

**Hearing**  
**05/14/2025**

STATE OF MICHIGAN

COMMUNITY DEVELOPMENT/BUILDING DIVISION

CITIES OF NOVI AND WIXOM

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In Re: Beck Road Corridor Improvement Project  
Environmental Assessment

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PUBLIC HEARING

Called for on the 14th day of May 2025, at Wixom City  
Hall, 49045 Pontiac Trail, Wixom, Michigan 48393,  
commencing at 5:19 PM

Presentation By:

Mark Koskinen, AECOM  
Nick Van Woert, AECOM

Facilitator:

Monica Monsma, MDOT Public Hearings Officer

Reported By:

Jessica R. Brown, CER - 7230  
Certified Electronic Reporter

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WITNESSES:

(None)

EXHIBITS:

(None)

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Wixom, Michigan

Wednesday, May 14, 2025 - 5:19 PM

\* \* \*

MS. MONSMA: All right, well good evening. My name is Monica Monsma, I'm from the Michigan Department of Transportation and I'll be facilitating this evening. And I'd like to call this public hearing to order. This is the public comment portion for the Beck Road Corridor Improvement Project's Environmental Assessment. This hearing is being conducted in accordance with the Federal Highway Administration and MDOT's Public Involvement Hearing Procedures.

Before we begin, I would like to express my appreciation to the Wixom City Hall staff for their help in providing this location and technical support for this public hearing. Thank you. Thank you as well to the staff and officials from the City of Novi, which is located within the project area, as well as Oakland County and Michigan legislators.

This hearing provides an opportunity for the public to submit comments for the record on the environmental assessment. The cities announced this hearing on April 29th, 2025, and also placed the announcement on the Beck to the Future website and shared it on social media as well. A legal notice appeared in

the Oakland Press and the Detroit Free Press.

To enable the cities to review and consider your comments, everything that is said here this evening will be recorded and transcribed into a hearing transcript. Doing the recording this evening is Jessica Brown, a certified court reporter.

This hearing is being conducted using a combination of open forum and open mic styles. The first portion of this evening provided you with an opportunity to view the boards and speak one-on-one with team members to maybe get any questions answered or to provide some verbal comments. Now we are in the formal portion of today's hearing, which will begin after a presentation.

I want to let you know this is not a Q&A. We will invite you up here to this microphone to make public comments. All audience members who wish to speak are asked to complete a speaker identification card, and then we will call on you as they are turned in. We have a few staff in the room who can bring them to you, so simply raise your hand and we will get you a speaker identification card. Again, simply raise your hand now or any time during the presentation and we will get you a slip.

As I mentioned, all the comments will be transcribed by the court reporter, and we appreciate your

assistance and patience during this process. It is really important that we hear from all who wish to comment, whether publicly or privately. If you prefer to make a statement in private, the court reporter is available after the public comment period to take your comments following the hearing in this room. So, you can just stay in this room and approach the court reporter, and she can also take your comment privately.

In addition to the verbal comments, you may complete a comment form, which we have on the two tables, and give it to a staff person or drop it in the comment box. And if you need any assistance, please let any of us know. And if you need more time to consider your comment, you can take the form, you can take that paper home and either email it or mail it back in to us. And comments can also be made online at Beck to the Future. All comments need to be postmarked or dated electronically by May 28th, 2025, to be included in the official transcript.

We are here today to listen. Team members will do their best to clarify information, if necessary, but in general, comments and questions will be answered later in a final document. Following this hearing, the cities and MDOT will note and review all comments and concerns raised along with all the comments received during the

1 comment period. Then we will draft written responses and  
2 include them in a final environmental document, which  
3 will be provided to the Federal Highway Administration  
4 for their review and consideration in issuing a final  
5 decision document.

6 Now we will begin with a PowerPoint  
7 presentation to give you some additional background  
8 information on the Preferred Alternative and the  
9 Environmental Review Process. Presenting here tonight  
10 are Mark Koskinen and Nick Van Woert from AECOM, who are  
11 the cities' consultant partners on the project.

12 MR. KOSKINEN: All right, thanks, Monica.

13 Like Monica said, my name is Mark Koskinen.  
14 I'm the engineering lead for the project. Presenting  
15 with me is Nick Van Woert, who led the environmental  
16 assessment for the last two years. Our firm has been  
17 supporting the cities of Novi and Wixom on this project.  
18 Nick and I are going to give a short presentation about  
19 the project and focus on the environmental assessment.

20 All right. The cities of Novi and Wixom, in  
21 cooperation with the Michigan Department of  
22 Transportation and FHWA, are proposing the Beck Road  
23 Corridor Improvements Project to enhance and widen the  
24 5.3-mile section of Beck Road in Oakland County,  
25 Michigan.

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1 Beck is a minor arterial road connecting  
2 communities in Oakland and Wayne Counties with major  
3 trunklines such as I-96, M-14, and US-12. The limits of  
4 the proposed project extend from approximately 580 feet  
5 south of 9 Mile Road in Novi to Pontiac Trail in Wixom.

6 Based on preliminary studies and public comment  
7 received during earlier engagement activities, the  
8 purpose of the proposed improvements to Beck Road is to  
9 reduce heavy congestion, improve traffic flow to reduce  
10 delays, enhance safety for all users, and reduce the rate  
11 of crash incidents in the area. On a broader scale, the  
12 proposed project would enhance mobility in the rapidly  
13 growing communities of Novi and Wixom.

14 As a primarily two-lane and three-lane arterial  
15 road, peak traffic volumes on the segment of Beck Road  
16 range from 282 to 2,084 vehicles per hour. Beck is  
17 unable to accommodate the high level of traffic, and with  
18 increasing residential and commercial growth, Beck Road  
19 will not meet the area's future capacity needs for  
20 transportation.

21 In addition to traffic congestion, segments of  
22 the road have poor pavement condition, safety issues,  
23 segmented sidewalks and paths, and undefined or hidden  
24 driveway access. Therefore, the project aims to address  
25 the following needs: Insufficient operational capacity.

1 The peak hour traffic along Beck Road ranges from 282 to  
2 over 2,000 vehicles per hour, which already exceeds the  
3 roadway's capacity. The current lane configuration  
4 cannot handle the volume, leading to suboptimal levels of  
5 service during peak hours. Several intersections are  
6 already performing poorly, and traffic conditions are  
7 expected to worsen by 2045 due to regional growth in  
8 population and employment.

9 From 2018 to 2022, intersections and segments  
10 along Beck Road saw high crash activity, with several  
11 locations reporting over 100 crashes. While no  
12 fatalities occurred, there were 14 severe crashes across  
13 the corridor during the five-year period. Rear-end  
14 collisions were the most common type of crash, largely  
15 due to traffic congestion and backups. Enhancing traffic  
16 flow and roadway capacity could significantly reduce  
17 rear-end crashes and improve overall safety.

