



**WALKABLE NOVI COMMITTEE**  
**October 24, 2013 at 6:00 p.m.**  
**Novi Civic Center**  
**Mayors Conference Room**  
**45175 W. Ten Mile, Novi, MI 48375**  
**(248) 347-0475**

**Members:** Dave Baratta, Robert Giacometti, Andrew Mutch, Paul Policicchio, Charles Staab, David Staudt, Harry Torimoto and Ted Zuchlewski  
**Staff Support:** Barbara McBeth, Deputy Director Community Development  
Sara Roediger, Planner  
Jason Mangum, Director, Parks, Recreation and Cultural Services  
Brian Coburn, Engineering Manager

- 1) **Roll Call**
- 2) **Approval of Agenda**
- 3) **Audience Participation**
- 4) **Matters for Discussion**

Item 1  
Annual Non-Motorized Prioritization: 2013-2014 Update

Item 2  
Engineering Update

Item 3  
Parks Update: Trust Fund Projects

Item 4  
Bicycle Parking Ordinance Update

Item 5  
Neighborhood Connectors: Update on Council Action

Item 6  
2014 Committee Schedule

- 5) **Communications**
- 6) **Staff Report**
- 7) **Adjourn**

Future Meetings: Nov. 21, 2013

**ITEM 1**

# DRAFT FOR CONSIDERATION

## City of Novi Annual Non-Motorized Prioritization:

2013-2014 Update

A Working Document for  
Capital Improvement Plan (CIP) Planning

Updated: October 17, 2013



*Where quality of life is the way of life*



# Acknowledgements

## Walkable Novi Committee

### Council Members

Andrew Mutch  
David Staudt

### Planning Commission Environmental Committee Members

Dave Baratta  
Robert Giacometti  
Ted Zuchlewski

### Parks, Recreation & Cultural Services Commission Members

Paul Policicchio  
Hideki Torimoto

### Novi Parks Foundation Members

Charles Staab

## For More Information Contact Support Staff

Sara Roediger, AICP, Planner  
[sroediger@cityofnovi.org](mailto:sroediger@cityofnovi.org)

or

Barbara McBeth, AICP, Deputy Community Development Director  
[bmcbeth@cityofnovi.org](mailto:bmcbeth@cityofnovi.org)



# City of Novi

## Annual Non-Motorized Prioritization: 2013-2014 Update

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

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## Process Overview

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

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

The Annual Non-Motorized Prioritization is updated each fall. Data is collected through the year and is current through September 1, 2013, with the exception of completed segments, as any segment under construction at that time was determined to be complete for planning purposes. As with previous updates, completed segments were identified, new segments were added, segment criteria were updated and segment ranking was recalculated.

On October 17, 2013, the Walkable Novi Committee members present reviewed and approved the Annual Non-Motorized Prioritization: 2013-2014 Update and recommended forwarding it to the City's Capital Improvement Committee. The committee will then use this document to help identify future segments and non-motorized improvements to be constructed as additional funding becomes available.

## Completed Non-Motorized Improvements

Since October 2006, over 7.5 miles of public pathways and sidewalks were constructed by the City of Novi and the State of Michigan and private developers completed over 3 miles of public pathways and sidewalks in the City.

In the 2012-13 year alone, the City of Novi installed nearly 4,700 feet of pathways, sidewalks and regional/recreational trails. In addition, 2012-13 was a busy year for development. As a result, the amount of developer installed pathways and sidewalks exceeded the City's amount by over 4,000 feet, resulting in over 8,700 feet of additional pathways and sidewalks. A total of 13,100 (or 2.5 miles) of pathways and sidewalks were added to the City's non-motorized inventory.

Segment Item #	Section #	Type	Side of Street/Other	Location	From	To	Segment Length (ft.)
92	27	S	west	<b>Novi Rd.</b>	Ten Mile	Nine Mile	2,135
36	16	P	west	<b>Taft</b>	Eleven Mile	Andes	495
144	23	P	west	<b>Meadowbrook</b>	Grand River	Cherry Hill	700
145 part	23	S	north	<b>Ten Mile</b>	Catherine Ind. Park	RR	705
4019	25	RT	regional	<b>Brookfarm Park</b>	Ripple Creek	Village Oaks Elem	633
5007	24	C	mid-block	<b>Grand River</b>	Seeley	Joseph	crossing
5014	21	C	bike signs	<b>Beck</b>	Cidermill		crossing
5034	31	C	mid-block	<b>Eight Mile</b>	Community Sports Park	N to S	crossing
5035	31	C	mid-block	<b>Eight Mile</b>	Garfield	N to S	crossing
5143	32	C	crosswalks & signals	<b>Beck</b>	Eight Mile		crossing
<b>2012-13 City of Novi Total</b>							<b>4,668</b>
35 part	15	S	east	<b>Taft</b>	Eleven Mile	Grand River	330
4	2	S	south	<b>Fourteen Mile</b>	Novi Rd.	Beechwalk Apartments	200
19	12	S	north	<b>Twelve Mile</b>	Meadowbrook	Cabot	165
30 part	14	P	west	<b>Meadowbrook</b>	Twelve Mile	Bridge	115
33 part	15	S	west	<b>Novi Rd.</b>	I-96	Crescent	160
45 part	18	S	south	<b>Twelve Mile</b>	City Limits	Albert	682
50	20	P	east	<b>Wixom</b>	Ten Mile	Island Lake	1,300
51	20	P	north	<b>Ten Mile</b>	Wixom	Dinser	1,020
54	20	S	north	<b>Ten Mile</b>	Beck	Greenwood Oaks	935
55	20	P	west	<b>Beck</b>	Ten Mile	Greenwood Oaks	470
72 part	23	P	north	<b>Grand River</b>	Town Center	Amstaff building	170
	20	S	west	<b>Dinser</b>	Ten Mile	Thornbury Dr	1,091
4338	17	RT	regional	<b>Medilodge</b>	ITC	Providence	859
4339	17	RT	regional	<b>ITC Medilodge</b>	Eleven Mile	Medilodge	894
<b>2012-13 Development Total</b>							<b>8,781</b>

**Legend** S= 6 ft. sidewalk P= 8 ft. pathway C=crossing RT=regional/recreational trail

Annual Non-Motorized Prioritization: 2013-2014 Update

Table 2: Previous Years Completed Non-Motorized Improvements <sup>1</sup> City of Novi							
Segment Item #	Section #	Type	Side of Street/Other	Location	From	To	Segment Length (ft.)
145b	23	S	north	Ten Mile	RR	Brookhaven	225
65	23	P	east	Novi Rd.	Grand River	Ten Mile	3,500
61	22	S	west	Novi Rd.	Cemetery	Pine Ridge Center	3,600
32c	15	S	west	Novi Rd.	West Oaks	N side I-96	876
5007	24	C	striping & signs	Grand River	Seeley	Joseph	crossing
5043	36	C	mid-block	Nine Mile	Sunrise		crossing
<b>2011-12 City of Novi Total</b>							<b>8,201</b>
83	25	S	north	Nine Mile	Meadowbrook	Haggerty	3,800
15	11	S	south	Thirteen Mile	Novi Rd.	Old Novi Rd.	350
146	11	C	west	Old Novi	South Lake	crossing	100
<b>2010-11 City of Novi Total</b>							<b>4,250</b>
71	23	S	north	Ten Mile	Hampton Hill	Brookhaven	822
139	25	S	east	Willowbrook	Oaktree	Guilford	400
141	24	C	crossing	Ten Mile	Nilan	SW to NW	100
82C	25	S	west	Haggerty	Ten Mile	Dunkin Donuts	220
140	23	C	crossing	Hampton Hill	Ten Mile	NE to NW	100
123a	1	RT	regional	M-5 Extension	Fourteen Mile	Thirteen Mile	5,280
<b>2009-10 City of Novi Total</b>							<b>6,922</b>
59	22	P	south	Eleven Mile	Taft	Cedar Spring Estates	1,300
125	15	S	west	Clark	Eleven Mile	Grand River	205
75 part	24	P	north	Grand River	Meadowbrook	Seeley	310
80A	24	S	north	Ten Mile	Meadowbrook	Haggerty	411
82A	25	S	west	Haggerty	Dunkin Doughnuts	Oak Ridge Place	1,180
60A	22	P	south	Eleven Mile	Clark	Cedar Spring Estates	300
136	21	S	west	Bramblewood	Cidermill	subdivision	210
63	22	S	north	Ten Mile	Wildcat	Taft	1,580
91	26	P	south	Ten Mile	Meadowbrook	Orchard Hills North	800
96	28	P	south	Ten Mile	Beck	Broadmoor Park	250
95	28	S	east	Beck	Ten Mile	Baker	300
	36	S	south	Orchard Hills Place	Haggerty	west	375
54, 55 part	20, 29	P	all	Ten & Beck legs			910
27 part	14	S	north	11 Mile	Meadowbrook	west	356
139a	35	C	crossing	Nine Mile	Meadowbrook	SW corner curb cuts	crossing
<b>2008-09 City of Novi Total</b>							<b>8,487</b>

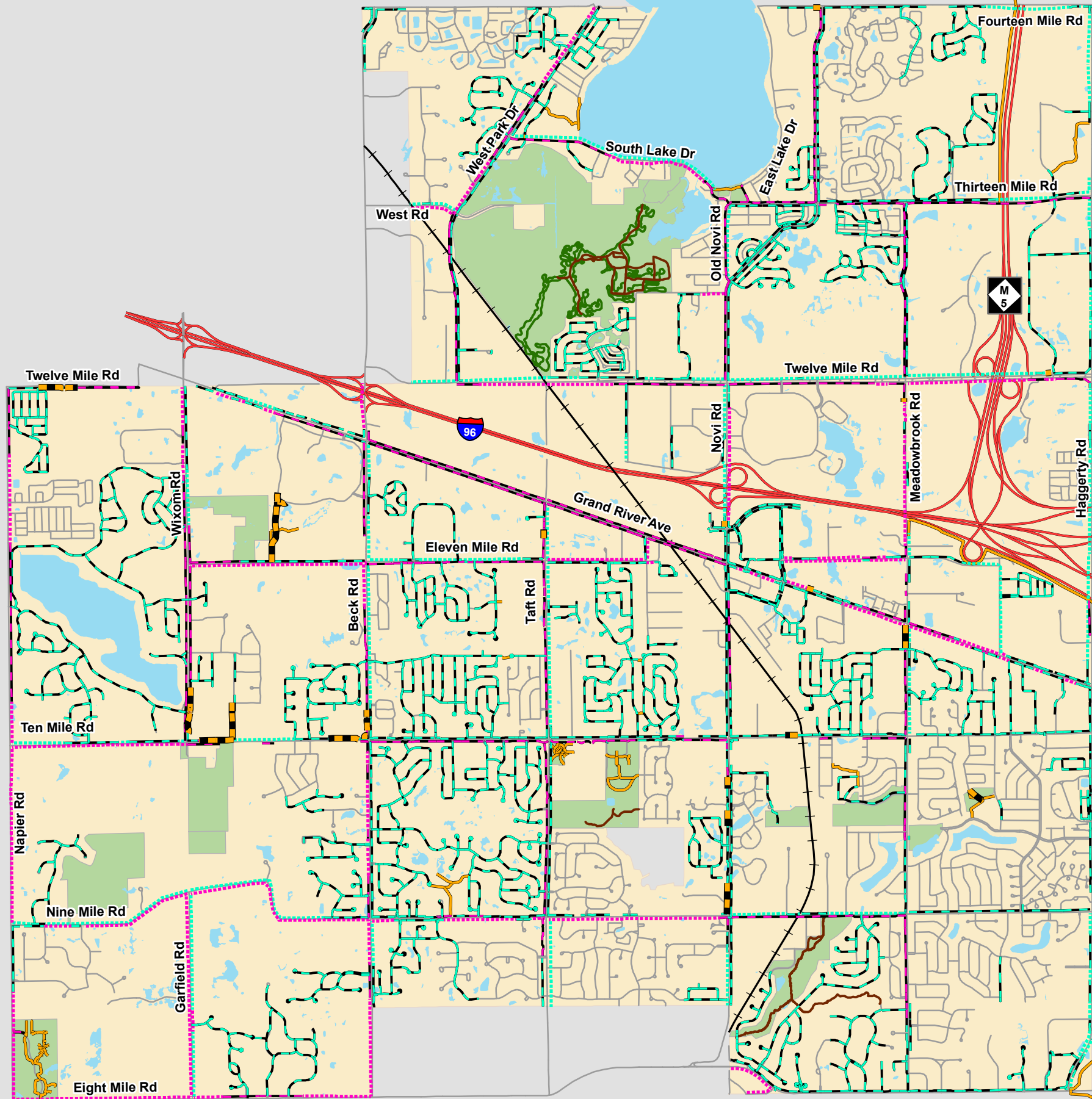
<b>Table 2: Previous Years Completed Non-Motorized Improvements<sup>1</sup> City of Novi</b>							
<b>Segment Item #</b>	<b>Section #</b>	<b>Type</b>	<b>Side of Street/Other</b>	<b>Location</b>	<b>From</b>	<b>To</b>	<b>Segment Length (ft.)</b>
57	21	S	north	<b>Ten Mile</b>	Roma ridge	Homestead	770
85	26	P	west	<b>Meadowbrook</b>	Ten Mile	Mallot	1,050
86	26	P	west	<b>Meadowbrook</b>	Chattman	Nine Mile	2,025
94	28	S	north	<b>Nine Mile</b>	Taft	Beck	640
117	35	P	west	<b>Meadowbrook</b>	Mission Pines	Mirabella Estates	450
118	35	P	west	<b>Meadowbrook</b>	Mirabella Estates	Eight Mile	480
<b>2007-08 City of Novi Total</b>							<b>5,415</b>
42	17	S	north	<b>Eleven Mile</b>	Novi Middle School	Beck	3,700
56	21	P	south	<b>Eleven Mile</b>	Beck	Taft	1,700
<b>2006-07 City of Novi Total</b>							<b>5,400</b>

<sup>1</sup> Segments completed by the City of Novi only, not including developer completed segments

**Legend** S= 6 ft. sidewalk P= 8 ft. pathway C=crossing RT=regional/recreational trail



# Map 1: 2012-2013 Completed Non-Motorized Improvements



## Annual Non-Motorized Prioritization: 2013-2014 Update DRAFT

- Completed or Under Construction Segments
- Existing Pathways & Sidewalks**
  - Existing Pathway
  - Existing Sidewalk
- Proposed Pathways & Sidewalks**
  - Proposed Pathway
  - Proposed Sidewalk
- Existing Off Road Paths & Trails**
  - Paved Path
  - Unpaved Path
  - Mountain Bike Path



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 Dept. of Community Development  
 City Hall / Civic Center  
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 Novi, MI 48375  
 cityofnovi.org

Map Author: Sara Roediger  
 Date: 10/17/13  
 Project: 2013 Non-Motorized Update  
 Version #:1.0



1 inch = 3,468 feet

### MAP INTERPRETATION NOTICE

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## 2013-2014 Top 20 Priority Pathway and Sidewalk Segments

Each year, all pathway and sidewalk segments that are proposed adjacent to roads in Novi are reviewed against a set of Tier 1 criteria and assigned points based on the segment's potential service benefits to the citizens of the City. Please refer to Table 6: Proposed Adjacent to Major Roads Pathway and Sidewalk Segments on page 10 for both Tier 1 and 2 categories and rankings.

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 considerations. The top 20 priority segments are again ranked to give priority to segments that provide more economical value to the City. Please refer to the Pathway and Sidewalk Prioritization Analysis and Process approved by the City Council at its November 13, 2006 meeting for analysis and process details.

For 2013-14, the top 20 priority segments result in over 7 miles of proposed pathways and sidewalks. Two of the segments (totaling 875 feet) are included in the 2013-14 Capital Improvement Plan (CIP) budget for next year. Twelve other of the segments are included in the CIP projected or forecast to be constructed by 2019.

### Tier 1 Categories

1. Bicycle & Pedestrian Accidents
2. Traffic Counts
3. Access to Schools
4. Access to Schools
5. Access to Schools
6. Access to Parks
7. Access to Library & City Hall
8. Access to Shopping
9. Access to Places Of Worship
10. Connected to Neighboring Sidewalk/ Regional Trail System
11. Population Served
12. Segment Completion
13. Considerable Public Interest
14. Non-Motorized Master Plan
15. Novi Wixom Trans Study

### Tier 2 Categories

*(only the Top 20 Priority Segments are ranked)*

1. Ease of Construction
2. Right-of-Way Availability
3. Other Funding Sources
4. Opposite Side Sidewalk or Pathway
5. Private Development Potential

**Table 3:**  
**2013-2014 Top 20 Priority Pathway and Sidewalk Segments**  
**City of Novi**

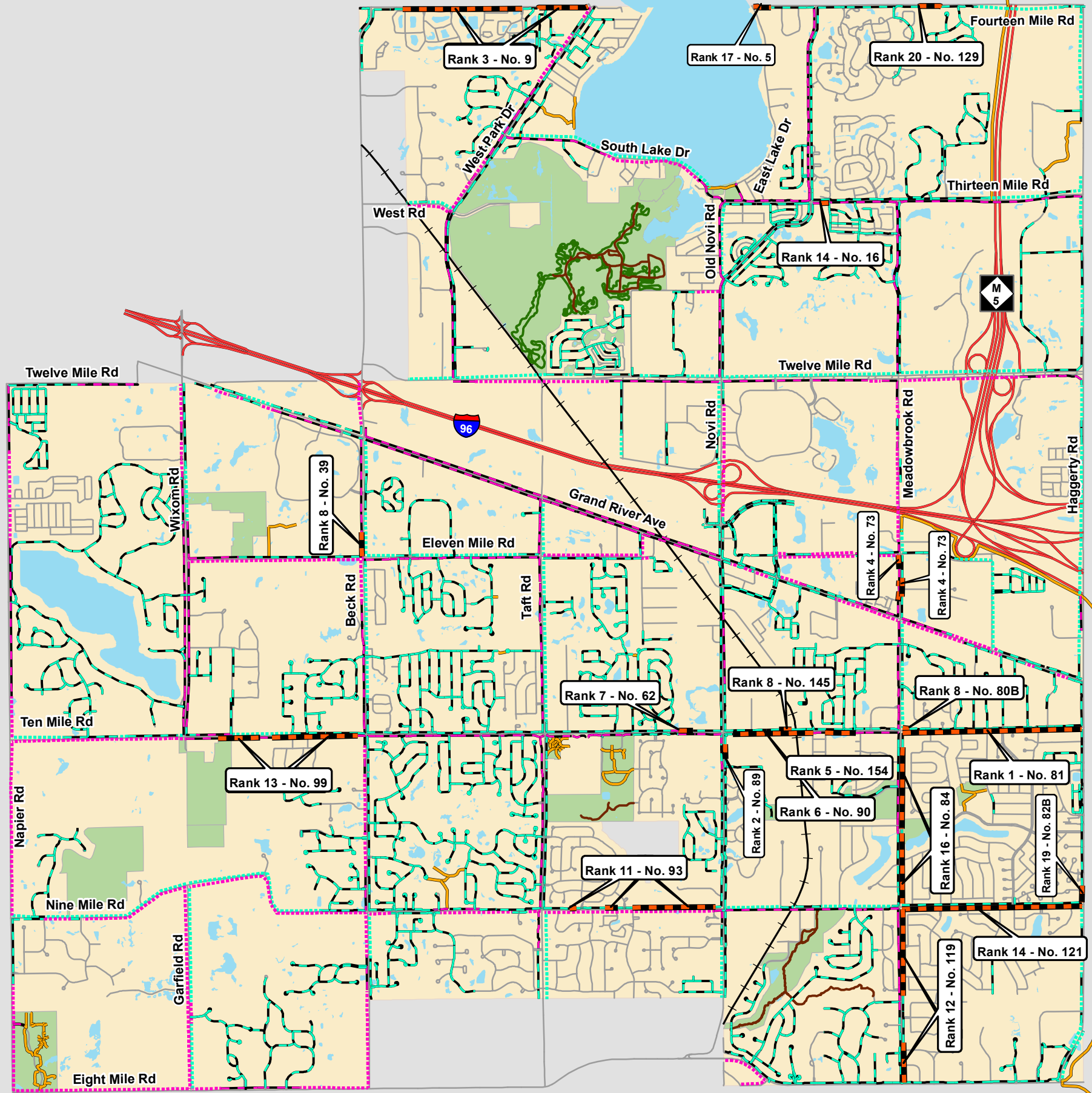
Rank	Segment Item #	Section #	Type	Side of Street	Location	From	To	# of Pieces in Segment	Segment Length (ft.) excluding Developer Planned & Completed Pieces	Notes
1	81	25	P	south	Ten Mile	Meadowbrook	Haggerty	1	5,300	18-19 CIP
2	89	26	P	east	Novi Rd.	Ten Mile	Ice Arena	1	500	14-15 CIP
3	9	4	S	south	Pontiac Trail	West Park	Beck	3	5,000	17-18 CIP
4	73	24	S	east	Meadowbrook	Eleven Mile	Grand River	1	600	13-14 CIP
5	154	26	P	south	Ten Mile	Orchard Hills North		1	914	16-17 CIP
6	90	26	P	south	Ten Mile	Novi Rd.	Chipmunk	1	2,400	18-19 CIP
7	62	22	S	north	Ten Mile	Eaton Center	Churchill Crossing	1	400	16-17 CIP
8	80B	24	S	north	Ten Mile	Meadowbrook	Willowbrook Estates	1	189	
8	145	23	S	north	Ten Mile	Supplier Investment Co	RR	1	220	
8	39	17	P	west	Beck	Eleven Mile	Providence	1	1,100	14-15 CIP
11	93	27	S	north	Nine Mile	Novi Rd.	Taft	3	3,300	16-17 CIP
12	119	36	S	east	Meadowbrook	Eight Mile	Nine Mile	2	3,800	18-19 CIP
13	99	29	P	south	Ten Mile	Beck	Wixom	2	4,000	17-18 CIP
14	121	36	P	south	Nine Mile	Meadowbrook	Haggerty	1	5,280	
14	16	11	P	south	Thirteen Mile	Sunshine	Holmes	1	275	13-14 CIP
16	84	25	S	east	Meadowbrook	Ten Mile	Nine Mile	2	4,400	17-18 CIP
17	5	2	S	south	Fourteen Mile	Beechwalk Apartments	East Lake	1	600	14-15 CIP
18	70	23	P	west	Meadowbrook	Eleven Mile	Gateway Village	3	900	
19	82B	25	S	west	Haggerty	Pavilion Ct Apartments	Nine Mile	1	492	
20	129	1	S	south	Fourteen Mile	Haverhill Farms	Maples of Novi	1	600	
									<b>40,270</b>	<b>Total</b>

