places of Worship-Hindu
 School
 - Shopping Major
 - Shopping Plaza
 - Hotels

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Version #:1.0

0 120 240 480 720 960 Feet 1 inch = 849 feet

N

Rank 6: Segment 66 (CIP 20-21) Pathway south of Grand River Avenue from Sixth Gate to Main Street: 293 ft.



LEGEND

- Future_Pathway Major Future_Pathway_Multi-Use Future_Sidewalk Local Future_Sidewalk Major Existing_Pathway Major Existing_Sidewalk Major Existing_Sidewalk Major Existing_Sidewalk Local Developments Wetlands Woodlands
- Civic Center Library Places of Worship Places of Worship-Hindu School Shopping - Major Shopping Plaza

Hotels

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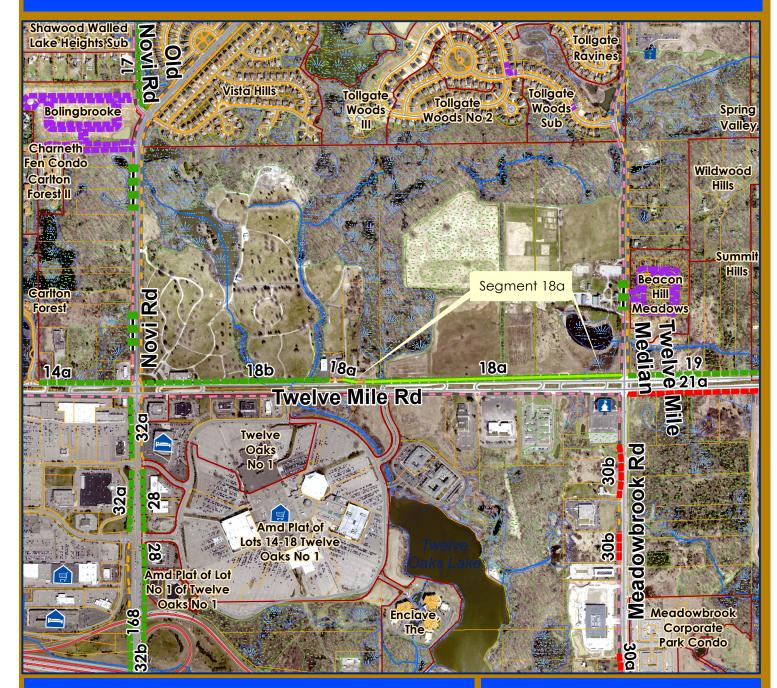
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Project: 2018-19 Top 20 Priority Path and Sidewalk Segments Date: October 15, 2018 Map Author: Sri Komaragiri Version #:1.0

0 95 190 380 570 760 Feet 1 inch = 667 feet

Rank 7: Segment 18a Sidewalk north of Twelve Mile Road from Twelve Oaks to Meadowbrook : 2,923 ft.



LEGEND

- Future_Pathway Major Future_Pathway_Multi-Use Future_Sidewalk Local Future_Sidewalk Major Existing_Pathway Major Existing_Pathway Local Existing_Sidewalk Major Existing_Sidewalk Local Developments Wetlands
- Civic Center
 Library
 Places of Worship
 Places of Worship-Hindu
 School
 Shopping Major
 - Shopping Plaza
 - Hotels

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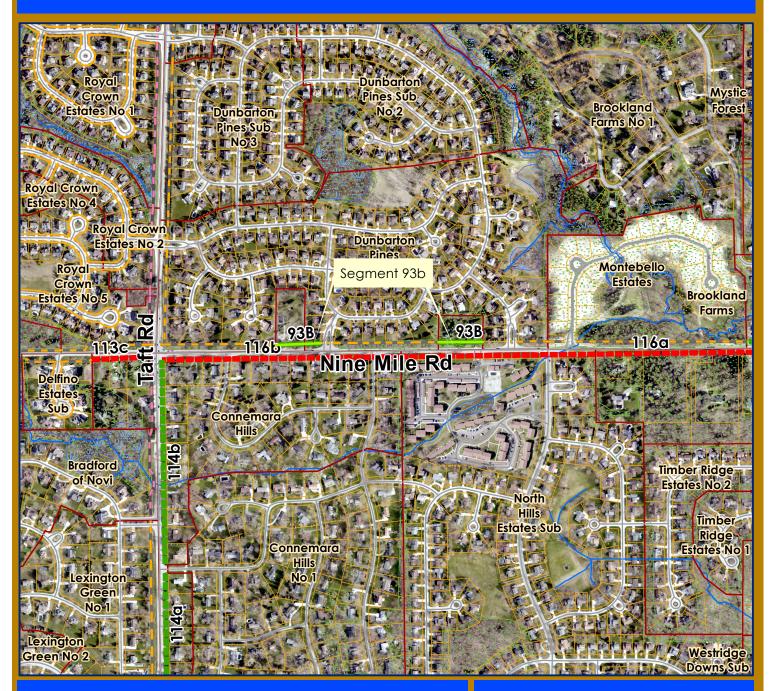
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Project: 2018-19 Top 20 Priority Path and Sidewalk Segments Date: October 15, 2018 Map Author: Sri Komaragiri

Version #:1.0

0 145 290 580 870 1,160 Feet 1 inch = 1,042 feet

Rank 8: Segment 93b (CIP 23-24) Sidewalk north of Nine Mile Road from Plaissance to Taft: 619 ft.



LEGEND

- Future_Pathway Major Future_Pathway_Multi-Use Future_Sidewalk Local Future_Sidewalk Major Existing_Pathway Major Existing_Sidewalk Major Existing_Sidewalk Major Existing_Sidewalk Local Developments Wetlands Woodlands
- Civic Center Library Places of Worship Places of Worship-Hindu School Shopping - Major Shopping Plaza
- Hotels

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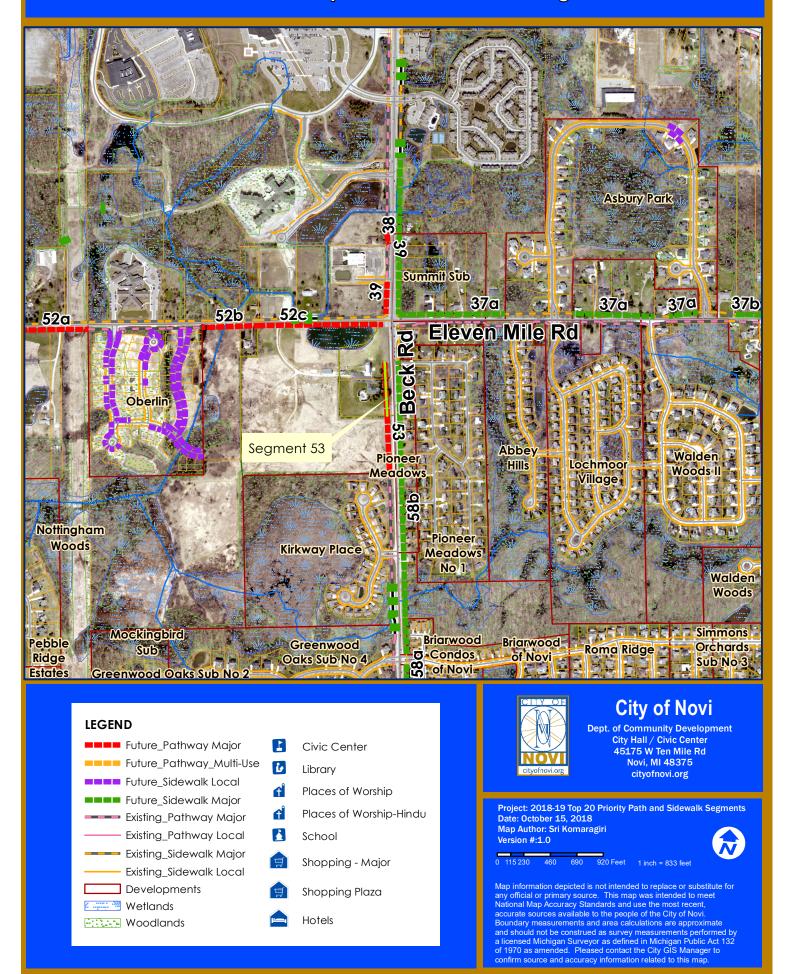
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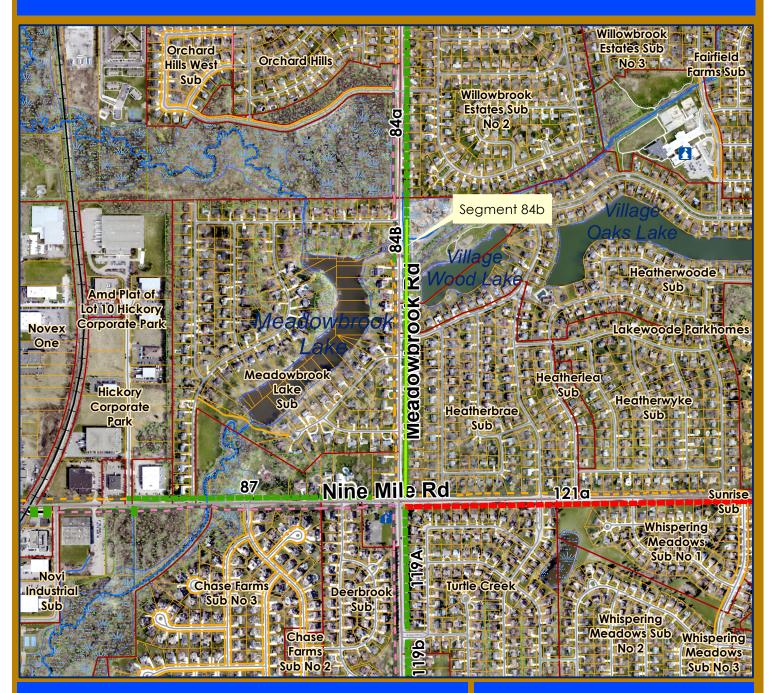
Project: 2018-19 Top 20 Priority Path and Sidewalk Segments Date: October 15, 2018 Map Author: Sri Komaragiri Version #:1.0

0 95 190 380 570 760 Feet 1 inch = 667 feet

Rank 9: Segment 53 Pathway west of Beck Road along Bosco House: 323 ft.



Rank 10: Segment 84b (CIP 23-24) Sidewalk east of Meadowbrook from Nine Mile to Chattman: 2,380 ft.



LEGEND

- Future_Pathway Major
 Future_Pathway_Multi-Use
 Future_Sidewalk Local
 Future_Sidewalk Major
 Existing_Pathway Major
 Existing_Sidewalk Major
 Existing_Sidewalk Local
 Developments
 Wetlands
 Woodlands
- Civic Center Library Places of Worship Places of Worship-Hindu School Shopping - Major Shopping Plaza
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- Hotels

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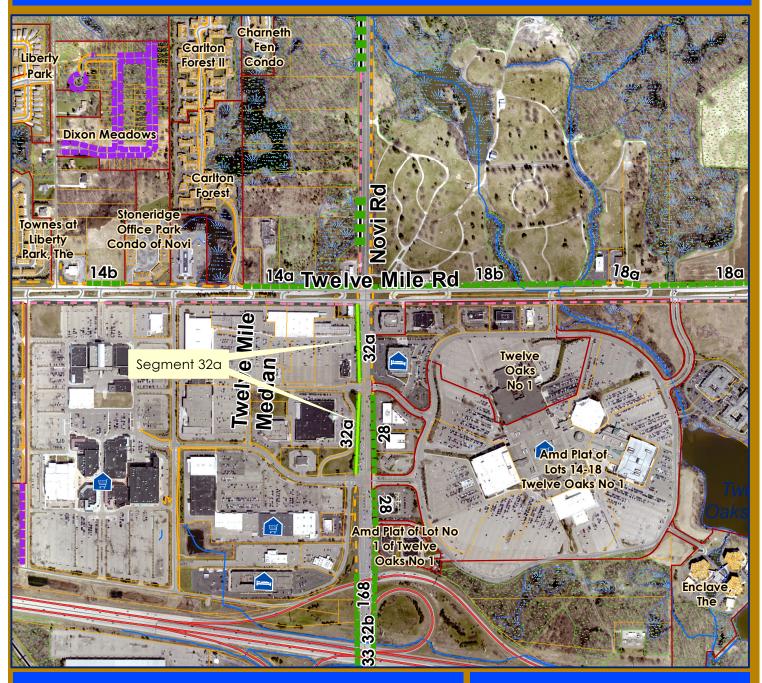
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Project: 2018-19 Top 20 Priority Path and Sidewalk Segments Date: October 15, 2018 Map Author: Sri Komaragiri Version #:1.0

0 115 230 460 690 920 Feet 1 inch = 833 feet

N

Rank 11: Segment 32a Sidewalk west of Novi Road from Twelve Oaks Drive to Twelve Mile: 1,347 ft.



LEGEND

- Future_Pathway Major

 Future_Pathway_Multi-Use

 Future_Sidewalk Local

 Future_Sidewalk Major

 Existing_Pathway Major

 Existing_Pathway Local

 Existing_Sidewalk Major

 Existing_Sidewalk Local

 Developments

 Wetlands

 Woodlands
 - Civic Center
 Library
 Places of Worship
 Places of Worship-Hindu
 - School
 - Shopping Major
 - Shopping Plaza
 - Hotels



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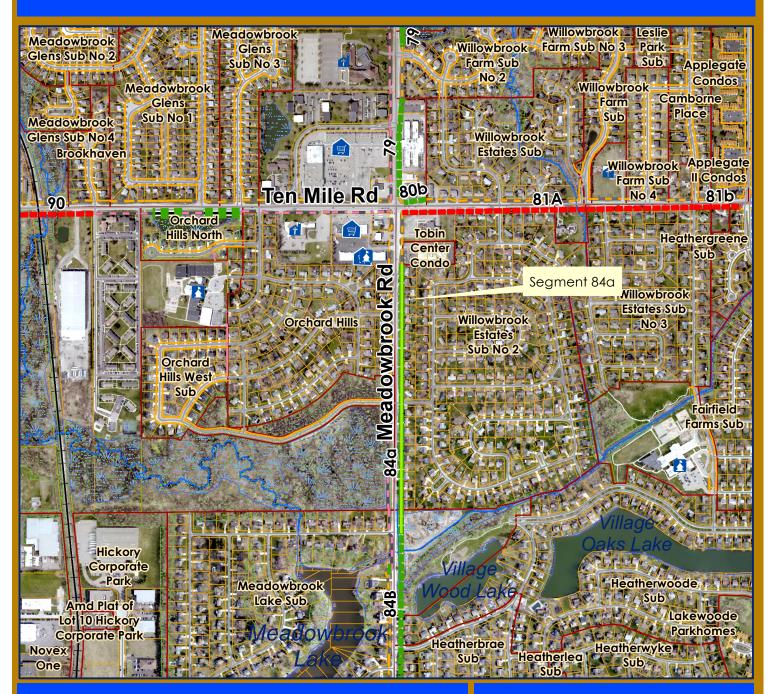
Project: 2018-19 Top 20 Priority Path and Sidewalk Segments Date: October 15, 2018 Map Author: Sri Komaragiri

Version #:1.0

115 230 460 690 920 Feet 1 inch = 833 feet



Rank 12: Segment 84a (CIP 23-24) Sidewalk east of Meadowbrook Road from Ten Mile to Chattman: 2,323 ft.



LEGEND

- Future_Pathway Major Future_Pathway_Multi-Use Future_Sidewalk Local Future_Sidewalk Major Existing_Pathway Major Existing_Sidewalk Major Existing_Sidewalk Major Existing_Sidewalk Local Developments Wetlands Woodlands
- Civic Center Library Places of Worship Places of Worship-Hindu School Shopping - Major Shopping Plaza

Hotels

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City of Novi

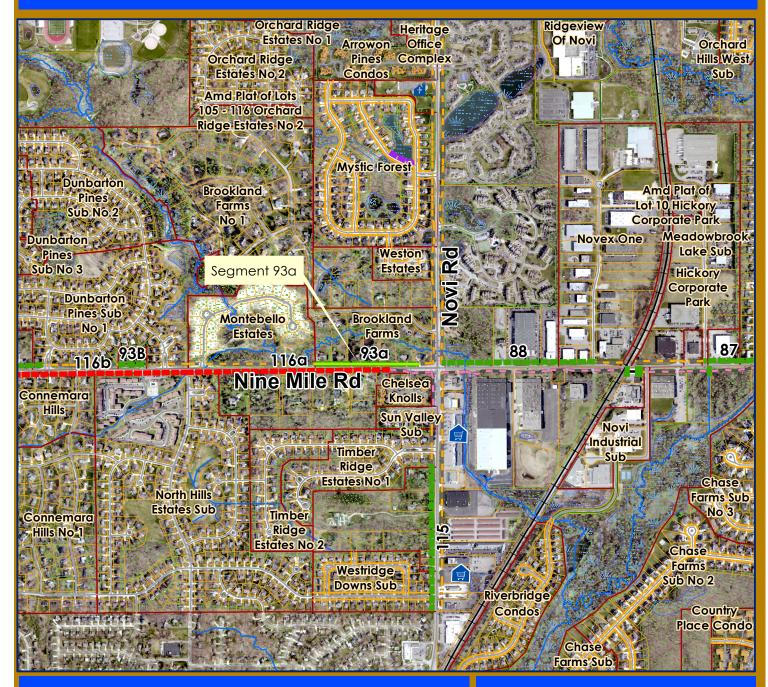
Dept. of Community Development City Hall / Civic Center 45175 W Ten Mile Rd Novi, MI 48375 cityofnovi.org

Project: 2018-19 Top 20 Priority Path and Sidewalk Segments Date: October 15, 2018 Map Author: Sri Komaragiri Version #:1.0

0 115 230 460 690 920 Feet 1 inch = 833 feet

N

Rank 13: Segment 93a (CIP 23-24) Sidewalk north of Nine Mile Road from Novi Road to Plaissance: 1,122 ft.



LEGEND

- Future_Pathway Major Future_Pathway_Multi-Use 6 Future_Sidewalk Local đ Future_Sidewalk Major đ Existing_Pathway Major Existing_Pathway Local Existing_Sidewalk Major Existing_Sidewalk Local Developments Woodlands
- Civic Center
 Library
 Places of Worship
 Places of Worship-Hindu
 School
 Shopping Major
 Shopping Plaza
 - Hotels



City of Novi

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Project: 2018-19 Top 20 Priority Path and Sidewalk Segments Date: October 15, 2018 Map Author: Sri Komaragiri

Version #:1.0

0 145 290 580 870 1,160 Feet 1 inch = 1,042 feet

Rank 14: Segment 99a (CIP 23-24) Pathway south of Ten Mile Road from Valencia to 400' E of Lynwood: 2,739 ft.



LEGEND

- Future_Pathway Major Future_Pathway_Multi-Use Future_Sidewalk Local Future_Sidewalk Major Existing_Pathway Major Existing_Sidewalk Major Existing_Sidewalk Major Existing_Sidewalk Local Developments Wetlands Woodlands
- Civic Center Library Places of Worship Places of Worship-Hindu School Shopping - Major Shopping Plaza
- Hotels

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City of Novi

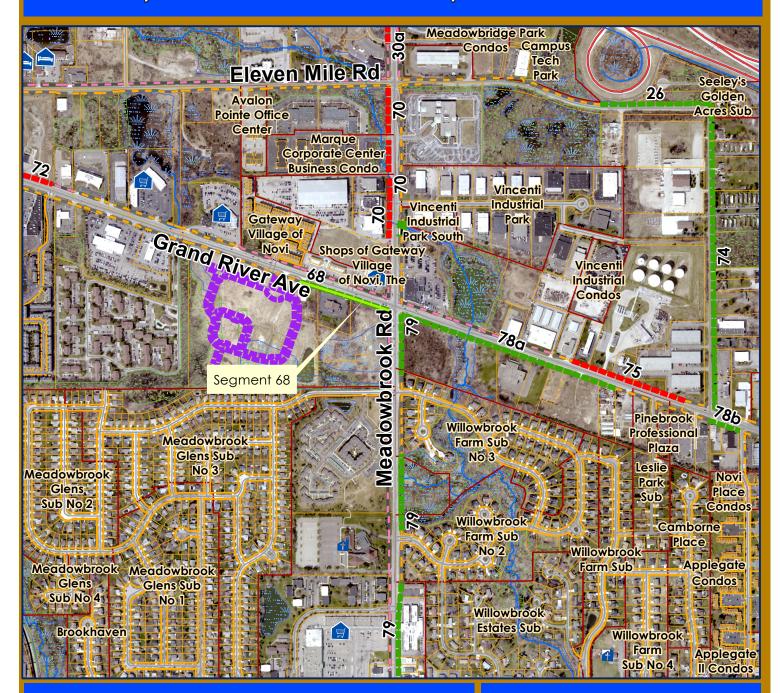
Dept. of Community Development City Hall / Civic Center 45175 W Ten Mile Rd Novi, MI 48375 cityofnovi.org

Project: 2018-19 Top 20 Priority Path and Sidewalk Segments Date: October 15, 2018 Map Author: Sri Komaragiri Version #:1.0

0 115 230 460 690 920 Feet 1 inch = 833 feet

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Rank 15: Segment 68 Pathway south of Grand River from Huntley Manor to Meadowbrook: 802 ft.