18 Infrastructure condition. The majority of the  
19 pavement along the corridor is in poor condition,  
20 requiring more than surface-level repairs to address  
21 safety and performance concerns. Poor pavement condition  
22 contributes to a degraded driving experience and creates  
23 potential hazards for all road users.

24 Aesthetic conditions. Given the proximity to  
25 residential areas, parks, and a hospital, minimizing

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1 visual and physical disruptions is essential during  
2 project implementation. Incorporating trees and  
3 landscaping will enhance visual appeal, support  
4 environmental health, and foster a strong community  
5 identity.

6 Incomplete multi-modal network. There are  
7 large gaps in pedestrian and bicycle infrastructure along  
8 the corridor, especially between 9 Mile and Grand River.  
9 These gaps reduce safety and limit accessibility for non-  
10 motorized users. The recent SMART bus expansion  
11 increases the urgency for continuous pedestrian  
12 infrastructure.

13 Considerations of a no-build alternative is  
14 required of the environmental study process and is  
15 provided as a basis of comparison for build alternatives.  
16 The no-build alternative would maintain the existing  
17 roadway, existing operational conditions along Beck Road  
18 and would rely on routine maintenance and pavement  
19 rehabilitation to keep the roadway operational. However,  
20 the no-build alternative fails to address the key safety  
21 and congestion issues and did not align with the  
22 project's purpose or needs, which overlooks pedestrian  
23 and bicycle connectivity and is projected to worsen  
24 traffic flow into the future.

25 In addition to a no-build alternative, two

1 alternatives were initially considered: A five-lane  
2 roadway and a four-lane boulevard. The five-lane  
3 alternative would expand the current two- to three-lane  
4 roadway to accommodate five lanes with two lanes in each  
5 direction and a dedicated center left-turn lane  
6 throughout the study corridor, except between Grand River  
7 and 12 Mile, which is already a five-lane section. This  
8 alternative would improve traffic flow and safety by  
9 adding lanes and a center left-turn lane to accommodate  
10 growing commercial traffic and reduce rear-end  
11 collisions. However, it may introduce new safety risk-  
12 based challenges integrating pedestrians and bicycle  
13 facilities and require significant impact to adjacent  
14 properties.

15 The four-lane boulevard would expand the  
16 existing two-lane and three-lane roadway to accommodate  
17 four lanes with two lanes in each direction, supplemented  
18 by a median throughout the study corridor with periodic  
19 turnarounds. This alternative improves traffic flow and  
20 safety by adding two lanes and a median, which also  
21 enhances aesthetics. This alternative is the safest of  
22 all alternatives, however, it would limit commercial  
23 vehicle maneuverability.

24 Both of these alternatives would include a  
25 bridge over the railroad crossing north of West Road and

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1 a roundabout at the 11 Mile intersection.  
2 As the study progressed, it became evident that  
3 adjacent land use differs significantly between the south  
4 end of the project and the north end. While the south  
5 end is dominated by suburban residential neighborhoods,  
6 and adjacent land use transitions to a more commercial  
7 area in the vicinity of I-96 and becomes more industrial  
8 further north. Recognizing this difference, a fourth  
9 alternative was developed that is essentially a hybrid  
10 approach. The use of a four-lane boulevard south of 11  
11 Mile, where it is dominated by residential neighborhoods  
12 and a five-lane roadway to the north, where commercial  
13 and industrial land use is more prominent. It is  
14 important to note that this alternative would still  
15 include a bridge over the railroad crossing north of West  
16 Road and a roundabout at the 11 Mile intersection.

17 In the end, the study directed us to select the  
18 hybrid approach as the preferred alternative, combining  
19 the five-lane roadway and four-lane boulevard to capture  
20 the benefits for both configurations while minimizing  
21 negative impacts in specific sections of the corridor.  
22 As you can see on the map, a four-lane boulevard south of  
23 11 Mile and a five-lane roadway north of there, gapping  
24 out the I-96 interchange area. The hybrid alternative  
25 reduces congestion and improves traffic flow, while

1 improving safety throughout the corridor for all users,  
2 including pedestrians and non-motorized users. This  
3 alternative will ease movements for commercial vehicles  
4 in areas that need it, and yet provides an opportunity to  
5 make it more aesthetically pleasing for the corridor and  
6 the residential areas.

7 Now, I'll turn it over to Nick, where he'll  
8 talk about some of the environmental components of the  
9 project.

10 MR. VAN WOERT: All right, thanks, Mark.

11 I'm going to start out by providing an overview  
12 of the National Environmental Policy Act as it relates to  
13 this project. The National Environmental Policy Act,  
14 also known as NEPA, is a federal law signed in January of  
15 1970. It requires the assessment of environmental  
16 effects of federally funded projects prior to making  
17 decisions. Because the Beck Road project intends to use  
18 federal funds, compliance with NEPA is required. The  
19 Federal Highway Administration, or FHWA, is the lead  
20 federal agency for this project and is the approver of  
21 the NEPA document.

22 There are three levels of NEPA studies. The  
23 level selected is based on the significance of potential  
24 environmental impacts. When significant environmental  
25 impacts are certain, an Environmental Impact Statement,

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1 or EIS, will be prepared. When a -- when significant  
2 environmental impacts are not anticipated, a study  
3 referred to as a Categorical Exclusion will be prepared.  
4 For this Beck Road project, an Environmental Assessment,  
5 or EA for short, was prepared because the significance of  
6 environmental impacts was uncertain at the outset of our  
7 project planning.

8 At the conclusion of the EA process and the  
9 associated technical studies that feed into it, if there  
10 are no significant environmental impacts, FHWA will issue  
11 a Finding of No Significant Impact, also known as a FONSI  
12 for short, the acronym F-O-N-S-I. The FONSI allows the  
13 project team to move forward to the next phase of design  
14 and construction.

15 Next, I'll briefly touch on a few of the  
16 technical aspects that were included in the Environmental  
17 Assessment. This is not an exhaustive list, but rather a  
18 highlight of a few of the higher profile technical areas  
19 that were looked at. This slide focuses on the steps  
20 taken for wetlands and watercourses, property impacts,  
21 and noise analysis, which are three representative  
22 subject areas. For each of the subject areas documented  
23 in the EA, the project team first investigated the  
24 existing conditions for each resource. When necessary,  
25 field investigations by qualified team members evaluated

1 existing conditions. Once these existing conditions were  
2 identified, quantified, and shown on engineering  
3 drawings, the project team was then able to assess the  
4 preliminary, temporary, and permanent impacts of the  
5 preferred alternative on these resources. The findings  
6 of both the existing conditions and preliminary impact  
7 assessment are included in sections of that EA document.

8 Continuing with our three representative  
9 subject areas, we'll next discuss anticipated impacts  
10 resulting from the preferred alternative. Up to 2.7  
11 acres of regulated wetland will be impacted by the  
12 preferred alternative. This estimate is likely at the  
13 high end, and once we get into the design efforts, we  
14 will hopefully be able to lessen that amount.

