



**WALKABLE NOVI COMMITTEE**  
**September 21, 2016 at 6:00 p.m.**  
**Novi Civic Center**  
**Council Conference Room**  
**45175 W. Ten Mile, Novi, MI 48375**  
**(248) 347-0475**

**Members:** Dave Baratta, Doug Bauss, Brian Burke, Robert Giacopetti,  
Wayne Wrobel and Ted Zuchlewski

**Staff Support:** Sri Komaragiri, Planner  
Barbara McBeth, City Planer  
Jeff Muck, Director of Parks, Recreation and Cultural Services  
Theresa Bridges, Construction Engineer

#### **ROLL CALL**

#### **APPROVAL OF AGENDA**

#### **AUDIENCE PARTICIPATION**

#### **MATTERS FOR DISCUSSION**

1. Non-Motorized Master Plan: Five Year Implementation Status (2016)
2. 2016-17 Annual Non-motorized Prioritization update

#### **COMMUNICATIONS**

#### **ADJOURN**

Future Meetings: October 20

**Non-Motorized Master Plan:  
2016 FiveYear Implementation Status**



## MEMORANDUM(DRAFT)

**TO:** WALKABLE NOVI COMMITTEE  
**FROM:** SRI KOMARAGIRI, PLANNER  
**SUBJECT:** NON-MOTORIZED MASTER PLAN: FIVE YEAR IMPLEMENTATION STATUS  
**DATE:** SEPTEMBER 21, 2016

On February 28, 2011, the Novi City Council adopted the *City of Novi Non-Motorized Master Plan 2011*. This Plan presented a set of goals and implementation strategies that when substantially implemented will result in a physical and cultural environment that will support and encourage safe, convenient and comfortable ways to walk and bicycle throughout the community. Since the Plan was adopted five years ago, the City has implemented a substantial portion of the infrastructure, policy, public outreach and education goals and implementation strategies.

The implementation of the strategies has been the result of many efforts throughout the City's organization. Among those providing input and guidance have included City Administration, Department of Public Services, Parks, Recreation and Cultural Services, Community Development, Neighborhood and Business Relations, and the Police Department, as well as citizen members of boards and commissions, especially as represented through the Walkable Novi Committee.

The following outline summarizes the general categories of implementation strategies recommended in the *2011 Non-Motorized Plan*. That is followed by a table that lists each implementation strategy along with an update on its progress and any additional comments.

### 1. Infrastructure

- a. Initial Investments
  - i. Complete Sidewalk Gaps
  - ii. Safety Concerns
  - iii. Critical Links
- b. Four Parallel Tasks
  - i. Major Corridor Development
  - ii. Neighborhood Connectors
  - iii. Sidewalk Gaps
  - iv. Construction Integration

### 2. Policy Recommendations

- a. Complete Streets
- b. ADA Compliance
- c. Safe Routes to Schools
- d. Bicycle Parking
- e. Maintenance of Non-motorized Facilities
- f. Sidewalk/Roadside Pathway Completion

### 3. Site Plan Review

### 4. Public Outreach and Education

- a. Establish the Program
- b. Build a Culture of Biking and Walking

Texts in **Blue** are updates from 2016.

Non-Motorized Master Plan 2015-16: Five Year Implementation Status		
Implementation Strategy	Progress	Comments
<b>1. Infrastructure</b>		
<b>a. Initial Investments (Segments that ranked in Top 20 in 2015-16 Annual Non-Motorized prioritization update) <i>Should we include 2016-17 prioritization update now that we have the list ready?</i></b>		
<b>i. Complete Sidewalk Gaps</b>		
CIP budgeted years are updated based on 2016-21 CIP Budget Report		
Sidewalk north of Nine Mile from Plaisance to Taft , 650 ft. (Segment 93B)	18-19, 19-20 & 20-21 CIP	Ranked 9 on Prioritization worksheet
Sidewalk north of Nine Mile from Novi Rd. to Plaisance, 2,650 ft. (Segment 93A)	18-19, 19-20 & 20-21 CIP	Ranked 15 on Prioritization worksheet
Pathway south of Ten Mile from Willowbrook to Haggerty, 2,750 ft. (Segment 81B)	19-20, 20-21 & 21-22 CIP	Ranked 1 on Prioritization worksheet
Pathway south of Ten Mile from Meadowbrook to Willowbrook, 2,530 ft. (Segment 81A)	19-20, 20-21 & 21-22 CIP	Ranked 2 on Prioritization worksheet
Sidewalk north of Ten Mile from Eaton Center to Churchill Crossing, 400 ft. (Segment 62)	18-19 CIP	Ranked 7 on Prioritization worksheet
Pathway south of Ten Mile from Novi Rd. to Chipmunk, 2,400 ft. (Segment 90)	19-20 CIP	Ranked 11 on Prioritization worksheet
Pathway south of Ten Mile from Wixom to 400' E of Lynwood, 2,900 ft. (Segment 99A)	19-20 CIP	Ranked 17 on Prioritization worksheet
Pathway south of Ten Mile from 400' E of Lynwood to Beck, 1,100 ft. (Segment 99B)	19-20 CIP	Ranked 23 on Prioritization worksheet
Sidewalk south of Fourteen Mile from Beachwalk Apartment to East Lake, 600 ft. (Segment 5)	16-17 CIP	Ranked 20 on Prioritization worksheet
Sidewalk south of Pontiac Trail from Wedgewood to West Park, 2,560 ft. (Segment 9B)	17-18 & 18-9 CIP	Ranked 3 on Prioritization worksheet
Sidewalk south of Pontiac Trail from Beck to Wedgewood, 2,440 ft. (Segment 9A)	17-18 & 18-9 CIP	Ranked 6 on Prioritization worksheet
Sidewalk east of Meadowbrook from Eight Mile to N of Llewelyn , 1,200 ft. (Segment 119c)	19-20, 20-21 & 21-22 CIP	Ranked 11 on Prioritization worksheet

<b>Non-Motorized Master Plan 2015-16: Five Year Implementation Status</b>		
<b>Implementation Strategy</b>	<b>Progress</b>	<b>Comments</b>
Sidewalk east of Meadowbrook from Nine Mile to Chattman, 2,050 ft. (Segment 84B)	19-20, 20-21 & 21-22 CIP	Ranked 13 on Prioritization worksheet
Sidewalk east of Meadowbrook from Singh Blvd to N of Llewelyn , 1,300 ft. (Segment 119B)	19-20, 20-21 & 21-22 CIP	Ranked 14 on Prioritization worksheet
Pathway west of Meadowbrook from Eleven Mile to Gateway Village, 900 ft. (Segment 70)	19-20 CIP	Ranked 16 on Prioritization worksheet
Sidewalk east of Meadowbrook from Nine Mile to Singh Blvd, 1,300 ft. (Segment 119A)	19-20, 20-21 & 21-22 CIP	Ranked 21 on Prioritization worksheet
Sidewalk east of Meadowbrook from Ten Mile to Chattman, 2,350 ft. (Segment 84A)	19-20, 20-21 & 21-22 CIP	Ranked 22 on Prioritization worksheet
Sidewalk west of Haggerty from Eight Mile to N of Orchard Hill, 1,390 ft. (Segment 120A)	19-20 CIP	Ranked 5 on Prioritization worksheet
Sidewalk west of Haggerty from Orchard Hill to High Pointe, 375 ft. (Segment 120B)	20-21 CIP	Ranked 24 on Prioritization worksheet
Pathway west of Beck from Eleven Mile to Providence, 1,100 ft. (Segment 39)	18-19 CIP	Ranked 8 on Prioritization worksheet
<b>ii. Safety Concerns (Road Crossing Improvements)</b>		
1. The half-signals along the boulevard portion of 12 Mile, west of Novi Rd.	Ongoing	At Cabaret & Donelson Drives
2. The intersection of Haggerty & Village Wood	Completed 2013	
3. South side of Pontiac Trail at Geisler Middle School		
4. Convert bike lanes on South Lake Dr. to pedestrian use & install Shared-use arrows on the street		
<b>iii. Critical Links (Short Connecting Pathways)</b>		
1. Link through Hickory Woods Elementary between Novi Rd. & East Lake Dr. (NC-1)	Completed 2016	
2. Link connecting the neighborhood to the north through Brookfarm Park to Village Oaks Elementary (NC-2)	Completed 2012	
3. Link through park near Meadowbrook & Malott Dr. connecting the neighborhoods (NC-3)	Unlikely	Conservation easements on Orchard Hills West limit ability to construct

Non-Motorized Master Plan 2015-16: Five Year Implementation Status		
Implementation Strategy	Progress	Comments
4. Link connecting neighborhoods west of Meadowbrook between 10 Mile & Grand River (NC-4)	2019-20 CIP	
<b>b. Parallel Tasks</b>		
<b>i. Major Corridor Development</b>		
<b>1. Metro Connector</b>		
a) Extend I-275 Metro Trail south (using 10' wide asphalt) to Bridge Street & provide crossing island on Meadowbrook	Ongoing	<p><b>Phase 1: Construct 2014</b></p> <ul style="list-style-type: none"> <li>10 ft. pathway along Meadowbrook from I-275 trail to 12 Mile, including improved pedestrian crossings at 12 Mile &amp; Meadowbrook</li> </ul> <p>2016-17 CIP</p> <ul style="list-style-type: none"> <li>Paved shoulders along Meadowbrook from I-96 to 12 Mile</li> <li><b>Phase 2: Design 2017-18 CIP, Construct 2018-19 CIP</b> 10 ft. pathway along Meadowbrook from 12 to 13 Mile &amp; 13 Mile from Meadowbrook to M-5</li> </ul> <p><b>Under Construction</b></p> <ul style="list-style-type: none"> <li>Wayfinding signs are proposed from I-275 metro trail to M-5 Metro Trail via Metro Connector phase 1 &amp; 2 (both north and south bound)</li> </ul>
b) Construct 10' wide asphalt path along the west side of Meadowbrook between 11 Mile & 13 Mile		
c) Construct 10' wide asphalt path along the north side of 13 Mile between Meadowbrook & the M-5 Metro Trail		
d) Narrow the travel lanes to 11', pave 5-6' shoulder & stripe for bike lanes on Meadowbrook between 11 & 12 Mile		
e) Add temporary shared lane markings & share the road signs to Meadowbrook between 12 Mile & 13 Mile until road is reconstructed & bike lanes are added		
f) Improve pedestrian crossing at 12 Mile & Meadowbrook		
g) Provide wayfinding signage to direct users from M-5 Trail to I-275 Trail		
<b>2. Taft Corridor</b>		
a) Complete Sidewalk & Pathway Gaps along Taft	Ongoing	<p><b>2013</b></p> <ul style="list-style-type: none"> <li>West side of Taft between Grand River &amp; 11 Mile (Segment 36)</li> </ul> <p><b>2014</b></p> <p>East side of Taft Rd from Ten Mile to Eleven Mile .</p>
b) Add bike lanes along Taft by paving 5-6' wide shoulders & striping/signing		<ul style="list-style-type: none"> <li><b>Bike lanes along Taft, from 8 mile to 9 mile (2017-18 CIP)</b></li> <li><b>Bike lanes along Taft, from 10 mile to Grand River Avenue (2019-20 CIP)</b></li> </ul>
c) Improve the Galway Dr. intersection with a Subdivision Intersection Design		

<b>Non-Motorized Master Plan 2015-16: Five Year Implementation Status</b>		
<b>Implementation Strategy</b>	<b>Progress</b>	<b>Comments</b>
d) Improve the Princeton/Byrne intersection with a Mid-Block Crossing and Rectangular Rapid Flash Beacon		
e) Improve the Dunbarton Dr. intersection with a Subdivision Intersection Design		
f) Improve the White Pine Dr. intersection with a Subdivision Compact Roundabout	Completed 2015	
g) Improve the Addington Ln. intersection with a Subdivision T-Intersection Design		
h) Improve the Novi High School Entrances with a Subdivision T-Intersection Design		
i) Improve the Emerald Forest Blvd intersection with a Subdivision T-Intersection Design		
j) Improve the Jacob Dr. intersection with a Subdivision T-Intersection Design	2015-16 CIP	Mid-block crossing
k) Construct 10' wide asphalt trail along Taft north of Grand River		
l) Construct 10' wide asphalt trail along south side of I-96 corridor, utilize the existing CSX underpass to get under I-96, cross over the CSX railroad & continue the trail along the north side of I-96 along the ITC property connecting to Fountain Walk Dr. Crossing I-96 at the Railroad tunnel, may present some challenges, if so evaluate providing a separate non-motorized crossing at Taft & I-96	Ongoing	<b>Completed Study 2012</b> <ul style="list-style-type: none"> <li>▪ OHM I-96 Pedestrian Study concluded that the CSX crossing not feasible, recommended crossing on west side of Novi Rd.</li> </ul> <b>2019-20 CIP</b> <ul style="list-style-type: none"> <li>▪ Non-motorized bridge over I-96 at Taft Road</li> </ul>
m) Extend sidewalk south along Cabaret Dr. to connect into proposed trail		
n) Provide on-street bike route on Cabaret Dr. & Dixon Rd.		
o) Include a Pedestrian Hybrid Beacon (HAWK) at 12 Mile /Cabaret Dr. Intersection		
p) Construct 10' wide asphalt trail through Lakeshore Park to connect to Lakeshore Dr. (remain on high ground & avoid existing mountain		

<b>Non-Motorized Master Plan 2015-16: Five Year Implementation Status</b>		
<b>Implementation Strategy</b>	<b>Progress</b>	<b>Comments</b>
bike trails as much as possible)		
q) Include wayfinding signage along route to direct users: Cabaret & Dixon		
<b>3. 9 ½ Mile Neighborhood Greenway</b>		
a) Improve road crossing where the proposed route crosses Novi Rd. with a Compact Roundabout		
b) Improve road crossing where the proposed route crosses Meadowbrook with a Crossing Island		
c) Improve road crossing where the proposed route crosses Taft with a Compact Roundabout		
d) Improve road crossing where the proposed route crosses Beck with a Subdivision T-Intersection Design	Completed 2015	Beck mid-block pedestrian crossing between Cheltenham & White Pines.
e) Provide crossing of railroad near Novi Ice Arena, if unattainable, provide alternate route on 10 Mile by completing sidewalk gaps & providing at-grade railroad crossing		
f) Obtain easements & build short 10' wide asphalt connector pathways		
g) Provide traffic calming techniques on local neighborhood streets: Algonquin, Cheltenham, High Meadow, Jonathan, Little Falls, Village Wood, White Pines	Completed 2015	Calming islands and mini-roundabout along White Pines.
h) Construct the south extension ITC Corridor Trail connecting 9 ½ Mile Neighborhood Greenway South to ITC Park & Maybury State Park	Ongoing	<p><b>2013</b></p> <ul style="list-style-type: none"> <li>▪ RCOC completed 8 Mile Mid-block crossing at Maybury State Park</li> </ul> <p><b>Phase 1A: Completed 2016</b></p> <ul style="list-style-type: none"> <li>▪ Southern 1.5 miles of 10 ft. pathway</li> <li>▪ Community Sports Park Pathway Resurfacing</li> </ul> <p><b>Community Sports Park Trail: 2019-20 CIP</b></p> <ul style="list-style-type: none"> <li>▪ Community Sports Park Trail: 3,709 ft. trail in park</li> </ul> <p><b>Phase 1B: 2019-20CIP</b></p> <ul style="list-style-type: none"> <li>▪ 4.5 miles of 10 ft. pathway from 9 Mile to Fire Station 4.</li> </ul>



<b>Non-Motorized Master Plan 2015-16: Five Year Implementation Status</b>		
<b>Implementation Strategy</b>	<b>Progress</b>	<b>Comments</b>
i) Include wayfinding signage along route to direct users		
<b>4. Meadowbrook South of I-96</b>		
a) Complete Sidewalk & Pathway Gaps along Meadowbrook south of I-96	Ongoing	<p><b>Completed 2014</b></p> <ul style="list-style-type: none"> <li>East side of Meadowbrook between I-96 bridge &amp; Grand River (Segment 73 &amp; 24)</li> </ul> <p><b>2019-20 CIP</b></p> <ul style="list-style-type: none"> <li>West side of Meadowbrook between 11 Mile &amp; Gateway Village (Segment 70)</li> <li>East side of Meadowbrook between 8 Mile &amp; 9 Mile (Segment 119) 2019-20, 20-21 &amp; 21-22 CIP</li> </ul>
b) Add bike lanes along Meadowbrook by paving 5-6' wide shoulders & striping/signing		<p><b>2016-17 CIP</b></p> <p>Bike Lanes along Meadowbrook from I-96 to Twelve Mile Road</p>
c) Improve the Chattman Dr. intersection with a Subdivision T-Intersection Design		
d) Install Midblock Crossing Island between Marks Drive/Fawn Trail		
e) Implement neighborhood connector route and include wayfinding signage along route to direct users		
<b>5. I-96 Corridor</b>		
a) Build trail along north side of I-96 utilizing MDOT & ITC property		
b) Provide trail crossing at Novi Rd. by improving existing intersection		
c) Work with the adjacent landowners to provide access from the trail to the shopping centers		
d) Provide trail crossing on Meadowbrook when sidewalk gaps along the west side of the road are complete		
<b>11 Mile/Beck/Providence Park Hospital/ Wild Woods Park</b>		
a) Complete Sidewalk & Pathway Gaps along 11 Mile	Ongoing	<p><b>2019-20 CIP</b></p> <ul style="list-style-type: none"> <li>Non-motorized improvements along 11 Mile between Taft &amp; Beck</li> </ul> <p><b>2019-20 CIP</b></p> <ul style="list-style-type: none"> <li>Non-motorized improvements along</li> </ul>

Non-Motorized Master Plan 2015-16: Five Year Implementation Status		
Implementation Strategy	Progress	Comments
		11 Mile between Beck & Wixom
b) Provide Mid-block Crossings on 11 Mile where proposed neighborhood connector route intersects with 11 Mile		
c) Add Shared-use arrows on 11 Mile Road in the near-term until the shoulders are paved and bike lanes can be included		
d) Complete Sidewalk & Pathway Gaps along Beck	Ongoing	<p><b>2021-22 CIP</b></p> <ul style="list-style-type: none"> <li>West side of Beck between Kirkway Place &amp; 11 Mile (<i>Segment 53</i>)</li> </ul> <p><b>2018-19</b></p> <ul style="list-style-type: none"> <li>West side of Beck between Providence &amp; 11 Mile (<i>Segment 39</i>)</li> </ul> <p><b>2017-18 CIP</b></p> <p>Pathways and bike lanes along Beck between Eight Mile and Nine Mile</p>
e) Provide Mid-block Crossings along Beck		
f) Obtain easements from Providence Park Hospital to construct pathway between Wixom & Beck Rds.	Ongoing	<p><b>Phase 3A: Completed 2013</b></p> <ul style="list-style-type: none"> <li>Completed at part of Medlodge development</li> </ul> <p><b>Phase 3B: Construct, On hold</b></p> <ul style="list-style-type: none"> <li>City is working with Providence Hospital to construct the pathway as part of a proposed development,</li> </ul> <p><b>Wildlife Woods Trail: 2017-18 CIP</b></p> <ul style="list-style-type: none"> <li>10 ft. pathway to connect park to Phase 3A &amp; B</li> </ul>
<b>6. Wixom Rd./Undeveloped Park</b>		
a) Complete Sidewalk & Pathway Gaps along Wixom Rd.	Ongoing	<p><b>2013</b></p> <ul style="list-style-type: none"> <li>East side of Wixom between Drakes Bay &amp; 10 Mile as part of Island Lake development (<i>Segment 50</i>)</li> </ul>
b) Provide Mid-block Crossings along Wixom Rd.	Completed 2014	Mid-block crossing as part of new traffic signal at Deerfield Elementary ( <i>Segment 133</i> )
<b>Beck/West 12 Mile/West Park Dr./Off-road Trail</b>		
a) Complete Sidewalk & Pathway Gaps on west side of Beck		
b) Add sidewalks to both sides of Beck/I-96 overpass		

Non-Motorized Master Plan 2015-16: Five Year Implementation Status		
Implementation Strategy	Progress	Comments
c) Improve road crossing at Beck & 12 Mile		
d) Complete Sidewalk & Pathway Gaps along north side of 12 Mile	Ongoing	<b>2013</b> ▪ North side of 12 Mile between Cabot & M-5 as part of Starbucks development ( <i>Segment 19</i> )
<b>8. Beck/West 12 Mile/West Park Dr./Off-road Trail (continued)</b>		
e) Improve road crossing at West Park Dr. & West Rd.		
f) Build 10' shared use path along city owned property north of West Rd.		
g) Provide bike route along Portside Dr. to connect to Pontiac Trail		
<b>7. Lakeshore Park/13 Mile</b>		
a) Add 10' shared use path through north side of Lakeshore Park paralleling South Lake Rd.		
b) Complete Sidewalk & Pathway Gaps along 13 Mile	<i>Completed 2014</i>	<b>South side of 13 Mile between Sunshine &amp; Holmes (Segment 16)</b>
c) Add Bike Lanes to 13 Mile through road conversions & paving the shoulders	<i>2017-18 CIP 2018-19 CIP</i>	Bike lanes along 13 Mile between Novi Rd. & Meadowbrook
<b>8. ITC Corridor – North Extension</b>		
a) Obtain easement & construct off-road trail along ITC corridor	Ongoing	<b>Phase 3A: Medilodge Connector Completed</b> <b>2017-18:</b> ITC CSP Trail running from Eight Mile at southeast corner of ITC Community Sports Park north to northeast corner of ITC CSP.
b) Obtain easement to construct off-road trail along the west edge of Providence Park Hospital where ITC property stops		<b>Pending funding:</b> Phase 1B running from Nine Mile and Garfield Roads north to 10 Mile and Wixom Roads.  <b>Pending easement:</b> Phase 3B continuing along St. John Providence Park Hospital's southern border from Medilodge Connector to Beck Road.
c) Improve road crossing on Grand River		
d) Work with Wixom to continue trail extension northwest through the Beck/I-96 Interchange to Lyon Oaks Park		

Non-Motorized Master Plan 2015-16: Five Year Implementation Status		
Implementation Strategy	Progress	Comments
<b>ii. Neighborhood Connectors (UPDATE: In 2013 City Council adopted a policy to limit guide signs to arterial roads only, thereby limiting implementation of wayfinding &amp; signage along local/neighborhood streets as recommended in the plan)</b>		
<b>1. Near-term Neighborhood Connectors</b> As depicted on the map on portions of the following streets: 11 Mile, Addington, Bethany, Brenda, Cavendish, Center, Cherry Hill, Christina, Cider Mill, Clark, Clermont, Congress, Emerald Forest, Flint, Galway, Heatherbrae, Hickory Grove, Jaslyn, Joseph, Kerri, Main, Marks, Meridian, Moorsgate, Potomac, Ripple Creek, Riverview, Scarborough, Seeley, Simmons, Sullivan, Sussex, Thatcher, & Westmont		
a) Build short connector pathways through existing ROW & city owned property b) Provide wayfinding & signage along near-term routes c) Implement traffic calming elements along near-term routes d) Implement road crossing improvements where near-term neighborhood connector routes cross a major road	Ongoing	<b>2013</b> Signs installed at Taft & 10 Mile, Taft & Emerald Forest, & Beck & Cider Mill
<b>2. Mid-term Neighborhood Connectors</b> As depicted on the map on portions of the following streets: 11 Mile, Antler, Arcadia, Balcombe, Bristol Circle, Brownstone, Center, Charlemagne, Chase, Drakes Bay, Ennishore, Garfield, Hampton Hill, Hemingway, Independence, Island Lake, Market, Midway, Montmorency, Plateau, Quince, Reindeer, Ridge, Silvery, Steinbeck Glen, Tamara, Town Center, Twelve Oaks, Waverly & Wolf		
a) Build short connector pathways through existing ROW & city owned property b) Obtain easements to build short connector pathways through private owned property c) Provide wayfinding & signage along mid-term routes d) Implement traffic calming elements along mid-term routes e) Implement road crossing improvements where mid-term neighborhood connector routes cross a major road	Ongoing	
<b>3. Long-term Neighborhood Connectors</b> As depicted on the map on portions of the following streets: 12 Mile, 12 1/2 Mile, Albert, Amy, Applebrooke, Brompton, Cider Mill, Collingdale, Deer Run, Delmont, Galway, Hillside, Independence, Kingsley, Kingswood, Knightsbridge, Ladene, Laurel, Mondavi, Nantucket, Orchard Hill, Roberts, Rochester, Sandpiper, Sandstone, Savoie, Sleepy Hollow, Sunday, Terra Del Mar, Torino, Whispering, Woodworth		

<b>Non-Motorized Master Plan                      2015-16: Five Year Implementation Status</b>		
Implementation Strategy	Progress	Comments
a) Obtain easements to build short connector pathways through private owned property b) Provide wayfinding & signage along long-term routes c) Implement traffic calming elements along long-term routes d) Implement road crossing improvements where long-term neighborhood connector routes cross a major road e) If there is enough demand consider paving the pathways through Rotary Park f) Build unpaved pathway along ITC corridor if allowable and eventually if there is demand consider paving the trail	Ongoing	
<b>iii. Sidewalk Gaps</b>		
1. Sidewalk gaps not addressed by previous recommendations should be put into the Sidewalk & Pathway Prioritization Analysis & Process to determine when they should be implemented.  <u><a href="#">This section includes Sidewalks and pathways gaps that were completed or under construction in the current year of implementation update. Some of these gaps are not part of the top 20 list, that have been completed by developers or part of road rehabilitation projects.</a></u>	Annually, Walkable Novi Committee conducts Non-Motorized Prioritization	<p><b>CITY DEVELOPMENTS Completed 2015</b></p> <ul style="list-style-type: none"> <li>▪ Pathway north of Eight Mile from Garfield and Beck (Segment 109)</li> <li>▪ Pathway north of Eleven Mile from Pinnacle to Town Center (Segment 27)</li> <li>▪ Pathway east of Novi from Ten Mile to Ice Arena (Segment 89)</li> <li>▪ Pathway north of Grand River from Seeley to Haggerty (Segment 76)</li> <li>▪ Sidewalk south of Eleven Mile from Town Center to Meadowbrook (Segment 69)</li> </ul> <p><b>PRIVATE DEVELOPMENTS Completed 2015</b></p> <ul style="list-style-type: none"> <li>▪ Pathway west of Wixom from Catholic Central to Island Lake (Segment 18)</li> <li>▪ Sidewalk south of Twelve Mile from City limits to Heifer drive in Wixom (Segment part 45)</li> </ul>

Non-Motorized Master Plan 2015-16: Five Year Implementation Status		
Implementation Strategy	Progress	Comments
		<ul style="list-style-type: none"> <li>▪ Sidewalk north of Twelve Mile from Meadowbrook to Cabot (Segment part 19)</li> <li>▪ Pathway west of Meadowbrook from Twelve Mile to Bridge (Segment part 30)</li> </ul>
<b>iv. Construction Integration</b>		
1. Add bike lanes along arterial & collector roads that were not addressed in the previous tasks, many of the roads have potential to add a paved shoulder to obtain bike lanes, however, due to the fluctuation in the number of lanes at intersections & curbs that occur in numerous places along the roadway a simple paving of the shoulder may not be as simple as it seems & it may be more feasible to wait until the road is reconstructed to pave the shoulders & add bike lanes	Ongoing	<p><b>2013</b></p> <ul style="list-style-type: none"> <li>▪ Bike lanes along 8 Mile between Beck &amp; Napier</li> </ul> <p><b>2014</b></p> <ul style="list-style-type: none"> <li>▪ Bike lanes integrated with the Town Center Drive Reconstruction between Grand River and 11 Mile.</li> </ul> <p><b>2016-17 CIP</b></p> <ul style="list-style-type: none"> <li>▪ Bike lanes along Beck between 8 &amp; 9 Mile</li> </ul>
2. Meadowbrook between 10 Mile & 8 Mile may be the best candidate to attempt a near-term bike lane conversion by paving the shoulder & narrowing the traffic lanes & improving the subdivision entrances similar to Taft		
3. Novi Rd. between 13 Mile & 14 Mile may be a candidate for a near-term bike lane by converting it to a 3 lane road with a median where there are no turning movements		
4. Add sidewalks & bike lanes to Novi Rd./I-96 interchange	<i>Design 2018-19 CIP Construct 2019-20 CIP</i>	Sidewalk along west side from Crescent Blvd to West Oaks (I-96 crossing at Novi)
5. Add bike lanes to Beck/I-96 interchange		
6. If CSX railroad becomes abandoned there may be potential to build a rail-trail along corridor		

Non-Motorized Master Plan 2015-16: Five Year Implementation Status		
Implementation Strategy	Progress	Comments
Construction Integration not specifically recommended in the Plan, but that improves the non-motorized environment in the City	Ongoing	<p><b>2011</b></p> <ul style="list-style-type: none"> <li>▪ Crossing improvements at Old Novi &amp; South Lake</li> </ul> <p><b>2012</b></p> <ul style="list-style-type: none"> <li>▪ 4 ft. paved shoulders along both sides of Beck between 9 Mile &amp; Cheltenham</li> <li>▪ Several missing sections of sidewalk in the Autumn Park Subdivision near the Thornton Basin</li> <li>▪ Sidewalk on the south side of West Oaks from Donelson to parking lot</li> <li>▪ Mid-block crossing at 9 Mile &amp; Sunrise</li> </ul> <p><b>Completed 2014</b></p> <ul style="list-style-type: none"> <li>▪ Sidewalk on Willowbrook bridge</li> </ul> <p><b>2016-17 CIP (2015-16 CIP)</b></p> <ul style="list-style-type: none"> <li>▪ Construct sidewalk gaps along Karim Blvd. <b>Under Construction</b></li> </ul> <p><b>2018-19 CIP</b></p> <ul style="list-style-type: none"> <li>▪ Improved pedestrian connections as part of 9 Mile &amp; Beck signal modernization</li> </ul> <p><b>2019-20 CIP</b></p> <ul style="list-style-type: none"> <li>▪ Improved pedestrian connections as part of 13 Mile &amp; Novi Rd. signal modernization</li> </ul>
	Ongoing	<p><b>2016 -17 CIP</b></p> <ul style="list-style-type: none"> <li>▪ Bike lanes along Meadowbrook from I-96 to Twelve Mile with Meadowbrook reconstruction (112-02)</li> <li>▪ Bike lanes along Beck from Eight Mile to Nine Mile with Beck Road reconstruction (132-01)</li> </ul> <p><b>2017-18 CIP</b></p> <ul style="list-style-type: none"> <li>▪ Bike lanes along Taft from Eight mile to Nine Mile with Taft Road Rehabilitation (102-05)</li> </ul> <p><b>2018-19 CIP</b></p> <ul style="list-style-type: none"> <li>▪ Bike lanes along Thirteen Mile from Novi to Meadowbrook along with Thirteen Mile Road Rehabilitation</li> </ul> <p><b>2019-20 CIP</b></p> <ul style="list-style-type: none"> <li>▪ Bike lanes along Taft from Ten Mile</li> </ul>

