

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



A Working Document for Capital Improvement Plan (CIP) Planning

April 19, 2018

### ACKNOWLEDGEMENTS

### Walkable Novi Committee

#### **Council Members**

Andrew Mutch David Staudt Wayne Wrobel, Chair (Past) Brian Burke (Past)

#### Planning Commission Environmental Committee Members

Tony Anthony John Avdoulos Ted Zuchlewski (Past)

#### Parks, Recreation & Cultural Services Commission Members

Doug Bauss (Past) Paulina Muzzin Shelley Thomopoulos

### For More Information Contact Support Staff

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

Sri Ravali Komaragiri, Community Development Planner <u>skomaragiri@cityofnovi.org</u>

George Melistas, Engineering Manager and City Traffic Engineer <u>gmelistas@cityofnovi.org</u>

Jeff Muck, Director of Parks, Recreation and Cultural Services <u>Jmuck@cityofnovi.org</u>

Annual Non-Motorized Prioritization: 2017-2018 Update | 2

### **TABLE OF CONTENTS**

#### Chapter 1: PROCESS OVERVIEW

1

Cł	napter 2: COM	PLETED NON-MOTORIZED IMPROVEMENTS (OR UNDER CONSTRUCTION AT TIME OF REPORT)	2
	Figure 2.1	2016-2017 Completed Non-Motorized Improvements	2
	Table 2.1	2016-2017 Completed Non-Motorized Improvements (or under construction at time of report)	3
	Table 2.2	Segments budgeted for construction for year 2018	3
	Table 2.3	Previous Years Completed Non-Motorized Improvements (CITY BUILT)	6
	Figure 2.2	2006 – 2017- Completed Non-Motorized Improvements by City of Novi by Type in ft	9
	Figure 2.3	2006-2017 Completed Non-Motorized Improvements by City of Novi in ft	9
	Map 1	2016-2017 Completed Non-Motorized Improvements	10
Cł	napter 3: 2016-	17 TOP 20 PRIORITY PATHWAY AND SIDEWALK SEGMENTS	11
	Table 3.1	2017-18 Top 20 Priority Pathway and Sidewalk Segments excluding deferred segments	13
	Table 3.2	2017-18 Selected Priority Pathway and Sidewalk Segments: deferred until private development occurs	14
	Figure 3.1	Total Length of 2017-2018 Priority segments per Sidewalks and Pathways (Segments to be completed by the City of Novi only)	14
	Table 3.4	Addiitonal Notes for Top 20 Priority Segments	15
	Table 3.4	Tier and Tier 2 Categories	16
	Map 2	2017-18 Top 20 Priority Pathway and Sidewalk Segments	18
	Maps:	2017-2018 Top 20 Priority Pathway and Sidewalk Segments (excluding deferred segments)	19
		Possible Tier 2 Categories For Consideration	20
	Table 3.4	Sidewalk Maintenance Estimate	20
	Table 3.5	Existing Boardwalks Inventory	22
Cł	napter 4: NON-	-MOTORIZED PLAN 2016-2017 UPDATE	24
	Table 4.1	Summary of the Proposed Non-Motorized Improvements as of 2016	25
	Figure 4.1	Summary of the Proposed Total Non-Motorized Improvements as of 2016 by count	25
	Table 4.2:	Proposed Off-Road Recreational Pathways and On-Road Regional Pathway	27
	Table 4.3	Proposed Crossings	30
	Table 4.4	Proposed Neighborhood Connector Routes	33
	Map 3:	Non-Motorized Plan 2016-2017 Update	35
	Table 4.5	Proposed Adjacent to Major Roads Pathway and Sidewalk Segments: Tier 1 Category Rankings	36
	Table 4.6	Proposed Adjacent to Major Roads Pathway and Sidewalk Segments: Tier 2 Category Rankings	47

# Chapter 1: **PROCESS OVERVIEW**

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

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

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

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

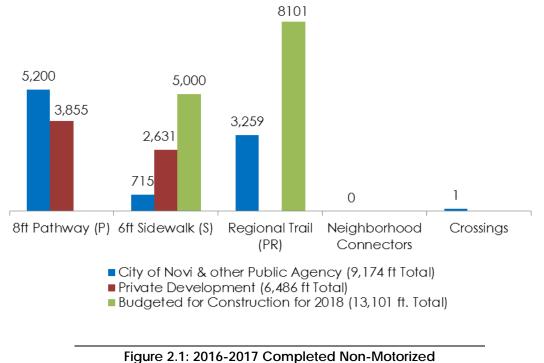
On September 21, 2017, the Walkable Novi Committee members present reviewed and tentatively approved the Annual Non-Motorized Prioritization: 2017-2018 Update and recommended forwarding it to the City's Capital Improvement Committee. At that time, they requested additional information to be included in the report by staff. On April 19, 2018, the Committee approved the revised update. The committee will then use this document to help identify future segments and non-motorized improvements to be constructed as additional funding becomes available.

### Chapter 2: COMPLETED NON-MOTORIZED IMPROVEMENTS

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

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

About 141 feet of pathways, sidewalks and trails are proposed to be constructed in year 2018. Segments that have been assigned budget for design and construction are identified with this years update. Those are removed from the Prioritization spreadsheet to allow opportunity for other segments. However, these segments are not counted towards completed segments as shown in the graph below.



Improvements

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

			)17 (sched last year's			Scheduled for construction 2018 or under construction	5
Segment Item #	Section #	Туре	Side of Street/ Other	Location	From	То	Segment Length (ft.)

#### Sidewalks built or under construction by the City

105 Part 10	31 4	P S	North east	Eight Mile Beck	Garfield K&S Plaza	Napier	5,200 180	
5	3	S	South	Fourteen Mile	Beach Walk	East Lake Drive	535	
4064	31	PR	ITC Spo	rts Center Park	ITC to Eight Mi	ITC to Eight Mile		
5037	21, 22	Mid b	ock crossi	ng	Along Taft Road between south of Jacob/Taft Knolls			

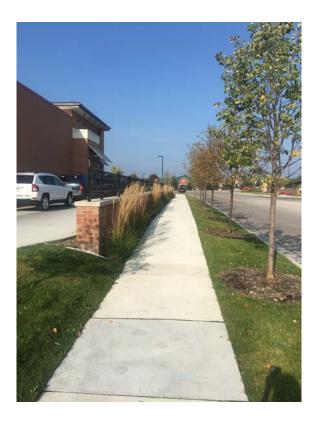
#### Sidewalks built or under construction by Private Developers

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

#### TABLE 2.2: Segments budgeted for construction for year 2018

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

9a	4	S	South	Pontiac Trail	Wedgewood	West Park	2,560
9B	4	S	South	Pontiac Trail	Beck Road	Wedgewood	2,440
4004	20, 29	PR	ITC Corr	idor Trail Phase 1B	Nine Mile	Eleven Mile	8101
5038	4	Mid bl	ock crossi	ng	Pontiac Trail &	Geisler Middle School	
				Segments b	udgeted for cons	struction for year 2018 Total	13,101



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



End of segment; possible extension in future



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





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

Segment Item #	Section #	Туре	Side of Street/ Other	Location	From	То	Segmer Length (ft
					g developer completed so gional/recreational trail	egments	
2015-16 C	ompleted	Non-Mo	otorized Imp	rovements			
129	1	S	South	Fourteen Mile	Haverhill Farms	Maples of Novi	600
1b	1	S	South	Fourteen Mile	M-5	Haverhill Farms	867
4013	17	RT	N/A	Medilodge Providence	Medilodge	Beck	3,203
4003	31	RT	N/A	ITC Corridor	N. of ITC Sports Center Park	Garfield	5,800
						Total	10,470
	-		otorized Imp				
109	32	Р	north	Eight Mile	Garfield	Beck	2,888
27	14	Р	north	Eleven Mile	Pinnacle	Town Center	3,500
89	26	Р	east	Novi Rd.	Ten Mile	Ice Arena	500
76	24	Р	north	Grand River	Seeley	Haggerty	200
69	23	S	south	Eleven Mile	Town Center	Meadowbrook	3,500
5016	28	С			Beck & White Pines/Che	eltenham	
5033	2	С			Meadowbrook	< & Bridge St	
5065	2	С			Twelve Mile & Mea	dowbrook north	
4036	2	NBD	Hickory	Novi Road	East La	ake	1,025
9079	2	NBD	Woods New Ct	East Lake	School		296
						Total	11,90
2013-14 C	ompleted	Non-Mo	otorized Imp	rovements			
16	11	Р	south	Thirteen Mile	Sunshine	Holmes	2
12 part	9	S	north	Twelve Mile	West Park	Liberty Park	3
24	13	S	east	Meadowbrook	Bridge	Eleven Mile	7(
73	24	S	east	Meadowbrook	Eleven Mile	Grand River	60
4342	13	RT	regional	Meadowbrook	Twelve Mile	Meadowbrook Business Park	2,2
4349	13	RT	regional	Meadowbrook	Metro trail	Meadowbrook Park	1,5
4350	13	RT	regional	Meadowbrook	Meadowbrook	Park frontage	8
5154	0	С		Nine & Haggerty		NW to NE	crossir
5009		С			Haggerty and '	Villagewood	crossir
5054	3	С		Wixom & Glenwood or	mid-block crossing and	signal project	crossir
89	26	Р	east	Deerfield Novi Rd	Ten Mile	Ice Arena	5

145	23	S	north	Ten Mile	Supplier Investment Co	RR	220
						Total	7,230
2012-13 0	Completed	d Non-M	lotorized Imp	rovements			
92	27	S	west	Novi Rd.	Ten Mile	Nine Mile	2,135
36	16	Р	west	Taft	Eleven Mile	Andes	495
144	23	Ρ	west	Meadowbrook	Grand River	Cherry Hill	700
145 part	23	S	north	Ten Mile	Catherine Ind. Park	RR	705
4019	25	RT	regional	Brookfarm Park	Ripple Creek	Village Oaks Elem	633
5004		С			Nine Mile and Heather	brae	
5007	24	С	mid-block	Grand River	Seeley	Joseph	crossing
5014	21	С	bike signs	Beck	Cidermill		crossing
5034	31	С	mid-block	Eight Mile	Community Sports Park	N to S	crossing
5035	31	С	mid-block	Eight Mile	Garfield	N to S	crossing
5143	32	С	crosswalks & signals	Beck	Eight Mile		crossing
						Total	4,668
2011-12 0	Completer	d Non-M	lotorized Imp	rovements			
	-						
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	С	striping & signs	Grand River	Seeley	Joseph	crossing
5043	36	С	mid-block	Nine Mile	Sunrise		crossing
						Total	8,201
2010-11 0	Completed	d Non-M	lotorized Imp	rovements			
83	25	S	north	Nine Mile	Meadowbrook	Haggerty	3,800
15	11	S	south	Thirteen Mile	Novi Rd.	Old Novi Rd.	350
5044	22	С			Novi at Post Office		crossing
146	11	С	west	Old Novi	South Lake	crossing	crossing
						Total	4,150
2009-10 0	Completed	d Non-M	lotorized Imp	rovements			
71	23	S	north	Ten Mile	Hampton Hill	Brookhaven	822
139	25	S	east	Willowbrook	Oaktree	Guilford	400
141	24	С	crossing	Ten Mile	Nilan	SW to NW	crossing
82C	25	S	west	Haggerty	Ten Mile	Dunkin Donuts	220
140	23	С	crossing	Hampton Hill	Ten Mile	NE to NW	crossing
123a	1	RT	regional	M-5 Extension	Fourteen Mile	Thirteen Mile	5,280
						Total	6,722
2008-09 0	Completed	d Non-M	lotorized Imp	rovements			
50	22	Р	south	Eleven Mile	Taft	Cedar Spring Estates	1,300
59							

Annual Non-Motorized Prioritization: 2017-2018 Update | 7

75 part	24	Р	north	Grand River	Meadowbrook	Seeley	310
80A	24	S	north	Ten Mile	Meadowbrook	Haggerty	411
82A	25	S	west	Haggerty	Dunkin Doughnuts	Oak Ridge Place	1,180
60A	22	Ρ	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	Ρ	south	Ten Mile	Meadowbrook	Orchard Hills North	800
96	28	Р	south	Ten Mile	Beck	Broadmoor Park	250
95	28	S	east	Beck	Ten Mile	Baker	300
	36	S	south	Orchard Hills Place	Haggerty	west	375
54, 55	20, 29	Р	all	Ten & Beck legs			910
part	20, 29	I	-				
	20, 29	•				Total	8,131
part	•		otorized In	nprovements		Total	8,131
part	•		otorized In north	nprovements Ten Mile	Roma ridge	Total Homestead	<b>8,131</b> 770
part 2007-08 C	ompleted	Non-M			Roma ridge Ten Mile		
part 2007-08 C 57	completed	Non-M S	north	Ten Mile	0	Homestead	770
part 2007-08 C 57 85	<b>completed</b> 21 26	Non-M S P	north west	Ten Mile Meadowbrook	Ten Mile	Homestead Mallot	770
part 2007-08 C 57 85 86	21 26 26	Non-M S P P	north west west	Ten Mile Meadowbrook Meadowbrook	Ten Mile Chattman	Homestead Mallot Nine Mile	770 1,050 2,025
part 2007-08 C 57 85 86 94	<b>completed</b> 21 26 26 28	Non-M S P P S	north west west north	Ten Mile Meadowbrook Meadowbrook Nine Mile	Ten Mile Chattman Taft	Homestead Mallot Nine Mile Beck	770 1,050 2,025 640
part 2007-08 C 57 85 86 94 117	21 26 26 28 35	Non-M S P P S P	north west west north west	Ten Mile Meadowbrook Meadowbrook Nine Mile Meadowbrook	Ten Mile Chattman Taft Mission Pines	Homestead Mallot Nine Mile Beck Mirabella Estates	770 1,050 2,025 640 450
part 2007-08 C 57 85 86 94 117 118	<b>completed</b> 21 26 26 28 35 35 35	Non-M S P P S P P	north west west north west west	Ten Mile Meadowbrook Meadowbrook Nine Mile Meadowbrook	Ten Mile Chattman Taft Mission Pines	Homestead Mallot Nine Mile Beck Mirabella Estates Eight Mile	770 1,050 2,025 640 450 480
part 2007-08 C 57 85 86 94 117 118	<b>completed</b> 21 26 26 28 35 35 35	Non-M S P P S P P	north west west north west west	Ten Mile Meadowbrook Meadowbrook Nine Mile Meadowbrook Meadowbrook	Ten Mile Chattman Taft Mission Pines	Homestead Mallot Nine Mile Beck Mirabella Estates Eight Mile	770 1,050 2,025 640 450 480
part 2007-08 C 57 85 86 94 117 118 2006-07 C	<b>completed</b> 21 26 26 28 35 35 35 <b>completed</b>	Non-M S P P S P P	north west west west west	Ten Mile Meadowbrook Meadowbrook Nine Mile Meadowbrook Meadowbrook	Ten Mile Chattman Taft Mission Pines Mirabella Estates	Homestead Mallot Nine Mile Beck Mirabella Estates Eight Mile <b>Total</b>	770 1,050 2,025 640 450 480 <b>5,415</b>

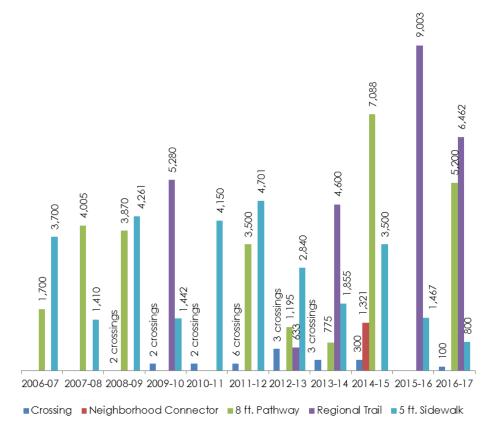


Figure 2.2: 2006 – 2017- Completed Non-Motorized Improvements by City of Novi by Type in ft (Segments completed by the City of Novi only, not including developer completed segments)

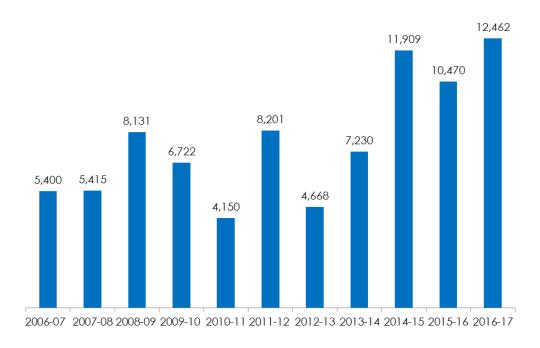
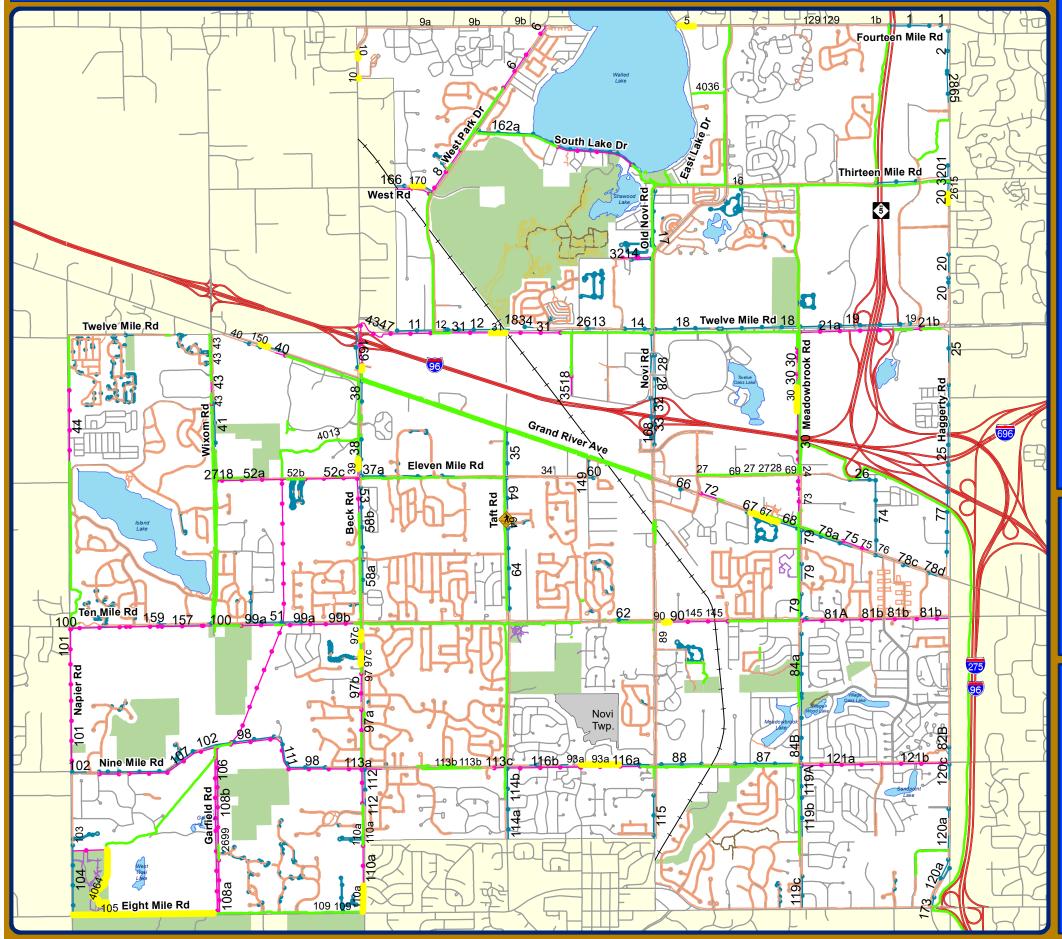


Figure 2.3: 2006-2017 Completed Non-Motorized Improvements by City of Novi in ft (Segments completed by the City of Novi only, not including developer completed segments)

MAP 1 2016-2017 Completed Non-Motorized Improvements

### Map 1: 2016-2017 Completed Non-Motorized Improvements



## **Future Sidewalks**

# **Existing Off Road Paths & Trails**

- Paved Path

Map Author: Keri Blough Date: September 20, 2017 Project: 2017 Non-Motorized Update Version #: 2.1

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

Road Crossings

Completed or Under Construction Segments

### **Existing Sidewalks**

- **Existing Sidewalk**
- Existing Pathway
- Proposed Pathway
- --- Proposed Sidewalk

  - Unpaved Trail

TTY OF

Mountain Biking Trail

### **City of Novi**

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

> 0.225 0.45 Miles

1 inch = 0.66 miles

#### **MAP INTERPRETATION NOTICE**



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

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

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

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

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

For 2017-18, the Top 20 Priority segments (excluding the deferred segments) result in over 7 (37,294 linear feet) miles of proposed pathways and sidewalks. Of them three are less than 400 feet long, five are between 1,000 and 1,500 feet long, six are over 2,000 feet long and, the longest is 4,300 feet long. Eighteen of the segments are included in the 2018-24 Capital Improvement Plan (CIP) in the CIP projected or forecast to be constructed by 2024. A majority of them (8 segments) are scheduled for 18-19 fiscal year.

Following changes happened since last years update

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



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

TABL	TABLE 3.1: 2017-18 Top 20 Priority Pathway and Sidewalk Segments excluding deferred segments									
Overall Segment Rank	Segment Item #	Section #	Type	Side of Street	Location	From	То	# of Pieces in Segment	Segment Length (ft.) excluding Developer Planned & Completed pieces	Projeted CIP Year
1	81B	23	Ρ	south	Ten Mile	Willowbrook	Haggerty	3	2,750	23-24
3	120a	36	S	west	Haggerty	Eight Mile	N of Orchard Hill	2	1,390	18-19
4	81A	25	Ρ	south	Ten Mile	Meadowbrook	Willowbrook	1	2,530	23-24
5	39	17	Ρ	west	Beck	Eleven Mile	Providence	1	767	18-19
6	62	22	S	north	Ten Mile	Eaton Center	Churchill Crossing	1	400	21-22
7	84B	25	S	east	Meadowbrook	Nine Mile	Chattman	1	2,050	23-24
7	93B	27	S	north	Nine Mile	Plaissance	Taft	2	650	23-24
9	119A	36	S	east	Meadowbrook	Nine Mile	Singh Blvd	1	1,300	21-22
10	25	13	S	west	Haggerty	Twelve Mile	section line	2	4,300	23-24
11	82B	25	S	west	Haggerty	Pavilion Ct Apartments	Nine Mile	1	492	
12	70	23	Ρ	west	Meadowbrook	Eleven Mile	Gateway Village	3	900	18-19
12	119c	36	S	east	Meadowbrook	Eight Mile	N of Llewelyn	1	1,200	21-22
14	119b	36	S	east	Meadowbrook	Singh Blvd	N of Llewelyn	1	1,300	21-22
17	120b	36	S	west	Haggerty	Orchard Hill	High Pointe	1	375	18-19
18	90	26	Ρ	south	Ten Mile	Novi Rd.	Maly Dental	1	2,319	23-24
19	84A	25	S	east	Meadowbrook	Ten Mile	Chattman	1	2,350	23-24
20	120c	36	S	west	Haggerty	High Pointe	Nine Mile	1	600	18-19
21	66	23	Ρ	south	Grand River	Sixth Gate	Main Street	2	312	18-19
22	79	24	S	east	Meadowbrook	Ten Mile	Grand River	3	2,000	
23	64	22	S	east	Taft	Ten Mile	Eleven Mile	2	3,840	23-24
Tota	I Linear F	eet							37,294	

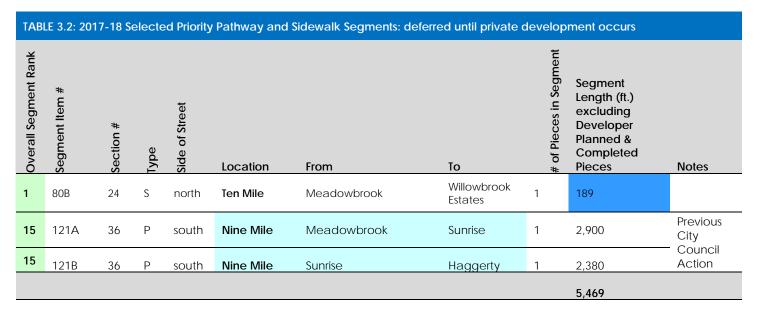
Legend S= 6 ft. sidewalk P= 8 ft. pathway

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

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

Short Segments

CIP Budget Year



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

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

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

Short Segments (400 ft. or less CIP Budget Year

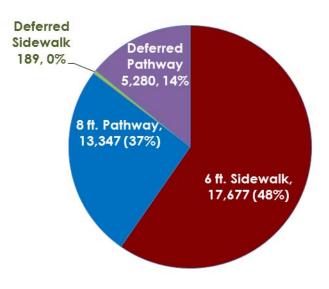


Figure 3.1: Total Length of 2017-2018 Priority segments per Sidewalks and Pathways (Segments to be completed by the City of Novi only)

TABLE	3.3: Ado	liitonal Notes fo	or Top 20 priority s	egments	
Overall Segment Rank	Segment Item #	Construction Estimate	Number of Easements required	Length in Feet	Notes
1	81B	\$748,846	4	2,750	Eight foot wide <u>asphalt</u> pathway along south side of Ten Mile Rd.
3	120A	\$97,681	1	1,390	Six foot wide sidewalk along west side of Haggerty Rd.
4	81A	\$736,196		2,530	Eight foot wide <u>asphalt</u> pathway along south side of Ten Mile Rd.
5	39	\$115,245		767	Eight foot wide <u>concrete</u> pathway along west side of Beck Rd.
6	62	\$507,174		400	Possible Eight foot wide boardwalk along north side of Ten Mile Rd to complete the gap.
7	84B	\$2,227,055		2,050	Six foot wide sidewalk and <u>about 700 Ft of Boardwalk</u> near Chattam All dedicated ROW
7	93B	\$1,282,424	2	650	Six foot wide sidewalk along north side of Nine Mile Rd.
9	119A	\$888,436	4	1,300	Six foot wide sidewalk along east side of Meadowbrook Rd.
10	25	\$522,547	8	4,300	Six foot wide sidewalk along west side of Haggerty Rd.
11	82B			492	Six foot wide sidewalk along west side of Haggerty Rd. Dependenent on gas pipeline relocation
12	70	\$370,929	5	900	Eight foot wide asphalt pathway along west side of Meadowbrook Rd.
12	119C			1,200	Six foot wide sidewalk along east side of Meadowbrook Rd. (Cost included in Seg 119A)
14	119B			1,300	Six foot wide sidewalk along east side of Meadowbrook Rd. (Cost included in Seg 119A)
17	120b	\$81,129	1	375	Six foot wide sidewalk along west side of Haggerty Rd.
18	90	\$1,009,718	2 and Railroad Right-of-way	2,319	Eight foot wide asphalt pathway along south side of Ten Mile Rd
19	84A			2,350	Six foot wide sidewalk and about 700 Ft of Boardwalk near Chattam (Cost included in Seg. 84B)
20	120c	\$249,511	1	600	Six foot wide sidewalk along west side of Haggerty Rd.
21	66	\$113,593		312	Eight foot wide sidewalk along south side of Grand River Ave.
22	79		7	2,000	Six foot sidewalk along east side of Meadowbrook Rd. was ranked $48^{\mbox{th}}$ in 2016
23	64	\$1,309,909		3,840	Six foot wide sidewalk along east side of Taft Rd.
1	80B		2	189	Six foot sidewalk along north side of Ten Mile Rd. Parking lot for three businesses would require easements
15	121A		All dedicated ROW	2,900	Eight foot wide pathway along south side of Nine Mile Rd.
15	121B		1	2,380	Eight foot wide pathway along south side of Nine Mile Rd.

#### TABLE 3.4: Tier and Tier 2 Categories

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

#### **TIER 1 CATEGORIES**

#### **BICYCLE & PED. ACCIDENTS**

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

20 = 4 or more accidents

#### TRAFFIC SAFETY

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

TRAFFIC SPEED

< 30 mph = x 1

35-40 mph= x 1.2

>=45 mph = x 1.5

#### 2 TRAFFIC COUNTS

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

#### ACCESS TO SCHOOLS

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

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

#### 3 4.5 = 1 school 9 = 2+ schools

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

#### ACCESS TO PARKS

4 (# w/in 1 mile)

8

4 = 1 park; 8 = 2+ parks

#### ACCESS TO HOTELS

5 # shopping areas w/in 1 mile)

<sup>3</sup> 3.5 = 1 Hotel; 7 = 2+ Hotels

#### ACCESS TO SHOPPING

(# shopping areas w/in 1 mile)

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

#### ACCESS TO PLACES OF WORSHIP

#### (# places of worship w/in 1 mile)

3.5 = 1 places of worship; 7 = 2 + places of worship

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

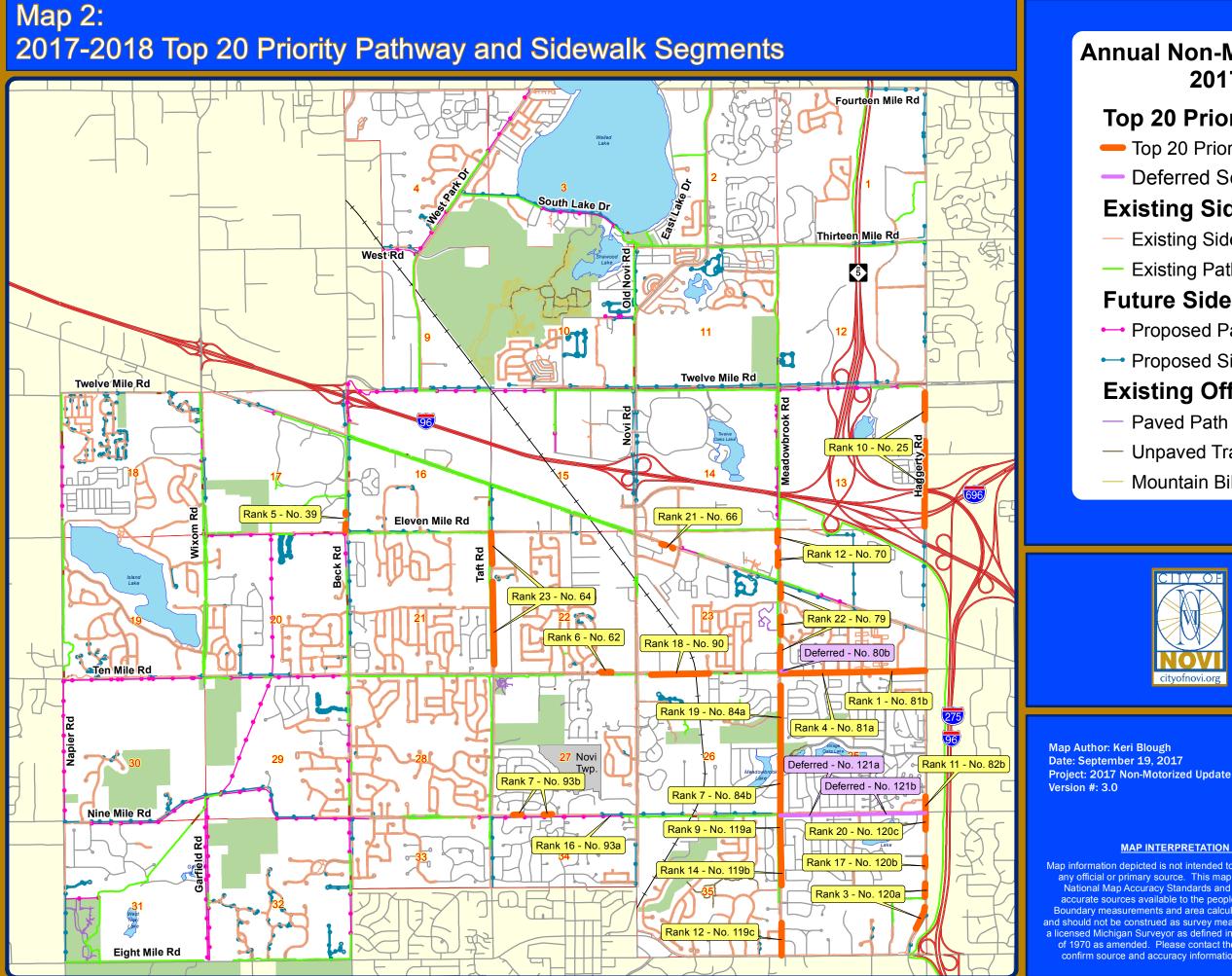
- 4 = partial potential within 10 years 2 = dev potential within 10 years
  - - 0 = SP submitted

#### EVIDENCE OF EXTENSIVE PEDESTRIAN USE

- 0 = No Evidence 10 = Worn Path
- 6

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

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



### **Annual Non-Motorized Prioritization:** 2017-2018 Update

### **Top 20 Priority Segments**

— Top 20 Priority Segments

Deferred Segments

### **Existing Sidewalks and Pathways**

**Existing Sidewalk** 

**Existing Pathway** 

### **Future Sidewalks and Pathways**

Proposed Pathway

Proposed Sidewalk

### **Existing Off Road Paths & Trails**

Paved Path

TTY OF

— 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

itvofnovi.ora

0.225 0.45 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 ap Accuracy Standards and use the most accurate sources available to the people of the City of ot be construed as survey mea icensed Michigan Surveyor as defined in Michigan of 1970 as amended. Please contact the City GIS Manager to confirm source and accuracy information related to this map

