



City of Novi Annual Non-Motorized Prioritization 2019-20 Update

A Working Document for
Capital Improvement Plan (CIP) Planning

August 15, 2019

ACKNOWLEDGEMENTS

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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. Since then, staff has been continually updating the process as needed to accommodate development trends and public demand. Changes have been made to Tier and Tier Categories as needed with each update. Refer to Chapter 3 for more details.

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

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

The Annual Non-Motorized Prioritization is typically updated each fall. From this year, the schedule for 2019-20 Annual Non-motorized prioritization update has been pushed forward to align with the City draft budget schedule. Data collected is current through July 1, 2019. 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 August 15, 2019, the Walkable Novi Committee members present approved the draft Annual Non-Motorized Prioritization: 2019-2020 Update and recommended forwarding it to the City's Capital Improvement Committee. The committee will then use this document to help identify future segments and non-motorized improvements to be constructed as additional funding becomes available.

Chapter 2: COMPLETED NON- MOTORIZED IMPROVEMENTS

All potential sidewalk and pathway segments that need to be constructed are placed into the "Pathway and Sidewalk Prioritization Worksheet". Each year, all segments that are either complete as on July 1, 2019 or under construction for year 2019-20 are identified and removed from the spreadsheet prior to ranking. Segments that have been assigned budget for design and construction are also identified with this year's update. Those are removed from the Prioritization spreadsheet to allow opportunity for other segments to move up. During next year's update, if the funding source is no longer valid, these segments will be added back to the spreadsheet.

All sidewalk segments that are either scheduled for construction, or are under construction or are approved as part of site plan are identified. Site plans which are at the final stamping set approval phase are selected for this list. These segments are removed from the master list that is rated for rankings. As noted in the 2018-19 year, the City of Novi accounted for a total of 7,507 feet of sidewalks and private developments account for a total of 5,783 feet.

In Table 2.1, segments noted with an asterisk (*) were originally identified to be completed this year during last year's update. They did not count towards completed segments at that time. However, the construction was not started as planned. These are now identified as scheduled for 2019-20 construction, construction expected to start this fall. City started construction of about 9,989 feet of ITC Trail from Nine Mile to Eleven Mile Road last year, which is still under construction to be completed this year. It was counted towards completed segments in last year's update.

Since the inception of this process, the City alone has built approximately 20 miles of non-motorized network. This does not include the construction by Private Developers. A total of 37.5 miles are to be built to achieve a complete non-motorized connectivity within the City. As of 2019, the City's existing non-motorized network includes about 32 miles of major pathways, 10 miles multi-use pathways and 50 miles of sidewalks along Major roadways.

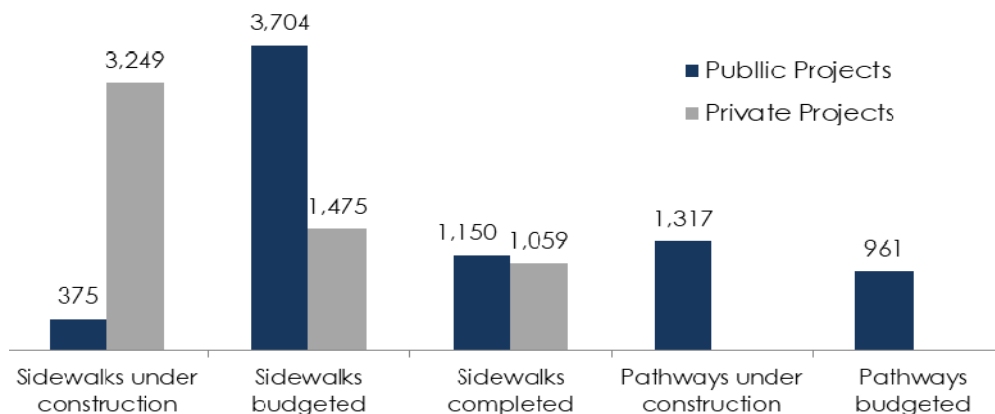


Figure 2.1: 2018-2019 Non-Motorized Improvements Current Update

TABLE 2.1: 2018-19 Non-Motorized Improvements: Completed or under construction or budgeted (at time of report)

Segment Item #	Section #	Type	Side of Street/ Other	Location	From	To	Length (ft.)	Notes
City Projects								
39*	17	S	West	Beck Road	City Project		363	Budgeted
43*	18	S	West	Wixom Road	City Project		644	Budgeted
45	18	S	South	Twelve Mile Road	Northwest Neighborhood Park (Parks project)		332	Budgeted
52c (part)	20	S	South	Eleven Mile	Bosco Park (City Project)		375	Under Construction
53*	20	S	West	Beck Road	Bosco Park (City Project)		1150	Completed
102b (part)	30	P	North	Nine Mile	ITC Pathway		487	Under Construction
98b	30	P	North	Nine Mile	ITC Pathway		830	Under Construction
120A*	36	S	West	Haggerty	City Project (Eight Mile to Orchard Hill)		1390	Budgeted
120B*	36	S	West	Haggerty	City Project (Orchard Hill to High Point)		375	Budgeted
120c*	36	S	West	Haggerty	City Project (High Point to Nine Mile)		600	Budgeted
32b **	15	S	west	Novi Rd.	I-96 south side		723	Tentative
33 **	15	S	west	Novi Rd.	Crescent		840	Tentative
70	23	P	West	Meadowbrook	City Project (between Grand River and Eleven Mile)		961	Budgeted
2018-19 City of Novi Total (excludes tentative)							7,507	
Private Development Projects								
1a (part)	1	S	South	Fourteen Mile	Berkshire E-Supply		637	Under Construction
2a (part)	1	S	West	Haggerty	Berkshire E-Supply		808	Under Construction
1a (part)	1	S	South	Fourteen Mile	Speedway		134	Budgeted
2a (part)	1	S	West	Haggerty	Speedway		111	Budgeted
18a (part)	11	S	north	Twelve Mile	Novi Senior Living		322	Under Construction
20	12	S	West	Haggerty Road	Hillside Office Park		451	Under Construction
62	22	S	North	Ten Mile	Emerson Park off-site boardwalk		383	Budgeted
68	23	S	South	Grand River	Jaguar		345	Budgeted
77 (part)	24	S	West	Haggerty Road	Regency Lot 7		1031	Under Construction
88 (part)	26	S	North	Nine Mile	Woodbridge Park		502	Budgeted
99b	29	S	South	Ten Mile	Valencia Estates		1059	Completed
2018-19 Development Total							5,783	

* Segments noted budgeted for 2018-19 construction in last year's update.

** Segments that are under planning phase. Budget is subject to City Council's approval.



Segment 99b: Sidewalks built by Private Developers along Ten Mile Road



Existing sidewalk widened to 6 feet as part of Private Development along Novi Road

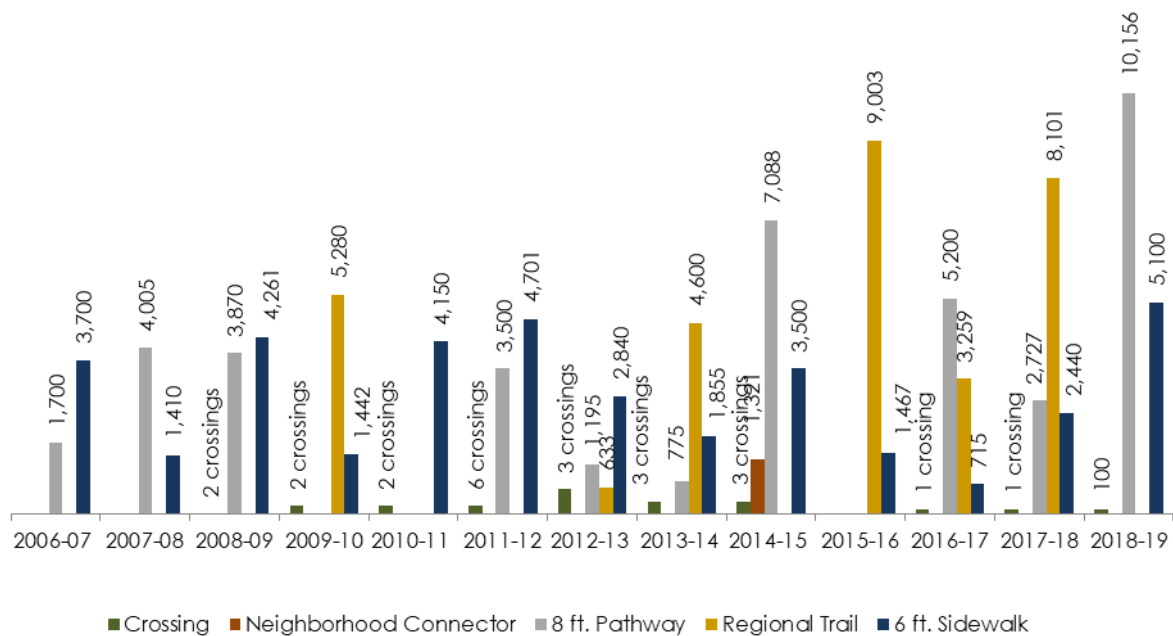


Figure 2.2: 2006 – 2019- Completed Non-Motorized Improvements by City of Novi by Type in ft
(Segments completed by the City of Novi only, not including developer completed segments)

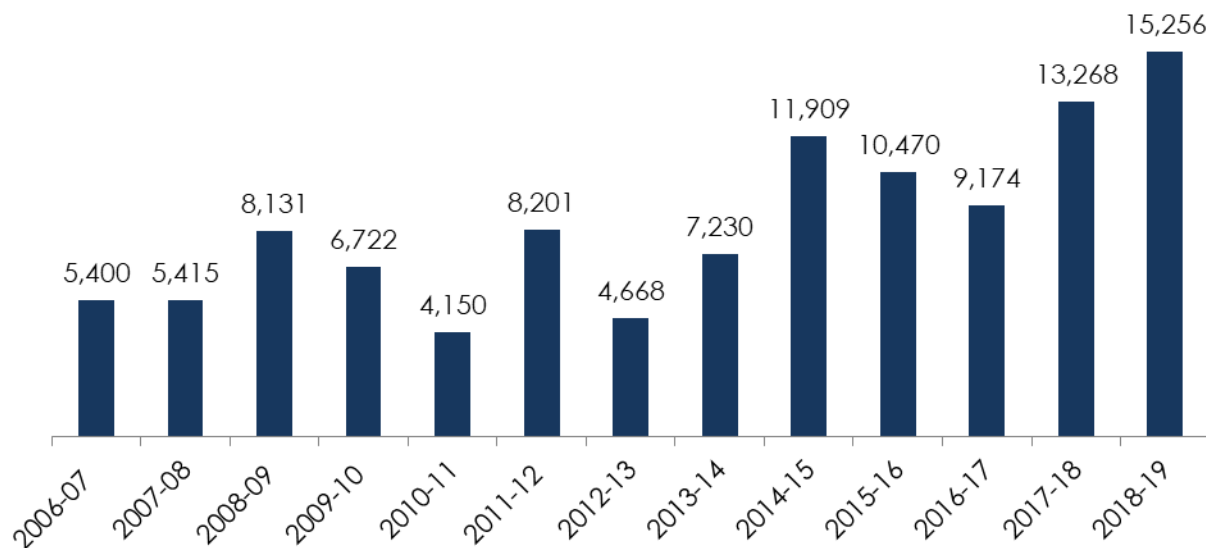


Figure 2.3: 2006-2019 Completed Non-Motorized Improvements by City of Novi in ft
(Segments completed by the City of Novi only, not including developer completed segments)

** Refer to Table 2.2 in Attachment A for the list of Completed Non-Motorized Improvements by City of Novi between 2006 and 2019

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 \$80,000 dollars annually out of the Municipal Street Fund to maintain sidewalks and pathways. In addition, they receive another 20,000 dollars for boardwalk maintenance materials, utilizing the City's general fund. Table 3.4 lists the typical cost estimate for installation, removal and maintenance for various types of non-motorized improvements. The cost may differ with other challenges that we encounter during our or contractor inspections.

Table 2.3: Sidewalk/Pathway and Boardwalk Maintenance Estimate

	Installation	Removal	Annual Maintenance
6 feet concrete Sidewalk	\$ 80 per ft.	\$ 25 per ft.	\$0.32 per feet (131811 ft. pathways and 4836 ft. sidewalk - \$44000 budget)
10 foot asphalt pathway	\$ 180 per ft.	\$ 25 per ft.	
Wooden boardwalk	\$ 800 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 2.4. Of them, three numbers 4, 9, 34 are not connecting sidewalks one side, and two boardwalks #35 and #27 sidewalks ends. It costs about 27 - 35 dollars per square foot to install a linear foot of boardwalk

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

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



Longest Boardwalk in Novi, approximately 1,975 feet long (nearly four tenths of a mile)

TABLE 2.4: Existing Boardwalks Inventory

Secti on No.	Asset ID	#	Location	Street Name	Width	Length in feet (Approx.)	Adjac ent Future Segm ent	Status (as of 5/10/19)
27	BKS-10008	3	S side 10 W Whitehall Senior Center	10 Mile	8	510	0	The deck and rail were removed and replaced. The superstructure was reinforced.
22	BKS-10009	4	N of 10 Mile W of Novi	10 Mile	8	158	62	The deck and rail were removed and replaced to meet the new standards.
22	BKS-10019	5	N of 10 Mile E of Church Hill Blvd	10 Mile	8	64	0	The sidewalk approaches were removed and replaced on each end.
26	BKS-010034	22	Ten Mile West of Quince Dry	10 Mile	8	311	0	Replaced 1 deck board and 3 balusters.
26	BKS-010035	21	Ten Mile East of Pheasant Run	10 Mile	8	231	0	Replaced 3 Balusters.
17	BKS-10004	6	North of 11 Mile West of Beck	11 Mile	8	240	0	Replaced deck rails.
17	BKS-010023	23	North of 11 Mile East of Wixom (ITC Corridor West of Med lodge)	11 Mile	10	63	0	Replaced all side rails and top rails.
17	BKS-010026	24	North of 11 Mile East of Wixom (ITC Corridor West of Med lodge)	11 Mile	14	43	0	Replaced 1 deck board and 3 balusters & all side rails and top rails.
18	BKS-010036	31	12 Mile West of Wixom Rd (Catholic Central)	12 Mile Rd	8	218	0	Nothing needed as of study by AECOM.
35	BKS-10011	1	S of 9 Mile E of Roethel Dr	9 Mile	8	53	0	Replaced deck, repaired SE pier, installed rip-rap and all side rails.
35	BKS-10012	2	S of 9 Mile at Fire Station #5	9 Mile	8	205	0	Replaced 164 sq.ft Deck & 50 Lf top rail.
20	BKS-10007	10	West side Beck North of Cider Mill	Beck Rd	8	438	0	150 ft of boardwalk was removed and replaced. New helicals in this section.
29	BKS-10013	11	West of Beck North of 9 Mile	Beck Rd	8	430	0	20 feet of the boardwalk was removed and replaced. New Helicals installed in the 20 ft section.
32	BKS-10014	20	West side of Beck South of Bellagio	Beck Rd	8	218	0	New helicals and full replacement. Tied into the newer section on the south end.
16	BKS-10015	9	Beck Rd South of Central Park	Beck Rd	8	164	38	No work.