Non-Motorized Master Plan 2015-16: Five Year Implementation Status		
Implementation Strategy	Progress	Comments
		<p>to Grand River along with Taft Road Rehabilitation (121-001)</p> <ul style="list-style-type: none"> <li>▪ Improved pedestrian connections as part of 11 Mile &amp; Wixom Rd. roundabout</li> <li>▪ Possible sidewalk integration along Eleven Mile from Taft to Beck (082-30)</li> <li>▪ Possible sidewalk integration along Eleven Mile from Beck to Wixom (132-26)</li> </ul> <p><b>2021-22 CIP</b></p> <ul style="list-style-type: none"> <li>▪ Complete missing sidewalk segments along Twelve Mile from Andelina Ridge to City Limits (152-10)</li> </ul>
<b>2. Policy Recommendations</b>		
<b>a. Complete Streets</b>		
1. Adopt the Non-motorized Transportation Plan	Completed 2011	<b>Staff is currently planning on an update to the approved Non-motorized Transportation Plan</b>
2. Draft a Complete Streets Policy that address the 10 key elements as defined by the National Complete Streets Coalition & that clearly defines the responsible authorities	Completed 2010	
3. Adopt a Complete Streets Policy	Completed 2010	
4. Develop 5-year non-motorized improvement plan (based on the Non-Motorized Master Plan)	Completed 2010	As part of the CIP, the City developed a 6- year non-motorized improvement plan based on the Non-Motorized Master Plan
5. Meet with MDOT & RCOC to review 5-year plan as it relates to facilities under their jurisdiction	Ongoing	DPS meets with RCOC every two years DPS meets with MDOT as needed
6. Implement recommended operations procedures	Underway	Engineering Division is working on ordinance amendments & revising the City's engineering design standards to implement the Non-Motorized Master Plan & Complete Streets policy recommendations
7. Establish performance measures		
8. Begin data collection		
9. Build a reference library of current best practices		



<b>Non-Motorized Master Plan 2015-16: Five Year Implementation Status</b>		
<b>Implementation Strategy</b>	<b>Progress</b>	<b>Comments</b>
10. Establish professional staff training program		
11. Identify City standard plans & details that need to be revised	Completed 2014	City Zoning Ordinance was amended to include a section Bicycle Parking Facility Requirements in Article 5 Site Standards
12. Begin revising standard plans & details		
13. Complete update of standard plans & details	Ongoing	
14. Evaluate progress		
<b>b. ADA Compliance</b>		
1. Establish an interim transition complaint based transition plan	Completed 2014	<p><b>2011</b> City Council adopted a ADA Transition Plan (for pathways and ramps in the road ROW along all roads throughout the City )prepared by the City's Consulting Engineer, Giffels-Webster</p> <p><b>2014</b> City Council adopted a ADA Transition Plan (for pathways and ramps at City-owned facilities such as buildings, parks, parking lots, etc) prepared by Spalding Dedecker Associates, Inc.</p>
2. Designate an ADA coordinator	Completed 2011 Updated 2016	<a href="#">The DPS has designated Adam Wayne as the ADA coordinator since 2015</a>
3. Have an inventory based transition plan in place	Completed 2011	As part of the ADA Transition Plan, Giffels-Webster inventoried curb ramp conditions throughout the City
4. Integrate the transition plan into the capital improvement plan	Annually	ADA improvements are included as a budget item in the CIP
5. Complete the inventory of physical barriers	Completed 2011	As part of the ADA Transition Plan, Giffels-Webster inventoried curb ramp conditions throughout the City
6. Have made substantial progress in removing barriers in the most highly traveled corridors	Ongoing	<p><b>2011</b></p> <ul style="list-style-type: none"> <li>▪ Wixom &amp; Island Lake &amp; entrance to Deerfield Elementary</li> </ul> <p><b>2012</b></p> <ul style="list-style-type: none"> <li>▪ 13 Mile &amp; Meadowbrook</li> <li>▪ Meadowbrook &amp; Brownstone at the</li> </ul>

Non-Motorized Master Plan 2015-16: Five Year Implementation Status		
Implementation Strategy	Progress	Comments
		school <ul style="list-style-type: none"> <li>▪ Grand River near Seeley</li> <li>▪ 9 Mile (multiple locations between Meadowbrook &amp; Beck)</li> <li>▪ Novi Rd. (multiple locations between Crescent &amp; 12 Mile)</li> <li>▪ Multiple locations including White Pines &amp; Autumn Park (Neighborhood Roads Program)</li> </ul> <b>2013</b> <ul style="list-style-type: none"> <li>▪ Novi &amp; Little Falls Blvd</li> <li>▪ Novi &amp; Citation</li> <li>▪ Novi Pathway Project (multiple locations between 9 &amp; 10 Mile)</li> <li>▪ Civic Center ramps in the front &amp; rear lots</li> <li>▪ Novi , Old Novi &amp; Sandstone</li> <li>▪ Multiple locations in Barclay Estates, Cedar Springs, &amp; Meadowbrook Glens (Neighborhood Roads Program)</li> </ul> <b>2014</b> <ul style="list-style-type: none"> <li>▪ Willowbrook Bridge over Ingersol Creek</li> <li>▪ Brookfarm Park</li> <li>▪ Eleven Mile/Town Center Drive</li> <li>▪ Twelve Mile/Meadowbrook</li> <li>▪ Signal &amp; Ramp Upgrades at Meadowbrook/Eight Mile, Wixom/Glenwood, and 13 Mile/Cabot</li> <li>▪ Nine Mile/Haggerty</li> <li>▪ Multiple locations in Haverhill Farms and Autumn Park subdivisions (Neighborhood Roads Program)</li> </ul> <b>2015</b> <ul style="list-style-type: none"> <li>▪ Eight Mile Road/Garfield Road</li> <li>▪ Eleven Mile/Town Center Drive</li> <li>▪ Multiple locations in Meadowbrook Glens, Chase Farms and along White Pines Drive (Neighborhood Roads Program)</li> </ul> <b>2016</b>

Non-Motorized Master Plan 2015-16: Five Year Implementation Status		
Implementation Strategy	Progress	Comments
		<ul style="list-style-type: none"> <li>▪ Grand River/Beck Road</li> <li>▪ Karim Blvd/Ten Mile Road</li> <li>▪ Karim Blvd/Grand River</li> <li>▪ Police Department Entrance (Ten Mile)</li> <li>▪ Multiple locations in Dunbarton Pines</li> <li>▪ Multiple locations in Meadowbrook Glens</li> <li>▪ Multiple locations along Nine Mile Road from Meadowbrook Road to Novi Road</li> <li>▪ Multiple locations along Novi Road from 12 Mile Road to 13 Mile Road</li> </ul>
<b>c. Safe Routes to Schools</b>		
<ol style="list-style-type: none"> <li>1. Develop maintenance standards as well as fix defects &amp; gaps in public sidewalk system adjoining school sites</li> <li>2. Consider the safest routes to school for children when adjusting school boundaries</li> <li>3. Develop a cost-share policy for the construction &amp; maintenance on pathways that are part of the City's Non-motorized System &amp; traverse school property</li> <li>4. Develop a strategic implementation plan for pathways &amp; trails that are part of the City's Non-motorized System that traverse school property</li> <li>5. Continue to enhance a system of accountability for responding to &amp; correcting safety concerns along routes to school &amp; other problems identified through these programs</li> <li>6. Continue to promote &amp; initiate with the school system &amp; parents Walk-to-School Day events, "walking school bus" programs, "Safe Routes to School" programs, &amp; walkability audits in conjunction with the state-wide program</li> <li>7. Perform formal evaluations of how pedestrians &amp; bicyclists are</li> </ol>	Ongoing	<ul style="list-style-type: none"> <li>▪ Many of these recommendations fall underneath the jurisdiction of the various school districts, however the City has contacted them &amp; will continue to identify key people at the local school districts to discuss working with them on SR2S programs</li> <li>▪ The City's Traffic Safety Committee continues to work with local school districts on school safety issues</li> </ul>

<b>Non-Motorized Master Plan                      2015-16: Five Year Implementation Status</b>		
Implementation Strategy	Progress	Comments
accommodated to all school grounds & prepare action plans to address deficiencies		
8. Encourage walking & bicycling to school as a part of the physical education & well-being of the students		
9. Try to eliminate the need for all "Safety Busing" by remedying the hazards that currently warrant the safety busing		
10. Evaluate all individual school & district wide policies regarding bicycling to school & amend policies that discourage bicycling		
11. Encourage residential infill projects within walking distance of schools		
<b>d. Bicycle Parking</b>		
1. Update the City code to include bicycle parking requirements & design standards	Completed 2013	City Zoning Ordinance was amended to include a section Bicycle Parking Facility Requirements in Article 5 Site Standards
2. Implement the bicycle parking requirements & design standards	Completed 2013	City Code of Ordinance was amended with Article XI Off-Road Non-Motorized Facilities which establishes the requirements for the design and construction of off-road non-motorized facilities.
<b>e. Maintenance of Non-motorized Facilities</b>		
1. Develop a multi-year maintenance schedule as part of the annual striping program for updating signs & refreshing pavement markings on Trails & Bike Routes to maintain high contrast & visibility & help bicyclist & pedestrians navigate	Ongoing	<ul style="list-style-type: none"> <li>▪ GIS &amp; DPS staff have inventoried sidewalks &amp; initiated a computerized asset management system (City Works) to track installation &amp; maintenance of public sidewalks &amp; pathways</li> <li>▪ DPS staff have had internal discussions regarding how to implement &amp; fund a set of sidewalk maintenance policies for those non-motorized facilities for which it is responsible</li> </ul>
2. Develop a citywide inspection program to identify & cite hazardous		<ul style="list-style-type: none"> <li>▪ <a href="#">The snow clearing policy is described on the City's website in</a></li> </ul>

<b>Non-Motorized Master Plan 2015-16: Five Year Implementation Status</b>		
<b>Implementation Strategy</b>	<b>Progress</b>	<b>Comments</b>
sidewalks		<a href="#">the DPS Field Operations Division, Roads and Drains Section. A map of sidewalks cleared by City contract is a link on the website</a>
3. Develop a comprehensive citywide asset management for entire system that addresses regular inspections, preventative maintenance & ADA issues		
4. Establish a dedicated website form for non-motorized service requests		
5. Develop an educational campaign encouraging property owners to clear curb ramps & bus stops when shoveling their sidewalks		
6. Establish a policy for maintenance & snow removal of crossing islands		
7. Establish a policy to integrate all of the non-motorized facilities that are part of the Network Plan into the current snow removal program	Ongoing	
8. Determine if additional means are necessary to develop a program that provides maintenance contact information, such as stickers or signs to be placed on pedestrian signals		
9. Assess the effectiveness of the efforts of the code compliance staff to enforce the existing snow removal ordinance on privately owned hard surfaced sidewalks & pathways, specifically on local roads & private drives. If necessary, develop a program to assure snow removal from privately owned sidewalks & pathways along Arterials & Collectors	Ongoing	
10. Designate or hire additional staff & assign responsibility for clearing & maintaining crossing islands, shared-use trails & off-road pathways of snow & ice	Ongoing	DPS currently clears school walks and high volume pathways along arterial roadways
11. Develop a program that monitors the condition of sidewalks along Arterials & Collectors on a yearly basis		<a href="#">No program in place at the moment</a>
12. Establish a maintenance hot-line & website for non-motorized issues (this may be integrated with other	Ongoing	2014 City " <a href="#">Ride and Walk Novi</a> " website encourages residents to contact the

<b>Non-Motorized Master Plan 2015-16: Five Year Implementation Status</b>			
<b>Implementation Strategy</b>	<b>Progress</b>	<b>Comments</b>	
maintenance hot-lines) & place a sticker with this hotline number & website address at locations around town including at all pedestrian activated signals		City Staff for any non-motorized related issues. Contact information for Barbara McBeth, City Planner is provided on the website.	
<b>f. Sidewalk/Roadside Pathway Completion</b>			
1. Establish a committee to update the City code based on the recommendations within this report	Ongoing	DPS and Planning Staff	
2. Establish the process for neighborhoods to complete their sidewalk system		Staff has discussed the possibility of requiring completion of sidewalks in single family home residential developments prior to build-out to provide complete sidewalk networks earlier in the development process	
3. Update the City's Pathway and Sidewalk Prioritization Analysis and Process & track its progress	Annually	Updated Nov 13, 2006 Dec 17, 2007 Oct 7, 2008 Oct 8, 2009	Nov 18, 2010 Nov 17, 2011 Oct 18, 2012 Nov 2013 Oct 23, 2014 <b>Oct 15, 2015</b>
<b>3. Site Plan Review</b>			
a. Update Zoning Ordinance site design regulations to create places that foster safe & efficient non-motorized transportation on site & through convenient connections to the external system	<b>Completed 2013</b>	City Zoning Ordinance was amended to include a section Bicycle Parking Facility Requirements	
b. Develop a site design checklist that ensures non-motorized transportation is adequately addressed during site plan review	<b>Completed 2013</b>  <b>Ongoing</b>	Bicycle Parking review is included as part of the Planning Review Chart.  <b>August 2015-Current</b> 65 Bike racks have been approved across the City as part of Site plan approval process. Details are provided to Walkable Novi Committee periodically.	
<b>4. Public Outreach &amp; Education</b>			
<b>a. Establish the Program</b>			
1. City administration should determine the home of the city's biking & walking outreach & education program, P&R may be a natural location should additional resources		Novi's Older Adult Services Office established a Novi Walkers Club to hold organized walks	

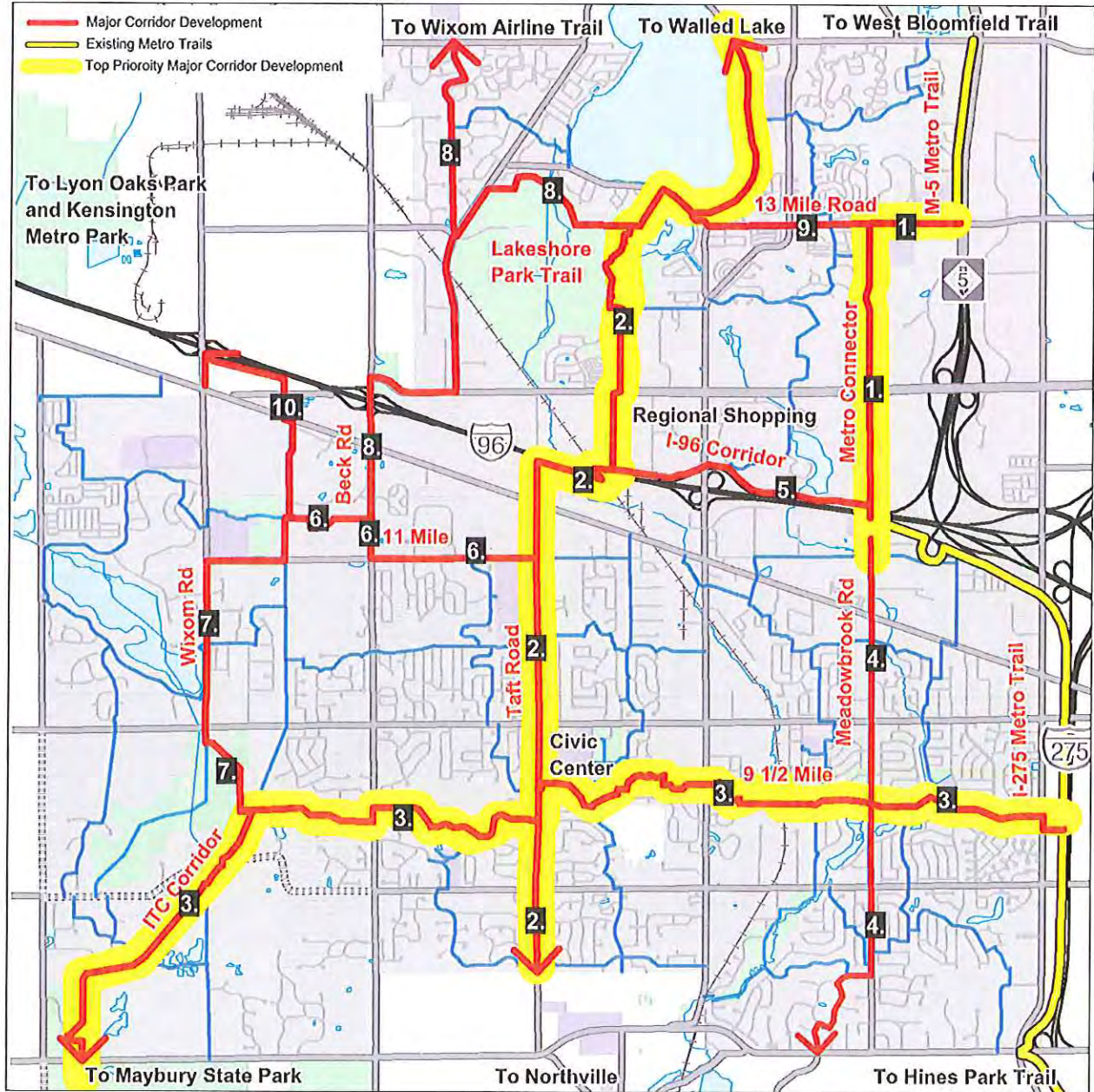
<b>Non-Motorized Master Plan 2015-16: Five Year Implementation Status</b>		
Implementation Strategy	Progress	Comments
be provided		
2. Establish a Bicycling & Walking Task Force to help shape, produce & guide the outreach & education efforts	<b>Completed 2007</b>	Walkable Novi Committee
3. Establish a brand for the bicycling & walking outreach & education program	<b>Ongoing</b>	
4. Create a Facebook & Twitter presence for the outreach & education effort	<b>Ongoing</b>	<p><b>Until 2014</b></p> <ul style="list-style-type: none"> <li>▪ As part of City's Facebook &amp; Twitter accounts</li> <li>▪ A bicycle safety video was added to the City's website</li> </ul> <p><b>2014</b></p> <ul style="list-style-type: none"> <li>▪ City's Ride and Walk Novi website has been reorganized and updated to include more resources for riding and walking opportunities in Novi</li> </ul>
5. Establish partnerships with experienced bicycling & walking organizations such as Michigan Trails & Greenways Alliance, Michigan Mountain Biking Alliance & League of Michigan Bicyclists	<b>Ongoing</b>	<ul style="list-style-type: none"> <li>▪ The City continues to support &amp; provide services for a variety of mountain bike &amp; trail run competitions at Lakeshore Park</li> <li>▪ Novi Night Group Rides in partnership with Motor City Mountain Biking Association</li> </ul> <p><b>Annually</b></p> <ul style="list-style-type: none"> <li>▪ Keep Rolling in partnership with Performance Bicycle of Novi</li> </ul>
6. Apply for grants to fund a part-time coordinator for the outreach & education program & related tools & materials like website development, printed materials & events promotion		
7. Begin tying active transportation messages & information into existing events such as organized runs, mountain bike events at Lakeshore Park, summer athletic leagues, the Farmers Market, & Novipalooza	<b>Ongoing</b>	Multiple: Memorial Day parade, 5K Emergency Run, Family Bike Event (Digital Detox Week)
8. Produce one stand-alone bicycling	<b>Annually</b>	<b>Stated in 2012; Annual Bike Rodeo;</b>

<b>Non-Motorized Master Plan 2015-16: Five Year Implementation Status</b>		
<b>Implementation Strategy</b>	<b>Progress</b>	<b>Comments</b>
event		
9. Measure the miles of existing non-motorized facilities in the city	<b>Ongoing</b>	City's GIS Division maps existing & proposed facilities
10. Participate in the National Bicycle & Pedestrian Documentation Project		
<b>b. Build a Culture of Biking &amp; Walking</b>		
1. Establish a biking & walking ambassador program within the Youth Police Academy		
2. Establish third grade bicycling & walking education programs as a prerequisite for riding to school in 4th grade		
3. Deploy crosswalk stings at targeted pedestrian crossings		
4. "Ticket" children who are wearing bicycling helmets		
5. Produce a community bicycle map	Completed 2013	
6. Host Bike to Work Week	Annually	
7. Produce a larger bicycling event		
8. Survey residents' attitudes towards biking & walking efforts		
9. Participate in the National Bicycle & Pedestrian Documentation Project		
10. Apply for the League of American Bicyclists' Bicycle Friendly Community status & the state's Promoting Active Communities award	Completed 2013	Application not accepted. Staff intends to reapply after 2017

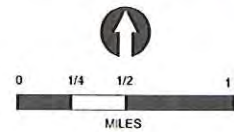
- C. Peter Auger, City Manager  
 Victor Cardenas, Assistant City Manager  
 Charles Boulard, Community Development Director  
 Barb McBeth, City Planner  
 Rob Hayes, Director of Public Services & City Traffic Engineer  
 Theresa Bridges, Engineering Manager  
 Jeff Muck, Director of Parks, Recreation and Cultural Services  
 Sheryl Walsh, Director of Communications



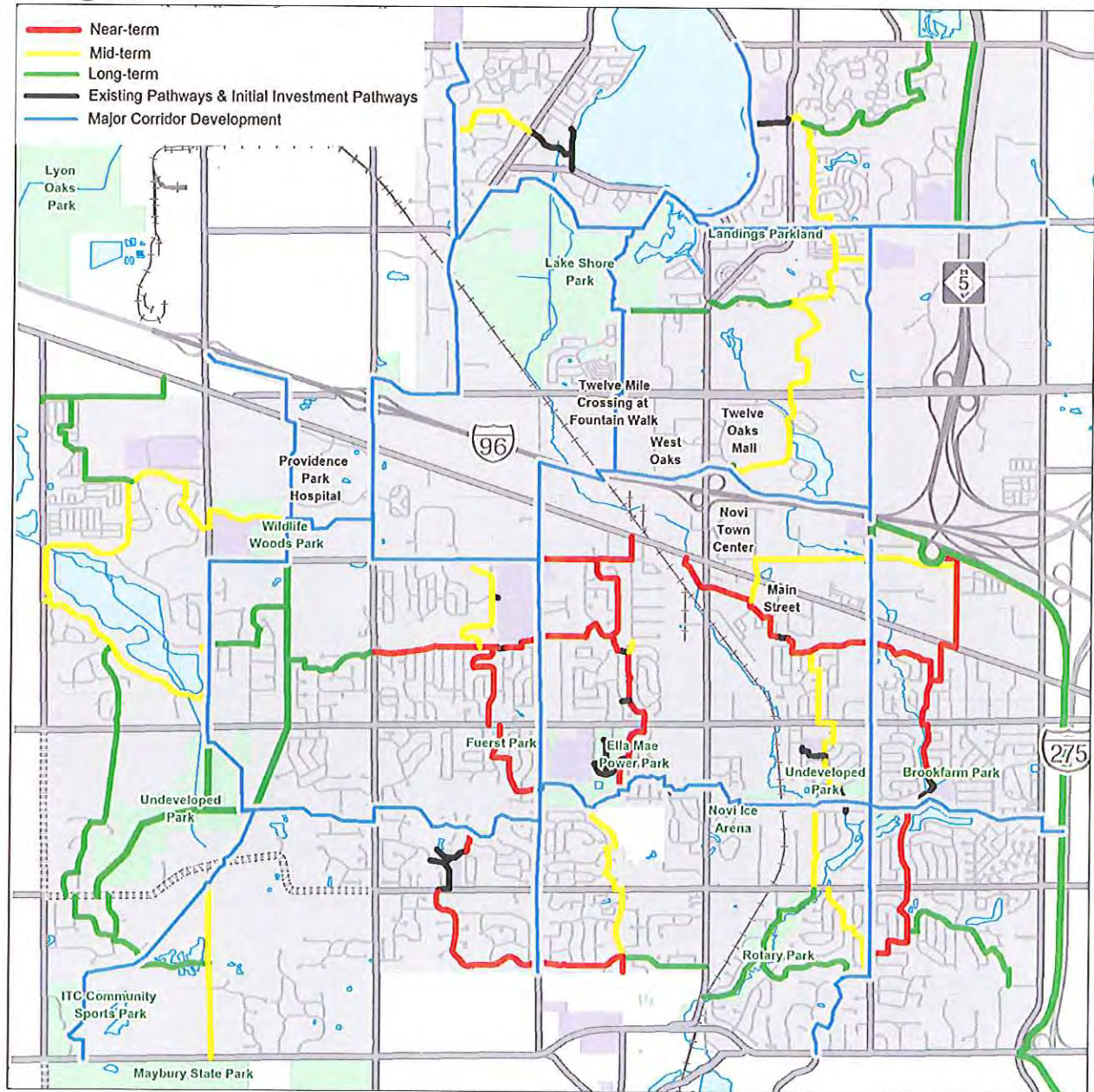
# Major Corridor Development



The Major Corridors provide a framework comprised of Bicycle and Pedestrian Focused Corridors, Neighborhood Connectors and Off-Road Trails that provide access to the key destinations within the City. The nature of these corridors should appeal to great number of bicyclists and pedestrians.



## Neighborhood Connectors



The Neighborhood Connectors provide a finer network than the Major Corridors and feed into the Major Corridor network. As they are primarily comprised of local roadways with short connecting off-road pathways, they are an economical way to provide alternative routes to the busy primary roads.



# City of Novi Annual Non-Motorized Prioritization 2016-17 Update Draft

A Working Document for  
Capital Improvement Plan (CIP) Planning

Updated: September xx, 2016



# Acknowledgements

## Walkable Novi Committee

### Council Members

Wayne Wrobel, Chair  
Brian Burke

### Planning Commission Environmental Committee Members

Dave Baratta  
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Ted Zuchlewski

### Parks, Recreation & Cultural Services Commission Members

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# City of Novi

## Annual Non-Motorized Prioritization

### 2016-17 Update

*Previously known as the City of Novi Pathway and Sidewalk Prioritization Analysis and Process (PSPAP)*

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## Process Overview

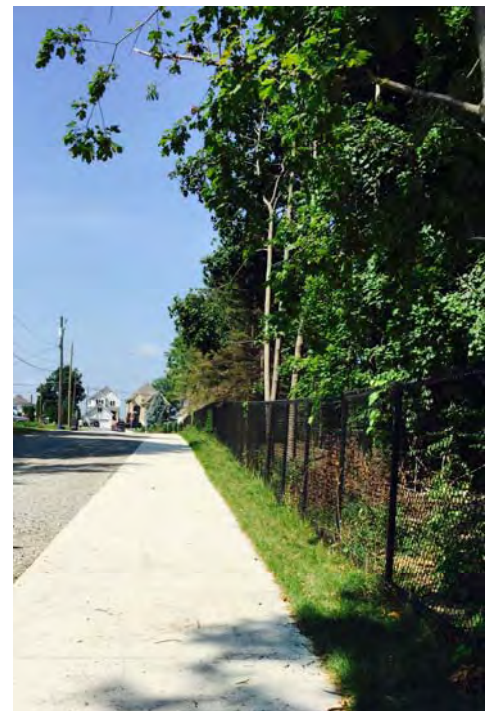
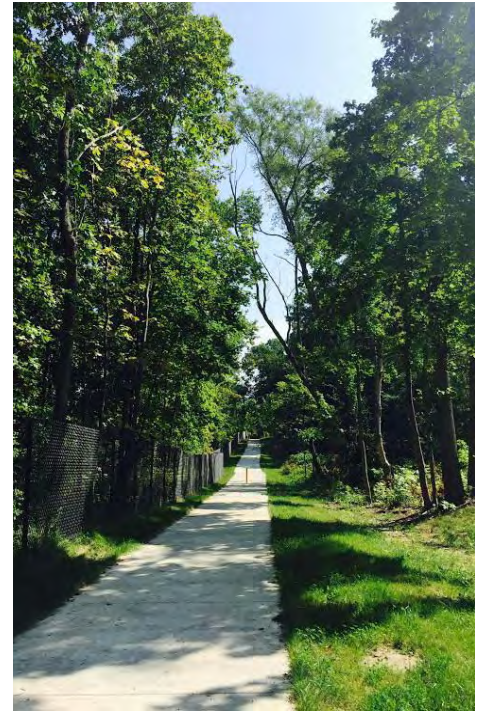
The City of Novi has had a long standing interest in providing an interconnected and comprehensive system of pathways, sidewalks and trails to connect neighborhoods with destinations throughout the city and region. To help ensure that non-motorized improvements are implemented in a logical and beneficial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

Since pathway, sidewalk, destination, accident and traffic volume data continues to change, the annual process includes the update of the segment data annually to insure 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. 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.

The Annual Non-Motorized Prioritization is updated each fall. Data is collected through the year and is current through September 1, 2016, with the exception of completed segments, as any segment under construction at that time was determined to be complete or budgeted for planning purposes. As with previous updates, completed segments were identified, new segments were added and segment ranking was recalculated.

On September 17, 2015, the Walkable Novi Committee approved the changes recommended by staff to the Tier 1 and 2 Categories and the list of divided segments (segments ½ mile to 1 mile long are broken down to smaller lengths) after review and discussion. The current prioritization is ranked based on new Tier 1 and Tier 2 categories.

On September XX, 2016, the Walkable Novi Committee members present reviewed and approved the Annual Non-Motorized Prioritization: 2016-2017 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.



