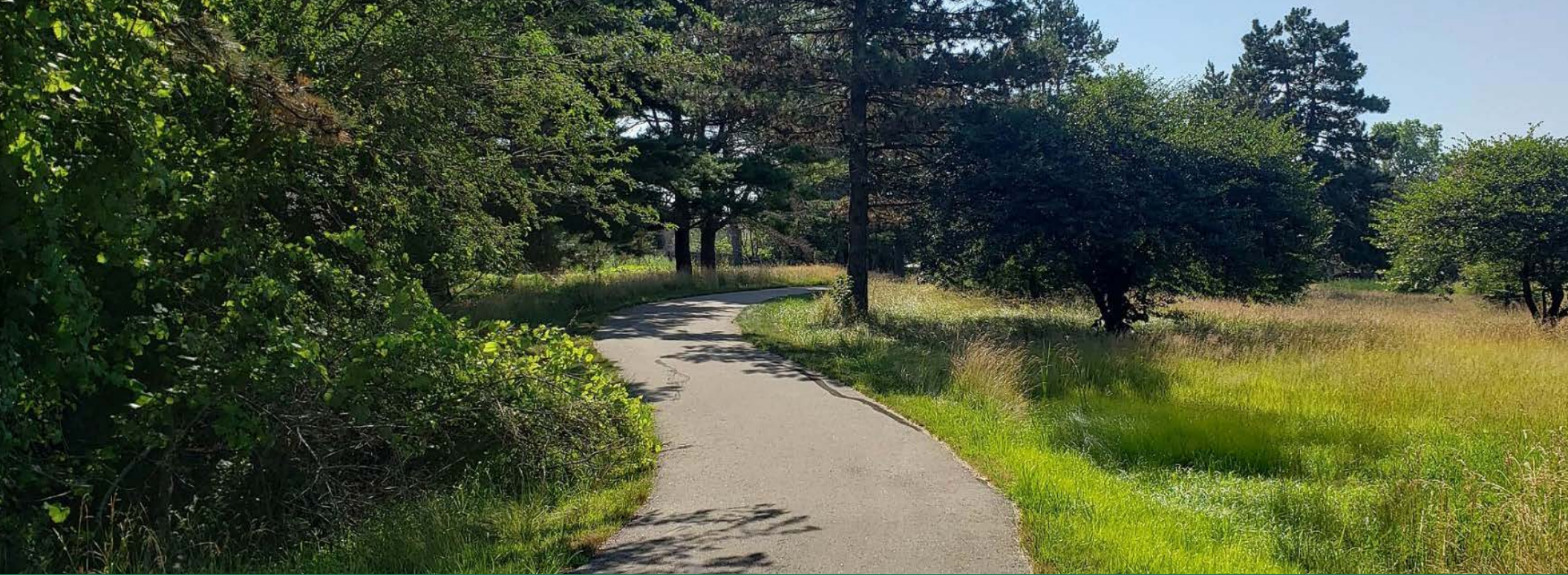




NINE MILE CORRIDOR WEST PHASE 2 FEASIBILITY STUDY

December 2024

ACKNOWLEDGMENTS

TASK FORCE

Oakland County Parks and Recreation

Chris Ward, Director

Melissa Prowse, Manager, Planning & Development

City of Novi

Lindsay Bell, AICP, Senior Planner

City of Northville

Wendy Longpre, Director of Strategic Planning and Special Initiatives

Lyon Township

Brian Keesey, Township Planner

City of South Lyon

Paul Zelenak, City Manager

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:



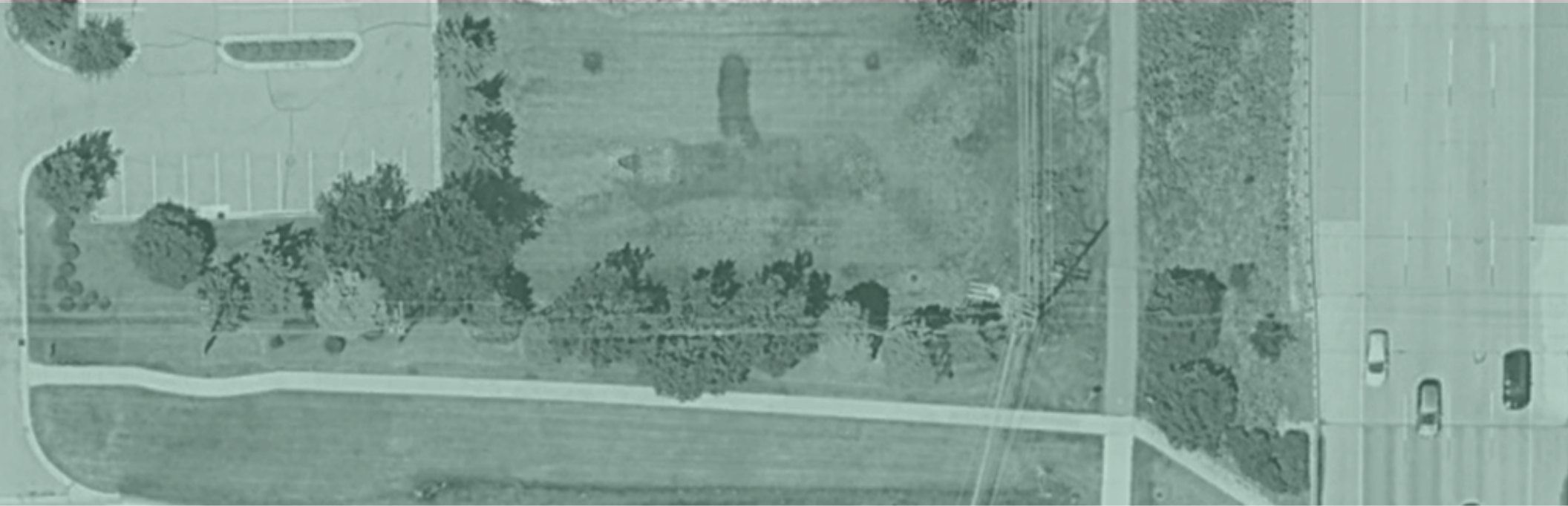
Prepared by:



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INTRODUCTION



EXECUTIVE SUMMARY

The Nine Mile Corridor West study envisions 12 miles of non-motorized facilities that connect the communities of Novi, Northville, Lyon Township, and South Lyon. This segment would provide a safe and enjoyable path to amenities in four communities, including schools, parks, trail systems, and downtown commercial districts. Further, there is opportunity to investigate connecting the facilities in Southwest Oakland County to trail systems in neighboring Livingston County, as well as providing non-motorized access to two Metroparks and Maybury State Park.

The Phase 1 plan, completed in 2023, explored the opportunity to create 17 miles of continuous non-motorized facilities along Nine Mile Road in Southeast Oakland County. The study area is predominantly suburban with compact downtown districts at either end in Farmington and Ferndale. This phase seeks to extend the path from I-275 and the I-275 Metro Trail in Novi to Dixboro Road in South Lyon, creating a cross-county active transportation corridor.

The project study area primarily focuses on the mile north and south of Nine Mile Road, but also considers the assets located outside of this one-mile buffer zone in Novi, Northville, Lyon Township, and South Lyon.



Source: Michigan Trails Magazine

The Nine Mile Corridor West project presents an opportunity to connect Oakland County residents with regional trails such as the I-275 Metro Trail and the Huron Valley Trail.



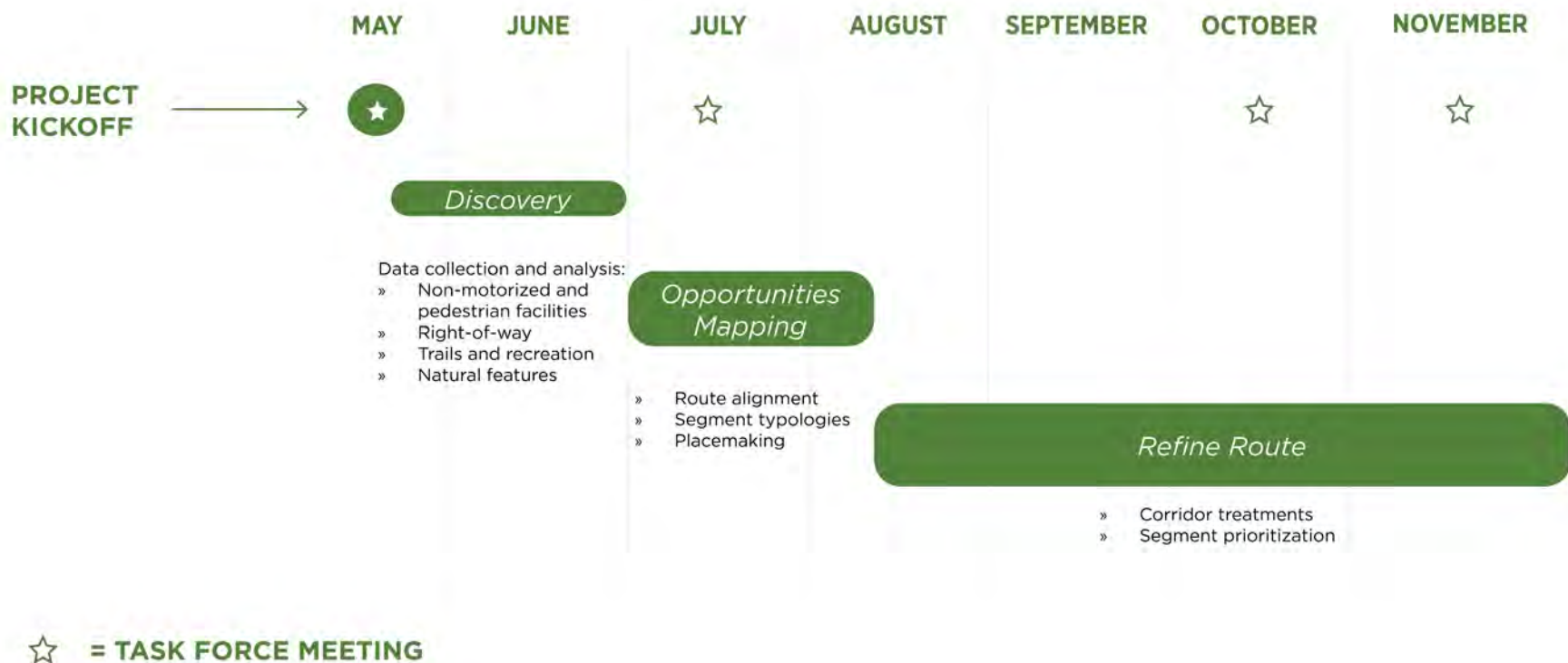
Source: Michigan Trails Magazine

PROJECT PROCESS

The first step in developing the Plan included a comprehensive review of all relevant documentation, such as master plans and trail plans, and an analysis of the existing conditions within the project Study Area. This analysis identified challenges and opportunities along Nine Mile Road, including road ownership, right of way, surface materials, gaps in sidewalks and shared use paths, future developments, and trail crossings.

A Task Force with representatives from each community was formed to guide the development of the Plan's recommendations. They provided valuable insight into the opportunities and issues along Nine Mile Road in their respective communities. Using the input from the Task Force, the existing conditions analysis, and a corridor tour, pathway treatment recommendations were developed.

To engage the broader community, a survey was circulated to raise awareness of the project and gather feedback on the design standards for the Corridor. The Task Force played a key role in refining the pathway treatment recommendations proposed in the Plan. A prioritization exercise identified the most critical segments for construction. Cost estimates were then developed to estimate the approximate level of funding that will be required for each segment of the Nine Mile Corridor West extension. The total project costs are expected to fall within the range of \$11 to \$13 million, with the final amount depending on the extent of utility, wetland, and grading work found necessary during a detailed engineering review. The project is eligible for various funding sources, including grants, philanthropy, and other funds beyond general budget allocations.



WHY IT MATTERS



ACTIVE LIFESTYLES

By offering residents and visitors a safe, accessible route for walking, running, and cycling, the Nine Mile Corridor pathway encourages outdoor activity and provides a recreational resource that is inclusive for people of all ages and abilities. While parks and trails are typically destinations reached by car, the Nine Mile Corridor project aims to connect these recreational assets, enabling locals to walk or bike directly to them.



ECONOMIC IMPACT

Trails often act as catalysts for economic growth. By connecting communities, the multi-jurisdictional Nine Mile Corridor pathway can increase foot traffic to local businesses and support jobs in areas like hospitality, retail, and outdoor recreation services. Trail systems are proven to attract visitors and generate revenue through tourism-related spending.



SAFETY

Dedicated trail systems create a safer environment for non-motorized users by providing separated spaces for walking and cycling, reducing the risk of accidents along busy roads. Trail networks can also improve connectivity, offering safer routes to schools, parks, and other key destinations within and between communities.



PROPERTY VALUES

Proximity to trails can enhance property values, as homebuyers often prioritize access to recreational amenities. A well-maintained trail network adds to the overall appeal of neighborhoods, making them more attractive to potential residents and increasing demand for properties near the trail.



ENVIRONMENTAL BENEFITS

Trails offer significant environmental benefits by promoting sustainable transportation options, such as walking and cycling, which help reduce reliance on cars and decrease greenhouse gas emissions. They also preserve green spaces, support wildlife habitats, and improve air and water quality by maintaining natural landscapes within urban and suburban settings.

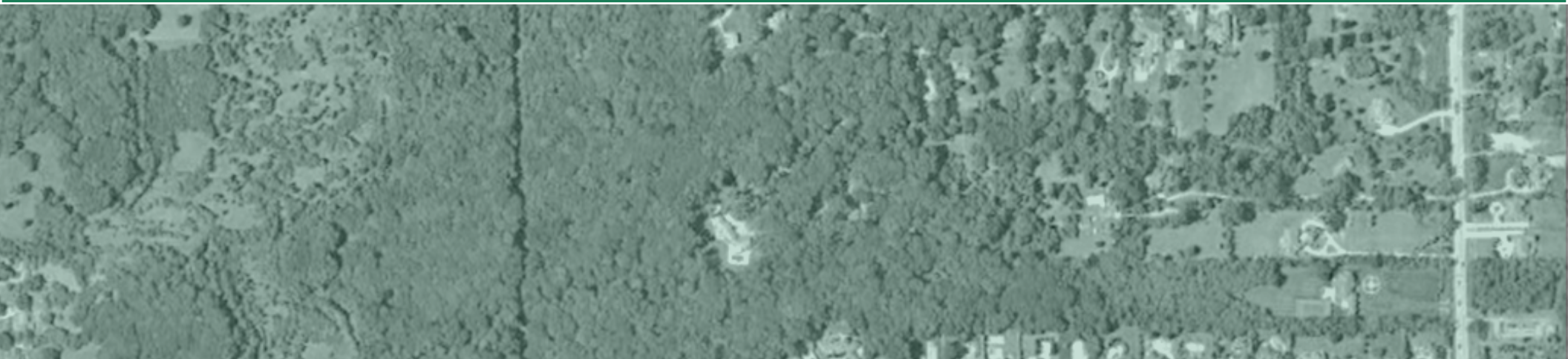


Nine Mile Road intersects with the ITC Corridor Trail. Source: City of Novi





EXISTING CONDITIONS



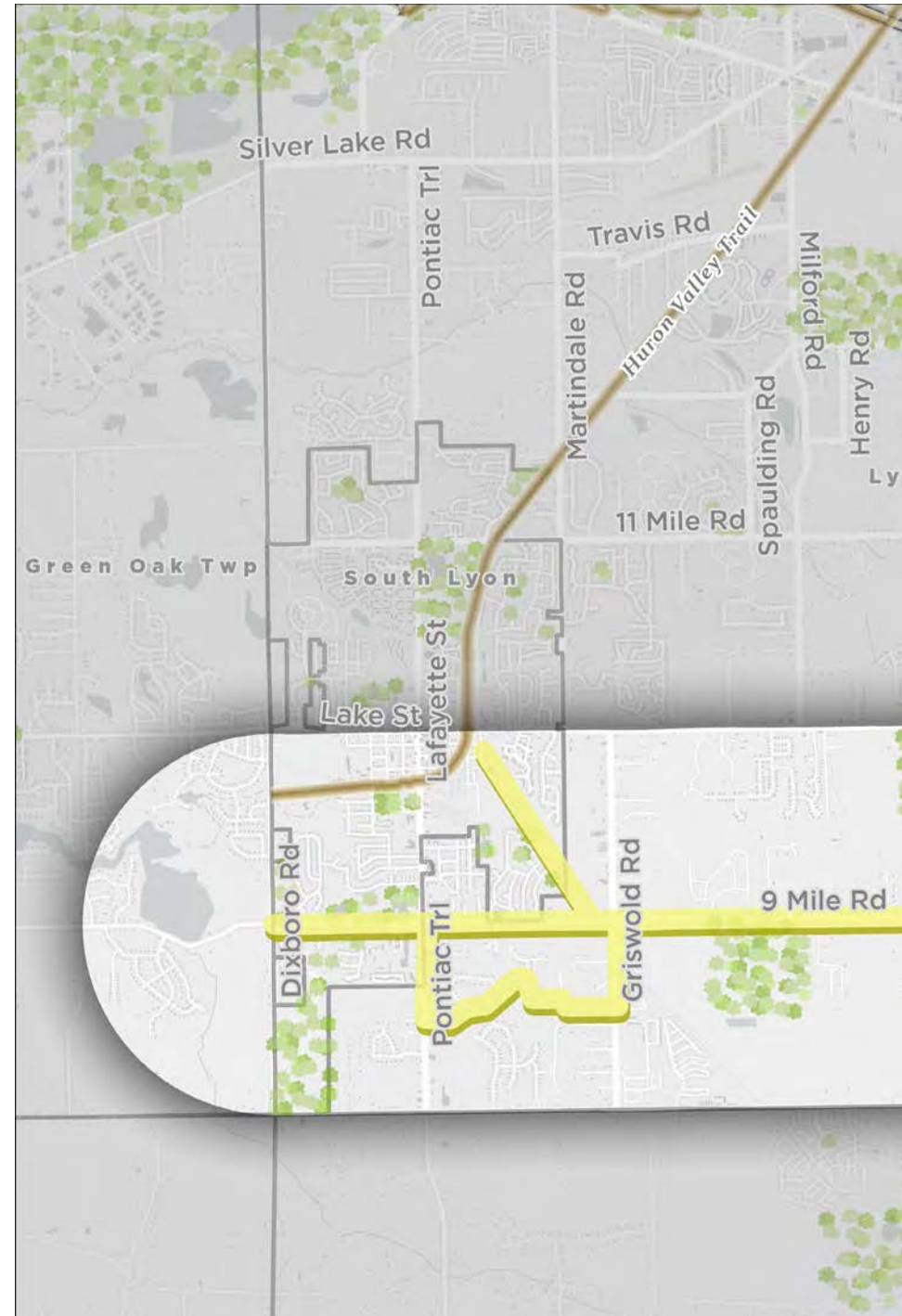
STUDY AREA

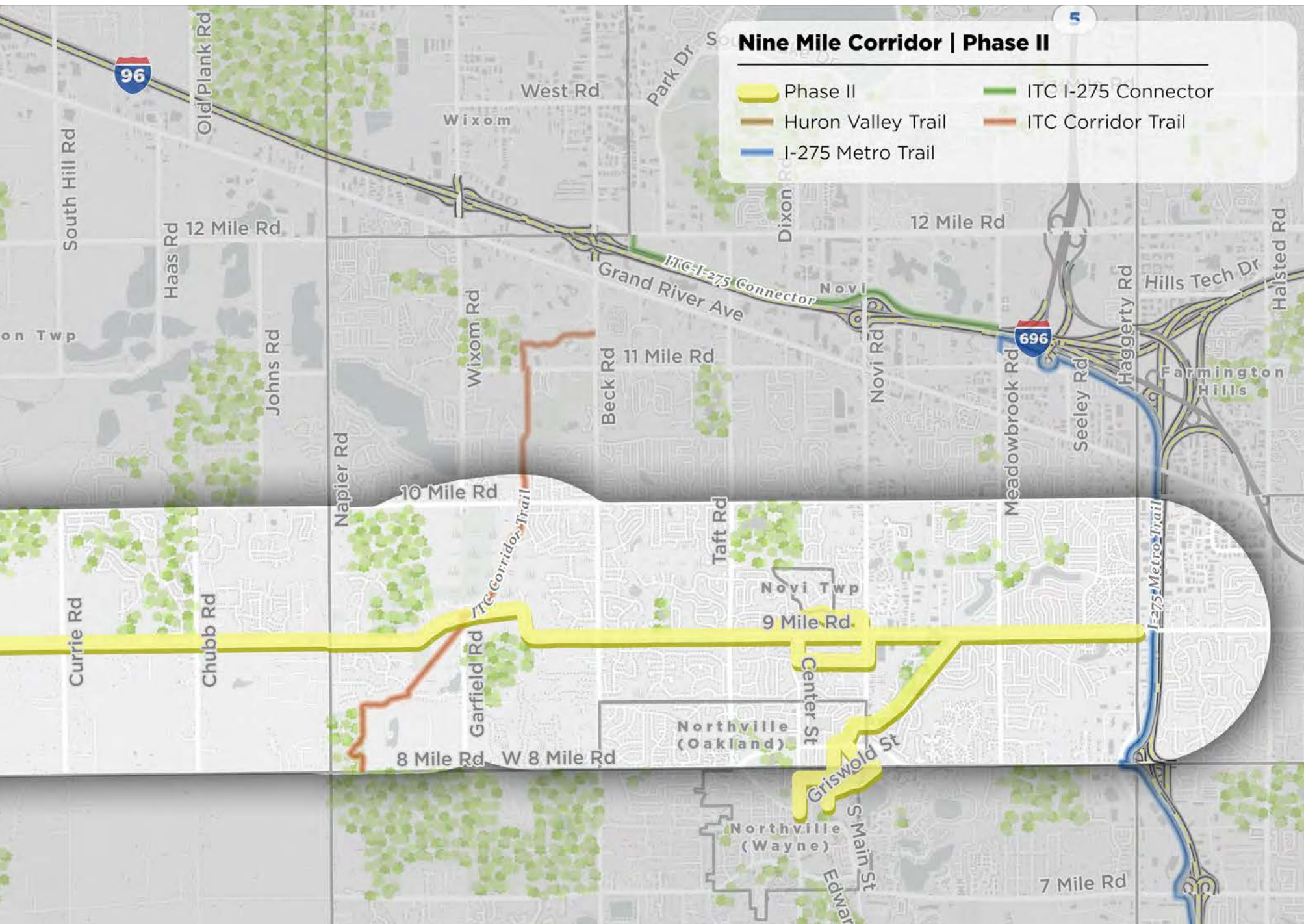
The project study area predominantly focuses on the horizontal ~12 mile stretch along with the mile north and south of Nine Mile Road. In addition, it also considers the assets located outside of this mile buffer zone in Novi, Northville, Lyon Township, and South Lyon. As Nine Mile Road passes through different communities, the landscape changes significantly — from commercial shopping centers with big box retailers to downtown districts, to predominantly residential areas, and agricultural and natural areas. Ensuring physical safety for residents, especially in rural areas, is crucial through dedicated infrastructure for biking and walking, such as off-road pathways and high-visibility crosswalks. Bicycle fatalities and injuries from vehicle collisions tend to be higher in rural areas than in urban settings.¹

Nine Mile Road is a relatively low-traffic corridor, with Average Annual Daily Traffic (AADT) ranging from 600 to 10,800 vehicles per day, and an overall average of 4,714 vehicles per day. Given these moderate traffic levels, there is potential to reallocate space along Nine Mile, both on-road and off-road for non-motorized users. However, intersections with higher-traffic cross streets may require enhanced crossing infrastructure to ensure a safer, more comfortable experience for pedestrians and cyclists. The topography of the area is generally flat, which makes Nine Mile Road well-suited for a gentle trail experience serving a wide range of abilities.

The corridor's blend of residential, agricultural, and commercial destinations—such as schools, parks, trails, and business districts—provides a strong foundation for improving connectivity through safe and comfortable non-motorized infrastructure.

