



WALKABLE NOVI COMMITTEE

AGENDA

November 5, 2020 at 6:00 p.m.
Zoom Online Meeting Platform
(248) 347-0475

Members: Julie Maday (Chair), Brent Ferrell, Justin Fischer, Andrew Mutch, Salene Riggins and Brian Smith

Staff Support: Lindsay Bell, Senior Planner, Community Development
Barbara McBeth, City Planner, Community Development
Madeleine Kopko, Planning Assistant, Community Development
Jeff Muck, Director of Parks, Recreation and Cultural Services
Rebecca Runkle, Plan Review Engineer

ROLL CALL

APPROVAL OF AGENDA

AUDIENCE PARTICIPATION

MATTERS FOR DISCUSSION

- a. Neighborhood Sidewalk Maintenance
- b. Approval of 2020-22 Non-Motorized Prioritization Report
- c. 2-22-2020 Walkable Novi Committee Meeting Minutes
- d. 07-16-2020 Walkable Novi Committee Meeting Minutes

COMMUNICATIONS

ADJOURN

Non-motorized Maintenance

Walkable Novi Committee



Non-motorized Network

Network Statistics

Pathways

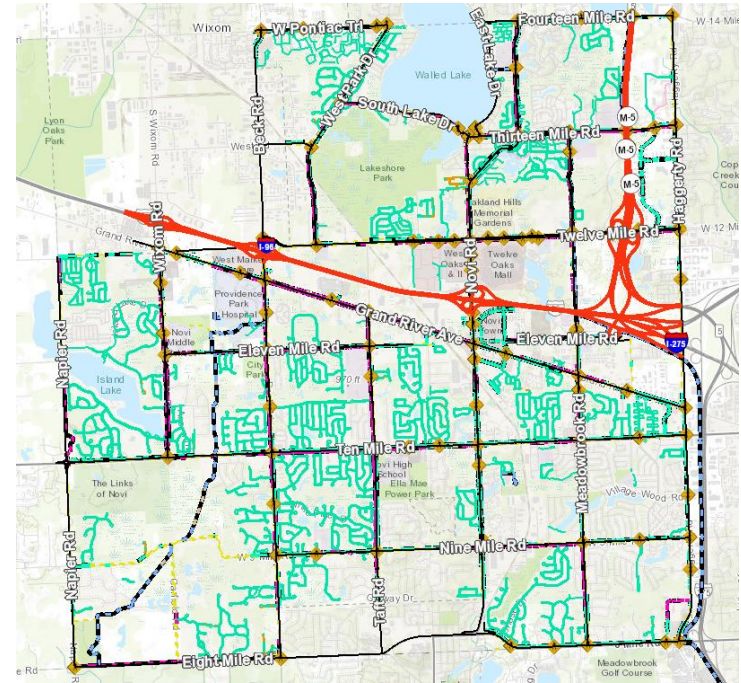
- Local Roads 1 Mile
- Major Roads 32.5 Miles
- Municipal Roads 0.25 Mile
- Multi-Use 11.9 Miles

Sidewalks

- Local Roads 203.2 Miles
- Major Roads 49.6 Miles
- Municipal Roads 1 Mile

Boardwalks

- 1.71 Miles or 36 Structures



Maintenance Resources

- **Dedicated Equipment**

- Pick-up Truck and Small Dump Truck
- 2001 Lawn Mower, Chipper, Stump Grinder
- Handtools (Hammers, saws, drills, trimmers, etc.)

- **Labor**

- Work Leader
- 1 Full-time staff member
- 1 Part-time staff member
- Contractual Labor

In-house labor resources are primarily used for boardwalk maintenance



Maintenance Activities Required

Sidewalks

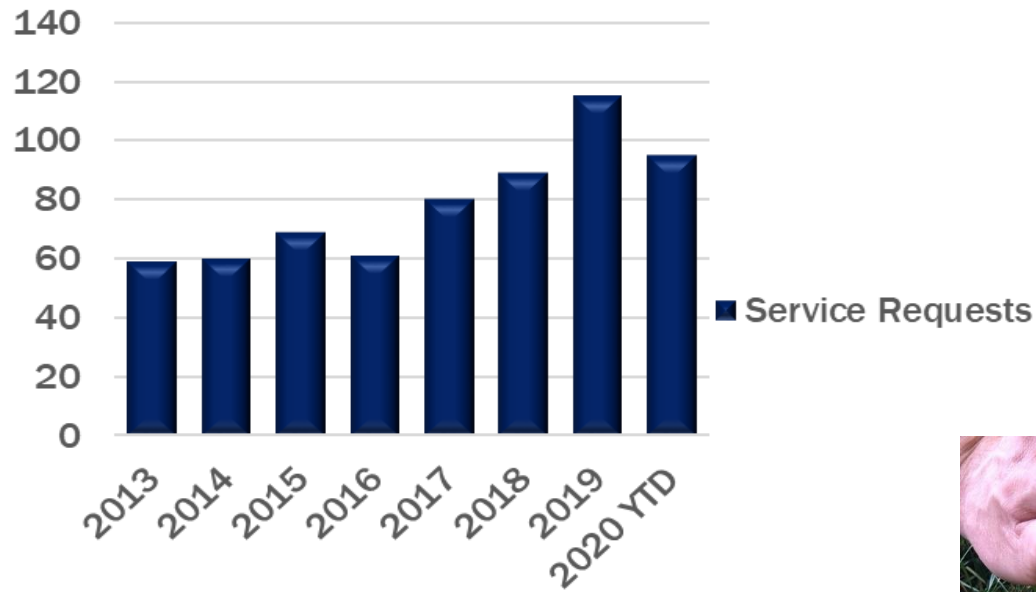
- Remove and replace concrete
- Cutting concrete deflections
- Tree removable, replacement, and root pruning
- Trimming of vegetation (common areas and neighborhood connectors)

Pathways (*greater than 5 feet*)

- Concrete panel removal and replacement
- Vegetation Clearing – Tree Pruning
- Tree root pruning
- Infrared repair
- Cut out and replace asphalt sections
- Boardwalk repair, removal, and replacement
- Overband crack sealing

Non-motorized Cumulative Service Requests

- 626 service requests between 2013 to 2020 YTD



Reactive Repairs



SR #	WO #	Invoices received	Paid	Contractor	Bill DPS	Bill Water	Location	Date Completed	Flags Quantity
34001	66375	x	x	Signature Services	x		24349 Fairway Hills Drive	6/18/2020	7
	67123	x	x	Signature Services	x		Drakes bay @ Wixom rd. Gaps between curbs and sidewalk	7/29/2020	4
33717	65681	x	x	Signature Services	x		20867 Veranda Dr.	7/24/2020	6
	65995	x	x	Signature Services	x		24414 Bonnie Brook Dr	6/18/2020	2
33890	66209	x	x	Signature Services	x		10 Mile Rd. & Haggerty in front of Golden Oaks liquor store	6/18/2020	1
	67122	x	x	Signature Services	x		North East of Ten Mile rd. on Christina ln.	7/24/2020	1
34431	67313	x	x	Signature Services	x		24387 Surfside heavy roots	7/24/2020	7
	67360	x	x	South Lyon Fence & Supply	x		48' of fence on novi rd. north of Mystic Blvd.	8/10/2020	
		x	x	Signature Services	x		1311 South Lake dr. (engineering project)	8/11/2020	25ftx8ft
34371	67470		x	Signature Services	x		22139 Barclay Ct.	9/15/2020	11
	68089	x	x	Infrared of the great lakes	x		11 mile Pathway and Meadowbrook pathway (infrared) SEE INFRARED FOR BREAKDOWN	8/14/2020	
34533	67518	x	x	Signature Services	x		24427 Surfside Rd Heavy roots	8/25/2020	7
34483	67480	x	x	Signature Services	x		20973 Chase drive Heavy roots	8/25/2020	3
34720	67841	x	x	Signature Services	x		24364 Bramblewood dr. heavy roots	8/26/2020	4

Evolving Service Requests

Tree Root Damage



07/19/2019 07:43

26529 Anchorage Ct.

Tree Root Damage

Sidewalk/Boardwalk

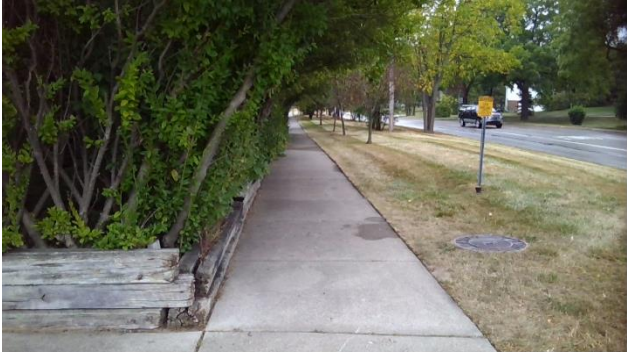
Multiple Requests 1 Resident

08/7/2019 01:54	43232 Ashbury Dr	Trip/Fall Hazard	Sidewalk/Boardwalk
08/7/2019 01:55	43310 Ashbury Dr	Trip/Fall Hazard	Sidewalk/Boardwalk
08/7/2019 01:57	43379 Ashbury Dr	Trip/Fall Hazard	Sidewalk/Boardwalk
08/7/2019 01:58	43330 Windmill Ct	Trip/Fall Hazard	Sidewalk/Boardwalk
08/7/2019 01:59	43336 Riverbridge Ct	Trip/Fall Hazard	Sidewalk/Boardwalk
08/7/2019 02:00	43354 Riverbridge Ct	Trip/Fall Hazard	Sidewalk/Boardwalk
08/7/2019 02:01	43335 Riverbridge Ct	Trip/Fall Hazard	Sidewalk/Boardwalk
08/7/2019 02:02	43247 Ashbury Dr	Trip/Fall Hazard	Sidewalk/Boardwalk

Concrete Repairs



Sidewalk Trimming



Concrete Cutting



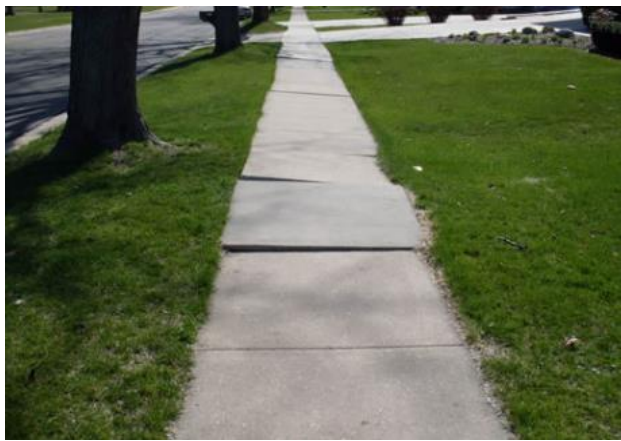
Tree Root Trimming/Barriers



← Pathway Damage



← Sidewalk Damage



Additional Field Concerns

Poor Construction



Irrigation



Fencing



Where to Start a Program? – Keep it Basic



When was it constructed?

