

MEMORANDUM



TO: MOBILITY COMMITTEE
FROM: LINDSAY BELL, AICP, SENIOR PLANNER
SUBJECT: ACTIVE MOBILITY AND 9LINE RECOMMENDATIONS
DATE: OCTOBER 3, 2025

The Nine Mile Corridor project, branded the 9Line, was discussed at the August 2025 Mobility Committee meeting. The Committee asked how the recommendations of the 9Line report compared to the City's 2023 Active Mobility Plan. This memo will summarize the recommendations of both documents by 1-Mile segment.

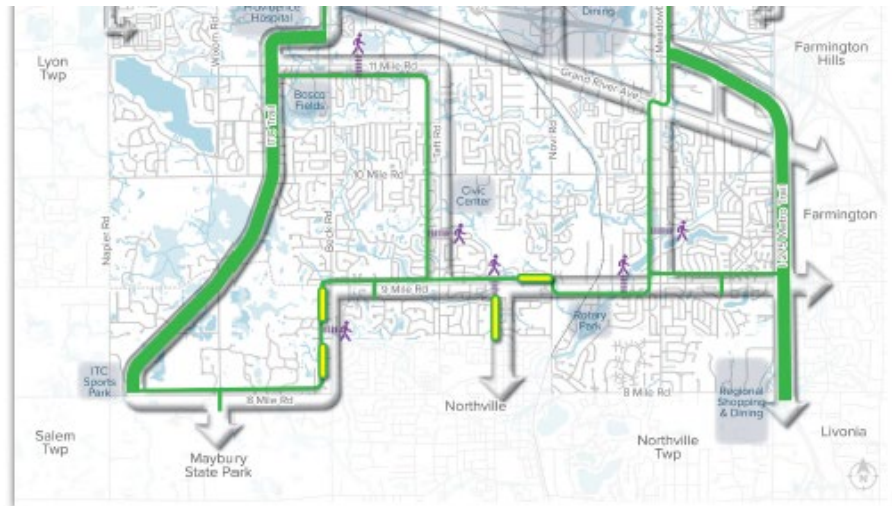
Each plan presents a possible vision for making desired connections over time, possibly 10 years or more. Once an area is targeted for improvement, it would be evaluated in much more detail by the planners and engineers, along with careful evaluations of the feasibility concerns and likely refinements to the planned recommendations. A budget would need to be identified when the plans are developed. Having a plan(s) in place that supports the project would make it eligible for grant funding, and potentially supported since the plans both provide recommendations for making connections to places of interest and adjacent communities.

In general, the 9Line Plan attempts to provide a non-motorized route on at least one side of the road that would connect all the member communities, therefore the recommendations for each segment typically only address one side of Nine Mile, and where possible utilize existing infrastructure. Alternative treatments that meet the goal to provide a continuous route would not be discouraged.

The City's Active Mobility Plan (AMP) is a much more comprehensive document that envisions a longer time frame to work toward implementation of a complete non-motorized network in the future. Therefore, the AMP includes recommendations for both sides of all the major roads in the City in the long term, with more specific near-term priorities for high-impact projects that would further the goal of completing a continuous user-friendly network to access key destinations in the City. The Nine Mile corridor features prominently in the Near-Term recommendations for providing a Neighborhood Greenway Network (see map on next page), with the goal of connecting neighborhoods to essential destinations throughout the City with safe and inviting routes.

Neighborhood Greenway Map

- Existing Sidewalks/Pathways
- Off-Road Trails
- Pathway/Sidewalk Gap
- Corridor Study required before upgrading facilities
- ||||| Proposed Mid-block Crosswalk
- ⇄ Near-Term Network



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Haggerty to Meadowbrook

9Line Plan:

Recommendation for a 10-foot wide shared use pathway on the north side of the road. This would be consistent with the Phase 1 shared use pathway between Halsted Road and the I-275 Trail, and the recommended pathway west of I-275 to Haggerty Road. Implementation is recommended when there is a need to re-surface the existing 6-foot sidewalk.



