



CITY OF NOVI
Administrative ePacket
September 28, 2023

Public Safety (Police/Fire)

[Archer 1200 Barrier Delivery - Elsen](#)

Infrastructure (Roads/Water/Sewer)

[Westbound I-96 lane ramp closures from Novi Road to Wixom Road](#)

[2023 Third Quarter Road Report – Road Commission for Oakland County \(RCOC\)](#)

Economic Development (City Revenue/Job Growth)

[Residential and Condo Markets in Novi and Oakland County - Chojnacki](#)

Citizen-Focused Government (Shared Services/Customer Services)

[Employee In-Service HPO Training - Henderson](#)

Natural Areas & Features and Community Character (Community that Preserves)

Fiscally Responsible Government (Maintain)

Parks, Recreation & Cultural Services (Enhance Services)

Capital Improvement Program

City Council Only or Confidential

MEMORANDUM



TO: ERICK W. ZINSER
DIRECTOR OF PUBLIC SAFETY / CHIEF OF POLICE

FROM: ADAM ELSER, LIEUTENANT

SUBJECT: ARCHER 1200 BARRIER DELIVERY

DATE: SEPTEMBER 27, 2023

The Novi Police Department took delivery of sixteen Archer 1200 vehicle barriers on September 18th, 2023. The purchase of these barriers was approved by the City Council as part of the 2023-2024 budget at a cost of \$155,646.18. The purchase included sixteen barriers, a trailer, dollies, and associated equipment to move the barriers. The barriers are being stored at the Department of Public Works parking lot as seen below:



Novi has hosted several large events over the years including the Michigan State Fair, Susan G. Komen Walk for a Cure, Motor City Comic Convention, 5K and 10K races, Island Lake Triathlon, Festival of Chariots, Memorial Day, and High School homecoming parades. The Archer 1200 barriers could be deployed at events like these in the future to enhance the security of all those in attendance. The barriers can be used to stop vehicles that are not complying with road closure barricades and signage. They are also capable of stopping nefarious individuals, terrorists, and home-grown extremists from using vehicles to cause mass casualties where large crowds of people are gathered. The availability of these barriers will help make our community safer from any type of situation where a vehicle traveling into a crowd could cause injuries.



Michigan Department of Transportation

newsroom



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FOR IMMEDIATE RELEASE

September 28, 2023

MEDIA CONTACT

Diane Cross

CrossD2@Michigan.gov

Westbound I-96 lane, ramp closures this weekend from Novi Road to Wixom Road for joint repairs in Oakland County

NOVI, Mich. - Beginning 5 a.m. Saturday, Sept. 30, through 10 p.m. Sunday, Oct. 1, westbound I-96 will have one lane open from Novi Road to Wixom Road for joint repairs. This work will also involve multiple ramp closures:

- The westbound I-96 ramps to Novi Road, Beck Road, and Wixom Road, and
- The Novi Road, Beck Road, and Wixom Road ramps to westbound I-96.

Local traffic heading for westbound I-96 traffic will be able to access the freeway at Milford Road.

Funding for this project is made possible by Gov. Gretchen Whitmer's Rebuilding Michigan program to rebuild the state highways and bridges that are critical to the state's economy and carry the most traffic. The investment strategy is aimed at fixes that result in longer useful lives and improves the condition of the state's infrastructure. Based on economic modeling, this \$269 million investment is expected to directly and indirectly support 3,416 jobs.

There may be additional lane and ramp closures on this stretch of the project. For up-to-date information on the I-96 Flex Route, go to DrivingOakland.org.

