



# City of Novi Non-Motorized Prioritization 2020-22 Update

A Working Document for  
Capital Improvement Plan (CIP) Planning

October 2020

# ACKNOWLEDGEMENTS

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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. Since then, staff has been continually updating the process as needed to accommodate development trends and public demand. Changes have been made to Tier Categories as needed with each update. Refer to Chapter 3 for more details.

An inventory of sidewalk and pathway segments along major roads 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 attempt to measure the potential benefits to the citizens of Novi of each segment. Data collected is current through August 1, 2020. The 20 segments receiving the most Tier 1 points were next reviewed against the Tier 2 criteria. Tier 2 criterion evaluates financial and feasibility considerations of completing each segment. The combination of Tier 1 and 2 points determines the final ranking of the Top 20 Segments.

Since pathway, sidewalk, destination, accident and traffic volume data continues to change, the process includes regular updates of the segment data to ensure that the pathway and sidewalk segment ranking continues to highlight those that will provide a high level of serviceability and cost effectiveness to the residents of Novi. In addition to ranking missing pathway and sidewalk segments along major roads, the process also includes updates on the installation of regional/recreational trails, proposed street crossings, and neighborhood connector routes.

The Non-Motorized Prioritization is typically updated each fall. However, this year the Walkable Novi Committee recommended this process become a bi-annual update. In making this decision, the committee considered that the prioritization rankings do not change much from one year to the next and significant staff resources are spent preparing the report each year. Shifting to an every-other-year schedule would free up those staff resources to work on other initiatives without the risk that the segment priorities would become outdated. Therefore, moving forward, the City's Planning and Engineering Staff will update the prioritization analysis and process worksheets and maps for review and approval by the Walkable Novi Committee on a biannual basis.

On November 5, 2020, the Walkable Novi Committee members approved the draft Non-Motorized Prioritization: 2020-22 Update and recommended forwarding it to the City's Capital Improvement Committee. This document should be used to help identify future segments and non-motorized improvements to be constructed as additional funding becomes available.

## Chapter 2: COMPLETED NON- MOTORIZED IMPROVEMENTS

All potential sidewalk and pathway segments that need to be constructed are placed into the “Pathway and Sidewalk Prioritization Worksheet.” For each update, all segments that are either complete as of July 1, 2020 or scheduled for construction for the fiscal year are identified and removed from the spreadsheet prior to ranking. Segments that have been assigned budget for design and construction are also identified with this update. Those are removed from the Prioritization spreadsheet to focus on segments that are not funded. During the 2022 update, if the funding source is no longer valid, these segments will be added back to the spreadsheet.

As noted in the Table 2.1, the City of Novi accounted for a total of 13,265 feet of sidewalks/paths and private developments account for a total of 3,280 feet of completed segments in the 2019-2020 fiscal year. The City completed construction of about 10,423 feet of ITC Trail from Nine Mile to Eleven Mile Road in the fall of 2019.

In Table 2.2, segments that are expected to be completed in 2020-21 are listed. All sidewalk segments that are either scheduled for construction or are under construction or are approved as part of an approved site plan are identified. Site plans which are at the final stamping set approval phase are included in this list. These segments are removed from the master list that is rated for rankings.

Since the inception of this process, the City alone has built nearly 20 miles of non-motorized network. This does not include the sidewalks constructed by private developers. A total of 37.6 miles are yet to be built along major roads to achieve a complete non-motorized connectivity within the City. As of 2020, the City’s existing non-motorized network includes about 32 miles of major pathways, 10 miles multi-use pathways and 50 miles of sidewalks along major roadways.

**TABLE 2.1: 2019-20 Completed Non-Motorized Improvements (at time of report)**

Segment Item #	Section #	Type	Side of Street/ Other	Location	From	To	Segment Length (ft.)
<b>City Projects</b>							
52c (part)	20	S	South	<b>Eleven Mile</b>	Bosco Park entrance		375
53	20	S	West	<b>Beck Road</b>	Bosco Park (City Project)		1150
102b (part)	30	P	North	<b>Nine Mile</b>	ITC Pathway		487
98b	30	P	North	<b>Nine Mile</b>	ITC Pathway		830
4002, 4004	20-29	P		<b>ITC Pathway</b>	9 Mile to 11 Mile		10,423
5132	20	C	N/S	<b>Beck/11 Mile</b>	Bosco Park project		
5027	17, 20	C	N/S	<b>Eleven Mile</b>	ITC Trail crossing		
5028	20, 29	C	N/S	<b>Ten Mile</b>	ITC Trail crossing		
5029	29	C	N/S	<b>Nine Mile</b>	ITC Trail crossing		
5030	30	C	E/W	<b>Garfield</b>	ITC Trail crossing		
N/A	N/A	B		<b>Boardwalk Repairs and</b>	Citywide		
<b>2019-20 City of Novi Total</b>							<b>13,265</b>
<b>Private Development Projects</b>							
1a (part)	1	S	South	<b>Fourteen Mile</b>	Berkshire E-Supply		637
18a (part)	11	S	north	<b>Twelve Mile</b>	Novi Senior Living		322
20b (part)	12	S	West	<b>Haggerty Road</b>	Hillside Office Park		450
62	22	S	North	<b>Ten Mile</b>	Emerson Park off-site boardwalk		383
64 (part)	22	S	East	<b>Taft Road</b>	Heritage Woods		200
74 (part)	24	S	East	<b>Seeley Road</b>	Novi Tech 6 & 7		317
41 (part)	17	S	East	<b>Wixom Road</b>	Villas at Stonebrook		115
166	4	P	North	<b>West Road</b>	46860 West Road		354
88 (part)	26	S	North	<b>Nine Mile</b>	Woodbridge Park		502
<b>2019-20 Development Total</b>							<b>3,280</b>

**TABLE 2.2: FY 2020-21 Non-Motorized Improvements under construction or scheduled for construction (at time of report)**

Segment Item #	Section #	Type	Side of Street/ Other	Location	Description	Segment Length (ft.)
<b>Public/City Projects</b>						
39	17	S	West	<b>Beck Road</b>	City Project	363
43	18	S	West	<b>Wixom Road</b>	City/Catholic Central Project	644
120a	36	S	West	<b>Haggerty</b>	City Project (Eight Mile to Orchard Hill)	1390
120b	36	S	West	<b>Haggerty</b>	City Project (Orchard Hill to High Point)	375
120c	36	S	West	<b>Haggerty</b>	City Project (High Point to Nine Mile)	600
70	23	P	West	<b>Meadowbrook</b>	City Project (between Grand River and Eleven Mile)	961
60	22	P	South	<b>Eleven Mile</b>	City Project (Clark-Creek Crossing)	244
51	20	S	North	<b>Ten Mile</b>	City Project (Dinser to Woodham)	1780
78c	24	P	South	<b>Grand River</b>	City Project (Olde Orchard to Karim)	279
32b	15	S	west	<b>Novi Rd.</b>	MDOT (I-96 south side)	723
33	15	S	west	<b>Novi Rd.</b>	MDOT (Crescent)	840
NBD	25	S	East	<b>Willowbrook</b>	City Project (Guilford to Village Wood)	350
<b>2020-21 City of Novi Total</b>						<b>8,549</b>
<b>Private Development Projects</b>						
2a (part)	1	S	West	<b>Haggerty</b>	Berkshire E-Supply	808
1a (part)	1	S	South	<b>Fourteen Mile</b>	Speedway	134
2a (part)	1	S	West	<b>Haggerty</b>	Speedway	111
68	23	S	South	<b>Grand River</b>	Jaguar	345
77 (part)	24	S	West	<b>Haggerty Road</b>	Suburban Toyota	1031
31b (part)	16	P	South	<b>Twelve Mile</b>	Amson-Nassar Spec Building	495
17 (part)	11	S	East	<b>Old Novi Road</b>	Lakeview	475
102b	30	S	North	<b>Nine Mile</b>	Terra	469
98b (part)	29	S/P	North	<b>Nine Mile</b>	Terra	787
<b>2020-21 Development Total</b>						<b>4,655</b>





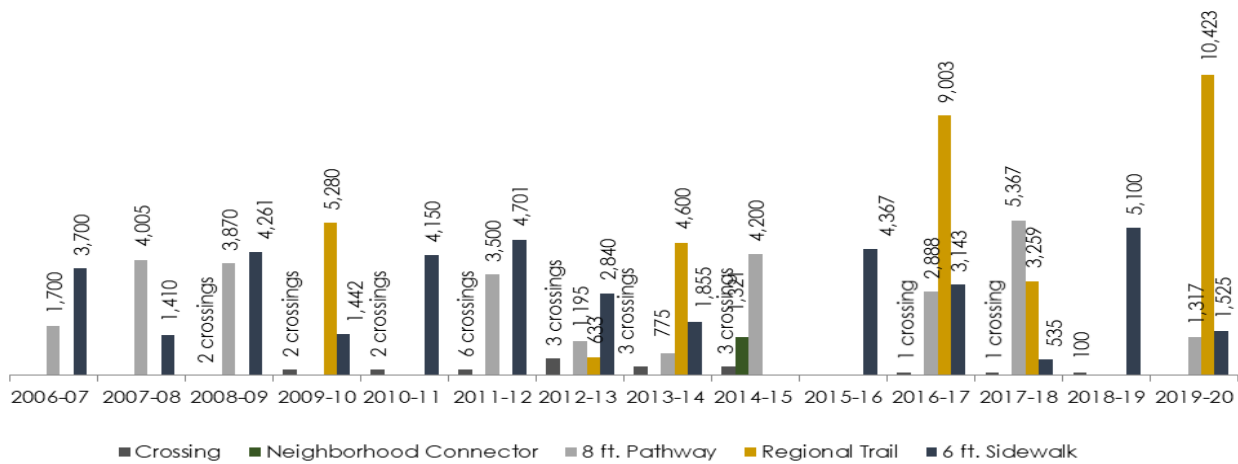
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Segment 39: Two short segments built by the City west of Beck completes connectivity north of 10 Mile to Grand River