**Finished path to Hickory Woods Elementary School along New Ct from East Lake Drive**

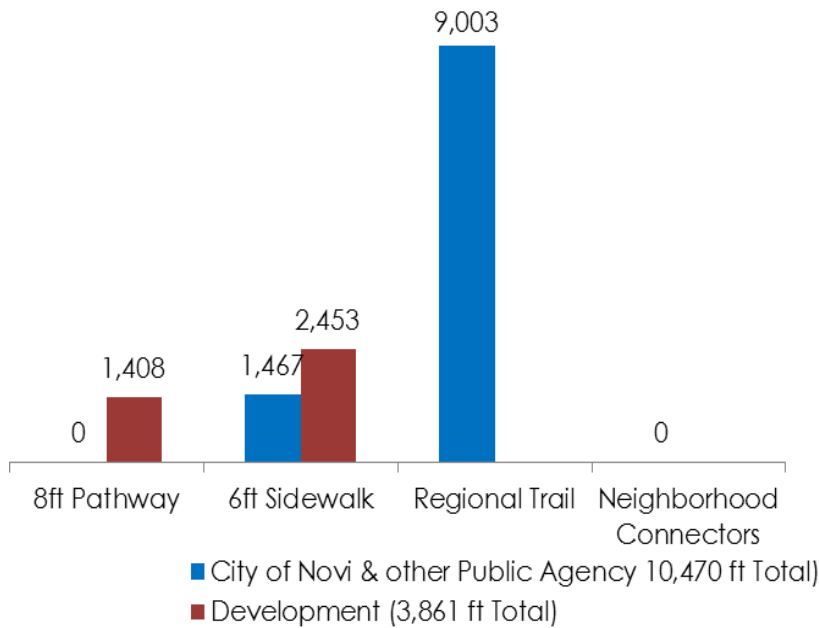
# Completed Non-Motorized Improvements

(or under construction at time of report)

Since October 2006, over 13.7 miles of public pathways and sidewalks were constructed by the City of Novi and the State of Michigan and private developers completed about 14.6 miles of public pathways and sidewalks in the City.

In the 2015-16 year alone, the City of Novi installed over 10,470 feet of sidewalks and regional/recreational trails. The amount of developer installed pathways and sidewalks resulted in over 3,800 feet of additional pathways and sidewalks. City completed Phase 1A of ITC Corridor regional trail this year. The completed regional trails alone make up for over eighty five percent of City completed projects this year. A total of 14,270 feet (about 2.7 miles) of pathways and sidewalks were added to the City's non-motorized inventory.

Segments that have been assigned budget for design and construction are removed from Prioritization spreadsheet to allow opportunity for other segments. Refer to Table 1 for more details. About 15,000 feet of pathways and sidewalks are proposed to be constructed in year 2017.



**Figure 1: 2015-2016 Completed Non-Motorized Improvements**  
(or under construction at time of report)

**TABLE 1: 2015-2016 Completed Non-Motorized Improvements (or under construction at time of report)  
City of Novi**

Segment Item #	Section #	Type	Side of Street/ Other	Location	From	To	Segment Length (ft.)
<b>Sidewalks built or under construction by the City</b>							
129	1	S	South	<b>Fourteen Mile</b>	Haverhill Farms	Maples of Novi	600
1b	1	S	South	<b>Fourteen Mile</b>	M-5	Haverhill Farms	867
4013	17	RT	N/A	<b>Medilodge Providence</b>	Medilodge	Beck	3,203
4003	31	RT	N/A	<b>ITC Corridor</b>	N. of ITC Sports Center Park	Garfield	5,800
<b>2015-16 City of Novi Total</b>							<b>10,470</b>
<b>Sidewalks built or under construction by Private Developers</b>							
110A Part	32	P	west	<b>Beck</b>	Casa Loma		453
103	31	S	East	<b>Napier</b>	Chamberlin Crossings		628
40	17	P	South	<b>Grand River</b>	Grand Promenade		280
52B	20	P	South	<b>Eleven Mile</b>	Oberlin Ph.1		675
45	18	S	South	<b>Twelve Mile</b>	Catholic Central		1315
12	9	S	North	<b>Twelve Mile</b>	Novi Corporate Campus #2		510
<b>2015-16 Development Total</b>							<b>3,861</b>
<b>Segments budgeted for construction for year 2017</b>							
97C	29	P	West	<b>Beck</b>	Valencia South		385
5	3	S	South	<b>Fourteen Mile</b>	Beach Walk	East Lake Drive	600
105 Part	31	P	North	<b>Eight Mile</b>	Garfield	Napier	5,200
9a	4	S	South	<b>Pontiac Trail</b>	Wedgewood	West Park	2,560
9B	4	S	South	<b>Pontiac Trail</b>	Beck Road	Wedgewood	2,440
10	4	S	east	<b>Beck</b>	K&S Plaza		200
		C		<b>Taft mid-block crossing</b>			
20	12	S	west	<b>Haggerty</b>	Autoneum		330
122D?	16	P	East	<b>Beck</b>	Citygate Marketplace		143
39	17	P	west	<b>Beck</b>	Everbrook Learning Care		333
110A Part	32	P	west	<b>Beck</b>	Dunhill		930
93A	27	S	north	<b>Nine Mile</b>	Montebello		1380
30part	14	P	west	<b>Meadowbrook</b>	ATI Headquarters		850
<b>Segments budgeted for construction for year 2016 Total</b>							<b>15,351</b>



ITC trail Phase 1A: From ITC Sports Park to Garfield Road



ITC trail Phase 1A: Running across the residential neighborhood



ITC trail Phase 1A: Boardwalk ends at Garfield Road



ITC trail Phase 1A: Future Connection at Garfield Road

**TABLE 2: Previous Years Completed Non-Motorized Improvements (City Built)  
City of Novi**

Segment Item #	Section #	Type	Side of Street/ Other	Location	From	To	Segment Length (ft.)
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<sup>1</sup> Segments completed by the City of Novi only, not including developer completed segments

**Legend** S= 6 ft. sidewalk P= 8 ft. pathway C=crossing RT=regional/recreational trail

**2014-15 Completed Non-Motorized Improvements**

109	32	P	north	<b>Eight Mile</b>	Garfield	Beck	2,888
27	14	P	north	<b>Eleven Mile</b>	Pinnacle	Town Center	3,500
89	26	P	east	<b>Novi Rd.</b>	Ten Mile	Ice Arena	500
76	24	P	north	<b>Grand River</b>	Seeley	Haggerty	200
69	23	S	south	<b>Eleven Mile</b>	Town Center	Meadowbrook	3,500
5016	28	C			Beck & White Pines/Cheltenham		
5033	2	C			Meadowbrook & Bridge St		
5065	2	C			Twelve Mile & Meadowbrook north		
4036	2	NBD	<b>Hickory Woods</b>	Novi Road		East Lake	1,025
9079	2	NBD	<b>New Ct</b>	East Lake	School		296
<b>Total</b>							<b>11,909</b>

**2013-14 Completed Non-Motorized Improvements**

16	11	P	south	<b>Thirteen Mile</b>	Sunshine	Holmes	275
12 part	9	S	north	<b>Twelve Mile</b>	West Park	Liberty Park	335
24	13	S	east	<b>Meadowbrook</b>	Bridge	Eleven Mile	700
73	24	S	east	<b>Meadowbrook</b>	Eleven Mile	Grand River	600
4342	13	RT	regional	<b>Meadowbrook</b>	Twelve Mile	Meadowbrook Business Park	2,240
4349	13	RT	regional	<b>Meadowbrook</b>	Metro trail	Meadowbrook Park	1,560
4350	13	RT	regional	<b>Meadowbrook</b>	Meadowbrook Park frontage		800
5154	0	C		<b>Nine &amp; Haggerty</b>		NW to NE	crossing
5009		C			Haggerty and Villagewood		crossing
5054	3	C		<b>Wixom &amp; Glenwood or Deerfield</b>	mid-block crossing and signal project		crossing
89	26	P	east	<b>Novi Rd</b>	Ten Mile	Ice Arena	500
145	23	S	north	<b>Ten Mile</b>	Supplier Investment Co	RR	220
<b>Total</b>							<b>7,230</b>

**2012-13 Completed Non-Motorized Improvements**

92	27	S	west	<b>Novi Rd.</b>	Ten Mile	Nine Mile	2,135
36	16	P	west	<b>Taft</b>	Eleven Mile	Andes	495
144	23	P	west	<b>Meadowbrook</b>	Grand River	Cherry Hill	700
145 part	23	S	north	<b>Ten Mile</b>	Catherine Ind. Park	RR	705

4019	25	RT	regional	<b>Brookfarm Park</b>	Ripple Creek	Village Oaks Elem	633
5004		C			Nine Mile and Heatherbrae		
5007	24	C	mid-block	<b>Grand River</b>	Seeley	Joseph	crossing
5014	21	C	bike signs	<b>Beck</b>	Cidermill		crossing
5034	31	C	mid-block	<b>Eight Mile</b>	Community Sports Park	N to S	crossing
5035	31	C	mid-block	<b>Eight Mile</b>	Garfield	N to S	crossing
5143	32	C	crosswalks & signals	<b>Beck</b>	Eight Mile		crossing
<b>Total</b>							<b>4,668</b>

#### 2011-12 Completed Non-Motorized Improvements

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

#### 2010-11 Completed Non-Motorized Improvements

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

#### 2009-10 Completed Non-Motorized Improvements

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

#### 2008-09 Completed Non-Motorized Improvements

59	22	P	south	<b>Eleven Mile</b>	Taft	Cedar Spring Estates	1,300
125	15	S	west	<b>Clark</b>	Eleven Mile	Grand River	205
75 part	24	P	north	<b>Grand River</b>	Meadowbrook	Seeley	310
80A	24	S	north	<b>Ten Mile</b>	Meadowbrook	Haggerty	411
82A	25	S	west	<b>Haggerty</b>	Dunkin Doughnuts	Oak Ridge Place	1,180
60A	22	P	south	<b>Eleven Mile</b>	Clark	Cedar Spring Estates	300
136	21	S	west	<b>Bramblewood</b>	Cidermill	subdivision	210
63	22	S	north	<b>Ten Mile</b>	Wildcat	Taft	1,580
91	26	P	south	<b>Ten Mile</b>	Meadowbrook	Orchard Hills North	800
96	28	P	south	<b>Ten Mile</b>	Beck	Broadmoor Park	250

95	28	S	east	<b>Beck</b>	Ten Mile	Baker	300
	36	S	south	<b>Orchard Hills Place</b>	Haggerty	west	375
54, 55 part	20, 29	P	all	<b>Ten &amp; Beck legs</b>			910
<b>Total</b>							<b>8,131</b>

**2007-08 Completed Non-Motorized Improvements**

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

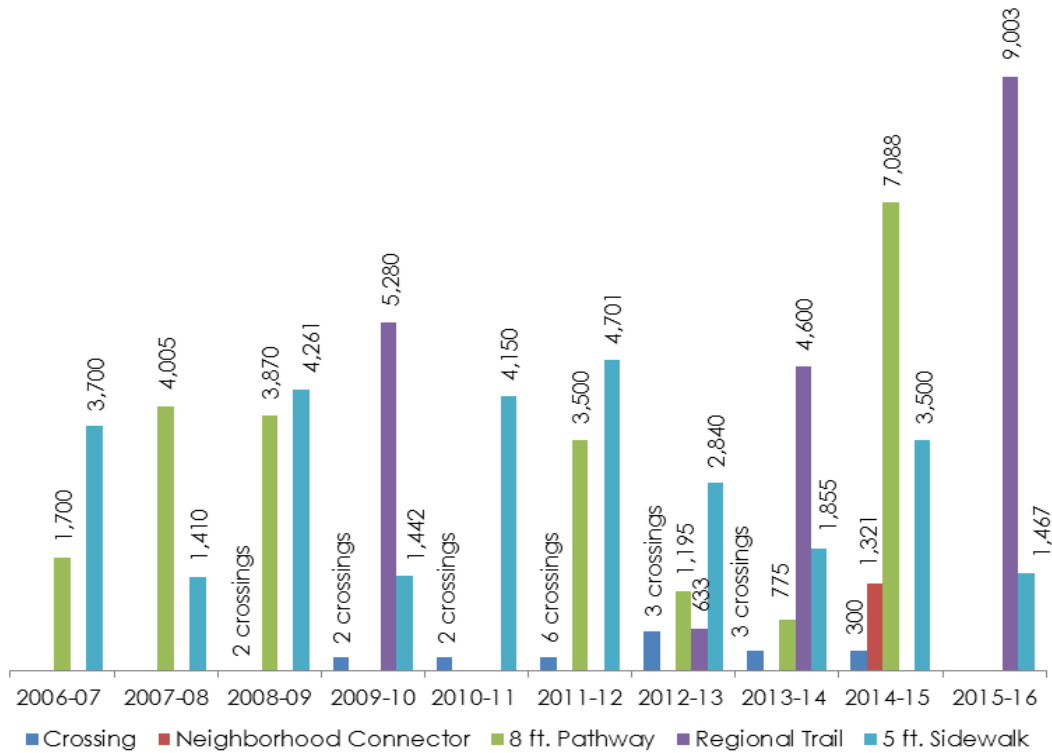
**2006-07 Completed Non-Motorized Improvements**

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

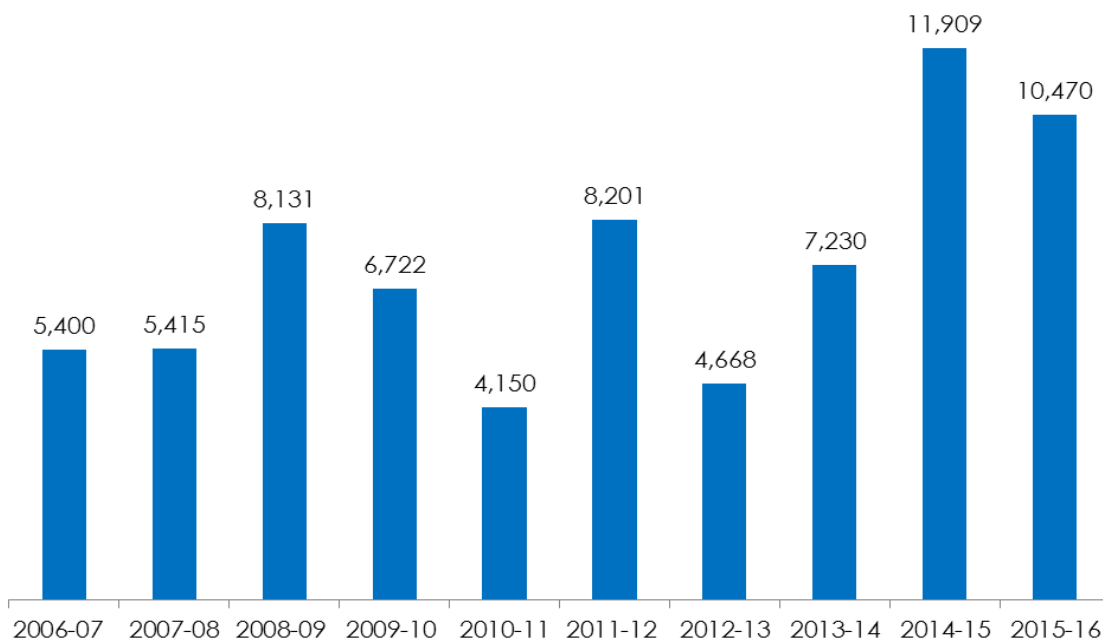


**Unpaved Trail from ITC sports park to newly constructed ITC trail**



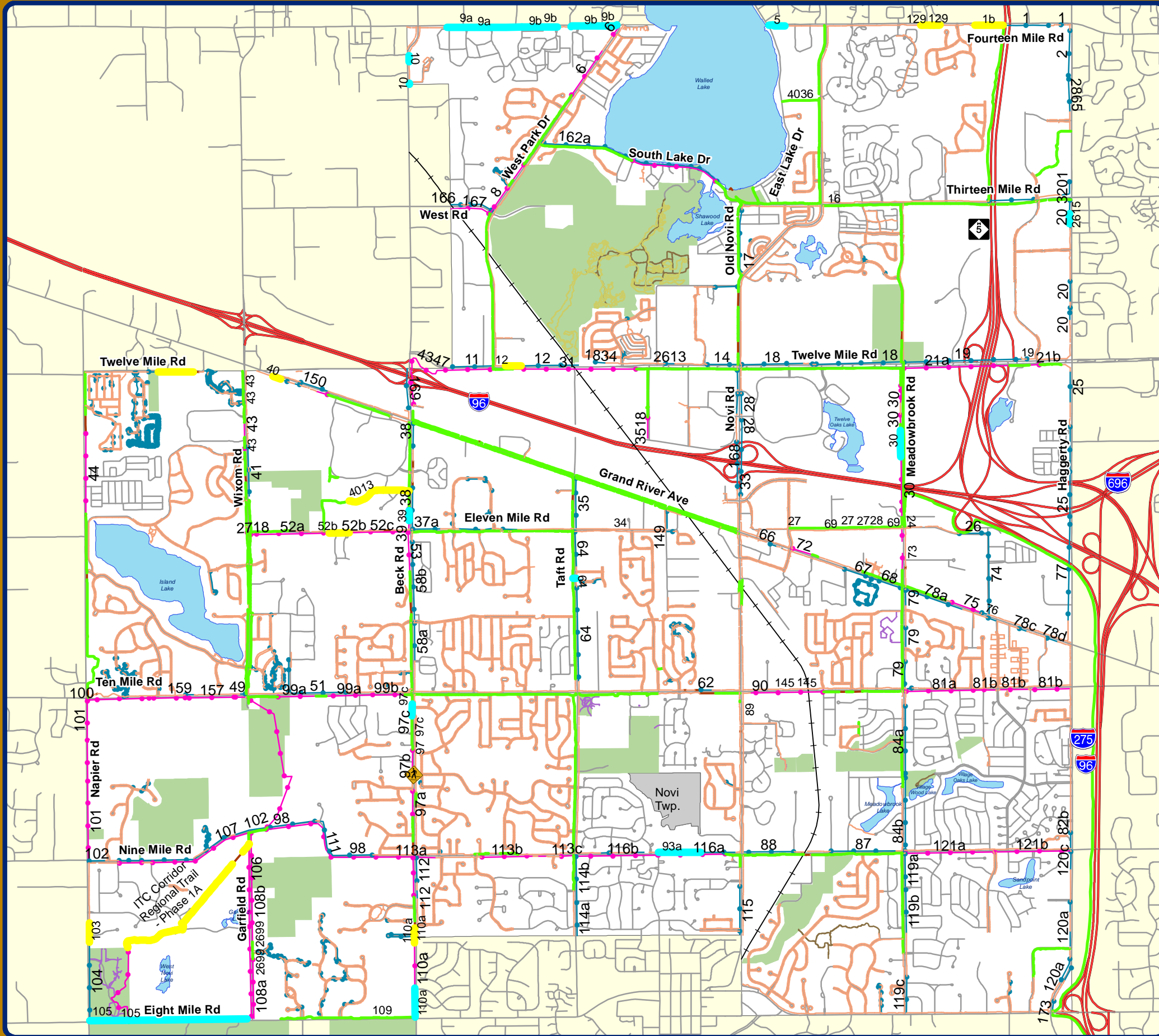


**Figure 2: 2006 – 2016- Completed Non-Motorized Improvements by City of Novi by Type in ft**  
*(Segments completed by the City of Novi only, not including developer completed segments)*



**Figure 3: 2006-2016- Completed Non-Motorized Improvements by City of Novi in ft**  
*(Segments completed by the City of Novi only, not including developer completed segments)*

# Map 1: 2015-2016 Completed Non-Motorized Improvements



### Annual Non-Motorized Prioritization: 2016-2017 Update

- Road Crossings
- Completed or Under Construction Segments
- Segments Budgeted for Construction in 2016

#### Existing Sidewalks

- Existing Sidewalk
- Existing Pathway

#### Future Sidewalks

- Proposed Pathway
- Proposed Sidewalk

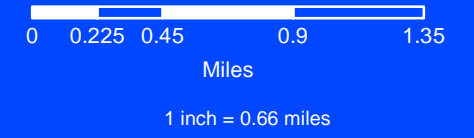
#### Existing Off Road Paths & Trails

- Paved Path
- Unpaved Trail
- Mountain Biking Trail



**City of Novi**  
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 cityofnovi.org

Map Author: Jon Gartha  
 Date: September 7, 2016  
 Project: 2016 Non-Motorized Update  
 Version #: 1.0



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## 2016-17 Top 20 Priority Pathway and Sidewalk Segments

Each year, all pathway and sidewalk segments that are proposed adjacent to roads in Novi are reviewed against a set of Tier 1 criteria and assigned points based on the segment's potential service benefits to the citizens of the City.

The segments are ranked by their Tier 1 points and the top 20 priority segments are then reviewed against a second set of Tier 2 criteria and assigned points based on financial considerations. Additional Tier 2 ranking is done to give priority to segments that provide more economical value to the City. From the Top 20, construction of Segments 80B, 121A, 121B, 121C and 82B is deferred until development due to constraints beyond City control. Because of which, segments ranking 21 through 24 are moved up to list of Top 20 Priority segments. Please refer to Table 4A and 4B for further details.

Please refer to the Pathway and Sidewalk Prioritization Analysis and Process approved by the City Council at its November 13, 2006 meeting for analysis and process details. Due to intrinsic nature of planning, it is necessary to evaluate the policies as new challenges and questions arise. As part of the evaluation process, staff reviewed the prioritization criteria from various communities to identify additional criteria with 2015-16 update. On September 17, 2015, the Walkable Novi Committee approved the changes recommended by staff after review and discussion Table 3 shows the list of revised approved Tier 1 and Tier 2 categories.

For 2016-17, the top 20 priority segments (excluding the deferred segments) result in over 5.97 miles of proposed pathways and sidewalks. Sixteen of the segments are included in the 2016-22 Capital Improvement Plan (CIP) in the CIP projected or forecast to be constructed by 2022.



**Completion of missing segment 129 connecting Maples of Novi to Haverhill Farms along Fourteen Mile Road**

**TABLE 3: Tier and Tier 2 Categories**

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

**TIER 1 CATEGORIES**

**1 BICYCLE & PED. ACCIDENTS**

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

**2 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

**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

**3 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)

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

**5 ACCESS TO HOTELS**

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

**6 ACCESS TO SHOPPING**

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

**8 ACCESS TO PLACES OF WORSHIP**

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

- 9 **CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM**  
3.5 = connected to neighboring sidewalk system  
7 = connected to regional trail system
- 10 **POPULATION SERVED**  
0 = low density; 8 = medium density; 16 = high density
- 11 **SEGMENT COMPLETION**  
3.5 = 1/2 to 1 mile; 7 = over 1 mile
- 12 **CONSIDERABLE PUBLIC INTEREST**  
5 = top 15 survey responses, resident petitions & documented segments requested by groups & govt agencies
- 13 **NON-MOTORIZED MASTER PLAN**  
20 = initial investment  
15 = major corridor

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

- 1 **EASE OF CONSTRUCTION** (easy/hard)  
0 = hard; 8 = medium hard; 16 = easy
- 2 **RIGHT-OF-WAY AVAILABILITY**  
(based on % available)  
0 = 0%; 4.5 = 25%; 9 = 50%; 13.5 = 75%; 18 = 100%
- 3 **OTHER FUNDING SOURCES**  
(based on % available)  
0 = 0%; 4.5 = 25%; 9 = 50%; 18 = 80%+
- 4 **OPPOSITE SIDE SIDEWALK OR PATHWAY**  
(road < 12,000 ADT & 35 mph < existing or planned with higher priority ranking)  
-20 = complete section link ; -10 = one direction section link
- 5 **PRIVATE DEVELOPMENT POTENTIAL** (Negative Points)  
(Positive Points)  
8 = little potential  
4 = partial potential within 10 years  
2 = dev potential within 10 years  
0 = SP submitted
- 6 **EVIDENCE OF EXTENSIVE PEDESTRIAN USE**  
0 = No Evidence  
10 = Worn Path


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

**TABLE 4A: 2016-17 Top 20 Priority Pathway and Sidewalk Segments excluding deferred segments  
City of Novi**

Overall Segment Rank	Segment Item #	Section #	Type	Side of Street	Location	From	To	# of Pieces in Segment	Segment Length (ft.) excluding Developer Planned & Completed Pieces	Notes
1	81B	25	P	south	Ten Mile	Willowbrook	Haggerty	1	2,750	19-20 /20-21/21-22
2	81A	25	P	south	Ten Mile	Meadowbrook	Willowbrook	1	2,530	19-20/ 20-21/21-22
5	120a	36	S	west	Haggerty	Eight Mile	N of Orchard Hill	2	1,390	19-20
7	39	17	P	west	Beck	Eleven Mile	Providence	1	767	18-19 /19-20/20-21
8	62	22	S	north	Ten Mile	Eaton Center	Churchill Crossing	1	400	18-19
9	93B	27	S	north	Nine Mile	Plaissance	Taft	2	650	
11	90	26	P	south	Ten Mile	Novi Rd.	Chipmunk	1	2,400	19-20
11	119c	36	S	east	Meadowbrook	Eight Mile	N of Llewelyn	1	1,200	19-20 /20-21/21-22
13	84B	25	S	east	Meadowbrook	Nine Mile	Chattman	1	2,050	19-20 /20-21/21-22
14	119B	36	S	east	Meadowbrook	Singh Blvd	N of Llewelyn	1	1,300	19-20 /20-21/21-22
14	119A	36	S	east	Meadowbrook	Nine Mile	Singh Blvd	1	1,300	19-20 /20-21/21-22
16	93A	27	S	north	Nine Mile	Novi Rd.	Plaissance	1	1,270	18-19/19-20/20-21
16	25	13	S	west	Haggerty	Twelve Mile	section line	2	4,300	
18	70	23	P	west	Meadowbrook	Eleven Mile	Gateway Village	3	900	19-20
19	99A	29	P	south	Ten Mile	Wixom	400' E of Lynwood	1	2,900	19-20
23	84A	25	S	east	Meadowbrook	Ten Mile	Chattman	1	2,350	19-20 /20-21/21-22
24	99B	29	P	south	Ten Mile	400' E of Lvnwood	Beck	1	1,100	19-20
25	120B	36	S	west	Haggerty	Orchard Hill	High Pointe	1	375	20-21
26	120C	36	S	west	Haggerty	High Pointe	Nine Mile	1	600	
27	66	23	P	south	Grand River	Sixth gate	Main Street	2	312	
									<b>31,532 feet</b>	

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

 Segments with pathways or sidewalks on most of the opposite side of the street - *note that these segments may be critical for system connectivity & must be analyzed separately for connectivity*

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

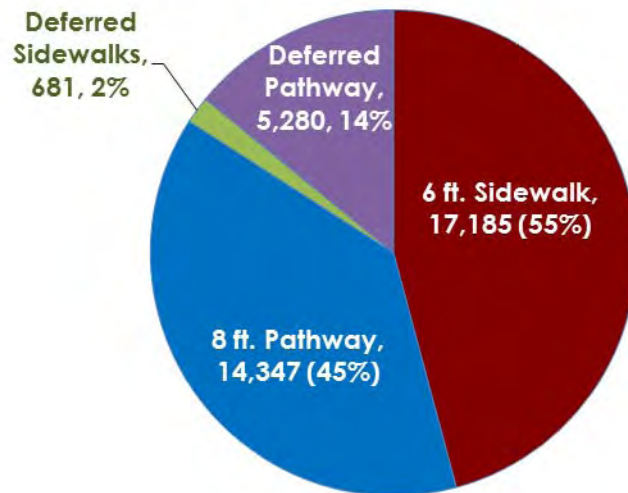
 Short Segments  CIP Budget Year

**TABLE 4B: 2016-17 Selected Priority Pathway and Sidewalk Segments: deferred until private development occurs**

Overall Segment Rank	Segment Item #	Section #	Type	Side of Street	Location	From	To	# of Pieces in Segment	Segment Length (ft.) excluding Developer Planned & Completed Pieces	Notes
4	80B	24	S	north	Ten Mile	Meadowbrook	Willowbrook Estates	1	189	
10	82B	25	S	west	Haggerty	Pavilion Ct Apartments	Nine Mile	1	492	Existing Buckeye Pipe Line
18	121A	36	P	south	Nine Mile	Meadowbrook	Sunrise	1	2,900	Previous City Council Action
18	121B	36	P	south	Nine Mile	Sunrise	Haggerty	1	2,380	
									<b>5,961</b>	

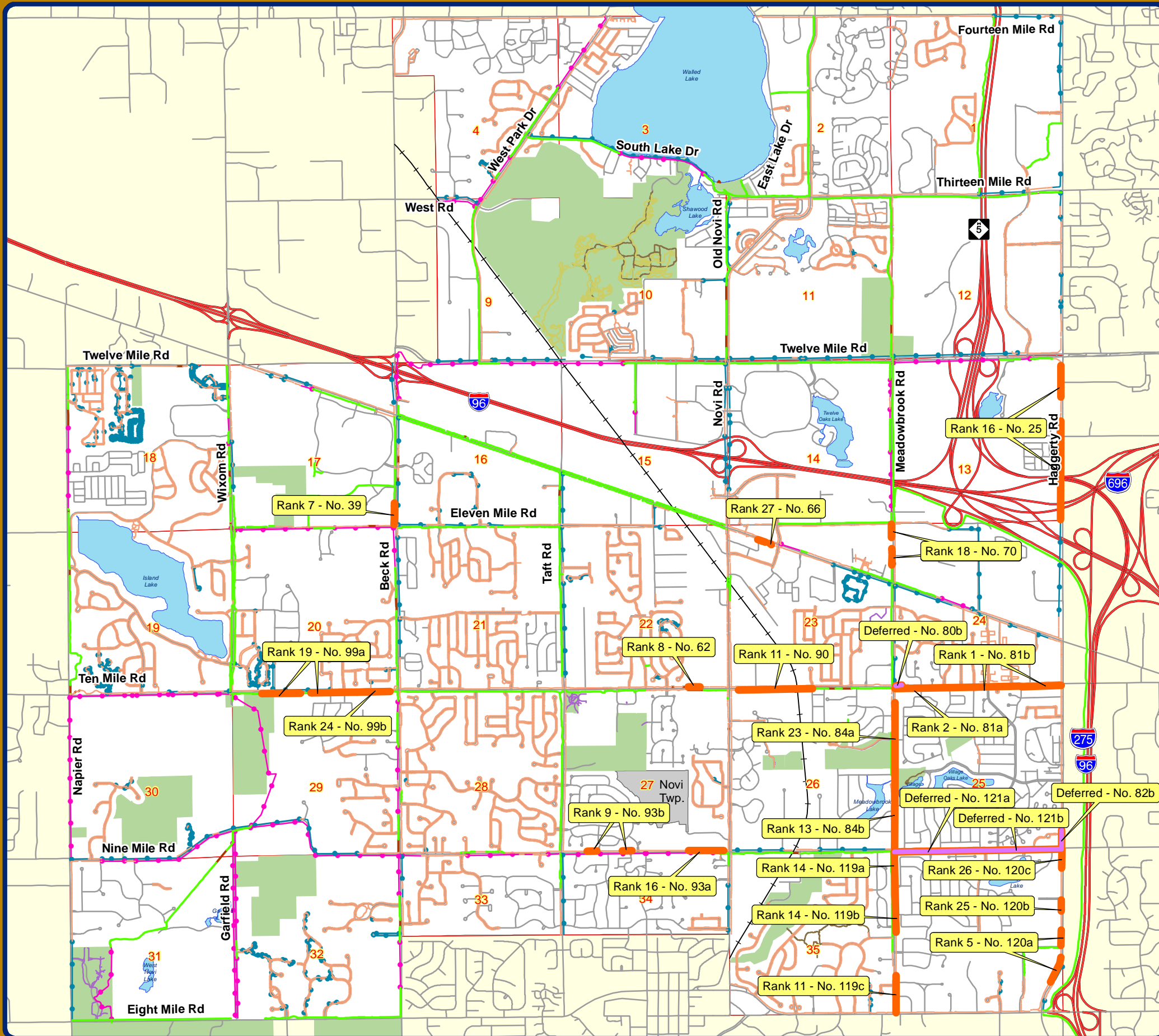
**Legend** S= 6 ft. sidewalk P= 8 ft. pathway