15 Speaking about property impacts, approximately  
16 14.6 acres of right-of-way, which includes both permanent  
17 purchases as well as temporary construction easements,  
18 are required. The majority of this right-of-way will be  
19 required from commercial or industrial properties. Those  
20 right-of-way impacts vary from strips just a few feet  
21 wide at certain locations up to some areas in the  
22 vicinity of the proposed bridge over the railroad. Those  
23 impacts could be up to an area of maybe 30 feet wide.

24 Regarding the noise analysis, none of the five  
25 possible noise barriers that were evaluated met both the

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1 feasible and reasonable criteria that are established by  
2 the FHWA, and therefore noise barriers are not  
3 recommended for this project.

4 The preferred alternative will impact one  
5 resource subject to Section 4(f) of the USDOT Act, and  
6 that resource is Bosco Fields. So, Section 4(f)  
7 protects, among other things, it protects recreational  
8 properties when there's transportation -- federal  
9 transportation funding involved in the project. So, the  
10 proposed widening and roundabout at 11 Mile Road will  
11 require just under one acre of right-of-way from the  
12 Bosco Fields parcels there. The area needed is not used  
13 for active recreation. It is anticipated that the  
14 current landscaped berm, which you can kind of see on the  
15 screen there -- so, not anticipated that there will be  
16 impacts to that landscaped berm because it provides --  
17 currently provides a visual and physical separation  
18 between the sidewalk and the soccer fields. So, we  
19 expect that to remain in place during and after  
20 construction. If deemed necessary, enhancement plantings  
21 will be strategically placed along the eastern edge of  
22 Bosco Fields. Due to the impacts being classified as  
23 minor, the use of Bosco Fields has been concluded to be a  
24 -- what's known as a de minimis impact.

25 Although significant impacts to natural,

1 social, and cultural resources were avoided or minimized  
2 through the process that we've gone through, unavoidable  
3 impacts to several resource categories are still  
4 anticipated. As a result, strategies to mitigate these  
5 remaining impacts will be implemented. This slide  
6 illustrates some of those mitigation measures.

7 For vegetation, migratory birds, threatened and  
8 endangered species, and contaminated materials,  
9 appropriate special provisions will be implemented. Now  
10 in our world, special provisions are a term we use for  
11 specialized procedures that the contractor must follow  
12 during construction. For example, the contractor will  
13 require that trees be cut between the months of October  
14 and March to avoid bats that may use those trees for  
15 roosting. By cutting during that period, it also avoids  
16 the nesting periods for most migratory birds.

17 The cities of Novi and Wixom each hold  
18 individual permits with the Michigan Department of  
19 Environment, Great Lakes, and Energy that require the  
20 development and implementation of measures to avoid  
21 negative impacts to water quality and nearby streams.  
22 Additional permits will be necessary when working in and  
23 near wetlands and other surface water zones.

24 As I mentioned earlier, the project is not  
25 expected to impact more than 2.7 acres of regulated

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1 wetland. It is likely that through the design, this  
2 acreage will be reduced. But to offset that loss,  
3 wetland mitigation credits will be acquired from the  
4 Michigan Wetland Board for Local Transportation Agencies.  
5 That's an agency that specializes in creating and  
6 preserving wetlands around the state just for this  
7 purpose. And by doing so, they offset the loss of  
8 wetlands on a statewide basis.

9 Similar to our natural environmental resources,  
10 mitigation measures for social and economic resources as  
11 well as construction activities will also be implemented.  
12 The main focus here is to keep the public informed. To  
13 accomplish this, the cities will post notification of  
14 construction activities to local media outlets and on  
15 their social media channels prior to the start of any  
16 detours or major changes in traffic operations.

17 Regarding construction, the selected contractor  
18 will implement best management practices to minimize  
19 impacts to the surrounding community. For example, the  
20 contractor will need to take action to minimize nuisance  
21 dust that originates from construction sites.

22 All right, we are going to hit on the schedule  
23 a little bit here. So, we are currently in the public  
24 comment phase of the environmental assessment. This  
25 phase started when the FHWA signed the EA at the end of



1 last month. Following this phase, we expect the Federal  
2 Highway Administration to issue a finding of no  
3 significant impact sometime this summer. At that time,  
4 the cities will formally begin real estate acquisition  
5 and work to finalize the design phase for the 11 Mile  
6 Road to Grand River Avenue segment. We are working  
7 towards sending that project out for bids in November of  
8 2025. Once a contractor is selected and awarded, we  
9 anticipate construction work on that 11 Mile Road to  
10 Grand River segment to start early in 2026.

11 It is important to note that construction  
12 funding for the remaining segments has not been  
13 identified. Aside from that 11 Mile Road to Grand River  
14 Avenue segment, construction funding is not identified  
15 currently.

16 The Beck Road Project website is also available  
17 with more project resources if you care to dive in a  
18 little bit deeper. Please feel free to go to  
19 [becktothefuture.org](http://becktothefuture.org) to find more project-related  
20 materials, including a project background, frequently  
21 asked questions, and a map of a preferred alternative.  
22 This website also provides access to the EA document  
23 itself, and the various technical studies that went into  
24 that document are included in the appendices, which are  
25 also linked on that website.

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1 I do want to say thank you to everyone here for  
2 attending this public hearing. It is an important part  
3 of the process that we go through here. Please provide  
4 your comments here this evening, or you may also choose  
5 to provide them online through [becktothefuture.org](http://becktothefuture.org), that  
6 website I mentioned. So, thank you, everybody. And now,  
7 I'll hand it back over to Monica.

8 MS. MONSMA: Thanks, Mark and Nick.

9 All right, now we enter that time of the  
10 hearing for you to provide your comments publicly so that  
11 everyone present can hear. If you wish to speak for the  
12 record and have not done so already, you can fill out a  
13 speaker identification card and hand it to one of the  
14 staff. Just raise your hand, and we will make sure you  
15 have one.

16 All right, the easiest way to do this is to  
17 come up here to this podium and use the microphone. If  
18 you have any mobility issues, let us know, and we will  
19 come to you. All right, the first person is Gordon  
20 Fuller, followed by Leonard Walle.

21 MR. FULLER: Thank you. Just to confirm, this  
22 isn't a Q&A session? Just comments only, nobody is going  
23 to answer a question?

24 MS. MONSMA: Yes. Thank you. Just thank you  
25 for clarifying that. I should have also made that

1 reminder. This is just a public comment, and not really  
2 a Q&A. We may clarify any information that we can. We  
3 still do have many team members and folks from the cities  
4 in the room. If you do have questions, you may be able  
5 to get them answered. But the process works -- your  
6 comment is recorded, both questions and comments.  
7 They'll be documented in a formal environmental document  
8 that will go to the Federal Highway Administration for  
9 review.

