

WALKABLE NOVI COMMITTEE October 15, 2015 at 6:00 p.m. Novi Civic Center Mayors Conference Room 45175 W. Ten Mile, Novi, MI 48375 (248) 347-0475

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

ROLL CALL

APPROVAL OF AGENDA

AUDIENCE PARTICIPATION

MATTERS FOR DISCUSSION

1. Discussion of draft report for Annual Non-Motorized Prioritization: 2015-16 Update

COMMUNICATIONS

STAFF REPORT

- 1. Planning Update
 - a. Updates on 2015 Master Plan for Landuse Update Process

ADJOURN

Future Meetings: December 17



MICHIGAN

City of Novi Annual Non-Motorized Prioritization

2015-16 Update

A Working Document for Capital Improvement Plan (CIP) Planning

Updated: October 15, 2015



Where quality of life is the way of life



Acknowledgements

Walkable Novi Committee

Council Members Andrew Mutch Gwen Markham

Planning Commission Environmental Committee Members Dave Baratta Robert Giacopetti Ted Zuchlewski

Parks, Recreation & Cultural Services Commission Members Doug Bauss Butch Wingfield

For More Information Contact Support Staff

Barbara McBeth, AICP, Deputy Community Development Director <u>bmcbeth@cityofnovi.org</u>

Sri Ravali Komaragiri, Community Development Planner skomaragiri@cityofnovi.org

Brian Coburn, Engineering Manager bcoburn@cityofnovi.org

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

City of Novi **Annual Non-Motorized Prioritization:** 2015-16 Update

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

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Process Overview

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

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

The Annual Non-Motorized Prioritization is updated each fall. Data is collected through the year and is current through September 1, 2015, with the exception of completed segments, as any segment under construction at that time was determined to be complete for planning purposes. As with previous updates, completed segments were identified, new segments were added and segment ranking was recalculated.



Sidewalk under construction in Town Center Area

On September 17, 2015, the Walkable Novi Committee approved the changes recommended by staff to the Tier 1 and 2 Categories and the list of segments after review and discussion. Refer to Table 3 for more details.

On October 15, 2015, the Walkable Novi Committee members present reviewed and approved the Annual Non-Motorized Prioritization: 2015-2016 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.

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

Since October 2006, over 11.4 miles of public pathways and sidewalks were constructed by the City of Novi and the State of Michigan and private developers completed about 13.9 miles of public pathways and sidewalks in the City.

In the 2014-15 year alone, the City of Novi installed over 14,913 feet of pathways, sidewalks and regional/recreational trails. The amount of developer installed pathways and sidewalks resulted in over 3,200 feet of additional pathways and sidewalks. A total of 13,896 feet (or just over 2.6 miles) of pathways and sidewalks were added to the City's non-motorized inventory.

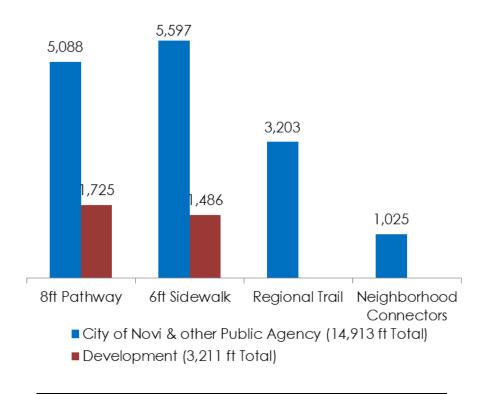
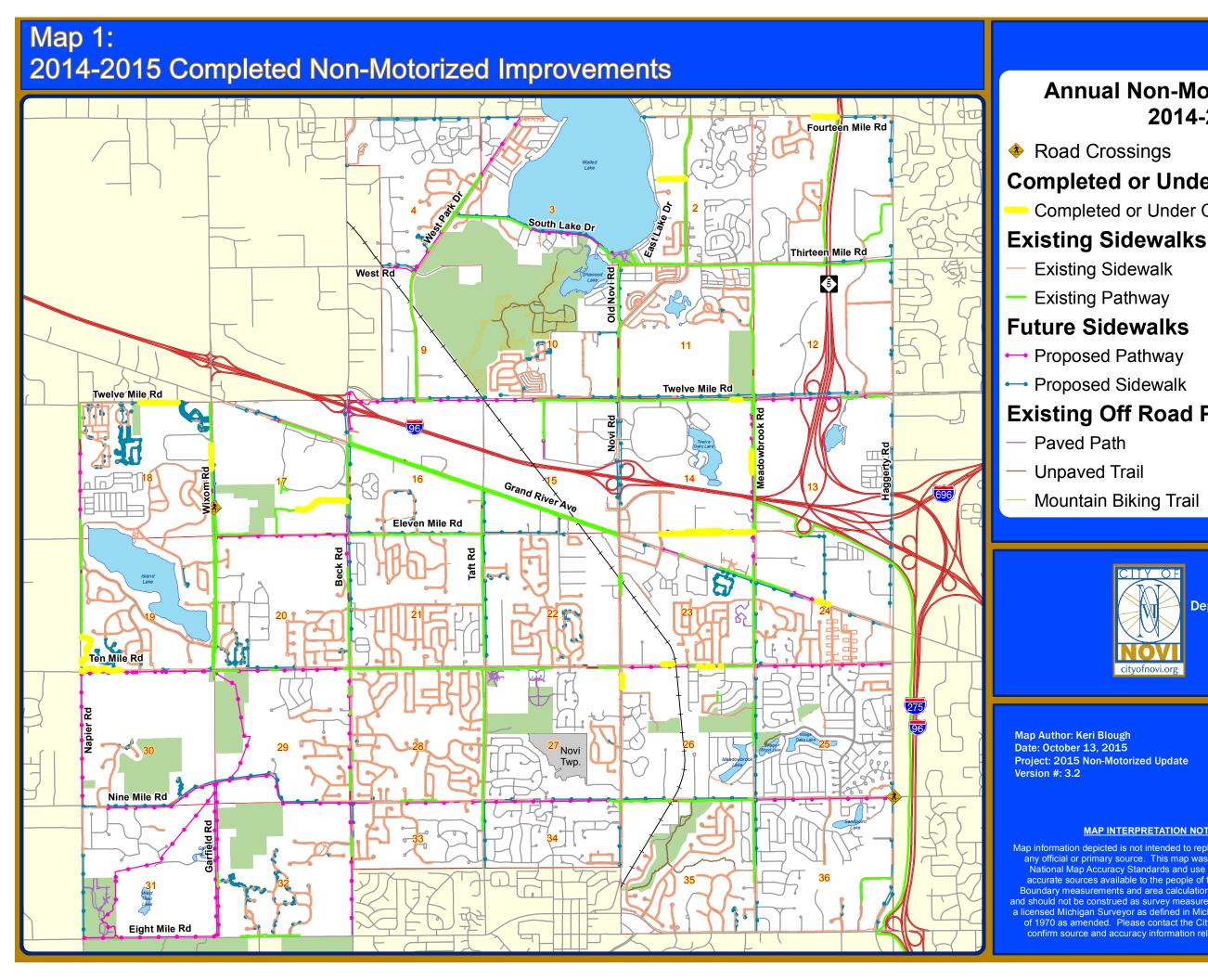


Figure 1: 2014-2015 Completed Non-Motorized Improvements (or under construction at time of report)



Annual Non-Motorized Prioritization: 2014-2015 Update

Completed or Under Construction Segments

Completed or Under Construction Segments

Existing Off Road Paths & Trails

City of Novi

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



ityofnovi.or

0 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 National Map Accuracy Standards and use the most r accurate sources available to the people of the City of Novi Boundary measurements and area calculations are nd should not be construed as survey measurer 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.



Segment Item #	Section #	Туре	Side of Street/ Other	Location	From	То	Segment Length (ft.)
109	32	Р	north	Eight Mile	Garfield	Beck	2,888
27	14	Р	north	Eleven Mile	Pinnacle	Town Center	1,500
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
129 (*)	1	S	south	Fourteen Mile	Haverhill Farms	Maples of Novi	600
1b (*)	1	S	south	Fourteen Mile	M-5	Haverhill Farm	867
10	4	S	east	Beck	K & S Plaza	City Limits	230
62	22	S	north	Ten Mile	Eaton Center	Churchill Crossing	400
5016	28	С			Beck & White Pin	es/Cheltenham	
4013 (*)	17	RT	RT	Medilodge Providence	Medilodge	Beck	3,203
4036	2	NBD		Hickory Woods	Novi Road	East Lake	1,025
2014-15 C	ity of Novi T	otal					14,9
43	18	Р	west	Wixom	Catholic Central	Island Lake	800
29	14	Р	south	Twelve Mile	west of Meadowbrook	Meadowbrook	400
45 Part	18	S	south	Twelve Mile	City limits	hits Helfer Drive (Wixom)	
19 Part	12	S	north	Twelve Mile	Meadowbrook	Cabot	170
30 Part	14	Р	west	Meadowbrook	Twelve Mile	Bridge	525

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

(*) These segments have been funded and approved for construction. Construction will start early next year.



Town Center Drive Reconstruction with Bike Lanes



Sidewalk along Meadowbrook between Eleven Mile and Grand Rive Avenue



Pedestrian improvements around Novi Dog Park



Pedestrian improvements around Novi Dog Park

City of Nov Segment Item #	Section	Туре	Side of Street/	Location	From	То	Segment Length (ft.)
			Other	Thirds on Mile	Currate in a		
16	11	P	south	Thirteen Mile	Sunshine	Holmes	275
12 part	9	S	north	Twelve Mile	West Park	Liberty Park	335
24	13	S	east	Meadowbrook	Bridge	Eleven Mile	700
73	24	S	east	Meadowbrook Eleven Mile Grand River		Meadowbrook	600
4342	13	RT	regional	Meadowbrook	Twelve Mile	Business Park	2,240
4349	13	RT	regional	Meadowbrook	Metro trail	Meadowbrook Park	1,560
4350	13	RT	regional	Meadowbrook	Meado	owbrook Park frontage	800
5154	0	С		Nine & Haggerty		NW to NE	
5054	3			Wixom & Glenwood or Deerfield	mid-block crossing and		
89	26	Р	east	Novi Rd	Ten Mile	Ice Arena	500
145	23	S	north	Ten Mile	Supplier Investment Co	RR	220
					201	3-14 City of Novi Total	7,230
92	27	S	west	Novi Rd.	Ten Mile	Nine Mile	2,135
36	16	Р	west	Taft	Eleven Mile	Andes	495
144	23	Р	west	Meadowbrook	Grand River	Cherry Hill	700
145 part	23	S	north	Ten Mile	Catherine Ind. Park	RR	705
4019	25	RT	regional	Brookfarm Park	Ripple Creek	Village Oaks Elem	633
5007	24	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
					201	2-13 City of Novi Total	4,668
145b	23	S	north	Ten Mile	RR	Brookhaven	225
65	23	Р	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

City of Nov Segment Item #	Section #	Туре	Side of Street/ Other	Location	From	То	Segment Length (ft.)
83	25	S	north	Nine Mile	Meadowbrook	Haggerty	3,800
15	11	S	south	Thirteen Mile	Novi Rd.	Old Novi Rd.	350
146	11	С	west	Old Novi	South Lake	crossing	crossing
					20	010-11 City of Novi Total	4,150
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
					20	009-10 City of Novi Total	6,722
59	22	Р	south	Eleven Mile	Taft	Cedar Spring Estates	1,300
125	15	S	west	Clark	Eleven Mile	Grand River	205
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	Р	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	Р	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 part	20, 29	Р	all	Ten & Beck legs			910
					20	008-09 City of Novi Total	8,131
57	21	S	north	Ten Mile	Roma ridge	Homestead	770
85	26	Р	west	Meadowbrook	Ten Mile	Mallot	1,050
86	26	Р	west	Meadowbrook	Chattman	Nine Mile	2,025
94	28	S	north	Nine Mile	Taft	Beck	640
117	35	Р	west	Meadowbrook	Mission Pines	Mirabella Estates	450
118	35	Р	west	Meadowbrook	Mirabella Estates	Eight Mile	480
					20	007-08 City of Novi Total	5,415
42	17	S	north	Eleven Mile	Novi Middle School	Beck	3,700
56	21	Р	south	Eleven Mile	Beck	Taft	1,700

¹ Segments completed by the City of Novi only, not including developer completed segments Legend S= 6 ft. sidewalk P= 8 ft. pathway C=crossing RT=regional/recreational trail

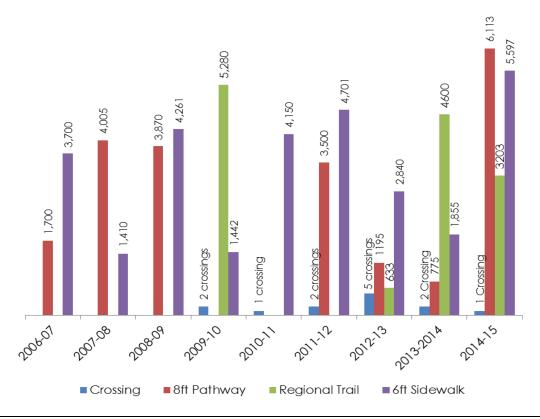
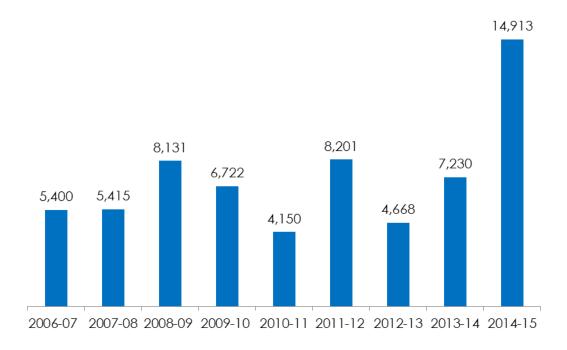
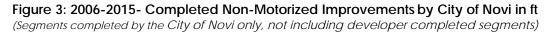


Figure 2: 2006 – 2015- Completed Non-Motorized Improvements by City of Novi by Type in ft (Segments completed by the City of Novi only, not including developer completed segments)





2015-16 Top 20 Priority Pathway and Sidewalk Segments

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

The segments are ranked by their Tier 1 points and the top 20 priority segments are then reviewed against a second set of Tier 2 criteria and assigned points based on <u>financial considerations</u>. 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, 121B, 121C and 82B is deferred until development due to constraints beyond City control. Because of which, segments ranking 21 through 25 are moved up to list of Top 20 Priority segments. Please refer to Table 4A and 4B for further details.

Please refer to the Pathway and Sidewalk Prioritization Analysis and Process approved by the City Council at its November 13, 2006 meeting for analysis and process details. 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. Table 3 shows the list of Tier 1 and Tier 2 categories and the new changes that are made. Staff also identified segments longer than a half a mile and broken them down into multiple segments of reasonable lengths for workable prioritization. On September 17, 2015, the Walkable Novi Committee approved the changes recommended by staff after review and discussion. The Criteria for points per Category for Tier 1 and Tier 2 rankings and the corresponding revisions are listed in detail in Table 3.

For 2015-16, the top 20 priority segments result in over 6.25 miles of proposed pathways and sidewalks. Fourteen of the segments are included in the 2015-16 Capital Improvement Plan (CIP) in the CIP projected or forecast to be constructed by 2021.