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Road Report

A publication of the Road Commission for Oakland County for public officials serving Oakland County www.rcocweb.org

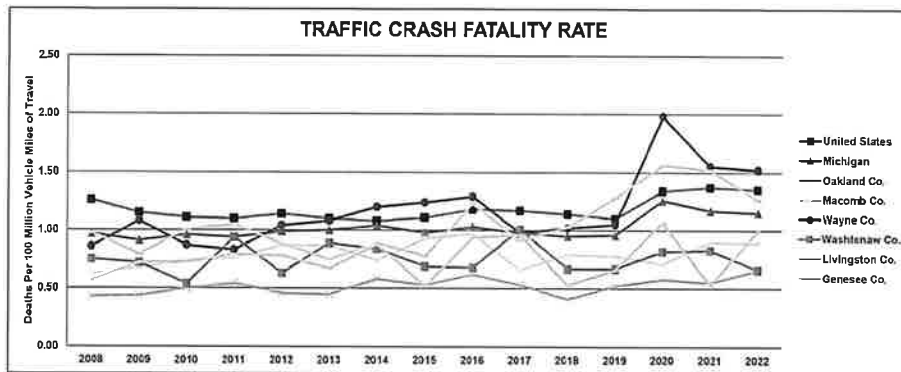
Oakland County traffic-fatality rate remains well below state and national levels

Once again in 2022, Oakland County saw a substantially lower traffic-fatality rate on its roads than either the state or national rates.

The county, state and national fatality rates were recently released for 2022. For the year, Oakland County's fatality rate remained about half of the state and national rates.

In fact, Oakland County has had the lowest, or among the lowest, traffic-fatality rates in the state nearly every year for decades. In part that is the result of the Road Commission for Oakland County (RCOC) making safety its top priority since the 1970s. Since that time, the agency has been a national leader in traffic safety and one of the first and most aggressive users of traffic-crash data to drive traffic-safety improvements.

For 2022, Oakland County's traffic-fatality rate was 0.66 deaths per 100 million



In the graph above, Oakland County is the bottom line, having had the lowest fatality rate most consistently, compared to other Southeast Michigan counties, the state and the nation, for many years.

Information provided by the Transportation Improvement Association.

miles of vehicle travel. For the year, the statewide rate was 1.15 fatalities per 100 million miles of vehicle travel and the national rate was 1.35.

"Safety is our number-one priority," stat-

ed RCOC Managing Director Dennis Kolar. "While we are always striving to reduce the number of crashes on our roads, even one fatality is too many. It is still heartening
CONT'D ON PAGE 2 — SEE SAFETY

RCOC study concludes lowering speed limits on gravel roads does not result in drivers slowing down

A frequent request received by the Road Commission for Oakland County (RCOC) is to lower the speed on gravel roads. While this is often not possible, as gravel road speed limits are dictated by state law, a new study produced by RCOC concludes that doing so may actually have the opposite effect.

Current state law establishes the "general gravel-road speed limit" at 55 MPH. Lower speed limits can be established based on the number of "vehicle-access points" along the road. Vehicle access points include drive-ways, side streets, private roads, etc. Roads with 60 or more vehicle-access points within a half mile are set at 25 MPH.

Roads with 45 to 59 vehicle-access points in a half mile will be set at 35 MPH, while those with 40 to 44 access points will be 40 MPH. Segments with 30 to 39 access points will be 45 MPH, and all roads with



A gravel road in good shape. Not all gravel roads are this smooth all the time, though.

fewer than 30 access points per half mile will be 55 MPH with no posted speed limit.

The law also allows communities to request that the Road Commission lower the speed limit on gravel roads with unposted 55 MPH speed limits to 45 MPH, if the
CONT'D ON PAGE 3 — SEE SPEEDS

What's Inside

RCOC roads surpass statewide average2

RCOC receives SMART grant3

2024 RCOC budget presented4

How to contact RCOC . . .4

RCOC road conditions surpassing statewide averages

The Road Commission for Oakland County (RCOC) continues to have fewer roads in poor condition than Michigan as a whole.

According to the Michigan Transportation Asset Management Council (TAMC) – the organization created by the state Legislature to monitor road conditions in the state – RCOC has continued to have a smaller percentage of roads in poor condition, for at least the last three years, than the state as a whole. Michigan roads are rated using the Pavement Surface Evaluation and Rating (PASER) system, a universal method to evaluate road surface conditions.

