



Filling the Gaps in Fraser:

2025 SIDEWALK MASTER PLAN

City of Fraser, Michigan

June 2025



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235 East Main Street, Suite 105
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ACKNOWLEDGMENTS

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FRASER RESIDENTS

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Eastpointe-Roseville Chamber of Commerce

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Chapter 1

EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

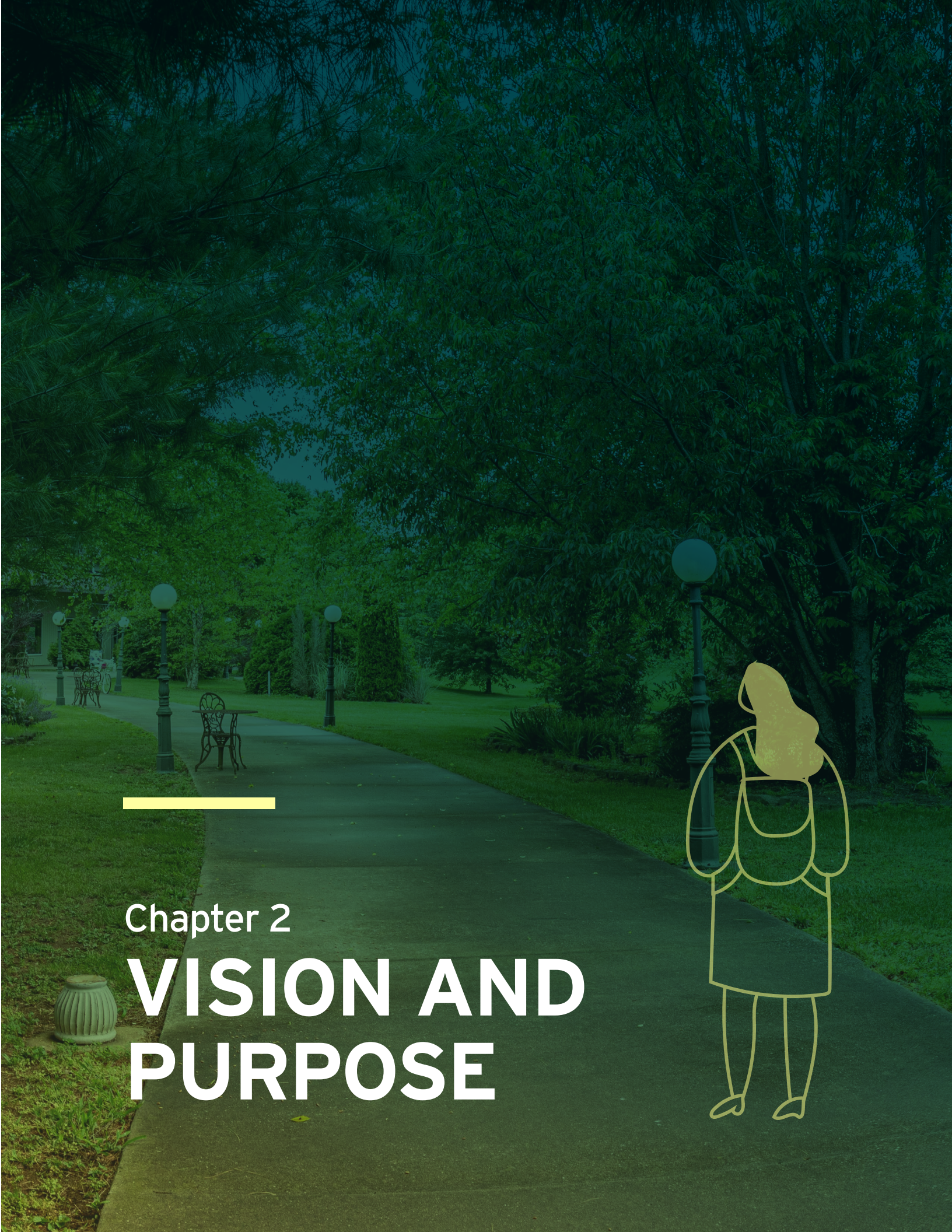
Ideally located in the heart of the Detroit Metro Region and Macomb County, the City of Fraser is a vibrant, well-connected community with easy access to major transportation corridors, commercial hubs, and nearby freshwater amenities. With a strong foundation of mobility already in place, Fraser is poised to grow into an even more dynamic and accessible place to call home. By enhancing its non-motorized transportation network—including sidewalks—the City has an exciting opportunity to further establish itself as an affordable and inviting destination to live, work, and play.

In 2024, the City of Fraser was awarded grant funding from SEMCOG's Complete Streets and Corridor Safety Planning Program. With this funding, the City of Fraser launched "Filling the Gaps in Fraser", a year-long effort to assess and strategically address gaps in the community's sidewalk network to improve connectivity, accessibility and well-being for all. At the heart of this work were the experiences and desires of Fraser's diverse community members. To understand how the community currently uses pedestrian infrastructure and where investments are thought to be channeled, the following activities and conversations were held:

- » A digital Sidewalk Survey
- » An interactive project website with a public comment mapping activity
- » An in-person sidewalk gap prioritization activity at the Future of Fraser Open House
- » A business-centered virtual chat, co-hosted with the Eastpointe-Roseville Chamber of Commerce
- » A working session with City Staff
- » A series of presentations to the Planning Commission and Recreation Commission

Following months of community engagement, the 2025 Sidewalk Master Plan evaluated the current condition of the City's sidewalks, incorporated public input and community values, and developed state-of-the-art engineering analyses to develop targeted recommendations and cost estimates for addressing sidewalk gaps over the short-, medium-, and long-term. A series of priority projects have been identified and detailed more broadly, to kickstart the implementation of this Plan.

This proactive approach is intended to position the City of Fraser to strategically pursue future grant and partnership opportunities that serve the best interests of the community now and into the future.

A photograph of a park path with trees and a person silhouette. The path is paved and leads into the distance, flanked by lush green trees and grass. Several black lampposts with white globe lights are spaced along the path. In the distance, a small table and chairs are visible. On the right side of the path, there is a yellow line-art silhouette of a person with long hair, wearing a dress and carrying a bag, standing and looking towards the path. The overall image has a dark green overlay.

Chapter 2

VISION AND PURPOSE



VISION AND PURPOSE

The City of Fraser envisions transforming into a vibrant, walkable community with a seamless sidewalk network that connects residents and visitors to businesses, schools, parks, and neighborhoods, making Fraser an exciting, accessible place to live, work, play, and explore.

Sidewalks allow residents to connect with neighbors and friends, to enjoy local amenities such as educational institutions, recreational spaces, and shops, and to participate more readily in civic and community life. The City understands that sustained investment in a safe and well-connected sidewalk network is essential for the community's quality of life and economic development. The purpose of the 2025 Sidewalk Master Plan, therefore, is to translate local mobility needs and priorities into a strategic framework for addressing Fraser's sidewalk gaps in a strategic, equitable, and economically feasible way.

This Plan examines the City's current sidewalk network and public input to provide data- and community-driven recommendations and cost estimates for projects that address sidewalk gaps in the short-, medium-, and long-term. This work prepares the City to be forward-looking and opportunistic by positioning Fraser to leverage future grant and partnership opportunities in the best interest of the community.

What are Complete Streets?

“Complete Streets” is a contemporary transportation policy and design approach that includes planning, designing, operating, and maintaining safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. This multimodal framework supports communities in providing safe and accessible travel for all motorists, pedestrians, bicyclists, and public transit users by incorporating features that may include road diets, sidewalks, bike lanes, crosswalks and pedestrian signals, public transit infrastructure, and more. Special attention is given to providing equitable connectivity to key community spaces such as parks, schools, commercial centers, and neighborhoods.

The Federal Highway Administration identifies the following goals of Complete Streets:



SAFETY

Change roadway design to impact user behavior.

For example, reconfiguring roadways with traffic calming techniques can reduce both motorists’ speeds and roadway crossing distance for pedestrians and bicyclists. These changes can lead to decreased crash risk and severity.



ACCESSIBILITY

Remove barriers of access to transportation.

For example, adding curb ramps and ensuring sidewalk infrastructure does not have obstructions (e.g., fire hydrants) could remove barriers of access for assistive-mobility users.



EQUITY

Provide transportation options across race, gender, age, ability, or class.

For example, adding sidewalks may be an equitable solution for a community that has a high number of zero-car households and a high number of pedestrians.



CONNECTIVITY

Improve routes to destinations.

For example, installing sidewalks that connect frequented locations in a neighborhood can provide protected routes for pedestrians to travel to multiple local businesses.



MOBILITY

Ensure users of all modes are able to move around easily.

For example, installing traffic signals can create safer opportunities for pedestrians to cross vehicular traffic.



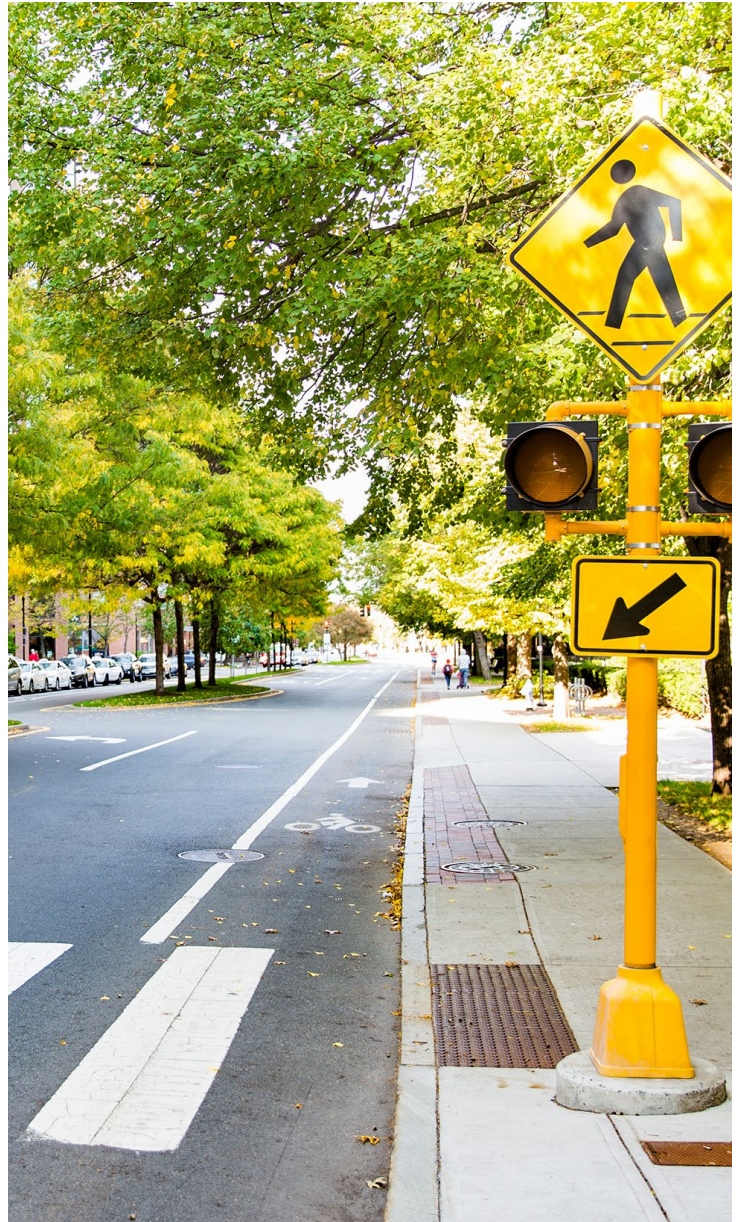
ENVIRONMENT

Incorporate environmentally conscious elements in roadway designs, which can promote local hazard mitigation and resilience.

For example, installing street trees along a road can absorb rainfall.

Promoting Complete Streets with Sidewalk Planning

Addressing sidewalks gaps within the City of Fraser aligns with the Complete Streets planning approach. Expanding the sidewalk network promotes safety and accessibility by ensuring protected and well-maintained pedestrian connections to and from everyday destinations and providing diverse transportation options for residents and visitors to explore the City without the use of a vehicle. By allowing for an increase in the number of pedestrians, a complete sidewalk network provides cost-free opportunities for exercise, reduced air pollution, and enhanced community cohesion, thereby promoting local health and well-being. Filling sidewalk gaps also improves access to community events, local businesses and job opportunities, setting the City up for sustained economic success.





Chapter 3

EXISTING SIDEWALK CONDITIONS IN FRASER

EXISTING SIDEWALK CONDITIONS IN FRASER

Walkability, a characteristic of a place that is easy to walk around, is a more holistic measure of the current condition of the pedestrian experience in Fraser. With an area of just over 4 square miles, the City of Fraser has the potential to offer full sidewalk connectivity through its neighborhoods, parks, schools, the Central Business District, and employment hubs. While Fraser currently offers a large sidewalk network, walkability, a characteristic of a place that is easy to walk around, is a more holistic measure of the current condition of the pedestrian experience in Fraser.

The EPA administers a National Walkability Index, which is a nationwide geographic data resource that ranks block groups according to their relative walkability, based on factors such as the number of intersections and crosswalks, proximity to transit stops, and employment and housing types. The national dataset includes walkability scores for all block groups as well as the underlying attributes that are used to rank the block groups. According to this Index, the Northwest, Southwest, and most of the Southeast quadrants of Fraser qualify as “below average walkable,” while the majority of the Northeast quadrant of the City qualifies as “least walkable.” While Fraser’s walkability ranks low in comparison to other larger cities such as Detroit, Fraser’s walkability is largely in line with its neighboring communities of Roseville, Warren, Clinton Township, and Sterling Heights.

As a means to improve its relative walkability, the City of Fraser is committed to creating a robust non-motorized transportation network for residents to experience outdoor recreation opportunities, to utilize active transportation, and to more readily engage in community life.

Connectivity of Fraser's Current Sidewalk Network

Fraser currently boasts 66 miles of sidewalk, with sidewalk nodes on at least one side of the street in many residential and commercial areas as well as near key community gathering spaces. The City also offers recreational walking paths at several parks, including Harrington Trails Park, Boris Park, McKinley Park, Reindel Park, Blanke Park, and Pompo Park, all of which are open and available for the enjoyment of residents and visitors. In the recent past, the City has initiated an evaluation of several routes for non-motorized facilities that would compliment and/or provide local connections to larger County and regional non-motorized facilities.

However, some areas within the City currently lack sidewalk connections on both sides of the street that allow community members to safely and accessibly reach their day-to-day destinations, such as schools, commercial nodes, community spaces, and public transit stops. Further, pedestrian connections to some of Fraser's most popular parks are incomplete, and paths are often challenged by deferred maintenance. These sidewalk gaps, shown in red on Map 01, can cause unsafe conditions for pedestrians, and can discourage use of non-motorized travel.

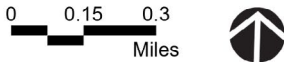


Map 01 — Sidewalk Gap Locations



LEGEND

-  Identified Sidewalk Gap
-  Park Facility
-  School Facility



Equity of Fraser's Current Sidewalk Network

Fraser's pedestrian facilities must be safe and accessible to all members of the population, both in terms of the facilities' location and design. For this reason, it is critically important to understand where Fraser's vulnerable community members are located in relation to the sidewalk network, to best channel resources to where non-motorized transportation assets are needed most urgently.

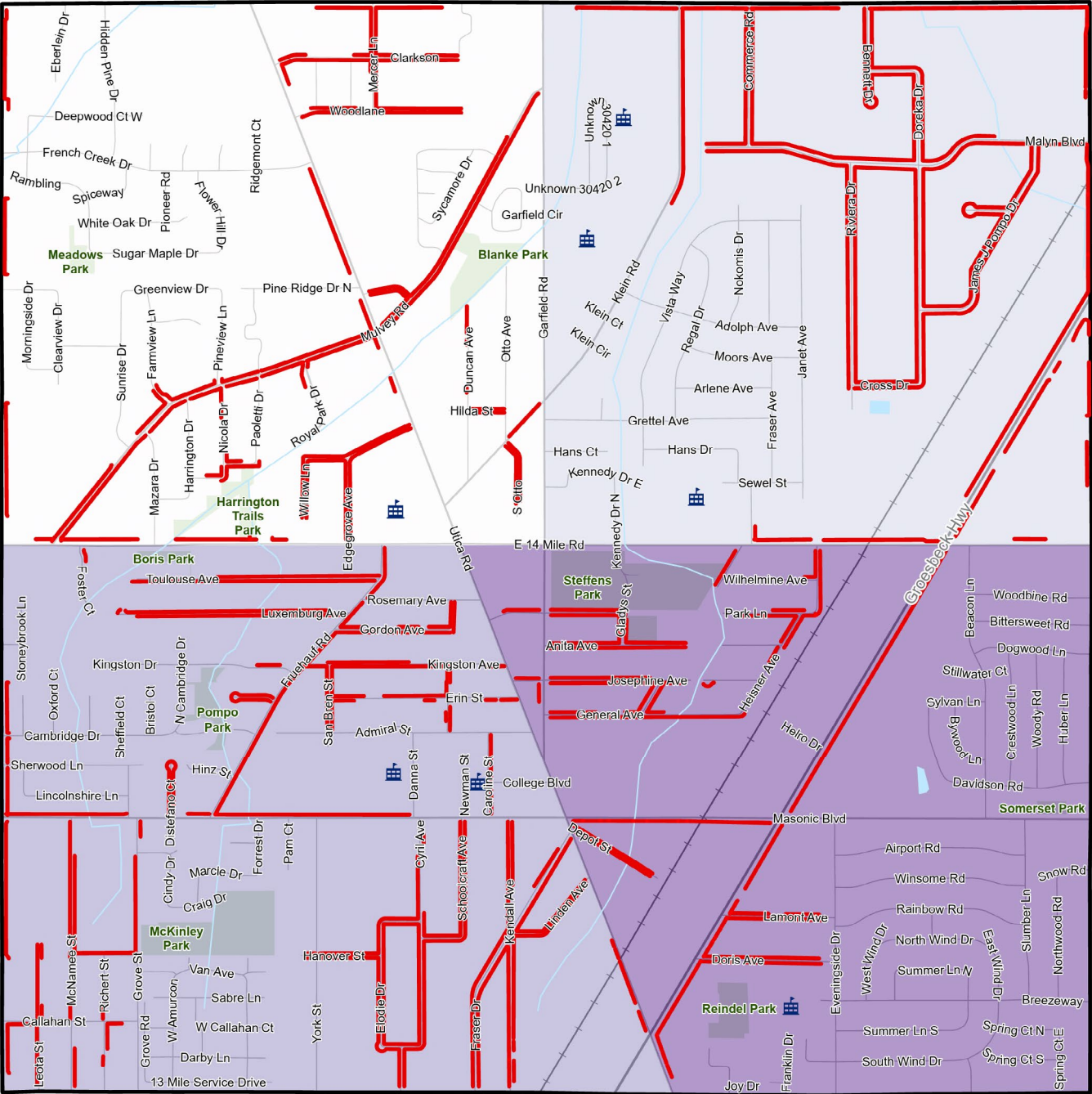


Sidewalk Gaps and Population with a Disability

Map 02 shows the location of sidewalk gaps in Fraser overlaid with the percentage of residents with disabilities in each census tract. On average, 12.75% of Fraser's population has a disability. However, rates are higher in two of the City's four census tracts: **Census Tract 2545**, in the southeast quadrant, has the highest rate at **16.4%**, followed by **Census Tract 2542**, in the southwest quadrant, with **12.3%**. While sidewalk gaps and residents with disabilities exist across all four quadrants of Fraser, it is especially important to identify where these gaps overlap with the highest concentrations of residents with disabilities. These areas represent critical opportunities to improve accessibility and should be prioritized in planning and investment.

Without sidewalks, people with mobility impairments, vision loss, or cognitive disabilities may be forced into the street or on uneven surfaces, exposing them to traffic hazards or accident-prone scenarios. Therefore, community members with a disability may be more reliant on complete pedestrian infrastructure that offers universally accessible design and convenient connections to essential destinations. Sidewalks can provide independent mobility, allowing community members with a disability to easily engage in work, educational opportunities, and community life, reducing social isolation.

Map 02 — Sidewalk Gaps and Population with a Disability

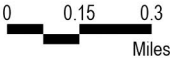


LEGEND

- Identified Sidewalk Gap
- Park Facility
- School Facility

Percent of Population with a Disability (2023)

- Tract 2541: 10.7%
- Tract 2540: 11.6%
- Tract 2541: 12.3%
- Tract 2545: 16.4%



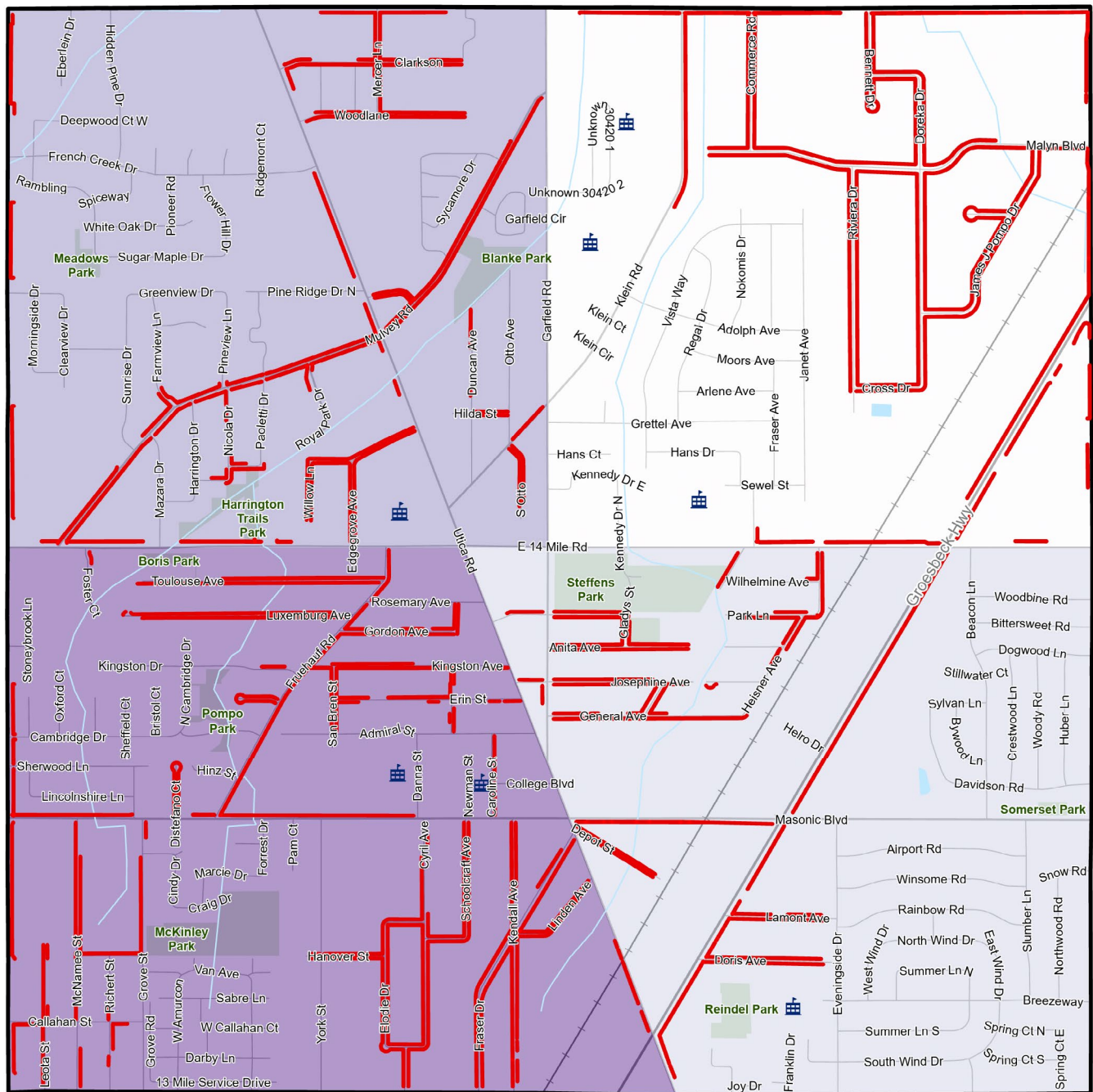


Sidewalk Gaps and Population Experiencing Poverty

Map 03 illustrates the relationship between sidewalk gaps and poverty rates across Fraser's four census tracts, which vary significantly. Two tracts exceed the national poverty rate of 11.1%: **Census Tract 2542**, located in the southwest quadrant, has a poverty rate of **15%**, and **Census Tract 2541**, in the northwest quadrant, stands at **11.9%**.

Studying poverty rates of a community is essential for understanding the accessibility of the non-motorized network, including the sidewalk network. Community members experiencing poverty may be less likely to have their own personal vehicle, and may rely on pedestrian networks to access public transit stops as well as food, healthcare, and employment opportunities. People who live in these communities may be unable to participate in traditional community engagement and advocacy efforts around sidewalk improvements, or may choose to channel their political resources to more urgent, systemic issues. Municipal sidewalk investment is therefore essential for ensuring that this vulnerable portion of the population remains safe and well-connected to essential services and community life.