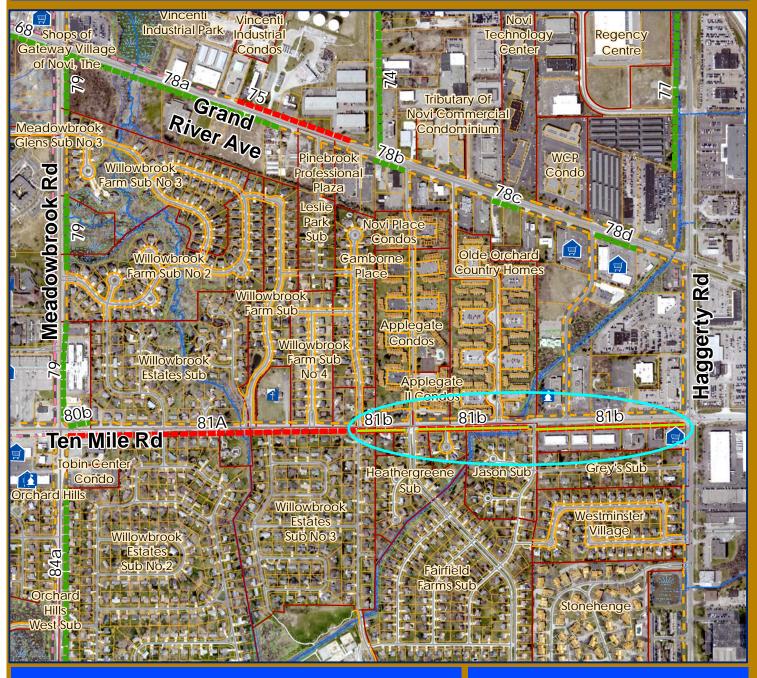


MAPS:

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

### Rank 1: SEGMENT 81B (CIP 23-24)

### Pathway South of Ten Mile between Willowbrook and Haggerty Road: 2,750 ft.



#### LEGEND

Future_Pathway Major	1
Future_Pathway_Multi-Use	i
Future_Sidewalk Local	đ
Future_Sidewalk Major	
Existing_Pathway Major	đ
Existing_Pathway Local	
Existing_Sidewalk Major	
Existing_Sidewalk Local	7
Developments	
Wetlands	
Woodlands	<b>ا</b>

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

CITA OF NOVI cityofnovi.org

### City of Novi

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

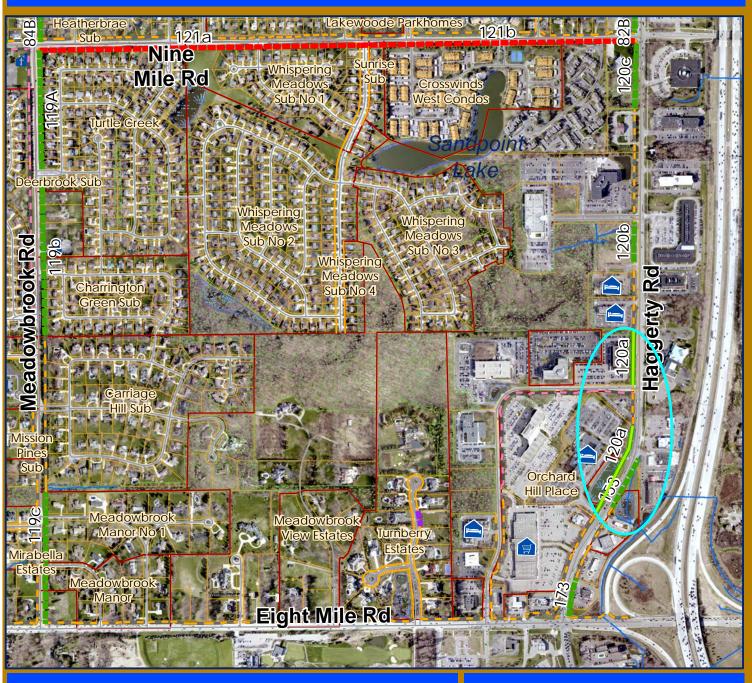
Project: 2017-18 Top 20 Priority Path and Sidewalk Segments Date: April 06, 2018 Map Author: Sri Komaragiri

Version #:1.0

115 230 460 690 920 Feet 1 inch = 833 feet



### Rank 3 : SEGMENT 120A (CIP 2018-19) Sidewalk west of Haggerty between Eight Mile and N of Orchard Hill: 1,390 ft.



#### LEGEND

- Future\_Pathway Major
   Future\_Pathway\_Multi-Use
   Future\_Sidewalk Local
   Future\_Sidewalk Major
   Existing\_Pathway Major
   Existing\_Sidewalk Major
   Existing\_Sidewalk Local
   Developments
   Wetlands
   Woodlands
- Civic Center Library Places of Worship Places of Worship-Hindu School Shopping - Major Shopping Plaza

Hotels

E

i

Â

f

CITY OF NOV cityofnovi.org

### City of Novi

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

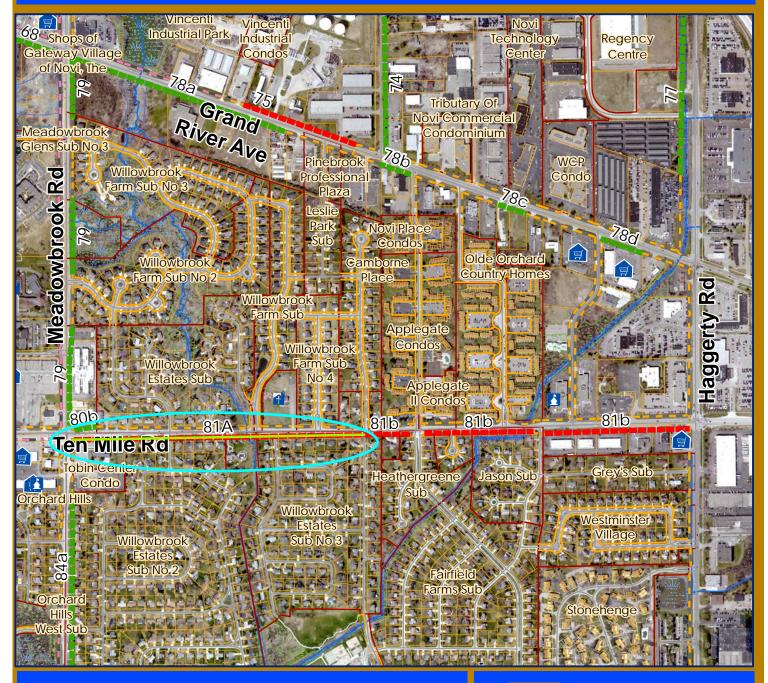
Project: 2017-18 Top 20 Priority Path and Sidewalk Segments Date: April 06, 2018 Map Author: Sri Komaragiri Version #:1.0

0 120 240 480 720 960 Feet 1 inch = 868 feet

N

### Rank 4: SEGMENT 81A (CIP 23-24)

### Pathway south of Ten Mile between Meadowbrook and Willowbrook: 2,530 ft.



#### LEGEND

- Future\_Pathway Major Future\_Pathway\_Multi-Use Future\_Sidewalk Local Future\_Sidewalk Major Existing\_Pathway Major Existing\_Sidewalk Major Existing\_Sidewalk Major Existing\_Sidewalk Local Developments Wetlands
- Civic Center
   Library
   Places of Worship
   Places of Worship-Hindu
   School
   Shopping Major
  - Shopping Plaza
  - Hotels

CITY OF NOVI cityofnovi.org

### City of Novi

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

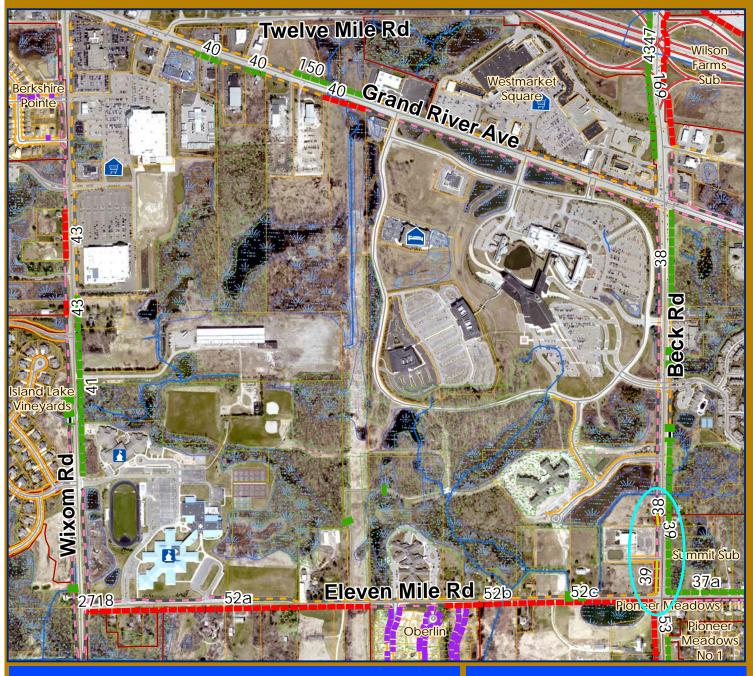
Project: 2017-18 Top 20 Priority Path and Sidewalk Segments Date: April 06, 2018 Map Author: Sri Komaragiri

Version #:1.0

115 230 460 690 920 Feet 1 inch = 833 feet



### Rank 5: SEGMENT 39 (CIP 2018-19) Pathway west of Beck between Eleven Mile and Providence: 767 ft.



#### LEGEND

- Future\_Pathway Major
   Future\_Pathway\_Multi-Use
   Future\_Sidewalk Local
   Future\_Sidewalk Major
   Existing\_Pathway Major
   Existing\_Sidewalk Major
   Existing\_Sidewalk Local
   Developments
   Wetlands
   Woodlands
- Civic Center Library Places of Worship Places of Worship-Hindu School Shopping - Major Shopping Plaza

Hotels

E

i

Â

f

g

City of NOV

### City of Novi

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

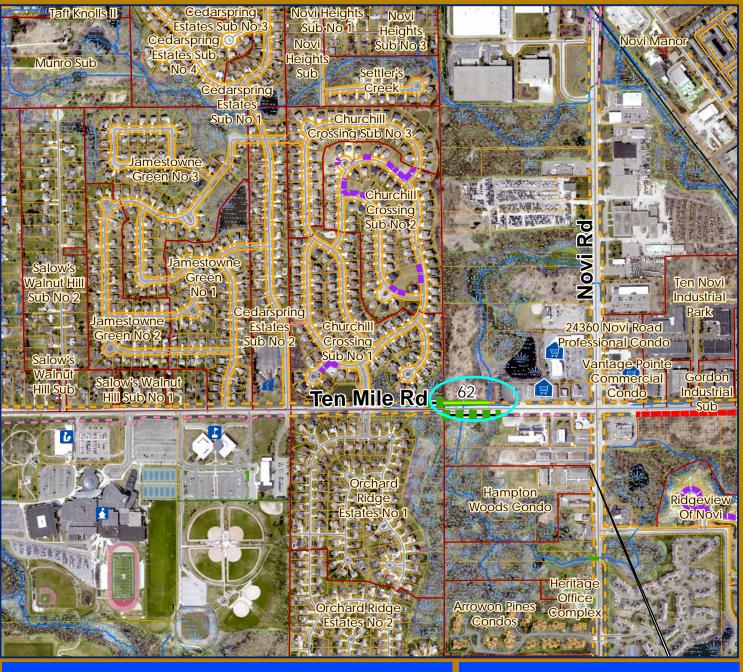
Project: 2017-18 Top 20 Priority Path and Sidewalk Segments Date: April 06, 2018 Map Author: Sri Komaragiri Version #:1.0

0 120240 480 720 960 Feet 1 inch = 868 feet

N

#### Rank 6: SEGMENT 62 (CIP 2021-22)

### Sidewalk north of Ten Mile between Eaton Center and Churchill Crossing: 400 ft.



#### LEGEND

- Future\_Pathway Major Future\_Pathway\_Multi-Use Future\_Sidewalk Local Future\_Sidewalk Major Existing\_Pathway Major Existing\_Pathway Local Existing\_Sidewalk Major Existing\_Sidewalk Local Developments Wetlands
- Civic Center
   Library
   Places of Worship
   Places of Worship-Hindu
   School
  - Shopping Major
  - Shopping Plaza
- Hotels



## City of Novi

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

Project: 2017-18 Top 20 Priority Path and Sidewalk Segments Date: April 06, 2018 Map Author: Sri Komaragiri

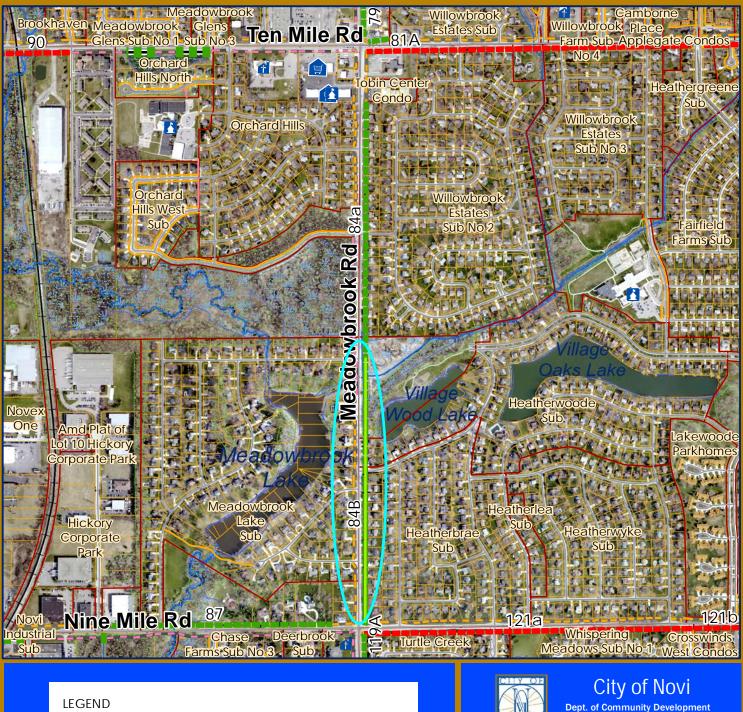
Version #:1.0

1 inch = 833 feet



## Rank 7: SEGMENT 84B (CIP 2023-24)

## Sidewalk east of Meadowbrook between Nine Mile and Chattman: 2,050 ft.



- Future\_Pathway Major Future\_Pathway\_Multi-Use Future\_Sidewalk Local Future\_Sidewalk Major Existing\_Pathway Major Existing\_Pathway Local Existing\_Sidewalk Major Existing\_Sidewalk Local Developments ------ Wetlands Woodlands
- Civic Center Library Places of Worship Places of Worship-Hindu School Shopping - Major Shopping Plaza
- Hotels

R

i

Â

f

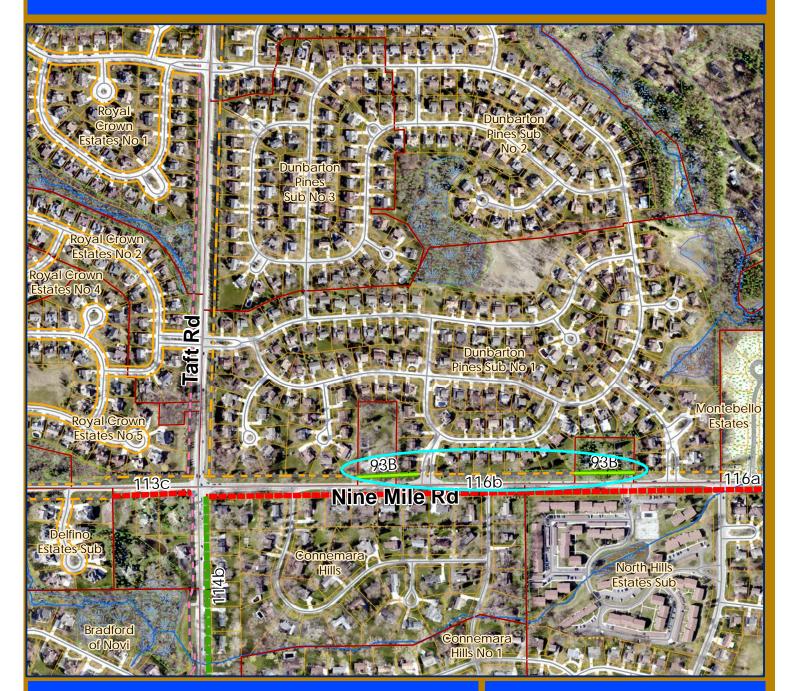
City Hall / Civic Center 45175 W Ten Mile Rd Novi, MI 48375 cityofnovi.org

Project: 2017-18 Top 20 Priority Path and Sidewalk Segments Date: April 06, 2018 Map Author: Sri Komaragiri Version #:1.0

1 inch = 868 feet 960 Feet

## Rank 7: SEGMENT 93B (CIP 2023-24)

Sidewalk north of Nine Mile between Plaissance and Taft: 650 ft.



#### LEGEND

- Future\_Pathway Major Future\_Pathway\_Multi-Use Future\_Sidewalk Local Future\_Sidewalk Major Existing\_Pathway Major Existing\_Pathway Local Existing\_Sidewalk Major Existing\_Sidewalk Local Developments Wetlands
- Civic Center
   Library
   Places of Worship
   Places of Worship-Hindu
- School

T

- Shopping Major
- Shopping Plaza
- Hotels

CITA OF NOVI cityofnovi.org

## City of Novi

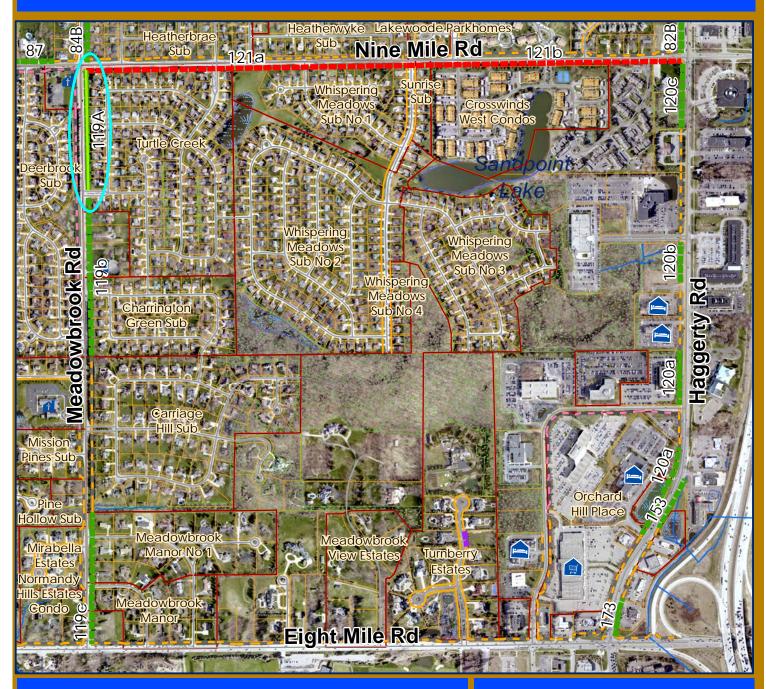
Dept. of Community Development City Hall / Civic Center 45175 W Ten Mile Rd Novi, MI 48375 cityofnovi.org

Project: 2017-18 Top 20 Priority Path and Sidewalk Segments Date: April 06, 2018 Map Author: Sri Komaragiri

Version #:1.0

70 140 280 420 560 Feet 1 inch = 500 feet

## Rank 9: SEGMENT 119A (CIP 2021-22) Sidewalk east of Meadowbrook between Nine Mile and Singh Blvd: 1,300 ft.



#### LEGEND

- Future\_Pathway Major
   Future\_Pathway\_Multi-Use
   Future\_Sidewalk Local
   Future\_Sidewalk Major
   Existing\_Pathway Major
   Existing\_Sidewalk Major
   Existing\_Sidewalk Local
   Developments
   Wetlands
   Woodlands
- Civic Center Library Places of Worship Places of Worship-Hindu School Shopping - Major Shopping Plaza

Hotels

B

i

Â

f

CITY OF NOV

## City of Novi

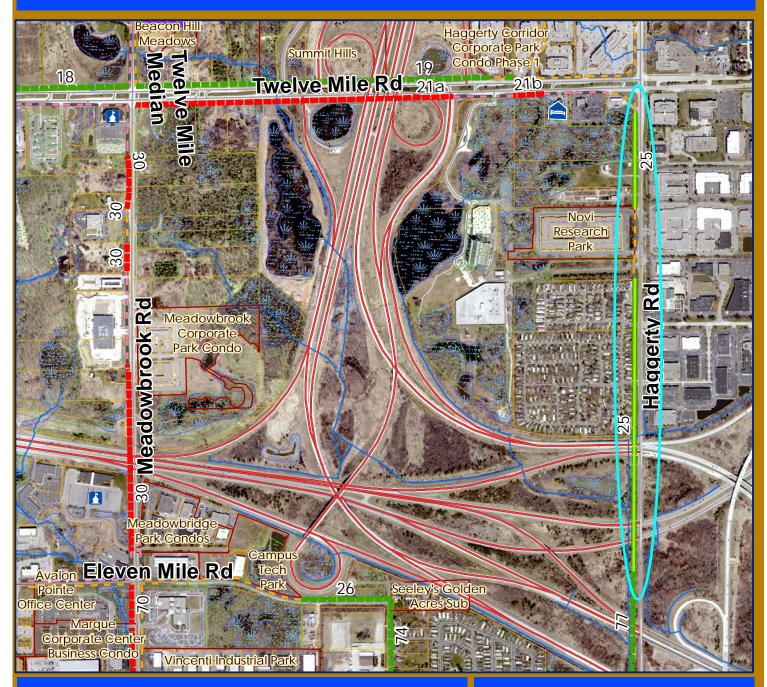
Dept. of Community Development City Hall / Civic Center 45175 W Ten Mile Rd Novi, MI 48375 cityofnovi.org

Project: 2017-18 Top 20 Priority Path and Sidewalk Segments Date: April 06, 2018 Map Author: Sri Komaragiri Version #:1.0

0 120 240 480 720 960 Feet 1 inch = 868 feet

N

#### Rank 10: SEGMENT 25 (CIP 2023-24) Sidewalk west of Haggerty between Twelve Mile and section line: 4,300 ft.



#### LEGEND

- Future\_Pathway Major A Future\_Pathway\_Multi-Use is Future\_Sidewalk Local đ Future\_Sidewalk Major đ Existing\_Pathway Major Existing\_Pathway Local Existing\_Sidewalk Major Existing\_Sidewalk Local Developments 😬 Wetlands Woodlands
  - Civic Center Library
  - Places of Worship
  - Places of Worship-Hindu
  - 👌 School
    - Shopping Major
  - Shopping Plaza
  - Hotels



## City of Novi

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

Project: 2017-18 Top 20 Priority Path and Sidewalk Segments Date: April 06, 2018 Map Author: Sri Komaragiri

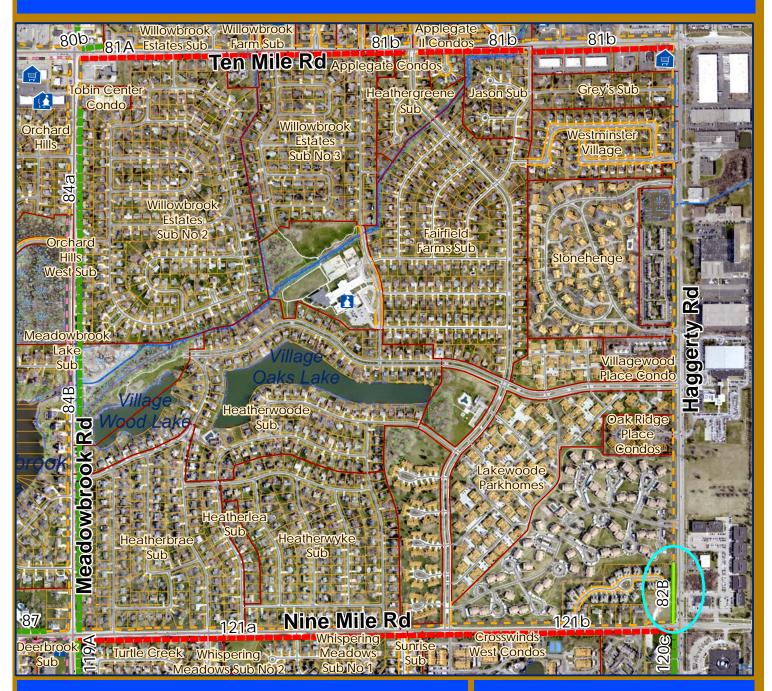
Version #:1.0

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

N

## Rank 11: SEGMENT 82B

Sidewalk west of Haggerty between Pavilion Ct Apartments and Nine Mile: 492 ft.



#### LEGEND

- Future\_Pathway Major
   Future\_Pathway\_Multi-Use
   Future\_Sidewalk Local
   Future\_Sidewalk Major
   Existing\_Pathway Major
   Existing\_Sidewalk Major
   Existing\_Sidewalk Local
   Developments
   Wetlands
   Woodlands
- Civic Center Library Places of Worship Places of Worship-Hindu School Shopping - Major Shopping Plaza
- Hotels

B

i

Â

f



### City of Novi

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

Project: 2017-18 Top 20 Priority Path and Sidewalk Segments Date: April 06, 2018 Map Author: Sri Komaragiri Version #:1.0

0 120 240 480 720 960 Feet 1 inch = 868 feet

N

#### Rank 12: SEGMENT 70 (CIP 2018-19)

### Pathway west of Meadowbrook between Eleven Mile and Gateway Village: 900 ft.



#### LEGEND

- Future\_Pathway Major Future\_Pathway\_Multi-Use Future\_Sidewalk Local Future\_Sidewalk Major Existing\_Pathway Major Existing\_Sidewalk Major Existing\_Sidewalk Major Existing\_Sidewalk Local Developments Wetlands
  - Civic Center
     Library
     Places of Worship
     Places of Worship-Hindu
     School
    - Shopping Major
    - Shopping Plaza
  - Hotels

cityofnovi.org

## City of Novi

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

1 inch = 868 feet

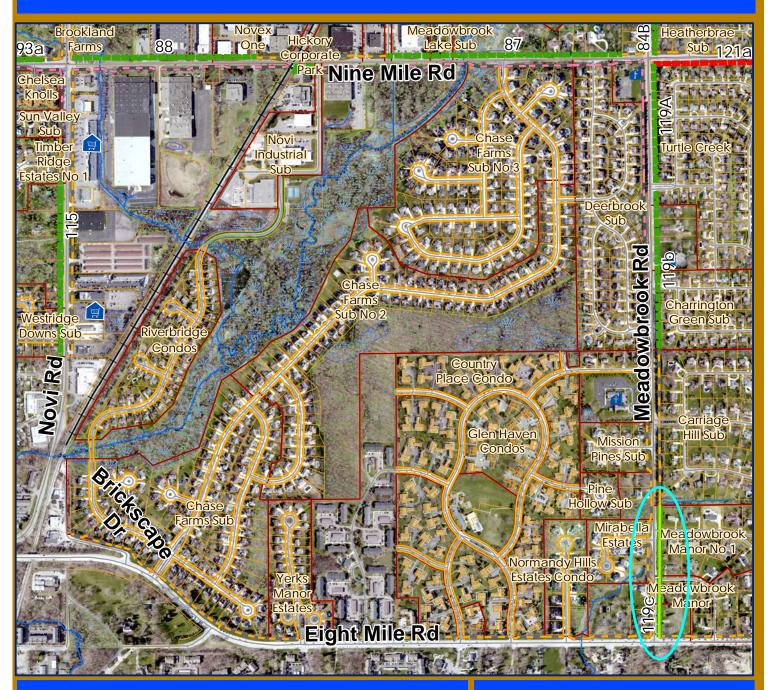
Project: 2017-18 Top 20 Priority Path and Sidewalk Segments Date: April 06, 2018 Map Author: Sri Komaragiri

Version #:1.0



## Rank 12: SEGMENT 119C (CIP 2021-22)

## Sidewalk east of Meadowbrook between Eight Mile and N of Llewelyn: 1,200 ft.



#### LEGEND

- Future\_Pathway Major Future\_Pathway\_Multi-Use Future\_Sidewalk Local Future\_Sidewalk Major Existing\_Pathway Major Existing\_Pathway Local Existing\_Sidewalk Major Existing\_Sidewalk Local Developments ------ Wetlands Woodlands
- Civic Center Library Places of Worship Places of Worship-Hindu School Shopping - Major Shopping Plaza
- Hotels

E

i

Â

f

g

## City of Novi

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

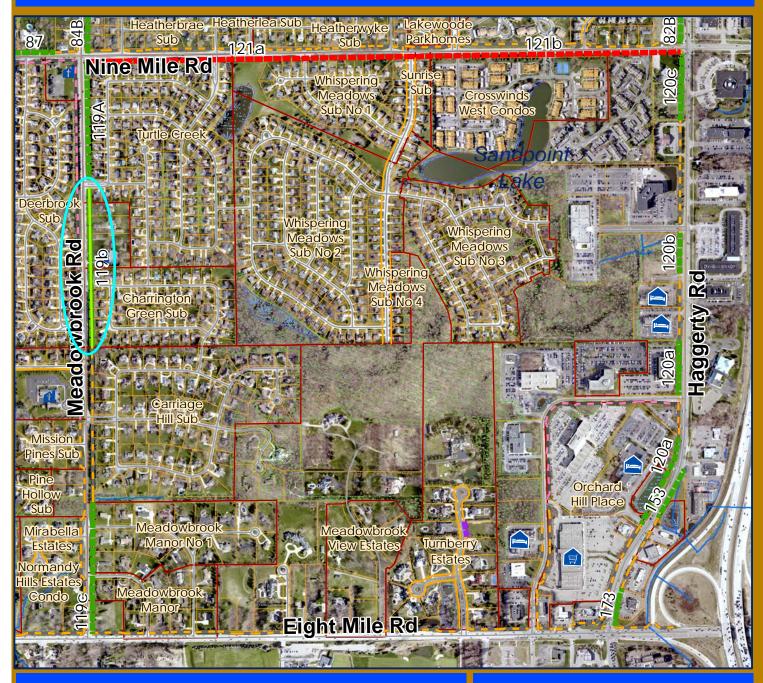
Project: 2017-18 Top 20 Priority Path and Sidewalk Segments Date: April 06, 2018 Map Author: Sri Komaragiri Version #:1.0

1 inch = 868 feet

Map information depicted is not intended to replace or substitute for ded to meet This m ards and use the most recent. the people of the City of Novi ents and alculations are approximate Ind should not be construed as survey measurements performe I licensed Michigan Surveyor as defined in Michigan Public Act shown not be considered as sorrey measurements performed censed Michigan Surveyor as defined in Michigan Public Act 1970 as amended. Pleased contact the City GIS Manager to firm source and accuracy information related to this map.

## Rank 14: SEGMENT 119B (CIP 2021-22)

## Sidewalk east of Meadowbrook between Singh Blvd and N of Llewelyn: 1,300 ft.



#### LEGEND

- Future\_Pathway Major B Future\_Pathway\_Multi-Use i Future\_Sidewalk Local Future\_Sidewalk Major Existing\_Pathway Major Existing\_Pathway Local Existing\_Sidewalk Major Existing\_Sidewalk Local Developments 😬 Wetlands Woodlands
  - Civic Center Library Places of Worship
  - Places of Worship-Hindu
  - School

đ

đ

- Shopping Major
- Shopping Plaza
- Hotels

## City of Novi

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

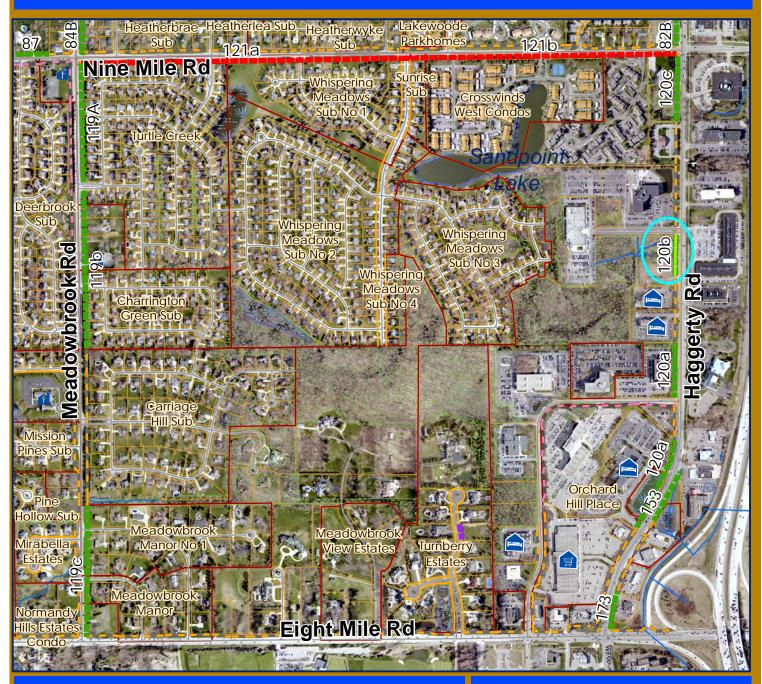
Project: 2017-18 Top 20 Priority Path and Sidewalk Segments Date: April 06, 2018 Map Author: Sri Komaragiri

Version #:1.0

1,000 Feet 1 inch = 870 feet

Map information depicted is not intended to replace or substitute for Standards and use the most recent. urate sources available to the people of the City of Novi and should not be co strued as survey measurements performe a licensed Michigan Surveyor as defined in Michigan Public Act of 1970 as amended. Pleased contact the City GIS Manager to irm source and accuracy information related to this n

## Rank 17: SEGMENT 120B (CIP 2018-19) Sidewalk west of Haggerty between Orchard Hill and High Pointe: 375 ft.



#### LEGEND

- Future\_Pathway Major
   Future\_Pathway\_Multi-Use
   Future\_Sidewalk Local
   Future\_Sidewalk Major
   Existing\_Pathway Major
   Existing\_Sidewalk Major
   Existing\_Sidewalk Local
   Developments
   Wetlands
   Woodlands
- Civic Center Library Places of Worship Places of Worship-Hindu School Shopping - Major Shopping Plaza

Hotels

B

i

Â

f

CLY OF NOV cityofnovi.org

## City of Novi

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

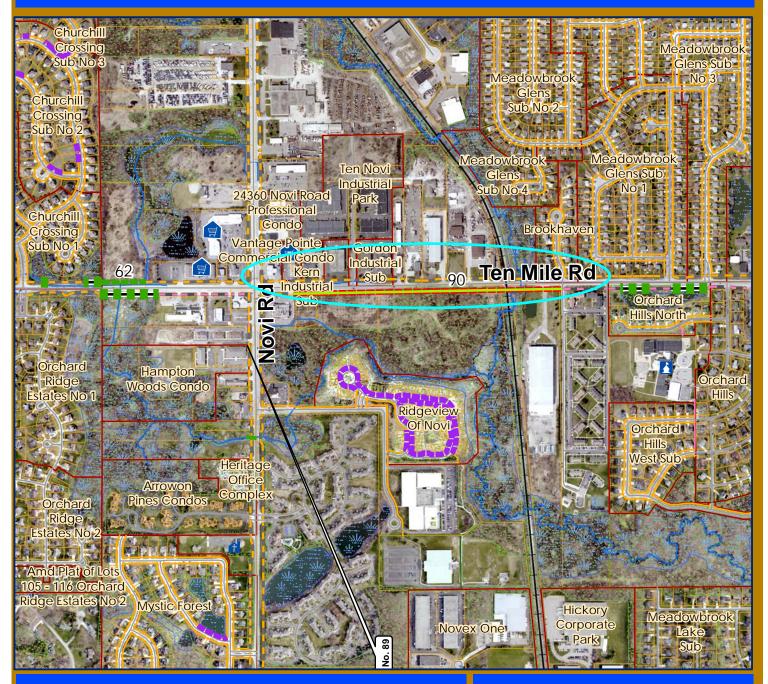
Project: 2017-18 Top 20 Priority Path and Sidewalk Segments Date: April 06, 2018 Map Author: Sri Komaragiri Version #:1.0

0 120 240 480 720 960 Feet 1 inch = 868 feet

N

#### Rank 18: SEGMENT 90 (CIP 2023-24)

Pathway south Ten Mile between Novi and Maly Dental: 2,319 ft.



