



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

**Members:** John Avdoulos, Dave Staudt, Julie Maday, Andrew Mutch, Paulina Muzzin, and Shelley Thomopoulos

**Staff Support:** Sri Komaragiri, Planner, Community Development  
Barbara McBeth, City Planner, Community Development  
Hannah Smith, Planning Assistant, Community Development  
Jeff Muck, Director of Parks, Recreation and Cultural Services  
Jeff Herczeg, Director of Public Services  
George Melistas, Engineering Senior Manager & Traffic Engineer

**ROLL CALL**

**APPROVAL OF AGENDA**

**AUDIENCE PARTICIPATION**

**MATTERS FOR DISCUSSION**

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

**STAFF UPDATES**

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

**COMMUNICATIONS**

**ADJOURN**

# MEMORANDUM



**TO:** WALKABLE NOVI COMMITTEE  
**THRU:** BARBARA MCBETH, *A/CP*, CITY PLANNER  
**FROM:** SRI RAVALI KOMARAGIRI, PLANNER  
**SUBJECT:** 2018 ANNUAL NON-PRIORITIZATION UPDATE: TOP 20 SEGMENTS  
**DATE:** SEPTEMBER 18, 2018

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

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

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

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

Segment #	Section #	Sidewalk or	Side of the street	Location	From	To
<b>Built by City or Under Construction</b>						
39	17	P	west	Beck	Eleven Mile	Providence
Part 90	26	P	south	Ten Mile	Novi Rd.	Maly
147	31	S	south	Nine Mile	Hillside	Napier
<b>Built by Private Developments</b>						
98	29	S	north	Nine Mile	Beck	Garfield
147	31	S	south	Nine Mile	Hillside	Napier
97C	29	P	west	Beck	Iriquois	Ten Mile

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

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

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

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

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


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


**TOP 20 SEGMENTS  
DRAFT**

TABLE 3.1: 2018-19 Top 20 Priority Pathway and Sidewalk Segments excluding deferred segments

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

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       CIP Budget Year

**TABLE 3.2: 2018-19 Selected Priority Pathway and Sidewalk Segments: deferred until private development occurs**

Overall Segment Rank	Segment Item #	Section #	Type	Side of Street	Location	From	To	# of Pieces in Segment	Segment Length (ft.) excluding Developer Planned & Completed Pieces	Notes
1	80B	24	S	north	Ten Mile	Meadowbrook	Willowbrook Estates	1	189	
15	121A	36	P	south	Nine Mile	Meadowbrook	Sunrise	1	2,900	Previous City Council Action

**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

**TIER 1 CATEGORY RATINGS  
DRAFT**

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

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

OVERALL SEGMENT RANK	Segment Item #	Section #	S= 6 ft. sidewalk P= 8 ft. pathway	Side of Street	Location	From	To	of Pieces in Segment	Segment Length (ft.) excluding Developed & Completed Pieces	Notes	TIER 1 CATEGORIES														TOTAL TIER 1 POINTS	TIER 1 RANKING				
											BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/14)	TRAFFIC SAFETY (ADT) 2010 Non-Motorized MP & Traffic Speed	ACCESS TO SCHOOLS (# elementary & intermediate schools within 1 mile); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN								
											points available per category																			
					Segments with pathways or sidewalks on most of the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity																									
					Segments with a higher ranking segment planned for the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity																									
					Short Segments (400 ft or less)	Scheduled Segment	CIP Budget Year																							
					5 points = 1 accident	0 = <10K ADTs"	4.5 = 1 school	4 = 1 park	2 = 1 hotel	3.5 = 1 shopping area	2 = 1 places of worship	7 = connected to neighboring sidewalk system	0 = low density	3.5 = 1/2 to 1 mile	5 = top 15 survey responses	20 = initial investment														
					10 = 2 accidents	5 = 10K-20K ADTs	9 = 2+ schools	8 = 2+ parks	4 = 2+ hotels	7 = 2+ shopping areas	4 = 2+ places of worship	14 = connected to regional trail system	7 = medium density	7 = over 1 mile	documented segments requested by groups & govt agencies	15 = major corridor														
					15 = 3 accidents	10 = >20K ADTs																								
					20 = 4 or more accidents	Then multiplied by 1.2 for 35-40mph & 1.5 for >=45 mph																								

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

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

1	80B	24	S	north	Ten Mile	Meadowbrook	Willowbrook Estates	1	189		10	7.5	9	6	0	7	4	0	14	7	5	20	90	3
2	81A	25	P	south	Ten Mile	Meadowbrook	Willowbrook	1	2,530	20-21	20	7.5	9	6	0	7	4	0	14	0	5	20	93	1
3	81B	23	P	south	Ten Mile	Willowbrook	Haggerty	3	2,750	20-21	20	7.5	0	0	0	7	4	0	14	7	5	20	85	4
4	153	36	S	east	Haggerty	City limits	Taco Bell	1	520		10	15	0	0	0	3.5	0	14	14	7	0	0	64	15
5	64	22	S	east	Taft	Ten Mile	Eleven Mile	2	3,840		5	0	9	12	2	0	4	0	14	7	5	0	58	22
6	84B	25	S	east	Meadowbrook	Nine Mile	Chattman	1	2,050	20-21	0	5	9	6	0	7	4	0	14	7	5	20	77	6
7	72	23	P	north	Grand River	Town Center	Amstaff building	1	830		10	7.5	4.5	6	4	7	2	0	14	7	0	0	62	17
8	21A	13	P	south	Twelve Mile	Meadowbrook	Energy Way	1	3,385		15	7.5	9	6	2	0	2	14	7	0	0	0	63	16
8	66	23	P	south	Grand River	Sixth Gate	Main Street	2	312		15	7.5	9	6	4	7	0	0	14	7	0	0	70	9
10	93B	27	S	north	Nine Mile	Plaissance	Taft	2	650	18-19	10	0	4.5	6	0	3.5	0	0	14	7	5	20	70	8
11	38	16	S	east	Beck	Eleven Mile	Grand River	2	2,100		15	15	9	6	2	3.5	0	14	7	7	0	0	79	5
12	53	20	P	west	Beck	Eleven Mile	Kirkway Place	1	1,300	21-22	0	7.5	9	6	2	0	0	14	14	7	5	0	65	13
13	84A	25	S	east	Meadowbrook	Ten Mile	Chattman	1	2,350	20-21	0	6	9	6	0	7	4	0	14	0	5	20	71	7
14	90	26	P	south	Ten Mile	Novi Rd.	Maly Dental	2	2,319	19-20	5	7.5	9	12	0	7	4	0	14	7	5	20	91	2
15	119A	36	S	east	Meadowbrook	Nine Mile	Singh Blvd	1	1,300	20-21	5	0	0	12	0	0	4	0	14	0	5	20	60	19