Map 03 — Sidewalk Gaps and Poverty Level



LEGEND

-  Identified Sidewalk Gap
 Park Facility
 School Facility

Percent of People Below the Poverty Level (2023)

Tract 2540: 2.6%

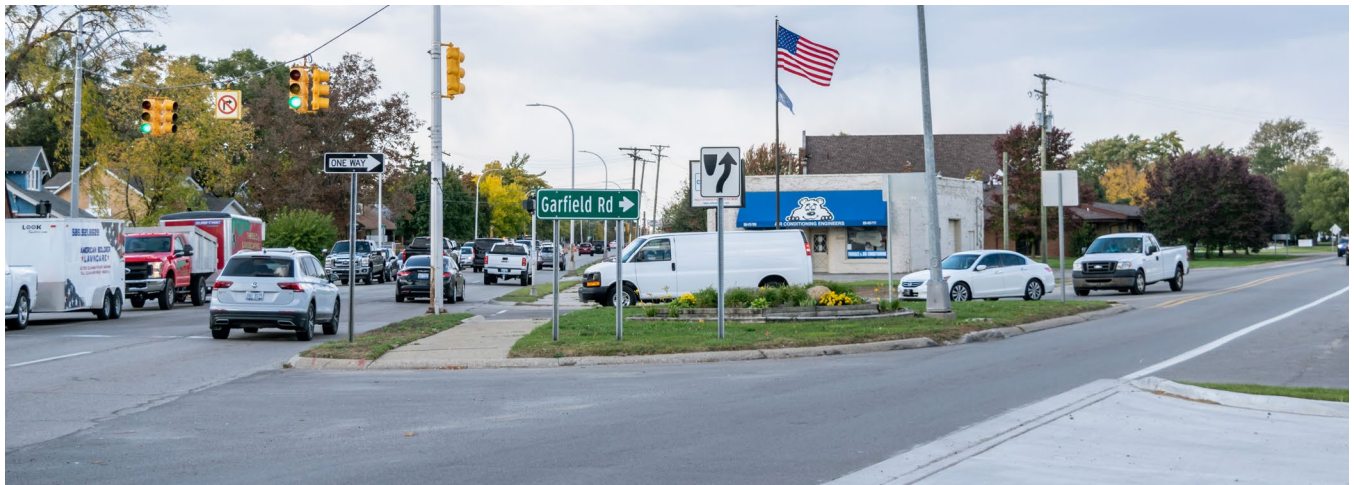
Tract 2545: 7.0%

Tract 2541: 11.9%

Tract 2542: 15.0%



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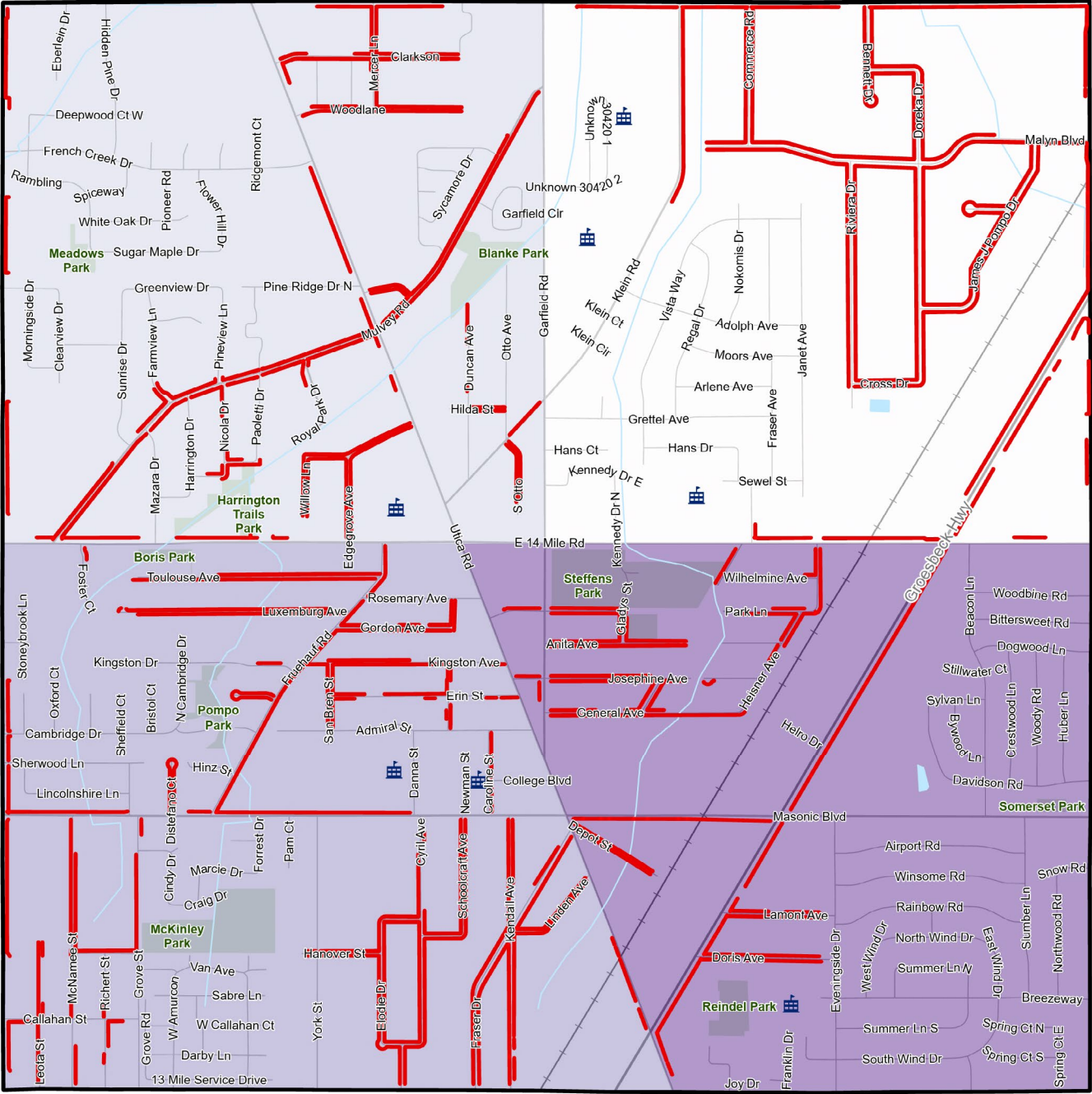


Sidewalk Gaps and Vehicle Access

Map 04 illustrates the relationship between sidewalk gaps and the percentage of households without access to a personal vehicle across Fraser's four census tracts, which differ widely. **11.6%** of the households lack a personal vehicle in **Census Tract 2545** (located in the southeast quadrant) and **6.9%** of the households lack a personal vehicle in **Census Tract 2542** (located in the southwest quadrant).

Like poverty rates, vehicle access indicates where portions of the population may be more reliant on a well-connected pedestrian network to access their daily needs, provide for their families, and participate meaningfully in community life. It is especially important to understand where sidewalk gaps in these census tracts connect with public transit stops, as this population is more likely to be entirely dependent on public transit to reach destinations around the City.

Map 04 — Sidewalk Gaps and Vehicle Access



LEGEND

- Identified Sidewalk Gap
- Park Facility
- School Facility

Percent of Households without Access to Vehicle (2023)

- Tract 2540: 3.7%
- Tract 2541: 5.1%
- Tract 2542: 6.9%
- Tract 2545: 11.6%



Ongoing Non-Motorized Planning Efforts

Filling the Gaps in Fraser: Sidewalk Master Plan aligns closely with ongoing planning efforts both within the City limits and in the region more generally.



Fraser 2021 Master Plan

The Fraser 2021 Master Plan offers a visionary guide to steer growth and development throughout the City for the next 20 years. Alongside other key focus areas, connectivity and accessibility is centered throughout the Plan. In fact, filling sidewalk gaps is called out as an overarching theme for the plan, as follows:

“This Plan emphasizes and envisions a fully-connected City that is accessible by all modes of transportation. An important piece to this goal is to close the gaps in the sidewalk network by establishing partnerships with property owners and road agencies and determine the best type(s) of bike infrastructure for priority corridors. Throughout the next 20 years, the City of Fraser will work to become entirely accessible for pedestrians, motorists, and bicyclists.” pg. vii

While sidewalk gap improvements are addressed throughout housing- and development-centered chapters, the 2021 Master Plan dedicates an entire chapter to the development of a Parks and Non-Motorized Transportation Framework, with a series of targeted recommendations for improving walkability and bike-friendliness in Fraser. The Plan includes a Future Sidewalk Network section, which identifies the following planned sidewalk areas:

- » Around and within the Industrial Park;
- » Both sides of Groesbeck Highway;
- » Within commercial and industrial clusters on the south end of Groesbeck Highway;
- » Residential area between Masonic Boulevard and 13 Mile Road;
- » Residential area between Mulvey Road and 14 Mile Road;
- » Within multi-family residential areas between Utica Road and Garfield Road along 15 Mile Road;
- » On both sides of the street anywhere in the planned CBD District.

In addition to identifying potential funding opportunities to advance these non-motorized transportation goals, the 2021 Master Plan also suggests that the City should consider requiring sidewalks in new developments to fill in the gaps where they exist.

Fraser 2023-2027 Parks and Recreation Master Plan

The Fraser 2023-2027 Parks and Recreation Master Plan offers a comprehensive vision for Fraser parks and recreation programs. While Fraser boasts a wide range of recreation spaces, the Plan highlights the desire of residents to have additional walkable connections to parks and trails within the community.

To address this concern, the Parks and Recreation Plan includes a standalone goal to “provide, promote, and encourage the establishment and maintenance of non-motorized trails, paths, and connections”, with specific objectives to:

- » Monitor and maintain the multi-purpose pathway system in City parks;
- » Connect park paths to the City’s sidewalk system;
- » Advocate for and pursue opportunities to connect the City’s parks to non-motorized networks within Fraser and regionally.

In addition to this goal, several areas throughout the Plan identify specific actions to be taken by the City to enhance the sidewalk network and pedestrian/biking trailways to ensure that all recreational opportunities are readily accessible.

Mobilize Macomb: Non-Motorized Plan

Developed in 2017, Mobilize Macomb: Non-Motorized Plan is a regional effort within Macomb County to connect residents and visitors to trails, parks, and attractions using non-motorized modes of transportation along key roadways. Mobilize Macomb recognizes the importance of sidewalk infrastructure in promoting healthy community life and accessible transportation options. In particular, the Plan seeks to safely allow for walkable communities that safely connect residents to key amenities and destinations encourage students to walk to school. To improve walkability, Mobilize Macomb focuses on the following sidewalk infrastructure improvements:

- » Filling in the gaps in the existing system;
- » Providing sidewalks especially near schools and connecting to bus stops;
- » Extending existing sidewalks especially where worn paths are noticeable;
- » Providing a buffer between the sidewalk and travel lane (lawn, parking, etc.);
- » ADA compliant ramps at intersections
- » Maintenance to replace broken or deteriorated segments.

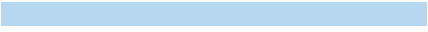
As it pertains to the City of Fraser, Mobilize Macomb identifies Utica Junction as a Regional Corridor Gap and a priority link, as it connects the Macomb County’s northern communities to the southern communities along primary roadways. This route begins at the intersections of Utica Road and Gratiot Avenue and ends at the intersections of Utica Road and Metropolitan Parkway. It is a key link to connecting users in southern Macomb County to the Freedom Trail and Clinton River Trail.





Chapter 4

COMMUNITY ENGAGEMENT



COMMUNITY ENGAGEMENT

A key component of the 2025 Sidewalk Master Plan process involved listening to the Fraser community’s experience with and knowledge of our shared pedestrian infrastructure. From Fall 2024 through Winter 2025, the City of Fraser collaborated with AEW and McKenna to engage the Fraser community around sidewalk gaps to understand their needs as pedestrians and to ascertain their priorities for sidewalk gap improvement. This engagement included:

- » An interactive project website
- » A digital Sidewalk Survey (open from November 11, 2024 to January 31st, 2025)
- » A community comment mapping activity (open from December 3, 2024 to January 31st, 2025)
- » An in-person sidewalk gap prioritization activity at the Future of Fraser Open House (January 28th, 2025)
- » A business-centered virtual event, co-hosted with the Eastpointe-Roseville Chamber of Commerce
- » A working session (April 3, 2025) with City Staff
- » Presentations to the Planning Commission and Recreation Commission

These engagement opportunities were advertised through announcements at City Council meetings, social media posts, and physical flyers posted around City Hall. A summary of these activities as well as their key takeaways are included in subsequent pages. Importantly, all comments and engagement tool outputs were tabulated and incorporated into the project prioritization process as weighted criteria, which are detailed in forthcoming sections.

Interactive Project Website

A dedicated webpage was created for the 2025 Sidewalk Master Plan project, which served as a central hub for project information and updates, as well as a complete listing of engagement opportunities. The digital Sidewalk Survey and the online community comment mapping activity were accessible through this website.

An announcement was made at City Council meeting as well as the City's social media page directing community members to the site.



Digital Sidewalk Survey

A Sidewalk Survey was developed to assess the utilization of sidewalks in Fraser and community priorities for sidewalk gap improvements. The 13-question survey was offered digitally and administered from November 11th, 2024 through January 31st, 2025, and collected 84 unique responses during this window.

Demographics

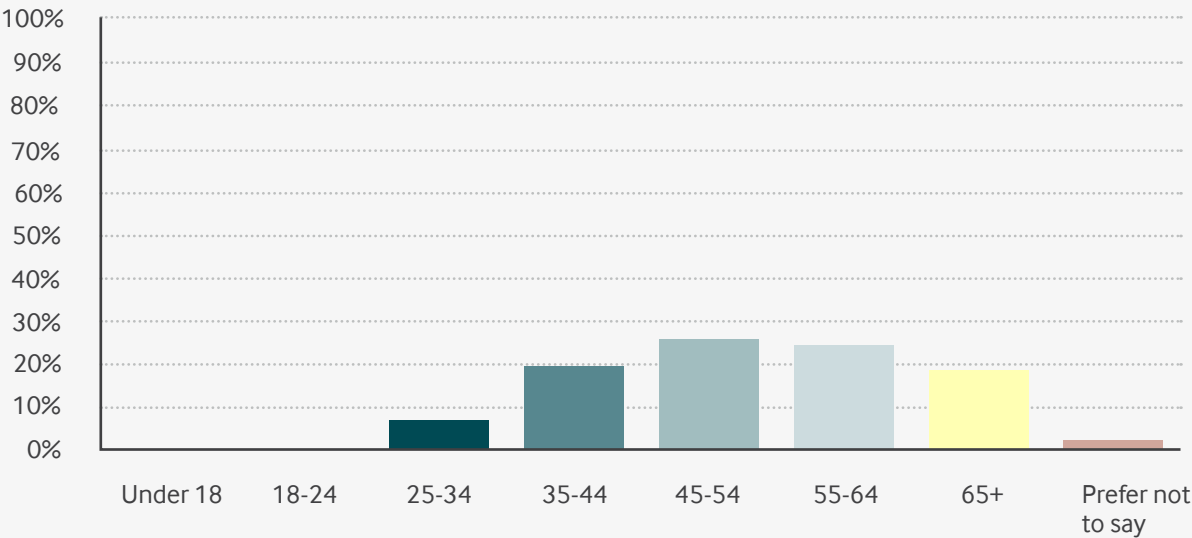
Over 90% of the survey respondents are residents of Fraser. While respondents could choose more than one affiliation, other relationships with Fraser shared through the survey included property ownership (37%), employment in Fraser (9.5%), business ownership (2.4%), as well as being a parent of a Fraser student.

Of the 84 respondents, the reported age bracket varied widely, suggesting a diverse cohort of priorities represented within the data. Approximately 70% of the respondents fell between the ages of 35 and 65+. While responses were not gathered for the Under 18 and 18-24 age bracket, parents were represented throughout the survey data, with an opportunity to advocate for student and youth sidewalk experiences and needs.

In addition to their age bracket, respondents were also asked if they had any accessibility or mobility requirements that they would like the City to be aware of when making sidewalk improvements. While the overwhelming majority of the responses indicated “N/A”, the following accessibility considerations were shared:

- » Residents who use wheelchairs and/or their caregivers require accessible curb cuts and sidewalks wide enough for wheelchairs.
- » Parents with babies in strollers or young children who ride bikes/scooters require even pavement on sidewalks, additional sidewalks to fill gaps, and accessible curb cuts.

Q12. Please select your age bracket.





Walking Habits

To understand the usage of existing sidewalks, respondents were asked a series of questions about where, why, and how often they walk in Fraser. An asset to Fraser is its inherently active community. **About 45% of respondents walk in Fraser almost every day, and another 34% walk in Fraser 3-4 times a week. 16.25% walk occasionally (1-2 times per week), 3.75% walk almost never, and 1.25% never walk in Fraser.**

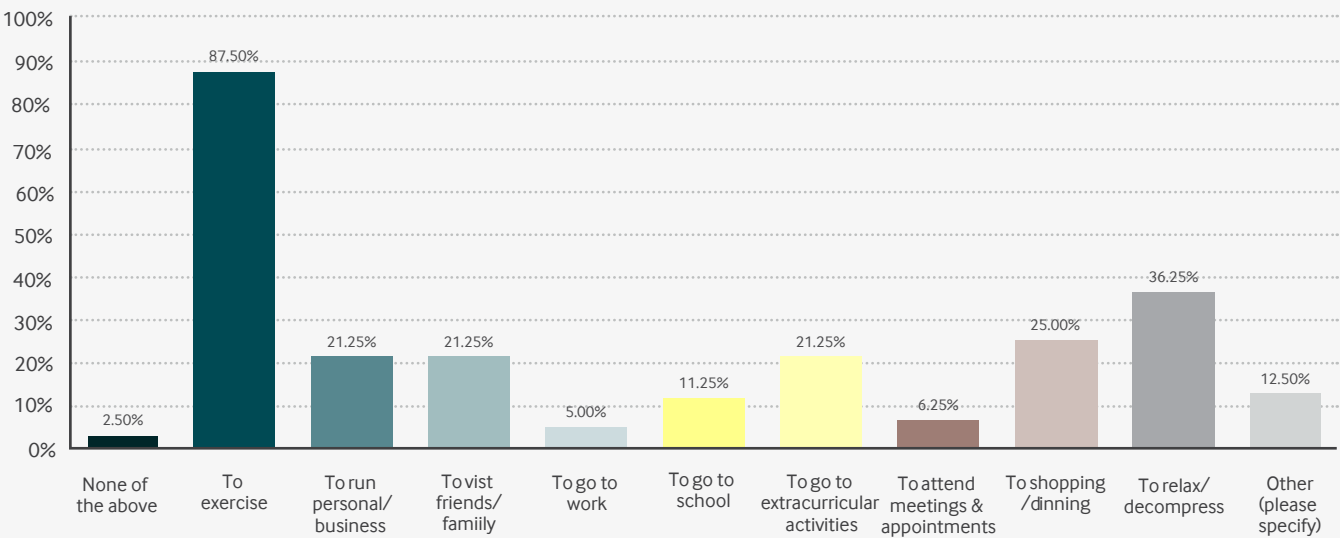
At this time, Fraser's walking community largely uses sidewalks for recreational purposes, rather than as a key form of travel. Of the 84 respondents, **87.5% walk for exercise**, followed by another **36.25% who use walking to relax and decompress**. About 20-25% of respondents report using the sidewalks to go shopping or dining, to complete personal and business errands, to travel to extracurricular activities, or to visit friends and family. Just over 11% of respondents indicate that they use the sidewalks to get to school, and about 12% indicate that they use sidewalks to walk their dogs. Only 5-6% indicate that they walk to work or other meetings or appointments. This data suggests a large opportunity to channel sidewalk improvements near existing amenities and institutions in town.

Interestingly enough, while **87.25% of respondents report using the sidewalks everyday, only 35% report that they use a sidewalk or path for their entire route, 31.25% report that they use a sidewalk or path for most of their route, and 20% report that they occasionally use a sidewalk or path for their route.** 13.75% of respondents never or almost never use a sidewalk or path when walking in Fraser. This suggests a need to meet Fraser community members with sidewalk improvements where they most often find themselves as pedestrians.

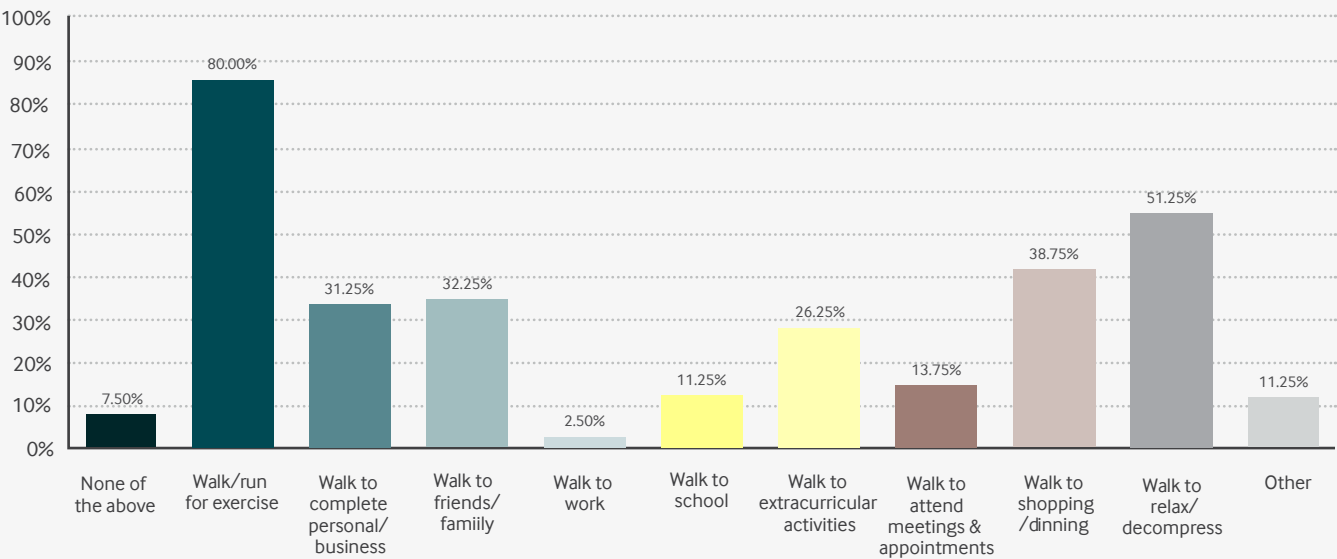
The need and desire for sidewalk improvements was echoed in the following question, which prompted respondents to imagine what activities they might be more likely to engage in if the sidewalk network was improved in Fraser. This data largely served to amplify the existing habits of users of existing sidewalks in Fraser; for example, 80% of respondents suggested that they would be more likely to walk or run for exercise; 51.25% suggested that they would be more likely to walk to relax/decompress; 38.75% suggested that they would be more likely to walk to go shopping or dining; and another third of respondents indicated that they would be more likely to both complete personal and business errands, and/or visit family and friends.

This data indicates that access to amenities, community building opportunities, and quality of life improvements would become more attainable to a larger number of community members if investments were made in Fraser's sidewalk network.

Q8. When you are a pedestrian in Fraser, what are your objectives? Select all that apply.



Q10. If there was improved sidewalk and path network in Fraser, what activities would you be more likely to do? Select all that apply.

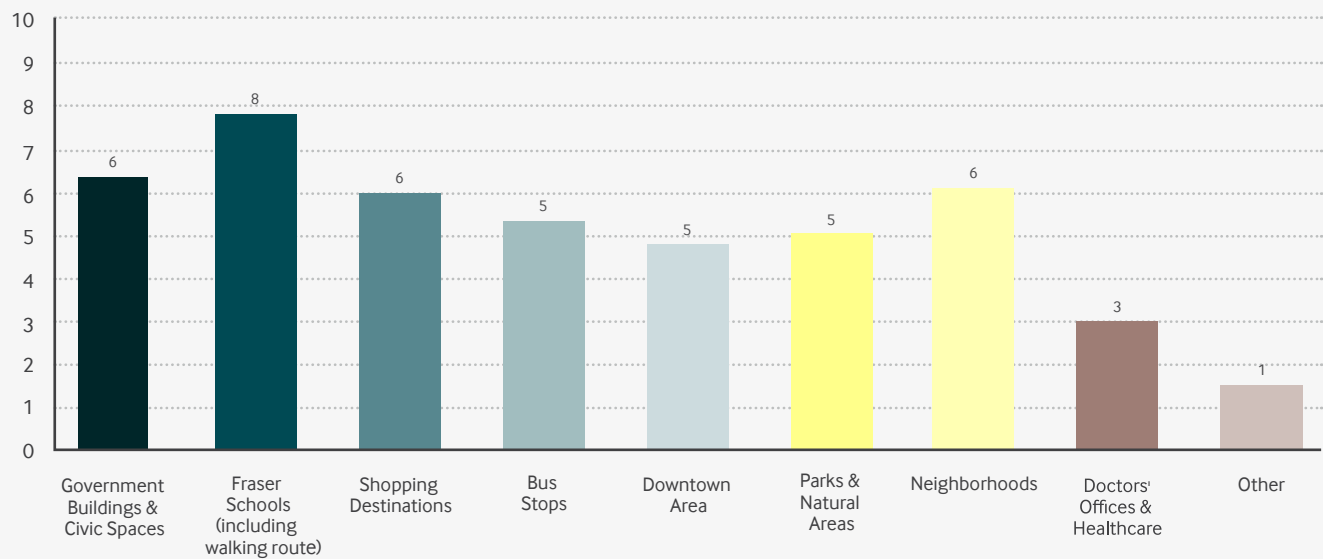


Priorities for Sidewalk Gap Improvements

Respondents were prompted to rank their priority locations for sidewalk improvements in Fraser. The weighted averages of these rankings are included in the chart below, which identifies the average priorities of respondents.

Fraser Schools, including walking routes to schools, took the highest priority among residents, soon followed by government buildings and civic spaces (i.e. City Hall and City Administration buildings, the library, fire and police departments, etc.), neighborhoods, and shopping destinations. Evenly ranked as a third category of priorities are bus stops, parks and natural areas, and downtown areas.

Q2. Please rank the following locations you believe are most important for sidewalk improvements in Fraser.



Shared Priority Areas for Sidewalk Improvements

When asked if there were specific places in Fraser in need of sidewalk improvements, Mulvey Road, Utica Road, and Hayes Road were by far the most commonly mentioned areas in need of sidewalk improvements:

» MULVEY RD.

- Between Utica and 14 Mile Road
- Between 14 Mile Road and Garfield
- Between Utica and Hayes
- Between Garfield and Utica
- Mulvey North Condo Association
- Mulvey Gardens Condos

» HAYES RD.