Subdivision	Years Under Construction	Length of Sidewalk
Westridge Downs	1968-1971	5,667'
Meadowbrook Glens (All Phases)	1969-1979	38,907'
Applegate Condos	1973-1991	7,786'
Olde Orchard Country Homes	1973-1973	8,625'
Country Place Condos	1977-1985	12,508'
Whispering Meadows (All Phases)	1978-1990	3,481'
Cedarspring Estates (All Phases)	1979-1992	26,781'
Glen Haven Condos	1979-1986	2,244'

In House Analysis

Subdivision	Length of Sidewalk (feet)	Surface Rooting Species*	Tree Size (1 – 5)**	Planting space (1 – 5)**	Potential Severity of Sidewalk Damage (1 – 5)**
<u>Cedarsprings Estates</u>	26,781	28.7%	2	4	4
Country Place Condos	12,508	54.1%	2	3	3
Meadowbrook Glens	38,907	44.4%	4	3	5
Westridge Downs	5,667	34%	5	2	3
Whispering Meadows	3,481	25.5%	4	1	2



* Surface rooting species include those highlighted in the text box above

** 1 = lowest likely impact on sidewalks (smallest trees, most spacious planting areas, lowest potential severity) and 5 = highest likely impact on sidewalks (largest trees, tightest planting areas, highest potential severity).

Review the Data - Snapshot of Neighborhood Network in *Poor* Condition

Meadowbrook Glens Subdivision

Condition

- July 2020 evaluation found 32,500 square feet of deflected, cracked, or deteriorated concrete adjacent to 440 homes.
- Estimated 15% of the neighborhood's non-motorized network would meet the proposed repair and replacement criteria
- Over 90% of the households would be impacted.

Estimated Repair Costs

- Cost approximately \$480K to repair the 1,300 identified panels at \$370 per panel (current average)
- Repair cost per panel could increase up to 50% if the damage was due to excessive tree root growth.
- It is estimated 50% of identified panels are impacted by tree root growth.

Review the Options

- After gathering some data from Greenwood Oaks, we have determined that it would cost the City approximately \$6.36/LF to repair all neighborhood non-motorized assets throughout the City using both the cutting and remove/replacement methods.
- Greenwood Oaks – Neighborhood with non-motorized network in “average” condition
- Remove and Replace: \$16,000 (estimated) – All deflections 2” or greater
- Cutting: \$53,000 (estimated) – All deflections between 3/8” and 1.5” (ADA – Compliance)
- Total Lineal Feet: 10,844
- Average Cost/LF: \$6.36



ADA Compliant

Look to Future Concerns – “Service Enhancement”

- **Urban Forest Impacts**
 - Aging Trees
 - Canopy Pruning
 - Root Pruning
- **Available Funding Dedicated to Maintenance**
 - Proactive Programing
- **Tripping Hazards**
 - Standards (Currently >2”)
- **Residential Service..... What is the City doing?**
 - What’s the Plan
- **Maintenance Item frequency (vegetation clearing etc.) as network ages/grows**
 - Assets installed in a short timeframe, routinely require maintenance at a similar future time



← Then



Now →





City of Novi Non-Motorized Prioritization 2020-22 Update

A Working Document for
Capital Improvement Plan (CIP) Planning

October 2020

ACKNOWLEDGEMENTS

Walkable Novi Committee

Council Members

Andrew Mutch
Justin Fischer

Planning Commission Environmental Committee Members

Brent Ferrell
Julie Maday, Chair

Parks, Recreation & Cultural Services Commission Members

Salene Riggins
Brian Smith

For More Information Contact Support Staff

Barbara McBeth, AICP | City Planner
bmcbeth@cityofnovi.org

Jeff Muck | Director of Parks Recreation and Cultural Services
jmuck@cityofnovi.org

Lindsay Bell, AICP | Senior Planner
lbell@cityofnovi.org

Kate Richardson | Project Engineer
krichardson@cityofnovi.org

Rebecca Runkel | Project Engineer
rrunkel@cityofnovi.org

Jonathon Gartha | GIS Technician
jgartha@cityofnovi.org

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	Table 2.5: Previous Years Completed Non-Motorized Improvements (CITY BUILT)	
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	Table 4.4: Proposed Neighborhood Connector Routes	
Attachment B: Maps		
	Detailed Maps of Top 20 Segments	
	Segments by Section	

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

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



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



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

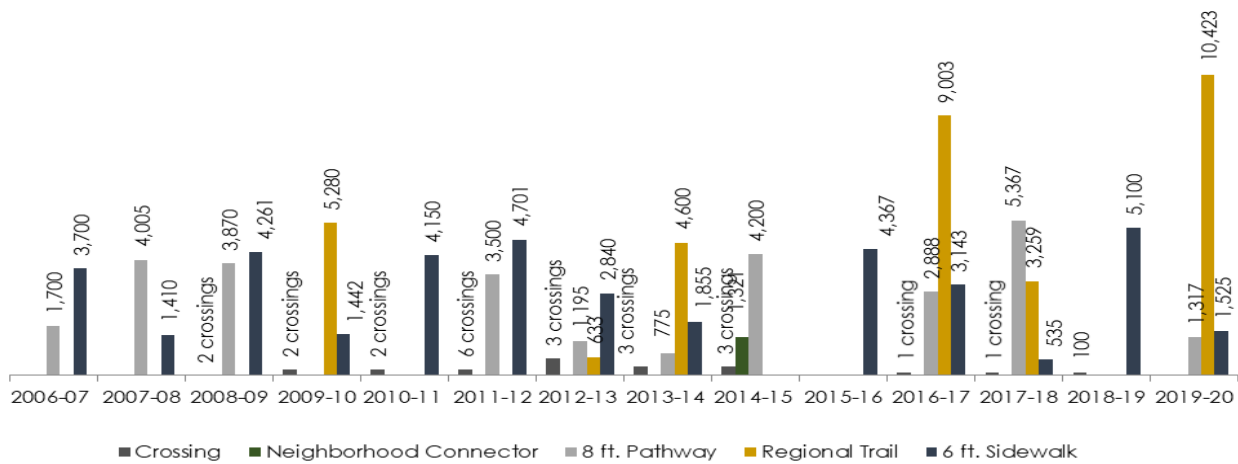


Figure 2.2: 2006 – FY2019-20 Completed Non-Motorized Improvements by City of Novi by Type in ft
 (Segments completed by the City of Novi or other public agency only, not including developer segments)

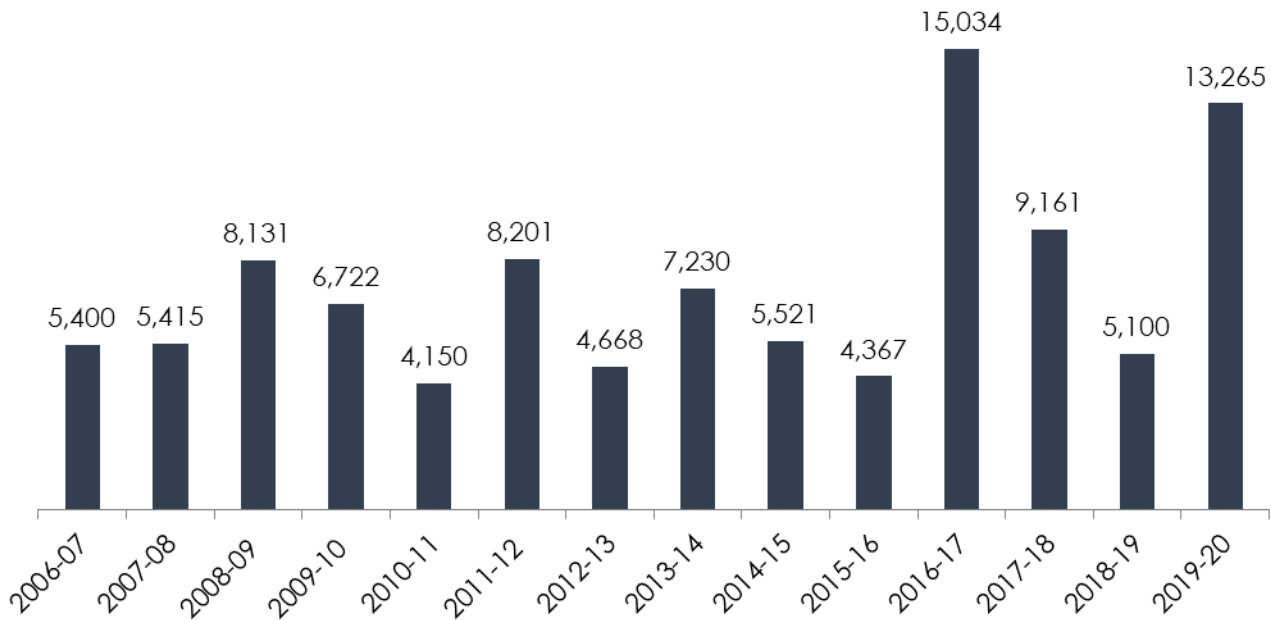


Figure 2.3: 2006- July 1, 2020 Completed Non-Motorized Improvements by City of Novi in ft
 (Segments completed by the City of Novi or other public agency only, not including developer segments)

** 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
6-foot concrete Sidewalk	\$ 80 per ft.	\$ 25 per ft.	\$300,000 annual budget
10-foot asphalt Pathway	\$ 180 per ft.	\$ 25 per ft.	
Wooden boardwalk	\$ 800 per ft.	\$ 50 per ft.	\$20,000 annual budget
Composite boardwalk	\$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.

