

WALKABLE NOVI COMMITTEE AGENDA

September 20, 2018 at 6:00 p.m. Novi Civic Center Mayors Conference Room 45175 W. Ten Mile, Novi, MI 48375 (248) 347-0475

Members: John Avdoulos, Dave Staudt, Julie Maday, Andrew Mutch, Paulina

Muzzin, and Shelley Thomopoulos

Staff Support: Sri Komaragiri, Planner, Community Development

Barbara McBeth, City Planner, Community Development Hannah Smith, Planning Assistant, Community Development Jeff Muck, Director of Parks, Recreation and Cultural Services

Jeff Herczeg, Director of Public Services

George Melistas, Engineering Senior Manager & Traffic Engineer

ROLL CALL

APPROVAL OF AGENDA

AUDIENCE PARTICIPATION

MATTERS FOR DISCUSSION

- a. 2018 Annual Non-motorized Prioritization Update: Top 20 Segments
- b. 07-12-18 WNC meeting minutes approval

STAFF UPDATES

- 1. Planning Update
 - a. SEMCOG Bicycling Data
- 2. Engineering Update
 - a. Active Non-Motorized Project Portfolio for Engineering Division
- 3. Parks, Recreation and Cultural Service Update
 - a. ITC Trail Update
 - b. Maybury Park Stakeholders Meeting Update

COMMUNICATIONS

ADJOURN

MEMORANDUM



TO: WALKABLE NOVI COMMITTEE

THRU: BARBARA MCBETH, AICP, CITY PLANNER

FROM: SRI RAVALI KOMARAGIRI, PLANNER

SUBJECT: 2018 ANNUAL NON-PRIORITZATION UPDATE: TOP 20 SEGMENTS

DATE: SEPTEMBER 18, 2018

At our last meeting on July 12, 2018, Committee has provided us input regarding possible revisions to the Tier 1 categories. Ranking values for the following categories are changed. Following changes are made with this update.

1. Following updates and changes are done with this update:

Tier 1 Category	Previous Rating	Current Rating
Access to Parks (# w/in 1 mile)	4 = 1 park; 8 = 2+ parks	6 = 1 park; 12 = 2+ parks
# shopping areas w/in 1 mile)	3.5 = 1 Hotel; 7 = 2+ Hotels	2 = 1 Hotel; 4 = 2+ Hotels
Access to Places of Worship (# places of worship w/in 1 mile)	3.5 = 1 places of worship; 7 = 2+ places of worship	2= 1 places of worship; 4 = 2+ places of worship
Connected to Regional Trail System	3.5 = connected to neighboring sidewalk system 7 = connected to regional trail system	7 = connected to neighboring sidewalk system 14 = connected to regional trail system

2. Following segments that are under construction or scheduled to be constructed or funds available for construction in 2019 are removed from list of future segments.

Segment #	Section #	Sidewalk	Side of the	Location	From	То
_		or	street			
Built by City of	or Under Cons	struction				
39	17	Р	west	Beck	Eleven Mile	Providence
Part 90	26	Р	south	Ten Mile	Novi Rd.	Maly
147	31	S	south	Nine Mile	Hillside	Napier
Built by Privat	e Developme	ents		•		•
98	29	S	north	Nine Mile	Beck	Garfield
147	31	S	south	Nine Mile	Hillside	Napier
97C	29	Р	west	Beck	Iriquois	Ten Mile

Budgeted for	Construction					
120a	36	S	west	Haggerty	Eight Mile	N of
120b	36	S	west	Haggerty	Orchard Hill	High Pointe
120c	36	S	west	Haggerty	High Pointe	Nine Mile
43	18	Р	west	Wixom	Catholic Central	Island Lake
62	22	S	north	Ten Mile	Eaton Center	Churchill
70	23	Р	west	Meadowbrook	Eleven Mile	Gateway Village
Part 98b	29	S	north	Nine Mile	ITC Pathway	Garfield

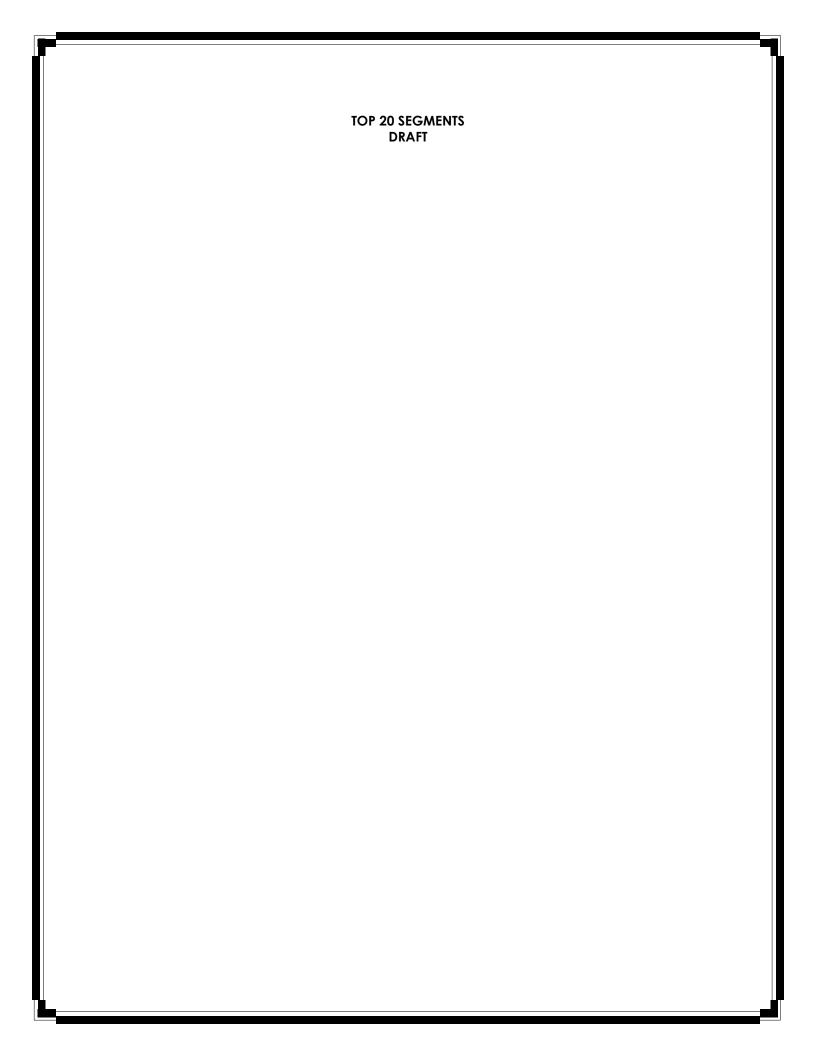
- 3. Number of facilities within a certain mile from segment is counted based on the approximate distance along sidewalk, but not as within a certain radius.
- 4. We cross checked the map and the table inventory to identify all segments that needs to be built along major roads. It included correcting few errors where some of the segments were shown as existing, but are not.
- 5. Following segments which are over a mile long are split into smaller segments.

111a	32	Р	south	Nine Mile	Beck	Garfield
111b	32	Р	west	Nine Mile	Garfield Conservation	Vasilios Court
111c	32	Р	south	Nine Mile	Vasilios Court	Garfield Road
18b	11	S	north	Twelve Mile	Novi Rd.	Twelve Oaks
18a	11	S	north	Twelve Mile	Twelve Oaks	Meadowbrook
2a	1	S	west	Haggerty	Fourteen Mile	Thirteen Mile
2b	1	S	west	Haggerty	Thirteen Mile	S of McKenzie Drive
98a	29	S	north	Nine Mile	Kensington	Vasilios Court
98b	29	S	north	Nine Mile	Vasilios Court	ITC Pathway
101a	30	Р	east	Napier	Nine Mile	Villa Barr
101b	30	Р	east	Napier	Villa Barr	Ten Mile
106a	31	Р	west	Garfield	Eight Mile	Deer Run
106b	31	Р	west	Garfield	Deer Run	Nine Mile

6. Smaller segments which are closer have been combined into one.

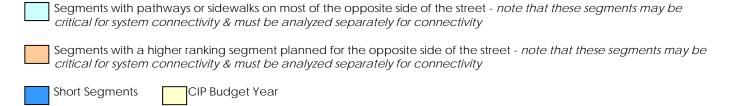
Planning staff is working with GIS staff to identify the correct lengths for some of the segments that were split or combined. We will provide updated tables and maps at the meeting.

We request the Committee provide input based on the new ranking system and draft Top 20 segments and direct staff to move forward to complete the report. Feel to contact me at 248-735-5607 or skomaragiri@gmail.com if you have questions or need further clarification.

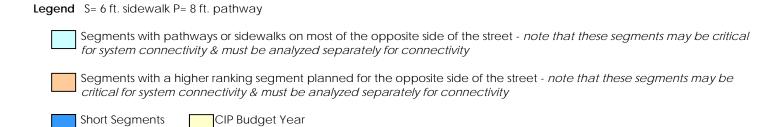


TABL	E 3.1: 20	18-19	op 20	Priority Pa	athway and Sidewalk	Segments excluding	g deferred segments			
Overall Segment Rank	Segment Item #	Section #	Туре	Side of Street	Location	From	То	# of Pieces in Segment	Segment Length (ft.) excluding Developer Planned & Completed pieces	Projeted CIP Year
2	81A	25	Р	south	Ten Mile	Meadowbrook	Willowbrook	1	2,530	20-21
3	81B	23	Р	south	Ten Mile	Willowbrook	Haggerty	3	2,750	20-21
4	153	36	S	east	Haggerty	City limits	Taco Bell	1	520	
5	64	22	S	east	Taft	Ten Mile	Eleven Mile	2	3,840	
6	84B	25	S	east	Meadowbrook	Nine Mile	Chattman	1	2,050	20-21
7	72	23	Р	north	Grand River	Town Center	Amstaff building	1	830	
8	21A	13	Р	south	Twelve Mile	Meadowbrook	Energy Way	1	3,385	
8	66	23	Р	south	Grand River	Sixth Gate	Main Street	2	312	
10	93B	27	S	north	Nine Mile	Plaissance	Taft	2	650	18-19
11	38	16	S	east	Beck	Eleven Mile	Grand River	2	2,100	
12	53	20	Р	west	Beck	Eleven Mile	Kirkway Place	1	1,300	21-22
13	84 A	25	S	east	Meadowbrook	Ten Mile	Chattman	1	2,350	20-21
14	90	26	Р	south	Ten Mile	Novi Rd.	Maly Dental	2	2,319	19-20
15	119A	36	S	east	Meadowbrook	Nine Mile	Singh Blvd	1	1,300	20-21
16	93A	27	S	north	Nine Mile	Novi Rd.	Plaissance	1	1,270	
17	99A	29	Р	south	Ten Mile	Wixom	400' E of Lynwood	2	2,900	20-21
18	18a	11	S	north	Twelve Mile	Twelve Oaks	Meadowbrook	2	2,925	
19	68	23	Р	south	Grand River	Funeral Home	Meadowbrook	1	800	
20	82B	25	S	west	Haggerty	Pavilion Ct Apartments	Nine Mile	1	492	
22	79	24	S	east	Meadowbrook	Ten Mile	Grand River	3	2,000	
	I Linear F		ovedl:	P= 8 ft. pa	athway				36,623	

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



TABI	LE 3.2: 2018	8-19 S∈	electe	d Priority	Pathway and S	Sidewalk Segments: def	erred until private de	evelopn	nent occurs	
Overall Segment Rank	Segment Item #	Section #	Туре	Side of Street	Location	From	То	# of Pieces in Segment	Segment Length (ft.) excluding Developer Planned & Completed Pieces	Notes
1	80B	24	S	north	Ten Mile	Meadowbrook	Willowbrook Estates	1	189	_
15	121A	36	Р	south	Nine Mile	Meadowbrook	Sunrise	1	2,900	Previous City Council
										Action