16	BKS-10016	8	Beck Rd South of Vision Spa	Beck Rd	8	223	0	The southern 90 ft was removed and replaced with new helicals in the 90 ft section.	
32	BKS-010038	34	Beck South of 9 Mile	Beck Rd	8	40	110b, 112	NA	
31	BKS-010037	35	ITC Trail West of Garfield	Garfield	14	531	0	Replaced 20 sq. ft. deck boards.	
6	BKS-10017	18	North of Grand River E of Beck	Grand River	8	123	0	Replaced 16 sq.ft. deck & 3 balusters.	
24	BKS-10002	12	E of Meadowbrook S of Vincenti Ct	Meadowbrook	8	132	0	NA	
26	BKS-10010	13	W Meadowbrook N Penton Rise Ct	Meadowbrook	8	30	0	Installed composite top rail and replaced all side rails.	
11	BKS-010024	7	West side of Meadowbrook N of 12	Meadowbrook	8	331	0	Replaced 260 sq. Ft. & 150 Lf. Of support beams.	
19	BKS-010027	33	East Side of Napier South of Seaglen Dr	Napier Rd	8	220	0	Full removal and replacement.	
18	BKS-010028	27	East Side of Napier South of Novi Meadows Blvd	Napier Rd	8	88	44	Replaced 712 sq.ft. deck boards & 178 LF, top rail.	
19	BKS-010030	32	Napier West of Denali Ct	Napier Rd	10	45	0	Temp install	
19	BKS-010032	29	Ten Mile East of Napier	Napier Rd	8	51	0	Temp install	
19	BKS-010033	30	Ten Mile West of Denali Ct	Napier Rd	8	50	0	Temp install	
10	BKS-10000	15	West of Novi South of 12 1/2 Mile	Novi Rd	8	504	0	The bottom rail board was removed and replaced.	
10	BKS-10001	14	West of Novi North of 12 Mile	Novi Rd	8	423	0	The bottom rail board was removed and replaced. New deck boards installed.	
27	BKS-010025	25	West of Novi SW of Lidstrom	Novi Rd	8	33	0	Added rip rap for soil erosion control.	
2	BKS-010029	28	Fishing Pier at Pavilion Shore Park	Pavilion Shore Park	10	113	0	NA	
16	BKS-10020	19	West of Taft South of Andes Ct	Taft Rd	8	237	0	Replaced deck screws.	
18	BKS-10005	16	West of Wixom next to Lift Station	Wixom Rd	8	72	0	No work was completed.	
18	BKS-10006	17	West of Wixom South of Island Lake	Wixom Rd	8	258	0	Full remove and replace.	
18	BKS-10018	TBD	E of Napier S of Knightsbridge	Napier Rd	8	597	44	Removed in late 2017.	
18	BKS-10021	TBD	E of Napier N of Knightsbridge	Napier Rd	8	59	0	NA	
19	BKS-010031	26	Napier North of 10 Mile	Napier Rd	10	286	0	Removed for roundabout (2017).	
27	BKS-010042	36	PD Stairway	Civic Center	10	25	0	NA	
Total Linear feet of existing boardwalk						7,817			



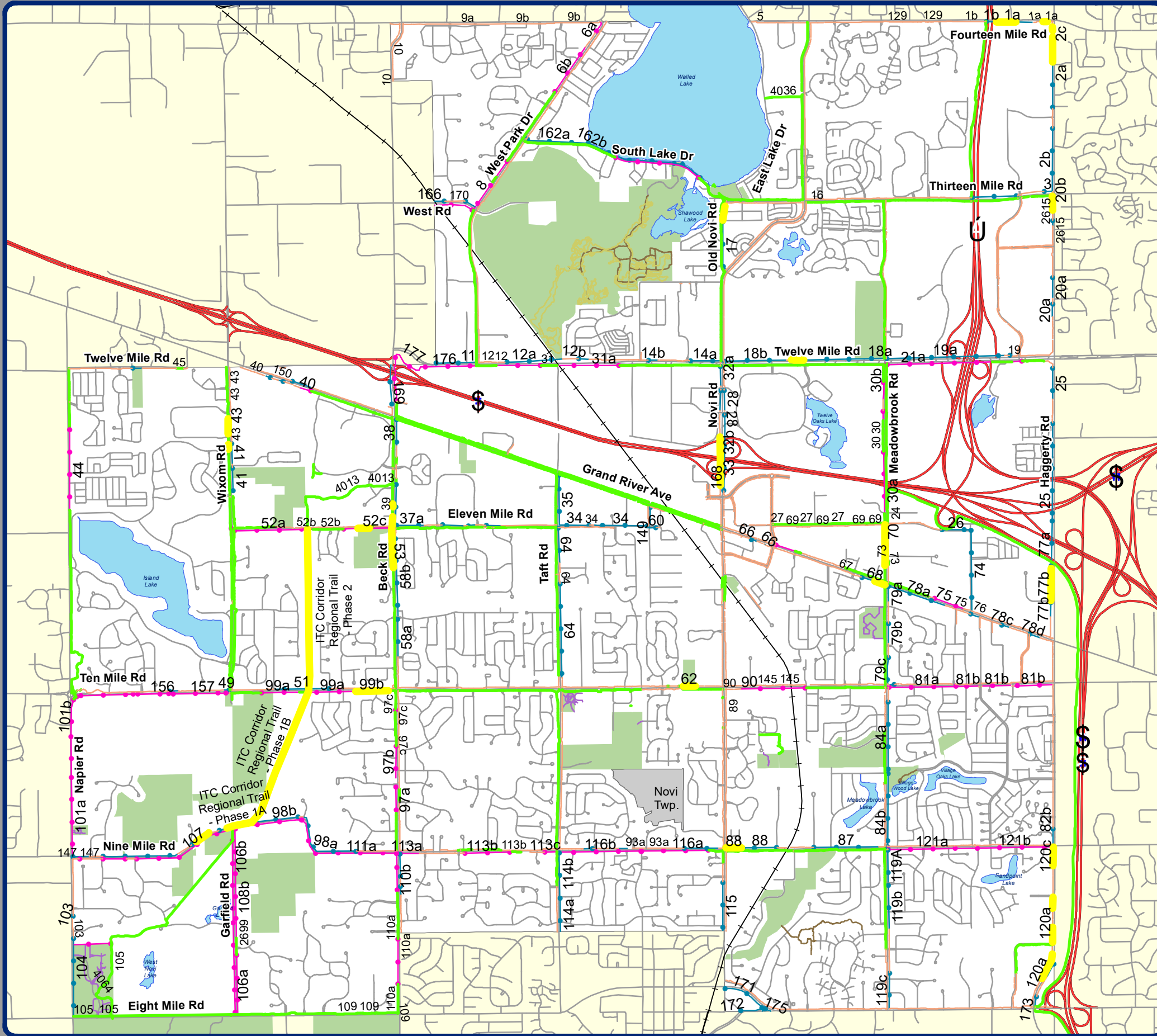
West side of Beck South of Bellagio: New helicals and full replacement



ITC Trail and Boardwalk

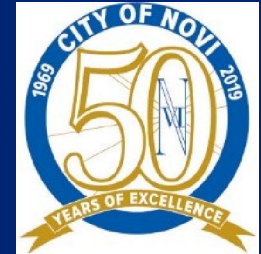
MAP 1
2018-2019 Completed Non-Motorized Improvements

Map 1: 2018-2019 Completed Non-Motorized Improvements



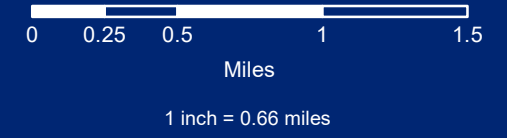
Annual Non-Motorized Prioritization: 2018-2019 Update

- Completed or Under Construction Segments
- Existing Sidewalks**
 - Existing Sidewalk
 - Existing Pathway
- Future Sidewalks**
 - Proposed Pathway
 - Proposed Sidewalk
- Existing Off Road Paths & Trails**
 - Paved Path
 - Unpaved Trail
 - Mountain Biking Trail
 - + Railroads Adjoining Novi



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Map Author: Jon Gartha
 Date: July 29, 2019
 Project: 2019 Non-Motorized Update
 Version #: 1.1



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



Chapter 3: 2019-20 TOP 20 PRIORITY PATHWAY AND SIDEWALK SEGMENTS

The City's Pathway and Sidewalk Prioritization Analysis and Process approved by City Council on November 13, 2006, includes a provision for the annual updating of the Analysis and Process. As part of the 2013-2014 update the process has been renamed the Annual Non-Motorized Prioritization: 2014-2015 Update to better reflect the content and recommendations of the document. The Annual Non-Motorized Prioritization is typically updated each fall. From this year, schedule for 2019-20 Annual Non-motorized prioritization update has been pushed forward to align with the City draft budget schedule. Data collected is current through July 1, 2019. 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.

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

Due to intrinsic nature of planning, it is necessary to evaluate the policies as new challenges and questions arise. Revisions are made with each update to address current challenges and future goals. The revisions with each update are summarized below.

2015-16 UPDATE: As part of 2015-16 update, staff reviewed the prioritization criteria from various communities to identify additional criteria with 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.

2017-18 UPDATE: Information about sidewalk maintenance and boardwalks is added to the report. An inventory of existing boardwalks is added to the report. Any missing segments that are adjacent to existing boardwalks as noted.

2018-19 UPDATE: One of the 2017 City Council's goals is as follows: "Direct Walkable Novi Committee to identify critical sidewalk/pathway gaps for 2018 - 19 budgets with focus on connections to new ITC trail segments and completing major corridors (including CIP millage funding up to \$1.5 million)." Points were raised for connection to regional trails and parks. In addition, segments which are over a mile long are split into smaller segments and number of facilities within a certain mile from segment is counted based on the approximate distance along sidewalk, but not as within a certain radius. Smaller segments which are closer have been combined into one.

2019-20 CURRENT UPDATE: The ratings for 'Segment Completion' item under Tier 1 category are increased. The rest of the ratings remain unchanged. There is no significant difference in rankings due to change to 'Segment Completion' category. Four new segments made it to Top 20. The rest of the segments are carried over from last year. Attachment A provides a summary of changes made to the master list. Changes include, removal of sidewalks as noted in item 1, splitting sidewalks as noted in the table and identifying sidewalks that include a highway crossing or a railroad crossing. Attachment A also includes a map that demonstrates the length of sidewalk to be built per each section to achieve a complete non-motorized section.

TABLE 3.1: Tier and Tier 2 Categories

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

TIER 1 CATEGORIES			
1	BICYCLE & PED. ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing, 1/98 to 9/13) 5 = 1 accident; 10 = 2 accidents; 15 = 3 accidents 20 = 4 or more accidents		
	TRAFFIC SAFETY Each segment is given a weightage based on the Counts. The values are then multiplied by a multiplier based on respective speed limits to get the final rating		
2	TRAFFIC COUNTS (ADT) 2010 Non-Motorized MP 0 = <10K ADT 5 = 10K-20K ADT 10 = >20K ADT	TRAFFIC SPEED < 30 mph = x 1 35-40 mph = x 1.2 >=45 mph = x 1.5	
	ACCESS TO SCHOOLS All three categories are grouped into one to simplify and avoid double counts. 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	4.5 = 1 school 9 = 2+ schools	4.5 = 1 school 9 = 2+ schools
	(# elem & intermediate schools w/in 1 mile) 4.5 = 1 school 9 = 2+ schools	(# middle & high schools w/in 2 miles) 4.5 = 1 school 9 = 2+ schools	(# private schools over 100 students w/in 2 miles) 4.5 = 1 school 9 = 2+ schools
4	ACCESS TO PARKS (# w/in 1 mile) 6 = 1 park; 12 = 2+ parks		

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

PRIVATE DEVELOPMENT POTENTIAL

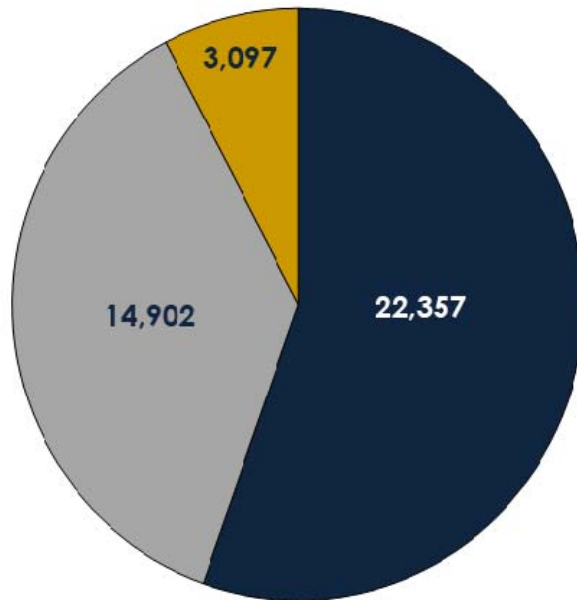
(Positive Points)

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

EVIDENCE OF EXTENSIVE PEDESTRIAN USE

- 6 0 = No Evidence
- 10 = Worn Path

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



■ 6 ft. wide Sidewalks ■ 8 ft. to 10 ft. wide Pathways ■ Deferred Segments

Figure 3.1: Total Length of 2019-2020 Priority segments per Sidewalks and Pathways
(Segments to be completed by the City of Novi only)

TOP 20 SEGMENTS

For 2019-20 the Top 20 Priority segments (excluding the deferred segments) result in about 7 miles (37,259 linear feet) of proposed pathways and sidewalks, excluding the deferred segments. All Top 20 are located south of Grand River Avenue and east of Beck Road. Seven segments are located along Ten Mile Road and Beck Road, whose construction is tied with road widening with timing unknown at this time. Sixteen segments out of the Top 20 are carried over from last year. The segments with ranks 1 and 19 are deferred until construction due previous City Council's actions. Two segments next in ranking are moved up in lieu of the deferred segments. Table 3.3. provides approximate cost estimates prepared by our City's Engineering Consultant Spalding DeDecker and other related information.

ITC SEGMENTS:

At the July, 2019 Walkable Novi Committee meeting, the Committee discussed the draft Top 20 segments. While the segments are derived from a standard ranking system, Committee felt that additional priority should be given to certain segments that provide greater access to the ITC Trail system and City's Soccer Fields at Eleven Mile and Beck Road. Staff has identified four segments along Ten Mile, Twelve Mile and along Wixom Road, which will provide continued access along one side of the road for Sections 18 and 19. Engineering staff has put together a memo which is attached to this report. Memo notes that all four segments will be added to the 2020-2021 Engineering budgets.



Under Construction: ITC Trail between Nine Mile Road and Ten Mile Road

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

Overall Segment Rank	Segment Item #	Section #	Type	Side of Street	Location	From	To	# of Pieces in Segment	Segment Length (ft.) excluding Developer Planned & Completed pieces	Projected CIP Year
1	80b	24	S	north	Ten Mile	Meadowbrook	Willowbrook Estates	1	198	
2	81a	25	P	south	Ten Mile	Meadowbrook	Willowbrook	1	2,529	
3	18a	11	S	north	Twelve Mile	Twelve Oaks	Meadowbrook	2	2,613	
4	81b	25	P	south	Ten Mile	Willowbrook	Haggerty	3	2,634	
5	90	26	P	south	Ten Mile	Maly Dental	Novi Ridge Apartments	1	2,122	23-24
6	38	16	S	east	Beck	Grand River	Eleven Mile	1	2,234	23-24
7	99a	29	P	south	Ten Mile	Wixom	400' E of Lynwood	2	2,739	23-24
8	93b	27	S	north	Nine Mile	Plaisance	Taft	2	619	23-24
9	66	23	P	south	Grand River	Sixth Gate	Main Street	2	293	20-21
10	93a	27	S	north	Nine Mile	Novi Rd.	Plaisance	1	1,122	23-24
11	68	23	P	south	Grand River	Funeral Home	Meadowbrook	1	457	
12	58a	21	S	east	Beck	Ashley	Cider Mill	1	1,228	
12	58b	21	S	east	Beck	Cider Mill	Sierra	1	2,553	
14	84a	25	S	east	Meadowbrook	Ten Mile	Chattman	1	2,323	23-24
15	18b	11	S	north	Twelve Mile	Novi Rd.	Twelve Oaks	1	2,027	
15	84b	25	S	east	Meadowbrook	Nine Mile	Chattman	1	2,380	23-24
17	82b	25	S	west	Haggerty	Pavilion Ct Apartments	Nine Mile	1	539	
18	153	36	S	east	Haggerty	City limits	Taco Bell	1	501	
19	72	23	P	north	Grand River	Town Center	Amstaff building	1	677	
19	121a	36	P	south	Nine Mile	Meadowbrook	Sunrise	1	2,899	
21	64	22	S	east	Taft	Ten Mile	Eleven Mile	2	4,218	23-24
22	21a	13	P	south	Twelve Mile	Meadowbrook	Energy Way	2	3,451	

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 which involve a highway crossing or a railroad crossing





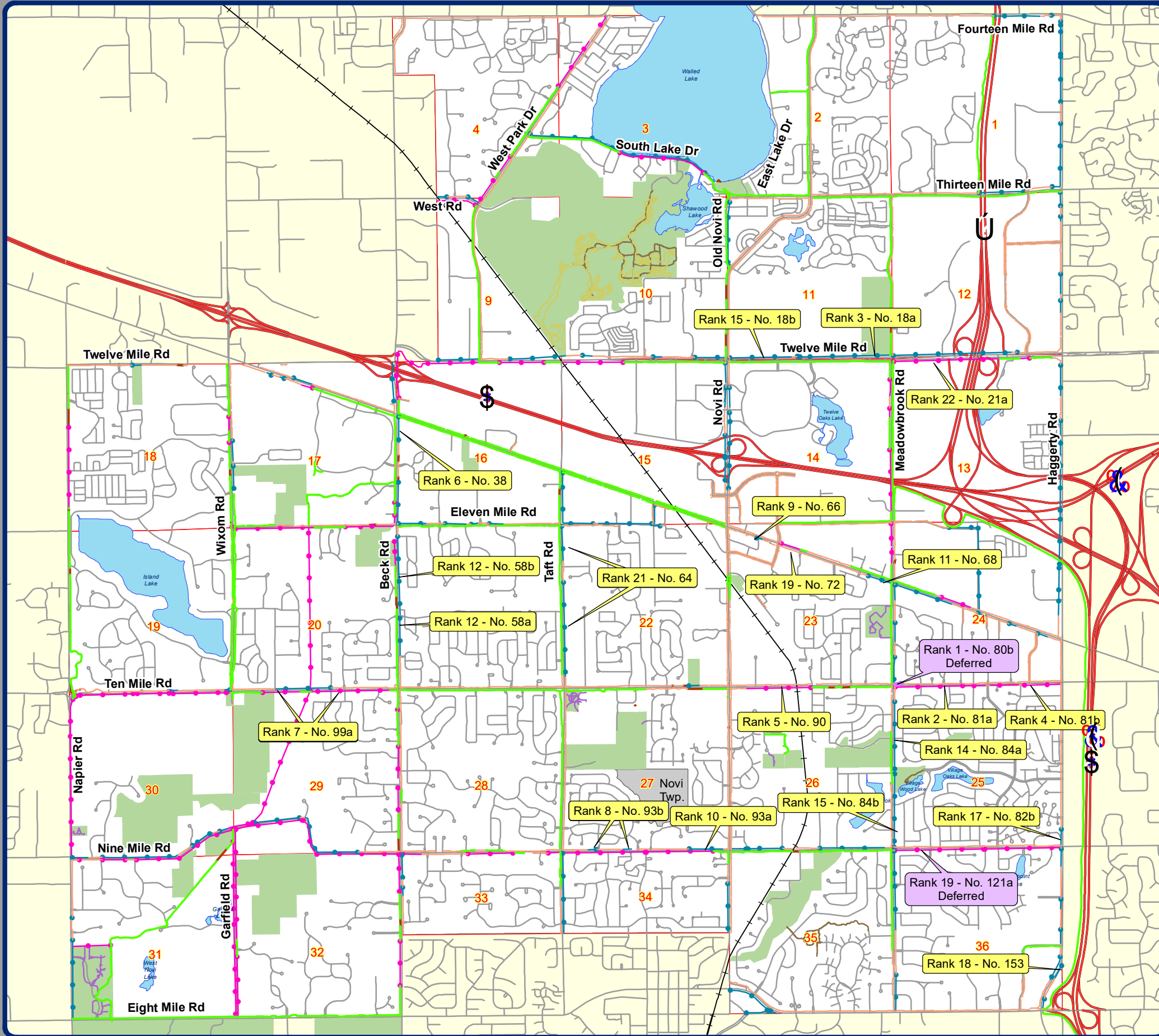
 Short Segments  CIP Budget Year  Segments included in last year's Top 20  Deferred