¹ U.S. Department of Transportation Federal Highway Administration (FHWA). <https://www.fhwa.dot.gov/publications/research/safety/10052/10052.pdf>



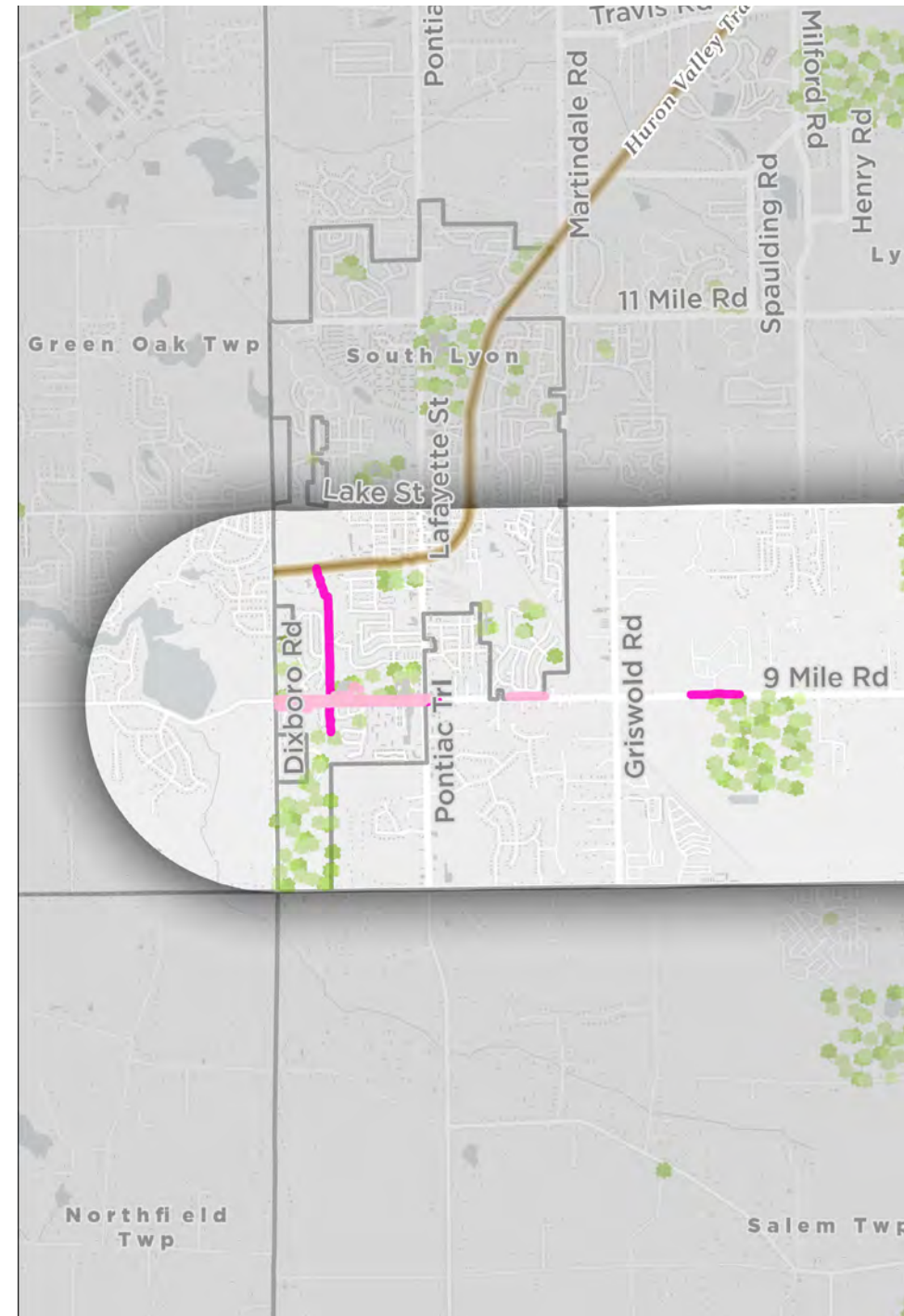


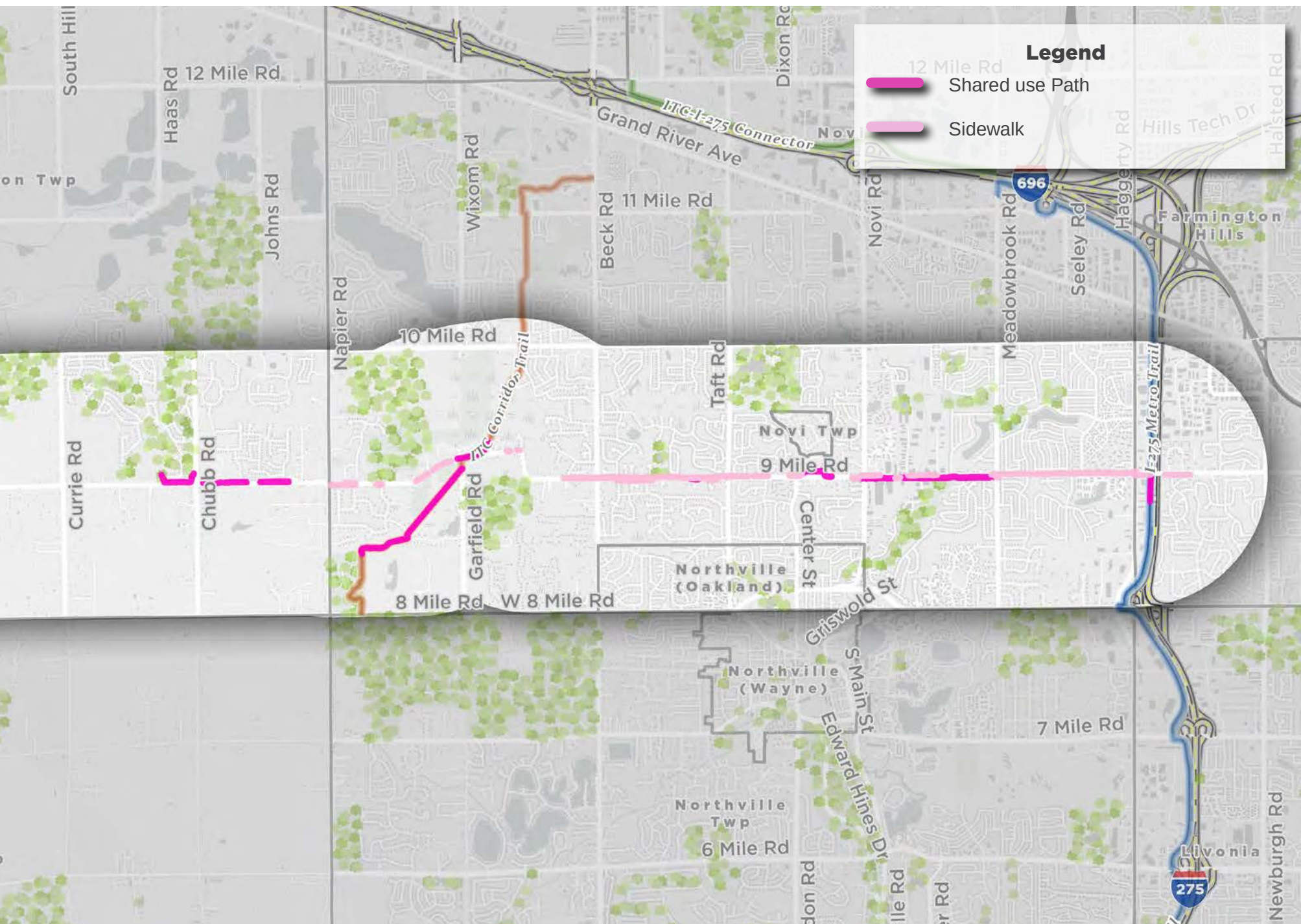
EXISTING PEDESTRIAN AND BICYCLE NETWORK

Much of the corridor has yet to build non-motorized facilities along Nine Mile Road, presenting an opportunity to fill these gaps with off-road facilities such as shared use paths that meet the needs of both pedestrians and bicyclists. The study area is home to several connections to the regional trail network. At the east end of the corridor is a connection to the I-275 Metro Trail, a 40-mile pathway running from Farmington Hills in Oakland County to Huron Charter Township in Wayne County, near the Monroe County border. The pathway runs parallel to I-275 and connects users to the Hines Drive parkway near its center and the Lower Huron Metropark and Willow Metropark at its southern end. The trail touches three counties and multiple jurisdictions, with collaborative efforts from the Friends of the I-275 Metro Trail volunteer group to improve access, connectivity, and trail conditions.

The ITC Trail in Novi is a 4.7-mile pathway that spans the city, connecting the Ascension Providence Hospital campus to ITC Community Sports Park. Ultimately, this trail links regional facilities, such as Maybury Park, the I-275 Corridor, and Hines Park in neighboring Northville, Livonia, and Westland with parks in Novi.

The Huron Valley Trail, developed by the Western Oakland County Trailway Management Council, spans the jurisdictions of South Lyon, Lyon Township, and Milford Township, and extends to the Wixom boundary. It provides connections to over 25 miles of adjoining trails, and direct access to several South Lyon parks including Lyon Oaks County Park, Kensington Metropark, and Island Lake State Recreation Area. Additionally, the Huron Valley Trail connects to the Great Lake-to-Lake Trail Route, which will connect South Haven to Port Huron, with segments overlapping the statewide Iron Belle Trail that will connect the Lower Peninsula and Upper Peninsula.





PLANNING FOUNDATIONS FOR THE NINE MILE CORRIDOR

In the context of Western Oakland County, the Nine Mile Phase 2 Feasibility Study is supported by a number of strategic plans and related directives. Once adopted, this study will be a supporting document and resource to guide decisions related to non-motorized mobility projects along Nine Mile Road. The foundation for developing design recommendations includes previous planning documents, local conditions, and demographics. The following section introduces the background documents that form the baseline for regional trail planning and the rationale as to why this is the ideal time to transform Nine Mile Road into a multi-modal corridor.

The following plans were reviewed to better understand each community's goals and needs and translate existing street design guidance so that various multi-modal design types can be applied that align with these goals. The following materials were reviewed:



SEMCOG Southeast Michigan Transportation Safety Plan (2023)

SEMCOG 2045 Regional Transportation Plan (2019)

SEMCOG Bicycle and Pedestrian Mobility Plan for Southeast Michigan (2020)

Huron-Clinton Metroparks Huron Meadows Metropark Master Plan (2022)

Huron-Clinton Metroparks Kensington Metropark Master Plan (2022)

Nine Mile Phase I Plan (2023)



Livingston County Trails Plan (2020)

Oakland County Trails Plan (2008)

RCOC Master Right-of-Way Plan (2022)

RCOC Permit Rules, Specifications, and Guidelines (2021)



Green Oak Township Parks, Recreation, and Trails Master Plan 2021 – 2025 (2021)

City of South Lyon Master Plan (2016)

Lyon Charter Township Master Plan (2024)

Northville Non-Motorized Master Plan (2013)

City of Novi Active Mobility Plan (2024)

City of Novi Thoroughfare Master Plan (2016)

City of Novi Complete Streets Policy (2010)

City of Novi Non-Motorized Master Plan (2011)

The Nine Mile Phase 2 project would not only connect communities across the entirety of Oakland County but also serve as a link to other regional non-motorized facilities, including the Mike Levine Lakelands Trail (MLLT) in Livingston County, the Huron Valley Trail, and the Pinckney to St. Clair Shores corridor envisioned by SEMCOG. Completing the segments in Oakland County would build momentum for Livingston County and Macomb County to cooperatively plan non-motorized facilities to destinations like Pinckney Recreation Area and Lake St. Clair Metropark.

CORRIDOR TOUR

In June 2024, the project team toured the study area to better understand the existing conditions and true nature of the corridor. The tour began at the I-275 Metro Trail and moved west to Nine Mile Road and Dixboro Road. At the time, the I-275 Metro Trail was under construction. Along the way, the team stopped at the ITC Corridor Trail and the Huron Valley Trail crossings. At each intersection, the project team observed the changing character of the corridor, pedestrian features like crosswalks, signage, and pushbuttons, and the overall feeling of safety and comfort from the distance between the road and the pedestrian path. Other observations included the location of mid-block crossings, flooded areas, overgrown brush, locations where pathways ended abruptly, and newly constructed pathways. Several cyclists were also seen along the corridor, regardless of whether there were bike or pedestrian facilities, demonstrating the need for safe and comfortable non-motorized infrastructure.



Width and condition of pathways along Nine Mile Road vary considerably. Often, paths end abruptly without signage. Image source: OHM Advisors





COMMUNITY ENGAGEMENT



OVERVIEW

The community engagement process for the Nine Mile Corridor West Plan commenced with the first Task Force meeting on May 23, 2024, and continued until the online public survey closed on September 23, 2024. During the first Task Force meeting Phase 2 of the project was introduced and a summary of Phase 1 work was provided. A second Task Force meeting was held on July 10, 2024 to discuss corridor alignment opportunities and challenges, and the final Task Force meeting took place on October 15, 2024 where participants reviewed and refined the pathway recommendations. Simultaneously, a corridor-wide branding effort was underway. Oakland County Parks promoted the opening of the Nine Mile Corridor West online survey on its Facebook page. The project team also directly engaged with residents about Phase 2 at the South Lyon Saturday Farmers Market on September 7, 2024. Key takeaways gathered from the survey are highlighted below.

4 Steering Committee Members

engaged throughout this process.
Completed 3 total meetings.

72% Of Survey Respondents live within the Study Area

The survey respondents represent 47 unique zip codes. 94% of respondents live in Oakland County.

592 Survey Responses

via online survey, which was conducted over the course of 2 weeks.

If there was a dedicated pedestrian and bicycle space added along Nine Mile Road, would you be interested in using it to reach destinations in your community?

86.5% Very Interested or Interested

What would encourage you to walk and bike more on Nine Mile Road?

WIDER SIDEWALKS AND PATHWAYS

87%

SAFER INTERSECTIONS

63%

STRIPED, HIGH VISIBILITY
CROSSWALKS

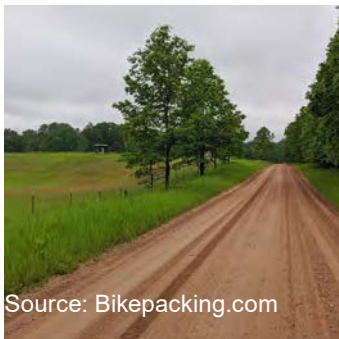
48%

INCREASED DRIVER AWARENESS OF
PEDESTRIAN SAFETY

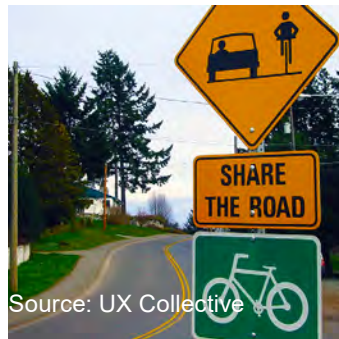
48%

How comfortable would you feel walking or riding on the following surfaces along the corridor?

Decomposed
granite shared
road with safety
treatments



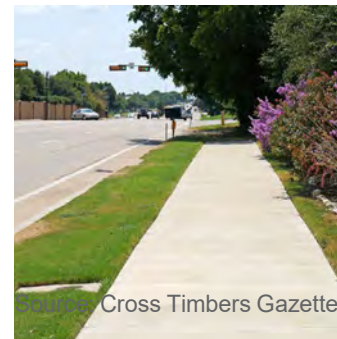
Paved shared
road with safety
treatments



Paved and striped
shoulder



6 foot-wide paved
sidewalk



10 foot-wide paved
shared use path



LEAST

COMFORTABLE

MOST

ISSUES

In addition to quantitative data, open-ended responses provided valuable qualitative feedback. By identifying issues and opportunities, the Nine Mile Corridor West strategies can address community priorities and implement actions that reflect the aspirations of the area's residents.

PLEASE pave 9 Mile! We have so many issues related to this! School buses get stuck, very unsafe turns.

There are so many places to ride and walk in the community, please don't disturb the beautiful section of 9 Mile between Novi Rd. and Center St.!

I don't want an open road connecting my neighborhood to strangers.

The intersection at Napier and 9 Mile is terribly hard to cross safely on a bike. I will not allow my kids to ride alone there. This intersection would need a light or roundabout with crosswalks!

Bikes should not use sidewalks where pedestrians are walking.

Really do not need this. Too expensive and really won't get used much.

More driver education on sharing the roads. Many drivers see cyclists as lesser people, and do not care about their safety. I'm sick of being on the road and getting bullied and threatened by drivers.

My ten year old was recently hit by a Jeep while biking in the crosswalk of a traffic circle at Nine Mile and Taft. Whatever we can do to improve safety for bikers and pedestrians is a big plus.

I love the idea of a (paved or unpaved) long trail for walking and biking along Nine Mile Rd. However, I have concerns about losing our beautiful "tunnel of trees" along Nine Mile between Haggerty and Taft. The trees provide shade, help separate the walkway from roadway, and look beautiful in all seasons. I'd like to see those preserved even if it means a narrower pathway.

OPPORTUNITIES

I bike every day. It would be awesome to link the I-275 pathway along 9 Mile to South Lyon and eventually the Mike Lavine [sic] lakelands trail and further west.

Please separate traffic. Use wide pathways like the rest of the trails and not sidewalks.

I think this would add a lot of mobility to kids, families, and seniors. Also having a positive impact on all communities along the route.

Making improvements on 9 Mile for non-motorized travel is a great step! But if it doesn't connect to local business, parks, and other infrastructure then it will not get the attention it deserves.

I would ride my bike to work in Novi daily from South Lyon if there was a bike path.

I don't live in Novi, however, I ride there. When I'm in the area, I almost always visit local bars and restaurants and open my wallet. The roads are very dangerous and I don't use them. However, a safe bike path will open up many opportunities to connect trails and parks in the area and I will go there more often.

This would significantly impact our life if 9 Mile was safe to travel by bike or foot.

There are too many areas where the sidewalk ends and you have to walk or ride in the street until the sidewalk starts again.

Paved paths along 9 Mile would be life-changing for my family. No sidewalks on 9 Mile and in my neighborhood has been a real negative while my children are growing up. It reduces opportunities for them to be independent when there are no sidewalks as well as no streetlights in many areas.





PATHWAY RECOMMENDATIONS



OVERVIEW

The Nine Mile Corridor West study area is made up of paths and land uses in all stages of development. The final pathway is intended to serve a wide range of users, including families, locals walking and cycling for leisure, and those seeking connections to longer regional trails. The greatest benefit will be to local residents, who will have an alternative option for making local trips and a safer place to walk and bike.

The following section provides a comprehensive framework guiding the development of the Nine Mile Corridor West pathway. The conceptual routes described in the following maps were developed through a combination of input from the Task Force and the general public. The route was broken up into smaller segments and analyzed using data in ArcGIS and observations from the field analysis. In some cases, multiple alternatives have been recommended to create a toolbox of options for the communities to use moving forward. There will undoubtedly be adjustments to the routing, due to costs, funding, respect for landowner considerations, environmental constraints, new developments, roadway reconstruction, and findings uncovered during full design and engineering tasks.



About half of the corridor is unpaved, with quiet, scenic surroundings.



The land use in the study area is mostly suburban residential, with some agricultural areas transitioning through new development.

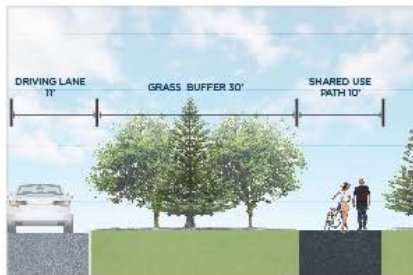
HOW TO USE THIS PLAN

This plan is meant to be a tool for pathway planning along Nine Mile Road at the local, county, and regional level. The following section provides conceptual maps illustrating the potential treatments for the Nine Mile Corridor West segments. Pathway segments are organized by community moving from the east end (Farmington Hills/Novi) to the west end (South Lyon). Alongside the maps, cross-sections and precedent imagery create a starting point for design guidelines.

Key segment characteristics and potential challenges are compiled into a series of tables, along with an implementation summary. Early action items offering lower-cost opportunities are prioritized to sustain the momentum built by participating communities since the completion of the Phase I plan. These early actions form the foundation for the Nine Mile Corridor pathway to grow and improve over time, as the surrounding landscape evolves. An implementation table compiles this information into a comprehensive matrix at the end of the section. Additionally, the Action Plan outlines longer-term strategies over the next 10 to 15 years and identifies local and external funding sources to support project financing.

SEGMENT 1A

Farmington Hills: I-275 to Haggerty Road
Highway Crossing | Shared Use Path



PROJECT EXAMPLE



34

NINE MILE CORRIDOR PLAN | PHASE 2

Current Segment Characteristics

Corridor Typology	Highway Crossing
Segment Speed Limit	40
Average Daily Traffic Volume	12,600
Sidewalk Infill Needed (Yes/No)	No
Road Surface	Paved

Challenges

Highway Crossing (Yes/No)	Yes (I-275)
Driveway Frequency (Low, Medium, High)	Low

Implementation

Cost Estimate	\$90,000
Segment Length / Miles Impacted	0.1 Miles
Responsible Party	Farmington Hills

PRIORITY RANKING:



This segment of the corridor features a 10-foot-wide shared use pathway connecting the I-275 Trail to Haggerty Road on the north side of Nine Mile Road. To maintain consistency with Phase 1, which includes a 10-foot shared use path from Halsted Road to the I-275 Trail, the same width is proposed for Segment 1A. This can be implemented when there is a need to re-surface the existing 6-foot sidewalk in the near future.

PATHWAY RECOMMENDATIONS

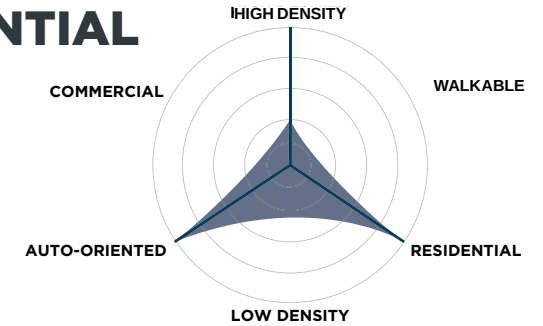
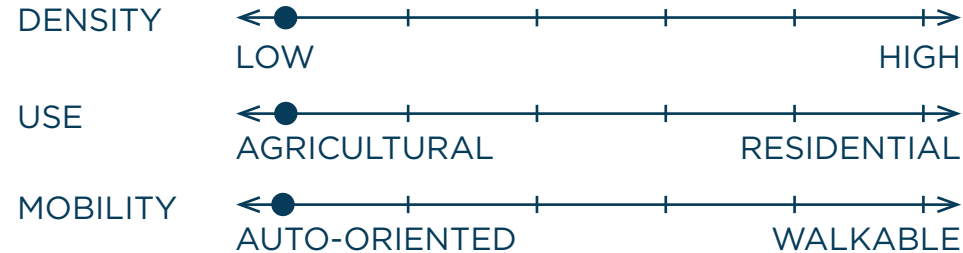
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CORRIDOR TYPOLOGIES

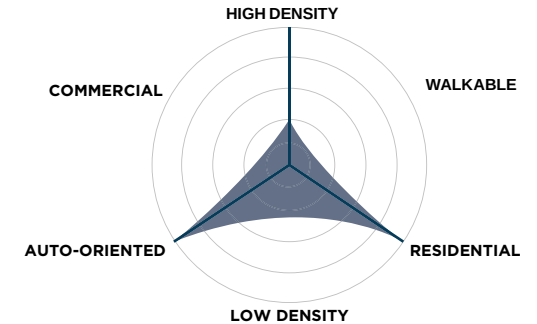
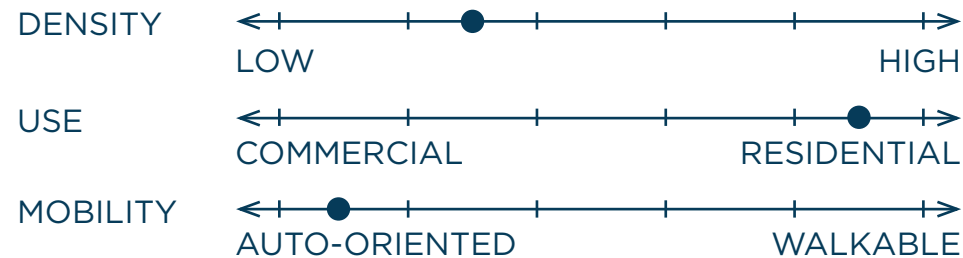
Six distinct corridor typologies are identified, reflecting varying conditions such as land use, density, and available mobility options. These typologies help tailor the planning and implementation of non-motorized infrastructure to the unique characteristics of each segment along Nine Mile Road.



