



CITY OF NOVI
Administrative ePacket
June 27, 2024

Public Safety (Police/Fire)

Infrastructure (Roads/Water/Sewer)

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Capital Improvement Program

City Council Only or Confidential



MEMORANDUM

TO: JEFFREY HERCZEG, DIRECTOR OF PUBLIC WORKS
FROM: BEN CROY, CITY ENGINEER
SUBJECT: MEADOWBROOK SPEED LIMIT STUDY
DATE: JUNE 27, 2024

Per City Council's request, staff engaged AECOM, the City's traffic engineering consultant, to conduct a speed study of Meadowbrook Road between 8 Mile and 12 Mile. The speed limit along this section of Meadowbrook has been a point of discussion for many years and the intent of the study was to determine if the posted speed is artificially low based on current standards.

Speed limits are governed by the Michigan Vehicle Code (MVC) and the Michigan Manual of Traffic Control Devices (MMUTCD). The MVC provides a standard "prima facie" speed based on the number of access points on a roadway. The MVC and MMUTCD allow the local agency to adjust the speed limit based on a traffic engineering study conducted in accordance with established traffic engineering practices. The current speed limits did not follow these principles (access points and speed study).

A speed study conducted in 2009 recommended an increase of 5 MPH from 30 MPH to 35 MPH between 8 Mile and 10 Mile. Based on the findings of this study, a temporary 35 MPH speed limit was posted along this two-mile segment of Meadowbrook. However, contrary to the findings in the study, the speed limit was returned to the original limit.

Since speed studies are only valid for a few years, the attached study was conducted by AECOM in May 2024 to determine the appropriate speed limits based on current traffic patterns and motorist behavior. Similar to the 2009 study, this study also recommends an increase in the speed limit, with some variation, and includes a larger area (4 miles vs. the original 2 miles). Below is a summary of the existing and recommended speed limits for each of the four 1-mile segments studied:

Location	Existing Speed Limit	Recommended Speed Limit
8 Mile to 9 Mile	30	40
9 Mile to 10 Mile	30	35
10 Mile to 11 Mile	40	45
11 Mile to 12 Mile	40	45

The study recommends an increase of 5 MPH for each segment, except for the 8 Mile to 9 Mile segment, where a 10 MPH increase is recommended. These recommended speed

limits are supported by the number of access points and the prevailing speed of motorists along each mile segment. Additionally, the accident frequencies are lower than average for similar roadways.

Staff can pursue the recommended modifications based on the findings of the study if so desired. Prior to any modifications, a Traffic Control Order would need to be presented and approved by City Council.



AECOM
39575 Lewis Drive
Suite 400
Novi, MI 48377, United States

To:
Ben Croy
City Engineer, Department of Public Works,
Engineering Division, City of Novi
26300 Lee BeGole Dr
Novi, MI 48375

Project name:
Meadowbrook Rd 85th Percentile Speed Study

Project ref:

From:
AECOM

Date:
June 12, 2024

CC:
Jeff Herczeg, Director
Department of Public Works

Memo

Subject: 85th Percentile Speed Study on Meadowbrook Road, Novi

Introduction

The City of Novi received a request to study the 85th percentile speed and update the speed limit on Meadowbrook Road from 8 Mile Road to 12 Mile Road to better align with community expectations and the existing speed limit. Currently, Meadowbrook Road has a speed limit of 30 mph from 8 Mile Road to 10 Mile Road and a speed limit of 40 mph from 10 Mile Road to 12 Mile Road. The traffic and engineering investigation follows the established standardized methods outlined in Chapter 5 - Spot Speed Study from the Institute of Transportation Engineers (ITE) Manual of Transportation Engineering Studies 2nd Edition to determine reasonable and proper speed typically defined by the 85th percentile speed.

Project Area and Background

Meadowbrook Road is a minor arterial roadway in Novi, Michigan with an Average Annual Daily Traffic (AADT) of 8,321 in 2023 (Source: traffic counts from Michigan Department of Transport Traffic Count Database System, MDOT TCDS, Location ID 63-5343). Between 8 Mile Road and 10 Mile Road, Meadowbrook Rd is a two-lane roadway. Between 10 Mile Road and 12 Mile Road, Meadowbrook Road is a two-lane roadway with a two-way left-turn lane.

Figure 1 below shows the limits of the study area of the project. **Figure 2** below shows the existing speed limit along Meadowbrook Road. **Figures 3 through 7** below show where the tubes for data collection were laid at various locations along Meadowbrook Road.

Figure 1: Meadowbrook Road from 8 Mile Road to 12 Mile Road

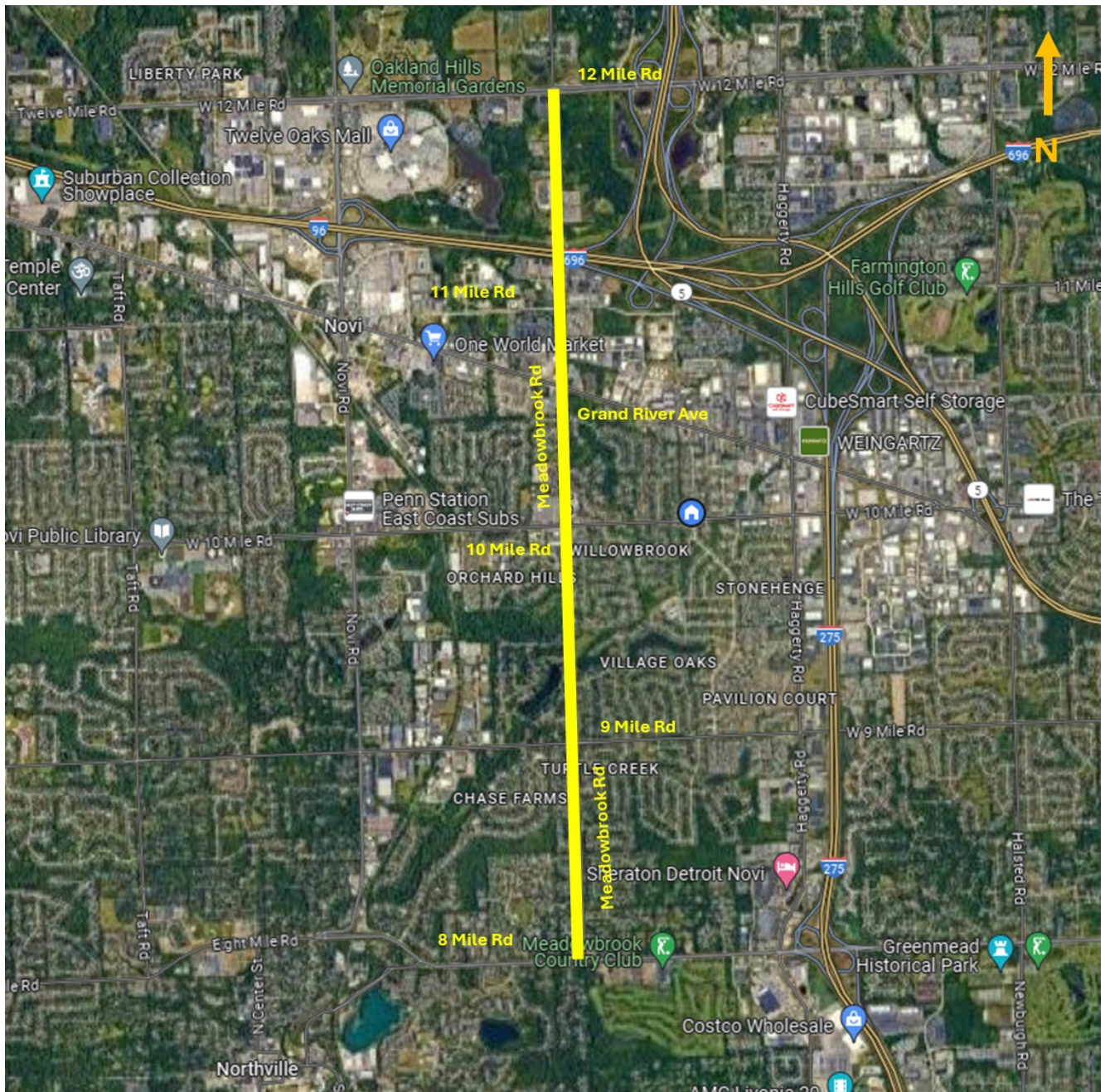


Figure 2: Existing Speed Limits along Meadowbrook Road



Figure 3: Meadowbrook Road Tube Locations from 8 Mile Road to 9 Mile Road



Figure 4: Meadowbrook Road Tube Locations from 9 Mile Road to 10 Mile Road



Figure 5: Meadowbrook Road Tube Locations from 10 Mile Road to Grand River Avenue



Figure 6: Meadowbrook Road Tube Locations from Grand River Avenue to 11 Mile Road



