

**COMMERCE, WALLED LAKE & WIXOM (CW2) TRAILWAY  
MANAGEMENT COUNCIL  
WIXOM CITY HALL  
49045 Pontiac Trail  
Wixom, MI 48393**

**Special Meeting/AGENDA  
Tuesday, 23 January 2018  
9:30 A.M.**

- 1. Public Comment**
- 2. Update on Design/Engineering & TAP grant application**
- 3. Other matters and next meeting date**
  - a. Next Friends Group meeting Feb. 6; Commerce Library**
  - b. Next Trail Council meeting Feb. 14; Wixom**
- 4. Adjourn**

Commerce, Walled Lake, and Wixom Trailway Management Council Special Meeting  
Wixom City Hall  
January 23, 2018

**Transportation Alternatives Program (TAP) Application Informational Update:**

- Vince Ranger, MDOT TAP Coordinator, has reached out to let us know that the local match component is too low for the grant amount that we are requesting.
- Vince cautioned about this last fall, but this is the most formal indication by far that we have received.
- We requested a grant amount of \$3.433 million at 79.91% of eligible costs of \$4.296 million; Vince says the maximum amount that MDOT may consider to award this project is approximately \$2.148 million (at 50%). That leaves a \$1.285 million shortfall, which would have to be made up by some combination of private and community support.
- MDOT's major concerns are three-fold for the match:
  - 1) MDOT is very concerned with setting a precedent for such a large total grant amount request and the local communities providing the minimum local match (at 20%). If awarded at this level of match, other communities will feel like all they have to meet is the minimum match requirements.
  - 2) There are seven project applications that were submitted for this round; it would appear obvious that other applicants have a larger match and accordingly score higher in consideration, but no further elaboration on this point was made by MDOT.
  - 3) Previous contributions that have been made MDOT for the M-5 pedestrian bridge project and the railroad property acquisition are also being strongly considered.
- Revising specifics of the TAP application (i.e. replace asphalt surface with crushed limestone) is not an option at this stage. MDOT appears to like the project scope items in the application as presented; they just have a problem with the local match contribution.
- MDOT plans to announce approved project applications the week of January 29<sup>th</sup>.

Note: Project match commitment would likely need to happen immediately, but actual funds would not be needed until 2019 when construction costs have been actually incurred and reimbursement invoices generated.

**Potential Solutions:**

- Levine Family Foundation has indicated they would be willing to be an “equal partner” in helping make up the shortfall. *Example only:* if the \$1.3 million was split by the three communities, Mr. Levine would participate as a 4<sup>th</sup> party - \$325,000 each party.
- There may be additional 2019 funds from the DNR available.
- Mr. Levine has also offered to “loan” the CW2 Council the entire \$1.3 million. No additional details, specifics or conditions of such a potential offer have been presented (duration, rate, etc.).
- The next opportunity to submit an application to the Ralph C. Wilson, Jr Foundation is the March-April timeframe.

## Applicant Information

Application Number: 2017075  
 Section: 01  
 Applicant Agency: City/Village  
 Grant Applicant: City of Wixom

## Project Description

Project Name: MI Air Line Trail Development & Safety Improvements  
 Type of Work: Regional Pedestrian and Bicycle Facility Enhancements  
 Length (miles): 5.6

## Project Location

County: Oakland  
 Region: Metro  
 Prosperity Region: Detroit Metro Prosperity Region  
 City/Village or Township: Wixom  
 Zip Code: 48393-2567  
 Route/Street Name/Facility Name: Former Grand Trunk Western Railroad  
 Project Limits (use nearest cross streets): Wixom Rd to Haggerty Rd  
 Physical Reference: 631910, 639005  
 MPO (Metropolitan Planning Organization): Southeast Michigan Council of Governments  
 TMA (Transportation Management Area): Detroit

## Legislative Information

State Senator: Mike Kowall (15)  
 State Representative: Klint Kesto (39)  
 U.S. Representative: Dave Trott (11)

## Project Category

Facilities for pedestrians and bicyclists, including traffic calming and other safety improvements

