



WALKABLE NOVI COMMITTEE
October 23, 2014 at 6:00 p.m.
Novi Civic Center
Mayors Conference Room
45175 W. Ten Mile, Novi, MI 48375
(248) 347-0475

Members: Dave Baratta, Doug Bauss, Robert Giacobetti, Gwen Markham, Andrew Mutch, Charles Staab, Harry Torimoto and Ted Zuchlewski
Staff Support: Sri Komaragiri, Planner
Barbara McBeth, Deputy Director Community Development
Jeff Muck, Director of Parks, Recreation and Cultural Services
Brian Coburn, Engineering Manager

ROLL CALL

APPROVAL OF AGENDA

AUDIENCE PARTICIPATION

MATTERS FOR DISCUSSION

1. Annual Non-Motorized Prioritization 2014-2015 Draft for Approval
2. Bicycle Friendly Community Application Feedback

COMMUNICATIONS

STAFF REPORT

1. Planning Update
Ann Arbor Bike Share Program
2. Engineering Update
3. Parks and Recreation Update

ADJOURN

Future Meetings: November 20

Annual Non-Motorized Prioritization
2014-2015 Draft for Approval



City of Novi Annual Non-Motorized Prioritization

2014-2015 Update

A Working Document for
Capital Improvement Plan (CIP) Planning

Updated: October 23, 2014



Where quality of life is the way of life



DRAFT

Acknowledgements

Walkable Novi Committee

Council Members

Andrew Mutch
Gwen Markham

Planning Commission Environmental Committee Members

Dave Baratta
Robert Giacometti
Ted Zuchlewski

Parks, Recreation & Cultural Services Commission Members

Doug Bauss
Hideki Torimoto

Novi Parks Foundation Members

Charles Staab

For More Information Contact Support Staff

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Sri Komaragiri, Community Development Planner
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City of Novi

Annual Non-Motorized Prioritization: 2014-2015 Update

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

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Process Overview

The City of Novi has had a long standing interest in providing an interconnected and comprehensive system of pathways, sidewalks and trails to connect neighborhoods with destinations throughout the city and region. To help ensure that non-motorized improvements are implemented in a logical and beneficial manner, the City of Novi Pathway and Sidewalk Prioritization Analysis and Process (PSPAP) was approved by City Council on November 13, 2006. In addition to ranking pathway and sidewalk segments, the process also includes recommendations for the installation of regional/recreational trails, proposed street crossings, and neighborhood connector routes. As such, as part of the 2013-1014 update the process has been renamed the Annual Non-Motorized Prioritization: 2014-2015 Update to better reflect the content and recommendations of the document.

Since pathway, sidewalk, destination, accident and traffic volume data continues to change, the annual process includes the update of the segment data annually to insure that the pathway and sidewalk segment ranking continues to highlight the segments that will provide a high level of serviceability and cost effectiveness to the residents of Novi. Each year, the Community Development Department's Planning and Engineering Staff updates the prioritization analysis and process worksheets and maps for review and approval by the Walkable Novi Committee.

The Annual Non-Motorized Prioritization is updated each fall. Data is collected through the year and is current through September 1, 2014, with the exception of completed segments, as any segment under construction at that time was determined to be complete for planning purposes. As with previous updates, completed segments were identified, new segments were added and segment ranking was recalculated.

On October 23, 2014, the Walkable Novi Committee members present reviewed and approved the Annual Non-Motorized Prioritization: 2014-2015 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.



Pedestrian Bridge

(On Novi Road between Nine Mile and Ten Mile)

Completed Non-Motorized Improvements (or under construction at time of report)

Since October 2006, over 9.5 miles of public pathways and sidewalks were constructed by the City of Novi and the State of Michigan and private developers completed over three miles of public pathways and sidewalks in the City.

In the 2013-14 year alone, the City of Novi installed over 7,200 feet of pathways, sidewalks and regional/recreational trails. In addition, 2013-14 was a busy year for development. As a result, the amount of developer installed pathways and sidewalks resulted in over 5,300 feet of additional pathways and sidewalks. A total of 12,604 feet (or just over two miles) of pathways and sidewalks were added to the City's non-motorized inventory.

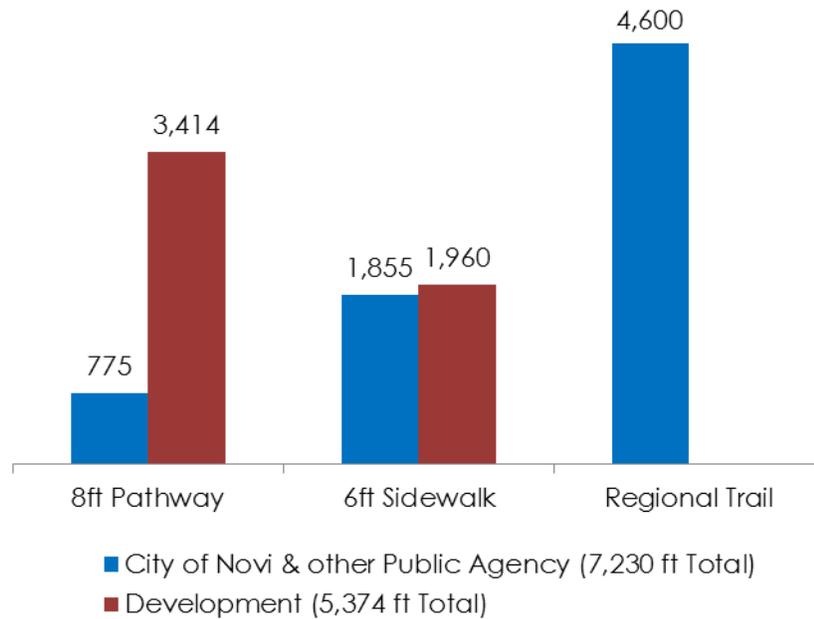


Figure 1: 2013-2014 Completed Non-Motorized Improvements
(or under construction at time of report)

Table 1: 2013-2014 Completed Non-Motorized Improvements (or under construction at time of report) City of Novi							
Segment Item #	Section #	Type	Side of Street/ Other	Location	From	To	Segment Length (ft.)
16	11	P	south	Thirteen Mile	Sunshine	Holmes	275
12 part	9	S	north	Twelve Mile	West Park	Liberty Park	335
24	13	S	east	Meadowbrook	Bridge	Eleven Mile	700
73	24	S	east	Meadowbrook	Eleven Mile	Grand River	600
4342	13	RT	regional	Meadowbrook	Twelve Mile	Meadowbrook Business Park	2,240
4349	13	RT	regional	Meadowbrook	Metro trail	Meadowbrook Park	1,560
4350	13	RT	regional	Meadowbrook	Meadowbrook Park frontage		800
5154	0	C		Nine & Haggerty	NW to NE		
5054	3			Wixom & Glenwood or Deerfield	mid-block crossing and signal project		
89	26	P	east	Novi Rd	Ten Mile	Ice Arena	500
145	23	S	north	Ten Mile	Supplier Investment Co	RR	220
2013-14 City of Novi Total							7,230
64 part	22	S	east	Taft	Ten Mile	Eleven Mile	360
43 part	18	P	west	Wixom	City Limits	Catholic Central	1,200
46	19	P	east	Napier	Island Lake	Ten Mile	1,300
47	19	S	north	Ten Mile	Napier	Island Lake	1,600
154	25	P	south	Ten Mile	Orchard Hills North		914
2013-14 Development Total							5,374

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

Annual Non-Motorized Prioritization: 2014-2015 Update



Metro Connector (Connecting the I-275 pathway to M-5, Completed 2014)



Pedestrian Bridge near Brookfarm Park
(Providing access between neighborhood and elementary school)



Pedestrian Bridge along Novi Road
(With green buffer between the road and the walk)

Annual Non-Motorized Prioritization: 2014-2015 Update

Table 2: Previous Years Completed Non-Motorized Improvements ¹ City of Novi							
Segment Item #	Section #	Type	Side of Street/ Other	Location	From	To	Segment Length (ft.)
92	27	S	west	Novi Rd.	Ten Mile	Nine Mile	2,135
36	16	P	west	Taft	Eleven Mile	Andes	495
144	23	P	west	Meadowbrook	Grand River	Cherry Hill	700
145 part	23	S	north	Ten Mile	Catherine Ind. Park	RR	705
4019	25	RT	regional	Brookfarm Park	Ripple Creek	Village Oaks Elem	633
5007	24	C	mid-block	Grand River	Seeley	Joseph	crossing
5014	21	C	bike signs	Beck	Cidermill		crossing
5034	31	C	mid-block	Eight Mile	Community Sports Park	N to S	crossing
5035	31	C	mid-block	Eight Mile	Garfield	N to S	crossing
5143	32	C	crosswalks & signals	Beck	Eight Mile		crossing
2012-13 City of Novi Total							4,668
145b	23	S	north	Ten Mile	RR	Brookhaven	225
65	23	P	east	Novi Rd.	Grand River	Ten Mile	3,500
61	22	S	west	Novi Rd.	Cemetery	Pine Ridge Center	3,600
32c	15	S	west	Novi Rd.	West Oaks	N side I-96	876
5007	24	C	striping & signs	Grand River	Seeley	Joseph	crossing
5043	36	C	mid-block	Nine Mile	Sunrise		crossing
2011-12 City of Novi Total							8,201
83	25	S	north	Nine Mile	Meadowbrook	Haggerty	3,800
15	11	S	south	Thirteen Mile	Novi Rd.	Old Novi Rd.	350
146	11	C	west	Old Novi	South Lake	crossing	100
2010-11 City of Novi Total							4,250
71	23	S	north	Ten Mile	Hampton Hill	Brookhaven	822
139	25	S	east	Willowbrook	Oaktree	Guilford	400
141	24	C	crossing	Ten Mile	Nilan	SW to NW	100
82C	25	S	west	Haggerty	Ten Mile	Dunkin Donuts	220
140	23	C	crossing	Hampton Hill	Ten Mile	NE to NW	100
123a	1	RT	regional	M-5 Extension	Fourteen Mile	Thirteen Mile	5,280
2009-10 City of Novi Total							6,922

Annual Non-Motorized Prioritization: 2014-2015 Update

Table 2: Contd
Previous Years Completed Non-Motorized Improvements¹
City of Novi

Segment Item #	Section #	Type	Side of Street/ Other	Location	From	To	Segment Length (ft.)
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
2008-09 City of Novi Total							8,487
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
2007-08 City of Novi Total							5,415
42	17	S	north	Eleven Mile	Novi Middle School	Beck	3,700
56	21	P	south	Eleven Mile	Beck	Taft	1,700
2006-07 City of Novi Total							5,400

¹ Segments completed by the City of Novi only, not including developer completed segments

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

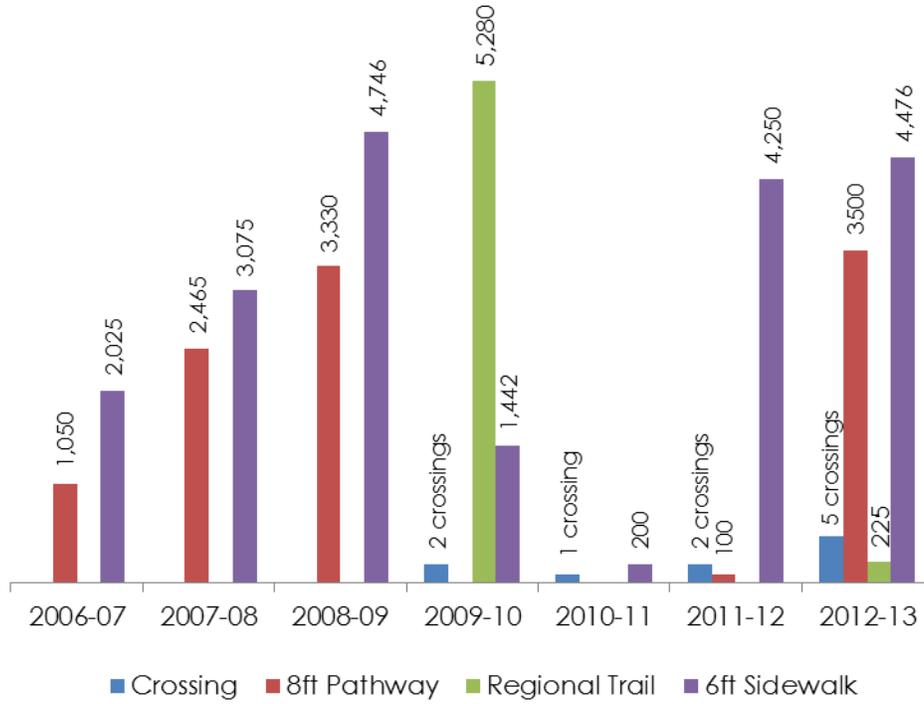


Figure 2: Total Previous Years Completed Non-Motorized Improvements by City of Novi by Type in ft
(Segments completed by the City of Novi only, not including developer completed segments)

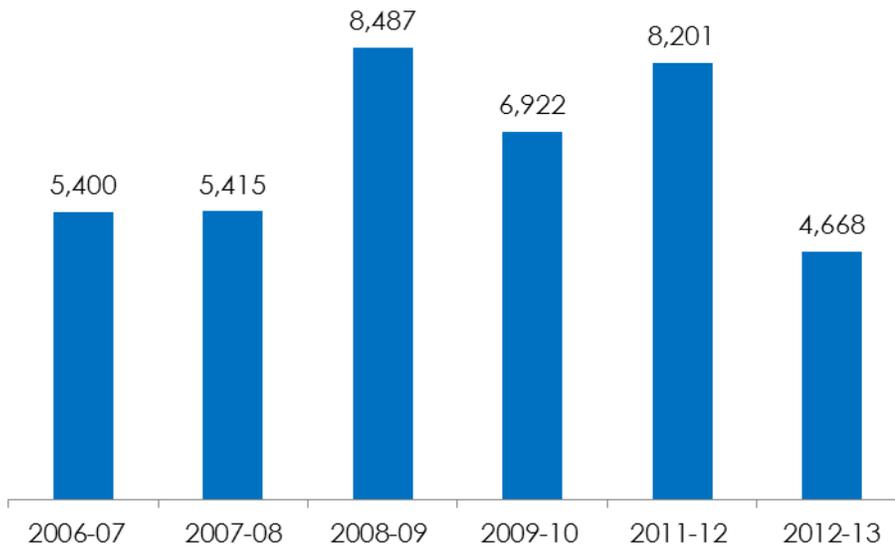
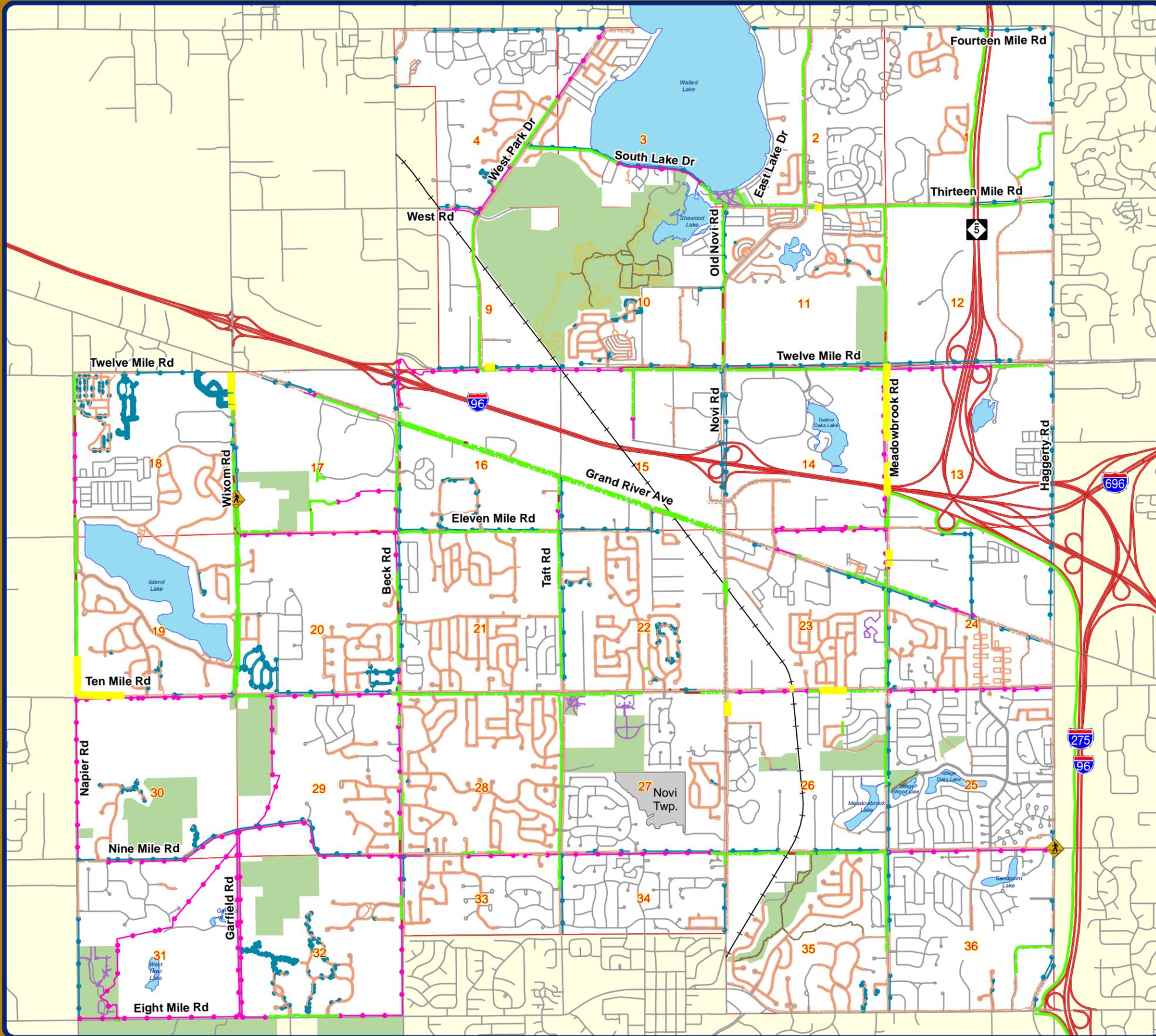


Figure 3: Total Previous Years Completed Non-Motorized Improvements by City of Novi in ft
(Segments completed by the City of Novi only, not including developer completed segments)

Map 1: 2013-2014 Completed Non-Motorized Improvements



Annual Non-Motorized Prioritization: 2013-2014 Update

Road Crossings

Completed or Under Construction Segments

Completed or Under Construction Segments

Existing Sidewalks

Existing Sidewalk

Existing Pathway

Future Sidewalks

Proposed Pathway

Proposed Sidewalk

Existing Off Road Paths & Trails

Paved Path

Unpaved Trail

Mountain Biking Trail



City of Novi

Dept. of Community Development
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Novi, MI 48375
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Map Author: Keri Blough
Date: October 7, 2014
Project: 2014 Non-Motorized Update
Version #1.0

0 0.225 0.45 0.9 1.35

Miles

1 inch = 0.66 miles

MAP INTERPRETATION NOTICE

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2014-15 Top 20 Priority Pathway and Sidewalk Segments

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

The segments are ranked by their Tier 1 points and the top 20 priority segments are then reviewed against a second set of Tier 2 criteria and assigned points based on financial considerations. Additional Tier 2 ranking is done to give priority to segments that provide more economical value to the City. From the Top 20, construction of Segments 80B, 121 and 82B is deferred until development due to constraints beyond City control. Because of which, segments ranking 21 through 23 are moved up to list of Top 20 Priority segments. Please refer to Table 3B and 3C for further details.

Please refer to the Pathway and Sidewalk Prioritization Analysis and Process approved by the City Council at its November 13, 2006 meeting for analysis and process details. The Criteria for points per Category for Tier 1 and Tier 2 rankings are listed in detail in Table 3A.

For 2014-15, the top 20 priority segments result in over 10.3 miles of proposed pathways and sidewalks. Three of the segments (totaling 5,600 feet) are included in the 2015-16 Capital Improvement Plan (CIP) budget for next year. Eleven other of the segments are included in the CIP projected or forecast to be constructed by 2020.



Pedestrian Sidewalks in Novi

Annual Non-Motorized Prioritization: 2014-2015 Update

Table 3: Criteria for Points per Category for Tier 1 and Tier 2 Rankings		
TIER 1 CATEGORIES	TIER 2 CATEGORIES Criteria Points (only top 20 Tier 1 segments receive tier 2 points)	
<i>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</i>		
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	ACCESS TO SHOPPING (# shopping areas w/in 1 mile) 3.5 = 1 shopping area 7 = 2+ shopping areas	EASE OF CONSTRUCTION (easy/hard) 0 = hard 8 = medium hard 16 = easy
	ACCESS TO PLACES OF WORSHIP (# places of worship w/in 1 mile) 3.5 = 1 places of worship 7 = 2+ places of worship	
TRAFFIC COUNTS (ADT) 2010 Non-Motorized MP 0 = <10K ADT 5 = 10K-20K ADT 10 = >20K ADT	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM 3.5 = connected to neighboring sidewalk system 7 = connected to regional trail system	RIGHT-OF-WAY AVAILABILITY (based on % available) 0 = 0% 4.5 = 25% 9 = 50% 13.5 = 75% 18 = 100%
ACCESS TO SCHOOLS (# elem & intermediate schools w/in 1 mile) 4.5 = 1 school 9 = 2+ schools	POPULATION SERVED 0 = low density 8 = medium density 16 = high density	OTHER FUNDING SOURCES (based on % available) 0 = 0% 4.5 = 25% 9 = 50% 18 = 80%+
ACCESS TO SCHOOLS (# middle & high schools w/in 2 miles) 4.5 = 1 school 9 = 2+ schools	SEGMENT COMPLETION 3.5 = 1/2 to 1 mile 7 = over 1 mile	OPPOSITE SIDE SIDEWALK OR PATHWAY (road < 12,000 ADT & 35 mph < existing or planned with higher priority ranking) -20 = complete section link -10 = one direction section link
ACCESS TO SCHOOLS (# private schools over 100 students w/in 2 miles) 4.5 = 1 school 9 = 2+ schools	CONSIDERABLE PUBLIC INTEREST 10 = top 15 survey responses, resident petitions & documented segments requested by groups & govt agencies	PRIVATE DEVELOPMENT POTENTIAL (Negative Points) 0 = little potential -2 = partial potential within 10 years -4 = dev potential within 10 years -8 = SP submitted -16 = dev under construction
ACCESS TO PARKS (# w/in 1 mile) 4 = 1 park 8 = 2+ parks	NON-MOTORIZED MASTER PLAN 20 = initial investment 15 = major corridor	
ACCESS TO LIBRARY & CITY HALL (connected continuously by sidewalk or pathway) 9 = connected to Library/ City Hall	NOVI WIXOM TRANS STUDY (Recommended Timeframe) 15 = 2012-2016 10 = 2017-2020 5 = 2021-2024 <i>Greater of either No-Mo or Novi Wixom Trans Study</i>	

Annual Non-Motorized Prioritization: 2014-2015 Update

Table 4A:
2014-15 Top 20 Priority Pathway and Sidewalk Segments excluding deferred segments
City of Novi

Overall Segment Rank	Segment Item #	Section #	Type	Side of Street	Location	From	To	# of Pieces in Segment	Segment Length (ft.) excluding Developer Planned & Completed Pieces	Notes
1	81	25	P	south	Ten Mile	Meadowbrook	Haggerty	1	5,300	17-18 & 19/20 CIP
2	9	4	S	south	Pontiac Trail	West Park	Beck	3	5,000	15-16 & 17-18 CIP
3	90	26	P	south	Ten Mile	Novi Rd.	Chipmunk	1	2,400	18-19 CIP
4	62	22	S	north	Ten Mile	Eaton Center	Churchill Crossing	1	400	15-16 CIP
5	39	17	P	west	Beck	Eleven Mile	Providence	1	1,100	17-18 CIP
7	93	27	S	north	Nine Mile	Novi Rd.	Taft	3	3,300	17-18 & 18-19 CIP
8	119	36	S	east	Meadowbrook	Eight Mile	Nine Mile	2	3,800	18-19 CIP
9	99	29	P	south	Ten Mile	Beck	Wixom	2	4,000	17-18 CIP
11	84	25	S	east	Meadowbrook	Ten Mile	Nine Mile	2	4,400	19-20 CIP
12	5	2	S	south	Fourteen Mile	Beechwalk Apartments	East Lake	1	600	19-20 CIP
13	70	23	P	west	Meadowbrook	Eleven Mile	Gateway Village	3	900	19-20 CIP
15	129	1	S	south	Fourteen Mile	Haverhill Farms	Maples of Novi	1	600	15-16 CIP
16	64	22	S	east	Taft	Ten Mile	Eleven Mile	2	3,840	
17	38	16	S	east	Beck	Eleven Mile	Grand River	2	2,100	
18	88	26	S	north	Nine Mile	RR crossing	Novi Rd.	2	1,900	19-20 CIP
19	53	20	P	west	Beck	Eleven Mile	Kirkway Place	1	1,300	16-17 CIP
20	87	26	S	north	Nine Mile	Meadowbrook	Venture	1	2,100	
20	113	33	P	south	Nine Mile	Beck	Taft	3	2,900	
20	116	34	P	south	Nine Mile	Chelsea	Taft	1	4,900	
23	21	13	P	south	Twelve Mile	Meadowbrook	Haggerty	2	3,900	
Total									54,740	

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

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

Annual Non-Motorized Prioritization: 2014-2015 Update

Table 3C:
2014-15 Selected Priority Pathway and Sidewalk Segments: deferred until construction
City of Novi

Overall Segment Rank	Segment Item #	Section #	Type	Side of Street	Location	From	To	# of Pieces in Segment	Segment Length (ft.) excluding Developer Planned & Completed Pieces	Notes
5	80B	24	S	north	Ten Mile	Meadowbrook	Willowbrook Estates	1	189	Due to existing site constraints
10	121	36	P	south	Nine Mile	Meadowbrook	Haggerty	1	5,280	Due to previous Council Action
14	82B	25	S	west	Haggerty	Pavilion Ct Apartments	Nine Mile	1	492	Due to the Buckeye Pipeline
TOTAL									5,961	