Figure 7: Meadowbrook Road Tube Locations from 11 Mile Road to 12 Mile Road



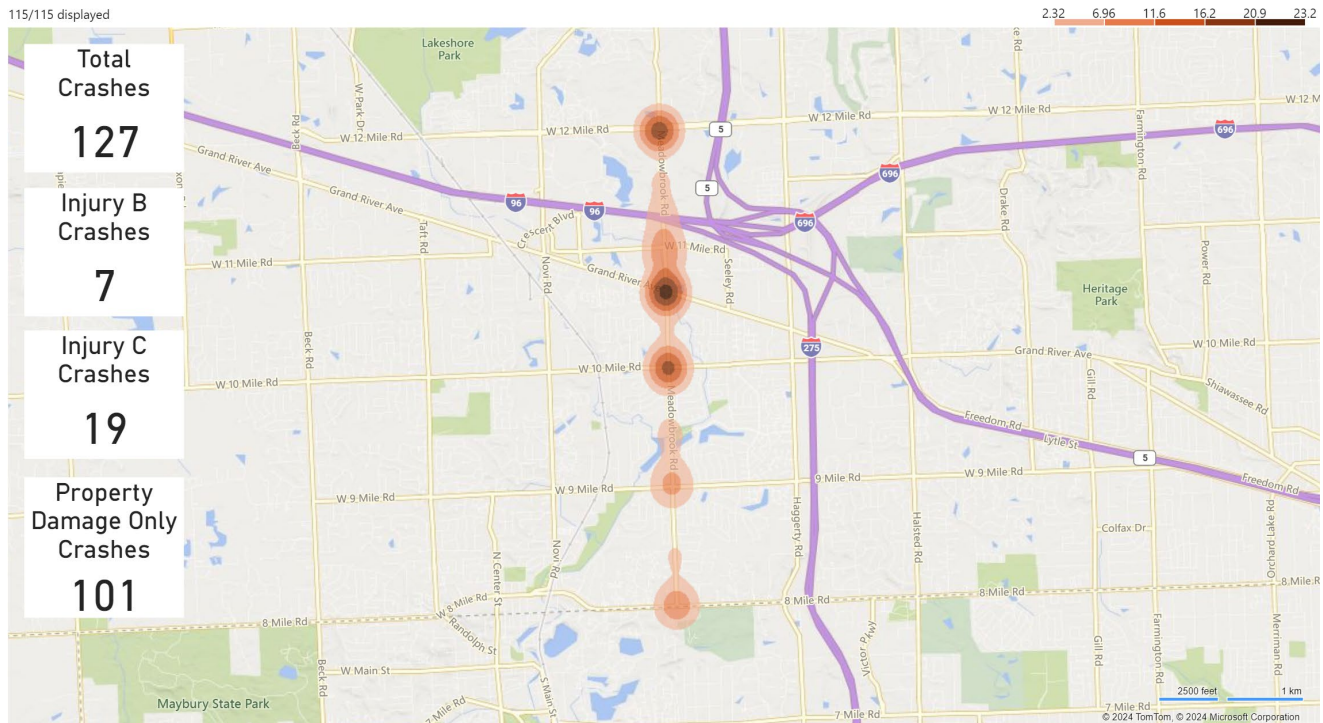
Speed Data Collection

Speed data was collected on Meadowbrook Road on May 14, 2024. Additional speed data was collected on May 22, 2024 to supplement the initial data collection.

Crash Analysis

Crashes from 2019 to 2023 on Meadowbrook Road from 8 Mile Road to 12 Mile Road were studied for this analysis. Below in **Figure 7** is a hotspot map of crashes on Meadowbrook Road.

Figure 7: Hotspot Map of Crashes on Meadowbrook Road



As shown on the hotspot map, the density of crashes along Meadowbrook Road is the highest at Grand River Avenue and 12 Mile Road.

Crashes along Meadowbrook Road were broken up into segments and analyzed by both crash type and severity. **Table 1** below shows the breakdown of crashes by crash type.

Table 1: Crashes by Crash Type

Location	Crash Type						Total
	Angle	Rear-End	Single Motor Vehicle	Head-On	Sideswipe	Other	
8 Mile Rd to 9 Mile Rd	5	8	6	0	0	1	20
9 Mile Rd to 10 Mile Rd	6	10	3	1	3	0	23
10 Mile Rd to Grand River Ave	12	14	1	2	5	0	34
Grand River Ave to 11 Mile Rd	7	6	0	0	6	1	20
11 Mile Rd to 12 Mile Rd	4	18	6	0	2	0	30
Total	34	56	16	3	16	2	127

The most common crash type in the study area was rear-end crash, followed by angle crash.

Table 2 below shows the breakdown of crashes by severity.

Table 2: Crashes by Crash Severity

Location	Crash Severity					Total
	<i>Fatal</i>	<i>A-Level Injury</i>	<i>B-Level Injury</i>	<i>C-Level Injury</i>	<i>Property Damage Only</i>	
8 Mile Rd to 9 Mile Rd	0	0	2	5	13	20
9 Mile Rd to 10 Mile Rd	0	0	1	5	17	23
10 Mile Rd to Grand River Ave	0	0	3	1	30	34
Grand River Ave to 11 Mile Rd	0	0	0	6	14	20
11 Mile Rd to 12 Mile Rd	0	0	1	2	27	30
Total	0	0	7	19	101	127

There were no fatal or A-level crashes reported on Meadowbrook Road during the study period.

Table 3 below shows the crash frequency and crash rate of each segment in the study corridor. The crash rates are lower than the average crash rates of a similar facility per Southeast Michigan Council of Governments (SEMCOG) Traffic Analysis Process 2016.

Table 3: Crash rate calculation

Location	Total Crashes	Crash Frequency	AADT	Segment Length (mi)	Crash Rate
8 Mile Rd to 9 Mile Rd	20	4	8,512	1.0	0.26
9 Mile Rd to 10 Mile Rd	23	4.6	8,512	1.0	0.30
10 Mile Rd to Grand River Ave	34	6.8	8,512	0.63	0.69
Grand River Ave to 11 Mile Rd	20	4	4,590	0.37	1.29
11 Mile Rd to 12 Mile Rd	30	6	4,970	1.0	0.66

Access Points

As per the violation of the basic speed law “VBSL”, speed limit is defined by land use and number of access points. The amount of access points varies along the corridor. Shown in **Table 4** below is a summary of access points along Meadowbrook Road. Access points were manually counted from Google Earth.

Table 4: Access Points on Meadowbrook Road

Location	# of Access Points			Existing Speed Limit	VBSL Speed Limit ¹
	Northbound	Southbound	Total for Segment		
8 Mile Rd to 9 Mile Rd	8	10	18 (9 in ½ mile)	30	None
9 Mile Rd to 10 Mile Rd	49	37	86 (43 in ½ mile)	30	40
10 Mile Rd to Grand River Ave	8	8	16 (8 in ½ mile)	40	None
Grand River Ave to 11 Mile Rd	3	4	7 (4 in ½ mile)	40	None
11 Mile Rd to 12 Mile Rd	5	8	13 (7 in ½ mile)	40	None

¹Source: MICHIGAN VEHICLE CODE, 257.627 Speed limits. Refer to **Appendix A**.

The highest concentration of access points in the study area is from 9 Mile Road to 10 Mile Road and it is the only segment that meets the prima facie speed limit based on the number of access points. The lowest concentration of access points in the study area is between Grand River Ave and 11 Mile Road.

Speed Data Analysis

Shown below in **Table 5** are the results of the speed study analysis on Meadowbrook Road. Data from 10 AM to 12 PM was used in this analysis as it is outside of a peak time period. Please refer to **Appendix B** for speed data.

Table 5: 85th Percentile Speeds on Meadowbrook Road

Location	85 th Percentile Speed			Existing Speed Limit
	Northbound	Southbound	Both Directions	
8 Mile Rd to 9 Mile Rd	39	39	39	30
9 Mile Rd to 10 Mile Rd	37	39	37	30
10 Mile Rd to Grand River Ave	53	47	51	40
Grand River Ave to 11 Mile Rd	51	51	51	40
11 Mile Rd to 12 Mile Rd	43	51	47	40

The area with the lowest 85th percentile speed is Meadowbrook Road from 9 Mile Road to 10 Mile Road, with a speed of 37 mph. The area with the highest 85th percentile speed is Meadowbrook Road from 10 Mile Road to 11 Mile Road, with a speed of 51 mph.

Recommendations

Table 6 below shows our recommended posted speed limit based on the 85th percentile speed profile for the segments along Meadowbrook Road. Typically, speed limits are set within 5 MPH of the 85th percentile speed.

Table 6: 85th Percentile Speeds on Meadowbrook Road

Location	85 th Percentile Speed for Both Directions	Existing Speed Limit	Recommended Speed Limit
8 Mile Rd to 9 Mile Rd	39	30	40
9 Mile Rd to 10 Mile Rd	37	30	35
10 Mile Rd to Grand River Ave	51	40	45
Grand River Ave to 11 Mile Rd	51	40	45
11 Mile Rd to 12 Mile Rd	47	40	45

Act No. 445
Public Acts of 2016
Approved by the Governor
January 4, 2017
Filed with the Secretary of State
January 5, 2017
EFFECTIVE DATE: January 5, 2017

**STATE OF MICHIGAN
98TH LEGISLATURE
REGULAR SESSION OF 2016**

Introduced by Rep. Jacobsen

ENROLLED HOUSE BILL No. 4423

AN ACT to amend 1949 PA 300, entitled “An act to provide for the registration, titling, sale, transfer, and regulation of certain vehicles operated upon the public highways of this state or any other place open to the general public or generally accessible to motor vehicles and distressed vehicles; to provide for the licensing of dealers; to provide for the examination, licensing, and control of operators and chauffeurs; to provide for the giving of proof of financial responsibility and security by owners and operators of vehicles; to provide for the imposition, levy, and collection of specific taxes on vehicles, and the levy and collection of sales and use taxes, license fees, and permit fees; to provide for the regulation and use of streets and highways; to create certain funds; to provide penalties and sanctions for a violation of this act; to provide for civil liability of manufacturers, the manufacturers of certain devices, the manufacturers of automated technology, upfitters, owners, and operators of vehicles and service of process on residents and nonresidents; to regulate the introduction and use of certain evidence; to regulate and certify the manufacturers of certain devices; to provide for approval and certification of installers and servicers of certain devices; to provide for the levy of certain assessments; to provide for the enforcement of this act; to provide for the creation of and to prescribe the powers and duties of certain state and local agencies; to impose liability upon the state or local agencies; to provide appropriations for certain purposes; to repeal all other acts or parts of acts inconsistent with this act or contrary to this act; and to repeal certain parts of this act on a specific date,” by amending section 627 (MCL 257.627), as amended by 2012 PA 252; and to repeal acts and parts of acts.

The People of the State of Michigan enact:

Sec. 627. (1) A person operating a vehicle on a highway shall operate that vehicle at a careful and prudent speed not greater than nor less than is reasonable and proper, having due regard to the traffic, surface, and width of the highway and of any other condition existing at the time. A person shall not operate a vehicle upon a highway at a speed greater than that which will permit a stop within the assured, clear distance ahead. A violation of this subsection shall be known and may be referred to as a violation of the basic speed law or “VBSL”.

(2) Except as provided in subsection (1), it is lawful for the operator of a vehicle to operate that vehicle on a highway at a speed not exceeding the following:

(a) 15 miles per hour on a highway segment within the boundaries of a mobile home park, as that term is defined in section 2 of the mobile home commission act, 1987 PA 96, MCL 125.2302.

(b) 25 miles per hour on a highway segment within a business district.

(c) 25 miles per hour on a highway segment within the boundaries of a public park. A local authority may decrease the speed limit to not less than 15 miles per hour in a public park under its jurisdiction.

(d) 25 miles per hour on a highway segment within the boundaries of a residential subdivision, including a condominium subdivision, consisting of a system of interconnected highways with no through highways and a limited number of dedicated highways that serve as entrances to and exits from the subdivision.