(400 ft. or less

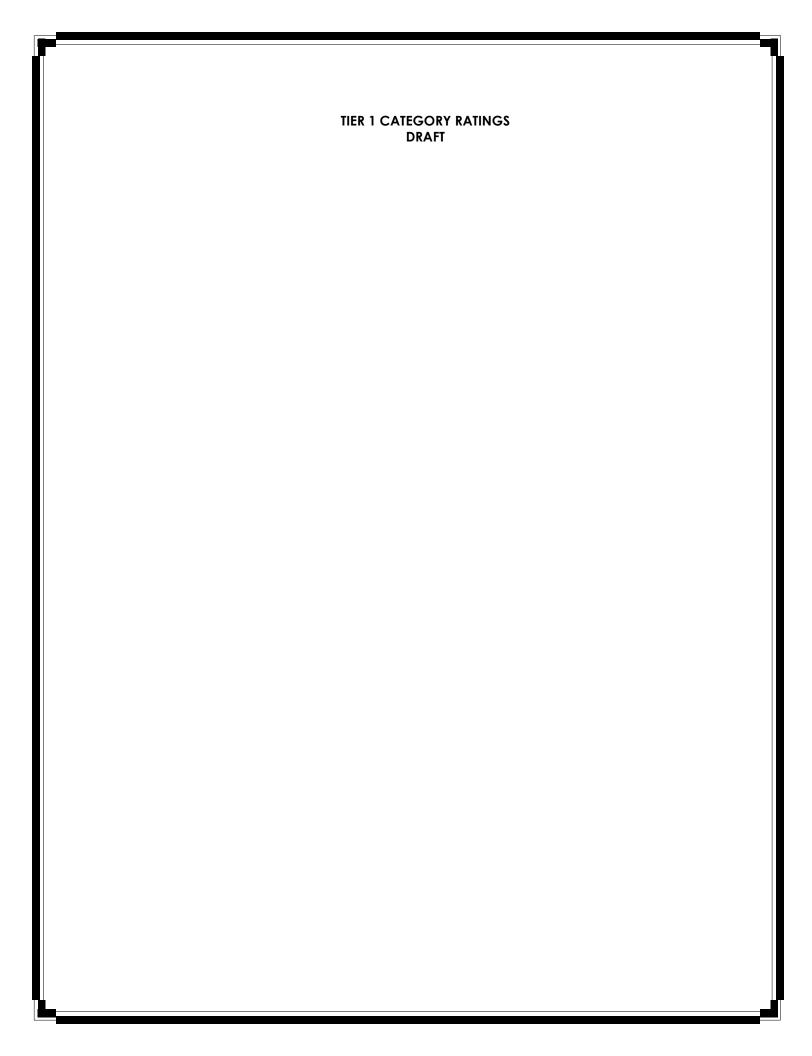


TABLE 4.		oscu Aujac	cent to Major R	oads Pathway and Side	walk Segments: Tier 1	Category Rankings				d adjacent to road ns of the City, the GORIES											ootential serv	vice bene	efits
				Location	From	То		Segme nt Length (ft.) excludi ng Develo per Planne d & Compl eted Pieces	Notes	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/14)	1 >	ACCESS 10 SCHOOLS (# elem & intermediate schools within 1 mile); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN		
														points a	ıvailable	per categor	ry						
RANK			ft. pathway	side of the street - r		n most of the opposite ents may be critical fo vzed separately for	r	s (400 ft or less)	Scheduled Segment	5 points = 1 accident 10 = 2 accidents 15 = 3 accidents	0 = <10K ADTs", 5 = 10K- 20K ADTs 10 = >20K ADTs	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	2 = 1 hotel 4 = 2+ hotel	3.5 = 1 shopp ing area 7 =	2 = 1 places of worship 4 = 2+ places	7 = connecte d to neighbori ng sidewalk	0 = low density 7 = medium density 14 =	3.5 = 1/2 to 1 mile 7 = over 1 mile	5 = top 15 survey responses, resident petitions & documente	20 = initial investm ent 15 = major		
VERALL SEGMENT R	gment Item #	# [sidewalk P= 8 f Street	opposite side of the critical for system c	gher ranking segmen street - note that the connectivity & must be	se segments may be	s in Segment	ort Segment	Budget Year	20 = 4 or more accidents	Then multiplied by 1<35mph, 1.2 for 35-			S	2+ shopp ing areas	of worship	system 14 = connecte d to regional	high density		d segments requested by groups & govt agencies	corrido r	. TIER 1 POINTS	RANKING
0	Se	S	S= 6 ft. Side of	for connectivity		, analyzou soparatory	of Piece	is .	CP		40mph & 1.5 for >=45 mph						trail system					TOTAL TIER	TIER 1
0	S= 6 ft. s Segme	sidewalk Poments with poments with a	P = 8 ft. pathway	y dewalks on most of the g segment planned for t		street - note that these	segme	nments ma	e critical for s	or system connect	1.5 for >=45 mph / & must be and				ity		trail					TOTAL	TIER 1
0	S= 6 ft. s Segme	sidewalk Paments with paments with a	P= 8 ft. pathway pathways or sign higher ranking	y dewalks on most of the g segment planned for t	he opposite side of tl	street - <i>note that these</i> ne street - <i>note that th</i>	segme	nments ma	e critical for sg	or system connect	1.5 for >=45 mph / & must be and				ity 7	4	trail	14	7	5	20	90 TOTAI	TIER
0	S= 6 ft. s Segme	ments with a ret Segments	P= 8 ft. pathway pathways or sign higher ranking ts (400 ft. or less	y dewalks on most of the g segment planned for to s) Schedu	he opposite side of tl	ntreet - note that these the street - note that the CIP Budget Willowbrook	e segme nese seg	189 2,530	e critical for sg	or system connect	1.5 for >=45 mph / & must be and ivity & must be	analyzed separa	itely for co	onnectiv	<i>ity</i> 7 7 7	4 4	trail system	14	7 0	5 5	20 20		TIER
Legend	S= 6 ft. s Segme Segme Short	sidewalk Paments with a ments with a control of the	P= 8 ft. pathway pathways or sign higher ranking its (400 ft. or less South P south	y dewalks on most of the g segment planned for ts) Schedu Ten Mile Ten Mile	he opposite side of the side of the segment Meadowbrook	retreet - note that these ne street - note that the CIP Budget Willowbrook Estates	e segme esese seg e Year	189 2,530 2,750	e critical for sgay be critical for sgeferred until co	or system connect onstruction	1.5 for >=45 mph / & must be and ivity & must be	analyzed separa	itely for co	onnectiv	7	4 4 4 4	trail system		7 0 7	5 5 5		90	TIER
Legend 1 2 3 4	S= 6 ft. s Segme Segme Short 80B 81A 81B 153	ments with a ret Segments 24 25 23 36	P= 8 ft. pathway pathways or sign higher ranking as (400 ft. or less S north P south P south S east	dewalks on most of the g segment planned for the solutions of the solutions of the graph of the graph of the solutions of the graph of the gra	he opposite side of the side o	ctreet - note that these the street - note that the CIP Budget Willowbrook Estates Willowbrook Haggerty Taco Bell	e segment segm	189 2,530 2,750 520	De critical for syay be critical for seferred until co	onstruction 10 20 20 10	1.5 for >=45 mph / & must be and ivity & must be 7.5 7.5 15	analyzed separa 9 9 0 0	6 6 0	onnectiv	7 7 7 3.5	4 4 4 0	trail system 0	14 14 14	7 0 7 7	5 5 5 0	20 20 0	90 93 85 64	3 1 4 15
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Legend 1 2 3 4	S= 6 ft. s Segme Segme Short 80B 81A 81B 153 64 84B	nents with a respectively. The segments with a respectively. The segments are segments as a segment a segm	P= 8 ft. pathway pathways or sign higher ranking ts (400 ft. or less South Pouth South South Seast Seast Seast	dewalks on most of the g segment planned for the symmetry of t	he opposite side of the side o	ctreet - note that these the street - note that the content of the	segment segmen	189 2,530 2,750 520 3,840 2,050	De critical for syay be critical for seferred until co	onstruction 10 20 20 10 5	1.5 for >=45 mph / & must be and ivity & must be 7.5 7.5 7.5 0 5	9 9 0 0 9	6 6 0	onnectiv	7 7 7 7 3.5 0 7 7	4 4 4 0 4 4	0 0 0 14 0 0 0	14 14 14 14 14	7 0 7 7 7	5 5 5 0 5 5	20 20 0 0 20	90 93 85 64 58 77	3 1 4 15 22 6
1 2 3 4 5 6 7	S= 6 ft. s Segme Segme Short 80B 81A 81B 153 64 84B 72	rt Segments 24 25 23 36 22 25 23	P = 8 ft. pathway pathways or sign higher ranking ts (400 ft. or less north P south P south S east S east P north	dewalks on most of the g segment planned for the system of	he opposite side of the side of the segment of the segment of the side of the	ctreet - note that these the street - note that the CIP Budget Willowbrook Estates Willowbrook Haggerty Taco Bell Eleven Mile Chattman Amstaff building	e segment segm	189 2,530 2,750 520 3,840 2,050 830	De critical for syay be critical for eferred until co	onstruction 10 20 20 10 5 0 10	1.5 for >=45 mph / & must be and ivity & must be 7.5 7.5 7.5 0 5 7.5	9 9 0 0 9 4.5	6 6 0	onnectiv	7 7 7 7 3.5 0 7 7 7 7	4 4 4 0 4 4 2	trail system O O O O O O O O O O O O O O O O O O	14 14 14 14	7 7 7 7 7	5 5 5 0 5 5	20 20 0 0 20 0	90 93 85 64 58 77 62	3 1 4 15 22 6 17
1 2 3 4 5 6 7 8	S= 6 ft. s Segme Segme Short 80B 81A 81B 153 64 84B 72 21A	ents with a series with a seri	pathways or single higher ranking a higher ranking as (400 ft. or less south P south S east S east P north P south P south P south S east S east P north P south	dewalks on most of the g segment planned for the system of	he opposite side of the side o	ctreet - note that these the street - note that the content of the	segment segmen	189 2,530 2,750 520 3,840 2,050 830 3,385	De critical for syay be critical for eferred until co	onstruction 10 20 20 10 5 0 10 15	1.5 for >=45 mph / & must be and ivity & must be 7.5 7.5 7.5 0 5 7.5 7.5	9 9 0 0 9 9 4.5	6 6 0 0 12 6 6	onnectiv	7 7 7 3.5 0 7 7	4 4 4 0 4 4 2 2	0 0 0 14 0 0 0 14 14 14 14 15 16 16 16 16 16 16 16 16 16 16 16 16 16	14 14 14 14 14 14 7	7 0 7 7 7 7 7 0	5 5 0 0	20 20 0 0 20 0	90 93 85 64 58 77 62 63	3 1 4 15 22 6 17 16
1 2 3 4 5 6 7 8	S= 6 ft. s Segme Segme Short 80B 81A 81B 153 64 84B 72 21A 66	24 25 23 36 22 25 23 13 23	P = 8 ft. pathway pathways or signal higher ranking as (400 ft. or less s north P south P south S east S east S east P north P south P south	dewalks on most of the g segment planned for	he opposite side of the side of the segment of the segment of the side of the	ctreet - note that these the street - note that the CIP Budget Willowbrook Estates Willowbrook Haggerty Taco Bell Eleven Mile Chattman Amstaff building Energy Way Main Street	e segmentes e segm	189 2,530 2,750 520 3,840 2,050 830 3,385 312	pe critical for syay be critic	onstruction 10 20 20 10 5 0 10 15 15	1.5 for >=45 mph 7.5 mph 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5	9 9 0 0 9 4.5 9	6 6 0	onnectiv	7 7 7 3.5 0 7 7 0	4 4 4 0 4 4 2 2 0	0 0 0 14 0 0 0 14 0 0 0 0 14 0 0 0 0 0 0	14 14 14 14 14 14 7 14	7 7 7 7 7	5 5 5 0 5 5 0 0	20 20 0 0 20 0 0 0	90 93 85 64 58 77 62 63 70	3 1 4 15 22 6 17 16 9
1 2 3 4 5 6 7 8 8 8	S= 6 ft. s Segme Segme Short 80B 81A 81B 153 64 84B 72 21A 66 93B	24 25 23 36 22 25 23 13 23 27	pathways or single higher ranking a higher ranking a higher ranking as (400 ft. or less south part of the south south south south part of the south part of	dewalks on most of the g segment planned for	he opposite side of the side o	ctreet - note that these the street - note that the CIP Budget Willowbrook Estates Willowbrook Haggerty Taco Bell Eleven Mile Chattman Amstaff building Energy Way Main Street Taft	se segmentes e seg	189 2,530 2,750 520 3,840 2,050 830 3,385 312 650	De critical for syay be critical for eferred until co	onstruction 10 20 20 10 5 0 10 15 15 10	1.5 for >=45 mph / & must be and ivity & must be 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.	9 9 0 0 9 4.5 9 4.5	6 6 0 0 12 6 6	onnectiv	7 7 7 3.5 0 7 7 0 7 3.5	4 4 4 0 4 2 2 2 0 0	0 0 0 14 0 0 14 0 0 0 0 0 0 0 0 0 0 0 0	14 14 14 14 14 14 7	7 7 7 7 7	5 5 0 0	20 20 0 0 20 0 0 0	90 93 85 64 58 77 62 63 70	3 1 4 15 22 6 17 16 9 8
1 2 3 4 5 6 7 8 8 10	S= 6 ft. s Segme Segme Short 80B 81A 81B 153 64 84B 72 21A 66 93B 38	24 25 23 36 22 25 23 13 23 27 16	pathways or sign higher ranking a higher ranking a higher ranking as (400 ft. or less south P south S east S east P north P south S east	dewalks on most of the g segment planned for	he opposite side of the side of the segment of the segment of the side of the	ctreet - note that these the street - note that the content of the	2	189 2,530 2,750 520 3,840 2,050 830 3,385 312 650 2,100	pe critical for symplements of the critical for symplements of	onstruction 10 20 20 10 5 0 10 15 15 10 15	1.5 for >=45 mph 7.8 must be and ivity & must be 7.5 7.5 7.5 7.5 7.5 7.5 0 15 0 15	9 9 0 0 9 4.5 9	6 6 0 0 12 6 6	onnectiv	7 7 7 3.5 0 7 7 0 7 3.5 3.5		trail system 0 0 0 0 14 0 0 14 0 0 14 14 0 14 14 16 17 18 18 18 18 18 18 18 18 18 18 18 18 18	14 14 14 14 14 14 7 14 14 7	7 7 7 7 7	5 5 0 0	20 20 0 0 20 0 0 0 0 20 0	90 93 85 64 58 77 62 63 70 70	3 1 4 15 22 6 17 16 9 8 5
1 2 3 4 5 6 7 8 8 8 10 11	S= 6 ft. s Segme Segme Short 80B 81A 81B 153 64 84B 72 21A 66 93B 38 53	24 25 23 36 22 25 23 13 23 27 16 20	pathways or single pathways or s	dewalks on most of the g segment planned for	he opposite side of the side o	ctreet - note that these the street - note that the CIP Budget Willowbrook Estates Willowbrook Haggerty Taco Bell Eleven Mile Chattman Amstaff building Energy Way Main Street Taft Grand River Kirkway Place	2	189 2,530 2,750 520 3,840 2,050 830 3,385 312 650	20-21 20-21 18-19 21-22	onstruction 10 20 20 10 5 0 10 15 15 10 15	1.5 for >=45 mph / & must be and ivity & must be 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.	9 9 0 0 9 4.5 9 4.5 9	6 6 0 0 12 6 6	onnectiv	7 7 7 3.5 0 7 7 0 7 3.5		0 0 0 14 0 0 14 0 0 0 0 0 0 0 0 0 0 0 0	14 14 14 14 14 14 7 14 14 7	7 7 7 7 7	5 5 0 0	20 20 0 0 20 0 0 0 0 20 0	90 93 85 64 58 77 62 63 70 70 79 65	3 1 4 15 22 6 17 16 9 8
1 2 3 4 5 6 7 8 8 10	S= 6 ft. s Segme Segme Short 80B 81A 81B 153 64 84B 72 21A 66 93B 38	24 25 23 36 22 25 23 13 23 27 16 20 25	pathways or single higher ranking a higher ranking as (400 ft. or less south passed by south south passed by s	dewalks on most of the g segment planned for	he opposite side of the side of the segment of the segment of the side of the	ctreet - note that these the street - note that the content of the	2	189 2,530 2,750 520 3,840 2,050 830 3,385 312 650 2,100 1,300	pe critical for symplements of the critical for symplements of	onstruction 10 20 20 10 5 0 10 15 15 10 15	1.5 for >=45 mph 7.8 must be and ivity & must be 7.5 7.5 7.5 7.5 7.5 7.5 0 15 0 15	9 9 0 0 9 4.5 9 4.5 9 9 4.5	6 6 0 0 12 6 6	onnectiv	7 7 7 3.5 0 7 7 0 7 3.5 3.5		0 0 0 14 0 0 0 14 14 14	14 14 14 14 14 14 7 14 14 7	7 7 7 7 7 7 0 7 7 7	5 5 0 0	20 20 0 0 20 0 0 0 0 20 0	90 93 85 64 58 77 62 63 70 70	3 1 4 15 22 6 17 16 9 8 5

TABLE 4	.5: Propose	ed Adjad	ent to Maj	or Road	ds Pathway and Sidew	walk Segments: Tier 1 Ca	ategory Rankings				d adjacent to road ns of the City, the s											otential ser	vice benefits
										TIER 1 CATEG													
					Location	From	То		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 9/14)	TRAFFIC SAFETY (ADT) 2010 Non- Motorized MP & Traffic Speed	ACCESS 10 SCHOOLS (# elem & intermediate schools within 1 mile); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN	
															points	available	per catego	ry					
SEGMENT RANK	Item #		sidewalk P= 8 ft. pathway	et	side of the street - no system connecti Segments with a high	nways or sidewalks on mote that these segments tivity & must be analyzed connectivity the ranking segment place treet - note that these	ts may be critical for ed separately for language.	Segment	t Segments (400 ft or less)	get 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,	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	2 = 1 hotel 4 = 2+ hotel s	3.5 = 1 shopp ing area 7 = 2+ shopp ing areas	2 = 1 places of worship 4 = 2+ places of worship	7 = connecte d to neighbori ng sidewalk system 14 = connecte d to	0 = low density 7 = medium density 14 = high density	3.5 = 1/2 to 1 mile 7 = over 1 mile	5 = top 15 survey responses, resident petitions & documente d segments requested by groups & govt	20 = initial investm ent 15 = major corrido r	TOTAL TIER 1 POINTS TIER 1 RANKING
OVERALL SE	gment Ite	ection #	انے	ide of Street		street - note that these and annectivity & must be an		Pieces in	Short	CIP Budget		1.2 for 35- 40mph & 1.5 for >=45				ai cas		regional trail system			agencies		TOTAL TIEF
	Segme	dewalk P	e 8 ft. path	way or side		opposite side of the stre			nents may be														
			higher rars s (400 ft. or	_		he opposite side of the s lled Segment	street - note that the. CIP Budget Y			ay be critical fo eferred until co		vity & must be	analyzed separa	ately for c	connecti	vity							
16	93A		S north				Plaissance	1	1,270		10	0	0	6	0	7	0	0	14	7	5	20	69 10
17	99A		P south				100' E of Lynwood	2		20-21	5	7.5	0	0	0	3.5	4	14	7	0	5	20	66 12
18	18a		S north				Meadowbrook	2	2,925		10	7.5	9	6	4	0	2	14	7	7	0	0	67 11
19	68	23	P south	n Gr	rand River F	Funeral Home N	Meadowbrook	1	800		10	7.5	4.5	0	2	7	2	14	14	3.5	0	0	65 13
20	82B	25	S west	На	aggerty F	Pavilion Ct N	Nine Mile	1	492		10	15	4.5	0	2	0	4	0	14	7	5	0	62 18
21	121A	36	P sout	h Ni	ine Mile	Meadowbrook Su	Sunrise	1	2,900		5	0	4.5	6	0	0	4	0	14	0	5	20	59 20
22	79	24	S east	M			Grand River	3	2,000		10	6	4.5	6	2	7	4	0	7	7	5	0	59 20
23	32a		S west				-96 south side	1	1,612		15	15	4.5	0	4	7	0	0	0	7	5	0	57.5 23
24	6	3	P west	W	est Park E	Bristol Corners Po	Pontiac Trail	3	3,049	17-18	20	0	4.5	6	0	0	0	0	14	7	5	0	56.5 24
25	58B		S east				Sierra	1	2,600		0	7.5	9	6	2	3.5	2	0	14	7	5	0	56 25
26	52A	20	P south				side ITC Corridor	2	2,380	20.21	0	0	9	6	2	3.5	2	14	7	7	5	0	55.5 26
27	119c 88	36 26	S east S north				N of Llewelyn Novi Rd.	1 2	.,200	20-21 19-20	10	0	0	0 12	0	0	4	0	14 14	/	0	20	55 27 54 28
28	18b		S north	_			Providence	1	5,280	17-20	10	7.5	4.5	12	4	0	7	0	7	7	0	0	54 28
		 	2 110111		velve Mile	1)	1		5,250			7.5	7.0	14	7	U		J	,	,	U	U	2.0