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

- Segments with pathways or sidewalks on most of the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity
- Short Segments (400 ft. or less)
- Scheduled Segment
- CIP Budget Year



# Map 2: 2013-2014 Top 20 Priority Pathway and Sidewalk Segments



## Annual Non-Motorized Prioritization: 2013-2014 Update DRAFT

- Top 20 Priority Segment Rank X - No. X
- Existing Pathways & Sidewalks**
- Existing Pathway
- Existing Sidewalk
- Proposed Pathways & Sidewalks**
- Proposed Pathway
- Proposed Sidewalk
- Existing Off Road Paths & Trails**
- Paved Path
- Unpaved Path
- Mountain Bike Path



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## Non-Motorized Plan 2013-2014 Update

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

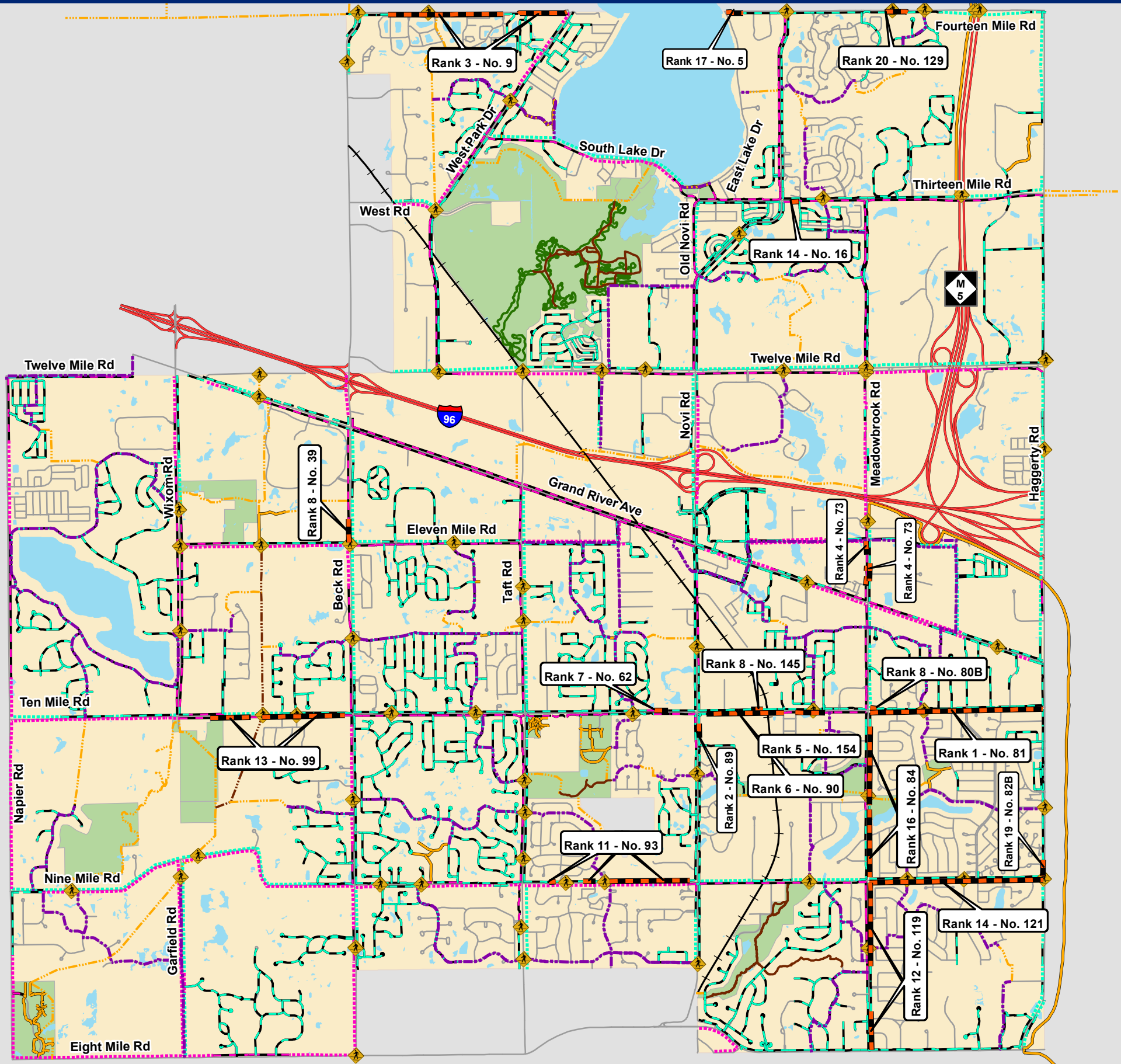
In 2011, in an effort to further expedite the non-motorized planning efforts, the City Council contracted with the Greenway Collaborative to produce a comprehensive Non-Motorized Master Plan to expand on the Pathway and Sidewalk Prioritization Analysis and Plan. The Non-Motorized Master Plan provides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

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

- Map 3: Non-Motorized Plan 2013-2014 Update
- Table 3: Proposed Off-Road Recreational Pathways and On-Road Regional Pathways
- Table 4: Proposed Crossings
- Table 5: Proposed Neighborhood Connector Routes
- Table 6: Proposed Adjacent to Major Roads Pathway and Sidewalk Segments



# Map 3: Non-Motorized Plan 2013-2014 Update



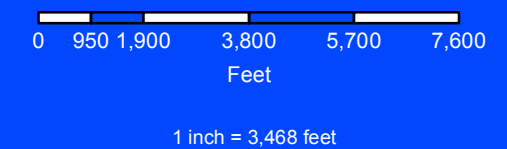
## Annual Non-Motorized Prioritization: 2013-2014 Update DRAFT

- Top 20 Priority Segment Rank X - No. X
- Proposed Crossing Improvement
- Proposed Neighborhood Connector Route
- Existing Pathways & Sidewalks**
- Existing Pathway
- Existing Sidewalk
- Proposed Pathways & Sidewalks**
- Proposed Pathway
- Proposed Sidewalk
- Existing & Proposed Off Road Paths & Trails**
- Existing Paved Path
- Existing Unpaved Path
- Existing Mountain Bike Path
- Proposed Paved Path
- Proposed Unpaved Path



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**Table 4:  
Proposed Off-Road Recreational Pathways and On-Road Regional Pathways  
City of Novi**

Segment Item #	Section #	No Mo Phase	Type	Location	From / To	Length (ft.)	Width (ft)	Surface	Classification	CIP Budget Year or Scheduled Segment	Notes
<b>Off-Road Trails &amp; Paths</b>											
4003	31	2	Planned Regional	ITC Corridor	ITC Sports Center Park to Nine Mile	8,153	10	A	R	Design 13-14 CIP	Greenway Phase 1A
4013	17	2	Planned Regional	Medilodge Providence	Medilodge to Beck	3,203	10	A	R	13-14 CIP	
4036	2	1	Planned Paved	Hickory Woods	Novi to East Lake	1,025	10	A	L	13-14 CIP	NC-1
4064	31	2	Planned Regional	ITC Sports Center Park	ITC to Eight Mile	3,259	10	A	R	13-14 CIP	
4014	17	3	Planned Paved	Wildlife Woods Park	ITC to Wixom	3,393	10	A	P	14-15 CIP	Applied for MNRTF grant
4003	31	2	Planned Regional	ITC Corridor	ITC Sports Center Park to Nine Mile	8,153	10	A	R	15-16 CIP	Greenway Phase 1A
4077	23	1	Planned Paved	Main St path	Capitol to Cherry Hill	779	10	A	P	15-16 CIP	NC-4
4296	27	0	Planned Paved	Civic Center	Ten Mile to Novi Way	420	5	C	P	16-17 CIP	was seg 127A
4002	30	2	Planned Regional	Undeveloped Park/ ITC Corridor	Nine to Ten Mile	3,647	10	A	R	17-18 CIP	Greenway Phase 1B
4295	27	0	Planned Paved	Civic Center/ Power Park	Novi Way to play ground	676	5	C	P		was seg 127B
4030	26	1	Planned Paved	Orchard Hills West	Mallot to Chattman	860	10	A	L		NC-3
4010	3	2	Planned Regional	Lakeshore Park	Parking lot to 12 1/2	3,513	10	A	L		
4011	3	2	Planned Regional	Lakeshore Park	West Park to parking lot	5,759	10	A	R		
4012	15	2	Planned Paved	I-96	RR to Meadowbrook	9,677	10	A	L		
4020	25	2	Planned Paved	Village Wood Lake	Meadowbrook to Village Wood	1,147	10	A	L		
4022	27	2	Planned Paved	Power Park	Taft to existing path	1,772	10	A	P		
4023	27	2	Planned Paved	Power Park	Jonathan to park path	1,079	10	A	P		
4028	17	2	Planned Paved	Beck to ITC	ITC to Cheltenham	1,878	10	A	L		
4037	26	2	Planned Paved	Orchard Hills West	Meadowbrook to Balcombe	1,804	10	A	L		
4039	26	2	Planned Paved	Novi Ridge Orchard Hills	Balcombe to RR	1,068	10	A	L		

Annual Non-Motorized Prioritization: 2013-2014 Update

**Table 4:  
Proposed Off-Road Recreational Pathways and On-Road Regional Pathways  
City of Novi**

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



**Table 4:  
Proposed Off-Road Recreational Pathways and On-Road Regional Pathways  
City of Novi**

Segment Item #	Section #	No Mo Phase	Type	Location	From / To	Length (ft.)	Width (ft)	Surface	Classification	CIP Budget Year or Scheduled Segment	Notes
			Paved	Meadows Orchard Hill	Orchard Hills						
4038	27	3	Planned Paved	Arrowon Pines	Algonquin to Mystic Forest	135	10	A	L		
4041	26	3	Planned Paved	Orchard Hill	Tammera to Aspen	578	10	A	L		
4042	25	3	Planned Paved	Willowbrook	Le Bost to Park	324	10	A	L		
4044	36	3	Planned Paved	Haverhill Maples	Collingdale to Kingsley	2,807	10	A	L		
4045	19	3	Planned Paved	Knightsbridge Old Dutch	Victoria to Island Lake	2,832	10	A	L		
4046	22	3	Planned Paved	Churchill to Clark	Clark to Thatcher	147	10	A	L		
4047	15	3	Planned Paved	CSX	under 96	403	10	A	L		
4048	15	3	Planned Paved	I-96	Taft to RR	2,065	10	A	L		
4051	11	3	Planned Paved	Tollgate Woods	Steinbeck to west	164	10	A	L		
4052	11	3	Planned Paved	Tollgate Woods to Vista	Steinbeck to Sandstone	646	10	A	L		
4053	21	3	Planned Paved	Walden Simmons Orchard	Arcadia to Cidermill	1,137	10	A	L		
4054	22	3	Planned Paved	Legacy Park	Ten Mile to Laurel	2,766	10	A	L		
4055	22	3	Planned Paved	Churchill to Novi Rd	Thatcher to Novi	1,624	10	A	L		
4063	16	3	Planned Paved	Taft Rd	GR to 96	1,373	10	A	L		
4116	4	3	Planned Regional	Portsmouth	Pontiac Trail to Spring Lake	1,198	8	A	R		
4198	30	3	Planned Paved	Singh Trail	Ten Mile to Nine Mile	10,106	10	A	L		
<b>Off-Road Trails &amp; Paths Total</b>						<b>116,103</b>					
<b>Planned On-Road Regional</b>											
4342	13	1	On-Road Regional	Meadowbrook E. side	Twelve Mile to Meadowbrook Park	2,240	10	A	R	13-14 CIP	Metro Connector Phase 1
4349	13	1	On-Road Regional	Meadowbrook E. side	Metro trail to Meadowbrook Park	1,560	10	A	R	13-14 CIP	Metro Connector Phase 1
4350	13	1	On-Road Regional	Meadowbrook E. side	Meadowbrook Park frontage	800	10	A	R	13-14 CIP	Metro Connector

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**Table 4:  
Proposed Off-Road Recreational Pathways and On-Road Regional Pathways  
City of Novi**

Segment Item #	Section #	No Mo Phase	Type	Location	From / To	Length (ft.)	Width (ft)	Surface	Classification	CIP Budget Year or Scheduled Segment	Notes
											Phase 1
4340	12	2	On-Road Regional	Thirteen Mile S. side	M-5 to Meadowbrook	2,817	10	A	R	Design 15-16 CIP, Const 16-17 CIP	Metro Connector Phase 2
4341	11	3	On-Road Regional	Meadowbrook E. side	Twelve to Thirteen Mile	5,117	10	A	R	Design 15-16 CIP, Const 16-17 CIP	Metro Connector Phase 2
4345	9	3	On-Road Regional	West Park W. side	West to Twelve Mile	4,982	10	A	R		
4348	16	3	On-Road Regional	Beck E. side	GR north 250 ft	250	10	A	R		
4343	17	3	On-Road Regional	Eleven Mile N. side	ITC to Wixom	2,550	10	A	R		
4346	17	3	On-Road Regional	Beck E. side	Providence to Grand River	2,200	10	A	R		
4344	19	3	On-Road Regional	Wixom W. side	590 ft N. of Ten Mile to Eleven Mile	4,752	10	A	R		
4351	19	3	On-Road Regional	Wixom W. side	Ten Mile 590 ft north	590	10	A	R		was seg 48
4347	9, 16	3	On-Road Regional	Beck E. side & 12 Mile S. side	Bank, I-96, West Park	4,488	10	A	R		was seg 151 & 161
<b>Planned On-Road Regional Total</b>						<b>22,516</b>					
<b>Dirt Trails to be Paved</b>											
4297	27	2	Dirt to be paved	Power Park		1,185	10	A	P		
4298	27	2	Dirt to be paved	Power Park		853	10	A	P		
4299	35	3	Dirt to be paved	Rotary Park		3,294	10	A	P		
4300	35	3	Dirt to be paved	Chase Farms		596	10	A	P		
4301	35	3	Dirt to be paved	Rotary Park		2,577	10	A	P		
4302	35	3	Dirt to be paved	Chase Farms		2,831	10	A	P		
4303	35	3	Dirt to be paved	Rotary Park		750	10	A	P		
<b>Dirt Trails To Be Paved Total</b>						<b>12,086</b>					

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



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**Table 5:  
Proposed Crossings  
City of Novi**

Crossing Item #	No Mo Phase	Proposed	Location	Notes
5130	0	ramps crosswalks	Thirteen Mile & M-5	Should be incorporated into Metro Connector Phase 2 Design 15-16 CIP, Const 16-17 CIP
5131	0	ramps crosswalks	Twelve Mile & Haggerty	NW to NE, NW to SW & SW to SE previously identified in PSPAP
5132	0	ramps crosswalks	Beck & Eleven Mile	NW to NE & NE to SE previously identified in PSPAP with ADA
5133	0	ramps crosswalks	Wixom & Eleven Mile	CIP 17-18
5142	0	ramps crosswalks	Ten Mile & Churchill	NW to SW & NE to SE previously identified in PSPAP with ADA
5154	0	ramps crosswalks	Nine & Haggerty	NW to NE, 13-14 CIP
5009	1	ramps crosswalks	Haggerty & Villagewood	with road project or neighborhood connector route seg 9049
5024	1	crosswalk & signals	Twelve Mile & Donelson	CIP 17-18
5026	1	crosswalk & signals	Twelve Mile & Caboret	CIP 17-18
5038	1	ramps signage & crosswalk/ mid-block crossing	Pontiac Trail & Geisler Middle School	CIP 15-16
5059	1	ramps cross signals	M-5 & Fourteen Mile west	SW to SE with pathway seg 1
5060	1	ramps cross signals	M-5 & Fourteen Mile east	SW to SE with pathway seg 1 NE to SE with Commerce
5061	1	crosswalk & signals	Haggerty & JR	NW to NE with seg 25
5064	1	ramps crosswalk	Twelve Mile & Meadowbrook south	SW-NW w/path seg 30 or 29
5001	2	mid-block	Novi & Algonquin	signage, ramps and crosswalk with neighborhood connector route seg 9067 mid block crossing with road project
5012	2	mid-block	Meadowbrook north of Chattman	with local off road path seg 3020 & 3037
5016	2	mid-block	Beck & White Pines/Cheltenham	CIP 13-14
5027	2	mid-block	Eleven Mile & ITC path	signage, ramps and crosswalk with foot trail seg 3004 mid block crossing with road project
5029	2	ramps signs	Nine Mile & ITC path	Should be incorporated into Greenway Phase 1A Design 13-14 CIP, Construct 15-16 CIP
5030	2	ramps signs	Garfield & ITC path	Should be incorporated into Greenway Phase 1A Design 13-14 CIP, Construct 15-16 CIP
5033	2	ramps cross signs	Meadowbrook & Bridge St	with regional trail seg 123 sched 12-13
5039	2	bike crossing signs	Twelve Mile & West Park	with regional trail seg 122d
5048	2	mid-block	Taft & White Pines	signage, ramps and crosswalk with neighborhood connector route seg 9006 mid block crossing with road project
5056	2	NW to SW & NE to SE	West Park & West	NW- SW w/regional seg 3049 NE-SE w/path seg 8
5065	2	ramps crosswalks	Twelve Mile & Meadowbrook north	SW-SE w/ seg 21 or 22 SE-NE w/seg 19
5002	3	mid-block	Nine Mile west of Center	signage, ramps and crosswalk with neighborhood connector route seg 9128 mid block crossing with road project
5003	3	mid-block	Nine Mile & Ennshore	signage, ramps and crosswalk with local path seg 3034 or neighborhood connector route seg 9058 mid block crossing with road project
5004	3	mid-block	Nine Mile & Heatherbrae	signage, ramps and crosswalk with neighborhood connector route 9043 mid block crossing with road project
5005	3	mid-block	Ten Mile west of Ripple Creek	with neighborhood connector route seg 9124
5006	3	mid-block	Ten Mile & Hampton Hill	with neighborhood connector route seg 9007 & 9070
5008	3	crosswalk & signs	Thirteen & Plateau	with neighborhood connector route 9052

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Crossing Item #	No Mo Phase	Proposed	Location	Notes
5010	3	mid-block	Meadowbrook & Marks	signage, ramps and crosswalk and crosswalk with neighborhood connector route seg 9043 or 9103 mid block crossing with road project
5011	3	mid-block	Novi & Galway	with neighborhood connector route seg 9071
5013	3	ramps signs	Nine Mile & Singh	with foot trail seg 3001
5015	3	mid-block	Wixom & Delmont	with neighborhood connector route seg 9016
5017	3	mid-block	Taft & Galway	signage, ramps and crosswalk with neighborhood connector route seg 9046 mid block crossing with road project
5018	3	mid-block	Taft & Addington	signage, ramps and crosswalk with local off-road path seg 3022 mid block crossing with road project
5019	3	mid-block	Taft & Novi Woods	signage, ramps and crosswalk with off-road path 4017 mid block crossing with road project
5020	3	ramps cross signs	West Park & Bristol	with neighborhood connector route signage and crosswalk
5021	3	mid-block	Nine Mile & Darcey	signage, ramps and crosswalks with neighborhood connector route seg 9046 mid block crossing with road project
5022	3	mid-block	Ten Mile & Simmons	with neighborhood connector route seg 9020
5023	3	mid-block	Fourteen Mile & Kingswood	with road project
5025	3	ramps cross signals	Twelve Mile & Twelve Oaks	with local off road trail seg 3025
5028	3	mid-block	Ten Mile & ITC path	with foot trail seg 3004
5031	3	mid-block crossing	Twelve Mile & ITC path	with regional trail segment 3006
5032	3	mid-block crossing	Grand River & ITC path	with regional trail segment 3006
5036	3	ramps crosswalk	Eleven Mile & Arcadia	with neighborhood connector route seg 9053
5037	3	mid-block	Taft & Jacob/Taft Knolls	CIP 17-18
5040	3	crosswalk & signals	Twelve Mile & Taft	with road project
5041	3	mid-block	Grand River & Fountain Park	with road project
5042	3	mid-block	Grand River west of Karim	with road project
5044	3	ramps cross signal	Novi at Post Office	with local off road path seg 3055
5045	3	mid-block	Taft north of Byrne	with road project
5046	3	mid-block	Nine Mile west of Connemara	with road project
5047	3	mid-block	Taft & Dunbarton	with road project
5050	3	mid-block	Ten Mile & Bramblewood	with road project
5051	3	mid-block	Ten Mile & Linwood	with road project
5052	3	mid-block	Nine Mile & Autum Park	with road project
5053	3	mid-block	Beck north of Stratford	with road project
5054	3	mid-block or signals	Wixom & Glenwood or Deerfield	New traffic signal & non-motorized mid-block crossing, 13-14 CIP
5055	3	mid-block	Novi & Ledgeview	with road project
5057	3	ramps crosswalk	Fourteen & Novi	SE to NE with road or ADA project
5058	3	ramps cross signal	Fourteen & Welch	with road or ADA project
5062	3	ramp signal improv	Beck & Pontiac Trail	with ADA project
5063	3	crosswalk signs	Beck & Tamarack	with road project
<b>65</b>	<b>Total Planned Crossing Improvements</b>			