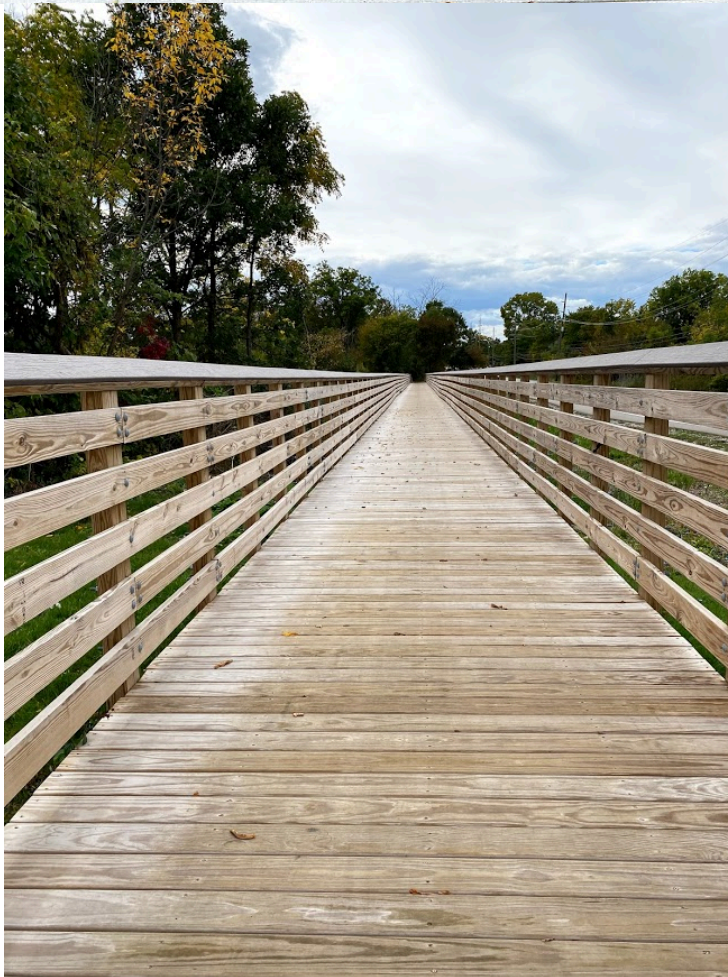


Longest Boardwalk in Novi, approximately 1,975 feet long (nearly 0.4 mile) is part of the ITC Trail

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	Meadowbrook	8	132	0	No work at this time.
26	BKS-10010	13	W Meadowbrook N Penton Rise Ct	Meadowbrook	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	Meadowbrook	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).
Total Linear feet of existing boardwalk						7,817		



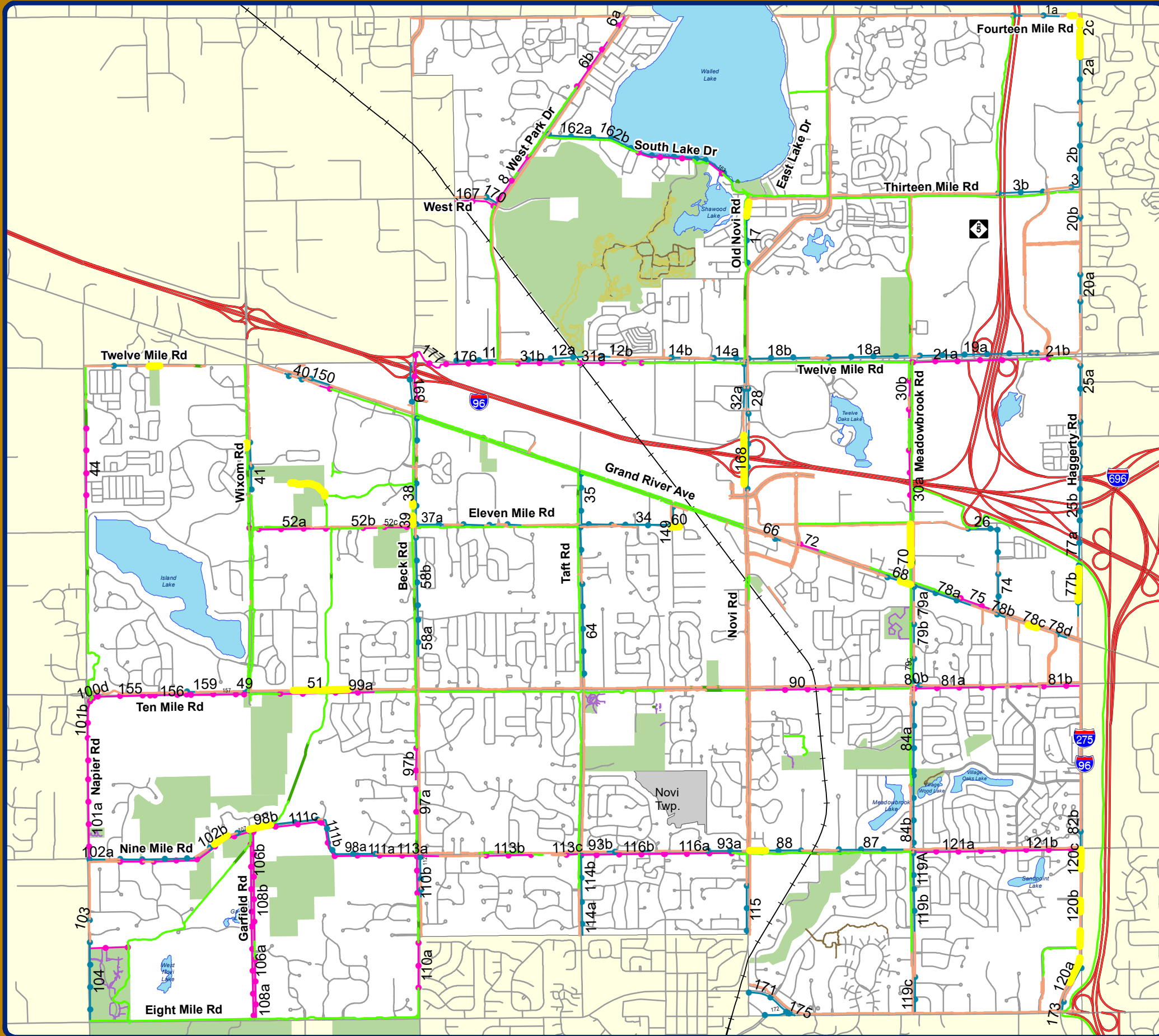
**New sidewalk and boardwalk was added along the north side of 10 Mile west of Novi Road to complete Segment 62 as a public benefit funded by a private developer;
Boardwalk replacement on the South side of 10 Mile west of Novi Road funded by the City of Novi**



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



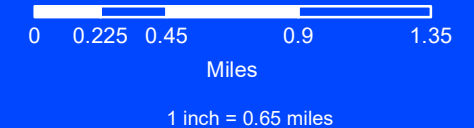
Annual Non-Motorized Prioritization: 2020-2022 Update

- 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
 City Hall / Civic Center
 45175 W Ten Mile Rd
 Novi, MI 48375
 cityofnovi.org

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>BICYCLE & PED. ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing, 1/98 to 9/13) 5 = 1 accident; 10 = 2 accidents; 15 = 3 accidents 20 = 4 or more accidents</p>		
	<p>TRAFFIC SAFETY Each segment is given a weightage based on the Counts. The values are then multiplied by a multiplier based on respective speed limits to get the final rating</p>		
2	<table border="0" style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> <p>TRAFFIC COUNTS (ADT) 2010 Non-Motorized MP 0 = <10K ADT 5 = 10K-20K ADT 10 = >20K ADT</p> </td> <td style="width: 50%; vertical-align: top;"> <p>TRAFFIC SPEED < 30 mph = x 1 35-40 mph= x 1.2 >=45 mph = x 1.5</p> </td> </tr> </table>	<p>TRAFFIC COUNTS (ADT) 2010 Non-Motorized MP 0 = <10K ADT 5 = 10K-20K ADT 10 = >20K ADT</p>	<p>TRAFFIC SPEED < 30 mph = x 1 35-40 mph= x 1.2 >=45 mph = x 1.5</p>
<p>TRAFFIC COUNTS (ADT) 2010 Non-Motorized MP 0 = <10K ADT 5 = 10K-20K ADT 10 = >20K ADT</p>	<p>TRAFFIC SPEED < 30 mph = x 1 35-40 mph= x 1.2 >=45 mph = x 1.5</p>		
	<p>ACCESS TO SCHOOLS 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 & 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