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

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										Notes	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/14)	TRAFFIC SAFETY (ADT) 2010 Non-Motorized MP & Traffic Speed	ACCESS TO SCHOOLS (# elementary & 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			
											Scheduled Segment	CIP Budget Year	points available per category												
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					Short Segments (400 ft or less)																				
					CIP Budget Year																				
					Notes																				
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16	93A	27	S	north	Nine Mile	Novi Rd.	Plaissance	1	1,270			10	0	0	6	0	7	0	0	14	7	5	20	69	10
17	99A	29	P	south	Ten Mile	Wixom	400' E of Lynwood	2	2,900	20-21		5	7.5	0	0	0	3.5	4	14	7	0	5	20	66	12
18	18a	11	S	north	Twelve Mile	Twelve Oaks	Meadowbrook	2	2,925			10	7.5	9	6	4	0	2	14	7	7	0	0	67	11
19	68	23	P	south	Grand River	Funeral Home	Meadowbrook	1	800			10	7.5	4.5	0	2	7	2	14	14	3.5	0	0	65	13
20	82B	25	S	west	Haggerty	Pavilion Ct	Nine Mile	1	492			10	15	4.5	0	2	0	4	0	14	7	5	0	62	18
21	121A	36	P	south	Nine Mile	Meadowbrook	Sunrise	1	2,900			5	0	4.5	6	0	0	4	0	14	0	5	20	59	20
22	79	24	S	east	Meadowbrook	Ten Mile	Grand River	3	2,000			10	6	4.5	6	2	7	4	0	7	7	5	0	59	20
23	32a	15	S	west	Novi Rd.	I-96 north side	I-96 south side	1	1,612			15	15	4.5	0	4	7	0	0	0	7	5	0	57.5	23
24	6	3	P	west	West Park	Bristol Corners	Pontiac Trail	3	3,049	17-18		20	0	4.5	6	0	0	0	0	14	7	5	0	56.5	24
25	58B	21	S	east	Beck	Cider Mill	Sierra	1	2,600			0	7.5	9	6	2	3.5	2	0	14	7	5	0	56	25
26	52A	20	P	south	Eleven Mile	Wixom	E side ITC Corridor	2	2,380			0	0	9	6	2	3.5	2	14	7	7	5	0	55.5	26
27	119c	36	S	east	Meadowbrook	Eight Mile	N of Llewelyn	1	1,200	20-21		5	0	0	0	0	0	4	0	14	7	5	20	55	27
28	88	26	S	north	Nine Mile	RR crossing	Novi Rd.	2	1,900	19-20		10	0	0	12	0	7	4	0	14	7	0	0	54	28
28	18b	11	S	north	Twelve Mile	Novi Rd.	Providence	1	5,280			10	7.5	4.5	12	4	0	2	0	7	7	0	0	54	28
30	19	12	S	north	Twelve Mile	Meadowbrook	Cabot	2	3,735			5	7.5	9	6	2	0	2	14	0	7	0	0	52.5	30

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

30	121B	36	P	south	Nine Mile	Sunrise	Haggerty	1	2,380		5	0	4.5	0	0	0	4	0	14	0	5	20	52.5	30
32	44	18	P	east	Napier	Knights Bridge	Island Lake	1	2,700	21-22	10	0	4.5	6	0	0	0	0	7	3.5	0	20	51	32
33	169	17	P	west	Beck	across 96		1	1,346		5	15	0	0	0	3.5	0	0	0	7	5	15	50.5	33
34	3	1	S	north	Thirteen Mile	Haggerty Rd.	M-5	2	1,734		10	0	9	0	0	0	2	0	7	7	0	15	50	34
34	87	26	S	north	Nine Mile	Meadowbrook	Venture	1	2,100	21-22	0	0	4.5	12	0	3.5	4	0	14	7	5	0	50	34
36	112	33	S	east	Beck	Nine Mile	City Limits	1	1,400		10	15	4.5	0	0	0	2	0	14	3.5	0	0	49	36
37	21B	13	P	south	Twelve Mile	Energy Way	Haggerty	1	675		15	7.5	9	6	2	0	2	0	7	0	0	0	48.5	37
38	25	13	S	west	Haggerty	Twelve Mile	section line	2	4,300		0	7.5	4.5	0	2	0	0	0	14	0	0	20	48	38
38	119b	36	S	east	Meadowbrook	Singh Blvd	N of Llewelyn	1	1,300	20-21	5	0	0	0	0	0	4	0	14	0	5	20	48	38
38	58A	21	S	east	Beck	Ashley	Cider Mill	1	1,200		0	7.5	9	0	0	3.5	2	0	14	7	5	0	48	38
41	115	34	S	west	Novi Rd.	Timber Ridge development	City Limits	1	1,600		5	7.5	4.5	6	0	3.5	0	0	14	7	0	0	47.5	41
42	51	20	S	north	Ten Mile	Dinser	Woodham	1	1,780	21-22	0	7.5	4.5	0	4	0	4	14	7	0	5	0	46	42
42	32b	15	S	west	Novi Rd.	Twelve Mile	West Oaks	1	1,443		15	7.5	4.5	0	0	7	0	0	0	7	5	0	46	42
42	60B	22	P	south	Eleven Mile	Clark	Creek Crossing	1	225		0	0	9	0	2	7	2	0	14	7	5	0	46	42