- Between 13 Mile Road and Masonic
- East side, South of 14 Mile Road
- East side, 15 Mile Road to Masonic Blvd
- East side, Stoney Brook Lane to Masonic Blvd
- Between 14 Mile Road and 15 Mile Road
- Between Sherwood Lane and Cambridge Street

» UTICA RD.

- From Mulvey to 15 Mile Road
- Between 14 Mile Road and 15 Mile Road
- Between French Creek and 14 Mile Road, on the West Side

Additional Priority Areas for Sidewalk Improvements

Beyond these most commonly identified areas, the respondents also called attention to the following areas in need of sidewalk improvements, in no particular order:

» ROADWAYS

- 14 Mile Road
 - Hayes to Utica
 - Hayes to Masonic
- Garfield Road
- Klein Road
- Kendall Road
 - Between Masonic and Fraser
- Masonic Blvd
- Schoolcraft
- Fruehauf
- Morningside
- Eveningside
- Mazara Drive
- Grove Street
- McNamee
- Beacon Lane

» APARTMENT COMPLEXES

- Villas of Pine Ridge
- Venetian Village/Woodbine Road
- Oakview Apartments

» RECREATIONAL SPACES

- The Golf Course
- Routes to trails/Entrances to parks
 - York St. to McKinley Barrier Free Park
 - Steffens Park

» SCHOOLS

- Eisenhower Elementary School

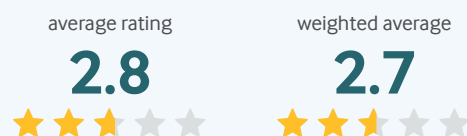
Neighborhood Walkability

Respondents who were residents of Fraser were asked a targeted series of questions about the sidewalk conditions within their neighborhoods. In particular, the survey prompted residents to consider how “walkable”, or pleasant, easy, and safe to walk in, their neighborhood was, as well as the condition of sidewalks in their neighborhood. **On average, the responding residents ranked the walkability of their neighborhood at 2.8 stars out of 5, and the conditions of the sidewalks in their neighborhood at a matching 2.6 stars out of 5.**

Residents of the following neighborhoods ranked their neighborhood’s sidewalks with 1 star (poor):

- » Mulvey Rd
 - Mulvey/N. Gardenia
 - Mulvey Gardens
 - Mulvey and Garfield
 - Mulvey/Utica
 - Mulvey/Utica, between Utica and 14 Mile
 - Mulvey/15 Mile
 - Mulvey/Royal Park
- » Utica Rd.
 - Utica/Clarkson
 - Utica/Masonic
 - Utica/Kingston
- » Cyril & Elodie
- » Masonic/Schoolcraft
- » 14 Mile/Garfield
- » Kendall between Fraser Drive and Masonic and Fraser Drive from Kendall to Utica Rd

Q5. How walkable do you feel like your neighborhood is, on a scale of 1 to 5 stars? *If you are not a resident, please select “N/A”. (“walkable” can be defined as an area that is pleasant, easy, and safe to walk in).*



Q6. How would you rate the condition of the sidewalks in your neighborhood, on a scale of 1 to 5? *If you are not a resident, please select “N/A”.*



Community Comment Map

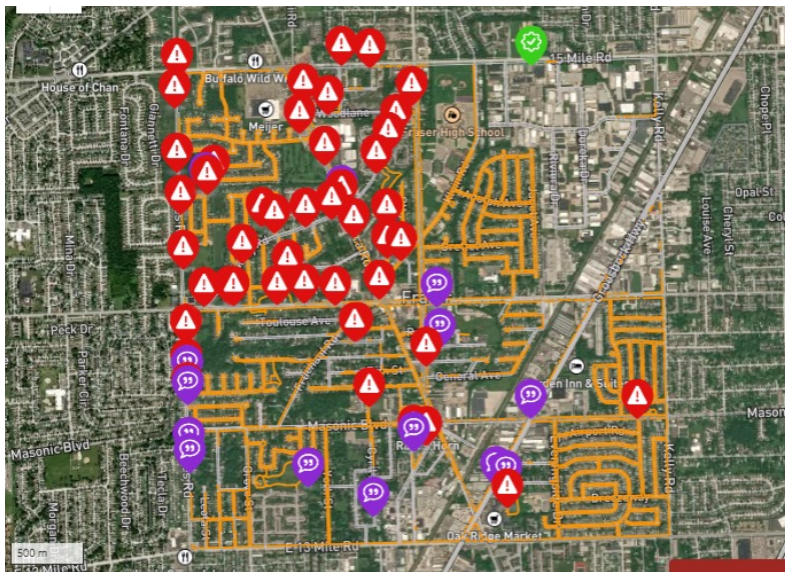
Using Social Pinpoint, a public comment map was generated which invited the community to add place-based comments to indicate priorities for sidewalk gap improvements, as well as other pedestrian-related general comments. On the map pictured here, red markers indicated “Improvement Needed”, purple markers indicated “General Thoughts”, and green markers indicated “Non-motorized Asset”

From December 3rd to January 31st, a total of 62 comments were posted on the Community Priorities for Sidewalk Improvement Map. While comments were posted in each quadrant of the City of Fraser, about half (36) of the comments were concentrated in Fraser’s northwest quadrant. A screenshot of this map is included below.

General area priorities for sidewalk improvements include:

- » Neighborhoods
- » Shopping/Groceries/Pharmacies
- » Elementary Schools
- » Parks/Recreational Spaces

Throughout the comment map, residents also indicated current corridors with sidewalks that require maintenance or physical improvements, such as crack repairs, cleaning/sweeping, landscaping, and so forth.



Community Priorities for Sidewalk Improvements

Popular priorities include the following:

» HAYES ROAD (12 comments)

- 13 Mile to 14 Mile to 15 Mile
- 14 Mile to Masonic
- Between French Creek and Fairview
- Near Walgreens, Tutor Time, Dollar General
- Near neighborhoods and connecting subdivisions
 - Cambridge and Sherwood

» MULVEY ROAD (9 comments)

- General sidewalk gap filling on entire corridor
- Between Utica and 14 Mile
- Between Garfield and Utica
- Between Mulvey and Mainer
- Mulvey to 15 Mile

» UTICA ROAD (8 comments)

- 14 Mile to 15 Mile – for restaurant access
- Between Big Boy and 15 Mile (East Side)
- Clarkson and Meijer
- Woodlane and Utica – near bus stops
- Near golf course

» 14 MILE ROAD (7 comments)

- General sidewalk gap filling on entire corridor
- Utica to Hayes
- Near parks, businesses, healthcare/ pharmacies

» 15 MILE ROAD (2 comments)

- General sidewalk gap filling on entire corridor
- From Garfield to Utica

» MISCELLANEOUS NEIGHBORHOODS

- Duncan/Otto
- Klein Avenue
- Kendall/Fraser
- Cyril/Elodie
- Doris/Groesbeck

» RECREATIONAL SPACES

- Reindel Park
- Golf Course
- McKinley Park
- Steffens Park
- Meadows Park

Future of Fraser Open House Event: Sidewalk Activity

On January 28th, 2025, the City of Fraser held a Public Open House at City Hall from 6:00 to 7:30 PM, offering community members a chance to share feedback on local improvements. The event was part of an ongoing initiative to enhance walkability and address sidewalk gaps in the City. As part of the early planning stages, officials sought input on community priorities. A comprehensive map of existing sidewalk gaps was available, and attendees were encouraged to voice their ideas and concerns to help determine where improvements should be prioritized.

Approximately 13 people attended the event. Below is a summary of the key topics discussed as well as the main points derived from the comments for the board at the Open House.

Activity Board: Priorities for Sidewalk Gap Improvements

Participants were given three push pins to mark their top three priorities for sidewalk gap improvements in Fraser. A map of the existing sidewalk gaps was provided to guide their selections. Participants were also encouraged to add sticky notes to the board, with additional thoughts and comments.

Participants identified sidewalk gaps along **Hayes Road**, **Utica Road**, and **Hannover Street** as the highest priorities for improvement. Given that Hayes Road and Utica Road are major thoroughfares in Fraser, the need for better connectivity is understandable. While Hannover Street is a residential area, participants expressed a desire for non-motorized connections to McKinley Park from nearby neighborhoods.

Additional priority areas included Mulvey Road near Blanke Park, 14 Mile Road west of Utica Road, the neighborhood south of Steffens Park, Doris Avenue, and Kelly Road. **A notable pattern emerged, with many identified gaps located near parks or schools, highlighting the community's interest in improving non-motorized access to recreational areas and educational facilities.**

The comments left on the map (Figure 01) also indicate a desire for connections on major thoroughfares such as Hayes Road and more regional connections, emphasizing connecting Garfield Road to existing trails in Clinton Township.

Priorities for Sidewalk Gap Improvements

Do you know an area in need of sidewalks? Are there places or amenities that you wish you could walk to, but you are currently unable to safely do so? We want to know!

Using the push pins, please mark your top 3 priorities for sidewalk gap improvements.

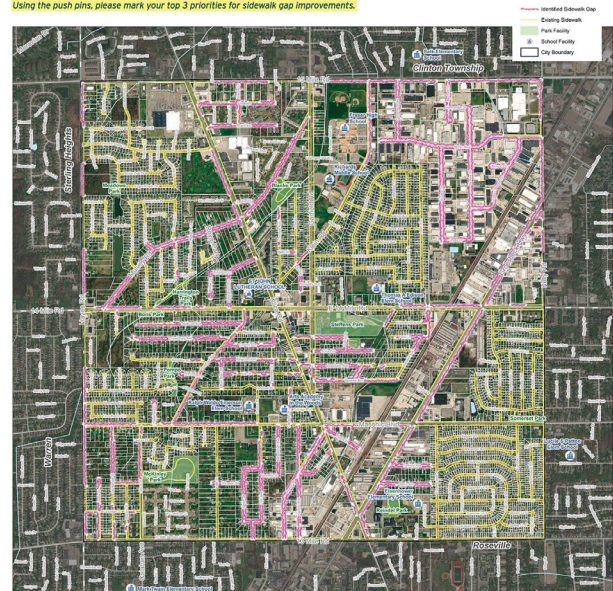
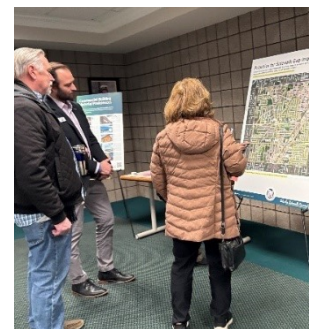


Figure 01 - Priorities for Sidewalk Gap Improvements interactive map



Filling Fraser's Sidewalk Gaps: A Virtual Lunchtime Chat

On April 3rd, the City of Fraser, AEW, and McKenna partnered with the Eastpointe-Roseville Chamber of Commerce to host “Filling Fraser’s Sidewalk Gaps: A Virtual Lunchtime Chat”. Geared towards Fraser’s business owners, the event intended to share progress on the sidewalk gap planning in Fraser while focusing a discussion around the use of and needs around sidewalk networks for the local economy.

This event was promoted through a digital flier and blurb on the Chamber’s website, newsletter, and social media pages, and all Chamber affiliates received a text message reminder of the event in the days prior.

A total of 7 community members attended the virtual discussion, including residents, City Council members, and representatives from the Chamber.



Key Takeaways

Sidewalk Gaps Affect Businesses on Key Arterials

- » Local businesses thrive when communities offer walkability, especially to groceries, entertainment, and small shops.
- » Many local businesses are located on high-traffic arterials lacking complete sidewalk networks throughout the City, including:
 - Utica Road ▸ Mulvey Road ▸ Hayes Road
 - Garfield Road ▸ Road 14 Mile Road & 15 Mile Road
- » Residential sidewalk connections to these arterials give community members the safe opportunity to walk and bike to local businesses.

Sidewalk Gap Planning Should Consider Attracting Visitors/Consumers from Neighboring Cities

- » Local businesses would benefit from regional non-motorized transportation planning.
- » Fraser should take the opportunity to leverage sidewalk investments to connect to major trailways, such as the Freedom Metro Trail, to help bring in consumer dollars from nearby communities.

Sidewalks Play an Important Role in Job Access for Local Employees

- » Attendees mentioned the need for employment centers, such as the Industrial Park, to be met with investments in sidewalks to ensure that employees can easily access their job sites.
- » Sidewalk gap planning should consider the location of bus stops and ridership data, particularly those used by employment centers, to ensure that employees using SMART have a safe 'last mile' connection.

Sidewalk Planning Must Consider Equity

- » Sidewalk investments should be channeled towards vulnerable populations who need non-motorized access most, including those who do not have access to a vehicle and those with mobility concerns.

Key Findings Across All Engagement

Fraser Community Members Utilize Sidewalks Mostly for Health Benefits and Community Life

- » A large portion (78%) of survey respondents use Fraser's sidewalks 3 or more times per week.
- » At this time, Fraser's walking community largely uses sidewalks for recreational and relaxation purposes, rather than as a key form of travel. A smaller portion of residents use sidewalks for errands and visiting friends and family.
- » With improved sidewalk improvements, residents and visitors anticipate being able to exercise, shop and dine, and participate in community life more freely and accessibly.

Current Sidewalk Gaps Affect Quality of Life for Residents in Different Stages of Life

- » Parents with strollers or young children and residents who use a wheelchair find that current sidewalk gaps are a hindrance to their mobility.
- » On average, the responding residents ranked the walkability of their neighborhood at a 2.8 stars out of 5, and the conditions of the sidewalks in their neighborhood at a matching 2.6 stars out of 5.

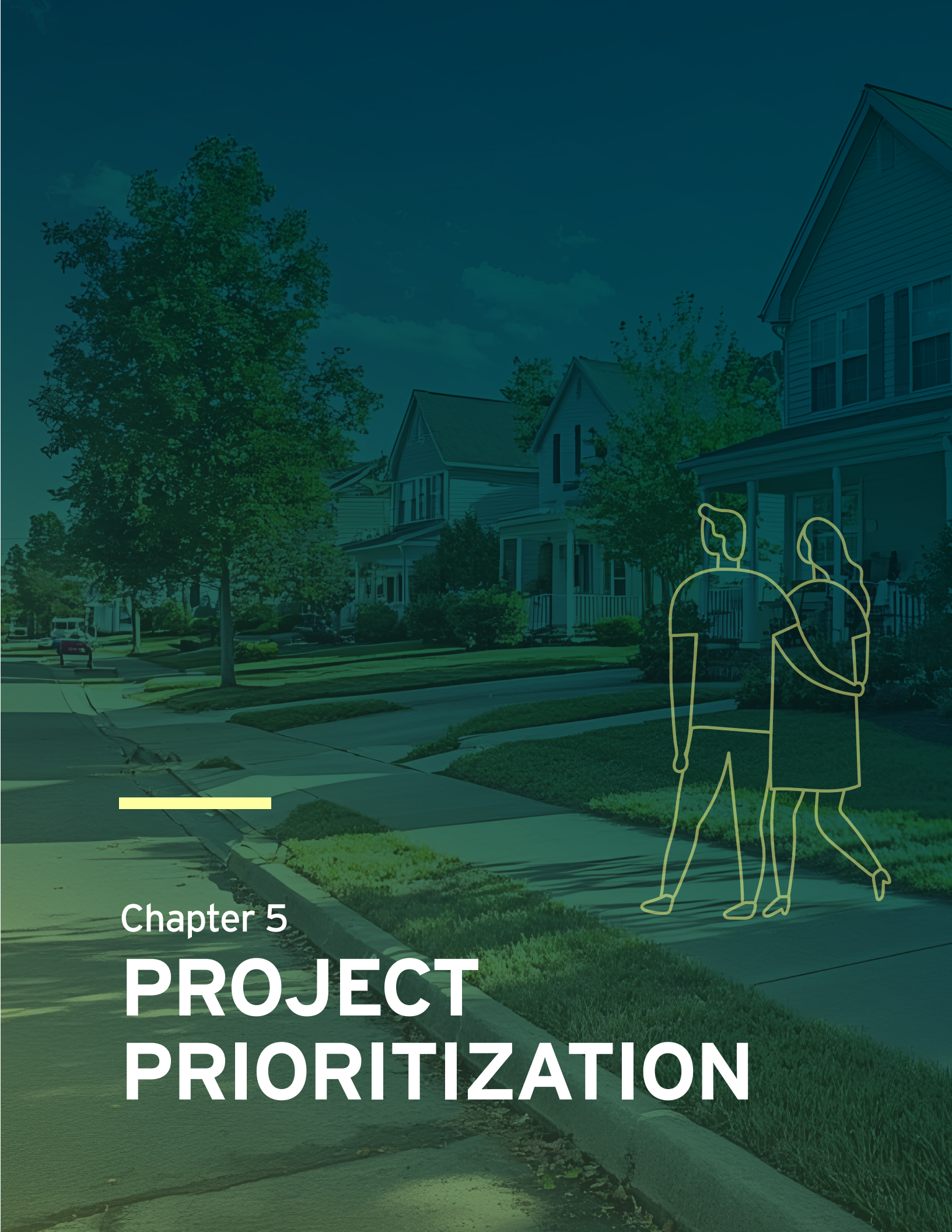
Shared Priorities Emerged for Addressing Gaps Along Distinct Roadways in Fraser

- » Across all forms of engagement, the following roadways were consistently identified as a priority for sidewalk gap improvements:
 - Mulvey Road (including the main roadway, and connecting neighborhoods)
 - Hayes Road
 - Utica Road (including the main roadway, and connecting neighborhoods)
- » Fraser community members prioritize safety, health, and connection for sidewalk gap improvements.
 - Fraser Schools, including walking routes to schools, took the highest priority among residents for sidewalk gap improvements.
 - Given the Fraser community's affinity for using sidewalks as a means of exercise, as well as the low rankings of neighborhood walkability, connections to neighborhoods and to parks also emerged as high priority for sidewalk gap improvements.

Community Priorities for Sidewalk Improvements

Mulvey Road	Hayes Road	Utica Road
» Between 14 Mile and Utica, Utica and Garfield » Between Mulvey and Mainer » Near Blanke Park » Near neighborhoods and connecting subdivisions ▸ Mulvey North Condo Association ▸ Mulvey Gardens Condos	» Between 13 Mile and Masonic » Masonic to 14 Mile (East Side) » 14 Mile to 15 Mile (East side) » Near Walgreens, Tutor Time, Dollar General » Near neighborhoods and connecting subdivisions ▸ Between Sherwood Lane and Cambridge Street ▸ Stoney Brook Lane to Masonic ▸ Between French Creek and Fairview	» Between 14 Mile and Mulvey, Mulvey to 15 Mile ▸ Near Big Boy, Meijer, and other restaurants » Woodlane – near bus stops » Near golf course » Near neighborhoods and connecting subdivisions
Parks and Green Spaces	Educational Spaces	Apartment Complexes and Neighborhoods
» McKinley Barrier Free Park » Steffens Park » Golf Course » Blanke Park » Meadows Park » Reindel Park	» Eisenhower Elementary	» Villas of Pine Ridge » Venetian Village/Woodbine Road » Oakview Apartments

** More detailed locations of priority areas for sidewalk improvements are included in the project prioritization matrix in subsequent sections, and in the Community Engagement Full Summary in Appendix B.*



Chapter 5

PROJECT PRIORITIZATION



PROJECT PRIORITIZATION

Through robust community engagement and data analysis, a series of corridors emerged as top priorities for sidewalk gap filling, including:

- | | | |
|-----------------------------|---------------------|---------------------|
| » 14 Mile and 15 Mile Roads | » Hayes Road | » Groesbeck Highway |
| » Utica Road | » Kelly Road | » Residential nodes |
| » Mulvey Road | » Masonic Boulevard | » And more! |

While the City of Fraser is committed to the goal of a fully connected network, significant time, cost, and administrative effort are involved in addressing even the smallest sidewalk gaps. Further, all sidewalk gaps are not equal. For example, some corridors have sidewalks on one side of the street, where others lack any pedestrian infrastructure at all. Some sidewalk gaps are located in census tracts with high rates of poverty, disability, or limited vehicle access, and others pose key disruptions along popular routes to schools, parks, or public transit. Closing these sidewalk gaps is not just about laying sidewalk infrastructure; it is about incrementally improving the City in an equitable, safe, and accessible way.

Project Prioritization Scoring Methodology

To ensure that the core values of equity, safety, and accessibility are considered across the implementation of all recommended projects and actions, the 2025 Sidewalk Master Plan seeks to name and quantify the tangible and intangible qualities of sidewalk gaps along specific corridor segments prioritized by the community and City, including:

SIDEWALK GAP SEVERITY	Existing sidewalk coverage along each side of the corridor segment
SAFETY	Pedestrian safety concerns associated with sidewalk gaps, including: » Lane count of the corridor segment » Speed along corridor segment
EQUITY	Socioeconomic factors overlaying sidewalk gaps, including: » Access to Personal Vehicles » Disability Rates » Poverty Rates
CONNECTIVITY	The proximity of sidewalk gaps to key services and amenities in Fraser, including: » Public Transit » Schools » Parks » Key Commercial Areas
COMMUNITY	Priority sidewalk gaps identified by community members through engagement activities
CITY ADMINISTRATION	Priority sidewalk gaps identified by City leadership through engagement activities

Project Prioritization Scoring Methodology: Point Allocations

Corridor segments and their associated sidewalk gaps were analyzed and scored with these qualities in mind, using the following score sheet:

Factor	Criteria	Measure	Points
SIDEWALK GAP SEVERITY	Existing Sidewalk Coverage	Sides of street with sidewalk	3 points for 0 sides; 1 point for 1 side
SAFETY	Lane Count	Number of lanes	2 points for 3-5 lanes; 1 point for 1-2 lanes
	Corridor Speed	Highest posted speed limit in project area	2 points for ≥ 35 MPH; 1 point for 30 MPH
EQUITY	Socioeconomic Factors	Census Tract with High Percentage of Limited Access to Vehicle	1 point
		Census Tract with High Percentage of Disability	1 point
		Census Tract with High Percentage of Poverty	1 point
CONNECTIVITY	Public Transit	Within 0.5 mi of high-use bus stop	1 point
	Schools	Within 0.5 mi of K-12 public school	1 point
	Parks	Within 0.5 mi of park, trail, or greenspace	1 point
	Commercial Areas/ Businesses	Within 0.5 mi of major commercial area	1 point
COMMUNITY	Community desire for investment	Voiced priority by community in community engagement activity	2 points for mention; 5 points if mentioned across 2+ activities
CITY ADMINISTRATION	City Administration, Boards, and Commissions Planning Priority	Voiced priority by City Administration, Boards, and Commissions	2 points

CORRIDOR	SEGMENT START	SEGMENT END	SIDEWALK GAP SEVERITY	SAFETY		EQUITY	
				Lane Count	Corridor Speed	Top 2 Census Tract with High Percentage of Limited Access to vehicle	Top 2 Census Tract with High Percentage of Disability
			(3 points for 0 sides of a street with sidewalk; 1 point for 1 side)	(2 points for 3-5 lanes; 1 point for 1-2 lanes)	(2 points for > 35 MPH; 1 point for <35 MPH)	(1 point)	(1 point)
Mulvey	E 14 Mile	Utica	3	1	1	0	0
Mulvey	Utica	Garfield	3	1	1	0	0
14 Mile	Hayes	Utica	1	2	2	0	0
14 Mile	Utica	Garfield					
14 Mile	Garfield	Groesbeck Hwy	1	2	2	0	0
14 Mile	Groesbeck Hwy	Kelly	1	2	2	0	0
15 Mile	Hayes	Utica					
15 Mile	Utica	Garfield	1	2	2	0	0
15 Mile	Garfield	Kelly	1	2	2	0	0
Utica	15 Mile	Mulvey	1	2	2	1	0
Utica	Mulvey	14 Mile					
Utica	14 Mile	Admiral/Garfield					
Utica	Admiral/Garfield	Masonic					
Utica	Masonic	Groesbeck Hwy	1	2	2	1	1
Utica	Groesbeck Hwy	13 Mile	1	2	2	1	1
Masonic	Kelly	Groesbeck Hwy					
Masonic	Groesbeck Hwy	Utica	1	2	1	1	1
Masonic	Utica	Hayes	1	1	1	1	1
Groesbeck Hwy	Kelly	14 Mile	3	2	2	0	0
Groesbeck Hwy	14 Mile	Masonic	1	2	2	1	1
Groesbeck Hwy	Masonic	Utica	1	2	2	1	1
Groesbeck Hwy	Utica	13 Mile					
Hayes	15 Mile	14 Mile	1	1	2	0	0
Hayes	14 Mile	13 Mile	1	1	2	1	1
Kelly	15 Mile	Groesbeck Hwy	1	2	2	0	0
Kelly	Groesbeck Hwy	14 Mile	1	2	2	0	0
Kelly	14 Mile	Masonic					
Kelly	Masonic	13 Mile					
Fraser Dr.	Utica	13 Mile	3	1	1	1	1
Kendall Dr.	Utica	13 Mile	3	1	1	1	1
Cyril/Elodie	13 Mile	Masonic	3	1	1	1	1
Garfield	Utica	15 Mile	n/a	1	2	1	0