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

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

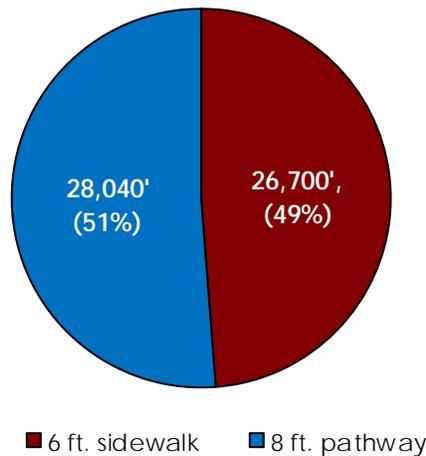
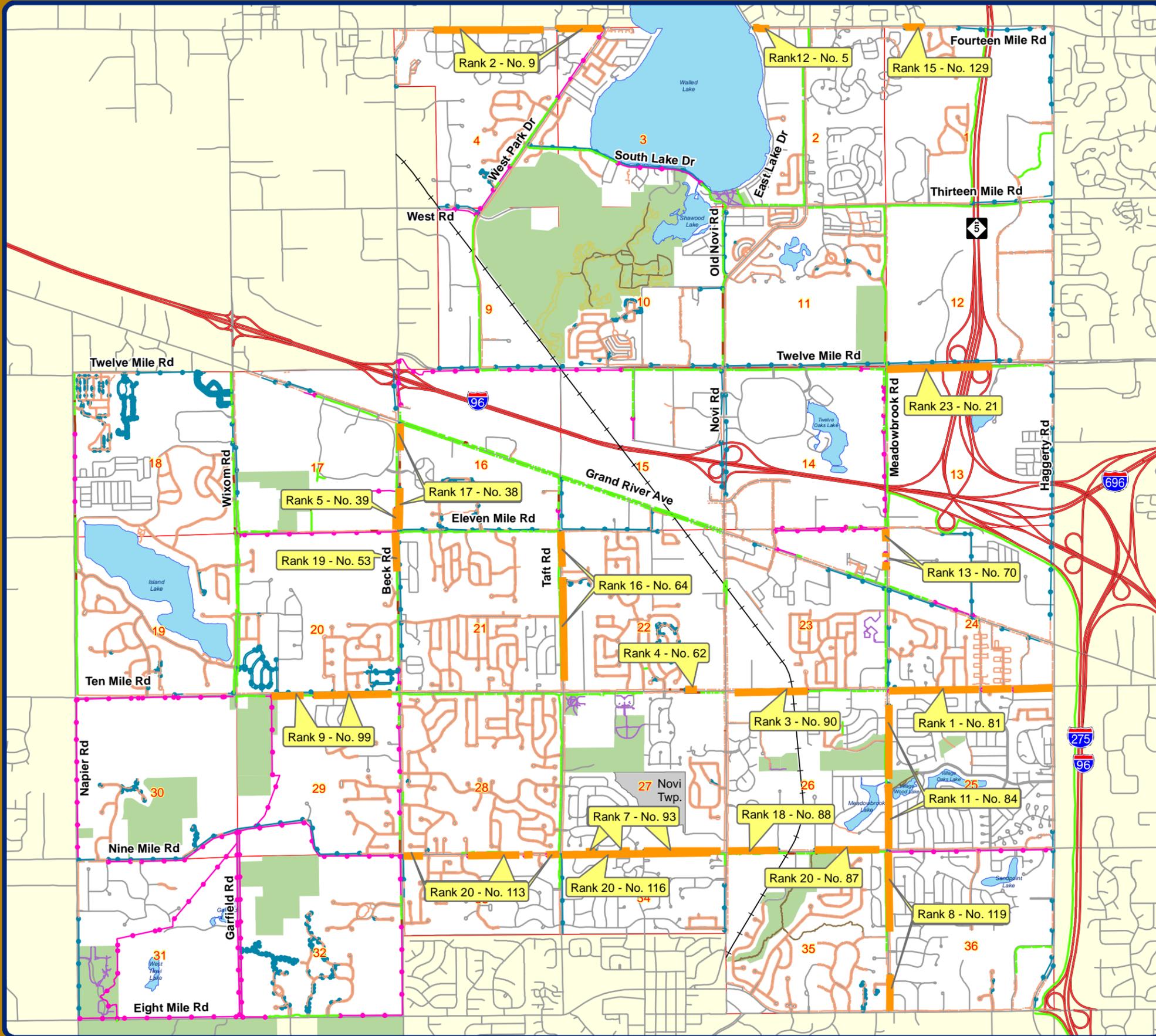


Figure 4: Total Length of 2014-2015 Priority segments per Sidewalks and Pathways
(Segments to be completed by the City of Novi only)

Map 2: 2014-2015 Top 20 Priority Pathway and Sidewalk Segments



Annual Non-Motorized Prioritization: 2014-2015 Update

Top 20 Priority Segments

— Top 20 Priority Segments

Existing Sidewalks

— Existing Sidewalk

— Existing Pathway

Future Sidewalks

— Proposed Pathway

— Proposed Sidewalk

Existing Off Road Paths & Trails

— Paved Path

— Unpaved Trail

— Mountain Biking Trail



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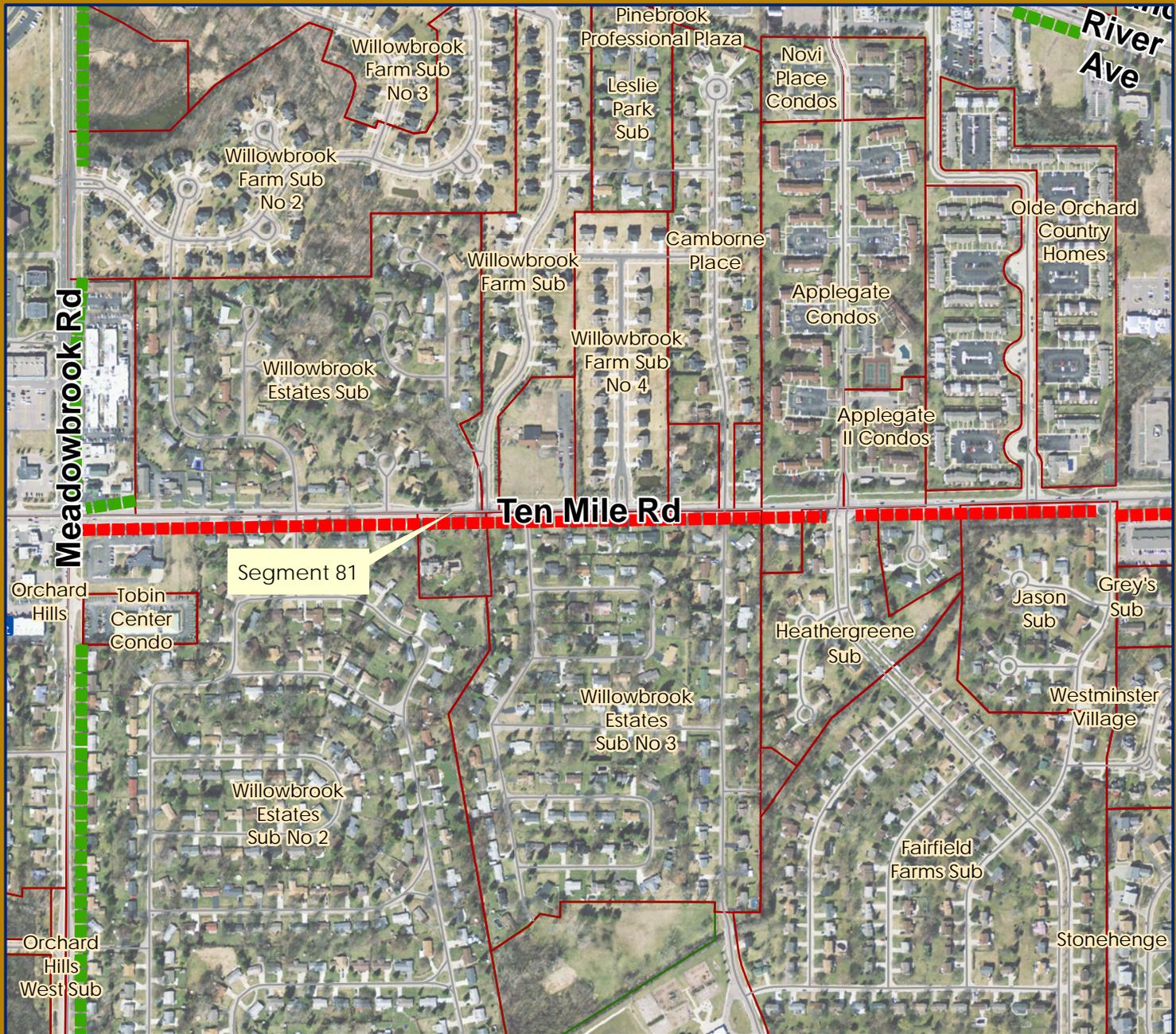
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**MAPS:
2014-2015 Top 20 Priority Pathway and Sidewalk Segments
(excluding deferred segments)**

Overall Segment Ranking 1: Segment 81 (17-18, 19-20 CIP) South side of Ten Mile from Meadowbrook to Haggerty: 5,300'



Planned Pathways and Sidewalks

-  Pathway Major
-  Pathway Multi-Use
-  Sidewalk Local
-  Sidewalk Major
-  Developments
-  Public Parks
-  School



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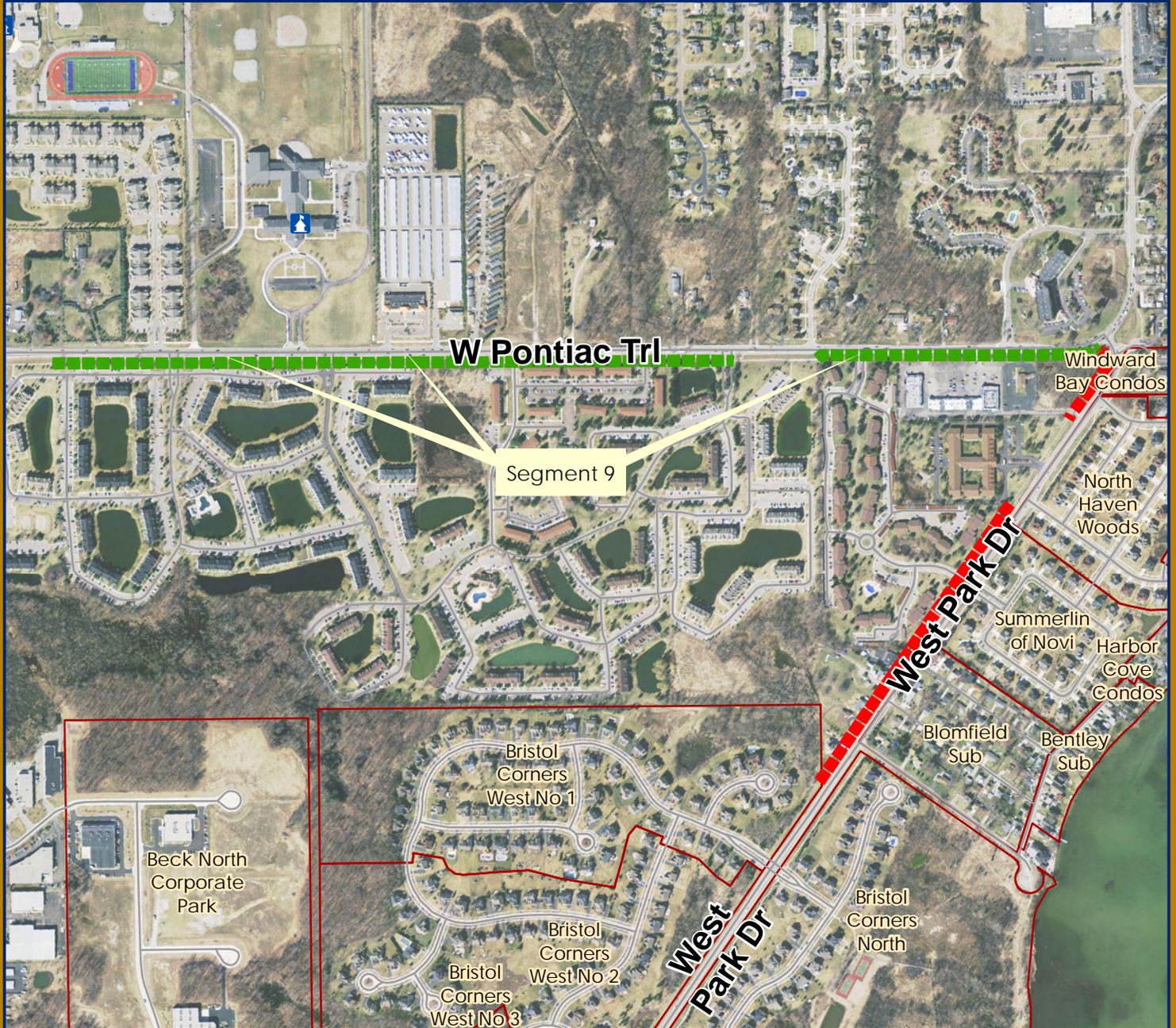
Project: Top 20 Priority Path and Sidewalk Segments
Date: 16 October 2014
Map Author: Sri Komaragiri
Version #:1.0

 1 inch = 600 feet



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Overall Segment Ranking 2: Segment 9 (15-16 & 17-18 CIP) South side of Pontiac Trail from West Park to Beck: 5,000'



Planned Pathways and Sidewalks

- ■ ■ ■ ■ Pathway Major
- ■ ■ ■ ■ Pathway Multi-Use
- ■ ■ ■ ■ Sidewalk Local
- ■ ■ ■ ■ Sidewalk Major
- Developments
- Public Parks
- School



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Dept. of Community Development
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Project: Top 20 Priority Path and Sidewalk Segments
Date: 16 October 2014
Map Author: Sri Komaragiri
Version #:1.0

0 112.5225 450 675 900 Feet 1 inch = 800 feet



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Overall Segment Ranking 3: Segment 90 (18-19 CIP)

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



Planned Pathways and Sidewalks

-  Pathway Major
-  Pathway Multi-Use
-  Sidewalk Local
-  Sidewalk Major
-  Developments
-  Public Parks
-  School



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Project: Top 20 Priority Path and Sidewalk Segments
 Date: 16 October 2014
 Map Author: Sri Komaragiri
 Version #:1.0

 1 inch = 400 feet



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Overall Segment Ranking 4: Segment 62 (15-16 CIP)

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



Planned Pathways and Sidewalks

- ■ ■ ■ ■ Pathway Major
- ■ ■ ■ ■ Pathway Multi-Use
- ■ ■ ■ ■ Sidewalk Local
- ■ ■ ■ ■ Sidewalk Major
- Developments
- Public Parks
- School



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Overall Segment Ranking 5: Segment 39 (17-18 CIP) West Side of Beck from Eleven Mile to Providence: 1,100'



Planned Pathways and Sidewalks

-  Pathway Major
-  Pathway Multi-Use
-  Sidewalk Local
-  Sidewalk Major
-  Developments
-  Public Parks
-  School



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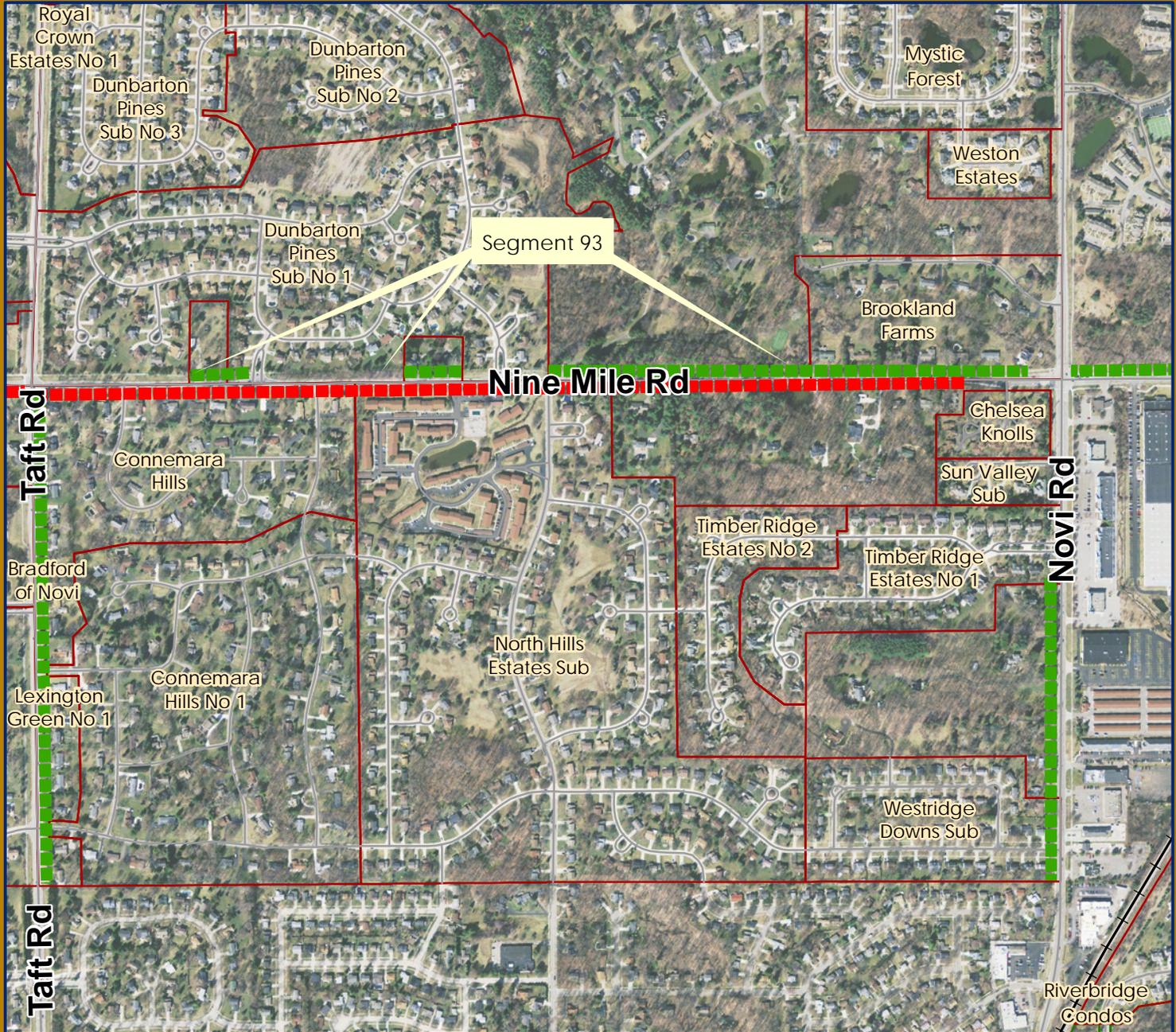
0 40 80 160 240 320 Feet 1 inch = 300 feet



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Overall Segment Ranking 7: Segment 93 (17-18 & 18-19 CIP)

North Side of Nine Mile from Novi Rd to Taft: 3,300'



Planned Pathways and Sidewalks

-  Pathway Major
-  Pathway Multi-Use
-  Sidewalk Local
-  Sidewalk Major
-  Developments
-  Public Parks
-  School



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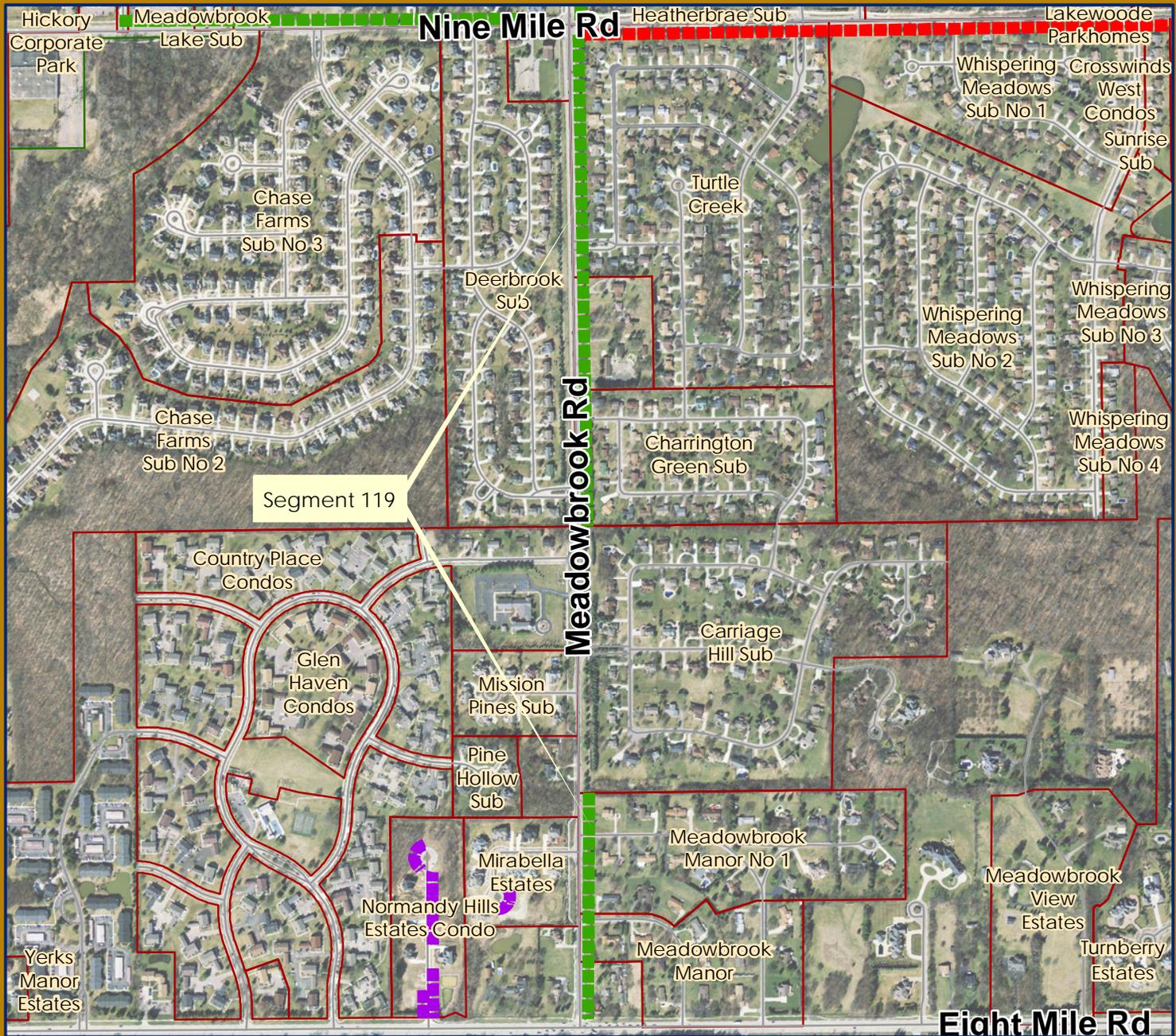
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0 112.5225 450 675 900 Feet 1 inch = 800 feet



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Overall Segment Ranking 8: Segment 119 (18-19 CIP) East Side of Meadowbrook from Eight Mile to Nine Mile: 3,800'



Planned Pathways and Sidewalks

-  Pathway Major
-  Pathway Multi-Use
-  Sidewalk Local
-  Sidewalk Major
-  Developments
-  Public Parks
-  School



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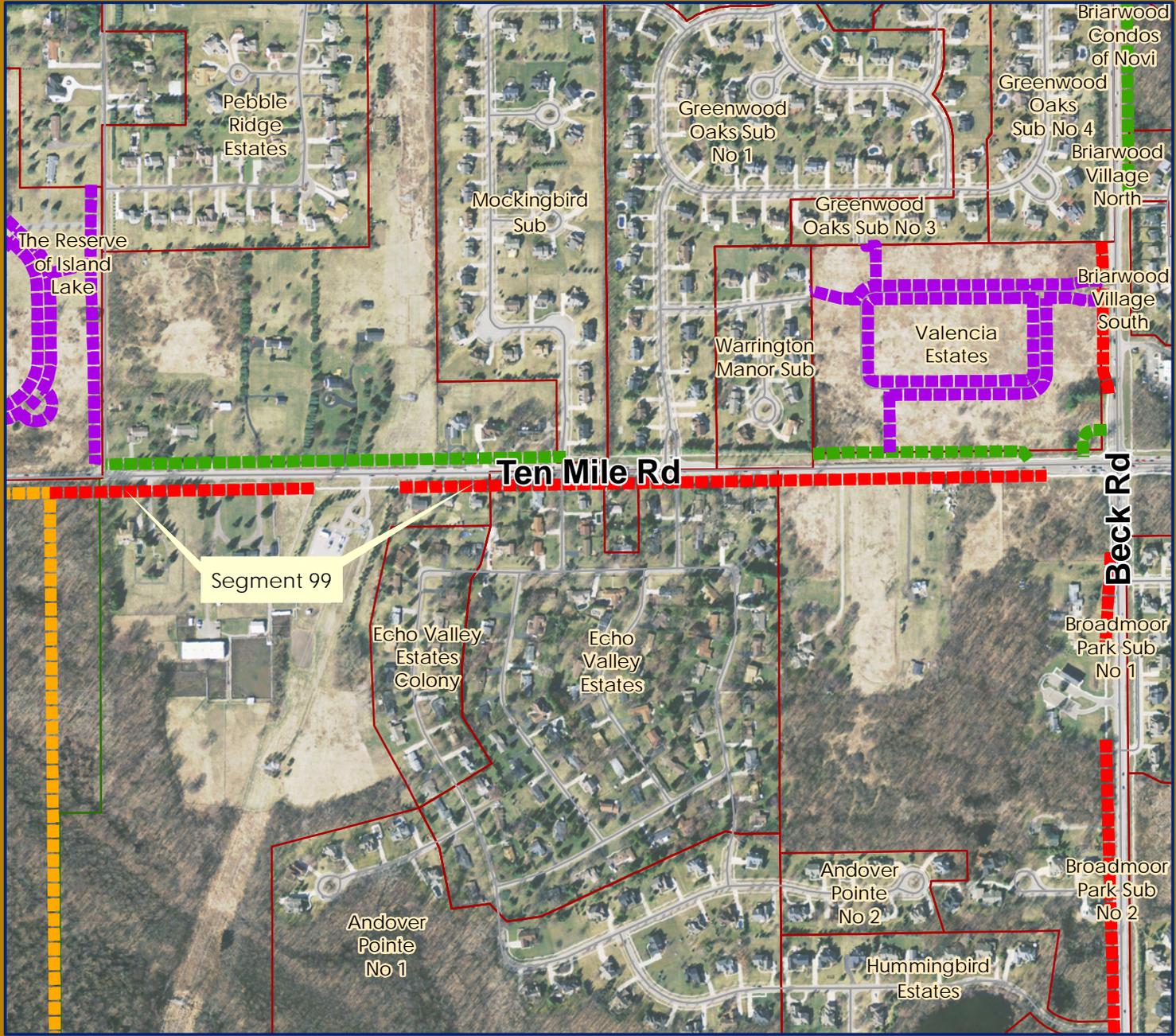
0 112.5225 450 675 900 Feet 1 inch = 800 feet



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Overall Segment Ranking 9: Segment 99 (17-18 CIP)

South Side of Ten Mile from Beck to Wixom: 4,000'



Planned Pathways and Sidewalks

- ■ ■ ■ ■ Pathway Major
- ■ ■ ■ ■ Pathway Multi-Use
- ■ ■ ■ ■ Sidewalk Local
- ■ ■ ■ ■ Sidewalk Major
- Developments
- Public Parks
- School



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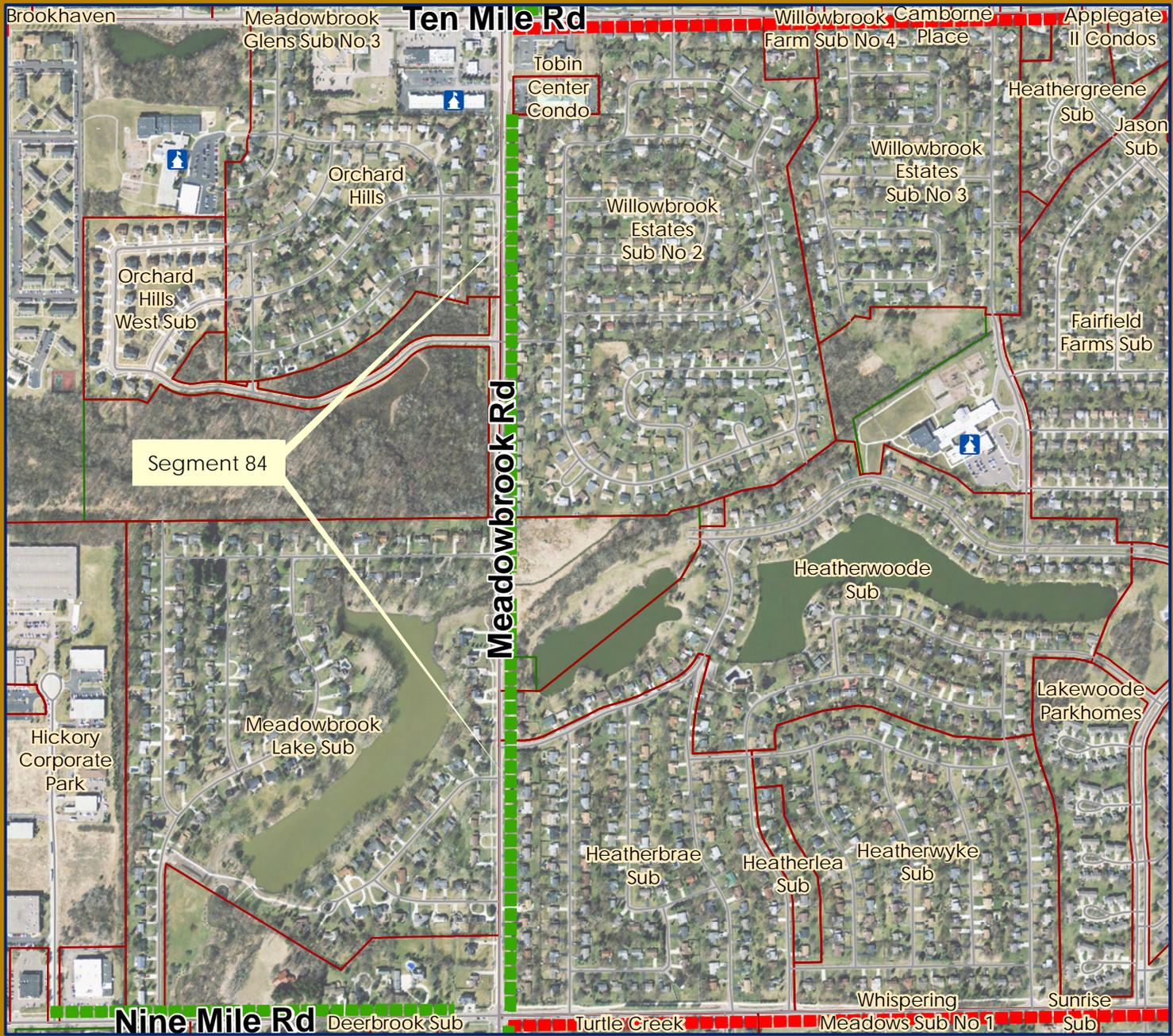
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0 85 170 340 510 680 Feet 1 inch = 600 feet