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

OVERALL SEGMENT RANK	Segment Item #	Section #	S = 6 ft. sidewalk P = 8 ft. pathway	Side of Street	Location	From	To	of Pieces in Segment	Segment Length (ft.) excluding Developed & Completed Pieces	Notes	TIER 1 CATEGORIES														TOTAL TIER 1 POINTS	TIER 1 RANKING
											BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/14)	TRAFFIC SAFETY (ADT) 2010 Non-Motorized MP & Traffic Speed	ACCESS TO SCHOOLS (# elementary & intermediate schools within 1 mile); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN				
											points available per category															
					Segments with pathways or sidewalks on most of the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity				Short Segments (400 ft or less)	Scheduled Segment	5 points = 1 accident	0 = <10K ADTs"	4.5 = 1 school	4 = 1 park	2 = 1 hotel	3.5 = 1 shopping area	2 = 1 places of worship	7 = connected to neighboring sidewalk system	0 = low density	3.5 = 1/2 to 1 mile	5 = top 15 survey responses, resident petitions & documented segments requested by groups & govt agencies	20 = initial investment				
				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			10 = 2 accidents	5 = 10K-20K ADTs	9 = 2+ schools	8 = 2+ parks	4 = 2+ hotels	7 = 2+ shopping areas	4 = 2+ places of worship	14 = connected to regional trail system	7 = medium density	7 = over 1 mile	15 = major corridor					

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

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

45	30	14	P	west	Meadowbrook	Twelve Mile	Bridge	3	1,750		5	6	9	0	2	0	2	14	0	7	0	0	45	45
45	52B	20	P	south	Eleven Mile	E side ITC Corridor	1300' W of Beck	2	645		0	0	9	6	2	0	2	14	7	0	5	0	45	45
47	67	23	P	south	Grand River	Fountain Park	Huntley Manor	1	167		0	7.5	4.5	6	2	7	0	0	14	3.5	0	0	44.5	47
47	103	31	P	east	Napier	Park Place	Community Sports	1	572		0	0	0	6	0	35	0	0	0	3.5	0	0	44.5	47
47	150	17	S	north	Grand River	Sams Way	Providence	2	XXXXX		0	7.5	0	6	2	7	0	0	0	7	0	15	44.5	47
50	78a	24	P	south	Grand River	Meadowbrook	Joseph	1	1,900		10	7.5	4.5	6	2	7	0	0	7	0	0	0	44	50
51	31	15	S	south	Twelve Mile	Novi Rd.	Hino Motors	2	1,512		15	7.5	0	0	2	7	0	0	0	7	5	0	43.5	51
51	41	17	S	east	Wixom	Target	Deerfield	1	1,100		0	5	9	12	2	3.5	0	0	0	7	5	0	43.5	51
51	75	24	P	north	Grand River	Seeley	Meadowbrook	1	1,600		10	7.5	4.5	0	2	7	2	0	7	3.5	0	0	43.5	51
54	7	3	S	south	South Lake	Elm	Henning	1	1,783		10	0	0	12	0	0	0	0	14	7	0	0	43	54
54	40	17	P	south	Grand River	Providence Hospital	Wixom	3	620		5	7.5	4.5	12	2	0	0	0	0	7	5	0	43	54
56	33	15	S	west	Novi Rd.	I-96	Crescent	2	240		0	15	4.5	0	4	7	0	0	0	7	5	0	42.5	56
57	161	16	P	east	Beck	across 96		1	1,387		5	15	0	6	0	3.5	0	0	0	7	5	0	41.5	57
57	97A	29	P	west	Beck	Nine Mile	Cheltenham	1	825		15	7.5	4.5	0	0	3.5	4	0	7	0	0	0	41.5	57

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

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

TIER 1 CATEGORIES																																	
OVERALL SEGMENT RANK	Segment Item #	Section #	S= 6 ft. sidewalk P= 8 ft. pathway	Side of Street	Location	From	To	Segment Length (ft.) excluding Developing Planned & Completed Pieces	Notes	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/14)	TRAFFIC SAFETY (ADT) 2010 Non-Motorized MP & Traffic Speed	ACCESS TO SCHOOLS (# elementary & intermediate schools within 1 mile); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN	TOTAL TIER 1 POINTS	TIER 1 RANKING										
										points available per category																							
										Scheduled Segment	CIP Budget Year	5 points = 1 accident 10 = 2 accidents 15 = 3 accidents 20 = 4 or more accidents	0 = <10K ADTs", 5 = 10K-20K ADTs 10 = >20K ADTs Then multiplied by 1.2 for 35-40mph & 1.5 for >=45 mph	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	2 = 1 hotel 4 = 2+ hotels	3.5 = 1 shopping area 7 = 2+ shopping areas	2 = 1 places of worship 4 = 2+ places of worship	7 = connected to neighboring sidewalk system 14 = connected to regional trail system	0 = low density 7 = medium density 14 = high density	3.5 = 1/2 to 1 mile 7 = over 1 mile			5 = top 15 survey responses, resident petitions & documented segments requested by groups & govt agencies	20 = initial investment 15 = major corridor								
Segments with pathways or sidewalks on most of the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity					Segments with a higher ranking segment planned for the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity					Short Segments (400 ft or less)		Scheduled Segment		CIP Budget Year																			

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

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

57	97B	29	P	west	Beck	Cheltenham	Iriquois	1	1,200			15	7.5	4.5	0	0	3.5	4	0	7	0	0	0	41.5	57
60	35	15	S	east	Taft	Eleven Mile	Grand River	2	1,680			0	0	9	0	4	7	2	0	7	7	5	0	41	60
61	111a	32	P	south	Nine Mile	Beck	Garfield Conservation area	1	6,000			5	0	4.5	6	0	0	2	14	0	3.5	5	0	40	61
61	111b	32	P	west	Nine Mile	Garfield Conservation area	Vasilios Court	1	6,000			5	0	4.5	6	0	0	2	14	0	3.5	5	0	40	61
61	111c	32	P	south	Nine Mile	Vasilios Court	ITC Pathway	1	6,000			5	0	4.5	6	0	0	2	14	0	3.5	5	0	40	61
64	173	36	S	west	Haggerty	Eight Mile	Big Boy Restaurant	1	XXXXX			0	0	13.5	0	4	3.5	0	14	0	3.5	0	0	38.5	64
64	78D	24	P	south	Grand River	Karim	Haggerty	1	500			10	7.5	0	0	0	7	0	0	7	7	0	0	38.5	64
66	168	14	P	east	Novi Rd.	across 96		1	2,077			0	15	0	0	4	0	0	0	14	0	5	0	38	66
67	17	11	S	east	Old Novi	Novi Rd.	Thirteen Mile	1	2,300			5	0	4.5	12	2	0	0	0	7	7	0	0	37.5	67
67	162A	3	S	north	South Lake	West Park	E of Lilley Trail	1	2,000			0	0	4.5	12	0	0	0	0	14	7	0	0	37.5	67
67	1a	1	S	south	Fourteen Mile	Haggerty Rd.	M-5	2	1,620			0	7.5	9	0	0	0	2	0	7	7	5	0	37.5	67
70	110B	32	P	west	Beck	Casa Loma	Nine Mile	2	1,400			10	15	9	0	0	0	2	0	0	0	0	0	36	70
70	78b	24	P	south	Grand River	Joseph	Bashian	1	300			10	7.5	4.5	0	0	7	0	0	7	0	0	0	36	70
70	78c	24	P	south	Grand River	Olde Orchard	Karim	1	300			10	7.5	4.5	0	0	7	0	0	7	0	0	0	36	70

