

A photograph of two women riding bicycles on a city street, overlaid with a semi-transparent red filter. The woman on the left has curly hair and is wearing a patterned top, while the woman on the right has long blonde hair and is wearing a dark top. They are riding on a sidewalk next to a brick wall. In the background, there are parked cars and a building. The text is centered over the image.

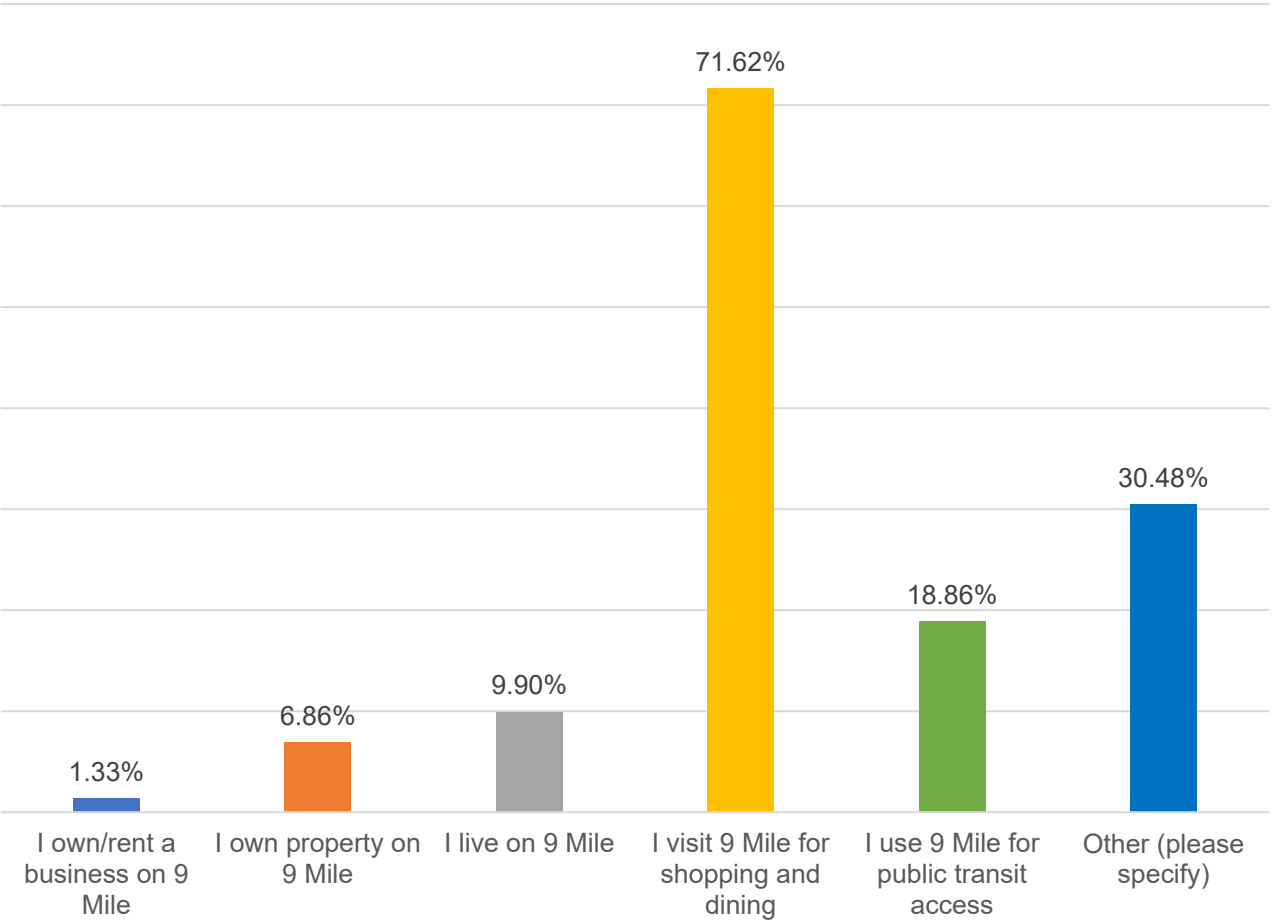
