



**WALKABLE NOVI COMMITTEE  
AGENDA  
October 18, 2018 at 6:00 p.m.  
Novi Civic Center  
Mayors Conference Room  
45175 W. Ten Mile, Novi, MI 48375  
(248) 347-0475**

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

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

**ROLL CALL**

**APPROVAL OF AGENDA**

**AUDIENCE PARTICIPATION**

**MATTERS FOR DISCUSSION**

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

**STAFF UPDATES**

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

**COMMUNICATIONS**

**ADJOURN**

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



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



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

October 18, 2018

# ACKNOWLEDGEMENTS

## Walkable Novi Committee

### Council Members

Andrew Mutch, Chair  
David Staudt

### Planning Commission Environmental Committee Members

John Avdoulos  
Julie Maday

### Parks, Recreation & Cultural Services Commission Members

Paulina Muzzin  
Shelley Thomopoulos

## For More Information Contact Support Staff

**Barbara McBeth, AICP** | City Planner  
bmcbeth@cityofnovi.org

**Sri Ravali Komaragiri** | Planner  
skomaragiri@cityofnovi.org

**Hannah Smith** | Planning Assistant  
hsmith@cityofnovi.org

**Jonathon Gartha** | GIS Technician  
jgartha@cityofnovi.org

**George Melistas** | Engineering Manager and City Traffic Engineer  
gmelistas@cityofnovi.org

**Joseph Akers** | Staff Civil Engineer  
jakers@cityofnovi.org

**Jeff Muck** | Director of Parks Recreation and Cultural Services  
Jmuck@cityofnovi.org

# TABLE OF CONTENTS

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



The City of Novi has had a long standing interest in providing an interconnected and comprehensive system of pathways, sidewalks and trails to connect neighborhoods with destinations throughout the City and region. To help ensure that non-motorized improvements are implemented in a logical and beneficial manner, the City of Novi Pathway and Sidewalk Prioritization Analysis and Process (PSPAP) was approved by City Council on November 13, 2006. Since then, staff has been continually updating the process as needed to accommodate development trends and public demand. Changes have been made to Tier and Tier Categories as needed with each update. Refer to Chapter 3 for more details.

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

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

The Annual Non-Motorized Prioritization is updated each fall. Data is collected through the year and is current through September 1, 2018, with the exception of completed segments, as any segment under construction at that time was determined to be complete or budgeted for planning purposes. As with previous updates, completed segments were identified, new segments were added and segment ranking was recalculated. Each year, the Community Development Department's Planning and Engineering Staff updates the prioritization analysis and process worksheets and maps for review and approval by the Walkable Novi Committee.

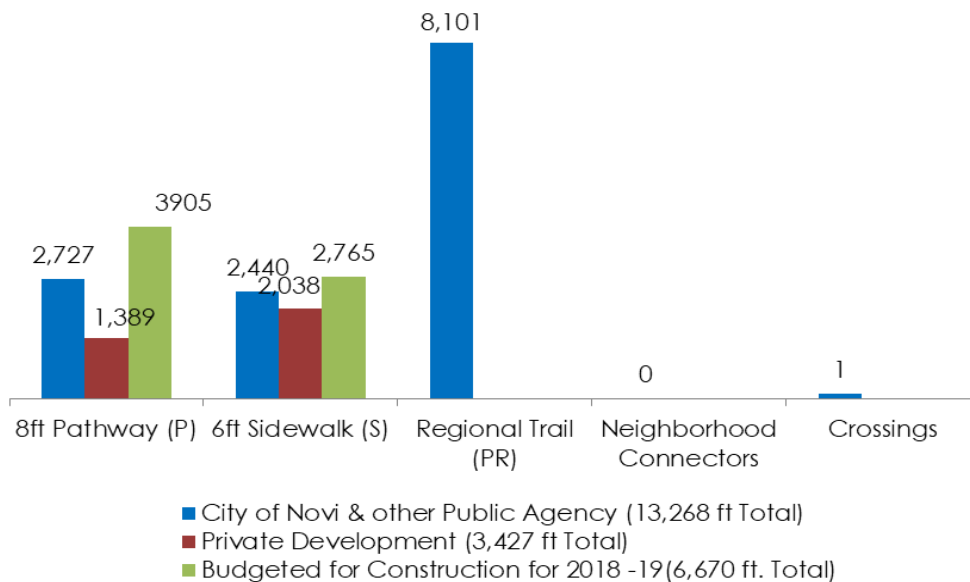
On October 18, 2018, the Walkable Novi Committee members present reviewed and approved the Annual Non-Motorized Prioritization: 2018-2019 Update and recommended forwarding it to the City's Capital Improvement Committee. The committee will then use this document to help identify future segments and non-motorized improvements to be constructed as additional funding becomes available.

## Chapter 2: COMPLETED NON- MOTORIZED IMPROVEMENTS

This chapter identifies the segments that are completed as of September 01, 2018 or under construction or budgeted for construction for year 2018-19. Since October 2006, about 18.4 miles of public pathways and sidewalks were constructed by the City of Novi and the State of Michigan and private developers completed about 15.8 miles of public pathways and sidewalks in the City.

In the 2017-18 year, the City of Novi started the installation of about 8,100 feet of regional/recreational trail (ITC Trail from Nine Mile to Eleven Mile Road). The amount of developer installed pathways and sidewalks resulted in over 3,427 feet of additional pathways and sidewalks. The City constructed all the segments budgeted for construction last year as planned. They are included as completed segments with this update.

About 6,670 feet of pathways, sidewalks and trails are proposed to be constructed in year 2019. Segments that have been assigned budget for design and construction are identified with this years update. Those are removed from the Prioritization spreadsheet to allow opportunity for other segments. However, these segments are not counted towards completed segments as shown in the graph below.



**Figure 2.1: 2017-2018 Completed Non-Motorized Improvements**



**TABLE 2.1: 2017-2018 Completed Non-Motorized Improvements (or under construction at time of report)**

Segment Item #	Section #	Type	Side of Street/ Other	Location	From	To	Segment Length (ft.)
<b>Sidewalks built or under construction by the City</b>							
9a	4	P	South	<b>Pontiac Trail</b>	Wedgewood	West Park	2,560
9B	4	S	South	<b>Pontiac Trail</b>	Beck Road	Wedgewood	2,440
Part 67	23	P	south	Grand River	Fountain Park	Huntley Manor	167
4004	20, 29	P		<b>ITC Corridor Trail Phase 2</b>	Nine Mile	Eleven Mile	8,101
5038	4	Cross		<b>Pontiac Trail</b>	Mid-Block Crossing and Geisler School		N/A
N/A	15, 16, 21, 22	Bike Lanes	Both	<b>Taft</b>	Ten Mile Road	Grand river	
N/A	N/A	B		<b>Boardwalk Repairs and Reconstruction</b>		Citywide	N/A
<b>2017-18 City of Novi Total</b>							<b>13,628</b>
<b>Sidewalks built or under construction by Private Developers</b>							
2615	12	S	West	<b>Haggerty</b>	Autoneum		450
Part 52b	20	P	South	<b>Eleven Mile</b>	Oberlin		989
Part 97C	29	P	West	<b>Beck</b>	Valencia South		400
Part 31	15	S	South	<b>Twelve Mile</b>	Hino Motors (west of Taft Road)		488
N/A	10	S	East	<b>Dixon Road</b>	Dixon Meadows (north of Twelve Mile)		1100
<b>2017-18 Development Total</b>							<b>3,427</b>
<b>Segments budgeted for construction for year 2018-19</b>							
Part 53	20	P	West	<b>Beck</b>	Funeral Home (Private Developer)		470
Part 53	20	P	West	<b>Beck</b>	Bosco Park (City Parks Project)		498
43	18	P	West	<b>Wixom</b>	Catholic Central	Island Lake	620
70*	23	P	West	<b>Meadowbrook</b>	Gateway Village	Eleven Mile	900
39*	17	P	west	Beck	Eleven Mile	Providence	767
120A*	36	S	West	<b>Haggerty</b>	Eight Mile	Orchard Hill	1390
120B*	36	S	West	<b>Haggerty</b>	Orchard Hill	High Point	375
120c*	36	S	West	<b>Haggerty</b>	High Point	Nine Mile	600
62*	22	S	north	Ten Mile	Eaton Center	Churchill Crossing	400
NC4	23	P	N/A	<b>Connector</b>	Main Street	Meadowbrook	650
<b>Segments budgeted for construction for year 2018-19 Total</b>							<b>6,670</b>

\* Segments from 2017-18 Top 20 list from last years update



---

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



---

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



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



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

**TABLE 2.2: Previous Years Completed Non-Motorized Improvements (CITY BUILT)**

Segment Item #	Section #	Type	Side of Street/ Other	Location	From	To	Segment Length (ft.)
----------------	-----------	------	-----------------------	----------	------	----	----------------------

<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

**2016-17 Completed Non-Motorized Improvements**

5037	21, 22	Mid bloc		<b>Taft Road</b>	between south of Jacob/Taft Knolls		
4064	31	PR		ITC Sports Center	ITC to Eight Mile		3259
5	3	S	South	Fourteen Mile	Beach Walk	East Lake Drive	535
10	4	S	east	<b>Beck</b>	K&S Plaza		180
105 Part	31	P	North	Eight Mile	Garfield	Napier	5200
<b>Total</b>							<b>9,174</b>

**2015-16 Completed Non-Motorized Improvements**

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>Total</b>							<b>10,470</b>

**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	Ten Mile	Nilan	SW to NW	crossing
82C	25	S	west	Haggerty	Ten Mile	Dunkin Donuts	220
140	23	C	crossing	Hampton Hill	Ten Mile	NE to NW	crossing
123a	1	RT	regional	M-5 Extension	Fourteen Mile	Thirteen Mile	5,280
<b>Total</b>							<b>6,722</b>

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

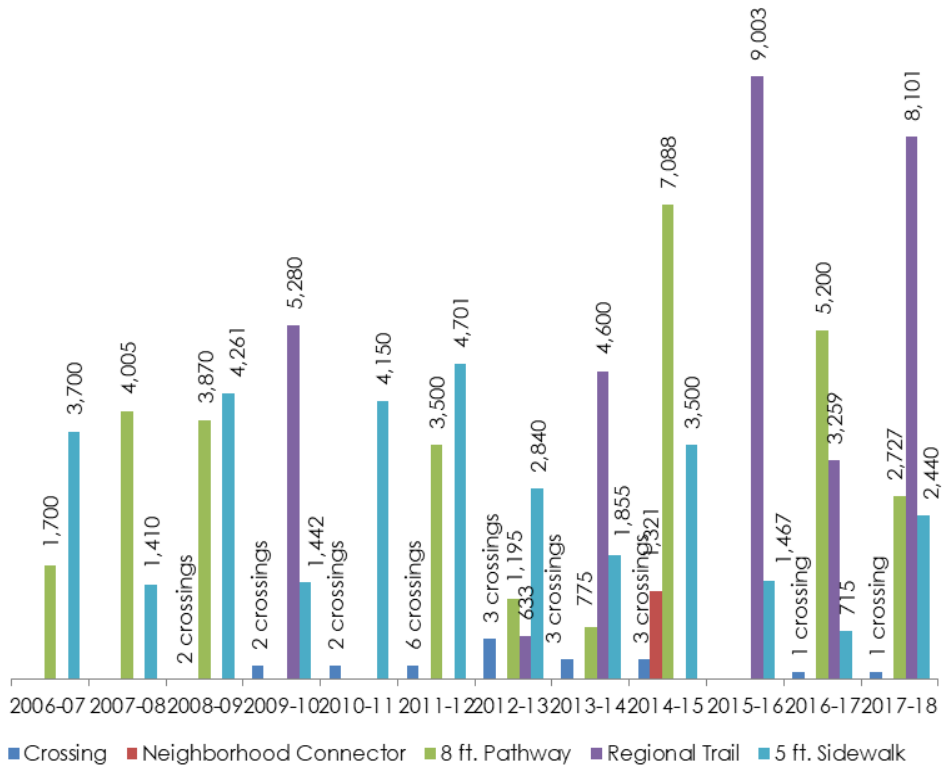
59	22	P	south	Eleven Mile	Taft	Cedar Spring Estates	1,300
125	15	S	west	Clark	Eleven Mile	Grand River	205
75 part	24	P	north	Grand River	Meadowbrook	Seeley	310
80A	24	S	north	Ten Mile	Meadowbrook	Haggerty	411
82A	25	S	west	Haggerty	Dunkin Doughnuts	Oak Ridge Place	1,180
60A	22	P	south	Eleven Mile	Clark	Cedar Spring Estates	300
136	21	S	west	Bramblewood	Cidermill	subdivision	210
63	22	S	north	Ten Mile	Wildcat	Taft	1,580
91	26	P	south	Ten Mile	Meadowbrook	Orchard Hills North	800
96	28	P	south	Ten Mile	Beck	Broadmoor Park	250
95	28	S	east	Beck	Ten Mile	Baker	300
	36	S	south	Orchard Hills Place	Haggerty	west	375
54, 55 part	20, 29	P	all	Ten & Beck legs			910
<b>Total</b>							<b>8,131</b>

#### 2007-08 Completed Non-Motorized Improvements

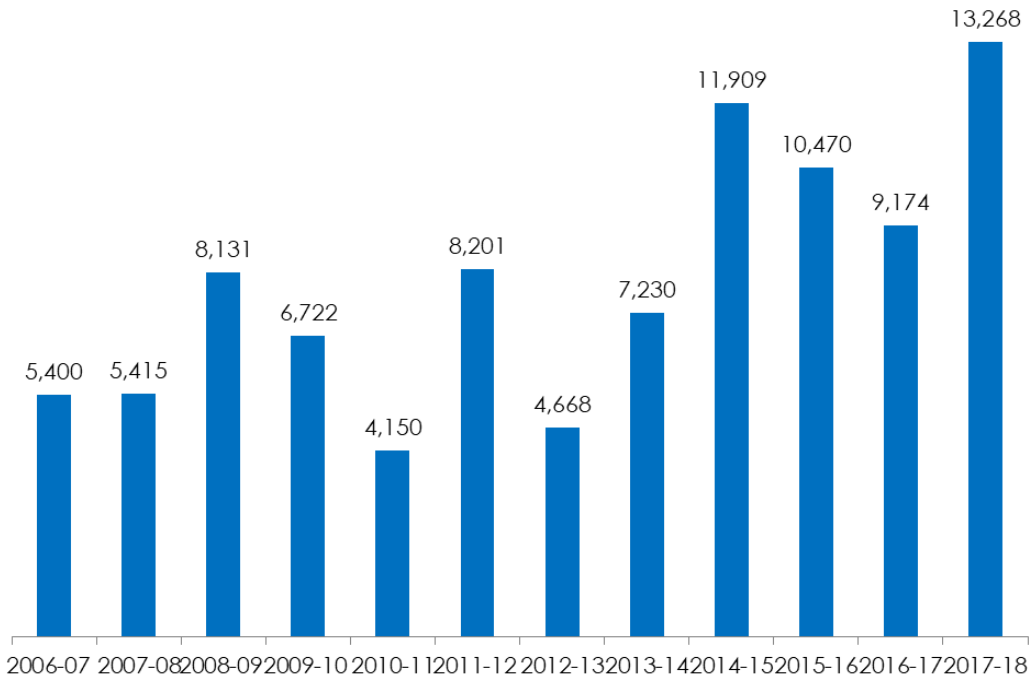
57	21	S	north	Ten Mile	Roma ridge	Homestead	770
85	26	P	west	Meadowbrook	Ten Mile	Mallot	1,050
86	26	P	west	Meadowbrook	Chattman	Nine Mile	2,025
94	28	S	north	Nine Mile	Taft	Beck	640
117	35	P	west	Meadowbrook	Mission Pines	Mirabella Estates	450
118	35	P	west	Meadowbrook	Mirabella Estates	Eight Mile	480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

#### 2006-07 Completed Non-Motorized Improvements

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



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



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

## MAINTAINENCE

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

**Table 2.3: Sidewalk/Pathway and Boardwalk Maintenance Estimate**

	Installation	Removal	Annual Maintenance
<b>6 feet concrete Sidewalk</b>	\$ 75 per ft.	\$ 20 per ft.	\$0.32 per feet ( 131811 ft pathways and 4836 ft sidewalk - \$44000 budget)
<b>10 foot asphalt pathway</b>	\$ 90 per ft.	\$ 20 per ft.	
<b>Wooden boardwalk</b>	\$ 700 per ft.	\$ 50 per ft.	\$1.90 per ft. (1 mile of boardwalk - \$10000 budget)
<b>Composite boardwalk</b>	\$1,200 per ft.	\$ 40 per ft.	Yearly Budget

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

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

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

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

## BOARDWALKS

The City of Novi has a considerable amount of regulated wetlands throughout the City. One of our Master Plan goals is to protect and maintain the City's woodlands, wetlands, water features and open space. Our ordinance encourages minimal to no impact to regulated features. Thus, boardwalks play a major role in maintaining the pedestrian connectivity through the regulated wetlands. We have a total of thirty four boardwalks through the City as listed in Table 2.4. Of them, three numbers 4, 9, 34 are not connecting sidewalks one side, and two boardwalks #35 and #27 sidewalks ends. It costs about 27 - 35 dollars per square foot to install a linear foot of boardwalk



(including handrails with footing/ pier supports priced separately). Helical piers are in the range of 800 - 1,200 dollars each including support brackets, and are based on a maximum depth of 15'. It costs about 70 – 90 dollars per square feet to remove and reinstall the boardwalk with new lumber and helical piers. The unit pricing is substantially dependent on the site conditions, construction methods, accessibility, and the total size/scope of the desired work.

As is evident from the estimates, removal is more expensive than installation. When a boardwalk does not connect to other pedestrian improvements, it leads to under usage of these structures and may result in removal. In some cases, we have closed access to certain boardwalks from public use to avoid further deterioration. Staff will pay much closer attention to segments, whose completion would serve the purpose of existing boardwalks and avoid expensive removals. City Engineering staff is currently working on researching alternate materials such as composites on handrails, alternatives to balusters, installation techniques using Helical piers and adjustable pilings for boardwalk construction, other than wood to minimize the frequency of maintenance and cost of construction. CIP budget for 2018-24 has assigned an amount \$50,000 for boardwalk extension, repairs and replacement program. Staff has accordingly planned for scheduled repair and maintenance as noted in the table below.