	.5: Propo	osed Adja	acent to Major R	oads Pathway and Side	walk Segments: Tier 1	Category Rankings				d adjacent to roa ns of the City, the											otential serv	ice benef	ILS
									TIER 1 CATE	GORIES													
				Location	From	То		Segme nt Length (ft.) exclud ng Develo per Planne d & Compl eted Pieces	i	ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/14)	TRAFFIC SAFETY (ADT) 2010 Non- Motorized MP & Traffic Speed	ACCESS IO SCHOOLS (# elem & intermediate schools within 1 mile); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN		
									_					points a	available	per catego	у						
ENT RANK	#		< P= 8 ft. pathway	side of the street - i		n most of the opposite ents may be critical for vzed separately for		ments (400 ft or less)	Year 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 multiplied	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	2 = 1 hotel 4 = 2+ hotel s	3.5 = 1 shopp ing area 7 = 2+ shopp	2 = 1 places of worship 4 = 2+ places of worship		0 = low density 7 = medium density 14 = high density	3.5 = 1/2 to 1 mile 7 = over 1 mile	5 = top 15 survey responses, resident petitions & documente d segments requested	20 = initial investm ent 15 = major corrido r	OINTS	9
ALL SEGM	ent Item	#	sidewalk		gher ranking segmen e street - note that the	se segments may be	⊆	ㄷ	Budget \	accidents	by 1<35mph, 1.2 for 35-				ing areas		connecte d to regional			by groups & govt agencies		Total Tier 1 Points	RANKING
Pueber OVERALL	Š	N S	S = 8 ft. pathway	for connectivity		. analyzeu separately	of Pieces		CIP B.		40mph & 1.5 for >=45 mph						trail system					TOTAL	_
egend	S= 6 ft. Segm Segm Shor	sidewalk ments wit nents with ort Segme	k P= 8 ft. pathway ith pathways or sign a higher ranking ents (400 ft. or less	dewalks on most of the g segment planned for	opposite side of the s the opposite side of tl uled Segment	treet - <i>note that these</i> ne street - <i>note that th</i> CIP Budget	e segn	nents may	be critical for s	or system connect	40mph & 1.5 for >=45 mph y & must be and tivity & must be	analyzed separa	tely for co	onnectiv			trail system	14	0		20		TIFR 1
egend	S= 6 ft. Segm Segm Shor	ments with ort Segme	k P= 8 ft. pathway ith pathways or siden a higher ranking ents (400 ft. or less	dewalks on most of the g segment planned for Schedi	opposite side of the s the opposite side of tl uled Segment Sunrise	treet - note that these ne street - note that th CIP Budget Haggerty	e segn	nents may egments m 2,380	be critical for s	onstruction 5	40mph & 1.5 for >=45 mph y & must be and tivity & must be	analyzed separa	tely for co	onnectiv 0	0	4	trail system	14	0	5	20	52.5	1168
gend	S= 6 ft. Segr Segm Shor 121B 44	ments with segme 36	k P= 8 ft. pathways or side the pathways or side the a higher ranking tents (400 ft. or less) P south P east	dewalks on most of the g segment planned for Sched	opposite side of the s the opposite side of tl uled Segment Sunrise Knights Bridge	treet - <i>note that these</i> ne street - <i>note that th</i> CIP Budget	e segn	nents may egments m 2,380 2,700	be critical for s	or system connect	40mph & 1.5 for >=45 mph y & must be and tivity & must be	analyzed separa	tely for co	onnectiv	0	4 0	trail system	14 7 0	0 3.5 7		20	52.5 51	30 32
gend 0 2 3	S= 6 ft. Segm Segm Shor	ments with segme 36	k P= 8 ft. pathway ith pathways or sign a higher ranking ents (400 ft. or less P south P east P west	dewalks on most of the g segment planned for Schedi	opposite side of the s the opposite side of tl uled Segment Sunrise	treet - note that these ne street - note that th CIP Budget Haggerty	e segn	nents may egments m 2,380	be critical for s	or system connection 5 10	40mph & 1.5 for >=45 mph y & must be and tivity & must be	analyzed separa 4.5 4.5	0 6	onnectiv 0	0	4 0 0 2	trail system 0 0	7		5		52.5 51	30 32 33
0 gend 0 2 3 4	S= 6 ft. Segr Segm Shor 121B 44	ments with segme 36	k P= 8 ft. pathways or sidental hamiltonian in a higher ranking ents (400 ft. or less) P south P east P west S north	dewalks on most of the g segment planned for Schedi	opposite side of the s the opposite side of tl uled Segment Sunrise Knights Bridge across 96	treet - note that these ne street - note that the CIP Budget Haggerty Island Lake	segn ese segn : Year	nents may egments m 2,380 2,700 1,346	be critical for s	or system connection 5 10 5	40mph & 1.5 for >=45 mph y & must be and tivity & must be 0 0 15	analyzed separa 4.5 4.5 0	0 6 0	onnectiv 0	0 0 3.5	4 0 0 2 4	trail system 0 0 0	7		5	20 15	52.5 51 50.5 50	30 32 33 34
0 gend 60 62 63 64	S= 6 ft. Segm Segm Shor 121B 44 169 3	ments with segme 36 18 17 1 26	k P= 8 ft. pathways or sidental higher ranking ents (400 ft. or less Pasouth P	for connectivity y dewalks on most of the g segment planned for some some some some some some some some	opposite side of the s the opposite side of the uled Segment Sunrise Knights Bridge across 96 Haggerty Rd.	treet - note that these ne street - note that th	segn ese segn : Year	2,380 2,700 1,346	be critical for some set of the critical for	or system connection 5 10 5 10	40mph & 1.5 for >=45 mph y & must be and tivity & must be 0 0 15	analyzed separa 4.5 4.5 0 9	0 6 0	onnectiv 0	0 0 3.5 0	4 0 0 2 4 2	trail system O O O O O O O O O O O O O O O O O O O	7 0 7		5	20 15 15	52.5 51 50.5 50	30 32 33 34 34
30 32 33 34 34	S= 6 ft. Segm Segm Shor 1218 44 169 3 87	ments with segme 36 18 17 1 26 33	k P= 8 ft. pathways or sidental higher ranking ents (400 ft. or less) P south P east P west S north S north S east	for connectivity y dewalks on most of the g segment planned for some some some segment planned for some some some some some some segment planned for some some some some some some segment planned for some some some some some some some some	opposite side of the side of the side opposite side of the sulled Segment Sunrise Knights Bridge across 96 Haggerty Rd. Meadowbrook	treet - note that these ne street - note that the CIP Budget Haggerty Island Lake M-5 Venture	segn ese segn : Year	2,380 2,700 1,346 1,734 2,100	be critical for some set of the critical for	onstruction 5 10 5 10 0	40mph & 1.5 for >=45 mph y & must be and tivity & must be 0 0 15 0	4.5 4.5 0 9 4.5	0 6 0 0	onnectiv 0	0 0 3.5 0 3.5	4 0 0 2 4 2 2	trail system O O O O O O O O	7 0 7 14	3.5 7 7 7	5 0 5 0 5	20 15 15 0	52.5 51 50.5 50 50 49	30 32 33 34 34 36
0 gend 2 33 33 34 34 36 37	S= 6 ft. Segm Segm Shor 121B 44 169 3 87 112	ments with segme 36 18 17 1 26 33	k P= 8 ft. pathways or side the pathways or side th	for connectivity y dewalks on most of the g segment planned for some some some segment planned for some some some some some some segment planned for some some some some some some segment planned for some some some some some some some some	opposite side of the side of the side opposite side of the sulled Segment Sunrise Knights Bridge across 96 Haggerty Rd. Meadowbrook Nine Mile	treet - note that these ne street - note that the CIP Budget Haggerty Island Lake M-5 Venture City Limits	segn ese segn : Year	2,380 2,700 1,346 1,734 2,100 1,400	be critical for some set of the critical for	onstruction 5 10 5 10 0 10	40mph & 1.5 for >=45 mph y & must be and tivity & must be 0 0 15 0 0 15	4.5 4.5 0 9 4.5 4.5	0 6 0 0	onnectiv 0	0 0 3.5 0 3.5 0	4 0 0 2 4 2 2	trail system O O O O O O O O O O O O O O O O O O O	7 0 7 14	3.5 7 7 7 7 3.5	5 0 5 0 5	20 15 15 0 0	52.5 51 50.5 50 50 49 48.5	30 32 33 34 36 37
Oggend 00 12 13 14 14 16 17 18	S= 6 ft. Segm Segm Shor 1218 44 169 3 87 112 218	ments with segme 36 18 17 1 26 33 13 13	k P= 8 ft. pathway th pathways or sidental hamber ranking ents (400 ft. or less) P south P east P west S north S north S east P south S west	for connectivity y dewalks on most of the g segment planned for some signal of segment planned for segme	opposite side of the side of the side opposite side of the sulled Segment Sunrise Knights Bridge across 96 Haggerty Rd. Meadowbrook Nine Mile Energy Way	treet - note that these one street - note that the CIP Budget Haggerty Island Lake M-5 Venture City Limits Haggerty	segmese segmese segments and the segments are segments as a segment of t	2,380 2,700 1,346 1,734 2,100 1,400	be critical for some set of the critical for	onstruction 5 10 5 10 0 10 15	40mph & 1.5 for >=45 mph y & must be and tivity & must be 0 0 0 15 0 0 15 7.5	4.5 4.5 0 9 4.5 4.5 9	0 6 0 0 12 0 6	onnectiv 0	0 0 3.5 0 3.5 0	4 0 0 2 4 2 2 0 4	trail system O O O O O O O O O O O O O O O O O O O	7 0 7 14 14	3.5 7 7 7 7 3.5 0	5 0 5 0 5	20 15 15 0 0	52.5 51 50.5 50 50 49 48.5 48	30 32 33 34 34 36 37 38
30 32 33 34 34 36 37 38	S= 6 ft. Segm Segm Shor 121B 44 169 3 87 112 21B 25	ments with nents with 17 1 26 33 13 13 36 36	k P= 8 ft. pathways or side the pathways or side th	for connectivity y dewalks on most of the g segment planned for some	opposite side of the side of the side opposite side of the sure of	treet - note that these ne street - note that the CIP Budget Haggerty Island Lake M-5 Venture City Limits Haggerty section line	segmese segmese segments and the segments are segments as a segment of t	2,380 2,700 1,346 1,734 2,100 1,400 675 4,300	be critical for say be cri	onstruction 5 10 5 10 0 10 0 10	40mph & 1.5 for >=45 mph y & must be and tivity & must be 0 0 0 15 0 0 15 7.5	4.5 4.5 0 9 4.5 4.5 9 4.5	0 6 0 0 12 0 6	onnectiv 0	0 0 3.5 0 3.5 0 0	4 0 0 2 4 2 2 0 4 2	trail system O O O O O O O O O O O O O O O O O O	7 0 7 14 14 7	3.5 7 7 7 3.5 0	5 0 5 0 5	20 15 15 0 0 0 20	52.5 51 50.5 50 50 49 48.5 48	30 32 33 34 34 36
30 32 33 34 34 36 37 38 38	S= 6 ft. Segm Segm Shor 1218 44 169 3 87 112 218 25 119b	36 18 17 1 26 33 13 13 36 21	k P= 8 ft. pathways or side the pathways or side th	for connectivity y dewalks on most of the g segment planned for some	opposite side of the side of the side opposite side of the sulled Segment Sunrise Knights Bridge across 96 Haggerty Rd. Meadowbrook Nine Mile Energy Way Twelve Mile Singh Blvd	treet - note that these ne street - note that the CIP Budget Haggerty Island Lake M-5 Venture City Limits Haggerty section line N of Llewelyn Cider Mill City Limits	segmese segmese segments and the segments are segments as a segment of t	2,380 2,700 1,346 1,734 2,100 1,400 675 4,300 1,300	be critical for say be critical for say be critical for says be critical	onstruction 5 10 5 10 0 10 15 0 55	40mph & 1.5 for >=45 mph y & must be and tivity & must be 0 0 0 15 0 0 15 7.5 7.5 0	4.5 4.5 0 9 4.5 4.5 9 4.5 0	0 6 0 12 0 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	onnectiv 0	0 0 3.5 0 3.5 0 0 0	4 0 0 2 4 2 2 0 4 2 0	trail system O O O O O O O O O O O O O O O O O O O	7 0 7 14 14 7 14 14	3.5 7 7 7 3.5 0	5 0 5 0 5	20 15 15 0 0 0 0 20 20	52.5 51 50.5 50 50 49 48.5 48 48	30 32 33 34 34 36 37 38 38
30 32 33 34 34 36 37 38 38 38	S= 6 ft. Segm Segm Shor 121B 44 169 3 87 112 21B 25 119b 58A	36 18 17 1 26 33 13 13 36 21	k P= 8 ft. pathways or side the pathways or side th	dewalks on most of the g segment planned for some some some some some some some some	opposite side of the sithe opposite side of the sulled Segment Sunrise Knights Bridge across 96 Haggerty Rd. Meadowbrook Nine Mile Energy Way Twelve Mile Singh Blvd Ashley Timber Ridge development Dinser	treet - note that these ne street - note that the CIP Budget Haggerty Island Lake M-5 Venture City Limits Haggerty section line N of Llewelyn Cider Mill	segmese segmese segments and the segments are segments as a segment of t	2,380 2,700 1,346 1,734 2,100 1,400 675 4,300 1,200 1,600 1,780	be critical for say be cri	onstruction 5 10 5 10 0 10 15 0 5 0 5	40mph & 1.5 for >=45 mph y & must be and tivity & must be 0 0 0 15 0 0 15 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.	4.5 4.5 9 4.5 0 9 4.5 4.5 4.5 4.5 4.5 4.5 4.5 4.5 4.5	0 6 0 12 0 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	onnectiv 0	0 0 3.5 0 3.5 0 0 0 0	0 2 4 2 2 0 4 2	trail system O O O O O O O O O O O O O O O O O O O	7 0 7 14 14 7 14 14 14	3.5 7 7 7 3.5 0	5 0 5 0 5	20 15 15 0 0 0 0 20 20	52.5 51 50.5 50 50 49 48.5 48 48 48 47.5	30 32 33 34 34 36 37 38 38 38
	S= 6 ft. Segr Segm Shor 1218 44 169 3 87 112 218 25 119b 58A 115	36 18 17 1 26 33 13 13 36 21 34	k P= 8 ft. pathways or side in a higher ranking ents (400 ft. or less) P south P east P west S north S north S east P south S east S west S north S west S east S west	dewalks on most of the g segment planned for some some some some some some some some	opposite side of the side of the side opposite side of the sulled Segment Sunrise Knights Bridge across 96 Haggerty Rd. Meadowbrook Nine Mile Energy Way Twelve Mile Singh Blvd Ashley Timber Ridge development	treet - note that these ne street - note that the CIP Budget Haggerty Island Lake M-5 Venture City Limits Haggerty section line N of Llewelyn Cider Mill City Limits	segmese segmese segments and the segments are segments as a segment of t	2,380 2,700 1,346 1,734 2,100 1,400 675 4,300 1,300 1,200 1,600	be critical for say be critical for say be critical for says be critical	onstruction 5 10 5 10 0 10 5 0 5 0 5 0 5	40mph & 1.5 for >=45 mph y & must be and tivity & must be 0 0 15 0 0 15 7.5 7.5 7.5 7.5	4.5 4.5 0 9 4.5 4.5 9 4.5 0 9 4.5	0 6 0 0 12 0 6 0 0	onnectiv 0	0 0 3.5 0 3.5 0 0 0 0 3.5 3.5	0 2 4 2 2 0 4 2	trail system O O O O O O O O O O O O O O O O O O O	7 0 7 14 14 7 14 14 14	3.5 7 7 7 3.5 0 0 0 7	5 0 5 0 5 0 0 0 5 5	20 15 15 0 0 0 20 20 0	52.5 51 50.5 50 50 49 48.5 48 48 47.5 46	30 32 33 34 34 36 37 38 38 38 41