4 **ACCESS TO PARKS**
(# w/in 1 mile)
6 = 1 park;
12 = 2+ parks

5 **ACCESS TO HOTELS**
shopping areas w/in 1 mile)
2 = 1 Hotel;
4 = 2+ Hotels

6 **ACCESS TO SHOPPING**
(# shopping areas w/in 1 mile)
3.5 = 1 shopping area; 7 = 2+ shopping areas

8 **ACCESS TO PLACES OF WORSHIP**
(# places of worship w/in 1 mile)
2 = 1 places of worship;
4 = 2+ places of worship

9 **CONNECTED TO NEIGHBORING SIDEWALK/ REGIONAL TRAIL SYSTEM**
7 = connected to neighboring sidewalk system
14 = connected to regional trail system

10 **POPULATION SERVED**
0 = low density; 8 = medium density; 16 = high density

11 **SEGMENT COMPLETION**
5 = 1/2 to 1 mile; 10 = 1 to 2 miles; 15 = over 2 miles

12 **CONSIDERABLE PUBLIC INTEREST**
5 = top 15 survey responses, resident petitions & documented segments requested by groups & govt agencies

13 **NON-MOTORIZED MASTER PLAN**
20 = initial investment
15 = major corridor

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

1 **EASE OF CONSTRUCTION** (easy/hard)
0 = hard; 8 = medium hard; 16 = easy

2 **RIGHT-OF-WAY AVAILABILITY**
(based on % available)
0 = 0%; 4.5 = 25%; 9 = 50%; 13.5 = 75%; 18 = 100%

3 **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.

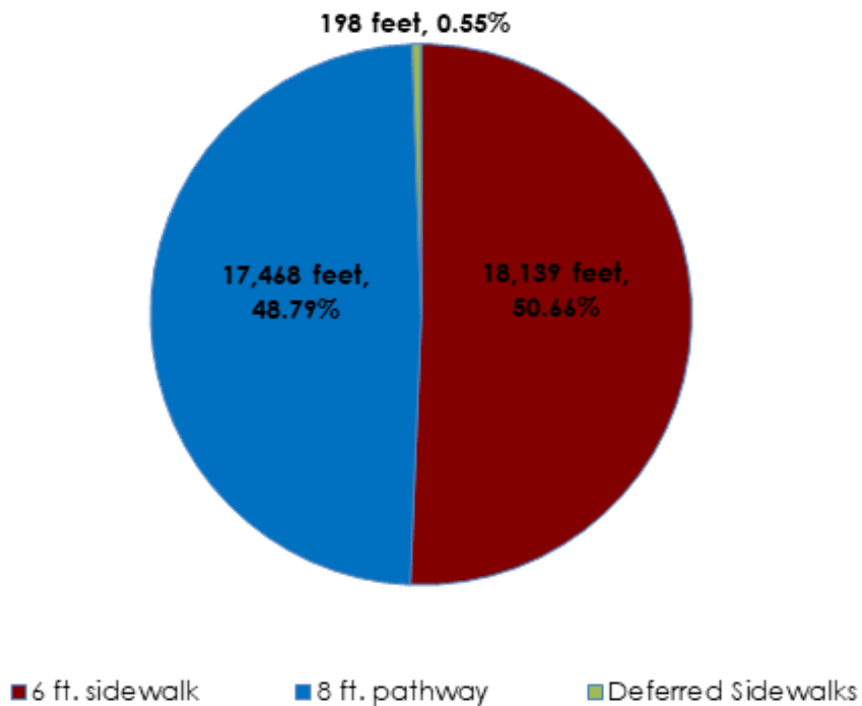


Figure 3.1: Total Length of 2020-2022 Top 20 Priority segments per Sidewalks and Pathways
(Segments to be completed by the City of Novi only)

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

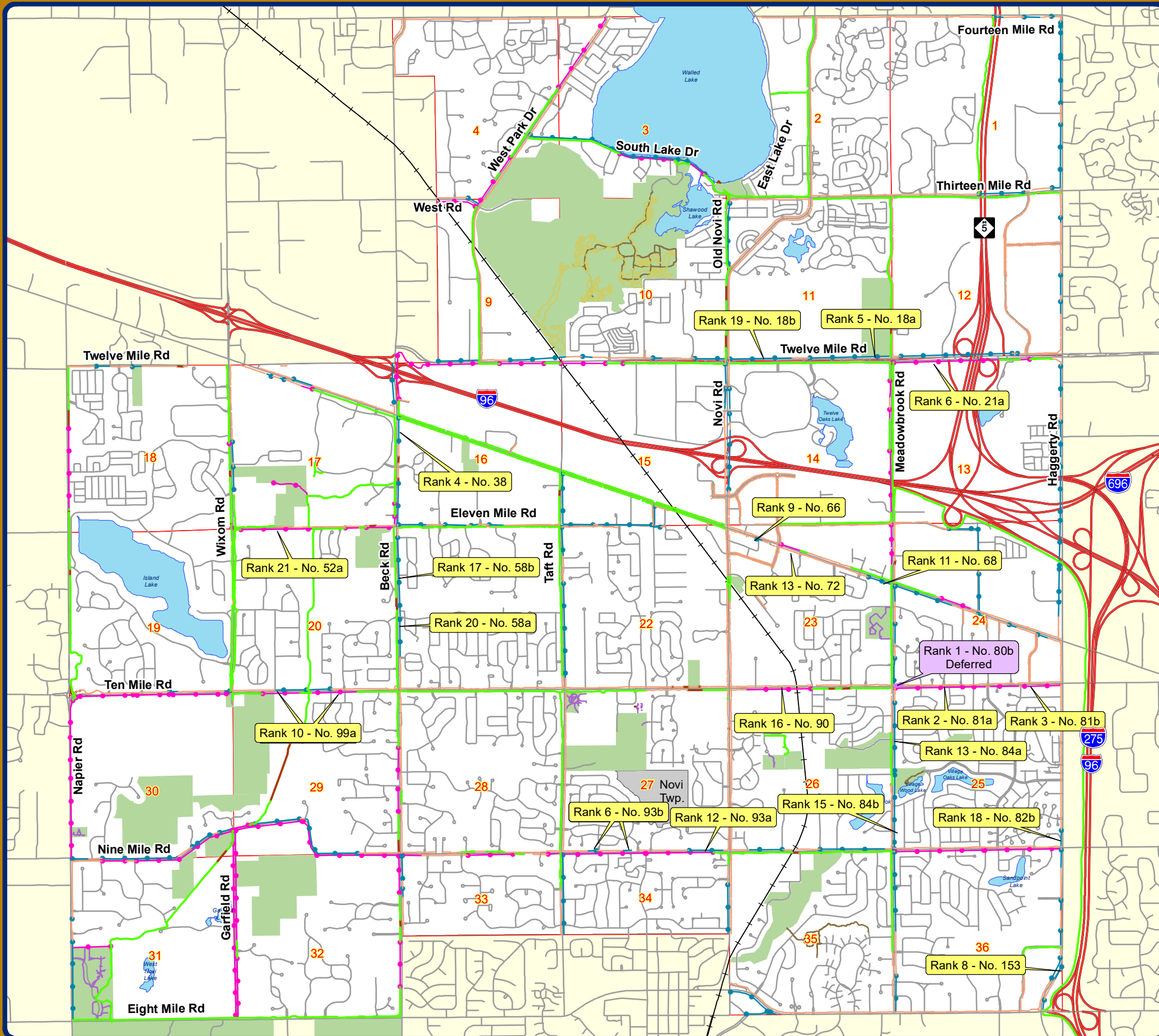
 Deferred

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.

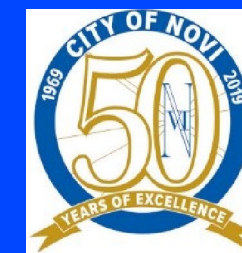
MAP 2
2020-22 Top 20 Priority
Pathway and Sidewalk Segments

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



Annual Non-Motorized Prioritization: 2020-2021 Update

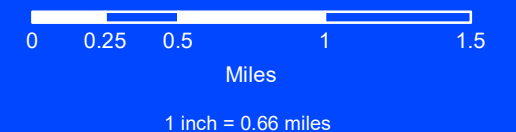
- Deferred Segments
- Existing Sidewalks and Pathways**
 - Existing Sidewalk
 - Existing Pathway
- Future Sidewalks and Pathways**
 - Proposed Pathway
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 - Paved Path
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 - + Railroads Adjoining Novi



City of Novi

Dept. of Community Development
City Hall / Civic Center
45175 W Ten Mile Rd
Novi, MI 48375
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Map Author: Jon Gartha
Date: September 3, 2020
Project: 2020 Non-Motorized Update
Version #: 2.0



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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