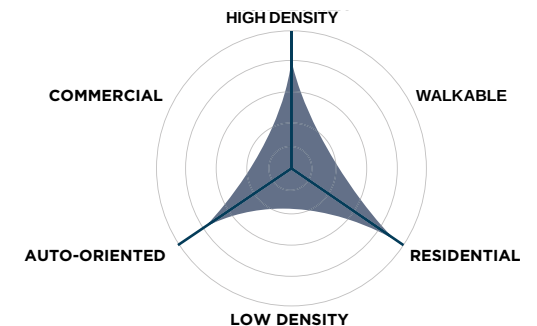
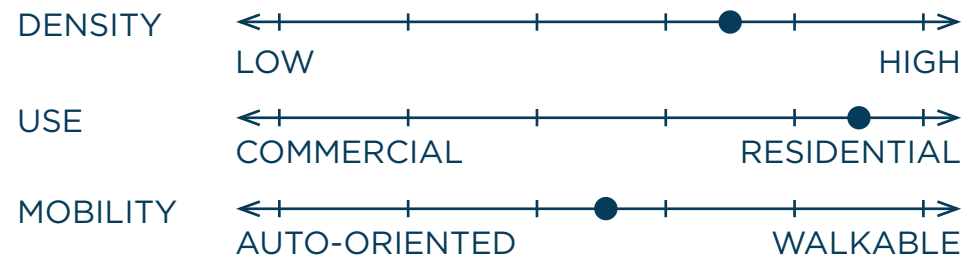
AGRICULTURAL/LOW-DENSITY RESIDENTIAL



RESIDENTIAL PARKWAY

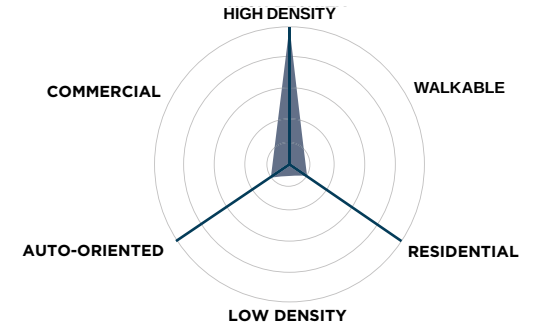
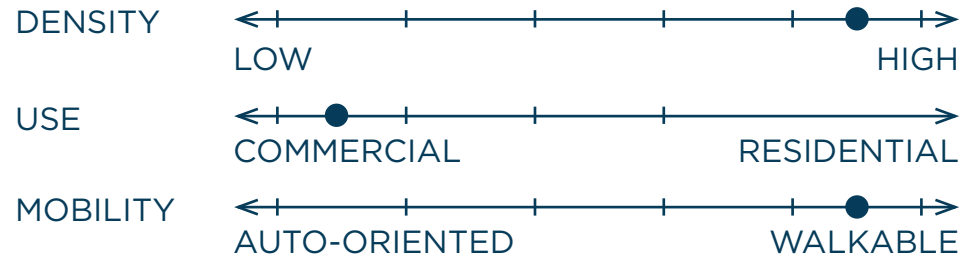


RESIDENTIAL ARTERIAL

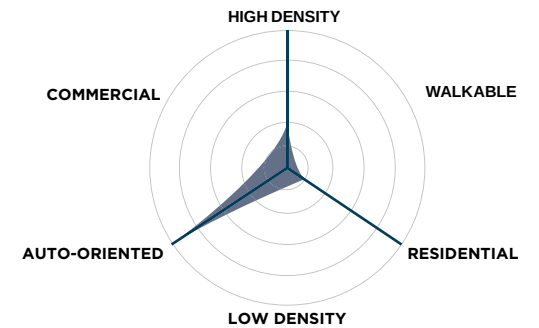
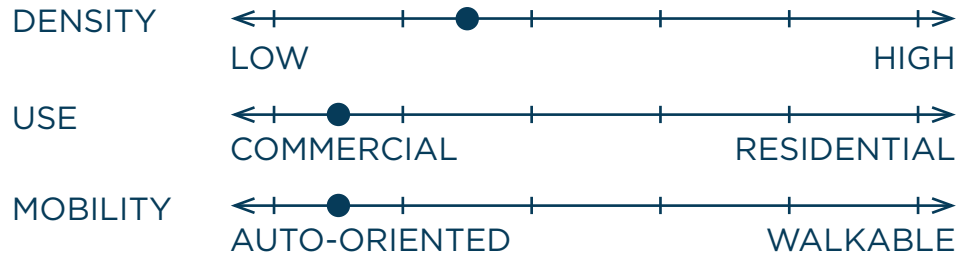




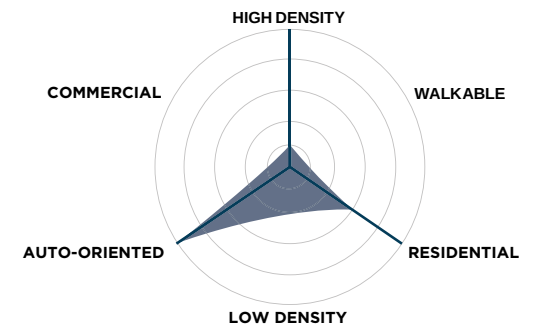
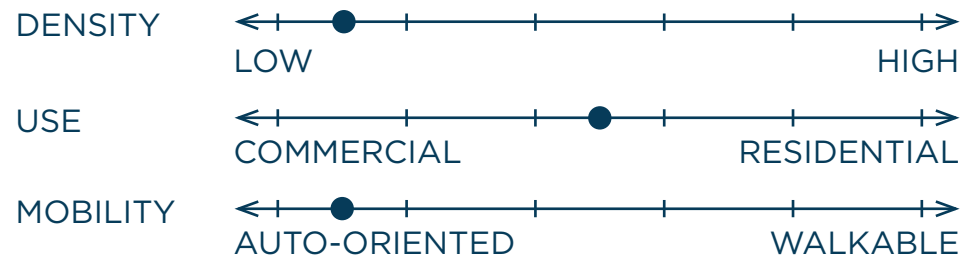
SUBURBAN DOWNTOWN



COMMERCIAL CORRIDOR



HIGHWAY CROSSING



SEGMENT TREATMENTS

The plan defines five distinct treatments, or design approaches, for trail development, each designed to account for the physical and environmental constraints. While most trail users prefer a shared-use path separated from motor vehicle traffic, on-street facilities such as advisory shoulders and signed bike routes should not be overlooked. These options are significantly more cost-effective than shared-use paths and can be implemented in a shorter time frame. Nine Mile Corridor West should incorporate a combination of facility types to enhance connectivity, accessibility, safety, and enjoyment for users of all ages and abilities. The trail typologies presented are supplemented with cross-sections and precedent imagery, offering flexible design guidelines.

ADVISORY SHOULDER



Source: <https://trektravel.com/tour/cycling/texas-hill-country/>

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

Advisory shoulders provide a designated shared space primarily for bicyclists, with occasional pedestrian use. On Nine Mile Road signage could be added advising that the outside five foot shoulder may be used by pedestrians and cyclists. This treatment offers a practical, near-term alternative to sidewalks and shared-use paths in areas where physical or environmental constraints or landowner agreements limit other options. This treatment will primarily be used on unpaved, gravel segments of Nine Mile Road.

SIGNED BIKE ROUTE



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

A signed bike route is a designated path along existing roadways or dedicated trails marked with visible signage to guide cyclists along a recommended route. These routes are typically chosen based on their safety, connectivity, and accessibility for cyclists of varying skill levels. Signed bike routes are recommended as near-term alternatives to maintain the usability of the Nine Mile Corridor West pathway while certain segments are either under construction or not yet built.

ENHANCED SIDEWALK



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

Enhanced sidewalks are 6-foot-wide pathways designed to improve the comfort and enjoyment of non-motorized users. Optional amenities such as water fountains, shaded benches, and landscaping can be included to further enhance the user experience. While wider pathways are ideal for providing safer and more comfortable passing distances, 6-foot-wide sidewalks may be the most feasible option in some areas due to landowner agreements or environmental constraints.

SHARED USE PATH



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

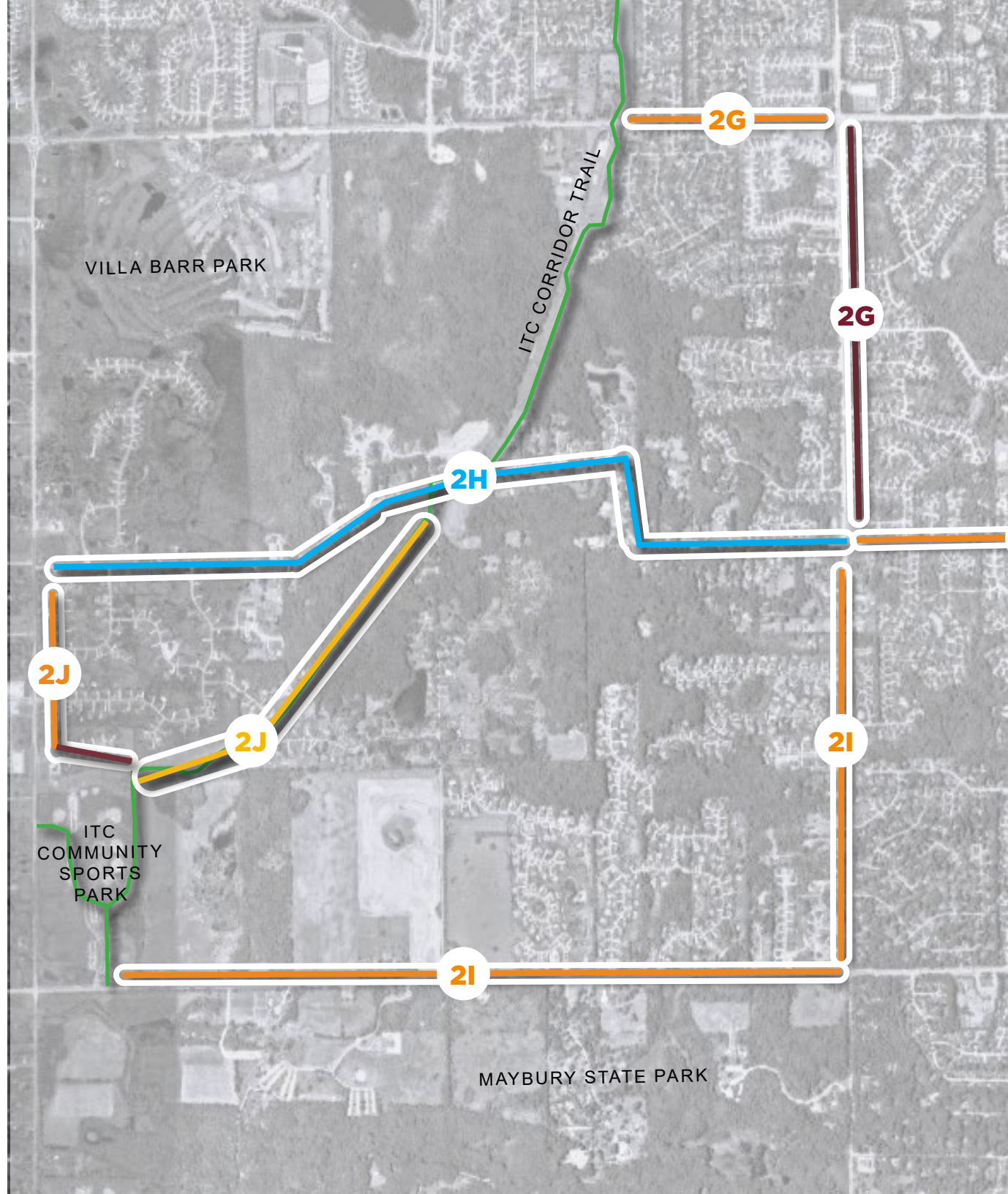
A shared-use path is a multi-use path designed primarily for use by bicyclists and pedestrians, including pedestrians with disabilities for transportation and recreation purposes. Shared-use paths are physically separated from motor vehicle traffic by an open space or barrier, and are located within the right-of-way. They may vary between 8-foot and 10-foot widths depending on the space available.

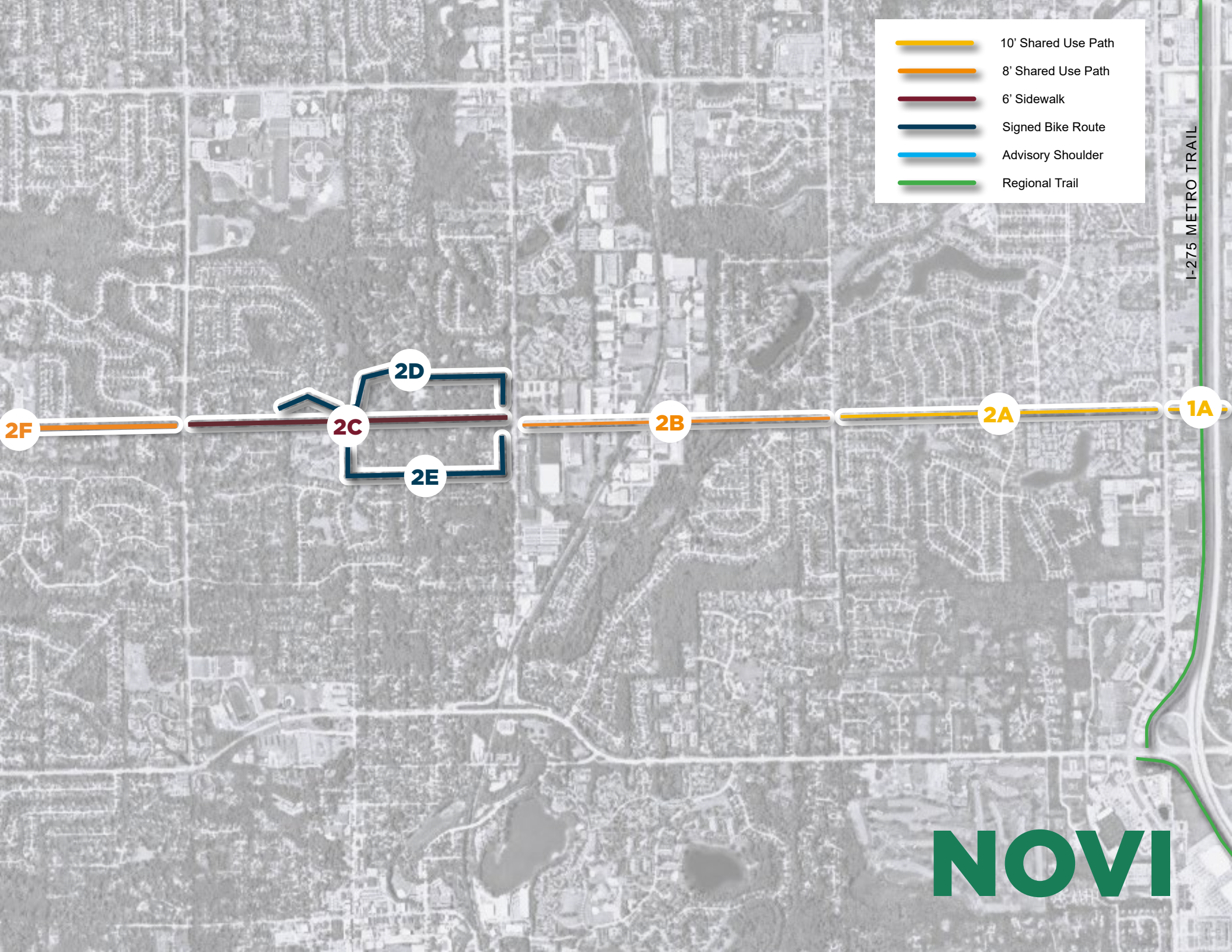
BOARDWALK



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

In low-lying areas with wetlands, boardwalk trails offer a sustainable solution that protects these sensitive ecosystems while ensuring the trail remains functional. Elevating the trail above the wetland preserves the natural habitat and minimizes environmental impact. Additionally, the boardwalk design helps protect the non-motorized infrastructure from potential flood damage.





- 10' Shared Use Path
- 8' Shared Use Path
- 6' Sidewalk
- Signed Bike Route
- Advisory Shoulder
- Regional Trail

I-275 METRO TRAIL

2F

2C

2D

2E

2B

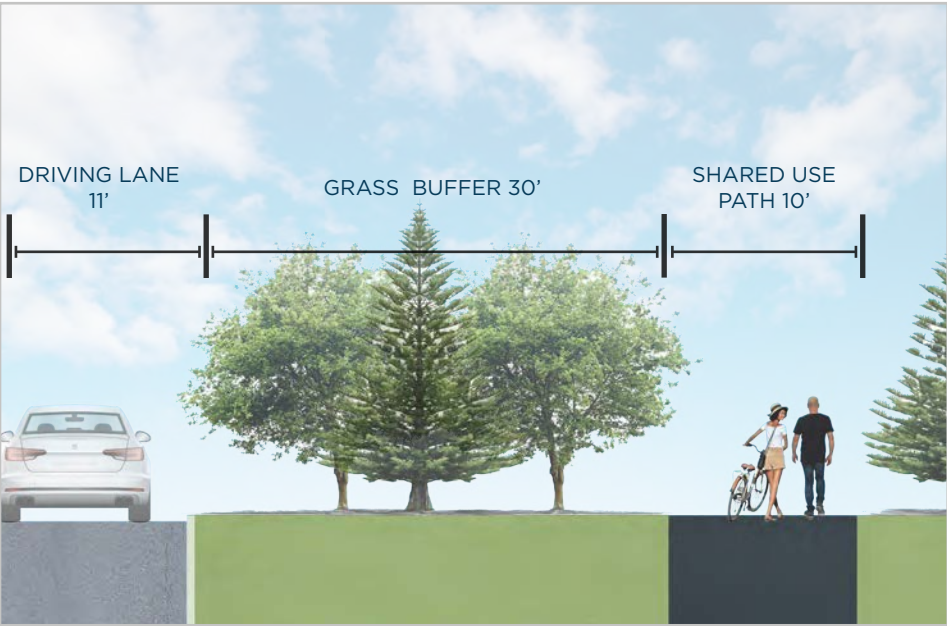
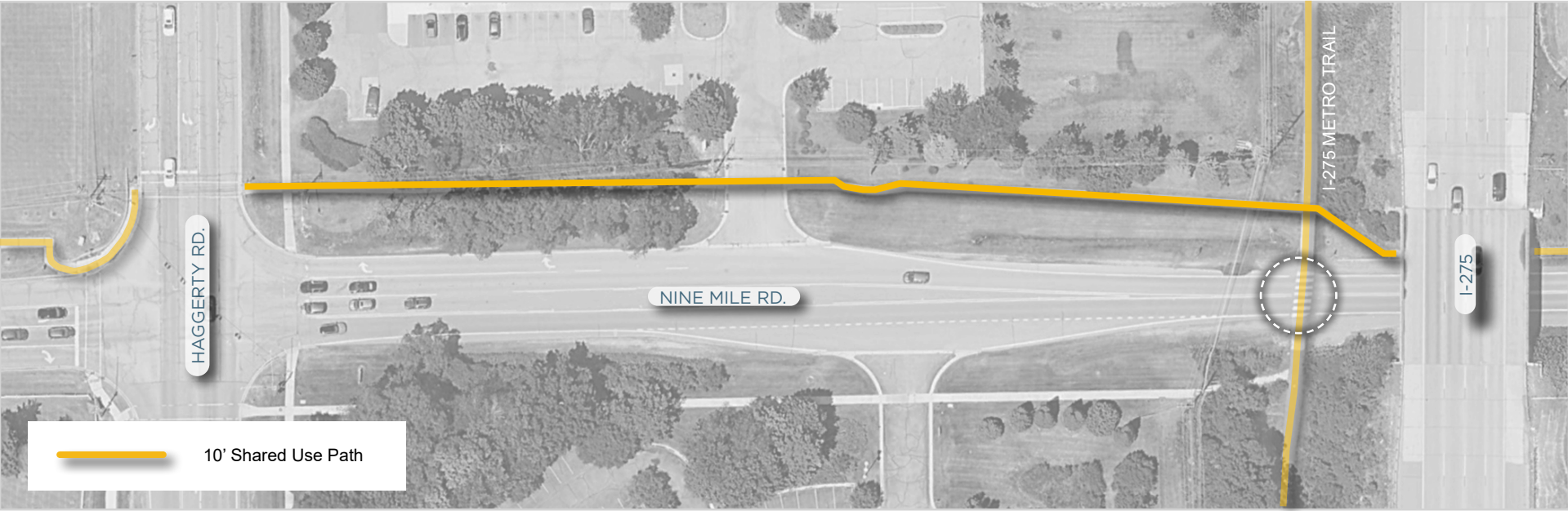
2A

1A

NOVI

SEGMENT 1A

Farmington Hills: I-275 to Haggerty Road
Highway Crossing | Shared Use Path



PROJECT EXAMPLE



Current Segment Characteristics	
Corridor Typology	Highway Crossing
Segment Speed Limit	40
Average Daily Traffic Volume	12,600
Sidewalk Infill Needed (Yes/No)	No
Road Surface	Paved

Challenges	
Highway Crossing (Yes/No)	Yes (I-275)
Driveway Frequency (Low, Medium, High)	Low

Implementation	
Cost Estimate	\$90,000
Segment Length / Miles Impacted	0.1 Miles
Responsible Party	Farmington Hills

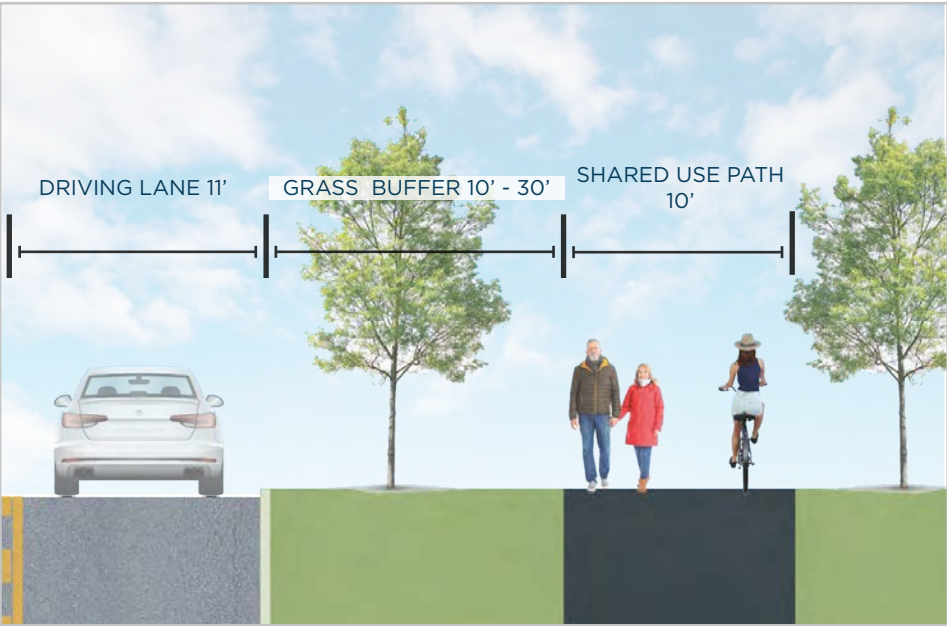
PRIORITY RANKING:



This segment of the corridor features a 10-foot-wide shared use pathway connecting the I-275 Trail to Haggerty Road on the north side of Nine Mile Road. To maintain consistency with Phase 1, which includes a 10-foot shared use path from Halsted Road to the I-275 Trail, the same width is proposed for Segment 1A. This can be implemented when there is a need to re-surface the existing 6-foot sidewalk in the near future.

SEGMENT 2A

Novi: Haggerty Road to Meadowbrook Road
Residential Arterial | Shared Use Path



PROJECT EXAMPLE



Current Segment Characteristics	
Corridor Typology	Residential Arterial
Segment Speed Limit	35
Average Daily Traffic Volume	9,800
Sidewalk Infill Needed (Yes/No)	No
Road Surface	Paved

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

Implementation	
Cost Estimate	\$900,000
Segment Length / Miles Impacted	1 Mile
Responsible Party	Novi

PRIORITY RANKING:



LOW

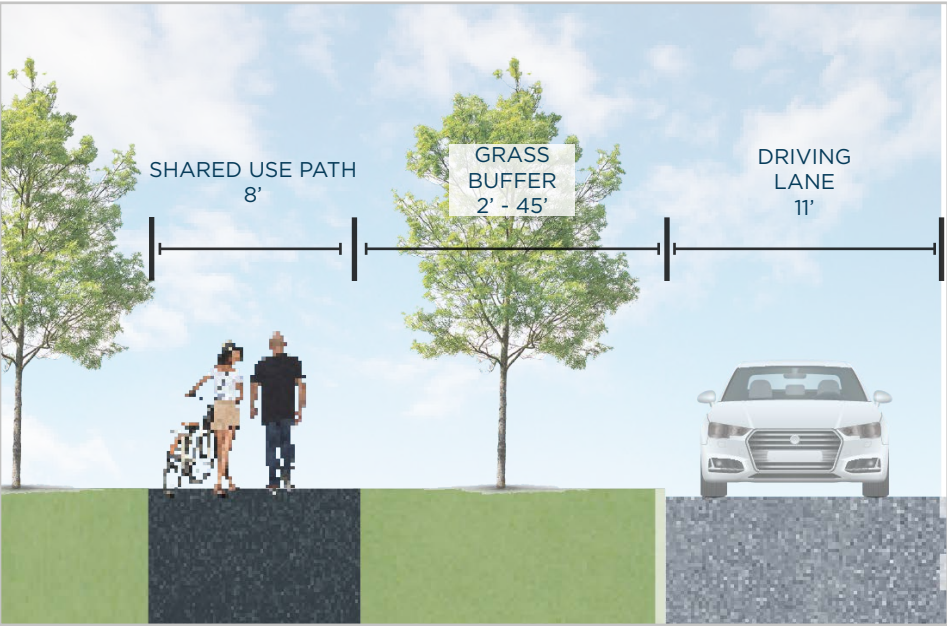
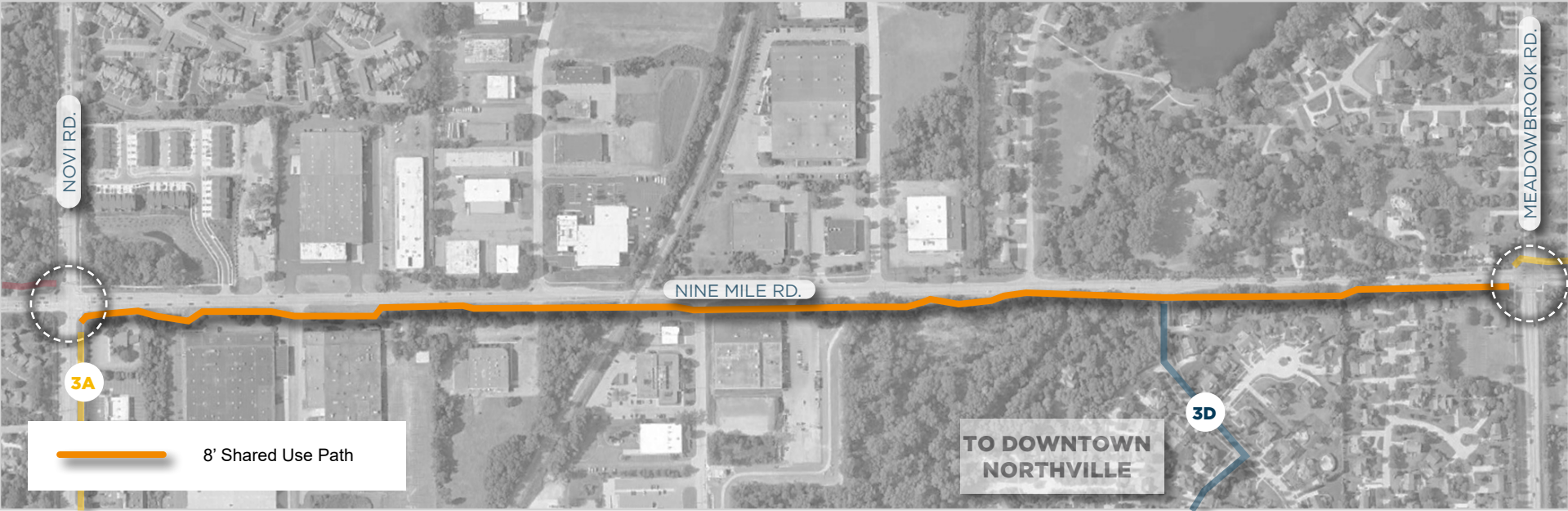


HIGH

There is available right-of-way to expand the current 6-foot sidewalk to a 10' shared use path, ensuring a consistent treatment and creating space for all users. The area is residential and an existing mid-block crossing at Sunrise Boulevard connects the neighborhoods on the south side of Nine Mile Road with the pathway.