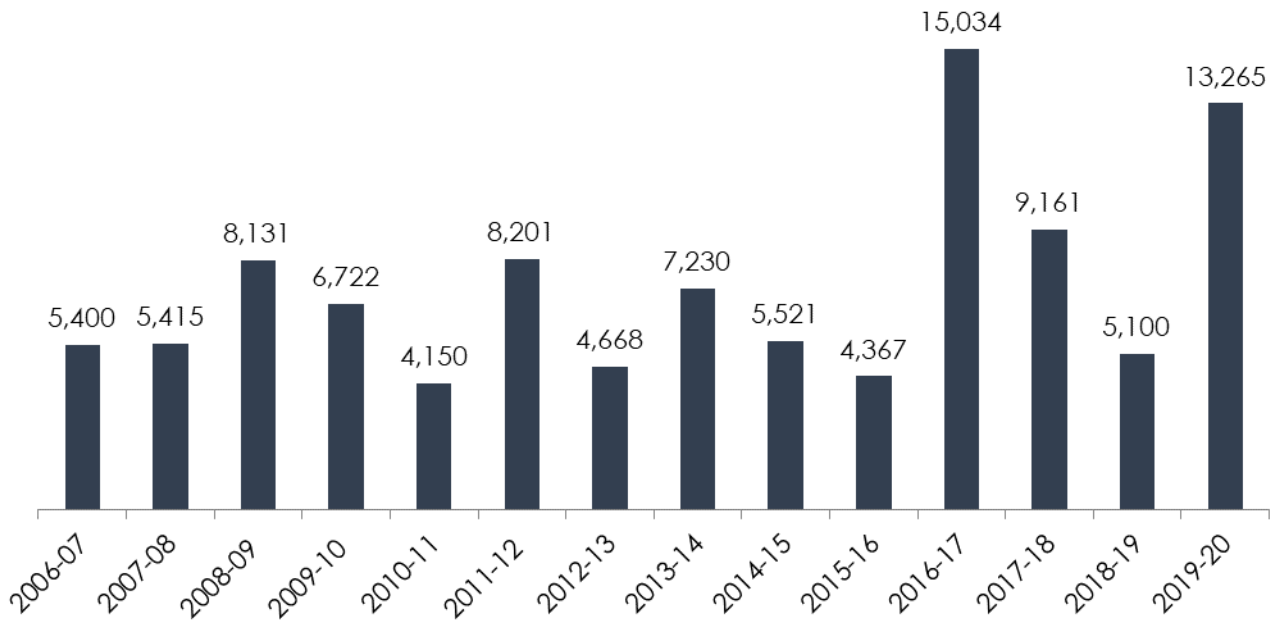


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Portion of Segment 41: Sidewalk provided as part of Private Development along Wixom Road



**Figure 2.2: 2006 – FY2019-20 Completed Non-Motorized Improvements by City of Novi by Type in ft**  
 (Segments completed by the City of Novi or other public agency only, not including developer segments)



**Figure 2.3: 2006- July 1, 2020 Completed Non-Motorized Improvements by City of Novi in ft**  
 (Segments completed by the City of Novi or other public agency only, not including developer segments)

\*\* Refer to Table 2.3 in Attachment A for the list of Completed Non-Motorized Improvements by City of Novi between 2006 and 2020

## MAINTAINENCE

Once non-motorized improvements are constructed, there is a 25-year lifecycle for concrete sidewalk, 20-year lifecycle for asphalt pathway, and 15-year lifecycle for boardwalks. These improvements primarily depend on the extent of usage and regular maintenance. The Department of Public Works assigns \$300,000 dollars annually out of the Municipal Street Fund to maintain sidewalks and pathways. In addition, they receive another \$20,000 for boardwalk maintenance materials, utilizing the City’s general fund. Table 2.4 lists the typical cost estimate for installation, removal and maintenance for various types of non-motorized improvements. The cost may vary with other challenges that are encountered during inspections.

**Table 2.4: Sidewalk/Pathway and Boardwalk Maintenance Estimate**

	Installation	Removal	Annual Maintenance
<b>6-foot concrete Sidewalk</b>	\$ 80 per ft.	\$ 25 per ft.	\$300,000 annual budget
<b>10-foot asphalt Pathway</b>	\$ 180 per ft.	\$ 25 per ft.	
<b>Wooden boardwalk</b>	\$ 800 per ft.	\$ 50 per ft.	\$20,000 annual budget
<b>Composite boardwalk</b>	\$1,200 per ft.	\$ 40 per ft.	Yearly Budget

Currently, only asphalt pathways are inspected by Field Operations staff. Sidewalks are not inspected unless a complaint is received. This list of inspection criteria may change pending City Management direction on a Sidewalk Maintenance Incentive Program.

Pathway infrastructure is inspected on a yearly basis, with inspections to include:

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

Boardwalks 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 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 number of regulated wetlands throughout the City. One of the 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 areas of regulated



wetlands. The City maintains a total of 36 boardwalks as listed in Table 2.5 (four additional boardwalks are listed at the bottom of the table in grey as replaced with sidewalk or removed). Of the existing boardwalks, two (#9 and #34) are not connecting sidewalks on one side, and near one boardwalk (#27) the sidewalk ends. It costs about \$27 - 35 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 each including support brackets and are based on a maximum depth of 15 feet. Removal and reinstallation of a boardwalk with new lumber and helical piers costs about \$70 - 90 per square foot. Pricing is substantially dependent on the site conditions, construction methods, accessibility, and the total size/scope of the desired work. Over \$1.2M was spent between 2018 and 2020 using a contractor to make several boardwalks structurally sound (roughly 30% of the boardwalk network).

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, access to certain boardwalks is closed from use to avoid further deterioration. Staff will pay closer attention to segments whose completion would result in the connection to existing boardwalks and avoid expensive removals. City engineering staff is currently working on researching alternate materials such as composites on handrails and balusters, and installation techniques such as using helical piers and adjustable pilings, to minimize the frequency of maintenance and costs of construction. There is a dedicated team in the Field Operations Division of one full-time and one part-time staff member that completes maintenance repairs, with an annual \$20K budget for purchasing supplies for repairs.



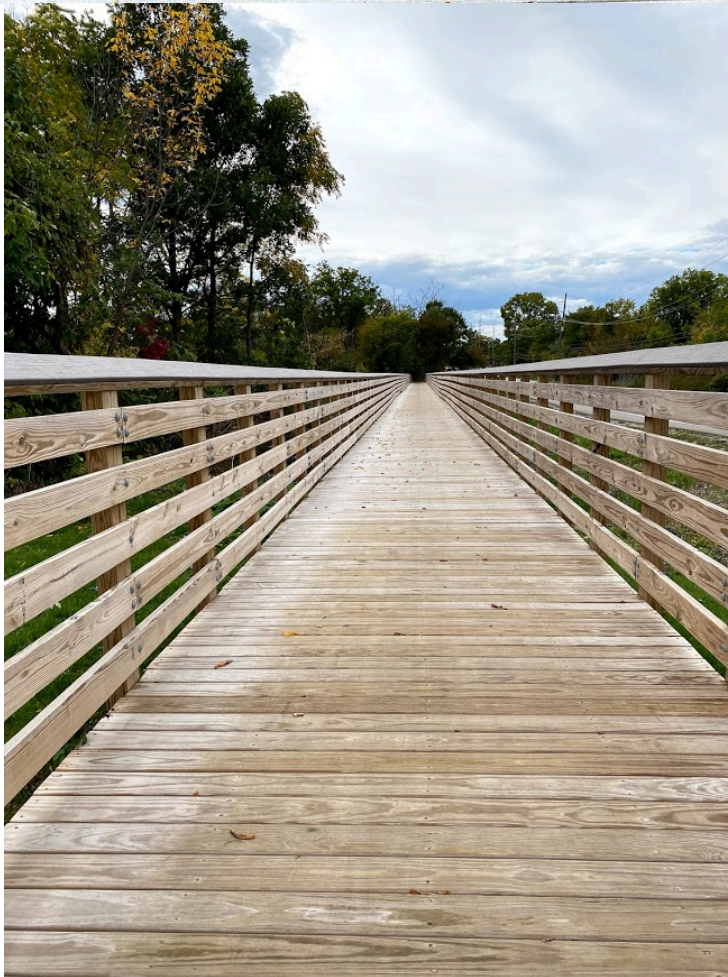
**Longest Boardwalk in Novi, approximately 1,975 feet long (nearly 0.4 mile) is part of the ITC Trail**

**TABLE 2.5: Existing Boardwalks Inventory**

Secti on No.	Asset ID	#	Location	Street Name	Width	Length in feet (Appx.)	Adj. Future Segm ent	Status (as of 6/25/20)
27	BKS-10008	3	S of 10, W of Whitehall Senior	10 Mile	8	510	0	No work required at this time.
22	BKS-10009	4	N of 10 Mile, W of Novi	10 Mile	8	158	62	Additional boardwalk being installed by developer. Completion estimated July 2020.
22	BKS-10019	5	N of 10 Mile, E of Churchill Blvd	10 Mile	8	64	0	Complete rebuild due to accident summer 2020.
26	BKS-10034	22	Ten Mile W of Quince Dr	10 Mile	8	311	0	Approaches replaced 6/24/2020
26	BKS-10035	21	Ten Mile E of Pheasant Run	10 Mile	8	231	0	Approaches replaced 6/24/2020
17	BKS-10004	6	N of 11 Mile, W of Beck	11 Mile	8	240	0	Minor repairs.
17	BKS-10023	23	N 11 Mile, E of Wixom	ITC Trail	10	63	0	Replaced handrails from deck up to top rail to meet new standards 2-20-20.
17	BKS-10026	24	N of 11 Mile, E of Wixom	ITC Trail	14	43	0	Replaced handrails from deck up to top rail to meet new standards 2-20-20
18	BKS-10036	31	W of Wixom Rd (Catholic Central)	12 Mile Rd	8	218	0	Minor repairs.
35	BKS-10011	1	S of 9 Mile, E of Roethel Dr	9 Mile	8	53	0	Minor repairs.
35	BKS-10012	2	S of 9 Mile at Fire Station #3	9 Mile	8	205	0	Replaced 10 ft. of joists and repaired side rails, tightened lifted deck boards.
20	BKS-10007	10	W side Beck N of Cider Mill	Beck Rd	8	438	0	Rest of boardwalk removed, rebuilt with new helicals and upgraded to meet new standards. Winter 2019
29	BKS-10013	11	W of Beck, N of 9 Mile	Beck Rd	8	430	0	Replaced some decking and tightened handrails.
32	BKS-10014	20	W of Beck S of Bellagio	Beck Rd	8	218	0	No repairs needed at this time.
16	BKS-10015	9	E of Beck Rd S of Central Park	Beck Rd	8	164	38	No work. (Dead end)
16	BKS-10016	8	E of Beck Rd S of Vision Spa	Beck Rd	8	223	0	Screwed down deck boards.
32	BKS-10038	34	Beck South of 9 Mile	Beck Rd	8	40	110b, 112	No work done.
31	BKS-10037	35	W of Garfield, S of Nine Mile	ITC Trail	14	531	0	Replaced 20 sq. ft. deck boards.