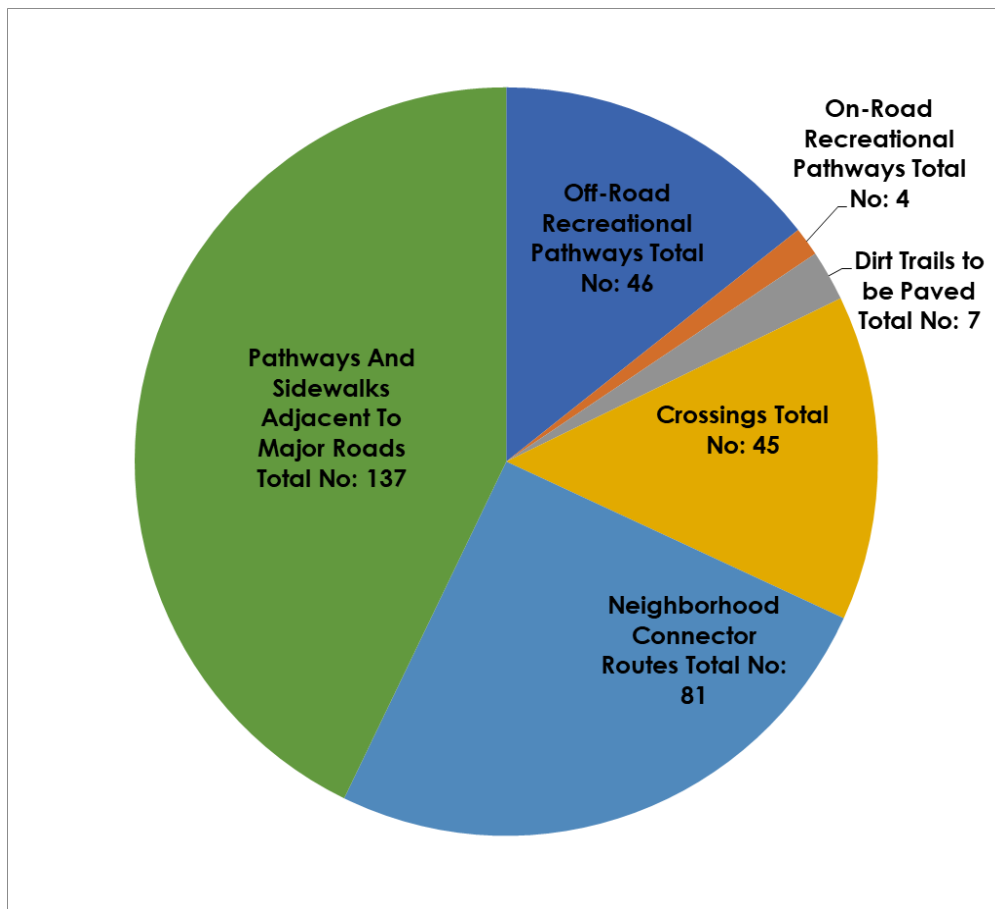


Figure 4.1: Summary of the Proposed Total Non-Motorized Improvements as of 2020 by count

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															
	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
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	points available per category															TOTAL TIER 1 POINTS	TIER 1 RANKING									
	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																
	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					
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	0	14	7	10	5	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	0	14	10	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	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	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	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	0	14	7	5	5	0	52	46		
50	40	17	P	south	Grand River	Providence Hospital	Wixom	3	843		5	7.5	4.5	12	2	0	0	0	0	15	5	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

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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 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			
53	75	24	P north	Grand River	Seeley	Meadowbrook	1	1,038		10	7.5	4.5	0	2	7	2	0	7	10	0	0	50	53	
53	173	36	S west	Haggerty	Eight Mile	Big Boy Restaurant	1	349		0	0	0	0	4	3.5	0	14	0	15	0	0	50	53	
53	30b	14	P west	Meadowbrook	27551 Meadowbrook Rd	27421 Meadowbrook Rd	2	910		5	6	9	6	0	7	0	7	0	10	0	0	50	53	
56	37a	16	S north	Eleven Mile	Beck	Mandalay Cir E	3	2,392		0	0	9	12	0	0	4	7	7	5	5	0	49	56	
57	87	26	S north	Nine Mile	Meadowbrook	Venture	1	2,128		0	0	4.5	6	0	7	2	0	14	10	5	0	48.5	57	
57	112	33	S east	Beck	Nine Mile	City Limits	2	1,114		10	15	4.5	0	0	0	0	0	14	5	0	0	48.5	57	
57	21b	13	P south	Twelve Mile	Energy Way	Haggerty	1	335		15	7.5	9	6	2	0	2	0	7	0	0	0	48.5	57	
57	31a	15	S south	Twelve Mile	Cabaret Dr	Hino Motors (railroad crossing)	1	1,400		15	7.5	0	0	4	7	0	0	0	10	5	0	48.5	57	
61	37b	16	S north	Eleven Mile	Mandalay Cir E	Taft	1	496		0	0	9	6	2	0	4	0	7	15	5	0	48	61	
62	97a	29	P west	Beck	Nine Mile	Cheltenham	1	858		15	7.5	4.5	0	0	3.5	4	0	7	5	0	0	46.5	62	
62	98a	29	S north	Nine Mile	Kensington	Vasilios Court	1	2,589		0	0	4.5	6	0	0	0	14	7	10	5	0	46.5	62	
62	98b	29	S north	Nine Mile	Vasilios Court	ITC comfort station at Terra	2	2,167		0	0	4.5	6	0	0	0	14	7	10	5	0	46.5	62	
65	35	15	S east	Taft	Eleven Mile	Grand River	2	1,648		0	0	9	0	4	7	4	0	7	10	5	0	46	65	
66	17	11	S east	Old Novi	Linhart Avenue	Novi Road	1	1,606		5	0	4.5	12	2	0	0	0	7	15	0	0	45.5	66	
67	78a	24	P south	Grand River	Meadowbrook	Joseph	1	1,967		10	7.5	4.5	6	2	7	0	0	7	0	0	0	44	67	
68	31b	16	S south	Twelve Mile	Hino Motors	West Park Drive	1	954		15	7.5	0	0	4	7	0	0	0	5	5	0	43.5	68	
69	28	14	P east	Novi Rd.	south Twelve Oaks entrance	North Twelve Oaks entrance	2	1,010		0	7.5	9	0	4	7	0	0	0	10	5	0	42.5	69	

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

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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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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 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	9 = 2+ schools	12 = 2+ parks	4 = 2+ hotels	7 = 2+ shopping areas	4 = 2+ places of worship	14 = connected to regional trail system							
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									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	TOTAL TIER 1 POINTS	TIER 1 RANKING
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	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	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		
122	172	35	P	west	Griswold	Eight Mile	City Limits	1	727		5	0	9	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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										

MINUTES



WALKABLE NOVI COMMITTEE

Discussion Notes

February 20, 2020 at 6:00 p.m.

Novi Civic Center

Council Conference Room

45175 W. Ten Mile, Novi, MI 48375

(248) 347-0475

CALL TO ORDER

The meeting was called to order at 6:01 PM.

ROLL CALL

Present: Brent Ferrell, Justin Fischer, Julie Maday, Andrew Mutch, Salene Riggins and Brian Smith

Absent: None

Staff Present: Sri Ravali Komaragiri, Senior Planner, Community Development
Barbara McBeth, City Planner, Community Development
Madeleine Kopko, Planning Assistant, Community Development
Jeff Muck, Director of Parks, Recreation and Cultural Services
Rebecca Runkel, Staff Engineer

APPROVAL OF AGENDA

Member Maday made a motion to approve the agenda. Member Ferrell seconded. Motion passed 6-0.

INTRODUCTION OF NEW COMMITTEE MEMBERS

Member Mutch introduced the newest committee members. Member Fischer and Member Riggins introduced themselves. They explained they have not served on this Committee before and are excited to be joining. Everyone around the table introduced themselves.

AUDIENCE PARTICIPATION

Carol MacDonell, 24236 Bashian Drive, explained why she would like a sidewalk gap filled on Grand River Avenue.

- I live in Applegate II Condominiums and I am trying to be healthy and walk more.
- There is a section between Diamond Castle Jewelers and in front of the Scuba Shop on Grand River Avenue where the sidewalk ends and there is always mud in the wet seasons I have to walk through.
- Many people walk near Grand River Avenue where it is 45 miles per hour and the traffic pulls you in.
- Young children ride bikes through there to get to the gas station to buy candy and snacks and it's very dangerous.
- Currently, it is a vacant plot and the Scuba Shop that do not have sidewalks.
- When it snowed, only the sides were plowed and you had to climb over the snow banks if you wanted to get through there.
- All ages walk here and it's such a safety issue. If we could carve out the time and money for those two sections to put in the sidewalk, it would be so appreciated.

Member Mutch said thank you and we do have your correspondence on record, it was included in our packets.

Planner Komaragiri said we do have the right-of-way for that section. The section is about 217 feet long and is currently ranked 85 on our prioritization list. No wetland or wood impacts would occur. Engineering estimates it would be about \$70,000 to construct.

Member Mutch asked if the category for 'small segments' are 400 feet or less and Planner Komaragiri confirmed.

Member Fisher asked who owns the vacant lot and City Planner McBeth said the jewelry store owner owns it. Planner Komaragiri said we usually wait for a developer to build and we ask them to also construct the missing sidewalk connections, but we have not got any plans for that lot recently.

MATTERS FOR DISCUSSION

1. Election of Chair and Vice Chair for the Committee

Member Mutch explained that since it is a new year, the Committee shall vote on a Chairperson and Vice Chairperson to help run the meetings. Member Mutch asked if there were any volunteers.

Member Maday nominated Member Mutch for chairperson.

Member Mutch declined and said he would like someone else to have the experience.

Member Ferrell nominated Member Maday for chairperson. Member Fischer seconded.

Member Smith volunteered for Vice Chair and Member Fischer seconded.

Motion to elect Member Maday as Chairperson and Member Smith as Vice Chairperson. Motion passed 6-0.

2. 2020 Tentative Meeting Schedule

Planner Komaragiri said every year there are two major items the Committee discusses. The implementation update of the Non-Motorized Master Plan, which we completed last in 2011. That Master Plan provided us with implementation strategies and we update that on an annual basis. The other one is the Non-Motorized Prioritization where we rank the top 20 segments and recommend to the CIP to see what they can build for the upcoming years. We will keep up with the same schedule and have penciled in dates, but they may change due to the current staff work load and we may combine meeting dates as needed. We have tentatively scheduled back to back meetings for those prioritization decisions. We also have penciled in other dates in case residents would to make comments, like tonight.

