NINE MILE CORRIDOR
Urban Trail
FEASIBILITY STUDY

Final Plan Report - July 2023

ACKNOWLEDGEMENTS

TASK FORCE

Oakland County Parks and Recreation
Chris Ward, Director
Melissa Prowse, Manager, Planning & Development

City of Farmington Hills
Gary Mekjian, City Manager
Ellen Schnackel, Director of Special Services

City of Farmington
David Murphy, City Manager
Chris Weber, Treasurer-Finance Director

City of Southfield
Fred Zorn, City Manager
Terry Croad, Director of Planning
Thomas Paison, Deputy City Planner

City of Oak Park
Erik Tungate, City Manager
Crystal Van Vleck, Director of Strategic Planning & Special Projects
Kimberly Marrone, Economic Development & Planning Director

City of Ferndale
Joe Gacioch, City Manager
Roger Caruso, Community & Economic Development Director
Kyle Bryce, Planner

City of Hazel Park
Ed Klobucher, City Manager
Sareen Papakhian, Director of Recreation
James Finkley, Planning & Community Development Director

Thank you to the community residents who participated in surveys and public meetings to express their support and concerns throughout the development of this plan.

Prepared for:

OAKLAND COUNTY PARKS
Great Parks for Great People

Prepared by:

OHM Advancing Communities

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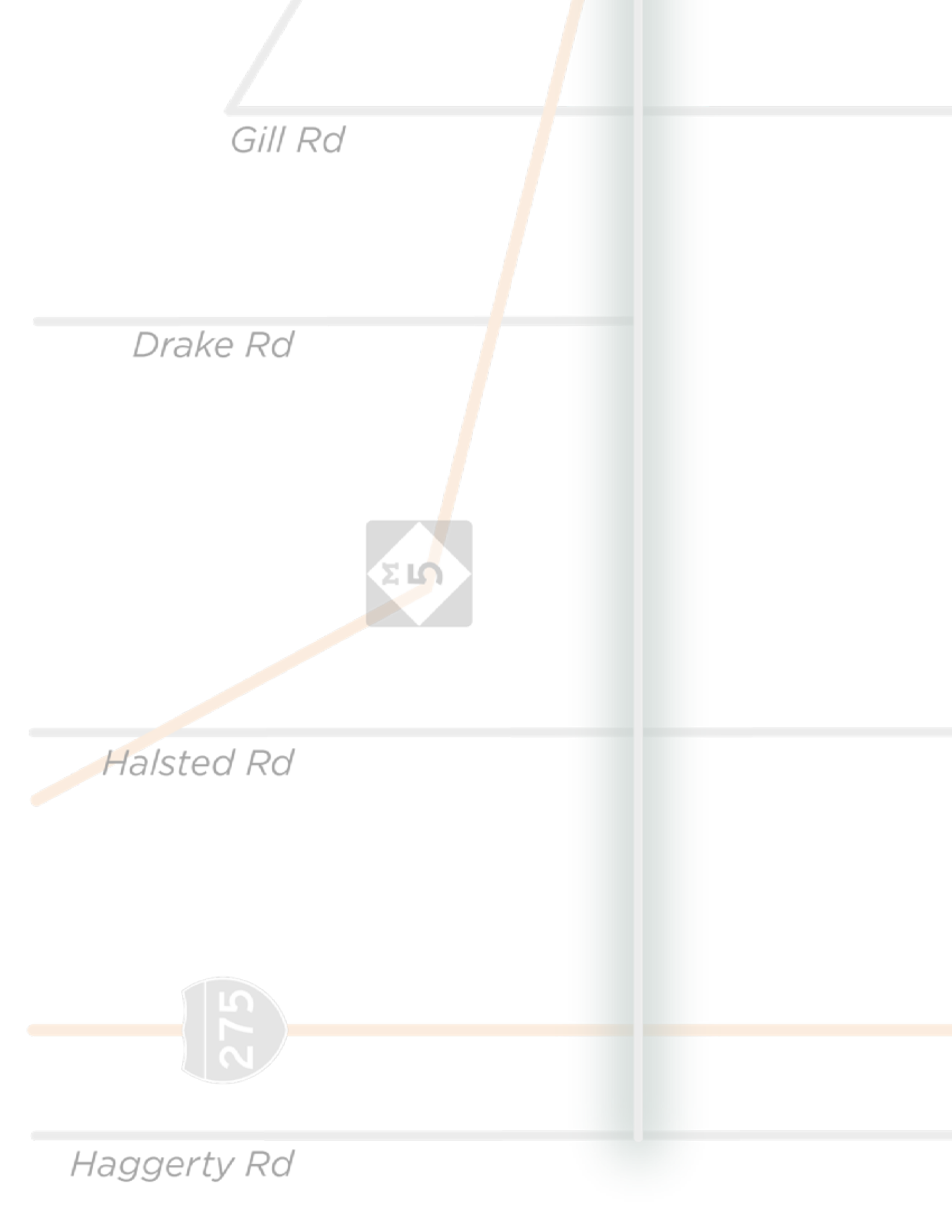

Gill Rd
Drake Rd
Halsted Rd
Haggerty Rd

INTRODUCTION

EXECUTIVE SUMMARY

The Nine Mile Corridor Plan is an ambitious vision for 18 miles of non-motorized facilities through South Oakland County. This plan effectively interconnects six vibrant and distinct communities, weaving together a tapestry of cultural amenities and outdoor recreation opportunities throughout Southeast Oakland County. Upon its completion, the Nine Mile Corridor will serve as a community amenity that seamlessly links residents to a plethora of esteemed institutions and sought-after destinations. These include prestigious universities, cutting-edge hospitals, breathtaking parks, renowned schools, bustling downtown districts, and thriving employment centers.

Furthermore, The Nine Mile Corridor Plan presents a strategic opportunity to elevate the existing non-motorized network by integrating approximately 11 miles of 8' and 10' shared use paths. Additionally, it aims to introduce 3 miles of state-of-the-art bicycling facilities, improve 1 mile of sidewalks, and create two pedestrian-centered alleys, all thoughtfully designed along a predominantly car-oriented road. This Plan includes an Action Plan consisting of project prioritization, funding opportunities, corridor recommendations to assist in future implementation of the pathways.

By forging this comprehensive path, the plan seeks to address connections between the communities, break down community barriers and rectify social inequities. This project has the potential to be transformative for the region, as it will enable residents of Oakland County to traverse the distance from I-275 in Farmington Hills to I-75 in Hazel Park seamlessly by means of bicycles, scooters, foot travel, and assistive mobility devices.

This paradigm shift in transportation options will revolutionize the way people live, work, and engage in leisure activities, while simultaneously fostering the area's well-being, environmental preservation, active transportation culture, and overall economic development.

PURPOSE OF THE PLAN

The Nine Mile Corridor Plan, initiated in the summer of 2022, consisted of a 10-month planning process with the aim of identifying the most favorable non-motorized treatment for Nine Mile Road. Stretching from I-75 in Hazel Park to I-275 in Farmington Hills, this plan emerged through a series of productive meetings involving City Managers from Hazel Park, Ferndale, Oak Park, Southfield, Farmington, and Farmington Hills. The discussions revolved around the tremendous potential for collaborative recreational assets in Southern Oakland County. As a locally owned roadway that seamlessly connects each community, Nine Mile Road boasts proximity to numerous parks, recreational facilities, neighborhoods, and bustling business districts, making it an ideal candidate for non-motorized transportation enhancement.

The core objective of the Nine Mile Corridor Plan was to evaluate the feasibility of a cohesive non-motorized pathway, ensuring residents along the corridor can safely and comfortably walk or bike from one end to the other. The pathway would form the backbone of a broader non-motorized network, interconnecting the parks, business districts, and other valuable assets of each community. The plan includes a well-researched recommended route for the pathway, including a preferred facility type that optimizes user experience, while also presenting exciting place-making opportunities. Moreover, the plan will provide options to stimulate economic development, along with funding opportunities and implementation strategies tailored to each community's unique needs. By aligning their efforts, these communities can collectively implement the shared vision for the Nine Mile Corridor, fostering a vibrant and interconnected transportation ecosystem.

PROJECT GOALS

The project goals for the Nine Mile Corridor Plan were developed in coordination with the Task Force at the start of the project. The goals guided the development of recommendations for the corridor plan.

The Nine Mile Corridor Plan should…

CONNECT the communities along Nine Mile and Nine Mile to surrounding community amenities

ATTRACT development and business along Nine Mile through multi-modal transportation investments

UNIFY the Nine Mile corridor through placemaking initiatives

MANAGE stormwater effectively through green infrastructure development

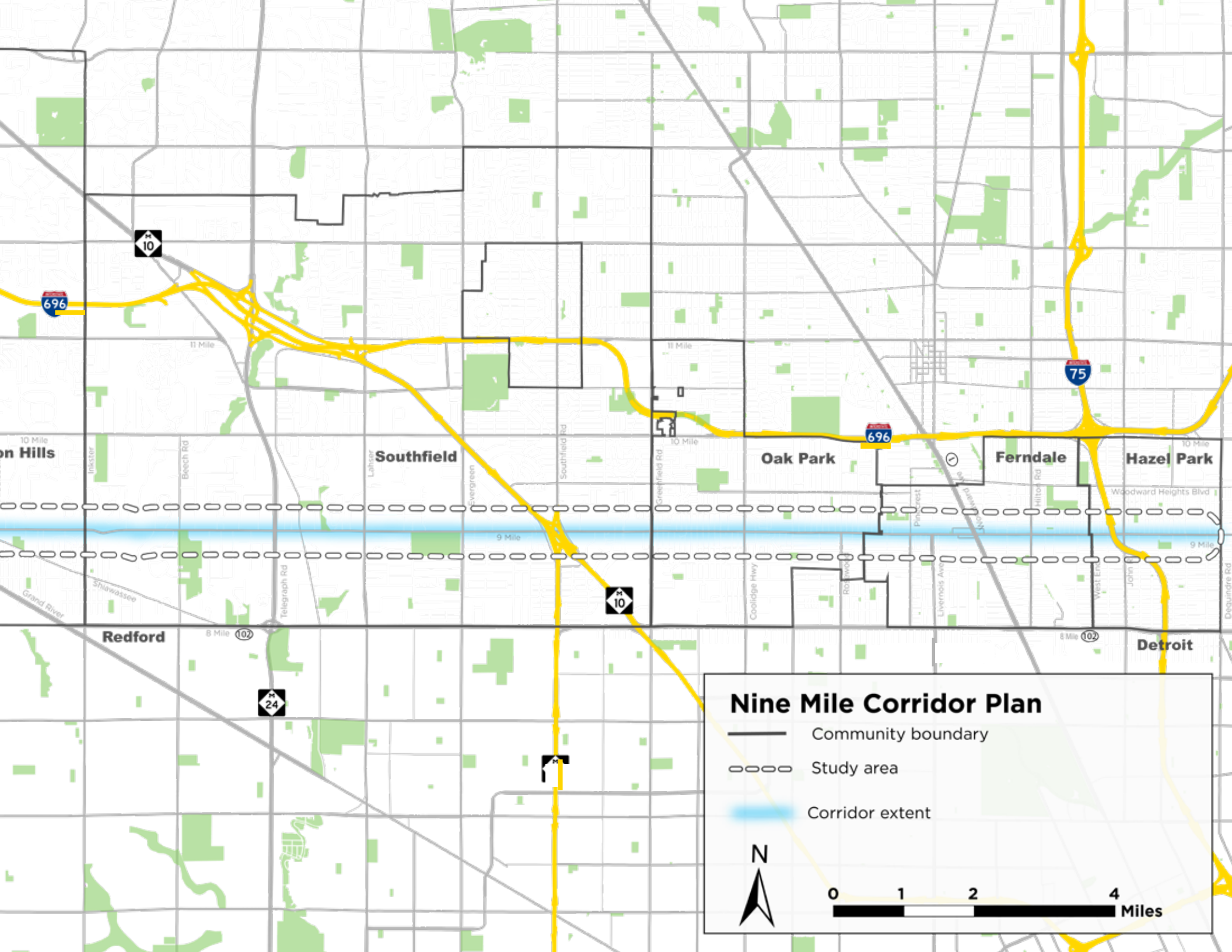
SUPPORT enhanced mobility for the surrounding communities

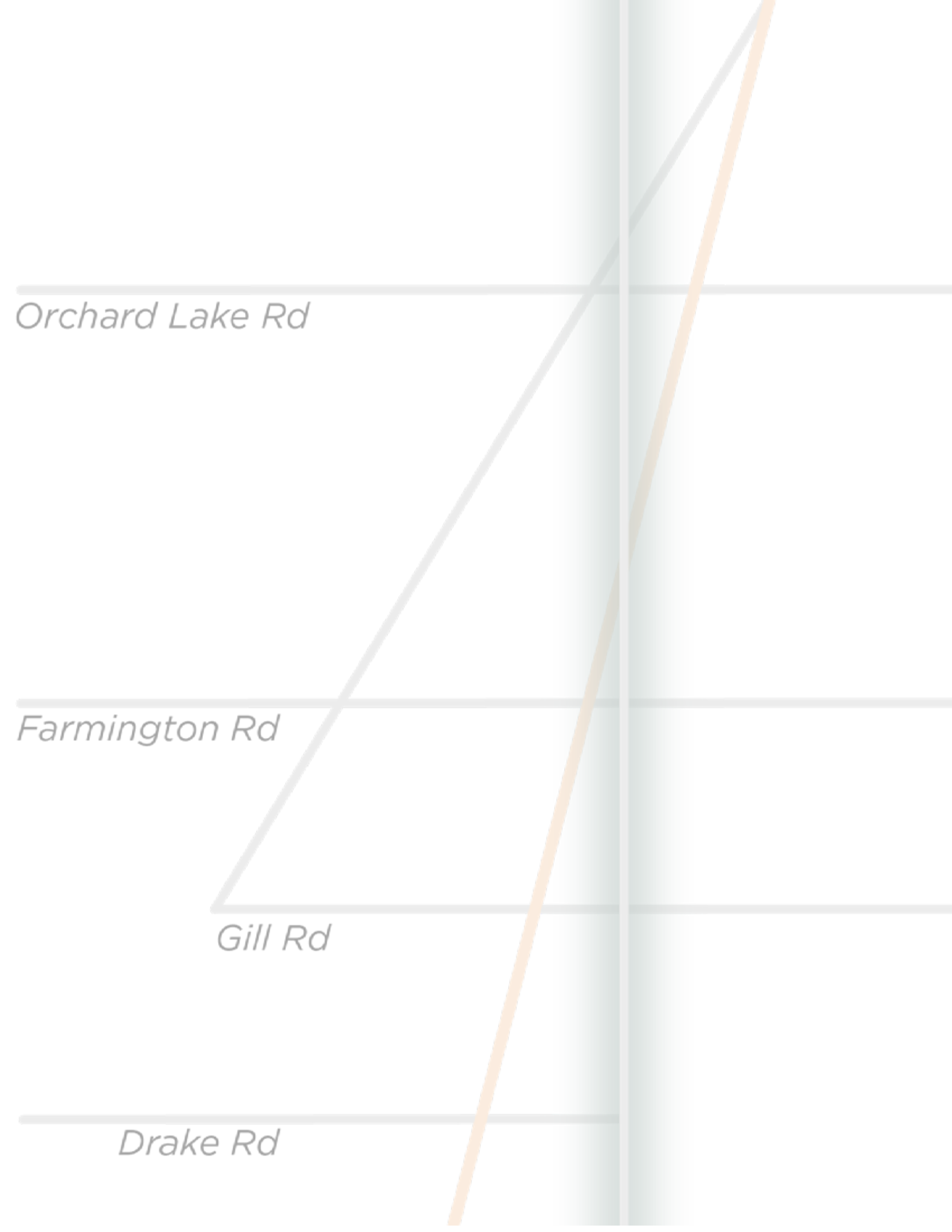
IDENTIFY potential funding mechanisms for priority projects

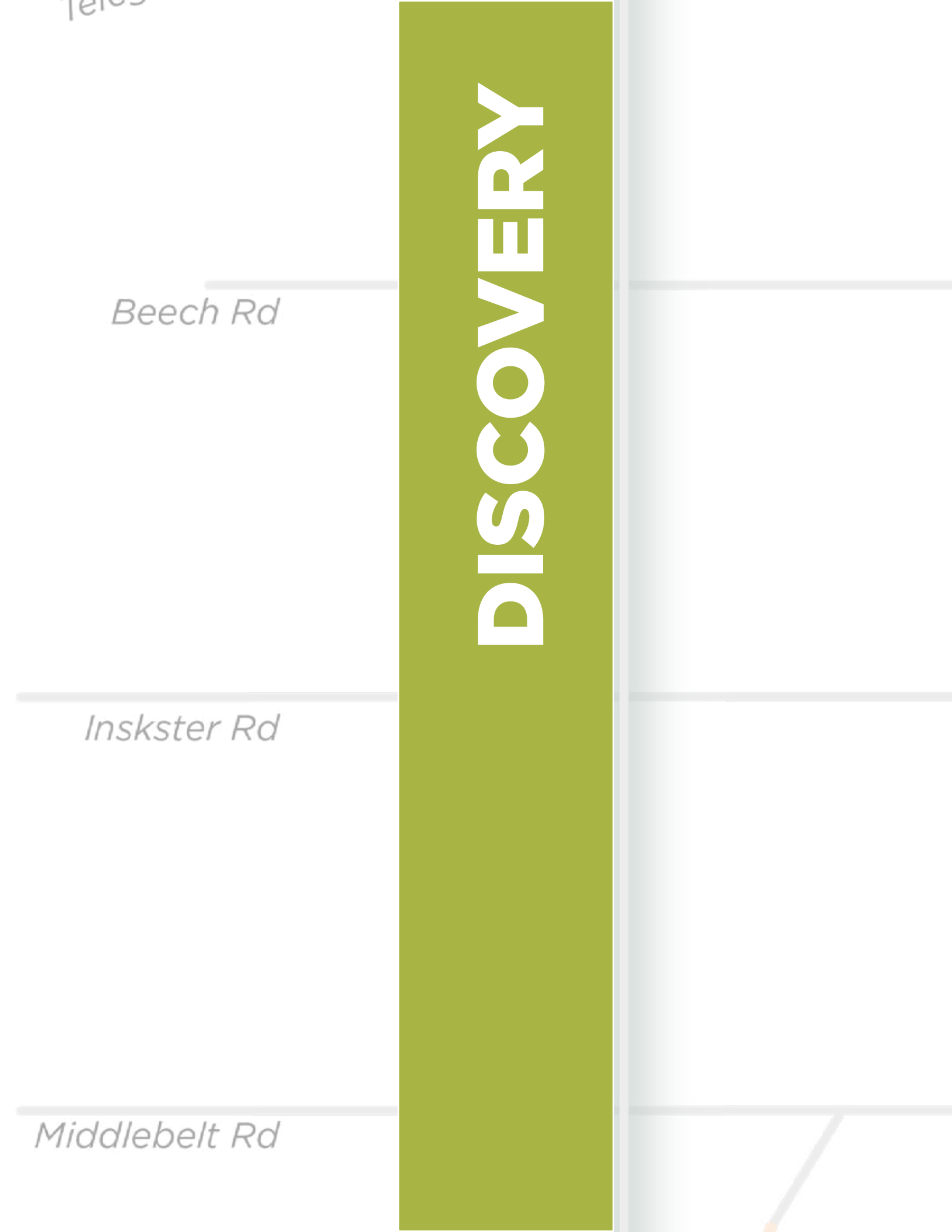
EXISTING CONDITIONS

STUDY AREA

The Nine Mile Corridor Plan envisions an 18-mile corridor with non-motorized facilities that links together six diverse communities, cultural amenities, and outdoor recreation opportunities within Southern Oakland County. This multi-community feasibility study is possible through SEMCOG's Planning Assistance Program, which seeks to advance projects that focus on traffic safety, transportation equity, and regionally significant trails and greenways. When complete, the Nine Mile Corridor will connect residents to numerous popular institutions and destinations, including universities, hospitals, parks, schools, downtown districts, and employment centers.


Nine Mile Corridor Plan
Community boundary
Study area
Corridor extent
N
0
1
2
4
Miles
Southfield
Oak Park
Ferndale
Hazel Park
Redford
Detroit
Hills
696
75
10
24
102
11 Mile
10 Mile
9 Mile
8 Mile
Beech Rd
Telegraph Rd
Southfield Rd
Evergreen
Greenfield Rd
Coolidge Hwy
Hilton Rd
Woodward Heights Blvd
Grand River
Shiawassee


Orchard Lake Rd
Farmington Rd
Gill Rd
Drake Rd

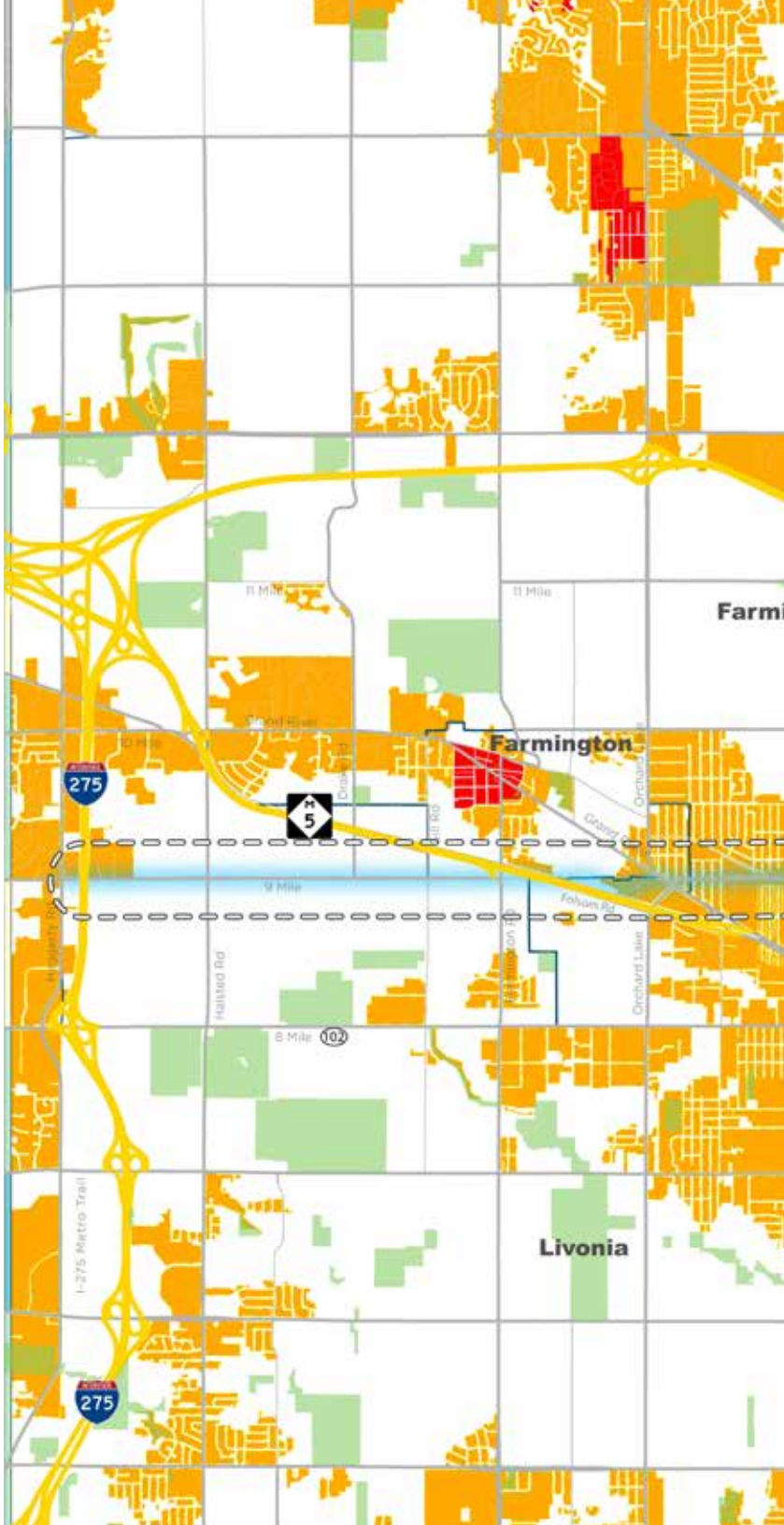

DISCOVERY
Beech Rd
Inskster Rd
Middlebelt Rd

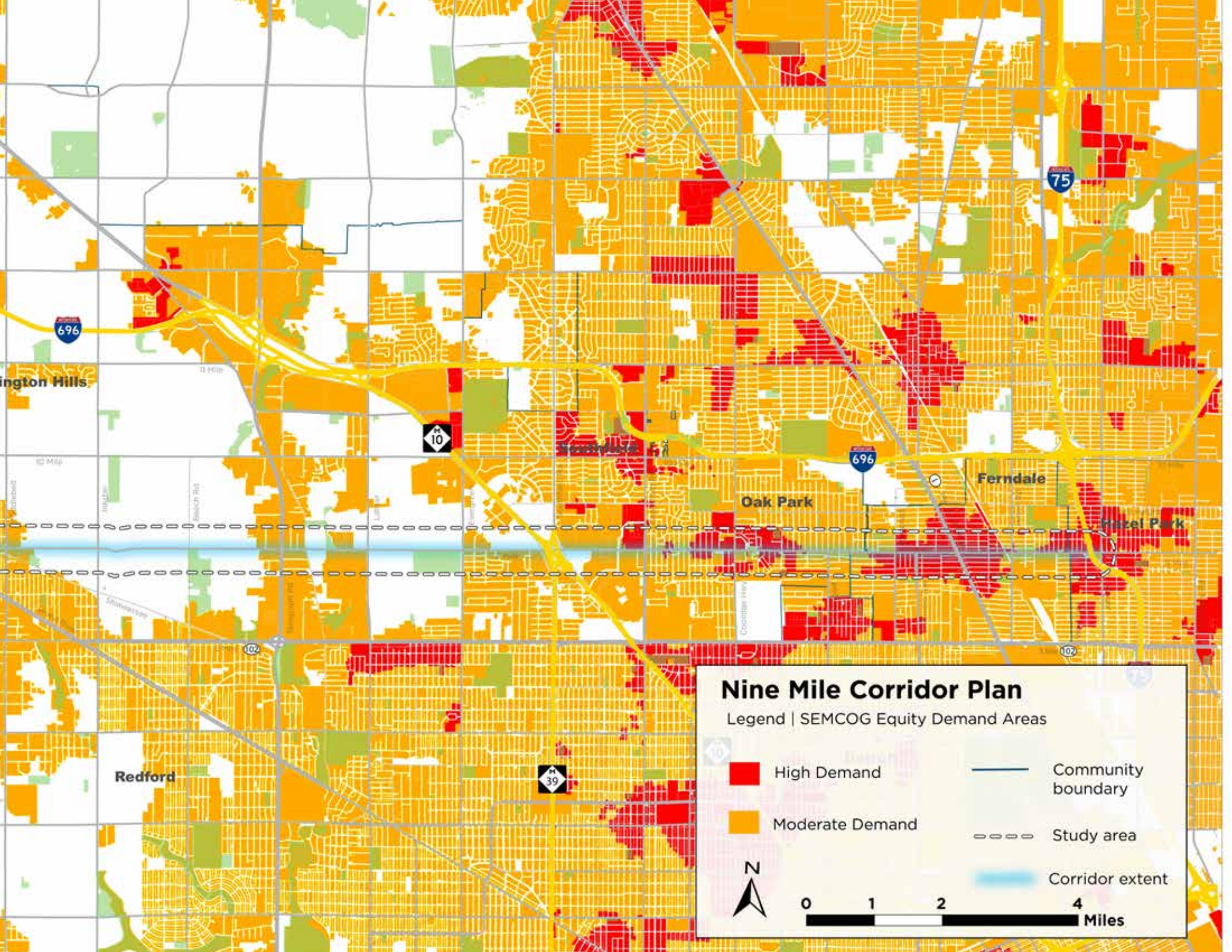
EQUITABLE TRAIL DEVELOPMENT

Recently, the Southeast Michigan Council of Governments (SEMCOG) performed an analysis of the region to better understand where there are currently high and moderate concentrations of equity populations. The SEMCOG analysis used US Census demographic data to map the locations of five specific socioeconomic groups that typically rely more on walking and biking: children, low-income households, minority populations, senior citizens, and transit dependent households. SEMCOG then developed a cumulative score across the five indicators to identify the Very High, High, Moderate, and Low concentrations of equity populations.

Based on the analysis, there is a wide range of equity population concentrations throughout the Nine Mile Corridor. The east end is comprised of higher equity concentration areas, particularly in Hazel Park and Oak Park. Southfield has portions near the Telegraph Road and Nine Mile intersection that consist of High equity concentrations. The farther west along the corridor, the fewer High equity populations there are. However, Farmington and Farmington Hills contain many Moderate equity concentration areas.

Equity and social justice are a guiding principle to this plan, as well as the Oakland County Parks and Recreation's vision and mission. The data provided by SEMCOG's Equity Demand analysis offers guidance to the project team, Task Force, and other partners responsible for implementation to center equity at each stage of the planning and decision-making process.