**TABLE 2.4: Existing Boardwalks Inventory**

Section No.	Asset ID	#	Location	Street Name	Width	Length in feet (Approx)	Adjacent Future Segment	Status
27	BKS-10008	3	S side 10 W Whitehall Senior Center	10 Mile	8	510	0	Scheduled for major repairs
22	BKS-10009	4	N of 10 Mile W of Novi Rd	10 Mile	8	178	62	Scheduled for major repairs
22	BKS-10019	5	N of 10 Mile E of Church Hill Blvd	10 Mile	8	64	0	Scheduled for Remove/ Replace
26	BKS-010034	22	Ten Mile West of Quince Dr	10 Mile	8	304	0	Scheduled for regular Maintenance
26	BKS-010035	21	Ten Mile East of Pheasant Run	10 Mile	8	231	0	Scheduled for regular Maintenance
17	BKS-10004	6	North of 11 Mile West of Beck	11 Mile	8	255	0	Scheduled for regular Maintenance
17	BKS-010023	23	North of 11 Mile East of Wixom (ITC Corridor West of Medilodge)	11 Mile	10	61	0	Scheduled for regular Maintenance
17	BKS-010026	24	North of 11 Mile East of Wixom (ITC Corridor West of Medilodge)	11 Mile	14	43	0	Scheduled for regular Maintenance
18	BKS-010036	31	12 Mile West of Wixom Rd (Catholic	12 Mile Rd	8	195	0	NA

**TABLE 2.4: Existing Boardwalks Inventory**

Section No.	Asset ID	#	Location	Street Name	Width	Length in feet (Approx)	Adjacent Future Segment	Status
			Central)					
35	BKS-10011	1	S of 9 Mile E of Roethel Dr	9 Mile	8	53	0	Scheduled for Remove/ Replace
35	BKS-10012	2	S of 9 Mile at Fire Station #5	9 Mile	8	205	0	Scheduled for regular Maintenance
20	BKS-10007	10	West side Beck North of Cider Mill	Beck Rd	8	438	0	Currently under Repair to Reopen
29	BKS-10013	11	West of Beck North of 9 Mile	Beck Rd	8	430	0	Scheduled for Remove/ Replace
32	BKS-10014	20	West side of Beck South of Bellagio	Beck Rd	8	218	0	Currently under Repair to Reopen
16	BKS-10015	9	Beck Rd South of Central Park	Beck Rd	8	164	38	Closed due to no connection
16	BKS-10016	8	Beck Rd South of Vision Spa	Beck Rd	8	223	0	Scheduled for Remove/ Replace
32	BKS-010038	34	Beck South of 9 Mile	Beck Rd	8	24	110b, 112	NA
31	BKS-010037	35	ITC Trail West of Garfield	Garfield	14	529	0	Scheduled for regular Maintenance
6	BKS-10017	18	North of Grand River E of Beck	Grand River	8	123	0	Scheduled for regular Maintenance
24	BKS-10002	12	E of Meadowbrook S of Vincenti Ct	Meadowbrook	8	73	0	NA
26	BKS-10010	13	W Meadowbrook N Penton Rise Ct	Meadowbrook	8	34	0	Scheduled for regular Maintenance
11	BKS-010024	7	West side of Meadowbrook N of 12	Meadowbrook	8	331	0	NA
19	BKS-010027	33	East Side of Napier South of Seaglen Dr	Napier Rd	8	220	0	Scheduled for Remove/ Replace
18	BKS-010028	27	East Side of Napier South of Novi Meadows Blvd	Napier Rd	8	88	44	NA
19	BKS-010030	32	Napier West of Denali Ct	Napier Rd	10	45	0	Scheduled for Remove/ Replace
19	BKS-010032	29	Ten Mile East of Napier	Napier Rd	8	51	0	Scheduled for Remove/ Replace

**TABLE 2.4: Existing Boardwalks Inventory**

Section No.	Asset ID	#	Location	Street Name	Width	Length in feet (Approx)	Adjacent Future Segment	Status
19	BKS-010033	30	Ten Mile West of Denali Ct	Napier Rd	8	50	0	Scheduled for Remove/ Replace
10	BKS-10000	15	West of Novi South of 12 1/2 Mile	Novi Rd	8	504	0	Scheduled for major repairs
10	BKS-10001	14	West of Novi North of 12 Mile	Novi Rd	8	423	0	Scheduled for major repairs
27	BKS-010025	25	West of Novi SW of Lidstrom	Novi Rd	8	33	0	Scheduled for regular Maintenance
2	BKS-010029	28	Fishing Pier at Pavilion Shore Park	Pavilion Shore Park	10	113	0	NA
16	BKS-10020	19	West of Taft South of Andes Ct	Taft Rd	8	237	0	NA
18	BKS-10005	16	West of Wixom next to Lift Station	Wixom Rd	8	72	0	Scheduled for Remove/ Replace
18	BKS-10006	17	West of Wixom South of Island Lake	Wixom Rd	8	258	0	Scheduled for major repairs
18	BKS-10018	TB D	E of Napier S of Knightsbridge	Napier Rd	8	597	44	NA
18	BKS-10021	TB D	E of Napier N of Knightsbridge	Napier Rd	8	59	0	NA
19	BKS-010031	26	Napier North of 10 Mile	Napier Rd	10	286	0	Removed for Roundabout (2017)
27	BKS-010042	36	PD Stairway	Civic Center	10	25	0	NA
<b>Total Linear feet of existing boardwalk</b>						<b>7,751</b>		

MAP 1  
2017-2018 Completed Non-Motorized Improvements

**To be Updated**

## Chapter 3: 2018-19 TOP 20 PRIORITY PATHWAY AND SIDEWALK SEGMENTS

The City's Pathway and Sidewalk Prioritization Analysis and Process approved by City Council on November 13, 2006, includes a provision for the annual updating of the Analysis and Process. As part of the 2013-2014 update the process has been renamed the Annual Non-Motorized Prioritization: 2014-2015 Update to better reflect the content and recommendations of the document. The Annual Non-Motorized Prioritization is updated each fall. Data is collected through the year and is current through September 1, 2018, with the exception of completed segments, as any segment under construction at that time was determined to be complete or budgeted for planning purposes. As with previous updates, completed segments were identified, new segments were added and segment ranking was recalculated with this update.

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

Due to intrinsic nature of planning, it is necessary to evaluate the policies as new challenges and questions arise. As part of the evaluation process, staff reviewed the prioritization criteria from various communities to identify additional criteria with 2015-16 update. As part of 2015-16 update, changes to Tier 1 and 2 Categories have been made and segments ½ mile to 1 mile long are further broken down to smaller lengths.

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

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

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

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

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

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

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

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

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

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

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

**TABLE 3.1: Tier and Tier 2 Categories**

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

**TIER 1 CATEGORIES**

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

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

**2 TRAFFIC COUNTS**  
 (ADT) 2010 Non-Motorized MP  
 0 = <10K ADT  
 5 = 10K-20K ADT  
 10 = >20K ADT

**TRAFFIC SPEED**  
 < 30 mph = x 1  
 35-40 mph = x 1.2  
 >=45 mph = x 1.5

**ACCESS TO SCHOOLS**

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

**3** 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

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

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

**Current Rating revised with this update**  
 6 = 1 park;  
 12 = 2+ parks

5	<b>ACCESS TO HOTELS</b> # shopping areas w/in 1 mile) 3.5 = 1 Hotel; 7 = 2+ Hotels	<b>Current Rating revised with this update</b> 2 = 1 Hotel; 4 = 2+ Hotels
6	<b>ACCESS TO SHOPPING</b> (# shopping areas w/in 1 mile) 3.5 = 1 shopping area; 7 = 2+ shopping areas	
8	<b>ACCESS TO PLACES OF WORSHIP</b> (# places of worship w/in 1 mile) 3.5 = 1 places of worship; 7 = 2+ places of worship	<b>Current Rating revised with this update</b> 2= 1 places of worship; 4 = 2+ places of worship
9	<b>CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM</b> 3.5 = connected to neighboring sidewalk system 7 = connected to regional trail system	<b>Current Rating revised with this update</b> 7 = connected to neighboring sidewalk system 14 = connected to regional trail system
10	<b>POPULATION SERVED</b> 0 = low density; 8 = medium density; 16 = high density	
11	<b>SEGMENT COMPLETION</b> 3.5 = 1/2 to 1 mile; 7 = over 1 mile	
12	<b>CONSIDERABLE PUBLIC INTEREST</b> 5 = top 15 survey responses, resident petitions & documented segments requested by groups & govt agencies	
13	<b>NON-MOTORIZED MASTER PLAN</b> 20 = initial investment 15 = major corridor	
<b>TIER 2 CATEGORIES</b> (only Top 20 Tier 1 segments receive tier 2 points)		
1	<b>EASE OF CONSTRUCTION</b> (easy/hard) 0 = hard; 8 = medium hard; 16 = easy	
2	<b>RIGHT-OF-WAY AVAILABILITY</b> (based on % available) 0 = 0%; 4.5 = 25%; 9 = 50%; 13.5 = 75%; 18 = 100%	
3	<b>OTHER FUNDING SOURCES</b> (based on % available) 0 = 0%; 4.5 = 25%; 9 = 50%; 18 = 80%+	
4	<b>OPPOSITE SIDE SIDEWALK OR PATHWAY</b> (road < 12,000 ADT & 35 mph < existing or planned with higher priority ranking) -20 = complete section link ; -10 = one direction section link	



**PRIVATE DEVELOPMENT POTENTIAL**

(Positive Points)

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

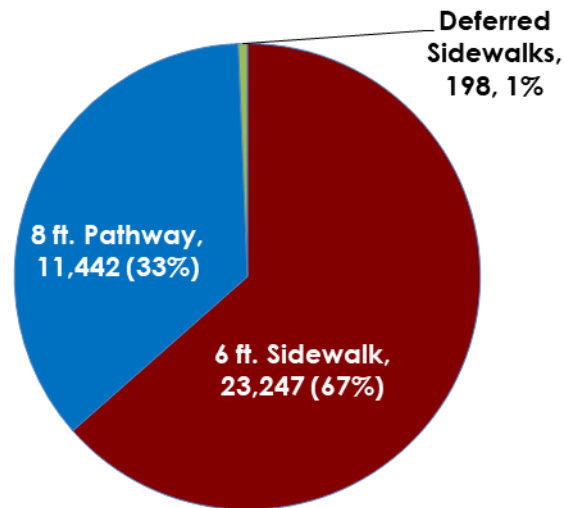
---

**EVIDENCE OF EXTENSIVE PEDESTRIAN USE**

- 6 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.

---




---


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

TABLE 3.2: 2018-19 Top 20 Priority Pathway and Sidewalk Segments including deferred segments

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

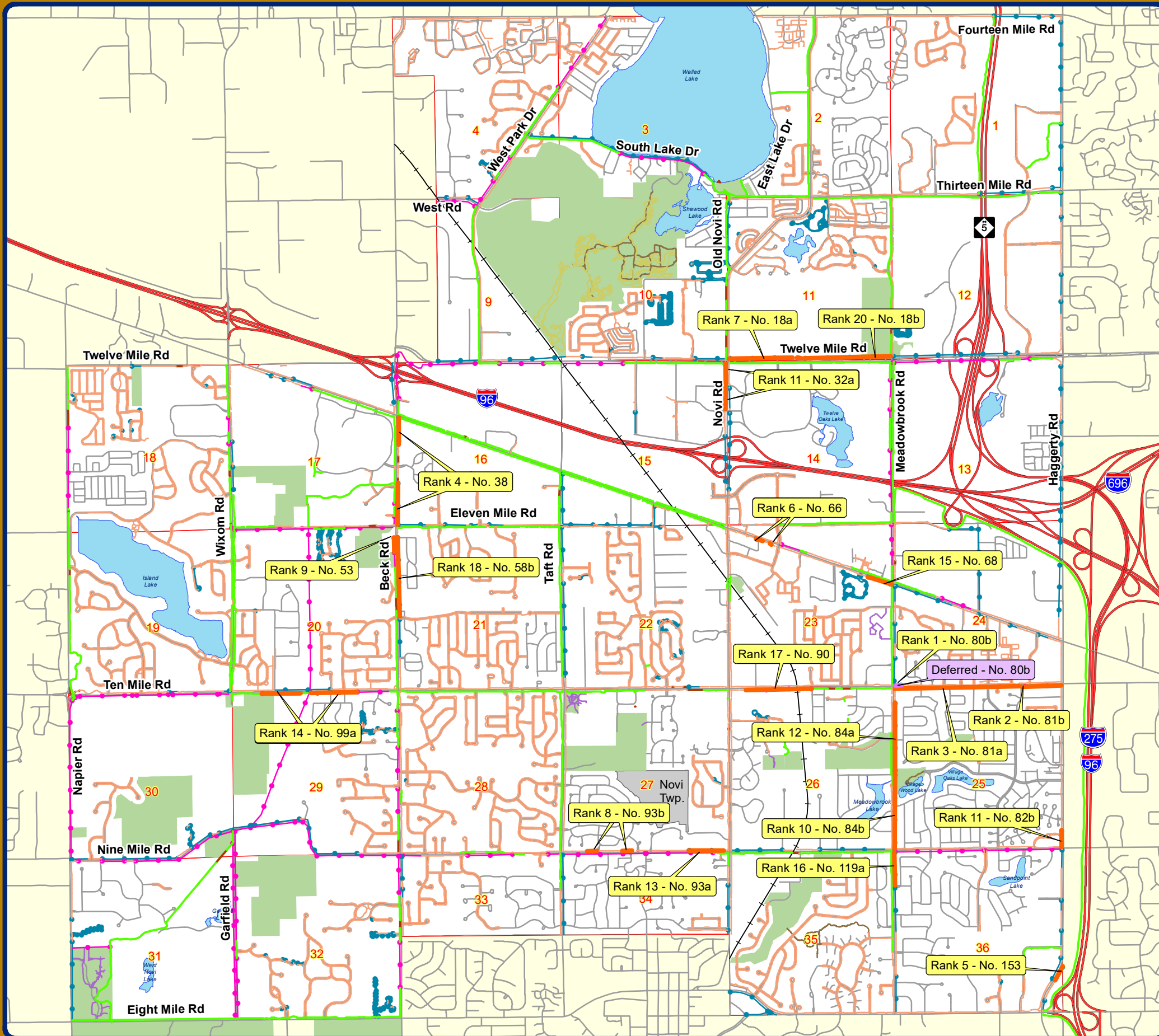
 Short Segments     CIP Budget Year     Segments included in last years Top 20     Deferred

**Table 3.3: Additional Notes for Top 20 Segments**

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

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

# Map 2: 2018-2019 Top 20 Priority Pathway and Sidewalk Segments



## Annual Non-Motorized Prioritization: 2018-2019 Update

### Top 20 Priority Segments

- Top 20 Priority Segments
- Deferred Segments

### Existing Sidewalks and Pathways

- Existing Sidewalk
- Existing Pathway

### Future Sidewalks and Pathways

- Proposed Pathway
- 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: October 15, 2018  
Project: 2018 Non-Motorized Update  
Version #: 2.0



Miles  
1 inch = 0.66 miles

#### MAP INTERPRETATION NOTICE

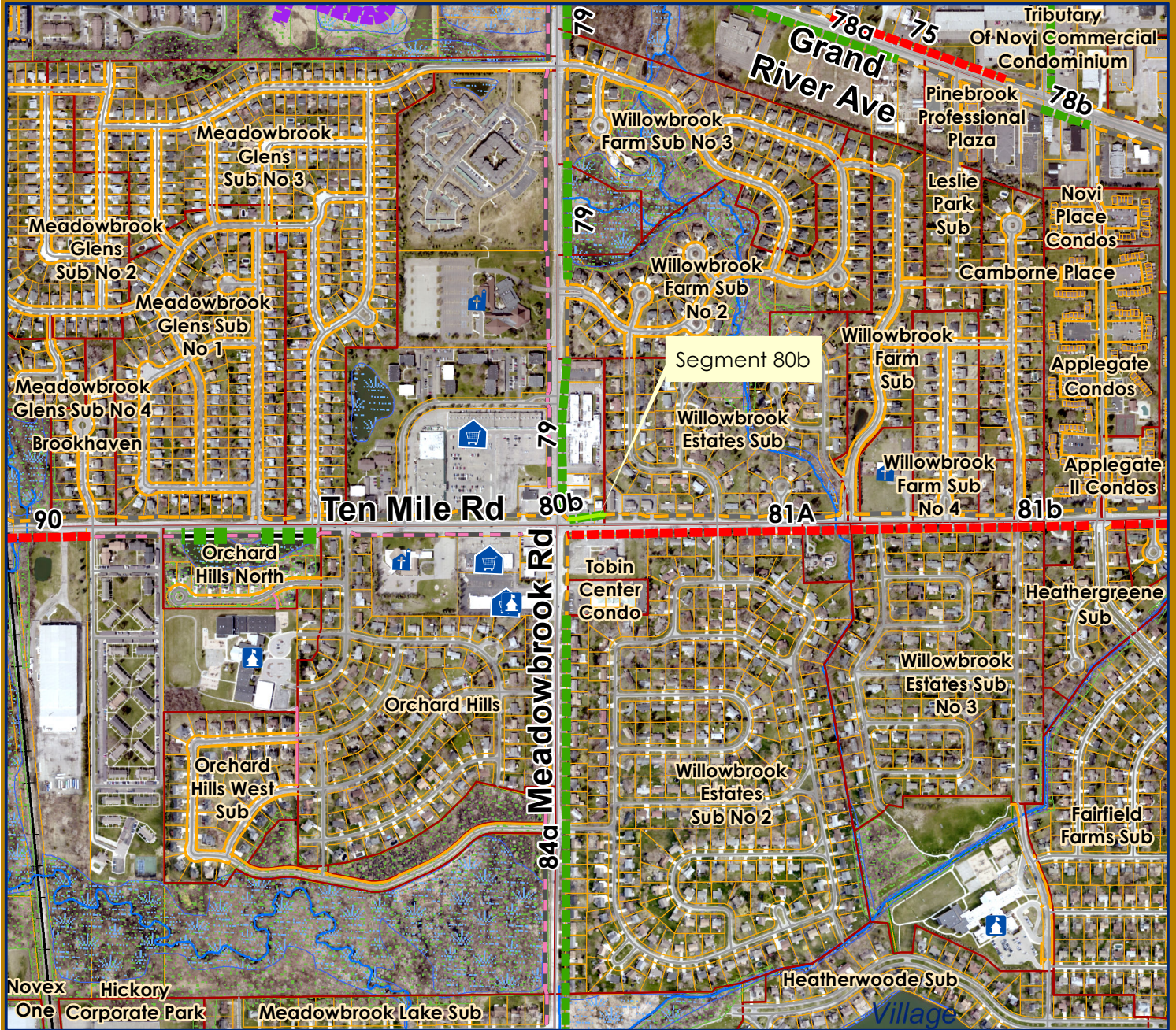
Map information depicted is not intended to replace or substitute for any official or primary source. This map was intended to meet National Map Accuracy Standards and use the most recent, accurate sources available to the people of the City of Novi. Boundary measurements and area calculations are approximate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



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

# Rank 1: Segment 80b (Deferred)

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

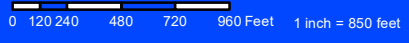


LEGEND			
	Future_Pathway Major		Civic Center
	Future_Pathway Multi-Use		Library
	Future_Sidewalk Local		Places of Worship
	Future_Sidewalk Major		Places of Worship-Hindu
	Existing_Pathway Major		School
	Existing_Pathway Local		Shopping - Major
	Existing_Sidewalk Major		Shopping Plaza
	Existing_Sidewalk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



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

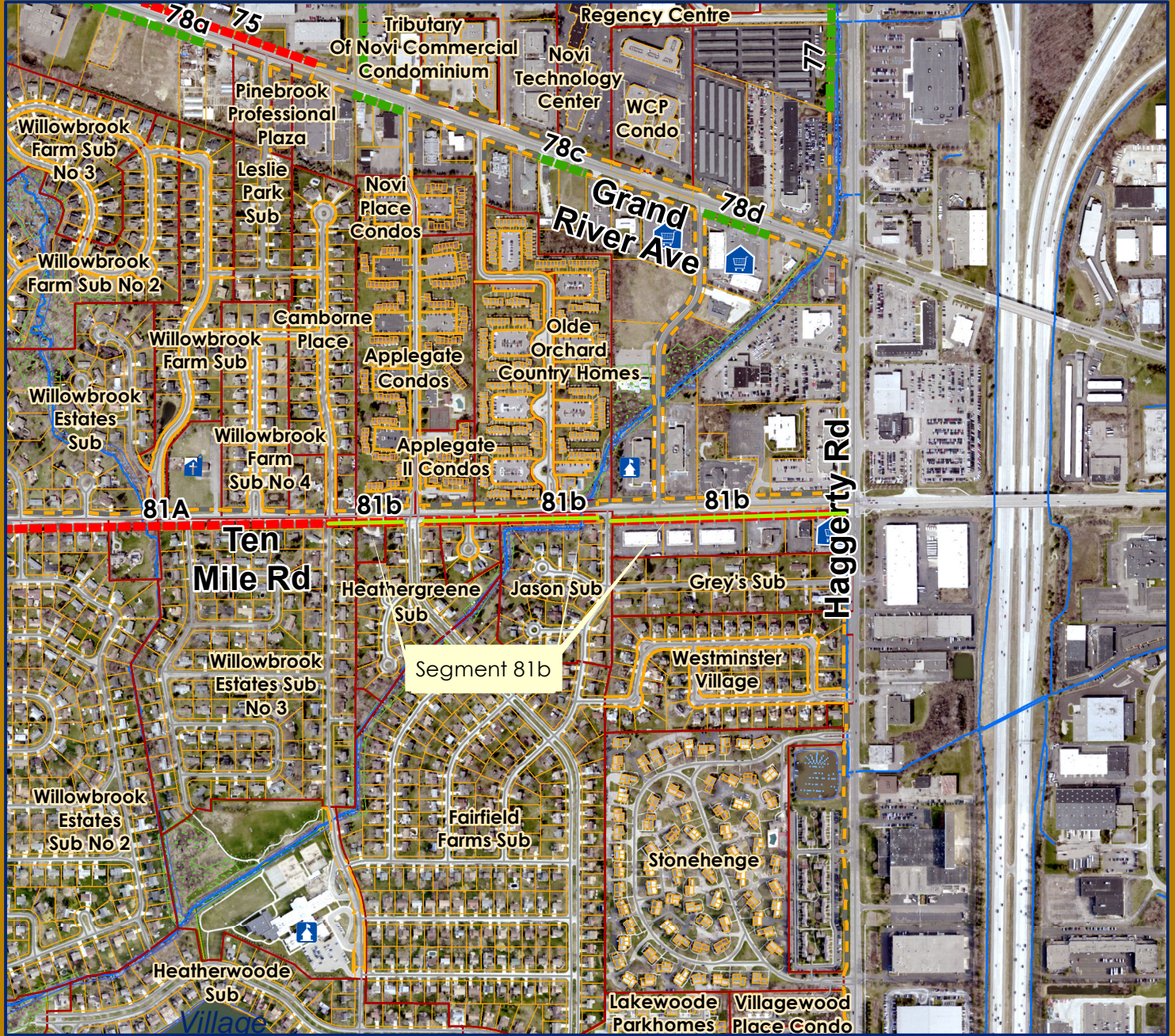
Project: 2018-19 Top 20 Priority Path and Sidewalk Segments  
 Date: October 15, 2018  
 Map Author: Sri Komaragiri  
 Version #:1.0



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.

