



Memorandum

BIANNUAL NON-MOTORIZED PRIORITIZATION UPDATE – TIER 1 CATEGORIES CHANGES

DATE July 10, 2026

TO City of Novi – City Council Mobility Committee

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THRU Lindsay Bell, Director of Planning

INTRODUCTION

The update to the nonmotorized project prioritization criteria was guided by the City's Active Mobility Plan. Following the adoption of the 2023 Active Mobility Plan, staff initiated a review of the existing project rating criteria to ensure they better align with the priorities, goals, and needs identified in the updated plan.

The recommended revisions reflect the key challenges and priorities documented in the Active Mobility Plan, which were informed by extensive community engagement, recent development patterns throughout the City, and the introduction of public transit service along the Grand River Avenue and Twelve Mile Road corridors. Together, these factors provide an updated framework for evaluating and prioritizing future nonmotorized infrastructure investments.

COMMITTEE INPUT

Staff revised the Tier 1 review criteria and applied the updated methodology to develop the draft Top 20 project list that was presented during the City tour at the previous Committee meeting. No changes are proposed to the Tier 2 evaluation criteria. Tier 2 is intended to evaluate project feasibility and implementation considerations, whereas Tier 1 is designed to assess community needs and establish project priorities. Therefore, the proposed revisions are limited to the Tier 1 evaluation criteria.

The purpose of this memo is to review the proposed revisions and obtain the Committee's input on the following:

1. Categories proposed for removal.
2. Categories proposed for addition.
3. Point values assigned to each evaluation category.

Committee feedback is requested to establish an updated baseline for the current prioritization process and to guide future updates to the project evaluation criteria.

CHANGES TO TIER 1 CATEGORIES

The proposed Tier 1 revisions keep most of the existing evaluation framework, with updates to better reflect priorities from the 2023 Active Mobility Plan. Existing categories, such as safety, connectivity, schools, parks, shopping, residential density, and segment completion, remain, with minor changes for clarity and consistency.

Two new categories have been added: **Access to Transit** and **Active Mobility Plan Recommendations**. These reflect the City's recent investment in transit and ensure that projects identified in the Active Mobility Plan are considered during prioritization.

Point values have also been adjusted to emphasize multimodal connectivity, transit access, and roadway safety. Traffic Safety now considers both traffic volumes and speeds, and Active Mobility Plan recommendations can receive up to 20 points to better align with the City's planning documents and capital improvement program.

While reviewing the proposed additions, the Committee may also review each existing Tier 1 category to determine whether it still adds value to the project prioritization process to ensure that the evaluation criteria remain aligned with the City's current transportation goals and priorities.

TIER 1 CATEGORIES		POINTS
1	BICYCLE & PED. CRASHES (intersection accidents only included when sidewalk or pathway connection is missing, 1/98 to 9/13)	5 = 1 accident; 10 = 2 accidents; 15 = 3 accidents 20 = 4 or more accidents
2	TRAFFIC SAFETY Each segment is given a weightage based on the Counts. The values are then multiplied by a multiplier based on respective speed limits to get the final rating TRAFFIC SPEED MULTIPLIER < 30 mph = x 1; 35-40 mph= x 1.2; >=45 mph = x 1.5	TRAFFIC COUNTS (ADT) 2010 Non-Motorized MP 0 = <10K ADT 5 = 10K-20K ADT 10 = >20K ADT
3	ACCESS TO SCHOOLS All elementary and intermediate schools within one mile, all middle and high schools within two miles, and all private schools with an enrollment of more than 100 students within two miles are counted.	4.5 = 1 school 9 = 2+ schools
4	ACCESS TO PARKS (# w/in 1 mile)	6 = 1 park; 12 = 2+ parks
5	ACCESS TO HOTELS (# of hotels w/in 1 mile)	2 = 1 Hotel; 4 = 2+ Hotels
6	ACCESS TO SHOPPING (# shopping areas w/in 1 mile)	= 1 shopping area; 7 = 2+ shopping areas
7	ACCESS TO PLACES OF WORSHIP (# places of worship w/in 1 mile)	2= 1 places of worship; 4 = 2+ places of worship
8	ACCESS TO TRANSIT (NEW) Distance from Transit Route	0 = > 1 mi from transit route 5 = ≤1 mi from Transit Route 10 = On Transit Route
9	PEDESTRIAN CONNECTIVITY Connection to a neighborhood sidewalk system or a regional trail	7 = connected to neighboring sidewalk system 14 = connected to regional trail system
10	POPULATION SERVED Proximity to Residential Developments scored based on density	0 = low density; 8 = medium density; 16 = high density

TIER 1 CATEGORIES		POINTS
11	SEGMENT COMPLETION Total miles of continuous, unobstructed sidewalk or pathway that would become accessible upon completion of the missing segment.	5 = 1/2 to 1 mile; 10 = 1 to 2 miles; 15 = over 2 miles
12	CONSIDERABLE PUBLIC INTEREST Resident petitions & Public Survey Responses	0= No interest 5 = top 15 survey responses, resident petitions & documented segments requested by groups & govt agencies
13	ACTIVE MOBILITY PLAN (NEW) Active Mobility Plan Recommendations	0 = Not Recommended 10 = Along Near Term Network 20 = ≤1 mi to a Regional Trail