“When the state Legislature and governor increased road funding in 2015, we committed to putting the bulk of the new funding into the condition of our paved roads,” explained RCOC Managing Director Dennis Kolar. “This PASER data and the statewide numbers validate what we have been doing.”

For 2022, about a quarter of both RCOC’s roads and roads statewide were in good condition (PASER rates roads as

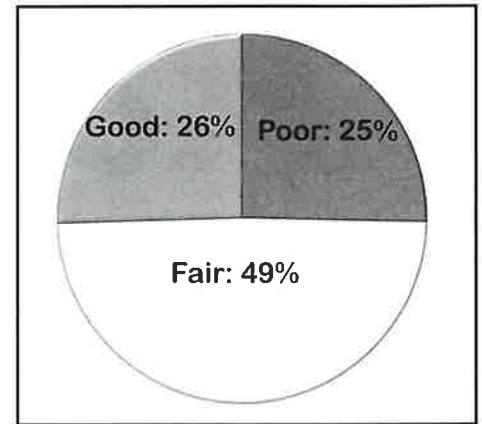
good, fair or poor). However, 25 percent of RCOC roads were in poor condition, compared to a statewide average of 33 percent, while 49 percent of RCOC roads were in fair condition, compared to the statewide average of 42 percent.

“What those numbers tell me,” observed RCOC Deputy Managing Director/County Highway Engineer Gary Piotrowicz, “is that we have done a good job of repairing the roads in the worst condition.”

Piotrowicz added it is the roads in poor condition that the public notices the most. “People don’t notice if a road is in good or fair condition, but they will certainly recognize when it is in poor condition,” he stated.

“That’s why it is important that we have a smaller percentage of our roads in poor condition than the statewide average. We are not yet where we want to be, but as the statewide averages suggest, Michigan, as a whole, continues to suffer from inadequate road funding.”

Piotrowicz noted the 2015 state road-funding increase, while helpful, was inadequate to fully address the state’s road-



The pie chart shows the road conditions on RCOC’s federal-aid-eligible roads.

funding crisis. The increase is generating about \$1.2 billion in additional road funding statewide, after being phased in over six years, starting in 2017.

“We have made significant headway with the funding available to us,” Piotrowicz said, “but we really need the Legislature to finish the job and provide the full amount of funding needed to maintain the system.”

Road Commission receives \$2 million federal SMART grant

The Road Commission for Oakland County (RCOC) is receiving a \$2 million federal Strengthening Mobility And Revolutionizing Transportation (SMART) grant.

The funds will be used to study and develop a business model for deploying “vehicle-to-infrastructure” technology, which would allow vehicles to communicate seamlessly with the transportation infrastructure. Such communication holds the potential for significantly improved safety and mobility for motorists.

“The challenge,” RCOC Managing Director Dennis Kolar noted, “has been that no one has yet come up with a successful model for funding the technology and infra-

structure needed to make this possible.”

Kolar added that the study will look at ways that the private sector could monetize this communication, which would provide an incentive for private companies to fund the necessary technologies and infrastructure. “We know there is the potential for significant safety and mobility improvements through technology, and we know that tax dollars are not likely to be available to fund those enhancements,” he said. “This study will allow us to look at ways the private sector could harness this technology, make it available to those in the public infrastructure world and make money while doing so.”

Kolar also pointed out that this will be

one of the first serious efforts in the nation to identify a viable business model that could enable the deployment of vehicle-to-infrastructure technology. “Answering this question is key to moving to the next phase of vehicle and infrastructure technology. We have a long history of leading in this field, so who better than RCOC to take on this challenge?”

The study will also be something of a continuation of study initiated by RCOC and Oakland County general government in 2018. The County’s Economic Development Department has committed to supporting RCOC’s efforts through the grant.

Stay tuned for developments as the project rolls out over the coming several years.

SAFETY — CONT’D FROM FRONT

to see that our roads remain very safe compared to others across the state and nation. That is the result, in part, of all the hard work done by everyone at RCOC.”