# Rank 2: Segment 81b

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



### 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                  |
|  | Developments             |  |                         |
|  | Wetlands                 |  |                         |
|  | Woodlands                |  |                         |



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

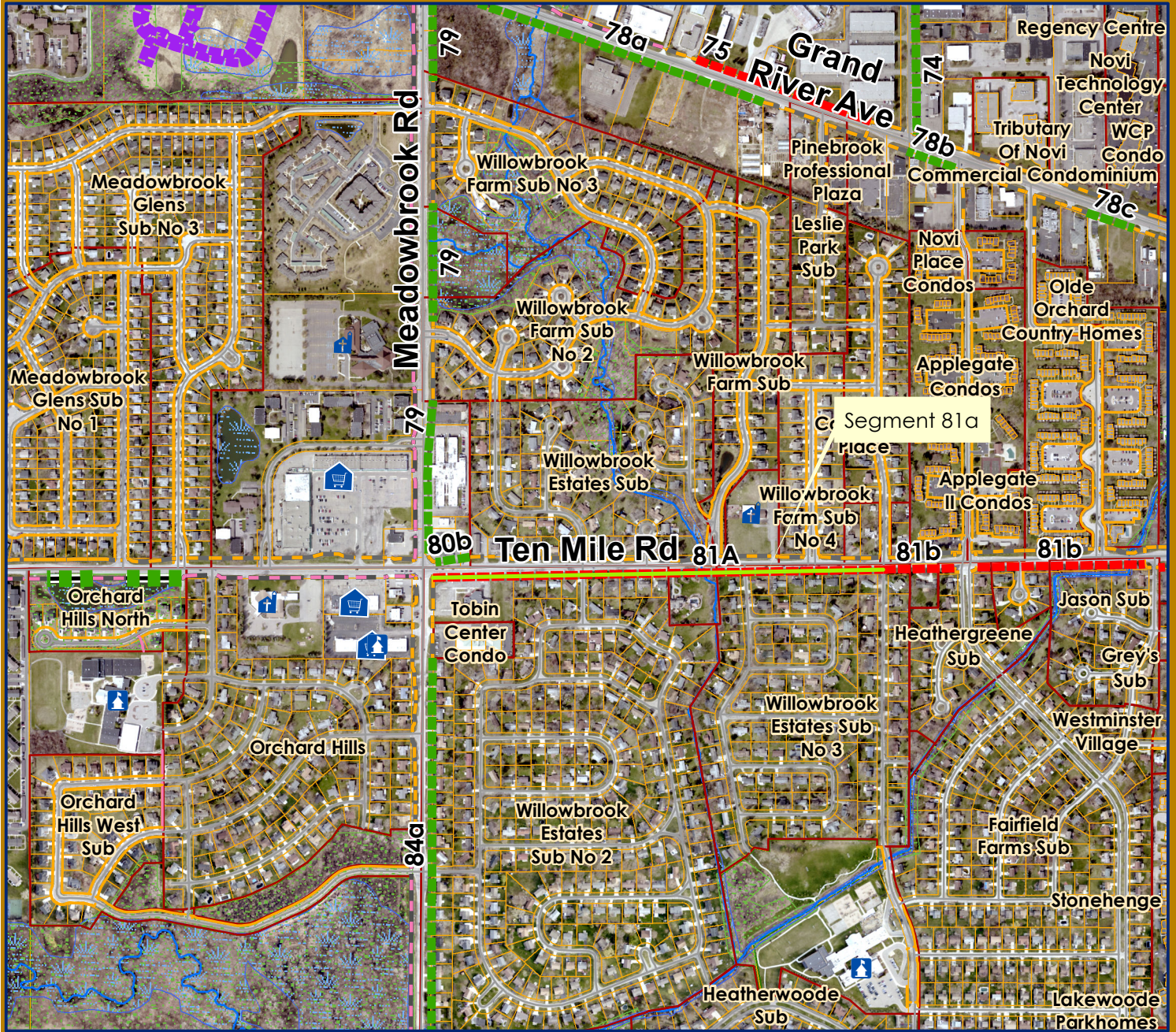
0 115 230 460 690 920 Feet 1 inch = 833 feet



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.



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

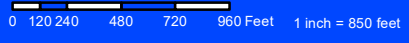


LEGEND			
	Future_Pathway Major		Civic Center
	Future_Pathway Multi-Use		Library
	Future_Sidewalk Local		Places of Worship
	Future_Sidewalk Major		Places of Worship-Hindu
	Existing_Pathway Major		School
	Existing_Pathway Local		Shopping - Major
	Existing_Sidewalk Major		Shopping Plaza
	Existing_Sidewalk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



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

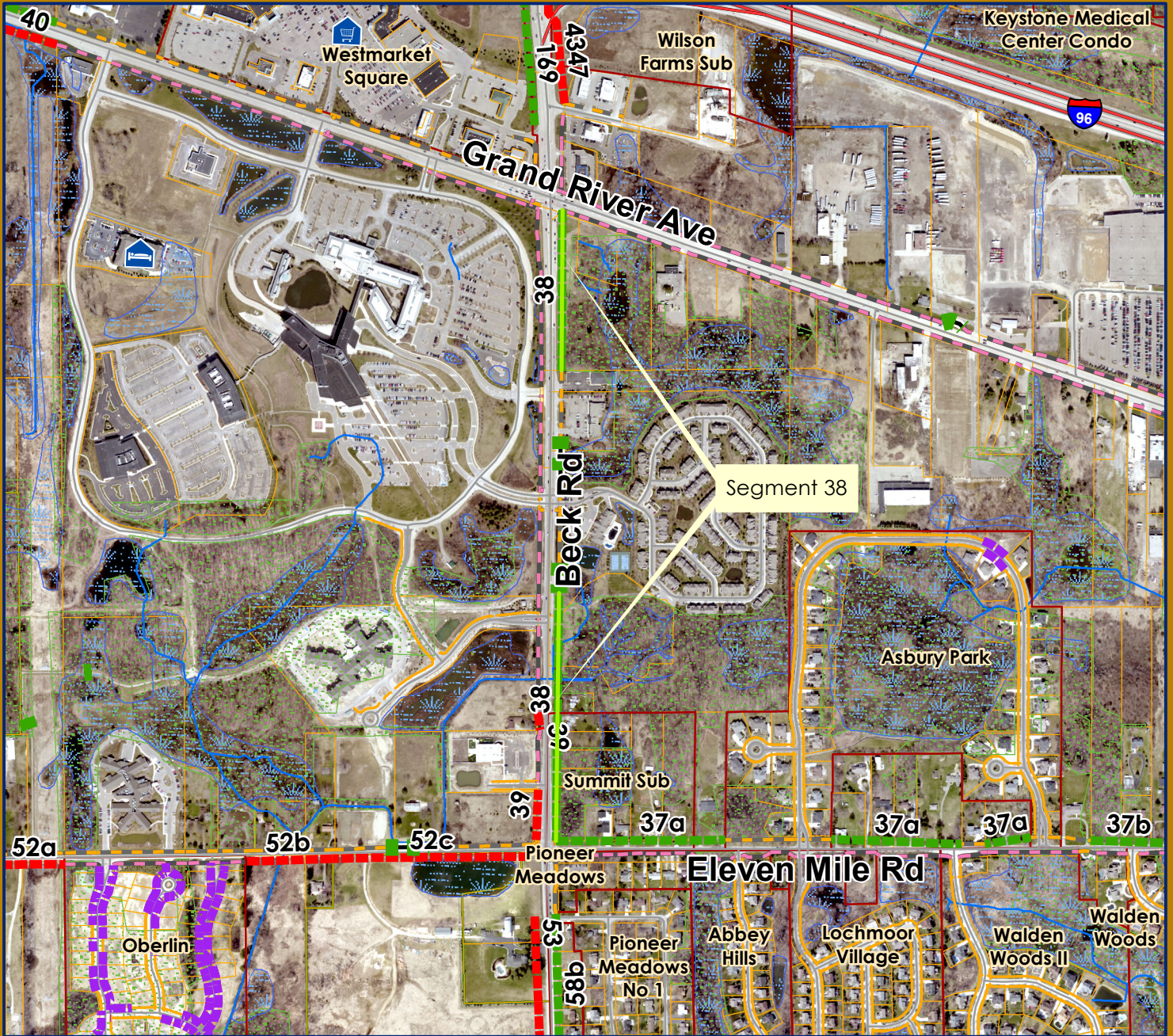
Project: 2018-19 Top 20 Priority Path and Sidewalk Segments  
 Date: October 15, 2018  
 Map Author: Sri Komaragiri  
 Version #:1.0



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.

# Rank 4: Segment 38 (CIP 23-24)

Sidewalk east of Beck Road from Eleven Mile to Grand River: 2,234 ft.



### LEGEND

- |  |                          |  |                         |
|--|--------------------------|--|-------------------------|
|  | Future_Pathway Major     |  | 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                  |
|  | Developments             |  |                         |
|  | Wetlands                 |  |                         |
|  | Woodlands                |  |                         |



## City of Novi

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

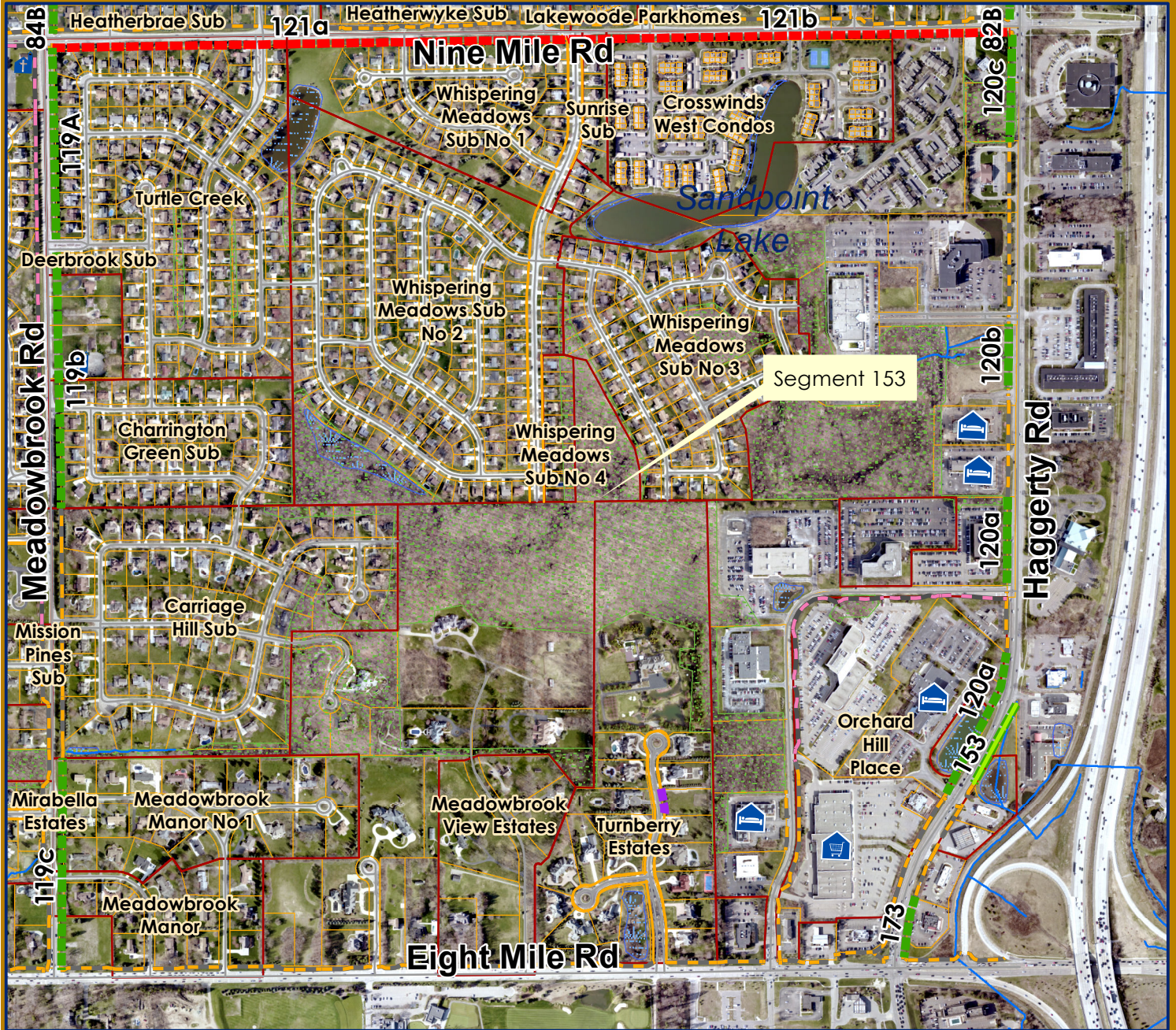
Project: 2018-19 Top 20 Priority Path and Sidewalk Segments  
 Date: October 15, 2018  
 Map Author: Sri Komaragiri  
 Version #: 1.0

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



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.

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



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
	Developments		
	Wetlands		
	Woodlands		



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

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

# Rank 6: Segment 66 (CIP 20-21)

Pathway south of Grand River Avenue from Sixth Gate to Main Street: 293 ft.



## LEGEND

- |  |                          |  |                         |
|--|--------------------------|--|-------------------------|
|  | Future_Pathway Major     |  | 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                  |
|  | Developments             |  |                         |
|  | Wetlands                 |  |                         |
|  | Woodlands                |  |                         |



## City of Novi

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

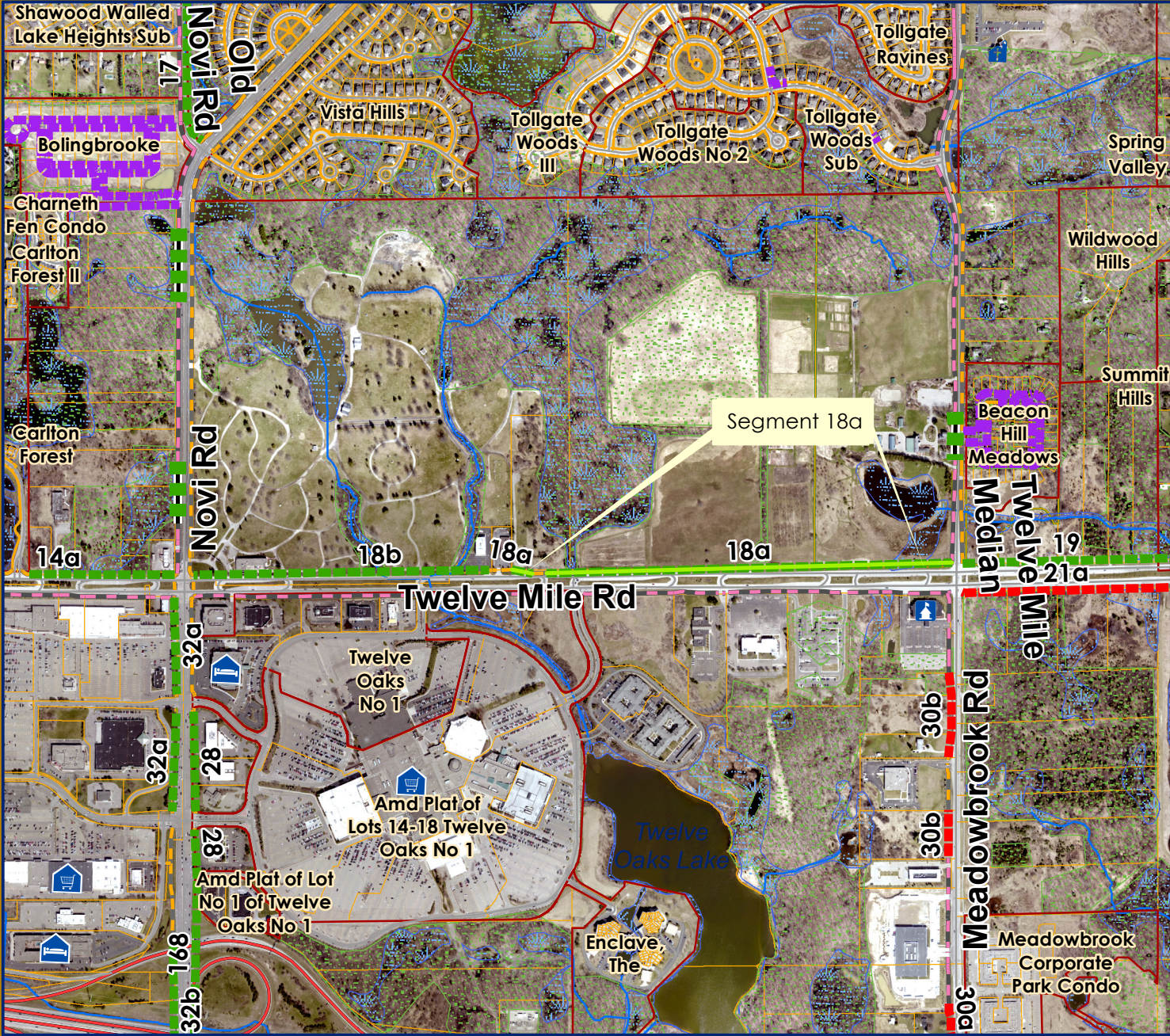
Project: 2018-19 Top 20 Priority Path and Sidewalk Segments  
 Date: October 15, 2018  
 Map Author: Sri Komaragiri  
 Version #1.0

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



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.

Sidewalk north of Twelve Mile Road from Twelve Oaks to Meadowbrook : 2,923 ft.



**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
	Developments		
	Wetlands		
	Woodlands		



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

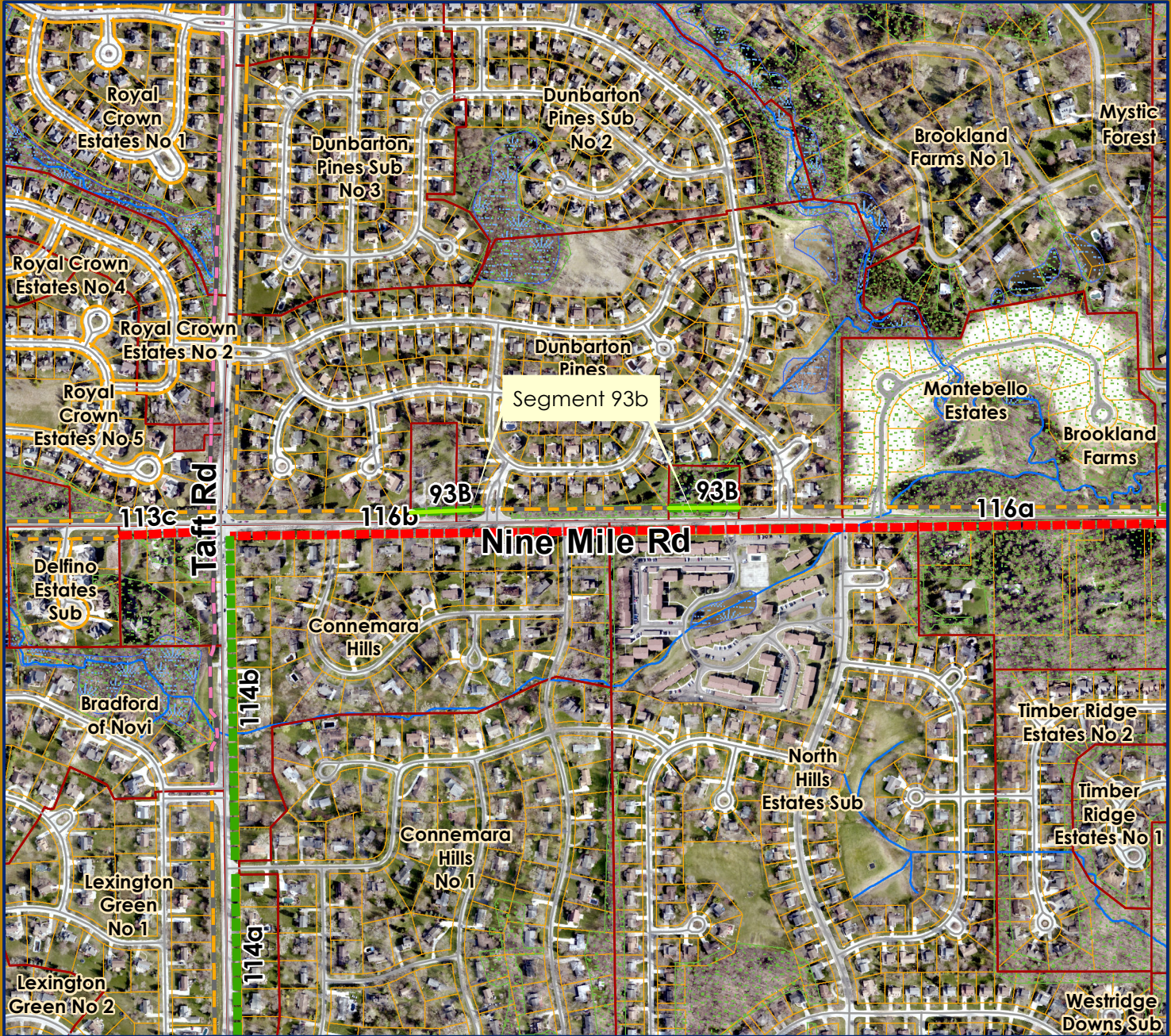
0 145 290 580 870 1,160 Feet 1 inch = 1,042 feet



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.

# Rank 8: Segment 93b (CIP 23-24)

Sidewalk north of Nine Mile Road from Plaissance to Taft: 619 ft.