(e) 25 miles per hour on a highway segment with 60 or more vehicular access points within 1/2 mile.

(f) 30 miles per hour on a highway segment with not less than 50 vehicular access points but no more than 59 vehicular access points within 1/2 mile.

(g) 35 miles per hour on a highway segment with not less than 45 vehicular access points but no more than 49 vehicular access points within 1/2 mile.

(h) 40 miles per hour on a highway segment with not less than 40 vehicular access points but no more than 44 vehicular access points within 1/2 mile.

(i) 45 miles per hour on a highway segment with not less than 30 vehicular access points but no more than 39 vehicular access points within 1/2 mile.

(3) A person operating a truck with a gross weight of 10,000 pounds or more, a truck-tractor, a truck-tractor with a semi-trailer or trailer, or a combination of these vehicles shall not exceed a speed of 35 miles per hour during the period when reduced loadings are being enforced in accordance with this chapter.

(4) Where the posted speed limit is greater than 65 miles per hour, a person operating a school bus, a truck with a gross weight of 10,000 pounds or more, a truck-tractor, or a truck-tractor with a semi-trailer or trailer or a combination of these vehicles shall not exceed a speed of 65 miles per hour on a limited access freeway or a state trunk line highway.

(5) All of the following apply to the speed limits described in subsection (2):

(a) A highway segment adjacent to or lying between 2 or more areas described in subsection (2)(a), (b), (c), or (d) shall not be considered to be within the boundaries of those areas.

(b) A highway segment of more than 1/2 mile in length with a consistent density of vehicular access points equal to the number of vehicular access points described in subsection (2)(e), (f), (g), (h), or (i) shall be posted at the speed limit specified in the adjoining segment. A separate determination shall be made for each adjoining highway segment where vehicular access point density is different.

(c) A speed limit may be posted on highways less than 1/2 mile in length by prorating in 1/10 mile segments the vehicular access point density described in subsection (2)(e), (f), (g), (h), or (i).

(6) A person operating a vehicle on a highway, when entering and passing through a work zone described in section 79d(a) where a normal lane or part of the lane of traffic has been closed due to highway construction, maintenance, or surveying activities, shall not exceed a speed of 45 miles per hour unless a different speed limit is determined for that work zone by the state transportation department, a county road commission, or a local authority, based on accepted engineering practice. The state transportation department, a county road commission, or a local authority shall post speed limit signs in each work zone described in section 79d(a) that indicate the speed limit in that work zone and shall identify that work zone with any other traffic control devices necessary to conform to the Michigan manual of uniform traffic control devices. A person shall not exceed a speed limit established under this section or a speed limit established under section 628.

(7) The state transportation department, a county road commission, or a local authority shall decrease the speed limit in a hospital highway zone by up to 10 miles per hour upon request of a hospital located within that hospital highway zone. The state transportation department, county road commission, or local authority may decrease the speed limit in a hospital highway zone by more than 10 miles per hour if the decrease is supported by an engineering and safety study. The state transportation department, county road commission, or local authority shall post speed limit signs in a hospital highway zone that indicate the speed limit in that hospital highway zone and shall identify that hospital highway zone with any other traffic control devices necessary to conform to the Michigan manual of uniform traffic control devices. If a change in a sign, signal, or device, is necessitated by a speed limit decrease described in this subsection, the hospital requesting the decrease shall pay the cost of doing so. As used in this subsection, "hospital highway zone" means a portion of state trunk line highway maintained by the state transportation department that has a posted speed limit of at least 50 miles per hour and has 2 or fewer lanes for travel in the same direction, traverses along property owned by a hospital, contains an ingress and egress point from hospital property, and extends not more than 1,000 feet beyond the boundary lines of hospital property in both directions in a municipality.

(8) Subject to subsection (17), the maximum speed limit on all limited access freeways upon which a speed limit is not otherwise fixed under this act is 70 miles per hour, which shall be known as the "limited access freeway general speed limit". The minimum speed limit on all limited access freeways upon which a minimum speed limit is not otherwise fixed under this act is 55 miles per hour.

(9) Subject to subsection (17), the speed limit on all trunk line highways and all county highways upon which a speed limit is not otherwise fixed under this act is 55 miles per hour, which shall be known as the "general speed limit".

(10) Except as otherwise provided in this subsection, the speed limit on all county highways with a gravel or unimproved surface upon which a speed limit is not otherwise fixed under this act is 55 miles per hour, which shall be known as the "general gravel road speed limit". Upon request of a municipality located within a county with a population of 1,000,000 or more, the county road commission in conjunction with the requesting municipality may lower the speed limit to 45 miles per hour on the requested road segment and if a sign, signal, or device is erected or maintained, taken

down, or regulated as a result of a request by a municipality for a speed limit of 45 miles per hour, the municipality shall pay the costs of doing so. If a municipality located within a county with a population of 1,000,000 or more requests a speed different than the speed described in this subsection, the county road commission in conjunction with the department of state police and the requesting municipality may conduct a speed study of free-flow traffic on the fastest portion of the road segment in question for the purpose of establishing a modified speed limit. A speed study conducted under this subsection shall be completed between 3 and 14 days after a full gravel road maintenance protocol has been performed on the road segment. A full gravel road maintenance protocol described in this subsection shall include road grading and the application of a dust abatement chemical treatment. Following a speed study conducted under this subsection, the speed limit for the road segment shall be established at the nearest multiple of 5 miles per hour to the eighty-fifth percentile of speed of free-flow traffic under ideal conditions for vehicular traffic, and shall not be set below the fiftieth percentile speed of free-flow traffic under ideal conditions for vehicular traffic. A speed study conducted under this subsection shall be the responsibility of the department of state police, and if a sign, signal, or device is erected or maintained, taken down, or regulated as a result of a request by a municipality under this subsection, the municipality shall pay the costs of doing so.

(11) A public record of all traffic control orders establishing statutory speed limits authorized under this section shall be filed with the office of the clerk of the county in which the county highway is located or at the office of the city or village clerk or administrative office of the airport, college, or university in which the local highway is located, and a certified copy of the traffic control order shall be evidence in every court of this state of the authority for the issuance of that traffic control order. The public record filed with the county, city, or village clerk or administrative office of the airport, college, or university shall not be required as evidence of authority for issuing a traffic control order in the case of signs temporarily erected or placed at points where construction, maintenance, or surveying activities is in progress.

A traffic and engineering investigation is not required for a traffic control order for a speed limit established under subsection (2). A traffic control order shall, at a minimum, contain all of the following information:

- (a) The name of the road.
- (b) The boundaries of the segment of the road on which the speed limit is in effect.
- (c) The basis upon which the speed limit is in effect.
- (d) The section of law, including a reference to the subsection, under which the speed limit is established.

(12) Except for speed limits described in subsections (1), (2)(d), and (9), speed limits established under this section are not valid unless properly posted. In the absence of a properly posted sign, the speed limit in effect is the basic speed law described in subsection (1). Speed limits established under subsection (2)(b), (e), (f), (g), (h), and (i) are not valid unless a traffic control order is filed as described in subsection (11).

(13) Nothing in this section prevents the establishment of a modified speed limit after a speed study as described in section 628. A modified speed limit established under section 628 supersedes a speed limit established under this section.

(14) All signs erected or placed under this section shall conform to the Michigan manual on uniform traffic control devices.

(15) If upon investigation the state transportation department or county road commission and the department of state police determine that it is in the interest of public safety, they may order city, village, airport, college, university, and township officials to erect and maintain, take down, or regulate speed limit signs, signals, and devices as directed. In default of an order, the state transportation department or county road commission may cause designated signs, signals, and devices to be erected and maintained, removed, or regulated in the manner previously directed and pay the costs for doing so out of the designated highway fund. An investigation, including a speed study, conducted under this subsection shall be the responsibility of the department of state police.

(16) A person who violates a speed limit established under this section is responsible for a civil infraction.

(17) No later than 1 year after the effective date of the amendatory act that added this subsection, the state transportation department and the department of state police shall increase the speed limits on at least 600 miles of limited access freeway to 75 miles per hour if an engineering and safety study and the eighty-fifth percentile speed of free-flowing traffic under ideal conditions of that section contain findings that the speed limit may be raised to that speed, and the department shall increase the speed limit of 900 miles of trunk line highway to 65 miles per hour if an engineering and safety study and the eighty-fifth percentile speed of free-flowing traffic under ideal conditions of that section contain findings that the speed limit may be raised to that speed.

(18) As used in this section:

- (a) "Traffic control order" means a document filed with the proper authority that establishes the legal and enforceable speed limit for the highway segment described in the document.
- (b) "Vehicular access point" means a driveway or intersecting roadway.

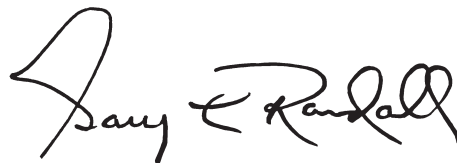
Enacting section 1. Section 629 of the Michigan vehicle code, 1949 PA 300, MCL 257.629, is repealed.

Draft

Enacting section 2. This amendatory act does not take effect unless all of the following bills of the 98th Legislature are enacted into law:

- (a) House Bill No. 4424.
- (b) House Bill No. 4425.
- (c) House Bill No. 4426.

This act is ordered to take immediate effect.