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



**Figure 4: Total Length of 2016-2017 Priority segments per Sidewalks and Pathways**  
(Segments to be completed by the City of Novi only)

# Map 2: 2016-2017 Top 20 Priority Pathway and Sidewalk Segments



## Annual Non-Motorized Prioritization: 2016-2017 Update

- Deferred Segments
- Top 20 Priority Segments**
- Top 20 Priority Segments
- Existing Sidewalks and Pathways**
- Existing Sidewalk
- Existing Pathway
- Future Sidewalks and Pathways**
- Proposed Pathway
- Proposed Sidewalk
- Existing Off Road Paths & Trails**
- Paved Path
- Unpaved Trail
- Mountain Biking Trail



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 Date: September 9, 2016  
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 Version #: 1.0



Miles  
 1 inch = 0.66 miles

### MAP INTERPRETATION NOTICE

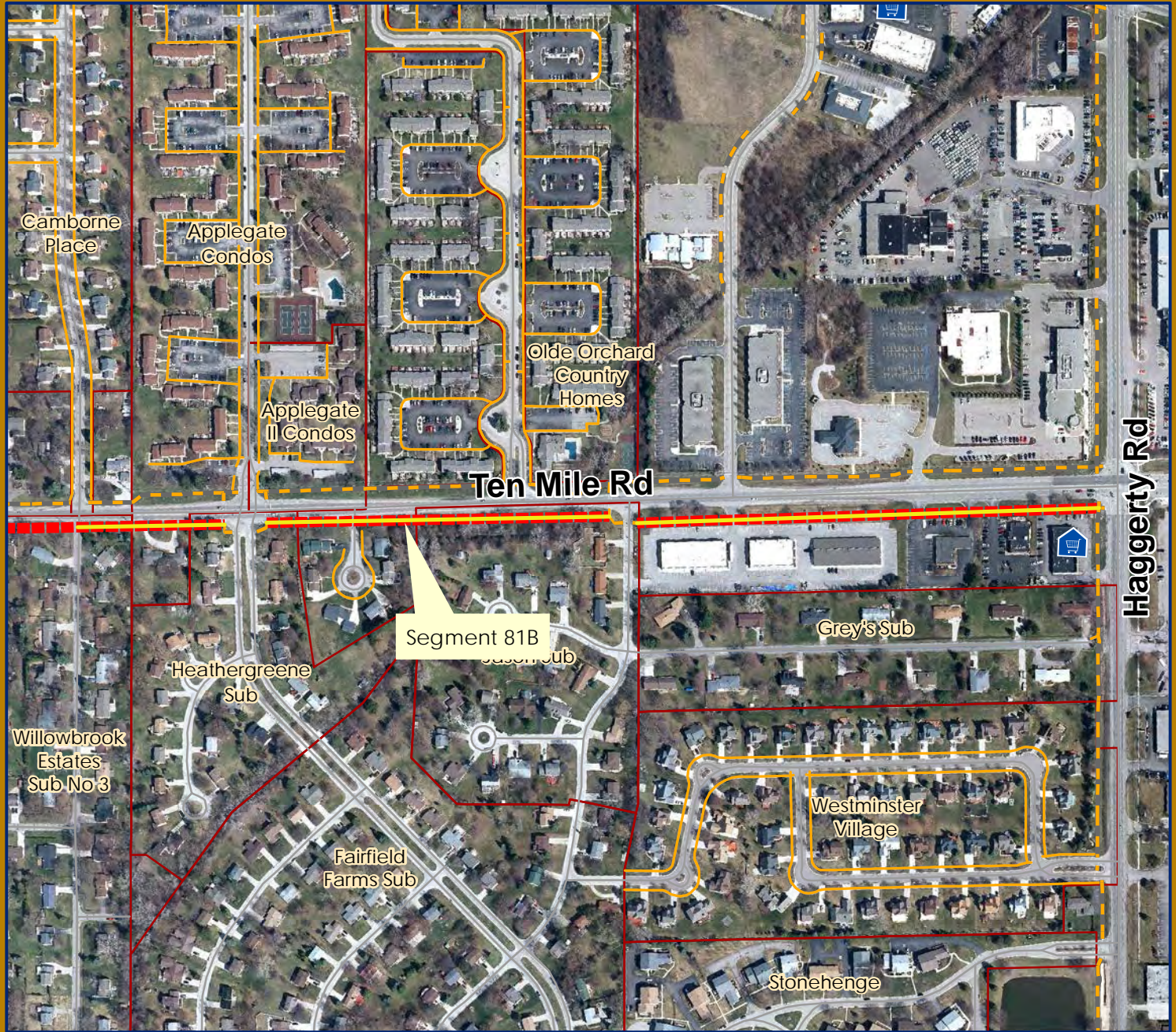
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**MAPS:**  
**2016-2017 Top 20 Priority Pathway and Sidewalk Segments**  
**(excluding deferred segments)**

# Overall Segment Ranking 1: Segment 81B (19-20, 20-12 & 21-22 CIP) South side of Ten Mile from Willowbrook to Haggerty: 2,750'



## LEGEND

- |  |   |
|--|---|
|  Future_Pathway Major     |  Civic Center            |
|  Future_Pathway Multi-Use |  Library                 |
|  Future_Sidewalk Local    |  Places of Worship       |
|  Future_Sidewalk Major    |  Places of Worship-Hindu |
|  Existing_Pathway Major   |  School                  |
|  Existing_Pathway Local   |  Shopping - Major        |
|  Existing_Sidewalk Major  |  Shopping Plaza          |
|  Existing_Sidewalk Local  |   |
|  Hotels                   |   |



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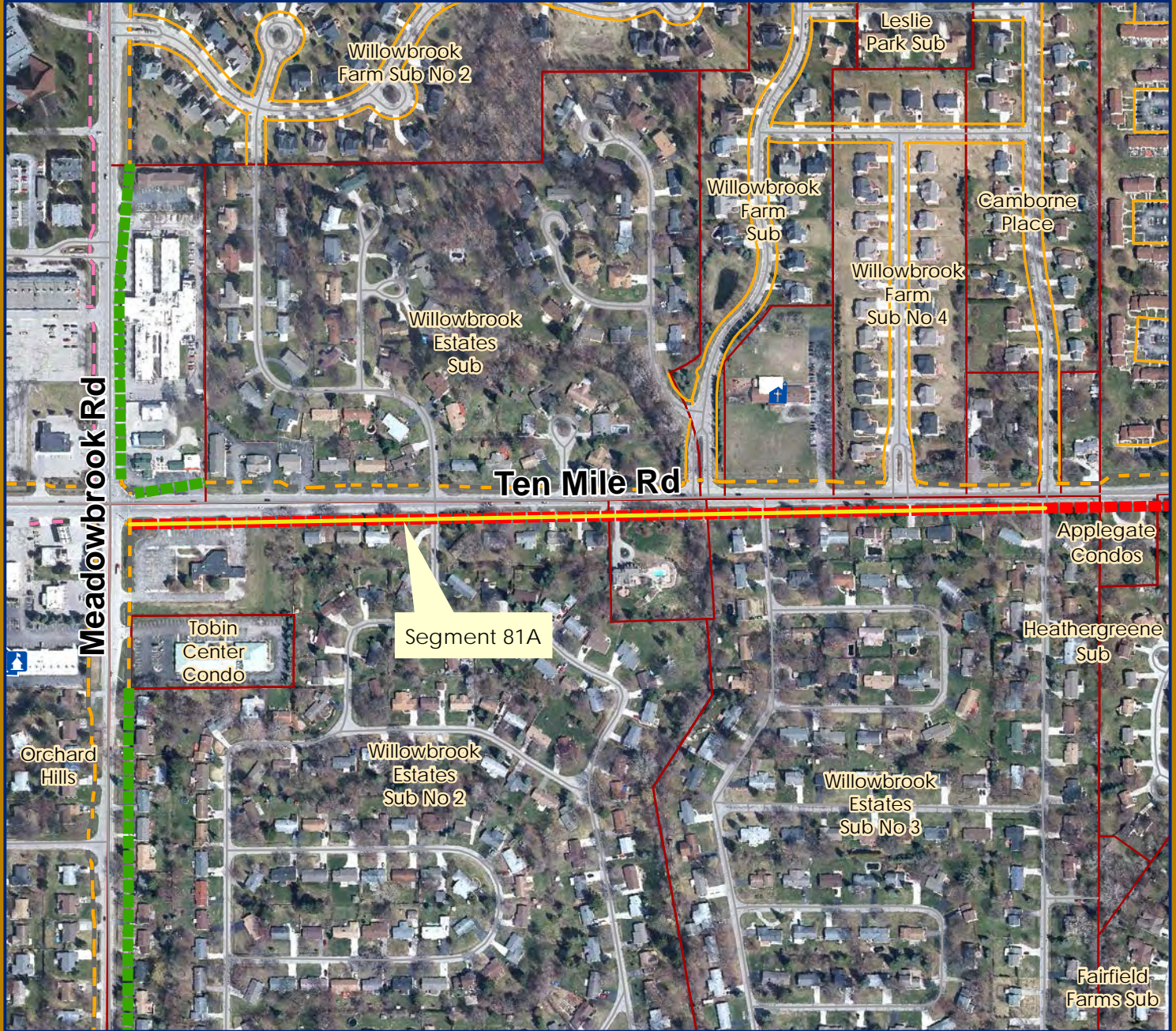
Project: 2016-17 Top 20 Priority Path and Sidewalk Segments  
Date: 09 September 2016  
Map Author: Sri Komaragiri  
Version #: 1.0

0 60 120 240 360 480 Feet 1 inch = 419 feet



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# Overall Segment Ranking 2: Segment 81A (19-20, 20-12 & 21-22 CIP) South side of Ten Mile from Meadowbrook to Willowbrook: 2,530'



## LEGEND

- |   |                          |   |                         |
|---|--------------------------|---|-------------------------|
|  | Future_Pathway Major     |  | Civic Center            |
|  | Future_Pathway Multi-Use |  | Library                 |
|  | Future_Sidewalk Local    |  | Places of Worship       |
|  | Future_Sidewalk Major    |  | Places of Worship-Hindu |
|  | Existing_Pathway Major   |  | School                  |
|  | Existing_Pathway Local   |  | Shopping - Major        |
|  | Existing_Sidewalk Major  |  | Shopping Plaza          |
|  | Existing_Sidewalk Local  |  | Hotels                  |



City of Novi

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Project: 2016-17 Top 20 Priority Path and Sidewalk Segments  
Date: 09 September 2016  
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0 60 120 240 360 480 Feet 1 inch = 419 feet



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# Overall Segment Ranking 5: Segment 120A(19-20 CIP) West side of Haggerty from Eight Mile to N of Orchard Hill: 1,390'



## LEGEND

- |  |   |
|--|---|
|  Future_Pathway Major     |  Civic Center            |
|  Future_Pathway Multi-Use |  Library                 |
|  Future_Sidewalk Local    |  Places of Worship       |
|  Future_Sidewalk Major    |  Places of Worship-Hindu |
|  Existing_Pathway Major   |  School                  |
|  Existing_Pathway Local   |  Shopping - Major        |
|  Existing_Sidewalk Major  |  Shopping Plaza          |
|  Existing_Sidewalk Local  |   |
|  Hotels                   |   |



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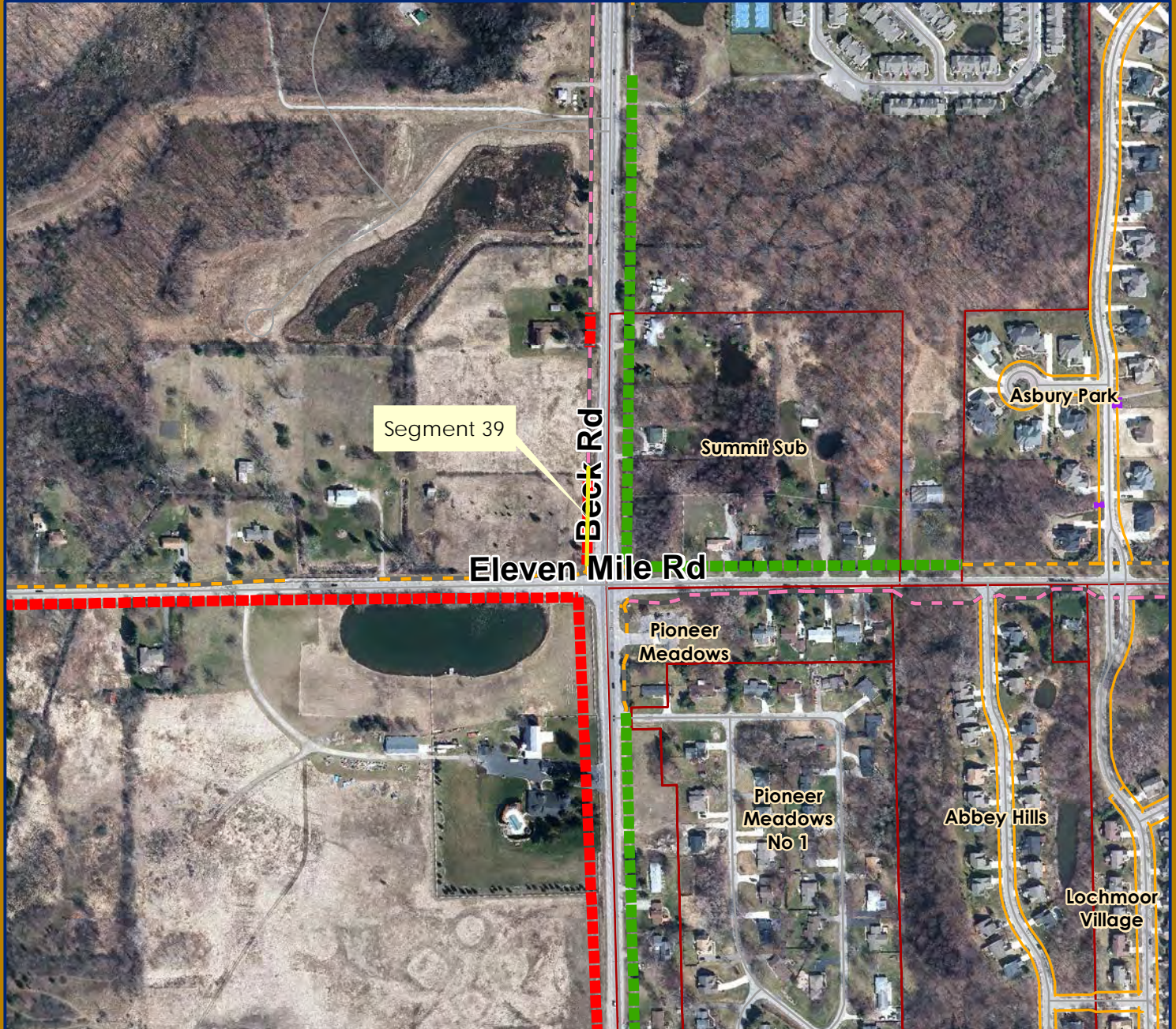
Project: 2016-17 Top 20 Priority Path and Sidewalk Segments  
Date: 09 September 2016  
Map Author: Sri Komaragiri  
Version #:1.0

0 45 90 180 270 360 Feet 1 inch = 333 feet



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# Overall Segment Ranking 7: Segment 39 (18-19, 19-20& 20-21 CIP) West side of Beck from Eleven Mile to Providence: 767'



## LEGEND

- |   |                          |   |                         |
|---|--------------------------|---|-------------------------|
|  | Future_Pathway Major     |  | Civic Center            |
|  | Future_Pathway Multi-Use |  | Library                 |
|  | Future_Sidewalk Local    |  | Places of Worship       |
|  | Future_Sidewalk Major    |  | Places of Worship-Hindu |
|  | Existing_Pathway Major   |  | School                  |
|  | Existing_Pathway Local   |  | Shopping - Major        |
|  | Existing_Sidewalk Major  |  | Shopping Plaza          |
|  | Existing_Sidewalk Local  |  | Hotels                  |



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Date: 09 September 2016  
Map Author: Sri Komaragiri  
Version #:1.0

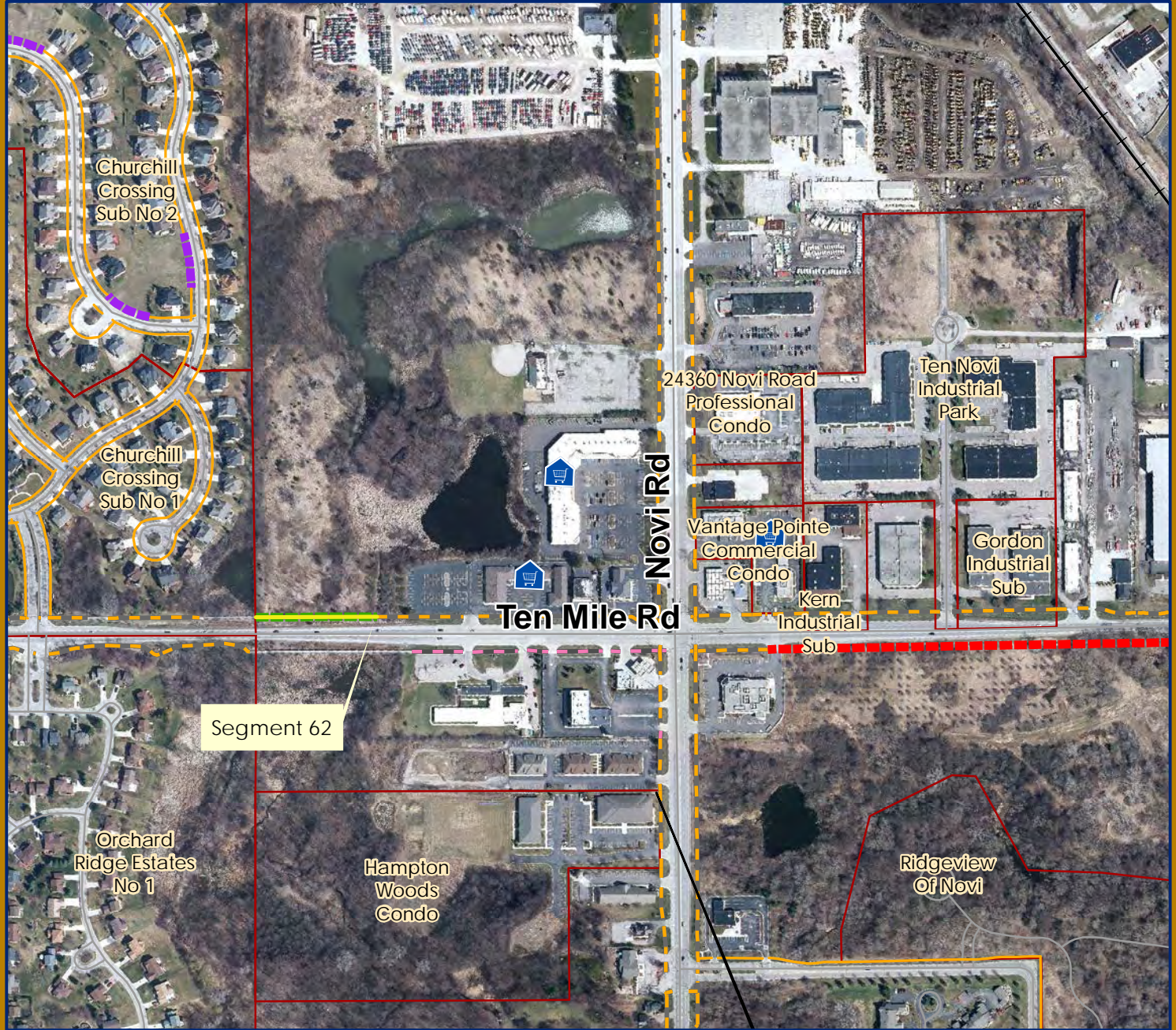
0 60 120 240 360 480 Feet 1 inch = 419 feet














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# Overall Segment Ranking 8: Segment 62 (18-19 CIP)

## North side of Ten Mile from Eaton Center to Churchill Crossing: 400'



### LEGEND

-  Existing\_Pathway Major
-  Existing\_Pathway Local
-  Existing\_Sidewalk Major
-  Existing\_Sidewalk Local
-  Hotels
-  Civic Center
-  Library
-  Places of Worship
-  Places of Worship-Hindu
-  School
-  Shopping - Major
-  Shopping Plaza



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 Date: 09 September 2016  
 Map Author: Sri Komaragiri  
 Version #:1.0

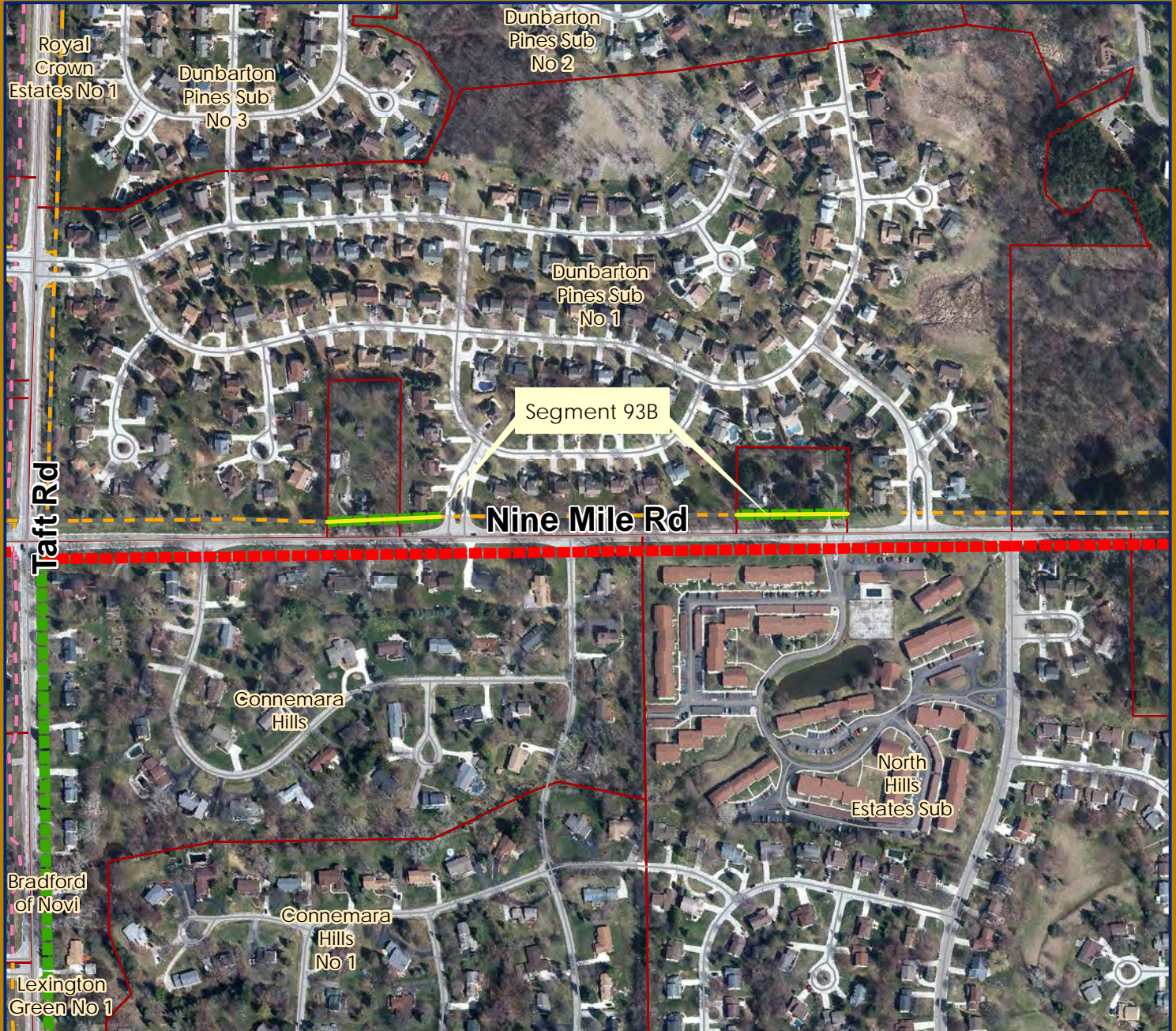
0 65 130 260 390 520 Feet 1 inch = 478 feet



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# Overall Segment Ranking 9: Segment 93B

## North side of Nine Mile from Plaisance to Taft: 650'



### LEGEND

- |   |                          |   |                         |
|---|--------------------------|---|-------------------------|
|  | Future_Pathway Major     |  | Civic Center            |
|  | Future_Pathway Multi-Use |  | Library                 |
|  | Future_Sidewalk Local    |  | Places of Worship       |
|  | Future_Sidewalk Major    |  | Places of Worship-Hindu |
|  | Existing_Pathway Major   |  | School                  |
|  | Existing_Pathway Local   |  | Shopping - Major        |
|  | Existing_Sidewalk Major  |  | Shopping Plaza          |
|  | Existing_Sidewalk Local  |  | Hotels                  |



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 Date: 09 September 2016  
 Map Author: Sri Komaragiri  
 Version #:1.0

0 60 120 240 360 480 Feet 1 inch = 419 feet



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# Overall Segment Ranking 11: Segment 90 (19-20 CIP)

## South side of Ten Mile from Novi to Chipmunk: 2,400'



### LEGEND

- |                          |  |                         |
|--------------------------|--|-------------------------|
| Future Sidewalks         |  | Hotels                  |
| Future_Pathway Major     |  | Civic Center            |
| Future_Pathway Multi-Use |  | Library                 |
| Future_Sidewalk Local    |  | Places of Worship       |
| Future_Sidewalk Major    |  | Places of Worship-Hindu |
| Existing_Pathway Major   |  | School                  |
| Existing_Pathway Local   |  | Shopping - Major        |
| Existing_Sidewalk Major  |  | Shopping Plaza          |
| Existing_Sidewalk Local  |  |                         |



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 Date: 09 September 2016  
 Map Author: Sri Komaragiri  
 Version #:1.0

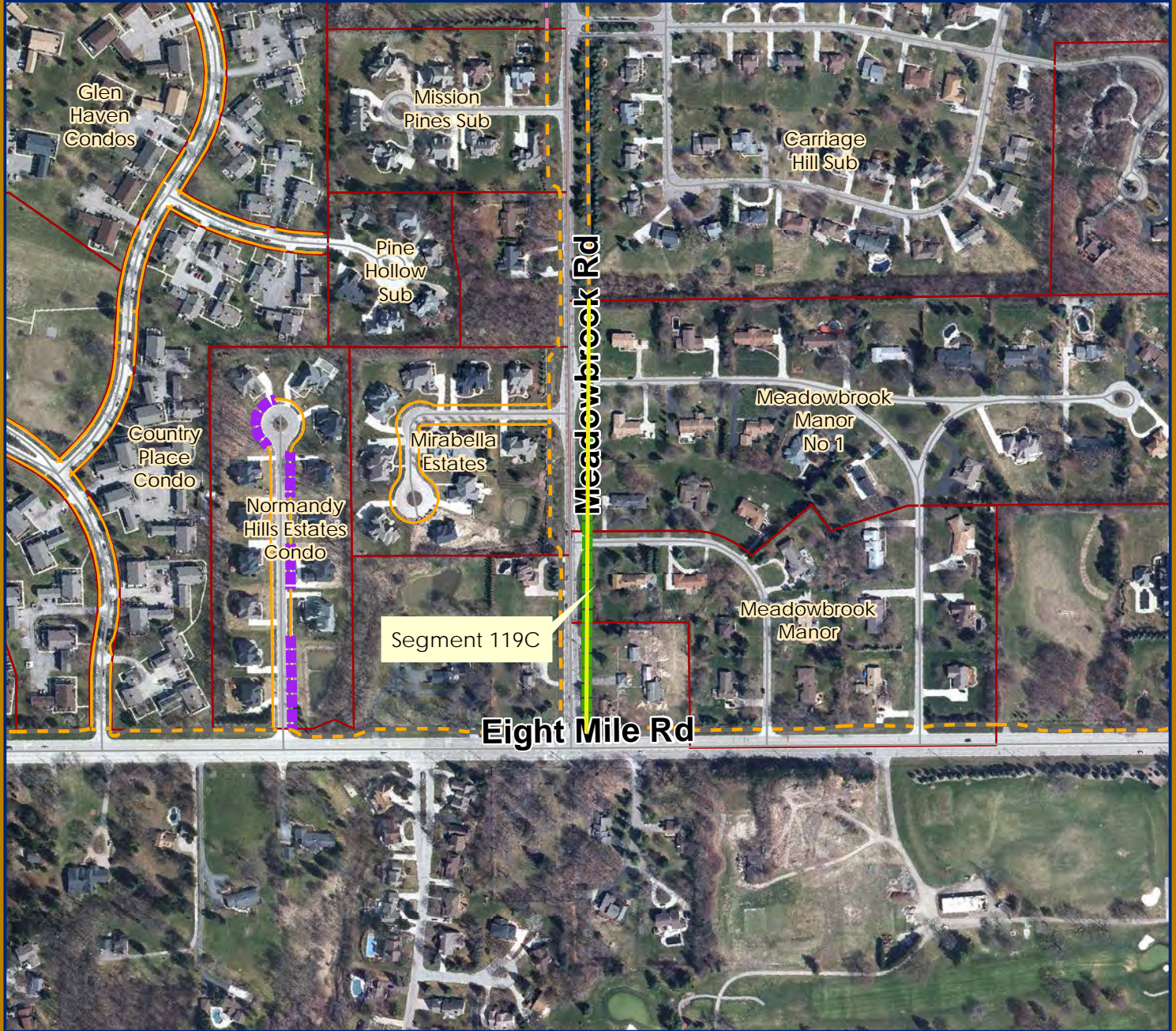
0 55 110 220 330 440 Feet 1 inch = 417 feet