Table 3.3: Additional Notes for Top 20 Segments

Overall Segment Rank	Segment Item #	Construction Estimate	Number of Easements to be acquired	Length in Feet	Notes
1	80b	\$619,514	2	198	Six foot sidewalk concrete sidewalk. Parking lot for three businesses would require easements. 10 Mile Corridor Study may delay construction.
2	81a	\$758,282	1	2,529	Eight foot wide asphalt pathway along south side of Ten Mile Rd. 10 Mile Corridor Study may delay construction.
3	18a	\$314,621	0	2,613	Six foot wide concrete sidewalk.
4	81b	\$771,311	4	2,634	Eight foot wide asphalt pathway along south side of Ten Mile Rd. 10 Mile Corridor Study may delay construction.
5	90	\$1,040,010	2	2,122	Eight foot wide asphalt pathway includes railroad crossing.
6	38	\$1,079,466	5	2,234	Six foot wide concrete sidewalk. Beck Road Widening may delay construction.
7	99a	\$1,064,140	9	2,739	Estimate is from Wixom to Valencia Estates.
8	93b	\$675,828	2	619	Six foot wide concrete sidewalk along north side of Nine Mile Rd. Construct with the Taft/9 Mile Roundabout.
9	66	\$117,001	0	293	Eight foot wide asphalt sidewalk along south side of Grand River Ave. To be constructed along with Development on Main Street.
10	93a	\$675,827	0	1,122	Six foot wide concrete pathway. Retaining wall required.
11	68	\$168,756	0	457	Eight foot wide pathway. Previously, it was 802 feet long. The Jaguar development at the corner of Grand River and
12	58a	SDA providing	0	1,228	Six foot wide concrete sidewalk. Beck Road Widening may delay construction.
12	58b	SDA providing	2	2,553	Six foot wide concrete sidewalk. Beck Road Widening may delay construction.
14	84a	\$1,306,470	0	2,323	Six foot wide concrete pathway. Estimate adjusted for inflation.
15	18b	\$310,100	1	2,027	Six foot wide concrete pathway. Estimate adjusted for inflation.
15	84b	\$1,345,664	0	2,380	Six foot wide sidewalk and about 700 feet of Boardwalk near Chattam. Steep ditches.
17	82b	SDA providing	1	539	Six foot wide concrete sidewalk. Dependent on gas pipeline relocation. Buckeye pipeline will need to work with us. Potential Development to construct this.
18	153	\$67,737	1	501	Six foot wide concrete sidewalk. Steep slopes.
19	72	SDA providing	0	677	Eight foot wide concrete sidewalk. Potential Asian Village development at this location.
19	121a	SDA providing	0	2,899	Eight foot wide pathway.
21	64	SDA providing	1	4,218	Six foot wide concrete sidewalk. The Preserve development proposed on parcels 50-22-22-100-026 & -027
22	21a	SDA providing	5	3,451	Eight foot wide pathway.

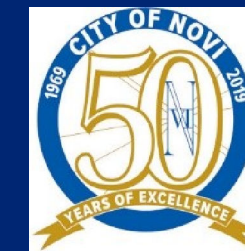
MAP 2
2019-20 Top 20 Priority Pathway and Sidewalk Segments

Map 2: 2019-2020 Top 20 Priority Pathway and Sidewalk Segments



Annual Non-Motorized Prioritization: 2019-2020 Update

- Deferred Segments
- Existing Sidewalks and Pathways**
 - Existing Sidewalk
 - Existing Pathway
- Future Sidewalks and Pathways**
 - Proposed Pathway
 - Proposed Sidewalk
- Existing Off Road Paths & Trails**
 - Paved Path
 - Unpaved Trail
 - Mountain Biking Trail
 - Railroads Adjoining Novi



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Map Author: Jon Gartha
Date: July 30, 2019
Project: 2019 Non-Motorized Update
Version #: 1.1



Miles
1 inch = 0.66 miles

MAP INTERPRETATION NOTICE

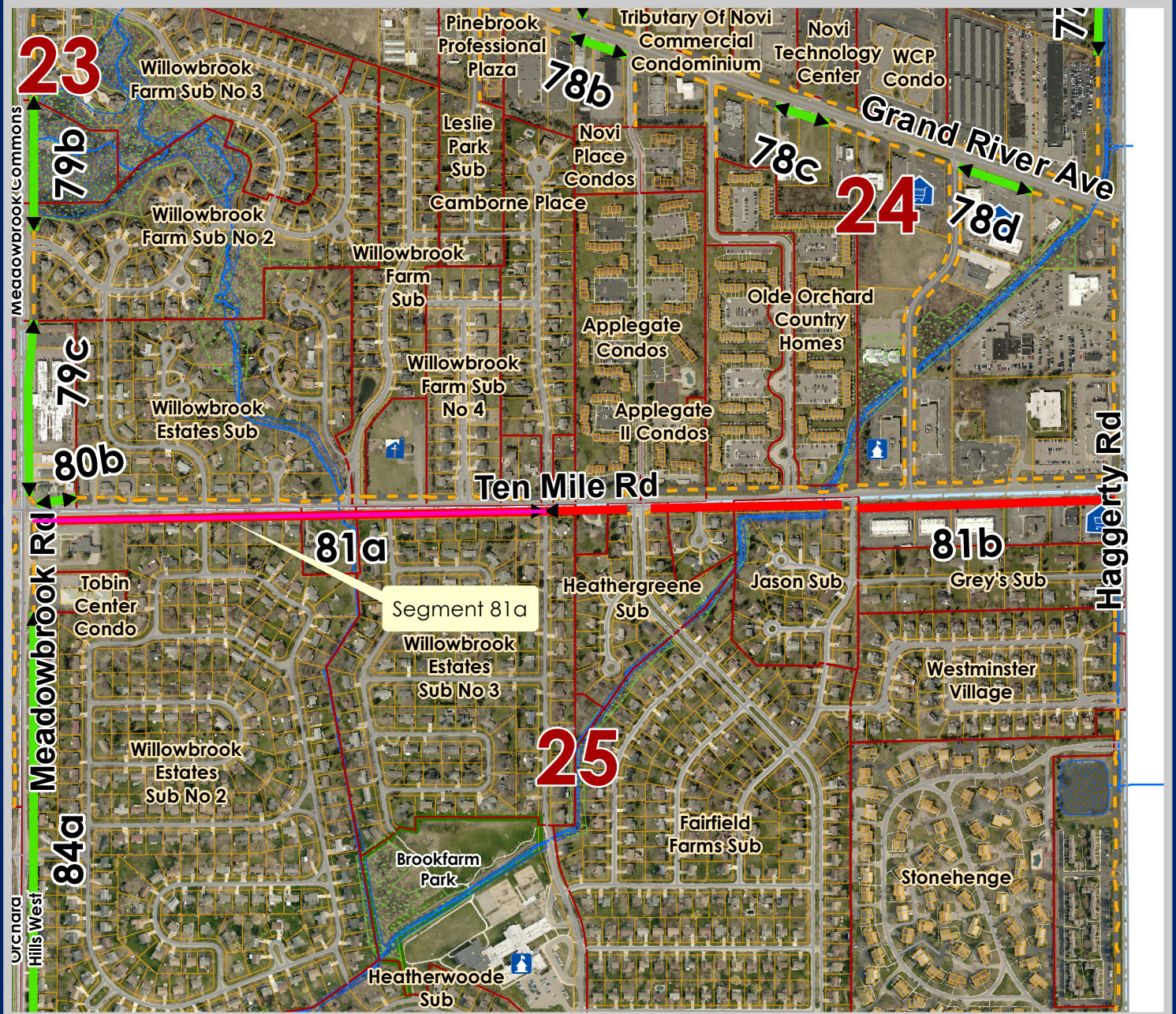
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**MAPS:
2017-2018 Top 20 Priority Pathway and Sidewalk Segments
(excluding deferred segments)**

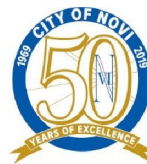
Rank 2: SEGMENT 81a

Pathway south of Ten Mile from Meadowbrook Road to Willowbrook Estates: 2,529 ft.



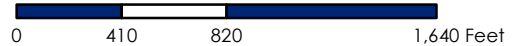
LEGEND

- Future Pathway Major
- Future Sidewalk Major
- Future Pathway Multi-Use
- Under Construction or Scheduled for 2019-20
- Existing Major Pathway
- Existing Pathway Multi-Use
- Existing Major Sidewalk
- Boardwalks
- Developments
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- Hospital
- Library
- Post Office
- Places of Worship
- Places of Worship-Hindu
- School
- Shopping - Major
- Shopping Plaza
- Hotels



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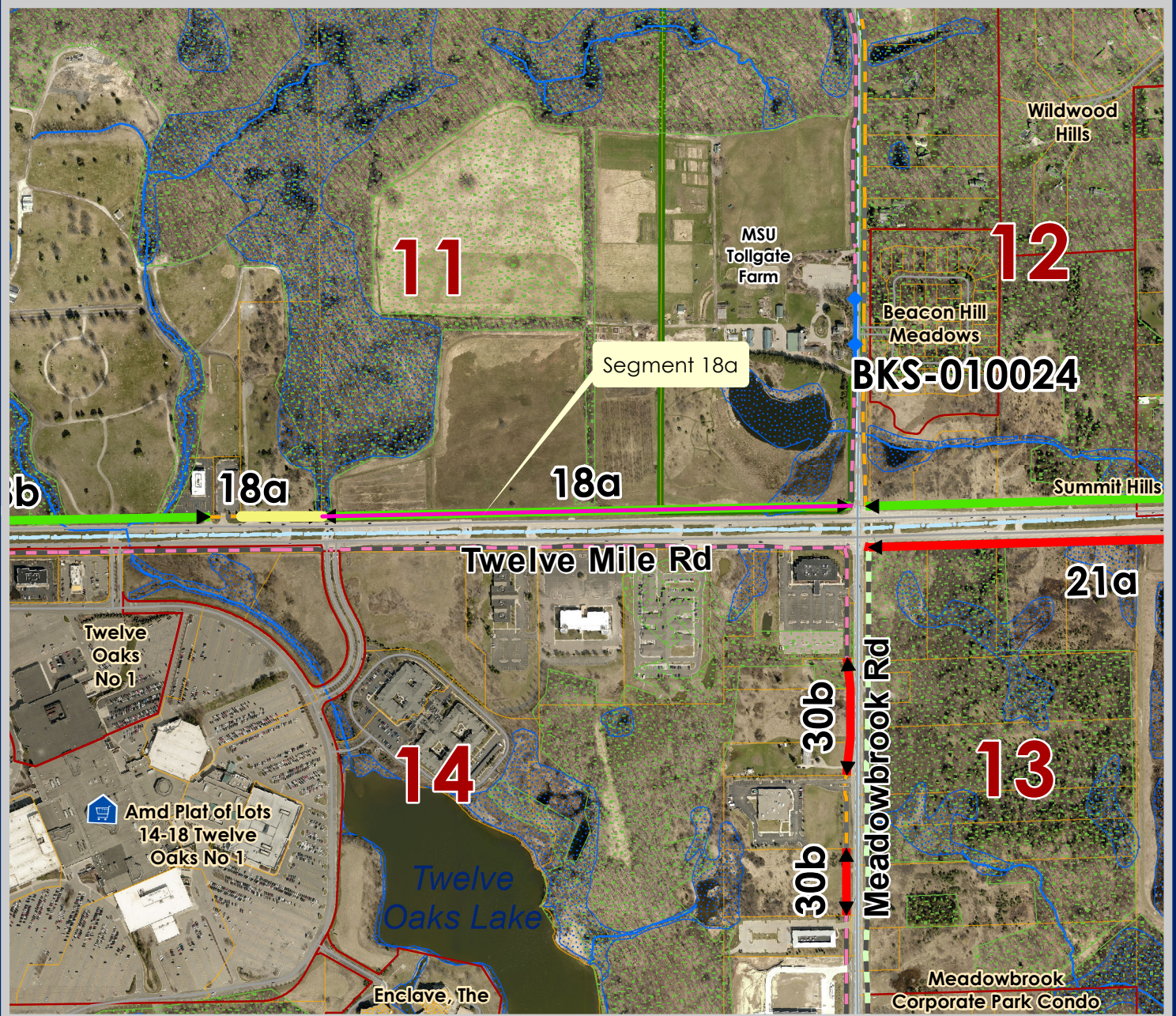
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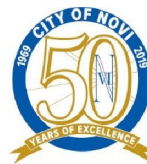
Rank 3: SEGMENT 18a

Sidewalk north of Twelve Mile from Twelve Oaks to Meadowbroko: 2,613 ft.



LEGEND

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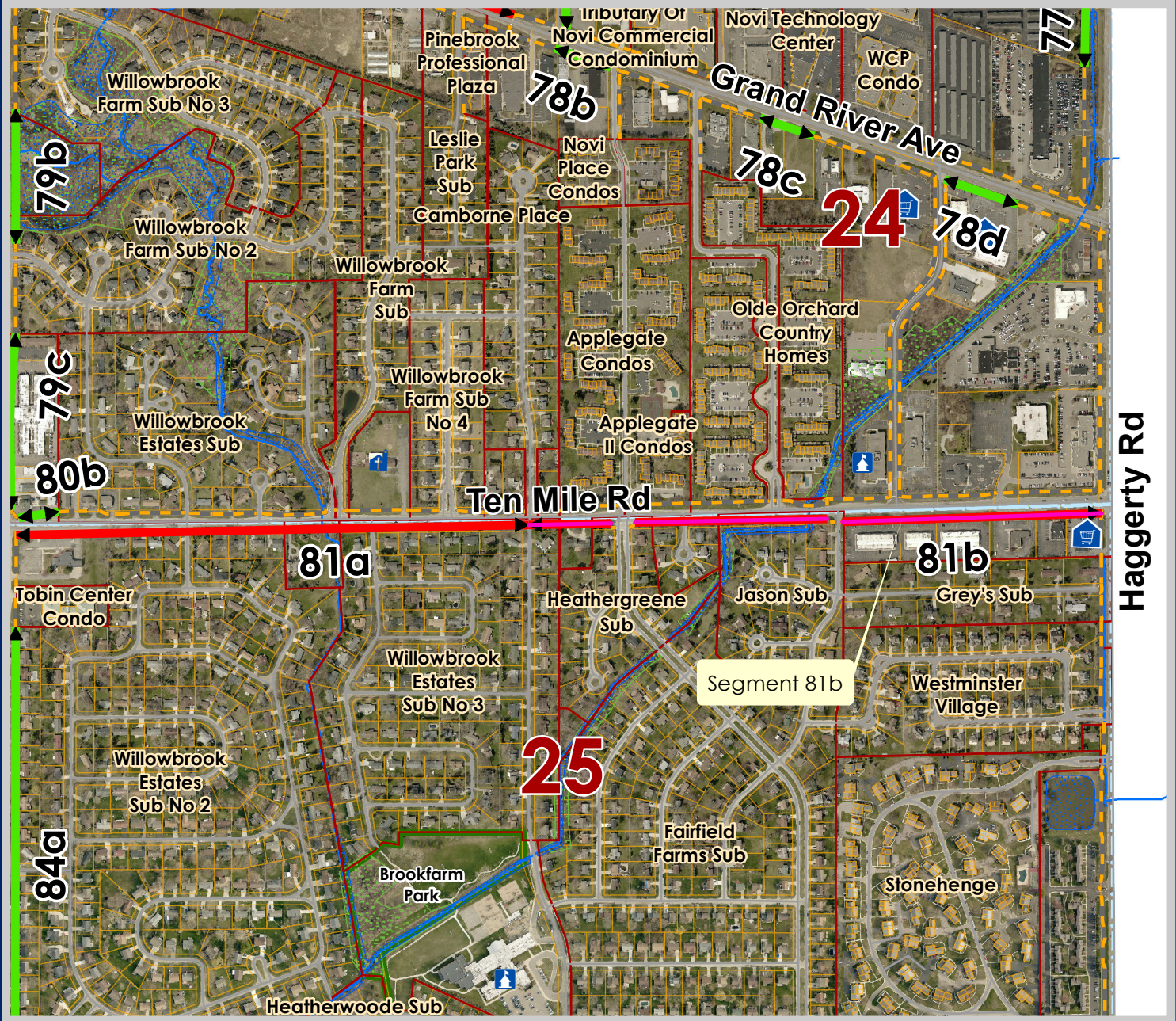
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Rank 4: SEGMENT 81b

Sidewalk north of from Willowbrook to Haggerty: 2,634 ft.