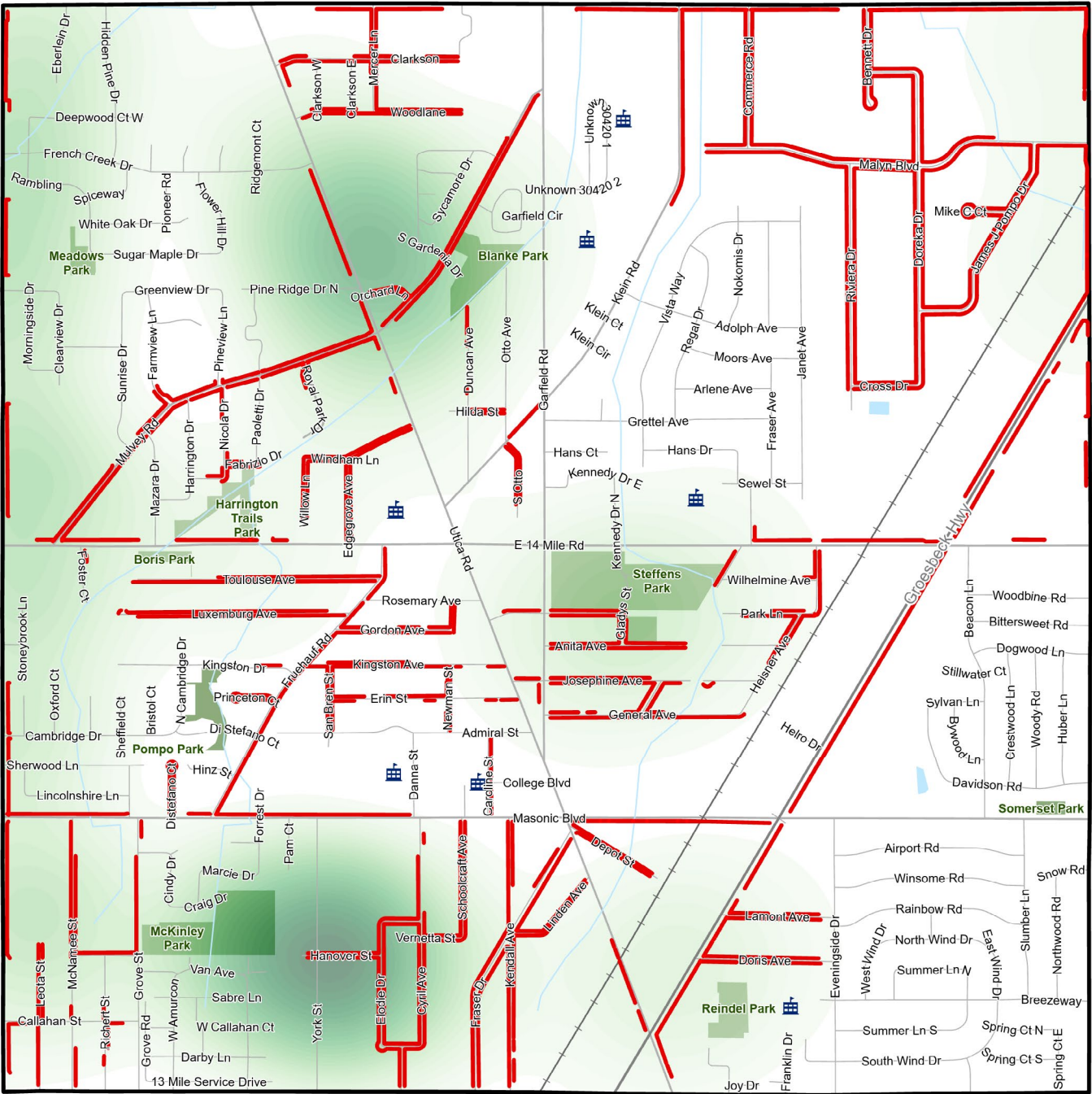
Top 2 Census Tract with High Percentage of People below Poverty Line	CONNECTIVITY				COMMUNITY	CITY ADMINISTRATION	TOTAL POINTS
	Public Transit	Schools	Parks/ Trails	Major Commercial Areas			
(1 point)	(2 points)	(2 points)	(2 points)	(2 points)	(2 points if corridor mentioned once; 5 points if mentioned 2+ times)	(2 points)	(out of 24)
1	0	0	2	2	5	2	17
1	2	2	2	2	5	2	21
1	2	2	2	2	5	2	21
n/a							
0	2	2	2	2	5	2	20
0	2	0	0	2	5	2	16
n/a							
1	2	2	0	2	5	2	19
0	2	2	0	2	5	2	18
1	2	0	2	2	5	2	20
n/a							
n/a							
n/a							
1	2	2	2	2	5	2	23
0	2	2	2	2	5	2	22
n/a							
0	0	2	0	0	2	0	10
1	0	2	2	0	2	0	12
0	2	0	0	2	2	2	15
0	2	0	0	2	2	2	15
0	2	2	2	2	2	2	19
n/a							
1	0	0	2	0	5	2	14
1	0	0	2	0	5	2	16
0	0	0	0	2	2	2	11
0	2	0	0	2	2	2	13
n/a							
n/a							
1	2	2	0	0	5	0	17
1	2	2	0	0	5	2	19
1	2	2	0	0	5	5	22
0	2	2	2	2	5	2	19

Top Priority Projects

The following section highlights the top priority projects identified for Fraser's sidewalk network. Using the project scoring methodology as well as engineering analyses, these projects were selected based on their potential to significantly improve roadway safety, equitable mobility, civic community life and connectivity while addressing key community needs. By strategically channeling resources towards these priorities in the near-term, the City can make meaningful progress toward creating a more vibrant, walkable community.



Map 05 — Sidewalk Gaps and Prioritization Areas

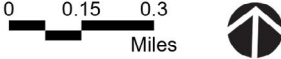


LEGEND

Prioritization Areas Identified at Community Open House

- Higher Frequency
- Lower Frequency

- Identified Sidewalk Gap
- Park Facility
- School Facility
- School Location (private)



Priority Project 01

Mulvey Road

14 Mile to Garfield

19/24
Prioritization Score

\$2,151,077.50
Cost Estimate

Corridor Summary

Mulvey Road is a local, 22-foot-wide, 2-lane, undivided roadway, with a posted speed limit of 25 MPH. Right of way (R.O.W.) widths vary throughout the corridor but are primarily 66-feet-wide. Annual Average Daily Traffic (AADT) between 14 Mile Road and Utica Road is approximately 2,400 (2013) and 1,600 (2013) between Utica Road and Garfield Road. Mulvey is primarily used for accessing residential neighborhoods. The corridor also provides access to a cemetery just north of 14 Mile Road, a park with a shared use path between Utica Road and Garfield Road, and a church just south of Garfield Road.

Adjacent to the corridor, sidewalks exist on the south side of 14 Mile Road, the east side of Utica Road, and the west and east sides of Garfield Road. Furthermore, several adjacent residential streets along the corridor have sidewalks. A site visit revealed evidence of pedestrian and bicycle traffic at various points along the corridor, both on and off the roadway.

Constraints and challenges to consider are R.O.W. limitations, open drainage with minimal longitudinal slopes and ditch depths, steep cut slopes, and utility poles. While the corridor does not have 120-foot-wide of R.O.W., it does possess generally low traffic volumes and provides adequate room for an off-road shared-use facility.



Recommendations for Sidewalk Investment

A 10-foot-wide shared-use path is recommended for the corridor, primarily on the south side. This path would serve as a connector facility for local pedestrians, providing connectivity to existing pedestrian facilities at various tie-in points along the corridor.

Engineering Notes

- » To provide connectivity to adjacent neighborhoods, two crossings are recommended, to be installed up to MDOT standards.
- » To ensure positive drainage off and away from the proposed path, drainage structures and storm sewer are recommended at various locations.
- » Navigating steep cut slopes would be addressed by obtaining grading permits to flatten berms beyond the R.O.W., or by implementing a short modular block retaining wall at the back of the path.
- » Several easements would likely be required to accommodate the proposed work, though all would be 10 feet or less from the existing R.O.W.
- » While conflicts with major utility poles wouldn't be anticipated, relocation of approximately 5 minor utility poles would likely be required.

Priority Project 02.1

Utica Road

Groesbeck Hwy to Masonic Blvd

23/24

Prioritization Score

\$436,412.50

Cost Estimate

Corridor Summary

Utica Road, just north of Groesbeck Highway, is a Macomb County owned, 55-foot-wide, 5-lane, undivided roadway. The roadway transitions to 4 lanes (undivided, 44-foot-wide) just before the CN Railroad crossing, up to Masonic Boulevard. The posted speed limit is 35 MPH. Right of way (R.O.W.) widths vary throughout, narrowing to 66-feet-wide before entering the CN Railroad R.O.W. AADT is approximately 21,500 (2019). Traffic is primarily used for local purposes, though a 5% commercial usage can be assumed. At a large scale, the corridor provides connectivity to apartment complexes south of 13 Mile Road and residential homes north of Masonic Boulevard. Off Masonic Boulevard, the Arts Academy in the Woods likely generates significant pedestrian traffic, though this could be confirmed with a traffic study.

Adjacent to the corridor, sidewalks exist on the north and south sides of Masonic Boulevard, west of Utica Road, the north side of Masonic Boulevard, east of Utica Road, the north and south sides of Groesbeck Highway, west of Utica Road, and the north side of Groesbeck Highway, east of Utica Road. A site visit revealed a heavily worn goat path on the west side of the corridor, indicative of significant pedestrian traffic.

Constraints and challenges to consider are R.O.W. limitations, R.O.W. acquisition required from the CN railroad, coordination with the Macomb County Department of Roads, a hazardous crossing of a box culvert, six commercial driveway crossings, and drainage challenges along parcel ID # 14-05-353-002 (31285 Utica Road).



Recommendations for Sidewalk Investment

A 5-foot-wide sidewalk is recommended for the corridor, on the west side. The proposed plan aims to ensure safe travel for pedestrians traversing this key connection to pedestrian traffic on Masonic Boulevard and Groesbeck Highway.

Engineering Notes

- » Commercial drives would be reconstructed beyond the R.O.W., to ensure ADA compliant cross slopes and an appropriate set back from the vehicular traveled way.
- » To ensure positive drainage off and away from the proposed walk, drainage structures and storm sewer are recommended along parcel ID # 14-05-353-002 (31285 Utica Road).
- » To safely navigate the box culvert crossing within the CN Railroad R.O.W., a modular block retaining with an anchored chain link fence is proposed.
- » Several easements would be required to accommodate the proposed walk, as depicted in the preliminary engineering plan in the appendix of this report.
- » While the corridor presents numerous challenges, clear evidence of significant pedestrian traffic currently exists.

Priority Project 02.2

Utica Road

Mulvey Rd to French Creek Dr

20/24

Prioritization Score

\$229,282.50

Cost Estimate

Corridor Summary

Utica Road, from Mulvey Road to French Creek Drive, is a Macomb County owned, 55-foot-wide, 5-lane, undivided roadway. The posted speed limit is 45 MPH. Right of way (R.O.W.) widths vary from 90 feet to 120 feet. AADT is approximately 24,400 (2015). Traffic is primarily used for local purposes, though a 5% commercial usage can be assumed. At a large scale, the corridor provides connectivity for apartment complexes, neighborhoods, and condominiums to numerous restaurants and business, specifically the Meijer business complex located at the southwest quadrant of 15 Mile Road and Utica Road.

Adjacent to the corridor, sidewalks exist just south of French Creek Drive, and just north of Pine Ridge Drive, on the west side of Utica Road. A site visit revealed a heavily worn goat path on the west side of the corridor, indicative of significant pedestrian traffic.

Constraints and challenges to consider are coordination with the Macomb County Department of Roads, and R.O.W. limitations, namely along the first three parcels just north of Mulvey Road, on the west side of Utica Road, where the R.O.W. width is 90-feet-wide. Additionally, along the adjacent golf course, several tree removals would be required to place a pedestrian facility 1-foot-wide off the R.O.W., which is the general standard within County R.O.W.



Recommendations for Sidewalk Investment

A 5-foot-wide sidewalk is recommended for the corridor, on the west side. The anticipated design would provide pedestrian connectivity to the bustling business complex at the southwest quadrant of 15 Mile Road and Utica Road.

Engineering Notes

- » In the preliminary engineering plan contained in the Appendix of this report, three easements are depicted along the first three parcels just north of Mulvey Road, on the west side of Utica Road.
- » Two residential drives are proposed to be reconstructed between the proposed walk and roadway, to ensure a favorable aesthetic and compliant ADA cross slopes.
- » Although the proposed walk is currently depicted as 1 foot off the R.O.W., a letter requesting an exception from this standard could be provided to the County, to avoid costly tree removals.
- » A meandering walkway would also provide a favorable aesthetic for users, while maintaining the natural beauty offered by the existing line of evergreen trees adjacent to the corridor.
- » Setback from the vehicular traveled way would be more than sufficient.

Priority Project 03

Hayes Road

13 Mile Rd to 15 Mile Rd

15/24
Prioritization Score

\$1,240,197.00
Cost Estimate

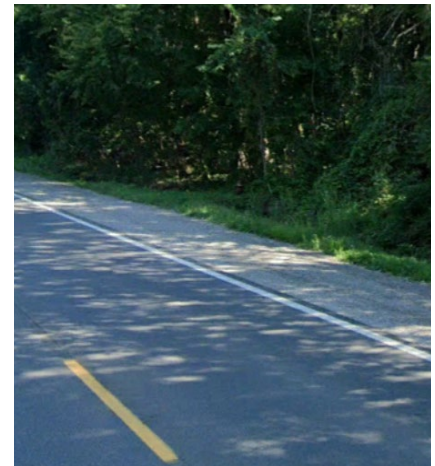
Corridor Summary

Hayes Road, from 13 Mile Road to 14 Mile Road, is a Macomb County owned roadway. At the north 13 Mile Road intersection, a southbound right turn lane, southbound thru lane, center left turn lane, and two northbound thru lanes exist. Just north of the 13 Mile Road intersection, up to 14 Mile Road, it is primarily a curbed 28-foot-wide, 2-lane, undivided roadway, with a 10-foot-wide southbound lane, a 12-foot-wide northbound lane, and a 6-foot-wide paved southbound shoulder. At the south 14 Mile Road intersection, a southbound thru lane, center left turn lane, northbound thru lane, and northbound right turn lane exist. The posted speed limit between 13 Mile Road and 14 Mile Road is 30 MPH. Right of way (R.O.W.) width is 120 feet. From 13 Mile Road to Masonic Boulevard, AADT is approximately 7,850 (2020). From Masonic Blvd to 14 Mile Road, AADT is approximately 13,500 (2012). Traffic is primarily used for local purposes, though a 5% commercial usage can be assumed.

Hayes Road, from 14 Mile Road to 15 Mile Road, is also a Macomb County owned roadway. At the south 14 Mile Road intersection, a southbound right turn lane, southbound thru lane, center left turn lane, and northbound thru lane exist. Just north of the 14 Mile Road intersection, up to 15 Mile Road, it is primarily a

paved 24-foot-wide, 2-lane, undivided roadway, with unpaved 8-foot-wide shoulders on both sides. At the south 15 Mile Road intersection, a southbound thru lane, center left turn lane, and northbound combined thru and right turn lane exist. The posted speed limit between 14 Mile Road and 15 Mile Road is 45 MPH. Right of way (R.O.W.) width is primarily 120 feet, though it is reduced to 66 feet where the roadway traverses a wetland. From 14 Mile Road to 15 Mile Road, AADT is approximately 13,150 (2015). Traffic is primarily used for local purposes, though a 5% commercial usage can be assumed.

Constraints and challenges to consider are coordination with the Macomb County Department of Roads, traversing of a wetland, where, as mentioned, R.O.W. width is reduced to 66-feet-wide, and crossing numerous residential driveways with landscape features. Tree removals and utility pole relocations would be required to place a pedestrian facility 1 foot off the R.O.W., which is the general standard within County R.O.W.



Recommendations for Sidewalk Investment

A 5-foot-wide sidewalk is recommended for the corridor, on the east side.

Engineering Notes

- » Although the proposed walk is currently depicted as 1 foot off the R.O.W. for much of the corridor, a letter requesting an exception from this standard could be provided to the County, to avoid costly tree removals and utility pole relocations. Residents would likely oppose a sidewalk near the frontage of their homes, further justifying a request for exception to the County standard of placing sidewalk 1 foot off the R.O.W. Setback from the vehicular traveled way would be more than sufficient.
- » Throughout the project, portions of residential drives are proposed to be reconstructed between the walk and roadway, to ensure a favorable aesthetic and compliant ADA cross slopes.
- » Traversing the wetland between 14 Mile Road and 15 Mile Road is a significant obstacle. A geotechnical investigation would be required to evaluate the constructability of the proposed walk based on the conditions of the existing soil and ground water table. A site visit determined that significant standing water exists within the footprint of the proposed walk.
- » In the preliminary engineering plan contained in Appendix A of this report, presuming a suitable granular and/or aggregate base could be feasibly constructed, the proposed walk is depicted at an offset from the existing shoulder hinge point that would provide adequate room for a 2-foot deep roadside ditch, while providing adjacent side slopes meeting AASHTO standards for pedestrian facilities. A cross culvert is depicted under the proposed walk, which would convey roadway drainage to the wetland. The proposed ditch would theoretically provide compensating cut, to achieve a net cut of 0 within the footprint of the wetland. A proposed easement is depicted along the walk placed within the wetland.
- » If the above methods are deemed unfeasible by a geotechnical investigation, an alternative is provided in the cost estimate for the project, also included in Appendix A of this report. A boardwalk would be implemented, spanning the entirety of the wetland. While implementing a boardwalk would likely be the path of least resistance in dealing with reviewing agencies, namely EGLE, it would come at a significant, immediate cost to the project. Furthermore, a maintenance agreement would need to be made between the City of Fraser and the Macomb County Department of Roads. Future inspection and maintenance costs of the boardwalk would also pose significant, recurrent costs to the City of Fraser.

Priority Project 04

Garfield Road

Utica road to 15 mile road

19/24

Prioritization Score

\$1,819,552.50

Cost Estimate

Corridor Summary

Garfield Road, from Utica Road to 14 Mile Road, is a Macomb County owned roadway. Just north of the Utica Road intersection, up to just south of the 14 Mile Road intersection, it is primarily a 40-foot-wide, 2-lane, undivided roadway, with an 11-foot-wide northbound lane, 11-foot-wide southbound lane, 3-foot-wide paved shoulders, and 6-foot-wide unpaved shoulders. At the south 14 Mile Road intersection, two southbound thru lanes, a center left turn lane, a northbound thru lane, and a northbound combined thru and right turn lane exist. The posted speed limit between Utica Road and 14 Mile Road is 30 MPH. Right of way (R.O.W.) width is 120-feet-wide. AADT is approximately 6,886 (2018). Traffic is primarily used for local purposes, though a 5% commercial usage can be assumed. Currently, a 5-foot-wide sidewalk exists on both sides of the corridor.

The Garfield Road corridor from Utica Road to 15 Mile Road plays a major role in pedestrian facilities connectivity for the City of Fraser, as it provides access to Howard C. Richards Middle School and Fraser High School. Currently, all students and other visitors who bicycle to these schools are forced to use the sidewalk, which certainly experiences significant pedestrian traffic.

Constraints and challenges to consider for the corridor are coordination with the Macomb County Department of Roads, crossing numerous residential and commercial driveways, and utility poles.



Recommendations for Sidewalk Investment

A 10-foot-wide shared use path is recommended for the corridor, primarily on the east side. This facility would provide adequate space for cyclists and pedestrians to travel to and from Howard C. Richards Middle School and Fraser High School alongside one another. Cyclists would now have ample room to safely pass pedestrians. Additionally, on a broader scale, the path would also serve as a connection to Freedom Trail to the north, along Big Beaver Road (16 Mile Road).

Engineering Notes

- » Throughout the project, portions of residential and residential drives are proposed to be reconstructed between the walk and roadway, to ensure a favorable aesthetic and compliant ADA cross slopes. While the project would need to be coordinated with the Macomb County Department of Roads, a 5-foot-wide sidewalk already exists within the footprint of the proposed path, approximately 1-foot off the R.O.W. With a few small exceptions, the back of the existing walk will serve as the alignment of the proposed pathway.
- » Several utility pole relocations will be required, but none of which carry significant infrastructure.
- » Though not depicted in the preliminary engineering plan located in Appendix A of this report, Utica Road, on the west side, from Masonic Boulevard to Garfield Road, should be considered as a potential extension of the project, providing connectivity to the existing on-street cycle track on Masonic Boulevard, east of Utica Road.

Phasing Plan

Despite the prioritization scores received by each project, given the time and cost associated with sidewalk gap improvements, the numerous sidewalk gap priorities identified by the Fraser Community must be addressed incrementally, or in “phases”. Phasing Fraser’s sidewalk gap projects involves identifying individual segments to be addressed in the near-, mid-, and long-term to improve efficiency, minimize disruption, and better allocate limited resources.

Importantly, while this Plan offers a framework for prioritizing near-, mid-, and long-term recommendations, this multi-year Phasing Plan is not stagnant. The City of Fraser should actively seek opportunities to dynamically align these projects with available grant funding, regional non-motorized network planning, and other private or public projects.

**5 to 10
YEARS**

NEAR-TERM PROJECTS:

Near-term projects are smaller in scope, typically lower cost, and designed for easier and quicker implementation. Near-term projects may also focus on addressing high-priority needs for safety and connectivity, such as corridors without either side of sidewalk coverage, or those in close proximity to key amenities. Additionally, sidewalk gap projects that require minimal startup costs or easements should be prioritized.

**10 to 20
YEARS**

MID-TERM PROJECTS:

Mid-term projects target sidewalk segments that can be improved with moderate construction budgets and timelines to enhance walkability and connectivity around Fraser.

**20+
YEARS**

LONG-TERM PROJECTS:

Long-term projects require addressing multifaceted challenges to the sidewalk network, which may involve feasibility factors such as high traffic demand, complex environmental or geotechnical conditions, and limited availability of right-of-way. These projects may also involve sustained partnership with neighboring jurisdictions.

NEAR-TERM PROJECTS: 5 TO 10 YEARS

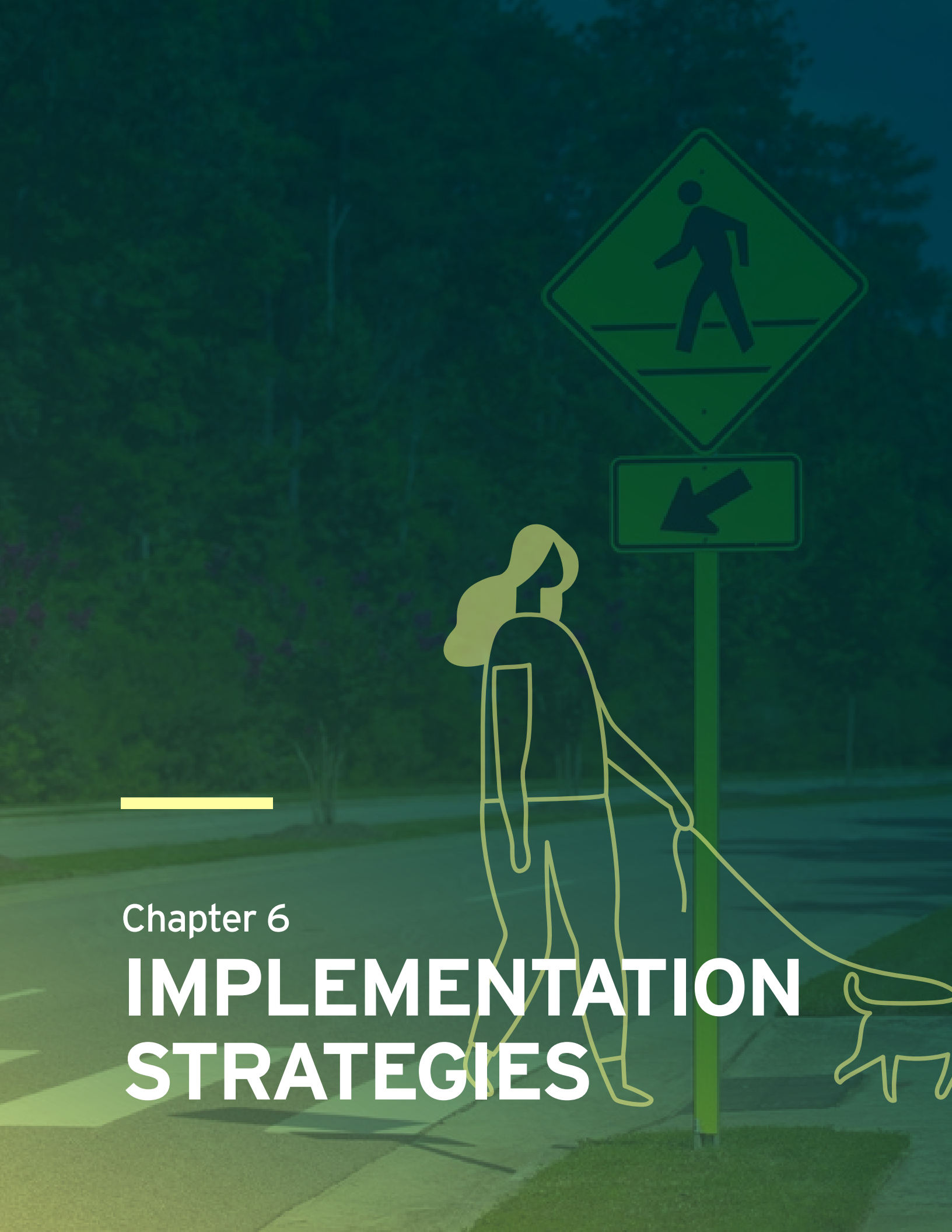
Corridor	Segment Start	Segment End	Potential Partners
14 Mile	Hayes	Utica	City of Fraser, Macomb County Department of Roads
14 Mile	Garfield	Groesbeck Highway	City of Fraser, Macomb County Department of Roads
14 Mile	Groesbeck Highway	Kelly	City of Fraser, Macomb County Department of Roads
15 Mile	Utica	Garfield	City of Fraser, Macomb County Department of Roads
15 Mile	Garfield	Kelly	City of Fraser, Macomb County Department of Roads

MID-TERM PROJECTS: 10-20 YEARS

Corridor	Segment Start	Segment End	Potential Partners
Cyril/Elodie	13 Mile	Masonic	City of Fraser, Residents
Kendall Dr.	Utica	13 Mile	City of Fraser, Residents
Fraser Dr.	Utica	13 Mile	City of Fraser, Residents

LONG-TERM PROJECTS: MORE THAN 20 YEARS

Corridor	Segment Start	Segment End	Potential Partners
Kelly	Groesbeck Highway	14 Mile	City of Fraser, Macomb County Department of Roads
Kelly	15 Mile	Groesbeck Highway	City of Fraser, Macomb County Department of Roads
Groesbeck Highway	Kelly	14 Mile	City of Fraser
Groesbeck Highway	14 Mile	Masonic	City of Fraser
Masonic	Utica	Hayes	City of Fraser
Masonic	Groesbeck Highway	Utica	City of Fraser

A woman with long blonde hair, wearing a dark long-sleeved shirt and light-colored pants, is walking a small dog on a leash. They are on a sidewalk next to a road. A pedestrian crossing sign and a left turn arrow sign are visible on a pole. The background shows trees and a body of water.