20			S of 11 Mile, E of Wixom	ITC Trail	14	180		New 2019
29			N of 9 Mile, E of Vasilios	ITC Trail	14	2,000	0	New 2019
24	BKS-10002	12	E of Meadowbrook S of Vincenti Ct	Meado wbrook	8	132	0	No work at this time.
26	BKS-10010	13	W Meadowbrook N Penton Rise Ct	Meado wbrook	8	30	0	Replaced everything except pilings to meet new standards. Summer 2019
11	BKS-10024	7	W side of Meadowbrook N of 12 Mile	Meado wbrook	8	331	0	Minor repairs.
19	BKS-10027	33	E Side of Napier S of Seaglen Dr	Napier Rd	8	220	0	No work at this time.
18	BKS-10028	27	E of Napier S of Novi Meadows Blvd	Napier Rd	8	88	44	Minor repairs.
19	BKS-10030	32	Napier W of Denali Ct	Napier Rd	10	45	0	Replaced both boardwalk approaches June 2020.
19	BKS-10032	29	S of Ten Mile E of Napier	Napier Rd	8	51	0	Replaced both boardwalk approaches June 2020.
19	BKS-10033	30	N of Ten Mile W of Denali Ct	Napier Rd	8	50	0	Replaced both boardwalk approaches June 2020.
10	BKS-10000	15	West of Novi South of 12 1/2 Mile	Novi Rd	8	504	0	Minor repairs.
10	BKS-10001	14	West of Novi North of 12 Mile	Novi Rd	8	423	0	Repaired 16 ft. handrail along with minor repairs
27	BKS-10025	25	West of Novi SW of Lidstrom	Novi Rd	8	33	0	Minor repairs
2	BKS-10029	28	Fishing Pier at Pavilion Shore Park	Pavilion Shore Park	10	113	0	No work at this time.
16	BKS-10020	19	West of Taft South of Andes Ct	Taft Rd	8	237	0	No work at this time.
18	BKS-10005	16	West of Wixom next to Lift Station	Wixom Rd	8	72	0	No work at this time.
27	BKS-010042	36	PD Stairway	Civic Center	10	25	0	No work at this time.
18	BKS-10006	17	West of Wixom South of Island Lake	Wixom Rd	8	258	0	Full remove and replace.
18	BKS-10018	TBD	E of Napier S of Knightsbridge	Napier Rd	8	597	44	Removed in late 2017. Not City's asset.
18	BKS-10021	TBD	E of Napier N of Knightsbridge	Napier Rd	8	59	0	Not City's asset.
6	BKS-10017	18	North of Grand River E of Beck	Grand River	8	123	0	Removed boardwalk. Installed sidewalk in its place May 2020.
19	BKS-010031	26	Napier North of 10 Mile	Napier Rd	10	286	0	Removed for roundabout (2017).
<b>Total Linear feet of existing boardwalk</b>						<b>7,817</b>		





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**New sidewalk and boardwalk was added along the north side of 10 Mile west of Novi Road to complete Segment 62 as a public benefit funded by a private developer;  
Boardwalk replacement on the South side of 10 Mile west of Novi Road funded by the City of Novi**



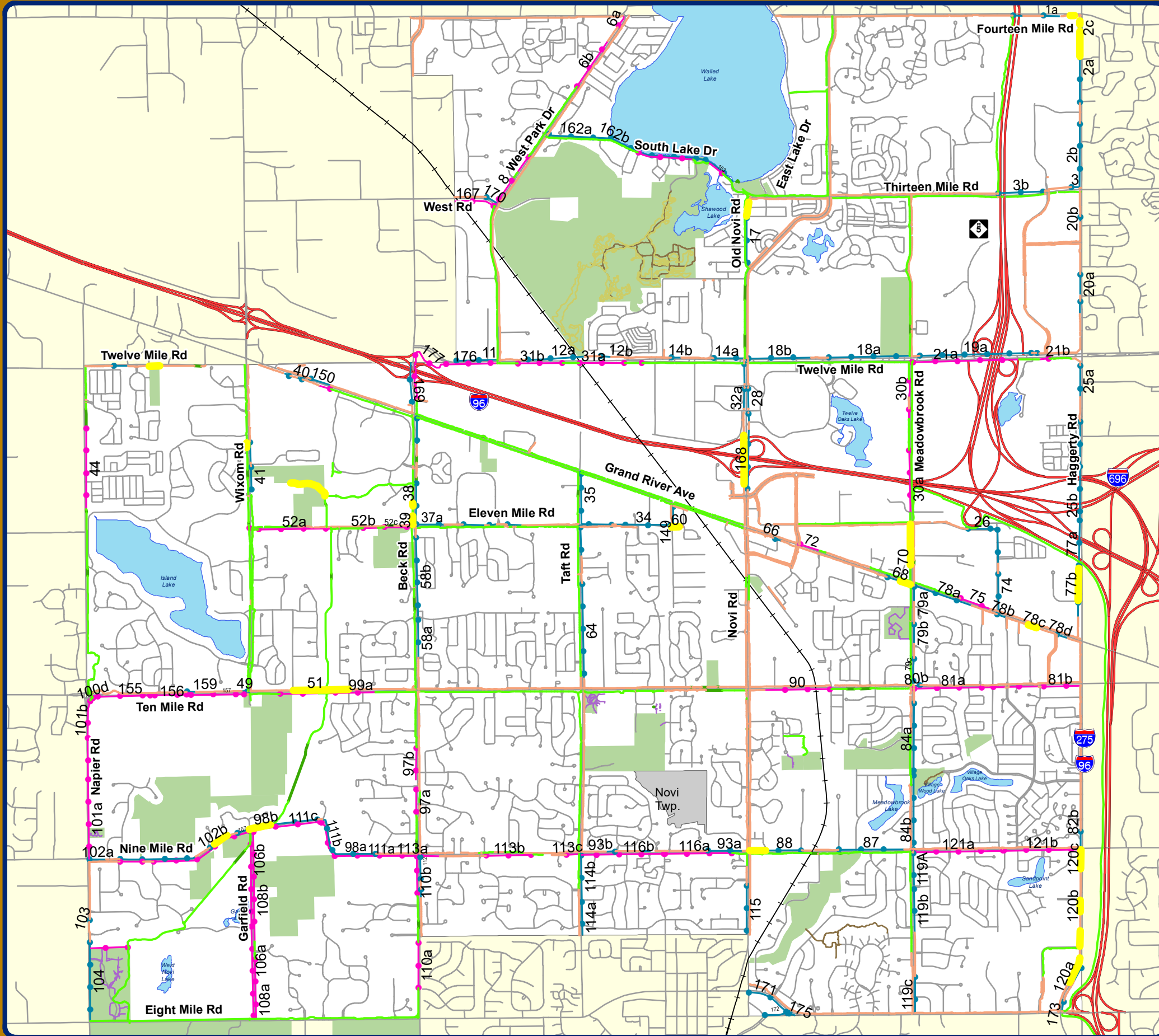


Private development contributed to new sidewalk segments along Nine Mile, Seeley Road, Haggerty Road and Old Novi Road



**MAP 1**  
**FY2020-22 Scheduled/Under Construction**  
**Non-Motorized Improvements**

# Map 1: 2020-2022 Scheduled/Under Construction Non-Motorized Improvements



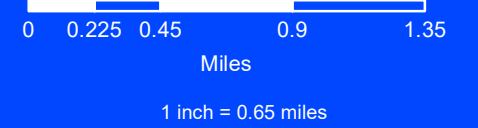
## Annual Non-Motorized Prioritization: 2020-2022 Update

- Scheduled 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
  - + Railroads Adjoining Novi



**City of Novi**  
 Dept. of Community Development  
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 Novi, MI 48375  
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Map Author: Jon Gartha  
 Date: September 8, 2020  
 Project: 2020 Non-Motorized Update  
 Version #: 2.0



### 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.



## Chapter 3: 2020-22 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. As part of the 2013-2014 update the process was renamed the Annual Non-Motorized Prioritization Update to better reflect the content and recommendations of the document. The Annual Non-Motorized Prioritization is typically updated each fall. This year, the Walkable Novi Committee recommended that the prioritization report instead be updated on a biannual basis. The reason for this recommendation was significant staff resources are expended to produce the report each year, however the segments in the Top 20 Priority do not change much on an annual basis. A bi-annual report cycle would allow staff to focus on other priorities without the risk of the Top 20 segment rankings becoming invalid. Data in this report is current through August 1, 2020. The Community Development Department's Planning and Engineering Staff will continue to complete the prioritization analysis and process worksheets and maps for review and approval by the Walkable Novi Committee, but only every other year.

For each update, all pathway and sidewalk segments that are proposed adjacent to major 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. 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. Additional Tier 2 ranking is done to give priority to segments that provide more economical value to the City. See Table 3.1 below for detailed descriptions of the criteria. Tables 4.5 and 4.6 in chapter 4 contain the spreadsheet with each segment and how they scored in each of the criteria.

Due to the intrinsic nature of planning, it is necessary to evaluate the policies as new challenges and questions arise. Revisions are made with each update to address current challenges and future goals. The revisions with each update are summarized below.

**2015-16 UPDATE:** As part of 2015-16 update, staff reviewed the prioritization criteria from various communities to identify additional criteria with 2015-16 update. Changes to Tier 1 and 2 Categories were made and segments ½ mile to 1 mile long were further broken down to smaller lengths.

**2017-18 UPDATE:** Information about sidewalk maintenance and boardwalks was added to the report. An inventory of existing boardwalks was added to the report. Any missing segments that are adjacent to existing boardwalks are noted.

**2018-19 UPDATE:** One of the 2017 City Council's goals is as follows: "Direct Walkable Novi Committee to identify critical sidewalk/pathway gaps for 2018 - 19 budgets with focus on connections to new ITC

trail segments and completing major corridors (including CIP millage funding up to \$1.5 million).” Points awarded were raised for connection to regional trails and parks. In addition, segments which are over a mile long are split into smaller segments and 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. Smaller segments which are closer were combined into one.

**2019-20 UPDATE:** The ratings for ‘Segment Completion’ item under Tier 1 category were increased. The rest of the ratings remained unchanged. There was no significant difference in rankings due to change to ‘Segment Completion’ category. Four new segments made it to Top 20. The rest of the segments are carried over from the previous year.

**2020-22 UPDATE:** The update was changed to reflect a 2-year time period. The tables in Chapter 2 were updated to separate completed segments from those scheduled for completion in the near future. The rating schedule remained unchanged. One new segment made it to Top 20. The rest of the segments are carried over from the previous year.