10 MR. FULLER: And you said earlier that in the  
11 document comments would be answered. So, it's kind of  
12 like the Federal Register where you submit the comments  
13 and questions, and they're answered in the Federal  
14 Register.

15 MS. MONSMA: Yes, that's right. The -- in the  
16 environmental document, we will provide -- like to your  
17 comment there will then be a written response. Sometimes  
18 the format may vary. It just depends on the type of  
19 comments we receive, but there will be a written response  
20 to all comments and questions.

21 MR. FULLER: Okay. Thank you.

22 I'll try to do jeopardy and put everything in  
23 the form of a question. So, I've lived here about 25  
24 years, and we have been hearing about this Beck Road  
25 widening for 25 years, if not before we moved here. So,

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1 there's some history there. I don't know if it's  
2 accurate or not, but I'll put it in the record and hope  
3 that it gets addressed.

4 So, first of all, in terms of the easement, we  
5 have been told for many years that the expansion would  
6 occur, I'm sorry, I'm thinking from 9 to 12 Mile on Beck.  
7 I represent a homeowner's association there. So, we have  
8 been told for many years that any expansion would occur  
9 on the east side of the road. However, in looking at the  
10 drawings, it appears that they will keep the current  
11 center line, and they will take eminent domain, or  
12 whatever the right term is, for both the west and east  
13 sides of the road. So, I'd like that clarified as to  
14 whether it was that way in the past and changed or if we  
15 were simply misinformed.

16 There was an electronic survey that went out to  
17 residents last year, perhaps, I don't remember exactly.  
18 So, there were questions about how we felt about the  
19 expansion. I never saw results of that survey. That may  
20 be because I simply wasn't looking in the right place.  
21 So, as part of the comments, I would like to see the  
22 results of that survey, and I'd like to know the number  
23 of participants, the breakdown of business versus  
24 residential respondents, and whether there was a  
25 meaningful percentage in each of those categories

1 responding to the survey that provided realistic  
2 information to the city on how to move ahead.  
3 Another question, the 9 Mile intersection, as  
4 we all know, coming up north from M-14, when Beck Road  
5 narrows down just about 6 Mile, it's a terrible  
6 bottleneck during rush hour. And even though there's a  
7 boulevard there, everything slows down. So, now we're  
8 moving a bottleneck up to 9 Mile because Northville isn't  
9 going along with us. So, we'd like to know what sort of  
10 remediation efforts the city and the state are going to  
11 take to prevent simply duplicating the 6 Mile bottleneck  
12 at 9 Mile. I don't know if it's improved traffic lights.  
13 As you know, 9 Mile is a 30 mile an hour zone on both  
14 sides. So, expansion and increasing the speed limit  
15 isn't really an option there. So, as I said, we'd like  
16 to know what's going to happen so that 9 Mile doesn't  
17 turn into 6 Mile for us.

18 On the federal money, the website said that  
19 it's guaranteed. Again, we'd just like to know what that  
20 means. Basically, the current administration -- there  
21 may be cost-cutting measures. Is the money in our bank  
22 account? Have we cashed the check already? Or is that a  
23 definite thing? So, we'd like to know that before any  
24 sort of construction starts, whether the money is going  
25 to be in the bank account when the time comes.

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1 During the presentation here, they talked about  
2 crash rates on Beck Road. There wasn't any  
3 differentiation by segment, you know, between 9 and 10,  
4 10 and 11, above 96. So, I'd certainly like to see a  
5 breakdown of the crash statistics by section, and I'd  
6 like those compared to Beck Road, where the boulevard  
7 already exists, below 6 Mile. If crash rates for our  
8 portion of Beck today are similar to what they are on  
9 Beck, where the boulevard exists, I don't see any  
10 benefit. So, I'd like to see that.

11 All right, I guess that's the end of my  
12 question or comments. Thank you.

13 MS. MONSMA: Thank you. Next we have Leonard  
14 Walle, followed by Jyung Kim.

15 MR. WALLE: My name is Leonard Walle. I'm a  
16 resident of Novi. We live on Edinborough Lane, which is  
17 just south of 10 Mile. I am pleased at having this  
18 opportunity. We received a notification in the mail, and  
19 I appreciate the opportunity of being able to voice some  
20 concerns.

21 My knowledge of this area dates back to well  
22 over 25 years ago. I can remember when portions of Beck  
23 Road, major portions of Beck Road, in the Novi area, it  
24 was a dirt road. And now it's been paved. 9 Mile west  
25 of Beck is still a dirt road. And the area that we live

1 in that goes south of Grand River all the way to 6 Mile  
2 is a residential area. And it has been a residential  
3 area for many, many years. It has a residential  
4 character. The area that is north of Grand River, where  
5 this project also entails, is a commercial area, and  
6 they're quite distinct. So, my concern about this is by  
7 widening Beck Road as proposed, the impact that's going  
8 to have, first off, on increased traffic, and secondly,  
9 the impact on the residents who live in the residential  
10 area. And that impact could mean noise. I saw the noise  
11 -- I've seen the noise barriers on freeways. Obviously,  
12 that's not appropriate for our area. Possibly trees help  
13 to some degree. The other concern is safety because as  
14 you have more traffic, you have more opportunities for  
15 safety concerns. And finally, my concern is the impact  
16 on the residential character of the stretch that's  
17 currently in Novi that's being proposed.

18 There's also a stretch from 9 Mile to 6 Mile  
19 that's residential that's not part of this project. And  
20 it seems to me that if you're going to implement a  
21 project that wants to increase that flow to M-14, that  
22 you would want to have the entire project in place. That  
23 does not exist. The reason it does not exist is because  
24 the City of Northville and the Northville residents are  
25 opposed to it.

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1 Okay, what are -- another concern is about  
2 finding other alternatives. For example, what are  
3 alternative routes other than Beck Road to go north-  
4 south? You already have Grand River, which for the most  
5 part is a four-lane road. One small section is one lane  
6 over by Meadowbrook. Other than that, it's a four-lane  
7 road that takes you to 275. Actually, it takes you to  
8 Haggerty Road, which again is a residen- -- a commercial  
9 road, and that road then leads you to the freeway and to  
10 275, which in turn feeds into M-14 if people wish to go  
11 that way. I think there are other alternatives.

12 As far as the traffic issue, one way to reduce  
13 traffic is just to reduce the speed limit and enforce the  
14 speed limit. The speed limit when we first moved where  
15 we live, I believe, was 40, if not lower than that. Now  
16 it's 45. 45 is not the average speed on Beck Road.  
17 There are commercial trucks going 55 easily. And when  
18 you have a commercial truck with a commercial load to  
19 stop, because of the inertia of that load, the distance  
20 factor is longer than for a residential car. So, there's  
21 a greater hazard involved by being hit by a commercial  
22 vehicle than by a residential vehicle.

23 Those are concerns. And I think that if you  
24 increase -- if you follow this plan that's being  
25 proposed, the increase in commercial traffic will

1 increase. Those are my concerns, and I appreciate this  
2 opportunity. Thank you.