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Overall Segment Ranking 11: Segment 84 (19-20 CIP) East Side of Meadowbrook from Ten Mile to Nine Mile: 4,400'



Planned Pathways and Sidewalks

- ■ ■ ■ ■ Pathway Major
- ■ ■ ■ ■ Pathway Multi-Use
- ■ ■ ■ ■ Sidewalk Local
- ■ ■ ■ ■ Sidewalk Major
- Developments
- Public Parks
- School



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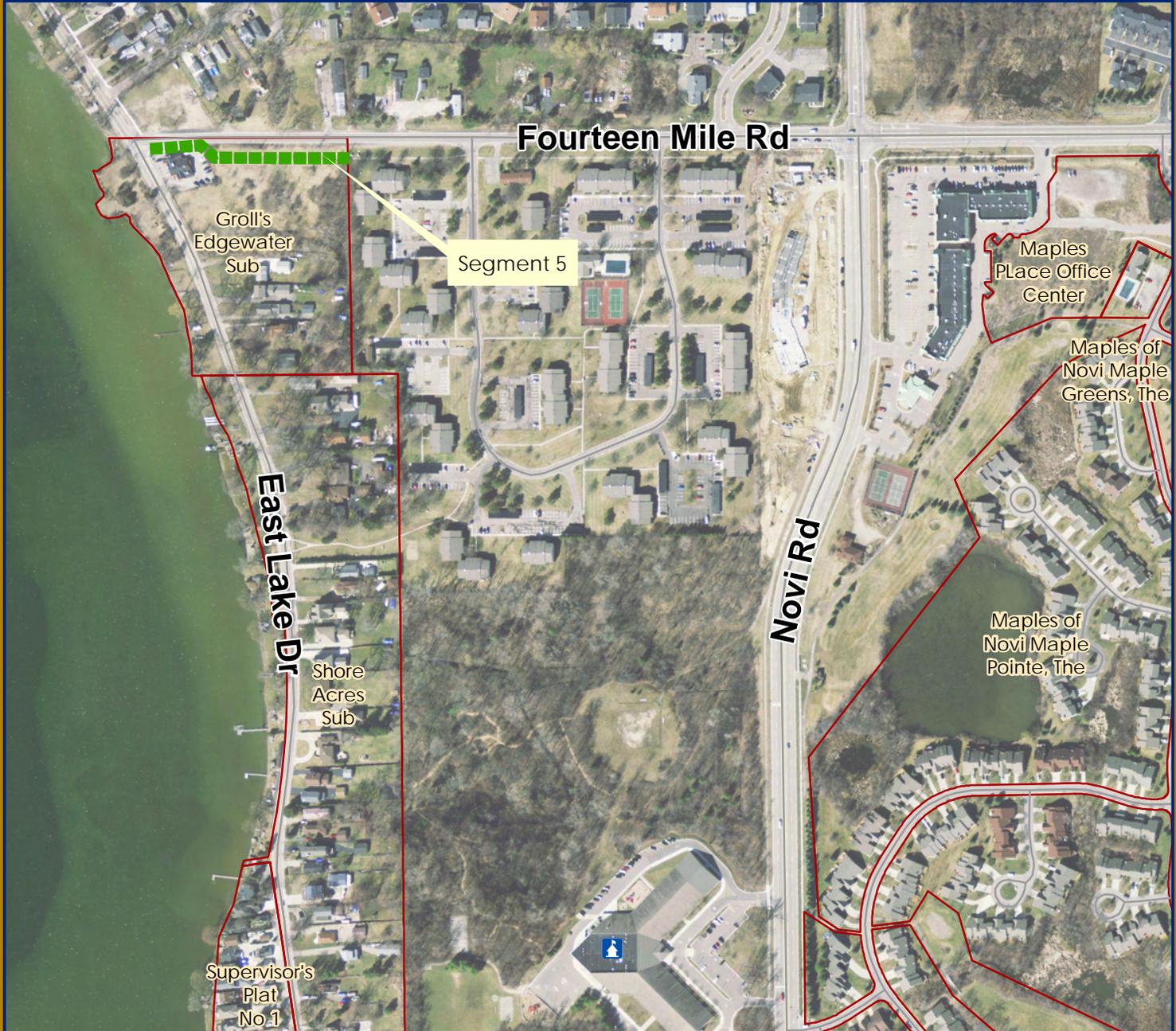
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0 112.5225 450 675 900 Feet 1 inch = 800 feet



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Overall Segment Ranking 12: Segment 5 (19-20 CIP)
 South Side of Fourteen Mile from Beechwalk Apts. to East Lake: 600'



Planned Pathways and Sidewalks

-  Pathway Major
-  Pathway Multi-Use
-  Sidewalk Local
-  Sidewalk Major
-  Developments
-  Public Parks
-  School



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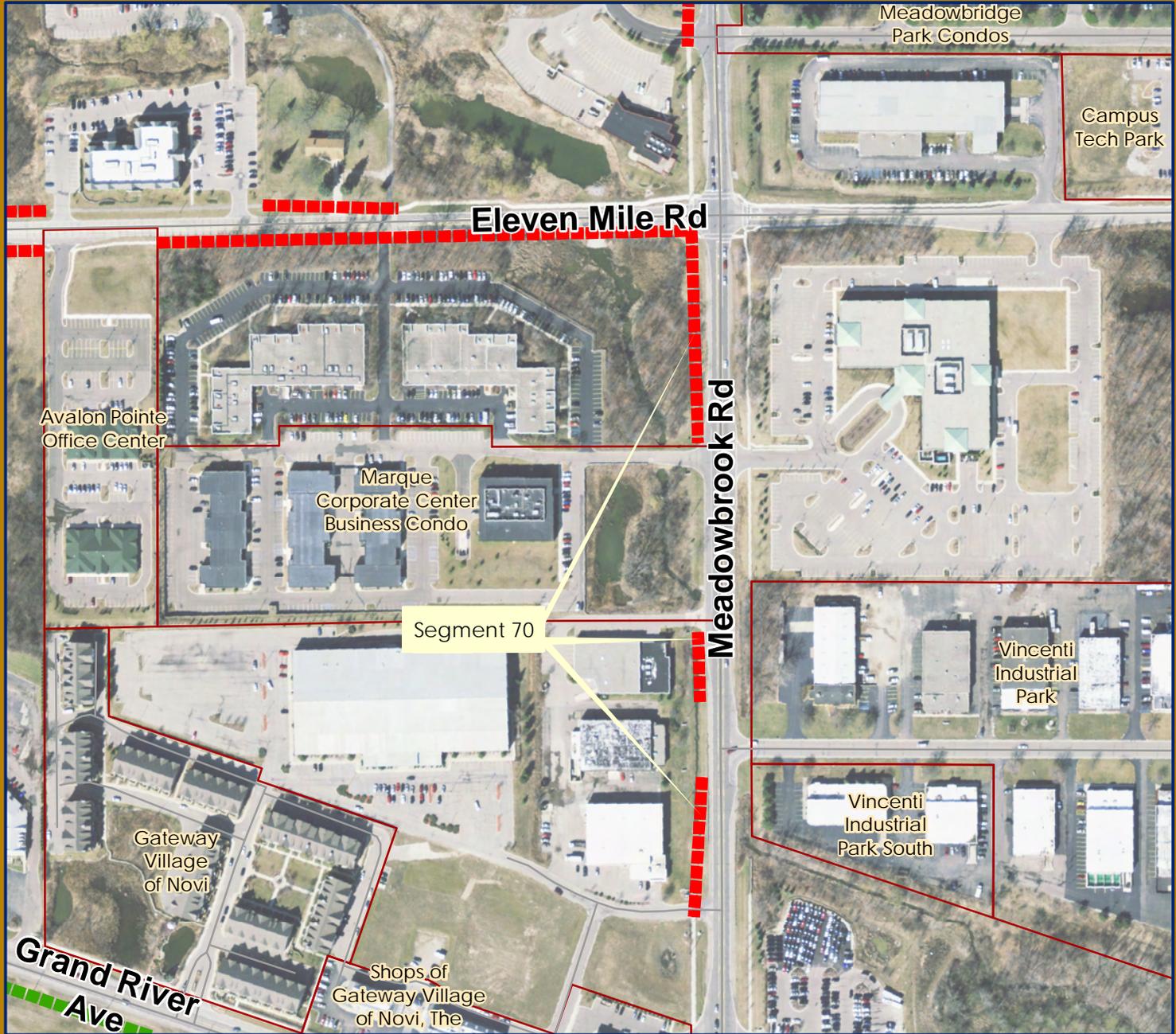
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0 55 110 220 330 440 Feet 1 inch = 400 feet



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Overall Segment Ranking 13: Segment 70 (19-20 CIP) West Side of Meadowbrook from Eleven Mile to Gateway Village: 900'



Planned Pathways and Sidewalks

-  Pathway Major
-  Pathway Multi-Use
-  Sidewalk Local
-  Sidewalk Major
-  Developments
-  Public Parks
-  School



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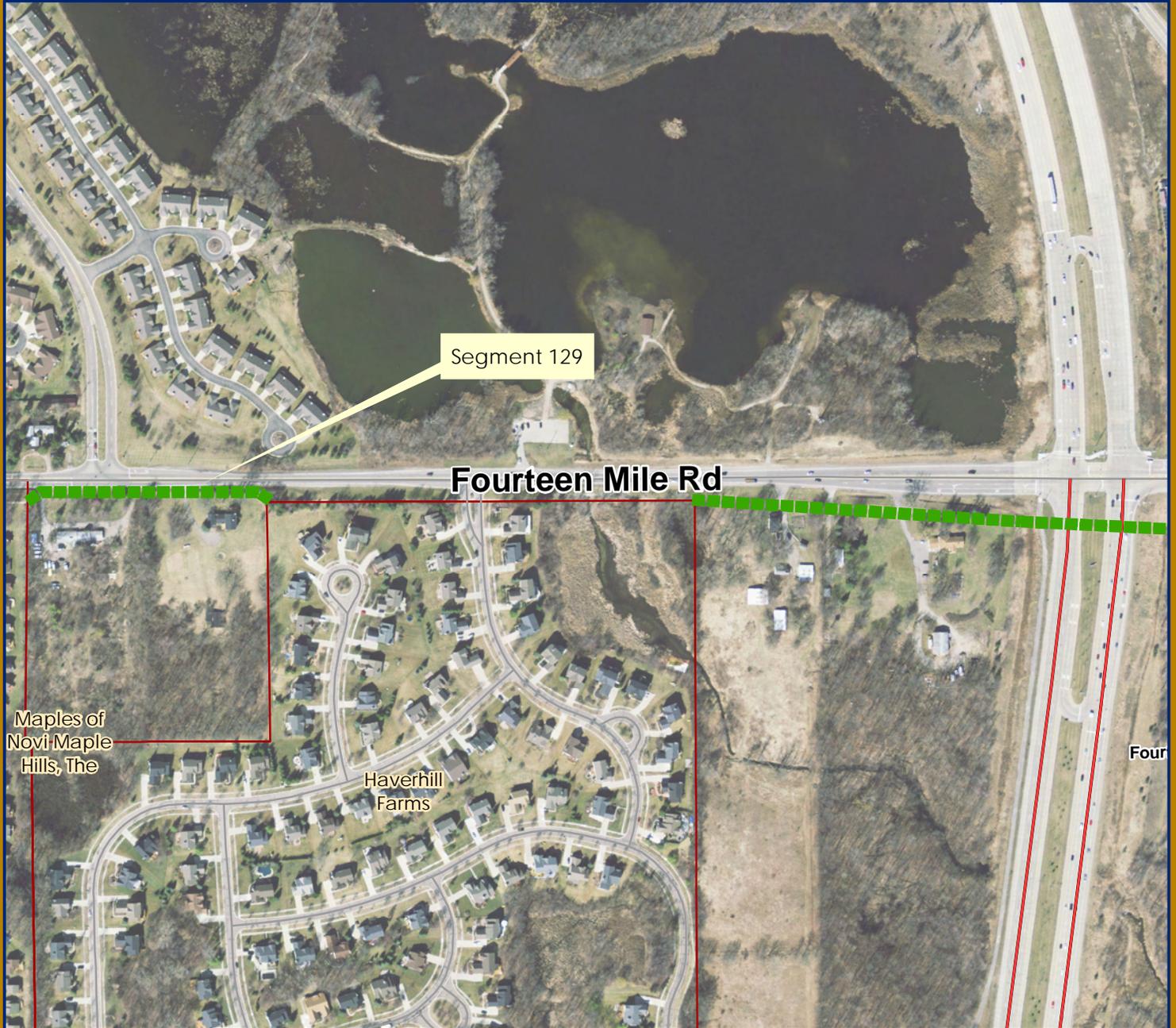
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0 40 80 160 240 320 Feet 1 inch = 300 feet



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Overall Segment Ranking 15: Segment 129 (15-16 CIP)
 South Side of Fourteen Mile from Haverhill Farms to Maples of Novi: 600'



Planned Pathways and Sidewalks

-  Pathway Major
-  Pathway Multi-Use
-  Sidewalk Local
-  Sidewalk Major
-  Developments
-  Public Parks
-  School



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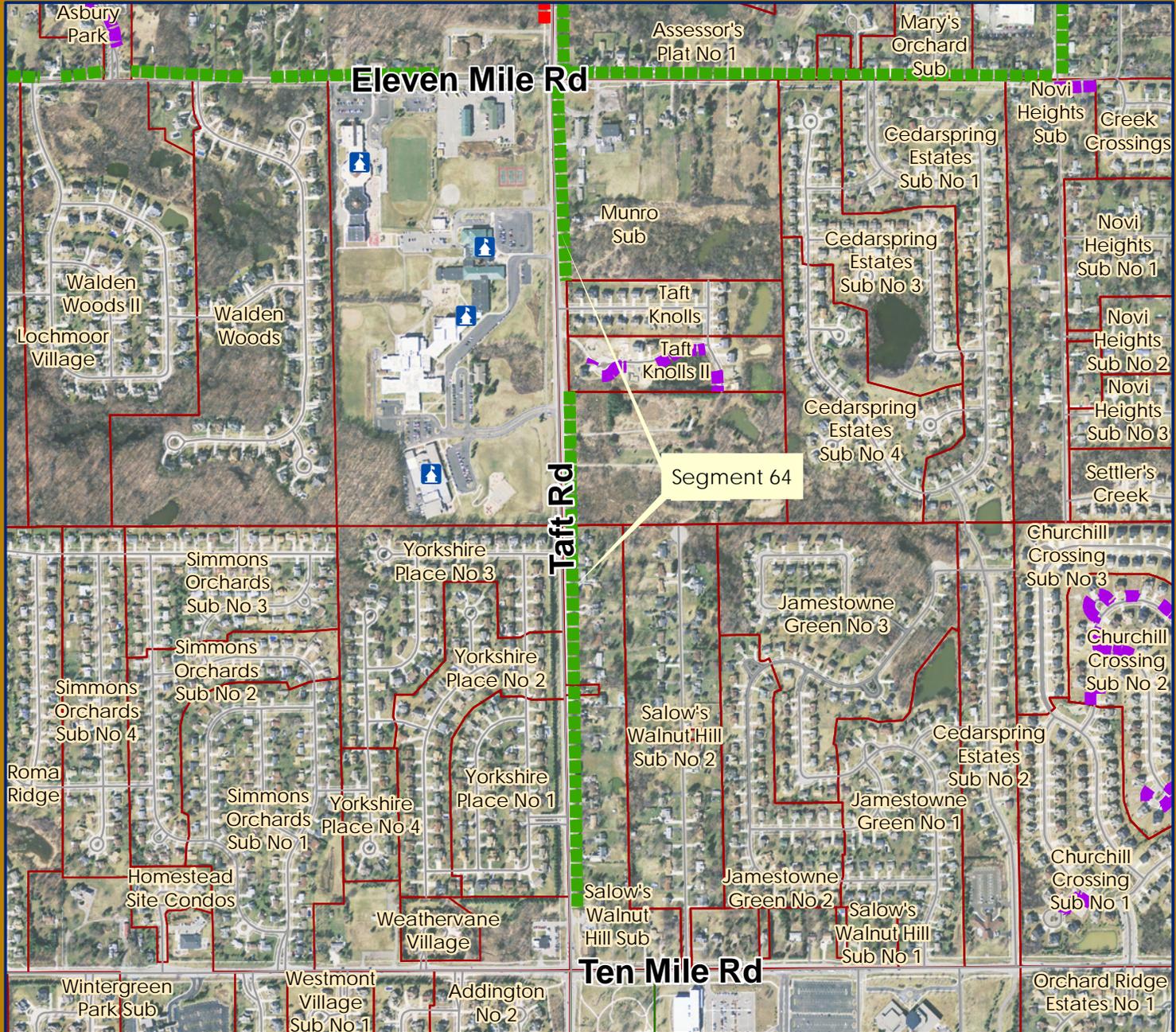
0 55 110 220 330 440 Feet 1 inch = 400 feet



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Overall Segment Ranking 16: Segment 64

East Side of Taft from Ten Mile to Eleven Mile: 3,840'



Planned Pathways and Sidewalks

- ■ ■ ■ ■ Pathway Major
- ■ ■ ■ ■ Pathway Multi-Use
- ■ ■ ■ ■ Sidewalk Local
- ■ ■ ■ ■ Sidewalk Major
- Developments
- Public Parks
- School



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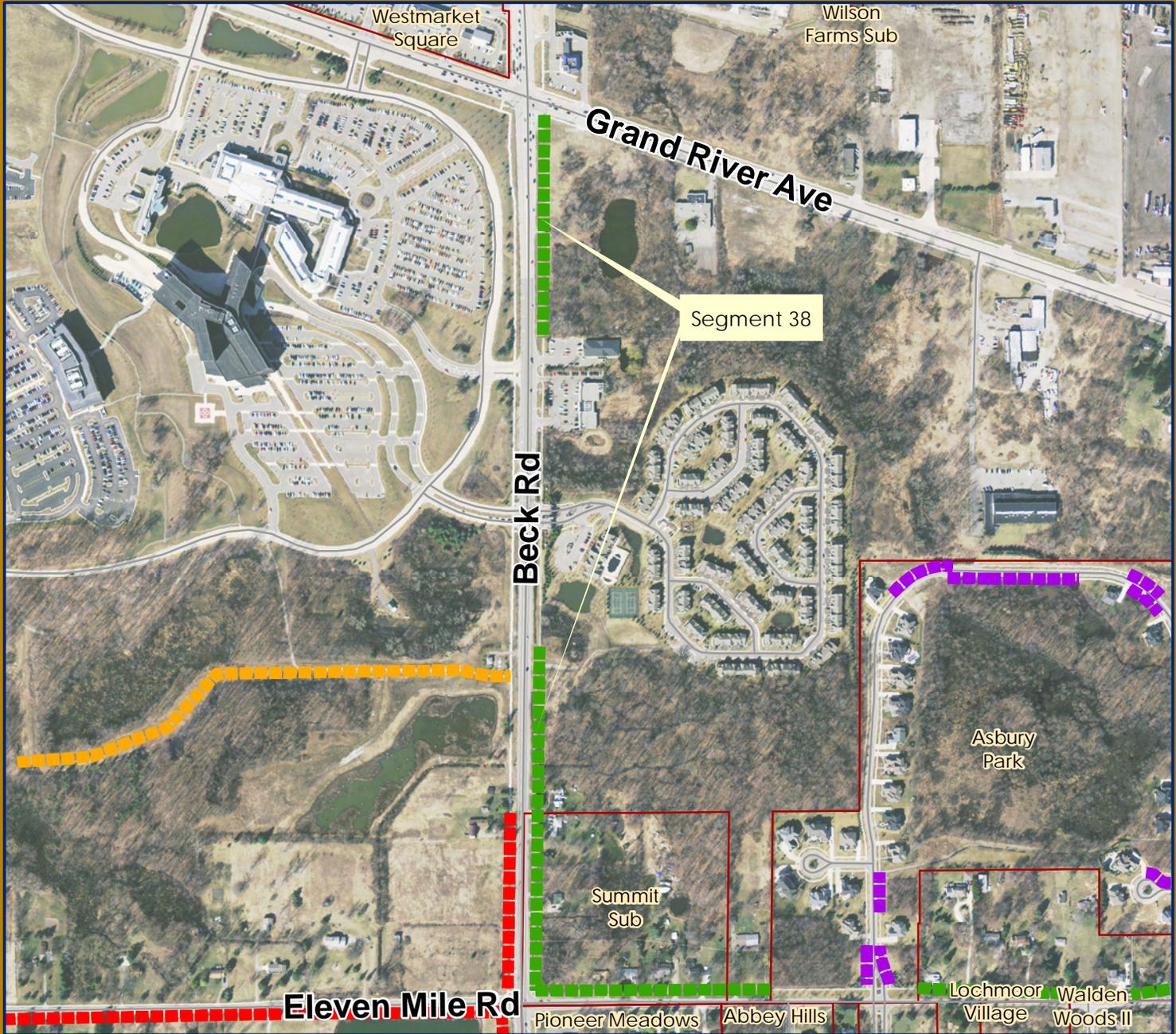
0 125 250 500 750 1,000 Feet 1 inch = 900 feet



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Overall Segment Ranking 17: Segment 38

East Side of Beck from Eleven Mile to Grand River: 2,100'



Planned Pathways and Sidewalks

- ■ ■ ■ ■ Pathway Major
- ■ ■ ■ ■ Pathway Multi-Use
- ■ ■ ■ ■ Sidewalk Local
- ■ ■ ■ ■ Sidewalk Major
- Developments
- Public Parks
- School



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0 85 170 340 510 680 Feet 1 inch = 600 feet



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Overall Segment Ranking 18: Segment 88 (19-20 CIP) North Side of Nine Mile from RR Crossing to Novi: 1,900'



Planned Pathways and Sidewalks

-  Pathway Major
-  Pathway Multi-Use
-  Sidewalk Local
-  Sidewalk Major
-  Developments
-  Public Parks
-  School



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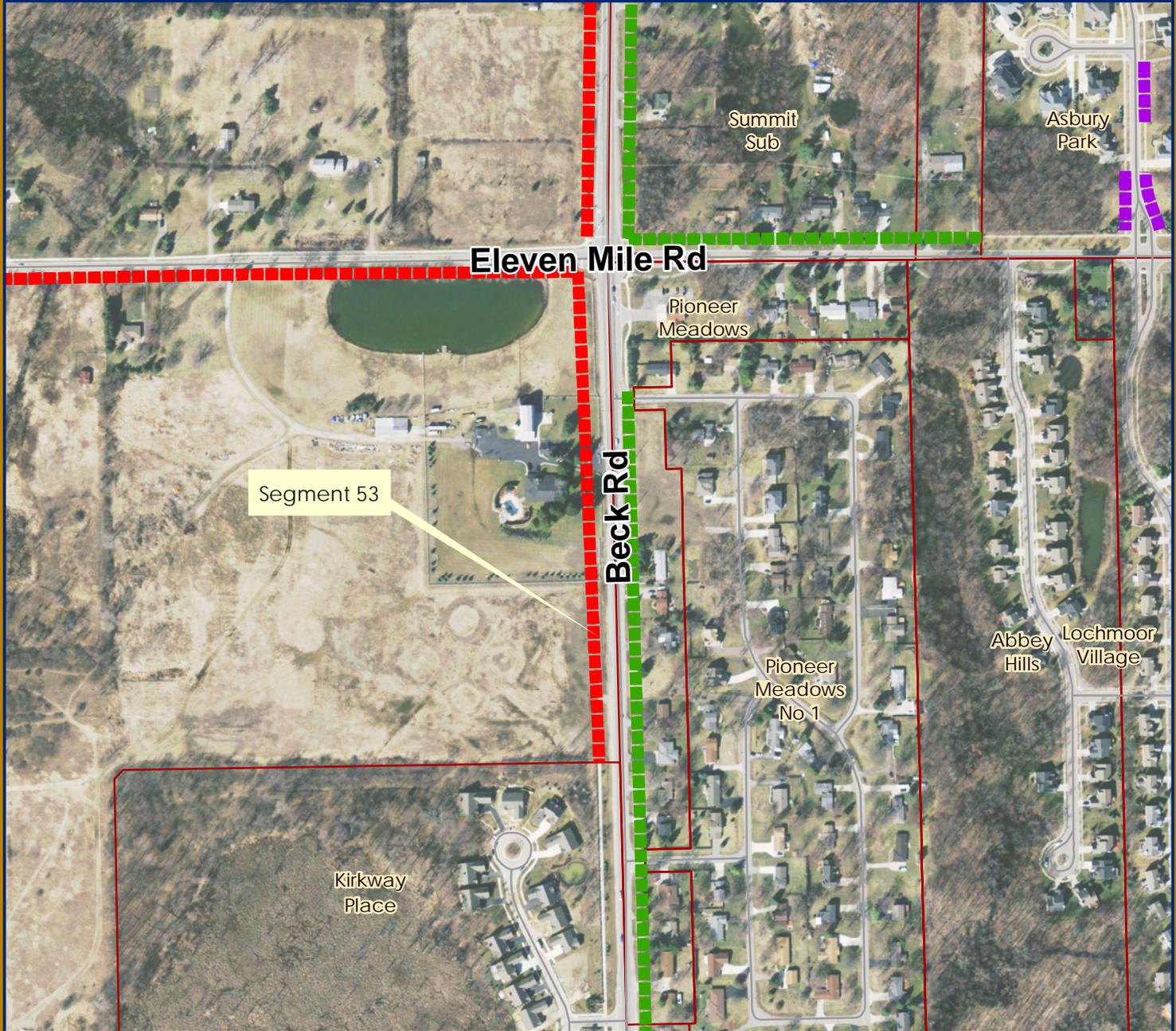
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0 55 110 220 330 440 Feet 1 inch = 400 feet



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Overall Segment Ranking 19: Segment 53 (16-17 CIP)
 West Side of Beck from Eleven Mile to Kirkway Place: 1,300'



Planned Pathways and Sidewalks

-  Pathway Major
-  Pathway Multi-Use
-  Sidewalk Local
-  Sidewalk Major
-  Developments
-  Public Parks
-  School