Nine Mile Corridor Plan
Legend | SEMCOG Equity Demand Areas
High Demand
Moderate Demand
Community boundary
Study area
Corridor extent
N
0
1
2
4
Miles
696
75
M-10
M-39
Redford
Oak Park
Ferndale
Hazel Park

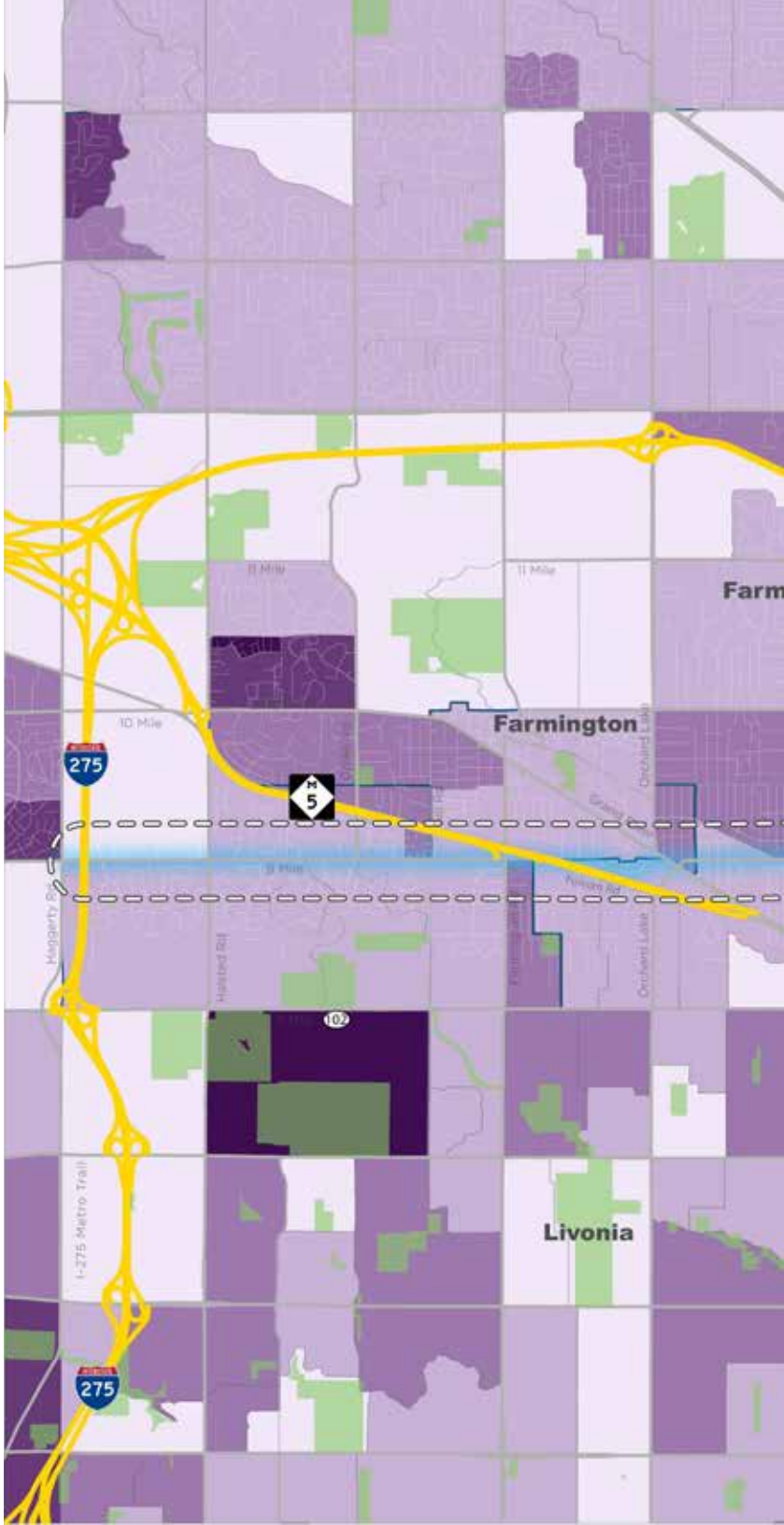
TRAIL SERVICE AREA

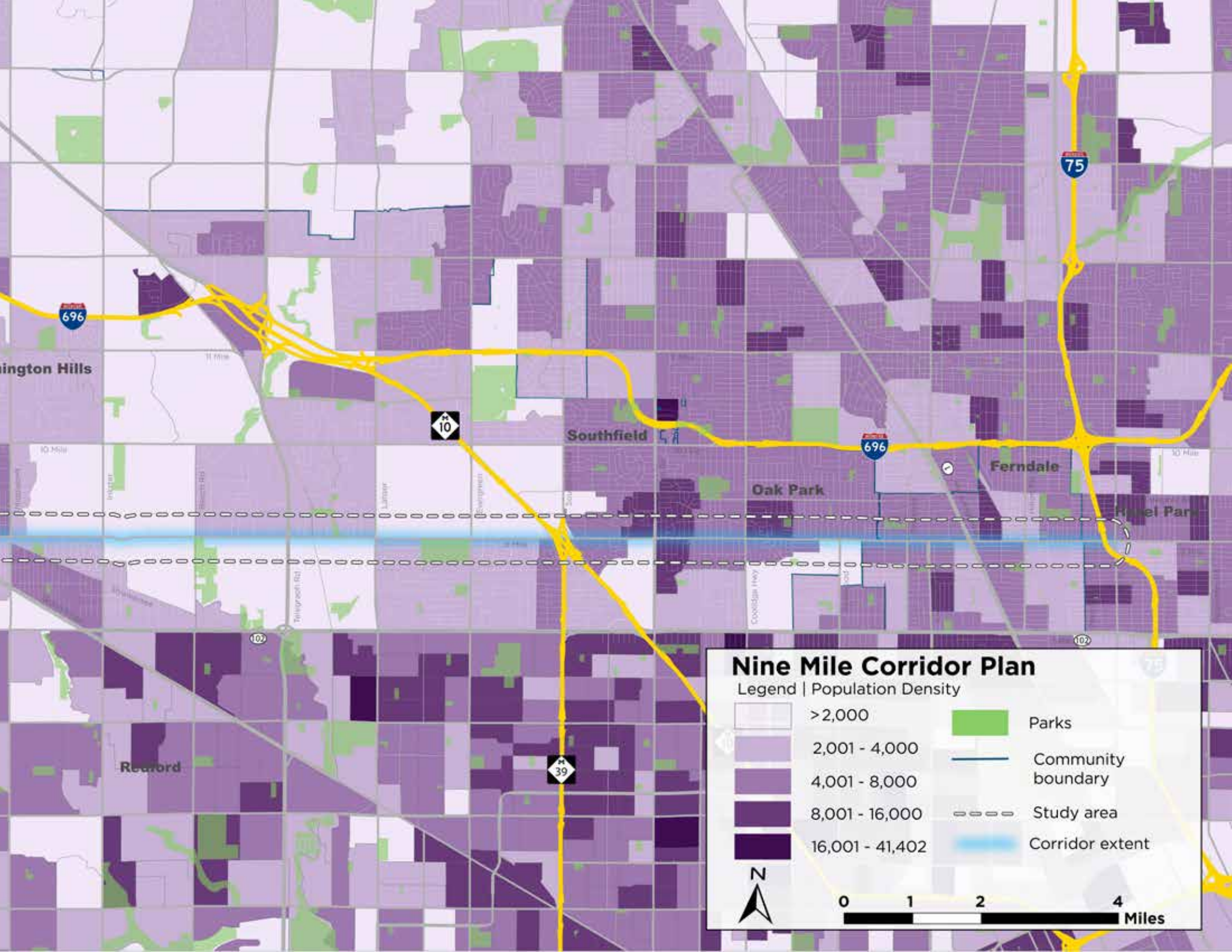
Comfortable walking distance is defined as ¼ mile from a destination, or about a 5-minute walk. A comfortable biking distance is defined as 1 mile from corridor, or a 5-minute bike ride. Within the service area there are:

- Over 43,000 who live within waking distance
- 3,755 people per square mile within walking distance
- Nearly 95,000 who live within biking distance
- 1,900 people per square mile within biking distance

This is a huge benefit to the Nine Mile Corridor and improving connections to and along the street can help transform Nine Mile into a community connector.

These statistics underscore the immense value of the Nine Mile Corridor and emphasize the transformative potential of improving connections both to and along this street. By enhancing accessibility and promoting connectivity, the corridor can evolve into a vital community connector, fostering a sense of cohesion and facilitating seamless interactions among residents, businesses, and recreational spaces.




Nine Mile Corridor Plan
Legend | Population Density
>2,000
2,001 - 4,000
4,001 - 8,000
8,001 - 16,000
16,001 - 41,402
Parks
Community boundary
Study area
Corridor extent
N
0 1 2 4
Miles
696
75
10
39
102
Southfield
Oak Park
Ferndale
Redford

EXISTING BICYCLE NETWORK AND REGIONAL TRAIL CONNECTIONS

The Nine Mile corridor is home to a fragmented set of bicycle facilities,including bike lanes, buffered bike lanes, and shared use pathways. Through Downtown Ferndale sharrow markings are present due to the lack of space available. Dedicated bike facilities are more sporadic west of Coolidge Hwy and are typically off-road, shared use pathways. A connection to the I-275 trail is located at the far west end of the Corridor. Connections to local bike lanes are present in the east end of the corridor.

Concentrated at the east end of the corridor is the MoGo bike share system. Centrally, Southfield has its own bike share stations.

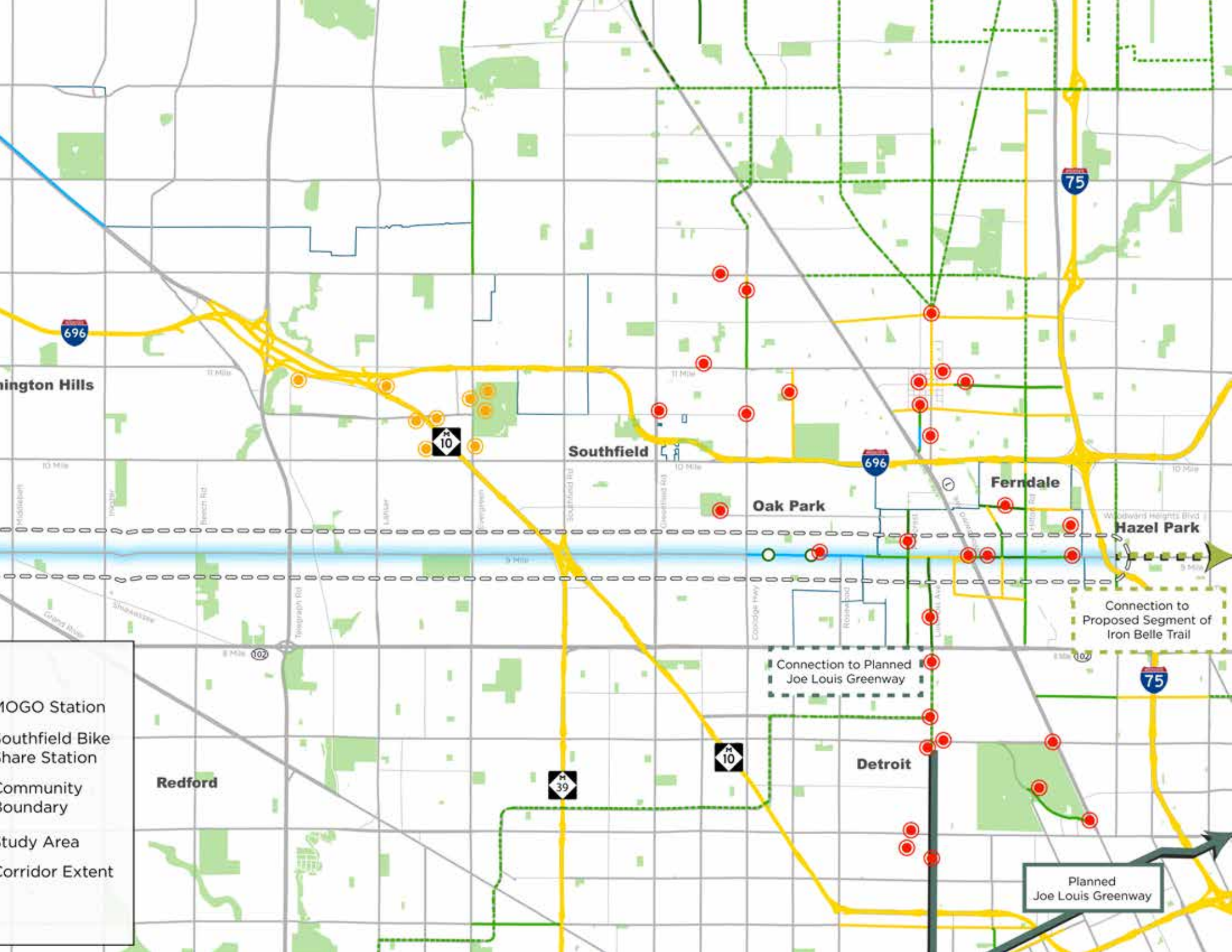
The Nine Mile Corridor will be connected to regional trails to the north, east, south and west, which include:

I-275 Trail: 40-mile regional connection for walking and biking between Wayne, Oakland, and Monroe Counties. Destinations include Hines Parkway, Oakwoods Metropark, Willow Metropark, Lower Huron Metropark. The Nine Mile Corridor connects directly to I-275 trail at the western end.

West Bloomfield Trail: 6.8 miles of scenic trail for walking, biking, mountain biking, and cross country skiing. Further connections include the Michigan Air Line Trail (MALT) and the Clinton River Trail. The trail is 7 miles north of Nine Mile Corridor (utilizing I-275 trail and the M-5 Trail).

Joe Louis Greenway: a planned 27.5-mile biking and walking trail. Destinations include Detroit Riverfront, Detroit, Highland Park, Dearborn, and Hamtramck. The trail will be 1 mile south of Nine Mile Corridor (connections at Livernois, Woodward Avenue, Hilton Road, John R Road, and Dequindre Road).

Iron Belle Trail: a 71% complete statewide trail with a separate bicycling and hiking route, extending more than 2,000 miles from Belle Isle in Detroit to the western tip of the Upper Peninsula. Destination include Freedom Hill County Park, Dodge/Clinton River Park in Sterling Heights, Clinton River Trail, downtown Rochester, Paint Creek Trail from Rochester to Lake Orion, and endless recreation connections beyond. The proposed section in Warren is 3 miles east of 9 Mile Corridor (biking trail connection at Van Dyke Avenue).


MOGO Station
Southfield Bike Share Station
Community Boundary
Study Area
Corridor Extent
Redford
Southfield
Oak Park
Ferndale
Hazel Park
Detroit
Connection to Planned Joe Louis Greenway
Connection to Proposed Segment of Iron Belle Trail
Planned Joe Louis Greenway
696
75
10
39
102
11 Mile
10 Mile
9 Mile
8 Mile

PLANNING FOUNDATIONS FOR THE NINE MILE CORRIDOR

This plan is supplementary to the planning efforts of each aforementioned community and Oakland County, designed to be used by each stakeholder in grant applications and capital improvement funding requests. A review of the six municipalities' existing relevant plans was completed to better understand each community's goals and needs, and how the Nine Mile Corridor project would align with and support those goals. The following materials were reviewed:

Southeast Michigan Council of Governments (SEMCOG)
- » Regional Bicycle and Pedestrian Corridors map
- » Equity Emphasis Area Analysis
- » Demand Area Analysis
- » Parks and Recreation map

City of Hazel Park
- » Master Plan update (2020)
- » Parks and Recreation Master Plan (2020) survey results

City of Ferndale
- » Ferndale Moves Mobility Plan update (2021)
- » Parks and Recreation Master Plan (2022-2027)
- » Master Plan update (2022-2027)

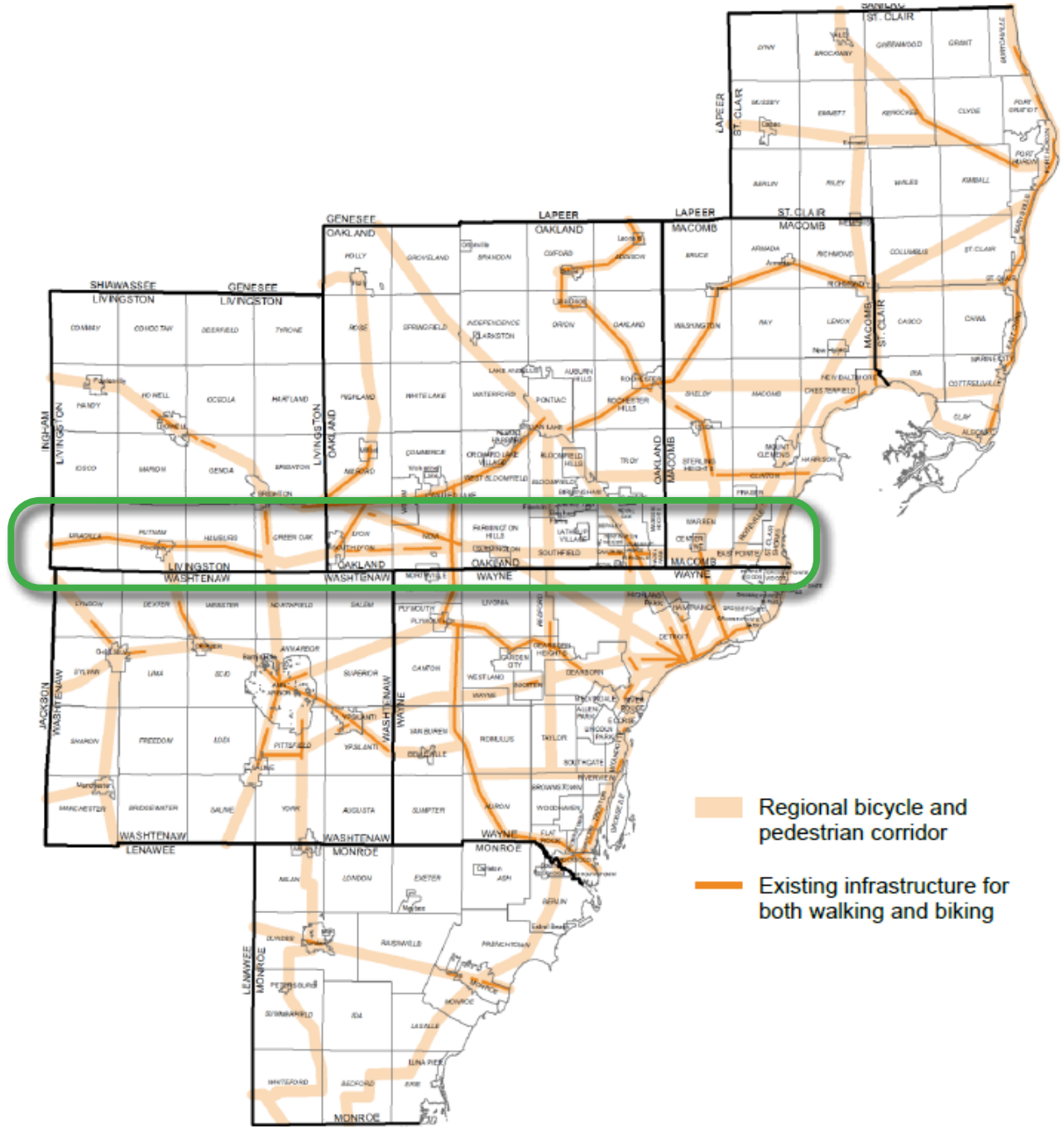
City of Oak Park
- » Complete Streets Plan
- » Master Plan update (2020)

City of Southfield
- » Sustainable Southfield 2.0, Comprehensive Master Plan 2023-2028 (2022)
- » Non-Motorized Pathway and Public Transit Plan (2012)
- » Parks and Recreation Master Plan (2022-2026) survey results

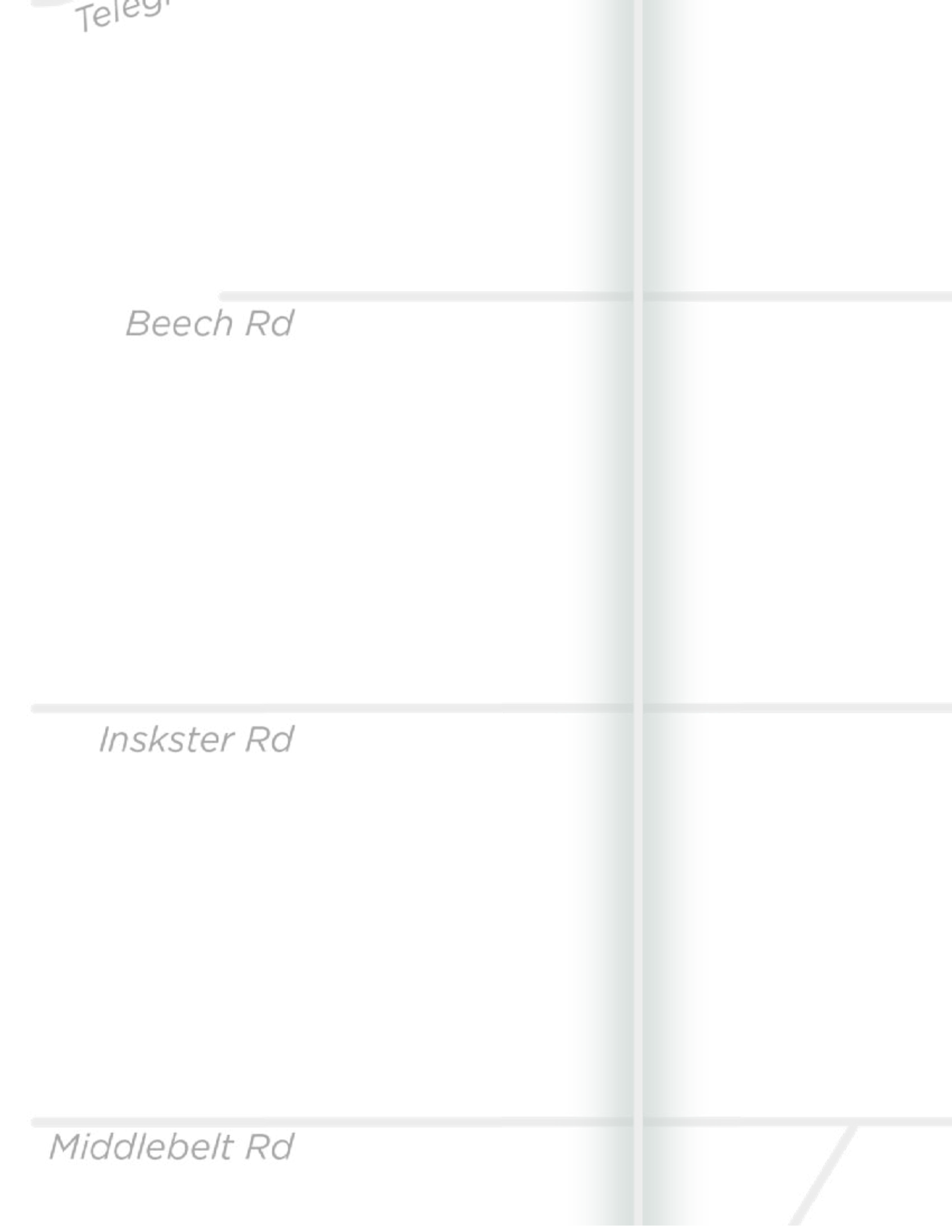
City of Farmington
- » Master Plan update (2019)
- » Farmington Parks and Recreation Master Plan (2019-2023)

City of Farmington Hills
- » Parks and Recreation Master Plan (2019-2023)

The Nine Mile Corridor project would also contribute a segment of non-motorized facilities to a regional non-motorized corridor envisioned by SEMCOG, the Pinckney to St. Clair Shores Corridor (located within the green box on the map). Completion of this crucial first segment would build momentum for neighboring communities to cooperatively complete the corridor, bringing bicycle and foot traffic from Southeast Oakland County communities to destinations like Lake St. Clair and the Pinckney Recreation Area.



SEMCOG's Regional Trails Network as identified in their *Bicycle and Pedestrian Mobility Plan for Southeast Michigan*.


Beech Rd
Inskster Rd
Middlebelt Rd

COMMUNITY ENGAGEMENT

COMMUNITY ENGAGEMENT

TASK FORCE CORRIDOR TOUR

In late September 2022, the project team organized a bus tour of the study area with the Task Force. The purpose of this group outing was to better understand the existing conditions and true nature of the corridor, to interact with issues related to past and future planning along Nine Mile within each community, and to collaborate on future visioning for the corridor improvement, branding, and community engagement events.

Tour Segment 1 – Farmington Hills, Farmington, Southfield

The tour began at the new I-275 Metro Trail trailhead in Farmington Hills and moved east along Nine Mile Rd from Haggerty Rd. Wide sidewalks and shared-use paths were observed on both sides of Nine Mile Rd to the intersection of Gill Rd. There are fewer traffic lanes on the western end of the corridor, which provides ample room in the right-of-way for pathway widening and enhancements. There is also generous tree canopy cover along Nine Mile Rd in Farmington Hills and Southfield.

The tour's first stop was at the intersection of Farmington Rd and Nine Mile Rd, at the Farmington Hills-Farmington boundary. The shopping center at the southeast corner presents an infill development opportunity, which could incorporate parking, a comfort station, and other amenities for corridor path users. This intersection also poses a wayfinding and connectivity challenge because east of Farmington Rd, Nine Mile Rd is not suitable for a pedestrian corridor. Users should be directed north on Farmington Rd toward Downtown Farmington, where they can connect to Shiawassee St and travel through a residential area east toward Middlebelt Rd, where Nine Mile Rd picks back up again. A multi-use path is planned for Shiawassee St, which benefits the Nine Mile Corridor project.

Gaps in sidewalks on one or both sides of Nine Mile Rd east of Middlebelt pose challenges. Multiple occurrences of ADA curb cuts at intersections with no connections to sidewalks were observed, which is a positive – these have potential to connect to shared use paths in the future. At Inkster Rd, the Farmington Hills-Southfield boundary, the right-of-way offers only a narrow bike lane on each shoulder of the road. The bridge over the Rouge River offers a wide pedestrian treatment about mid-way between Inkster Rd and Beech Rd. On either side of the bridge, however, existing grade, environmental conditions, and available right-of-way pose a challenge to connections on either side. A shared use path resumes east of Beech Rd consistently along the south side of Nine Mile Rd to Telegraph Rd (M-24). This segment in Southfield is consistently low-density residential until users reach the intersection of Telegraph.

The tour stopped at Beech Woods Park and Bauervic Woods, both large recreational assets located immediately along Nine Mile Rd. Ongoing construction for a new shared use path along Nine Mile Rd outside of Bauervic Woods was observed.

Bauervic Woods path construction.

The segment of Nine Mile Rd crossing Telegraph Rd poses design and pedestrian comfort challenges. East of Telegraph Rd to the Oak Park boundary at Greenfield Rd, the right-of-way widens to offer more traffic lanes and the land use changes from mostly open space and residential to commercial and institutional. Some of the challenges observed during the tour stop at Greenfield Rd include wide road crossings, narrow sidewalks, high traffic volumes, a lack of pedestrian-oriented retail, and emergency service vehicle needs to access the nearby hospital.

Tour Segment 2 – Oak Park, Ferndale, Hazel Park

East of the Oak Park boundary at Greenfield Rd is a majority residential segment of Nine Mile Rd with sidewalks on both sides and ample room in the right-of-way for pathway improvements. The tour made several stops east of Coolidge Highway to view the new trailheads and pocket parks that were added as components of Oak Park's Nine Mile Redesign project. There are also buffered on-street bike lanes and mid-block pedestrian crossings from Eastwood St to Rosewood St along Nine Mile Rd. There are plans to alter the configuration of the street with a bi-directional protected cycle track which will replace the existing buffered bike lanes. This segment poses some challenges with commercial parking orientation as users move east toward Ferndale.

Continuing the Nine Mile Corridor project into Ferndale will connect users with downtown Ferndale, bicycle facilities on Livernois Ave that connect to Detroit's Livernois Avenue of Fashion, and the dense neighborhoods and employment centers in both Ferndale and Hazel Park. The tour stopped at Livernois Ave in Ferndale and participants walked to the pocket park and housing development in downtown Ferndale at Planavon St. The narrow right-of-way through downtown Ferndale poses some design challenges, though the area is highly walkable and comfortable for pedestrians. At the time of the tour, construction had just begun on a "road diet" for Woodward Avenue. Any future improvements to the Nine Mile corridor would connect to the enhanced pedestrian and bicycle facilities along the state highway. The recommendations of this plan pose an opportunity to connect the Nine Mile Corridor project into those pedestrian improvements, and addresses the challenges of a major road crossing. There is little space to work with along this densely commercial and industrial segment of Nine Mile Rd moving east toward Hazel Park. The tour observed the I-75 crossing and the ended at the intersection of John R Rd. These high-traffic volume areas pose design and pedestrian comfort challenges at the Hazel Park end of the Nine Mile Corridor project.

Seneca pocket park on Nine Mile Rd in Oak Park.

Pop-Ups in Ferndale and Farmington

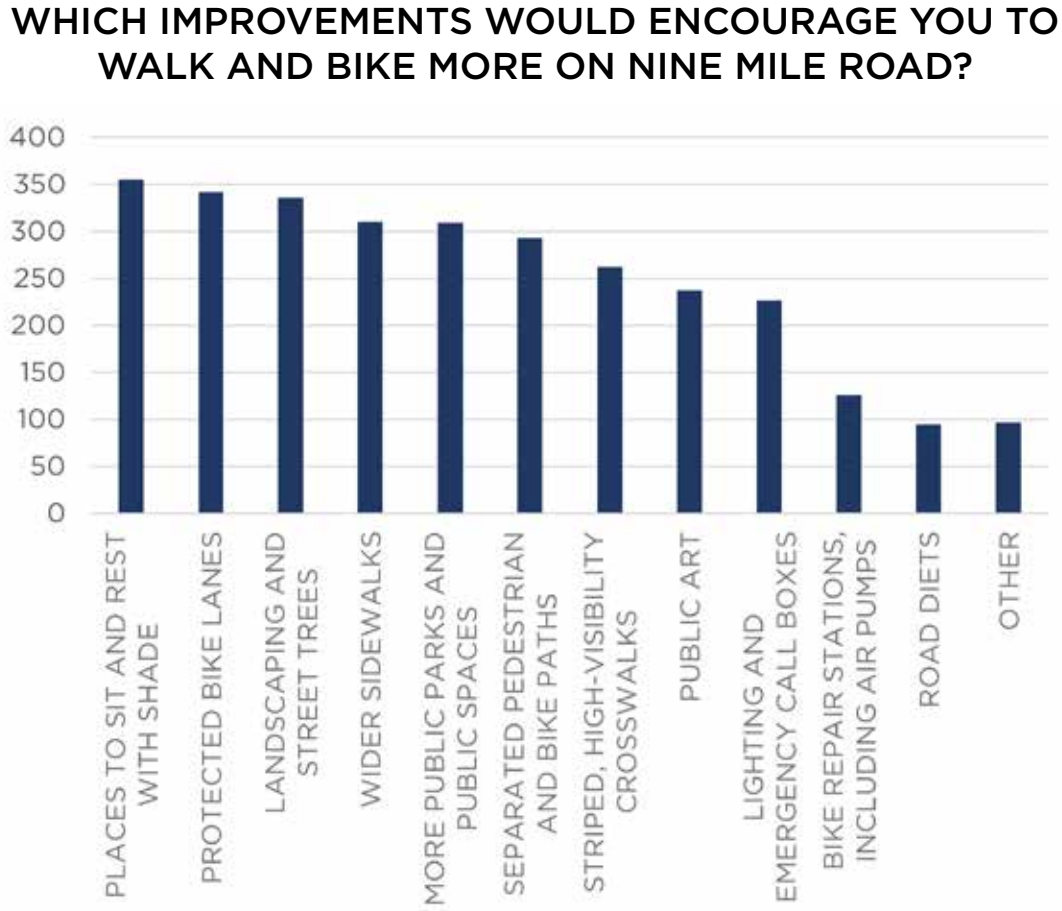
In October 2022, the project team met the public informally by tabling at the Farmington Farmers' Market and downtown Ferndale, two destinations that bookend the Nine Mile corridor. The purpose of this engagement was to spread awareness with passersby about the study and collect contact information to further engage interested folks at a later phase of the project. Maps were provided for people to view and leave comments. Those interested in receiving a direct invitation to future community meetings were encouraged to take the survey, which requested their email address at the end.

Community Survey #1

A total of 720 Oakland County residents ,representing each of the six corridor communities, completed the first survey. Respondents indicated a desire to incorporate art and community gathering spaces, provide fitness and wellness opportunities, plan for functional infrastructure improvements, and maintain flexibility for future opportunities and innovation. Residents generally shared a positive response regarding the potential of continuous bike and pedestrian facilities along Nine Mile. About half (46.9%) opted to sign up for email updates on the project.

Demographics Summary

Of the responses recieved on Survey #1, most came from the 35 - 44 year old age group (25.6%). A majority of respondents identified as white (83.9%) and as female (62.6%).



PUBLIC OPEN HOUSES

Two open houses were held in May 2023, focused on gathering in-person feedback from the public. To advertise these events, members of the Task Force circulated a project update newsletter by email and shared the open house details on social media channels. A link to a second survey was included in these invitations, and the questions there in were similar those asked at the public open houses. In combination, the open houses and survey solicited feedback on the proposed pathway improvements along the Nine Mile Rd Corridor, trailhead and placemaking amenities, and ideas for a corridor identity and branding elements.