9 Mile Strategic Corridor Plan

Public Engagement Results

April 8, 2021

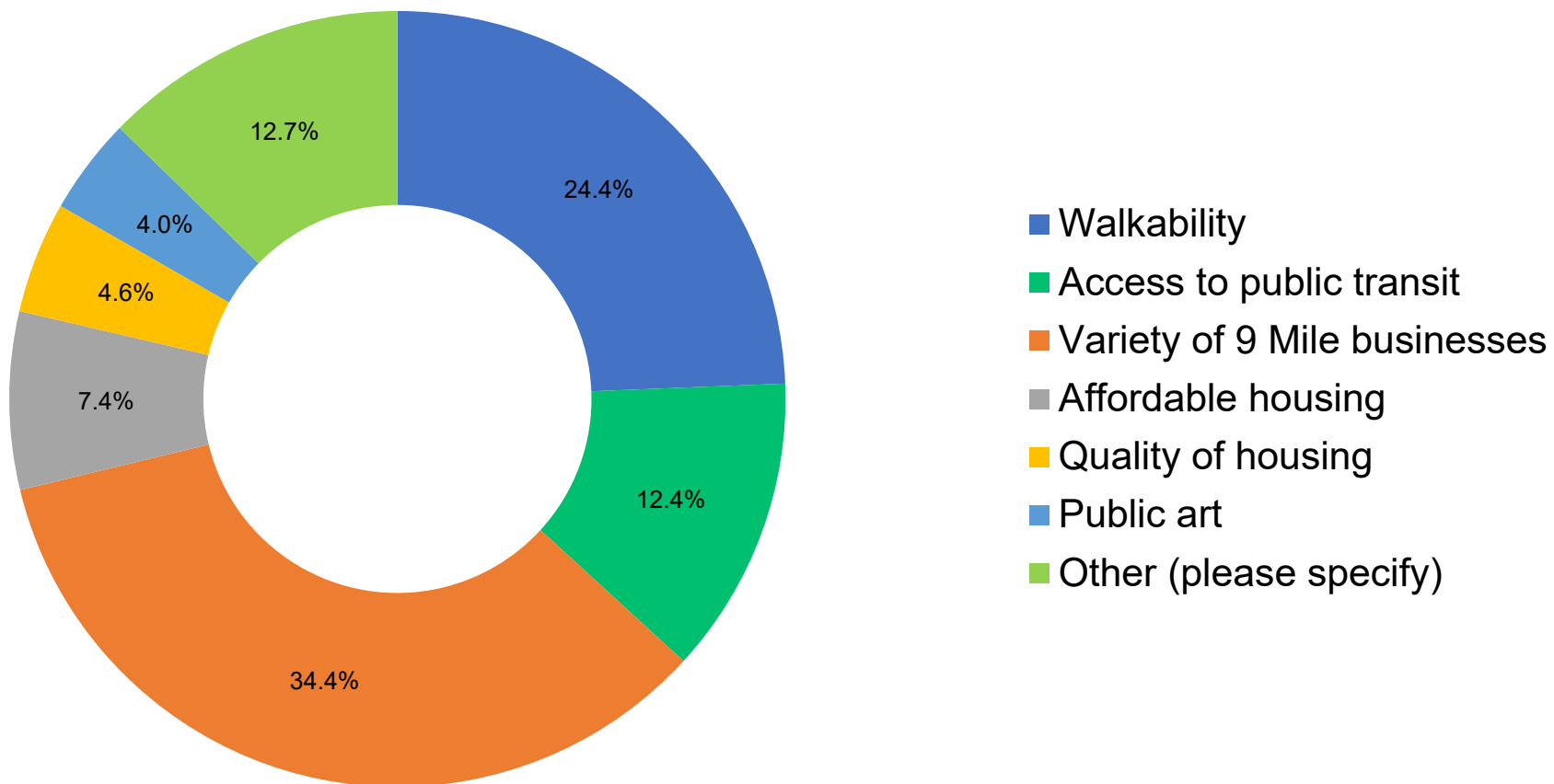
City of Eastpointe, Michigan

Relationship to 9 Mile



638 respondents:
62.7% Women | 34.8% Men

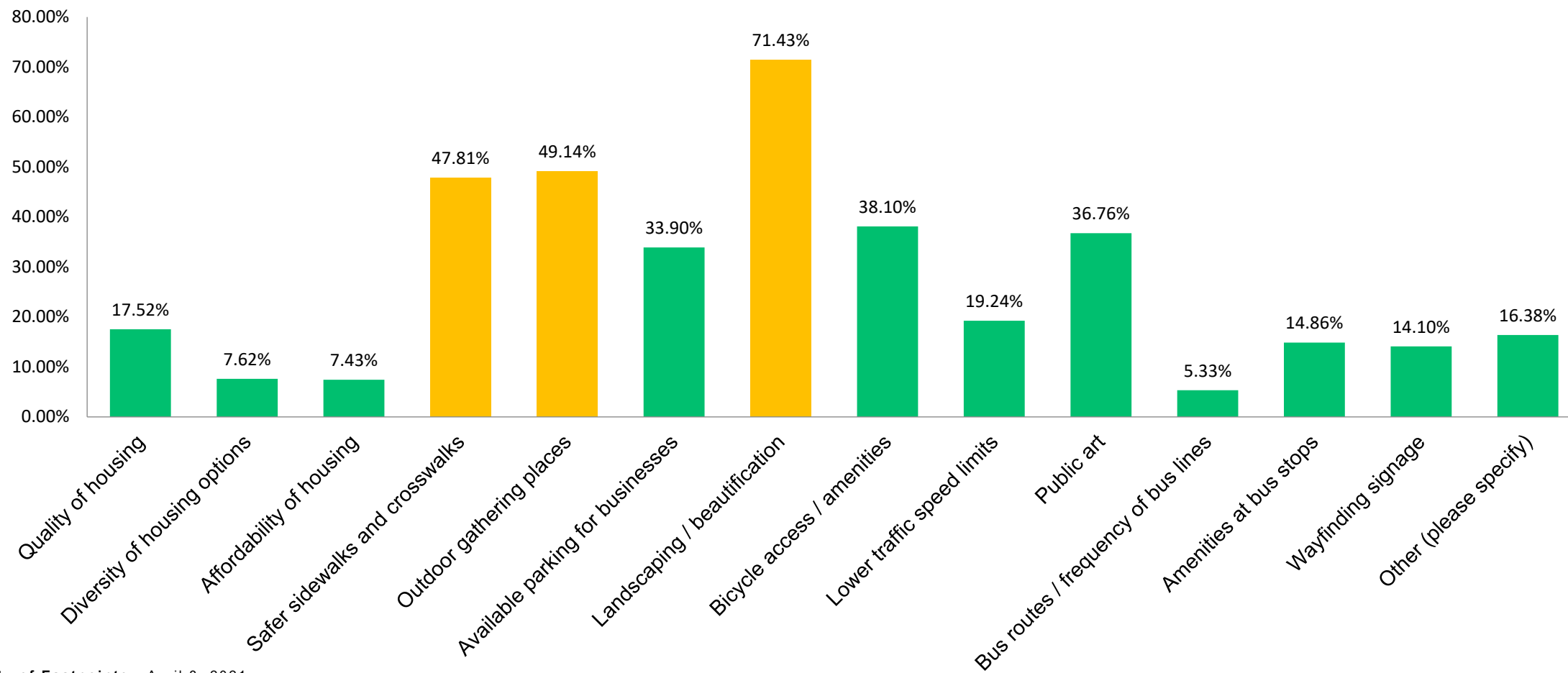
Favorite Aspects of 9 Mile



Satisfaction of Existing Conditions

	Highly Satisfied	Satisfied	Unsatisfied	Highly Unsatisfied
Types and diversity of businesses	3.7%	30.8%	25.2%	4.3%
Grocery store / food market options	3.5%	23.7%	38.9%	9.8%
Hours businesses are open	6.3%	52.1%	4.8%	1.0%
Parking	4.0%	38.8%	21.1%	4.2%
Sidewalks	5.8%	45.2%	11.4%	2.1%
Bike lanes	6.0%	10.7%	26.2%	14.7%
Green space	3.1%	12.5%	34.7%	14.5%
Public art	3.7%	13.2%	34.0%	12.3%
Safety as a pedestrian	2.3%	23.4%	31.2%	11.1%
Condition of bus stops	2.5%	13.7%	19.3%	4.6%
Frequency of bus stops	3.3%	14.8%	6.2%	1.8%