TABLE 4	.5: Propos	sed Adja	icent to Ma	ajor Roa	ads Pathway and Sid	ewalk Segments: Tier 1	Category Rankings				ns of the City, the		idewalk segment ranked by the Tie									otential ser	rvice benefi	ts
					Location	From	То		Segme nt Length (ft.) excludi ng Develo per Planne d & Compl eted Pieces		BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/14)	TRAFFIC SAFETY (ADT) 2010 Non- Motorized MP & Traffic Speed	ACCESS 10 SCHOOLS (# elem & intermediate schools within 1 mile); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN		
															points	available	per catego	ry						
RANK			8 ft. pathway		side of the street -		n most of the opposite ents may be critical for yzed separately for	+	ts (400 ft or less)	Scheduled Segment	5 points = 1 accident 10 = 2 accidents 15 = 3 accidents	0 = <10K ADTs", 5 = 10K- 20K ADTs 10 = >20K ADTs	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	2 = 1 hotel 4 = 2+ hotel	3.5 = 1 shopp ing area 7 =	2 = 1 places of worship 4 = 2+ places	7 = connecte d to neighbori ng sidewalk	0 = low density 7 = medium density 14 =	3.5 = 1/2 to 1 mile 7 = over 1 mile	5 = top 15 survey responses, resident petitions & documente	20 = initial investm ent 15 = major	S	
OVERALL SEGMENT F	Item #	ection #	= 6 ft. sidewalk P= 8	ide of Street	opposite side of th	nigher ranking segmen ne street - note that the connectivity & must b		of Pieces in Segment	Short Segments	CIP Budget Year	20 = 4 or more accidents	Then multiplied by 1<35mph, 1.2 for 35- 40mph & 1.5 for >=45 mph			S	2+ shopp ing areas	of worship	system 14 = connecte d to regional trail system	high density		d segments requested by groups & govt agencies	corrido r	TOTAL TIER 1 POINTS	TIER 1 RANKING
Legend	Segme Segme	nents with		s or side inking s or less)	segment planned for	the opposite side of t	street - note that these seen he street - note that these CIP Budget Ye	e seg	nments ma		r system connec													
45	30	14	P wes		/leadowbrook	Twelve Mile	3	3	1,750		5	6	9	0	2	0	2	14	7	7	0	0		45 45
45 47	52B 67	20	P sout		leven Mile Grand River	E side ITC Corridor Fountain Park	1300' W of Beck Huntley Manor	2	645 167		0	7.5	4.5	6	2	7	0	14 0	14	3.5	0	0		45 47
47	103	31	P eas		lapier	Park Place	Community Sports	1	572		0	0	0	6	0	35	0	0	0	3.5	0	0		47
47	150	17	s nort		Grand River	Sams Way	Providence	2	XXXXX		0	7.5	0	6	2	7	0	0	0	7	0	15		47
50	78a	24	P sout	th G	Grand River	Meadowbrook	Joseph		1,900		10	7.5	4.5	6	2	7	0	0	7	0	0	0		50
51	31	15	S sout		welve Mile	Novi Rd.		-+	1,512		15	7.5	0	0	2	7	0	0	0	7	5	0		51
51	41	17	S eas		Vixom	Target	Deerfield	1	1,100		0	5	9	12	2	3.5	0	0	0	7	5	0		51
51 54	75 7	24	P nort		Grand River South Lake	Seeley Elm	Meadowbrook Henning	1	1,600 1,783		10 10	7.5	4.5	0 12	2	7	2	0	7	3.5	0	0		51 54
54	40	17	P sout		Grand River	Providence Hospital		3	620		5	7.5	4.5	12	2	0	0	0	0	7	5	0		54
56	33	15	S wes	st N	lovi Rd.	I-96	Crescent	2	240		0	15	4.5	0	4	7	0	0	0	7	5	0	42.5	56
57	161	16	P eas		Beck	across 96			1,387		5	15	0	6	0	3.5	0	0	0	7	5	0		57
57	97A	29	P wes	st B	Beck	Nine Mile	Cheltenham	1	825		15	7.5	4.5	0	0	3.5	4	0	7	0	0	0	41.5	57

TA	SLE 4.5:	Propose	d Adia	cent to Ma	aior Roa	ids Pathway and Side	walk Segments: Tier 1 (ategory Rankings				d adjacent to road											otential ser	vice benefits
							J				TIER 1 CATEO			<u> </u>			<u> </u>		<u> </u>	<u> </u>				
						Location	From	То		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 9/14)	TRAFFIC SAFETY (ADT) 2010 Non- Motorized MP & Traffic Speed	ACCESS 10 SCHOOLS (# elem & intermediate schools within 1 mile); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN	
											_					points	available	per catego	ry					
	SEGMENT RANK			KP=8ft. pathway		side of the street - r	nways or sidewalks on note that these segmentivity & must be analyze connectivity	ts may be critical for	Segment	ments (400 ft or less)	Year 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 multiplied	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	2 = 1 hotel 4 = 2+ hotel s	3.5 = 1 shopp ing area 7 = 2+ shopp	2 = 1 places of worship 4 = 2+ places of worship	7 = connecte d to neighbori ng sidewalk system 14 =	0 = low density 7 = medium density 14 = high density	3.5 = 1/2 to 1 mile 7 = over 1 mile	5 = top 15 survey responses, resident petitions & documente d segments requested	20 = initial investm ent 15 = major corrido r	OINTS
	OVERALL SEGMI	Segment Item #	Section #	S= 6 ft. sidewalk	Side of Street	opposite side of the	ther ranking segment parties of the second street - note that these onnectivity & must be a	segments may be	of Pieces in Seq	Short	CIP Budget Y	accidents	by 1<35mph, 1.2 for 35- 40mph & 1.5 for >=45 mph				ing areas	·	connecte d to regional trail system	j		by groups & govt agencies		TOTAL TIER 1 POINTS TIER 1 RANKING
Leg	end S	S= 6 ft. sid	lewalk f	P= 8 ft. pa	thway																			
		Segmen	ts with a	a higher ra	anking s	egment planned for t	opposite side of the str	street - note that the	ese se	egments may	be critical fo	or system connect												
				ts (400 ft. d			ıled Segment	CIP Budget	rear	Г	erred until co		I	4.5			0.5	.	2	_		0		44.5 57
60		97B 35	29 15	P wes				riquois Grand River	2	1,200 1,680		15	7.5	4.5	0	0	3.5	2	0	7	7	5	0	41.5 57 41 60
6		111a	32	P sou			Rock	Garfield	1	6,000		5	0	4.5	6	0	0	2	14	0	3.5	5	0	40 61
6		111b	32	P wes		ino Milo	Carfield	Conservation area Vasilios Court	1	6,000		5	0	4.5	6	0	0	2	14	0	3.5	5	0	40 61
6		111c	32	P sou	th N			TC Pathway	1	6,000		5	0	4.5	6	0	0	2	14	0	3.5	5	0	40 61
64	ļ	173	36	S we	st H	aggerty	Eight Mile	Big Boy Restaurant	1	XXXXX		0	0	13.5	0	4	3.5	0	14	0	3.5	0	0	38.5 64
64		78D	24	P sou				Haggerty	1	500		10	7.5	0	0	0	7	0	0	7	7	0	0	38.5 64
66		168	14	P eas		+	across 96		1	2,077		0	15	0	0	4	0	0	0	14	0	5	0	38 66
67		17	11	S eas				Thirteen Mile	1	2,300		5	0	4.5	12	2	0	0	0	7	7	0	0	37.5 67 37.5 67
67		162A 1a	3	S nor S sou				E of Lilley Trail M-5	2	2,000 1,620		0	7.5	4.5	12 0	0	0	2	0	14 7	7	U	0	37.5 67 37.5 67
70		110B	32				30 7	Vine Mile	2	1,400		10	15	9	0	0	0	2	0	0	0	0	0	36 70
70		78b	24	P wes				Nine Mile Bashian	1	300		10	7.5	4.5	0	0	7	0	0	7	0	0	0	36 70
70		78c	24	P sou			·	Karim	1	300		10	7.5	4.5	0	0	7	0	0	7	0	0	0	36 70

TABLE 4	5: Propose	ed Adja	cent to Ma	ajor Roa	ds Pathway and Sidev	valk Segments: Tier 1 C	ategory Rankings				d adjacent to road ns of the City, the											otential ser	vice benefits
										TIER 1 CATEC						<u> </u>		<u> </u>	<u> </u>				
					Location	From	То		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 9/14)	TRAFFIC SAFETY (ADT) 2010 Non- Motorized MP & Traffic Speed	ACCESS 10 SCHOOLS (# elem & intermediate schools within 1 mile); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN	
										_					points	available	per catego	·y					
T RANK			= 8 ft. pathway		side of the street - no	nways or sidewalks on note that these segment tivity & must be analyze connectivity	ts may be critical for		ents (400 ft or less)	Scheduled Segment	5 points = 1 accident 10 = 2 accidents 15 = 3 accidents 20 = 4 or	0 = <10K ADTs", 5 = 10K- 20K ADTs 10 = >20K ADTs Then	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	2 = 1 hotel 4 = 2+ hotel s	3.5 = 1 shopp ing area 7 = 2+	2 = 1 places of worship 4 = 2+ places of	7 = connecte d to neighbori ng sidewalk system	0 = low density 7 = medium density 14 = high	3.5 = 1/2 to 1 mile 7 = over 1 mile	5 = top 15 survey responses, resident petitions & documente d segments	20 = initial investm ent 15 = major corrido	NTS
OVERALL SEGMENT RANK	Segment Item #	Section #	S= 6 ft. sidewalk P=	Side of Street	opposite side of the	her ranking segment p street - note that these onnectivity & must be a	segments may be	of Pieces in Segment	Short	CIP Budget Year	more accidents	multiplied by 1<35mph, 1.2 for 35- 40mph & 1.5 for >=45 mph				shopp ing areas	worship	14 = connecte d to regional trail system	density		requested by groups & govt agencies	Г	TOTAL TIER 1 POINTS TIER 1 RANKING
Legend	Segmen	ents with	pathway	rs or side	egment planned for th	opposite side of the stre	street - note that the	ese se	gments may	be critical fo	or system connecti					rity							
	Short S	egmen	ts (400 ft.			led Segment	CIP Budget \	Year		erred until co	T						_	_	_ 1	_	_		
73	37B	16	S nor				Taft Taft	1	1,650		0	0	9	0	2	3.5	2	0	7	7	5	0	35.5 73
74 74	34	15 33	S nor					6	2,600		5	0	9 4.5	0	2	0	2	0	7 14	3.5	0	0	34 74 34 74
76	113b 11	9	P sou				Anna Maria West Park	1	1,100		0	7.5	0	0	2	0	0	0	0	3.5	5	15	33 76
76	104	31	P eas				Community Sports	1	2,100		0	0	0	12	0	3.5	0	14	0	3.5	0	0	33 76
78	28	14	P eas		-	south Twelve Oaks N	North Twelve Oaks	2	1,300		0	7.5	9	0	4	0	0	0	0	7	5	0	32.5 78
79	77	24	S we	st H a	aggerty	Grand River s	section line	1	3,100		5	7.5	0	0	2	7	0	0	7	3.5	0	0	32 79
79	149	15	P eas	st C	lark	Eleven Mile (Grand River	1	208		0	0	9	0	0	7	2	0	7	7	0	0	32 79
81	12	9	S nor	th Tv	welve Mile	West Park L	iberty Park	2	2,435		10	7.5	0	0	2	0	0	0	0	7	5	0	31.5 81
81	101a	30	P eas	st N a	apier	Nine Mile \	Villa Barr	1	4,000		0	0	0	12	0	0	2	14	0	3.5	0	0	31.5 81
81	101b	30	P eas	st N a	apier	Villa Barr T	Ten Mile	1	4,000		0	0	0	12	0	0	2	14	0	3.5	0	0	31.5 81
81	110A	32	P we			9	Casa Loma	1	1,383		10	15	4.5	0	0	0	2	0	0	0	0	0	31.5 81
85	74	24	S eas	-	-		Grand River	1	2,700		0	0	4.5	0	0	7	2	0	14	3.5	0	0	31 85
85 or	171	35	P sou		3		City Limits	1	1,416		0	15	9	0	0	0	0	0	7	0	0	0	31 85
85	52C	20	P sou	ıth El	even Mile	1300' W of Beck	Beck	1	1,300		0	0	9	6	2	U	2	Ü	/	0	5	0	31 85

TABLE 4	.5: Propose	ed Adja	cent to M	ajor Roa	ds Pathway and Side	walk Segments: Tier 1 C	ategory Rankings				d adjacent to road ns of the City, the											otential ser	vice benefits
		1	1							TIER 1 CATEO	GORIES							<u> </u>	_				
					Location	From	То		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 9/14)	TRAFFIC SAFETY (ADT) 2010 Non- Motorized MP & Traffic Speed	ACCESS 10 SCHOOLS (# elem & intermediate schools within 1 mile); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN	
															points	available	per catego	ry					
ANK			8 ft. pathway		side of the street - r	nways or sidewalks on r note that these segment tivity & must be analyze connectivity	's may be critical for	±	ts (400 ft or less)	Scheduled	5 points = 1 accident 10 = 2 accidents 15 = 3 accidents	0 = <10K ADTs", 5 = 10K- 20K ADTs 10 = >20K ADTs	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	2 = 1 hotel 4 = 2+ hotel	3.5 = 1 shopp ing area 7 =	2 = 1 places of worship 4 = 2+ places	7 = connecte d to neighbori ng sidewalk	0 = low density 7 = medium density 14 =	3.5 = 1/2 to 1 mile 7 = over 1 mile	5 = top 15 survey responses, resident petitions & documente	20 = initial investm ent 15 = major	S
VYERALI SEGMENT RANK	segment Item #	section #	s= 6 ft. sidewalk P= 8	side of Street	opposite side of the	gher ranking segment p street - note that these onnectivity & must be a	segments may be	of Pieces in Segment	ゼ	CIP Budget Year	20 = 4 or more accidents	Then multiplied by 1<35mph, 1.2 for 35- 40mph & 1.5 for >=45 mph			S	2+ shopp ing areas	of worship	system 14 = connecte d to regional trail system	high density		d segments requested by groups & govt agencies	corrido r	TOTAL TIER 1 POINTS TIER 1 RANKING
Legeno	S= 6 ft. sic	dewalk	P= 8 ft. pa	thway								1					L	<u> </u>			<u> </u>		
	Segmen	nts with		anking se	egment planned for t	opposite side of the stre he opposite side of the aled Segment		ese seg	gments may		or system connect												
88	163	3	P no		outh Lake	Lakeshore Park I	andings Park	1	1,304		0	0	4.5	12	0	0	0	0	14	0	0	0	30.5 88
88	164	3	P sou	ıth Sc	outh Lake	Lakeshore Park [- Im	1	918		0	0	4.5	12	0	0	0	0	14	0	0	0	30.5 88
88	113a	33	P sou	ıth Ni			Barclay	1	660		5	0	4.5	0	0	0	2	0	14	0	5	0	30.5 88
88	113c	33	P sou				aft	1	400		5	0	4.5	0	0	0	2	0	14 7	0	5	0	30.5 88
88	98a 98b	29 29	S no			3	/asilios Court IC Pathway	1	4,800 4,800		0	0	4.5 4.5	0	0	0	0	7	7	7	5	0	30.5 88 30.5 88
94	8	4	P we				Vest	2	1,600		0	0	0	6	0	0	2	0	14	7	0	0	29 94
95	116B	34	P sou				aft	1	2,700		5	0	4.5	0	0	0	0	0	14	0	5	0	28.5 95
95	37A	16	S no	th El e	even Mile	Beck 1	Mandalay Cir E	3	2,030		0	0	9	0	2	3.5	2	0	7	0	5	0	28.5 95
97	107	31	P sou				Hillside	3	4,000		0	0	0	12	0	0	0	14	0	0	0	0	26 97
97	165	3	P sou			9	akeshore Park	1	2,055		0	0	0	12	0	0	0	0	14	0	0	0	26 97
97 100	162B	3	S no				akeshore Park	1	3,177		0	0	0 4.5	12 0	0	0	0	0	14 14	7	0	0	26 97 25 5 10
100	114b 49	34 19	S ea				Syrne sland Lake	1	1,400 200		0	7.5	4.5	0	0	0	2	0	7	3.5	0	0	25.5 10 24.5 10
102	116A	34	P sou				Center	1	2,200		5	0	0	0	0	0	0	0	14	0	5	0	24 10

