

WALKABLE NOVI COMMITTEE AGENDA

September 21 2017 at 6:00 p.m. Novi Civic Center Mayors Conference Room 45175 W. Ten Mile, Novi, MI 48375 (248) 347-0475

Members: John Avdoulos, Doug Bauss, Brian Burke, Shelley Thomopoulos,

Wayne Wrobel and Ted Zuchlewski

Staff Support: Sri Komaragiri, Planner, Community Development

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

Joey Mathias, Contractual Engineer, Department of Public Services

Dean Reid, Work Leader, Department of Public Services

ROLL CALL

APPROVAL OF AGENDA

AUDIENCE PARTICIPATION

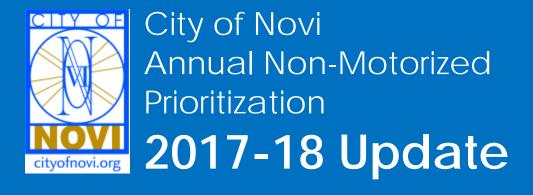
MATTERS FOR DISCUSSION

1. City of Novi Annual Non-Motorized Prioritization 2017-18 Update

COMMUNICATIONS

ADJOURN

Future Meetings: October 19 and December 14





A Working Document for Capital Improvement Plan (CIP) Planning

September xx, 2017 (DRAFT)

ACKNOWLEDGEMENTS

Walkable Novi Committee

Council Members Wayne Wrobel, Chair Brian Burke

Planning Commission Environmental Committee Members John Avdoulos Ted Zuchlewski

Parks, Recreation & Cultural Services Commission Members Doug Bauss Shelley Thomopoulos

For More Information Contact Support Staff

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TABLE OF CONTENTS

Chapter 1: PRC	OCESS OVERVIEW	1
Chapter 2: COI	MPLETED NON-MOTORIZED IMPROVEMENTS (OR UNDER CONSTRUCTION AT TIME OF REPORT)	2
Figure 2.1	2016-2017 Completed Non-Motorized Improvements	2
Table 2.1	2016-2017 Completed Non-Motorized Improvements (or under construction at time of report)	3
Table 2.2	Segments budgeted for construction for year 2018	3
Table 2.3	Previous Years Completed Non-Motorized Improvements (CITY BUILT)	6
Figure 2.2	2006 – 2017- Completed Non-Motorized Improvements by City of Novi by Type in ft (Segments completed by the City of Novi only, not including developer completed segments)	9
Figure 2.3	2006-2017 Completed Non-Motorized Improvements by City of Novi in ft (Segments completed by the City of Novi only, not including developer completed segments)	9
Мар 1	2016-2017 Completed Non-Motorized Improvements	10
Chapter 3: 201	6-17 TOP 20 PRIORITY PATHWAY AND SIDEWALK SEGMENTS	11
Table 3.1	2017-18 Top 20 Priority Pathway and Sidewalk Segments excluding deferred segments	13
Table 3.2	2017-18 Selected Priority Pathway and Sidewalk Segments: deferred until private development occurs	14
Figure 3.1	Total Length of 2017-2018 Priority segments per Sidewalks and Pathways (Segments to be completed by the City of Novi only)	14
Table 3.3	Tier and Tier 2 Categories	15
Map 2	2017-18 Top 20 Priority Pathway and Sidewalk Segments	17
Maps:	2017-2018 Top 20 Priority Pathway and Sidewalk Segments (excluding deferred segments)	18
	Possible Tier 2 Categories For Consideration	19
Table 3.4	Sidewalk Maintenance Estimate	19
Table 3.5	Existing Boardwalks Inventory	21
Chapter 4: NOI	N-MOTORIZED PLAN 2016-2017 UPDATE	23
Table 4.1	Summary of the Proposed Non-Motorized Improvements as of 2016	24
Figure 4.1	Summary of the Proposed Total Non-Motorized Improvements as of 2016 by count	24
Table 4.2:	Proposed Off-Road Recreational Pathways and On-Road Regional Pathway	26
Table 4.3	Proposed Crossings	29
Table 4.4	Proposed Neighborhood Connector Routes	32
Map 3:	Non-Motorized Plan 2016-2017 Update	34
Table 4.5	Proposed Adjacent to Major Roads Pathway and Sidewalk Segments: Tier 1 Category Rankings	35
Table 4.6	Proposed Adjacent to Major Roads Pathway and Sidewalk Segments: Tier 2 Category Rankings	46

Chapter 1: **PROCESS OVERVIEW**

The City of Novi has had a long standing interest in providing an interconnected and comprehensive system of pathways, sidewalks and trails to connect neighborhoods with destinations throughout the City and region. To help ensure that non-motorized improvements are implemented in a logical and beneficial manner, the City of Novi Pathway and Sidewalk Prioritization Analysis and Process (PSPAP) was approved by City Council on November 13, 2006. As such, as part of the 2013-2014 update the process has been renamed the Annual Non-Motorized Prioritization: 2014-2015 Update to better reflect the content and recommendations of the document. As part of 2015-16 update, changes to Tier 1 and 2 Categories have been made and segments ½ mile to 1 mile long are further broken down to smaller lengths.

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

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

The Annual Non-Motorized Prioritization is updated each fall. Data is collected through the year and is current through September 1, 2017, with the exception of completed segments, as any segment under construction at that time was determined to be complete or budgeted for planning purposes. As with previous updates, completed segments were identified, new segments were added and segment ranking was recalculated. Each year, the Community Development Department's Planning and Engineering Staff updates the prioritization analysis and process worksheets and maps for review and approval by the Walkable Novi Committee.

On September 21, 2017, the Walkable Novi Committee members present reviewed and approved the Annual Non-Motorized Prioritization: 2017-2018 Update and recommended forwarding it to the City's Capital Improvement Committee. The committee will then use this document to help identify future segments and non-motorized improvements to be constructed as additional funding becomes available.

Chapter 2: **COMPLETED NON-**MOTORIZED IMPROVEMENTS

This chapter identifies the segments that are completed as of September 01, 2017 or under construction or budgeted for construction for year 2017-18. Since October 2006, about 18.4 miles of public pathways and sidewalks were constructed by the City of Novi and the State of Michigan and private developers completed about 15.8 miles of public pathways and sidewalks in the City.

In the 2016-17 year, the City of Novi installed over 3,259 feet of regional/recreational trails. The amount of developer installed pathways and sidewalks resulted in over 6,480 feet of additional pathways and sidewalks. The City constructed all the segments budgeted for construction last year as planned. They are included as completed segments with this update.

About 14,371 feet of pathways, sidewalks and trails are proposed to be constructed in year 2018. Segments that have been assigned budget for design and construction are identified with this years update. Those are removed from the Prioritization spreadsheet to allow opportunity for other segments. However, these segments are not counted towards completed segments as shown in the graph below.

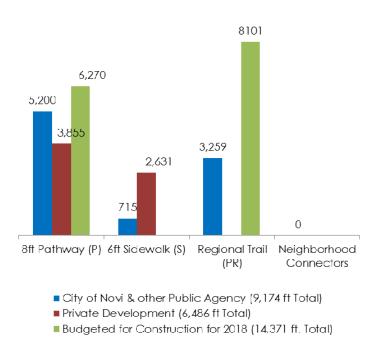
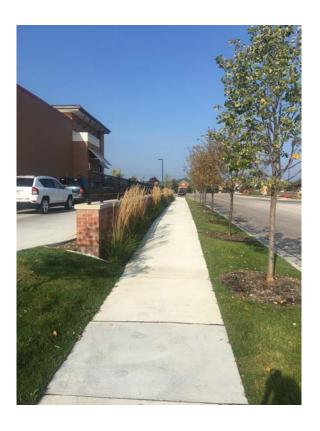


Figure 2.1: 2016-2017 Completed Non-Motorized **Improvements**

			17 (sched last year:			Scheduled for constructio 2018 or under construction	_	
Segment Item #	Section #	Туре	Side of Street/ Other	Location	From	То	Segm Lengt	
Sidewalks	built or un	ider con	struction	by the City				
5037	21, 22	Mid blo	ock crossi	ng	Along Taft Road	between south of Jacob/Ta	aft Knol	ls
4064	31	PR	ITC Spor	ts Center Park	ITC to Eight Mile		3259	
5	3	S	South	Fourteen Mile	Beach Walk	East Lake Drive	535	
105 Part	31	Р	North	Eight Mile	Garfield	Napier	5,200	
10	4	S	east	Beck	K&S Plaza		180	
						2016-17 City of Novi Total		9,174
Sidewalks	built or un	der con	struction	by Private Develo	ppers			
Part 90	26	Р	south	Ten Mile	Maly Dental (ea	ast of Novi)	181	
Part 67	23	Р	south	Grand River	Huntley Manor (west of Meadowbrook)	1033	
Part 31	15	S	south	Twelve Mile	Hino Motors (we	488		
Part 170	4	S	north	West	American Interio	170		
Part 150	17	S	north	Grand River	Godard (west o	f Beck Road)	263	
97C	29	Р	West	Beck	Valencia South	385		
122D?	16	Р	East	Beck	Citygate Marke	tplace	143	
39	17	Р	west	Beck	Everbrook Learr	ning Care	333	
110A	32	P	west	Beck	Dunhill		930	
<u>Part</u> 93A	27	S	north	Nine Mile	Montebello		1380	
20	12	s	west	Haggerty	Autoneum		330	
30part	14	P	west	Meadowbrook	ATI Headquarte	rs	850	
Jopan	• • •	'	West	Weddowbrook	<u> </u>	2016-17 Development Total		6,486
TARIF 2 2·	Seaments	budaete	ed for cor	nstruction for year				
9a	4	S S	South	s for this update) Pontiac Trail	Wedgewood	West Park	2,560	
98 9B	4	S	South	Pontiac Trail	Beck Road	Wedgewood	2,440	
93A								
4004	27 20, 29	S PR	north ITC Corr	Nine Mile idor Trail Phase	Novi Rd. Nine Mile	Plaissance Eleven Mile	1270 8101	
5038	4		1R ock crossi			Geisler Middle School	0101	



Segment 122D: East side of Beck Road, north of Grand River Avenue (Citygate Market Place)



End of segment; possible extension in future



Public sidewalks along newly built road (Everbrook Lane) located west side of Beck Road north of Eleven Mile Road; possible future expansion





Segment 93A: Asphalt pathway north side of Nine Mile Road, west of Novi (Montebello Estates). Pathway is realigned farther from public sidewalk to protect woodlands

Segment Item #	Section #	Туре	Side of Street/ Other	Location	From	То	Segment Length (ft.)
					g developer completed segional/recreational trail	egments	
			otorized Imp		g		
129	1	S	South	Fourteen Mile	Haverhill Farms	Maples of Novi	600
1b	1	S	South	Fourteen Mile	M-5	Haverhill Farms	867
4013	17	RT	N/A	Medilodge Providence	Medilodge	Beck	3,203
4003	31	RT	N/A	ITC Corridor	N. of ITC Sports Center Park	Garfield	5,800
						Total	10,470
2014-15 C	ompleted	Non-Mo	otorized Imp	rovements			
109	32	Р	north	Eight Mile	Garfield	Beck	2,888
27	14	Р	north	Eleven Mile	Pinnacle	Town Center	3,500
89	26	Р	east	Novi Rd.	Ten Mile	Ice Arena	500
76	24	Р	north	Grand River	Seeley	Haggerty	200
69	23	S	south	Eleven Mile	Town Center	Meadowbrook	3,500
5016	28	С			Beck & White Pines/Che	eltenham	
5033	2	С			Meadowbrook	< & Bridge St	
5065	2	С			Twelve Mile & Mea	dowbrook north	
4036	2	NBD	Hickory	Novi Road	East La	ake	1,025
9079	2	NBD	Woods New Ct	East Lake	School		296
						Total	11,90
2013-14 C	ompleted	Non-Mo	otorized Imp	rovements			
16	11	Р	south	Thirteen Mile	Sunshine	Holmes	27
12 part	9	S	north	Twelve Mile	West Park	Liberty Park	33
24	13	S	east	Meadowbrook	Bridge	Eleven Mile	70
73	24	S	east	Meadowbrook	Eleven Mile	Grand River	60
4342	13	RT	regional	Meadowbrook	Twelve Mile	Meadowbrook Business Park	2,24
4349	13	RT	regional	Meadowbrook	Metro trail	Meadowbrook Park	1,56
4350	13	RT	regional	Meadowbrook	Meadowbrook	Park frontage	80
5154	0	С		Nine & Haggerty		NW to NE	crossin
5009		С			Haggerty and	Villagewood	crossin
5054	3	С		Wixom & Glenwood or Deerfield	mid-block crossing and	signal project	crossin
89	26	Р	east	Novi Rd	Ten Mile	Ice Arena	50

145	23	S	north	Ten Mile	Supplier Investment Co	RR	220
						Total	7,230
2012-13	Completed	l Non-M	lotorized Imp	rovements			
92	27	S	west	Novi Rd.	Ten Mile	Nine Mile	2,135
36	16	Р	west	Taft	Eleven Mile	Andes	495
144	23	Р	west	Meadowbrook	Grand River	Cherry Hill	700
145 part	23	S	north	Ten Mile	Catherine Ind. Park	RR	705
4019	25	RT	regional	Brookfarm Park	Ripple Creek	Village Oaks Elem	633
5004		С			Nine Mile and Heathe	rbrae	
5007	24	С	mid-block	Grand River	Seeley	Joseph	crossing
5014	21	С	bike signs	Beck	Cidermill		crossing
5034	31	С	mid-block	Eight Mile	Community Sports Park	N to S	crossing
5035	31	С	mid-block	Eight Mile	Garfield	N to S	crossing
5143	32	С	crosswalks & signals	Beck	Eight Mile		crossing
			a signais			Total	4,668
2011-12	Completed	d Non-M	lotorized Imp	rovements			
145b	23	S	north	Ten Mile	RR	Brookhaven	225
65	23	Р	east	Novi Rd.	Grand River	Ten Mile	3,500
61	22	S	west	Novi Rd.	Cemetery	Pine Ridge Center	3,600
32c	15	S	west	Novi Rd.	West Oaks	N side I-96	876
5007	24	С	striping & signs	Grand River	Seeley	Joseph	crossing
5043	36	С	mid-block	Nine Mile	Sunrise		crossing
						Total	8,201
2010-11	Completed	l Non-M	lotorized Imp	rovements			
83	25	S	north	Nine Mile	Meadowbrook	Haggerty	3,800
15	11	S	south	Thirteen Mile	Novi Rd.	Old Novi Rd.	350
5044	22	С			Novi at Post Office		crossing
146	11	С	west	Old Novi	South Lake	crossing	crossing
						Total	4,150
2009-10	Completed	Non-M	lotorized Imp	rovements			
71	23	S	north	Ten Mile	Hampton Hill	Brookhaven	822
139	25	S	east	Willowbrook	Oaktree	Guilford	400
141	24	С	crossing	Ten Mile	Nilan	SW to NW	crossing
82C	25	S	west	Haggerty	Ten Mile	Dunkin Donuts	220
140	23	С	crossing	Hampton Hill	Ten Mile	NE to NW	crossing
123a	1	RT	regional	M-5 Extension	Fourteen Mile	Thirteen Mile	5,280
						Total	6,722
2008-09	Completed	d Non-M	lotorized Imp	rovements			
59	22	Р	south	Eleven Mile	Taft	Cedar Spring Estates	1,300
125							

75 part	24	Р	north	Grand River	Meadowbrook	Seeley	310
80A	24	S	north	Ten Mile	Meadowbrook	Haggerty	411
82A	25	S	west	Haggerty	Dunkin Doughnuts	Oak Ridge Place	1,180
60A	22	Р	south	Eleven Mile	Clark	Cedar Spring Estates	300
136	21	S	west	Bramblewood	Cidermill	subdivision	210
63	22	S	north	Ten Mile	Wildcat	Taft	1,580
91	26	Р	south	Ten Mile	Meadowbrook	Orchard Hills North	800
96	28	Р	south	Ten Mile	Beck	Broadmoor Park	250
95	28	S	east	Beck	Ten Mile	Baker	300
	36	S	south	Orchard Hills Place	Haggerty	west	375
54, 55 part	20, 29	Р	all	Ten & Beck legs			910
						Total	8,131
2007-08 C	ompleted l	Non-M	otorized In	nprovements			
57	21	S	north	Ten Mile	Roma ridge	Homestead	770
85	26	Р	west	Meadowbrook	Ten Mile	Mallot	1,050
86	26	Р	west	Meadowbrook	Chattman	Nine Mile	2,025
94	28	S	north	Nine Mile	Taft	Beck	640
117	35	Р	west	Meadowbrook	Mission Pines	Mirabella Estates	450
118	35	Р	west	Meadowbrook	Mirabella Estates	Eight Mile	480
						Total	5,415
2006-07 C	ompleted	Non-M	otorized Im	provements			
42	17	S	north	Eleven Mile	Novi Middle School	Beck	3,700
56	21	Р	south	Eleven Mile	Beck	Taft	1,700
						Total	5,400