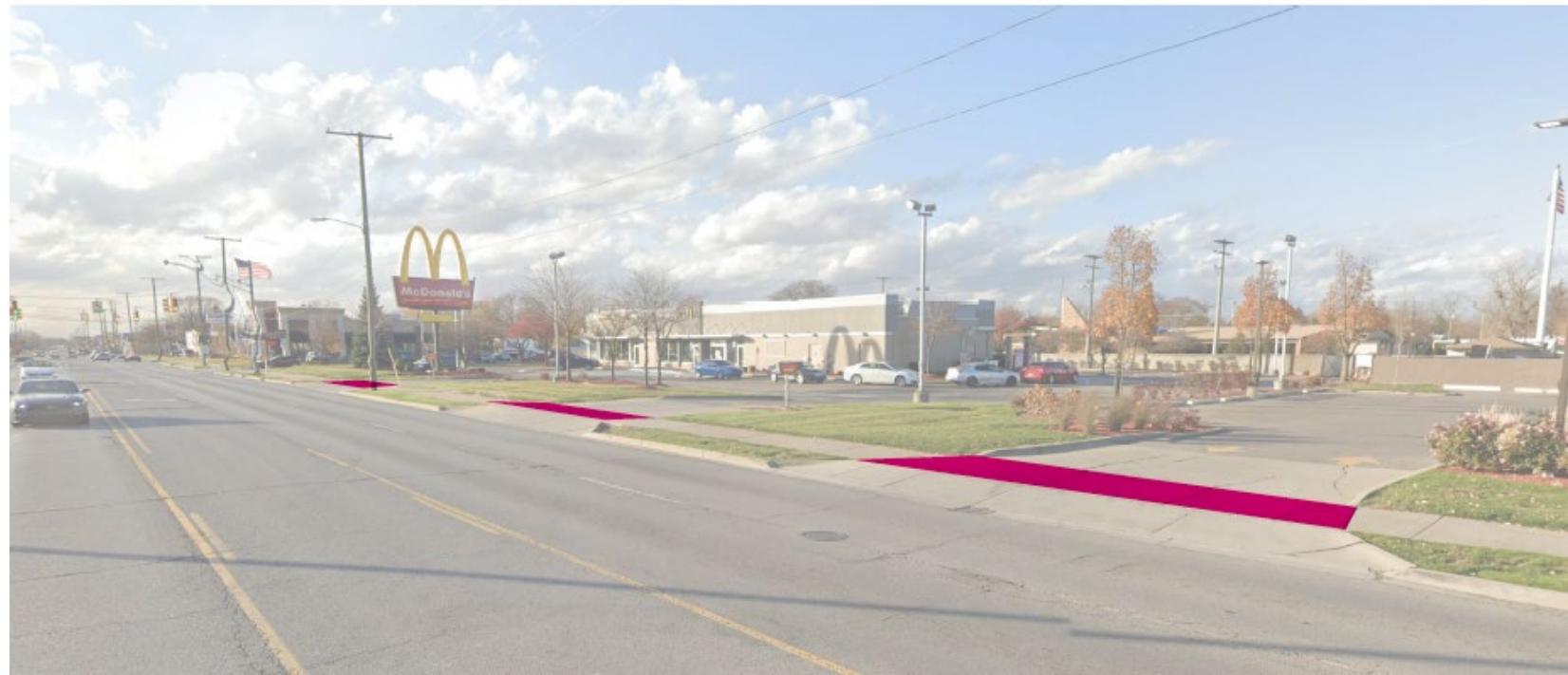
Suggested Improvements



Access Management

Principles:

- Limit the number of driveways.
- Separate driveways and conflict points.
- Prioritize interconnection between sites.
- Interconnections between adjacent sites is important to maintaining safe and efficient traffic flow.



ACCESS FROM BOTH 9 MILE AND SIDE STREETS
In many instances, side street access is sufficient.

OVERLY WIDE CURB CUTS
Frequent instances of curb cuts wider than required access, resulting in no clear circulation path

INCONSISTENT PEDESTRIAN ZONE
Sidewalk sometimes is complicated or removed entirely in favor of parking.



9 MILE

RAUSCH

DAVID

SAXONY

LAMBRECHT

AUTO-ORIENTED LAND USES
Drive-through facilities increase demands on access and potential conflicts.

MULTIPLE CURB CUTS PER PARCEL
Two one-way cuts instead of one, two-way access point.

Access Management Strategies

- One driveway per parcel maximum on Nine Mile. Require side street access where practical.
- Consolidate driveways (two-way instead of two, one-way drives).
- Remove curb cuts where alley service access is available.
- Require continuous, sidewalks across driveways (min. five feet, <2% cross slope)
- Encourage shared access points, cross access agreements between adjacent sites.
- Limit the width of all driveways (18 ft. max for two-way traffic).