Legend  Scheduled Segment  CIP Budget Year

**Table 6:  
Proposed Neighborhood Connector Routes  
City of Novi**

Segment Item #	No Mo Master Plan Priority	Location	From/To	Length (ft.)	Notes
9067	0	Algonquin Little Falls	Little Rapids west	2,521	
9060	0	Bristol	West Park to Pennington	1,713	
9113	0	Caberet	Twelve Mile to Fountainwalk	2,427	
9047	0	Chellenham	Novi west	2,120	
9112	0	Dixon	Twelve Mile to 12 1/2 Mile	2,688	
9071	0	Galway	Center to Novi	2,715	
9069	0	High Meadow	Greening to Jonathan	1,017	
9008	0	Jonathan	High Meadow to west end	297	
9079	0	New Ct	East Lake to school	296	
9031	0	Village Wood	Heatherbrie to School	876	
9049	0	Village Wood	School to Haggerty	3,720	
9006	0	White Pine	Taft to Moorgate	2,778	
9009	0	White Pine	Beck to Moorgate	3,488	
9034	1	Addington	Taft to Devonshire	602	
9019	1	Addington Jaslyn	Westmont 10 to Devonshire	2,917	
9123	1	Bethany Cherry Hill	Brenda to Highlands	5,984	
9124	1	Bethany Ripple Creek	MaudeLea to Brenda	3,238	
9103	1	Broquet Glenn Haven	Meadowbrook to 8 Mile	4,287	
9094	1	Center	Galway to Northville	483	
9127	1	Christina Sussex	Sullivan to Churchill link	715	
9021	1	Cidermill	Beck to Riverview Ln	3,972	
9145	1	Clark	Eleven Mile south end	2,613	
9082	1	Congress	Constitution to Capitol	759	
9057	1	CortlandHickoryGrove	Ten Mile to Russet Power Park	1,596	
9025	1	Eleven_Clark	Taft to Grand River	3,739	
9140	1	Emerald Forest	school link to west end	1,037	
9029	1	Flint	bend to Grand River	213	
9028	1	Flint_Main	Potomic to bend in Flint	2,595	
9046	1	Galway	Hillridge to Dartmouth	7,058	
9075	1	Galway	Nine Mile to Dartmoor	530	
9129	1	Galway	Center to Hillridge	621	
9043	1	HeatherbraeMarks	Meadowbrook to Villagewood	6,138	
9054	1	Kerri_Sullivan	west end to Christine	1,012	
9072	1	Moorsgate	White Pine to Thornton School	713	
9027	1	Potomic	Main to Congress	1,025	
9020	1	RiverviewSimmons	Ten Mile to Cidermill	3,596	
9126	1	SealyJosephBrenda	Eleven Mile to Bethany	4,604	
9041	1	Seely_Old11	Eleven Mile to 275 trail	713	
9056	1	ThatcherCavendish	Sussex link to 10 Mile	2,631	
9090	2	Eleven Mile	verizon access to Town Center	1,860	
9125	2	Eleven Mile	Meadowbrook to Sealey	2,726	
9053	2	Arcadia	Eleven Mile to end	1,569	
9134	2	Arcadia	Cordoba to west end	1,675	

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<b>Segment Item #</b>	<b>No Mo Master Plan Priority</b>	<b>Location</b>	<b>From/To</b>	<b>Length (ft.)</b>	<b>Notes</b>
9119	2	Bristol	West Park west part off road	3,060	
9012	2	Brownstone	Meadowbrook to Hemingway	1,105	
9058	2	Chase	Reindeer to 9 Mile	1,436	
9026	2	Crescentwood Drakes Bay	Glenwood ReyesPoint loop	16,523	
9001	2	Eleven Mile	Meadowbrook to Verizon access	1,880	
9042	2	Ennishore Balcombe	Nine Mile to Chattman	2,699	
9044	2	Fawn ReinDeer	Meadowbrook to Nine Mile	1,867	
9111	2	Garfield	ITC to Eight Mile	5,596	
9007	2	HamptonHill Ridge	Cherry Hill to Ten Mile	2,563	
9052	2	Liberty Montmorency	Chateau to LaRoi	2,435	
9128	2	NorthHill Midway	Danbarton to Galway	3,983	
9011	2	Plateau Hemingway Wolf	Burroughs to Liberty	2,474	
9070	2	Quincey Tamara	Ten Mile to school	1,252	
9015	2	Reeds Pointe Kelsey	Drakes Bay to Wixom	1,894	
9066	2	Silvery	Borchart to Orchard Park cut	940	
9010	2	Steinbeck	Crane to Burroughs	1,418	
9098	2	Thatcher	at eyebrow	179	
9143	2	Thatcher	Clark link to Novi link	899	
9101	2	Town Center Main	Eleven Mile to Potomic	1,417	
9122	2	Twelve Oaks	East loop	4,093	
9133	2	Waverly Independence	Novi to Chateau link	581	
9121	3	12 1/2 Mile	All	2,696	
9013	3	12 Mile	Grand River to Napier	4,616	
9107	3	AlbertKnightsbridge	Twelve Mile Island Lake link	2,416	
9051	3	AmyLadeneSavoie	Orchard Hill link to Meridian	4,051	
9014	3	ApplebrookeRoberts	Deer Run to Nine Mile	2,885	
9018	3	CiderMill Sandpiper	Beck to ITC connector	2,688	
9110	3	Deer Run	Garfield to Applebrooke	2,238	
9016	3	Delmont	Wixom to Woodworth	1,545	
9093	3	Galway	Novi to Center	2,715	
9139	3	Hillside Sunday	Nine Mile to Roberts	2,242	
9132	3	Independance	Sleepy Hollow to Chateau link	606	
9106	3	KingswoodKingsley	Fourteen Mile Chateau link	2,380	
9138	3	LaurelTorino	Nine Mile to Links of Novi	3,531	
9142	3	Orchard Hill	Eight Mile to Whispering link	2,314	
9120	3	Sandstone	Novi to Tollgate link	2,040	
9104	3	SleepyHollow Colling	Independence to HaverHill link	1,743	
9136	3	Terra Del Mar	Ten Mile to Drakes Bay	2,900	
9017	3	Woodworth	Delmont to ITC loop	542	
<b>Total Planned Routes (ft.)</b>				<b>200,318</b>	

**Table 7A:**  
**Proposed Adjacent to Major Roads Pathway and Sidewalk Segments**  
**Tier 1 Category Rankings**  
**City of Novi**

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

Rank	Criteria Points	Section #	Type	Side of Street	Location	From	To	# of Pieces in Segment	Segment Length (ft.) excluding Developer Planned & Completed Pieces	Notes	TIER 1 CATEGORIES														TOTALS		
											BICYCLE & PED. ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing, 1/98 to 9/13)	TRAFFIC COUNTS (ADT) 2010 Non-Motorized MP	ACCESS TO SCHOOLS (# elem & intermediate schools w/in 1 mile)	ACCESS TO SCHOOLS (# middle & high schools w/in 2 miles)	ACCESS TO SCHOOLS (# private schools over 100 students w/in 2 miles)	ACCESS TO PARKS (# w/in 1 mile)	ACCESS TO LIBRARY & CITY HALL (connected continuously by sidewalk or pathway)	ACCESS TO SHOPPING (# shopping areas w/in 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship w/in 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN	NOVI WIXOM TRANS STUDY (Recommended timeframe)	TOTAL TIER 1 POINTS	TIER 1 RANKING
1	81	25	P	south	Ten Mile	Meadowbrook	Haggerty	1	5,300	18-19 CIP	20	5	9	4.5	4.5	8	0	7	7	3.5	16	7	10	20	0	122	1
2	89	26	P	east	Novi Rd.	Ten Mile	Ice Arena	1	500	14-15 CIP	5	5	4.5	9	4.5	8	9	7	7	0	16	7	0	20	0	102	12
3	9	4	S	south	Pontiac Trail	West Park	Beck	3	5,000	17-18 CIP	20	5	0	9	0	8	0	7	7	3.5	16	7	10	20	0	113	2
4	73	24	S	east	Meadowbrook	Eleven Mile	Grand River	1	600	13-14 CIP	10	5	9	4.5	4.5	0	0	3.5	3.5	7	16	3.5	10	0	15	91.5	15
5	154	26	P	south	Ten Mile	Orchard Hills North		1	914	16-17 CIP	5	5	9	4.5	4.5	8	9	7	7	0	16	7	10	20	0	112	3
6	90	26	P	south	Ten Mile	Novi Rd.	Chipmunk	1	2,400	18-19 CIP	5	5	4.5	9	4.5	8	9	7	7	0	16	7	10	20	0	112	3
7	62	22	S	north	Ten Mile	Eaton Center	Churchill Crossing	1	400	16-17 CIP	0	5	9	9	4.5	8	9	3.5	7	0	16	7	10	20	0	108	6
8	80B	24	S	north	Ten Mile	Meadowbrook	Willowbrook Estates	1	189		10	5	9	4.5	4.5	8	0	7	7	3.5	16	7	10	20	0	112	5
8	145	23	S	north	Ten Mile	Supplier Investment Co	RR	1	220		5	5	4.5	4.5	4.5	8	9	7	7	0	16	7	10	20	0	108	7
8	39	17	P	west	Beck	Eleven Mile	Providence	1	1,100	14-15 CIP	5	10	9	9	9	4	9	3.5	0	0	8	7	0	15	0	88.5	17
11	93	27	S	north	Nine Mile	Novi Rd.	Taft	3	3,300	16-17 CIP	10	0	9	9	4.5	8	9	3.5	0	0	16	7	10	20	0	106	9
12	119	36	S	east	Meadowbrook	Eight Mile	Nine Mile	2	3,800	18-19 CIP	5	0	9	9	0	8	9	0	7	3.5	16	7	10	20	0	104	11
13	99	29	P	south	Ten Mile	Beck	Wixom	2	4,000	17-18 CIP	5	5	0	9	4.5	4	9	3.5	7	0	8	7	10	20	0	92	14
14	121	36	P	south	Nine Mile	Meadowbrook	Haggerty	1	5,280		5	0	4.5	4.5	0	8	9	7	7	7	16	7	10	20	0	105	10
14	16	11	P	south	Thirteen Mile	Sunshine	Holmes	1	275	13-14 CIP	5	5	9	0	9	8	0	3.5	7	7	16	7	10	20	0	107	8
16	84	25	S	east	Meadowbrook	Ten Mile	Nine Mile	2	4,400	17-18 CIP	0	5	9	9	4.5	8	0	3.5	7	0	16	7	10	20	0	99	13
17	5	2	S	south	Fourteen Mile	Beechwalk Apartments	East Lake	1	600	14-15 CIP	5	0	4.5	4.5	4.5	4	0	3.5	3.5	3.5	16	7	10	20	0	86	19
18	70	23	P	west	Meadowbrook	Eleven Mile	Gateway Village	3	900		5	5	4.5	4.5	4.5	0	0	7	3.5	7	16	3.5	10	15	0	85.5	20
19	82B	25	S	west	Haggerty	Pavilion Ct Apartments	Nine Mile	1	492		10	10	4.5	0	0	4	9	3.5	7	7	16	7	10	0	0	88	18
20	129	1	S	south	Fourteen Mile	Haverhill Farms	Maples of Novi	1	600		0	5	4.5	0	9	4	0	7	3.5	3.5	8	7	10	20	0	81.5	21
21	64	22	S	east	Taft	Ten Mile	Eleven Mile	2	4,200		5	0	9	9	0	8	9	0	7	0	16	7	10	0	0	80	22
22	38	16	S	east	Beck	Eleven Mile	Grand River	2	2,100		15	10	9	9	4.5	4	9	3.5	0	0	8	7	0	0	0	79	23
23	88	26	S	north	Nine Mile	RR crossing	Novi Rd.	2	1,900	17-18 CIP	10	0	9	9	0	8	9	3.5	7	0	16	7	0	0	0	78.5	24

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

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

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

Short Segments (400 ft. or less)      Scheduled Segment      CIP Budget Year



Table 7A: Proposed Adjacent to Major Roads Pathway and Sidewalk Segments Tier 1 Category Rankings City of Novi										All proposed adjacent to road pathway & sidewalk segments are reviewed against a set of Tier 1 criteria & assigned points based on the segment's potential service benefits to the citizens of the City, the segments are ranked by the Tier 1 points & the segments receiving the top 20 points are assigned Tier 2 points															TOTALS		
Rank	Criteria Points	Section #	Type	Side of Street	Location	From	To	# of Pieces in Segment	Segment Length (ft.) excluding Developer Planned & Completed Pieces	Notes	TIER 1 CATEGORIES															TOTAL TIER 1 POINTS	TIER 1 RANKING
											BICYCLE & PED. ACCIDENTS (Intersection accidents only included when sidewalk or pathway connection is missing, 1/98 to 9/13)	TRAFFIC COUNTS (ADT) 2010 Non-Motorized MP	ACCESS TO SCHOOLS (# elem & intermediate schools w/in 1 mile)	ACCESS TO SCHOOLS (# middle & high schools w/in 2 miles)	ACCESS TO SCHOOLS (# private schools over 100 students w/in 2 miles)	ACCESS TO PARKS (# w/in 1 mile)	ACCESS TO LIBRARY & CITY HALL (connected continuously by sidewalk or pathway)	ACCESS TO SHOPPING (# shopping areas w/in 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship w/in 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN	NOVI WIXOM TRANS STUDY (Recommended Timeframe)		
											5 = 1 accident 10 = 2 accidents 15 = 3 accidents 20 = 4 or more accidents	0 = <10K ADT 5 = 10K-20K ADT 10 = >20K ADT	4.5 = 1 school 9 = 2+ schools	4.5 = 1 school 9 = 2+ schools	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	9 = connected to Library/ City Hall	3.5 = 1 shopping area 7 = 2+ shopping areas	3.5 = 1 places of worship 7 = 2+ places of worship	3.5 = connected to neighboring sidewalk system 7 = connected to regional trail system	0 = low density 8 = medium density 16 = high density	3.5 = 1/2 to 1 mile 7 = over 1 mile	10 = top 15 survey responses, resident petitions & documented segments requested by groups & govt agencies	20 = initial investment 15 = major corridor	15 = 2012-2016 10 = 2017-2020 5 = 2021-2024		
24	53	20	P	west	Beck	Eleven Mile	Kirkway Place	1	1,300	18-19 CIP	0	5	9	9	4.5	4	9	3.5	0	0	16	7	10	0	0	77	25
25	87	26	S	north	Nine Mile	Meadowbrook	Venture	1	2,100		0	0	9	9	0	8	0	3.5	7	7	16	7	10	0	0	76.5	26
25	113	33	P	south	Nine Mile	Beck	Taft	3	2,900		5	0	9	9	0	8	9	0	3.5	0	16	7	10	0	0	76.5	26
25	116	34	P	south	Nine Mile	Chelsea	Taft	1	4,900		5	0	9	9	0	8	9	3.5	0	0	16	7	10	0	0	76.5	26
28	21	13	P	south	Twelve Mile	Meadowbrook	Haggerty	2	3,900		15	5	4.5	0	9	0	0	7	3.5	3.5	8	3.5	0	0	15	74	29
29	79	24	S	east	Meadowbrook	Ten Mile	Grand River	3	2,000		10	5	9	4.5	4.5	8	9	7	7	0	8	7	10	0	0	89	16
29	1b	1	S	south	Fourteen Mile	M-5	Haverhill Farm	1	867		0	5	0	0	9	4	0	3.5	0	7	8	7	10	20	0	73.5	30
31	6	3	P	west	West Park	Bristol Corners	Pontiac Trail	3	2,100	17-18 CIP	20	0	0	9	0	4	0	3.5	0	3.5	16	7	10	0	0	73	31
32	97	29	P	west	Beck	Ten Mile	Nine Mile	3	3,400		15	5	4.5	9	0	4	9	3.5	7	0	8	7	0	0	0	72	32
32	52	20	P	south	Eleven Mile	Wixom	Beck	1	5,000		0	0	9	9	9	4	9	3.5	3.5	0	8	7	10	0	0	72	32
34	169	17	P	west	Beck	across 96		1	1,346		5	10	0	4.5	9	4	0	7	0	0	0	7	10	15	0	71.5	34
35	58	21	S	east	Beck	Sierra	Ashley	1	3,800		0	5	9	9	4.5	4	9	3.5	3.5	0	16	7	0	0	0	70.5	35
35	60B	22	P	south	Eleven Mile	Clark	Creek Crossing	1	225		0	0	9	4.5	4.5	0	9	7	3.5	0	16	7	10	0	0	70.5	35
37	112	33	S	east	Beck	Nine Mile	City Limits	1	1,400		10	10	9	9	0	0	9	0	3.5	0	16	3.5	0	0	0	70	37
37	120	36	S	west	Haggerty	Eight Mile	Nine Mile	4	2,800		15	10	4.5	0	0	0	0	7	3.5	7	16	7	0	0	0	70	37
39	44	18	P	east	Napier	Knights Bridge	Island Lake	1	2,700		10	0	0	9	9	0	0	0	0	0	8	3.5	10	20	0	69.5	39
40	24	13	S	east	Meadowbrook	Bridge	Eleven Mile	1	700		0	5	0	0	9	0	0	0	0	7	16	7	10	0	15	69	40
40	43	18	P	west	Wixom	City Limits	Island Lake	3	2,000		0	5	4.5	9	9	4	9	3.5	0	3.5	8	3.5	10	0	0	69	40
42	66	23	P	south	Grand River	Novi Rd.	Market	3	1,000		15	5	0	4.5	4.5	0	9	7	0	0	16	7	0	0	0	68	42
43	37	16	S	north	Eleven Mile	Taft	Beck	3	3,800		0	0	9	9	4.5	4	9	3.5	3.5	0	8	7	10	0	0	67.5	43
44	25	13	S	west	Haggerty	Twelve Mile	section line	2	4,300		10	5	0	0	9	0	0	3.5	0	3.5	16	0	0	20	0	67	44
45	168	14	P	east	Novi Rd.	across 96		1	2,077		0	10	0	4.5	9	0	9	7	0	0	16	0	10	0	0	65.5	45
46	114	34	S	east	Taft	Nine Mile	City Limits	1	2,600		0	0	9	9	0	8	9	3.5	0	3.5	16	7	0	0	0	65	46
47	10	4	S	east	Beck	K & S Plaza	City Limits	2	230	15-16 CIP	5	10	0	9	0	0	0	3.5	3.5	3.5	16	3.5	10	0	0	64	47

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

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- Short Segments (400 ft. or less)
- Scheduled Segment
- CIP Budget Year

**Table 7A:**  
**Proposed Adjacent to Major Roads Pathway and Sidewalk Segments**  
**Tier 1 Category Rankings**  
**City of Novi**