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

OVERALL SEGMENT RANK	Segment Item #	Section #	S= 6 ft. sidewalk P= 8 ft. pathway	Side of Street	Location	From	To	of Pieces in Segment	Segment Length (ft.) excluding Developed & Completed Pieces	TIER 1 CATEGORIES														TOTAL TIER 1 POINTS	TIER 1 RANKING
										Notes	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/14)	TRAFFIC SAFETY (ADT) 2010 Non-Motorized MP & Traffic Speed	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN			
											Scheduled Segment	points available per category													
					Segments with pathways or sidewalks on most of the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity				Short Segments (400 ft or less)	CIP Budget Year	5 points = 1 accident 10 = 2 accidents 15 = 3 accidents 20 = 4 or more accidents	0 = <10K ADTs", 5 = 10K-20K ADTs 10 = >20K ADTs Then multiplied by 1.2 for 35-40mph & 1.5 for >=45 mph	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	2 = 1 hotel 4 = 2+ hotels	3.5 = 1 shopping area 7 = 2+ shopping areas	2 = 1 places of worship 4 = 2+ places of worship	7 = connected to neighboring sidewalk system 14 = connected to regional trail system	0 = low density 7 = medium density 14 = high density	3.5 = 1/2 to 1 mile 7 = over 1 mile	5 = top 15 survey responses, resident petitions & documented segments requested by groups & govt agencies	20 = initial investment 15 = major corridor			

**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  
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 Short Segments (400 ft. or less)   
  Scheduled Segment   
  CIP Budget Year   
  Deferred until construction

73	37B	16	S	north	Eleven Mile	Mandalay Cir E	Taft	1	1,650		0	0	9	0	2	3.5	2	0	7	7	5	0	35.5	73
74	34	15	S	north	Eleven Mile	Clark	Taft	6	2,600		0	0	9	0	2	7	2	0	7	7	0	0	34	74
74	113b	33	P	south	Nine Mile	Galway	Anna Maria	2	2,100		5	0	4.5	0	0	0	2	0	14	3.5	5	0	34	74
76	11	9	S	north	Twelve Mile	Novi Concrete	West Park	1	1,100		0	7.5	0	0	2	0	0	0	0	3.5	5	15	33	76
76	104	31	P	east	Napier	Eight Mile	Community Sports	1	2,100		0	0	0	12	0	3.5	0	14	0	3.5	0	0	33	76
78	28	14	P	east	Novi Rd.	south Twelve Oaks	North Twelve Oaks	2	1,300		0	7.5	9	0	4	0	0	0	0	7	5	0	32.5	78
79	77	24	S	west	Haggerty	Grand River	section line	1	3,100		5	7.5	0	0	2	7	0	0	7	3.5	0	0	32	79
79	149	15	P	east	Clark	Eleven Mile	Grand River	1	208		0	0	9	0	0	7	2	0	7	7	0	0	32	79
81	12	9	S	north	Twelve Mile	West Park	Liberty Park	2	2,435		10	7.5	0	0	2	0	0	0	0	7	5	0	31.5	81
81	101a	30	P	east	Napier	Nine Mile	Villa Barr	1	4,000		0	0	0	12	0	0	2	14	0	3.5	0	0	31.5	81
81	101b	30	P	east	Napier	Villa Barr	Ten Mile	1	4,000		0	0	0	12	0	0	2	14	0	3.5	0	0	31.5	81
81	110A	32	P	west	Beck	Eight Mile	Casa Loma	1	1,383		10	15	4.5	0	0	0	2	0	0	0	0	0	31.5	81
85	74	24	S	east	Seeley	Eleven Mile	Grand River	1	2,700		0	0	4.5	0	0	7	2	0	14	3.5	0	0	31	85
85	171	35	P	south	Eight Mile	Griswold	City Limits	1	1,416		0	15	9	0	0	0	0	0	7	0	0	0	31	85
85	52C	20	P	south	Eleven Mile	1300' W of Beck	Beck	1	1,300		0	0	9	6	2	0	2	0	7	0	5	0	31	85

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

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

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										Notes	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/14)	TRAFFIC SAFETY (ADT) 2010 Non-Motorized MP & Traffic Speed	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN			
																							points available per category		
					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					Scheduled Segment	5 points = 1 accident 10 = 2 accidents 15 = 3 accidents 20 = 4 or more accidents	0 = <10K ADTs", 5 = 10K-20K ADTs 10 = >20K ADTs Then multiplied by 1.2 for 35-40mph & 1.5 for >=45 mph	4.5 = 1 school 9 = 2+ schools	4 = 1 park 8 = 2+ parks	2 = 1 hotel 4 = 2+ hotels	3.5 = 1 shopping area 7 = 2+ shopping areas	2 = 1 places of worship 4 = 2+ places of worship	7 = connected to neighboring sidewalk system 14 = connected to regional trail system	0 = low density 7 = medium density 14 = high density	3.5 = 1/2 to 1 mile 7 = over 1 mile	5 = top 15 survey responses, resident petitions & documented segments requested by groups & govt agencies	20 = initial investment 15 = major corridor			
					Segments with a higher ranking segment planned for the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity						CIP Budget Year														

**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  
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 Short Segments (400 ft. or less)   
  Scheduled Segment   
  CIP Budget Year   
  Deferred until construction