	.5: Propos	sed Adjac	cent to Major	Roads Pathway and Side	ewalk Segments: Tier	1 Category Rankings				d adjacent to road ns of the City, the											otential ser	ice benefits
									TIER 1 CATEO	GORIES												1
				Location	From	То		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 9/14)	TRAFFIC SAFETY (ADT) 2010 Non- Motorized MP & Traffic Speed	ACCESS 10 SCHOOLS (# elem & intermediate schools within 1 mile); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN	
														points	available	per catego	ory					
RANK			8 ft. pathway	side of the street -		on most of the opposite nents may be critical for lyzed separately for	ııt	nts (400 ft or less)	Scheduled Segment	5 points = 1 accident 10 = 2 accidents 15 = 3 accidents 20 = 4 or	0 = <10K ADTs", 5 = 10K- 20K ADTs 10 = >20K ADTs Then	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	2 = 1 hotel 4 = 2+ hotel s	3.5 = 1 shopp ing area 7 = 2+	2 = 1 places of worship 4 = 2+ places of	7 = connecte d to neighbori ng sidewalk system	0 = low density 7 = medium density 14 = high	3.5 = 1/2 to 1 mile 7 = over 1 mile	5 = top 15 survey responses, resident petitions & documente d segments	20 = initial investm ent 15 = major corrido	22
OVERALL SEGMENT	Item	Section #	S= 6 ft. sidewalk P= Side of Street	opposite side of the critical for system		nt planned for the ese segments may be be analyzed separately	of Pieces in Segment	Short Segme	CIP Budget Year	more accidents	multiplied by 1<35mph, 1.2 for 35- 40mph & 1.5 for >=45 mph			S	shopp ing areas	worship	14 = connecte d to regional trail system	density		requested by groups & govt agencies	r	TOTAL TIER 1 POINTS TIER 1 RANKING
Legenc	_	sidewaik P	P= 8 ft. pathwa																			
103	Segme	ents with a	a higher rankir ts (400 ft. or le	ng segment planned for	r the opposite side of t duled Segment	the street - note that these street - note that these CIP Budget Y	se seg	nments may		or system connect	ivity & must be	analyzed separa	tely for co	onnectiv		0	0	14	0	0	0	23 10
103	Segme	ents with a Segment	a higher rankir	ng segment planned for	r the opposite side of t duled Segment Byrne	the street - note that the	se seg	nments may	y be critical fo	or system connect					0 0	0	0	14	0 3.5	0	0	23 10 21.5 10
	Segme Short	ents with a	a higher rankir ts (400 ft. or le S east	ng segment planned for ss) Sched	r the opposite side of t duled Segment	the street - note that the: CIP Budget Y City Limits	se seg 'ear 1 2	Def	y be critical fo	or system connect onstruction	ivity & must be	analyzed separa	tely for co	onnectiv 0	0				0 3.5 3.5			
104	Segme Short 114a 102	Segment 34 30	a higher rankir ts (400 ft. or le S east S north	rg segment planned for ss) Sched	r the opposite side of t duled Segment Byrne Napier	the street - note that thes CIP Budget Y City Limits Garfield	se seg 'ear 1 2	Def 1,200 4,700	y be critical fo	or system connect onstruction	ivity & must be o	analyzed separa 9 0	0 18	onnectiv 0 0	0 0	0			3.5	0	0	21.5 10
104 104	Segme Short 114a 102 106b	Segment 34 30 31	ts (400 ft. or le S east S north P west	rig segment planned for sss) Sched Taft Nine Mile Garfield	r the opposite side of t duled Segment Byrne Napier Deer Run	City Limits Garfield Nine Mile	/ear	Def 1,200 4,700 5,300	y be critical fo	onstruction 0 0 5	o 0 0	analyzed separa 9 0 0	0 18 6	Onnectivo 0 0 0	0 0 0	0	7		3.5	0	0	21.5 10 21.5 10
104 104 106	Segme Short 114a 102 106b 20	Segment 34 30 31 12	ts (400 ft. or le S east S north P west S west	rg segment planned for ss) Sched Taft Nine Mile Garfield Haggerty	r the opposite side of to duled Segment Byrne Napier Deer Run Thirteen Mile	City Limits Garfield Nine Mile	'ear	Def 1,200 4,700 5,300 1,570	y be critical fo	onstruction 0 0 5	0 0 0 0 7.5	analyzed separa 9 0 0 4.5	0 18 6	0 0 0 0	0 0 0 0	0	0 7 0	0 0 0	3.5 3.5 7	0 0 0	0 0 0	21.5 10 21.5 10 21 10
104 104 106 106	Segme Short 114a 102 106b 20 155	34 30 31 12 30	s higher ranking ts (400 ft. or less seast something points south). S west south	rg segment planned for sss) Sched Taft Nine Mile Garfield Haggerty Ten Mile	r the opposite side of to duled Segment Byrne Napier Deer Run Thirteen Mile Links of Novi	City Limits Garfield Nine Mile Twelve Mile	/ear	Def 1,200 4,700 5,300 1,570 1,693	y be critical fo	onstruction O 5 0 0	0 0 0 0 7.5 7.5	9 0 0 4.5 0	0 18 6 0	0 0 0 0 2	0 0 0 0 0 0	0 0 0 4	0 7 0	0 0 0	3.5 3.5 7 0	0 0 0	0 0 0 0	21.5 10 21.5 10 21 10 21 10
104 104 106 106	Segme Short 114a 102 106b 20 155 172	34 30 31 12 30 35	s east S north P west S west P south P west	Taft Nine Mile Garfield Haggerty Ten Mile Griswold	r the opposite side of toduled Segment Byrne Napier Deer Run Thirteen Mile Links of Novi Eight Mile	CIP Budget Y City Limits Garfield Nine Mile Twelve Mile City Limits	/ear	Def 1,200 4,700 5,300 1,570 1,693 767	y be critical fo	onstruction O 5 0 5 0 5 5 0 5 6 6 6 6 6 6 6 6 6 6 6 6	0 0 0 7.5 7.5	9 0 0 4.5 0 9	0 18 6 0 6	0 0 0 0 2	0 0 0 0 0 0	0 0 0 4 0	0 7 0 0	0 0 0 3.5 7	3.5 3.5 7 0	0 0 0 0	0 0 0 0	21.5 10 21.5 10 21 10 21 10 21 10
104 104 106 106 106 109	Segme Short 114a 102 106b 20 155 172 26	34 30 31 12 30 35 13	s higher ranking ts (400 ft. or less seast south possible south possible south	Taft Nine Mile Garfield Haggerty Ten Mile Griswold Eleven Mile	r the opposite side of to duled Segment Byrne Napier Deer Run Thirteen Mile Links of Novi Eight Mile Campus Tech	CIP Budget Y City Limits Garfield Nine Mile Twelve Mile City Limits	/ear	Def 1,200 4,700 5,300 1,570 1,693 767 900	y be critical fo	onstruction O S O S O O O O O O O O O	0 0 0 7.5 7.5 0	9 0 0 4.5 0 9 4.5	0 18 6 0 6	0 0 0 0 2 0 0 0 2 2 0 0 0 2 2 0 0 0 0 2 2 0	0 0 0 0 0	0 0 0 4 0	0 7 0 0 0	0 0 0 3.5 7 14	3.5 3.5 7 0 0	0 0 0 0 0	0 0 0 0 0	21.5 10 21.5 10 21 10 21 10 21 10 21 10 20.5 10
104 104 106 106 106 109 110	Segme Short 114a 102 106b 20 155 172 26 158	34 30 31 12 30 35 13 30	s higher ranking ts (400 ft. or less seast south possible south po	Taft Nine Mile Garfield Haggerty Ten Mile Griswold Eleven Mile Napier	r the opposite side of toduled Segment Byrne Napier Deer Run Thirteen Mile Links of Novi Eight Mile Campus Tech Links of Novi	City Limits Garfield Nine Mile Twelve Mile City Limits Garfield Nine Mile Twelve Mile City Limits Seeley Oak Point Church Thirteen Mile	'ear	1,200 4,700 5,300 1,570 1,693 767 900 1,321	y be critical fo	onstruction O O S O O O O O O O O O O	0 0 0 7.5 7.5 0	9 0 0 4.5 0 9 4.5 0 0	0 18 6 0 6 0	0 0 0 0 2 0 0	0 0 0 0 0 0	0 0 0 4 0	0 7 0 0 0 0	0 0 0 3.5 7 14 3.5	3.5 3.5 7 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	21.5 10 21.5 10 21 10 21 10 21 10 21 10 20.5 10 19.5 11 19.5 11 18 11
104 104 106 106 106 109 110	Segme Short 114a 102 106b 20 155 172 26 158 159	34 30 31 12 30 35 13 30	s higher ranking ts (400 ft. or less seast south possible south po	Taft Nine Mile Garfield Haggerty Ten Mile Griswold Eleven Mile Napier Ten Mile	r the opposite side of toduled Segment Byrne Napier Deer Run Thirteen Mile Links of Novi Eight Mile Campus Tech Links of Novi Oak Point Church	City Limits Garfield Nine Mile Twelve Mile City Limits Garfield Nine Mile Twelve Mile Oak Point Church	/ear	Def 1,200 4,700 5,300 1,570 1,693 767 900 1,321 309	y be critical fo	onstruction O S O O O O O O O O O O O	0 0 0 7.5 7.5 0 0 0	9 0 0 4.5 0 9 4.5 0 4.5 0 4.5	0 18 6 0 6 0 12 0 0	0 0 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 4 0 0 0 4 4	0 7 0 0 0 0 0	0 0 0 3.5 7 14 3.5	3.5 3.5 7 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0	21.5 10 21.5 10 21 10 21 10 21 10 21 10 20.5 10 19.5 11 19.5 11 18 11 18 11
104 104 106 106 106 109 110 110	Segme Short 114a 102 106b 20 155 172 26 158 159 2a	34 30 31 12 30 35 13 30	s higher ranking ts (400 ft. or less seast south possible south so	Taft Nine Mile Garfield Haggerty Ten Mile Griswold Eleven Mile Napier Ten Mile Haggerty Ten Mile Haggerty	r the opposite side of toduled Segment Byrne Napier Deer Run Thirteen Mile Links of Novi Eight Mile Campus Tech Links of Novi Oak Point Church Fourteen Mile Thirteen Mile Chianti	City Limits Garfield Nine Mile Twelve Mile City Limits Garfield Nine Mile Twelve Mile City Limits Seeley Oak Point Church Thirteen Mile	/ear	1,200 4,700 5,300 1,570 1,693 767 900 1,321 309 1,800	y be critical fo	onstruction O O S O O O O O O O O O O	0 0 0 7.5 7.5 0 0 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5	9 0 0 4.5 0 4.5 0 4.5 0 0	0 18 6 0 6 0 12 0	0 0 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 4 0 0 0 4 4 4	0 7 0 0 0 0 0	0 0 0 3.5 7 14 3.5	3.5 3.5 7 0 0 0 0 0 0 3.5	0 0 0 0 0 0 0	0 0 0 0 0 0 0	21.5 10 21.5 10 21.5 10 21 10 21 10 21 10 21 10 20.5 10 19.5 11 18 11 18 11 18 11
104 104 106 106 106 109 110 110 112	Segme Short 114a 102 106b 20 155 172 26 158 159 2a 2b	34 30 31 12 30 35 13 30 19 1 1 1	s higher ranking ts (400 ft. or less seast south per south seast	Taft Nine Mile Garfield Haggerty Ten Mile Griswold Eleven Mile Napier Ten Mile Haggerty Haggerty Haggerty	r the opposite side of toduled Segment Byrne Napier Deer Run Thirteen Mile Links of Novi Eight Mile Campus Tech Links of Novi Oak Point Church Fourteen Mile Thirteen Mile	CIP Budget Y City Limits Garfield Nine Mile Twelve Mile City Limits Seeley Oak Point Church Thirteen Mile S of McKenzie	/ear	1,200 4,700 5,300 1,570 1,693 767 900 1,321 309 1,800	y be critical fo	onstruction O O S O O O O O O O O O O	0 0 0 7.5 7.5 0 0 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5	9 0 0 4.5 0 9 4.5 0 4.5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 18 6 0 0 12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 4 0 0 4 4 4 0	0 7 0 0 0 0 0	0 0 0 3.5 7 14 3.5	3.5 3.5 7 0 0 0 0 0 0 3.5	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	21.5 10 21.5 10 21 10 21 10 21 10 21 10 20.5 10 19.5 11 19.5 11 18 11 18 11 18 11 17.5 11
104 104 106 106 106 109 110 110 112 112	Segme Short 114a 102 106b 20 155 172 26 158 159 2a 2b 108b	34 30 31 12 30 35 13 30 19 1 1 1 32	s higher ranking ts (400 ft. or less seast south possible south	Taft Nine Mile Garfield Haggerty Ten Mile Griswold Eleven Mile Napier Ten Mile Haggerty Haggerty Haggerty Garfield	r the opposite side of toduled Segment Byrne Napier Deer Run Thirteen Mile Links of Novi Eight Mile Campus Tech Links of Novi Oak Point Church Fourteen Mile Thirteen Mile Chianti	City Limits Garfield Nine Mile Twelve Mile City Limits Garfield Nine Mile Twelve Mile City Limits Seeley Oak Point Church Thirteen Mile S of McKenzie Nine Mile	se seg /ear 1	1,200 4,700 5,300 1,570 1,693 767 900 1,321 309 1,800 1,800 ,650	y be critical fo	onstruction O O S O O O O O O O O O O	0 0 0 7.5 7.5 0 7.5 7.5 7.5 7.5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 4.5 0 4.5 0 4.5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 18 6 0 6 0 12 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 4 0 0 0 4 4 4 0	0 7 0 0 0 0 0 0 0 0	0 0 0 3.5 7 14 3.5	3.5 3.5 7 0 0 0 0 0 0 3.5 3.5 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	21.5 10 21.5 10 21.5 10 21 10 21 10 21 10 21 10 21 10 19.5 11 19.5 11 18 11 18 11 18 11

TABLE 4.5	5: Propos	sed Adja	acent	to Major Ro	oads Pathway and Si	dewalk Segments: Tier 1	Category Rankings				d adjacent to road											otential serv	rice benefits
										TIER 1 CATEO						<u> </u>							
					Location	From	То		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 9/14)	TRAFFIC SAFETY (ADT) 2010 Non- Motorized MP & Traffic Speed	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN	
										70					points a	available	oer catego	ory					
RANK				8 ft. pathway	side of the street	athways or sidewalks oi - note that these segme ectivity & must be analy connectivity	ents may be critical for	ŧ	nts (400 ft or less)	Scheduled Segment	5 points = 1 accident 10 = 2 accidents 15 = 3 accidents 20 = 4 or	0 = <10K ADTs", 5 = 10K- 20K ADTs 10 = >20K ADTs Then	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	2 = 1 hotel 4 = 2+ hotel	3.5 = 1 shopp ing area 7 = 2 :	2 = 1 places of worship 4 = 2+ places of	7 = connecte d to neighbori ng sidewalk	0 = low density 7 = medium density 14 =	3.5 = 1/2 to 1 mile 7 = over 1 mile	5 = top 15 survey responses, resident petitions & documente	20 = initial investm ent 15 = major	\$1
OVERALL SEGMENT	Segment Item #	Section #		S= 6 ft. sidewalk P= Side of Street	opposite side of	higher ranking segment the street - note that the n connectivity & must be	se segments may be	of Pieces in Segment	둧	CIP Budget Year	more accidents	multiplied by 1<35mph, 1.2 for 35- 40mph & 1.5 for >=45 mph			5	2+ shopp ing areas	worship	system 14 = connecte d to regional trail system	high density		d segments requested by groups & govt agencies	corrido r	TOTAL TIER 1 POINTS
Legend	7			ft. pathway		ne opposite side of the s	treet - note that these	segm	ents may b	e critical for sy	vstem connectivity	y & must be and	alyzed separately	y for conn	nectivity								
				her ranking		or the opposite side of the	ne street - <i>note that the</i> CIP Budget			y be critical fo		tivity & must be	analyzed separa	itely for co	onnectiv	ity							
118	106a	31	Р	west	Garfield	Eight Mile	Deer Run	1	5,300		5	0	0	6	0	0	0	0	0	3.5	0	0	14.5
119	14	10	S	north	Twelve Mile	Carlton Forest	BP	1	600		0	0	0	0	2	0	0	0	0	7	5	0	14 11
120	167	9	Р	south	West	West Park	City Limits	1	1,377		0	0	0	6	0	0	0	0	0	7	0	0	13 12
121	147	31	S	south	Nine Mile	Hillside	Napier	1	118		0	0	0	12	0	0	0	0	0	0	0	0	12 12
121	108A	32	S	east	Garfield	Eight Mile	Chianti	1	1,950		5	0	0	0	0	0	0	7	0	0	0	0	12 12
123	100	30	Р		Ten Mile	Wixom	Napier	17	1,200		0	7.5	0	0	0	0	0	0	0	3.5	0	0	11 12
124	166	4	Р	+	West	Hudson	City Limits	1	368		0	0	0	6	0	0	0	0	0	0	0	0	6 12
124	170	4	S	north	West	West Park	American Interiors	1	608		0	0	0	6	0	0	0	0	0	0	0	0	6 12