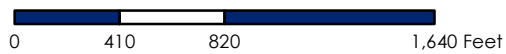


LEGEND

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- Future Sidewalk Major
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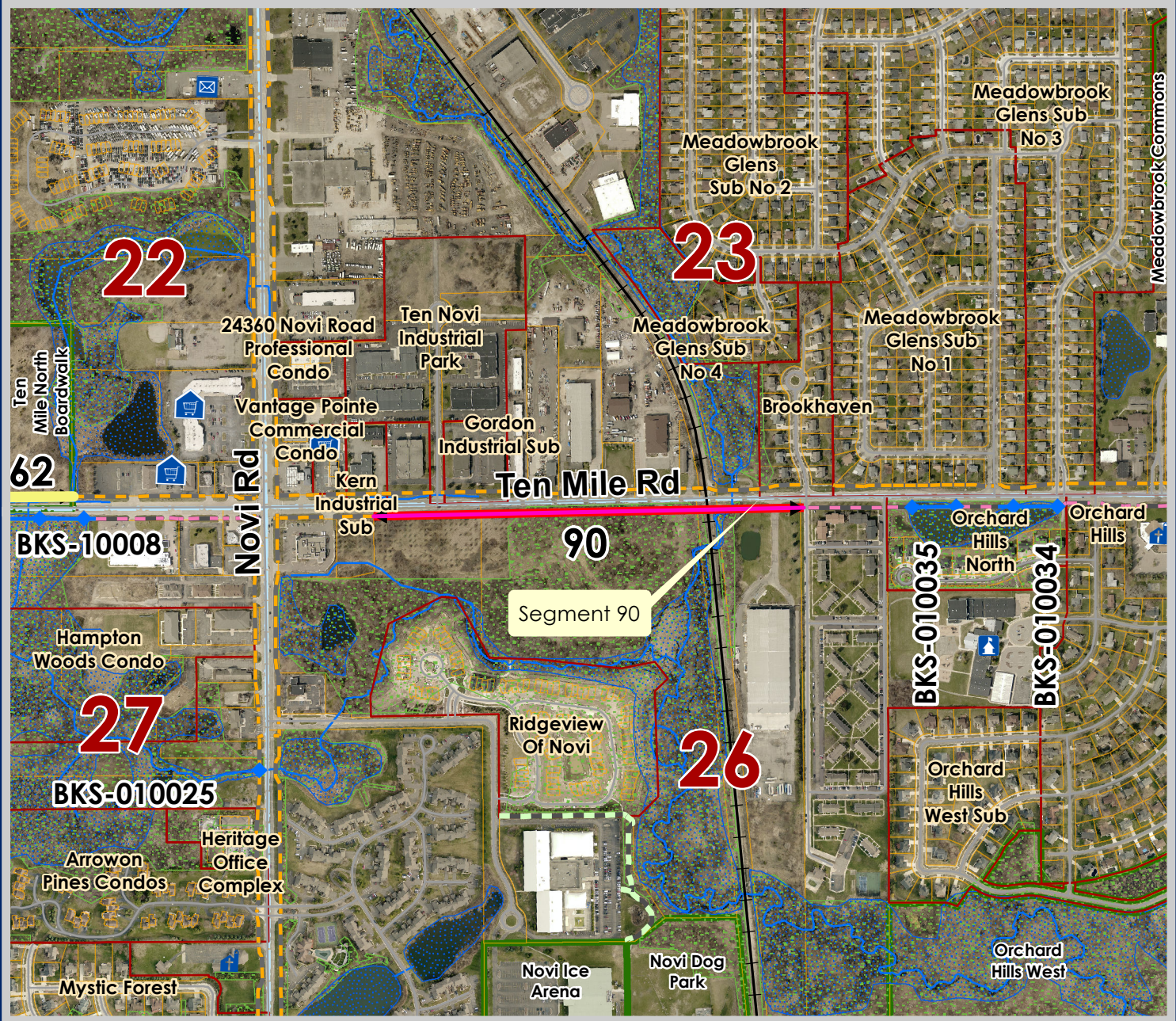
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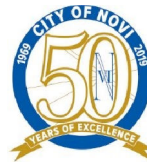
Rank 5: SEGMENT 90 (CIP 23-24)

Pathway south of Ten Mile from Maly Dental to Novi Ridge Apartments: 2,122 ft.



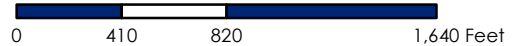
LEGEND

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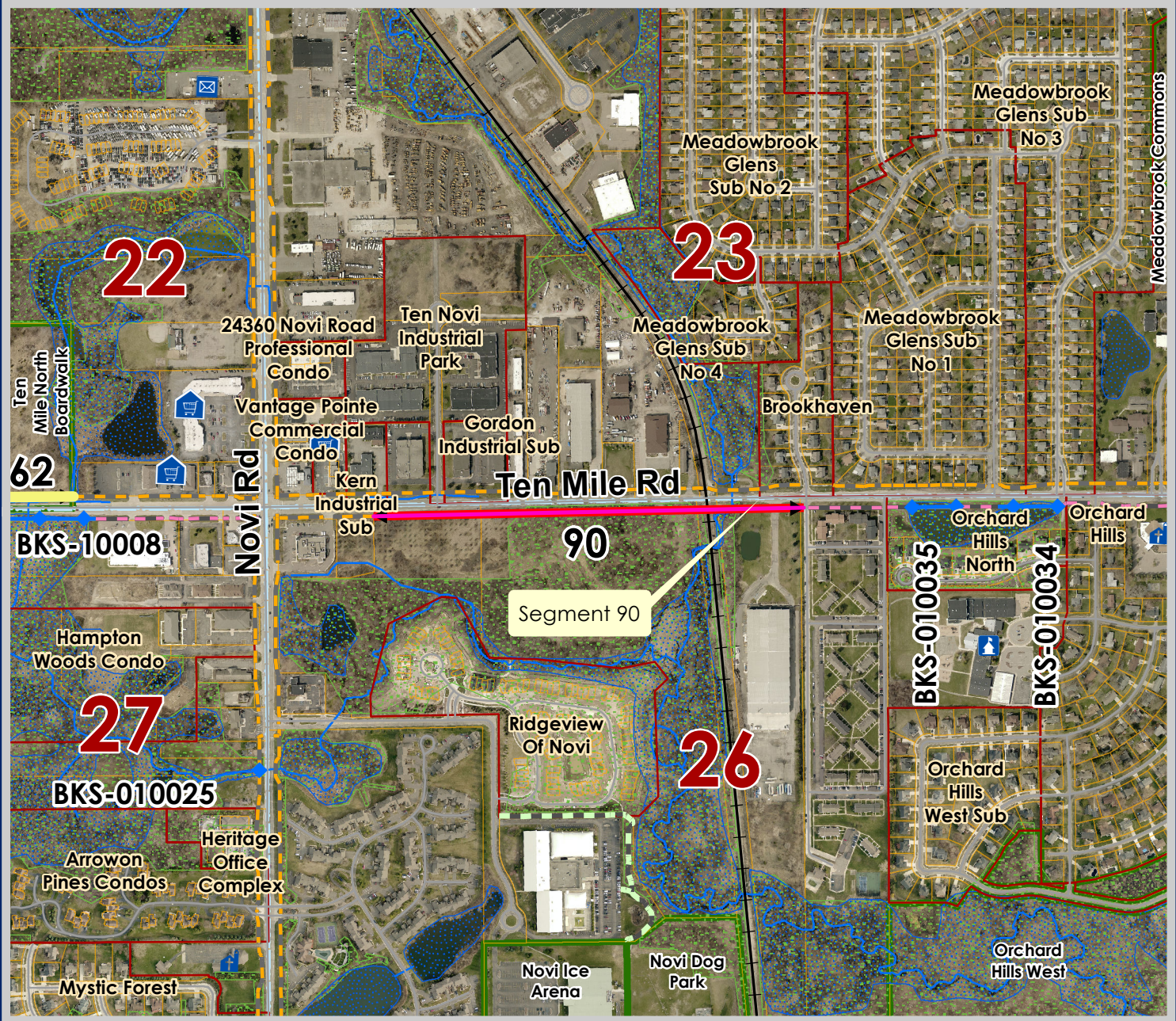
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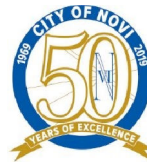
Rank 6: SEGMENT 38 (CIP 23-24)

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



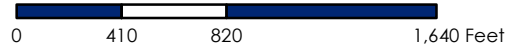
LEGEND

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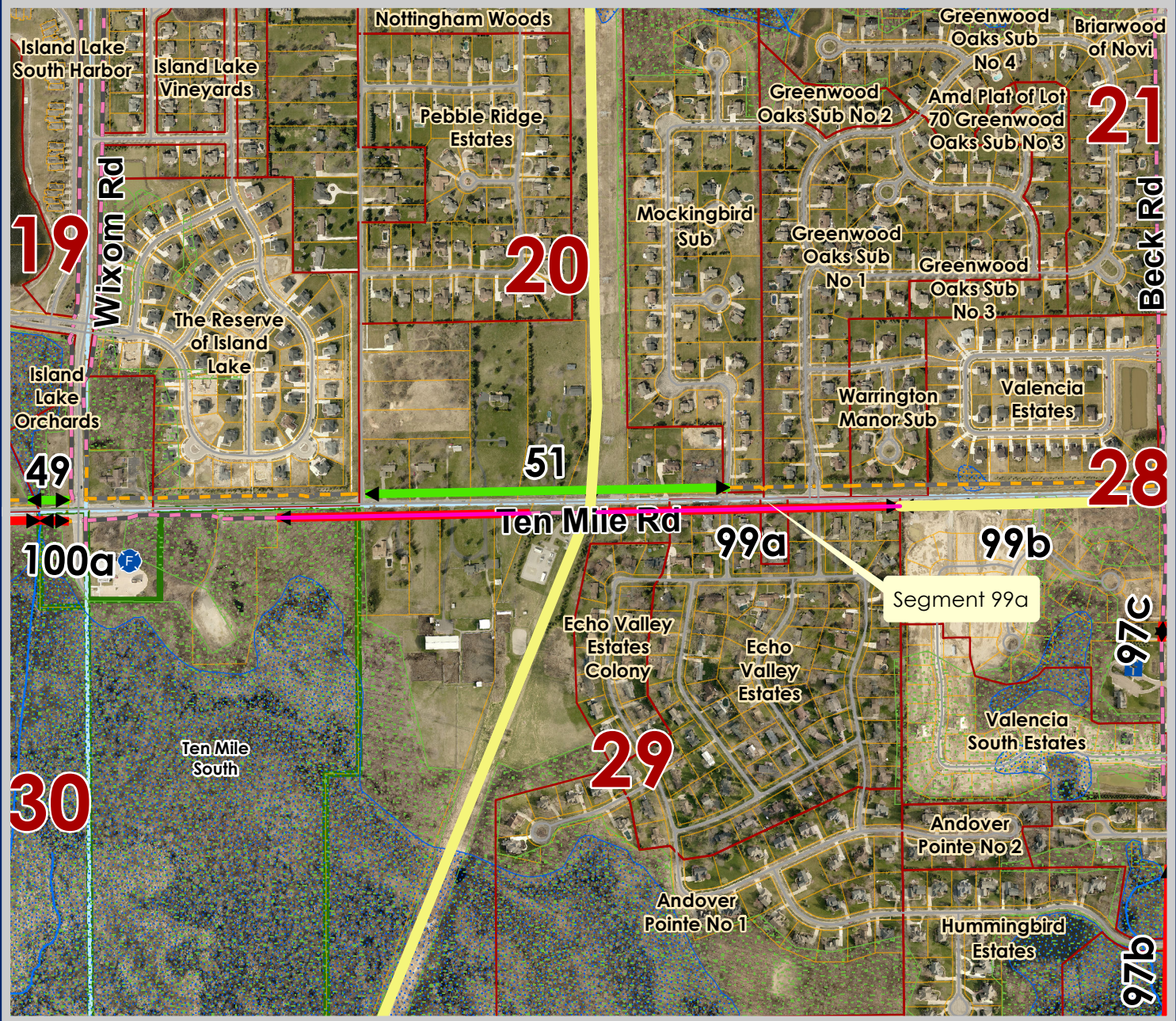
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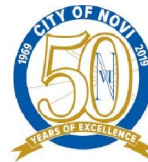
Rank 7: SEGMENT 99a (CIP 23-24)

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



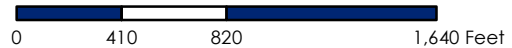
LEGEND

- Future Pathway Major
- Future Sidewalk Major
- Future Pathway Multi-Use
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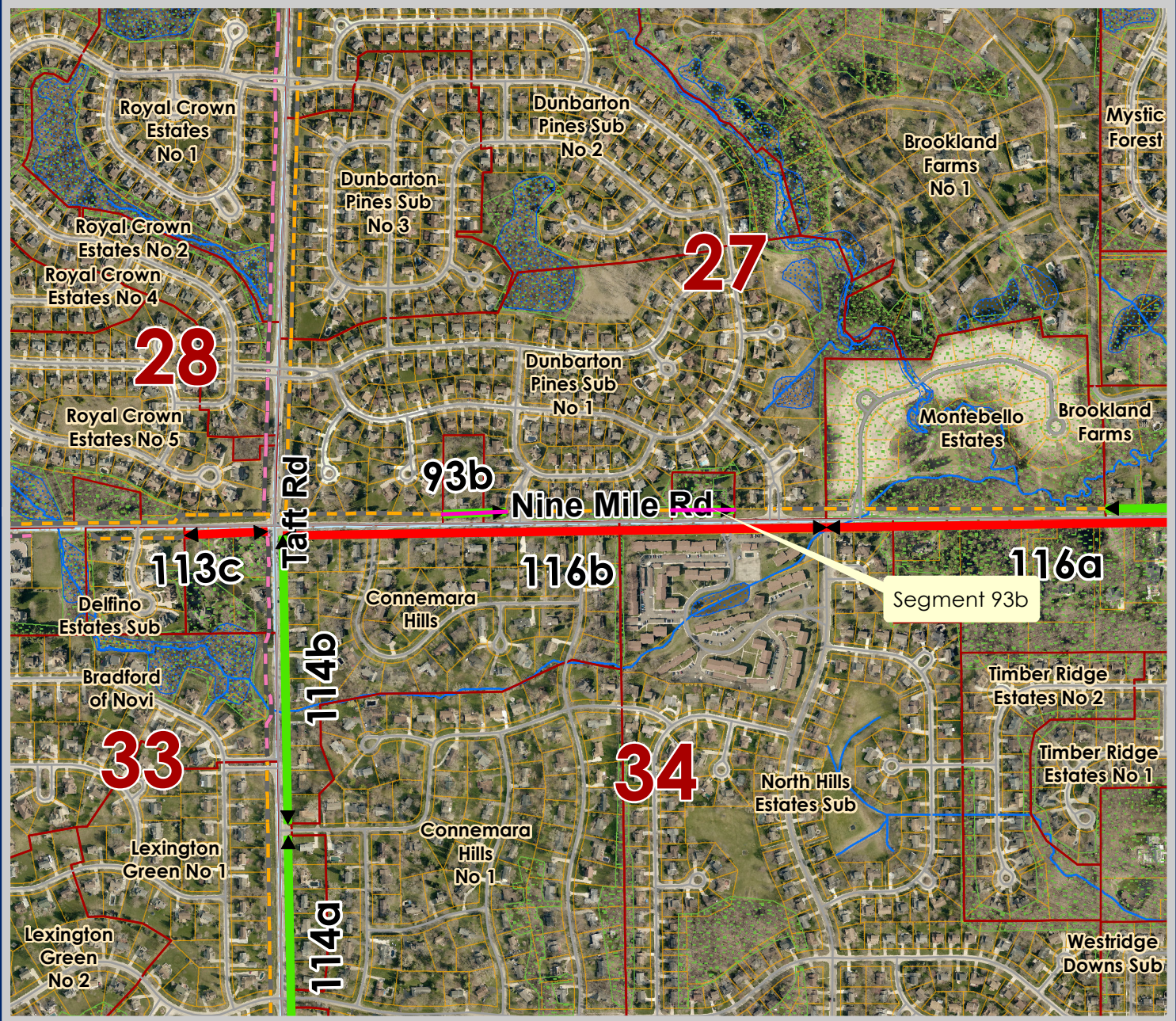
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Rank 8: SEGMENT 93b (CIP 23-24)

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



LEGEND

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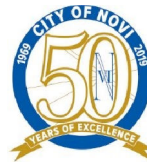
Rank 9: SEGMENT 66 (CIP 20-21)