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


Rank	Criteria Points	Section #	Type	Side of Street	Location	From	To	# of Pieces in Segment	Segment Length (ft.) excluding Developer Planned & Completed Pieces	Notes	TIER 1 CATEGORIES															TOTALS		
											BICYCLE & PED. ACCIDENTS (Intersection accidents only included when sidewalk or pathway connection is missing, 1/98 to 9/13)	TRAFFIC COUNTS (ADT) 2010 Non-Motorized MP	ACCESS TO SCHOOLS (# elem & intermediate schools w/in 1 mile )	ACCESS TO SCHOOLS (# middle & high schools w/in 2 miles)	ACCESS TO SCHOOLS (# private schools over 100 students w/in 2 miles)	ACCESS TO PARKS (# w/in 1 mile)	ACCESS TO LIBRARY & CITY HALL (connected continuously by sidewalk or pathway)	ACCESS TO SHOPPING (# shopping areas w/in 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship w/in 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN	NOVI WIXOM TRANS STUDY (Recommended timeframe)	TOTAL TIER 1 POINTS	TIER 1 RANKING	
											5 = 1 accident 10 = 2 accidents 15 = 3 accidents 20 = 4 or more accidents	0 = <10K ADT 5 = 10K-20K ADT 10 = >20K ADT	4.5 = 1 school 9 = 2+ schools	4.5 = 1 school 9 = 2+ schools	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	9 = connected to Library/ City Hall	3.5 = 1 shopping area 7 = 2+ shopping areas	3.5 = 1 places of worship 7 = 2+ places of worship	3.5 = connected to neighboring sidewalk system 7 = connected to regional trail system	0 = low density 8 = medium density 16 = high density	3.5 = 1/2 to 1 mile 7 = over 1 mile	10 = top 15 survey responses, resident petitions & documented segments requested by groups & govt agencies	20 = initial investment 15 = major corridor	15 = 2012-2016 10 = 2017-2020 5 = 2021-2024			
47	3	1	S	north	Thirteen Mile	Haggerty Rd.	M-5	2	1,800		10	0	4.5	0	9	0	0	0	3.5	7	8	7	0	15	0	64	47	
47	18	11	S	north	Twelve Mile	Novi Rd.	Meadowbrook	1	5,280		10	5	4.5	0	9	0	0	7	3.5	0	8	7	0	0	10	64	47	
50	12	9	S	north	Twelve Mile	West Park	Liberty Park	1	2,770		10	5	0	4.5	9	4	0	3.5	0	0	7	10	0	10	63	50		
51	32a	15	S	west	Novi Rd.	I-96 north side	I-96 south side	1	1,612		15	10	0	4.5	9	0	0	7	0	0	7	10	0	0	62.5	51		
52	72	23	P	north	Grand River	Town Center	Amstaff building	1	830		10	5	4.5	4.5	4.5	0	0	7	3.5	0	16	7	0	0	0	62	52	
52	115	34	S	west	Novi Rd.	Timber Ridge development	City Limits	1	1,600		5	5	9	9	0	4	0	7	0	0	16	7	0	0	0	62	52	
54	35	15	S	east	Taft	Eleven Mile	Grand River	1	330		0	0	9	9	4.5	0	9	0	3.5	0	8	7	10	0	0	60	54	
55	75	24	P	north	Grand River	Seeley	Meadowbrook	2	1,600		10	5	9	0	4.5	0	9	7	3.5	0	8	3.5	0	0	0	59.5	55	
56	77	24	S	west	Haggerty	Grand River	section line	1	3,100		5	5	0	0	4.5	4	0	7	0	7	8	3.5	0	0	15	59	56	
57	68	23	P	south	Grand River	Funeral Home	Meadowbrook	1	800		10	5	4.5	4.5	4.5	0	0	7	3.5	0	16	3.5	0	0	0	58.5	57	
57	7	3	S	south	South Lake	Elm	Henning	1	2,800		10	0	4.5	9	4.5	4	0	3.5	0	0	16	7	0	0	0	58.5	57	
59	34	15	S	north	Eleven Mile	Clark	Taft	1	2,600		0	0	9	9	9	0	9	3.5	3.5	0	8	7	0	0	0	58	59	
59	78	24	P	south	Grand River	Meadowbrook	Haggerty	4	3,000		10	5	9	0	4.5	4	0	7	0	3.5	8	7	0	0	0	58	59	
61	32b	15	S	west	Novi Rd.	Twelve Mile	West Oaks	1	1,443		15	5	0	4.5	9	0	0	7	0	0	7	10	0	0	0	57.5	61	
62	153	36	S	east	Haggerty	limits	south	1	520		10	10	0	0	0	0	0	7	0	7	16	7	0	0	0	57	62	
63	41	17	S	east	Wixom	Target	Deerfield Elementary	1	1,100		0	5	4.5	9	9	4	9	3.5	0	3.5	0	7	0	0	0	0	54.5	63
64	67	23	P	south	Grand River	Fountain Park	Funeral Home	1	1,100		0	5	4.5	4.5	4.5	0	9	7	0	0	16	3.5	0	0	0	0	54	64
65	149	15	P	east	Clark	Eleven Mile	Grand River	1	208		0	0	9	4.5	9	0	9	3.5	3.5	0	8	7	0	0	0	53.5	65	
65	1a	1	S	south	Fourteen Mile	Haggerty Rd.	M-5	1	1,620		0	5	0	0	9	4	0	3.5	0	7	8	7	10	0	0	53.5	65	
65	31	15	S	south	Twelve Mile	Novi Rd.	Taft	2	2,000		15	5	0	0	9	4	0	3.5	0	0	0	7	10	0	0	53.5	65	
68	29	14	P	south	Twelve Mile	west of Meadowbrook Office	Meadowbrook	1	400	14-15 CIP	0	5	4.5	0	9	0	0	7	0	0	0	7	0	20	0	52.5	68	
69	171	35	P	south	Eight Mile	Griswold	City Limits	1	1,416		0	10	9	9	9	0	0	3.5	0	3.5	8	0	0	0	0	52	69	


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




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Table 7A: Proposed Adjacent to Major Roads Pathway and Sidewalk Segments Tier 1 Category Rankings City of Novi										All proposed adjacent to road pathway & sidewalk segments are reviewed against a set of Tier 1 criteria & assigned points based on the segment's potential service benefits to the citizens of the City, the segments are ranked by the Tier 1 points & the segments receiving the top 20 points are assigned Tier 2 points															TOTALS		
Rank	Criteria Points	Section #	Type	Side of Street	Location	From	To	# of Pieces in Segment	Segment Length (ft.) excluding Developer Planned & Completed Pieces	Notes	TIER 1 CATEGORIES															TOTAL TIER 1 POINTS	TIER 1 RANKING
											BICYCLE & PED. ACCIDENTS (Intersection accidents only included when sidewalk or pathway connection is missing, 1/98 to 9/13)	TRAFFIC COUNTS (ADT) 2010 Non-Motorized MP	ACCESS TO SCHOOLS (# elem & intermediate schools w/in 1 mile)	ACCESS TO SCHOOLS (# middle & high schools w/in 2 miles)	ACCESS TO SCHOOLS (# private schools over 100 students w/in 2 miles)	ACCESS TO PARKS (# w/in 1 mile)	ACCESS TO LIBRARY & CITY HALL (connected continuously by sidewalk or pathway)	ACCESS TO SHOPPING (# shopping areas w/in 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship w/in 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN	NOVI WIXOM TRANS STUDY (Recommended Timeframe)		
											5 = 1 accident 10 = 2 accidents 15 = 3 accidents 20 = 4 or more accidents	0 = <10K ADT 5 = 10K-20K ADT 10 = >20K ADT	4.5 = 1 school 9 = 2+ schools	4.5 = 1 school 9 = 2+ schools	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	9 = connected to Library/ City Hall	3.5 = 1 shopping area 7 = 2+ shopping areas	3.5 = 1 places of worship 7 = 2+ places of worship	3.5 = connected to neighboring sidewalk system 7 = connected to regional trail system	0 = low density 8 = medium density 16 = high density	3.5 = 1/2 to 1 mile 7 = over 1 mile	10 = top 15 survey responses, resident petitions & documented segments requested by groups & govt agencies	20 = initial investment 15 = major corridor	15 = 2012-2016 10 = 2017-2020 5 = 2021-2024		
69	17	11	S	east	Old Novi	Novi Rd.	Thirteen Mile	1	2,300		5	0	4.5	0	9	8	0	7	0	3.5	8	7	0	0	0	52	69
71	98	29	S	north	Nine Mile	Beck	Garfield	2	4,800		0	0	4.5	9	0	4	9	0	0	0	8	7	10	0	0	51.5	71
72	51	20	S	north	Ten Mile	Dinser	Woodham	1	1,780		0	5	0	9	4.5	4	0	3.5	7	0	8	0	10	0	0	51	72
73	11	9	S	north	Twelve Mile	Novi Concrete	West Park	1	1,100		0	5	0	4.5	4.5	4	0	0	0	0	0	7	10	15	0	50	73
74	161	16	P	east	Beck	across 96		1	1,387		5	10	0	4.5	9	0	0	3.5	0	0	0	7	10	0	0	49	74
74	163	3	P	north	South Lake	Lakeshore Park	Landings Park	1	1,304		0	0	4.5	9	4.5	8	0	0	0	0	16	7	0	0	0	49	74
76	111	32	P	south	Nine Mile	Garfield	Beck	2	6,000		5	0	4.5	9	0	4	9	0	3.5	0	0	3.5	10	0	0	48.5	76
77	109	32	P	north	Eight Mile	Garfield	Beck	2	2,888	16-17 CIP	5	0	4.5	9	0	8	0	0	0	0	8	3.5	10	0	0	48	77
77	30	14	P	west	Meadowbrook	Twelve Mile	Bridge	3	2,600		5	5	4.5	0	9	0	0	7	3.5	7	0	7	0	0	0	48	77
79	19	12	S	north	Twelve Mile	Meadowbrook	Cabot	2	3,735		5	5	4.5	0	9	0	0	0	3.5	3.5	0	7	0	0	10	47.5	79
80	14	10	S	north	Twelve Mile	Carlton Forest	BP	1	600		0	0	0	0	9	4	0	7	0	0	0	7	10	0	10	47	80
81	8	4	P	west	West Park	Bristol Corners	West	2	1,500		0	0	0	9	0	4	0	3.5	3.5	3.5	16	7	0	0	0	46.5	81
82	69	23	S	south	Eleven Mile	Town Center	Meadowbrook	2	3,500		0	0	0	4.5	4.5	0	0	7	3.5	7	16	3.5	0	0	0	46	82
83	110	32	P	west	Beck	Eight Mile	Nine Mile	2	3,800		10	10	9	9	0	0	0	0	3.5	0	0	3.5	0	0	0	45	83
83	76	24	P	north	Grand River	Seeley	Haggerty	1	200	14-15 CIP	5	5	4.5	0	4.5	4	0	7	0	3.5	8	3.5	0	0	0	45	83
85	40	17	P	south	Grand River	Providence Hospital	Wixom	3	900		0	5	4.5	4.5	9	4	0	7	0	3.5	0	7	0	0	0	44.5	85
86	172	35	P	west	Griswold	Eight Mile	City Limits	1	767		5	0	9	9	9	0	0	3.5	0	0	8	0	0	0	0	43.5	86
87	33	15	S	west	Novi Rd.	I-96	Crescent	2	240		0	10	0	4.5	4.5	0	0	7	0	0	0	7	10	0	0	43	87
88	28	14	P	east	Novi Rd.	south Twelve Oaks entrance	North Twelve Oaks entrance	1	1,300		0	5	0	4.5	9	0	0	7	0	0	0	7	10	0	0	42.5	88
93	45	18	S	south	Twelve Mile	City Limits	Albert	1	2,295		0	0	4.5	9	9	4	0	3.5	0	0	8	0	0	0	0	38	93
89	162	3	S	north	South Lake	Lakeshore Park	West Park	1	5,177		0	0	4.5	9	4.5	8	0	0	0	0	16	0	0	0	0	42	89
89	164	3	P	south	South Lake	Lakeshore Park	Elm	1	918		0	0	4.5	9	4.5	8	0	0	0	0	16	0	0	0	0	42	89
89	165	3	P	south	South Lake	Henning	Lakeshore Park	1	2,055		0	0	4.5	9	4.5	8	0	0	0	0	16	0	0	0	0	42	89
92	74	24	S	east	Seeley	Eleven Mile	Grand River	1	2,700		0	0	4.5	0	4.5	0	0	7	3.5	0	16	3.5	0	0	0	39	92
94	49	19	S	north	Ten Mile	Wixom	Island Lake	1	200		0	5	0	9	4.5	4	0	0	3.5	0	8	3.5	0	0	0	37.5	94

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

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 Short Segments (400 ft. or less)  Scheduled Segment  CIP Budget Year

**Table 7A:**  
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**Tier 1 Category Rankings**  
**City of Novi**

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

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											BICYCLE & PED. ACCIDENTS (Intersection accidents only included when sidewalk or pathway connection is missing. 1/98 to 9/13)	TRAFFIC COUNTS (ADT) 2010 Non-Motorized MP	ACCESS TO SCHOOLS (# elem & intermediate schools w/in 1 mile)	ACCESS TO SCHOOLS (# middle & high schools w/in 2 miles)	ACCESS TO SCHOOLS (# private schools over 100 students w/in 2 miles)	ACCESS TO PARKS (# w/in 1 mile)	ACCESS TO LIBRARY & CITY HALL (connected continuously by sidewalk or pathway)	ACCESS TO SHOPPING (# shopping areas w/in 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship w/in 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN	NOVI WIXOM TRANS STUDY (Recommended Timeframe)	TOTAL TIER 1 POINTS	TIER 1 RANKING	
																												5 = 1 accident 10 = 2 accidents 15 = 3 accidents 20 = 4 or more accidents
95	2	1	S	west	Haggerty	Fourteen Mile	Thirteen Mile	2	1,800		0	5	4.5	0	9	0	0	3.5	0	3.5	8	3.5	0	0	0	37	95	
96	26	13	S	north	Eleven Mile	Campus Tech	Seeley	1	900		0	0	0	0	9	0	0	3.5	0	7	16	0	0	0	0	35.5	96	
97	47	19	S	north	Ten Mile	Napier	Island Lake	1	1,600		0	5	0	9	4.5	4	0	0	3.5	0	8	0	0	0	0	34	97	
98	46	19	P	east	Napier	Island Lake	Ten Mile	1	1,300		0	0	0	9	9	0	0	0	3.5	0	8	3.5	0	0	0	33	98	
99	20	12	S	west	Haggerty	Thirteen Mile	Twelve Mile	4	1,900		0	5	4.5	0	9	0	0	0	0	7	0	7	0	0	0	32.5	99	
99	167	9	P	south	West	West Park	City Limits	1	1,377		0	0	0	9	9	4	0	0	0	3.5	0	7	0	0	0	32.5	99	
101	159	19	S	north	Ten Mile	Oak Point Church	Oak Point Church	1	309		0	5	0	9	4.5	4	0	0	7	0	0	0	0	0	0	29.5	101	
101	160	19	S	north	Ten Mile	Island Lake	Oak Point Church	1	372		0	5	0	9	4.5	4	0	0	7	0	0	0	0	0	0	29.5	101	
101	155	30	P	south	Ten Mile	Links of Novi		1	1,693		0	5	0	9	4.5	4	0	0	7	0	0	0	0	0	0	29.5	101	
101	156	30	P	south	Ten Mile	Links of Novi		1	1,008		0	5	0	9	4.5	4	0	0	7	0	0	0	0	0	0	29.5	101	
101	157	30	P	south	Ten Mile	Links of Novi		1	1,503		0	5	0	9	4.5	4	0	0	7	0	0	0	0	0	0	29.5	101	
106	27	14	P	north	Eleven Mile	Pinnacle	Town Center	2	1,500		0	0	0	4.5	9	0	0	0	7	0	0	7	0	0	0	27.5	106	
107	105	31	P	north	Eight Mile	Napier	Garfield	1	5,300	16-17 CIP	5	0	0	0	0	8	0	0	0	0	0	3.5	10	0	0	26.5	107	
108	100	30	P	south	Ten Mile	Wixom	Napier	4	1,200		0	5	0	9	4.5	4	0	0	0	0	0	3.5	0	0	0	26	108	
109	158	30	P	east	Napier	Links of Novi		1	1,321		0	0	0	9	4.5	4	0	0	7	0	0	0	0	0	0	24.5	109	
110	106	31	P	west	Garfield	Eight Mile	Nine Mile	1	5,300		5	0	0	4.5	0	8	0	0	0	0	0	3.5	0	0	0	21	110	
110	108	32	S	east	Garfield	Eight Mile	Nine Mile	2	4,600		5	0	0	4.5	0	8	0	0	0	0	0	3.5	0	0	0	21	110	
112	101	30	P	east	Napier	Ten Mile	Nine Mile	2	4,000		0	0	0	9	0	4	0	0	0	3.5	0	0	3.5	0	0	20	112	
113	170	4	S	north	West	West Park	Hudson	1	778		0	0	0	9	4.5	4	0	0	0	0	0	0	0	0	0	17.5	113	
114	166	4	P	north	West	Hudson	City Limits	1	368		0	0	0	9	0	4	0	0	0	0	0	0	0	0	0	16.5	114	
115	103	31	P	east	Napier	Park Place	Community Sports Park	1	1,200		0	0	0	4.5	0	8	0	0	0	0	0	3.5	0	0	0	16	115	
115	104	31	P	east	Napier	Eight Mile	Community Sports Park	1	2,100		0	0	0	4.5	0	8	0	0	0	0	0	3.5	0	0	0	16	115	
115	102	30	S	north	Nine Mile	Napier	Garfield	2	4,700		0	0	0	4.5	0	8	0	0	0	0	0	3.5	0	0	0	16	115	
118	107	31	P	south	Nine Mile	Garfield	Hillside	2	4,000		0	0	0	4.5	0	8	0	0	0	0	0	0	0	0	0	12.5	118	
118	147	31	S	south	Nine Mile	Hillside	Napier	1	118		0	0	0	4.5	0	8	0	0	0	0	0	0	0	0	0	12.5	118	
<b>Total</b>									<b>248,137</b>																			

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

- Segments with pathways or sidewalks on most of the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity
- Segments with a higher ranking segment planned for the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity
- Short Segments (400 ft. or less)
- Scheduled Segment
- CIP Budget Year



**Table 7B: Proposed Adjacent to Major Roads Pathway and Sidewalk Segments Tier 2 Category Rankings City of Novi**

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

Rank	Segment Item #	Section #	Type	Side of Street	Location	From	To	# of Pieces in Segment	Segment Length (ft.) excluding Developer Planned & Completed Pieces	Notes	TIER 2 CATEGORIES CRITERIA POINTS (only top 20 Tier 1 Priority Segments receive Tier 2 points)					TOTALS		OTHER INFO		
											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 (Negative Points)	TOTAL TIER 2 POINTS	TOTAL POINTS	TOTAL POINTS (OVERALL) RANK	Greenway/Pathway Study Survey Rank	Opposite Side of Road Pathway or Sidewalk
											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	0 = little potential -2 = partial potential w/in 10 years -4 = dev potential w/in 10 years -8 = SP submitted -16 = dev under construction					
1	81	25	P	south	Ten Mile	Meadowbrook	Haggerty	1	5,300	18-19 CIP	0	13.5	0	0	0	13.5	135	1	14	yes
2	89	26	P	east	Novi Rd.	Ten Mile	Ice Arena	1	500	14-15 CIP	16	18	0	0	-4	30	132	2	31	yes
3	9	4	S	south	Pontiac Trail	West Park	Beck	3	5,000	17-18 CIP	8	4.5	0	0	0	12.5	125	3	31	no
4	73	24	S	east	Meadowbrook	Eleven Mile	Grand River	1	600	13-14 CIP	8	18	0	0	0	26	117.5	4	14	partial
5	154	26	P	south	Ten Mile	Orchard Hills North		1	914	16-17 CIP	8	0	0	0	-4	4	116	5	14	yes
6	90	26	P	south	Ten Mile	Novi Rd.	Chipmunk	1	2,400	18-19 CIP	0	4.5	0	0	-2	2.5	114.5	6	14	no
7	62	22	S	north	Ten Mile	Eaton Center	Churchill Crossing	1	400	16-17 CIP	8	0	0	0	-4	4	112	7	9	yes
8	80B	24	S	north	Ten Mile	Meadowbrook	Willowbrook Estates	1	189		0	0	0	0	0	0	111.5	8	31	no
8	145	23	S	north	Ten Mile	Supplier Investment Co	RR	1	220		8	0	0	0	-4	4	111.5	8	14	no
8	39	17	P	west	Beck	Eleven Mile	Providence	1	1,100	14-15 CIP	16	9	0	0	-2	23	111.5	8	31	no
11	93	27	S	north	Nine Mile	Novi Rd.	Taft	3	3,300	16-17 CIP	0	4.5	0	0	0	4.5	110.5	11	5	no
12	119	36	S	east	Meadowbrook	Eight Mile	Nine Mile	2	3,800	18-19 CIP	8	13.5	0	-20	0	1.5	105	12	14	yes
13	99	29	P	south	Ten Mile	Beck	Wixom	2	4,000	17-18 CIP	8	4.5	0	0	-2	10.5	102.5	13	14	no
14	121	36	P	south	Nine Mile	Meadowbrook	Haggerty	1	5,280		0	13.5	0	-20	0	-6.5	98.5	14	1	yes
14	16	11	P	south	Thirteen Mile	Sunshine	Holmes	1	275	13-14 CIP	16	0	0	-20	-4	-8	98.5	14	none	yes
16	84	25	S	east	Meadowbrook	Ten Mile	Nine Mile	2	4,400	17-18 CIP	0	18	0	-20	0	-2	97	16	3	yes
17	5	2	S	south	Fourteen Mile	Beechwalk Apartments	East Lake	1	600	14-15 CIP	8	0	0	0	-4	4	90	17	none	yes
18	70	23	P	west	Meadowbrook	Eleven Mile	Gateway Village	3	900		0	0	0	0	0	0	85.5	18	14	most
19	82B	25	S	west	Haggerty	Pavilion Ct Apartments	Nine Mile	1	492		0	0	0	0	-4	-4	84	19	none	partial
20	129	1	S	south	Fourteen Mile	Haverhill Farms	Maples of Novi	1	600		0	0	0	0	0	0	81.5	20	31	no

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

- Segments with pathways or sidewalks on most of the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity
- Short Segments (400 ft. or less)
- Scheduled Segment
- CIP Budget Year

**ITEM 2**

**From:** Coburn, Brian  
**Sent:** Tuesday, September 10, 2013 5:03 PM  
**To:** Roediger, Sara  
**Subject:** RE: Pathway Update

Attached is our latest Non-Motorized Schedule for the committee.

Below is an update on pathways since October of last year (not including those constructed by developers).