TABLE	4.6 Prop	osed	Adja	cent to Ma	ajor Roads Pathway	and Sidewalk Segments:	Tier 2 Category Rank	ings			Top 20 Tier 1 se		wed against	a set of Tier 2 criteria & a	assigned points base	ed on financial co	nsidera	ations to	give pri	ority to se	egment	s that provid	le
							3 7	J						TIER 2 CATEGORIES Criteria Points (only top 20 Tier 1 segments receive tier 2 points)				ıLS	OTHER INFO				
SEGMENT RANK	# W:	,	8 ft. pathway	set	Location	From	То	egment	Segment Length (ft.) excluding Developer Planned & Complete d Pieces	Note s	EASE OF CONSTRUCTION (easy/hard)	RIGHT-OF-WAY AVAILABILITY (based on % available)	OTHER FUNDING SOURCES (based on % available)	OPPOSITE SIDE SIDEWALK OR PATHWAY (road < 12,000 ADT & 35 mph < existing or planned with higher priority ranking)	PRIVATE DEVELOPMENT POTENTIAL	EVIDENCE OF EXTENSIVE PEDESTRIAN USE 0 = NO Evidence; 10 = Worn Path	OINTS	RANKING	POINTS	VIS	RANK FOR TOP 20	Study Survey Rank	thway or Sidewalk
3ME	t Ite	ction #	P= 8	f Street				in Se		70			points a	available per category			R 1 P	ANK	7	POINTS	ALL)		d Pat
OVERALL SEC	Segment Iter	Secti	S= 6 ft. sidewalk	Side of	side of the street - system conne Segments with a h opposite side of th critical for system	athways or sidewalks on respectively & must be analyzed connectivity igher ranking segment ple e street - note that these connectivity & must be a	anned for the segments may be	# of Pieces	Short Segments (400 ft or less)	CIP Budget Scheduled Year Segment	0 = hard 8 = medium - hard 16 = easy	0 = 0% 4.5 = 25% 9 = 50% 13.5 = 75% 18 = 100%	0 = 0% 4.5 = 25% 9 = 50% 18 = 80%+	-20 = complete section link -10 = one direction section link	8 = little potential 4 = partial potential within 10 years 2 = dev potential within 10 years 0 = SP submitted	0 = No Evidence 10 = Worn Path	TOTAL TIEF	TIER 1 R.	TOTAL TIER	TOTAL	TOTAL POINTS (OVERALL) RANK FOR	Greenway/Pathway	Opposite Side of Roac
1	80B	24	S	north	for connectivity Ten Mile	Meadowbrook	Willowbrook	1	189		8	13.5	0	0	8.0	0	29.5	119	1	8	13.5	0	0
2	81A	25	Р	south	Ten Mile	Meadowbrook	Willowbrook	1	2,530	20-21	8	13.5	0	-20	8.0	10	19.5	112	2	8	13.5	0	-20
3	81B	23	Р	south	Ten Mile	Willowbrook	Haggerty	3	2,750	20-21	8	13.5	0	-20	8.0	10	19.5	104	3	8	13.5	0	-20
4	153	36	S	east	Haggerty	City limits	Taco Bell	1	520		8	13.5	0	0	8.0	0	29.5	93	4	8	13.5	0	0
5	64	22	S	east	Taft	Ten Mile	Eleven Mile	2	3,840		8	18	0	0	8.0	0	34	92	5	8	18	0	0
6	84B	25	S	east	Meadowbrook	Nine Mile	Chattman	1	2,050	20-21	8	18	0	-20	8.0	0	14	91	6	8	18	0	-20
7	72	23	Р	north	Grand River	Town Center	Amstaff building	1	830		16	18	0	-20	4.0	10	28	90	7	16	18	0	-20
8	21A	13	Р	south	Twelve Mile	Meadowbrook	Energy Way	1	3,385		0	9	0	0	8.0	10	27	89.5	8	0	9	0	0
8	66	23	Р	south	Grand River	Sixth Gate	Main Street	2	312		16	0	0	0	4.0	0	20	89.5	8	16	0	0	0
10	93B	27	S	north	Nine Mile	Plaissance	Taft	2	650	18-19	0	4.5	0	0	4.0	10	18.5	88.5	10	0	4.5	0	0
11	38	16	S	east	Beck	Eleven Mile	Grand River	2	2,100					0	8.0	0	8	86.5	11				0
12	53	20	Р	west	Beck	Eleven Mile	Kirkway Place	1	1,300	21-22	8	9	0	-10	4.0	10	21	85.5	12	8	9	0	-10
13	84A	25	S	east	Meadowbrook	Ten Mile	Chattman	1	2,350	20-21	8	18	0	-20	8.0	0	14	85	13	8	18	0	-20
14					Ten Mile	Novi Rd.	Maly Dental	2	2,319	19-20	0	4.5	0	-20	8.0	0	-7.5	83	14	0	4.5	0	-20
15	119A	36	S	east	Meadowbrook	Nine Mile	Singh Blvd	1	1,300	20-21	8	13.5	0	-20	8.0	10	19.5	79.5	15	8	13.5	0	-20
16					Nine Mile	Novi Rd.	Plaissance	1	1,270		0	0	0	0	8.0	0	8	77	16	0	0	0	0
17					Ten Mile	Wixom	400' E of Lynwood	2	2,900	20-21	8	4.5	0	-10	8.0	0	10.5	76.5	17	8	4.5	0	-10
18					Twelve Mile	Twelve Oaks	Meadowbrook	1	5,280		8	13.5	0	-20	8.0	0	9.5	76	18	8	13.5	0	-20
19	68	23	Р	south	Grand River	Funeral Home	Meadowbrook	1	800		16	13.5	0	-20	0.0	0	9.5	74	19	16	13.5	0	-20
20	82B	25	S	west	Haggerty	Pavilion Ct	Nine Mile	1	492		0	0	0	-10	8.0	10	8	69.5	20	0	0	0	-10
21	121A	36	Р	south	Nine Mile	Meadowbrook	Sunrise	1	2,900		0	13.5	0	-20	8.0	0	1.5	60	21	0	13.5	0	-20
22	79			east	Meadowbrook	Ten Mile	Grand River	3	2,000		0	4.5	0	-20	8.0	0	-7.5	51	22	0	4.5	0	-20

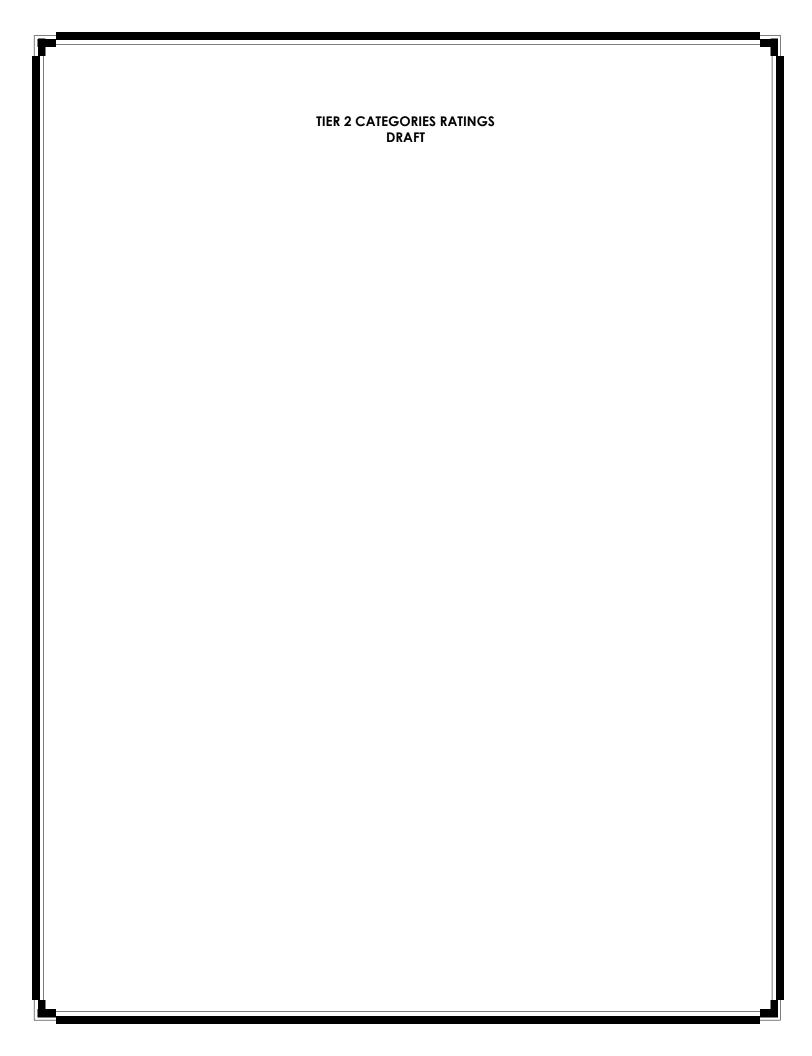
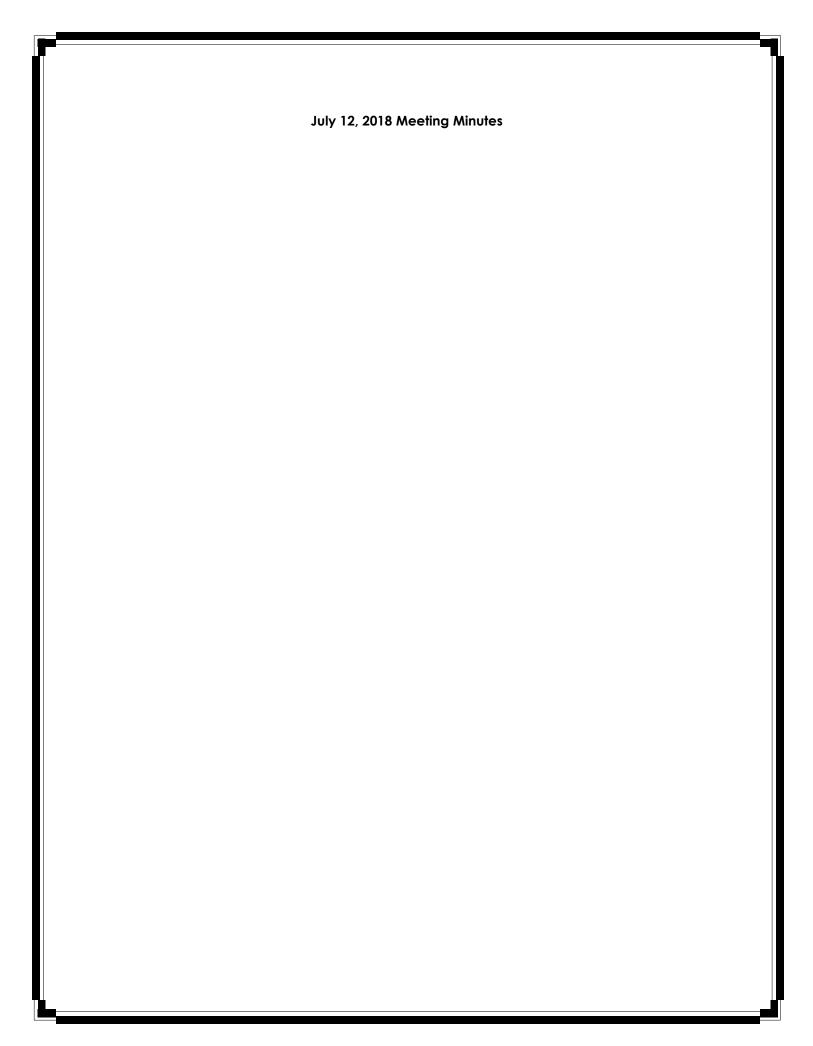


TABLE	4.6 Prop	osed	Adja	cent to Ma	ajor Roads Pathway	and Sidewalk Segments:	Tier 2 Category Rank	ings			Top 20 Tier 1 se		wed against	a set of Tier 2 criteria & a	assigned points base	ed on financial co	nsidera	ations to	give pri	ority to se	egment	s that provid	le
							3 7	J						TIER 2 CATEGORIES Criteria Points (only top 20 Tier 1 segments receive tier 2 points)				ıLS	OTHER INFO				
SEGMENT RANK	# W:	,	8 ft. pathway	set	Location	From	То	egment	Segment Length (ft.) excluding Developer Planned & Complete d Pieces	Note s	EASE OF CONSTRUCTION (easy/hard)	RIGHT-OF-WAY AVAILABILITY (based on % available)	OTHER FUNDING SOURCES (based on % available)	OPPOSITE SIDE SIDEWALK OR PATHWAY (road < 12,000 ADT & 35 mph < existing or planned with higher priority ranking)	PRIVATE DEVELOPMENT POTENTIAL	EVIDENCE OF EXTENSIVE PEDESTRIAN USE 0 = NO Evidence; 10 = Worn Path	OINTS	RANKING	POINTS	VIS	RANK FOR TOP 20	Study Survey Rank	thway or Sidewalk
3ME	t Ite	ction #	P= 8	f Street				in Se		70			points a	available per category			R 1 P	ANK	7	POINTS	ALL)		d Pat
OVERALL SEC	Segment Iter	Secti	S= 6 ft. sidewalk	Side of	side of the street - system conne Segments with a h opposite side of th critical for system	athways or sidewalks on respectively & must be analyzed connectivity igher ranking segment ple e street - note that these connectivity & must be a	anned for the segments may be	# of Pieces	Short Segments (400 ft or less)	CIP Budget Scheduled Year Segment	0 = hard 8 = medium - hard 16 = easy	0 = 0% 4.5 = 25% 9 = 50% 13.5 = 75% 18 = 100%	0 = 0% 4.5 = 25% 9 = 50% 18 = 80%+	-20 = complete section link -10 = one direction section link	8 = little potential 4 = partial potential within 10 years 2 = dev potential within 10 years 0 = SP submitted	0 = No Evidence 10 = Worn Path	TOTAL TIEF	TIER 1 R.	TOTAL TIER	TOTAL	TOTAL POINTS (OVERALL) RANK FOR	Greenway/Pathway	Opposite Side of Roac
1	80B	24	S	north	for connectivity Ten Mile	Meadowbrook	Willowbrook	1	189		8	13.5	0	0	8.0	0	29.5	119	1	8	13.5	0	0
2	81A	25	Р	south	Ten Mile	Meadowbrook	Willowbrook	1	2,530	20-21	8	13.5	0	-20	8.0	10	19.5	112	2	8	13.5	0	-20
3	81B	23	Р	south	Ten Mile	Willowbrook	Haggerty	3	2,750	20-21	8	13.5	0	-20	8.0	10	19.5	104	3	8	13.5	0	-20
4	153	36	S	east	Haggerty	City limits	Taco Bell	1	520		8	13.5	0	0	8.0	0	29.5	93	4	8	13.5	0	0
5	64	22	S	east	Taft	Ten Mile	Eleven Mile	2	3,840		8	18	0	0	8.0	0	34	92	5	8	18	0	0
6	84B	25	S	east	Meadowbrook	Nine Mile	Chattman	1	2,050	20-21	8	18	0	-20	8.0	0	14	91	6	8	18	0	-20
7	72	23	Р	north	Grand River	Town Center	Amstaff building	1	830		16	18	0	-20	4.0	10	28	90	7	16	18	0	-20
8	21A	13	Р	south	Twelve Mile	Meadowbrook	Energy Way	1	3,385		0	9	0	0	8.0	10	27	89.5	8	0	9	0	0
8	66	23	Р	south	Grand River	Sixth Gate	Main Street	2	312		16	0	0	0	4.0	0	20	89.5	8	16	0	0	0
10	93B	27	S	north	Nine Mile	Plaissance	Taft	2	650	18-19	0	4.5	0	0	4.0	10	18.5	88.5	10	0	4.5	0	0
11	38	16	S	east	Beck	Eleven Mile	Grand River	2	2,100					0	8.0	0	8	86.5	11				0
12	53	20	Р	west	Beck	Eleven Mile	Kirkway Place	1	1,300	21-22	8	9	0	-10	4.0	10	21	85.5	12	8	9	0	-10
13	84A	25	S	east	Meadowbrook	Ten Mile	Chattman	1	2,350	20-21	8	18	0	-20	8.0	0	14	85	13	8	18	0	-20
14					Ten Mile	Novi Rd.	Maly Dental	2	2,319	19-20	0	4.5	0	-20	8.0	0	-7.5	83	14	0	4.5	0	-20
15	119A	36	S	east	Meadowbrook	Nine Mile	Singh Blvd	1	1,300	20-21	8	13.5	0	-20	8.0	10	19.5	79.5	15	8	13.5	0	-20
16					Nine Mile	Novi Rd.	Plaissance	1	1,270		0	0	0	0	8.0	0	8	77	16	0	0	0	0
17					Ten Mile	Wixom	400' E of Lynwood	2	2,900	20-21	8	4.5	0	-10	8.0	0	10.5	76.5	17	8	4.5	0	-10
18					Twelve Mile	Twelve Oaks	Meadowbrook	1	5,280		8	13.5	0	-20	8.0	0	9.5	76	18	8	13.5	0	-20
19	68	23	Р	south	Grand River	Funeral Home	Meadowbrook	1	800		16	13.5	0	-20	0.0	0	9.5	74	19	16	13.5	0	-20
20	82B	25	S	west	Haggerty	Pavilion Ct	Nine Mile	1	492		0	0	0	-10	8.0	10	8	69.5	20	0	0	0	-10
21	121A	36	Р	south	Nine Mile	Meadowbrook	Sunrise	1	2,900		0	13.5	0	-20	8.0	0	1.5	60	21	0	13.5	0	-20
22	79			east	Meadowbrook	Ten Mile	Grand River	3	2,000		0	4.5	0	-20	8.0	0	-7.5	51	22	0	4.5	0	-20





WALKABLE NOVI COMMITTEE
DISCUSSION NOTES
July 12, 2018 at 6:00 p.m.
Novi Civic Center
Council Conference Room
45175 W. Ten Mile, Novi, MI 48375
(248) 347-0475

CALL TO ORDER

Meeting called to order at 6:05 p.m.

ROLL CALL

Present: Dave Staudt, Andrew Mutch, Paulina Muzzin, Shelley Thomopoulos

Absent: Tony Anthony, John Avdoulos

Staff Present: Sri Komaragiri, Planner;

Barb McBeth, City Planner;

Jeff Muck, Director of Parks, Recreation and Cultural Services;

Jeff Herczeg, Director of Public Services;

George Melistas, Engineering Senior Manager and Traffic Engineer:

Hannah Smith, Planning Assistant

APPROVAL OF AGENDA

Vice Chair Thomopoulos made the motion to approve the agenda. Member Staudt seconded and it was approved 4-0.

AUDIENCE PARTICIPATION

There was no audience participation at the meeting.

MATTERS FOR DISCUSSION

1. Non-Motorized Master Plan: Seven Year Implementation Status (2018)

Planner Komaragiri explained that a Non-Motorized Master Plan was done seven years ago. Included in this was an implementation strategy wish list, and staff goes back to this list every year to track the progress being made. This is done at this time every year. The first item on the implementation strategy is to complete missing sidewalk segments in the City; a list of the Top 20 Priority sidewalk segments is compiled each year. A Non-Motorized Master Plan Implementation Status table was provided, which is detailed with items that have been completed in previous years and highlighted what items are an update from the current year; these include projects currently under construction, anticipated dates of segment completion, CIP budgets for implementation projects, etc. Some specific updates include the completed study for bike lanes on South Lake Drive that concluded that the road doesn't have sufficient Right-of-Way to accommodate bike lanes, and the bike lanes on Taft that are estimated to be completed in Fall 2018.