**TABLE 3.1: 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			
1	<p><b>BICYCLE &amp; PED. ACCIDENTS</b>                      (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</p>		
	<p><b>TRAFFIC SAFETY</b>                      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</p>		
2	<table border="0" style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> <p><b>TRAFFIC COUNTS</b>                              (ADT) 2010 Non-Motorized MP                              0 = &lt;10K ADT                              5 = 10K-20K ADT                              10 = &gt;20K ADT</p> </td> <td style="width: 50%; vertical-align: top;"> <p><b>TRAFFIC SPEED</b>                              &lt; 30 mph = x 1                              35-40 mph= x 1.2                              &gt;=45 mph = x 1.5</p> </td> </tr> </table>	<p><b>TRAFFIC COUNTS</b>                              (ADT) 2010 Non-Motorized MP                              0 = &lt;10K ADT                              5 = 10K-20K ADT                              10 = &gt;20K ADT</p>	<p><b>TRAFFIC SPEED</b>                              &lt; 30 mph = x 1                              35-40 mph= x 1.2                              &gt;=45 mph = x 1.5</p>
<p><b>TRAFFIC COUNTS</b>                              (ADT) 2010 Non-Motorized MP                              0 = &lt;10K ADT                              5 = 10K-20K ADT                              10 = &gt;20K ADT</p>	<p><b>TRAFFIC SPEED</b>                              &lt; 30 mph = x 1                              35-40 mph= x 1.2                              &gt;=45 mph = x 1.5</p>		
	<p><b>ACCESS TO SCHOOLS</b>                      All three categories are grouped into one to simplify and avoid double counts.</p>		
3	<p>Final rating would be based on number of schools with the same criteria. i.e. # elem &amp; intermediate schools w/in 1 mile and so on)                      4.5 = 1 school                      9 = 2+ schools</p>		

(# elem & intermediate 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**

(# w/in 1 mile)

6 = 1 park;  
12 = 2+ parks

---

**ACCESS TO HOTELS**

# shopping areas w/in 1 mile)

2 = 1 Hotel;  
4 = 2+ Hotels

---

**ACCESS TO SHOPPING**

(# shopping areas w/in 1 mile)

3.5 = 1 shopping area; 7 = 2+ shopping areas

---

**ACCESS TO PLACES OF WORSHIP**

(# places of worship w/in 1 mile)

2 = 1 places of worship;  
4 = 2+ places of worship

---

**CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM**

7 = connected to neighboring sidewalk system  
14 = connected to regional trail system

---

**POPULATION SERVED**

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

---

**SEGMENT COMPLETION**

5 = 1/2 to 1 mile; 10 = 1 to 2 miles; 15 = over 2 miles

---

**CONSIDERABLE PUBLIC INTEREST**

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

---

**NON-MOTORIZED MASTER PLAN**

20 = initial investment  
15 = major corridor

---

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

---

**EASE OF CONSTRUCTION** (easy/hard)

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

---

**RIGHT-OF-WAY AVAILABILITY**

(based on % available)

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

---

**OTHER FUNDING SOURCES**

(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)

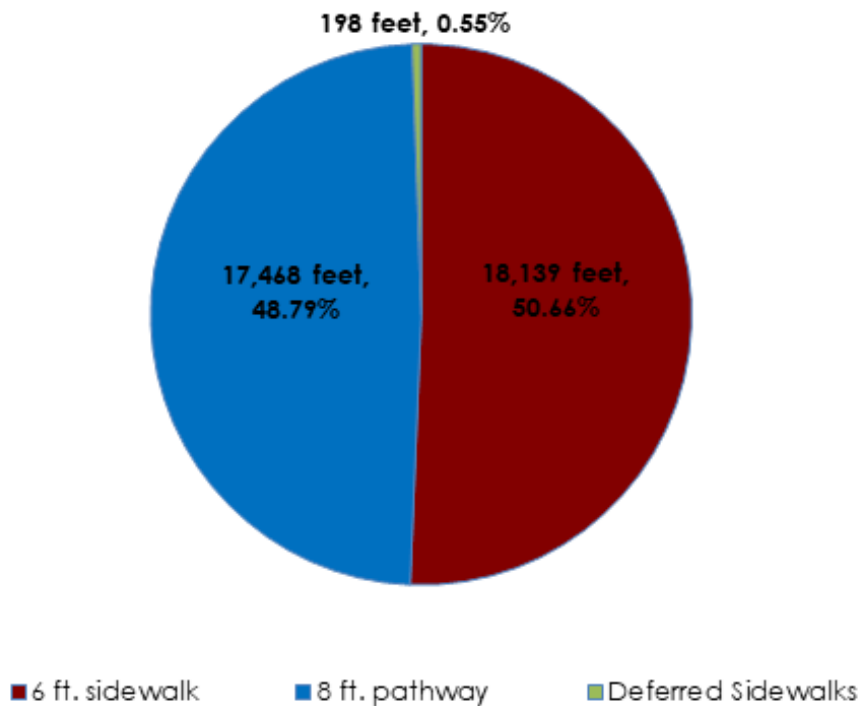
- 5 8 = little potential
- 4 = potential for partial completion within 10 years
- 2 = development potential within 10 years
- 0 = Site Plan submitted

**EVIDENCE OF EXTENSIVE PEDESTRIAN USE**

0 = No Evidence

- 6 10 = Worn Path

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



**Figure 3.1: Total Length of 2020-2022 Top 20 Priority segments per Sidewalks and Pathways**  
(Segments to be completed by the City of Novi only)

## TOP 20 SEGMENTS

For 2020-22 the Top 20 Priority segments (excluding the deferred segment) result in about 6.7 miles (35,607 linear feet) of proposed pathways and sidewalks. All Top 20 are located south of Twelve Mile and east of Wixom Road. Seven segments are located along Ten Mile Road and Beck Road, whose construction is tied with road widening. The Road Commission for Oakland County is scheduled to begin working on widening 10 Mile Road between Meadowbrook and Haggerty in FY2021-22, which would include construction of the top 3 segments (80b, 81a and 81b), representing a mile of new pathway. Nineteen segments out of the Top 20 are carried over from last year. One segment next in ranking is moved up in lieu of the segment that was previously understood to be deferred. Table 3.3 provides approximate cost estimates prepared by the City's engineering consultant, Spalding DeDecker, and other related information.


## ITC SEGMENTS

During the 2019 Annual update, the Walkable Novi Committee discussed the draft Top 20 segments. While the segments are derived from a standard ranking system, the Committee felt that additional priority should be given to certain segments that provide greater access to the ITC Trail system and City's Bosco Park fields at Eleven Mile and Beck Road.

TABLE 3.2: 2020-2022 Top 20 Priority Pathway and Sidewalk Segments including 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
1	80b	24	S	north	Ten Mile	Meadowbrook	Willowbrook Estates	1	198	21-22
2	81a	25	P	south	Ten Mile	Meadowbrook	Willowbrook	1	2,529	21-22
3	81b	25	P	south	Ten Mile	Willowbrook	Haggerty	3	2,634	21-22
4	38	16	S	east	Beck	Grand River	Eleven Mile	1	2,234	
5	18a	11	S	north	Twelve Mile	Twelve Oaks	Meadowbrook	2	2,613	
6	93b	27	S	north	Nine Mile	Plaisance	Taft	2	619	
6	21a	13	P	south	Twelve Mile	Meadowbrook	Energy Way	2	3,451	
8	153	36	S	east	Haggerty	City limits	Taco Bell	1	501	
9	66	23	P	south	Grand River	Sixth Gate	Main Street	2	293	
10	99a	29	P	south	Ten Mile	Wixom	400' E of Lynwood	2	2,739	25-26
11	68	23	P	south	Grand River	Funeral Home	Meadowbrook	1	457	
12	93a	27	S	north	Nine Mile	Novi Rd.	Plaisance	1	1,122	
13	84a	25	S	east	Meadowbrook	Ten Mile	Chattman	1	2,323	
13	72	23	P	north	Grand River	Town Center	Amstaff building	1	677	
15	84b	25	S	east	Meadowbrook	Nine Mile	Chattman	1	2,380	
16	90	26	P	south	Ten Mile	Maly Dental	Novi Ridge Apartments	1	2,122	25-26
17	58b	21	S	east	Beck	Cider Mill	Sierra	1	2,553	
18	82b	25	S	west	Haggerty	Pavilion Ct Apartments	Nine Mile	1	539	
19	18b	11	S	north	Twelve Mile	Novi Rd.	Twelve Oaks	1	2,027	
20	58a	21	S	east	Beck	Ashley	Cider Mill	1	1,228	
21	52a	20	P	south	Eleven Mile	Wixom	E side ITC Corridor	2	2,566	

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 which involve a highway crossing or a railroad crossing