SEGMENT 2B

Novi: Meadowbrook Road to Novi Road
Residential Arterial | Shared Use Path



PROJECT EXAMPLE



Current Segment Characteristics	
Corridor Typology	Residential Arterial
Segment Speed Limit	35
Average Daily Traffic Volume	10,800
Sidewalk Infill Needed (Yes/No)	No
Road Surface	Paved

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

Implementation	
Cost Estimate	\$660,000
Segment Length / Miles Impacted	1 Mile
Responsible Party	Novi

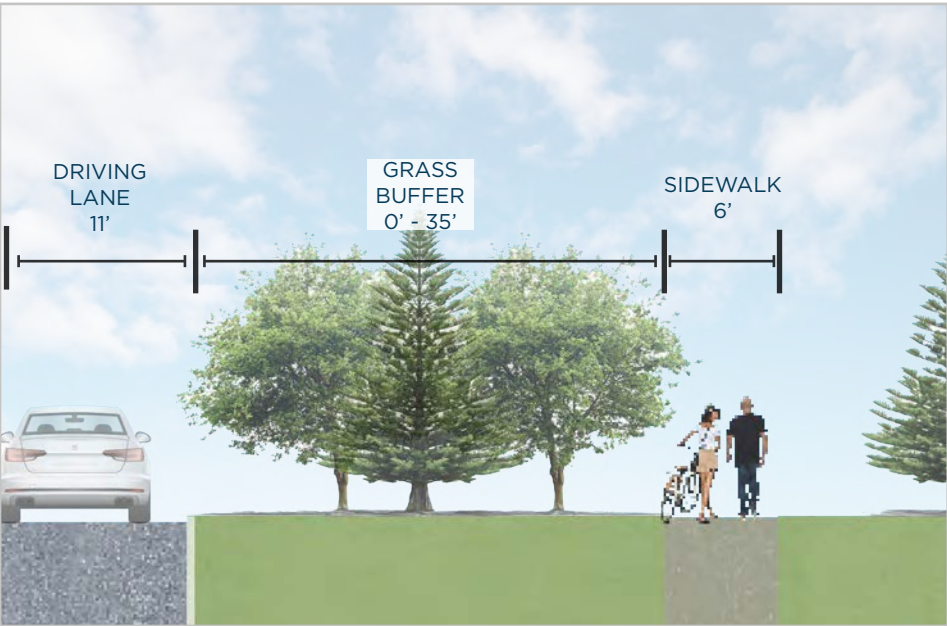
PRIORITY RANKING:



At Meadowbrook Road, the pathway crosses to the south side of Nine Mile Road to use the existing infrastructure, a combination of 8’ shared use paths, 6’ sidewalks, and a boardwalk railroad crossing. The proposed treatment is to unify the paved sections with a consistent 8’ shared use path, where right-of-way is available.

SEGMENT 2C, 2D & 2E

Novi: Novi Road to Taft Road
Residential Parkway | Enhanced Sidewalk, Signed Bike Route



PROJECT EXAMPLE



Current Segment Characteristics	
Corridor Typology	Residential Parkway
Segment Speed Limit	30
Average Daily Traffic Volume	4,300
Sidewalk Infill Needed (Yes/No)	Yes
Road Surface	Paved

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

Implementation	
Cost Estimate	\$5,000 (near-term), \$315,000 (long-term)
Segment Length / Miles Impacted	1 Mile
Responsible Party	Novi

PRIORITY RANKINGS:

SIGNED BIKE ROUTE



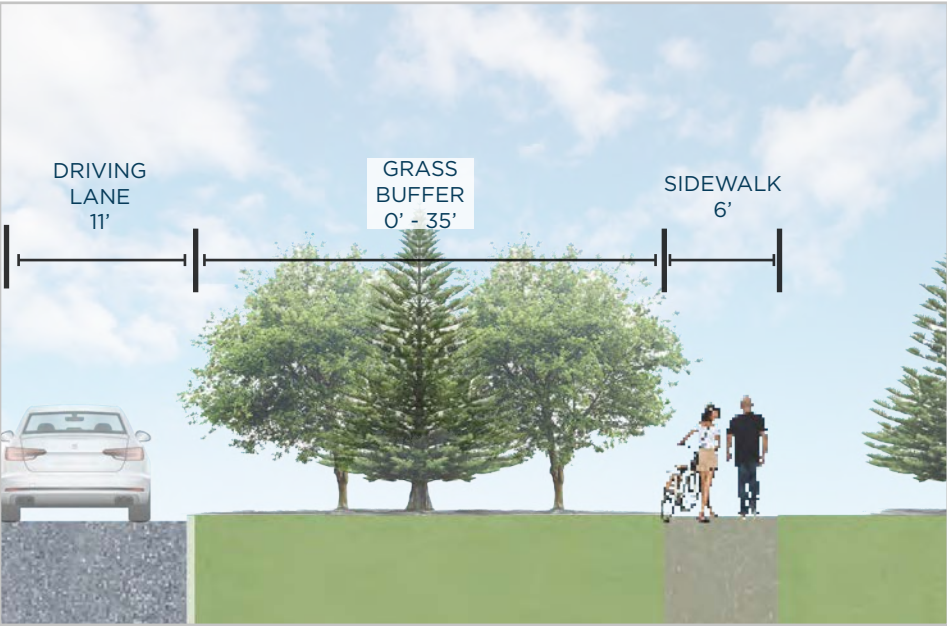
6' SIDEWALK



Long term, sidewalk gaps will require coordination with property owners to continue the path on the north side of Nine Mile Road. In the meantime, signage could guide users through the subdivisions on either the north or south side of Nine Mile Road. Those opting for the southern signed route would benefit from the mid-block crossing at Center Street. Segment 2C is medium priority because it is a longer-term vision for the corridor. Segments 2D and 2E are high priority because they can be implemented affordably and effectively with signage in the near-term.

SEGMENT 2F

Novi: Taft Road to Beck Road
Residential Parkway / Shared Use Path



PROJECT EXAMPLE



Current Segment Characteristics	
Corridor Typology	Residential Parkway
Segment Speed Limit	30
Average Daily Traffic Volume	3,800
Sidewalk Infill Needed (Yes/No)	No
Road Surface	Paved

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

Implementation	
Cost Estimate	\$660,000
Segment Length / Miles Impacted	1 Mile
Responsible Party	Novi

PRIORITY RANKING:



LOW



HIGH

The roundabout at Taft Road, which includes pedestrian pathways and crossings, should serve as a model for any additional roundabouts installed along Nine Mile Road. A 6-foot sidewalk currently connects Nine Mile Road from Taft Road to Beck Road. If there is a need to re-surface the sidewalk in the near future, it could be widened to 8-feet or even 10-feet, if the available right-of-way allows.

SEGMENT 2G

Novi: Nine Mile Road to ITC Corridor Trail
Residential Arterial | Enhanced Sidewalk, Shared Use Path



Current Segment Characteristics	
Corridor Typology	Residential Arterial
Segment Speed Limit	40
Average Daily Traffic Volume	22,000
Sidewalk Infill Needed (Yes/No)	Yes (along Ten Mile Road)
Road Surface	Paved

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

Implementation	
Cost Estimate	\$165,000
Segment Length / Miles Impacted	1.5 miles
Responsible Party	Novi

PRIORITY RANKING:



LOW

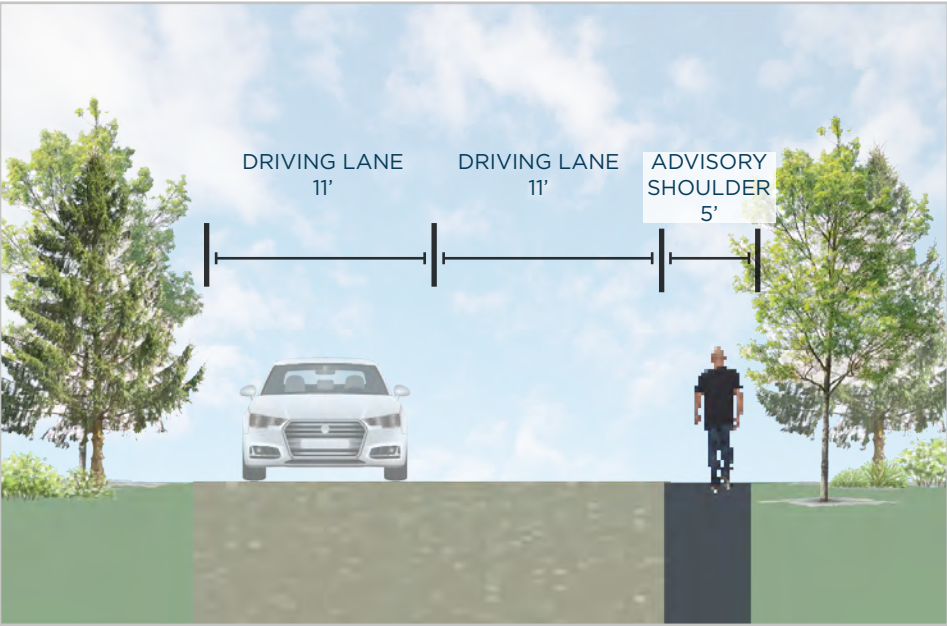


HIGH

West of Beck Road, Nine Mile Road transitions to a gravel surface with intermittent sidewalks on either side of the road. Because the advisory shoulder may not be comfortable or accessible for all users, Segment 2G identifies an alternative route to the ITC Corridor Trail, which links users to regional facilities, such as the ITC Community Sports Park, Maybury Park, the I-275 Corridor, and Hines Park. The sidewalk and pathway network is already mostly established along Beck Road and Ten Mile Road, with pathway infill needed along Ten Mile Road.

SEGMENT 2H

Novi: Beck Road to Napier Road
Agricultural/Low-Density Residential | Advisory Shoulder



PROJECT EXAMPLE



Current Segment Characteristics	
Corridor Typology	Agricultural/Low-Density Residential
Segment Speed Limit	30
Average Daily Traffic Volume	1,000
Sidewalk Infill Needed (Yes/No)	Yes
Road Surface	Gravel

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

Implementation	
Cost Estimate	\$5,000
Segment Length / Miles Impacted	2.22 Miles
Responsible Party	Novi

PRIORITY RANKING:



The surface of Nine Mile Road changes to gravel after Beck Road, with intermittent paved sidewalks on either the north or the south side of the road. To ensure the safety of local residents who use the road for walking and biking, signage can be installed to enhance awareness of pedestrian and cyclist activity.

SEGMENT 2I

Novi: Nine Mile Road to Maybury State Park and ITC Community Sports Park
Residential Arterial | Shared Use Path



Current Segment Characteristics	
Corridor Typology	Residential Arterial
Segment Speed Limit	45
Average Daily Traffic Volume	18,500
Sidewalk Infill Needed (Yes/No)	No
Road Surface	Paved

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

Implementation	
Cost Estimate	Maintenance costs only
Segment Length / Miles Impacted	2 miles
Responsible Party	Novi

PRIORITY RANKING:



West of Beck Road, Nine Mile Road transitions to a gravel surface with intermittent sidewalks on either side of the road. Because the advisory shoulder may not be comfortable or accessible for all users, Segment 2I identifies an alternative route to the ITC Corridor Trail, the ITC Community Sports Park, and Maybury Park. The pathway network is already established along Beck Road and Eight Mile Road.

SEGMENT 2J

Novi: ITC Corridor Trail
Off-Road Trail | ITC Corridor Trail Connection



Current Segment Characteristics	
Corridor Typology	Off-Road Trail
Segment Speed Limit	40 (Napier Road)
Average Daily Traffic Volume	9,300 (Napier Road)
Sidewalk Infill Needed (Yes/No)	Yes (Boardwalk section)
Road Surface	Paved

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

Implementation	
Cost Estimate	\$300,000
Segment Length / Miles Impacted	0.45 Miles
Responsible Party	Novi

PRIORITY RANKING:

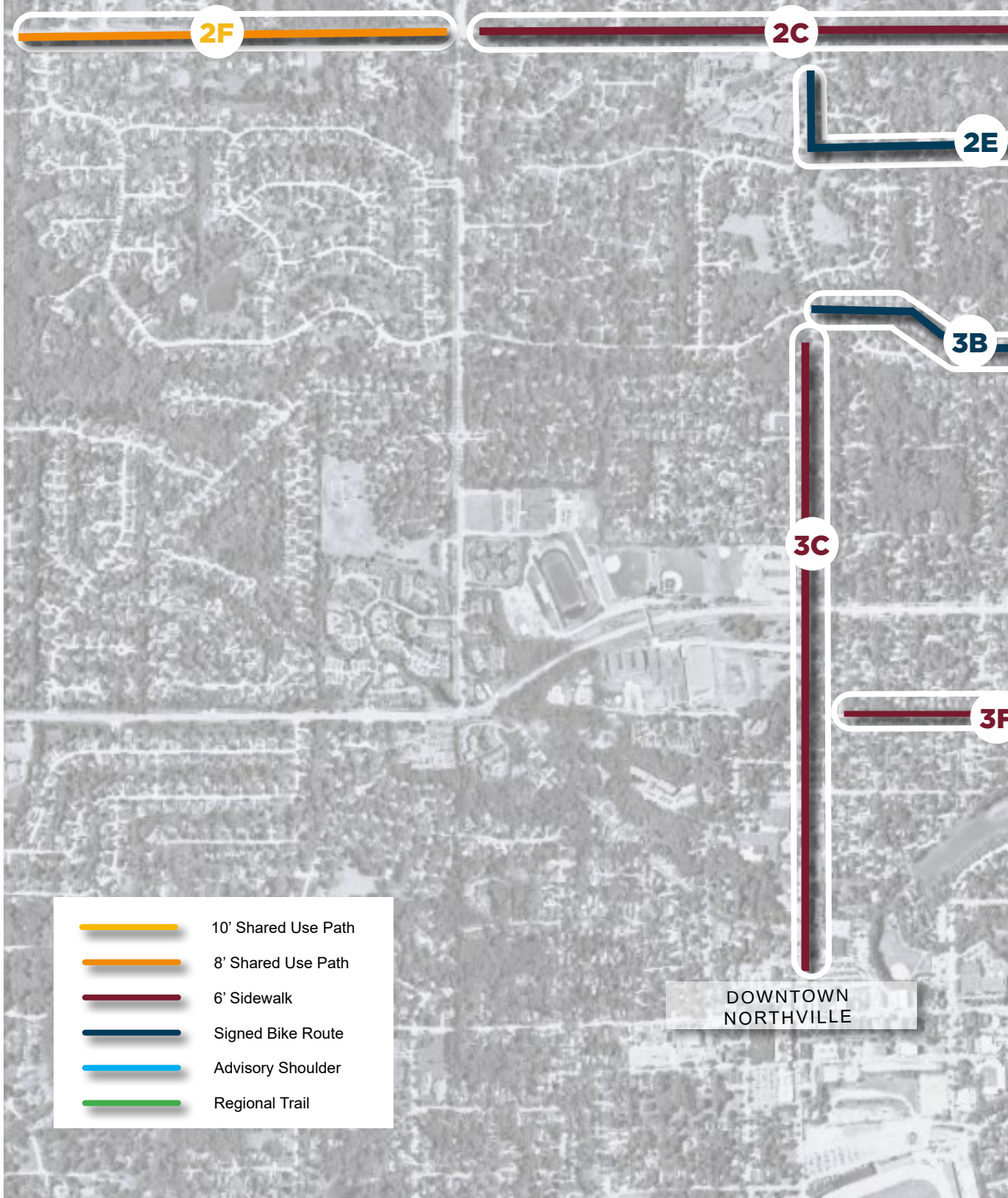


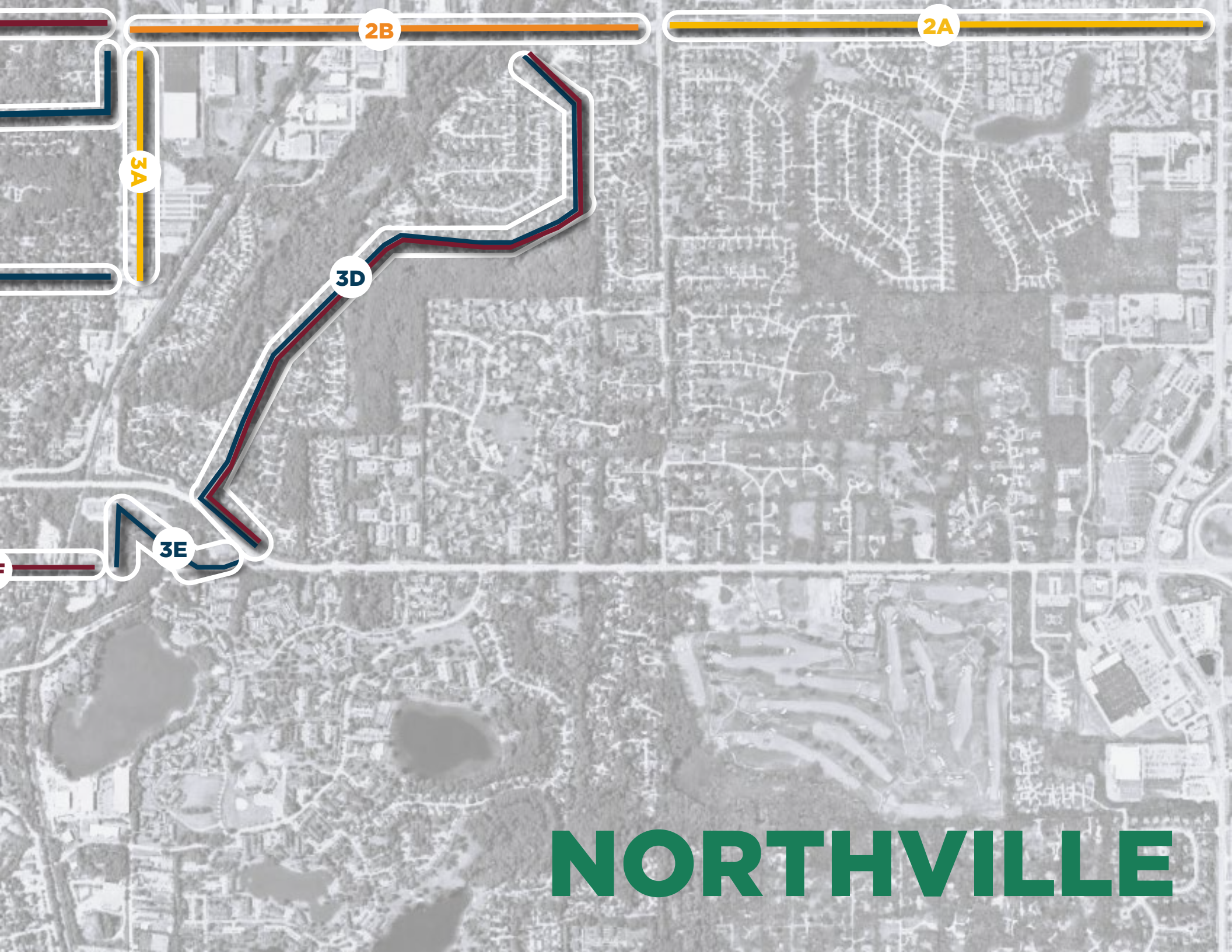
LOW



HIGH

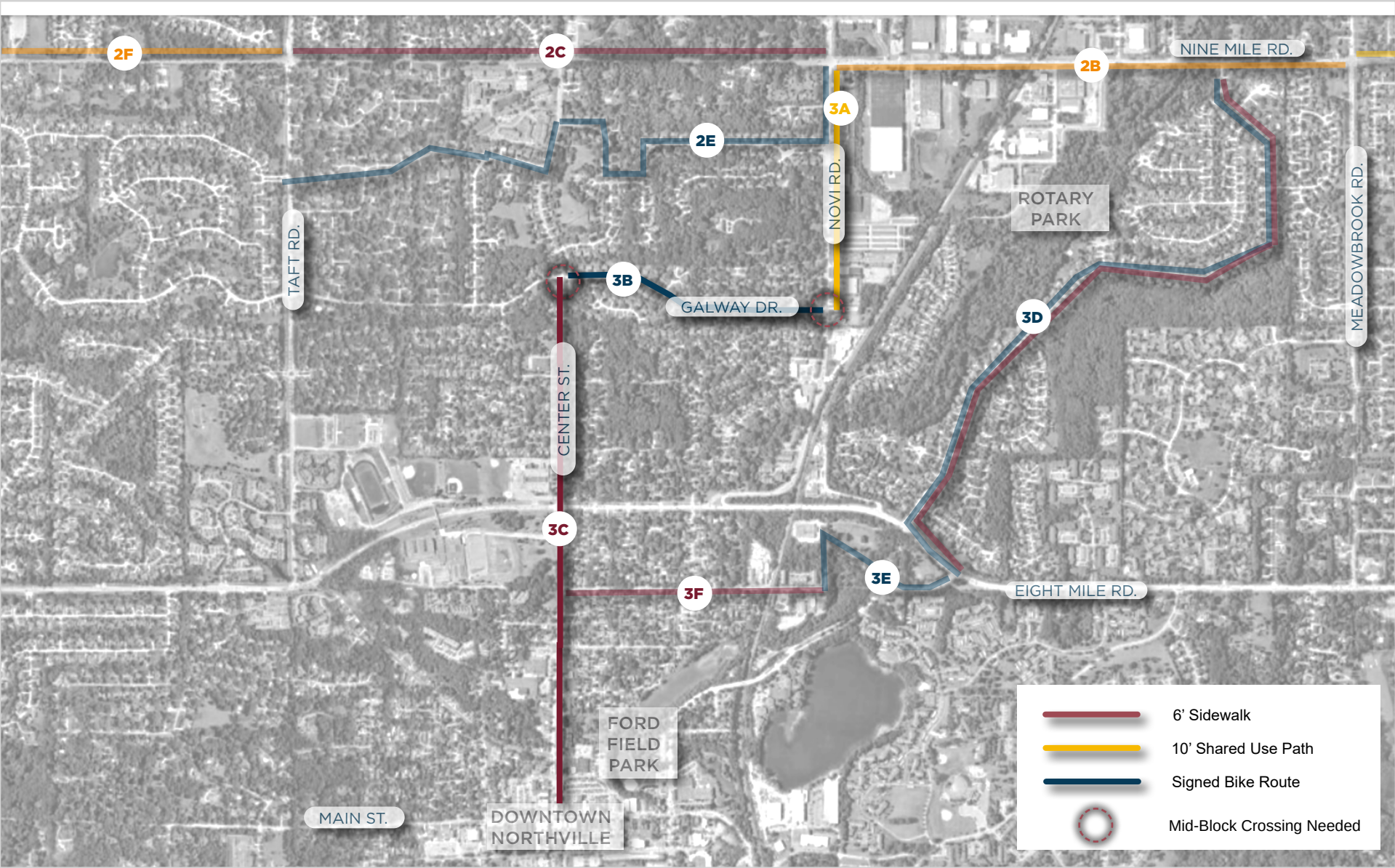
This segment uses the ITC Corridor Trail to reach existing pathways in the neighboring subdivision, bringing users to Napier Road. A wetland area present along Napier Road will require approximately 100 feet of boardwalk treatment to fully connect the paths. There is opportunity to add a connection to Villa Barre Park on the north side of Nine Mile Road. Safety interventions are being discussed by the RCOC, City of Novi, and Lyon Township for the Napier Road intersection, which should include pedestrian infrastructure.