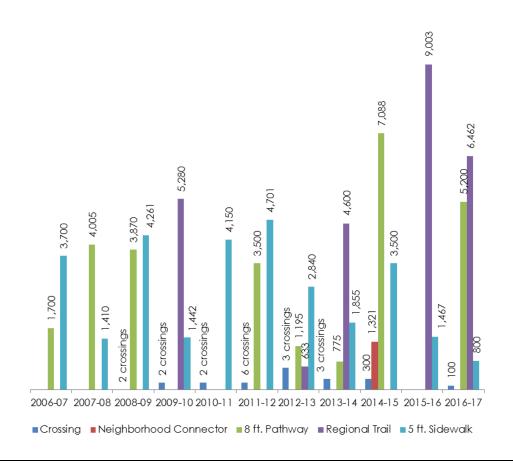


Figure 2.2: 2006 - 2017- Completed Non-Motorized Improvements by City of Novi by Type in ft (Segments completed by the City of Novi only, not including developer completed segments)

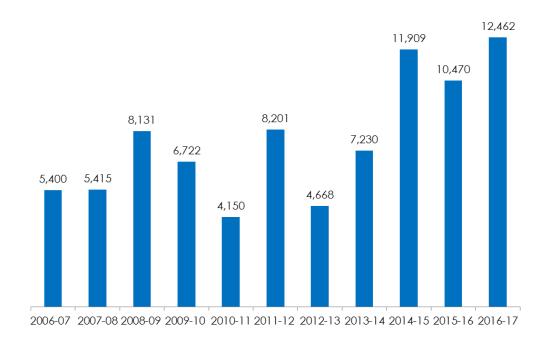


Figure 2.3: 2006-2017 Completed Non-Motorized Improvements by City of Novi in ft (Segments completed by the City of Novi only, not including developer completed segments)

MAP 1 2016-2017 Completed Non-Motorized Improvements

Map 1: 2016-2017 Completed Non-Motorized Improvements Fourteen Mile Rd South Lake Dr Thirteen Mile Rd West Rd 4347 11 12 31 12 31 1834 31 18 Twelve Mile Rd 18 2613 Twelve Mile Rd Grand River Ave 52c 🖁 37a 🧎 Eleven Mile Rd 69 27 2728 69 2<mark>718 52a 52b</mark> 9 78a 75 75 76 78c 78d 90 90145 145 02 Nine Mile Rd 113b 113b 113c 116b 93a 93a 116a

Annual Non-Motorized Prioritization: 2016-2017 Update

- Road Crossings
- Completed or Under Construction Segments

Existing Sidewalks

- Existing Sidewalk
- Existing Pathway

Future Sidewalks

- Proposed Pathway
- Proposed Sidewalk

Existing Off Road Paths & Trails

- Paved Path
- Unpaved Trail
- Mountain Biking Trail



City of Novi

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

Map Author: Keri Blough Date: September 20, 2017 Project: 2017 Non-Motorized Update Version #: 2.1 0.225 0.45 0.9 1.35

Miles

1 inch = 0.66 miles

MAP INTERPRETATION NOTICE

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



Chapter 3: 2017-18 TOP 20 PRIORITY PATHWAY AND SIDEWALK SEGMENTS

The City's Pathway and Sidewalk Prioritization Analysis and Process approved by City Council on November 13, 2006, includes a provision for the annual updating of the Analysis and Process. The Annual Non-Motorized Prioritization is updated each fall. Data is collected through the year and is current through September 1, 2016, with the exception of completed segments, as any segment under construction at that time was determined to be complete or budgeted for planning purposes. As with previous updates, completed segments were identified, new segments were added and segment ranking was recalculated with this update.

Due to intrinsic nature of planning, it is necessary to evaluate the policies as new challenges and questions arise. As part of the evaluation process, staff reviewed the prioritization criteria from various communities to identify additional criteria with 2015-16 update. On September 17, 2015, the Walkable Novi Committee approved the changes recommended by staff after review and discussion Table 3.4 shows the list of revised approved Tier 1 and Tier 2 categories.

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

From the Top 20, construction of Segments 80B, 121A and 121B are deferred until development due to constraints beyond City control. Because of which, segments ranking 21 through 23 are moved up to list of Top 20 Priority segments. Table 3.1 and 3.2 provide further details. Compared to last year, the list of segments did not change significantly. With 2016-17 update, the committee has decided to move Segment 82B, which was identified as a deferred segment in 2015-16 update to the Top 20 segment list. The decision was made because the committee felt the prospects for private development of the site are unlikely in the near future. Engineering department is currently studying this segment to estimate the cost and ease of construction.

For 2017-18, the Top 20 Priority segments (excluding the deferred segments) result in over 7 (37,294 linear feet) miles of proposed pathways and sidewalks. Of them three are less than 400 feet long, five are between 400 to 1,000 feet long, five are between 1,000 and 1,500 feet long, six are over 2,000 feet long and, the longest is 4,300 feet long. Fourteen of the segments are included in the 2017-23

Capital Improvement Plan (CIP) in the CIP projected or forecast to be constructed by 2023. A majority of them (12 segments) are scheduled for 20-21 fiscal year.

Following changes happened since last years update

- 1. Segment 9B is removed as it is budgeted for construction in 2018
- 2. Segment 5 is removed as it is constructed in 2017
- 3. Few of the segments have moved up in ranking as the points increased due to increase in accidents.
- 4. Few of the segments have moved down in ranking as there is a segment that is completed on opposite side of the road or there is potential for private development.
- 5. Few of the segments (93A, 99A, 99B) are no longer part of Top 20 this year as others moved up for reasons stated above.
- 6. Segments 25, 120C, 66, 79 and 64 are new in the Top 20 list with this years update.



Segment 39: Asphalt pathway located west side of Beck Road north of Eleven Mile Road; possible future expansion

Overall Segment Rank	Segment Item #	Section #	lype	Side of Street	Location	From	То	# of Pieces in Segment	Segment Length (ft.) excluding Developer Planned & Completed pieces	Notes
1	81B	23	Р	south	Ten Mile	Willowbrook	Haggerty	1	2,750	20-21
3	120a	36	S	west	Haggerty	Eight Mile	N of Orchard Hill	2	1,390	20-21
4	81A	25	P	south	Ten Mile	Meadowbrook	Willowbrook	1	2,530	20-21
5	39	17	Р	west	Beck	Eleven Mile	Providence	1	767	20-21
6	62	22	S	north	Ten Mile	Eaton Center	Churchill Crossing	1	400	18-19
7	84B	25	S	east	Meadowbrook	Nine Mile	Chattman	1	2,050	20-21
7	93B	27	S	north	Nine Mile	Plaissance	Taft	2	650	18-19
9	119A	36	S	east	Meadowbrook	Nine Mile	Singh Blvd	1	1,300	20-21
10	25	13	S	west	Haggerty	Twelve Mile	section line	2	4,300	
11	82B	25	S	west	Haggerty	Pavilion Ct Apartments	Nine Mile	1	492	
12	70	23	Р	west	Meadowbrook	Eleven Mile	Gateway Village	3	900	20-21
12	119c	36	S	east	Meadowbrook	Eight Mile	N of Llewelyn	1	1,200	20-21
14	119b	36	S	east	Meadowbrook	Singh Blvd	N of Llewelyn	1	1,300	20-21
17	120b	36	S	west	Haggerty	Orchard Hill	High Pointe	1	375	20-21
18	90	26	Р	south	Ten Mile	Novi Rd.	Maly Dental	1	2,319	19-20
19	84A	25	S	east	Meadowbrook	Ten Mile	Chattman	1	2,350	20-21
20	120c	36	S	west	Haggerty	High Pointe	Nine Mile	1	600	
21	66	23	Р	south	Grand River	Sixth Gate	Main Street	2	312	
22	79	24	S	east	Meadowbrook	Ten Mile	Grand River	3	2,000	
23	64	22	S	east	Taft	Ten Mile	Eleven Mile	2	3,840	
otal	l Linear F	eet							37,294	

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

CIP Budget Year **Short Segments**

TAB	TABLE 3.2: 2017-18 Selected Priority Pathway and Sidewalk Segments: deferred until private development occurs											
Overall Segment Rank	Segment Item #	Section #	Туре	Side of Street	Location	From	То	# of Pieces in Segment	Segment Length (ft.) excluding Developer Planned & Completed Pieces	Notes		
1	80B	24	S	north	Ten Mile	Meadowbrook	Willowbrook Estates	1	189			
15	121A	36	Р	south	Nine Mile	Meadowbrook	Sunrise	1	2,900	Previous City		
15	121B	36	Р	south	Nine Mile	Sunrise	Haggerty	1	2,380	Council Action		
									5,469			

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 CIP Budget Year

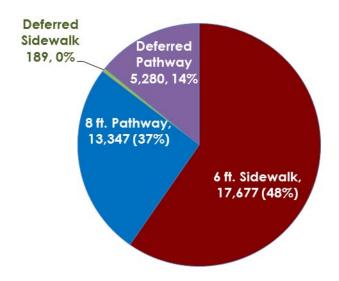


Figure 3.1: Total Length of 2017-2018 Priority segments per Sidewalks and Pathways (Segments to be completed by the City of Novi only)

TABLE 3.3: Tier and Tier 2 Categories

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

TIER 1 CATEGORIES

BICYCLE & PED. ACCIDENTS

- (intersection accidents only included when sidewalk or pathway connection is missing, 1/98 to 9/13)
 - 5 = 1 accident; 10 = 2 accidents; 15 = 3 accidents
 - 20 = 4 or more accidents

TRAFFIC SAFETY

Each segment is given a weightage based on the Counts. The values are then multiplied by a multiplier based on respective speed limits to get the final rating

2 TRAFFIC COUNTS

(ADT) 2010 Non-Motorized MP

0 = < 10K ADT

5 = 10K-20K ADT

10 = >20K ADT

TRAFFIC SPEED

< 30 mph = x 1

35-40 mph = x 1.2

>=45 mph = x 1.5

ACCESS TO SCHOOLS

All three categories are grouped into one to simplify and avoid double counts.

Final rating would be based on number of schools with the same criteria. i.e. # elem & intermediate schools w/in 1 mile and so on)

4.5 = 1 school

3

9 = 2 + schools

w/in 1 mile)

4.5 = 1 school

9 = 2 + schools

(# middle & high schools w/in 2 miles)

4.5 = 1 school 9 = 2+ schools (# private schools over 100 students w/in 2 miles)

4.5 = 1 school 9 = 2+ schools

ACCESS TO PARKS

- 4 (# w/in 1 mile)
 - 4 = 1 park; 8 = 2 + parks

(# elem & intermediate schools

ACCESS TO HOTELS

5 # shopping areas w/in 1 mile) 3.5 = 1 Hotel; 7 = 2+ Hotels

ACCESS TO SHOPPING

- 6 (# shopping areas w/in 1 mile)
- 3.5 = 1 shopping area; 7 = 2+ shopping areas

ACCESS TO PLACES OF WORSHIP

- 8 (# places of worship w/in 1 mile)
 - 3.5 = 1 places of worship; 7 = 2+ places of worship

CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM

3.5 = connected to neighboring sidewalk system

7 = connected to regional trail system

POPULATION SERVED

9

11

0 = low density; 8 = medium density; 16 = high density

SEGMENT COMPLETION

3.5 = 1/2 to 1 mile; 7 = over 1 mile

12 CONSIDERABLE PUBLIC INTEREST

5 = top 15 survey responses, resident petitions & documented segments requested by groups & govt agencies

NON-MOTORIZED MASTER PLAN

13 20 = initial investment

15 = major corridor

TIER 2 CATEGORIES (only Top 20 Tier 1 segments receive tier 2 points)

1 EASE OF CONSTRUCTION (easy/hard)

0 = hard; 8 = medium hard; 16 = easy

RIGHT-OF-WAY AVAILABILITY

2 (based on % available)

0 = 0%; 4.5 = 25%; 9 = 50%; 13.5 = 75%; 18 = 100%

OTHER FUNDING SOURCES

3 (based on % available)

0 = 0%; 4.5 = 25%; 9 = 50%; 18 = 80%+

OPPOSITE SIDE SIDEWALK OR PATHWAY

4 (road < 12,000 ADT & 35 mph < existing or planned with higher priority ranking)

-20 = complete section link; -10 = one direction section link

PRIVATE DEVELOPMENT POTENTIAL

(Positive Points)

8 = little potential

4 = partial potential within 10 years

2 = dev potential within 10 years

0 = SP submitted

EVIDENCE OF EXTENSIVE PEDESTRIAN USE

0 = No Evidence

10 = Worn Path

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

5

6

	MAF	P 2	
2017-18 Top 20 Priority	y Pathway a	and Sidewalk	Segments

Map 2: 2017-2018 Top 20 Priority Pathway and Sidewalk Segments Fourteen Mile Rd South Lake Dr West Rd Twelve Mile Rd Twelve Mile Rd Rank 10 - No. 25 Rank 5 - No. 39 Rank 21 - No. 66 Eleven Mile Rd Rank 12 - No. 70 Rank 23 - No. 64 Rank 22 - No. 79 Rank 6 - No. 62 Rank 18 - No. 90 Deferred - No. 80b Ten Mile Rd Rank 4 - No. 81a Deferred - No. 121a Rank 11 - No. 82b Deferred - No. 121b Rank 7 - No. 84b Rank 9 - No. 119a Rank 20 - No. 120c Rank 16 - No. 93a Rank 17 - No. 120b **Eight Mile Rd**

Annual Non-Motorized Prioritization: 2017-2018 Update

Top 20 Priority Segments

- Top 20 Priority Segments
- Deferred Segments

Existing Sidewalks and Pathways

- Existing Sidewalk
- Existing Pathway

Future Sidewalks and Pathways

- Proposed Pathway
- Proposed Sidewalk

Existing Off Road Paths & Trails

- Paved Path
- Unpaved Trail
- Mountain Biking Trail



City of Novi

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

Map Author: Keri Blough Date: September 19, 2017 Project: 2017 Non-Motorized Update Version #: 3.0

0.225 0.45 0.9 Miles

1 inch = 0.66 miles

MAP INTERPRETATION NOTICE

Map information depicted is not intended to replace or substitute for any official or primary source. This map was intended to meet National Map Accuracy Standards and use the most 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.



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

INSERT MAPS

POSSIBLE TIER 2 CATEGORIES FOR CONSIDERATION

As part of 2017 update, staff reviewed the importance of two components that effect the nonmotorized improvements: maintenance and boardwalks. At July 20, 2017 regular Walkable Novi Committee meeting, staff asked the committee whether to include proximity to boardwalk and maintenance as one of the ranking categories. Upon further discussion, it was determined that it does not generally affect all the segments and is applicable to only a few. The Committee directed the staff to note the missing segments that are adjacent to existing boardwalks as background information.

MAINTAINENCE

Once the non-motorized improvements are constructed, there's a 25 year lifecycle for concrete sidewalk, 20 year asphalt pathway and 15 year lifecycle of boardwalks. These improvements primarily depend on the extent of usage and regular maintenance. The Department of Public Services assigns 20,000 - 40,000 dollars annually out of the local road fund to maintain sidewalks and pathways. In addition, they receive another 10,000 dollars for boardwalk maintenance out of the City's general fund to maintain boardwalks throughout the City. Table 3.4 lists the typical cost estimate for installation, removal and maintenance for various types of non-motorized improvements. The cost may differ with other challenges that we encounter during our or contractor inspections.

Table 3.4: Sidewalk/Pathway and Boardwalk Maintenance Estimate								
	Installation	Removal	Annual Maintenance					
6 feet concrete Sidewalk	\$4.00/\$5.00 Sq. ft.	\$4.70/\$6.00 Sq.ft.	Yearly Budget					
10 foot asphalt pathway	\$76	\$85 ft.	Yearly Budget					
Wooden boardwalk	\$600 ft.	\$40 ft.	Yearly Budget					
Composite boardwalk	\$1,200 ft.	\$45 ft.	Yearly Budget					

Maintenance of Sidewalk/Pathway infrastructures are inspected on a yearly basis, with inspections to include.

- 1. Cracks in concrete/asphalt due to extreme temperature differences, tree roots and damage done by maintenance equipment in winter.
- 2. Frost heaving leading to discontinuity of sidewalk.
- 3. Poor concrete mixes.
- 4. Overhanging vegetation and encroachment.

Maintenance of boardwalks infrastructures are inspected biannually, with inspection to include.

- 1. Replacing rotting or weather checked side rails, landings, decking, balusters, posts and handrails.
- 2. Removing overhanging vegetation and clearing the boardwalks of Phragmites (which is an invasive species) by yearly spraying.
- 3. Installation of two transition plates on each end to abate tripping hazards, if necessary. Transition plates are a temporary fix to a developing problem.