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# Overall Segment Ranking 11: Segment 119C (19-20, 20-12 & 21-22 CIP) East side of Meadowbrook from Eight Mile to N of Llewelyn: 1,200'



## LEGEND

- |   |                          |   |                         |
|---|--------------------------|---|-------------------------|
|  | Future_Pathway Major     |  | Civic Center            |
|  | Future_Pathway Multi-Use |  | Library                 |
|  | Future_Sidewalk Local    |  | Places of Worship       |
|  | Future_Sidewalk Major    |  | Places of Worship-Hindu |
|  | Existing_Pathway Major   |  | School                  |
|  | Existing_Pathway Local   |  | Shopping - Major        |
|  | Existing_Sidewalk Major  |  | Shopping Plaza          |
|  | Existing_Sidewalk Local  |  | Hotels                  |



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Project: 2016-17 Top 20 Priority Path and Sidewalk Segments  
Date: 09 September 2016  
Map Author: Sri Komaragiri  
Version #:1.0

0 60 120 240 360 480 Feet 1 inch = 419 feet



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# Overall Segment Ranking 13: Segment 84B (19-20, 20-12 & 21-22 CIP) East side of Meadowbrook from Nine Mile to Chattman: 2,050'



## LEGEND

- |                          |  |                         |
|--------------------------|--|-------------------------|
| Future Sidewalks         |  | Civic Center            |
| Future_Pathway Major     |  | Library                 |
| Future_Pathway Multi-Use |  | Places of Worship       |
| Future_Sidewalk Local    |  | Places of Worship-Hindu |
| Future_Sidewalk Major    |  | School                  |
| Existing_Pathway Major   |  | Shopping - Major        |
| Existing_Pathway Local   |  | Shopping Plaza          |
| Existing_Sidewalk Major  |  | Hotels                  |
| Existing_Sidewalk Local  |  |                         |



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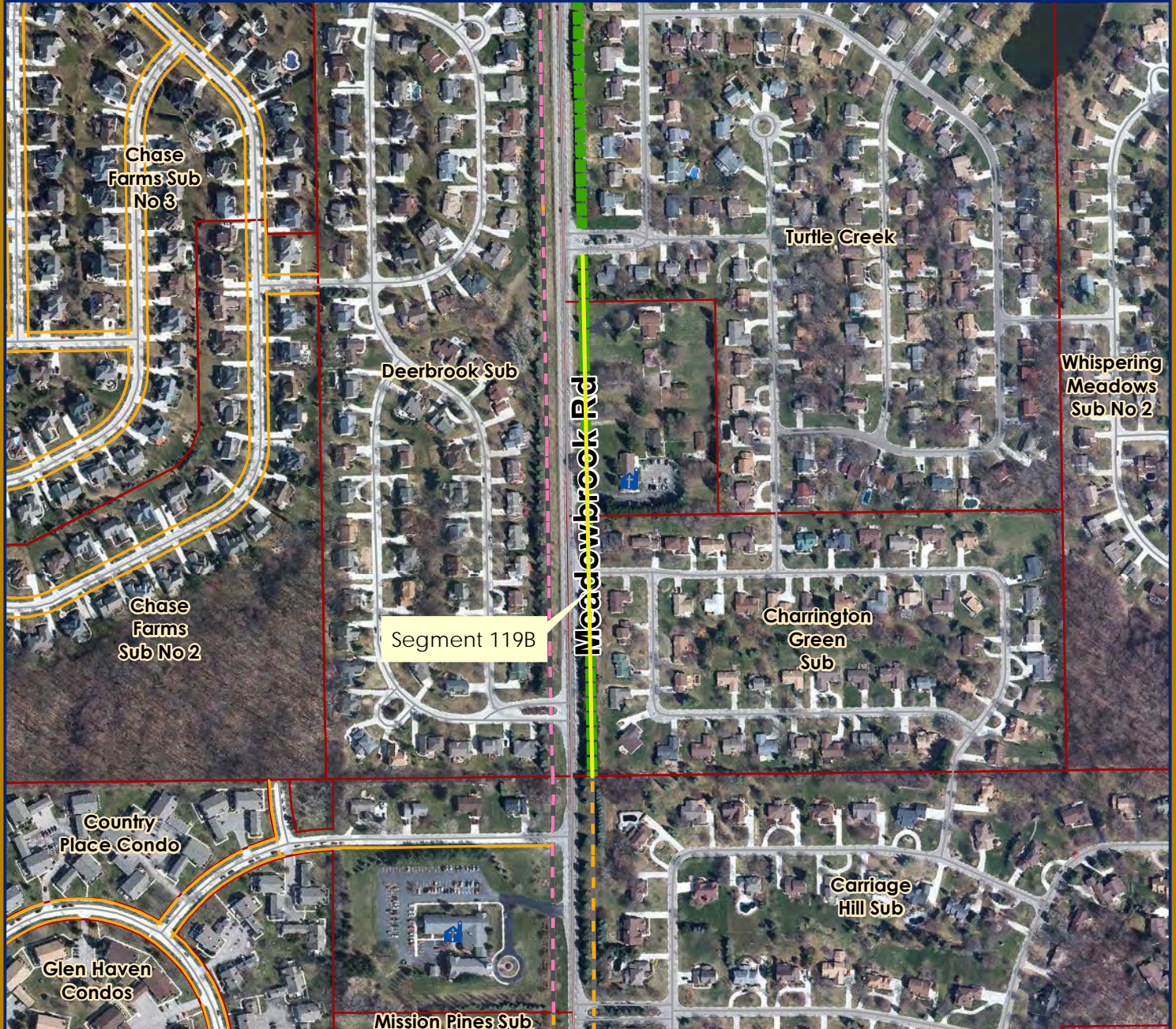
Project: 2016-17 Top 20 Priority Path and Sidewalk Segments  
Date: 09 September 2016  
Map Author: Sri Komaragiri  
Version #:1.0

0 55 110 220 330 440 Feet 1 inch = 417 feet



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# Overall Segment Ranking 14: Segment 119B (19-20, 20-12 & 21-22 CIP) East side of Meadowbrook from Singh Blvd to N of Llewelyn: 1,300'



## LEGEND

- |  |                          |  |                         |
|--|--------------------------|--|-------------------------|
|  | Future_Pathway Major     |  | Civic Center            |
|  | Future_Pathway Multi-Use |  | Library                 |
|  | Future_Sidewalk Local    |  | Places of Worship       |
|  | Future_Sidewalk Major    |  | Places of Worship-Hindu |
|  | Existing_Pathway Major   |  | School                  |
|  | Existing_Pathway Local   |  | Shopping - Major        |
|  | Existing_Sidewalk Major  |  | Shopping Plaza          |
|  | Existing_Sidewalk Local  |  | Hotels                  |



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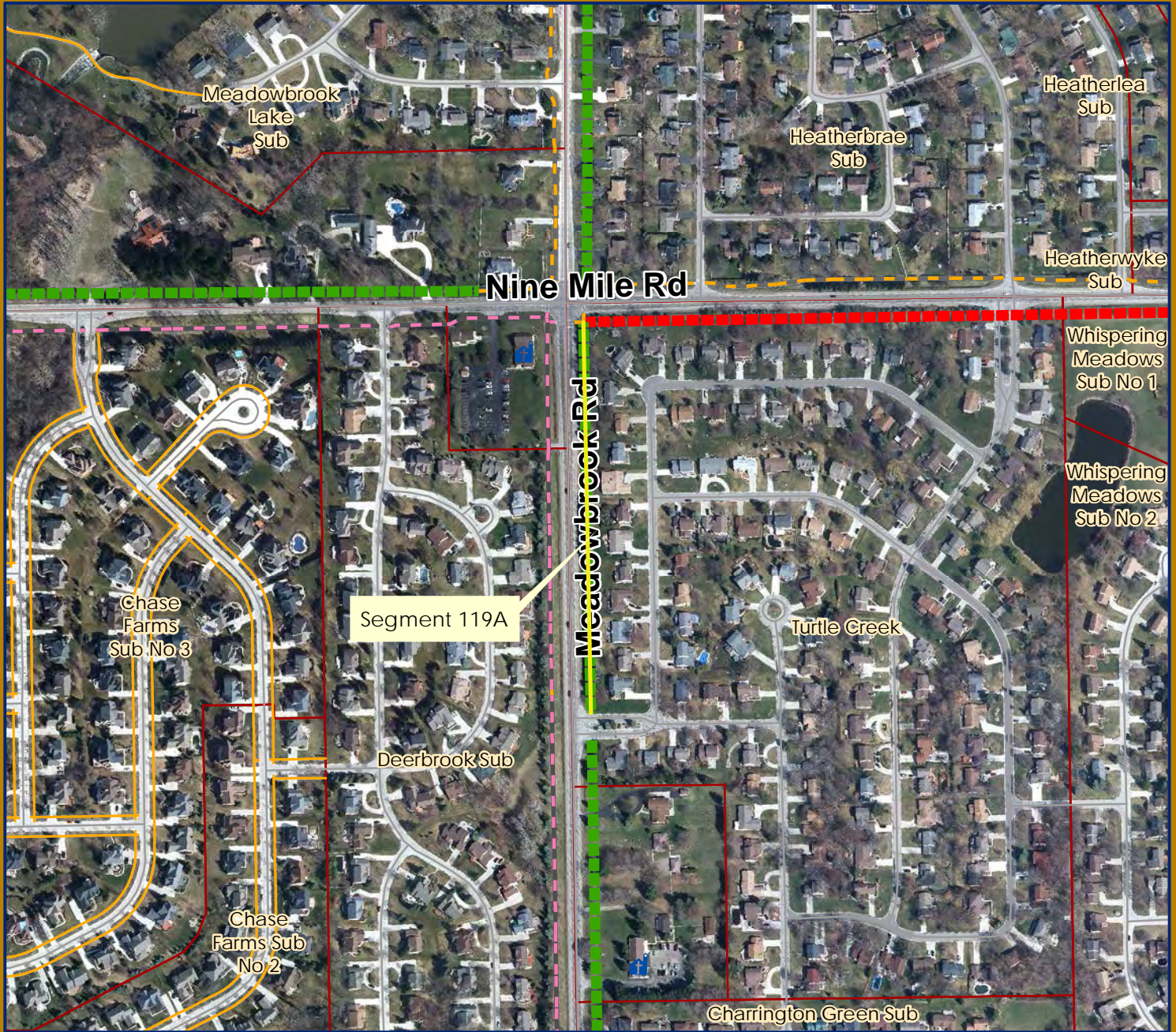
Project: 2016-17 Top 20 Priority Path and Sidewalk Segments  
Date: 09 September 2016  
Map Author: Sri Komaragiri  
Version #:1.0

0 60 120 240 360 480 Feet 1 inch = 419 feet



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# Overall Segment Ranking 14: Segment 119A (19-20, 20-12 & 21-22 CIP) East side of Meadowbrook from Nine Mile to Singh Blvd: 1,300'



## LEGEND

Future Sidewalks

- 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

Hotels

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



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Date: 09 September 2016  
Map Author: Sri Komaragiri  
Version #:1.0

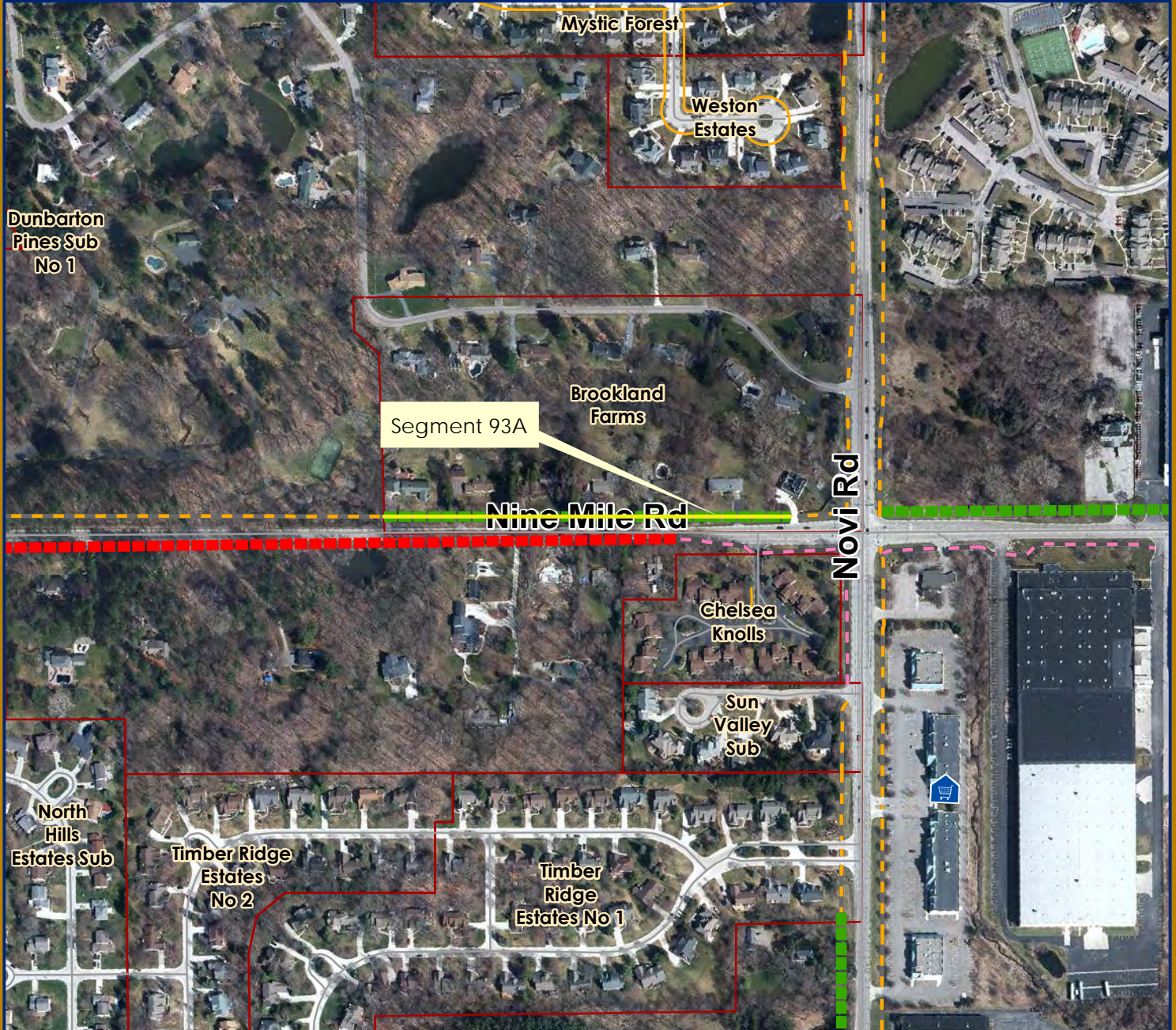
0 55 110 220 330 440 Feet 1 inch = 417 feet



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# Overall Segment Ranking 16: Segment 93A (18-19, 19-20& 20-21 CIP)

## North side of Nine Mile from Novi to Montebello: 1,270'



### LEGEND

- |  |                          |  |                         |
|--|--------------------------|--|-------------------------|
|  | Future_Pathway Major     |  | Civic Center            |
|  | Future_Pathway Multi-Use |  | Library                 |
|  | Future_Sidewalk Local    |  | Places of Worship       |
|  | Future_Sidewalk Major    |  | Places of Worship-Hindu |
|  | Existing_Pathway Major   |  | School                  |
|  | Existing_Pathway Local   |  | Shopping - Major        |
|  | Existing_Sidewalk Major  |  | Shopping Plaza          |
|  | Existing_Sidewalk Local  |  | Hotels                  |



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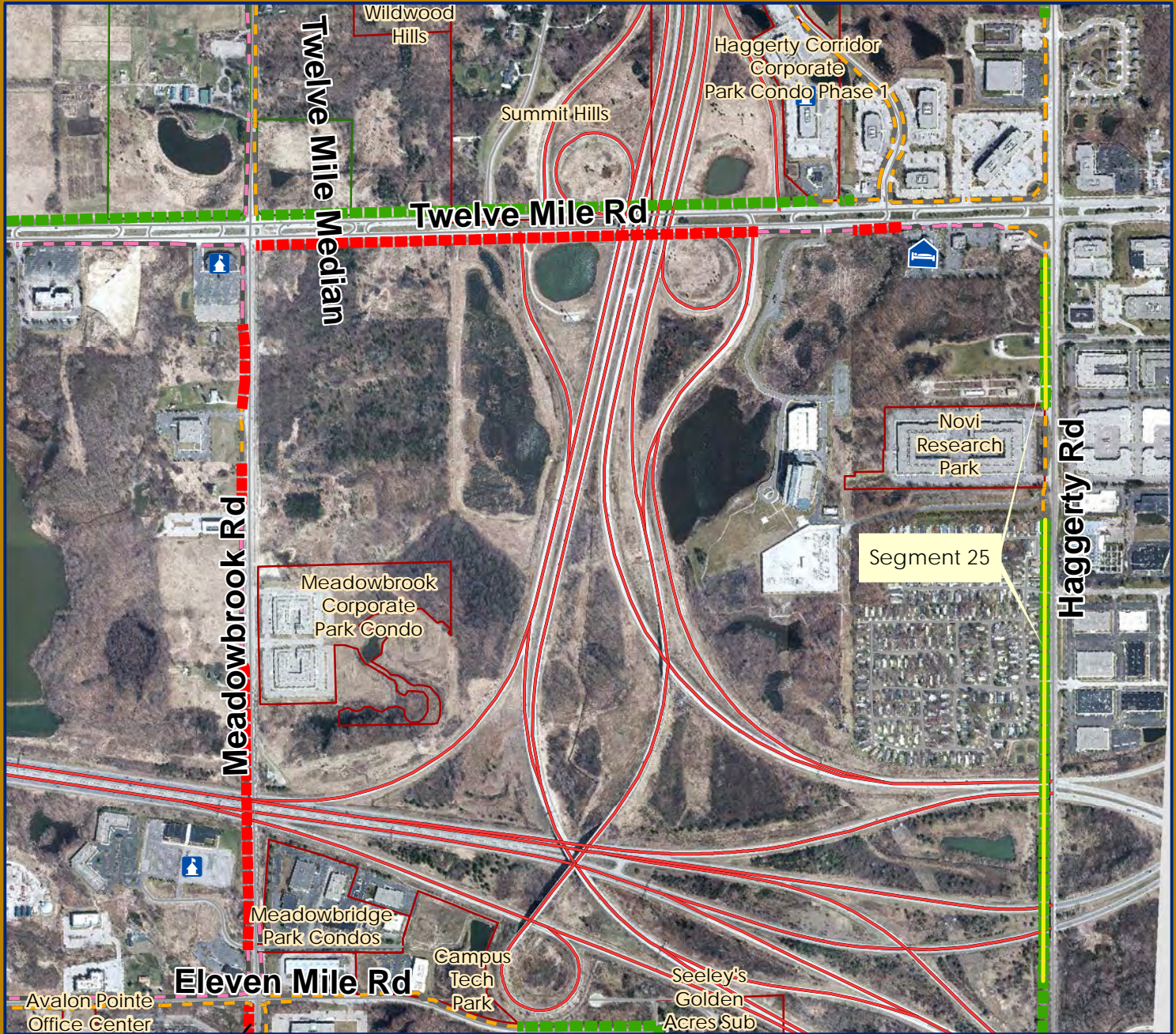
Project: 2016-17 Top 20 Priority Path and Sidewalk Segments  
 Date: 09 September 2016  
 Map Author: Sri Komaragiri  
 Version #:1.0

0 60 120 240 360 480 Feet 1 inch = 419 feet



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Overall Segment Ranking 19: Segment 99A (19-20 CIP)  
 South side of Ten Mile from Wixom to 400' E of Lynwood: 2,900'



LEGEND

- |                          |  |                         |
|--------------------------|--|-------------------------|
| Future Sidewalks         |  | Civic Center            |
| Future_Pathway Major     |  | Library                 |
| Future_Pathway Multi-Use |  | Places of Worship       |
| Future_Sidewalk Local    |  | Places of Worship-Hindu |
| Future_Sidewalk Major    |  | School                  |
| Existing_Pathway Major   |  | Shopping - Major        |
| Existing_Pathway Local   |  | Shopping Plaza          |
| Existing_Sidewalk Major  |  |                         |
| Existing_Sidewalk Local  |  |                         |
|                          |  | Hotels                  |



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 Date: 09 September 2016  
 Map Author: Sri Komaragiri  
 Version #:1.0

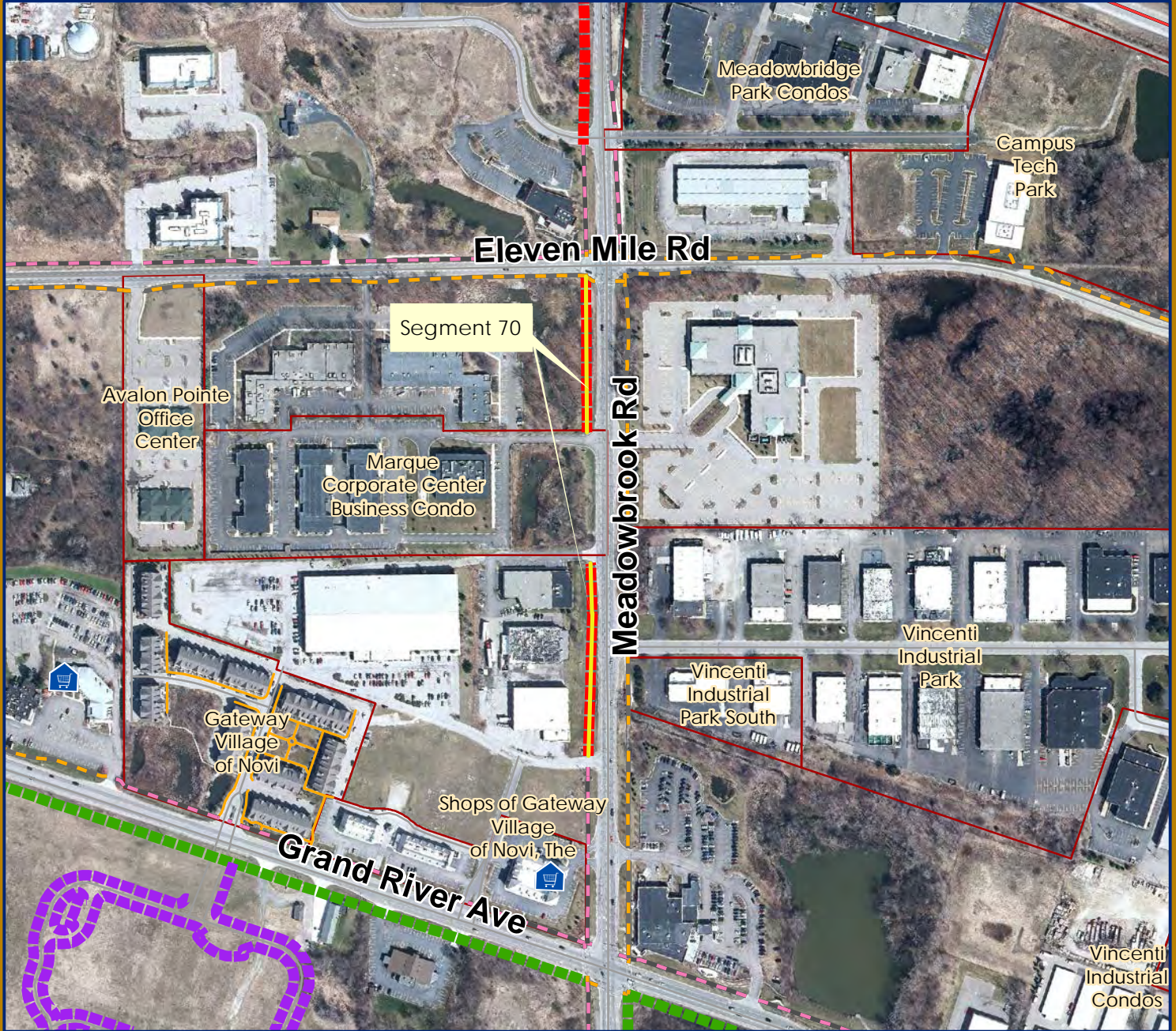
0 140280 560 840 1,120 Feet 1 inch = 1,042 feet



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# Overall Segment Ranking 18: Segment 70 (19-20 CIP)

West side of Meadowbrook from Eleven Mile to Gateway Village: 900'



## LEGEND

- |   |                          |   |                         |
|---|--------------------------|---|-------------------------|
|  | Future_Pathway Major     |  | Civic Center            |
|  | Future_Pathway Multi-Use |  | Library                 |
|  | Future_Sidewalk Local    |  | Places of Worship       |
|  | Future_Sidewalk Major    |  | Places of Worship-Hindu |
|  | Existing_Pathway Major   |  | School                  |
|  | Existing_Pathway Local   |  | Shopping - Major        |
|  | Existing_Sidewalk Major  |  | Shopping Plaza          |
|  | Existing_Sidewalk Local  |  | Hotels                  |



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 Date: 09 September 2016  
 Map Author: Sri Komaragiri  
 Version #: 1.0

0 60 120 240 360 480 Feet 1 inch = 419 feet



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# Overall Segment Ranking 19: Segment 99A (19-20 CIP)

South side of Ten Mile from Wixom to 400' E of Lynwood: 2,900'



## LEGEND

- |                          |  |                         |
|--------------------------|--|-------------------------|
| Future Sidewalks         |  | Civic Center            |
| Future_Pathway Major     |  | Library                 |
| Future_Pathway Multi-Use |  | Places of Worship       |
| Future_Sidewalk Local    |  | Places of Worship-Hindu |
| Future_Sidewalk Major    |  | School                  |
| Existing_Pathway Major   |  | Shopping - Major        |
| Existing_Pathway Local   |  | Shopping Plaza          |
| Existing_Sidewalk Major  |  | Hotels                  |
| Existing_Sidewalk Local  |  |                         |



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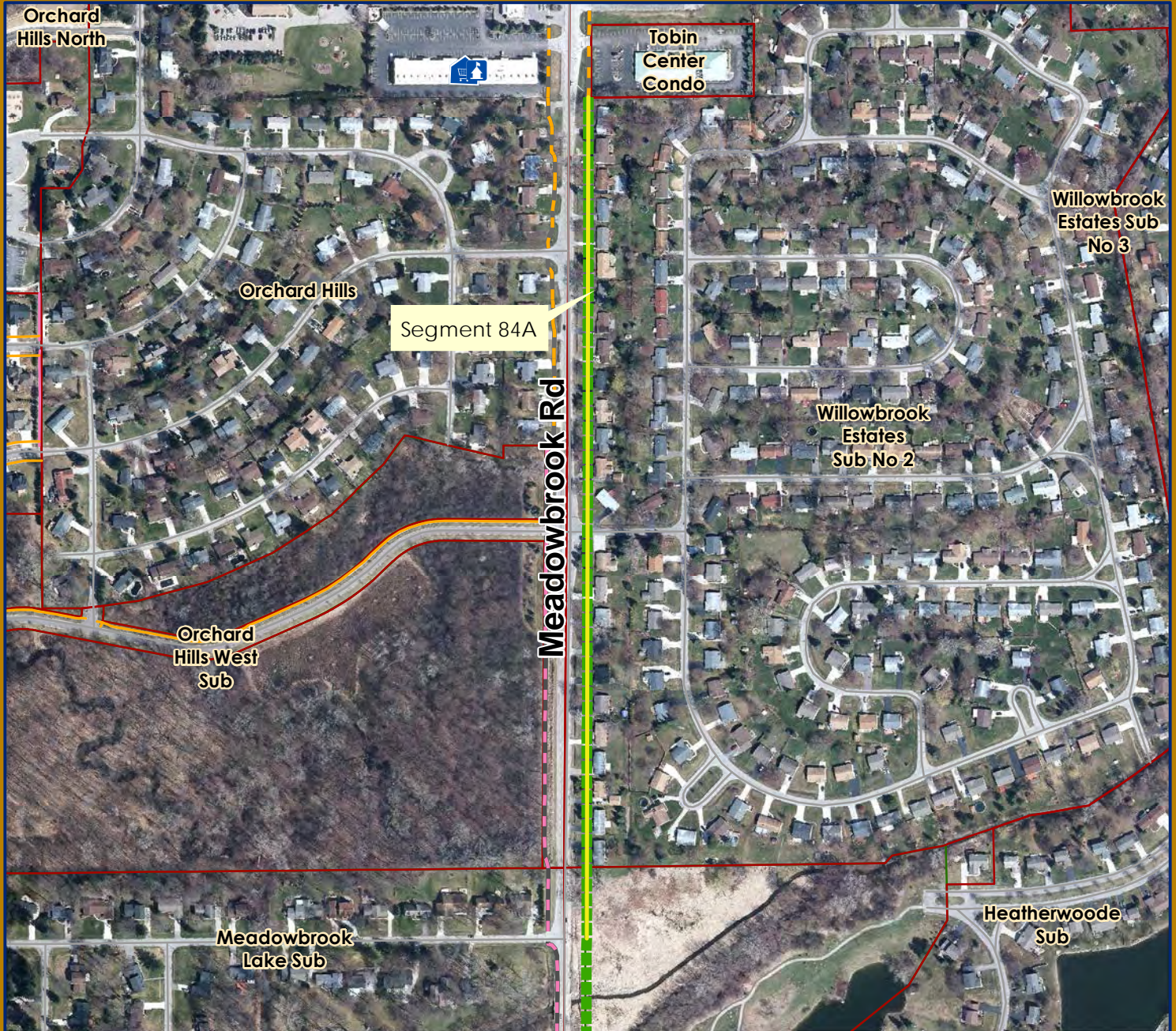
0 87.5175 350 525 700 Feet 1 inch = 621 feet



