

Pathway and Sidewalk Prioritization Analysis and Process 2010 Update

Draft for Approval by the Walkable Novi Committee



Where quality of life is the way of life

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2010 UPDATE - PATHWAY AND SIDEWALK PRIORITIZATION ANALYSIS AND PROCESS

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Pathway and Sidewalk Prioritization Analysis and Process Update Overview

The City of Novi Pathway and Sidewalk Prioritization Analysis and Process (PSPAP) was approved by City Council on November 13, 2006 which includes a provision for the annual updating of the PSPAP.

The PSPAP was last updated by the Walkable Novi Committee in October 2009. The Community Development Department's Planning Staff prepared updated Prioritization Analysis and Process worksheets and maps for review and approval by the Walkable Novi Committee using data collected through October 2010. Completed segments were identified, new segments were added, and the ranking criteria were revised for some segments. **The Committee approved the update on November 18, 2010.**

Since October 2006, over 20,000 feet of pathways and sidewalks were constructed by the public in the City of Novi and developers completed over 10,000 feet of pathways and sidewalks in the City of Novi.

The updated Pathway and Sidewalk Prioritization Analysis and Process include the following changes:

- Revised "All Segments" worksheets
- Revised "Top 20 Ranked Segments" worksheets
- Revised "Recreational Trails" worksheets
- Revised "Short Segments and Crosswalks" worksheets
- Revised Maps reflecting worksheet changes

Please refer to the Pathway and Sidewalk Prioritization Analysis and Process approved by the City Council at its November 13, 2006 meeting for analysis and process details.



**All Proposed Pathway and Sidewalk Segments
2010 Update (data updated through 10/1/10)
Pathway/Sidewalk Analysis/Prioritization Worksheet**

printed 11/10/10

| Segment Item Number | OVERALL SEGMENT RANK | Located in Section Number | Side of Street Location | Street that segment is adjacent to | From | To | Number of pieces in segment | Segment Length (feet) excluding completed pieces and developer planned pieces | notes | TIER 1 CATEGORIES | | | | | | | | | | | | | | Total Tier 1 Points | Tier 1 Ranking |
|---------------------|----------------------|---------------------------|---|------------------------------------|---------------|---------------------|-------------------------------------|---|---------------|--|--------------------------------------|--|--|--|--|---|---|---|--|--------------------|---------------------|--|-----------------|---------------------|----------------|
| | | | | | | | | | | BICYCLE AND PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing -1/98 to 7/09) | TRAFFIC COUNTS (Average Daily Trips) | ACCESS TO SCHOOLS - (number elementary & intermediate schools within 1 mile) | ACCESS TO SCHOOLS - (number of middle & high schools within 2 miles) | ACCESS TO SCHOOLS - (number of private schools over 100 students within 2 miles) | ACCESS TO PARKS (number within 1 mile) | ACCESS TO LIBRARY & CITY HALL (connected continuously by sidewalk or pathway) | ACCESS TO SHOPPING (number of shopping areas within 1 mile) | ACCESS TO PLACES OF WORSHIP (number of places of worship within 1 mile) | CONNECTED TO NEIGHBORING SIDEWALK or REGIONAL TRAIL SYSTEM | POPULATION SERVED | SEGMENT COMPLETION | CONSIDERABLE PUBLIC INTEREST | Criteria Points | | |
| | | | s=sidewalk - p=pathway c=crossing rt=recreation trail | | | | | | | 5 points = 1 accident | 0 = <10K ADTs | 4.5 = 1 school | 4.5 = 1 school | 4.5 = 1 school | 4 = 1 park | 9 = connected to Library/City Hall | 3.5 = 1 shopping area | 3.5 = 1 places of worship | 3.5 = connected to neighboring sidewalk system | 0 = low density | 3.5 = 1/2 to 1 mile | 10 = top 15 survey responses, resident petitions and documented segments requested by groups and government agencies | | | |
| | | | | | | | | | | 10 = 2 accidents | 5 = 10K-20K ADTs | 9 = 2 or more schools | 9 = 2 or more schools | 9 = 2 or more schools | 8 = 2 or more parks | | 7 = 2 or more shopping areas | 7 = 2 or more places of worship | 7 = connected to regional trail system | 8 = medium density | 7 = over 1 mile | | | | |
| | | | | | | | | | | 15 = 3 accidents | 10 = >20K ADTs | | | | | | | | | 16 = high density | | | | | |
| | | | | | | | | | | 20 = 4 or more accidents | | | | | | | | | | | | | | | |
| 83 | 1 | 25 | s | north | Nine Mile | Meadowbrook | Haggerty | 2 | 3,800 | 11-12 CIP | 0 | 5 | 9 | 9 | 0 | 8 | 9 | 3.5 | 7 | 3.5 | 16 | 7 | 10 | 87 | 5 |
| 65 | 2 | 23 | p | east | Novi Rd. | Grand River | Ten Mile | 1 | 3,500 | with road widening 10-11 | 10 | 10 | 4.5 | 4.5 | 4.5 | 4 | 9 | 7 | 0 | 0 | 16 | 7 | 0 | 76.5 | 13 |
| 142 | 3 | 22 | c | crossing | Ten Mile | Churchill | crosswalk | 1 | less than 100 | with road widening 10-11 | 0 | 10 | 9 | 9 | 4.5 | 8 | 9 | 3.5 | 3.5 | 0 | 16 | 7 | 0 | 79.5 | 11 |
| 61 | 4 | 22 | s | west | Novi Rd. | Cemetery | Pine Ridge Center | 1 | 3,600 | | 0 | 10 | 0 | 4.5 | 4.5 | 4 | 9 | 7 | 0 | 0 | 16 | 7 | 10 | 72 | 18 |
| 92 | 5 | 27 | s | west | Novi Rd. | Ten Mile | Nine Mile | 2 | 2,135 | 11-12 CIP | 10 | 5 | 9 | 9 | 4.5 | 8 | 9 | 7 | 3.5 | 0 | 16 | 7 | 10 | 98 | 1 |
| 81 | 6 | 25 | p | south | Ten Mile | Meadowbrook | Haggerty | 1 | 5,300 | | 10 | 10 | 9 | 4.5 | 4.5 | 4 | 0 | 7 | 7 | 3.5 | 16 | 3.5 | 10 | 89 | 3 |
| 145 | 7 | 23 | s | north | Ten Mile | Catherine Ind. Park | Brookhaven | 1 | 1,143 | 10-11 CIP | 5 | 5 | 4.5 | 4.5 | 4.5 | 8 | 9 | 7 | 0 | 16 | 7 | 10 | 87.5 | 4 | |
| 90 | 8 | 26 | p | south | Ten Mile | Novi Rd. | Chipmunk | 1 | 2,400 | | 5 | 5 | 4.5 | 4.5 | 4.5 | 8 | 9 | 7 | 3.5 | 0 | 16 | 7 | 10 | 84 | 8 |
| 9 | 9 | 4 | s | south | Pontiac Trail | West Park | Beck | 3 | 5,000 | | 20 | 5 | 0 | 9 | 0 | 4 | 0 | 7 | 3.5 | 3.5 | 16 | 7 | 10 | 85 | 6 |
| 80B | 10 | 24 | s | north | Ten Mile | Meadowbrook | Willowbrook Estates | 1 | 189 | | 10 | 10 | 9 | 4.5 | 4.5 | 4 | 0 | 7 | 7 | 3.5 | 8 | 7 | 10 | 84.5 | 7 |
| 89 | 11 | 26 | p | east | Novi Rd. | Ten Mile | Ice Arena | 1 | 500 | | 5 | 5 | 4.5 | 9 | 4.5 | 4 | 9 | 7 | 7 | 0 | 16 | 7 | 0 | 78 | 12 |
| 93 | 12 | 27 | s | north | Nine Mile | Novi Rd. | Taft | 3 | 3,300 | 12-13 CIP | 5 | 0 | 9 | 9 | 0 | 8 | 9 | 3.5 | 0 | 0 | 16 | 7 | 10 | 76.5 | 13 |
| 119 | 13 | 36 | s | east | Meadowbrook | Eight Mile | Nine Mile | 2 | 3,800 | 14-15 CIP | 5 | 5 | 9 | 4.5 | 0 | 8 | 9 | 0 | 7 | 0 | 16 | 7 | 10 | 80.5 | 10 |
| 62 | 14 | 22 | s | north | Ten Mile | Eaton Center | Churchill Crossing | 1 | 400 | 13-14 CIP | 0 | 10 | 9 | 9 | 4.5 | 8 | 9 | 3.5 | 3.5 | 0 | 16 | 7 | 10 | 89.5 | 2 |
| 54 | 15 | 20 | s | north | Ten Mile | Beck | Greenwood Oaks | 1 | 935 | | 0 | 5 | 9 | 9 | 4.5 | 0 | 9 | 3.5 | 7 | 0 | 8 | 7 | 10 | 72 | 18 |
| 55 | 15 | 20 | p | west | Beck | Ten Mile | Greenwood Oaks | 1 | 470 | | 0 | 5 | 9 | 9 | 4.5 | 0 | 9 | 3.5 | 7 | 0 | 8 | 7 | 10 | 72 | 18 |
| 99 | 17 | 29 | p | south | Ten Mile | Beck | Wixom | 2 | 4,000 | 15-16 CIP | 0 | 5 | 4.5 | 9 | 4.5 | 4 | 9 | 3.5 | 7 | 0 | 8 | 7 | 10 | 71.5 | 21 |
| 144 | 18 | 23 | p | west | Meadowbrook | Grand River | Cherry Hill | 1 | 700 | 10-11 CIP | 10 | 5 | 0 | 4.5 | 4.5 | 0 | 0 | 7 | 7 | 0 | 16 | 7 | 10 | 71 | 22 |
| 121 | 19 | 36 | p | south | Nine Mile | Meadowbrook | Haggerty | 1 | 5,280 | | 0 | 5 | 9 | 4.5 | 0 | 8 | 9 | 3.5 | 7 | 3.5 | 16 | 7 | 10 | 82.5 | 9 |
| 84 | 20 | 25 | s | east | Meadowbrook | Ten Mile | Nine Mile | 2 | 4,400 | | 0 | 5 | 9 | 4.5 | 4.5 | 8 | 0 | 3.5 | 7 | 0 | 16 | 7 | 10 | 74.5 | 17 |
| 116 | 21 | 34 | p | south | Nine Mile | Chelsea | Taft | 1 | 4,900 | | 5 | 0 | 9 | 9 | 0 | 8 | 9 | 3.5 | 0 | 0 | 16 | 7 | 10 | 76.5 | 13 |
| 58 | 22 | 21 | s | east | Beck | Sierra | Ashley | 1 | 3,800 | | 0 | 5 | 9 | 9 | 4.5 | 4 | 9 | 3.5 | 3.5 | 0 | 16 | 7 | 0 | 70.5 | 23 |
| 73 | 23 | 24 | s | east | Meadowbrook | Eleven Mile | Grand River | 1 | 600 | | 10 | 5 | 9 | 4.5 | 4.5 | 0 | 0 | 3.5 | 3.5 | 0 | 16 | 3.5 | 10 | 69.5 | 24 |
| 64 | 24 | 22 | s | east | Taft | Ten Mile | Eleven Mile | 2 | 4,200 | | 5 | 0 | 9 | 9 | 0 | 4 | 9 | 0 | 7 | 0 | 16 | 7 | 10 | 76 | 16 |
| 113 | 24 | 33 | p | south | Nine Mile | Beck | Taft | 3 | 2,900 | | 5 | 0 | 9 | 9 | 0 | 0 | 9 | 0 | 3.5 | 0 | 16 | 7 | 10 | 68.5 | 25 |
| 6 | 26 | 3 | p | west | West Park | Bristol Corners | Pontiac Trail | 2 | 2,100 | | 20 | 5 | 0 | 9 | 0 | 4 | 0 | 3.5 | 0 | 3.5 | 16 | 7 | 0 | 68 | 26 |
| 37 | 27 | 16 | s | north | Eleven Mile | Taft | Beck | 3 | 3,800 | | 0 | 0 | 9 | 9 | 4.5 | 4 | 9 | 3.5 | 3.5 | 0 | 16 | 8 | 10 | 67.5 | 27 |
| 150 | 28 | 4 | c | ns | West Park | North Haven Sub | with 10 ft at shopping center drive | 1 | 100 | | 20 | 5 | 0 | 9 | 0 | 0 | 0 | 3.5 | 3.5 | 0 | 16 | 0 | 10 | 67 | 28 |
| 87 | 29 | 26 | s | north | Nine Mile | Meadowbrook | Venture | 1 | 2,100 | | 0 | 5 | 4.5 | 9 | 0 | 8 | 0 | 3.5 | 7 | 0 | 16 | 3.5 | 10 | 66.5 | 29 |



**All Proposed Pathway and Sidewalk Segments
2010 Update (data updated through 10/1/10)
Pathway/Sidewalk Analysis/Prioritization Worksheet**