BOARDWALKS

The City of Novi has a considerable amount of regulated wetlands throughout the City. One of our Master Plan goals is to protect and maintain the City's woodlands, wetlands, water features and open space. Our ordinance encourages minimal to no impact to regulated features. Thus, boardwalks play a major role in maintaining the pedestrian connectivity through the regulated wetlands. We have a total of thirty four boardwalks through the City as listed in Table 3.5. Of them, three numbers 4, 9, 34 are not connecting sidewalks one side, and two boardwalks #35 and #27 sidewalks ends. It costs about 27 - 35 dollars per square foot to install a linear foot of boardwalk (including handrails with footing/ pier supports priced separately). Helical piers are in the range of 800 - 1,200 dollars each including support brackets, and are based on a maximum depth of 15'. It costs about 70 – 90 dollars per square feet to remove and reinstall the boardwalk with new lumber and helical piers. The unit pricing is substantially dependent on the site conditions, construction methods, accessibility, and the total size/scope of the desired work.

As is evident from the estimates, removal is more expensive than installation. When a boardwalk does not connect to other pedestrian improvements, it leads to under usage of these structures and may result in removal. In some cases, we have closed access to certain boardwalks from public use to avoid further deterioration. Staff will pay much closer attention to segments, whose completion would serve the purpose of existing boardwalks and avoid expensive removals. City Engineering staff is currently working on researching alternate materials such as composites on handrails, alternatives to balusters, installation techniques using Helical piers and adjustable pilings for boardwalk construction, other than wood to minimize the frequency of maintenance and cost of construction.



Boardwalk # 20: Unsafe boardwalk, located west side Beck, north of Cider Mill

Section No.	Asset ID	#	Location	Street Name	Width	Length in feet (Approx)	Adjacent Future Segment
27	BKS-10008	3	S side 10 W Whitehall Senior Center	10 Mile	8	510	0
22	BKS-10009	4	N of 10 Mile W of Novi Rd	10 Mile	8	178	62
22	BKS-10019	5	N of 10 Mile E of Church Hill Blvd	10 Mile	8	64	0
26	BKS-010034	22	Ten Mile West of Quince Dr	10 Mile	8	304	0
26	BKS-010035	21	Ten Mile East of Pheasant Run	10 Mile	8	231	0
17	BKS-10004	6	North of 11 Mile West of Beck	11 Mile	8	255	0
17	BKS-010023	23	North of 11 Mile East of Wixom	11 Mile (ITC Corridor West of Medilodge)	10	61	0
17	BKS-010026	24	North of 11 Mile East of Wixom	11 Mile (ITC Corridor West of Medilodge)	14	43	0
18	BKS-010036	31	12 Mile West of Wixom Rd	12 Mile Rd (Catholic Central)	8	195	0
35	BKS-10011	1	S of 9 Mile E of Roethel Dr	9 Mile	8	53	0
35	BKS-10012	2	S of 9 Mile at Fire Station #5	9 Mile	8	205	0
20	BKS-10007	10	West side Beck North of Cider Mill	Beck Rd	8	438	0
29	BKS-10013	11	West of Beck North of 9 Mile	Beck Rd	8	430	0
32	BKS-10014	20	West side of Beck South of Bellagio	Beck Rd	8	218	0
16	BKS-10015	9	Beck Rd South of Central Park	Beck Rd	8	164	38
16	BKS-10016	8	Beck Rd South of Vision Spa	Beck Rd	8	223	0
32	BKS-010038	34	Beck South of 9 Mile	Beck Rd	8	24	110b, 112
31	BKS-010037	35	ITC Trail West of Garfield	Garfield	14	529	0
6	BKS-10017	18	North of Grand River E of Beck	Grand River	8	123	0
24	BKS-10002	12	E of Meadowbrook S of Vincenti Ct	Meadowbrook	8	73	0
26	BKS-10010	13	W Meadowbrook N Penton Rise Ct	Meadowbrook	8	34	0
11	BKS-010024	7	West side of Meadowbrook N of 12	Meadowbrook	8	331	0
19	BKS-010027	33	East Side of Napier South of Seaglen Dr	Napier Rd	8	220	0
18	BKS-010028	27	East Side of Napier South of Novi Meadows Blvd	Napier Rd	8	88	44
19	BKS-010030	32	Napier West of Denali Ct	Napier Rd	10	45	0
19	BKS-010032	29	Ten Mile East of Napier	Napier Rd	8	51	0
19	BKS-010033	30	Ten Mile West of Denali Ct	Napier Rd	8	50	0

	Total Linear feet of existing boardwalk					7,751	
27	BKS-010042	36	PD Stairway	Civic Center	10	25	0
19	BKS-010031	26	Napier North of 10 Mile	Napier Rd	10	286	0
18	BKS-10021	TBD	E of Napier N of Knightsbridge	Napier Rd	8	59	0
18	BKS-10018	TBD	E of Napier S of Knightsbridge	Napier Rd	8	597	44
18	BKS-10006	17	West of Wixom South of Island Lake	Wixom Rd	8	258	0
18	BKS-10005	16	West of Wixom next to Lift Station	Wixom Rd	8	72	0
16	BKS-10020	19	West of Taft South of Andes Ct	Taft Rd	8	237	0
2	BKS-010029	28	Fishing Pier at Pavilion Shore Park	Pavilion Shore Park	10	113	0
27	BKS-010025	25	West of Novi SW of Lidstrom	Novi Rd	8	33	0
10	BKS-10001	14	West of Novi North of 12 Mile	Novi Rd	8	423	0
10	BKS-10000	15	West of Novi South of 12 1/2 Mile	Novi Rd	8	504	0



Boardwalk # 9: Dead-end boardwalk, currently closed, located east side of Beck Rd, south of Central Park

Chapter 4: **NON-MOTORIZED PLAN 2016-2017 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. Potential sidewalk and pathway segments that need to be constructed were identified and placed into the "Pathway and Sidewalk Prioritization Worksheet." See Table 4.4 for more details. Tables 4.1 through 4.3 provide an inventory of proposed nonmotorized inventory throughout the City which is not part of the Prioritization spreadsheet. The list includes off-road recreational pathways, neighborhood connector roads and proposed crossing etc. Items that are constructed (or under construction) as of current year of the update are removed from the tables. The construction of these projects are undertaken as part of the road integration projects or as city or other funding sources become available.

- Map 3: Non-Motorized Plan 2016-17 Update
- Table 4.1: Summary of the Proposed Non-Motorized Improvements as of 2016
- Table 4.2: Proposed Off-Road Recreational Pathways and On-Road Regional Pathway
- Table 4.3: Proposed Crossings
- Table 4.4: Proposed Neighborhood Connector Routes
- Table 4.5: Proposed Adjacent to Major Roads Pathway and Sidewalk Segments: Tier 1 Category Rankings
- Table 4.6 Proposed Adjacent to Major Roads Pathway and Sidewalk Segments: Tier 2 **Category Rankings**

TABLE 4.1: Summary of the Proposed Non-Motorized Improvements as of 2016									
Туре	# of Segments/ Crossings	Length (mi.)	Length (ft.)						
Off-Road Recreational Pathways	52	20	106,974						
On- Road Recreational Pathways	9	5.2	27,746						
Dirt Trails to be Paved	7	2.3	12,086						
Crossings	55								
Neighborhood Connector Routes	81	37.9	200,023						
Pathways And Sidewalks Adjacent To Major Roads	124	42.6	224,745						

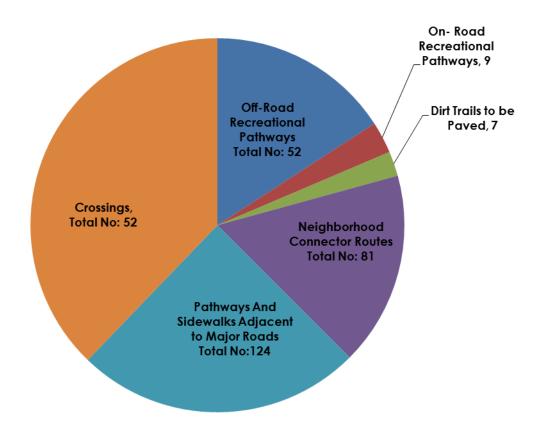


Figure 4.1: Summary of the Proposed Total Non-Motorized Improvements as of 2016 by count



Segment # 4064: Regional pathway connecting the ITC trail at ITC Community sports park to Eightmile road, currently under construstion





Segment # 4064: Connection at the beginning of ITC Trail currenly under construction (left); in 2016 (right)

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

PR=Planned Regional; PP=Planned Paved; PF= Planned Foot Trail; OR=On-Road Regional; DP=Dirt to be paved

Scheduled

Scheduled Segment CIP Budget Year

Segment Item #	Section #	No Mo Phase	Туре	Location	From / To	Length (ft.)	Width (ft)	Surface	Classification	CIP Budget Year or Scheduled Segment Notes
Off-Re	oad [*]	Trails	& Pa	iths						
4064	31	2	PR	ITC Sports Center Park	ITC to Eight Mile	3,259	10	Α	R	17-18 CIP; TAP Grant Awarded
4014	17	3	PP	Wildlife Woods Park	ITC to Wixom	3,393	10	Α	Р	
4077	23	1	PP	Main St path	Capitol to Cherry Hill	779	10	Α	Р	
4296	27	0	PP	Civic Center	Ten Mile to Novi Way	420	5	С	Р	
4002	30	2	PR	Undeveloped Park/ ITC Corridor	Nine to Ten Mile	3,647	10	Α	R	19-20 CIP; Greenway Phase 1B
4295	27	0	PP	Civic Center/ Power Park	Novi Way to play ground	676	5	С	Р	was seg 127B
4030	26	1	PP	Orchard Hills West	Mallot to Chattman	860	10	Α	L	NC-3
4010	3	2	PR	Lakeshore Park	Parking lot to 12 1/2	3,513	10	Α	L	
4011	3	2	PR	Lakeshore Park	West Park to parking lot	5,759	10	Α	R	
4012	15	2	PP	I-96	RR to Meadowbrook	9,677	10	Α	L	
4020	25	2	PP	Village Wood Lake	Meadowbrook to Village Wood	1,147	10	Α	L	
4022	27	2	PP	Power Park	Taft to existing path	1,772	10	Α	Р	
4023	27	2	PP	Power Park	Jonathan to park path	1,079	10	Α	Р	
4028	17	2	PP	Beck to ITC	ITC to Cheltenham	1,878	10	Α	L	
4037	26	2	PP	Orchard Hills West	Meadowbrook to Balcombe	1,804	10	Α	L	
4039	26	2	PP	Novi Ridge Orchard Hills	Balcombe to RR	1,068	10	Α	L	
4040	26	2	PP	Ice Arena	RR to River Oaks	1,540	10	А	L	
4049	4	2	PR	Beck North	Spring Lake to West Park	4,209	10	Α	R	
4050	4	2	PR	The Springs Apartments	Fireside to Beck North	1,256	10	Α	R	
4066	3	2	PR	Lakeshore Park	Parking to South Lake	1,388	10	А	R	
4067	3	2	PR	Lakeshore Park	trail head to	291	10	Α	R	

Legend

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

Surface: C=concrete, A=asphalt, D=dirt Classification: L=local, R=regional, P=park

PR=Planned Regional; PP=Planned Paved; PF= Planned Foot Trail; OR=On-Road Regional; DP=Dirt to be paved

Scheduled Segment

CIP Budget Year

Segment Item #	Section #	No Mo Phase	Type	Location	From / To	Length (ft.)	Width (ft)	Surface	Classification	CIP Budget Year or Scheduled Segment Notes
					parking					
4005	17	3	PP	ITC Corridor	s. Providence to Mid Providence	1,999	10	А	L	
4006	17	3	PP	ITC Corridor	Grand River to 12 Mile	773	10	Α	R	
4007	17	3	PP	Providence Park Hospital	Central Providence to Grand River	1,366	10	А	R	
4015	29	3	PP	Nottingham Woods	Woodworth to ITC	1,777	10	Α	L	
4016	20	3	PP	Mockingbird	Sandpiper to ITC	557	10	Α	L	
4017	22	3	PP	East of Taft Rd.	Kerri to Taft a	1,590	10	Α	L	
4018	22	3	PP	Cedar Springs	Kerri to Taft b	312	10	Α	L	
4021	26	3	PP	River Oaks	Portage Way east boundary	353	10	А	L	
4024	27	3	PP	Dunbarton Pines	midway to Park	2,002	10	Α	L	
4025	11	3	PP	Tollgate Farms	Steinbeck to 12 Mile	4,407	10	Α	L	
4026	21	3	PP	Yorkshire to Taft Rd	Emerald Forest to Taft	767	10	Α	L	
4027	35	3	PP	Chase to Novi Rd.	Novi to Asbury	306	10	Α	L	
4031	2	3	PP	Maples Chateau Estates	Independence to La Roi	1,270	10	Α	L	
4033	27	3	PP	Orchard Ridge Arowon	Greening to Algonquin	787	10	Α	L	
4035	26	3	PP	Whispering Meadows Orchard Hil	Sovoio to Orchard Hills	1,324	10	Α	L	
4038	27	3	PP	Arrowon Pines	Algonquin to Mystic Forest	135	10	Α	L	
4041	26	3	PP	Orchard Hill	Tammera to Aspen	578	10	Α	L	
4042	25	3	PP	Willowbrook	Le Bost to Park	324	10	А	L	
4044	36	3	PP	Haverhill Maples	Collingdale to Kingsley	2,807	10	А	L	
4045	19	3	PP	Knightsbridge Old Dutch	Victoria to Island Lake	2,832	10	Α	L	
4046	22	3	PP	Churchill to Clark	Clark to Thatcher	147	10	Α	L	
4047	15	3	PP	CSX	under 96	403	10	Α	L	

Legend

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

Surface: C=concrete, A=asphalt, D=dirt Classification: L=local, R=regional, P=park

PR=Planned Regional; PP=Planned Paved; PF= Planned Foot Trail; OR=On-Road Regional; DP=Dirt to be paved