Chapter 6

IMPLEMENTATION STRATEGIES

IMPLEMENTATION STRATEGIES

In addition to prioritizing projects that strategically promote connectivity, safety, and equity, the City of Fraser should make a concerted effort to ensure that all sidewalk gap projects are implemented with best practices for walkability and accessibility.



Best Practices for Sidewalk Systems

Sidewalk Width



1: An example of a sidewalk with a larger width in a downtown, pedestrian-focused area.

While the Americans with Disabilities Act (ADA) requires a minimum sidewalk width of three feet (with 5 foot wide passing spaces provided at least every 200 feet), this standard often falls short of creating a truly accessible and inclusive environment, particularly for community members who use wheelchairs, mobility scooters, walkers, strollers, or other mobility devices. To ensure greater accessibility and comfort, the Federal Highway Administration and the Institute of Transportation Engineers recommend a minimum width of five feet, which allows two people to walk side by side or pass each other easily. In areas with higher foot and vehicular traffic, such as downtowns and near transit stops, wider sidewalks are preferred to accommodate more pedestrians.

ADA Compliance & Universal Design



2: An example of a sidewalk that offers both a curb ramp and warning strips.

The Americans with Disabilities Act (ADA) offers a series of requirements for sidewalks, which are designed to ensure safe and accessible pedestrian corridors for all individuals. Sidewalks must be firm, stable, and slip-resistant, should include proper drainage to prevent water accumulation, and should meet the following design specifications:

Slope:

- » **Running slope** (along the path of travel): Should not exceed 5% (1:20). If it does, it is considered a ramp and must comply with ramp requirements (handrails, landings, etc.).
- » **Cross slope** (perpendicular to the path): Must not exceed 2% (1:50) to ensure safety and prevent wheelchairs and other mobility devices from veering off course.

Curb Ramps:

- » Curb ramps, or a small ramp built into the curb of a sidewalk, provide an accessible transition between the road and the sidewalk. Curb ramps are required where sidewalks intersect with streets, driveways, or crosswalks and should be at least 36 inches wide, with a slope no greater than 1:12 (8.33%).
- » Curb ramps must be equipped with warning strips to alert people with visual impairments of the crossing.

Sidewalk Buffers



3: An example of a sidewalk with a landscape buffer made of low-lying plants and street trees, as well as parked cars.

The space between the sidewalk and the closest lane of moving vehicles is considered the “sidewalk buffer”. This helps to promote pedestrian safety by expanding the distance between pedestrians and nearby traffic. Depending on the location of the sidewalk, a variety of buffers can be installed, including:

» **Landscape or Vegetation Buffer:**

Created with street trees or a strip of grass or other low-lying landscaping, these buffers provide a barrier between pedestrians and vehicular traffic while also mitigating air pollution, capturing stormwater, reducing temperatures and offering shade to pedestrians. Street trees are also known to be a natural traffic calming measure, helping to slow speeds of oncoming traffic.

» **Bike Lane:** If a landscape buffer is not possible, a protected bike lane can provide an acceptable buffer between pedestrians and motor vehicles. Parked cars can also serve a similar protective purpose.

» **Street Furniture:** Benches, outdoor seating, street lighting, and public art can also serve as a physical buffer between pedestrians and moving traffic.

Street Lighting



4: An example of a sidewalk with adequate street lighting, paired with well-lit commercial facades near the pedestrian corridor.

Community members must perceive local sidewalks as a safe and secure transportation option; adequate street lighting can help to promote this. Street lighting allows pedestrians to see potential hazards in their path, like obstacles, traffic, or other pedestrians, and aids in geographic orientation. Further, street lighting allows drivers to more easily spot pedestrians, reducing the potential for crashes. LED lighting and emerging smart lighting services can help improve efficiency and reduce the costs of providing this infrastructure. While the exact location, frequency, and brightness of the street and sidewalk lighting is context specific and may require a photometric analysis, more closely spaced light posts often appear to create a stronger and clearer sidewalk corridor. Further, it is typically recommended that intersections, building entrances, transit stops, park or plaza edges, retail stops, and signage are well-lit to aid in safety and navigation.

Sidewalk Maintenance



5: An example of a sidewalk with a municipal snow removal program.

To effectively address sidewalk gaps, the City of Fraser needs a clearly communicated plan and appropriate funding to support the long-term maintenance of any new sidewalk infrastructure, regardless of whether that responsibility falls on the City or on adjacent property owners. Ongoing maintenance should include regular snow and leaf removal, trimming of overgrown vegetation, and repairing cracks (such as those caused by tree roots) to ensure sidewalks remain safe and accessible year-round, entrances, transit stops, park or plaza edges, retail stops, and signage are well-lit to aid in safety and navigation.



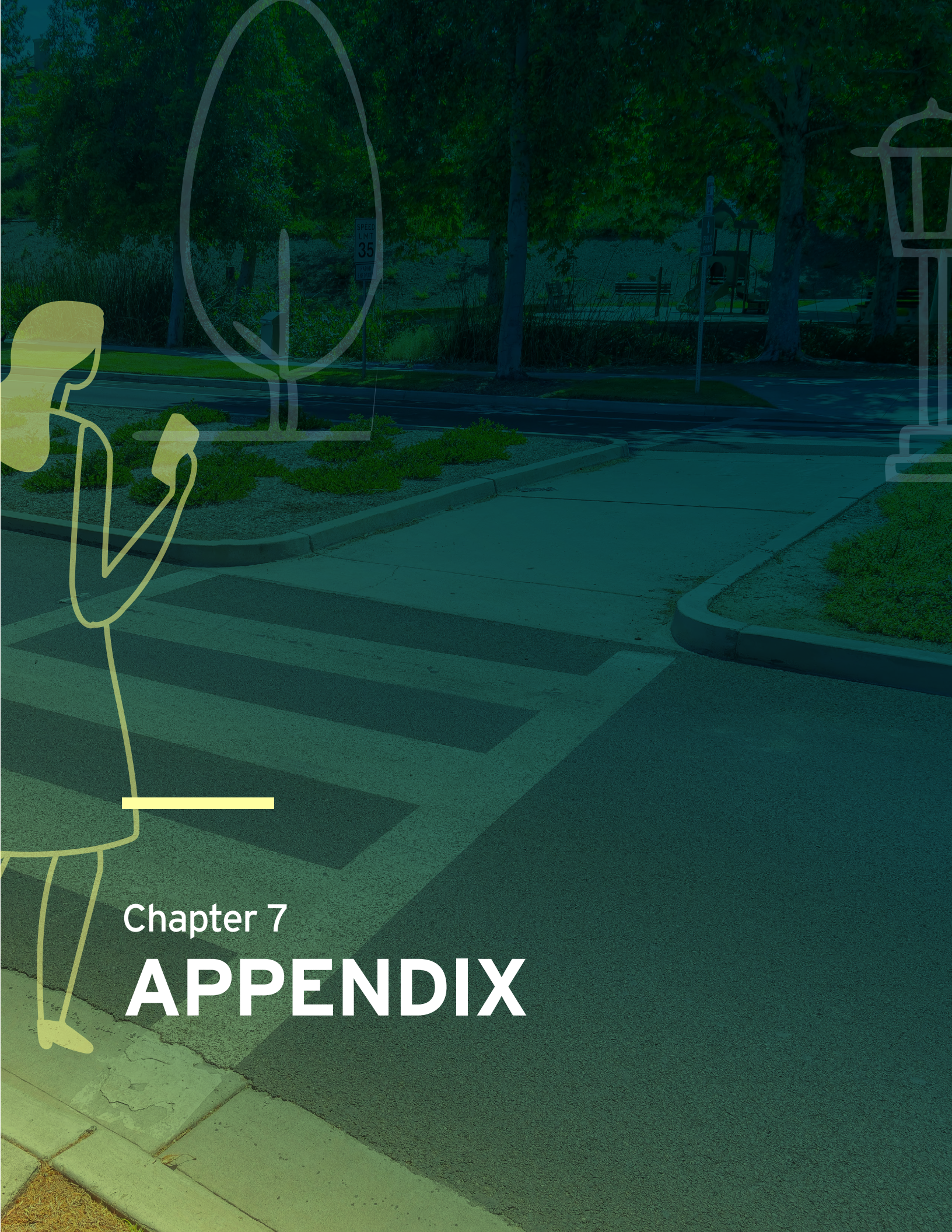
Funding and Partnership Opportunities

The City of Fraser should regularly seek opportunities to acquire federal, state, and local grants to support the completion of its sidewalk network and to strategically partner with regional jurisdictions to promote cross-border connectivity. While not an exhaustive list, potential funding and partnership opportunities are summarized below.

Potential Funding Sources

Source	Funding Summary
Southeast Michigan Council of Governments (SEMCOG)	SEMCOG's Planning Assistance Program offers grant dollars for local planning and implementation, and typically prioritizes regional and multi-community projects focused on transportation accessibility and safety, among other local priorities.
Transportation Alternatives Program (TAP)	TAP is a competitive grant program that uses federal transportation funds designated by Congress for specific activities that enhance the multimodal transportation system and provide safe alternative transportation options to local communities.
Michigan Natural Resources Trust Fund	The State of Michigan offers annual Michigan Natural Resources Trust Fund grants for projects that provide for natural resource protection and outdoor recreation. Projects including connections to regional trail systems and access to green spaces and waterfronts are prioritized.
Safe Routes to School	Safe Routes to School programs offer funding for low-cost, quick-build infrastructure projects to support safe, active travel for youth in underserved neighborhoods.
U.S. Department of Transportation (US DOT)/Federal Highway Administration (FHWA)	The US DOT and the FHWA offer a broad range of transportation planning and implementation grants that center on improving local mobility and access to multimodal transportation options. Specific grants vary, but are often available for safety planning, transit-oriented development, and transportation projects serving under resourced communities or areas of persistent poverty.
Community Development Block Grant (CDBG)	CDBG funds can be used to upgrade curb ramps for ADA compliance in any Census Block.

Investments in Fraser's sidewalk networks should also consider regional connections. Where possible, Fraser should pursue transportation planning and implementation partnerships with Macomb County and its neighboring communities including Clinton Charter Township, Roseville, Warren, and Sterling Heights.



Chapter 7

APPENDIX



APPENDICES

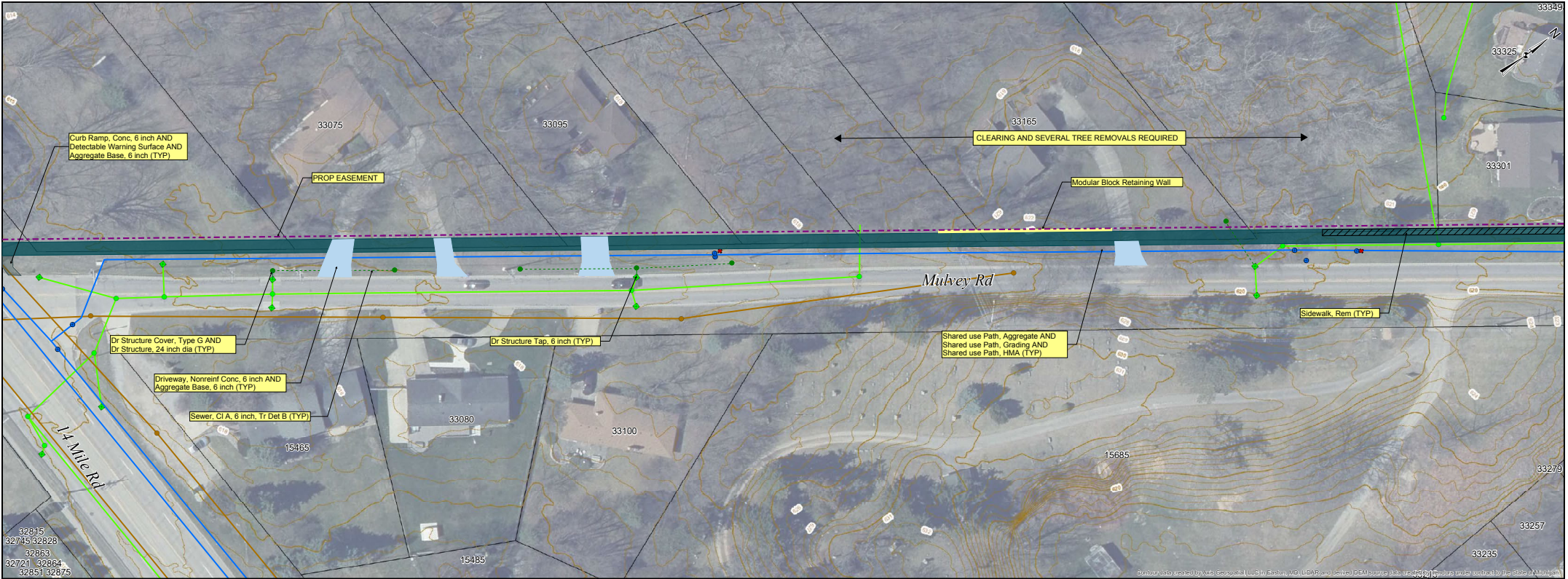
Appendix A: Project Priority Detailed Estimate and Renderings

Appendix B: Full Community Engagement Survey

Appendix A: Project Priority Detailed Estimate and Renderings

Priority Project 01: Mulvey Road (14 Miles to Garfield)

 ANDERSON, ECKSTEIN & WESTRICK, INC. CIVIL ENGINEERS - SURVEYORS - ARCHITECTS 51301 Schoenherr Road, Shelby Township, MI 48315 586.726.1234 www.aewinc.com		PROJECT NAME: Mulvey Rd Shared Use Path - 14 Mile Rd to Garfield Rd OWNER: City of Fraser PREPARED BY: A. Meux DATE: 6/2/2025	
PRELIMINARY ENGINEER'S ESTIMATE			
WORK ITEM	QUANTITY	UNIT PRICE	AMOUNT
1. Mobilization, Max	1	LSUM	\$129,400.00
2. Clearing	0.25	Acre	\$20,000.00
3. Tree, Rem, 19 inch to 36 inch	12	Ea	\$2,000.00
4. Tree, Rem, 37 inch or Larger	12	Ea	\$3,000.00
5. Tree, Rem, 6 inch to 18 inch	12	Ea	\$500.00
6. Curb and Gutter, Rem	215	Ft	\$15.00
7. Pavt, Rem	2,080	Syd	\$15.00
8. Sidewalk, Rem	90	Syd	\$20.00
9. Excavation, Earth	425	Cyd	\$25.00
10. _SESC Measures	1	LSUM	\$7,500.00
11. Aggregate Base, 6 inch	2,500	Syd	\$20.00
12. Sewer, CI A, 6 inch, Tr Det B	1,460	Ft	\$50.00
13. Dr Structure Cover, Type G	23	Ea	\$750.00
14. Dr Structure, 24 inch dia	23	Ea	\$2,250.00
15. HMA Surface, Rem	75	Syd	\$7.50
16. _Modular Block Retaining Wall	550	Sft	\$100.00
17. Driveway, Nonreinfc Conc, 6 inch	2,080	Syd	\$75.00
18. Detectable Warning Surface	175	Ft	\$60.00
19. Curb Ramp Opening, Conc	215	Ft	\$35.00
20. Sidewalk, Conc, 4 inch	650	Sft	\$7.50
21. Curb Ramp, Conc, 6 inch	2,990	Sft	\$11.00
22. Shared use Path, Aggregate	2,700	Ton	\$45.00
23. Shared use Path, Grading	6,627	Ft	\$25.00
24. Shared use Path, HMA	1,730	Ton	\$200.00
25. Minor Traf Devices	1	LSUM	\$48,800.00
26. Traf Regulator Control	1	LSUM	\$24,400.00
27. Slope Restoration, Non-Freeway, Type A	7,500	Syd	\$10.00
ESTIMATED CONSTRUCTION COST			\$1,495,477.50
Construction Contingency (20%)			\$299,100.00
Engineering, Contract Admin, Inspection, NEPA, and Grant Application (22.5%)			\$336,500.00
Grading Permits and ROW Acquisition			\$20,000.00
TOTAL COST			\$2,151,077.50
TOTAL COST (Inflation Adjusted - 4% @ 5 Years)			\$2,617,200.00

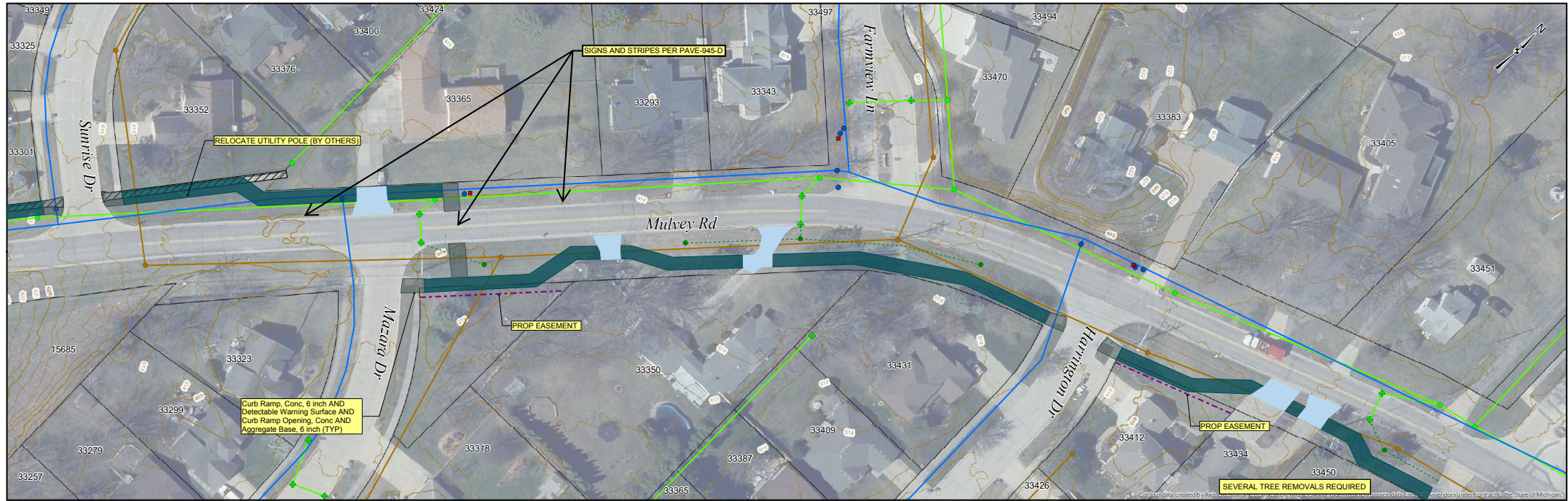


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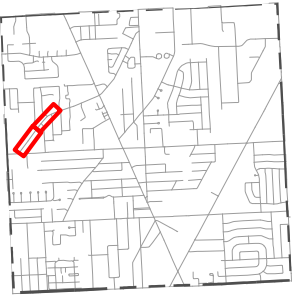
FRASER
MICHIGAN

**Mulvey Rd -
14 Mile Rd
to Utica Rd**



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MATCH LINE - SEE NEXT SHEET



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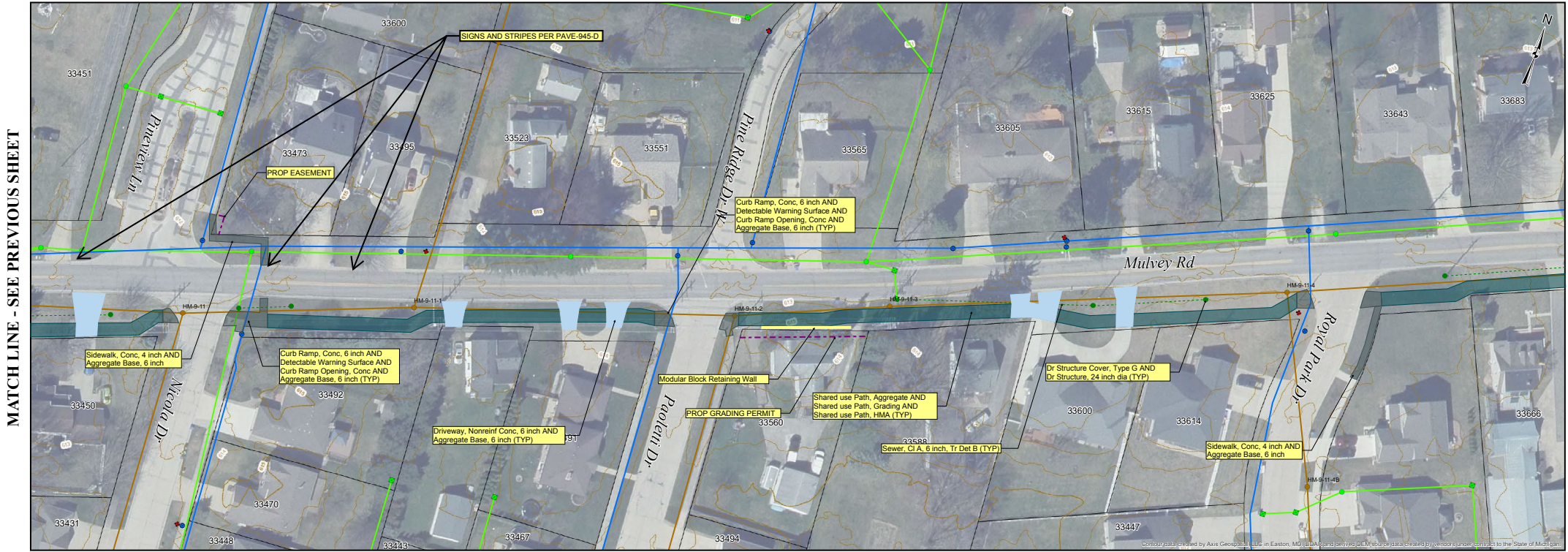


**ANDERSON, ECKSTEIN AND
WESTRICK, INC.**
CIVIL ENGINEERS SURVEYORS ARCHITECTS
53305 Schoenherr Rd Phone: 586.726.1234
Shelby Township Michigan 48315 Fax: 586.726.8760
www.aewric.com

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	CHECKED BY: MAY

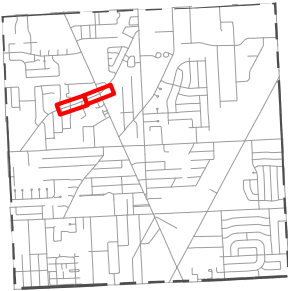


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Mulvey Rd - 14 Mile Rd to Utica Rd



CITY OF FRASER

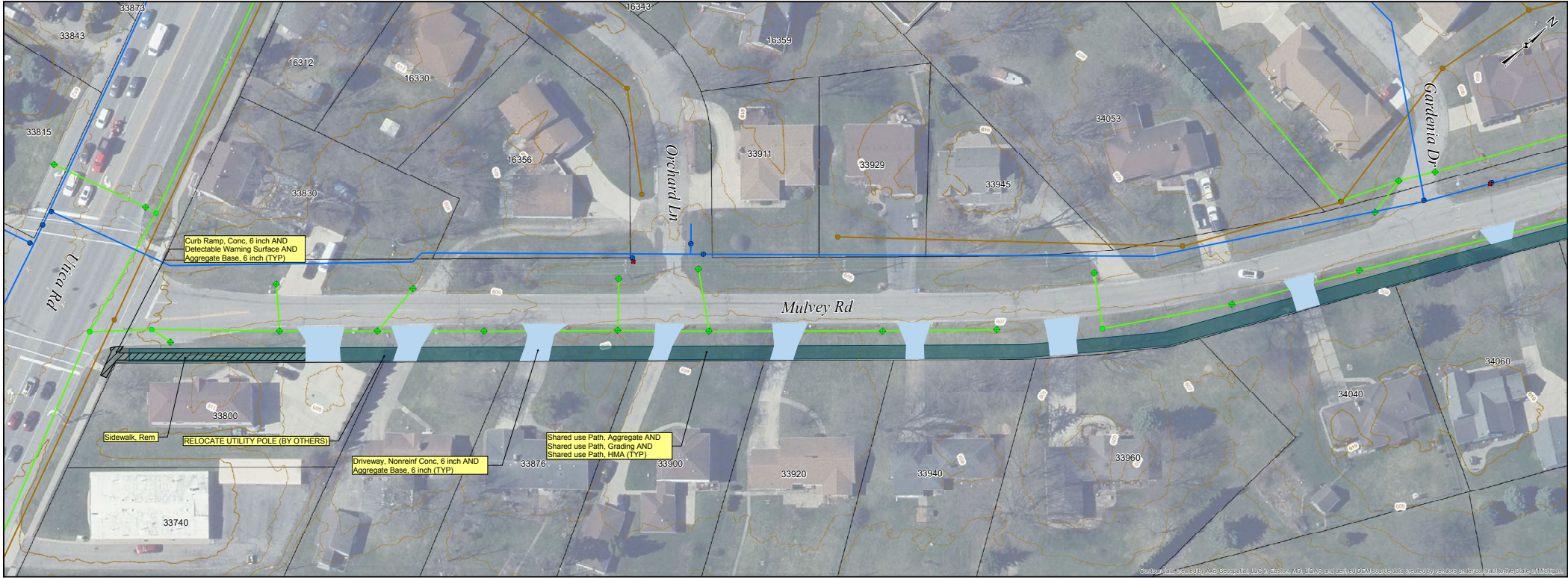


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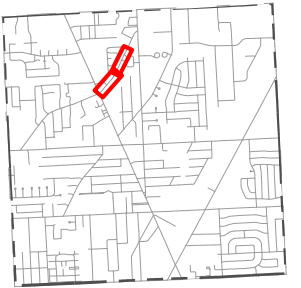