88	163	3	P	north	South Lake	Lakeshore Park	Landings Park	1	1,304			0	0	4.5	12	0	0	0	0	14	0	0	0	30.5	88
88	164	3	P	south	South Lake	Lakeshore Park	Elm	1	918			0	0	4.5	12	0	0	0	0	14	0	0	0	30.5	88
88	113a	33	P	south	Nine Mile	Beck	Barclay	1	660			5	0	4.5	0	0	0	2	0	14	0	5	0	30.5	88
88	113c	33	P	south	Nine Mile	Anna Maria	Taft	1	400			5	0	4.5	0	0	0	2	0	14	0	5	0	30.5	88
88	98a	29	S	north	Nine Mile	Kensington	Vasilios Court	1	4,800			0	0	4.5	0	0	0	0	7	7	7	5	0	30.5	88
88	98b	29	S	north	Nine Mile	Vasilios Court	ITC Pathway	1	4,800			0	0	4.5	0	0	0	0	7	7	7	5	0	30.5	88
94	8	4	P	west	West Park	Bristol Corners	West	2	1,600			0	0	0	6	0	0	2	0	14	7	0	0	29	94
95	116B	34	P	south	Nine Mile	Center	Taft	1	2,700			5	0	4.5	0	0	0	0	0	14	0	5	0	28.5	95
95	37A	16	S	north	Eleven Mile	Beck	Mandalay Cir E	3	2,030			0	0	9	0	2	3.5	2	0	7	0	5	0	28.5	95
97	107	31	P	south	Nine Mile	Garfield	Hillside	3	4,000			0	0	0	12	0	0	0	14	0	0	0	0	26	97
97	165	3	P	south	South Lake	Henning	Lakeshore Park	1	2,055			0	0	0	12	0	0	0	0	14	0	0	0	26	97
97	162B	3	S	north	South Lake	E of Lilley Trail	Lakeshore Park	1	3,177			0	0	0	12	0	0	0	0	14	0	0	0	26	97
100	114b	34	S	east	Taft	Nine Mile	Byrne	1	1,400			0	0	4.5	0	0	0	0	0	14	7	0	0	25.5	100
101	49	19	S	north	Ten Mile	Wixom	Island Lake	1	200			0	7.5	4.5	0	0	0	2	0	7	3.5	0	0	24.5	101
102	116A	34	P	south	Nine Mile	Chelsea	Center	1	2,200			5	0	0	0	0	0	0	0	14	0	5	0	24	102

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

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										Notes	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 9/14)	TRAFFIC SAFETY (ADT) 2010 Non-Motorized MP & Traffic Speed	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN			
											Scheduled Segment	CIP Budget Year	points available per category												
					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																				
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					Short Segments (400 ft or less)																				
					CIP Budget Year																				
					Notes																				
					5 points = 1 accident 10 = 2 accidents 15 = 3 accidents 20 = 4 or more accidents																				
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					4.5 = 1 school 9 = 2+ schools																				
					4 = 1 park 8 = 2+ parks																				
					2 = 1 hotel 4 = 2+ hotels																				
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**Legend** S= 6 ft. sidewalk P= 8 ft. pathway

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

103	114a	34	S	east	Taft	Byrne	City Limits	1	1,200			0	0	9	0	0	0	0	14	0	0	0	23	10
104	102	30	S	north	Nine Mile	Napier	Garfield	2	4,700			0	0	0	18	0	0	0	0	3.5	0	0	21.5	10
104	106b	31	P	west	Garfield	Deer Run	Nine Mile	1	5,300			5	0	0	6	0	0	0	7	0	3.5	0	21.5	10
106	20	12	S	west	Haggerty	Thirteen Mile	Twelve Mile	4	1,570			0	7.5	4.5	0	2	0	0	0	7	0	0	21	10
106	155	30	P	south	Ten Mile	Links of Novi		1	1,693			0	7.5	0	6	0	0	4	0	3.5	0	0	21	10
106	172	35	P	west	Griswold	Eight Mile	City Limits	1	767			5	0	9	0	0	0	0	0	7	0	0	21	10
109	26	13	S	north	Eleven Mile	Campus Tech	Seeley	1	900			0	0	4.5	0	2	0	0	0	14	0	0	20.5	10
110	158	30	P	east	Napier	Links of Novi		1	1,321			0	0	0	12	0	0	4	0	3.5	0	0	19.5	11
110	159	19	S	north	Ten Mile	Oak Point Church	Oak Point Church	1	309			0	7.5	4.5	0	0	0	4	0	3.5	0	0	19.5	11
112	2a	1	S	west	Haggerty	Fourteen Mile	Thirteen Mile	1	1,800			0	7.5	0	0	0	0	0	0	7	3.5	0	18	11
112	2b	1	S	west	Haggerty	Thirteen Mile	S of McKenzie	1	1,800			0	7.5	0	0	0	0	0	0	7	3.5	0	18	11
112	108b	32	S	east	Garfield	Chianti	Nine Mile	1	650			5	0	0	6	0	0	0	7	0	0	0	18	11
115	45	18	S	south	Twelve Mile	Helper Drive	Albert	1	979			0	0	4.5	6	0	0	0	0	7	0	0	17.5	11
116	156	30	P	south	Ten Mile	Links of Novi		1	1,008			0	7.5	0	0	0	0	4	0	3.5	0	0	15	11
116	157	30	P	south	Ten Mile	Links of Novi		1	1,503			0	7.5	0	0	0	0	4	0	3.5	0	0	15	11