Pedestrian Sidewalks in Novi

Annual Non-Motorized Prioritization: 2015-2016 Update

	New Categ	lory				Revisions proposed			
	ole 3: Revisions to Tie			-					
assi rant	gned points based ked by the Tier 1 po	on the segm	ent's p	otential serv	ice benefit	reviewed against a set of Tier 1 criteria & s to the citizens of the City, the segments are pints are assigned Tier 2 points			
TIER	1 CATEGORIES					STAFF NOTES			
1	BICYCLE & PED. Ad (intersection accir pathway connect 5 = 1 accident; 10 20 = 4 or more ac	dents only ind tion is missing) = 2 accider	j, 1/98 t	No Change					
	TRAFFIC SAFETY								
2	TRAFFIC COUNTS (ADT) 2010 Non-M MP 0 = <10K ADT	lotorized	< 30 r 35-40	FIC SPEED mph = x 1 mph= x 1.2 mph = x 1.5		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			
	ACCESS TO SCHO	OLS				All three categories are grouped into on to simplify and avoid double counts.			
3	(# elem & intermediate schools w/in 1 mile) 4.5 = 1 school 9 = 2+ schools	(# middle high schoo w/in 2 miles 4.5 = 1 sch 9 = 2+ scho	ls s) ool	(# private so over 100 stu 2 miles) 4.5 = 1 scho 9 = 2+ scho	dents w/in ool	Final rating would be based on number of schools with the same criteria. i.e. # elem & intermediate schools w/in 1 mile and so on) 4.5 = 1 school 9 = 2+ schools			
4	ACCESS TO PARKS (# w/in 1 mile) 4 = 1 park; 8 = 2+					No Change			
5	ACCESS TO HOTEL # shopping areas 3.5 = 1 Hotel; 7 =	w/in 1 mile)				This category was added based on the last meeting discussions. A map is attached that shows the current hotels in Novi			
6	ACCESS TO SHOPP (# shopping area 3.5 = 1 shopping	s w/in 1 mile)		ing areas		No Change			
TIER	1 CATEGORIES (Co	ntd.)				STAFF NOTES			
	ACCESS TO LIBRAI (connected conti 9 = connected to	nuously by si	dewalk	< or pathwa y	/)	This category is removed			
7	ACCESS TO PUBLIC (civic center, poli 3.5 = 1 places of p service	ce station, fir			This category is removed				
8	ACCESS TO PLACE (# places of worsh 3.5 = 1 places of v	nip w/in 1 mil	e)	es of worship)	No Change			
9	CONNECTED TO N SYSTEM 3.5 = connected t 7 = connected to	o neighborin	ng sidev	walk system	NAL TRAIL	No Change. Added Metro Connector to the list			

10	POPULATION SERVED 0 = low density; 8 = medium der	nsity; 16 = high density	No Change			
11	SEGMENT COMPLETION 3.5 = 1/2 to 1 mile; 7 = over 1 mil	e	Segments ½ mile to 1 mile long are broken down to smaller lengths. The attached spreadsheets lists the new segment numbers			
12	CONSIDERABLE PUBLIC INTEREST 5 = top 15 survey responses, res documented segments request agencies		Rating decreased from 10 to 5			
13	NON-MOTORIZED MASTER PLAN 20 = initial investment 15 = major corridor NOVI WIXOM TRANS STUDY (Recommended Timeframe) 15 = 2012-2016 10 = 2017-2020 5 = 2021-2024 Greater of either No Mo or Novi	Wixom Trans Study	Remove Novi Wixom Study from Categories list as it involves a subsection of the study, does not apply to the entire City.			
	2 CATEGORIES y top 20 Tier 1 segments receive ti	ier 2 points)	STAFF NOTES			
1	EASE OF CONSTRUCTION (easy/f 0 = hard; 8 = medium hard; 16 =		No Change			
2	RIGHT-OF-WAY AVAILABILITY (based on % available) 0 = 0%; 4.5 = 25%; 9 = 50%; 13.5 =	- 75%; 18 = 100%	No Change			
3	OTHER FUNDING SOURCES (based on % available) 0 = 0%; 4.5 = 25%; 9 = 50%; 18 = 8	30%+	No Change			
4	OPPOSITE SIDE SIDEWALK OR PA (road < 12,000 ADT & 35 mph < 0 higher priority ranking) -20 = complete section link ; -10	existing or planned with	No Change			
5	PRIVATE DEVELOPMENT POTENTIAL (Negative Points) 0 = little potential -2 = partial potential within 10 years -4 = dev potential within 10 years -8 = SP submitted -16 = dev under construction	NEW RATINGS (Positive Points) 8 = little potential 4 = partial potential within 10 years 2 = dev potential within 10 years 0 = SP submitted	The ratings have been considerably revised			
6	EVIDENCE OF EXTENSIVE PEDEST 0 = No Evidence 10 = Worn Path	RIAN USE	This a new category added based on previous discussions. Engineering will be providing more information			

Annual Non-Motorized Prioritization: 2015-2016 Update

2015	able 4A: 2015-16 Top 20 Priority Pathway and Sidewalk Segments excluding deferred segments City of Novi										
Overall Segment Rank	Segment Item #	Section #	Type	Side of Street	Location	From	То	# of Pieces in Segment	Segment Length (ft.) excluding Developer Planned & Completed Pieces	Notes	
1	9A	4	S	south	Pontiac Trail	Beck	Wedgewood	1	2,440	16-17 & 17-18 CIP	
2	81B		Ρ	south	Ten Mile	Willowbrook	Haggerty	1	2,750	17-18 & 19/20 CIP	
3	81A	25	Ρ	south	Ten Mile	Meadowbrook	Willowbrook	1	2,530	17-18 & 19/20 CIP	
4	9B	4	S	south	Pontiac Trail	Wedgewood	West Park	2	2,560	16-17 & 17-18 CIP	
6	120a	36	S	west	Haggerty	Eight Mile	N of Orchard Hill	2	1,390		
7	39	17	Ρ	west	Beck	Eleven Mile	Providence	1	1,100	17-18 CIP	
8	93B	27	S	north	Nine Mile	Plaissance	Taft	2	650		
10	119c	36	S	east	Meadowbrook	Eight Mile	N of Llewelyn	1	1,200	18-19 CIP	
10	90	26	Ρ	south	Ten Mile	Novi Rd.	Chipmunk	1	2,400	18-19 CIP	
12	84B	25	S	east	Meadowbrook	Nine Mile	Chattman	1	2,050	19-20 CIP	
13	119b	36	S	east	Meadowbrook	Singh Blvd	N of Llewelyn	1	1,300	18-19 CIP	
14	93A	27	S	north	Nine Mile	Novi Rd.	Plaissance	1	2,650		
15	70	23	Ρ	west	Meadowbrook	Eleven Mile	Gateway Village	3	900		
16	99A	29	Ρ	south	Ten Mile	Wixom	400' E of	1	2,900	17-18 CIP	
19	5	2	S	south	Fourteen Mile	Beechwalk Apartments	East Lake	1	600	19-20 CIP	
20	119A	36	S	east	Meadowbrook	Nine Mile	Singh Blvd	1	1,300	18-19 CIP	
21	84A	25	S	east	Meadowbrook	Ten Mile	Chattman	1	2,350	19-20 CIP	
22	99B	29	Ρ	south	Ten Mile	400' E of Lynwood	Beck	1	1,100	17-18 CIP	
23	120b	36	S	west	Haggerty	Orchard Hill	High Pointe	1	375		
24	120c	36	S	west	Haggerty	High Pointe	Nine Mile	1	600		

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

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

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

Short Segments (400 ft. or less

Scheduled Segment

2015	Table 4B: 2015-16 Selected Priority Pathway and Sidewalk Segments: deferred until construction City of Novi										
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	Notes	
5	80B	24	S	north	Ten Mile	Meadowbrook	Willowbrook Estates	1	189		
9	82B	25	S	west	Haggerty	Pavilion Ct Apartments	Nine Mile	1	492		
17	121A	36	Р	south	Nine Mile	Meadowbrook	Sunrise	1	2,900		
17	121B	36	Ρ	south	Nine Mile	Sunrise	Haggerty	1	2,380		
									5,961		

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

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

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



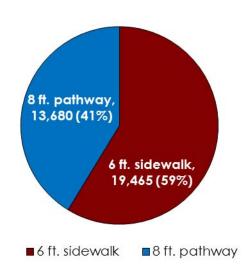
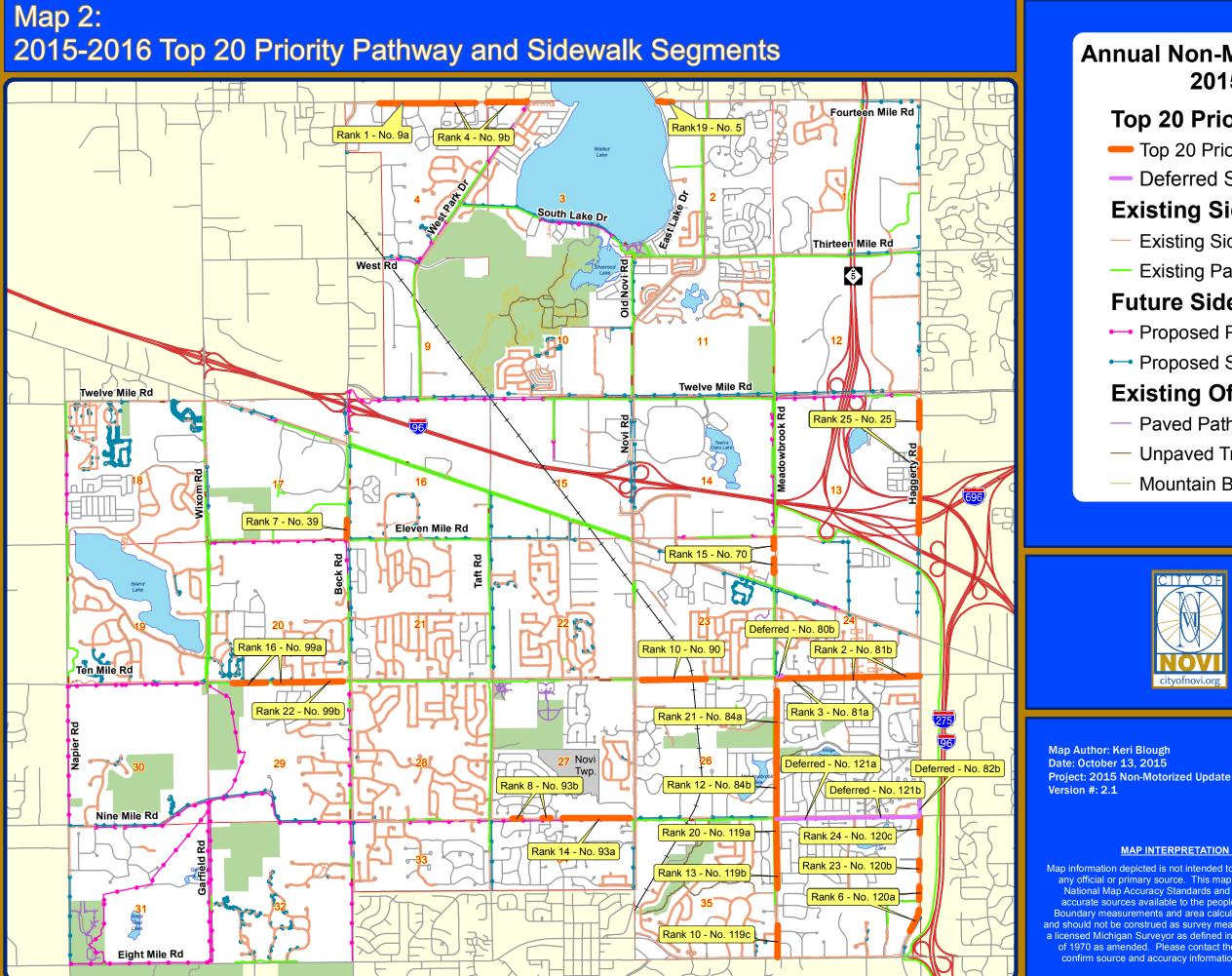


Figure 4: Total Length of 2015-2016 Priority segments per Sidewalks and Pathways (Segments to be completed by the City of Novi only)



Annual Non-Motorized Prioritization: 2015-2016 Update

Top 20 Priority Segments

Top 20 Priority Segments **Deferred Segments**

Existing Sidewalks

Existing Sidewalk

Existing Pathway

Future Sidewalks

- Proposed Pathway

--- Proposed Sidewalk

Existing Off Road Paths & Trails

— Paved Path

CITY 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

tityofnovi.org

0 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 National Map Accuracy Standards and use the most i accurate sources available to the people of the City of Boundary measurements and area calculations a be construed as survey measure licensed Michigan Surveyor as defined in Michigan Pub of 1970 as amended. Please contact the City GIS Manager to confirm source and accuracy information related to this map.



MAPS:

2015-2016 Top 20 Priority Pathway and Sidewalk Segments (excluding deferred segments)

To be Updated

Non-Motorized Plan 2015-2016 Update

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

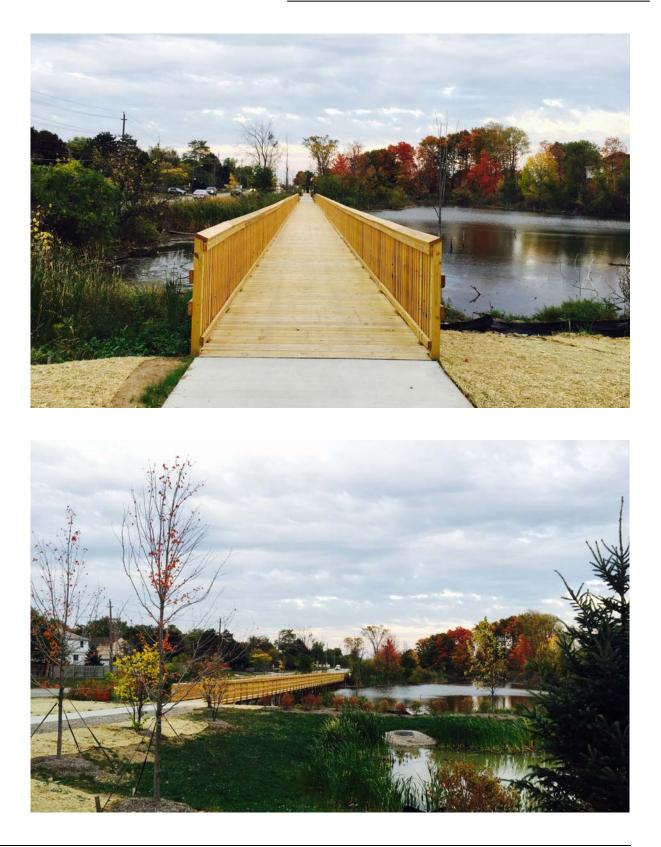
In 2011, in an effort to further expedite the non-motorized planning efforts, the City Council contracted with the Greenway Collaborative to produce a comprehensive Non-Motorized Master Plan to expand on the Pathway and Sidewalk Prioritization Analysis and Plan. The Non-Motorized Master Plan provides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

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

- Map 3: Non-Motorized Plan 2015-2016 Update
- Table 6: Proposed Off-Road Recreational Pathways and On-Road Regional Pathways
- Table 7: Proposed Crossings
- Table 8: Proposed Neighborhood Connector Routes
- Table 9A: Proposed Adjacent to Major Roads Pathway and Sidewalk Segments Tier 1 Category Rankings
- Table 9B: Proposed Adjacent to Major Roads Pathway and Sidewalk Segments- Tier 2 Category Rankings



Pre-fabricated Bridge along Eleven Mile Pathway between Bridge Street and Grand River Avenue



Completed Boardwalk along Ten Mile Road Protecting the Wetlands

Table 5: Summary of the Total Non-Motorized Improvements as of 2015 City of Novi										
Туре	# of Segments/ Crossings	Length (mi.)	Length (ft.)	Scheduled for 2014-15 year	Scheduled for a future CIP Year					
Off-Road Recreational Pathways	58	22	116103	5	4					
On- Road Recreational Pathways	9	3	17,916	0	2					
Dirt Trails to be Paved	7	2.4	12,806	0	0					
Crossings	65			7	2					
Neighborhood Connector Routes	82	37.9	200,318							
Pathways And Sidewalks Adjacent To Major Roads	110	45.6	241,111	Update-Te	xt in Red					