LEGEND

- Future_Pathway Major P Future_Pathway_Multi-Use 6 Future_Sidewalk Local đ Future_Sidewalk Major đ Existing_Pathway Major Existing_Pathway Local Existing_Sidewalk Major Existing_Sidewalk Local **Developments** 🗧 🍯 Wetlands Woodlands
 - Civic Center
 Library
 Places of Worship
 Places of Worship-Hindu
 School
 - Shopping Major
 - Shopping Plaza
 - Hotels



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1 inch = 833 feet

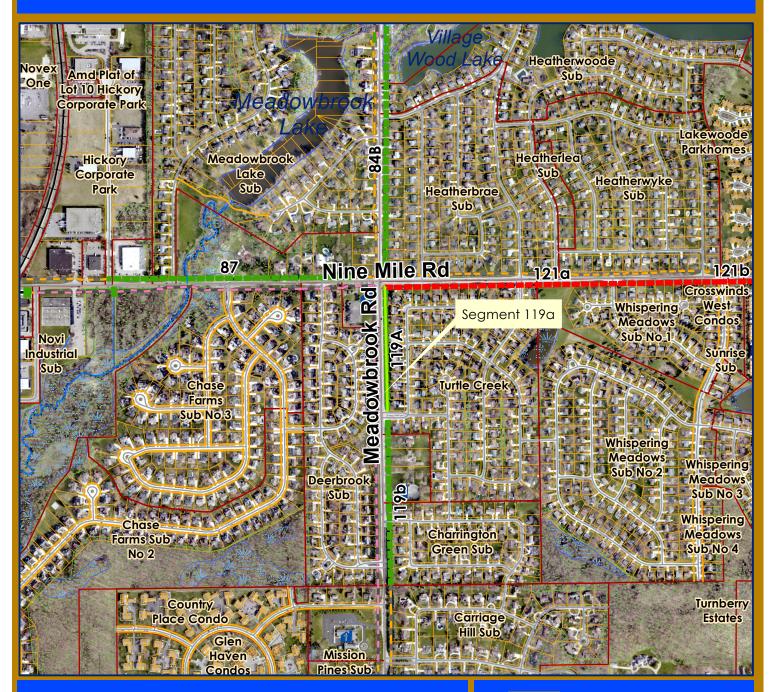
Project: 2018-19 Top 20 Priority Path and Sidewalk Segments Date: October 15, 2018 Map Author: Sri Komaragiri

Version #:1.0

115 230

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Rank 16: Segment 119a (CIP 21-22) Sidewalk east of Meadowbrook Road from Nine Mile to Singh Blvd: 1,075 ft.



LEGEND

- Future_Pathway Major Future_Pathway_Multi-Use Future_Sidewalk Local Future_Sidewalk Major Existing_Pathway Major Existing_Sidewalk Major Existing_Sidewalk Major Existing_Sidewalk Local Developments Wetlands Woodlands
- Civic Center Library Places of Worship Places of Worship-Hindu School Shopping - Major Shopping Plaza

Hotels

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Project: 2018-19 Top 20 Priority Path and Sidewalk Segments Date: October 15, 2018 Map Author: Sri Komaragiri Version #:1.0

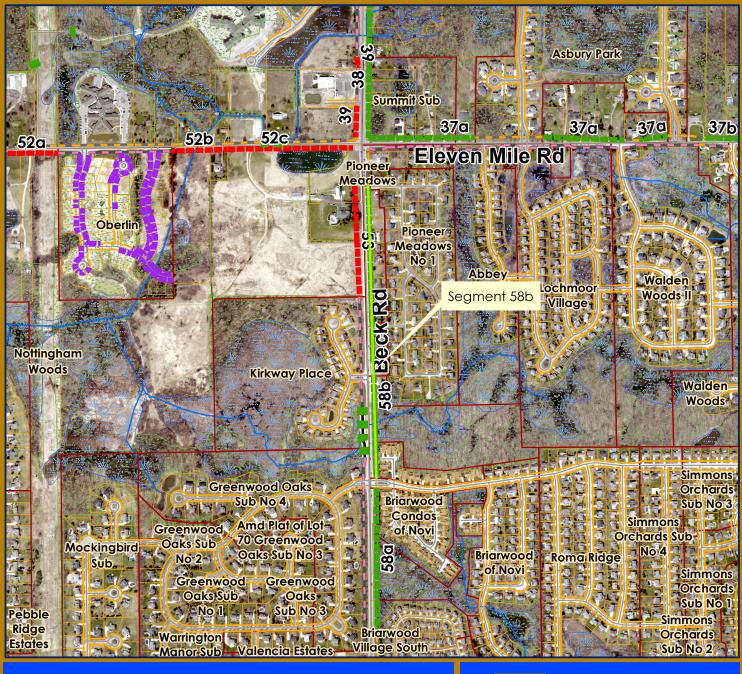
0 115 230 460 690 920 Feet 1 inch = 833 feet

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Rank 17: Segment 90 Pathway south of Ten Mile Road from Chipmunk Trail to Maly Dental: 2,122 ft.



Rank 18: Segment 58b Sidewalk east of Beck Road from Cider Mill to Sierra: 2,553 ft.



LEGEND

- Future_Pathway Major
 Future_Pathway_Multi-Use
 Future_Sidewalk Local
 Future_Sidewalk Major
 Existing_Pathway Major
 Existing_Sidewalk Major
 Existing_Sidewalk Local
 Developments
 Wetlands
 Woodlands
- Civic Center Library Places of Worship Places of Worship-Hindu School Shopping - Major Shopping Plaza

Hotels

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City of Novi

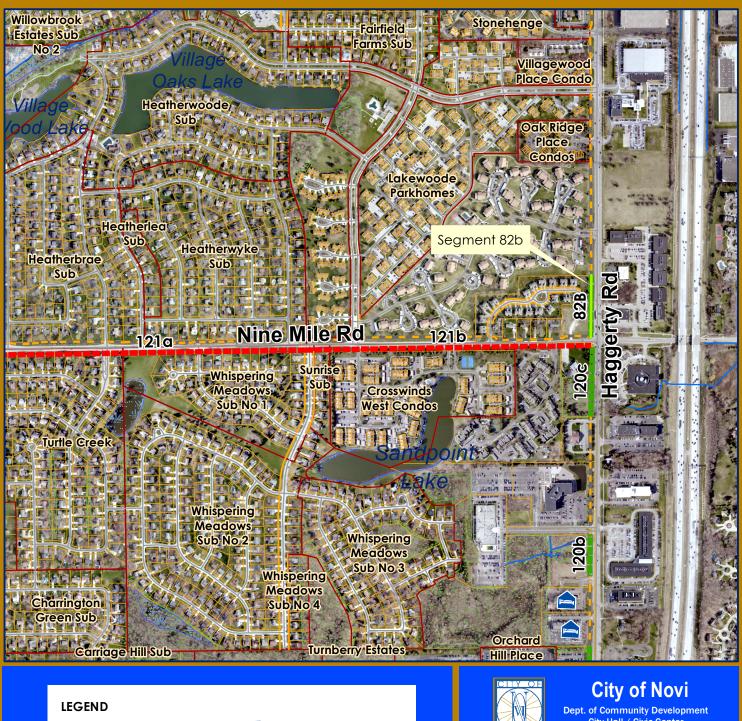
Dept. of Community Development City Hall / Civic Center 45175 W Ten Mile Rd Novi, MI 48375 cityofnovi.org

Project: 2018-19 Top 20 Priority Path and Sidewalk Segments Date: October 15, 2018 Map Author: Sri Komaragiri Version #:1.0

0 115 230 460 690 920 Feet 1 inch = 833 feet

N

Rank 19: Segment 82b Sidewalk west of Haggerty Road from Pavilion Ct Apartments to Nine Mile: 539 ft.





- Civic Center
- Library
- Places of Worship
- Places of Worship-Hindu
- School
 - Shopping Major
 - Shopping Plaza
- Hotels



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Project: 2018-19 Top 20 Priority Path and Sidewalk Segments Date: October 15, 2018 Map Author: Sri Komaragiri

Version #:1.0

115 230 460 690 920 Feet 1 inch = 833 feet

N

Rank 20: Segment 18b <u>Sidewalk north of Twelve Mile Road from Novi Road to Twelve Oaks: 2,027 ft.</u>



LEGEND

- Future_Pathway Major Future_Pathway_Multi-Use Future_Sidewalk Local Future_Sidewalk Major Existing_Pathway Major Existing_Pathway Local Existing_Sidewalk Major Existing_Sidewalk Local Developments Wetlands Woodlands
- Civic Center Library Places of Worship Places of Worship-Hindu School Shopping - Major Shopping Plaza
- Hotels

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City of Novi

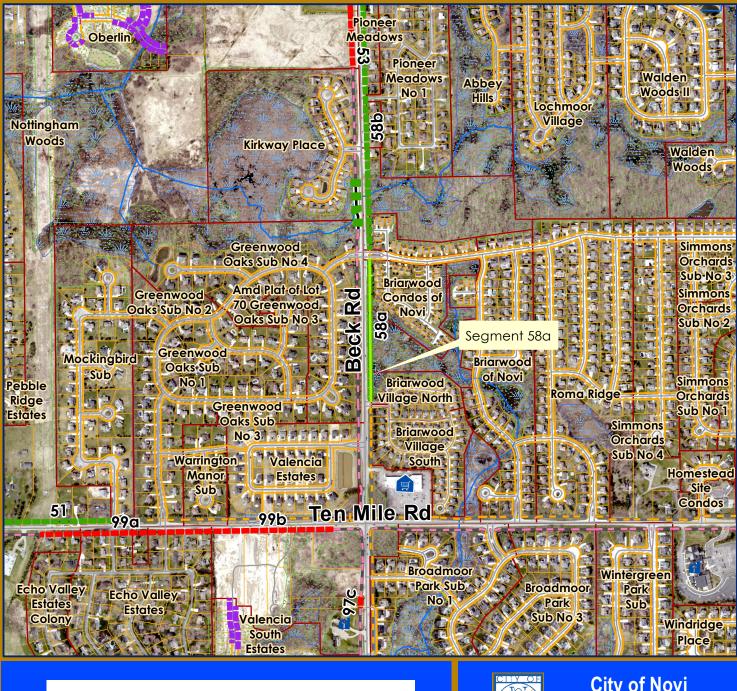
Dept. of Community Development City Hall / Civic Center 45175 W Ten Mile Rd Novi, MI 48375 cityofnovi.org

Project: 2018-19 Top 20 Priority Path and Sidewalk Segments Date: October 15, 2018 Map Author: Sri Komaragiri Version #:1.0

0 115 230 460 690 920 Feet 1 inch = 833 feet

N

Rank 21: Segment 58a Sidewalk east of Beck Road from Ashley to Cider Mill: 1,228 ft.



LEGEND

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Future_Pathway Major	1	C
Future_Pathway_Multi-Use	is	L
Future_Sidewalk Local	f	Р
Future_Sidewalk Major	_	Г
Existing_Pathway Major	f	Ρ
Existing_Pathway Local		S
Existing_Sidewalk Major		S
Existing_Sidewalk Local	7	3
Developments	(III)	S
🛛 🚟 Wetlands		
Woodlands		F

- Civic Center Library
- Places of Worship
- Places of Worship-Hindu
- School
 - Shopping Major
- Shopping Plaza
- Hotels



City of Novi

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Project: 2018-19 Top 20 Priority Path and Sidewalk Segments Date: October 15, 2018 Map Author: Sri Komaragiri

Version #:1.0

115 230

1 inch = 833 feet



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 2017-18 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								
Туре	# 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					

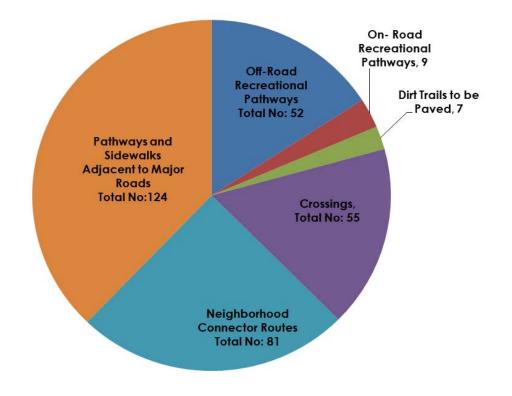


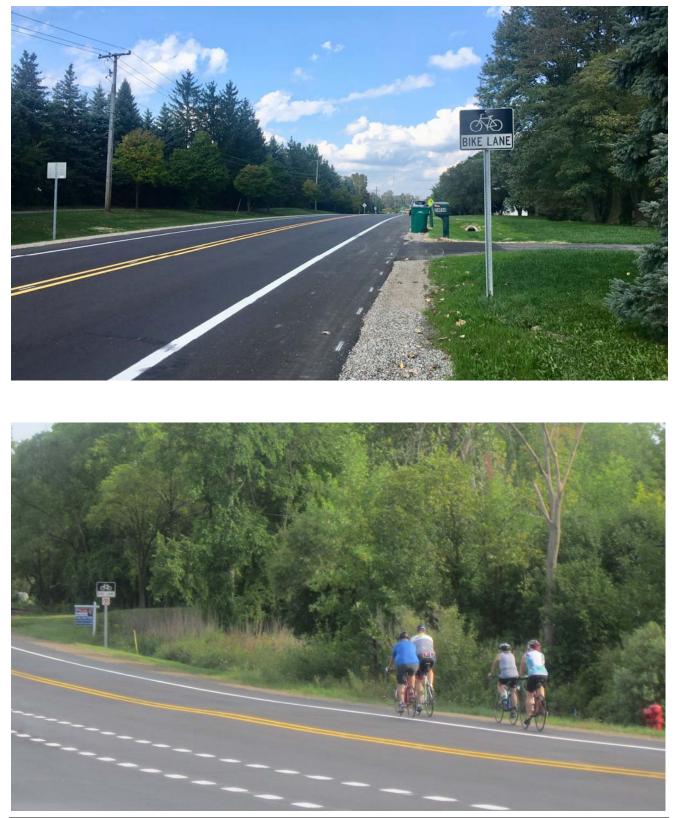
Figure 4.1: Summary of the Proposed Total Non-Motorized Improvements as of 2016 by count



Replacement of existing sidewalk and culvert stabilization: northside of Grand River Avenu, west of Haggerty Riad (Mercedes Benz Showroom)



ITC Trail from Nine Mile Road to Eleven Mile Road under construction



Taft Road Rehabilitation: Bike Lanes

DRAFT Annual Non-Motorized Prioritization: 2018-2019 Update | 28

TABLE	4.2: F	Propo	sed O	ff-Road Recreational Pathw	ays and On-Road Reg	ional Path	nway				
No Mo Surfac Classif	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-R	oad	Trails	s & Pa	ths							
4064	31	2	PR	ITC Sports Center Park	ITC to Eight Mile	3,259	10	А	R	17-18 CIP; TAP Grant Awarded	
4014	17	3	PP	Wildlife Woods Park	ITC to Wixom	3,393	10	А	Ρ		
4077	23	1	PP	Main St path	Capitol to Cherry Hill	779	10	А	Ρ		
4296	27	0	PP	Civic Center	Ten Mile to Novi Way	420	5	С	Ρ		
4002	30	2	PR	Undeveloped Park/ ITC Corridor	Nine to Ten Mile	3,647	10	А	R	19-20 CIP; Greenway Phase 2	
4295	27	0	PP	Civic Center/ Power Park	Novi Way to play ground	676	5	С	Ρ	was seg 127B	
4030	26	1	PP	Orchard Hills West	Mallot to Chattman	860	10	А	L	NC-3	
4010	3	2	PR	Lakeshore Park	Parking lot to 12 1/2	3,513	10	А	L		
4011	3	2	PR	Lakeshore Park	West Park to parking lot	5,759	10	А	R		
4012	15	2	PP	I-96	RR to Meadowbrook	9,677	10	А	L		
4020	25	2	PP	Village Wood Lake	Meadowbrook to Village Wood	1,147	10	А	L		
4022	27	2	PP	Power Park	Taft to existing path	1,772	10	А	Р		
4023	27	2	PP	Power Park	Jonathan to park path	1,079	10	А	Ρ		
4028	17	2	PP	Beck to ITC	ITC to Cheltenham	1,878	10	А	L		
4037	26	2	PP	Orchard Hills West	Meadowbrook to Balcombe	1,804	10	А	L		
4039	26	2	PP	Novi Ridge Orchard Hills	Balcombe to RR	1,068	10	А	L		
4040	26	2	PP	Ice Arena	RR to River Oaks	1,540	10	А	L		
4049	4	2	PR	Beck North	Spring Lake to West Park	4,209	10	А	R		
4050	4	2	PR	The Springs Apartments	Fireside to Beck North	1,256	10	А	R		
4066	3	2	PR	Lakeshore Park	Parking to South Lake	1,388	10	А	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
4067	3	2	PR	Lakeshore Park	trail head to parking	291	10	А	R	
4005	17	3	PP	ITC Corridor	s. Providence to Mid Providence	1,999	10	А	L	
4006	17	3	PP	ITC Corridor	Grand River to 12 Mile	773	10	А	R	
4007	17	3	PP	Providence Park Hospital	Central Providence to Grand River	1,366	10	А	R	
4015	29	3	PP	Nottingham Woods	Woodworth to ITC	1,777	10	А	L	
4016	20	3	PP	Mockingbird	Sandpiper to ITC	557	10	А	L	
4017	22	3	PP	East of Taft Rd.	Kerri to Taft a	1,590	10	А	L	
4018	22	3	PP	Cedar Springs	Kerri to Taft b	312	10	А	L	
4021	26	3	PP	River Oaks	Portage Way east boundary	353	10	А	L	
4024	27	3	PP	Dunbarton Pines	midway to Park	2,002	10	А	L	
4025	11	3	PP	Tollgate Farms	Steinbeck to 12 Mile	4,407	10	А	L	
4026	21	3	PP	Yorkshire to Taft Rd	Emerald Forest to Taft	767	10	А	L	
4027	35	3	PP	Chase to Novi Rd.	Novi to Asbury	306	10	А	L	
4031	2	3	PP	Maples Chateau Estates	Independence to La Roi	1,270	10	А	L	
4033	27	3	PP	Orchard Ridge Arowon	Greening to Algonquin	787	10	А	L	
4035	26	3	PP	Whispering Meadows Orchard Hil	Sovoio to Orchard Hills	1,324	10	А	L	
4038	27	3	PP	Arrowon Pines	Algonquin to Mystic Forest	135	10	А	L	
4041	26	3	PP	Orchard Hill	Tammera to Aspen	578	10	А	L	
4042	25	3	PP	Willowbrook	Le Bost to Park	324	10	А	L	
4044	36	3	PP	Haverhill Maples	Collingdale to Kingsley	2,807	10	А	L	
4045	19	3	PP	Knightsbridge Old Dutch	Victoria to Island Lake	2,832	10	А	L	
4046	22	3	PP	Churchill to Clark	Clark to Thatcher	147	10	А	L	

DRAFT Annual Non-Motorized Prioritization: 2018-2019 Update 30

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

Scheduled Segment

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

CIP Budget Year

Segment Item #	Section #	No Mo Phase	Type	Location	From / To	Length (ft.)	Width (ft)	Surface	2011000	Classification	CIP Budget Year or Scheduled Segment Notes
4047	15	3	PP	CSX	under 96	403	10	A	\	L	
4048	15	3	PP	1-96	Taft to RR	2,065	10	Α	ι.	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	1	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	
O# D-	Off-Road Trails & Paths Total										
OII-RO	ad Tra	ails &	Paths	Total		86,006					
Plann						86,006					
					M-5 to Meadowbrook	86,006 2,817	10	A	R		Metro Connector Phase 2
Plann	ed Or	n-Roa	ad Reg	gional			10 10	A	R		Metro Connector Phase 2
Plann 4340	ed Or 12	1-Roa 2	ad Reg OR	gional Thirteen Mile S. side	Meadowbrook	2,817		А			Metro Connector Phase 2
Plann 4340 4341	ed Or 12 11	2 3	OR OR	gional Thirteen Mile S. side Meadowbrook E. side	Meadowbrook 12 to 13 Mile	2,817 5,117	10	А	R		Metro Connector Phase 2
Plann 4340 4341 4345	ed Or 12 11 9	2 2 3 3	OR OR OR OR	gional Thirteen Mile S. side Meadowbrook E. side West Park W. side	Meadowbrook12 to 13 MileWest to 12 MileGR north 250 ftITC to Wixom	2,817 5,117 4,982	10 10	A A	R R		Metro Connector Phase 2
Plann 4340 4341 4345 4348	ed Or 12 11 9 16	1-Roa 2 3 3 3	OR OR OR OR OR	gional Thirteen Mile S. side Meadowbrook E. side West Park W. side Beck E. side	Meadowbrook 12 to 13 Mile West to 12 Mile GR north 250 ft ITC to Wixom Providence to Grand River	2,817 5,117 4,982 250	10 10 10	A A A	R R R		Metro Connector Phase 2
Plann 4340 4341 4345 4348 4343	ed Or 12 11 9 16 17	2 3 3 3 3 3	or OR OR OR OR OR	gional Thirteen Mile S. side Meadowbrook E. side West Park W. side Beck E. side Eleven Mile N. side	Meadowbrook 12 to 13 Mile West to 12 Mile GR north 250 ft ITC to Wixom Providence to	2,817 5,117 4,982 250 2,550	10 10 10 10	A A A	R R R R		Metro Connector Phase 2
Plann 4340 4341 4345 4348 4343 4346	ed Or 12 11 9 16 17 17 17 19 19	2 3 3 3 3 3 3 3	OR OR OR OR OR OR OR	gional Thirteen Mile S. side Meadowbrook E. side West Park W. side Beck E. side Eleven Mile N. side Beck E. side Wixom W. side Wixom W. side	Meadowbrook 12 to 13 Mile West to 12 Mile GR north 250 ft ITC to Wixom Providence to Grand River 590 ft N. of Ten Mile to Eleven Mile Ten Mile 590 ft north	2,817 5,117 4,982 250 2,550 2,200	10 10 10 10 10	A A A A A	R R R R R		Metro Connector Phase 2
Plann 4340 4341 4345 4348 4343 4346 4344	ed Or 12 11 9 16 17 17 17	P-Roa 2 3 3 3 3 3 3 3 3 3	OR OR OR OR OR OR OR	gional Thirteen Mile S. side Meadowbrook E. side West Park W. side Beck E. side Eleven Mile N. side Beck E. side Wixom W. side	Meadowbrook 12 to 13 Mile West to 12 Mile GR north 250 ft ITC to Wixom Providence to Grand River 590 ft N. of Ten Mile to Eleven Mile Ten Mile 590 ft	2,817 5,117 4,982 250 2,550 2,200 4,752	10 10 10 10 10 10	A A A A A	R R R R R R		
Plann 4340 4341 4345 4348 4343 4346 4344 4351 4347	ed Or 12 11 9 16 17 17 19 19 9, 16	1-Roa 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3	OR OR OR OR OR OR OR OR OR	gional Thirteen Mile S. side Meadowbrook E. side West Park W. side Beck E. side Eleven Mile N. side Beck E. side Wixom W. side Wixom W. side Beck E. side & 12 Mile	Meadowbrook 12 to 13 Mile West to 12 Mile GR north 250 ft ITC to Wixom Providence to Grand River 590 ft N. of Ten Mile to Eleven Mile Ten Mile 590 ft north Bank, I-96, West	2,817 5,117 4,982 250 2,550 2,200 4,752 590	10 10 10 10 10 10 10 10	A A A A A A	R R R R R R		was seg 48
Plann 4340 4341 4345 4348 4343 4346 4344 4351 4347	ed Or 12 11 9 16 17 17 19 19 9, 16 ed On	2 3 3 3 3 3 3 3 3 3 3 3 3 -Roa	Ad Reg OR OR OR OR OR OR OR OR OR OR d Regi	gional Thirteen Mile S. side Meadowbrook E. side West Park W. side Beck E. side Eleven Mile N. side Beck E. side Wixom W. side Wixom W. side Beck E. side & 12 Mile S. side onal Total	Meadowbrook 12 to 13 Mile West to 12 Mile GR north 250 ft ITC to Wixom Providence to Grand River 590 ft N. of Ten Mile to Eleven Mile Ten Mile 590 ft north Bank, I-96, West	2,817 5,117 4,982 250 2,550 2,200 4,752 590 4,488	10 10 10 10 10 10 10 10	A A A A A A	R R R R R R		was seg 48
Plann 4340 4341 4345 4348 4343 4346 4344 4351 4347 Planne	ed Or 12 11 9 16 17 17 19 19 9, 16 ed On	2 3 3 3 3 3 3 3 3 3 3 3 3 -Roa	Ad Reg OR OR OR OR OR OR OR OR OR OR d Regi	gional Thirteen Mile S. side Meadowbrook E. side West Park W. side Beck E. side Eleven Mile N. side Beck E. side Wixom W. side Wixom W. side Beck E. side & 12 Mile S. side onal Total	Meadowbrook 12 to 13 Mile West to 12 Mile GR north 250 ft ITC to Wixom Providence to Grand River 590 ft N. of Ten Mile to Eleven Mile Ten Mile 590 ft north Bank, I-96, West	2,817 5,117 4,982 250 2,550 2,200 4,752 590 4,488	10 10 10 10 10 10 10 10	A A A A A A A	R R R R R R		was seg 48
Plann 4340 4341 4345 4348 4343 4346 4344 4351 4347 Planne Dirt Train	ed Or 12 11 9 16 17 17 19 9, 16 9, 16 ed On ails to	2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 -Roa be F	Ad Reg OR OR OR OR OR OR OR CR A Regi Paved	gional Thirteen Mile S. side Meadowbrook E. side West Park W. side Beck E. side Eleven Mile N. side Beck E. side Wixom W. side Wixom W. side Beck E. side & 12 Mile S. side onal Total	Meadowbrook 12 to 13 Mile West to 12 Mile GR north 250 ft ITC to Wixom Providence to Grand River 590 ft N. of Ten Mile to Eleven Mile Ten Mile 590 ft north Bank, I-96, West	2,817 5,117 4,982 250 2,550 2,200 4,752 590 4,488 27,746	10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10	A A A A A A A A A	R R R R R R		was seg 48

