

**OCTOBER 5, 2022
COMMITTEE MEETING
DRAFT MINUTES**



DRAFT
MASTER PLAN STEERING COMMITTEE
October 5, 2022 at 6:00 p.m.
Activities Room
45175 Ten Mile Road, Novi, MI 48375
(248) 347-0475
AGENDA

1. Roll Call

- Members Present:** *Planning Commission:* John Avdoulos (Chair),
David Dismondy, Ramesh Verma
Council: Mayor Pro-Tem Dave Staudt
Staff: Lindsay Bell, Victor Cardenas, Ben Croy,
Barb McBeth
- Members Absent:** Mike McCready, Rick Meader (*excused*)
- Support/As Needed:** James Hill, Beth Saarela
- Consultants:** Rowan Brady (Planner), Lia Michaels (Engineer)

2. Approval of Agenda

The October 5, 2022 agenda was unanimously approved.

3. Approval of the September 7, 2022 Committee Meeting Minutes

The September 7, 2022 minutes were unanimously approved.

4. Discussion Items

A. Thoroughfare Master Plan Presentation

Lia Michaels first went over the existing conditions that would be listed in the Master Plan. The first were road classification and ownership, in addition to traffic volumes. Road classification differs from the City's thoroughfare classifications, although they follow a similar hierarchy. The City's classifications are a bit more descriptive. Road ownership is important as well, as it determines who is responsible for maintenance: MDOT owns the freeways, county roads are owned by RCOC, the City owns the remaining public roads, and certain roads are privately owned. Ms. Michaels also discussed the data used to discern the amount of use (average daily traffic) each road in the City experiences and the 10-year traffic forecasts. In terms of traffic safety, Ms. Michaels provided crash frequency data which included crash rates compared with traffic volumes to convey whether increased traffic would also increase the likelihood of an accident.

Member Cardenas mentioned that the City engaged in a data-driven traffic safety enforcement initiative around 2015, which he believes was successful in reducing traffic accidents. He wondered whether there was a noticeable decrease in the number of accidents prior to 2015 compared to following years. He mentioned he could provide this data to the consultants.

Ms. Michaels then went over intersection crash frequency and listed the intersections in the City where the most crashes happen. Injury related accidents were most prevalent in intersections like Grand River Avenue and Novi Road as well as Novi Road and Twelve Oaks Mall Drive. Moving forward, Ms. Michaels said they would be working with the land use recommendations to suggest traffic safety measures for intersections where land use designations may change in the future.

Member Croy mentioned that he noticed reflected back plates and signals on the list of potential changes in the packet provided by the consultant. He wanted to notify Ms. Michaels that we have already taken that city-wide initiative, and these were just recently finished.

Mayor Pro-Tem Staudt wondered whether fixing and repaving roads would cause an increase in speeding. He asked Ms. Michaels if safety issues generally increase when making improvements to the roads.

Ms. Michaels said quantitative data hasn't shown that better roads lead to more cases of speeding violations, but she understood the concern.

Member Dismondy was concerned about the roads around Walled Lake. He said people drive 35 or 40 miles per hour in the 25 mile per hour zones. There are a lot of children walking around in that area, and it seems to him that drivers in the area have become more reckless and disobedient to traffic signals.

Ms. Michaels proceeded to begin the discussion on capacity and volume. She showed the committee several maps that displayed the ratio between volume and capacity. This is a way to measure the level of congestion on any given road.

Several Committee Members were concerned about the congestion on Ten Mile and Eight Mile Roads on the west side of the City. With the quick development and population growth that Lyon Township is experiencing, the Committee wondered whether two lane streets will be able to handle the increase in traffic coming from outside of the city limits.

Member Avdoulos mentioned that the lull in traffic congestion from Covid-19 seems to have dissipated. Ms. Michaels confirmed that traffic volumes have returned to pre-Covid levels, although there are longer peak hours now as more flexible work schedules have shifted times of travel.

Member Dismondy asked whether driving speeds could be reduced merely by lowering the speed limit, but Ms. Michaels said people tend to drive at the speed they feel comfortable regardless of the speed limit. Changing the speed limit of the road doesn't usually impact the speed frequent users travel; it is how the road is designed that impacts speed. She also added that the people who speed in residential neighborhoods tend to be the people who live in those neighborhoods.

Rowan Brady mentioned that incorporating commercial spaces in areas closer to residential developments would reduce the number of car trips taken. If residents who work in the city felt safe biking to work, there would likely be a noticeable amount of reduction in traffic as well. Member Staudt stated that Novi has been developed in a manner where residential uses and commercial uses are kept separate. He felt that in many areas it is too late to reverse this trend. In addition, he recalled a site on Ten Mile Road that Kroger attempted to develop into a grocery store; when that happened, the opinion of the public and the City was a grocery store was not needed since one could just drive to the Grand River location.

5. Next Steps

A. Organize engagement session dates

Rowan Brady said he believes John Iocoangeli wants to discuss a brief economic analysis that has been done for the City that looks at emerging business sectors that ties into the market analysis reviewed at the last meeting. That economic analysis will provide a framework for the future land use discussion.

Member McBeth mentioned that additional engagement sessions will be organized as the Committee progresses through the items Mr. Brady discussed.

6. Audience Participation and Correspondence

Nobody in the audience wished to participate at this time.

7. Adjourn

The meeting adjourned at approximately 7:00 PM.