printed 11/10/10

| Segment Item Number | OVERALL SEGMENT RANK | Located in Section Number | Side of Street Location | Street that segment is adjacent to | From | To | Number of pieces in segment | Segment Length (feet) excluding completed pieces and developer planned pieces | notes | TIER 1 CATEGORIES | | | | | | | | | | | | | | Total Tier 1 Points | Tier 1 Ranking |
|---------------------|----------------------|---------------------------|---|---|--------------------------|----------------------|-----------------------------|---|-------------------------------|--|--------------------------------------|--|--|--|--|---|---|---|--|--------------------|---------------------|--|-----------------|---------------------|----------------|
| | | | | | | | | | | BICYCLE AND PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing -1/98 to 7/09) | TRAFFIC COUNTS (Average Daily Trips) | ACCESS TO SCHOOLS - (number elementary & intermediate schools within 1 mile) | ACCESS TO SCHOOLS - (number of middle & high schools within 2 miles) | ACCESS TO SCHOOLS - (number of private schools over 100 students within 2 miles) | ACCESS TO PARKS (number within 1 mile) | ACCESS TO LIBRARY & CITY HALL (connected continuously by sidewalk or pathway) | ACCESS TO SHOPPING (number of shopping areas within 1 mile) | ACCESS TO PLACES OF WORSHIP (number of places of worship within 1 mile) | CONNECTED TO NEIGHBORING SIDEWALK or REGIONAL TRAIL SYSTEM | POPULATION SERVED | SEGMENT COMPLETION | CONSIDERABLE PUBLIC INTEREST | Criteria Points | | |
| | | | s=sidewalk - p=pathway c=crossing rt=recreation trail | equals changed fields since 2009 update Note: Recreation Trails are not ranked in the 2010 Update | | | | equals scheduled segment | points available per category | 5 points = 1 accident | 0 = <10K ADTs | 4.5 = 1 school | 4.5 = 1 school | 4.5 = 1 school | 4 = 1 park | 9 = connected to Library/City Hall | 3.5 = 1 shopping area | 3.5 = 1 places of worship | 3.5 = connected to neighboring sidewalk system | 0 = low density | 3.5 = 1/2 to 1 mile | 10 = top 15 survey responses, resident petitions and documented segments requested by groups and government agencies | | | |
| | | | | equals segments with pathways or sidewalks on most of the opposite side of the street - note that these segments may be critical for system connectivity and must be analysed separately for connectivity | | | | | | 10 = 2 accidents | 5 = 10K-20K ADTs | 9 = 2 or more schools | 9 = 2 or more schools | 9 = 2 or more schools | 8 = 2 or more parks | | 7 = 2 or more shopping areas | 7 = 2 or more places of worship | 7 = connected to regional trail system | 8 = medium density | 7 = over 1 mile | | | | |
| | | | | equals segments with a higher ranking segment planned for the opposite side of the street - note that these segments may be critical for system connectivity and must be analysed separately for connectivity | | | | | | 15 = 3 accidents | 10 = >20K ADTs | | | | | | | | | 16 = high density | | | | | |
| 70 | 30 | 23 | p west | Meadowbrook | Eleven Mile | Gateway Village | 3 | 900 | | 5 | 5 | 4.5 | 0 | 4.5 | 0 | 0 | 7 | 3.5 | 7 | 16 | 3.5 | 10 | 66 | 30 | |
| 127 | 30 | 27 | s east | Wildcat | Ten Mile | Power Park | 1 | 1,200 | | 0 | 0 | 4.5 | 9 | 0 | 8 | 4.5 | 3.5 | 3.5 | 0 | 16 | 7 | 10 | 66 | 30 | |
| 16b | 30 | 11 | p south | Thirteen Mile | Sunshine | Holmes | 1 | 272 | | 5 | 0 | 9 | 0 | 9 | 4 | 0 | 3.5 | 3.5 | 7 | 8 | 7 | 10 | 66 | 30 | |
| 60B | 30 | 22 | p south | Eleven Mile | Clark | Creek Crossing | 1 | 225 | | 0 | 0 | 9 | 4.5 | 0 | 0 | 9 | 7 | 3.5 | 0 | 16 | 7 | 10 | 66 | 30 | |
| 53 | 34 | 20 | p west | Beck | Eleven Mile | Kirkway Place | 1 | 1,300 | | 0 | 5 | 9 | 9 | 4.5 | 4 | 0 | 3.5 | 0 | 0 | 16 | 3.5 | 10 | 64.5 | 34 | |
| 88 | 34 | 26 | s north | Nine Mile | RR crossing | Novi Rd. | 2 | 1,900 | 13-14 CIP | 5 | 0 | 9 | 9 | 0 | 8 | 0 | 3.5 | 7 | 0 | 16 | 7 | 0 | 64.5 | 34 | |
| 39 | 36 | 17 | p west | Beck | Eleven Mile | Providence | 1 | 1,100 | | 5 | 5 | 9 | 9 | 4.5 | 4 | 9 | 3.5 | 0 | 0 | 8 | 7 | 0 | 64 | 36 | |
| 66 | 36 | 23 | p south | Grand River | Novi Rd. | Market | 3 | 1,000 | | 15 | 10 | 0 | 4.5 | 4.5 | 0 | 0 | 7 | 0 | 0 | 16 | 7 | 0 | 64 | 36 | |
| 68 | 38 | 23 | p south | Grand River | Funeral Home | Meadowbrook | 1 | 800 | | 10 | 10 | 4.5 | 4.5 | 4.5 | 0 | 0 | 7 | 3.5 | 0 | 16 | 3.5 | 0 | 63.5 | 38 | |
| 4 | 39 | 2 | s south | Fourteen Mile | Novi Rd. | Beechwalk Apartments | 1 | 200 | with Maples SP08-09 | 10 | 0 | 4.5 | 0 | 4.5 | 4 | 0 | 3.5 | 0 | 3.5 | 16 | 7 | 10 | 63 | 39 | |
| 22 | 40 | 13 | s east | Meadowbrook | Twelve Mile | I-96 | 2 | 2,800 | | 0 | 5 | 4.5 | 0 | 9 | 0 | 0 | 0 | 3.5 | 7 | 16 | 7 | 10 | 62 | 40 | |
| 115 | 40 | 34 | s west | Novi Rd. | Timber Ridge development | City Limits | 1 | 1,600 | | 5 | 5 | 9 | 9 | 0 | 4 | 0 | 7 | 0 | 0 | 16 | 7 | 0 | 62 | 40 | |
| 79 | 42 | 24 | s east | Meadowbrook | Ten Mile | Grand River | 3 | 2,000 | 10-11 CIP | 10 | 5 | 9 | 0 | 4.5 | 0 | 0 | 7 | 7 | 0 | 8 | 0 | 10 | 60.5 | 42 | |
| 18 | 43 | 11 | s north | Twelve Mile | Novi Rd. | Meadowbrook | 1 | 5,280 | | 10 | 10 | 4.5 | 0 | 9 | 0 | 0 | 7 | 3.5 | 0 | 8 | 7 | 0 | 59 | 43 | |
| 31 | 43 | 15 | s south | Twelve Mile | Novi Rd. | Taft | 2 | 2,000 | | 15 | 10 | 0 | 9 | 4.5 | 0 | 0 | 3.5 | 0 | 0 | 7 | 0 | 10 | 59 | 43 | |
| 38 | 43 | 16 | s east | Beck | Eleven Mile | Grand River | 2 | 2,100 | | 0 | 5 | 9 | 9 | 4.5 | 4 | 9 | 3.5 | 0 | 0 | 8 | 7 | 0 | 59 | 43 | |
| 7 | 46 | 3 | s south | South Lake | Elm | Henning | 1 | 2,800 | | 10 | 0 | 4.5 | 9 | 4.5 | 4 | 0 | 3.5 | 0 | 0 | 16 | 7 | 0 | 58.5 | 46 | |
| 52 | 46 | 20 | p south | Eleven Mile | Wixom | Beck | 1 | 5,000 | | 0 | 0 | 9 | 9 | 4.5 | 4 | 0 | 3.5 | 3.5 | 0 | 8 | 7 | 10 | 58.5 | 46 | |
| 97 | 46 | 29 | p west | Beck | Ten Mile | Nine Mile | 3 | 3,400 | | 10 | 5 | 9 | 9 | 0 | 0 | 0 | 3.5 | 7 | 0 | 8 | 7 | 0 | 58.5 | 46 | |
| 30 | 49 | 14 | p west | Meadowbrook | Twelve Mile | I-96 | 4 | 2,500 | | 0 | 5 | 4.5 | 4.5 | 9 | 0 | 0 | 7 | 3.5 | 7 | 0 | 7 | 10 | 57.5 | 49 | |
| 21 | 50 | 13 | p south | Twelve Mile | Meadowbrook | Haggerty | 2 | 3,900 | | 15 | 10 | 4.5 | 0 | 9 | 0 | 0 | 0 | 3.5 | 3.5 | 8 | 3.5 | 0 | 57 | 50 | |
| 72 | 50 | 23 | p north | Grand River | Town Center | Armstaff building | 1 | 1,000 | | 0 | 10 | 4.5 | 4.5 | 4.5 | 0 | 0 | 7 | 3.5 | 0 | 16 | 7 | 0 | 57 | 50 | |
| 129 | 50 | 1 | s south | Fourteen Mile | Haverhill Farms | Maples of Novi | 1 | 600 | | 0 | 5 | 4.5 | 0 | 4.5 | 4 | 0 | 7 | 3.5 | 3.5 | 8 | 7 | 10 | 57 | 50 | |
| 82B | 50 | 25 | s west | Haggerty | Pavillion Ct Apart. | Nine Mile | 1 | 492 | | 5 | 10 | 4.5 | 0 | 0 | 4 | 0 | 3.5 | 7 | 3.5 | 16 | 3.5 | 0 | 57 | 50 | |
| 5 | 54 | 2 | s south | Fourteen Mile | Beechwalk Apartments | East Lake | 1 | 600 | | 0 | 0 | 4.5 | 0 | 4.5 | 4 | 0 | 3.5 | 3.5 | 3.5 | 16 | 7 | 10 | 56.5 | 54 | |
| 43 | 54 | 18 | p west | Wixom | Twelve Mile | Island Lake | 3 | 2,000 | | 0 | 5 | 4.5 | 4.5 | 4.5 | 4 | 9 | 3.5 | 0 | 0 | 8 | 3.5 | 0 | 56.5 | 54 | |
| 36 | 56 | 16 | p west | Taft | Eleven Mile | Andes | 2 | 495 | | 0 | 0 | 9 | 9 | 4.5 | 4 | 9 | 0 | 3.5 | 0 | 0 | 7 | 10 | 56 | 56 | |
| 120 | 57 | 36 | s west | Haggerty | Eight Mile | Nine Mile | 4 | 2,800 | | 0 | 10 | 4.5 | 0 | 0 | 0 | 0 | 7 | 3.5 | 7 | 16 | 7 | 0 | 55 | 57 | |
| 35 | 58 | 15 | s east | Taft | Eleven Mile | Grand River | 1 | 1,600 | | 0 | 0 | 9 | 9 | 4.5 | 0 | 0 | 0 | 3.5 | 3.5 | 8 | 7 | 10 | 54.5 | 58 | |
| 75 | 58 | 24 | p north | Grand River | Seeley | Meadowbrook | 2 | 1,600 | | 10 | 5 | 9 | 0 | 4.5 | 4 | 0 | 7 | 3.5 | 0 | 8 | 3.5 | 0 | 54.5 | 58 | |
| 132 | 58 | 17 | c crossing | Beck | Eleven Mile | s & w | 2 | less than 100 | | 0 | 5 | 9 | 4.5 | 4.5 | 4 | 9 | 3.5 | 0 | 0 | 8 | 7 | 0 | 54.5 | 58 | |
| 23 | 61 | 13 | p east | Meadowbrook | over I-96 | through MDOT ROW | 1 | 400 | | 0 | 5 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 7 | 16 | 7 | 10 | 54 | 61 | |



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Pathway/Sidewalk Analysis/Prioritization Worksheet**

printed 11/10/10

| Segment Item Number | OVERALL SEGMENT RANK | Located in Section Number | Side of Street Location | Street that segment is adjacent to | From | To | Number of pieces in segment | Segment Length (feet) excluding completed pieces and developer planned pieces | notes | TIER 1 CATEGORIES | | | | | | | | | | | | | | Total Tier 1 Points | Tier 1 Ranking | |
|---------------------|----------------------|---------------------------|---|------------------------------------|----------------------------|----------------------------|-----------------------------|---|-----------|--|--------------------------------------|--|--|--|--|---|---|---|--|--|--------------------|------------------------------|--|---------------------|----------------|----|
| | | | | | | | | | | BICYCLE AND PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing -1/98 to 7/09) | TRAFFIC COUNTS (Average Daily Trips) | ACCESS TO SCHOOLS - (number elementary & intermediate schools within 1 mile) | ACCESS TO SCHOOLS - (number of middle & high schools within 2 miles) | ACCESS TO SCHOOLS - (number of private schools over 100 students within 2 miles) | ACCESS TO PARKS (number within 1 mile) | ACCESS TO LIBRARY & CITY HALL (connected continuously by sidewalk or pathway) | ACCESS TO SHOPPING (number of shopping areas within 1 mile) | ACCESS TO PLACES OF WORSHIP (number of places of worship within 1 mile) | CONNECTED TO NEIGHBORING SIDEWALK or REGIONAL TRAIL SYSTEM | POPULATION SERVED | SEGMENT COMPLETION | CONSIDERABLE PUBLIC INTEREST | Criteria Points | | | |
| | | | s=sidewalk - p=pathway c=crossing rt=recreation trail | | | | | | | points available per category | 5 points = 1 accident | 0 = <10K ADTs | 4.5 = 1 school | 4.5 = 1 school | 4.5 = 1 school | 4 = 1 park | 9 = connected to Library/City Hall | 3.5 = 1 shopping area | 3.5 = 1 places of worship | 3.5 = connected to neighboring sidewalk system | 0 = low density | 3.5 = 1/2 to 1 mile | 10 = top 15 survey responses, resident petitions and documented segments requested by groups and government agencies | | | |
| | | | | | | | | | | | 10 = 2 accidents | 5 = 10K-20K ADTs | 9 = 2 or more schools | 9 = 2 or more schools | 9 = 2 or more schools | 8 = 2 or more parks | | 7 = 2 or more shopping areas | 7 = 2 or more places of worship | 7 = connected to regional trail system | 8 = medium density | 7 = over 1 mile | | | | |
| | | | | | | | | | | CIP sched current budget | 15 = 3 accidents | 10 = >20K ADTs | | | | | | | | | 16 = high density | | | | | |
| 32 | 62 | 15 | s west | Novi Rd. | Twelve Mile | I-96 south side | 1 | 3,800 | | | 15 | 10 | 0 | 0 | 4.5 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 10 | 53.5 | 62 |
| 51 | 63 | 20 | s north | Ten Mile | Wixom | Woodham | 1 | 2,800 | | | 0 | 5 | 9 | 9 | 4.5 | 0 | 0 | 0 | 3.5 | 3.5 | 0 | 8 | 0 | 10 | 52.5 | 63 |
| 146 | 63 | 11 | c west | Old Novi | South Lake | | 2 | less than 100 | | | 0 | 5 | 4.5 | 0 | 9 | 4 | 0 | 0 | 7 | 0 | 0 | 16 | 7 | 0 | 52.5 | 63 |
| 114 | 65 | 34 | s east | Taft | Nine Mile | City Limits | 1 | 2,600 | | | 0 | 0 | 9 | 9 | 0 | 4 | 0 | 0 | 3.5 | 0 | 3.5 | 16 | 7 | 0 | 52 | 65 |
| 8 | 66 | 4 | p west | West Park | Bristol Corners | West | 2 | 1,500 | | | 0 | 5 | 0 | 9 | 0 | 4 | 0 | 0 | 3.5 | 3.5 | 3.5 | 16 | 7 | 0 | 51.5 | 66 |
| 78 | 67 | 24 | p south | Grand River | Meadowbrook | Haggerty | 4 | 3,000 | | | 10 | 5 | 9 | 0 | 4.5 | 4 | 0 | 0 | 7 | 0 | 0 | 8 | 3.5 | 0 | 51 | 67 |
| 148 | 68 | 11 | c n-s | Twelve Mile | Meadowbrook | crosswalk markings | 1 | less than 100 | | | 5 | 10 | 4.5 | 0 | 9 | 0 | 0 | 0 | 3.5 | 3.5 | 0 | 8 | 7 | 0 | 50.5 | 68 |
| 67 | 69 | 23 | p south | Grand River | Fountain Park | Funeral Home | 1 | 1,100 | | | 0 | 10 | 4.5 | 4.5 | 4.5 | 0 | 0 | 0 | 7 | 0 | 0 | 16 | 3.5 | 0 | 50 | 69 |
| 133 | 69 | 18 | c crossing | Wixom | Eleven Mile | e & n | 2 | less than 100 | 13-14 CIP | | 0 | 5 | 4.5 | 4.5 | 4.5 | 4 | 9 | 3.5 | 0 | 0 | 0 | 8 | 7 | 0 | 50 | 69 |
| 3 | 71 | 1 | s north | Thirteen Mile | Haggerty Rd. | M-5 | 2 | 1,800 | | | 5 | 5 | 4.5 | 0 | 9 | 0 | 0 | 0 | 3.5 | 7 | 0 | 8 | 7 | 0 | 49 | 71 |
| 10 | 71 | 4 | s east | Beck | K & S Plaza | K & S Plaza | 1 | 200 | 11-12 CIP | | 5 | 5 | 0 | 9 | 0 | 0 | 0 | 0 | 3.5 | 3.5 | 3.5 | 16 | 3.5 | 0 | 49 | 71 |
| 15 | 71 | 11 | s south | Thirteen Mile | Novi Rd. | Old Novi Rd. | 1 | 350 | 10-11 CIP | | 5 | 0 | 9 | 0 | 9 | 4 | 0 | 0 | 7 | 0 | 0 | 8 | 7 | 0 | 49 | 71 |
| 34 | 71 | 15 | s north | Eleven Mile | Clark | Taft | 1 | 2,600 | | | 0 | 0 | 9 | 4.5 | 4.5 | 0 | 9 | 3.5 | 3.5 | 0 | 8 | 7 | 0 | 49 | 71 | |
| 130 | 71 | 1 | c crossing | Thirteen Mile | east side M-5 | all | 1 | less than 100 | | | 5 | 5 | 4.5 | 0 | 9 | 0 | 0 | 0 | 3.5 | 7 | 0 | 8 | 7 | 0 | 49 | 71 |
| 137 | 71 | 29 | c crossing | Beck | cross at Cheltenham | w to e | 2 | less than 100 | | | 0 | 5 | 4.5 | 9 | 4.5 | 0 | 0 | 0 | 3.5 | 3.5 | 0 | 12 | 7 | 0 | 49 | 71 |
| 1b | 71 | 1 | s south | Fourteen Mile | M-5 | Haverhill Farm | 1 | 867 | | | 0 | 5 | 0 | 0 | 4.5 | 4 | 0 | 0 | 3.5 | 0 | 7 | 8 | 7 | 10 | 49 | 71 |
| 44 | 78 | 18 | p east | Napier | Knights Bridge | Island Lake | 1 | 2,700 | | | 5 | 0 | 4.5 | 9 | 4.5 | 4 | 0 | 0 | 0 | 0 | 0 | 8 | 3.5 | 10 | 48.5 | 78 |
| 28 | 79 | 14 | p east | Novi Rd. | south Twelve Oaks entrance | North Twelve Oaks entrance | 1 | 1,300 | | | 0 | 10 | 0 | 4.5 | 9 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 10 | 47.5 | 79 |
| 24 | 80 | 13 | s east | Meadowbrook | I-96 | Eleven Mile | 1 | 700 | | | 0 | 5 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 7 | 16 | 0 | 10 | 47 | 80 | |
| 69 | 81 | 23 | s south | Eleven Mile | Town Center | Meadowbrook | 2 | 3,500 | | | 0 | 0 | 0 | 4.5 | 4.5 | 0 | 0 | 0 | 7 | 3.5 | 7 | 16 | 3.5 | 0 | 46 | 81 |
| 112 | 81 | 33 | s east | Beck | Nine Mile | City Limits | 1 | 1,400 | | | 0 | 5 | 9 | 9 | 0 | 0 | 0 | 0 | 3.5 | 0 | 16 | 3.5 | 0 | 46 | 81 | |
| 12 | 83 | 9 | s north | Twelve Mile | West Park | Liberty Park | 1 | 2,770 | | | 10 | 10 | 0 | 0 | 4.5 | 0 | 0 | 0 | 3.5 | 0 | 0 | 0 | 7 | 10 | 45 | 83 |
| 77 | 83 | 24 | s west | Haggerty | Grand River | section line | 1 | 3,100 | | | 5 | 5 | 4.5 | 0 | 4.5 | 4 | 0 | 0 | 7 | 0 | 3.5 | 8 | 3.5 | 0 | 45 | 83 |
| 141 | 83 | 22 | s n/a | Clark | south end | Christina | 1 | 300 | | | 0 | 0 | 0 | 4.5 | 0 | 4 | 4.5 | 3.5 | 3.5 | 0 | 8 | 7 | 10 | 45 | 83 | |
| 152 | 83 | 22 | c e-w | Taft | Novi Woods | | 1 | 100 | | | 0 | 0 | 9 | 4.5 | 0 | 4 | 9 | 3.5 | 3.5 | 0 | 8 | 3.5 | 0 | 45 | 83 | |
| 17 | 87 | 11 | s east | Old Novi | Novi Rd. | Thirteen Mile | 1 | 2,300 | | | 5 | 0 | 4.5 | 0 | 9 | 4 | 0 | 0 | 7 | 0 | 0 | 8 | 7 | 0 | 44.5 | 87 |
| 33 | 88 | 15 | s west | Novi Rd. | I-96 | Crecent | 2 | 400 | | | 0 | 10 | 0 | 4.5 | 4.5 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 10 | 43 | 88 |
| 14 | 89 | 10 | s north | Twelve Mile | Carlton Forest | BP | 1 | 600 | | | 0 | 10 | 0 | 0 | 4.5 | 4 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 10 | 42.5 | 89 |
| 25 | 90 | 13 | s west | Haggerty | Twelve Mile | section line | 2 | 4,300 | | | 5 | 5 | 0 | 0 | 9 | 0 | 0 | 0 | 3.5 | 0 | 3.5 | 16 | 0 | 0 | 42 | 90 |
| 1a | 90 | 1 | s south | Fourteen Mile | Haggerty Rd. | M-5 | 1 | 1,620 | | | 0 | 5 | 0 | 0 | 4.5 | 4 | 0 | 0 | 3.5 | 7 | 0 | 8 | 10 | 42 | 90 | |
| 48 | 92 | 19 | p west | Wixom | Ten Mile | Island Lake | 1 | 500 | | | 0 | 0 | 4.5 | 9 | 4.5 | 4 | 0 | 0 | 0 | 3.5 | 0 | 8 | 7 | 0 | 40.5 | 92 |
| 40 | 93 | 17 | p south | Grand River | Providence Hospital | Wixom | 3 | 900 | | | 0 | 5 | 4.5 | 4.5 | 4.5 | 4 | 0 | 0 | 7 | 0 | 3.5 | 0 | 7 | 0 | 40 | 93 |
| 76 | 93 | 24 | p north | Grand River | Seeley | Haggerty | 1 | 200 | 12-13 CIP | | 0 | 5 | 4.5 | 0 | 4.5 | 4 | 0 | 0 | 7 | 0 | 3.5 | 8 | 3.5 | 0 | 40 | 93 |