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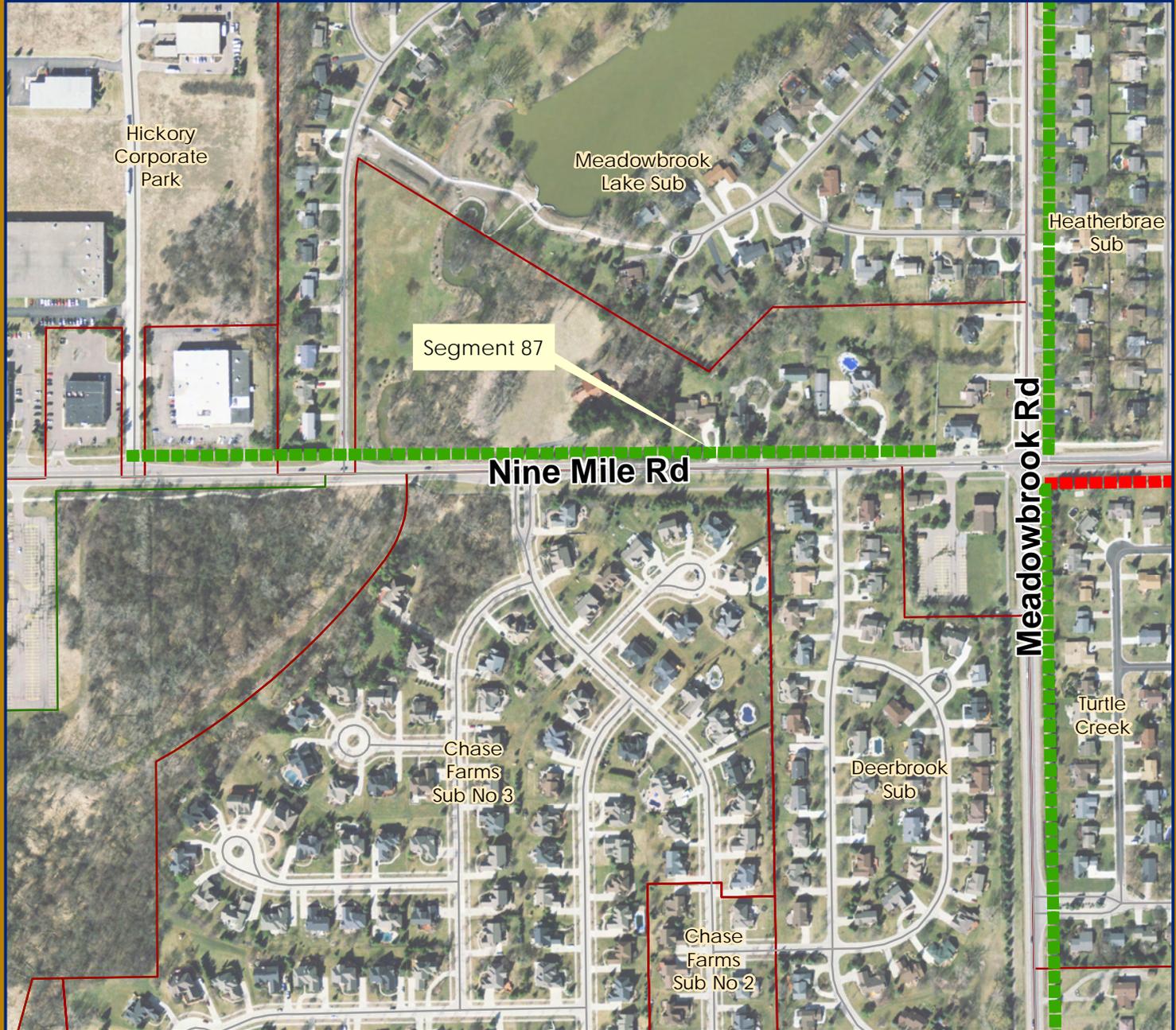
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Overall Segment Ranking 20: Segment 87

North Side of Nine Mile from Meadowbrook to Venture: 2,100'



-  Pathway Major
-  Pathway Multi-Use
-  Sidewalk Local
-  Sidewalk Major
-  Developments
-  Public Parks
-  School



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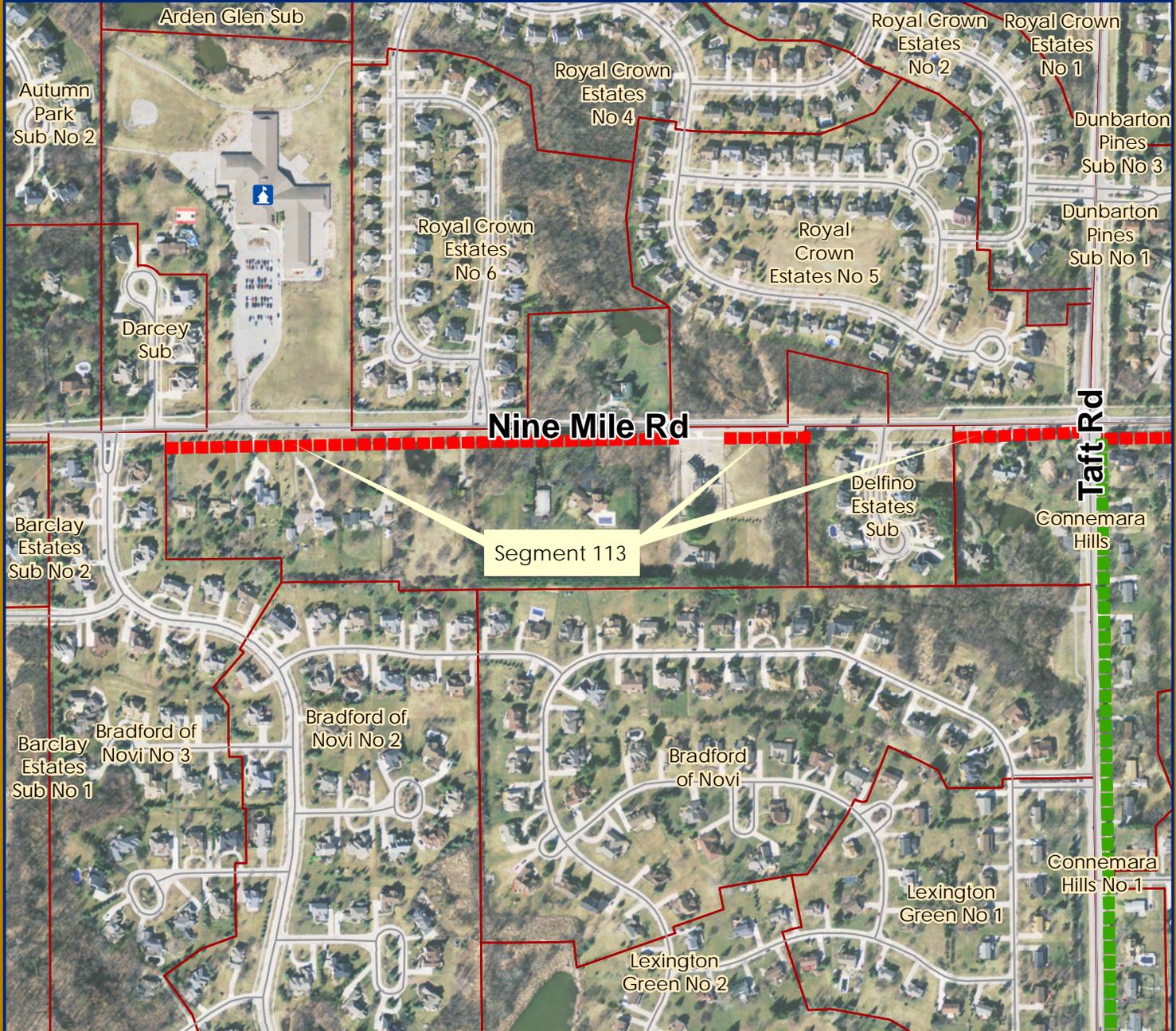
0 55 110 220 330 440 Feet 1 inch = 400 feet



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Overall Segment Ranking 20: Segment 113

South Side of Nine Mile from Beck to Taft: 2,900'



Planned Pathways and Sidewalks

-  Pathway Major
-  Pathway Multi-Use
-  Sidewalk Local
-  Sidewalk Major
-  Developments
-  Public Parks
-  School



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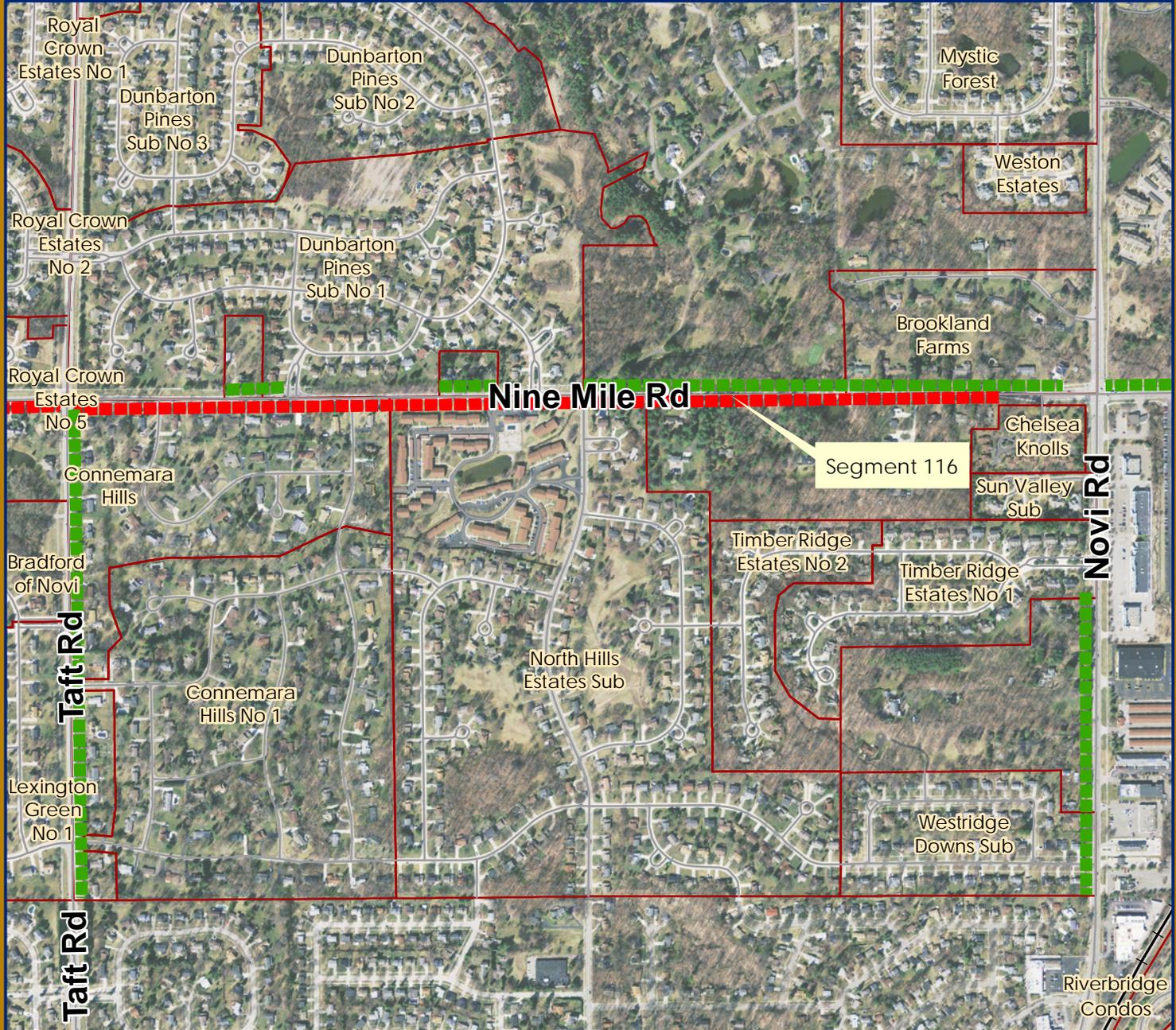
0 70 140 280 420 560 Feet 1 inch = 500 feet



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Overall Segment Ranking 20: Segment 116

South Side of Nine Mile From Chelsea to Taft; South Side: 4,900'



Planned Pathways and Sidewalks

- Pathway Major
- Pathway Multi-Use
- Sidewalk Local
- Sidewalk Major
- Developments
- Public Parks
- School



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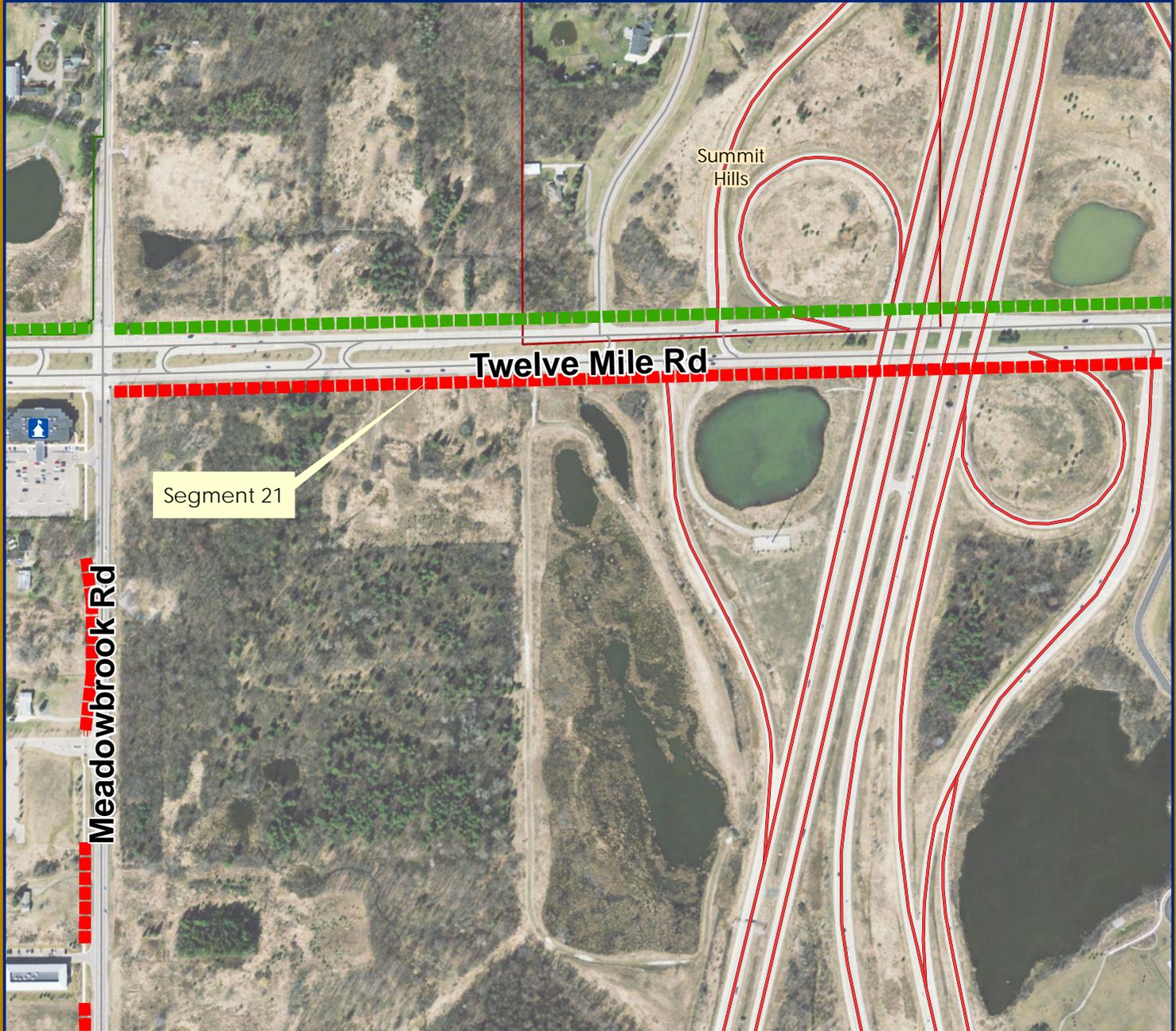
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0 112.5225 450 675 900 Feet 1 inch = 800 feet



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Overall Segment Ranking 20: Segment 21
 South Side of Twelve Mile from Meadowbrook to Haggerty: 3,900'



Planned Pathways and Sidewalks

-  Pathway Major
-  Pathway Multi-Use
-  Sidewalk Local
-  Sidewalk Major
-  Developments
-  Public Parks
-  School



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Non-Motorized Plan 2014-2015 Update

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

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

Each year, as part of the Annual Non-Motorized Prioritization process, the Walkable Novi Committee reviews the following map and tables to ensure that the City is working towards successful implementation of this important plan.

- Map 3: Non-Motorized Plan 2014-2015 Update
- Table 5: Proposed Off-Road Recreational Pathways and On-Road Regional Pathways
- Table 6: Proposed Crossings
- Table 7: Proposed Neighborhood Connector Routes
- Table 8A: Proposed Adjacent to Major Roads Pathway and Sidewalk Segments - Tier 1 Category Rankings
- Table 8B: Proposed Adjacent to Major Roads Pathway and Sidewalk Segments- Tier 2 Category Rankings



Annual Non-Motorized Prioritization: 2014-2015 Update

**Table 5:
Proposed Off-Road Recreational Pathways and On-Road Regional Pathways
City of Novi**

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											
4003	31	2	Planned Regional	ITC Corridor	ITC Sports Center Park to Nine Mile	8,153	10	A	R	14-15 CIP	Greenway Phase 1A
4013	17	2	Planned Regional	Medilodge Providence	Medilodge to Beck	3,203	10	A	R	14-15 CIP	
4036	2	1	Planned Paved	Hickory Woods	Novi to East Lake	1,025	10	A	L	14-15 CIP	NC-1
4064	31	2	Planned Regional	ITC Sports Center Park	ITC to Eight Mile	3,259	10	A	R	14-15 CIP	
4014	17	3	Planned Paved	Wildlife Woods Park	ITC to Wixom	3,393	10	A	P	14-15 CIP	Applied for MNRTF grant
4003	31	2	Planned Regional	ITC Corridor	ITC Sports Center Park to Nine Mile	8,153	10	A	R	15-16 CIP	Greenway Phase 1A
4077	23	1	Planned Paved	Main St path	Capitol to Cherry Hill	779	10	A	P	15-16 CIP	NC-4
4296	27	0	Planned Paved	Civic Center	Ten Mile to Novi Way	420	5	C	P	16-17 CIP	was seg 127A
4002	30	2	Planned Regional	Undeveloped Park/ ITC Corridor	Nine to Ten Mile	3,647	10	A	R	18-19 CIP	Greenway Phase 1B
4295	27	0	Planned Paved	Civic Center/ Power Park	Novi Way to play ground	676	5	C	P		was seg 127B
4030	26	1	Planned Paved	Orchard Hills West	Mallot to Chattman	860	10	A	L		NC-3
4010	3	2	Planned Regional	Lakeshore Park	Parking lot to 12 1/2	3,513	10	A	L		
4011	3	2	Planned Regional	Lakeshore Park	West Park to parking lot	5,759	10	A	R		
4012	15	2	Planned Paved	I-96	RR to Meadowbrook	9,677	10	A	L		
4020	25	2	Planned Paved	Village Wood Lake	Meadowbrook to Village Wood	1,147	10	A	L		
4022	27	2	Planned Paved	Power Park	Taft to existing path	1,772	10	A	P		
4023	27	2	Planned Paved	Power Park	Jonathan to park path	1,079	10	A	P		
4028	17	2	Planned Paved	Beck to ITC	ITC to Cheltenham	1,878	10	A	L		
4037	26	2	Planned Paved	Orchard Hills West	Meadowbrook to Balcombe	1,804	10	A	L		
4039	26	2	Planned Paved	Novi Ridge Orchard Hills	Balcombe to RR	1,068	10	A	L		

Legend

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

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

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

 Scheduled Segment  CIP Budget Year

Annual Non-Motorized Prioritization: 2014-2015 Update

**Table 5:
Proposed Off-Road Recreational Pathways and On-Road Regional Pathways
City of Novi**

Segment Item #	Section #	No Mo Phase	Type	Location	From / To	Length (ft.)	Width (ft)	Surface	Classification	CIP Budget Year or Scheduled Segment	Notes
4040	26	2	Planned Paved	Ice Arena	RR to River Oaks	1,540	10	A	L		
4049	4	2	Planned Regional	Beck North	Spring Lake to West Park	4,209	10	A	R		
4050	4	2	Planned Regional	The Springs Apartments	Fireside to Beck North	1,256	10	A	R		
4062	17	2	Planned Regional	ITC Corridor	Medilodge	1,511	10	A	R		
4066	3	2	Planned Regional	Lakeshore Park	Parking to South Lake	1,388	10	A	R		
4067	3	2	Planned Regional	Lakeshore Park	trail head to parking	291	10	A	R		
4004	20, 29	3	Planned Foot Trail	ITC Corridor	9 1/2 to Eleven Mile	8,101	10	D	L		
4005	17	3	Planned Paved	ITC Corridor	s. Providence to Mid Providence	1,999	10	A	L		
4006	17	3	Planned Paved	ITC Corridor	Grand River to Twelve Mile	773	10	A	R		
4007	17	3	Planned Paved	Providence Park Hospital	Central Providence to Grand River	1,366	10	A	R		
4015	29	3	Planned Paved	Nottingham Woods	Woodworth to ITC	1,777	10	A	L		
4016	20	3	Planned Paved	Mockingbird	Sandpiper to ITC	557	10	A	L		
4017	22	3	Planned Paved	East of Taft Rd.	Kerri to Taft a	1,590	10	A	L		
4018	22	3	Planned Paved	Cedar Springs	Kerri to Taft b	312	10	A	L		
4021	26	3	Planned Paved	River Oaks	Portage Way east boundary	353	10	A	L		
4024	27	3	Planned Paved	Dunbarton Pines	midway to Park	2,002	10	A	L		
4025	11	3	Planned Paved	Tollgate Farms	Steinbeck to 12 Mile	4,407	10	A	L		
4026	21	3	Planned Paved	Yorkshire to Taft Rd	Emerald Forest to Taft	767	10	A	L		
4027	35	3	Planned Paved	Chase to Novi Rd.	Novi to Asbury	306	10	A	L		
4031	2	3	Planned Paved	Maples Chateau Estates	Independence to La Roi	1,270	10	A	L		
4033	27	3	Planned Paved	Orchard Ridge Arowon	Greening to Algonquin	787	10	A	L		
4035	26	3	Planned Paved	Whispering Meadows Orchard Hill	Sovoio to Orchard Hills	1,324	10	A	L		

Legend

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

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

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

 Scheduled Segment  CIP Budget Year

Annual Non-Motorized Prioritization: 2014-2015 Update

**Table 5:
Proposed Off-Road Recreational Pathways and On-Road Regional Pathways
City of Novi**

Segment Item #	Section #	No Mo Phase	Type	Location	From / To	Length (ft.)	Width (ft)	Surface	Classification	CIP Budget Year or Scheduled Segment	Notes
4038	27	3	Planned Paved	Arrowon Pines	Algonquin to Mystic Forest	135	10	A	L		
4041	26	3	Planned Paved	Orchard Hill	Tammera to Aspen	578	10	A	L		
4042	25	3	Planned Paved	Willowbrook	Le Bost to Park	324	10	A	L		
4044	36	3	Planned Paved	Haverhill Maples	Collingdale to Kingsley	2,807	10	A	L		
4045	19	3	Planned Paved	Knightsbridge Old Dutch	Victoria to Island Lake	2,832	10	A	L		
4046	22	3	Planned Paved	Churchill to Clark	Clark to Thatcher	147	10	A	L		
4047	15	3	Planned Paved	CSX	under 96	403	10	A	L		
4048	15	3	Planned Paved	I-96	Taft to RR	2,065	10	A	L		
4051	11	3	Planned Paved	Tollgate Woods	Steinbeck to west	164	10	A	L		
4052	11	3	Planned Paved	Tollgate Woods to Vista	Steinbeck to Sandstone	646	10	A	L		
4053	21	3	Planned Paved	Walden Simmons Orchard	Arcadia to Cidermill	1,137	10	A	L		
4054	22	3	Planned Paved	Legacy Park	Ten Mile to Laurel	2,766	10	A	L		
4055	22	3	Planned Paved	Churchill to Novi Rd	Thatcher to Novi	1,624	10	A	L		
4063	16	3	Planned Paved	Taft Rd	GR to 96	1,373	10	A	L		
4116	4	3	Planned Regional	Portsmouth	Pontiac Trail to Spring Lake	1,198	8	A	R		
4198	30	3	Planned Paved	Singh Trail	Ten Mile to Nine Mile	10,106	10	A	L		
Off-Road Trails & Paths Total						116,103					
Planned On-Road Regional											
4340	12	2	On-Road Regional	Thirteen Mile S. side	M-5 to Meadowbrook	2,817	10	A	R	Design 17-18 CIP, Const 18-19 CIP	Metro Connector Phase 2
4341	11	3	On-Road Regional	Meadowbrook E. side	Twelve to Thirteen Mile	5,117	10	A	R	Design 17-18 CIP, Const 18-19 CIP	Metro Connector Phase 2
4345	9	3	On-Road Regional	West Park W. side	West to Twelve Mile	4,982	10	A	R		

Legend

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

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

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

 Scheduled Segment  CIP Budget Year

**Table 5:
Proposed Off-Road Recreational Pathways and On-Road Regional Pathways
City of Novi**

Segment Item #	Section #	No Mo Phase	Type	Location	From / To	Length (ft.)	Width (ft)	Surface	Classification	CIP Budget Year or Scheduled Segment	Notes
4348	16	3	On-Road Regional	Beck E. side	GR north 250 ft	250	10	A	R		
4343	17	3	On-Road Regional	Eleven Mile N. side	ITC to Wixom	2,550	10	A	R		
4346	17	3	On-Road Regional	Beck E. side	Providence to Grand River	2,200	10	A	R		
4344	19	3	On-Road Regional	Wixom W. side	590 ft N. of Ten Mile to Eleven Mile	4,752	10	A	R		
4351	19	3	On-Road Regional	Wixom W. side	Ten Mile 590 ft north	590	10	A	R		was seg 48
4347	9, 16	3	On-Road Regional	Beck E. side & 12 Mile S. side	Bank, I-96, West Park	4,488	10	A	R		was seg 151 & 161
Planned On-Road Regional Total						17,916					
Dirt Trails to be Paved											
4297	27	2	Dirt to be paved	Power Park		1,185	10	A	P		
4298	27	2	Dirt to be paved	Power Park		853	10	A	P		
4299	35	3	Dirt to be paved	Rotary Park		3,294	10	A	P		
4300	35	3	Dirt to be paved	Chase Farms		596	10	A	P		
4301	35	3	Dirt to be paved	Rotary Park		2,577	10	A	P		
4302	35	3	Dirt to be paved	Chase Farms		2,831	10	A	P		
4303	35	3	Dirt to be paved	Rotary Park		750	10	A	P		
Dirt Trails To Be Paved Total						12,086					

Legend

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

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

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

 Scheduled Segment  CIP Budget Year

Annual Non-Motorized Prioritization: 2014-2015 Update

Table 6: Proposed Crossings City of Novi				
Crossing Item #	No Mo Phase	Proposed	Location	Notes
5130	0	ramps crosswalks	Thirteen Mile & M-5	Should be incorporated into Metro Connector Phase 2 Design 17-18 CIP, Const 18-19 CIP
5131	0	ramps crosswalks	Twelve Mile & Haggerty	NW to NE, NW to SW & SW to SE previously identified in PSPAP
5132	0	ramps crosswalks	Beck & Eleven Mile	NW to NE & NE to SE previously identified in PSPAP with ADA
5133	0	ramps crosswalks	Wixom & Eleven Mile	CIP 17-18
5142	0	ramps crosswalks	Ten Mile & Churchill	NW to SW & NE to SE previously identified in PSPAP with ADA
5009	1	ramps crosswalks	Haggerty & Villagewood	with road project or neighborhood connector route seg 9049
5024	1	crosswalk & signals	Twelve Mile & Donelson	CIP 17-18
5026	1	crosswalk & signals	Twelve Mile & Caboret	CIP 17-18
5038	1	ramps signage & crosswalk/ mid-block crossing	Pontiac Trail & Geisler Middle School	CIP 14-15
5059	1	ramps cross signals	M-5 & Fourteen Mile west	SW to SE with pathway seg 1
5060	1	ramps cross signals	M-5 & Fourteen Mile east	SW to SE with pathway seg 1 NE to SE with Commerce
5061	1	crosswalk & signals	Haggerty & JR	NW to NE with seg 25
5064	1	ramps crosswalk	Twelve Mile & Meadowbrook south	SW-NW w/path seg 30 or 29
5001	2	mid-block	Novi & Algonquin	signage, ramps and crosswalk with neighborhood connector route seg 9067 mid-block crossing with road project
5012	2	mid-block	Meadowbrook north of Chattman	with local off road path seg 3020 & 3037
5016	2	mid-block	Beck & White Pines/Cheltenham	CIP 14-15
5027	2	mid-block	Eleven Mile & ITC path	signage, ramps and crosswalk with foot trail seg 3004 mid-block crossing with road project
5029	2	ramps signs	Nine Mile & ITC path	Should be incorporated into Greenway Phase 1A 15-16 CIP
5030	2	ramps signs	Garfield & ITC path	Should be incorporated into Greenway Phase 1A 15-16 CIP
5033	2	ramps cross signs	Meadowbrook & Bridge St	with regional trail seg 123
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
5065	2	ramps crosswalks	Twelve Mile & Meadowbrook north	SW-SE w/ seg 21 or 22 SE-NE w/seg 19