3 MS. MONSMA: Thank you. Next is Jyung Kim,  
4 followed by Lori Jermont.

5 MR. KIM: Thank you.

6 Previous two speakers spoke very well  
7 concerning all this project. I will add one more concern  
8 is the analysis. They excluded the noisy factor. That's  
9 very important. I'm living next to the Beck Road. Very  
10 noisy. If you make (indiscernible), that's really issue.  
11 I don't know why they excluded the noisy factor. I think  
12 that it should be reevaluated from the beginning.

13 Also, a very important thing is all traffic  
14 issue in the 6 Mile on, already mentioned. Adding more  
15 lane, that doesn't solve this issue. Even I saw today,  
16 at 2 o'clock, there was -- southbound, there was a three-  
17 car accident there. That is a speeding issue. That's  
18 been spoken, reducing speed limit will solve this issue.  
19 But because of right now, this Novi in the south, all of  
20 so many houses now. That's why I have more traffic.  
21 This cannot solve the even small segment extension,  
22 causing more problems. That is my concern. We have to  
23 re-evaluate the noise factor for the residents next to  
24 this. Without that, you are skipping the important part.  
25 It was spoken, previous two persons. Thank you.

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1 MS. MONSMA: Thank you. Next is Lori Jermont,  
2 followed by George Maxton.

3 MS. JERMONT: Good evening. Thank you.

4 We live between 9 and 10 off of Beck,  
5 Cheltenham. And I don't -- it's been probably about six  
6 years, they put in what was called a pedestrian respite,  
7 if you're familiar. It's the almost halfway point. I  
8 think it's very impractical. Because if it's a respite  
9 for a pedestrian, whenever my husband and I would walk or  
10 bike, you'd cross the southbound lane and you'd wait on  
11 this little platform with nothing around you. Meanwhile,  
12 the traffic is flying by. It's very scary. The other  
13 thing is it prevents us during rush hour traffic from  
14 pulling out, going left, heading north, getting into the  
15 left-hand turn lane and waiting for clearance from the  
16 northbound lane. My concern is if they put in a  
17 boulevard, are we going to have the same problem?

18 I'm hoping that -- I'm sure the pedestrian  
19 respite will come out, because it was a poor idea, I  
20 think, to begin with. But my concern with a boulevard  
21 is, because I know down at 5 Mile and Back, where First  
22 Watch is, you can't pull out and go left. You have to go  
23 right and then come around the boulevard. So, I'm just  
24 concerned in the residential area, if we end up with a  
25 boulevard there, that we're going to have the same

1 problem. So, that's -- mine is just a little minor  
2 thing, but I thought I wanted to voice that. So, thank  
3 you.

4 MS. MONSMA: Thank you. And for those of you  
5 who may have joined while this was in progress, if you  
6 would like to speak, just raise your hand and we can  
7 bring you a speaker identification card. We really want  
8 to make sure everyone here has an opportunity to share  
9 their comments. And next is George Maxson. Thank you  
10 for your patience. Followed by Carol W.

11 MR. MAXON: Thank you for the opportunity to  
12 comment. I'm going to echo some of the comments that  
13 have already been made, so I'll try to be brief.

14 I believe it was February of 2022, the city of  
15 Novi at the City Hall had aerial plots of both options,  
16 the five-lane version and the four-lane boulevard. And  
17 they had the city engineering staff, or maybe it was the  
18 city manager staff, I'm not sure, there. And I just  
19 asked them questions about this. And during this  
20 presentation, they gave us a postcard with a QR code to  
21 submit our comments. So, I read the comments afterwards,  
22 and I don't believe there was one comment for the Novi  
23 citizens that was in favor of this. And I'm certainly  
24 opposed to this plan.

25 Now, the new design shows two different

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1 versions. One is going north of Grand River, and I think  
2 that makes sense because it's largely manufacturing and  
3 light commercial. So, maybe you do want to have five  
4 lanes there to help these businesses with supplies and  
5 traffic and all that. But as we go south of 11 Mile, as  
6 previous speakers have commented, it's largely  
7 residential.

8 When I went to this public meeting back in  
9 2022, they said, I believe that the road would be widened  
10 to 66 feet to accommodate either one of these. Well,  
11 currently Beck Road is certainly not 66 feet. That's  
12 probably adding 50 percent more width. I asked about  
13 where they're going to take the land from. They said it  
14 would be the west side of the road. I asked what's  
15 driving this. Then they told me it was federal funding.  
16 And I thought the gentleman said something along the  
17 lines of \$20 to \$25 million worth of federal funding was  
18 at stake, take it or leave it. If the project doesn't  
19 get done, then the money goes away.

20 You know, to me, that's neither here nor there.  
21 I look at Novi as a quality of life. We moved here. We  
22 lived at 10 Mile and Beck. We moved here because of the  
23 schools and because we like the community. It was nice,  
24 peaceful, residential. Anyone who drives up and down  
25 Ford Road in Canton or takes the M-5 connector up to



1 where the circles begin in Commerce Township will see  
 2 that traffic volume is heavy throughout the day. It's  
 3 not just during rush hour. We go to dinner in both  
 4 areas. And even later at night, there's a lot of volume.  
 5 With that comes noise. My fear is that if we expand to  
 6 the four-lane boulevard with the trees in the middle of  
 7 Beck Road south of 11 Mile all the way down to 9 Mile,  
 8 we're just going to increase volume because, in my view,  
 9 this is going to become a shortcut to get down to Ann  
 10 Arbor. You'll just take Beck Road off of I-96 down to M-  
 11 14 instead of driving all the way east to I-275, head  
 12 south, and then head back west.

13 And with all this light commercial that we have  
 14 north of Grand River up in Wixom, what's the natural  
 15 approach going to be? They're going to take that as  
 16 their shortcut. We're going to have increased volume,  
 17 increased noise. The gentleman a couple speakers ago  
 18 spoke about the noise situation, and I know that you  
 19 assessed five different barrier options for noise. But I  
 20 fear we're going to turn into Ford Road in Canton in our  
 21 residential areas of Beck Road. So, I would strongly  
 22 vote for a no-build alternative, meaning leave it as it  
 23 is. Yes, you can improve the quality of the build of the  
 24 road that we have right now and resurface it, but I don't  
 25 see the need for the boulevard south of 11 Mile. Thank

1 you for your time.

2 MS. MONSMA: Thank you. Next, we have Carol W.  
 3 followed by John Whalen.

4 MS. WITAMBORSKI: My name is Carol Witamborski.  
 5 I live on Beck Road across from Mayberry. And when we  
 6 bought our house in 1980, we checked with the township,  
 7 and they said we have no plans of widening Beck. So, we  
 8 said, okay, we'll buy the house. But what I really want  
 9 to talk about now is alternatives.