Not only is Oakland County’s rate lower than the state and national rates, it is also lower than most other counties in Southeast Michigan. Washtenaw County saw a drop in its fatality rate for 2022,

tying Oakland’s rate.

Kolar added that RCOC’s safety efforts are paying off. “Virtually everything we do is driven by an interest in safety,” he said. “Whether it is how we select the projects we do each year, how we design those projects, how we prioritize our road maintenance activities, etc. – it all based on crash data and safety analyses.

“Every RCOC employee contributes, in

one way or another, to helping keep our roads safe. These numbers confirm that what we are doing is making a difference.”

In fact, if Oakland’s roads experienced the same fatality rate as the national rate, another approximately 60 people would die on our roads every year. “That’s a huge deal,” Kolar said. That’s 60 families every year that do not have to suffer the loss of a loved one.”

2024 Road Commission budget grows by nearly \$16 million compared to 2023

The Road Commission for Oakland County (RCOC) expects its fiscal year 2024 budget to grow by nearly \$16 million compared to the current year's budget.

The proposed 2024 budget was presented at the agency's annual budget public hearing Aug. 17. Adoption of the budget is expected to take place at the regular RCOC Board meeting on Sept. 21.

Anyone interested can review and comment on the proposed budget, which is available on the RCOC website, www.rcocweb.org (click on the "Financials" button on the home page, select "Budget Summary" and click on "Proposed 2023-24 Budget"). RCOC's fiscal year runs from Oct. 1 to Sept. 30.

The proposed budget, at \$193.9 million, grew primarily due to increases in federal road funds and interest earned. The current year's budget, as adopted in September 2022, totals \$178.1 million.

The amount of federal funding RCOC receives fluctuates from year to year depending on the type and number of projects conducted. The interest revenue fluctuates based on the amount of money held by the agency and the interest rates available. RCOC anticipates receiving \$39.1 million in federal funding in FY 2024 (compared to \$27 million for the current year) and \$1.9 million in interest revenue (compared to \$525,000 for the current year).

RCOC anticipates no increase for the coming year in its largest source of revenue — state road funds generated by the state fuel taxes, vehicle-registration fees and the state income tax. The agency expects to receive about \$122.3 million in state road funding in 2024, the same as it received in the current year.

The state dollars are RCOC's main funding source for operations.

The remaining revenue making up the budget comes from local community contributions (\$10.8 million — down from \$13.2 million in the current year), RCOC's contract with the Michigan Department of Transportation (MDOT) to maintain state highways (\$14 million, up from \$12.5 million for the current year) and fees and other revenues (\$2.6 million, about the same as received for the current year).

The proposed budget includes nearly \$70 million in annual contributions toward safety-focused road-improvement projects; \$38.7 million for road maintenance efforts such as pothole patching, gravel road grading and salting/plowing; and \$17.3 million for maintaining traffic signs, signals, pavement markings and guardrails among other activities.



*RCOC Chair
Andrea
LaLonde.*

The remainder of the budget is dedicated to operating expenses including customer services, vehicle maintenance, staff wages, building maintenance and administration.

"This is a sound budget," reported RCOC Board Chair Andrea LaLonde. "We remain careful about how we use our revenue, making sure we can do the most to improve the road system in the most cost-effective manner," LaLonde added.

RCOC Vice Chair Nancy Quarles concurred. "We operate in a fiscally responsible manner," she explained. "But, like everyone else, we continue to deal with the impacts of inflation," she stated. "Unfortunately, our dollars simply are not going as far as they used to, with road project prices jumping significantly in the last year and the cost of everything rising dramatically."

Board Member Eric McPherson added the Board is deliberate in how it spends the money it receives. "We recognize that our revenue is derived from the state-collected fuel taxes, vehicle-registration fees and income-tax dollars," he explained. "We are always conscious that we are spending the public's money and want to make sure that we get the biggest return for those dollars."