 Short Segments

 CIP Budget Year

 Segments included in last years Top 20

 Deferred

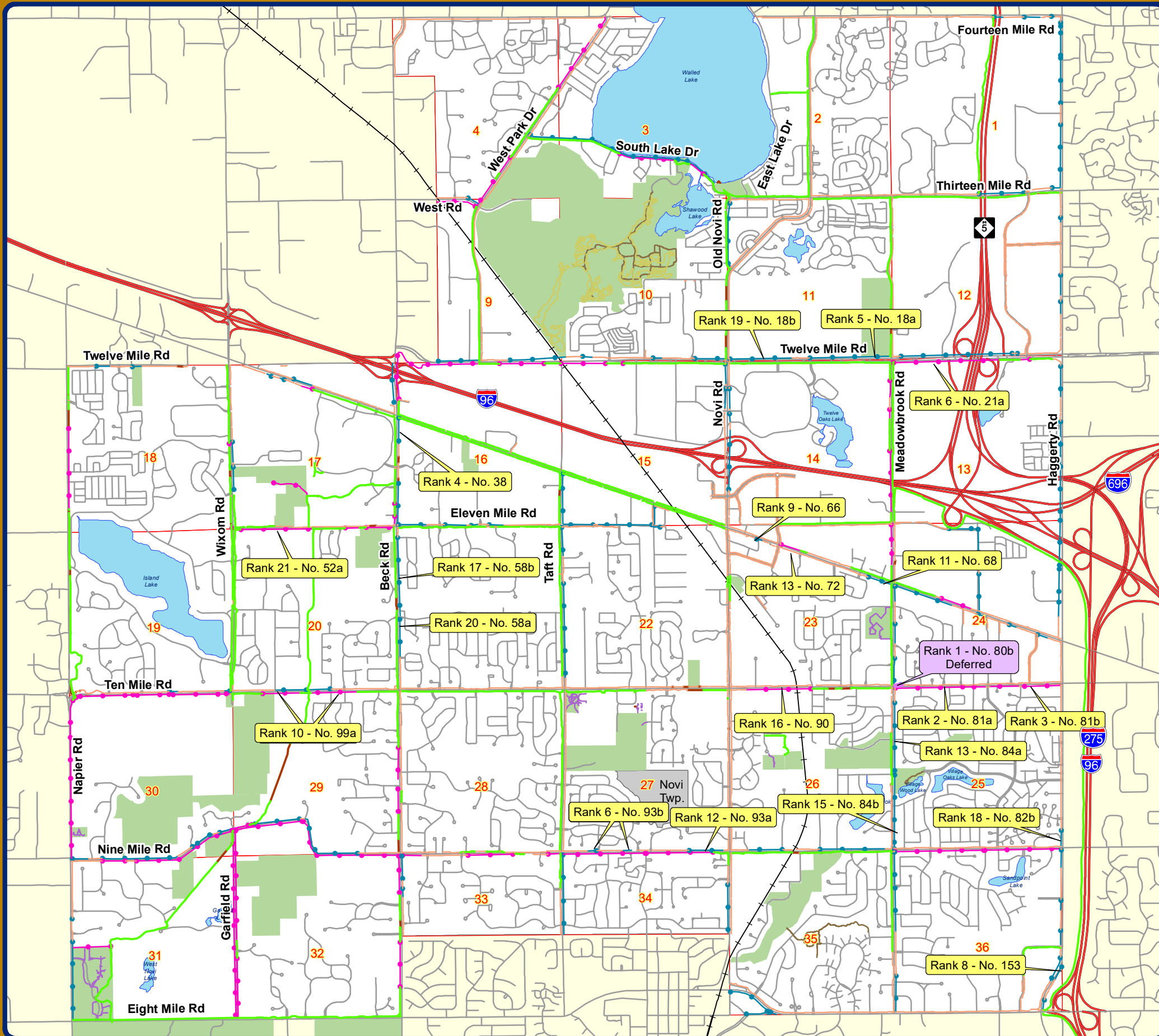


**Table 3.3: Additional Notes for Top 20 Segments**

Overall Segment Rank	Segment Item #	Construction Estimate	Number of Easements to be acquired	Length in Feet	Notes
1	80b	\$638,099	2	198	Six-foot sidewalk concrete sidewalk. Construction in 2021 (RCOC project).
2	81a	\$781,030	1	2,529	Eight-foot-wide asphalt pathway along south side of Ten Mile Rd. Construction in 2021 (RCOC project).
3	81b	\$794,450	4	2,634	Eight-foot-wide asphalt pathway along south side of Ten Mile Rd. Construction in 2021 (RCOC project).
4	38	\$1,111,850	5	2,234	Six-foot-wide concrete sidewalk. Beck Road widening may delay construction.
5	18a	\$324,060	0	2,613	Six-foot-wide concrete sidewalk.
6	93b	\$696,103	2	619	Six-foot-wide concrete sidewalk along north side of Nine Mile Rd.
6	21a	\$430,831	5	3,451	Eight-foot-wide pathway.
8	153	\$69,769	1	501	Six-foot-wide concrete sidewalk. Steep slopes.
9	66	\$120,511	0	293	Eight-foot-wide asphalt sidewalk along south side of Grand River Ave. To be constructed along with Development on Main Street.
10	99a	\$1,096,064	9	2,739	Estimate is from Wixom to Valencia Estates.
11	68	\$173,819	0	457	Eight-foot-wide pathway. Previously, it was 802 feet long. The Jaguar development at the corner of Grand River and Meadowbrook reduces to 457 feet. Estimate adjusted for inflation.
12	93a	\$696,102	0	1,122	Six-foot-wide concrete pathway. Retaining wall required.
13	84a	\$1,345,664	0	2,323	Six-foot-wide concrete pathway.
13	72	\$260,303	0	677	Eight-foot-wide concrete sidewalk. Potential Asian Village development at this location.
15	84b	\$1,386,034	0	2,380	Six-foot-wide sidewalk and about 700 feet of Boardwalk near Chattam. Steep ditches.
16	90	\$1,071,210	2	2,122	Eight-foot-wide asphalt pathway, includes railroad crossing.
17	58b	\$325,612	2	2,553	Six-foot-wide concrete sidewalk. Beck Road widening may delay construction.
18	82b	\$107,226	1	539	Six-foot-wide concrete sidewalk. Dependent on gas pipeline relocation. Buckeye pipeline will need to work with us. Potential Development to construct this.
19	18b	\$319,403	1	2,027	Six-foot-wide concrete pathway.
20	58a	\$1,246,004	0	1,228	Six-foot-wide concrete sidewalk. Beck Road Widening may delay construction.
21	52a	\$380,770	8	4,218	Eight-foot-wide pathway. 11 Mile Road construction possible in 2025-26.

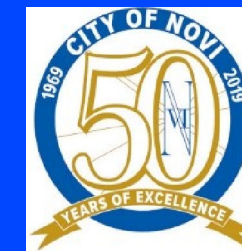
**MAP 2**  
**2020-22 Top 20 Priority**  
**Pathway and Sidewalk Segments**

# Map 2: 2020-2021 Top 20 Priority Pathway and Sidewalk Segments



## Annual Non-Motorized Prioritization: 2020-2021 Update

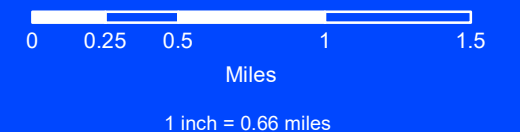
- Deferred Segments
- Existing Sidewalks and Pathways**
  - Existing Sidewalk
  - Existing Pathway
- Future Sidewalks and Pathways**
  - Proposed Pathway
  - Proposed Sidewalk
- Existing Off Road Paths & Trails**
  - Paved Path
  - Unpaved Trail
  - Mountain Biking Trail
  - + Railroads Adjoining Novi



### City of Novi

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

Map Author: Jon Gartha  
Date: September 3, 2020  
Project: 2020 Non-Motorized Update  
Version #: 2.0



#### 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.



## Chapter 4: NON-MOTORIZED PLAN 2020-22 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. Others include on-road bike lanes, off-road trails, crosswalks and neighborhood connector routes.

In 2011, in an effort to further guide non-motorized planning efforts, 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 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. The Implementation Update memo is typically approved by the Committee in June. This year, due to the COVID-19 pandemic, the Committee cancelled several of its meetings and staff resources were not available to prepare the update. However, some of that work has been included in the update of this report. For each update, any non-motorized infrastructure that has been built is removed or subtracted from the inventory spreadsheets. Refer to Table 4.5 and 4.6 at the end of this report for the comprehensive list:

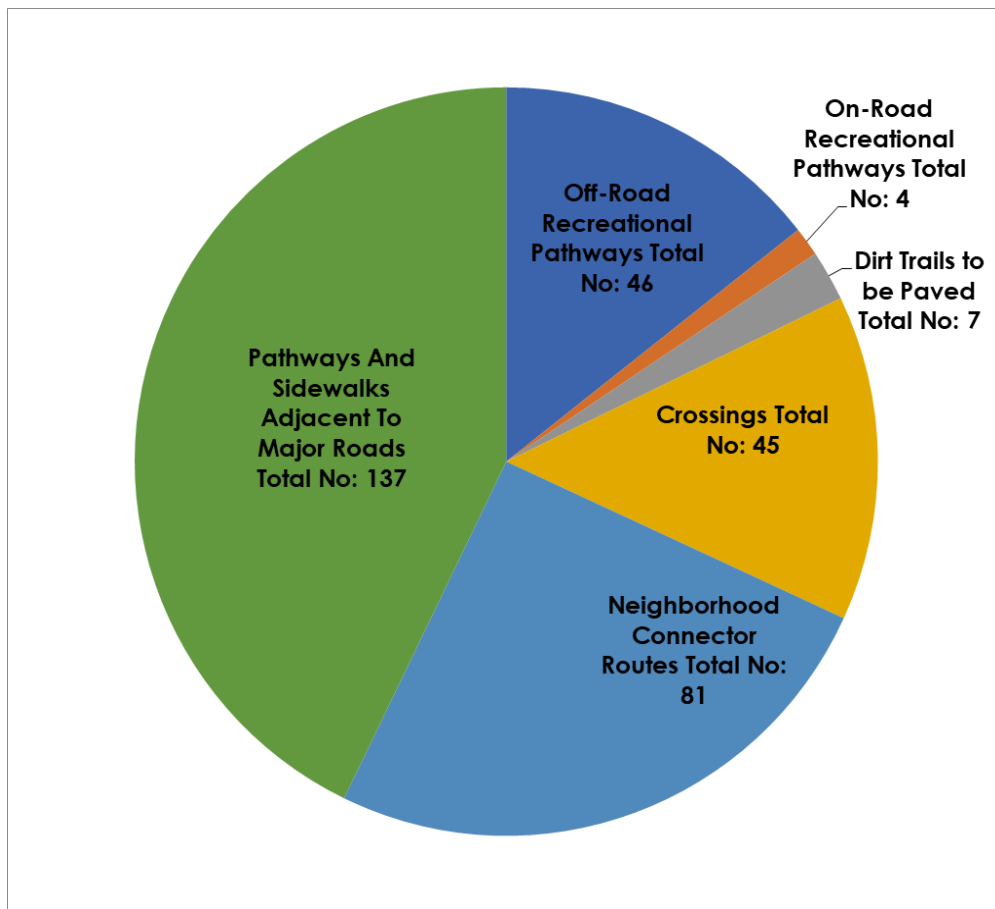
- Table 4.5: Proposed Adjacent to Major Roads Pathway and Sidewalk Segments: Tier 1 Category Rankings
- Table 4.6 Proposed Adjacent to Major Roads Pathway and Sidewalk Segments: Tier 2 Category Rankings

Tables 4.1 through 4.4, included in Attachment A provide an inventory of proposed non-motorized 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.

- Table 4.1: Summary of the Proposed Non-Motorized Improvements as of 2020
- 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 4.1: Summary of the Proposed Non-Motorized Improvements as of 2020**

Type	# of Segments/ Crossings	Length (mi.)	Length (ft.)
Off-Road Recreational Pathways	46	16.2	85,360
On- Road Recreational Pathways	4	1.8	9,755
Dirt Trails to be Paved	7	2.3	12,086
Crossings	45		
Neighborhood Connector Routes	81	37.9	200,023
Pathways And Sidewalks Adjacent To Major Roads	137	37.2	196,665



**Figure 4.1: Summary of the Proposed Total Non-Motorized Improvements as of 2020 by count**

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	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	points available per category												TOTAL TIER 1 POINTS	TIER 1 RANKING
	Segments which would require construction of a highway crossing or railroad crossing for completion										5 points = 1 accident	0 = <10K ADTs*, 5 = 10K-20K ADTs 10 = >20K ADTs Then multiplied by 1<35mph, 1.2 for 35-40mph & 1.5 for >=45 mph	4.5 = 1 school	6 = 1 park	2 = 1 hotel	3.5 = 1 shopping area	2 = 1 places of worship	7 = connected to neighboring sidewalk system	0 = low density 7 = medium density 14 = high density	5 = 1/2 to 1 mile	5 = top 15 survey response, resident petitions & documented segments requested by groups & govt agencies	20 = initial investment 15 = major corridor		
	Deferred segments until construction due to previous Council action: 80b, 121a										10 = 2 accidents	15 = 3 accidents	20 = 4 or more accidents	9 = 2+ schools	12 = 2+ parks	4 = 2+ hotels	7 = 2+ shopping areas	4 = 2+ places of worship	14 = connected to regional trail system	10 = 1 to 2 mile	15 = 2+ mile			
Segment Item #	Section #	S = 6 ft. sidewalk P = 8 ft. pathway	Side of the Street	Location	From	To	# of Pieces in Segment	Segment Length (ft.)	Notes	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 6/20)	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			
1	80b	24	S	north	Ten Mile	Meadowbrook	Willowbrook Estates	1	198		10	7.5	9	6	0	7	4	0	14	15	5	20	97.5	1
2	81a	25	P	south	Ten Mile	Meadowbrook	Willowbrook	1	2,530	21-22	20	7.5	9	0	0	7	4	0	14	5	5	20	91.5	2
3	81b	25	P	south	Ten Mile	Willowbrook	Haggerty	3	2,750	21-22	20	7.5	4.5	0	0	7	4	0	14	5	5	20	87	5
4	38	16	S	east	Beck	Grand River	Eleven Mile	1	2,234		15	15	9	12	2	3.5	0	14	7	10	0	0	87.5	3
5	18a	11	S	north	Twelve Mile	Twelve Oaks	Meadowbrook	2	2,613		10	7.5	9	12	4	7	2	14	7	15	0	0	87.5	3
6	93b	27	S	north	Nine Mile	Plaisance	Taft	2	619		10	0	4.5	6	0	3.5	0	0	14	15	5	20	78	8
6	21a	13	P	south	Twelve Mile	Meadowbrook	Energy Way	2	3,451		20	7.5	9	6	2	0	2	7	7	5	0	0	65.5	19
8	153	36	S	east	Haggerty	City limits	Taco Bell	1	501		10	15	0	0	0	3.5	0	14	14	10	0	0	66.5	18
9	66	23	P	south	Grand River	Sixth Gate	Main Street	2	293		15	7.5	9	6	4	7	0	0	14	15	0	0	77.5	9
10	99a	29	P	south	Ten Mile	Wixom	400' E of Lynwood	2	2,739	25-26	5	7.5	0	0	0	3.5	4	14	7	15	5	20	81	7
11	68	23	P	south	Grand River	Funeral Home	Meadowbrook	1	457		10	7.5	4.5	0	2	7	2	14	14	15	0	0	76	11
12	93a	27	S	north	Nine Mile	Novi Rd.	Plaisance	1	1,122		10	0	0	6	0	7	0	0	14	15	5	20	77	10
13	84a	25	S	east	Meadowbrook	Ten Mile	Chattman	1	2,323		0	6	9	0	0	7	4	0	14	5	5	20	70	14
13	72	23	P	north	Grand River	Town Center	Amstaff building	1	677		10	7.5	0	6	4	7	0	0	14	15	0	0	63.5	21
15	84b	25	S	east	Meadowbrook	Nine Mile	Chattman	1	2,380		0	5	9	0	0	7	4	0	14	5	5	20	69	15
16	90	26	P	south	Ten Mile	Novi Road	Chipmunk Trail	1	2,400	25-26	5	7.5	0	6	0	7	4	0	14	15	5	20	83.5	6
17	58b	21	S	east	Beck	Cider Mill	Sierra	1	2,553		0	7.5	9	6	0	3.5	0	14	14	15	5	0	74	12