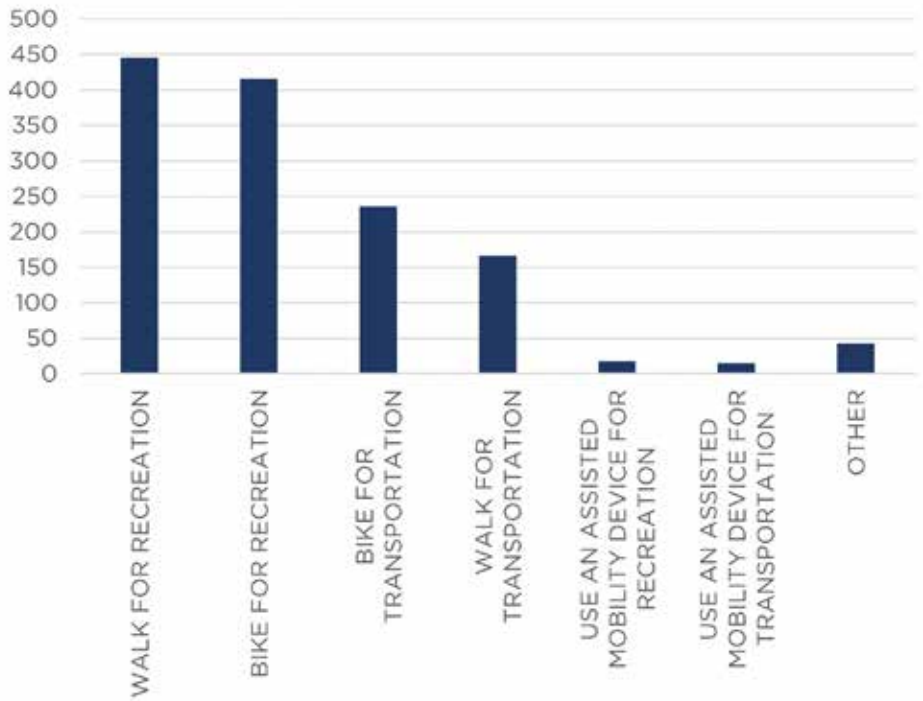
WHAT THEMES DO YOU FEEL BEST REPRESENT SOUTH OAKLAND COUNTY?

Vibrant, diverse, welcoming

Neighborly, friendly, welcoming

Entertaining, funky, art

HOW WOULD YOU USE A NON-MOTORIZED PATHWAY ALONG THE NINE MILE CORRIDOR?



OF THE TRAIL AND GREENWAY LOGO STYLES, WHICH DO YOU FEEL BEST REPRESENTS THE NINE MILE CORRIDOR?

A modern, bright, and artistic logo and brand similar to those shown below was most favored by the respondents of the survey.

SINGING RIVER TRAIL
A NATIVE AMERICAN HERITAGE TRAIL

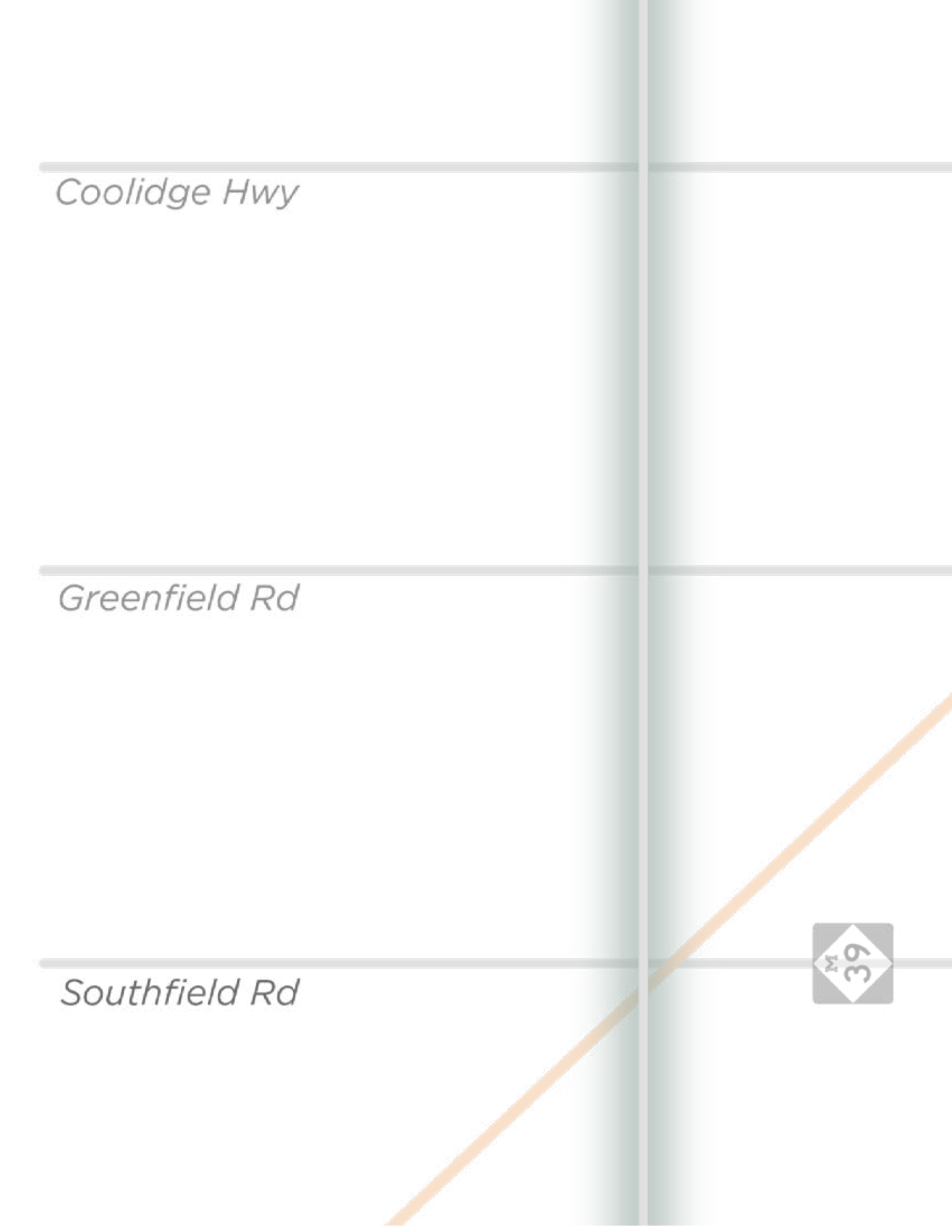
THE 606

SUNTRAIL

NICKEL PLATE TRAIL

DO YOU HAVE ANY OTHER COMMENTS OR SUGGESTIONS FOR THE FUTURE OF THE NINE MILE CORRIDOR?

- Safety, accessibility, and inclusivity, with all users in mind
- Greening the corridor with trees and landscaping, make it feel ‘park-like’
- Regular sweeping and maintenance, particularly in the winter
- Full curb on bike lanes to physically protect users, barriers between trailheads, pocket parks, and play areas and Nine Mile Rd
- A single two-way bike lane preferred over two separated uni-directional bike lanes
- Dog watering stations, drinking fountains, waste bags and receptacles
- Gateway murals and useful wayfinding signage
- Bus shelter improvements
- Tie into existing parks and develop other interesting, multi-use public spaces


Coolidge Hwy
Greenfield Rd
Southfield Rd
M 39

PATHWAY RECOMMENDATIONS

PATHWAY RECOMMENDATIONS

PATHWAY IDENTIFICATION PROCESS

Currently, bicycle and pedestrian facilities exist throughout the Nine Mile Corridor, however they are disconnected in places and do not provide a seamless and comfortable connection from one end to the other. The main goal of this Plan is to connect the six communities together in a way that fosters walking and biking trips within and between the cities. The existing conditions analysis acted as a starting point to begin identifying where opportunities exist for future pathway connections.

It is important to note that the land use conditions on either side of Nine Mile Road change from city to city. On the east end of the corridor, there is less available right-of-way, more street frontage buildings, a higher percentage of on-street parking, and generally more existing multi-modal activity. These constraints, through Hazel Park, Ferndale, and Oak Park, require creative solutions to providing space for pedestrians and cyclists. On the west end of the corridor, right-of-way is more plentiful but other constraints such as highway crossings will require longer term solutions to address.

The process for identifying pathway options began with the development of a preferred typology for the corridor. Given the existing pathways and need to accommodate both cyclists and pedestrians, a 10 foot wide shared use pathway was selected. The 10 foot shared use pathway is a standard practice for many trails and pathways around Michigan and offers enough space for cyclists, walkers, runners, and other users to travel comfortably.

In areas where right-of-way or space is constrained, other pathway options were used. In some cases where space was limited and sidewalks are currently available, on-street bike lanes and bike routes can provide a solution for cyclists along the corridor at a much lower cost. In other areas, improvements to sidewalks were needed to maintain the identity of the corridor. The following pages show the various pathway treatment recommendations and how well they meet specific goals of the plan.

Finally, the Nine Mile Corridor from end to end needs to maintain a distinct identity and character to ensure that it becomes a regional asset. Part of this is maintaining consistent design standards for pathway treatments through the corridor. Additionally, infrastructure elements, signage, trailheads, and placemaking should evoke a consistent character through the six communities.

SIGNED BIKE ROUTE



COST ● ○ ○ ○ ○
COMFORT ● ○ ○ ○ ○
SAFETY ● ○ ○ ○ ○
TIME TO IMPLEMENT ● ○ ○ ○ ○

ON-STREET BIKE LANES



COST ● ○ ○ ○ ○
COMFORT ● ● ○ ○ ○
SAFETY ● ● ○ ○ ○
TIME TO IMPLEMENT ● ● ○ ○ ○

PROTECTED BIKE LANES



COST ● ● ○ ○ ○
COMFORT ● ● ● ○ ○
SAFETY ● ● ○ ○ ○
TIME TO IMPLEMENT ● ● ○ ○ ○

PARKING PROTECTED BIKE LANES



COST ● ● ● ○ ○
COMFORT ● ● ● ● ○
SAFETY ● ● ● ● ○
TIME TO IMPLEMENT ● ● ● ○ ○

SIDEWALK-LEVEL CYCLE TRACK



COST ●●●●●
COMFORT ●●●●●
SAFETY ●●●●●
TIME TO IMPLEMENT ●●●●●

ALLEY GREENWAY



COST ●●●●●
COMFORT ●●●●●
SAFETY ●●●●●
TIME TO IMPLEMENT ●●●●●

SHARED USE PATH



COST ●●●●●
COMFORT ●●●●●
SAFETY ●●●●●
TIME TO IMPLEMENT ●●●●○

ENHANCED SIDEWALK



COST ●●●○○
COMFORT ●●●●●
SAFETY ●●●●●
TIME TO IMPLEMENT ●●●●○

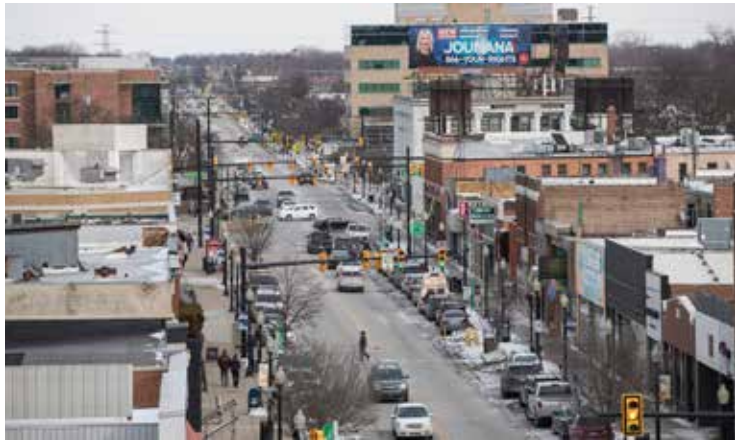
CORRIDOR TYPOLOGIES

There should not be a one-size-fits-all approach to imagining a non-motorized pathway along Nine Mile Road. The final pathway will journey across six communities with varying conditions from mile to mile depending on the age of the community, predominant land uses, and transportation conditions. Since Nine Mile Road has been predominantly built out for decades there is a wide range of corridor different characteristics based on the time period a segment was built and land around it developed.

To better develop the corridor pathway recommendations, the corridor was broken into specific typologies based on area context: density, land use, and mobility. The Corridor Typologies recognize the street characteristics along Nine Mile Road, the adjacent land uses that support the corridor, and the enhancements necessary to ensure the recommended pathways are a valuable amenity to residents.

The Corridor Typologies informed new design options to encourage multi-modal use and enhance quality of life along the Nine Mile Road Corridor.

CORRIDOR TYPOLOGY	CHARACTERISTICS
Alley	• Within dense, suburban downtown • Shared space between cars and pedestrians • Integrated with neighboring businesses
Suburban Downtown	• High density • Narrow right-of-way
Commercial Corridor	• Larger retailers • Path adjacent to large parking lots
Suburban Mixed Use	• High density • Mix of institutional, commercial and multi-family residential • Large buildings and parking lots
Neighborhood Commercial	• Mix of residential and small-scale commercial • Commercial spaces have smaller building footprint • Primarily reliant on on-street parking
Residential Arterial	• Residential lots adjacent to road/path • Few non-residential uses
Residential Parkway	• Driveways occasionally bisecting path • Few lots adjacent to path • Route can be scenic
Highway Crossing	• Path may go under or across highway

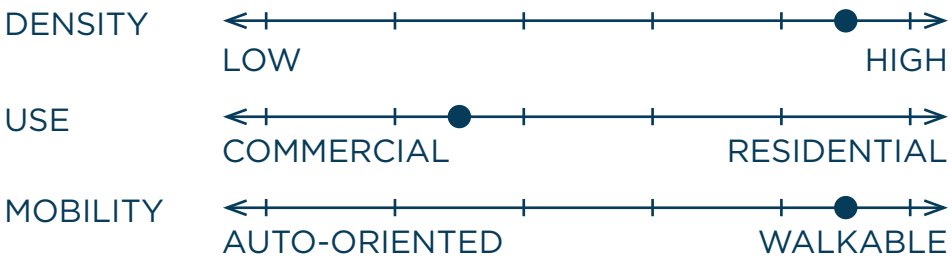


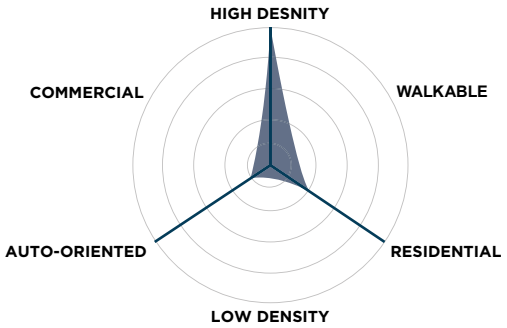
Downtown Ferndale is an example of a Suburban Downtown.

A Suburban Mixed Use typology can be found in Southfield.

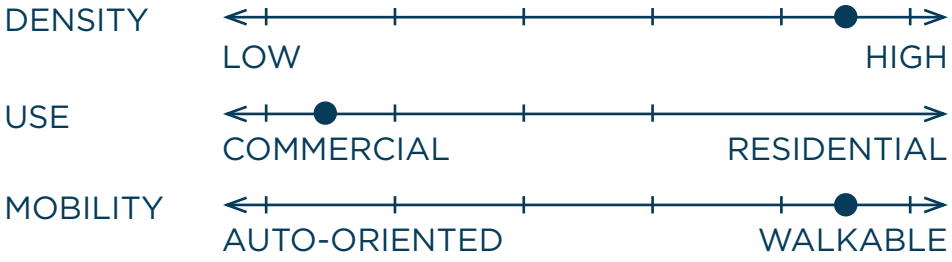
Much of Farmington Hills is categorized as a Residential Parkway.

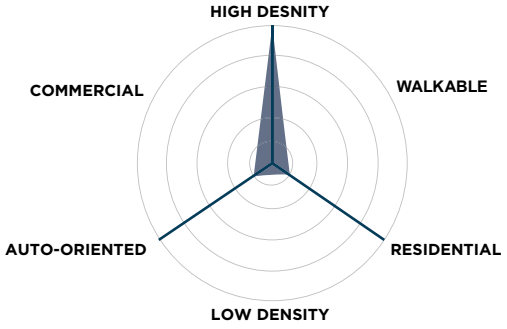
ALLEY GREENWAY



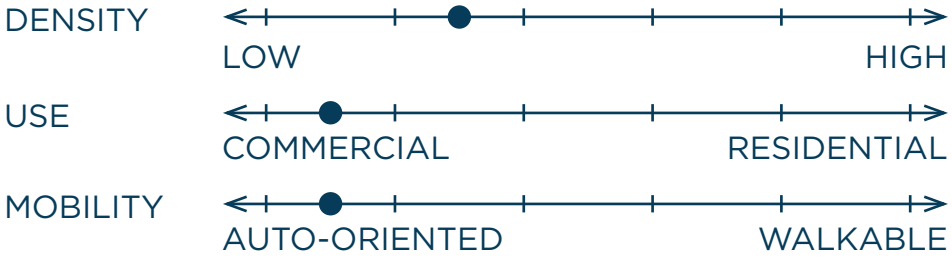


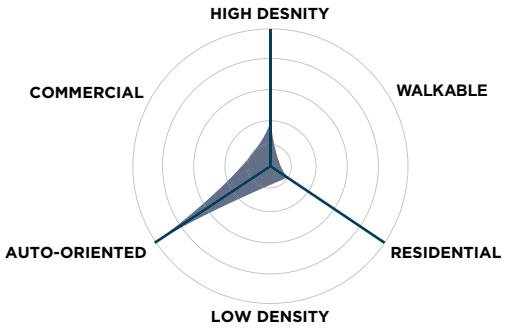
SUBURBAN DOWNTOWN



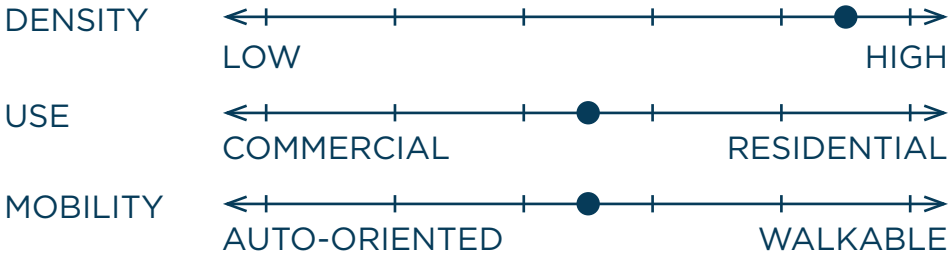


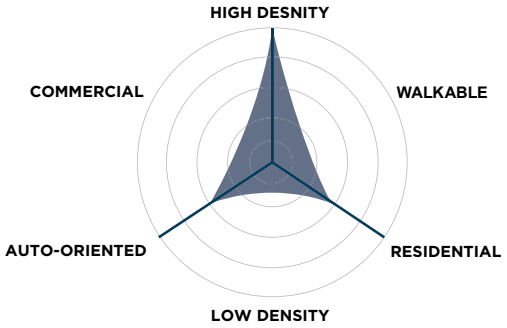
COMMERCIAL CORRIDOR



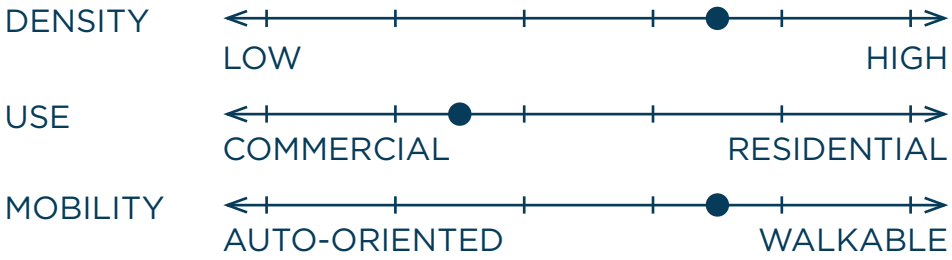


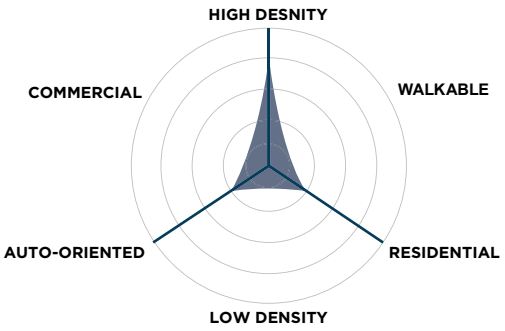
SUBURBAN MIXED-USE



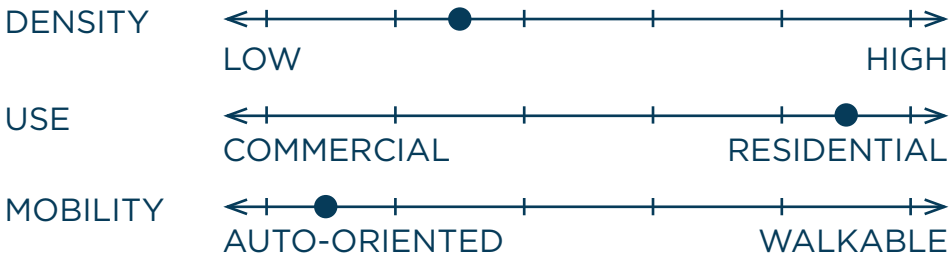


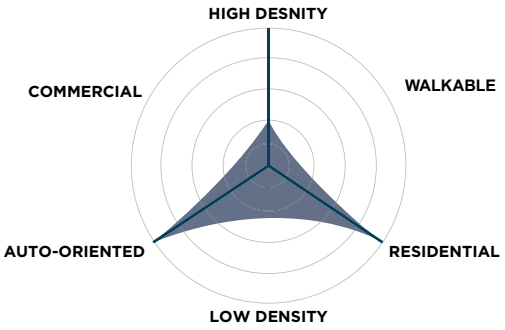
NEIGHBORHOOD COMMERCIAL



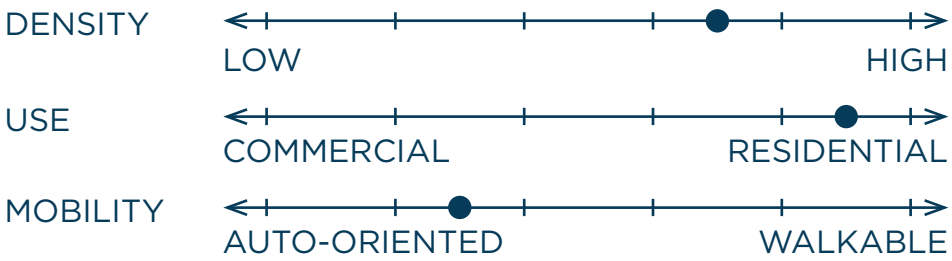


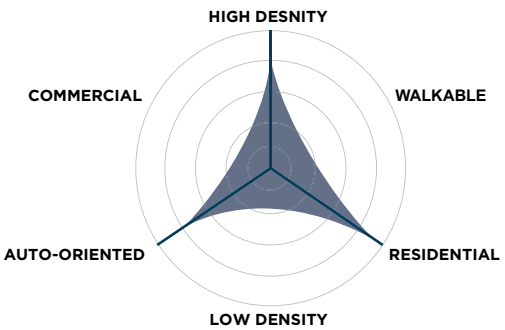
RESIDENTIAL PARKWAY



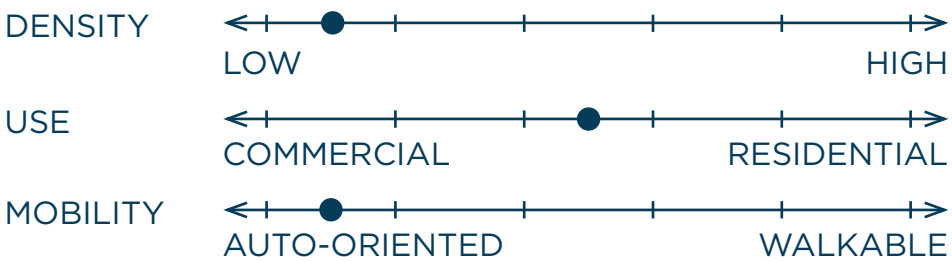


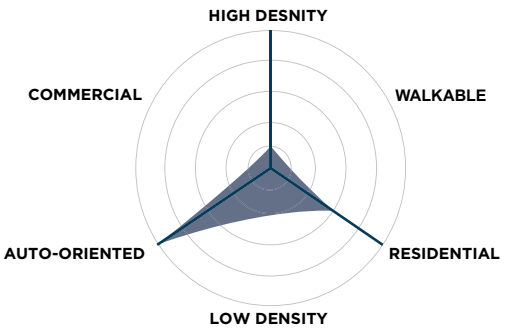
RESIDENTIAL ARTERIAL





HIGHWAY CROSSING





SEGMENT RECOMMENDATIONS

The pathway recommendations for the Nine Mile Corridor Plan were developed based on a number of factors, including the availability of right-of-way to add new facilities, potential roadway space, community need, and previously completed segments. Throughout the entire corridor, the goal was to provide the most comfortable level of non-motorized facilities to ensure that all residents, regardless of age or ability feel safe while traveling along Nine Mile Road.

Another goal of the pathway planning was to keep it on one side of they roadway for as long as possible to reduce roadway crossings. The pathway recommendations are organized by segments and subsegments. The segments align with the specific communities along Nine Mile, while subsegments begin and end where a pathway changes in treatment or switches to the other side of the street.

The intention of the following spreads is to show the recommended pathway treatments for each community, illustrations of how each may look, and the specific details of each option. Since the segments and subsegments are organized by the cities along Nine Mile Road, each community will be able to use their set of pages to assist in the implementation of the priority subsegments.

Each spread includes the following information to assist community staff in taking the pathway improvements to the next stage of design.

Segment Map and Graphics

Each spread contains a map showing the extent of the subsegment, the side of the street the pathway is recommended for, and the type of treatment recommended. Cross sections and select renderings show how each might look if constructed.

Segment Overview

A brief summary of the segment, including the surrounding land use context, potential connections, and other observations.

Segment Characteristics and Challenges

A table of specific details about the roadway itself that informed the development of each recommendations and which may be useful in the detailed design phases.

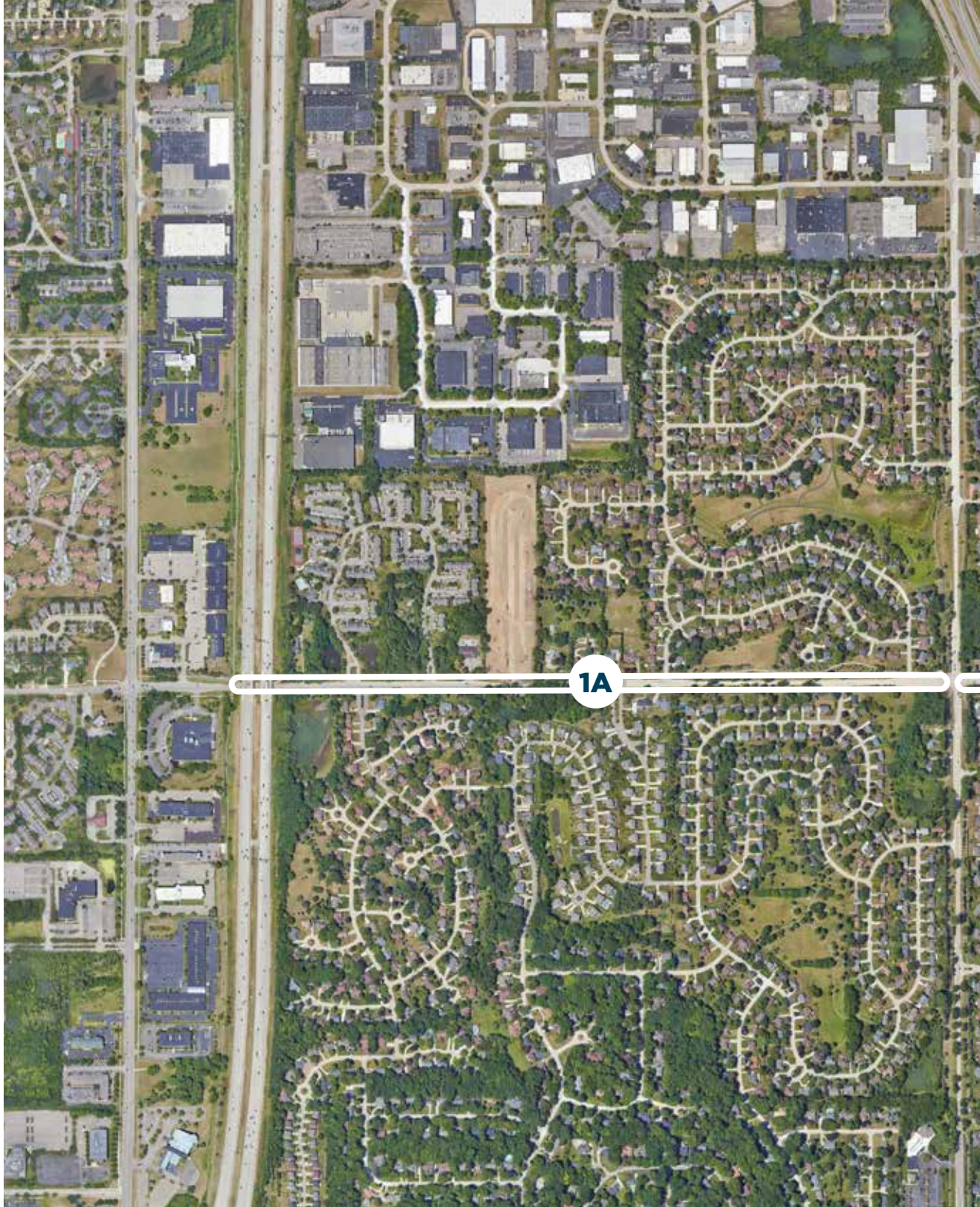
Implementation Details

This matrix includes high-level cost estimates, the overall segment length, and the entity responsible for implementation. Cost estimates are at a planning stage and represent a large range based on previous engineering work. Cost ranges are as follows:

$$$$$$	$1,000,000 +
$$$$$	$500,000 - $1,000,000
$$$$	$200,000 - $500,000
$$$	$75,000 - $200,000
$$	$20,000 - $75,000
$	$0 - $20,000

Prioritization

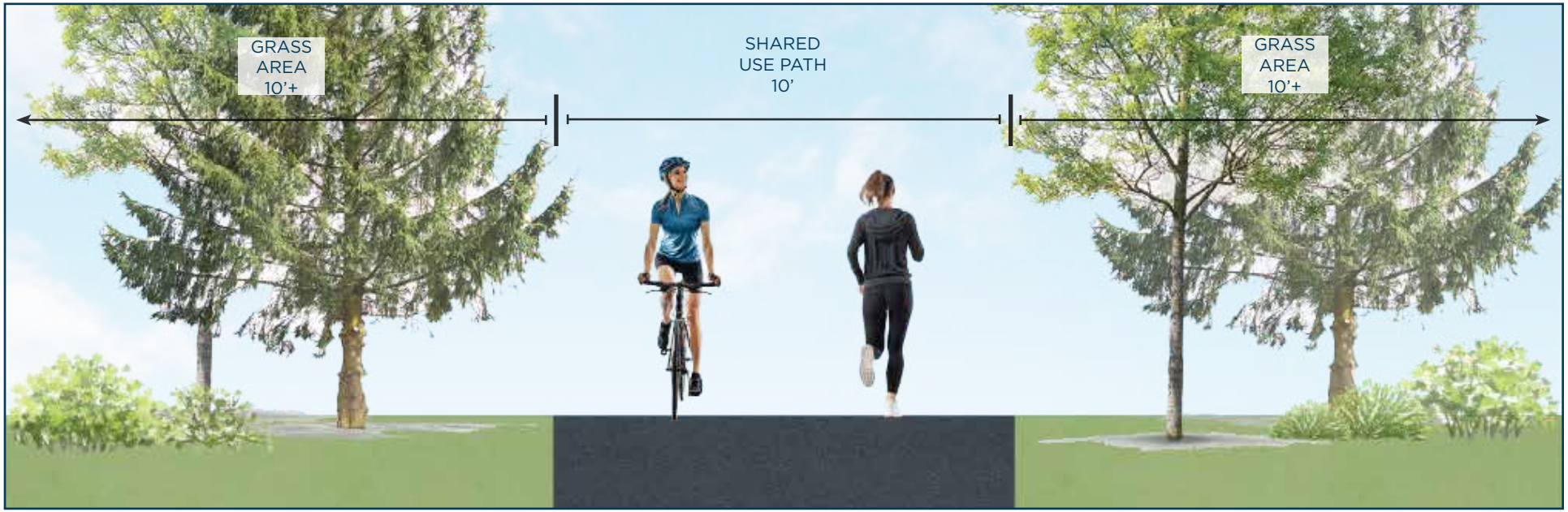
The priority ranking is based on how important each subsegment is within each community, how competitive for funding each may be, and overall ease of implementation. This is intended to serve as a guide for each community to select their next project.