Motion to approve the tentative meeting schedule made by Member Ferrell and seconded by Member Mutch. Motion passed 6-0.

3. SEMCOG Bicycle and Pedestrian Mobility Plan for Southeast Michigan: Input Gathering

Planner Komaragiri summarized main points from the updated SEMCOG Bicycle and Pedestrian Mobility Plan.

- The last plan was from 2014 and they just updated it for 2020.
- They are asking for community comments before putting the plan in place. We are headed for our own update of the Non-Motorized Master Plan and thought this would be a good thing to look at.

- Two items stood out the most from the SEMCOG Plan:
 - To continue “to promote healthy lifestyles and vibrant communities with expanded options for pedestrian and bicycle mobility, recreations, and tourism.” Local agencies can partner with recreation organizations, health-care providers, or aging agencies to help promote walking and biking. We could possibly team up with the hospital.
 - The other item that stood out is “ensure the sustainability of the bicycle and pedestrian network with collaborative planning and adequate funding for development and maintenance.” That item was aligned with a recent council goal to replace concrete panels.
- Local agencies should “[inventory and] analyze current conditions to prioritization development of critical gaps for a connected regional network.” They showed that 10 Mile Road and Meadowbrook Road are Novi’s major connectivity networks for people outside of Novi coming in to the City.
- A survey was done on mobility patterns by trip purpose where they found that walking and biking was mostly used for recreation or fun rather than commute trips.
 - 33% of people indicated they could walk to restaurants or shopping activities while 27% said they wished they could.
 - 22% of people said they could walk or bike to school while 33% said they wished they could.
 - Protected bikes lanes were highly ranked as infrastructure to plan for. The STRAVA mobile app is used to collect data on physical activity like walking and biking. While it is mostly used on professional bikers, it is helpful to understand route selection.
- There has been an overall increase in bicycle networks in South East Michigan. The network has grown to over 200 miles. General infrastructure upgrades have increased by 33% in the last 6 years. The majority increase is in the shared-lane markings to make the lanes more usable to everyone.
- Novi is in a low to moderate demand area for bike networks.
- SEMCOG had a good list for local implementation resources. Novi has already identified many of the strategies, but in our Non-Motorized Master Plan there are two things we haven’t touched:
 - The effect of automated vehicles on sidewalk and infrastructure
 - these features are expected to increase safety but we still need to watch out for bikers and pedestrian safety and E-bikes (electric bikes) is an up and coming feature where you rent a bike from a kiosk, if your city is headed that way, so we would need to keep that in mind when designing plans.
 - Land use and zoning for bike regulations
 - There was a good focus on education and enforcement such as, ‘bike to work day’ or ‘walk to school day,’ those kind of services and possibly close down roads to encourage walking for a day.
- They also recommended keeping track of maintaining sidewalk networks by using a PASER-like system.
 - St. Clair County Transportation Study developed a rating system based off of PASER to collect trail infrastructure issues using a mobile app with GPS. Canton Township, Ann Arbor, Sterling Heights, and Royal Oak all currently have programs that help with sidewalk repair and maintenance.

Director Muck said e-bikes are a big topic of discussion along with the automated skateboards and One-wheel’s.

Member Fischer asked about the cost of the PASER system and Planner Komaragiri said we would have to start looking into that.

Planner Komaragiri mentioned that a majority of people walk or bike for recreational uses. It's a good idea to make all parks connected, like how ITC Trail has and has also increased the parks usage. Overall, I think were in the right place to update, but the automated cars was something new I think we should start to look into.

Chair Maday questioned how the PASER-like system would work and Member Fischer clarified that PASER is about the maintenance of the infrastructure and not how many people are using it.

City Planner McBeth said I'm not sure anyone has used that yet and it is just an idea for a future program, but we can look into it. Member Fischer agreed that the City should look into it.

Member Mutch said I imagine the upfront costs would be expensive the first time around, but sidewalks usually have a good life span and it would help to fill in the gaps on an as needed basis and wouldn't need to be done every 2 years like PASER.

Member Fischer said I would rather have resident eyes and ears looking at it and telling us what needs to be done.

Member Smith asked if there is measurement on how to get traffic counts on sidewalks.

Member Mutch said I think SEMCOG does something like that with the ropes you see in the roads but with a sensor. They did a pilot program on The University of Michigan's campus so there are ways to do it, but I don't know if any communities have it in practice right now.

Member Maday questioned how the City would know where the gaps in the networks are.

Member Mutch said I think they look at infrastructure needed such as, crosswalks and how many people use them. When they apply for grants they have to address how many people are going to use the infrastructure and the STRAVA maps are informative because you can see where people are making their own paths.

4. 08-14-19 WNC Meeting Minutes Approval

Motion to approve the August 14, 2019 meeting minutes made by Member Mutch and seconded by Member Fischer. Motion carried 6-0.

STAFF UPDATES

1. Planning Update

There were no planning updates.

2. Engineering Update

a. Active Non-Motorized Project Portfolio for Engineering Division

Staff Engineer Runkel explained some of the current engineering updates.

- Currently we are trying to bid out last year's non-motorized project. We got held up by some easements on Haggerty Road and Wixom Road.
- We would like to add a segment that wasn't part of the Safe Routes to School Plan on Willowbrook Drive and Guilford Road because Catholic Central High School is now partially paying for their own sidewalk which freed up some of the budget.
- A development on Haggerty Road is stepping in to add a sidewalk.
- The engineering department started a design on Segment 51 across from Echo Valley, it goes by the ITC Trail and we're hoping to construct this summer but we need to get the right-of-way first because we don't currently have it.
- The Water Department is constructing a water main by Oak Pointe Church and we'll construct a sidewalk there as well.

- MDOT has plans for constructing non-motorized crossings on the west side including connecting to existing sidewalks, lighting, and crossing signals to be completed sometime between April and October.
- The City received a 1.2 million grant for Safe Routes to School; there are 6 different schools where they will add ADA mats, crosswalks, and fill gaps, to be constructed in 2021.
- The City has decided to pay for network construction on Haggerty and Meadowbrook in 2022.
- The Road Commission for Oakland County is planning on widening 12 Mile, not soon, but in the next 8 years potentially.
- The next thing would be to determine which segments to construct after the 10 Mile Road project.

Member Mutch asked about a segment west of Novi Road that is going through a Wetland. Staff Engineer Runkel confirmed that was the new boardwalk that just started getting constructed.

Member Mutch also referenced a grant for the ITC Trail in which Staff Engineer Runkel replied that she was supposed to get results this week, but have not heard anything yet.

Member Mutch asked about the resident that talked in tonight's meeting about the particular segment she wanted filled in. Is that something, once we check off all the marks, we can build? Staff Engineer Runkel replied potentially, if it fits in the budget.

Chair Maday said if a resident takes the time and energy to come and talk about it, I think that goes a long way.

Planner Komaragiri said it is possible to pull a low-ranked segment up to a higher one, if it gains enough attention.

Member Smith asked about the 10 Mile Road and Haggerty Road project.

Staff Engineer Runkel said they're filling in the south side. Member Smith commented on some of the bad experiences he's had with cars as a pedestrian there.

Chair Maday asked about the widening that is happening there.

Member Mutch said they're planning on adding a center turn lane. It went from a simple repaving to this and the City Engineers have been looking at this and want to do it at the same time in 2022.

Planner Komaragiri explained the top 20 segments to be completed by showing a spreadsheet.

3. Parks, Recreation and Cultural Service Update

Director Muck gave an update on the Parks, Recreation, and Cultural Services.

- This spring and summer is going to be key for ITC Trail. We're excited to see it being used, but we will also have to see what exactly is going to be used and where we can add mile markers, but all that will have to be approved.
- We know we will be wanting to have events like 'Fun Run's' and 5k's, so we have some planning going into that currently.
- We have been working with our forester and park maintenance team about cleaning up Chase Farms and that has been done and were going to add signs this summer.
- Park maintenance team and the forester want to reclaim the nature trail. It's really small but gets used.

COMMUNICATIONS

- 1. Pedestrian Sidewalk East of Old Orchard on Grand River**
- 2. Sidewalk connection from Park place south to ITC park**
- 3. Echo Valley HOA meeting update**

Planner Komaragiri said she was invited to an Echo Valley HOA meeting where there was discussion about recreation users cutting through yards by the ITC Trail where it curves and gets close to home's backyards. It's also become a hazard for bikers who can't see walkers because of the shrubbery. Shrubby should be able to be cut or signs can go up. The HOA also had concerns about pet owner's not cleaning up after their pets and we have added signs enforcing that.

Director Muck said we had this issue on a previous agenda but it's basically up to pet owners to follow the rules.

ADJOURN

Member Fisher made a motion to adjourn.

The meeting was adjourned at 6:56 PM.



WALKABLE NOVI COMMITTEE

Discussion Notes
July 16, 2020 at 5:30 p.m.
Zoom Electronic Meeting Platform

(248) 347-0475

In accordance with Executive Order 2020-48, this meeting was held remotely.

CALL TO ORDER

The meeting was called to order at 5:32 pm.

ROLL CALL

Present: Justin Fischer, Julie Maday, Andrew Mutch, Brian Smith

Absent: Brent Ferrell, Salene Riggins

Staff Present: Lindsay Bell, Senior Planner, Community Development
Barbara McBeth, City Planner, Community Development
Madeleine Kopko, Planning Assistant, Community Development
Jeff Muck, Director of Parks, Recreation and Cultural Services
Rebecca Runkel, Staff Engineer

APPROVAL OF AGENDA

Member Fischer made a motion to approve the agenda. Member Mutch seconded. Motion passed 4-0.