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



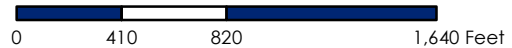
LEGEND

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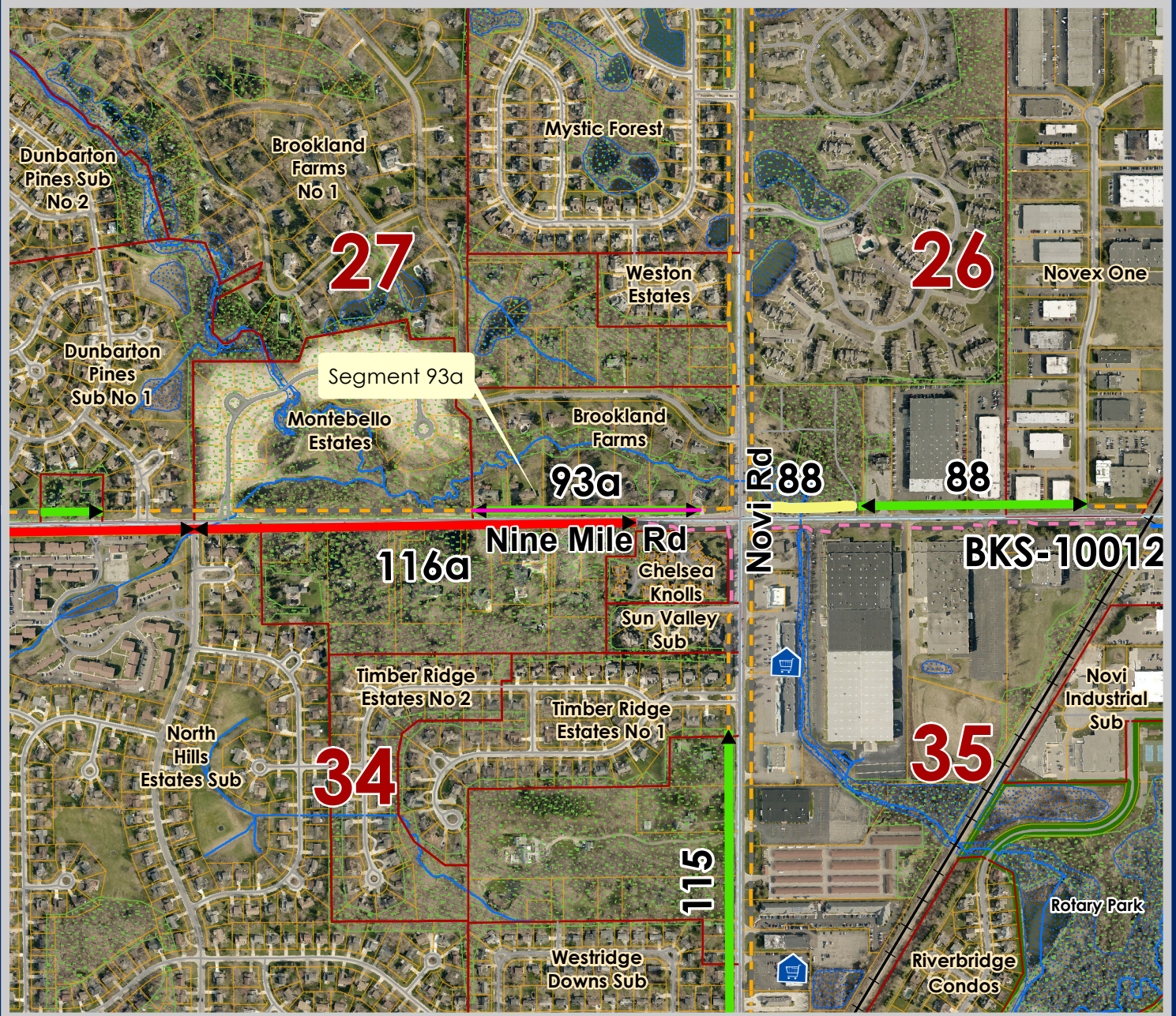
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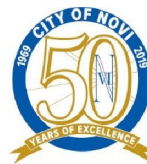
Rank 10: SEGMENT 93a (CIP 23-24)

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



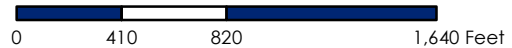
LEGEND

- Future Pathway Major
- Future Sidewalk Major
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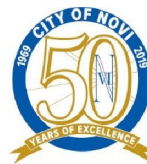
Rank 11: SEGMENT 68

Pathway south of Grand River frm Funeral Home to Meadowbrook: 457 ft.



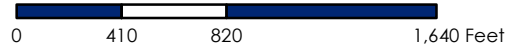
LEGEND

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- Future Sidewalk Major
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Rank 12: SEGMENT 58a & 58b

Sidewalk east of Beck from Ashley to Sierra: 1,228 ft.(58a) & 2,553 ft.(58b)



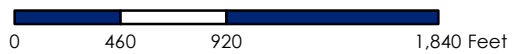
LEGEND

- Future Pathway Major
- Future Sidewalk Major
- Future Pathway Multi-Use
- Under Construction or Scheduled for 2019-20
- Existing Major Pathway
- Existing Pathway Multi-Use
- Existing Major Sidewalk
- Boardwalks
- Developments
- Wetlands
- Woodlands
- Civic Center
- Fire Station
- Hospital
- Library
- Post Office
- Places of Worship
- Places of Worship-Hindu
- School
- Shopping - Major
- Shopping Plaza
- Hotels



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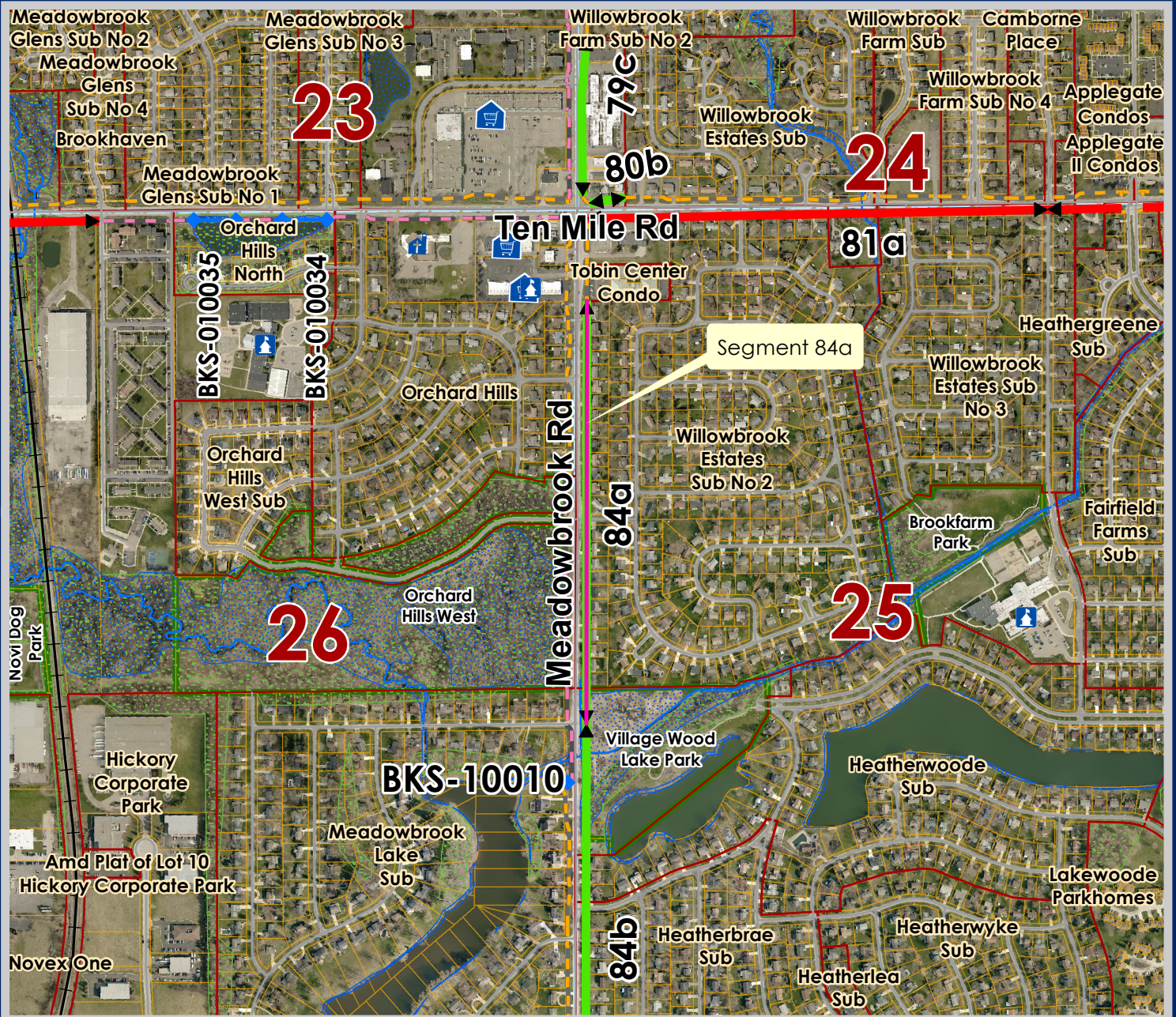
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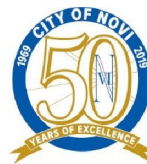
Rank 14: SEGMENT 84a (CIP 23-24)

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



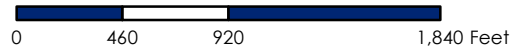
LEGEND

- Future Pathway Major
- Future Sidewalk Major
- Future Pathway Multi-Use
- Under Construction or Scheduled for 2019-20
- Existing Major Pathway
- Existing Pathway Multi-Use
- Existing Major Sidewalk
- Boardwalks
- Developments
- Wetlands
- Woodlands
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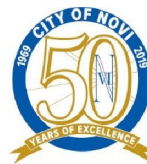
Rank 15: SEGMENT 18b

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



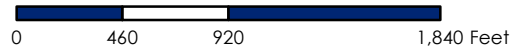
LEGEND

- Future Pathway Major
- Future Sidewalk Major
- Future Pathway Multi-Use
- Under Construction or Scheduled for 2019-20
- Existing Major Pathway
- Existing Pathway Multi-Use
- Existing Major Sidewalk
- Boardwalks
- Developments
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- Woodlands
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- Hospital
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- Post Office
- Places of Worship
- Places of Worship-Hindu
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- Shopping Plaza
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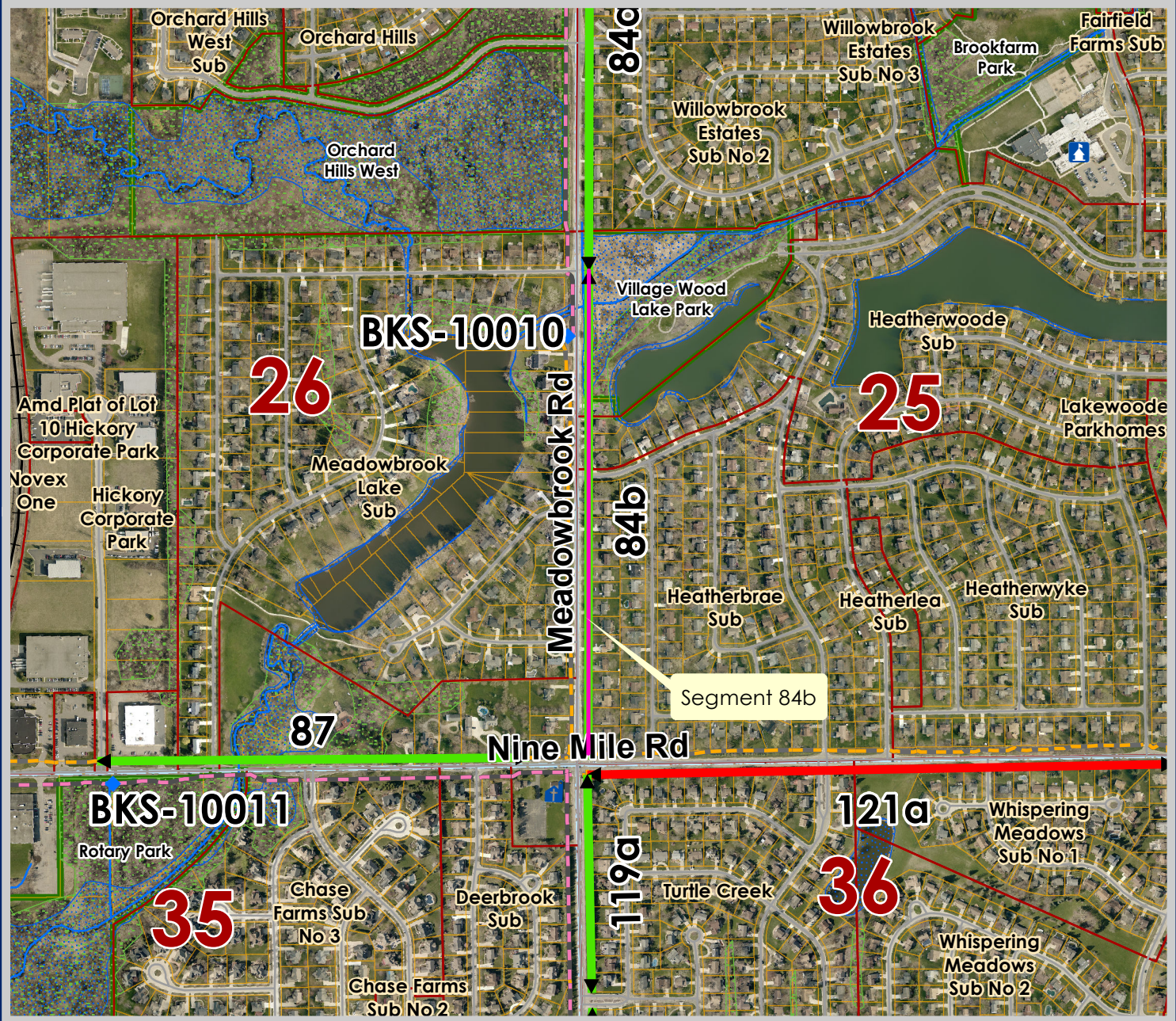
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Rank 15: SEGMENT 84b (CIP 23-24)

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



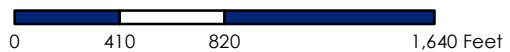
LEGEND

- Future Pathway Major
- Future Sidewalk Major
- Future Pathway Multi-Use
- Under Construction or Scheduled for 2019-20
- Existing Major Pathway
- Existing Pathway Multi-Use
- Existing Major Sidewalk
- Boardwalks
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- Post Office
- Places of Worship
- Places of Worship-Hindu
- School
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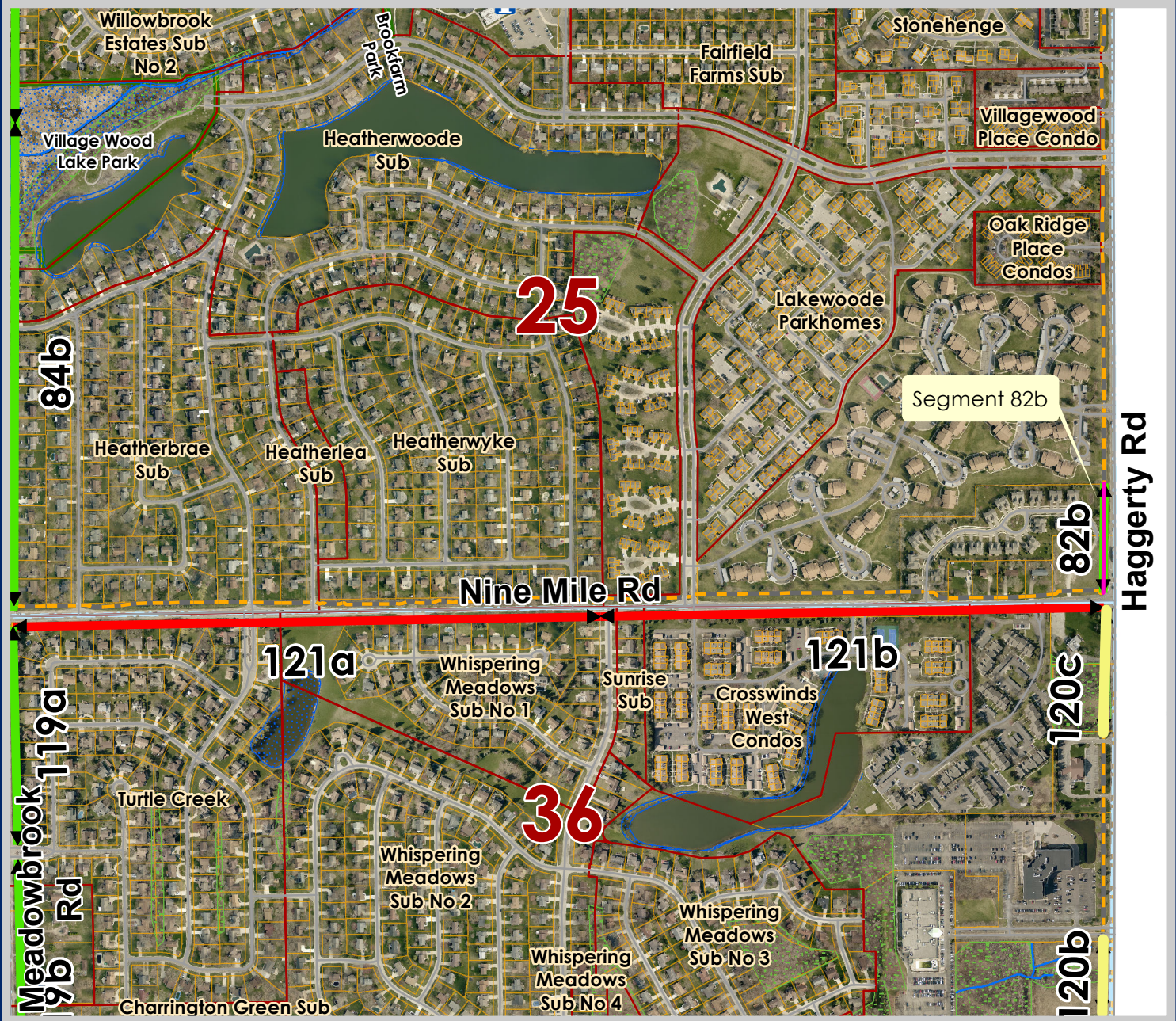
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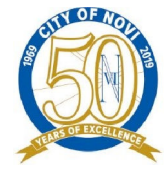
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Rank 17: SEGMENT 82b

Sidewalk west of Haggerty from Pavilion Court Apartments to Nine Mile: 539 ft.