Included in the proposed budget is the 2024 Road Improvement Program (RIP) which includes next year's planned road-construction projects. Among the planned

CONT'D ON PAGE 4 — SEE BUDGET

SPEEDS — CONT'D FROM FRONT community is willing to cover the cost of posting the 45 MPH speed limit signs and if the Road Commission agrees.

Many communities, however, would like some of their gravel roads posted at 35 MPH or lower. To determine if posting at such lower speeds would actually reduce the speed motorists travel on the roads, RCOC conducted the study.

To do this, the Road Commission solicited subject road segments from township supervisors across the county. It then selected 17 road segments that are currently either unposted 55 MPH or posted at 45 MPH. For those segments, RCOC conducted speed studies to see what speeds motorists are currently traveling.

RCOC then posted the road segments for 35 MPH and again conducted speed studies. The data was collected under smooth and dry conditions for both speed studies. The data was collected using radar speed detectors that are typically not evident to motorists, so they did not

impact motorist behavior.

The results were counter intuitive: In most cases, motorist speeds either stayed virtually the same or increased when the 35 MPH speed limit was posted. Of the 17 segments, the average speed increased on nine segments, the average speed dropped very slightly on three segments (by one or two MPH) and stayed the same on three segments.

"Interestingly, speeds did not slow down significantly on any of the segments, and actually increased on the largest portion of them," RCOC Managing Director Dennis Kolar reiterated. "This suggests that simply changing the speed limit on gravel roads, as many people request, will not have the outcome they hope for and, in some cases, may have the opposite effect."

Kolar noted the RCOC study did not delve into why motorist behavior changed in the way it did when speed limits were lowered. But, he suggested, there are a couple of logical explanations that may explain the outcome. "When

the speed limit is unposted, as it is for many gravel roads, motorists tend to drive at the speed they feel is safe, which in many of these cases was already at or below 35 miles per hour. However, when you post a speed limit at 35 MPH, the motorists may assume that is the speed they should be driving, even if they would otherwise drive slower. Therefore, those drivers will then drive faster to meet the posted speed limit."

One of the problems with posting speed limits on gravel roads, Kolar said, is that, unlike paved roads, gravel road conditions change. That means the conditions on a gravel road can be different from one day to the next, and what is a safe speed one day, may not be the next day.

"Because of that," Kolar said, "it can be problematic to post speed limits on gravel roads that may, in fact, be inappropriate for those same roads in some conditions."

The study was shared recently with the Oakland County Association of Township Supervisors (OCATS).

ROAD COMMISSION for OAKLAND COUNTY

**31001 Lahser Road
Beverly Hills, MI 48025**



RCOC Managing Director Dennis Kolar, right, discusses the Road Commission with Oakland County commissioners during the orientation.

RCOC hosts "orientation" session for county commissioners

As it has done every two years for several decades, on May 19, the Road Commission for Oakland County (RCOC) hosted an "orientation" session for county commissioners, intended to provide an overview of who the Road Commission is and how it operates.

The event took place at RCOC's Traffic Operations Center (TOC) and covered such topics as road funding, project selection, the agency's commitment to safety as

its top priority and the agency's long leadership role in transportation technology.

"This is a great way to build on our strong relationships with our friends at the County Commission," stated RCOC Managing Director Dennis Kolar. "It's helpful to be able to explain what we do, why we do things, the intricacies of our funding and to have conversations about related topics that are of interest to them."

BUDGET — CONT'D FROM FRONT projects are:

- Construction of a roundabout at the Baldwin Road/Clarkston Road intersection in Orion Twp.
- Major resurfacing of Brown, Giddings and Silver Bell roads around the GM Orion Plant in Orion Twp. and Auburn Hills
- Major resurfacing of Southfield Road from 11 Mile to 12 Mile in Lathrup Village
- Replacement of the Pontiac Lake Road bridge over the Clinton River in Waterford Twp.

Projects are typically selected based on a detailed, computerized road-assessment program combined with engineers' analysis and a review of safety data. The decisions are often made years before construction begins because of funding requirements.