1A

FARMINGTON HILLS

SEGMENT 1A

Farmington Hills: I-275 to Halsted Rd.
Residential Parkway | Shared Use Path



Current Segment Characteristics	
Corridor Typology	Residential Parkway
Segment Speed Limit	40mph
Average Daily Traffic Volume	12,000
Transit Stops (Yes/No)	No
Sidewalk Infill Needed (Yes/No)	No
Equity Demand Population	Moderate

Challenges	
Highway Crossing (Yes/No)	Yes
Driveway Frequency (Low, Medium, High)	Low
Freight Loading/Unloading (Yes/No)	No

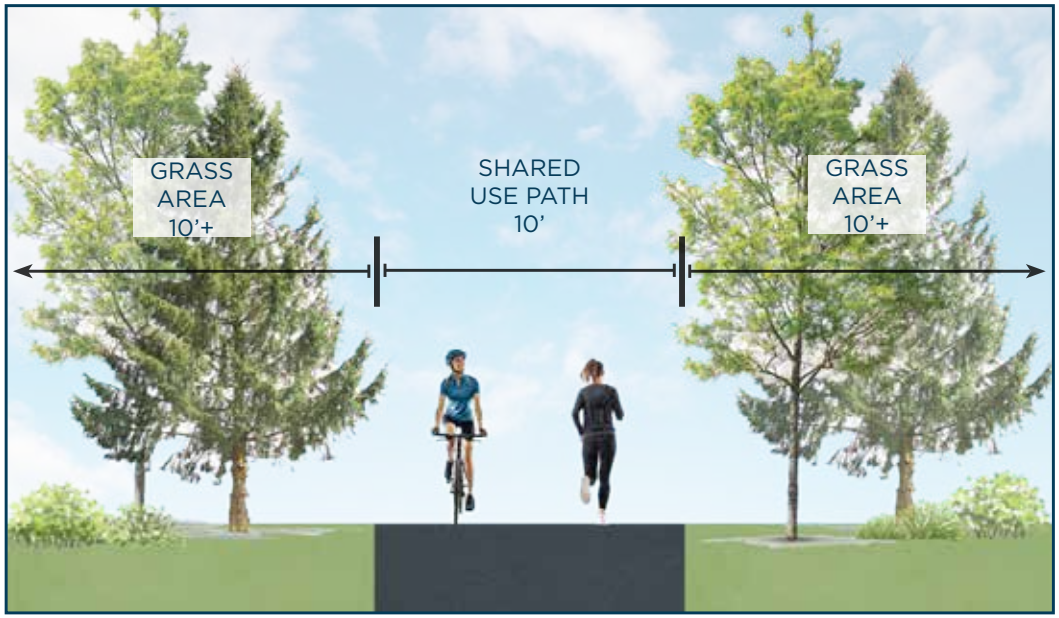
Implementation	
Cost Estimate	$$$$
Segment Length / Miles Impacted	0.82 Miles
Responsible Party	City of Farmington Hills

CORRIDOR PRIORITY RANKING:

The first segment of the corridor is a 10’ shared use pathway that connects the I-275 Trail with Halsted Road. This pathway would be located on the north side of Nine Mile Road between the neighborhoods and the street.

SEGMENT 1B

Farmington Hills: Halsted Rd. to Drake Rd.
Residential Parkway | Shared Use Path



PROJECT EXAMPLE

Current Segment Characteristics	
Corridor Typology	Residential Parkway
Segment Speed Limit	40mph
Average Daily Traffic Volume	11,000
Transit Stops (Yes/No)	No
Sidewalk Infill Needed (Yes/No)	No
SEMCOG Equity Demand Population	Moderate

Challenges	
Highway Crossing (Yes/No)	No
Driveway Frequency (Low, Medium, High)	Low
Freight Loading/Unloading (Yes/No)	No

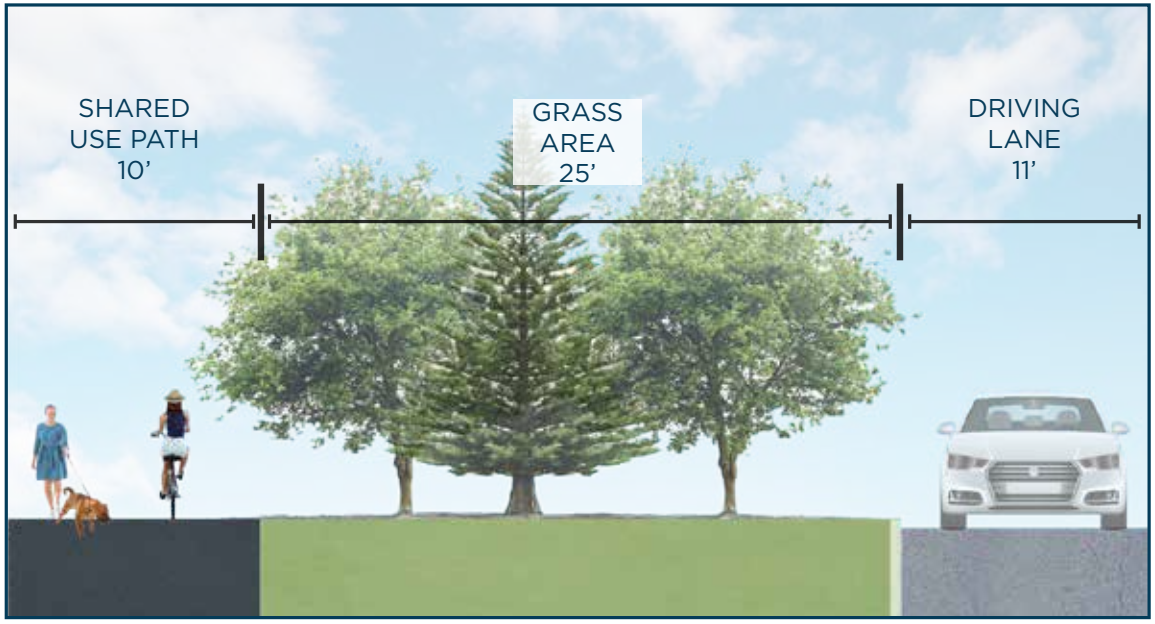
Implementation	
Cost Estimate	$$$$$
Segment Length / Miles Impacted	1 Mile
Responsible Party	City of Farmington Hills

CORRIDOR PRIORITY RANKING:

From Halsted Road to Drake Road, the pathway crosses the street due to a lack of right of way at the intersection. This segment would be located in the area between the neighborhoods and Nine Mile Road and would allow for ample space between both.

SEGMENT 1C & 2A

Farmington Hills: Drake Rd. to Gill Rd.; Farmington: Gill Rd. to Farmington Rd.
Residential Parkway; Commercial Corridor | Shared Use Path



PROJECT EXAMPLE

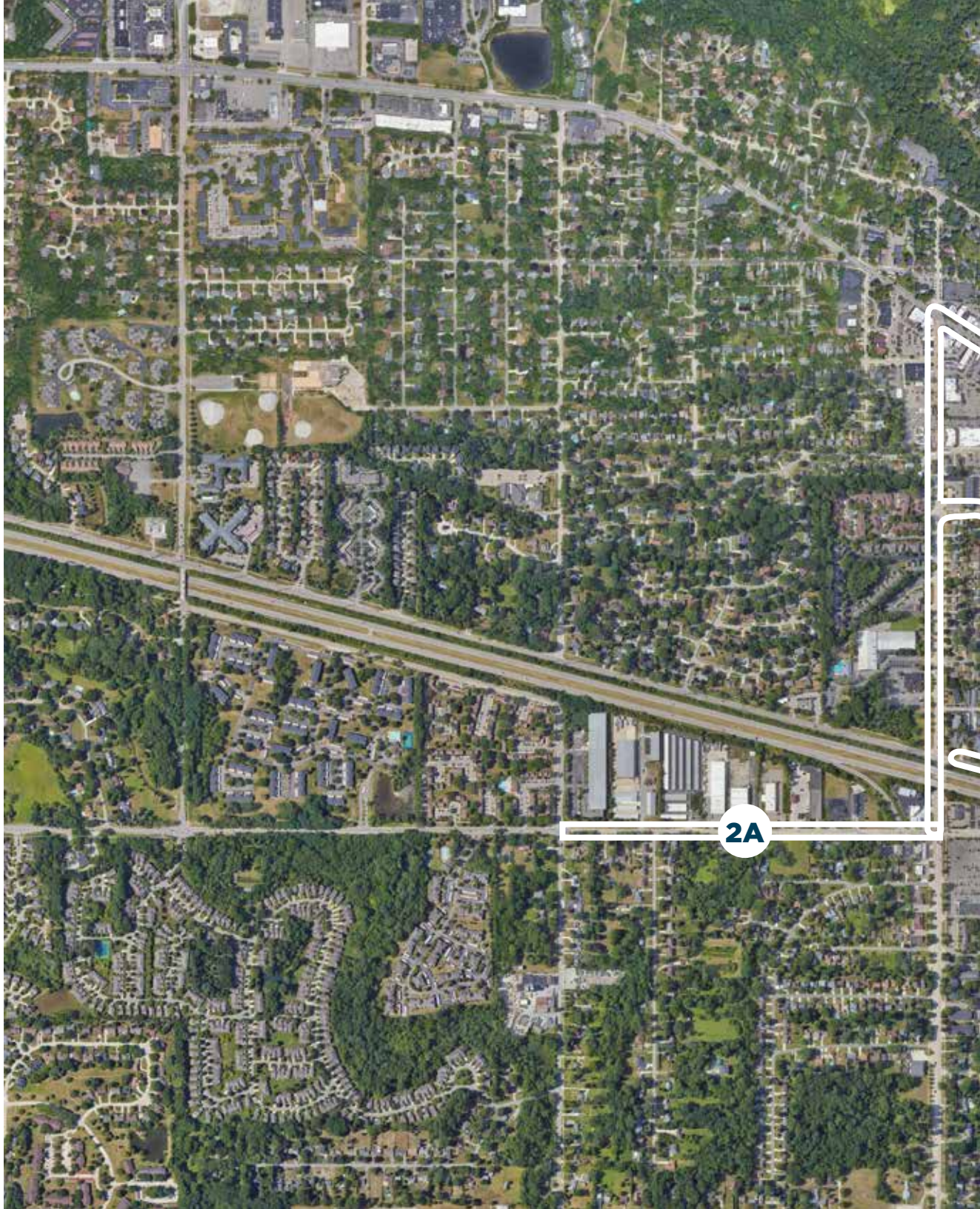
Current Segment Characteristics	
Corridor Typology	Residential Parkway/Commercial Corridor
Segment Speed Limit	40mph
Average Daily Traffic Volume	7,000
Transit Stops (Yes/No)	No
Sidewalk Infill Needed (Yes/No)	No
SEMCOG Equity Demand Population	None

Challenges	
Highway Crossing (Yes/No)	No
Driveway Frequency (Low, Medium, High)	Low
Freight Loading/Unloading (Yes/No)	No

Implementation	
Cost Estimate	$$$$$
Segment Length / Miles Impacted	1 Mile
Responsible Party	City of Farmington Hills and City of Farmington

CORRIDOR PRIORITY RANKING:

At Drake Road the pathway crosses again to the north side of Nine Mile Road in order to utilize the greater amount of the right-of-way on the north side. A roundabout is tentatively planned for the intersection with Drake Road and would need to accommodate the trail pathway.

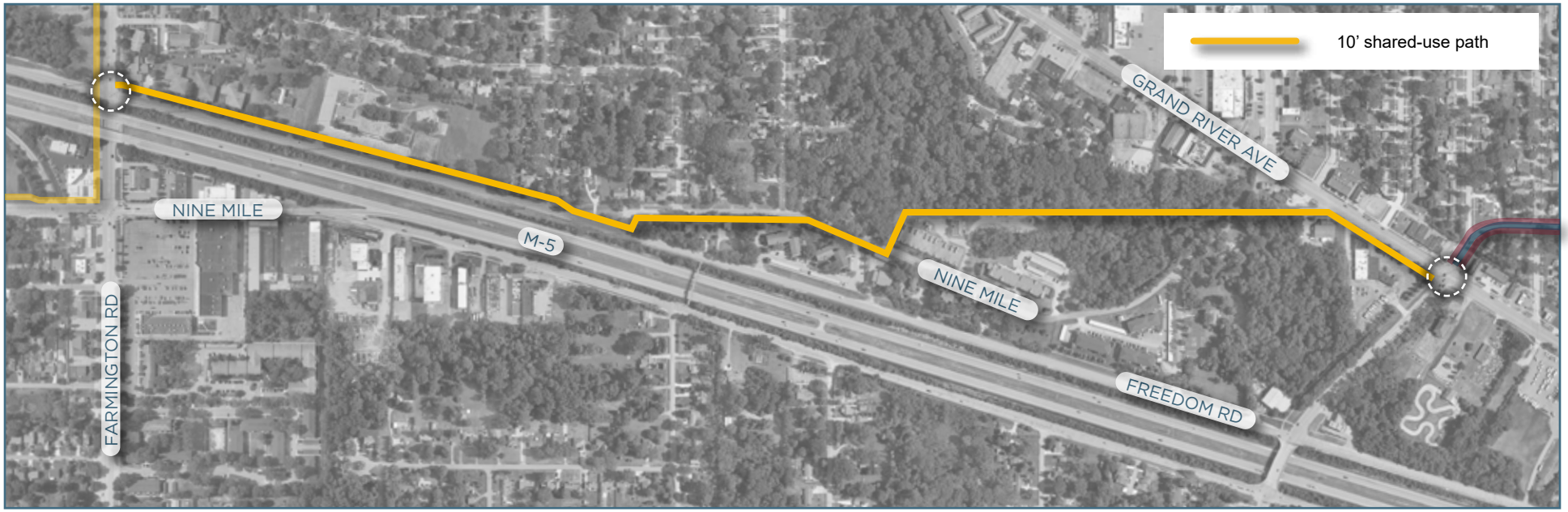


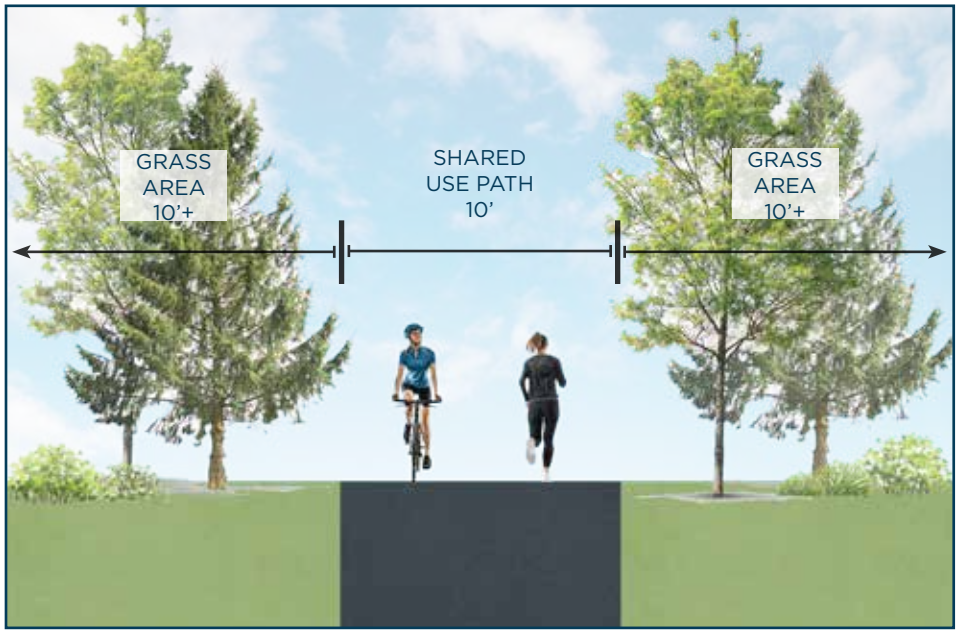
NINE MILE CORRIDOR PLAN


2-I
2B
2C
FARMINGTON

SEGMENT 2B

Farmington: Freedom Road and New Trail
Residential Arterial | Shared Use Path





PROJECT EXAMPLE

Current Segment Characteristics	
Corridor Typology	Residential Parkway
Segment Speed Limit	40mph
Average Daily Traffic Volume	4,000
Transit Stops (Yes/No)	No
Sidewalk Infill Needed (Yes/No)	No
SEMCOG Equity Demand Population	Moderate

Challenges	
Highway Crossing (Yes/No)	Yes
Driveway Frequency (Low, Medium, High)	Low
Freight Loading/Unloading (Yes/No)	No

Implementation	
Cost Estimate	$$$$$$
Segment Length / Miles Impacted	1.2 Miles
Responsible Party	City of Farmington

CORRIDOR PRIORITY RANKING:

This segment connects Farmington Road with Grand River Avenue and Nine Mile Road utilizing the M-5 Service Drive and City owned natural property over the Rouge River. This is likely to be a long term solution but would provide scenic and quick connection through the area.

SEGMENT 2-I

Farmington: Downtown Connection

Current Segment Characteristics	
Corridor Typology	Suburban Downtown/Commercial Corridor
Segment Speed Limit	40mph
Average Daily Traffic Volume	4,000
Transit Stops (Yes/No)	No
Sidewalk Infill Needed (Yes/No)	No
SEMCOG Equity Demand Population	Moderate

Challenges	
Highway Crossing (Yes/No)	No
Driveway Frequency (Low, Medium, High)	Low
Freight Loading/Unloading (Yes/No)	No

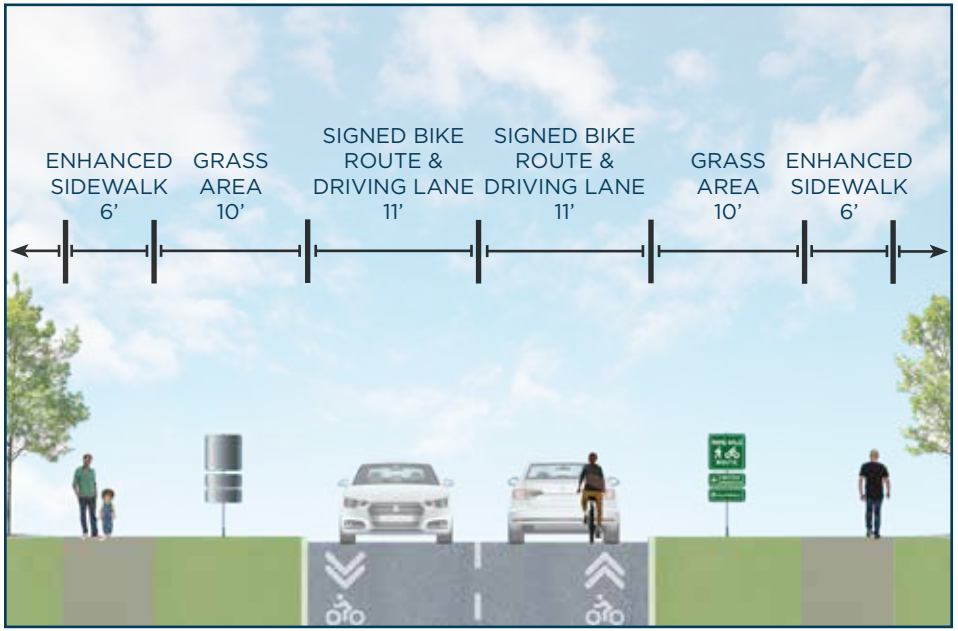
Implementation	
Cost Estimate	$$$$$
Segment Length / Miles Impacted	0.82 Miles
Responsible Party	City of Farmington

CORRIDOR PRIORITY RANKING:

A deviation of the Nine Mile pathway would allow users to safely travel from Nine Mile Road to Downtown Farmington. The pathway would use a variety of typologies including shared use pathways, sidewalk enhancements, on-street bike lanes, and bike routes in its eventual return to Nine Mile Road. Special attention should be paid to the need for a widened underpass under M-5 to accommodate bicycles and pedestrians comfortably.

SEGMENT 2C & 3A

Farmington: Grand River Ave. to Cora Ave.; Farmington Hills: Cora Ave. to Tuck Rd.
Residential Arterial | Sidewalk Enhancements and Signed Bike Route



PROJECT EXAMPLE

Current Segment Characteristics	
Corridor Typology	Residential Arterial
Segment Speed Limit	25mph
Average Daily Traffic Volume	15,500
Transit Stops (Yes/No)	No
Sidewalk Infill Needed (Yes/No)	No
SEMCOG Equity Demand Population	Moderate

Challenges	
Highway Crossing (Yes/No)	No
Driveway Frequency (Low, Medium, High)	Medium
Freight Loading/Unloading (Yes/No)	No

Implementation	
Cost Estimate	$$$
Segment Length / Miles Impacted	0.88 Miles
Responsible Party	City of Farmington & City of Farmington Hills

CORRIDOR PRIORITY RANKING:

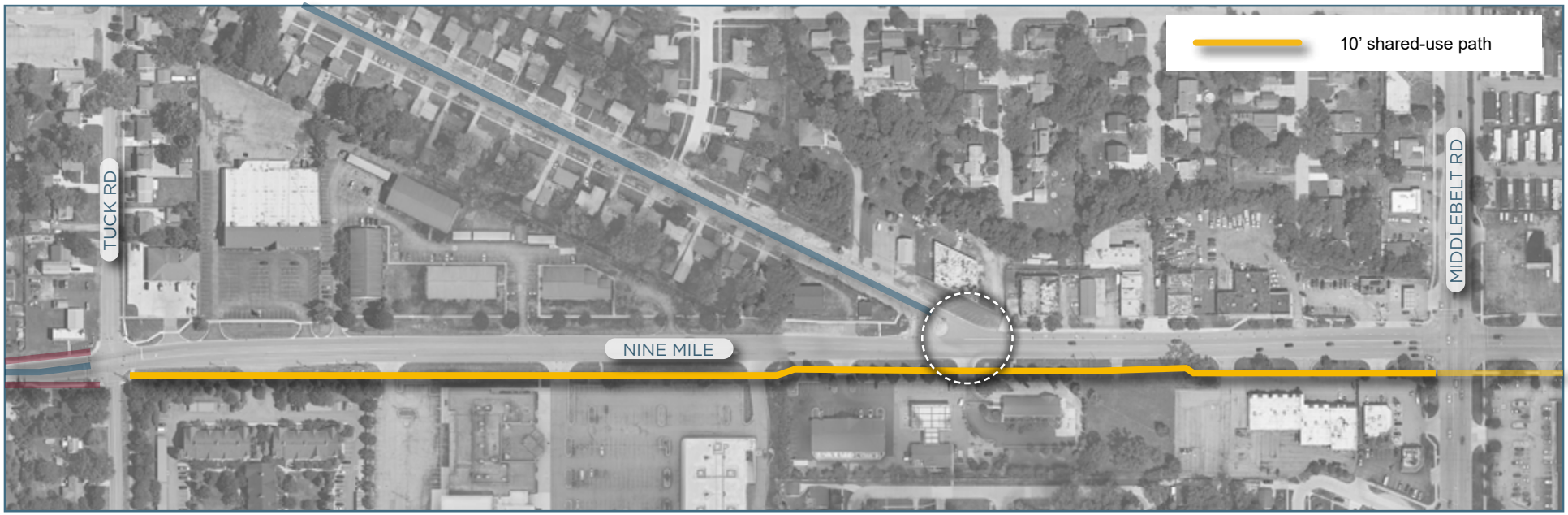
Due to the constraints of this segment of the corridor, it is recommended that an on-street bike route is added in conjunction with enhanced sidewalks along the street. This will help provide adequate space for all users through this short residential section.

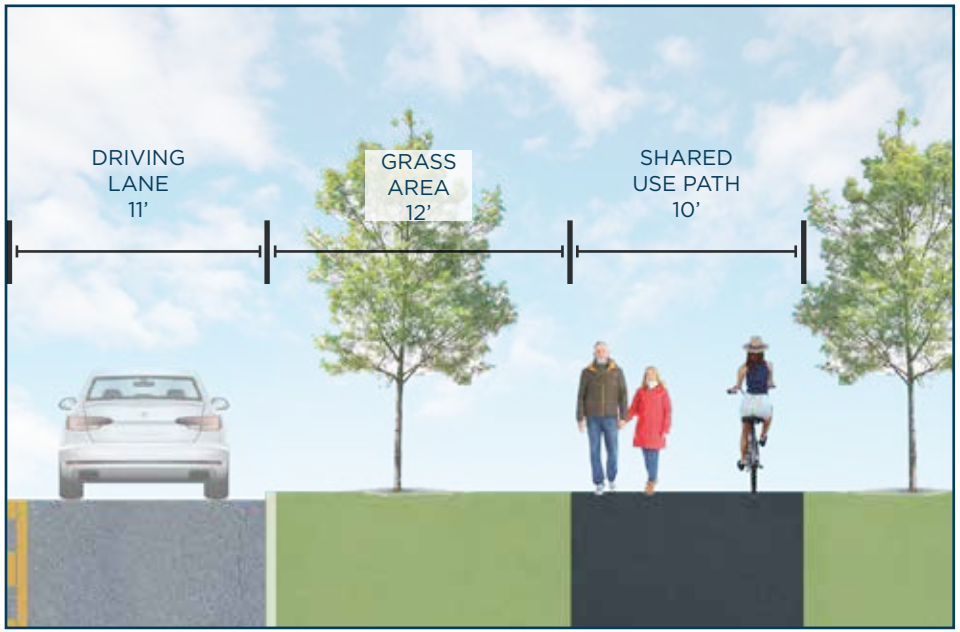
NINE MILE CORRIDOR PLAN

FARMINGTON HILLS

SEGMENT 3B

Farmington Hills: Tuck Rd. to Middlebelt Rd.
Commercial Corridor | Shared Use Path





PROJECT EXAMPLE

Current Segment Characteristics	
Corridor Typology	Commercial Corridor
Segment Speed Limit	40mph
Average Daily Traffic Volume	7,500
Transit Stops (Yes/No)	No
Sidewalk Infill Needed (Yes/No)	No
SEMCOG Equity Demand Population	Moderate

Challenges	
Highway Crossing (Yes/No)	No
Driveway Frequency (Low, Medium, High)	Medium
Freight Loading/Unloading (Yes/No)	No

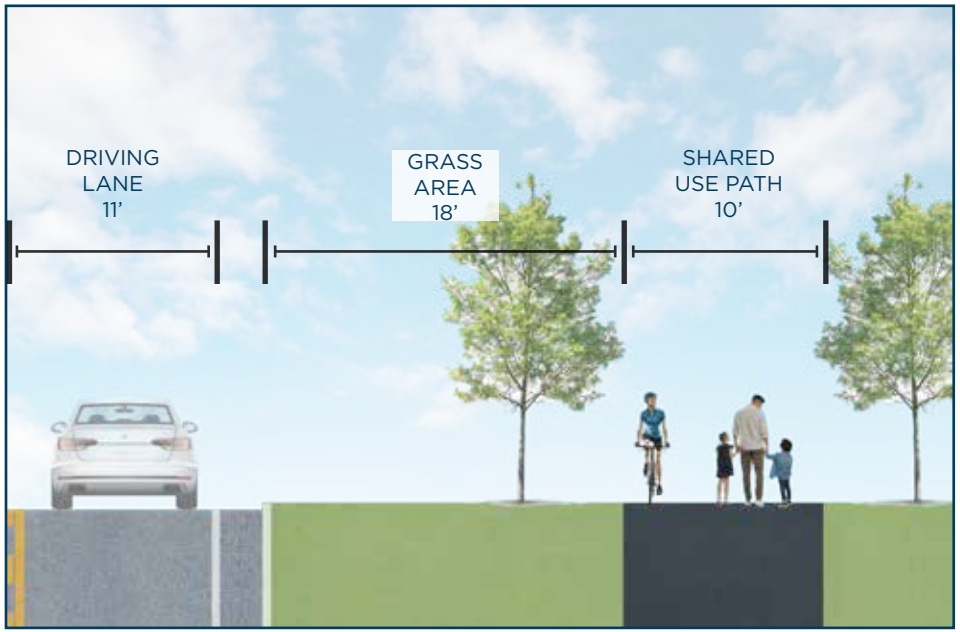
Implementation	
Cost Estimate	$$$$
Segment Length / Miles Impacted	0.5 Miles
Responsible Party	City of Farmington Hills

CORRIDOR PRIORITY RANKING:

The pathway would pick up again on the south side of Nine Mile Road at Tuck Road. The 10' shared use pathway would allow for safe travel between the neighborhoods west of Tuck Road and the shopping center and other retail along the corridor.