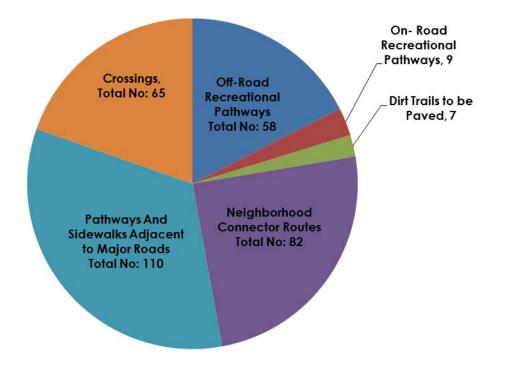


Figure 5: Summary of the Total Non-Motorized Improvements as of 2015 by count

Table Propos City of	sed O		ad Recreatio	nal Pathways and C	On-Road Regional Pathw	vays					
Segment Item #	Section #	No Mo Phase	Туре	Location	From / To	Length (ft.)	Width (ft)	Surface	Classification	CIP Budget Year or Scheduled Segment	Notes
Off-Ro	ad Ira	ails &					1	1			
4003	31	2	Planned Regional	ITC Corridor	ITC Sports Center Park to Nine Mile	8,153	10	А	R	14-15 CIP	Greenway Phase 1A
4013	17	2	Planned Regional	Medilodge Providence	Medilodge to Beck	3,203	10	А	R	14-15 CIP	
4036	2	1	Planned Paved	Hickory Woods	Novi to East Lake	1,025	10	А	L	14-15 CIP	NC-1
4064	31	2	Planned Regional	ITC Sports Center Park	ITC to Eight Mile	3,259	10	А	R	14-15 CIP	
4014	17	3	Planned Paved	Wildlife Woods Park	ITC to Wixom	3,393	10	А	Ρ	14-15 CIP	Applied for MNRTF grant
4003	31	2	Planned Regional	ITC Corridor	ITC Sports Center Park to Nine Mile	8,153	10	А	R	15-16 CIP	Greenway Phase 1A
4077	23	1	Planned Paved	Main St path	Capitol to Cherry Hill	779	10	А	Ρ	15-16 CIP	NC-4
4296	27	0	Planned Paved	Civic Center	Ten Mile to Novi Way	420	5	С	Ρ	16-17 CIP	was seg 127A
4002	30	2	Planned Regional	Undeveloped Park/ITC Corridor	Nine to Ten Mile	3,647	10	А	R	18-19 CIP	Greenway Phase 1B
4295	27	0	Planned Paved	Civic Center/ Power Park	Novi Way to play ground	676	5	С	Ρ		was seg 127B
4030	26	1	Planned Paved	Orchard Hills West	Mallot to Chattman	860	10	А	L		NC-3
4010	3	2	Planned Regional	Lakeshore Park	Parking lot to 12 1/2	3,513	10	А	L		
4011	3	2	Planned Regional	Lakeshore Park	West Park to parking lot	5,759	10	А	R		
4012	15	2	Planned Paved	1-96	RR to Meadowbrook	9,677	10	А	L		
4020	25	2	Planned Paved	Village Wood Lake	Meadowbrook to Village Wood	1,147	10	А	L		
4022	27	2	Planned Paved	Power Park	Taft to existing path	1,772	10	А	Ρ		
4023	27	2	Planned Paved	Power Park	Jonathan to park path	1,079	10	А	Ρ		
4028	17	2	Planned Paved	Beck to ITC	ITC to Cheltenham	1,878	10	А	L		
4037	26	2	Planned Paved	Orchard Hills West	Meadowbrook to Balcombe	1,804	10	А	L		
4039	26	2	Planned Paved	Novi Ridge Orchard Hills	Balcombe to RR	1,068	10	А	L		

Legend No Mo Phase=: Former Top 20=0, Initial=1, Major Corridor=2, Neighborhood Connector=3 Surface: C=concrete, A=asphalt, D=dirt Classification: L=local, R=regional, P=park

Scheduled Segment

Annual Non-Motorized Prioritization: 2015-2016 Update

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

Legend

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

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

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



Scheduled Segment

Table Propos City of	sed O	ff-Roa	ad Recreation	nal Pathways and O	n-Road Regional Path	ways					
Segment Item #	Section #	No Mo Phase	Туре	Location	From / To	Length (ft.)	Width (ft)	Surface	Classification	CIP Budget Year or Scheduled Segment	Notes
4038	27	3	Planned Paved	Arrowon Pines	Algonquin to Mystic Forest	135	10	А	L		
4041	26	3	Planned Paved	Orchard Hill	Tammera to Aspen	578	10	А	L		
4042	25	3	Planned Paved	Willowbrook	Le Bost to Park	324	10	А	L		
4044	36	3	Planned Paved	Haverhill Maples	Collingdale to Kingsley	2,807	10	А	L		
4045	19	3	Planned Paved	Knightsbridge Old Dutch	Victoria to Island Lake	2,832	10	А	L		
4046	22	3	Planned Paved	Churchill to Clark	Clark to Thatcher	147	10	А	L		
4047	15	3	Planned Paved	CSX	under 96	403	10	А	L		
4048	15	3	Planned Paved	1-96	Taft to RR	2,065	10	А	L		
4051	11	3	Planned Paved	Tollgate Woods	Steinbeck to west	164	10	А	L		
4052	11	3	Planned Paved	Tollgate Woods to Vista	Steinbeck to Sandstone	646	10	А	L		
4053	21	3	Planned Paved	Walden Simmons Orchard	Arcadia to Cidermill	1,137	10	А	L		
4054	22	3	Planned Paved	Legacy Park	10 Mile to Laurel	2,766	10	А	L		
4055	22	3	Planned Paved	Churchill to Novi Rd	Thatcher to Novi	1,624	10	А	L		
4063	16	3	Planned Paved	Taft Rd	GR to 96	1,373	10	А	L		
4116	4	3	Planned Regional	Portsmouth	Pontiac Trail to Spring Lake	1,198	8	А	R		
4198	30	3	Planned Paved	Singh Trail	10 to 9 mile	10,10 6	10	А	L		
Planne	ed On	-Roa	d Regional	Off-Ro	ad Trails & Paths Total	116,103	}				
4340	12	2	On-Road Regional	Thirteen Mile S. side	M-5 to Meadowbrook	2,817	10	А	R	19-20 CIP	Metro Connector Phase 2
4341	11	3	On-Road Regional	Meadowbrook E. side	12 to 13 Mile	5,117	10	А	R	19-20 CIP	Metro Connector Phase 2
4345	9	3	On-Road Regional	West Park W. side	West to 12 Mile	4,982	10	А	R		

Legend No Mo Phase=: Former Top 20=0, Initial=1, Major Corridor=2, Neighborhood Connector=3 Surface: C=concrete, A=asphalt, D=dirt Classification: L=local, R=regional, P=park

Scheduled Segment

Annual Non-Motorized Prioritization: 2015-2016 Update

Table Propos City of	sed O		ad Recreatio	nal Pathways and C	Dn-Road Regional Pathv	vays		-			
Segment Item #	Section #	No Mo Phase	Туре	Location	From / To	Length (ft.)	Width (ft)	Surface	Classification	CIP Budget Year or Scheduled Segment	Notes
4348	16	3	On-Road Regional	Beck E. side	GR north 250 ft	250	10	А	R		
4343	17	3	On-Road Regional	Eleven Mile N. side	ITC to Wixom	2,550	10	А	R		
4346	17	3	On-Road Regional	Beck E. side	Providence to Grand River	2,200	10	А	R		
4344	19	3	On-Road Regional	Wixom W. side	590 ft N. of Ten Mile to Eleven Mile	4,752	10	А	R		
4351	19	3	On-Road Regional	Wixom W. side	Ten Mile 590 ft north	590	10	А	R		was seg 48
4347	9, 16	3	On-Road Regional	Beck E. side & 12 Mile S. side	Bank, I-96, West Park	4,488	10	А	R		was seg 151 & 161
				Planned C	n-Road Regional Total	17,916					
Dirt Tra	ails to	be Pa	aved								
4297	27	2	Dirt to be paved	Power Park		1,185	10	А	Ρ		
4298	27	2	Dirt to be paved	Power Park		853	10	А	Ρ		
4299	35	3	Dirt to be paved	Rotary Park		3,294	10	А	Ρ		
4300	35	3	Dirt to be paved	Chase Farms		596	10	А	Ρ		
4301	35	3	Dirt to be paved	Rotary Park		2,577	10	А	Ρ		
4302	35	3	Dirt to be paved	Chase Farms		2,831	10	А	Ρ		
4303	35	3	Dirt to be paved								

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

Crossing Item #	No Mo Phase			
5		Proposed	Location	Notes Should be incorporated into Metro
5130	0	ramps crosswalks	Thirteen Mile & M- 5	Connector Phase 2 Design 15-16 CIP, Const 16-17 CIP
5131	0	ramps crosswalks	Twelve Mile & Haggerty	NW to NE, NW to SW & SW to SE previously identified in PSPAP
5132	0	ramps crosswalks	Beck & Eleven Mile	NW to NE & NE to SE previously identified in PSPAP with ADA
5133	0	ramps crosswalks	Wixom & Eleven Mile	CIP 18-19
5142	0	ramps crosswalks	Ten Mile & Churchill	NW to SW & NE to SE previously identified in PSPAP with ADA
5154	0	ramps crosswalks	Nine & Haggerty	NW to NE, 13-14 CIP
5009	1	ramps crosswalks	Haggerty & Villagewood	with road project or neighborhood connector route seg 9049
5024	1	crosswalk & signals	Twelve Mile & Donelson	CIP 17-18
5026	1	crosswalk & signals	Twelve Mile & Caboret	CIP 17-18
5038	1	ramps signage & crosswalk/mid- block crossing	Pontiac Trail & Geisler Middle School	CIP 15-16
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 wit Commerce
5061	1	crosswalk & signals	Haggerty & JR	NW to NE with seg 25
5064	1	ramps crosswalk	Twelve Mile & Meadowbrook south	SW-NW w/path seg 30 or 29
5001	2	mid-block	Novi & Algonquin	signage, ramps and crosswalk with neighborhood connector route seg 9067 mid block crossing with road project
5012	2	mid-block	Meadowbrook north of Chattman	with local off road path seg 3020 & 3037
5016	2	mid-block	Beck & White Pines/Cheltenham	Under construction (2015), anticipated completion by 2016
5027	2	mid-block	Eleven Mile & ITC path	signage, ramps and crosswalk with foot trail seg 3004 mid block crossing with roa project
5029	2	ramps signs	Nine Mile & ITC path	Should be incorporated into Greenway Phase 1A Design 13-14 CIP, Construct 15 16 CIP
5030	2	ramps signs	Garfield & ITC path	Should be incorporated into Greenway Phase 1A Design 13-14 CIP, Construct 15 16 CIP
5033	2	ramps cross signs	Meadowbrook & Bridge St	with regional trail seg 123 sched 12-13
5039	2	bike cossing signs	Twelve Mile & West Park	with regional trail seg 122d

Crossing Item #	No Mo Phase	Proposed	Location	Notes
5048	2	mid-block	Taft & White Pines	signage, ramps and crosswalk with neighborhood connector route seg 9006 mid block crossing with road project
5056	2	NW to SW & NE to SE	West Park & West	NW- SW w/regional seg 3049 NE-SE w/path seg 8
5065	2	ramps crosswalks	Twelve Mile & Meadowbrook north	SW-SE w/ seg 21 or 22 SE-NE w/seg 19
5002	3	mid-block	Nine Mile west of Center	signage, ramps and crosswalk with neighborhood connector route seg 9128 mid block crossing with road project
5003	3	mid-block	Nine Mile & Ennishore	signage, ramps and crosswalk with local path seg 3034 or neighborhood connector route seg 9058 mid block crossing with road project
5004	3	mid-block	Nine Mile & Heatherbrae	signage, ramps and crosswalk with neighborhood connector route 9043 mid block crossing with road project
5005	3	mid-block	Ten Mile west of Ripple Creek	with neighborhood connector route seg 9124
5006	3	mid-block	Ten Mile & Hampton Hill	with neighborhood connector route seg 9007 & 9070
5008	3	crosswalk & signs	Thirteen & Plateau	with neighborhood connector route 9052
5010	3	mid-block	Meadowbrook & Marks	signage, ramps and crosswalk and crosswalk with neighborhood connector route seg 9043 or 9103 mid block crossing with road project
5011	3	mid-block	Novi & Galway	with neighborhood connector route seg 9071
5013	3	ramps signs	Nine Mile & Singh	with foot trail seg 3001
5015	3	mid-block	Wixom & Delmont	with neighborhood connector route seg 9016
5017	3	mid-block	Taft & Galway	signage, ramps and crosswalk with neighborhood connector route seg 9046 mid block crossing with road project
5018	3	mid-block	Taft & Addington	signage, ramps and crosswalk with local off-road path seg 3022 mid block crossing with road project
5019	3	mid-block	Taft & Novi Woods	signage, ramps and crosswalk with off- road path 4017 mid block crossing with road project
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 &	with local off road trail seg 3025

Crossing Item #	No Mo Phase			
	NO MO I Hase	Proposed	Location	Notes
			Twelve Oaks	
5028	3	mid-block	Ten Mile & ITC path	with foot trail seg 3004
5031	3	mid-block crossing	Twelve Mile & ITC path	with regional trail segment 3006
5032	3	mid-block crossing	Grand River & ITC path	with regional trail segment 3006
5036	3	ramps crosswalk	Eleven Mile & Arcadia	with neighborhood connector route seg 9053
5037	3	mid-block	Taft & Jacob/Taft Knolls	FY 15-16
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
5044	3	ramps cross signal	Novi at Post Office	with local off road path seg 3055
5045	3	mid-block	Taft north of Byrne	with road project
5046	3	mid-block	Nine Mile west of Connemara	with road project
5047	3	mid-block	Taft & Dunbarton	with road project
5050	3	mid-block	Ten Mile & Bramblewood	with road project
5051	3	mid-block	Ten Mile & Linwood	with road project
5052	3	mid-block	Nine Mile & Autum Park	with road project
5053	3	mid-block	Beck north of Stratford	with road project
5054	3	mid-block or signals	Wixom & Glenwood or Deerfield	New traffic signal & non-motorized mid- block crossing, 13-14 CIP
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

65

TOTAL PLANNED CROSSING IMPROVEMENTS

Segment Item #	No Mo Master Plan Priority	Location	From/To	Length (ft.)	Notes
9067	0	Algonquin Little Falls	Little Rapids west	2,521	
9060	0	Bristol	West Park to Pennington	1,713	
9113	0	Caberet	Twelve Mile to Fountainwalk	2,427	
9047	0	Chellenham	Novi west	2,120	
9112	0	Dixon	Twelve Mile to 12 1/2 Mile	2,688	
9071	0	Galway	Center to Novi	2,715	
9069	0	High Meadow	Greening to Jonathan	1,017	
9008	0	Jonathan	High Meadow to west end	297	
9079	0	New Ct	East Lake to school	296	CIP 14-1
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 9034	0	White Pine Addington	Beck to Moorgate Taft to Devonshire	3,488 602	
9019	1	Addington Jaslyn	Westmont 10 to Devonshire	2,917	
9123	1	Bethany Cherry Hill	Brenda to Highlands	5,984	
9123			MaudeLea to Brenda		
	1	Bethany Ripple Creek		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	
9043 9054	1	Kerri_Sullivan	west end to Christine	1,012	
9072	1	Moorsgate	White Pine to Thornton School	713	
9027	1	Potomic	Main to Congress	1,025	
9020	1	RiverviewSimmons	Ten Mile to Cidermill	3,596	
9126	1	SealyJosephBrenda	Eleven Mile to Bethany	4,604	
9041	1	Seely_Old11	Eleven Mile to 275 trail	713	
9056	1	ThatcherCavendish	Sussex link to 10 Mile	2,631	
9090	2	Eleven Mile	verizon access to Town Center	1,860	
9125	2	Eleven Mile	Meadowbrook to Sealey	2,726	
9053	2	Arcadia	Eleven Mile to end	1,569	
9134	2	Arcadia	Cordoba to west end	1,675	
9119	2	Bristol	West Park west part off road	3,060	