.....
Clerk of the House of Representatives



.....
Secretary of the Senate

Approved

.....
Governor

State of Florida Department of Transportation

Form 750-010-03
TRAFFIC ENGINEERING
March 2020

VEHICLE SPOT SPEED STUDY

General Information										Site Information									
Analyst/Observer: ECH/SS					Location: Meadbrook Rd														
Agency or Company: AECOM					City: Novi County: Oakland														
Date Performed: Tuesday, May 14, 2024					Roadway ID: 656706														
Time Period From: 10:00 AM To: 12:00 PM					Milepost: 0.0-1.0 Posted Speed (mph): 30														
Weather/Road Condition: Clear, Dry					Remarks: Between 8 Mile and 9 Mile														
Vehicles traveling North bound						Speed (mph)	Vehicles traveling South bound						Both Directions						
Cum Total	Total	20	15	10	5		5	10	15	20	Total	Cum Total	Total	Cum Total					
	0					≥ 80					0		724						
	0					78 - 79.9					0		724						
	0					76 - 77.9					0		724						
	0					74 - 75.9					0		724						
	0					72 - 73.9					0		724						
	0					70 - 71.9					0		724						
	0					68 - 69.9					0		724						
	0					66 - 67.9					0		724						
	0					64 - 65.9					0		724						
	0					62 - 63.9					0		724						
	0					60 - 61.9					0		724						
	0					58 - 59.9					0		724						
	0					56 - 57.9					0		724						
362	1					54 - 55.9	1				1	362	2	724					
	0					52 - 53.9					0		722						
361	1					50 - 51.9	1				1	361	2	722					
360	3					48 - 49.9	1	2			3	360	6	720					
357	2					46 - 47.9	2				2	357	4	714					
355	7					44 - 45.9	4	3			7	355	14	710					
348	11					42 - 43.9	8	3			11	348	22	696					
337	13					40 - 41.9	6	7			13	337	26	674					
324	18					38 - 39.9	7	11			18	324	36	648					
306	29					36 - 37.9	10	19			29	306	58	612					
277	52					34 - 35.9	24	28			52	277	104	554					
225	78					32 - 33.9	34	44			78	225	156	450					
147	75					30 - 31.9	29	46			75	147	150	294					
72	52					28 - 29.9	20	32			52	72	104	144					
20	13					26 - 27.9	9	4			13	20	26	40					
7	3					24 - 25.9	1	2			3	7	6	14					
4	1					22 - 23.9	1				1	4	2	8					
	0					20 - 21.9					0			6					
	0					18 - 19.9					0			6					
	0					16 - 17.9					0			6					
	0					14 - 15.9					0			6					
	0					12 - 13.9					0			6					
	0					10 - 11.9					0			6					
3	3					≤ 10	2	1			3	3	6	6					
362		TOTALS										362		724					
Travel Direction 1 →		North		Speed Data Summary		South		← Travel Direction 2		Both Directions									
		308		85 th Percentile Vehicle		308		85 th Percentile Vehicle		615									
		39		85 th Percentile Speed		39		85 th Percentile Speed		39									
		181		50 th Percentile Vehicle		181		50 th Percentile Vehicle		362									
		33		50 th Percentile Speed		33		50 th Percentile Speed		33									
		28-38		10 mph pace		28-38		10 mph pace		28-38									
		OK				OK				OK									

State of Florida Department of Transportation

VEHICLE SPOT SPEED STUDY

Form 750-010-03
TRAFFIC ENGINEERING
March 2020

General Information										Site Information									
Analyst/Observer: ECH/SS					Location: Meadowbrook Rd														
Agency or Company: AECOM					City: Novi County: Oakland														
Date Performed: Wednesday, May 22, 2024					Roadway ID: 656706														
Time Period From: 10:00 AM To: 12:00 PM					Milepost: 1.0-2.0 Posted Speed (mph): 30														
Weather/Road Condition: Clear, Dry					Remarks: Between 9 Mile and 10 Mile														

Vehicles traveling North bound						Speed (mph)	Vehicles traveling South bound						Both Directions		
Cum Total	Total	20	15	10	5		5	10	15	20	Total	Cum Total	Total	Cum Total	
	0					≥ 80					0		817		
	0					78 - 79.9					0		817		
	0					76 - 77.9					0		817		
	0					74 - 75.9					0		817		
	0					72 - 73.9					0		817		
	0					70 - 71.9					0		817		
	0					68 - 69.9					0		817		
	0					66 - 67.9					0		817		
	0					64 - 65.9					0		817		
	0					62 - 63.9					0		817		
	0					60 - 61.9					0		817		
	0					58 - 59.9					0		817		
	0					56 - 57.9					0		817		
	0					54 - 55.9	1				1	394	1	817	
	0					52 - 53.9	1				1	393	1	816	
	0					50 - 51.9					0		815		
423	1					48 - 49.9	1				1	392	2	815	
422	2					46 - 47.9	2	2			4	391	6	813	
420	3					44 - 45.9	2	3			5	387	8	807	
417	8					42 - 43.9	6	5			11	382	19	799	
409	17					40 - 41.9	4	7			11	371	28	780	
392	31					38 - 39.9	15	11			26	360	57	752	
361	45					36 - 37.9	25	29			54	334	99	695	
316	73					34 - 35.9	32	33			65	280	138	596	
243	103					32 - 33.9	23	53			76	215	179	458	
140	71					30 - 31.9	36	41			77	139	148	279	
69	33					28 - 29.9	17	14			31	62	64	131	
36	22					26 - 27.9	6	13			19	31	41	67	
14	6					24 - 25.9	3	3			6	12	12	26	
8	5					22 - 23.9	1	2			3	6	8	14	
	0					20 - 21.9	2				2	3	2	6	
	0					18 - 19.9					0			4	
	0					16 - 17.9					0			4	
3	2					14 - 15.9	2				0		2	4	
	0					12 - 13.9					0			2	
	0					10 - 11.9					0			2	
1	1					≤ 10	1				1	1	2	2	
423		TOTALS						394						817	

Travel Direction 1 →	North	Speed Data Summary	South	← Travel Direction 2	Both Directions
	360	85th Percentile Vehicle	335	85th Percentile Vehicle	694
	37	85th Percentile Speed	39	85th Percentile Speed	37
	212	50th Percentile Vehicle	197	50th Percentile Vehicle	409
	33	50th Percentile Speed	33	50th Percentile Speed	33
	28-38	10 mph pace	28-38	10 mph pace	28-38
	OK		OK		OK

State of Florida Department of Transportation

VEHICLE SPOT SPEED STUDY

Form 750-010-03
TRAFFIC ENGINEERING
March 2020

General Information										Site Information									
Analyst/Observer: <u>ECH/SS</u>					Location: <u>Meadowbrook Rd</u>														
Agency or Company: <u>AECOM</u>					City: <u>Novi</u> County: <u>Oakland</u>														
Date Performed: <u>Tuesday, May 14, 2024</u>					Roadway ID: <u>656706</u>														
Time Period From: <u>10:00 AM</u> To: <u>12:00 PM</u>					Milepost: <u>2.0-2.63</u> Posted Speed (mph): <u>40</u>														
Weather/Road Condition: <u>Clear, Dry</u>					Remarks: <u>Between 10 Mile and Grand River</u>														

Vehicles traveling North bound						Speed (mph)	Vehicles traveling South bound						Both Directions	
Cum Total	Total	20	15	10	5		5	10	15	20	Total	Cum Total	Total	Cum Total
	0					≥ 80					0			1116
	0					78 - 79.9					0			1116
	0					76 - 77.9					0			1116
	0					74 - 75.9					0			1116
	0					72 - 73.9					0			1116
	0					70 - 71.9					0			1116
	0					68 - 69.9					0			1116
	0					66 - 67.9					0			1116
603	1					64 - 65.9					0		1	1116
	0					62 - 63.9					0			1115
602	7				5	60 - 61.9					0		7	1115
595	7				4	58 - 59.9					0		7	1108
588	13				8	56 - 57.9	1				1	513	14	1101
575	21				11	54 - 55.9	3				3	512	24	1087
554	55				28	52 - 53.9	3	1			4	509	59	1063
499	83				37	50 - 51.9	7	7			14	505	97	1004
416	88				46	48 - 49.9	17	10			27	491	115	907
328	100				42	46 - 47.9	27	35			62	464	162	792
228	84				45	44 - 45.9	52	56			108	402	192	630
144	54				31	42 - 43.9	48	57			105	294	159	438
90	41				16	40 - 41.9	30	51			81	189	122	279
49	12				3	38 - 39.9	18	32			50	108	62	157
37	10				4	36 - 37.9	8	13			21	58	31	95
27	6				5	34 - 35.9	1	4			5	37	11	64
21	7				3	32 - 33.9	3	3			6	32	13	53
14	2				2	30 - 31.9	4	6			10	26	12	40
12	4				1	28 - 29.9	3	3			6	16	10	28
8	4				1	26 - 27.9	3				3	10	7	18
	0					24 - 25.9	2				2	7	2	11
	0					22 - 23.9	1	1			2	5	2	9
4	1				1	20 - 21.9	2				2	3	3	7
	0					18 - 19.9					0			4
	0					16 - 17.9					0			4
	0					14 - 15.9					0			4
3	1				1	12 - 13.9					0		1	4
	0					10 - 11.9					0			3
2	2				2	≤ 10	1				1	1	3	3
603						TOTALS					513		1116	

Travel Direction 1 →	North	Speed Data Summary	South	← Travel Direction 2	Both Directions
	513	85 th Percentile Vehicle	436	85 th Percentile Vehicle	949
	53	85 th Percentile Speed	47	85 th Percentile Speed	51
	302	50 th Percentile Vehicle	257	50 th Percentile Vehicle	558
	47	50 th Percentile Speed	43	50 th Percentile Speed	45
	44-54	10 mph pace	38-48	10 mph pace	40-50
	OK		OK		OK