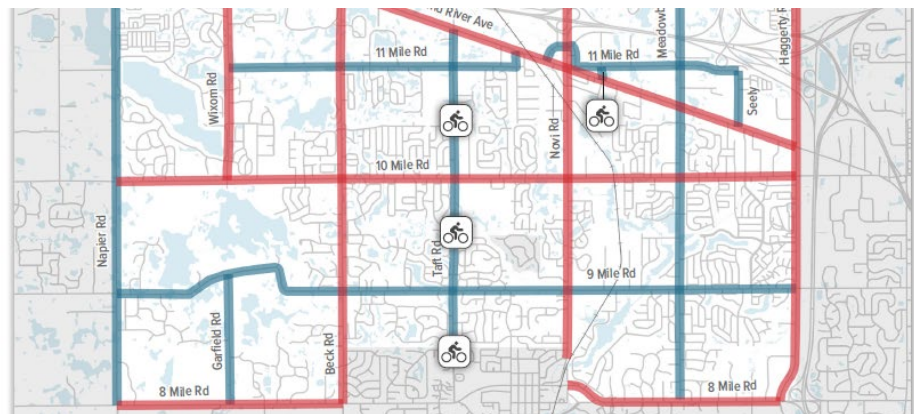
Active Mobility Plan:

In the Near Term, there are no recommendations for changes to this segment as there are no gaps in the existing 6-foot sidewalk, and there is an existing mid-block crossing. Another mid-block crossing was added with the newly-completed improvements to Nine Mile. As for the long-term network, the AMP proposes an 8-foot sidepath on the south side of the road for this segment. The two mid-block crossings are recommended to have Rectangular Rapid Flash Beacons to improve safety. On-road bike lanes with physical

buffers, either painted pavement or flexible posts, are recommended for the entire length of Nine Mile.

Bike Lane Map

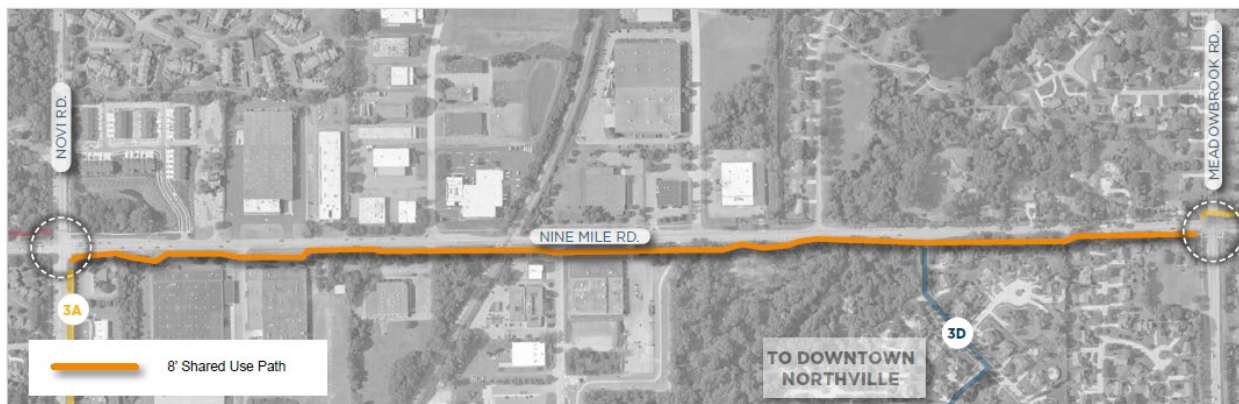
- Bike Lane
- Separated Bike Lane or Sidepath
-  Existing Bike Lanes



Meadowbrook to Novi

9Line Plan:

The pathway crosses to the south side of Nine Mile Road to use the existing infrastructure, which is a combination of 8-foot shared use paths, 6-foot sidewalks, and a boardwalk railroad crossing. The recommendation is to convert 6-foot segments to 8-foot to maintain a consistent treatment.