Table 8: **Proposed Neighborhood Connector Routes** City of Novi No Mo Master Segment Plan Length Priority Item # Location From/To (ft.) Notes 9012 Brownstone Meadowbrook to Hemingway 1,105 2 9058 Reindeer to 9 Mile 1,436 2 Chase 9026 2 Cresentwood Drakes Bay Glenwood ReyesPoint loop 16,523 9001 2 Eleven Mile Meadowbrook to Verizon access 1,880 2 9042 Ennishore Balcombe Nine Mile to Chattman 2,699 9044 2 Fawn ReinDeer Meadowbrook to Nine Mile 1,867 2 9111 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 3,983 9128 2 NorthHill Midway Danbarton to Galway 2 9011 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 Borchart to Orchard Park cut 940 Silvery 2 9010 Steinbeck Crane to Burroughs 1,418 9098 2 Thatcher at eyebrow 179 2 899 9143 Thatcher Clark link to Novi link 9101 Eleven Mile to Potomic 1,417 2 Town Center Main 9122 2 **Twelve Oaks** East loop 4,093 9133 2 Waverly Independence Novi to Chateau link 581 3 12 1/2 Mile 2,696 9121 Δll 9013 3 12 Mile Grand River to Napier 4,616 9107 3 AlbertKnightsbridge Twelve Mile Island Lake link 2,416 3 4,051 9051 AmyLadeneSavoie Orchard Hill link to Meridian 3 2,885 9014 **ApplebrookeRoberts** Deer Run to Nine Mile Beck to ITC connector 9018 3 CiderMill Sandpiper 2,688 9110 3 Deer Run Garfield to Applebrooke 2,238 9016 3 1,545 Delmont Wixom to Woodworth 9093 3 Novi to Center 2,715 Galway 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 3 9104 SleepyHollow Colling Independence to HaverHill link 1,743 9136 3 Terra Del Mar Ten Mile to Drakes Bay 2,900 9017 3 Woodworth Delmont to ITC loop 542 Total Planned Routes (ft.) 200,318

Prop Tier	e 9A: osed A I Categ of Novi	jory R			ads Pathway	and Sidewalk Segi	ments				segmen points a	osed adjacent to it's potential servi re assigned Tier 2 CATEGORIES	ce ben										20
OVERALL SEGMENT RANK	Segment Item #	Section #	S= 6 ft. sidewalk P= 8 ft. pathway	Side of Street	Location	From	То	Seg n Len (ft) Seces in Sed Meur Plar d Cor ete Pied	nth) udi elo r ne & npl d	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/15)	TRAFFIC SAFETV (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
														-		per category	1						
					opposite sid may be cr ana	vith pathways or sidewa le of the street - note the ritical for system connect lyzed separately for co h a higher ranking se	nat these segments ectivity & must be onnectivity	Commonte (100 ft or loss)	Year	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,	school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	3.5 = 1 hotel 7 = 2+ hotels	3.5 = 1 shoppin g area 7 = 2+ shoppin g areas	3.5 = 1 places of worship 7 = 2+ places of worship	3.5 = connected to neighboring sidewalk system 7 = connected to regional	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 & document ed segments requested	20 = initial investm ent 15 = major corridor		
					the opposite s	side of the street - no ay be critical for syste lyzed separately for c	te that these m connectivity &	coot c) pr		1.2 for 35- 40mph & 1.5 for >=45 mph						trail system			by groups & govt agencies			
Leger	id S=6ft	. sidew	/alk P= 8	ft. pathwa	зу						прп												
	Seg	yments	with pa	thways or s	sidewalks on most	t of the opposite side of	the street - <i>note that th</i>	ese segment.	may be critical f	or system connectivity	& must be analyzed	l separately for coni	nectivity										
				nigher ranki 00 ft. or less)		nned for the opposite sid		at these segr	-	cal for system connect Deferred until constru	-	lyzed separately for	connect	tivity									
1	9A	4	S	south	Pontiac Trail	Beck	Wedgewood	1 2,4	16-17 & 16-17 & 17-18 CI	20	7.5	9	8	0	7	7	3.5	16	0	5	20	103	2
2	81B		Ρ	south	Ten Mile	Willowbrook	Haggerty	1 2,7	i0 17-18 & 19/20 Cl	20	7.5	9	8	0	7	7	3.5	16	7	5	20	110	1
3	81A	25	Ρ	south	Ten Mile	Meadowbrook	Willowbrook	1 2,5	30 17-18 & 19/20 CI		7.5	9	8	0	7	7	3.5	16	0	5	20	103	2
4	9B	4	S	south	Pontiac Trail	Wedgewood	West Park	2 2,5	0 16-17 & 17-18 CII		7.5	9	8	0	7	7	3.5	16	0	5	20	103	2
5	80B	24	S	north	Ten Mile	Meadowbrook	Estates	1 18	9	10	7.5	9	8	0	7	7	3.5	16	7	5	20	100	5
6	120a	36	S	west	Haggerty	Eight Mile	N of Orchard Hill	2 1,3	20	15	15	4.5	0	7	7	3.5	7	16	7	0	0	82	11
7	39	17	Ρ	west	Beck	Eleven Mile	Providence	1 1,1	00 17-18 CI	2 10	15	9	4	3.5	3.5	0	0	8	7	0	15	75	20
8	93B	27	S	north	Nine Mile	Plaissance	Taft	2 65)	10	0	9	8	0	3.5	0	0	16	7	5	20	78.5	16
9	82B	25	S	west	Haggerty	Pavilion Ct Apartments	Nine Mile	1 49	2	10	15	4.5	4	3.5	3.5	7	7	16	7	5	0	82.5	10
10	119c	36	S	east	Meadowbroo	k Eight Mile	N of Llewelyn	1 1,2	00 18-19 CII	5	0	9	8	0	0	7	3.5	16	7	5	20	80.5	15
10	90	26	Р	south	Ten Mile	Novi Rd.	Chipmunk	1 2,4	00 18-19 CI	5	7.5	9	8	0	7	7	0	16	7	5	20	91.5	6
12	84B	25	S	east	Meadowbroo	k Nine Mile	Chattman	1 2,0	50 19-20 CII	0	7.5	9	8	0	3.5	7	0	16	7	5	20	83	9

Prop Tier	I Category	cent to Rankir	Major Ro ngs	oads Pathway	and Sidewalk Segi	ments					segmer points a	osed adjacent t ht's potential serv ire assigned Tier	vice ben									
City	of Novi			T T				<u> </u>				ATEGORIES			1					T		
OVERALL SEGMENT RANK	Segment Item # Section #		Side of Street	Location	From	То	# of Pieces in Segment	Segme nt Length (ft.) excludi ng Develo per Planne d & Compl eted Pieces	Notes	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/15)	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
														point	s available	per category						
				opposite side may be cri- anal	ith pathways or sidewa e of the street - note th itical for system conne lyzed separately for co n a higher ranking se side of the street - no	hat these segments ectivity & must be onnectivity egment planned for		ort 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- 10 mode 8	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	3.5 = 1 hotel 7 = 2+ hotels	3.5 = 1 shoppin g area 7 = 2+ shoppin g areas	3.5 = 1 places of worship 7 = 2+ places of worship	3.5 = connected to neighboring sidewalk system 7 = connected to regional trail system	0 = low density 8 = medium density 16 = high density	3.5 = 1/2 to 1 mile 7 = over 1 mile	5 = top 15 survey responses, resident petitions & document ed segments requested by groups & govt	20 = initial investm ent 15 = major corridor	
Leger	nd S= 6 ft. side		·	segments ma must be analy ay	y be critical for syste yzed separately for c	connectivity	hese seg	gments may l	CIP	system connectivity of	40mph & 1.5 for >=45 mph & must be analyzed	l separately for col	nnectivity							agencies		
	Segmen Segmen Short Se	nts with pants with a gments (athways or higher rank 400 ft. or les	segments ma must be analy ay sidewalks on most king segment plan ss)	y be critical for syste yzed separately for c of the opposite side of ned for the opposite sid Scheduled S	the street - <i>note that the</i> street - <i>note that the</i> street - <i>note that the</i> street - <i>note the</i> street	hat thes	re segments n IP Budget Yea	e be critical for may be critica ar		1.5 for >=45 mph & must be analyzed vity & must be analyzed				0	7	3.5	16	0	0	20	73.5 21
Leger 13	Segmen Segmen	nts with pants with a gments (athways or higher rank	segments ma must be analy ay sidewalks on most sing segment plan	y be critical for syste yzed separately for c of the opposite side of ned for the opposite sid Scheduled S	the street - <i>note that the</i>	hat thes	se segments n	be critical for	al for system connecti Deferred until const	1.5 for >=45 mph & must be analyzed vity & must be analyzed ruction	lyzed separately fo	or connect	ivity	0 3.5	7	3.5 0	16	0 7	agencies	20 20	73.5 21 78.5 16
13	Segmen Segmen Short Se 119b 36	nts with parts with a egments (athways or higher rank 400 ft. or les east	segments ma must be analy sidewalks on most king segment plan ss) Meadowbroo	y be critical for syste yzed separately for c of the opposite side of ned for the opposite sid Scheduled S k Singh Blvd Novi Rd.	the street - <i>note that the</i> de of the street - <i>note that the</i> Segment N of Llewelyn Plaissance Gateway	hat thes	P Budget Yea	e be critical for may be critica ar	al for system connection Deferred until const	1.5 for >=45 mph & must be analyzed vity & must be analyzed ruction 0	lyzed separately fo	or connect	ivity 0					0 7 3.5	agencies 5		
13 14	Segmen Segmen Short Se 119b 36 93A 27	nts with parts with a sigments (athways or higher rank 400 ft. or les east north	segments ma must be analy ay sidewalks on most king segment plan ss) Meadowbroo Nine Mile	y be critical for syste yzed separately for c of the opposite side of ned for the opposite sid Scheduled S k Singh Blvd Novi Rd.	the street - note that the street - note that the street - note that the street - note street	hat thes	P Budget Yea 1,300 2,650	e be critical for may be critica ar	al for system connection Deferred until const 5 10	1.5 for >=45 mph & must be analyzed vity & must be analyzed ruction 0	lyzed separately fo	8 8	ivity 0 0	3.5	0	0	16	7	agencies 5 5	20	78.5 16
13 14 15	Segmen Segmen Short Se 119b 36 93A 27 70 23	nts with points with a generatis (athways or higher rank 400 ft. or les east north west	segments ma must be analy ay sidewalks on most king segment plan ss) Meadowbroo Nine Mile Meadowbroo	y be critical for syste yzed separately for c of the opposite side of ned for the opposite sid Scheduled S k Singh Blvd Novi Rd. k Eleven Mile	the street - note that the street - note that the street - note that the segment N of Llewelyn Plaissance Gateway Village 400' E of Lynwood	hat thes	P Budget Yea 1,300 2,650 900	e critical for may be critica ar 18-19 CIP	al for system connection Deferred until const 5 10 5	1.5 for >=45 mph & must be analyzed vity & must be analyzed ruction 0 0 7.5	lyzed separately for 9 9 9	8 8	ivity 0 0 3.5	3.5	0	0 7	16 16	7 3.5	agencies 5 5 5	20 15	78.5 16 82 11
13 14 15 16	Segmen Segmen Short Se 119b 36 93A 27 70 23 99A 29	nts with points with a gments (athways or higher rank 400 ft. or les east north west south	segments ma must be analy ay sidewalks on most king segment plan ss) Meadowbroo Nine Mile Meadowbroo Ten Mile	y be critical for syste yzed separately for c of the opposite side of ned for the opposite sid Scheduled S k Singh Blvd Novi Rd. k Eleven Mile Wixom	The street - note that the street - note that the street - note that the segment International Internationa International International Intern	hat thes	P Budget Yea 1,300 2,650 900 2,900	e critical for may be critica ar 18-19 CIP	al for system connection Deferred until const 5 10 5 5 5	1.5 for >=45 mph & must be analyzed vity & must be analyzed vity & must be analyzed vity & 7.5 7.5	lyzed separately for 9 9 9 9 9	8 8 8 0 4	ivity 0 0 3.5 0	3.5 7 3.5	0 3.5 7	0 7 0	16 16 8	7 3.5 0	agencies 5 5 5 5 5	20 15 20	78.5 16 82 11 69 25
13 14 15 16 17	Segmen Segmen Short Se 1119b 36 93A 27 70 23 99A 29 121A 36	nts with points with a gments (athways or higher rank 400 ft. or les east north west south south	segments ma must be analy ay sidewalks on most king segment plan ss) Meadowbroo Nine Mile Meadowbroo Ten Mile Nine Mile	y be critical for syste yzed separately for c of the opposite side of ned for the opposite sid Scheduled S k Singh Blvd Novi Rd. k Eleven Mile Wixom Meadowbrook Sunrise	the street - note that the street - note that the street - note that the segment N of Llewelyn Plaissance Gateway Village 400' E of Lynwood Sunrise	hat thes	P Budget Yea 1,300 2,650 900 2,900 2,900	e critical for may be critica ar 18-19 CIP	al for system connects Deferred until const 5 10 5 5 5 5 5 5 5	1.5 for >=45 mph & must be analyzed vity & must be analyzed vity & must be analyzed vity & 7.5 7.5 0	lyzed separately for 9 9 9 9 9 9 9	8 8 8 0 4 8	ivity 0 0 3.5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3.5 7 3.5 7	0 3.5 7 7	0 7 0 7	16 16 8 16	7 3.5 0 0	agencies 5 5 5 5 5 5	20 15 20 20	78.5 16 82 11 69 25 84 7
13 14 15 16 17 17	Segmen Segmen Short Se 1119b 36 93A 27 70 23 99A 29 121A 36	nts with points with a signments (athways or higher rank 400 ft. or les east north west south south south	segments ma must be analy ay sidewalks on most king segment plan ss) Meadowbroo Nine Mile Meadowbroo Ten Mile Nine Mile	y be critical for syste yzed separately for c separately for c scheduled s scheduled s k Singh Blvd Novi Rd. k Eleven Mile Wixom Meadowbrook Sunrise Beechwalk Apartments	the street - note that the street - note that the street - note that the segment N of Llewelyn Plaissance Gateway Village 400' E of Lynwood Sunrise Haggerty	hat thes	P Budget Yea 1,300 2,650 900 2,900 2,900 2,380	E be critical for may be critica ar 18-19 CIP	al for system connects Deferred until const 5 10 5 5 5 5 5 5	1.5 for >=45 mph & must be analyzed vity & must be analyzed vity & must be analyzed vity & 7.5 7.5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	lyzed separately for 9 9 9 9 9 9 9 9 9	8 8 8 0 4 8	ivity 0 0 3.5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3.5 7 3.5 7 7 7	0 3.5 7 7 7 7	0 7 0 7 7 7	16 16 8 16 16	7 3.5 0 0 0	agencies 5 5 5 5 5 5 5 5	20 15 20 20 20	78.5 16 82 11 69 25 84 7 84 7
13 14 15 16 17 17 19	Segmen Segmen Short Se 119b 36 93A 27 70 23 99A 29 121A 36 5 2	nts with ponts with a signments (athways or higher rank 400 ft. or les east north west south south south	segments ma must be analy ay sidewalks on most king segment plan ss) Meadowbroo Nine Mile Meadowbroo Ten Mile Nine Mile Nine Mile Fourteen Mile	y be critical for syste yzed separately for c solutions of the opposite side of ned for the opposite side Scheduled S k Singh Blvd Novi Rd. k Eleven Mile Wixom Meadowbrook Sunrise Beechwalk Apartments k Nine Mile	ithe street - note that the street - note that the street - note that the street - note	hat thes	Description Segments m IP Budget Yea 1,300 2,650 900 2,900 2,900 2,380 600	E be critical for may be critica ar 18-19 CIP 17-18 CIP	al for system connects Deferred until const 5 10 5 5 5 5 5 5 5 5	1.5 for >=45 mph & must be analyzed vity & must be analyzed vity & must be analyzed vity & 7.5 0	lyzed separately for 9 9 9 9 9 9 9 9 9 9 9 9	8 8 0 4 8 8 4	ivity 0 0 3.5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3.5 7 3.5 7 7 3.5 3.5	0 3.5 7 7 7 7 3.5	0 7 0 7 7 7 3.5	16 16 8 16 16 16	7 3.5 0 0 0 0 7	agencies 5 5 5 5 5 5 5 5 5 5	20 15 20 20 20 20 20	78.5 16 82 11 69 25 84 7 84 1 76.5 18
13 14 15 16 17 17 19 20	Segmen Segmen Short Se 119b 36 93A 27 70 23 99A 29 121A 36 5 2 119A 36	nts with ponts with a signments (athways or higher rank 400 ft. or les east north west south south south south east	segments ma must be analy ay sidewalks on most king segment plan ss) Meadowbroo Nine Mile Nine Mile Nine Mile Nine Mile Fourteen Mile Meadowbroo	y be critical for syste yzed separately for c of the opposite side of ned for the opposite sid Scheduled S k Singh Blvd Novi Rd. k Eleven Mile Wixom Meadowbrook Sunrise Beechwalk Apartments k Nine Mile	The street - note that the street - note that the segment International	hat thes	Description Segments m IP Budget Yea 1,300 2,650 900 2,900 2,900 2,380 600 1,300 1,300	E be critical for may be critical ar 18-19 CIP 17-18 CIP 19-20 CIP 18-19 CIP	al for system connects Deferred until const 5 10 5 5 5 5 5 5 5 5 5 5 5 5	1.5 for >=45 mph <i>x</i> must be analyzed <i>xity & must be analyzed</i> <i>xity & </i>	lyzed separately for 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	8 8 0 4 8 4 8 4 8	ivity 0 0 0 3.5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3.5 7 3.5 7 7 3.5 0	0 3.5 7 7 7 7 3.5 7	0 7 0 7 7 3.5 3.5 3.5	16 16 8 16 16 16 16	7 3.5 0 0 0 0 7 0	agencies 5 5 5 5 5 5 5 5 5 5 5 5	20 15 20 20 20 20 20 20 20	78.5 16 82 11 69 25 84 7 84 7 76.5 18 73.5 21
13 14 15 16 17 17 17 19 20 21	Segmen Segmen Short Se 119b 36 93A 27 70 23 99A 29 121A 36 5 2 119A 36 84A 25	nts with ponts with a signments (athways or higher rank 400 ft. or les east north west south south south south east east	segments ma must be analy ay sidewalks on most king segment plan ss) Meadowbroo Nine Mile Nine Mile Nine Mile Nine Mile Fourteen Mile Meadowbroo Meadowbroo	y be critical for system yzed separately for c separately for c scheduled s scheduled s k Singh Blvd Novi Rd. k Eleven Mile Wixom Meadowbrook Sunrise Beechwalk Apartments k Nine Mile 400' E of	ithe street - note that the street - note that the street - note that the street - note the	hat thes	De segments m IP Budget Yea 1,300 2,650 900 2,900 2,900 2,380 600 1,300 2,350	E be critical for may be critica ar 18-19 CIP 17-18 CIP 19-20 CIP 18-19 CIP 18-19 CIP	al for system connects Deferred until const 5 10 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 0	1.5 for >=45 mph <i>x</i> must be analyzed <i>xity & must be analyzed</i> <i>xity & </i>	lyzed separately for 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	8 8 0 4 8 4 8 4 8	ivity 0 0 0 3.5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3.5 7 3.5 7 7 3.5 0 3.5	0 3.5 7 7 7 7 3.5 7 7 7	0 7 0 7 7 3.5 3.5 0	16 16 8 16 16 16 16 16 16	7 3.5 0 0 0 0 7 0 0 0	agencies 5 5 5 5 5 5 5 5 5 5 5 5 5 5	20 15 20 20 20 20 20 20 20 20 20	78.5 16 82 11 69 25 84 7 84 7 76.5 18 73.5 21 76 19