**All Proposed Pathway and Sidewalk Segments
2010 Update (data updated through 10/1/10)
Pathway/Sidewalk Analysis/Prioritization Worksheet**

printed 11/10/10

| Segment Item Number | OVERALL SEGMENT RANK | Located in Section Number | Side of Street Location | Street that segment is adjacent to | From | To | Number of pieces in segment | Segment Length (feet) excluding completed pieces and developer planned pieces | notes | TIER 1 CATEGORIES | | | | | | | | | | | | | | Total Tier 1 Points | Tier 1 Ranking |
|---------------------|----------------------|---------------------------|-------------------------|------------------------------------|----------------------------|-----------------------|-----------------------------|---|-------|--|--------------------------------------|--|--|--|--|---|---|---|--|--------------------|---------------------|--|-----------------|---------------------|----------------|
| | | | | | | | | | | BICYCLE AND PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing -1/98 to 7/09) | TRAFFIC COUNTS (Average Daily Trips) | ACCESS TO SCHOOLS - (number elementary & intermediate schools within 1 mile) | ACCESS TO SCHOOLS - (number of middle & high schools within 2 miles) | ACCESS TO SCHOOLS - (number of private schools over 100 students within 2 miles) | ACCESS TO PARKS (number within 1 mile) | ACCESS TO LIBRARY & CITY HALL (connected continuously by sidewalk or pathway) | ACCESS TO SHOPPING (number of shopping areas within 1 mile) | ACCESS TO PLACES OF WORSHIP (number of places of worship within 1 mile) | CONNECTED TO NEIGHBORING SIDEWALK or REGIONAL TRAIL SYSTEM | POPULATION SERVED | SEGMENT COMPLETION | CONSIDERABLE PUBLIC INTEREST | Criteria Points | | |
| | | | | | | | | | | 5 points = 1 accident | 0 = <10K ADTs | 4.5 = 1 school | 4.5 = 1 school | 4.5 = 1 school | 4 = 1 park | 9 = connected to Library/City Hall | 3.5 = 1 shopping area | 3.5 = 1 places of worship | 3.5 = connected to neighboring sidewalk system | 0 = low density | 3.5 = 1/2 to 1 mile | 10 = top 15 survey responses, resident petitions and documented segments requested by groups and government agencies | | | |
| | | | | | | | | | | 10 = 2 accidents | 5 = 10K-20K ADTs | 9 = 2 or more schools | 9 = 2 or more schools | 9 = 2 or more schools | 8 = 2 or more parks | | 7 = 2 or more shopping areas | 7 = 2 or more places of worship | 7 = connected to regional trail system | 8 = medium density | 7 = over 1 mile | | | | |
| | | | | | | | | | | 15 = 3 accidents | 10 = >20K ADTs | | | | | | | | | 16 = high density | | | | | |
| | | | | | | | | | | 20 = 4 or more accidents | | | | | | | | | | | | | | | |
| 74 | 95 | 24 | s east | Seeley | Eleven Mile | Grand River | 1 | 2,700 | | 0 | 0 | 4.5 | 0 | 4.5 | 4 | 0 | 7 | 3.5 | 0 | 16 | 0 | 0 | 39.5 | 95 | |
| 128 | 96 | 25 | s south | E. LeBost | W. LeBost | Village Wood | 1 | 220 | | 0 | 0 | 9 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 16 | 0 | 10 | 39 | 96 | |
| 41 | 97 | 17 | s east | Wixom | Target | Deerfield Elementary | 1 | 1,100 | | 0 | 5 | 4.5 | 4.5 | 4.5 | 4 | 9 | 3.5 | 0 | 0 | 0 | 3.5 | 0 | 38.5 | 97 | |
| 29 | 98 | 14 | p south | Twelve Mile | west of Meadowbrook Office | Meadowbrook | 1 | 400 | | 0 | 10 | 4.5 | 0 | 9 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 37.5 | 98 | |
| 19 | 99 | 12 | s north | Twelve Mile | Meadowbrook | Cabot | 2 | 3,900 | | 5 | 10 | 4.5 | 0 | 0 | 0 | 0 | 0 | 3.5 | 7 | 0 | 7 | 0 | 37 | 99 | |
| 111 | 100 | 32 | p south | Nine Mile | Garfield | Beck | 2 | 6,000 | | 5 | 0 | 4.5 | 9 | 0 | 0 | 0 | 0 | 3.5 | 0 | 0 | 3.5 | 10 | 35.5 | 100 | |
| 98 | 101 | 29 | s north | Nine Mile | Beck | Garfield | 2 | 4,800 | | 0 | 0 | 4.5 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 3.5 | 10 | 35 | 101 | |
| 47 | 102 | 19 | s north | Ten Mile | Napier | Island Lake | 1 | 1,600 | | 0 | 5 | 0 | 9 | 4.5 | 4 | 0 | 0 | 3.5 | 0 | 8 | 0 | 0 | 34 | 102 | |
| 110 | 102 | 32 | p west | Beck | Eight Mile | Nine Mile | 2 | 3,800 | | 0 | 5 | 9 | 9 | 0 | 4 | 0 | 0 | 3.5 | 0 | 0 | 3.5 | 0 | 34 | 102 | |
| 45 | 104 | 18 | s south | Twelve Mile | Knights Bridge Gate | City Limits | 1 | 2,700 | | 0 | 0 | 9 | 4.5 | 4.5 | 4 | 0 | 3.5 | 0 | 0 | 8 | 0 | 0 | 33.5 | 104 | |
| 50 | 104 | 20 | s east | Wixom | Ten Mile | Island Lake | 1 | 1,300 | | 0 | 0 | 4.5 | 9 | 4.5 | 4 | 0 | 0 | 3.5 | 0 | 8 | 0 | 0 | 33.5 | 104 | |
| 131 | 106 | 12 | c crossing | Twelve Mile | Haggerty Rd. | s & w | 2 | less than 100 | | 0 | 10 | 0 | 0 | 4.5 | 0 | 0 | 0 | 3.5 | 3.5 | 8 | 3.5 | 0 | 33 | 106 | |
| 2 | 107 | 1 | s west | Haggerty | Fourteen Mile | Thirteen Mile | 2 | 1,800 | | 0 | 5 | 4.5 | 0 | 4.5 | 0 | 0 | 3.5 | 0 | 3.5 | 8 | 3.5 | 0 | 32.5 | 107 | |
| 49 | 107 | 19 | s north | Ten Mile | Wixom | Island Lake | 1 | 200 | | 0 | 0 | 0 | 9 | 4.5 | 4 | 0 | 0 | 3.5 | 0 | 8 | 3.5 | 0 | 32.5 | 107 | |
| 149 | 109 | 15 | p east | Clark | Eleven Mile | Grand River | 1 | 208 | | 0 | 0 | 9 | 4.5 | 0 | 0 | 0 | 3.5 | 0 | 0 | 8 | 7 | 0 | 32 | 109 | |
| 11 | 110 | 9 | s north | Twelve Mile | Novi Concrete | West Park | 1 | 1,100 | | 0 | 10 | 0 | 0 | 4.5 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 10 | 31.5 | 110 | |
| 26 | 111 | 13 | s north | Eleven Mile | Meadowbrook | Seeley | 1 | 900 | | 0 | 0 | 0 | 0 | 4.5 | 0 | 0 | 3.5 | 0 | 7 | 16 | 0 | 0 | 31 | 111 | |
| 46 | 112 | 19 | p east | Napier | Island Lake | Ten Mile | 1 | 1,300 | | 0 | 0 | 0 | 9 | 4.5 | 0 | 0 | 0 | 3.5 | 0 | 8 | 3.5 | 0 | 28.5 | 112 | |
| 109 | 113 | 32 | p north | Eight Mile | Garfield | Beck | 3 | 2,600 | | 5 | 5 | 4.5 | 9 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27.5 | 113 | |
| 20 | 114 | 12 | s west | Haggerty | Thirteen Mile | Twelve Mile | 4 | 1,900 | | 0 | 5 | 4.5 | 0 | 4.5 | 0 | 0 | 0 | 0 | 3.5 | 0 | 7 | 0 | 24.5 | 114 | |
| 105 | 115 | 31 | p north | Eight Mile | Napier | Garfield | 1 | 5,300 | | 5 | 5 | 0 | 4.5 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22.5 | 115 | |
| 27 | 116 | 14 | p north | Eleven Mile | Pinnacle | Town Center | 2 | 1,500 | | 0 | 0 | 0 | 0 | 4.5 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 18.5 | 116 | |
| 100 | 116 | 30 | p south | Ten Mile | Wixom | Napier | 4 | 1,200 | | 0 | 5 | 0 | 9 | 4.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.5 | 116 | |
| 103 | 118 | 31 | p east | Napier | Park Place | Community Sports Park | 1 | 1,200 | | 0 | 0 | 0 | 4.5 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 3.5 | 0 | 16 | 118 | |
| 104 | 118 | 31 | p east | Napier | Eight Mile | Community Sports Park | 1 | 2,100 | | 0 | 0 | 0 | 4.5 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 3.5 | 0 | 16 | 118 | |
| 106 | 120 | 31 | p west | Garfield | Eight Mile | Nine Mile | 1 | 5,300 | | 5 | 0 | 0 | 4.5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13.5 | 120 | |
| 108 | 120 | 32 | s east | Garfield | Eight Mile | Nine Mile | 2 | 4,600 | | 5 | 0 | 0 | 4.5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13.5 | 120 | |
| 101 | 122 | 30 | p east | Napier | Ten Mile | Nine Mile | 2 | 4,000 | | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 3.5 | 0 | 0 | 0 | 0 | 12.5 | 122 | |
| 102 | 123 | 30 | s north | Nine Mile | Napier | Garfield | 2 | 4,700 | | 0 | 0 | 0 | 4.5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8.5 | 123 | |
| 107 | 123 | 31 | p south | Nine Mile | Garfield | Hillside | 2 | 4,000 | | 0 | 0 | 0 | 4.5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8.5 | 123 | |
| 147 | 123 | 31 | s south | Nine Mile | Hillside | Napier | 1 | 118 | | 0 | 0 | 0 | 4.5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8.5 | 123 | |
| | | | | | | | Total | 249,069 | | | | | | | | | | | | | | | | | |



**All Proposed Pathway and Sidewalk Segments
2010 Update (data updated through 10/1/10)
Pathway/Sidewalk Analysis/Prioritization Worksheet**

printed 11/10/10

| Segment Item Number | OVERALL SEGMENT RANK | Located in Section Number | Side of Street Location | Street that segment is adjacent to | From | To | TIER 2 CATEGORIES Criteria Points (only top 20 Tier 1 segments receive tier 2 points) | | | | | TOTALS | | | OTHER INFO | | |
|---------------------|----------------------|---------------------------|---|---|---------------|---------------------|--|--|--|--|--|---------------------|--------------|-----------------------------|------------------------------------|---|---------|
| | | | | | | | EASE OF CONSTRUCTION (easy/hard) | RIGHT-OF-WAY AVAILABILITY (based on % available) | OTHER FUNDING SOURCES (based on % available) | OPOSITE SIDE Sidewalk or Pathway - Road less than 12,000 ADT and 35 mph or less existing or planned with higher priority ranking | PRIVATE DEVELOPMENT POTENTIAL <Negative Points> | TOTAL TIER 2 POINTS | TOTAL POINTS | TOTAL POINTS (OVERALL) RANK | Greenway/Pathway Study Survey Rank | Opposite side of road pathway or sidewalk | |
| | | | s=sidewalk - p=pathway c=crossing rt=recreation trail | | | | 0 = hard | 0 = 0% | 0 = 0% | -20 = complete Section link -10 = one direction Section link | 0 = little development potential -2 = partial segment development potential within 10 years -4 = development potential within 10 years -8 = site plan submitted -16 = development under construction | | | | | | |
| | | | | equals changed fields since 2009 update Note: Recreation Trails are not ranked in the 2010 Update | | | 8 = medium hard | 4.5 = 25% | 4.5 = 25% | | | | | | | | |
| | | | | equals segments with pathways or sidewalks on most of the opposite side of the street - note that these segments may be critical for system connectivity and must be analysed separately for connectivity | | | 16 = easy | 9 = 50% | 9 = 50% | | | | | | | | |
| | | | | equals segments with a higher ranking segment planned for the opposite side of the street - note that these segments may be critical for system connectivity and must be analysed separately for connectivity | | | | 18 = 100% | 18 = 80%+ | | | | | | | | |
| 83 | 1 | 25 | s | north | Nine Mile | Meadowbrook | Haggerty | 16 | 18 | 18 | 0 | 0 | 52 | 139 | 1 | 1 | no |
| 65 | 2 | 23 | p | east | Novi Rd. | Grand River | Ten Mile | 16 | 18 | 18 | 0 | 0 | 52 | 128.5 | 2 | 31 | no |
| 142 | 3 | 22 | c | crossing | Ten Mile | Churchill | crosswalk | 16 | 18 | 0 | 0 | 0 | 34 | 113.5 | 3 | none | no |
| 61 | 4 | 22 | s | west | Novi Rd. | Cemetery | Pine Ridge Center | 8 | 13.5 | 18 | 0 | 0 | 39.5 | 111.5 | 4 | 31 | n/a |
| 92 | 5 | 27 | s | west | Novi Rd. | Ten Mile | Nine Mile | 0 | 9 | 0 | 0 | 0 | 9 | 107 | 5 | 31 | no |
| 81 | 6 | 25 | p | south | Ten Mile | Meadowbrook | Haggerty | 8 | 9 | 0 | 0 | 0 | 17 | 106 | 6 | 14 | yes |
| 145 | 7 | 23 | s | north | Ten Mile | Catherine Ind. Park | Brookhaven | 8 | 9 | 0 | 0 | 0 | 17 | 104.5 | 7 | 14 | no |
| 90 | 8 | 26 | p | south | Ten Mile | Novi Rd. | Chipmunk | 4 | 13.5 | 0 | 0 | 0 | 17.5 | 101.5 | 8 | 14 | no |
| 9 | 9 | 4 | s | south | Pontiac Trail | West Park | Beck | 16 | 0 | 0 | 0 | 0 | 16 | 101 | 9 | 31 | no |
| 80B | 10 | 24 | s | north | Ten Mile | Meadowbrook | Willowbrook Estates | 16 | 0 | 0 | 0 | 0 | 16 | 100.5 | 10 | 31 | no |
| 89 | 11 | 26 | p | east | Novi Rd. | Ten Mile | Ice Arena | 0 | 18 | 0 | 0 | 0 | 18 | 96 | 11 | 31 | yes |
| 93 | 12 | 27 | s | north | Nine Mile | Novi Rd. | Taft | 8 | 9 | 0 | 0 | 0 | 17 | 93.5 | 12 | 5 | no |
| 119 | 13 | 36 | s | east | Meadowbrook | Eight Mile | Nine Mile | 16 | 13.5 | 0 | -20 | 0 | 9.5 | 90 | 13 | 14 | yes |
| 62 | 14 | 22 | s | north | Ten Mile | Eaton Center | Churchill Crossing | 0 | 0 | 0 | 0 | 0 | 0 | 89.5 | 14 | 9 | yes |
| 54 | 15 | 20 | s | north | Ten Mile | Beck | Greenwood Oaks | 16 | 0 | 0 | 0 | 0 | 16 | 88 | 15 | 14 | no |
| 55 | 15 | 20 | p | west | Beck | Ten Mile | Greenwood Oaks | 16 | 0 | 0 | 0 | 0 | 16 | 88 | 15 | 9 | most |
| 99 | 17 | 29 | p | south | Ten Mile | Beck | Wixom | 16 | 0 | 0 | 0 | 0 | 16 | 87.5 | 17 | 14 | no |
| 144 | 18 | 23 | p | west | Meadowbrook | Grand River | Cherry Hill | 16 | 0 | 0 | 0 | -2 | 14 | 85 | 18 | none | no |
| 121 | 19 | 36 | p | south | Nine Mile | Meadowbrook | Haggerty | 4 | 18 | 0 | -20 | 0 | 2 | 84.5 | 19 | 1 | no |
| 84 | 20 | 25 | s | east | Meadowbrook | Ten Mile | Nine Mile | 16 | 13.5 | 0 | -20 | 0 | 9.5 | 84 | 20 | 3 | yes |
| 116 | 21 | 34 | p | south | Nine Mile | Chelsea | Taft | | | | | | 0 | 76.5 | 21 | 5 | half |
| 58 | 22 | 21 | s | east | Beck | Sierra | Ashley | | | 0 | | 0 | 0 | 70.5 | 22 | 31 | yes |
| 73 | 23 | 24 | s | east | Meadowbrook | Eleven Mile | Grand River | | | | | | 0 | 69.5 | 23 | 14 | partial |
| 64 | 24 | 22 | s | east | Taft | Ten Mile | Eleven Mile | 8 | 4.5 | 0 | -20 | 0 | -7.5 | 68.5 | 24 | 14 | yes |
| 113 | 24 | 33 | p | south | Nine Mile | Beck | Taft | | | | | | 0 | 68.5 | 24 | 5 | no |
| 6 | 26 | 3 | p | west | West Park | Bristol Corners | Pontiac Trail | | | | | | 0 | 68 | 26 | none | yes |
| 37 | 27 | 16 | s | north | Eleven Mile | Taft | Beck | | | | | | 0 | 67.5 | 27 | 9 | yes |
| 150 | 28 | 4 | c | ns | West Park | North Haven Sub | with 10 ft at shopping center drive | | | | | | 0 | 67 | 28 | n/a | |
| 87 | 29 | 26 | s | north | Nine Mile | Meadowbrook | Venture | | | | | | 0 | 66.5 | 29 | 3 | no |