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

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

OVERALL SEGMENT RANK	Segment Item #	Section #	S = 6 ft. sidewalk P = 8 ft. pathway	Side of Street	Location	From	To	# of Pieces in Segment	Segment Length (ft.) excluding Developer Planned & Completed Pieces	Notes	TIER 2 CATEGORIES Criteria Points (only top 20 Tier 1 segments receive tier 2 points)						TOTALS				OTHER INFO			
											EASE OF CONSTRUCTION (easy/hard)	RIGHT-OF-WAY AVAILABILITY (based on % available)	OTHER FUNDING SOURCES (based on % available)	OPPOSITE SIDE SIDEWALK OR PATHWAY (road < 12,000 ADT & 35 mph < existing or planned with higher priority ranking)	PRIVATE DEVELOPMENT POTENTIAL	EVIDENCE OF PEDESTRIAN USE 0 = No Evidence; 10 = Worn Path	TOTAL TIER 1 POINTS	TIER 1 RANKING	TOTAL TIER 2 POINTS	TOTAL POINTS	TOTAL POINTS (OVERALL) RANK FOR TOP 20	Greenway/Pathway Study Survey Rank	Opposite Side of Road Pathway or Sidewalk	
																								points available per category
					Segments with pathways or sidewalks on most of the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity				Short Segments (400 ft or less)	Scheduled Segment	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 1 POINTS	TIER 1 RANKING	TOTAL TIER 2 POINTS	TOTAL POINTS	TOTAL POINTS (OVERALL) RANK FOR TOP 20	Greenway/Pathway Study Survey Rank	Opposite Side of Road Pathway or Sidewalk	
					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
1	80B	24	S	north	Ten Mile	Meadowbrook	Willowbrook Estates	1	189			8	13.5	0	0	8.0	0	29.5	119	1	8	13.5	0	0
2	81A	25	P	south	Ten Mile	Meadowbrook	Willowbrook	1	2,530	20-21		8	13.5	0	-20	8.0	10	19.5	112	2	8	13.5	0	-20
3	81B	23	P	south	Ten Mile	Willowbrook	Haggerty	3	2,750	20-21		8	13.5	0	-20	8.0	10	19.5	104	3	8	13.5	0	-20
4	153	36	S	east	Haggerty	City limits	Taco Bell	1	520			8	13.5	0	0	8.0	0	29.5	93	4	8	13.5	0	0
5	64	22	S	east	Taft	Ten Mile	Eleven Mile	2	3,840			8	18	0	0	8.0	0	34	92	5	8	18	0	0
6	84B	25	S	east	Meadowbrook	Nine Mile	Chattman	1	2,050	20-21		8	18	0	-20	8.0	0	14	91	6	8	18	0	-20
7	72	23	P	north	Grand River	Town Center	Amstaff building	1	830			16	18	0	-20	4.0	10	28	90	7	16	18	0	-20
8	21A	13	P	south	Twelve Mile	Meadowbrook	Energy Way	1	3,385			0	9	0	0	8.0	10	27	89.5	8	0	9	0	0
8	66	23	P	south	Grand River	Sixth Gate	Main Street	2	312			16	0	0	0	4.0	0	20	89.5	8	16	0	0	0
10	93B	27	S	north	Nine Mile	Plaissance	Taft	2	650	18-19		0	4.5	0	0	4.0	10	18.5	88.5	10	0	4.5	0	0
11	38	16	S	east	Beck	Eleven Mile	Grand River	2	2,100						0	8.0	0	8	86.5	11			0	0
12	53	20	P	west	Beck	Eleven Mile	Kirkway Place	1	1,300	21-22		8	9	0	-10	4.0	10	21	85.5	12	8	9	0	-10
13	84A	25	S	east	Meadowbrook	Ten Mile	Chattman	1	2,350	20-21		8	18	0	-20	8.0	0	14	85	13	8	18	0	-20
14	90	26	P	south	Ten Mile	Novi Rd.	Maly Dental	2	2,319	19-20		0	4.5	0	-20	8.0	0	-7.5	83	14	0	4.5	0	-20
15	119A	36	S	east	Meadowbrook	Nine Mile	Singh Blvd	1	1,300	20-21		8	13.5	0	-20	8.0	10	19.5	79.5	15	8	13.5	0	-20
16	93A	27	S	north	Nine Mile	Novi Rd.	Plaissance	1	1,270			0	0	0	0	8.0	0	8	77	16	0	0	0	0
17	99A	29	P	south	Ten Mile	Wixom	400' E of Lynwood	2	2,900	20-21		8	4.5	0	-10	8.0	0	10.5	76.5	17	8	4.5	0	-10
18	18a	11	S	north	Twelve Mile	Twelve Oaks	Meadowbrook	1	5,280			8	13.5	0	-20	8.0	0	9.5	76	18	8	13.5	0	-20
19	68	23	P	south	Grand River	Funeral Home	Meadowbrook	1	800			16	13.5	0	-20	0.0	0	9.5	74	19	16	13.5	0	-20
20	82B	25	S	west	Haggerty	Pavilion Ct Apartments	Nine Mile	1	492			0	0	0	-10	8.0	10	8	69.5	20	0	0	0	-10
21	121A	36	P	south	Nine Mile	Meadowbrook	Sunrise	1	2,900			0	13.5	0	-20	8.0	0	1.5	60	21	0	13.5	0	-20
22	79	24	S	east	Meadowbrook	Ten Mile	Grand River	3	2,000			0	4.5	0	-20	8.0	0	-7.5	51	22	0	4.5	0	-20