10 The development that's happening is west of  
 11 Beck Road. I don't know what development is planned so  
 12 much for Wixom, but they're in better shape because  
 13 there's not only an exit at Beck, but there's an exit at  
 14 Wixom, and then I don't know what's beyond that. But  
 15 when people are -- let me back up. When people are  
 16 commuting between home and work or going to the hospital  
 17 or whatever, they want to get there as quickly as  
 18 possible. That means taking the expressway, and that  
 19 means getting off at the last exit possible. And again,  
 20 I'll go back to Wixom. Wixom has Wixom Road, and I --  
 21 there might be something beyond that. So, if there's  
 22 future development, it's likely to be west -- the west  
 23 part of Wixom, and maybe another exit is needed there.

24 Other big developments are happening in South  
 25 Lyon. Now, what alternatives do they have? They're

1 probably going to come up M-14, which, well, not now  
 2 because it's going to take two years to finish that  
 3 project. If we have all this money available, I'd like  
 4 to see them shorten the M-14 project. But aside from  
 5 that, they can't take Sheldon because Northville closed  
 6 its streets, so they can't take that. Beck is the only  
 7 one. The next exit is Gotfredson, and if you get off of  
 8 that, you end up on some really squirrely roads and dirt  
 9 roads. I'd like to see some exits between Beck and  
 10 Gotfredson, maybe at Joy Road, maybe put one in at  
 11 Napier. A lot of those north-south roads that are dirt  
 12 roads right now are not appreciated by the people who  
 13 live on them because they're full of ruts and dust. I  
 14 know how that is because we were on Beck when it was a  
 15 dirt road.

16 So, I would propose that we add some more exits  
 17 that would service the areas that are going to be  
 18 developed that are further west where people can get home  
 19 quicker if there's exits to get off at and if there's  
 20 paved roads going north and south other than Beck. I  
 21 can't see all of the development in South Lyon getting  
 22 north and south on Beck Road. It's just not going to  
 23 work.

24 MS. MONSMA: Thank you. Next, we have John  
 25 Whalen, followed by Jim Firlit.

1 MR. WHALEN: My name is John Whalen. I live  
 2 north of 9 Mile on Beck Road on the west side, and we've  
 3 been there since 1997. And it's been a lot of  
 4 development that's happened since 1997, being that the  
 5 properties behind us turned into Berkshire and that's a  
 6 massive subdivision. There was a field when we were  
 7 there. And there was a wetland north of us, and a state  
 8 builder somehow or another got approval to bring tons of  
 9 dirt into that wetland and fill the pond up and build a  
 10 pretty extensive house, which Mark is here. He's our  
 11 neighbor. I like him. He's a great guy. But now our  
 12 backyard is a pond because they built those houses up  
 13 like three feet, and he was talking about how they were  
 14 going to preserve the wetlands and everything like that.  
 15 They didn't consider anything, and I complained to Novi  
 16 at the time, and Novi did nothing. They must have a big  
 17 influence on the city council or something.

18 Anywhere -- anyways, I think there's uncaring  
 19 planners. You know, they want to make Beck Road a five-  
 20 lane highway with a left turn lane or a median, and then  
 21 they want to have a big median between the road, and then  
 22 they're going to put an eight-foot sidewalk in. So, what  
 23 this is going to do -- you know, my property goes right  
 24 to the middle of Beck Road. Right now, Beck Road is  
 25 taking up 23 feet in the front of our house, so

1 technically it's my property that they cut into for  
2 eminent domain of whatever. Now they're talking about  
3 making the width of this project 120 feet. That's going  
4 to cut an additional 74 feet off of each side of the  
5 road, and that's going to take another 37 feet off of my  
6 house. I just had a \$67,000 stamped driveway put in my  
7 house, and they're going to take 37 feet of that stamped  
8 driveway and cut right into my parking pad. They're  
9 going to take out a garden that my wife and I have been  
10 nurturing since 1997, a 100-year-old tree, all kinds of  
11 lilies and that that are growing on the side of our  
12 house.

13 And even saying that they're not going to do  
14 anything about the noise level, that's ridiculous. I  
15 mean, come on. We hear so much noise right now, and  
16 we're 80 feet from the road, and they're going to take  
17 another 37 feet and say they don't need anything for  
18 cutting the noise? That's ridiculous.

19 Anyways, I'm just going over my notes. Make  
20 sure I got everything. And then, oh yeah, to add insult  
21 to injury, I was at the last meeting, and I talked with  
22 the Novi representative, and I said, who has to pay for  
23 the sidewalk that goes in front of your house? And he  
24 told me that, oh, the city of Novi requires that the  
25 homeowner pays for the sidewalk. So, they're going to

1 give me some rink-a-dink amount of money for my property,  
2 because of this eminent domain, and then they're going to  
3 make me pay for this eight-foot sidewalk, which I would  
4 imagine that's going to cost more than the land. So,  
5 that's ridiculous.

6 They're also -- they're going to make a five-  
7 lane highway that's going to bottleneck. Right now, they  
8 have it stopping at 9 Mile. I think that's a ploy.  
9 Originally, they had it down to 8 Mile, but they knew  
10 there was all kinds of problems with going down to 8  
11 Mile. So, they made it to 9 Mile so they could try and  
12 make this eminent domain concept sink into people, and  
13 they have to feel like, oh, we've got to do the rest of  
14 this project, because we have a five-lane up to 9 Mile,  
15 and it's causing all kinds of bottlenecks and traffic  
16 jams. So, I think they made it to 9 Mile so there's less  
17 hassle. Then they're going to hit us again and want to  
18 go from 9 Mile to 8 Mile, and then they're going to hit  
19 the people from Northville, which Northville only wanted  
20 it to go to three lanes. That was the maximum Northville  
21 was gonna go.

22 I would agree to possibly a three-lane idea,  
23 you know, two lanes and a left-turn lane, but not a 120-  
24 foot-wide project because it's going to take half of my  
25 front yard. I bought that house because it was in a

1 quiet residential area, and it's going to be a nightmare.  
2 It'll be a five-lane nightmare that's going to  
3 bottleneck. It's not -- eminent domain applies when it  
4 benefits every citizen. A bottleneck at 9 Mile is not  
5 going to benefit every citizen. That's baloney. You  
6 know, so I don't know if that's why they're taking the  
7 property, but my wife and I are 100 percent against this  
8 project. It's ridiculous. The planning of it is absurd.  
9 The studies they did were rigged. I mean, how can the  
10 road be a five-lane with two sidewalks, and it not  
11 increase the noise in front of my house? You know, I  
12 mean, those studies are a lie. That's ridiculous.  
13 That's totally absurd.

14 Anyways, that's basically it. I just wanted to  
15 get that off my mind.

16 MS. MONSMA: Thank you. Next is Jim Firlit.  
17 And the last person who has signed a speaker  
18 identification slip is Daniel H. And if there is anyone  
19 else, please raise your hand now, and we'll bring you a  
20 speaker identification card.