**All Proposed Pathway and Sidewalk Segments
2010 Update (data updated through 10/1/10)
Pathway/Sidewalk Analysis/Prioritization Worksheet**

printed 11/10/10

| Segment Item Number | OVERALL SEGMENT RANK | Located in Section Number | Side of Street Location | Street that segment is adjacent to | From | To | TIER 2 CATEGORIES Criteria Points (only top 20 Tier 1 segments receive tier 2 points) | | | | | TOTALS | | | OTHER INFO | |
|---------------------|----------------------|---------------------------|---|---|---------------|--------------------------|--|--|--|--|--|---------------------|--------------|-----------------------------|------------------------------------|---|
| | | | | | | | EASE OF CONSTRUCTION (easy/hard) | RIGHT-OF-WAY AVAILABILITY (based on % available) | OTHER FUNDING SOURCES (based on % available) | OPOSITE SIDE Sidewalk or Pathway - Road less than 12,000 ADT and 35 mph or less existing or planned with higher priority ranking | PRIVATE DEVELOPMENT POTENTIAL <Negative Points> | TOTAL TIER 2 POINTS | TOTAL POINTS | TOTAL POINTS (OVERALL) RANK | Greenway/Pathway Study Survey Rank | Opposite side of road pathway or sidewalk |
| | | | s=sidewalk - p=pathway c=crossing rt=recreation trail | equals changed fields since 2009 update Note: Recreation Trails are not ranked in the 2010 Update | | | 0 = hard | 0 = 0% | 0 = 0% | -20 = complete Section link -10 = one direction Section link | 0 = little development potential -2 = partial segment development potential within 10 years | | | | | |
| | | | | equals segments with pathways or sidewalks on most of the opposite side of the street - note that these segments may be critical for system connectivity and must be analysed separately for connectivity | | | 8 = medium hard | 4.5 = 25% | 4.5 = 25% | | -4 = development potential within 10 years -8 = site plan submitted | | | | | |
| | | | | equals segments with a higher ranking segment planned for the opposite side of the street - note that these segments may be critical for system connectivity and must be analysed separately for connectivity | | | 16 = easy | 9 = 50% | 9 = 50% | | -16 = development under construction | | | | | |
| 70 | 30 | 23 | p | west | Meadowbrook | Eleven Mile | Gateway Village | | | | | 0 | 66 | 30 | 14 | most |
| 127 | 30 | 27 | s | east | Wildcat | Ten Mile | Power Park | | | | | 0 | 66 | 30 | 31 | n/a |
| 16b | 30 | 11 | p | south | Thirteen Mile | Sunshine | Holmes | | | | | 0 | 66 | 30 | none | yes |
| 60B | 30 | 22 | p | south | Eleven Mile | Clark | Creek Crossing | | | | | 0 | 66 | 30 | 31 | yes |
| 53 | 34 | 20 | p | west | Beck | Eleven Mile | Kirkway Place | | | | | 0 | 64.5 | 34 | 9 | partial |
| 88 | 34 | 26 | s | north | Nine Mile | RR crossing | Novi Rd. | | | | | 0 | 64.5 | 34 | 3 | yes |
| 39 | 36 | 17 | p | west | Beck | Eleven Mile | Providence | | | | | 0 | 64 | 36 | 31 | partial |
| 66 | 36 | 23 | p | south | Grand River | Novi Rd. | Market | | | | | 0 | 64 | 36 | 31 | no |
| 68 | 38 | 23 | p | south | Grand River | Funeral Home | Meadowbrook | | | | | 0 | 63.5 | 38 | none | yes |
| 4 | 39 | 2 | s | south | Fourteen Mile | Novi Rd. | Beechwalk Apartments | | | | | 0 | 63 | 39 | none | no |
| 22 | 40 | 13 | s | east | Meadowbrook | Twelve Mile | I-96 | | | | | 0 | 62 | 40 | 14 | yes |
| 115 | 40 | 34 | s | west | Novi Rd. | Timber Ridge development | City Limits | | | | | 0 | 62 | 40 | 31 | no |
| 79 | 42 | 24 | s | east | Meadowbrook | Ten Mile | Grand River | | | | | 0 | 60.5 | 42 | 14 | no |
| 18 | 43 | 11 | s | north | Twelve Mile | Novi Rd. | Meadowbrook | | | | | 0 | 59 | 43 | 31 | most |
| 31 | 43 | 15 | s | south | Twelve Mile | Novi Rd. | Taft | | | | | 0 | 59 | 43 | 14 | partial |
| 38 | 43 | 16 | s | east | Beck | Eleven Mile | Grand River | | | | | 0 | 59 | 43 | 31 | no |
| 7 | 46 | 3 | s | south | South Lake | Elm | Henning | | | | | 0 | 58.5 | 46 | 31 | no |
| 52 | 46 | 20 | p | south | Eleven Mile | Wixom | Beck | | | | | 0 | 58.5 | 46 | 9 | yes |
| 97 | 46 | 29 | p | west | Beck | Ten Mile | Nine Mile | | | | | 0 | 58.5 | 46 | 31 | no |
| 30 | 49 | 14 | p | west | Meadowbrook | Twelve Mile | I-96 | | | | | 0 | 57.5 | 49 | 14 | no |
| 21 | 50 | 13 | p | south | Twelve Mile | Meadowbrook | Haggerty | | | | | 0 | 57 | 50 | 31 | no |
| 72 | 50 | 23 | p | north | Grand River | Town Center | Armstaff building | | | | | 0 | 57 | 50 | none | no |
| 129 | 50 | 1 | s | south | Fourteen Mile | Haverhill Farms | Maples of Novi | | | | | 0 | 57 | 50 | 31 | yes |
| 82B | 50 | 25 | s | west | Haggerty | Pavillion Ct Apart. | Nine Mile | | | | | 0 | 57 | 50 | none | partial |
| 5 | 54 | 2 | s | south | Fourteen Mile | Beechwalk Apartments | East Lake | | | | | 0 | 56.5 | 54 | none | yes |
| 43 | 54 | 18 | p | west | Wixom | Twelve Mile | Island Lake | | | | | 0 | 56.5 | 54 | none | no |
| 36 | 56 | 16 | p | west | Taft | Eleven Mile | Andes | | | | | 0 | 56 | 56 | 9 | no |
| 120 | 57 | 36 | s | west | Haggerty | Eight Mile | Nine Mile | | | | | 0 | 55 | 57 | none | no |
| 35 | 58 | 15 | s | east | Taft | Eleven Mile | Grand River | | | | | 0 | 54.5 | 58 | 9 | yes |
| 75 | 58 | 24 | p | north | Grand River | Seeley | Meadowbrook | | | | | 0 | 54.5 | 58 | none | no |
| 132 | 58 | 17 | c | crossing | Beck | Eleven Mile | s & w | | | | | 0 | 54.5 | 58 | 31 | most |
| 23 | 61 | 13 | p | east | Meadowbrook | over I-96 | through MDOT ROW | | | | | 0 | 54 | 61 | 5 | 0 |



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Pathway/Sidewalk Analysis/Prioritization Worksheet**

printed 11/10/10

| Segment Item Number | OVERALL SEGMENT RANK | Located in Section Number | Side of Street Location | Street that segment is adjacent to | From | To | TIER 2 CATEGORIES Criteria Points (only top 20 Tier 1 segments receive tier 2 points) | | | | | TOTALS | | OTHER INFO | | |
|---------------------|----------------------|---------------------------|---|---|----------------------------|----------------------------|--|--|--|---|--|---------------------|--------------|-----------------------------|------------------------------------|---|
| | | | | | | | EASE OF CONSTRUCTION (easy/hard) | RIGHT-OF-WAY AVAILABILITY (based on % available) | OTHER FUNDING SOURCES (based on % available) | OPPOSITE SIDE Sidewalk or Pathway - Road less than 12,000 ADT and 35 mph or less existing or planned with higher priority ranking | PRIVATE DEVELOPMENT POTENTIAL <Negative Points> | TOTAL TIER 2 POINTS | TOTAL POINTS | TOTAL POINTS (OVERALL) RANK | Greenway/Pathway Study Survey Rank | Opposite side of road pathway or sidewalk |
| | | | s=sidewalk - p=pathway c=crossing rt=recreation trail | | | | 0 = hard | 0 = 0% | 0 = 0% | -20 = complete Section link -10 = one direction Section link | 0 = little development potential -2 = partial segment development potential within 10 years -4 = development potential within 10 years -8 = site plan submitted -16 = development under construction | | | | | |
| | | | | equals changed fields since 2009 update Note: Recreation Trails are not ranked in the 2010 Update | | | | | | | | | | | | |
| | | | | equals segments with pathways or sidewalks on most of the opposite side of the street - note that these segments may be critical for system connectivity and must be analysed separately for connectivity | | | 8 = medium hard | 4.5 = 25% | 4.5 = 25% | | | | | | | |
| | | | | equals segments with a higher ranking segment planned for the opposite side of the street - note that these segments may be critical for system connectivity and must be analysed separately for connectivity | | | 16 = easy | 9 = 50% | 9 = 50% | | | | | | | |
| 32 | 62 | 15 | s west | Novi Rd. | Twelve Mile | I-96 south side | | | | | | 0 | 53.5 | 62 | 14 | no |
| 51 | 63 | 20 | s north | Ten Mile | Wixom | Woodham | | | | | | 0 | 52.5 | 63 | 14 | no |
| 146 | 63 | 11 | c west | Old Novi | South Lake | | | | | | | 0 | 52.5 | 63 | none | |
| 114 | 65 | 34 | s east | Taft | Nine Mile | City Limits | | | | | | 0 | 52 | 65 | none | no |
| 8 | 66 | 4 | p west | West Park | Bristol Corners | West | | | | | | 0 | 51.5 | 66 | none | no |
| 78 | 67 | 24 | p south | Grand River | Meadowbrook | Haggerty | | | | | | 0 | 51 | 67 | none | partial |
| 148 | 68 | 11 | c n-s | Twelve Mile | Meadowbrook | crosswalk markings | | | | | | 0 | 50.5 | 68 | | 0 |
| 67 | 69 | 23 | p south | Grand River | Fountain Park | Funeral Home | | | | | | 0 | 50 | 69 | none | no |
| 133 | 69 | 18 | c crossing | Wixom | Eleven Mile | e & n | | | | | | 0 | 50 | 69 | 31 | no |
| 3 | 71 | 1 | s north | Thirteen Mile | Haggerty Rd. | M-5 | | | | | | 0 | 49 | 71 | 31 | no |
| 10 | 71 | 4 | s east | Beck | K & S Plaza | K & S Plaza | | | | | | 0 | 49 | 71 | none | no |
| 15 | 71 | 11 | s south | Thirteen Mile | Novi Rd. | Old Novi Rd. | | | | | | 0 | 49 | 71 | none | yes |
| 34 | 71 | 15 | s north | Eleven Mile | Clark | Taft | | | | | | 0 | 49 | 71 | 31 | no |
| 130 | 71 | 1 | c crossing | Thirteen Mile | east side M-5 | all | | | | | | 0 | 49 | 71 | | |
| 137 | 71 | 29 | c crossing | Beck | cross at Cheltenham | w to e | | | | | | 0 | 49 | 71 | 31 | no |
| 1b | 71 | 1 | s south | Fourteen Mile | M-5 | Haverhill Farm | | | | | | 0 | 49 | 71 | none | no |
| 44 | 78 | 18 | p east | Napier | Knights Bridge | Island Lake | | | | | | 0 | 48.5 | 78 | none | no |
| 28 | 79 | 14 | p east | Novi Rd. | south Twelve Oaks entrance | North Twelve Oaks entrance | | | | | | 0 | 47.5 | 79 | 14 | no |
| 24 | 80 | 13 | s east | Meadowbrook | I-96 | Eleven Mile | | | | | | 0 | 47 | 80 | 14 | no |
| 69 | 81 | 23 | s south | Eleven Mile | Town Center | Meadowbrook | | | | | | 0 | 46 | 81 | none | no |
| 112 | 81 | 33 | s east | Beck | Nine Mile | City Limits | | | | | | 0 | 46 | 81 | none | no |
| 12 | 83 | 9 | s north | Twelve Mile | West Park | Liberty Park | | | | | | 0 | 45 | 83 | 14 | yes |
| 77 | 83 | 24 | s west | Haggerty | Grand River | section line | | | | | | 0 | 45 | 83 | none | no |
| 141 | 83 | 22 | s n/a | Clark | n/a | Christina | | | | | | 0 | 45 | 83 | none | 0 |
| 152 | 83 | 22 | c e-w | Taft | Novi Woods | | | | | | | 0 | 45 | 83 | none | 0 |
| 17 | 87 | 11 | s east | Old Novi | Novi Rd. | Thirteen Mile | | | | | | 0 | 44.5 | 87 | 31 | n/a |
| 33 | 88 | 15 | s west | Novi Rd. | I-96 | Crecent | | | | | | 0 | 43 | 88 | 14 | no |
| 14 | 89 | 10 | s north | Twelve Mile | Carlton Forest | BP | | | | | | 0 | 42.5 | 89 | 14 | yes |
| 25 | 90 | 13 | s west | Haggerty | Twelve Mile | section line | | | | | | 0 | 42 | 90 | none | most |
| 1a | 90 | 1 | s south | Fourteen Mile | Haggerty Rd. | M-5 | | | | | | 0 | 42 | 90 | none | no |
| 48 | 92 | 19 | p west | Wixom | Ten Mile | Island Lake | | | | | | 0 | 40.5 | 92 | none | no |
| 40 | 93 | 17 | p south | Grand River | Providence Hospital | Wixom | | | | | | 0 | 40 | 93 | none | most |
| 76 | 93 | 24 | p north | Grand River | Seeley | Haggerty | | | | | | 0 | 40 | 93 | none | no |



**All Proposed Pathway and Sidewalk Segments
2010 Update (data updated through 10/1/10)
Pathway/Sidewalk Analysis/Prioritization Worksheet**

printed 11/10/10

| Segment Item Number | OVERALL SEGMENT RANK | Located in Section Number | Side of Street Location | Street that segment is adjacent to | From | To | TIER 2 CATEGORIES Criteria Points <i>(only top 20 Tier 1 segments receive tier 2 points)</i> | | | | | TOTALS | | OTHER INFO | |
|---------------------|----------------------|---------------------------|---|---|----------------------------|-----------------------|---|--|--|---|---|---------------------|--------------|-----------------------------|------------------------------------|
| | | | | | | | EASE OF CONSTRUCTION (easy/hard) | RIGHT-OF-WAY AVAILABILITY (based on % available) | OTHER FUNDING SOURCES (based on % available) | OPPOSITE SIDE Sidewalk or Pathway - Road less than 12,000 ADT and 35 mph or less existing or planned with higher priority ranking | PRIVATE DEVELOPMENT POTENTIAL <Negative Points> | TOTAL TIER 2 POINTS | TOTAL POINTS | TOTAL POINTS (OVERALL) RANK | Greenway/Pathway Study Survey Rank |
| | | | s=sidewalk - p=pathway c=crossing rt=recreation trail | equals changed fields since 2009 update Note: Recreation Trails are not ranked in the 2010 Update | | | 0 = hard | 0 = 0% | 0 = 0% | -20 = complete Section link -10 = one direction Section link | | | | | |
| | | | | equals segments with pathways or sidewalks on most of the opposite side of the street - note that these segments may be critical for system connectivity and must be analysed separately for connectivity | | | 8 = medium hard | 4.5 = 25% | 4.5 = 25% | -4 = development potential within 10 years -8 = site plan submitted | | | | | |
| | | | | equals segments with a higher ranking segment planned for the opposite side of the street - note that these segments may be critical for system connectivity and must be analysed separately for connectivity | | | 16 = easy | 9 = 50% 18 = 100% | 9 = 50% 18 = 80%+ | -16 = development under construction | | | | | |
| 74 | 95 | 24 | s east | Seeley | Eleven Mile | Grand River | | | | | 0 | 39.5 | 95 | none | n/a |
| 128 | 96 | 25 | s south | E. LeBost | W. LeBost | Village Wood | | | | | 0 | 39 | 96 | 31 | n/a |
| 41 | 97 | 17 | s east | Wixom | Target | Deerfield Elementary | | | | | 0 | 38.5 | 97 | none | 0 |
| 29 | 98 | 14 | p south | Twelve Mile | west of Meadowbrook Office | Meadowbrook | | | | | 0 | 37.5 | 98 | 31 | no |
| 19 | 99 | 12 | s north | Twelve Mile | Meadowbrook | Cabot | | | | | 0 | 37 | 99 | 31 | yes |
| 111 | 100 | 32 | p south | Nine Mile | Garfield | Beck | | | | | 0 | 35.5 | 100 | 14 | no |
| 98 | 101 | 29 | s north | Nine Mile | Beck | Garfield | | | | | 0 | 35 | 101 | 14 | no |
| 47 | 102 | 19 | s north | Ten Mile | Napier | Island Lake | | | | | 0 | 34 | 102 | none | no |
| 110 | 102 | 32 | p west | Beck | Eight Mile | Nine Mile | | | | | 0 | 34 | 102 | none | 0 |
| 45 | 104 | 18 | s south | Twelve Mile | Knights Bridge Gate | City Limits | | | | | 0 | 33.5 | 104 | none | most |
| 50 | 104 | 20 | s east | Wixom | Ten Mile | Island Lake | | | | | 0 | 33.5 | 104 | none | no |
| 131 | 106 | 12 | c crossing | Twelve Mile | Haggerty Rd. | s & w | | | | | 0 | 33 | 106 | | |
| 2 | 107 | 1 | s west | Haggerty | Fourteen Mile | Thirteen Mile | | | | | 0 | 32.5 | 107 | none | yes |
| 49 | 107 | 19 | s north | Ten Mile | Wixom | Island Lake | | | | | 0 | 32.5 | 107 | 31 | no |
| 149 | 109 | 15 | p east | Clark | Eleven Mile | Grand River | | | | | 0 | 32 | 109 | 31 | 0 |
| 11 | 110 | 9 | s north | Twelve Mile | Novi Concrete | West Park | | | | | 0 | 31.5 | 110 | 14 | no |
| 26 | 111 | 13 | s north | Eleven Mile | Meadowbrook | Seeley | | | | | 0 | 31 | 111 | none | no |
| 46 | 112 | 19 | p east | Napier | Island Lake | Ten Mile | | | | | 0 | 28.5 | 112 | none | no |
| 109 | 113 | 32 | p north | Eight Mile | Garfield | Beck | | | | | 0 | 27.5 | 113 | none | no |
| 20 | 114 | 12 | s west | Haggerty | Thirteen Mile | Twelve Mile | | | | | 0 | 24.5 | 114 | none | yes |
| 105 | 115 | 31 | p north | Eight Mile | Napier | Garfield | | | | | 0 | 22.5 | 115 | none | no |
| 27 | 116 | 14 | p north | Eleven Mile | Pinnacle | Town Center | | | | | 0 | 18.5 | 116 | none | n/a |
| 100 | 116 | 30 | p south | Ten Mile | Wixom | Napier | | | | | 0 | 18.5 | 116 | 31 | no |
| 103 | 118 | 31 | p east | Napier | Park Place | Community Sports Park | | | | | 0 | 16 | 118 | 31 | no |
| 104 | 118 | 31 | p east | Napier | Eight Mile | Community Sports Park | | | | | 0 | 16 | 118 | 31 | no |
| 106 | 120 | 31 | p west | Garfield | Eight Mile | Nine Mile | | | | | 0 | 13.5 | 120 | none | no |
| 108 | 120 | 32 | s east | Garfield | Eight Mile | Nine Mile | | | | | 0 | 13.5 | 120 | none | most |
| 101 | 122 | 30 | p east | Napier | Ten Mile | Nine Mile | | | | | 0 | 12.5 | 122 | none | no |
| 102 | 123 | 30 | s north | Nine Mile | Napier | Garfield | | | | | 0 | 8.5 | 123 | none | no |
| 107 | 123 | 31 | p south | Nine Mile | Garfield | Hillside | | | | | 0 | 8.5 | 123 | 31 | no |
| 147 | 123 | 31 | s south | Nine Mile | Hillside | Napier | | | | | 0 | 8.5 | 123 | none | |