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# Overall Segment Ranking 23: Segment 84A (19-20, 20-12 & 21-22 CIP) East side of Meadowbrook from Ten Mile to Chattman: 2,350'



## LEGEND

- |   |                          |   |                         |
|---|--------------------------|---|-------------------------|
|  | Future_Pathway Major     |  | Civic Center            |
|  | Future_Pathway Multi-Use |  | Library                 |
|  | Future_Sidewalk Local    |  | Places of Worship       |
|  | Future_Sidewalk Major    |  | Places of Worship-Hindu |
|  | Existing_Pathway Major   |  | School                  |
|  | Existing_Pathway Local   |  | Shopping - Major        |
|  | Existing_Sidewalk Major  |  | Shopping Plaza          |
|  | Existing_Sidewalk Local  |  | Hotels                  |



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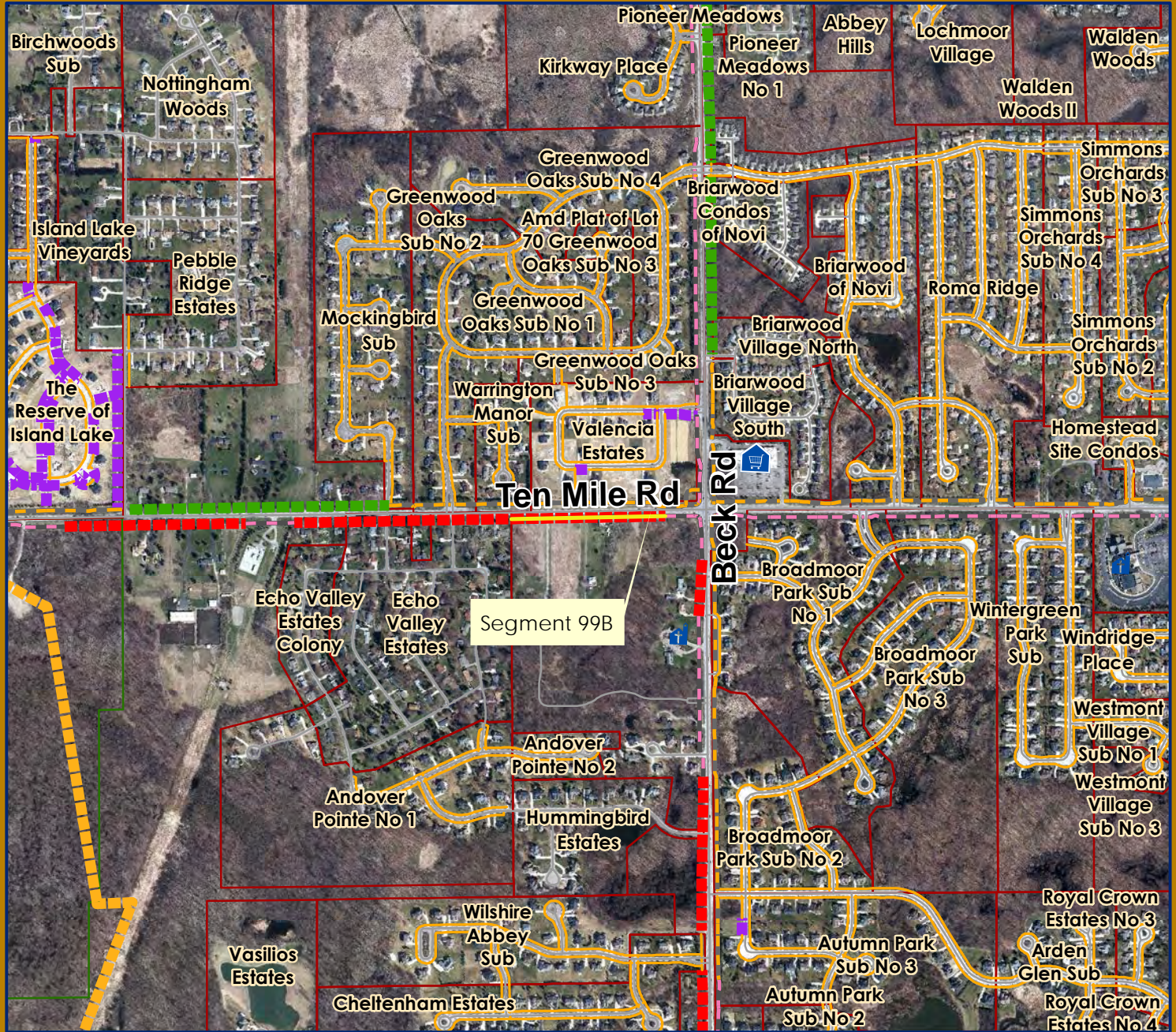
0 60 120 240 360 480 Feet 1 inch = 419 feet



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# Overall Segment Ranking 24: Segment 99B (19-20 CIP)

## South side of Ten Mile from 400' E of Lynwood to Beck: 1,100'



### LEGEND

- |                          |  |                         |
|--------------------------|--|-------------------------|
| Future Sidewalks         |  | Civic Center            |
| Future_Pathway Major     |  | Library                 |
| Future_Pathway Multi-Use |  | Places of Worship       |
| Future_Sidewalk Local    |  | Places of Worship-Hindu |
| Future_Sidewalk Major    |  | School                  |
| Existing_Pathway Major   |  | Shopping - Major        |
| Existing_Pathway Local   |  | Shopping Plaza          |
| Existing_Sidewalk Major  |  | Hotels                  |
| Existing_Sidewalk Local  |  |                         |



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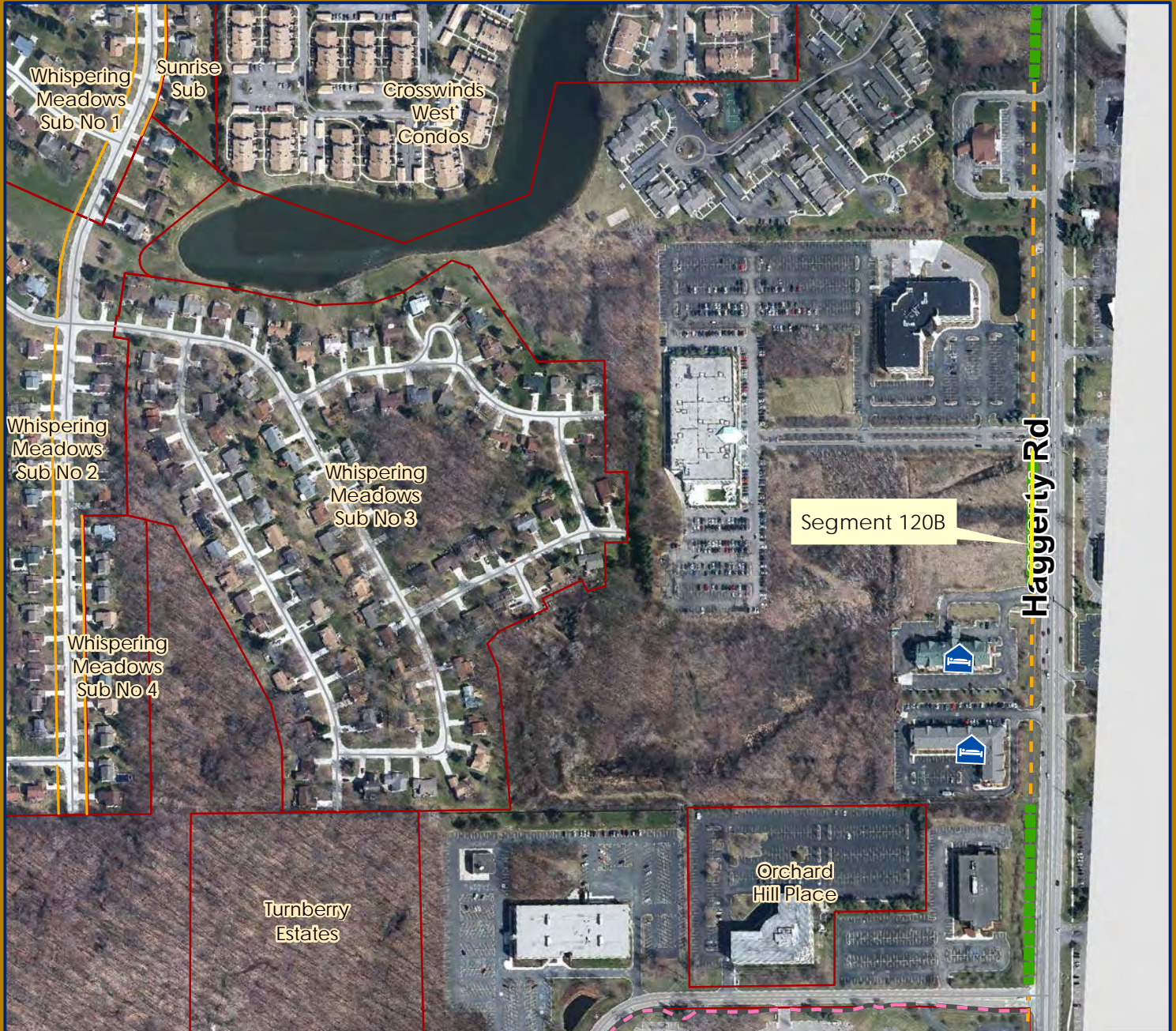
0 140280 560 840 1,120 Feet 1 inch = 1,042 feet



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# Overall Segment Ranking 25: Segment 120B (20-21 CIP)

## West side of Haggerty from Orchard Hill to High Pointe: 375'



### LEGEND

- |   |                          |   |                         |
|---|--------------------------|---|-------------------------|
|  | Future_Pathway Major     |  | Civic Center            |
|  | Future_Pathway Multi-Use |  | Library                 |
|  | Future_Sidewalk Local    |  | Places of Worship       |
|  | Future_Sidewalk Major    |  | Places of Worship-Hindu |
|  | Existing_Pathway Major   |  | School                  |
|  | Existing_Pathway Local   |  | Shopping - Major        |
|  | Existing_Sidewalk Major  |  | Shopping Plaza          |
|  | Existing_Sidewalk Local  |  | Hotels                  |



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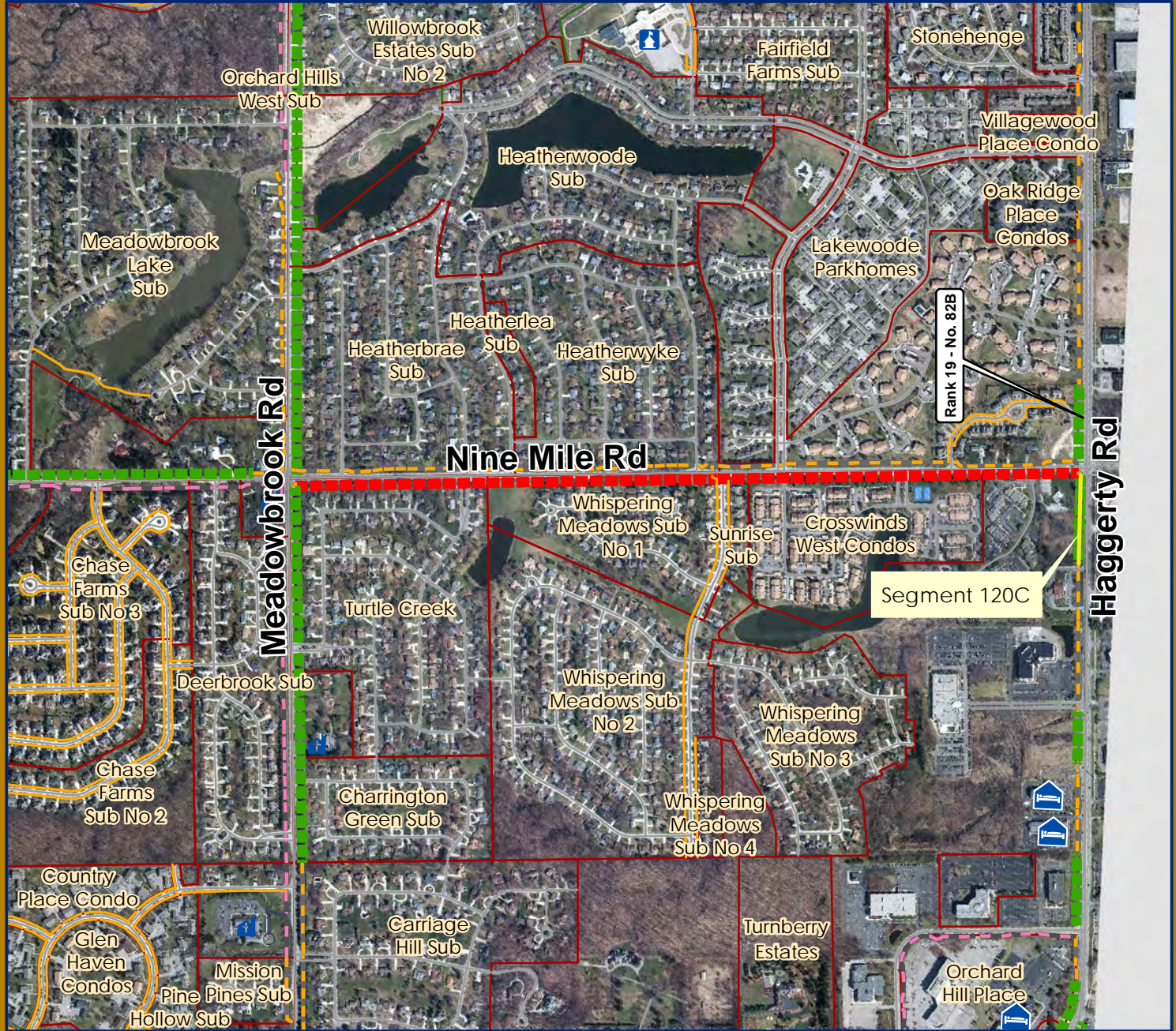
0 60 120 240 360 480 Feet 1 inch = 419 feet



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# Overall Segment Ranking 26: Segment 120C

## West side of Haggerty from High Pointe to Nine Mile: 600'



### LEGEND

- |  |   |
|--|---|
| Future Sidewalks   |  Civic Center            |
|  Future_Pathway Major     |  Library                 |
|  Future_Pathway Multi-Use |  Places of Worship       |
|  Future_Sidewalk Local    |  Places of Worship-Hindu |
|  Future_Sidewalk Major    |  School                  |
|  Existing_Pathway Major   |  Shopping - Major        |
|  Existing_Pathway Local   |  Shopping Plaza          |
|  Existing_Sidewalk Major  |   |
|  Existing_Sidewalk Local  |   |
|  Hotels                   |   |



### City of Novi

Dept. of Community Development  
 City Hall / Civic Center  
 45175 W Ten Mile Rd  
 Novi, MI 48375  
[cityofnovi.org](http://cityofnovi.org)

Project: 2016-17 Top 20 Priority Path and Sidewalk Segments  
 Date: 09 September 2016  
 Map Author: Sri Komaragiri  
 Version #:1.0

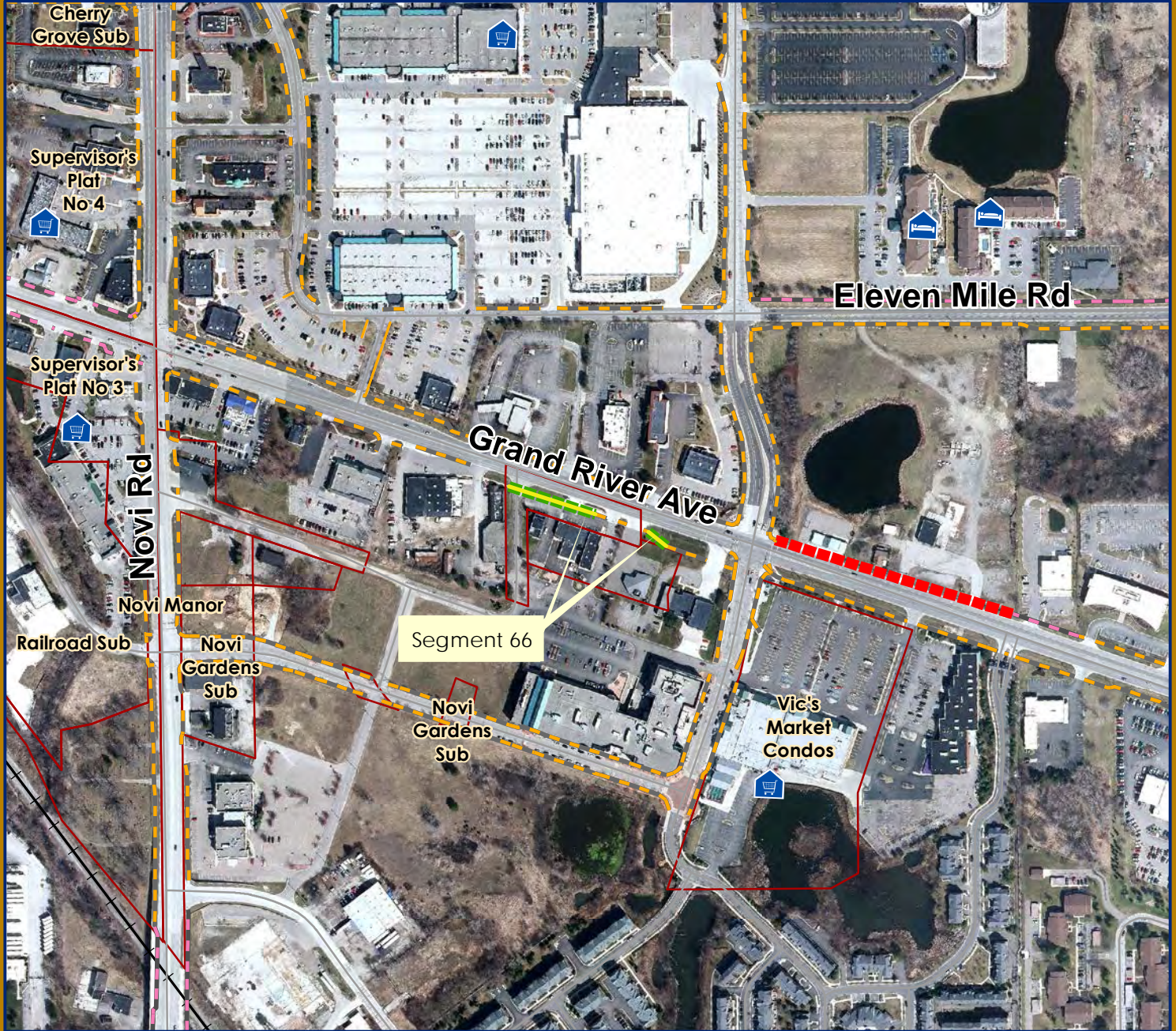
0 140280 560 840 1,120 Feet 1 inch = 1,042 feet



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

# Overall Segment Ranking 27: Segment 66

## South side of Grand River from Sixth gate to Main Street: 312'



### LEGEND

- |   |                          |   |                         |
|---|--------------------------|---|-------------------------|
|  | Future_Pathway Major     |  | Civic Center            |
|  | Future_Pathway Multi-Use |  | Library                 |
|  | Future_Sidewalk Local    |  | Places of Worship       |
|  | Future_Sidewalk Major    |  | Places of Worship-Hindu |
|  | Existing_Pathway Major   |  | School                  |
|  | Existing_Pathway Local   |  | Shopping - Major        |
|  | Existing_Sidewalk Major  |  | Shopping Plaza          |
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0 60 120 240 360 480 Feet 1 inch = 419 feet



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## 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.

- Map 3: Non-Motorized Plan 2016-17 Update
- Table 6: Proposed Off-Road Recreational Pathways and On-Road Regional Pathways
- Table 7: Proposed Crossings
- Table 8: Proposed Neighborhood Connector Routes
- Table 9A: Proposed Adjacent to Major Roads Pathway and Sidewalk Segments - Tier 1 Category Rankings
- Table 9B: Proposed Adjacent to Major Roads Pathway and Sidewalk Segments- Tier 2 Category Rankings



**Pathway north of Eight Mile Road from Beck Road to Garfield Road**

**TABLE 5: Summary of the Proposed Non-Motorized Improvements as of 2016  
City of Novi**

Type	# of Segments/ Crossings	Length (mi.)	Length (ft.)	Scheduled for future CIP years
Off-Road Recreational Pathways	56	20	106,974	5
On- Road Recreational Pathways	9	5.2	27,746	2
Dirt Trails to be Paved	7	2.3	12,086	0
Crossings	59			8
Neighborhood Connector Routes	81	37.9	200,023	0
Pathways And Sidewalks Adjacent To Major Roads	128	42.6	224,745	19

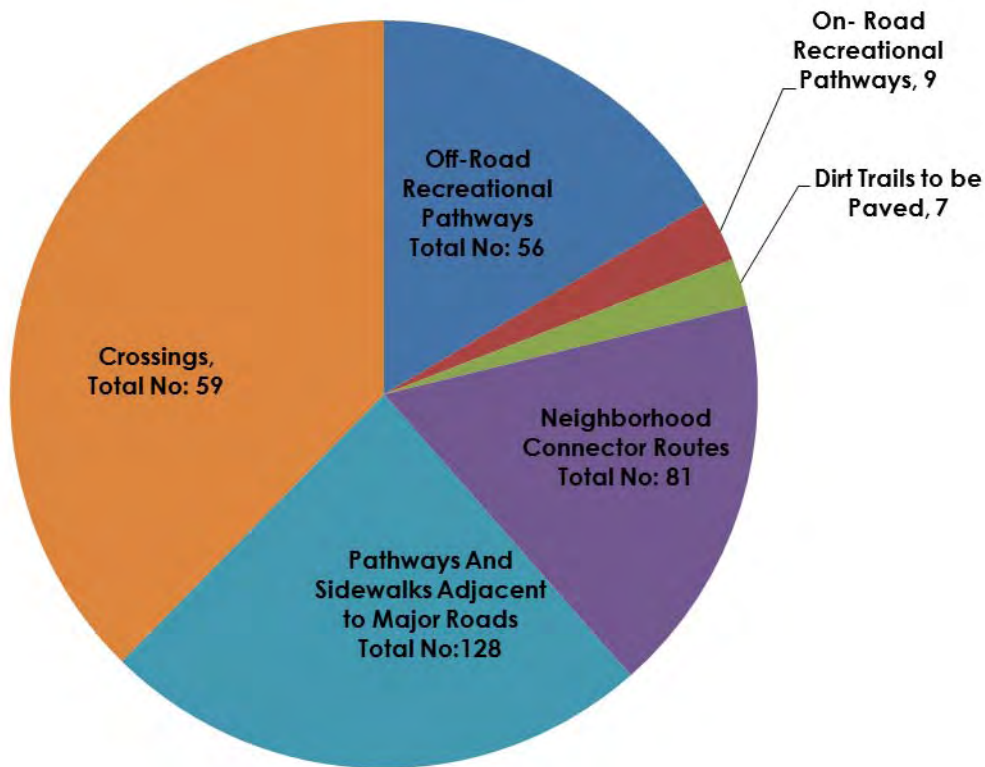


Figure 5: Summary of the Proposed Total Non-Motorized Improvements as of 2016 by count

**TABLE 6: Proposed Off-Road Recreational Pathways and On-Road Regional Pathways  
City of Novi**



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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
<b>Off-Road Trails &amp; Paths</b>										
4003	31	2	PR	ITC Corridor	ITC Sports Center Park to Nine Mile	8,153	10	A	R	Phase 1A 2016 Construct
4013	17	2	PR	Medilodge Providence	Medilodge to Beck	3,203	10	A	R	Under construction (2016)
4064	31	2	PR	ITC Sports Center Park	ITC to Eight Mile	3,259	10	A	R	17-18 CIP; TAP Grant Awarded 17-18 CIP
4014	17	3	PP	Wildlife Woods Park	ITC to Wixom	3,393	10	A	P	
4077	23	1	PP	Main St path	Capitol to Cherry Hill	779	10	A	P	19-20 CIP; Greenway Phase 1B was seg 127B
4296	27	0	PP	Civic Center	Ten Mile to Novi Way	420	5	C	P	
4002	30	2	PR	Undeveloped Park/ ITC Corridor	Nine to Ten Mile	3,647	10	A	R	NC-3
4295	27	0	PP	Civic Center/ Power Park	Novi Way to play ground	676	5	C	P	
4030	26	1	PP	Orchard Hills West	Mallot to Chattman	860	10	A	L	
4010	3	2	PR	Lakeshore Park	Parking lot to 12 1/2	3,513	10	A	L	
4011	3	2	PR	Lakeshore Park	West Park to parking lot	5,759	10	A	R	
4012	15	2	PP	I-96	RR to Meadowbrook	9,677	10	A	L	
4020	25	2	PP	Village Wood Lake	Meadowbrook to Village Wood	1,147	10	A	L	
4022	27	2	PP	Power Park	Taft to existing path	1,772	10	A	P	
4023	27	2	PP	Power Park	Jonathan to park path	1,079	10	A	P	
4028	17	2	PP	Beck to ITC	ITC to Cheltenham	1,878	10	A	L	
4037	26	2	PP	Orchard Hills West	Meadowbrook to Balcombe	1,804	10	A	L	
4039	26	2	PP	Novi Ridge Orchard Hills	Balcombe to RR	1,068	10	A	L	
4040	26	2	PP	Ice Arena	RR to River Oaks	1,540	10	A	L	
4049	4	2	PR	Beck North	Spring Lake to West Park	4,209	10	A	R	
4050	4	2	PR	The Springs Apartments	Fireside to Beck North	1,256	10	A	R	
4062	17	2	PR	ITC Corridor	Medilodge	1,511	10	A	R	Complete



**TABLE 6: Proposed Off-Road Recreational Pathways and On-Road Regional Pathways  
City of Novi**



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 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
4066	3	2	PR	Lakeshore Park	Parking to South Lake	1,388	10	A	R	
4067	3	2	PR	Lakeshore Park	trail head to parking	291	10	A	R	
4004	20	3	PF	ITC Corridor	9 1/2 to 11 Mile	8,101	10	D	L	
4005	17	3	PP	ITC Corridor	s. Providence to Mid Providence	1,999	10	A	L	
4006	17	3	PP	ITC Corridor	Grand River to 12 Mile	773	10	A	R	
4007	17	3	PP	Providence Park Hospital	Central Providence to Grand River	1,366	10	A	R	
4015	29	3	PP	Nottingham Woods	Woodworth to ITC	1,777	10	A	L	
4016	20	3	PP	Mockingbird	Sandpiper to ITC	557	10	A	L	
4017	22	3	PP	East of Taft Rd.	Kerri to Taft a	1,590	10	A	L	
4018	22	3	PP	Cedar Springs	Kerri to Taft b	312	10	A	L	
4021	26	3	PP	River Oaks	Portage Way east boundary	353	10	A	L	
4024	27	3	PP	Dunbarton Pines	midway to Park	2,002	10	A	L	
4025	11	3	PP	Tollgate Farms	Steinbeck to 12 Mile	4,407	10	A	L	
4026	21	3	PP	Yorkshire to Taft Rd	Emerald Forest to Taft	767	10	A	L	
4027	35	3	PP	Chase to Novi Rd.	Novi to Asbury	306	10	A	L	
4031	2	3	PP	Maples Chateau Estates	Independence to La Roi	1,270	10	A	L	
4033	27	3	PP	Orchard Ridge Arowon	Greening to Algonquin	787	10	A	L	
4035	26	3	PP	Whispering Meadows Orchard Hill	Sovoio to Orchard Hills	1,324	10	A	L	
4038	27	3	PP	Arowon Pines	Algonquin to Mystic Forest	135	10	A	L	
4041	26	3	PP	Orchard Hill	Tammera to Aspen	578	10	A	L	
4042	25	3	PP	Willowbrook	Le Bost to Park	324	10	A	L	
4044	36	3	PP	Haverhill Maples	Collingdale to Kingsley	2,807	10	A	L	
4045	19	3	PP	Knightsbridge Old Dutch	Victoria to Island Lake	2,832	10	A	L	
4046	22	3	PP	Churchill to Clark	Clark to Thatcher	147	10	A	L	
4047	15	3	PP	CSX	under 96	403	10	A	L	
4048	15	3	PP	I-96	Taft to RR	2,065	10	A	L	