• Vice Chair Thomopoulos said that both sides of Taft Road are being developed on either side of 96 right now, and asked about revisiting the idea of putting a pedestrian walkway there crossing 96 that was discussed years ago. This would allow Novi high schoolers to get all the way to Lakeshore Park. Engineering Senior Manager Melistas said it would be very expensive, as \$5.2 million is being spent on the other crossing at M-5. Vice Chair Thomopoulos asked about using other materials that would be less expensive or if it could be built to alternative standards.

- Chair Mutch and Engineering Senior Manager Melistas confirmed that it would have to be built to follow MDOT regulations and standards. Chair Mutch said there would have to be additional grading work and ramps to get to the height and width of 96. It should be recognized on the Master Plan and listed as a CIP project.
- There was discussion about City West and a crossing there. Vice Chair Thomopoulos asked if we can encourage developers to put in a crossing there if it would be advantageous. Chair Mutch said it could be a public contribution or benefit provided by someone doing a PRO, but it would have to be a very large project. It is on the City's radar if there is a funding opportunity like a federal or state grant. Vice Chair Thomopoulos suggested that the City West developers may find it as something that would be advantageous to them if people could bike through that area. Chair Mutch said that the City just hired a consultant to evaluate and work on the City West area, so that could be a part of that process.
- Planner Komaragiri discussed updates to the Implementation Status table. Most of the changes to the table from this year are updates to the CIP numbers. Phase 1b of the ITC Trail is currently under construction. On the west side of Beck Road between 11 Mile and the Bosco property (Segment 53), part of that segment will be built by Griffin Funeral Home, a private development project. The other portion will be part of the Bosco property development. The west side between Providence and 11 Mile (Segment 39) is under CIP 2018-2019 and is waiting design. Member Staudt asked if it was planned to have sidewalks on both sides of Beck Road there. Director of Parks, Recreation and Cultural Services Muck said Griffin Funeral Home will do their portion, and the City will do our portion with the Parks project. Member Staudt asked if this abuts ITC on Eleven Mile at some point. Director of Parks, Recreation and Cultural Services Muck said yes it does, but we are focusing on Beck Road now.
- Planner Komaragiri said there were some missing sidewalk segments that were built this year. A list is provided in the packet of segments built or under construction by the City, by private developers, and those budgeted for construction for year 2018.
- Member Staudt asked if the final portion of the ITC Trail will be done in Spring 2019. Engineering Senior Manager Melistas said yes, we are starting construction soon. Vice Chair Thomopoulos said ITC ends but proposes to go across Beck, but crossing at Taft and 96 makes more sense than going across Beck. Chair Mutch said a fresh set of consultant eyes will help us determine the best way to move forward. Planner Komaragiri confirmed that staff is currently working on a proposal to update the Non-Motorized Master Plan and staff would like a consultant to look at items that were defined as unlikely and have a fresh set of eyes to evaluate crossings and segments in the City.
- Chair Mutch said these updates are very helpful because it gives the Committee a good sense of the progress that was made over the year. This shows a lot of progress.

2. Meeting Minutes for the April 19, 2018 Walkable Novi Committee Meeting

Vice Chair Thomopoulos made the motion to approve the meeting minutes. Member Muzzin seconded and it was approved 4-0.

STAFF UPDATES

1. Planning Update

a. Committee Input for Tier 1 and Tier 2 Categories

Planner Komaragiri said staff is getting started on the next update of missing sidewalk segments for the Non-Motorized Master Plan and identifying the next Top 20 Priority Segments. At the last meeting, there was discussion about reprioritizing segments and putting those that lead to the ITC Corridor first. Planner Komaragiri asked if there are

specific thoughts and any input on the Tier 1 and Tier 2 Categories, if any new categories should be created, if there are items that don't fit anymore, etc.

- There was discussion of connection to the ITC Corridor from Northville. Director of Parks, Recreation, and Cultural Services Muck said there was previously discussion about access to the ITC Corridor at Maybury State Park. Chair Mutch said Maybury has its own network of trails internally that goes out to 8 Mile and Beck and that it could possibly tie in at 8 Mile and Napier. Member Staudt said it's time to start investigating where those two can be connected.
- Member Staudt asked about connectivity between ITC Park and Villabarr and if there are bike lanes there. Engineering Senior Manager Melistas said there are two approaches that lead into Villabarr, but no dedicated bike lanes there. Chair Mutch said there are a few gaps in sidewalks there. Planner Komaragiri said they are identified as missing segments. Member Staudt said it should be on the radar moving forward how to provide non-motorized access to that. Planner Komaragiri said that segment is ranked 141 and is very big because it's the whole length; she suggested it could be broken up into 101a and 101b.
- Chair Mutch suggested that staff run everything through the Tier 1 and Tier 2 criteria and choose the Top 20 Segments from there. He asked if there was anything from Tier 1 that doesn't need to there any longer or if there is anything that should be added in. Planner Komaragiri said if there are categories that the Committee would like to add more weight to, that is an option. Member Staudt said in his opinion, access to parks is more important than access to hotels. Chair Mutch said the prioritization list determines these segments as the most important to be completed in the City, and thinking about how the network is used in the City and who is using it, the question to consider is if the priorities reflect that. It will always be over-weighted to areas that have no segments, so the emphasis is always on southeast Novi; does it overemphasize this area of town just because nothing was done there, but it has biggest population density so it would get the most use? Planner Komaragiri asked if that area should be put into Tier 1. Chair Mutch said more points should be added to Category 9, Connection to Neighborhood Sidewalk/Regional Trail Systems. Planner Komaragiri suggested that the number of points in that category be increased from 7.
- Member Staudt said many people will want to get to Bosco Park in a nonmotorized way when it's completed, and that we should start thinking about that now. City Planner McBeth said the ITC Trail will be completed by then.
- Planner Komaragiri said staff will bump up the numbers for ITC and for connection to Parks, and will have the Top 20 with an addendum with the priority based on what we know our investments are. Director of Parks, Recreation, and Cultural Services Muck asked if the Committee wants to scale down Category 5 (Access to Hotels) and Category 8 (Access to Places of Worship) and bump up Category 4 (Access to Parks) and Category 9 (Connection to Neighboring Sidewalk/Regional Trail System). Chair Mutch said yes because those will be used more. Vice Chair Thomopoulos said the Taft Road bridge would be prioritized either way and is ok with putting more points to Category 4 and Category 9. Chair Mutch said the Tier 2 categories are good as they are, as they provide a reality check that balances out what is chosen in Tier 1. Planner Komaragiri asked if there was specific input on how the numbers should be changed? Chair Mutch suggested staff run a couple of different ways and can figure out what works the best to make sure that we get those priorities at the top. Planner Komaragiri asked if the other categories should be bumped down? Chair Mutch said I think it's ok to leave those as is, for now just scale up Category 4 and Category 9.

b. SEMCOG Regional Update

Planner Komaragiri explained that emails received from SEMCOG have updates to state public laws and acts. One is a change in drivers' education that now there is at least one hour required that is dedicated to education about sharing the road with bikers. The second is that drivers' education must include information about laws pertaining to bicycles and motorcycles at traffic stops. The third is a bill to require drivers to maintain a property distance from bikers, and if passing in the same direction the vehicle must stay on the left and leave three feet between the car and the biker.

2. Engineering Update

a. Active Non-Motorized Project Portfolio

Engineering Senior Manager Melistas provided an update on sidewalk and pathway projects in Fiscal Year 2017-2018 and Fiscal Year 2018-2019. These included the pathway on Pontiac Trail from West Park Drive to Beck Road; this sidewalk is completed but there is more work required with the slope and grading from Pontiac Trail to West Park Drive on Fourteen Mile. Engineering is doing crossing upgrades at the school, as well.

- Vice Chair Thomopoulos said this allows school kids in those condominiums to have more access. The way that the sidewalk was put in saved a lot of trees and connects all the apartments and condominiums to the two shopping centers there.
- Engineering Senior Manager Melistas said the Engineering Chart provides what
 is completed. This includes the segment on Grand River and Meadowbrook by
 the Mercedes Benz dealer, and the segment gap in front of Fountain Park
 Apartments, which when Huntley Manor is completed will have a continuous
 path all the way to Main Street. The Eight Mile pathway was completed from
 Garfield to Napier that provides access right into the ITC Sports Park.
- Engineering Senior Manager Melistas said the projects currently in design for this year include Wixom Road in front of Catholic Central, the west side of Beck Road from Eleven Mile to Everbrook Academy, and Everbrook to the house on the north side. These will be done by the end of the year. Valencia Estates Phase 3 will build the sidewalk along the Beck frontage there.
- Engineering Senior Manager Melistas said for the next year, segment 70 (west side of Meadowbrook from Gateway Village to 11 Mile) and segment 120a (Haggerty Pathway from 8 Mile to north of Orchard Hill Place) are to be completed. The Sixthgate design is done but they want to have it as a haul road for construction of Main Street Residences, so that is on hold for now.

b. Safe Routes to School Progress

Engineering Senior Manager Melistas provided a progress update for Safe Routes to School; there was also a memo detailing the progress provided. Novi School District and the City Engineering team walked different schools together taking different routes and together will create action plans based off of comments from this walking audit, comments from families, etc. Each school gets up to \$200,000, and this money can be combined.

- Director of Public Services Herczeg said Engineering has been working with the Michigan Fitness Foundation and are moving faster than expected so they expect to create some good projects.
- Member Staudt asked about the sidewalks for the Flint Street development. Engineering Senior Manager Melistas said the sidewalks will be the whole way down the street on both sides that will lead out to the other part of the ring road. The City is responsible for the north side and the developer of the project is responsible for along their property limits. Member Staudt asked if there would be any connectivity with Main Street and Flint Street, and if there is a pocket park there how it will be connected. City Planner McBeth said that Planning hasn't seen the updated Singh plans for Main Street yet but the plan does have a driveway system and the City would want sidewalks along that driveway

system. Member Staudt asked if that project is a straight rezoning. City Planner McBeth said it is a PRO, so City Council will see it.

3. Parks, Recreation, and Cultural Services Update

a. ITC Trail Update

Director of Parks, Recreation, and Cultural Services Muck gave an update on the status of the ITC Trail project. He said the City sent out 55 letters to residents from 9 Mile to 11 Mile that could be affected by any construction, and that ITC would send follow up letters to those that have either been able to use the corridor or have just been using it. The letters were sent and received some feedback, both positive and negative.

 Member Staudt asked if there was fencing along that. Director of Parks, Recreation, and Cultural Services Muck said no but there are berms. That will be in front of City Council for construction award at the next Council meeting. At the City Council meeting on the previous Monday, Council approved the ITC Trailhead Connection, so the City can move forward with that. Construction will be starting soon.

COMMUNICATIONS

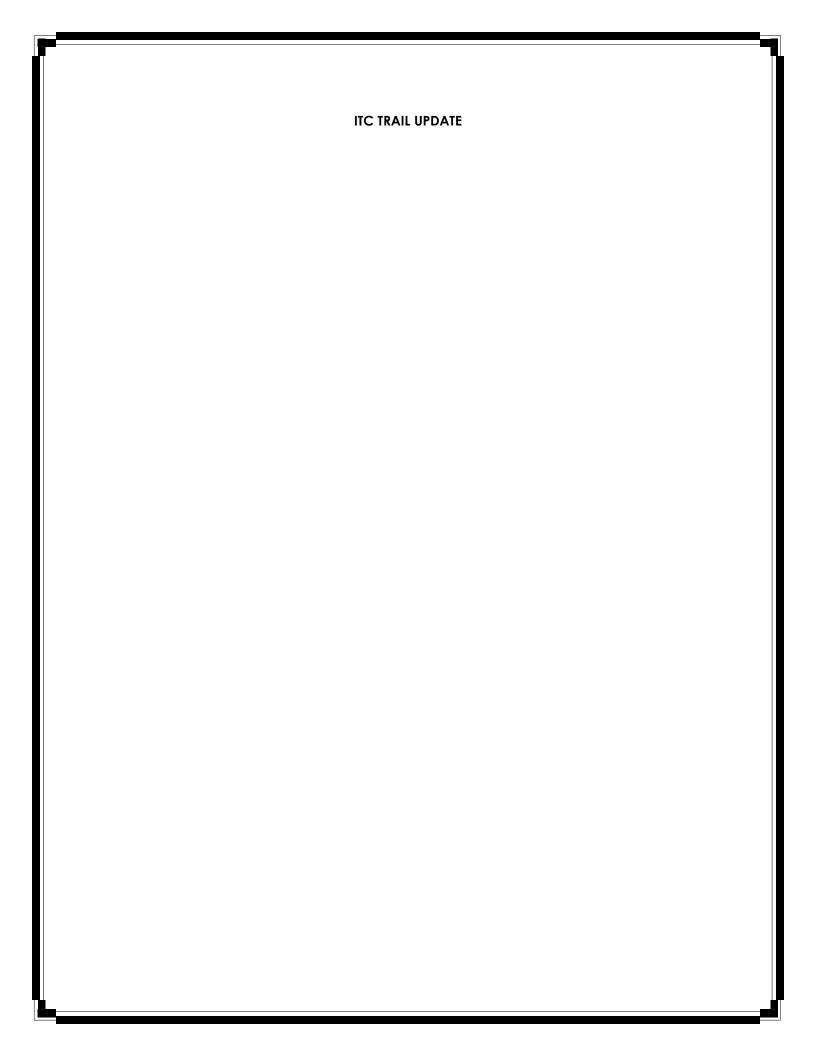
There were no communications.

Chair Mutch asked if on the road construction update there are comments about sidewalk segments, do those get filtered back to Planning staff? Planner Komaragiri said no, comments on Facebook don't get sent to us but usually Community Relations will reach out. Chair Mutch said that more people are commenting and that it could be helpful to have that, as part of the ranking is community input. Planner Komaragiri said staff would work with Nathan and Community Relations on this.

ADJOURN

Vice Chair Thomopoulos made the motion to adjourn the meeting. Member Muzzin seconded.

Meeting adjourned at 7:14 pm.





Project: ITC Corridor Regional Trail

Map Revisions: Date: Department:

MAP INTERPRETATION NOTICE

Map Legend

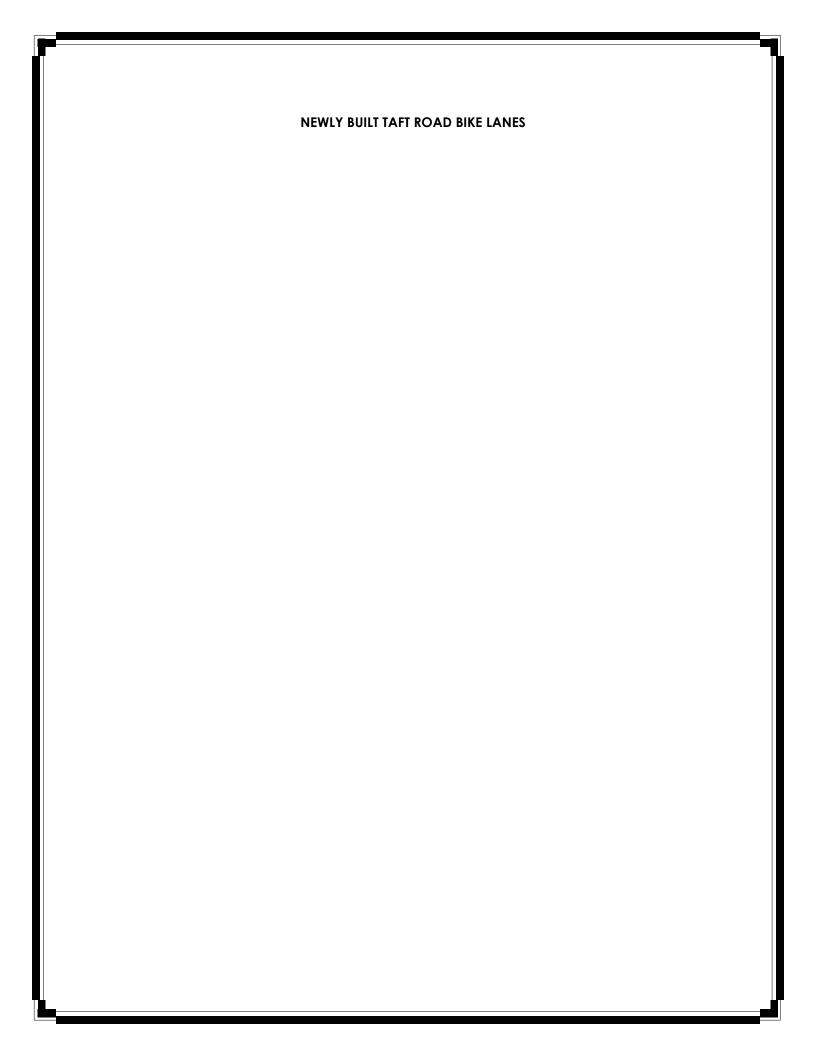
- **XX** Trailhead
- Trail Complete
- Trail Under Construction
- Existing Parkland
- Conservation Easement