SEGMENT 3C

Farmington Hills: Middlebelt Rd. to Inkster Rd.
Residential Parkway | Shared Use Path



PROJECT EXAMPLE

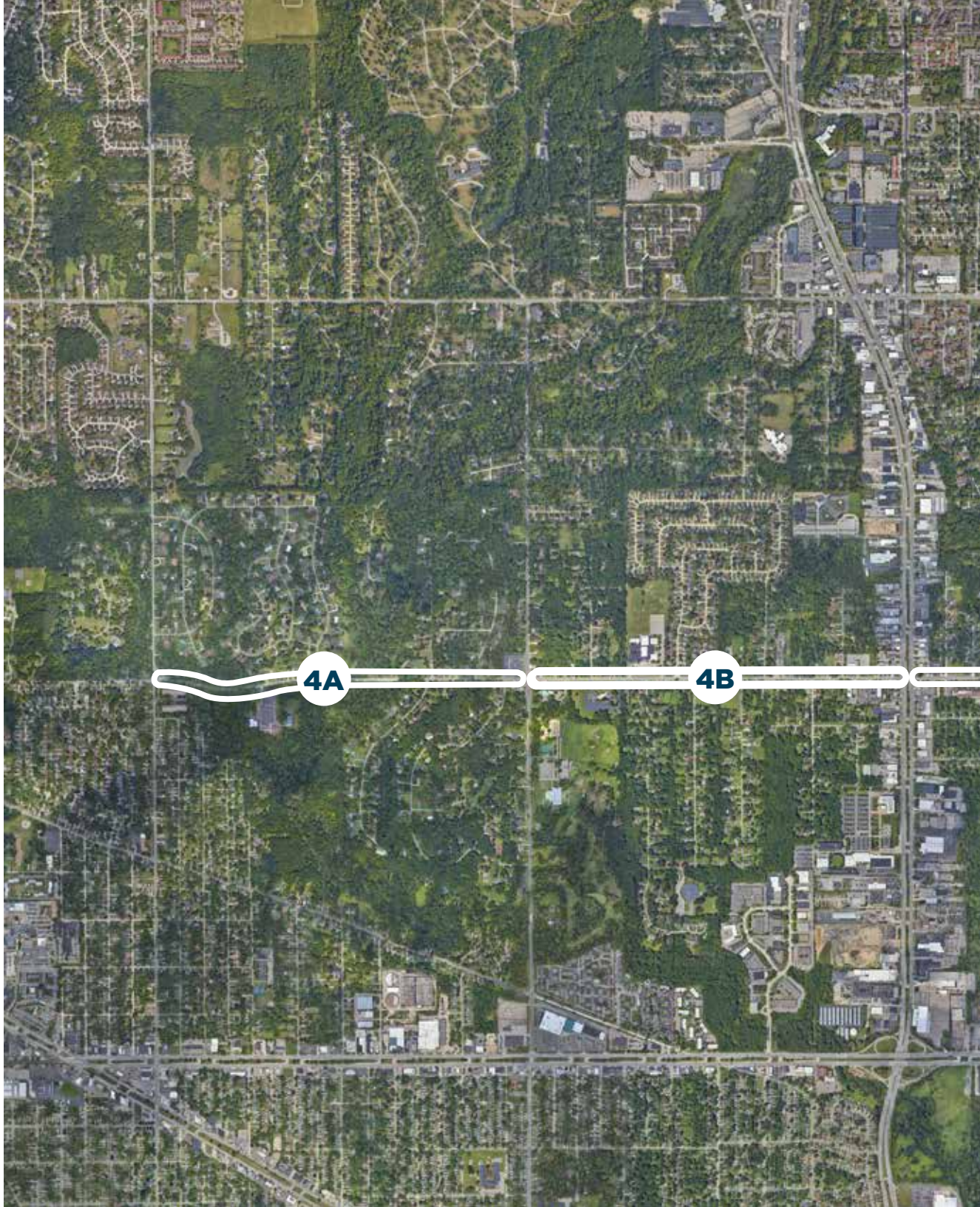
Current Segment Characteristics	
Corridor Typology	Residential Parkway
Segment Speed Limit	45mph
Average Daily Traffic Volume	9,300
Transit Stops (Yes/No)	No
Sidewalk Infill Needed (Yes/No)	No
SEMCOG Equity Demand Population	Moderate

Challenges	
Highway Crossing (Yes/No)	No
Driveway Frequency (Low, Medium, High)	Low
Freight Loading/Unloading (Yes/No)	No

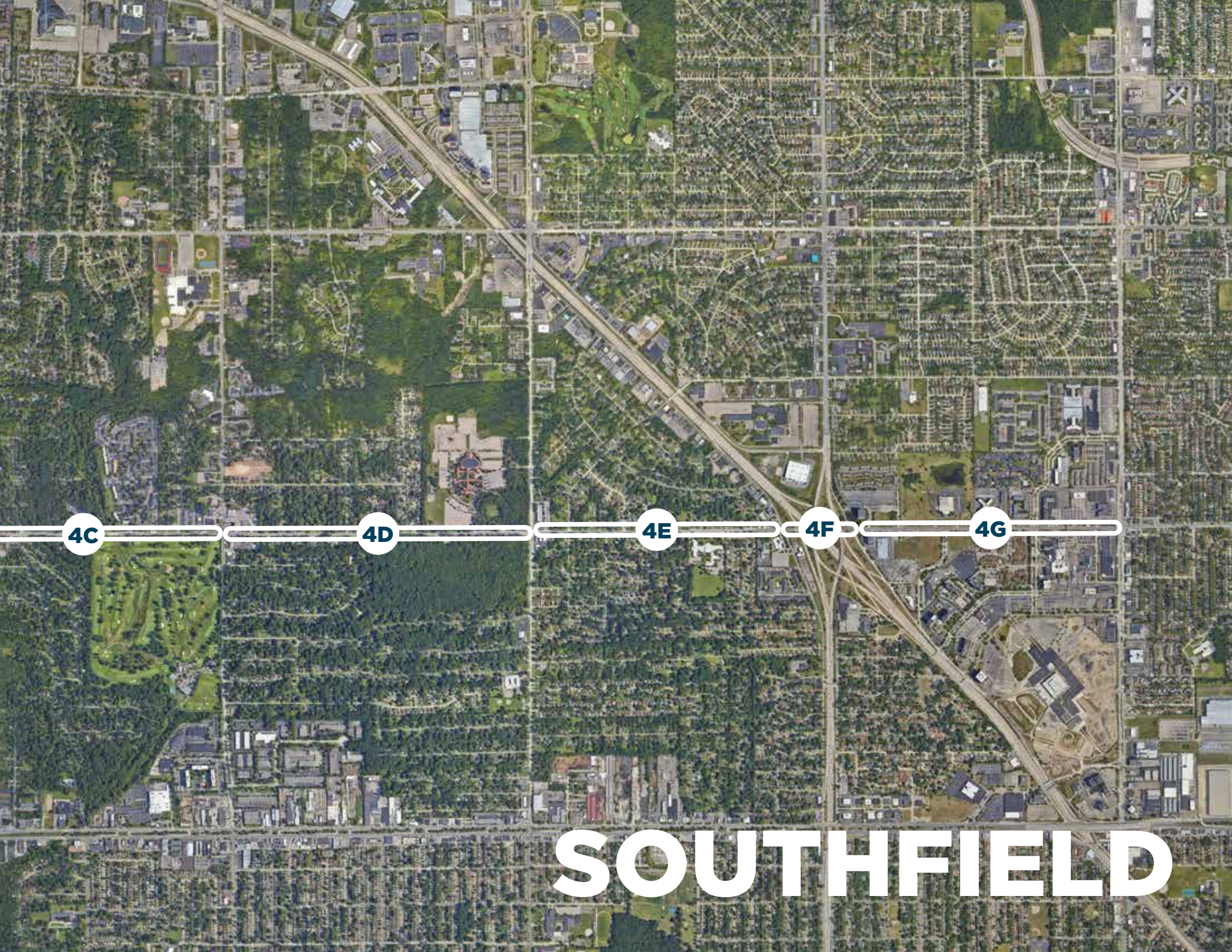
Implementation	
Cost Estimate	$$$$
Segment Length / Miles Impacted	0.82 Miles
Responsible Party	City of Farmington

CORRIDOR PRIORITY RANKING:

The pathway continues on the south side of Nine Mile Road between Middlebelt and Inkster Roads through this segment. Homes line the eastern portion of this segment and would require coordination with homeowners and their driveways. Additional signage should be added here to make users aware of potential conflicts.

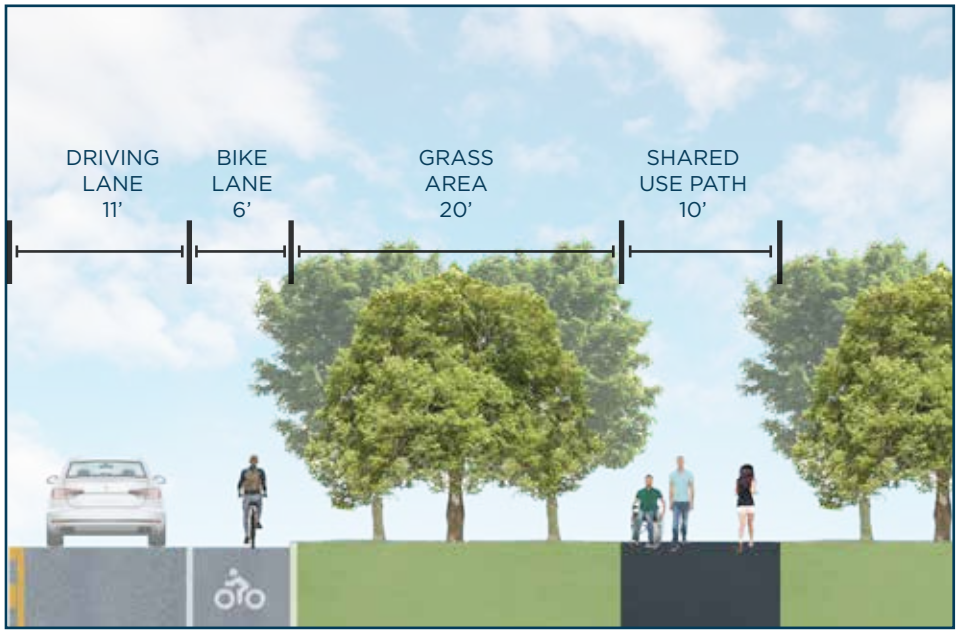


NINE MILE CORRIDOR PLAN


4C
4D
4E
4F
4G
SOUTHFIELD

SEGMENT 4A

Southfield: Inkster Rd. to Beech Rd.
Residential Parkway | Shared Use Path



PROJECT EXAMPLE

Current Segment Characteristics	
Corridor Typology	Residential Parkway
Segment Speed Limit	40mph
Average Daily Traffic Volume	9,800
Transit Stops (Yes/No)	No
Sidewalk Infill Needed (Yes/No)	Yes
SEMCOG Equity Demand Population	Moderate

Challenges	
Highway Crossing (Yes/No)	No
Driveway Frequency (Low, Medium, High)	High
Freight Loading/Unloading (Yes/No)	No

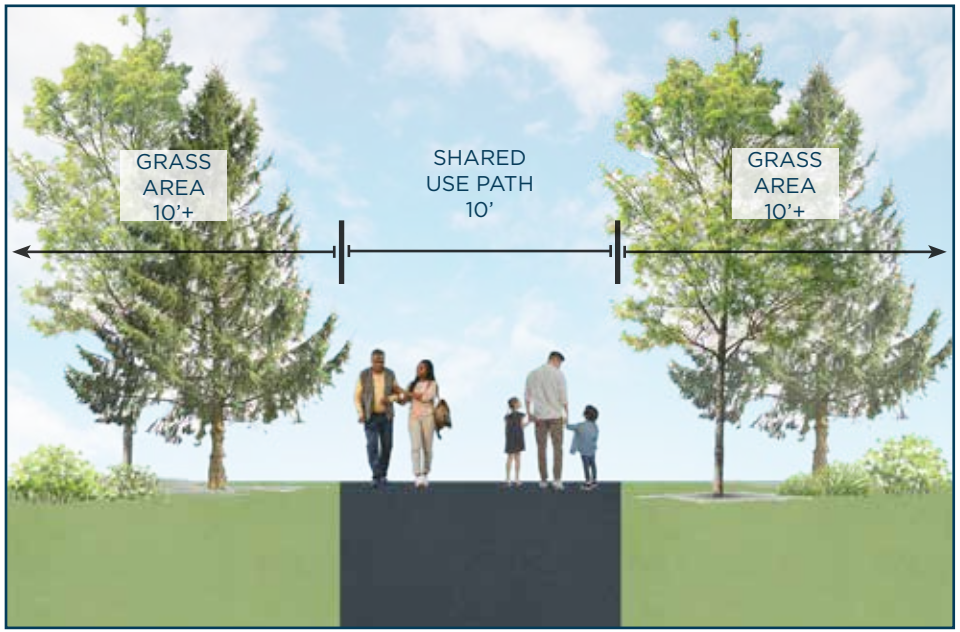
Implementation	
Cost Estimate	$$$$$
Segment Length / Miles Impacted	0.8 miles
Responsible Party	City of Southfield

CORRIDOR PRIORITY RANKING:

Past Inkster Road, the pathway continues into the City of Southfield. This is one of the more challenging portions of the corridor given the environmental constraints due to crossing the Rouge River. It is likely that environmental mitigation will be needed to construct the segment.

SEGMENT 4B

Southfield: Beech Rd. to Telegraph Rd.
Residential Parkway | Shared Use Path



PROJECT EXAMPLE

Current Segment Characteristics	
Corridor Typology	Residential Parkway
Segment Speed Limit	40mph
Average Daily Traffic Volume	12,800
Transit Stops (Yes/No)	No
Sidewalk Infill Needed (Yes/No)	No
SEMCOG Equity Demand Population	High

Challenges	
Highway Crossing (Yes/No)	No
Driveway Frequency (Low, Medium, High)	High
Freight Loading/Unloading (Yes/No)	No

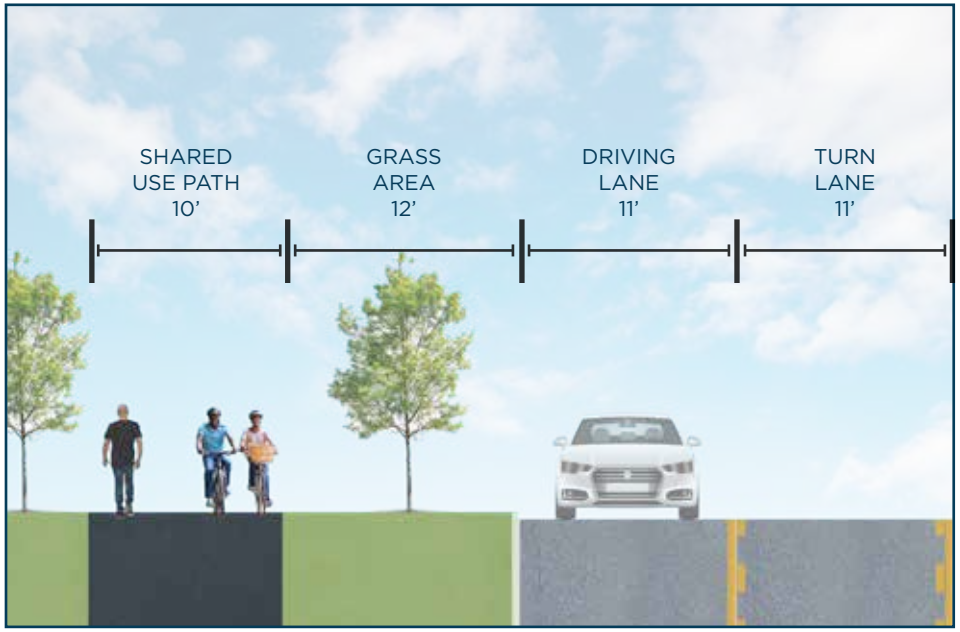
Implementation	
Cost Estimate	$$$
Segment Length / Miles Impacted	0.28 miles
Responsible Party	City of Southfield

CORRIDOR PRIORITY RANKING:

East of Beech Road, there is only a short segment of pathway needed to connect to the existing pathway segment along the corridor. This segment offers the opportunity to directly connect to Beechwoods Park. Placemaking opportunities could also be explored at this connection point.

SEGMENT 4C

Southfield: Telegraph Rd. to Lasher Rd.
Residential Parkway | Shared Use Path



PROJECT EXAMPLE

Current Segment Characteristics	
Corridor Typology	Residential Parkway
Segment Speed Limit	40mph
Average Daily Traffic Volume	9,300
Transit Stops (Yes/No)	Yes
Sidewalk Infill Needed (Yes/No)	No
SEMCOG Equity Demand Population	High

Challenges	
Highway Crossing (Yes/No)	Yes
Driveway Frequency (Low, Medium, High)	High
Freight Loading/Unloading (Yes/No)	No

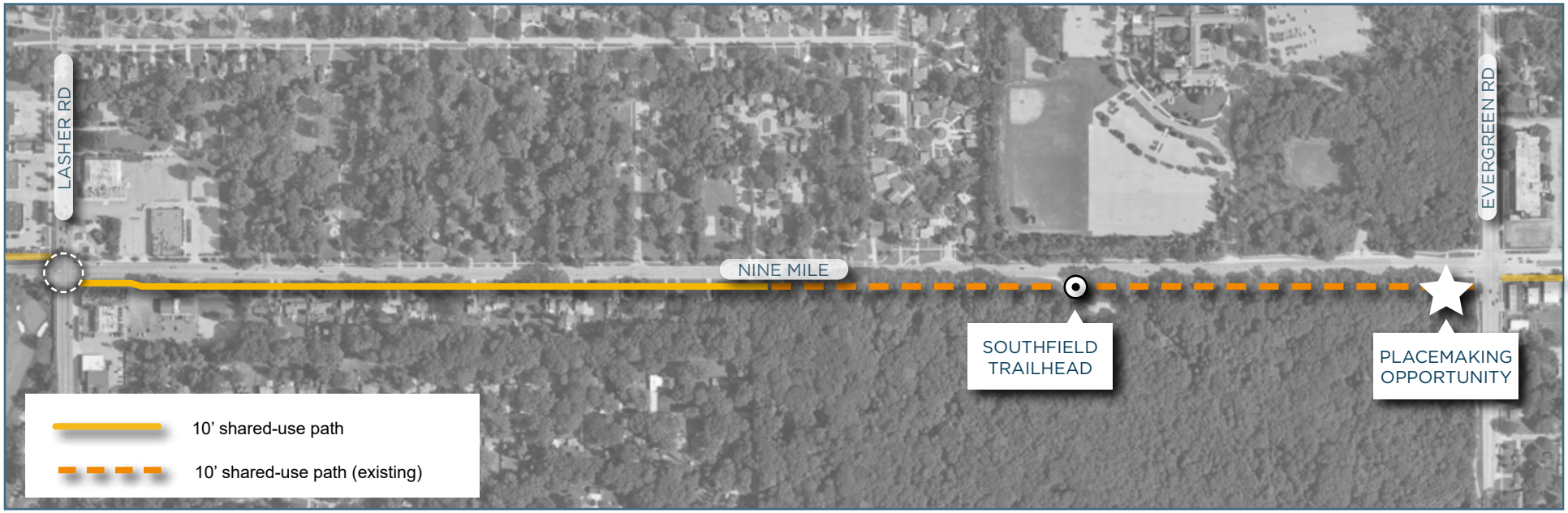
Implementation	
Cost Estimate	$$$
Segment Length / Miles Impacted	0.35 miles
Responsible Party	City of Southfield

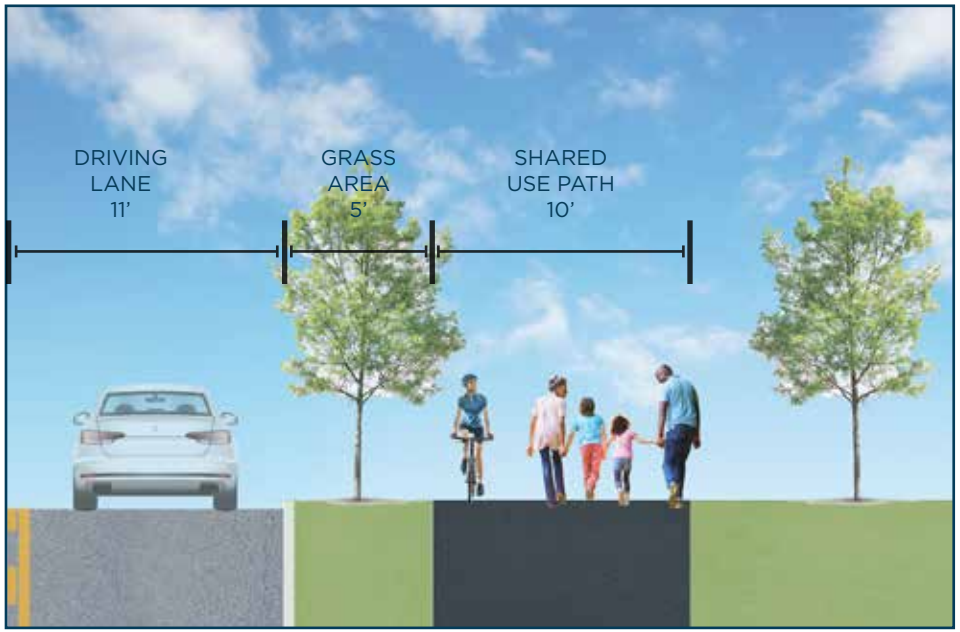
CORRIDOR PRIORITY RANKING:

Between Telegraph Road and Lasher Road, two small segments are missing from the larger existing piece. These are located at the two intersections. Additional coordination with MDOT will be needed to improve the crossing of Telegraph Road as this is a large, fast moving roadway.

SEGMENT 4D

Southfield: Lasher Rd. to Evergreen Rd.
Residential Arterial | Shared Use Path





PROJECT EXAMPLE

Current Segment Characteristics	
Corridor Typology	Residential Arterial
Segment Speed Limit	40mph
Average Daily Traffic Volume	13,300
Transit Stops (Yes/No)	Yes
Sidewalk Infill Needed (Yes/No)	No
SEMCOG Equity Demand Population	Moderate

Challenges	
Highway Crossing (Yes/No)	No
Driveway Frequency (Low, Medium, High)	High
Freight Loading/Unloading (Yes/No)	No

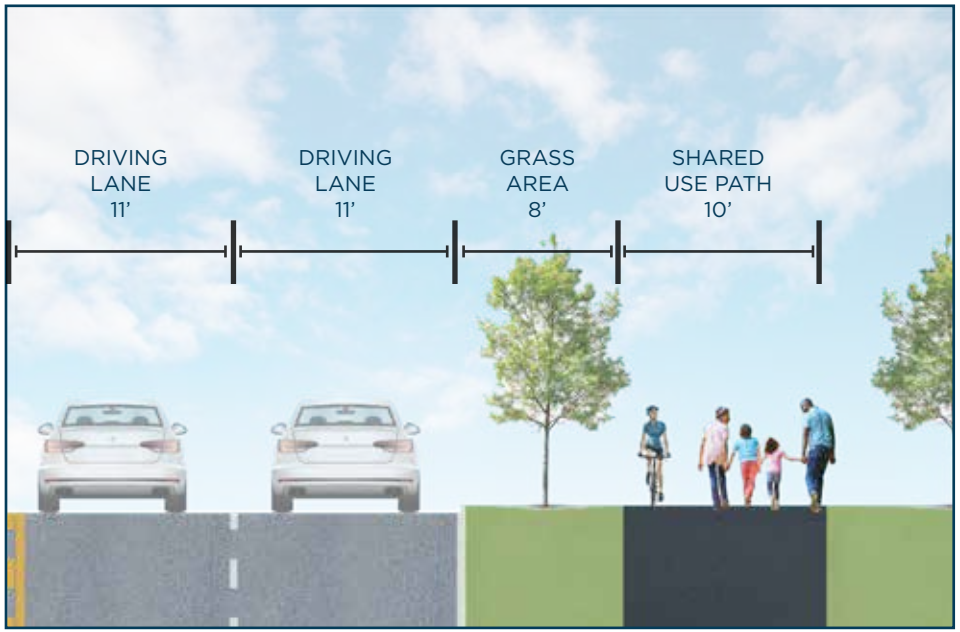
Implementation	
Cost Estimate	$$$$
Segment Length / Miles Impacted	0.5 miles
Responsible Party	City of Southfield

CORRIDOR PRIORITY RANKING:

Recently the City of Southfield completed the segment in front of Bauervic Woods Park with a 10' shared use pathway. A high priority project is to further connect the pathway west to Lasher Road. This project would include a road diet to allow for the path to be placed mostly in the roadway. It is undergoing design at the time of writing and will be looking for funding to help implement.

SEGMENT 4E

Southfield: Evergreen Rd. to Southfield Rd.; M-39 and M-10 Crossing
Residential Parkway; Highway Crossing | Shared Use Path



PROJECT EXAMPLE

Current Segment Characteristics	
Corridor Typology	Residential Arterial/Highway Crossing
Segment Speed Limit	40mph
Average Daily Traffic Volume	14,800
Transit Stops (Yes/No)	Yes
Sidewalk Infill Needed (Yes/No)	No
SEMCOG Equity Demand Population	High

Challenges	
Highway Crossing (Yes/No)	Yes
Driveway Frequency (Low, Medium, High)	High
Freight Loading/Unloading (Yes/No)	No

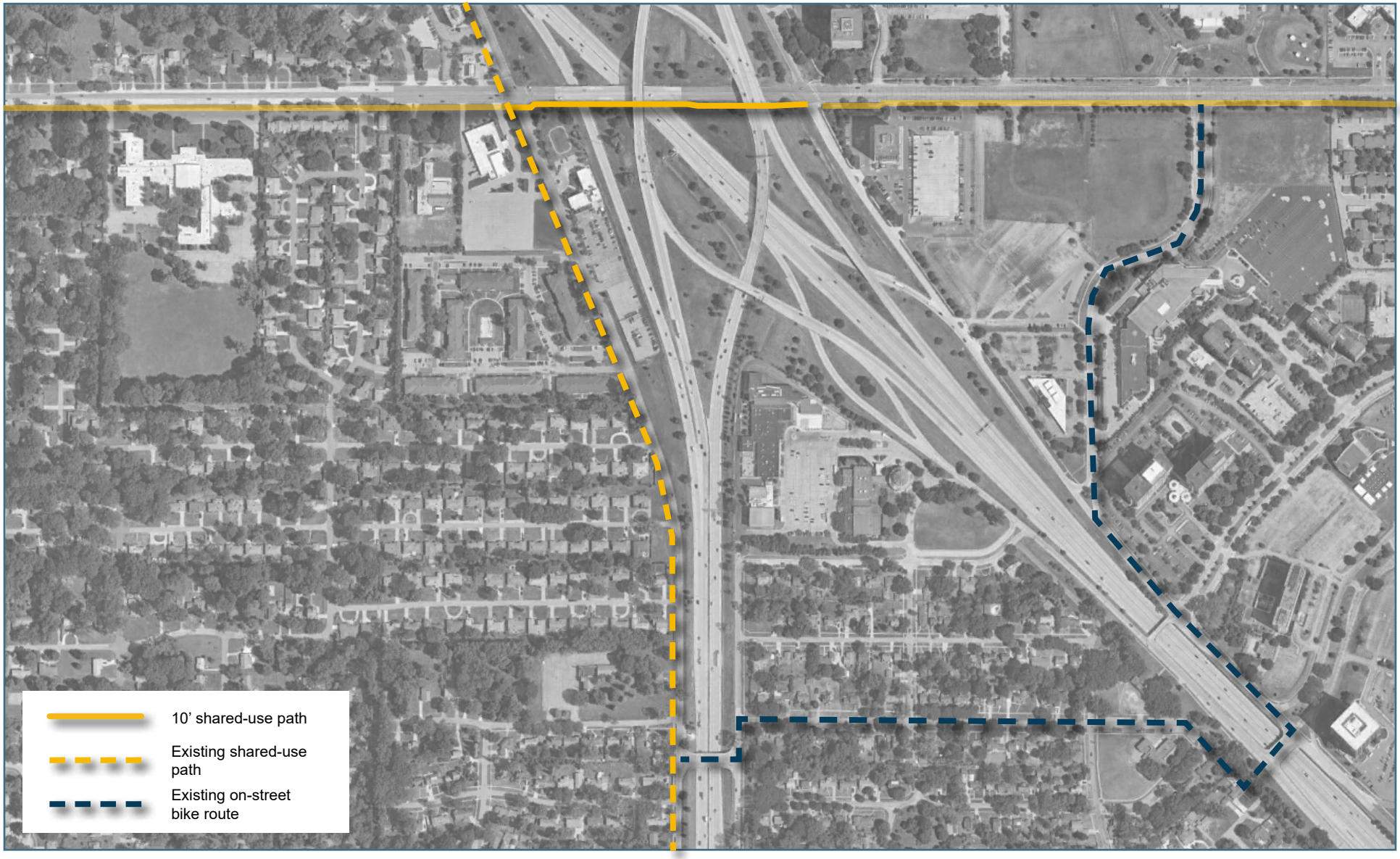
Implementation	
Cost Estimate	$$$$$$
Segment Length / Miles Impacted	0.85 miles
Responsible Party	City of Southfield

CORRIDOR PRIORITY RANKING:

Another high priority project for the City of Southfield is the connection to the east from the new Bauervic Woods Park pathway. This segment will connect to a large portion of residents who are in need of a sidewalk and unable to safely traverse the corridor. The pathway would continue on the south side of Nine Mile to connect with existing facilities.

SEGMENT 4F

Southfield: M-39 and M-10 Crossing
Highway Crossing and Temporary Bypass | Shared Use Path and On-Street Bike Route



Current Segment Characteristics	
Corridor Typology	Highway Crossing
Segment Speed Limit	40mph
Average Daily Traffic Volume	14,800
Transit Stops (Yes/No)	No
Sidewalk Infill Needed (Yes/No)	No
SEMCOG Equity Demand Population	High

Challenges	
Highway Crossing (Yes/No)	Yes
Driveway Frequency (Low, Medium, High)	Low
Freight Loading/Unloading (Yes/No)	No

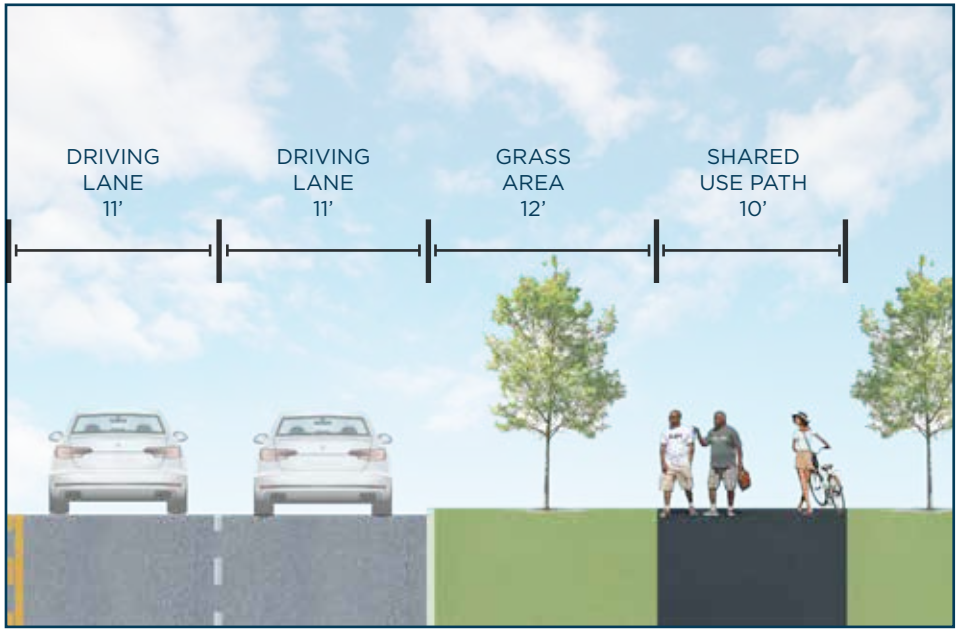
Implementation	
Cost Estimate	$$
Segment Length / Miles Impacted	0.25 miles
Responsible Party	City of Southfield

CORRIDOR PRIORITY RANKING:

The M-39 and M-10 Highway crossing is a long term project for the Corridor. and is an essential link and will require coordination with MDOT and funding to support the project. The City of Southfield has an existing highway bypass that is shown in the map to the right that can be utilized for the time being. The current routing utilizes Southfield's City Center Trail as well as signed, on-street bike routes to allow users safe travel over the busy highway.