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	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	points available per category												TOTAL TIER 1 POINTS	TIER 1 RANKING																							
	Segments which would require construction of a highway crossing or railroad crossing for completion												5 points = 1 accident 10 = 2 accidents 15 = 3 accidents 20 = 4 or more accidents	0 = <10K ADTs", 5 = 10K-20K ADTs 10 = >20K ADTs Then multiplied by 1<35mph, 1.2 for 35-40mph & 1.5 for >=45 mph	4.5 = 1 school 9 = 2+ schools	6 = 1 park 12 = 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	5 = 1/2 to 1 mile 10 = 1 to 2 mile 15 = 2+ mile	5 = top 15 survey response, resident petitions & documented segments requested by groups & govt agencies 20 = initial investment 15 = major corridor	BICYCLE & PEDESTRIAN ACCIDENTS (Intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 6/20)			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												
	Segment Item #	Section #	S = 6 ft. sidewalk P = 8 ft. pathway	Side of the Street	Location	From	To	# of Pieces in Segment	Segment Length (ft.)	Notes																												BICYCLE & PEDESTRIAN ACCIDENTS (Intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 6/20)	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
	Segment Item #	Section #	S = 6 ft. sidewalk P = 8 ft. pathway	Side of the Street	Location	From	To	# of Pieces in Segment	Segment Length (ft.)	Notes																												BICYCLE & PEDESTRIAN ACCIDENTS (Intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 6/20)	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
18	82b	25	S	west	Haggerty	Pavilion Ct Apts	Nine Mile	1	539		10	15	0	0	4	0	4	0	14	15	5	0	67	17																									
19	18b	11	S	north	Twelve Mile	Novi Rd.	Twelve Oaks	1	2,027		10	7.5	4.5	12	4	7	2	0	7	15	0	0	69	15																									
20	58a	21	S	east	Beck	Ashley	Cider Mill	1	1,228		0	7.5	9	6	0	3.5	0	14	14	15	5	0	74	12																									
21	52a	20	P	south	Eleven Mile	Wixom	E side ITC Corridor	2	2,566		0	0	9	12	2	3.5	2	14	7	10	5	0	64.5	20																									
22	121a	36	P	south	Nine Mile	Meadowbrook	Sunrise	1	2,899		5	0	4.5	6	0	0	4	0	14	5	5	20	63.5	21																									
23	64	22	S	east	Taft	Ten Mile	Eleven Mile	2	4,218		5	0	9	12	2	0	4	0	14	10	5	0	61	23																									
24	97b	29	P	west	Beck	Cheltenham	Iroquois	1	1,059		15	7.5	4.5	0	0	3.5	4	14	7	5	0	0	60.5	24																									
25	41	17	S	east	Wixom	Target	Deerfield Elementary	2	1,401		5	5	9	12	2	3.5	0	0	3.5	15	5	0	60	25																									
25	168	14	P	east	Novi Rd.	across 96	Chick fil A	1	2,100		0	15	0	0	4	7	0	0	14	15	5	0	60	25																									
25	119a	36	S	east	Meadowbrook	Nine Mile	Singh Blvd	1	1,075		5	0	0	12	0	0	4	0	14	0	5	20	60	25																									
25	119c	36	S	east	Meadowbrook	Eight Mile	N of Llewelyn	1	1,191		5	0	0	0	2	0	4	0	14	10	5	20	60	25																									
29	6a	4	P	west	West Park	Pontiac Trail	45182 West Park Dr	1	418		20	0	4.5	0	0	3.5	2	0	14	10	5	0	59	29																									
29	6b	4	P	west	West Park	45182 West Park Dr	Bristol Corners	1	1,780		20	0	4.5	0	0	3.5	2	0	14	10	5	0	59	29																									
31	79a	24	S	east	Meadowbrook	Ten Mile	Clermont Ave	1	526		10	6	4.5	0	0	7	4	0	7	15	5	0	58.5	31																									
31	79b	24	S	east	Meadowbrook	Clermont Avenue	Scarborough Lane	1	661		10	6	4.5	0	0	7	4	0	7	15	5	0	58.5	31																									
31	79c	24	S	east	Meadowbrook	Scarborough Lane	Grand River		872		10	6	4.5	0	0	7	4	0	7	15	5	0	58.5	31																									
34	44	18	P	east	Napier	Knights Bridge	Island Lake	1	2,626		10	0	0	6	0	0	0	0	7	15	0	20	58	34																									

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	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	points available per category										TOTAL TIER 1 POINTS	TIER 1 RANKING	
	Segments which would require construction of a highway crossing or railroad crossing for completion												5 points = 1 accident 10 = 2 accidents 15 = 3 accidents 20 = 4 or more accidents	0 = <10K ADTs*, 5 = 10K-20K ADTs 10 = >20K ADTs Then multiplied by 1<35mph, 1.2 for 35-40mph & 1.5 for >=45 mph	4.5 = 1 school 9 = 2+ schools	6 = 1 park 12 = 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	5 = 1/2 to 1 mile 10 = 1 to 2 mile 15 = 2+ mile			5 = top 15 survey response, resident petitions & documented segments requested by groups & govt agencies 20 = initial investment 15 = major corridor
	Deferred segments until construction due to previous Council action: 80b, 121a																								
Segment Item #	Section #	S = 6 ft. sidewalk P = 8 ft. pathway	Side of the Street	Location	From	To	# of Pieces in Segment	Segment Length (ft.)	Notes	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 6/20)	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				
35	121b	36	P	south	Nine Mile	Sunrise	Haggerty	1	2,482			5	0	4.5	0	0	0	4	0	14	5	5	20	57.5	35
36	88	26	S	north	Nine Mile	Heslip	Shiro	1	1,066			10	0	0	12	0	7	4	0	14	10	0	0	57	36
36	32a	15	S	west	Novi Rd.	Twelve Mile	West Oaks	2	1,347			15	15	0	6	4	7	0	0	0	5	5	0	57	36
36	52b	20	P	south	Eleven Mile	Oberlin	Bosco	1	481			0	0	9	12	0	0	14	7	10	5	0	0	57	36
39	51	20	S	north	Ten Mile	Dinser	Woodham	1	1,799	20-21		0	7.5	0	6	0	0	2	14	7	15	5	0	56.5	39
40	115	34	S	west	Novi Rd.	Timber Ridge development	City Limits	1	1,591			5	7.5	4.5	6	0	7	0	14	10	0	0	0	54	40
40	30a	14	P	west	Meadowbrook	26901 Meadowbrook Rd	41500 Gardenbrook Rd	1	2,034			5	6	9	6	4	7	0	7	0	10	0	0	54	40
42	119b	36	S	east	Meadowbrook	Singh Blvd	N of Llewelyn	1	1,438			5	0	0	0	0	4	0	14	5	5	20	0	53	42
42	25a	13	S	west	Haggerty	Twelve Mile	Novi Research Park	1	1,019			0	7.5	4.5	0	2	0	0	14	5	0	20	0	53	42
42	25b	13	S	west	Haggerty	Novi Research Park	section line	1	3,167			0	7.5	4.5	0	2	0	0	14	5	0	20	0	53	42
45	150	17	s	north	Grand River	Sams Way	Providence	2	681			0	7.5	0	6	2	7	0	0	0	15	0	15	52.5	45
46	169	17	S	west	Beck Road	Grand River	across I-96	1	1,314			5	15	0	0	0	7	0	0	0	5	5	15	52	46
46	176	16	P	south	Twelve Mile	46675 Twelve Mile Rd	I-96	1	1,669			5	15	0	0	0	7	0	0	0	5	5	15	52	46
46	177	16	P	west	Beck/I-96	I-96 ROW		2	2,802			5	15	0	0	0	7	0	0	0	5	5	15	52	46
46	52c	20	P	south	Eleven Mile	Beck	Entrance to Bosco Park	1	915			0	0	9	12	0	0	14	7	5	5	0	0	52	46
50	40	17	P	south	Grand River	Providence Hospital	Wixom	3	843			5	7.5	4.5	12	2	0	0	15	5	0	0	0	51	50
51	19a	12	S	north	Twelve Mile	27925 Summit Dr	40020 Twelve Mile Rd	1	2,519			5	7.5	9	6	2	0	2	14	0	5	0	0	50.5	51
51	19b	12	S	north	Twelve Mile	ITC Corridor		1	100			5	7.5	9	6	2	0	2	14	0	5	0	0	50.5	51