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	ΑF)	
4301	35	3	OR	Rotory Park		2,577	10	ΑF)	
4302	35	3	OR	Chase Farms		2,831	10	ΑF)	
4303	35	3	OR	Rotory Park		750	10	ΑF)	
Dirt Tra	ils To	Be Pa	aved 1	otal		12,086				

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

Crossing Item #	No Mo Phase	Proposed	Location	Notes	
5012	2	mid-block	Meadowbrook north of Chattman	with local off road path seg 3020 & 3037	
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 cossing 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	
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 of 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	

Crossing Item #	No Mo Phase	Proposed	Location	Notes
5020	3	ramps cross signs	West Park & Bristol	with neighborhood connector route signage and crosswalk
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-motorize 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

TABLE 4.4: Proposed	Neighborhood	Connector Routes
TABLE 4.4. TOPOSCO	Neighborhood	

Segme nt 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

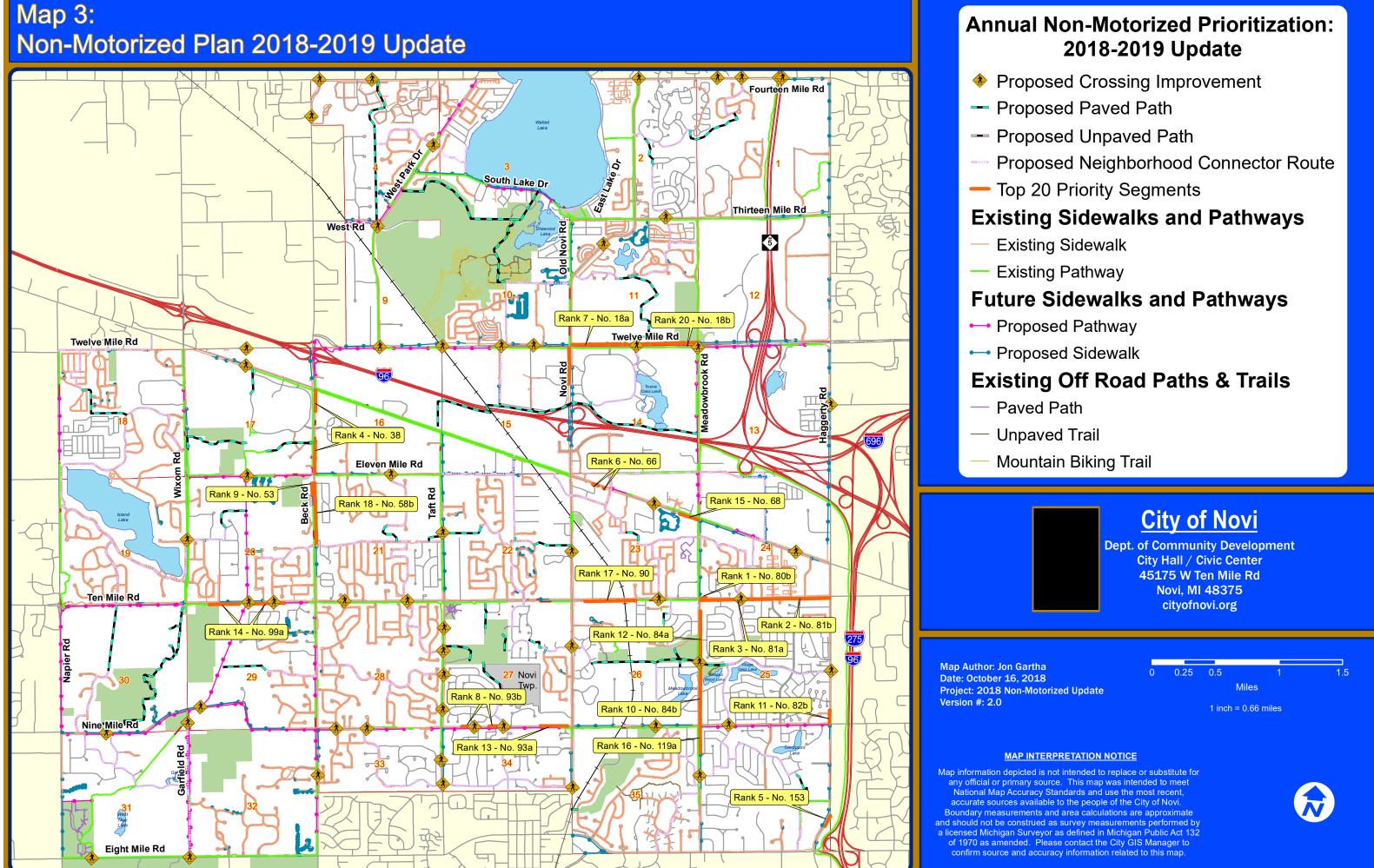
Segme nt Item	No Mo Master Plan Priority	Location	From/To	Length (ft.) Notes
# 9053	2	Arcadia	Eleven Mile to end	1,569
9134	2	Arcadia	Cordoba to west end	1,675
9119	2	Bristol	West Park west part off road	3,060
9012	2	Brownstone	Meadowbrook to Hemingway	1,105
9058	2	Chase	Reindeer to 9 Mile	1,436
9026	2	Cresentwood 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 Plar	nned Routes (ft.)			200,023

Total Planned Routes (ft.)

200,023

DRAFT Annual Non-Motorized Prioritization: 2018-2019 Update 36

MAP 3: Non-Motorized Plan 2016-2017 Update



TABLI	E 4.5: Pro	posed Adja	acent t	to Major Roads Pathwa	ay and Sidewalk Segment	is: Tier 1 Category Ran	kings			d adjacent to roac ne City, the segme									ment's poter	ntial service b	enefits to	o the
									TIER 1 CATE	GORIES		1										
			Side of Street	Location	From	То		Segme nt Length (ft.)	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)	ESS TC	ACCESS TO HOTELS (# hotels within 1 mile) ACCESS TO SHOPPING	¢)	NEIGH	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN		
								(s)		5 points = 1	0 = <10K	4.5 = 1	4 = 1	-	ilable per cate = 1 3.5 = 1	3.5 =	0 = Iow	3.5 = 1/2 to	5 = top	20 = initial		
DOVERALL SEGMENT RANK	Segment	Section # Apple Section # 	Segu of th con	the street - note that is connectivity & must ments with a higher rate the street - note that the nectivity & must be an	s or sidewalks on most of i these segments may be o t be analyzed separately i nking segment planned for ese segments may be critic nalyzed separately for cor	critical for system for connectivity or the opposite side ical for system	of Pieces in Segment	Short Segments (400 ft or less)	CIP Budget Year	accident 10 = 2 accidents 15 = 3 accidents 20 = 4 or more accidents	ADTs", 5 = 10K- 20K ADTs 10 = >20K ADTs Then multiplied by 1<35mph, 1.2 for 35- 40mph & 1.5 for >=45 mph	school 9 = 2+ schools	park 8 = 2+ parks	= 1 sho hotel ng 7 = are 2+ 7	ppi places of a worship = 2+ 7 = 2+ ppi places of	connecte d to neighbori ng sidewalk system	density 8 = medium density 16 = high density	1 mile 7 = over 1 mile	15 survey responses , resident petitions & documen ted segments requeste d by groups & govt agencies	investme nt 15 = major corridor	TOTAL TIER 1 POINTS	TIER 1 RANKING
Leger	_																					
	Segr	nents with a t Segments (higher (400 ft. d	ranking segment planned or less) CIP Bu	5						analyzed separa											
1	80b	24 S	nort	h Ten Mile	Meadowbrook	Estates	1	198		10	7.5	9	6	0	4	0	14	7	5	20	90	1
2	81b	25 P	sout	th Ten Mile	Willowbrook	Haggerty	3	2,634		20	7.5	4.5	0	0	4	0	14	7	5	20	89	2
3	81a	25 P	sout	th Ten Mile	Meadowbrook	Willowbrook	1	2,529		20	7.5	9	0	0	4	0	14	0	5	20	87	3
4	38	16 S	east	t Beck	Eleven Mile	Grand River	2	2,234	23-24	15	15	9	6	2 3	5 0	14	7	7	0	0	79	5
5	153	36 S	east	t Haggerty	City limits	Taco Bell	1	501		10	15	0	0	0 3	5 0	14	14	7	0	0	64	17
6	66	23 P	sout	th Grand River	Sixth Gate	Main Street	2	293	20-21	15	7.5	9	6	4	0	0	14	7	0	0	70	9
7	18a	11 S	nort	h Twelve Mile	Twelve Oaks	Meadowbrook	2	2,923		10	7.5	9	12	4	2	14	7	7	0	0	80	4
8	93b	27 S	nort	h Nine Mile	Plaissance	Taft	2	619	23-24	10	0	4.5	6	0 3	5 0	0	14	7	5	20	70	8
9	53	20 P	wes	t Beck	Eleven Mile	Kirkway Place	1	323		0	7.5	9	6	2	0	14	14	7	5	0	65	15
10	84b	25 S	east	t Meadowbrook	Nine Mile	Chattman	1	2,380	23-24	0	5	9	0	0	4	0	14	7	5	20	71	7
11	32a	15 S	wes	t Novi Rd.	Twelve Oaks	Twelve Mile	2	1,347		15	15	0	6	4	0	0	0	7	5	0	59	20
12	84a	25 S	east	t Meadowbrook	Ten Mile	Chattman	1	2,323	23-24	0	6	9	0	0	4	0	14	0	5	20	65	14
13	93a	27 S	nort	h Nine Mile	Novi Rd.	Plaissance 400' E of	1	1,122	23-24	10	0	0	6	0	0	0	14	7	5	20	69	10

38 | DRAFT Annual Non-Motorized Prioritization: 2017-2018 Update

TABLE 4	.5: Prop	osed Adja	icent to M	lajor Roads Pathway	and Sidewalk Segment	s: Tier 1 Category Rar	kings			d adjacent to road ne City, the segme										ment's poten	tial service b	enefits to	o the
							_		TIER 1 CATE	GORIES													
			Side of Street	Location F	irom	То		Segme nt Length (ft.)	Notes	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/14)	TRAFFIC SAFETV (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		
										5 points = 1	0 = <10K	4.5 = 1	4 = 1	point 3.5	s available 3.5 = 1	per catego 3.5 = 1	3.5 =	0 = low	3.5 = 1/2 to	5 = top	20 = initial		
AENT RANK	#	lk P= 8 ft. pathway	the	e street - note that the	or sidewalks on most of t ese segments may be c e analyzed separately f	critical for system	Segment	ments (400 ft or less)	Budget Year	accident 10 = 2 accidents 15 = 3 accidents 20 = 4 or more	ADTs", 5 = 10K- 20K ADTs 10 = >20K ADTs Then multiplied	school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	5.5 = 1 hotel 7 = 2+ hotel s	stoppi ng area 7 = 2+ shoppi ng areas	places of worship 7 = 2+ places of worship	connecte d to neighbori ng sidewalk system 7 =	density 8 = medium density 16 = high density	1 mile 7 = over 1 mile	15 survey responses , resident petitions & documen ted	investme nt 15 = major corridor	POINTS	Q
OVERALL SEGMENT	egment Item	ection # i= 6 ft. sidewalk	of the s	treet - note that these	king segment planned for e segments may be criti lyzed separately for con	ical for system	of Pieces in Se	Short Segn	CB	accidents	by 1<35mph, 1.2 for 35- 40mph & 1.5 for >=45 mph						connecte d to regional trail system			segments requeste d by groups & govt agencies		TOTAL TIER 1 F	TIER 1 RANKING
	Segme	·	higher ranl	king segment planned fo	e opposite side of the stree or the opposite side of the s Iget Year Defe	-	-		-			-											
15	68	23 P	south	Grand River	Funeral Home	Meadowbrook	1	802		10	7.5	4.5	0	2	7	2	14	14	3.5	0	0	65	15
16	119a	36 S	east	Meadowbrook	Nine Mile	Singh Blvd	1	1,075	21-22	5	0	0	12	0	0	4	0	14	0	5	20	60	19
17	90	26 P	south	Ten Mile	Maly Dental	Novi Ridge Apartments	1	2,122	23-24	5	7.5	0	6	0	7	4	0	14	7	5	20	76	6
18	58b	21 S	east	Beck	Cider Mill	Sierra	1	2,553		0	7.5	9	6	0	3.5	0	14	14	7	5	0	66	11
19	82b	25 S	west	Haggerty	Pavilion Ct Apartments	Nine Mile	1	539		10	15	0	0	4	0	4	0	14	7	5	0	59	20
20	18b	11 S	north	Twelve Mile	Novi Rd.	Twelve Oaks	1	2,027		10	7.5	4.5	12	4	7	2	0	7	7	0	0	61	18
21	58a	21 S	east	Beck	Ashley	Cider Mill	1	1,228		0	7.5	9	6	0	3.5	0	14	14	7	5	0	66	11
22	121a	36 P	south	Nine Mile	Meadowbrook	Sunrise	1	2,899		5	0	4.5	6	0	0	4	0	14	0	5	20	59	22
23	64	22 S	east	Taft	Ten Mile	Eleven Mile	2	4,218	23-24	5	0	9	12	2	0	4	0	14	7	5	0	58	23
24	119c	36 S	east	Meadowbrook	Eight Mile	N of Llewelyn	1	1,191		5	0	0	0	2	0	4	0	14	7	5	20	57	24
25	6	3 P	west	West Park	Bristol Corners	Pontiac Trail	3	2,198		20	0	4.5	0	0	3.5	2	0	14	7	5	0	56	25
	32b	15 S	west	Novi Rd.	I-96 north side	I-96 south side	1	723		15	7.5	4.5	6	4	7	0	0	0	7	5	0	56	25
27	21a	13 P	south	Twelve Mile	Meadowbrook	Energy Way	2	3,451		15	7.5	9	6	2	0	2	7	7	0	0	0	56	27