#### LEGEND

- Future\_Pathway Major Future\_Pathway\_Multi-Use Future\_Sidewalk Local Future\_Sidewalk Major Existing\_Pathway Major Existing\_Pathway Local Existing\_Sidewalk Major Existing\_Sidewalk Local Developments Wetlands Woodlands
- Civic Center
   Library
   Places of Worship
   Places of Worship-Hindu
   School
   Shopping Major
  - Shopping Plaza
  - Hotels



## Ci<u>ty of Novi</u>

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

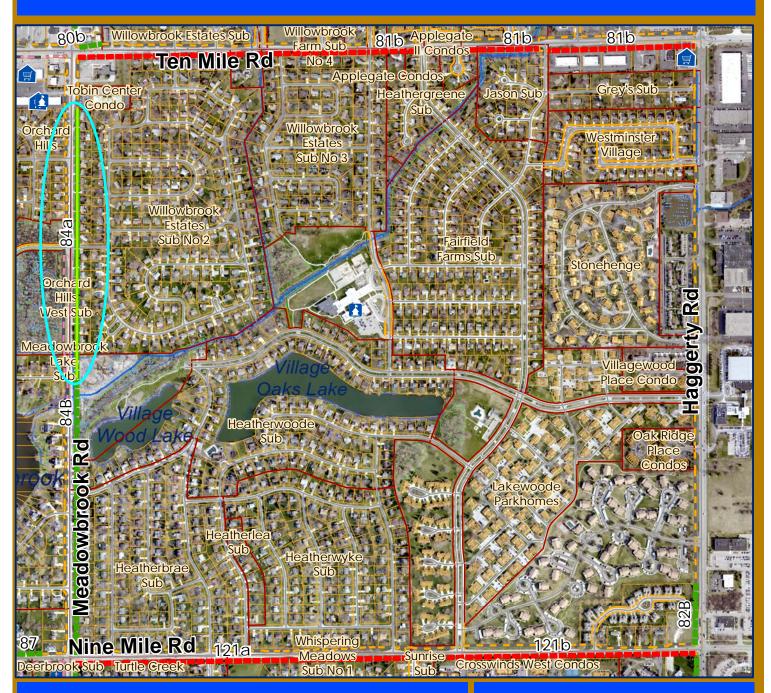
Project: 2017-18 Top 20 Priority Path and Sidewalk Segments Date: April 06, 2018 Map Author: Sri Komaragiri

Version #:1.0

115 230 460 690 920 Feet 1 inch = 833 feet



### Rank 19: SEGMENT 84A (CIP 2023-24) Sidewalk east of Meadowbrook between Ten Mile and Chattman: 2,350 feet



#### LEGEND

- Future\_Pathway Major
   Future\_Pathway\_Multi-Use
   Future\_Sidewalk Local
   Future\_Sidewalk Major
   Existing\_Pathway Major
   Existing\_Sidewalk Major
   Existing\_Sidewalk Local
   Developments
   Wetlands
   Woodlands
- Civic Center Library Places of Worship Places of Worship-Hindu School Shopping - Major Shopping Plaza
- Hotels

B

i

Â

f



## City of Novi

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

Project: 2017-18 Top 20 Priority Path and Sidewalk Segments Date: April 06, 2018 Map Author: Sri Komaragiri Version #:1.0

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



## Rank 20: SEGMENT 120C (CIP 2018-19)

## Sidewalk west of Haggerty between High Pointe and Nine Mile: 600 ft.



- Future\_Pathway Major Future\_Pathway\_Multi-Use i Future\_Sidewalk Local Future\_Sidewalk Major đ Existing\_Pathway Major Existing\_Pathway Local Existing\_Sidewalk Major Existing\_Sidewalk Local Developments 😬 Wetlands Woodlands
- Civic Center
- Library
- Places of Worship
- Places of Worship-Hindu
- School

đ

- Shopping Major
- Shopping Plaza
- Hotels



45175 W Ten Mile Rd Novi, MI 48375 cityofnovi.org

Project: 2017-18 Top 20 Priority Path and Sidewalk Segments Date: April 06, 2018 Map Author: Sri Komaragiri

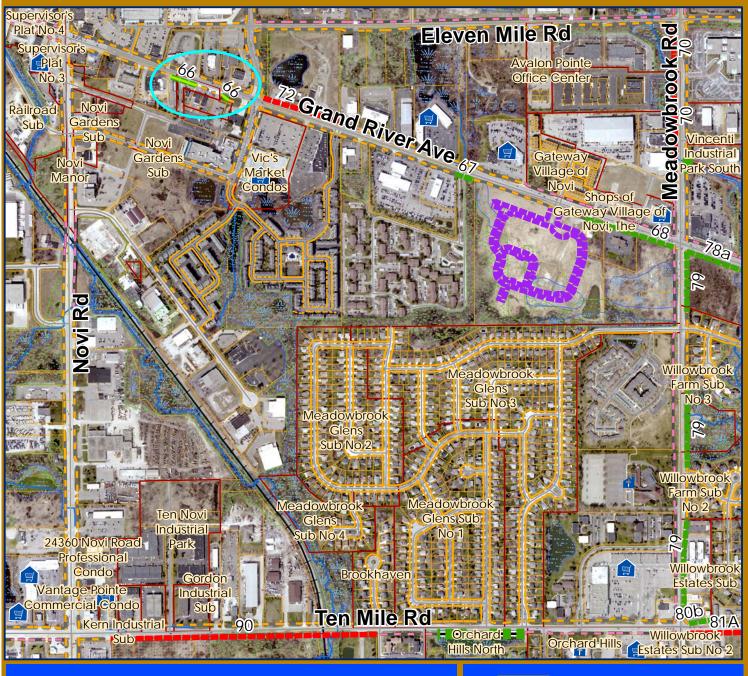
Version #:1.0

1 inch = 833 feet



formation depicted is not intended to replace or substitute for Standards and use the most recent. curate sources available to the people of the City of Novi and should not be co strued as survey measurements performe a licensed Michigan Surveyor as defined in Michigan Public Act of 1970 as amended. Pleased contact the City GIS Manager to d Michigan firm source and accuracy information related to this m

#### Rank 21: SEGMENT 66 (CIP 2018-19) Pathway south of Grand River between Sixth Gate and Main Street: 312 ft.



#### LEGEND

- Future\_Pathway Major
   Future\_Pathway\_Multi-Use
   Future\_Sidewalk Local
   Future\_Sidewalk Major
   Existing\_Pathway Major
   Existing\_Sidewalk Major
   Existing\_Sidewalk Local
   Developments
   Wetlands
   Woodlands
- Civic Center Library Places of Worship Places of Worship-Hindu School Shopping - Major Shopping Plaza

Hotels

R

i

Â

f



### City of Novi

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

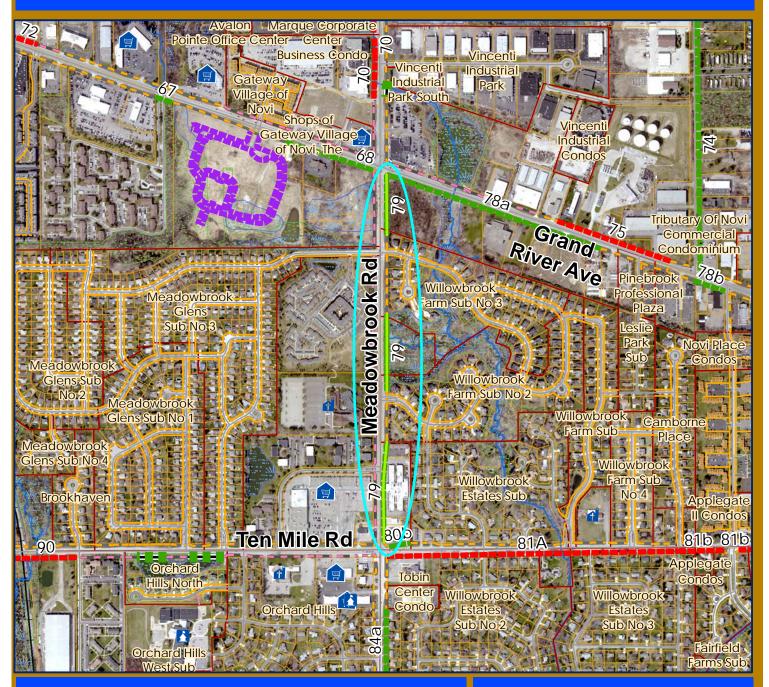
Project: 2017-18 Top 20 Priority Path and Sidewalk Segments Date: April 06, 2018 Map Author: Sri Komaragiri Version #:1.0

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

N

#### Rank 22: SEGMENT 79

#### Sidewalk east of Meadowbrook between Ten Mile and Grand River: 2,000 ft.



#### LEGEND

- Future\_Pathway Major Future\_Pathway\_Multi-Use Future\_Sidewalk Local Future\_Sidewalk Major Existing\_Pathway Major Existing\_Pathway Local Existing\_Sidewalk Major Existing\_Sidewalk Local Developments Wetlands
  - Civic Center
     Library
     Places of Worship
     Places of Worship-Hindu
     School
    - Shopping Major
    - Shopping Plaza
  - Hotels

CITY OF NOVI cityofnovi.org

## City of Novi

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

Project: 2017-18 Top 20 Priority Path and Sidewalk Segments Date: April 06, 2018 Map Author: Sri Komaragiri

Version #:1.0

115 230 460 690 920 Feet 1 inch = 833 feet



## Rank 23: SEGMENT 64 (CIP 2023-24) Sidewalk east of Taft between Ten Mile and Eleven Mile: 3,840 ft.



#### LEGEND

- Future\_Pathway Major Future\_Pathway\_Multi-Use Future\_Sidewalk Local Future\_Sidewalk Major Existing\_Pathway Major Existing\_Sidewalk Major Existing\_Sidewalk Local Developments Wetlands Woodlands
- Civic Center
   Library
   Places of Worship
   Places of Worship-Hindu
   School
   Shopping Major
   Shopping Plaza
  - Hotels



## City of Novi

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

Project: 2017-18 Top 20 Priority Path and Sidewalk Segments Date: April 06, 2018 Map Author: Sri Komaragiri Version #:1.0

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

N

#### POSSIBLE TIER 2 CATEGORIES FOR CONSIDERATION

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

#### MAINTAINENCE

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

Table 3.4: Sidewalk/Pathway and Boardwalk Maintenance Estimate									
	Installation	Removal	Annual Maintenance						
6 feet concrete Sidewalk	\$ 75 per ft.	\$ 20 per ft.	\$0.32 per feet ( 131811 ft pathways and 4836 ft						
10 foot asphalt pathway	\$ 90 per ft.	\$ 20 per ft.	sidewalk - \$44000 budget)						
Wooden boardwalk	\$ 700 per ft.	\$ 50 per ft.	\$1.90 per ft. (1 mile of boardwalk - \$10000 budget)						
Composite boardwalk	\$1,200 per ft.	\$ 40 per ft.	Yearly Budget						

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

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

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

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

#### BOARDWALKS

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

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



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

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

19	BKS-010033	30	Ten Mile West of Denali Ct	Napier Rd	8	50	0
10	BKS-10000	15	West of Novi South of 12 1/2 Mile	Novi Rd	8	504	0
10	BKS-10001	14	West of Novi North of 12 Mile	Novi Rd	8	423	0
27	BKS-010025	25	West of Novi SW of Lidstrom	Novi Rd	8	33	0
2	BKS-010029	28	Fishing Pier at Pavilion Shore Park	Pavilion Shore Park	10	113	0
16	BKS-10020	19	West of Taft South of Andes Ct	Taft Rd	8	237	0
18	BKS-10005	16	West of Wixom next to Lift Station	Wixom Rd	8	72	0
18	BKS-10006	17	West of Wixom South of Island Lake	Wixom Rd	8	258	0
18	BKS-10018	TBD	E of Napier S of Knightsbridge	Napier Rd	8	597	44
18	BKS-10021	TBD	E of Napier N of Knightsbridge	Napier Rd	8	59	0
19	BKS-010031	26	Napier North of 10 Mile	Napier Rd	10	286	0
27	BKS-010042	36	PD Stairway	Civic Center	10	25	0
			7,751				



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

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

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

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

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

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

TABLE 4.1: Summary of the Proposed Non-Motorized Improvements as of 2016								
Туре	# of Segments/ Crossings	Length (mi.)	Length (ft.)					
Off-Road Recreational Pathways	52	20	106,974					
On-Road Recreational Pathways	9	5.2	27,746					
Dirt Trails to be Paved	7	2.3	12,086					
Crossings	55							
Neighborhood Connector Routes	81	37.9	200,023					
Pathways And Sidewalks Adjacent To Major Roads	124	42.6	224,745					

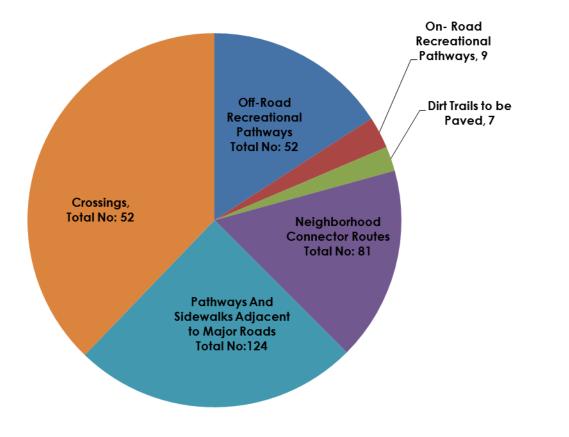


Figure 4.1: Summary of the Proposed Total Non-Motorized Improvements as of 2016 by count



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



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

TABLE	TABLE 4.2: Proposed Off-Road Recreational Pathways and On-Road Regional Pathway									
No Mo Surfac Classif	Legend         No Mo Phase=: Former Top 20=0, Initial=1, Major Corridor=2, Neighborhood Connector=3         Surface: C=concrete, A=asphalt, D=dirt         Classification: L=local, R=regional, P=park         PR=Planned Regional; PP=Planned Paved; PF= Planned Foot Trail; OR=On-Road Regional; DP=Dirt to be paved         Scheduled Segment       CIP Budget Year									
Segment Item #	Section #	No Mo Phase	Type	Location	From / To	Length (ft.)	Width (ft)	Surface	Classification	CIP Budget Year or Scheduled Segment Notes
Off-R	oad	Trails	s & Pa	iths						
4064	31	2	PR	ITC Sports Center Park	ITC to Eight Mile	3,259	10	А	R	17-18 CIP; TAP Grant Awarded
4014	17	3	PP	Wildlife Woods Park	ITC to Wixom	3,393	10	A	Ρ	
4077	23	1	PP	Main St path	Capitol to Cherry Hill	779	10	А	Ρ	
4296	27	0	PP	Civic Center	Ten Mile to Novi Way	420	5	С	Ρ	
4002	30	2	PR	Undeveloped Park/ ITC Corridor	Nine to Ten Mile	3,647	10	А	R	19-20 CIP; Greenway Phase 1B
4295	27	0	PP	Civic Center/ Power Park	Novi Way to play ground	676	5	С	Ρ	was seg 127B
4030	26	1	PP	Orchard Hills West	Mallot to Chattman	860	10	А	L	NC-3
4010	3	2	PR	Lakeshore Park	Parking lot to 12 1/2	3,513	10	А	L	
4011	3	2	PR	Lakeshore Park	West Park to parking lot	5,759	10	А	R	
4012	15	2	PP	I-96	RR to Meadowbrook	9,677	10	А	L	
4020	25	2	PP	Village Wood Lake	Meadowbrook to Village Wood	1,147	10	А	L	
4022	27	2	PP	Power Park	Taft to existing path	1,772	10	А	Р	
4023	27	2	PP	Power Park	Jonathan to park path	1,079	10	А	Ρ	
4028	17	2	PP	Beck to ITC	ITC to Cheltenham	1,878	10	А	L	
4037	26	2	PP	Orchard Hills West	Meadowbrook to Balcombe	1,804	10	А	L	
4039	26	2	PP	Novi Ridge Orchard Hills	Balcombe to RR	1,068	10	А	L	
4040	26	2	PP	Ice Arena	RR to River Oaks	1,540	10	А	L	
4049	4	2	PR	Beck North	Spring Lake to West Park	4,209	10	А	R	
4050	4	2	PR	The Springs Apartments	Fireside to Beck North	1,256	10	А	R	
4066	3	2	PR	Lakeshore Park	Parking to South Lake	1,388	10	А	R	

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

#### Legend

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

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

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

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

Scheduled Segment CIP Budget Year

Segment Item #	Section #	No Mo Phase	Type	Location	From / To	Length (ft.)	Width (ft)	Surface	Classification	CIP Budget Year or Scheduled Segment Notes
4067	3	2	PR	Lakeshore Park	trail head to parking	291	10	А	R	
4005	17	3	PP	ITC Corridor	s. Providence to Mid Providence	1,999	10	А	L	
4006	17	3	PP	ITC Corridor	Grand River to 12 Mile	773	10	А	R	
4007	17	3	PP	Providence Park Hospital	Central Providence to Grand River	1,366	10	А	R	
4015	29	3	PP	Nottingham Woods	Woodworth to ITC	1,777	10	А	L	
4016	20	3	PP	Mockingbird	Sandpiper to ITC	557	10	А	L	
4017	22	3	PP	East of Taft Rd.	Kerri to Taft a	1,590	10	А	L	
4018	22	3	PP	Cedar Springs	Kerri to Taft b	312	10	А	L	
4021	26	3	PP	River Oaks	Portage Way east boundary	353	10	А	L	
4024	27	3	PP	Dunbarton Pines	midway to Park	2,002	10	А	L	
4025	11	3	PP	Tollgate Farms	Steinbeck to 12 Mile	4,407	10	А	L	
4026	21	3	PP	Yorkshire to Taft Rd	Emerald Forest to Taft	767	10	А	L	
4027	35	3	PP	Chase to Novi Rd.	Novi to Asbury	306	10	А	L	
4031	2	3	PP	Maples Chateau Estates	Independence to La Roi	1,270	10	А	L	
4033	27	3	PP	Orchard Ridge Arowon	Greening to Algonquin	787	10	А	L	
4035	26	3	PP	Whispering Meadows Orchard Hil	Sovoio to Orchard Hills	1,324	10	А	L	
4038	27	3	PP	Arrowon Pines	Algonquin to Mystic Forest	135	10	А	L	
4041	26	3	PP	Orchard Hill	Tammera to Aspen	578	10	А	L	
4042	25	3	PP	Willowbrook	Le Bost to Park	324	10	А	L	
4044	36	3	PP	Haverhill Maples	Collingdale to Kingsley	2,807	10	А	L	
4045	19	3	PP	Knightsbridge Old Dutch	Victoria to Island Lake	2,832	10	А	L	
4046	22	3	PP	Churchill to Clark	Clark to Thatcher	147	10	А	L	

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

#### Legend

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

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

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

Scheduled Segment

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

**CIP Budget Year** 

Segment Item #	Section #	No Mo Phase	Type	Location	From / To	Length (ft.)	Width (ft)	Surface		CIP Budget Year or Scheduled Segment Notes	
4047	15	3	PP	CSX	under 96	403	10	А	L		
4048	15	3	PP	1-96	Taft to RR	2,065	10	Α	L		
4051	11	3	PP	Tollgate Woods	Steinbeck to west	164	10	А	L		
4052	11	3	PP	Tollgate Woods to Vista	Steinbeck to Sandstone	646	10	A	L		
4053	21	3	PP	Walden Simmons Orchard	Arcadia to Cidermill	1,137	10	A	L		
4054	22	3	PP	Legacy Park	10 Mile to Laurel	2,766	10	A	L		
4055	22	3	PP	Churchill to Novi Rd	Thatcher to Novi	1,624	10	A	L		
4063	16	3	PP	Taft Rd	GR to 96	1,373	10	А	L		
4116	4	3	PR	Portsmouth	Pontiac Trail to Spring Lake	1,198	8	А	R		
4198	30	3	PP	Singh Trail	10 to 9 mile	10,106	10	А	L		
Off-Ro	ad Tra	ails &	Paths	Total		86,006					
Plann	e <mark>d O</mark> r	n-Roa	ad Reg	gional							
4340	12	2	OR	Thirteen Mile S. side	M-5 to Meadowbrook	2,817	10	А	R	19-20 Metro Connector Phase 2	
4341	11	3	OR	Meadowbrook E. side	12 to 13 Mile	5,117	10	А	R		
4345	9	3	OR	West Park W. side	West to 12 Mile	4,982	10	А	R		
4348	16	3	OR	Beck E. side	GR north 250 ft	250	10	А	R		
4343	17	3	OR	Eleven Mile N. side	ITC to Wixom	2,550	10	А	R		
4346	17	3	OR	Beck E. side	Providence to Grand River	2,200	10	А	R		
4344	19	3	OR	Wixom W. side	590 ft N. of Ten Mile to Eleven Mile	4,752	10	А	R		
4351	19	3	OR	Wixom W. side	Ten Mile 590 ft north	590	10	А	R	was seg 48	
4347	9, 16	3	OR	Beck E. side & 12 Mile S. side	Bank, I-96, West Park	4,488	10	А	R	was seg 151 & 161	
Planne	ed On	-Roa	d Regi	onal Total		27,746					
Dirt Tra	Dirt Trails to be Paved										
4297	27	2	DP	Power Park		1,185	10	Α	Р		
4298	27	2	OR	Power Park		853	10	A	Ρ		

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

#### Legend

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

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

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

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

	Sch	edul	ed Se	gment	CIP Budget Year				
Segment Item #	Section #	No Mo Phase	Type	Location	From / To	Length (ft.)	Width (ft)	Surface Classification	CIP Budget Year or Scheduled Segment Notes
4299	35	3	OR	Rotory Park		3,294	10	ΑP	
4300	35	3	OR	Chase Farms		596	10	ΑP	
4301	35	3	OR	Rotory Park		2,577	10	ΑΡ	
4302	35	3	OR	Chase Farms		2,831	10	ΑP	
4303	35	3	OR	Rotory Park		750	10	ΑP	
Dirt Tra	Dirt Trails To Be Paved Total					12,086			

ABLE 4.3: P	roposed	Crossings		
Crossing Item #	No Mo Phase	Proposed	Location	Notes
5131	0	ramps crosswalks	Twelve Mile & Haggerty	NW to NE, NW to SW & SW to SE previously identified in PSPAP
5132	0	ramps crosswalks	Beck & Eleven Mile	NW to NE & NE to SE previously identified in PSPAP with ADA
5133	0	ramps crosswalks	Wixom & Eleven Mile	
5142	0	ramps crosswalks	Ten Mile & Churchill	NW to SW & NE to SE previously identified in PSPAP with ADA
5024	1	crosswalk & signals	Twelve Mile & Donelson	
5026	1	crosswalk & signals	Twelve Mile & Cabaret	
5059	1	ramps cross signals	M-5 & Fourteen Mile west	SW to SE with pathway seg 1
5060	1	ramps cross signals	M-5 & Fourteen Mile east	SW to SE with pathway seg 1 NE to SE with Commerce
5061	1	crosswalk & signals	Haggerty & JR	NW to NE with seg 25
5064	1	ramps crosswalk	Twelve Mile & Meadowbrook south	SW-NW w/path seg 30 or 29
5001	2	mid-block	Novi & Algonquin	signage, ramps and crosswalk with neighborhood connector route seg 9067 mid block crossing with road project

Crossing Item #	No Mo Phase	Proposed	Location	Notes
5012	2	mid-block	Meadowbrook north of Chattman	with local off road path seg 3020 & 3037
5027	2	mid-block	Eleven Mile & ITC path	signage, ramps and crosswalk with foot trail seg 3004 mid block crossing with road project
5029	2	ramps signs	Nine Mile & ITC path	
5030	2	ramps signs	Garfield & ITC path	
5039	2	bike cossing signs	Twelve Mile & West Park	with regional trail seg 122d
5048	2	mid-block	Taft & White Pines	signage, ramps and crosswalk with neighborhood connector route seg 9006 mid block crossing with road project
5056	2	NW to SW & NE to SE	West Park & West	NW- SW w/regional seg 3049 NE-SE w/path seg
5002	3	mid-block	Nine Mile west of Center	signage, ramps and crosswalk with neighborhood connector route seg 9128 mid block crossing with road project
5003	3	mid-block	Nine Mile & Ennishore	signage, ramps and crosswalk with local path seg 3034 or neighborhood connector route seg 9058 mid block crossing with road project
5005	3	mid-block	Ten Mile west of Ripple Creek	with neighborhood connector route seg 9124
5006	3	mid-block	Ten Mile & Hampton Hill	with neighborhood connector route seg 9007 8 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 c 9103 mid block crossing with road project
5011	3	mid-block	Novi & Galway	with neighborhood connector route seg 9071
5013	3	ramps signs	Nine Mile & Singh	with foot trail seg 3001
5015	3	mid-block	Wixom & Delmont	with neighborhood connector route seg 9016
5017	3	mid-block	Taft & Galway	signage, ramps and crosswalk with neighborhood connector route seg 9046 mid block crossing with road project
5018	3	mid-block	Taft & Addington	signage, ramps and crosswalk with local off- road path seg 3022 mid block crossing with roa project
5019	3	mid-block	Taft & Novi Woods	signage, ramps and crosswalk with off-road path 4017 mid block crossing with road project

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

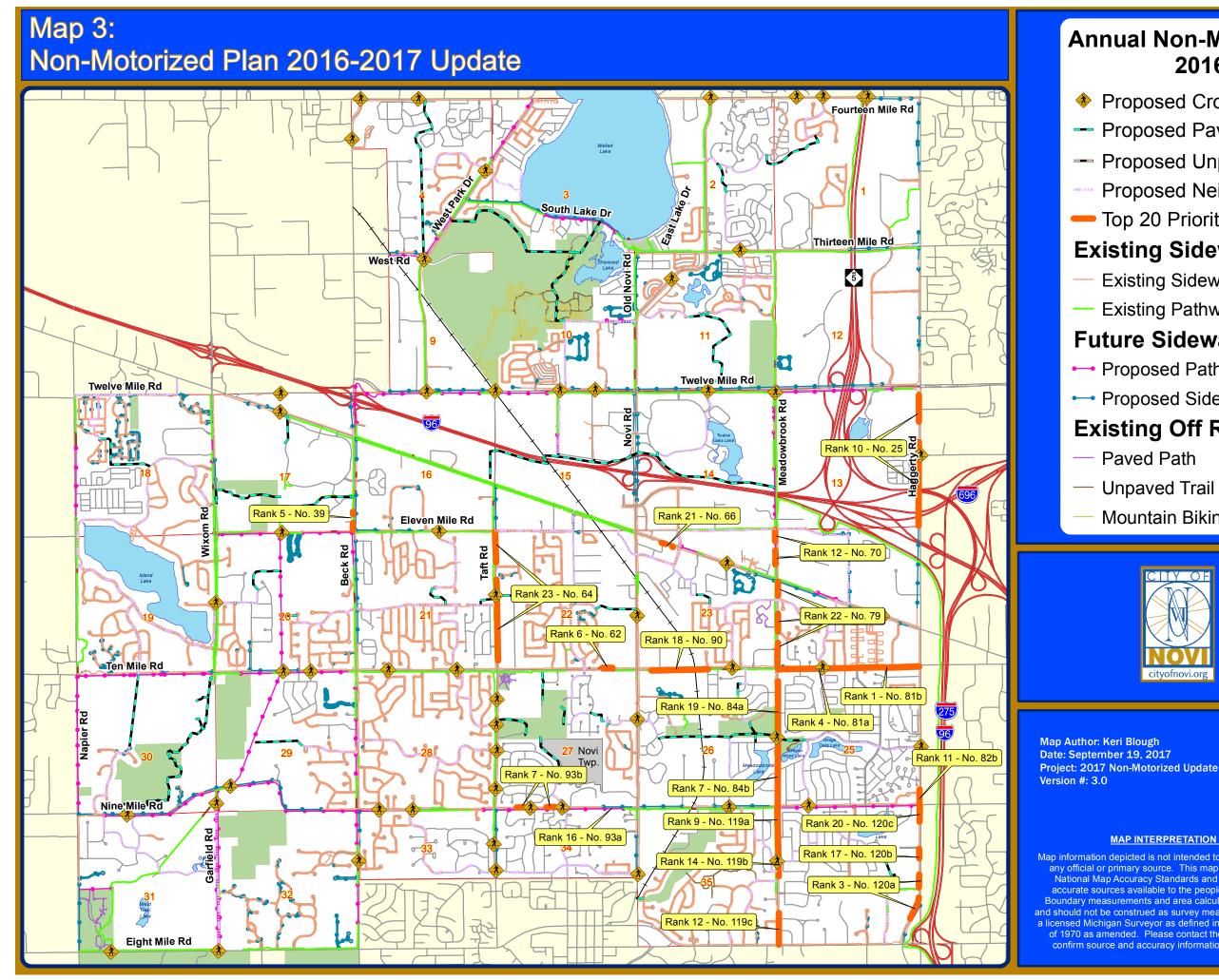
#### TABLE 4.4: Proposed Neighborhood Connector Routes

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

#### TABLE 4.4: Proposed Neighborhood Connector Routes

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

MAP 3: Non-Motorized Plan 2016-2017 Update



- Proposed Crossing Improvement
- Proposed Paved Path
- Proposed Unpaved Path
  - Proposed Neighborhood Connector Route
- Top 20 Priority Segments

## **Existing Sidewalks and Pathways**

- **Existing Sidewalk**
- **Existing Pathway**

## **Future Sidewalks and Pathways**

- Proposed Pathway
- --- Proposed Sidewalk

## **Existing Off Road Paths & Trails**

- Paved Path
- Unpaved Trail

Mountain Biking Trail

# **City of Novi**

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

itvofnovi.ora

0.225 0.45 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 p Accuracy Standards and use the most accurate sources available to the people of the City measurements and area ca strued as survey me icensed Michigan Surveyor as defined in Michigan of 1970 as amended. Please contact the City GIS Manager to confirm source and accuracy information related to this map