	_	

Scheduled Segment

CIP Budget Year

Second Part	March 15 3						3					
11	August 11	Segment Item #	Section #	No Mo Phase	Туре	Location	From / To	Length (ft.)	Width (ft)	Surface	Classification	CIP Budget Year or Scheduled Segment Notes
11	August 11											
March Marc	4052 11 3 PP Tollgate Woods to Vista Sandstone 4053 21 3 PP Walden Simmons Arcadia to Cidermill 4054 22 3 PP Legacy Park 4056 10 Mile to Laurel 2,766 10 A L 4057 22 3 PP Churchill to Novi Rd Thatcher to Novi 1,624 10 A L 4058 22 3 PP Churchill to Novi Rd Thatcher to Novi 1,624 10 A L 4058 22 3 PP Taft Rd GR to 96 1,373 10 A L 4063 16 3 PP Taft Rd GR to 96 1,373 10 A L 4064 116 4 3 PR Portsmouth Pontiac Trail to Spring Lake 1,198 8 A R 4198 30 3 PP Singh Trail 10 to 9 mile 10,106 10 A L 6067 Road Trails & Paths Total 86,006 607 Planned On-Road Regional 608 4341 11 3 OR Meadowbrook E side 12 to 13 Mile 5,117 10 A R 6184 11 3 OR West Park W. side West to 12 Mile 4,982 10 A R 6184 16 3 OR Beck E. side GR north 250 ft 250 10 A R 6184 17 3 OR Beck E. side GR north 250 ft 250 10 A R 6184 17 3 OR Beck E. side Providence to Grand River Grand River Grand River Side Side Side Providence to Grand River Side Side Side Side Providence to Grand River Side Side Side Side Side Side Side Side	4048	15	3	PP	I-96	Taft to RR	2,065	10	Α	L	
August A	August 1	4051	11	3	PP	Tollgate Woods	Steinbeck to west	164	10	Α	L	
August A	August A	4052	11	3	PP	Tollgate Woods to Vista		646	10	А	L	
4055 22 3 PP Churchill to Novi Rd Thatcher to Novi 1,624 10 A L 4063 16 3 PP Taft Rd GR to 96 1,373 10 A L 4116 4 3 PR Portsmouth Pontiac Trail to Spring Lake 1,198 8 A R 4198 30 3 PP Singh Trail 10 to 9 mile 10,106 10 A L Coff-Road Trails & Paths Total 86,006 Planned On-Road Regional 4340 12 2 OR Thirteen Mile S. side M-5 to Meadowbrook E. side 12 to 13 Mile 5,117 10 A R 4341 11 3 OR Meadowbrook E. side 12 to 13 Mile 5,117 10 A R 4348 16 3 OR Beck E. side GR north 250 ft 250 10 A R 4343 17 3 OR Eleven Mile N. side ITC to Wixom 2,550 10 A R 4344 19 3 OR Wixom W. side Providence to Grand River Grand River Grand River Grand River Seven Mile S. side North 250 ft 10 A R 4351 19 3 OR Wixom W. side Providence to Grand River Seven Mile S. side North 250 ft 10 A R 4368 16 3 OR Beck E. side Providence to Grand River Seven Mile S. side North 250 ft 10 A R 4379 16 3 OR Beck E. side Bank, I-96, West 4,488 10 A R 4381 19 3 OR Beck E. side Bank, I-96, West 4,488 10 A R 4382 Was seg 48 4383 17 3 OR Beck E. side Bank, I-96, West 4,488 10 A R 4384 19 3 OR Beck E. side Bank, I-96, West 4,488 10 A R 4385 19 3 OR Beck E. side Bank, I-96, West Alas 10 A R 4386 19 3 OR Beck E. side Bank, I-96, West Alas 10 A R 4387 19 3 OR Beck E. side Bank, I-96, West Alas 10 A R 4388 10 A R 4388 10 A R 4389 10	4055 22 3 PP Churchill to Novi Rd Thatcher to Novi 1,624 10 A L 4063 16 3 PP Taft Rd GR to 96 1,373 10 A L 4116 4 3 PR Portsmouth Pontlac Trail to Spring Lake 1,198 8 A R 4198 30 3 PP Singh Trail 10 to 9 mile 10,106 10 A L Off-Road Trails & Paths Total 86,006 Planned On-Road Regional 4340 12 2 OR Thirteen Mile S. side Meadowbrook 2,817 10 A R 4341 11 3 OR Meadowbrook E. side 12 to 13 Mile 5,117 10 A R 4345 9 3 OR West Park W. side West to 12 Mile 4,982 10 A R 4348 16 3 OR Beck E. side GR north 250 ft 250 10 A R 4348 17 3 OR Eleven Mile N. side IIC to Wixom 2,550 10 A R 4344 19 3 OR Wixom W. side For Official River Cand River Cand River (Cand River Sold River	4053	21	3	PP			1,137	10	А	L	
4063 16 3 PP Taft Rd GR to 96 1,373 10 A L 4116 4 3 PR Portsmouth Pontiac Trail to Spring Lake 1,198 8 A R 4198 30 3 PP Singh Trail 10 to 9 mile 10,106 10 A L Coff-Road Trails & Paths Total 86,006 Planned On-Road Regional Metro Connector Phase 4341 11 3 OR Meadowbrook E side 12 to 13 Mile 5,117 10 A R 4345 9 3 OR West Park W. side West to 12 Mile 4,982 10 A R 4348 16 3 OR Beck E. side GR north 250 ft 250 10 A R 4349 17 3 OR Beck E. side Grand River 2,200 10 A R 4340 17 3 OR Wixom W. side Troil to Wixom 2,550 10 A R 4341 17 3 OR Beck E. side Grand River 590 ft N. of Ten Mile 500 ft 10 Eleven Mile 5,511 North 10 North	4063 16 3 PP Taft Rd GR to 96 1,373 10 A L 4116 4 3 PR Portsmouth Pontiac Trail to Spring Lake 1,198 8 A R 4198 30 3 PP Singh Trail 10 to 9 mile 10,106 10 A L Off-Road Trails & Paths Total 86,006 Planned On-Road Regional 4340 12 2 OR Thirteen Mile S. side Meadowbrook E. side 12 to 13 Mile 5,117 10 A R 4341 11 3 OR Meadowbrook E. side 12 to 13 Mile 5,117 10 A R 4348 16 3 OR Beck E. side GR north 250 ft 250 10 A R 4348 17 3 OR Beck E. side Providence to Grand River 500 ft N. of Ten Mile C Grand River 500 ft N. of Ten Mile 10 Fen Mile	4054	22	3	PP	Legacy Park	10 Mile to Laurel	2,766	10	Α	L	
4116	Pontiac Trail to Spring Lake 1,198	4055	22	3	PP	Churchill to Novi Rd	Thatcher to Novi	1,624	10	А	L	
A	A	4063	16	3	PP	Taft Rd	GR to 96	1,373	10	Α	L	
March State March Marc	Note	4116	4	3	PR	Portsmouth		1,198	8	Α	R	
Planned On-Road Regional Planned On-Road Regional Planned On-Road Regional Planned On-Road Regional Planned On-Road Regional Total Planned On-Road Region	Planned On-Road Regional	4198	30	3	PP	Singh Trail	10 to 9 mile	10,106	10	А	L	
19-20	19-20 Metro Connector Phase 2 Matrix Madowbrook 2,817 10 A R Metro Connector Phase 2 Metro Connector P	Off-Ro	ad Tra	ails &	Paths	Total		86,006				
4340 12 2 OR Inirteen Mile S. side Meadowbrook 2,817 10 A R Metro Connector Phase 4341 11 3 OR Meadowbrook E. side 12 to 13 Mile 5,117 10 A R 4345 9 3 OR West Park W. side West to 12 Mile 4,982 10 A R 4348 16 3 OR Beck E. side GR north 250 ft 250 10 A R 4343 17 3 OR Eleven Mile N. side ITC to Wixom 2,550 10 A R 4344 19 3 OR Wixom W. side Providence to Grand River 2,200 10 A R 4344 19 3 OR Wixom W. side Ten Mile 590 ft north 590 10 A R 4347 9, 16 3 OR Beck E. side & 12 Mile S. side Bank, I-96, West Park 4,488 10 A R was seg 151 & 161 Planned On-Road Regional Total 27,746 <th> Metro Connector Phase 2 Meadowbrook 2,817 10 A R Metro Connector Phase 2 </th> <th>Plann</th> <th>ed Or</th> <th>n-Roa</th> <th>ad Re</th> <th>gional</th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th>	Metro Connector Phase 2 Meadowbrook 2,817 10 A R Metro Connector Phase 2	Plann	ed Or	n-Roa	ad Re	gional						
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Planned On-Road Regional Total 27,746	Planned On-Road Regional Total 27,746	4351		3	OR		north	590	10	Α	R	was seg 48
Dirt Trails to be Paved 4297 27 2 DP Power Park 1,185 10 A P	Dirt Trails to be Paved 4297 27 2 DP Power Park 1,185 10 A P 4298 27 2 OR Power Park 853 10 A P	4347	9, 16	3	OR			4,488	10	Α	R	was seg 151 & 161
4297 27 2 DP Power Park 1,185 10 A P	4297 27 2 DP Power Park 1,185 10 A P 4298 27 2 OR Power Park 853 10 A P	Planne	ed On	-Roa	d Reg	ional Total		27,746				
	4298 27 2 OR Power Park 853 10 A P	Dirt Tra	ails to	be F	aved			-				
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	4299 35 3 OR Rotory Park 3,294 10 A P	4298	27	2	OR	Power Park		853	10	Α	Р	
4299 35 3 OR Rotory Park 3,294 10 A P		4299	35	3	OR	Rotory Park		3,294	10	Α	Р	

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

PR=Planned Regional; PP=Planned Paved; PF= Planned Foot Trail; OR=On-Road Regional; DP=Dirt to be paved

Scheduled Segment

CIP Budget Year

Segment Item #	Section #	No Mo Phase	Туре	Location	From / To	Length (ft.)	Width (ft)	Surface	Classification	CIP Budget Year or Scheduled Segment Notes
4300	35	3	OR	Chase Farms		596	10	ΑP		
4301	35	3	OR	Rotory Park		2,577	10	ΑP		
4302	35	3	OR	Chase Farms		2,831	10	ΑP		
4303	35	3	OR	Rotory Park		750	10	ΑP		
Dirt Tra	Dirt Trails To Be Paved Total									

TABLE 4.3: P	roposed (Crossings		
Crossing Item #	No Mo Phase	Proposed	Location	Notes
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	
5142	0	ramps crosswalks	Ten Mile & Churchill	NW to SW & NE to SE previously identified in PSPAP with ADA
5024	1	crosswalk & signals	Twelve Mile & Donelson	
5026	1	crosswalk & signals	Twelve Mile & Cabaret	
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

Crossing	No Mo	Proposed	Location	Notes
5027	Phase 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	
5030	2	ramps signs	Garfield & ITC path	
5039	2	bike cossing 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
5002	3	mid-block	Nine Mile west of Center	signage, ramps and crosswalk with neighborhood connector route seg 9128 mid block crossing with road project
5003	3	mid-block	Nine Mile & Ennishore	signage, ramps and crosswalk with local path seg 3034 or neighborhood connector route seg 9058 mid block crossing with road project
5005	3	mid-block	Ten Mile west of Ripple Creek	with neighborhood connector route seg 9124
5006	3	mid-block	Ten Mile & Hampton Hill	with neighborhood connector route seg 9007 & 9070
5008	3	crosswalk & signs	Thirteen & Plateau	with neighborhood connector route 9052
5010	3	mid-block	Meadowbrook & Marks	signage, ramps and crosswalk and crosswalk with neighborhood connector route seg 9043 o 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 roa 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

Crossing Item #	No Mo Phase	Proposed	Location	Notes
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
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
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	Completed. New traffic signal & non-motorized mid-block crossing
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

Segme nt Item	No Mo Master	Location	From/To	Length Notes
9067	Plan Priority 0	Algonquin Little Falls	Little Rapids west	(ft.) 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
9009	0	Jonathan	High Meadow to west end	297
9031	0	Village Wood	Heatherbrie to School	876
9049	0			
9049	0	Village Wood White Pine	School to Haggerty Taft to Moorgate	3,720 2,778
9006	0	White Pine		3,488
9009	1		Beck to Moorgate Taft to Devonshire	602
9034 9019		Addington Addington Jaslyn	Westmont 10 to Devonshire	2,917
9123		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

Segme nt Item	No Mo Master Plan Priority	Location	From/To	Length (ft.)	Notes
7 9134	2	Arcadia	Cordoba to west end	1,675	
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	Cresentwood 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	
		Woodworth	· · · · · · · · · · · · · · · · · · ·	,	

MAP 3: Non-Motorized Plan 2016-2017 Update

Map 3: Non-Motorized Plan 2016-2017 Update Fourteen Mile Rd South Lake Dr West Rd Twelve Mile Rd Twelve Mile Rd Rank 10 - No. 25 Rank 5 - No. 39 Rank 21 - No. 66 Eleven Mile Rd Rank 12 - No. 70 Rank 23 - No. 64 Rank 22 - No. 79 Rank 6 - No. 62 Rank 18 - No. 90 Ten Mile Rd Rank 11 - No. 82b Rank 7 - No. 84b Rank 9 - No. 119a Rank 20 - No. 120c Rank 16 - No. 93a **Eight Mile Rd**

Annual Non-Motorized Prioritization: 2016-2017 Update

- Proposed Crossing Improvement
- Proposed Paved Path
- Proposed Unpaved Path
- Proposed Neighborhood Connector Route
- Top 20 Priority Segments

Existing Sidewalks and Pathways

- Existing Sidewalk
- Existing Pathway

Future Sidewalks and Pathways

- Proposed Pathway
- Proposed Sidewalk

Existing Off Road Paths & Trails

- Paved Path
- Unpaved Trail
- Mountain Biking Trail



City of Novi

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

Map Author: Keri Blough Date: September 19, 2017 Project: 2017 Non-Motorized Update Version #: 3.0

0.225 0.45 0.9 Miles

1 inch = 0.66 miles

MAP INTERPRETATION NOTICE

Map information depicted is not intended to replace of 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.



ABLE -	4.5: Pro	posed	Adjacen	nt to M	lajor Roads Path	way and Sidewalk Segi	ments: Tier 1 Category	Rankin	ngs				y & sidewalk segm e ranked by the Ti									ootential serv	ice benef	its to
										TIER 1	CATEGORIES					,								
				1	Location	From	То		Segment Length (ft.) excluding Developer Planned & Completed Pieces	Notes	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk on pathway connection is missing (1/98 to	IRAFIC SAFTY (ADT) 2010 Non-Motorized MP & Traffic Speed	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN		
										70					point	s available	per catego	ory						
NT RANK			P= 8 ft. pathway		opposite side of be critical for	th pathways or sidewal f the street - note that t system connectivity & separately for connec	these segments may must be analyzed	ment	ents (400 ft or less)	sar Scheduled Segment	5 points = 1 accident 10 = 2 accidents 15 = 3 accidents 20 = 4 or	0 = <10K ADTs", 5 = 10K- 20K ADTs 10 = >20K ADTs Then	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	3.5 = 1 hotel 7 = 2+ hotel s	3.5 = 1 shoppi ng area 7 = 2+ shoppi ng	3.5 = 1 places of worship 7 = 2+ places of	3.5 = connecte d to neighbori ng sidewalk system	0 = low density 8 = medium density 16 = high	3.5 = 1/2 to 1 mile 7 = over 1 mile	5 = top 15 survey responses , resident petitions & documen	20 = initial investme nt 15 = major corridor	INTS	
SEGMENT	nt Item #	±=	sidewalk Street	100	opposite side of be critical for sys	higher ranking segme the street - note that the stem connectivity & mu	nese segments may	Pieces in Segn	Short Segm	Budget Yea	more accidents	multiplied by 1<35mph, 1.2 for 35- 40mph &				areas	worship	7 = connecte d to regional trail	density		ted segments requeste d by groups &		TOTAL TIER 1 POINTS	
	7	. sidewall	S = 6 ft. k	pathwa				ō		a S		1.5 for >=45 mph						system			govt agencies		.01	
gend	Seg Seg Sho	. sidewall ments wi ments wi ort Segme	9 B K P= 8 ft. γ ith pathwaith a higher ents (400 f	pathwa vays or : her rank	ay sidewalks on most of ding segment plann ss)	of the opposite side of the need for the opposite side o		egment: ese segn	s may be critica ments may be cr get Year	ol for system ritical for sy Defe	ystem connectivity &	mph st be analyzed se must be analyze	ed separately for con	nectivity	0	7	7		14	7	agencies	20		
jend	Seg Seg Sho	. sidewall ments wi ments wi ort Segme	w w w w w w w w w w w w w w w w w w w	pathwa vays or : her rank ft. or les	ay sidewalks on most of king segment plann ss) Ten Mile	of the opposite side of the ned for the opposite side of Scheduled Segment Willowbrook	of the street - note that the	egment: ese segn	s may be critica ments may be cr get Year 2,750	I for syster.	ystem connectivity & arred until construction	mph st be analyzed see must be analyze n 7.5	ed separately for con	nectivity 8	0	7	7	3.5	16	7	agencies 5	20	110	
	Seg Seg Sho	. sidewall ments wi ments wi ort Segme	9 B K P= 8 ft. γ ith pathwaith a higher ents (400 f	pathwa vays or : her rank ft. or les	ay sidewalks on most of ding segment plann ss)	of the opposite side of the need for the opposite side o	of the street - note that the	egment: ese segn	s may be critica ments may be cr get Year	ol for system ritical for sy Defe	ystem connectivity &	mph st be analyzed se must be analyze	ed separately for con	nectivity	0	7 7	7 7		16	7 7	agencies	20 20		
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E 4.5: Pr	ropose	ed Adjacent	o Major Roads Path	nway and Sidewalk Seg	ments: Tier 1 Categor	y Rankings				y & sidewalk segm re ranked by the Ti									potential serv	
							TIER 1	CATEGORIES												
			Location	From	То	Segm Length exclud Develo Planne Comple Piece	(ft.) ng oer d & ted	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to	TRAFIC SAFTY (ADT) 2010 Non-Motorized MP & Traffic Speed	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN	
									'			points	s available	per categ	ory					
		P= 8 ft. pathway	opposite side o	with pathways or sidewal of the street - note that t or system connectivity & separately for connec	hese segments may must be analyzed	ment	Scheduled	5 points = 1 accident 10 = 2 accidents 15 = 3 accidents 20 = 4 or	0 = <10K ADTs", 5 = 10K- 20K ADTs 10 = >20K ADTs Then	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	3.5 = 1 hotel 7 = 2+ hotel s	3.5 = 1 shoppi ng area 7 = 2+ shoppi ng	3.5 = 1 places of worship 7 = 2+ places of	3.5 = connecte d to neighbori ng sidewalk system	0 = low density 8 = medium density 16 = high	3.5 = 1/2 to 1 mile 7 = over 1 mile	5 = top 15 survey responses , resident petitions & documen	20 = initial investme nt 15 = major corridor	VIS
t Item #	#6	ewalk	opposite side o	a higher ranking segme f the street - note that th ystem connectivity & mu	nese segments may	Pieces in Segmi	CIP Budget Year	more accidents	multiplied by 1<35mph, 1.2 for 35- 40mph &				areas	worship	7 = connecte d to regional trail	density		ted segments requeste d by groups & govt		TOTAL TIER 1 POINTS
Segment Se 6 f	ft. sidev	walk P= 8 ft. pa	separately for o	Connectivity		of Pie	ō		1.5 for >=45 mph						system			agencies		7
See Sh	gments gments nort Seg	walk P= 8 ft. pa	s or sidewalks on mos ranking segment plan or less)	t of the opposite side of the uned for the opposite side c	of the street - note that t	segments may be these segments may	be critical for be	system connectivity erred until constructi	mph ust be analyzed se must be analyze on	ed separately for cor	nnectivity	0	2.5	7		0	0	agencies	20	
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See	29 3 17 23 16 15 23 26 36 36	walk P= 8 ft. pa walk P= 8 ft. pa ss with pathway ss with a higher perments (400 ft.	Ten Mile West Park Beck Grand River Beck Novi Rd. Grand River Nine Mile Haggerty	t of the opposite side of the med for the opposite side of Scheduled Segment 400' E of Lynwood Bristol Corners across 96 Town Center Eleven Mile I-96 north side Funeral Home Meadowbrook City limits	Beck Pontlac Trail Amstaff building Grand River I-96 south side Meadowbrook Venture Taco Bell	segments may be- hese segments may CIP Budget Year 1 1,100 3 2,100 1 1,346 1 830 2 2,100 1 1,612 1 800 1 2,100 1 520	be critical for system to be critical for system to be critical for system to be critical for the beautiful for the beautiful for system to be critical for system to be criti	system connectivity erred until constructi 5 20 5 10 15 10 0 10	mph sst be analyzed se & must be analyze on 7.5 0 15 7.5 15 7.5 0 15	9 9 9 9 9 9 9 9 9 0	4 4 4 0 0 4 0 0 0 8 0 0	0 0 7 3.5 7 3.5 0	3.5 7 7 3.5 7 7 3.5 7	0 0 3.5 0 0 3.5 7	0 3.5 0 0 0 0 0	16 0 16 8 0 16 16	7 7 7 7 7 7 7 7 7	5 5 5 0 0 5 0	0 15 0 0 0 0 0	69 68 67 67 65 65 63.5 62.5
998 6 169 72 38 32a 68 87 153 97C	29 3 17 23 16 15 23 26 36 29	walk P= 8 ft. pa walk P= 8 ft. pa ss with pathway ss with a higher personal	Ten Mile West Park Beck Novi Rd. Grand River Nine Mile Haggerty Beck	t of the opposite side of the uned for the opposite side of Scheduled Segment 400' E of Lynwood Bristol Corners across 96 Town Center Eleven Mile I-96 north side Funeral Home Meadowbrook City limits Iriquois	Beck Pontiac Trail Amstaff building Grand River 1-96 south side Meadowbrook Venture Taco Bell Ten Mile	segments may be these segments may be these segments may be these segments may a 2,100 1 1,346 1 830 2 2,100 1 1,612 1 800 1 2,100 1 520 1 990	De 20-21	5 20 5 10 15 15 10 10 10 15 10 10 10 10 10 10 10 10 10 10 10 10 10	mph sst be analyzed se & must be analyze on 7.5 0 15 7.5 15 7.5 0 15 7.5 7.5 0 15 7.5	9 9 9 9 9 9 9 9 9 9	4 4 4 0 0 4 0 0 8 0 4 4	0 0 7 3.5 7 3.5 0 0	3.5 7 7 3.5 7 7 3.5 7 3.5	0 0 3.5 0 0 3.5 7 0	0 3.5 0 0 0 0 7 7	16 0 16 8 0 16 16 16	7 7 7 7 7 7 7 7 7 7 7	5 5 5 0 0 5 0 5	0 15 0 0 0 0 0	69 68 67 67 65 65 63.5 62.5 62.5