"RCOC continues to improve the safety and condition of our roads," Managing Director Kolar said. "We know that many roads still need improvement and appreciate the patience of our citizens and businesses as we continue to work through a very long needs list with the available funding."

Contacting RCOC

If your constituents need information about a road project or want to report a pothole, traffic-signal concern or other road issue, they should call RCOC's **Department of Customer Services** toll free at:

(877) 858-4804

OR

**Fill out a report via the
RCOC Web site:**

www.rcocweb.org

ROAD REPORT

Road Report is published quarterly by the Road Commission for Oakland County. Have a question or comment about Road Report? Call Senior Communications Manager Craig Bryson at (248) 645-2000, ext. 2202.

Board of Road Commissioners:

Andrea LaLonde, Chair
Nancy Quarles, Vice Chair
Eric McPherson, Commissioner
Dennis G. Kolar, PE, Managing Director
Gary Piotrowicz, PE, PTOE,
*Deputy Managing Director/
County Highway Engineer*

MEMORANDUM



TO: VICTOR CARDENAS, CITY MANAGER
FROM: EZEKIEL CHOJNACKI, GRADUATE MANAGEMENT ANALYST
SUBJECT: RESIDENTIAL AND CONDO MARKETS IN NOVI AND OAKLAND COUNTY
DATE: SEPTEMBER 5, 2023

Mayor and Council –

Please see some interesting data sets that staff has been tracking. The Novi housing market remains strong however, the overall housing market seems to be cooling off a bit.

- Victor

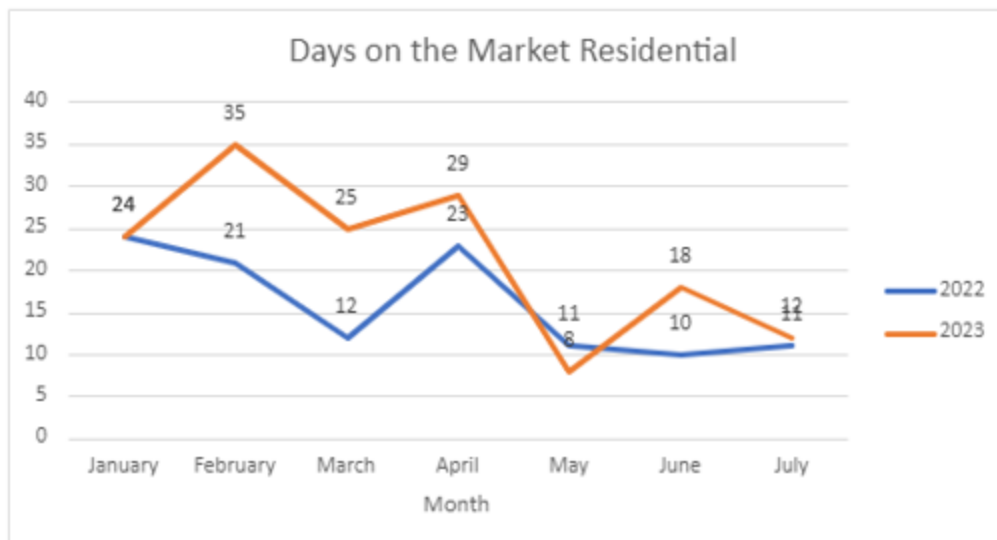
Executive Summary:

City staff has been analyzing the 2022-2023 residential and condo markets in Novi and Oakland County. The data has month-to-month composites of new listings, pending sales, closed sales, days on the market until sale, median sales price*, average sales price*, percent of list price received*, inventory of homes for sale, and months' supply of inventory. The data is over the 2022-2023 period for January-July.

Novi is experiencing the effects of a slowing and stagnating property market. Nonetheless, **Novi excels within Oakland County and demonstrates its high value.** Residents can expect the slowing market to continue and sale periods to remain long.