TABLE	4.5: Pro	posed	l Adjao	cent to N	/lajor Roads Pathway	and Sidewalk Segment	s: Tier 1 Category Ranl	kings			d adjacent to roac he City, the segme										ment's poter	ntial service b	enefits to	the
								·		TIER 1 CAT	EGORIES				1									
				Side of Street	Location F	rom	То		Segme nt Length (ft.)	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 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	_	
									(st		5 points = 1	0 = <10K	4.5 = 1	4 = 1	points 3.5	available 3.5 = 1	per catego 3.5 = 1	3.5 =	0 = low	3.5 = 1/2 to	5 = top	20 = initial		
SEGMENT RANK			P= 8 ft. pathway	the	e street - note that the	or sidewalks on most of t ese segments may be c e analyzed separately f	ritical for system	nent	ents (400 ft or less	Budget Year	accident 10 = 2 accidents 15 = 3 accidents 20 = 4 or	ADTs", 5 = 10K- 20K ADTs 10 = >20K ADTs Then	school 9 = 2+ schools	park 8 = 2+ parks	= 1 hotel 7 = 2+	shoppi ng area 7 = 2+ shoppi ng	places of worship 7 = 2+ places of	connecte d to neighbori ng sidewalk system 7 =	density 8 = medium density 16 = high	1 mile 7 = over 1 mile	15 survey responses , resident petitions & documen	investme nt 15 = major corridor	POINTS	
DVERALL SEGMEI	egment Item #	Section #	S= 6 ft. sidewalk P=	of the s <i>connec</i>	treet - note that these ctivity & must be anal	ting segment planned for e segments may be criti lyzed separately for con	cal for system	of Pieces in Segr	Short Segme	CIPB	more accidents	multiplied by 1<35mph, 1.2 for 35- 40mph & 1.5 for >=45 mph				areas	worship	connecte d to regional trail system	density		ted segments requeste d by groups & govt agencies		TOTAL TIER 1 PC	TIER 1 RANKING
0	d S= 6 ft.	sidewa	alk P= 8	ft. pathw	ay																			
0	Segi	ments w ments w	with pat with a h	thways or	sidewalks on most of the	e opposite side of the stree or the opposite side of the s get Year Defer	street - <i>note that these se</i>																	
0	Segi	ments w ments w	with pat with a h nents (4	thways or higher ranl 100 ft. or le	sidewalks on most of the	or the opposite side of the s	street - note that these se							6	2	3.5	2	14	7	7	5	0	56	27
	Segi Segi Sho	ments w ments w irt Segm 20	with pat with a h nents (4 P	thways or nigher rani 100 ft. or le south	sidewalks on most of the king segment planned for sss) CIP Bud	or the opposite side of the s get Year Defer	street - <i>note that these se</i> rred until construction E side ITC	egments i 2	may be critic		onnectivity & must be	analyzed separa	ately for connectivity	6	2	3.5 7	2	14 0	7 14	7 7	5	0	56 56	27 27
Legend 27	Seguesting Show Show Seguesting S	ments w ments w rt Segm 20 23	with pat with a h nents (4 P P	thways or nigher rani 100 ft. or le south	sidewalks on most of the king segment planned fr ess) CIP Bud Eleven Mile	or the opposite side of the s get Year Defer Wixom	street - <i>note that these se</i> red until construction E side ITC Corridor	egments i 2	may be critic		onnectivity & must be	analyzed separa	ately for connectivity	6 6 0	2 4 0	3.5 7 3.5	_		7 14 7	7 7 0			56	
Legend 27 27 27	Seguestical Segues	ments w ments w rt Segm 20 23 29	with pat with a h nents (4 P P P	thways or higher rank 100 ft. or le south north	sidewalks on most of the king segment planned fr ess) CIP Bud Eleven Mile Grand River	or the opposite side of the s get Year Defer Wixom Town Center	street - <i>note that these se</i> red until construction E side ITC Corridor Amstaff building	egments i 2	may be critic 2,566 677		onnectivity & must be 0 10	analyzed separa 0 7.5	ately for connectivity 9 0	-	4	7	_	0	7 14 7 0	7 7 0 7	0	0	56 56	27
27 27 27 31	Seg Seg Sho 52a 72 97b	ments w ments w rt Segm 20 23 29 17	with pat with a h nents (4 P P P P	thways or higher rank 100 ft. or le south north west west	sidewalks on most of the king segment planned for sss) CIP Bud Eleven Mile Grand River Beck	or the opposite side of the s get Year Defer Wixom Town Center Cheltenham	street - <i>note that these se</i> red until construction E side ITC Corridor Amstaff building	egments i 2	may be critic 2,566 677 1,059		onnectivity & must be 0 10 15	analyzed separa 0 7.5 7.5	9 0 4.5	0	4	7 3.5	0 4	0	7		0	0	56 56	27 27 31
27 27 27 31	Segu Segu Sho 52a 72 97b 169 52b	ments w ments w 20 23 29 17 20	with pat with a h nents (4 P P P P P P	thways or higher rank 100 ft. or lef south north west west south	sidewalks on most of the king segment planned for ess) CIP Bud Eleven Mile Grand River Beck Beck	or the opposite side of the s get Year Defer Wixom Town Center Cheltenham across 96	street - note that these se red until construction E side ITC Corridor Amstaff building Iriquois	egments i 2	may be critic 2,566 677 1,059 1,314		onnectivity & must be 0 10 15 5	<i>analyzed separa</i> 0 7.5 7.5 15	9 9 0 4.5 0	0	4 0 0	7 3.5 7	0 4 0	0 14 0	7 0	7	0 0 5	0 0 15	56 56 54 54	27 27 31
Legend 27 27 27 31 31 31	Segu Segu Sho 52a 72 97b 169 52b	ments w ments w 20 23 29 17 20 26	with pat with a h nents (4 P P P P P P S	thways or higher rank 100 ft. or lef south north west west south north	sidewalks on most of the king segment planned fr ess) CIP Bud Eleven Mile Grand River Beck Beck Eleven Mile	or the opposite side of the s get Year Defer Wixom Town Center Cheltenham across 96 Oberlin	street - note that these se red until construction E side ITC Corridor Amstaff building Iriquois Bosco	egments i 2	may be critic 2,566 677 1,059 1,314 641	cal for system co	onnectivity & must be 0 10 15 5 0	analyzed separa 0 7.5 7.5 15 0	9 9 0 4.5 0 9	0 0 12	4 0 0 0	7 3.5 7 0	0 4 0 0	0 14 0 14	7 0 7	7 7	0 0 5 5 5	0 0 15 0	56 56 54 54 54	277 277 311 311
Legend 27 27 27 31 31 31	Segu Segu Sho 52a 72 97b 169 52b 88 19	ments w ments w rt Segm 20 23 29 17 20 26 12	with pat with a h nents (4 P P P P P P S S	thways or higher rank loo ft. or le south north west west south north north	sidewalks on most of the king segment planned fr ess) CIP Bud Eleven Mile Grand River Beck Beck Eleven Mile Nine Mile	or the opposite side of the s get Year Defer Wixom Town Center Cheltenham across 96 Oberlin RR crossing	street - note that these se red until construction E side ITC Corridor Amstaff building Iriquois Bosco Novi Rd.	egments i 2 1 1 1 1 1 1	may be critic 2,566 677 1,059 1,314 641 1,667	cal for system co	onnectivity & must be 0 10 15 5 0 10	analyzed separa 0 7.5 7.5 15 0 0	ately for connectivity 9 0 4.5 0 9 0	0 0 12 12	4 0 0 0 0	7 3.5 7 0 7	0 4 0 0 4	0 14 0 14 0	7 0 7 14	7 7 7	0 0 5 5 5 0	0 0 15 0 0	56 56 54 54 54 54 53	27 27 31 31 31 31
Legend 27 27 27 31 31 31 34	Segu Segu Sho 52a 72 97b 169 52b 88 19	ments w ments w rt Segm 20 23 29 17 20 26 12 36	with pat with a h nents (4 P P P P P P S S S P	thways or higher rank loo ft. or le south north west west south north north	sidewalks on most of the king segment planned fr ciP Bud Eleven Mile Grand River Beck Beck Eleven Mile Nine Mile	or the opposite side of the s get Year Defer Wixom Town Center Cheltenham across 96 Oberlin RR crossing Meadowbrook	street - note that these se red until construction E side ITC Corridor Amstaff building Iriquois Bosco Novi Rd. Cabot	egments i 2 1 1 1 1 1 1	may be critic 2,566 677 1,059 1,314 641 1,667 3,960	cal for system co	onnectivity & must be 0 10 15 5 0 10 5	analyzed separa 0 7.5 7.5 15 0 0 0 7.5	ately for connectivity 9 0 4.5 0 9 9 0 9	0 0 12 12 6	4 0 0 0 0 2	7 3.5 7 0 7 7 0	0 4 0 0 4 2	0 14 0 14 0 14 0 14	7 0 7 14 0	7 7 7 7 7	0 0 5 5 0 0	0 0 15 0 0 0	56 56 54 54 54 53 53	277 277 311 311 311 311 34
Legend 27 27 27 31 31 31 34 34	Segu Segu Sho 52a 72 97b 169 52b 88 19 121b	ments w ments w 20 23 29 17 20 26 12 36 14	with pat with a h nents (4 P P P P P S S S S P P	thways or higher rank 100 ft. or lef south north west west south north north south	sidewalks on most of the king segment planned for ess) CIP Bud Eleven Mile Grand River Beck Beck Eleven Mile Nine Mile Twelve Mile Nine Mile	or the opposite side of the s get Year Defer Wixom Town Center Cheltenham across 96 Oberlin RR crossing Meadowbrook Sunrise	street - note that these se red until construction E side ITC Corridor Amstaff building Iriquois Bosco Novi Rd. Cabot Haggerty ATI	egments i 2 1 1 1 1 1 1	may be critic 2,566 677 1,059 1,314 641 1,667 3,960 2,482	cal for system co	onnectivity & must be 0 10 15 5 0 10 5 5 5	analyzed separa 0 7.5 7.5 15 0 0 7.5 0 0	ately for connectivity 9 0 4.5 0 9 0 9 0 9 4.5	0 0 12 12 6 0	4 0 0 0 0 2	7 3.5 7 0 7 7 0	0 4 0 0 4 2 4	0 14 0 14 0 14 0 14	7 0 7 14 0 14	7 7 7 7 7 0	0 0 5 5 0 0 5 5	0 0 15 0 0 0 20	56 56 54 54 54 53 53 53	277 277 311 311 311 311 341 344
Legend 27 27 27 27 31 31 31 31 34 34 34 36	Segu Segu Sho 52a 72 97b 169 52b 88 19 121b 30a	ments w ments w rt Segm 20 23 29 17 20 26 12 36 14 34	with pat with a h nents (4 P P P P P P P S S S P P S	thways or higher rank 00 ft. or lef south north west south north north south west	sidewalks on most of the king segment planned for sss) CIP Bud Eleven Mile Grand River Beck Beck Eleven Mile Nine Mile Twelve Mile Nine Mile Nine Mile	or the opposite side of the s get Year Defer Wixom Town Center Cheltenham across 96 Oberlin RR crossing Meadowbrook Sunrise Gardenbrook Rd Timber Ridge	street - note that these se red until construction E side ITC Corridor Amstaff building Iriquois Bosco Novi Rd. Cabot Haggerty ATI Headquarters	egments i 2 1 1 1 1 1 1	may be critic 2,566 677 1,059 1,314 641 1,667 3,960 2,482 2,034	cal for system co	onnectivity & must be 0 10 15 5 0 10 5 5 5 5 5	analyzed separa 0 7.5 7.5 15 0 0 7.5 0 0 6	ately for connectivity 9 0 4.5 0 9 0 9 0 9 4.5 9 4.5	0 0 12 12 6 0 6	4 0 0 0 0 2 0 2 0	7 3.5 7 0 7 0 0 0 7	0 4 0 0 4 2 4 0	0 14 0 14 0 14 0 14 0 7	7 0 7 14 0 14 0	7 7 7 7 0 7	0 0 5 5 0 0 5 0 5 0	0 0 15 0 0 0 20 0	56 56 54 54 53 53 53 51 51	277 277 311 311 311 34 34 34 36
Legend 27 27 27 27 31 31 31 31 34 34 34 36 36 38	Segu Segu Sho 52a 72 97b 169 52b 88 19 121b 30a 115	ments w ments w rt Segm 20 23 29 17 20 26 12 36 14 34 24	with pat with a h nents (4 P P P P P P S S S P P S S S	thways or higher rank too ft. or le south north west west south north south south west west west	sidewalks on most of the king segment planned fr ciP Bud Eleven Mile Grand River Beck Beck Eleven Mile Nine Mile Nine Mile Nine Mile Meadowbrook Novi Road	or the opposite side of the s get Year Defer Wixom Town Center Cheltenham across 96 Oberlin RR crossing Meadowbrook Sunrise Gardenbrook Rd Timber Ridge development	street - note that these se red until construction E side ITC Corridor Amstaff building Iriquois Bosco Novi Rd. Cabot Haggerty ATI Headquarters City Limits	egments i 2 1 1 1 1 2 1 2 1 1 1 1	may be critic 2,566 677 1,059 1,314 641 1,667 3,960 2,482 2,034 1,591	cal for system co	onnectivity & must be 0 10 15 5 0 10 5 5 5 5 5 5 5 5 5	analyzed separa 0 7.5 7.5 15 0 0 7.5 0 6 7.5	ately for connectivity 9 0 4.5 0 9 0 9 4.5 9 4.5	0 0 12 12 6 0 6 6	4 0 0 0 2 0 4 0	7 3.5 7 0 7 0 0 0 7 7 7	0 4 0 0 4 2 4 2 4 0 0	0 14 0 14 0 14 0 14 0 7 7 0	7 0 7 14 0 14 0 14	7 7 7 7 0 7 7 7 7	0 0 5 5 0 0 5 0 5 0 0 5 0	0 0 15 0 0 0 20 0 0	56 56 54 54 53 53 53 51 51	277 277 311 311 331 334 334 336 336 338

		1							TIER 1 CA			4										
			Side of Street	Location	From	То		Segme nt Length (ft.)	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	
										E a stata 1	0 = <10K			-		per catego 3.5 = 1	-		2.5 1/2.5			_
	iegment Item # iection #	= 6 ft. sidewalk P= 8 ft. pathway	Segme of the conne	ne street - note that connectivity & must ents with a higher ra street - note that the	s or sidewalks on most of these segments may be t be analyzed separately nking segment planned ese segments may be cri nalyzed separately for co	critical for system for connectivity for the opposite side itical for system	f Pieces in Segment	Š	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+ hotel s	3.5 = 1 shoppi ng area 7 = 2+ shoppi ng areas	s.s = 1 places of worship 7 = 2+ places of worship	3.5 = connecte d to neighbori ng 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 & documen ted segments requeste d by groups & govt agencies	20 = initial investme nt 15 = major corridor	TOTAL TIED 1 DOINTS
		walk P=	= 8 ft path	way																		
	S= 6 ft. sidev	s with p	pathways o	or sidewalks on most of	the opposite side of the stre												<u> </u>					
	S= 6 ft. sidev Segments Segments	s with p s with a	pathways d a higher rar	or sidewalks on most of	d for the opposite side of the	e street - <i>note that these s</i>							/									
nd	S= 6 ft. sidev Segments Segments Short Seg	s with p s with a gments	pathways o	or sidewalks on most of nking segment planned less) CIP B	d for the opposite side of the								6	0	0	2	14	7	7	5	0	49
nd	S= 6 ft. sidev Segments Segments Short Seg 51 2	s with p s with a gments 0 S	oathways o a higher rar s (400 ft. or l	or sidewalks on most of hking segment planned less) CIP Bi Ten Mile	d for the opposite side of the	e street - <i>note that these s</i> ferred until construction		may be critic	cal for system o	connectivity & must be	e analyzed separa	ately for connectivity		0	0	2	 14 0	7	7	5	0 20	
nd	S= 6 ft. sidev Segments Segments Short Seg 51 2 25 1	s with p s with a gments 0 S 3 S	oathways o a higher rar s (400 ft. or I 5 north 5 west	or sidewalks on most of nking segment planned less) CIP B	d for the opposite side of the udget Year Def Dinser Twelve Mile	e street - <i>note that these s</i> ferred until construction Woodham	segments i	may be critic	cal for system o	connectivity & must be	e analyzed separa 7.5	ately for connectivity	6	-	-			7 14 14	,	-		48
nd	S= 6 ft. sidev Segments Segments Short Seg 51 2 25 1 119b 3	s with p s with a gments 0 S 3 S 6 S	a higher rar a higher rar a (400 ft. or 1 a north a west a east	or sidewalks on most of hking segment planned less) CIP B Ten Mile Haggerty	d for the opposite side of the udget Year Def Dinser Twelve Mile Singh Blvd	e street - <i>note that these s</i> ferred until construction Woodham section line	regments i 1 2	<i>may be critic</i> 1,799 4,186 1,438	cal for system o	connectivity & must be 0 0	e analyzed separa 7.5 7.5	ntely for connectivity 0 4.5	6	2	0		0		0	0	20	48 48
	S= 6 ft. sidev Segments Segments Short Seg 51 2 25 1 119b 3 30b 1	s with p s with a gments 0 S 3 S 6 S 4 P	a higher rar a higher rar a (400 ft. or 1 a north a west a east	or sidewalks on most of hking segment planned less) CIP B Ten Mile Haggerty Meadowbrook	d for the opposite side of the udget Year Def Dinser Twelve Mile Singh Blvd	e street - <i>note that these se</i> ferred until construction Woodham section line N of Llewelyn Bridge Deerfield	segments i 1 2 1	may be critic 1,799 4,186 1,438 910	cal for system o	connectivity & must be 0 0 5	e analyzed separa 7.5 7.5 0	ntely for connectivity 0 4.5 0	6 0 0	2	0	0 4	0	14	0	0	20 20	48 48 47
	S= 6 ft. sidev Segments Segments Short Seg 51 2 25 1 119b 3 30b 1 41 1	s with p s with a gments 0 S 3 S 6 S 4 P 7 S	a higher rar a higher rar a (400 ft. or I a north a west a east b west a east	or sidewalks on most of hking segment planned less) CIP B Ten Mile Haggerty Meadowbrook Meadowbrook	d for the opposite side of the udget Year Def Dinser Twelve Mile Singh Blvd Twelve Mile	e street - <i>note that these s</i> ferred until construction Woodham section line N of Llewelyn Bridge	neegments i 1 2 1 2	may be critic 1,799 4,186 1,438 910	cal for system o	connectivity & must be 0 0 5 5 5	e analyzed separa 7.5 7.5 0 6	0 4.5 0 9	6 0 0 6	2 0 0	0 0 7	0 4 0	0 0 7	14 0	0 0 7	0 5 0	20 20 0	48 48 47 47
	S= 6 ft. sidev Segments Segments Short Seg 51 2 25 1 119b 3 30b 1 41 1 52c 2	s with p s with a gments 0 S 3 S 6 S 6 S 4 P 7 S 0 P	a higher rar a higher rar a (400 ft. or I a north a west a east b west a east	or sidewalks on most of hking segment planned less) CIP B Ten Mile Haggerty Meadowbrook Meadowbrook Wixom Eleven Mile	d for the opposite side of the udget Year Defe Dinser Twelve Mile Singh Blvd Twelve Mile Target	e street - note that these se ferred until construction Woodham section line N of Llewelyn Bridge Deerfield Elementary	1 2 1 2 2 2	may be critic 1,799 4,186 1,438 910 1,516	cal for system o	connectivity & must be 0 0 5 5 5 0	e analyzed separa 7.5 7.5 0 6 5	ntely for connectivity 0 4.5 0 9 9 9	6 0 0 6 12	2 0 0 2	0 0 7 3.5	0 4 0 0	0 0 7 0	14 0 3.5	0 0 7 7 7	0 5 0 5	20 20 0 0	48 48 47 47 47
	S = 6 ft. sidev Segments Segments Short Seg 51 2 25 1 119b 3 30b 1 41 1 52c 2 112 3	s with p s with a gments 0 S 3 S 6 S 6 S 4 P 7 S 0 P 3 S	a higher rar a higher rar a (400 ft. or I a north a west a east b west a east b south	or sidewalks on most of hking segment planned less) CIP B Ten Mile Haggerty Meadowbrook Meadowbrook Wixom Eleven Mile	d for the opposite side of the udget Year Def Dinser Twelve Mile Singh Blvd Twelve Mile Target Bosco Property	e street - note that these se ferred until construction Woodham section line N of Llewelyn Bridge Deerfield Elementary Beck	1 2 1 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	may be critic 1,799 4,186 1,438 910 1,516 1,241	cal for system o	connectivity & must be 0 0 5 5 5 0 0	e analyzed separa 7.5 7.5 0 6 5 0	ntely for connectivity 0 4.5 0 9 9 9 9 9	6 0 0 6 12 12	2 0 0 2 0	0 0 7 3.5 0	0 4 0 0	0 0 7 0 14	14 0 3.5 7	0 0 7 7 7 0	0 5 0 5 5 5	20 20 0 0	48 48 47 47 47 47
	S = 6 ft. sidev Segments Segments Short Seg 51 2 25 1 119b 3 30b 1 41 1 52c 2 112 3 44 1	s with p s with a gments 0 S 3 S 6 S 6 S 6 S 6 S 6 S 7 S 0 P 3 S 8 P	a higher rar a higher rar a (400 ft. or 1 west east west a east c east c south a east c east	or sidewalks on most of hking segment planned less) CIP B Ten Mile Haggerty Meadowbrook Meadowbrook Wixom Eleven Mile Beck	d for the opposite side of the udget Year Def Dinser Twelve Mile Singh Blvd Twelve Mile Target Bosco Property Nine Mile	e street - note that these se ferred until construction Woodham section line N of Llewelyn Bridge Deerfield Elementary Beck City Limits	segments : 1 2 1 2 2 1 2 1 2 1 1 2 1 1 2 1 1 1 1	may be critic 1,799 4,186 1,438 910 1,516 1,241 1,114	cal for system o	connectivity & must be 0 0 5 5 5 0 0 0 10	e analyzed separa 7.5 7.5 0 6 5 0 15	ntely for connectivity 0 4.5 0 9 9 9 4.5	6 0 0 6 12 12 12 0	2 0 0 2 0 0	0 0 7 3.5 0 0	0 4 0 0 0 0	0 0 7 0 14 0	14 0 3.5 7 14	0 0 7 7 7 0 3.5	0 5 0 5 5 5 0	20 20 0 0 0 0	48 48 47 47 47 47 47 47
	S = 6 ft. sidev Segments Segments Short Seg 51 2 25 1 119b 3 30b 1 41 1 52c 2 112 3 44 1 60 2	s with p s with a gments 0 S 3 S 6 S 4 P 7 S 0 P 3 S 8 P 2 P	oathways o a higher rar s (400 ft. or I s north s west east vest s east s outh s east o east o east o south	or sidewalks on most of hking segment planned less) CIP B Ten Mile Haggerty Meadowbrook Meadowbrook Meadowbrook Eleven Mile Beck Napier	d for the opposite side of the udget Year Defe Dinser Twelve Mile Singh Blvd Singh Blvd Target Bosco Property Nine Mile Knights Bridge	e street - note that these so ferred until construction Woodham section line N of Llewelyn Bridge Deerfield Elementary Beck City Limits Island Lake	segments : 1 2 1 2 2 1 2 1 2 1 1 2 1 1 2 1 1 1 1	may be critic 1,799 4,186 1,438 910 1,516 1,241 1,114 2,626	cal for system o	connectivity & must be 0 0 5 5 0 0 0 10 10	e analyzed separa 7.5 7.5 0 6 5 0 15 0	ately for connectivity 0 4.5 0 9 9 9 4.5 0 0	6 0 0 6 12 12 12 0 6	2 0 0 2 0 0 0 0	0 0 7 3.5 0 0 0	0 4 0 0 0 0 0	0 0 7 0 14 0 0	14 0 3.5 7 14 7	0 0 7 7 7 0 3.5 3.5	0 5 0 5 5 0 0 0	20 20 0 0 0 0 0 20	48 48 47 47 47 47 47 47 47 46
	S = 6 ft. sidev Segments Segments Short Seg 51 2 25 1 119b 3 30b 1 41 1 52c 2 112 3 44 1 60 2 31 1	s with p s with a gments 0 S 3 S 6 S 4 P 7 S 0 P 3 S 8 P 2 P 5 S	a higher rar (400 ft. or l onorth o	r sidewalks on most of hking segment planned less) CIP B Ten Mile Haggerty Meadowbrook Meadowbrook Wixom Eleven Mile Beck Napier Eleven Mile	d for the opposite side of the udget Year Dinser Dinser Twelve Mile Singh Blvd Twelve Mile Bosco Property Nine Mile Knights Bridge Clark	e street - note that these so ferred until construction Woodham section line N of Llewelyn Bridge Deerfield Elementary Beck City Limits Island Lake Creek Crossing	segments . 1 2 1 2 1 2 1 2 1 2 1 1 1 1	may be critic 1,799 4,186 1,438 910 1,516 1,241 1,114 2,626 244	cal for system o	connectivity & must be 0 0 5 5 0 0 0 10 10 10 0	e analyzed separa 7.5 7.5 0 6 5 0 15 0 15 0 0 15	ately for connectivity 0 4.5 0 9 9 9 4.5 0 4.5 0 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	6 0 0 6 12 12 12 0 6 0	2 0 0 2 0 0 0 0 0 0	0 0 7 3.5 0 0 0 0 7	0 4 0 0 0 0 0 4	0 0 7 0 14 0 0 0	14 0 3.5 7 14 7 14	0 0 7 7 0 3.5 3.5 7	0 5 0 5 5 5 0 0 0 5	20 20 0 0 0 0 20 0 20	48 48 47 47 47 47 47 47 46 46
	S = 6 ft. sidev Segments Segments Short Seg 51 2 25 1 119b 3 30b 1 41 1 52c 2 112 3 44 1 60 2 31 1 87 2	s with p s with a gments 0 S 3 S 6 S 6 S 4 P 7 S 0 P 3 S 8 P 2 P 5 S 6 S	a higher rar (400 ft. or l onorth o	or sidewalks on most of hking segment planned less) CIP B Haggerty Meadowbrook Meadowbrook Meadowbrook Eleven Mile Beck Napier Eleven Mile Twelve Mile	d for the opposite side of the	e street - note that these so ferred until construction Woodham section line N of Llewelyn Bridge Deerfield Elementary Beck City Limits Island Lake Creek Crossing Hino Motors	1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2	may be critic 1,799 4,186 1,438 910 1,516 1,241 1,114 2,626 244 3,484	cal for system o	Connectivity & must be 0 0 5 5 0 0 10 10 10 15	e analyzed separa 7.5 7.5 0 6 5 0 15 0 15 0 0 15 0 0 7.5	0 4.5 0 9 9 9 9 9 9 9 9 9 0 9 0 9 0 9 0 9 0 0 0 0 0 0 0 0 0 0 0	6 0 0 6 12 12 0 6 0 0	2 0 0 2 0 0 0 0 0 0 4	0 0 7 3.5 0 0 0 0 7 7 7	0 4 0 0 0 0 0 4 0	0 0 7 0 14 0 0 0 0	14 0 3.5 7 14 7 14 0	0 0 7 7 0 3.5 3.5 7 7 7	0 5 0 5 5 0 0 0 5 5 5 5	20 20 0 0 0 0 20 0 0 0	49 48 48 47 47 47 47 47 47 46 46 46 45