## Contacts

Prefix Contact Type	Name Title	Phone Organization	Cell	Email
Ms Application Preparer	Kristen Wiltfang Principal Planner	(248) 975-4267 Oakland County Econ Dev & Community Affairs		wiltfangk@oakgov.com
Mayor Chief Elected Official	Kevin Hinkley Mayor	(248) 624-4557 City of Wixom		khinkley@wixomgov.org
Mr Chief Administrative Official	Steven Brown City Manager	(248) 624-0894 City of Wixom		sbrown@wixomgov.org
Mr Consultant	Mark Pascoe Principal - Design	(734) 214-1865 Stantec	(734) 277-7266	mark.pascoe@stantec.com
Mr	David Scott	(248) 960-7070		dscott@commercetwp.com

Other	CW2 Trl Council President	Commerce Township	
Mr	John Hensler	(248) 506-0942	manager@miairlinetrail.com
Contact Person	MI Air Line Trail Manager	CW2 Trailway Management Council	
Ms	Colleen Coogan	(248) 624-4847	ccoogan@walledlake.com
Other	CW2 Trl Council Member	City of Walled Lake	

**Narrative**

**1. In a brief narrative, describe the proposed work and how the project will benefit the affected community(ies):**

The Michigan Air Line Trail (MALT) is a 5.6-mile, shared use path that traverses the communities of Commerce, Walled Lake and Wixom. The proposed project will make improvements in a former railroad right-of-way that is generally 50' wide and extends from Wixom Road to Haggerty Road. The following scope of work is being proposed as a part of the MI Air Line Trail Development & Safety Improvements Project (TA2017-075):

- AASHTO Shared Use Path Compliant Surface (a firm and stable surface that includes a 10' wide travelway with 2' clearzone shoulders and ADA compliant slopes)
- AASHTO Shared Use Path Compliant Road Crossings (paved apron; detectable warning strips and continental crosswalk markings)
- AASHTO Shared Use Path Compliant Safety Railing
- MMUTCD Compliant Advanced Warning Signs at Road Crossings (W11-15; W16-7P; W16-9P)
- Stormwater Improvements

**Preservation of Historic Transportation Facilities**

The origins of this historic transportation corridor date back to 1883 when the tracks were laid for the Michigan Air Line Railway. Since airplanes didn't exist at the time, the term 'Air Line' related to a route on the ground that was as close to a straight line as possible. For the Michigan Air Line Railroad, this meant a straight line between Chicago and Canada, although only a portion of the railway was ever built. With that in mind, the railroad extended from Richmond to Jackson, Michigan and today, many sections have been converted into rail-trails. The original portion of the historic train depot, in Walled Lake, dates back to 1887 and the addition and covered walkway were added in 1996. Once completed, these scenic historic transportation facilities will provide new non-motorized transportation opportunities, like walking and biking, to local residents and visitors alike. Future Depot Trailhead and interpretive displays are planned.

**Providing Facilities for Non-Drivers**

Once completed, the MALT will make essential connections between neighborhoods, commercial centers, historic downtowns, schools, cultural destinations, historic preservation projects and natural features. Using a creative design approach and linking these key destinations, trail users will have an additional transportation facility that they can use to get to work, school and healthcare facilities. According to Census data, up to 12% of households in Commerce, Walled Lake and Wixom are without a vehicle. In the 2010 Census, 35% of the population was considered youth or senior and may not be able to operate a motor vehicle. Since there are no fixed bus routes operated by SMART in these three communities, residents rely on an automobile or walking/biking to get to work and access needed services. Commerce and Walled Lake offer a limited reservation-based transportation option for seniors and people with disabilities. The MALT will be a relatively low cost infrastructure improvement and provide non-drivers with a non-motorized transportation alternative.

**Encouraging Active Transportation and Preventing Chronic Diseases**

Thinking about community development in terms of health, the streets and sidewalks in a city represent its vascular system. This circulatory network is in constant motion--moving goods and transporting people. Over time, these public corridors in Southeast Michigan have made people more and more dependent on cars and they have deliberately designed physical activity out of everyday routines. It has become an automobile-centric place that contributes directly to preventable health conditions like obesity, high blood pressure and diabetes. According to the American Community Survey, up to 34% of adults report that they were obese (a body mass index of 30 or greater) in 2013. Through the promotion of facilities like the MALT and the shared use paths that it links, trail users of all ages and abilities can fight chronic diseases and live healthy and active lives.