Legend



Scheduled Segment



CIP Budget Year

Table 5: Contd. Proposed Crossings City of Novi				
Crossing Item #	No Mo Phase	Proposed	Location	Notes
5002	3	mid-block	Nine Mile west of Center	signage, ramps and crosswalk with neighborhood connector route seg 9128 mid-block crossing with road project
5003	3	mid-block	Nine Mile & Ennishore	signage, ramps and crosswalk with local path seg 3034 or neighborhood connector route seg 9058 mid-block crossing with road project
5004	3	mid-block	Nine Mile & Heatherbrae	signage, ramps and crosswalk with neighborhood connector route 9043 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
011	3	mid-block	Novi & Galway	with neighborhood connector route seg 9071
5013	3	ramps signs	Nine Mile & Singh	with foot trail seg 3001
5015	3	mid-block	Wixom & Delmont	with neighborhood connector route seg 9016
5017	3	mid-block	Taft & Galway	signage, ramps and crosswalk with neighborhood connector route seg 9046 mid-block crossing with road project
5018	3	mid-block	Taft & Addington	signage, ramps and crosswalk with local off-road path seg 3022 mid-block crossing with road project
5019	3	mid-block	Taft & Novi Woods	signage, ramps and crosswalk with off-road path 4017 mid-block crossing with road project
5020	3	ramps cross signs	West Park & Bristol	with neighborhood connector route signage and crosswalk
5021	3	mid-block	Nine Mile & Darcey	signage, ramps and crosswalks with neighborhood connector route seg 9046 mid-block crossing with road project
5022	3	mid-block	Ten Mile & Simmons	with neighborhood connector route seg 9020
5023	3	mid-block	Fourteen Mile & Kingswood	with road project
5025	3	ramps cross signals	Twelve Mile & Twelve Oaks	with local off road trail seg 3025
5028	3	mid-block	Ten Mile & ITC path	with foot trail seg 3004
5031	3	mid-block crossing	Twelve Mile & ITC path	with regional trail segment 3006
5032	3	mid-block crossing	Grand River & ITC path	with regional trail segment 3006
5036	3	ramps crosswalk	Eleven Mile & Arcadia	with neighborhood connector route seg 9053
5037	3	mid-block	Taft & Jacob/Taft Knolls	CIP 15-16
5040	3	crosswalk & signals	Twelve Mile & Taft	with road project

Legend  Scheduled Segment  CIP Budget Year

Annual Non-Motorized Prioritization: 2014-2015 Update

Table 5: Contd. Proposed Crossings City of Novi				
Crossing Item #	No Mo Phase	Proposed	Location	Notes
5041	3	mid-block	Grand River & Fountain Park	with road project
5042	3	mid-block	Grand River west of Karim	with road project
5044	3	ramps cross signal	Novi at Post Office	with local off road path seg 3055
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
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
63 Total Planned Crossing Improvements				

Legend  Scheduled Segment  CIP Budget Year

**Table 6:
Proposed Neighborhood Connector Routes
City of Novi**

Segment Item #	No Mo Master Plan Priority	Location	From/To	Length (ft.)	Notes
9067	0	Algonquin Little Falls	Little Rapids west	2,521	
9060	0	Bristol	West Park to Pennington	1,713	
9113	0	Caberet	Twelve Mile to Fountainwalk	2,427	
9047	0	Chellenham	Novi west	2,120	
9112	0	Dixon	Twelve Mile to 12 1/2 Mile	2,688	
9071	0	Galway	Center to Novi	2,715	
9069	0	High Meadow	Greening to Jonathan	1,017	
9008	0	Jonathan	High Meadow to west end	297	
9079	0	New Ct	East Lake to school	296	
9031	0	Village Wood	Heatherbrie to School	876	
9049	0	Village Wood	School to Haggerty	3,720	
9006	0	White Pine	Taft to Moorgate	2,778	
9009	0	White Pine	Beck to Moorgate	3,488	
9034	1	Addington	Taft to Devonshire	602	
9019	1	Addington Jaslyn	Westmont 10 to Devonshire	2,917	
9123	1	Bethany Cherry Hill	Brenda to Highlands	5,984	
9124	1	Bethany Ripple Creek	MaudeLea to Brenda	3,238	
9103	1	Broquet Glenn Haven	Meadowbrook to 8 Mile	4,287	
9094	1	Center	Galway to Northville	483	
9127	1	Christina Sussex	Sullivan to Churchill link	715	
9021	1	Cidermill	Beck to Riverview Ln	3,972	
9145	1	Clark	Eleven Mile south end	2,613	
9082	1	Congress	Constitution to Capitol	759	
9057	1	CortlandHickoryGrove	Ten Mile to Russet Power Park	1,596	
9025	1	Eleven_Clark	Taft to Grand River	3,739	
9140	1	Emerald Forest	school link to west end	1,037	
9029	1	Flint	bend to Grand River	213	
9028	1	Flint_Main	Potomic to bend in Flint	2,595	
9046	1	Galway	Hillridge to Dartmouth	7,058	
9075	1	Galway	Nine Mile to Dartmoor	530	
9129	1	Galway	Center to Hillridge	621	
9043	1	HeatherbraeMarks	Meadowbrook to Villagewood	6,138	
9054	1	Kerri_Sullivan	west end to Christine	1,012	
9072	1	Moorsgate	White Pine to Thornton School	713	
9027	1	Potomic	Main to Congress	1,025	
9020	1	RiverviewSimmons	Ten Mile to Cidermill	3,596	
9126	1	SealyJosephBrenda	Eleven Mile to Bethany	4,604	
9041	1	Seely_Old11	Eleven Mile to 275 trail	713	
9056	1	ThatcherCavendish	Sussex link to 10 Mile	2,631	
9090	2	Eleven Mile	verizon access to Town Center	1,860	
9125	2	Eleven Mile	Meadowbrook to Sealey	2,726	
9053	2	Arcadia	Eleven Mile to end	1,569	
9134	2	Arcadia	Cordoba to west end	1,675	
9119	2	Bristol	West Park west part off road	3,060	

Annual Non-Motorized Prioritization: 2014-2015 Update

Table 6: Proposed Neighborhood Connector Routes City of Novi					
Segment Item #	No Mo Master Plan Priority	Location	From/To	Length (ft.)	Notes
9012	2	Brownstone	Meadowbrook to Hemingway	1,105	
9058	2	Chase	Reindeer to 9 Mile	1,436	
9026	2	Crescentwood Drakes Bay	Glenwood ReyesPoint loop	16,523	
9001	2	Eleven Mile	Meadowbrook to Verizon access	1,880	
9042	2	Ennishore Balcombe	Nine Mile to Chattman	2,699	
9044	2	Fawn ReinDeer	Meadowbrook to Nine Mile	1,867	
9111	2	Garfield	ITC to Eight Mile	5,596	
9007	2	HamptonHill Ridge	Cherry Hill to Ten Mile	2,563	
9052	2	Liberty Montmorency	Chateau to LaRoi	2,435	
9128	2	NorthHill Midway	Danbarton to Galway	3,983	
9011	2	Plateau Hemingway Wolf	Burroughs to Liberty	2,474	
9070	2	Quincey Tamara	Ten Mile to school	1,252	
9015	2	Reeds Pointe Kelsey	Drakes Bay to Wixom	1,894	
9066	2	Silvery	Borchart to Orchard Park cut	940	
9010	2	Steinbeck	Crane to Burroughs	1,418	
9098	2	Thatcher	at eyebrow	179	
9143	2	Thatcher	Clark link to Novi link	899	
9101	2	Town Center Main	Eleven Mile to Potomic	1,417	
9122	2	Twelve Oaks	East loop	4,093	
9133	2	Waverly Independence	Novi to Chateau link	581	
9121	3	12 1/2 Mile	All	2,696	
9013	3	12 Mile	Grand River to Napier	4,616	
9107	3	AlbertKnightsbridge	Twelve Mile Island Lake link	2,416	
9051	3	AmyLadeneSavoie	Orchard Hill link to Meridian	4,051	
9014	3	ApplebrookeRoberts	Deer Run to Nine Mile	2,885	
9018	3	CiderMill Sandpiper	Beck to ITC connector	2,688	
9110	3	Deer Run	Garfield to Applebrooke	2,238	
9016	3	Delmont	Wixom to Woodworth	1,545	
9093	3	Galway	Novi to Center	2,715	
9139	3	Hillside Sunday	Nine Mile to Roberts	2,242	
9132	3	Independance	Sleepy Hollow to Chateau link	606	
9106	3	KingswoodKingsley	Fourteen Mile Chateau link	2,380	
9138	3	LaurelTorino	Nine Mile to Links of Novi	3,531	
9142	3	Orchard Hill	Eight Mile to Whispering link	2,314	
9120	3	Sandstone	Novi to Tollgate link	2,040	
9104	3	SleepyHollow Colling	Independence to HaverHill link	1,743	
9136	3	Terra Del Mar	Ten Mile to Drakes Bay	2,900	
9017	3	Woodworth	Delmont to ITC loop	542	
Total Planned Routes (ft.)				200,318	

Table 8A:
Proposed Adjacent to Major Roads Pathway and Sidewalk Segments
Tier 1 Category Rankings
City of Novi

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

OVERALL SEGMENT RANK	Segment Item #	Section #	Type	Side of Street	Location	From	To	# of Pieces in Segment	Segment Length (ft.) excluding developer planned & completed pieces	Notes	TIER 1 CATEGORIES															TOTAL TIER 1 POINTS	TIER 1 RANKING
											BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/14)	TRAFFIC COUNTS (ADT) 2010 Non-Motorized MP	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile)	ACCESS TO SCHOOLS (# middle & high schools within 2 miles)	ACCESS TO SCHOOLS (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO LIBRARY & CITY HALL (connected continuously by sidewalk or pathway)	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	NOVI WIXOM TRANS STUDY		
											5 = 1 accidents 10 = 2 accidents 15 = 3 accidents 20 = 4 accidents	0 = <10K ADTs 5 = 10K-20K ADTs 10 = >20K ADTs	4.5 = 1 school 9 = 2+ schools	4.5 = 1 school 9 = 2+ schools	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	9 = connected to Library/City Hall	3.5 = 1 shopping area 7 = 2+ shopping areas	3.5 = 1 places of worship 7 = 2+ places of worship	3.5 = connected to neighboring sidewalk system 7 = connected to regional trail system	0 = low density 8 = medium density 16 = high density	3.5 = 1/2 to 1 mile 7 = over 1 mile	10 = top 15 survey responses, resident petitions & documented segments requested by groups & govt agencies	20 = initial investment 15 = major corridor	Recommended Timeframe 15 = 2012-2016 10 = 2017-2020 5 = 2021-2024		
1	81	25	P	south	Ten Mile	Meadowbrook	Haggerty	1	5,300	17-18 & 19/20 CIP	20	5	9	4.5	4.5	8	0	7	7	3.5	16	7	10	20	0	122	1
2	9	4	S	south	Pontiac Trail	West Park	Beck	3	5,000	15-16 & 17-18 CIP	20	5	0	9	0	8	0	7	7	3.5	16	7	10	20	0	113	2
3	90	26	P	south	Ten Mile	Novi Rd.	Chipmunk	1	2,400	18-19 CIP	5	5	4.5	9	4.5	8	9	7	7	0	16	7	10	20	0	112	3
4	62	22	S	north	Ten Mile	Eaton Center	Churchill Crossing	1	400	15-16 CIP	0	5	9	9	4.5	8	9	3.5	7	0	16	7	10	20	0	108	5
5	39	17	P	west	Beck	Eleven Mile	Providence	1	1,100	17-18 CIP	5	10	9	9	9	4	9	3.5	0	0	8	7	0	15	0	88.5	12
5	80B	24	S	north	Ten Mile	Meadowbrook	Willowbrook Estates	1	189		10	5	9	4.5	4.5	8	0	7	7	3.5	16	7	10	20	0	112	4
7	93	27	S	north	Nine Mile	Novi Rd.	Taft	3	3,300	17-18 & 18-19 CIP	10	0	9	9	4.5	8	9	3.5	0	0	16	7	10	20	0	106	6
8	119	36	S	east	Meadowbrook	Eight Mile	Nine Mile	2	3,800	18-19 CIP	5	0	9	9	0	8	9	0	7	3.5	16	7	10	20	0	104	8
9	99	29	P	south	Ten Mile	Beck	Wixom	2	4,000	17-18 CIP	5	5	0	9	4.5	4	9	3.5	7	0	8	7	10	20	0	92	10
10	121	36	P	south	Nine Mile	Meadowbrook	Haggerty	1	5,280		5	0	4.5	4.5	0	8	9	7	7	7	16	7	10	20	0	105	7
11	84	25	S	east	Meadowbrook	Ten Mile	Nine Mile	2	4,400	19-20 CIP	0	5	9	9	4.5	8	0	3.5	7	0	16	7	10	20	0	99	9
12	5	2	S	south	Fourteen Mile	Beechwalk Apartments	East Lake	1	600	19-20 CIP	5	0	4.5	4.5	4.5	4	0	3.5	3.5	3.5	16	7	10	20	0	86	14
13	70	23	P	west	Meadowbrook	Eleven Mile	Gateway Village	3	900	19-20 CIP	5	5	4.5	4.5	4.5	0	0	7	3.5	7	16	3.5	10	15	0	85.5	15
14	82B	25	S	west	Haggerty	Pavilion Ct Apartments	Nine Mile	1	492		10	10	4.5	0	0	4	9	3.5	7	7	16	7	10	0	0	88	13
15	129	1	S	south	Fourteen Mile	Haverhill Farms	Maples of Novi	1	600	15-16 CIP	0	5	4.5	0	9	4	0	7	3.5	3.5	8	7	10	20	0	81.5	16
16	64	22	S	east	Taft	Ten Mile	Eleven Mile	2	3,840		5	0	9	9	0	8	9	0	7	0	16	7	10	0	0	80	17
17	38	16	S	east	Beck	Eleven Mile	Grand River	2	2,100		15	10	9	9	4.5	4	9	3.5	0	0	8	7	0	0	0	79	18
18	88	26	S	north	Nine Mile	RR crossing	Novi Rd.	2	1,900	19-20 CIP	10	0	9	9	0	8	9	3.5	7	0	16	7	0	0	0	78.5	19

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

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

Table 8A: (Contd.) Proposed Adjacent to Major Roads Pathway and Sidewalk Segments Tier 1 Category Rankings City of Novi											All proposed adjacent to road pathway & sidewalk segments are reviewed against a set of Tier 1 criteria & assigned points based on the segment's potential service benefits to the citizens of the City, the segments are ranked by the Tier 1 points & the segments receiving the top 20 points are assigned Tier 2 points																
											TIER 1 CATEGORIES																
OVERALL SEGMENT RANK	Segment Item #	Section #	Type	Side of Street	Location	From	To	# of Pieces in Segment	Segment Length (ft.) excluding developer planned & completed pieces)	Notes	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/14)	TRAFFIC COUNTS (ADI) 2010 Non-Motorized MP	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile)	ACCESS TO SCHOOLS (# middle & high schools within 2 miles)	ACCESS TO SCHOOLS (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO LIBRARY & CITY HALL (connected continuously by sidewalk or pathway)	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	NOVI WIXOM TRANS STUDY	TOTAL TIER 1 POINTS	TIER 1 RANKING
											points available per category	5 = 1 accidents 10 = 2 accidents 15 = 3 accidents 20 = 4 accidents	0 = <10K ADTs 5 = 10K-20K ADTs 10 = >20K ADTs	4.5 = 1 school 9 = 2+ schools	4.5 = 1 school 9 = 2+ schools	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	9 = connected to Library/City Hall	3.5 = 1 shopping area 7 = 2+ shopping areas	3.5 = 1 places of worship 7 = 2+ places of worship	3.5 = connected to neighboring sidewalk system 7 = connected to regional trail system	0 = low density 8 = medium density 16 = high density	3.5 = 1/2 to 1 mile 7 = over 1 mile	10 = top 15 survey responses, resident petitions & documented segments requested by groups & govt agencies	20 = initial investment 15 = major corridor		
19	53	20	P	west	Beck	Eleven Mile	Kirkway Place	1	1,300	16-17 CIP	0	5	9	9	4.5	4	9	3.5	0	0	16	7	10	0	0	77	20
20	87	26	S	north	Nine Mile	Meadowbrook	Venture	1	2,100		0	0	9	9	0	8	0	3.5	7	7	16	7	10	0	0	76.5	21
20	113	33	P	south	Nine Mile	Beck	Taft	3	2,900		5	0	9	9	0	8	9	0	3.5	0	16	7	10	0	0	76.5	21
20	116	34	P	south	Nine Mile	Chelsea	Taft	1	4,900		5	0	9	9	0	8	9	3.5	0	0	16	7	10	0	0	76.5	21
23	21	13	P	south	Twelve Mile	Meadowbrook	Haggerty	2	3,900		15	5	4.5	0	9	0	0	7	3.5	3.5	8	3.5	0	0	15	74	24
24	79	24	S	east	Meadowbrook	Ten Mile	Grand River	3	2,000		10	5	9	4.5	4.5	8	9	7	7	0	8	7	10	0	0	89	11
24	1b	1	S	south	Fourteen Mile	M-5	Haverhill Farm	1	867		0	5	0	0	9	4	0	3.5	0	7	8	7	10	20	0	73.5	25
26	6	3	P	west	West Park	Bristol Corners	Pontiac Trail	3	2,100	17-18 CIP	20	0	0	9	0	4	0	3.5	0	3.5	16	7	10	0	0	73	26
27	52	20	P	south	Eleven Mile	Wixom	Beck	1	5,000		0	0	9	9	9	4	9	3.5	3.5	0	8	7	10	0	0	72	27
27	97	29	P	west	Beck	Ten Mile	Nine Mile	3	3,400		15	5	4.5	9	0	4	9	3.5	7	0	8	7	10	0	0	72	27
29	169	17	P	west	Beck	across 96		1	1,346		5	10	0	4.5	9	4	0	7	0	0	0	7	10	15	0	71.5	29
30	58	21	S	east	Beck	Sierra	Ashley	1	3,800		0	5	9	9	4.5	4	9	3.5	3.5	0	16	7	10	0	0	70.5	30
30	60B	22	P	south	Eleven Mile	Clark	Creek Crossing	1	225		0	0	9	4.5	4.5	0	9	7	3.5	0	16	7	10	0	0	70.5	30
32	112	33	S	east	Beck	Nine Mile	City Limits	1	1,400		10	10	9	9	0	0	9	0	3.5	0	16	3.5	0	0	0	70	32
32	120	36	S	west	Haggerty	Eight Mile	Nine Mile	4	2,800		15	10	4.5	0	0	0	0	7	3.5	7	16	7	10	0	0	70	32
34	44	18	P	east	Napier	Knights Bridge	Island Lake	1	2,700		10	0	0	9	9	0	0	0	0	0	8	3.5	10	20	0	69.5	34
35	43	18	P	west	Wixom	Catholic Central	Island Lake	2	800		0	5	4.5	9	9	4	9	3.5	0	3.5	8	3.5	10	0	0	69	35
36	66	23	P	south	Grand River	Novi Rd.	Market	3	1,000		15	5	0	4.5	4.5	0	9	7	0	0	16	7	10	0	0	68	36

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

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Table 8A: (Contd.) Proposed Adjacent to Major Roads Pathway and Sidewalk Segments Tier 1 Category Rankings City of Novi										All proposed adjacent to road pathway & sidewalk segments are reviewed against a set of Tier 1 criteria & assigned points based on the segment's potential service benefits to the citizens of the City, the segments are ranked by the Tier 1 points & the segments receiving the top 20 points are assigned Tier 2 points																									
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OVERALL SEGMENT RANK	Segment Item #	Section #	Type	Side of Street	Location	From	To	# of Pieces in Segment	Segment Length (ft.) excluding developer planned & completed pieces	Notes	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/14))	TRAFFIC COUNTS (ADT) 2010 Non-Motorized MP	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile)	ACCESS TO SCHOOLS (# middle & high schools within 2 miles)	ACCESS TO SCHOOLS (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO LIBRARY & CITY HALL (connected continuously by sidewalk or pathway)	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	NOVI WIXOM TRANS STUDY	TOTAL TIER 1 POINTS	TIER 1 RANKING								
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37	37	16	S	north	Eleven Mile	Taft	Beck	3	3,800		0	0	9	9	4.5	4	9	3.5	3.5	0	8	7	10	0	0	67.5	37								
38	25	13	S	west	Haggerty	Twelve Mile	section line	2	4,300		10	5	0	0	9	0	0	3.5	0	3.5	16	0	0	20	0	0	67	38							
39	168	14	P	east	Novi Rd.	across 96		1	2,077		0	10	0	4.5	9	0	9	7	0	0	16	0	10	0	0	65.5	39								
40	114	34	S	east	Taft	Nine Mile	City Limits	1	2,600		0	0	9	9	0	8	9	3.5	0	3.5	16	7	0	0	0	65	40								
41	3	1	S	north	Thirteen Mile	Haggerty Rd.	M-5	2	1,800		10	0	4.5	0	9	0	0	0	3.5	7	8	7	0	15	0	64	41								
41	10	4	S	east	Beck	K & S Plaza	City Limits	2	230	15-16 CIP	5	10	0	9	0	0	0	3.5	3.5	3.5	16	3.5	10	0	0	64	41								
41	18	11	S	north	Twelve Mile	Novi Rd.	Meadowbrook	1	5,280		10	5	4.5	0	9	0	0	7	3.5	0	8	7	0	0	10	64	41								
44	51	20	S	north	Ten Mile	Dinser	Woodham	1	1,780		0	5	0	9	4.5	4	9	3.5	7	3.5	8	0	10	0	0	63.5	44								
45	12	9	S	north	Twelve Mile	West Park	Liberty Park	1	2,435		10	5	0	4.5	9	4	0	3.5	0	0	0	7	10	0	10	63	45								
46	32a	15	S	west	Novi Rd.	I-96 north side	I-96 south side	1	1,612		15	10	0	4.5	9	0	0	7	0	0	0	7	10	0	0	62.5	46								
47	72	23	P	north	Grand River	Town Center	Amstaff building	1	830		10	5	4.5	4.5	4.5	0	0	7	3.5	0	16	7	0	0	0	62	47								
47	115	34	S	west	Novi Rd.	Timber Ridge development	City Limits	1	1,600		5	5	9	9	0	4	0	7	0	0	16	7	0	0	0	62	47								
49	35	15	S	east	Taft	Eleven Mile	Grand River	1	1,680		0	0	9	9	4.5	0	9	0	3.5	0	8	7	10	0	0	60	49								
50	75	24	P	north	Grand River	Seeley	Meadowbrook	2	1,600		10	5	9	0	4.5	0	9	7	3.5	0	8	3.5	0	0	0	59.5	50								
51	77	24	S	west	Haggerty	Grand River	section line	1	3,100		5	5	0	0	4.5	4	0	7	0	7	8	3.5	0	0	15	59	51								
52	7	3	S	south	South Lake	Elm	Henning	1	2,800		10	0	4.5	9	4.5	4	0	3.5	0	0	16	7	0	0	0	58.5	52								
52	68	23	P	south	Grand River	Funeral Home	Meadowbrook	1	800		10	5	4.5	4.5	4.5	0	0	7	3.5	0	16	3.5	0	0	0	58.5	52								
54	34	15	S	north	Eleven Mile	Clark	Taft	1	2,600		0	0	9	9	9	0	9	3.5	3.5	0	8	7	0	0	0	58	54								
54	78	24	P	south	Grand River	Meadowbrook	Haggerty	4	3,000		10	5	9	0	4.5	4	0	7	0	3.5	8	7	0	0	0	58	54								

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Table 8A: (Contd.) Proposed Adjacent to Major Roads Pathway and Sidewalk Segments Tier 1 Category Rankings City of Novi											All proposed adjacent to road pathway & sidewalk segments are reviewed against a set of Tier 1 criteria & assigned points based on the segment's potential service benefits to the citizens of the City, the segments are ranked by the Tier 1 points & the segments receiving the top 20 points are assigned Tier 2 points																
OVERALL SEGMENT RANK	Segment Item #	Section #	Type	Side of Street	Location	From	To	# of Pieces in Segment	Segment Length (ft.) excluding developer planned & completed pieces)	Notes	TIER 1 CATEGORIES															TOTAL TIER 1 POINTS	TIER 1 RANKING
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56	32b	15	S	west	Novi Rd.	Twelve Mile	West Oaks	1	1,443		15	5	0	4.5	9	0	0	7	0	0	0	7	10	0	0	57.5	56
57	153	36	S	east	Haggerty	City limits	Taco Bell	1	520		10	10	0	0	0	0	0	7	0	7	16	7	0	0	0	57	57
58	41	17	S	east	Wixom	Target	Deerfield Elementary	1	1,100		0	5	4.5	9	9	4	9	3.5	0	3.5	0	7	0	0	0	54.5	58
59	67	23	P	south	Grand River	Fountain Park	Funeral Home	1	1,100		0	5	4.5	4.5	4.5	0	9	7	0	0	16	3.5	0	0	0	54	59
60	31	15	S	south	Twelve Mile	Novi Rd.	Taft	2	2,000		15	5	0	0	9	4	0	3.5	0	0	0	7	10	0	0	53.5	60
60	149	15	P	east	Clark	Eleven Mile	Grand River	1	208		0	0	9	4.5	9	0	9	3.5	3.5	0	8	7	0	0	0	53.5	60
60	1a	1	S	south	Fourteen Mile	Haggerty Rd.	M-5	1	1,620		0	5	0	0	9	4	0	3.5	0	7	8	7	10	0	0	53.5	60
63	29	14	P	south	Twelve Mile	west of Meadowbrook	Meadowbrook	1	400	19-20 CIP	0	5	4.5	0	9	0	0	7	0	0	0	7	0	20	0	52.5	63
64	17	11	S	east	Old Novi	Novi Rd.	Thirteen Mile	1	2,300		5	0	4.5	0	9	8	0	7	0	3.5	8	7	0	0	0	52	64
64	171	35	P	south	Eight Mile	Griswold	City Limits	1	1,416		0	10	9	9	9	0	0	3.5	0	3.5	8	0	0	0	0	52	64
66	98	29	S	north	Nine Mile	Beck	Garfield	2	4,800		0	0	4.5	9	0	4	9	0	0	0	8	7	10	0	0	51.5	66
67	11	9	S	north	Twelve Mile	Novi Concrete	West Park	1	1,100		0	5	0	4.5	4.5	4	0	0	0	0	0	7	10	15	0	50	67
68	40	17	P	south	Grand River	Providence Hospital	Wixom	3	900		5	5	4.5	4.5	9	4	0	7	0	3.5	0	7	0	0	0	49.5	68
69	161	16	P	east	Beck	across 96		1	1,387		5	10	0	4.5	9	0	0	3.5	0	0	0	7	10	0	0	49	69
69	163	3	P	north	South Lake	Lakeshore Park	Landings Park	1	1,304		0	0	4.5	9	4.5	8	0	0	0	0	16	7	0	0	0	49	69
71	111	32	P	south	Nine Mile	Garfield	Beck	2	6,000		5	0	4.5	9	0	4	9	0	3.5	0	0	3.5	10	0	0	48.5	71
72	30	14	P	west	Meadowbrook	Twelve Mile	Bridge	3	2,600		5	5	4.5	0	9	0	0	7	3.5	7	0	7	0	0	0	48	72

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Table 8A: (Contd.)
Proposed Adjacent to Major Roads Pathway and Sidewalk Segments
Tier 1 Category Rankings
City of Novi