**MAXIMUM ONE
9 MILE CURB CUT
PER PARCEL**

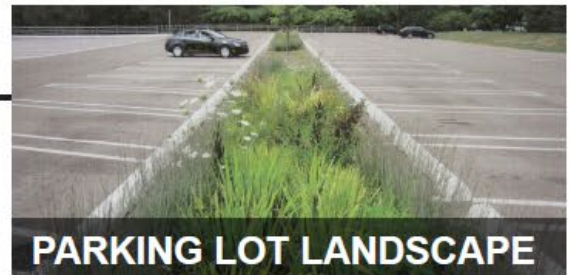
**SHARED DRIVEWAY FOR
ADJACENT USES, UTILIZE
ALLEYS FOR SECONDARY
ACCESS**



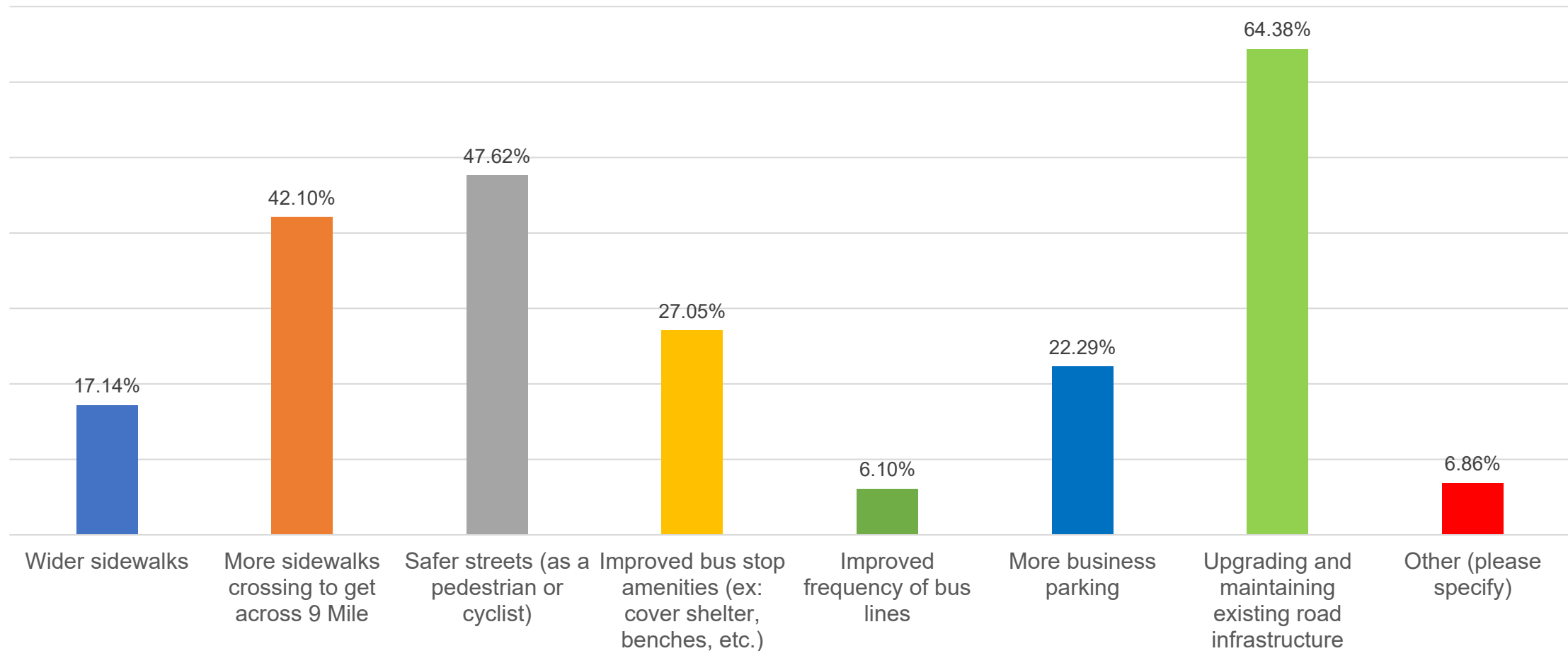