21 MR. FIRLIT: Thank you. Some of the comments  
22 you heard before, so I'll be brief. I'm Jim Firlit. I  
23 live in the condominium complex at 10 and a half and  
24 Beck, Briarwood of Novi. And I'm here representing the  
25 association.

1 Widening Beck Road in that particular area, as  
2 you're going north on Beck Road and you take a look at  
3 the condos there, there's like a 10-foot berm that these  
4 condos sit on. And there are several of them that have  
5 backyards to it as well as in the front yard. And if you  
6 begin to take some of that Beck Road width away, you're  
7 going to need some sort of substantial retaining wall or  
8 something that's severely going to impact three of the  
9 units. So, from that standpoint, I think it's really  
10 hurtful to those three co-owners who have those  
11 particular units.

12 I'll just re-echo the comment that since no one  
13 is participating from 9 Mile to 6 Mile in widening the  
14 road as a thoroughfare, frankly, you're just moving the  
15 bottleneck from one area to another. And then if anybody  
16 -- you know, obviously everybody here knows Beck Road  
17 from roughly 10 Mile -- actually from 11 Mile to 6 Mile,  
18 it's primarily residential. There's people's driveways  
19 that come off of Beck Road. And if you widen it and  
20 create like a four-lane or a five-lane highway for people  
21 to actually come out of their driveways onto Beck Road, I  
22 frankly don't think that this is going to improve safety,  
23 to be honest with you. I think we could be prone to more  
24 accidents.

25 Finally, the last thing I'll say is, and a few

1 other people have echoed it, that I think a better  
2 alternative might be to only consider widening Beck Road  
3 in the commercial corridors. I think, frankly, from 11  
4 all the way down to 6 Mile ought to be just left alone  
5 because it's primarily residential in its housing. But  
6 north of 11 Mile as we get more commercial. We have the  
7 hospital, and north into Wixom. I can't really speak for  
8 Wixom, but there are more businesses and things of that  
9 nature that might benefit from the widening.

10 So, those are my comments. I would not endorse  
11 doing any widening of Beck Road south of 11 Mile. Thank  
12 you.

13 MS. MONSMA: Thank you. Next is Daniel H.  
14 followed by Sergei M.

15 MR. HUYCK: Hello, yes. My name is Daniel  
16 Huyck. I'm here representing Broadmoor Park HOA off of  
17 10 Mile and Beck. I fully adopt all the statements that  
18 came before. I'd just like to add a couple other things.

19 One is one of the drivers behind this they  
20 mentioned was traffic, volume of traffic. I guess the  
21 question I would ask is, is this being tied in with other  
22 projects occurring in the area? For example, putting in  
23 an overpass over 96 on Taft, would that alleviate some of  
24 that traffic? Would that take away some of the need for  
25 this project? Because right now there's only two main

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1 thoroughpasses [sic] over 96, obviously. It's either  
2 Novi or Beck. So, finding a way to alleviate some of  
3 that commercial traffic off of the area here, especially  
4 in that area. And then also I noticed they talked about  
5 noise with the expanding Beck. But what other mitigation  
6 actions are being taken by the community, such as  
7 limiting the amount of jake brakes being used by the  
8 semis, limiting the number of axles on the roadway,  
9 weight limits, stuff like that, to help especially south  
10 of 11 Mile in the more residential areas. Because I know  
11 I've lived there now for about 12 years, and the truck  
12 traffic has increased exponentially since I've been  
13 there.

14 And then I know in other communities I've lived  
15 in, when they've done this type of thing, they've offered  
16 stipends for homeowners for sound deadening, like putting  
17 in sound deadening windows or putting in additional  
18 insulation in their homes to help remediate some of that  
19 additional noise that's going to come. Because as  
20 someone here mentioned, the more you expand Beck, the  
21 more it's going to become seen as a shortcut down from 14  
22 up. Because when you look on the GPS, Waze is going to  
23 take you that -- you know, take you right through Beck  
24 Road because it's one of the only roads that goes through  
25 directly like that.

1 And the last thing I wanted to mention is what  
2 about pedestrian overpasses? I don't want to see Beck  
3 end up like what happened in Wixom over here this past  
4 couple months ago where that one child was hit by a car  
5 going over a boulevard. So, what kind of safety  
6 precautions? Pedestrian overpass, walkways, and those  
7 type of things are being put in place and considered for  
8 this. Because I know I live right off 10 and Beck, and  
9 every 17 days on average there's an accident. There's  
10 some kind of accident that occurs on that roadway.

11 And the last thing I want to mention, I guess I  
12 said that already, but as a boulevard, you're restricting  
13 left turns into certain areas. You have to go past and  
14 come back around again. So, that's going to increase  
15 traffic going into those homeowners, so subs on other  
16 side streets. So, for example, for us, we lose access to  
17 two of the entries for Broadmoor. Now they have to enter  
18 Broadmoor on 10 Mile. So, what kind of consideration is  
19 being done for that and what kind of co-planning is  
20 happening because you're going to see increased traffic  
21 patterns on those county streets.

22 So, that's all I have. Thank you.

23 MS. MONSMA: Next is Sergei, followed by John  
24 S.

25 MR. MARTYNENKO: Good evening. My name is

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1 Sergei Martynenko. I'm a resident of Novi for the last  
2 22 years. And I lived on 10 Mile and Beck for 11 years.  
3 I strongly oppose the construction. My main concern is  
4 about safety and the (indiscernible) of the project.

5 I have three kids. All of them in Novi  
6 schools. There was an accident on Wixom Road last year  
7 in front of (indiscernible), and a kid had to be taken to  
8 Novi hospital. I don't want this to happen to my  
9 children.

10 THE AUDIENCE: We can't hear you.

11 MR. MARTYNENKO: I apologize. Is this better?

12 All right, so I'm a resident of Novi and I  
13 lived in Novi for the last 22 years. I live on Beck  
14 Street -- on Beck Road north of 10 Mile for the last 11  
15 years. And I strongly oppose the construction primarily  
16 for the safety and the (indiscernible).

17 I have three children and as you all know there  
18 was an accident in front of (indiscernible) school last  
19 year and a kid had to be taken to Providence Hospital. I  
20 don't want any of this happening on Beck where we live.

21 And secondly, as a number of speakers already  
22 commented on, this construction will terminate at 9 Mile.  
23 And what will happen with all of the traffic hitting 9  
24 Mile? There is nowhere to go. 9 Mile is a very slow  
25 street, and then it will hit one mile road down south. I

1 feel like it's a precursor to extend it farther down  
2 south, connect to M-14, and bring even more traffic.  
3 So, for all of those reasons, I don't really  
4 agree with the proposal that they're making. One of the  
5 comments made in the Novi public hearing was that we are  
6 leaving federal money on the table, and I don't think it  
7 should be the reason to build the road where there is no  
8 need to bring additional traffic here. Thank you.