Pro	e 9A: bosed A 1 Categ	djac	ent to	Major Ro	ads Pathway	and Sidewalk Segr	ments					segmen	osed adjacent to t's potential servi re assigned Tier 2	ice ben										20
	of Novi			ys									ATEGORIES				-	•	-	•				
OVERALL SEGMENT RANK	Segment Item #	Section #	S= 6 ft. sidewalk P= 8 ft. pathway	Side of Street	Location	From	Το	# of Pieces in Segment	Segme nt .ength (ft.) excludi ng Develo per Planne d & Compl eted Pieces	Notes	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/15)	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
						• • • • • • • • • • • • • • • • • • •						1					per category	1						
					opposite side may be cr	ith pathways or sidewa e of the street - note th itical for system conne lyzed separately for co	nat these segments ectivity & must be		ments (400 ft or less)	Year Scheduled 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	school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	3.5 = 1 hotel 7 = 2+ hotels	3.5 = 1 shoppin g area 7 = 2+ shoppin g areas	3.5 = 1 places of worship 7 = 2+ places of worship	3.5 = connected to neighboring sidewalk system 7 = connected	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 & document ed segments	20 = initial investm ent 15 = major corridor		
					the opposite s segments ma must be analy	h a higher ranking se side of the street - <i>no</i> y be critical for syste yzed separately for c	te that these m connectivity &		Short Seg	CIP Budget)		1<35mph, 1.2 for 35- 40mph & 1.5 for >=45 mph						to regional trail system			requested by groups & govt agencies			
	Seç	gments gments	s with pa s with a I		sidewalks on most	of the opposite side of ned for the opposite sid	e of the street - <i>note th</i>	nat these se		may be critica		vity & must be anal												
25	25	13	S	west	Haggerty	Twelve Mile	section line	2	4,300		10	7.5	9	0	3.5	3.5	0	3.5	16	0	0	20	73	23
26	66	23	Ρ	south	Grand River	Novi Rd.	Market	3	1,000		15	7.5	9	0	7	7	0	0	16	7	0	0	68.5	27
27	6	3	Р	west	West Park	Bristol Corners	Pontiac Trail	3	2,100	17-18 CIP	20	0	9	4	0	3.5	0	3.5	16	7	5	0	68	28
28	169	17	Р	west	Beck	across 96		1	1,346		5	15	9	4	0	7	0	0	0	7	5	15	67	29
28	72	23	Р	north	Grand River	Town Center	Amstaff building	1	830		10	7.5	9	0	7	7	3.5	0	16	7	0	0	67	29
30	38	16	S	east	Beck	Eleven Mile	Grand River	2	2,100		15	15	9	4	3.5	3.5	0	0	8	7	0	0	65	31
30	32a	15	S	west	Novi Rd.	I-96 north side	I-96 south side	1	1,612		15	15	9	0	7	7	0	0	0	7	5	0	65	31
32	87	26	S	north	Nine Mile	Meadowbrook	Venture	1	2,100		0	0	9	8	0	3.5	7	7	16	7	5	0	62.5	33
33	153	36	S	east	Haggerty	City limits	Taco Bell	1	520		10	15	0	0	0	7	0	7	16	7	0	0	62	34
34	97C	29	Р	west	Beck	Iriquois	Ten Mile	1	1,375		15	7.5	9	4	0	3.5	7	0	8	7	0	0	61	35
35	44	18	Р	east	Napier	Knights Bridge	Island Lake	1	2,700		10	0	9	0	0	0	0	0	8	3.5	10	20	60.5	36
35	88	26	S	north	Nine Mile	RR crossing	Novi Rd.	2	1,900	17-18 CIP	10	0	9	8	0	3.5	7	0	16	7	0	0	60.5	36

Prop Tier		gory Ra	ent to Major Ro ankings	oads Pathway a	nd Sidewalk Segm	ents					segmer points a	osed adjacent to r nt's potential servic re assigned Tier 2 p CATEGORIES	e benefit									
OVERALL SEGMENT RANK	Segment Item #	Sectio	S= 6 ft. sidewalk P= 8 ft. pathway Side of Street	Location	From	То	# of Pieces in Segment	Segme nt Length (ft.) excludi ng Develo per Planne d & Compl eted Pieces	Notes	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/15)	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 NEICHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN	Total Tier 1 Points Tier 1 Ranking
					· .						1			-		per category			-	-		
				opposite side may be critic	n pathways or sidewall of the street - <i>note tha</i> cal for system connec zed separately for con	t these segments tivity & must be		ments (400 ft or less)	Year Scheduled Segment	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	school 9 = 2+ schools	1 h bark 7	3.5 = 1 notel 7 = 2+ notels	3.5 = 1 shoppin g area 7 = 2+ shoppin g areas	3.5 = 1 places of worship 7 = 2+ places of worship	3.5 = connected to neighboring sidewalk system 7 = connected	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 & document ed segments	20 = initial investm ent 15 = major corridor	
Lege	nd S=6	ft_sidewa	/alk P= 8 ft. pathw	the opposite sic segments may must be analyz	a higher ranking seg le of the street - note be critical for system ed separately for co	e that these n connectivity &		Short Seg	CIP Budget)		1<35mph, 1.2 for 35- 40mph & 1.5 for >=45 mph						to regional trail system			requested by groups & govt agencies		
	Se	egments v	with pathways or	sidewalks on most o																		
		-		king segment planne	t the opposite side of the opposite side of the opposite side	of the street - note th	nat thes		may be critica		ivity & must be ana	l separately for conne lyzed separately for c		ity								
35		nort Segm	with a higher ran	king segment planne	ed for the opposite side	of the street - note th	nat thes	e segments	may be critica	al for system connect	ivity & must be ana			ity 3.5	0	7	0	16	7	5	0	60.5 36
35 38	Sh	nort Segm	with a higher ran	king segment planne	ed for the opposite side Scheduled Se	of the street - <i>note th</i> gment	nat thes	e segments P Budget Ye	may be critica	al for system connect	ivity & must be anal ruction	lyzed separately for c	onnectivity		0 7	7 3.5	0	16 16	7 3.5	5	0	60.5 36 60 39
	64	22 23	with a higher ran ments (400 ft. or le S east	king segment planne ss) Taft	ed for the opposite side Scheduled Se Ten Mile	of the street - <i>note th</i> gment	nat thes	e segments P Budget Ye 3,840	may be critica	Deferred until const	ivity & must be anal ruction	lyzed separately for c	8	3.5	0 7 0	7 3.5 3.5			7 3.5 7			
38	5h 64 68	22 23 1	with a higher rank ments (400 ft. or le S east P south	king segment planne ss) Taft Grand River	ed for the opposite side Scheduled Se Ten Mile Funeral Home	of the street - <i>note th</i> gment Eleven Mile Meadowbroo k	CI	e segments P Budget Ye 3,840 800	may be critica	Deferred until const 5 10	ivity & must be anal rruction 0 7.5	lyzed separately for c	8 0	3.5	7		0	16		0	0	60 39
38 39	Sh 64 68 3	22 23 1 21	with a higher rank ments (400 ft. or le S east P south S north	king segment planne ss) Taft Grand River Thirteen Mile	ed for the opposite side Scheduled Se Ten Mile Funeral Home Haggerty Rd.	of the street - <i>note th</i> gment Eleven Mile Meadowbroo k M-5	CI	e segments P Budget Ye 3,840 800 1,800	may be critica	Deferred until const 5 10 10	ivity & must be analytication 0 7.5 0	lyzed separately for c	8 0 0	3.5 3.5 0	7	3.5	0 7	16 8	7	0	0	60 39 59.5 40
38 39 40	64 68 3 588	22 23 1 21 14	with a higher rank ments (400 ft. or le S east P south S north S east	<pre>king segment planne ss Taft Grand River Thirteen Mile Beck </pre>	ed for the opposite side Scheduled Se Ten Mile Funeral Home Haggerty Rd. Cider Mill	of the street - <i>note th</i> gment Eleven Mile Meadowbroo k M-5	CI	e segments P Budget Ye 3,840 800 1,800 2,600	may be critica	al for system connect Deferred until const 5 10 10 0	ivity & must be analyzed and a struction 0 7.5 0 7.5	lyzed separately for c 9 9 9 9 9	8 0 0 4	3.5 3.5 0 3.5	7 0 3.5	3.5 3.5	0 7 0	16 8 16	7 7	0	0 15 0	60 39 59.5 40 59 41
38 39 40 40	sh 64 68 3 58B 168	22 23 1 21 14 11	with a higher rank ments (400 ft. or le S east P south S north S east P east	 king segment planne ss) Taft Grand River Thirteen Mile Beck Novi Rd. 	ed for the opposite side Scheduled Se Ten Mile Funeral Home Haggerty Rd. Cider Mill across 96	of the street - note the gment Eleven Mile Meadowbrook M-5 Sierra	CI	e segments P Budget Ye 3,840 800 1,800 2,600 2,077	may be critica	al for system connect Deferred until const 5 10 10 0 0	ivity & must be analyzed and a struction 0 7.5 0 7.5 15	lyzed separately for c 9 9 9 9 9 9 9 9	8 0 0 4 0	3.5 3.5 0 3.5 7	7 0 3.5 7	3.5 3.5 0	0 7 0 0	16 8 16 16	7 7 0	0 0 5 5	0 15 0 0	60 39 59.5 40 59 41 59 41
38 39 40 40 40	Sh 64 68 3 58B 168 18	22 23 1 21 14 11 33	with a higher rank ments (400 ft. or le S east P south S north S east P east S north	king segment planne ss) Taft Grand River Thirteen Mile Beck Novi Rd. Twelve Mile	ed for the opposite side Scheduled Se Ten Mile Funeral Home Haggerty Rd. Cider Mill across 96 Novi Rd.	of the street - note the gment Eleven Mile Meadowbrook M-5 Sierra Meadowbrook	CI	e segments P Budget Ye 3,840 800 1,800 2,600 2,077 5,280	may be critica	al for system connect Deferred until const 5 10 10 0 0 10	ivity & must be anal ruction 0 7.5 0 7.5 15 7.5	lyzed separately for c 9 9 9 9 9 9 9 9 9 9 9	8 0 0 4 0 0	3.5 3.5 0 3.5 7 7 7	7 0 3.5 7 7	3.5 3.5 0 3.5	0 7 0 0 0	16 8 16 16 8	7 7 0 7	0 0 5 5 0	0 15 0 0 0	60 39 59.5 40 59 41 59 41 59 41
38 39 40 40 40 43	sh 64 68 3 58B 168 18 112	22 23 1 21 14 11 33 13	with a higher rank ments (400 ft. or le S east P south S north S east P east S north S east	<pre>king segment planne ss)</pre> Taft Grand River Thirteen Mile Beck Novi Rd. Twelve Mile Beck	ed for the opposite side Scheduled Se Ten Mile Funeral Home Haggerty Rd. Cider Mill across 96 Novi Rd. Nine Mile	of the street - note the gment Eleven Mile Meadowbroo k M-5 Sierra Sierra Meadowbroo k City Limits	CI	e segments P Budget Ye 3,840 800 1,800 2,600 2,077 5,280 1,400	may be critica	al for system connect Deferred until const 5 10 10 0 0 10 10	ivity & must be analyzed in the intervention of the intervention o	lyzed separately for c 9 9 9 9 9 9 9 9 9 9 9 9 9 9	8 0 0 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3.5 3.5 0 3.5 7 7 7 0	7 0 3.5 7 7 0	3.5 3.5 0 3.5 3.5	0 7 0 0 0 0	16 8 16 16 8 16	7 7 0 7 3.5	0 0 5 5 0 0	0 15 0 0 0 0	60 39 59.5 40 59 41 59 41 59 41 59 41 59 41 59 41
38 39 40 40 40 43 43	sh 64 68 3 58B 168 18 112 21A	22 23 1 21 14 11 33 13 13 13	with a higher rank ments (400 ft. or le S east P south S north S east P east S north S east P east P south	king segment planned ss) Taft Grand River Thirteen Mile Beck Novi Rd. Twelve Mile Beck Interve Mile	ed for the opposite side Scheduled Se Ten Mile Funeral Home Haggerty Rd. Cider Mill across 96 Novi Rd. Nine Mile Meadowbrook	of the street - note the gment Eleven Mile Meadowbroo k M-5 Sierra Sierra Meadowbroo k City Limits Energy Way	CI 2 1 2 1 1 1 1	e segments P Budget Ye 3,840 800 1,800 2,600 2,077 5,280 1,400 3,385	may be critica	al for system connect Deferred until const 5 10 10 0 0 10 10 10 10 15	ivity & must be analyzed in the intervention of the intervention o	lyzed separately for constraints of the	8 0 4 0 4 0 0 0 0 0 0 0	3.5 3.5 0 3.5 7 7 7 0 3.5	7 0 3.5 7 7 0 7	3.5 3.5 0 3.5 3.5 3.5 3.5	0 7 0 0 0 0 3.5	16 8 16 16 8 16 8	7 7 0 7 3.5 0	0 0 5 5 0 0 0	0 15 0 0 0 0 0	60 39 59.5 40 59 41 59 41 59 41 57 44 57 44
38 39 40 40 40 43 43 43	sh 64 68 3 58B 168 18 112 21A 21B	22 23 1 21 14 11 33 13 13 13 24	with a higher rank ments (400 ft. or le S east P south S north S east P east S north S east P east P east P south P south	king segment planned ss) Taft Grand River Thirteen Mile Beck Novi Rd. Twelve Mile Beck Twelve Mile Twelve Mile	ed for the opposite side Scheduled Se I Ten Mile Funeral Home Haggerty Rd. Cider Mill across 96 Novi Rd. Nine Mile Meadowbrook Energy Way	of the street - note the gment Eleven Mile Meadowbroo k M-5 Sierra Sierra Meadowbroo k City Limits Energy Way Haggerty	CI 2 1 2 1 1 1 2	e segments P Budget Ye 3,840 800 1,800 2,600 2,077 5,280 1,400 3,385 675	may be critica	al for system connect Deferred until const 5 10 0 0 10 10 10 10 10 10 10 10 10 10 15 15	ivity & must be analyzed in the initial of the init	lyzed separately for c 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	8 0 0 4 0	3.5 3.5 0 3.5 7 7 7 0 3.5 3.5 3.5	7 0 3.5 7 7 7 0 7 7 7	3.5 3.5 0 3.5 3.5 3.5 3.5 3.5	0 7 0 0 0 0 3.5 3.5 3.5	16 8 16 16 8 16 8 8 8 8	7 7 0 7 3.5 0 0	0 0 5 5 0 0 0 0	0 15 0 0 0 0 0 0 0	60 39 59.5 40 59 41 59 41 59 41 57 44 57 44 57 44