**2. Describe how this project is competitive for funding:**

The City of Wixom is acting as the primary Act 51 Agency for this TAP application and is coordinating efforts and working in partnership with Commerce Township and the City of Walled Lake. The Commerce, Walled Lake and Wixom Trailway Management Council (CW2 Council) was formed by an Interlocal Agreement in 2009 and

the three communities have been working together since that time to acquire the former railroad right-of-way with the intent to make improvements and be operated as a non-motorized, shared use path for active transportation like walking and biking. The CW2 Council has actively been working with Stantec, a well-known multidisciplinary consulting firm, to provide engineering design services for the MALT.

Stantec has an experienced team of engineers, surveyors, landscape architects and construction professionals working on an innovative trail design for the MALT. To date, the engineering design process has included a topographic and tree survey, wetland delineation, Threatened and Endangered species analysis, initial Section 106 State Historic Preservation Office (SHPO) review--working toward final clearance, geotechnical investigation and coordination with utilities and permitting agencies. One benefit to working with utilities and permitting agencies early on in the design phase is the ability to identify impediments and implement creative solutions. For example, based on the soils and wetland delineations along the MALT, the Michigan Department of Environmental Quality (DEQ) would prefer to fill rather than construct a boardwalk in the section between M-5 and Haggerty Rd. This will help reduce overall construction costs and minimize long-term maintenance costs for the CW2 Council.

**Connecting Regional and Statewide Non-motorized Transportation Networks**

The MALT is a key link between the Huron Valley Trail, West Bloomfield Trail, M-5/I-275 Metro Trails. It serves as one of fifteen trails that make up the Great Lake to Lake Trails that extend from Port Huron to South Haven. These important regional and cross-state trail networks will provide the three communities with economic vitality, non-motorized transportation, social connection, health and fitness, environmental preservation, and local tourism related opportunities.

**State, Cultural and Local Tourism and Economic Development Initiatives**

Michigan is known as the "Trail State", with more than 2,439 miles of rail-trails; more than any other state in the country. The DNR is working with the State Legislature to develop Pure Michigan Trails and Pure Michigan Trail Towns. Based on the criteria, the MALT, Downtown Wixom and Downtown Walled Lake could apply for the programs and receive the designations. Once the MALT is developed, the local tourism impacts alone could spur trail-related development in all three communities and offer a world-class experience for trail users.

**Address Safety Deficiencies**

Distracted driving, in addition to crashes caused by older and younger drivers, are areas of great concern. Constructing and improving road/MALT intersections by installing the appropriate advanced warning signs and crosswalk markings will increase the visibility of trail users and alert motorists to their presence. The MALT Trail Manager is also working to develop trail etiquette messaging and to promote the award winning "Walk Bike Drive Safe" campaign from SEMCOG.

**Documents**

Document	Document Type	Description	User	Date
1	Photograph	Site Photos TA2017075 MI Air Line Trail	wiltfangk2000	10/20/2017
2	Map	Project Location Support Maps TA2017075 MI Air Line Trail	wiltfangk2000	10/26/2017
3	Other	Deeds Interlocal Agreement TA2017075 MI Air Line Trail	wiltfangk2000	10/26/2017
4	Other	Public Engagement Results TA2017075 MI Air Line Trail	wiltfangk2000	10/26/2017
5	Letter of Support	Resolutions Support Letters TA2017075 MI Air Line Trail	wiltfangk2000	10/26/2017
6	Cross Section	Cross Section TA2017075 MI Air Line Trail	wiltfangk2000	10/27/2017
7	Plan View Sketch	Preliminary Engineering Plans	wiltfangk2000	10/28/2017