SEGMENT 3A - 3C

Novi/Northville: Downtown Northville Connection
Residential Parkway / Shared Use Path, Signed Bike Route, and Enhanced Sidewalk



Current Segment Characteristics	
Corridor Typology	Residential Parkway
Segment Speed Limit	25 - 40
Average Daily Traffic Volume	13,700
Sidewalk Infill Needed (Yes/No)	Yes (Center Street)
Road Surface	Paved

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

Implementation	
Cost Estimate	\$1,005,000
Segment Length / Miles Impacted	1.65 miles
Responsible Party	Novi/Northville

PRIORITY RANKING:

10' SHARED USE PATH



SIGNED BIKE ROUTE



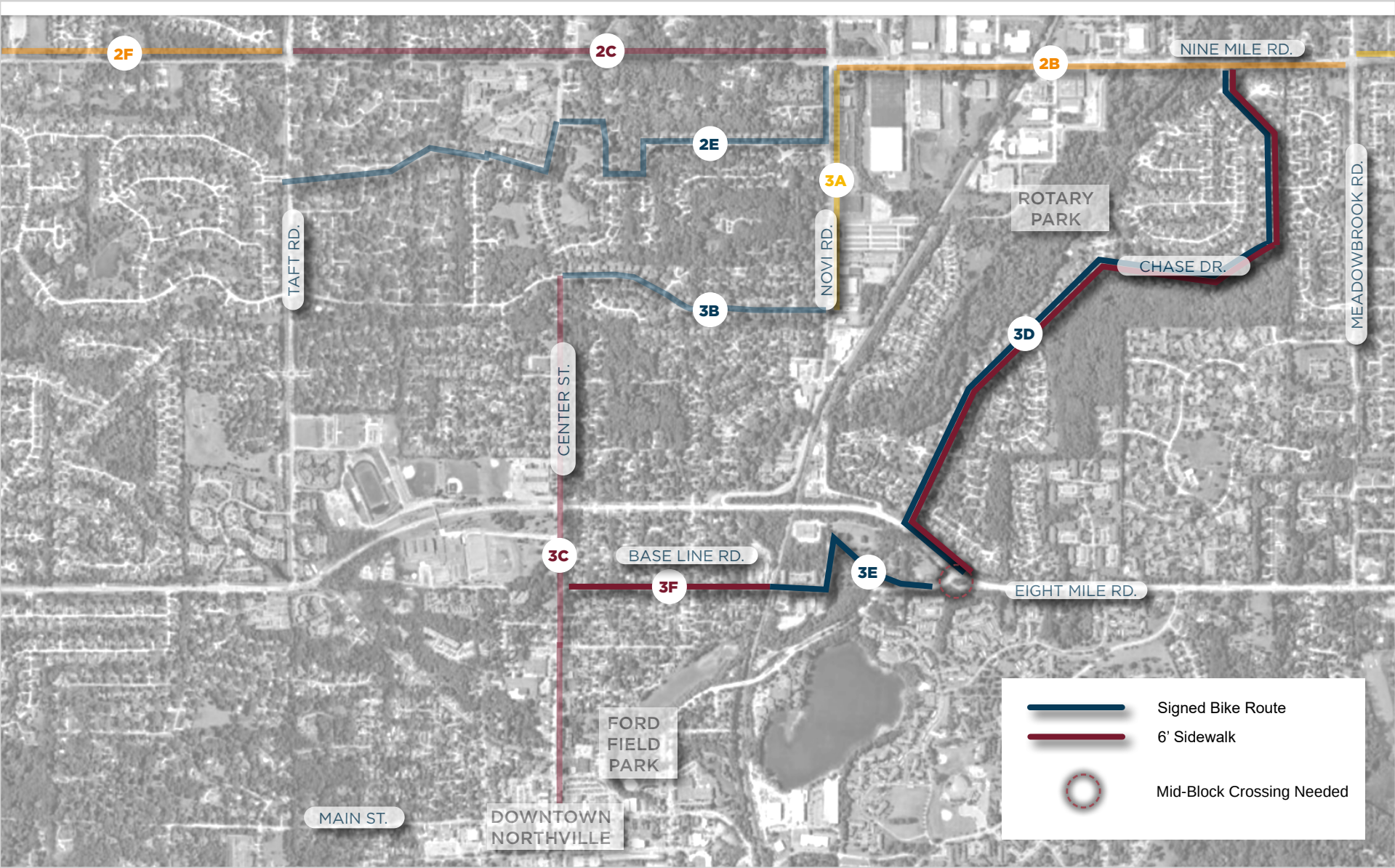
6' SIDEWALK



Downtown Northville and several of the city's recreational amenities are located within one mile of the Nine Mile Road Corridor. Establishing a connection from Nine Mile Road to Downtown Northville would link numerous residential neighborhoods to the commercial district. There is potential to widen the sidewalk on Novi Road to accommodate a 10-foot shared-use path, connecting it via a designated bike route to the existing sidewalk on Center Street. Due to right-of-way constraints on Center Street, additional pathway widening beyond the 6-foot sidewalk may not be feasible. Filling sidewalk gaps and completing any necessary maintenance should be prioritized along Center Street. This is one of two segment options to create a connection to Downtown Northville.

SEGMENT 3D - 3F

Novi/Northville: Downtown Northville Connection
Residential Parkway / Signed Bike Route and Enhanced Sidewalk



Current Segment Characteristics	
Corridor Typology	Suburban Downtown
Segment Speed Limit	NA
Average Daily Traffic Volume	NA
Sidewalk Infill Needed (Yes/No)	No
Road Surface	Paved

Challenges	
Highway Crossing (Yes/No)	No
Driveway Frequency (Low, Medium, High)	NA

Implementation	
Cost Estimate	\$10,000 and maintenance costs
Segment Length / Miles Impacted	~2 Miles
Responsible Party	Novi / Northville

PRIORITY RANKINGS:

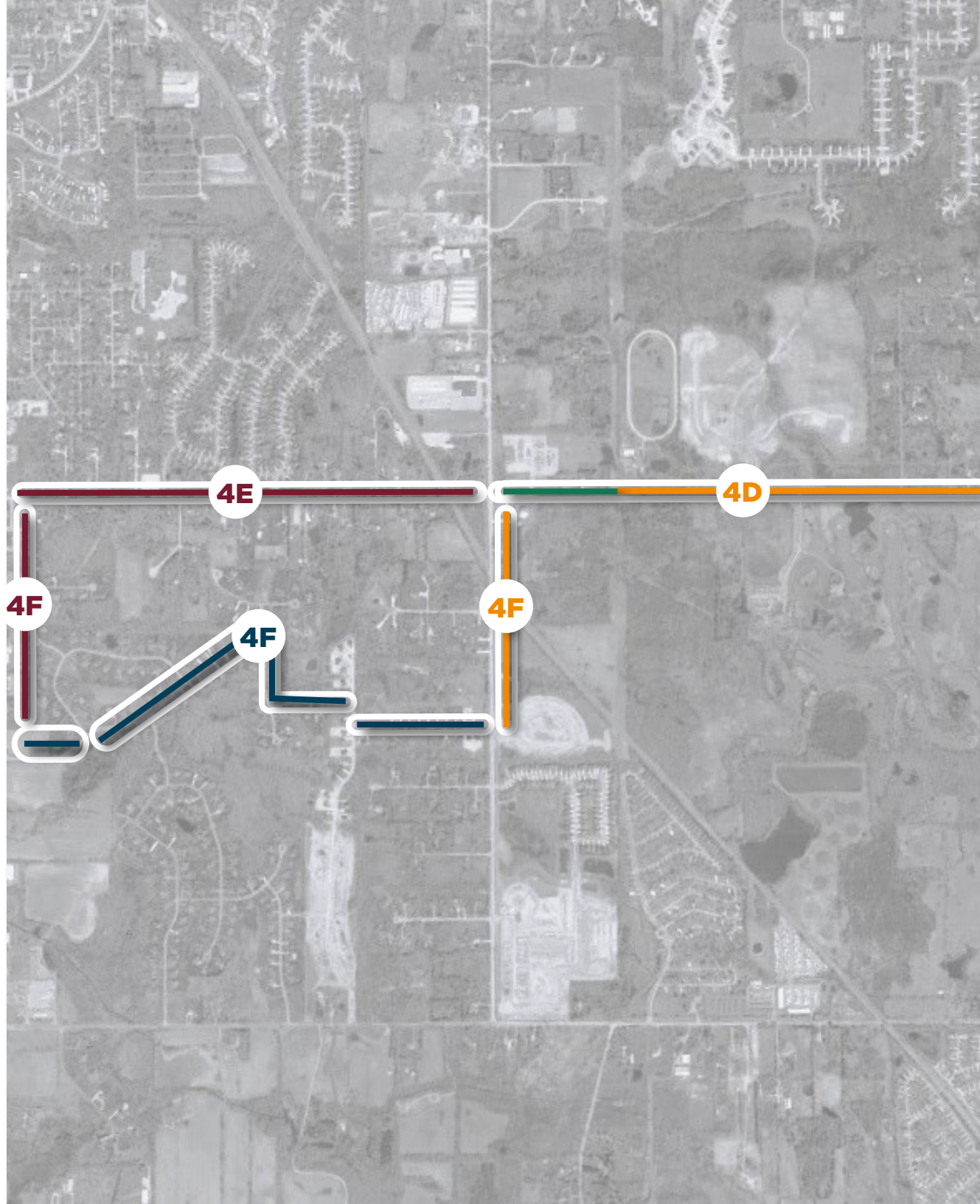
SIGNED BIKE ROUTE



6' SIDEWALK



Downtown Northville and several of the city's recreational amenities are located within one mile of the Nine Mile Road Corridor. Establishing a connection from Nine Mile Road to Downtown Northville would link numerous residential neighborhoods to the commercial district. There is opportunity to sign Chase Drive as a bike route, while the street also offers 6-foot sidewalks for pedestrians. Segment 3E is a challenging area to install any sidewalks or shared-use paths, but can connect users to Center Street on Base Line Road. By linking Northville with the broader Nine Mile Road Corridor, this vision supports a connected, accessible community, making it easier for residents and visitors alike to enjoy the amenities of Downtown Northville.



- 10' Shared Use Path
- 8' Shared Use Path
- 6' Sidewalk
- Signed Bike Route
- Advisory Shoulder
- Regional Trail

4C

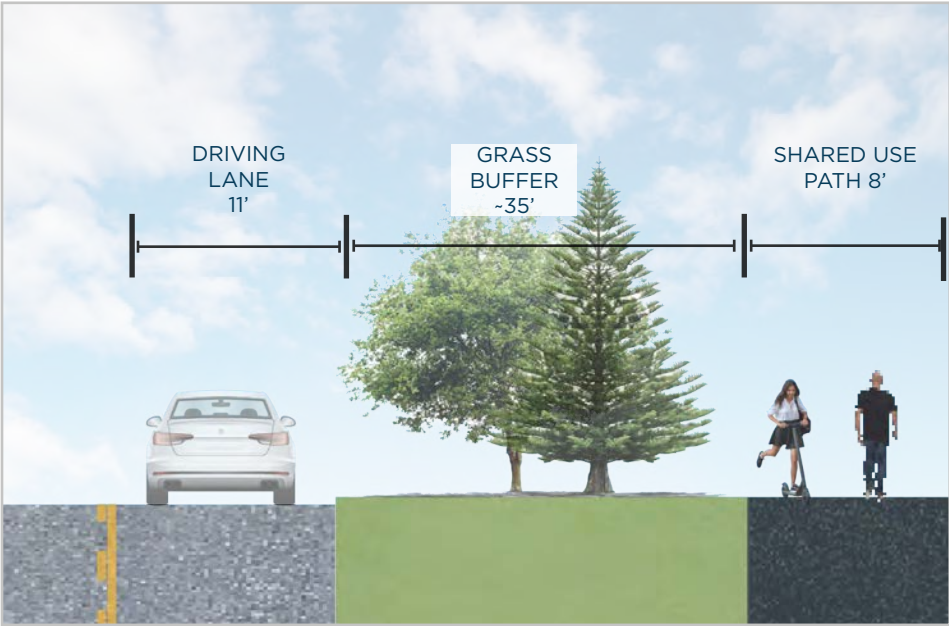
4B

4A

LYON TOWNSHIP

SEGMENT 4A

Lyon Township: Napier Road to Chubb Road
Agricultural/Low-Density Residential | Shared Use Path



PROJECT EXAMPLE



Current Segment Characteristics	
Corridor Typology	Agricultural/Low-Density Residential
Segment Speed Limit	45
Average Daily Traffic Volume	800
Sidewalk Infill Needed (Yes/No)	Yes
Road Surface	Combination Gravel and Paved

Challenges	
Highway Crossing (Yes/No)	Yes (Napier Rd)
Driveway Frequency (Low, Medium, High)	Medium

Implementation	
Cost Estimate	\$660,000
Segment Length / Miles Impacted	1 Mile
Responsible Party	Lyon Township, RCOC

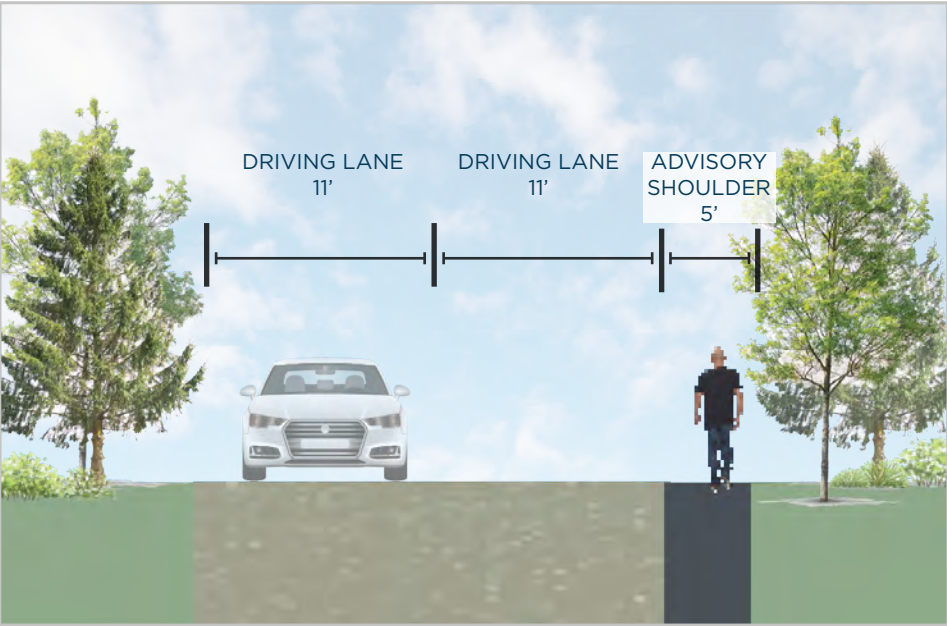
PRIORITY RANKING:



Several parcels between Napier Road and Chubb Road are slated for development, offering an opportunity to fill gaps in the current pathway network. Coordination with property owners will be necessary to construct pedestrian facilities and complete the proposed shared use path. Safety interventions are being discussed by the RCOC, City of Novi, and Lyon Township for the Napier Road intersection and should include pedestrian infrastructure.

SEGMENT 4B

Lyon Township: Chubb Road to Currie Road
Agricultural/Low-Density Residential | Advisory Shoulder, Shared Use Path



PROJECT EXAMPLE



Current Segment Characteristics	
Corridor Typology	Agricultural/Low-Density Residential
Segment Speed Limit	45
Average Daily Traffic Volume	800
Sidewalk Infill Needed (Yes/No)	Yes
Road Surface	Gravel

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

Implementation	
Cost Estimate	\$5,000 (near-term), \$660,000 (long-term)
Segment Length / Miles Impacted	1 Mile
Responsible Party	Lyon Township, RCOC

PRIORITY RANKING:

ADVISORY SHOULDER



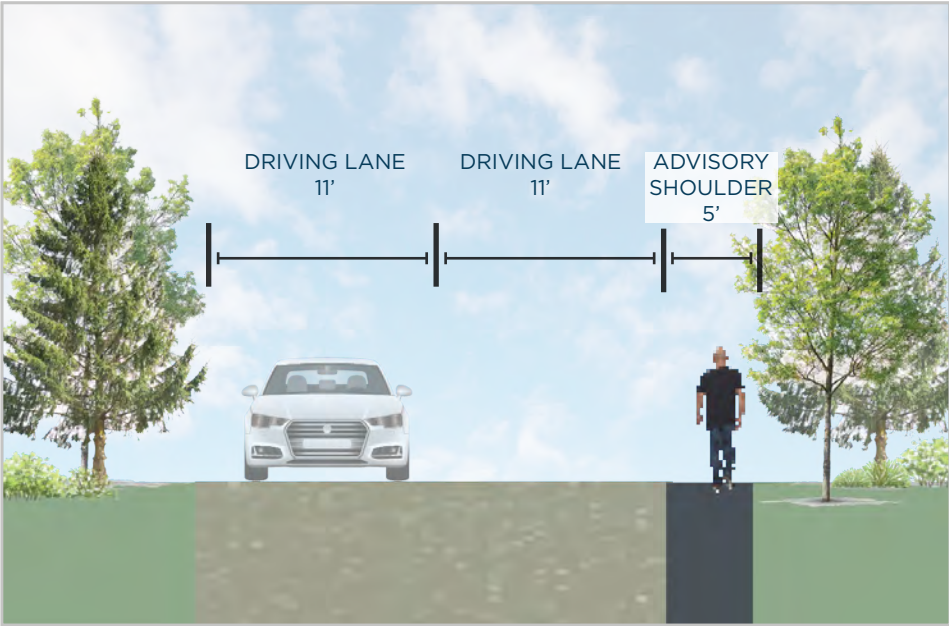
8' SHARED USE PATH



Given the right-of-way constraints, installing off-road pedestrian and bicycling facilities such as sidewalks or shared use paths may not be feasible for this segment. Pedestrian and bicycle activity is not preferred along the existing cart paths. Instead, it may be necessary to explore alternative solutions, such as an advisory shoulder with improved signage, to enhance pedestrian safety without requiring significant near-term infrastructure changes. Long-term, should any developments be planned for this area, continuing the 8-foot shared use path treatment would be ideal.

SEGMENT 4C

Lyon Township: Currie Road to Briar Meadow Road
Agricultural/Low-Density Residential | Advisory Shoulder, Shared Use Path



PROJECT EXAMPLE



Current Segment Characteristics	
Corridor Typology	Agricultural/Low-Density Residential
Segment Speed Limit	45
Average Daily Traffic Volume	600
Sidewalk Infill Needed (Yes/No)	Yes
Road Surface	Combination Gravel and Paved

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

Implementation	
Cost Estimate	\$5,000 (near-term, \$600,600 long-term)
Segment Length / Miles Impacted	0.91 Miles
Responsible Party	Lyon Township, RCOC

PRIORITY RANKING:

ADVISORY SHOULDER



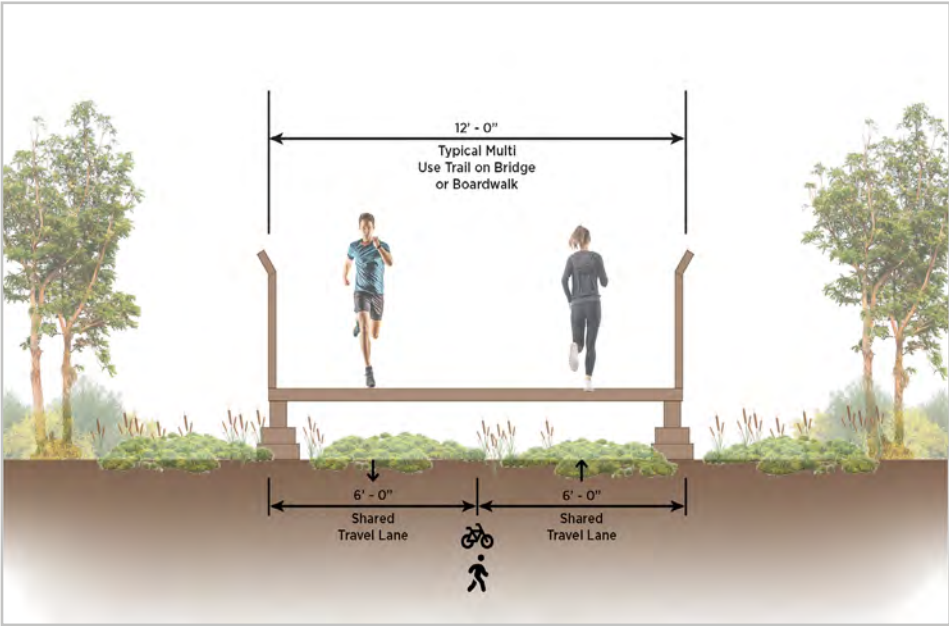
8' SHARED USE PATH



To ensure the safety of local residents who use Nine Mile Road for walking and biking, signage can be installed to enhance awareness of pedestrian and cyclist activity. Long-term, should any developments be planned for this area, continuing the 8-foot shared use path treatment would be ideal.

SEGMENT 4D

Lyon Township: Briar Meadow Road to Griswold Road
Agricultural/Low-Density Residential | Shared Use Path, Boardwalk



PROJECT EXAMPLE



Current Segment Characteristics	
Corridor Typology	Agricultural/Low-Density Residential
Segment Speed Limit	45
Average Daily Traffic Volume	600
Sidewalk Infill Needed (Yes/No)	Yes - Boardwalk section
Road Surface	Combination Gravel and Paved

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

Implementation	
Cost Estimate	\$5,575,000
Segment Length / Miles Impacted	1.06 Miles
Responsible Party	Lyon Township, RCOC

PRIORITY RANKING:



LOW



HIGH

There is a development planned at the Cattails Golf Course that will include shared use paths. The parcel at the corner of Griswold Road and Nine Mile Road is Township property where shared use paths could also be added. A boardwalk treatment will be necessary to connect the shared use paths across a wetland area.

SEGMENT 4E

Lyon Township: Griswold Road to Pontiac Trail
Residential Arterial | Shared Use Path, Enhanced Sidewalk



Current Segment Characteristics	
Corridor Typology	Residential Arterial
Segment Speed Limit	45
Average Daily Traffic Volume	6,600
Sidewalk Infill Needed (Yes/No)	Yes
Road Surface	Paved

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

Implementation	
Cost Estimate	\$550,000
Segment Length / Miles Impacted	1 Mile
Responsible Party	Lyon Township, RCOC, South Lyon

PRIORITY RANKING:



Given the right-of-way constraints and number of property owners along Nine Mile Road, continuing the pathway on the north side presents challenges. However, there are a couple of segments of existing sidewalk that could serve as a foundation for expansion. Additionally, a neighborhood trail currently connects downtown South Lyon with the subdivision. If property ownership changes in the future, there may be opportunity to extend another trail from the subdivision to Nine Mile Road, offering direct access to downtown South Lyon and the Huron Valley Trail.