SEGMENT 4G

Southfield: Southfield Rd. to Greenfield Rd.
Suburban Mixed Use | Shared Use Path



PROJECT EXAMPLE

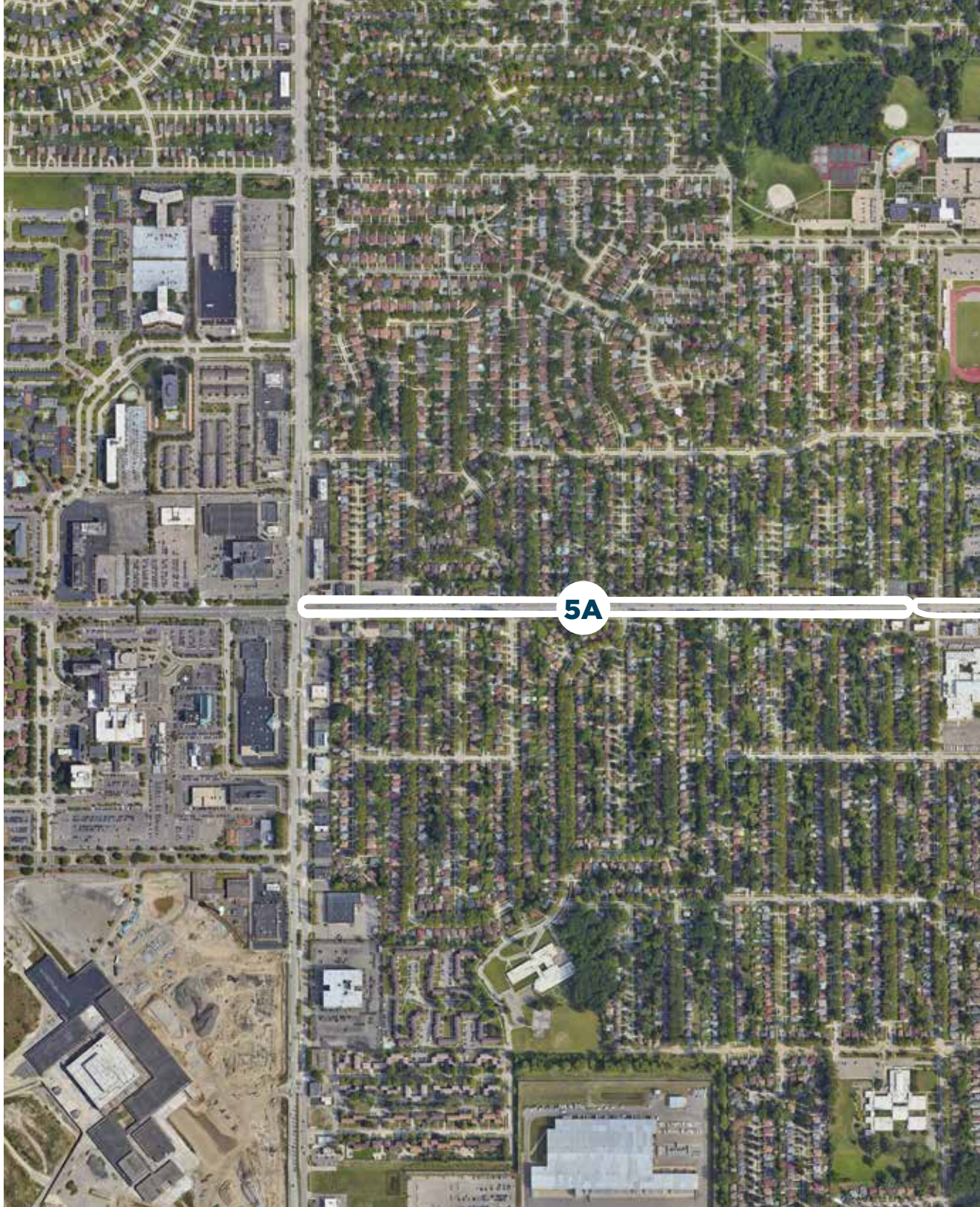
Current Segment Characteristics	
Corridor Typology	Suburban Mixed Use
Segment Speed Limit	40mph
Average Daily Traffic Volume	19,500
Transit Stops (Yes/No)	Yes
Sidewalk Infill Needed (Yes/No)	No
SEMCOG Equity Demand Population	High

Challenges	
Highway Crossing (Yes/No)	No
Driveway Frequency (Low, Medium, High)	Medium
Freight Loading/Unloading (Yes/No)	No

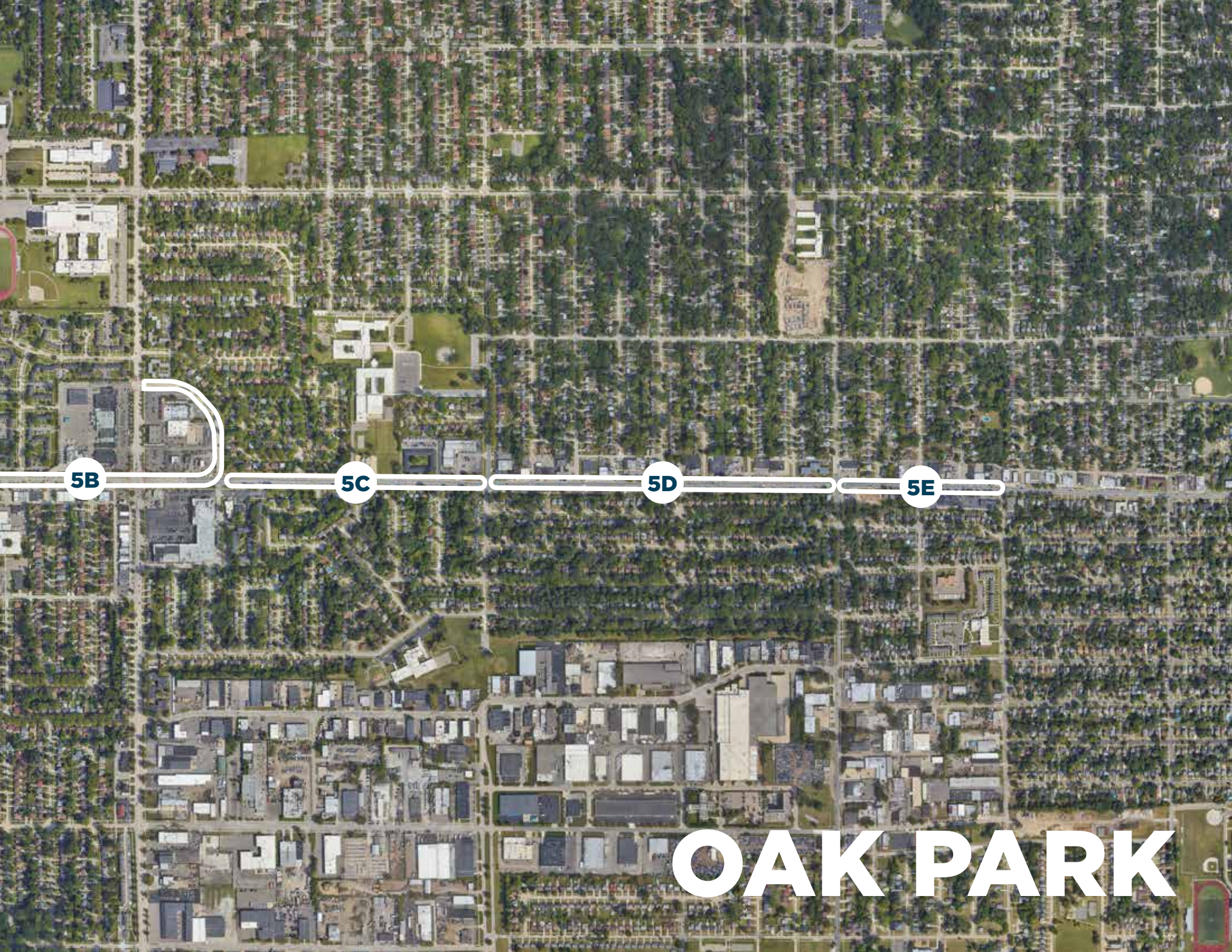
Implementation	
Cost Estimate	$$$
Segment Length / Miles Impacted	0.23 miles
Responsible Party	City of Southfield

PRIORITY RANKING:

Following the crossing of the freeways, the 10' shared use pathway continues on the south side of the roadway past Oakland County Community College, a number of apartment buildings, Providence Hospital, and office buildings. This connection will help link Southfield with Oak Park.

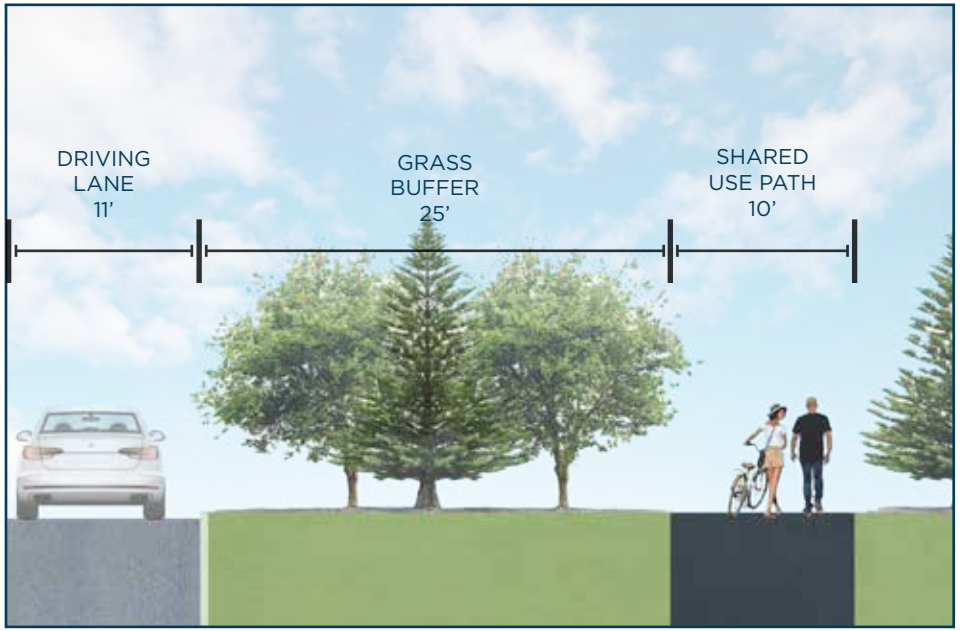


NINE MILE CORRIDOR PLAN


5B
5C
5D
5E
OAK PARK

SEGMENT 5A

Oak Park: Greenfield Rd to Parklawn St.
Residential Arterial | Shared Use Path



PROJECT EXAMPLE

Current Segment Characteristics	
Corridor Typology	Residential Arterial
Segment Speed Limit	35mph
Average Daily Traffic Volume	15,700
Transit Stops (Yes/No)	Yes
Sidewalk Infill Needed (Yes/No)	No
SEMCOG Equity Demand Population	High

Challenges	
Highway Crossing (Yes/No)	No
Driveway Frequency (Low, Medium, High)	High
Freight Loading/Unloading (Yes/No)	No

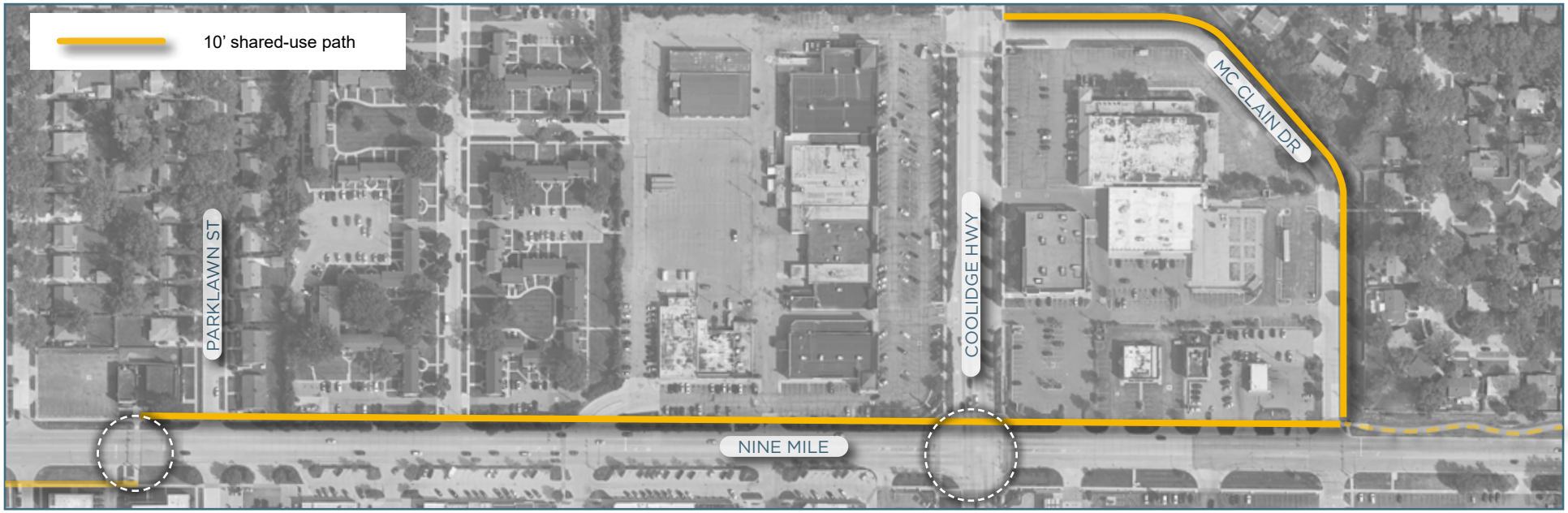
Implementation	
Cost Estimate	$$$$
Segment Length / Miles Impacted	0.72 miles
Responsible Party	City of Oak Park

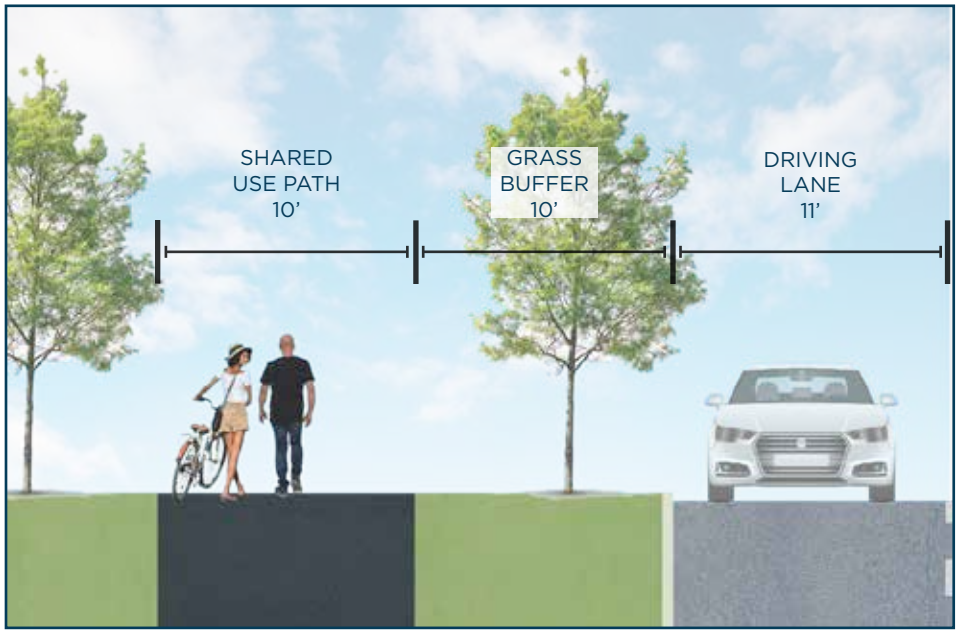
PRIORITY RANKING:

From the Oak Park City boundary at Greenfield Road, this segment continues east to Parklawn Street on the south side of Nine Mile Road through a mostly residential area. There is ample right-of-way to be able to add a 10' shared use pathway, however there are many driveways to cross and coordination with property owners will need to take place.

SEGMENT 5B

Oak Park: Parklawn St. to Mc Clain Dr.
Commercial Corridor | Shared Use Path





PROJECT EXAMPLE

Current Segment Characteristics	
Corridor Typology	Commercial Corridor
Segment Speed Limit	35mph
Average Daily Traffic Volume	15,700
Transit Stops (Yes/No)	Yes
Sidewalk Infill Needed (Yes/No)	No
SEMCOG Equity Demand Population	High

Challenges	
Highway Crossing (Yes/No)	No
Driveway Frequency (Low, Medium, High)	Medium
Freight Loading/Unloading (Yes/No)	No

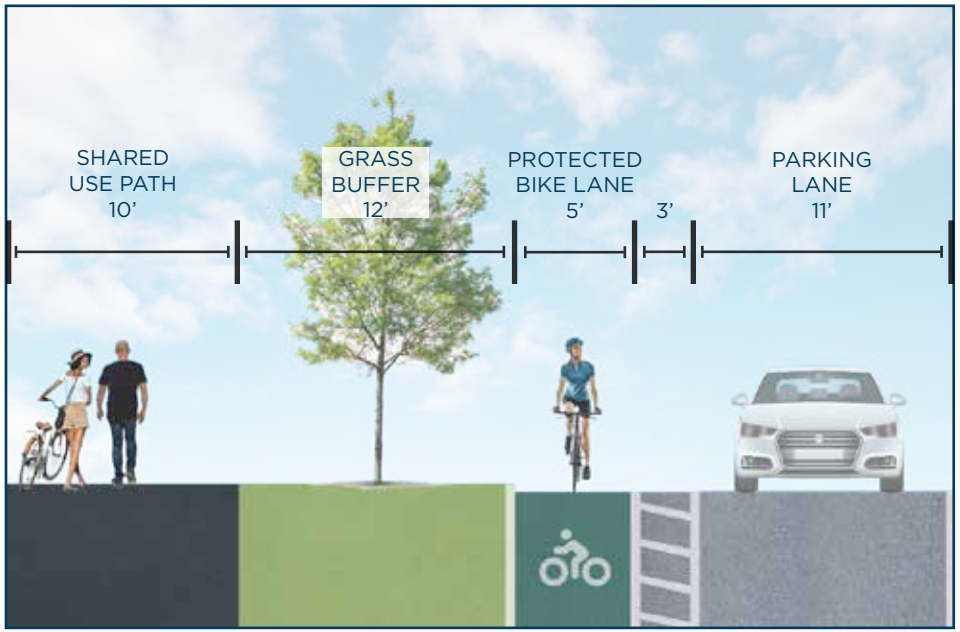
Implementation	
Cost Estimate	$$$$$
Segment Length / Miles Impacted	0.6 miles
Responsible Party	City of Oak Park

PRIORITY RANKING:

This segment of 10’ shared use pathway crosses Nine Mile Road to the north side of the street to avoid right-of-way and parking constraints on the south side. It also continues north along McClain Drive, taking advantage of additional right-of-way and links with the existing linear park trail that currently ends east of McClain.

SEGMENT 5C

Oak Park: Mc Clain Dr. to Scotia Rd.
Residential Arterial | Shared Use Path



PROJECT EXAMPLE

Current Segment Characteristics	
Corridor Typology	Residential Arterial
Segment Speed Limit	35mph
Average Daily Traffic Volume	15,700
Transit Stops (Yes/No)	Yes
Sidewalk Infill Needed (Yes/No)	No
SEMCOG Equity Demand Population	Very High

Challenges	
Highway Crossing (Yes/No)	No
Driveway Frequency (Low, Medium, High)	Low
Freight Loading/Unloading (Yes/No)	No

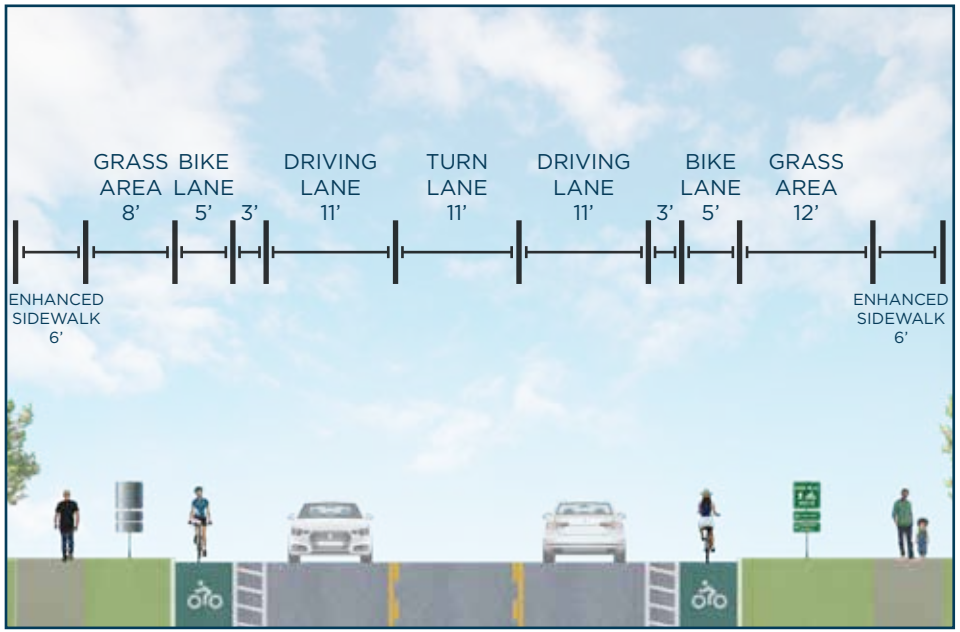
Implementation	
Cost Estimate	$$$$
Segment Length / Miles Impacted	0.26 miles
Responsible Party	City of Oak Park

PRIORITY RANKING:

This segment of 10' shared use pathway would connect the two existing trail segments that Oak Park has constructed along Nine Mile Road. This pathway would continue on the north side of the street before crossing to the south side at Scotia Road. A placemaking opportunity exists midway through the segment and presents an opportunity for an additional public space.

SEGMENT 5E & 6A

Oak Park: Rosewood St. to Republic Ave.; Ferndale: Republic Ave. to Pinecrest
Neighborhood Commercial | Enhanced Sidewalk



PROJECT EXAMPLE

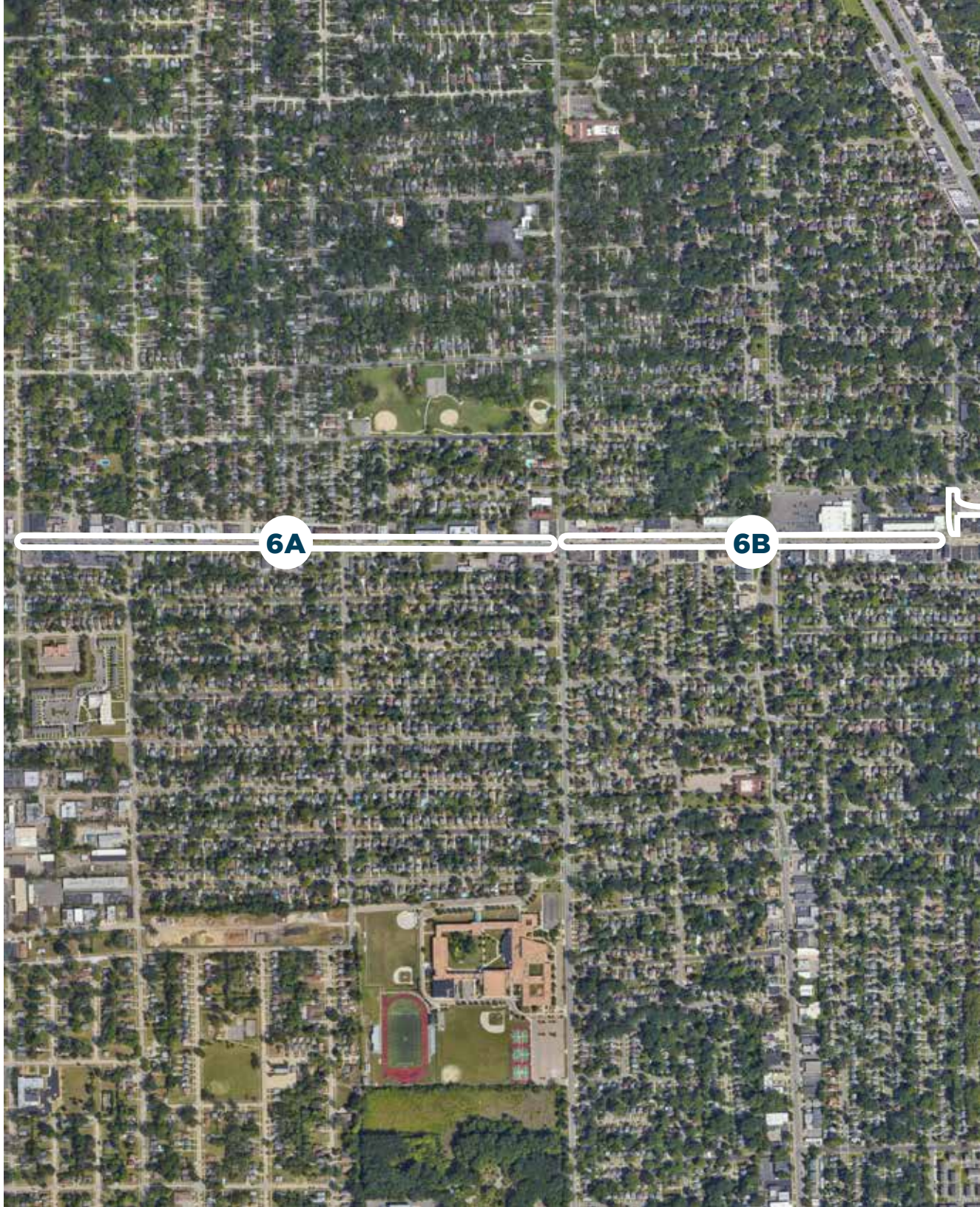
Current Segment Characteristics	
Corridor Typology	Neighborhood Commercial
Segment Speed Limit	35mph | 30mph
Average Daily Traffic Volume	15,700
Transit Stops (Yes/No)	Yes
Sidewalk Infill Needed (Yes/No)	No
SEMCOG Equity Demand Population	High

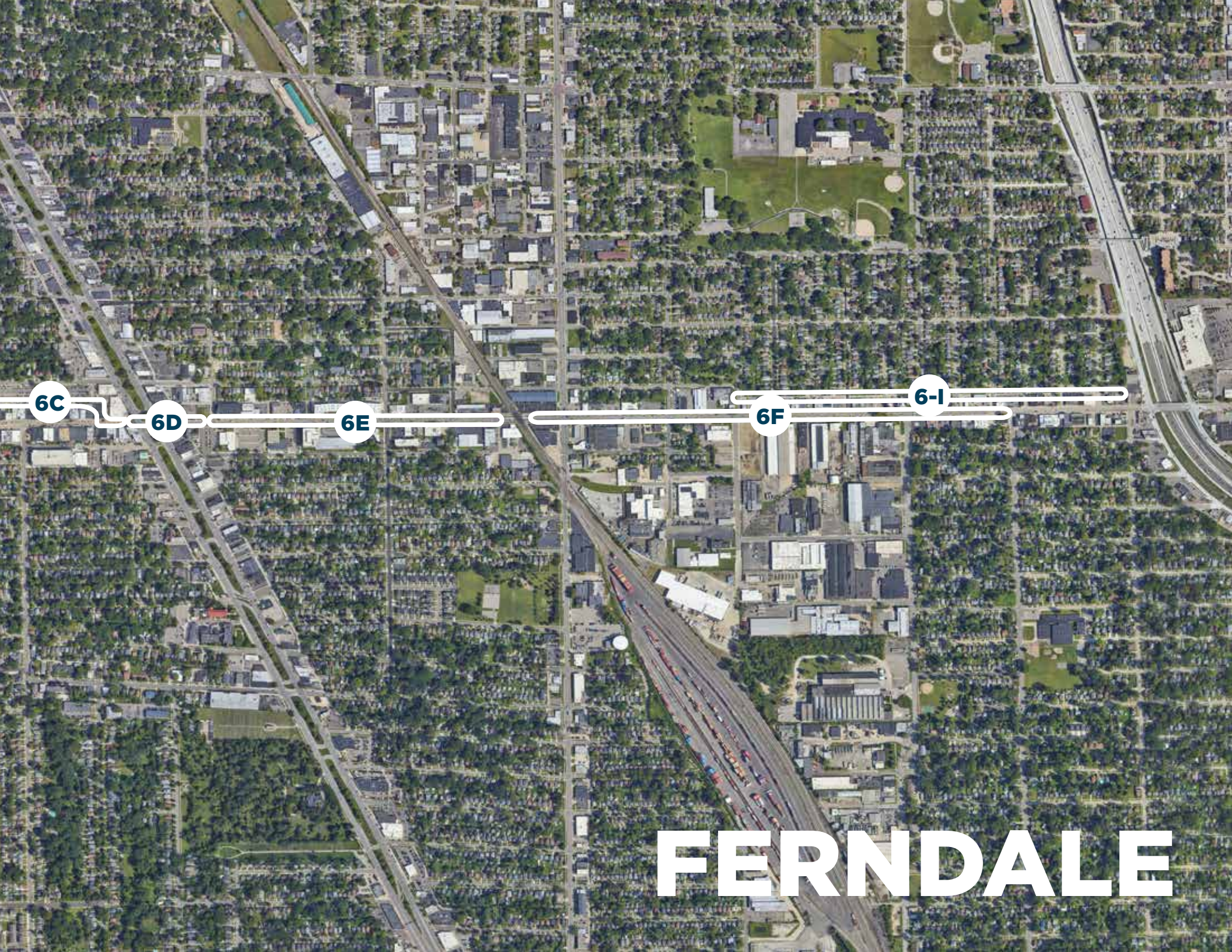
Challenges	
Highway Crossing (Yes/No)	No
Driveway Frequency (Low, Medium, High)	Low | High
Freight Loading/Unloading (Yes/No)	No

Implementation	
Cost Estimate	$$$$
Segment Length / Miles Impacted	0.5 miles | 0.46 miles
Responsible Party	City of Oak Park | City of Ferndale

PRIORITY RANKING:

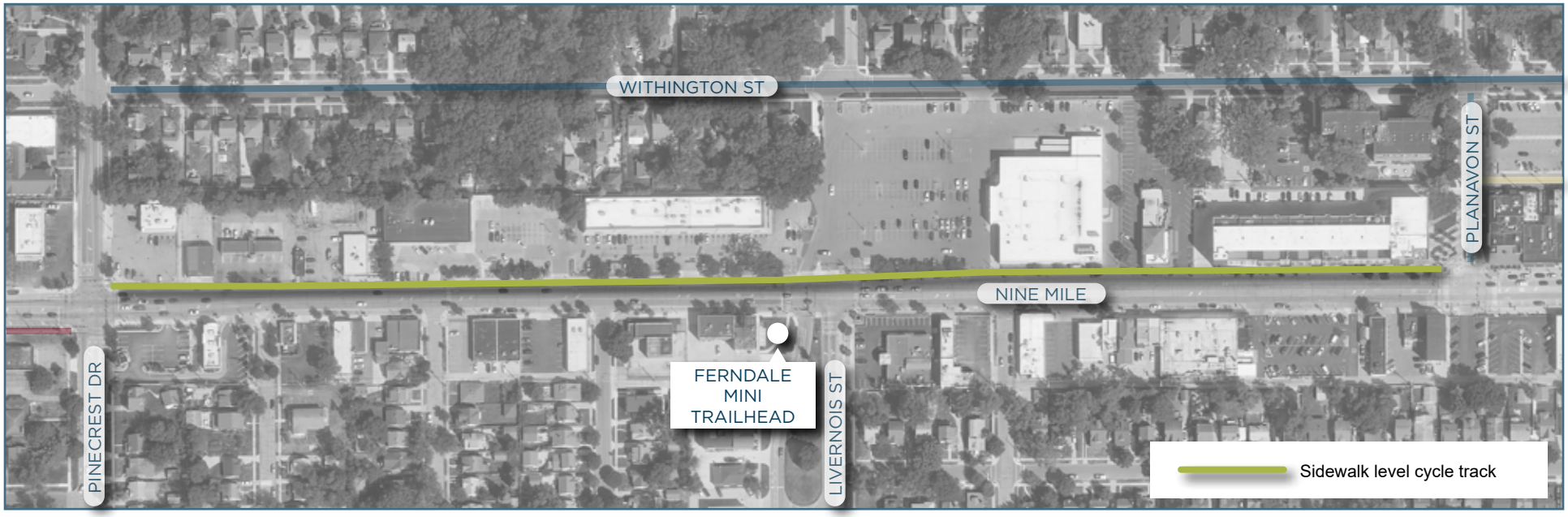
The segment from Rosewood Street in Oak Park to Pinecrest Street in Ferndale lacks the right-of-way to add a full shared use pathway without significant changes to the roadway. This segment currently has bike lanes, however enhanced sidewalks are recommended to encourage the walking connection between the two cities and show that the pathway continues.