**Completed by City**

36-Taft (11 Mile to Andes)  
144-Meadowbrook (Grand River to Cherry Hill)  
145-Ten Mile (Catherine Ind to CSX RR)—except Supplier Investment parcels  
NC2-Brookfarm Park (Ripple Creek to Village Oaks School)  
Grand River mid-block at Seeley

**Completed by Developer (I may have missed some)**

4-14 Mile (Novi to Beechwalk) by Maple Manor

**Construction Awarded (I may have missed some)**

92-Novu Road (9 Mile to 10 Mile)  
ITC Medilodge Regional Pathway  
Eight Mile Road mid-block crossings (CSP and Garfield)

**Developer Construction in Progress**

45-(Portion) 12 Mile as part of Andelina Estates  
55-Beck north of 10 Mile as part of Valencia Estates  
54-Ten Mile west of Beck as part of Valencia Estates  
50-(portion) Wixom north of Ten Mile as part of Island Lake 7  
51-(portion) Ten Mile east of Wixom as part of Island Lake 7

**Engineering Awarded (Construction Funded for FY13-14)**

Providence Regional Pathway  
Metro Connector  
73-Meadowbrook (Grand River to Bridge)-connects to Metro Connector  
16-13 Mile (Sunshine to Holmes)  
NC1-Hickory Woods to Novi Road  
Beck Road mid-block Crossing at Cheltenham  
Haggerty and Nine Mile ped improvements (north side)

**Engineering Awarded/Construction not-funded**

Greenway Development Phase 1A (ITC CSP to Nine Mile)

## ACTIVE NON-MOTORIZED PROJECT PORTFOLIO FOR ENGINEERING DIVISION

Project Description	FY12-13	FY13-14				FY14-15
	Q4	Q1	Q2	Q3	Q4	Q1
<b>FY12-13 PROJECTS</b>						
Taft and Meadowbrook Pathways	CONSTRUCT					
Medilodge ITC Pathway	BID	CONSTRUCT	CONSTRUCT			
Providence Pathway	ROW	ROW	DESIGN	CONSTRUCT	CONSTRUCT	
ADA Compliance Plan for City sites	DESIGN	DESIGN	DESIGN	DESIGN		
<b>FY13-14 PROJECTS</b>						
Metro Connector (MDOT LAP)	DESIGN	DESIGN	DESIGN	BID	CONSTRUCT	CONSTRUCT
Meadowbrook Pathway (Bridge St to Grand River)		DESIGN	DESIGN	ROW	CONSTRUCT	CONSTRUCT
13 Mile at Holmes Sidewalk		DESIGN	DESIGN	ROW	CONSTRUCT	CONSTRUCT
2014 ADA Compliance Program		DESIGN	DESIGN	DESIGN	CONSTRUCT	CONSTRUCT
Haggerty Road at Nine Mile Improvements	DESIGN	BID	CONSTRUCT	CONSTRUCT		
Segment NC1- East Lake to Hickory Woods	DESIGN	ROW	DESIGN	DESIGN	CONSTRUCT	CONSTRUCT
Greenway Development Phase 1A (Design Only)		DESIGN	DESIGN	DESIGN	DESIGN	
Beck Road at Cheltenham mid-block crossing			DESIGN	DESIGN	CONSTRUCT	CONSTRUCT

Current schedule as of 9/10/13



**ITEM 3**



## MEMORANDUM

**TO:** CLAY PEARSON, CITY MANAGER  
**FROM:** JASON S. MANGUM, CPRP DIRECTOR  
PARKS, RECREATION & CULTURAL SERVICES  
**SUBJECT:** EASEMENT WILDLIFE WOODS PARK TRAIL  
**DATE:** AUGUST 28, 2013

8/28/13  
To: Mayor & City  
Council/ Mayor  
Thx to Novi Community  
School District. *[Signature]*

Earlier this year, the Park Department applied for a Michigan Natural Resources Trust Fund Grant at Wildlife Woods Park to build a trail from the pathway leading into the park to the new trail that is being built in the ITC Corridor. The project includes connecting a sidewalk from Deerfield Elementary School to the existing pathway, creating a paved pathway from the school to the park on school district property.

\* Working with Steve Barr from the Novi School District, an easement to build this sidewalk has been granted. The easement includes the land needed to build the sidewalk and the adjacent parking. Attached is a copy of the easement for review.

The easement will be submitted to the Department of Natural Resources to be attached with the grant application. Grant scoring on this project is set to be processed later this fall. I will keep you advised on the status of this grant application.

**EASEMENT  
FOR PROPOSED TRAIL  
CONSTRUCTION AND MAINTENANCE  
OAKLAND COUNTY, MICHIGAN**

KNOW ALL MEN BY THESE PRESENTS: That Novi Community Schools, party of the first part, whose address is 25345 Taft Road, Novi MI 48374, for and in consideration of the sum of One (\$1.00) Dollar by The City of Novi, party of the second part, whose address is 45175 W. Ten Mile Rd, Novi, MI 48375, does hereby grant, convey and release to the said party of the second part a permanent easement in which to construct, operate, maintain, repair and/or replace trail and pedestrian site elements for the life of the trail and perpetual public access for recreation with no limitations, conditions or encumbrances, through the following parcels of land situated in the City of Novi, Oakland County, Michigan described as:

Parcel #50-22-17-300-017

T1N, R8E, SEC 17 PART OF SW 1/4 BEG AT SW SEC COR, TH N 04-04-19 W 1666.34 FT, TH N 86-09-07 E 787.52 FT, TH S 03-50-53 E 208.58 FT, TH N 87-12-53 E 537.33 FT, TH S 02-47-07 E 69.84 FT, TH N 87-22-55 E 416.40 FT, TH S 02-37-05 E 278.58 FT, TH S 87-12-53 W 329 FT, TH S 02-47-07 E 704.49 FT, TH S 87-12-53 W 46 FT, TH S 02-47-07 E 403.46 FT, TH S 86-35-42 W 1331.84 FT TO BEG 52.06 A 11-5-97 FR 003, 004,012 &014

In a public easement thereon which is to be located approximately as follows:

Easement Description:

A EASEMENT, FOR THE PURPOSE OF THE CONSTRUCTION, MAINTENANCE, AND USE OF A PAVED TRAIL FOR THE LIFE OF THE TRAIL AND PERPETUAL PUBLIC ACCESS FOR RECREATION IN PART OF THE SOUTHWEST 1/4 OF SECTION 17, TOWN 1 NORTH, RANGE 8 EAST, CITY OF NOVI, OAKLAND COUNTY, MICHIGAN, DESCRIBED AS BEGINNING AT A POINT ON THE SOUTH LINE OF TAX PARCEL #50-22-17-300-016, WHICH IS THE FOLLOWING FOUR (4) COURSES FROM THE SOUTHWEST CORNER OF SECTION 17; 1) N04°05'29"W, ALONG THE WEST LINE OF SAID SECTION, 1666.34 FEET; 2) N86°07'57"E, 787.52 FEET; 3) S03°52'03"E, 208.58 FEET; 4) N87°11'43"E, 532.74 FEET; THENCE CONTINUING N87°11'43"E, 4.59 FEET; THENCE S02°48'17"E, 51.00 FEET; THENCE S27°54'42"W, 157.29 FEET; THENCE 91.88 FEET ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 140.00 FEET, A CENTRAL ANGLE OF 37°36'13" AND A CHORD BEARING AND DISTANCE OF S46°42'49"W, 90.24 FEET; THENCE S65°30'55"W, 9.35 FEET TO THE EASTERLY BACK OF CURB OF A PARKING LOT; THENCE N02°42'04"W, ALONG SAID BACK OF CURB LINE, 14.48 FEET; THENCE S87°08'25"W, 239.66 FEET, THENCE N02°51'35"W, 55.00 FEET; THENCE N87°08'25"E, 286.10 FEET; THENCE 9.36 FEET ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 110 FEET, A CENTRAL ANGLE OF 4°52'38" AND A CHORD BEARING AND DISTANCE OF N30°21'01"E, 9.36 FEET; THENCE N27°54'42"E, 198.78 FEET TO THE POINT OF BEGINNING. CONTAINING 0.51 ACRES (22228 SQUARE FEET) OF LAND.

and to enter upon sufficient land adjacent to said easement for the purpose of the construction, repair and/or replacement thereof. To the extent permitted by law, Novi Community Schools is hereby released from liability for claims or damages arising from or incidental to the use of the Easement. Notwithstanding anything set forth herein, both parties shall retain any governmental immunity they are otherwise entitled to under the law.

This instrument shall be binding upon and inure to the benefit of the parties hereto, their representative, successors and assigns.



# EASEMENT SKETCH

PART OF THE SOUTHWEST 1/4 OF SECTION 17, TOWN 1 NORTH, RANGE 8 EAST, CITY OF NOM, OAKLAND COUNTY, MICHIGAN, DESCRIBED AS BEGINNING AT A POINT ON THE SOUTH LINE OF TAX PARCEL #50-22-17-300-016, WHICH IS THE FOLLOWING FOUR (4) COURSES FROM THE SOUTHWEST CORNER OF SECTION 17: 1) N04°05'29"W, ALONG THE WEST LINE OF SAID SECTION, 1666.34 FEET; 2) N86°07'57"E, 787.52 FEET; 3) S03°52'03"E, 208.58 FEET; 4) N87°11'43"E, 532.74 FEET; THENCE CONTINUING N87°11'43"E, 4.59 FEET; THENCE S02°48'17"E, 51.00 FEET; THENCE S27°54'42"W, 157.29 FEET; THENCE 91.68 FEET ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 143.00 FEET, A CENTRAL ANGLE OF 37°36'13" AND A CHORD BEARING AND DISTANCE OF S48°42'49"W, 90.24 FEET; THENCE S85°30'55"W, 9.35 FEET TO THE EASTERLY BACK OF CURB OF A PARKING LOT; THENCE N02°42'04"W, ALONG SAID BACK OF CURB LINE, 14.48 FEET; THENCE S87°08'25"W, 239.66 FEET; THENCE N02°51'35"W, 55.00 FEET; THENCE N87°09'25"E, 286.10 FEET; THENCE 9.36 FEET ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 110 FEET, A CENTRAL ANGLE OF 4°52'38" AND A CHORD BEARING AND DISTANCE OF N30°21'01"E, 9.36 FEET; THENCE N27°54'42"E, 198.78 FEET TO THE POINT OF BEGINNING, CONTAINING 0.51 ACRES (22228 SQUARE FEET) OF LAND.

## WILDLIFE WOODS

SECTION 17    T1N    -    R8E                         CITY OF NOM  
OAKLAND COUNTY, MICHIGAN

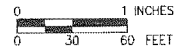


**ROWE PROFESSIONAL  
SERVICES COMPANY**

The ROWE Building  
540 S. Saginaw St., Ste. 200; P. O. Box 3748  
Flint, MI 48502

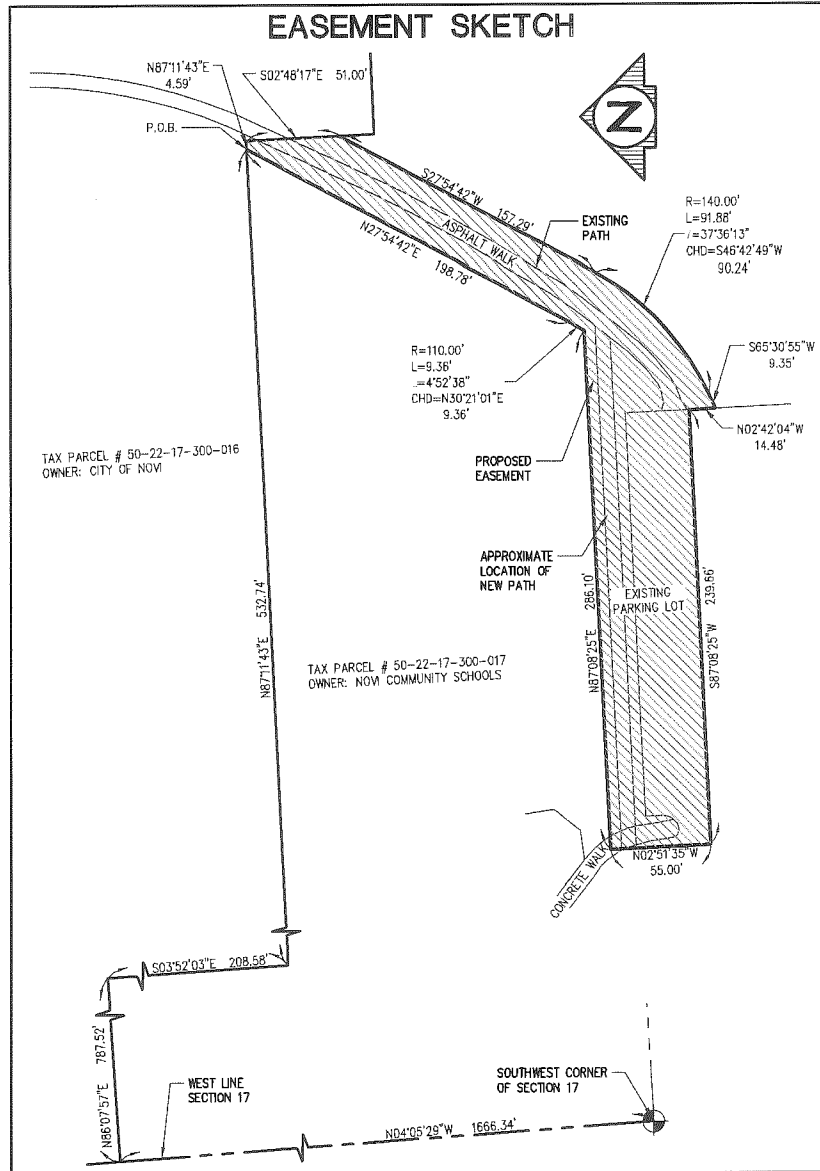
O: (810) 341-7500  
F: (810) 341-7573  
www.rowepsc.com

FIELD:	MWR/DMA
DRAWN:	MAC/APL
CHECKED:	JHR
DATE:	MAY 29, 2013
REVISED:	
SHEET:	2 OF 2
SCALE:	1" = 60'



JOB NO.: 13F0002

# EASEMENT SKETCH



## WILDLIFE WOODS

SECTION 17 T1N - R8E CITY OF NOV  
OAKLAND COUNTY, MICHIGAN

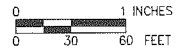


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Flint, MI 48502

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www.rowepscc.com

FIELD:	MWR/DMA
DRAWN:	MAC/APL
CHECKED:	JHR
DATE:	MAY 29, 2013
REVISED:	
SHEET:	1 OF 2
SCALE:	1" = 60'



JOB NO.: 13F0002



**ITEM 4**

**REGULAR MEETING OF THE COUNCIL OF THE CITY OF NOVI**  
**MONDAY, JULY 22, 2013 AT 7:00 P.M.**  
**COUNCIL CHAMBERS – NOVI CIVIC CENTER – 45175 W. TEN MILE ROAD**  
**EXCERPT**

1. Approval of Zoning Ordinance Text Amendment 18.267 to amend the City of Novi Zoning Ordinance at Article 25, "General Provision", to add Section 2526 "Bicycle Parking Facilities Requirements" to provide bicycle parking requirements and bicycle parking area layout standards. **SECOND READING**

Assistant City Manager Cardenas said there had been changes made to the ordinance since the First Reading. The Planning Commission now has the authority to waive the requirements to provide a bike parking facility. They have increased the threshold in which covered spaces are required. They have reduced the number of covered park parking spaces from 50% to 25%. Also, the covered parking requirements were removed for the multi-family.

Member Wrobel supports bicycle parking but he can't support the ordinance since there is still covered parking. He thinks there is no need for it. He doesn't believe they should have to show practical difficulty to waive the covered parking requirement.

Member Mutch said the Walkable Novi Committee members reviewed the changes last week. The Committee was comfortable with the proposed changes because they were in line with the concerns that were expressed at City Council. The vast majority would not require covered parking. It would be the large projects. This ordinance accomplishes standards and is important to the City.

Member Margolis said the covered parking was too much and can't support it with the requirement.

Mayor Pro Tem Staudt said the ordinance has come a long way from the initial proposal. He thinks it has accommodated everything that was requested and the covered parking requirement is for unusual circumstances. He was satisfied with the changes and would support it as written.

Member Fischer said he would support it. He asked about the land banking change. Assistant City Manager Cardenas said it was eliminated. He felt with the land banking options and waiver ability by the Planning Commission, that would be sufficient.

Mayor Gatt cannot support it due to the covered parking element. He is opposed to requiring private businesses to build parking for bicycles. He is agreeable to have public buildings require bicycle parking.

**CM-13-07-106 Moved by Staudt, seconded by Casey; MOTION CARRIED: 4-3**

**To approve Zoning Ordinance Text Amendment 18.267 to amend the City of Novi Zoning Ordinance at Article 25, "General Provision", to add Section 2526 "Bicycle Parking Facilities Requirements" to provide bicycle parking requirements and bicycle parking area layout standards. SECOND READING**

Member Casey supports this ordinance with the changes the City staff made. She felt it provides for reasonable accommodation for situations where covered parking may not be practical.

**Roll call vote on CM-13-07-106 Yeas: Staudt, Casey, Fischer, Mutch**

**Nays: Gatt, Margolis, Wrobel**



## CITY of NOVI CITY COUNCIL

**Agenda Item 1**  
**July 22, 2013**

**SUBJECT:** Approval of Zoning Ordinance Text Amendment 18.267 to amend the City of Novi Zoning Ordinance at Article 25, "General Provision", to add Section 2526 "Bicycle Parking Facilities Requirements" to provide bicycle parking requirements and bicycle parking area layout standards. **SECOND READING**

**SUBMITTING DEPARTMENT:** Department of Community Development, Planning Division *Bees*

**CITY MANAGER APPROVAL:** 

### **BACKGROUND INFORMATION:**

The City Council approved the First Reading of the proposed Bicycle Parking Ordinance amendment at the July 8<sup>th</sup> City Council meeting, subject to a number of comments and requests for modification at the time of the Second Reading. Please see attached draft minutes from the meeting.

Community Development staff and the City Attorney's office worked together to modify the ordinance as discussed on July 8<sup>th</sup>, and as detailed in the memo from the City Attorney's office dated July 11, 2013. The attached strike-through version contains the proposed changes, with a summary of changes from the First Reading provided below:

#### Covered Bicycle Parking

- Remove covered parking requirement for multiple-family units in the Table on page 2 (to make it consistent with the other uses in the table: a number assigned based on the use described without reference to covered vs. uncovered bike parking spaces). The reference for covered parking will remain in subsection 5.
- Significantly increase the number of spaces that must be provided before covered bike parking spaces are required (change from 10 bike parking spaces to 20 bike parking spaces required before any covered bike parking is required). As an example, a 40,000 square foot general office building (similar in size to the Caring Nurses building on Thirteen Mile Road) that is required to provide 180 automobile parking spaces will be required to provide 9 bicycle parking spaces; under the ordinance at second reading, none of those spaces would be required to be covered bike parking spaces (since fewer than 20 bike parking spaces are required).
- Reduce the number of covered bike parking spaces from 50% to 25% of the bike parking spaces required. For example, a 115,000 square foot general office building (similar in size to the ITC Headquarters) that is required to provide 402 automobile parking spaces, would be required to provided 20 bicycle parking spaces; under the ordinance at second reading, a total of 5 of those would be required to be covered parking spaces (25% of the total provided). In this example, the covered bike parking spaces could be under a building overhang, in a parking garage, under a canopy, in the building itself, or in more-secure bike lockers).

- Provide the ability to modify or waive the covered parking requirement, in Section 6.e of the ordinance.

Bike Parking Deferrals

- The ordinance has been modified to remove the requirement that at least 2 bike parking spaces be required to be provided (at a minimum), even when the remaining bike parking spaces are permitted to be deferred to a later time.

Waiver Provisions

- A new Section 8 is proposed allowing the Planning Commission (or the administration, for an administrative site plan approval) to waive the requirements to provide a bike parking facility. Standards are provided for the consideration of such waivers. This section states that retail and service uses that deal directly with customers, residential housing uses, and other uses that are generally open to the public, are not eligible for a waiver (although the bike parking facility would remain eligible for deferral/land banking under Section 3 and modifications/waivers for certain aspects of the bike parking facility, including covered parking, under Section 6.e).

The City Council is asked to consider the proposed ordinance amendments for approval of a Second Reading.

**RECOMMENDED ACTION: APPROVAL OF SECOND READING** of Zoning Ordinance Text Amendment 18.267 to amend the City of Novi Zoning Ordinance at Article 25, "General Provision", to add Section 2526 "Bicycle Parking Facilities Requirements" to provide bicycle parking requirements and bicycle parking area layout standards.

	1	2	Y	N
<b>Mayor Gatt</b>				
<b>Mayor Pro Tem Staudt</b>				
<b>Council Member Casey</b>				
<b>Council Member Fischer</b>				

	1	2	Y	N
<b>Council Member Margolis</b>				
<b>Council Member Mutch</b>				
<b>Council Member Wrobel</b>				

**DRAFT EXCERPT FROM  
CITY COUNCIL MINUTES  
JULY 8, 2013**



**DRAFT EXCERPT FROM  
REGULAR MEETING OF THE COUNCIL OF THE CITY OF NOVI  
MONDAY, JULY 8, 2013 AT 7:00 P.M.  
COUNCIL CHAMBERS – NOVI CIVIC CENTER – 45175 W. TEN MILE ROAD**

**Mayor Gatt called the meeting to order at 7:00 P.M.**

**PLEDGE OF ALLEGIANCE**

**ROLL CALL:** Mayor Gatt, Mayor Pro Tem Staudt, Council Members Casey, Fischer, Margolis (absent, excused), Mutch, Wrobel

1. Approval of Zoning Ordinance Text Amendment 18.267 to amend the City of Novi Zoning Ordinance at Article 25, "General Provision", to add Section 2526 "Bicycle Parking Facilities Requirements" to provide bicycle parking requirements and bicycle parking area layout standards. **FIRST READING**

City Manager Pearson said it was a good time to have provisions for new developments to provide some modest bicycle parking. He thought it allows flexibility of options and offsets.