Pro					ads Pathway	and Sidewalk Se	gments					segmen	osed adjacent t t's potential ser re assigned Tier	vice ben	athway & s efits to the c	idewalk seg citizens of th	gments are re ne City, the s	eviewed agains egments are ra	st a set of Tie nked by the	r 1 criteria & Tier 1 points	assigned poin & the segmer	its based or its receiving	n the 1 the top	20
	1 Cateo of Novi		Ranking	gs									ATEGORIES											
OVERALL SEGMENT RANK	Segment Item #	Section #	S= 6 ft. sidewalk P= 8 ft. pathway	Side of Street	Location	From	То	# of Pieces in Segment 	egme nt ength (ft.) kcludi ng evelo per lanne d & compl eted ieces	Notes	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/15)	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)	ESS TO PARKS vithin 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
													1	-	0		per category		-			-		
					opposite side may be cru- anal Segments with the opposite s segments may	ith pathways or side e of the street - note itical for system con- lyzed separately for h a higher ranking s side of the street - r by be critical for syst yzed separately for	that these segments bectivity & must be connectivity egment planned for ote that these em connectivity &		Short Segments (400 ft or less)	CIP Budget Year Segment	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+ hotels	3.5 = 1 shoppin g area 7 = 2+ shoppin g areas	3.5 = 1 places of worship 7 = 2+ places of worship	3.5 = connected to neighboring sidewalk system 7 = connected to regional trail system	0 = low density 8 = medium density 16 = high density	3.5 = 1/2 to 1 mile 7 = over 1 mile	5 = top 15 survey responses, resident petitions & document ed segments requested by groups & govt agencies	20 = initial investm ent 15 = major corridor		
	Seç Sho	gments ort Segr	s with a h	nigher rankir 00 ft. or less)	ng segment plan	ned for the opposite s		at these se	<i>gments i</i> idget Ye	may be critica	<i>l for system connecti</i> Deferred until const	vity & must be anal ruction	yzed separately fo	or connect	livity					1		1		
48	58A	21	S	east	Beck	Ashley Timber Ridge	Cider Mill	1 1	,200		0	7.5	9	4	0	3.5	3.5	0	16	7	5	0	55.5	48
48	115	34	S	west	Novi Rd.	development			,600		5	7.5	9	4	0	7	0	0	16	7	0	0	55.5	48
51	31	15	S	south	Twelve Mile	Novi Rd.	Taft	2 2	2,000		15	7.5	9	4	3.5	3.5	0	0	0	7	5	0	54.5	51
51	1a	1	S	south	Fourteen Mile	Haggerty Rd.	M-5	1 1	,620		0	7.5	9	4	0	3.5	3.5	7	8	7	5	0	54.5	51
53	97A	29	Ρ	west	Beck	Nine Mile	Cheltenham	1	825		15	7.5	9	4	0	3.5	7	0	8	0	0	0	54	53
53	97B	29	Р	west	Beck	Cheltenham	Iriquois	1 1	,200		15	7.5	9	4	0	3.5	7	0	8	0	0	0	54	53
55	78a	24	Р	south	Grand River	Meadowbroo	· · ·	1 1	,900		10	7.5	9	4	3.5	7	0	3.5	8	0	0	0	52.5	55
56	75	24	Р	north	Grand River	Seeley	Meadowbroo k	2 1	,600		10	7.5	9	0	3.5	7	3.5	0	8	3.5	0	0	52	56
57	40	17	Р	south	Grand River	Providence Hospital	Wixom	3	900		5	7.5	9	4	3.5	7	0	3.5	0	7	5	0	51.5	57
58	60B	22	Р	south	Eleven Mile	Clark	Creek Crossing	1	225		0	0	9	0	3.5	7	3.5	0	16	7	5	0	51	58
58	17	11	S	east	Old Novi	Novi Rd.	Thirteen Mile	1 2	2,300		5	0	9	8	3.5	7	0	3.5	8	7	0	0	51	58
60	32b	15	S	west	Novi Rd.	Twelve Mile	West Oaks	1 1	,443		15	7.5	9	0	0	7	0	0	0	7	5	0	50.5	60

Prop Tier 1	e 9A: oosed A 1 Categ of Nov	gory F			ads Pathway	and Sidewalk Seg	ments	-				segmer points a	oosed adjacent t nt's potential serv are assigned Tier CATEGORIES	vice ben	efits to the	sidewalk se citizens of tl	gments are rene city, the s	eviewed agains egments are ra	st a set of Tie nked by the	r 1 criteria & Tier 1 points	assigned poin & the segmen	ts based or its receiving	n the g the top 20
OVERALL SEGMENT RANK	Segment Item #	Section #	S= 6 ft. sidewalk P= 8 ft. pathway	Side of Street	Location	From	То	# of Pieces in Segment	Segme nt Length (ft.) excludi ng Develo per Planne d & Compl eted Pieces	Notes	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/15)	IRAFFIC SAFETV (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)	S L	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
												-			-		per category			1	1		
					opposite side may be cru anal	ith pathways or sidew e of the street - note the titical for system conne lyzed separately for c a higher ranking se ide of the street - no	hat these segments ectivity & must be connectivity egment planned for		rt Segments (400 ft or less)	Budget Year Scheduled Segment	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+ hotels	3.5 = 1 shoppin g area 7 = 2+ shoppin g areas	3.5 = 1 places of worship 7 = 2+ places of worship	3.5 = connected to neighboring sidewalk system 7 = connected to regional trail system	0 = low density 8 = medium density 16 = high density	3.5 = 1/2 to 1 mile 7 = over 1 mile	5 = top 15 survey responses, resident petitions & document ed segments requested by groups	20 = initial investm ent 15 = major corridor	
						y be critical for syste vzed separately for c			S			1.5 for >=45									agencies		
Leger				3 ft. pathwa 1thways or si	must be analy	vzed separately for c		nese seg	gments may i	CIP	system connectivity	mph	d separately for col	nnectivity							agencies		
Leger	Seg	gment: gment:	s with pa s with a h	ithways or si	must be analy ay sidewalks on most ing segment plan	of the opposite side of	the street - <i>note that th</i>	nat thes		be critical for		mph & must be analyzed tivity & must be ana		-							agencies		
Leger	Seg	gment: gment:	s with pa s with a h	ithways or si nigher rankii	must be analy ay sidewalks on most ing segment plan	of the opposite side of ned for the opposite side	the street - <i>note that th</i>	nat thes	se segments r	be critical for	al for system connect	mph & must be analyzed tivity & must be ana		-		7	0	7	8	3.5	agencies	0	50 61
	Sey	gments gments ort Seg	s with pa s with a h	ithways or si nigher rankii 100 ft. or less	must be analy ay sidewalks on most ing segment plani s)	of the opposite side of ned for the opposite side of Scheduled	connectivity f the street - note that th de of the street - note th Segment	nat thes	e segments r	be critical for	al for system connect	mph & must be analyzed ivity & must be ana truction	lyzed separately fo	or connect	tivity	7 0	0 3.5	7 0	8 16	3.5 3.5		0	50 61 50 61
61	See See Sho	gment: gment: ort Seg	s with pa s with a h ments (4 S	ithways or si nigher rankii 100 ft. or less west	must be analy ay sidewalks on most ing segment plan s) Haggerty	of the opposite side of ned for the opposite side Scheduled Grand River	the street - <i>note that th</i> de of the street - <i>note that th</i> Segment	nat thes	P Budget Yea	be critical for	al for system connect Deferred until const 5	mph & must be analyzed tivity & must be ana truction 7.5	lyzed separately fo	or connect	tivity 3.5	,	-	7 0 0			0		
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61 61 61	Sey Sey Sho 77 113b 33	gments gments ort Seg 24 33 15	s with pa s with a h ments (4 P S	ithways or si nigher rankli 100 ft. or less west south west	must be analy ay idewalks on most ing segment plan s) Haggerty Nine Mile Novi Rd.	of the opposite side of ned for the opposite side Scheduled Grand River Galway I-96	the street - note that the street - note that the street - note that the of the street - note the street - note the segment	Cl Cl 1 2 2	2 se segments r P Budget Yes 3,100 2,100 240	be critical for	al for system connect Deferred until const 5 5 0	mph & must be analyzed tivity & must be ana truction 7.5 0 15	lyzed separately fo	4 8 0	<i>tivity</i> 3.5 0 7	0 7	3.5 0	0	16 0	3.5	0 5 5	0	50 61 50 61
61 61 61 64	Sey Sey Sho 77 113b 33	gments ort Seg 24 33 15 14	s with pa s with a h ments (4 S P S P	ithways or si nigher rankli 100 ft. or less west south west west	must be analy ay idewalks on most ing segment plan s) Haggerty Nine Mile Novi Rd. Meadowbrool	of the opposite side of ned for the opposite side Scheduled Grand River Galway I-96 k Twelve Mile	the street - note that the street - note that the street - note that the street - note the segment	Cl Cl 1 2 2	See segments r IP Budget Yea 3,100 2,100 240 2,600	be critical for	al for system connect Deferred until const 5 5 0 5 0 5	mph & must be analyzed tivity & must be analyzed truction 7.5 0 15 7.5	lyzed separately for 4.5 9 9 9	4 8 0 0	3.5 0 7 3.5	0 7 7 7	3.5 0 3.5	0 7	16 0 0	3.5 7 7	0 5 5 0	0 0 0 0	50 61 50 61 49.5 64
61 61 61 64 64	Sey Sey 777 113b 33 30 7	gments ort Seg 24 33 15 14 3	s with pa s with a h ments (4 S P S P S S	thways or si nigher rankii 100 ft. or less west south west west south	must be analy ay idewalks on most ing segment plan s) Haggerty Nine Mile Novi Rd. Meadowbrool South Lake	vzed separately for d of the opposite side of ned for the opposite side Scheduled Grand River Galway I-96 k Twelve Mile Elm	the street - note that the street - note that the street - note that the street - note street - no	Cl Cl 1 2 2	See segments r IP Budget Yea 3,100 2,100 240 2,600 2,800	be critical for	al for system connect Deferred until const 5 5 0 5 0 5 10	mph & must be analyzed tivity & must be analyzed truction 7.5 0 15 7.5 0	lyzed separately for 4.5 9 9 9 9 9	4 8 0 0 4	3.5 0 7 3.5 0	0 7 7 3.5	3.5 0 3.5 0	0 7 0	16 0 0 16	3.5 7 7 7 7	0 5 5 0 0	0 0 0 0	50 61 50 61 49.5 64 49.5 64
61 61 61 64 64 64	Sey Sey 777 113b 33 30 7 12	gments gments ort Seg 24 33 15 14 3 9	s with pa s with a h ments (4 S P S S S S S	ithways or si nigher rankii 100 ft. or less west south west west south north	must be analy ay idewalks on most ing segment plans s) Haggerty Nine Mile Novi Rd. Meadowbrool South Lake Twelve Mile	vzed separately for d of the opposite side of ned for the opposite side Scheduled Grand River Galway I-96 k Twelve Mile Elm West Park	the street - note that the street - note that the de of the street - note that the segment section line Anna Maria Crescent Bridge Henning Liberty Park Bashian	Cl Cl 1 2 2	See segments r IP Budget Yea 3,100 2,100 240 2,600 2,800 2,435	be critical for	al for system connect Deferred until const 5 5 0 5 10 10	mph & must be analyzed ivity & must be analyzed truction 7.5 0 15 7.5 0 7.5	lyzed separately for 4.5 9 9 9 9 9 9 9	4 8 0 0 4	3.5 0 7 3.5 0 3.5	0 7 7 3.5 3.5	3.5 0 3.5 0 0	0 7 0 0	16 0 0 16 0	3.5 7 7 7 7 7 7	0 5 5 0 0 5	0 0 0 0 0	50 61 50 61 49.5 64 49.5 64 49.5 64
61 61 61 64 64 64 64 67	Sey Sey 777 113b 33 30 7 12 78b	gments gments ort Seg 24 33 15 14 3 9 24	s with pa s with a h ments (4 S P S S P S S S P S S P	ithways or si nigher rankii 100 ft. or less west south west west south north south	must be analy ay idewalks on most ing segment plans s) Haggerty Nine Mile Novi Rd. Meadowbrool South Lake Twelve Mile Grand River	vzed separately for d of the opposite side of ned for the opposite side Scheduled Grand River Galway I-96 k Twelve Mile Elm West Park Joseph	the street - note that the street - note that the de of the street - note that the segment section line Anna Maria Crescent Bridge Henning Liberty Park Bashian Karim	Cl Cl 1 2 2	See segments r IP Budget Yea 3,100 2,100 240 2,600 2,800 2,435 300	be critical for	al for system connect Deferred until const 5 5 0 5 10 10 10	mph & must be analyzed tivity & must be analyzed truction 7.5 0 15 7.5 0 7.5 0 7.5 0 7.5 0 7.5 0 7.5	lyzed separately for 4.5 9 9 9 9 9 9 9 9 9 9	4 8 0 0 4 4 4 4 4	tivity 3.5 0 7 3.5 0 3.5 0 3.5 0	0 7 7 3.5 3.5 7	3.5 0 3.5 0 0 0	0 7 0 0 3.5	16 0 0 16 0 8	3.5 7 7 7 7 7 7 0	0 5 5 0 0 5 0 5 0	0 0 0 0 0 0	50 61 50 61 49.5 64 49.5 64 49.5 64 49.5 64 49.5 64
61 61 61 64 64 64 64 67 67	Sey Sey 777 113b 33 30 7 12 78b 78c	gments gments ort Seg 24 33 15 14 3 9 24 24 24	s with pa s with a h ments (4 S P S S P S S S P S S P P P P	thways or sinigher rankii 100 ft. or less west south west west south north south	must be analy ay idewalks on most ing segment plans s) Haggerty Nine Mile Novi Rd. Meadowbrool South Lake Twelve Mile Grand River Grand River	vzed separately for d of the opposite side of ned for the opposite side Scheduled Grand River Galway I-96 k Twelve Mile Elm Elm West Park Joseph Olde Orchard	the street - note that the street - note that the de of the street - note that the segment section line Anna Maria Crescent Bridge Henning Liberty Park Bashian Karim	Cl Cl 1 2 2	See segments r IP Budget Yea 3,100 2,100 240 2,600 2,800 2,435 300	be critical for	al for system connect Deferred until const 5 5 0 5 10 10 10 10 10	mph & must be analyzed tivity & must be analyzed truction 7.5 0 15 7.5 0 7.5 0 7.5 0 7.5 7.5 7.5 7.5 7.5	lyzed separately for 4.5 9 9 9 9 9 9 9 9 9 9 9 9 9	4 8 0 0 4 4 4 4 4 4	tivity 3.5 0 7 3.5 0 3.5 0 0 0 0 0 0 0 0 0	0 7 7 3.5 3.5 7 7 7	3.5 0 3.5 0 0 0 0	0 7 0 0 3.5 3.5	16 0 0 16 0 8 8 8	3.5 7 7 7 7 7 7 0 0	0 5 5 0 0 5 0 5 0 0	0 0 0 0 0 0 0 0	50 61 50 61 49.5 64 49.5 64 49.5 64 49.5 64 49.5 64 49.5 64 49 67 49 67
61 61 61 64 64 64 67 67 67 69	Sey Sey 777 1113b 33 30 7 12 78b 78c 11	gments gments ort Seg 24 33 15 14 3 9 24 24 24 9	s with pa s with a h ments (4 S P S S P S S P S S P P S S	thways or sinigher rankii 100 ft. or less west south west west south north south south north	must be analy ay idewalks on most ing segment plans s) Haggerty Nine Mile Novi Rd. Meadowbrool South Lake Twelve Mile Grand River Twelve Mile	vzed separately for d of the opposite side of ned for the opposite side Scheduled Grand River Galway I-96 k Twelve Mile Elm Vest Park Joseph Olde Orchard Novi Concrete	the street - note that the street - note that the de of the street - note that the de of the street - note street	Cl Cl 1 2 2	See segments r IP Budget Yea 3,100 2,100 240 2,600 2,800 2,435 300 3,00 1,100	be critical for	al for system connect Deferred until const 5 5 0 5 10 10 10 10 0 0	mph & must be analyzed tivity & must be analyzed truction 7.5 0 15 7.5 0 7.5 0 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5	lyzed separately for 4.5 9	4 8 0 0 4 4 4 4 4 4 4 4	tivity 3.5 0 7 3.5 0 3.5 0 0 3.5 0 0 3.5	0 7 7 3.5 3.5 7 7 0	3.5 0 3.5 0 0 0 0 0	0 7 0 0 3.5 3.5 0	16 0 0 16 0 16 0 8 8 0	3.5 7 7 7 7 7 7 0 0 0 3.5	0 5 5 0 0 5 0 0 5 0 0 5 5	0 0 0 0 0 0 0 0 15	50 61 50 61 49.5 64 49.5 64 49.5 64 49.5 64 49.5 64 49.5 64 49.5 64 49.5 64 49.5 64 49.5 64 49.5 64 49.5 64 49.5 64 49.5 64