## 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                  |
|  | Developments             |  |                         |
|  | Wetlands                 |  |                         |
|  | Woodlands                |  |                         |



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

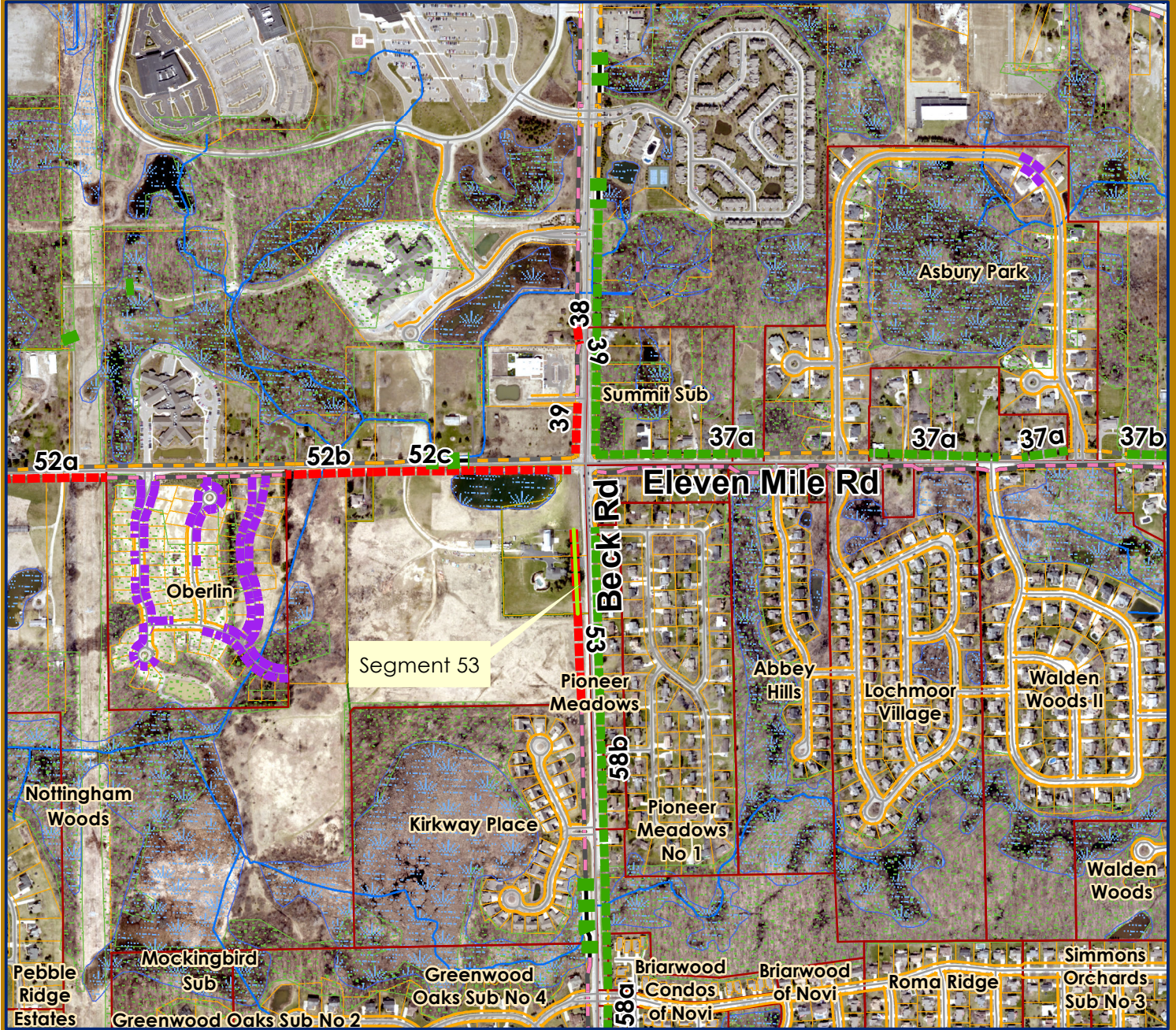
0 95 190 380 570 760 Feet 1 inch = 667 feet



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.

# Rank 9: Segment 53

## Pathway west of Beck Road along Bosco House: 323 ft.



### 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                  |
|  | Developments             |   |                         |
|  | Wetlands                 |   |                         |
|  | Woodlands                |   |                         |



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

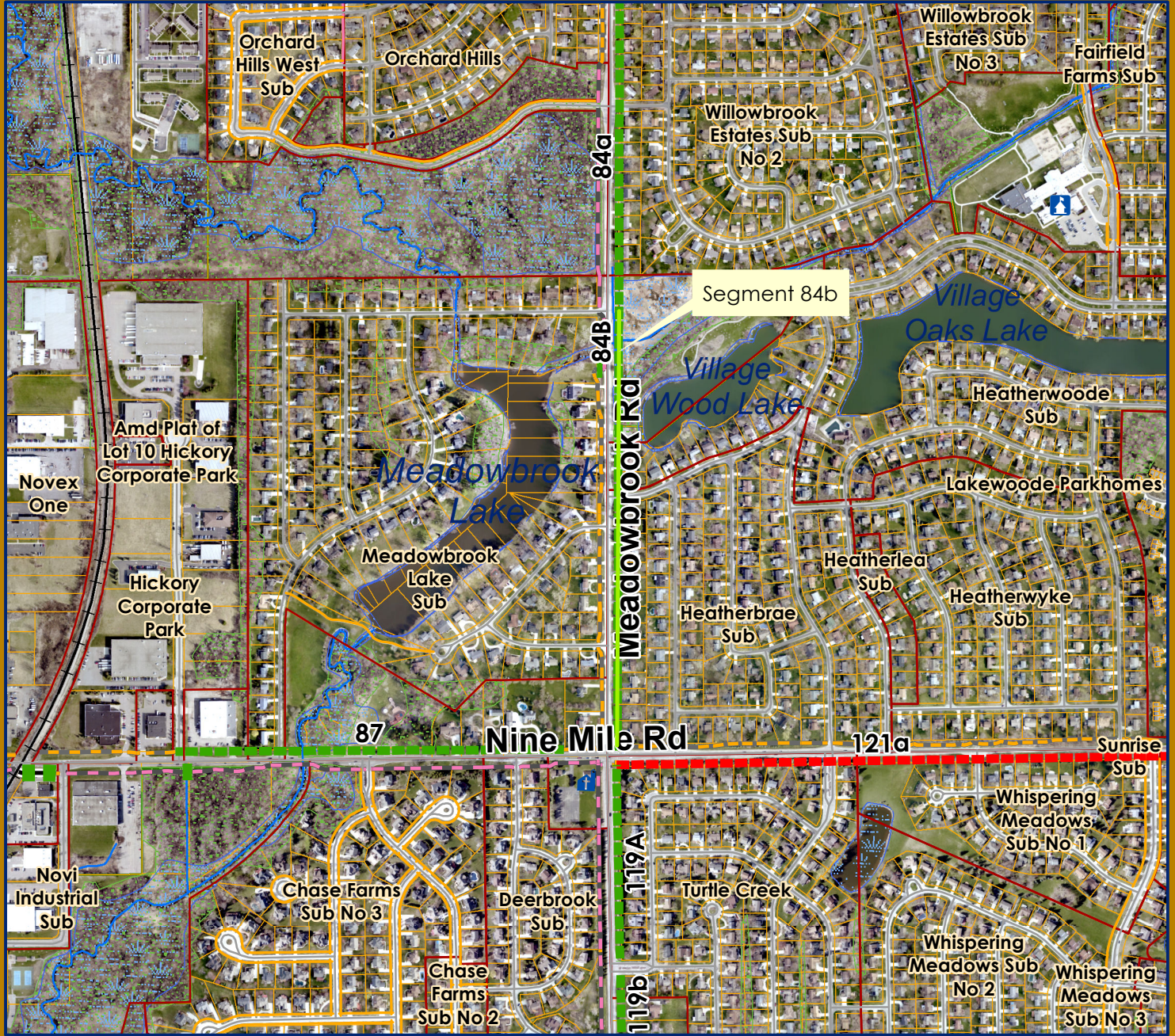
0 115 230 460 690 920 Feet 1 inch = 833 feet



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.

# Rank 10: Segment 84b (CIP 23-24)

Sidewalk east of Meadowbrook from Nine Mile to Chattman: 2,380 ft.



## 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                  |
|  | Developments             |  |                         |
|  | Wetlands                 |  |                         |
|  | Woodlands                |  |                         |



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

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

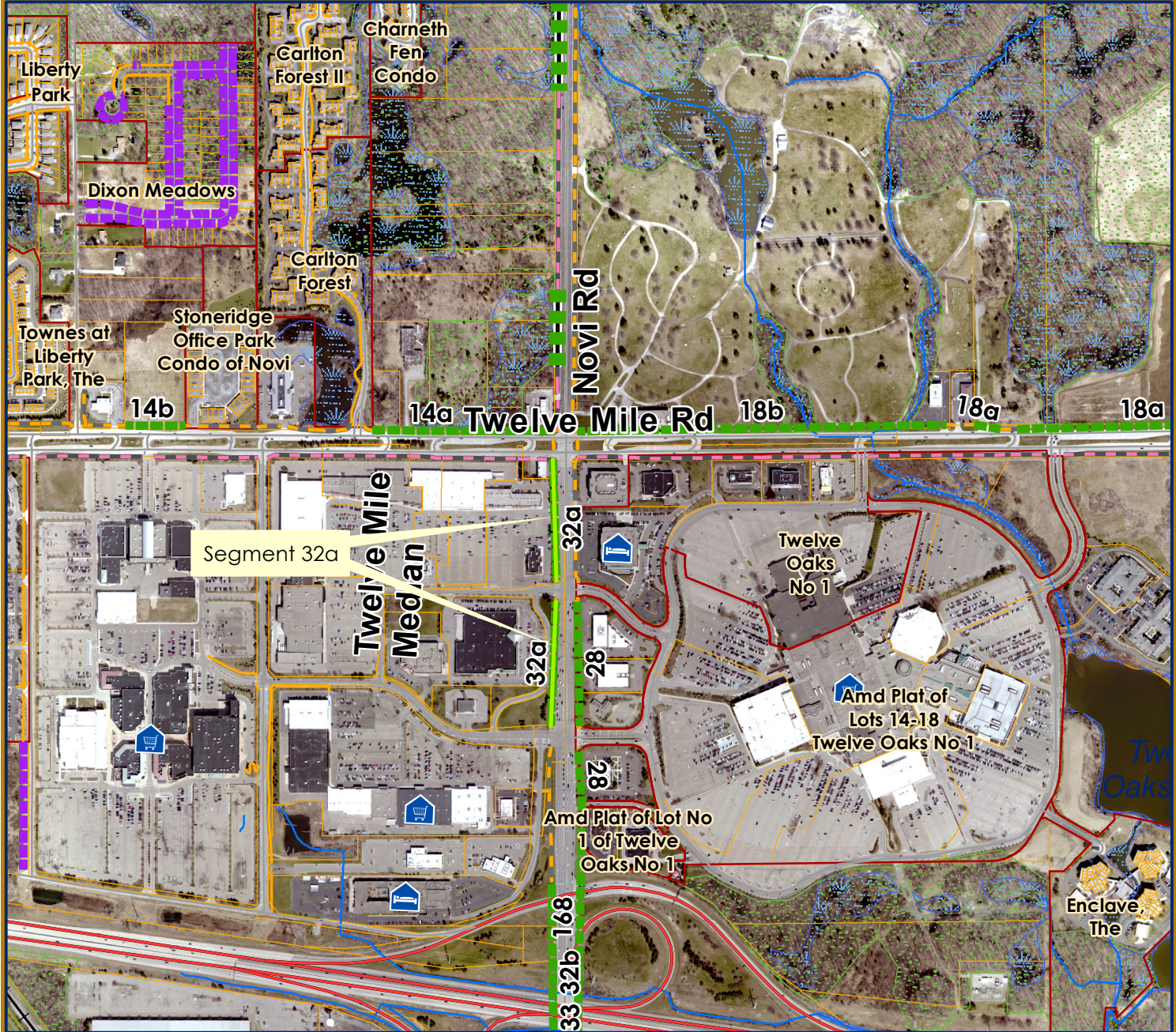


Map information depicted is not intended to replace or substitute for any official or primary source. This map was intended to meet National Map Accuracy Standards and use the most recent, accurate sources available to the people of the City of Novi. Boundary measurements and area calculations are approximate 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. Pleased contact the City GIS Manager to confirm source and accuracy information related to this map.



# Rank 11: Segment 32a

## Sidewalk west of Novi Road from Twelve Oaks Drive to Twelve Mile: 1,347 ft.



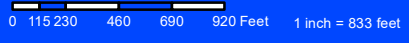
**LEGEND**

	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
	Developments		
	Wetlands		
	Woodlands		



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

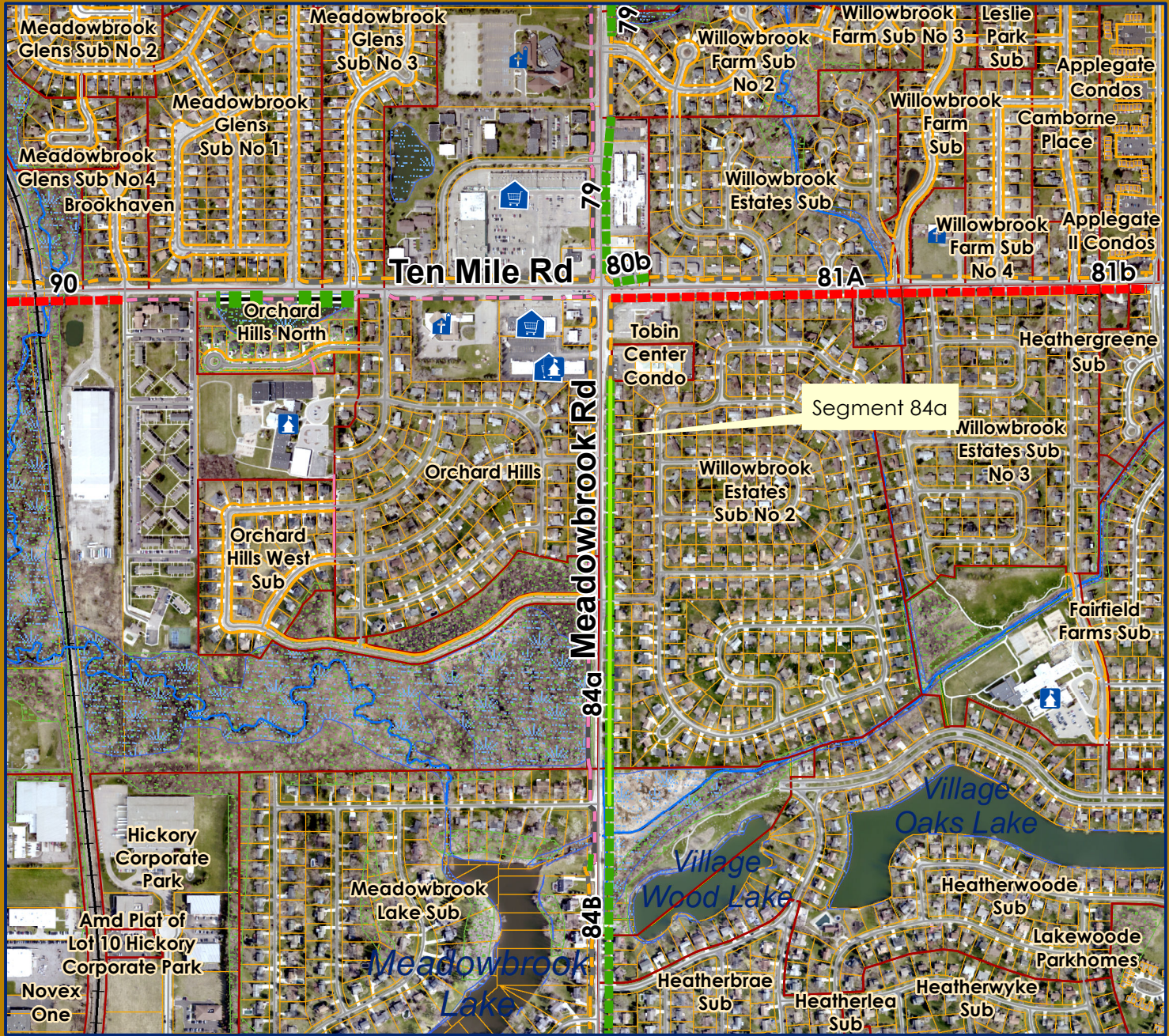
Project: 2018-19 Top 20 Priority Path and Sidewalk Segments  
 Date: October 15, 2018  
 Map Author: Sri Komaragiri  
 Version #:1.0



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.

# Rank 12: Segment 84a (CIP 23-24)

Sidewalk east of Meadowbrook Road from Ten Mile to Chattman: 2,323 ft.



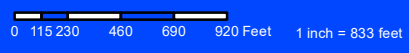
LEGEND			
	Future_Pathway Major		Civic Center
	Future_Pathway Multi-Use		Library
	Future_Sidewalk Local		Places of Worship
	Future_Sidewalk Major		Places of Worship-Hindu
	Existing_Pathway Major		School
	Existing_Pathway Local		Shopping - Major
	Existing_Sidewalk Major		Shopping Plaza
	Existing_Sidewalk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



## City of Novi

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

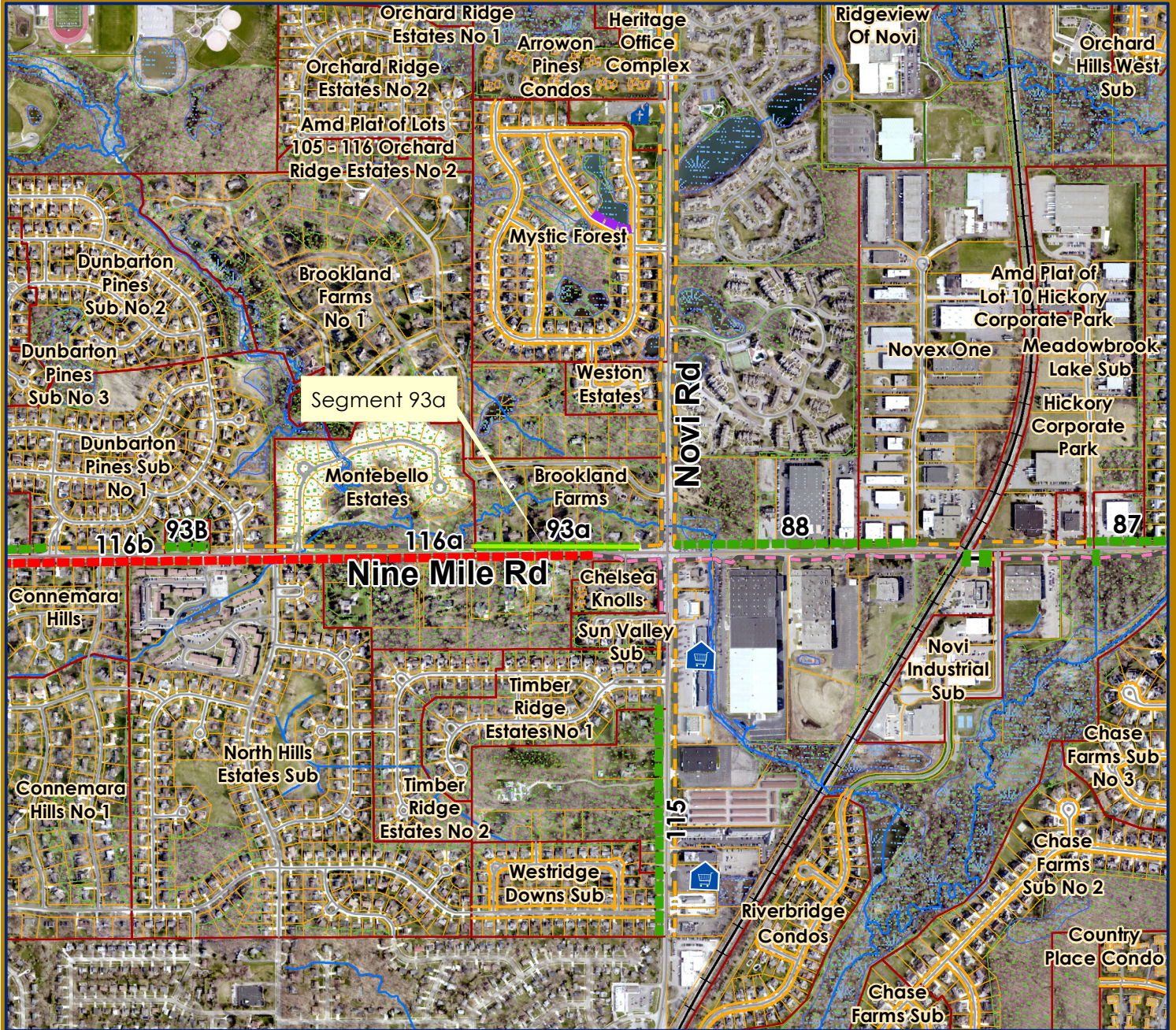
Project: 2018-19 Top 20 Priority Path and Sidewalk Segments  
 Date: October 15, 2018  
 Map Author: Sri Komaragiri  
 Version #:1.0



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. Pleased contact the City GIS Manager to confirm source and accuracy information related to this map.

# Rank 13: Segment 93a (CIP 23-24)

Sidewalk north of Nine Mile Road from Novi Road to Plaissance: 1,122 ft.