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FRASER
MICHIGAN

**Mulvey Rd -
Utica Rd
to Garfield Rd**



CITY OF FRASER

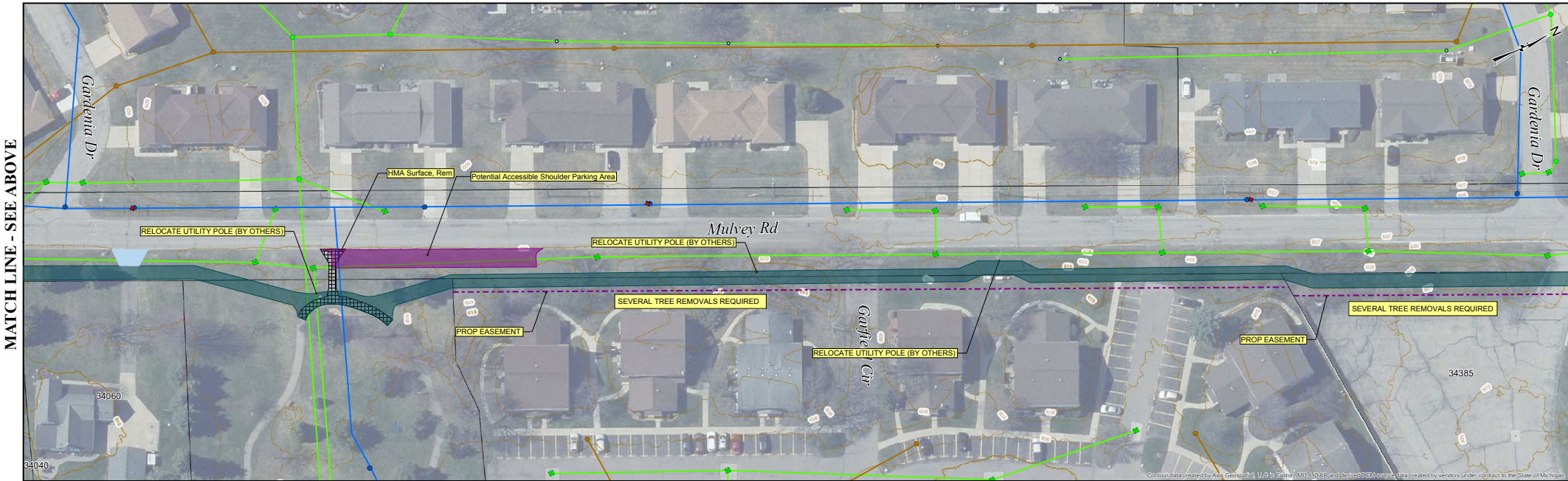


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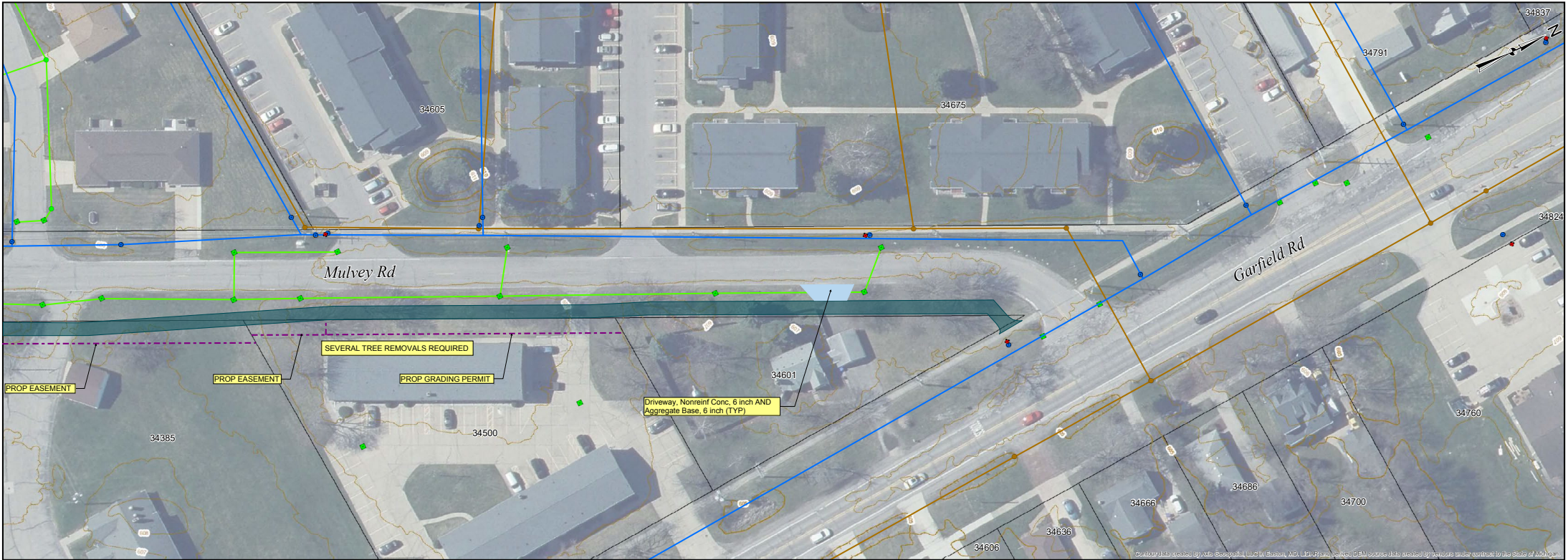
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	CHECKED BY: MLV



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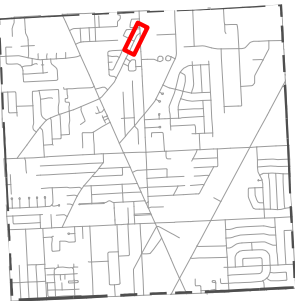
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MATCH LINE - SEE PREVIOUS SHEET



FRASER
MICHIGAN

Mulvey Rd -
Utica Rd
to Garfield Rd



CITY OF FRASER



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53301 Schoenherr Rd Phone: 586.726.1234
Shelby Township Fax: 586.726.8780
Michigan 48315
www.aewric.com

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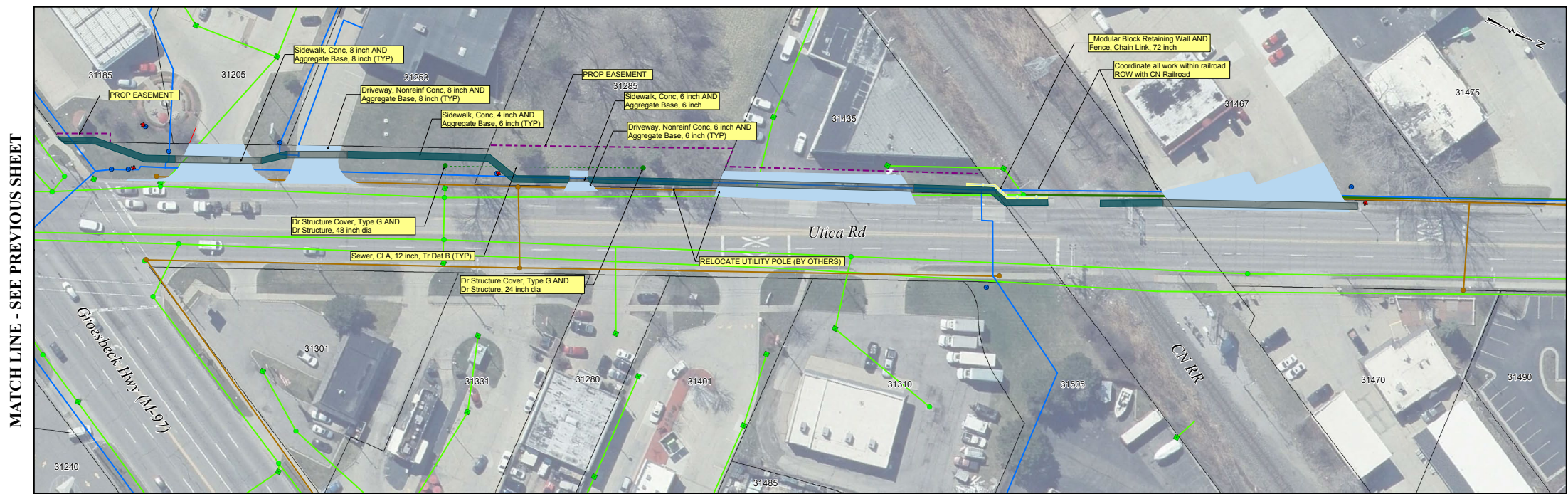
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PROJECT NO: 0100-0515	CREATED BY: JMM
	CHECKED BY: MAV

Priority Project 02: Utica Road

 ANDERSON, ECKSTEIN & WESTRICK, INC. CIVIL ENGINEERS - SURVEYORS - ARCHITECTS 51301 Schoenherr Road, Shelby Township, MI 48315 586.726.1234 www.aewinc.com PRELIMINARY ENGINEER'S ESTIMATE	PROJECT NAME: Utica Road Sidewalk Gaps - Groesbeck to Masonic OWNER: City of Fraser PREPARED BY: A. Meux/Z. Tinsley DATE: 6/2/2025
---	--

WORK ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT
1. Mobilization, Max	1	LSUM	\$26,200.00	\$26,200.00
2. Clearing	0.25	Acre	\$20,000.00	\$5,000.00
3. Tree, Rem, 6 inch to 18 inch	5	Ea	\$500.00	\$2,500.00
4. Curb, Rem	40	Ft	\$15.00	\$600.00
5. Pavt, Rem	845	Syd	\$15.00	\$12,675.00
6. Excavation, Earth	300	Cyd	\$25.00	\$7,500.00
7. _SESC Measures	1	LSUM	\$2,500.00	\$2,500.00
8. Aggregate Base, 6 inch	500	Syd	\$20.00	\$10,000.00
9. Aggregate Base, 8 inch	1,025	Syd	\$25.00	\$25,625.00
10. Sewer, CI A, 12 inch, Tr Det B	165	Ft	\$100.00	\$16,500.00
11. Dr Structure Cover, Type G	2	Ea	\$750.00	\$1,500.00
12. Dr Structure, 24 inch dia	1	Ea	\$2,250.00	\$2,250.00
13. Dr Structure, 48 inch dia	1	Ea	\$5,000.00	\$5,000.00
14. _Modular Block Retaining Wall	225	Sft	\$100.00	\$22,500.00
15. Driveway, Nonreinf Conc, 6 inch	90	Syd	\$75.00	\$6,750.00
16. Driveway, Nonreinf Conc, 8 inch	755	Syd	\$80.00	\$60,400.00
17. Curb Ramp Opening, Conc	40	Ft	\$35.00	\$1,400.00
18. Sidewalk, Conc, 4 inch	2,755	Sft	\$7.50	\$20,662.50
19. Sidewalk, Conc, 6 inch	130	Sft	\$10.00	\$1,300.00
20. Sidewalk, Conc, 8 inch	2,250	Sft	\$12.00	\$27,000.00
21. Curb Ramp, Conc, 6 inch	350	Sft	\$11.00	\$3,850.00
22. Fence, Chain Link, 72 inch	70	Ft	\$50.00	\$3,500.00
23. Minor Traf Devices	1	LSUM	\$12,300.00	\$12,300.00
24. Traf Regulator Control	1	LSUM	\$4,900.00	\$4,900.00
25. Slope Restoration, Non-Freeway, Type A	620	Syd	\$10.00	\$6,200.00
ESTIMATED CONSTRUCTION COST				\$288,612.50
Construction Contingency (20%)				\$57,800.00
Engineering, Contract Admin, Inspection, NEPA, and Grant Application (22.5%)				\$65,000.00
Railroad Permitting/Misc. Items				\$15,000.00
Grading Permits and ROW Acquisition				\$10,000.00
TOTAL COST				\$436,412.50
TOTAL COST (Inflation Adjusted - 4% @ 5 Years)				\$531,000.00



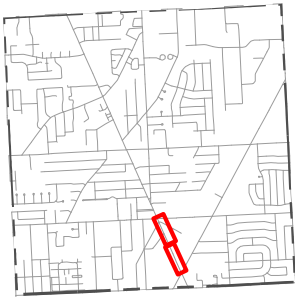
MATCH LINE - SEE PREVIOUS SHEET

MATCH LINE - SEE BELOW



FRASER
MICHIGAN

Utica Rd - 13 Mile Rd to Masonic Blvd



CITY OF FRASER

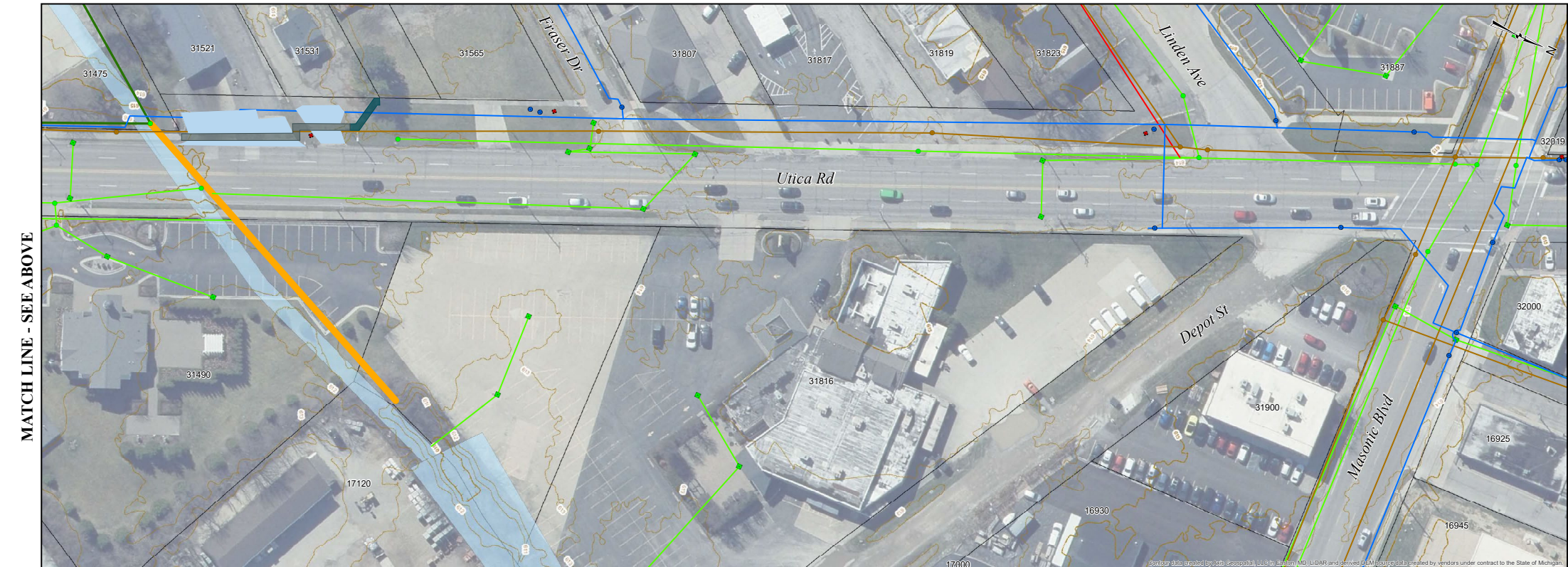


**ANDERSON, ECKSTEIN AND
WESTRICK, INC.**
CIVIL ENGINEERS SURVEYORS ARCHITECTS
51301 Schoenherr Rd Phone: 586.726.1234
Bellaire Township Fax: 586.726.8700
Michigan 48315 www.aewinc.com

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DATE PRINTED: May 14, 2025	DATE CREATED: December 5, 2022
SCALE: 1" = 40'	MAP DOCUMENT: MulveyRd.mxd
PROJECT NO: 0190-0515	CREATED BY: LEK
	CHECKED BY: MAY



MATCH LINE - SEE ABOVE

Priority Project 02: Utica Road

 ANDERSON, ECKSTEIN & WESTRICK, INC. CIVIL ENGINEERS - SURVEYORS - ARCHITECTS 51301 Schoenherr Road, Shelby Township, MI 48315 586.726.1234 www.aewinc.com PRELIMINARY ENGINEER'S ESTIMATE	PROJECT NAME: Utica Road Sidewalk Gaps - Mulvey Rd to French Creek Dr OWNER: City of Fraser PREPARED BY: A. Meux/Z. Tinsley DATE: 6/2/2025
--	---

WORK ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT
1. Mobilization, Max	1	LSUM	\$14,000.00	\$14,000.00
2. Clearing	0.25	Acre	\$20,000.00	\$5,000.00
3. Tree, Rem, 6 inch to 18 inch	5	Ea	\$500.00	\$2,500.00
4. Pavt, Rem	385	Syd	\$15.00	\$5,775.00
5. Excavation, Earth	200	Cyd	\$25.00	\$5,000.00
6. _SESC Measures	1	LSUM	\$2,500.00	\$2,500.00
7. Aggregate Base, 6 inch	850	Syd	\$20.00	\$17,000.00
8. Aggregate Base, 8 inch	235	Syd	\$25.00	\$5,875.00
9. Driveway, Nonreinf Conc, 6 inch	195	Syd	\$75.00	\$14,625.00
10. Driveway, Nonreinf Conc, 8 inch	190	Syd	\$80.00	\$15,200.00
11. Curb Ramp Opening, Conc	50	Ft	\$35.00	\$1,750.00
12. Sidewalk, Conc, 4 inch	5,165	Sft	\$7.50	\$38,737.50
13. Sidewalk, Conc, 6 inch	260	Sft	\$10.00	\$2,600.00
14. Sidewalk, Conc, 8 inch	275	Sft	\$12.00	\$3,300.00
15. Curb Ramp, Conc, 6 inch	370	Sft	\$11.00	\$4,070.00
16. Minor Traf Devices	1	LSUM	\$6,500.00	\$6,500.00
17. Traf Regulator Control	1	LSUM	\$2,600.00	\$2,600.00
18. Slope Restoration, Non-Freeway, Type A	675	Syd	\$10.00	\$6,750.00

ESTIMATED CONSTRUCTION COST **\$153,782.50**

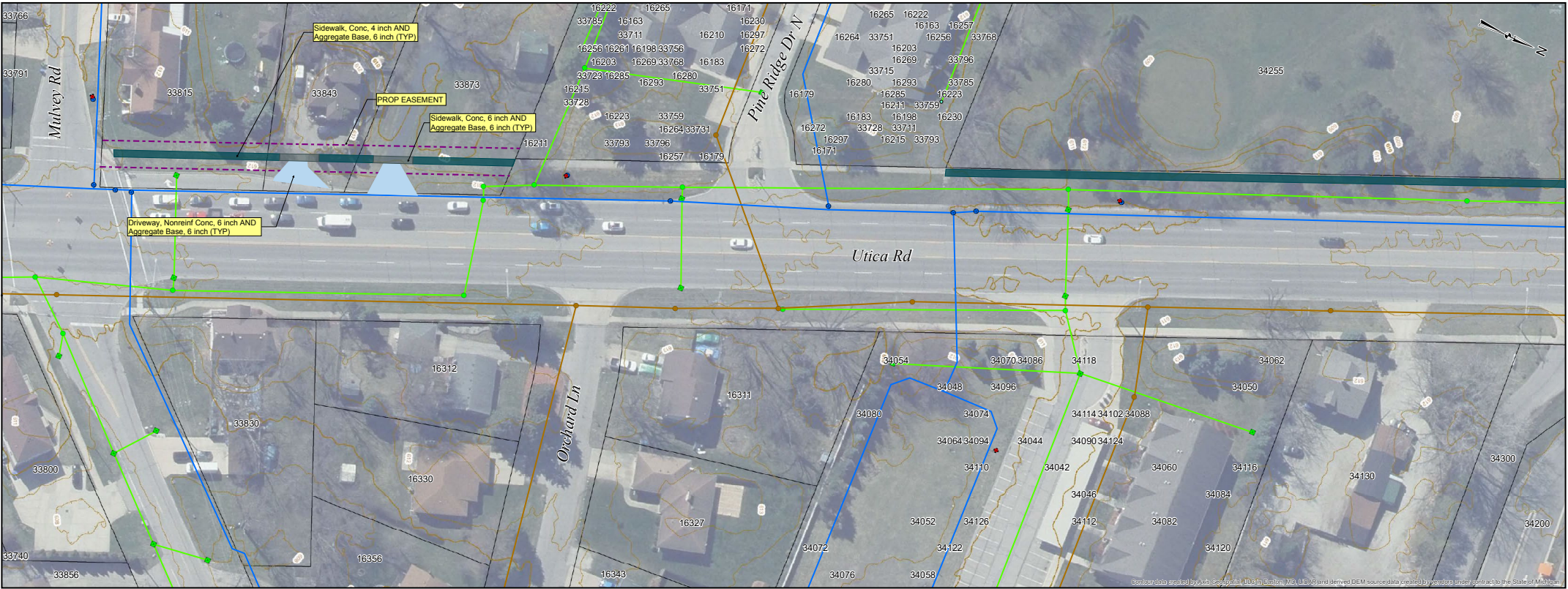
Construction Contingency (20%) **\$30,800.00**

**Engineering, Contract Admin, Inspection, NEPA,
and Grant Application (22.5%)** **\$34,700.00**

Grading Permits and ROW Acquisition **\$10,000.00**

TOTAL COST **\$229,282.50**

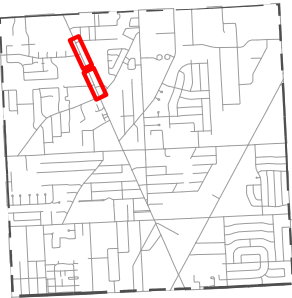
TOTAL COST (Inflation Adjusted - 4% @ 5 Years) **\$279,000.00**



FRASER
MICHIGAN

Utica Rd -
Mulvey Rd to
15 Mile Rd

MATCH LINE - SEE NEXT SHEET



CITY OF FRASER



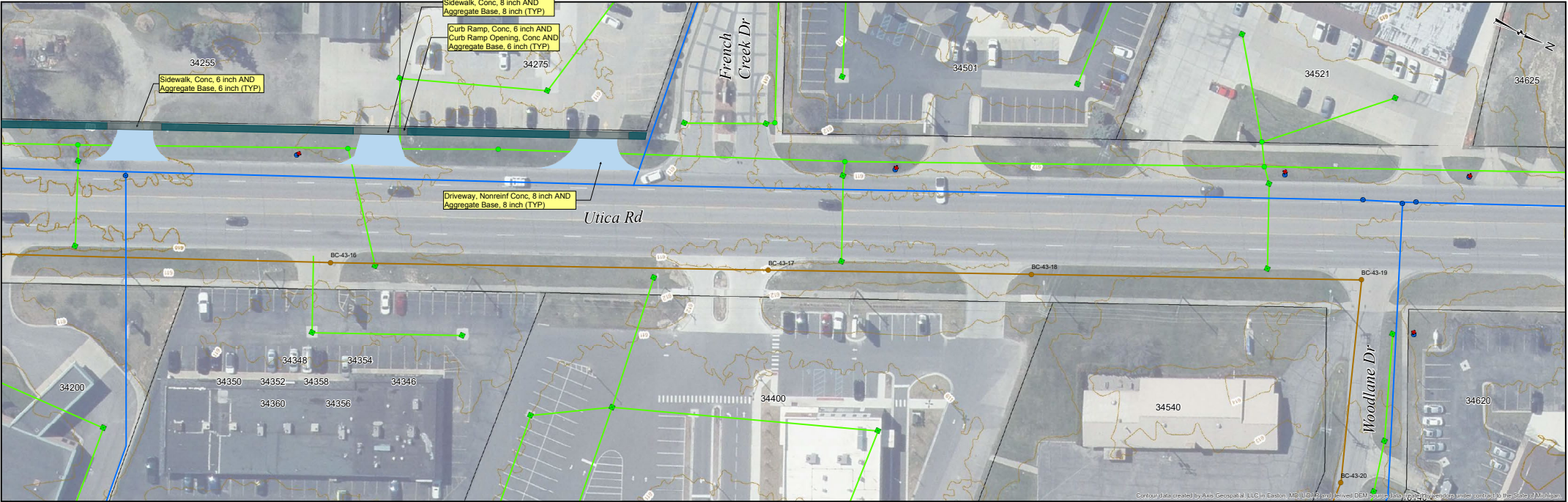
ANDERSON, ECKSTEIN AND
WESTRICK, INC.
CIVIL ENGINEERS SURVEYORS ARCHITECTS
51301 Schoenherr Rd Phone 588 726 5234
Shelby Township Fax 588 726 6780
Michigan 48315 www.aewtrc.com

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DATE PRINTED: May 14, 2025	DATE CREATED: December 5, 2022
SCALE: 1" = 40'	MAP DOCUMENT: MulveyRd.mxd
PROJECT NO.: 0100-0515	CREATED BY: AEK
	CHECKED BY: MAV