^{40 |} Annual Non-Motorized Prioritization: 2017-2018 Update DRAFT

E 4.5: Pr	ropos	sed Adjacen	to Major Roads Pat	hway and Sidewalk Segr	nents: Tier 1 Categor	ry Rankings	the ci			y & sidewalk segm e ranked by the Ti									potential sen	rice benef
			Location	From	То	Segme Length (excludi Develop Plannec Complei Piece	ft.) ng per I & ted	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to	TRAFFIC SAFETY (ADT) 2010 Non-Motorized MP & Traffic Speed	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN	
						Fiece						points	s available	e per categ	ory					
		P= 8 ft. pathway	opposite side	with pathways or sidewall of the street - <i>note that it</i> or system connectivity & separately for connect	hese segments may must be analyzed	rent ents (400 ft or less)	Scheduled Segment	5 points = 1 accident 10 = 2 accidents 15 = 3 accidents 20 = 4 or	0 = <10K ADTs", 5 = 10K- 20K ADTs 10 = >20K ADTs Then	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	3.5 = 1 hotel 7 = 2+ hotel s	3.5 = 1 shoppi ng area 7 = 2+ shoppi ng	3.5 = 1 places of worship 7 = 2+ places of	3.5 = connecte d to neighbori ng sidewalk system	0 = low density 8 = medium density 16 = high	3.5 = 1/2 to 1 mile 7 = over 1 mile	5 = top 15 survey responses , resident petitions & documen	20 = initial investme nt 15 = major corridor	NTS
egment Item #	# uoi	= 6 ft. sidewalk Pide of Street	opposite side	a higher ranking segmen of the street - note that the system connectivity & mu connectivity	ese segments may	Pieces in Segm	CIP Budget Yea	more accidents	multiplied by 1<35mph, 1.2 for 35- 40mph & 1.5 for >=45				areas	worship	7 = connecte d to regional trail system	density		ted segments requeste d by groups & govt		TOTAL TIER 1 POINTS
S	ft. side	ewalk P= 8 ft. p	athway			of P	0		mph									agencies		=
Sei	gmen gmen nort Se	ewalk P= 8 ft. p onts with pathwa onts with a higher egments (400 ft	ys or sidewalks on mo ranking segment pla or less)	st of the opposite side of the nned for the opposite side of Scheduled Segment	f the street - note that t	segments may be conhese segments may	ritical for syste	system connectivity a	mph ist be analyzed se must be analyze on		-	3.5	3.5	0		0	7		0	
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⁴² Annual Non-Motorized Prioritization: 2017-2018 Update DRAFT

BLE -	4.5: Pro	oposed	I Adja	cent to	Major Roads Path	way and Sidewalk Segr	ments: Tier 1 Category F	ankings				ny & sidewalk segm re ranked by the Ti									ootential serv		ts to
									TIER 1	CATEGORIES													
					Location	From	То	Segmen Length (fit excluding Develope Planned . Complete Pieces) 	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to	IRAFFIC SAFETY (ADT) 2010 Non-Motorized MP & Traffic Speed	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile) (# middle & high schools within 2 miles) (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN		
									75					point	s available	e per catego	ory						
IT RANK			P= 8 ft. pathway		opposite side of be critical for	th pathways or sidewal f the street - <i>note that ti</i> system connectivity & separately for connect	these segments may must be analyzed	ment nents (400 ft or less)	Scheduled Segment	5 points = 1 accident 10 = 2 accidents 15 = 3 accidents 20 = 4 or	0 = <10K ADTs", 5 = 10K- 20K ADTs 10 = >20K ADTs Then	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	3.5 = 1 hotel 7 = 2+ hotel s	3.5 = 1 shoppi ng area 7 = 2+ shoppi ng	3.5 = 1 places of worship 7 = 2+ places of	3.5 = connecte d to neighbori ng sidewalk system	0 = low density 8 = medium density 16 = high	3.5 = 1/2 to 1 mile 7 = over 1 mile	15 survey responses , resident petitions & documen	20 = initial investme nt 15 = major corridor	NTS	
. SEGMENT	egment Item #	#	sidewalk P	of Street	opposite side of be critical for sys	higher ranking segmenthe street - note that the stem connectivity & mu	nese segments may	in Seg rt Segr	Budget Yea	more accidents	multiplied by 1<35mph, 1.2 for 35- 40mph &				areas	worship	7 = connecte d to regional trail	density		ted segments requeste d by groups &		TOTAL TIER 1 POINTS	4 4 4
	d S= 6 ft	t. sidewa		9 pg 8 ft. pathv	-		s attract. In page that there are	of Pie	a o	m connectivity 6 my	1.5 for >=45 mph	on crotch for connection	th site o				system			govt agencies		TOT	
gend	Seg Seg Sho	t. sidewa gments w gments w	with pa	8 ft. pathw athways o higher rar 400 ft. or l	way or sidewalks on most - nking segment planr dess)	of the opposite side of the seed for the opposite side o		mments may be crive segments may be P Budget Year	ical for syste	system connectivity & erred until construction	1.5 for >=45 mph st be analyzed se must be analyzed on	ed separately for con	nnectivity							agencies			
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gend	Seg Seg Sho	gments wort Segments 15	with particular shapes of the state of the s	8 ft. pathv athways o higher rar 400 ft. or I west	way or sidewalks on most nking segment planr less) Novi Rd.	of the opposite side of the sed for the opposite side of scheduled Segment	of the street - note that these Crescent Bridge Henning	P Budget Year 240 2,800	cal for syste	system connectivity & erred until construction	1.5 for >=45 mph st be analyzed se must be analyzed on 15	ed separately for con	onectivity 0	-			0			agencies agencies		50	6
gend	Seg Seg Sho	gments wort Segments 15	with particular shapes of the state of the s	west south	way or sidewalks on most and inking segment plann less) Novi Rd. Meadowbrook South Lake	of the opposite side of the seed for the opposite side of Scheduled Segment 1-96 Twelve Mile Elm	of the street - note that these Crescent Bridge Henning	paments may be crite as egments may be 2 Budget Year 240 1,750 2,800 2,435	cal for syste	system connectivity & erred until construction of the system of the syst	1.5 for >=45 mph st be analyzed se must be analyzed on 15 7.5	9 9	0 0	3.5	7 3.5	3.5	0 7 0	0	7	5 0	0	50 49.5 49.5	6
gend	Seg Seg Sho	t. sidewa gments w gments w ort Segm 15 14 3	with passes of the second seco	by St. pathways of higher rar 400 ft. or I west west south north	way or sidewalks on most - nking segment plant less) Novi Rd. Meadowbrook South Lake Twelve Mile	of the opposite side of the sed for the opposite side of scheduled Segment I-96 Twelve Mile Elm West Park	of the street - note that these Concepts Bridge Henning Liberty Park	ments may be critical programments may be critical programments may be programment by programments may be programment by progr	cal for syste	system connectivity & erred until constructio 0 5 10	1.5 for >=45 mph 1.5 for >=45 mph st be analyzed se must be analyzed on 15	9 9 9	0 0 4 4	3.5	7 3.5 3.5	3.5 0	0 7 0	0 16 0	7 7 7	5 0	0 0	50 49.5 49.5 49.5	6 6 6
gend	Seg Seg Sho	t. sidewar syments wort Segments wort Segments and segments wort Segments wort Segments wort Segments wort Segments wort Segments wort Segments worth Segmen	S P S P P	west west south	way or sidewalks on most on hing segment plann less) Novi Rd. Meadowbrook South Lake Twelve Mile Grand River	of the opposite side of the sed for the opposite side of Scheduled Segment I-96 Twelve Mile Elm West Park Joseph	Crescent Bridge Henning Liberty Park Bashian	a a a a a a a a a a	cal for syste	o 5 10 10 10	1.5 for >=45 mph 1.5 for >=45 mph st be analyzed se a must be analyzed so n 15 7.5 0 7.5 7.5	9 9 9 9	0 0 4 4	3.5 0 3.5 0	7 3.5 3.5 7	3.5 0 0	0 7 0 0 3.5	0 16 0 8	7 7 7 0	5 0 5 0	0 0 0	50 49.5 49.5 49.5	55 66 66 66 66 66
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gend	33 30 7 12 78b 78c 11	logical sidewater services and sidewater services and sidewater segments with the segment services and sidewater segments with the segment seg	S P S S P S S S S S S S S S S S S S S S	abyses of the pathways of the	way or sidewalks on most- nking segment plann less) Novi Rd. Meadowbrook South Lake Twelve Mile Grand River Grand River Twelve Mile	of the opposite side of the led for the opposite side of scheduled Segment I-96 Twelve Mile Elm West Park Joseph Olde Orchard Novi Concrete	Crescent Bridge Henning Liberty Park Bashian Karim West Park	2 Budget Year 240 2,435 300 300 1,100	cal for syste	o 5 10 10 10 10 0	1.5 for >=45 mph 1.5 for >=45	9 9 9 9 9 9	0 0 4 4 4 4	3.5 0 3.5 0 0 3.5	7 3.5 3.5 7 7	3.5 0 0 0 0	0 7 0 0 3.5 3.5	0 16 0 8 8	7 7 7 0 0 3.5	5 0 0 5 0 0 5	0 0 0 0 0	50 49.5 49.5 49.5 49 49	55 66 66 66 66 77
	Sec Sec	logical sidewater services and sidewater services and sidewater segments with the services and sidewater segments and sidewater segments and sidewater segments with the segment segments and sidewater segments are segments and sidewater segments and sidewater segments and sidewater segments and sidewater segments are segments and sidewater seg	with particles of the p	west west south south south north east	way or sidewalks on most nking segment plant less) Novi Rd. Meadowbrook South Lake Twelve Mile Grand River Grand River Twelve Mile Taft	of the opposite side of the sed for the opposite side of scheduled Segment I-96 Twelve Mile Elm West Park Joseph Olde Orchard Novi Concrete Nine Mile	Crescent Bridge Henning Liberty Park Bashian Karim West Park Byrne	ments may be crit e segments may b Budget Year 240 2,800 2,435 300 1,100 1,400 660	cal for syste	system connectivity & erred until construction of the construction	1.5 for >=45 mph st be analyzed se must be analyzed on	9 9 9 9 9 9 9	0 0 4 4 4 4 4 8	3.5 0 3.5 0 0 3.5	7 3.5 3.5 7 7 0 3.5	3.5 0 0 0 0 0	0 7 0 0 3.5 3.5 0	0 16 0 8 8 0	7 7 7 0 0 3.5	5 0 0 5 0 0 5	0 0 0 0 0 0	50 49.5 49.5 49.5 49 47.5 47	55 66 66 66 67 77
gend	Seg Seg Shot Shot Shot Shot Shot Shot Shot Shot	15 14 3 9 24 24 9 34 33 33	with particles of the p	B ft. pathways o higher rar west west west south north south	way or sidewalks on most- nking segment plann less) Novi Rd. Meadowbrook South Lake Twelve Mile Grand River Grand River Twelve Mile Taft Nine Mile	of the opposite side of the seed for the opposite side of the seed for the opposite side of scheduled Segment I-96 Twelve Mile Elm West Park Joseph Olde Orchard Novi Concrete Nine Mile Beck	Crescent Bridge Henning Liberty Park Bashian Karim West Park Byrne Barclay	### segments may be crit ### segments may be crit ### 240 1,750 2,800 2,435 300 300 1,100 1,400 660	cal for syste	system connectivity & erred until construction of the construction	1.5 for >=45 mph st be analyzed se must be analyzed se must be analyzed se 7.5 7.5 7.5 7.5 0 0	9 9 9 9 9 9 9 9 9	0 0 4 4 4 4 4 8 8	3.5 0 3.5 0 0 3.5 0	7 3.5 3.5 7 7 0 3.5 0	3.5 0 0 0 0 0 0 0 0	0 7 0 0 3.5 3.5 0	0 16 0 8 8 8 0 16	7 7 7 0 0 3.5 7	5 0 0 5 0 5 0 5	0 0 0 0 0 0 15	50 49.5 49.5 49.5 49 47.5 47 46.5	5° 6.6 6.6 6.6 6.7 7.7 7.7 7.7