SEGMENT 4F

Lyon Township: Griswold Road to Pontiac Trail
Residential Parkway | Shared Use Path, Signed Bike Route, Enhanced Sidewalk



Current Segment Characteristics	
Corridor Typology	Residential Parkway
Segment Speed Limit	25
Average Daily Traffic Volume	NA
Sidewalk Infill Needed (Yes/No)	Yes (Griswold Road, Pontiac Trail)
Road Surface	Paved

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

Implementation	
Cost Estimate	\$310,000
Segment Length / Miles Impacted	1.98 Miles
Responsible Party	Lyon Township

PRIORITY RANKING:



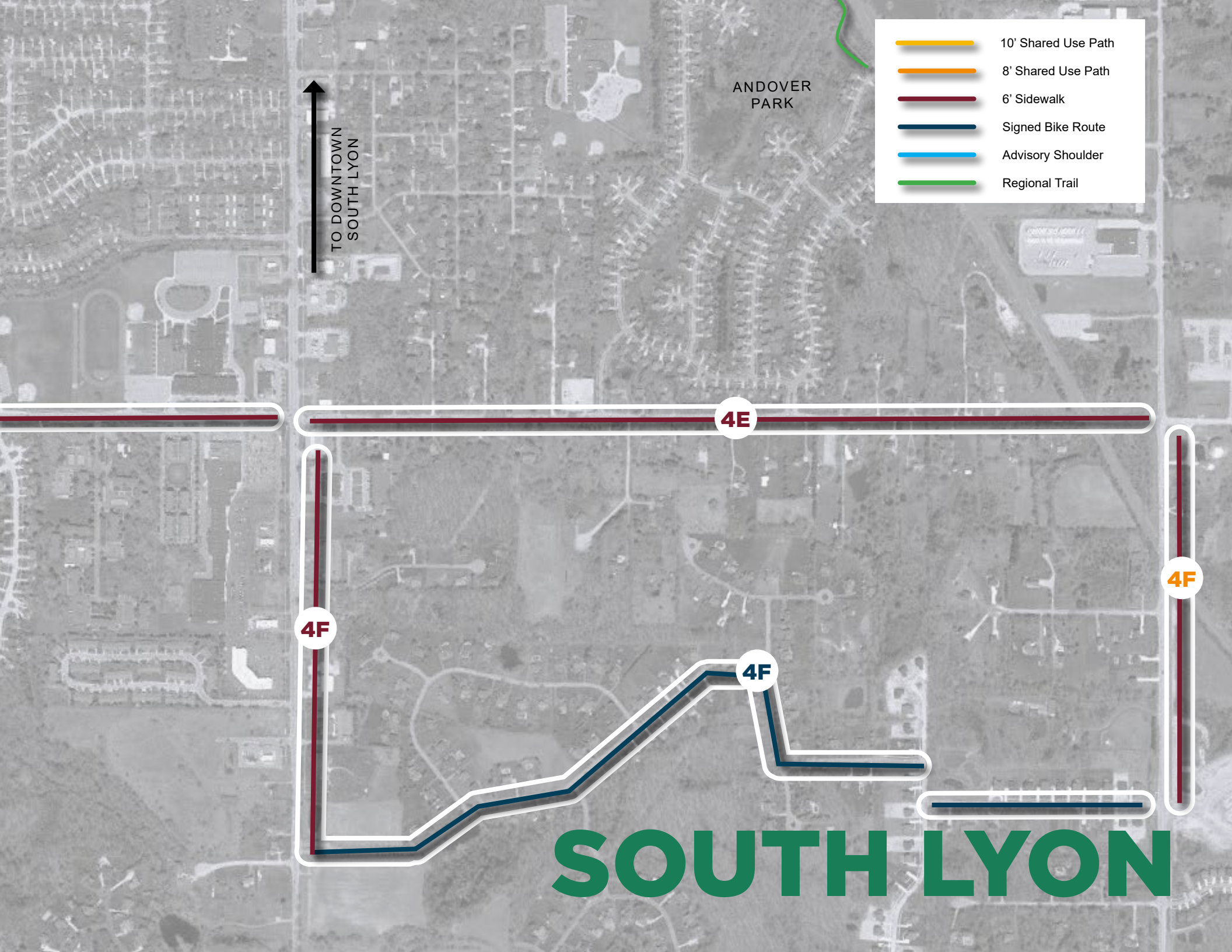
LOW



HIGH

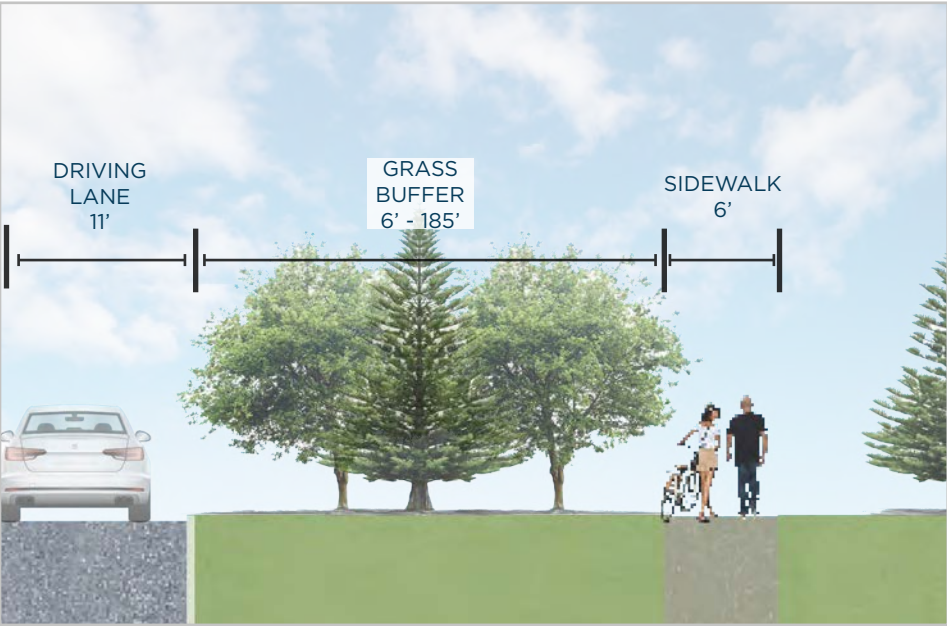
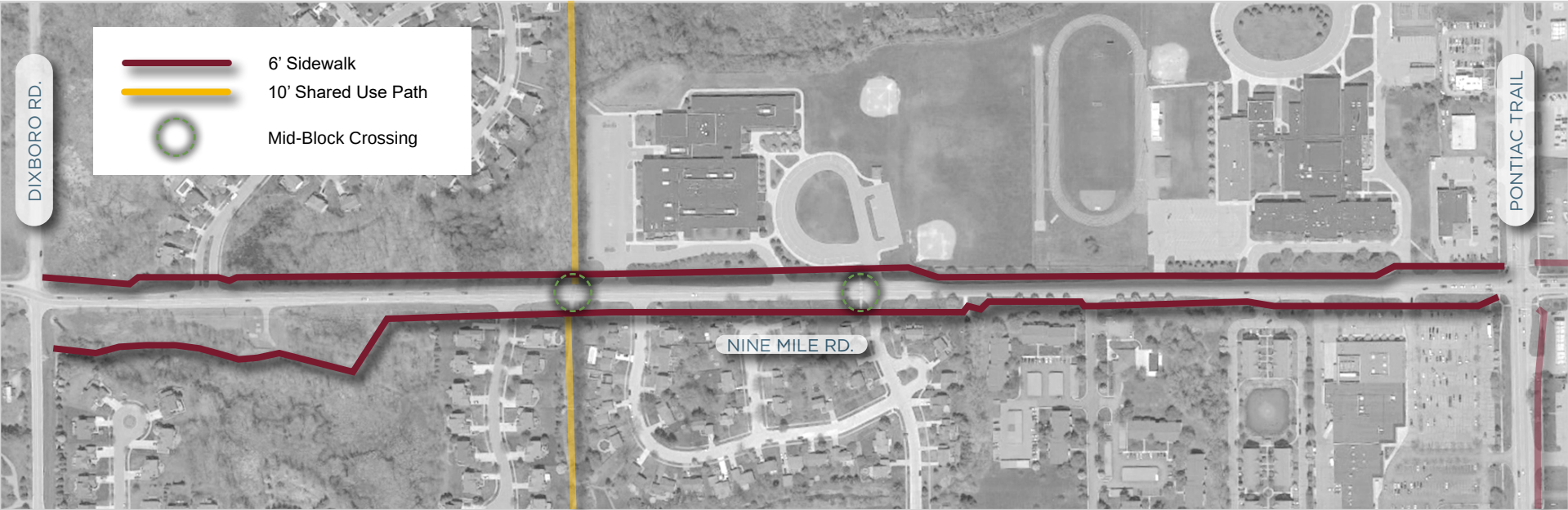
A near-term alternative for constructing on-road pedestrian and bicycle facilities is a signed bike route through the subdivision south of Nine Mile Road. The route would utilize existing residential streets, directing cyclists and pedestrians away from higher-traffic areas on Nine Mile Road. Once they reach Pontiac Trail, users will be able to connect to downtown South Lyon and the Huron Valley Trail.





SEGMENT 5A

South Lyon: Pontiac Trail to Dixboro Road
Residential Arterial | Enhanced Sidewalk



PROJECT EXAMPLE



Current Segment Characteristics	
Corridor Typology	Residential Arterial
Segment Speed Limit	35
Average Daily Traffic Volume	10,600
Sidewalk Infill Needed (Yes/No)	No
Road Surface	Paved

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

Implementation	
Cost Estimate	\$425,000
Segment Length / Miles Impacted	0.77 Miles
Responsible Party	South Lyon

PRIORITY RANKING:



The existing sidewalk between Pontiac Trail and Dixboro Road provides a connection to downtown South Lyon, the local neighborhood trail system, and two schools. Users can take the neighborhood trail spur north to the Huron Valley Trail and the Michigan Air Line Trail. Improvements could include widening sidewalks, planting trees in the buffer zones between pedestrians and traffic, and adding safety features and signage around crossings.





ACTION PLAN



CORRIDOR-WIDE ACTION PLAN

The Action Plan for the Nine Mile Corridor West Plan serves as a guide for implementing the recommended pathway segments. Municipalities along the Nine Mile Corridor can use this section to prioritize projects based on community needs, identify responsible parties for implementation, and explore potential funding opportunities for the planning, design, and construction of pathways.

Outside of the individual pathway segments, there are a number of recommendations that can be applied to the entire Nine Mile Corridor. These recommendations are intended to work simultaneously with the recommended segments and ensure that the Nine Mile Corridor becomes a regional signature corridor rather than just a sidewalk or pathway.

NINE MILE ROAD PAVING

About half of the Nine Mile Corridor West project study area consists of gravel road. Given the potential for the road to be paved in the future, this presents an opportunity to incorporate dedicated space for non-motorized users. Community engagement feedback strongly favors pedestrian and bicycle facilities that are separated from the road.

FUTURE DEVELOPMENT

With much of the land around the Nine Mile Corridor West project area being agricultural and undeveloped, there is significant residential development pressure. Each community has regulations governing the design and construction of sidewalks and shared-use paths. For instance, Lyon Township and Novi require a public bicycle path or sidewalk for all new developments along principal arterial, minor arterial, and collector roads, including Nine Mile Road. As properties along the corridor change ownership and new developments are planned, pathways aligning with the Nine Mile Corridor West vision and recommendations can be built.

If a developer faces budget constraints preventing them from building the recommended pathway segments, financial partnerships between the developer, the municipality, and other stakeholders should be explored to alleviate the financial burden. Additionally, grants and incentives can be pursued to subsidize the cost of constructing wider paths that meet community preferences for separated facilities. Phased construction or using alternative, cost-effective materials may also offer flexible solutions.

INTERSECTION SAFETY

Safety improvements at key intersections along the Nine Mile Corridor are a critical focus of the action plan, particularly where pedestrian and bicycle facilities intersect with major roadways. Enhanced crosswalks, improved lighting, and clear signage should be prioritized to ensure the safety of non-motorized users. At Napier Road, a proposed roundabout would significantly improve traffic flow and reduce collision points, creating a safer environment for all users. Roundabouts have been shown to reduce vehicle speeds and minimize severe crashes, making them ideal for balancing the needs of motorists, pedestrians, and cyclists. Additionally, trail crossings should receive safety improvements, incorporating features such as flashing beacons and clear pavement markings to protect trail users. Incorporating these safety measures, along with separated pathways where possible, will create a more comfortable and user-friendly corridor for all travelers.

FORMALLY ADOPT THE PLAN RECOMMENDATIONS

On September 19, 2024, the Oakland County Board of Commissioners approved the Memorandum of Understanding (MOU) for the Nine Mile Corridor project. This non-binding agreement demonstrates the commitment of the Nine Mile Communities to work together on planning, designing, constructing, and promoting the Nine Mile Pathway, as outlined in the Feasibility Study.

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 THE 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 corridor plan implementation, work with each individual city, and coordinate efforts between all stakeholders. Following completion 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

Segments were prioritized based on cost, potential funding, implementation difficulty, community need, anticipated usage, equity considerations, timing, and potential coordination with other road projects. Advisory shoulder treatments and signed bike routes were identified as the highest priority due to their relatively low implementation cost, even if they are part of a segment with a lower overall or community priority ranking. Each community will be responsible for further prioritizing segments within their jurisdiction based on local funding availability, specific needs, development opportunities, and overall corridor goals.

CITY	SEGMENT	FROM	TO	TREATMENT	COST ESTIMATE	OVERALL PRIORITY**	PARTNERS
Farmington Hills	1A	I-275	Haggerty Road	10' Shared Use Path	\$90,000	3	MDOT, Farmington Hills
Novi	2A	Haggerty Road	Meadowbrook Road	10' Shared Use Path	\$900,000	3	Novi
	2B	Meadowbrook Road	Novi Road	8' Shared Use Path	\$660,000	2	Novi
	2C	Novi Road	Taft Road	Enhanced Sidewalk	\$315,000	3	Novi
	2D	Novi Road	Steeple Path / Nine Mile Road	Signed Bike Route	\$5,000	5	Novi
	2E	Novi Road	Center Street / Nine Mile Road	Signed Bike Route	\$5,000	5	Novi
	2F	Taft Road	Beck Road	8' Shared Use Path	\$660,000	1	Novi
	2G	Nine Mile Road	ITC Corridor Trail	Enhanced Sidewalk, 8' Shared Use Path	\$165,000	4	Novi
	2H	Beck Road	Napier Road	Advisory Shoulder	\$5,000	5	Novi
	2I	Nine Mile Road	ITC Community Sports Park, Maybury State Park	8' Shared Use Path	Maintenance	3	Novi
	2J	ITC Corridor Trail	Napier Road	Off-Road Trail, Enhanced Sidewalk, 8' Shared Use Path, Boardwalk	\$300,000	4	ITC Holdings Corp, Novi

CITY	SEGMENT	FROM	TO	TREATMENT	COST ESTIMATE	OVERALL PRIORITY**	PARTNERS
Northville	3A	Nine Mile Road (Novi Road)	Galway Drive	10' Shared Use Path	\$450,000	1	Novi, Northville
	3B	Novi Road (Galway Drive)	Center Street	Signed Bike Route	\$5,000	5	Novi, Northville
	3C	Galway Drive (Center Street)	Lake Street	Enhanced Sidewalk	\$550,000	2	Novi, Northville
	3D	Nine Mile Road (Chase Dr)	Eight Mile Road	Signed Bike Route, 6' Sidewalk	\$5,000	5	Novi, Northville
	3E	Eight Mile Road	Base Line Road	Signed Bike Route	\$5,000	5	Northville
	3F	Base Line Road	Center Street	6' Sidewalk	Maintenance	2	Northville

1 = Lowest Priority Projects, 5 = Highest Priority Projects

*Ranking of projects within each community

**Overall of projects throughout the entire corridor

CITY	SEGMENT	FROM	TO	TREATMENT	COST ESTIMATE	OVERALL PRIORITY**	PARTNERS
Lyon Township	4A	Napier Road	Chubb Road	8' Shared Use Path	\$660,000	4	Lyon Township, RCOC
	4B	Chubb Road	Currie Road	Advisory Shoulder	\$5,000	5	Lyon Township, RCOC
	4B	Chubb Road	Currie Road	8' Shared Use Path	\$660,000	1	Lyon Township, RCOC
	4C	Currie Road	Briar Meadow Road	Advisory Shoulder	\$5,000	5	Lyon Township, RCOC
	4C	Currie Road	Briar Meadow Road	8' Shared Use Path	\$648,000	1	Lyon Township, RCOC
	4D	Briar Meadow Road	Griswold Road	8' Shared Use Path, Boardwalk	\$5,575,000	2	Lyon Township, RCOC
	4E	Griswold Road	Pontiac Trail	Enhanced Sidewalk	\$550,000	3	Lyon Township, RCOC
	4F	Nine Mile Road	Deer Haven Dr	8' Shared Use Path	\$275,000	2	Lyon Township
	4F	Nine Mile Road	Lyon Trail S	Signed Bike Route	\$5,000	5	Lyon Township
	4F	Lyon Trail S	Nine Mile Road	Enhanced Sidewalk	\$275,000	2	Lyon Township
South Lyon	5A	Pontiac Trail	Dixboro Road	Enhanced Sidewalk	\$425,000	4	South Lyon

1 = Lowest Priority Projects, 5 = Highest Priority Projects

*Ranking of projects within each community

**Overall of projects throughout the entire corridor



PATHWAY COST ESTIMATES

As part of the Nine Mile Corridor Plan, high-level cost estimates were developed to help guide the four corridor communities in implementation. Cost estimates at the planning stage are intended to be order of 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 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:

- **10' Shared Use Path** - \$900,000 per mile
- **8' Shared Use Path** - \$660,000 per mile
- **Sidewalk Improvements** - \$550,000 per mile
- **Signed Bike Route** - \$5,000 per mile
- **Advisory Shoulder** - \$5,000 per mile
- **Boardwalk** - \$3,000 per foot

There is a 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 diverse 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 \$13M to construct the entire pathway system from I-275 to Dixboro 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	\$90,000
Novi	\$2,500,000 - \$3,105,000
Northville	\$1,015,000
Lyon Township	\$7,350,000 - \$8,648,000
South Lyon	\$425,000
Total	\$11,380,000 - \$13,283,000

RESPONSIBILITIES AND PARTNERS

The Nine Mile Corridor West Plan represents an ambitious regional plan that will require individual efforts from each of the partner communities, as well as partnerships between neighboring municipalities, RCOC, AND SEMCOG, 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 four municipalities.

First, each municipality will be individually responsible for implementing the segments that are located within their specific city, or township limits. Each segment has been prioritized at the municipal 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 nearly 30-mile corridor. .



South Lyon
MICHIGAN

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

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.



SEMCOG

FUNDING SOURCES

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.



FUNDING SOURCES

Safe Routes to School (SRTS) Major Grants

Grant Amount: Variable

Match Amount: Minimum 20% of the project cost

Funds: Design and construction

Considerations: The primary beneficiaries of all infrastructure treatments must be any K-12 students walking or bicycling between home and school

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.



FUNDING SOURCES

NON-PROFIT 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



FUNDING SOURCES

PHILANTHROPY

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



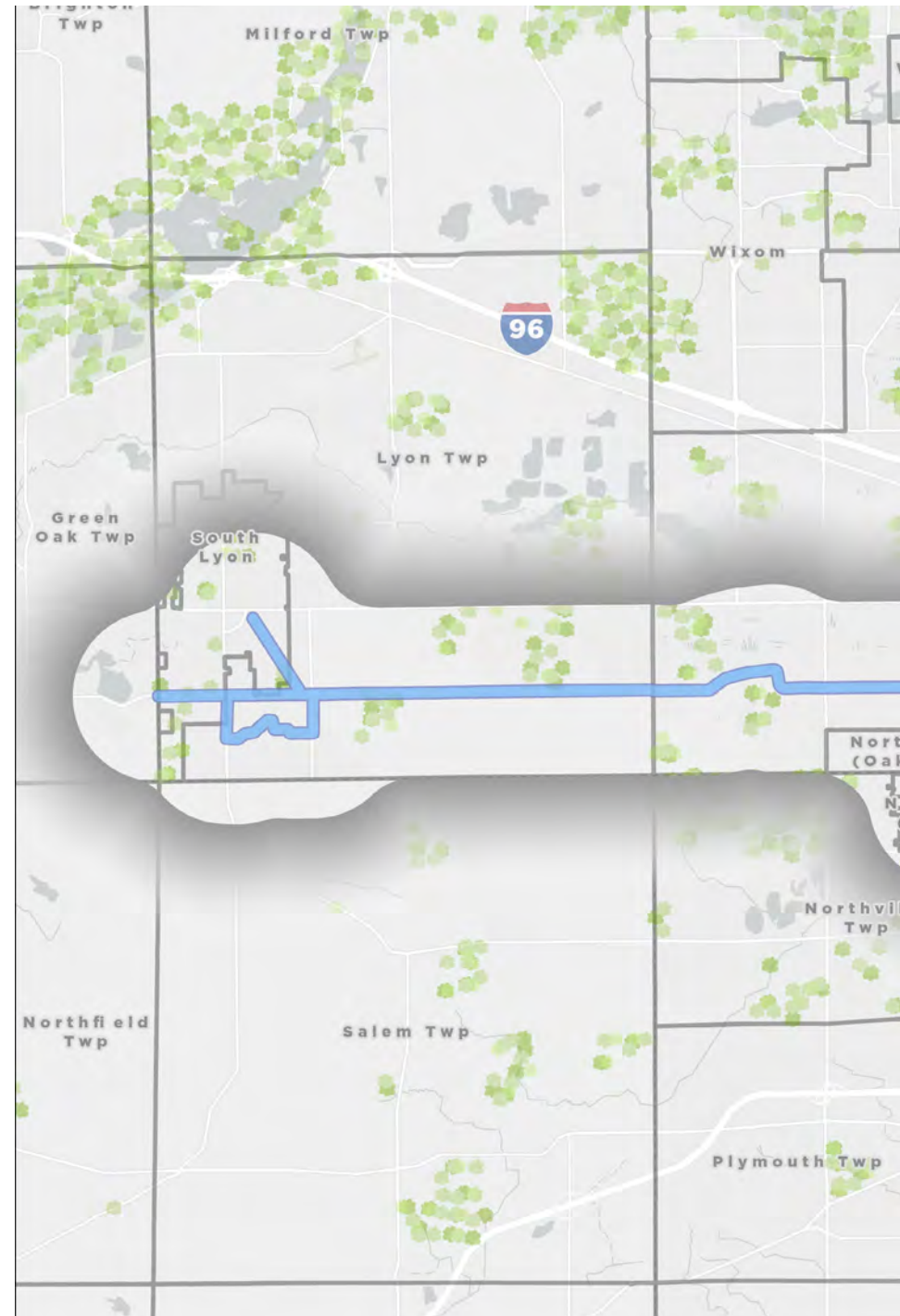
**Community
Foundation**

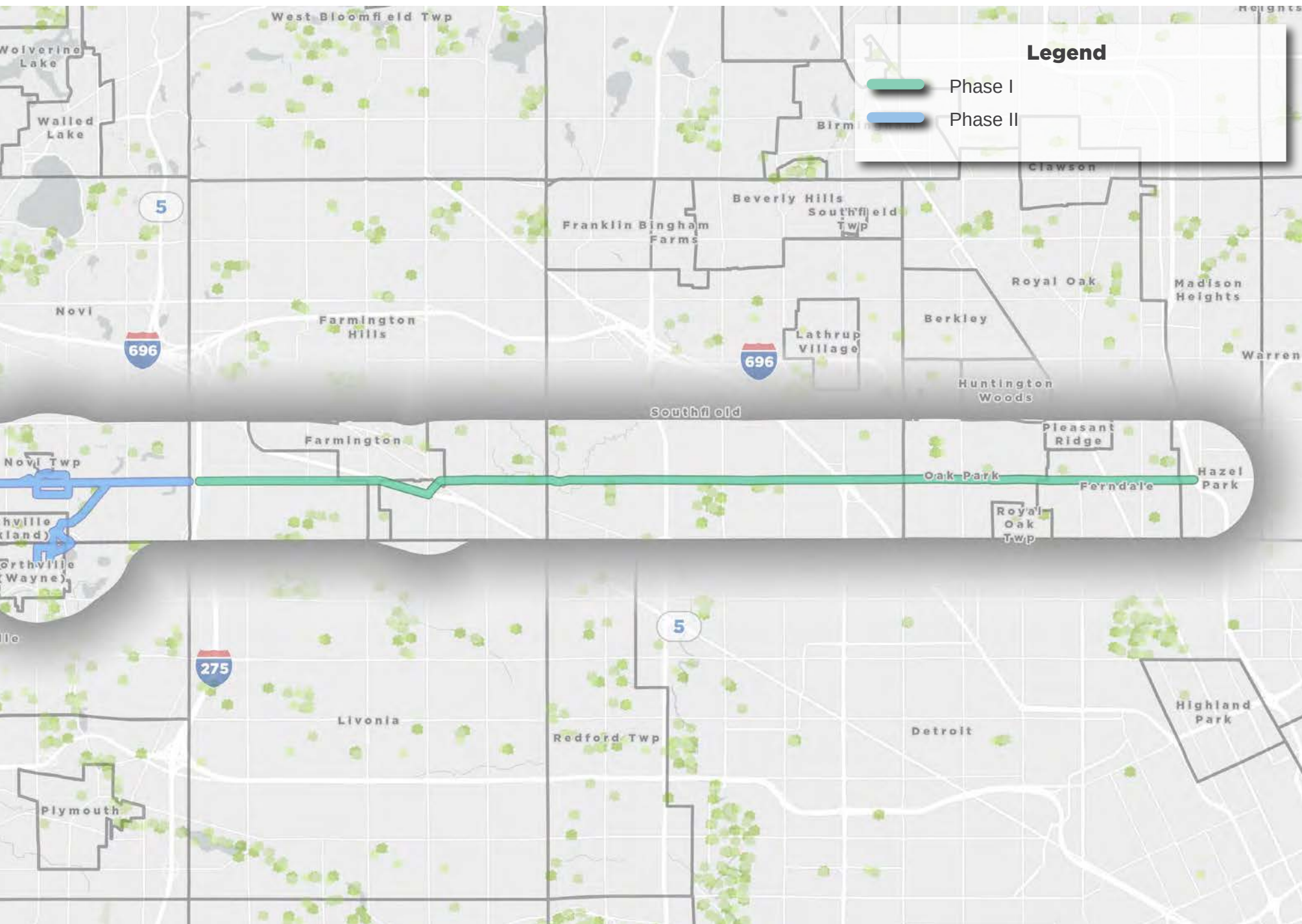
FOR SOUTHEAST MICHIGAN

CONCLUSION

The Nine Mile Corridor Trails Plan represents a collaborative effort between Oakland County Parks and its partner communities to create a vision for enhanced non-motorized connectivity. Together, the Phase 1 and Phase 2 plans for the Nine Mile Corridor serve as the region's blueprint for non-motorized pathway development along Nine Mile Road. With nearly 30 miles of planned segments, the Nine Mile Corridor will be Oakland County's signature cross-county trail, providing increased access to parks, trails, schools, downtown districts, and other regional assets.

The Nine Mile Corridor Plan examined the corridor's characteristics and developed conceptual route alignments. As the project advances, the focus shifts to detailed feasibility studies, further refinement of the conceptual routes, and the development of engineering plans necessary for construction. These next steps will bring the Nine Mile Corridor closer to realizing its potential as a signature trail, fostering healthy lifestyles, supporting active transportation, and enhancing the overall quality of life for residents and visitors alike.





Oakland County Nine Mile Pathway Phase II Task Force

Memorandum of Understanding

By and Among the Communities of Novi, Northville, Lyon Township, South Lyon, and Oakland County.

This Memorandum of Understanding between these 5 communities is for the purpose of clarification of the planning and development of the Nine Mile Pathway. This Memorandum is intended to acknowledge a voluntary, cooperative association among the participating communities and shall not be construed to create or establish binding or enforceable commitments, responsibilities, burdens, obligations or liabilities on the part of any participating community. Any participating community may terminate its participation upon notice to other communities.