Total



Top 20 Ranked Proposed Segments
2010 Update (data updated through 10/1/10)
Pathway/Sidewalk Analysis/Prioritization Worksheet

printed 11/10/2010

| Segment Item Number | OVERALL SEGMENT RANK | Located in Section Number | Side of Street Location | Street that segment is adjacent to | From | To | Number of pieces in segment | Segment Length (feet) excluding completed pieces and developer planned pieces | notes | TIER 1 CATEGORIES | | | | | | | | | | | | | | Total Tier 1 Points | Tier 1 Ranking |
|---------------------|----------------------|---------------------------|-------------------------|------------------------------------|---------------------|---------------------|-----------------------------|---|-------------------------------|--|--------------------------------------|---|---|---|---|---|---|---|--|--------------------|---------------------|--|-----------------|---------------------|----------------|
| | | | | | | | | | | BICYCLE AND PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing -1/98 to 7/08) | TRAFFIC COUNTS (Average Daily Trips) | ACCESS TO SCHOOLS - (number elementary & intermediate schools within 1 mile) | ACCESS TO SCHOOLS - (number of middle & high schools within 2 miles) | ACCESS TO SCHOOLS - (number of private schools over 100 students within 2 miles) | ACCESS TO PARKS (number within 1 mile) | ACCESS TO LIBRARY & CITY HALL (connected continuously by sidewalk or pathway) | ACCESS TO SHOPPING (number of shopping areas within 1 mile) | ACCESS TO PLACES OF WORSHIP (number of places of worship within 1 mile) | CONNECTED TO NEIGHBORING SIDEWALK or REGIONAL TRAIL SYSTEM | POPULATION SERVED | SEGMENT COMPLETION | CONSIDERABLE PUBLIC INTEREST | Criteria Points | | |
| | | | | | | | | | points available per category | 5 points = 1 accident | 0 = <10K ADTs | 4.5 = 1 school | 4.5 = 1 school | 4.5 = 1 school | 4 = 1 park | 9 = connected to Library/City Hall | 3.5 = 1 shopping area | 3.5 = 1 places of worship | 3.5 = connected to neighboring sidewalk system | 0 = low density | 3.5 = 1/2 to 1 mile | 10 = top 15 survey responses, resident petitions and documented segments requested by groups and government agencies | | | |
| | | | | | | | | | | 10 = 2 accidents | 5 = 10K-20K ADTs | 9 = 2 or more schools | 9 = 2 or more schools | 9 = 2 or more schools | 8 = 2 or more parks | | 7 = 2 or more shopping areas | 7 = 2 or more places of worship | 7 = connected to regional trail system | 8 = medium density | 7 = over 1 mile | | | | |
| 83 | 1 | 25 | s north | Nine Mile | Meadowbrook | Haggerty | 2 | 3,800 | 11-12 CIP | 0 | 5 | 9 | 9 | 0 | 8 | 9 | 3.5 | 7 | 3.5 | 16 | 7 | 10 | 87 | 5 | |
| 65 | 2 | 23 | p east | Novi Rd. | Grand River | Ten Mile | 1 | 3,500 | with road widening 10-11 | 10 | 10 | 4.5 | 4.5 | 4.5 | 4 | 9 | 7 | 0 | 0 | 16 | 7 | 0 | 76.5 | 13 | |
| 142 | 3 | 22 | c crossing | Ten Mile | Churchill | crosswalk | 1 | less than 100 | | 0 | 10 | 9 | 9 | 4.5 | 8 | 9 | 3.5 | 3.5 | 0 | 16 | 7 | 0 | 79.5 | 11 | |
| 61 | 4 | 22 | s west | Novi Rd. | Cemetery | Pine Ridge Center | 1 | 3,600 | with road widening 10-11 | 0 | 10 | 0 | 4.5 | 4.5 | 4 | 9 | 7 | 0 | 0 | 16 | 7 | 10 | 72 | 18 | |
| 92 | 5 | 27 | s west | Novi Rd. | Ten Mile | Nine Mile | 2 | 2,135 | 11-12 CIP | 10 | 5 | 9 | 9 | 4.5 | 8 | 9 | 7 | 3.5 | 0 | 16 | 7 | 10 | 98 | 1 | |
| 81 | 6 | 25 | p south | Ten Mile | Meadowbrook | Haggerty | 1 | 5,300 | | 10 | 10 | 9 | 4.5 | 4.5 | 4 | 0 | 7 | 7 | 3.5 | 16 | 3.5 | 10 | 89 | 3 | |
| 145 | 7 | 23 | s north | Ten Mile | Catherine Ind. Park | Brookhaven | 1 | 1,143 | 10-11CIP | 5 | 5 | 4.5 | 4.5 | 4.5 | 8 | 9 | 7 | 7 | 0 | 16 | 7 | 10 | 87.5 | 4 | |
| 90 | 8 | 26 | p south | Ten Mile | Novi Rd. | Chipmunk | 1 | 2,400 | | 5 | 5 | 4.5 | 4.5 | 4.5 | 8 | 9 | 7 | 3.5 | 0 | 16 | 7 | 10 | 84 | 8 | |
| 9 | 9 | 4 | s south | Pontiac Trail | West Park | Beck | 3 | 5,000 | | 20 | 5 | 0 | 9 | 0 | 4 | 0 | 7 | 3.5 | 3.5 | 16 | 7 | 10 | 85 | 6 | |
| 80B | 10 | 24 | s north | Ten Mile | Meadowbrook | Willowbrook Estates | 1 | 189 | | 10 | 10 | 9 | 4.5 | 4.5 | 4 | 0 | 7 | 7 | 3.5 | 8 | 7 | 10 | 84.5 | 7 | |
| 89 | 11 | 26 | p east | Novi Rd. | Ten Mile | Ice Arena | 1 | 500 | | 5 | 5 | 4.5 | 9 | 4.5 | 4 | 9 | 7 | 7 | 0 | 16 | 7 | 0 | 78 | 12 | |
| 93 | 12 | 27 | s north | Nine Mile | Novi Rd. | Taft | 3 | 3,300 | 12-13 CIP | 5 | 0 | 9 | 9 | 0 | 8 | 9 | 3.5 | 0 | 0 | 16 | 7 | 10 | 76.5 | 13 | |
| 119 | 13 | 36 | s east | Meadowbrook | Eight Mile | Nine Mile | 2 | 3,800 | 14-15 CIP | 5 | 5 | 9 | 4.5 | 0 | 8 | 9 | 0 | 7 | 0 | 16 | 7 | 10 | 80.5 | 10 | |
| 62 | 14 | 22 | s north | Ten Mile | Eaton Center | Churchill Crossing | 1 | 400 | 13-14 CIP | 0 | 10 | 9 | 9 | 4.5 | 8 | 9 | 3.5 | 3.5 | 0 | 16 | 7 | 10 | 89.5 | 2 | |
| 54 | 15 | 20 | s north | Ten Mile | Beck | Greenwood Oaks | 1 | 935 | | 0 | 5 | 9 | 9 | 4.5 | 0 | 9 | 3.5 | 7 | 0 | 8 | 7 | 10 | 72 | 18 | |
| 55 | 15 | 20 | p west | Beck | Ten Mile | Greenwood Oaks | 1 | 470 | | 0 | 5 | 9 | 9 | 4.5 | 0 | 9 | 3.5 | 7 | 0 | 8 | 7 | 10 | 72 | 18 | |
| 99 | 17 | 29 | p south | Ten Mile | Beck | Wixom | 2 | 4,000 | 15-16 CIP | 0 | 5 | 4.5 | 9 | 4.5 | 4 | 9 | 3.5 | 7 | 0 | 8 | 7 | 10 | 71.5 | 21 | |
| 144 | 18 | 23 | p west | Meadowbrook | Grand River | Cherry Hill | 1 | 700 | 10-11 CIP | 10 | 5 | 0 | 4.5 | 4.5 | 0 | 0 | 7 | 7 | 0 | 16 | 7 | 10 | 71 | 22 | |
| 121 | 19 | 36 | p south | Nine Mile | Meadowbrook | Haggerty | 1 | 5,280 | | 0 | 5 | 9 | 4.5 | 0 | 8 | 9 | 3.5 | 7 | 3.5 | 16 | 7 | 10 | 82.5 | 9 | |
| 84 | 20 | 25 | s east | Meadowbrook | Ten Mile | Nine Mile | 2 | 4,400 | | 0 | 5 | 9 | 4.5 | 4.5 | 8 | 0 | 3.5 | 7 | 0 | 16 | 7 | 10 | 74.5 | 17 | |



Top 20 Ranked Proposed Segments
2010 Update (data updated through 10/1/10)
Pathway/Sidewalk Analysis/Prioritization Worksheet

printed 11/10/2010

| Segment Item Number | OVERALL SEGMENT RANK | Located in Section Number | Side of Street Location | Street that segment is adjacent to | From | To | TIER 2 CATEGORIES Criteria Points <i>(only top 20 Tier 1 segments receive tier 2 points)</i> | | | | | TOTALS | | OTHER INFO | | |
|---------------------|----------------------|---------------------------|-------------------------|------------------------------------|---------------------|---------------------|---|--|--|--|--|---------------------|--------------|-----------------------------|------------------------------------|---|
| | | | | | | | EASE OF CONSTRUCTION (easy/hard) | RIGHT-OF-WAY AVAILABILITY (based on % available) | OTHER FUNDING SOURCES (based on % available) | OPOSITE SIDE Sidewalk or Pathway - Road less than 12,000 ADT and 35 mph or less existing or planned with higher priority ranking | PRIVATE DEVELOPMENT POTENTIAL <Negative Points> | TOTAL TIER 2 POINTS | TOTAL POINTS | TOTAL POINTS (OVERALL) RANK | Greenway/Pathway Study Survey Rank | Opposite side of road pathway or sidewalk |
| | | | | | | | 0 = hard | 0 = 0% | 0 = 0% | -20 = complete Section link 10 = one direction Section link | 0 = little development potential -2 = partial segment development potential within 10 years | | | | | |
| | | | | | | | 8 = medium hard | 4.5 = 25% | 4.5 = 25% | | -4 = development potential within 10 years -8 = site plan submitted | | | | | |
| | | | | | | | 16 = easy | 9 = 50% | 9 = 50% | | -16 = development under construction | | | | | |
| 83 | 1 | 25 | s north | Nine Mile | Meadowbrook | Haggerty | 16 | 18 | 18 | 0 | 0 | 52 | 139 | 1 | 1 | no |
| 65 | 2 | 23 | p east | Novi Rd. | Grand River | Ten Mile | 16 | 18 | 18 | 0 | 0 | 52 | 128.5 | 2 | 31 | no |
| 142 | 3 | 22 | c crossing | Ten Mile | Churchill | crosswalk | 16 | 18 | 0 | 0 | 0 | 34 | 113.5 | 3 | none | no |
| 61 | 4 | 22 | s west | Novi Rd. | Cemetery | Pine Ridge Center | 8 | 13.5 | 18 | 0 | 0 | 39.5 | 111.5 | 4 | 31 | n/a |
| 92 | 5 | 27 | s west | Novi Rd. | Ten Mile | Nine Mile | 0 | 9 | 0 | 0 | 0 | 9 | 107 | 5 | 31 | no |
| 81 | 6 | 25 | p south | Ten Mile | Meadowbrook | Haggerty | 8 | 9 | 0 | 0 | 0 | 17 | 106 | 6 | 14 | yes |
| 145 | 7 | 23 | s north | Ten Mile | Catherine Ind. Park | Brookhaven | 8 | 9 | 0 | 0 | 0 | 17 | 104.5 | 7 | 14 | no |
| 90 | 8 | 26 | p south | Ten Mile | Novi Rd. | Chipmunk | 4 | 13.5 | 0 | 0 | 0 | 17.5 | 101.5 | 8 | 14 | no |
| 9 | 9 | 4 | s south | Pontiac Trail | West Park | Beck | 16 | 0 | 0 | 0 | 0 | 16 | 101 | 9 | 31 | no |
| 80B | 10 | 24 | s north | Ten Mile | Meadowbrook | Willowbrook Estates | 16 | 0 | 0 | 0 | 0 | 16 | 100.5 | 10 | 31 | no |
| 89 | 11 | 26 | p east | Novi Rd. | Ten Mile | Ice Arena | 0 | 18 | 0 | 0 | 0 | 18 | 96 | 11 | 31 | yes |
| 93 | 12 | 27 | s north | Nine Mile | Novi Rd. | Taft | 8 | 9 | 0 | 0 | 0 | 17 | 93.5 | 12 | 5 | no |
| 119 | 13 | 36 | s east | Meadowbrook | Eight Mile | Nine Mile | 16 | 13.5 | 0 | -20 | 0 | 9.5 | 90 | 13 | 14 | yes |
| 62 | 14 | 22 | s north | Ten Mile | Eaton Center | Churchill Crossing | 0 | 0 | 0 | 0 | 0 | 0 | 89.5 | 14 | 9 | yes |
| 54 | 15 | 20 | s north | Ten Mile | Beck | Greenwood Oaks | 16 | 0 | 0 | 0 | 0 | 16 | 88 | 15 | 14 | no |
| 55 | 15 | 20 | p west | Beck | Ten Mile | Greenwood Oaks | 16 | 0 | 0 | 0 | 0 | 16 | 88 | 15 | 9 | most |
| 99 | 17 | 29 | p south | Ten Mile | Beck | Wixom | 16 | 0 | 0 | 0 | 0 | 16 | 87.5 | 17 | 14 | no |
| 144 | 18 | 23 | p west | Meadowbrook | Grand River | Cherry Hill | 16 | 0 | 0 | 0 | -2 | 14 | 85 | 18 | none | no |
| 121 | 19 | 36 | p south | Nine Mile | Meadowbrook | Haggerty | 4 | 18 | 0 | -20 | 0 | 2 | 84.5 | 19 | 1 | no |
| 84 | 20 | 25 | s east | Meadowbrook | Ten Mile | Nine Mile | 16 | 13.5 | 0 | -20 | 0 | 9.5 | 84 | 20 | 3 | yes |



**Proposed Recreational Trails
2010 Update (data through 10/1/10)
Pathway/Sidewalk Analysis/Prioritization Worksheet**

printed 11/10/2010

| Segment Item Number | Located in Section Number | rt=recreational trail | Side of Street Location | Street that segment is adjacent to | From | To | Number of pieces in segment | Segment Length (feet) excluding completed pieces and developer planned pieces | notes |
|---|---------------------------|-----------------------|-------------------------|------------------------------------|----------------------------------|----------------------------------|-----------------------------|---|------------|
| note: Recreation Trails are not ranked in the 2010 update | | | | | | | | | |
| 123b | 12 | rt | regional | M-5 Extension | Thirteen Mile | Twelve Mile | 1 | 5,280 | MDOT |
| 123c | 13 | rt | regional | M-5 Extension | Twelve Mile | Eleven Mile | 1 | 5,280 | MDOT |
| 124 | 1,2,3,4 | rt | regional | 13 Mile/Lakeshore | Haggerty Rd. | City of Wixom/Huron Valley Trail | 1 | 15,000 | 0 |
| 138 | 14,15,16 | rt | regional | ITC corridor I-96 | Beck | Meadowbrook | 2 | 7,700 | 0 |
| 122A | 4 | rt | regional | ITC corridor & Beck | City of Wixom/Huron Valley Trail | West | 1 | 7,200 | split |
| 122B | 9 | rt | regional | ITC corridor & Beck | West | Twelve mile | 1 | 5,200 | split |
| 122C | 18 | rt | regional | ITC corridor & Beck | Twelve Mile | Beck & 96 | 1 | 2,000 | split |
| 122D | 17 | rt | regional | ITC corridor & Beck | Beck & 96 | Eleven Mile | 1 | 7,200 | split |
| 122E | 20 | rt | regional | ITC corridor & Beck | Eleven Mile | Ten Mile | 1 | 5,000 | 09-10 CIP |
| 122F | 21 | rt | regional | ITC corridor & Beck | Ten Mile | Nine Mile | 1 | 5,000 | 09-10 CIP |
| 122G | 29 | rt | regional | ITC corridor & Beck | Nine Mile | Eight Mile & Maybury | 1 | 8,000 | 09-10 CIP |
| 140 | 5, 26, 3 | p | regional | Recreation Trail | Brookfarm Park | Rotary Park | 1 | 2,850 | new |
| | | | | | | | | 72,860 | total feet |

| | | | | | | | | | |
|------|------|---|----------|----------------------|---------------|---------------|---|-------|---------|
| 123a | done | 1 | regional | M-5 Extension | Fourteen Mile | Thirteen Mile | 1 | 5,280 | Done 10 |
|------|------|---|----------|----------------------|---------------|---------------|---|-------|---------|



Proposed Short Sections & Crosswalks (400 feet or less)