BLE 4.5	5: Pro _l	pose	ed Adjacent to	Major Roads Path	hway and Sidewalk Segr	ments: Tier 1 Categor	y Rankings	th	l proposed adjacent to e citizens of the City, t ER 1 CATEGORIES											potential serv	ice benef	its to
				Location	From	То	Len exc Dev Pla Con	egment ggth (ft.) cluding veloper nned & mpleted ieces N	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sldewalk or pathway connection is missing (1/98 to	RAFFIC SAFTY (ADT) 2010 Non-Motorized MP & Traffic Speed	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN		
													points	s available	e per categ	ory						
Yanga i			P= 8 ft. pathway	opposite side o	with pathways or sidewal of the street - note that it or system connectivity & separately for connect	hese segments may must be analyzed	ment	ients (400 ft or less)	5 points = 1 accident 10 = 2 accidents 15 = 3 accidents 20 = 4 or	0 = <10K ADTs", 5 = 10K- 20K ADTs 10 = >20K ADTs Then	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	3.5 = 1 hotel 7 = 2+ hotel s	3.5 = 1 shoppi ng area 7 = 2+ shoppi ng	3.5 = 1 places of worship 7 = 2+ places of	3.5 = connecte d to neighbori ng sidewalk system	0 = low density 8 = medium density 16 = high	3.5 = 1/2 to 1 mile 7 = over 1 mile	5 = top 15 survey responses , resident petitions & documen	20 = initial investme nt 15 = major corridor	INTS	
	egment Item #	# uo	= 6 ft. sidewalk Fide of Street	opposite side o	a higher ranking segmen of the street - note that the stem connectivity & mu connectivity	ese segments may	Pieces in Segn	Short Segm	more accidents	multiplied by 1<35mph, 1.2 for 35- 40mph &				areas	worship	7 = connecte d to regional trail system	density		ted segments requeste d by groups & govt		TOTAL TIER 1 POINTS	
	Š	. sidew	walk P= 8 ft. path	nway			of Pi		0	1.5 for >=45 mph						-,			agencies		2	
	S= 6 ft. Segn Segn Shor	ments ments	walk P= 8 ft. path	or sidewalks on most	t of the opposite side of the need for the opposite side o	f the street - note that th	segments may hese segments CIP Budget Ye	ear ear	system connectivity & mu	mph sst be analyzed se		-	0	3.5	3.5		16	7		0		
and S	S= 6 ft. Segn Segn Shor	ments ments rt Segr	walk P= 8 ft. path s with pathways s with a higher ra gments (400 ft. or	or sidewalks on most anking segment plan less)	nned for the opposite side of Scheduled Segment	f the street - note that th	segments may hese segments CIP Budget Ye	ear CO	system connectivity & mu of for system connectivity & Deferred until construction	mph sst be analyzed se must be analyze	ed separately for cor	nnectivity	0	3.5	3.5	3.5	16	7 7	agencies	0	46.5	
8 16	Segn Segn Shor	ments ments rt Segr 4 16	walk P= 8 ft. path s with pathways. s with a higher ra gments (400 ft. or	or sidewalks on most inking segment plan less) West Park Beck	Scheduled Segment Bristol Corners across 96	f the street - note that the	segments may these segments CIP Budget Ye 1 1,38	may be critical ear	system connectivity & multiple of system connectivity of Deferred until construction of S	mph st be analyzed se must be analyze on 0 15	ed separately for cor	anectivity 4	0	3.5	0	3.5	0	7	agencies 0 5	0	46.5 44.5	
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8 16	Segn Segn Segn Shor	ments ments rt Segr 4 16	walk Pe 8 ft. path s with pathways. s with a higher ra gments (400 ft. or P west P east S north P south	or sidewalks on most unking segment plan less) West Park Beck Eleven Mile Eleven Mile	Bristol Corners across 96 Mandalay Cir E Wixom	West Taft E side ITC Corridor Deerfield	segments may hese segments 2 1,50 1 1,38 1 2,38	may be critical may be critica	system connectivity & multiple of system connectivity of Deferred until construction of S	mph sst be analyzed se k must be analyze on 0 15 0	ed separately for cor	4 0 4	0 3.5 3.5	3.5 3.5 3.5	0	3.5	0 8 8	7	agencies 0 5	0 0	46.5 44.5 43.5 43.5	
8 16 37 52	Segn Segn Segn Shor	ments ments rt Segr 4 16 16 20 17	walk Pe 8ft, path s with pathways. s with a higher ra gments (400 ft. or P west P east S north P south S east	or sidewalks on most inking segment plan less) West Park Beck Eleven Mile	Bristol Corners across 96 Mandalay Cir E Wixom Target south Twelve Oaks	West Taft E side ITC Corridor Deerfield Elementary North Twelve	segments may these segments CIP Budget Ye 1 1,50 1 1,65 1 2,38 1 1,10	may be critical ear 100 100 100 100 100 100 100 100 100 10	over the system connectivity & multiple of the system connectivity of the system connectivity of the system construction of the system of the	mph st be analyzed se must be analyze on 0 15	9 9 9	4 0 4 4	0 3.5	3.5	0 3.5 3.5	3.5	0	7 7	0 5 5	0	46.5 44.5 43.5	
8 16 37 52 41	S= 6 ft. Segnr Segrr Shor	ments ments 4 16 16 20 17 14	walk P= 8ft. path s with pathways s with a higher ra gments (400 ft. or P west P east S north S east P east	west Park Beck Eleven Mile Eleven Mile Wixom Novi Rd.	Bristol Corners across 96 Mandalay Cir E Wixom Target south Twelve Oaks entrance	West Taft E side ITC Corridor Deerfield Elementary North Twelve Oaks entrance	segments may hese segments CIP Budget Ye 1,50 1,38 1,65 1,238 1,10 1,10	may be critical and a second of the critical	system connectivity & multifor system connectivity a Deferred until construction 0 5 0 0 0	mph sst be analyzed see must be analyzed n 0 15 0 7.5 7.5	9 9 9 9 9	4 0 4 4	0 3.5 3.5 3.5	3.5 3.5 3.5 3.5 7	0 3.5 3.5 0	3.5 0 0 0 3.5	0 8 8 0	7 7 7 7 7	0 5 5 5 5 5 5 5	0 0 0 0 0	46.5 44.5 43.5 43.5 43.42.5	
8 16 37 52 41 28	S= 6 ft. Segm Segrm Shorr 61 7B 1	ments ments rt Segr 4 16 16 20 17	walk Pe 8ft, path s with pathways. s with a higher ra gments (400 ft. or P west P east S north P south S east P east S north	west Park Beck Eleven Mile Eleven Mile Wixom Novi Rd. South Lake	Bristol Corners across 96 Mandalay Cir E Wixom Target south Twelve Oaks entrance West Park	West Taft E side ITC Corridor Deerfield Elementary North Twelve Oaks entrance E of Lilley Trail	segments may hese segments CIP Budget Ye 1 1,50 1 1,38 1 1,65 1 2,38 1 1,10 1 1,30 1 2,00	may be critical and a	system connectivity & multifor system connectivity of Deferred until construction 5 0 0	mph sst be analyzed se k must be analyze 0 15 0 7.5	9 9 9 9	4 0 4 4 0 0	0 3.5 3.5 3.5 7	3.5 3.5 3.5 3.5 7	0 3.5 3.5 0	3.5 0 0 0 3.5 0	0 8 8 0 0	7 7 7 7	0 5 5 5	0 0 0 0	46.5 44.5 43.5 43.5	
8 16 37 52 41 28	S= 6ft. Segmin Shorr Shorr Shorr Shorr Shorr Shorr Shorr Shorr Shorr	ments ments 4 16 16 20 17 14 3	walk P= 8ft. path ss with a higher ra gments (400 ft. or P west P east S north P south S east S north S east S north S east	west Park Beck Eleven Mile Eleven Mile Wixom Novi Rd.	Bristol Corners across 96 Mandalay Cir E Wixom Target south Twelve Oaks entrance	West Taft E side ITC Corridor Deerfield Elementary North Twelve Oaks entrance	segments may hese segments T 1,50 1 1,38 1 1,10 1 1,30 1 2,00 1 1,20	may be critical and a second of the critical	system connectivity & multifor system connectivity & multifor system connectivity & operation of the system construction of the system of the	mph sst be analyzed se k must be analyze on 0 15 0 7.5 7.5	9 9 9 9 9 9	4 0 4 4 4 0 8	0 3.5 3.5 3.5 7 0	3.5 3.5 3.5 3.5 7	0 3.5 3.5 0 0	3.5 0 0 0 3.5	0 8 8 0	7 7 7 7 7	0 5 5 5 5	0 0 0 0 0 0	46.5 44.5 43.5 43.5 43.42.5	
8 16 37 52 41 16	S= 6 ft. Segn Segr Shor 61 1 8 62A 14a 5	ments 4 16 16 20 17 14 3 34	walk P= 8 ft. path s with pathways s with a higher ra gments (400 ft. or P west P east S north S east P east S north S east S north S east S north S east S north	west Park Beck Eleven Mile Eleven Mile Wixom Novi Rd. South Lake	Bristol Corners across 96 Mandalay Cir E Wixom Target south Twelve Oaks entrance West Park Byrne	West Taft E side ITC Corridor Deerfield Elementary North Twelve Oaks entrance E of Lilley Trail City Limits	segments may hese segments CIP Budget Ye 1 1,50 1 1,38 1 1,65 1 2,38 1 1,10 1 1,30 1 2,00 1 1,20 1 1,68	may be critical and a second of the critical	operations of the system connectivity & multiple of the system connectivity of the system connectivity of the system construction of the system of the syste	mph sst be analyzed se must be analyze	9 9 9 9 9 9 9	4 0 4 4 0 8 8 8	0 3.5 3.5 3.5 7 0	3.5 3.5 3.5 7 0 3.5	0 3.5 3.5 0 0	3.5 0 0 0 3.5 0 0	0 8 8 0 0 16	7 7 7 7 7 7	0 5 5 5 5 0	0 0 0 0 0 0 0 0	46.5 44.5 43.5 43.5 43.5 42.5 40	
8 16 37 52 41 28 16 11	S= 6 ft. Segn Segr Shor	ments 4 16 16 20 17 14 3 34 15 35	walk P= 8 ft. path s with pathways s with a higher ra gments (400 ft. or P west P east S north S east P east S north S east S north S east S north S east S north	west Park Beck Eleven Mile Eleven Mile Wixom Novi Rd. South Lake Taft	Bristol Corners across 96 Mandalay Cir E Wixom Target south Twelve Oaks entrance West Park Byrne Eleven Mile	West Taft E side ITC Corridor Deerfield Elementary North Twelve Oaks entrance E of Lilley Trail City Limits Grand River	segments may hese segments 2 1,50 1 1,38 1 1,65 1 2,38 1 1,10 1 1,30 1 1,20 1 1,68 1 1,41	may be critical and a second of the critical	system connectivity & multifor system connectivity a Deferred until construction 0 5 0 0 0 0 0	mph st be analyzed set mph m	9 9 9 9 9 9 9 9	4 0 4 4 4 0 8 8 8 0 0	0 3.5 3.5 3.5 7 0 0	3.5 3.5 3.5 3.5 7 0 3.5	0 3.5 3.5 0 0 0 0	3.5 0 0 0 3.5 0 0 3.5 0	0 8 8 0 0 16 16 8	7 7 7 7 7 7 7 0	0 5 5 5 0 0	0 0 0 0 0 0	46.5 44.5 43.5 43.5 42.5 40 40 39.5	
8 16 37 52 41 28 16 11 35	Se 6ft. Segm Shor Shor Shor Shor Shor Shor Shor Shor	ments 4 16 16 20 17 14 3 34 15 35	walk Pe 8ft, path s with pathways. s with a higher ra gments (400 ft. or P west P east S north P south S east P east S north S east P east S north S east S north	west Park Beck Eleven Mile Eleven Mile Wixom Novi Rd. South Lake Taft Eight Mile	Bristol Corners across 96 Mandalay Cir E Wixom Target south Twelve Oaks entrance West Park Byrne Eleven Mile Griswold	West Taft E side ITC Corridor Deerfield Elementary North Twelve Oaks entrance E of Lilley Trail City Limits Grand River City Limits	segments may hese segments CIP Budget Ye 1,50 1,38 1,65 1,30 1,10 1,30 1,200 1,200 1,68 1,141	may be critical and a second of the critical	system connectivity & must for system connectivity a Deferred until construction 0 5 0 0 0 0 0 0 0	mph mph st be analyzed set must be an	9 9 9 9 9 9 9 9 9 9	4 0 4 4 0 8 8 0 0 0	0 3.5 3.5 3.5 7 0 0	3.5 3.5 3.5 7 0 3.5 0 3.5	0 3.5 3.5 0 0 0 0 0 3.5 0	3.5 0 0 0 3.5 0 0 3.5 0	0 8 8 0 0 16 16 8 8	7 7 7 7 7 7 7 0 7	0 5 5 5 5 0 0	0 0 0 0 0 0 0	46.5 44.5 43.5 43.5 43 42.5 40 40 39.5 39	

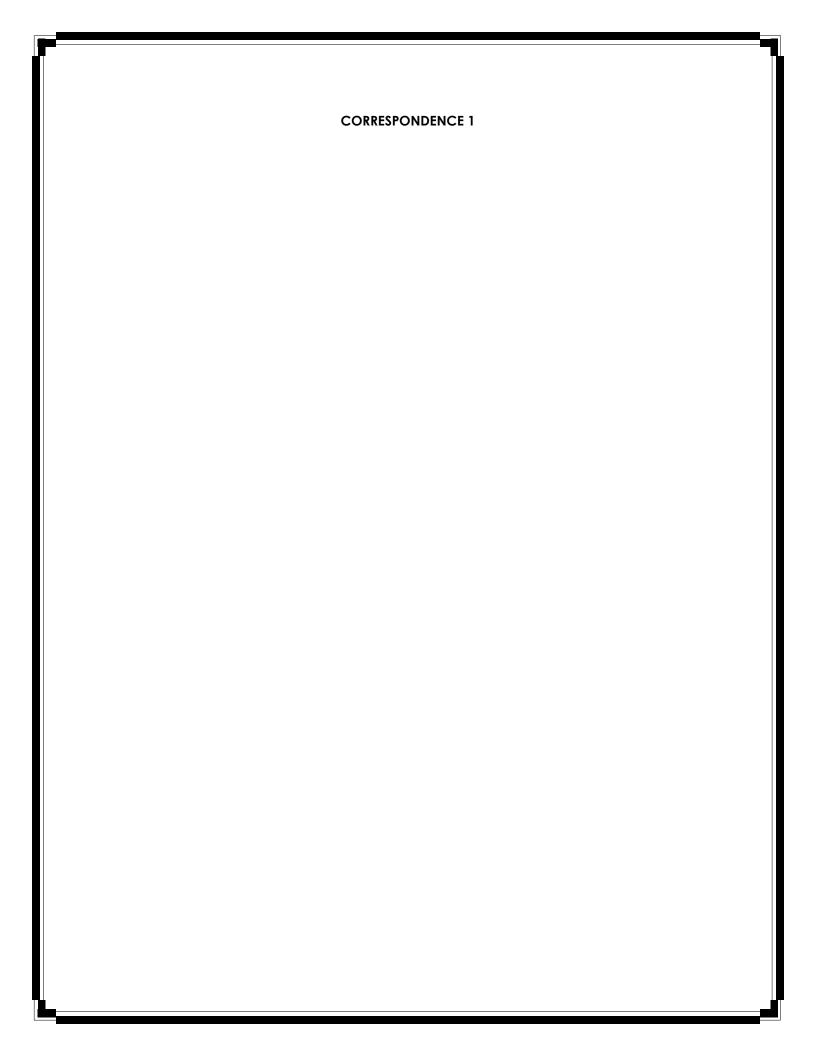
^{44 |} Annual Non-Motorized Prioritization: 2017-2018 Update DRAFT