MATCH LINE - SEE PREVIOUS SHEET

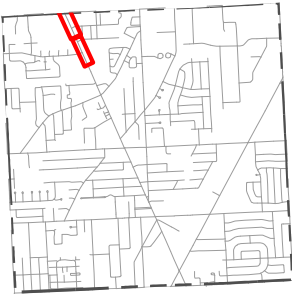


MATCH LINE - SEE BELOW



FRASER
MICHIGAN

Utica Rd - Mulvey Rd to 15 Mile Rd



CITY OF FRASER



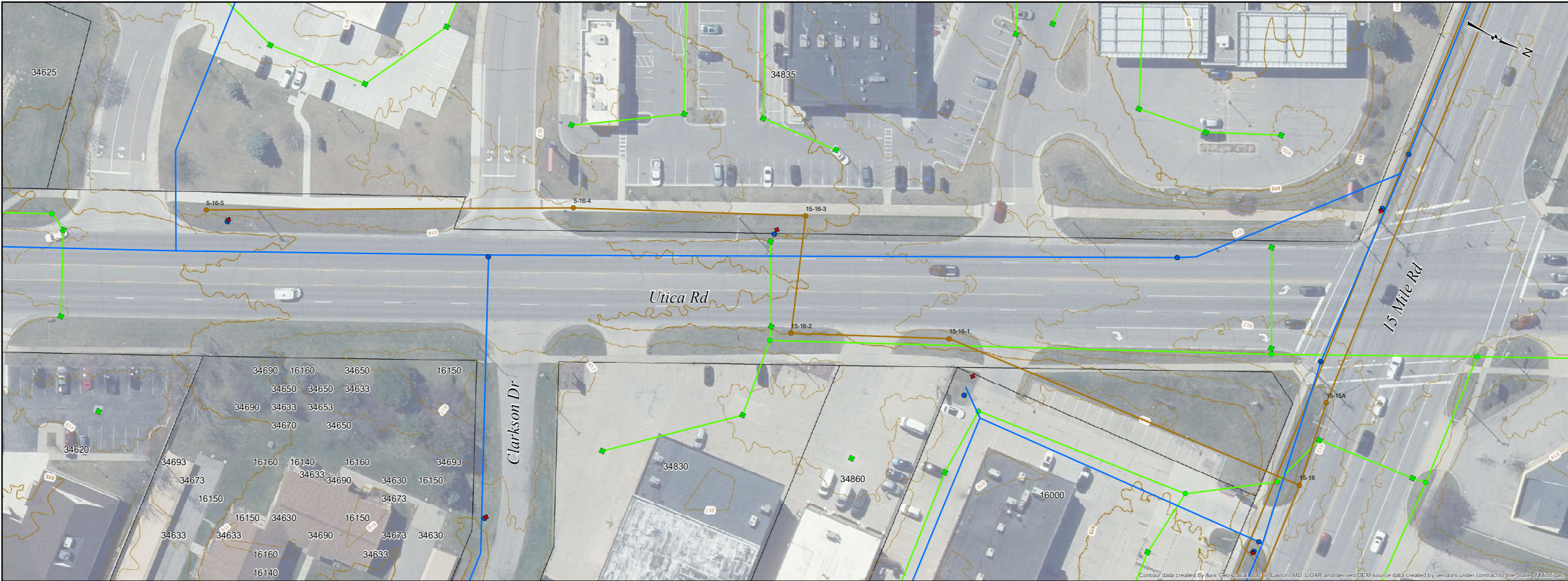
ANDERSON, ECKSTEIN AND
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51301 Schwaner Rd. Phone: 588.726.1234
Shelby Township Michigan 48315 Fax: 588.726.8780
www.aewinc.com

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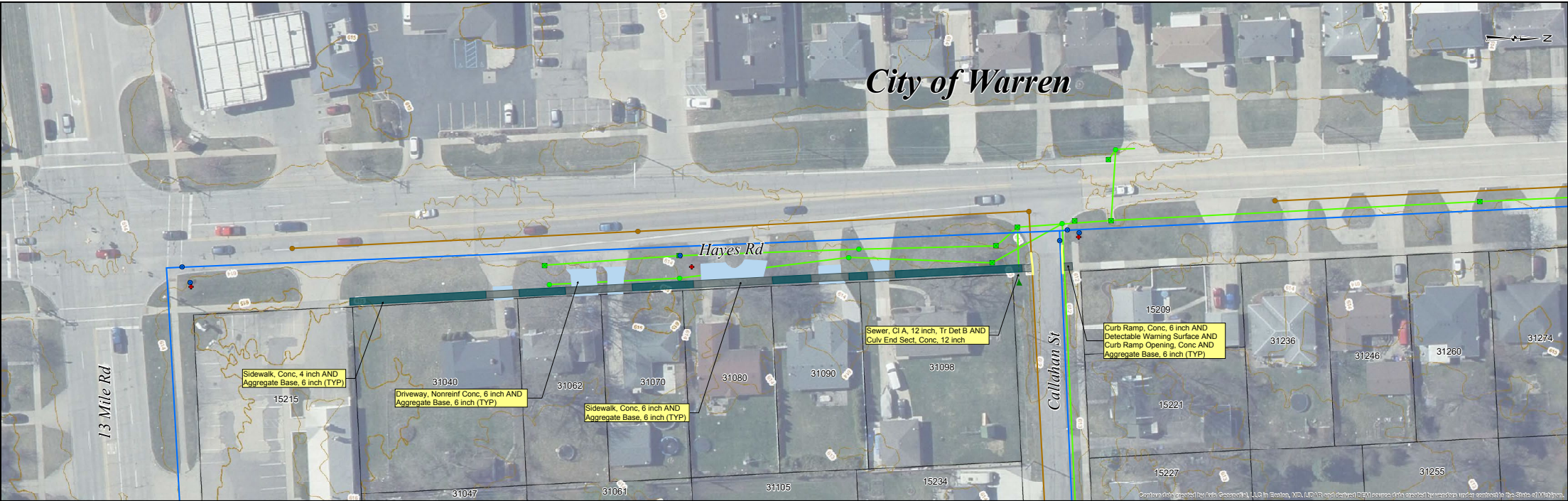
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SCALE:	1" = 40'	MAP DOCUMENT:	MulveyRd.mxd
PROJECT NO:	0190-0515	CREATED BY:	AEK
		CHECKED BY:	MAV

MATCH LINE - SEE ABOVE



Priority Project 03: Hayes Road

 ANDERSON, ECKSTEIN & WESTRICK, INC. CIVIL ENGINEERS - SURVEYORS - ARCHITECTS 51301 Schoenherr Road, Shelby Township, MI 48315 586.726.1234 www.aewinc.com		PROJECT NAME: Hayes Rd Sidewalk Gaps 13 Mile Rd to 15 Mile Rd OWNER: City of Fraser PREPARED BY: A. Meux DATE: 6/2/2025		
PRELIMINARY ENGINEER'S ESTIMATE				
WORK ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT
1. Mobilization, Max	1	LSUM	\$69,500.00	\$69,500.00
2. Clearing	1.00	Acre	\$20,000.00	\$20,000.00
3. Tree, Rem, 19 inch to 36 inch	10	Ea	\$2,000.00	\$20,000.00
4. Tree, Rem, 37 inch or Larger	10	Ea	\$3,000.00	\$30,000.00
5. Tree, Rem, 6 inch to 18 inch	10	Ea	\$500.00	\$5,000.00
6. Curb and Gutter, Rem	66	Ft	\$15.00	\$990.00
7. Pavt, Rem	1,000	Syd	\$15.00	\$15,000.00
8. Sidewalk, Rem	25	Syd	\$20.00	\$500.00
9. Excavation, Earth	750	Cyd	\$25.00	\$18,750.00
10. _SESC Measures	1	LSUM	\$7,500.00	\$7,500.00
11. Aggregate Base, 6 inch	4,460	Syd	\$20.00	\$89,200.00
12. Culv End Sect, 12 inch	5	Ea	\$800.00	\$4,000.00
13. Culv, CI F, 12 inch	16	Ft	\$75.00	\$1,200.00
14. Sewer, CI A, 12 inch, Tr Det B	25	Ft	\$100.00	\$2,500.00
15. Driveway, Nonreinf Conc, 6 inch	1,012	Syd	\$75.00	\$75,900.00
16. Detectable Warning Surface	30	Ft	\$60.00	\$1,800.00
17. Curb Ramp Opening, Conc	66	Ft	\$35.00	\$2,310.00
18. Sidewalk, Conc, 4 inch	26,046	Sft	\$7.50	\$195,345.00
19. Sidewalk, Conc, 6 inch	4,665	Sft	\$10.00	\$46,650.00
20. Curb Ramp, Conc, 6 inch	292	Sft	\$11.00	\$3,212.00
21. _Sidewalk, Grading	6,142	Ft	\$20.00	\$122,840.00
22. Minor Traf Devices	1	LSUM	\$26,200.00	\$26,200.00
23. Traf Regulator Control	1	LSUM	\$13,100.00	\$13,100.00
24. Slope Restoration, Non-Freeway, Type A	7,000	Syd	\$10.00	\$70,000.00
ESTIMATED CONSTRUCTION COST				\$841,497.00
Construction Contingency (20%)				\$168,300.00
Engineering, Contract Admin, Inspection, NEPA, Wetland Permitting, and Grant Application (25%)				\$210,400.00
Grading Permits and ROW Acquisition				\$20,000.00
TOTAL COST				\$1,240,197.00
TOTAL COST (Inflation Adjusted - 4% @ 5 Years)				\$1,508,900.00



MATCH LINE - SEE BELOW



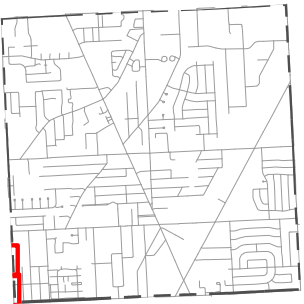
FRASER
MICHIGAN

Hayes Rd -
13 Mile Rd
to 15 Mile Rd



MATCH LINE - SEE ABOVE

MATCH LINE - SEE NEXT SHEET



CITY OF FRASER



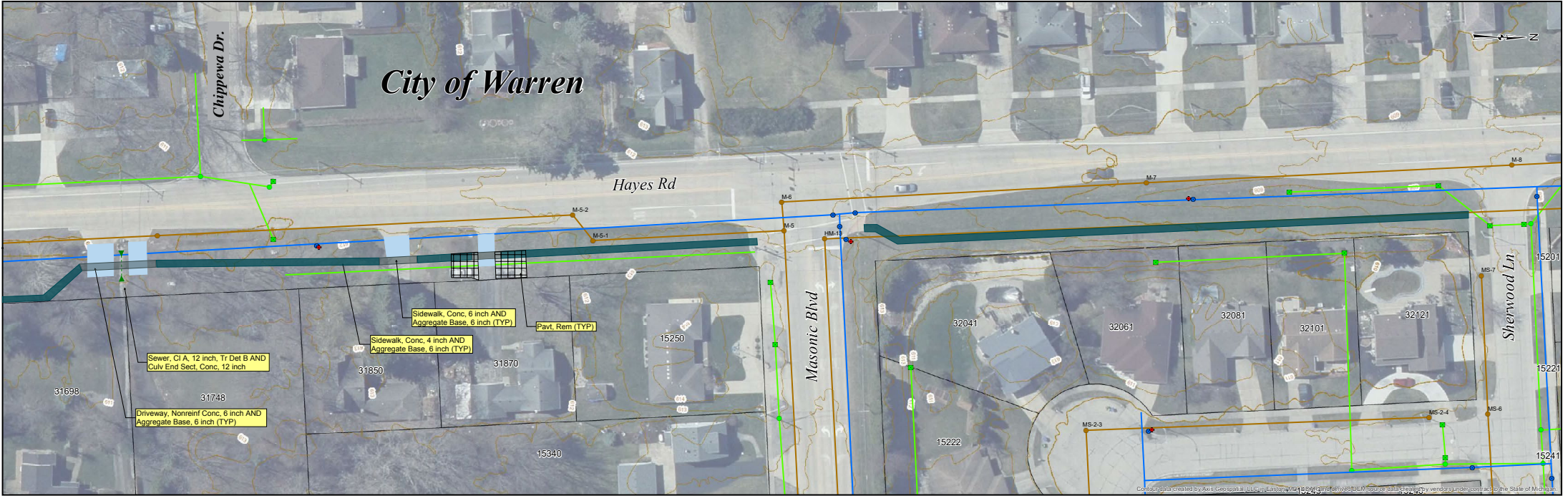
ANDERSON, ECKSTEIN AND
WESTRICK, INC.
CIVIL ENGINEERS SURVEYORS ARCHITECTS
51301 Schoenherr Rd
Shelby Township
Michigan 48315
Phone: 586.726.1234
Fax: 586.726.8780
www.aewinc.com

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DATE PRINTED: May 9, 2025	DATE CREATED: December 5, 2022
SCALE: 1" = 40'	MAP DOCUMENT: MlvesyEd.mxd
PROJECT NO: 0190-0515	CREATED BY: AEK
	CHECKED BY: MAV

MATCH LINE - SEE PREVIOUS SHEET

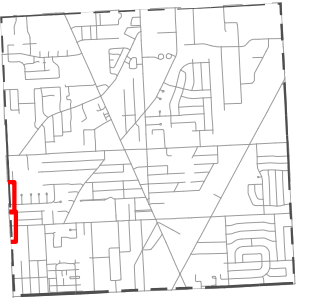


MATCH LINE - SEE BELOW



FRASER
MICHIGAN

Hayes Rd -
13 Mile Rd
to 14 Mile Rd



CITY OF FRASER



ANDERSON, ECKSTEIN AND
WESTRICK, INC.
CIVIL ENGINEERS SURVEYORS ARCHITECTS
21200 Greenfield Rd. Phone 588-725-2214
Shelby Township Michigan 48153 Fax 588-728-8780
www.aewinc.com

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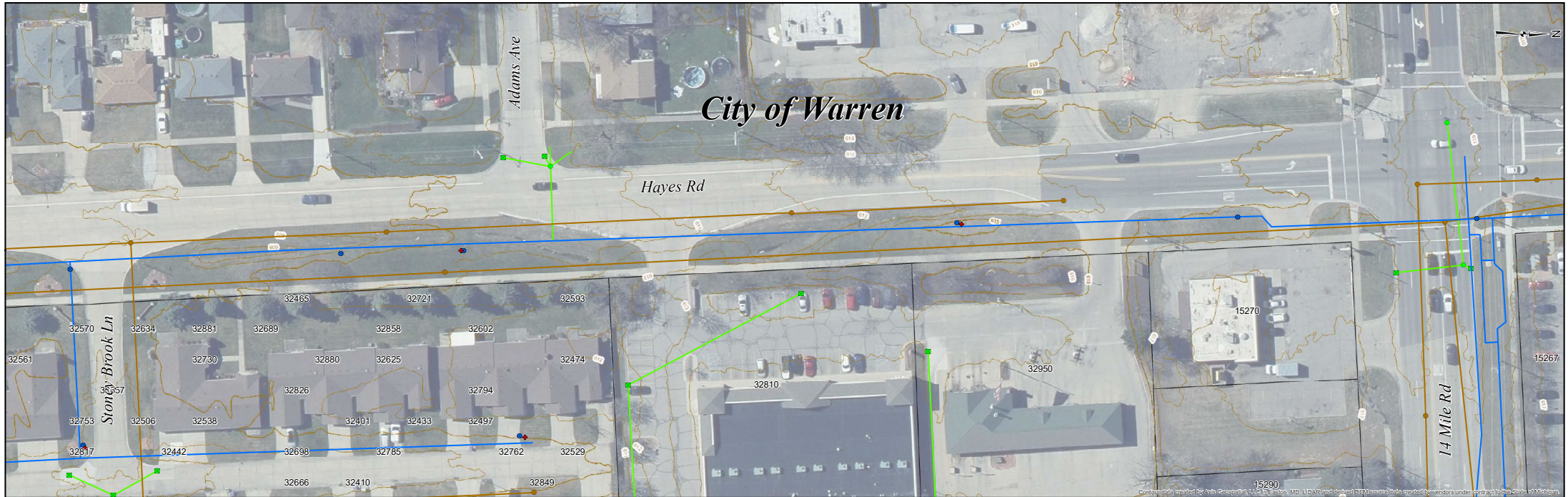
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PROJECT NO: 0190-0515	CREATED BY: AEK
	CHECKED BY: MAV

MATCH LINE - SEE ABOVE



MATCH LINE - SEE NEXT SHEET

MATCH LINE - SEE PREVIOUS SHEET

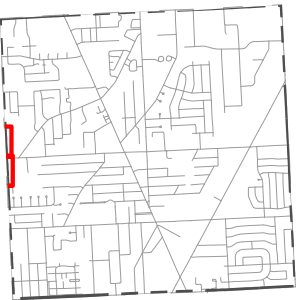


MATCH LINE - SEE BELOW



FRASER
MICHIGAN

Hayes Rd -
13 Mile Rd
to 15 Mile Rd



CITY OF FRASER



ANDERSON, ECKSTEIN AND
WESTRICK, INC.
CIVIL ENGINEERS SURVEYORS ARCHITECTS
21282 Shilohwood Rd Phone: 586.735.1234
Sterling Township Fax: 586.726.8760
Michigan 48315 www.aewinc.com

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DATE PRINTED: May 9, 2025	DATE CREATED: December 5, 2022
SCALE: 1" = 40'	MAP DOCUMENT: MulveyRd.mxd
PROJECT NO: 0190-0515	CREATED BY: AES
	CHECKED BY: MLV

MATCH LINE - SEE ABOVE



MATCH LINE - SEE NEXT SHEET

MATCH LINE - SEE PREVIOUS SHEET

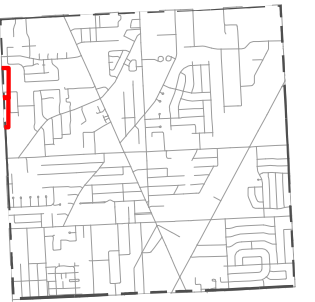


MATCH LINE - SEE BELOW



FRASER
MICHIGAN

Hayes Rd -
13 Mile Rd
to 15 Mile Rd



CITY OF FRASER



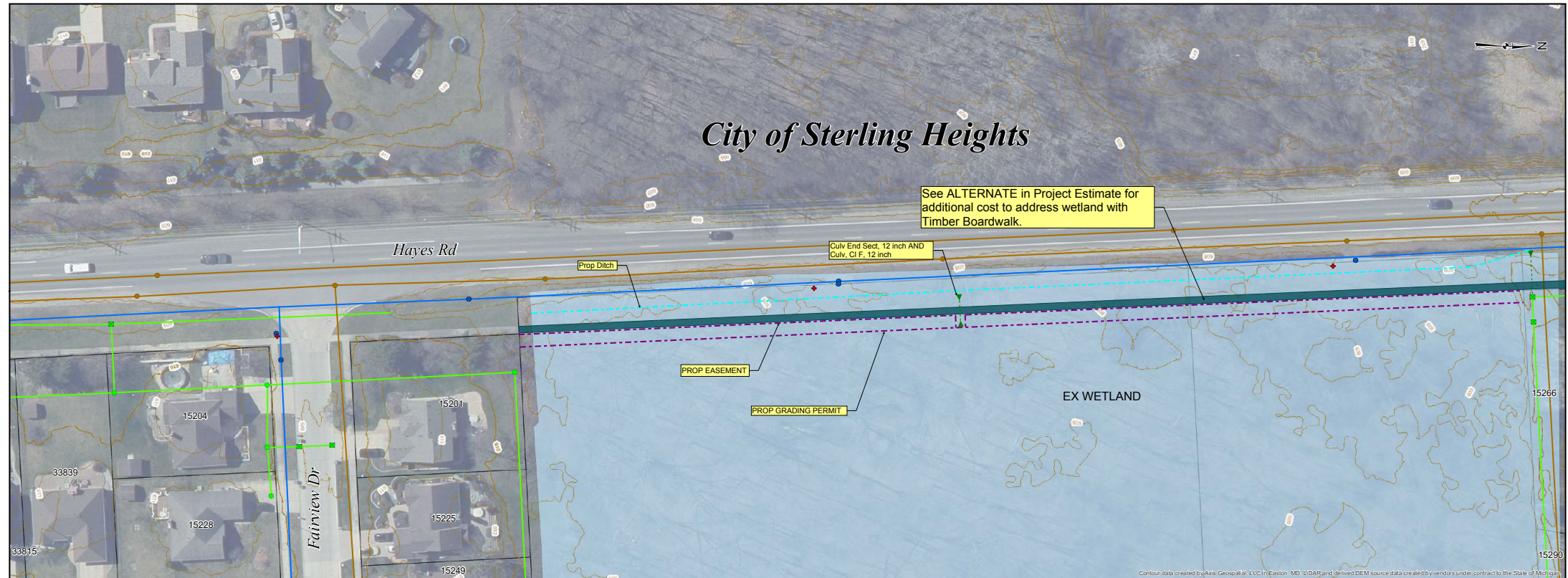
ANDERSON, ECKSTEIN AND
WESTRICK, INC.
CIVIL ENGINEERS SURVEYORS ARCHITECTS
25320 Schwaner Rd Phone: 586-725-2254
Shelby Township Fax: 586-725-8790
Michigan 48315 www.aewinc.com

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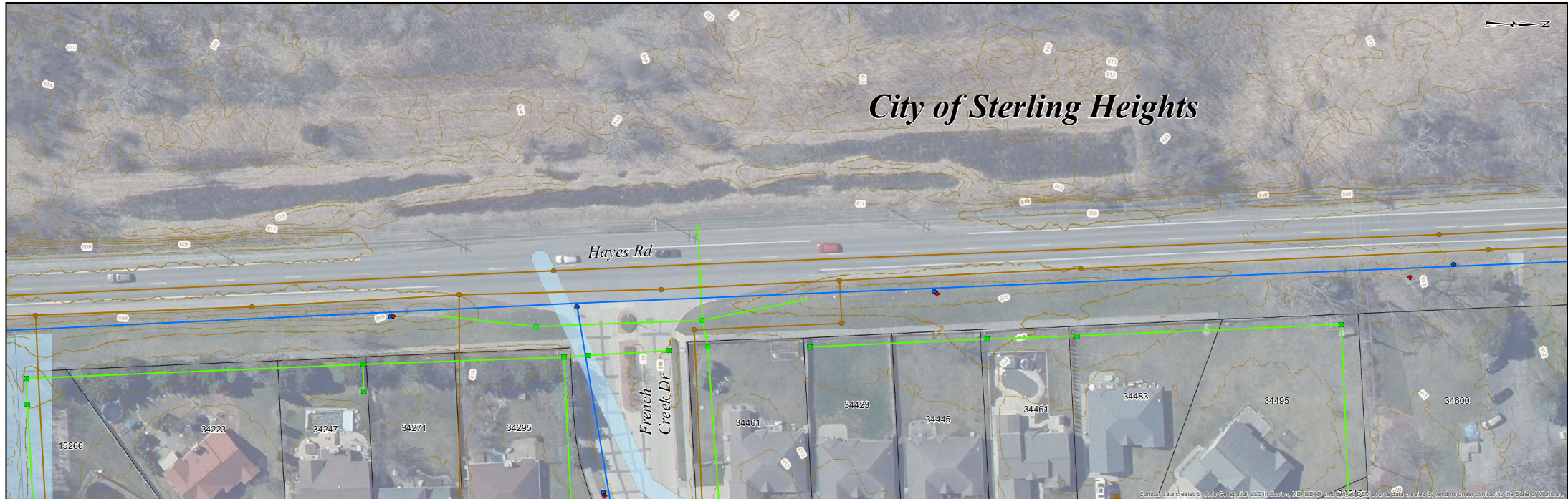
DATE PRINTED: May 9, 2025	DATE CREATED: December 5, 2022
SCALE: 1" = 40'	MAP DOCUMENT: MulveyRd.mxd
PROJECT NO: 0190-0515	CREATED BY: UEA
	CHECKED BY: MAY

MATCH LINE - SEE ABOVE



MATCH LINE - SEE NEXT SHEET

MATCH LINE - SEE PREVIOUS SHEET



MATCH LINE - SEE BELOW



FRASER
MICHIGAN

Hayes Rd - 13 Mile Rd to 15 Mile Rd



CITY OF FRASER



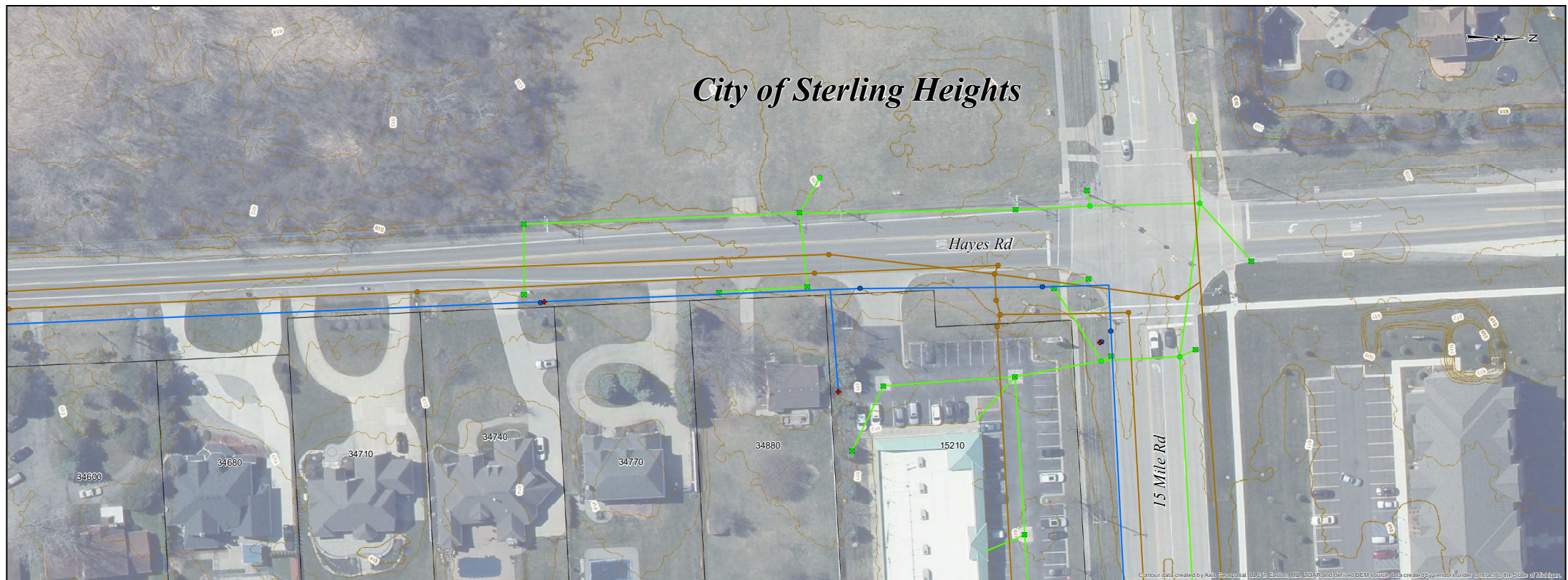
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53301 Schoenherr Rd Phone: 586.726.1234
Shelby Township Fax: 586.726.8760
Michigan 48315 www.aewinc.com