Mayor Gatt supported it except for the private facilities. He felt it was an imposition on business owners. He thinks it is an infringement on their rights. He agreed with the requirement if a business is open to the public.

Member Wrobel said he could support it except for the covered parking for bicycles. It doesn't give much value once the bike is ridden in inclement weather.

Mayor Pro Tem Staudt agrees with the previous speaker regarding covered parking. He thought covered parking would be a decision by the developer as an amenity for their customers. He likes the land-banking provision which allows for a situation where having a bike rack is not applicable. It can be requested to be deferred or completely ignored. He thought there was adequate coverage in those situations. He feels this is a great message for our community. If someone wishes to ride a bike, we will provide a safe haven for their bike. Having a secure area where they can lock their bike is a good idea. He would like to see modifications to the covered bicycle areas before the Second Reading.

Member Mutch thinks this version is reasonable as to the kinds of uses that it applies to. They focused on places where they are needed. He understood the concerns of the covered parking because it raises the potential of additional costs. In looking through the ordinance requirements, the covered parking application is limited. He would like to hear from staff if they are going to modify that section. It would come into play on the majority of projects that would come forward to the City. It would apply to public and private schools, multi-family residents, and shopping centers. He asked staff to see how it would be applied. He cited Novi Public Library as a good example of how bikes are under an overhang. It was part of the building feature. He thought with good

design and forethought developers in the City could accomplish the same thing. The overall ordinance, he agreed with what Mayor Pro Tem Staudt had mentioned about the direction we are going with this ordinance. We are seeing more people taking advantage of the improvements we have made in our bike system. He is open to addressing some of the concerns but thought with more information some minor modifications can be made without undoing the intent of the ordinance.

Member Fischer agrees the covered parking issue was an unnecessary business expense. He liked the idea of including it as part of the building. He thinks there are creative ways. He will be very anxious to see what staff comes back with on the covered parking. The more we push people to have stand-alone covered parking, the more he would be inclined not to support it. The packet multiplies the cost by ten or so. He agreed with the Mayor. He asked what guidance would Council or the Planning Commission have to grant a variance to not have a bicycle area outside of the land-banking option. City Attorney Schultz said on page 6 of 8, there is a catch all provision which allows a written request by the applicant who is seeking site plan approval for a waiver for a modification of the layout. They have to provide an alternative and show that it will adequately serve the needs of the public. For most of the buildings, this is part of the ordinance and sounds as though there is an avenue at the Zoning Board of Appeals on giving a non-use variance. Member Fischer said it is a provision that concerns him. He doesn't see where there will be that many employees going to a business office on a bike with a suit on. He wanted more information before the Second Reading on the different ways that waivers and variances could be granted to certain businesses. The land-banking provision is excellent. It is another alternative that the City can exercise. He can support the First Reading and thinks it is great the City is going in this direction.

Member Casey thanked staff for putting this ordinance together. She thinks it will help meet the needs of many of the residents who bike. She will await feedback on the covered parking and further insight on the section 6 referenced by the City Attorney.

Mayor Pro Tem Staudt asked about the land-banking versus the Zoning Board of Appeals (ZBA). He asked where the land-banking decision would be made. City Attorney Schultz said the decision would be made by the Planning Commission, but would still require at least two spots. It would not be a complete deferral and they would still have to provide something. Mayor Pro Tem Staudt clarified that the other method would force them to go to the Zoning Board of Appeals. Personally, to approve this, he would like to see a little more latitude at the Planning Commission. He doesn't want to send someone to the Zoning Board of Appeals on this kind of an issue. This could be hashed out at the Planning Commission level much easier with a friendlier environment. He would like more thought on the decision if a business needs this requirement before the Second Reading.

Member Mutch asked Mayor Pro Tem Staudt his thought on the land-banking provision to allow a waiver or complete deferral up to a point to where it may be triggered. Was he looking for flexibility in deferral provision or for an additional provision with it? Mayor Pro Tem Staudt said he would like, at the Planning Commission level, a complete

deferral. He really thinks the developers will see this as an amenity that is something that we want done. He didn't think it will be a big issue.

Member Mutch said he didn't have a problem with Mayor Pro Tem Staudt's suggestion if that was the kind of flexibility that Council members are looking for. He would be comfortable if the latitude was increased with a complete deferral.

**CM-13-07-100      Moved by Wrobel, seconded by Casey; CARRIED UNANIMOUSLY:**

**To approve Zoning Ordinance Text Amendment 18.267 to amend the City of Novi Zoning Ordinance at Article 25, "General Provision", to add Section 2526 "Bicycle Parking Facilities Requirements" to provide bicycle parking requirements and bicycle parking area layout standards. FIRST READING**

Mayor Gatt said that based on some of the comments, he now supports this First Reading but with changes to be proposed, such as, a Planning Commission waiver.

**Roll call vote on CM-13-07-100**

**Yeas: Mutch, Wrobel, Gatt, Staudt, Casey,  
Fischer**

**Nays: None**

STATE OF MICHIGAN  
COUNTY OF OAKLAND  
CITY OF NOVI

ORDINANCE NO. 13- 18 – 262

AN ORDINANCE TO AMEND ORDINANCE NO. 97-18 AS AMENDED, THE CITY OF NOVI ZONING ORDINANCE, AMENDING ARTICLE 25, GENERAL PROVISIONS, ADD NEW SECTION 2526, TO PROVIDE BICYCLE PARKING REQUIREMENTS AND TO PROVIDE BICYCLE PARKING AREA LAYOUT STANDARDS.

THE CITY OF NOVI ORDAINS:

**Part 1.** That Ordinance No. 97-18, the City of Novi Zoning Ordinance, as amended, Article 25, General Provisions, is hereby amended to add a new Section 2526 to read as follows:

**Sec. 2526. - Bicycle Parking Facility Requirements.**

The bicycle parking requirements of this section are intended to facilitate the use of bicycles as a means of transportation in the City of Novi consistent with the City of Novi Non-Motorized Master Plan, by requiring bicycle parking facilities to be provided for certain uses as specified in this section.

1. As used in this section, the following terms have the meanings indicated.
  - a. Bicycle Parking Space. An area meeting the parking space depth and width requirements in subsection 6 immediately adjacent to a bicycle rack that allows for the parking and locking of a bicycle to the rack in a secure manner.
  - b. Bicycle Parking Facility. An area of bicycle parking spaces and related maneuvering lane(s).
  - c. Covered Bicycle Parking Space. A bicycle parking space that is located under a roof, or an overhang or awning adjacent to a wall, or that is located entirely within a building.
  - d. Maneuvering lane. A four (4) feet wide area adjacent to bicycle parking spaces for maneuvering bicycles into a bicycle parking space.
  - e. Public Bicycle Route. A signed bicycle route, a bicycle lane on a public street, a pathway designed to accommodate bicycles, or in the absence of any of those, the closest public street adjacent to a use that may be lawfully used by a bicyclist travelling to or from that use.

2. Bicycle Parking Facilities General Requirements

At the time of erection of any new principal building or new parking lot, the enlargement of any principal building by ten percent (10%) or more of the existing gross floor area, or the enlargement of any automobile parking lot by ten percent (10%) or more of the number of existing parking spaces, a bicycle parking facility shall be required and be provided for as part of site plan review under section 2516 in accordance with the following requirements:

- a. Provide the minimum number of bicycle parking spaces by type of use as determined in accordance with the following Bicycle Parking Space Requirement Table. For those uses not specifically mentioned, the requirements for bicycle parking spaces shall be in accord with a use which the approving body considers is similar in type. When the number of required bicycle parking spaces results in a fractional space, any fraction up to and including one-half (1/2) shall be disregarded and fractions over one-half (1/2) shall require one (1) bicycle parking space.

**Bicycle Parking Space Requirement Table.**

Land Use	Minimum Number of Bicycle Parking Spaces
Auto wash (self-service or coin-operated), essential services, one-family residential, two-family residential, mobile home sites, shared elderly housing, and accessory buildings that do not add to the automobile parking requirements	None
Multiple-family residential, and housing for elderly (except shared elderly housing)	One (1) <del>covered bicycle parking</del> space for each five (5) dwelling units <del>four (4) covered spaces</del> minimum
K-12 public and private schools	Three (3) spaces per classroom, ten (10) spaces minimum
Retail (except as listed elsewhere in table), personal services, laundromats, restaurants (except fast food), microbreweries, brewpubs, billiard parlors, banks, business offices,	Five percent (5%) of required automobile spaces, minimum two (2) spaces

Land Use	Minimum Number of Bicycle Parking Spaces
industrial, research and development, and warehouses	
Shopping centers, places of assembly (theaters, auditoriums, stadiums, arenas), indoor or outdoor recreation facilities (unless specifically listed), colleges and business schools, and places of worship	Five percent (5%) of required automobile spaces, minimum eight (8) spaces
Community centers, libraries, museums, public swimming pools, private recreation facilities accessory to a residential development, and public parks	Ten percent (10%) of required or provided automobile parking spaces, minimum eight (8) spaces
Pet boarding, mini warehouse, mortuary, fueling station, nursery, greenhouse, day care centers, automatic car wash, recreational or motor vehicle sales, recreational or motor vehicle service centers, motels, furniture stores, appliance stores, household equipment repair shops, and showrooms of a plumber, decorator, electrician, or similar trade	Two (2) spaces
Warehouse, lumber and building material stores with over 75,000 square feet, golf courses, private clubs, banquet halls, conference centers, exposition facilities, fast food restaurants, and hotels	Four (4) spaces
Medical offices, hospitals, congregate elderly housing, assisted living convalescent care, and nursing homes	One (1) space for each 20 employees on the maximum shift, minimum two (2) spaces

b. Off-street bicycle parking facilities may be located in any yard subject to meeting the parking setback requirements of Section 2400, the



Schedule of Regulations, including the pertaining footnotes. The site plan approval may allow bicycle parking facilities in the required front yard parking setback when the location is between a public bicycle route and the principal building, and no waiver of any landscape requirement in Section 2509 will be required.

- c. Bicycle parking facilities shall be located on the parcel that the bicycle parking serves, and if all non-zoning ordinance City permits and approvals are obtained, may be approved within the road right-of-way adjacent to the principal building(s) in a location that would be similar to the location of street trees, street furniture or pedestrian amenities, and located so pedestrian and bicycle travel on non-motorized facilities in the road right-of-way would not be compromised.
- d. Bicycle parking facilities shall be located along the principal building entrance approach line and be clearly visible and easily accessible from the approach and building entrance being served.
- e. Bicycle parking facilities shall be no greater than 120 feet from the entrance being served or the nearest automobile parking space to that entrance.
- f. When four (4) or more bicycle parking spaces are required for a building with multiple public entrances served by automobile parking, the site plan approval may require the spaces in increments of two (2) to be provided in multiple bicycle parking facilities to serve more than one (1) of those entrances.
- g. Minimum required bicycle parking spaces shall not be replaced by any other use unless and until equal facilities are provided elsewhere.

3. Deferrals/Landbanking.

Upon the written request and satisfactory showing by the applicant that complying with the bicycle parking requirements in this section is not necessary to serve actual bicycle parking needs for the proposed use, or in the case of covered spaces, is not practical, the Planning Commission or administrative site plan approval for the activity requiring the provision of bicycle parking spaces may allow deferral of actual installation of some or all of the required bicycle parking facility by including on the site plan an area designated as landbanked bicycle parking facilities(s) for future construction in accordance with the

requirements at the time of site plan approval, subject to the following requirements:

~~a. Deferral of actual construction by landbanking shall only be allowed for the number of required spaces in excess of two (2).~~

~~b.g.~~ An area approved for landbanked bicycle parking facilities shall be maintained in compliance with the approved site plan and may not be used for any other purposes.

~~e.b.~~ Upon any change in use or occupancy of a site where a landbanked bicycle parking facility has been approved, and no more than once per year, the Community Development Department may conduct a review to determine if installation of a landbanked bicycle parking facility is necessary to serve actual bicycle parking needs at the site. Upon determining such a necessity, the Department shall notify the property owner of the determination and basis for it, and of a time within which the installation is to be completed.

~~e.c.~~ A property owner may install some or all of a landbanked bicycle parking facility at any time after providing written notice to the Community Development Department and obtaining all required permits.

4. Automobile Parking Space Reduction Bonus.

When the required number of automobile parking spaces exceeds twenty (20) spaces, the number of required automobile parking spaces may be reduced by one (1) space for every ten (10) uncovered bicycle parking spaces provided and by one (1) space for every five (5) covered bicycle parking spaces provided, up to a maximum of ten percent (10%) of the required automobile parking spaces.

5. Covered Bicycle Parking Space Requirement.

~~Unless waived or modified as provided in subsection 6e, when the required number of 20 or more bicycle parking spaces are required exceeds ten (ten) parking spaces, fiftytwenty five percent (250%) of the bicycle parking spaces shall be covered bicycle parking spaces.~~

6. Bicycle Parking Facility Layout, Location and Design Standards.

Bicycle parking area(s) shall be laid out, constructed and maintained in accordance with the following standards and regulations:

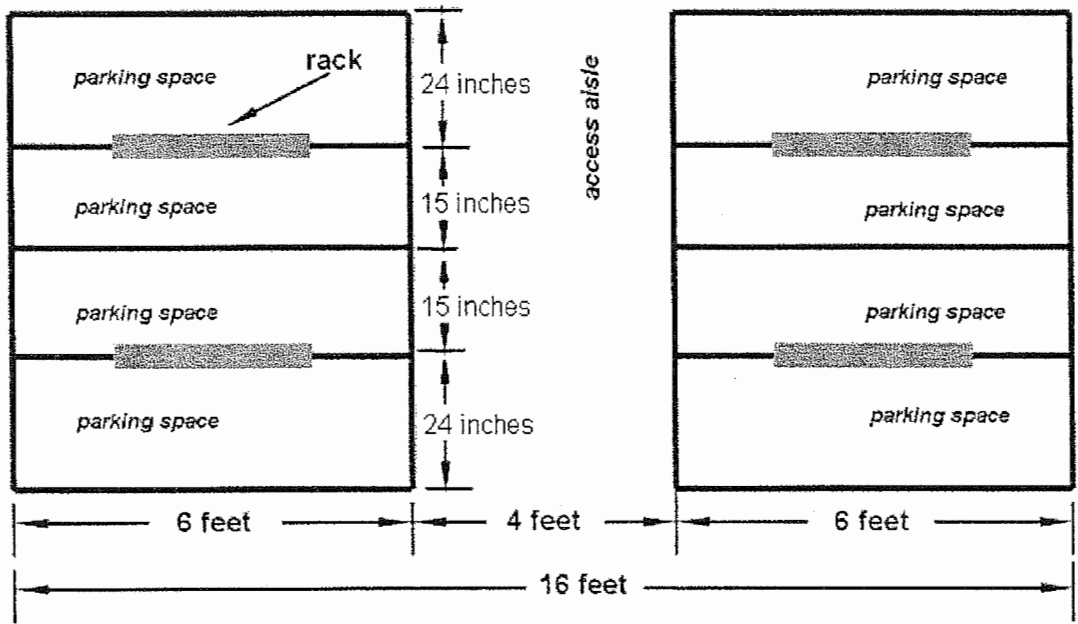
- a. Plans for the layout of bicycle parking facilities shall be in accord with the following minimum requirements:

<u>Bicycle Parking</u>	<u>Maneuvering Lane Width</u>	<u>Parking Space depth</u>	<u>Parking Space width</u>	<u>Total Width Of One Tier Of Spaces Plus Maneuvering Lane</u>	<u>Total Width Of Two Tiers Of Spaces Plus Maneuvering Lane</u>
<u>0° (parallel) to 90°</u>	<u>Four (4) feet</u>	<u>Two (2) feet single 2.5 feet double</u>	<u>Six (6) feet</u>	<u>Ten (10) feet</u>	<u>Sixteen (16) feet</u>

- b. All bicycle parking spaces shall be paved and adjacent to a bicycle rack of the inverted "U" design, that is solid, cannot be easily removed with common tools, provides at least two contact points for a bicycle, is at least three (3) feet in height, and permits the locking of a bicycle through the frame and one wheel with a standard U-Lock or cable in an upright position. The rack shall be securely anchored in concrete or asphalt. Alternative installations and designs may be considered if the proposed rack design functions similar to the inverted "U" design.
- c. All bicycle parking facilities shall be accessible from adjacent street(s) and pathway(s) via a paved route that has a minimum width of six (6) feet.
- d. All bicycle parking facilities shall be separated from automobile parking spaces and access aisles by a raised curb, landscape area, sidewalk, or other method that complies with all city ordinances.
- e. Upon the written request of an applicant, the Planning Commission or administrative site plan approval for an activity requiring the provision of bicycle parking spaces may ~~allow a waiver or modification of the bicycle parking facility layout, location, and design requirements in this subsection 6, covered bicycle parking space requirements in subsection 5, and/or the landscaping requirements in Section 2509,~~ upon a satisfactory showing by the applicant ~~that of a practical difficulty with complying with the requirement an alternative layout, location and design is necessary due to site constraints or other factors, and that the applicant's proposed plan and will adequately serve the needs of the site to service and the bicycling public.~~

7. Bicycle Parking Lot Layout Illustration.

## Bicycle Parking Layout Illustration



8. Waivers.

- a. Subject to and as provided in this subsection 8, the Planning Commission or administrative site plan approval may waive the requirement to provide a bicycle parking facility.
- b. Retail and service uses dealing directly with customers, residential housing uses, and other uses that are open to and regularly visited by the general public are not eligible for a waiver of the requirement to provide a bicycle parking facility but are eligible for landbanking deferral under subsection 3.
- c. Waivers may be granted on the written request and satisfactory showing by the site plan applicant that a bicycle parking facility is not necessary to serve actual bicycle parking needs of employees and customers, or is inconsistent with the use for which site plan approval is required.

d. A waiver shall be limited to the use disclosed and for which site plan approval was requested and granted, but may be requested, approved and continued for a new use as part of a change of use site plan review and approval upon the same showing as required in subsection 8c.

e. A waiver shall be limited to the building or parking lot erection or enlargement for which is was granted, shall not be binding on or apply to a future building or parking lot erection or enlargement for which a bicycle parking facility is required by subsection 2, but may be requested and approved for continuation as provided in this subsection 8.

#### **PART II.**

**Severability.** Should any section, subdivision, clause, or phrase of this Ordinance be declared by the courts to be invalid, the validity of the Ordinance as a whole, or in part, shall not be affected other than the part invalidated.

#### **PART III.**

**Savings Clause.** The amendment of the Novi Code of Ordinances set forth in this Ordinance does not affect or impair any act done, offense committed, or right accruing, accrued, or acquired or liability, penalty, forfeiture or punishment, pending or incurred prior to the amendment of the Novi Code of Ordinances set forth in this Ordinance.

#### **PART IV.**

**Repealer.** All other Ordinance or parts of Ordinance in conflict herewith are hereby repealed only to the extent necessary to give this Ordinance full force and effect.

#### **PART V.**

**Effective Date: Publication.** Public hearing having been held hereon pursuant to the provisions of Section 103 of Act 110 of the Public Acts of 2006, as amended, the provisions of this Ordinance shall be published within fifteen (15) days of its adoption by publication of a brief notice in a newspaper circulated in the City of Novi stating the date of enactment and effective date, a brief statement as to its regulatory effect and that a complete copy of the Ordinance is available for public purchase, use and inspection at the office of the City Clerk during the hours of 8:00 A.M. to 5:00 P.M., Local Time. The provisions of this Ordinance shall become effective seven (7) days after its publication.

MADE, PASSED, AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF NOVI,  
OAKLAND COUNTY, MICHIGAN, ON THE \_\_\_ DAY OF \_\_\_\_\_, 2013.

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Robert J. GATT, MAYOR

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MARYANNE CORNELIUS, CITY CLERK

Ayes:  
Nays:  
Abstentions:  
Absent:

**ITEM 5**

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**From:** [McBeth, Barb](#)  
**To:** [Roediger, Sara](#)  
**Subject:** FW: Neighborhood Connector Guide Signs  
**Date:** Wednesday, October 09, 2013 1:10:35 PM

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FYI.

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**From:** Hayes, Rob  
**Sent:** Wednesday, October 09, 2013 12:55 PM  
**To:** Pearson, Clay  
**Cc:** Cardenas, Victor; Coburn, Brian; Wiktorowski, Matt; McBeth, Barb; Place, Melissa  
**Subject:** Neighborhood Connector Guide Signs

Clay:

DPS crews have removed guide signs on local streets following Council's recent adoption of a policy limiting the installation of guide signs to the rights-of-way of arterial roads only. This table summarizes the eight signs that were removed along the on-road bike route neighborhood connector that links subdivisions extending from Mockingbird Glen to Yorkshire Place No. 3, between the ITC Corridor and Taft Road:

Neighborhood	Bike Route Guide Signs Removed
Mockingbird Glen	2
Greenwood Oaks	4
Briarwood Condos	1
Yorkshire Place No. 3	1

Future guide sign installations will comply with the new policy.

Rob

**Rob Hayes, P.E.** | Director of Public Services/City Engineer  
City of Novi | 45175 Ten Mile Road | Novi, MI 48375 USA  
t: 248-735-5636 f: 248-735-5659

[cityofnovi.org](http://cityofnovi.org) | [InvestNovi.org](http://InvestNovi.org)

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**REGULAR MEETING OF THE COUNCIL OF THE CITY OF NOVI**  
**MONDAY, AUGUST 12, 2013 AT 7:00 P.M.**  
**COUNCIL CHAMBERS – NOVI CIVIC CENTER – 45175 W. TEN MILE ROAD**  
**EXCERPT**

3. Consideration of a Policy for Non-regulatory Directional and Informational Signage Guidelines for Signage within the Public Right-of-Way.