**Budget**

**Participating Items of Work**

Item of Work	Quantity	Unit	Unit Cost	Item Cost
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Safety Railing	3,500.00	ft	\$54.00	\$189,000.00
Slope Restoration	67,000.00	syd	\$5.00	\$335,000.00
Erosion control, silt fence	55,000.00	ft	\$2.00	\$110,000.00
Clearing (incl. tree removals)	20.00	ac	\$9,600.00	\$192,000.00
Shared use Path, Aggregate (6 inch)	13,500.00	ton	\$35.00	\$472,500.00
Road Signage at Crossings	32.00	ea	\$290.00	\$9,280.00
Project cleanup	1.00	ls	\$240,000.00	\$240,000.00
Amenities (benches, garbage cans, bike racks, etc.)	5.00	ea	\$1,200.00	\$6,000.00
Shared use path, grading	27,500.00	ft	\$25.00	\$687,500.00
Shared use Path, Conc (6 inch) (Pontiac Tr crossin	850.00	syd	\$48.00	\$40,800.00
traffic control	1.00	ls	\$60,000.00	\$60,000.00
Barrier at Pontiac Trail crossing	1.00	ls	\$30,000.00	\$30,000.00
Refuge Island at Crossing (Beck Rd, Decker Rd,)	2.00	ea	\$48,000.00	\$96,000.00
Trail Crossing Signage (STOP, STOP AHEAD, NO MOTOR	42.00	ea	\$150.00	\$6,300.00
Sidewalk Ramp, Conc, 6 inch	1,600.00	sft	\$12.00	\$19,200.00
Detectable Warning Surface	160.00	ft	\$60.00	\$9,600.00
Audio visual DVD	1.00	ls	\$2,500.00	\$2,500.00
Subgrade, Undercutting	400.00	cyd	\$48.00	\$19,200.00
Mobilization, Max 10%	1.00	ls	\$384,000.00	\$384,000.00
Pavement Markings, Crosswalk	800.00	ft	\$8.00	\$6,400.00
Alternative stormwater treatments (i.e. bioswales,	1.00	ls	\$60,000.00	\$60,000.00
Shared use Path, HMA (4 inch)	7,000.00	ton	\$114.00	\$798,000.00
Pavement Markings, ROAD & XING	16.00	ea	\$420.00	\$6,720.00
RRFB/HAWK at Crossing (Benstein Rd, W Maple Rd, Ha	3.00	ea	\$160,000.00	\$480,000.00
Culvert Improvements (incl. end sections)	100.00	ft	\$360.00	\$36,000.00
<b>Total:</b>				<b>\$4,296,000.00</b>

**Non-Participating Items of Work:**

Item of Work	Quantity	Unit	Unit Cost	Item Cost
Design Engineering	1.00	ls	\$200,000.00	\$200,000.00
Construction Engineering	1.00	ls	\$537,000.00	\$537,000.00
<b>Total:</b>				<b>\$737,000.00</b>

**Participating Match Details:**

Source	Type	Amount	Match Percentage
Commerce Township	Township	\$398,370.00	9.27%
City of Walled Lake	City/Village	\$243,900.00	5.68%
MDNR	MDNR	\$50,000.00	1.16%
City of Wixom	City/Village	\$170,730.00	3.97%
<b>Total:</b>		<b>\$863,000.00</b>	<b>20.09%</b>

**Source of Non-Participating Funds:** Wixom, Walled Lake, Commerce, Levine, MDNR.

**Project Summary**

Participating Items: \$4,296,000.00

**Request Summary**

Grant Funds: \$3,433,000.00 79.91%

Non-Participating Items:	\$737,000.00	Match:	\$863,000.00	20.09%
<b>Project Total:</b>	<b>\$5,033,000.00</b>	<b>Participating Costs:</b>	<b>\$4,296,000.00</b>	<b>100.00%</b>

**Schedule**

**Project Type:** Construction

<u>Milestones</u>	<u>Date</u>
1. Plans and Estimate Complete:	04/16/2018
2. Grade Inspection Package submitted to MDOT:	03/12/2018
3. Right of Way Certified:	05/18/2018
4. Matching Funds Certified:	05/18/2018
5. Project Listed on Approved TIP/STIP:	03/12/2018
6. Advertisement Start Date:	06/08/2018
7. Construction Letting Date:	08/03/2018
8. Construction Start Date:	09/15/2018
9. Construction End Date:	08/31/2019

**Will this project be paired with any future construction projects?** Yes

**1. Project with MDOT Management?** Yes

**If yes, provide the project description (type of work, dates of the proposed construction, job number, etc.)**

Project Name: New pedestrian bridge construction over M-5 at the former MI Air Line Crossing  
 Proposed Construction: March 2018 - August 2018  
 CS-JN: 63192-120415A  
 Estimate: \$4.8 million

Depending on construction schedules, the MI Air Line Trail Development and Safety Improvement Project will coincide or be done subsequent to the construction of the pedestrian bridge over M-5. Project management and design is being led by MDOT using Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding.