- LEGEND**
- Future Pathway Major
 - Future Sidewalk Major
 - Future Pathway Multi-Use
 - Under Construction or Scheduled for 2019-20
 - Existing Major Pathway
 - Existing Pathway Multi-Use
 - Existing Major Sidewalk
 - Boardwalks
 - Developments
 - Wetlands
 - Woodlands
 - Civic Center
 - Fire Station
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 - Library
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 - Places of Worship-Hindu
 - School
 - Shopping - Major
 - Shopping Plaza
 - Hotels



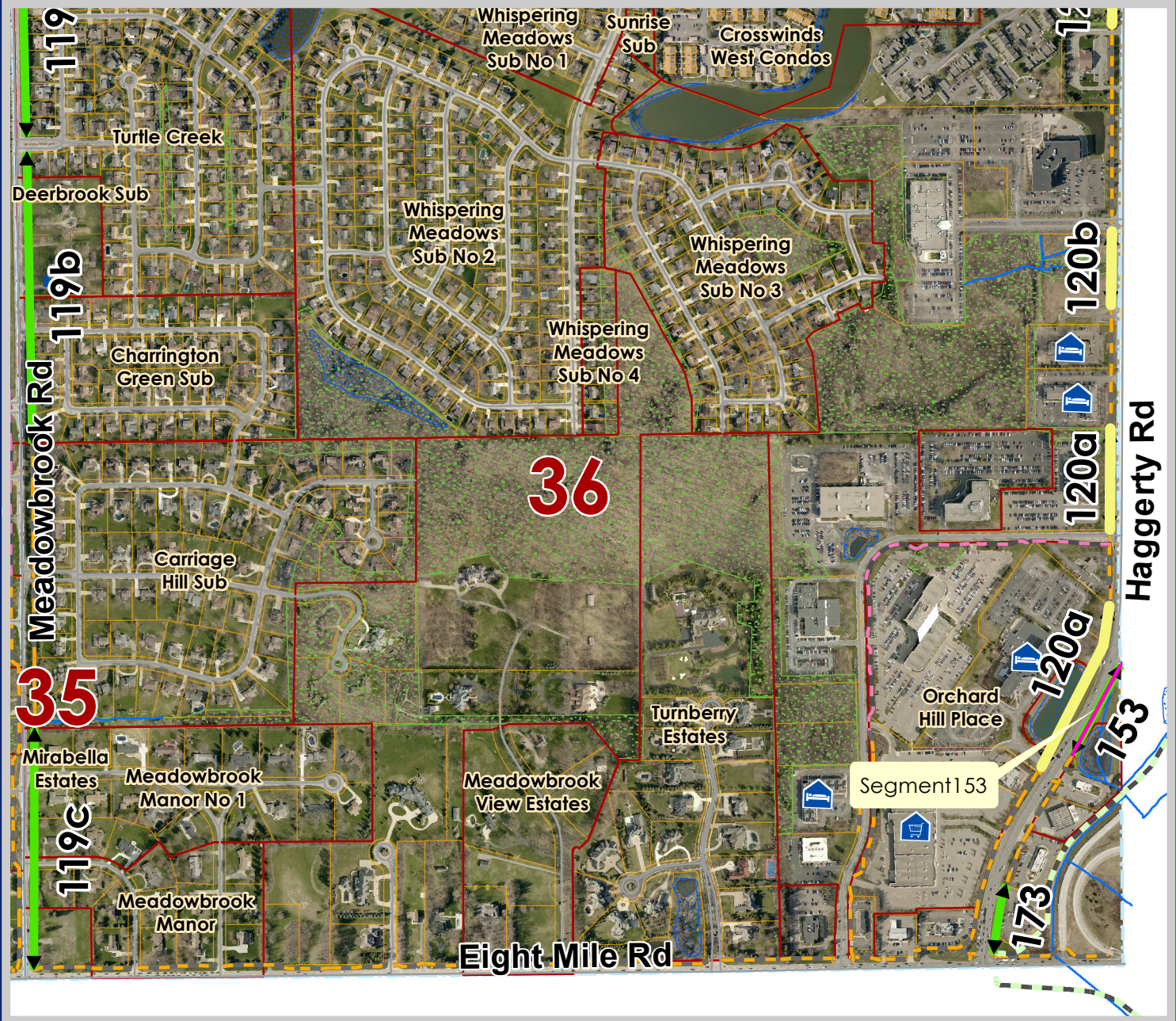
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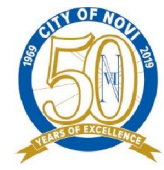
Rank 18: SEGMENT 153

Sidewalk east of Haggerty from City limits to Taco Bell: 501 ft.



LEGEND

- Future Pathway Major
- Future Sidewalk Major
- Future Pathway Multi-Use
- Under Construction or Scheduled for 2019-20
- Existing Major Pathway
- Existing Pathway Multi-Use
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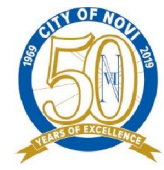
Rank 19: SEGMENT 72

Pathway north of Grand River from Town Center to Amstaff Building: 677 ft.

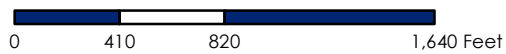


LEGEND

- Future Pathway Major
- Future Sidewalk Major
- Future Pathway Multi-Use
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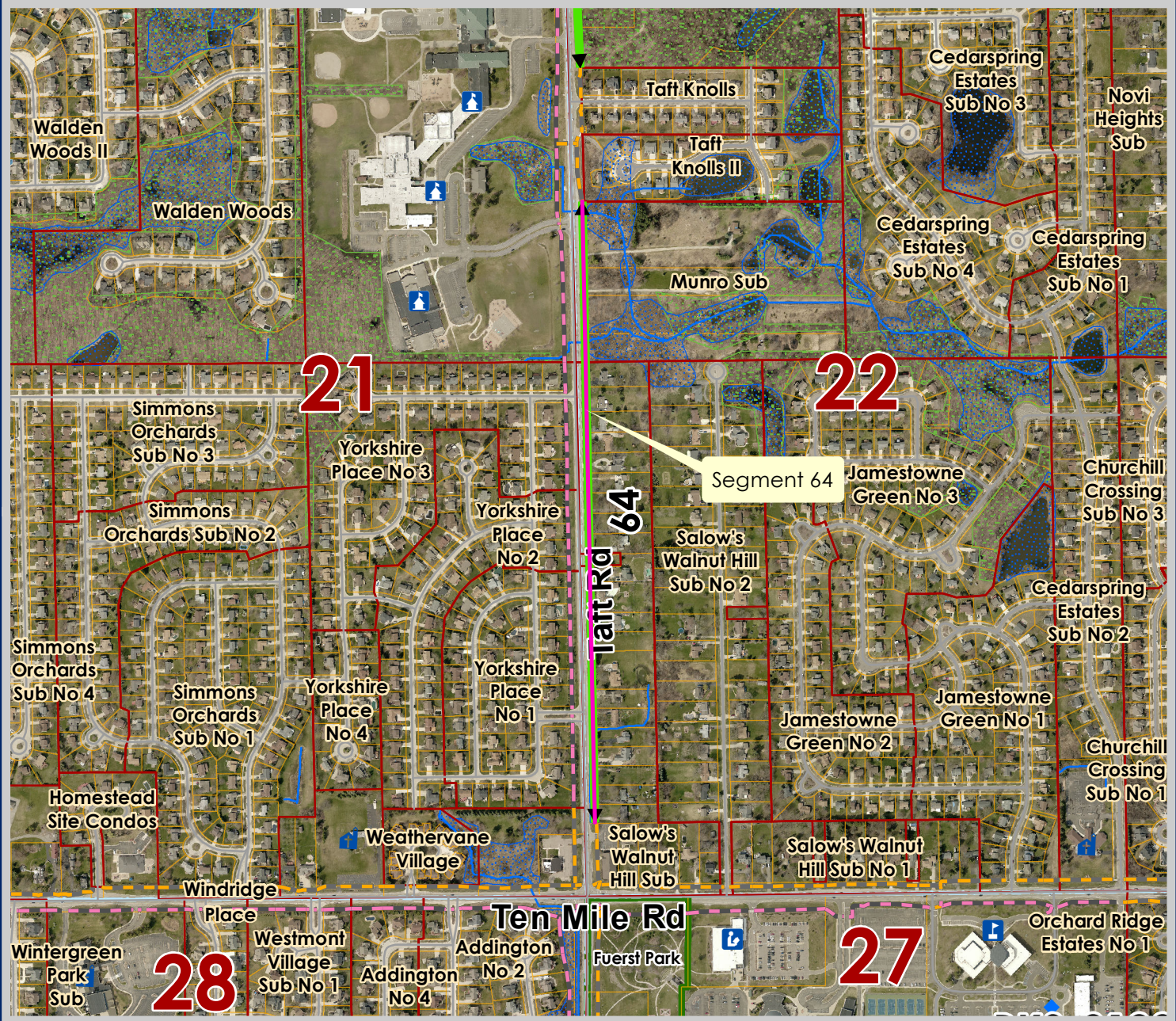
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Rank 21: SEGMENT 64 (CIP 23-24)

Sidewalk east of Taft from Ten Mile to Eleven Mile: 4,218 ft.



LEGEND

- Future Pathway Major
- Future Sidewalk Major
- Future Pathway Multi-Use
- Under Construction or Scheduled for 2019-20
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- Existing Pathway Multi-Use
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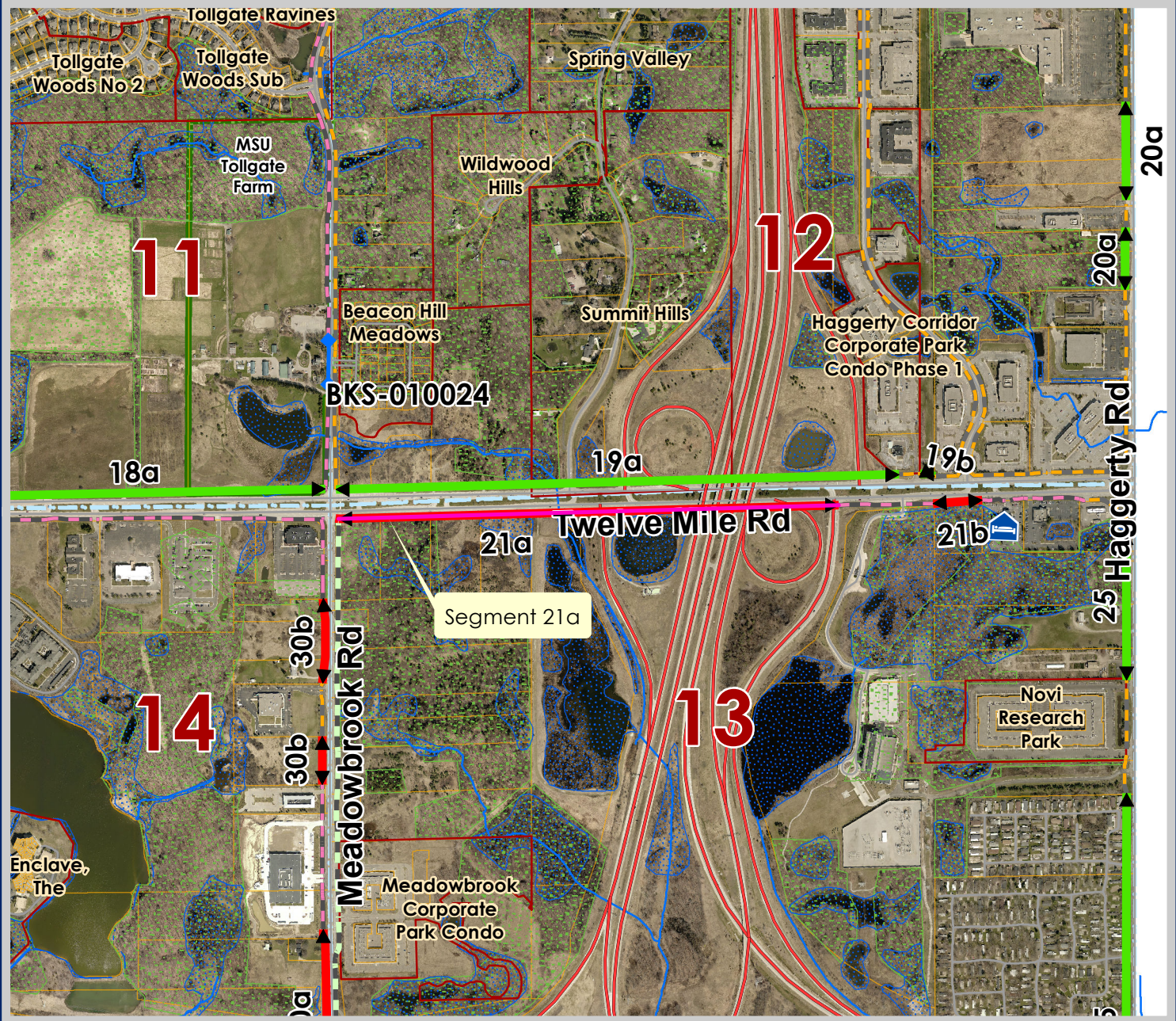
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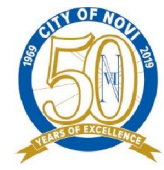
Rank 21a: SEGMENT 21a

Pathway south of Twelve Mile from Meadowbrook to Energy Way: 3,451 ft.



LEGEND

- Future Pathway Major
- Future Sidewalk Major
- Future Pathway Multi-Use
- Under Construction or Scheduled for 2019-20
- Existing Major Pathway
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Chapter 4: NON-MOTORIZED PLAN 2018-2019 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. Implementation update memo is approved by the Committee in June. Potential sidewalk and pathway segments that need to be constructed were identified and placed into the "Pathway and Sidewalk Prioritization Worksheet." Refer to Table 4.5 and 4.6 at the end of this report for the comprehensive list.

- 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

Tables 4.1 through 4.4, included in Attachment A 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.

- 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 4.1: Summary of the Proposed Non-Motorized Improvements as of 2019

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

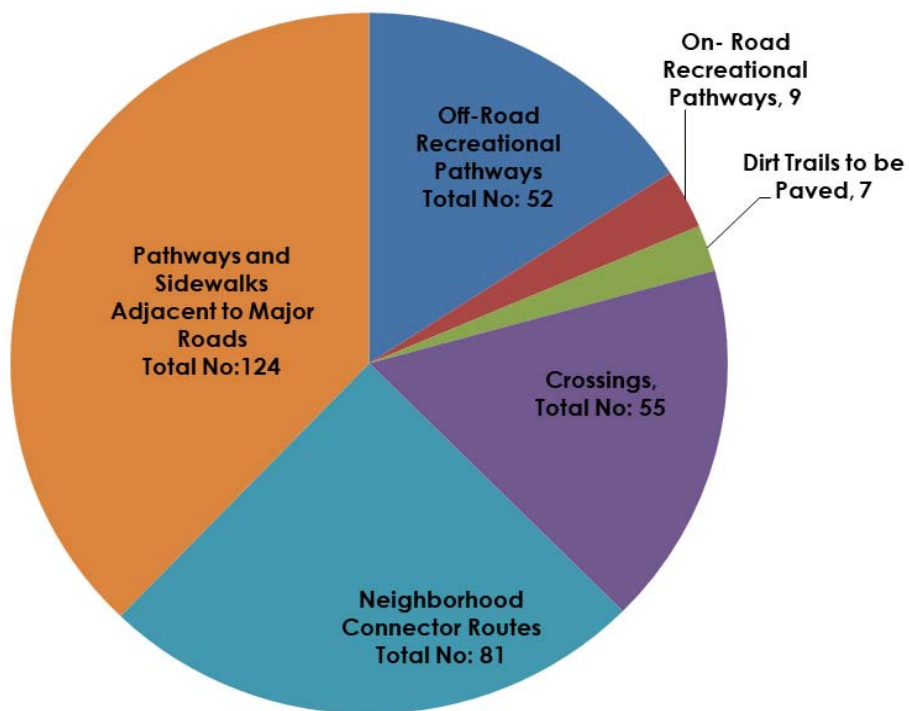


Figure 4.1: Summary of the Proposed Total Non-Motorized Improvements as of 2019 by count