Pathway Development

Each community agrees to plan, coordinate and develop the trail through their community as proposed in the Nine Mile Pathway Phase II Feasibility Study as they are able. The Nine Mile Pathway Phase II Feasibility Study will serve as a guide for pathway development and may be adjusted as necessary for the success of the pathway.

Management and Maintenance

All issues of pathway development, management and maintenance of each community's section of the pathway will remain the sole responsibility and be under the total control of each community.

Quarterly Meetings

Quarterly Nine Mile Pathway Task Force will be scheduled for representatives of each local unit of government for the purpose of cooperation in areas of mutual benefit.

Concurrence

The communities of Novi, Northville, Lyon Township, South Lyon, and Oakland County concur with the intent of this Memorandum of Understanding.

City of Novi

Date

City of Novi

Date

City of Northville

Date

City of Northville

Date

Charter Township of Lyon

Date

Charter Township of Lyon

Date

City of South Lyon

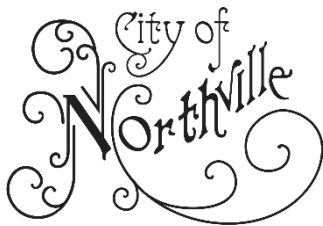
Date

City of South Lyon

Date

Oakland County

Date



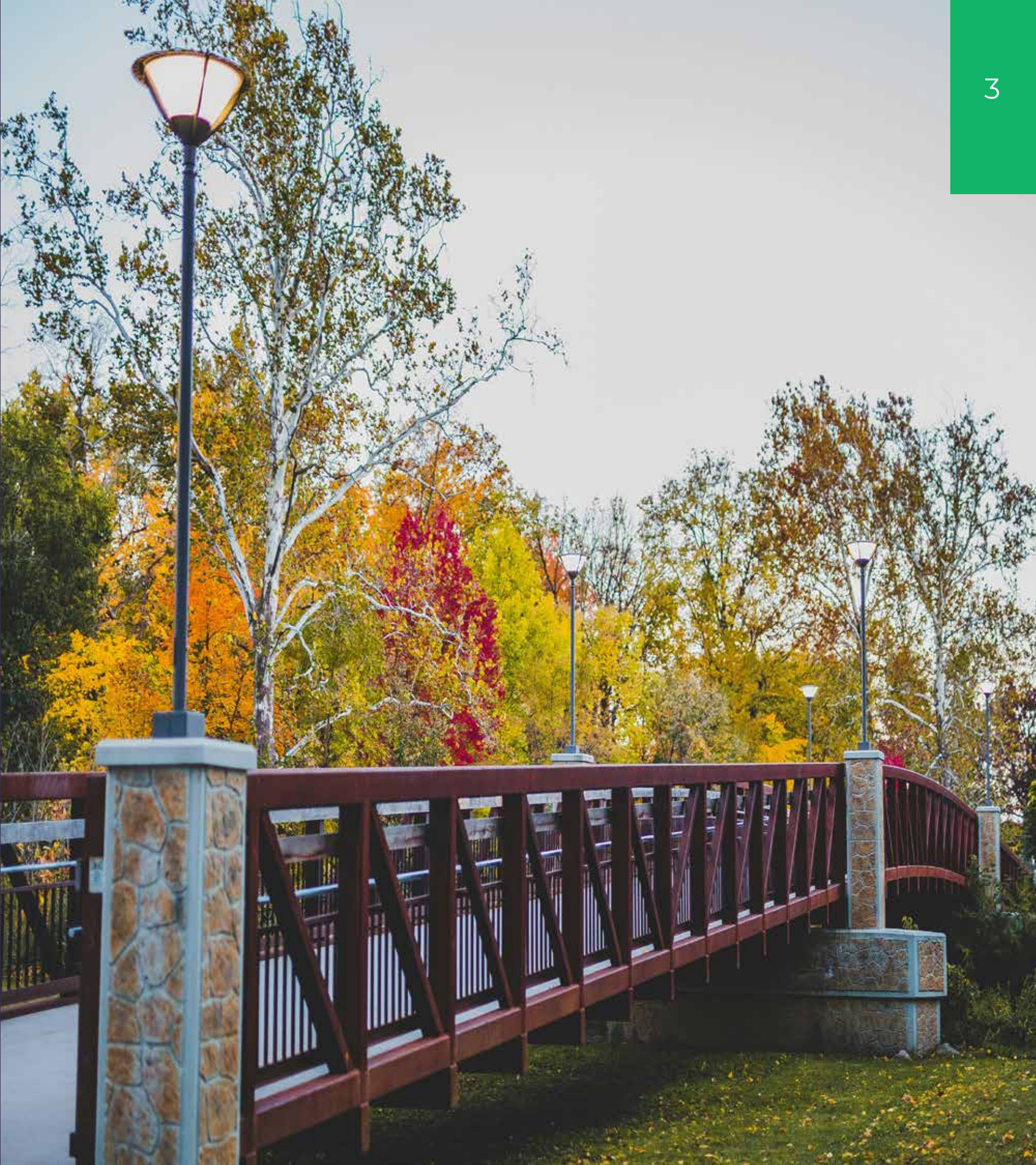
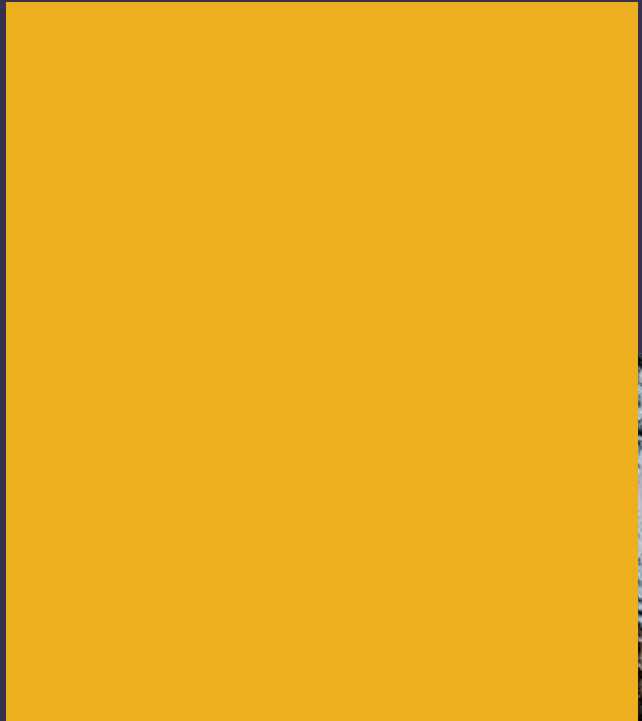
2024

9 LINE

Brand
Guidelines

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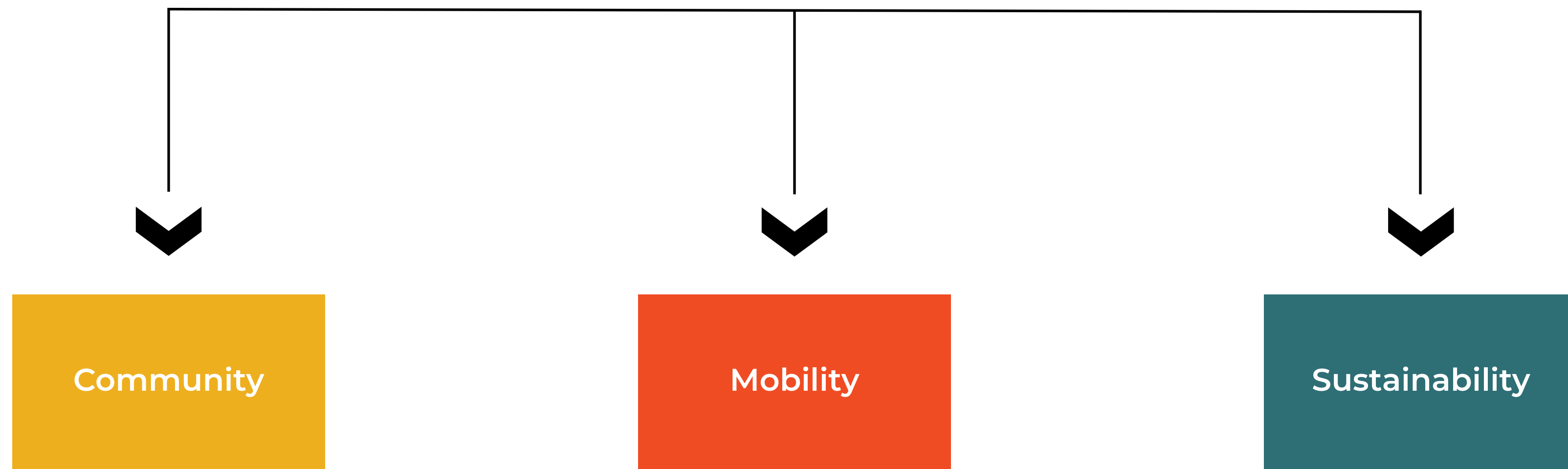
What Is The 9 Line

The 9 Line follows the existing geographic infrastructure of Nine Mile Road and passes through South Oakland County, **connecting 10 vibrant communities** and offers diverse **cultural and outdoor recreation opportunities**. The 9 Line connects residents to universities, hospitals, parks, schools, downtown districts, and employment centers and creates a **greener, safer community that increases the quality of life**.

The brand seeks to satisfy the overarching need for connection, while providing a sense of community, options for mobility and a focus on environmental improvement.

Connection

Connection, the overarching unifying motivation, is influenced by additional market drivers that may have a higher level of importance in each community.



Community

Strong local interest and support for improved public spaces, economic development and recreational amenities that enhance the quality of life.

Mobility

Increasing demand for safe, accessible and interconnected non-motorized transportation options that provide efficient alternatives to car travel.

Sustainability

Growing emphasis on environmentally friendly infrastructure that reduces carbon footprints and promotes green urban development and healthy living.

Who You Are

Mission

To define a unified concept that unites all the communities along the 9 Line as a whole, while honoring each individual community's characteristics.

Vision

A future where the 9 Line is recognized regionally for its innovation in community infrastructure, connectivity and sustainability.

Values

The brand values of inclusivity, sustainability, creativity, connectivity, and safety form the foundation of our identity for the 9 Line.

How You Act

Purpose

To establish the 9 Line as more than just a pathway, but as a cultural and recreational hub that enriches community life and mobility.

Promise

To provide accessible, safe, and aesthetically pleasing pathways that encourage active living and community interaction.

Personality

Emphasizes relatability, authenticity, and inclusiveness, aiming to create a sense of belonging and trust. Focuses on bringing joy, excitement, and fun, often using humor and creativity to engage and delight.

Value Proposition

Enhancing community livability through innovative design, environmental and connectivity solutions.



Brand Tone Of Voice

The 9 Line is an Everyperson Archetype that welcomes its audience to use and experience the brand for their own personal benefit. All are welcome and this something for everyone feeling is supported by a sense of discovery and adventure.

The tone of voice for this brand should be:

- **Friendly and Welcoming:** Speak like a trusted neighbor, approachable and inclusive, encouraging everyone to join the journey.
- **Optimistic and Encouraging:** Inspire a sense of possibility, motivating people to explore, connect, and improve their well-being.
- **Adventurous and Curious:** Infuse a spirit of exploration, with language that sparks curiosity, inviting people to discover new connections, places, and ways to engage with the environment.
- **Empowering and Inclusive:** Use empowering language that makes the journey feel accessible to all, emphasizing collective action and shared benefits for health, community, and sustainability.

The tone should make the brand feel like a guide to new experiences, emphasizing both the joy of the journey and the positive impact on the individual, the communities and the environment around all of it.

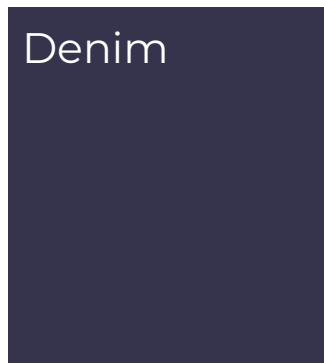




Visual Identification

Color Palette

The color palette is a visual extension of the 9 Line brand ‘Everyperson’ archetype. It creates a spirit of fun while staying grounded and connected to the community with its deeper tones complementing the surroundings and various companion applications.



Hex : 35334D
CMYK : 81, 78, 44, 40



Hex : 59B5B4
CMYK : 63, 8, 32, 0



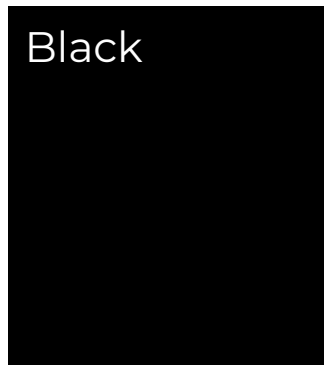
Hex : F04C23
CMYK : 0, 86, 100, 0



Hex : EEAF1F
CMYK : 6, 33, 100, 0



Hex : 2E6E75
CMYK : 83, 43, 47, 15



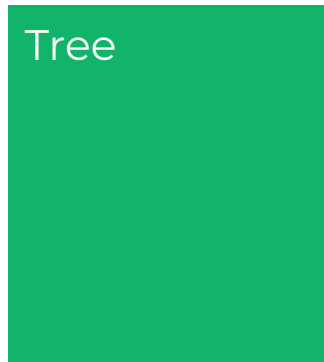
Hex : 000000
CMKY : 0, 0, 0, 100



Hex : FFFFFFFF
CMYK : 0, 0, 0, 0

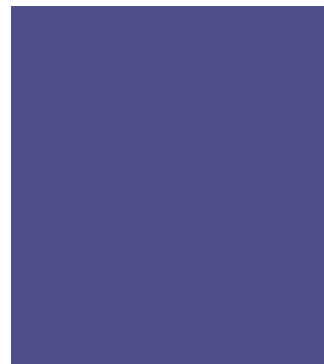
* These colors are used in the primary logo and help represent the brand 9 Line. These colors should be used in most cases for signage and other branded materials.

Secondary Color Palette

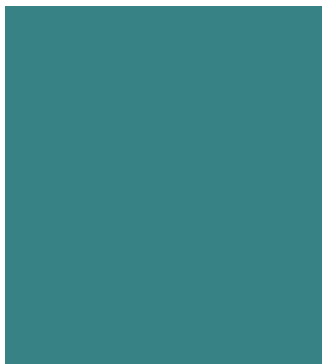


Hex : 12B36A
CMYK : 78, 0, 80, 0

* This Tree green color is not used in the logo but can be used as a secondary color to compliment the brand. This color should be used sparingly but works well with the primary brand colors.



Hex : 4F4D87
CMYK : 81, 79, 19, 4

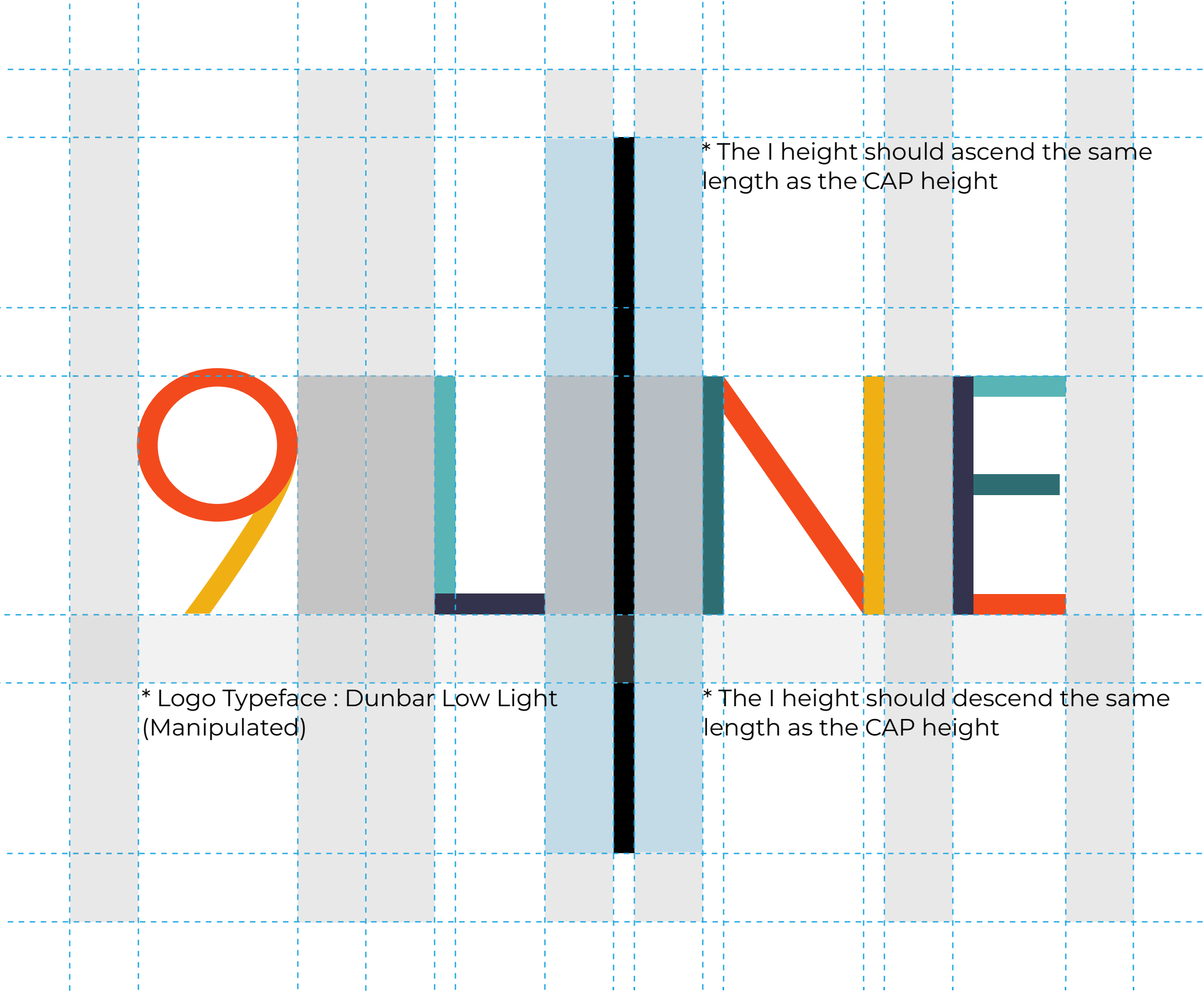


Hex : 358084
CMYK : 79, 34, 45, 7

* These colors are used to replace the colors midnight and denim on the dark background version of the logo. These are used in the logo only and are provided in this guide for clarity purposes only. These colors should not be used for other purposes.

Brand Logo

The 9 Line brand logo is designed to be a direct representation of its name while expressing a friendly and welcoming mood. The logograph is a combination of color, line and space to create its modern and distinctive character. A construct that can easily be adapted to different applications and uses.



* The 'I' line should never extend beyond the top or bottom of the area it's placed to ensure the 9 L and the NE are not visually separated

Brand Rules

A vertical line on the left side of the slide, composed of three segments: a yellow segment at the top, a dark teal segment in the middle, and a light teal segment at the bottom.

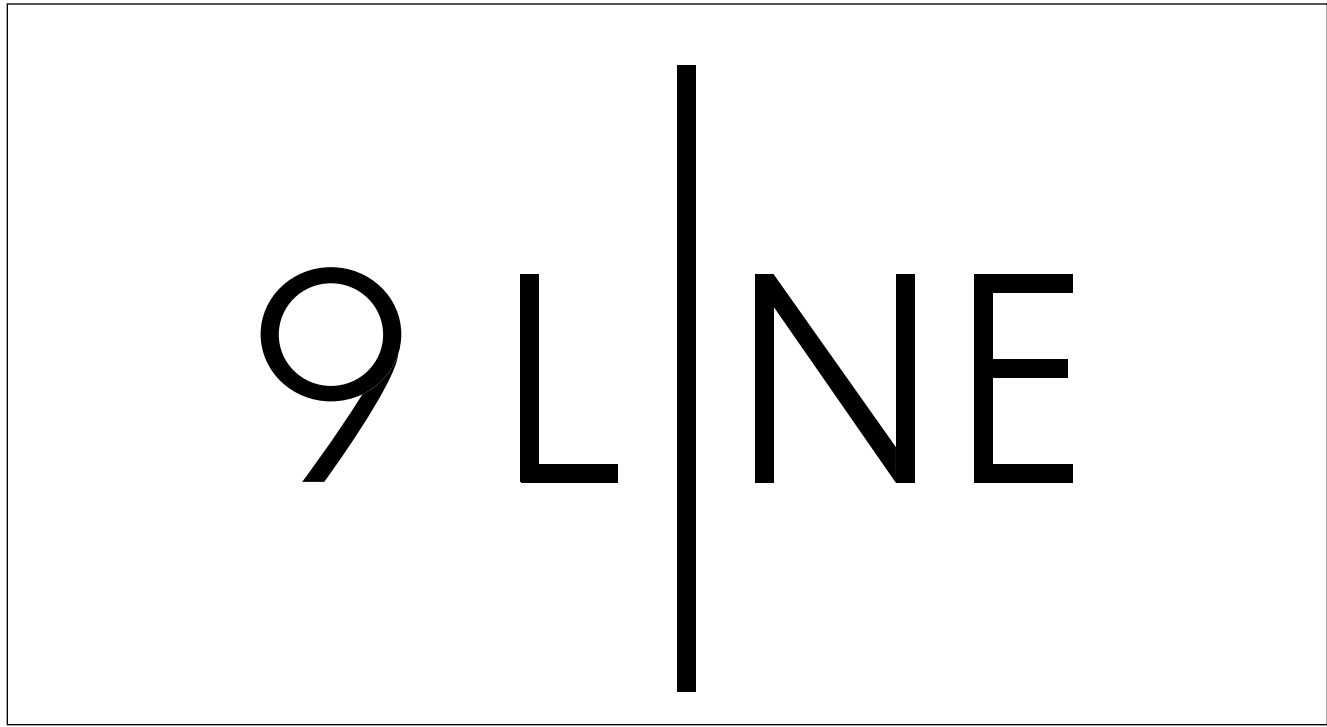
Logo Dos



This is the how the logo should be used on light backgrounds.
The color usage should always be this way.



This is the how the logo should be used on dark backgrounds.
The color usage should always be this way.

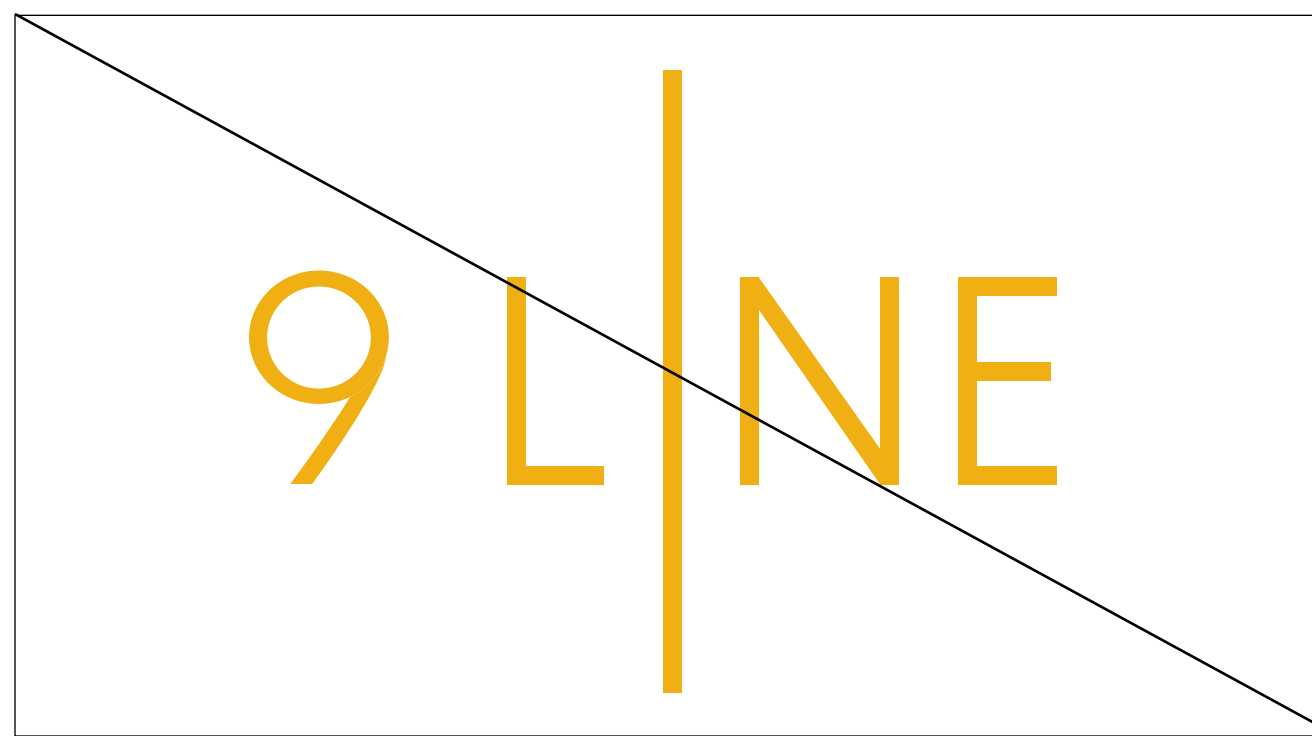


The logo can be all black on light backgrounds when very small or when simplification is needed.