In addition, Commerce Township has committed to contribute up to \$1 million to the cost of this bridge outside of this application.

The project will be done concurrently with the other project.

The project will be done subsequent to the other project.

**Additional comments about the project schedule:**

A generous donation was provided by Mr. Michael Levine to the CW2 Council for an engineering design plan carried out by Stantec related to proposed improvements to the MALT. This offer was presented at a regular CW2 Council meeting on August 9, 2017 and a Memorandum Agreement between the CW2 Council and Mr. Levine was executed on September 13, 2017. A copy of the Memorandum Agreement has been uploaded into the Documents Section. These actions have accelerated the trail design process and with pending approval of TAP funds, the intent is to finalize construction by August 31, 2019.

MDNR has pledged \$50,000 to this project (see exhibits).

**Environment/Community**

**1. Check all that apply:**

- |  |  |  |
|--|--|--|
| <input checked="" type="checkbox"/> ROW/Construction Access Permit | <input type="checkbox"/> Recreational Lands            | <input checked="" type="checkbox"/> State Historic Preservation Office Clearance |
| <input type="checkbox"/> Inland Lakes or Streams Permit            | <input checked="" type="checkbox"/> Tree Removal       | <input type="checkbox"/> Contaminated Sites                                      |
| <input checked="" type="checkbox"/> Wetlands Permit                | <input checked="" type="checkbox"/> Endangered Species | <input checked="" type="checkbox"/> Other RCOC & MDOT & Local                    |
| <input checked="" type="checkbox"/> Floodplains Permit             | <input type="checkbox"/> Coastal Zone                  | <input checked="" type="checkbox"/> Other ITC Transmission & Buckeye             |

**Please describe:**

The trail crosses several local and county roads and M-5. Contact has been made with MDOT, RCOC and Cities regarding future work being proposed within the M-5, County Primary Road, and City Major Road rights-of-way.

Although the vegetation along the trail is predominately herbaceous, limited tree removal may be necessary along the toe of the old railroad grade.

Wetlands exist within the project corridor at the toe of the old railroad grade. Limited wetland fill is anticipated along the toe of the slope to widen the trail at the top of the slope to AASHTO standards. A wetland study has been conducted and Stantec is coordinating with the MDEQ. Likewise the trail crosses through an area of floodplain where the path is above the floodplain but the toe of the slope may need to be widened. An inland lakes or streams permit is not anticipated, improvements to existing stream and drain crossings are not planned.

Informal consultation with the USFWS is anticipated for protected species. Stantec will design the project to minimize environmental impacts and coordinate with MDEQ and USFWS to mitigate any impacts. Construction BMPs such as exclusionary fencing, net-free erosion control and seasonal tree clearing limits will be employed to avoid impacts to these species.

A SHPO Section 106 Review will be completed prior to start of construction.

The ITC Transmission corridor parallels the majority of the MI Air Line Trail and it also cross it in Wixom. Contact to get approval to work in the right-of-way has been made.

Buckeye Pipeline has been notified of the upcoming construction project and its impacts to filling sections between M-5 and Haggerty Rd.

Stantec has reached out to the OC Water Resources Commissioner's Office to discuss alternative stormwater designs like rain gardens, bioswales, infiltration ditches and county drain permitting. Stantec will coordinate with OCWRC on final design details and specifications. Final budgets to be adjusted accordingly to reflect the necessary requirements for live plant material with the following details:

- Site Prep 35%
- Watering/Cultivating 1st Season 17%
- Water/Cultivating 2nd Season 21%

**2a. Describe the anticipated impact of the project on adjacent property owners, your efforts to inform them of the project, and responses to these efforts:**

The construction of the proposed MALT Development and Safety Improvements Project will have an impact on the surrounding property owners. Consideration is being given to:

---Stormwater Management- Stantec is working with the Oakland County Water Resources Commissioner's Office to work on final design details for stormwater management in order to minimize impacts on adjacent property owners. A set of preliminary plans will also be provided to the Huron River Watershed Council in order for them to provide comments and express any areas of concern on water quality and impacts to the overall Huron River Watershed.