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

OVERALL SEGMENT RANK	Segment Item #	Section #	Type	Side of Street	Location	From	To	# of Pieces in Segment	Segment Length (ft.) excluding developer planned & completed pieces	Notes	TIER 1 CATEGORIES															TOTAL TIER 1 POINTS	TIER 1 RANKING
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72	109	32	P	north	Eight Mile	Garfield	Beck	2	2,888	16-17 CIP	5	0	4.5	9	0	8	0	0	0	0	8	3.5	10	0	0	48	72
74	19	12	S	north	Twelve Mile	Meadowbrook	Cabot	2	3,735		5	5	4.5	0	9	0	0	0	3.5	3.5	0	7	0	0	10	47.5	74
75	14	10	S	north	Twelve Mile	Carlton Forest	BP	1	600		0	0	0	0	9	4	0	7	0	0	0	7	10	0	10	47	75
76	8	4	P	west	West Park	Bristol Corners	West	2	1,500		0	0	0	9	0	4	0	3.5	3.5	3.5	16	7	0	0	0	46.5	76
77	69	23	S	south	Eleven Mile	Town Center	Meadowbrook	2	3,500		0	0	0	4.5	4.5	0	0	7	3.5	7	16	3.5	0	0	0	46	77
78	76	24	P	north	Grand River	Seeley	Haggerty	1	200	14-15 CIP	5	5	4.5	0	4.5	4	0	7	0	3.5	8	3.5	0	0	0	45	78
78	110	32	P	west	Beck	Eight Mile	Nine Mile	2	3,800		10	10	9	9	0	0	0	0	3.5	0	0	3.5	0	0	0	45	78
80	172	35	P	west	Griswold	Eight Mile	City Limits	1	767		5	0	9	9	9	0	0	3.5	0	0	8	0	0	0	0	43.5	80
81	33	15	S	west	Novi Rd.	I-96	Crescent	2	240		0	10	0	4.5	4.5	0	0	7	0	0	0	7	10	0	0	43	81
82	28	14	P	east	Novi Rd.	south Twelve Oaks entrance	North Twelve Oaks entrance	1	1,300		0	5	0	4.5	9	0	0	7	0	0	0	7	10	0	0	42.5	82
87	45	18	S	south	Twelve Mile	City Limits	Albert	1	2,295		0	0	4.5	9	9	4	0	3.5	0	0	8	0	0	0	0	38	87
83	162	3	S	north	South Lake	Lakeshore Park	West Park	1	5,177		0	0	4.5	9	4.5	8	0	0	0	0	16	0	0	0	0	42	83
83	164	3	P	south	South Lake	Lakeshore Park	Elm	1	918		0	0	4.5	9	4.5	8	0	0	0	0	16	0	0	0	0	42	83
83	165	3	P	south	South Lake	Henning	Lakeshore Park	1	2,055		0	0	4.5	9	4.5	8	0	0	0	0	16	0	0	0	0	42	83
86	74	24	S	east	Seeley	Eleven Mile	Grand River	1	2,700		0	0	4.5	0	4.5	0	0	7	3.5	0	16	3.5	0	0	0	39	86
88	49	19	S	north	Ten Mile	Wixom	Island Lake	1	200		0	5	0	9	4.5	4	0	0	3.5	0	8	3.5	0	0	0	37.5	88
89	2	1	S	west	Haggerty	Fourteen Mile	Thirteen Mile	2	1,800		0	5	4.5	0	9	0	0	3.5	0	3.5	8	3.5	0	0	0	37	89
90	26	13	S	north	Eleven Mile	Campus Tech	Seeley	1	900		0	0	0	0	9	0	0	3.5	0	7	16	0	0	0	0	35.5	90
91	20	12	S	west	Haggerty	Thirteen Mile	Twelve Mile	4	1,900		0	5	4.5	0	9	0	0	0	0	7	0	7	0	0	0	32.5	91

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- Deferred until construction

Table 8A: (Contd.) Proposed Adjacent to Major Roads Pathway and Sidewalk Segments Tier 1 Category Rankings City of Novi											All proposed adjacent to road pathway & sidewalk segments are reviewed against a set of Tier 1 criteria & assigned points based on the segment's potential service benefits to the citizens of the City, the segments are ranked by the Tier 1 points & the segments receiving the top 20 points are assigned Tier 2 points																	
OVERALL SEGMENT RANK	Segment Item #	Section #	Type	Side of Street	Location	From	To	# of Pieces in Segment	Segment Length (ft.) excluding developer planned & completed pieces	Notes	TIER 1 CATEGORIES															TOTAL TIER 1 POINTS	TIER 1 RANKING	
											BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/14)	TRAFFIC COUNTS (ADI) 2010 Non-Motorized MP	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile)	ACCESS TO SCHOOLS (# middle & high schools within 2 miles)	ACCESS TO SCHOOLS (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO LIBRARY & CITY HALL (connected continuously by sidewalk or pathway)	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	NOVI WIXOM TRANS STUDY			
											5 = 1 accidents 10 = 2 accidents 15 = 3 accidents 20 = 4 accidents	0 = <10K ADTs 5 = 10K-20K ADTs 10 = >20K ADTs	4.5 = 1 school 9 = 2+ schools	4.5 = 1 school 9 = 2+ schools	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	9 = connected to Library/City Hall	3.5 = 1 shopping area 7 = 2+ shopping areas	3.5 = 1 places of worship 7 = 2+ places of worship	3.5 = connected to neighboring sidewalk system 7 = connected to regional trail system	0 = low density 8 = medium density 16 = high density	3.5 = 1/2 to 1 mile 7 = over 1 mile	10 = top 15 survey responses, resident petitions & documented segments requested by groups & govt agencies	20 = initial investment 15 = major corridor	Recommended Timeframe 15 = 2012-2016 10 = 2017-2020 5 = 2021-2024			
91	167	9	P	south	West	West Park	City Limits	1	1,377		0	0	0	9	9	4	0	0	0	3.5	0	7	0	0	0	0	32.5	91
93	155	30	P	south	Ten Mile	Links of Novi		1	1,693		0	5	0	9	4.5	4	0	0	7	0	0	0	0	0	0	0	29.5	93
93	156	30	P	south	Ten Mile	Links of Novi		1	1,008		0	5	0	9	4.5	4	0	0	7	0	0	0	0	0	0	0	29.5	93
93	157	30	P	south	Ten Mile	Links of Novi		1	1,503		0	5	0	9	4.5	4	0	0	7	0	0	0	0	0	0	0	29.5	93
93	159	19	S	north	Ten Mile	Oak Point	Oak Point Church	1	309		0	5	0	9	4.5	4	0	0	7	0	0	0	0	0	0	0	29.5	93
97	27	14	P	north	Eleven Mile	Pinnacle	Town Center	2	1,500		0	0	0	4.5	9	0	0	7	0	0	0	0	7	0	0	0	27.5	97
98	105	31	P	north	Eight Mile	Napier	Garfield	1	5,300	16-17 CIP	5	0	0	0	0	8	0	0	0	0	0	3.5	10	0	0	0	26.5	98
99	100	30	P	south	Ten Mile	Wixom	Napier	4	1,200		0	5	0	9	4.5	4	0	0	0	0	0	0	3.5	0	0	0	26	99
100	158	30	P	east	Napier	Links of Novi		1	1,321		0	0	0	9	4.5	4	0	0	7	0	0	0	0	0	0	0	24.5	100
101	106	31	P	west	Garfield	Eight Mile	Nine Mile	1	5,300		5	0	0	4.5	0	8	0	0	0	0	0	3.5	0	0	0	0	21	101
101	108	32	S	east	Garfield	Eight Mile	Nine Mile	2	4,600		5	0	0	4.5	0	8	0	0	0	0	0	3.5	0	0	0	0	21	101
103	101	30	P	east	Napier	Ten Mile	Nine Mile	2	4,000		0	0	0	9	0	4	0	0	3.5	0	0	3.5	0	0	0	0	20	103
104	170	4	S	north	West	West Park	Hudson	1	778		0	0	0	9	4.5	4	0	0	0	0	0	0	0	0	0	0	17.5	104
105	166	4	P	north	West	Hudson	City Limits	1	368		0	0	0	9	0	4	0	0	0	3.5	0	0	0	0	0	0	16.5	105
106	102	30	S	north	Nine Mile	Napier	Garfield	2	4,700		0	0	0	4.5	0	8	0	0	0	0	0	3.5	0	0	0	0	16	106
106	103	31	P	east	Napier	Park Place	Community Sports Park	1	1,200		0	0	0	4.5	0	8	0	0	0	0	0	3.5	0	0	0	0	16	106
106	104	31	P	east	Napier	Eight Mile	Community Sports Park	1	2,100		0	0	0	4.5	0	8	0	0	0	0	0	3.5	0	0	0	0	16	106
109	107	31	P	south	Nine Mile	Garfield	Hillside	2	4,000		0	0	0	4.5	0	8	0	0	0	0	0	0	0	0	0	0	12.5	109
109	147	31	S	south	Nine Mile	Hillside	Napier	1	118		0	0	0	4.5	0	8	0	0	0	0	0	0	0	0	0	0	12.5	109
Total											241,111																	

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

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

Table 8B:
Proposed Adjacent to Major Roads Pathway and Sidewalk Segments
Tier 2 Category Rankings
City of Novi

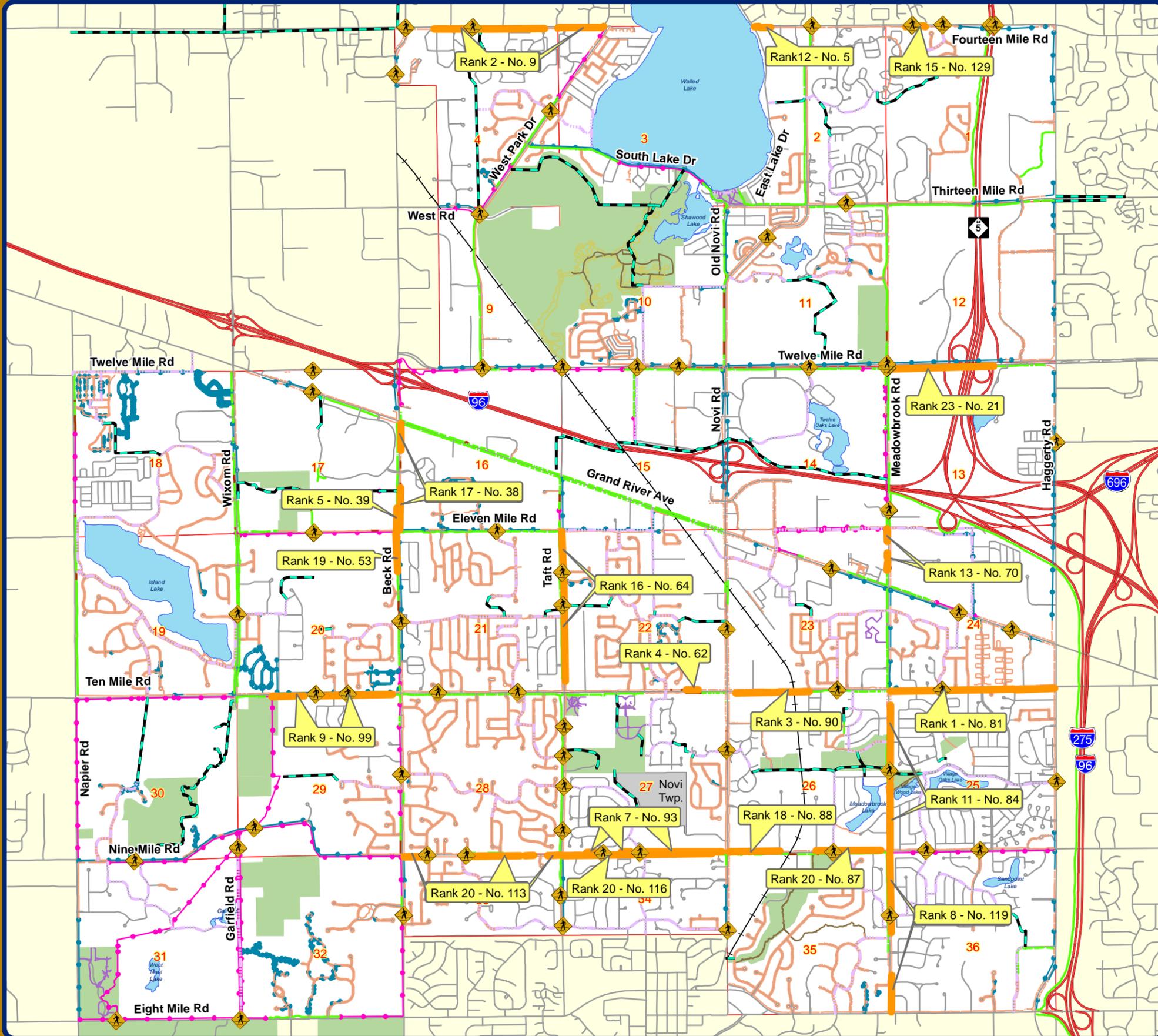
Top 20 Tier 1 segments are reviewed against a set of Tier 2 criteria & assigned points based on financial considerations to give priority to segments that provide more economical value

TIER 2 CATEGORIES Criteria Points (only top 20 Tier 1 segments receive tier 2 points)											TOTALS		OTHER INFO								
OVERALL SEGMENT RANK	Segment Item #	Section #	Type	Side of Street	Location	From	To	# of Pieces in Segment	Segment Length (ft.) excluding Developer Planned & Completed Pieces	Notes	TIER 1 RANKING	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 (Negative Points)	TOTAL TIER 2 POINTS	TOTAL POINTS	TOTAL POINTS (OVERALL) RANK	Greenway/Pathway Study Survey Rank	Opposite Side of Road Pathway or Sidewalk
												points available per category									
												0 = hard 8 = medium hard 16 = 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	0 = little potential = partial potential within 10 years -4 = dev potential within 10 years -8 = SP submitted -16 = dev under construction					
1	81	25	P	south	Ten Mile	Meadowbrook	Haggerty	1	5,300	17-18 & 19/20 CIP	1	0	13.5	0	0	0	13.5	135	1	14	yes
2	9	4	S	south	Pontiac Trail	West Park	Beck	3	5,000	15-16 & 17-18 CIP	2	8	4.5	0	0	0	12.5	125	2	31	no
3	90	26	P	south	Ten Mile	Novi Rd.	Chipmunk	1	2,400	18-19 CIP	3	0	4.5	0	0	-2	2.5	114.5	3	14	no
4	62	22	S	north	Ten Mile	Eaton Center	Churchill Crossing	1	400	15-16 CIP	5	8	0	0	0	-4	4	112	4	9	yes
5	39	17	P	west	Beck	Eleven Mile	Providence	1	1,100	17-18 CIP	12	16	9	0	0	-2	23	111.5	5	31	no
5	80B	24	S	north	Ten Mile	Meadowbrook	Willowbrook Estates	1	189		4	0	0	0	0	0	0	111.5	5	31	no
7	93	27	S	north	Nine Mile	Novi Rd.	Taft	3	3,300	17-18 & 18-19 CIP	6	0	4.5	0	0	0	4.5	110.5	7	5	no
8	119	36	S	east	Meadowbrook	Eight Mile	Nine Mile	2	3,800	18-19 CIP	8	8	13.5	0	-20	0	1.5	105	8	14	yes
9	99	29	P	south	Ten Mile	Beck	Wixom	2	4,000	17-18 CIP	10	8	4.5	0	0	-2	10.5	102.5	9	14	no
10	121	36	P	south	Nine Mile	Meadowbrook	Haggerty	1	5,280		7	0	13.5	0	-20	0	-6.5	98.5	10	1	yes
11	84	25	S	east	Meadowbrook	Ten Mile	Nine Mile	2	4,400	19-20 CIP	9	0	18	0	-20	0	-2	97	11	3	yes
12	5	2	S	south	Fourteen Mile	Beechwalk Apartments	East Lake	1	600	19-20 CIP	14	8	0	0	0	-8	0	86	12	none	yes
13	70	23	P	west	Meadowbrook	Eleven Mile	Gateway Village	3	900	19-20 CIP	15	0	0	0	0	0	0	85.5	13	14	most
14	82B	25	S	west	Haggerty	Pavilion Ct Apartments	Nine Mile	1	492		13	0	0	0	0	-4	-4	84	14	none	partial
15	129	1	S	south	Fourteen Mile	Haverhill Farms	Maples of Novi	1	600	15-16 CIP	16	0	0	0	0	0	0	81.5	15	31	no
16	64	22	S	east	Taft	Ten Mile	Eleven Mile	2	3,840		17	0	0	0	0	0	0	80	16	14	yes
17	38	16	S	east	Beck	Eleven Mile	Grand River	2	2,100		18	0	0		0	0	0	79	17	31	no
18	88	26	S	north	Nine Mile	RR crossing	Novi Rd.	2	1,900	19-20 CIP	19						0	78.5	18	3	yes
19	53	20	P	west	Beck	Eleven Mile	Kirkway Place	1	1,300	16-17 CIP	20						0	77	19	9	partial
20	87	26	S	north	Nine Mile	Meadowbrook	Venture	1	2,100		21						0	76.5	20	3	no
20	113	33	P	south	Nine Mile	Beck	Taft	3	2,900		21						0	76.5	20	5	no
20	116	34	P	south	Nine Mile	Chelsea	Taft	1	4,900		21	0					0	76.5	20	5	half
23	21	13	P	south	Twelve Mile	Meadowbrook	Haggerty	2	3,900		24						0	74	23	31	no
24	79	24	S	east	Meadowbrook	Ten Mile	Grand River	3	2,000		11	0	4.5	0	-20	0	-	73.5	24	14	No

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

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Map 3: Non-Motorized Plan 2014-2015 Update



Annual Non-Motorized Prioritization: 2014-2015 Update

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



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

Map Author: Keri Blough
 Date: October 8, 2014
 Project: 2014 Non-Motorized Update
 Version #1.0



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.



Bicycle Friendly Community
Application Feedback



NOVI, MI

TOTAL POPULATION

59,395

TOTAL AREA (sq. miles)

30.2

POPULATION DENSITY

1893

OF LOCAL BICYCLE FRIENDLY BUSINESSES

0

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Bronze	Novi
Arterial Streets with Bike Lanes	33%	2%
Total Bicycle Network Mileage to Total Road Network Mileage	26%	2%
Public Education Outreach	SOME	GOOD
% of Schools Offering Bicycling Education	33%	3%
Bike Month and Bike to Work Events	GOOD	GOOD
Active Bicycle Advocacy Group	MAYBE	SOMEWHAT
Active Bicycle Advisory Committee	MAYBE	YES
Bicycle-Friendly Laws & Ordinances	SOME	YES
Bike Plan is Current and is Being Implemented	MAYBE	YES
Bike Program Staff to Population	PER 77K	PER 59K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	2/10
EDUCATION <i>Motorist awareness and bicycling skills</i>	1/10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	2/10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	2/10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	2/10

KEY OUTCOMES

	Average Bronze	Novi
RIDERSHIP <i>Percentage of daily bicyclists</i>	1.2%	0.36%
SAFETY MEASURES CRASHES <i>Crashes per 10k daily bicyclists</i>	370	337
SAFETY MEASURES FATALITIES <i>Fatalities per 10k daily bicyclists</i>	4	0
PUBLIC RATING	BRONZE	NONE

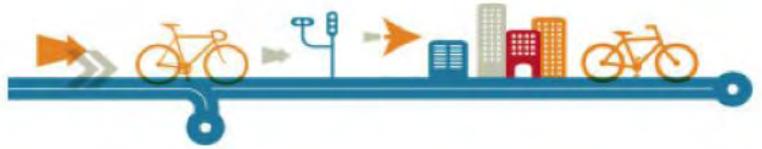


- » Increase the amount of high quality bicycle parking at popular destinations throughout the community.
- » Continue to expand the bike network and to increase network connectivity through the use of different types of bike lanes and cycle tracks.
- » Continue to expand your public education campaign promoting the share the road message.
- » Ensure that police officers are initially and repeatedly educated on traffic law as it applies to bicyclists and motorists.
- » Ask police officers to target both motorist and cyclist infractions to ensure that laws are being followed by all road users. Ensure that bicycle/motor vehicle crashes are investigated thoroughly and that citations are given fairly.

- » Increase your efforts on Bike to Work Day and Bike to School Day. Ensure to widely advertise all bicycle-themed community events and programs.
- » Encourage local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the Bicycle Friendly Business program.
- » Promote cycling throughout the year by offering or supporting more family-oriented community and charity rides, free bike valet parking at events, and additional bicycle-themed festivals, parades or shows.



BICYCLE FRIENDLY COMMUNITY FEEDBACK



NOVI, MI

Spring 2014

Our Bicycle Friendly Community review panel was very pleased to see the current efforts and dedication to make Novi a safe, comfortable and convenient place to bicycle.

Below, reviewers provided recommendations to help you further promote bicycling in Novi. **Key recommendations are highlighted in bold.**

We strongly encourage you to use this feedback to build on your momentum and improve your community for bicyclists.

There may also be initiatives, programs, and facilities that are not mentioned here that would benefit your bicycling culture, so please continue to try new things to increase your ridership, safety, and awareness.

The cost of bicycle facilities and possible funding options are discussed on the last page of this report.

RECOMMENDATIONS

Engineering

Develop and implement streetscape design guidelines that foster a pleasant and comfortable environment for pedestrians and cyclists. Beautiful streetscaping has also shown to increase community livability and pride, reduce crime and increase property values.

Develop a design manual that ensures the safe and appropriate accommodation of bicyclists in every new road project or endorse the NACTO Urban Street Design Guide.

Pass an ordinance that would require larger employers to provide shower and locker facilities.

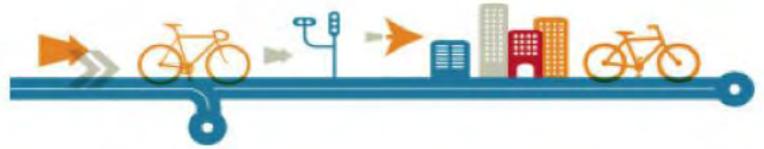
Increase the amount of high quality bicycle parking at popular destinations throughout the community.

Continue to expand the bike network and to increase network connectivity through the use of different types of bike lanes and cycle tracks. Note that shared lane markings should be used sparingly and only on low speed roads. On-street improvements coupled with the expansion of the off-street system will encourage more people to cycle and will improve safety. Ensure smooth transitions for bicyclists between the local and regional trail network, and the street network. These improvements will also increase the effectiveness of encouragement efforts by providing a broader range of facility choices for users of various abilities and comfort levels.

Promote active transportation by reducing traffic speeds. Lower the speed limit to a maximum of 25 mph especially downtown, around schools and shopping centers, and in neighborhoods. Use traffic calming measures and low speed design principles to achieve higher compliance rates. Speed has been identified as a key risk factor in road traffic injuries, influencing both the risk of a road



BICYCLE FRIENDLY COMMUNITY FEEDBACK



traffic crash as well as the severity of the injuries that result from crashes. For instance, pedestrians and cyclists have a 90% chance of survival if hit by a car travelling at a speed of 20 mph or below, but less than a 50% chance of surviving an impact of 30 mph or above. Studies also generally report a positive association between traffic safety (perceived and/or measured) and walking and cycling, particularly among women.

Expand your system of bicycle boulevards, utilizing quiet neighborhood streets, that creates an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels. Use the Bicycle Boulevards section of the NACTO Urban Bikeway Design Guide for design guidelines.

Implement road diets in appropriate locations to make streets more efficient and safe. Use the newly created space for bicycle and pedestrian facilities. See more on Road Diets.

Expand your bicycle wayfinding system with distance and destination information to additional strategic locations around the community, integrating preferred on street routes and off-street facilities.

Arterial roads are the backbone of your transportation network and often there are no safer alternative routes for people on bikes to access stores and places of employment. On roads with posted speed limits of more than 35 mph, it is recommended to provide protected bicycle infrastructure, such as cycle tracks, buffered bike lanes or parallel 10ft wide shared-use paths. Shared lane

markings (Sharrows) should not be used on high speed roads.

Make intersections safer and more comfortable for cyclists. Include elements such as color, signage, medians, signal detection, and pavement markings. The level of treatment required for bicyclists at an intersection will depend on the bicycle facility type used, whether bicycle facilities are intersecting, the adjacent street function and land use. See the NACTO design guidelines (preferred) and the 2012 AASHTO Guide for the Development of Bicycle Facilities for recommended intersection treatments.

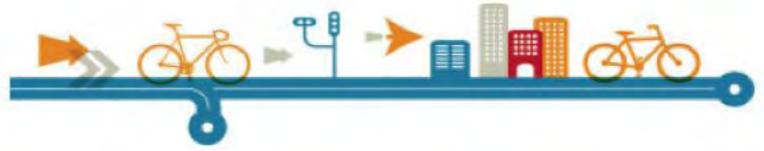
Education

Bicycle-safety education should be a routine part of primary and secondary education, and schools and the surrounding neighborhoods should be particularly safe and convenient for biking and walking. Work with your local bicycle groups or interested parents to expand the Safe Routes to School program to all schools. For more information, see the National Highway Traffic Safety Administration's Safe Routes To School Toolkit or visit www.saferoutesinfo.org.

It is essential to make both motorists and cyclists aware of their rights and responsibilities on the road. Continue to expand your public education campaign promoting the share the road message. Take advantage of your local bicycle



BICYCLE FRIENDLY COMMUNITY FEEDBACK



groups for content development and staffing.

Offer bicycling skills training opportunities for adults frequently and encourage your local bicycle advocacy group or bike shop to help. There are options from short videos and 1-2 hour courses to more in-depth training incorporating in-classroom and on-bike instruction. Other education materials, such as the League Quick Guide, offer the opportunity to share bike education in an easily accessible format. For more information visit: bikeleague.org/ridesmart.

Host a League Cycling Instructor (LCI) seminar to increase the number of certified LCIs in your community. Having local instructors will enable your community to expand cycling education, recruit knowledgeable cycling ambassadors, deliver education to motorists, provide cycling education to adults and kids, and have experts available to assist in encouragement programs. Visit bikeleague.org/content/become-instructor for more information.

Encouragement

Expand encouragement efforts during Bike Month in partnership with local bicycle advocacy groups. Proclaim May (or a month with mild and dry weather) as Bike Month. Host, sponsor and encourage more bicycle-themed community events, campaigns and programs. Increase your efforts on Bike to Work Day and Bike to School Day. Ensure to widely advertise all bicycle-themed community events and programs. For ideas and more

information, visit

<http://bikeleague.org/bikemonth>.

Consider offering a 'Ciclovia' or Open Streets type event, closing off a major corridor to auto traffic and offering the space to cyclists and pedestrians. See Open Streets in action.

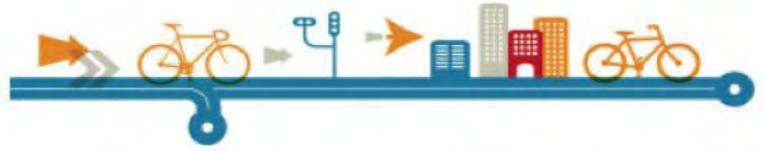
Encourage local businesses to provide discounts for customers arriving by bicycle or promote existing bicycle discount programs.

Promote cycling throughout the year by offering or supporting more family-oriented community and charity rides, free bike valet parking at events, and additional bicycle-themed festivals, parades or shows.

Encourage local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the Bicycle Friendly Business program. Businesses will profit from a healthier, happier and more productive workforce while the community will benefit from less congestion, better air quality, increased amenities and new destinations for cyclists, new and powerful partners in advocating for bike infrastructure and programs, and business-sponsored public bike events or classes. Your community's government should be the model employer for local businesses, and your chamber of commerce or local business association can help promote the program and its benefits. The League offers many tools to help promote the Bicycle Friendly Business program in your community.



BICYCLE FRIENDLY COMMUNITY FEEDBACK



Enforcement

Ensure that police officers are initially and repeatedly educated on traffic law as it applies to bicyclists and motorists. Training is offered by the International Police Mountain Bike Association, the Law Enforcement Bicycle Association and the National Highway Traffic Safety Administration. Here are some recommended Law Enforcement Products: [Bicycle Safety seminar](#); [Law Enforcement's Roll Call Video: "Enforcing Law for Bicyclists"](#); and [Enhancing Bicycle Safety: Law Enforcement's Role \(CD-ROM Training\)](#).