State of Florida Department of Transportation

VEHICLE SPOT SPEED STUDY

Form 750-010-03
TRAFFIC ENGINEERING
March 2020

General Information										Site Information									
Analyst/Observer:		ECH/SS								Location:		Meadowbrook Rd							
Agency or Company:		AECOM								City:		Novi				County: Oakland			
Date Performed:		Tuesday, May 14, 2024								Roadway ID:		656706							
Time Period From:		10:00 AM				To: 12:00 PM				Milepost:		3.0-4.0				Posted Speed (mph): 40			
Weather/Road Condition:		Clear, Dry								Remarks:		Between 11 Mile and 12 Mile							
Vehicles traveling		North bound				Speed (mph)	Vehicles traveling				South bound				Both Directions				
Cum Total	Total	20	15	10	5		5	10	15	20	Total	Cum Total	Total	Cum Total					
	0					≥ 80						0			1049				
	0					78 - 79.9						0			1049				
	0					76 - 77.9						0			1049				
	0					74 - 75.9						0			1049				
	0					72 - 73.9						0			1049				
	0					70 - 71.9						0			1049				
	0					68 - 69.9						0			1049				
572	1					66 - 67.9	1					1	477	2	1049				
	0					64 - 65.9						0			1047				
	0					62 - 63.9						0			1047				
571	1					60 - 61.9	1					0		1	1047				
570	1					58 - 59.9	4	4				8	476	9	1046				
569	7					56 - 57.9	3	5				8	468	15	1037				
562	12					54 - 55.9	6	8				14	460	26	1022				
550	33					52 - 53.9	7	11				18	446	51	996				
517	43					50 - 51.9	21	30				51	428	94	945				
474	53					48 - 49.9	30	37				67	377	120	851				
421	99					46 - 47.9	51	48				66	310	165	731				
322	127					44 - 45.9	74	53				83	244	210	566				
195	93					42 - 43.9	57	36				68	161	161	356				
102	51					40 - 41.9	26	25				58	93	109	195				
51	22					38 - 39.9	7	15				17	35	39	86				
29	15					36 - 37.9	7	8				10	18	25	47				
14	3					34 - 35.9	1	2				2	8	5	22				
11	1					32 - 33.9	1					2	6	3	17				
10	1					30 - 31.9	1					1	4	2	14				
	0					28 - 29.9						1	3	1	12				
9	6					26 - 27.9	6					0		6	11				
3	1					24 - 25.9	1					1	2	2	5				
	0					22 - 23.9						0			3				
	0					20 - 21.9		1				1	1	1	3				
	0					18 - 19.9						0			2				
	0					16 - 17.9						0			2				
	0					14 - 15.9						0			2				
2	2					12 - 13.9	2					0		2	2				
	0					10 - 11.9						0							
0	0					≤ 10						0							
572		TOTALS										477		1049					
Travel Direction 1 →		North		Speed Data Summary		South		← Travel Direction 2		Both Directions									
		486		85 th Percentile Vehicle		405		85 th Percentile Vehicle		892									
		51		85 th Percentile Speed		51		85 th Percentile Speed		51									
		286		50 th Percentile Vehicle		239		50 th Percentile Vehicle		525									
		45		50 th Percentile Speed		45		50 th Percentile Speed		45									
		40-50		10 mph pace		40-50		10 mph pace		40-50									
		OK				OK				OK									

State of Florida Department of Transportation

VEHICLE SPOT SPEED STUDY

Form 750-010-03
TRAFFIC ENGINEERING
March 2020

General Information										Site Information									
Analyst/Observer:		ECH/SS								Location:		Meadowbrook Rd							
Agency or Company:		AECOM								City:		Novi				County: Oakland			
Date Performed:		Tuesday, May 14, 2024								Roadway ID:		656706							
Time Period From:		10:00 AM				To: 12:00 PM				Milepost:		2.63-3.0				Posted Speed (mph): 40			
Weather/Road Condition:		Clear, Dry								Remarks:		Between Grand River and 11 Mile							

Vehicles traveling North bound						Speed (mph)	Vehicles traveling South bound						Both Directions		
Cum Total	Total	20	15	10	5		5	10	15	20	Total	Cum Total	Total	Cum Total	
	0					≥ 80						0		1201	
	0					78 - 79.9						0		1201	
	0					76 - 77.9						0		1201	
	0					74 - 75.9						0		1201	
	0					72 - 73.9						0		1201	
	0					70 - 71.9						0		1201	
	0					68 - 69.9						0		1201	
	0					66 - 67.9	1					1	557	1201	
	0					64 - 65.9	1					1	556	1200	
644	1					62 - 63.9	1					1	555	1199	
	0					60 - 61.9						0		1197	
643	1					58 - 59.9	1	1				2	554	1197	
	0					56 - 57.9	5	2				7	552	1194	
642	2					54 - 55.9	6	8				14	545	1187	
640	1					52 - 53.9	9	19				28	531	1171	
639	3					50 - 51.9	19	16				35	503	1142	
636	6					48 - 49.9	32	28				60	468	1104	
630	25					46 - 47.9	44	47				91	408	1038	
605	47					44 - 45.9	38	36				74	317	922	
558	90					42 - 43.9	29	36				65	243	801	
468	118					40 - 41.9	18	29				47	178	646	
350	123					38 - 39.9	23	26				49	131	481	
227	75					36 - 37.9	12	10				22	82	309	
152	55					34 - 35.9	12	8				20	60	212	
97	24					32 - 33.9	6	3				9	40	137	
73	18					30 - 31.9	2	5				7	31	104	
55	21					28 - 29.9	3	2				5	24	79	
34	15					26 - 27.9	2	1				3	19	53	
19	7					24 - 25.9	2	3				5	16	35	
12	9					22 - 23.9	1					1	11	23	
3	2					20 - 21.9	1	1				2	10	13	
	0					18 - 19.9	2					2	8	9	
	0					16 - 17.9						0		7	
	0					14 - 15.9	1					1	6	7	
	0					12 - 13.9						0		6	
	0					10 - 11.9	3					3	5	6	
1	1					≤ 10	2					2	2	3	
644		TOTALS										557		1201	

Travel Direction 1 →	North	Speed Data Summary	South	← Travel Direction 2	Both Directions
	547	85 th Percentile Vehicle	473	85 th Percentile Vehicle	1021
	43	85 th Percentile Speed	51	85 th Percentile Speed	47
	322	50 th Percentile Vehicle	279	50 th Percentile Vehicle	601
	39	50 th Percentile Speed	45	50 th Percentile Speed	41
	34-44	10 mph pace	40-50	10 mph pace	38-48
	OK		OK		OK

MEMORANDUM



TO: JEFFREY HERCZEG, DIRECTOR OF PUBLIC WORKS
FROM: REBECCA RUNKEL, PROJECT ENGINEER
SUBJECT: 2024 NEIGHBORHOOD SIDEWALK REPAIR PROGRAM
DATE: JUNE 27, 2024

In 2020, City staff begin researching and planning a neighborhood sidewalk repair program in response to a City Council goal of proposing and funding a sidewalk maintenance incentive program. A pilot program was developed in the Meadowbrook Glens subdivision with construction wrapping up in 2022 (see attached previous memo recapping the pilot program). This year's sidewalk program follows a similar format as the pilot program, with the City funding the program and using the same set of criteria for repairs. The subdivisions selected for this year's program were based on the age of the subdivision and number of street trees.

City staff worked with engineering consultant, AECOM, on this year's program. The construction award for the program will be on the July 8th City Council action agenda. The program was posted for bidding as a base bid (Chase Farms, Willowbrook Farms and Bristol Corners) and alternate bids (Yerkes Manor and Westminster Village). The low bid for both the base bid and alternate bids is within the amount budgeted for the program, which included a rollover from FY 2023-24 funds (out the cost of \$595,612). There is \$998,183 budgeted between FYs 2023-24 & 2024-25 for the program. Therefore, City staff recommend awarding both the base bid and alternate bid subdivisions for construction this year. The remaining budget of ~\$400K will go towards design of the next phase and/or additional work based on contractor performance,

While this year's program remains similar in format to the pilot program, staff have been evaluating alternative programs based on Council's 2024 goal of updating the sidewalk maintenance policy and evaluating all city sidewalks over the next five years. Alternative programs include cyclical programs that split the City into districts that are rotated through annually. Another memo summarizing the cost estimates and pros and cons of the alternative programs will be shared with the newly formed Mobility Committee for review and recommendations.

MEMORANDUM



TO: WALKABLE NOVI COMMITTEE
FROM: REBECCA RUNKEL, PROJECT ENGINEER
SUBJECT: MEADOWBROOK GLENS PILOT SIDEWALK PROGRAM
DATE: APRIL 20, 2023

In 2020, City Council formed a goal to establish a neighborhood sidewalk repair program that would repair or replace damaged sidewalk panels that pose a risk to public safety, in particular, trip hazards. A pilot program was initiated in 2021, with a budget of \$200,000 for sidewalk repairs and \$200,000 for tree-related expenses. The Department of Public Works estimates that as many as 50% of damaged sidewalk panels are the result of tree root growth adjacent to or under sidewalks.

The Meadowbrook Glens subdivision was selected as the pilot neighborhood due to its age, amount of damaged sidewalk and impact from large street trees. Initially, the program was set up to have the City bear 100% of the cost for repair of panels with a 2-inch deflection or greater, and to incentivize property owners to repair panels with 0.75 to 2-inch deflections by splitting the costs 50/50 with the City. Of the 475 homes in Meadowbrook Glens, 371 properties were found to have damaged sidewalks meeting the criteria for the incentive program. City staff sat down with the Homeowner's Association, held a public meeting, and mailed out letters to all Meadowbrook Glens residents. Initially, 136 property owners returned signed agreements. After meeting with HOA members a second time, utilizing social media, marking panels and leaving door hangers, a total of 211 of the eligible property owners returned signed agreements for repair. A detailed summary of the public feedback and participation can be found in the attached March 31, 2022 memo.

Ultimately, it was decided that the City would bear the costs for all sidewalk repairs on sidewalk panels with 0.75-inch or greater deflections. City Council approved a change order to a contract with Merlo Construction on April 25, 2022 for the Meadowbrook Glens Sidewalk Repair Program in the amount of \$343,778.50. Tree removals began this past winter, and sidewalk removal/replacement started this spring and is nearly complete. Restoration will follow immediately after all sidewalk repairs are done. The total cost of the pilot program thus far is approximately \$500,000, due to additional repairs and tree removals identified during construction.

Now that the pilot program is nearly complete, City staff have the following reflections on the overall program implementation:

- Meadowbrook Glens subdivision represented the 'worst-case scenario', being the largest and oldest subdivision considered for the program.

- Despite the comprehensive communication efforts made by the City (meetings, letters, notices, door hangers) hundreds of calls and emails from residents were fielded by City staff throughout the program.
- Staff encountered a general lack of understanding regarding public rights-of-ways, ownership of sidewalk, etc.
- Staff time required to implement the program was greater than anticipated.
- Additional contingency funds should be included in the project budget to cover issues that come up in the field, such as irrigation, invisible dog fence, landscaping, etc.
- Most residents were in favor of tree removals, though many of those that opted out of the program did so because they did not want a tree removed.
- Trees and sidewalks should not be marked until construction is ready to begin – the initial markings confused homeowners and actually had some residents doing their own markings.
- The program must be followed up by the City Forester to be successful (monitoring remaining trees for damage, working with residents on replacements).
- The repairs made in the subdivision to date are not a permanent solution. Sidewalks will still need to be monitored in the future for heaving due to tree roots.
- City Council's backing of the program was helpful in getting support from residents.

City staff would like the Walkable Novi Committee to provide feedback on continuation of the program. Potential candidates for the next program include Willowbrook Farm, Bristol Corners, and Chase Farm subdivisions. Alternatively, the program could shift to higher traffic sidewalks and pathways along boundaries of neighborhoods.