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

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

TIER 1 CATEGORIES

OVERALL SEGMENT RANK	Segments with pathways or sidewalks on most of the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity							Short Segments (400 ft. or less)	CIP Budget Year	points available per category													TOTAL TIER 1 POINTS	TIER 1 RANKING	
	Segments which would require construction of a highway crossing or railroad crossing for completion									5 points = 1 accident 10 = 2 accidents 15 = 3 accidents 20 = 4 or more accidents	0 = <10K ADTs", 5 = 10K-20K ADTs 10 = >20K ADTs Then multiplied by 1<35mph, 1.2 for 35-40mph & 1.5 for >=45 mph	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	3.5 = 1 hotel 7 = 2+ hotels	3.5 = 1 shopping area 7 = 2+ shopping areas	3.5 = 1 places of worship 7 = 2+ places of worship	3.5 = connected to neighboring sidewalk system 7 = connected to regional trail system	0 = low density 8 = medium density 16 = high density	5 = 1/2 to 1 mile 10 = 1 to 2 mile 15 = over 2 mile	5 = top 15 survey responses, resident petitions & documented segments requested by groups & gov't agencies	20 = initial investment 15 = major corridor				
	Deferred segments until construction due to previous Council action: 80b, 121a																								
Segment Item #	Section #	\$ = 6 ft. sidewalk P = 8 ft. pathway	Side of the Street	Location	From	To	# of Pieces in Segment	Segment Length (ft.)	Notes	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/14)	TRAFFIC SAFETY (ADT) 2010 Non-Motorized MP & Traffic Speed	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN				
1	80b	24	S	north	Ten Mile	Meadowbrook	Willowbrook Estates	1	198			10	7.5	9	6	0	7	4	0	14	15	5	20	97.5	1
2	81a	25	P	south	Ten Mile	Meadowbrook	Willowbrook	1	2,529			20	7.5	9	0	0	7	4	0	14	5	5	20	91.5	2
3	18a	11	S	north	Twelve Mile	Twelve Oaks	Meadowbrook	2	2,613			10	7.5	9	12	4	7	2	14	7	15	0	0	87.5	3
4	81b	25	P	south	Ten Mile	Willowbrook	Haggerty	3	2,634			20	7.5	4.5	0	0	7	4	0	14	5	5	20	87	4
5	90	26	P	south	Ten Mile	Maly Dental	Novi Ridge Apartments	1	2,122	23-24		5	7.5	0	6	0	7	4	0	14	15	5	20	83.5	5
6	38	16	S	east	Beck	Grand River	Eleven Mile	1	2,234	23-24		15	15	9	6	2	3.5	0	14	7	10	0	0	81.5	6
7	99a	29	P	south	Ten Mile	Wixom	400' E of Lynwood	2	2,739	23-24		5	7.5	0	0	0	3.5	4	14	7	15	5	20	81	7
8	93b	27	S	north	Nine Mile	Plaisance	Taft	2	619	23-24		10	0	4.5	6	0	3.5	0	0	14	15	5	20	78	8
9	66	23	P	south	Grand River	Sixth Gate	Main Street	2	293	20-21		15	7.5	9	6	4	7	0	0	14	15	0	0	77.5	9
10	93a	27	S	north	Nine Mile	Novi Rd.	Plaisance	1	1,122	23-24		10	0	0	6	0	7	0	0	14	15	5	20	77	10
11	68	23	P	south	Grand River	Funeral Home	Meadowbrook	1	457			10	7.5	4.5	0	2	7	2	14	14	15	0	0	76	11
12	58a	21	S	east	Beck	Ashley	Cider Mill	1	1,228			0	7.5	9	6	0	3.5	0	14	14	15	5	0	74	12
12	58b	21	S	east	Beck	Cider Mill	Sierra	1	2,553			0	7.5	9	6	0	3.5	0	14	14	15	5	0	74	12
14	84a	25	S	east	Meadowbrook	Ten Mile	Chattman	1	2,323	23-24		0	6	9	0	0	7	4	0	14	5	5	20	70	14
15	18b	11	S	north	Twelve Mile	Novi Rd.	Twelve Oaks	1	2,027			10	7.5	4.5	12	4	7	2	0	7	15	0	0	69	15
15	84b	25	S	east	Meadowbrook	Nine Mile	Chattman	1	2,380	23-24		0	5	9	0	0	7	4	0	14	5	5	20	69	15
17	82b	25	S	west	Haggerty	Pavilion Ct Apartments	Nine Mile	1	539			10	15	0	0	4	0	4	0	14	15	5	0	67	17

TABLE 4.5: Proposed Adjacent to Major Roads Pathway and Sidewalk Segments: Tier 1 Category Rankings
 All proposed adjacent to road pathway & sidewalk segments are reviewed against a set of Tier 1 criteria & assigned points based on the segment's potential service benefits to the citizens of the City, the segments are ranked by the Tier 1 points & the segments receiving the top 20 points are assigned Tier 2 points

TIER 1 CATEGORIES																								
OVERALL SEGMENT RANK	Segments with pathways or sidewalks on most of the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity							Short Segments (400 ft. or less)	CIP Budget Year	points available per category													TOTAL TIER 1 POINTS	TIER 1 RANKING
	Segments which would require construction of a highway crossing or railroad crossing for completion									5 points = 1 accident 10 = 2 accidents 15 = 3 accidents 20 = 4 or more accidents	0 = <10K ADTs", 5 = 10K-20K ADTs 10 = >20K ADTs Then multiplied by 1<35mph, 1.2 for 35-40mph & 1.5 for >=45 mph	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	3.5 = 1 hotel 7 = 2+ hotels	3.5 = 1 shopping area 7 = 2+ shopping areas	3.5 = 1 places of worship 7 = 2+ places of worship	3.5 = connected to neighboring sidewalk system 7 = connected to regional trail system	0 = low density 8 = medium density 16 = high density	5 = 1/2 to 1 mile 10 = 1 to 2 mile 15 = over 2 mile	5 = top 15 survey responses, resident petitions & documented segments requested by groups & govt agencies	20 = initial investment 15 = major corridor			
	Deferred segments until construction due to previous Council action: 80b, 121a																							
Segment Item #	Section #	\$= 6 ft. sidewalk P= 8 ft. pathway	Side of the Street	Location	From	To	# of Pieces in Segment	Segment Length (ft.)	Notes	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/14)	TRAFFIC SAFETY (ADT) 2010 Non-Motorized MP & Traffic Speed	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN			
18	153	36	S east	Haggerty	City limits	Taco Bell	1	501		10	15	0	0	0	3.5	0	14	14	10	0	0	66.5	18	
19	72	23	P north	Grand River	Town Center	Amstaff building	1	677		10	7.5	0	6	4	7	0	0	14	15	0	0	63.5	19	
19	121a	36	P south	Nine Mile	Meadowbrook	Sunrise	1	2,899		5	0	4.5	6	0	0	4	0	14	5	5	20	63.5	19	
21	64	22	S east	Taft	Ten Mile	Eleven Mile	2	4,218	23-24	5	0	9	12	2	0	4	0	14	10	5	0	61	21	
22	21a	13	P south	Twelve Mile	Meadowbrook	Energy Way	2	3,451		15	7.5	9	6	2	0	2	7	7	5	0	0	60.5	22	
22	97b	29	P west	Beck	Cheltenham	Iriquois	1	1,059		15	7.5	4.5	0	0	3.5	4	14	7	5	0	0	60.5	22	
24	168	14	P east	Novi Rd.	across 96		1	1,957		0	15	0	0	4	7	0	0	14	15	5	0	60	24	
24	119a	36	S east	Meadowbrook	Nine Mile	Singh Blvd	1	1,075	21-22	5	0	0	12	0	0	4	0	14	0	5	20	60	24	
24	119c	36	S east	Meadowbrook	Eight Mile	N of Llewelyn	1	1,191		5	0	0	0	2	0	4	0	14	10	5	20	60	24	
27	6a	4	P west	West Park	Pontiac Trail	45182 West Park Dr	1	418		20	0	4.5	0	0	3.5	2	0	14	10	5	0	59	27	
27	6b	4	P west	West Park	45182 West Park Dr	Bristol Corners	1	1,780		20	0	4.5	0	0	3.5	2	0	14	10	5	0	59	27	
29	52a	20	P south	Eleven Mile	Wixom	E side ITC Corridor	2	2,566		0	0	9	6	2	3.5	2	14	7	10	5	0	58.5	29	
29	79a	24	S east	Meadowbrook	Ten Mile	Clermont Ave	1	526		10	6	4.5	0	0	7	4	0	7	15	5	0	58.5	29	
29	79b	24	S east	Meadowbrook	Clermont Avenue	Scarborough Lane	1	661		10	6	4.5	0	0	7	4	0	7	15	5	0	58.5	29	
29	79c	24	S east	Meadowbrook	Scarborough Lane	Grand River		872		10	6	4.5	0	0	7	4	0	7	15	5	0	58.5	29	
33	44	18	P east	Napier	Knights Bridge	Island Lake	1	2,626		10	0	0	6	0	0	0	0	7	15	0	20	58	33	
34	121b	36	P south	Nine Mile	Sunrise	Haggerty	1	2,482		5	0	4.5	0	0	0	4	0	14	5	5	20	57.5	34	

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

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

TIER 1 CATEGORIES

OVERALL SEGMENT RANK	Segments with pathways or sidewalks on most of the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity							Short Segments (400 ft. or less)	CIP Budget Year	points available per category													TOTAL TIER 1 POINTS	TIER 1 RANKING
	Segments which would require construction of a highway crossing or railroad crossing for completion									5 points = 1 accident 10 = 2 accidents 15 = 3 accidents 20 = 4 or more accidents	0 = <10K ADTs", 5 = 10K-20K ADTs 10 = >20K ADTs Then multiplied by 1<35mph, 1.2 for 35-40mph & 1.5 for >=45 mph	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	3.5 = 1 hotel 7 = 2+ hotels	3.5 = 1 shopping area 7 = 2+ shopping areas	3.5 = 1 places of worship 7 = 2+ places of worship	3.5 = connected to neighboring sidewalk system 7 = connected to regional trail system	0 = low density 8 = medium density 16 = high density	5 = 1/2 to 1 mile 10 = 1 to 2 mile 15 = over 2 mile	5 = top 15 survey responses, resident petitions & documented segments requested by groups & gov't agencies	20 = initial investment 15 = major corridor			
	Deferred segments until construction due to previous Council action: 80b, 121a																							
Segment Item #	Section #	\$= 6 ft. sidewalk P= 8 ft. pathway	Side of the Street	Location	From	To	# of Pieces in Segment	Segment Length (ft.)	Notes	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/14)	TRAFFIC SAFETY (ADT) 2010 Non-Motorized MP & Traffic Speed	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN			
35	32a	15	S west	Novi Rd.	Twelve Mile	West Oaks	2	1,347		15	15	0	6	4	7	0	0	0	5	5	0	57	35	
35	52b	20	P south	Eleven Mile	Oberlin	Bosco	1	641		0	0	9	12	0	0	0	14	7	10	5	0	57	35	
35	88	26	S north	Nine Mile	RR crossing	Shiro	1	1,165	23-24	10	0	0	12	0	7	4	0	14	10	0	0	57	35	
38	41	17	S east	Wixom	Target	Deerfield Elementary	2	1,516		0	5	9	12	2	3.5	0	0	3.5	15	5	0	55	38	
39	30a	14	P west	Meadowbrook	26901 Meadowbrook Rd	41500 Gardenbrook	1	2,034		5	6	9	6	4	7	0	7	0	10	0	0	54	39	
39	115	34	S west	Novi Rd.	Timber Ridge development	City Limits	1	1,591		5	7.5	4.5	6	0	7	0	0	14	10	0	0	54	39	
41	25a	13	S west	Haggerty	Twelve Mile	Novi Research Park	1	1,019		0	7.5	4.5	0	2	0	0	0	14	5	0	20	53	41	
41	25b	13	S west	Haggerty	Novi Research Park	section line	1	3,167		0	7.5	4.5	0	2	0	0	0	14	5	0	20	53	41	
41	119b	36	S east	Meadowbrook	Singh Blvd	N of Llewelyn	1	1,438		5	0	0	0	0	0	4	0	14	5	5	20	53	41	
44	150	17	S north	Grand River	Sams Way	Providence	2	681		0	7.5	0	6	2	7	0	0	0	15	0	15	52.5	44	
45	176	16	P south	Twelve Mile	46675 Twelve Mile Rd	I-96	1	1,669		5	15	0	0	0	7	0	0	0	5	5	15	52	45	
45	177	16	P west	Beck/I-96	I-96 ROW		2	2,802		5	15	0	0	0	7	0	0	0	5	5	15	52	45	
45	169	17	S west	Beck Road	Grand River	across I-96	1	1,314		5	15	0	0	0	7	0	0	0	5	5	15	52	45	
45	52c	20	P south	Eleven Mile	Beck	Entrance to Bosco Park	1	716		0	0	9	12	0	0	0	14	7	5	5	0	52	45	
49	51	20	S north	Ten Mile	Dinser	Woodham	1	1,799	23-24	0	7.5	0	6	0	0	2	14	7	10	5	0	51.5	49	
50	40	17	P south	Grand River	Providence Hospital	Wixom	3	843		5	7.5	4.5	12	2	0	0	0	0	15	5	0	51	50	
51	19a	12	S north	Twelve Mile	27925 Summit Dr	40020 Twelve Mile Rd	1	2,519		5	7.5	9	6	2	0	2	14	0	5	0	0	50.5	51	
51	19b	12	S north	Twelve Mile	ITC Corridor		1	100		5	7.5	9	6	2	0	2	14	0	5	0	0	50.5	51	

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

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

TIER 1 CATEGORIES

OVERALL SEGMENT RANK	Segments with pathways or sidewalks on most of the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity										Short Segments (400 ft. or less)	CIP Budget Year	points available per category													TOTAL TIER 1 POINTS	TIER 1 RANKING
	Segments which would require construction of a highway crossing or railroad crossing for completion												5 points = 1 accident 10 = 2 accidents 15 = 3 accidents 20 = 4 or more accidents	0 = <10K ADTs", 5 = 10K-20K ADTs 10 = >20K ADTs Then multiplied by 1<35mph, 1.2 for 35-40mph & 1.5 for >=45 mph	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	3.5 = 1 hotel 7 = 2+ hotels	3.5 = 1 shopping area 7 = 2+ shopping areas	3.5 = 1 places of worship 7 = 2+ places of worship	3.5 = connected to neighboring sidewalk system 7 = connected to regional trail system	0 = low density 8 = medium density 16 = high density	5 = 1/2 to 1 mile 10 = 1 to 2 mile 15 = over 2 mile	5 = top 15 survey responses, resident petitions & documented segments requested by groups & gov't agencies	20 = initial investment 15 = major corridor			
	Deferred segments until construction due to previous Council action: 80b, 121a																										
Segment Item #	Section #	S = 6 ft. sidewalk P = 8 ft. pathway	Side of the Street	Location	From	To	# of Pieces in Segment	Segment Length (ft.)	Notes	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/14)	TRAFFIC SAFETY (ADT) 2010 Non-Motorized MP & Traffic Speed	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN						
70	28	14	P	east	Novi Rd.	south Twelve Oaks entrance	North Twelve Oaks entrance	2	988		0	7.5	9	0	4	7	0	0	0	10	5	0	42.5	70			
71	102b	30	S	north	Nine Mile	E of Evergreen Ct	Garfield	3	816		0	0	0	12	0	0	0	14	0	15	0	0	41	71			
72	116b	34	P	south	Nine Mile	Center	Taft	1	2,682		5	0	4.5	0	0	7	0	0	14	5	5	0	40.5	72			
73	162a	3	S	north	South Lake	West Park	E of Lilley Trail	1	2,000		0	0	0	12	0	3.5	0	0	14	10	0	0	39.5	73			
73	111a	32	P	south	Nine Mile	Beck	Garfield Conservation	1	2,654		5	0	4.5	6	0	0	0	14	0	5	5	0	39.5	73			
73	111b	32	P	west	Nine Mile	Garfield Conservation area	Vasilios Court	1	1,224		5	0	4.5	6	0	0	0	14	0	5	5	0	39.5	73			
73	111c	32	P	south	Nine Mile	Vasilios Court	Nine Mile	1	2,109		5	0	4.5	6	0	0	0	14	0	5	5	0	39.5	73			
77	3a	1	S	north	Thirteen Mile	Haggerty Rd.	39550 Thirteen Mile Rd	1	278		0	0	4.5	0	0	0	2	0	7	10	0	15	38.5	77			
77	3b	1	S	north	Thirteen Mile	Cabot Drive	M-s (crossing)	1	1,512		0	0	4.5	0	0	0	2	0	7	10	0	15	38.5	77			
79	101a	30	P	east	Napier	Links of Novi	Nine Mile	1	4,127		0	0	0	12	0	0	2	14	0	10	0	0	38	79			
79	171	35	P	south	Eight Mile	Griswold	City Limits	1	1,439		0	15	9	0	0	7	0	0	7	0	0	0	38	79			
79	174	35	P	south	Griswold	Eight Mile	City Limits	1	143		0	15	9	0	0	7	0	0	7	0	0	0	38	79			
79	175	35	P	south	Eight Mile	Griswold	City Limits	1	228		0	15	9	0	0	7	0	0	7	0	0	0	38	79			
83	149	15	P	east	Clark	Eleven Mile	Grand River	1	601		0	0	9	0	0	7	4	0	7	10	0	0	37	83			
84	77b	24		west	Haggerty	Grand River	Regency Lot 7	1	499		5	7.5	0	0	0	7	0	0	7	10	0	0	36.5	84			
85	14a	10	S	north	Twelve Mile	Carlton Forest	BP	1	997		5	0	0	4	7	0	0	0	15	5	0	0	36	85			
85	78b	24	P	south	Grand River	Joseph	Bashian	1	290		10	7.5	4.5	0	0	7	0	0	7	0	0	0	36	85			
85	78c	24	P	south	Grand River	Olde Orchard	Karim	1	279		10	7.5	4.5	0	0	7	0	0	7	0	0	0	36	85			