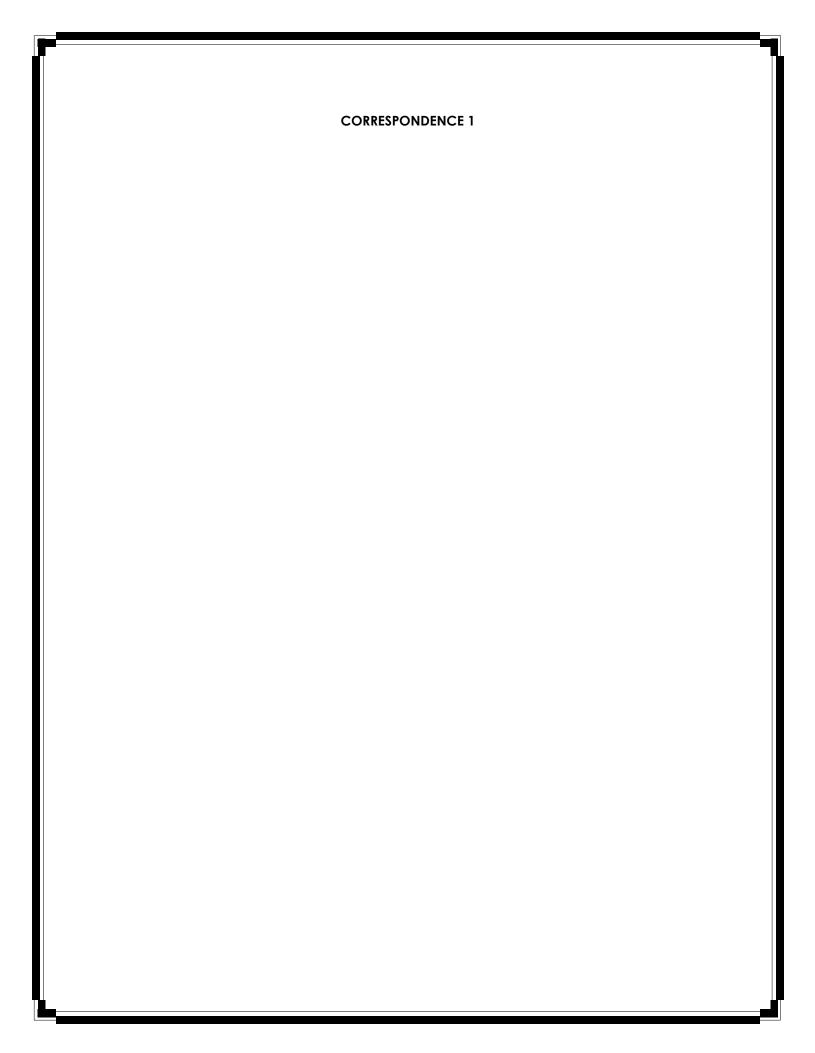
City of Novi
Integrated Solutions Team
leospatial Resources Division
45175 Ten Mile Rd
Novi, Mil 48375 cityofnovi.org

1 inch = 2,483 feet









From: Andrew Mutch

To: <u>Muck, Jeffrey; David Staudt; Komaragiri, Sri</u>

Subject:ITC Trail on Strava Heat MapDate:Sunday, August 19, 2018 1:43:29 PM

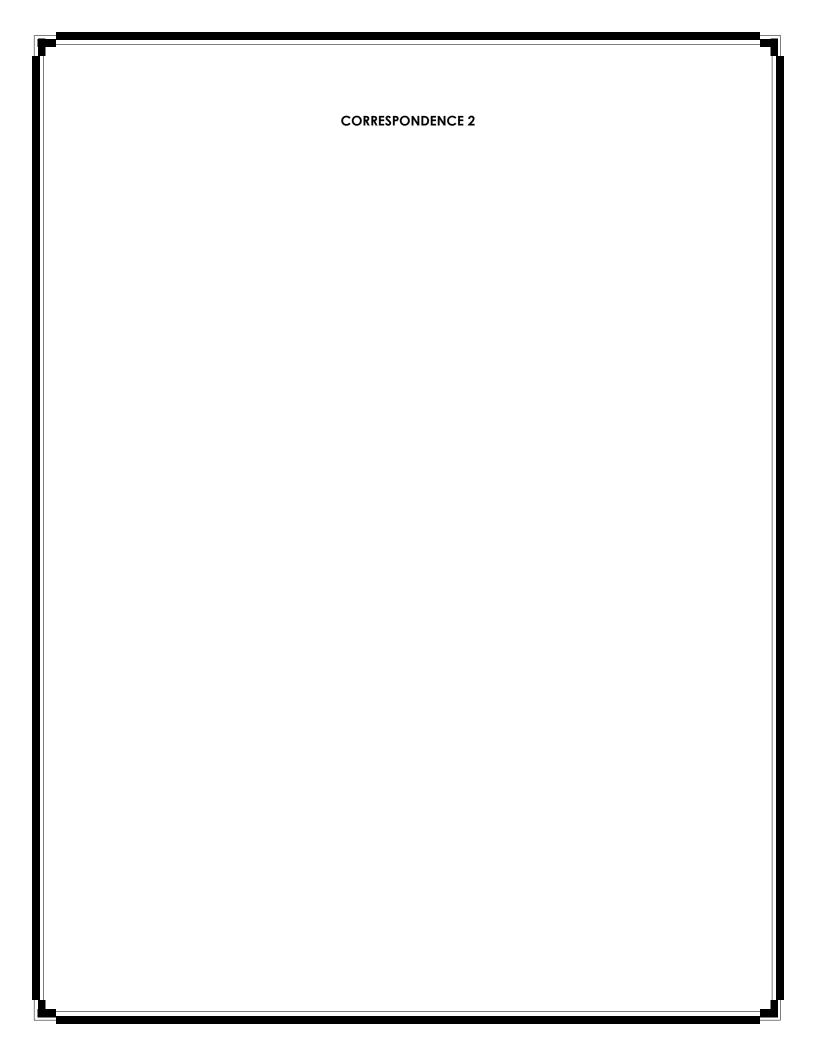
As some of you know, Strava is an app that some people use when walking and biking to track their routes. Strava aggregates that data to create a worldwide heat map showing the routes that people take to walk and bike. While it obviously doesn't capture all users on a route, I find it a great "reality check" on which routes people are using (or not). It also highlights the relative popularity of one route as compared to another. Strava updated their heatmap at the end of 2017 after not having updated it for 2 years and now update it on a monthly basis.

I was looking at that today and was pleased to see that the existing ITC Trail segments are starting to show up as routes and in the case of the segment near ITC Sports Park, a relatively well-used route. I've included the section of the heat map that shows that area in the image below. You can view the worldwide heat map here - be forewarned, you may end up spending a lot of time checking out routes throughout the city, some of which we may not have been aware of previously!

https://www.strava.com/heatmap#12.93/-83.51115/42.48255/hot/all

Andrew





Komaragiri, Sri

From: Mueller, Nathan

Sent: Wednesday, August 1, 2018 2:25 PM

To: Komaragiri, Sri **Subject:** Sidewalk Question

Hi Sri!

Hi - do you know who we would speak with to petition for the sidewalk to be completed on 12 Mile in between Liberty Park and Novi Road on the North side? As a family we like to bike across the street to the shops, activities and restaurants, but there is no safe way to cross the street aside from the 12 Mile/Novi intersection. Getting there on bikes is a pain because there is a large stretch where there is no sidewalk and just tons of weeds to walk bikes through. I'm sure those businesses would see much more activity from the people in our neighborhood if this could get sorted out.



Nathan Mueller | Community Relations Specialist City of Novi | 45175 Ten Mile Road | Novi, MI 48375 USA t: 248.347.0431 | f: 248.735.5683 | cityofnovi.org

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From: Komaragiri, Sri
To: Mueller, Nathan
Subject: Sidewalk Question

Date: Monday, August 6, 2018 9:34:20 AM

Hi

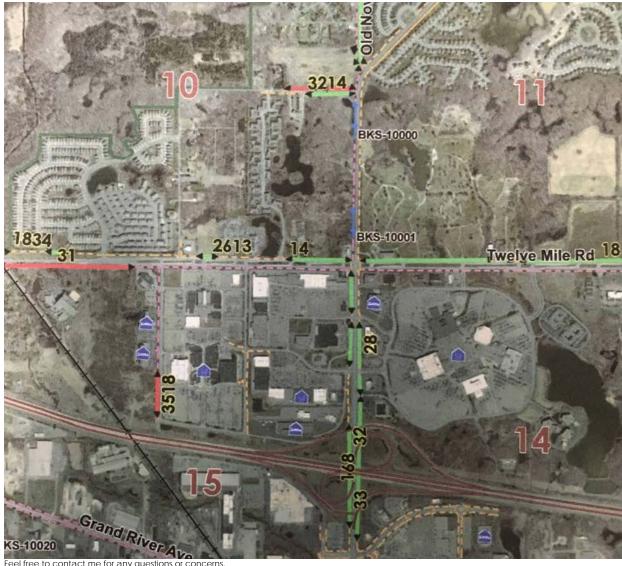
Thank you for taking time to contact us to share your comments. We have a program in place called 'Annual Non-Motorized Prioritization'. We have identified all missing sidewalk segments throughout the City. As of 2018, we have about 125 segments. Each year, all pathway and sidewalk segments that are proposed adjacent to roads in Novi are reviewed against a set of Tier 1 criteria and assigned points based on the segment's potential service benefits to the citizens of the City. See Table 4.3 in chapter 4 for more details. The segments are ranked by their Tier 1 points and the top 20 priority segments are then reviewed against a second set of Tier 2 criteria and assigned points based on financial and other feasibility considerations. See Table 4.3 in chapter 4 for more details. Additional Tier 2 ranking is done to give priority to segments that provide more economical value to the City. Please refer to this link to refer to tables listed earlier https://www.cityofnovi.org/Community/Ride-and-Walk-Novi/AnnualNon-MotorizedPrioritizationUpdate2017-2018.aspx

The segments you have inquired about are numbered 14, 32 and 18. They are ranked 94, 45 and 38 respectively. You can refer to tables on last ten pages for more inforamtion on specific segments. There were other people inquired about these segments. Except for 18, the other does have maximum points for public interest. Our CIP committee mostly refers to the recommendations from the study to assign funds for constructions. However, sometimes some of the segments are constructed sooner even if they are within Top 20 as part of road projects or other city projects or part of private developments.

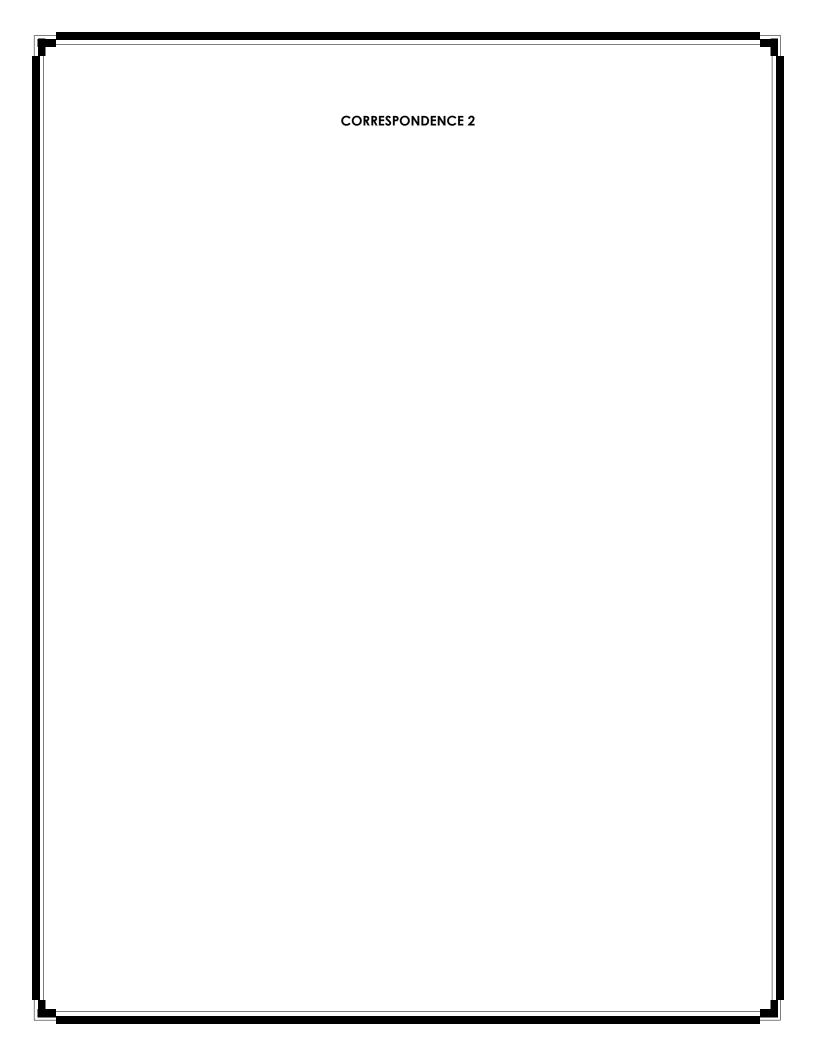
Walkable Novi Committee meets quarterly. Our next meeting is tentatively scheduled for Spetember 20. I will present your request to the Committee at that time. Please refer to this website for general information on what we do.

http://www.cityofnovi.org/Community/Ride-and-Walk-Novi.aspx#NonMotorizedMasterPlan

Feel free to contact me at 248-735-5607 if you have additional questions. Thank you, Sri



Feel free to contact me for any questions or concerns. Thank you, Sri



Komaragiri, Sri

From: Mueller, Nathan

Sent: Friday, August 31, 2018 12:59 PM

To: Komaragiri, Sri **Subject:** Sidewalk Questions

Happy Friday!

Was hoping you could help me answer this resident's question regarding sidewalks. Thank you!!

"When will we have sidewalks that go down 10 mile and connect Wixom road to Beck Road? I find it kind of ridiculous after all these years people can't walk/run/bike from Wixom Road to Beck road without walking directly on what is becoming a main highway (aka 10 mile).

I also find it unacceptable that we just paved Napier road and didn't put in sidewalks. I drive that road regularly and see people walking their dogs staring at their phone on the pavement as cars go by 40-50mph. It's unsafe. This could have been awesome for families/kids to bike to their soccer games, baseball games, etc at ITC park as the area around Napier road explodes with development and new housing. What a huge missed opportunity to not put in sidewalks down Napier.

Thank you for listening."

Nathan



Nathan Mueller | Community Relations Specialist City of Novi | 45175 Ten Mile Road | Novi, MI 48375 USA t: 248.347.0431 | f: 248.735.5683 | cityofnovi.org

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From: Komaragiri, Sri

Sent: Wednesday, September 05, 2018 3:44 PM

To: Mueller, Nathan

Subject: RE: Sidewalk Questions

I am waiting to hear from Engineering as we did not build sidewalks along with Napier.

Hi,

Thank you for taking time to contact us to share your comments. We have a program in place called 'Annual Non-Motorized Prioritization'. We have identified all missing sidewalk segments throughout the City. As of 2018, we have about 125 segments. Each year, all pathway and sidewalk segments that are proposed adjacent to roads in Novi are reviewed against a set of Tier 1 criteria and assigned points based on the segment's potential service benefits to the citizens of the City. See Table 4.3 in chapter 4 for more details. The segments are ranked by their Tier 1 points and the top 20 priority segments are then reviewed against a second set of Tier 2 criteria and assigned points based on financial and other feasibility considerations. See Table 4.3 in chapter 4 for more details. Additional Tier 2 ranking is done to give priority to segments that provide more economical value to the City. Please refer to this link to refer to tables listed earlier http://www.cityofnovi.org/Community/Ride-and-Walk-Novi/AnnualNon-MotorizedPrioritizationUpdate2017-2018.aspx

The segments you have inquired about are numbered 51, 99A and 99B.

Segment Rank	Segment Number	Sidewalk/Pathway	Location	Length of sidewalk	CIP Projected year
59	51	6 feet Sidewalk	North side of Ten Mile from Dinser to Woodham	1,780	23-24
24	99A	8 feet Pathway	South side of Ten Mile from Wixom to 400' E of Lynwood	2,900	23-24
24	99B	8 feet Pathway	South side of Ten Mile from 400' E of Lynwood to Beck	2,900	23-24

You can refer to tables on last ten pages for more information on points for specific segments. Our CIP committee mostly refers to the recommendations from the study to assign funds for constructions. However, sometimes some of the segments are constructed sooner even if they are within Top 20 as part of road projects or other city projects or part of private developments.

Walkable Novi Committee meets quarterly. Our next meeting is tentatively scheduled for September 20, we will be reviewing the new ranks. I will present your request to the Committee at that time. Please refer to this website for general information on what we do.