**LEGEND**

	Future_Pathway Major		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
	Developments		
	Wetlands		
	Woodlands		



## City of Novi

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

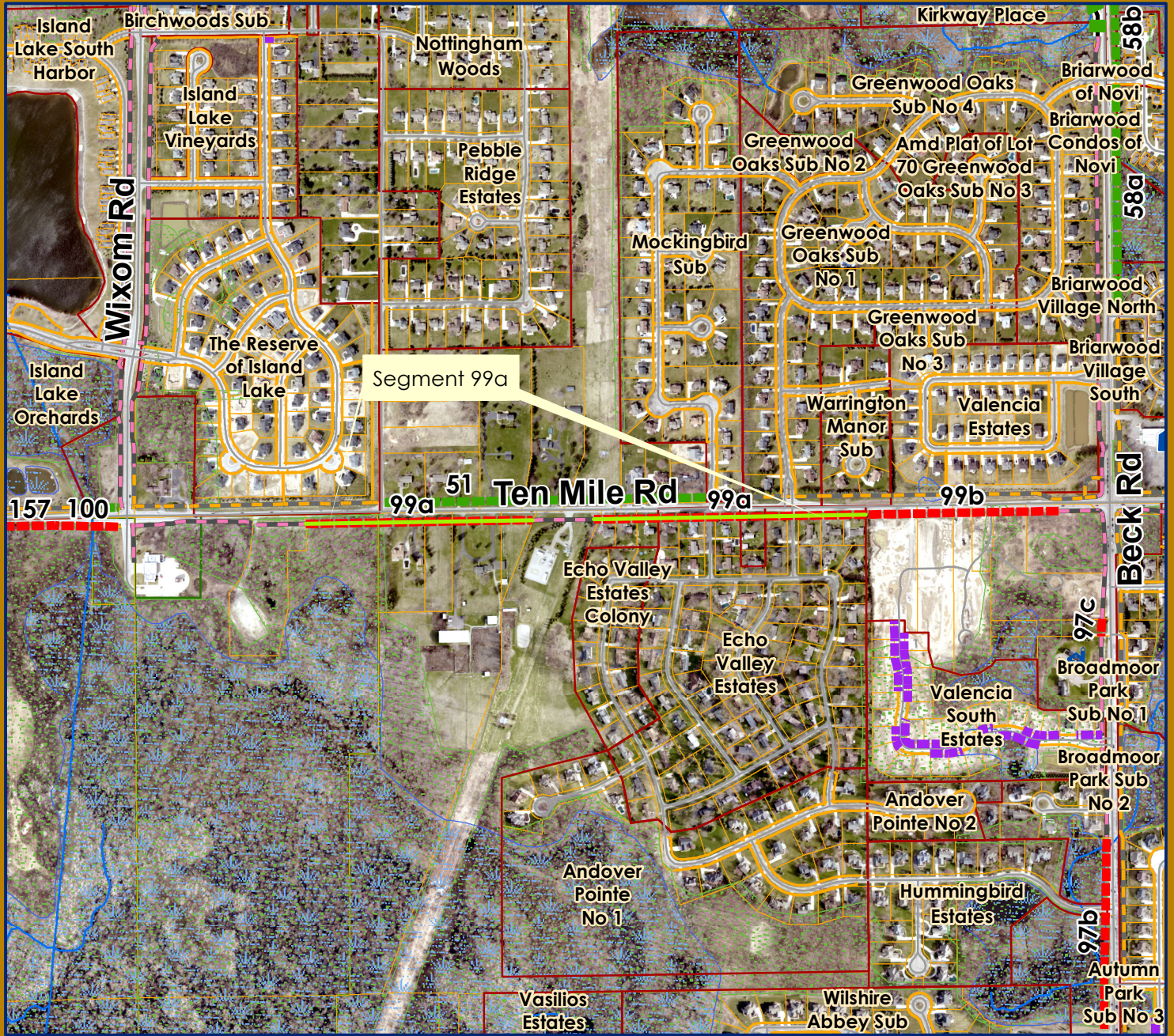
Project: 2018-19 Top 20 Priority Path and Sidewalk Segments  
 Date: October 15, 2018  
 Map Author: Sri Komaragiri  
 Version #: 1.0



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.

# Rank 14: Segment 99a (CIP 23-24)

Pathway south of Ten Mile Road from Valencia to 400' E of Lynwood: 2,739 ft.



**LEGEND**

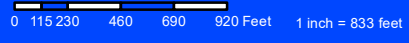
	Future_Pathway Major		Civic Center
	Future_Pathway_Multi-Use		Library
	Future_Sidewalk Local		Places of Worship
	Future_Sidewalk Major		Places of Worship-Hindu
	Existing_Pathway Major		School
	Existing_Pathway Local		Shopping - Major
	Existing_Sidewalk Major		Shopping Plaza
	Existing_Sidewalk Local	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



## City of Novi

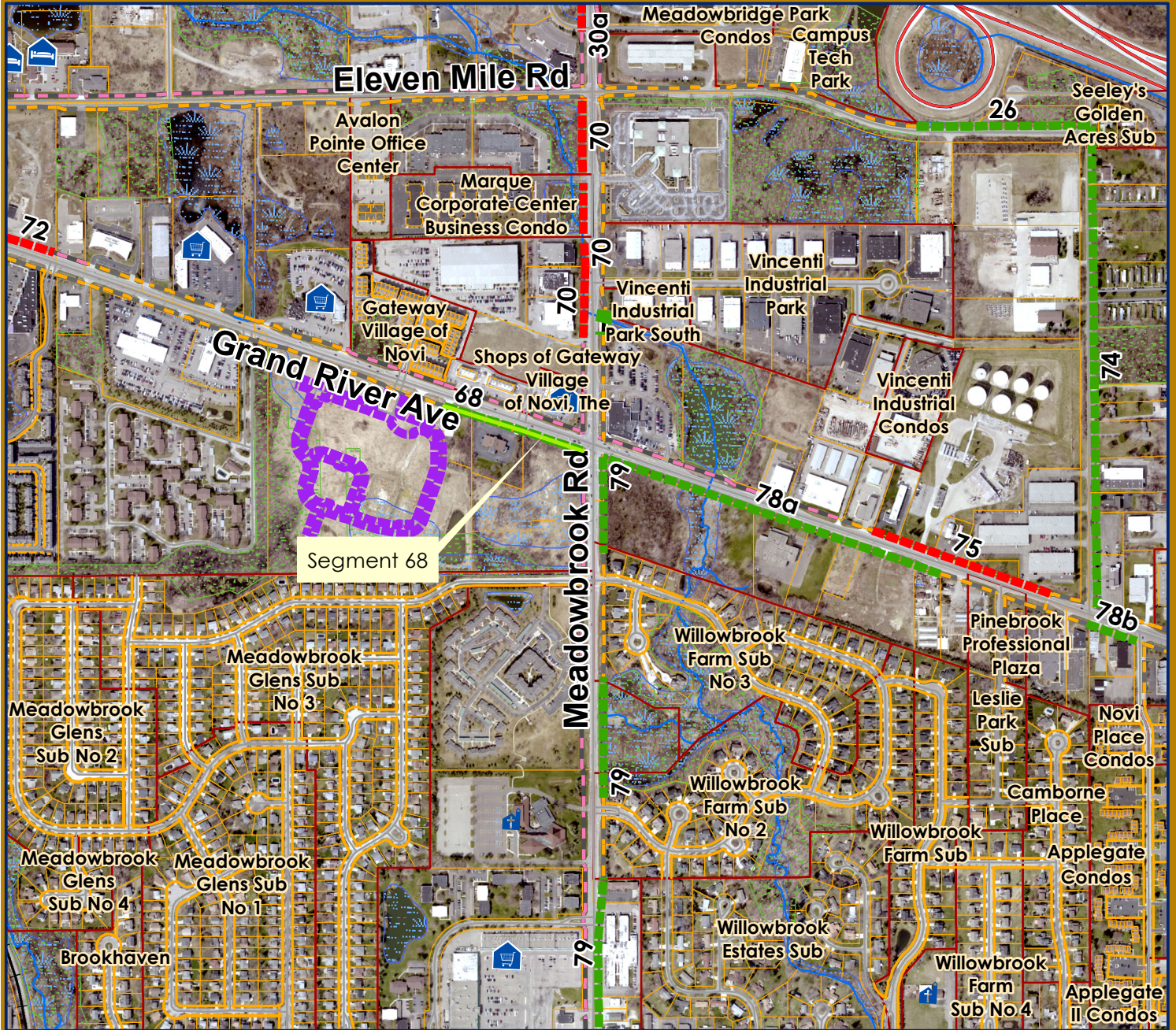
Dept. of Community Development  
 City Hall / Civic Center  
 45175 W Ten Mile Rd  
 Novi, MI 48375  
[cityofnovi.org](http://cityofnovi.org)

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



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.

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



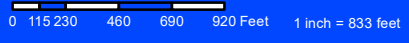
LEGEND			
	Future_Pathway Major		Civic Center
	Future_Pathway Multi-Use		Library
	Future_Sidewalk Local		Places of Worship
	Future_Sidewalk Major		Places of Worship-Hindu
	Existing_Pathway Major		School
	Existing_Pathway Local		Shopping - Major
	Existing_Sidewalk Major		Shopping Plaza
	Existing_Sidewalk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



## City of Novi

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

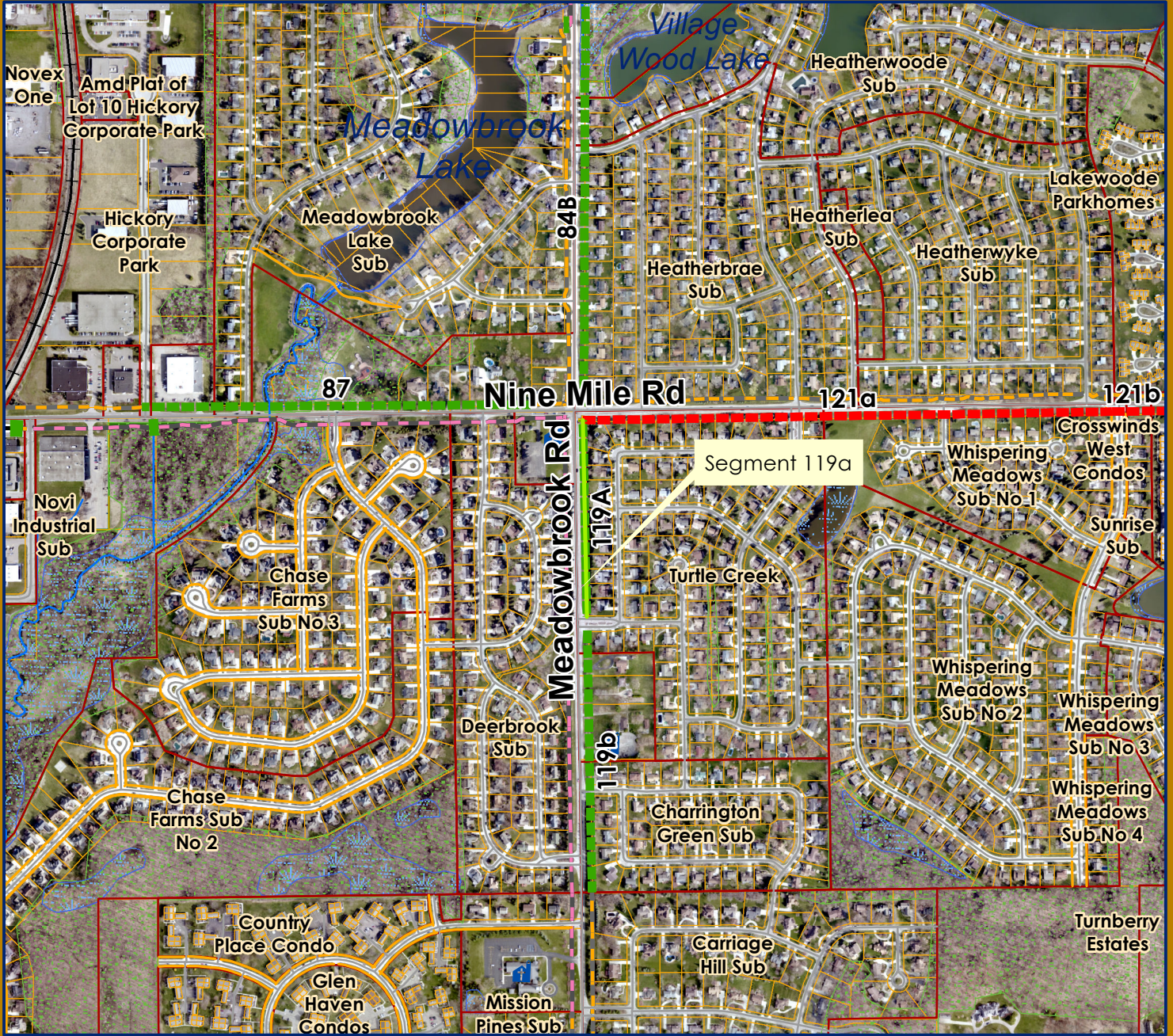
Project: 2018-19 Top 20 Priority Path and Sidewalk Segments  
 Date: October 15, 2018  
 Map Author: Sri Komaragiri  
 Version #:1.0



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.

# Rank 16: Segment 119a (CIP 21-22)

Sidewalk east of Meadowbrook Road from Nine Mile to Singh Blvd: 1,075 ft.



LEGEND			
	Future_Pathway Major		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
	Developments		
	Wetlands		
	Woodlands		



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

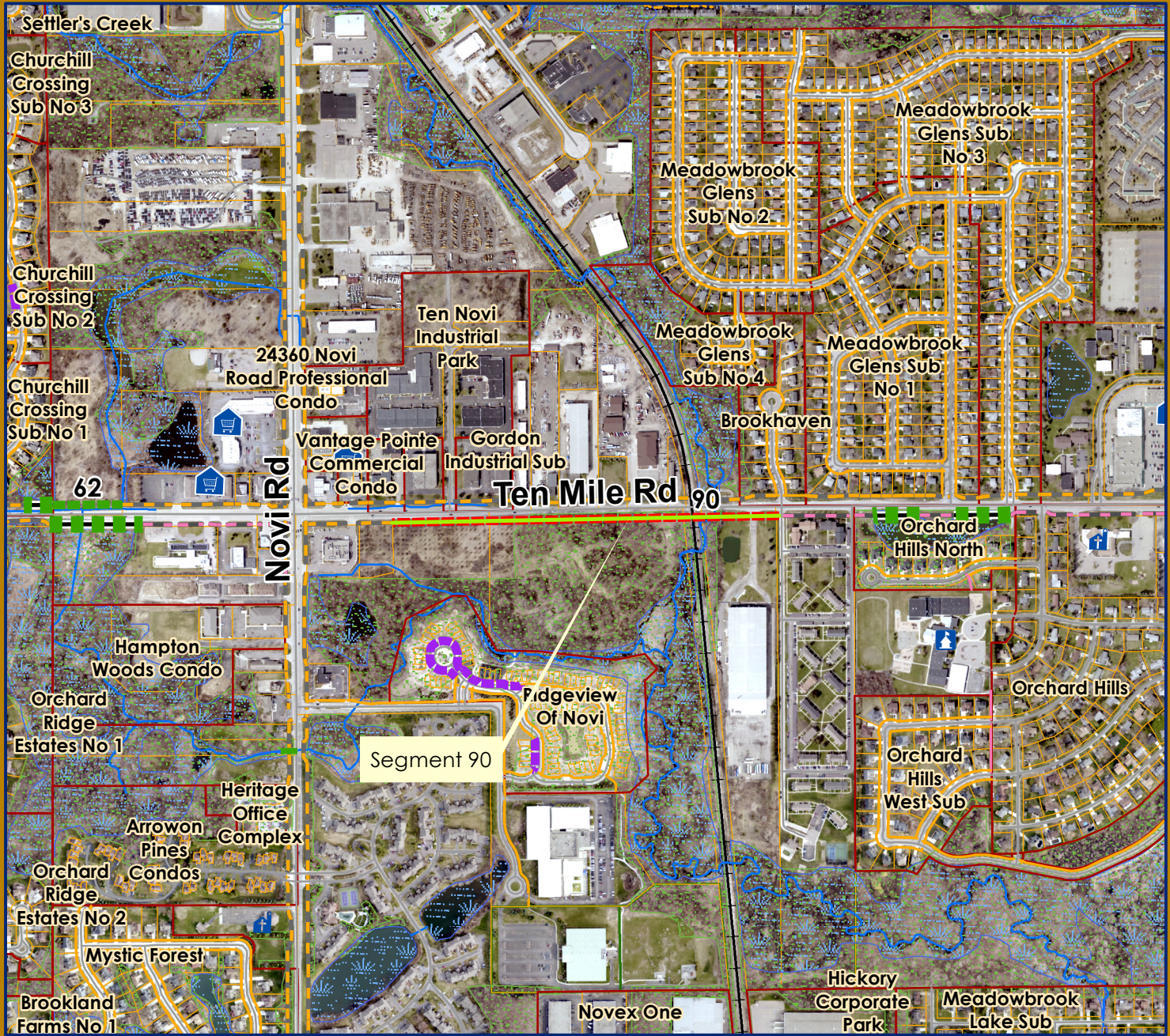
0 115 230 460 690 920 Feet 1 inch = 833 feet



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. Pleased contact the City GIS Manager to confirm source and accuracy information related to this map.

# Rank 17: Segment 90

## Pathway south of Ten Mile Road from Chipmunk Trail to Maly Dental: 2,122 ft.

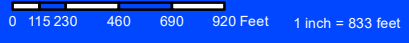


LEGEND			
	Future_Pathway Major		Civic Center
	Future_Pathway Multi-Use		Library
	Future_Sidewalk Local		Places of Worship
	Future_Sidewalk Major		Places of Worship-Hindu
	Existing_Pathway Major		School
	Existing_Pathway Local		Shopping - Major
	Existing_Sidewalk Major		Shopping Plaza
	Existing_Sidewalk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



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

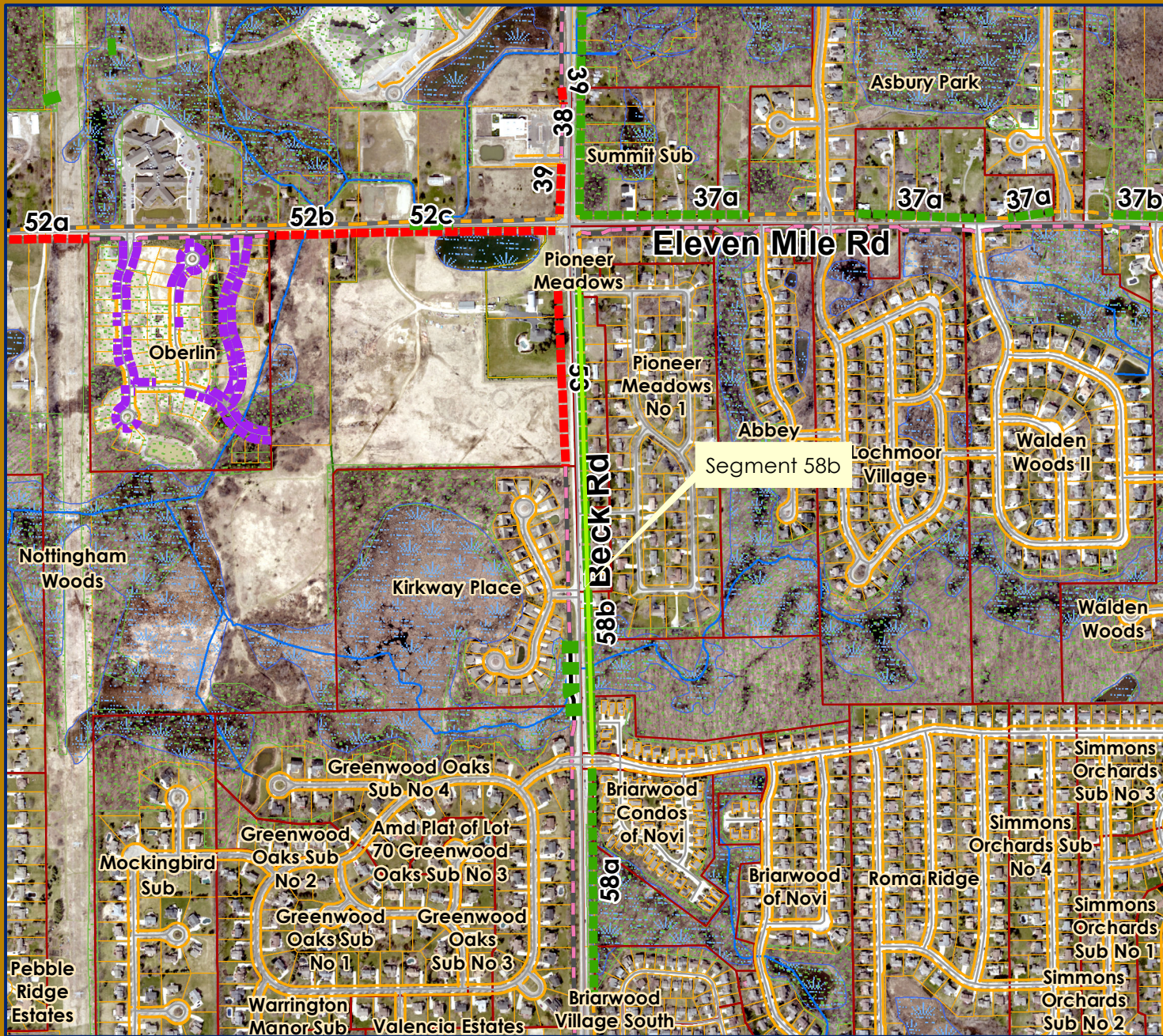
Project: 2018-19 Top 20 Priority Path and Sidewalk Segments  
 Date: October 15, 2018  
 Map Author: Sri Komaragiri  
 Version #:1.0



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.