**UTILIZE SIDE STREET
ACCESS**

**CONSOLIDATE CURB
CUTS**

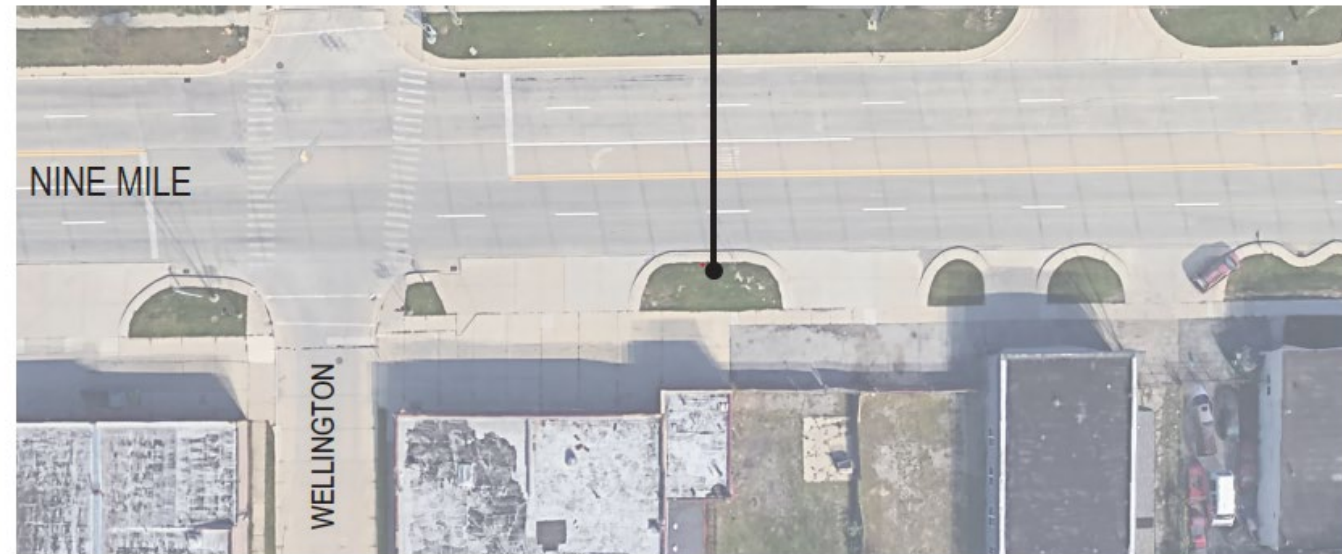
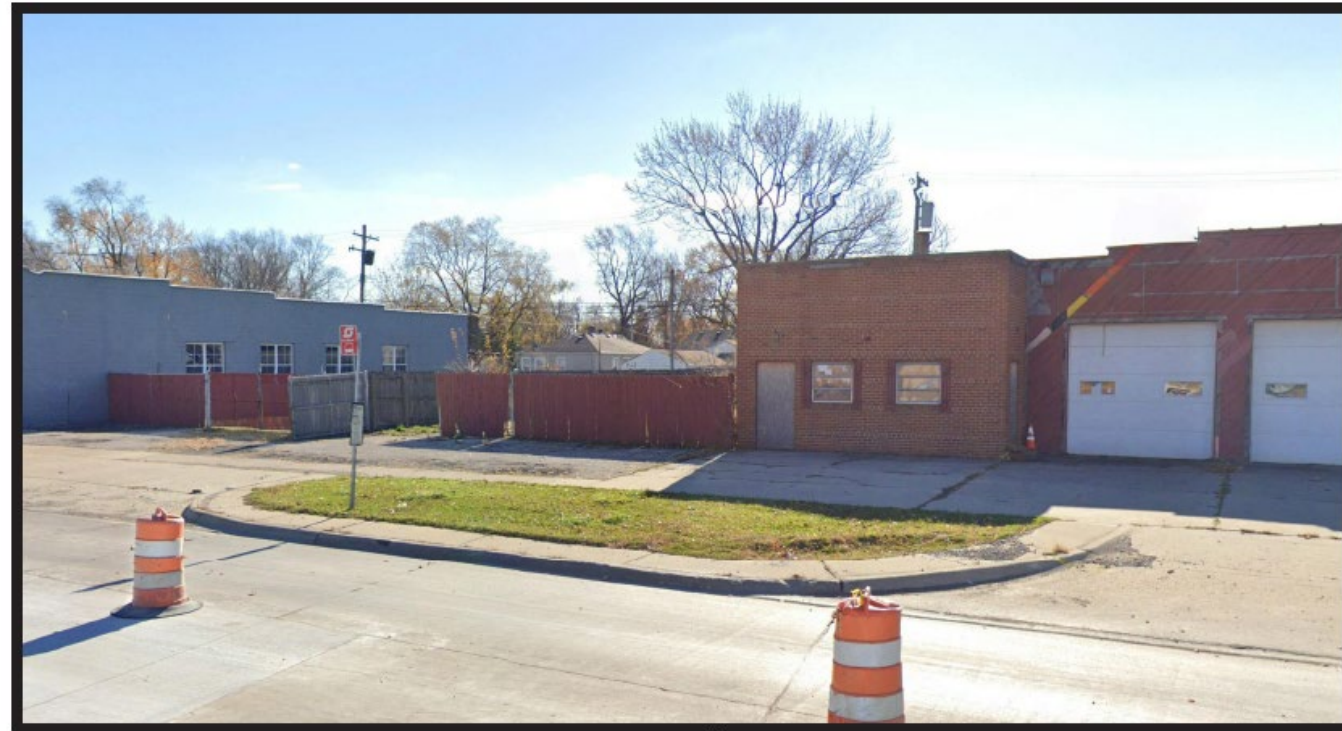
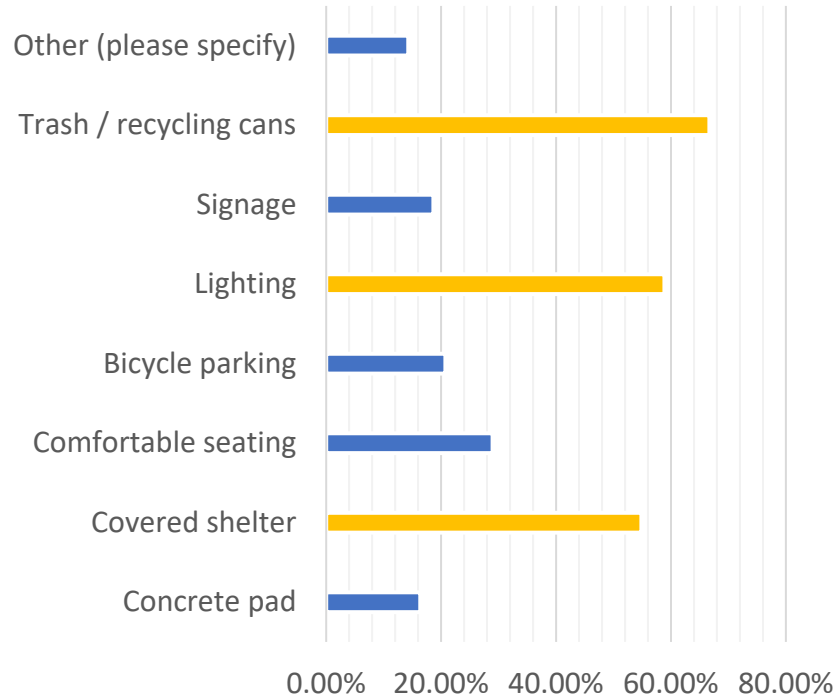
**SERVICE ACCESS
FROM ALLEYS**