TABL	E 4.5: Pro	oposed	ed Adjad	Adjacent to Major Roads Pathway and Sidewalk Segments: Tier 1 Category Rankings									ay & sidewalk segm re ranked by the Ti									potential serv	ice benefi	
	1							-1 <b>1</b> -		TIER 1	CATEGORIES													
					Location	From	То		Segment Length (ft.) excluding Developer Planned & Completed Pieces	Notes	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/14)	TRAFFIC SAFETY (ADT) 2010 Non-Motorized MP & Traffic Speed	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile ); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN		
									_	σ					points	s available	e per catego	ory						
<b>NT RANK</b>			P= 8 ft. pathway		opposite side of be critical for	th pathways or sidewal f the street - <i>note that tl system connectivity &amp; separately for connect</i>	hese segments may must be analyzed	nent	ents (400 ft or less)	ear Scheduled Segment	5  points = 1 accident 10 = 2 accidents 15 = 3 accidents 20 = 4  or	0 = <10K ADTs", 5 = 10K- 20K ADTs 10 = >20K ADTs Then	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	3.5 = 1 hotel 7 = 2+ hotel s	3.5 = 1 shoppi ng area 7 = 2+ shoppi ng	places of worship 7 = 2+ places of	3.5 = connecte d to neighbori ng sidewalk system	0 = low density 8 = medium density 16 = high	3.5 = 1/2 to 1 mile 7 = over 1 mile	5 = top 15 survey responses , resident petitions & documen	20 = initial investme nt 15 = major corridor	POINTS	
SEGMENT	ent Item #	# uoi	6 ft. sidewalk I	of Street	opposite side of	higher ranking segmen the street - note that th stem connectivity & mu connectivity	ese segments may	Pieces in Segment	Short Segm	CIP Budget Ye	more accidents	multiplied by 1<35mph, 1.2 for 35- 40mph & 1.5 for >=45				areas	worship	7 = connecte d to regional trail system	density		ted segments requeste d by groups & govt		TOTAL TIER 1 PO	TIER 1 RANKING
	Se d ft	t. sidew	S=	ft. pathv	vay			of F		Ű		mph									agencies			
	nd S= 6 ft Seg	gments <sup>.</sup> gments <sup>.</sup>	walk P= 8 s with pates s with a h gments (4	ft. pathv thways o igher ran 00 ft. or le	r sidewalks on most o	of the opposite side of the led for the opposite side o Scheduled Segment Willowbrook	f the street - <i>note that th</i>	segments hese segm CIP Budg	nents may be c	nl for syster ritical for s		mph st be analyzed se & must be analyze			0	7	7	3.5	16	7	agencies	20	110	1
	nd S= 6 ft Seg	gments gments ort Segr 23	walk P= 8 s with pates s with a h gments (4	ft. pathw thways of igher ran 00 ft. or le	r sidewalks on most o nking segment plann ess)	ed for the opposite side of Scheduled Segment	f the street - <i>note that th</i>	segments hese segm CIP Budg	nents may be c	nl for syster ritical for s Defe	ystem connectivity &	mph st be analyzed se & must be analyze on	ed separately for cor	nectivity	0	7 7	7	3.5 3.5	16	7		20		
	nd S= 6 ft Seg Seg Shc 81B	gments gments ort Segr 23 24	walk P= 8 s with pat s with a h gments (4	ft. pathw thways o igher ran 00 ft. or le south north	r sidewalks on most o aking segment plann ess) Ten Mile	Scheduled Segment	f the street - <i>note that th</i>	segments hese segm CIP Budg 1	nents may be co let Year 2,750	nl for syster ritical for s Defe	ystem connectivity & erred until constructio 20	mph st be analyzed se a must be analyze on 7.5	ed separately for cor	nectivity 8	-	7 7 7 7	·			7 7 7 7 7 7	5		110	1
Leger	nd S= 6 ft Seg Seg Shc 81B 80B	gments gments ort Segr 23 24 36	walk P= 8 s with pat s with a h gments (4 P s S r	ft. pathw thways o igher ran 00 ft. or le south north	r sidewalks on most o nking segment plann ess) Ten Mile Ten Mile	ed for the opposite side of Scheduled Segment Willowbrook Meadowbrook	f the street - <i>note that th</i> Haggerty Willowbrook Estates	segments hese segm CIP Budg 1 1 2	nents may be c. net Year 2,750 189	al for syster ritical for s Defe 23-24	ystem connectivity & erred until construction 20 10	mph st be analyzed se a must be analyze on 7.5 7.5	ed separately for cor 9 9	8 8	0	7 7 7 7 7 7 7	7	3.5	16	7	5	20	110 100	1
Leger	nd S= 6 ft Seg Seg Shc 81B 80B 120A	gments gments ort Segr 23 24 36 25	walk P= 8 s with pates s with a h gments (4 P s S r S r	south west	r sidewalks on most of hking segment plann ess) Ten Mile Ten Mile Haggerty	<ul> <li>Med for the opposite side of Scheduled Segment</li> <li>Willowbrook</li> <li>Meadowbrook</li> <li>Eight Mile</li> </ul>	f the street - note that the street - note that the street - note that the street the street	segments hese segm CIP Budg 1 1 2 1	nents may be c. et Year 2,750 189 1,390	al for system ritical for s Defe 23-24 18-19	ystem connectivity & erred until construction 20 10 15	mph st be analyzed se a must be analyzed on 7.5 7.5 15	ed separately for cor 9 9 4.5	8 8 0	0 7	,	7 3.5	3.5 7	16 16	7	5 5 0	20 0	110 100 82	1 3 10
Leger	nd S= 6 ft Seg Seg Shc 81B 80B 120A 81A	gments gments ort Segr 23 24 36 25 17	walk P= 8 s with pat s with a h gments (4 P s S r S r S v P s	south west	r sidewalks on most of hking segment plann ess) Ten Mile Ten Mile Haggerty Ten Mile	ed for the opposite side of Scheduled Segment Willowbrook Meadowbrook Eight Mile Meadowbrook	f the street - note that the Haggerty Willowbrook Estates N of Orchard Hill Willowbrook Providence Churchill	segments hese segm CIP Budg 1 1 2 1 1	and the set of t	al for system ritical for s Defe 23-24 18-19 23-24	ystem connectivity & erred until construction 20 10 15 20	mph st be analyzed se a must be analyzed on 7.5 7.5 15 7.5	ed separately for cor 9 9 4.5 9	8 8 0 8	0 7 0	7	7 3.5 7	3.5 7 3.5	16 16 16	7 7 7 0	5 5 0 5	20 0 20	110 100 82 103	1 3 10 2
Leger	x           nd         S= 6 ft           Seg         Seg           Shc         Shc           81B         80B           120A         81A           39         Shc	gments gments ort Segr 23 24 36 25 17 22	walk P= 8 s with pat s with a h gments (4 P s S r S r S v P s	south west west worth	r sidewalks on most of hking segment plann ess) Ten Mile Haggerty Ten Mile Beck	ed for the opposite side of Scheduled Segment Willowbrook Meadowbrook Eight Mile Meadowbrook Eleven Mile	f the street - note that the Haggerty Willowbrook Estates N of Orchard Hill Willowbrook Providence	segments hese segm CIP Budg 1 1 2 1 1 1 1 1 1	nents may be co et Year 2,750 189 1,390 2,530 76 400	al for system ritical for s Defe 23-24 18-19 23-24 18-19	ystem connectivity & erred until construction 20 10 15 20 10	mph st be analyzed se must be analyzed on 7.5 7.5 15 7.5 15	ed separately for cor 9 4.5 9 9	nectivity 8 8 0 8 4	0 7 0 3.5	7 3.5	7 3.5 7 0	3.5 7 3.5 0	16 16 16 8	7 7 7 0 7	5 5 0 5 0	20 0 20 15	110 100 82 103 75	1 3 10 2 18
Leger	x           nd         S= 6 ft           Seg         Seg           Shc         Shc           81B         80B           120A         81A           39         62	gments gments ort Segr 23 24 36 25 17 22 25	walk P= 8 s with pat s with a h gments (4 P s S r S r S v P s P s	south west worth west worth east	r sidewalks on most of hking segment plann ess) Ten Mile Haggerty Ten Mile Beck Ten Mile	ed for the opposite side of Scheduled Segment Willowbrook Meadowbrook Eight Mile Meadowbrook Eleven Mile Eaton Center	f the street - note that the Haggerty Willowbrook Estates N of Orchard Hill Willowbrook Providence Churchill Crossing	segments hese segm CIP Budg 1 1 2 1 1 1 1 1 1 1	nents may be c.       aet Year       2,750       189       1,390       2,530       76	al for system ritical for s Defe 23-24 18-19 23-24 18-19 21-22	ystem connectivity & erred until construction 20 10 15 20 10 0	mph st be analyzed se must be analyzed 7.5 7.5 15 7.5 15 7.5 15 7.5	ed separately for cor 9 9 4.5 9 9 9 9 9	nectivity          8         8         0         8         4         8	0 7 0 3.5 0	7 3.5 3.5	7 3.5 7 0 7	3.5 7 3.5 0 0	16 16 16 8 16	7 7 0 7 7 7 7	5 5 0 5 0 5 5 0 5	20 0 20 15 20	110 100 82 103 75 83	1 3 10 2 18
Leger	X         X	gments gments ort Segr 23 24 36 25 17 22 25 27	walk P= 8 s with pat s with a h gments (4 P s S r S r P s P s P s P s S r	rft. pathw fft. pathw thways o igher ran 00 ft. or lo south north west south west north east north	r sidewalks on most of hking segment plann ess) Ten Mile Haggerty Ten Mile Beck Ten Mile Meadowbrook	ed for the opposite side of Scheduled Segment Willowbrook Meadowbrook Eight Mile Meadowbrook Eleven Mile Eaton Center Nine Mile	f the street - note that the Haggerty Willowbrook Estates N of Orchard Hill Willowbrook Providence Churchill Crossing Chattman	segments hese segm CIP Budg 1 1 1 1 1 1 1 1 2 1 1 2	nents may be c.       aet Year       2,750       189       1,390       2,530       76       400       2,050	al for system ritical for s Defe 23-24 18-19 23-24 18-19 23-24 18-29 23-24	ystem connectivity & erred until construction 20 10 15 20 10 0 0 0	mph           st be analyzed set           armust be analyzed           armust be analyzed           7.5           7.5           15           7.5           15           7.5           15           7.5           15           7.5           15           7.5	ed separately for cor 9 4.5 9 9 9 9 9 9 9 9	<i>nectivity</i> 8 8 0 8 4 8 8 4 8 8 8 8 8	0 7 0 3.5 0 0	7 3.5 3.5 3.5	7 3.5 7 0 7 7 7	3.5 7 3.5 0 0 0	16 16 16 8 16 16	7 7 0 7 7 7 7 7	5 5 0 5 0 5 5 5 5 5	20 0 20 15 20 20	110 100 82 103 75 83 83	1 3 10 2 18 7 7 7
Leger	X         X	gments gments ort Segr 23 24 36 25 17 22 25 27 36	walk P= 8 s with pat s with a h gments (4 P s S r S r P s P s P s S r S r	south north west west north east north	r sidewalks on most of hking segment plann ess) Ten Mile Haggerty Ten Mile Beck Ten Mile Meadowbrook Nine Mile	ed for the opposite side of Scheduled Segment Willowbrook Meadowbrook Eight Mile Meadowbrook Eleven Mile Eaton Center Nine Mile Plaissance	f the street - note that the Haggerty Willowbrook Estates N of Orchard Hill Willowbrook Providence Churchill Crossing Chattman Taft	5           segments           hese segm           CIP Budg           1           2           1           1           2           1           1           2           1           1           2           1           1           1           2           1           1           2           1           1           2           1           2           1	nents may be c.       aet Year       2,750       189       2,530       76       400       2,050       650	al for syster ritical for s Defe 23-24 18-19 23-24 18-19 23-24 23-24 23-24	ystem connectivity & erred until construction 20 10 15 20 10 0 0 0 10	mph           st be analyzed set           amust be analyzed set           amust be analyzed set           7.5           7.5           15           7.5           15           7.5           15           7.5           0	ed separately for cor 9 4.5 9 9 9 9 9 9 9 9 9 9 9	nectivity 8 8 0 8 4 8 8 8 8 8 8 8 8	0 7 0 3.5 0 0 0	7 3.5 3.5 3.5 3.5 3.5	7 3.5 7 0 7 7 7 0	3.5 7 3.5 0 0 0 0	16 16 16 8 16 16 16	7 7 0 7 7 7 7 7 7	5 5 0 5 0 5 5 5 5 5 5	20 0 20 15 20 20 20	110 100 82 103 75 83 83 83 78.5	1 3 10 2 18 7 7 15
Leger 1 1 1 3 4 5 6 7 7 9	X         X	gments gments ort Segr 23 24 36 25 17 22 25 27 36 13	walk P= 8 s with pat s with a h gments (4 P s S r S r P s P s S r S r S r S r S r	ft. pathw     ft. pathw     thways o     iigher ran     00 ft. or le     south     north     west     south     north     east     north     east     west	r sidewalks on most of hking segment plann ess) Ten Mile Ten Mile Haggerty Ten Mile Beck Ten Mile Meadowbrook Nine Mile Meadowbrook	ed for the opposite side of Scheduled Segment Willowbrook Meadowbrook Eight Mile Meadowbrook Eleven Mile Eaton Center Nine Mile Plaissance Nine Mile	f the street - note that the Haggerty Willowbrook Estates N of Orchard Hill Willowbrook Providence Churchill Crossing Chattman Taft Singh Blvd	5           segments           hese segm           CIP Budg           1           2           1           1           2           1           1           2           1           1           2           1           1           2           1           2           1           2           1           2           1           2           1           2           1           2	nents may be c.       aet Year       2,750       189       1,390       2,530       76       400       2,050       650       1,300	<ul> <li>I for system</li> <li>I for</li></ul>	ystem connectivity & erred until construction 20 10 15 20 10 0 0 0 10 5	mph           st be analyzed set           amust be analyzed set           amust be analyzed set           7.5           7.5           15           7.5           15           7.5           0           0           0           0           0	ed separately for cor 9 4.5 9 9 9 9 9 9 9 9 9 9 9 9 9 9	nnectivity 8 8 0 8 4 8 8 8 8 8 8 8 8	0 7 0 3.5 0 0 0 0	7 3.5 3.5 3.5 3.5 3.5 0	7 3.5 7 0 7 7 7 0 7 7	3.5 7 3.5 0 0 0 0 0 3.5	16 16 16 8 16 16 16 16	7 7 0 7 7 7 7 7 7 7 0	5 5 0 5 5 0 5 5 5 5 5 5 5	20 0 20 15 20 20 20 20 20	110 100 82 103 75 83 83 83 78.5 73.5	1 3 10 2 18 7 7 15 19

ADILL'4.0. PIC	oposed Adj	acent to N	Aajor Roads Pathv	way and Sidewalk Segr	nents: Tier 1 Category	Rankings	the citi			y & sidewalk segm e ranked by the Ti									potential serv	ice benefi	ts to
			Location	From	То	Segment Length (ft.) excluding Developer Planned & Completed Pieces		BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/14)	<b>TRAFFIC SAFETY</b> (ADT) 2010 Non-Motorized MP & Traffic Speed	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile ): (# middle & high schools within 2 miles): (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN		
				•	•							point	s available	e per catego	ory	1	<u> </u>				
IT RANK	P= 8 ft. pathway		opposite side of be critical for	th pathways or sidewall f the street - note that th system connectivity & I separately for connect	nese segments may must be analyzed	ent ents (400 ft or less)	ar Scheduled Segment	5  points = 1 accident 10 = 2 accidents 15 = 3 accidents 20 = 4  or	0 = <10K ADTs", 5 = 10K- 20K ADTs 10 = >20K ADTs Then	$\begin{array}{l} 4.5 = 1\\ \text{school}\\ 9 = 2+\\ \text{schools} \end{array}$	4 = 1 park 8 = 2+ parks	3.5 = 1 hotel 7 = 2+ hotel s	3.5 = 1 shoppi ng area 7 = 2+ shoppi ng	3.5 = 1 places of worship 7 = 2+ places of	3.5 = connecte d to neighbori ng sidewalk system	0 = low density 8 = medium density 16 = high	3.5 = 1/2 to 1 mile 7 = over 1 mile	5 = top 15 survey responses , resident petitions & documen	20 = initial investme nt 15 = major corridor	POINTS	
OVERALL SEGMENT RANK Segment Item #	ection # = 6 ft. sidewalk P	Stree	opposite side of	higher ranking segmer the street - note that the stem connectivity & mu connectivity	ese segments may	Pieces in Segment Short Segments	CIP Budget Yea	more accidents	multiplied by 1<35mph, 1.2 for 35- 40mph & 1.5 for >=45				areas	worship	7 = connecte d to regional trail system	density		ted segments requeste d by groups & govt		Total Tier 1 Pol	TIER 1 RANKING
	. sidewalk P=	0,	/ay			of H			mph									agencies			-
egend S= 6 ft Seg	ments with p	8 ft. pathw pathways or higher rank	sidewalks on most o	of the opposite side of the red for the opposite side of Scheduled Segment	the street - <i>note that the</i>	gments may be critica	al for syster		mph st be analyzed se a must be analyze									agencies		E	F
egend S= 6 ft Seg Seg Shot 2 119C	yments with p gments with a prt Segments	8 ft. pathw pathways or higher rank (400 ft. or le east	king segment plann ess) Meadowbrook	Eight Mile	the street - <i>note that the</i>	gments may be critica se segments may be c	al for syster	ystem connectivity &	mph st be analyzed se a must be analyze			0	0	7	3.5	16	7	agencies 5	20	80.5	14
egend         S= 6 ft           Seg         Seg           Seg         Sho           12         119C           14         119B	yments with p yments with a ort Segments 36 S 36 S	8 ft. pathw pathways or higher rank (400 ft. or le east east	sidewalks on most of king segment plann ess) Meadowbrook Meadowbrook	Eight Mile Singh Blvd	the street - <i>note that the</i>	egments may be critical se segments may be c IP Budget Year 1 1,200 1 1,300	al for syster	ystem connectivity & erred until constructio 5 5	mph st be analyzed se a must be analyze on 0 0	ed separately for con 9 9	nectivity	0	0	7 7	-	16	0		20		
egend         S= 6 ft           Seg         Seg           Seg         Sho           12         119C           14         119B           15         121A	yments with p yments with a ort Segments 36 S 36 S 36 P	8 ft. pathw pathways or higher rank (400 ft. or le east east south	sidewalks on most of king segment plann ess) Meadowbrook Meadowbrook Nine Mile	Eight Mile Singh Blvd Meadowbrook	the street - <i>note that the</i>	egments may be critical se segments may be critical IP Budget Year 1 1,200 1 1,300 1 2,900	al for syster critical for s Defe 21-22	ystem connectivity & erred until construction 5 5 5 5	mph st be analyzed se a must be analyzed on 0 0 0	ed separately for con 9 9 9	nectivity 8 8 8	0	0	7 7	3.5 3.5 7	16 16	0	5 5 5	20 20	80.5 73.5 84	14 19 5
egend       S= 6 ft         Seg       Seg         Seg       Sho         12       119C         14       119B         15       121A         15       121B	yments with p yments with a ort Segments 36 S 36 S 36 P 36 P	8 ft. pathw pathways or higher rank (400 ft. or le east east south south	sidewalks on most of king segment plann ess) Meadowbrook Meadowbrook Nine Mile Nine Mile	Eight Mile Singh Blvd Meadowbrook Sunrise	the street - <i>note that the</i> N of Llewelyn N of Llewelyn Sunrise Haggerty	b       egments may be critical       se segments may be critical       IP Budget Year       1     1,200       1     1,300       1     2,900       1     2,380	al for syster critical for s Defe 21-22 21-22	ystem connectivity & erred until construction 5 5 5 5 5 5	mph st be analyzed se a must be analyzed on 0 0 0 0	ed separately for con 9 9 9 9 9 9	nectivity 8 8 8 8 8 8	0	0	7 7 7 7 7	3.5 3.5	16 16 16	0 0 0 0	5 5 5 5 5	20 20 20	80.5 73.5 84 84	14 19 5 5
egend       S= 6 ft         Seg       Seg         Seg       Seg         Sho       Sho         12       119C         14       119B         15       121A         15       121B         17       120B	yments with p yments with a ort Segments 36 S 36 S 36 P 36 P 36 S	8 ft. pathw pathways or higher rank (400 ft. or le east east south south west	sidewalks on most of king segment plann ess) Meadowbrook Meadowbrook Nine Mile Nine Mile Haggerty	ed for the opposite side of Scheduled Segment Eight Mile Singh Blvd Meadowbrook Sunrise Orchard Hill	the street - note that the N of Llewelyn N of Llewelyn Sunrise Haggerty High Pointe	b         egments may be critical         se segments may be critical         se segments may be critical         IP Budget Year         1       1,200         1       1,300         1       2,900         1       2,380         1       375	al for system critical for s Defe 21-22 21-22 18-19	ystem connectivity & erred until construction 5 5 5 5 5 15	mph st be analyzed se a must be analyzed on 0 0 0 0 15	ed separately for con 9 9 9 9 9 9 4.5	nectivity 8 8 8 8 8 0	0 0 0 7	0 7 7 7 7	7 7 7 7 3.5	3.5 3.5 7 7 7 7	16 16 16 16	0 0 0 7	5 5 5 5 5 0	20 20 20 0	80.5 73.5 84 84 82	14 19 5
egend       S= 6 ft         Seg       Seg         Seg       Seg         Sho       Sho         12       119C         14       119B         15       121A         15       121B         17       120B         18       90	yments with p yments with a ort Segments 36 S 36 S 36 P 36 P 36 S 26 P	8 ft. pathw pathways or higher rank (400 ft. or le east east south south west south	sidewalks on most of king segment plann ess) Meadowbrook Meadowbrook Nine Mile Nine Mile Haggerty Ten Mile	ed for the opposite side of Scheduled Segment Eight Mile Singh Blvd Meadowbrook Sunrise Orchard Hill Novi Rd.	the street - note that the N of Llewelyn N of Llewelyn Sunrise Haggerty High Pointe Maly Dental	6	al for syster critical for s Defe 21-22 21-22 18-19 23-24	ystem connectivity & erred until construction 5 5 5 5 5 15 5 5	mph st be analyzed set on 0 0 0 0 15 7.5	ed separately for con 9 9 9 9 9 4.5 9	nectivity 8 8 8 8 8 0 8 8 8 8 8 8 8 8 8 8 8 8 8	0 0 0 7 0	0 7 7 7 7 7 7	7 7 7 3.5 7	3.5 3.5 7 7 7 7 0	16 16 16 16 16	0 0 0 7 7 7	5 5 5 5 5 0 5	20 20 20 0 20	80.5 73.5 84 84 82 91.5	14 19 5 5 10 4
egend       S= 6 ft         Seg       Seg         Seg       Seg         Sho       Sho         12       119C         14       119B         15       121A         15       121B         17       120B         18       90         19       84A	yments with p yments with a ort Segments 36 S 36 S 36 P 36 P 36 S 26 P 25 S	8 ft. pathw pathways or higher rank (400 ft. or le east east south south west south east	sidewalks on most of king segment plann ess) Meadowbrook Meadowbrook Nine Mile Nine Mile Haggerty Ten Mile Meadowbrook	eed for the opposite side of Scheduled Segment Eight Mile Singh Blvd Meadowbrook Sunrise Orchard Hill Novi Rd. Ten Mile	the street - note that the N of Llewelyn N of Llewelyn Sunrise Haggerty High Pointe Maly Dental Chattman	6	al for syster critical for s Defe 21-22 21-22 18-19 23-24 23-24	ystem connectivity & erred until construction 5 5 5 5 15 5 0	mph st be analyzed set on 0 0 0 0 0 15 7.5 7.5	ed separately for con 9 9 9 9 9 4.5 9 9 9	nectivity 8 8 8 8 0 8 8 8 8 8 8 8 8 8 8 8 8 8 8	0 0 0 7 0 0	0 7 7 7 7 7 3.5	7 7 7 3.5 7 7 7	3.5 3.5 7 7 7 7 0 0	16 16 16 16 16 16 16	0 0 0 7 7 7 0	5 5 5 5 5 0 5 5 5 5	20 20 20 0 20 20 20	80.5 73.5 84 84 82 91.5 76	14 19 5 5 10 4 17
egend       S= 6 ft         Seg       Seg         Seg       Seg         Sho       Sho         12       119C         14       119B         15       121A         15       121B         17       120B         18       90         19       84A         20       120C	yments with p yments with a ort Segments 36 S 36 S 36 P 36 P 36 S 26 P 25 S 36 S	8 ft. pathw pathways or higher rank (400 ft. or le east east south south west south east west	sidewalks on most of king segment plann ess) Meadowbrook Meadowbrook Nine Mile Nine Mile Haggerty Ten Mile Meadowbrook Haggerty	ed for the opposite side of Scheduled Segment Eight Mile Singh Blvd Meadowbrook Sunrise Orchard Hill Novi Rd. Ten Mile High Pointe	the street - note that the N of Llewelyn N of Llewelyn Sunrise Haggerty High Pointe Maly Dental Chattman Nine Mile	6	al for syster critical for s Defe 21-22 21-22 18-19 23-24 18-19	ystem connectivity & erred until construction 5 5 5 5 15 5 0 15 5 0 15	mph st be analyzed set must be analyzed on 0 0 0 0 15 7.5 7.5 15	ed separately for con 9 9 9 9 4.5 9 9 4.5	nectivity 8 8 8 8 0 8 8 8 0 0 8 0 0 0 0 0 0 0 0	0 0 0 7 0 0 0 7	0 7 7 7 7 3.5 7	7 7 7 3.5 7 7 7 3.5	3.5 3.5 7 7 7 7 7 0 0 0 7	16 16 16 16 16 16 16 16	0 0 0 7 7 7 0 7	5 5 5 5 0 5 5 5 5 0 5 5 0	20 20 20 0 20 20 20 0	80.5 73.5 84 84 82 91.5 76 82	14 19 5 5 10 4 17 10
egend       S= 6 ft         Seg       Seg         Seg       Seg         Sho       Sho         12       119C         14       119B         15       121A         15       121B         17       120B         18       90         19       84A         20       120C         21       66	yments with p yments with a ort Segments 36 S 36 S 36 P 36 P 36 S 26 P 25 S 36 S 25 S 36 S	8 ft. pathw pathways or higher rank (400 ft. or le east east south south west south east west south	sidewalks on most of king segment plann ess) Meadowbrook Meadowbrook Nine Mile Nine Mile Haggerty Ten Mile Meadowbrook Haggerty Grand River	ed for the opposite side of Scheduled Segment Eight Mile Singh Blvd Meadowbrook Sunrise Orchard Hill Novi Rd. Ten Mile High Pointe Sixth Gate	the street - note that the N of Llewelyn N of Llewelyn Sunrise Haggerty High Pointe Maly Dental Chattman Nine Mile Main Street	6	al for syster critical for s Defe 21-22 21-22 18-19 23-24 23-24	ystem connectivity & erred until construction 5 5 5 5 15 5 0 15 5 0 15 20	mph           st be analyzed set           amust be analyzed           amust be analyzed      <	ed separately for con 9 9 9 9 9 4.5 9 9 4.5 9 4.5 9	nectivity 8 8 8 8 0 8 8 0 0 8 0 0 0 0	0 0 0 7 0 0 0 7 7 7 7	0 7 7 7 7 3.5 7 7 7	7 7 7 3.5 7 7 3.5 7 3.5 0	3.5 3.5 7 7 7 7 0 0 0 7 0 7 0 0	16 16 16 16 16 16 16 16	0 0 0 7 7 7 0 7 7 7 7	5 5 5 5 0 5 5 0 5 0 0 0	20 20 20 0 20 20 20 0 0	80.5 73.5 84 84 82 91.5 76 82 73.5	14 19 5 5 10 4 17 10 19
egend       S= 6 ft         Seg       Seg         Seg       Seg         Sho       Sho         12       119C         14       119B         15       121A         15       121B         17       120B         18       90         19       84A         20       120C	yments with p yments with a ort Segments 36 S 36 S 36 P 36 P 36 S 26 P 25 S 36 S	8 ft. pathw pathways or higher rank (400 ft. or le east east south south west south east west south east	sidewalks on most of king segment plann ess) Meadowbrook Meadowbrook Nine Mile Nine Mile Haggerty Ten Mile Meadowbrook Haggerty	ed for the opposite side of Scheduled Segment Eight Mile Singh Blvd Meadowbrook Sunrise Orchard Hill Novi Rd. Ten Mile High Pointe	the street - note that the N of Llewelyn N of Llewelyn Sunrise Haggerty High Pointe Maly Dental Chattman Nine Mile Main Street Grand River	6	al for syster critical for s Defe 21-22 21-22 18-19 23-24 18-19	ystem connectivity & erred until construction 5 5 5 5 15 5 0 15 5 0 15	mph st be analyzed set must be analyzed on 0 0 0 0 15 7.5 7.5 15	ed separately for con 9 9 9 9 4.5 9 9 4.5	nectivity 8 8 8 8 0 8 8 8 0 0 8 0 0 0 0 0 0 0 0	0 0 0 7 0 0 0 7	0 7 7 7 7 3.5 7	7 7 7 3.5 7 7 7 3.5	3.5 3.5 7 7 7 7 7 0 0 0 7	16 16 16 16 16 16 16 16	0 0 0 7 7 7 0 7	5 5 5 5 0 5 5 5 5 0	20 20 20 0 20 20 20 0	80.5 73.5 84 84 82 91.5 76 82	14 19 5 5 10 4 17 10