# Rank 18: Segment 58b

Sidewalk east of Beck Road from Cider Mill to Sierra: 2,553 ft.



### 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                  |
|  | Developments             |  |                         |
|  | Wetlands                 |  |                         |
|  | Woodlands                |  |                         |



## City of Novi

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

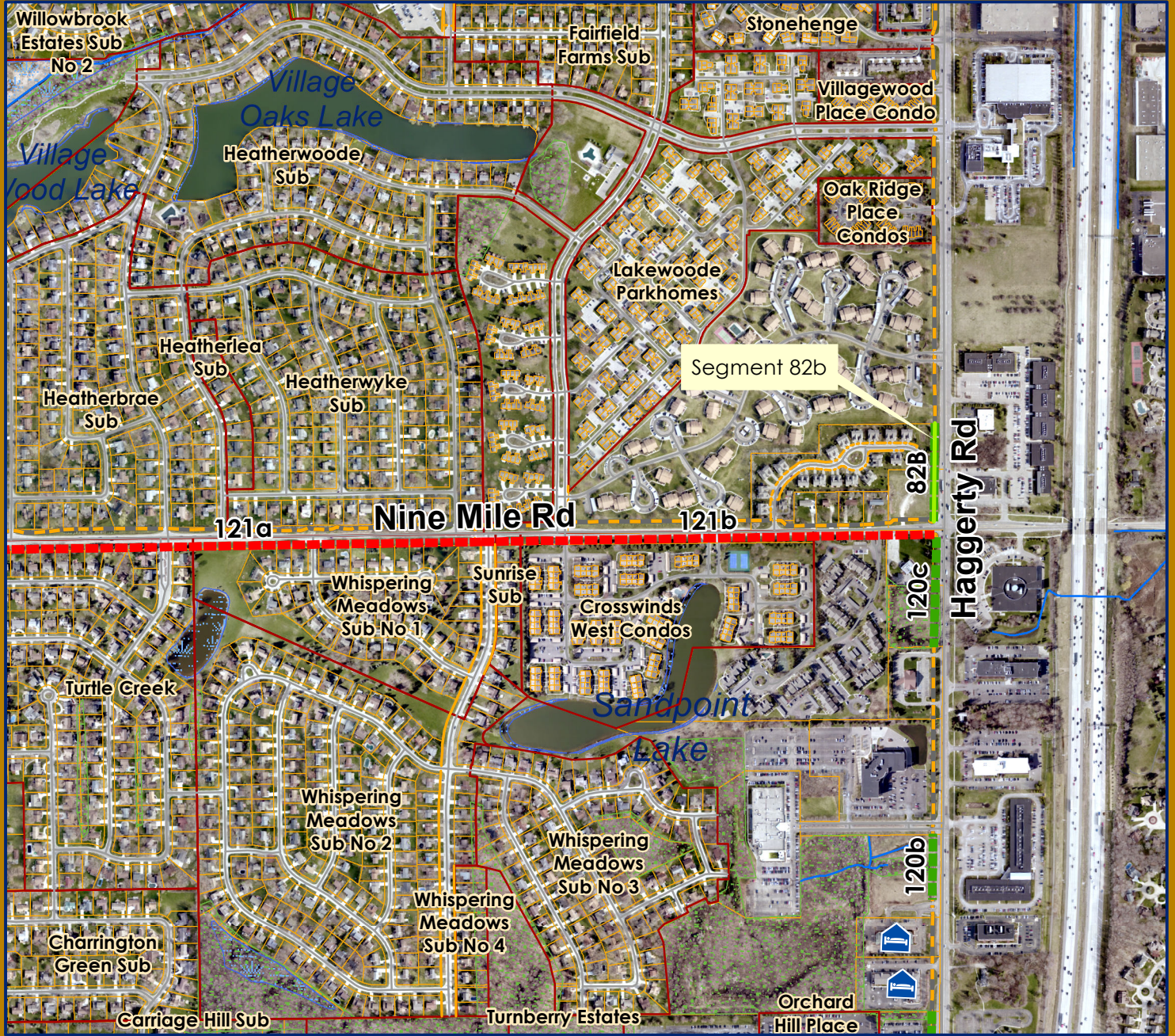
Project: 2018-19 Top 20 Priority Path and Sidewalk Segments  
 Date: October 15, 2018  
 Map Author: Sri Komaragiri  
 Version #:1.0

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



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.





**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                  |
|  Developments             |   |
|  Wetlands                 |   |
|  Woodlands                |   |



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

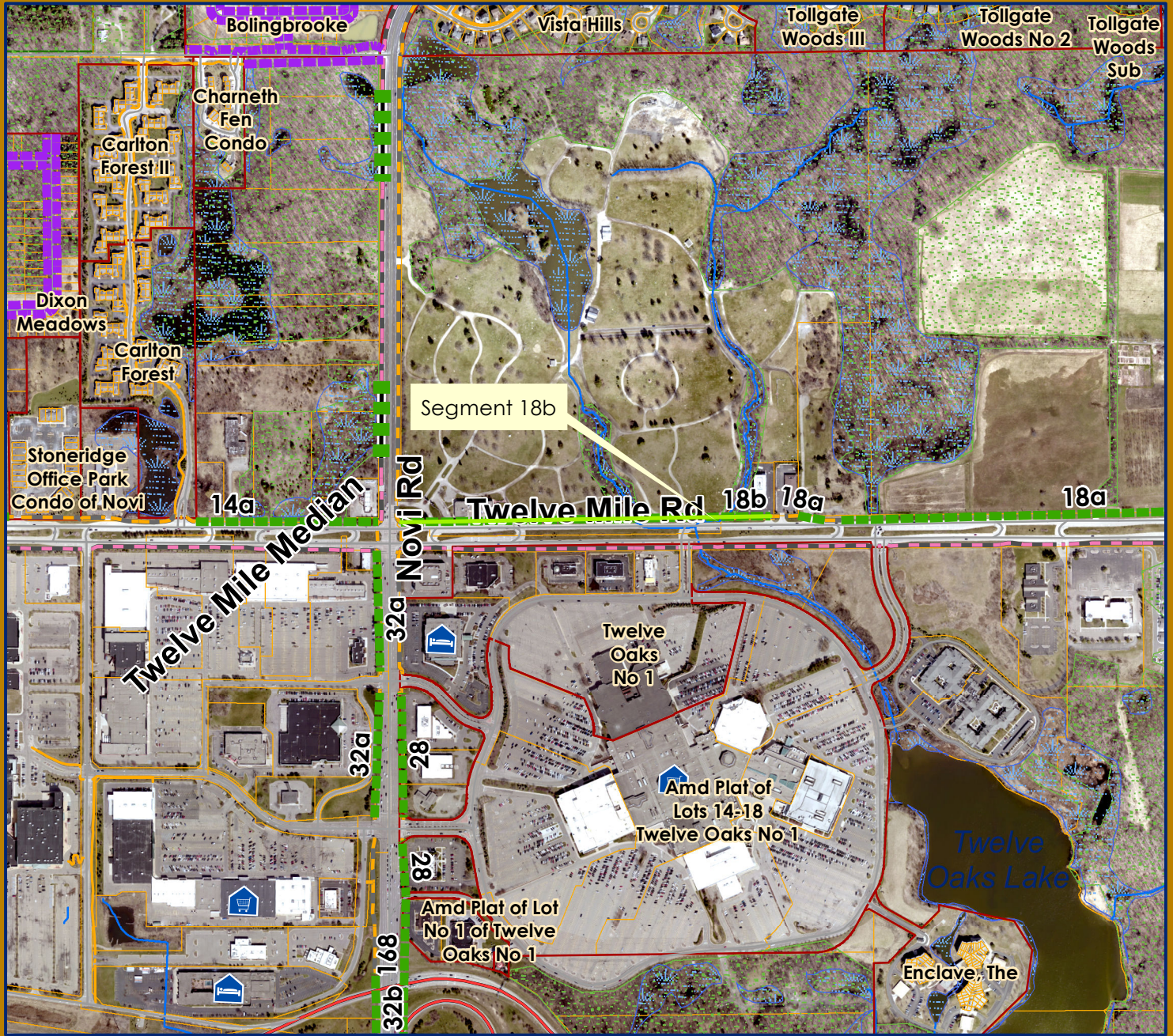
0 115 230 460 690 920 Feet 1 inch = 833 feet



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.

# Rank 20: Segment 18b

Sidewalk north of Twelve Mile Road from Novi Road to Twelve Oaks: 2,027 ft.



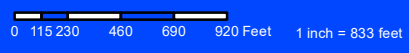
LEGEND			
	Future_Pathway Major		Civic Center
	Future_Pathway Multi-Use		Library
	Future_Sidewalk Local		Places of Worship
	Future_Sidewalk Major		Places of Worship-Hindu
	Existing_Pathway Major		School
	Existing_Pathway Local		Shopping - Major
	Existing_Sidewalk Major		Shopping Plaza
	Existing_Sidewalk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



## City of Novi

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

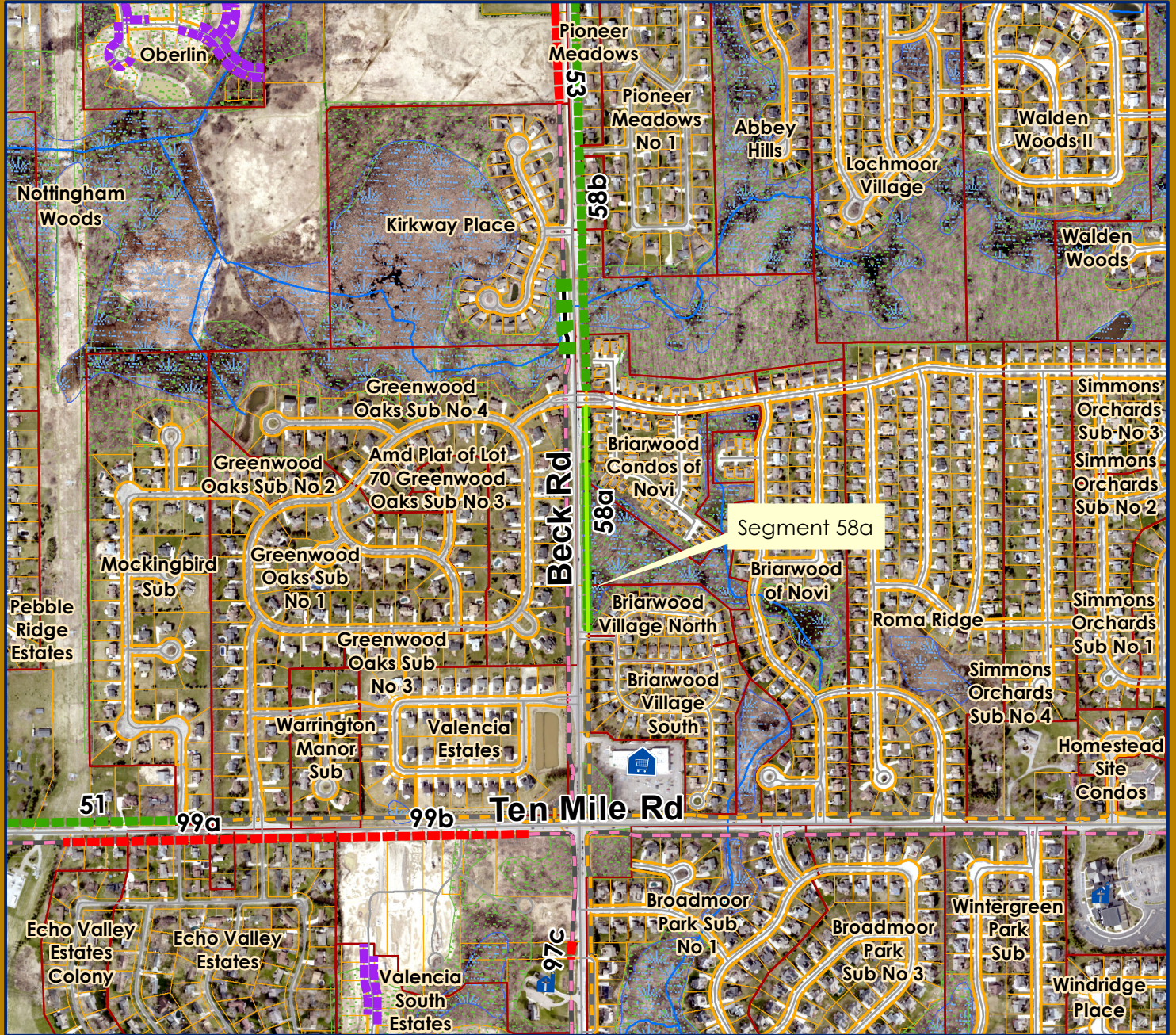
Project: 2018-19 Top 20 Priority Path and Sidewalk Segments  
 Date: October 15, 2018  
 Map Author: Sri Komaragiri  
 Version #:1.0



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.

# Rank 21: Segment 58a

## Sidewalk east of Beck Road from Ashley to Cider Mill: 1,228 ft.

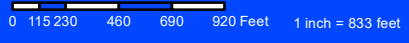


LEGEND			
	Future_Pathway Major		Civic Center
	Future_Pathway Multi-Use		Library
	Future_Sidewalk Local		Places of Worship
	Future_Sidewalk Major		Places of Worship-Hindu
	Existing_Pathway Major		School
	Existing_Pathway Local		Shopping - Major
	Existing_Sidewalk Major		Shopping Plaza
	Existing_Sidewalk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



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



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

## Chapter 4: NON-MOTORIZED PLAN 2016- 2017 UPDATE

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

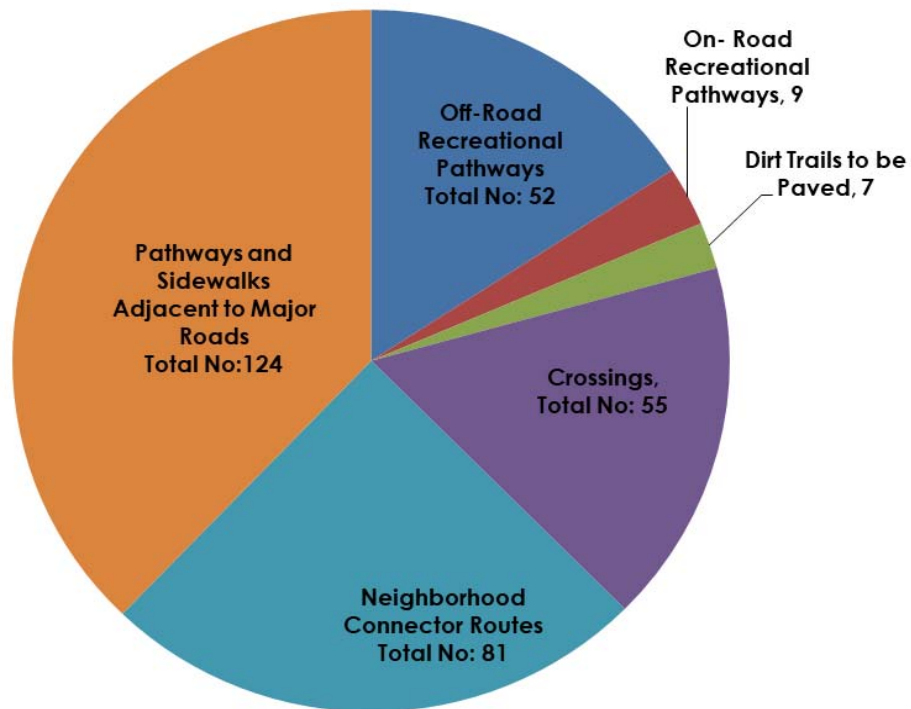
In 2011, in an effort to further expedite the non-motorized planning efforts, the City Council contracted with the Greenway Collaborative to produce a comprehensive Non-Motorized Master Plan to expand on the Pathway and Sidewalk Prioritization Analysis and Plan. The Non-Motorized Master Plan provides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

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

- Map 3: Non-Motorized Plan 2017-18 Update
- Table 4.1: Summary of the Proposed Non-Motorized Improvements as of 2016
- Table 4.2: Proposed Off-Road Recreational Pathways and On-Road Regional Pathway
- Table 4.3: Proposed Crossings
- Table 4.4: Proposed Neighborhood Connector Routes
- Table 4.5: Proposed Adjacent to Major Roads Pathway and Sidewalk Segments: Tier 1 Category Rankings
- Table 4.6 Proposed Adjacent to Major Roads Pathway and Sidewalk Segments: Tier 2 Category Rankings

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

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



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



---

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



---

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



Taft Road Rehabilitation: Bike Lanes



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



**Legend**

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

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

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

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

 Scheduled Segment     CIP Budget Year

Segment Item #	Section #	No Mo Phase	Type	Location	From / To	Length (ft.)	Width (ft)	Surface	Classification	CIP Budget Year or Scheduled Segment Notes
----------------	-----------	-------------	------	----------	-----------	--------------	------------	---------	----------------	--

**Off-Road Trails & Paths**

4064	31	2	PR	ITC Sports Center Park	ITC to Eight Mile	3,259	10	A	R	17-18 CIP; TAP Grant Awarded
4014	17	3	PP	Wildlife Woods Park	ITC to Wixom	3,393	10	A	P	
4077	23	1	PP	Main St path	Capitol to Cherry Hill	779	10	A	P	
4296	27	0	PP	Civic Center	Ten Mile to Novi Way	420	5	C	P	
4002	30	2	PR	Undeveloped Park/ ITC Corridor	Nine to Ten Mile	3,647	10	A	R	19-20 CIP; Greenway Phase 2
4295	27	0	PP	Civic Center/ Power Park	Novi Way to play ground	676	5	C	P	was seg 127B
4030	26	1	PP	Orchard Hills West	Mallot to Chattman	860	10	A	L	NC-3
4010	3	2	PR	Lakeshore Park	Parking lot to 12 1/2	3,513	10	A	L	
4011	3	2	PR	Lakeshore Park	West Park to parking lot	5,759	10	A	R	
4012	15	2	PP	I-96	RR to Meadowbrook	9,677	10	A	L	
4020	25	2	PP	Village Wood Lake	Meadowbrook to Village Wood	1,147	10	A	L	
4022	27	2	PP	Power Park	Taft to existing path	1,772	10	A	P	
4023	27	2	PP	Power Park	Jonathan to park path	1,079	10	A	P	
4028	17	2	PP	Beck to ITC	ITC to Cheltenham	1,878	10	A	L	
4037	26	2	PP	Orchard Hills West	Meadowbrook to Balcombe	1,804	10	A	L	
4039	26	2	PP	Novi Ridge Orchard Hills	Balcombe to RR	1,068	10	A	L	
4040	26	2	PP	Ice Arena	RR to River Oaks	1,540	10	A	L	
4049	4	2	PR	Beck North	Spring Lake to West Park	4,209	10	A	R	
4050	4	2	PR	The Springs Apartments	Fireside to Beck North	1,256	10	A	R	
4066	3	2	PR	Lakeshore Park	Parking to South Lake	1,388	10	A	R	

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



**Legend**

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

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

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

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

 Scheduled Segment     CIP Budget Year

Segment Item #	Section #	No Mo Phase	Type	Location	From / To	Length (ft.)	Width (ft)	Surface	Classification	CIP Budget Year or Scheduled Segment Notes
4067	3	2	PR	Lakeshore Park	trail head to parking	291	10	A	R	
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	

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



**Legend**

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

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

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

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

 Scheduled Segment     CIP Budget Year

Segment Item #	Section #	No Mo Phase	Type	Location	From / To	Length (ft.)	Width (ft)	Surface	Classification	CIP Budget Year or Scheduled Segment Notes	
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		
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>86,006</b>					
<b>Planned On-Road Regional</b>											
4340	12	2	OR	Thirteen Mile S. side	M-5 to Meadowbrook	2,817	10	A	R	Metro Connector Phase 2	
4341	11	3	OR	Meadowbrook E. side	12 to 13 Mile	5,117	10	A	R		
4345	9	3	OR	West Park W. side	West to 12 Mile	4,982	10	A	R		
4348	16	3	OR	Beck E. side	GR north 250 ft	250	10	A	R		
4343	17	3	OR	Eleven Mile N. side	ITC to Wixom	2,550	10	A	R		
4346	17	3	OR	Beck E. side	Providence to Grand River	2,200	10	A	R		
4344	19	3	OR	Wixom W. side	590 ft N. of Ten Mile to Eleven Mile	4,752	10	A	R		
4351	19	3	OR	Wixom W. side	Ten Mile 590 ft north	590	10	A	R	was seg 48	
4347	9, 16	3	OR	Beck E. side & 12 Mile S. side	Bank, I-96, West Park	4,488	10	A	R	was seg 151 & 161	
<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	Rotory Park		3,294	10	A	P		