Greatest Transportation Priorities



Public Transit

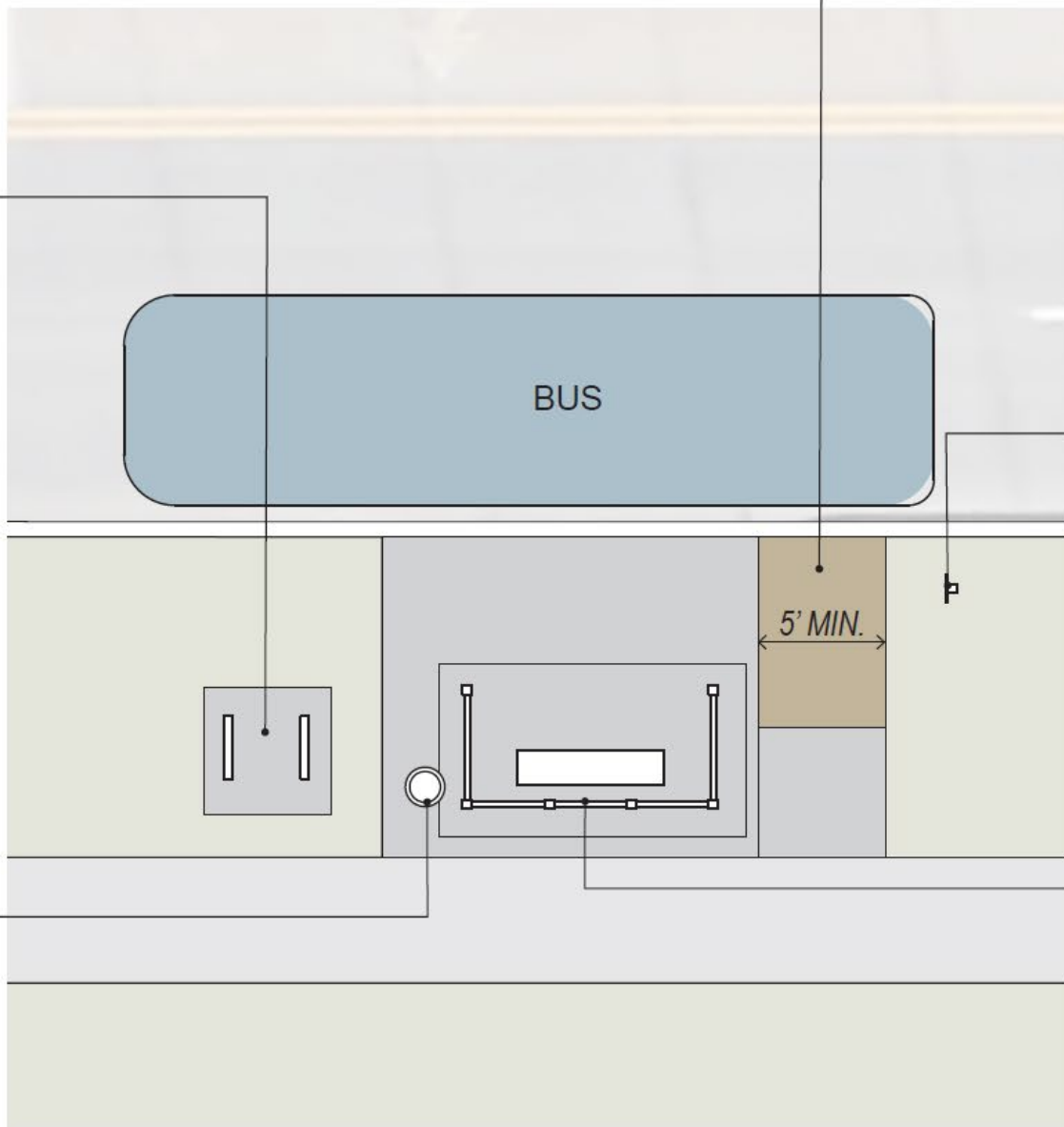




BICYCLE PARKING



TRASH RECEPTACLE



ACCESSIBLE LANDING PAD

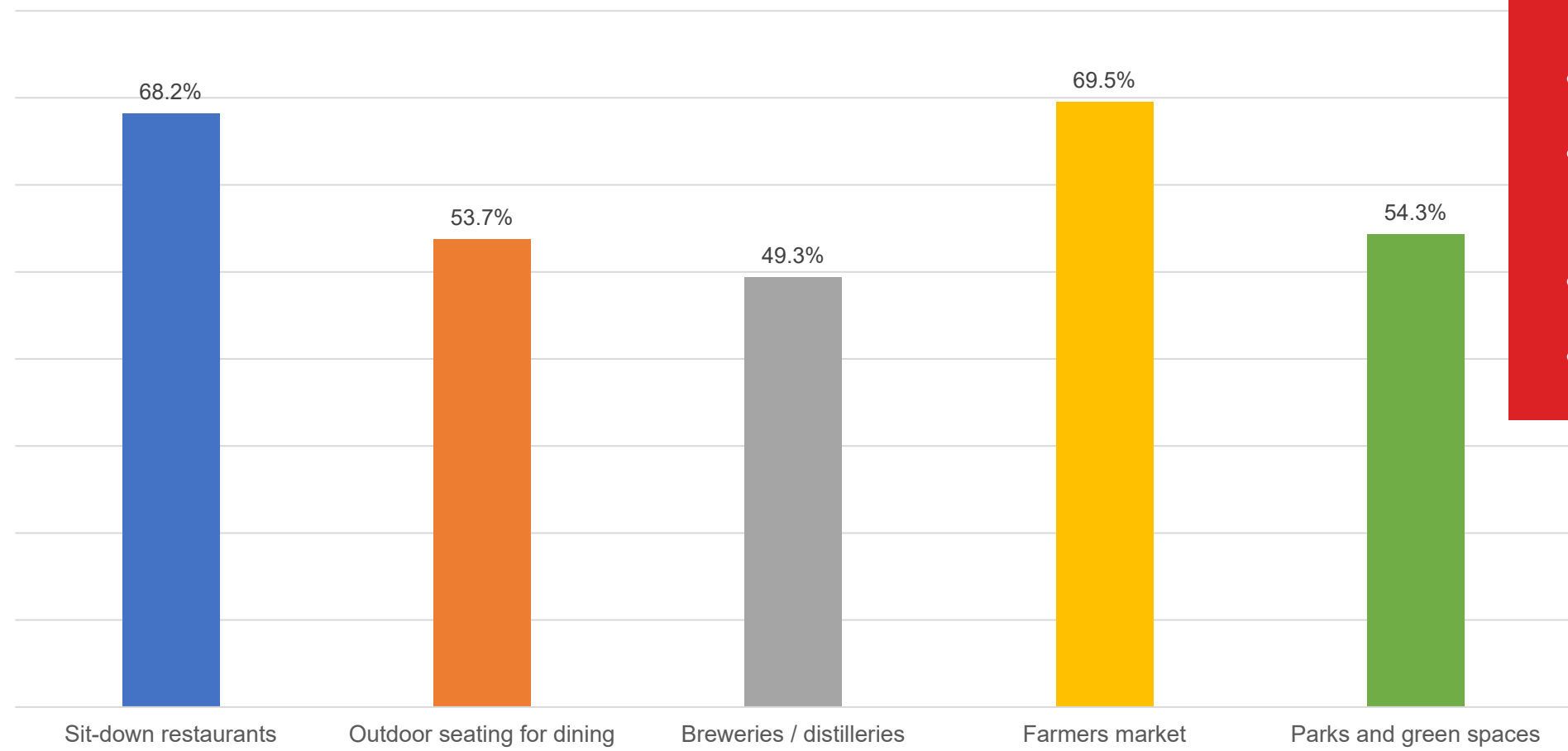


BUS STOP SIGNAGE



SHELTER WITH SEATING,
SCHEDULES AND ROUTE MAPS

New Development



Least Desired:

- Multiple-Family
- Drive-thru Restaurants
- Professional Office
- Pharmacy / Clinic

Change to Uses to Support Walkable, Mixed-Use

■ Undesirable Uses

- Adult entertainment
- Drive-through restaurants
- Gasoline stations
- Gun ranges
- Self-storage facilities

+ Desired Uses

- Art gallery / studios
- Brewery / distillery
- Farmers' market
- Fitness studios
- Bicycle-share / rental facilities
- Outdoor seating