TABLE 4	l.5: Proj	posed	Adjac	ent to N	lajor Roads Pathw	ay and Sidewalk Segmen	ts: Tier 1 Category Ran	kings		citizens of th	d adjacent to roac ne City, the segme										ment's poter	ntial service k	enefits to	o the
			1							TIER 1 CATE	GORIES				1									
				Side of Street	Location	From	То		Segme nt Length (ft.)	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		
									(s		5 points = 1	0 = <10K	4.5 = 1	4 = 1	point : 3.5	s available 3.5 = 1	per catego 3.5 = 1	ry 3.5 =	0 = Iow	3.5 = 1/2 to	5 = top	20 = initial		
DVERALL SEGMENT RANK	iegment Item #	Section #	S= 6 ft. side	Segmer of the st connect	e street - note that connectivity & mus nts with a higher ra treet - note that th ctivity & must be an	s or sidewalks on most of these segments may be of t be analyzed separately inking segment planned f ese segments may be crit nalyzed separately for con	critical for system for connectivity or the opposite side ical for system	of Pieces in Segment	Short Segments (400 ft or less	CIP Budget Year	accident 10 = 2 accidents 15 = 3 accidents 20 = 4 or more accidents	ADTs", 5 = 10K- 20K ADTs 10 = >20K ADTs Then multiplied by 1<35mph, 1.2 for 35- 40mph & 1.5 for >=45 mph	school 9 = 2+ schools	park 8 = 2+ parks	= 1 hotel 7 = 2+ hotel s	shoppi ng area 7 = 2+ shoppi ng areas	places of worship 7 = 2+ places of worship	connecte d to neighbori ng sidewalk system 7 = connecte d to regional trail system	density 8 = medium density 16 = high density	1 mile 7 = over 1 mile	15 survey responses , resident petitions & documen ted segments requeste d by groups & govt agencies	investme nt 15 = major corridor	TOTAL TIER 1 POINTS	TIER 1 RANKING
õ	0			+ nothur	av																			
Legend	S= 6 ft.	sidewal	11K P= 8 I	t. patriwa	uy																			
0] Segn] Segn	nents w nents w	vith path vith a hiç	nways or	sidewalks on most of king segment planne	the opposite side of the stree d for the opposite side of the udget Year Defe																		
0] Segn] Segn	nents w nents w t Segme	vith path vith a hig nents (40	nways or gher rank 10 ft. or le	sidewalks on most of king segment planne	d for the opposite side of the	street - note that these se							6	2	7	0	0	7	0	0	0	44	54
Legend	Segn Segn Shor	nents w nents w t Segma 24	vith path vith a hig nents (40 P	nways or gher rank 10 ft. or le south	sidewalks on most of king segment planne ss) CIP E	d for the opposite side of the sudget Year Defe	street - <i>note that these se</i>		may be critic.		onnectivity & must be	analyzed separa	ately for connectivity		2	7 7	0	0	7 7	0	0	0		54 55
Legend	Segn Segn Shor 78a	nents w nents w t Segme 24 24	vith path vith a hig nents (40 P s P i	nways or gher rank 10 ft. or le south north	sidewalks on most of king segment planne ss) CIP E Grand River	d for the opposite side of the sudget Year Defe Meadowbrook	street - <i>note that these se</i> med until construction Joseph		may be critic 1,967		onnectivity & must be 10	analyzed separa	ately for connectivity 4.5	6		7 7 0								
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Legend 54 55 55 55 58 58 58 58 61 62 63 64 63 64 65	 segn <li< td=""><td>nents w nents w 24 24 29 29 15 17 24 29 16 14 36 16</td><td>vith path vith a hig nents (40 P s P s S n S n S n S n S n S n S n</td><td>nways or gher rank north north north east south south west north east west</td><td>sidewalks on most of cing segment planne ss) CIP E Grand River Grand River Nine Mile Nine Mile Taft Grand River Grand River Beck Eleven Mile Novi Rd. Haggerty</td><td>d for the opposite side of the hudget Year Defe Meadowbrook Seeley Vasilios Court Kensington Eleven Mile Providence Hospital Karim Nine Mile Mandalay Cir E south Twelve Oaks entrance Eight Mile</td><td>street - note that these se rred until construction Joseph Meadowbrook ITC Pathway Vasilios Court Grand River Wixom Haggerty Cheltenham Taft North Twelve Oaks entrance Big Boy Restaurant</td><td>egments (1 1 2 1 2 3 1 1 1 2 1 1 2 1 1 1 2 1 1 1 1 1 1 1 1 1 1 1 2 1 1 1 1 2 1 1 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1</td><td> may be critic. 1,967 1,038 2,167 2,589 1,648 843 843 383 858 496 988 349 </td><td></td><td>nnectivity & must be 10 10 0 0 0 5 10 15 0 0 0 0 0 0</td><td>analyzed separa 7.5 7.5 0 0 0 7.5 7.5 7.5 7.5 7.5 0 7.5 0 0 7.5</td><td>4.5 4.5 4.5 4.5 4.5 4.5 4.5 4.5 9 4.5 9 4.5 9 1.5 9 1.5 9 1.5 1.5 1.5 1.5 9 1.5 1.5 9 1.5 1.5 1.5 1.5 1.5 1.5 1.5 9 1.3.5</td><td>6 0 6 0 12 0 0 0 6 0 0 0</td><td>2 0 4 2 0 0 2 4 4</td><td>7 0 0 7 0 7 3.5 0 7 3.5</td><td>2 0 4 0 0 4 4 4 4 0 0</td><td>0 14 14 0 0 0 0 0 0 0 0 14</td><td>7 7 7 7 0 7 7 7 7 7 0 0 0</td><td>3.5 7 7 7 7 7 7 0 7 7 7 7 7 3.5</td><td>0 5 5 5 0 0 0 5 5 5 0</td><td>0 0 0 0 0 0 0 0 0 0 0 0</td><td>44 44 43 43 43 43 43 42 40 40 39 38</td><td>55 55 58 58 61 62 63 64</td></li<>	nents w nents w 24 24 29 29 15 17 24 29 16 14 36 16	vith path vith a hig nents (40 P s P s S n S n S n S n S n S n S n	nways or gher rank north north north east south south west north east west	sidewalks on most of cing segment planne ss) CIP E Grand River Grand River Nine Mile Nine Mile Taft Grand River Grand River Beck Eleven Mile Novi Rd. Haggerty	d for the opposite side of the hudget Year Defe Meadowbrook Seeley Vasilios Court Kensington Eleven Mile Providence Hospital Karim Nine Mile Mandalay Cir E south Twelve Oaks entrance Eight Mile	street - note that these se rred until construction Joseph Meadowbrook ITC Pathway Vasilios Court Grand River Wixom Haggerty Cheltenham Taft North Twelve Oaks entrance Big Boy Restaurant	egments (1 1 2 1 2 3 1 1 1 2 1 1 2 1 1 1 2 1 1 1 1 1 1 1 1 1 1 1 2 1 1 1 1 2 1 1 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1	 may be critic. 1,967 1,038 2,167 2,589 1,648 843 843 383 858 496 988 349 		nnectivity & must be 10 10 0 0 0 5 10 15 0 0 0 0 0 0	analyzed separa 7.5 7.5 0 0 0 7.5 7.5 7.5 7.5 7.5 0 7.5 0 0 7.5	4.5 4.5 4.5 4.5 4.5 4.5 4.5 4.5 9 4.5 9 4.5 9 1.5 9 1.5 9 1.5 1.5 1.5 1.5 9 1.5 1.5 9 1.5 1.5 1.5 1.5 1.5 1.5 1.5 9 1.3.5	6 0 6 0 12 0 0 0 6 0 0 0	2 0 4 2 0 0 2 4 4	7 0 0 7 0 7 3.5 0 7 3.5	2 0 4 0 0 4 4 4 4 0 0	0 14 14 0 0 0 0 0 0 0 0 14	7 7 7 7 0 7 7 7 7 7 0 0 0	3.5 7 7 7 7 7 7 0 7 7 7 7 7 3.5	0 5 5 5 0 0 0 5 5 5 0	0 0 0 0 0 0 0 0 0 0 0 0	44 44 43 43 43 43 43 42 40 40 39 38	55 55 58 58 61 62 63 64
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42 | DRAFT Annual Non-Motorized Prioritization: 2017-2018 Update

BLE 4.5: Proposed	d Adjacent to	Major Roads Pathw	ay and Sidewalk Segmei	nts: Tier 1 Category Rai	nkings		citizens of th	e City, the segme	ents are ranked	by the Tier 1 point	are reviev s & the se	ved aga gments	inst a set o receiving t	he top 20 p	oints are assigned	gned Tier 2	sed on the seg points	iment's poter	ntial service b	
	Side of Street	Location	From	То		Segme nt Length (ft.)	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	
OVERALL SEGMENT RANK Segment Item # Section #	t segment t t t t t t t t t t t t t t t t t t	he street - note that connectivity & mus ents with a higher ra street - note that th	ys or sidewalks on most of these segments may be to be analyzed separately anking segment planned tese segments may be cr nalyzed separately for co	critical for system of for connectivity for the opposite side itical for system	of Pieces in Segment	Short Segments (400 ft or less)	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	point 3.5 = 1 hotel 7 = 2+ hotel s	s available 3.5 = 1 shoppi ng area 7 = 2+ shoppi ng areas	3.5 = 1 places of worship 7 = 2+ places of worship	3.5 = connecte d to neighbori ng 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 & documen ted segments requeste d by groups & govt agencies	20 = initial investme nt 15 = major corridor	TOTAL TIER 1 POINTS
					0															
gend S= 6 ft. sidewa Segments v Segments v Short Segn	with pathways o with a higher ra ments (400 ft. or	or sidewalks on most o unking segment planne less) CIP E		e street - <i>note that these s</i> erred until construction		nay be critic		nnectivity & must be	e analyzed separa	tely for connectivity				-		-				
gend S= 6 ft. sidewa Segments v Segments v Short Segn 5 111a 32	with pathways o with a higher ra ments (400 ft. or 2 P south	or sidewalks on most o unking segment planne less) CIP E Nine Mile	ed for the opposite side of the Budget Year Def Beck	e street - <i>note that these s</i> ^r erred until construction Garfield Conservation		nay be critic 2,654		nnectivity & must be	e analyzed separa	tely for connectivity 4.5	6	0	0	0	14	0	3.5	5	0	38 65
gend S= 6 ft. sidewa Segments Segments Short Segn Short Segn 5 111a 32 5 175 35	with pathways of with a higher ra ments (400 ft. or 2 P south 5 P south	or sidewalks on most o unking segment planne less) CIP E Nine Mile	ed for the opposite side of the Budget Year Def Beck Griswold	e street - <i>note that these s</i> ferred until construction Garfield Conservation City Limits		2,654 228		nnectivity & must be 5 0	e analyzed separa 0 15	tely for connectivity 4.5 9	6 0	0	0 7 7	0	0	0 7	0	0	0	38 65
gend S= 6 ft. sidewa Segments Segments Short Segn Short Segn 5 111a 32 5 175 35 5 171 35	with pathways of with a higher ra ments (400 ft. or 2 P south 5 P south 5 P south	or sidewalks on most of inking segment planne less) CIP E Nine Mile Eight Mile	ed for the opposite side of the Budget Year Def Beck Griswold Griswold	e street - <i>note that these s</i> ferred until construction Garfield Conservation City Limits City Limits		nay be critic 2,654 228 1,439		nnectivity & must be	e analyzed separa 0 15 15	tely for connectivity 4.5 9 9 9	6 0 0	0	7 7	0	0	7 7	0	0	0	38 65 38 65
gend S= 6 ft. sidewa Segments Segments Short Segn Short Segn 5 111a 32 5 175 35 5 171 35 5 171 35	with pathways of with a higher ra- ments (400 ft. or 2 P south 5 P south 5 P south 5 P south 5 P south	or sidewalks on most of inking segment planne less) CIP E Nine Mile Eight Mile Eight Mile Griswold	ed for the opposite side of the Budget Year Def Beck Griswold Griswold Eight Mile	e street - note that these s ferred until construction Garfield Conservation City Limits City Limits City Limits		2,654 228 1,439 143		nnectivity & must be	e analyzed separa 0 15 15 15	tely for connectivity 4.5 9 9 9 9	6 0 0 0	0 0 0	7 7 7 7	0 0 0 0	0 0 0	7 7 7 7	0 0 0	0 0 0 0	0 0 0 0	38 6! 38 6! 38 6! 38 6!
gend S= 6 ft. sidewa Segments v Segments v Short Segn Short Segn 5 111a 32 5 175 35 5 171 35 5 174 35 2 17 11	with pathways of with a higher ra- ments (400 ft. or 2 P south 5 P south 5 P south 5 P south 5 P south 5 P south 5 P south	or sidewalks on most of inking segment planne less) CIP E Nine Mile Eight Mile Eight Mile Griswold Old Novi	ed for the opposite side of the Budget Year Def Beck Griswold Griswold Eight Mile Novi Rd.	e street - note that these s ferred until construction Garfield Conservation City Limits City Limits City Limits Thirteen Mile	segments m	2,654 228 1,439 143 2,095		nnectivity & must be	e analyzed separa 0 15 15 15 0	4.5 9 9 9 9 4.5	6 0 0 0 12	0 0 0 2	7 7 7 7 0	0 0 0 0	0 0 0 0	7 7 7 7 7 7	0 0 0 7	0 0 0 0	0 0 0 0	38 65 38 65 38 65 38 72
gend S= 6 ft. sidewa Segments v Segments v Short Segn 5 111a 32 175 174 35 174 3162a	with pathways of with a higher ra- ments (400 ft. or 2 P south 5 P south	or sidewalks on most of inking segment planned less) CIP E CIP E	ed for the opposite side of the Budget Year Def Beck Griswold Griswold Eight Mile Novi Rd. West Park	e street - note that these s ferred until construction Garfield Conservation City Limits City Limits City Limits City Limits Thirteen Mile E of Lilley Trail	segments m 1 1 1 1 1 1 1 1	2,654 228 1,439 143 2,095 2,000		nnectivity & must be 5 0 0 0 5 5 0	e analyzed separa 0 15 15 15 0 0	tely for connectivity 4.5 9 9 9 4.5 0	6 0 0 12 12	0 0 0 2 0	7 7 7 0 3.5	0 0 0 0 0	0 0 0 0 0	7 7 7 7 7 7 14	0 0 0 7 7	0 0 0 0 0	0 0 0 0 0	38 65 38 65 38 65 38 72 37 73
gend S= 6 ft. sidewa Segments v Segments v Short Segments v 5 111a 32 175 171 35 174 3162a 34	with pathways of with a higher ra- ments (400 ft. or 2 P south 5 P south 5 P south 5 P south 5 P south 5 P south 5 S east 5 North 5 S north	or sidewalks on most of inking segment planned less) CIP & CIP & CIP & C	ed for the opposite side of the Budget Year Def Beck Griswold Griswold Griswold Eight Mile Novi Rd. West Park Clark	e street - note that these s ferred until construction Garfield Conservation City Limits City Limits City Limits Thirteen Mile E of Lilley Trail Taft	segments m 1 1 1 1 1 1 1 2	2,654 228 1,439 143 2,095 2,000 2,770		nnectivity & must be 5 0 0 0 5 5 0 0	e analyzed separa 0 15 15 15 0 0 0 0	tely for connectivity 4.5 9 9 9 4.5 0 9 9	6 0 0 12 12 12 0	0 0 0 2 0 2	7 7 7 0 3.5 7	0 0 0 0 0 4	0 0 0 0 0 0	7 7 7 7 7 14 7	0 0 7 7 7 7	0 0 0 0 0 0	0 0 0 0 0 0 0	38 65 38 65 38 65 38 72 37 73 36 74
gend S= 6 ft. sidewa Segments v Segments v Short Segments v 5 111a 32 175 171 35 174 3162a 3 4 78c	with pathways of with a higher ra- ments (400 ft. or 2 P south 5 P south 5 P south 5 P south 5 P south 5 P south 5 S east 5 North 5 S north 4 P south	or sidewalks on most of inking segment planned less) CIP & CIP & CIP & CIP & CIP & CIP & CIP & CIP & CIP & CIP & CIP & CIP & CIP & CIP & CIP & CIP & C	ed for the opposite side of the Budget Year Def Beck Griswold Griswold Griswold Eight Mile Novi Rd. West Park Clark Olde Orchard	e street - note that these s ferred until construction Garfield Conservation City Limits City Limits City Limits Thirteen Mile E of Lilley Trail Taft Karim	segments m 1 1 1 1 1 1 1 2 1 1	2,654 228 1,439 143 2,095 2,000 2,770 279		nnectivity & must be 5 0 0 0 5 5 0 0 0 10	e analyzed separa 0 15 15 15 0 0 0 0 7.5	tely for connectivity 4.5 9 9 9 9 4.5 0 9 4.5	6 0 0 12 12 12 0 0	0 0 0 2 0 2 0 2 0	7 7 7 0 3.5 7 7	0 0 0 0 0 4 0	0 0 0 0 0 0 0	7 7 7 7 7 14 7 7 7	0 0 7 7 7 7 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	38 65 38 65 38 65 38 72 37 73 36 74 36 74
gend S= 6 ft. sidewa Segments v Segments v Short Segments v Segments v 5 111a 32 5 175 35 5 171 35 5 174 35 2 17 11 3 162a 3 4 34 15 4 78c 24	with pathways of with a higher ra- ments (400 ft. or 2 P south 5 P south 5 P south 5 P south 5 P south 5 S east 5 North 5 S north 6 P south 6 P south 6 P south	or sidewalks on most of inking segment planned less) CIP E Bight Mile Bight Mile Griswold Old Novi South Lake Eleven Mile Grand River	ed for the opposite side of the Budget Year Def Beck Griswold Griswold Griswold Eight Mile Novi Rd. West Park Clark Olde Orchard Joseph	e street - note that these s ferred until construction Garfield Conservation City Limits City Limits City Limits City Limits E of Lilley Trail Taft Karim Bashian	segments m 1 1 1 1 1 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1	2,654 228 1,439 143 2,095 2,000 2,770 279 290		nnectivity & must be 5 0 0 0 5 0 5 0 0 10 10	e analyzed separa 0 15 15 15 0 0 0 0 7.5 7.5	tely for connectivity 4.5 9 9 9 4.5 0 9 4.5 4.5 4.5	6 0 0 12 12 12 0 0 0	0 0 2 0 2 0 2 0	7 7 7 0 3.5 7 7 7 7	0 0 0 0 0 4 0 0	0 0 0 0 0 0 0 0 0	7 7 7 7 7 14 7 7 7 7	0 0 7 7 7 7 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	38 65 38 65 38 65 38 72 37 73 36 74 36 74 36 74
gend S= 6 ft. sidewa Segments Segments Segments Segments Short Segments Segments 5 111a 32 5 175 35 5 171 35 5 174 35 2 17 11 3 162a 3 4 34 15 4 78c 24 7 3 1	with pathways of with a higher ra- ments (400 ft. or 2 P south 5 P south 5 P south 5 P south 5 P south 5 S north 5 S north 6 P south 6 P south 6 P south 6 S north 6 S north	or sidewalks on most of inking segment planned less) CIP 6 CIP 6 C	ed for the opposite side of the Budget Year Def Beck Griswold Griswold Griswold Eight Mile Novi Rd. Uest Park Clark Olde Orchard Joseph Haggerty Rd.	e street - note that these s ferred until construction Garfield Conservation City Limits City Limits City Limits City Limits E of Lilley Trail Taft Karim Bashian M-5	segments m 1 1 1 1 1 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1	2,654 228 1,439 143 2,095 2,000 2,770 279 290 1,782		nnectivity & must be 5 0 0 0 5 0 0 5 0 0 10 10 10 0	e analyzed separa 0 15 15 15 0 0 0 0 7.5 7.5 0	tely for connectivity 4.5 9 9 9 4.5 0 9 4.5 4.5 4.5 4.5	6 0 0 12 12 12 0 0 0 0 0	0 0 2 0 2 0 2 0 0 0 0 0	7 7 7 0 3.5 7 7 7 7 7 0	0 0 0 0 0 4 0 4 0 0 2	0 0 0 0 0 0 0 0 0	7 7 7 7 14 7 7 7 7 7 7 7	0 0 7 7 7 7 0 0 0 0 7	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 15	38 65 38 65 38 65 38 72 37 73 36 74 36 74 36 74 36 74 36 74 36 74 36 74
gend S= 6 ft. sidewa Segments Segments Segments Segments Short Segn Segments 5 111a 32 5 175 35 5 171 35 5 174 35 2 17 11 3 162a 3 4 78c 24 7 3 1 7 116b 34	with pathways of with a higher ra- ments (400 ft. or 2 P south 5 P south 5 P south 5 P south 5 P south 5 S north 6 S north 6 P south 6 P south 6 P south 6 P south 6 P south 7 P south 7 P south	or sidewalks on most of inking segment planned less) CIP E i Right Mile i Eight Mile i Eight Mile i Griswold i Griswold i South Lake i Eleven Mile i Grand River i Grand River i Nine Mile	ed for the opposite side of the Budget Year Def Beck Griswold Gris	e street - note that these s ferred until construction Garfield Conservation City Limits City Limits City Limits City Limits E of Lilley Trail Taft Karim Bashian M-5 Taft	segments m 1 1 1 1 1 1 2 1 1 2 1 1 2 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1	2,654 228 1,439 143 2,095 2,000 2,770 2,770 279 290 1,782 2,682		nnectivity & must be 5 0 0 0 5 0 0 5 0 10 10 10 10 5 5	e analyzed separa 0 15 15 15 0 0 0 7.5 7.5 0 0 0 0 0 0 0 0 0 0 0 0 0	tely for connectivity 4.5 9 9 9 4.5 0 9 4.5 4.5 4.5 4.5 4.5	6 0 0 12 12 12 0 0 0 0 0 0 0	0 0 2 0 2 0 2 0 0 0 0 0 0	7 7 7 0 3.5 7 7 7 7 7 7 0 7	0 0 0 0 0 4 0 0 2 0	0 0 0 0 0 0 0 0 0 0 0	7 7 7 7 14 7 7 7 7 7 7 7 14	0 0 7 7 7 7 0 0 0 7 0 7 0	0 0 0 0 0 0 0 0 0 0 0 0 0 5	0 0 0 0 0 0 0 0 0 0 0 15 0	38 65 38 65 38 65 38 72 37 73 36 74 36 74 36 74 36 74 36 74 36 74 36 74 36 77 36 77
gend S= 6 ft. sidewa Segments Segments Segments Segments Short Segn Segments 5 111a 32 5 175 35 5 171 35 5 174 35 2 17 11 3 162a 3 4 78c 24 7 3 1 7 116b 34	with pathways of with a higher ra- ments (400 ft. or 2 P south 5 P south 5 P south 5 P south 5 P south 5 S north 6 S north 6 P south 6 P south 6 P south 6 P south 6 P south 6 P south 7 S north	or sidewalks on most of inking segment planned less) CIP E i Right Mile i Eight Mile i Eight Mile i Griswold i Old Novi i South Lake i Grand River i Grand River i Grand River i Nine Mile i Clark	ed for the opposite side of the Budget Year Def Beck Griswold Griswold Griswold Eight Mile Novi Rd. Uest Park Clark Olde Orchard Joseph Haggerty Rd.	e street - note that these s ferred until construction Garfield Conservation City Limits City Limits City Limits City Limits E of Lilley Trail Taft Karim Bashian M-5	segments m 1 1 1 1 1 1 2 1 1 2 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1	2,654 228 1,439 143 2,095 2,000 2,770 279 290 1,782		nnectivity & must be 5 0 0 0 5 0 0 5 0 0 10 10 10 0	e analyzed separa 0 15 15 15 0 0 0 0 7.5 7.5 0	tely for connectivity 4.5 9 9 9 4.5 0 9 4.5 4.5 4.5 4.5	6 0 0 12 12 12 0 0 0 0 0	0 0 2 0 2 0 2 0 0 0 0 0	7 7 7 0 3.5 7 7 7 7 7 0	0 0 0 0 0 4 0 4 0 0 2	0 0 0 0 0 0 0 0 0	7 7 7 7 14 7 7 7 7 7 7 7	0 0 7 7 7 7 0 0 0 0 7	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 15	38 65 38 65