2010 Update (data through 10/1/10)
Pathway/Sidewalk Analysis/Prioritization Worksheet

printed 11/10/2010

| | | | | | | | | | | | | | TIER 1 CATEGORIES | | | | | | | | | | | | |
|---------------------|----------------------|---------------------------|---|-------------------------|------------------------------------|------------------------|-------------------------------------|-----------------------------|---|---------------------|--|--------------------------------------|--|--|--|--|---|---|---|--|-------------------|--------------------|------------------------------|---------------------|----------------|
| | | | | | | | | | | | | | Criteria Points | | | | | | | | | | | | |
| Segment Item Number | OVERALL SEGMENT RANK | Located in Section Number | | Side of Street Location | Street that segment is adjacent to | From | To | Number of pieces in segment | Segment Length (feet) excluding completed pieces and developer planned pieces | notes | BICYCLE AND PEDESTRIAN ACCIDENTS (intersection accidents only included when sidewalk or pathway connection is missing -1/98 to 7/08) | TRAFFIC COUNTS (Average Daily Trips) | ACCESS TO SCHOOLS - (number elementary & intermediate schools within 1 mile) | ACCESS TO SCHOOLS - (number of middle & high schools within 2 miles) | ACCESS TO SCHOOLS - (number of private schools over 100 students within 2 miles) | ACCESS TO PARKS (number within 1 mile) | ACCESS TO LIBRARY & CITY HALL (connected continuously by sidewalk or pathway) | ACCESS TO SHOPPING (number of shopping areas within 1 mile) | ACCESS TO PLACES OF WORSHIP (number of places of worship within 1 mile) | CONNECTED TO NEIGHBORING SIDEWALK or REGIONAL TRAIL SYSTEM | POPULATION SERVED | SEGMENT COMPLETION | CONSIDERABLE PUBLIC INTEREST | Total Tier 1 Points | Tier 1 Ranking |
| Short Segments | | | | | | | | | | | | | | | | | | | | | | | | | |
| 150 | 28 | 4 | c | ns | West Park | North Haven Sub | with 10 ft at shopping center drive | 1 | 100 | | 20 | 5 | 0 | 9 | 0 | 0 | 0 | 3.5 | 3.5 | 0 | 16 | 0 | 10 | 67 | 28 |
| 152 | 83 | 22 | c | e-w | Taft | Novi Woods | | 1 | 100 | | 0 | 0 | 9 | 4.5 | 0 | 4 | 9 | 3.5 | 3.5 | 0 | 8 | 3.5 | 0 | 45 | 83 |
| 147 | 123 | 31 | s | south | Nine Mile | Hillside | Napier | 1 | 118 | | 0 | 0 | 0 | 4.5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8.5 | 123 |
| 80B | 10 | 24 | s | north | Ten Mile | Meadowbrook | Willowbrook Estates | 1 | 189 | | 10 | 10 | 9 | 4.5 | 4.5 | 4 | 0 | 7 | 7 | 3.5 | 8 | 7 | 10 | 84.5 | 7 |
| 4 | 39 | 2 | s | south | Fourteen Mile | Novi Rd. | Beechwalk Apartments | 1 | 200 | with Maples SP08-09 | 10 | 0 | 4.5 | 0 | 4.5 | 4 | 0 | 3.5 | 0 | 3.5 | 16 | 7 | 10 | 63 | 39 |
| 10 | 71 | 4 | s | east | Beck | K & S Plaza | K & S Plaza | 1 | 200 | 11-12 CIP | 5 | 5 | 0 | 9 | 0 | 0 | 0 | 3.5 | 3.5 | 3.5 | 16 | 3.5 | 0 | 49 | 71 |
| 76 | 93 | 24 | p | north | Grand River | Seeley | Haggerty | 1 | 200 | 12-13 CIP | 0 | 5 | 4.5 | 0 | 4.5 | 4 | 0 | 7 | 0 | 3.5 | 8 | 3.5 | 0 | 40 | 93 |
| 49 | 107 | 19 | s | north | Ten Mile | Wixom | Island Lake | 1 | 200 | | 0 | 0 | 0 | 9 | 4.5 | 4 | 0 | 0 | 3.5 | 0 | 8 | 3.5 | 0 | 32.5 | 107 |
| 149 | 109 | 15 | p | east | Clark | Eleven Mile | Grand River | 1 | 208 | | 0 | 0 | 9 | 4.5 | 0 | 0 | 0 | 3.5 | 0 | 0 | 8 | 7 | 0 | 32 | 109 |
| 128 | 96 | 25 | s | south | E. LeBost | W. LeBost | Village Wood | 1 | 220 | | 0 | 0 | 9 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 16 | 0 | 10 | 39 | 96 |
| 60B | 30 | 22 | p | south | Eleven Mile | Clark | Creek Crossing | 1 | 225 | | 0 | 0 | 9 | 4.5 | 0 | 0 | 9 | 7 | 3.5 | 0 | 16 | 7 | 10 | 66 | 30 |
| 16b | 30 | 11 | p | south | Thirteen Mile | Sunshine | Holmes | 1 | 272 | | 5 | 0 | 9 | 0 | 9 | 4 | 0 | 3.5 | 3.5 | 7 | 8 | 7 | 10 | 66 | 30 |
| 141 | 83 | 22 | s | n/a | Clark | south end | Christina | 1 | 300 | | 0 | 0 | 0 | 4.5 | 0 | 4 | 4.5 | 3.5 | 3.5 | 0 | 8 | 7 | 10 | 45 | 83 |
| 15 | 71 | 11 | s | south | Thirteen Mile | Novi Rd. | Old Novi Rd. | 1 | 350 | 10-11 CIP | 5 | 0 | 9 | 0 | 9 | 4 | 0 | 7 | 0 | 0 | 8 | 7 | 0 | 49 | 71 |
| 62 | 14 | 22 | s | north | Ten Mile | Eaton Center | Churchill Crossing | 1 | 400 | 13-14 CIP | 0 | 10 | 9 | 9 | 4.5 | 8 | 9 | 3.5 | 3.5 | 0 | 16 | 7 | 10 | 89.5 | 2 |
| 23 | 61 | 13 | p | east | Meadowbrook | over I-96 | through MDOT ROW | 1 | 400 | | 0 | 5 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 16 | 7 | 10 | 54 | 61 |
| 33 | 88 | 15 | s | west | Novi Rd. | I-96 | Crecent | 2 | 400 | | 0 | 10 | 0 | 4.5 | 4.5 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 10 | 43 | 88 |
| 29 | 98 | 14 | p | south | Twelve Mile | west of Meadowbrook Of | Meadowbrook | 1 | 400 | | 0 | 10 | 4.5 | 0 | 9 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 37.5 | 98 |
| 4,482 total feet | | | | | | | | | | | | | | | | | | | | | | | | | |
| Crossings | | | | | | | | | | | | | | | | | | | | | | | | | |
| 142 | 3 | 22 | c | crossing | Ten Mile | Churchill | crosswalk | 1 | less than 100 | | 0 | 10 | 9 | 9 | 4.5 | 8 | 9 | 3.5 | 3.5 | 0 | 16 | 7 | 0 | 79.5 | 11 |
| 132 | 58 | 17 | c | crossing | Beck | Eleven Mile | s & w | 2 | less than 100 | | 0 | 5 | 9 | 4.5 | 4.5 | 4 | 9 | 3.5 | 0 | 0 | 8 | 7 | 0 | 54.5 | 58 |
| 146 | 63 | 11 | c | west | Old Novi | South Lake | | 2 | less than 100 | | 0 | 5 | 4.5 | 0 | 9 | 4 | 0 | 7 | 0 | 16 | 7 | 0 | 52.5 | 63 | |
| 148 | 68 | 11 | c | n-s | Twelve Mile | Meadowbrook | crosswalk markings | 1 | less than 100 | | 5 | 10 | 4.5 | 0 | 9 | 0 | 0 | 3.5 | 3.5 | 0 | 8 | 7 | 0 | 50.5 | 68 |
| 133 | 69 | 18 | c | crossing | Wixom | Eleven Mile | e & n | 2 | less than 100 | 13-14 CIP | 0 | 5 | 4.5 | 4.5 | 4.5 | 4 | 9 | 3.5 | 0 | 0 | 8 | 7 | 0 | 50 | 69 |
| 130 | 71 | 1 | c | crossing | Thirteen Mile | east side M-5 | all | 1 | less than 100 | | 5 | 5 | 4.5 | 0 | 9 | 0 | 0 | 0 | 3.5 | 7 | 8 | 7 | 0 | 49 | 71 |
| 137 | 71 | 29 | c | crossing | Beck | cross at Cheltenham | w to e | 2 | less than 100 | | 0 | 5 | 4.5 | 9 | 4.5 | 0 | 0 | 3.5 | 3.5 | 0 | 12 | 7 | 0 | 49 | 71 |
| 131 | 106 | 12 | c | crossing | Twelve Mile | Haggerty Rd. | s & w | 2 | less than 100 | | 0 | 10 | 0 | 0 | 4.5 | 0 | 0 | 0 | 3.5 | 3.5 | 8 | 3.5 | 0 | 33 | 106 |



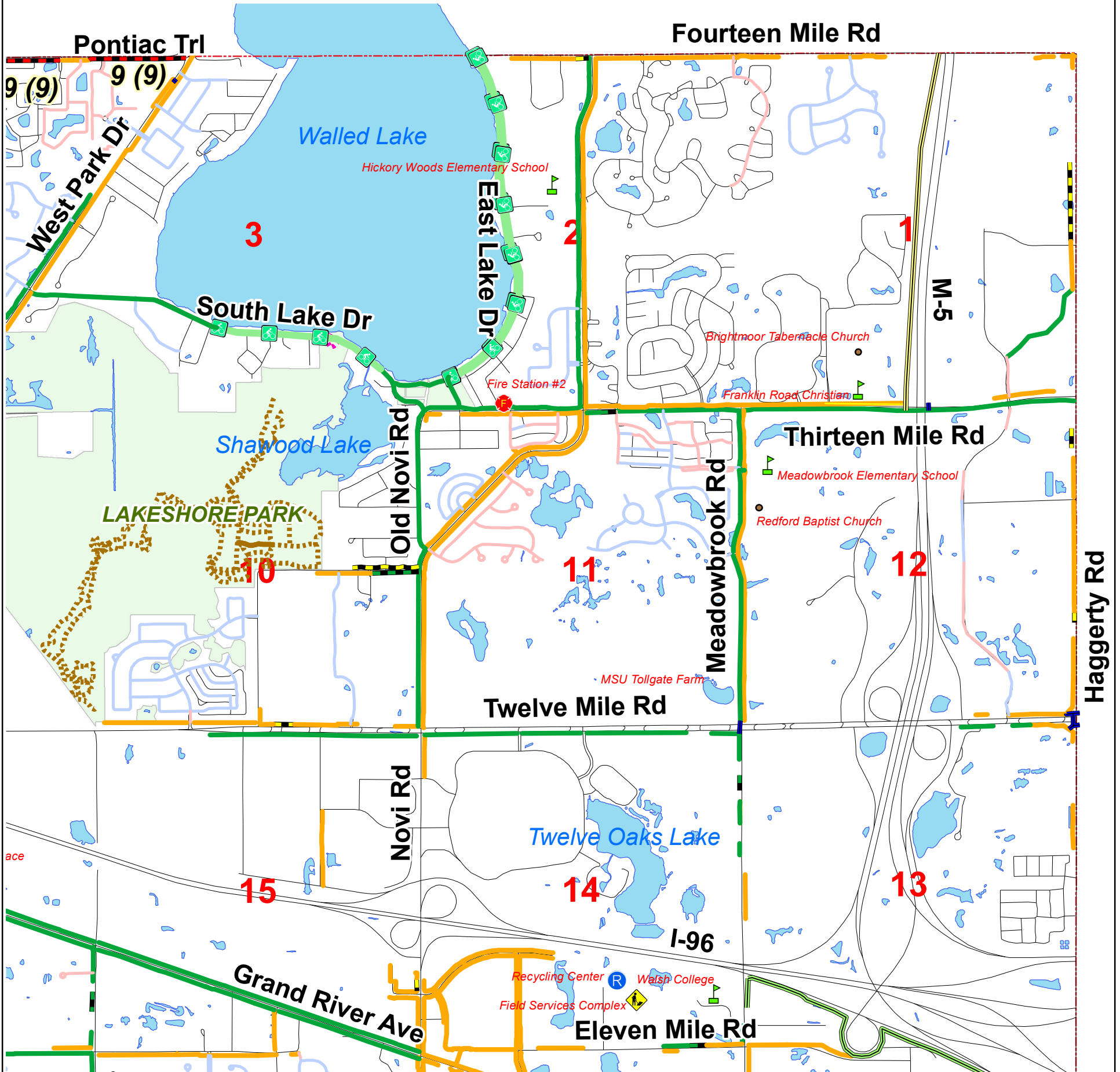
Proposed Short Sections & Crosswalks (400 feet or less)

2010 Update (data through 10/1/10)
Pathway/Sidewalk Analysis/Prioritization Worksheet
printed 11/10/2010

| Segment Item Number | OVERALL SEGMENT RANK | Located in Section Number | s=sidewalk - p=pathway c=crossing r=recreation trail | Side of Street Location | Street that segment is adjacent to | From | To | TIER 2 CATEGORIES Criteria Points (only top 20 Tier 1 segments receive tier 2 points) | | | | | TOTALS | | | OTHER INFO | | |
|-----------------------|----------------------|---------------------------|--|-------------------------|------------------------------------|------------------------|-------------------------------------|--|--|--|--|--|---------------------|--------------|-----------------------------|------------------------------------|---|--|
| | | | | | | | | EASE OF CONSTRUCTION (easy/hard) | RIGHT-OF-WAY AVAILABILITY (based on % available) | OTHER FUNDING SOURCES (based on % available) | OPOSITE SIDE Sidewalk or Pathway - Road less than 12,000 ADT and 35 mph or less existing or planned with higher priority ranking | PRIVATE DEVELOPMENT POTENTIAL <Negative Points> | TOTAL TIER 2 POINTS | TOTAL POINTS | TOTAL POINTS (OVERALL) RANK | Greenway/Pathway Study Survey Rank | Opposite side of road pathway or sidewalk | |
| Short Segments | | | | | | | | 0 = hard | 0 = 0% | 0 = 0% | -20 = complete Section link -10 = one direction Section link | 0 = little development potential -2 = partial segment development potential within 10 years -4 = development potential within 10 years -8 = site plan submitted -16 = development under construction | | | | | | |
| 150 | 28 | 4 | c | ns | West Park | North Haven Sub | with 10 ft at shopping center drive | | | | | 0 | 67 | 28 | | n/a | | |
| 152 | 83 | 22 | c | e-w | Taft | Novi Woods | | | | | | 0 | 45 | 83 | none | 0 | | |
| 147 | 123 | 31 | s | south | Nine Mile | Hillside | Napier | | | | | 0 | 8.5 | 123 | none | | | |
| 80B | 10 | 24 | s | north | Ten Mile | Meadowbrook | Willowbrook Estates | 16 | 0 | 0 | 0 | 16 | 100.5 | 10 | 31 | no | | |
| 4 | 39 | 2 | s | south | Fourteen Mile | Novi Rd. | Beechwalk Apartments | | | | | 0 | 63 | 39 | none | no | | |
| 10 | 71 | 4 | s | east | Beck | K & S Plaza | K & S Plaza | | | | | 0 | 49 | 71 | none | no | | |
| 76 | 93 | 24 | p | north | Grand River | Seeley | Haggerty | | | | | 0 | 40 | 93 | none | no | | |
| 49 | 107 | 19 | s | north | Ten Mile | Wixom | Island Lake | | | | | 0 | 32.5 | 107 | 31 | no | | |
| 149 | 109 | 15 | p | east | Clark | Eleven Mile | Grand River | | | | | 0 | 32 | 109 | 31 | 0 | | |
| 128 | 96 | 25 | s | south | E. LeBost | W. LeBost | Village Wood | | | | | 0 | 39 | 96 | 31 | n/a | | |
| 60B | 30 | 22 | p | south | Eleven Mile | Clark | Creek Crossing | | | | | 0 | 66 | 30 | 31 | yes | | |
| 16b | 30 | 11 | p | south | Thirteen Mile | Sunshine | Holmes | | | | | 0 | 66 | 30 | none | yes | | |
| 141 | 83 | 22 | s | n/a | Clark | south end | Christina | | | | | 0 | 45 | 83 | none | 0 | | |
| 15 | 71 | 11 | s | south | Thirteen Mile | Novi Rd. | Old Novi Rd. | | | | | 0 | 49 | 71 | none | yes | | |
| 62 | 14 | 22 | s | north | Ten Mile | Eaton Center | Churchill Crossing | 0 | 0 | 0 | 0 | 0 | 89.5 | 14 | 9 | yes | | |
| 23 | 61 | 13 | p | east | Meadowbrook | over I-96 | through MDOT ROW | | | | | 0 | 54 | 61 | 5 | 0 | | |
| 33 | 88 | 15 | s | west | Novi Rd. | I-96 | Crecent | | | | | 0 | 43 | 88 | 14 | no | | |
| 29 | 98 | 14 | p | south | Twelve Mile | west of Meadowbrook Of | Meadowbrook | | | | | 0 | 37.5 | 98 | 31 | no | | |
| Crossings | | | | | | | | | | | | | | | | | | |
| 142 | 3 | 22 | c | crossing | Ten Mile | Churchill | crosswalk | 16 | 18 | 0 | 0 | 34 | 113.5 | 3 | none | no | | |
| 132 | 58 | 17 | c | crossing | Beck | Eleven Mile | s & w | | | | | 0 | 54.5 | 58 | 31 | most | | |
| 146 | 63 | 11 | c | west | Old Novi | South Lake | | | | | | 0 | 52.5 | 63 | none | | | |
| 148 | 68 | 11 | c | n-s | Twelve Mile | Meadowbrook | crosswalk markings | | | | | 0 | 50.5 | 68 | | 0 | | |
| 133 | 69 | 18 | c | crossing | Wixom | Eleven Mile | e & n | | | | | 0 | 50 | 69 | 31 | no | | |
| 130 | 71 | 1 | c | crossing | Thirteen Mile | east side M-5 | all | | | | | 0 | 49 | 71 | | | | |
| 137 | 71 | 29 | c | crossing | Beck | cross at Cheltenham | w to e | | | | | 0 | 49 | 71 | 31 | no | | |
| 131 | 106 | 12 | c | crossing | Twelve Mile | Haggerty Rd. | s & w | | | | | 0 | 33 | 106 | | | | |



CITY OF NOVI - NE Quadrant Pathway and Sidewalk Prioritization Analysis and Process 2010 Update Existing, Scheduled and Top 20 Proposed Pathways & Sidewalks



Legend

- | | | | |
|-------------------------------------|-------------------------------|-------------------------------|----------------------|
| sidewalk completed 2010 | sidewalk sched. 2010 | --- top 20 priority pathway | Mtn Bike Trail |
| --- Metro Bike Trail Completed 2010 | --- scheduled top 20 sidewalk | --- local sidewalk one side | Park Path |
| --- Metro Bike Trail | --- top 20 priority sidewalk | --- local sidewalk both sides | --- City Boundary |
| ⊗ bike lane | --- existing pathway | --- proposed crossing | |
| --- existing arterial sidewalk | --- pathway by developer | | |
| --- sidewalk by developer | --- scheduled top 20 pathway | | |

00 (000) rank (segment no.)