MATTERS FOR DISCUSSION

- a. Discussion of Draft Top 20 segments for Annual Non-Motorized Prioritization Update

Planner Bell said as you all know I'm new to this position as the staff liaison for this Committee and I know some of you are new as well. We've had to cancel a couple meetings this year due to the current COVID situation and I'm sure everyone has realized how much more our sidewalks are getting used and the importance of them in this very unusual time. We know its important work that this committee does. Typically, there is an annual implementation status update that happens earlier in the year, but with our staffing and the inability to get all that together that won't be completed this year, so we thought we would move ahead with the annual prioritization of the sidewalk and pathway segments on major roads. There are some updates that we will go through on the engineering and planning side to talk about projects that were completed in the last year and how those feed into the prioritization for the coming year.

Planner Bell shared her screen to show the chart of completed segments last year:

- The City had about 13,000 linear feet of completed sidewalks completed; the major part of that was the ITC Pathway completion.
- Roughly 3,000 linear feet of sidewalks were completed by private developers.
- Almost 16,000 linear feet was completed last year between city projects and private development projects.
- We currently have about 8,500 linear feet planned for construction in the coming year and in terms of private development projects that number is about 5,150 linear feet. Some of these projects are under construction and we expect most of them to be completed in the next year, but with economic conditions it's possible that some may not be completed.

Planner Bell explained how the prioritization chart was completed.

- There were not a lot of changes from last year because of the nature of the priorities.
- In the second column, everything in green was on the list last year and just a couple moved up as a segment was built.
- I added new updates from the bicycle and pedestrian accident data we received from the police department.
- With the completion of the ITC Corridor, some segments might have moved up because of their proximity to that trail and that being a major asset to the community.
- There's a map that shows the Top 20 segments that came out of the prioritization.

Chair Maday said I want to add that last year one of the things we wanted to do was prioritize the ITC Trail. The Top 20 List is important to me, but the most important thing to me is what we did to rearrange that prioritization and make the ITC Trail accessible. I see that we've done that and I'm super happy about it. I do want to say how pleased I am about the memo we got from engineering about the ITC Trail. I can't tell you how amazing this is for our community. I've had so many people talk to me about it and I know COVID probably added to that, but I really think we need to keep working on connecting people to that trail as much as possible.

Planner Bell said we've gone through the Tier 1 ranking and with your approval of the Top 20 we would then complete the Tier 2 categories, which is based on how difficult it would be to construct and how much money is needed. It would probably mean most of the rankings would be similar, but we haven't updated the Tier 2 criteria at this point. The rankings before you are just for taking in account Tier 1 criteria.

Member Maday asked to reevaluate after approving the Top 20 and talk about it in the next meeting and Planner Bell confirmed.

Member Mutch said I wanted to thank you for the comments on the ITC Trail and I agree that that's something that's been a huge addition especially on the west side of the City where folks have direct access, but also to work on as much as we can do to make that accessible to the rest of the community. Whatever efforts we can make in that regard, I'm glad to see us pushing it forward. I don't have any specific comments on the Top 20 list, but as somebody's that's seen this process a number of times, I've been thinking about the amount of time it takes to update these lists and all the staff time involved. I'm wondering if we want to consider moving this to a two-year process in terms of the staff

time involved and in terms of the fact that the list doesn't change significantly year to year. For example, let's say we would approve the update this year and it would be in place for the next two years. Obviously if anything comes up that jumps out as something that needs to be addressed, that's something we can bring to the attention of the City Council or City Staff can highlight.

City Planner McBeth said the Planning, Engineering, and Parks Departments do put a lot of information together for these meetings especially for the two reports that are done every year. I would not object to doing this every two years and we can still provide the updates on which sidewalks are going to be completed and which ones we anticipate being completed and then we can shift to a two year time frame. We can see how that works and if there are some gaps or missing information, we could always go back to the every year basis if it's agreeable to the committee.

Chair Maday said I think that's a great idea. We will save on resources especially given next year is going to be tough.

Member Fischer said I have no objection to that. Obviously, efficiency is always a good thing and staff seems on board. What I would be interested in is understanding the process if there is some sort of major shift in that mid-cycle period. Would it come straight to this Committee or go to City Council? How would you evaluate what to bring to the table as opposed to things you would just say no were going to have to wait until the next year to bring it up?

City Planner McBeth said I was thinking about that. We could still have a couple of Walkable Novi Committee meetings per year and we would provide some updates if that would be helpful or we could just provide memos and send those to the Committee and see if there is any interest in talking about those things. We are open to either of those options or anything else.

Member Fischer said I think I would just like the opportunity to at least have the topic on the agenda. We could always provide information if anything has come up, but certainly not the scale of it. I had one question on the categorization and I'm looking at pages 6 and 7 of the packet. Have those criteria changed or are those new? The Tier 2 categories are rated 0-8 for the easement construction, is that how it's been evaluated in the past or is that process new?

Planner Bell said this how it's been done in the past. The rankings were allocated the same at this point. That's how it was done last year.

Parks and Recreation Director Jeff Muck said it was about two years ago we had a significant discussion about the ratings and that was when we were seeing the ITC Trail coming to completion. That's when we did some changes to the points.

Member Mutch said it was a reaction to the segments and them not necessarily aligning with what we were seeing as our priorities. We asked staff to give greater emphasis to one and give less emphasis to a couple others and we might have even pulled one out because we felt it was no longer relevant.

Parks and Recreation Director Jeff Muck said yes, we put a lot more emphasis on parks and connectivity to parks, specifically the ITC Trail.

Member Mutch said I think the one that got the big change to it was that we used to have a focus on connectivity to the Civic Center complex and we finally got to the point where pretty much every connection in the area had been completed so stopped giving points for that. It's one of those things where I think it's always open for conversation if we find that somethings not working.

Motion to approve the Top 20 Segment List for the Annual Non-Motorized Prioritization Update and also change the process to a two-year update instead of a one-year update made my Member Fischer and seconded by Member Mutch. Motion passes 4-0.

STAFF UPDATES

1. Planning Update

- a. Completed and Scheduled Projects
- b. 2019-20 Pedestrian/Bike Accidents in Novi

Planner Bell said the other item is the pedestrian and bike accidents. There were nine bicycle accidents in the past year and six pedestrian accidents. There didn't seem to be any clear clusters. There was a little bit more activity around the Novi Town Center and the Grand River and Twelve Oaks Mall area.

2. Engineering Update

- a. Active Non-Motorized Project Portfolio for Engineering Division

Staff Engineer Runkel gave an update on what public sidewalk projects are currently under design or under construction.

- The 2020 Pathway Gap and ADA Compliance Program, which was formally the 2019 pathways. You'll be seeing the construction on the July 27 City Council agenda. We'll be filling in a lot of small gaps with that.
- There are small segments on Wixom Road, Beck Road, Eleven Mile and Clark Street, and the Grand River segment east of Olde Orchard that a resident requested at one of our last meetings that are planned to be filled in.
- Willowbrook Drive will allow a better connection to the school nearby.
- Haggerty Road south of Eight to Nine Mile will be filled in and some ADA improvements will be put in there, as well as Grand River at Suburban Showplace at Taft Road. We're hoping to get that started in August and we may have to continue that into the spring of 2021 if it's not finished up by November.
- The next project is the MDOT project on the Novi Road Bridge. They are going to start the work this weekend so there's going to be ramp and lane closures for the next 3-6 weeks, but that will include the pathway construction, pedestrian signals, and lighting on the bridge.
- Gap fill on Meadowbrook that we combined with a streambank stabilization project. That one is being held up by some easements. We have a couple businesses that are not happy with the sidewalk on the property. Hopefully we can get that out to bid this summer.
- The north side of Ten Mile Road between Dinsler Drive and Woodham Road. It's an important ITC connection. We are getting easements for that right now. About half of the residents do not want the sidewalk so we have Beth Saarela ordering

the appraisals for that. We definitely want to get that constructed in September and finished before November.

- Next is Safe Routes to School. That received the \$1.2 million grant and involves 6 different campus, ADA crosswalks and ramps, striping, flashing beacon crossings on Eleven Mile near the school. OHM is working on the design right now and we expect construction to start on that in 2021.
- We also have that ITC Trail connection from Wildlife Woods getting started on design. That one was awarded the TAP grant, which will also be next construction season.
- RCOC has started plans for Ten Mile Road improvements, so that includes a turn lane as well as sidewalks on both sides to complete the gaps there. There is not a lot of right-of-way to work with for this project so the sidewalks will be fairly close to the road and we also have about six easements we have to get for that project.

Member Maday said could you clarify what grant the Wildlife Woods Park received.

Staff Engineer Runkel said it is the TAP Grant, which is the Transportation Alternatives Program through MDOT.

Member Mutch said I had a question about the boardwalk and sidewalk gap on Ten Mile Road west of Novi Road on the north side. It looks like it's mostly done, but there is still some work going on closer to Churchill Crossing. When is that expected to be finished and open for the public to use?

Staff Engineer Runkel said they have it started and we added that onto our boardwalk program. They put in the helical piles for that and they should be starting the boardwalk construction anytime now so I would say within the month.

Member Maday said does the Safe Route to Schools program have to be spent in 2021?

Staff Engineer Runkel said yes, I believe so.

Member Fisher said I remember at one point when this was originally proposed there was a sidewalk adjacent to Village Oaks and they ended up being taken out because they did not fit the criteria of the grant, but I think we still want to get those done. Can you give me an update on if that is proceeding and when we can expect that to be done?