**TABLE 6: Proposed Off-Road Recreational Pathways and On-Road Regional Pathways**  
City of Novi



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

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 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	
4051	11	3	PP	Tollgate Woods	Steinbeck to west	164	10	A	L		
4052	11	3	PP	Tollgate Woods to Vista	Steinbeck to Sandstone	646	10	A	L		
4053	21	3	PP	Walden Simmons Orchard	Arcadia to Cidermill	1,137	10	A	L		
4054	22	3	PP	Legacy Park	10 Mile to Laurel	2,766	10	A	L		
4055	22	3	PP	Churchill to Novi Rd	Thatcher to Novi	1,624	10	A	L		
4063	16	3	PP	Taft Rd	GR to 96	1,373	10	A	L		
4116	4	3	PR	Portsmouth	Pontiac Trail to Spring Lake	1,198	8	A	R		
4198	30	3	PP	Singh Trail	10 to 9 mile	10,106	10	A	L		
<b>Off-Road Trails &amp; Paths Total</b>						<b>106,974</b>					
<b>Planned On-Road Regional</b>											
4340	12	2	OR	Thirteen Mile S. side	M-5 to Meadowbrook	2,817	10	A	R	19-20 Metro Connector Phase 2	
4341	11	3	OR	Meadowbrook E. side	12 to 13 Mile	5,117	10	A	R	19-20 Metro Connector Phase 2	
4345	9	3	OR	West Park W. side	West to 12 Mile	4,982	10	A	R		
4348	16	3	OR	Beck E. side	GR north 250 ft	250	10	A	R		
4343	17	3	OR	Eleven Mile N. side	ITC to Wixom	2,550	10	A	R		
4346	17	3	OR	Beck E. side	Providence to Grand River	2,200	10	A	R		
4344	19	3	OR	Wixom W. side	590 ft N. of Ten Mile to Eleven Mile	4,752	10	A	R		
4351	19	3	OR	Wixom W. side	Ten Mile 590 ft north	590	10	A	R	was seg 48	
4347	9, 16	3	OR	Beck E. side & 12 Mile S. side	Bank, I-96, West Park	4,488	10	A	R	was seg 151 & 161	
<b>Planned On-Road Regional Total</b>						<b>27,746</b>					
<b>Dirt Trails to be Paved</b>											
4297	27	2	DP	Power Park		1,185	10	A	P		
4298	27	2	OR	Power Park		853	10	A	P		
4299	35	3	OR	Rotary Park		3,294	10	A	P		
4300	35	3	OR	Chase Farms		596	10	A	P		
4301	35	3	OR	Rotary Park		2,577	10	A	P		
4302	35	3	OR	Chase Farms		2,831	10	A	P		
4303	35	3	OR	Rotary Park		750	10	A	P		
<b>Dirt Trails To Be Paved Total</b>						<b>12,086</b>					

**Table 7: Proposed Crossings**  
City of Novi

Crossing Item #	No Mo Phase	Proposed	Location	Notes
5130	0	ramps crosswalks	Thirteen Mile & M-5	Should be incorporated into Metro Connector Phase 2 Design 15-16 CIP, Const 16-17 CIP
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	CIP 18-19
5142	0	ramps crosswalks	Ten Mile & Churchill	NW to SW & NE to SE previously identified in PSPAP with ADA
5154	0	ramps crosswalks	Nine & Haggerty	Completed 2015
5024	1	crosswalk & signals	Twelve Mile & Donelson	CIP 17-18
5026	1	crosswalk & signals	Twelve Mile & Caboret	CIP 17-18
5038	1	ramps signage & crosswalk/mid-block crossing	Pontiac Trail & Geisler Middle School	Currently in design for 2017 construction
5059	1	ramps cross signals	M-5 & Fourteen Mile west	SW to SE with pathway seg 1
5060	1	ramps cross signals	M-5 & Fourteen Mile east	SW to SE with pathway seg 1 NE to SE with Commerce
5061	1	crosswalk & signals	Haggerty & JR	NW to NE with seg 25
5064	1	ramps crosswalk	Twelve Mile & Meadowbrook south	SW-NW w/path seg 30 or 29
5001	2	mid-block	Novi & Algonquin	signage, ramps and crosswalk with neighborhood connector route seg 9067 mid block crossing with road project
5012	2	mid-block	Meadowbrook north of Chattman	with local off road path seg 3020 & 3037
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	Should be incorporated into Greenway Phase 1A Design 13-14 CIP, Construct 15-16 CIP
5030	2	ramps signs	Garfield & ITC path	Should be incorporated into Greenway Phase 1A Design 13-14 CIP, Construct 15-16 CIP
5039	2	bike crossing signs	Twelve Mile & West Park	with regional trail seg 122d
5048	2	mid-block	Taft & White Pines	signage, ramps and crosswalk with neighborhood connector route seg 9006 mid block crossing with road project

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City of Novi**



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 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
5056	2			NW to SW & NE to SE	West Park & West					NW- SW w/regional seg 3049 NE-SE w/path seg 8
5002	3			mid-block	Nine Mile west of Center					signage, ramps and crosswalk with neighborhood connector route seg 9128 mid block crossing with road project
5003	3			mid-block	Nine Mile & Ennishore					signage, ramps and crosswalk with local path seg 3034 or neighborhood connector route seg 9058 mid block crossing with road project
5005	3			mid-block	Ten Mile west of Ripple Creek					with neighborhood connector route seg 9124
5006	3			mid-block	Ten Mile & Hampton Hill					with neighborhood connector route seg 9007 & 9070
5008	3			crosswalk & signs	Thirteen & Plateau					with neighborhood connector route 9052
5010	3			mid-block	Meadowbrook & Marks					signage, ramps and crosswalk and crosswalk with neighborhood connector route seg 9043 or 9103 mid block crossing with road project
5011	3			mid-block	Novi & Galway					with neighborhood connector route seg 9071
5013	3			ramps signs	Nine Mile & Singh					with foot trail seg 3001
5015	3			mid-block	Wixom & Delmont					with neighborhood connector route seg 9016
5017	3			mid-block	Taft & Galway					signage, ramps and crosswalk with neighborhood connector route seg 9046 mid block crossing with road project
5018	3			mid-block	Taft & Addington					signage, ramps and crosswalk with local off-road path seg 3022 mid block crossing with road project
5019	3			mid-block	Taft & Novi Woods					signage, ramps and crosswalk with off-road path 4017 mid block crossing with road project
5020	3			ramps cross signs	West Park & Bristol					with neighborhood connector route signage and crosswalk
5021	3			mid-block	Nine Mile & Darcey					signage, ramps and crosswalks with neighborhood connector route seg 9046 mid block crossing with road project

**TABLE 6: Proposed Off-Road Recreational Pathways and On-Road Regional Pathways  
City of Novi**



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 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
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
5037	3		mid-block		Taft & Jacob/Taft Knolls					FY 15-16
5040	3		crosswalk & signals		Twelve Mile & Taft					with road project
5041	3		mid-block		Grand River & Fountain Park					with road project
5042	3		mid-block		Grand River west of Karim					with road project
5045	3		mid-block		Taft north of Byrne					with road project
5046	3		mid-block		Nine Mile west of Connemara					with road project
5047	3		mid-block		Taft & Dunbarton					with road project
5050	3		mid-block		Ten Mile & Bramblewood					with road project
5051	3		mid-block		Ten Mile & Linwood					with road project
5052	3		mid-block		Nine Mile & Autum Park					with road project
5053	3		mid-block		Beck north of Stratford					with road project
5054	3		mid-block or signals		Wixom & Glenwood or Deerfield					Completed. New traffic signal & non-motorized mid-block crossing
5055	3		mid-block		Novi & Ledgeview					with road project
5057	3		ramps crosswalk		Fourteen & Novi					SE to NE with road or ADA project
5058	3		ramps cross signal		Fourteen & Welch					with road or ADA project

**TABLE 6: Proposed Off-Road Recreational Pathways and On-Road Regional Pathways  
City of Novi**



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 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
5062		3		ramp signal improv	Beck & Pontiac Trail					with ADA project
5063		3		crosswalk signs	Beck & Tamarack					with road project
<b>59 TOTAL PLANNED CROSSING IMPROVEMENTS</b>										

**TABLE 8: Proposed Neighborhood Connector Routes  
City of Novi**

Segment Item #	No Mo Master Plan Priority	Location	From/To	Length (ft.)	Notes
9067	0	Algonquin Little Falls	Little Rapids west	2,521	
9060	0	Bristol	West Park to Pennington	1,713	
9113	0	Caberet	Twelve Mile to Fountainwalk	2,427	
9047	0	Chellenham	Novi west	2,120	
9112	0	Dixon	Twelve Mile to 12 1/2 Mile	2,688	
9071	0	Galway	Center to Novi	2,715	
9069	0	High Meadow	Greening to Jonathan	1,017	
9008	0	Jonathan	High Meadow to west end	297	
9031	0	Village Wood	Heatherbrie to School	876	
9049	0	Village Wood	School to Haggerty	3,720	
9006	0	White Pine	Taft to Moorgate	2,778	
9009	0	White Pine	Beck to Moorgate	3,488	
9034	1	Addington	Taft to Devonshire	602	
9019	1	Addington Jaslyn	Westmont 10 to Devonshire	2,917	
9123	1	Bethany Cherry Hill	Brenda to Highlands	5,984	
9124	1	Bethany Ripple Creek	MaudeLea to Brenda	3,238	
9103	1	Broquet Glenn Haven	Meadowbrook to 8 Mile	4,287	
9094	1	Center	Galway to Northville	483	
9127	1	Christina Sussex	Sullivan to Churchill link	715	
9021	1	Cidermill	Beck to Riverview Ln	3,972	
9145	1	Clark	Eleven Mile south end	2,613	
9082	1	Congress	Constitution to Capitol	759	
9057	1	CortlandHickoryGrove	Ten Mile to Russet Power Park	1,596	
9025	1	Eleven_Clark	Taft to Grand River	3,739	

**TABLE 8: Proposed Neighborhood Connector Routes  
City of Novi**

Segment Item #	No Mo Master Plan Priority	Location	From/To	Length (ft.)	Notes
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	6,138	
9054	1	Kerri_Sullivan	west end to Christine	1,012	
9072	1	Moorsgate	White Pine to Thornton School	713	
9027	1	Potomic	Main to Congress	1,025	
9020	1	RiverviewSimmons	Ten Mile to Cidermill	3,596	
9126	1	SealyJosephBrenda	Eleven Mile to Bethany	4,604	
9041	1	Seely_Old11	Eleven Mile to 275 trail	713	
9056	1	ThatcherCavendish	Sussex link to 10 Mile	2,631	
9090	2	Eleven Mile	verizon access to Town Center	1,860	
9125	2	Eleven Mile	Meadowbrook to Sealey	2,726	
9053	2	Arcadia	Eleven Mile to end	1,569	
9134	2	Arcadia	Cordoba to west end	1,675	
9119	2	Bristol	West Park west part off road	3,060	
9012	2	Brownstone	Meadowbrook to Hemingway	1,105	
9058	2	Chase	Reindeer to 9 Mile	1,436	
9026	2	Crescentwood Drakes Bay	Glenwood ReyesPoint loop	16,523	
9001	2	Eleven Mile	Meadowbrook to Verizon	1,880	
9042	2	Ennshore 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	

**TABLE 8: Proposed Neighborhood Connector Routes  
City of Novi**

Segment Item #	No Mo Master Plan Priority	Location	From/To	Length (ft.)	Notes
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	1,743	
9136	3	Terra Del Mar	Ten Mile to Drakes Bay	2,900	
9017	3	Woodworth	Delmont to ITC loop	542	
<b>Total Planned Routes (ft.)</b>				<b>200,023</b>	



**TABLE 9A: Proposed Adjacent to Major Roads Pathway and Sidewalk Segments  
Tier 1 Category Rankings  
City of Novi**

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

TIER 1 CATEGORIES																								
OVERALL SEGMENT RANK	Segment Item #	Section #	S= 6 ft. sidewalk P= 8 ft. pathway	Side of Street	Location	From	To	of Pieces in Segment	Segment Length (ft.) excluding Developer Planned & Completed Pieces	Notes	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/14)	TRAFFIC SAFETY (ADT) 2010 Non-Motorized MP & Traffic Speed	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN	TOTAL TIER 1 POINTS	TIER 1 RANKING
											5 points = 1 accident 10 = 2 accidents 15 = 3 accidents 20 = 4 or more accidents	0 = <10K ADTs", 5 = 10K-20K ADTs 10 = >20K ADTs Then multiplied by 1<35mph, 1.2 for 35-40mph & 1.5 for >=45 mph	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	3.5 = 1 hotel 7 = 2+ hotels	3.5 = 1 shopping area 7 = 2+ shopping areas	3.5 = 1 places of worship 7 = 2+ places of worship	3.5 = connecte d to neighboring sidewalk system 7 = connecte d to regional trail system	0 = low density 8 = medium density 16 = high density	3.5 = 1/2 to 1 mile 7 = over 1 mile	5 = top 15 survey responses , resident petitions & documented segments requeste d by groups & govt agencies	20 = initial investme nt 15 = major corridor		
											Short Segments (400 ft or less)	Scheduled Segment	CIP Budget Year	points available per category										
<b>Legend</b> S= 6 ft. sidewalk P= 8 ft. pathway <span style="background-color: #e0ffff; border: 1px solid black; display: inline-block; width: 15px; height: 10px; vertical-align: middle;"></span> Segments with pathways or sidewalks on most of the opposite side of the street - <i>note that these segments may be critical for system connectivity &amp; must be analyzed separately for connectivity</i> <span style="background-color: #ffe0b2; border: 1px solid black; display: inline-block; width: 15px; height: 10px; vertical-align: middle;"></span> Segments with a higher ranking segment planned for the opposite side of the street - <i>note that these segments may be critical for system connectivity &amp; must be analyzed separately for connectivity</i> <span style="background-color: #add8e6; border: 1px solid black; display: inline-block; width: 15px; height: 10px; vertical-align: middle;"></span> Short Segments (400 ft. or less) <span style="background-color: #ffb6c1; border: 1px solid black; display: inline-block; width: 15px; height: 10px; vertical-align: middle;"></span> Scheduled Segment <span style="background-color: #ffff00; border: 1px solid black; display: inline-block; width: 15px; height: 10px; vertical-align: middle;"></span> CIP Budget Year <span style="background-color: #808080; border: 1px solid black; display: inline-block; width: 15px; height: 10px; vertical-align: middle;"></span> Deferred until construction																								
1	81B	P	south	Ten Mile	Willowbrook	Haggerty	1	2,750	19-20 20-21 21-22	20	7.5	9	8	0	7	7	3.5	16	7	5	20	110	1	
2	81A	25	P	south	Ten Mile	Meadowbrook	Willowbrook	1	2,530	19-20 20-21 21-22	20	7.5	9	8	0	7	7	3.5	16	0	5	20	103	2
4	80B	24	S	north	Ten Mile	Meadowbrook	Willowbrook Estates	1	189		10	7.5	9	8	0	7	7	3.5	16	7	5	20	100	5
5	120a	36	S	west	Haggerty	Eight Mile	N of Orchard Hill	2	1,390	19-20	15	15	4.5	0	7	7	3.5	7	16	7	0	0	82	12
7	39	17	P	west	Beck	Eleven Mile	Providence	1	767	18-19 19-20 20-21	10	15	9	4	3.5	3.5	0	0	8	7	0	15	75	21
8	62	22	S	north	Ten Mile	Eaton Center	Churchill Crossing	1	400	18-19	0	7.5	9	8	0	3.5	7	0	16	7	5	20	83	9
9	93B	27	S	north	Nine Mile	Plaissance	Taft	2	650		10	0	9	8	0	3.5	0	0	16	7	5	20	78.5	17
10	82B	25	S	west	Haggerty	Pavilion Ct Apartments	Nine Mile	1	492		10	15	4.5	4	3.5	3.5	7	7	16	7	5	0	82.5	11
11	90	26	P	south	Ten Mile	Novi Rd.	Chipmunk	1	2,400	19-20	5	7.5	9	8	0	7	7	0	16	7	5	20	91.5	6

TABLE 9A: Proposed Adjacent to Major Roads Pathway and Sidewalk Segments  
Tier 1 Category Rankings  
City of Novi

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

TIER 1 CATEGORIES																																										
OVERALL SEGMENT RANK	Segment Item #	Section #	S= 6 ft. sidewalk P= 8 ft. pathway	Side of Street	Location	From	To	Segment Length (ft.) excluding Developer Planned & Completed Pieces	Notes	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/14)	TRAFFIC SAFETY (ADT) 2010 Non-Motorized MP & Traffic Speed	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN	TOTAL TIER 1 POINTS	TIER 1 RANKING																			
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<b>Legend</b> S= 6 ft. sidewalk P= 8 ft. pathway Segments with pathways or sidewalks on most of the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity Segments with a higher ranking segment planned for the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity Short Segments (400 ft. or less)     Scheduled Segment     CIP Budget Year     Deferred until construction																																										
11	119c	36	S	east	Meadowbrook	Eight Mile	N of Llewelyn	1	1,200	19-20 20-21 21-22	5	0	9	8	0	0	7	3.5	16	7	5	20	80.5	16																		
13	84B	25	S	east	Meadowbrook	Nine Mile	Chattman	1	2,050	19-20 20-21 21-22	0	7.5	9	8	0	3.5	7	0	16	7	5	20	83	9																		
14	119b	36	S	east	Meadowbrook	Singh Blvd	N of Llewelyn	1	1,300	19-20 20-21 21-22	5	0	9	8	0	0	7	3.5	16	0	5	20	73.5	22																		
14	119A	36	S	east	Meadowbrook	Nine Mile	Singh Blvd	1	1,300	19-20 20-21 21-22	5	0	9	8	0	0	7	3.5	16	0	5	20	73.5	22																		
16	93A	27	S	north	Nine Mile	Novi Rd.	Plaissance	1	1,270	18-19 19-20 20-21	10	0	9	8	0	3.5	0	0	16	7	5	20	78.5	17																		
16	25	13	S	west	Haggerty	Twelve Mile	section line	2	4,300		10	7.5	9	0	3.5	3.5	0	3.5	16	0	0	20	73	24																		
18	70	23	P	west	Meadowbrook	Eleven Mile	Gateway Village	3	900	19-20	5	7.5	9	0	3.5	7	3.5	7	16	3.5	5	15	82	12																		
19	99A	29	P	south	Ten Mile	Wixom	400' E of Lynwood	1	2,900	19-20	5	7.5	9	4	0	3.5	7	0	8	0	5	20	69	26																		
20	121A	36	P	south	Nine Mile	Meadowbrook	Sunrise	1	2,900		5	0	9	8	0	7	7	7	16	0	5	20	84	7																		
20	121B	36	P	south	Nine Mile	Sunrise	Haggerty	1	2,380		5	0	9	8	0	7	7	7	16	0	5	20	84	7																		

**TABLE 9A: Proposed Adjacent to Major Roads Pathway and Sidewalk Segments Tier 1 Category Rankings City of Novi**

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

TIER 1 CATEGORIES																												
OVERALL SEGMENT RANK	Segment Item #	Section #	S= 6 ft. sidewalk P= 8 ft. pathway	Side of Street	Location	From	To	of Pieces in Segment	Segment Length (ft.) excluding Developer Planned & Completed Pieces	Notes	BICYCLE & PEDESTRIAN ACCIDENTS (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						
											points available per category																TOTAL TIER 1 POINTS	TIER 1 RANKING
											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 1.2 for 35-40mph & 1.5 for >=45 mph	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	3.5 = 1 hotel 7 = 2+ hotels	3.5 = 1 shopping area 7 = 2+ shopping areas	3.5 = 1 places of worship 7 = 2+ places of worship	3.5 = connecte d to neighboring sidewalk system 7 = connecte d to regional trail system	0 = low density 8 = medium density 16 = high density	3.5 = 1/2 to 1 mile 7 = over 1 mile	5 = top 15 survey responses , resident petitions & documented segments requeste d by groups & govt agencies	20 = initial investme nt 15 = major corridor						
					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				Short Segments (400 ft or less)	Scheduled Segment																		
					Segments with a higher ranking segment planned for the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity						CIP Budget Year	Deferred until construction																

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
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- Scheduled Segment
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23	84A	25	S	east	Meadowbrook	Ten Mile	Chattman	1	2,350	19-20 20-21 21-22	0	7.5	9	8	0	3.5	7	0	16	0	5	20	76	20
24	99B	29	P	south	Ten Mile	400' E of Lynwood	Beck	1	1,100	19-20	5	7.5	9	4	0	3.5	7	0	8	0	5	20	69	26
25	120c	36	S	west	Haggerty	High Pointe	Nine Mile	1	600		15	15	4.5	0	7	7	3.5	7	16	7	0	0	82	12
26	25	13	S	west	Haggerty	Twelve Mile	section line	2	4,300		10	7.5	9	0	3.5	3.5	0	3.5	16	0	0	20	73	24
27	66	23	P	south	Grand River	Sixth Gate	Main Street	2	312		15	7.5	9	0	7	7	0	0	16	7	0	0	68.5	28
28	6	3	P	west	West Park	Bristol Corners	Pontiac Trail	3	2,100	17-18	20	0	9	4	0	3.5	0	3.5	16	7	5	0	68	29
29	72	23	P	north	Grand River	Town Center	Amstaff building	1	830		10	7.5	9	0	7	7	3.5	0	16	7	0	0	67	30
29	169	17	P	west	Beck	across 96		1	1,346		5	15	9	4	0	7	0	0	0	7	5	15	67	30
31	38	16	S	east	Beck	Eleven Mile	Grand River	2	2,100		15	15	9	4	3.5	3.5	0	0	8	7	0	0	65	32
31	32a	15	S	west	Novi Rd.	I-96 north side	I-96 south side	1	1,612		15	15	9	0	7	7	0	0	0	7	5	0	65	32
33	87	26	S	north	Nine Mile	Meadowbrook	Venture	1	2,100	21-22	0	0	9	8	0	3.5	7	7	16	7	5	0	62.5	34

**TABLE 9A: Proposed Adjacent to Major Roads Pathway and Sidewalk Segments Tier 1 Category Rankings City of Novi**

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											points available per category																TOTAL TIER 1 POINTS	TIER 1 RANKING
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					Segments with a higher ranking segment planned for the opposite side of the street - <i>note that these segments may be critical for system connectivity &amp; must be analyzed separately for connectivity</i>						CIP Budget Year																	
34	153	36	S	east	Haggerty	City limits	Taco Bell	1	520		10	15	0	0	0	7	0	7	16	7	0	0	62	35				
35	97C	29	P	west	Beck	Iriquois	Ten Mile	1	990		15	7.5	9	4	0	3.5	7	0	8	7	0	0	61	36				
36	44	18	P	east	Napier	Knights Bridge	Island Lake	1	2,700	21-22	10	0	9	0	0	0	0	0	8	3.5	10	20	60.5	37				
36	64	22	S	east	Taft	Ten Mile	Eleven Mile	2	3,840		5	0	9	8	3.5	0	7	0	16	7	5	0	60.5	37				
36	88	26	S	north	Nine Mile	RR crossing	Novi Rd.	2	1,900	19-20	10	0	9	8	0	3.5	7	0	16	7	0	0	60.5	37				
39	68	23	P	south	Grand River	Funeral Home	Meadowbrook	1	800		10	7.5	9	0	3.5	7	3.5	0	16	3.5	0	0	60	40				
40	3	1	S	north	Thirteen Mile	Haggerty Rd.	M-5	2	1,800		10	0	9	0	0	0	3.5	7	8	7	0	15	59.5	41				
41	18	11	S	north	Twelve Mile	Novi Rd.	Meadowbrook	1	5,280		10	7.5	9	0	7	7	3.5	0	8	7	0	0	59	42				
41	168	14	P	east	Novi Rd.	across 96		1	2,077		0	15	9	0	7	7	0	0	16	0	5	0	59	42				
41	58B	21	S	east	Beck	Cider Mill	Sierra	1	2,600		0	7.5	9	4	3.5	3.5	3.5	0	16	7	5	0	59	42				
44	51	20	S	north	Ten Mile	Dinser	Woodham	1	1,780	21-22	0	7.5	4.5	4	7	3.5	7	3.5	8	0	5	0	50	63				
45	112	33	S	east	Beck	Nine Mile	City Limits	1	1,400		10	15	9	0	0	0	3.5	0	16	3.5	0	0	57	45				
45	21A	13	P	south	Twelve Mile	Meadowbrook	Energy Way	1	3,385		15	7.5	9	0	3.5	7	3.5	3.5	8	0	0	0	57	45				

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

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- Short Segments (400 ft. or less)
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- CIP Budget Year
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**TABLE 9A: Proposed Adjacent to Major Roads Pathway and Sidewalk Segments Tier 1 Category Rankings City of Novi**

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OVERALL SEGMENT RANK	Segment Item #	Section #	S= 6 ft. sidewalk P= 8 ft. pathway	Side of Street	Location	From	To	of Pieces in Segment	Segment Length (ft.) excluding Developer Planned & Completed Pieces	Notes	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/14)	TRAFFIC SAFETY (ADT) 2010 Non-Motorized MP & Traffic Speed	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN	TOTAL TIER 1 POINTS	TIER 1 RANKING	
											5 points = 1 accident 10 = 2 accidents 15 = 3 accidents 20 = 4 or more accidents	0 = <10K ADTs", 5 = 10K-20K ADTs 10 = >20K ADTs Then multiplied by 1<35mph, 1.2 for 35-40mph & 1.5 for >=45 mph	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	3.5 = 1 hotel 7 = 2+ hotels	3.5 = 1 shopping area 7 = 2+ shopping areas	3.5 = 1 places of worship 7 = 2+ places of worship	3.5 = connecte d to neighboring sidewalk system 7 = connecte d to regional trail system	0 = low density 8 = medium density 16 = high density	3.5 = 1/2 to 1 mile 7 = over 1 mile	5 = top 15 survey responses , resident petitions & documented segments requeste d by groups & govt agencies	20 = initial investme nt 15 = major corridor			
											Short Segments (400 ft or less)	Scheduled Segment	CIP Budget Year	points available per category											
					Segments with pathways or sidewalks on most of the opposite side of the street - <i>note that these segments may be critical for system connectivity &amp; must be analyzed separately for connectivity</i>																				
					Segments with a higher ranking segment planned for the opposite side of the street - <i>note that these segments may be critical for system connectivity &amp; must be analyzed separately for connectivity</i>																				
					Segments with a higher ranking segment planned for the opposite side of the street - <i>note that these segments may be critical for system connectivity &amp; must be analyzed separately for connectivity</i>																				
<b>Legend</b> S= 6 ft. sidewalk P= 8 ft. pathway <span style="display: inline-block; width: 15px; height: 15px; background-color: #e0f7fa; border: 1px solid black; margin-right: 5px;"></span> Segments with pathways or sidewalks on most of the opposite side of the street - <i>note that these segments may be critical for system connectivity &amp; must be analyzed separately for connectivity</i> <span style="display: inline-block; width: 15px; height: 15px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> Segments with a higher ranking segment planned for the opposite side of the street - <i>note that these segments may be critical for system connectivity &amp; must be analyzed separately for connectivity</i> <span style="display: inline-block; width: 15px; height: 15px; background-color: #bbdefb; border: 1px solid black; margin-right: 5px;"></span> Short Segments (400 ft. or less) <span style="display: inline-block; width: 15px; height: 15px; background-color: #fce4ec; border: 1px solid black; margin-right: 5px;"></span> Scheduled Segment <span style="display: inline-block; width: 15px; height: 15px; background-color: #fff9c4; border: 1px solid black; margin-right: 5px;"></span> CIP Budget Year <span style="display: inline-block; width: 15px; height: 15px; background-color: #d7ccc8; border: 1px solid black; margin-right: 5px;"></span> Deferred until construction																									
45	21B	13	P	south	Twelve Mile	Energy Way	Haggerty	2	675		15	7.5	9	0	3.5	7	3.5	3.5	8	0	0	0	57	45	
48	79	24	S	east	Meadowbrook	Ten Mile	Grand River	3	2,000		10	7.5	9	8	3.5	7	7	0	8	7	5	0	72	25	
49	78D	24	P	south	Grand River	Karim	Haggerty	1	500		10	7.5	9	4	0	7	0	3.5	8	7	0	0	56	48	
50	53	20	P	west	Beck	Eleven Mile	Kirkway Place	1	1,300	21-22	0	7.5	9	4	3.5	3.5	0	0	16	7	5	0	55.5	49	
50	115	34	S	west	Novi Rd.	Timber Ridge development	City Limits	1	1,600		5	7.5	9	4	0	7	0	0	16	7	0	0	55.5	49	
50	58A	21	S	east	Beck	Ashley	Cider Mill	1	1,200		0	7.5	9	4	0	3.5	3.5	0	16	7	5	0	55.5	49	
53	31	15	S	south	Twelve Mile	Novi Rd.	Taft	2	2,000		15	7.5	9	4	3.5	3.5	0	0	0	7	5	0	54.5	52	
53	1a	1	S	south	Fourteen Mile	Haggerty Rd.	M-5	1	1,620		0	7.5	9	4	0	3.5	3.5	7	8	7	5	0	54.5	52	
55	97A	29	P	west	Beck	Nine Mile	Cheltenham	1	825		15	7.5	9	4	0	3.5	7	0	8	0	0	0	54	54	
55	97B	29	P	west	Beck	Cheltenham	Iriquois	1	1,200		15	7.5	9	4	0	3.5	7	0	8	0	0	0	54	54	
57	78a	24	P	south	Grand River	Meadowbrook	Joseph	1	1,900		10	7.5	9	4	3.5	7	0	3.5	8	0	0	0	52.5	56	

TABLE 9A: Proposed Adjacent to Major Roads Pathway and Sidewalk Segments  
Tier 1 Category Rankings  
City of Novi