---Construction Updates and Project Communication Strategy- The MALT has developed a website and also utilizes social media platforms like Facebook, Twitter and Instagram. These forms of communication, in addition to community websites and newsletters, can be used to provide regular construction project updates and contact information to area residents and business owners.

---Vegetation Management/Removals- Invasive and undesirable species have been found throughout the corridor. Stantec will design the project to minimize the overall environmental impacts along the MALT. In addition, the CW2 Council is also working to control the Phragmites, also known as common reed, which is found along the property. This invasive plant has been known to impede proper drainage, reduce site distance at road crossings and crowd out native vegetation.

A press release, websites and social media postings, email notification to over 500 recipients on the MALT distribution list and use of the Walled Lake electronic sign board are all methods of communication used to announce the MALT Open House on October 25, 2017. The Open House was set up with stations that had preliminary design plans, overall trail map and mapping exercise, Walled Lake Depot, trail/road crossing examples and M-5 pedestrian bridge. The stations were used to encourage attendees to express any feedback and concerns on the project and its design. A paper survey was handed out to Open House attendees and the results are included in the Public Engagement PDF included in the documents section of this application.

**2b. Is property acquisition necessary?** No

**(Select all that apply and describe below.)**

- |  |   |  |
|--|---|--|
| <input type="checkbox"/> Donation        | <input type="checkbox"/> Willing Seller     | <input type="checkbox"/> Appraisal Completed |
| <input type="checkbox"/> Purchase Option | <input type="checkbox"/> Purchase Agreement |  |

**Please describe:**

**3a. How did you facilitate stakeholder engagement in the development of this project concept and what stakeholders were involved?**

Several methods of outreach were used during the stakeholder engagement process and included public events, facilitated discussions/interviews, online surveys and trail related displays. Feedback was used during the development of the preliminary design plans and will also be considered in future development projects, special events and amenity installations.

In 2016, the CW2 Council planned to apply for MNRTF and TAP funding in order to begin the design and development process for the MALT. Due to delays with the acquisition of the former railroad right-of-way, the two applications were not submitted in 2016. In preparation for the two grant applications, a focus group meeting was held on March 9, 2016 at the Commerce Township Offices, to discuss the MALT with representatives from the following agencies and organizations:

- Road Commission for Oakland County
- Oakland County Sheriff's Office
- ITC
- Walled Lake Consolidated Schools
- Michigan Department of Transportation-Oakland TSC
- West Bloomfield Parks and Recreation-West Bloomfield Trail
- Commerce DDA
- Wixom Police Department
- Wixom, Walled Lake, Commerce

In addition, on March 9, 2016 at the Commerce Township Offices, a public input meeting was held to provide attendees with a brief project presentation and an opportunity to provide feedback and concerns with the proposed development of the MALT. Since the MALT is at the confluence of the West Bloomfield, Huron Valley and M-5 Metro trails, an online survey was promoted in order to gain both an overall trail user perspective and a local area resident point of view. There were 21 people that attended the public meeting.

An online public survey was conducted from February 18, 2017-April 21, 2016 resulting in 574 responses.

The Friends of the MALT held a regular meeting at the Wixom Public Library on September 5, 2017 and publicized it as an opportunity to provide public input for the TAP application. There were 17 people in attendance. A paper survey was handed out to attendees to complete at the meeting and a facilitated brainstorming exercise took place with the discussion focusing on:

- Surface type
- Current issues along the trail
- Desired uses and future events
- Desired future amenities

The MI Air Line Trail was represented at the Wixom Block Party event held on September 9, 2017 in Downtown Wixom and the Trail Towns event in Milford on October 1, 2017. Trail related information, maps and brochures were on display and members of the Friends of the MI Air Line Trail conducted informal interviews and answered trail related questions from the public. At both events, participants were asked to document their responses to the Four-Question Board that was located near the trail information table. The MI Air Line Trail also sponsored a bike valet corral at the Wixom Block Party to encourage people to bike to the event.

An online public survey was conducted from September 13, 2017 through October 14, 2017 resulting in 272 responses.

On September 13, 2017, a Four-Question Board with a MALT map was provided to Walled Lake, Wixom and Commerce Township and put on display in each of the three community public libraries. Library patrons were able to document their responses. The boards were collected on October 4, 2017.