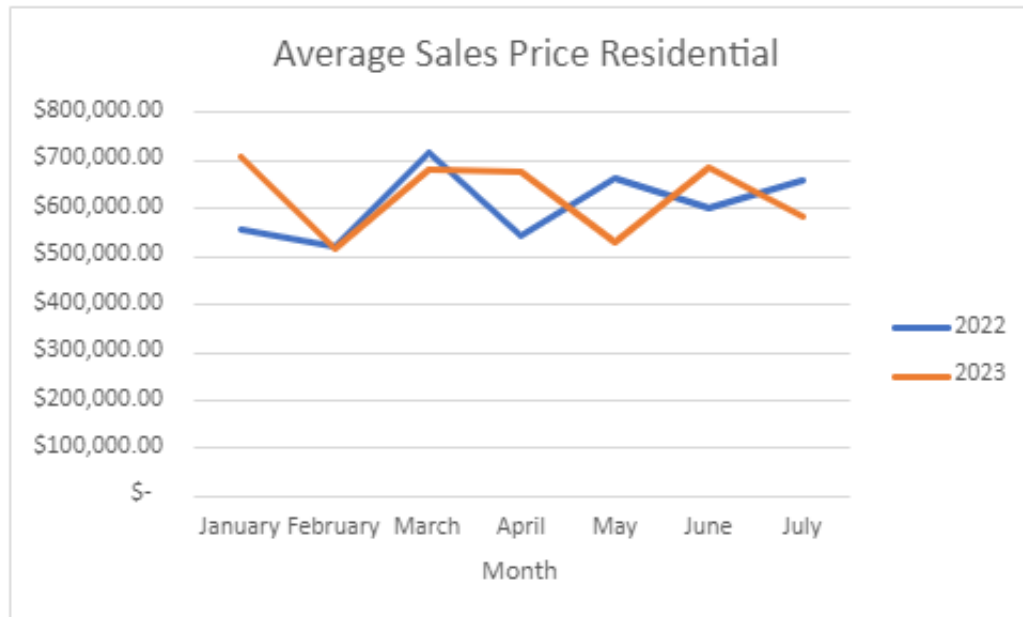
Novi Data:

There is a significant change between the market in 2022 and 2023 in Novi. **New listings, pending sales, and closed sales have significantly fallen in residential and condo markets.** Focusing on the residential market, new listings fell 41%, pending sales fell 36%, and closed sales fell 44%. This contributes to a **smaller inventory in 2023.** Notably, the number of days on the market has risen compared to 2022 for almost every month. The average time on the market is now 21.5 days compared to 16 days in 2022.



Graph of Days on the Market for Residential Properties in the City of Novi (Figure 1)

Although we see these trends in extended sales periods and fewer homes on the market, the actual average sales price is relatively unchanged. Between 2022 and 2023, the average sales price only increased by 3% over the period studied (2023 average sale price \$626,607 compared to 2022 \$608,591). Inflationary forces easily explain such an increase. Residential prices fell relative to overall inflation, which was an average of 6% over the study period.¹



Graph of Average Sales Price for Residential Properties in the City of Novi (Figure 2)

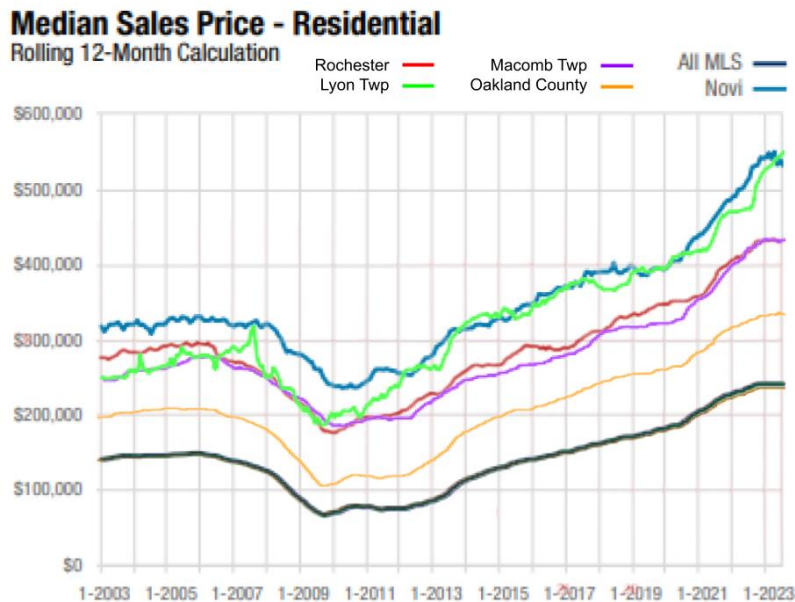
Finally, 2023 saw a lower percentage of the price received compared to the initial list price. It is difficult to determine causality, but this could be caused by more accurate listing prices or extended sale periods. According to statistical analysis of our data, we can explain 42% of the percent list price received with how many days a property spent on the market.