TABL	E 4.5: Pro	roposea	d Adjacen	t to Major Roa	ds Pathway and Sidewalk Se	gments: Tier 1 Category F	ankings		posed adjacent to izens of the City, th		y & sidewalk segm e ranked by the Ti									ootential serv	ice benefi	IS TO
			1 1					TIER 1	CATEGORIES			1	-									
				Location	From	То	Segment Length (ft.) excluding Developer Planned & Completed Pieces		BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/14)	TRAFFIC SAFETY (ADT) 2010 Non-Motorized MP & Traffic Speed	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile ); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN		
								<u>ہ</u> ب		1		1	point	s available	e per catego	•		1		1		
LL SEGMENT RANK	iegment Item #	# (	ft. sidewalk P= 8 ft. pathway • of Street	Segment opposite be critic separate	ents with pathways or sidew. e side of the street - note that ical for system connectivity of separately for conne s with a higher ranking segm side of the street - note that of for system connectivity & n by for connectivity	these segments may a must be analyzed ctivity ent planned for the these segments may	of Pieces in Segment Short Segments (400 ft or less)	CIP Budget Year Scheduled	5 points = 1 accident 10 = 2 accidents 15 = 3 accidents 20 = 4 or more accidents	0 = <10K ADTs", 5 = 10K- 20K ADTs 10 = >20K ADTs Then multiplied by 1<35mph, 1.2 for 35- 40mph & 1.5 for >=45	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	3.5 = 1 hotel 7 = 2+ hotel s	3.5 = 1 shoppi ng area 7 = 2+ shoppi ng areas	3.5 = 1 places of worship 7 = 2+ places of worship	3.5 = connecte d to neighbori ng sidewalk system 7 = connecte d to regional trail system	0 = low density 8 = medium density 16 = high density	3.5 = 1/2 to 1 mile 7 = over 1 mile	5 = top 15 survey responses , resident petitions & documen ted segments requeste d by groups & govt	20 = initial investme nt 15 = major corridor	TOTAL TIER 1 POINTS	TIER 1 RANKING
	nd S= 6 f	gments v		athway ays or sidewalks	on most of the opposite side of th		gments may be criti	Ţ	-	-	-	-	<u> </u>	<u> </u>		<u> </u>			agencies			
	nd S= 6 f	gments v gments v nort Segm	alk P= 8 ft. p with pathwa with a highe nents (400 fi	bathway ays or sidewalks er ranking segme t. or less)	nt planned for the opposite side	of the street - <i>note that thes</i> It CI	gments may be criti e segments may be P Budget Year	critical for s	-	st be analyzed se & must be analyze on	-	-	0	3.5	7	0	8	0	agencies	20	69	24
Leger	nd S= 6 f	gments v gments v	alk P= 8 ft. p with pathwa with a highe nents (400 fi P sout	bathway ays or sidewalks er ranking segme t. or less) th <b>Ten Mile</b>	Scheduled Segmen 400' E of Lynwood	of the street - <i>note that thes</i> It CI Beck	gments may be criti e segments may be P Budget Year 1,100	critical for s	system connectivity & erred until construction 5	st be analyzed se & must be analyze	ed separately for con	nnectivity	0	3.5	7		8	0		20	69	24
Leger 24 26	998 6	egments v egments v nort Segm 29 3	alk P= 8 ft. p with pathwa with a highe nents (400 fi P sout P wes	bathway ays or sidewalks er ranking segme t. or less) th Ten Mile t West Par	At planned for the opposite side Scheduled Segmen 400' E of Lynwood Bristol Corners	of the street - <i>note that thes</i> It CI	gments may be criti e segments may be P Budget Year 1,100 2,100	critical for s	system connectivity & erred until construction 5 20	st be analyzed se & must be analyze on 7.5 0	ed separately for con 9 9	nnectivity	0	3.5	0	3.5	16	7	5	0	68	26
24 27	99B 6 169	igments v igments v nort Segm 29 3 17	alk P= 8 ft. p with pathwa with a highe nents (400 fi P sout P wes P wes	ays or sidewalks er ranking segme t. or less) th Ten Mile t West Par t Beck	At planned for the opposite side Scheduled Segment 400' E of Lynwood Bristol Corners across 96	of the street - <i>note that thes</i> It CI Beck Pontiac Trail	gments may be criti e segments may be P Budget Year 1,100 3 2,100 1,346	critical for s	system connectivity & erred until construction 5 20 5	st be analyzed se & must be analyze on 7.5 0 15	9 9 9 9	4 4 4 4	0 0 7		0	3.5 0	16 0	0 7 7 7 7	5 5 5	0 15	68 67	26 27
24 27 27	99B 6 169 72	igments v ingments v nort Segm 29 3 17 23	alk P= 8 ft. p with pathwa with a highe nents (400 ff P sout P wes P wes P nort	ays or sidewalks er ranking segme t. or less) th Ten Mile t West Par t Beck th Grand Ri	Ant planned for the opposite side Scheduled Segment 400' E of Lynwood Bristol Corners across 96 Ver Town Center	of the street - <i>note that thes</i> It CI Beck Pontiac Trail	gments may be criti e segments may be P Budget Year 1,100 3 2,100 1,346 830	23-24	system connectivity & erred until construction 5 20 5 10	st be analyzed se & must be analyze on 7.5 0 15 7.5	9 9 9 9 9 9	4 4	0 0 7	3.5 7 7	0	3.5	16 0 16	7 7	5	0 15 0	68 67 67	26 27 27
24 27	99B 6 169	igments v ingments v nort Segm 29 3 17 23 16	alk P= 8 ft. p with pathwa with a highe nents (400 ff P sout P wes P wes P nort S eas	ays or sidewalks er ranking segme t. or less) th Ten Mile t West Par t Beck th Grand Ri t Beck	At planned for the opposite side Scheduled Segment 400' E of Lynwood Bristol Corners across 96	of the street - <i>note that thes</i> It CI Beck ? Pontiac Trail ? Amstaff building ?	gments may be critit e segments may be P Budget Year 1,100 3 2,100 1,346 830 2 2,100	critical for s	system connectivity & erred until construction 5 20 5 10 15	st be analyzed se & must be analyze on 7.5 0 15 7.5 15	9 9 9 9	4 4 4 0	0	3.5 7	0 0 3.5	3.5 0 0	16 0	7 7 7	5 5 5 5 0	0 15	68 67	26 27 27 29
Leger 24 26 27 27 29	99B 6 169 72 38	gments v ogments v nort Segm 29 3 17 23 16 15	alk P= 8 ft. p with pathwa with a highe nents (400 ff P sout P wes P wes P nort	ays or sidewalks er ranking segme t. or less) th Ten Mile t Beck th Grand Ri t Beck t Novi Rd.	Ant planned for the opposite side Scheduled Segmen 400' E of Lynwood Restol Corners across 96 Ver Town Center Eleven Mile 1-96 north side	of the street - <i>note that thes</i> It CI Beck Pontiac Trail	gments may be criti e segments may be P Budget Year 1,100 3 2,100 1,346 830 2 2,100 1,612	23-24	system connectivity & erred until construction 5 20 5 10	st be analyzed se & must be analyze on 7.5 0 15 7.5	9 9 9 9 9 9 9 9 9	4 4 4 4 0 4	0 0 7 3.5	3.5 7 7 3.5	0 0 3.5 0	3.5 0 0 0	16 0 16 8	7 7 7 7 7	5 5 5 0 0	0 15 0 0	68 67 67 65	26 27 27
Leger 24 26 27 27 29 29	99B 6 169 72 38 32A	igments v ingments v nort Segm 29 3 17 23 16 15 23	alk P= 8 ft. p with pathwa with a highe nents (400 ff P sout P wes P wes P nort S eas S wes	ays or sidewalks er ranking segme t. or less) th Ten Mile t Beck th Grand Ri t Beck t Novi Rd.	Ant planned for the opposite side Scheduled Segmen 400' E of Lynwood Restant Corners across 96 Ver Town Center Eleven Mile I-96 north side Ver Funeral Home	of the street - note that thes tt CI Beck Pontiac Trail Amstaff building Grand River I-96 south side	gments may be criti e segments may be P Budget Year 1,100 3 2,100 1,346 830 2 2,100 1,612 800	23-24	system connectivity & erred until construction 5 20 5 10 15 15	st be analyzed se a must be analyzed on 7.5 0 15 7.5 15 15	9 9 9 9 9 9 9 9 9 9 9 9 9	4 4 4 4 0 4 0 4 0	0 0 7 3.5 7	3.5 7 7 3.5 7	0 0 3.5 0 0	3.5 0 0 0 0	16 0 16 8 0	7 7 7 7 7 7 7	5 5 5 0 0 5 5	0 15 0 0 0	68 67 67 65 65	26 27 27 29 29
Leger 24 26 27 29 29 31	99B 6 169 72 38 32A 68	gments v ogments v nort Segm 29 3 17 23 16 15 23 26	alk P= 8 ft. p with pathwa with a highe nents (400 ff P sout P wes P wes P nort S eas: S wes P sout	ays or sidewalks er ranking segme t. or less) th Ten Mile t Beck t Beck t Beck t Novi Rd. th Grand Ri th Grand Ri	Ant planned for the opposite side Scheduled Segmen 400' E of Lynwood Research State Bristol Corners across 96 Ver Town Center Eleven Mile I-96 north side Ver Funeral Home Meadowbrook	of the street - note that thes t CI Beck Pontiac Trail Amstaff building Grand River I-96 south side	gments may be criti e segments may be P Budget Year 1,100 3 2,100 1,346 830 2 2,100 1,612 800 2,100	23-24	system connectivity & erred until construction 5 20 5 10 15 15 15 10	st be analyzed se & must be analyzed on 7.5 0 15 7.5 15 15 15 7.5	9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	4 4 4 4 0 4 0 0 0	0 0 7 3.5 7 3.5	3.5 7 7 3.5 7 7 7	0 0 3.5 0 0 3.5	3.5 0 0 0 0 0	16 0 16 8 0 16	7 7 7 7 7 7 7 7 7	5 5 5 0 0 5 0 5 0 0	0 15 0 0 0 0	68 67 67 65 65 63.5	26 27 27 29 29 31
Leger 24 26 27 29 29 31 32	<ul> <li>y</li> <li>y&lt;</li></ul>	gments v ogments v nort Segm 29 3 17 23 16 15 23 26 36	alk P= 8 ft. p with pathwa with a highe nents (400 ff P sout P wes P wes P nort S easi S wes P sout S nort	ays or sidewalks er ranking segme t. or less) th Ten Mile t Beck t Beck t Beck t Novi Rd. t Novi Rd. th Grand Ri th Grand Ri th Inne Mile	Ant planned for the opposite side Scheduled Segmen 400' E of Lynwood Restant Corners across 96 Ver Town Center Eleven Mile 1-96 north side Ver Funeral Home Meadowbrook	of the street - note that thes tt CI Beck CI Pontiac Trail CI Amstaff building CI Grand River CI I-96 south side CI Meadowbrook CI Venture CI	gments may be critit e segments may be P Budget Year 1,100 3 2,100 1,346 830 2 2,100 1,612 800 2,100 520	23-24	system connectivity & erred until construction 5 20 5 10 15 15 10 0	st be analyzed se & must be analyzed on 7.5 0 15 7.5 15 15 15 7.5 0	9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	4 4 4 4 0 4 0 4 0 0 8 8	0 0 7 3.5 7 3.5 0	3.5 7 7 3.5 7 7 7 3.5	0 0 3.5 0 0 3.5 7	3.5 0 0 0 0 0 0 7	16 0 16 8 0 16 16	7 7 7 7 7 7 7 7 7 7 7	5 5 5 0 0 5 0 5 0 5	0 15 0 0 0 0 0	68 67 65 65 63.5 62.5	26 27 27 29 29 31 32
Leger 24 26 27 27 29 29 31 32 33	<ul> <li>y</li> <li>y&lt;</li></ul>	gments v ogments v nort Segm 29 3 17 23 16 15 23 26 36 29	alk P = 8 ft. p with pathwa with a highe nents (400 ff P sout P wes P wes P nort S easi S wes P sout S nort S easi	ays or sidewalks er ranking segme t. or less) th Ten Mile t Beck t Beck t Beck t Novi Rd. t Novi Rd. th Grand Ri th Grand Ri th Beck	Ant planned for the opposite side Scheduled Segmen 400' E of Lynwood Research State Bristol Corners across 96 Ver Town Center Eleven Mile I-96 north side Ver Funeral Home Meadowbrook	of the street - note that thes tt Cl Beck C Pontiac Trail C Amstaff building C Grand River 2 I-96 south side 2 Meadowbrook 2 Venture 2 Taco Bell 2	gments may be criti e segments may be P Budget Year 1,100 3 2,100 1,346 830 2 2,100 1,612 800 2,100 520	23-24	system connectivity & erred until construction 5 20 5 10 15 15 10 0 10	st be analyzed se a must be analyzed on 7.5 0 15 7.5 15 15 15 7.5 0 15 7.5 0 15 7.5 15 15 15 15 15 15 15 15 15 1	9       0	4 4 4 4 0 4 0 4 0 0 8 0 8 0	0 0 7 3.5 7 3.5 0 0	3.5 7 7 3.5 7 7 3.5 7 3.5 7	0 0 3.5 0 0 3.5 7 0	3.5 0 0 0 0 0 0 7 7 7	16 0 16 8 0 16 16 16 16	7 7 7 7 7 7 7 7 7 7 7 7 7	5 5 5 0 0 5 0 5 0 5 0 5 0	0 15 0 0 0 0 0 0 0	68 67 65 65 63.5 62.5 62	26 27 27 29 29 31 32 33
Leger 24 26 27 29 29 31 32 33 34	<ul> <li>A Sequence</li> &lt;</ul>	gments v ogments v nort Segm 29 3 17 23 16 15 23 26 36 29 18	alk P = 8 ft. p with pathwa with a highe nents (400 ff P sout P wes P wes P nort S eas: S wes P sout S nort S eas: P wes	ays or sidewalks er ranking segme t. or less) th Ten Mile t Beck t Beck t Beck t Novi Rd. t Novi Rd. t Haggert t Beck t Napier	Ant planned for the opposite side Scheduled Segmen 400' E of Lynwood Research State across 96 Ver Town Center Eleven Mile 1-96 north side Ver Funeral Home Meadowbrook City limits Iriquois Knights Bridge	of the street - note that thes the street - note that thes Beck C Pontiac Trail C Amstaff building C Amstaff building C Grand River 2 I-96 south side 2 Meadowbrook 2 Venture 2 Taco Bell 2 Island Lake 2	gments may be criti e segments may be P Budget Year 1,100 3 2,100 1,346 830 2 2,100 1,612 800 2,100 520 990	23-24	system connectivity & erred until construction 5 20 5 10 10 15 10 0 10 10 15 10 10	st be analyzed se a must be analyzed an 7.5 0 15 7.5 15 15 7.5 0 15 7.5 0 15 7.5 0 15 7.5 0 15 7.5 0 15 7.5 0 15 7.5 0 15 7.5 0 15 7.5 0 15 7.5 0 15 7.5 15 7.5 0 15 7.5 15 7.5 0 15 7.5 15 7.5 0 15 7.5 7.5 15 7.5 7.5 15 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.	9       9	4 4 4 4 0 4 0 4 0 0 8 0 8 0 4	0 0 7 3.5 7 3.5 0 0 0	3.5 7 7 3.5 7 7 3.5 7 3.5 7 3.5	0 0 3.5 0 0 3.5 7 0 7 0 7	3.5 0 0 0 0 0 7 7 7 0	16 0 16 8 0 16 16 16 16 16 8	7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	5 5 5 0 0 5 0 5 0 5 0 0 5 0 0	0 15 0 0 0 0 0 0 0 0	68 67 65 65 63.5 62.5 62 62 61	26 27 27 29 29 31 32 33 34

TABLE	4.5: Pro	oposed	d Adjacent to	Major Roads Path	nway and Sidewalk Segn	nents: Tier 1 Category Ra	nkings	the citiz			y & sidewalk segm e ranked by the Ti									potential serv	rice benefit	ts to
				Location	From	То	Segment Length (ft.) excluding Developer Planned & Completed Pieces		BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/14)	<b>TRAFFIC SAFETY</b> (ADT) 2010 Non-Motorized MP & Traffic Speed	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile ); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN		
					-					-			point	available	e per catego	ry						
f RANK			= 8 ft. pathway	opposite side o	vith pathways or sidewalk of the street - note that th or system connectivity & r separately for connecti	nese segments may must be analyzed ivity	nts (400 ft or less)	r Scheduled Segment	5  points = 1 accident 10 = 2 accidents 15 = 3 accidents 20 = 4 or	0 = <10K ADTs", 5 = 10K- 20K ADTs 10 = >20K ADTs Then	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	3.5 = 1 hotel 7 = 2+ hotel s	3.5 = 1 shoppi ng area 7 = 2+ shoppi ng	3.5 = 1 places of worship 7 = 2+ places of	3.5 = connecte d to neighbori ng sidewalk system	0 = low density 8 = medium density 16 = high	3.5 = 1/2 to 1 mile 7 = over 1 mile	5 = top 15 survey responses , resident petitions & documen	20 = initial investme nt 15 = major corridor	VIS	
OVERALL SEGMENT RANK	segment Item #	ction #	s= 6 ft. sidewalk P= side of Street	opposite side of	a higher ranking segmen f the street - note that the stem connectivity & mus connectivity	ese segments may	Short Segments	CIP Budget Year	more accidents	multiplied by 1<35mph, 1.2 for 35- 40mph & 1.5 for >=45				areas	worship	7 = connecte d to regional trail system	density		ted segments requeste d by groups & govt		Iotal Tier 1 Points	TIER 1 RANKING
		t sidow	0	)W/2V/		:	5	Ŭ		mph						5			agencies		<b>–</b>	
	d S= 6 ft Seg Seg Sho	gments gments ort Segr	valk P= 8 ft. path with pathways with a higher ra ments (400 ft. or	or sidewalks on most anking segment plan less)	t of the opposite side of the sined for the opposite side of Scheduled Segment	street - <i>note that these segr</i> the street - <i>note that these</i> CIP	5 nents may be critica	al for system	ystem connectivity &	mph st be analyzed se & must be analyze on	ed separately for con	nectivity				-						
Legen	d S= 6 ft Seg Sec Sec Sho	gments gments ort Segr 21	valk P= 8 ft. path with pathways with a higher ra ments (400 ft. or S east	or sidewalks on most anking segment plan (less) Beck	Scheduled Segment	street - note that these segr	5 nents may be critica segments may be c	al for system	ystem connectivity & erred until construction 0	mph st be analyzed se & must be analyze on 7.5	ed separately for con	nectivity	3.5	3.5	3.5	0	16	7	5	0	59	38
Legen	d S= 6 ft Seg Seg Shc 58B	gments gments ort Segr 21 14	valk P= 8 ft. path with pathways with a higher ra ments (400 ft. or S east P east	or sidewalks on most anking segment plan (less) Beck Novi Rd.	Scheduled Segment Cider Mill across 96	street - <i>note that these segr</i> the street - <i>note that these</i> CIP Sierra 1 1	5 nents may be critica segments may be c Budget Year	al for system	ystem connectivity & erred until constructio 0 0	mph st be analyzed se a must be analyze on 7.5 15	ed separately for con 9 9	nectivity 4 0	7	7	0	0	16	0	5	0	59	38
Legen 38 38 38	d S= 6 ft Seg Seg Shc 58B 168 18	gments gments ort Segr 21 14 11	valk P= 8 ft. path with pathways with a higher ra ments (400 ft. or S east P east S north	or sidewalks on most anking segment plan (less) Beck Novi Rd. Twelve Mile	Cider Mill across 96 Novi Rd.	street - note that these segr the street - note that these CIP Sierra 1 Meadowbrook 1	5 nents may be critica segments may be c Budget Year 2,600	al for system	ystem connectivity & erred until construction 0 0 10	mph st be analyzed se a must be analyzed on 7.5 15 7.5	ed separately for con 9 9 9	4 0 0	7 7	7 7	0 3.5	0 0 0	16 8	0	5 5 0	0	59 59 59	38 38 38
Legen 38 38 38 41	d S= 6 ft Seg Seg Shc 58B 168 18 112	gments gments ort Segr 21 14 11 33	valk P= 8 ft. path with pathways with a higher ra ments (400 ft. or S east P east S north S east	or sidewalks on most anking segment plan (less) Beck Novi Rd. Twelve Mile Beck	Cider Mill across 96 Novi Rd. Nine Mile	street - note that these segr the street - note that these CIP Sierra 1 Meadowbrook 1 City Limits 1	5 nents may be critica segments may be c Budget Year 2,600 2,077	al for system	ystem connectivity & erred until construction 0 0 10 10	mph st be analyzed se a must be analyzed on 7.5 15 7.5 15	ed separately for con 9 9 9 9 9	4 0 0 0	7 7 0	7 7 0	0 3.5 3.5	0 0 0 0	16 8 16	0 7 3.5	5 5 0 0	0 0 0 0	59 59 59 59 57	38 38 38 41
Legen 38 38 38 41 41	d S= 6 ft Seg Seg Shc 58B 168 18 112 21A	gments gments ort Segr 21 14 11 33 13	valk P= 8 ft. path with pathways with a higher ra ments (400 ft. or S east P east S north S east P south	or sidewalks on most anking segment plan (less) Beck Novi Rd. Twelve Mile Beck Twelve Mile	Cider Mill across 96 Novi Rd. Nine Mile Meadowbrook	street - note that these segr the street - note that these CIP Sierra 1 Meadowbrook 1 City Limits 1 Energy Way 1	5 nents may be critica segments may be c Budget Year 2,600 2,077 5,280	al for system	ystem connectivity & erred until construction 0 0 10 10 10 15	mph st be analyzed se a must be analyzed on 7.5 15 7.5 15 7.5	ed separately for con 9 9 9 9 9 9 9 9 9	4 0 0 0 0 0	7 7 0 3.5	7 7	0 3.5 3.5 3.5	0 0 0 0 3.5	16 8 16 8	0 7 3.5 0	5 5 0 0 0	0 0 0 0 0 0	59 59 59 57 57 57	38 38 38 41 41
Legen 38 38 38 41 41 41	d S= 6 ft Seg Seg Sho 58B 168 18 112 21A 21B	gments gments ort Segr 21 14 11 33 13 13	valk P= 8 ft. path with pathways with a higher ra ments (400 ft. or S east P east S north S east P south P south	or sidewalks on most anking segment plan less) Beck Novi Rd. Twelve Mile Beck Twelve Mile	Cider Mill across 96 Novi Rd. Nine Mile Meadowbrook Energy Way	street - note that these segr the street - note that these CIP Sierra 1 Meadowbrook 1 City Limits 1 Energy Way 1 Haggerty 2	5         nents may be critical         segments may be c         Budget Year         2,600         2,077         5,280         1,400         3,385         675	al for system	ystem connectivity & erred until construction 0 0 10 10 10 15 15	mph st be analyzed se a must be analyzed on 7.5 15 7.5 15 7.5 15 7.5 7.5 7.5	ed separately for con 9 9 9 9 9 9 9 9 9 9 9	4 0 0 0 0 0 0	7 7 0 3.5 3.5	7 7 0 7 7 7	0 3.5 3.5 3.5 3.5 3.5	0 0 0 0 3.5 3.5	16 8 16 8 8	0 7 3.5 0 0	5 5 0 0 0 0	0 0 0 0 0	59 59 59 57 57 57 57	38 38 38 41 41 41
Legen 38 38 38 41 41 41 41 44	d S= 6 ft Seg Seg Sho 58B 168 18 112 21A 21B 78D	gments gments ort Segr 21 14 11 33 13 13 24	valk P= 8 ft. path with pathways with a higher ra ments (400 ft. or S east P east S north S east P south P south P south P south	or sidewalks on most anking segment plan rless) Beck Novi Rd. Twelve Mile Beck Twelve Mile Twelve Mile	Cider Mill across 96 Novi Rd. Nine Mile Meadowbrook Energy Way Karim	street - note that these segr the street - note that these CIP Sierra 1 Meadowbrook 1 City Limits 1 Energy Way 1 Haggerty 2 Haggerty 1	5         nents may be critical         segments may be c         Budget Year         2,600         2,077         5,280         1,400         3,385         675         500	al for system ritical for sy Defe	ystem connectivity & prred until construction 0 0 10 10 15 15 15 10	mph st be analyzed set must be analyzed 7.5 15 7.5 15 7.5 7.5 7.5 7.5 7.5	ed separately for con 9 9 9 9 9 9 9 9 9 9 9 9 9	4 0 0 0 0 0 0 4	7 7 0 3.5 3.5 0	7 7 0 7 7 7 7	0 3.5 3.5 3.5 3.5 3.5 0	0 0 0 0 3.5 3.5 3.5 3.5	16 8 16 8 8 8 8	0 7 3.5 0 0 7	5 5 0 0 0 0 0 0	0 0 0 0 0 0	59 59 59 57 57 57 57 57 56	38 38 38 41 41 41 41 41
Legen 38 38 38 41 41 41 41 41 44 45	d S= 6 ft Sec Sec Sho 58B 168 18 112 21A 21B 78D 53	gments gments ort Segr 21 14 11 33 13 13 24 20	valk P= 8 ft. path with pathways with a higher ra- ments (400 ft. or S east P east S north S east P south P south P south P south P west	or sidewalks on most anking segment plan rless) Beck Novi Rd. Twelve Mile Beck Twelve Mile Grand River Beck	Cider Mill across 96 Novi Rd. Nine Mile Meadowbrook Energy Way Karim Eleven Mile	street - note that these segrent the street - note that these controls in the street - note that	5         nents may be critical         segments may be c         Budget Year         2,600         2,600         2,077         5,280         1,400         3,385         675         500         1,300	al for system	ystem connectivity & prred until construction 0 0 10 10 15 15 10 0 0	mph st be analyzed set a must be analyzed 7.5 15 7.5 15 7.5 7.5 7.5 7.5 7.5 7.5 7.5	ed separately for con 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	4 0 0 0 0 0 0 4 4	7 7 0 3.5 3.5 0 3.5	7 7 0 7 7 7 7 3.5	0 3.5 3.5 3.5 3.5 0 0	0 0 0 0 3.5 3.5 3.5 3.5 0	16 8 16 8 8 8 8 8 16	0 7 3.5 0 0	5 5 0 0 0 0 0 0 5	0 0 0 0 0 0 0 0	59 59 59 57 57 57 57 57 56 55.5	38 38 38 41 41 41 41 41 41 44
Legen 38 38 38 41 41 41 41 44 45 45	d S= 6 ft Seg Seg Sho 58B 168 18 112 21A 21B 78D 53 58A	gments gments ort Segr 21 14 11 33 13 13 24 20 21	valk P= 8 ft. path with pathways with a higher ra- ments (400 ft. or S east P east S north S east P south P south P south P south P west S east	or sidewalks on most anking segment plan rless) Beck Novi Rd. Twelve Mile Beck Twelve Mile Twelve Mile	Internet of the opposite side of   Scheduled Segment   Cider Mill   across 96   Novi Rd.   Nine Mile   Meadowbrook   Energy Way   Karim   Eleven Mile   Ashley   Timber Ridge	street - note that these segrets the street - note that these learning of the street - note that the street - note - note that the street - note that the street - n	5         nents may be critical         segments may be c         Budget Year         2,600         2,600         2,600         2,600         3,077         5,280         1,400         3,385         675         500         1,300         1,200	al for system ritical for sy Defe	ystem connectivity & prred until construction 0 0 10 10 15 15 10 0 0 0 0	mph           st be analyzed set           anust be analyzed           7.5           15           7.5           15           7.5           15           7.5           7.5           7.5           7.5           7.5           7.5           7.5           7.5           7.5           7.5           7.5           7.5           7.5           7.5           7.5           7.5           7.5           7.5           7.5	ed separately for con 9 9 9 9 9 9 9 9 9 9 9 9 9	4 0 0 0 0 0 0 4	7 7 0 3.5 3.5 0	7 7 0 7 7 7 7	0 3.5 3.5 3.5 3.5 3.5 0	0 0 0 0 3.5 3.5 3.5 3.5	16 8 16 8 8 8 8 8 16 16	0 7 3.5 0 0 7 7 7	5 5 0 0 0 0 0 0	0 0 0 0 0 0	59 59 59 57 57 57 57 56 55.5 55.5	38 38 38 41 41 41 41 41 41 41 45 45
Legen 38 38 38 38 41 41 41 41 41 44 45 45 45	d S= 6 ft Sec Sec Sho 58B 168 18 112 21A 21B 78D 53	gments gments ort Segr 21 14 11 33 13 13 24 20 21 34	valk P= 8 ft. path with pathways with a higher ra- ments (400 ft. or S east P east S north S east P south P south P south P south P west	or sidewalks on most anking segment plan ress) Beck Novi Rd. Twelve Mile Beck Twelve Mile Grand River Beck Beck	Intervention of the opposite side of Scheduled Segment Scheduled Segment Cider Mill across 96 Novi Rd. Nine Mile Meadowbrook Energy Way Karim Eleven Mile Ashley	street - note that these segrent the street - note that these controls in the street - note that	5         nents may be critical         segments may be c         Budget Year         2,600         2,600         2,077         5,280         1,400         3,385         675         500         1,300	al for system ritical for sy Defe	ystem connectivity & prred until construction 0 0 10 10 15 15 10 0 0	mph st be analyzed set a must be analyzed 7.5 15 7.5 15 7.5 7.5 7.5 7.5 7.5 7.5 7.5	ed separately for con 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	4       0       0       0       0       0       0       0       0       4       4       4       4	7 7 0 3.5 3.5 0 3.5 0 3.5 0	7 7 0 7 7 7 3.5 3.5	0 3.5 3.5 3.5 3.5 0 0 0 3.5	0 0 0 0 0 3.5 3.5 3.5 0 0 0	16 8 16 8 8 8 8 8 16	0 7 3.5 0 0 7 7 7 7	5 5 0 0 0 0 0 0 5 5 5	0 0 0 0 0 0 0 0 0 0	59 59 59 57 57 57 57 57 56 55.5	38 38 38 41 41 41 41 41 41 44