Tier 1	osed A	jory R	ent to Major ankings	Roads Pathwa	y and Sidewalk Segr	ments				segme points a	posed adjacent to nt's potential serv are assigned Tier : CATEGORIES	vice ben									
OVERALL SEGMENT RANK	Segment Item #	Section #	S= 6 ft. sidewalk P= 8 ft. pathway	5	From	Το	# of Pieces in Segment	Segme nt Length (ft.) excludi ng Develo per Planne d & Compl eted Pieces	BICYCLE & PEDESTRIAN BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/15)	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
					<u> </u>							•	poin	ts available	per category						
				opposite s may be	with pathways or sidewa ide of the street - note th critical for system conne nalyzed separately for co	hat these segments ectivity & must be		ments (400 ft or less)	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	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	3.5 = 1 hotel 7 = 2+ hotels	3.5 = 1 shoppin g area 7 = 2+ shoppin g areas	3.5 = 1 places of worship 7 = 2+ places of worship	3.5 = connected to neighboring sidewalk system 7 = connected	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 & document ed segments	20 = initial investm ent 15 = major corridor	
	<u>ما ۲ (۴</u>	aidou	valk P= 8 ft. path	the opposite segments m must be and	with a higher ranking se e side of the street - no nay be critical for system alyzed separately for c	te that these m connectivity &		Short Seg	CIP Budget	1<35mph, 1.2 for 35- 40mph & 1.5 for >=45 mph						to regional trail system			requested by groups & govt agencies		
	Seg Shc	yments ort Segr	with a higher ra nents (400 ft. or	nking segment pla less)	anned for the opposite sid	le of the street - <i>note th</i> Segment	nat thes	<i>e segments i</i> P Budget Ye	be critical for system connectivity a may be critical for system connecti ar Deferred until const	vity & must be and		r connec	tivity	1	1		1	I			
71	113c	33	P south		Anna Maria	Taft	1	400	5	0	9	8	0	0	3.5	0	16	0	5	0	46.5 71
71	116A	34	P south		Chelsea	Center	1	2,200	5	0	9	8	0	3.5	0	0	16	0	5	0	46.5 71
71	116B	34	P south		Center	Taft	1	2,700	5	0	9	8	0	3.5	0	0	16	0	5	0	46.5 71
71	8	4	P west P east	West Park Beck	Bristol Corners	West	2	1,500 1,387	0	0	9	4	0	3.5	3.5 0	3.5 0	16 0	7	0 5	0	46.5 71 44.5 77
78	37B	16	S north			E Taft	1	1,650	0	0	9	4	3.5	3.5	3.5	0	8	7	5	0	44.3 77 43.5 78
78	52A	20	P south			E side ITC	1	2,380	0	0	9	4	3.5	3.5	3.5	0	8	7	5	0	43.5 78
80	41	17	S east	Wixom	Target	Corridor Deerfield	1	1,100	0	7.5	9	4	3.5	3.5	0	3.5	0	7	5	0	43 80
81	28	14	P east	Novi Rd.	south Twelve Oaks entrance	Elementary North Twelve Oaks entrance	1	1,300	0	7.5	9	0	7	7	0	0	0	7	5	0	42.5 81
82	162A	3	S north	South Lake	West Park	E of Lilley Trail	1	2,000	0	0	9	8	0	0	0	0	16	7	0	0	40 82
82	114a	34	S east	Taft	Byrne	City Limits	1	1,200	0	0	9	8	0	3.5	0	3.5	16	0	0	0	40 82

Prop Tier		djacent to Major F Jory Rankings	oads Pathway an	d Sidewalk Segm	ents					segmer points a	osed adjacent to nt's potential serv re assigned Tier : CATEGORIES	vice ben	efits to the								
OVERALL SEGMENT RANK	Segment Item #	Section # S= 6 ft. sidewalk P= 8 ft. pathway		From	То	# of Pieces in Segment	Segme nt Length (ft.) excludi ng Develo per Planne d & Compl eted Pieces	Notes	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/15)	TRAFFIC SAFETV (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)	ESS TO PARKS vithin 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
											- -		-		per category			- -			
			opposite side o may be critic	pathways or sidewalk f the street - note tha al for system connect ed separately for con	t these segments tivity & must be		nents (400 ft or less)	Year Scheduled Segment	5 points = 1 accident 10 = 2 accidents 15 = 3 accidents 20 = 4 or more	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+ hotels	3.5 = 1 shoppin g area 7 = 2+ shoppin g areas	3.5 = 1 places of worship 7 = 2+ places of worship	3.5 = connected to neighboring sidewalk system 7 =	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 & document ed	20 = initial investm ent 15 = major corridor	
		t. sidewalk P= 8 ft. path	the opposite side segments may b must be analyze	higher ranking segree of the street - note be critical for system of separately for cor	that these connectivity &		Short Segn	CIP Budget Ye	accidents	multiplied by 1<35mph, 1.2 for 35- 40mph & 1.5 for >=45 mph						connected to regional trail system			segments requested by groups & govt agencies		
	Se	gments with pathways c gments with a higher rai ort Segments (400 ft. or l	nking segment planned		of the street - <i>note th</i>	at thes		may be critica		ivity & must be ana											
84	35	15 S east	Taft	Eleven Mile	Grand River	1	1,680		0	0	9	0	7	0	3.5	0	8	7	5	0	39.5 84
85	171	35 P south	Eight Mile	Griswold	City Limits	1	1,416		0	15	9	0	0	3.5	0	3.5	8	0	0	0	39 85
85	26	13 S north	Eleven Mile	Campus Tech	Seeley	1	900		0	0	9	0	3.5	3.5	0	7	16	0	0	0	39 85
85	74	24 S east	Seeley	Eleven Mile	Grand River	1	2,700		0	0	9	0	0	7	3.5	0	16	3.5	0	0	39 85
85	19	12 S north	Twelve Mile	Meadowbrook	Cabot	2	3,735		5	7.5	9	0	3.5	0	3.5	3.5	0	7	0	0	39 85
89	110A	32 P west	Beck	Eight Mile	Casa Loma	1	1,400		10	15	9	0	0	0	3.5	0	0	0	0	0	37.5 89
89	110B	32 P west	Beck	Casa Loma	Nine Mile	1	2,400		10	15	9	0	0	0	3.5	0	0	0	0	0	37.5 89
91	37A	16 S north	Eleven Mile	Beck	Mandalay Cir E	2	2,030		0	0	9	4	3.5	3.5	3.5	0	8	0	5	0	36.5 91
91	52B	20 P south	Eleven Mile	E side ITC Corridor	1300' W of Beck	1	1,320		0	0	9	4	3.5	3.5	3.5	0	8	0	5	0	36.5 91
91	52C	20 P south	Eleven Mile	1300' W of Beck	Beck	1	1,300		0	0	9	4	3.5	3.5	3.5	0	8	0	5	0	36.5 91
94	49	19 S north	Ten Mile	Wixom	Island Lake	1	200		0	7.5	9	4	0	0	3.5	0	8	3.5	0	0	35.5 94
94	14	10 S north	Twelve Mile	Carlton Forest	BP	1	600		0	0	9	4	3.5	7	0	0	0	7	5	0	35.5 94

Prop Tier		djacent to ory Rankin		ads Pathway a	and Sidewalk Seg	ments					segmer points a	posed adjacent to nt's potential serv are assigned Tier : CATEGORIES	vice ben										20
OVERALL SEGMENT RANK	Segment Item #	Section # S= 6 ft. sidewalk P= 8 ft. pathway	Side of Street	Location	From	То	# of Pieces in Segment	Segme nt Length (ft.) excludi ng Develo per Planne d & Compl eted Pieces	Notes	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/15)	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)	ESS . vithii	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
														point	s available	per category							
				opposite side may be cri	ith pathways or sidew e of the street - <i>note ti itical for system conne</i> lyzed separately for c	hat these segments ectivity & must be		nts (400 ft or less)	r Scheduled Segment	$5 \text{ points = 1} \\ accident \\ 10 = 2 \\ accidents \\ 15 = 3 \\ accidents \\ 20 = 4 \text{ or more} $	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+ hotels	3.5 = 1 shoppin g area 7 = 2+ shoppin g areas	3.5 = 1 places of worship 7 = 2+ places of worship	3.5 = connected to neighboring sidewalk system 7 =	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 & document ed	20 = initial investm ent 15 = major corridor		
		. sidewalk P= 8		the opposite s segments may must be analy	n a higher ranking se side of the street - no y be critical for syste yzed separately for c	te that these om connectivity &		Short Segme	CIP Budget Year	accidents	multiplied by 1<35mph, 1.2 for 35- 40mph & 1.5 for >=45 mph						connected to regional trail system			segments requested by groups & govt agencies			
	Seg	ments with pa	thways or s nigher ranki	idewalks on most		the street - <i>note that th</i> le of the street - <i>note th</i> . Segment	at these		may be critica		vity & must be ana		-										
96	2	1 S	west	Haggerty	Fourteen Mile	Thirteen Mile	2	1,800		0	7.5	9	0	0	3.5	0	3.5	8	3.5	0	0	35	96
97	34	15 S	north	Eleven Mile	Clark	Taft	1	2,600		0	0	9	0	3.5	3.5	3.5	0	8	7	0	0	34.5	97
98	20	12 S	west	Haggerty	Thirteen Mile	Twelve Mile	4	1,900		0	7.5	9	0	3.5	0	0	7	0	7	0	0	34	98
99	162B	3 S	north	South Lake	E of Lilley Trail	Lakeshore Park	1	3,177		0	0	9	8	0	0	0	0	16	0	0	0	33	99
99	163	3 P	north	South Lake	Lakeshore Park	Landings Park	1	1,304		0	0	9	8	0	0	0	0	16	0	0	0	33	99
99	164	3 P	south	South Lake	Lakeshore Park	Elm	1	918		0	0	9	8	0	0	0	0	16	0	0	0	33	99
99	165	3 P	south	South Lake	Henning	Lakeshore Park	1	2,055		0	0	9	8	0	0	0	0	16	0	0	0	33	99
103	149	15 P	east	Clark	Eleven Mile	Grand River	1	208		0	0	9	0	0	3.5	3.5	0	8	7	0	0	31	103
104	111	32 P	south	Nine Mile	Garfield	Beck	2	6,000		5	0	9	4	0	0	3.5	0	0	3.5	5	0	30	104
105	155	30 P	south	Ten Mile	Links of Novi		1	1,693		0	7.5	9	4	0	0	7	0	0	0	0	0	27.5	105
105	156	30 P	south	Ten Mile	Links of Novi		1	1,008		0	7.5	9	4	0	0	7	0	0	0	0	0	27.5	105