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



**Legend**

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

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

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

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

 Scheduled Segment     CIP Budget Year

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

**TABLE 4.3: Proposed Crossings**

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

**TABLE 4.3: Proposed Crossings**

Crossing Item #	No Mo Phase	Proposed	Location	Notes
5012	2	mid-block	Meadowbrook north of Chattman	with local off road path seg 3020 & 3037
5027	2	mid-block	Eleven Mile & ITC path	signage, ramps and crosswalk with foot trail seg 3004 mid block crossing with road project
5029	2	ramps signs	Nine Mile & ITC path	
5030	2	ramps signs	Garfield & ITC path	
5039	2	bike crossing signs	Twelve Mile & West Park	with regional trail seg 122d
5048	2	mid-block	Taft & White Pines	signage, ramps and crosswalk with neighborhood connector route seg 9006 mid block crossing with road project
5056	2	NW to SW & NE to SE	West Park & West	NW- SW w/regional seg 3049 NE-SE w/path seg 8
5002	3	mid-block	Nine Mile west of Center	signage, ramps and crosswalk with neighborhood connector route seg 9128 mid block crossing with road project
5003	3	mid-block	Nine Mile & Ennshore	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

**TABLE 4.3: Proposed Crossings**

Crossing Item #	No Mo Phase	Proposed	Location	Notes
5020	3	ramps cross signs	West Park & Bristol	with neighborhood connector route signage and crosswalk
5021	3	mid-block	Nine Mile & Darcey	signage, ramps and crosswalks with neighborhood connector route seg 9046 mid block crossing with road project
5022	3	mid-block	Ten Mile & Simmons	with neighborhood connector route seg 9020
5023	3	mid-block	Fourteen Mile & Kingswood	with road project
5025	3	ramps cross signals	Twelve Mile & Twelve Oaks	with local off road trail seg 3025
5028	3	mid-block	Ten Mile & ITC path	with foot trail seg 3004
5031	3	mid-block crossing	Twelve Mile & ITC path	with regional trail segment 3006
5032	3	mid-block crossing	Grand River & ITC path	with regional trail segment 3006
5036	3	ramps crosswalk	Eleven Mile & Arcadia	with neighborhood connector route seg 9053
5040	3	crosswalk & signals	Twelve Mile & Taft	with road project
5041	3	mid-block	Grand River & Fountain Park	with road project
5042	3	mid-block	Grand River west of Karim	with road project
5045	3	mid-block	Taft north of Byrne	with road project
5046	3	mid-block	Nine Mile west of Connemara	with road project
5047	3	mid-block	Taft & Dunbarton	with road project
5050	3	mid-block	Ten Mile & Bramblewood	with road project
5051	3	mid-block	Ten Mile & Linwood	with road project
5052	3	mid-block	Nine Mile & Autum Park	with road project
5053	3	mid-block	Beck north of Stratford	with road project
5054	3	mid-block or signals	Wixom & Glenwood or Deerfield	Completed. New traffic signal & non-motorized mid-block crossing
5055	3	mid-block	Novi & Ledgeview	with road project
5057	3	ramps crosswalk	Fourteen & Novi	SE to NE with road or ADA project
5058	3	ramps cross signal	Fourteen & Welch	with road or ADA project
5062	3	ramp signal improv	Beck & Pontiac Trail	with ADA project
5063	3	crosswalk signs	Beck & Tamarack	with road project
<b>55</b>		<b>TOTAL PLANNED CROSSING IMPROVEMENTS</b>		

**TABLE 4.4: Proposed Neighborhood Connector Routes**

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

**TABLE 4.4: Proposed Neighborhood Connector Routes**

Segment Item #	No Mo Master Plan Priority	Location	From/To	Length (ft.)	Notes
9053	2	Arcadia	Eleven Mile to end	1,569	
9134	2	Arcadia	Cordoba to west end	1,675	
9119	2	Bristol	West Park west part off road	3,060	
9012	2	Brownstone	Meadowbrook to Hemingway	1,105	
9058	2	Chase	Reindeer to 9 Mile	1,436	
9026	2	Crescentwood Drakes Bay	Glenwood ReyesPoint loop	16,523	
9001	2	Eleven Mile	Meadowbrook to Verizon access	1,880	
9042	2	Ennishore Balcombe	Nine Mile to Chattman	2,699	
9044	2	Fawn ReinDeer	Meadowbrook to Nine Mile	1,867	
9111	2	Garfield	ITC to Eight Mile	5,596	
9007	2	HamptonHill Ridge	Cherry Hill to Ten Mile	2,563	
9052	2	Liberty Montmorency	Chateau to LaRoi	2,435	
9128	2	NorthHill Midway	Danbarton to Galway	3,983	
9011	2	Plateau Hemingway Wolf	Burroughs to Liberty	2,474	
9070	2	Quincey Tamara	Ten Mile to school	1,252	
9015	2	Reeds Pointe Kelsey	Drakes Bay to Wixom	1,894	
9066	2	Silvery	Borchart to Orchard Park cut	940	
9010	2	Steinbeck	Crane to Burroughs	1,418	
9098	2	Thatcher	at eyebrow	179	
9143	2	Thatcher	Clark link to Novi link	899	
9101	2	Town Center Main	Eleven Mile to Potomic	1,417	
9122	2	Twelve Oaks	East loop	4,093	
9133	2	Waverly Independence	Novi to Chateau link	581	
9121	3	12 1/2 Mile	All	2,696	
9013	3	12 Mile	Grand River to Napier	4,616	
9107	3	AlbertKnightsbridge	Twelve Mile Island Lake link	2,416	
9051	3	AmyLadeneSavoie	Orchard Hill link to Meridian	4,051	
9014	3	ApplebrookeRoberts	Deer Run to Nine Mile	2,885	
9018	3	CiderMill Sandpiper	Beck to ITC connector	2,688	
9110	3	Deer Run	Garfield to Applebrooke	2,238	
9016	3	Delmont	Wixom to Woodworth	1,545	
9093	3	Galway	Novi to Center	2,715	
9139	3	Hillside Sunday	Nine Mile to Roberts	2,242	
9132	3	Independance	Sleepy Hollow to Chateau link	606	
9106	3	KingswoodKingsley	Fourteen Mile Chateau link	2,380	
9138	3	LaurelTorino	Nine Mile to Links of Novi	3,531	
9142	3	Orchard Hill	Eight Mile to Whispering link	2,314	
9120	3	Sandstone	Novi to Tollgate link	2,040	
9104	3	SleepyHollow Colling	Independence to HaverHill link	1,743	
9136	3	Terra Del Mar	Ten Mile to Drakes Bay	2,900	
9017	3	Woodworth	Delmont to ITC loop	542	
<b>Total Planned Routes (ft.)</b>				<b>200,023</b>	



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

**To be updated**

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

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

TIER 1 CATEGORIES

OVERALL SEGMENT RANK	Segment Item #	Section #	Side of Street	Location	From	To	Pieces in Segment	Segment Length (ft.)	Notes	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/14)	TRAFFIC SAFETY (ADT) 2010 Non-Motorized MP & Traffic Speed	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN	TOTAL TIER 1 POINTS	TIER 1 RANKING																
																								Short Segments (400 ft or less)	CIP Budget Year	points available per category													
																								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 neighbori ng sidewalk system 7 = connecte d to regional trail system	0 = low density 8 = medium density 16 = high density	3.5 = 1/2 to 1 mile 7 = over 1 mile	5 = top 15 survey responses , resident petitions & documente d segments requeste d by groups & govt agencies	20 = initial investme nt 15 = major corridor				
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 Deferred until construction																																				
1	80b	24	S	north	Ten Mile	Meadowbrook	Willowbrook Estates	1	198		10	7.5	9	6	0	7	4	0	14	7	5	20	90	1															
2	81b	25	P	south	Ten Mile	Willowbrook	Haggerty	3	2,634		20	7.5	4.5	0	0	7	4	0	14	7	5	20	89	2															
3	81a	25	P	south	Ten Mile	Meadowbrook	Willowbrook	1	2,529		20	7.5	9	0	0	7	4	0	14	0	5	20	87	3															
4	38	16	S	east	Beck	Eleven Mile	Grand River	2	2,234	23-24	15	15	9	6	2	3.5	0	14	7	7	0	0	79	5															
5	153	36	S	east	Haggerty	City limits	Taco Bell	1	501		10	15	0	0	0	3.5	0	14	14	7	0	0	64	17															
6	66	23	P	south	Grand River	Sixth Gate	Main Street	2	293	20-21	15	7.5	9	6	4	7	0	0	14	7	0	0	70	9															
7	18a	11	S	north	Twelve Mile	Twelve Oaks	Meadowbrook	2	2,923		10	7.5	9	12	4	7	2	14	7	7	0	0	80	4															
8	93b	27	S	north	Nine Mile	Plaussance	Taft	2	619	23-24	10	0	4.5	6	0	3.5	0	0	14	7	5	20	70	8															
9	53	20	P	west	Beck	Eleven Mile	Kirkway Place	1	323		0	7.5	9	6	2	0	0	14	14	7	5	0	65	15															
10	84b	25	S	east	Meadowbrook	Nine Mile	Chattman	1	2,380	23-24	0	5	9	0	0	7	4	0	14	7	5	20	71	7															
11	32a	15	S	west	Novi Rd.	Twelve Oaks	Twelve Mile	2	1,347		15	15	0	6	4	7	0	0	0	7	5	0	59	20															
12	84a	25	S	east	Meadowbrook	Ten Mile	Chattman	1	2,323	23-24	0	6	9	0	0	7	4	0	14	0	5	20	65	14															
13	93a	27	S	north	Nine Mile	Novi Rd.	Plaussance	1	1,122	23-24	10	0	0	6	0	7	0	0	14	7	5	20	69	10															
14	99a	29	P	south	Ten Mile	Wixom	400' E of Lynwood	2	2,739	23-24	5	7.5	0	0	0	3.5	4	14	7	0	5	20	66	11															

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

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

TIER 1 CATEGORIES																																												
OVERALL SEGMENT RANK	Segment Item #	Section #	S= 6 ft. sidewalk P= 8 ft. pathway	Side of Street	Location	From	To	Pieces in Segment	Segment Length (ft.)	Notes	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/14)	TRAFFIC SAFETY (ADT) 2010 Non-Motorized MP & Traffic Speed	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN	TOTAL TIER 1 POINTS	TIER 1 RANKING																				
																									Short Segments (400 ft or less)	CIP Budget Year	points available per category																	
																									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 neighbori ng sidewalk system 7 = connecte d to regional trail system	0 = low density 8 = medium density 16 = high density	3.5 = 1/2 to 1 mile 7 = over 1 mile	5 = top 15 survey responses , resident petitions & documente d segments requeste d by groups & govt agencies	20 = initial investme nt 15 = major corridor								
15	68	23	P	south	Grand River	Funeral Home	Meadowbrook	1	802		10	7.5	4.5	0	2	7	2	14	14	3.5	0	0	65	15																				
16	119a	36	S	east	Meadowbrook	Nine Mile	Singh Blvd	1	1,075	21-22	5	0	0	12	0	0	4	0	14	0	5	20	60	19																				
17	90	26	P	south	Ten Mile	Maly Dental	Novi Ridge Apartments	1	2,122	23-24	5	7.5	0	6	0	7	4	0	14	7	5	20	76	6																				
18	58b	21	S	east	Beck	Cider Mill	Sierra	1	2,553		0	7.5	9	6	0	3.5	0	14	14	7	5	0	66	11																				
19	82b	25	S	west	Haggerty	Pavillion Ct Apartments	Nine Mile	1	539		10	15	0	0	4	0	4	0	14	7	5	0	59	20																				
20	18b	11	S	north	Twelve Mile	Novi Rd.	Twelve Oaks	1	2,027		10	7.5	4.5	12	4	7	2	0	7	7	0	0	61	18																				
21	58a	21	S	east	Beck	Ashley	Cider Mill	1	1,228		0	7.5	9	6	0	3.5	0	14	14	7	5	0	66	11																				
22	121a	36	P	south	Nine Mile	Meadowbrook	Sunrise	1	2,899		5	0	4.5	6	0	0	4	0	14	0	5	20	59	22																				
23	64	22	S	east	Taft	Ten Mile	Eleven Mile	2	4,218	23-24	5	0	9	12	2	0	4	0	14	7	5	0	58	23																				
24	119c	36	S	east	Meadowbrook	Eight Mile	N of Llewelyn	1	1,191		5	0	0	0	2	0	4	0	14	7	5	20	57	24																				
25	6	3	P	west	West Park	Bristol Corners	Pontiac Trail	3	2,198		20	0	4.5	0	0	3.5	2	0	14	7	5	0	56	25																				
25	32b	15	S	west	Novi Rd.	I-96 north side	I-96 south side	1	723		15	7.5	4.5	6	4	7	0	0	0	7	5	0	56	25																				
27	21a	13	P	south	Twelve Mile	Meadowbrook	Energy Way	2	3,451		15	7.5	9	6	2	0	2	7	7	0	0	0	56	27																				

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
- Deferred until construction

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

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

TIER 1 CATEGORIES

OVERALL SEGMENT RANK	Segment Item #	Section #	Side of Street	Location	From	To	Pieces in Segment	Segment Length (ft.)	Notes	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/14)	TRAFFIC SAFETY (ADT) 2010 Non-Motorized MP & Traffic Speed	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN	TOTAL TIER 1 POINTS	TIER 1 RANKING																
																								Short Segments (400 ft or less)	CIP Budget Year	points available per category													
																										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 neighbori ng sidewalk system 7 = connecte d to regional trail system	0 = low density 8 = medium density 16 = high density	3.5 = 1/2 to 1 mile 7 = over 1 mile	5 = top 15 survey responses , resident petitions & documente d 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																																			
<p>Legend S= 6 ft. sidewalk P= 8 ft. pathway</p> <p>Segments with pathways or sidewalks on most of the opposite side of the street - note that these segments may be critical for system connectivity &amp; must be analyzed separately for connectivity</p> <p>Segments with a higher ranking segment planned for the opposite side of the street - note that these segments may be critical for system connectivity &amp; must be analyzed separately for connectivity</p> <p>Short Segments (400 ft. or less) CIP Budget Year Deferred until construction</p>																																							
27	52a	20	P	south	Eleven Mile	Wixom	E side ITC Corridor	2	2,566	0	0	9	6	2	3.5	2	14	7	7	5	0	56	27																
27	72	23	P	north	Grand River	Town Center	Amstaff building	1	677	10	7.5	0	6	4	7	0	0	14	7	0	0	56	27																
27	97b	29	P	west	Beck	Cheltenham	Iriquois	1	1,059	15	7.5	4.5	0	0	3.5	4	14	7	0	0	0	56	27																
31	169	17	P	west	Beck	across 96		1	1,314	5	15	0	0	0	7	0	0	7	5	15	54	31																	
31	52b	20	P	south	Eleven Mile	Oberlin	Bosco	1	641	0	0	9	12	0	0	0	14	7	7	5	0	54	31																
31	88	26	S	north	Nine Mile	RR crossing	Novi Rd.	1	1,667	10	0	0	12	0	7	4	0	14	7	0	0	54	31																
34	19	12	S	north	Twelve Mile	Meadowbrook	Cabot	2	3,960	5	7.5	9	6	2	0	2	14	0	7	0	0	53	34																
34	121b	36	P	south	Nine Mile	Sunrise	Haggerty	1	2,482	5	0	4.5	0	0	0	4	0	14	0	5	20	53	34																
36	30a	14	P	west	Meadowbrook	Gardenbrook Rd	ATI Headquarters	1	2,034	5	6	9	6	4	7	0	7	0	7	0	0	51	36																
36	115	34	S	west	Novi Road	Timber Ridge development	City Limits	1	1,591	5	7.5	4.5	6	0	7	0	0	14	7	0	0	51	36																
38	79	24	S	east	Meadowbrook	Ten Mile	Grand River	3	2,064	10	6	4.5	0	0	7	4	0	7	7	5	0	51	38																
39	21b	13	P	south	Twelve Mile	Energy Way	Haggerty	1	335	15	7.5	9	6	2	0	2	0	7	0	0	0	49	39																
39	33	15	S	west	Novi Rd.	I-96	Crescent	2	840	0	15	4.5	6	4	7	0	0	0	7	5	0	49	39																

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

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

TIER 1 CATEGORIES																																												
OVERALL SEGMENT RANK	Segment Item #	Section #	S= 6 ft. sidewalk P= 8 ft. pathway	Side of Street	Location	From	To	Pieces in Segment	Segment Length (ft.)	Notes	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/14)	TRAFFIC SAFETY (ADT) 2010 Non-Motorized MP & Traffic Speed	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN	TOTAL TIER 1 POINTS	TIER 1 RANKING																				
																									Short Segments (400 ft or less)	CIP Budget Year	points available per category																	
																											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 neighbori ng sidewalk system 7 = connecte d to regional trail system	0 = low density 8 = medium density 16 = high density	3.5 = 1/2 to 1 mile 7 = over 1 mile	5 = top 15 survey responses , resident petitions & documente d segments requeste d by groups & govt agencies	20 = initial investme nt 15 = major corridor						
39	51	20	S	north	Ten Mile	Dinser	Woodham	1	1,799	23-24	0	7.5	0	6	0	0	2	14	7	7	5	0	49	39																				
42	25	13	S	west	Haggerty	Twelve Mile	section line	2	4,186		0	7.5	4.5	0	2	0	0	0	14	0	0	0	20	48	42																			
42	119b	36	S	east	Meadowbrook	Singh Blvd	N of Llewelyn	1	1,438		5	0	0	0	0	0	4	0	14	0	5	20	48	42																				
44	30b	14	P	west	Meadowbrook	Twelve Mile	Bridge	2	910		5	6	9	6	0	7	0	7	0	7	0	0	0	47	44																			
44	41	17	S	east	Wixom	Target	Deerfield Elementary	2	1,516		0	5	9	12	2	3.5	0	0	3.5	7	5	0	0	47	44																			
44	52c	20	P	south	Eleven Mile	Bosco Property	Beck	1	1,241		0	0	9	12	0	0	0	14	7	0	5	0	0	47	44																			
44	112	33	S	east	Beck	Nine Mile	City Limits	2	1,114		10	15	4.5	0	0	0	0	0	14	3.5	0	0	0	47	44																			
48	44	18	P	east	Napier	Knights Bridge	Island Lake	1	2,626		10	0	0	6	0	0	0	0	7	3.5	0	20	0	47	48																			
49	60	22	P	south	Eleven Mile	Clark	Creek Crossing	1	244		0	0	9	0	0	7	4	0	14	7	5	0	0	46	49																			
50	31	15	S	south	Twelve Mile	Novi Rd.	Hino Motors	2	3,484		15	7.5	0	0	4	7	0	0	0	7	5	0	0	46	50																			
50	87	26	S	north	Nine Mile	Meadowbrook	Venture	1	2,128		0	0	4.5	6	0	7	2	0	14	7	5	0	0	46	50																			
52	168	14	P	east	Novi Rd.	across 96		1	2,177		0	15	0	0	4	7	0	0	14	0	5	0	0	45	52																			
53	150	17	s	north	Grand River	Sams Way	Providence	2	681		0	7.5	0	6	2	7	0	0	0	7	0	15	0	45	53																			

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
- Deferred until construction

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

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

TIER 1 CATEGORIES

OVERALL SEGMENT RANK	Segment Item #	Section #	Side of Street	Location	From	To	Pieces in Segment	Segment Length (ft.)	Notes	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/14)	TRAFFIC SAFETY (ADT) 2010 Non-Motorized MP & Traffic Speed	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN	TOTAL TIER 1 POINTS	TIER 1 RANKING																
																								Short Segments (400 ft or less)	CIP Budget Year	points available per category													
																								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 neighbori ng sidewalk system 7 = connecte d to regional trail system	0 = low density 8 = medium density 16 = high density	3.5 = 1/2 to 1 mile 7 = over 1 mile	5 = top 15 survey responses , resident petitions & documente d 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																																			
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 Deferred until construction																																							
54	78a	24	P	south	Grand River	Meadowbrook	Joseph	1	1,967	10	7.5	4.5	6	2	7	0	0	7	0	0	0	44	54																
55	75	24	P	north	Grand River	Seeley	Meadowbrook	1	1,038	10	7.5	4.5	0	2	7	2	0	7	3.5	0	0	44	55																
55	98b	29	S	north	Nine Mile	Vasilios Court	ITC Pathway	2	2,167	0	0	4.5	6	0	0	0	14	7	7	5	0	44	55																
55	98a	29	S	north	Nine Mile	Kensington	Vasilios Court	1	2,589	0	0	4.5	6	0	0	0	14	7	7	5	0	44	55																
58	35	15	S	east	Taft	Eleven Mile	Grand River	2	1,648	0	0	9	0	4	7	4	0	7	7	5	0	43	58																
58	40	17	P	south	Grand River	Providence Hospital	Wixom	3	843	5	7.5	4.5	12	2	0	0	0	0	7	5	0	43	58																
58	78d	24	P	south	Grand River	Karim	Haggerty	1	383	10	7.5	4.5	0	0	7	0	0	7	7	0	0	43	58																
61	97a	29	P	west	Beck	Nine Mile	Cheltenham	1	858	15	7.5	4.5	0	0	3.5	4	0	7	0	0	0	42	61																
62	37b	16	S	north	Eleven Mile	Mandalay Cir E	Taft	1	496	0	0	9	6	2	0	4	0	7	7	5	0	40	62																
63	28	14	P	east	Novi Rd.	south Twelve Oaks entrance	North Twelve Oaks entrance	2	988	0	7.5	9	0	4	7	0	0	0	7	5	0	40	63																
64	173	36	S	west	Haggerty	Eight Mile	Big Boy Restaurant	1	349	0	0	13.5	0	4	3.5	0	14	0	3.5	0	0	39	64																
65	37a	16	S	north	Eleven Mile	Beck	Mandalay Cir E	4	2,392	0	0	9	6	0	0	4	7	7	0	5	0	38	65																
65	111b	32	P	west	Nine Mile	Garfield Conservation	Vasilios Court	1	1,224	5	0	4.5	6	0	0	0	14	0	3.5	5	0	38	65																
65	111c	32	P	south	Nine Mile	Vasilios Court	ITC Pathway	1	1,709	5	0	4.5	6	0	0	0	14	0	3.5	5	0	38	65																