City Manager Pearson said this item was a follow-up to discussion from last Council meeting. The discussion was how the City was approaching informational signage that is not required. This Policy was developed for non-regulatory signage. It acknowledges what it does and doesn't cover. They found it appropriate, next to existing City property and utilities, signs can be placed in the Public Right-of-Way and signs for the regional trails which are defined in the Non-Motorized Master Plan. He appreciated any feedback.

Member Casey thanked the Administration for preparing the Policy. She felt that the 30 day notice to property owners in the notification section was sufficient time but didn't understand why Council was given the same amount of time. She was open to discussion of this issue because she didn't think it was enough time for Council to review the signage before presented to the residents.

City Manager Pearson said he didn't see any problem and said it made sense about the time necessary to review.

Member Fischer cannot support this due to concern over the number of signs going up in the City. He did like, in the Policy, the elimination of signs on residential type roads. This Policy still gives the ability to put signs to public facilities such as the Library and Park which are not necessarily needed. The approach shouldn't be through a blanket policy but a comprehensive plan would make more sense.

Member Mutch will support the Policy as presented even though he had some concerns. He liked the public notification process but he didn't feel that Council should have to approve every sign request that doesn't fit within the proposed policy structure. He doesn't think it would be the best use of Council's time. He is willing to accept it to put in place a framework for them to make decisions. In terms of the scope, he thought the Policy was too restrictive. He cited items such as natural beauty roads which we have signage on that indicated that they are natural beauty roads or scenic drives which under our current policy, the signs would not be allowed. Some of the signage that is currently allowed or in place would have to be removed. He explained that there are other examples. He understood the objections to signage in the subdivisions. The Policy makes it more restrictive than what is intended. He was surprised with the concerns about the signage in the City because there is a lot of information and directional signage already in place. We may not be aware of it. A number of the signs could be affected by a change in the policy. The signs currently exist and this concern resulted in the bike route signs. He feels there are signs for everything but people

are not comfortable putting up signs for bicycle riders or pedestrians. He would like a balance to meet all the needs of all people who are utilizing a roadway. The public comments have led to changes. It was mentioned previously that neighborhood connectors are not regional trails. Regional trails are the ITC Corridor and M-5. He doesn't read this policy as allowing signage outside the two corridors without going through the approval process. Also, it is his understanding that it is strictly limited to easements owned by utilities. He didn't read where either of those aspects of the Policy applied to the situation that Mr. Garbacik referred to. Mr. Garbacik brought up a good point for neighborhood connectors and it will be discussed at the Walkable Novi Committee meeting. They should look at what standards should be in place for the neighborhood connectors. As future development comes forward, he finds the current standards are insufficient.

Member Margolis supports this policy. She thanked Administration for generating the Policy. The biggest concern was when the signs appeared on people's lawns. She could see the concern and the Policy addresses that concern.

**CM-13-08-116 Moved by Margolis, seconded by Casey; MOTION CARRIED: 6-1**

**To approve a Policy for Non-regulatory Directional and Informational Signage Guidelines for Signage within the Public Right-of-Way as amended with a 45 day notice to Council.**

Mayor Gatt agreed with the previous speaker and thanked the Administration.

**Roll call vote on CM-13-08-116 Yeas: Mutch, Wrobel, Gatt, Staudt, Casey, Margolis**

**Nays: Fischer**

**REGULAR MEETING OF THE COUNCIL OF THE CITY OF NOVI**  
**MONDAY, JULY 22, 2013 AT 7:00 P.M.**  
**COUNCIL CHAMBERS – NOVI CIVIC CENTER – 45175 W. TEN MILE ROAD**  
**EXCERPT**

5. Policy discussion on the installation of destination/informational guide signs in the public right-of-way for non-motorized transportation use.

Assistant City Manager Cardenas said they have gotten a lot of feedback from residents and business owners regarding signage. The staff has put together current processes and procedures for implementing signage for Council's consideration.

Member Fischer agreed they have gotten numerous complaints about City signs. He would support the policy going to City staff. He commented that it is Council's duty to protect the character and aesthetics of the City. Signs detract from values of homes and residents. He could understand every resident that has complained. The signs that lead to the park, bike route, and library are not necessary. In his opinion, they are not aesthetically pleasing. He empathizes with those who have a sign in their front yard. Most families who live here probably know where the library and civic center is located. He didn't see the purpose of the signs. He is concerned with the proliferation of signs. He thinks most everyone knows where to find the amenities in the City. If they don't, we are not doing our job, as a City, communicating all the amenities we have to our residents. He is not in favor of the directional signs or most of the signs listed in the Non-Motorized Master Plan. He suggested a plan for placement, type, number, and construction. Maybe, a sign that looks like the character of our City. He thinks we need to look at our communication strategy with implementing things through our GIS mapping on the web site, smartphone app, and thought there were other ways to showcase the amenities in the City.

Member Wrobel agreed with Member Fischer. He commented that even though the placements of the signs are well intentioned, they missed the mark. People in the City don't need signs in their face all the time to show them the way. He would agree to signs on major roads. He feels there are enough signs.

Member Margolis said that the signs didn't make a lot of sense to her. It makes sense to her where there are situations of parks inside a subdivision or a hidden path might have signs. She commented there should be a process shared with Council implementing the sign plans. Also, she would like to provide property owners with written notification before they are installed.

Member Casey supports asking staff to prepare a policy to include a judicious use of directional signage and a reasonable amount of time for notification to residents and their responses.

Member Mutch advocates less signage and smaller signs wherever possible. Walkable Novi discussed neighborhood connectors using existing streets with little cost. There would be limited signage to direct people along the routes. It is taken for granted that everyone knows how to get from point A to point B in the City. The Committee was trying to address those who don't live in the area and don't know how the streets connect. The Committee discussed this and asked the staff to scale back signage significantly. They removed signs in front of a resident's house. They try to listen to the input from residents. The routes discussed are about 2 ½ miles of subdivision streets and there about twelve signs within those neighborhoods. Staff's implementation was a destination concept. He wasn't satisfied with the way it was implemented and would like to see some changes. They could revisit alternative signage along the routes. Modifications could be made closer to what was originally proposed. He noted the signage issue is getting attention because it is new and different. He noted there were bike path signs next to million dollar homes in Island Lake. There were never any complaints about them. They may have a better design and be more attractive. It shows that signs by themselves don't take away value from the neighborhood. He hopes Council members understand the intent of the audience they are trying to serve. We are trying to meet a need in this Community of residents who want to be able to walk and bike around the City within alternative routes. He hopes they can highlight this so it doesn't take away from the City as a whole and provides a benefit to many residents that they may not be aware of. He would support a motion to direct staff to review this and come back with a policy recommendation to City Council.

Mayor Pro Tem Staudt noted that Walkable Novi doesn't implement policy. He would like to see this policy discussion extended beyond the Non-Motorized Master Plan and talk about signs in general. He doesn't support signs going up in people's back yards even though there was a legal right to do it. He felt we needed to be more imaginative about how we use the signs and the types of signs in the City. The message to staff is not so many signs and smarter as to where they are located. Also, he supports sidewalks and pathways through our neighborhoods. This Council is committed to it. It is good for everyone in the City of Novi. Many residents with a side lot and back yard with a pathway complain, but it is a necessity. He supports moving this to staff and leaning towards the minimal not the maximum.

Mayor Gatt said he has received calls and agrees with and empathizes with residents that don't want signs in their yards. He agrees with Mayor Pro Tem Staudt on using imagination in implementing signage. There are other ways that don't intrude on residents views or make it more difficult to live and maintain a house. He would support removing signs already installed and replace them with a more congenial sign and amenable sign. He has no problem with signs on the main roads.

Member Margolis would not support painting on a curb or road in terms of policy. She thinks the signs should be kept as minimal as possible. Also, agrees that

people in a subdivision know where the parks are within the sub. She would support a sign if the rest of the City does not know where the park is.

Member Fischer would support, recommend and ask administration to remove signs already installed. Member Mutch asked which signs should be removed. What is the scope of the removal he was looking for? Member Fischer answered that he didn't think any of the signs were necessary in subdivisions. He would like all of them gone including the Village Oak's signs that were not mentioned in the packet. Member Mutch asked Administration if the signs had been installed. In the last discussion he believed the installations of signs were postponed. Many feel signs along the main roads are appropriate. Two thirds of this particular signage is along Taft and Ten Mile roads and asked if Member Fischer would like that signage removed as well. He was looking for what they are accomplishing. He said if the goal is to have all the signage removed, it needs to be clarified for administration. Member Fischer said he has made his position very clear. He is very confident moving forward on this discussion.

Mayor Pro Tem Staudt said to keep in mind that potential regional trails will be coming through pathways and it will be important when we discuss these policies that we differentiate between neighborhoods, major streets, and potential trails, such as, the ITC Corridor where residents probably won't use those as much as non-residents. If we are going to build them, we should give them some indication where they are going. We shouldn't completely eliminate signage along our trails and pathways. It is something he would like to see segmented in the policy discussion.

Assistant City Manager Cardenas asked if Council is looking for just directional signage or all traffic control signs. Mayor Gatt said it would be best to come back with a policy and it will be discussed at that time.

**AUDIENCE COMMENT:**

John Garbacik, 45626 Emerald Forest, displayed a map showing alternative sidewalks and pathways that the children who ride a bus know the route and would be a safer route.



## CITY of NOVI CITY COUNCIL

**Agenda Item 3**  
**August 12, 2013**

**SUBJECT:** Consideration of a Policy for Non-regulatory Directional and Informational Signage Guidelines for Signage within the Public Right-of-Way

**SUBMITTING DEPARTMENT:** Community Development Department *ums*

**CITY MANAGER APPROVAL:** *[Signature]*

**BACKGROUND INFORMATION:**

The agenda for the July 22, 2013 City Council Meeting included a policy discussion on installation of destination/informational guide signs in the public right-of-way for non-motorized transportation use. A resident shared his opposition to signage along the non-motorized neighborhood connector routes and the members of the Council provided guidance, spirited discussion and direction to City staff to develop a policy encompassing non-motorized as well as several other types of non-regulatory signage.

The attached proposed policy was created based on the guidance from that meeting as well as input from the Parks, Recreation and Cultural Services, Public Services, Public Safety and Community Development Departments. Key elements of the policy are as follows:

- The proposed policy specifically addresses and is limited in scope to signage in the public right-of-way for three (3) general categories.
- Signs would be allowed only along arterial roadways and non-residential collector streets (map from City Master Plan provided) and would be minimally sized while maintaining compliance with the Michigan Manual of Uniform Traffic Control Devices (MMUTCD) in terms of both size and placement location along authorized routes. As defined in the policy, signs would be allowed along major thru minor arterial roads including most of Taft and Meadowbrook, but would not be allowed along Nine Mile Road between Napier and Beck Roads without the specified notification.
- Notification would be provided for both City Council and owners of adjacent property prior to installation of any signage outside of that allowed in the policy.
- Specific exceptions are provided for emergency facilities, temporary signs for infrastructure and roadway projects, welcome and City boundary signs and areas adjacent to public property.

Approval of this policy would be followed by evaluation and removal of current non-compliant signs. It is important to note that while the policy would guide installation of the designated signage in public City right-of-ways throughout the community, many of the



streets and roadways in Novi are in rights-of-way controlled by the Road Commission for Oakland County (RCOC) and the Michigan Department of Transportation (MDOT). While the City of Novi would adhere to the proposed policy when recommending sign installation along County and State roads, other entities would not be so restricted.

**RECOMMENDED ACTION:** Approval of a Policy for Non-regulatory Directional and Informational Signage Guidelines for Signage within the Public Right-of-Way

	1	2	Y	N
<b>Mayor Gatt</b>				
<b>Council Member Casey</b>				
<b>Council Member Fischer</b>				
<b>Council Member Margolis</b>				

	1	2	Y	N
<b>Council Member Mutch</b>				
<b>Council Member Staudt</b>				
<b>Council Member Wrobel</b>				

## City of Novi

### Proposed Non-regulatory Directional and Informational Signage Policy Guidelines for Signage within the Public Right-of-Way

#### Purpose and Scope:

These guidelines are for non-regulatory and informational signage in the public right-of-way. Such Signage shall include:

- Signage in the public right-of-way identifying routes to public facilities (e.g., library, schools, civic center); and,
- Signage in the public right-of-way identifying parks and recreational facilities; and,
- Signage in the public right-of way identifying trails, pathways, and non-motorized routes.

#### Locations:

Such signage shall be installed and maintained in the public right-of-way only on arterial roadways (as designated in the Future Land Use Thoroughfare Classification Map as Major Arterial, Arterial, Minor Arterial and Non-residential Collector Streets), and:

- Wherever possible, signage will be combined with existing signage locations and structures.
- Signage will be the minimum size reasonably necessary to meet the requirements of the Michigan Manual of Uniform Traffic Control Devices (MMUTCD).
- Location of signage within the right-of- way will be in accordance with the MMUTCD.

**Notification:** Notice will be provided by the Department of Public Services as detailed below prior to installation of any signage desired, but not in accordance with the Purpose/Scope and Locations above:

- Property owners of parcels adjacent to new or enlarged signage (additional or upgraded sign mounting structure) will be notified by First Class mail a minimum of 30 days prior to the installation of any signage.
- City Council will be provided with a list of proposed signage installations (including location and sign text information) as required 30 days prior to installation of any signage. Location and sign text information will be included.

**Exceptions:** This policy for Non-regulatory informational signage does not apply to:

- Any guide/directional signage for public safety and emergency services facilities (e.g., fire stations, police station, hospital).
- Temporary signage necessary to maintain public safety (road closures, water over road, etc. ), and temporary traffic control signs required for public infrastructure projects.
- "City Limit" signage, "Welcome to Novi" signage.
- Signage in the right-of-way adjacent to public property and utility owned property or easements.
- Signage for Regional Trails

# Thoroughfare Classification

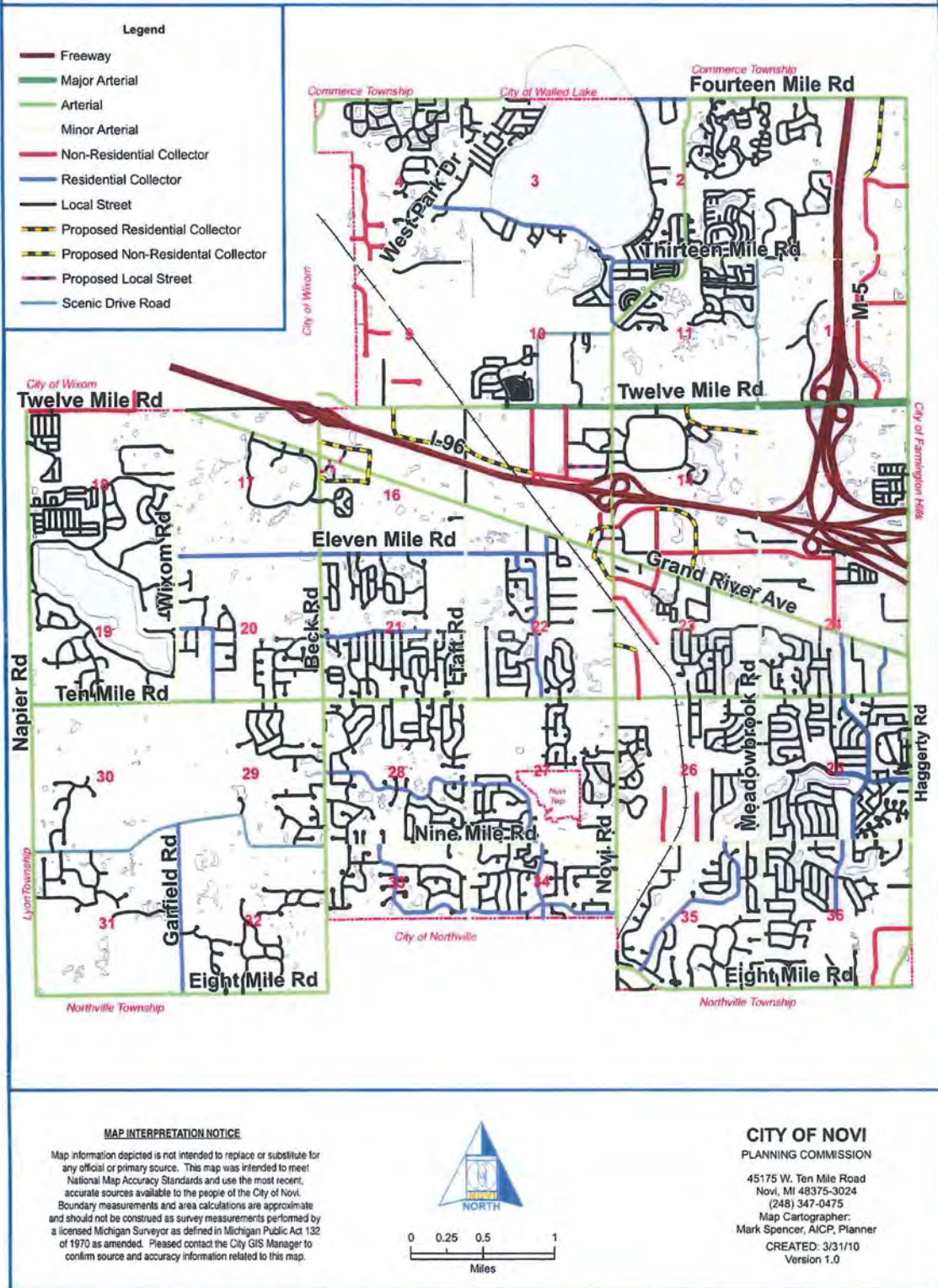


Figure 58



# CITY of NOVI CITY COUNCIL

**Agenda Item 5**  
**July 22, 2013**

**SUBJECT:** Policy discussion on the installation of destination/informational guide signs in the public right-of-way for non-motorized transportation use.

**SUBMITTING DEPARTMENT:** Department of Public Services, Engineering Division  
 Community Development Department, Planning Division

**CITY MANAGER APPROVAL:** 

**BACKGROUND INFORMATION:**

The attached memorandum provides information about the installation of guide signs in the public right-of-way, with a particular focus on their use for designating destinations from and routes along non-motorized facilities, such as pathways, sidewalks and bike lanes.

The City's current process for the installation of destination and route guide signs calls for staff to retain a consultant to develop a plan that identifies each recommended sign type and location, and for the City's traffic engineer to ensure the proposed plan meets all requirements of the Michigan Manual of Uniform Traffic Control Devices and that use of existing sign posts is optimized during installation. A similar process is now being followed for the development and implementation of a park guide sign plan.

Components of a guide sign policy could include these steps, plus additional steps that require staff to:

1. Share all guide sign implementation plans with City Council prior to commencement.
2. Provide property owners who abut the City's rights-of-way with written notification of impending sign installations a reasonable amount of time in advance.

If directed to proceed, staff would prepare a guide sign implementation policy based on the outcomes of this policy discussion.

**RECOMMENDED ACTION:** Policy discussion on the installation of destination/informational guide signs in the public right-of-way for non-motorized transportation use.

	1	2	Y	N
<b>Mayor Gatt</b>				
<b>Mayor Pro Tem Staudt</b>				
<b>Council Member Casey</b>				
<b>Council Member Fischer</b>				

	1	2	Y	N
<b>Council Member Margolis</b>				
<b>Council Member Mutch</b>				
<b>Council Member Wrobel</b>				



## MEMORANDUM



**TO:** VICTOR CARDENAS, ASSISTANT CITY MANAGER  
**FROM:** JOHN MCCARTER, MANAGEMENT ANALYST GRAD INTERN <sup>SM</sup>  
**SUBJECT:** DESTINATION/ROUTE GUIDE SIGN INSTALLATION PROCESS  
**DATE:** JULY 18, 2013

In recent weeks, much discussion has taken place regarding the placement of guide signs in public rights-of-way across the City. The following memo outlines the current process the City uses for installation of guide signs. Guide signs provide navigation information to assist road users in reaching their intended destinations, and are generally green, blue or brown in color depending on the specific function and are different from regulatory signs (such as stop signs, speed limit signs and yield signs). Guide signs include street name signs at an intersection and in advance of an intersection, destination signs, and route signs.

In Novi, destination and route guide signs have been installed at specific locations across the City to direct residents and visitors to specific destinations (i.e. Novi Public Library, Lakeshore Park, Suburban Collection Showplace, etc.) or to label pathways (bike paths, Neighborhood Connector Routes). Guide signs are meant to not only help people navigate the City but also to encourage the use of non-motorized pathways and City-owned parks and facilities. Here are a couple of examples of destination and route guide signs that have recently been installed along a neighborhood connector bike route:



The Michigan Manual of Uniform Traffic Control Devices (MMUTCD) provides specific standards regarding the location, size and placement of guide signs. The MMUTCD is

based on federal requirements to provide consistency in traffic control signage throughout the country to improve safety. Any sign installed in the City of Novi right-of-way is designed or reviewed by the traffic engineer using the MMUTCD standards. Under state law, any signage placed on Oakland County roads (10 Mile Rd., 12 Mile Rd., etc.) must be approved and permitted by Road Commission for Oakland County (RCOC).