4.5: Pro	posed	d Adjacent to	Major Roads Path	nway and Sidewalk Segn	ments: Tier 1 Catego	y Rankings		All proposed adjact the citizens of the C	ity, the segments a											
			Location	From	То	Lei ex De Pla Co	egment ngth (ft.) ccluding eveloper anned & impleted Pieces	& PEDESTRIAN TS (intersection high included when k or pathway	TRAFFIC SAFETY (ADT) 2010 Non-Motorized MP & Traffic	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile): (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN	
					1				<u> </u>			point	s available	e per categ	ory				-	
#		Ik P= 8 ft. pathway	opposite side of be critical fo	rith pathways or sidewall of the street - note that th or system connectivity & r separately for connecti	hese segments may must be analyzed ivity	Segment	Segments (400 ft or less)	5 points = accident 10 = 2 accidents 15 = 3 accidents 20 = 4 or more accidents	0 = <10K ADTs*, 5 = 10K- 20K ADTs 10 = >20K ADTs Then multiplied by	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	3.5 = 1 hotel 7 = 2+ hotel s	3.5 = 1 shoppi ng area 7 = 2+ shoppi ng areas	3.5 = 1 places of worship 7 = 2+ places of worship	3.5 = connecte d to neighbori ng sidewalk system 7 = connecte	0 = low density 8 = medium density 16 = high density	3.5 = 1/2 to 1 mile 7 = over 1 mile	5 = top 15 survey responses , resident petitions & documen ted segments	20 = initial investme nt 15 = major corridor	POINTS
egment Item	tion #	= 6 ft. sidewalk lide of Street	opposite side o	a higher ranking segmer f the street - note that the ystem connectivity & must connectivity	ese segments may	Pieces in S	Short Se	CIP Budget	1<35mph, 1.2 for 35- 40mph & 1.5 for >=45						d to regional trail system			requeste d by groups & govt agencies		TOTAL TIER 1
S= 6 ft	ments v	valk P= 8 ft. path	or sidewalks on most	t of the opposite side of the					-	· ·	-							agencies		
S= 6 ft Seg Seg Sho	ments v Iments v	with pathways of with a higher raments (400 ft. or	or sidewalks on most nking segment plan less)	sined for the opposite side of Scheduled Segment	f the street - note that t	hese segment CIP Budget Y	ts may be cri	Deferred until cons	& must be analyzed: ivity & must be analy ruction	eed separately for cor	nnectivity	0	0	0	0	16	0		0	33
S= 6 ft S= 6 ft Seg Seg Sho	ments v	with pathways o	or sidewalks on most	ned for the opposite side of	f the street - note that t	hese segment CIP Budget Y	ear	itical for system connec	& must be analyzed : ivity & must be analy	· ·	-	0	0	0	0	16	0	0	0	
S= 6 ft Seg Seg Shc	ments v prt Segm	with a higher raments (400 ft. or P south S north	or sidewalks on most niking segment plan less)	scheduled Segment Henning	f the street - note that t	these segment CIP Budget Y 1 2,0 1 3,1	rs may be crivear	Deferred until con:	& must be analyzed: wivity & must be analyted ruction	red separately for con	nnectivity 8							0		33
S= 6 ft Seg Seg Shc	gments v gments v gments v gments v gments v	with a higher ra ments (400 ft. or P south S north P east	or sidewalks on most nking segment plan less) South Lake South Lake	scheduled Segment Henning E of Lilley Trail	the street - note that the street - note t	1 2,0 1 3,1 1 208	rs may be crivear	Deferred until con-	& must be analyzed: ivity & must be analy ruction 0	eed separately for con	8 8	0	0	0	0	16	0	0	0	33
S= 6 ft Seg Seg Sho	yments voort Segman 3 3 15	with pathways of with a higher raments (400 ft. or P south P east P south	or sidewalks on most nking segment plan dess) South Lake South Lake Clark	scheduled Segment Henning E of Lilley Trail Eleven Mile	Lakeshore Park Lakeshore Park Grand River	1 2,0 1 3,1 1 208 2 6,0	rs may be cr. rear 155 77 3	Deferred until cons	& must be analyzed: fivily & must be analy fuction 0 0	9 9	8 8	0	0 3.5	0 3.5	0	16 8	7	0 0	0	33 31 30
S= 6 ft Seg Seg Sho	yments v ort Segm 3 3 15 32 30	with pathways of with a higher raments (400 ft. or P south P east P south	or sidewalks on most nking segment plan less) South Lake South Lake Clark Nine Mile	scheduled Segment Henning E of Lilley Trail Eleven Mile Garfield	Lakeshore Park Lakeshore Park Grand River	1 2,0 1 3,1 1 208 2 6,0	255 may be cr. 255 ma	Deferred until conductions of the conduction of	& must be analyzed: writing the must be analytruction	9 9 9	8 8 0 4	0 0	0 3.5 0	0 3.5 3.5	0 0	16 8 0	0 7 3.5	0 0 0	0 0	33 31 30 27.5
S=6 ft Seg Seg Shc	yments v ort Segm 3 3 15 32 30	with a higher raments (400 ft. or P south S north P east P south P south P south P south P south	or sidewalks on most inking segment plan (less) South Lake South Lake Clark Nine Mile Ten Mile	scheduled Segment Henning E of Lilley Trail Eleven Mile Garfield Links of Novi	Lakeshore Park Lakeshore Park Grand River	1 2,0 1 3,1 1 208 2 6,0 1 1,6	155 155 155 160 160 160 160 160 160 160 160 160 160	Deferred until consolidations of the consolidation	& must be analyzed: wivity & must be analytruction 0 0 0 7.5	9 9 9 9	8 8 0 4	0 0 0	0 3.5 0	0 3.5 3.5 7	0 0 0	16 8 0	0 7 3.5 0	0 0 0 5	0 0 0	33 31 30 27.5 27.5
Seg Seg Shc	gments v port Segments v 3 3 15 32 30 30	with a higher ra ments (400 ft. or P south P east P south	sor sidewalks on most inking segment plan less) South Lake South Lake Clark Nine Mile Ten Mile Ten Mile	scheduled Segment Henning E of Lilley Trail Eleven Mile Garfield Links of Novi	Lakeshore Park Lakeshore Park Grand River	1 2,0 1 3,1 2 06,0 1 1,6 1 1,0	1555 77 8 000 008	Deferred until consumation of the consumation of th	& must be analyzed: wivity & must be analy ruction 0 0 0 7.5	9 9 9 9 9	8 8 0 4 4	0 0 0 0	0 3.5 0 0	0 3.5 3.5 7	0 0 0 0	16 8 0 0	0 7 3.5 0	0 0 0 5 0	0 0 0 0 0	333 311 300 27.5 27.5 27.5
S= 6 ft Seg Seg Shc Sh	ments variations of the second	with a higher raments (400 ft. or P south S north P south S north P south	or sidewalks on most inking segment plant less) South Lake South Lake Clark Nine Mile Ten Mile Ten Mile	Henning E of Lilley Trail Eleven Mile Garfield Links of Novi Links of Novi	Lakeshore Park Lakeshore Park Grand River Beck Oak Point	1 2.00 1 3.1 1 208 2 6.0 1 1.6 1 1.0	75	Deferred until conductions of the conduction of	& must be analyzed: ## must be analy ## must be analyzed: ## must b	9 9 9 9 9 9	8 8 0 4 4 4	0 0 0 0 0 0 0	0 3.5 0 0 0	0 3.5 3.5 7 7	0 0 0 0 0 0	16 8 0 0 0	0 7 3.5 0 0	0 0 0 5 0	0 0 0 0 0 0	33 31 30 27.5 27.5 27.5 27.5
Seg Seg Seg Shc	3 3 15 32 30 30 19	with a higher raments (400 ft. or P south S north P east P south P south P south P south P south P wouth P wouth P wouth P wouth P woth	sor sidewalks on most inking segment plan inking segment plan idess) South Lake South Lake Clark Nine Mile Ten Mile Ten Mile Ten Mile Ten Mile	Scheduled Segment Henning E of Lilley Trail Eleven Mile Garfield Links of Novi Links of Novi Cak Point Church	Lakeshore Park Lakeshore Park Grand River Beck Oak Point Church City Limits	1 2,0 1 3,1 1 208 2 6,0 1 1,6 1 1,0	155 155 155 155 155 155 155 155 155 155	Deferred until control of the contro	& must be analyzed: wivity & must be analytruction 0 0 0 7.5 7.5 7.5	9 9 9 9 9 9 9	8 8 8 0 4 4 4 4	0 0 0 0 0 0 0 0	0 3.5 0 0 0 0	0 3.5 3.5 7 7 7	0 0 0 0 0 0 0 0	16 8 0 0 0 0	0 7 3.5 0 0	0 0 0 5 0 0	0 0 0 0 0 0 0 0 0	33 31 30 27.5 27.5 27.5 27.5 25.5
Seg Seg Seg Shc	3 3 15 32 30 30 19 35	with pathways of with a higher raments (400 ft. or P south S north P south S north P south S south S south S south S south	south Lake South Lake Clark Nine Mile Ten Mile	scheduled Segment Henning E of Lilley Trail Eleven Mile Garfield Links of Novi Links of Novi Oak Point Church Eight Mile	Lakeshore Park Lakeshore Park Grand River Beck Oak Point Church City Limits	1 2,0 1 3,1 1 208 2 6,0 1 1,6 1 1,0 1 1,5 1 309	rear sts may be cr. rear s	Deferred until consumation of the consumation of th	& must be analyzed: wivity & must be analy ruction 0 0 0 7.5 7.5 7.5 0	9 9 9 9 9 9 9 9	8 8 0 4 4 4 4 0	0 0 0 0 0 0	0 3.5 0 0 0 0 0	0 3.5 3.5 7 7 7 7	0 0 0 0 0 0 0 0 0 0 0	16 8 0 0 0 0 0	0 7 3.5 0 0 0	0 0 0 5 0 0	0 0 0 0 0 0	33 31 30 27.5 27.5 27.5 27.5 25.5 24.5
Seg	3 3 15 32 30 30 19 35 18	with pathways of pathways of with pathwa	sor sidewalks on most inking segment plan inking segment s	Henning E of Lilley Trail Eleven Mile Garfield Links of Novi Links of Novi Oak Point Church Eight Mile Helfer Drive (Wixom)	Lakeshore Park Lakeshore Park Grand River Beck Oak Point Church City Limits Albert	1 2.00 1 3.1 1 200 2 6.0 1 1,6 1 1,0 1 1,5 1 309 1 76 1 979	77 8 8 1000 1000 1000 1000 1000 1000 100	Deferred until conductions of the conduction of	& must be analyzed: wivity & must be analy ruction 0 0 0 7.5 7.5 7.5 0 0	9 9 9 9 9 9 9 9 9 9	8 8 0 4 4 4 4 0	0 0 0 0 0 0	0 3.5 0 0 0 0 0 0 3.5 3.5	0 3.5 3.5 7 7 7 7 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	16 8 0 0 0 0 0	0 7 3.5 0 0 0 0	0 0 0 5 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	33 33 31 30 27.5 27.5 27.5 25.5 24.5 24.5

	4.J. FIL	opos <u>ec</u>	d Adj	acent to	Major Roads Path	way and Sidewa <u>lk Seq</u>	ments: Tier 1 Category I	ankings		roposed adjacent to citizens of the City, t											potential serv	ice benef	its to
										1 CATEGORIES					<u> </u>	<u> </u>		<u> </u>					
					Location	From	То	Segm Length excluc Develc Planne Comple Piecc	(ft.) ing per d & eted	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to	RAFFIC SAFETY (ADT) 2010 Non-Motorized MP & Traffic Speed	ACCESS TO SCHOOLS (# elem & intermediate schook within 1 mile); (# middle & highs carbook within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN		
									70					point	s available	e per catego	ory						
SEGMENT RANK	**		< P= 8 ft. pathway		opposite side o	ith pathways or sidewa of the street - note that it system connectivity & separately for connec	these segments may must be analyzed	Segment Segment Segments (400 ft or less)	Scheduled	15 = 3 accidents 20 = 4 or	0 = <10K ADTs", 5 = 10K- 20K ADTs 10 = >20K ADTs Then multiplied	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	3.5 = 1 hotel 7 = 2+ hotel s	3.5 = 1 shoppi ng area 7 = 2+ shoppi ng areas	3.5 = 1 places of worship 7 = 2+ places of worship	3.5 = connecte d to neighbori ng sidewalk system 7 =	0 = low density 8 = medium density 16 = high density	3.5 = 1/2 to 1 mile 7 = over 1 mile	15 survey responses , resident petitions & documen ted	20 = initial investme nt 15 = major corridor	OINTS	g
OVERALL SEGM	egment Item	ction #	6 ft. sidewalk	of Street	opposite side of	a higher ranking segme the street - note that the stem connectivity & mo onnectivity	hese segments may	of Pieces in Segn	CIP Budget Year	accidents	by 1<35mph, 1.2 for 35- 40mph &						connecte d to regional trail			segments requeste d by groups &		TOTAL TIER 1 POINTS	R 1 RANKING
	<u>√</u> d S= 6 ft	. sidew	ralk P=	8 ft. path							1.5 for >=45 mph						system			govt agencies		.0	Ë
	Seg	ments i	valk P= with p with a	8 ft. path pathways of higher ra (400 ft. or	or sidewalks on most nking segment plant less)		e street - <i>note that these se</i> of the street - <i>note that the</i> : t	gments may be	critical for sy:	or system connectivity & mu or system connectivity & eferred until construction	mph sst be analyzed so must be analyze on	ed separately for cor	-				system					<u>Ö</u>	
egen	Seg	ments i	valk P= with p with a	8 ft. path pathways o	or sidewalks on most	ned for the opposite side o	of the street - note that the	gments may be e segments ma P Budget Year	critical for sy:	etem connectivity & mu	mph sst be analyzed se must be analyz		-	0	0	0	system	0	3.5		0	21	113
egen	Seg Seg Sho	iments vigments vigme	walk P= with p with a ments	8 ft. path pathways of higher ra (400 ft. or	or sidewalks on most nking segment plant less)	ned for the opposite side of Scheduled Segment	t C	gments may be e segments ma P Budget Year	critical for sy:	or system connectivity & mu or system connectivity & eferred until construction	mph sst be analyzed so must be analyze on	ed separately for cor	nnectivity	0	0	0 3.5		0	3.5	agencies	0		113
113 114	Seg Seg Shoot 106	iments vignents vigne	with p with a ments	8 ft. path pathways of higher ra (400 ft. or west east	or sidewalks on most or sidewa	Scheduled Segment Eight Mile Ten Mile Links of Novi	of the street - note that the t C Nine Mile Nine Mile	pments may be e segments may be e segments may be for the segments may be segm	critical for sy:	or system connectivity & muor system connectivity & efferred until constructivity of the	mph sst be analyzed se must be analyz must be analyz 0 0	4.5 9	8 4	0	0	3.5 7	0 0 0	0	3.5	0 0	0	21 20 20	113 114 114
113	Seg Seg Sho	yments varieties of the same o	with p with a ments	8 ft. path eathways of higher ra (400 ft. or west east	or sidewalks on most nking segment plant less) Garfield Napier Napier Napier	Scheduled Segment Eight Mile Ten Mile Links of Novi Eight Mile	of the street - note that the t C Nine Mile Nine Mile Community Sports Park	pments may be e segments may be established the segments may be esta	critical for sy:	or system connectivity & muor system connectivity & eferred until construction of the	mph sst be analyzed se must be analyze on 0 0 0	4.5 9 9 4.5	8 4 4 8	0 0	0 0	3.5 7 0	0 0 0 0	0 0	3.5 0 7	0 0 0	0 0	21 20 20 19.5	113 114 114 116
1113 1114 1114 1116 1117	Seg Seg Shoot 106 101 158 104 108A	iments virus sidewing iments virus segments virus s	with p with a P P P S	8 ft. path eathways of higher ra (400 ft. or west east east east	or sidewalks on most nking segment plant less) Garfield Napier Napier Napier Garfield	Scheduled Segment Eight Mile Ten Mile Links of Novi Eight Mile Eight Mile	of the street - note that the t C Nine Mile Nine Mile Community Sports Park Chianti	gments may be e segments may be e segments may be 1 5,300 2 4,000 1 1,321 2,100 1,950	critical for sy:	or system connectivity & muor system connectivity of efferred until construction of the construction of th	mph mph sst be analyzed se must be analyze n n n n n n n n n n n n n	4.5 9 9 4.5 4.5	8 4 4 8	0 0 0	0 0 0	3.5 7 0	0 0 0 0 0 0	0 0 0	3.5 0 7 0	0 0 0 0	0 0 0	21 20 20 19.5 17.5	113 114 114 116 117
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1113 1114 1116 1117 1117	Seg Seg Show 106 101 158 104 108A 108b 166	31 30 31 32 32	P P P S S P	8 ft. path eathways of higher ra (400 ft. or west east east east east north	r sidewalks on most or sidewalks or sidewalks on most or sidewalks on mo	Eight Mile Links of Novi Eight Mile Links of Novi Eight Mile Chianti Hudson	Nine Mile Community Sports Park Chianti Nine Mile City Limits Community	gments may be e segments may be e segments may be e segments may be a segments may be a segments may be a segment may be a se	critical for sy:	or system connectivity & muor system connectivity & muor system connectivity of efferted until construction of the constructio	mph sst be analyzed sst be analyzed on 0 0 0 0 0 0 0	4.5 9 9. 4.5 4.5 4.5 9.	8 4 4 8 8 4 4 4 8 4 4 8 8 4	0 0 0 0 0 0 0	0 0 0 0 0 0	3.5 7 0 0 0	0 0 0 0 0	0 0 0 0 0 0	3.5 0 7 0 0	0 0 0 0 0	0 0 0 0 0 0	21 20 20 19.5 17.5 16.5	114 114 116 117 117 119
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	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 of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity	# Wa	P= 8 ft.	opposite side o	f the street - note that it system connectivity & separately for connect	nese segments may must be analyzed ivity	Segment	ents	Year	accident 10 = 2 accidents 15 = 3 accidents 20 = 4 or more	ADTs", 5 = 10K- 20K ADTs 10 = >20K ADTs Then multiplied by	school 9 = 2+	park 8 = 2+	3.5 = 1 hotel 7 = 2+	3.5 = 1 shoppi ng area 7 = 2+ shoppi ng	3.5 = 1 places of worship 7 = 2+ places of	3.5 = connecte d to neighbori ng sidewalk system 7 = connecte	density 8 = medium density 16 = high	1 mile 7 = over 1	15 survey responses , resident petitions & documen ted segments	investme nt 15 = major	_
to the first separately for connectivity & must be analyzed separately f	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	Segment	Section S= 6 ft.	be critical for sy separately for co	stem connectivity & mu		S	Short	CIP Bude		1.2 for 35- 40mph & 1.5 for >=45						regional trail			d by groups & govt		٦