MEADOWBROOK GLENS SIDEWALK REPAIR PROGRAM UPDATE

January 13, 2023

CITY COUNCIL

Mayor
Bob Gatt

Mayor Pro Tem
Dave Staudt

Laura Marie Casey

Hugh Crawford

Justin Fischer

Brian Smith

Ericka Thomas

Interim City Manager
Victor Cardenas

Director of Public Works
Jeffrey Herczeg

Deputy Director of Public Works
Megan Mikus

City Engineer
Ben Croy, P.E.

Valued Resident,

In 2022, we communicated with you about the Sidewalk Repair Program in your neighborhood. Unfortunately, due to staffing and other project delays, in August we shared the project was rescheduled to this spring.

You are receiving this letter as one or more of your street trees have been identified as absolutely necessary for removal prior to sidewalk replacement. The contractor will begin removing trees later this month or in early February. Trees identified for removal will be marked with an "X."

Sidewalk replacement will begin in the spring as soon as weather allows.

Residents who have called and wanted trees removed not identified as part of the program remain on the list and those trees will be removed following sidewalk completion, under a separate contract.

Once all the sidewalk is repaired, the City will re-evaluate the neighborhood for street tree replacements with deeper root system trees which are better suited for this type of location. Restoration is anticipated later this year.

We look forward to bringing this program to Meadowbrook Glens and working with you to enhance your neighborhood. If you have any questions, please contact Community Relations at communityrelations@cityofnovi.org or 248.735.5628.

Sincerely,

Sheryl Walsh-Molloy
Director of Communications

Matt Wiktorowski
Field Operations Senior Manager

Department of Public Works
26300 Lee BeGole Drive
Novi, Michigan 48375
248.735.5640
248.735.5659 fax

cityofnovi.org



Dear Resident:

Merlo Construction has been contracted by the City of Novi to perform a sidewalk repair program in the Meadowbrook Glens Subdivision. Owen Tree Service has been hired for tree removal services as necessary to complete the sidewalk work.

The work is scheduled to start in your area over the next few days and we ask that you please not park vehicles near trees that are marked for removal. These trees are identified with pink paint and an aluminum disc nailed to the tree. The tree removal process will require streets to be empty of vehicles in the area of the work to ensure a safe and efficient process.

Your tree(s) are scheduled to be removed on: _____.

Should you have any questions please do not hesitate to contact the individuals listed below.

Zach Sandwick	Merlo Construction	(248) 640-2147
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Barry Gates	(OHM Advisors (City of Novi Engineering Consultant)	(734) 466-4433
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Novi Community Relations		(248) 735-5628
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MEMORANDUM



TO: JEFFREY HERCZEG, DIRECTOR OF PUBLIC WORKS
FROM: MATT WIKTOROWSKI, FIELD OPERATIONS SENIOR MANAGER
SUBJECT: MEADOWBROOK GLENS SIDEWALK PROGRAM
RECOMMENDATION
DATE: MARCH 31, 2022

In the fall of 2020, the Department of Public Works presented to the Walkable Novi Committee, a report on non-motorized maintenance and proposed criteria for a neighborhood sidewalk repair program, which is a 2020 City Council goal. Following those reports, guidance was summarized to the Committee. (November 17 Memorandum attached).

Meadowbrook Glens Subdivision was selected as the pilot neighborhood and the best candidate to benefit from an incentivized repair program given its age, amount of damaged sidewalk, and impact from large street trees.

On May 28, 2021, DPW and Community Relations staff met with the Meadowbrook Glens Homeowners Association President, Sue Finley, to notify her of the opportunity and to gauge the HOA's support. Following the HOA's endorsement, a public information meeting was held on August 16 at the Civic Center for all Meadowbrook Glens residents. A handout to address frequently asked questions was provided to the approximately 50 residents in attendance.

After receiving positive public input, eligibility letters, participation agreements, and the FAQ sheet (attached) were mailed at the end of August to all Meadowbrook Glens residents. This communication explained the program, the number of damaged panels, and the resident cost share to be placed on a future tax bill, following construction.

Of the 475 homes in Meadowbrook Glens, 371 properties were identified as having damage and were listed as candidates for the cost share incentive. Of those eligible, only 136 (or approximately 37%), property owners signed and returned agreement for repair. Some of the reasons cited for non-participation were as follows:

- Residents were reluctant to lose their trees;
 - Conversely, some residents indicated they wanted their tree removed despite having only minimal damage, not caused by tree roots;
- Damaged panels were not marked, making homeowners question quantities;
- Sidewalks should be the City's responsibility.

Based on feedback from limited participation in the program, it was decided a second attempt be initiated to obtain additional program support. On October 27, 2021, DPW and Community Relations staff again met with the MGHOA members to report initial results and encourage further support through neighborhood social media and simple “word of mouth.” In addition to that meeting, the City initiated enhanced communication efforts in the field by marking individual damaged panels, for quick homeowner reference, and placing doorhangers at each identified home to directly explain the program for those who were unable to attend previous informational meetings.

Following this second, more robust approach, the City received 75 additional agreements yielding an overall cost share total of 211 property owner participants (or approximately 57% of identified parcels with damage). Given the lower than anticipated acceptance totals, we estimate only 40% of the identified damaged panels would be repaired under this incentive program.

Based on participation it is estimated residents would be responsible for only \$64,000 of the overall estimated pilot program expenditure of **\$224,000 (approximately \$160,000 City cost plus \$64,000 resident cost share)**. Resident costs are based solely on existing concrete removal and replacement. An estimate received by the Merlo Construction Company was used to determine unit costs. As part of the program, it is anticipated approximately 80 mature trees will be removed. These trees, some of which have been requested be removed by homeowners, are damaging additional assets such as storm drains, sanitary sewer conveyance systems, roadway surfaces, and private sump lines. The tree removal and replacement costs account for about 25% (~\$55,000) of the total project.

Staff estimates the total cost to replace all panels, tree removal, etc. for the entire subdivision (including the resident addresses not participating) is **~\$325-350K** (under the budgeted \$400K). The unit prices are based on this overall estimate (100% of panels) and reducing the scope to 40% will likely increase the unit cost. With participation and overall cost share value nominal (compared to effort), staff recommends completing the whole project with cost share participation (if any) at the discretion of City Council.

Options are as follows with pros and cons:

Option 1 – do program with opt in only residents and shared costs

- Pros
 - Residents aggregable and willing to share costs
 - Cost savings for City of ~\$64K
- Cons
 - Only addresses 40% of all panel replacements

Option 2 – do entire program with city covering all cost

- Pros
 - Addresses all sidewalk panel replacement in the subdivision and provides a network free of hazards
 - Lower overall unit cost

- Cons
 - City covers all cost (no resident agreements)
 - Residents may oppose additional tree removals

Staff would like to execute a change order agreement with the contractor currently working on the Safe Routes to School project at the April 28th City Council Meeting. Construction on the Meadowbrook Glens project would begin later this spring or early summer.

MEMORANDUM



TO: JULIE MADAY, WALKABLE NOVI COMMITTEE CHAIRPERSON
FROM: MEGAN MIKUS, DEPUTY DIRECTOR OF PUBLIC WORKS
SUBJECT: NEIGHBORHOOD SIDEWALK REPAIR PROGRAM-
WALKABLE NOVI COMMITTEE FEEDBACK
DATE: NOVEMBER 17, 2020

On October 22, and November 5, 2020, DPW presented to the Walkable Novi Committee a report on non-motorized maintenance and proposed criteria for a neighborhood sidewalk repair program, which is a 2020 City Council goal.

The Walkable Novi Committee provided the following feedback regarding a neighborhood sidewalk repair program:

- Continue to have the City bear 100% of the costs for repair of reported sidewalk panels with a deflection of 2 inches or more.
 - o The current responsibility of sidewalk maintenance is the property owners per the [City's Code of Ordinances](#). The City addresses deflections of 2-inches or more that are reported to limit the City's liabilities under [2016 PA 419](#).
- Incentivize property owners to repair sidewalk panels with a 1-inch to 2-inch deflection by splitting the costs 50/50 with the City.
 - o DPW recommends the lower differential be 0.75-inch which is closer to ADA tolerances.

To opt for the incentive, the property owner would be required to use the City's contractor. A property owner may repair panels abutting their property at any time by obtaining a right-of-way permit through DPW; however, this incentive program would provide a less expensive repair option to property owners as there would be reduced costs due to economies of scale. The City would upfront the costs of the work on panels with deflections between 0.75 and 2 inches and 50% of the repair costs would be recuperated on the following winter tax bill.

The committee's feedback is to start a pilot program in 2021. DPW has requested in the FY 2021-22 Budget \$400K be appropriated for this pilot incentive program. Since many of the deflections are caused by city right-of-way trees, using funding in the Tree Fund to supplement the program is recommended. Once funding is appropriated by City Council, DPW would select a neighborhood with a high volume of existing deflections and introduce a program. Some subdivisions which would meet the criteria are Cedarspring Estates, Country Place Condos, Meadowbrook Glens, Westridge Downs, and Whispering Meadows.

As a comparison of the estimates provided in the July 2020 memo, DPW predicts below the costs for an incentive program in the Meadowbrook Glens Subdivision, one of the City's oldest subdivisions with a sidewalk network in poor condition:

Meadowbrook Glens				
Deflections 0.75" to 2"	# of Panels	Resident (50%)	City (50%)	Total (Estimate)
Not Impacted by Street Tree Roots	216	\$39,960	\$39,960	\$79,920
Impacted by Street Tree Roots	143	\$39,683	\$39,683	\$79,366
Deflections >=2"	# of Panels	Resident (0%)	City (100%)	Total (Estimate)
Not Impacted by Street Tree Roots	9	\$0	\$3,330	\$3,330
Impacted by Street Tree Roots	29	\$0	\$16,095	\$16,095
Contingency				
Several adjacent panels may to be repaired to level the segment	344	\$0	\$190,920	\$190,920
Grand Total (Estimate)		\$79,643	\$289,988	\$369,631

The City's cost of ~\$300K for the example above could be funded 50/50 with Tree Fund and Municipal Road Fund, leaving ~\$100K to expand the program and/or address other replacement requests for panels 2" or greater in the same fiscal year.

If the Walkable Novi Committee and City Council approve of the recommendations as presented, DPW could implement the pilot program in spring 2021 and start construction after July 1, 2021.