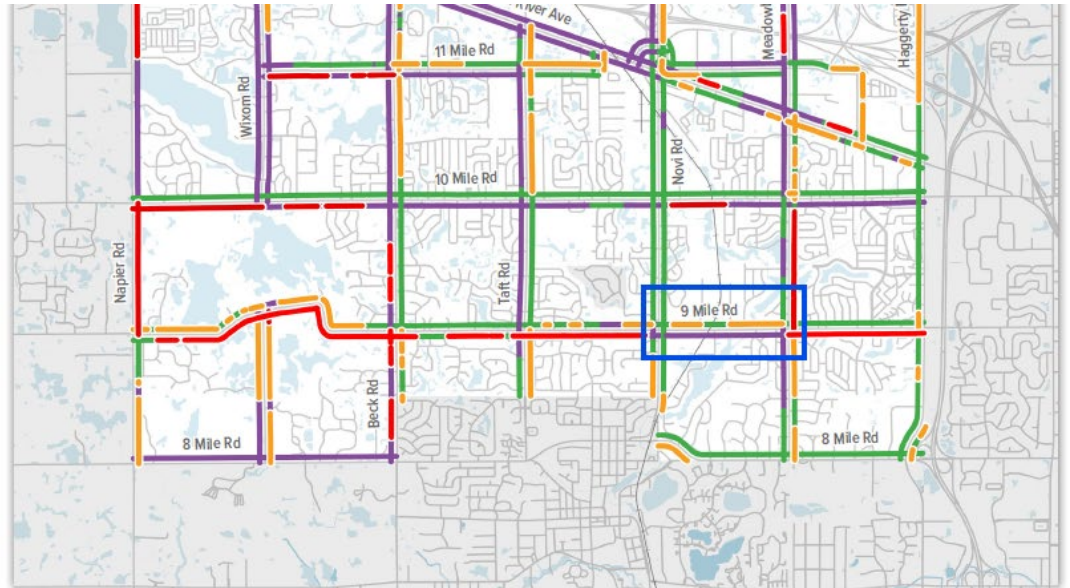
Active Mobility Plan:

In the Near Term, the only recommended improvement is to add a mid-block High-Visibility crosswalk between the existing pathway on the south side and the north side, somewhere between Chase Drive and Ennishore Drive. In the longer term, sidewalks are recommended to be added to the north side of Nine Mile where they currently do not exist, and on the south side the plan would support widening any 6-foot sidewalks.

Sidewalk and Sidepath Map

- Existing Sidewalks
- Proposed Sidewalk
- Existing Sidepaths
- Proposed Sidepath

On certain road segments, limited right-of-way (ROW) and the desire to preserve natural features may render constructing a proposed facility with the recommended buffer unfeasible, even in the long term. In such cases, completing the gap whenever possible with a narrower facility and/or a reduced buffer should be considered. If this approach is not viable, mid-block crossings should be provided where a sidewalk dead-ends. For the south side of Nine Mile Road, some sections of the proposed sidepaths were previously deferred.



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Novi to Taft

9Line Plan:







Given the challenging conditions in this segment of the corridor, multiple recommendations are proposed. The long-term plan (2C) shows a 6-foot sidewalk on the north side of Nine Mile. However, it is known that the current gaps in the sidewalk will require coordination with property owners as there are topography and ROW challenges to overcome. As an interim solution, signed bike routes through residential areas are recommended for either the north (2D) or south (2E) side on the local public streets. Either route would end at Taft Road, where users could use existing pathways to reconnect to Nine Mile.