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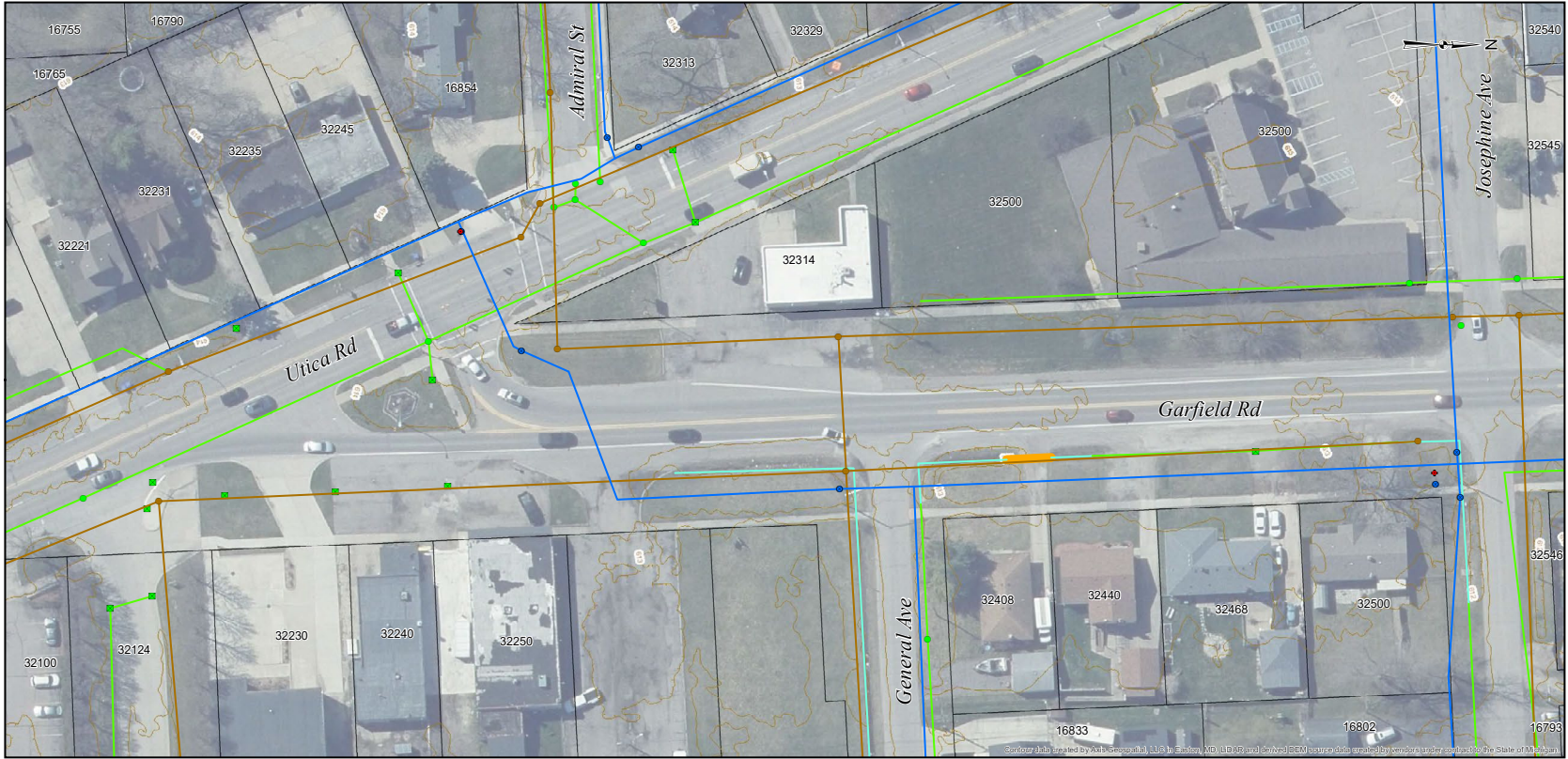
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PROJECT NO: 0190-0515	CREATED BY: AEK
	CHECKED BY: MAY

MATCH LINE - SEE ABOVE

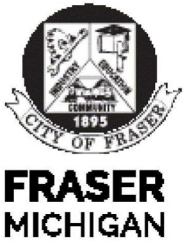


Priority Project 04: Garfield Road

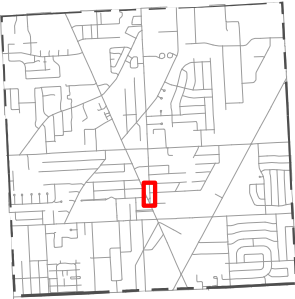
 ANDERSON, ECKSTEIN & WESTRICK, INC. CIVIL ENGINEERS - SURVEYORS - ARCHITECTS 51301 Schoenherr Road, Shelby Township, MI 48315 586.726.1234 www.aewinc.com		PROJECT NAME: Garfield Rd Shared Use Path Utica Rd to 15 Mile Rd OWNER: City of Fraser PREPARED BY: A. Meux/Z. Tinsley DATE: 6/2/2025		
PRELIMINARY ENGINEER'S ESTIMATE				
WORK ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT
1. Mobilization, Max	1	LSUM	\$113,400.00	\$113,400.00
2. Curb and Gutter, Rem	170	Ft	\$15.00	\$2,550.00
3. Pavt, Rem	2,000	Syd	\$15.00	\$30,000.00
4. Sidewalk, Rem	3,000	Syd	\$20.00	\$60,000.00
5. Excavation, Earth	1,125	Cyd	\$25.00	\$28,125.00
6. _SESC Measures	1	LSUM	\$5,000.00	\$5,000.00
7. Aggregate Base, 6 inch	873	Syd	\$20.00	\$17,460.00
8. Aggregate Base, 8 inch	1,305	Syd	\$25.00	\$32,625.00
9. Culv End Sect, 12 inch	2	Ea	\$800.00	\$1,600.00
10. Culv, CI F, 12 inch	14	Ft	\$75.00	\$1,050.00
11. Driveway, Nonreinf Conc, 6 inch	410	Syd	\$75.00	\$30,750.00
12. Driveway, Nonreinf Conc, 8 inch	1,305	Syd	\$80.00	\$104,400.00
13. Detectable Warning Surface	140	Ft	\$60.00	\$8,400.00
14. Curb Ramp Opening, Conc	170	Ft	\$35.00	\$5,950.00
15. Sidewalk, Conc, 8 inch	9,395	Sft	\$7.50	\$70,462.50
16. Sidewalk, Conc, 6 inch	4,280	Sft	\$10.00	\$42,800.00
17. Curb Ramp, Conc, 6 inch	5,180	Sft	\$11.00	\$56,980.00
18. Shared use Path, Aggregate	2,125	Ton	\$45.00	\$95,625.00
19. Shared use Path, Grading	5,715	Ft	\$25.00	\$142,875.00
20. Shared use Path, HMA	1,350	Ton	\$200.00	\$270,000.00
21. Minor Traf Devices	1	LSUM	\$42,800.00	\$42,800.00
22. Traf Regulator Control	1	LSUM	\$21,400.00	\$21,400.00
23. Slope Restoration, Non-Freeway, Type A	6,350	Syd	\$10.00	\$63,500.00
24. Permanent Signing and Pavement Markings	1	LSUM	\$15,000.00	\$15,000.00
ESTIMATED CONSTRUCTION COST				\$1,262,752.50
Construction Contingency (20%)				\$252,600.00
Engineering, Contract Admin, Inspection, NEPA, and Grant Application (22.5%)				\$284,200.00
Grading Permits and ROW Acquisition				\$20,000.00
TOTAL COST				\$1,819,552.50
TOTAL COST (Inflation Adjusted - 4% @ 5 Years)				\$2,213,800.00



MATCH LINE - SEE NEXT SHEET



Garfield Rd -
Utica Rd
to 15 Mile Rd



CITY OF FRASER



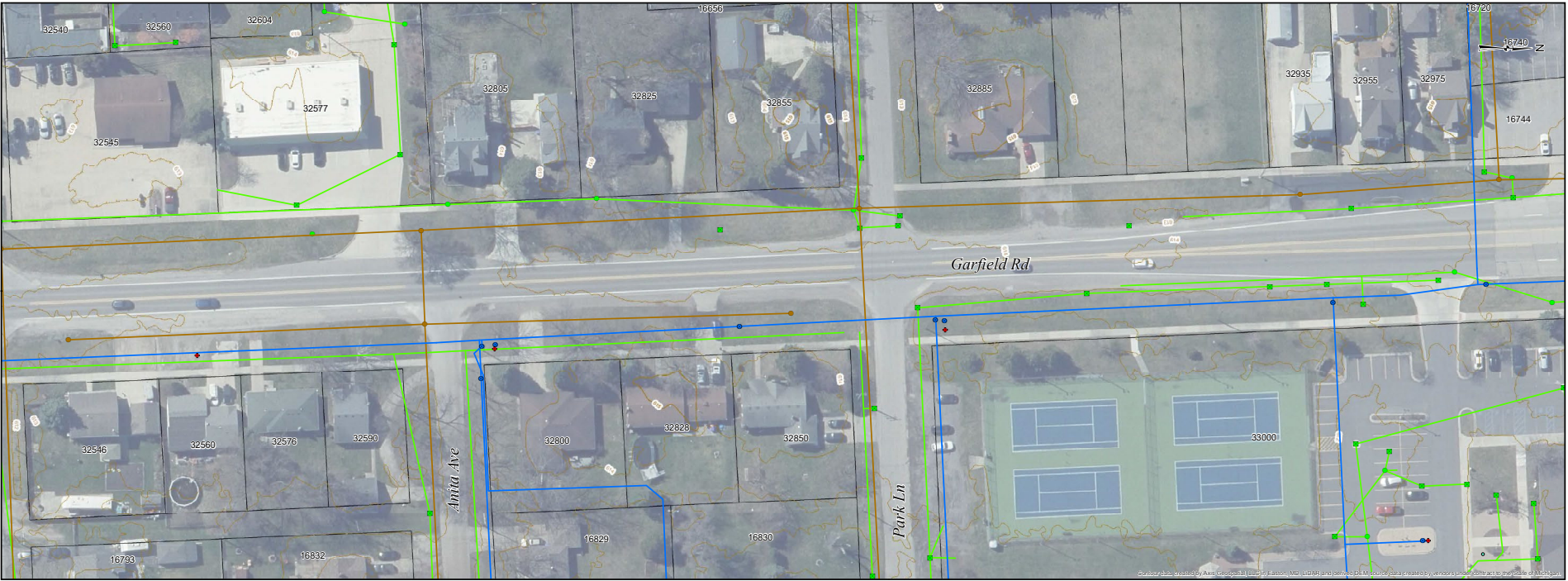
ANDERSON, ECKSTEIN AND
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52301 Schoolcraft Rd
Shelby Township
Michigan 48315
Phone: 586-225-1224
Fax: 586-225-8780
www.aewinc.com

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DATE PRINTED: May 9, 2025	DATE CREATED: December 5, 2022
SCALE: 1" = 40'	MAP DOCUMENT: MulveyRd.mxd
PROJECT NO: 0190-0515	CREATED BY: AER
	CHECKED BY: MAV

MATCH LINE - SEE PREVIOUS SHEET

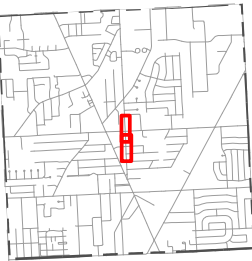


MATCH LINE - SEE BELOW



FRASER
MICHIGAN

Garfield Rd - Utica Rd to 15 Mile Rd



CITY OF FRASER



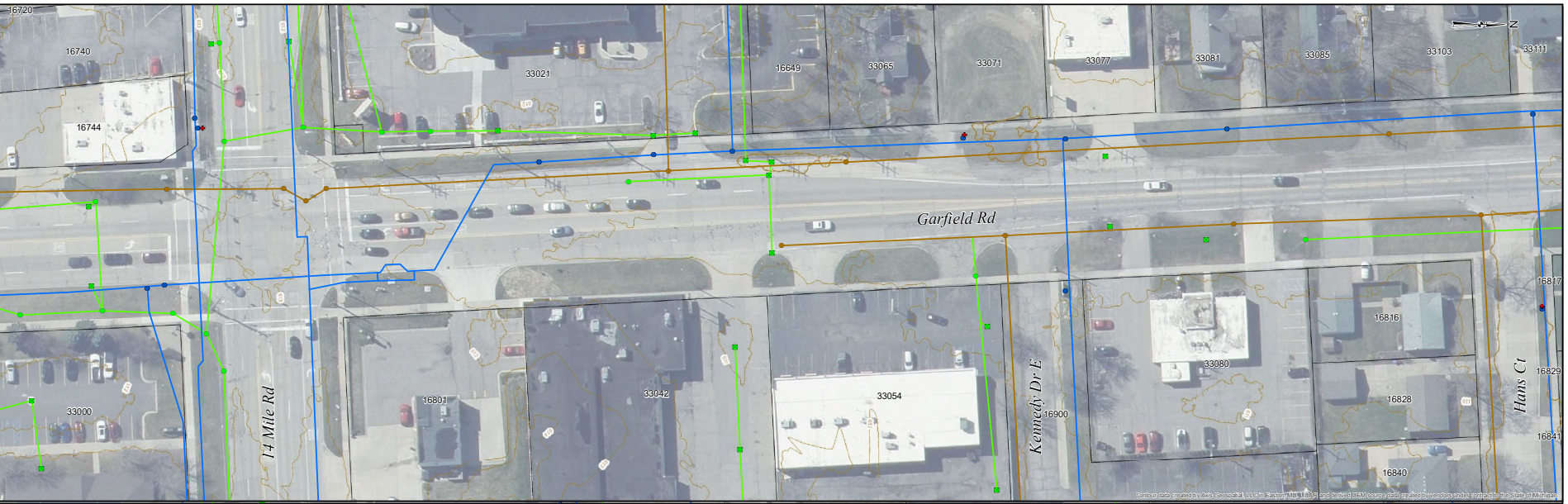
**ANDERSON, ECKSTEIN AND
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CIVIL ENGINEERS SURVEYORS ARCHITECTS
14100 E. Greenfield Rd. Phone: 586-756-1244
Shady Township, Michigan 48315 Fax: 586-726-8760
www.aewinc.com

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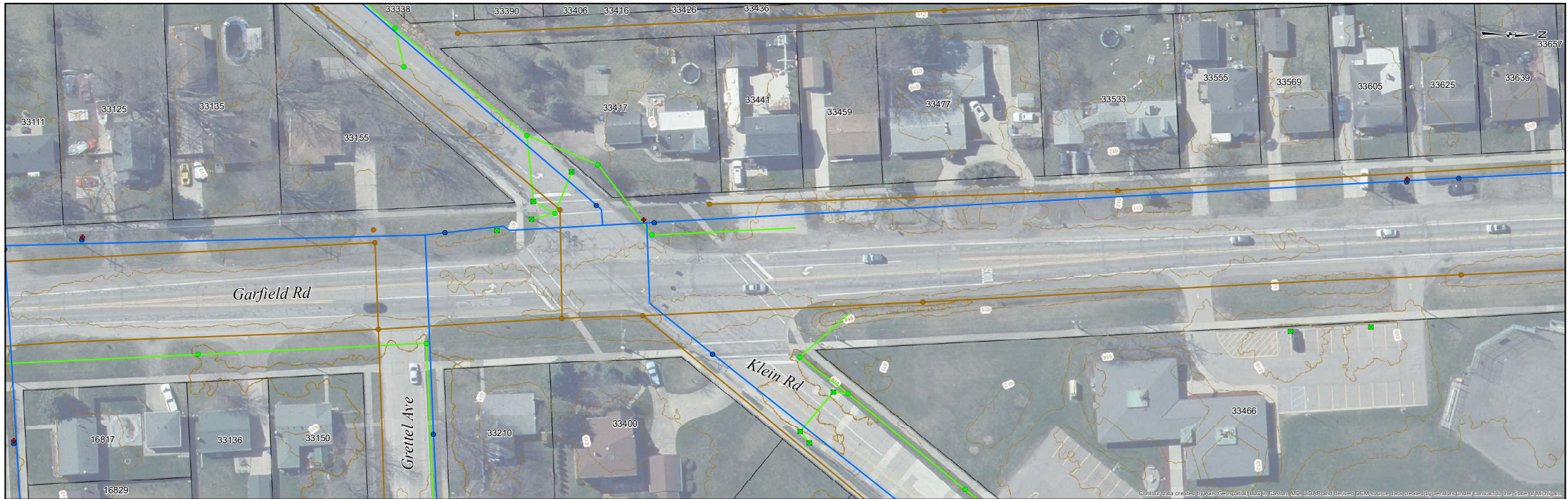
DATE PRINTED: May 9, 2025	DATE CREATED: December 5, 2023
SCALE: 1" = 40'	MAP DOCUMENT: M16740.dwg
PROJECT NO: 01190-051.5	CREATED BY: JLK
	CHECKED BY: MAY

MATCH LINE - SEE ABOVE

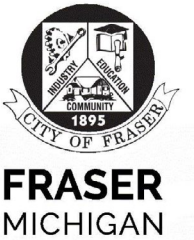


MATCH LINE - SEE NEXT SHEET

MATCH LINE - SEE PREVIOUS SHEET



MATCH LINE - SEE BELOW



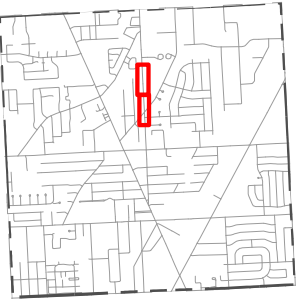
Garfield Rd - Utica Rd to 15 Mile Rd

<11 x 17 Fold Out Map / Rendering>

MATCH LINE - SEE ABOVE



MATCH LINE - SEE NEXT SHEET



CITY OF FRASER



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WESTRICK, INC.
CIVIL ENGINEERS SURVEYORS ARCHITECTS
53301 Schoenherr Rd Phone: 588.725.1234
Shelby Township Michigan 48315 Fax: 588.725.8780
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CAUTION

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DATE PRINTED: May 9, 2025	DATE CREATED: December 5, 2022
SCALE: 1" = 40'	MAP DOCUMENT: MulveyRd.mxd
PROJECT NO: 0190 - 0515	CREATED BY: AER
	CHECKED BY: MAY

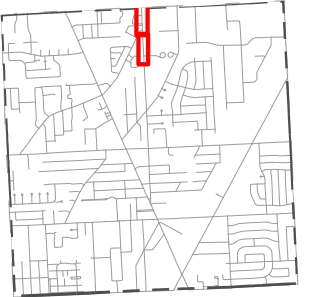
MATCH LINE - SEE PREVIOUS SHEET



MATCH LINE - SEE BELOW



Garfield Rd - Utica Rd to 15 Mile Rd



CITY OF FRASER

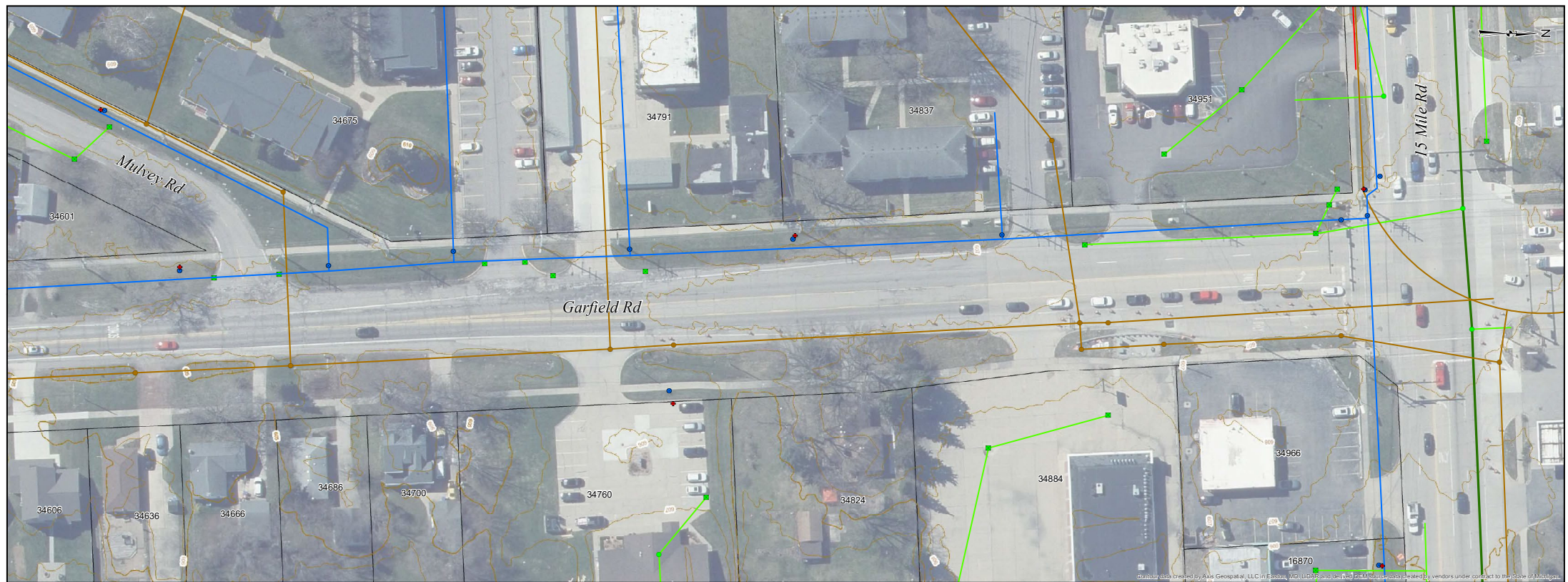


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<11 x 17 Fold Out Map / Rendering>

MATCH LINE - SEE ABOVE



Appendix B: Full Sidewalk Survey Results

01. How are you affiliated with the Fraser community. Please select all that apply

- ☐ None of the above
- ☐ I am a resident
- ☐ I am a property owner
- ☐ I am a business owner
- ☐ I am a student
- ☐ I work in Fraser
- ☐ Other (please specify) _____

02. Please rank the following locations you believe are most important for sidewalk improvements in Fraser.

- ☐ Government Buildings and Civic Spaces (i.e. City Hall and City Administration buildings, the library, fire and police departments, etc.)
- ☐ Fraser Schools (including walking routes to schools)
- ☐ Shopping Destinations
- ☐ Bus Stops
- ☐ Downtown Area
- ☐ Parks and Natural Areas
- ☐ Neighborhoods
- ☐ Doctors Offices and Healthcare Facilities
- ☐ Other

03. Are there specific places in Fraser that you believe are in need of sidewalk improvements? Please use specific street names, buildings, and/or landmarks where possible. If you do not know of a specific area, please write "N/A"

04. If you are a resident of Fraser, what neighborhood do you live in? Please provide the names of the nearest cross streets to your home. If you are not a resident, please write "N/A".

05. How walkable do you feel like your neighborhood is, on a scale of 1 to 5 stars? If you are not a resident, please select "N/A". ("Walkable" can be defined as an area that is pleasant, easy, and safe to walk in.)

- ☐ Not walkable at all
- ☐ Somewhat more unwalkable
- ☐ Averagely walkable
- ☐ Somewhat more walkable
- ☐ Very walkable
- ☐ N/A - Not a resident

06. How would you rate the condition of the sidewalks in your neighborhood, on a scale of 1 to 5? If you are not a resident, please select "N/A".

- ☐ Few or no sidewalks in my neighborhood
- ☐ Poor
- ☐ Average
- ☐ Good
- ☐ Excellent
- ☐ N/A - Not a resident

07. How frequently are you a pedestrian in Fraser?

- ☐ Almost every day (5-7 times a week or more)
- ☐ A few times a week (3-4 times a week)
- ☐ Occasionally (1-2 times a week)
- ☐ Almost Never
- ☐ Never

08. When you are a pedestrian in Fraser, what are your objectives? Select all that apply.

- ☐ None of the above
- ☐ To exercise
- ☐ To run personal/business errands
- ☐ To visit friends/family
- ☐ To go to work
- ☐ To go to school
- ☐ To go to extracurricular activities
- ☐ To attend meetings and appointments
- ☐ To go shopping/dining
- ☐ To relax/decompress
- ☐ Other (please specify)

09. When you are a pedestrian, how often do you use sidewalk or a path?

- ☐ I use a sidewalk or path for my entire route
- ☐ I mostly use a sidewalk or path on my route
- ☐ I occasionally use a sidewalk or path on my route
- ☐ I almost never use a sidewalk or path on my route
- ☐ I never use a sidewalk or path on my route

10. If there was an improved sidewalk and path network in Fraser, what activities would you be more likely to do? Select all that apply.

- ☐ None of the above
- ☐ Walk/run for exercise
- ☐ Walk to complete personal/business errands
- ☐ Walk to visit friends/family
- ☐ Walk to work
- ☐ Walk to school
- ☐ Walk to extracurricular activities
- ☐ Walk to attend meetings and appointments
- ☐ Walk to go shopping/dining
- ☐ Walk to relax/decompress
- ☐ Other

11. Please provide any additional comments regarding sidewalk and pedestrian issues in Fraser. If none, please write "N/A".

12. Please select your age bracket. Somewhat more walkable

- ☐ Under 18
- ☐ 18-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65+
- ☐ Prefer not to say

13. Do you have any accessibility or mobility requirements you would like the City to be aware of when making sidewalk improvements? If none, please write "N/A".

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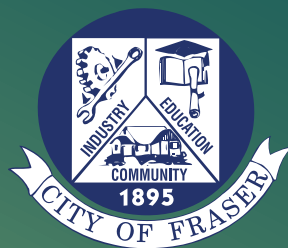
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