Tier 1	osed A	gory F	ent to M Ranking		ads Pathway and	d Sidewalk Segm	nents					segmer points a	osed adjacent to tt's potential serv re assigned Tier 2 CATEGORIES	ice ben										20
OVERALL SEGMENT RANK	Segment Item #	Section #	S= 6 ft. sidewalk P= 8 ft. pathway	Side of Street	Location	From	То	# of Pieces in Segment	Segme nt Length (ft.) excludi ng Develo per Planne d & Compl eted Pieces	Notes	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/15)	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
									~				1	1			per category	I			T	1	4	
					opposite side of may be critica	bathways or sidewal the street - note tha al for system connec ad separately for con	at these segments ctivity & must be		ents (400 ft or less)	ar Scheduled Segment	5 points = 1 accident 10 = 2 accidents 15 = 3 accidents 20 = 4 or more	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+ hotels	3.5 = 1 shoppin g area 7 = 2+ shoppin g areas	3.5 = 1 places of worship 7 = 2+ places of worship	3.5 = connected to neighboring sidewalk system 7 =	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 & document ed	20 = initial investm ent 15 = major corridor		
				ft. pathwa	the opposite side segments may be must be analyzed	higher ranking seg of the street - note e critical for system d separately for co	e that these n connectivity &		Short Segme	CIP Budget Year	accidents	multiplied by 1<35mph, 1.2 for 35- 40mph & 1.5 for >=45 mph						connected to regional trail system			segments requested by groups & govt agencies			
	Seç	gments	s with a hi	-	ing segment planned		ne street - <i>note that th</i> of the street - <i>note th</i> egment	at these		may be critica		ivity & must be anal		-										
105	157	30	Р	south	Ten Mile	Links of Novi		1	1,503		0	7.5	9	4	0	0	7	0	0	0	0	0	27.5	105
105	159	19	S	north	Ten Mile	Oak Point Church	Oak Point Church	1	309		0	7.5	9	4	0	0	7	0	0	0	0	0	27.5	105
109	105	31	Р	north	Eight Mile	Napier	Garfield	1	5,300	16-17 CIP	5	0	4.5	8	0	0	0	0	0	3.5	5	0	26	109
110	172	35	Р	west	Griswold	Eight Mile	City Limits	1	767		5	0	9	0	0	3.5	0	0	8	0	0	0	25.5	110
111	45	18	S	south	Twelve Mile	Helfer Drive (Wixom)	Albert	1	979		0	0	9	4	0	3.5	0	0	8	0	0	0	24.5	111
112	98	29	S	north	Nine Mile	Beck	Garfield	2	4,800		0	0	0	4	0	0	0	0	8	7	5	0	24	112
112	100	30	Ρ	south	Ten Mile	Wixom	Napier	4	1,200		0	7.5	9	4	0	0	0	0	0	3.5	0	0	24	112
114	167	9	Р	south	West	West Park	City Limits	1	1,377		0	0	9	4	0	0	0	3.5	0	7	0	0	23.5	114
115	106	31	Ρ	west	Garfield	Eight Mile	Nine Mile	1	5,300		5	0	4.5	8	0	0	0	0	0	3.5	0	0	21	115
116	101	30	Р	east	Napier	Ten Mile	Nine Mile	2	4,000		0	0	9	4	0	0	3.5	0	0	3.5	0	0	20	116
116	158	30	Ρ	east	Napier	Links of Novi		1	1,321		0	0	9	4	0	0	7	0	0	0	0	0	20	116
118	108A	32	S	east	Garfield	Eight Mile	Chianti	1	1,950		5	0	4.5	8	0	0	0	0	0	0	0	0	17.5	118

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 accident ADTs", school 1 hotel shoppin places of connected density to 1 mile su Image: 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 Image: Segments with pathways or sidewalks on most of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity accidents ADTs schools 1 hotel shoppin places of connected density to 1 mile su Image: Segments with pathways or sidewalks on most of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity Image: Segments with pathways or sidewalk accidents ADTs schools 1 hotel shoppin places of connected density to 1 mile res Image: Segments with pathways or sidewalk on most of the street - note that these segments may be critical for system connectivity for 1 for 2 schools Schools 1 hotel shoppin places of connected for 3 <th>5 = top 15 20 = initial investm ent petitions & 15 = document ed corridor</th>	5 = top 15 20 = initial investm ent petitions & 15 = document ed 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 a analyzed separately for connectivity & must be analyzed separately for connectivity b and b analyzed separately for connectivity b and b analyzed separately for connectivity b an	survey initial responses, investm resident ent petitions & 15 = document major ed corridor
Segments with a higher ranking segment planned for the opposite side of the street - note that these segments may be critical for system connectivity & b	segments requested by groups & govt agencies
Legend S= 6 ft. sidewalk P= 8 ft. pathway Segments with pathways or sidewalks on most of the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity Segments with a higher ranking segment planned for the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity Short Segments (400 ft. or less) Scheduled Segment CIP Budget Year Deferred until construction	
118 108b 32 S east Garfield Chianti Nine Mile 1 2,650 5 0 4.5 8 0 0 0 0 0 0 0 0	0 0 17.5 1
120 166 4 P north West Hudson City Limits 1 368 0 0 9 4 0 0 0 3.5 0 0	0 0 16.5 1
121 103 31 P east Napier Park Place Community Sports Park 1 1,200 0 0 4.5 8 0 0 0 0 0 3.5	0 0 16 1
121 104 31 P east Napier Eight Mile Community Sports Park 1 2,100 0 0 4.5 8 0 0 0 0 0 3.5	0 0 16 1
121 102 30 S north Nine Mile Napier Garfield 2 4,700 0 0 4.5 8 0 0 0 0 3.5	0 0 16 1
124 170 4 S north West West Park Hudson 1 778 0 0 9 4 0	0 0 13 1
125 107 31 P south Nine Mile Garfield Hillside 2 4,00 0 0 4.5 8 0	0 0 12.5 1 0 0 12.5 1
125 147 31 S south Nine Mile Hillside Napier 1 118 0 0 4.5 8 0	0 0 12.5 1
Image: Sector of the secto	

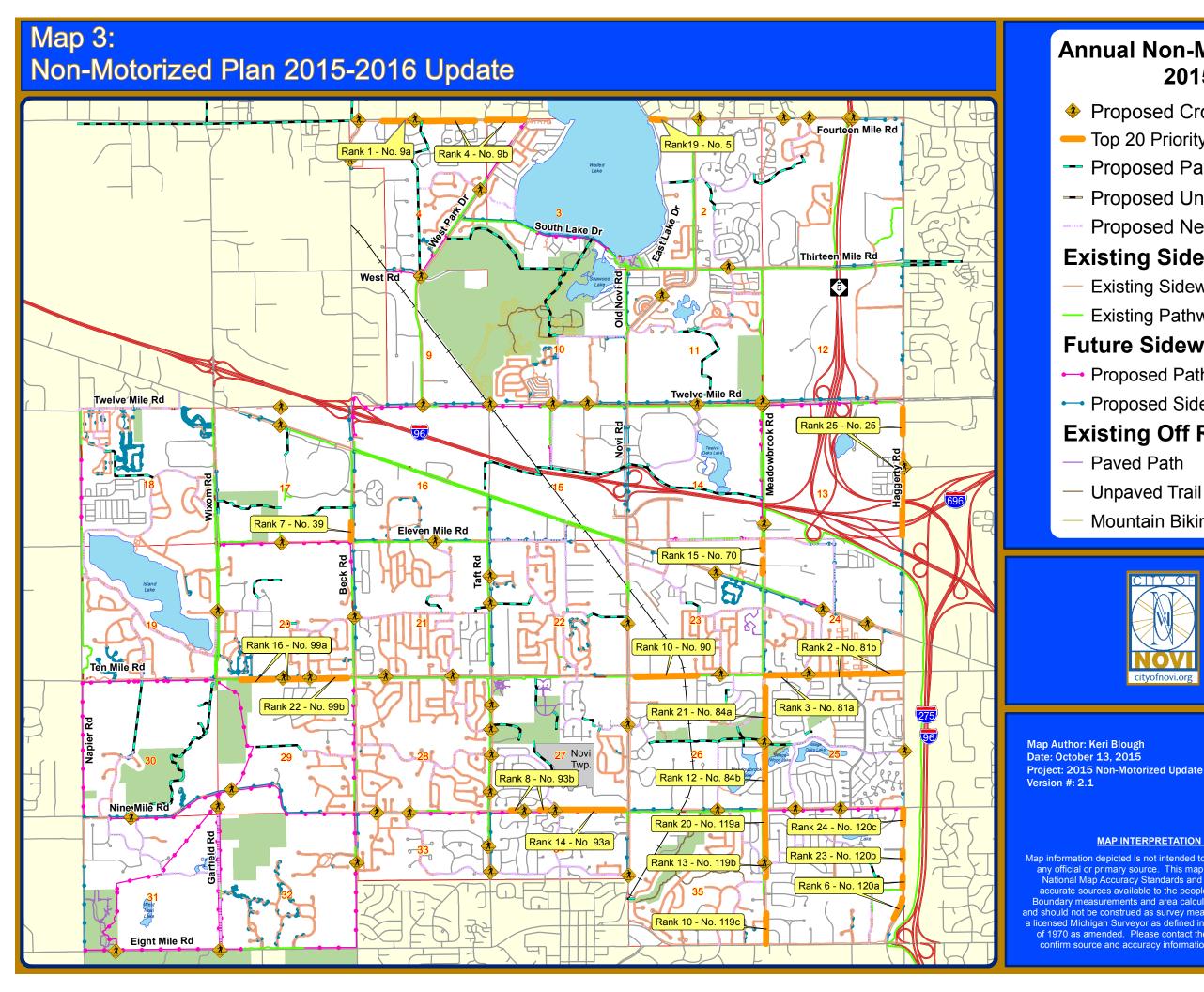
	sed Adja Category			Roads Pa	athway and Sidewalk	Segments					Top 20 Tier		is to give priorit TIER	ty to segments that pro 2 CATEGORIES Criteria			1				
City C			8 ft.					ent						Tier 1 segments receiv	ve tier 2 points)			ΤΟΤΑ	LS	OTHER INFO	
OVERALL SEGMENT RANK	Segment Item #		S= 6 ft. sidewalk P= pathway	Side of Street	Location	From	То	E Segment o Length (ft.) *	Notes	RANKING	EASE OF CONSTRUCTION (easy/hard)	RIGHT-OF-WAY AVAILABILITY (based on % available)	OTHER FUNDING SOURCES (based on % available)	OPPOSITE SIDE SIDEWALK OR PATHWAY (road < 12,000 ADT & 35 mph < existing or planned with higher priority ranking)	PRIVATE DEVELOPMENT POTENTIAL	EVIDENCE OF EXTENSIVE PEDESTRIAN USE	er 2 points	POINTS	(OVERALL) RANK	ay Study Survey Rank	ld Pathway or Sidewalk
								Developer		ER 1 F			poir	nts available per cate	gory		al tier	TOTAL	POINTS	thwa	KOä
								Planned & Completed Pieces Short Segments (400 ft or less)		TIE	0 = hard 8 = mediu m 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	£	TOTAL POI	Greenway/Pathway	Opposite Side of Road Pathway or
1	9A	4	S	south	Pontiac Trail	Beck	Wedgewood	1 2,440	16-17 & 17-18 CIP	2	8	4.5	0	0	88	0	100.5	203.5	1	31 no	
2	81B		Р	south	Ten Mile	Willowbrook	Haggerty	1 2,750	17-18 & 19/20 CIP	1	8	13.5	0	0	8	10	39.5	149.5	2	14 yes	
3	81A	25	Р	south	Ten Mile	Meadowbrook	Willowbrook	1 2,530	17-18 & 19/20 CIP	2	8	13.5	0	0	8	10	39.5	142.5	3	14 yes	
4	9B	4	S	south	Pontiac Trail	Wedgewood	West Park	2 2,560	16-17 & 17-18 CIP	2	8	4.5	0	0	8	10	30.5	133.5	4	31 no	
5	80B	24	S	north	Ten Mile	Meadowbrook	Willowbrook Estates	1 189		5	8	13.5	0	0	8	0	29.5	129.5	5	31 no	
6	120a	36	S	west	Haggerty	Eight Mile	N of Orchard Hill	2 1,390		11	8	18	0	0	8	10	44	126	6	none no	
7	39	17	Р	west	Beck	Eleven Mile	Providence	1 1,100	17-18 CIP	20	16	9	0	0	4	0	29	104	7	31 no	
8	93B	27	S	north	Nine Mile	Plaissance	Taft	2 650		16	0	4.5	0	0	8	10	22.5	101	8	5 no	
9	82B	25	S	west	Haggerty	Pavilion Ct	Nine Mile	1 492		10	0	0	0	0	8	10	18	100.5		none partia	1
10	119c	36	S	east	Meadowbrook	Eight Mile	N of Llewelyn	1 1,200	18-19 CIP	15	8	13.5	0	-20	8	10	19.5	100	10	14 yes	
10	90	26	P	south	Ten Mile	Novi Rd.	Chipmunk	1 2,400	18-19 CIP	6	0	4.5	0	0	4	0	8.5	100	10	14 no	_
12	84B	25	S	east	Meadowbrook	Nine Mile	Chattman	1 2,050	19-20 CIP	9	8	18	0	-20	8	0	14	97	12	3 yes	_
13	119b	36	S	east	Meadowbrook	Singh Blvd	N of Llewelyn	1 1,300	18-19 CIP	21	8	13.5	0	-20	8	10	19.5	93	13	14 yes	_
14	93A	27	2	north	Nine Mile	Novi Rd.	Plaissance	1 2,650		16	0	4.5	0	0	8	0	12.5	91	14	5 no	
15	70	23	Р	west	Meadowbrook	Eleven Mile	Gateway Village	3 900	17.10.00	11	0	0	0	0	8	0	8 20 F	90 80 F	15	14 most	-
16	99A	29 36	P	south	Ten Mile	Wixom Meadowbrook	400' E of Lynwood	1 2,900 1 2,900	17-18 CIP	25 7	8	4.5	0	0	8	0	20.5 1 5	89.5 95 5	16	14 no	-
17 17	121A 121B	36 36	P	south south	Nine Mile Nine Mile	Sunrise	Sunrise Haggerty	1 2,900		7	0	13.5 13.5	0	-20	8	0	1.5 1.5	85.5 85.5	17 17	1 yes 1 yes	-
17	IZID	30 2	P c		Fourteen Mile	Beechwalk	East Lake	1 600	19-20 CIP	18	8	0	0	-20	8 0	0	1.5	84.5		•	
20	э 119А	2	s s	south east	Meadowbrook	A portmonts Nine Mile	Singh Blvd	1 1,300	19-20 CIP 18-19 CIP	21	8	13.5	0	-20	8	0	8 9.5	84.5 83	20	none yes 14 yes	\neg
20	84A	25	S	east	Meadowbrook	Ten Mile	Chattman	1 2,350	19-20 CIP	19	0	13.5	0	-20	8	0	7.5	82	20	3 yes	—
21	99B	25 29	P	south	Ten Mile	400' E of Lynwood	Beck	1 1,100	17-18 CIP	25	8	4.5	0	-20	8 0	0	o 12.5	81.5	21	14 no	-
22	120b	36	s	west	Haggerty	Orchard Hill	High Pointe	1 375		11	0	4.5	0	-10	4	0	-1.5	80.5		none no	\neg
23	1200 120c	36	s	west	Haggerty	High Pointe	Nine Mile	1 600		11	0	4.5	0	-20	4	0	-7.5	74.5		none no	\dashv
			alk P= 8	ft. pathwa					l		5	т.5	0	20	0	0	7.5	71.5	-7		-
	Segn	nents w	/ith patl	nways or s	idewalks on most of the		eet - note that these segn e street - note that these							ty							

Short Segments (400 ft. or less)

Scheduled Segment Deferred until construction

CIP Budget Year

Annual Non-Motorized Prioritization: 2015-2016 Update



Proposed Crossing Improvement

— Top 20 Priority Segments

- Proposed Paved Path

- Proposed Unpaved Path

Proposed Neighborhood Connector Route

Existing Sidewalks

Existing Sidewalk

Existing Pathway

Future Sidewalks

--- Proposed Pathway

Proposed Sidewalk

Existing Off Road Paths & Trails

Paved Path

- Unpaved Trail

CITY OF

Mountain Biking Trail

<u>City of Novi</u>

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

tityofnovi.org

0 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 National Map Accuracy Standards and use the most accurate sources available to the people of the City of Boundary measurements and area calculations be construed as survey measure licensed Michigan Surveyor as defined in Michigan Pub of 1970 as amended. Please contact the City GIS Manager to confirm source and accuracy information related to this map