TABLE	E 4.5: Pro	roposed	a Adjaco	ent to l	Major Roads Path	way and Sidewalk Segm	nents: Tier 1 Category	ankings		izens of the City, th		y & sidewalk segm e ranked by the Ti									potential serv	ice benefi	
									TIER 1	CATEGORIES													
					Location	From	То	Segment Length (ft.) excluding Developer Planned & Completed Pieces	Notes	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/14)	TRAFFIC SAFETY (ADT) 2010 Non-Motorized MP & Traffic Speed	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN		
									σ					point	s available	e per catego	ory						
. SEGMENT RANK	nt Item #	#	sidewalk P= 8 ft. pathway	of Street	opposite side o be critical for Segments with a opposite side of	ith pathways or sidewalk of the street - note that the system connectivity & n separately for connectiv higher ranking segmen the street - note that the stem connectivity & mus	nese segments may must be analyzed ivity nt planned for the ese segments may	es in Segment nort Segments (400 ft or less)	Budget Year Scheduled	5 points = 1 accident 10 = 2 accidents 15 = 3 accidents 20 = 4 or more accidents	0 = <10K ADTs", 5 = 10K- 20K ADTs 10 = >20K ADTs Then multiplied by 1<35mph, 1.2 for 35-	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	3.5 = 1 hotel 7 = 2+ hotel s	3.5 = 1 shoppi ng area 7 = 2+ shoppi ng areas	3.5 = 1 places of worship 7 = 2+ places of worship	3.5 = connecte d to neighbori ng sidewalk system 7 = connecte d to regional	0 = low density 8 = medium density 16 = high density	3.5 = 1/2 to 1 mile 7 = over 1 mile	15 survey responses , resident petitions & documen ted segments requeste d by	20 = initial investme nt 15 = major corridor	TIER 1 POINTS	1 RANKING
	<u></u>	L		ď	separately for co		, , , , , , , , , , , , , , , , , , ,	Shor	CIPI		40mph & 1.5 for >=45						trail system			groups & govt		TOTAL	TIER 1
	nd S= 6 ft Seg	ft. sidewa	9 II alk P= 8 f	ft. pathw	vay	of the opposite side of the s	street - note that these se	<u>ō</u>		m connectivity & mu	mph	parately for connec	tivity							agencies			F
	id S= 6 ft Seg	gments v gments v gments v	9 alk P= 8 f with path with a hig nents (40	ft. pathw hways or gher ran 00 ft. or le	vay r sidewalks on most iking segment planr ess)	ned for the opposite side of Scheduled Segment	the street - <i>note that the</i>	gments may be critic e segments may be P Budget Year	cal for system critical for s	system connectivity &	mph st be analyzed se, • must be analyze n	ed separately for cor		3.5	35	0	0	0	7		0		
Legen 49	id S= 6 ft Seg Seg Sho	ft. sidewa gments v gments v nort Segm 15	vith path with a hig nents (40	ft. pathw hways of gher ran 00 ft. or le	vay r sidewalks on most iking segment planr ess) Twelve Mile	ned for the opposite side of Scheduled Segment Novi Rd.	the street - <i>note that the</i> C Hino Motors	gments may be critic e segments may be P Budget Year 1,512	critical for system	system connectivity & erred until construction 15	mph st be analyzed se, must be analyze n 7.5	ed separately for cor	4	3.5	3.5	0	0	0	7	agencies	0	54.5	49
Legen 49 49	Id   S= 6 ft     Seg   Seg     Seg   Sho     31     43	gments v gments v gments v nort Segm 15 18	v alk P= 8 f with path with a hig nents (40 S sc P w	ft. pathw hways of gher ran 00 ft. or k outh vest	vay r sidewalks on most iking segment planr ess) Twelve Mile Wixom	Novi Rd. Catholic Central	the street - <i>note that the</i> C Hino Motors Island Lake	gments may be critic e segments may be P Budget Year 2 1,512 2 620	cal for system critical for s	system connectivity & erred until construction 15 0	mph st be analyzed se, must be analyze n 7.5 7.5	ed separately for cor 9 9	4 4	3.5	3.5	7	0	8	7	5	0	54.5 54.5	49 49
Legen 49 49 52	Image: Second	gments v gments v nort Segm 15 18 29	vith path with path with a hig nents (40 S sc P w P w	ft. pathw hways of gher ran 00 ft. or le outh vest	vay r sidewalks on most iking segment plann ess) Twelve Mile Wixom Beck	Novi Rd. Catholic Central Nine Mile	the street - <i>note that the</i> C Hino Motors Island Lake Cheltenham	gments may be critic e segments may be P Budget Year 2 1,512 2 620 825	critical for system	system connectivity & erred until construction 15 0 15	mph st be analyzed se, must be analyze n 7.5 7.5 7.5	ed separately for cor 9 9 9	4 4 4 4	3.5 0	3.5 3.5	7	0	8	7 0	5 5 0	0	54.5 54.5 54	49 49 52
Legen 49 49 52 52	Image: Second	gments v gments v nort Segm 15 18 29 29	v alk P= 8 f with path with a hig nents (40 S sc P w P w P w	egy ft. pathw hways of gher ran 00 ft. or le outh vest vest	vay r sidewalks on most aking segment plann ess) Twelve Mile Wixom Beck Beck	Novi Rd. Catholic Central Nine Mile Cheltenham	the street - note that the C Hino Motors Island Lake Cheltenham Iriquois	gments may be critic e segments may be P Budget Year 2 1,512 2 620 825 1,200	critical for system	system connectivity & erred until construction 15 0 15 15	mph st be analyzed se, must be analyzed n 7.5 7.5 7.5 7.5	ed separately for cor 9 9 9 9 9	4 4 4 4 4 4	3.5 0 0	3.5 3.5 3.5	7 7 7 7	0 0 0 0	8 8 8	7 0 0	5 5 0 0	0 0 0 0	54.5 54.5 54 54 54	49 49 52 52
Legen 49 49 52 52 54	x         x	gments v gments v oort Segm 15 18 29 29 24	y     y       alk P= 8 f       with path       with a hig       nents (40       S       P     W       P     W       P     W       P     W       P     S	egg ft. pathw hways of gher ran 00 ft. or le outh vest vest vest outh	vay r sidewalks on most aking segment plann ess) Twelve Mile Wixom Beck Beck Grand River	Novi Rd. Catholic Central Nine Mile Cheltenham Meadowbrook	the street - note that the C Hino Motors Island Lake Cheltenham Iriquois Joseph	gments may be critic e segments may be P Budget Year 2 1,512 2 620 825 1,200 1,900	critical for system	system connectivity & erred until construction 15 0 15 15 15	mph st be analyzed se, must be analyzed n 7.5 7.5 7.5 7.5 7.5 7.5 7.5	ed separately for cor 9 9 9 9 9 9 9 9 9	4 4 4 4 4 4 4 4	3.5 0 0 3.5	3.5 3.5 3.5 7	7 7 7 7 0	0 0 0 3.5	8 8 8 8	7 0 0 0	5 5 0 0 0	0 0 0 0 0	54.5 54.5 54 54 54 54 52.5	49 49 52 52 54
Legen 49 49 52 52 54 55	x         x	gments v gments v oort Segm 15 18 29 29 24 24 24	y     y       alk P= 8 f       with path       with a hig       nents (40       S       P       W       P       W       P       W       P       S       S       S       P       N       P       N       P       N       P	egg ft. pathw hways of gher ran 00 ft. or le outh vest vest vest outh north	vay r sidewalks on most aking segment plann ess) Twelve Mile Wixom Beck Beck Grand River Grand River	<ul> <li>a Scheduled Segment</li> <li>Scheduled Segment</li> <li>Novi Rd.</li> <li>Catholic Central</li> <li>Nine Mile</li> <li>Cheltenham</li> <li>Meadowbrook</li> <li>Seeley</li> </ul>	the street - note that the Hino Motors Island Lake Cheltenham Iriquois Joseph Meadowbrook	ments may be critic         e segments may be         P Budget Year         2         1,512         2         620         825         1,200         1,900         2         1,600	critical for system	system connectivity & erred until construction 15 0 15 15 10 10	mph st be analyzed se, must be analyzed n 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5	ed separately for cor 9 9 9 9 9 9 9 9 9 9 9	4 4 4 4 4 4 4 0	3.5 0 0 3.5 3.5	3.5 3.5 3.5 7 7	7 7 7 7 0 3.5	0 0 0 3.5 0	8 8 8 8 8 8	7 0 0 0 3.5	5 5 0 0 0 0	0 0 0 0 0	54.5 54.5 54 54 54 52.5 52	49 49 52 52 54 55
Legen 49 49 52 52 54 55 56	x         x	gments v gments v oort Segm 15 18 29 29 24 24 24 17	y     y       alk P= 8 f       with path       with a hig       nents (40       S       P       W       P       W       P       S       S       S       N       P       N       P       N       P       N       P       S       S       S       S       N       P       N       P       S	t. pathw hways or gher ran 00 ft. or lo outh vest vest vest outh north outh	vay r sidewalks on most iking segment planr ess) Twelve Mile Wixom Beck Beck Grand River Grand River	<ul> <li>a Scheduled Segment</li> <li>Scheduled Segment</li> <li>Novi Rd.</li> <li>Catholic Central</li> <li>Nine Mile</li> <li>Cheltenham</li> <li>Meadowbrook</li> <li>Seeley</li> <li>Providence Hospital</li> </ul>	the street - note that the Hino Motors Island Lake Cheltenham Iriquois Joseph Meadowbrook Wixom	ments may be critic         e segments may be         P Budget Year         2         1,512         2         620         1,900         2         1,600         3         620	critical for system	system connectivity & erred until construction 15 15 15 15 10 10 5	mph st be analyzed se, must be analyzed n 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5	ed separately for cor 9 9 9 9 9 9 9 9 9 9 9 9 9	4 4 4 4 4 4 4 0 4	3.5 0 0 3.5 3.5 3.5 3.5	3.5 3.5 3.5 7 7 7 7	7 7 7 0 3.5 0	0 0 0 3.5 0 3.5	8 8 8 8 8 8 8 0	7 0 0 0 3.5 7	5 5 0 0 0 0 5	0 0 0 0 0 0	54.5 54.5 54 54 54 52.5 52 52 51.5	49 49 52 52 54 55 56
Legen 49 49 52 52 54 55 56 57	Seg           Seg           Seg           Seg           Sho           31           43           97A           97B           78a           75           40           60B	gments v gments v oort Segm 15 18 29 29 24 24 24 17 22	y     y       alk P= 8 f       with path       with a hig       nents (40       S       P       S       SC       P       P       SC       SC <td>t. pathw hways or gher ran 00 ft. or lo outh vest vest vest outh north outh</td> <td>vay r sidewalks on most aking segment plann ess) Twelve Mile Wixom Beck Beck Grand River Grand River Eleven Mile</td> <td><ul> <li>a Scheduled Segment</li> <li>Scheduled Segment</li> <li>Novi Rd.</li> <li>Catholic Central</li> <li>Nine Mile</li> <li>Cheltenham</li> <li>Meadowbrook</li> <li>Seeley</li> <li>Providence Hospital</li> <li>Clark</li> </ul></td> <td>the street - note that the Hino Motors Island Lake Cheltenham Iriquois Joseph Meadowbrook Wixom Creek Crossing</td> <td>7         gments may be critic         e segments may be         P Budget Year         2         1,512         2         620         1,900         2         1,600         3         620         225</td> <td>critical for system</td> <td>system connectivity &amp; erred until construction 15 15 15 15 10 10 5 0</td> <td>mph st be analyzed se, must be analyzed n 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5</td> <td>ed separately for cor 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9</td> <td>4 4 4 4 4 4 4 4 0 4 0 4 0</td> <td>3.5 0 3.5 3.5 3.5 3.5 3.5</td> <td>3.5 3.5 3.5 7 7 7 7 7 7</td> <td>7 7 7 0 3.5 0 3.5</td> <td>0 0 0 3.5 0 3.5 0 3.5</td> <td>8 8 8 8 8 8 8 0 16</td> <td>7 0 0 0 3.5 7 7 7</td> <td>5 5 0 0 0 0 5 5 5</td> <td>0 0 0 0 0 0 0</td> <td>54.5 54.5 54 54 52.5 52 51.5 51.5 51</td> <td>49 49 52 52 54 55 56 56 57</td>	t. pathw hways or gher ran 00 ft. or lo outh vest vest vest outh north outh	vay r sidewalks on most aking segment plann ess) Twelve Mile Wixom Beck Beck Grand River Grand River Eleven Mile	<ul> <li>a Scheduled Segment</li> <li>Scheduled Segment</li> <li>Novi Rd.</li> <li>Catholic Central</li> <li>Nine Mile</li> <li>Cheltenham</li> <li>Meadowbrook</li> <li>Seeley</li> <li>Providence Hospital</li> <li>Clark</li> </ul>	the street - note that the Hino Motors Island Lake Cheltenham Iriquois Joseph Meadowbrook Wixom Creek Crossing	7         gments may be critic         e segments may be         P Budget Year         2         1,512         2         620         1,900         2         1,600         3         620         225	critical for system	system connectivity & erred until construction 15 15 15 15 10 10 5 0	mph st be analyzed se, must be analyzed n 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5	ed separately for cor 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	4 4 4 4 4 4 4 4 0 4 0 4 0	3.5 0 3.5 3.5 3.5 3.5 3.5	3.5 3.5 3.5 7 7 7 7 7 7	7 7 7 0 3.5 0 3.5	0 0 0 3.5 0 3.5 0 3.5	8 8 8 8 8 8 8 0 16	7 0 0 0 3.5 7 7 7	5 5 0 0 0 0 5 5 5	0 0 0 0 0 0 0	54.5 54.5 54 54 52.5 52 51.5 51.5 51	49 49 52 52 54 55 56 56 57
Legen 49 52 52 54 55 56 57 57 57	Seg           Seg           Seg           Seg           Sho           31           43           97A           97B           78a           75           40           60B           17	gments v gments v gments v nort Segm 15 18 29 29 24 24 24 17 22 11	9	t. pathw hways or gher ran 00 ft. or le outh vest vest vest outh outh outh outh outh	vay r sidewalks on most iking segment planr ess) Twelve Mile Wixom Beck Beck Grand River Grand River Eleven Mile Old Novi	<ul> <li>Independent of the opposite side of Scheduled Segment</li> <li>Scheduled Segment</li> <li>Novi Rd.</li> <li>Catholic Central</li> <li>Nine Mile</li> <li>Cheltenham</li> <li>Meadowbrook</li> <li>Seeley</li> <li>Providence Hospital</li> <li>Clark</li> <li>Novi Rd.</li> </ul>	the street - note that the Hino Motors Island Lake Cheltenham Iriquois Joseph Meadowbrook Wixom Creek Crossing Thirteen Mile	<b>a</b> gments may be critic         e segments may be         P Budget Year         2         1,512         2         620         1,200         1,900         2         1,600         3         620         225         2,300	al for system critical for s Defe	system connectivity & erred until construction 15 0 15 15 10 10 5 0 5	mph st be analyzed se, must be analyzed n 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5	ed separately for cor 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	4 4 4 4 4 4 4 0 4 0 4 0 8	3.5 0 3.5 3.5 3.5 3.5 3.5 3.5	3.5 3.5 7 7 7 7 7 7 7 7 7	7 7 7 0 3.5 0 3.5 0 3.5	0 0 0 3.5 0 3.5 0 3.5 0 3.5	8 8 8 8 8 8 0 16 8	7 0 0 0 3.5 7 7 7 7	5 5 0 0 0 0 5 5 5 0	0 0 0 0 0 0 0 0 0	54.5 54.5 54 54 52.5 52 51.5 51 51 51	49 49 52 52 54 55 56 57 57
Legen 49 52 52 54 55 56 57 57 57 59	K         K <thk< th="">         K         K         K</thk<>	t. sidewa gments v gments v nort Segm 15 18 29 29 24 24 24 17 22 11 20	9	tr. pathw hways or gher ran 00 ft. or lo outh vest vest vest outh outh outh outh outh outh outh outh	vay r sidewalks on most iking segment planr ess) Twelve Mile Wixom Beck Beck Grand River Grand River Eleven Mile Old Novi Ten Mile	<ul> <li>a Scheduled Segment</li> <li>Scheduled Segment</li> <li>Novi Rd.</li> <li>Catholic Central</li> <li>Nine Mile</li> <li>Cheltenham</li> <li>Meadowbrook</li> <li>Seeley</li> <li>Providence Hospital</li> <li>Clark</li> <li>Novi Rd.</li> <li>Dinser</li> </ul>	the street - note that the Hino Motors Island Lake Cheltenham Iriquois Joseph Meadowbrook Wixom Creek Crossing Thirteen Mile	<b>a</b> gments may be critic         e segments may be         P Budget Year         2         1,512         2         620         1,200         1,900         2         1,600         3         620         225         2,300         1,780	critical for system	system connectivity & erred until construction 15 0 15 15 10 10 5 0 5 0 5 0	mph st be analyzed se, must be analyzed n 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5	ed separately for cor 9 9 9 9 9 9 9 9 9 9 9 9 9	4 4 4 4 4 4 4 4 0 4 0 4 0 8 8 4	3.5 0 3.5 3.5 3.5 3.5 3.5 3.5 7	3.5 3.5 7 7 7 7 7 7 7 3.5	7 7 7 0 3.5 0 3.5 0 7	0 0 0 3.5 0 3.5 0 3.5 0 3.5 3.5	8 8 8 8 8 8 0 16 8 8 8	7 0 0 0 3.5 7 7 7 7 7 0	5 5 0 0 0 0 5 5 0 5 0 5	0 0 0 0 0 0 0 0 0 0 0	54.5 54.5 54 54 52.5 52 51.5 51 51 51 51 51	49 49 52 52 54 55 56 57 57 57 59
Legen 49 52 52 54 55 56 57 57 57 59 59 59	No         No           Seg         Seg           Seg         Sho           31         43           97A         97B           78a         75           40         60B           17         51           67	ğ           gments v           gments v           nort Segm           15           18           29           24           27           11           20           23	9	tr. pathw hways or gher ran 00 ft. or le outh vest vest vest outh outh outh outh outh outh outh outh outh outh outh	vay r sidewalks on most king segment plan ess) Twelve Mile Wixom Beck Beck Grand River Grand River Eleven Mile Old Novi Ten Mile Grand River	<ul> <li>a check opposite side of Scheduled Segment</li> <li>Scheduled Segment</li> <li>Novi Rd.</li> <li>Catholic Central</li> <li>Nine Mile</li> <li>Cheltenham</li> <li>Meadowbrook</li> <li>Seeley</li> <li>Providence Hospital</li> <li>Clark</li> <li>Novi Rd.</li> <li>Dinser</li> <li>Fountain Park</li> </ul>	the street - note that the Hino Motors Island Lake Cheltenham Iriquois Joseph Meadowbrook Wixom Creek Crossing Thirteen Mile Woodham Huntley Manor	<b>a</b> gments may be critic         e segments may be         P Budget Year         2         1,512         2         620         1,200         1,900         2         1,600         3         620         225         2,300	al for system critical for s Defe	system connectivity & erred until construction 15 0 15 15 10 10 5 0 5 0 5 0 0 5 0 0	mph st be analyzed se, must be analyzed n 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5	ed separately for cor 9 9 9 9 9 9 9 9 9 9 9 9 9	<i>nectivity</i> 4 4 4 4 4 4 4 0 4 0 8 4 0 8 4 0 0 0 0 0	3.5 0 3.5 3.5 3.5 3.5 3.5 3.5 7 3.5	3.5 3.5 7 7 7 7 7 7 7 7 3.5 7	7 7 7 0 3.5 0 3.5 0 3.5 0 7 0	0 0 0 3.5 0 3.5 0 3.5 3.5 3.5 0	8 8 8 8 8 8 0 16 8 8 8 16	7 0 0 0 3.5 7 7 7 7 7 0 7	5 5 0 0 0 0 0 5 5 0 5 0 5 0	0 0 0 0 0 0 0 0 0 0 0 0	54.5 54.5 54 54 52.5 52 51.5 51 51 51 51 51 50 50	49 49 52 52 54 55 56 57 57 57 59 59
Legen 49 52 52 54 55 56 57 57 57 59 59 59 59	K         K <thk< th="">         K         K         K</thk<>	ğ           gments v           gments v           gments v           nort Segm           15           18           29           24           17           22           11           20           23           24	9	tr. pathw hways or gher ran 00 ft. or le outh vest vest vest outh outh outh outh outh outh outh outh outh outh outh outh outh outh	vay r sidewalks on most iking segment planr ess) Twelve Mile Wixom Beck Beck Grand River Grand River Eleven Mile Old Novi Ten Mile	<ul> <li>a Scheduled Segment</li> <li>Scheduled Segment</li> <li>Novi Rd.</li> <li>Catholic Central</li> <li>Nine Mile</li> <li>Cheltenham</li> <li>Meadowbrook</li> <li>Seeley</li> <li>Providence Hospital</li> <li>Clark</li> <li>Novi Rd.</li> <li>Dinser</li> </ul>	the street - note that the Hino Motors Island Lake Cheltenham Iriquois Joseph Meadowbrook Wixom Creek Crossing Thirteen Mile	<b>a</b> gments may be critic         e segments may be         P Budget Year         2         1,512         2         620         1,200         1,900         2         1,600         3         620         225         2,300         1,780	al for system critical for s Defe	system connectivity & erred until construction 15 0 15 15 10 10 5 0 5 0 5 0	mph st be analyzed se, must be analyzed n 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5	ed separately for cor 9 9 9 9 9 9 9 9 9 9 9 9 9	4 4 4 4 4 4 4 4 0 4 0 4 0 8 8 4	3.5 0 3.5 3.5 3.5 3.5 3.5 3.5 7	3.5 3.5 7 7 7 7 7 7 7 3.5	7 7 7 0 3.5 0 3.5 0 7	0 0 0 3.5 0 3.5 0 3.5 0 3.5 3.5	8 8 8 8 8 8 0 16 8 8 8	7 0 0 0 3.5 7 7 7 7 7 0	5 5 0 0 0 0 5 5 0 5 0 5	0 0 0 0 0 0 0 0 0 0 0	54.5 54.5 54 54 52.5 52 51.5 51 51 51 51 51	49 49 52 52 54 55 56 57 57 57 57

TABLE 4	4.5: Proposed Adjacent to Major Roads Pathway and Sidewalk Segments: Tier 1 Category Rankings					y Rankings	the ci	pposed adjacent to tizens of the City, th											potential serv	ice benefi	ts to	
								TIER 1	CATEGORIES													
				Location	From	То	Segmen Length (ft excludin Develope Planned Complete Pieces	) J R	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/14)	<b>TRAFFIC SAFETY</b> (ADT) 2010 Non-Motorized MP & Traffic Speed	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile ); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN		
								T					point	s available	e per catego	ory						
T RANK			= 8 ft. pathway	opposite side of be critical for	th pathways or sidewall f the street - note that th system connectivity & i separately for connect	nese segments may must be analyzed	ent ints (400 ft or less)	ar Scheduled Segment	5  points = 1 $accident$ $10 = 2$ $accidents$ $15 = 3$ $accidents$ $20 = 4  or$	0 = <10K ADTs", 5 = 10K- 20K ADTs 10 = >20K ADTs Then	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	3.5 = 1 hotel 7 = 2+ hotel s	3.5 = 1 shoppi ng area 7 = 2+ shoppi ng	3.5 = 1 places of worship 7 = 2+ places of	3.5 = connecte d to neighbori ng sidewalk system	0 = low density 8 = medium density 16 = high	3.5 = 1/2 to 1 mile 7 = over 1 mile	5 = top 15 survey responses , resident petitions & documen	20 = initial investme nt 15 = major corridor	VIS	
OVERALL SEGMENT RANK	Segment Item #	section #	S= 6 ft. sidewalk P= Side of Street	opposite side of	higher ranking segmer the street - note that the stem connectivity & mu connectivity	ese segments may	of Pieces in Segment Short Segments	CIP Budget Yea	more accidents	multiplied by 1<35mph, 1.2 for 35- 40mph & 1.5 for >=45 mph				areas	worship	7 = connecte d to regional trail system	density		ted segments requeste d by groups & govt agencies		TOTAL TIER 1 POINTS	TIER 1 RANKING
	Segr	iments v iments v	with a higher rai	or sidewalks on most	of the opposite side of the		segments may be cri	ical for syste	em connectivity & mu	st be analyzed se	parately for connect	ivity										
			ments (400 ft. or l		Scheduled Segment		hese segments may b CIP Budget Year		erred until constructio	n			_									
	33		S west	Novi Rd.	Scheduled Segment	Crescent	CIP Budget Year		erred until constructio	on 15	9	0	7	7	0	0	0	7	5	0	50	59
	30	14	S west P west	Novi Rd. Meadowbrook	Scheduled Segment	Crescent Bridge	CIP Budget Year		erred until constructio	n 15 7.5	9 9	0	3.5	7	3.5	7	0	7	0	0	49.5	64
64	30 7	14 3	S west P west S south	Novi Rd. Meadowbrook South Lake	Scheduled Segment I-96 Twelve Mile Elm	Crescent Bridge Henning	CIP Budget Year		erred until construction 0 5 10	n 15 7.5 0	9 9 9 9	0 0 4	3.5 0	7 3.5	3.5 0	7 0	0	7 7	0	0	49.5 49.5	64 64
64 64	30 7 12	14 3 9	SwestPwestSsouthSnorth	Novi Rd. Meadowbrook South Lake Twelve Mile	Scheduled Segment I-96 Twelve Mile Elm West Park	Crescent Bridge Henning Liberty Park	CIP Budget Year       2     240       2     1,750		erred until construction 0 5 10 10	n 15 7.5 0 7.5	9 9 9 9 9	0 0 4 4	, 3.5 0 3.5	7 3.5 3.5	3.5 0 0	7 0 0	0 16 0	7 7 7 7	0 0 5	0 0 0 0	49.5 49.5 49.5	64 64 64
64 64 67	30 7 12 78B	14 3 9 24	SwestPwestSsouthSnorthPsouth	Novi Rd. Meadowbrook South Lake Twelve Mile Grand River	<ul> <li>Scheduled Segment</li> <li>I-96</li> <li>Twelve Mile</li> <li>Elm</li> <li>West Park</li> <li>Joseph</li> </ul>	Crescent Crescent Bridge Henning Liberty Park Bashian	CIP Budget Year          2       240         2       1,750         1       2,800         1       2,435         1       300		erred until construction	n 15 7.5 0 7.5 7.5	9 9 9 9 9 9 9	0 0 4 4 4	3.5 0 3.5 0	7 3.5 3.5 7	3.5 0 0 0	7 0 0 3.5	0 16 0 8	7 7 7 7 0	0 0 5 0	0 0 0 0 0	49.5 49.5 49.5 49.5	64 64 64 67
64 64 67 67	30 7 12 78B 78C	14 3 9 24 24	SwestPwestSsouthSnorthPsouthPsouth	Novi Rd. Meadowbrook South Lake Twelve Mile Grand River Grand River	<ul> <li>Scheduled Segment</li> <li>I-96</li> <li>Twelve Mile</li> <li>Elm</li> <li>West Park</li> <li>Joseph</li> <li>Olde Orchard</li> </ul>	Crescent Crescent Bridge Henning Liberty Park Bashian Karim	CIP Budget Year          2       240         2       1,750         1       2,800         1       2,435         1       300         1       300		erred until construction 0 5 10 10 10 10 10	n 15 7.5 0 7.5 7.5 7.5 7.5	9 9 9 9 9 9 9 9 9	0 0 4 4 4 4 4	3.5 0 3.5 0 0	7 3.5 3.5 7 7	3.5 0 0 0 0	7 0 0 3.5 3.5	0 16 0 8 8	7 7 7 7 0 0	0 0 5 0 0	0 0 0 0 0	49.5 49.5 49.5 49 49 49	64 64 64 67 67
64 64 67 67 69	30 7 12 78B 78C 11	14 3 9 24 24 9	S west P west S south S north P south P south S north	Novi Rd. Meadowbrook South Lake Twelve Mile Grand River Grand River Twelve Mile	<ul> <li>Scheduled Segment</li> <li>I-96</li> <li>Twelve Mile</li> <li>Elm</li> <li>West Park</li> <li>Joseph</li> <li>Olde Orchard</li> <li>Novi Concrete</li> </ul>	Crescent Crescent Uiberty Park Bashian Karim West Park	CIP Budget Year          2       240         2       1,750         1       2,800         1       2,435         1       300         1       300         1       1,100		erred until construction 0 5 10 10 10 10 10 0	n 15 7.5 0 7.5 7.5 7.5 7.5 7.5	9 9 9 9 9 9 9 9 9 9 9	0 0 4 4 4 4 4 4	3.5 0 3.5 0 0 3.5	7 3.5 3.5 7 7 0	3.5 0 0 0 0 0 0	7 0 0 3.5 3.5 0	0 16 0 8 8 8 0	7 7 7 0 0 3.5	0 0 5 0 0 5	0 0 0 0 0 15	49.5 49.5 49.5 49 49 49 47.5	64 64 64 67 67 67
64 64 67 67 69 70	30 7 12 78B 78C 11 114B	14 3 9 24 24 9 34	SwestPwestSsouthSnorthPsouthPsouthSnorthSeast	Novi Rd. Meadowbrook South Lake Twelve Mile Grand River Grand River Twelve Mile	<ul> <li>Scheduled Segment</li> <li>I-96</li> <li>Twelve Mile</li> <li>Elm</li> <li>West Park</li> <li>Joseph</li> <li>Olde Orchard</li> <li>Novi Concrete</li> <li>Nine Mile</li> </ul>	Crescent Cre	CIP Budget Year          2       240         2       1,750         1       2,800         1       2,435         1       300         1       300         1       1,100         1       1,400		erred until construction 0 5 10 10 10 10 10 0 0	n 15 7.5 0 7.5 7.5 7.5 7.5 7.5 0	9 9 9 9 9 9 9 9 9 9 9 9 9	0 0 4 4 4 4 4 4 4 8	3.5 0 3.5 0 0 3.5 0 3.5 0	7 3.5 3.5 7 7 7 0 3.5	3.5 0 0 0 0 0 0 0	7 0 0 3.5 3.5 0 3.5	0 16 0 8 8 8 0 16	7 7 7 0 0 3.5 7	0 0 5 0 0 5 0 5 0	0 0 0 0 0 15 0	49.5 49.5 49.5 49 49 49 47.5 47	64 64 67 67 69 70
64 64 67 67 69 70 71	30 7 12 78B 78C 11 114B 113A	14 3 9 24 24 24 9 34 33	SwestPwestSsouthSnorthPsouthPsouthSnorthSeastPsouth	Novi Rd. Meadowbrook South Lake Twelve Mile Grand River Grand River Twelve Mile Taft Nine Mile	<ul> <li>Scheduled Segment</li> <li>I-96</li> <li>Twelve Mile</li> <li>Elm</li> <li>West Park</li> <li>Joseph</li> <li>Olde Orchard</li> <li>Novi Concrete</li> <li>Nine Mile</li> <li>Beck</li> </ul>	Crescent Crescent Bridge Henning Liberty Park Bashian Karim West Park West Park Byrne Barclay	CIP Budget Year          2       240         2       1,750         1       2,800         1       2,435         1       300         1       300         1       1,100         1       1,400         1       660		erred until construction 0 5 10 10 10 10 0 0 5 5	n 15 7.5 0 7.5 7.5 7.5 7.5 0 0 0	9 9 9 9 9 9 9 9 9 9 9 9 9 9	0 0 4 4 4 4 4 4 8 8 8	3.5 0 3.5 0 0 3.5 0 0 0	7 3.5 3.5 7 7 7 0 3.5 0	3.5 0 0 0 0 0 0 0 0 3.5	7 0 0 3.5 3.5 0 3.5 0 3.5 0	0 16 0 8 8 8 0 16 16	7 7 7 0 0 3.5 7 0	0 0 5 0 0 5 0 5 0 5	0 0 0 0 0 15 0 0	49.5 49.5 49.5 49 49 47.5 47 46.5	64 64 67 67 67 69 70 71
64       64       67       67       67       70       71       71	30 7 12 78B 78C 11 114B 113A 113C	14         3         9         24         24         9         34         33         33	SwestPwestSsouthSnorthPsouthPsouthSnorthSeastPsouthPsouth	Novi Rd. Meadowbrook South Lake Twelve Mile Grand River Grand River Twelve Mile Taft Nine Mile	<ul> <li>Scheduled Segment</li> <li>I-96</li> <li>Twelve Mile</li> <li>Elm</li> <li>West Park</li> <li>Joseph</li> <li>Olde Orchard</li> <li>Novi Concrete</li> <li>Nine Mile</li> </ul>	Crescent Cre	CIP Budget Year          2       240         2       1,750         1       2,800         1       2,435         1       300         1       300         1       1,100         1       1,400		erred until construction 0 5 10 10 10 10 10 0 0	n 15 7.5 0 7.5 7.5 7.5 7.5 7.5 0	9 9 9 9 9 9 9 9 9 9 9 9 9	0 0 4 4 4 4 4 4 4 8	3.5 0 3.5 0 0 3.5 0 3.5 0	7 3.5 3.5 7 7 7 0 3.5	3.5 0 0 0 0 0 0 0	7 0 0 3.5 3.5 0 3.5	0 16 0 8 8 8 0 16	7 7 7 0 0 3.5 7	0 0 5 0 0 5 0 5 0	0 0 0 0 0 15 0	49.5 49.5 49.5 49 49 49 47.5 47	64 64 67 67 69 70

TABLE	E 4.5: Pr	ropos	sed Adj	acent to	Major Roads Path	way and Sidewalk Segr	ments: Tier 1 Category	/ Rankings		izens of the City, th											potential serv	lice bener	
									TIER 1	CATEGORIES													
					Location	From	То	Segmen Length (ft. excluding Develope Planned & Complete Pieces	) J K	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/14)	<b>TRAFFIC SAFETY</b> (ADT) 2010 Non-Motorized MP & Traffic Speed	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile ); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN	_	
									σ					point	s available	e per catego	ory						
all segment rank	egment Item #	# UOI	6 ft. sidewalk P= 8 ft. pathway	e of Street	opposite side of be critical for segments with a opposite side of the side of	ith pathways or sidewal of the street - note that the r system connectivity & separately for connect a higher ranking segment f the street - note that the strem connectivity & mu- connectivity	hese segments may must be analyzed tivity nt planned for the tese segments may	Pieces in Segment Short Segments (400 ft or less)	CIP Budget Year Scheduled	5 points = 1 accident 10 = 2 accidents 15 = 3 accidents 20 = 4 or more accidents	0 = <10K ADTs", 5 = 10K- 20K ADTs 10 = >20K ADTs Then multiplied by 1<35mph, 1.2 for 35- 40mph & 1.5 for >=45	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	3.5 = 1 hotel 7 = 2+ hotel s	3.5 = 1 shoppi ng area 7 = 2+ shoppi ng areas	3.5 = 1 places of worship 7 = 2+ places of worship	3.5 = connecte d to neighbori ng sidewalk system 7 = connecte d to regional trail system	0 = low density 8 = medium density 16 = high density	3.5 = 1/2 to 1 mile 7 = over 1 mile	15 survey responses , resident petitions & documen ted segments requeste d by groups & govt	20 = initial investme nt 15 = major corridor	TOTAL TIER 1 POINTS	TIER 1 RANKING
	nd S= 6 f	gmen	lewalk P=		or sidewalks on most	of the opposite side of the ned for the opposite side o		segments may be crit	ical for syste					<u> </u>		<u> </u>				agencies		<u> </u>	
	nd S= 6 f	egmen egmen nort Se	lewalk P= nts with p nts with a egments	8 ft. path athways o higher ra (400 ft. or	or sidewalks on most nking segment plan less)	ned for the opposite side of Scheduled Segment	f the street - <i>note that th</i>	5 segments may be crit ese segments may be CIP Budget Year	ical for syste e critical for :	system connectivity &	t be analyzed se, must be analyze n			0	3.5	3.5	3.5	16	7		0		
Legen	nd S= 6 f	egmen egmen hort Se 4	lewalk P= nts with p nts with a egments	8 ft. path athways o higher ra (400 ft. or west	or sidewalks on most nking segment plan less) West Park	Scheduled Segment Bristol Corners	f the street - <i>note that th</i>	5 segments may be crit ese segments may be CIP Budget Year 2 1,500	ical for syste e critical for :	system connectivity &	t be analyzed se, must be analyze n 0	ed separately for con	anectivity 4	0	3.5	3.5	3.5	16	7	0	0	46.5	71
Legen	nd S= 6 f Seç Seç Shi 8	egmen egmen hort Se 4 16	Lewalk P= nts with p nts with a egments P 16 P	8 ft. path athways o higher ra (400 ft. or west east	or sidewalks on most nking segment plan less) West Park Beck	Scheduled Segment Bristol Corners across 96	f the street - <i>note that th</i>	5       segments may be crit       ese segments may be       CIP Budget Year       2       1,500       1       1,387	ical for syste e critical for :	system connectivity & erred until constructio 0 5	t be analyzed se, must be analyze n 0 15	ed separately for con 9 9	4 0	0	3.5	0	0	0	7	0	0	46.5	71
Legen	nd S= 6 f Sec Sec Sho 8 161 37B	egmen egmen hort Se 4 16	Lewalk P= nts with p nts with a egments P 16 P	8 ft. path athways o higher ra (400 ft. or west east north	or sidewalks on most nking segment plan less) West Park Beck Eleven Mile	ned for the opposite side of         Scheduled Segment         Bristol Corners         across 96         Mandalay Cir E	f the street - <i>note that th</i>	5       segments may be crit       ese segments may be       CIP Budget Year       2       1,500       1       1,387       1       1,650	ical for syste e critical for :	system connectivity & erred until construction 0 5 0	n 0 15 0	ed separately for con 9 9 9	4 0 4	0	3.5 3.5	0 3.5	0	0 8	7 7 7	0 5 5	0	46.5 44.5 43.5	71 76 77
Legen           71           76           77           77	A         S= 6 f           Seq         Seq           Seq         Shi           8         161           37B         52A	egmen egmen hort Se 4 16 16 20	Lewalk P= nts with p nts with a egments P 16 P 16 S 20 P	8 ft. path athways of higher ra (400 ft. or west east north south	or sidewalks on most nking segment plan less) West Park Beck Eleven Mile Eleven Mile	ned for the opposite side of         Scheduled Segment         Bristol Corners         across 96         Mandalay Cir E         Wixom	f the street - <i>note that th</i>	5           segments may be crit           ese segments may be           CIP Budget Year           2           1,500           1           1,650           1           2,380	ical for syste e critical for :	system connectivity & erred until construction 0 5 0 0 0	n 0 15 0 0	ed separately for con 9 9 9 9 9	4 0 4 4 4	0 3.5 3.5	3.5 3.5 3.5	0 3.5 3.5	0 0 0 0	0 8 8	7 7 7 7	0 5 5 5 5	0 0 0 0	46.5 44.5 43.5 43.5	71 76 77 77
Legen 71 76 77 77 79	No         S = 6 f           Seq         Seq           Seq         Shi           8         161           37B         52A           41	egmen egmen hort Se 4 16 20 17	lewalk P= nts with p nts with a egments P 16 P 16 S 20 P 17 S	8 ft. path athways of higher ra (400 ft. or west east north south east	or sidewalks on most nking segment plan less) West Park Beck Eleven Mile Eleven Mile Wixom	ned for the opposite side of         Scheduled Segment         Bristol Corners         across 96         Mandalay Cir E	f the street - note that the street - note - note that the street - note that the street -	5       segments may be crit       ese segments may be       CIP Budget Year       2       1,500       1       1,387       1       1,650	ical for syste e critical for :	system connectivity & erred until construction 0 5 0 0 0 0	n 0 15 0 0 7.5	ed separately for con 9 9 9 9 9 9 9 9	A A A A A A A A A A A A A A A A A A A	0 3.5 3.5 3.5	3.5 3.5 3.5 3.5	0 3.5 3.5 0	0 0 0 3.5	0 8 8 0	7 7 7 7 7 7	0 5 5 5 5 5	0 0 0 0 0 0	46.5 44.5 43.5 43.5 43	71 76 77 77 79
Legen 71 76 77 77 79 80	No         Sec           Sec         Sec           Sec         Show           8         161           37B         52A           41         28	egmen egmen hort Se 4 16 20 17 17	lewalk P= nts with p nts with a egments 4 P 16 P 16 S 20 P 17 S 14 P	8 ft. path athways of higher ra (400 ft. or west east north south east east	or sidewalks on most nking segment plan less) West Park Beck Eleven Mile Eleven Mile Wixom Novi Rd.	<ul> <li>Ined for the opposite side of Scheduled Segment</li> <li>Bristol Corners</li> <li>across 96</li> <li>Mandalay Cir E</li> <li>Wixom</li> <li>Target</li> <li>south Twelve Oaks entrance</li> </ul>	f the street - note that the West Uest Taft E side ITC Corridor Deerfield Elementary North Twelve Oaks entrance	5           segments may be crit           ese segments may be           CIP Budget Year           2           1,500           1           1,650           1           2,380	ical for syste e critical for :	system connectivity & erred until construction 0 5 0 0 0 0 0 0	n 0 15 0 7.5 7.5	ed separately for con 9 9 9 9 9 9 9 9 9 9	<i>anectivity</i> 4 0 4 4 4 0 0	0 3.5 3.5 3.5 7	3.5 3.5 3.5 3.5 7	0 3.5 3.5 0 0	0 0 0 3.5 0	0 8 8 0 0	7 7 7 7 7 7 7	0 5 5 5 5 5 5 5	0 0 0 0 0	46.5 44.5 43.5 43.5 43 42.5	71 76 77 77 79 80
Legen 71 76 77 77 79 80 81	No         Sec           Sec         Sec           Sec         Sec           Sec         Sho           8         161           37B         52A           41         28           162A	egmen egmen hort Se 4 16 20 17 12 3	U       lewalk P=       nts with p       nts with a       egments       4     P       16     P       16     S       20     P       17     S       14     P       13     S	8 ft. path athways of higher ra (400 ft. or west east north south east east east north	or sidewalks on most nking segment plan less) West Park Beck Eleven Mile Eleven Mile Wixom Novi Rd. South Lake	<ul> <li>ned for the opposite side of Scheduled Segment</li> <li>Bristol Corners</li> <li>across 96</li> <li>Mandalay Cir E</li> <li>Wixom</li> <li>Target</li> <li>south Twelve Oaks entrance</li> <li>West Park</li> </ul>	f the street - note that the West Taft E side ITC Corridor Deerfield Elementary North Twelve Oaks entrance E of Lilley Trail	5           segments may be crit           ese segments may be           2           1,500           1           1,650           1           2,380           1           1,100	ical for syste e critical for :	system connectivity & erred until construction 0 5 0 0 0 0 0 0 0 0	n 0 15 0 15 0 7.5 7.5 0	ed separately for con 9 9 9 9 9 9 9 9 9 9 9 9	anectivity 4 0 4 4 4 4 0 8	0 3.5 3.5 3.5 7 0	3.5 3.5 3.5 3.5 7 0	0 3.5 3.5 0 0 0	0 0 0 3.5 0 0	0 8 8 0 0 0 16	7 7 7 7 7 7 7 7 7	0 5 5 5 5 5 5 0	0 0 0 0 0 0	46.5 44.5 43.5 43.5 43 42.5 40	71 76 77 77 79 80 81
Legen 71 76 77 77 79 80 81 81	No         Sec           Sec         Sec           Sec         Show           8         161           37B         52A           41         28           162A         114A	egmen egmen hort Se 4 16 20 17 12 3 34 34	J       lewalk P=       nts with p       nts with a       egments       4     P       16     P       16     S       20     P       17     S       14     P       3     S       34     S	8 ft. path athways of higher ra (400 ft. or west east north south east east north east	or sidewalks on most nking segment plan less) West Park Beck Eleven Mile Eleven Mile Wixom Novi Rd. South Lake Taft	<ul> <li>ned for the opposite side of Scheduled Segment</li> <li>Bristol Corners</li> <li>across 96</li> <li>Mandalay Cir E</li> <li>Wixom</li> <li>Target</li> <li>south Twelve Oaks entrance</li> <li>West Park</li> <li>Byrne</li> </ul>	f the street - note that the West Uest Taft E side ITC Corridor Deerfield Elementary North Twelve Oaks entrance E of Lilley Trail City Limits	5           segments may be crit           ese segments may be           2           1,500           1           1,650           1           2,380           1           1,100           1           1,300	ical for syste e critical for :	system connectivity & erred until construction 0 5 0 0 0 0 0 0 0 0 0 0	n 0 15 0 15 0 0 7.5 7.5 0 0	ed separately for con 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	anectivity 4 0 4 4 4 4 0 8 8 8	0 3.5 3.5 3.5 7	3.5 3.5 3.5 3.5 7 0 3.5	0 3.5 3.5 0 0 0 0	0 0 0 3.5 0 0 0 3.5	0 8 8 0 0 16 16	7 7 7 7 7 7 7 7 7 0	0 5 5 5 5 5 5 0 0	0 0 0 0 0 0 0 0	46.5 44.5 43.5 43.5 43 42.5 40 40	71 76 77 77 79 80 81 81
Legen 71 76 77 77 79 80 81 81 83	No         Sec           Sec         Sec           Sec         Show           8         161           37B         52A           41         28           162A         114A           35         Sec	egmen egmen hort Se 4 16 20 17 12 3 34 34 15	IJ           lewalk P=           nts with p           nts with a           egments           4         P           16         P           16         S           20         P           17         S           14         P           3         S           34         S           15         S	8 ft. path athways of higher ra (400 ft. or west east north south east east north east east north	vr sidewalks on most nking segment plan less) West Park Beck Eleven Mile Kixom Novi Rd. South Lake Taft Taft	ned for the opposite side of Scheduled Segment Bristol Corners across 96 Mandalay Cir E Wixom Target South Twelve Oaks entrance West Park Byrne Eleven Mile	f the street - note that the West Taft E side ITC Corridor Deerfield Elementary North Twelve Oaks entrance E of Lilley Trail City Limits Grand River	5           segments may be crit           ese segments may be           2           1,500           1           1,650           1           2,380           1           1,300           1           2,000	ical for syste e critical for :	system connectivity & erred until construction 0 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	n nust be analyzed se, must be analyze n 0 15 0 0 7.5 7.5 7.5 0 0 0 0	ed separately for con 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	anectivity 4 0 4 4 4 4 0 8 8 8 0	0 3.5 3.5 3.5 7 0 0 7	3.5 3.5 3.5 3.5 7 0 3.5 0	0 3.5 3.5 0 0 0 0 0 3.5	0 0 3.5 0 0 3.5 0 3.5 0	0 8 8 0 0 16 16 8	7 7 7 7 7 7 7 7 7 0 7	0 5 5 5 5 5 5 0 0 0 5	0 0 0 0 0 0 0 0 0	46.5 44.5 43.5 43.5 43 42.5 40 40 39.5	71 76 77 77 79 80 81 81 81 83
Legen 71 76 77 77 79 80 81 81 83 84	No         Sec           Sec         Sec           Sec         Show           8         161           37B         52A           41         28           162A         114A           35         171	egmen egmen hort Se 4 16 20 17 14 3 34 34 35	IJ           lewalk P=           nts with p           nts with a           egments           4         P           16         P           16         S           20         P           17         S           14         P           33         S           34         S           35         P	8 ft. path athways of higher ra (400 ft. or west east north east east north east east north east east south	vision vi	ned for the opposite side of Scheduled Segment Bristol Corners across 96 Mandalay Cir E Wixom Target South Twelve Oaks entrance West Park Byrne Eleven Mile Griswold	f the street - note that the West Uest Taft E side ITC Corridor Deerfield Elementary North Twelve Oaks entrance E of Lilley Trail City Limits Grand River City Limits	5           segments may be crit           ese segments may be           2           1,500           1           1,650           1           2,380           1           1,300           1           2,000           1           1,200	ical for syste e critical for :	system connectivity & erred until construction 0 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	n nust be analyzed se, must be analyze n 0 15 0 0 7.5 7.5 7.5 0 0 0 0 0 15	ed separately for con 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	anectivity 4 0 4 4 0 4 0 8 8 8 0 0 0	0 3.5 3.5 3.5 7 0 0 7 0 7 0	3.5 3.5 3.5 3.5 7 0 3.5 0 3.5	0 3.5 3.5 0 0 0 0 0 3.5 0	0 0 3.5 0 0 3.5 0 3.5 0 3.5	0 8 8 0 0 16 16 8 8 8	7 7 7 7 7 7 7 7 0 7 0 7 0	0 5 5 5 5 5 0 0 0 5 0 0	0 0 0 0 0 0 0 0 0 0 0	46.5 44.5 43.5 43.5 43 42.5 40 40 39.5 39	71 76 77 77 79 80 81 81 81 83 83 84
Legen 71 76 77 77 79 80 81 81 83 84 84 84	No         Sec           Sec         Sec	egmen egmen hort Se 4 16 20 17 14 3 34 34 15 35 35 13	IJ           lewalk P=           nts with p           nts with a           egments           4         P           16         P           16         S           20         P           16         S           17         S           14         P           33         S           34         S           35         P           13         S	8 ft. path athways of higher ra (400 ft. or west east north east east north east east east south north	Vest Park Beck Eleven Mile Wixom Novi Rd. South Lake Taft Eight Mile Eleven Mile	ned for the opposite side of Scheduled Segment Bristol Corners across 96 Mandalay Cir E Wixom Target South Twelve Oaks entrance West Park Byrne Eleven Mile Griswold Campus Tech	f the street - note that the West Taft E side ITC Corridor Deerfield Elementary North Twelve Oaks entrance E of Lilley Trail City Limits Grand River City Limits Seeley	5           segments may be crit           ese segments may be           2           1,500           1           1,650           1           2,380           1           1,300           1           2,000           1           1,200           1           1,680	ical for syste e critical for :	system connectivity & erred until construction 0 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	n nust be analyzed se, must be analyze n 0 15 0 0 7.5 7.5 0 0 0 0 0 15 0 0 15 0	ed separately for con 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	anectivity 4 0 4 0 4 4 0 8 8 0 0 0 0 0	0 3.5 3.5 3.5 7 0 0 7 0 7 0 3.5	3.5 3.5 3.5 3.5 7 0 3.5 0 3.5 3.5	0 3.5 3.5 0 0 0 0 3.5 0 0	0 0 3.5 0 0 3.5 0 3.5 7	0 8 8 0 0 16 16 8 8 8 16	7 7 7 7 7 7 7 7 7 0 7 0 7 0 0	0 5 5 5 5 5 0 0 0 5 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	46.5 44.5 43.5 43.5 43 43 42.5 40 40 39.5 39 39	71 76 77 77 79 80 81 81 81 81 83 84 84
Legen 71 76 77 77 79 80 81 81 83 84 84 84 84 84	No         Sec           Sec         Sec           Sec         Show           8         161           37B         52A           41         28           162A         114A           35         171	egmen egmen hort Se 4 16 20 17 14 3 34 34 15 35 35 32 4	IJ           lewalk P=           nts with p           nts with a           egments           4         P           16         P           16         S           20         P           17         S           14         P           33         S           34         S           35         P	8 ft. path athways of higher ra (400 ft. or west east north south east east north east east south north east south north	vision vi	ned for the opposite side of Scheduled Segment Bristol Corners across 96 Mandalay Cir E Wixom Target South Twelve Oaks entrance West Park Byrne Eleven Mile Griswold	f the street - note that the West Uest Taft E side ITC Corridor Deerfield Elementary North Twelve Oaks entrance E of Lilley Trail City Limits Grand River City Limits	5           segments may be crit           ese segments may be           2           1,500           1           1,650           1           2,380           1           1,300           1           2,000           1           1,200           1           1,680           1           1,416	ical for syste e critical for :	system connectivity & erred until construction 0 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	n nust be analyzed se, must be analyze n 0 15 0 0 7.5 7.5 7.5 0 0 0 0 0 15	ed separately for con 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	anectivity 4 0 4 4 0 4 0 8 8 8 0 0 0	0 3.5 3.5 3.5 7 0 0 7 0 7 0	3.5 3.5 3.5 3.5 7 0 3.5 0 3.5	0 3.5 3.5 0 0 0 0 0 3.5 0	0 0 3.5 0 0 3.5 0 3.5 0 3.5	0 8 8 0 0 16 16 8 8 8	7 7 7 7 7 7 7 7 0 7 0 7 0	0 5 5 5 5 5 0 0 0 5 0 0	0 0 0 0 0 0 0 0 0 0 0	46.5 44.5 43.5 43.5 43 42.5 40 40 39.5 39	71 76 77 77 79 80 81 81 81 83 83 84