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

TIER 1 CATEGORIES

OVERALL SEGMENT RANK	Segment Item #	Section #	S= 6 ft. sidewalk P= 8 ft. pathway	Side of Street	Location	From	To	of Pieces in Segment	Segment Length (ft.) excluding Developer Planned & Completed Pieces	Notes	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/14)	TRAFFIC SAFETY (ADT) 2010 Non-Motorized MP & Traffic Speed	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN	TOTAL TIER 1 POINTS	TIER 1 RANKING																	
																									Short Segments (400 ft or less)	Scheduled Segment	CIP Budget Year	points available per category													
																									Segments with pathways or sidewalks on most of the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity	Segments with a higher ranking segment planned for the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity	5 points = 1 accident 10 = 2 accidents 15 = 3 accidents 20 = 4 or more accidents	0 = <10K ADTs", 5 = 10K-20K ADTs 10 = >20K ADTs Then multiplied by 1<35mph, 1.2 for 35-40mph & 1.5 for >=45 mph	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	3.5 = 1 hotel 7 = 2+ hotels	3.5 = 1 shopping area 7 = 2+ shopping areas	3.5 = 1 places of worship 7 = 2+ places of worship	3.5 = connecte d to neighboring sidewalk system 7 = connecte d to regional trail system	0 = low density 8 = medium density 16 = high density	3.5 = 1/2 to 1 mile 7 = over 1 mile	5 = top 15 survey responses , resident petitions & documented segments requeste d by groups & govt agencies	20 = initial investme nt 15 = major corridor			
58	75	24	P	north	Grand River	Seeley	Meadowbrook	2	1,600		10	7.5	9	0	3.5	7	3.5	0	8	3.5	0	0	52	57																	
59	40	17	P	south	Grand River	Providence Hospital	Wixom	3	620		5	7.5	9	4	3.5	7	0	3.5	0	7	5	0	51.5	58																	
60	17	11	S	east	Old Novi	Novi Rd.	Thirteen Mile	1	2,300		5	0	9	8	3.5	7	0	3.5	8	7	0	0	51	59																	
60	43	18	P	west	Wixom	Catholic Central	Island Lake	2	620		0	7.5	9	4	3.5	3.5	7	0	8	3.5	5	0	51	59																	
60	60B	22	P	south	Eleven Mile	Clark	Creek Crossing	1	225		0	0	9	0	3.5	7	3.5	0	16	7	5	0	51	59																	
63	32b	15	S	west	Novi Rd.	Twelve Mile	West Oaks	1	1,443		15	7.5	9	0	0	7	0	0	0	7	5	0	50.5	62																	
64	33	15	S	west	Novi Rd.	I-96	Crescent	2	240		0	15	9	0	7	7	0	0	0	7	5	0	50	63																	
64	77	24	S	west	Haggerty	Grand River	section line	1	3,100		5	7.5	4.5	4	3.5	7	0	7	8	3.5	0	0	50	63																	
64	113b	33	P	south	Nine Mile	Galway	Anna Maria	2	2,100		5	0	9	8	0	0	3.5	0	16	3.5	5	0	50	63																	
67	7	3	S	south	South Lake	Elm	Henning	1	2,800		10	0	9	4	0	3.5	0	0	16	7	0	0	49.5	67																	
67	12	9	S	north	Twelve Mile	West Park	Liberty Park	1	2,435		10	7.5	9	4	3.5	3.5	0	0	0	7	5	0	49.5	67																	
67	30	14	P	west	Meadowbrook	Twelve Mile	Bridge	2	1,750		5	7.5	9	0	3.5	7	3.5	7	0	7	0	0	49.5	67																	
70	78b	24	P	south	Grand River	Joseph	Bashian	1	300		10	7.5	9	4	0	7	0	3.5	8	0	0	0	49	70																	

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

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

**TABLE 9A: Proposed Adjacent to Major Roads Pathway and Sidewalk Segments Tier 1 Category Rankings City of Novi**

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

TIER 1 CATEGORIES																										
OVERALL SEGMENT RANK	Segment Item #	Section #	S= 6 ft. sidewalk P= 8 ft. pathway	Side of Street	Location	From	To	of Pieces in Segment	Segment Length (ft.) excluding Developer Planned & Completed Pieces	Notes	BICYCLE & PEDESTRIAN ACCIDENTS	TRAFFIC SAFETY (ADT) 2010 Non-Motorized MP & Traffic Speed	ACCESS TO SCHOOLS	ACCESS TO PARKS	ACCESS TO HOTELS	ACCESS TO SHOPPING	ACCESS TO PLACES OF WORSHIP	CONNECTED TO NEIGHBORING SIDEWALK/REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN	TOTAL TIER 1 POINTS	TIER 1 RANKING		
											accidents only included when sidewalk or pathway connection is missing (1/98 to 9/14)	Non-Motorized MP & Traffic Speed	elem & intermediate schools within 1 mile; (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	(# within 1 mile)	(# hotels within 1 mile)	(# shopping areas within 1 mile)	(# places of worship within 1 mile)									
					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							points available per category														
					Segments with a higher ranking segment planned for the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity																					
					Short Segments (400 ft or less)	Scheduled Segment																				
					CIP Budget Year																					
70	78c	24	P	south	Grand River	Olde Orchard	Karim	1	300	10		7.5	9	4	0	7	0	3.5	8	0	0	0	49	70		
72	11	9	S	north	Twelve Mile	Novi Concrete	West Park	1	1,100	0		7.5	9	4	3.5	0	0	0	0	3.5	5	15	47.5	72		
73	114b	34	S	east	Taft	Nine Mile	Byrne	1	1,400	0		0	9	8	0	3.5	0	3.5	16	7	0	0	47	73		
74	8	4	P	west	West Park	Bristol Corners	West	2	1,500	0		0	9	4	0	3.5	3.5	3.5	16	7	0	0	46.5	74		
74	67	23	P	south	Grand River	Fountain Park	Funeral Home	1	1,100	0		7.5	9	0	3.5	7	0	0	16	3.5	0	0	46.5	74		
74	113a	33	P	south	Nine Mile	Beck	Barclay	1	660	5		0	9	8	0	0	3.5	0	16	0	5	0	46.5	74		
74	113c	33	P	south	Nine Mile	Anna Maria	Taft	1	400	5		0	9	8	0	0	3.5	0	16	0	5	0	46.5	74		
74	116A	34	P	south	Nine Mile	Chelsea	Center	1	2,200	5		0	9	8	0	3.5	0	0	16	0	5	0	46.5	74		
74	116B	34	P	south	Nine Mile	Center	Taft	1	2,700	5		0	9	8	0	3.5	0	0	16	0	5	0	46.5	74		
80	161	16	P	east	Beck	across 96		1	1,387	5		15	9	0	0	3.5	0	0	0	7	5	0	44.5	80		
81	37B	16	S	north	Eleven Mile	Mandalay Cir E	Taft	1	1,650	0		0	9	4	3.5	3.5	3.5	0	8	7	5	0	43.5	81		

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

- Segments with pathways or sidewalks on most of the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity
- Segments with a higher ranking segment planned for the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity
- Short Segments (400 ft. or less)
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- CIP Budget Year
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**TABLE 9A: Proposed Adjacent to Major Roads Pathway and Sidewalk Segments**  
**Tier 1 Category Rankings**  
 City of Novi

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

TIER 1 CATEGORIES																													
OVERALL SEGMENT RANK	Segment Item #	Section #	S= 6 ft. sidewalk P= 8 ft. pathway	Side of Street	Location	From	To	of Pieces in Segment	Segment Length (ft.) excluding Developer Planned & Completed Pieces	Notes	BICYCLE & PEDESTRIAN ACCIDENTS (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							
											points available per category																	TOTAL TIER 1 POINTS	TIER 1 RANKING
											5 points = 1 accident 10 = 2 accidents 15 = 3 accidents 20 = 4 or more accidents	0 = <10K ADTs", 5 = 10K-20K ADTs 10 = >20K ADTs Then multiplied by 1<35mph, 1.2 for 35-40mph & 1.5 for >=45 mph	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	3.5 = 1 hotel 7 = 2+ hotels	3.5 = 1 shopping area 7 = 2+ shopping areas	3.5 = 1 places of worship 7 = 2+ places of worship	3.5 = connecte d to neighboring sidewalk system 7 = connecte d to regional trail system	0 = low density 8 = medium density 16 = high density	3.5 = 1/2 to 1 mile 7 = over 1 mile	5 = top 15 survey responses , resident petitions & documented segments requeste d by groups & govt agencies	20 = initial investme nt 15 = major corridor							
					Segments with pathways or sidewalks on most of the opposite side of the street - <i>note that these segments may be critical for system connectivity &amp; must be analyzed separately for connectivity</i>				Short Segments (400 ft or less)	Scheduled Segment																			
					Segments with a higher ranking segment planned for the opposite side of the street - <i>note that these segments may be critical for system connectivity &amp; must be analyzed separately for connectivity</i>						CIP Budget Year																		
81	52A	20	P	south	Eleven Mile	Wixom	E side ITC Corridor	1	2,380		0	0	9	4	3.5	3.5	3.5	0	8	7	5	0	43.5	81					
83	41	17	S	east	Wixom	Target	Deerfield Elementary	1	1,100		0	7.5	9	4	3.5	3.5	0	3.5	0	7	5	0	43	83					
84	28	14	P	east	Novi Rd.	south Twelve Oaks entrance	North Twelve Oaks entrance	1	1,300		0	7.5	9	0	7	7	0	0	0	7	5	0	42.5	84					
85	114a	34	S	east	Taft	Byrne	City Limits	1	1,200		0	0	9	8	0	3.5	0	3.5	16	0	0	0	40	85					
85	162A	3	S	north	South Lake	West Park	E of Lilley Trail	1	2,000		0	0	9	8	0	0	0	0	16	7	0	0	40	85					
87	35	15	S	east	Taft	Eleven Mile	Grand River	1	1,680		0	0	9	0	7	0	3.5	0	8	7	5	0	39.5	87					
88	19	12	S	north	Twelve Mile	Meadowbrook	Cabot	2	3,735	5	7.5	9	0	0	3.5	0	3.5	3.5	0	7	0	0	39	88					
88	26	13	S	north	Eleven Mile	Campus Tech	Seeley	1	900	0	0	9	0	0	3.5	3.5	0	7	16	0	0	0	39	88					
88	74	24	S	east	Seeley	Eleven Mile	Grand River	1	2,700	0	0	9	0	0	0	7	3.5	0	16	3.5	0	0	39	88					
88	171	35	P	south	Eight Mile	Griswold	City Limits	1	1,416	0	15	9	0	0	0	3.5	0	3.5	8	0	0	0	39	88					
92	110A	32	P	west	Beck	Eight Mile	Casa Loma	1	1,383	10	15	9	0	0	0	0	3.5	0	0	0	0	0	37.5	92					
92	110B	32	P	west	Beck	Casa Loma	Nine Mile	1	1,400	10	15	9	0	0	0	0	3.5	0	0	0	0	0	37.5	92					
96	37A	16	S	north	Eleven Mile	Beck	Mandalay Cir E	2	2,030	0	0	9	4	3.5	3.5	3.5	3.5	0	8	0	5	0	36.5	96					

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

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



**TABLE 9A: Proposed Adjacent to Major Roads Pathway and Sidewalk Segments Tier 1 Category Rankings City of Novi**

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

TIER 1 CATEGORIES																												
OVERALL SEGMENT RANK	Segment Item #	Section #	S= 6 ft. sidewalk P= 8 ft. pathway	Side of Street	Location	From	To	of Pieces in Segment	Segment Length (ft.) excluding Developer Planned & Completed Pieces	Notes	BICYCLE & PEDESTRIAN ACCIDENTS (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						
											points available per category																TOTAL TIER 1 POINTS	TIER 1 RANKING
											Short Segments (400 ft or less)	Scheduled Segment	5 points = 1 accident 10 = 2 accidents 15 = 3 accidents 20 = 4 or more accidents	0 = <10K ADTs", 5 = 10K-20K ADTs 10 = >20K ADTs Then multiplied by 1.2 for <35mph, 1.2 for 35-40mph & 1.5 for >=45 mph	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	3.5 = 1 hotel 7 = 2+ hotels	3.5 = 1 shopping area 7 = 2+ shopping areas	3.5 = 1 places of worship 7 = 2+ places of worship	3.5 = connecte d to neighboring sidewalk system 7 = connecte d to regional trail system	0 = low density 8 = medium density 16 = high density	3.5 = 1/2 to 1 mile 7 = over 1 mile	5 = top 15 survey responses , resident petitions & documented segments requeste d by groups & govt agencies	20 = initial investme nt 15 = major corridor				
					Segments with pathways or sidewalks on most of the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity																							
					Segments with a higher ranking segment planned for the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity																							
					Short Segments (400 ft. or less)																							
					Scheduled Segment																							
					CIP Budget Year																							
					Deferred until construction																							
96	52B	20	P	south	Eleven Mile	E side ITC Corridor	1300' W of Beck	1	645		0	0	9	4	3.5	3.5	3.5	0	8	0	5	0	36.5	96				
96	52C	20	P	south	Eleven Mile	1300' W of Beck	Beck	1	1,300		0	0	9	4	3.5	3.5	3.5	0	8	0	5	0	36.5	96				
99	14	10	S	north	Twelve Mile	Carlton Forest	BP	1	600		0	0	9	4	3.5	7	0	0	0	7	5	0	35.5	99				
99	49	19	S	north	Ten Mile	Wixom	Island Lake	1	200		0	7.5	9	4	0	0	3.5	0	8	3.5	0	0	35.5	99				
101	2	1	S	west	Haggerty	Fourteen Mile	Thirteen Mile	2	1,800		0	7.5	9	0	0	3.5	0	3.5	8	3.5	0	0	35	101				
102	34	15	S	north	Eleven Mile	Clark	Taft	1	2,600		0	0	9	0	3.5	3.5	3.5	0	8	7	0	0	34.5	102				
103	20	12	S	west	Haggerty	Thirteen Mile	Twelve Mile	4	1,570		0	7.5	9	0	3.5	0	0	7	0	7	0	0	34	103				
104	163	3	P	north	South Lake	Lakeshore Park	Landings Park	1	1,304		0	0	9	8	0	0	0	0	16	0	0	0	33	104				
104	164	3	P	south	South Lake	Lakeshore Park	Elm	1	918		0	0	9	8	0	0	0	0	16	0	0	0	33	104				
104	165	3	P	south	South Lake	Henning	Lakeshore Park	1	2,055		0	0	9	8	0	0	0	0	16	0	0	0	33	104				
104	162B	3	S	north	South Lake	E of Lilley Trail	Lakeshore Park	1	3,177		0	0	9	8	0	0	0	0	16	0	0	0	33	104				

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
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- CIP Budget Year
- Deferred until construction

**TABLE 9A: Proposed Adjacent to Major Roads Pathway and Sidewalk Segments Tier 1 Category Rankings City of Novi**

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

**TIER 1 CATEGORIES**

OVERALL SEGMENT RANK	Segment Item #	Section #	S= 6 ft. sidewalk P= 8 ft. pathway	Side of Street	Location	From	To	of Pieces in Segment	Segment Length (ft.) excluding Developer Planned & Completed Pieces	Notes	points available per category															TOTAL TIER 1 POINTS	TIER 1 RANKING
											BICYCLE & PEDESTRIAN ACCIDENTS (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					
											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 1.2 for 35-40mph & 1.5 for >=45 mph	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	3.5 = 1 hotel 7 = 2+ hotels	3.5 = 1 shopping area 7 = 2+ shopping areas	3.5 = 1 places of worship 7 = 2+ places of worship	3.5 = connected to neighboring sidewalk system 7 = connected 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 & documented segments requested by groups & govt agencies	20 = initial investment 15 = major corridor					
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																						

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

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

108	149	15	P	east	Clark	Eleven Mile	Grand River	1	208	0	0	9	0	0	3.5	3.5	0	8	7	0	0	31	108
109	111	32	P	south	Nine Mile	Garfield	Beck	2	6,000	5	0	9	4	0	0	3.5	0	0	3.5	5	0	30	109
110	155	30	P	south	Ten Mile	Links of Novi		1	1,693	0	7.5	9	4	0	0	7	0	0	0	0	0	27.5	110
110	156	30	P	south	Ten Mile	Links of Novi		1	1,008	0	7.5	9	4	0	0	7	0	0	0	0	0	27.5	110
110	157	30	P	south	Ten Mile	Links of Novi		1	1,503	0	7.5	9	4	0	0	7	0	0	0	0	0	27.5	110
110	159	19	S	north	Ten Mile	Oak Point Church	Oak Point Church	1	309	0	7.5	9	4	0	0	7	0	0	0	0	0	27.5	110
114	172	35	P	west	Griswold	Eight Mile	City Limits	1	767	5	0	9	0	0	3.5	0	0	8	0	0	0	25.5	114
115	45	18	S	south	Twelve Mile	Helper Drive (Wixom)	Albert	1	979	0	0	9	4	0	3.5	0	0	8	0	0	0	24.5	115
116	98	29	S	north	Nine Mile	Beck	Garfield	2	4,800	0	0	0	4	0	0	0	0	8	7	5	0	24	116
116	100	30	P	south	Ten Mile	Wixom	Napier	4	1,200	0	7.5	9	4	0	0	0	0	0	3.5	0	0	24	116
118	167	9	P	south	West	West Park	City Limits	1	1,377	0	0	9	4	0	0	0	3.5	0	7	0	0	23.5	118
119	106	31	P	west	Garfield	Eight Mile	Nine Mile	1	5,300	5	0	4.5	8	0	0	0	0	0	3.5	0	0	21	119
120	101	30	P	east	Napier	Ten Mile	Nine Mile	2	4,000	0	0	9	4	0	0	3.5	0	0	3.5	0	0	20	120

**TABLE 9A: Proposed Adjacent to Major Roads Pathway and Sidewalk Segments Tier 1 Category Rankings City of Novi**

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

TIER 1 CATEGORIES																										
OVERALL SEGMENT RANK	Segment Item #	Section #	S= 6 ft. sidewalk P= 8 ft. pathway	Side of Street	Location	From	To	of Pieces in Segment	Segment Length (ft.) excluding Developer Planned & Completed Pieces	Notes	BICYCLE & PEDESTRIAN ACCIDENTS (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				
											points available per category														TOTAL TIER 1 POINTS	TIER 1 RANKING
											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 1.2 for 35-40mph & 1.5 for >=45 mph	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	3.5 = 1 hotel 7 = 2+ hotels	3.5 = 1 shopping area 7 = 2+ shopping areas	3.5 = 1 places of worship 7 = 2+ places of worship	3.5 = connecte d to neighboring sidewalk system 7 = connecte d to regional trail system	0 = low density 8 = medium density 16 = high density	3.5 = 1/2 to 1 mile 7 = over 1 mile	5 = top 15 survey responses , resident petitions & documented segments requeste d by groups & govt agencies	20 = initial investme nt 15 = major corridor				
					Segments with pathways or sidewalks on most of the opposite side of the street - <i>note that these segments may be critical for system connectivity &amp; must be analyzed separately for connectivity</i>				Short Segments (400 ft or less)	Scheduled Segment																
					Segments with a higher ranking segment planned for the opposite side of the street - <i>note that these segments may be critical for system connectivity &amp; must be analyzed separately for connectivity</i>						CIP Budget Year															
<b>120</b>	158	30	P	east	<b>Napier</b>	Links of Novi		1	1,321		0	0	9	4	0	0	7	0	0	0	0	0	20	120		
<b>122</b>	108A	32	S	east	<b>Garfield</b>	Eight Mile	Chianti	1	1,950		5	0	4.5	8	0	0	0	0	0	0	0	0	17.5	122		
<b>122</b>	108b	32	S	east	<b>Garfield</b>	Chianti	Nine Mile	1	2,650		5	0	4.5	8	0	0	0	0	0	0	0	0	17.5	122		
<b>124</b>	166	4	P	north	<b>West</b>	Hudson	City Limits	1	368		0	0	9	4	0	0	0	3.5	0	0	0	0	16.5	124		
<b>125</b>	102	30	S	north	<b>Nine Mile</b>	Napier	Garfield	2	4,700		0	0	4.5	8	0	0	0	0	0	3.5	0	0	16	125		
<b>125</b>	103	31	P	east	<b>Napier</b>	Park Place	Community Sports Park	1	572		0	0	4.5	8	0	0	0	0	0	3.5	0	0	16	125		
<b>125</b>	104	31	P	east	<b>Napier</b>	Eight Mile	Community Sports Park	1	2,100		0	0	4.5	8	0	0	0	0	0	3.5	0	0	16	125		
<b>128</b>	170	4	S	north	<b>West</b>	West Park	Hudson	1	778		0	0	9	4	0	0	0	0	0	0	0	0	13	128		
<b>129</b>	107	31	P	south	<b>Nine Mile</b>	Garfield	Hillside	2	4,000		0	0	4.5	8	0	0	0	0	0	0	0	0	12.5	129		
<b>129</b>	147	31	S	south	<b>Nine Mile</b>	Hillside	Napier	1	118		0	0	4.5	8	0	0	0	0	0	0	0	0	12.5	129		
<b>Total</b>									<b>209,747</b>																	

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

- Segments with pathways or sidewalks on most of the opposite side of the street - *note that these segments may be critical for system connectivity & must be analyzed separately for connectivity*
- Segments with a higher ranking segment planned for the opposite side of the street - *note that these segments may be critical for system connectivity & must be analyzed separately for connectivity*
- Short Segments (400 ft. or less)
- Scheduled Segment
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**TABLE 9B: Proposed Adjacent to Major Roads Pathway and Sidewalk Segments Tier 2 Category Rankings**

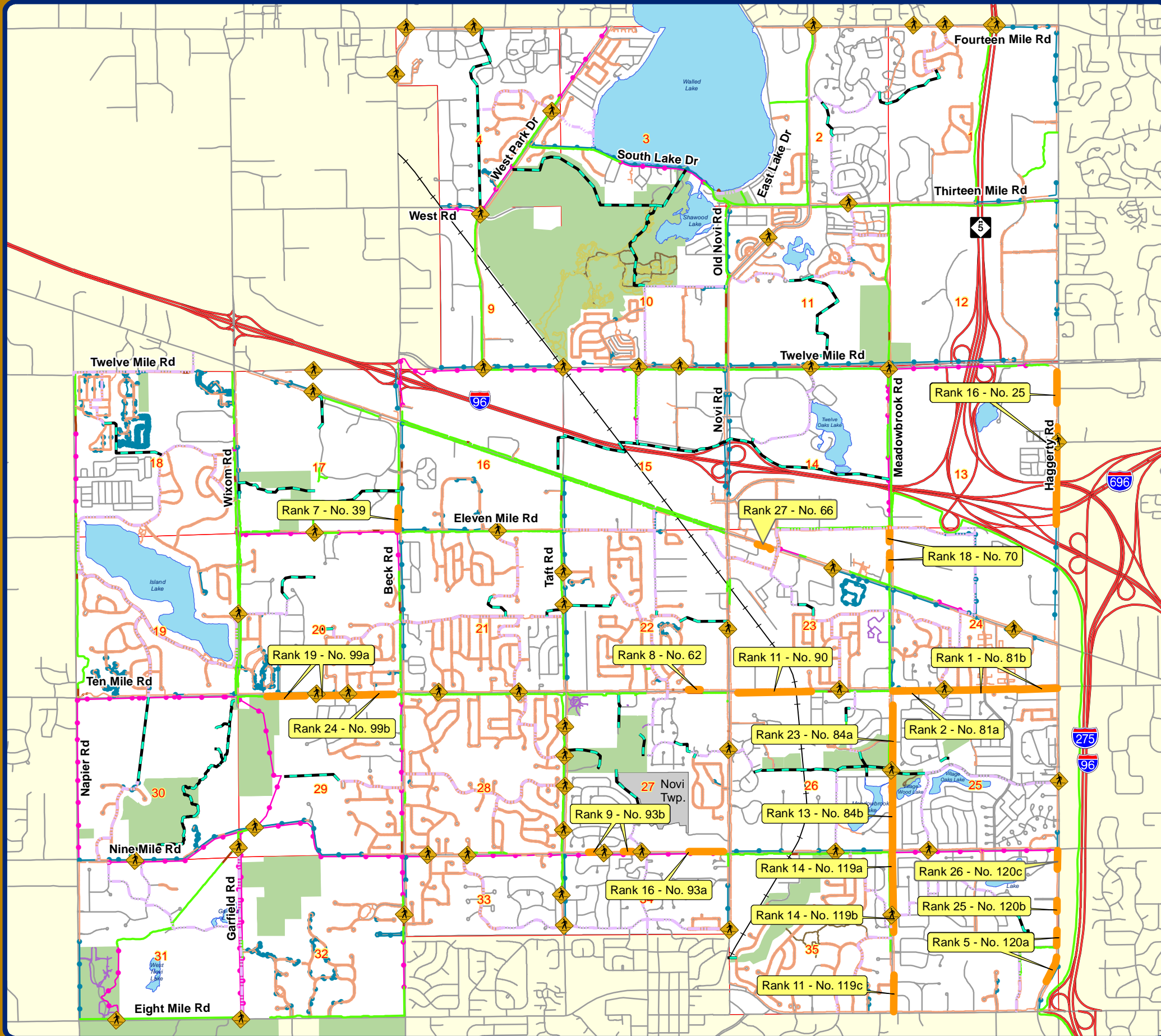
Top 20 Tier 1 segments are reviewed against a set of Tier 2 criteria & assigned points based on financial considerations to give priority to segments that provide more economical value

TABLE 9B: Proposed Adjacent to Major Roads Pathway and Sidewalk Segments  
Tier 2 Category Rankings  
City of Novi

Top 20 Tier 1 segments are reviewed against a set of Tier 2 criteria & assigned points based on financial considerations to give priority to segments that provide more economical value

OVERALL SEGMENT RANK	Segment Item #	Section #	Side of Street	Location	From	To	# of Pieces in Segment	Segment Length (ft.) excluding Developer Planned & Completed Pieces	Notes	TIER 2 CATEGORIES Criteria Points (only top 20 Tier 1 segments receive tier 2 points)							TOTALS			OTHER INFO	
										EASE OF CONSTRUCTION (easy/hard)	RIGHT-OF-WAY AVAILABILITY (based on % available)	OTHER FUNDING SOURCES (based on % available)	OPPOSITE SIDE SIDEWALK OR PATHWAY (road < 12,000 ADT & 35 mph < existing or planned with higher priority ranking)	PRIVATE DEVELOPMENT POTENTIAL	EVIDENCE OF EXTENSIVE PEDESTRIAN USE 0 = No Evidence; 10 = Worn Path	TOTAL TIER 2 POINTS	TOTAL POINTS	TOTAL POINTS (OVERALL) RANK	Greenway/Pathway Study Survey Rank	Opposite Side of Road Pathway or Sidewalk	
										points available per category	points available per category	points available per category	points available per category	points available per category	points available per category	points available per category	points available per category	points available per category	points available per category	points available per category	
1	81B		P south	Ten Mile	Willowbrook	Haggerty	1	2,750	19-20 /20-21 21-22	8	13.5	0	0	8	10	39.5	149.5	1	14	yes	
2	81A	25	P south	Ten Mile	Meadowbrook	Willowbrook	1	2,530	19-20 /20-21 21-22	8	13.5	0	0	8	10	39.5	142.5	2	14	yes	
4	80B	24	S north	Ten Mile	Meadowbrook	Willowbrook Estates	1	189		8	13.5	0	0	8	0	29.5	129.5	4	31	no	
5	120a	36	S west	Haggerty	Eight Mile	N of Orchard Hill	2	1,390	19-20	8	18	0	0	8	10	44	126	5	none	no	
7	39	17	P west	Beck	Eleven Mile	Providence	1	767	18-19/19-20/20-21	16	9	0	0	4	10	39	114	7	31	no	
8	62	22	S north	Ten Mile	Eaton Center	Churchill Crossing	1	400	18-19	8	0	0	0	4	10	22	105	8	9	yes	
9	93B	27	S north	Nine Mile	Plaissance	Taft	2	650		0	4.5	0	0	8	10	22.5	101	9	5	no	
10	82B	25	S west	Haggerty	Pavilion Ct Apartments	Nine Mile	1	492		0	0	0	0	8	10	18	100.5	10	none	partial	
11	90	26	P south	Ten Mile	Novi Rd.	Chipmunk	1	2,400	19-20	0	4.5	0	0	4	0	8.5	100	11	14	no	
11	119c	36	S east	Meadowbrook	Eight Mile	N of Llewelyn	1	1,200	19-20 /20-21/21-22	8	13.5	0	-20	8	10	19.5	100	11	14	yes	
13	84B	25	S east	Meadowbrook	Nine Mile	Chattman	1	2,050	19-20 /20-21/21-22	8	18	0	-20	8	0	14	97	13	3	yes	
14	119b	36	S east	Meadowbrook	Singh Blvd	N of Llewelyn	1	1,300	19-20 /20-21/21-22	8	13.5	0	-20	8	10	19.5	93	14	14	yes	
14	119A	36	S east	Meadowbrook	Nine Mile	Singh Blvd	1	1,300	19-20 /20-21/21-22	8	13.5	0	-20	8	10	19.5	93	14	14	yes	
16	93A	27	S north	Nine Mile	Novi Rd.	Montebello	1	1,270	18-19/19-20/20-21	0	4.5	0	0	8	0	12.5	91	16	5	no	
16	25	13	S west	Haggerty	Twelve Mile	section line	2	4,300		0	0	0	0	8	10	18	91	16	none	most	
18	70	23	P west	Meadowbrook	Eleven Mile	Gateway Village	3	900	19-20	0	0	0	0	8	0	8	90	18	14	most	
19	99A	29	P south	Ten Mile	Wixom	400' E of Lynwood	1	2,900	19-20	8	4.5	0	0	8	0	20.5	89.5	19	14	no	
20	121A	36	P south	Nine Mile	Meadowbrook	Sunrise	1	2,900		0	13.5	0	-20	8	0	1.5	85.5	20	1	yes	
20	121B	36	P south	Nine Mile	Sunrise	Haggerty	1	2,380		0	13.5	0	-20	8	0	1.5	85.5	20	1	yes	
23	84A	25	S east	Meadowbrook	Ten Mile	Chattman	1	2,350	19-20 /20-21/21-22	0	18	0	-20	8	0	6	82	23	3	yes	
24	99B	29	P south	Ten Mile	400' E of Lynwood	Beck	1	1,100	19-20	8	4.5	0	0	0	0	12.5	81.5	24	14	no	
25	120b	36	S west	Haggerty	Orchard Hill	High Pointe	1	375	20-21	0	4.5	0	-10	4	0	-1.5	80.5	25	none	no	
26	120c	36	S west	Haggerty	High Pointe	Nine Mile	1	600		0	4.5	0	-20	8	0	-7.5	74.5	26	none	no	
27	66	23	P south	Grand River	Sixth Gate	Main Street	2	312		16	0	0	-20	8	0	4	72.5	27	31	no	

# Map 3: Non-Motorized Plan 2016-2017 Update



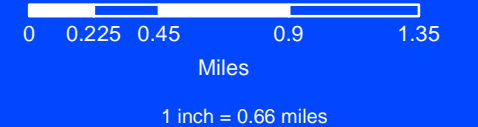
## Annual Non-Motorized Prioritization: 2016-2017 Update

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



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

Map Author: Jon Gartha  
 Date: September 12, 2016  
 Project: 2016-17 Non-Motorized Update  
 Version #: 1.0



### MAP INTERPRETATION NOTICE

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