With regard to non-motorized facilities (i.e., sidewalks, pathways, bike lanes, etc.), the Non-Motorized Master Plan recognizes that pedestrians and bicyclists are a diverse population and that no one solution will apply to all bicyclists or all pedestrians. Therefore, a variety of opportunities are acknowledged and recommended in the plan, including bike lanes and sidewalks/roadside pathways (which are proposed along all of the primary roads in the City), as well as a network of neighborhood connectors and off-road trails. The intent of the neighborhood connectors is to complement the primary road system, and provide access to key destinations in the City, while minimizing exposure to a large volume of high-speed motor vehicles.

The recommended implementation of the near-term, mid-term and long-term neighborhood connectors is provided in Figure 3.2F of the Non-Motorized Master Plan (attached). The neighborhood connectors provide a finer network of routes than the major corridors routes, and feed non-motorized traffic from the neighborhoods to the major corridor routes. Since the neighborhood connectors are primarily comprised of local roadways, with short connecting off-road pathways, this aspect of the plan is considered an economical way to provide alternate non-motorized routes to those routes provided along the busy primary roads.

For the first step in implementation of the near-term neighborhood connectors, staff reviewed the Non-Motorized Master Plan and identified two routes that would guide bicyclists from nearby neighborhoods to the library (from Greenwood Oaks/Briarwood/Roma Ridge/Simmons Orchard/Emerald Forest and Autumn Park/Arden Glen/Royal Crown). The attached study was conducted by the City's traffic consultant to identify the best locations for bike route signage. Staff reviewed that study and considered alternatives that reduced the number of signs while still maintaining and safe

and effective bike route system. Efforts were made to balance the promotion of the use of the bike routes, with the safety of bicyclists, pedestrians and vehicles (maps of revised sign placement is also attached, along with table). In an effort to avoid over-use of signage, or sign clutter, City staff maximizes each sign location by putting more than one sign on a post whenever doing so would not send an unclear message, create confusion, or decrease safety for the transportation user.

Please let me know if you need any further information regarding the current process used for the installation of guide signs in the City.

**ITEM 6**

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## WALKABLE NOVI COMMITTEE 2014 Committee Schedule

Meetings are generally held on the 3<sup>rd</sup> Thursday of the month unless  
otherwise noted

All meetings begin at 6:00pm

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January 16<sup>th</sup>

March 20<sup>th</sup>

May 15<sup>th</sup>

July 17<sup>th</sup>

September 18<sup>th</sup>

October 16<sup>th</sup>

November 20<sup>th</sup>

## STAFF REPORT



September 3, 2013

## Novi Road's missing pathways finalized

*By Lonnie Huhman  
Staff Writer*

The missing segments of the pathway along Novi Road between Nine Mile and 10 Mile roads will be filled in these coming months now that an agreement has been reached with the property owners.

Now the city is moving forward on the project to construct approximately 1,800 feet of six-foot wide concrete pathways to fill three gaps along the west side of Novi Road between Nine Mile and 10 Mile roads.

For neighborhood residents like Barton Heldke, they have been waiting for this pathway to be completed since moving into the area.

"So completing these small segments essentially opens up our neighborhood (of about 120 homes) to a whole system of walkways -- lots of new ones, too, that Novi has put in -- and we are very excited about it," said Heldke.

He said closing this gap will give him and others an opportunity to run, ride bikes, walk with their children and get places without having to use a car, without having to be on the road itself and without having to cross Novi Road at a dangerous spot.

### Eminent domain

Two segments were under question the last several months, and although the use of eminent domain was talked about, in the end it wasn't needed.

"No eminent domain -- the City of Novi approved the property owners' counter-offer of \$10,000 for easements over both parcels," said Novi Public Services Director Rob Hayes.

These parcels are owned by Denis and Hans Appel, at 23675 Novi Road and the vacant parcel to the north. Appel had indicated he was not in favor of the project. However, city officials said following many discussions with the attorney representing the Appels, a counter offer of \$10,000 was presented for the easements associated with both parcels.

"Filling these gaps will provide residents with a continuous pathway along this mile-long stretch of Novi Road that will allow unrestricted non-motorized access as far north as Novi Town Center and as far south as the City of Northville," said Hayes. "The completed sidewalk will also serve as a link to continuous pathways along Nine Mile Road between Novi and Haggerty roads, and on Ten Mile Road between Novi and Beck roads."

City Council unanimously awarded the construction contract for the pathway and 2013 ADA Compliance project to Fonson, Inc., the low bidder, in the amount of \$179,187.

To do the project, Novi had to obtain four permanent easements and four temporary easements. Oakland Hills Baptist Church donated a piece to help fill in the pathway and another parcel was also acquired through a negotiated price.

Construction is expected to start soon and be completed by winter.

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# BIKE WHERE? BIKE THERE EVERYWHERE!

# BIKE!

*A guide  
to bicycling facilities  
in the City of Novi*

2013-2014 Edition



## BIKE! SAFELY

Same Road,  
Same Rules,  
Same Rights



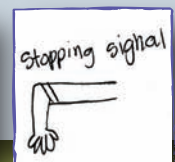
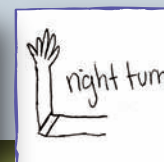
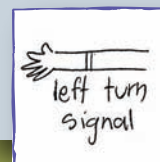
The safety of bicycle riders is a responsibility shared by both motorists and cyclists. Every bicycle rider has the same rights and responsibilities as a motor vehicle driver. All persons who use public roads must understand state traffic laws and use caution and common sense.

### As a motorist:

- Yield to bicycles in a bicycle lane.
- Do not drive in a bicycle lane except when making a turn.
- Do not park in a bicycle lane.
- If parked at a curb, look before opening a car door.
- You may be in the path of, and could hit, a bicyclist, pedestrian or other car.
- Look carefully for bicycles: scan intersections before entering or turning and yield to bicycles as you would for any vehicle.
- Pass a bicycle the same way you would a car, or any other vehicle, allowing at least three feet of space.
- Motorists must stop for bicyclists crossing in a crosswalk. There is a crosswalk at the intersection of any two streets, whether painted or not. Bicyclists must dismount if using a crosswalk to cross the street.

### As a bicyclist:

- Obey all traffic laws when riding in the street.
- In some downtown business districts, bicycling on sidewalks is prohibited; walk with your bike.
- Bicyclists have the choice to ride on the roadway, on the shoulder of a road, in a bike lane, or on a sidewalk (except where prohibited).
- Bicyclists riding on a sidewalk or crossing in a crosswalk are granted all the rights and responsibilities of a pedestrian.
- Yield to pedestrians on sidewalks and in crosswalks. Use an audible signal to warn pedestrians before passing, such as "on your left."
- Wear reflective gear and lights at night.



# BIKE! TO PLAY



Looking for some family fun, to cool off, watch a sport, or just take in some great scenery? Hit your kickstand at one of Novi's fantastic parks.

**Ella Mae Power Park:** 45175 Ten Mile Road  
Restrooms, Playstructure, Nature Trails, Open Greenspace, Ball fields,

**Fuerst Park:** 45325 Ten Mile Road  
Restrooms, Paved Trail, Open Greenspace, Art, Wi-Fi, Amphitheatre

**ITC Community Sports Park:** 51000 Eight Mile Road  
Restrooms, Playstructures, Paved trails, Picnic Shelter, Open Greenspace, Ball Fields, Soccer, Tennis, Basketball, Art

**Lakeshore Park:** 601 South Lake Drive  
Restrooms, Playstructures, Nature Trails, Picnic Shelters, Open Greenspace, Soccer, Swimming Beach

**Pavilion Shore Park:** 43390 Thirteen Mile Road  
Paved Trails, Open Greenspace, Lake Views, Fishing

**Rotary Park:** 22220 Roethel Drive  
Restrooms, Playstructure, Nature Trail, Picnic Shelter, Open Greenspace, Tennis

**MSU Tollgate Farm:** 28115 Meadowbrook Road  
Nature Trail, Open Greenspace, Fishing, Farm, Banquet Facility

# BIKE! TO VIEW



**Fuerst Park:** 45325 Ten Mile Road  
Sculptures throughout the park

**Novi Civic Center:** 45175 Ten Mile Road  
Monthly or bi-monthly rotating exhibits in the Atrium Gallery

**Novi Public Library:** 45255 Ten Mile Road  
An extensive indoor collection and growing outdoor collection

**The Art Institute of Michigan:** 28125 Cabot Drive  
Outdoor sculptures and indoor display of student work

**Villa Barr Art Park:** Stay tuned to [cityofnovi.org](http://cityofnovi.org) for programs and tours

# BIKE! TO LEARN



about Novi History



**Township Hall at Fuerst Park:** 45325 Ten Mile Road  
Originally built in 1876, the building was moved in 2008 to its current location at Fuerst Park where it anchors the park amphitheater.

**Novi Cemetery:** 25445 Novi Road  
Many veterans are buried in the cemetery including those who served in the Revolutionary War, the War of 1812, the Civil War and WWI and WWII.

**Baseline Marker:** 51000 Eight Mile Road  
This commemorative marker, created by Novi artist, David Barr, describes the significance of surveying to the early settlement of Novi and Michigan and is placed along Baseline Road (Eight Mile Road).

**Methodist Church:** 23893 Beck Road  
The church was started in 1875 and dedicated in 1876. In the spring of 1997, the building was moved to its current site on Beck Road by the Oakland Baptist Church.

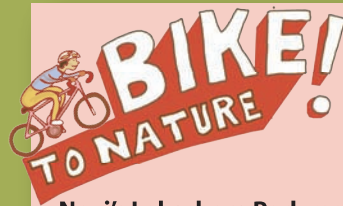
**The Charles Rogers Mansion:** 43180 Nine Mile Road  
The fireplace of the mansion features a cornerstone from the smokehouse of the Thornton farm inscribed 1877. The building is now home to Shiro, a Japanese restaurant.

# BIKE! TO READ



**Novi Public Library:** 45255 Ten Mile Road  
The Novi Public Library is open Monday-Thursday, 10am to 9pm, Friday and Saturday, 10am to 6pm, and Sunday, Noon-6pm. In addition to a large book collection, the Library offers private meeting rooms, outdoor patio, Wi-Fi access, Read-a-Latte café, international collections, computer lab, Teen Stop, DVD and Blu-Ray movies, and more. Visit [novilibrary.org](http://novilibrary.org) to learn more.

**Read Box at Lakeshore Park:** 601 South Lake Drive  
The Novi Public Library will stock a variety of books in the Read Box, May through October. The books are available for people to take, read and share.



## Lakeshore Park Mountain Bike and Multi-Use Trails

Novi's Lakeshore Park mountain bike trail consists of 10 miles of single-track that traverses a variety of terrain to satisfy both novice and experienced riders. Technical trail features, such as rock gardens, log piles, skinnies, and a pump track can be found alongside the trail throughout the system.

In addition to the mountain bike trail, Lakeshore Park also features an extensive network of wider trails suited to walking, family biking, snowshoeing, and cross-country skiing. The trail head and information kiosk is located at the south end of Lakeshore Park (**601 South Lake Drive**). Note that motorized vehicles are not permitted on the trails.



The Lakeshore Park Mountain Bike Trail is maintained, in part, by members of the Motorcity Mountain Biking Association. Beginners to advanced riders are invited to join group rides Tuesday evenings. Visit [mcmba.org](http://mcmba.org) for more information.

A \$5 park entry fee applies to non-Novi residents June-September. An annual pass is available for \$30.



[cityofnovi.org](http://cityofnovi.org)

For more information regarding non-motorized transportation in Novi, visit [cityofnovi.org](http://cityofnovi.org) or contact the Community Development Department at 248.347.0415.





# Lakeshore Park Trail Map

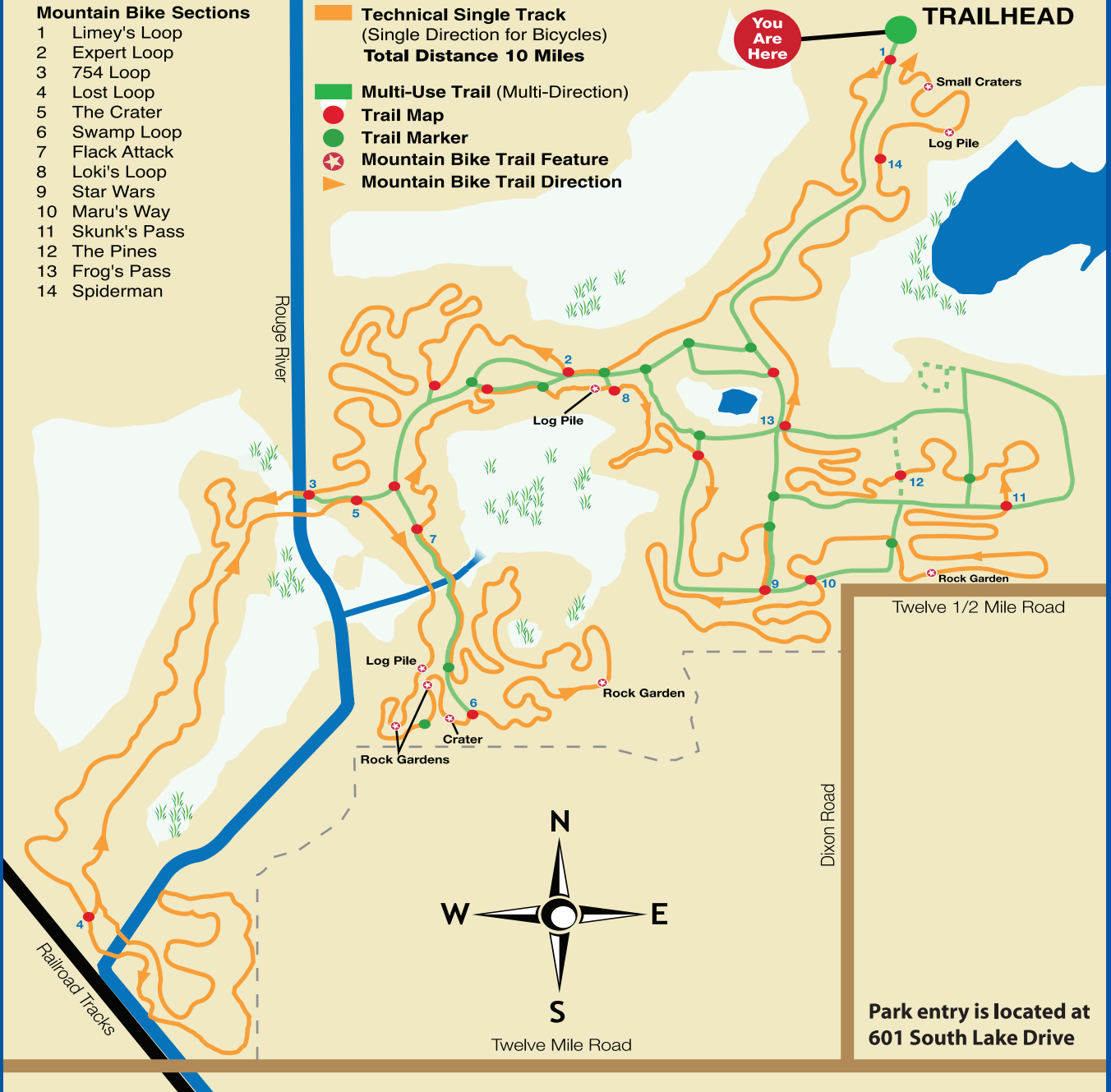
Report All Unauthorized Motorized Vehicles To The Novi Police at (248) 348-7100  
In case of an emergency, call Novi Police at (248) 348-0911 or simply dial 911

## Mountain Bike Sections

- 1 Limey's Loop
- 2 Expert Loop
- 3 754 Loop
- 4 Lost Loop
- 5 The Crater
- 6 Swamp Loop
- 7 Flack Attack
- 8 Loki's Loop
- 9 Star Wars
- 10 Maru's Way
- 11 Skunk's Pass
- 12 The Pines
- 13 Frog's Pass
- 14 Spiderman







**Technical Single Track**  
(Single Direction for Bicycles)  
**Total Distance 10 Miles**

**Multi-Use Trail (Multi-Direction)**  
**Trail Map**  
**Trail Marker**  
**Mountain Bike Trail Feature**  
**Mountain Bike Trail Direction**

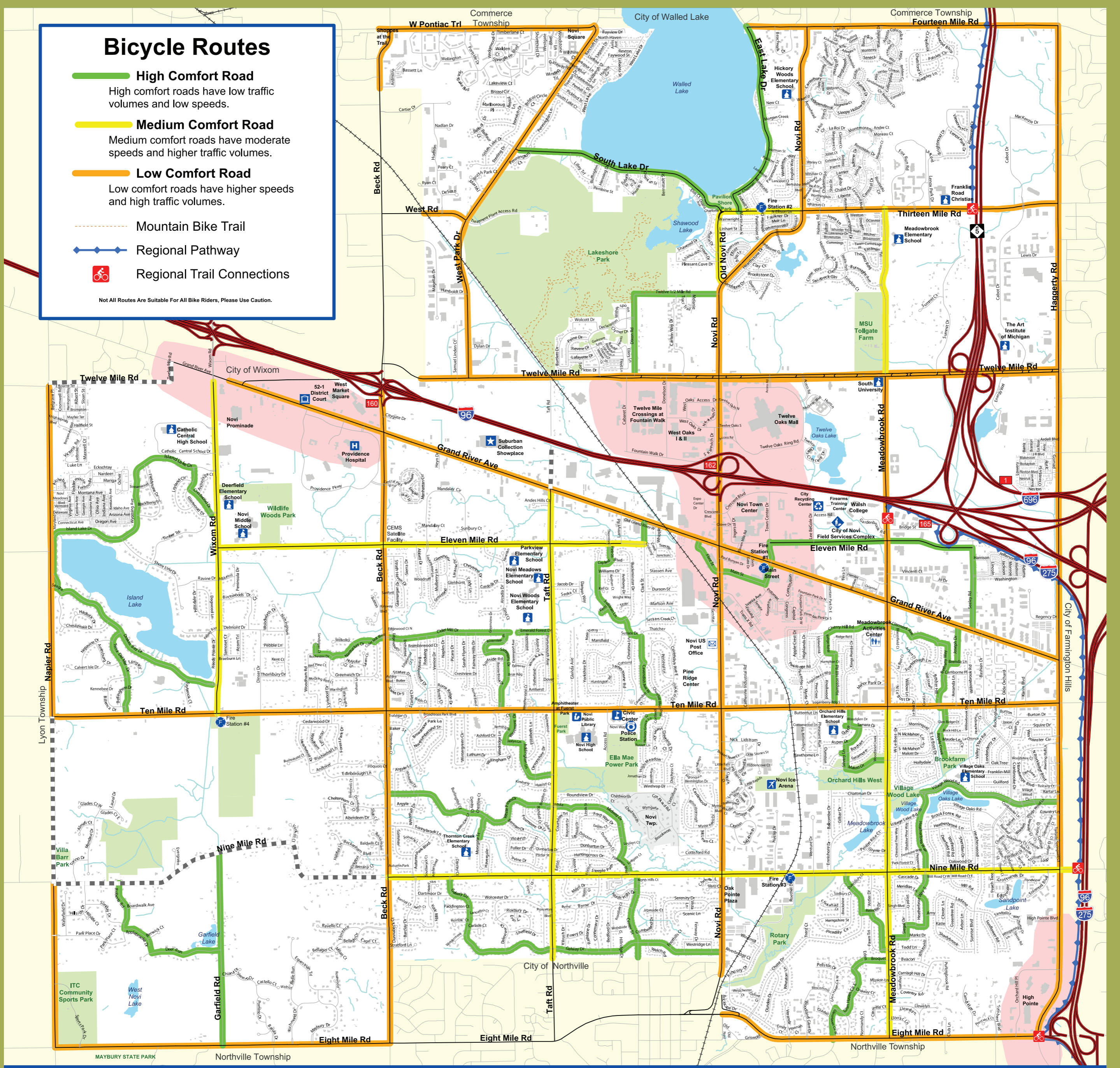




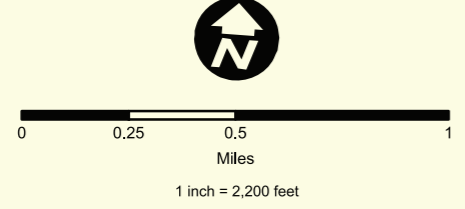
# Bicycle Routes






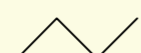

















-  **High Comfort Road**  
High comfort roads have low traffic volumes and low speeds.
-  **Medium Comfort Road**  
Medium comfort roads have moderate speeds and higher traffic volumes.
-  **Low Comfort Road**  
Low comfort roads have higher speeds and high traffic volumes.
-  **Mountain Bike Trail**
-  **Regional Pathway**
-  **Regional Trail Connections**

Not All Routes Are Suitable For All Bike Riders, Please Use Caution.



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



- |   |  |   |  |  |
|---|--|---|--|--|
|  <b>Freeways</b>       |  <b>Building Footprints</b>        |  <b>Civic Center</b> |  <b>Ice Arena</b>                     |  <b>Post Office</b>                   |
|  <b>Major Road</b>     |  <b>Retail Areas</b>               |  <b>Court</b>        |  <b>Library</b>                       |  <b>Recycling</b>                     |
|  <b>Minor Road</b>     |  <b>Parks and Parkland</b>         |  <b>DPS</b>          |  <b>Meadowbrook Activities Center</b> |  <b>School</b>                        |
|  <b>Gravel Streets</b> |  <b>Lakes</b>                      |  <b>Fire Station</b> |  <b>Police Station</b>                |  <b>Suburban Collection Showplace</b> |
|  <b>Railroad</b>       |  <b>Streams &amp; Watercourses</b> |  <b>Hospital</b>     |  |  |