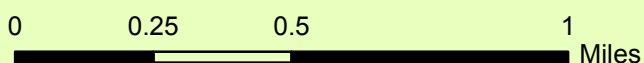
NOTES:
 * Sidewalks and pathways by developer include all submitted projects that include required sidewalks or pathways
 * Sidewalks and pathways located in City parks not depicted
 * Depicted local sidewalks within a development include completed and proposed sidewalks within the development

MAP INTERPRETATION NOTICE

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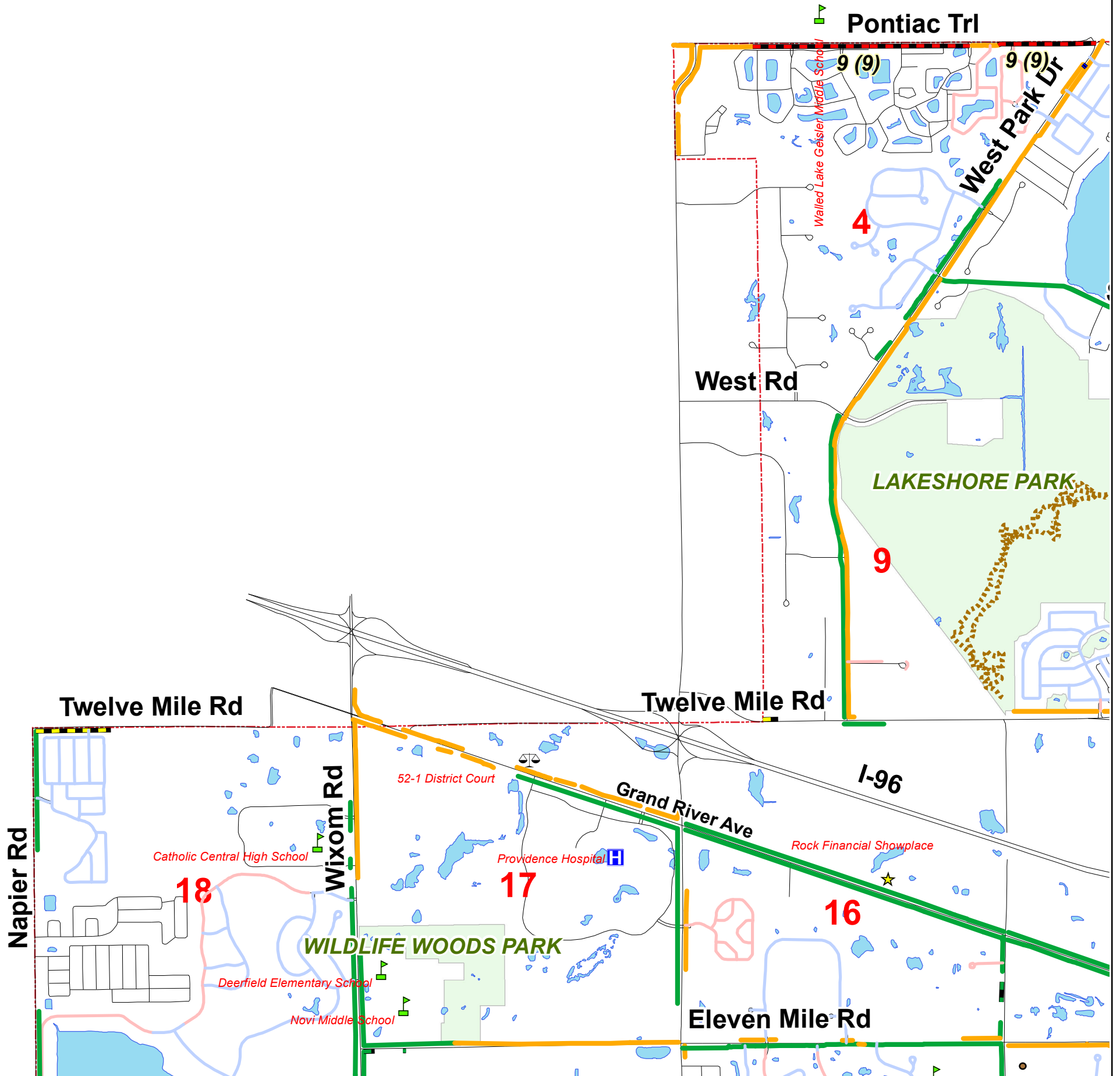
CITY OF NOVI
 COMMUNITY DEVELOPMENT DEPARTMENT
 45175 W. Ten Mile Rd.
 Novi, MI 48375
 tel 248.347.0415

Created by:
 Mark Spencer, AICP, Planner
 Date Created: 11/5/10





CITY OF NOVI - NW Quadrant Pathway and Sidewalk Prioritization Analysis and Process 2010 Update Existing, Scheduled and Top 20 Proposed Pathways & Sidewalks



Legend

- | | | | |
|--|---|--|---|
| <ul style="list-style-type: none"> ----- sidewalk completed 2010 ===== Metro Bike Trail Completed 2010 ===== Metro Bike Trail [Bike Icon] bike lane ===== existing arterial sidewalk ----- sidewalk by developer | <ul style="list-style-type: none"> ----- sidewalk sched. 2010 ----- scheduled top 20 sidewalk ----- top 20 priority sidewalk ----- existing pathway ----- pathway by developer ----- scheduled top 20 pathway | <ul style="list-style-type: none"> ----- top 20 priority pathway ----- local sidewalk one side ----- local sidewalk both sides ----- proposed crossing | <ul style="list-style-type: none"> ----- Mtn Bike Trail ----- Park Path City Boundary |
|--|---|--|---|

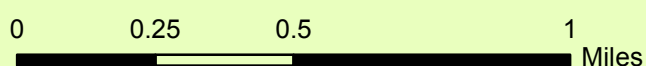
00 (000) rank (segment no.)

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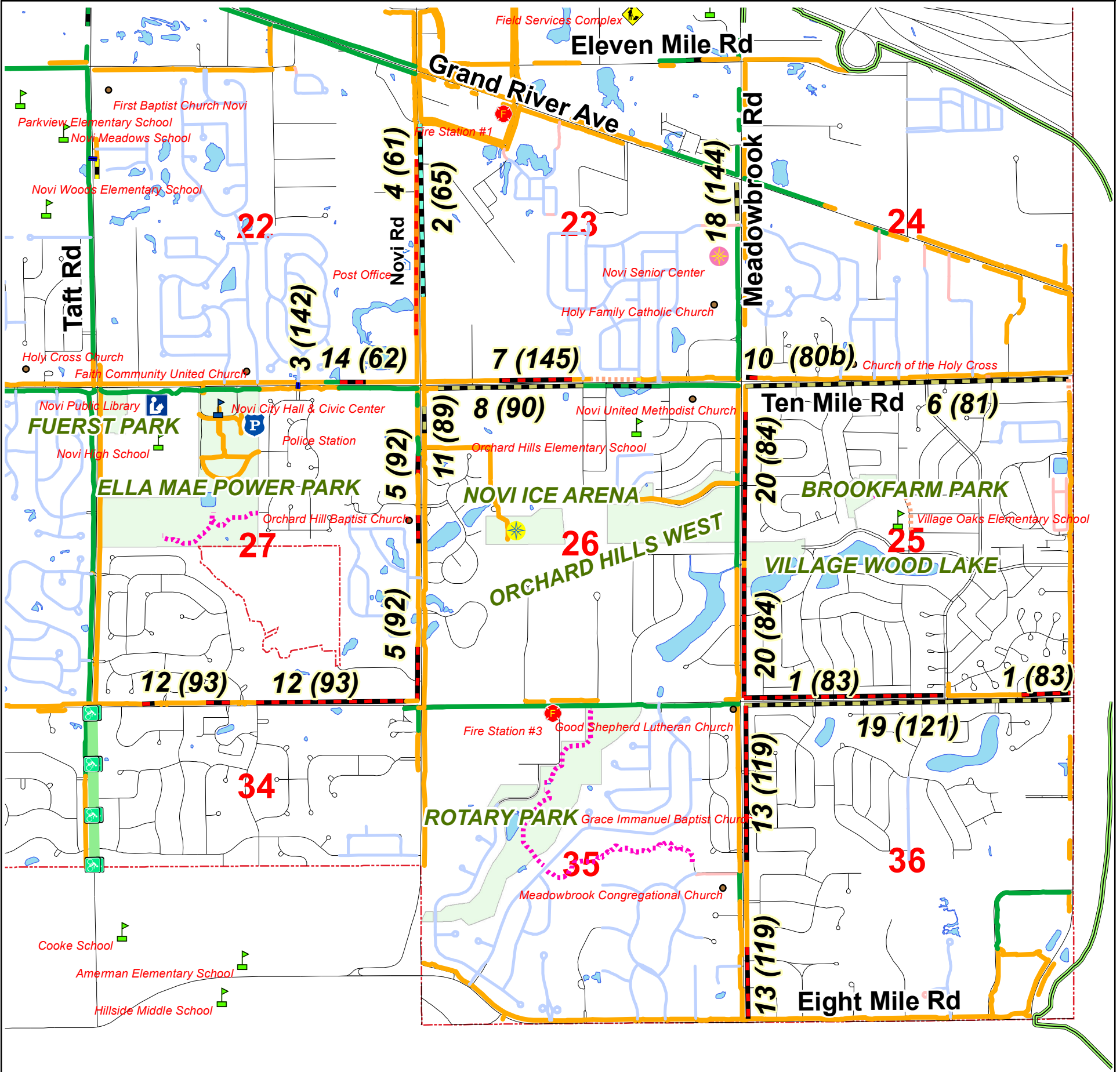
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CITY OF NOVI - SE Quadrant

Pathway and Sidewalk Prioritization Analysis and Process 2010 Update

Existing, Scheduled and Top 20 Proposed Pathways & Sidewalks



Legend

- | | | | |
|--------------------------------------|-----------------------------|-----------------------------|----------------------|
| sidewalk completed 2010 | — sidewalk sched. 2010 | — top 20 priority pathway | Mtn Bike Trail |
| ==== Metro Bike Trail Completed 2010 | — scheduled top 20 sidewalk | — local sidewalk one side | Park Path |
| ==== Metro Bike Trail | — top 20 priority sidewalk | — local sidewalk both sides | City Boundary |
| 🚲 bike lane | — existing pathway | — proposed crossing | |
| — existing arterial sidewalk | — pathway by developer | | |
| — sidewalk by developer | — scheduled top 20 pathway | | |
- 00 (000) rank (segment no.)

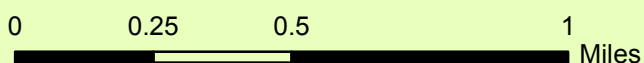
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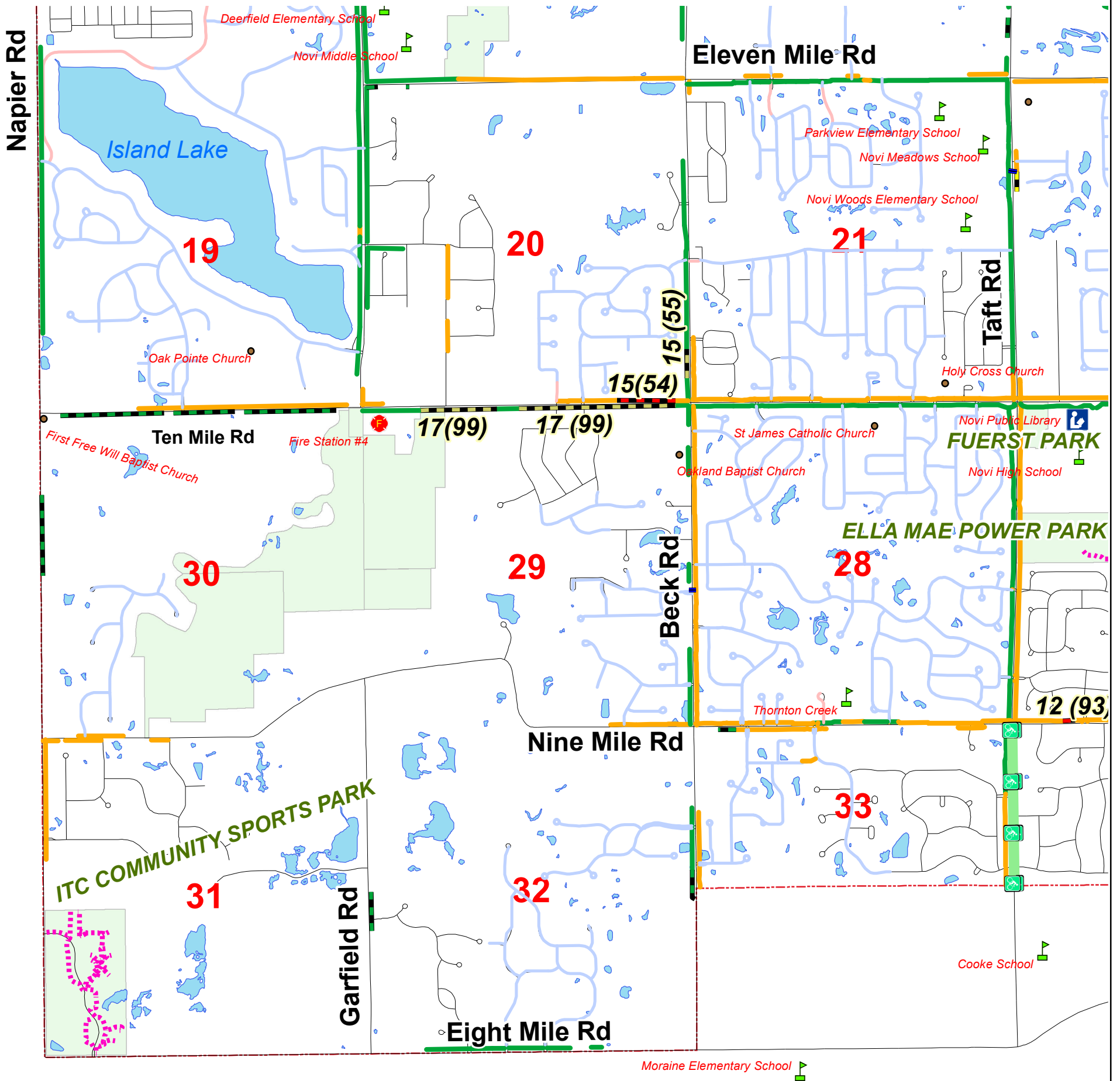




CITY OF NOVI - SW Quadrant

Pathway and Sidewalk Prioritization Analysis and Process 2010 Update

Existing, Scheduled and Top 20 Proposed Pathways & Sidewalks



Legend

- | | | | |
|------------------------------------|-----------------------------|-----------------------------|----------------------|
| sidewalk completed 2010 | sidewalk sched. 2010 | — top 20 priority pathway | Mtn Bike Trail |
| == Metro Bike Trail Completed 2010 | — scheduled top 20 sidewalk | — local sidewalk one side | Park Path |
| == Metro Bike Trail | — top 20 priority sidewalk | — local sidewalk both sides | --- City Boundary |
| 🚲 bike lane | — existing pathway | — proposed crossing | |
| — existing arterial sidewalk | — pathway by developer | | |
| — sidewalk by developer | — scheduled top 20 pathway | | |

00 (000) rank (segment no.)

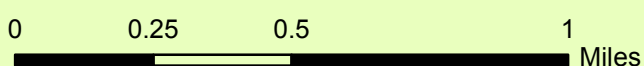
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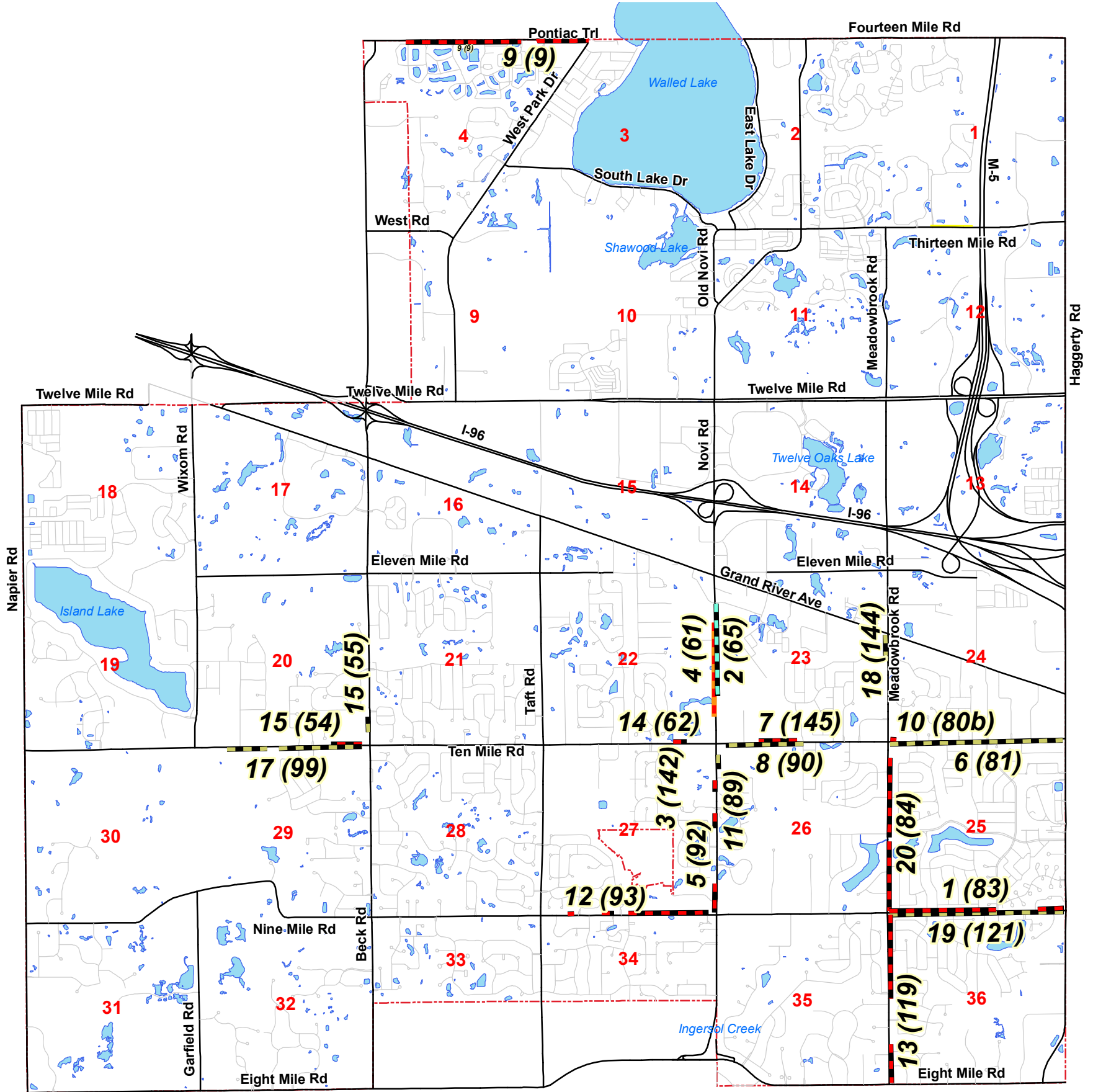
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 Novi, MI 48375
 tel 248.347.0415

Created by:
 Mark Spencer, AICP, Planner
 Date Created: 11/5/10





CITY OF NOVI - SW Quadrant Pathway and Sidewalk Prioritization Analysis and Process 2010 Update Existing, Scheduled and Top 20 Proposed Pathways & Sidewalks



Legend

- ▬ scheduled top 20 sidewalk
- ▬ scheduled top 20 pathway
- City Boundary
- ▬ top 20 priority sidewalk
- ▬ top 20 priority pathway

00 (000) rank (segment no.)