**TIER 2 CATEGORIES RATINGS  
DRAFT**

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

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

OVERALL SEGMENT RANK	Segment Item #	Section #	S = 6 ft. sidewalk P = 8 ft. pathway	Side of Street	Location	From	To	# of Pieces in Segment	Segment Length (ft.) excluding Developer Planned & Completed Pieces	Notes	TIER 2 CATEGORIES Criteria Points (only top 20 Tier 1 segments receive tier 2 points)						TOTALS				OTHER INFO		
											EASE OF CONSTRUCTION (easy/hard)	RIGHT-OF-WAY AVAILABILITY (based on % available)	OTHER FUNDING SOURCES (based on % available)	OPPOSITE SIDE SIDEWALK OR PATHWAY (road < 12,000 ADT & 35 mph < existing or planned with higher priority ranking)	PRIVATE DEVELOPMENT POTENTIAL	EVIDENCE OF PEDESTRIAN USE (0 = No Evidence; 10 = Worn Path)	TOTAL TIER 1 POINTS	TIER 1 RANKING	TOTAL TIER 2 POINTS	TOTAL POINTS	TOTAL POINTS (OVERALL) RANK FOR TOP 20	Greenway/Pathway Study Survey Rank	Opposite Side of Road Pathway or Sidewalk
					Segments with pathways or sidewalks on most of the opposite side of the street - note that these segments may be critical for system connectivity & must be analyzed separately for connectivity				Short Segments (400 ft or less)	Scheduled Segment	EASE OF CONSTRUCTION (easy/hard)	RIGHT-OF-WAY AVAILABILITY (based on % available)	OTHER FUNDING SOURCES (based on % available)	OPPOSITE SIDE SIDEWALK OR PATHWAY (road < 12,000 ADT & 35 mph < existing or planned with higher priority ranking)	PRIVATE DEVELOPMENT POTENTIAL	EVIDENCE OF PEDESTRIAN USE (0 = No Evidence; 10 = Worn Path)	TOTAL TIER 1 POINTS	TIER 1 RANKING	TOTAL TIER 2 POINTS	TOTAL POINTS	TOTAL POINTS (OVERALL) RANK FOR TOP 20	Greenway/Pathway Study Survey Rank	Opposite Side of Road Pathway or Sidewalk
				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															
1	80B	24	S	north	Ten Mile	Meadowbrook	Willowbrook Estates	1	189		8	13.5	0	0	8.0	0	29.5	119	1	8	13.5	0	0
2	81A	25	P	south	Ten Mile	Meadowbrook	Willowbrook	1	2,530	20-21	8	13.5	0	-20	8.0	10	19.5	112	2	8	13.5	0	-20
3	81B	23	P	south	Ten Mile	Willowbrook	Haggerty	3	2,750	20-21	8	13.5	0	-20	8.0	10	19.5	104	3	8	13.5	0	-20
4	153	36	S	east	Haggerty	City limits	Taco Bell	1	520		8	13.5	0	0	8.0	0	29.5	93	4	8	13.5	0	0
5	64	22	S	east	Taft	Ten Mile	Eleven Mile	2	3,840		8	18	0	0	8.0	0	34	92	5	8	18	0	0
6	84B	25	S	east	Meadowbrook	Nine Mile	Chattman	1	2,050	20-21	8	18	0	-20	8.0	0	14	91	6	8	18	0	-20
7	72	23	P	north	Grand River	Town Center	Amstaff building	1	830		16	18	0	-20	4.0	10	28	90	7	16	18	0	-20
8	21A	13	P	south	Twelve Mile	Meadowbrook	Energy Way	1	3,385		0	9	0	0	8.0	10	27	89.5	8	0	9	0	0
8	66	23	P	south	Grand River	Sixth Gate	Main Street	2	312		16	0	0	0	4.0	0	20	89.5	8	16	0	0	0
10	93B	27	S	north	Nine Mile	Plaussance	Taft	2	650	18-19	0	4.5	0	0	4.0	10	18.5	88.5	10	0	4.5	0	0
11	38	16	S	east	Beck	Eleven Mile	Grand River	2	2,100		0	0	0	0	8.0	0	8	86.5	11			0	0
12	53	20	P	west	Beck	Eleven Mile	Kirkway Place	1	1,300	21-22	8	9	0	-10	4.0	10	21	85.5	12	8	9	0	-10
13	84A	25	S	east	Meadowbrook	Ten Mile	Chattman	1	2,350	20-21	8	18	0	-20	8.0	0	14	85	13	8	18	0	-20
14	90	26	P	south	Ten Mile	Novi Rd.	Maly Dental	2	2,319	19-20	0	4.5	0	-20	8.0	0	-7.5	83	14	0	4.5	0	-20
15	119A	36	S	east	Meadowbrook	Nine Mile	Singh Blvd	1	1,300	20-21	8	13.5	0	-20	8.0	10	19.5	79.5	15	8	13.5	0	-20
16	93A	27	S	north	Nine Mile	Novi Rd.	Plaussance	1	1,270		0	0	0	0	8.0	0	8	77	16	0	0	0	0
17	99A	29	P	south	Ten Mile	Wixom	400' E of Lynwood	2	2,900	20-21	8	4.5	0	-10	8.0	0	10.5	76.5	17	8	4.5	0	-10
18	18a	11	S	north	Twelve Mile	Twelve Oaks	Meadowbrook	1	5,280		8	13.5	0	-20	8.0	0	9.5	76	18	8	13.5	0	-20
19	68	23	P	south	Grand River	Funeral Home	Meadowbrook	1	800		16	13.5	0	-20	0.0	0	9.5	74	19	16	13.5	0	-20
20	82B	25	S	west	Haggerty	Pavilion Ct Apartments	Nine Mile	1	492		0	0	0	-10	8.0	10	8	69.5	20	0	0	0	-10
21	121A	36	P	south	Nine Mile	Meadowbrook	Sunrise	1	2,900		0	13.5	0	-20	8.0	0	1.5	60	21	0	13.5	0	-20
22	79	24	S	east	Meadowbrook	Ten Mile	Grand River	3	2,000		0	4.5	0	-20	8.0	0	-7.5	51	22	0	4.5	0	-20

**July 12, 2018 Meeting Minutes**



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

**CALL TO ORDER**

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

**ROLL CALL**

Present: Dave Staudt, Andrew Mutch, Paulina Muzzin, Shelley Thomopoulos  
Absent: Tony Anthony, John Avdoulos  
Staff Present: Sri Komaragiri, Planner;  
Barb McBeth, City Planner;  
Jeff Muck, Director of Parks, Recreation and Cultural Services;  
Jeff Herczeg, Director of Public Services;  
George Melistas, Engineering Senior Manager and Traffic Engineer;  
Hannah Smith, Planning Assistant

**APPROVAL OF AGENDA**

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

**AUDIENCE PARTICIPATION**

There was no audience participation at the meeting.

**MATTERS FOR DISCUSSION**

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

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

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

Chair Mutch and Engineering Senior Manager Melistas confirmed that it would have to be built to follow MDOT regulations and standards. Chair Mutch said there would have to be additional grading work and ramps to get to the height and width of 96. It should be recognized on the Master Plan and listed as a CIP project.

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

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

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

## **STAFF UPDATES**

### **1. Planning Update**

#### **a. Committee Input for Tier 1 and Tier 2 Categories**

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

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

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

**b. SEMCOG Regional Update**

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

## **2. Engineering Update**

### **a. Active Non-Motorized Project Portfolio**

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

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

### **b. Safe Routes to School Progress**

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

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



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

### **3. Parks, Recreation, and Cultural Services Update**

#### **a. ITC Trail Update**

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

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

### **COMMUNICATIONS**

There were no communications.