Oakland County Data Comparison:

Data from Oakland County has far less variation due to the larger sample size. All the trends discovered in Novi persist in the Oakland County data. Comparing Novi to Oakland County averages illuminates Novi as a high-value location within the county. Residential properties in Novi are worth almost 1.5 times (1.46) as much as the average residential property in Oakland County. Additionally, while Oakland County properties spent an average of 29.6 days on the market, Novi properties spent only 21.5 days in 2023. Novi also has a proportionately higher number of condos than the rest of Oakland County. Although Novi is only an estimated 2.2% of the residential market, it is an estimated 5.2% of the condo market.

Other Communities:

The markets in Rochester, Lyon Township, and Macomb Township display the same market trends as Novi. It is important to remember that most fluctuations in the housing market are due to national and regional trends. Individual cities have very little influence on the market trends within their city.



Future Implications:

Relative price stagnation could significantly affect migratory patterns in the City of Novi, such as leading residents to stay longer before moving. Residents can also expect properties to remain on the market for more extended periods than in the past few years. Looking toward future sales, the city has developed an [advanced interactive](https://experience.arcgis.com/experience/27fe8f9f6aa4410bbfdb65e9db1b2d63) (<https://experience.arcgis.com/experience/27fe8f9f6aa4410bbfdb65e9db1b2d63>) map that shows home sales across the city from 2020 to 2022.



1. <https://tradingeconomics.com/united-states/inflation-cpi>

MEMORANDUM



TO: VICTOR CARDENAS, CITY MANAGER
FROM: MYRON HENDERSON, GRADUATE MANAGEMENT ANALYST
SUBJECT: EMPLOYEE IN-SERVICE HPO TRAINING
DATE: SEPTEMBER 28, 2023

On Tuesday, September 19th, 2023, an in-service training was held at the Novi Community School District ROAR Center for Administrative, Public Safety Command Staff, and Work Leaders from Public Works. The goal of the training was to introduce current Novi employees to the High-Performance Organizations (HPO) leadership model. For the past 25 years, the City of Novi has been sending members of its leadership team to attend trainings on this HPO model at the University of Virginia as part of the Senior Executive Institute (SEI) and the Leading, Educating, and Developing Program (LEAD). A refresher course on the topic was also made available for LEAD and SEI alumni who are still with the City on Wednesday, September 20th, 2023. Both training sessions were led by Michael Sable, a facilitator from the College of Charleston and the Assistant City Manager of Bloomington, MN.

This specific training is the initial step to introduce HPO concepts into the wider organization, beyond leadership, and focus on deliberate discussions regarding how to improve engagement and focus across the operation. The HPO model empowers employees at all levels of organizations to be self-directed critical thinkers, releases old control methods of leadership, and allows for all factions of an organization to grow in their respective roles and come together to accomplish a greater vision.

Training participants were motivated to take part in small exercises to see how the City of Novi can use HPO methods to better help its employees and the community. Novi has made tremendous strides in improving organizational functions and empowering its employees to date and will continue to do so by focusing on strategic orientation, being results-driven, embracing team leadership, and leading change in the organization.