On October 25, 2017, a Public Open House was held at the Walled Lake Fire Hall to provide attendees with the opportunity to view preliminary design plans and provide feedback to project partners.

A PDF with summaries and details from each of the previously mentioned stakeholder engagement opportunities has been uploaded into the Documents Section of this application.

**3b. Describe the stakeholder input you received. How did this input help shape this project concept?**

The various forms of stakeholder input provided feedback on the desired trail surface and alignment, road crossings, maintenance, future amenities and trail rules.

#### Trail Surface Material and Trail Alignment

The MALT surface material is the key scope item related to this TAP application. According to the stakeholder input that was received, an asphalt surface was identified as the preferred material. It is the intent of this proposed project to construct the trail with an AASHTO compliant asphalt surface. The trail alignment has been designed to generally follow the former railroad tracks. This central alignment will allow access to existing utilities for maintenance, low growing vegetation to help screen adjacent properties and a compacted subbase. These design considerations will help provide a suitable surface for non-motorized transportation uses.

#### Road Crossings and Safety

The recent development and land use changes in Commerce, Wixom and Walled Lake have increased traffic volumes and changed the character of the roadways. What used to be an agricultural area surrounded by lakes is becoming more residential and commercial. The higher traffic volumes and high speed limits will require some additional traffic control devices to help improve the safety for trail users at major road/trail crossings. The use of advanced warning signs, rectangular rapid flashing beacons, HAWK beacons and pedestrian refuge islands are all being considered at appropriate road/trail intersections. These traffic control devices will also make the trail crossings more visible to motorists.

#### Natural Vegetation and Maintenance

A number of respondents also mentioned that they enjoy the natural surroundings and wildlife viewing. However, a number of invasive and undesirable plants have been identified along the trail. Many design considerations have been taken into account to minimize the impact on the surrounding vegetation, environment and wildlife habitat. Maintenance of the trail surface and controlling invasive species is an important priority for the CW2 Council.

#### Future Amenities

Once the pedestrian bridge over M-5 and the trail surface have been constructed, fundraising will begin to improve the amenities along the MALT. Public input has identified the following as important amenities desired along the MALT: trailhead parking, restrooms, picnic facilities, benches, interpretive and wayfinding signage, mile markers, Walled Lake Depot improvements, trash receptacles, bike repair stations, drinking fountains and trail and pathway connections. Many locations for future amenities have been identified and taken into consideration in the design phase. The connection between the Huron Valley Trail and MALT from Wixom Rd to Old Plank Rd will be a future phase of pathway development.

#### Trail Etiquette and Ordinances

With multiple uses permitted on the trail, there is potential for user conflicts. Trail etiquette is essential and expected on the MALT. The CW2 Council has established ordinances that define the general rules, permitted uses and hours of operation. This information will be posted on future trailway information kiosks.

**4. If this project is identified in an adopted community, county, and/or region-wide plan, please describe (such as master plan, comprehensive plan, trail plan, downtown development plan, etc.):**

Priority for Oakland County, SEMCOG and MDOT

As illustrated in the associated Project Location maps in the Documents Section of this application, the MALT is well documented in County, Regional and State network non-motorized trail plans.

---2008 Oakland County Trail Master Plan

---2011 Great Lake-to-Lake Trails Route 1

---2013 Oak Routes Trail Network

---2014 Bicycle and Pedestrian Travel Plan for Southeast Michigan: A Plan for SEMCOG and MDOT's Southeast Michigan Regions

---2015 Michigan Air Line Trail Master Plan 2015-2020

**5. Has your community adopted a Complete Streets policy?**

Yes

**a. What type of document is your policy? (Select all that apply.)**

- Policy                       Ordinance                       Capital Improvement Program  
 Resolution                       Master Plan                       Other                      City, Parks & Rec, MI Air Line Trail Master Plans

**b. How does this project support this policy?**

Wixom has been proactive in promoting a variety pathway types and making them a priority in various plans and development projects. Although Wixom doesn't expressly name them, many of the city's documents contain components related to complete streets.