TABLE	3LE 4.5: Proposed Adjacent to Major Roads Pathway and Sidewalk Segments: Tier 1 Category Rankings					nkings			d adjacent to roac ne City, the segme		dewalk segments a by the Tier 1 points								ment's poter	ntial service b	enefits to	line		
										TIER 1 CATE	GORIES	1	T				1		1			1		
		Location From To						Segme nt Length (ft.)	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			
									(9		5 points = 1	0 = <10K	4.5 = 1	4 = 1	3.5	3.5 = 1	per catego 3.5 = 1	ry 3.5 =	0 = low	3.5 = 1/2 to	5 = top	20 = initial		
ALL SEGMENT RANK	dment Item #	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)	CIP Budget Year	accident 10 = 2 accidents 15 = 3 accidents 20 = 4 or more accidents	ADTs", 5 = 10K- 20K ADTs 10 = >20K ADTs Then multiplied by 1<35mph, 1.2 for 35- 40mph & 1.5 for >=45 mph	school 9 = 2+ schools	park 8 = 2+ parks	= 1 hotel 7 = 2+ hotel s	shoppi ng area 7 = 2+ shoppi ng areas	places of worship 7 = 2+ places of worship	connecte d to neighbori ng sidewalk system 7 = connecte d to regional trail system	density 8 = medium density 16 = high density	1 mile 7 = over 1 mile	15 survey responses , resident petitions & documen ted segments requeste d by groups & govt agencies	investme nt 15 = major corridor	TOTAL TIER 1 POINTS	TIER 1 RANKING	
OVERALL																								
	d S=	6 ft. sidewalk P= 8 ft. pathway Segments with pathways or sidewalks on most of the opposite side of the street - <i>note that these segments</i> Segments with a higher ranking segment planned for the opposite side of the street - <i>note that these segments</i>																						
	d S=	Segments w	vith pathwa vith a highe	ays or sic er rankin	dewalks on most of th ig segment planned	for the opposite side of the s																		
	d S=	Segments w Segments w	vith pathwa vith a highe	ays or sic er rankin :. or less)	dewalks on most of th ig segment planned	for the opposite side of the s	street - <i>note that these s</i>							0	2	0	0	0	0	3.5	5	15	33	82
	d S=	Segments w Segments w Short Segm 9	vith pathwa vith a highe nents (400 ff S no	ays or sic er rankin or less) rth	dewalks on most of th ig segment planned) CIP Buc	for the opposite side of the s	street - <i>note that these s</i>		aay be critica		onnectivity & must be	analyzed separa	ntely for connectivity	0 12	2	0 3.5	0 0	0 14	0 0	3.5 3.5	5 0	15 0		82 82
Legence 82	d S= 1 S S 11 10	Segments w Segments w Short Segm 9 04 31	vith pathwa vith a highe nents (400 fl S no	ays or sic er rankin or less) rth	dewalks on most of th ig segment planned) CIP Bud Twelve Mile	for the opposite side of the s dget Year Defer Novi Concrete	street - <i>note that these s</i> rred until construction West Park Community		nay be critica 1,334		onnectivity & must be 0	analyzed separa	ntely for connectivity										33	
Legence 82 82	d S= 1 S S 11 10 11	Segments w Segments w Short Segm 9 04 31 0a 32	vith pathwa vith a highe nents (400 ff S no P ea P we	ays or sic er rankin or less) rth st	dewalks on most of th g segment planned) CIP Bud Twelve Mile Napier	for the opposite side of the s dget Year Defer Novi Concrete Eight Mile	street - <i>note that these s</i> rred until construction West Park Community Sports Park		nay be critica 1,334 2,552		onnectivity & must be 0 0	analyzed separa 7.5 0	ntely for connectivity	12	0	3.5	0	14	0	3.5	0	0	33	82 82
Legence 82 82	d S= 1 S S 11 10 11	Segments w Segments w Short Segm 9 04 31 0a 32 3b 33	vith pathwa vith a highe nents (400 ff S no P ea P we P we P sol	ays or sic er rankin or less) rth st l est l uth l	dewalks on most of the g segment planned) CIP Bud Twelve Mile Napier Beck	for the opposite side of the s dget Year Defer Novi Concrete Eight Mile Eight Mile	street - <i>note that these s</i> rred until construction West Park Community Sports Park Casa Loma	egments m 1 1 1 1 1	nay be critica 1,334 2,552 1,473		onnectivity & must be 0 0 10	analyzed separa 7.5 0 15	ntely for connectivity 0 0 4.5	12 0	0	3.5 0	0	14 0	0	3.5 3.5	0	0	33 33 32	82 82
Legenc 82 82 82 82 85	d S= 6 S S 11 10 11 11 12	Segments w Segments w Short Segm 9 04 31 0a 32 3b 33	vith pathwa vith a highe nents (400 ff S no P ea P we P soi S no	ays or sic er rankin or less) rth	dewalks on most of the g segment planned) CIP Bud Twelve Mile Napier Beck Nine Mile	for the opposite side of the s dget Year Defer Novi Concrete Eight Mile Eight Mile Galway	street - note that these s rred until construction West Park Community Sports Park Casa Loma Anna Maria	egments m 1 1 1 1 1	nay be critica 1,334 2,552 1,473 1,537		onnectivity & must be 0 0 10 5	analyzed separa 7.5 0 15 0	0 0 4.5 4.5	12 0 0	0 0 0	3.5 0 0	0 0 0	14 0 0	0 0 14	3.5 3.5 3.5	0 0 5	0 0 0 0	33 33 32	82 82 85 86
Legenc 82 82 82 82 85 86 86	d S= 6 S S 11 10 11 11 12	Segments w Segments w Short Segm 9 04 31 0a 32 3b 33 2b 9 11b 30	vith pathwa vith a highe nents (400 ff S no P ea P we P sou S no P ea	ays or sic er rankin or less) rth st l uth l rth st l	dewalks on most of the og segment planned) CIP Bud Twelve Mile Napier Beck Nine Mile Twelve Mile	for the opposite side of the s dget Year Defer Novi Concrete Eight Mile Eight Mile Galway Liberty Park	street - note that these s rred until construction West Park Community Sports Park Casa Loma Anna Maria Liberty Park	egments m 1 1 1 1 1	1,334 2,552 1,473 1,537 349		onnectivity & must be 0 0 10 5 10	analyzed separa 7.5 0 15 0 7.5	1 tely for connectivity 0 0 4.5 4.5 0	12 0 0 0	0 0 0 2	3.5 0 0 0	0 0 0 0	14 0 0 0	0 0 14 0	3.5 3.5 3.5 7	0 0 5 5	0 0 0 0	33 33 32 32	82 82 85 86 86
Legenc 82 82 82 82 85 86 86	d S= 1 S S 11 10 11 11 11 12 10 26	Segments w Segments w Short Segm 9 04 31 0a 32 3b 33 2b 9 01b 30 0 13	vith pathwa vith a highe hents (400 ff S no P ea P we P sou S no P ea S no	ays or sic er rankin . or less) rth - st - uth - rth - st - rth -	dewalks on most of the og segment planned CIP Bud Twelve Mile Napier Beck Nine Mile Twelve Mile Napier	for the opposite side of the s dget Year Defer Novi Concrete Eight Mile Eight Mile Galway Liberty Park Villa Barr	street - note that these s rred until construction West Park Community Sports Park Casa Loma Anna Maria Liberty Park Ten Mile	egments m 1 1 1 1 1	1,334 2,552 1,473 1,537 349 4,127		onnectivity & must be 0 0 10 5 10 0	analyzed separa 7.5 0 15 0 7.5 0	ntely for connectivity 0 0 4.5 4.5 0 0 0	12 0 0 0 12	0 0 0 2 0	3.5 0 0 0 0	0 0 0 0 2	14 0 0 0 14	0 0 14 0 0	3.5 3.5 3.5 7 3.5	0 0 5 5 0	0 0 0 0 0	33 33 32 32 32 32 31	82 82 85 86 86
Legenc 82 82 82 85 86 86 88	d S= 1 S S 11 10 11 11 11 12 10 26	Segments w Segments w Short Segm 9 04 31 0a 32 3b 33 2b 9 01b 30 0 13 6a 34	vith pathwa vith a highe hents (400 ff S no P ea P we P sou S no P ea S no P sou S sou	ays or sic er rankin . or less) rth - st - uth - st - rth - uth - uth -	dewalks on most of the og segment planned) CIP Bud Twelve Mile Napier Beck Nine Mile Twelve Mile Napier Eleven Mile	for the opposite side of the s dget Year Defer Novi Concrete Eight Mile Eight Mile Galway Liberty Park Villa Barr Campus Tech	street - note that these s rred until construction West Park Community Sports Park Casa Loma Anna Maria Liberty Park Ten Mile Seeley	egments m 1 1 1 1 1	1,334 2,552 1,473 1,537 349 4,127 966		onnectivity & must be 0 0 10 5 10 0 0 0	analyzed separa 7.5 0 15 0 7.5 0 0 0	ntely for connectivity 0 0 4.5 4.5 0 0 4.5 4.5 0 4.5	12 0 0 0 12 0	0 0 2 0 2	3.5 0 0 0 0 3.5	0 0 0 0 2 0	14 0 0 0 14 7	0 0 14 0 0 14	3.5 3.5 3.5 7 3.5 3.5 0	0 0 5 5 0 0	0 0 0 0 0 0	33 33 32 32 32 31	82 82 85 86 86 88
Legenc 82 82 82 85 86 86 88 88 88	d S= 1 S S S 11 10 11 11 12 10 26 11	Segments w Segments w Short Segm 9 04 31 0a 32 3b 33 2b 9 01b 30 02 13 6a 34 04 3	vith pathwa vith a highe nents (400 ff S no P ea P so P ea S no P ea S no P so P so	ays or sic er rankin . or less) rth st l est l uth l uth l uth l	dewalks on most of the og segment planned (CIP Bud Twelve Mile Napier Beck Nine Mile Twelve Mile Napier Eleven Mile	for the opposite side of the s dget Year Defer Novi Concrete Eight Mile Eight Mile Galway Liberty Park Villa Barr Campus Tech Chelsea	street - note that these s rred until construction West Park Community Sports Park Casa Loma Anna Maria Liberty Park Ten Mile Seeley Center	egments m 1 1 1 1 1	1,334 2,552 1,473 1,537 349 4,127 966 2,183		onnectivity & must be 0 0 10 5 10 0 0 5 5	analyzed separa 7.5 0 15 0 7.5 0 0 0 0 0 0	ntely for connectivity 0 0 0 4.5 4.5 0 0 4.5 0 0 4.5 0 0 0 4.5 0 0	12 0 0 0 12 0 0	0 0 2 0 2 0 2	3.5 0 0 0 0 3.5 7	0 0 0 0 2 0 0	14 0 0 0 14 7 0	0 0 14 0 0 14 14 14	3.5 3.5 3.5 7 3.5 0 0	0 0 5 5 0 0 0 5	0 0 0 0 0 0	33 33 32 32 32 31	82 82 85 86 86 88 88 88
Legenc 82 82 82 82 85 86 86 88 88 88 90 90	d S= 1 S S S S S S S S S S S S S S S S S S S	Segments w Segments w Short Segm 9 04 31 0a 32 3b 33 2b 9 01b 30 02 13 6a 34 04 3	vith pathwa vith a highe nents (400 ff S no P ea P we P sou S no P ea S no P sou P sou P sou	ays or sic er rankin . or less) rth 5 st 1 est 1 uth 1 uth 1 uth 1 uth 2 rth 2	dewalks on most of the g segment planned) CIP Bud Twelve Mile Napier Beck Nine Mile Napier Eleven Mile Nine Mile South Lake	for the opposite side of the s dget Year Defer Novi Concrete Eight Mile Eight Mile Galway Liberty Park Villa Barr Campus Tech Chelsea Lakeshore Park	street - note that these s rred until construction West Park Community Sports Park Casa Loma Anna Maria Liberty Park Ten Mile Seeley Center Elm	egments m 1 1 1 1 1	1,334 2,552 1,473 1,537 349 4,127 966 2,183 720		onnectivity & must be 0 0 10 5 10 0 0 5 0 0	analyzed separa 7.5 0 15 0 7.5 0 0 0 0 0 0 0 0 0	ately for connectivity 0 0 4.5 4.5 0 0 4.5 0 4.5 0 4.5 0 4.5	12 0 0 0 12 0 0 12 12	0 0 2 0 2 0 2 0	3.5 0 0 0 0 3.5 7 0	0 0 0 0 2 0 0 0 0	14 0 0 0 14 7 0 0	0 0 14 0 0 14 14 14 14	3.5 3.5 3.5 7 3.5 0 0 0 0	0 0 5 5 0 0 5 5 0	0 0 0 0 0 0 0	33 32 32 32 31 31 31 31 31 31	82 82 85 86 86 88 88 88
Legenc 82 82 82 82 85 86 86 88 88 88 90 90	d S= 1 S S S S S S S S S S S S S S S S S S S	Segments w Segments w Short Segm 9 04 31 0a 32 3b 33 2b 9 01b 30 0a 13 6a 34 04 3 03 3	vith pathwa vith a highe nents (400 ff S no P ea P sou P sou S no P ea S no P sou P sou P sou P sou P sou P sou	ays or sic er rankin . or less) rth 5 st 1 est 1 uth 1 st 1 uth 1 uth 1 uth 2 st 2 st 2 st 1	dewalks on most of the g segment planned) CIP Bud Twelve Mile Napier Beck Nine Mile Twelve Mile Napier Eleven Mile Nine Mile South Lake South Lake	for the opposite side of the s dget Year Defer Novi Concrete Eight Mile Eight Mile Galway Liberty Park Villa Barr Campus Tech Chelsea Lakeshore Park Lakeshore Park	street - note that these s rred until construction West Park Community Sports Park Casa Loma Anna Maria Liberty Park Ten Mile Seeley Center Elm Landings Park	egments m 1 1 1 1 1	1,334 2,552 1,473 1,537 349 4,127 966 2,183 720 1,180		onnectivity & must be 0 0 10 5 10 0 0 5 0 0 0 0 0	analyzed separa 7.5 0 15 0 7.5 0 0 0 0 0 0 0 0 0 0 0 0 0	ately for connectivity 0 0 4.5 4.5 0 0 4.5 0 4.5 0 4.5 0 4.5 0 4.5 0 4.5 0	12 0 0 12 0 0 12 12 12	0 0 2 0 2 0 2 0 0 0	3.5 0 0 0 0 3.5 7 0 0	0 0 0 2 0 0 0 0 0	14 0 0 0 14 7 0 0 0 0	0 0 14 0 0 14 14 14 14 14	3.5 3.5 3.5 7 3.5 0 0 0 0 0	0 0 5 5 0 0 5 5 0 0 0	0 0 0 0 0 0 0 0 0	33 32 32 32 31 31 31 31 31 31	82 82 85 86 86 88 88 88 90 90 90
Legenc 82 82 82 82 85 86 86 88 88 88 88 90 90 90 92	d S= 1 S S S S S S S S S S S S S S S S S S S	Segments w Segments w Short Segm 9 04 31 0a 32 3b 33 2b 9 01b 30 0a 32 3b 33 2b 9 01b 30 6a 34 04 3 05 34 04 3 03 3 4b 34 11a 30	vith pathwa vith a highe ents (400 ff S no P ea P sou P sou S no P ea S no P sou P sou P sou P sou P sou P sou P sou	ays or sic er rankin . or less) rth 5 st 1 est 1 est 1 st 1 uth 1 uth 1 uth 1 st 2 st 1	dewalks on most of the g segment planned) CIP Bud Twelve Mile Napier Beck Nine Mile Twelve Mile Napier Eleven Mile Nine Mile South Lake South Lake	for the opposite side of the s dget Year Defer Novi Concrete Eight Mile Eight Mile Galway Liberty Park Villa Barr Villa Barr Campus Tech Chelsea Lakeshore Park Nine Mile	street - note that these s rred until construction West Park Community Sports Park Casa Loma Anna Maria Liberty Park Ten Mile Seeley Center Elm Landings Park Byrne	egments m 1 1 1 1 1	1,334 2,552 1,473 1,537 349 4,127 966 2,183 720 1,180 1,423		onnectivity & must be 0 0 10 5 10 0 0 5 0 0 0 0 0 0 0 0 0 0 0 0 0	analyzed separa 7.5 0 15 0 7.5 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 4.5 4.5 0 4.5 0 4.5 0 4.5 0 4.5 0 4.5 0 4.5 0 4.5 9	12 0 0 12 0 0 12 12 12 12 0	0 0 2 0 2 0 2 0 0 0 0 0	3.5 0 0 0 0 3.5 7 0 0 0	0 0 0 2 0 0 0 0 0 0	14 0 0 0 14 7 0 0 0 0 0	0 0 14 0 0 14 14 14 14 14 14 14	3.5 3.5 3.5 7 3.5 0 0 0 0 0 0 7	0 0 5 5 0 0 5 0 5 0 0 0 0	0 0 0 0 0 0 0 0 0 0	33 32 32 32 31 31 31 31 31 30 30 30	82 82 85 86 86 88 88 88 90 90 90