Sidewalk Repair Program

Meadowbrook Glens Program Participants



Map Author: Keri Blough
Date: February 2, 2022
Project: Sidewalk Repair Pilot Program
Version #: 1.1

Amended By:
Date:
Department:

MAP INTERPRETATION NOTICE

Map information depicted is not intended to replace or substitute for any official or primary source. This map was intended to meet National Map Accuracy Standards and use the most recent, accurate sources available to the people of the City of Novi.
Boundary measurements and area calculations are approximate and should not be construed as survey measurements performed by a licensed Michigan Surveyor as defined in Michigan Public Act 132 of 1970 as amended. Please contact the City GIS Manager to confirm source and accuracy information related to this map.

- Sidewalks
- Program Participant**
- Yes (210)
- No (156)
- Repair Not Needed (113)



City of Novi
Department of Public Works
Field Operations Division
26300 Lee BeGole Drive
Novi, MI 48375
cityofnovi.org

Feet
0 70 140 280 420
1 inch = 350 feet





Monday, August 30, 2021

CITY COUNCIL

Mayor

Bob Gatt

Mayor Pro Tem

Dave Staudt

Andrew Mutch

Laura Marie Casey

Hugh Crawford

Justin Fischer

Julie Maday

City Manager

Peter E. Auger

Director of Public Works

Jeffrey Herczeg

Deputy Director of Public Works

Megan Mikus

City Engineer

Ben Croy, P.E.

Property Owner
PROPERTY OWNER STREET ADDRESS
PROPERTY OWNER CITY, STATE ZIP CODE

Neighborhood Sidewalk Repair Program Cost-Sharing Incentive

RE: {PROPERTY STREET ADDRESS}

Dear Property Owner,

The City of Novi has adopted a pilot program to incentivize property owners to repair sidewalk panels with a 0.75-inch to 2-inch deflection, extensive cracking, and/or scaling by splitting the costs 50/50 with the City. Your subdivision, Meadowbrook Glens, has been selected as the first neighborhood for the pilot program.

To opt into the incentive program, you are required to use the City's contractor. Although you may repair panels abutting your property at any time by obtaining a right-of-way permit through the Department of Public Works, the incentive program provides a less expensive repair option since costs are reduced as a result of bulk pricing. The City will initially pay the costs of the work on panels matching the criteria listed above and will collect 50% of the repair costs from you on your 2022 winter tax bill in the form of a user fee.

If you would like to participate in the cost-sharing incentive program, please sign the included agreement document and return it in the enclosed pre-stamped and addressed envelope by September 17, 2021.

The work is anticipated to be completed by June 30, 2022, pending City Council approval. Additional work such as tree root pruning, tree removals, and tree replacements will be completed throughout the subdivision as part of this program. On the back of this letter are answers to frequently asked questions about this program.

If you have any questions, please feel free to contact the Department of Public Works at 248-735-5640.

Sincerely,

Matthew T. Wiktorowski

Matthew T. Wiktorowski
Field Operations Sr. Manager

Department of Public Works

26300 Lee BeGole Drive

Novi, Michigan 48375

248.735.5640

248.735.5659 fax

cityofnovi.org



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NEIGHBORHOOD SIDEWALK REPAIR PROGRAM COST-SHARING INCENTIVE
Participation is voluntary. Please discard if you choose not to participate.

By signing below, all owners of {PROPERTY STREET ADDRESS} agree to
pay {####.##} for the repair of {#} sidewalk panels
adjacent to the property listed above.

ALL TAXPAYERS LISTED ON RECORD MUST SIGN THE AGREEMENT.

Print Name Taxpayer 1

Taxpayer 1 Signature

Date

Print Name Taxpayer 2

Taxpayer 2 Signature

Date

INSTRUCTIONS: Return this signed document in the pre-stamped and addressed envelope no later than
September 17, 2021.



Monday, August 30, 2021

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Property Owner

PROPERTY OWNER STREET ADDRESS

PROPERTY OWNER CITY, STATE ZIP CODE

Neighborhood Sidewalk Repair Program Cost-Sharing Incentive

Dear Property Owner,

The City of Novi has adopted a pilot program to incentivize property owners to repair sidewalk panels with a 0.75-inch to 2-inch deflection, extensive cracking, and/or scaling by splitting the costs 50/50 with the City. Your subdivision, Meadowbrook Glens, has been selected as the first neighborhood for the pilot program.

However, your address was NOT identified as a location matching the criteria above for repair. If you feel that an error has been made with our evaluation, please contact us as soon as possible at 248-735-5640.

In order to be considered for the program, the inspection of your property would need to be completed by September 15, 2021, and an acceptance agreement signed no later than September 17, 2021.

Sincerely,

Matthew T. Wiktorowski

Matthew T. Wiktorowski

Field Operations Sr. Manager

Department of Public Works

26300 Lee BeGole Drive

Novi, Michigan 48375

248.735.5640

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cityofnovi.org

FAQs

PILOT NEIGHBORHOOD SIDEWALK REPAIR COST-SHARING PROGRAM



COSTS

What will my cost be to participate in this program?

The cost will differ for each resident based on the inspection data gathered by the third-party consulting firm. The average cost per address is estimated at \$300.

Do I have to participate in this program?

No. The program is strictly voluntary. However, the opportunity to split the cost with the City of Novi is only being offered at this time while your neighborhood sidewalks are under repair.

When will I know what I would be required to pay if I choose to participate?

You will be receiving a letter from the City of Novi that will communicate your cost and ask if you would like to opt in or opt out of the program.

How will I be billed for the program?

The City will advance the cost for all repairs and then assess the property owner 50% of the total cost for repairs on their tax bill. Repair costs will not exceed the amount communicated in your letter.

Can I spread the cost out over time?

No. If you choose to participate, you will be assessed a one-time fee.

What if multiple panels are slated for repair but I don't want to pay to fix all of them?

There is no option to pick and choose the panels to repair.

What if I want to participate but I cannot afford it at this time?

Unfortunately, this is a one-time offer. The large scope of this program has allowed the City to secure an extremely reduced price, far cheaper than what a resident would have to pay if contracting the work on their own.

TIMELINE

When will I receive the letter from the City of Novi asking if I want to opt in or out of the program?

A letter will be mailed by the end of September.

What if I didn't get a letter?

If you did not receive a letter, your sidewalk is not eligible for the program, or you were accidentally missed. Please call 248.735.5640 to confirm your status.

How long will the work take to complete?

Once started, it is anticipated to last approximately five (5) weeks.

IMPACT ON PROPERTY

What impact will this have on my property?

If you choose to participate, the contractor is required to do what is necessary to make repairs. This could include cutting tree roots, complete removal of trees, and damage to lawns or irrigation systems.

Who is responsible for restoration to the area?

The contractor is required to repair damage to any irrigation lines and lawns at the end of the program. This is included in the total cost of the program. Seed and straw will be used as the replanting method.

Why do you have to remove my tree?

If a tree located between the roadway and the sidewalk has contributed to the failure of any sidewalk panel in front of your property, it may be removed to prevent future issues. Trees that are removed will be replaced with a standard 2.5" caliper tree selected by the City at no cost to the homeowner.

What if I do not want my tree removed but I want my sidewalk repaired?

Tree removal is at the discretion of the City. You would have to choose to opt out of the program in its entirety if your tree needed to be removed to complete the work and you did not want it removed.

Will you fix my driveway too?

Only sidewalk panels contained in driveway approaches will be removed and repaired. Entire approaches are not part of this program.

GENERAL FAQs

What if something is found during construction that should have been included?

If additional repairs are needed, it will be solely at the City's discretion and the City will bear the full cost of any additional repairs.

Who is responsible for the sidewalk after repairs?

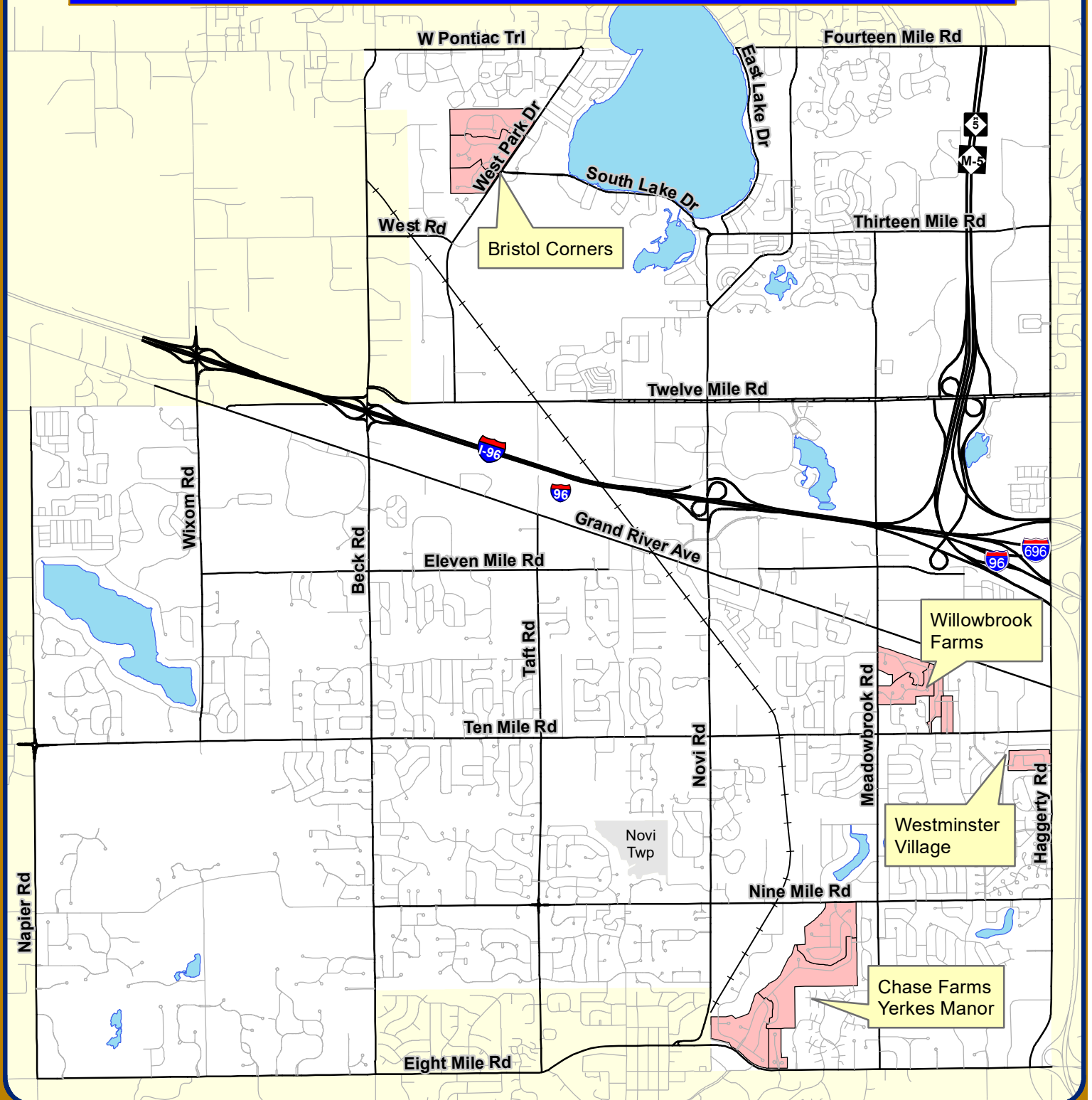
All sidewalks, walkways, stairs, driveways, parking spaces, and similar areas shall be kept in a proper state of repair and maintained free from hazardous conditions by the homeowner.