Ask police officers to target both motorist and cyclist infractions to ensure that laws are being followed by all road users. Ensure that bicycle/motor vehicle crashes are investigated thoroughly and that citations are given fairly.

Provide safety amenities such as adequate street and path lighting to allow for safe bike commuting before dawn and after dusk.

Pass ordinances as well as support and enforce laws that protect cyclists, e.g. implement specific penalties for motorists for failing to yield to a cyclist when turning, make it illegal to park or drive in a bike lane (intersections excepted), ban cell phone use while driving, pass laws/ordinances protecting all vulnerable road users, formalize a legal passing distance of at least 3 feet, and make it illegal to harass a cyclist.

Evaluation & Planning

Appoint a staff member Bicycle & Pedestrian Coordinator or create a new position. A Bicycle & Pedestrian Coordinator works with advocates, state and local elected officials, business leaders, media, law enforcement, public health officials, transit providers and the general public to build partnerships providing leadership and vision so these groups may embrace and implement facilities and programs that increase the number of residents that are safely bicycling and walking. This staff person should also review development proposals to ensure that local bicycle/pedestrian requirements are incorporated and to assess bicycling and walking impacts, develop and implement educational and promotional programs, write grant proposals, serve as the public contact for bicycling/walking inquiries and complaints, educate other staff about state and federal facilities standards and guidelines, and coordinate with neighboring cities, transit agencies and other departments to implement policies and projects. See [this report](#) on the importance of Bicycle & Pedestrian program staff.

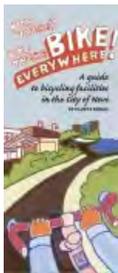
Regularly conduct research on bicycle usage beyond the U.S. Census' Journey to Work report to more efficiently distribute resources according to demand. Conduct at least yearly counts using automated or manual counters in partnership with advocacy organizations. Consider participating in the [National Bicycle and Pedestrian Documentation Project](#).

Correspondence

Ride and Walk Novi (pathways, sidewalks, Walkable Novi Committee)

Non-Motorized Prioritization: 2014-2015 Update

The City is about to begin the Annual Non-Motorized Prioritization: 2014-2015 Update and we want to hear from you! Is there an area you would like to see a public sidewalk or pathway connection be made? Each year the City looks at all of the gaps in the system and ranks upcoming year's priorities. If you would like to provide input please [email Barbara McBeth](#) in the Community Development Department to let your comments be heard! [The current Annual Non-Motorized Prioritization: 2013-2014 Update can be found below.](#)



[A Guide to Bicycling Facilities in Novi](#)



[Bicycling Routes](#)



[Civic Center Walking Route Maps](#)

The City of Novi has had a long standing interest in providing pathways and sidewalks to connect neighborhoods with destinations throughout the City and Region. Currently the City has over 200 miles of pathways and sidewalks. The location of the City's existing pathways and sidewalks can be viewed by clicking the link below.

[Sidewalk Inventory Map](#)

Non- Motorized Master Plan 2011

Three Year Status

See how well the City has done implementing the plan, adopted on 2011.

[Non-Motorized Master Plan Three Year Status - March 14, 2014](#)

In 2011, the City Council contracted with the Greenway Collaborative to produce a comprehensive Non-Motorized Master Plan (see below). 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,

City of Novi Resources

Walkable Novi Committee

A nine person committee designated to prioritize non-motorized planning in Novi. Check out the [Walkable Novi Committee page](#) to learn more about what they're up to.

Bicycle Safety

The Novi Police Department wants you to have fun riding your bike and be safe too. Check out these tips for [bike safety](#).

[Check out Novi's own Safe Biking Video on YouTube.](#)

Bike Lost & Found

Lost your bike? The Novi Police Department has a lost and found inventory of bicycles and wants to return the bicycles back to their rightful owners. Check out the [Lost and Found page](#) to see if your bike has been found!

Sidewalk & Pathway Maintenance

Ever wonder who's responsibility it is to maintain the sidewalks and pathways in Novi? Check out the [Sidewalk and Pathway Responsibilities page](#) to find out!

pedestrians and other non-motorized users while demonstrating the potential energy savings new facilities could provide.

Public input on the Non-Motorized Master Plan was received at Fall for Novi, through a web-based survey, at two public workshops and at the homeowner's association leadership breakfast. Updates on the Plan development were available throughout the process on the City's webpage. Review and comment were provided throughout the Plan development by the Walkable Novi Committee, which includes members of the City Council, Planning Commission, Parks Recreation and Cultural Services Commission and the Parks Foundation

Following the favorable recommendation by the Walkable Novi Committee, the Planning Commission held a public hearing, received comments and recommended adoption of the Plan. On February 28, 2011, the Novi City Council adopted the Non-Motorized Master Plan.

While implementation of the Plan will likely occur over many years, it is anticipated that a greater number of individuals will choose walking and bicycling as the preferred mode of transportation for many local trips as the Plan improvements are implemented. These choices will lead to healthier lifestyles, improved air and water quality, an improved quality of life for residents, and a more energy efficient and sustainable transportation system.

Adopted Non-Motorized Master Plan

- [Executive Summary \(5.7 MB\) 2/28/11](#)
- [Overview Map \(4.8 MB\) 2/28/11](#)
- [Non-Motorized Master Plan - Part 1 of 4 \(8.4 MB\) 2/28/11 - Contents, Executive Summary, 1-Introduction, 2-Inventory Analysis](#)
- [Non-Motorized Master Plan - Part 2 of 4 \(9.0 MB\) 2/28/11 - 3-Proposed Facilities](#)
- [Non-Motorized Master Plan - Part 3 of 4 \(13.9 MB\) 2/28/11 - 4-Proposed Policies, 5-Design Guidelines](#)
- [Non-Motorized Master Plan - Part 4 of 4 \(6.4 MB\) 2/28/11 - 6-Outreach & Education, 7-Appendix](#)

Annual Non-Motorized Prioritization: 2013-2014 Update

- [Annual Non-Motorized Prioritization: 2013-2014 Update \(2.8 MB\) \(approved 10/24/13\)](#)

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

Since October 2006, over 7.5 miles of public pathways and sidewalks were constructed by the City of Novi and the State of Michigan and private developers completed over 3 miles of public pathways and sidewalks in the City. In the 2012-13 year alone, the City of Novi installed nearly 4,700 feet of pathways, sidewalks and regional/recreational trails. In addition, 2012-13 was a busy year for development. As a result, the amount of developer installed pathways and sidewalks exceeded the City's amount by over 4,000 feet, resulting in over 8,700 feet of additional pathways and sidewalks. A total of 13,100 (or 2.5 miles) of pathways and sidewalks were added to the City's non-motorized inventory.

Drive, Ride, Walk Novi

[Check out the latest construction updates on road and non-motorized facility construction.](#)

Other Resources

[Share the Road Safety Campaign](#)

Bicyclists are involved in less than 1% of all traffic crashes. Proportionally, however, they represent a greater number of fatalities than any other group of roadway users. This is why it is especially important for drivers to always pass bicyclists at a safe distance and yield to them before making turns.

[Check out this Share the Road PSA from AAA & the League of American Bicyclists on YouTube.](#)

National Bike Challenge

The [National Bike Challenge](#) is a nationwide event uniting thousands of bicyclists. It is a free and easy way to challenge yourself, colleagues and the greater community to ride more.

Motor City Mountain Biking Association

[The local chapter of the International Mountain Biking Association](#) is an advocacy organization focused on preserving, protecting, and promoting mountain bike access and diverse riding opportunities in Metropolitan Detroit. The group helps maintain the trails at Lakeshore Park, holds a weekly Novi Nights bike ride, and hosts the annual Tree Farm Relay each July.

The Annual Non-Motorized Prioritization is updated each fall based on data that has been collected through the year up to September 1, 2013. Completed segments are identified, new segments are added, segment criteria are updated and segment ranking is recalculated. All pathway and sidewalk segments that are proposed adjacent to roads in Novi are reviewed against a set of Tier 1 criteria and assigned points based on the segment's potential service benefits to the citizens of the City. The segments are ranked by their Tier 1 points and the top 20 priority segments are then reviewed against a second set of Tier 2 criteria and assigned points based on financial considerations. The top 20 priority segments are again ranked to give priority to segments that provide more economical value to the City.

For 2013-14, the top 20 priority segments result in over 7 miles of proposed pathways and sidewalks. Two of the segments (totaling 875 feet) are included in the 2013-14 Capital Improvement Plan (CIP) budget for next year. Twelve other of the segments are included in the CIP projected or forecast to be constructed by 2019. On October 24, 2013, the Walkable Novi Committee approved the Annual Non-Motorized Prioritization: 2013-2014 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.

The Walkable Novi Committee includes members of the City Council, Planning Commission, Parks, Recreation and Cultural Services Commission and Novi Parks Foundation. This Committee works with various City Departments and it reviews and makes recommendations on non-motorized transportation and recreation plans and projects throughout the community. The Committee meets bi-monthly and the public is welcome to attend their meetings.

Both the Planning Staff and the Walkable Novi Committee continue to support the use of the Annual Non-Motorized Prioritization: 2013-2014 Update as a tool to identify near term and long term sidewalk and pathway projects.

Same Road, Same Rules, Same Rights

The safety of bicycle riders is a responsibility shared by both motorists and cyclists. Bicyclists are not out of place on the roadway – they are part of the traffic. Every bicycle rider has the same rights and responsibilities as a motor vehicle driver. All persons who use public roads must understand state traffic laws and use caution and common sense. Bicyclists' and motorists' actions are more predictable and safer when everyone follows traffic laws.



Here are some important safety tips for sharing the road.

As a motorist:

- Yield to bicycles in a bicycle lane.
- Do not drive in a bicycle lane except when making a turn.
- Do not park in a bicycle lane.
- If parked at a curb, look before opening a car door. You may be in the path of, and could hit, a bicyclist, pedestrian or other car.
- Look carefully for bicycles: scan intersections before entering or turning and yield to bicycles as you would for any vehicle.
- Pass a bicycle the same way you would a car, or any other vehicle, allowing at least three feet of space.
- Motorists must stop for bicyclists crossing in a crosswalk. There is a crosswalk at the intersection of any two streets, whether painted or not. Bicyclists must dismount if using a crosswalk to cross the street.

As a bicyclist:



- Obey all traffic laws when riding in the street.
- In some downtown business districts, bicycling on sidewalks is prohibited; walk with your bike.
- Bicyclists have the choice to ride on the roadway, on the shoulder of a road, in a bike lane, or on a sidewalk (except where prohibited).
- Bicyclists riding on a sidewalk or crossing in a crosswalk are granted all the rights and responsibilities of a pedestrian.
- Yield to pedestrians on sidewalks and in crosswalks. Use an audible signal to warn pedestrians before passing, such as "on your left."

[Check out more bicycle safety/etiquette at this website.](#)

CORRESPONDENCE SUMMARY

E-MAIL 1: NANCY SCHUBRING TO BARB, JULY 27, 2014

1. Section on 10 mile between Wixom Road and Beck Road be moved up in prioritization to be completed. Segment 99, Rank 9 (Refer to MAP A)
2. A small section from Dinser to Woodham on the north side would be awesome. Segment 51, Rank 44 (Refer to MAP A)

E-MAIL 2: NANCY AND PRATT SCOTT TO JEFF

a. Jeff Muck, presented by Nancy at PRCS meeting, Sep 22, 2014

1. Segment 51 – Ten Mile Road from Dinser to Woodham on the north side. Segment 51, rank 44 (Refer to MAP A)
2. Segment 53 – Beck Road from Kirkway Drive to Eleven Mile on the west side to complete the connection between Ten Mile Road and Eleven Mile Road. Segment 53, rank 19 (Refer to MAP A)
3. From Deerfield School to Target on the east side of Wixom Road due to children trying to cross Wixom Road at Target which is a safety concern. Segment 41,rank 58 (Refer to MAP B)

b. Pratt Scott, DNR (Sep 19)

The pictures are on Willowbrook and Villagewood Road over by the Village Oaks elementary school. No proposed projects in that area. Private subdivisions.

E-MAIL 3: RICHELLE RUSS TO BRIAN, SEPTEMBER 29, 2014

There are always people walking on 10 mile between Myrtle Ct and Novi Rd on the road. Segment 145, under Construction; Segment 62, rank 4 (Refer to TOP 20 Priority Maps)

E-MAIL 4: ALVIN SZETO TO BARB, OCTOBER 13, 2014

1. East side of Meadowbrook, between 11 mile and Grand River. Segment 73, under Construction.
2. 9 mile, between Taft and Novi Rd. Segment 93, rank 7(Refer to TOP 20 Priority Maps)
3. East side of Novi Rd; Extend sidewalk to connect to Brickscape Dr Partly outside Novi Boundary
4. Work with Northville to add sidewalk along 8 mile between Novi Rd and Brickscape. outside Novi Boundary
5. Complete gaps in sidewalks along 10 mile between Wixon and Beck Segment 99, rank 9 (Refer to MAP A)
6. Complete gaps in sidewalks along Grand River between Wixon and Beck. Segment 40, rank 68. (Refer to MAP B)
7. Some more pedestrian friendly paths to cross I-96, specifically extending Taft

E-MAIL 5: JACQUI GRETZINGER TO ANDREW, OCTOBER 16

14 Mile between Welch and M-5 are not connected to anything at Haverhill subdivision (111 homes). Segment 129, rank 15; Segment 1a, rank 60; Segment 1b, rank 24 (Refer to MAP C)

E-MAIL 6: DOUG GRESS TO BARB, OCTOBER 16

No way to safely ride between 8 & 9 Mile along Beck to get to the 8 Mile bike lane & on to the State Park. Segment 110, rank 78; Secondary Segment111, rank 71; Segment 109, rank 72(Refer to MAP D)

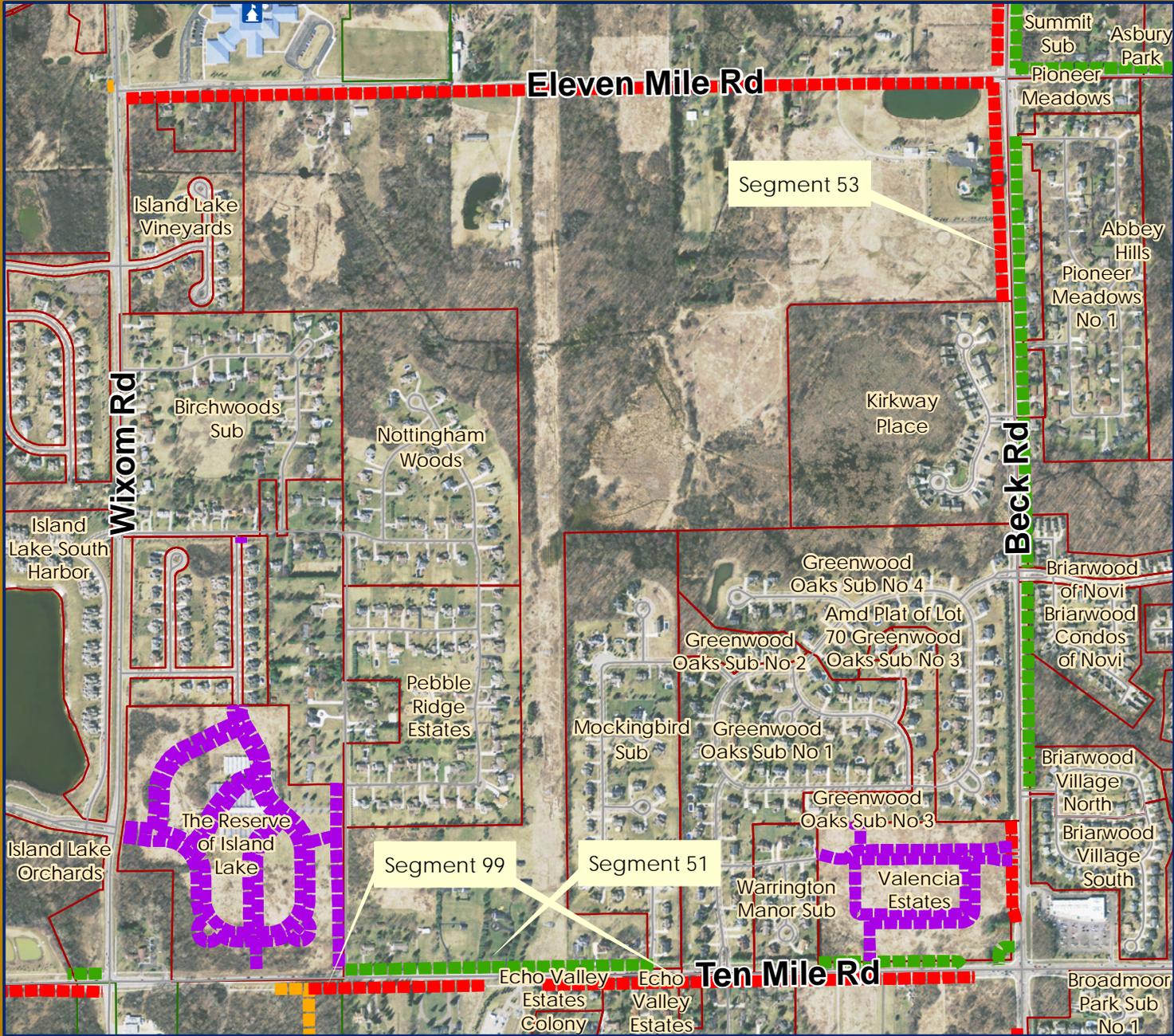
Proposed Adjacent to Major Roads Pathway and Sidewalk Segments (Public expressed interest) Tier 1 Category Rankings City of Novi										All proposed adjacent to road pathway & sidewalk segments are reviewed against a set of Tier 1 criteria & assigned points based on the segment's potential service benefits to the citizens of the City, the segments are ranked by the Tier 1 points & the segments receiving the top 20 points are assigned Tier 2 points																	
OVERALL SEGMENT RANK	Segment Item #	Section #	Type	Side of Street	Location	From	To	# of Pieces in Segment	Segment Length (ft.) excluding developer planned & completed pieces	Notes	TIER 1 CATEGORIES															TOTAL TIER 1 POINTS	TIER 1 RANKING
											BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/14)	TRAFFIC COUNTS (ADT) 2010 Non-Motorized MP	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile)	ACCESS TO SCHOOLS (# middle & high schools within 2 miles)	ACCESS TO SCHOOLS (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO LIBRARY & CITY HALL (connected continuously by sidewalk or pathway)	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	NOVI WIXOM TRANS STUDY		
											5 = 1 accidents 10 = 2 accidents 15 = 3 accidents 20 = 4 accidents	0 = <10K ADTs 5 = 10K-20K ADTs >20K ADTs	4.5 = 1 school 9 = 2+ schools	4.5 = 1 school 9 = 2+ schools	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	9 = connected to Library/City Hall	3.5 = 1 shopping area 7 = 2+ shopping areas	3.5 = 1 places of worship 7 = 2+ places of worship	3.5 = connected to neighboring sidewalk system 7 = connected to regional trail system	0 = low density 8 = medium density 16 = high density	3.5 = 1/2 to 1 mile 7 = over 1 mile	10 = top 15 survey responses, resident petitions & documented segments requested by groups & govt agencies Greater of either NoMo or Novi Wixom Trans Study	20 = initial investment 15 = major corridor	Recommended Timeframe 15 = 2012-2016 10 = 2017-2020 5 = 2021-2024		
4	62	22	S	north	Ten Mile	Eaton Center	Churchill Crossing	1	400	15-16 CIP	0	5	9	9	4.5	8	9	3.5	7	0	16	7	10	20	0	108	5
7	93	27	S	north	Nine Mile	Novi Rd.	Taft	3	3,300	17-18 & 18-19 CIP	10	0	9	9	4.5	8	9	3.5	0	0	16	7	10	20	0	106	6
9	99	29	P	south	Ten Mile	Beck	Wixom	2	4,000	17-18 CIP	5	5	0	9	4.5	4	9	3.5	7	0	8	7	10	20	0	92	10
15	129	1	S	south	Fourteen Mile	Haverhill Farms	Maples of Novi	1	600	15-16 CIP	0	5	4.5	0	9	4	0	7	3.5	3.5	8	7	10	20	0	81.5	16
19	53	20	P	west	Beck	Eleven Mile	Kirkway Place	1	1,300	16-17 CIP	0	5	9	9	4.5	4	9	3.5	0	0	16	7	10	0	0	77	20
24	1b	1	S	south	Fourteen Mile	M-5	Haverhill Farm	1	867		0	5	0	0	9	4	0	3.5	0	7	8	7	10	20	0	73.5	25
29	169	17	P	west	Beck	across 96		1	1,346		5	10	0	4.5	9	4	0	7	0	0	0	7	10	15	0	71.5	29
36	66	23	P	south	Grand River	Novi Rd.	Market	3	1,000		15	5	0	4.5	4.5	0	9	7	0	0	16	7	0	0	0	68	36
44	51	20	S	north	Ten Mile	Dinser	Woodham	1	1,780		0	5	0	9	4.5	4	9	3.5	7	3.5	8	0	10	0	0	63.5	44
46	32a	15	S	west	Novi Rd.	I-96 north side	I-96 south side	1	1,412		15	10	0	4.5	9	0	0	7	0	0	0	7	10	0	0	62.5	46
58	41	17	S	east	Wixom	Target	Deerfield Elementary	1	1,100		0	5	4.5	9	9	4	9	3.5	0	3.5	0	7	0	0	0	54.5	58
60	1a	1	S	south	Fourteen Mile	Haggerty Rd.	M-5	1	1,620		0	5	0	0	9	4	0	3.5	0	7	8	7	10	0	0	53.5	60
68	40	17	P	south	Grand River	Providence Hospital	Wixom	3	900		5	5	4.5	4.5	9	4	0	7	0	3.5	0	7	0	0	0	49.5	68
69	161	16	P	east	Beck	across 96		1	1,387		5	10	0	4.5	9	0	0	3.5	0	0	0	7	10	0	0	49	69
71	111	32	P	south	Nine Mile	Garfield	Beck	2	6,000		5	0	4.5	9	0	4	9	0	3.5	0	0	3.5	10	0	0	48.5	71
78	110	32	P	west	Beck	Eight Mile	Nine Mile	2	3,800		10	10	9	9	0	0	0	0	3.5	0	0	3.5	0	0	0	45	78
72	109	32	P	north	Eight Mile	Garfield	Beck	2	2,888	16-17 CIP	5	0	4.5	9	0	8	0	0	0	0	8	3.5	10	0	0	48	72

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

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

MAP A: E-mail 1, 2 & 4

Segment 99 (Rank 9), Segment 51 (Rank 44) & Segment 53 (Rank 19)



Planned Pathways and Sidewalks

- ■ ■ ■ ■ Pathway Major
- ■ ■ ■ ■ Pathway Multi-Use
- ■ ■ ■ ■ Sidewalk Local
- ■ ■ ■ ■ Sidewalk Major
- Developments
- Public Parks
- School



City of Novi

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

Project: Top 20 Priority Path and Sidewalk Segments
 Date: 16 October 2014
 Map Author: Sri Komaragiri
 Version #: 1.0

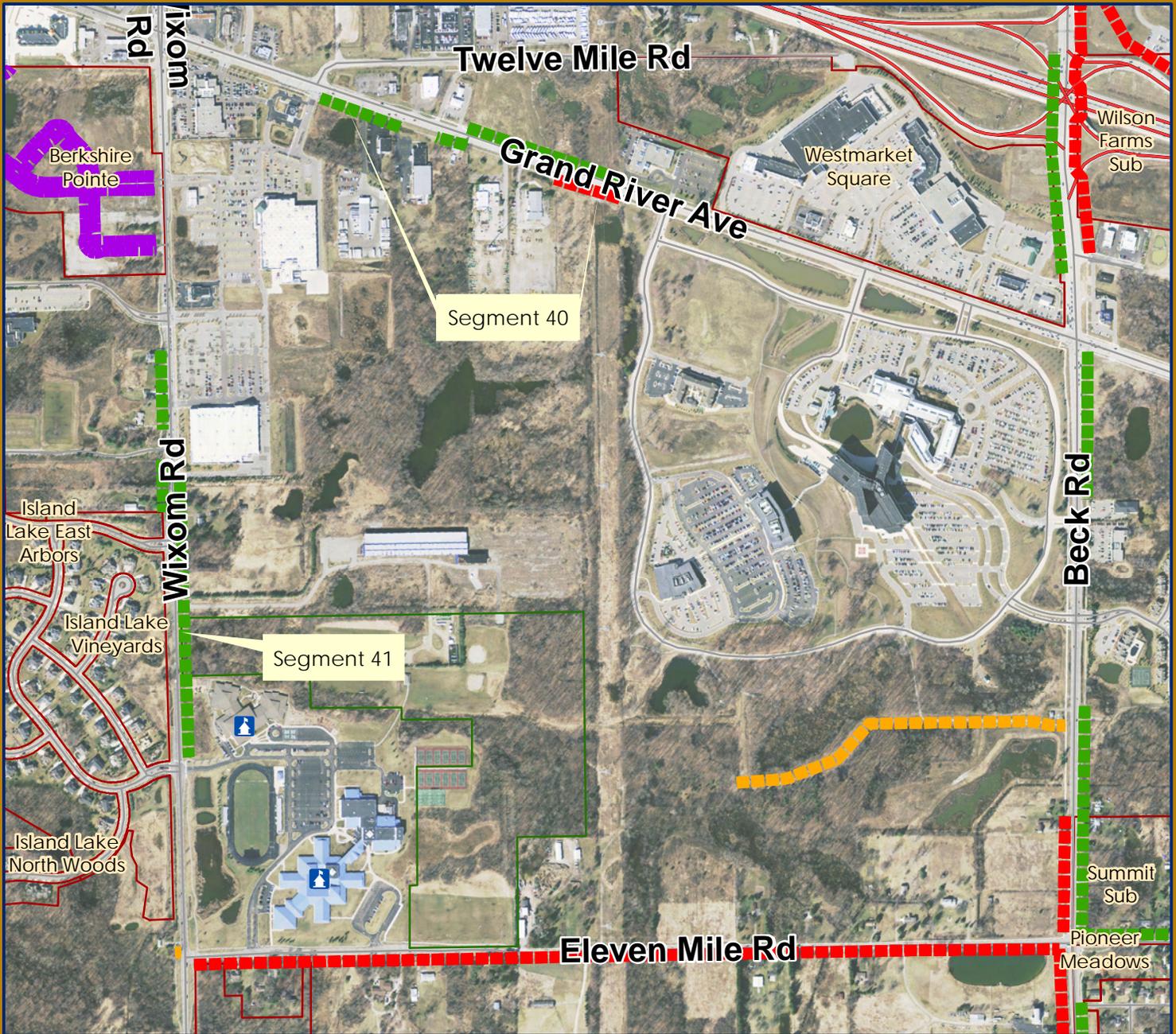
0 125 250 500 750 1,000 Feet 1 inch = 900 feet



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.