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

### **ADJOURN**

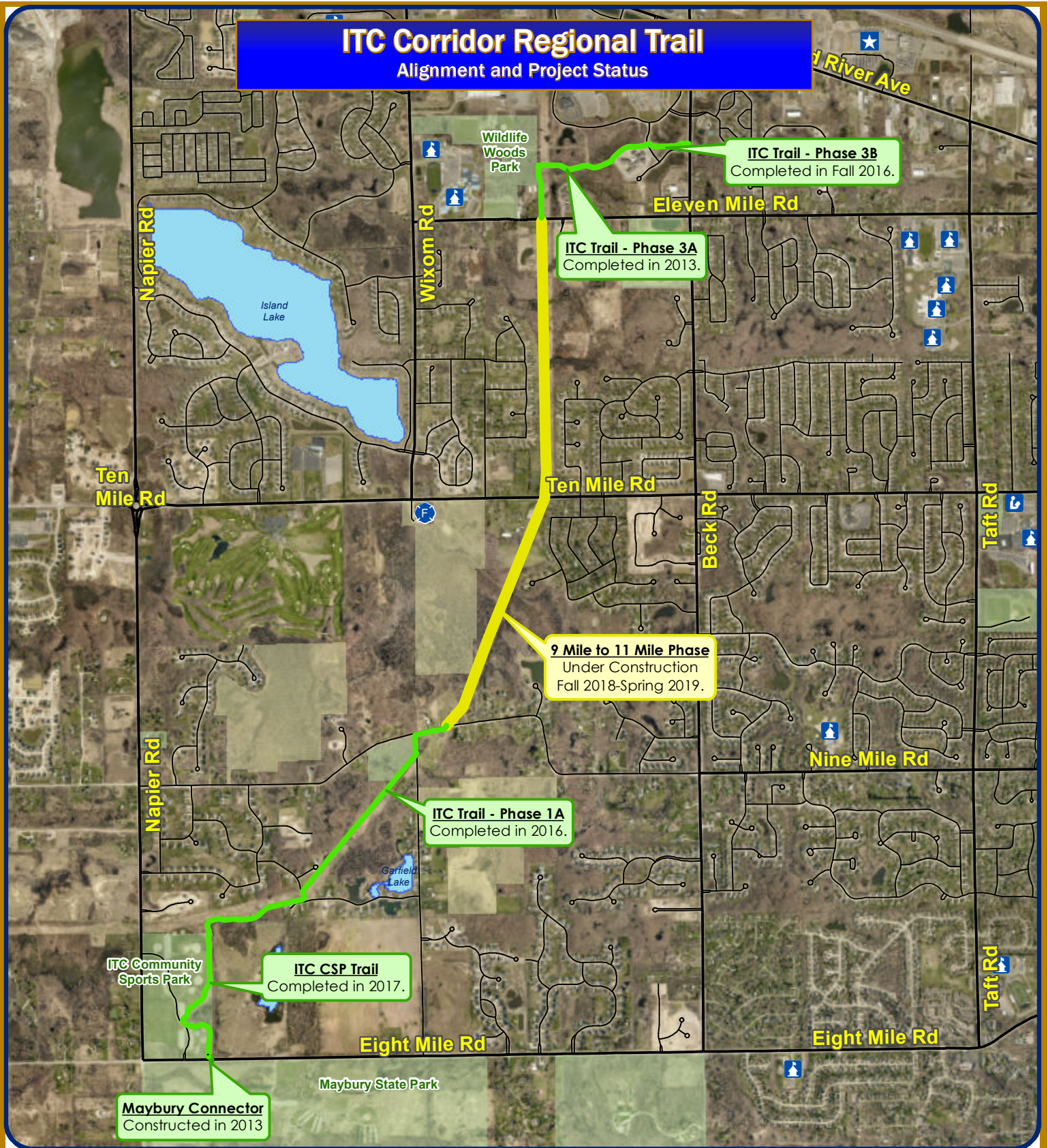
Vice Chair Thomopoulos made the motion to adjourn the meeting. Member Muzzin seconded.

Meeting adjourned at 7:14 pm.

**ITC TRAIL UPDATE**

# ITC Corridor Regional Trail

Alignment and Project Status



Map Author: Keri Blough  
 Date: September 10, 2018  
 Project: ITC Corridor Regional Trail  
 Version #: 5.1

Map Revisions:  
 Date:  
 Department:

**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.

**Map Legend**

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



**City of Novi**

Integrated Solutions Team  
 Geospatial Resources Division  
 45175 Ten Mile Rd  
 Novi, MI 48375  
 cityofnovi.org



**NEWLY BUILT TAFT ROAD BIKE LANES**



**CORRESPONDENCE 1**

**From:** [Andrew Mutch](#)  
**To:** [Muck, Jeffrey](#); [David Staudt](#); [Komaragiri, Sri](#)  
**Subject:** ITC Trail on Strava Heat Map  
**Date:** Sunday, August 19, 2018 1:43:29 PM

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

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

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

Andrew





**CORRESPONDENCE 2**

## Komaragiri, Sri

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**From:** Mueller, Nathan  
**Sent:** Wednesday, August 1, 2018 2:25 PM  
**To:** Komaragiri, Sri  
**Subject:** Sidewalk Question

Hi Sri!

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



**Nathan Mueller** | Community Relations Specialist  
City of Novi | 45175 Ten Mile Road | Novi, MI 48375 USA  
t: 248.347.0431 | f: 248.735.5683 | [cityofnovi.org](http://cityofnovi.org)

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**From:** Komaragiri, Sri  
**To:** Mueller, Nathan  
**Subject:** Sidewalk Question  
**Date:** Monday, August 6, 2018 9:34:20 AM

Hi,

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

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

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

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

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



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

**CORRESPONDENCE 2**

## Komaragiri, Sri

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**From:** Mueller, Nathan  
**Sent:** Friday, August 31, 2018 12:59 PM  
**To:** Komaragiri, Sri  
**Subject:** Sidewalk Questions

Happy Friday!

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

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

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

**Thank you for listening.”**

Nathan



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## Komaragiri, Sri

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**From:** Komaragiri, Sri  
**Sent:** Wednesday, September 05, 2018 3:44 PM  
**To:** Mueller, Nathan  
**Subject:** RE: Sidewalk Questions

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

Hi,

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

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

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

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

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