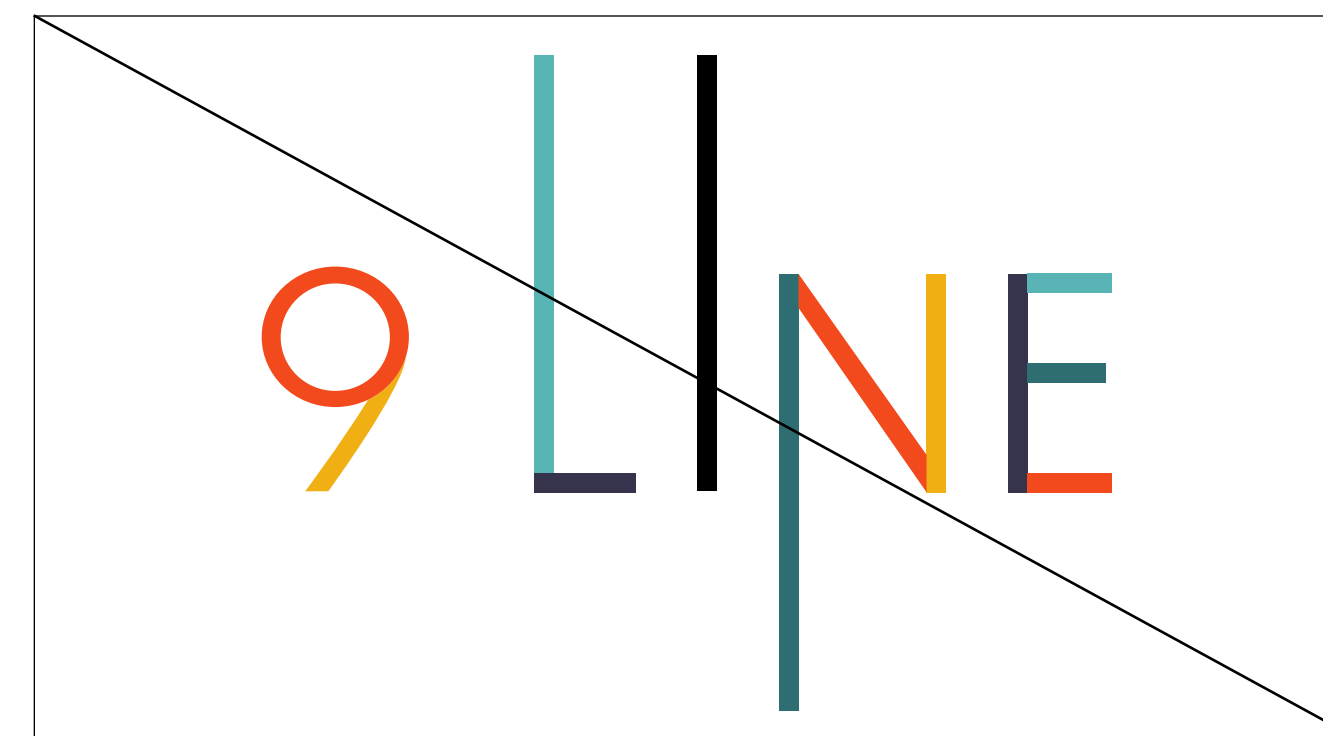


The logo can be all white on dark backgrounds when very small or when simplification is needed.

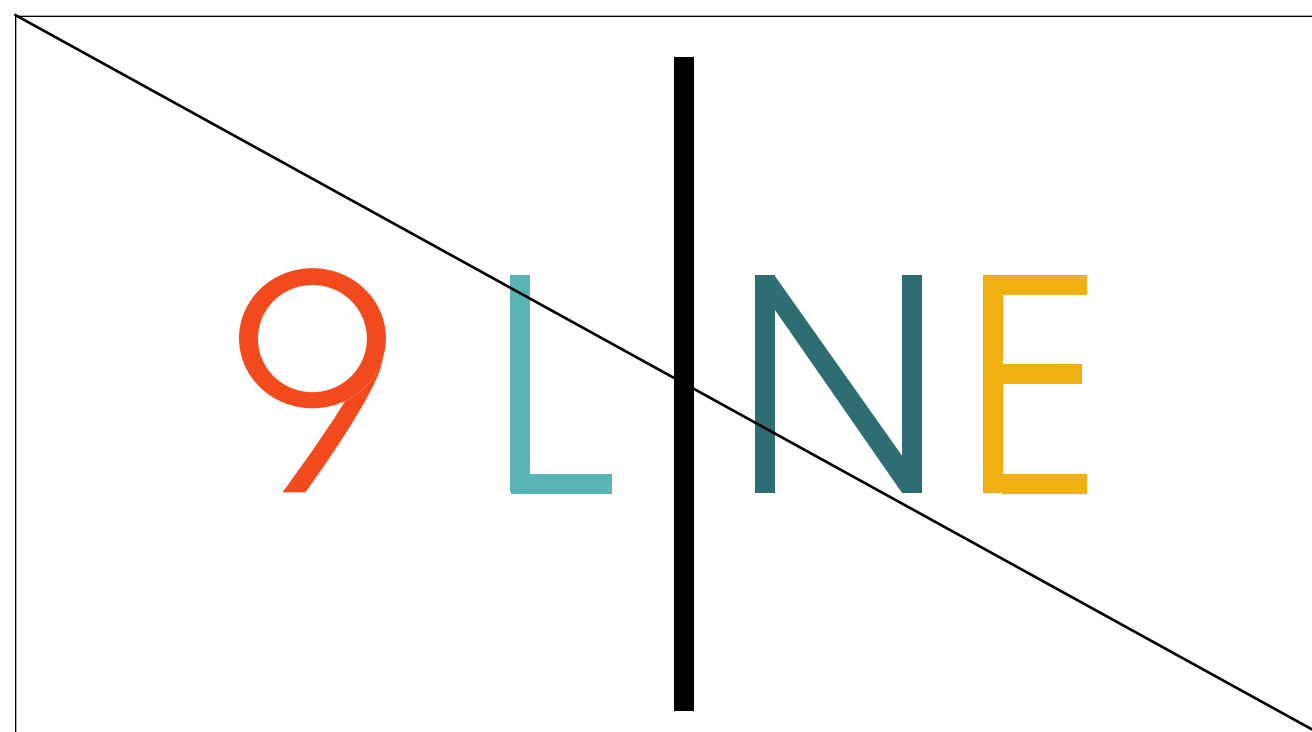
Logo Don'ts



The logo should never be all one color other than black or white.



The ascenders and descenders of other letterform should never be manipulated.



Do not alter the colors of the lettforms.



The "line" that represents the letter I should never be a different color, it should always be black or white.



Typography

Montserrat SemiBold

ABCDEFGHIJKLMNOPQRSTUVWXYZ
1234567890!@#\$%^&*()-=_+?.<>/

* This typeface should be used within the logo subhead for the city name.

* This typeface should be used for headlines for any other branded material.

Montserrat Regular

ABCDEFGHIJKLMNOPQRSTUVWXYZ
1234567890!@#\$%^&*()-=_+?.<>/

* This typeface should be used within the logo subhead for the location name.

* The typeface should be used for body copy for any other branded material.

Name & Usage

The 9 Line always represents the overarching project. Each participating community is a subhead to the 9 Line. Each location, park or point of interest within the community is a further identification of “you are here” and the specific marker or amenity within a location is a sub to the location. These conventions work primarily as follows:

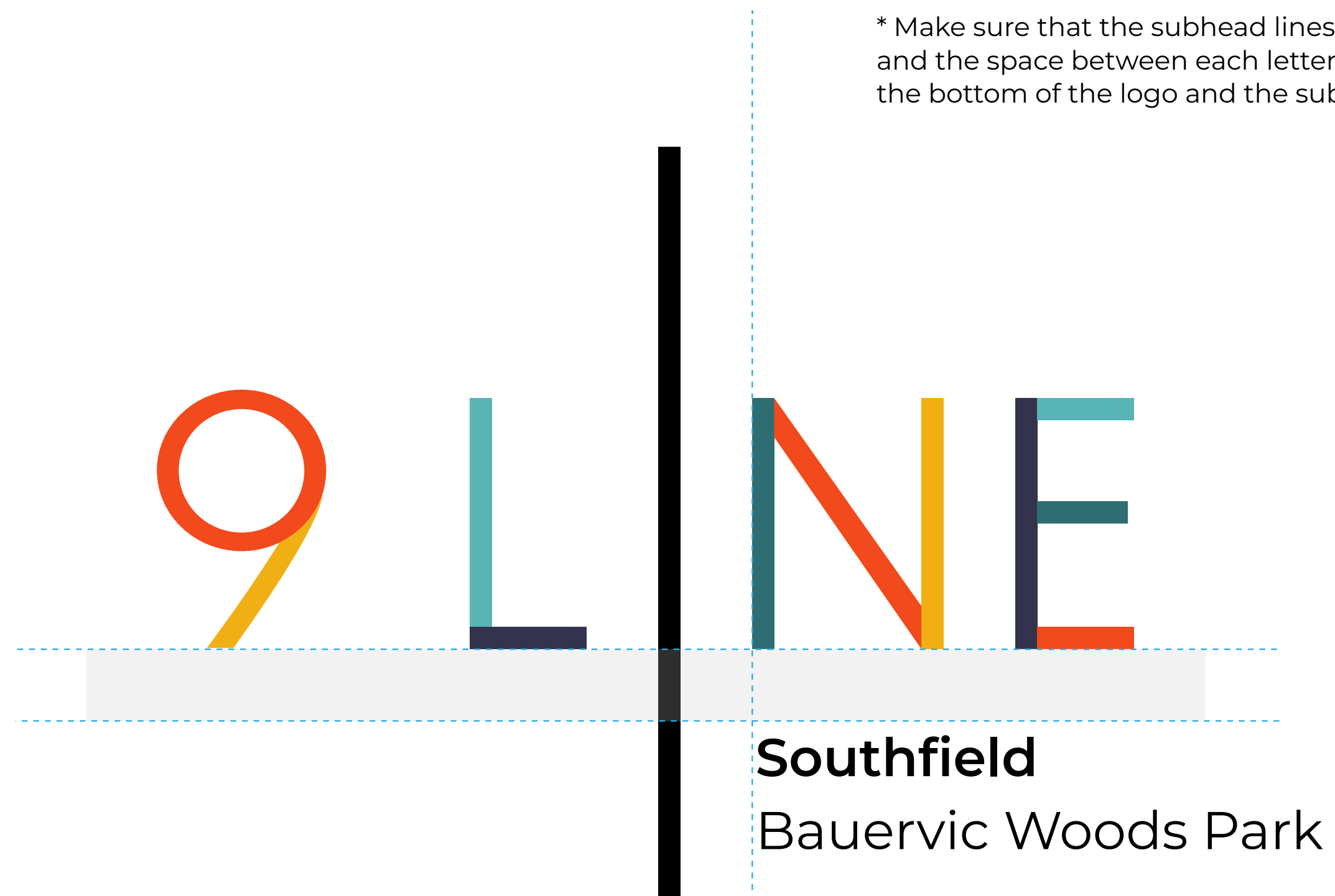
Naming Conventions (in print):

9 Line should precede any community designation. The community designation should precede any specific location name which should precede any additional details.

Examples:

- 9 Line, Southfield, Bauervic Woods Park, Trail Marker .5
- 9 Line, Farmington, Shiawassee Park, Sled Hill

In this way we ensure mention of 9 Line as an integral connector of the whole, the individual community as a locating guide and the specific amenity being offered.



* Make sure that the subhead lines up with the letter “N” in 9 Line, and the space between each letter is equal to the space between the bottom of the logo and the subhead.

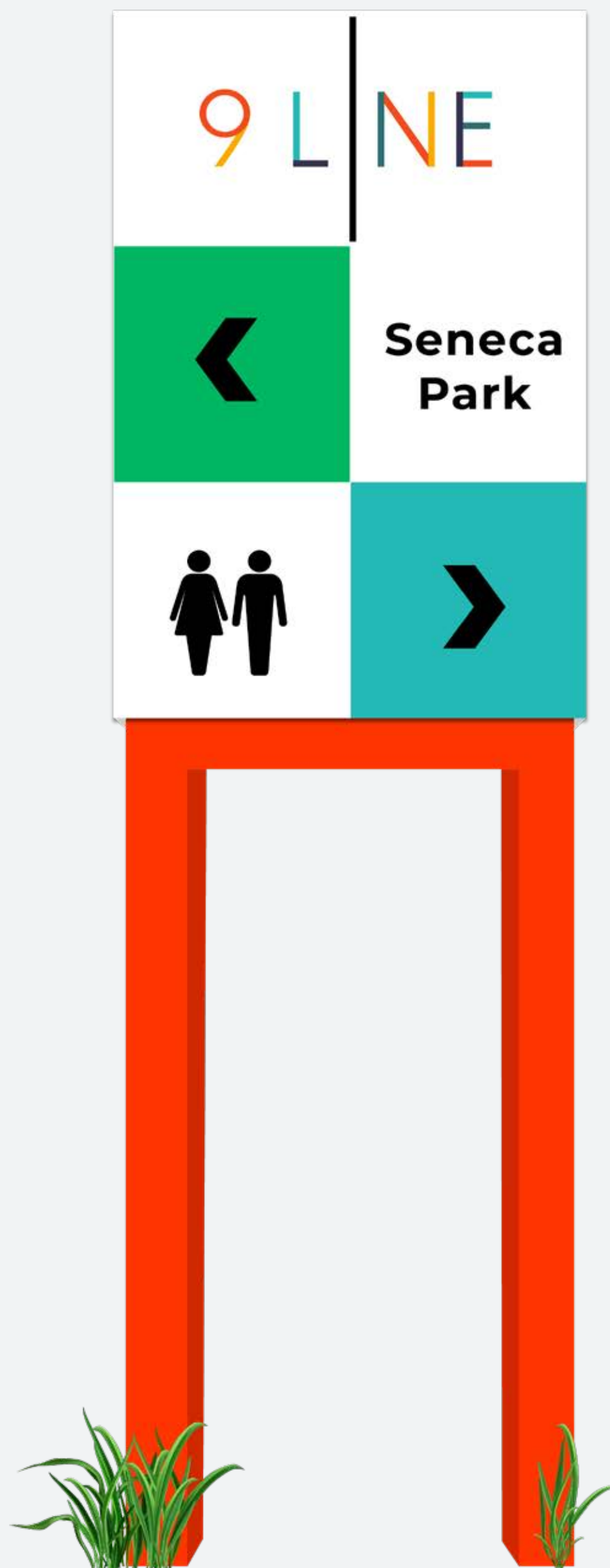
* The community name should be represented as a subhead to 9 Line. The city should be in the typeface Montserrat SemiBold and the location should be Montserrat Regular.

Wayfinding

A Wayfinding sign should indicate general location and directional guidance to a particular point of interest. The purpose is to direct and drive pedestrian traffic and to highlight amenities that may be available. The Wayfinding sign helps reinforce the brand and encourage its use.

In general application, 9 Line can stand alone with directional arrows, icons or text in bold black. Distance can be added as a subhead to the directional arrows.

In particular applications within a community or a park, the name of a location (Seneca Park in the example) is displayed in a primary position with the name of the community as secondary.



Entrance Signage

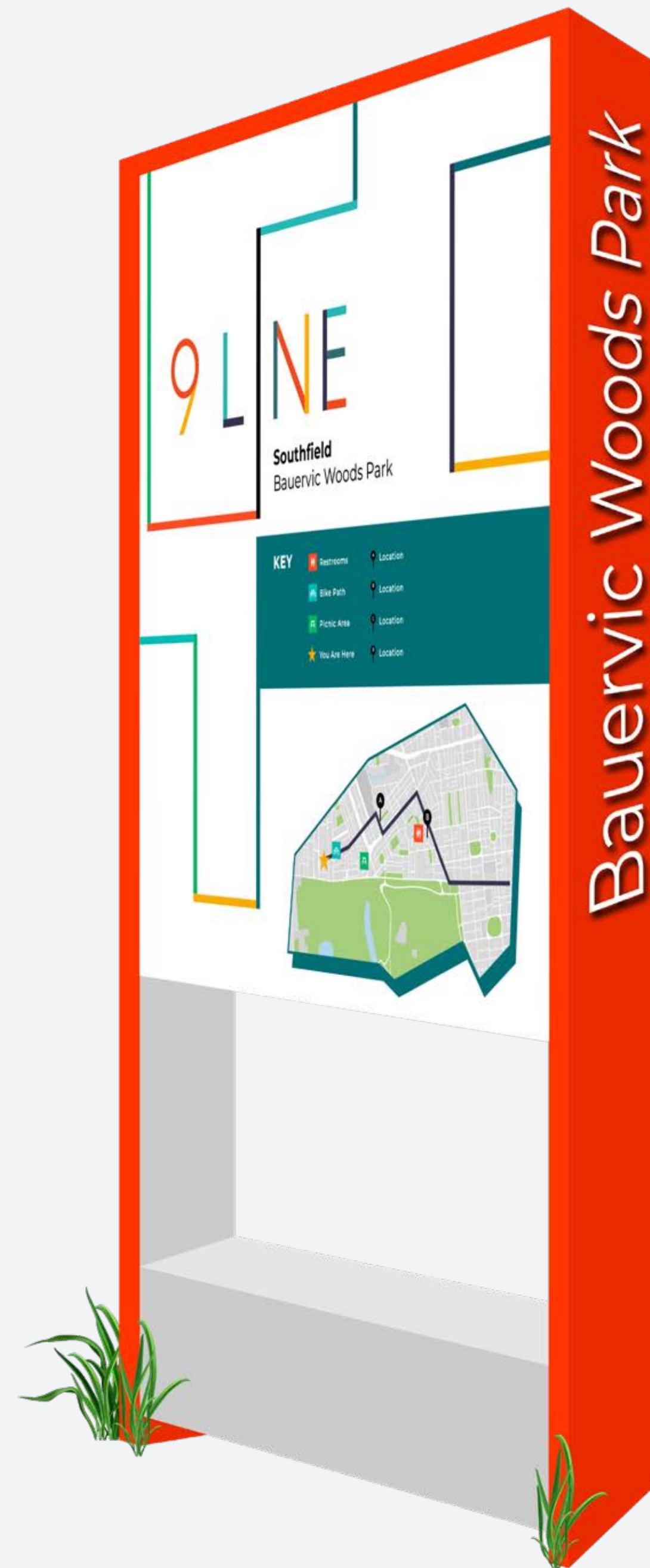
The 9 Line entrance signage is designed to complement its surroundings while providing identity, direction and location of the area. The overall impression is to brand the area and inform the viewer without obstructing the surroundings.

Entrance signs can mark the beginning of a trailhead, a park or significant visitation points along the 9 Line. An entrance sign should utilize the 9 Line logo with the community and the name of the location as displayed.

It can be enhanced with maps and amenities per the example on the following page. In the case of marking entry of the 9 Line into a particular community and not a specific park or location within that community, the use of maps, icons or location names can be excluded.



* The community name should be represented as a subhead to 9 Line. The city should be in the typeface Montserrat SemiBold and the location should be Montserrat Regular.



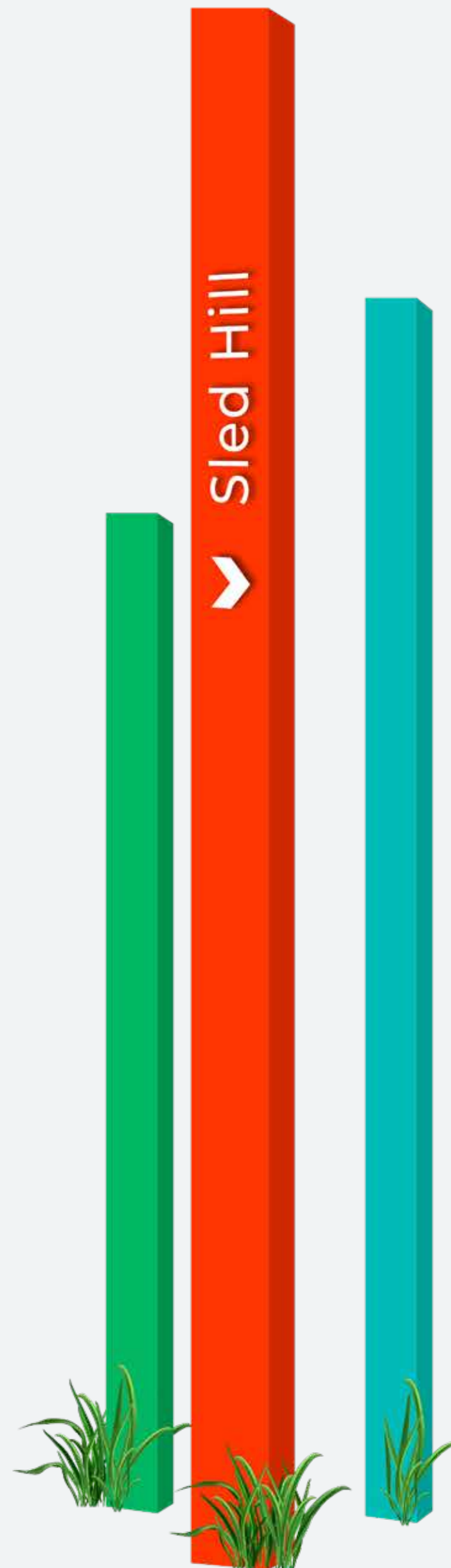
Location Markers

A Mile or Location Marker represents a specific identifier within an already established location. This could represent a progress point, such as a distance marker along a walking trail or a particular attraction within an established park along the 9 Line.

Such a sign should be represented by a solid color included in the primary 9 Line color palette. The use of white text will allow for better readability in various weather and light conditions.

There is no need to repeat the use of 9 Line or the parent park name on such a sign if the location has already been established. However, if the park name is to be added, it should precede the marking identification. (E.g. Public restrooms might have a sign at any public park. The sign could be posted as a columnar sign with white text reading restrooms, or the name of the park could precede restrooms if it is important to reinforce the visitor's location).

Example: Farmington, Shiawassee Park, Sled Hill. In this particular example, Sled Hill could exist on its own as a text block on the 9 Line color background, If it is deemed important to highlight that the Sled Hill is within Shawassee Park, then the signage could be treated as its own Entrance Sign, rather than a Mile/Location Marker.



*The Location Marker identifies an access point or entrance to specific amenities or areas of interest within an already established point along the 9 Line.

Unlike an Entrance Sign, which marks entry into distinct points of interest, such as a named park, a Location Marker highlights nearby amenities or features. These typically do not warrant full entrance signage, such as restrooms, parking or amenities within an existing park like playgrounds, trailheads or pickleball courts.

This signage offers flexibility for participating communities. Cities with established parks and recreation branding may choose to retain existing signage. However, incorporating branded Location Markers will enhance the overall 9 Line brand experience.



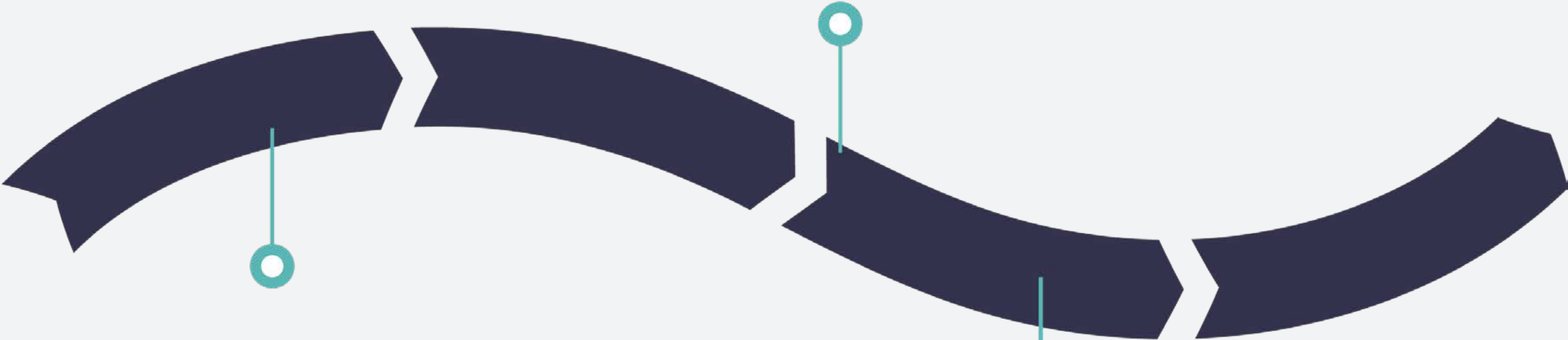
Branded Identifier

The branded identifier sign is a fun and visually engaging representation of the 9 Line brand. Its purpose is to promote the existence and availability of the 9 Line throughout its run along Nine Mile Road. It can be used as an art installation or a location reminder at any point along 9 Line. While the 9 Line brand is paramount it can be supported by its community subhead to remind users of their community’s investment in their better quality of life.





* Entrance signs can mark the beginning of a trailhead, a park or significant visitation points along the 9 Line.



* A Wayfinding sign should indicate general location and directional guidance to a particular point of interest.



* Location Marker represents a specific identifier within an already established location.



Branded Materials



9 | LINE