TABLE	4.5: Pro	opose	ed Adjacent to	Major Roads Path	nway and Sidewalk Segn	nents: Tier 1 Category F	ankings	All proposed adjacent t the citizens of the City, t TIER 1 CATEGORIES	o road pathwa he segments ar	y & sidewalk segm re ranked by the Ti	ients are r er 1 points	eviewec s & the se	l against a egments re	i set of Tier 1 eceiving the	criteria & ass top 20 point	signed point s are assigne	s based on th ed Tier 2 point	e segment's   s	potential serv	ice benefi	rs to
				Location	From	То	Segment Length (ft.) excluding Developer Planned & Completed Pieces	satoN BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/14)	<b>TRAFFIC SAFETY</b> (ADT) 2010 Non-Motorized MP & Traffic Speed	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile ); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN		
					_	•			_			point	s available	e per catego	ory		L				
T RANK			= 8 ft. pathway	opposite side o	vith pathways or sidewalk of the street - note that th r system connectivity & r separately for connecti	nese segments may must be analyzed	ent ints (400 ft or less)	5 points = 1 accident 10 = 2 accidents 15 = 3 accidents 20 = 4 or	0 = <10K ADTs", 5 = 10K- 20K ADTs 10 = >20K ADTs Then	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	3.5 = 1 hotel 7 = 2+ hotel s	3.5 = 1 shoppi ng area 7 = 2+ shoppi ng	3.5 = 1 places of worship 7 = 2+ places of	3.5 = connecte d to neighbori ng sidewalk system	0 = low density 8 = medium density 16 = high	3.5 = 1/2 to 1 mile 7 = over 1 mile	5 = top 15 survey responses , resident petitions & documen	20 = initial investme nt 15 = major corridor	VIS	
OVERALL SEGMENT RANK	segment Item #	tion #	ft. sidewalk P	opposite side o	a higher ranking segmen f the street - note that the ystem connectivity & mus connectivity	ese segments may	Pieces in Segment Short Segments	accidents	multiplied by 1<35mph, 1.2 for 35- 40mph &				areas	worship	7 = connecte d to regional trail system	density		ted segments requeste d by groups & govt		Iotal Tier 1 Points	TIER 1 RANKING
		Sec Nebiz t	9 9 9 Side Valk P- 8 ft path	way			of Pi	O	1.5 for >=45 mph						system			agencies		1	F
	seg	gments gments	valk P= 8 ft. path	or sidewalks on most		street - <i>note that these seg</i> the street - <i>note that thes</i>	gments may be critica	al for system connectivity & mu critical for system connectivity a Deferred until construction	mph Ist be analyzed se & must be analyze						System			0		<u> </u>	F
Legence 84	Seg Seg Sho	gments gments ort Segr 12	valk P= 8 ft. path s with pathways of s with a higher ra ments (400 ft. or S north	or sidewalks on most nking segment plan less) Twelve Mile	Scheduled Segment Meadowbrook	street - <i>note that these seg</i> the street - <i>note that thes</i> Cl	<b>b</b> gments may be critica e segments may be c	al for system connectivity & mu critical for system connectivity a Deferred until construction 5	mph Ist be analyzed se & must be analyze on 7.5	ed separately for con	nectivity	3.5	0	3.5	3.5	0	7	agencies	0	39	84
Legenc	<ul> <li>S = 6 ft.</li> <li>Seg</li> <li>Seg</li> <li>Sho</li> <li>19</li> <li>110A</li> </ul>	gments gments ort Segr 12 32	yalk P= 8 ft. path with pathways of swith a higher ra ments (400 ft. or S north P west	or sidewalks on most nking segment plan less) Twelve Mile Beck	Meadowbrook	street - note that these seg the street - note that these Cabot Cabot	gments may be criticate segments may be criticated segments may be criti	al for system connectivity & mu critical for system connectivity a Deferred until construction 5 10	mph Ist be analyzed se & must be analyzed on 7.5 15	ed separately for con 9 9	nnectivity 0 0	0	0	3.5	3.5 0	0	0	agencies 0 0	0	39 37.5	84
Legenc	<ul> <li>a) S = 6 ft.</li> <li>b) Seg</li> <li>c) Seg</li> <li>c) Sho</li> <li>c) Sho&lt;</li></ul>	gments gments ort Segr 12 32 32	yalk P= 8 ft. path walk P= 8 ft. path s with pathways of s with a higher ra ments (400 ft. or S north P west P west	or sidewalks on most nking segment plan less) Twelve Mile Beck Beck	Meadowbrook Eight Mile Casa Loma	street - note that these seg the street - note that these Cabot Cabot Casa Loma	gments may be critical       e segments may be c       P Budget Year       2       3,735       1       1,383       1       1,400	al for system connectivity & mu critical for system connectivity & Deferred until construction 5 10 10	mph ist be analyzed set must be analyzed on 7.5 15 15	ed separately for con 9 9 9 9	nnectivity 0 0 0 0	0	0	3.5 3.5	3.5 0 0	0	0	agencies 0 0 0	0	39 37.5 37.5	84 89 89
Legenc 84 89 91	<ul> <li>I S= 6 ft.</li> <li>Seg</li> <li>Seg</li> <li>Sho</li> <li>19</li> <li>110A</li> <li>110B</li> <li>37A</li> </ul>	gments gments ort Segr 12 32 32 16	IJ     IJ       valk P= 8 ft. path       s with pathways of       s with a higher ra       iments (400 ft. or       S     north       P     west       P     west       S     north	or sidewalks on most nking segment plan less) Twelve Mile Beck Beck Eleven Mile	Meadowbrook Eight Mile Casa Loma Beck	street - note that these seg the street - note that these Cabot Cabot Casa Loma Nine Mile	gments may be critical       e segments may be critical       P Budget Year       2       3,735       1       1,383       1       1,400       2       2,030	al for system connectivity & mu critical for system connectivity a Deferred until construction 5 10 10 0	mph ist be analyzed set must be analyzed on 7.5 15 15 0	ed separately for con 9 9 9 9 9 9	nnectivity 0 0 0 4	0 0 3.5	0 0 3.5	3.5 3.5 3.5	3.5 0 0 0	0 0 8	0 0 0 0	agencies 0 0 0 5	0 0 0 0	39 37.5 37.5 36.5	84 89 89 91
Legenc 84 89 91 91	<ul> <li>1 S= 6 ft.</li> <li>Seg</li> <li>Seg</li> <li>Sho</li> <li>19</li> <li>110A</li> <li>110B</li> <li>37A</li> <li>52B</li> </ul>	gments gments ort Segr 12 32 32 16 20	IJ     IJ       valk P= 8 ft. path       swith pathways of       swith a higher ra       swith a higher ra       ments (400 ft. or       S     north       P     west       S     north       P     west       S     north       P     west       S     north       P     west	or sidewalks on most nking segment plan less) Twelve Mile Beck Beck Eleven Mile Eleven Mile	Meadowbrook Eight Mile Casa Loma Beck E side ITC Corridor	street - note that these seg the street - note that these Cabot Cabot Casa Loma Nine Mile Mandalay Cir E 1300' W of Beck	gments may be critical       e segments may be critical       P Budget Year       2       3,735       1       1,383       1       1,400       2       2,030	al for system connectivity & mu critical for system connectivity & Deferred until construction 5 10 10 0 0	mph ist be analyzed set must be analyzed on 7.5 15 15 0 0 0	ed separately for con 9 9 9 9 9 9 9 9 9	nnectivity 0 0 0 4 4 4	0 0 3.5 3.5	0 0 3.5 3.5	3.5 3.5 3.5 3.5 3.5	3.5 0 0 0 0	0 0 8 8	0 0 0 0 0 0	agencies 0 0 0 5 5 5	0 0 0 0 0	39 37.5 37.5 36.5 36.5	84 89 89 91 91
Legenc 84 89 91 91 91	<ul> <li>1 S= 6 ft.</li> <li>Seg</li> <li>Seg</li> <li>Sho</li> <li>19</li> <li>110A</li> <li>110B</li> <li>37A</li> <li>52B</li> <li>52C</li> </ul>	gments gments ort Segr 12 32 32 16 20 20	IJ     IJ       valk P= 8 ft. path       swith pathways of       swith a higher ra       swith a higher ra       ments (400 ft. or       S     north       P     west       S     north       P     west       S     north       P     west       S     north       P     south	or sidewalks on most nking segment plan less) Twelve Mile Beck Beck Eleven Mile Eleven Mile	Meadowbrook Eight Mile Casa Loma Beck E side ITC Corridor 1300' W of Beck	street - note that these seg the street - note that these Cabot Casa Loma Nine Mile Mandalay Cir E 1300' W of Beck	3         gments may be critical         e segments may be c         P Budget Year         2         3,735         1         1,383         1         2         2,030         645         1         1,300	al for system connectivity & mu critical for system connectivity & Deferred until construction 5 10 10 0 0 0	mph ist be analyzed set ist be analyzed set must be analyzed on 7.5 15 15 0 0 0 0 0	ed separately for con 9 9 9 9 9 9 9 9 9 9 9	nnectivity 0 0 0 4 4 4 4	0 0 3.5 3.5 3.5 3.5	0 0 3.5 3.5 3.5	3.5 3.5 3.5 3.5 3.5 3.5 3.5	3.5 0 0 0 0 0	0 0 8 8 8 8	0 0 0 0 0	agencies 0 0 0 5 5 5 5 5	0 0 0 0 0	39 37.5 37.5 36.5 36.5 36.5	84 89 89 91 91 91
Legenc 84 89 91 91 91 94	<ul> <li>1 S= 6 ft.</li> <li>Seg</li> <li>Seg</li> <li>Sho</li> <li>19</li> <li>110A</li> <li>110B</li> <li>37A</li> <li>52B</li> <li>52C</li> <li>14</li> </ul>	gments gments ort Segr 12 32 32 16 20 20 10	IJ     IJ       valk P= 8 ft. path       swith pathways of       swith a higher ra       swith a higher ra       ments (400 ft. or       S     north       P     west       S     north       P     west       S     north       P     south       S     north       S     north       S     north       S     north	or sidewalks on most nking segment plan less) Twelve Mile Beck Beck Eleven Mile Eleven Mile Cleven Mile	Meadowbrook Eight Mile Casa Loma Beck E side ITC Corridor 1300' W of Beck Carlton Forest	street - note that these set the street - note that these Cabot Casa Loma · Nine Mile · Mandalay Cir E · Beck ·	3         gments may be critical         e segments may be c         P Budget Year         2         3,735         1         1,383         1         2         2,030         1         645         1         1,300         600	al for system connectivity & mu critical for system connectivity a Deferred until construction 5 10 10 0 0 0 0 0	mph ist be analyzed set ist be analyzed set ist be analyzed on 7.5 15 15 0 0 0 0 0 0 0	ed separately for con 9 9 9 9 9 9 9 9 9 9 9 9 9	nnectivity 0 0 0 4 4 4 4 4 4	0 0 3.5 3.5 3.5 3.5 3.5	0 0 3.5 3.5 3.5 3.5 7	3.5 3.5 3.5 3.5 3.5 3.5 3.5 0	3.5 0 0 0 0 0 0 0	0 0 8 8 8 8 0	0 0 0 0 0 0 7	agencies 0 0 0 5 5 5 5 5 5 5	0 0 0 0 0 0	39 37.5 37.5 36.5 36.5 36.5 35.5	84 89 91 91 91 91 91
Legenc 84 89 91 91 91 94 95	1         S= 6 ft.           Seg         Seg           Sho         Sho           19         110A           110B         37A           52B         52C           14         2	gments gments ort Segr 12 32 32 16 20 20 10 1	IJ     IJ       valk P= 8 ft. path       swith pathways of       swith a higher ra       swith a higher ra       ments (400 ft. or       S     north       P     west       S     north       P     swith       S     north       P     swith       S     north       P     south       S     north       S     north       S     south       S     north	or sidewalks on most nking segment plan less) Twelve Mile Beck Beck Eleven Mile Eleven Mile Eleven Mile Twelve Mile Haggerty	<ul> <li>Interformed for the opposite side of Scheduled Segment</li> <li>Meadowbrook</li> <li>Eight Mile</li> <li>Casa Loma</li> <li>Beck</li> <li>E side ITC Corridor</li> <li>1300' W of Beck</li> <li>Carlton Forest</li> <li>Fourteen Mile</li> </ul>	street - note that these seg the street - note that these Cabot Casa Loma Nine Mile Mandalay Cir E 1300' W of Beck Beck BP Thirteen Mile	3         gments may be critical         e segments may be c         P Budget Year         2         3,735         1         1,383         1         1,400         2         2,030         1         645         1         1,300         600         2         1,800	al for system connectivity & mu critical for system connectivity & Deferred until construction 5 10 10 0 0 0 0 0 0 0	mph ist be analyzed set ist be analyzed set ist be analyzed 7.5 15 15 0 0 0 0 0 0 7.5	ed separately for con 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	0 0 0 4 4 4 4 4 4 0	0 0 3.5 3.5 3.5 3.5 3.5 0	0 0 3.5 3.5 3.5 7 3.5 7 3.5	3.5 3.5 3.5 3.5 3.5 3.5 0 0	3.5 0 0 0 0 0 0 0 0 0 0 3.5	0 0 8 8 8 8 0 8	0 0 0 0 0 0 7 3.5	agencies 0 0 0 5 5 5 5 5 5 5 0	0 0 0 0 0 0 0 0	39 37.5 37.5 36.5 36.5 36.5 35.5 35.5	84 89 89 91 91 91 91 91 92
Legenc 84 89 91 91 91 94 95 96	1         S= 6 ft.           Seg         Seg           Sho         Sho           19         110A           110B         37A           52B         52C           14         2           34	gments gments ort Segu 12 32 32 16 20 20 10 1 1 15	IJ     IJ       valk P= 8 ft. path       swith pathways of       swith a higher ra       swith a higher ra       ments (400 ft. or       S     north       P     west       S     north       P     west       S     north       P     south       S     north       S     north       S     north       S     north       S     north	or sidewalks on most nking segment plan less) Twelve Mile Beck Beck Eleven Mile Eleven Mile Cleven Mile Haggerty Eleven Mile	Interformed for the opposite side of Scheduled Segment Scheduled Segment Meadowbrook Eight Mile Casa Loma Beck E side ITC Corridor 1300' W of Beck Carlton Forest Fourteen Mile Clark	street - note that these set the street - note that these Cabot Casa Loma f Nine Mile f Mandalay Cir E f Beck f BP f Thirteen Mile f Casa Loma f Casa	3         gments may be critical         e segments may be c         P Budget Year         2         3,735         1         1,383         1         1,400         2         2,030         1         645         1         1,300         600         2         1,800         2         2,600	al for system connectivity & mu critical for system connectivity a Deferred until construction 5 10 10 10 0 0 0 0 0 0 0 0 0	mph ist be analyzed set ist be analyzed set ist be analyzed 7.5 15 15 0 0 0 0 0 7.5 0 0 0 0 0 0 0 0 0 0 0 0 0	ed separately for con 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	nnectivity 0 0 0 4 4 4 4 4 0 0 0	0 0 3.5 3.5 3.5 3.5 3.5 0 3.5	0 0 3.5 3.5 3.5 7 3.5 7 3.5 3.5	3.5 3.5 3.5 3.5 3.5 3.5 0 0 0 3.5	3.5 0 0 0 0 0 0 0	0 0 8 8 8 8 8 0 8 8 8 8	0 0 0 0 0 0 7	agencies 0 0 0 0 0 5 5 5 5 5 5 5 5 0 0 0	0 0 0 0 0 0 0 0 0 0	39 37.5 37.5 36.5 36.5 36.5 35.5 35.5 35.5 35.5	84 89 89 91 91 91 91 91 91 91 91 91 91 91
Legenc 84 89 91 91 91 94 95 96 97	1         S= 6 ft.           Seg         Seg           Sho         Sho           19         110A           110B         37A           52B         52C           14         2	gments gments ort Segu 12 32 32 16 20 20 10 1 1 5 12	JJ     B       valk P= 8 ft. path       swith pathways of       swith a higher ra       swith a higher ra       ments (400 ft. or       S     north       P     west       S     north       P     swith       S     north       P     swith       S     north       P     south       S     north       S     north       S     south       S     north	or sidewalks on most nking segment plan less) Twelve Mile Beck Beck Eleven Mile Eleven Mile Cleven Mile Haggerty Eleven Mile	<ul> <li>Interformed for the opposite side of Scheduled Segment</li> <li>Meadowbrook</li> <li>Eight Mile</li> <li>Casa Loma</li> <li>Beck</li> <li>E side ITC Corridor</li> <li>1300' W of Beck</li> <li>Carlton Forest</li> <li>Fourteen Mile</li> </ul>	street - note that these seg the street - note that these Cabot Casa Loma Nine Mile Mandalay Cir E Beck BP Thirteen Mile Casa Casa Loma Cas	6         gments may be critical         e segments may be c         P Budget Year         2         3,735         1         1,383         1         1,400         2         2,030         1         645         1         1,300         1         600         2         1,800         1         2,600         4         1,570	al for system connectivity & mu critical for system connectivity & Deferred until construction 5 10 10 0 0 0 0 0 0 0	mph ist be analyzed set ist be analyzed set ist be analyzed 7.5 15 15 0 0 0 0 0 0 7.5	ed separately for con 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	0 0 0 4 4 4 4 4 4 0	0 0 3.5 3.5 3.5 3.5 3.5 0	0 0 3.5 3.5 3.5 7 3.5 7 3.5	3.5 3.5 3.5 3.5 3.5 3.5 0 0	3.5 0 0 0 0 0 0 0 0 0 0 3.5 0	0 0 8 8 8 8 0 8	0 0 0 0 0 7 3.5 7	agencies 0 0 0 5 5 5 5 5 5 5 0	0 0 0 0 0 0 0 0	39 37.5 37.5 36.5 36.5 36.5 35.5 35.5	84 89 89 91 91 91 91 91 92

TABLE	E 4.5: Pro	iopo.			Major Roads Path	way and Sidewalk Segm	nents: Tier 1 Categor	ry Rankings		the citizens of the C		iy & sidewalk segm re ranked by the Ti									potential serv	lice beneti	
										TIER 1 CATEGORIES													
					Location	From	То	Le ex De Pla Co	Segment ength (ft.) xcluding eveloper anned & ompleted Pieces	sapov BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway	TRAFFIC SAFETY (ADT) 2010 Non-Motorized MP & Traffic Sneed	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile ); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN		
										<b>.</b>				point	s available	e per categ	ory						
L SEGMENT RANK	ent Item #	# UC	t. sidewalk P= 8 ft. pathway	of Street	opposite side o be critical for Segments with a opposite side of	ith pathways or sidewalk of the street - note that the system connectivity & m separately for connectiv higher ranking segmen the street - note that the stem connectivity & must onnectivity	nese segments may must be analyzed ivity ivity at planned for the lese segments may	Pieces in Segment	Short Segments (400 ft or less)	Septendia Set Accident accident 10 = 2 accidents 15 = 3 accidents 15 = 4 or more accidents CIB Brddet CIB Brddet	0 = <10K ADTs", 5 = 10K- 20K ADTs 10 = >20K ADTs Then multiplied by 1<35mph, 1.2 for 35- 40mph & 1.5 for >=45	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	3.5 = 1 hotel 7 = 2+ hotel s	3.5 = 1 shoppi ng area 7 = 2+ shoppi ng areas	3.5 = 1 places of worship 7 = 2+ places of worship	3.5 = connecte d to neighbori ng sidewalk system 7 = connecte d to regional trail system	0 = low density 8 = medium density 16 = high density	3.5 = 1/2 to 1 mile 7 = over 1 mile	15 survey responses , resident petitions & documen ted segments requeste d by groups & govt	20 = initial investme nt 15 = major corridor	TOTAL TIER 1 POINTS	TIER 1 RANKING
	Seg	gmen	ents with p	e 8 ft. path	or sidewalks on most	of the opposite side of the s		segments ma						1	<u> </u>	1				agencies			
	nd S= 6 ft Seg	gmer gmer	dewalk P= ents with p ents with a segments	e 8 ft. path	or sidewalks on most	of the opposite side of the s ned for the opposite side of Scheduled Segment Henning		segments ma hese segment CIP Budget Y	nts may be critic Year		& must be analyzed s ivity & must be analyz			0	0	0	0	16	0	0 agencies	0	33	98
Legen	nd S= 6 ft Seg Seg Sho	egmen egmer hort Se 3	dewalk P= ents with p ents with a Gegments 3 P	e 8 ft. path pathways o a higher ra (400 ft. or south	or sidewalks on most nking segment plan less) South Lake	ned for the opposite side of Scheduled Segment Henning	the street - <i>note that the street - note that the street - note that the street the str</i>	segments ma hese segment CIP Budget Y 1 <sub>2,0</sub>	Year	cal for system connec	& must be analyzed s ivity & must be analyz ruction	ed separately for cor	nnectivity	0	0	0	0		0			33	98
Legen	nd S= 6 ft Seg	egmen egmer nort Se 3 3	dewalk P= ents with p ents with <i>a</i> segments 3 P 3 S	e 8 ft. path pathways o a higher ra (400 ft. or south north	or sidewalks on most nking segment plan less) South Lake South Lake	Henning E of Lilley Trail	the street - <i>note that the street - note that the street - note that the street is strengthere that the strengthere strengthe</i>	segments ma hese segment CIP Budget Y 1 2,0 1 3,1	Year 055 177	Cal for system connect Deferred until cons 0 0	& must be analyzed s ivity & must be analyz ruction 0 0	ed separately for cor 9	nnectivity 8		0	0	-	16	-	0	0	33 33	98
Legen	x         x	egmen egmer hort Se 3 3	dewalk P= ents with p ents with <i>a</i> segments 3 P 3 S 15 P	e 8 ft. path pathways of a higher ra (400 ft. or south north east	or sidewalks on most nking segment plan less) South Lake	Henning E of Lilley Trail Eleven Mile	the street - <i>note that ti</i>	segments mathese segment CIP Budget Y 1 2,0 1 3,1 1 208	Year 255 177 8	Cal for system connect Deferred until cons 0 0 0	& must be analyzed s ivity & must be analyz ruction 0 0	ed separately for cor 9 9 9	8 8	0		0	0	16 8	0 7	0	0	33 33 31	98 98 102
Legen           98           98           102           103	x         x           d         S= 6 ft           Seg         Seg           Sho         Sho           165         162B           149         111	egmen egmen nort Se 3 3 1: 3.	dewalk P= ents with p ents with a segments 3 P 3 S 15 P 32 P	south east	or sidewalks on most nking segment plan less) South Lake South Lake Clark	Aned for the opposite side of Scheduled Segment Henning E of Lilley Trail Eleven Mile Garfield	the street - <i>note that the street - note that the street - note that the street is strengthere that the strengthere strengthe</i>	segments mathese segments CIP Budget Y 1 2,0 1 3,1 1 208 2 6,0	Year 255 177 8 2000	Cal for system connect Deferred until cons 0 0 0 5	& must be analyzed s ivity & must be analyz ruction 0 0 0	ed separately for cor 9 9 9 9 9	8 8 0	0	0 3.5	0	0	16 8 0	0 7 3.5	0 0 0 0	0 0 0	33 33 31 30	98 98 102 103
Legen 98 98 102 103	C         C           nd         S= 6 ft           Seg         Seg           Sho         Sho           165         162B           149         111           155         155	igmer ogmer nort Se 3 3 1 1 3	dewalk P= ents with p ents with a segments 3 P 3 S 15 P 32 P 30 P	B ft. path pathways of a higher ra (400 ft. or south north east south south	or sidewalks on most nking segment plan less) South Lake South Lake Clark Nine Mile Ten Mile	Aned for the opposite side of Scheduled Segment Henning E of Lilley Trail Eleven Mile Garfield Links of Novi	the street - <i>note that ti</i>	5           segments mathevel           hese segment           CIP Budget Y           1           2,0           1           2           6,0           1           1,6	Image     Image       Year     Image       0555     Image       177     Image       18     Image       000     Image       693     Image	Cal for system connect Deferred until cons 0 0 0 5 0	& must be analyzed s ivity & must be analyz ruction 0 0 0 0 0 7.5	ed separately for cor 9 9 9 9 9 9 9 9 9	nnectivity 8 8 0 4	0 0 0 0 0	0 3.5 0	0 3.5 3.5 7	0 0 0 0 0 0	16 8 0 0	0 7 3.5 0	0 0 0 5 0	0 0 0 0	33 33 31 30 27.5	98 98 102 103 104
Legen 98 98 102 103 104	x           Not         S= 6 ft           Seg         Seg           Sho         Sho           165         162B           149         111           155         156	gmer gmer 3 3 1: 3. 3. 3. 3. 3.	dewalk P= ents with p ents with a segments 3 P 3 P 3 S 15 P 32 P 30 P 30 P	B S ft. path pathways of a higher ra (400 ft. or south north east south south south	or sidewalks on most nking segment plan less) South Lake South Lake Clark Clark Nine Mile Ten Mile Ten Mile	Aned for the opposite side of Scheduled Segment Henning E of Lilley Trail Eleven Mile Garfield Links of Novi Links of Novi	the street - <i>note that ti</i>	5           segments matheve segments           hese segments           1           2,0           1           2           6,0           1           1,6           1           1,0	Image     Image       Year     Image       0555     Image       1777     Image       18     Image       000     Image       693     Image       008     Image	Cal for system connect Deferred until cons 0 0 0 5 0 0 0 0	& must be analyzed s ivity & must be analyz ruction 0 0 0 0 7.5 7.5	ed separately for cor 9 9 9 9 9 9 9 9 9 9 9	nnectivity 8 8 0 4 4 4	0 0 0	0 3.5 0 0	0 3.5 3.5	0 0 0 0	16 8 0 0 0	0 7 3.5 0 0	0 0 0 5 0 0	0 0 0 0 0	33 33 31 30 27.5 27.5	98 98 102 103 104
Legen 98 98 102 103 104 104	C         C           nd         S= 6 ft           Seg         Seg           Sho         Sho           165         162B           149         111           155         156           157	gmer gmer 3 3 3 1 : 3 : 3 : 3 : 3 : 3 :	dewalk P= ents with p ents with a segments 3 P 3 P 3 S 15 P 32 P 30 P 30 P 30 P	B ft. path pathways of a higher ra (400 ft. or south north east south south south south	south Lake South Lake Clark Nine Mile Ten Mile Ten Mile	hed for the opposite side of Scheduled Segment Henning E of Lilley Trail Eleven Mile Garfield Links of Novi Links of Novi	the street - note that the street - note the street -	5           segments matheve segments           hese segments           1           2           6,0           1           1,6           1           1,6           1           1,6	Its may be critic       Year       0555       177       18       000       693       008       503	Cal for system connect Deferred until cons 0 0 0 5 0 0 0 0 0 0	& must be analyzed s vity & must be analyz ruction 0 0 0 0 7.5 7.5 7.5 7.5	ed separately for con 9 9 9 9 9 9 9 9 9 9 9 9 9	nnectivity 8 8 0 4 4 4 4	0 0 0 0 0	0 3.5 0 0 0	0 3.5 3.5 7 7 7	0 0 0 0 0 0	16 8 0 0 0 0	0 7 3.5 0 0 0	0 0 0 5 0	0 0 0 0 0 0	33 33 31 30 27.5 27.5 27.5	98 98 102 103 104 104 104
Legen 98 98 102 103 104 104 104	x           Not         S= 6 ft           Seg         Seg           Sho         Sho           165         162B           149         111           155         156	gmer gmer 3 3 3 1: 3: 3: 3: 3: 3: 1: 1: 1:	dewalk P= ents with p ents with a segments 3 P 3 P 3 S 15 P 32 P 30 P 30 P	south south south east south south south south south south south	or sidewalks on most nking segment plan less) South Lake South Lake Clark Clark Nine Mile Ten Mile Ten Mile	Aned for the opposite side of Scheduled Segment Henning E of Lilley Trail Eleven Mile Garfield Links of Novi Links of Novi	the street - note that the street - note the street - not	5           segments matheve segments           hese segments           1           2,0           1           2           6,0           1           1,6           1           1,0	Its may be critic       Year       0555       177       18       000       693       008       503       19	Cal for system connect Deferred until cons 0 0 0 5 0 0 0 0	& must be analyzed s ivity & must be analyz ruction 0 0 0 0 7.5 7.5	ed separately for cor 9 9 9 9 9 9 9 9 9 9 9	nnectivity 8 8 0 4 4 4 4 4	0 0 0 0 0 0	0 3.5 0 0 0 0	0 3.5 3.5 7 7 7 7	0 0 0 0 0	16 8 0 0 0	0 7 3.5 0 0	0 0 0 5 0 0 0 0	0 0 0 0 0	33 33 31 30 27.5 27.5 27.5	98 98 102 103 104
Legen 98 98 102 103 104 104 104	x           Seg           Seg           Seg           Sho           165           162B           149           111           155           156           157           159           172	gmer gmer 3 3 3 1: 3: 3: 3: 3: 3: 1: 3: 3: 1: 2: 3: 3: 3: 3: 3: 3: 3: 3: 3: 3: 3: 3: 3:	dewalk P= ents with p ents with a segments 3 P 3 P 3 P 3 P 3 P 3 P 3 P 3 P 3 P 3 P	B S ft. path pathways of a higher ra (400 ft. or south north east south south south south south north west	south Lake South Lake Clark Nine Mile Ten Mile Ten Mile Ten Mile	Aned for the opposite side of Scheduled Segment Henning E of Lilley Trail Eleven Mile Garfield Links of Novi Links of Novi Links of Novi	the street - note that the street - note the street - not	5           segments main           hese segment           CIP Budget Y           1           2           6,0           1           1,1,6           1           1,1,5           1           300	Image     Image       11     1       12     1       17     1       18     1       1000     1       693     1       1008     1       503     1       19     1	cal for system connect Deferred until cons 0 0 0 5 0 0 0 0 0 0 0 0	& must be analyzed s vity & must be analyz ruction 0 0 0 0 7.5 7.5 7.5 7.5 7.5	ed separately for con 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	nnectivity 8 8 0 4 4 4 4 4 4 4	0 0 0 0 0 0 0	0 3.5 0 0 0 0 0	0 3.5 3.5 7 7 7 7 7 7 7	0 0 0 0 0 0 0	16 8 0 0 0 0 0 0	0 7 3.5 0 0 0 0	0 0 0 5 0 0 0 0 0	0 0 0 0 0 0 0	33 33 31 30 27.5 27.5 27.5 27.5	98 98 102 103 104 104 104 104
Legen 98 98 102 103 104 104 104 104	x         x	gmer gmer 3 3 3 1: 3; 3; 3; 3; 3; 3; 3; 1; 3; 3; 3; 3; 3; 3; 3; 3; 3; 3; 3; 3; 3;	dewalk P= ents with pents with a segments 3 P 3 P 3 P 3 P 3 P 3 P 3 P 3 P 3 P 3 P	B South a higher ra (400 ft. or south north east south south south south south north west south	south Lake South Lake South Lake Clark Clark Iren Mile Ten Mile Ten Mile Griswold Twelve Mile	Aned for the opposite side of Scheduled Segment Henning E of Lilley Trail Eleven Mile Garfield Links of Novi Links of Novi Links of Novi Oak Point Church Eight Mile	the street - note that the street - note the street - not	5           segments mathese segments           hese segments           1           2           1           2           1           1           2           1           1           1           1           2           1           1           1           1           1           1           1           1           1           1           1           300           1           76	Image     Image       11     1       12     1       17     1       18     1       170     1       18     1       19     1       17     1	cal for system connect Deferred until cons 0 0 0 5 0 0 0 0 0 0 0 0 5 5 5	& must be analyzed s vity & must be analyz ruction 0 0 0 0 7.5 7.5 7.5 7.5 0	ed separately for con 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	nnectivity 8 8 0 4 4 4 4 4 0	0 0 0 0 0 0 0 0 0	0 3.5 0 0 0 0 0 0 3.5	0 3.5 3.5 7 7 7 7 7 7 7 0	0 0 0 0 0 0 0 0 0	16 8 0 0 0 0 0 0 8	0 7 3.5 0 0 0 0 0	0 0 0 5 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	33 33 31 30 27.5 27.5 27.5 27.5 27.5 27.5 27.5 27.5	98 98 102 103 104 104 104 104 108
Legen 98 98 98 102 103 104 104 104 104 104 104 109 110	x         x	gmer gmer 3 3 3 3 3 3 3 3 3 1 2 2	dewalk P= ents with pents with a segments 3 P 3 P 3 P 3 P 3 P 3 P 3 P 3 P 3 P 3 P	B ft. path pathways of a higher ra (400 ft. or south north east south south south south south north west south north	south Lake South Lake South Lake Clark Clark Iren Mile Ten Mile Ten Mile Griswold Twelve Mile	Aned for the opposite side of Scheduled Segment Henning E of Lilley Trail Eleven Mile Garfield Links of Novi Links of Novi Links of Novi Oak Point Church Eight Mile Helfer Drive (Wixom)	the street - note that to Lakeshore Park Lakeshore Park Grand River Beck Oak Point Church City Limits Albert	5           segments mathese segment           CIP Budget Y           1           2           6,0           1           1,0           1           1,0           1           1,0           1           1,0           1           1,0           1           1,0           1           1,0           1           1,0           1           1,0           1           2,0           4,0	Its may be critic       Year       0555       177       18       000       693       008       503       19       79	cal for system connect Deferred until cons 0 0 0 0 5 0 0 0 0 0 0 0 0 5 0 0 0 0 0	& must be analyzed s ivity & must be analyzed ruction 0 0 0 0 7.5 7.5 7.5 7.5 7.5 0 0	ed separately for con 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	nnectivity 8 8 0 4 4 4 4 4 0 4 4 0 4 4	0 0 0 0 0 0 0 0 0 0	0 3.5 0 0 0 0 0 3.5 3.5	0 3.5 3.5 7 7 7 7 7 7 7 0 0	0 0 0 0 0 0 0 0 0 0	16 8 0 0 0 0 0 0 8 8 8	0 7 3.5 0 0 0 0 0 0 0 0	0 0 0 5 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	33 33 31 30 27.5 27.5 27.5 27.5 27.5 27.5 27.5 27.5	98 98 102 103 104 104 104 104 108 109