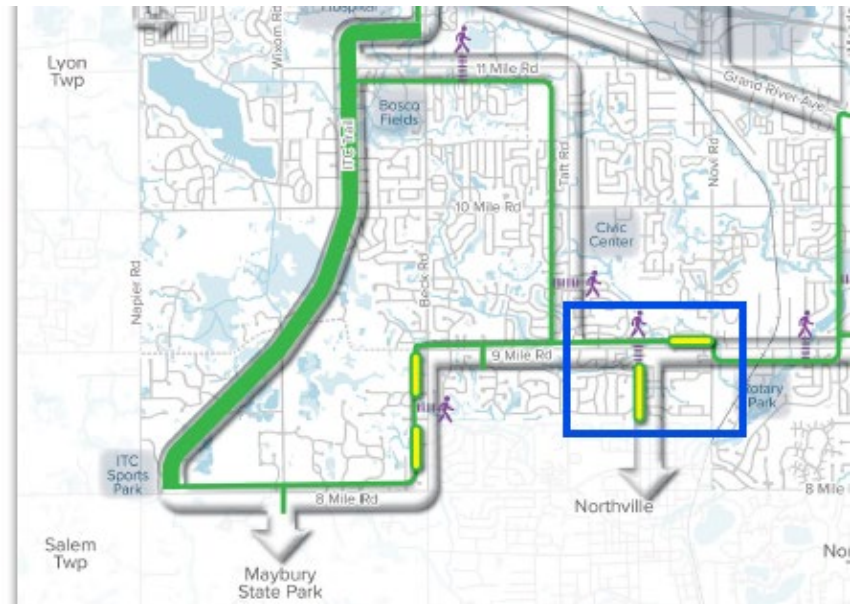


Active Mobility Plan:

In the Near Term, the AMP recommends filling the three sidewalk gaps on the north side of the road (total length ~ 1,600 feet) and installing a crosswalk with a Rectangular Rapid Flash Beacon near the intersection with Center Street. A sidewalk on the west side of Center Street is also recommended to connect to Northville's sidewalk.





Neighborhood Greenway Map

-  Existing Sidewalks/Pathways
-  Off-Road Trails
-  Pathway/Sidewalk Gap
-  Corridor Study required before upgrading facilities
-  Proposed Mid-block Crosswalk
-  Near-Term Network



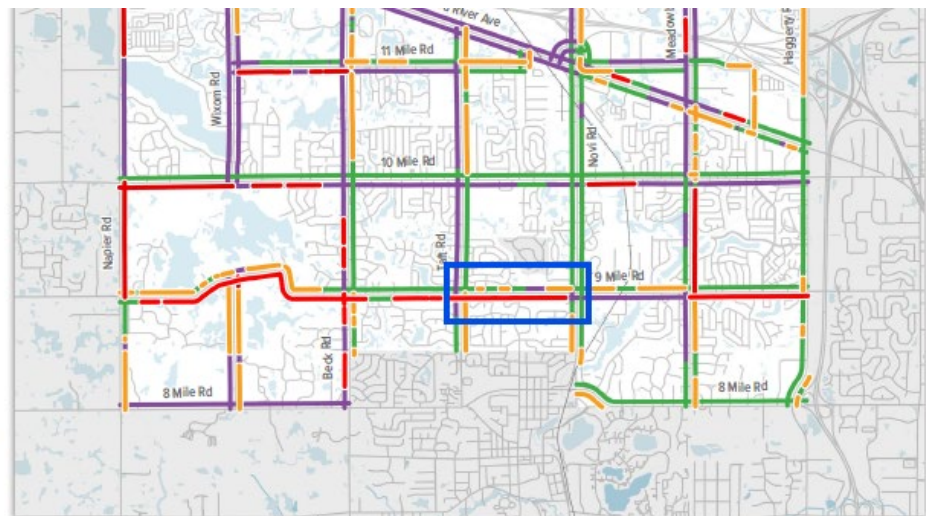
In the longer term, the AMP also recommends a sidepath (8+ feet) for the south side of the roadway where there is virtually no infrastructure currently for walkers and bikers.

Sidewalk and Sidepath Map

-  Existing Sidewalks
-  Proposed Sidewalk
-  Existing Sidepaths
-  Proposed Sidepath

On certain road segments, limited right-of-way (ROW) and the desire to preserve natural features may render constructing a proposed facility with the recommended buffer unfeasible, even in the long term. In such cases, completing the gap whenever possible with a narrower facility and/or a reduced buffer should be considered. If this approach is not viable, mid-block crossings should be provided where a sidewalk dead-ends. For the south side of Nine Mile Road, some sections of the proposed sidepaths were previously deferred.

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Taft to Beck

9Line Plan:

The existing 6-foot sidewalk is recommended to eventually be an 8-foot shared-use pathway, or 10-foot if right-of-way allows, if there is a need to re-surface the sidewalk in the future.