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MAP INTERPRETATION NOTICE

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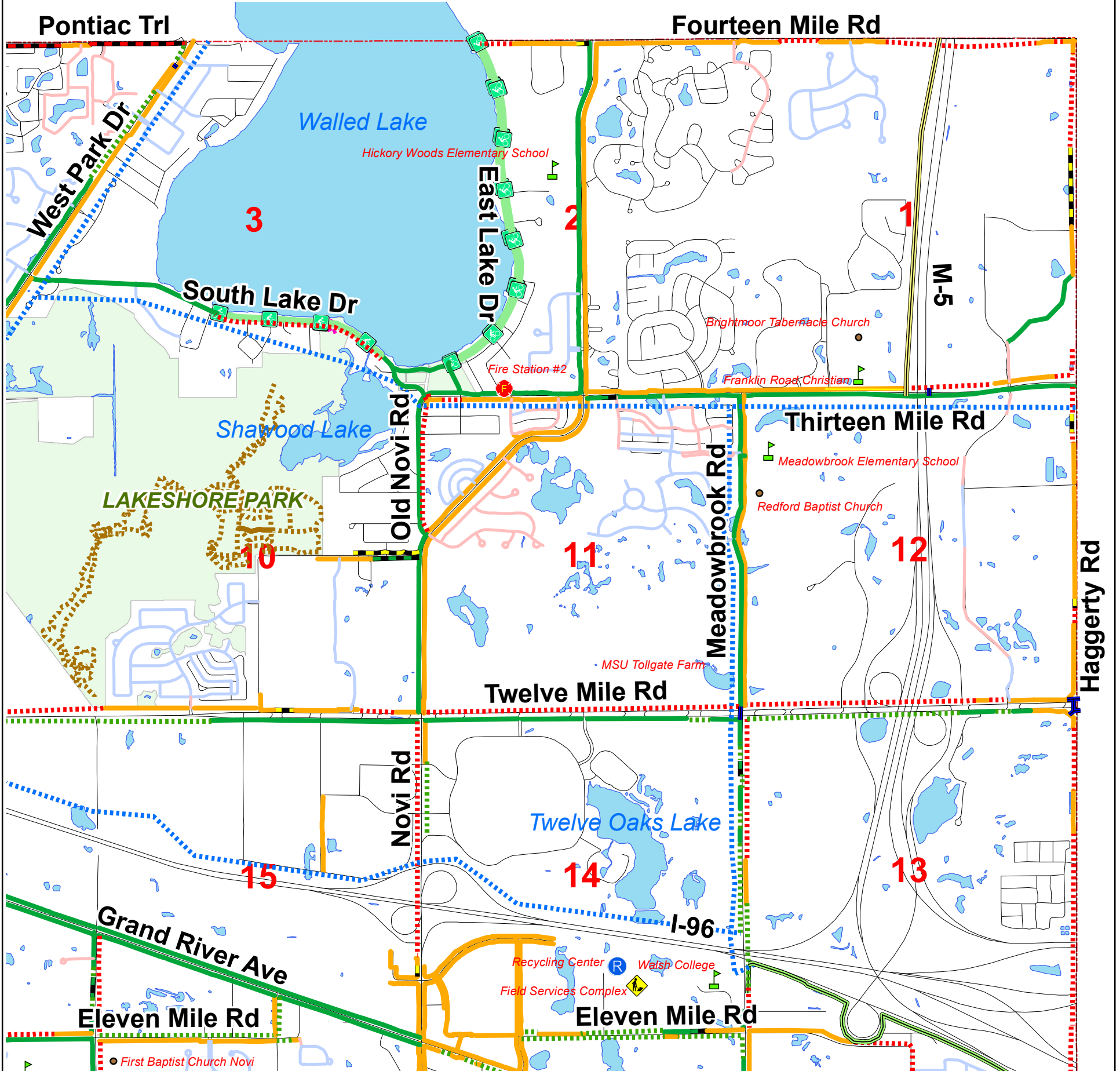
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CITY OF NOVI - NE Quadrant Pathway and Sidewalk Prioritization Analysis and Process 2010 Update Existing, Scheduled and Proposed Pathways & Sidewalks



Legend

- sidewalk completed 2010
- ==== Metro Bike Trail Completed 2010
- ==== Metro Bike Trail
- 🚲 bike lane
- existing arterial sidewalk
- sidewalk by developer
- sidewalk sched. 2010
- scheduled top 20 sidewalk
- top 20 priority sidewalk
- existing pathway
- pathway by developer
- scheduled top 20 pathway
- top 20 priority pathway
- local sidewalk one side
- local sidewalk both sides
- proposed crossing
- other proposed sidewalks
- other proposed pathways
- proposed regional pathway
- Mtn Bike Trail
- Park Path
- City Boundary

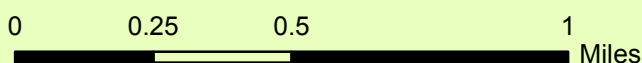
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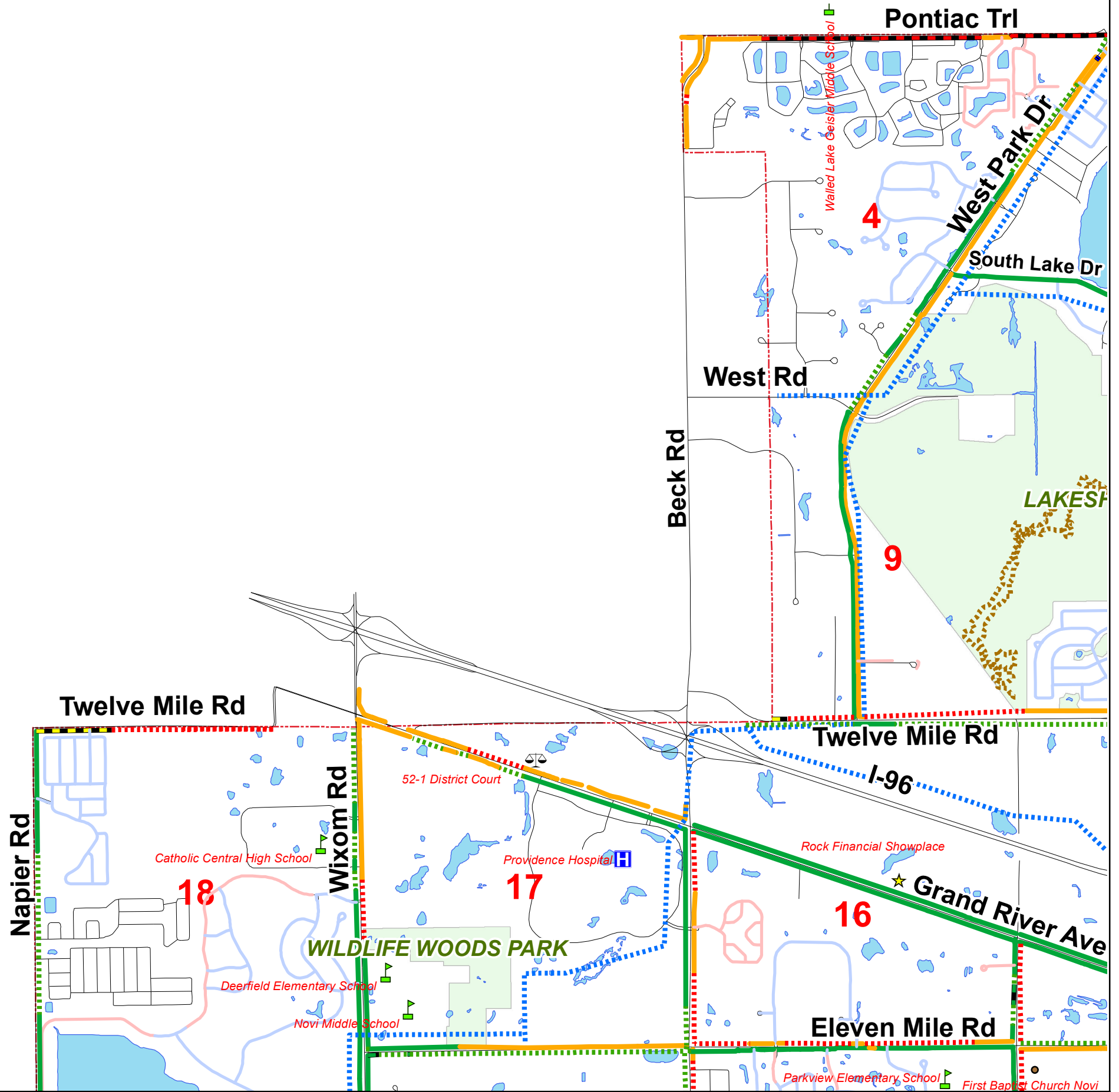
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CITY OF NOVI - NW Quadrant Pathway and Sidewalk Prioritization Analysis and Process 2010 Update Existing, Scheduled and Proposed Pathways & Sidewalks



Legend

- | | | | | |
|-----------------------------------|-----------------------------|-----------------------------|---------------------------------|----------------------|
| sidewalk completed 2010 | — sidewalk by developer | — pathway by developer | — proposed crossing | Mtn Bike Trail |
| — Metro Bike Trail Completed 2010 | — sidewalk sched. 2010 | — scheduled top 20 pathway | other proposed sidewalks | Park Path |
| — Metro Bike Trail | — scheduled top 20 sidewalk | — top 20 priority pathway | other proposed pathways | City Boundary |
| — bike lane | — top 20 priority sidewalk | — local sidewalk one side | proposed regional pathway | |
| — existing arterial sidewalk | — existing pathway | — local sidewalk both sides | | |

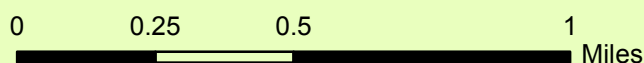
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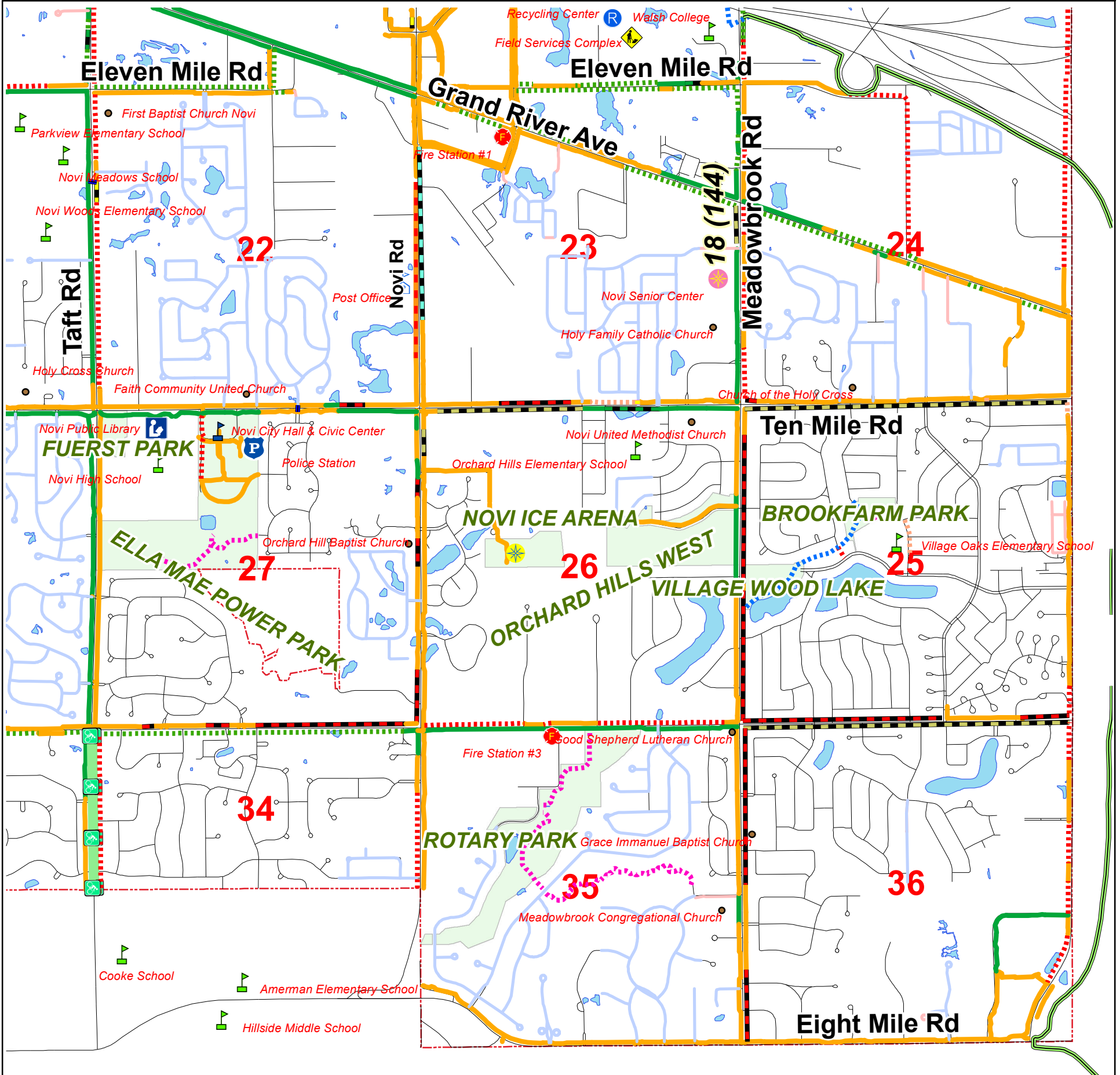
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 Date Created: 11/5/10





CITY OF NOVI - SE Quadrant Pathway and Sidewalk Prioritization Analysis and Process 2010 Update Existing, Scheduled and Proposed Pathways & Sidewalks



Legend

- | | | | | |
|-----------------------------------|-----------------------------|-----------------------------|---------------------------------|----------------------|
| sidewalk completed 2010 | — sidewalk by developer | — pathway by developer | — proposed crossing | Mtn Bike Trail |
| — Metro Bike Trail Completed 2010 | — sidewalk sched. 2010 | — scheduled top 20 pathway | other proposed sidewalks | Park Path |
| — Metro Bike Trail | — scheduled top 20 sidewalk | — top 20 priority pathway | other proposed pathways | City Boundary |
| — bike lane | — top 20 priority sidewalk | — local sidewalk one side | proposed regional pathway | |
| — existing arterial sidewalk | — existing pathway | — local sidewalk both sides | | |

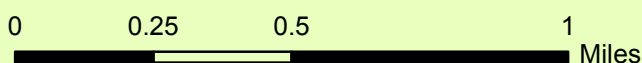
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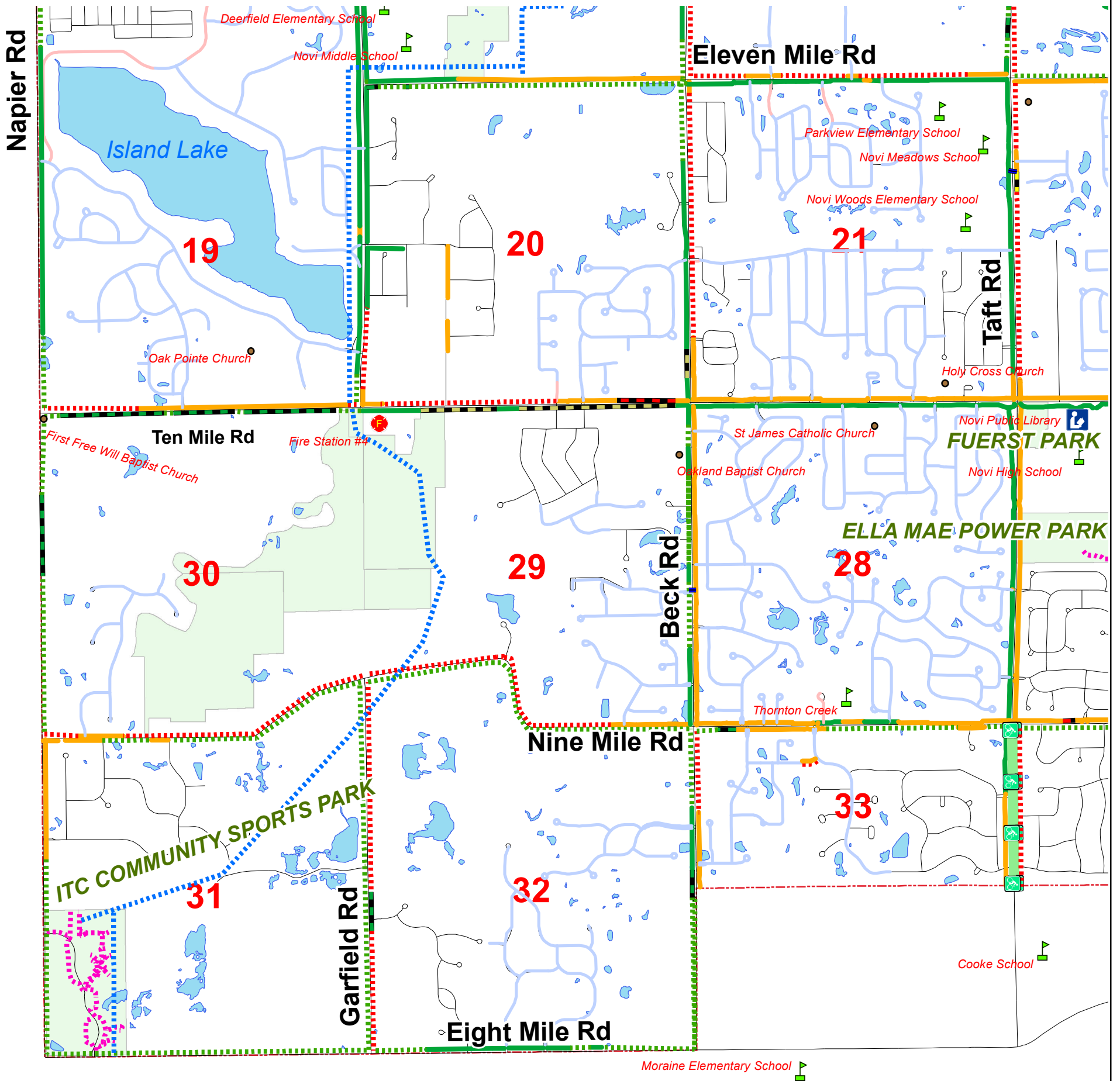
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 Mark Spencer, AICP, Planner
 Date Created: 11/5/10





CITY OF NOVI - SW Quadrant Pathway and Sidewalk Prioritization Analysis and Process 2010 Update Existing, Scheduled and Proposed Pathways & Sidewalks



Legend

- sidewalk completed 2010
- ==== Metro Bike Trail Completed 2010
- ==== Metro Bike Trail
- 🚲 bike lane
- existing arterial sidewalk
- sidewalk by developer
- sidewalk sched. 2010
- scheduled top 20 sidewalk
- top 20 priority sidewalk
- existing pathway
- pathway by developer
- scheduled top 20 pathway
- top 20 priority pathway
- local sidewalk one side
- local sidewalk both sides
- proposed crossing
- other proposed sidewalks
- other proposed pathways
- proposed regional pathway
- Mtn Bike Trail
- Park Path
- City Boundary

NOTES:
 * Sidewalks and pathways by developer include all submitted projects that include required sidewalks or pathways
 * Sidewalks and pathways located in City parks not depicted
 * Depicted local sidewalks within a development include completed and proposed sidewalks within the development

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.

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