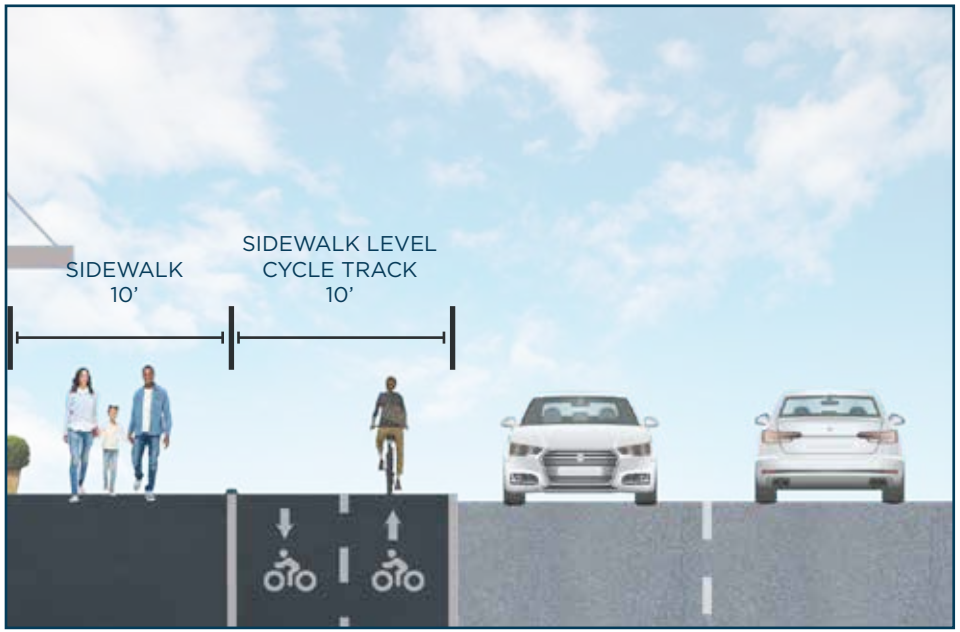

6A
6B


6C
6D
6E
6F
6-I
FERNDALE

SEGMENT 6B

Ferndale: Pinecrest Dr. to Planavon St.
Neighborhood Commercial | Sidewalk Level Cycle Track





PROJECT EXAMPLE

Current Segment Characteristics	
Corridor Typology	Neighborhood Commercial
Segment Speed Limit	25mph
Average Daily Traffic Volume	12,800
Transit Stops (Yes/No)	Yes
Sidewalk Infill Needed (Yes/No)	No
SEMCOG Equity Demand Population	Moderate

Challenges	
Highway Crossing (Yes/No)	No
Driveway Frequency (Low, Medium, High)	High
Freight Loading/Unloading (Yes/No)	No

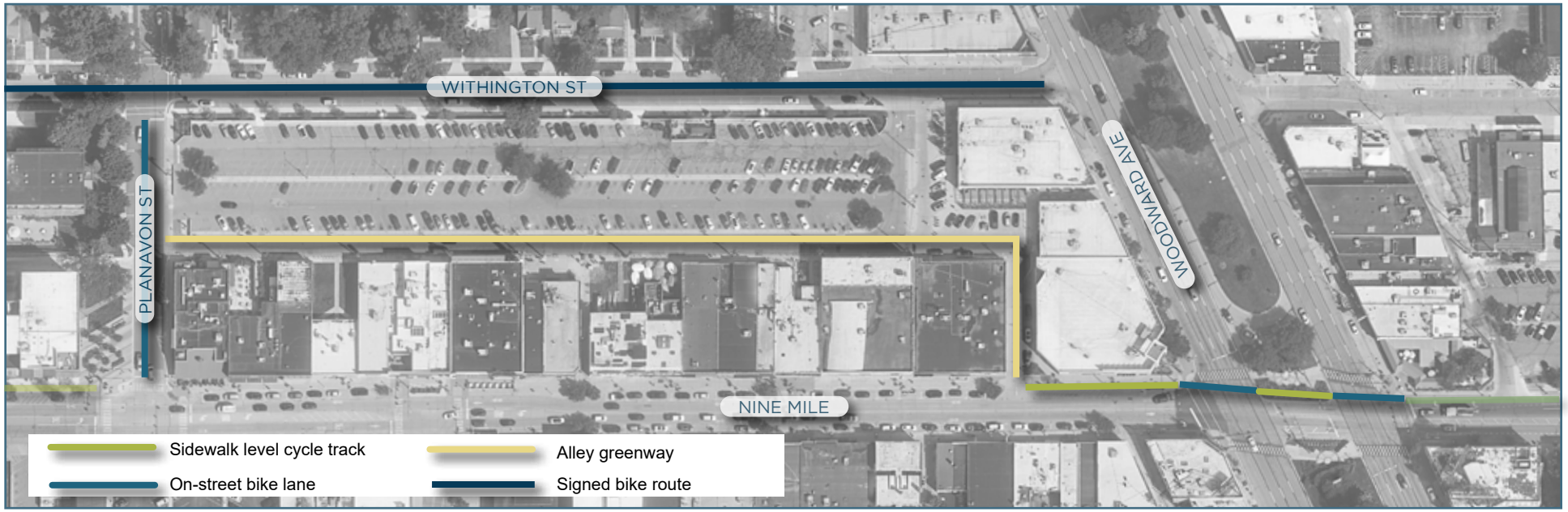
Implementation	
Cost Estimate	$$$
Segment Length / Miles Impacted	0.45 miles
Responsible Party	City of Ferndale

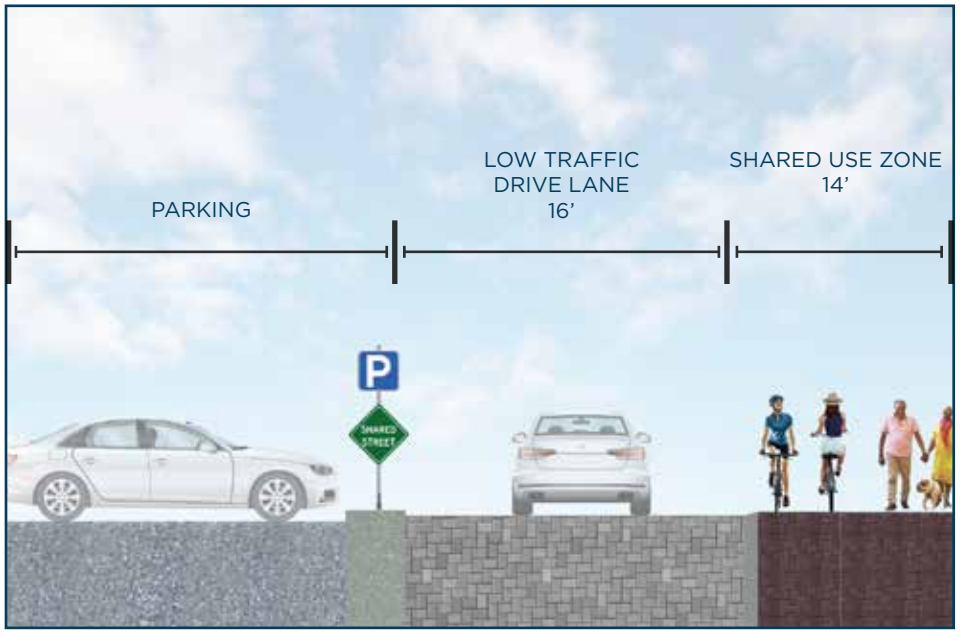
PRIORITY RANKING:

Due to the constrained nature of this segment and the relatively high traffic levels, it is recommended that a raised bicycle facility be added to the north side of Nine Mile Road. This two-way, sidewalk level cycle track would be 8' wide, tie into the existing sidewalk, and be a dedicated space for bicyclists. Current roadway and property constraints will make this a challenge, but necessary to the overall corridor connectivity.

SEGMENT 6C

Ferndale: Withington South Greenway
Suburban Downtown | Alley Greenway





PROJECT EXAMPLE

Current Segment Characteristics	
Corridor Typology	Alley | Residential Parkway
Segment Speed Limit	25mph | NA
Average Daily Traffic Volume	NA
Transit Stops (Yes/No)	No
Sidewalk Infill Needed (Yes/No)	No
SEMCOG Equity Demand Population	Moderate

Challenges	
Highway Crossing (Yes/No)	No
Driveway Frequency (Low, Medium, High)	High | Low
Freight Loading/Unloading (Yes/No)	No | Yes

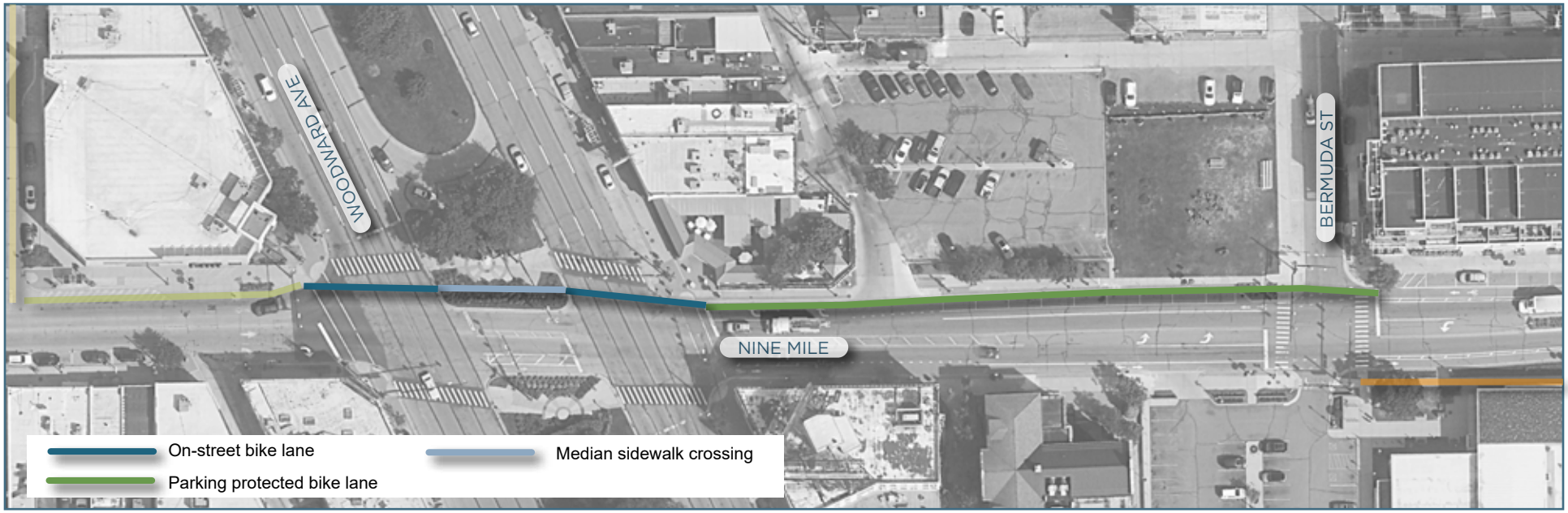
Implementation	
Cost Estimate	$$$$$$
Segment Length / Miles Impacted	0.62 miles | 0.2 miles
Responsible Party	City of Ferndale

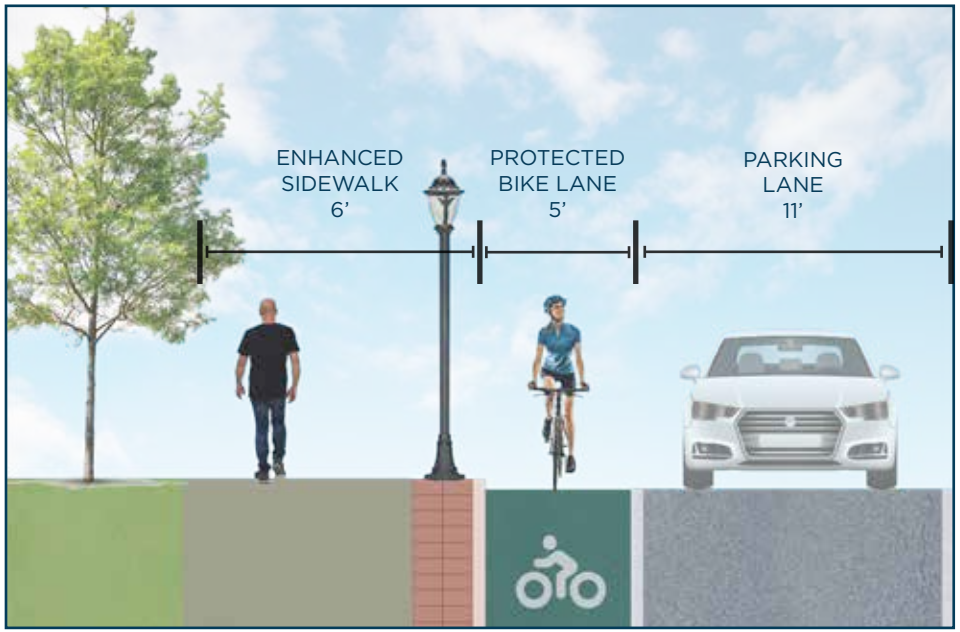
PRIORITY RANKING:

This segment consists of three individual project intended to foster connectivity along the Nine Mile Corridor. A signed bike route and on-street bike lane help connect cyclists in the short term before the Nine Mile projects are complete. A redesign of the Withington Alley to a Green Alley/Woonerf shared street is intended to make better use of the space and provide opportunities for placemaking.

SEGMENT 6D

Ferndale: Woodward Ave. to Bermuda St.
Suburban Downtown | Parking Protected Bike Lane





PROJECT EXAMPLE

Current Segment Characteristics	
Corridor Typology	Suburban Downtown
Segment Speed Limit	25mph
Average Daily Traffic Volume	12,000
Transit Stops (Yes/No)	Yes
Sidewalk Infill Needed (Yes/No)	No
SEMCOG Equity Demand Population	None

Challenges	
Highway Crossing (Yes/No)	Yes
Driveway Frequency (Low, Medium, High)	Low
Freight Loading/Unloading (Yes/No)	No

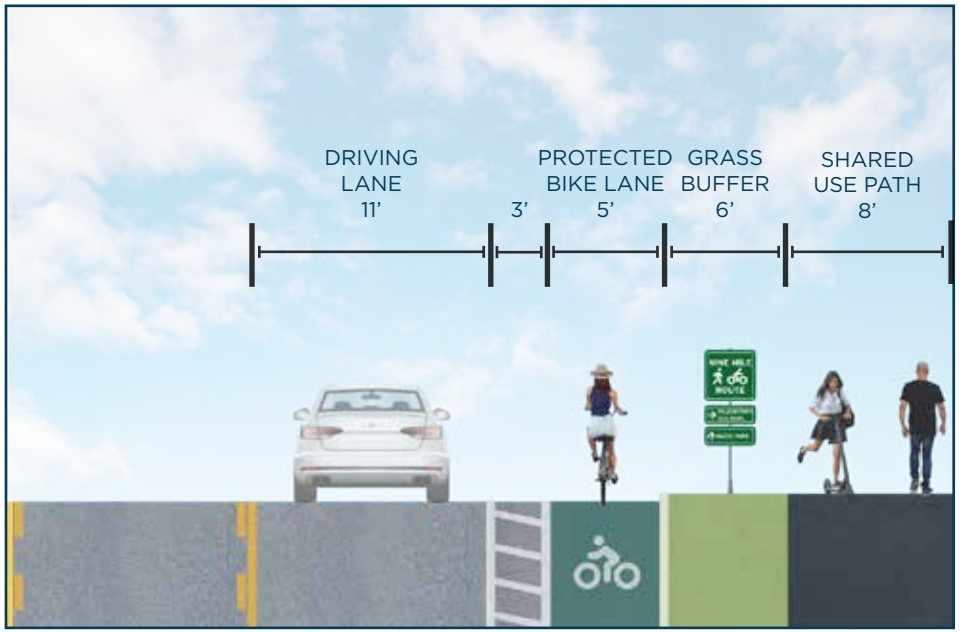
Implementation	
Cost Estimate	$$
Segment Length / Miles Impacted	0.08 miles | 0.08 miles
Responsible Party	City of Ferndale

PRIORITY RANKING:

Woodward Avenue acts as a large barrier between the east and west sides of Ferndale. This segment intends to help bridge the gap for pedestrians and cyclists looking to cross by improving visibility and adding protection when crossing and continuing east to Bermuda Street. These improvements should tie into the forthcoming Woodward Avenue road diet.

SEGMENT 6E

Ferndale: Bermuda St. to Hilton Rd.
Neighborhood Commercial | Shared Use Path



PROJECT EXAMPLE

Current Segment Characteristics	
Corridor Typology	Neighborhood Commercial
Segment Speed Limit	25mph
Average Daily Traffic Volume	12,000
Transit Stops (Yes/No)	Yes
Sidewalk Infill Needed (Yes/No)	No
SEMCOG Equity Demand Population	Moderate

Challenges	
Highway Crossing (Yes/No)	No
Driveway Frequency (Low, Medium, High)	Medium
Freight Loading/Unloading (Yes/No)	No

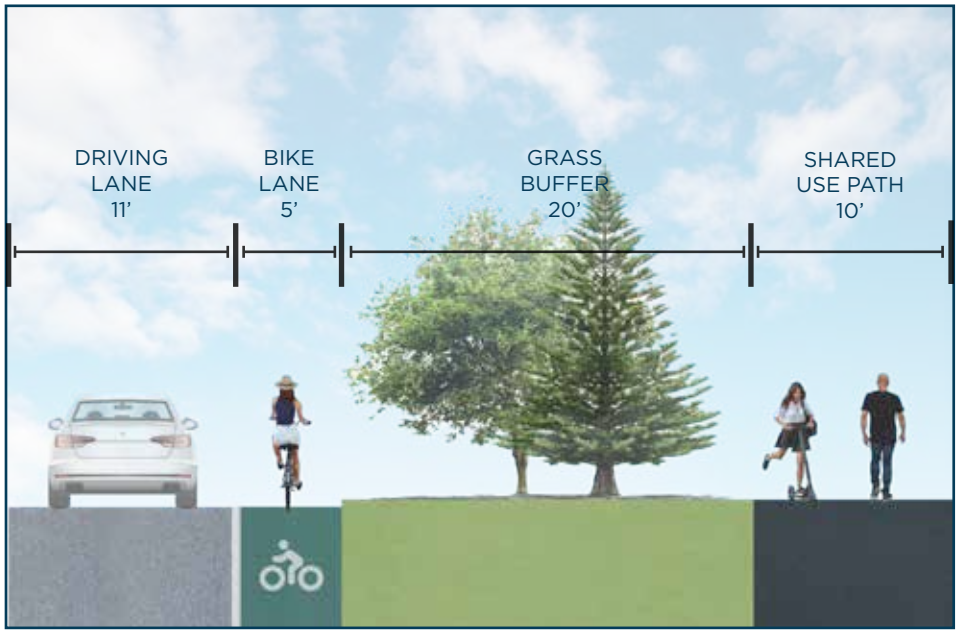
Implementation	
Cost Estimate	$$$$
Segment Length / Miles Impacted	0.5 miles
Responsible Party	City of Ferndale

PRIORITY RANKING:

The pathway shifts to the south side of Nine Mile Road east of Bermuda Street to connect better with the Ferndale Public Library and City Hall, as well as utilize available right-of-way. Since limited space is available and on-street bike lanes are present, this segment is recommended as an 8' shared use path to provide comfortable travel for those less comfortable cycling in the roadway.

SEGMENT 6F

Ferndale: Hilton Rd. to West End St.
Neighborhood Commercial | Shared Use Path



PROJECT EXAMPLE

Current Segment Characteristics	
Corridor Typology	Neighborhood Commercial
Segment Speed Limit	25mph
Average Daily Traffic Volume	12,000
Transit Stops (Yes/No)	Yes
Sidewalk Infill Needed (Yes/No)	No
SEMCOG Equity Demand Population	Moderate

Challenges	
Highway Crossing (Yes/No)	No
Driveway Frequency (Low, Medium, High)	Low
Freight Loading/Unloading (Yes/No)	No

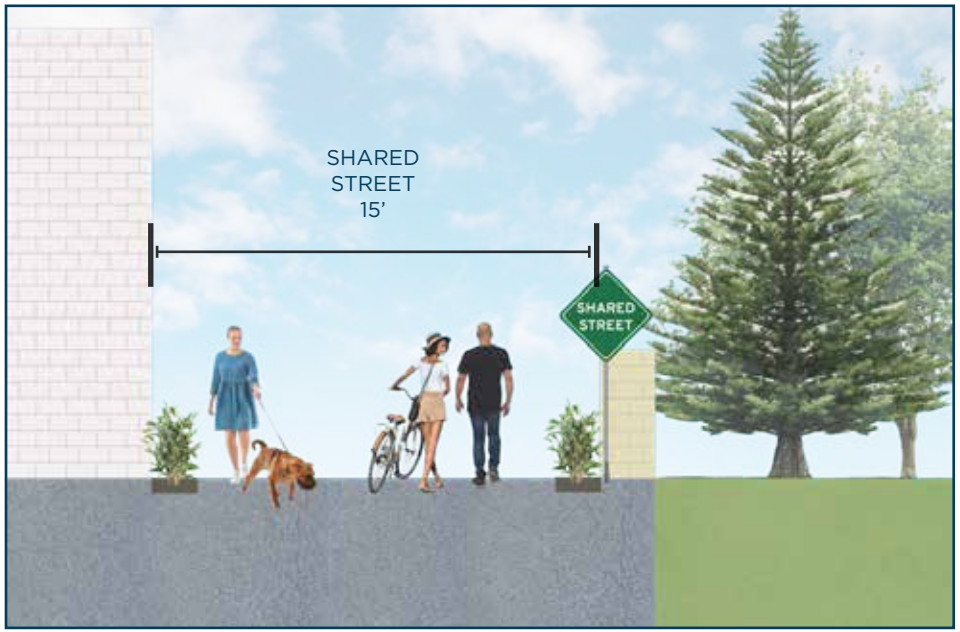
Implementation	
Cost Estimate	$$$$
Segment Length / Miles Impacted	0.62 miles
Responsible Party	City of Ferndale

PRIORITY RANKING:

From Hilton Street to West End Street, the right-of-way widens and space for a 10' shared use pathway is available. This pathway is intended to serve a similar purpose as the segment to the west and provide space for less confident cyclists, children, or other slower, person powered modes.

SEGMENT 6-I

Ferndale, Hazel Park: Vester St Alley
Neighborhood Commercial | Alley Greenway



PROJECT EXAMPLE

Current Segment Characteristics	
Corridor Typology	Alley
Segment Speed Limit	NA
Average Daily Traffic Volume	NA
Transit Stops (Yes/No)	No
Sidewalk Infill Needed (Yes/No)	No
SEMCOG Equity Demand Population	Moderate

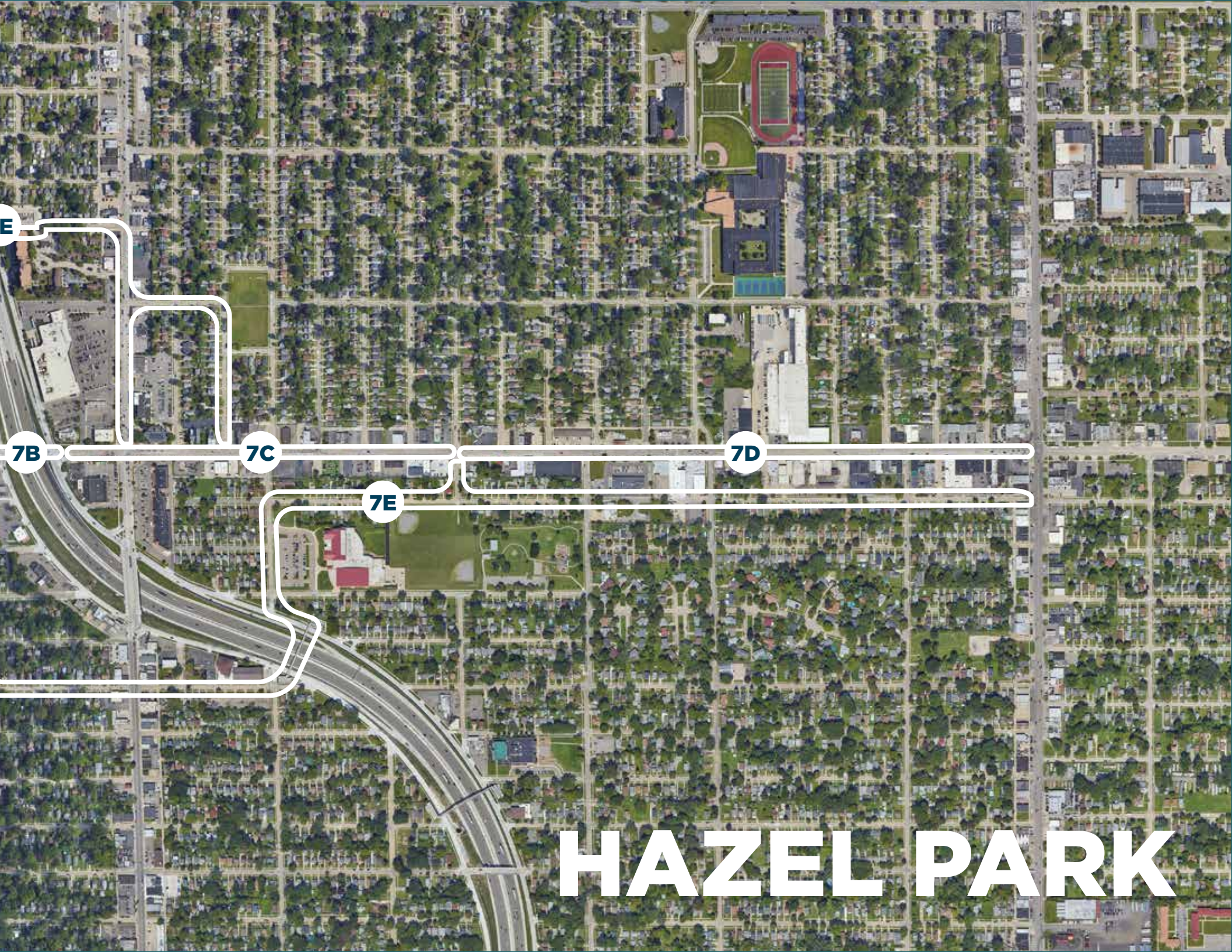
Challenges	
Highway Crossing (Yes/No)	No
Driveway Frequency (Low, Medium, High)	Low
Freight Loading/Unloading (Yes/No)	Yes

Implementation	
Cost Estimate	$$$$$
Segment Length / Miles Impacted	0.38 miles
Responsible Party	City of Ferndale

PRIORITY RANKING:

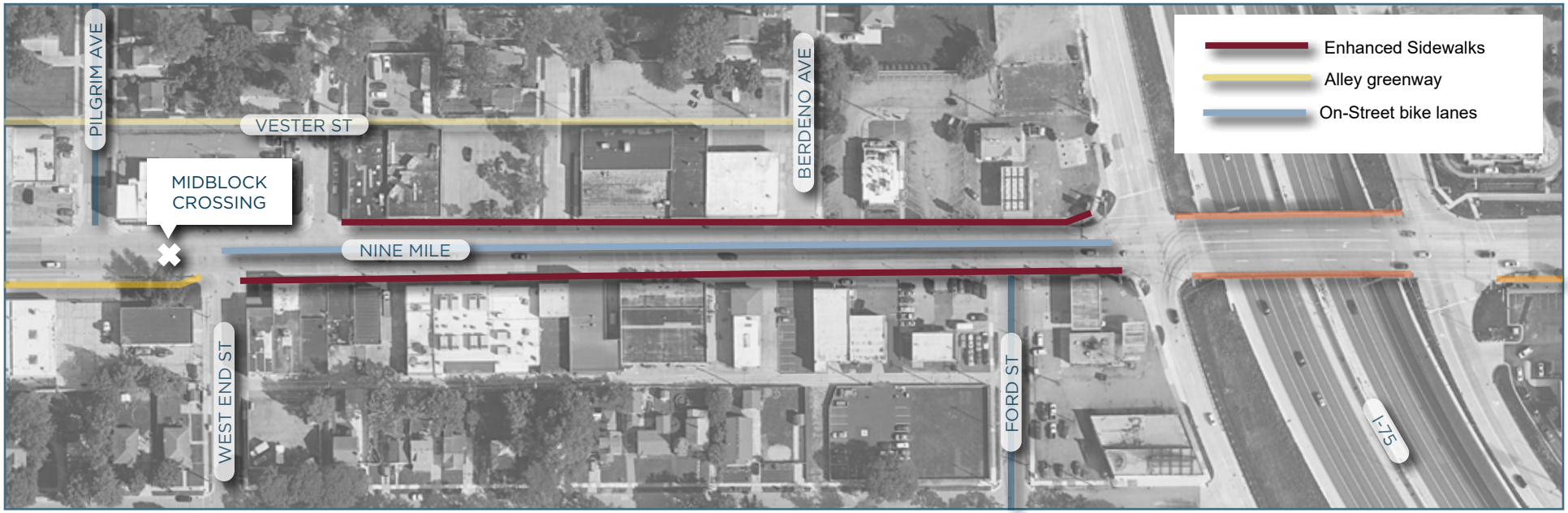
This segment would utilize the Vester Street Alley and run parallel to the previous segment. Vester Street provides an opportunity to turn an underutilized piece of infrastructure into a unique place that caters to pedestrians and cyclists while including art, green stormwater infrastructure, and other placemaking elements to draw residents in.

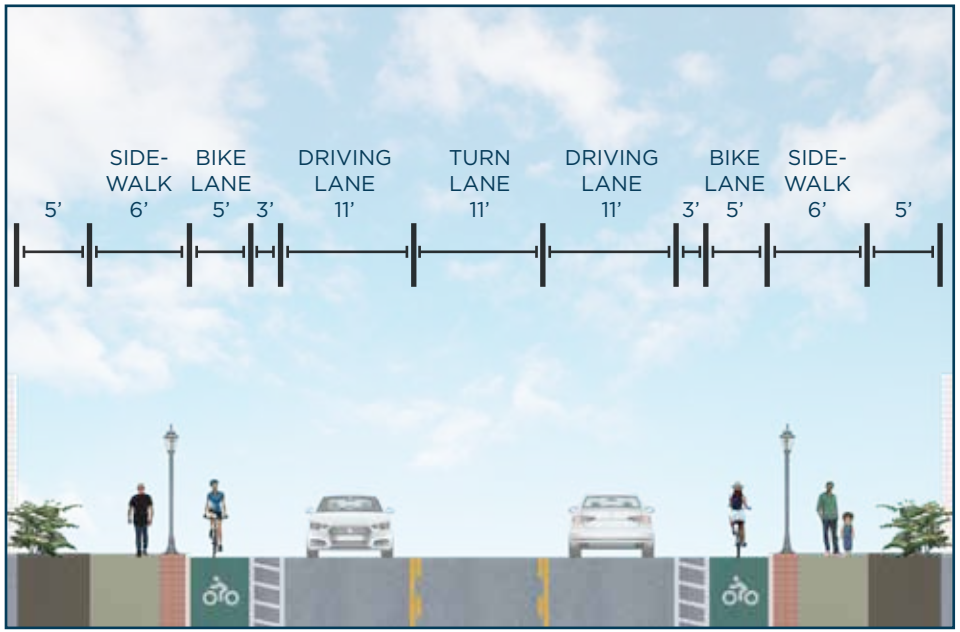
NINE MILE CORRIDOR PLAN


E
7B
7C
7D
7E
HAZEL PARK

SEGMENT 7A

Hazel Park: West End St. to I-75
Neighborhood Commercial | On-Street Bike Lanes + Enhanced Sidewalk





PROJECT EXAMPLE

Current Segment Characteristics	
Corridor Typology	Neighborhood Commercial
Segment Speed Limit	25
Average Daily Traffic Volume	12,000
Transit Stops (Yes/No)	Yes
Sidewalk Infill Needed (Yes/No)	No
SEMCOG Equity Demand Population	High

Challenges	
Highway Crossing (Yes/No)	No
Driveway Frequency (Low, Medium, High)	Medium
Freight Loading/Unloading (Yes/No)	No

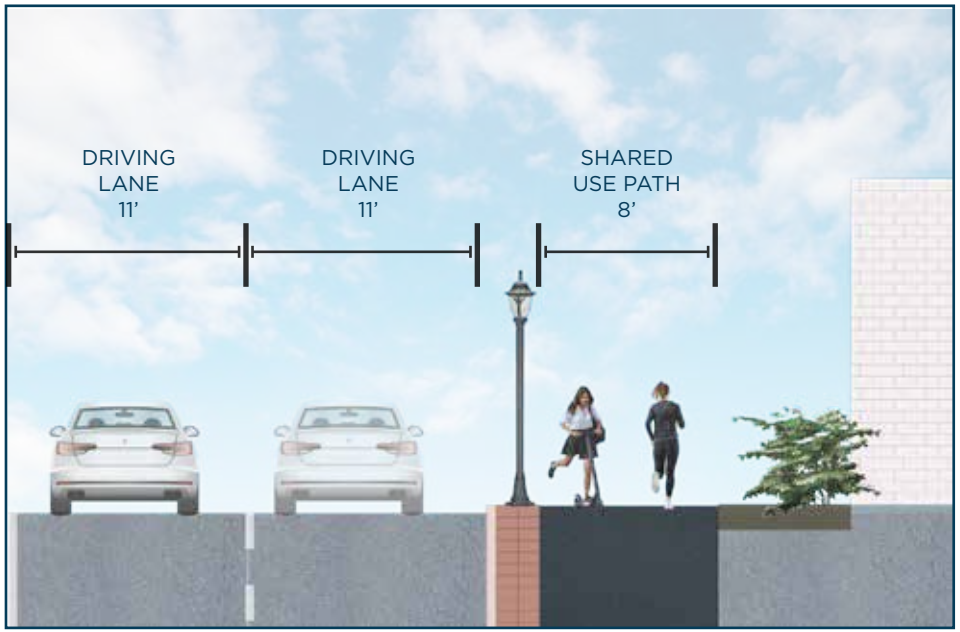
Implementation	
Cost Estimate	$$$
Segment Length / Miles Impacted	0.2 miles
Responsible Party	City of Hazel Park

PRIORITY RANKING:

Currently this segment is where the bike lanes end, dropping cyclists into traffic that can be heavy at times of the day, due to the proximity of I-75. This segment would enhance the sidewalks along both sides of the street and add bike lanes to the I-75 Service Drive. These would connect to the recommended bike routes that cross the Interstate north and south of Nine Mile Road.