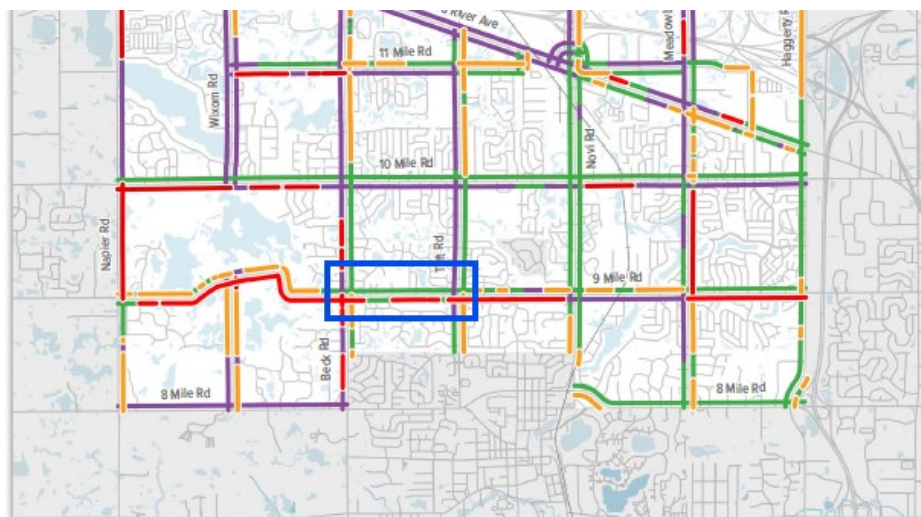
Active Mobility Plan:

In the Near Term, the AMP does not have any projects for this segment of the corridor because there is continuous 6-foot sidewalk on the north side of the roadway. In the longer term, gaps in the sidepath (8+ feet) are recommended to be constructed on the south side of the roadway.

Sidewalk and Sidepath Map

- Existing Sidewalks
- Proposed Sidewalk
- Existing Sidepaths
- Proposed Sidepath

On certain road segments, limited right-of-way (ROW) and the desire to preserve natural features may render constructing a proposed facility with the recommended buffer unfeasible, even in the long term. In such cases, completing the gap whenever possible with a narrower facility and/or a reduced buffer should be considered. If this approach is not viable, mid-block crossings should be provided where a sidewalk dead-ends. For the south side of Nine Mile Road, some sections of the proposed sidepaths were previously deferred.