MAP B: E-mail 2 & 4

Segment 40 (Rank 68) & Segment 41 (Rank 58)



Planned Pathways and Sidewalks

-  Pathway Major
-  Pathway Multi-Use
-  Sidewalk Local
-  Sidewalk Major
-  Developments
-  Public Parks
-  School



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 Version #:1.0

0 125 250 500 750 1,000 Feet 1 inch = 900 feet



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MAP C: E-mail 5

Segment 129 (Rank 15), Segment 1a (Rank 60) & Segment 1b (Rank 24)



Planned Pathways and Sidewalks

- ■ ■ ■ ■ Pathway Major
- ■ ■ ■ ■ Pathway Multi-Use
- ■ ■ ■ ■ Sidewalk Local
- ■ ■ ■ ■ Sidewalk Major
- Developments
- Public Parks
- School



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Project: Top 20 Priority Path and Sidewalk Segments
 Date: 16 October 2014
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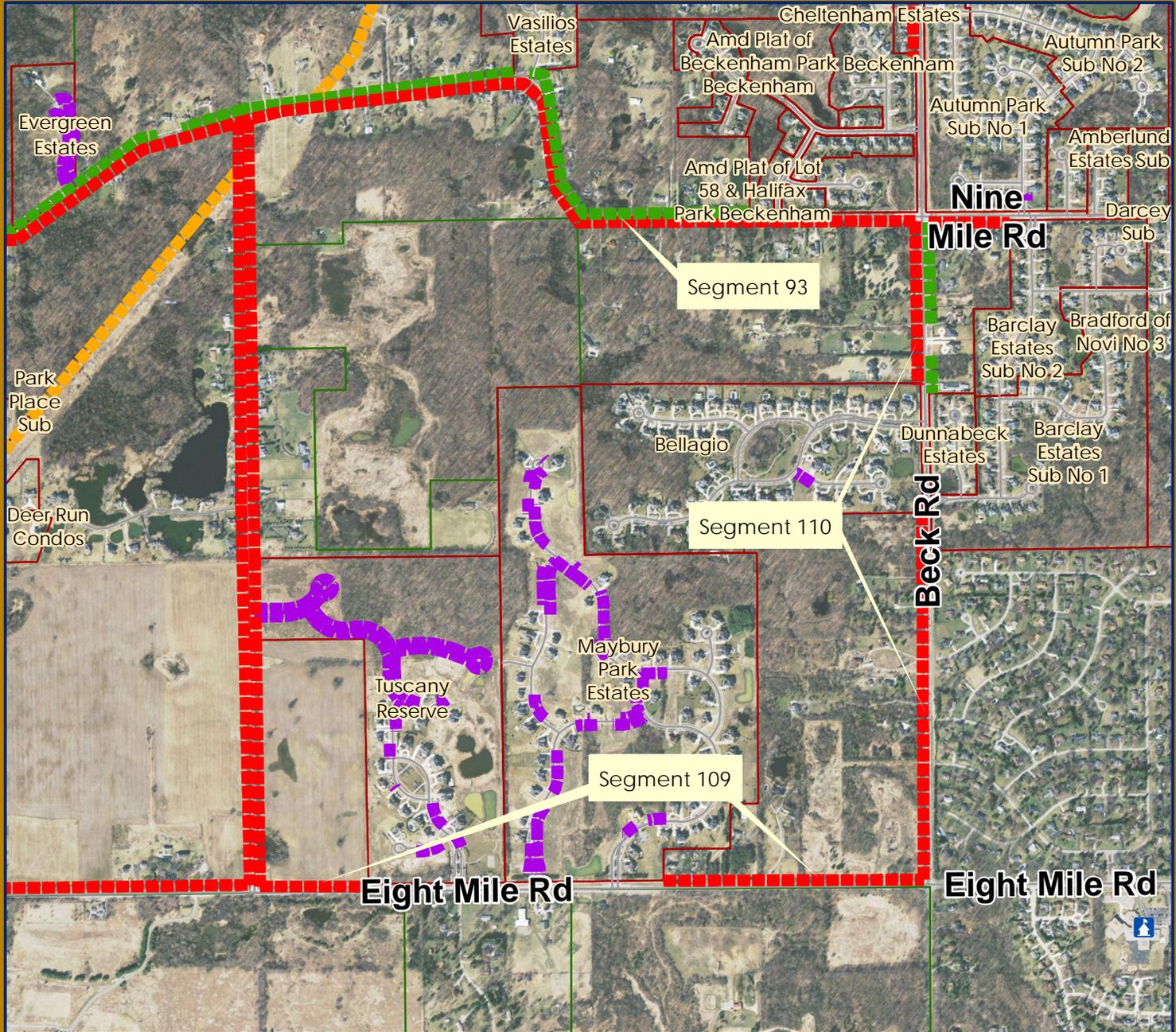
0 100 200 400 600 800 Feet 1 inch = 700 feet



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MAP D: E-mail 6

Segment 110 (Rank 78), Segment 111 (Rank 71) & Segment 109 (Rank 72)



Planned Pathways and Sidewalks

- ■ ■ ■ ■ Pathway Major
- ■ ■ ■ ■ Pathway Multi-Use
- ■ ■ ■ ■ Sidewalk Local
- ■ ■ ■ ■ Sidewalk Major
- Developments
- Public Parks
- School



City of Novi

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Project: Top 20 Priority Path and Sidewalk Segments
 Date: 16 October 2014
 Map Author: Sri Komaragiri
 Version #:1.0

0 165 330 660 990 1,320 Feet 1 inch = 1,200 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.

E-MAIL 1

From: Nancy Schubring
Sent: Sunday, July 27, 2014 4:28 PM
To: McBeth, Barb; Roediger, Sara
Cc: 'glemmon@cityofnovi.org'
Subject: FW: City of Novi Annual Non-Motorized Prioritization

Sara and Barbara,
I am not sure if you are still supporting this project, but hope to get some support on my request below.
Please forward to the appropriate department within Novi City Organization who may help.
Thank you so much.
Kindly,
Nancy

Nancy SCHUBRING
Advanced Quality Engineer



IEE Sensing USA
1121 Centre Road
Auburn Hills, MI 48326

From: Nancy Schubring
Sent: Sunday, July 27, 2014 4:19 PM
To: 'glemmon@cityofnovi.org'
Subject: City of Novi Annual Non-Motorized Prioritization

Glenn,
Can you forward this to the appropriate person/department please.

I live on Wixom Road and use the biking/walking paths a lot.

I would like to request that the section on 10 mile between Wixom Road and Beck Road be moved up in prioritization to be completed.

A small section from Dinser to Woodham on the north side would be awesome.

Would you be able to present this to whomever it concerns with the "City of Novi" organization that has the ability to evaluate my request.

E-MAIL 1

This would allow travel along 10 mile via biking/running/walking much safer.

Please consider my request and let me know what is your decision.

Let me know if you have questions, or if there is something additional I can do to assist you in your decision making procedure to make this a higher priority on the Non-Motorized pathway construction.

I reviewed the document below, and hope you will consider my request.

City of Novi
Annual Non-Motorized
Prioritization:
2013-2014 Update
A Working Document for
Capital Improvement Plan (CIP) Planning
Updated: November 4, 2013

Where quality of life is the way of life

Kindly,
Nancy

E-MAIL 2

From: [McBeth, Barb](#)
To: [Komaragiri, Sri](#)
Subject: FW: Sidewalks and recommendations
Date: Friday, October 17, 2014 1:35:56 PM

-----Original Message-----

From: Muck, Jeffrey
Sent: Monday, September 22, 2014 3:49 PM
To: McBeth, Barb
Subject: RE: Sidewalks and recommendations

Barb-

Here are the notes from PRCS minutes:

Nancy Shumay lives at Wixom Road and Birchwoods. She has been a resident for 20 years. She suggested moving up the construction on 3 pathway segments.

- Segment 51 – Ten Mile Road from Dinser to Woodham on the north side.
- Segment 53 – Beck Road from Kirkway Drive to Eleven Mile on the west side to complete the connection between Ten Mile Road and Eleven Mile Road.
- From Deerfield School to Target on the east side of Wixom Road due to children trying to cross Wixom Road at Target which is a safety concern.

Commissioner Bauss suggested contacting the Walkable Novi Committee and Barb McBeth.

Ms. Shumay stated she had and that Ms. McBeth had suggested coming to the Parks and Recreation Commission Meeting because it was on the agenda tonight.

Commissioner Wingfield stated he appreciates her presentation and knows the segments she is talking about.

Manager Kapchonick made a recommendation to add Ms. Shumay's comments to the Master Park Plan under Public Comments so we could use the minutes from today's meeting and incorporate it with the Public Comment section of the Master Park Plan.

Jeff

-----Original Message-----

From: McBeth, Barb
Sent: Monday, September 22, 2014 1:14 PM
To: Muck, Jeffrey
Cc: Coburn, Brian; Komaragiri, Sri
Subject: FW: Sidewalks and recommendations

Jeff,

What was the context of the discussion? Can you provide some background - a brief memo to accompany the pictures?

Thanks,
Barb

-----Original Message-----

E-MAIL 2

From: Muck, Jeffrey
Sent: Monday, September 22, 2014 12:05 PM
To: McBeth, Barb
Subject: FW: Sidewalks and recommendations

This evolved from the discussion at PRCS commission last week.

-----Original Message-----

From: Pratt, Scott (DNR)
Sent: Friday, September 19, 2014 12:07 PM
To: Muck, Jeffrey
Subject: Sidewalks and recommendations

Is it possible to submit these pics to the walkable novi committee. The pictures are on Willowbrook and Villagewood Road over by the Village Oaks elementary school. Just imagine when there's snow on the ground the kids are literally in the middle the road.



From: [McBeth, Barb](#)
To: [Komaragiri, Sri](#)
Subject: FW: sidewalks in the city
Date: Friday, October 17, 2014 1:30:39 PM

E-MAIL 3

From: Coburn, Brian
Sent: Monday, September 29, 2014 4:35 PM
To: Richelle Russ
Cc: McBeth, Barb
Subject: RE: sidewalks in the city

I will make sure that the committee is aware of your comments. Regarding the distance between a school and homes, I will forward that along to our planners for a response.

Brian

From: Richelle Russ
Sent: Monday, September 29, 2014 2:11 PM
To: Coburn, Brian
Subject: RE: sidewalks in the city

Brian – thank you for your prompt reply. I will try to be at that next meeting. In the meantime, I am not sure who evaluates priority, but there are always people walking on 10 mile between Myrtle Ct and Novi Rd on the road, if you could forward that concern on to the person who evaluates that – that would be great. Second, maybe there is another person who could answer this question if you are not the correct person: Are there any zoning laws that prohibit how far homes and condos can be too a school?

--Richelle Russ

From: Coburn, Brian [<mailto:bcoburn@cityofnovi.org>]
Sent: Monday, September 29, 2014 8:52 AM
To: Richelle Russ
Subject: RE: sidewalks in the city

Ms. Russ:

Thank you for taking the time to contact us with your concerns. The prioritization of sidewalk construction starts with the Walkable Novi Committee. The committee includes members of the City Council, Planning Commission, Parks, Recreation and Cultural Services Commission and Novi Parks Foundation. This Committee works with various City Departments and it reviews and makes recommendations on non-motorized transportation and recreation plans and projects throughout the community. The Committee meets bi-monthly and the public is welcome to attend their meetings. The committee produces a prioritization plan each year which is used to develop the 6-year Capital Improvement Program, which lists the future sidewalk projects for the City. The next meeting will be October 16 and it is likely that the updated prioritization will be discussed. The prioritization is an important tool to determine how the limited funds budgeted for pathway construction will be best utilized.

The 2013 prioritization (found here: <http://cityofnovi.org/Community/Ride-and-Walk-Novi/AnnualNon-MotorizedPrioritization2013-2014Update.aspx>) shows the sidewalk segment along the south side of Ten Mile between Novi Road and the apartments is ranked #6 and is in

fact listed in our six-year plan for construction in fiscal year 2018-19. Regarding the other pathway gaps along 10 Mile Road between Meadowbrook and the Civic Center, they are also included in the prioritization and listed in the 6-year plan as follows:

- 10 Mile north side between Railroad and Catherine Industrial—funded in 2014-15—staff is working with the property owner to acquire an easement
- 10 Mile north side west of Novi Road (ranked #7) shown as a FY2016-17 project.

Regarding the pathway that is under construction on Meadowbrook Road, the City received federal grant fund to cover 80% of the construction costs because the pathway will complete a connection in the regional pathway system between the I-275 pathway and the M-5 pathway and will eventually provide a connection in the regional trail network connecting northeast Oakland County and Hines Park.

I hope that I have addressed your concerns. Please feel free to contact me with additional questions or concerns.

Brian

Brian T. Coburn, P.E. | Engineering Senior Manager

City of Novi | Department of Public Services

Field Services Complex | 26300 Lee BeGole Drive | Novi, MI 48375

desk: 248.735.5632 office: 248.347.0454

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From: Richelle Russ
Sent: Friday, September 26, 2014 2:59 PM
To: Coburn, Brian
Subject: sidewalks in the city

To whom it may concern:

I am writing to get an understanding of why there has not been sidewalks put in on 10 mile road, specifically between Meadowbrook and Novi Road. I have been personally asking for this for 10 years since I have moved in to Brookhaven subdivision on Myrtle Ct. off of 10 mile. I asked the builder when we were building the house even and he said that he talked to the city and that sidewalks would be put in. It is 10 years later and no sidewalk. There are so many people especially in the apartments across the street (south side of 10 mile) that walk to the Walgreen's or other stores and are walking in the road. The biggest concern I have is at night. You cannot see these people that are walking on the road and it has scared me probably weekly that someone is going to get hit one of these times. This is one of our city's busiest streets and most walked roads. I think it is a big safety concern first and foremost.

But, I would also like to add that I paid top dollar for my home and higher taxes for my home to be right in the city center. I wanted to be close to everything. I also would think that if I

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am paying these higher taxes than someone living in Northville schools, but Novi city (or vice versa) would not be as high of a priority to get sidewalks. There are so many businesses on Novi Rd. And even the mall – that thousands of residents should have access to walk to. The city parades even go down this route claiming that this is your city center. Why are there not sidewalks down the whole of 10 mile road and Novi Road?

Now they are building a new condo development by Orchard Hills, which would also add more people who walk – something needs to be done about the sidewalks. I'm sorry if I sound angry – but to see how much time and money is being spent on Meadowbrook Road (north of Grand River) which I drive daily and have very seldom seen a walker let alone maybe 4 houses on-when this huge issue has not been addressed just needs an explanation.

While I am writing, one other frustration to me living in the heart of the city is that there is no walkable park to go to for me and my kids. We have to drive to any park we would go to, and in the summer they really want to just go to splash parks. It would be so great if one of the biggest cities in the area (and highest taxes) would provide something that Novi residents need to drive to Farmington Hills, or Plymouth to get.

I would very much like a response to this issue of the sidewalks. Thank you for your time.

Sincerely,
Richelle Russ

From: [McBeth, Barb](#)
To: [Komaragiri, Sri](#)
Subject: FW: Sidewalk and Pathway Suggestions
Date: Friday, October 17, 2014 1:30:06 PM

From: On Behalf Of A. Szeto
Sent: Monday, October 13, 2014 8:55 AM
To: McBeth, Barb
Subject: Sidewalk and Pathway Suggestions

Hi Beth,

I just moved to Novi in September. One of the reasons that I chose to relocate to this city is because of the great support for sidewalks. I am an avid runner and I make use of the sidewalks.

Here are my suggestions for future sidewalk:

1. East side of Meadowbrook, between 11 mile and Grand River.
2. 9 mile, between Taft and Novi Rd.
3. East side of Novi Rd; Extend sidewalk to connect to Brickscape Dr
4. Work with Northville to add sidewalk along 8 mile between Novi Rd and Brickscape
5. Complete gaps in sidewalks along 10 mile between Wixon and Beck
6. Complete gaps in sidewalks along Grand River between Wixon and Beck

Some comments in general:

1. It would be nice if there were some more pedestrian friendly paths to cross I-96. Currently, Meadow Brook is the only place I would be comfortable crossing, since the M5 connector trail path opened, however, sidewalk access to that path can be improved. Perhaps consider extending Taft Road under/over I-96?

When I lived in Farmington Hills, there were two crossings for pedestrians (Halstead Rd and Drake Road).

Are there any plans to make these kinds of crossings?

2. The car dealership at the corner of Grand River and Wixom Rd. They are currently partially obstructing the sidewalk in two ways: They have a vehicle park at one of the entrances which blocks 1/3 third of the sidewalk. Also, they have an advertising sign that blocks half the sidewalk. Are these obstructions permitted by the city by-laws? If not, who can I contact to get this issue resolved?

3. Who can I contact in regards for road improvement suggestions? I think 9 mile and Taft would be an ideal location for a roundabout. The current 4-way stop is very inefficient for traffic flow.

Thanks,
-Alvin

From: [McBeth, Barb](#)
To: [Komaragiri, Sri](#)
Subject: FW: Walkable Community Meeting
Date: Friday, October 17, 2014 1:31:08 PM

From: Andrew Mutch
Sent: Thursday, October 16, 2014 8:29 PM
To: McBeth, Barb
Subject: Fw: Walkable Community Meeting

Barb,

I responded to Ms. Gretzinger about the confusion about the meeting date change. Can you please follow-up on why that didn't appear on the city's web site or why city staff was unaware of the change?

Thank you,

Andrew

----- Forwarded Message -----

From: Jacqui G
To: [amutch](#)
Sent: Thursday, October 16, 2014 8:00 PM
Subject: Walkable Community Meeting

Good Evening Andrew,

I was told you are on the Walkable Community Committee. Great, I thought, since I know your name and voted for you.

With that being said, someone from the city of Novi was at our annual subdivision meeting to discuss the status of our non-finished roads and sidewalks. The city owns our roads and they were scheduled to re-do them in August and would take a few weeks (we were told). They started on time, but they are still not done and it's become a big problem (especially since Halloween is coming up and the kids won't be able to trick or treat in the sub now).

While I understand, this is not your area, I am telling you this because we have very upset homeowners (111 homes in our sub) and besides the fact that no one can walk or ride bikes on the sidewalks or streets, it has been reminded and "poured salt on a wound" so to speak that our sidewalks leading out of the sub on 14 Mile between Welch and M-5 are not connected to anything. THEREFORE, WE ARE NOT A WALKABLE COMMUNITY! Before buying our home in May 2005, we went to city hall to find out what the future plans were for the area around the Haverhill subdivision. We asked about the sidewalks and they told us it's on the list to be done. This was almost 10 years ago and they are still not done. We moved from Farmington Hills 13 Mile/Farmington Road, where I walked on the sidewalks out of the sub and around the area and back into the sub (every day with my neighbor for 7 years). We thought we were buying into a walkable community.

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Though this is upsetting for us, we are not the only ones. Many homeowners in our sub have risked their lives pushing strollers and riding bikes on the shoulder up the hill on Welch with oncoming traffic to have horns beeped at them and cars swerving. It is unsafe.

I am emailing you because we were encouraged by the city of Novi to attend tonight's Walkable Community Meeting. I went with letters from homeowners about the unconnected sidewalks ready to make a presentation that we would like this put on the 2015 schedule. I checked the city of novi website, meeting was on for tonight at 6pm at the civic center. I left a sick child and missed another important meeting to go there. I also called city hall to confirm the meeting was on. I arrived there and the young guy at the desk couldn't figure out where it was. It was not on the list or the board of scheduled events for the day. He then thought he saw something hand written cancelled over another handwritten lightly walkable community. I was there for 25 minutes trying to find the meeting or find out if it's somewhere else and I was in the wrong place.

So now we have several strikes against us with the city of Novi. Our roads are delayed by almost 2 months (or longer as they don't know if they will be done any time soon). Our sidewalks are not connected to Novi Road or the new M-5 sidewalks. Our last couple of months of summer and kids riding bikes were taken away from us and now the kids may miss trick or treating because it's too dangerous. What we wanted was to be able to make a presentation why we should be put on the list for 2015 funding to connect our sidewalks at least to Novi Road if you can't the full way and no one from the committee our council was there.

Our subdivision Facebook page has been lit up with complaints.

I can be reached by phone on Friday xxxxxxxx or by replying to this email.

Thank you,
Jacqui Gretzinger
Haverhill Subdivision

From: Komaragiri, Sri
To:
Cc: [McBeth, Barb](#)
Subject: RE: Bike/walking path 8-9 Mile along Beck
Date: Friday, October 17, 2014 9:42:00 AM

Dear Doug,

Thank you for taking time and giving us your input. The City has a Walkable Novi Committee that meets regularly and annually updates the priorities for filling in the gaps in our sidewalk system. We have identified 113 missing sidewalk segments around City of Novi as part of our Non-Motorized Prioritization plan. The Committee will be meeting on October 23rd at 6 pm to start discussing this year's update. We will take your comments to the committee for consideration. You are welcome to attend the meeting. Let me know if you need more details.

The segment along west side of Beck Road between 8 mile and 9 mile is listed as priority ranking 78. A pathway is proposed for this stretch. There are two other pathways proposed along 8 mile and 9 mile which have a priority ranking of 71 and 72. The priority rankings are reviewed every year based on various factors, "considerable public interest" being one of them. We will take your input into consideration and re-evaluate that segment during our next update.

However, if a private developer wants to develop the site adjoining the missing segments, the priority ranking will not be considered. The developer will built the adjoining proposed pathways or sidewalks.

Feel free to contact me if you have additional questions or comments or need additional information.

Thank you, Sri

Sri Ravali Komaragiri | Planner

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-----Original Message-----

From: ddgress
Sent: Thursday, October 16, 2014 12:50 PM
To: McBeth, Barb
Subject: Bike/walking path 8-9 Mile along Beck

It would really be great to have a bike path on one side of Beck Road between 8 & 9 Mile Roads. We don't have a complete bike path along 8 Mile west of Beck, but the road upgrade has provided a

bike lane. However, there is no way to safely ride between 8 & 9 Mile along Beck to get to the 8 Mile bike lane & on to the State Park.

Thanks,

Doug Gress

Planning Update

ArborBike: Ann Arbor Bike Share
Program


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Welcome to ArborBike!

ArborBike is Ann Arbor's bike share program for the downtown and campus areas. Check out a bike at any of our six stations, ride to your destination, and drop off the bike - there's no hassle, no maintenance, and no worry.

How to Join:

ArborBike is a membership-based program. [Click here](#) to join ArborBike and start bike sharing today!

See below or [click here](#) to learn more about how ArborBike works.



How to Use ArborBike:



Join

on-line or at any station.



Check out

and select your bike at any station.



Ride

to your destination safely.



Return

and dock your bike at any station.

Membership Options

Memberships are required to use ArborBike, and you may [buy a membership](#) for 24 hours, 1 month, or for 1 year. While your membership is active, you may check out a bike as many times as you like. The annual pass is the best value, but shorter options are available if you're visiting town or campus, or if you simply want to try ArborBike before committing to a whole year. Membership rates are \$6 for 24 hours, \$9.99 for 1 month, or \$65 for 1 year.

24
hours
\$6

1
month
\$9.99

1
year
\$65

Usage Fees

It's important that ArborBikes are kept in circulation, so usage fees apply in order to encourage short trips. Note that usage fees apply ONLY to rides that are longer than 60 minutes. As long as you check your bike in every hour, you will not incur any fees on top of your membership. For rides over 60 minutes, an extra \$3 will be charged for every 30 minutes until the bike is checked back in.

Usage fees apply equally to each membership type. See the table below for more detail.

	First 60 minutes	Each add'l 30 min.	Max. daily fee
24-hour pass	free	\$3	\$100
One-month pass	free	\$3	\$100
Annual pass	free	\$3	\$100

Program Partners

Thanks to our Title Sponsor, the [University of Michigan](#), and program partners the [City of Ann Arbor](#) and [TheRide](#). ArborBike is powered by [Clean Energy Coalition](#). View all of our sponsors [here](#).



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Please contact us at 734.887.6909 or via email at info@arborbike.org with questions about this site

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About ArborBike

What is bike share?

Bike share is a membership-based, public transportation system that makes a fleet of well-maintained, easy-to-ride bikes available for short trips in and around the downtown and campus areas. Users can access the bikes once they purchase a membership for either 24 hours, a month, or a year. Once a member, a user can check out a bike and ride it for no additional cost as long as the bike is returned within an hour.

What is ArborBike?

How much does it cost?

How do I become a member?

Where are the stations?

Will you expand?

Who is the equipment vendor?

What are the bikes like?

How do the stations work?

What do I need to know for my first ride?

Is it legal to ride without a helmet?


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About ArborBike

What is bike share?

What is ArborBike?

How much does it cost?

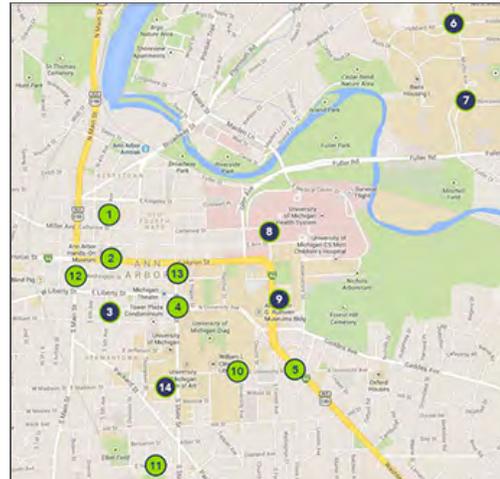
How do I become a member?

Where are the stations?

The 14 stations we have selected were chosen based on data and practicality. First, we looked at housing density, job density, student populations, existing bike infrastructure, and destinations like the Farmer's Market, restaurants, and others. Once we determined the areas we wanted to service, we found space in the public right-of-way or on private land where we could fit the equipment. The kiosks at each station need to have solar and wireless access, which also factored into siting.

It may seem that stations are located close to each other, but we followed successful examples from other cities that showed two things: first, it's important to have stations close to many destinations, and second: nearby stations provide relief in case the first station you visit is momentarily empty or full of bikes, depending on whether you're checking out or returning a bike.

Six stations were installed in the fall of 2014 - look for the remaining eight stations to launch in the spring of 2015.



Will you expand?

Who is the equipment vendor?

What are the bikes like?

How do the stations work?

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How do I become a member?

Where are the stations?

Will you expand?

Who is the equipment vendor?

What are the bikes like?

How do the stations work?

ArborBike stations are solar powered, modular, and designed for durability. Each station has a kiosk, several docks, and a map module.

To use: purchase a 24-hour membership at the kiosk, or swipe your credit card and select a bike. Next, remove your bike from its dock and check the tires, brakes, and seat. Finally, use the map to find the closet ArborBike station to your destination and ride!



What do I need to know for my first ride?

Is it legal to ride without a helmet?

Engineering Update
Active Non-Motorized Project Portfolio
for Engineering Division

ACTIVE NON-MOTORIZED PROJECT PORTFOLIO FOR ENGINEERING DIVISION

Project Description	FY13-14		FY14-15				FY15-16	
	Jan-Mar Q3	Apr-June Q4	July-Sept Q1	Oct-Dec Q2	Jan-Mar Q3	Apr-June Q4	July-Sept Q1	Oct-Dec Q2
FY12-13 PROJECTS								
Providence Pathway	ROW	ROW	ROW	ROW	ROW	CONSTRUCT	CONSTRUCT	
FY13-14 PROJECTS								
Metro Connector (MDOT LAP)	BID	CONSTRUCT	CONSTRUCT	CONSTRUCT				
Meadowbrook Pathway (Bridge St to Grand River)	ROW	BID	CONSTRUCT	CONSTRUCT				
13 Mile at Holmes Sidewalk	ROW	BID	CONSTRUCT	CONSTRUCT				
2014 ADA Compliance Program	DESIGN	BID	CONSTRUCT	CONSTRUCT				
Haggerty Road at Nine Mile Improvements (Bid w/signals)	RE-BID	CONSTRUCT	CONSTRUCT	CONSTRUCT				
Segment NC1- East Lake to Hickory Woods	DESIGN	ROW	DESIGN	DESIGN	BID	CONSTRUCT	CONSTRUCT	
Beck Road at Cheltenham mid-block crossing	DESIGN	DESIGN	DESIGN	DESIGN	BID	CONSTRUCT	CONSTRUCT	
E LeBost Ped Bridge		STUDY	STUDY					
FY14-15 PROJECTS								
Greenway Development (ITC Corridor) Phase 1A)	DESIGN	ROW	ROW	DESIGN	BID	CONSTRUCT	CONSTRUCT	CONSTRUCT
2015 Pathways (Includes Segment 89 Novi Road Lidstrom to Ten Mile, Segment 76 Grand River at Seeley, Segment 145 10 Mile, and ADA Compliance			DESIGN	DESIGN	BID	CONSTRUCT	CONSTRUCT	CONSTRUCT
11 Mile Road Pathways (Town Center to Meadowbrook)			DESIGN	DESIGN	BID	CONSTRUCT	CONSTRUCT	CONSTRUCT
Eight Mile Pathway (Beck to Garfield)				DESIGN	DESIGN	BID	CONSTRUCT	CONSTRUCT
Improve Pedestrian Signal Pontiac Trail/Geisler				DESIGN	DESIGN	BID	CONSTRUCT	CONSTRUCT

Current schedule as of 10/14/14