TABLE 4.6	Propo	sed A	.djace	ent to Ma	ajor Roads Pathway a	and Sidewalk Segment	s: Tier 2 Category Ranki	ngs			Top 20 Tier 1 se more econom		wed against	a set of Tier 2 criteria & a	assigned points base	d on financial cor	nsidera	tions to	give p	iority to s	egment	s that prov	ide
														TIER 2 CATEGOR (only top 20 Tier 1 segm	IES Criteria Points ents receive tier 2 po	pints)	TOTA	LS				OTHER	INFO
JT RANK m #			8 ft. pathway	et	Location	From	To	gment	Segment Length (ft.) excluding Developer Planned & Complete d Pieces	Note s	EASE OF CONSTRUCTION (easy/hard)	RIGHT-OF-WAY AVAILABILITY (based on % available)	OTHER FUNDING SOURCES (based on % available)	OPPOSITE SIDE SIDEWALK OR PATHWAY (coad < 12,000 ADT & 35 mph < existing or planned with higher priority ranking)	PRIVATE DEVELOPMENT POTENTIAL	EVIDENCE OF EXTENSIVE PEDESTRIAN USE 0 = No Evidence; 10 = Worn Path	1 POINTS	NG	TIER 2 POINTS	SIIS	RANK FOR TOP 20	dy Survey Rank	hway or Sidewalk
MEN of Ite	1	# uo	P= 8	fStreet			·	in Se		-			points a	available per category			3 1 P(RANKING	3 2 P(POINTS	ALL) F	y Study	d Pat
OVERALL SEGMENT RANK Segment Item #			S= 6 ft. sidewalk P=	Side of	side of the street - system connect Segments with a his opposite side of the	thways or sidewalks or note that these segme ctivity & must be analy connectivity gher ranking segment e street - note that these connectivity & must be	planned for the segments may be	# of Pieces	Short Segments (400 ft or less)	CIP Budget Scheduled Year Segment	0 = hard 8 = medium hard 16 = easy	0 = 0% 4.5 = 25% 9 = 50% 13.5 = 75% 18 = 100%	0 = 0% 4.5 = 25% 9 = 50% 18 = 80%+	-20 = complete section link -10 = one direction section link	8 = little potential 4 = partial potential within 10 years 2 = dev potential within 10 years 0 = SP submitted	0 = No Evidence 10 = Worn Path	TOTAL TIER	TIER 1 RA	TOTAL TIEF	TOTAL	TOTAL POINTS (OVERALL)	Greenway/Pathway	Opposite Side of Road Pathway
1 81	В 2	3	Р	south	Ten Mile	Willowbrook	Haggerty	1	2,750	20-21	8	13.5	0	-20	8.0	10	110	1	19.5	129.5	1	14	yes
1 80	В 2	4	S	north	Ten Mile	Meadowbrook	Willowbrook Estates	1	189		8	13.5	0	0	8.0	0	100	3	29.5	129.5	1	31	no
3 120)A 3	6	S	west	Haggerty	Eight Mile	N of Orchard Hill	2	1,390	20-21	8	18	0	0	8.0	10	82	10	44	126	3	none	no
4 81	A 2	5	Р	south	Ten Mile	Meadowbrook	Willowbrook	1	2,530	20-21	8	13.5	0	-20	8.0	10	103	2	19.5	122.5	4	14	yes
5 39	9 1	7	Р	west	Beck	Eleven Mile	Providence	1	767	20-21	16	9	0	0	8.0	10	75	18	43	118	5	31	no
6 62	2 2	2	S	north	Ten Mile	Eaton Center	Churchill Crossing	1	400	18-19	8	0	0	0	4.0	10	83	7	22	105	6	9	yes
7 84	В 2	5	S	east	Meadowbrook	Nine Mile	Chattman	1	2,050	20-21	8	18	0	-20	8.0	0	78.5	15	14	97	7	3	yes
7 93	В 2	7	S	north	Nine Mile	Plaissance	Taft	2	650	18-19	0	4.5	0	0	4.0	10	83	7	18.5	97	7	5	no
9 119)A 3	6	S	east	Meadowbrook	Nine Mile	Singh Blvd	1	1,300	20-21	8	13.5	0	-20	8.0	10	73.5	19	19.5	93	9	14	yes
10 25	5 1	3	S	west	Haggerty	Twelve Mile	section line	2	4,300		0	0	0	0	8.0	10	73	22	18	91	10	none	most
11 82	В 2	5	S	west	Haggerty	Pavilion Ct	Nine Mile	1	492		0	0	0	-10	8.0	10	82.5	9	8	90.5	11	none	partial
12 70) 2	3	Р	west	Meadowbrook	Eleven Mile	Gateway Village	3	900	20-21	0	0	0	0	8.0	0	80.5	14	8	90	12	14	most
12 119	9c 3	6	S	east	Meadowbrook	Eight Mile	N of Llewelyn	1	1,200	20-21	8	13.5	0	-20	8.0	0	82	10	9.5	90	12	14	yes
14 119	9b 3	6	S	east	Meadowbrook	Singh Blvd	N of Llewelyn	1	1,300	20-21	8	13.5	0	-20	4.0	10	73.5	19	15.5	89	14	14	yes
15 ₁₂₁	A 3	6	Р	south	Nine Mile	Meadowbrook	Sunrise	1	2,900		0	13.5	0	-20	8.0	0	84	5	1.5	85.5	15	1	yes
15 ₁₂₁	1B 3	6	Р	south	Nine Mile	Sunrise	Haggerty	1	2,380		0	13.5	0	-20	8.0	0	84	5	1.5	85.5	15	1	yes
17 120		6	S	west	Haggerty	Orchard Hill	High Pointe	1	375	20-21	0	4.5	0	-10	8.0	0	82	10	2.5	84.5	17	none	no
18 90				south	Ten Mile	Novi Rd.	Maly Dental	1	2,319	19-20	0	4.5	0	-20	8.0	0	91.5	4	-7.5	84	18	14	yes
19 84	A 2	5	S	east	Meadowbrook	Ten Mile	Chattman	1	2,350	20-21	0	18	0	-20	8.0	0	76	17	6	82	19	3	yes
20 ₁₂₀)C 3	6	S	west	Haggerty	High Pointe	Nine Mile	1	600		0	4.5	0	-20	8.0	0	69	24	-7.5	74.5	20	none	no
21 66				south	Grand River	Sixth Gate	Main Street	2			16	0	0	-20	4.0	0	82	10	0	73.5	21	31	no
22 79	9 2	4	S	east	Meadowbrook	Ten Mile	Grand River	3	2,000		0	4.5	0	-20	8	0	73.5	19	-7.5	69.5	22	14	no
23 64	1 2	2	S	east	Taft	Ten Mile	Eleven Mile	2	3,840		8	0	0	-20	8	0	70.5	23	-4	66.5	23	14	yes



From: Alison Dolin

Sent: Wednesday, August 30, 2017 9:05 PM

To: Komaragiri, Sri
Subject: Wixom Rd Sidewalks

Hello Sri,

It was nice to meet you this afternoon. As we discussed, I would greatly appreciate the Walkable Novi Committe taking another look at the west side of Wixom Rd. With the recent development on Grand River East of Wixom (Tropical Smoothie Cafe, Firehouse Subs, Dickey's BBQ etc), added to the already existing development west of Wixom (Red Olive, Shakers,Bigby Coffee etc), and the Target Store on Wixom, there is more reason than ever that families and young teens want to walk/bike from their homes up Wixom to those establishments, and it would be a LOT safer if sidewalk connected continuously from 10 mile up to Grand River. Currently on the west side of the road, there are only 5 lots that don't have sidewalk; one house that is between Island Lake Dr. and the south entrance to Catholic Central and four lots (2 with houses, and 1 currently for sale) between the south and north entrances to Catholic Central. If sidewalk was constructed on those lots, there would be continuous sidewalk from 10 Mile to Grand River.

The number of homes that would benefit from this section of sidewalk far exceed 1,000; there is the entire Island Lake Community, plus all of the homes in the old Dinser area; Thornbury, Nottingham, Birchwoods etc. Given the bike path through the power lines, even residents in Greenwood Oaks could benefit from the connection of the sidewalks on Wixom Rd. Please take all of this into account and make this section of Wixom Rd a priority for 2018.

Regards, Alison Dolin 26382 Glenwood Dr.



From: Kelly Mollsen

Sent: Thursday, August 31, 2017 8:24 AM

To: Komaragiri, Sri **Subject:** Wixom Rd Sidewalks

Sri,

I live in the Island Lake development and use the Island Lake Rd entry at least 3-5 times a day. Very often, I notice young people (not just teens... 8-12 year olds!) riding their bike or walking on the portion of Wixom road without side walks. It is terrifying to watch - especially as many people are racing down Wixom to get on the freeway, come home from work, etc.

I would like to ask that you consider this portion of Wixom Road as a serious concern for the Walkable Novi Committee.

Thank you!

PS - I am delighted to hear there is a such thing as the Walkable Novi Committee! That's great!

--



Kelly Mollsen Novi Young Life Area Director 517.775.0018 | kellymollsen@gmail.com | novi.younglife.org

From: Jsedewitz

Sent: Thursday, August 31, 2017 9:23 AM **To:** alisondolin@att.net; Komaragiri, Sri

Subject: Sidewalk gaps

Dear Sri,

This comes with regards to the "walkable sidewalks" in Novi. As per Alison Dolin's email below, I do want to voice my agreement that the west side of Wixom Rd. would benefit from additional sidewalks. The safety along Wixom Rd. is a big concern - especially with all of the road construction, new business development, new subdivisions, etc. The number of traffic accidents near Wixom and Grand River has increased, and this increase traffic flow is also negatively affecting Wixom Rd. In order to keep all pedestrians and bikers of all ages safe, those sidewalks need to be completed to ensure nothing more tragic will occur while residents are trying to support the local businesses.

Another area, of course, we'd like completion considered, is the stretch from 10mile and Beck west to about 10 mile at Oak Pointe church. The increased traffic flow on 10 mile, due to new subdivisions and growth of South Lyon, is substantial and dangerous. It is a major road that deserve completed sidewalks. It would only require a few small stretches to finish the job and would allow Novi residents to bike and walk to the high school, library, other neighborhoods, etc. Instead, we now have to drive that stretch for safety reasons, which puts more cars on the road.

With increased development, comes the need for increased safety. The completion of critical sidewalk paths is an easy way to help make that happen!

Thank you for your consideration!

Jayne Sedewitz Novi Resident

Hello Sri.

It was nice to meet you this afternoon. As we discussed, I would greatly appreciate the Walkable Novi Committe taking another look at the west side of Wixom Rd. With the recent development on Grand River East of Wixom (Tropical Smoothie Cafe, Firehouse Subs, Dickey's BBQ etc), added to the already existing development west of Wixom (Red Olive, Shakers,Bigby Coffee etc), and the Target Store on Wixom, there is more reason than ever that families and young teens want to walk/bike from their homes up Wixom to those establishments, and it would be a LOT safer if sidewalk connected continuously from 10 mile up to Grand River. Currently on the west side of the road, there are only 5 lots that don't have sidewalk; one house that is between Island Lake Dr. and the south entrance to Catholic Central and four lots (2 with houses, and 1 currently for sale) between the south and north entrances to Catholic Central. If sidewalk was constructed on those lots, there would be continuous sidewalk from 10 Mile to Grand River.

The number of homes that would benefit from this section of sidewalk far exceed 1,000; there is the entire Island Lake Community, plus all of the homes in the old Dinser area; Thornbury, Nottingham, Birchwoods etc. Given the bike path through the power lines, even residents in Greenwood Oaks could benefit from the connection of the sidewalks on Wixom Rd. Please take all of this into account and make this section of Wixom Rd a priority for 2018.

Regards,

Alison Dolin 26382 Glenwood Dr.

From: neha kiru

Sent: Thursday, August 31, 2017 5:43 PM

To: Komaragiri, Sri
Cc: Alison Dolin

Subject: Wixom rd. sidewalks

Dear Ms. Komaragiri,

I agree with Alison Dolin, our neighbor, who brought the Walkable Novi committee to our attention. My children frequently walk and bike to Target and Red Olive. We do get concerned about their safety. We would love to see a sidewalk on Wixom Rd. that extends all the way to Grand River.

This would be advantageous to both residents and the businesses in the area of Wixom/Grand River.

We would also like to see a complete sidewalk on the north side of 10mile between Wixom and Beck. Right now our kids can not bike/walk to the library or the high school safely.

Thank you and Best Wishes, Neha and Shankar Kiru 25675 Shoreline Dr. Island Lake of Novi

From: M. Bennett

Sent: Friday, September 01, 2017 12:43 PM

To: Komaragiri, Sri

Subject: Wixom Road between Grand River and Island Lake Residential

Hi Sri,

I understand from Alison Dolin that you are currently reviewing the need for sidewalks in the city of Novi. I also understand that an area that residents of Island Lake Community and surrounding communities like the Dinser area are all very interested in having continuous sidewalks between Grand River Ave. and 10 Mile, on Wixom Road. There are many children and families that enjoy walking or riding their bikes to Target, Tropical Smoothie Café, Sam's Club, Dickies, Red Olive, Shakers, Bigby coffee etc., and do not feel safe in the small sections that do not have sidewalks. While we may not have come up as a priority relative to your established criteria, many families in the neighborhood would benefit from this sidewalk, including the kids that attend Catholic Central as they often walk to the stores as well as practice their running in this area.

Please consider us in your plans for 2018.

Kind regards,

Rick and Manon Bennett 25616 Dogwood Lane

From: charlesdrw

Sent: Thursday, September 07, 2017 12:03 PM

To: Komaragiri, Sri **Subject:** Wixom Rd. Sidewalks

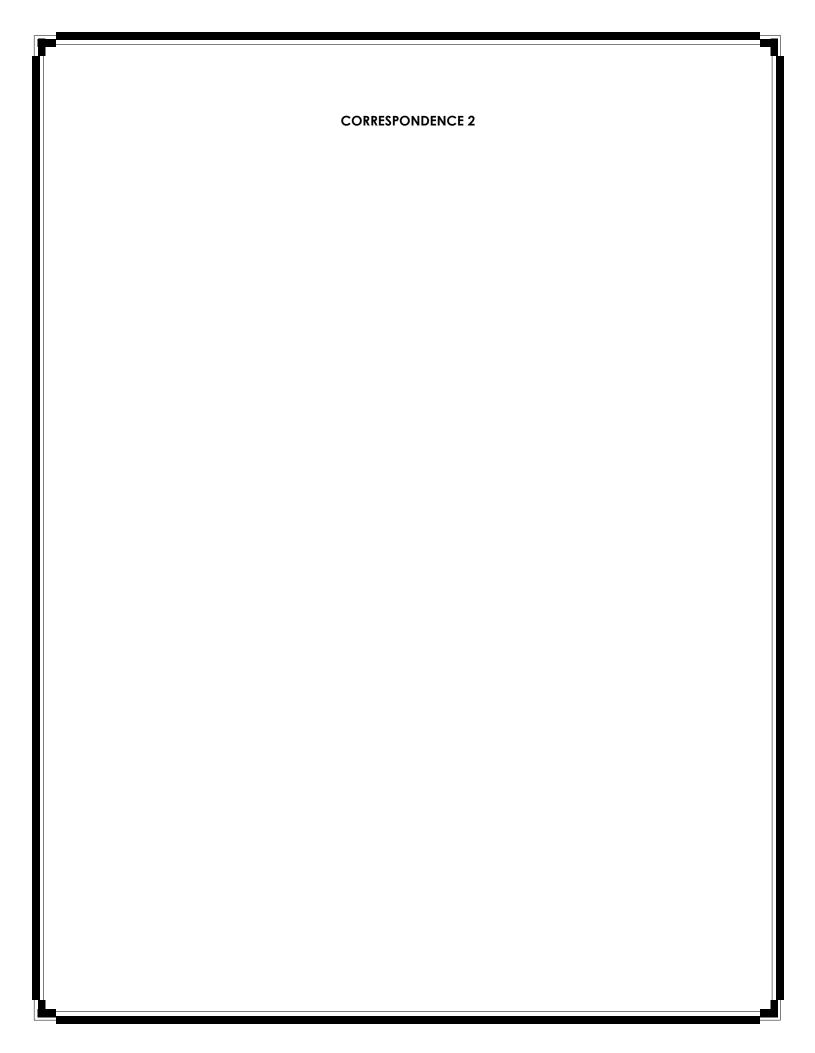
Sri,

I'm a neighbors of Alison Dolin who recently sent you an email about connecting the sidewalks on Wixom road.

I read the email she sent to you and completely concur with her feelings on this topic.

Chuck Smith

Sent from my Verizon 4G LTE smartphone



From: MICHAEL JUNGMAN

Sent: Friday, August 25, 2017 3:13 PM

To: Komaragiri, Sri

Subject: Re: Pedestrian Crosswalk @ Willowbrook Farms

Hi Sri.

I am referring to the location below. However, I am requesting a crosswalk from the east side of Meadowbrook to the west side as you come out of the sub directly across from the church. There are so many individuals that cross the street at that point to frequent the church, shopping center or the senior center. It would make sense to me to have a pedestrian crosswalk at that point since it is about half way from 10 Mile and the light as you go into Meadowbrook Glens. I do consider this a safety issue.

I am very impressed with your quick response. Thank you.

Chris Jungman

From: "Komaragiri, Sri" < skomaragiri@cityofnovi.org>

To: "mcjungman@sbcglobal.net" <mcjungman@sbcglobal.net>

Sent: Friday, August 25, 2017 3:02 PM

Subject: Pedestrian Crosswalk @ Willowbrook Farms

Hi Michael and Chris,

Thank you for reaching out to us about the pedestrian safety item. Thank you for further clarifying the location.

Are you referring to this location as shown in the picture below?

City maintains an inventory for missing sidewalks throughout the City. Each segment has been assigned a number. We analyze all these segments every year based on various categories such as proximity to places, sidewalks on the opposite side and many others. The two missing segments on east side of Meadowbrook between Ten Mile and Grand river are numbered 79. It is ranked 48 at this time. We have a Walkable Novi Committee meeting next month on 21, which is open to Public. I will share the request at the Committee meeting for their input. Please feel free to refer to this website to know more about the Committee and sidewalk prioritization process.

Feel free to contact me for any questions or concerns.

Thank you, Sri





Sri Ravali Komaragiri| Planner City of Novi | 45175 Ten Mile Road | Novi, MI 48375 USA t: 248.735.5607 f: 248.735.5600

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