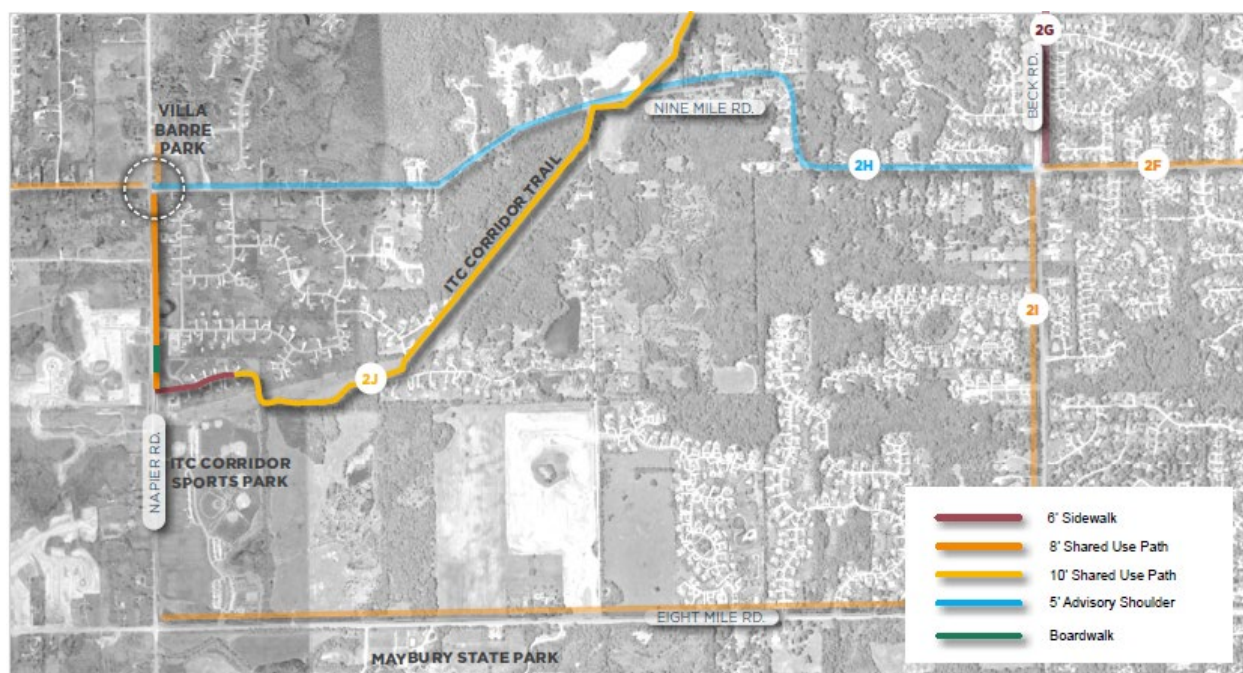


Beck to Napier

9Line Plan:

West of Beck Road, Nine Mile transitions to a gravel surface with intermittent sidewalks. The 9Line Plan shows a few alternatives to consider to reach the western boundary of the City. Segment 2G would route users north on Beck Road via an existing 6-foot sidewalk on the east side, and then west on Ten Mile where a gap in the 8-foot sidepath would need to be completed to get to the ITC Trail (Segment 2J). From there, users could ride on the ITC Trail through ITC Park, and then north on Napier Road on the recommended 8-foot shared use path to get back to Nine Mile and also to Villa Barr Park.

The most direct route along Nine Mile, Segment 2H, recommends a 5-foot “advisory shoulder.” As described on page 30: “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.”



Active Mobility Plan:

This segment of the corridor represents the largest departure between the two plans for the Near term. Rather than continuing along Nine Mile over the gravel road, the AMP recommends completing sidewalk gaps along the west side of Beck Road to get users to Eight Mile to continue westward. There are four gaps in this area totaling about 2,500

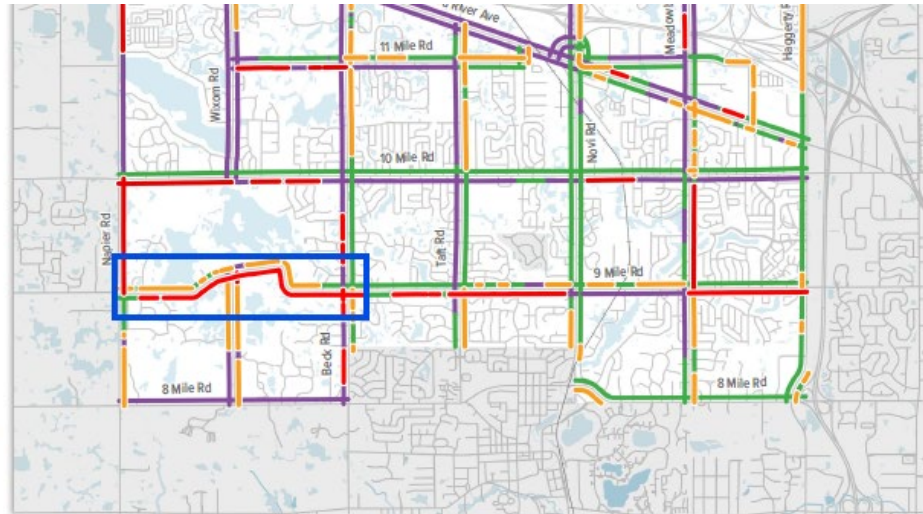
linear feet. A mid-block crosswalk with a Rectangular Rapid Flash Beacon with Island is also recommended north of Casa Loma Court.

Ultimately, the AMP recommends continuous sidewalk for the north side of Nine Mile and sidepath for the south side.

Sidewalk and Sidepath Map

- Existing Sidewalks
- Proposed Sidewalk
- Existing Sidepaths
- Proposed Sidepath

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While both the 9Line vision and the AMP may differ somewhat on the specific recommendations, the goal of both plans is to provide greater connectivity and safe routes for non-motorized users of all ages in Novi and the larger Oakland County area. Please feel free to contact staff if you have any questions on this matter.