44 DRAFT Annual Non-Motorized Prioritization: 2017-2018 Update

BLE 4.5: Propose	u Auja							TIER 1 CATE	GORIES		by the Tier 1 point	s & the se	ved agai gments i	receiving li							
		Side of Street	Location	From	То		Segme nt Length (ft.)	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	
OVERALL SEGMENT RANK segment Item #	ft. sidewalk P= 8 ft. pathway	Segmen of the si connect	e street - note that is connectivity & must nts with a higher rai treet - note that the	s or sidewalks on most of these segments may be of be analyzed separately nking segment planned f ese segments may be critical analyzed separately for con	critical for system for connectivity for the opposite side tical for system	Pieces in Segment	Š	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	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	point: 3.5 = 1 hotel 7 = 2+ hotel s	s available 3.5 = 1 shoppi ng area 7 = 2+ shoppi ng areas	3.5 = 1 places of worship 7 = 2+ places of worship	3.5 = connecte d to neighbori ng 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 & documen ted segments requeste d by groups & govt	20 = initial investme nt 15 = major corridor	TOTAL TIER 1 POINTS TIER 1 RANKING
egn	9 =					f P										-			adoncios		
Segments Segments	valk P= 8 s with pa	8 ft. pathwa athways or	sidewalks on most of king segment planned ess) CIP Bu		estreet - <i>note that these se</i> erred until construction	ents may	v be critical for may be critica			mph alyzed separately						-		1	agencies		
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or or end S= 6 ft. sidew Segments Segments Short Segr 5 74 24 7 1a	valk P= 8 s with pa s with a ments (4 S S	8 ft. pathwa athways or higher rank (400 ft. or le east south	sidewalks on most of king segment planned ess) CIP Bu Seeley Fourteen Mile	d for the opposite side of the udget Year Defe Eleven Mile Haggerty Rd.	e street - <i>note that these se</i> erred until construction Grand River M-5	ents may egments 1	e be critical for may be critica 2,655 1,659		onnectivity & must be 0 0	mph alyzed separately e analyzed separa 0 7.5	tely for connectivity 4.5 0		0	7 0	2	0	7	7	0	0	29 96 29 97
or or or sequents Segments Short Segr 5 74 24 7 1a 1 7 106b 31	valk P= t with pa with a ments (4 S S 1 P	8 ft. pathwa athways or higher rank (400 ft. or le east south west	sidewalks on most of king segment planned ess) CIP Bu Seeley Fourteen Mile Garfield	d for the opposite side of the udget Year Defe Eleven Mile Haggerty Rd. Deer Run	e street - <i>note that these se</i> erred until construction Grand River M-5 Nine Mile	ents may egments 1 2 1	e be critical for may be critica 2,655 1,659 2,659		onnectivity & must be 0 0 5	mph alyzed separately e analyzed separately 0 7.5 0	tely for connectivity 4.5 0 0	0 0 6	0	0	2	0	7 0	7 3.5	0 5 0	0	29 96 29 97 29 97
or or or segments Segments Short Segr 5 74 24 7 1a 1 7 106b 31 7 113c 33	valk P= 8 s with pa ments (4 S 5 1 P 3 P	8 ft. pathwa athways or higher rank (400 ft. or le east south west south	sidewalks on most of king segment planned ess) CIP Bu Seeley Fourteen Mile Garfield Nine Mile	d for the opposite side of the udget Year Defe Eleven Mile Haggerty Rd. Deer Run Anna Maria	e street - note that these se erred until construction Grand River M-5 Nine Mile Taft	ents may egments 1 2 1 1	e be critical for may be critica 2,655 1,659 2,659 410		onnectivity & must be 0 0 5 5 5	mph alyzed separately e analyzed separately 0 7.5 0 0 0	4.5 0 0 4.5 4.5	0 0 6 0	0 0 0	0	2 0 0	0 14 0	7 0 14	7 3.5 0	0 5 0 5	0	29 96 29 97 29 97 29 97
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or or or segments Segments short Segr 1a 1 106b 31 113c 33 113a 33 113a 33 113a 33	valk P= 8 s with pa s with a ments (4 S 5 1 P 3 P 3 P 3 P 0 S	8 ft. pathwa athways or higher rank (400 ft. or le east south west south south south north	sidewalks on most of king segment planned ess) CIP Bu Seeley Fourteen Mile Garfield Nine Mile Nine Mile Twelve Mile	d for the opposite side of the udget Year Defe Eleven Mile Haggerty Rd. Deer Run Anna Maria Beck Carlton Forest	e street - note that these se erred until construction Grand River M-5 Nine Mile Taft Barclay BP	ents may egments 1 2 1 1	e be critical for may be critica 2,655 1,659 2,659 410 641 997		nnectivity & must be 0 0 5 5 5 5 5 5	mph alyzed separately e analyzed separa 0 7.5 0 0 0 0 0 0	tely for connectivity 4.5 0 0 4.5 4.5 0	0 0 6 0 0 0	0 0 0 0 4	0 0 0 7	2 0 0 0 0	0 14 0 0 0	7 0 14 14 0	7 3.5 0 0 7	0 5 0 5 5 5 5 5	0 0 0 0 0	29 96 29 97 29 97 29 97 29 97 29 97 28 10
or or or segments Segments short Segments short Segments 1a 1 106b 31 113c 33 113a 33 114a 10 2 165 3	valk P= 8 s with pa s with a ments (4 S 5 1 P 3 P 3 P 3 P 0 S P	8 ft. pathwa athways or higher rank (400 ft. or le east south west south south north south	sidewalks on most of king segment planned ess) CIP Bu Seeley Fourteen Mile Garfield Nine Mile Nine Mile Twelve Mile South Lake	d for the opposite side of the udget Year Defe Eleven Mile Haggerty Rd. Deer Run Anna Maria Beck Garlton Forest Henning	estreet - note that these se erred until construction Grand River M-5 Nine Mile Taft Barclay BP Lakeshore Park	ents may egments 1 2 1 1 1 1 1 1 1	e be critical for may be critica 2,655 1,659 2,659 410 641 997 2,160		onnectivity & must be 0 0 5 5 5 5 5 0	mph alyzed separately e analyzed separately 0 7.5 0 0 0 0 0 0 0 0 0	tely for connectivity 4.5 0 0 4.5 4.5 0 0 0	0 0 6 0 0 0 0 12	0 0 0 0 4 0	0 0 0 7 0	2 0 0 0 0 0 0	0 14 0 0 0 0 0	7 0 14 14 0 14	7 3.5 0 0 7 0	0 5 0 5 5 5 5 0	0 0 0 0 0 0	29 96 29 97 29 97 29 97 29 97 29 97 29 97 29 97 29 97 29 107 26 102
or or segments Segments short Segments Short Segments n 1a 1 n 106b 31 n 113c 33 n 113a 33 n 14a 10 2 165 3 2 162B 3	valk P= 8 s with pa s with a ments (4 S 5 1 P 3 P 3 P 3 P 3 P 3 P 3 P 3 P 3 P 3 S	8 ft. pathwa athways or higher rank (400 ft. or le east south west south south north south north	sidewalks on most of king segment planned ess) CIP Bu Seeley Fourteen Mile Garfield Nine Mile Nine Mile Twelve Mile South Lake South Lake	d for the opposite side of the udget Year Defe Eleven Mile Haggerty Rd. Deer Run Anna Maria Beck Garlton Forest Henning E of Lilley Trail	estreet - note that these se erred until construction Grand River M-5 Nine Mile Taft Barclay BP Lakeshore Park Lakeshore Park	ents may egments 1 2 1 1 1 1 1 1 1 1	e be critical for may be critica 2,655 1,659 2,659 410 641 997 2,160 3,182		onnectivity & must be 0 0 5 5 5 5 5 5 0 0	mph alyzed separately e analyzed separa 0 7.5 0 0 0 0 0 0 0 0 0 0 0 0	tely for connectivity 4.5 0 0 4.5 4.5 4.5 0 0 0 0	0 0 6 0 0 0 12 12	0 0 0 0 4 0 0	0 0 0 7 0 0	2 0 0 0 0 0 0 0	0 14 0 0 0 0 0 0	7 0 14 14 0 14 14	7 3.5 0 0 7 0 0 0	0 5 0 5 5 5 5 0 0	0 0 0 0 0 0 0 0	29 96 29 97 29 97 29 97 29 97 29 97 29 101 26 102 26 102
or or segments Segments short Segr Short Segr 1a 1 113a 33 113a 33 113a 33 113a 33 114a 10 2 165 3 2 162B 3 2 107 31	valk P= 8 s with pa s with a ments (4 S 5 1 P 3	8 ft. pathwa athways or higher rank (400 ft. or le east south west south south south north south	sidewalks on most of king segment planned Seeley Fourteen Mile Garfield Nine Mile Nine Mile Twelve Mile South Lake South Lake Nine Mile	d for the opposite side of the udget Year defined for Eleven Mile Haggerty Rd. Deer Run Anna Maria Beck Carlton Forest Henning E of Lilley Trail Garfield	estreet - note that these se erred until construction Grand River M-5 Nine Mile Taft Barclay BP Lakeshore Park Lakeshore Park Hillside	ents may egments 1 2 1 1 1 1 1 1 1 3	e be critical for may be critica 2,655 1,659 2,659 410 641 997 2,160 3,182 4,157		onnectivity & must be 0 0 5 5 5 5 5 5 0 0 0 0	mph alyzed separately e analyzed separa 0 7.5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	tely for connectivity 4.5 0 0 4.5 4.5 4.5 0 0 0 0 0	0 0 6 0 0 0 0 12	0 0 0 4 0 0 0	0 0 0 7 0 0 0 0	2 0 0 0 0 0 0 0 0	0 14 0 0 0 0 0 0 0 14	7 0 14 14 0 14 14 14 0	7 3.5 0 0 7 0 0 0 0	0 5 0 5 5 5 5 0 0 0 0	0 0 0 0 0 0 0 0 0	29 96 29 97 29 97 29 97 29 97 29 97 29 97 26 102 26 102 26 102
or or segments Segments short Segr Short Segr 1a 1 1a 1 113a 33 113a 33 114a 10 2 165 3 2 162B 3 2 107 31 5 8 4	valk P= 8 swith pa swith a ments (4 S 5 1 P 3	8 ft. pathwa athways or higher rank (400 ft. or le east south west south south south north south north south west	sidewalks on most of king segment planned Seeley Fourteen Mile Garfield Nine Mile Nine Mile South Lake South Lake Nine Mile West Park	d for the opposite side of the udget Year integration of the Eleven Mile integration Haggerty Rd. integration Deer Run integration Anna Maria integration Beck integration Carlton Forest integration Henning integration E of Lilley Trail integration Garfield integration Bristol Corners integration	estreet - note that these se erred until construction Grand River M-5 Nine Mile Taft Barclay BP Lakeshore Park Lakeshore Park Hillside West	ents may egments 1 2 1 1 1 1 1 1 1 1	e be critical for may be critica 2,655 1,659 2,659 410 641 997 2,160 3,182 4,157 1,648		onnectivity & must be 0 0 0 5 5 5 5 0 0 0 0 0 0 0 0 0 0 0 0	mph alyzed separately e analyzed separa 0 7.5 0 0 0 0 0 0 0 0 0 0 0 0	tely for connectivity 4.5 0 0 4.5 4.5 4.5 0 0 0 0	0 0 6 0 0 0 12 12 12 12	0 0 0 4 0 0 0 0 0	0 0 0 7 0 0 0 0 0	2 0 0 0 0 0 0 0	0 14 0 0 0 0 0 0	7 0 14 14 0 14 14	7 3.5 0 0 7 7 0 0 0 0 0 3.5	0 5 0 5 5 5 5 0 0 0 0 0 0	0 0 0 0 0 0 0 0	29 96 29 97 29 97 29 97 29 97 29 97 29 101 26 102 26 102 26 102 24 105
or or segments Segments short Segr Short Segr 1a 1 14a 1 14a 1	u u valk P= 1 s with parameters s with a ments (i 4 S 3 P 3 P 3 P 3 P 3 P 3 P 3 P 4 S 5 P 6 S 7 P 8 S 9 S 1 P 9 S 1 S 1 S	8 ft. pathwa athways or higher rank (400 ft. or le east south west south south south north south south west east	sidewalks on most of king segment planned Seeley Fourteen Mile Garfield Nine Mile Nine Mile South Lake South Lake Nine Mile West Park Taft	d for the opposite side of the udget Year defined for Eleven Mile Haggerty Rd. Deer Run Anna Maria Beck Carlton Forest Henning E of Lilley Trail Garfield	estreet - note that these se erred until construction Grand River M-5 Nine Mile Taft Barclay BP Lakeshore Park Lakeshore Park Hillside West City Limits	ents may egments 2 1 2 1 1 1 1 1 1 1 1 3 2	e be critical for may be critica 2,655 1,659 2,659 410 641 997 2,160 3,182 4,157 1,648 1,113		onnectivity & must be 0 0 5 5 5 5 5 5 0 0 0 0	mph alyzed separately analyzed separately	tely for connectivity 4.5 0 0 4.5 4.5 4.5 0 0 0 0 0 0 0	0 0 6 0 0 0 12 12 12 12 6	0 0 0 4 0 0 0	0 0 0 7 0 0 0 0	2 0 0 0 0 0 0 0 0 0	0 14 0 0 0 0 0 0 0 14 0	7 0 14 14 0 14 14 0 14	7 3.5 0 0 7 0 0 0 0	0 5 0 5 5 5 5 0 0 0 0	0 0 0 0 0 0 0 0 0 0	29 96 29 97 29 97 29 97 29 97 29 97 29 102 26 102 26 102 26 102 24 105 23 106
or or Segments Segments Segments Short Segr Short Segr 1 1 106b 31 1 113c 33 1 14a 10 2 165 3 2 162B 3 2 107 31 5 8 4 6 114a 34 7 12a 9	valk P= 8 s with pa s with a ments (4 S 5 1 P 3	8 ft. pathwa athways or higher rank (400 ft. or le east south south south south south north south south south west east north	sidewalks on most of king segment planned Seeley Fourteen Mile Garfield Nine Mile Nine Mile South Lake South Lake Nine Mile West Park	d for the opposite side of the udget Year 0 for Eleven Mile 4 Haggerty Rd. 4 Deer Run 4 Anna Maria 6 Beck 6 Carlton Forest 4 Henning 6 E of Lilley Trail 6 Bristol Corners 7 Byrne 6	estreet - note that these se erred until construction Grand River M-5 Nine Mile Taft Barclay BP Lakeshore Park Lakeshore Park Hillside West	ents may egments 1 2 1 1 1 1 1 1 1 1 3 2 1	e be critical for may be critica 2,655 1,659 2,659 410 641 997 2,160 3,182 4,157 1,648		onnectivity & must be 0 0 0 5 5 5 5 0 0 0 0 0 0 0 0 0 0 0 0	mph alyzed separately analyzed separately analyzed separately 0 7.5 0 0 0	tely for connectivity 4.5 0 0 4.5 4.5 0 0 0 0 0 0 0 0 0 0 9	0 0 6 0 0 0 12 12 12 12 6 0	0 0 0 4 0 0 0 0 0 0	0 0 0 7 0 0 0 0 0 0	2 0 0 0 0 0 0 0 0 0 0	0 14 0 0 0 0 0 0 14 0 0	7 0 14 14 0 14 14 0 14 14 14	7 3.5 0 0 7 0 0 0 0 0 3.5 0	0 5 0 5 5 5 5 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	29 96 29 97

Note that is a state of the state	TABLE	4.5: Pro	posed Ad	ljacent to	o Major Roads Pathwa	ay and Sidewalk Segment	s: Tier 1 Category Ranl	kings			d adjacent to roac ne City, the segme GORIES										ment's poter	ntial service b	enefits t	o the
under segment is with pathwares or skewalts on most till concorder def of manufaces any minimum participation of pathware segment point and the segment with pathwares or skewalts on most till concorder def of manufaces any minimum pathware segment point and the segment with pathwares or skewalts on most till concorder def of manufaces any minimum pathware segment point and the segment with pathwares or skewalts on most till concorder def of manufaces any minimum pathware segment point and the segment with pathwares or skewalts on most till concorder def of manufaces any minimum pathwares and the segment with pathwares or skewalts on most till concorder def of manufaces any minimum pathwares and the segment with pathwares or skewalts on most till concorder def of manufaces any minimum pathwares and the segment with pathwares and the s				oť	Location	From	То		nt Length		& PEDESTRIAN S (intersection only included valk or pathway s missing (1/98 to 9/14)	TRAFFIC SAFETY (ADT) 2010 Non-Motorized MP & Traffic Speed	 SCHOOLS (a) SCHOOLS (a) (a) (a) (a) (b) (c) (b) (a) (c) (c) (c) (c) (c) (c) (c) (c) (c) (c) (c) (c) (c) (c) (c) (c) (c) (c) (c) <li(c)< li=""> (c) (c) <li(c)< li=""></li(c)<></li(c)<>	S TO PARK nin 1 mile)	ACCESS TO HOTELS hotels within 1 mil	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		
u u											E pointe 1	0 <10K	4 5 1	1 1		1		-	0 1014	2.5 1/2 to	E top	20 initial		
9 9	ENT RANK		P= 8 ft		the street - note that	these segments may be c	ritical for system	yment	(400 ft or les	Budget	accident 10 = 2 accidents 15 = 3 accidents 20 = 4 or	ADTs", 5 = 10K- 20K ADTs 10 = >20K ADTs Then	school 9 = 2+	park 8 = 2+	= 1 hotel 7 = 2+	shoppi ng area 7 = 2+ shoppi ng	places of worship 7 = 2+ places of	connecte d to neighbori ng sidewalk system	density 8 = medium density 16 = high	1 mile 7 = over 1	15 survey responses , resident petitions & documen	investme nt 15 = major	OINTS	U
Negretic weils weil	OVERALL	Segment	Section S= 6 ft		e street - note that the nectivity & must be an	ese segments may be criti	cal for system	eces in Se	ort Se	СЬ	accidents	1<35mph, 1.2 for 35- 40mph & 1.5 for >=45						d to regional trail			requeste d by groups & govt		TIER 1	
111 49 19 5 north Ten Mile Wixom Island Lake 1 203 0 7.5 0 0 0 0 0 0 7 3.5 0 0 20 11 112 14b 10 5 north Twelve Mile Stoneridge and Lake 1 329 5 0 0 0 4 7 0 0 3.5 0 0 20 112 12 188 30 P east Napier Links of Novi 1 329 5 0 0 12 0 0 4 7 0 0 3.5 0 0 20 12 112 158 30 P east Napier Links of Novi 1 329 3 0 0 0 1 0 0 0 0 4 0 3.5 0 0 20 112 114 205 1 S west Hagerty Foureen Mile Since 10 <t< td=""><td></td><td>Segr</td><td>nents with t Segments</td><td>a higher r s (400 ft. c</td><td>anking segment planned r less) CIP Bi</td><td>d for the opposite side of the s udget Year Defe</td><td>street - <i>note that these se</i> rred until construction</td><td></td><td>may be critico</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>		Segr	nents with t Segments	a higher r s (400 ft. c	anking segment planned r less) CIP Bi	d for the opposite side of the s udget Year Defe	street - <i>note that these se</i> rred until construction		may be critico															
112 14b 10 s north Twelve Mile Stoneridge end of adjacent parcel 1 329 5 0 0 4 7 0 0 0 3.5 0 0 20 12 112 158 30 P east Napier Links of Novi 1 329 5 0 0 12 0 0 4 0 3.5 0 0 20 12 112 158 30 P east Napier Links of Novi 1 1,21 0 0 12 0 0 4 0 3.5 0 0 20 12 114 2b 1 S west Haggerty Thirteen Mile 39500 Mackenric Dr Mackenric Dr 1 77 0 7.5 0 0 0 0 7 3.5 0 0 18 114 114 108a 2 S east Gardield Chianti 1 203 5 0 0 0 0 <th< td=""><td>108</td><td>172</td><td>35 F</td><td>o west</td><td>Griswold</td><td>Eight Mile</td><td>City Limits</td><td>1</td><td>727</td><td></td><td>5</td><td>0</td><td>9</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>7</td><td>0</td><td>0</td><td>0</td><td>21</td><td>108</td></th<>	108	172	35 F	o west	Griswold	Eight Mile	City Limits	1	727		5	0	9	0	0	0	0	0	7	0	0	0	21	108
11214b105nothTwelve MileStoneridgeadjacent12205000470003.500202012112158001010101000001000	111	49	19 5	S nortl	n Ten Mile	Wixom		1	203		0	7.5	0	0	0	0	2	0	7	3.5	0	0	20	111
114 2b 1 5 west Haggerty Thirteen Mile 39525 McKenzle Dive 1 1.693 0 7.5 0 0 0 0 0 0 7 3.5 0 0 18 114 114 2a 1 5 west Haggerty Fourteen Mile 39500 Mackenzle Di 1 727 0 7.5 0 0 0 0 0 7 3.5 0 0 18 114 114 108a 32 5 east Garfield Eight Mile Chianti 1 203 5 0 0 0 0 0 7 0 </td <td>112</td> <td>14b</td> <td>10 5</td> <td>6 nortl</td> <td>Twelve Mile</td> <td>Stoneridge</td> <td>adjacent</td> <td>1</td> <td>329</td> <td></td> <td>5</td> <td>0</td> <td>0</td> <td>0</td> <td>4</td> <td>7</td> <td>0</td> <td>0</td> <td>0</td> <td>3.5</td> <td>0</td> <td>0</td> <td>20</td> <td>112</td>	112	14b	10 5	6 nortl	Twelve Mile	Stoneridge	adjacent	1	329		5	0	0	0	4	7	0	0	0	3.5	0	0	20	112
114 20 1 3 west Haggerty Fourteen Mile Drive 1 0.0 7.5 0	112	158	30 F	east	Napier	Links of Novi		1	1,321		0	0	0	12	0	0	4	0	3.5	0	0	0	20	112
114 2a 1 s west Haggery Fourteen Mile Mackenzie Dr 1 727 0	114	2b	1 5	S west	Haggerty	Thirteen Mile		1	1,693		0	7.5	0	0	0	0	0	0	7	3.5	0	0	18	114
114108a323eastGarfieldEight MileChianti120350060007000018114114108b325eastGarfieldChiantiNie Mile13295000007000001811411820312500<	114	2a	1 5	s west	Haggerty	Fourteen Mile		1	727		0	7.5	0	0	0	0	0	0	7	3.5	0	0	18	114
114108b325eastGarfieldChiantiNine Mile13295006000000001811411820125westHaggertyThirteen MileTwelve Mile41,32107.54.50200003.50018118118159195northTen MileOak Point Church $0^{Ak Point Church}$ 142407.54.5000203.50001811812016799southWestWest ParkCity Limits12,654000000000017101017120TotoTotoTotoTotoTotoTotoToto11820915NorthIndice $0^{Ak Point} Church142407.54.5000203.500001811812016799NorthWestWestCity Limits12,6540000000000017101010TotoTotTotTotTotTotTot$	114	108a	32 5	s east	Garfield	Eight Mile		1	203		5	0	0	6	0	0	0	7	0	0	0	0	18	114
11820125westHaggertyThirteen MileTwelve Mile41,32107.54.5020003.50018118118159195northTen MileOak Point Church $Oak Point Church142407.54.5000203.500018118120167999southWest ParkCity Limits12,65400000000010101010$	114	108b						1			5	0	0	6	0	0	0	7	0	0		0	18	114
118 159 19 5 north Ten Mile Oak Point Church Oak Point Church 1 424 0 7.5 4.5 0 0 2 0 3.5 0 0 18 18 120 167 9 9 9 8 10 2 0 3.5 0 0 18 18								4				7.5		0	2	0		0	0			0		
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	120	167	9 F	o sout	h West	West Park		1	2,654		0	0	0	6	0	3.5	0	0	0	7	0	0	17	120
	121	106a				Eight Mile	Deer Run	1	1,941		5	0	0	6	0		0	0	0	3.5	0	0	15	121

TABLE 4	3LE 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 criter citizens of the City, the segments are ranked by the Tier 1 points & the segments receiving the top 20 p								
										TIER 1 CATE	GORIES							
				Side of Street	Location	From	То		Segme nt Length (ft.)	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)	
																	e per catego	ory
T RANK			alk P= 8 ft. pathway	the	e street - note that	s or sidewalks on most of t these segments may be c be analyzed separately t	ritical for system	ent	nts (400 ft or less)	CIP Budget Year	5 points = 1 accident 10 = 2 accidents 15 = 3 accidents 20 = 4 or	0 = <10K ADTs", 5 = 10K- 20K ADTs 10 = >20K ADTs Then	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	3.5 = 1 hotel 7 = 2+ hotel s	3.5 = 1 shoppi ng area 7 = 2+ shoppi ng	3.5 = 1 places of worship 7 = 2+ places of	3. C d ne no sic sy
OVERALL SEGMENT RANK	Segment Item #	Section #	S= 6 ft. sidewalk	of the s connec	street - note that the ctivity & must be ar	nking segment planned fo ese segments may be criti alyzed separately for con	ical for system	of Pieces in Segment	Short Segments	CIP Bu	more accidents	multiplied by 1<35mph, 1.2 for 35- 40mph & 1.5 for >=45 mph				areas	worship	7 d re tra sy
Legend	S= 6 ft. s	idewall	k P= 8	ft. pathw	vay													
	Segm	ients wi	th pa	thways or	r sidewalks on most of	the opposite side of the stree	t - note that these segme	ents may b	pe critical fo	r system connec	ctivity & must be ana	lyzed separately f	or connectivity					
	Segm	ients wi	ith a h	nigher ran	king segment planne	d for the opposite side of the s	street - note that these se	egments n	nay be critic	al for system co	nnectivity & must be	analyzed separa	tely for connectivity					
	Short	Segme	ents (4	100 ft. or le	ess) CIP B	udget Year Defe	rred until construction											
122	100	30	Ρ	south	Ten Mile	Wixom	Napier	4	3,558		0	7.5	0	0	0	0	2	
122	156	30	Ρ	south	Ten Mile	50577 Ten Mile Road	50155 Ten Mile Road	1	1,795		0	7.5	0	0	0	0	2	
122	157	30	Ρ	south	Ten Mile	50155 Ten Mile Road	200' west of Wixom	1	301		0	7.5	0	0	0	0	2	
125	166	4	Ρ	north	West	Hudson	City Limits	1	1,312		0	0	0	6	0	0	0	
125	170	4	S	north	West	West Park	American Interiors	1	3,006		0	0	0	6	0	0	0	
				Total	Longth in foot f	or all missing segmer	ats in the City as a	f 2010	199 09	0								

	d points base gned Tier 2 p	ed on the segr points	ment's poter	itial service b	enefits t	o the
CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN		
3.5 = connecte d to neighbori ng idewalk system 7 = connecte d to egional rail 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 & documen ted segments requeste d by groups & govt agencies	20 = initial investme nt 15 = major corridor	TOTAL TIER 1 POINTS	TIER 1 RANKING
0	0	3.5	0	0	13	100
0	3.5	0	0	0	13	122 122
0	3.5	0	0	0	13	122
0	0	0	0	0	6	125
0	0	0	0	0	6	125