The City of Wixom held a series of visioning workshops in 2011 in order to update both the City and Parks & Rec Master Plans. The resulting City Master Plan document, Vision 2025 stresses the importance of quality placemaking, streetscape improvements, wayfinding signage, connectivity between mixed income neighborhoods and the Village Center Area, and providing facilities to improve the quality of life for area residents. The proposed MALT Project helps to address many of these initiatives.

The following Goals and Objectives of the Vision 2025 highlight related complete streets information:

Goal 7: Promote healthy and active lifestyles for residents of all ages, incomes, and abilities.

---Continue to enhance walkability between the Village Center Area and adjacent neighborhoods.

Goal 11: Make it comfortable and easy for people to walk and bicycle throughout the city, and support viable alternatives to driving.

---Continue to enhance and improve non-motorized system throughout the city, and connect to neighboring communities.

---Participate in regional discussions regarding development of a regional transit system.

The City of Wixom Parks and Recreation Master Plan 2012-2017 also contains complete streets related information.

---Pathways are required along main roadways for new development and redevelopment projects.

---Residential development projects are also required to provide sidewalks in the development to enable residents to better access main roadways and key destinations including schools and parks.

---In 2008, the City passed a millage to continue the bike path/safety path program throughout Wixom.

---Expand bike path and Trailways for Wixom and interconnect with other communities

**c. Describe what investment your community has made and/or activities you conducted to support your complete Streets policy.**

The City of Wixom has made the following investments in walking and biking facilities using the City's Bike Path Millage:

- Safety Path Construction from 2015-2017      \$139,946.52      (2 years)
- Safety Path Construction from 2009-2015      \$807,317.50
- Safety Path Engineering from 2009-2015      \$60,914.00

The City of Wixom has also utilized Community Development Block Grant (CDBG) funds in 2007, 2008, 2010 to fill in missing sidewalk gaps:

- Construction      \$146,575.00
- Engineering      \$76,096.00
- Fund Total      \$222,671.00

The City of Wixom has also been participating in the CW2 Council since it began. City funds have been contributed to the CW2 budget to fund administrative items like trail insurance and trail manager salary.

**Maintenance**

**1. What agency is responsible for operation and maintenance of the completed project and what source of funds will be used?**

As described in the Interlocal Agreement, the CW2 Council equally shares the administrative tasks and expenses related to the MI Air Line Trail. The three communities are individually responsible for the operations and maintenance expenses related to their respective section of the MALT. However, when deemed cost-effective, the CW2 Council has contracted work across the three communities (i.e. invasive species control/removal and mowing).

Since the billboard at M-5 is located on MALT property, the revenue from the latest negotiations with Adams Outdoor Advertising will also go towards the overall MI Air Line Trail maintenance costs.

**2. Describe anticipated maintenance needs by task. (Indicate frequency of maintenance and estimated annual cost.)**

As any trail manager knows, maintenance costs can vary greatly depending on weather, usage, surface type and age, volunteer activities and special events. A typical estimate for annual trail maintenance is between \$500-\$6,500 per mile per year. Local rail-trails and the "Maintenance Practices and Costs of Rail -Trails" guide from the Rails to Trails Conservancy were consulted when preparing the following maintenance activity list. Since the CW2 Council acquired the property in early 2017, actual maintenance costs for the MALT have not yet been determined. This is the reason the following Estimated Annual Costs are shown as a % of the total budget.

Maintenance Task	Frequency	Estimated Annual Cost (% of Total Budget)
Mowing Shoulders Adjacent to Trail Surface	Approx. 6 times annually	15%
Clearing of Litter, Trash and Debris	Weekly	10%
Tree/Brush Pruning and/or Removal	Monthly	11%
Culvert Inspection & Clearing	Annually, as needed	5%
Blowing/Removal of Leaf Litter and Debris	Once in spring, twice in fall	3%
Repair Cracks, Potholes or Washouts	As needed	8%
Repair Vandalism	As needed	5%
Grading of Crushed Limestone Surface	Annually, as needed	6%
Erosion Control at Bridge Abutments	Annually, as needed	3%
Structural Inspection of Bridge	Every two years	1%
Invasive Species Control	As needed	12%
Cut Roots to Prevent Surface Encroach	As needed	8%
Inspect Regulatory and Warning Signage	Monthly	6%
Empty Trash Receptacles/inspect trailheads	Daily in heavy use season; As needed	7%