How did you decide what is being repaired?

Any panel adjacent to your parcel that encompasses one or more of the items listed below:

- Adjacent sidewalk panels with deflections $>3/4"$ – $<2"$
- Panels with extensive cracking
- Scaling panels
- The City will pay 100% of the cost for all deflections 2" or greater

2024 Neighborhood Sidewalk Repair Program



Map Author: Runkel
Date: 6-13-24
Project: Sidewalk Program
Version #: 1.0

MAP INTERPRETATION NOTICE

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Legend

Development



City of Novi

Engineering Division
Department of Public Works
26300 Lee BeGole Drive
Novi, MI 48375
cityofnovi.org

Feet
0 875 1,750 3,500 5,250
1 inch = 4,300 feet



MEMORANDUM



TO: VICTOR CARDENAS, CITY MANAGER
FROM: BARBARA MCBETH, AICP, CITY PLANNER
SUBJECT: CITY WEST REZONING – SOUTH SIDE OF GRAND RIVER AVENUE
DATE: JUNE 21, 2024

Mayor and Council –

Please see a proposed plan to proceed with consideration of rezoning the SOUTH side of Grand River aka City West 2.0.

- Victor

On May 20, 2024, the City Council approved the Second Reading of the CW, City West Zoning Ordinance, and approved the City-initiated rezoning for most of the properties along the north side of Grand River Avenue between Beck and Taft Roads with the following motion:

Approval of Zoning Map Amendment 18.741 to rezone **only the north side of Grand River Avenue between Beck Road and Taft Road, consisting of approximately 137 acres of land,** from I-1 Light Industrial and OST Office Service Technology to CW City West District. This motion is made because the proposed City West Rezoning fulfills the concepts provided in the Master Plan for Land Use to provide a new zoning district that will create a vibrant, integrated, mixed-use arts and entertainment district along Grand River Avenue, east of Beck Road, and that would support and enhance the nearby Suburban Collection Showplace and Ascension Providence Park. **SECOND READING**

At the May 20 meeting, an alternate motion was provided in the motion sheet that would have rezoned both the north and south sides of Grand River Avenue to the new City West District. The south side of Grand River Avenue consists of another 110 acres +/- of land. The City Council chose the first recommended action above, based on discussion that took place during prior meetings.

Following a request from Mayor Fischer, staff has been asked to provide the steps needed for the possible reconsideration for rezoning the south side of Grand River Avenue. The City West Zoning Ordinance text and Design Guide would not need to be amended; the Council's approval of the CW ordinance left open the possibility that the south side of Grand River could be rezoned at some time in the future. Additionally, the rezoning signs are still in place along the south side of Grand River Avenue. It is assumed that the southeast corner of Grand River Avenue and Beck Road would be excluded from the request, as the property owner had previously requested that the existing B-3, General Business zoning be maintained.

The following steps are needed for new consideration of rezoning property on the south side of Grand River:

1. Staff would notify the affected property owners of the new City-initiated rezoning along the south side of Grand River Avenue and seek feedback.
2. The Planning Commission would consider the new request and would be asked to "set" a public hearing for an upcoming meeting.
3. Staff would send out public hearing notices to affected property owners, as well as property owners within 300 feet of the potential rezoning, and provide notice in the newspaper.
4. The Planning Commission would hold the public hearing and provide a recommendation to the City Council on the Zoning Map Amendment.
5. The City Council would consider the Zoning Map Amendment at two readings, followed by publication of the Zoning Map Amendment, if it is approved.

If approved, property owners or applicants would be able to submit site plans for consideration under the terms of the adopted CW, City West ordinance.

MEMORANDUM



TO: VICTOR CARDENAS, CITY MANAGER
FROM: CARL JOHNSON, CFO
JEFF HERCZEG, DIRECTOR DEPARTMENT OF PUBLIC WORKS
SUBJECT: PICKLEBALL PROJECTS BUDGET UPDATE
DATE: JUNE 27, 2024

The construction contract for two pickleball courts, one to be constructed at Meadowbrook Commons and the other at Wildlife Woods, was approved by City Council at their February 12, 2024, meeting. The motion was to award the construction contract to T&M Asphalt for \$1,116,150.75 and amended the budget for the same amount (only the amount of the construction contract). Both projects were pulled ahead without funding budgeted in the current fiscal year and DPW recommended they be bid together for better unit prices and construction schedule coordination.

In preparation for the bid award, an "out the door" budget excel (attached) was created with the total project costs along with a calculation of costs needed based on the current budget amounts. As this is a PRCS project, initially budgeted in the PRCS and Senior Housing Fund, PRCS/ Finances identifies the funding for these projects. Typically, funds needed for the total construction project costs (construction award, CE services, material testing, contingency funds, etc.) would have been requested in the budget resolution. Due to a staff error, only construction award costs were accounted for in the motion to award. (therefore, CE Services, material testing, and contingency funding were not budgeted/ requested).

After the 2/12/24 construction award, staff noticed there needed to be more funds requested in the budget resolution and Finance identified overall expenditure savings (1-2%) to cover the Meadowbrook Commons project, and PRCS project savings from Northwest Park, Splash Pad and Lake Shore Parking Lot to cover the Wildlife Woods project (attached).

None of the above adjustments would require formal City Council approval as the action only involves moving amounts between previously approved budgets within the same funds. Both pickleball projects will not be completed by June 30, 2024, and will require the unspent balance to be rolled over to fiscal year 2024/2025. Making the above adjustments ensures funds are available to complete both projects and ensures no additional amendments are necessary moving forward.

Staff recognizes the error and has put measures in place to prevent these circumstances in the future.

	<u>Remaining Balance Needed</u>
Meadowbrook Commons Court -	\$94,645
Wildlife Woods Court -	\$185,134

Meadowbrook

- Current approved budget \$671,370
- Remaining balance needed of \$94,645 would come from the overall 1-2% expenditure savings
- **Total budget needed for the project \$766,015**

Wildlife Woods

- Construction currently budgeted in CIP Fund totaling \$522,781
- Savings from the Splash Pad contingency totaling \$43,000 to be moved
- Total cost to CIP Fund \$565,781
- Parks & Rec (P&R) Fund current budget of \$50,000 for design
- P&R savings from NW Park of \$10,000 to be moved
- P&R savings from Lakeshore Parking Lot of \$100,000 to be moved
- P&R remaining balance needed of \$25,134 would come from the overall 1-2% expenditure savings
- **Total cost to Parks & Recreation Fund \$185,134**

"OUT-THE-DOOR" PUBLIC PROJECT BUDGETING

PROJECT NAME: Meadowbrook Commons Pickleball Courts - Pickleball and Senior Center Parking

DESIGN

		<u>Estimated Cost</u>	<u>Notes</u>
Design Engineering		\$57,268.47	PO 97307 SDA
ROW Acquisition		\$0.00	Estimated
Geotechnical	1.3%	\$7,535.33	PO 97312 G2
Other		\$0.00	Estimated
Contingency	0%	\$0.00	Estimated
Sub-Total		\$64,803.80	

CONSTRUCTION

Construction Contractor		\$550,923.50	Low bid
Construction Engineering		\$44,073.88	Estimated
Crew Days	40	\$32,000.00	Estimated
Material Testing	1.9%	\$10,467.55	Estimated
Other		\$0.00	Estimated
Contingency	10%	\$63,746.49	Estimated
Sub-Total		\$701,211.42	

Grand Total **\$766,015.22**

Wildlife Woods Pickleball Courts and Parking Expansion

Design Engineering		\$35,931.33	PO 97347
ROW Acquisition		\$0.00	Estimated
Geotechnical	1.3%	\$0.00	Estimated
Other		\$0.00	Estimated
Contingency	0%	\$0.00	Estimated
Sub-Total		\$35,931.33	

Construction Contractor		\$565,227.25	Low bid
Construction Engineering		\$45,218.18	Estimated
Crew Days	36	\$28,800.00	Estimated
Material Testing	1.9%	\$10,739.32	Estimated
Other		\$0.00	Estimated
Contingency	10%	\$64,998.47	Estimated
Sub-Total		\$714,983.22	

Grand Total **\$750,914.55**

Pickleball Courts Projects
Budget Summary
June 24, 2024

<u>Meadowbrook</u>	<u>Budget</u>	<u>Notes</u>
Design	78,000	September 25, 2023 Council Approved
Construction Contract	593,370	February 12, 2024 Council Approved
Construction Engineering & Contingencies	94,645	No amendment presented, move from operating expense savings
Budget Balance 6/30/24	<u>766,015</u>	574-000.00-977.110

<u>Wildlife Woods</u>	<u>Budget</u>	<u>Notes</u>
Design	50,000	July 31, 2023 Council Approved
Construction Engineering & Contingencies	25,134	No amendment presented, move from operating expense savings
Construction Engineering & Contingencies	10,000	Savings from completed NW Park Construction - No formal amendment
Construction Engineering & Contingencies	100,000	Savings from Lakeshore Parking lot Const. - No formal amendment
Budget Balance 6/30/24	<u>185,134</u>	208-000.00-977.112 (Parks & Rec)
Construction Contract	522,781	February 12, 2024 Council Approved
Construction Engineering & Contingencies	43,000	Savings from Splash Pad Contingency - No formal amendment
Budget Balance 6/30/24	<u>565,781</u>	401-752.00-977.112 (CIP Fund)
Budget Balance 6/30/24 (All Funds)	<u>750,915</u>	