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	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	points available per category										TOTAL TIER 1 POINTS	TIER 1 RANKING			
	Segments which would require construction of a highway crossing or railroad crossing for completion												Notes	BICYCLE & PEDESTRIAN ACCIDENTS (Intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 6/20)	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
	Segment Item #	Section #	S = 6 ft. sidewalk P = 8 ft. pathway	Side of the Street	Location	From	To	# of Pieces in Segment	Segment Length (ft.)	5 points = 1 accident 10 = 2 accidents 15 = 3 accidents 20 = 4 or more accidents				0 = <10K ADTs", 5 = 10K-20K ADTs 10 = >20K ADTs Then multiplied by 1<35mph, 1.2 for 35-40mph & 1.5 for >=45 mph	4.5 = 1 school 9 = 2+ schools	6 = 1 park 12 = 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	5 = 1/2 to 1 mile 10 = 1 to 2 mile 15 = 2+ mile			5 = top 15 survey response, resident petitions & documented segments requested by groups & govt agencies 20 = initial investment 15 = major corridor		
53	75	24	P	north	Grand River	Seeley	Meadowbrook	1	1,038														50	53			
53	173	36	S	west	Haggerty	Eight Mile	Big Boy Restaurant	1	349														50	53			
53	30b	14	P	west	Meadowbrook	27551 Meadowbrook Rd	27421 Meadowbrook Rd	2	910														50	53			
56	37a	16	S	north	Eleven Mile	Beck	Mandalay Cir E	3	2,392														49	56			
57	87	26	S	north	Nine Mile	Meadowbrook	Venture	1	2,128														48.5	57			
57	112	33	S	east	Beck	Nine Mile	City Limits	2	1,114														48.5	57			
57	21b	13	P	south	Twelve Mile	Energy Way	Haggerty	1	335														48.5	57			
57	31a	15	S	south	Twelve Mile	Cabaret Dr	Hino Motors (railroad crossing)	1	1,400														48.5	57			
61	37b	16	S	north	Eleven Mile	Mandalay Cir E	Taft	1	496														48	61			
62	97a	29	P	west	Beck	Nine Mile	Cheltenham	1	858														46.5	62			
62	98a	29	S	north	Nine Mile	Kensington	Vasilios Court	1	2,589														46.5	62			
62	98b	29	S	north	Nine Mile	Vasilios Court	ITC comfort station at Terra	2	2,167														46.5	62			
65	35	15	S	east	Taft	Eleven Mile	Grand River	2	1,648														46	65			
66	17	11	S	east	Old Novi	Linhart Avenue	Novi Road	1	1,606														45.5	66			
67	78a	24	P	south	Grand River	Meadowbrook	Joseph	1	1,967														44	67			
68	31b	16	S	south	Twelve Mile	Hino Motors	West Park Drive	1	954														43.5	68			
69	28	14	P	east	Novi Rd.	south Twelve Oaks entrance	North Twelve Oaks entrance	2	1,010														42.5	69			

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

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TIER 1 CATEGORIES																								
OVERALL SEGMENT RANK	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	points available per category												TOTAL TIER 1 POINTS	TIER 1 RANKING
	Segments which would require construction of a highway crossing or railroad crossing for completion										5 points = 1 accident	0 = <10K ADTs*, 5 = 10K-20K ADTs 10 = >20K ADTs Then multiplied by 1<35mph, 1.2 for 35-40mph & 1.5 for >=45 mph	4.5 = 1 school	6 = 1 park	2 = 1 hotel	3.5 = 1 shopping area	2 = 1 places of worship	7 = connected to neighboring sidewalk system	0 = low density 7 = medium density 14 = high density	5 = 1/2 to 1 mile	5 = top 15 survey response, resident petitions & documented segments requested by groups & govt agencies	20 = initial investment 15 = major corridor		
	Deferred segments until construction due to previous Council action: 80b, 121a										10 = 2 accidents	15 = 3 accidents	20 = 4 or more accidents	9 = 2+ schools	12 = 2+ parks	4 = 2+ hotels	7 = 2+ shopping areas	4 = 2+ places of worship	14 = connected to regional trail system	10 = 1 to 2 mile	15 = 2+ mile			
Segment Item #	Section #	S = 6 ft. sidewalk P = 8 ft. pathway	Side of the Street	Location	From	To	# of Pieces in Segment	Segment Length (ft.)	Notes	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 6/20)	TRAFFIC SAFETY (ADT) 2010 Non-Motorized MP & Traffic Speed	ACCESS TO SCHOOLS (# elem & intermediate schools within 1 mile); (# middle & high schools within 2 miles); (# private schools over 100 students within 2 miles)	ACCESS TO PARKS (# within 1 mile)	ACCESS TO HOTELS (# hotels within 1 mile)	ACCESS TO SHOPPING (# shopping areas within 1 mile)	ACCESS TO PLACES OF WORSHIP (# places of worship within 1 mile)	CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM	POPULATION SERVED	SEGMENT COMPLETION	CONSIDERABLE PUBLIC INTEREST	NON-MOTORIZED MASTER PLAN			
70	106b	31	P	west	Garfield	Deer Run	Nine Mile	1	2,659		5	0	0	18	0	0	0	14	0	5	0	0	42	70
71	102b	30	S	north	Nine Mile	E of Evergreen Ct	Garfield	3	571		0	0	0	12	0	0	0	14	0	15	0	0	41	71
71	116a	34	P	south	Nine Mile	Chelsea	Center	1	2,183		10	0	0	0	0	7	0	0	14	5	5	0	41	71
73	116b	34	P	south	Nine Mile	Center	Taft	1	2,682		5	0	4.5	0	0	7	0	0	14	5	5	0	40.5	73
74	111a	32	P	south	Nine Mile	Beck	Garfield Conservation area	1	2,654		5	0	4.5	6	0	0	0	14	0	5	5	0	39.5	74
74	111b	32	P	west	Nine Mile	Garfield Conservation area	Vasilios Court	1	1,224		5	0	4.5	6	0	0	0	14	0	5	5	0	39.5	74
74	111c	32	P	south	Nine Mile	Vasilios Court	Garfield	1	2,109		5	0	4.5	6	0	0	0	14	0	5	5	0	39.5	74
74	162a	3	S	north	South Lake	West Park	E of Lilley Trail	1	2,000		0	0	0	12	0	3.5	0	0	14	10	0	0	39.5	74
78	3a	1	S	north	Thirteen Mile	Haggerty Rd.	39550 Thirteen Mile Rd	1	288		0	0	4.5	0	0	0	2	0	7	10	0	15	38.5	78
78	3b	1	S	north	Thirteen Mile	Cabot Drive	M-s (crossing)	1	1,512		0	0	4.5	0	0	0	2	0	7	10	0	15	38.5	78
80	171	35	P	south	Eight Mile	Griswold	City Limits	1	1,439		0	15	9	0	0	7	0	0	7	0	0	0	38	80
80	174	35	P	south	Griswold	Eight Mile	City Limits	1	143		0	15	9	0	0	7	0	0	7	0	0	0	38	80
80	175	35	P	south	Eight Mile	Griswold	City Limits	1	228		0	15	9	0	0	7	0	0	7	0	0	0	38	80
80	101a	30	P	east	Napier	Links of Novi	Nine Mile	1	4,127		0	0	0	12	0	0	2	14	0	10	0	0	38	80
84	149	15	P	east	Clark	Eleven Mile	Grand River	1	601		0	0	9	0	0	7	4	0	7	10	0	0	37	84
84	102a	30	S	north	Nine Mile	Napier	W of Evergreen Ct	2	3,012		0	0	0	18	0	0	0	14	0	5	0	0	37	84
86	77b	24		west	Haggerty	Grand River	Regency Drive	1	499		5	7.5	0	0	0	7	0	0	7	10	0	0	36.5	86
87	45	18	S	south	Twelve Mile	Northwest Neighborhood Park		1	332	23-24	0	0	9	6	2	7	0	0	7	5	0	0	36	87

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Segment Item #	Section #	S = 6 ft. sidewalk P = 8 ft. pathway	Side of the Street	Location	From	To	# of Pieces in Segment	Segment Length (ft.)	Notes	BICYCLE & PEDESTRIAN ACCIDENTS (Intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 6/20)	TRAFFIC SAFETY (ADT) 2010 Non-Motorized IMP & 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				
87	178	18	S	south	Twelve Mile	Albert	Pinewood Drive	1	477	25-26	0	0	9	6	2	7	0	0	7	5	0	0	36	87	
87	14a	10	S	north	Twelve Mile	Carlton Forest	BP	1	997		5	0	0	0	4	7	0	0	0	15	5	0	36	87	
87	78b	24	P	south	Grand River	Joseph	Bashian	1	290		10	7.5	4.5	0	0	7	0	0	7	0	0	0	36	87	
87	78d	24	P	south	Grand River	Karim	Haggerty	1	383		10	7.5	4.5	0	0	7	0	0	7	0	0	0	36	87	
87	159	19	S	north	Ten Mile	Oak Point Church	Oak Point Church	1	301		0	7.5	4.5	0	0	0	2	0	7	15	0	0	36	87	
93	11	9	S	north	Twelve Mile	Novi Concrete	West Park	1	1,334		0	7.5	0	0	2	0	0	0	0	5	5	15	34.5	92	
93	104	31	P	east	Napier	Eight Mile	Community Sports Park	1	2,552		0	0	0	12	0	3.5	0	14	0	5	0	0	34.5	92	
93	110a	32	P	west	Beck	Eight Mile	Casa Loma	1	1,473		10	15	4.5	0	0	0	0	0	0	5	0	0	34.5	92	
93	12b	9	S	north	Twelve Mile	Liberty Park	Liberty Park	1	360		10	7.5	0	0	2	0	0	0	0	10	5	0	34.5	92	
97	110b	32	P	west	Beck	Casa Loma	Nine Mile	2	1,257		10	15	9	0	0	0	0	0	0	0	0	0	34	96	
98	113a	33	P	south	Nine Mile	Beck	Barclay	1	641		5	0	4.5	0	0	0	0	0	14	5	5	0	33.5	97	
98	113b	33	P	south	Nine Mile	Galway	Anna Maria	1	1,537		5	0	4.5	0	0	0	0	0	14	5	5	0	33.5	97	
100	114b	34	S	east	Taft	Nine Mile	Byrne	1	1,423		0	0	9	0	0	0	0	0	14	10	0	0	33	99	
101	107	31	P	south	Nine Mile	Garfield	Hillside	3	4,157		0	0	0	18	0	0	0	14	0	0	0	0	32	101	
102	49	19	S	north	Ten Mile	Wixom	Island Lake	1	203	23-24	0	7.5	0	0	0	0	2	0	7	15	0	0	31.5	102	
102	1a	1	S	south	Fourteen Mile	Haggerty Rd.	Berkshire	1	595		0	7.5	0	0	0	0	2	0	7	10	5	0	31.5	102	
102	1b	1	S	south	Fourteen Mile	Berkshire	M-5 (crossing)	1	295		0	7.5	0	0	0	0	2	0	7	10	5	0	31.5	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