TABLE 4.5: Proposed Adjacent to Major Roads Pathway and Sidewalk Segments: Tier 1 Category Rankings
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TIER 1 CATEGORIES																								
OVERALL SEGMENT RANK	Segments with pathways or sidewalks on most of the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity							Short Segments (400 ft. or less)	CIP Budget Year	points available per category													TOTAL TIER 1 POINTS	TIER 1 RANKING
	Segments which would require construction of a highway crossing or railroad crossing for completion									5 points = 1 accident	0 = <10K ADTs", 5 = 10K-20K ADTs 10 = >20K ADTs Then multiplied by 1<35mph, 1.2 for 35-40mph & 1.5 for >=45 mph	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	3.5 = 1 hotel 7 = 2+ hotels	3.5 = 1 shopping area 7 = 2+ shopping areas	3.5 = 1 places of worship 7 = 2+ places of worship	3.5 = connected to neighboring sidewalk system 7 = connected to regional trail system	0 = low density 8 = medium density 16 = high density	5 = 1/2 to 1 mile 10 = 1 to 2 mile 15 = over 2 mile	5 = top 15 survey responses, resident petitions & documented segments requested by groups & govt agencies	20 = initial investment 15 = major corridor			
	Deferred segments until construction due to previous Council action: 80b, 121a									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			
Segment Item #	Section #	\$= 6 ft. sidewalk P= 8 ft. pathway	Side of the Street	Location	From	To	# of Pieces in Segment	Segment Length (ft.)	Notes	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/14)	TRAFFIC SAFETY (ADT) 2010 Non-Motorized MP & Traffic Speed	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN	TOTAL TIER 1 POINTS	TIER 1 RANKING	
85	78d	24	P	south	Grand River	Karim	Haggerty	1	383		10	7.5	4.5	0	0	7	0	0	7	0	0	0	36	85
85	116a	34	P	south	Nine Mile	Chelsea	Center	1	2,183		5	0	0	0	0	7	0	0	14	5	5	0	36	85
90	11	9	S	north	Twelve Mile	Novi Concrete	West Park	1	1,334		0	7.5	0	0	2	0	0	0	5	5	15	0	34.5	90
90	12b	9	S	north	Twelve Mile	Liberty Park	Liberty Park	1	349		10	7.5	0	0	2	0	0	0	10	5	0	0	34.5	90
90	104	31	P	east	Napier	Eight Mile	Community Sports Park	1	2,552		0	0	12	0	3.5	0	14	0	5	0	0	0	34.5	90
90	110a	32	P	west	Beck	Eight Mile	Casa Loma	1	1,473		10	15	4.5	0	0	0	0	0	5	0	0	0	34.5	90
94	110b	32	P	west	Beck	Casa Loma	Nine Mile	2	1,257		10	15	9	0	0	0	0	0	0	0	0	0	34	94
95	113a	33	P	south	Nine Mile	Beck	Barclay	1	641		5	0	4.5	0	0	0	0	14	5	5	0	0	33.5	95
95	113b	33	P	south	Nine Mile	Galway	Anna Maria	1	1,537		5	0	4.5	0	0	0	0	14	5	5	0	0	33.5	95
97	114b	34	S	east	Taft	Nine Mile	Byrne	1	1,423		0	0	9	0	0	0	0	14	10	0	0	0	33	97
98	159	19	S	north	Ten Mile	Oak Point Church	Oak Point Church	1	301		0	7.5	4.5	0	0	0	2	0	3.5	15	0	0	32.5	98
99	1a	1	S	south	Fourteen Mile	Haggerty Rd.	M-5	1	1,659		0	7.5	0	0	0	0	2	0	7	10	5	0	31.5	99
99	1c	1	S	north	Fourteen Mile	Berkshire	M-5 (crossing)	1	347		0	7.5	0	0	0	0	2	0	7	10	5	0	31.5	99
99	49	19	S	north	Ten Mile	Wixom	Island Lake	1	203		0	7.5	0	0	0	0	2	0	7	15	0	0	31.5	99
102	26	13	S	north	Eleven Mile	Campus Tech	Seeley	1	966		0	0	4.5	0	2	3.5	0	7	14	0	0	0	31	102
102	101b	30	P	east	Napier	Ten Mile	Links of Novi	1	1,015		0	0	0	12	0	0	0	14	0	5	0	0	31	102
102	102a	30	S	north	Nine Mile	Napier	W of Evergreen Ct	2	3,012		0	0	0	12	0	0	0	14	0	5	0	0	31	102

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

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TIER 1 CATEGORIES																																				
OVERALL SEGMENT RANK	Segment Item #	Section #	S = 6 ft. sidewalk P = 8 ft. pathway	Side of the Street	Location	From	To	# of Pieces in Segment	Segment Length (ft.)	Notes	points available per category													TOTAL TIER 1 POINTS	TIER 1 RANKING											
											BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/14)	TRAFFIC SAFETY (ADT) 2010 Non-Motorized MP & Traffic Speed	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN	5 points = 1 accident 10 = 2 accidents 15 = 3 accidents 20 = 4 or more accidents			0 = <10K ADTs", 5 = 10K-20K ADTs 10 = >20K ADTs Then multiplied by 1<35mph, 1.2 for 35-40mph & 1.5 for >=45 mph	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	3.5 = 1 hotel 7 = 2+ hotels	3.5 = 1 shopping area 7 = 2+ shopping areas	3.5 = 1 places of worship 7 = 2+ places of worship	3.5 = connected to neighboring sidewalk system 7 = connected to regional trail system	0 = low density 8 = medium density 16 = high density	5 = 1/2 to 1 mile 10 = 1 to 2 mile 15 = over 2 mile	5 = top 15 survey responses, resident petitions & documented segments requested by groups & gov't agencies	20 = initial investment 15 = major corridor
Segments with pathways or sidewalks on most of the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity																																				
Segments which would require construction of a highway crossing or railroad crossing for completion																																				
Deferred segments until construction due to previous Council action: 80b, 121a																																				
105	163	3	P	north	South Lake	Lakeshore Park	Pavilion Shore Park	1	1,180		0	0	4.5	12	0	0	0	0	14	0	0	0	30.5	105												
105	164	3	P	south	South Lake	Lakeshore Park	ElmCourt	1	720		0	0	4.5	12	0	0	0	0	14	0	0	0	30.5	105												
105	74	24	S	east	Seeley	Eleven Mile	Grand River	1	2,655		0	0	4.5	0	0	7	0	0	14	5	0	0	30.5	105												
108	106b	31	P	west	Garfield	Deer Run	Nine Mile	1	2,659		5	0	0	6	0	0	0	14	0	5	0	0	30	108												
109	12a	9	S	north	Twelve Mile	West Park (railroad)	Liberty Park	1	1,838			7.5	0	0	2	0	0	0	0	15	5	0	29.5	109												
110	34	15	S	north	Eleven Mile	Clark	Taft	2	2,770		0	0	9	0	2	7	4	0	7	0	0	0	29	110												
111	113c	33	P	south	Nine Mile	Anna Maria	Taft	1	410		5	0	4.5	0	0	0	0	0	14	0	5	0	28.5	111												
112	77a	24	S	west	Haggerty	Regency Lot 7	Section Line	1	1,037		5	7.5	0	0	0	7	0	0	7	0	0	0	26.5	112												
113	20b	12	S	west	Haggerty	29199 Haggerty Rd	29199 Haggerty Rd	4	188		0	0	6.75	6	0	3.5	0	0	0	5	5	0	26.3	113												
114	165	3	P	south	South Lake	Henning	Lakeshore Park	1	2,160		0	0	0	12	0	0	0	0	14	0	0	0	26	114												
114	162b	3	S	north	South Lake	E of Lilley Trail	Lakeshore Park	1	3,182		0	0	0	12	0	0	0	0	14	0	0	0	26	114												
114	107	31	P	south	Nine Mile	Garfield	Hillside	3	4,157		0	0	0	12	0	0	0	14	0	0	0	0	26	114												
117	8	4	P	west	West Park	Bristol Corners	West	2	1,648		0	0	0	6	0	0	0	0	14	5	0	0	25	117												
118	114a	34	S	east	Taft	Byrne	City Limits	1	1,113		0	0	9	0	0	0	0	0	14	0	0	0	23	118												
119	14b	10	S	north	Twelve Mile	Stoneridge	end of adjacent parcel	1	329		5	0	0	0	4	7	0	0	0	5	0	0	21	119												
119	155	30	P	south	Ten Mile	Links of Novi		1	1,693		0	7.5	0	6	0	0	4	0	3.5	0	0	0	21	119												
119	172	35	P	west	Griswold	Eight Mile	City Limits	1	727		5	0	9	0	0	0	0	0	7	0	0	0	21	119												
122	2a	1	S	west	Haggerty	Berkshire	39500 Mackenzie Dr	1	1,518		0	7.5	0	0	0	0	0	0	7	5	0	0	19.5	122												

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

TIER 1 CATEGORIES																								
OVERALL SEGMENT RANK	Segments with pathways or sidewalks on most of the opposite side of the street - <i>note that these segments may be critical for system connectivity & must be analyzed separately for connectivity</i>							Short Segments (400 ft. or less)	CIP Budget Year	points available per category													TOTAL TIER 1 POINTS	TIER 1 RANKING
	Segments which would require construction of a highway crossing or railroad crossing for completion									5 points = 1 accident	0 = <10K ADTs", 5 = 10K-20K ADTs 10 = >20K ADTs Then multiplied by 1<35mph, 1.2 for 35-40mph & 1.5 for >=45 mph	4.5 = 1 school	4 = 1 park	3.5 = 1 hotel	3.5 = 1 shopping area	3.5 = 1 places of worship	3.5 = connected to neighboring sidewalk system	0 = low density 8 = medium density 16 = high density	5 = 1/2 to 1 mile 10 = 1 to 2 mile 15 = over 2 mile	5 = top 15 survey responses, resident petitions & documented segments requested by groups & govt agencies	20 = initial investment 15 = major corridor			
	Deferred segments until construction due to previous Council action: 80b, 121a									10 = 2 accidents	15 = 3 accidents	20 = 4 or more accidents	9 = 2+ schools	8 = 2+ parks	7 = 2+ hotels	7 = 2+ shopping areas	7 = 2+ places of worship	7 = connected to regional trail system						
Segment Item #	Section #	S= 6 ft. sidewalk P= 8 ft. pathway	Side of the Street	Location	From	To	# of Pieces in Segment	Segment Length (ft.)	Notes	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/14)	TRAFFIC SAFETY (ADT) 2010 Non-Motorized MP & Traffic Speed	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN			
122	2b	1	S	west	Haggerty	Thirteen Mile	39525 McKenzie Drive	1	424									7	5	0	0	19.5	122	
122	2c	1	S	west	Haggerty	Speedway	50-22-01-200-039	1	215									7	5	0	0	19.5	122	
122	158	30	P	east	Napier	Links of Novi		1	1,321				12	0	0	4	0	3.5	0	0	0	19.5	122	
126	20a	12	S	west	Haggerty	39600 Lewis Dr	Twelve Mile		1,795			4.5	0	2	0	0	0	0	5	0	0	19	126	
127	108a	32	S	east	Garfield	Eight Mile	Chianti	1	1,941	5	0	0	6	0	0	0	7	0	0	0	0	18	127	
127	108b	32	S	east	Garfield	Chianti	Nine Mile	1	3,558	5	0	0	6	0	0	0	7	0	0	0	0	18	127	
129	106a	31	P	west	Garfield	Eight Mile	Deer Run	1	3,006	5	0	0	6	0	0	0	0	0	5	0	0	16	129	
130	167	9	P	south	West	West Park	City Limits	1	1,312	0	0	0	6	0	3.5	0	0	0	5	0	0	14.5	130	
131	156	30	P	south	Ten Mile	50577 Ten Mile Road	50155 Ten Mile Road	1	1,007	0	7.5	0	0	0	0	2	0	3.5	0	0	0	13	131	
131	157	30	P	south	Ten Mile	50155 Ten Mile Road	200' west of Wixom	1	1,709	0	7.5	0	0	0	0	2	0	3.5	0	0	0	13	131	
133	100a	30	P	south	Ten Mile	Wixom	Fire Station 4 Parkland	4	143	0	7.5	0	0	0	0	2	0	0	0	0	0	9.5	133	
133	100b	30	P	south	Ten Mile	50155 TEN MILE RD		1	148	0	7.5	0	0	0	0	2	0	0	0	0	0	9.5	133	
133	100c	30	P	south	Ten Mile	50577 TEN MILE RD		1	148	0	7.5	0	0	0	0	2	0	0	0	0	0	9.5	133	
133	100d	30	P	south	Ten Mile	51395 TEN MILE RD	Napier	1	147	0	7.5	0	0	0	0	2	0	0	0	0	0	9.5	133	
137	166	4	P	north	West	Hudson	City Limits	1	354	0	0	0	6	0	0	0	0	0	0	0	0	6	137	
137	170	4	S	north	West	West Park	American Interiors	1	389	0	0	0	6	0	0	0	0	0	0	0	0	6	137	
Total Length in feet for all missing segments in the City as of 2019									199,925															

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

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

OVERALL SEGMENT RANK	TIER 2 CATEGORIES Criteria Points (only top 20 Tier 1 segments receive tier 2 points)										TOTALS										
	points available per category										TOTAL TIER 1 POINTS				TIER 1 RANKING						
	Segments with pathways or sidewalks on most of the opposite side of the street - <i>note that these segments may be critical for system connectivity & must be analyzed separately for connectivity</i> Segments which would require construction of a highway crossing or railroad crossing for completion																				
	Segment Item #	Section #	S = 6 ft. sidewalk P = 8 ft. pathway	Side of the Street	Location	From	To	# of Pieces in Segment	Segment Length (ft.)	Notes	EASE OF CONSTRUCTION (easy/hard)	RIGHT-OF-WAY AVAILABILITY (based on % available)	OTHER FUNDING SOURCES (based on % available)	SIDEWALK OR PATHWAY (road < 12,000 ADT & 35 mph < existing or planned with higher priority ranking)	PRIVATE DEVELOPMENT POTENTIAL	EVIDENCE OF EXTENSIVE PEDESTRIAN USE 0 = No Evidence; 10 = Worn Path					
1	80b	24	S	north	Ten Mile	Meadowbrook	Willowbrook Estates	1	198		8	13.5	0	0	8.0	0	29.5	127	1	8	13.5
2	81a	25	P	south	Ten Mile	Meadowbrook	Willowbrook	1	2,529		8	13.5	0	-20	8.0	10	19.5	111	2	8	13.5
3	18a	11	S	north	Twelve Mile	Twelve Oaks	Meadowbro	2	2,613		8	13.5	0	-20	8.0	0	9.5	97	6	8	13.5
4	81b	25	P	south	Ten Mile	Willowbrook	Haggerty	3	2,634		8	13.5	0	-20	8.0	10	19.5	106.5	3	8	13.5
5	90	26	P	south	Ten Mile	Maly Dental	Novi Ridge Apartments	1	2,122	23-24	0	4.5	0	-20	8.0	0	-7.5	76	15	0	4.5
6	38	16	S	east	Beck	Grand River	Eleven Mile	1	2,234	23-24	0	0	0	0	8.0	11	19	100.5	4	0	0
7	99a	29	P	south	Ten Mile	Wixom	400' E of Lynwood	2	2,739	23-24	8	4.5	0	-10	8.0	0	10.5	91.5	9	8	4.5
8	93b	27	S	north	Nine Mile	Plaisance	Taft	2	619	23-24	0	4.5	0	0	4.0	10	18.5	96.5	7	0	4.5
9	66	23	P	south	Grand River	Sixth Gate	Main Street	2	293	20-21	16	0	0	0	4.0	0	20	97.5	5	16	0
10	93a	27	S	north	Nine Mile	Novi Rd.	Plaisance	1	1,122	23-24	0	0	0	0	8.0	0	8	85	12	0	0
11	68	23	P	south	Grand River	Funeral Home	Meadowbro	1	457		16	13.5	0	-20	0.0	0	9.5	85.5	11	16	13.5
12	58a	21	S	east	Beck	Ashley	Cider Mill	1	1,228		0	0	0	-20	8.0	2	-10	64	20	0	0
13	58b	21	S	east	Beck	Cider Mill	Sierra	1	2,553		0	0	0	-10	8.0	1	-1	73	16	0	0
14	84a	25	S	east	Meadowbrook	Ten Mile	Chattman	1	2,323	23-24	8	18	0	-20	8.0	0	14	84	13	8	18
15	18b	11	S	north	Twelve Mile	Novi Rd.	Twelve Oaks	1	2,027		8	0	0	-20	8.0	1	-3	66	19	8	0
16	84b	25	S	east	Meadowbrook	Nine Mile	Chattman	1	2,380	23-24	8	18	0	-20	8.0	0	14	83	14	8	18
17	82b	25	S	west	Haggerty	Pavilion Ct Apartments	Nine Mile	1	539		0	0	0	-10	8.0	4	2	69	18	0	0
18	153	36	S	east	Haggerty	City limits	Taco Bell	1	501		8	13.5	0	0	8.0	0	29.5	96	8	8	13.5
19	72	23	P	north	Grand River	Town Center	Amstaff building	1	677		16	4.5	4.5	-20	0.0	2	7	70.5	17	16	4.5
20	121a	36	P	south	Nine Mile	Meadowbrook	Sunrise	1	2,899		0	0	0	-20	8.0	3	-9	54.5	22	0	0
21	64	22	S	east	Taft	Ten Mile	Eleven Mile	2	4,218	23-24	8	4.5	0	-20	4.0	4	0.5	61.5	21	8	4.5
22	21a	13	P	south	Twelve Mile	Meadowbrook	Energy Way	2	3,451		0	18	0	0	8.0	5	31	91.5	22	0	18
Total Length in feet									40,356												