Staff Engineer Runkel said we do have one of the segments there on our 2020 Pathway Program that just went out to bid. It's going to be starting construction soon. That is between Village Wood Drive and Guilford Road. There is a little segment where we're going to enclose the ditch and put a sidewalk in which will connect to the crosswalk going to the school and that's about all we could budget for this year.

3. Parks, Recreation and Cultural Service Update

Parks and Recreation Director Muck said I'll expand on some of the projects we've already been talking about.

- Starting with the Bosco Fields project at the corner of Beck and Eleven Mile Road, the sidewalks have been completed for quite some time now. The property is still a construction site in the regards to trying to establish the turf, we anticipate

opening that in spring of 2021. I'm at that property about once a week and every time I'm out there there's someone walking through there, so I think we're going to see a lot of use continuing on along throughout that property.

- Regarding the ITC Trail, we did a walk through with some of our engineers and consultants. Some boards needed to be replaced on the most recently constructed boardwalk, some screws and some bolts need to be tightened back down so that will be addressed by the contractor. If you follow the City on social media you may have seen we put something on about the ITC Trail to keep people safe on that and we wanted to observe that the hours are dawn to dusk and there's no motorized vehicles along there so that's the biggest thing is that we want to keep the dirt bikes and golf carts and ATV's off of it and encourage our residents if they see those to report it.
- Lakeshore is still heavily under construction. We did experience significant delays due to COVID in regard to the trails, but it's been a really positive thing with our Motor City Mountain Bike Association. We basically repurposed a lot of the dirt that had been excavated as part of the project and they've really made a lot of enhancements to the trail system: new berms and features so that did not go to waste, we would have had to haul that off-site so it's been very positive and they are supposed to begin starting some of the paving of the pathway and parking lot on Monday. That was supposed to happen last week.
- Finally, we have the new entranceway and parking lot in place at Wildlife Woods park off of Wixom Road. They also installed ramps up to the park shelter. We did have bid opening this week for pickle ball courts so hoping to take that to City Council in August.

Member Mutch said in terms of some resident feedback on the volume of parking over at Twelve ½ Mile Road and Dixon. Have we had anymore conversations about the possibility of having some kind of secondary parking area over there?

Parks and Recreation Director Muck said we've had really good communication with the Motor City Mountain Bike Association. They encourage their people to park at Pavilion Shore. Every time I see them post something about Dixon Road it's to remember that there's very limited parking and please be careful. The talks about that kind of shut down after COVID hit. We did do some initial cost estimates and had some initial conversations about splitting the cost that would be for some tree removal back there so I don't necessarily know if it's going to be needed after Lakeshore is open with the volume of parking we are going to have there so if we can get by the next few weeks hopefully we won't need to consider that. We will I monitor it and we can always bring it to City Council if we feel we need to add another small area in the back of Lakeshore.

Member Mutch said is the expectation that access to the trailhead and back parking area will be restored shortly?

Parks and Recreation Director Muck said as soon as the pathway to the trail can be reopened we will.

Member Mutch said so it is pretty short term then?

Parks and Recreation Director Muck said they told be in two weeks for that paving and then they'll be able to use that trail.

Member Mutch said totally different topic, but signage in terms of directing folks to the parks both for motorized and non-motorized traffic and directional signage in terms of on the main roads, there's some controversy about in the interior subdivisions, I can't remember who all was involved in the conversation but I know you were Jeff, so where is that?

Parks and Recreation Director Muck said so we did some mapping of the existing park signage and were looking at some additional ones like you mentioned. The brown and white ones and we started talking about that with our friends at DPW so it's something we will have to circle around back to now that were getting back to some sense of normal.

Member Mutch said we now have this great amenity of ITC Trail, which I hope more and more people are aware of, but getting folks to that amenity and some of the other parks in the City such as Rotary Park. Some folks are not aware that it's there so I'm just looking at as we are getting more of these on-line and connections in place that they know they could actually bike or walk to them; just making folks more aware that those are within walking or biking distance of their homes.

Parks and Recreation Director Muck said the connection at Ten Mile is the one I hear about all the time. I think will be such a benefit to so many people in this area of Novi. I heard Rebecca say that there's a little bit of opposition there but it's going to be such a benefit so we will definitely have to look into how that signage can work along Ten Mile as well.

Chair Maday said I have a quick question for Jeff. The Ten Mile connection to the ITC Trail would selfishly be amazing for me, but there are a lot of people who are my neighbors that it would be amazing for too as well. Do you recall when you guys were putting that trail in if ITC had some type of legal reason why we would not be allowed to put any benches on that trail?

Parks and Recreation Director Muck said ITC is a little hesitant on that. They are concerned with not only their vehicles coming through the corridor, but that it raises a lot of potential liability issues as well. Whether it is trash cans or dog waste stations or benches -- anything along that line they are very reluctant to put those in.

Member Maday said okay. For some people that is a long walk with no place to sit. I might have to work on the people I know at ITC to let us put a few benches in there.

Parks and Recreation Director Muck said just as a reminder we do have plans for a comfort station at Nine Mile. That is part of the Terra development that is still under construction. We were supposed to get a bike repair station and about six parking spots if I remember correctly as well as a small little gazebo there and that's going to be basically the midpoint of the trail so that will be a nice way station for walkers about half way if they decide to do the whole trail.

Member Maday said if by any crazy chance I could get ITC to let us put a couple benches in, would you be opposed to seeing if we could find a couple people who want to donate money and put their plaque on it.

Parks and Recreation Director Muck said no I would not be opposed. That could be a part of our commemorative bench program so we could definitely have that conversation with ITC.

Member Smith said I wanted to say the proposed Nine Mile pavement for sidewalk will help people get out there too. That is a nice way to head out to ITC.

Maday said yes, for sure. I don't like biking on that dirt. Again, I cannot tell you how much I appreciate all your hard work. All the stuff we do on this Committee and all the stuff that you guys do, ITC Trail is probably the single most, in my opinion, important thing that we have done as far as walkability in Novi. It's different than biking on a major road where every two seconds you have to turn to see if cars are coming so it's pretty remarkable in the middle of Novi.

AUDIENCE PARTICIPATION

Seeing no one in the audience wished to speak, Chair Maday closed the audience participation.

COMMUNICATIONS

Member Smith said I just have a question about maintenance. Is that reported directly to the City for issues on the sidewalks? I have been riding to work and I am up and down Meadowbrook Road all the time and the sidewalk right in front of the Meadowbrook Senior Center is getting beat up. Is that just a phone call to the City?

Planner Bell said you can call or email us, and we can pass it along to the proper staff that would be involved.

Member Mutch said I find that pictures are especially helpful for staff so it can give them an idea and gives them a heads up on what they might be running into.

Parks and Recreation Director Muck said on the front page of the City Website there is a button that lets you report an issue and it takes you right to a request assistance form. That kind of stuff is for pothole repair, sidewalk repair, anything along those lines. It's pretty easy.

Member Mutch asked when the next scheduled meeting was and Planner Bell said it is October 15th.

Member Mutch said just as a possible agenda/discussion item: City Council received a memo related to sidewalk repair and replacement and this is something that Justin had brought up during goal setting and City Staff went out and did some evaluation in one subdivision kind of assessing how much in terms of sidewalk repairs needs to be done and what that translates into dollars and what kind of criteria to have in place. It may be a good discussion topic for this group to be aware of. In the past we have not really got onto the maintenance side of conversation, but even knowing what those costs are would be helpful.

Member Fischer said is that something that memo could be shared with this group? I think that provides some good background as well from where we've come and what we can do and what were liable for.

Planner Bell said we will check into that and send it around.

Member Mutch said with all the increased usage going on, I'm curious on what kind of feedback the city staff is getting and seeing if we can solicit feedback from residents in terms of what are the challenges and what are the up and downsides they are seeing to being on the pathways.

Chair Maday said I'm not an expert but I can only tell you what people have told me and I have hardly heard any complaints even with 10 Mile Road, but I will say the one complaint that I have gotten is the fact there is nowhere to sit along ITC Trail, which is why I brought up the benches. I have not heard anything but good things about the pathways. I think because of COVID, people are home and realizing that we do have a lot of connectivity. There's a lot to go but we have done a lot so I haven't heard anything negative besides 10 Mile Road and somewhere to sit along the trail. I am not sure what the City has heard.

Staff Engineer Runkel said I've only heard complaints about gaps missing and sometimes residents are unhappy that they have to do sidewalk maintenance, they feel that the city should be doing that.

Chair Maday said Andrew, have you gotten any complaints. I'm just curious because you're very involved with the city.

Member Mutch said it does come back to gaps and conditions where their either in subdivisions or even on the same sidewalks where panels are heaved and people have actually tripped and fell. I've also been hearing a lot of positive feedback. We've gotten to the point where there's a lot of good connectivity especially in certain areas of the city like the north end and west side, where you can go multiple miles walking or biking without having to run into gaps and obviously Walled Lake and Pavilion Shore are such huge destinations and folks are using that as their starting point so that's getting a lot of usage too.

Member Fischer said that's why I brought up the maintenance during the goal setting. Five years ago I noticed a lot of the feedback shifted from gap type of discussions to complaints to more of the maintenance and heaving that's going on. I also want to mention anytime I get a complaint about gaps once you explain to residents the hard work that staff does to prioritize and the process that's being evaluated in this committee they are usually get pretty understanding and appreciative about the process. Of course, they want their gap done, but they understand that it is a very subjective thing.

ADJOURN

Member Smith made a motion to adjourn. Member Mutch seconded

The meeting was adjourned at 6:24 PM.