TABL	ABLE 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 TIER 2 CATEGORIES Criteria Points								0			
														TIER 2 CATEGOR (only top 20 Tier 1 segm		oints)	TOTAL	S			
ENT RANK	tem #	#	8 ft. pathway	Side of Street	Location	From	То	Segment	Segme nt Length (ft.)	Notes	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	POINTS	RANKING		POINTS	TOTAL POINTS (OVERALL) RANK FOR TOP 20
GM	ant It	Section	P=					s in S					ро	ints available per categ	ory		TIER 1	RAN		\sim	L PO
OVERALL SEGMENT RANK	Segment Item	Sec	6 ft. sidewalk	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 & # \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$								TOTAL TIE	TIER 1 I		TOTAL TIER	TOTAL POINTS (OVER					
			S=	street - ne	s with a higher ranking se ote that these segments analyzed separately for o	may be critical for syste	m connectivity &		Short (400)	CIPB	16 = easy	13.5 = 75% 18 = 100%	9 = 50% 18 = 80%+	direction section link	2 = dev potential within 10 years 0= SP submitted	Path					TOTAL
1	80b	24	S	north	Ten Mile	Meadowbrook	Willowbrook Estates	1	198		8	13.5	0	0	8.0	0	90	1	29.5	119	1
2	81b	25	Р	south	Ten Mile	Willowbrook	Haggerty	3	2,634		8	13.5	0	-20	8.0	10	89	2	19.5	108.5	2
3	81a	25	Р	south	Ten Mile	Meadowbrook	Willowbrook	1	2,529		8	13.5	0	-20	8.0	10	87	3	19.5	106	3
4	38	16	S	east	Beck	Eleven Mile	Grand River	2	2,234	23-24	0	0	0	0	8.0	11	79	5	19	97.5	4
5	153	36	S	east	Haggerty	City limits	Taco Bell	1	501		8	13.5	0	0	8.0	0	64	17	29.5	93	5
6	66	23	Ρ	south	Grand River	Sixth Gate	Main Street	2	293	20-21	16	0	0	0	4.0	0	70	9	20	89.5	6
7	18a	11	S	north	Twelve Mile	Twelve Oaks	Meadowbrook	2	2,923		8	13.5	0	-20	8.0	0	80	4	9.5	89	7
8	93b	27	S	north	Nine Mile	Plaissance	Taft	2	619	23-24	0	4.5	0	0	4.0	10	70	8	18.5	88.5	8
9	53	20	Ρ	west	Beck	Eleven Mile	Kirkway Place	1	323		8	9	0	-10	4.0	10	65	15	21	85.5	9
10	84b	25	S	east	Meadowbrook	Nine Mile	Chattman	1	2,380	23-24	8	18	0	-20	8.0	0	71	7	14	85	10
11	32a	15	S	west	Novi Rd.	Twelve Oaks	Twelve Mile	2	1,347		0	13.5	0	0	8.0	3	59	20	24.5	83.5	11
12	84a	25	S	east	Meadowbrook	Ten Mile	Chattman	1	2,323	23-24	8	18	0	-20	8.0	0	65	14	14	79	12
13	93a	27	S	north	Nine Mile	Novi Rd.	Plaissance	1	1,122	23-24	0	0	0	0	8.0	0	69	10	8	77	13
14	99a	29	Ρ	south	Ten Mile	Wixom	400' E of Lynwood	2	2,739	23-24	8	4.5	0	-10	8.0	0	66	11	10.5	76.5	14
	68	23	Ρ	south	Grand River	Funeral Home	Meadowbrook	1	802		16	13.5	0	-20	0.0	0	65	15	9.5	74	15
16	119	36	S	east	Meadowbrook	Nine Mile	Singh Blvd	1	1,075	21-22	8	13.5	0	-20	8.0	2	60	19	11.5	71.5	16
17	90	26	Ρ	south	Ten Mile	Maly Dental	Novi Ridge Apartments	1	2,122	23-24	0	4.5	0	-20	8.0	0	76	6	-7.5	68	17
18	58b	21	S	east	Beck	Cider Mill	Sierra	1	5,553		0	0	0	-10	8.0	1	66	11	-1	65	18
19	82b	25	S	west	Haggerty	Pavilion Ct Apartments	Nine Mile	1	539		0	0	0	-10	8.0	4	59	20	2	61	19
20	18b	11	S	north	Twelve Mile	Novi Rd.	Twelve Oaks	1	2,027		8	0	0	-20	8.0	1	61	18	-3	58	20
21	58a	21	S	east	Beck	Ashley	Cider Mill	1	1,228		0	0	0	-20	8.0	2	66	11	-10	56	21
						Тс	otal Length in feet		31,887												

09-20-18 MEETING MINUTES((DRAFT)



WALKABLE NOVI COMMITTEE DISCUSSION NOTES September 20, 2018 at 6:00 p.m. Novi Civic Center Mayors Conference Room 45175 W. Ten Mile, Novi, MI 48375 (248) 347-0475

CALL TO ORDER

Meeting called to order at 6:02 p.m.

ROLL CALL

Present:	Dave Staudt, Andrew Mutch, Paulina Muzzin, Shelley Thomopoulos
Absent:	John Avdoulos, Julie Maday
Staff Present:	Sri Komaragiri, Planner;
	Barb McBeth, City Planner;
	Jeff Muck, Director of Parks, Recreation and Cultural Services;
	Jeff Herczeg, Director of Public Services;
	George Melistas, Engineering Senior Manager and Traffic Engineer; Hannah Smith, Planning Assistant

APPROVAL OF AGENDA

Vice Chair Thomopoulos made the motion to approve the agenda. Member Muzzin seconded and it was approved 4-0.

AUDIENCE PARTICIPATION

Carol Aurilia, 44767 Yorkshire Drive, said the high school changed the drop-off and pick-up system this year, which changed the turnaround from by the library to in front of the tennis courts. There are now an additional 300 or 400 cars coming in and out of the intersection at that location and it has created a dangerous situation for kids crossing at that corner. This drop-off system was supposed to be safer for students but it decreases the safety for those students that walk to school. The biggest problem is that cars are coming in and out and not stopping to look for kids at the crosswalk at Ten Mile and Novi Way. Engineering Senior Manager Melistas said they will bring it to the attention of RCOC and look at options of light timing or restriping. Chair Mutch thanked Ms. Aurilia for bringing it to their attention and said Staff will review a list of items and options and decide the best way to move forward.

Dorothy Duchesneau and Michel Duchesneau, 1191 South Lake Drive, were also in attendance. Ms. Duchesneau said they saw South Lake Drive on the list so decided to attend.

MATTERS FOR DISCUSSION

1. 2018 Annual Non-Motorized Prioritization Update: Top 20 Segments

Planner Komaragiri said Staff determines the Top 20 Priority Segments each fall. The Committee discussed the Tier 1 ranking for the Top 20 segments at the last meeting, so Staff has gone back and adjusted the ranking. This included bumping up access to regional pathways and trails (Category 9, Connection to Neighborhood Sidewalk/Regional Trail Systems) and access to parks (Category 4, Access to Parks), and reduced the number of

points for access to hotels (Category 5, Access to Hotels) and places of worship (Category 8, Access to Places of Worship).

- Vice Chair Thomopoulos said she thought the only change was that access to parks and trails would be increased, and that the Committee agreed that access to hotels and places of worship should not be decreased, since those are important. Chair Mutch said that what Sri suggested was along the lines of what the Committee had suggested. There wasn't a significant change for the number of points, and the real goal was to elevate certain categories. Planner Komaragiri said there are not many hotels close to residential communities and there are only a few places of worship, so the changes didn't affect much. When the points for access to parks and regional trails, a few segments moved up; the others did not make a big difference.
- Planner Komaragiri said Staff has been working on the project of finding and fixing conflicts between the Non-Motorized Master Plan map and the inventory. These include segments that didn't exist as the same on the map and the inventory, segments that were labeled as existing but are not actually there, and some segments that were labeled as one segment but were too far apart. There were about 10-12 segments that the pieces were either too far from each other or the segment was too long, so they were split into pieces. This increased the total number of segments. In addition, Staff took segments away that are currently under construction, planned for construction, or the pre-construction meeting has already been held. Vice Chair Thomopoulos asked why long segments cannot stay as whole, long segments is too high, which prevents them from getting done even though they are often in areas that are desirable to be done. One way of fixing this issue has been to break these long segments up to more manageable lengths.
- Planner Komaragiri said because of these changes, the Top 20 segments provided in the packets got reshuffled a bit; the segments are all the same, but the ranking has changed just a bit. Vice Chair Thomopoulos asked if any were lost? Planner Komaragiri said there are seven segments added that were not in the Top 20 last year. Last year, the majority were in the southeast corner because that is where population density is the highest, but now the Top 20 are more spread out, as many were bumped up because they are closer to metro connectors. Those that are set for CIP still show up on the map as future segments. Planning staff still needs to work with Engineering on the CIP column in the inventory list.
- Planner Komaragiri discussed Segment 60 being in the Top 5 Segments. Chair Mutch said it's a small segment and the only missing sidewalk on 11 Mile from the railroad tracks to Wixom Road. There is a subdivision there with sidewalks but nothing to connect them.
- Planner Komaragiri said the other thing added to the map was symbols for hotels and places of worship so they can be easily identified. In addition to this, boardwalks were added to the map so those can be identified.
- Member Staudt asked about Segments 2 and 3 and if there are plans for Ten Mile to be widened. Director of Public Services Herczeg and Engineering Senior Manager Melistas said there is a traffic impact study being done to identify short term and long term solutions. Those segments won't be completed until Staff figures out what will be done there, which the study will help determine.
- Vice Chair Thomopoulos said Segment 101a would connect to Villabarr if it were completed, shouldn't that have increased since it is a connection to the park? Planner Komaragiri said it increased from being in the 40s, and the whole segment was split from one big segment to multiple smaller ones. Its ranking did increase with the changes made. Vice Chair Thomopoulos said people can't safely get to Villabarr from ITC on foot or bike, so this may need a bigger adjustment. Chair Mutch said there are other factors that play a part, like population density. All of

those different factors play in to determine the ranking. Member Staudt said it may change depending on if the park is popular.

- Ms. Duchesneau commented that the inventory identified eight foot paths to be put in on South Lake Drive. She asked about the six foot sidewalk on Old Novi Road in relation to the Robertson project. Chair Mutch said six feet is standard, but specific developments may differ.
- Planner Komaragiri said Staff is looking for confirmation from the Committee that the rankings and the Top 20 are headed in the right direction. The next step is to give the Top 20 to Engineering, who will then give a rough estimate for them and notes about if there are additional issues with each of them. Engineering Senior Manager Melistas said that Segment 19 was constructed and the installation was completed about three weeks ago; this segment provides the connection from Huntley Manor to Main Street. Member Staudt asked about the pathways at Bosco Park. Engineering Senior Manager Melistas said the sidewalk on Beck Road will be extended, there will part of it built by the funeral home development, and nothing is proposed at this time on Eleven Mile. Chair Mutch suggested that Staff continue working on and finish cleaning up the inventory and map, and at the next meeting the Committee will see the full report and the notes from Engineering. At that meeting, an official motion will be made.
- Mr. Duchesneau said Lakeshore Park is being redesigned and redeveloped and the pathway in front is very poor. He asked if the new layout will have some form of sidewalk in front of Lakeshore Park included. Director of Parks, Recreation, and Cultural Services Muck said it was brought up at a previous meeting as a suggestion to include pathways on the next round of plans.

2. 07-02-18 WNC meeting minutes approval

Member Staudt made the motion to approve the meeting minutes. Vice Chair Thomopoulos seconded and it was approved 4-0.

STAFF UPDATES

1. Planning Update

a. SEMCOG Bicycling Data

Chair Mutch discussed a SEMCOG meeting that involved a presentation about their work in non-motorized development. SEMCOG had a lot of data but some of their data for Novi is not current. He suggested that 1. Staff and the Committee look at touching base with them to make sure they have the most current data, and 2. Once a year, maybe in the fall once development and construction season is over, Staff and the Committee could touch base with SEMCOG to give them the updated data. SEMCOG's data is more dynamic now; it includes built out infrastructure, where bike lanes have been added, bicycling infrastructure like bike repair and bike parking, etc. We could give them a better sense of what is being done here. This could be helpful for when the City applies for grants and SEMCOG can look at what we have now and how the grant will fit in.

2. Engineering Update

a. Active Non-Motorized Project Portfolio for Engineering Division

Senior Engineering Manager Melistas gave an update on sidewalk and pathway projects that Engineering has been working on. The sidewalk on Pontiac Trail from Beck to West Park is officially complete, which was a much needed connection because of the apartments there where school kids live. They made some changes to the traffic signals with RCOC. ITC Phase 2 is officially under construction, as they are clearing trees on the west side of Garfield to connect to Nine Mile and are waiting for Villa D'Este to get the Right-of-Way. This project will go into next year so

hopefully will be completed by June or July, and there are permits needed from the DEQ.

- Vice Chair Thomopoulos asked about the comfort station associated with Villa D'Este. Director of Parks, Recreation, and Cultural Services Muck said the plan got preliminary approval from City Council, and will be going back at the next meeting for approval.
- Senior Engineering Manager Melistas said the sidewalk on the west side of Beck Road along the proposed Bosco Fields is under design (Segment 53), Segment 39 on the west side of Beck Road will be constructed next year. The segment on the west side of Wixom Road by Catholic Central is planned to be constructed next week.
- Senior Engineering Manager Melistas said Engineering is currently repairing the boardwalk on the west side of Beck Road south of Kirkway Boulevard. With the help of consultants, they have identified boardwalks in need of maintenance throughout the City. Chair Mutch asked what the primary issue with the boardwalks? Senior Engineering Manager Melistas said many of them are approaching the 25-30 year mark and are heaving. Boardwalks now are being built to new standards with helical piers. Director of Public Services Herczeg said they have identified some that may or may not be necessary. Planner Komaragiri said the section on boardwalks in the inventory was introduced into the report last year, so those will be included in the final total report.
- Director of Public Services Herczeg said in 2020 MDOT plans on doing maintenance on the bridge over 96, so they will be having a meeting with MDOT to discuss that. It would be a six foot sidewalk on the bridge.

3. Parks, Recreation and Cultural Services Update

a. ITC Trail Update

Director of Parks, Recreation and Cultural Services Muck said there is an updated map of the trail in your packets. This map will be updated with access points to the trail, like at ITC Sports Park with the storage building and bike repair.

b. Maybury Park Stakeholders Meeting Update

Director of Parks, Recreation and Cultural Services Muck said at the meeting, they said they were proposing the main entrance on Eight Mile, and having a connection at the farm wasn't high on the priority list. The City of Northville is working on connecting to Hines Drive and down by Northville Downs.

COMMUNICATIONS

There were communications in the back of the packet for the Committee to review. Members should follow up with Sri with any questions.

ADJOURN

Member Muzzin made the motion to adjourn the meeting. Vice chair Thomopoulos seconded. Meeting adjourned at 6:55 pm.

CORRESPONDENCE

Sept 23, 2018 Sri, I have finally worked on compiling some of the information from the charts on the Bike Paths. Attached are sections that I believe need to be updated by either downgrading or eliminating them. The existing South Lake Drive and Old Novi segments need to up upgraded to a higher status. They are getting a lot of use.

I came up with 7 segments, mostly on South Lake Drive that you may want to update based on current conditions. There is some very outdated information out there. Hopefully by combining and eliminating some of these using realistic expectations, what's left can move up the rankings and make our neighborhood road safe for walkers again. Anything that can help walkers/joggers/bikers on South Lake would be appreciated. Residents have even looked at buying our own flashing "your speed" setups to permanently mount at the east and west end of South Lake Drive. Solar ones run about \$3,000 each.

South Lake Drive is heavily used by bikers and walkers on a daily basis going around Walled Lake. Hard core bikers use it to get to Lakeshore Park and the Bike Paths there. Joggers and baby strollers go by every few minutes. Unfortunately there is only sidewalk on the south side from West Park Drive east to Henning Street. The City wimped out at the time of rebuilding South Lake Drive, and gave in to homeowners east of Henning who screamed bloody murder that the city wanted it's Right of Way back for a public sidewalk. So from Henning Street to Elm Court –actually Duana St (the western boundary of Pavilion Shore Park by the restrooms) all we have is a very narrow one way bike path and ONLY on one side of the street. Wide enough for one baby stroller, and even then you take your life in your hands. You never see kids using this one way bike path, --it is not safe for kids. 99% of all the users are adults. Not even along the entire width of Lakeshore Park is there a decent bike path. And that is more dangerous for the bikers because of the hill and lack of line of sight views. The area by Lakeshore Park should at least be addressed when Lakeshore Park gets it's facelift.

<u>Section 162A</u> – North side of South Lake between West Park east to Lilley Trail: Don't need it. Have a sidewalk on the south side. There are no homes on the north side with access from West Park Dr to Lilley Trail. There are 4 crosswalks at West Park Drive and South Lake Drive. All connect to the south side existing sidewalk. Now if you want to widen the north side of South Lake Drive itself and put in a west bound **bike path** for that segment, --please do. No one will complain about losing their lakefront in this section since there isn't any lakefront. Bikers traveling west from Henning have no place to go with cars behind them because of the curb heights and the narrow road. Cars try to pass the bikers trying to get to the green light on West Park.

<u>Section 162B</u> – North side of South Lake, Lilley Trail to Lakeshore Park: Will never happen. NO ONE will give up their lake frontage. City lost their chance when South Lake Drive was rebuilt and the city didn't exercise their rights on the right of way. As in Section 162A, the best you can hope for is "maybe" a west bound bike path, but it would mean re-engineering all the drains, removing curbs, fire hydrants, electrical poles etc. You can't even widen the north side by Lakeshore Park because the road has a dropoff to the lake.

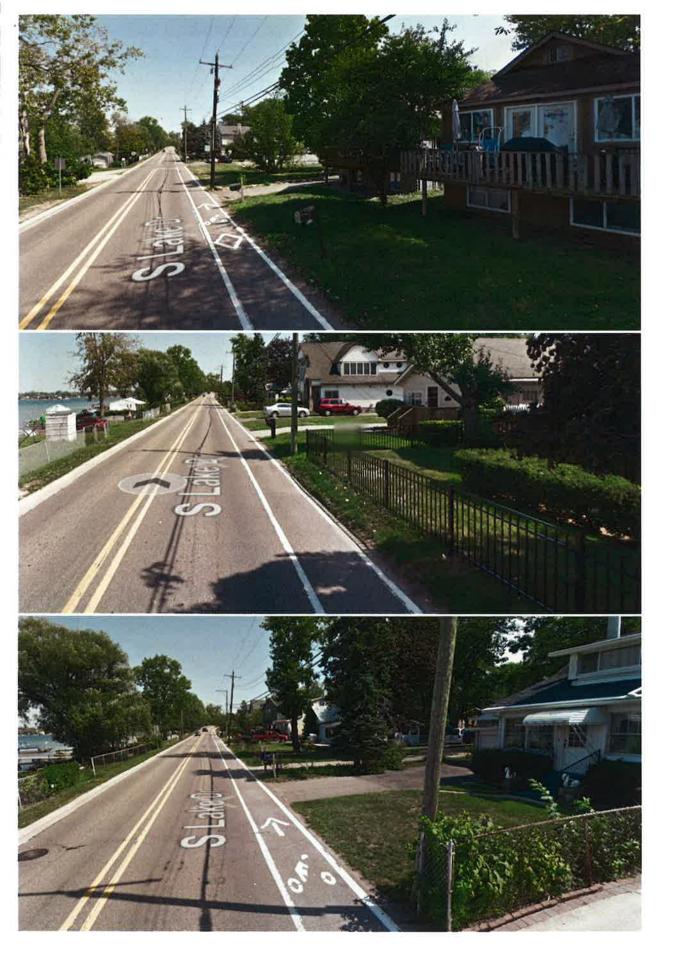
<u>Section 165</u> – South side of South Lake, Henning east to Lakeshore Park: See Section 7 below---- Henning east to Lakeshore Park is half the way to Pavilion Shore Park. This is an 8' wide duplication of half of what is in Section 7 (listed at 6' wide) Duplication of efforts. Drop Section 165 totally.

<u>Section 7</u> -- South side of South Lake, Henning east to Pavilion Shore Park: The City really should have forced the put in of that sidewalk when they re- engineered South Lake Drive. You still could put in a very short section from Henning past the South Point Condos, but would it be worth it??? Don't think so. You won't get any farther east than that. That east bound bike path is all you're going to have. Such a shame as many would love to walk to the parks.

<u>Section 163</u> -- North side of South Lake, Lakeshore Park east to Pavilion Shore Park: Never going to happen. No one ever going to give up their lake frontage. People have installed fences, you have fire hydrants, electrical poles, etc.

Section 164 -- South side of South Lake, Lakeshore Park east to Pavilion Shore Park: Same issues as Section 163. Too much is built along the edge of the road and some houses are very close to the road.







Beginning of Lakeshore Park, Enterance on the right – Sign very well hidden from west bound traffic behind those 3 bushes. Guess people only visit the park when driving west.





East Bound Bike Path finally transitions into a narrow walking path that is NOT part of the road

This is what should have been put in as a minimum when South Lake Drive was rebuilt.



Left is the sidewalk/path to the north shore of Pavilion Shore Park. The first drive past on the right is Duana - the access to Elm Court which no longer "technically" connects to South Lake Drive. Section 17 – Fast side of Old Novi Road, 13 mile south to Novi Road: Some of this is already there, but not at the 8' wide that is listed. Other than some extra stripes, the corner shown can wait til the old Mobile Station gets converted to something. Though it would be nice to be able to use that area for parking.





Future 4 spaces for parallel on street parking - sidewalks to be provided by Robertson Brothers Developers



Future 6 spaces for parallel on street parking -sidewalks to be provided by Robertson Brothers Developers.



Red circle = Future on street parking, Blue circled areas are part of Robertston Brothers and they are responsible for tearing up existing sidewalks and redoing them. Not a cost to city if this development happens. Do not see where you need an 8' sidewalk for this area. But-- <u>Has this been discussed with Robertson prior to the Sept 26th planning meeting that the city is looking for 8' wide sidewalks on the west side? ??? Do we still want 8' once there are houses there?? WHY? What is there now is wide enough and goes all the way south to 12 mile at that width.</u>



ducherneau @ameritech. net 191 SouTHARE DR NOU, 48377

Dorothy Duchesneau