TIER 1 CATEGORIES																							
OVERALL SEGMENT RANK	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	points available per category												TOTAL TIER 1 POINTS	TIER 1 RANKING
	Segments which would require construction of a highway crossing or railroad crossing for completion									5 points = 1 accident	0 = <10K ADTs*, 5 = 10K-20K ADTs 10 = >20K ADTs Then multiplied by 1<35mph, 1.2 for 35-40mph & 1.5 for >=45 mph	4.5 = 1 school 9 = 2+ schools	6 = 1 park 12 = 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	5 = 1/2 to 1 mile 10 = 1 to 2 mile 15 = 2+ mile	5 = top 15 survey response, resident petitions & documented segments requested by groups & govt agencies	20 = initial investment 15 = major corridor		
	Deferred segments until construction due to previous Council action: 80b, 121a																						
Segment Item #	Section #	S = 6 ft. sidewalk P = 8 ft. pathway	Side of the Street	Location	From	To	# of Pieces in Segment	Segment Length (ft.)	Notes	BICYCLE & PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 6/20)	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		
105	26	13	S	north	Eleven Mile	Campus Tech	Seeley	1	966			4.5	0	2	3.5	0	7	14	0	0	0	31	105
105	101b	30	P	east	Napier	Ten Mile	Links of Novi	1	1,015			0	12	0	0	0	14	0	5	0	0	31	105
107	74	24	S	east	Seeley	Eleven Mile	Grand River	1	2,338			4.5	0	0	7	0	0	14	5	0	0	30.5	107
107	163	3	P	north	South Lake	Lakeshore Park	Pavilion Shore	1	1,180			4.5	12	0	0	0	0	14	0	0	0	30.5	107
107	164	3	P	south	South Lake	Lakeshore Park	Elm Court	1	720			4.5	12	0	0	0	0	14	0	0	0	30.5	107
110	108a	32	S	east	Garfield	Eight Mile	Chianti	1	1,941	5	0	0	18	0	0	0	7	0	0	0	0	30	110
110	108b	32	S	east	Garfield	Chianti	Nine Mile	1	3,558	5	0	0	18	0	0	0	7	0	0	0	0	30	110
112	12a	9	S	north	Twelve Mile	West Park (railroad)	Liberty Park	1	1,373		7.5	0	0	2	0	0	0	0	15	5	0	29.5	112
113	34	15	S	north	Eleven Mile	Clark	Taft	2	2,770	0	0	9	0	2	7	4	0	7	0	0	0	29	113
114	113c	33	P	south	Nine Mile	Anna Maria	Taft	1	410	5	0	4.5	0	0	0	0	0	14	0	5	0	28.5	114
115	106a	31	P	west	Garfield	Eight Mile	Deer Run	1	3,006	5	0	0	18	0	0	0	0	0	5	0	0	28	115
116	77a	24	S	west	Haggerty	Regency	Section Line	1	1,037	5	7.5	0	0	0	7	0	0	7	0	0	0	26.5	116
117	20b	12	S	west	Haggerty	29199 Haggerty Rd	29199 Haggerty Rd	4	188	0	0	6.75	6	0	3.5	0	0	0	5	5	0	26.25	117
118	165	3	P	south	South Lake	Henning	Lakeshore Park	1	1,580	0	0	0	12	0	0	0	0	14	0	0	0	26	118
118	162b	3	S	north	South Lake	E of Lilley Trail	Lakeshore Park	1	3,182	0	0	0	12	0	0	0	0	14	0	0	0	26	118
120	8	4	P	west	West Park	Bristol Corners	West	2	1,648	0	0	0	6	0	0	0	0	14	5	0	0	25	120
121	114a	34	S	east	Taft	Byrne	City Limits	1	1,113	0	0	9	0	0	0	0	0	14	0	0	0	23	121
122	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	0	21	122

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	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	points available per category														TOTAL TIER 1 POINTS	TIER 1 RANKING	
	Segments which would require construction of a highway crossing or railroad crossing for completion										5 points = 1 accident	0 = <10K ADTs", 5 = 10K-20K ADTs 10 = >20K ADTs Then multiplied by 1<35mph, 1.2 for 35-40mph & 1.5 for >=45 mph	4.5 = 1 school 9 = 2+ schools	6 = 1 park 12 = 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	5 = 1/2 to 1 mile 10 = 1 to 2 mile 15 = 2+ mile	5 = top 15 survey response, resident petitions & documented segments requested by groups & govt agencies	20 = initial investment 15 = major corridor					
	Deferred segments until construction due to previous Council action: 80b, 121a										10 = 2 accidents	15 = 3 accidents	20 = 4 or more accidents	10 = 2 accidents	15 = 3 accidents	20 = 4 or more accidents	10 = 2 accidents	15 = 3 accidents	20 = 4 or more accidents	10 = 2 accidents	15 = 3 accidents	20 = 4 or more accidents	10 = 2 accidents	15 = 3 accidents			20 = 4 or more accidents
	Segment Item #	Section #	S = 6 ft. sidewalk P = 8 ft. pathway	Side of the Street	Location	From	To	# of Pieces in Segment			Segment Length (ft.)	Notes	BICYCLE & PEDESTRIAN ACCIDENTS (Intersection accidents only included when sidewalk or pathway connection is missing (1/98 to 6/20)	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			
122	172	35	P west	Griswold	Eight Mile	City Limits	1	727		5	0	9	0	0	0	0	0	7	0	0	0	21	122				
122	14b	10	S north	Twelve Mile	Stoneridge	end of adjacent parcel	1	329		5	0	0	0	4	7	0	0	0	5	0	0	21	122				
125	158	30	P east	Napier	Links of Novi		1	1,321		0	0	0	12	0	0	4	0	3.5	0	0	0	19.5	125				
125	2a	1	S west	Haggerty	Berkshire	39500 Mackenzie Dr	1	1,518		0	7.5	0	0	0	0	0	0	7	5	0	0	19.5	125				
125	2b	1	S west	Haggerty	Thirteen Mile	39525 McKenzie Drive	1	2,090		0	7.5	0	0	0	0	0	0	7	5	0	0	19.5	125				
125	2c	1	S west	Haggerty	Speedway	50-22-01-200-039	1	215		0	7.5	0	0	0	0	0	0	7	5	0	0	19.5	125				
129	20a	12	S west	Haggerty	39600 Lewis Dr	Twelve Mile	2	1,795		0	7.5	4.5	0	2	0	0	0	0	5	0	0	19	129				
130	167	9	P south	West	West Park	City Limits	1	1,312		0	0	0	6	0	3.5	0	0	0	5	0	0	14.5	130				
131	156	30	P south	Ten Mile	50577 Ten Mile Road	50155 Ten Mile Road	1	1,007		0	7.5	0	0	0	0	2	0	3.5	0	0	0	13	131				
131	157	30	P south	Ten Mile	50155 Ten Mile Road	200' west of Wixom	1	1,709		0	7.5	0	0	0	0	2	0	3.5	0	0	0	13	131				
133	100a	30	P south	Ten Mile	Wixom	Fire Station 4 Parkland	4	143		0	7.5	0	0	0	0	2	0	0	0	0	0	9.5	133				
133	100b	30	P south	Ten Mile	50155 TEN MILE RD		1	148		0	7.5	0	0	0	0	2	0	0	0	0	0	9.5	133				
133	100c	30	P south	Ten Mile	50577 TEN MILE RD		1	148		0	7.5	0	0	0	0	2	0	0	0	0	0	9.5	133				
133	100d	30	P south	Ten Mile	51395 TEN MILE RD	Napier	1	147		0	7.5	0	0	0	0	2	0	0	0	0	0	9.5	133				
137	170	4	S north	West	West Park	American Interiors	1	389		0	0	0	6	0	0	0	0	0	0	0	0	6	137				
Total Length in feet for all missing segments in the City as of 2020								196,508																			



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

TIER 2 CATEGORIES Criteria Points (only top 20 Tier 1 segments receive tier 2 points)																			
OVERALL SEGMENT RANK	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	points available per category						TOTAL TIER 2 POINTS	TOTAL POINTS (TIER 1 AND 2)	OVERALL SEGMENT RANK
	Segments which would require construction of a highway crossing or railroad crossing for completion										EASE OF CONSTRUCTION (easy/hard)	RIGHT-OF-WAY AVAILABILITY (based on % available)	OTHER FUNDING SOURCES (based on % available)	OPPOSITE SIDE SIDEWALK OR PATHWAY (road < 12,000 ADT & 35 mph < existing or planned with higher priority ranking)	PRIVATE DEVELOPMENT POTENTIAL	EVIDENCE OF EXTENSIVE PEDESTRIAN USE 0 = No Evidence; 10 = Worn Path			
	Segments which would require construction of a highway crossing or railroad crossing for completion																		
	Segment Item #	Section #	S = 6 ft. sidewalk P = 8 ft. pathway	Side of the Street	Location	From	To	# of Pieces in Segment											
1	80b	24	S	north	Ten Mile	Meadowbrook	Willowbrook Estates	1	198		8	13.5	0	0	8.0	0	29.5	127	1
2	81a	25	P	south	Ten Mile	Meadowbrook	Willowbrook	1	2,530		8	13.5	0	-20	8.0	10	19.5	111	2
3	81b	25	P	south	Ten Mile	Willowbrook	Haggerty	3	2,750		8	13.5	0	-20	8.0	10	19.5	106.5	3
4	38	16	S	east	Beck	Grand River	Eleven Mile	1	2,234		0	0	0	0	8.0	10	18	105.5	4
5	18a	11	S	north	Twelve Mile	Twelve Oaks	Meadowbrook	2	2,613		8	13.5	0	-20	8.0	0	9.5	97	5
6	93b	27	S	north	Nine Mile	Plaisance	Taft	2	619		0	4.5	0	0	4.0	10	18.5	96.5	6
6	21a	13	P	south	Twelve Mile	Meadowbrook	Energy Way	2	3,451		0	18	0	0	8.0	5	31	96.5	6
8	153	36	S	east	Haggerty	City limits	Taco Bell	1	501		8	13.5	0	0	8.0	0	29.5	96	8
9	66	23	P	south	Grand River	Sixth Gate	Main Street	2	293		16	0	0	0	2.0	0	18	95.5	9
10	99a	29	P	south	Ten Mile	Wixom	400' E of Lynwood	2	2,739		8	4.5	0	-10	8.0	0	10.5	91.5	10
11	68	23	P	south	Grand River	Funeral Home	Meadowbrook	1	457		16	13.5	0	-20	0.0	0	9.5	85.5	11
12	93a	27	S	north	Nine Mile	Novi Rd.	Plaisance	1	1,122		0	0	0	0	8.0	0	8	85	12
13	84a	25	S	east	Meadowbrook	Ten Mile	Chattman	1	2,323		8	18	0	-20	8.0	0	14	84	13
13	72	23	P	north	Grand River	Town Center	Amstaff building	1	677		16	4.5	18	-20	0.0	2	20.5	84	13
15	84b	25	S	east	Meadowbrook	Nine Mile	Chattman	1	2,380		8	18	0	-20	8.0	0	14	83	15
16	90	26	P	south	Ten Mile	Novi Road	Chipmunk Trail	1	2,400		0	4.5	0	-20	8.0	0	-7.5	76	16
17	58b	21	S	east	Beck	Cider Mill	Sierra	1	2,553		0	0	0	-10	8.0	1	-1	73	17
18	82b	25	S	west	Haggerty	Pavilion Ct Apts	Nine Mile	1	539		0	0	0	-10	8.0	4	2	69	18
19	18b	11	S	north	Twelve Mile	Novi Rd.	Twelve Oaks	1	2,027		8	0	0	-20	8.0	1	-3	66	19
20	58a	21	S	east	Beck	Ashley	Cider Mill	1	1,228		0	0	0	-20	8.0	2	-10	64	20
21	52a	20	P	south	Eleven Mile	Wixom	E side ITC Corridor	2	2,566		8	4.5	0	-20	4	0	-3.5	61	21
Total Length in feet									40,356										