TABL	4.5: Pro	oposed A	Adjacent to	Major Roads Path	way and Sidewalk Se	gments: Tier 1 Categor	y Rankings	th	ll proposed adjacent to e citizens of the City, th											potential serv	ice benefi	its to
	1	- T - T		T				TI	ER 1 CATEGORIES							-						
				Location	From	То	Ler ex De Pla Co	egment ngth (ft.) ccluding eveloper anned & mpleted Pieces N	sato BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/14)	TRAFFIC SAFETY (ADT) 2010 Non-Motorized MP & Traffic Speed	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN		
													points	s available	e per catego	ory						
IT RANK		<b>10</b>	P= 8 ft. pathway	opposite side o	ith pathways or sidews of the street - <i>note that</i> r system connectivity of separately for conne	t these segments may & must be analyzed	ent	ents (400 ft or less)	5  points = 1 accident $10 = 2$ accidents $15 = 3$ accidents $20 = 4  or$	0 = <10K ADTs", 5 = 10K- 20K ADTs 10 = >20K ADTs Then	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	3.5 = 1 hotel 7 = 2+ hotel s	3.5 = 1 shoppi ng area 7 = 2+ shoppi ng	3.5 = 1 places of worship 7 = 2+ places of	3.5 = connecte d to neighbori ng sidewalk system	0 = low density 8 = medium density 16 = high	3.5 = 1/2 to 1 mile 7 = over 1 mile	5 = top 15 survey responses , resident petitions & documen	20 = initial investme nt 15 = major corridor	NTS	
OVERALL SEGMENT	Segment Item #	on #	S= 6 ft. sidewalk P Side of Street	opposite side of	a higher ranking segm f the street - note that f stem connectivity & n f onnectivity	these segments may	of Pieces in Segme	hort Seç	A ccidents	multiplied by 1<35mph, 1.2 for 35- 40mph & 1.5 for >=45 mph				areas	worship	7 = connecte d to regional trail system	density		ted segments requeste d by groups & govt agencies		TOTAL TIER 1 POINTS	TIER 1 RANKING
	$\mathbf{u} \rightarrow \mathbf{v}$	. sidewaik								• ·	1							•		•		
	Seg	gments wit	th pathways o	or sidewalks on most inking segment plan		he street - <i>note that these</i> : e of the street - <i>note that th</i> nt		ts may be critica		& must be analyze												
113	Seg	gments wit gments wit ort Segme	th pathways o	or sidewalks on most inking segment plan	ned for the opposite side	e of the street - <i>note that th</i>	nese segments	's may be critica 'ear	al for system connectivity &	& must be analyze			0	0	0	0	0	3.5	0	0	21	113
	Seg Seg Shc	gments wit gments wit port Segme 31	th pathways o th a higher ra ents (400 ft. or	or sidewalks on most inking segment plan less)	ned for the opposite side Scheduled Segmer	e of the street - <i>note that th</i>	CIP Budget Yo	's may be critica 'ear	al for system connectivity & Deferred until constructio	& must be analyze	ed separately for cor	nectivity	0	0 0	0 3.5	0 0	0	3.5 3.5	0 0	0	21 20	113 114
113 114 114	Seg Seg Sho 106 101 158	gments wit gments wit ort Segme 31 30 30	th pathways of th a higher ra ents (400 ft. or P west P east P east	or sidewalks on most inking segment plan less) Garfield Napier Napier	Eight Mile Links of Novi	e of the street - <i>note that th</i> nt Nine Mile Nine Mile	Dese segments CIP Budget Yo 1 5,30 2 4,0 1 1,32	es may be critica rear	al for system connectivity & Deferred until construction 5 0 0	& must be analyze on 0 0 0	ed separately for cor 4.5 9 9	8 4 4	0	0	3.5 7	0	0 0	3.5 0	0 0	0 0	20 20	114 114
113 114 114 116	Seg Seg Sho 106 101 158 104	gments wit gments wit ort Segme 31 30 30 31	th pathways of th a higher ra ents (400 ft. or P west P east P east P east	or sidewalks on most inking segment plan less) Garfield Napier Napier Napier	Eight Mile Links of Novi Eight Mile	e of the street - <i>note that th</i> nt Nine Mile Nine Mile Community	Desce segments           CIP Budget Ye           1         5,30           2         4,0           1         1,32           1         2,1	es may be critica 'ear 00 000 21 100	al for system connectivity & Deferred until construction 5 0 0 0 0	& must be analyze on 0 0 0 0	ed separately for cor 4.5 9 9 4.5	8 4 4 8 8	0 0 0 0	0 0 0	3.5 7 0	0 0 0	0 0 0	3.5 0 7	0 0 0	0 0 0	20 20 19.5	114 114 116
113 114 114 116 117	Seg Seg Sho 106 101 158 104 108A	yments wit yments wit ort Segme 31 30 30 31 32	th pathways of th a higher ra ents (400 ft. or P west P east P east P east S east	or sidewalks on most inking segment plan less) Garfield Napier Napier Napier Garfield	Eight Mile Links of Novi Eight Mile	e of the street - <i>note that th</i> nt Nine Mile Nine Mile Community Sports Park Chianti	Desce segments           CIP Budget Ye           1         5,30           2         4,0           1         1,32           1         2,1           1         1,9	es may be critica 'ear 00 000 21 100 950	al for system connectivity & Deferred until construction 5 0 0 0 0 5	& must be analyzed on 0 0 0 0 0 0	ed separately for cor 4.5 9 9 4.5 4.5	8 4 4 8 8 8 8	0 0 0 0 0 0	0 0 0 0	3.5 7 0 0	0 0 0 0	0 0 0 0	3.5 0 7 0	0 0 0 0	0 0 0 0	20 20 19.5 17.5	114 114 116 117
113 114 114 116 117 117	Seg Seg Sho 106 101 158 104 108A 108A	gments wit gments wit ort Segme 31 30 30 31 32 32 32	th pathways of th a higher ra ents (400 ft. or P west P east P east P east S east S east	or sidewalks on most inking segment plan less) Garfield Napier Napier Napier Sapier Garfield Garfield	Eight Mile Links of Novi Eight Mile Chianti	e of the street - <i>note that th</i> nt Nine Mile Nine Mile Community Const Dark Chianti Nine Mile	Desce segments           CIP Budget Ye           1         5,30           2         4,0           1         1,32           1         2,1           1         1,9           1         2,0	es may be critica 'ear 00 000 21 100 950 650	al for system connectivity & Deferred until construction 5 0 0 0 5 5 5 5	& must be analyze on 0 0 0 0 0 0 0	ed separately for cor 4.5 9 9 4.5 4.5 4.5 4.5	8 8 4 4 8 8 8 8 8	0 0 0 0 0	0 0 0 0 0 0	3.5 7 0 0 0	0 0 0 0 0	0 0 0 0 0	3.5 0 7 0 0	0 0 0 0 0	0 0 0 0 0	20 20 19.5 17.5 17.5	114 114 116 117 117
113 114 114 116 117 117 119	Seg Seg Sho 106 101 158 104 108A 108b 166	gments wit gments wit ort Segme 31 30 30 31 32 32 4	th pathways of th a higher ra ents (400 ft. or P east P east P east S east S east P north	or sidewalks on most anking segment plan less) Garfield Napier Napier Napier Garfield Garfield West	eed for the opposite side Scheduled Segmen Eight Mile Ten Mile Links of Novi Eight Mile Eight Mile Chianti Hudson	e of the street - <i>note that th</i> nt Nine Mile Nine Mile Community Sports Park Chianti Nine Mile City Limits	Desce segments           CIP Budget Ye           1         5,30           2         4,0           1         1,32           1         2,11           1         1,9           1         2,6           1         368	es may be critica 'ear 00 000 21 100 250 650 3	al for system connectivity & Deferred until construction 5 0 0 0 0 5 5 5 5 0	& must be analyze on 0 0 0 0 0 0 0 0 0	ed separately for cor 4.5 9 9 4.5 4.5 4.5 4.5 9	8 4 4 4 8 8 8 8 8 4	0 0 0 0 0 0	0 0 0 0 0 0 0	3.5 7 0 0 0 0	0 0 0 0 0 3.5	0 0 0 0 0 0	3.5 0 7 0 0 0	0 0 0 0 0	0 0 0 0 0 0	20 20 19.5 17.5 17.5 16.5	114 114 116 117 117 119
113 114 114 116 117 117 119 120	Seg Seg Sho 106 101 158 104 108A 108b 166 103	gments wit gments wit ort Segme 31 30 30 31 32 32 4 31	th pathways of th a higher ra ents (400 ft. or P east P east P east S east S east P north P east	or sidewalks on most anking segment plan less) Garfield Napier Napier Napier Garfield Garfield West Napier	Eight Mile Links of Novi Eight Mile Chianti Hudson Park Place	e of the street - note that then the street - note that the street - note the street - notet	Desce segments           CIP Budget Ye           1         5,3(           2         4,(           1         1,32           1         2,1           1         1,9           1         2,6           1         368           1         572	es may be critica 'ear 00 000 21 100 250 650 3 2	al for system connectivity & Deferred until construction 5 0 0 0 5 5 5 0 0 0 0	& must be analyze on 0 0 0 0 0 0 0 0 0 0 0 0 0	ed separately for cor 4.5 9 4.5 4.5 4.5 4.5 9 4.5 9 4.5	8 4 4 8 8 8 8 8 4 8 4 8	0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	3.5 7 0 0 0 0 0 0	0 0 0 0 3.5 0	0 0 0 0 0 0 0 0	3.5 0 7 0 0 0 3.5	0 0 0 0 0 0 0	0 0 0 0 0 0 0	20 20 19.5 17.5 17.5 16.5	114 114 116 117 117 117 119 120
113 114 114 116 117 117 119 120 120	Seg Seg Sho 106 101 158 104 108A 108b 166 103 102	gments wit gments wit ort Segme 31 30 30 31 32 32 4 31 30	th pathways of th a higher ra ents (400 ft. or P east P east P east S east S east P north P east S east S east	or sidewalks on most anking segment plan less) Garfield Napier Napier Napier Garfield Garfield West Napier Napier Nine Mile	ed for the opposite side Scheduled Segmen Eight Mile Ten Mile Links of Novi Eight Mile Eight Mile Chianti Hudson Park Place Napier	e of the street - note that the nt Int Int Int Int Int Int Int Int Int	Desce segments           CIP Budget Ye           1         5,30           2         4,0           1         1,32           1         2,11           1         1,9           1         2,6           1         368           1         572           2         4,70	es may be critica 'ear 00 000 21 100 250 650 3 2 00	al for system connectivity & Deferred until construction 5 0 0 0 0 5 5 5 0 0 0 0 0 0 0	& must be analyze on 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ed separately for cor 4.5 9 4.5 4.5 4.5 4.5 9 4.5 4.5 4.5 4.5 4.5	8 4 4 4 8 8 8 8 8 4	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	3.5 7 0 0 0 0 0 0 0	0 0 0 0 3.5 0 0	0 0 0 0 0 0 0 0	3.5 0 7 0 0 0 3.5 3.5	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	20 20 19.5 17.5 17.5 16.5 16 16	114 114 116 117 117 119 120 120
113 114 114 116 117 117 119 120 120 122	Seg Seg Sho 106 101 158 104 108A 108b 166 103 102 170	gments wit gments wit ort Segme 31 30 30 31 32 32 4 31 30 4 30 4	th pathways of th a higher ra ents (400 ft. or P east P east P east S east S east P north P east S north S north	or sidewalks on most anking segment plan less) Garfield Napier Napier Napier Garfield Garfield Garfield West Napier Napier Nine Mile West	Eight Mile Eight Mile Links of Novi Eight Mile Links of Novi Eight Mile Chianti Hudson Park Place Napier West Park	e of the street - note that the nt Nine Mile Nine Mile Community Sports Park Chianti Nine Mile City Limits Community Sports Park Garfield American	Desce segments           CIP Budget Ye           1         5,3(           2         4,0           1         1,32           1         2,1           1         1,9           1         2,6           1         368           1         572           2         4,70           1         608	es may be critica 'ear 000 000 21 100 250 650 3 2 00 8	al for system connectivity & Deferred until construction 5 0 0 0 0 5 5 5 0 0 0 0 0 0 0 0 0 0 0	& must be analyze on 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ed separately for cor 4.5 9 4.5 4.5 4.5 4.5 9 4.5 9 4.5 4.5 9 4.5 9 4.5 9 4.5 9 4.5 9 4.5 9 4.5 9 9 4.5 9 9 9 9 9 9 9 9 9 9 9 9 9	8 4 4 8 8 8 8 8 4 8 8 4 8 8 8 8 4 4	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	3.5 7 0 0 0 0 0 0 0 0 0	0 0 0 0 0 3.5 0 0 0	0 0 0 0 0 0 0 0 0 0 0	3.5 0 7 0 0 0 3.5 3.5 3.5 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	20 20 19.5 17.5 16.5 16 16 16 13	114 114 116 117 117 119 120 120 122
113           114           114           116           117           117           119           120           122           123	Seg Seg Sho 106 101 158 104 108A 108b 166 103 102 170 107	gments wit gments wit ort Segme 31 30 30 31 32 32 4 31 30 4 31 30 4 31	th pathways of th a higher ra ents (400 ft. or P east P east P east S east S east P north P east S north S north P south	or sidewalks on most inking segment plan less) Garfield Napier Napier Napier Garfield Garfield Garfield West Napier Nine Mile West Nine Mile	Image: Sector of the opposite side   Scheduled Segmen   Eight Mile   Ten Mile   Links of Novi   Eight Mile   Eight Mile   Chianti   Hudson   Park Place   Napier   West Park   Garfield	e of the street - note that the nt Nine Mile Nine Mile Community Conte Dark Chianti Chianti City Limits Community Sports Dark Garfield American latoriors Hillside	Desce segments         CIP Budget Ye         1       5,30         2       4,0         1       1,32         1       2,11         1       2,11         1       2,12         1       2,12         1       368         1       572         2       4,70         1       608         2       4,00	es may be critica 'ear 00 000 21 100 250 650 3 2 00 8 00	al for system connectivity & Deferred until construction 5 0 0 0 0 5 5 5 0 0 0 0 0 0 0 0 0 0 0	& must be analyze on 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ed separately for cor 4.5 9 4.5 4.5 4.5 4.5 9 4.5 4.5 9 4.5 9 4.5 4.5 9 4.5 4.5	nnectivity 8 4 4 8 8 8 8 4 8 8 4 8 8 4 8 8 4 8	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0	3.5 7 0 0 0 0 0 0 0 0 0	0 0 0 0 0 3.5 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	3.5 0 7 0 0 0 0 3.5 3.5 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	20 20 19.5 17.5 17.5 16.5 16 16 16 13 12.5	114 114 116 117 117 119 120 120 122 123
113 114 114 116 117 117 119 120 120 122 123 123	Seg Seg Sho 106 101 158 104 108 108 108 108 108 103 102 170 107 147	gments wit gments wit ort Segme 31 30 30 31 32 32 4 31 30 4 31 31 31	th pathways of th a higher ra ents (400 ft. or P east P east P east S east S east S east S east S east S north S north P south S south	or sidewalks on most anking segment plan less) Garfield Napier Napier Napier Garfield Garfield West Napier Nine Mile West Nine Mile	Eight Mile Eight Mile Ten Mile Links of Novi Eight Mile Eight Mile Chianti Hudson Park Place Napier West Park Garfield Hillside	e of the street - note that the nt Nine Mile Nine Mile Community Sports Park Chianti Nine Mile City Limits Community Sports Park Garfield American	Desce segments         CIP Budget Ye         1       5,30         2       4,0         1       1,32         1       2,1         1       1,9         1       2,6         1       572         2       4,70         1       608         2       4,00         1       118	es may be critica 'ear 000 000 21 100 250 650 3 2 00 8 00 8 00 8 00	al for system connectivity & Deferred until construction 5 0 0 0 5 5 5 0 0 0 0 0 0 0 0 0 0 0 0	R must be analyze       0	ed separately for cor 4.5 9 4.5 4.5 4.5 4.5 9 4.5 4.5 9 4.5 4.5 9 4.5 4.5 4.5 4.5 4.5 4.5 4.5 4.5	nnectivity 8 4 4 8 8 8 4 8 8 4 8 8 4 8 8 4 8	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0	3.5 7 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 3.5 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0	3.5 0 7 0 0 0 0 3.5 3.5 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0	20 20 19.5 17.5 16.5 16.5 16 16 13 12.5 12.5	114 114 116 117 117 119 120 120 122 123 123
113 114 114 116 117 117 117 120 120 122 123 123 27	Seg Seg Sho 106 101 158 104 108A 108A 108b 166 103 102 170 107 147 169	gments wit gments wit ort Segme 31 30 30 31 32 32 4 31 30 4 31 31 31 17	th pathways of th a higher ra ents (400 ft. or P east P east P east S east S east S east P north P east S north S north S north S south P south P west	or sidewalks on most inking segment plan less) Garfield Napier Napier Garfield Garfield Garfield West Napier Nine Mile West Nine Mile Nine Mile Beck	ned for the opposite side Scheduled Segmen Eight Mile Ten Mile Links of Novi Eight Mile Eight Mile Chianti Hudson Park Place Napier West Park Garfield Hillside across 96	e of the street - note that the nt Nine Mile Nine Mile Community Conte Dark Chianti Nine Mile City Limits Community Sports Dark Garfield American Intociors Hillside Napier	Desce segments         CIP Budget Ye         1       5,30         2       4,0         1       1,32         1       2,1         1       2,1         1       1,9         1       2,0         1       368         1       572         2       4,70         1       608         2       4,00         1       1,34         1       1,34	es may be critica 'ear 00 000 21 100 250 650 3 2 00 8 00 8 00 8 46	al for system connectivity & Deferred until construction 5 0 0 0 0 5 5 0 0 0 0 0 0 0 0 0 0 0 0	0         15	ed separately for cor 4.5 9 4.5 4.5 4.5 4.5 9 4.5 4.5 9 4.5 4.5 9 4.5 4.5 9 4.5 9 4.5 9 4.5 9 4.5 9 9 4.5 9 9 4.5 9 9 4.5 9 9 4.5 9 9 9 9 9 9 9 9 9 9 9 9 9	nnectivity 8 4 4 8 8 8 8 4 8 8 4 8 8 4 8 8 8 4 8 8 8 4 8 8 8 4 8 8 8 4 8 8 8 8 4 8	0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 7	3.5 7 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 3.5 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0	3.5 0 7 0 0 0 3.5 3.5 0 0 0 0 7	0 0 0 0 0 0 0 0 0 0 0 0 0 0 5	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 15	20 20 19.5 17.5 17.5 16.5 16 16 16 13 12.5 12.5 67	114 114 116 117 117 119 120 120 120 122 123 123 123 27
113           114           114           116           117           117           119           120           122           123           27	Seg Seg Sho 106 101 158 104 108 108 108 108 108 103 102 170 107 147	gments wit gments wit ort Segme 31 30 30 31 32 32 4 31 30 4 31 31 31 17	th pathways of th a higher ra ents (400 ft. or P east P east P east S east S east S east P north P east S north S north S north S south P south P west	or sidewalks on most anking segment plan less) Garfield Napier Napier Napier Garfield Garfield West Napier Nine Mile West Nine Mile	Eight Mile Eight Mile Ten Mile Links of Novi Eight Mile Eight Mile Chianti Hudson Park Place Napier West Park Garfield Hillside	e of the street - note that the nt Nine Mile Nine Mile Community Conte Dark Chianti Chianti City Limits Community Sports Dark Garfield American latoriors Hillside	Desce segments         CIP Budget Ye         1       5,30         2       4,0         1       1,32         1       2,11         1       2,11         1       2,12         1       2,12         1       2,12         1       2,12         1       368         1       572         2       4,70         1       608         2       4,00         1       1,34         1       1,34         1       1,25	es may be critica 'ear 00 000 21 100 250 650 3 2 00 8 00 8 00 8 46	al for system connectivity & Deferred until construction 5 0 0 0 5 5 5 0 0 0 0 0 0 0 0 0 0 0 0	R must be analyze       0	ed separately for cor 4.5 9 4.5 4.5 4.5 4.5 9 4.5 4.5 9 4.5 4.5 9 4.5 4.5 4.5 4.5 4.5 4.5 4.5 4.5	nnectivity 8 4 4 8 8 8 4 8 8 4 8 8 4 8 8 4 8	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0	3.5 7 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 3.5 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0	3.5 0 7 0 0 0 0 3.5 3.5 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0	20 20 19.5 17.5 16.5 16.5 16 16 13 12.5 12.5	114 114 116 117 117 119 120 120 120 122 123 123 123 27

TABL	E 4.6 Pro	oposed	Adja	cent to M	ajor Roads Pathway a	and Sidewalk Segment	s: Tier 2 Category Rank	ings			Top 20 Tier 1 se more econom		wed against	a set of Tier 2 criteria & a	assigned points base	ed on financial co	nsidera	tions to	give pri	ority to se	gments	that provi	de
														TIER 2 CATEGOR (only top 20 Tier 1 segm	IES Criteria Points ents receive tier 2 p	oints)	TOTA	LS				OTHER II	NFO
SEGMENT RANK	# B		ft. pathway	set	Location	From	То	Segment	Segment Length (ft.) excluding Developer Planned & Complete d Pieces	Note s	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	<b>EVIDENCE OF</b> <b>EXTENSIVE</b> <b>PEDESTRIAN USE</b> 0 = No Evidence; 10 = Worn Path	POINTS	DN	POINTS	JTS	RANK FOR TOP 20	dy Survey Rank	Pathway or Sidewalk
BME	nt Ite	ion #	P= 8	f Street				in Se		g			points	available per category			-	RANKING	R 2 P	POINTS	ALL) I	y Study	d Pat
OVERALL SEG	Segment Item	Section	S= 6 ft. sidewalk	Side of	side of the street - system conne Segments with a hi opposite side of the	thways or sidewalks on note that these segme ctivity & must be analy. connectivity gher ranking segment e street - note that thes connectivity & must be	nts may be critical for zed separately for planned for the se segments may be	# of Pieces		CIP Budget Scheduled Year Segment	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	8 = little potential 4 = partial potential within 10 years 2 = dev potential within 10 years 0 = SP submitted	0 = No Evidence 10 = Worn Path	TOTAL TIER	TIER 1 R	TOTAL TIER 2	TOTAL	TOTAL POINTS (OVERALL) RANK	Greenway/Pathway	Opposite Side of Road
1	81B	23	Ρ	south	Ten Mile	Willowbrook	Haggerty	1	2,750	23-24	8	13.5	0	-20	8.0	10	110	1	19.5	129.5	1	14	yes
1	80B	24	S	north	Ten Mile	Meadowbrook	Willowbrook Estatos	1	189		8	13.5	0	0	8.0	0	100	3	29.5	129.5	1	31	no
3	120A	36	S	west	Haggerty	Eight Mile	N of Orchard Hill	2	1,390	18-19	8	18	0	0	8.0	10	82	10	44	126	3	none	no
4	81A	25	Р	south	Ten Mile	Meadowbrook	Willowbrook	1	2,530	23-24	8	13.5	0	-20	8.0	10	103	2	19.5	122.5	4	14	yes
5	39	17	Ρ	west	Beck	Eleven Mile	Providence	1	767	18-19	16	9	0	0	8.0	10	75	18	43	118	5	31	no
6	62	22	S	north	Ten Mile	Eaton Center	Churchill Crossing	1	400	21-22	8	0	0	0	4.0	10	83	7	22	105	6	9	yes
7	84B	25	S	east	Meadowbrook	Nine Mile	Chattman	1	2,050	23-24	8	18	0	-20	8.0	0	78.5	15	14	97	7	3	yes
7	93B	27	S	north	Nine Mile	Plaissance	Taft	2	650	23-24	0	4.5	0	0	4.0	10	83	7	18.5	97	7	5	no
9	119A	36	S	east	Meadowbrook	Nine Mile	Singh Blvd	1	1,300	21-22	8	13.5	0	-20	8.0	10	73.5	19	19.5	93	9	14	yes
10	25	13	S	west	Haggerty	Twelve Mile	section line		4,300	23-24	0	0	0	0	8.0	10	73	22	18	91	10	none	most
11	82B	25	S	west	Haggerty	Pavilion Ct Apartments	Nine Mile	1	492		0	0	0	-10	8.0	10	82.5	9	8	90.5	11	none	partial
12	70	23	Р	west	Meadowbrook	Eleven Mile	Gateway Village	3	900	18-19	0	0	0	0	8.0	0	80.5	14	8	90	12	14	most
12	119c	36	S	east	Meadowbrook	Eight Mile	N of Llewelyn	1	1,200	21-22	8	13.5	0	-20	8.0	0	82	10	9.5	90	12	14	yes
14				east	Meadowbrook	Singh Blvd	N of Llewelyn		1,300	21-22	8	13.5	0	-20	4.0	10	73.5	19	15.5	89	14	14	yes
15	121A				Nine Mile	Meadowbrook	Sunrise		2,900		0	13.5	0	-20	8.0	0	84	5	1.5	85.5	15	1	yes
15	121A				Nine Mile	Sunrise	Haggerty		2,380		0	13.5	0	-20	8.0	0	84	5	1.5	85.5	15	1	yes
17	121B				Haggerty	Orchard Hill	High Pointe	1	375	18-19	0	4.5	0	-10	8.0	0	82	10	2.5	84.5	17	none	no
	90				Ten Mile	Novi Rd.	Maly Dental		2,319	23-24	0	4.5	0	-20	8.0	0		4		84		14	yes
19		25		east	Meadowbrook	Ten Mile	Chattman		2,350	23-24	0	18	0	-20	8.0	0		17		82	19	3	yes
20	120C			west	Haggerty	High Pointe	Nine Mile		600	18-19	0	4.5	0	-20	8.0	0	69	24	-7.5	74.5	20	none	no
21		23			Grand River	Sixth Gate	Main Street		312	18-19	16	0	0	-20	4.0	0			0	73.5	21	31	no
22			S		Meadowbrook	Ten Mile	Grand River		2,000		0	4.5	0	-20	8	0		19			22	14	no
	64				Taft	Ten Mile	Eleven Mile		3,840	23-24	8	0	0	-20	8	0			-4			14	yes
							-						-		-								