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

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

TIER 1 CATEGORIES																																												
OVERALL SEGMENT RANK	Segment Item #	Section #	S= 6 ft. sidewalk P= 8 ft. pathway	Side of Street	Location	From	To	of Pieces in Segment	Segment Length (ft.)	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)	CIP Budget Year	points available per category																	
																									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 neighbori ng sidewalk system 7 = connecte d to regional trail system	0 = low density 8 = medium density 16 = high density	3.5 = 1/2 to 1 mile 7 = over 1 mile	5 = top 15 survey responses , resident petitions & documente d segments requeste d by groups & govt agencies	20 = initial investme nt 15 = major corridor								
65	111a	32	P	south	Nine Mile	Beck	Garfield Conservation	1	2,654		5	0	4.5	6	0	0	0	14	0	3.5	5	0	38	65																				
65	175	35	P	south	Eight Mile	Griswold	City Limits	1	228		0	15	9	0	0	7	0	0	7	0	0	0	38	65																				
65	171	35	P	south	Eight Mile	Griswold	City Limits	1	1,439		0	15	9	0	0	7	0	0	7	0	0	0	38	65																				
65	174	35	P	south	Griswold	Eight Mile	City Limits	1	143		0	15	9	0	0	7	0	0	7	0	0	0	38	65																				
72	17	11	S	east	Old Novi	Novi Rd.	Thirteen Mile	1	2,095		5	0	4.5	12	2	0	0	0	7	7	0	0	38	72																				
73	162a	3	S	north	South Lake	West Park	E of Lilley Trail	1	2,000		0	0	0	12	0	3.5	0	0	14	7	0	0	37	73																				
74	34	15	S	north	Eleven Mile	Clark	Taft	2	2,770		0	0	9	0	2	7	4	0	7	7	0	0	36	74																				
74	78c	24	P	south	Grand River	Olde Orchard	Karim	1	279		10	7.5	4.5	0	0	7	0	0	7	0	0	0	36	74																				
74	78b	24	P	south	Grand River	Joseph	Bashian	1	290		10	7.5	4.5	0	0	7	0	0	7	0	0	0	36	74																				
77	3	1	S	north	Thirteen Mile	Haggerty Rd.	M-5	2	1,782		0	0	4.5	0	0	0	2	0	7	7	0	15	36	77																				
77	116b	34	P	south	Nine Mile	Center	Taft	1	2,682		5	0	4.5	0	0	7	0	0	14	0	5	0	36	77																				
79	149	15	P	east	Clark	Eleven Mile	Grand River	1	601		0	0	9	0	0	7	4	0	7	7	0	0	34	79																				
79	110b	32	P	west	Beck	Casa Loma	Nine Mile	2	1,257		10	15	9	0	0	0	0	0	0	0	0	0	34	79																				
81	77	24	S	west	Haggerty	Grand River	section line	1	3,150		5	7.5	0	0	0	7	0	0	7	7	0	0	34	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)
- CIP Budget Year
- Deferred until construction

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

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

TIER 1 CATEGORIES

OVERALL SEGMENT RANK	Segment Item #	Section #	Side of Street	Location	From	To	Pieces in Segment	Segment Length (ft.)	Notes	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/14)	TRAFFIC SAFETY (ADT) 2010 Non-Motorized MP & Traffic Speed	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN	TOTAL TIER 1 POINTS	TIER 1 RANKING																
																								Short Segments (400 ft or less)	CIP Budget Year	points available per category													
																								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 neighbori ng sidewalk system 7 = connecte d to regional trail system	0 = low density 8 = medium density 16 = high density	3.5 = 1/2 to 1 mile 7 = over 1 mile	5 = top 15 survey responses , resident petitions & documente d 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																																			
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 Deferred until construction																																							
82	11	9	S	north	Twelve Mile	Novi Concrete	West Park	1	1,334	0	7.5	0	0	2	0	0	0	0	3.5	5	15	33	82																
82	104	31	P	east	Napier	Eight Mile	Community Sports Park	1	2,552	0	0	0	12	0	3.5	0	14	0	3.5	0	0	33	82																
82	110a	32	P	west	Beck	Eight Mile	Casa Loma	1	1,473	10	15	4.5	0	0	0	0	0	0	3.5	0	0	33	82																
85	113b	33	P	south	Nine Mile	Galway	Anna Maria	1	1,537	5	0	4.5	0	0	0	0	0	14	3.5	5	0	32	85																
86	12b	9	S	north	Twelve Mile	Liberty Park	Liberty Park	1	349	10	7.5	0	0	2	0	0	0	0	7	5	0	32	86																
86	101b	30	P	east	Napier	Villa Barr	Ten Mile	1	4,127	0	0	0	12	0	0	2	14	0	3.5	0	0	32	86																
88	26	13	S	north	Eleven Mile	Campus Tech	Seeley	1	966	0	0	4.5	0	2	3.5	0	7	14	0	0	0	31	88																
88	116a	34	P	south	Nine Mile	Chelsea	Center	1	2,183	5	0	0	0	0	7	0	0	14	0	5	0	31	88																
90	164	3	P	south	South Lake	Lakeshore Park	Elm	1	720	0	0	4.5	12	0	0	0	0	14	0	0	0	31	90																
90	163	3	P	north	South Lake	Lakeshore Park	Landings Park	1	1,180	0	0	4.5	12	0	0	0	0	14	0	0	0	31	90																
92	114b	34	S	east	Taft	Nine Mile	Byrne	1	1,423	0	0	9	0	0	0	0	0	14	7	0	0	30	92																
93	101a	30	P	east	Napier	Nine Mile	Villa Barr	1	1,015	0	0	0	12	0	0	0	14	0	3.5	0	0	30	93																
93	102b	30	S	north	Nine Mile	E of Evergreen Ct	Garfield	2	1,304	0	0	0	12	0	0	0	14	0	3.5	0	0	30	93																
93	102a	30	S	north	Nine Mile	Napier	W of Evergreen Ct	2	3,012	0	0	0	12	0	0	0	14	0	3.5	0	0	30	93																



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

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

TIER 1 CATEGORIES

OVERALL SEGMENT RANK	Segment Item #	Section #	S= 6 ft. sidewalk P= 8 ft. pathway	Side of Street	Location	From	To	Pieces in Segment	Segment Length (ft.)	Notes	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/14)	TRAFFIC SAFETY (ADT) 2010 Non-Motorized MP & Traffic Speed	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN	TOTAL TIER 1 POINTS	TIER 1 RANKING																		
																									Short Segments (400 ft or less)	CIP Budget Year	points available per category															
																									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 neighbori ng sidewalk system 7 = connecte d to regional trail system	0 = low density 8 = medium density 16 = high density	3.5 = 1/2 to 1 mile 7 = over 1 mile	5 = top 15 survey responses , resident petitions & documente d segments requeste d by groups & govt agencies	20 = initial investme nt 15 = major corridor						
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 Deferred until construction																																						
96	74	24	S	east	Seeley	Eleven Mile	Grand River	1	2,655		0	0	4.5	0	0	7	0	0	14	3.5	0	0	29	96																		
97	1a	1	S	south	Fourteen Mile	Haggerty Rd.	M-5	2	1,659		0	7.5	0	0	0	0	2	0	7	7	5	0	29	97																		
97	106b	31	P	west	Garfield	Deer Run	Nine Mile	1	2,659		5	0	0	6	0	0	0	14	0	3.5	0	0	29	97																		
97	113c	33	P	south	Nine Mile	Anna Maria	Taft	1	410		5	0	4.5	0	0	0	0	0	14	0	5	0	29	97																		
97	113a	33	P	south	Nine Mile	Beck	Barclay	1	641		5	0	4.5	0	0	0	0	0	14	0	5	0	29	97																		
101	14a	10	S	north	Twelve Mile	Carlton Forest	BP	1	997		5	0	0	0	4	7	0	0	0	7	5	0	28	101																		
102	165	3	P	south	South Lake	Henning	Lakeshore Park	1	2,160		0	0	0	12	0	0	0	0	14	0	0	0	26	102																		
102	162B	3	S	north	South Lake	E of Lilley Trail	Lakeshore Park	1	3,182		0	0	0	12	0	0	0	0	14	0	0	0	26	102																		
102	107	31	P	south	Nine Mile	Garfield	Hillside	3	4,157		0	0	0	12	0	0	0	14	0	0	0	0	26	102																		
105	8	4	P	west	West Park	Bristol Corners	West	2	1,648		0	0	0	6	0	0	0	0	14	3.5	0	0	24	105																		
106	114a	34	S	east	Taft	Byrne	City Limits	1	1,113		0	0	9	0	0	0	0	0	14	0	0	0	23	106																		
107	12a	9	S	north	Twelve Mile	West Park	Liberty Park	1	1,838		0	7.5	0	0	2	0	0	0	0	7	5	0	22	107																		
108	45	18	S	south	Twelve Mile	Helper Drive (Mixon)	Albert	1	332		0	0	4.5	6	0	3.5	0	0	7	0	0	0	21	108																		
108	155	30	P	south	Ten Mile	Links of Novi		1	1,693		0	7.5	0	6	0	0	4	0	3.5	0	0	0	21	108																		

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

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

TIER 1 CATEGORIES

OVERALL SEGMENT RANK	Segment Item #	Section #	S= 6 ft. sidewalk P= 8 ft. pathway	Side of Street	Location	From	To	Pieces in Segment	Segment Length (ft.)	Notes	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/14)	TRAFFIC SAFETY (ADT) 2010 Non-Motorized MP & Traffic Speed	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN	TOTAL TIER 1 POINTS	TIER 1 RANKING																		
																									Short Segments (400 ft or less)	CIP Budget Year	points available per category															
																									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 neighbori ng sidewalk system 7 = connecte d to regional trail system	0 = low density 8 = medium density 16 = high density	3.5 = 1/2 to 1 mile 7 = over 1 mile	5 = top 15 survey responses , resident petitions & documente d segments requeste d by groups & govt agencies	20 = initial investme nt 15 = major corridor						
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 Deferred until construction																																						
108	172	35	P	west	Griswold	Eight Mile	City Limits	1	727		5	0	9	0	0	0	0	0	7	0	0	0	21	108																		
111	49	19	S	north	Ten Mile	Wixom	Island Lake	1	203		0	7.5	0	0	0	0	2	0	7	3.5	0	0	20	111																		
112	14b	10	S	north	Twelve Mile	Stoneridge	end of adjacent parcel	1	329		5	0	0	0	4	7	0	0	0	3.5	0	0	20	112																		
112	158	30	P	east	Napier	Links of Novi		1	1,321		0	0	0	12	0	0	4	0	3.5	0	0	0	20	112																		
114	2b	1	S	west	Haggerty	Thirteen Mile	39525 McKenzie Drive	1	1,693		0	7.5	0	0	0	0	0	0	7	3.5	0	0	18	114																		
114	2a	1	S	west	Haggerty	Fourteen Mile	39500 Mackenzie Dr	1	727		0	7.5	0	0	0	0	0	0	7	3.5	0	0	18	114																		
114	108a	32	S	east	Garfield	Eight Mile	Chianti	1	203		5	0	0	6	0	0	0	7	0	0	0	0	18	114																		
114	108b	32	S	east	Garfield	Chianti	Nine Mile	1	329		5	0	0	6	0	0	0	7	0	0	0	0	18	114																		
118	20	12	S	west	Haggerty	Thirteen Mile	Twelve Mile	4	1,321		0	7.5	4.5	0	2	0	0	0	0	3.5	0	0	18	118																		
118	159	19	S	north	Ten Mile	Oak Point Church	Oak Point Church	1	424		0	7.5	4.5	0	0	0	2	0	3.5	0	0	0	18	118																		
120	167	9	P	south	West	West Park	City Limits	1	2,654		0	0	0	6	0	3.5	0	0	0	7	0	0	17	120																		
121	106a	31	P	west	Garfield	Eight Mile	Deer Run	1	1,941		5	0	0	6	0	0	0	0	0	3.5	0	0	15	121																		

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

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

TIER 1 CATEGORIES																																							
OVERALL SEGMENT RANK	Segment Item #	Section #	Side of Street	Location	From	To	of Pieces in Segment	Segment Length (ft.)	Notes	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/14)	TRAFFIC SAFETY (ADT) 2010 Non-Motorized MP & Traffic Speed	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN	TOTAL TIER 1 POINTS	TIER 1 RANKING																
																								Short Segments (400 ft or less)	CIP Budget Year	points available per category													
																								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 & documente d 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																																			
Legend S= 6 ft. sidewalk P= 8 ft. pathway																																							
<div style="display: flex; justify-content: space-between;"> <div style="width: 30%;"> <p><span style="background-color: #e0ffff; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Segments with pathways or sidewalks on most of the opposite side of the street - note that these segments may be critical for system connectivity &amp; must be analyzed separately for connectivity</p> <p><span style="background-color: #ffe0b2; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Segments with a higher ranking segment planned for the opposite side of the street - note that these segments may be critical for system connectivity &amp; must be analyzed separately for connectivity</p> <p><span style="background-color: #add8e6; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Short Segments (400 ft. or less)    <span style="background-color: #fff2cc; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> CIP Budget Year    <span style="background-color: #ff8c00; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Deferred until construction</p> </div> </div>																																							
122	100	30	P	south	Ten Mile	Wixom	Napier	4	3,558	0	7.5	0	0	0	0	2	0	0	3.5	0	0	13	122																
122	156	30	P	south	Ten Mile	50577 Ten Mile Road	50155 Ten Mile Road	1	1,795	0	7.5	0	0	0	0	2	0	3.5	0	0	0	13	122																
122	157	30	P	south	Ten Mile	50155 Ten Mile Road	200' west of Wixom	1	301	0	7.5	0	0	0	0	2	0	3.5	0	0	0	13	122																
125	166	4	P	north	West	Hudson	City Limits	1	1,312	0	0	0	6	0	0	0	0	0	0	0	0	6	125																
125	170	4	S	north	West	West Park	American Interiors	1	3,006	0	0	0	6	0	0	0	0	0	0	0	0	6	125																
Total Length in feet for all missing segments in the City as of 2018								199,090																															

TABLE 4.6 Proposed Adjacent to Major Roads Pathway and Sidewalk Segments: Tier 2 Category Rankings

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

OVERALL SEGMENT RANK	Segment Item #	Section #	Side of Street	Location	From	To	# of Pieces in Segment	Segment Length (ft.)	Notes	TIER 2 CATEGORIES Criteria Points (only top 20 Tier 1 segments receive tier 2 points)						TOTALS								
										EASE OF CONSTRUCTION (easy/hard)	RIGHT-OF-WAY AVAILABILITY (based on % available)	OTHER FUNDING SOURCES (based on % available)	OPPOSITE SIDE SIDEWALK OR PATHWAY (road < 12,000 ADT & 35 mph < existing or planned with higher priority ranking)	PRIVATE DEVELOPMENT POTENTIAL	EVIDENCE OF EXTENSIVE PEDESTRIAN USE 0 = No Evidence; 10 = Worn Path	TOTAL TIER 1 POINTS	TIER 1 RANKING	TOTAL TIER 2 POINTS	TOTAL POINTS	TOTAL POINTS (OVERALL) RANK FOR TOP 20				
																					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																				
			S= 6 ft. sidewalk P= 8 ft. pathway					Short Segments (400 ft or less)	CIP Budget Year	0 = hard 8 = medium 16 = hard easy	0 = 0% 4.5 = 25% 9 = 50% 13.5 = 75% 18 = 100%	0 = 0% 4.5 = 25% 9 = 50% 18 = 80%+	-20 = complete section link -10 = one direction section link	8 = little potential 4 = partial potential within 10 years 2 = dev potential within 10 years 0= SP submitted	0 = No Evidence 10 = Worn Path									
1	80b	24	S	north	Ten Mile	Meadowbrook	Willowbrook Estates	1	198					8	13.5	0	0	8.0	0	90	1	29.5	119	1
2	81b	25	P	south	Ten Mile	Willowbrook	Haggerty	3	2,634					8	13.5	0	-20	8.0	10	89	2	19.5	108.5	2
3	81a	25	P	south	Ten Mile	Meadowbrook	Willowbrook	1	2,529					8	13.5	0	-20	8.0	10	87	3	19.5	106	3
4	38	16	S	east	Beck	Eleven Mile	Grand River	2	2,234	23-24				0	0	0	0	8.0	11	79	5	19	97.5	4
5	153	36	S	east	Haggerty	City limits	Taco Bell	1	501					8	13.5	0	0	8.0	0	64	17	29.5	93	5
6	66	23	P	south	Grand River	Sixth Gate	Main Street	2	293	20-21				16	0	0	0	4.0	0	70	9	20	89.5	6
7	18a	11	S	north	Twelve Mile	Twelve Oaks	Meadowbrook	2	2,923					8	13.5	0	-20	8.0	0	80	4	9.5	89	7
8	93b	27	S	north	Nine Mile	Plaissance	Taft	2	619	23-24				0	4.5	0	0	4.0	10	70	8	18.5	88.5	8
9	53	20	P	west	Beck	Eleven Mile	Kirkway Place	1	323					8	9	0	-10	4.0	10	65	15	21	85.5	9
10	84b	25	S	east	Meadowbrook	Nine Mile	Chattman	1	2,380	23-24				8	18	0	-20	8.0	0	71	7	14	85	10
11	32a	15	S	west	Novi Rd.	Twelve Oaks	Twelve Mile	2	1,347					0	13.5	0	0	8.0	3	59	20	24.5	83.5	11
12	84a	25	S	east	Meadowbrook	Ten Mile	Chattman	1	2,323	23-24				8	18	0	-20	8.0	0	65	14	14	79	12
13	93a	27	S	north	Nine Mile	Novi Rd.	Plaissance	1	1,122	23-24				0	0	0	0	8.0	0	69	10	8	77	13
14	99a	29	P	south	Ten Mile	Wixom	400' E of Lynwood	2	2,739	23-24				8	4.5	0	-10	8.0	0	66	11	10.5	76.5	14
15	68	23	P	south	Grand River	Funeral Home	Meadowbrook	1	802					16	13.5	0	-20	0.0	0	65	15	9.5	74	15
16	119	36	S	east	Meadowbrook	Nine Mile	Singh Blvd	1	1,075	21-22				8	13.5	0	-20	8.0	2	60	19	11.5	71.5	16
17	90	26	P	south	Ten Mile	Maly Dental	Novi Ridge Apartments	1	2,122	23-24				0	4.5	0	-20	8.0	0	76	6	-7.5	68	17
18	58b	21	S	east	Beck	Cider Mill	Sierra	1	5,553					0	0	0	-10	8.0	1	66	11	-1	65	18
19	82b	25	S	west	Haggerty	Pavilion Ct Apartments	Nine Mile	1	539					0	0	0	-10	8.0	4	59	20	2	61	19
20	18b	11	S	north	Twelve Mile	Novi Rd.	Twelve Oaks	1	2,027					8	0	0	-20	8.0	1	61	18	-3	58	20
21	58a	21	S	east	Beck	Ashley	Cider Mill	1	1,228					0	0	0	-20	8.0	2	66	11	-10	56	21
								Total Length in feet		31,887														

**09-20-18 MEETING MINUTES( DRAFT)**



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

**CALL TO ORDER**

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

**ROLL CALL**

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

**APPROVAL OF AGENDA**

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

**AUDIENCE PARTICIPATION**

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

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

**MATTERS FOR DISCUSSION**

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

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

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

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

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

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

## 2. 07-02-18 WNC meeting minutes approval

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

## STAFF UPDATES

### 1. Planning Update

#### a. SEMCOG Bicycling Data

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

### 2. Engineering Update

#### a. Active Non-Motorized Project Portfolio for Engineering Division

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



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

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

### **3. Parks, Recreation and Cultural Services Update**

#### **a. ITC Trail Update**

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

#### **b. Maybury Park Stakeholders Meeting Update**

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

### **COMMUNICATIONS**

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

### **ADJOURN**

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

**CORRESPONDENCE**

Sept 23, 2018

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

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

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

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

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

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

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

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

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







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





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

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





Left is the sidewalk/path to the north shore of Pavilion Shore Park.

The first drive past on the right is Duana - the access to Elm Court which no longer "technically" connects to South Lake Drive.

West

Section 17 – East side of Old Novi Road, 13 mile south to Novi Road: Some of this is already there, but not at the 8' wide that is listed. Other than some extra stripes, the corner shown can wait til the old Mobile Station gets converted to something. Though it would be nice to be able to use that area for parking.



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



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



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

WHY? What is there now is wide enough and goes all the way south to 12 mile at that width.

*LEAVE SIDEWALK where it*



*IS - Do NOT move it Farther West Move New Delvelopment to Eastern PROPERTY BOUNDRY INSTEAD (Robertson)*

*SEE ROBERTSON PRO PLANS FIRST !!!*