SEGMENT 7B & 7C

Hazel Park: I-75 to Vassar Ave.
Neighborhood Commercial | Shared Use Path



PROJECT EXAMPLE

Current Segment Characteristics	
Corridor Typology	Highway Crossing | Neighborhood Commercial
Segment Speed Limit	30
Average Daily Traffic Volume	12,000
Transit Stops (Yes/No)	Yes
Sidewalk Infill Needed (Yes/No)	No
SEMCOG Equity Demand Population	High

Challenges	
Highway Crossing (Yes/No)	No
Driveway Frequency (Low, Medium, High)	Medium
Freight Loading/Unloading (Yes/No)	No

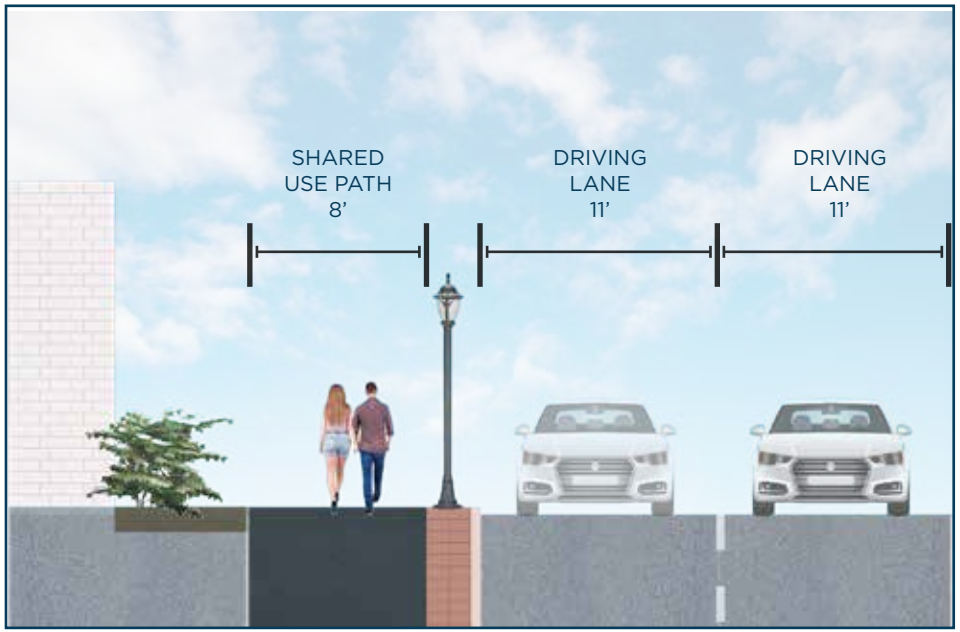
Implementation	
Cost Estimate	$$$$$
Segment Length / Miles Impacted	0.43 miles
Responsible Party	City of Hazel Park

PRIORITY RANKING:

The crossing of I-75 poses a challenge for users as the sidewalks are narrow and unprotected and there is no extra space for bicycle facilities. Oftentimes the bridge is a congestion point for vehicles looking to enter or exit I-75. A long term plan for a highway crossing is recommended. East of I-75, there is space for an 8' shared use path on the south side to accommodate users of all abilities along Nine Mile.

SEGMENT 7D

Hazel Park: Vassar Ave. to Dequindre Rd.
Neighborhood Commercial | Shared Use Path



PROJECT EXAMPLE

Current Segment Characteristics	
Corridor Typology	Neighborhood Commercial
Segment Speed Limit	30
Average Daily Traffic Volume	12,000
Transit Stops (Yes/No)	Yes
Sidewalk Infill Needed (Yes/No)	No
SEMCOG Equity Demand Population	High

Challenges	
Highway Crossing (Yes/No)	No
Driveway Frequency (Low, Medium, High)	Medium
Freight Loading/Unloading (Yes/No)	No

Implementation	
Cost Estimate	$$$$
Segment Length / Miles Impacted	0.65 miles
Responsible Party	City of Hazel Park

PRIORITY RANKING:

The final segment of pathway along Nine Mile Road stretches from Vassar Avenue to Dequindre Road on the north side of the street. The pathway crosses at Vassar Avenue based on the right-of-way constraints. The 8' pathway maximizes the available right-of-way but will provide adequate space for all users.

SEGMENT 7-E

Hazel Park: Neighborhood Bike Routes

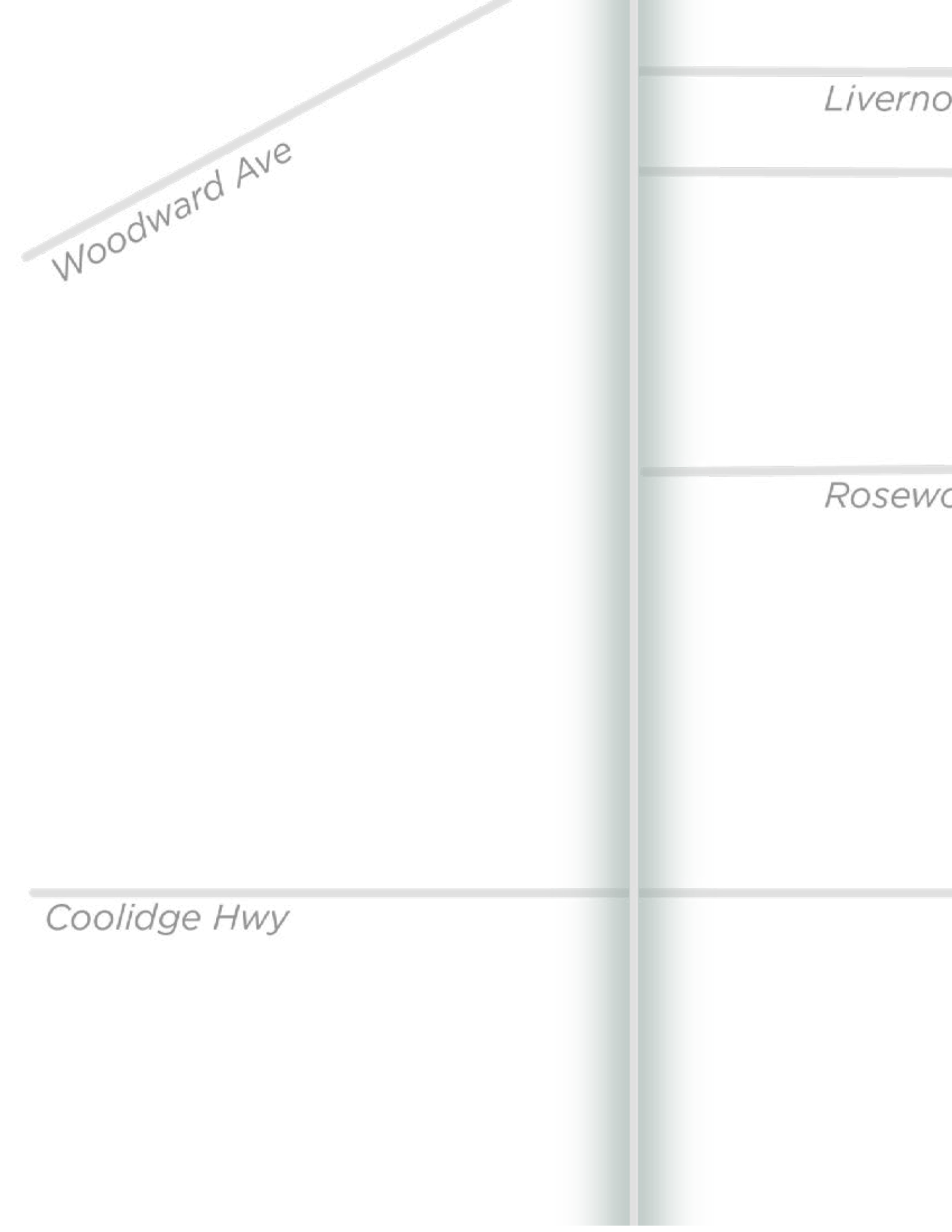
Current Segment Characteristics	
Corridor Typology	Neighborhood Parkway
Segment Speed Limit	25
Average Daily Traffic Volume	NA
Transit Stops (Yes/No)	No
Sidewalk Infill Needed (Yes/No)	No
SEMCOG Equity Demand Population	High

Challenges	
Highway Crossing (Yes/No)	Yes (existing pedestrian bridges)
Driveway Frequency (Low, Medium, High)	High
Freight Loading/Unloading (Yes/No)	No

Implementation	
Cost Estimate	$
Segment Length / Miles Impacted	1.1 miles | 2 miles
Responsible Party	City of Hazel Park

PRIORITY RANKING:

A series of signed bike routes that extend from Nine Mile help provide a safe route over I-75 without using the Nine Mile Road bridge. These routes use neighborhood streets that are low speed and comfortable for all to ride on and use the existing pedestrian crossings of the highway to access the east side of Hazel Park.


Woodward Ave
Liverno
Rosewo
Coolidge Hwy

ACTION PLAN

ACTION PLAN

WHAT IS AN ACTION PLAN?

The Action Plan for the Nine Mile Corridor Plan is a guide to the implementation of the recommended pathway segments and corridor wide recommendations. This section can be used by any of the municipalities along the Nine Mile Corridor in determining which projects are most needed in the community, who is responsible for implementing each project, and potential funding opportunities for planning, design, and construction of pathways.

CORRIDOR-WIDE RECOMMENDATIONS

Outside of the individual pathway segments, there are a number of recommendations that pertain to the entire Nine Mile Corridor. These recommendations are intended to work in concert with the recommended segments and ensure that the Nine Mile Corridor becomes a regional corridor amenity rather than just a sidewalk or pathway. The corridor wide recommendations are focused on maintaining design consistency throughout the six communities, establishing a shared identity along the corridor, and ensuring adequate maintenance and operations throughout the corridor.

INTEGRATE WITH ADJACENT TRANSPORTATION FACILITIES

Upon moving the pathway recommendations from plan to implementation, consideration should be taken to integrate the non-motorized infrastructure with existing and future bus stops, park and ride lots, and streets. The pathways should be safe and comfortable to function as a seamless portion of the transportation network.

IMPLEMENT PLACEMAKING ALONG THE CORRIDOR

Placemaking refers to a multi-faceted approach to the design and management of public spaces to build activity. Placemaking approaches should be implemented along Nine Mile to encourage use of the corridor. Examples include park spaces, public art, trailheads, seating areas, and other spaces that can be activated.

ESTABLISH A CORRIDOR BRAND AND IDENTITY

To ensure that the corridor pathway is more than just a sidewalk or bike lane, a brand and identity should be established that links the six communities together. The brand should consist of signage, wayfinding, and other infrastructure designs that can be implemented in coordination with the construction of the pathway segments. Based on the results of the public survey, the community prefers a modern and artistic style for the Nine Mile Corridor.

SINGING RIVER TRAIL
A NATIVE AMERICAN HERITAGE TRAIL

THE 606

SUNTRAIL

NICKEL PLATE TRAIL

INCORPORATE GREEN STORMWATER INFRASTRUCTURE IN DESIGN

Flooding due to increased stormwater runoff is becoming a larger issue around Southeast Michigan. Any opportunity to include green stormwater infrastructure practices along Nine Mile will help address the flood that many are experiencing more frequently. These practices can also add to the beauty and aesthetics along the corridor for those walking and biking.

FORMALLY ADOPT THE PLAN RECOMMENDATIONS

The six Task Force communities should formally adopt the Plan's recommendations to ensure that future phases of the project are implemented in coordination with other capital projects. This adoption can come as a resolution of support from the communities as well as adding this plan as an amendment to other community planning documents, including the Master Plan, Parks and Recreation Plan, Non-Motorized Plans, and others.

Additionally, a more formal Memorandum of Understanding should be adopted by each Task Force city that formalizes support for the corridor plan and the future implementation steps. It is important for each of the cities to support the priority projects in the corridor as this will lead to an overall faster and more efficient implementation of the recommendations.

PURSUE STRATEGIC FUNDING OPPORTUNITIES

Partnerships with state and regional agencies, as well as with foundations and other potential funders, should be explored and cultivated. These relationships will help the project partners apply for and receive the funding necessary to begin implementing the recommendations. Ongoing conversations will be needed to ensure that enough funding is available to complete the corridor.

ESTABLISH A CORRIDOR MANAGEMENT ENTITY TO MAINTAIN TRAIL

As the Nine Mile Corridor is a multi-jurisdictional corridor, it may be necessary to establish an organization responsible for the management and maintenance of the pathway. This entity may also be best suited to take on implementation the corridor plan, work with each individual city, and coordinate efforts between all stakeholders. Following the implementation of the pathway segments, maintenance, repairs, and updates will be needed on an ongoing basis, which this organization could take on.

CONDUCT AN ANNUAL "CORRIDOR SYSTEM REVIEW"

A major task of the corridor management entity would be to conduct an annual system review to determine where maintenance is needed in the coming year. A checklist of items should be developed and evaluated by a team trained to identify areas of concern.

PATHWAY PRIORITIZATION

CITY	SEGMENT	FROM	TO	TREATMENT	SEMCOG EQUITY POPULATION	SEMCOG DEMAND AREA	COST ESTIMATE	COMMUNITY PRIORITY*	OVERALL PRIORITY**	PARTNERS
Farmington Hills	1a	I-275	Halsted Rd.	10' Shared Use Path	None	Partial Moderate	$656,000	6	2	MDOT
	1b	Halsted Rd.	Drake Rd.	10' Shared Use Path	High	None	$800,000	5	3	
	1c	Drake Rd	Gill Rd	10' Shared Use Path	High	None	$400,000	2	2	
	2-I	Shiawassee (Cora to Nine Mile)		Signed Bike Route	None	Moderate	$3,000	1	1	
	3a	Cora Ave	Tuck Rd	Sidewalk Improvements	None	Moderate	$72,000	7	4	Farmington
	3a	Cora Ave	Tuck Rd	Signed Bike Route	None	Moderate	$900	1	1	Farmington
	3b	Tuck Rd	Middlebelt Rd	10' Shared Use Path	None	Moderate	$400,000	2	3	
	3c	Middlebelt Rd	Inkster Rd	10' Shared Use Path	High	Moderate	$800,000	3	3	Southfield

1 = Highest Priority Projects, 5+ = Lowest Priority Projects

*Ranking of projects within each community

**Overall of projects throughout the entire corridor

CITY	SEGMENT	FROM	TO	TREATMENT	SEMCOG EQUITY POPULATION	SEMCOG DEMAND AREA	COST ESTIMATE	COMMUNITY PRIORITY*	OVERALL PRIORITY**	PARTNERS
City of Farmington	2a	Gill Rd	Farmington Rd	10' Shared Use Path	None	None	$400,000	6	3	Farmington Hills
	2b	Farmington Rd	Orchard Lake Rd	10' Shared Use Path	None	Moderate	$960,000	4	2	MDOT
	2-I	Farmington Rd (Nine Mile to LOC Credit Union)		10' Shared Use Path	None	Moderate	$264,000	3	2	
	2-I	Farmington Rd (LOC CU to Orchard)		8' Shared Use Path	None	Moderate	$90,000	4	2	
	2-I	Farmington Rd (Orchard St to Grand River)		Sidewalk Improvements	None	High	$108,000	8	4	
	2-I	Grand River Ave (Farmington to Grove)		Sidewalk Improvements	High	High	$108,000	8	4	
	2-I	Grand River Ave (Grove to Power)		On Street Bike Lane	High	Moderate	$20,000	6	3	
	2-I	Slocum Dr (Farmington to Grand River)		Signed Bike Route	None	Moderate	$1,800	1	1	
	2-I	Power Rd (Grand River to Shiawassee)		10' Shared Use Path	High	Moderate	$240,000	6	3	
	2-I	Shiawassee (Power to Prospect)		On Street Bike Lane	Non	None	$7,000	4	2	
	2-I	Shiawassee (Prospect to Orchard Lake)		10' Shared Use Path	None	None	$400,000	7	3	
	2-I	Shiawassee (Orchard Lake to Cora)		Signed Bike Route	None	Moderate	$30,000	5	2	
	2c	Grand River Ave	Cora Ave	Sidewalk Improvements	None	Moderate	$20,000	9	5	
	2c	Grand River Ave	Cora Ave	Signed Bike Route	None	Moderate	$10,000	2	1	

1 = Highest Priority Projects, 5+ = Lowest Priority Projects

*Ranking of projects within each community

**Overall of projects throughout the entire corridor

CITY	SEGMENT	FROM	TO	TREATMENT	SEMCOG EQUITY POPULATION	SEMCOG DEMAND AREA	COST ESTIMATE	COMMUNITY PRIORITY	OVERALL PRIORITY	PARTNERS
Southfield	4a	Inkster Rd	Beech Rd	10' Shared Use Path	High	None	$640,000	5	4	Farmington Hills
	4b	Beech Rd	Telegraph Rd	10' Shared Use Path	High	Partial Moderate	$225,000	3	2	MDOT
	4c	Telegraph Rd	Lahser Rd	10' Shared Use Path	High	Moderate	$280,000	3	2	MDOT
	4d	Lahser Rd	Evergreen Rd	10' Shared Use Path	High	None	$400,000	2	1	
	4e	Evergreen Rd	Soutfield Rd	10' Shared Use Path	High	Moderate	$680,000	1	1	
	4f	Southfield Rd	Southfield Rd	10' Shared Use Path	High	None	$185,000	6	5	MDOT
	4g	Southfield Rd	Greenfield Rd	10' Shared Use Path	High	Moderate	$720,000	4	4	Oak Park
Oak Park	5a	Greenfield Rd	Parklawn St	10' Shared Use Path	High	Moderate	$580,000	3	3	Southfield
	5b	Parklawn St	Mc Clain Dr	10' Shared Use Path	High	High	$480,000	1	1	
	5c	Mc Clain Dr	Scotia Rd	10' Shared Use Path	Very High	High	$210,000	2	2	
	5e	Rosewood St	Republic Ave	Sidewalk Improvements	Very High	Moderate	$160,000	4	4	Ferndale

1 = Highest Priority Projects, 5+ = Lowest Priority Projects

*Ranking of projects within each community

**Overall of projects throughout the entire corridor

CITY	SEGMENT	FROM	TO	TREATMENT	SEMCOG EQUITY POPULATION	SEMCOG DEMAND AREA	COST ESTIMATE	COMMUNITY PRIORITY	OVERALL PRIORITY	PARTNERS
Ferndale	6a	Republic Ave	Pinecrest Dr	Sidewalk Improvements	None	High	$92,000	6	4	Oak Park
	6b	Pinecrest Dr	Planavon St	10' Raised Cycletrack	None	High	$360,000	8	5	
	6b	Withington Bike Lane (Pinecrest to Woodward)		Signed Bike Route	None	High	$3,100	1	1	
	6c	Withington Alley Greenway (Planavon to Woodward)		Alley Greenway	None	High	$400,000	3	2	
	6c	Planavon Connector (9 Mile to Withington)		On Street Bike Lane	None	High	$1,200	3	2	
	6c	Alley	Woodward	10' Raised Cycletrack	None	High	$64,000	2	2	MDOT
	6d	Woodward Ave E	Bermuda St	Parking Protected Bike Lane	None	None	$2,800	7	4	MDOT
	6e	Bermuda St	Hilton Rd	8' Shared Use Path	None	High	$300,000	4	3	
	6f	Hilton Rd	West End St	10' Shared Use Path	None	Moderate	$496,000	7	4	Hazel Park
	6-I	Farrow	West End St	Alley Greenway	None	Moderate	$760,000	5	3	Hazel Park

1 = Highest Priority Projects, 5+ = Lowest Priority Projects

*Ranking of projects within each community

**Overall of projects throughout the entire corridor

CITY	SEGMENT	FROM	TO	TREATMENT	SEMCOG EQUITY POPULATION	SEMCOG DEMAND AREA	COST ESTIMATE	COMMUNITY PRIORITY	OVERALL PRIORITY	PARTNERS
Hazel Park	7a	West End St	I-75	On Street Bike Lane	High	High	$7,000	6	4	Ferndale
	7a	West End St	I-75	Sidewalk Improvements	High	High	$60,000	1	1	Ferndale
	7a	West End St	Berdeno Ave	Alley Greenway	High	High	$300,000	4	4	Ferndale
	7b	I-75	I-75	Highway Crossing	High	N/A	$800,000	6	4	MDOT
	7c	I-75	Vassar Ave	8' Shared Use Path	High	High	$260,000	2	2	
	7d	Vassar Ave	Dequindre Rd	8' Shared Use Path	High	Moderate	$390,000	3	3	
	7d	Pilgrim	Nine Mile	Signed Bike Route	High	High	$5,500	1	1	
	7d	Ford Ave	Dequindre Rd	Signed Bike Route	High	Moderate	$10,000	1	1	

RESPONSIBILITIES AND PARTNERS

The Nine Mile Corridor Plan represents an ambitious regional plan that will require individual efforts from each of the partner communities, as well as partnerships between neighboring cities, SEMCOG, SMART, and MDOT, depending on the location of the project. These partnerships are essential to ensuring that each segment of the corridor is implemented in a way that is consistent through the six cities.

First, each city will be individually responsible for implementing the segments that are located within their specific city limits. Each segment has been prioritized at the city level, as well as for the entire corridor. This will be helpful in determining the order of implementation for each pathway segment within each community. Staff should focus on moving the top ranked projects forward to design and implementation as these present the most feasible and most likely projects to receive funding.

However, larger efforts to complete the corridor pathway could be undertaken as well. Given the regional nature of the corridor, there is an opportunity for a regional entity such as Oakland County Parks and Recreation, SEMCOG, or a new regional trail entity to act as a fiduciary to distribute funding and oversee the construction of the pathway. This group would be responsible for receiving grant funding and ensuring the recommendations of the plan are implemented in a way that maintains consistency throughout the 18-mile corridor.

Some pathway segments cross city boundaries, are located on MDOT right of way, or connect with other segments in a neighboring community. Transit service also operates on much of the corridor. When starting the implementation process for these segments, coordination with the adjacent city, MDOT, or SMART will be important to that the pathway segments are working to support each other and the other transportation components along Nine Mile.

PATHWAY COST ESTIMATES

As part of the Nine Mile Corridor Plan, high-level cost estimates were developed to help guide the six corridor communities in the implementation of the pathway segments. Cost estimates at the planning stage are intended to be order magnitude costs that give an idea of how much funding is necessary to make each segment a reality. The cost estimates will also be useful in community budgeting, identifying potential funding streams available at the regional level, and in applying for grant funding.

The cost estimates for each project type were developed using recent linear foot costs derived from both national research and recent projects completed around Michigan. These estimates are not final and are likely to change based on the information gathered during the final design and engineering stages. Additionally, the cost estimates are based on recently available data and could change based on inflation, construction costs, or other economic conditions. Note that these costs do not include any right-of-way acquisition costs, staff management time, or costs associated with trailheads and placemaking elements along the corridor Cost estimates for each typology are as follows:

- **Alley Greenway** - $2,000,000 per mile
- **10’ Shared Use Path** - $800,000 per mile
- **10’ Raised Bike Lane** - $800,000 per mile
- **8’ Shared Use Path** - $600,000 per mile
- **Sidewalk Improvements** - $300,000 per mile
- **On-Street Bike Lane** - $35,000 per mile
- **Signed Bike Lane** - $5,000 per mile
- **Pedestrian Bridge** - $2,000 per linear foot

There is an correlation between the amount of protection provided by each pathway type and the cost associated with construction. Generally, as protection and comfort increase for pedestrians and cyclists, costs increase. It is important to note that the Nine Mile Corridor Plan is aiming to maximize safety, comfort, and functionality for the maximum number of users to ensure that the corridor is highly utilized. This will require a greater investment overall to achieve the desired goals of the communities.

Based on the construction cost estimates, it would cost about $15M to construct the entire pathway system from I-275 to Dequindre Road. Additional investigation would be needed to identify more detailed costs based on the specific conditions along Nine Mile Road.

CITY	ESTIMATED TOTAL PATHWAY TREATMENT COST
Farmington Hills	$3,200,000
Farmington	$2,700,000
Southfield	$3,200,000
Oak Park	$1,300,000
Ferndale	$2,700,000
Hazel Park	$1,900,000
Total	$15,000,000

FUNDING OPPORTUNITIES

The six city Task Force should take advantage of the available grant funding opportunities for the design and construction of trails but will most likely be required to provide a local funding match. Staff at each community should discuss with municipal administrators about what might be available locally and compare this amount to the cost estimates provided in this plan to determine your funding needs. The available local match can also be used to finalize the preferred trail segment length. If fewer funds are available, then a small, less costly segment may need to be implemented instead.

Based on which funding sources the community might seek, a preliminary project timeline should be developed at this point. This will include any steps required by granting agencies, the local government, and/or the State of Michigan, such as application deadlines, public notice, design approvals, environmental assessments, permitting, and bidding requirements.

Grantors also have different evaluation timelines; for example, communities seeking grants through the Michigan Department of Natural Resources (DNR) should expect to wait 8 months from the application deadline to learn whether funding has been approved, and then another 6 months before the project can begin incurring expenses for design or construction.

FUNDING SOURCES

There are several options to help fund the development of trails. Depending on the funding source, the primary applicant may need to be either a government agency or a nonprofit organization. Options for both categories are described below. When local government agencies and nonprofit organizations collaborate, they might be able to leverage one another's funding efforts, leading to greater opportunities for trail building.

REGIONAL SOURCES

SEMCOG Planning Assistance Program

Grant Amount: $50,000

Match Amount: Minimum 18.2% of the project cost

Funds: Plans for Transportation Equity, Complete Streets & Corridor Safety, Trails & Greenway, EV Infrastructure, Broadband Access, and Stormwater Management.

Considerations: Geared towards promoting regional plans and priorities. Multi-jurisdictional projects and additional match are key components.

SEMCOG Carbon Reduction Program

Grant Amount: $1.5M

Match Amount: Minimum 20% of the project cost

Funds: Construction, planning, and design of nonmotorized trail facilities

Considerations: Goal is to reduce transportation and greenhouse gas emissions.

GOVERNMENT AGENCIES

Land and Water Conservation Fund (LWCF)

Grant Amount: $30,000-$500,000

Match Amount: Minimum 50% of the project cost

Funds: Property acquisition or design and construction

Considerations: Applications due annually on April 1. Must have a 5-Year Parks and Recreation Plan approved by the DNR by February 1 of the year applying. Funds must be spent in 2 years, and properties on which the trail is constructed are encumbered for public recreation in perpetuity.

Michigan Natural Resources Trust Fund (MNRTF)

Grant Amount: $15,000-$300,000

Match Amount: Minimum 25% of the project cost

Funds: Property acquisition or design and construction

Considerations: Applications due annually on April 1. Must have a 5-Year Parks and Recreation Plan approved by the DNR by February 1 of the year applying. Properties acquired or developed with MNRTF grants are encumbered for public recreation in perpetuity. There are no minimum or maximum funding restrictions on property acquisition grants.

Michigan Spark Grants
Grant Amount: $100,000-$1M

Funds: Design and construction

Match Amount: Not required

Considerations: This is a temporary funding source. As of May 2023, the 2nd round of applications has been opened, and there will only be 3 rounds. Up to $25M will be awarded in each round, and all funds must be committed by 2024. Projects must be completed by October 2026.

Safe Routes to School (SRTS) Major Grants
Grant Amount: Variable

Match Amount: Minimum 20% of the project cost

Funds: Design and construction

Considerations: Applicants must be schools.

Transportation Alternatives Program (TAP)
Grant Amount: $200,000 or more

Match Amount: Minimum 20% of the project cost

Funds: Design and construction

Considerations: Applications are accepted at various times throughout the year.

Neighborhood Access and Equity Program (FHWA)
Notice of Funding Opportunity Coming Soon (late 2023)

NONPROFIT ORGANIZATIONS

People for Bikes (PFB) Community Grants
Grant Amount: Up to $10,000

Match Amount: Not specified

Funds: Design and construction

Considerations: Applications open annually in fall.

Michigan Trails Fund
Grant Amount: Varies

Match Amount: Not specified

Funds: Planning, design, engineering, acquisition, and construction of non-motorized, regional trail projects

Considerations: Funding comes from private resources and distributed to local agencies to implement trail connections

FOUNDATION GRANTS

Ralph C Wilson Jr. Foundation
Grant Amount: Varies

Match Amount: Not specified

Funds: Design and construction of trail to make connections eliminate gaps in the regional trail network.

Considerations: $50M in funding has been committed for projects that are regionally significant, connect communities, have significant community support, can effectively operate and maintain following completion, and garner additional leverage investment that is at 2/3 of the total project cost.

Ralph C Wilson Jr. Legacy Fund – Design and Access Funds
Grant Amount: Up to $50,000

Match Amount: Not specified

Funds: Projects in Southeast Michigan that serve to increase the walkability and bikeability of local communities and increase outdoor recreation activities

Considerations: Distributed by the Community Foundation for Southeast Michigan

PRIVATE SOURCES

A number of trails in Michigan have been funded through the philanthropic work of individuals who are interested in the development of regional non-motorized infrastructure. The Mike Levine Lakelands Trail that terminates in Ingham County was made possible by funding from Mike Levine. Other community members within Oakland County may be interested in helping to fund segments of the regional trail network.

CONCLUSION

The Nine Mile Corridor Plan represents an ambitious, yet achievable, plan for the future of this corridor. Nine Mile Road already acts as a vital vehicle connector between the six South Oakland County communities that were instrumental in the development of the plan. With this plan in place, the opportunity to connect more residents by healthier and more sustainable modes is a likely possibility.

Implementation of the recommendations of this plan will require communication and planning between the corridor communities to ensure that the pathway is safe, comfortable, and contiguous for the entire 18 miles. The communities will also need to participate in developing a corridor identity that both represents South Oakland County and identifies the corridor as a non-motorized pathway in the same league as the Detroit Riverfront, Joe Louis Greenway, Iron Belle Trail, Border to Border Trail, and other well known non-motorized systems in Michigan.

The recommendations shown in this plan are not a final design, but intended to serve as the starting point for future design, engineering, and construction work that will make this vision and reality. The successful implementation of this project may be the start of more regional cooperation within Southeast Michigan leading to a higher quality of life for all residents.