9 MS. MONSMA: Thank you. Next is John S.  
10 followed by Ted Nobles.

11 MR. SIMSER: I represent the seniors. If you  
12 don't want me to represent you, that's okay. I'm from  
13 Wixom. And I'm for the improvement of Beck Road north of  
14 I-96 to the dead end at Potter, mainly because of the  
15 railroad tracks. And I see that's on the agenda.  
16 Everything that everybody said for Novi is excellent, and  
17 I want to leave it that way. But I want that railroad  
18 track at Beck and south of Pontiac Trail improved like  
19 they did -- I can't remember the name of the street.  
20 Over on West Road, I think it is, where it goes over the  
21 railroad track. They were thinking ahead. Somebody at  
22 Wixom didn't think ahead. So, let's move forward.  
23 That's all I really want. Thank you for your time.

24 MS. MONSMA: Next is Ted Nobles.

25 MR. NOBLES: Good evening. Good evening. Can

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1 you hear me?

2 Okay. I live in Broadmoor Park, 10 Mile and  
3 Beck. My home -- basically, the back of my home faces  
4 Beck. I've lived there since 2003. When I first bought  
5 the house, we could have family get-togethers. We could  
6 sit on our deck, and it was peaceful. We had noise  
7 because Beck was still a thoroughfare. But each year,  
8 more people moved in. So, I understood more traveling,  
9 more traffic. But now, they -- no longer do you see  
10 police officers policing the streets, making sure the  
11 speed limits are obeyed. I see the trucks driving by 60  
12 and 65 miles an hour sometimes, at all times of the  
13 night. People used to walk up and down Beck. I'd see  
14 them on my way to work in the morning or coming home at  
15 night, walking down Beck. Kids no longer can go there  
16 because the traffic is too fast. It's too dangerous.

17 They talk about this, they want to widen Beck.  
18 There's nothing you can do about the noise. There's no  
19 type of thing any engineer can tell us about the noise.  
20 I went to one of these meetings in Novi they had a couple  
21 years ago. One of the engineers who was doing it was  
22 telling me, well, you know, it won't be as bad because of  
23 noise dispersion. That's not true. Any study will also  
24 show loud noises also impact the quality of life.

25 This -- we're talking about neighborhoods,

1 community neighborhoods. People are going to be driving  
2 down these things at high speeds. That's going to cause  
3 problems as far as safety down the road. So, if somebody  
4 gets hit, God forbid, they'll be crying, you know,  
5 prayers and thoughts and wishes for you. But that's all  
6 they'll give.

7 I'm saying that we must, all of us, we need to  
8 take a stand against them widening this road. Because  
9 it's not for the community. It's for people passing  
10 through. We actually live there. This is our lives.  
11 These are our families, our people. This is not somebody  
12 just passing through because it's a shortcut to go  
13 somewhere else. It's up to us to do this because the  
14 cities, quite frankly, I don't think they care. They  
15 want to push this through, tell us about a couple  
16 different plans. It's us pushing against them. By  
17 whatever means necessary, we have to push back. Because  
18 we can't sit back and let people just push. We can't let  
19 the road commission or whoever push this through. We  
20 have our families we have to worry about. We have our  
21 lives we have to pay attention to. That's basically what  
22 I want to say.

23 MS. MONSMA: Thank you. And I -- this is the  
24 last person who has completed a speaker identification  
25 card. Naveed Ahmed.

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1 MR. AHMED: Good evening, guys. My name is  
2 Naveed Ahmed.

3 AUDIENCE: We can't hear.

4 MR. AHMED: Good evening, everybody. My name  
5 is Naveed Ahmed. Before we moved to Novi, we used to  
6 live in Troy. We didn't have any kids at that time. So,  
7 when we wanted to start a family, we wanted a place where  
8 the kids can go outside the way I grew up, where my  
9 parents never cared where I was. I wanted to raise my  
10 kids like that. So, due to our financial situation, we  
11 found a house in Novi. But my biggest concern was if I  
12 moved to Novi, is that Novi is going to become like Troy.  
13 If you go back and look at Troy, the prices are very  
14 high. It doesn't matter where you live. As soon as you  
15 come out of the subdivision, there are major roadways,  
16 you know, a lot of traffic. So, it was a very hard  
17 decision for us to move from Troy to Novi.

18 And another thing, as an engineer, I did all  
19 the due diligence checks. I went to the city of Novi and  
20 asked, what are the plans for Beck Road? One of the  
21 gentlemen at that time, he said, it stuck in my mind,  
22 that whole area is residential. They are not going to  
23 build any strip malls within the area, for miles around  
24 that area. I thought I never heard of that, so we  
25 decided to buy a house.



1 As time has gone, the Beck Road has become so  
2 bad. And the people who live where the backyard faces  
3 the Beck Road might have experienced the same thing what  
4 we are experiencing. When we used to live in Troy, I  
5 used to keep an alarm to get up in the morning to go to  
6 work. But from the last 15 years, I don't need an alarm.  
7 Because at 6 o'clock, there is so much noise. I don't  
8 need an alarm because the whole upstairs shakes. I mean  
9 so much of noise. As a slow sleeper, I get up at least,  
10 even today, a couple of times because of the trucks  
11 moving. So, most of the people, we talked about quality  
12 of life. The reason we moved is for quality of life.  
13 Now if you tried -- it doesn't matter what the studies  
14 have done. If someone pays me money, I will make it look  
15 like that, you know, it's a good idea to do it. You  
16 know, it's money talks.

17 So, I still don't understand, by increasing the  
18 Beck Road wide to four or five miles, who is benefiting?  
19 You know, I was thinking about this. Who is benefiting?  
20 The people who is benefiting is not the people in the  
21 neighborhood. It's not the traffic. The people who will  
22 be benefiting is the companies where their product will  
23 be going from 14 Mile to Wixom. So, basically, this is  
24 not a decision for the -- you know, the individual. It  
25 is for the business.

1 So, I don't see any reason why we should do  
2 that. Because that whole area is -- like many people  
3 said, the whole area is residential. You know, there are  
4 hundreds of thousands of people who live here and we like  
5 to raise our family. And if you do that, what is the  
6 quality of life? Some of the people like me, we came to  
7 America for a good quality of life. Looking at this,  
8 it's as good as living in a third world country here.

9 So, I strongly recommend for the committee,  
10 especially to Novi officials, consider the people. Not  
11 look at the business aspect. Not look at what other  
12 people are saying. You know, we are the people who are  
13 paying the taxes. We are the people who live there. Of  
14 course, business people also pay the taxes. But the  
15 majority of the people are citizens here. So please, as  
16 Novi officials, please follow what Northville is asking  
17 to do for their neighbors.

18 So, that's all I have. Thank you very much.

19 MS. MONSMA: Thank you. Next, we have Ann  
20 Miller, followed by Kathy Kennedy, and then lastly, Hwa  
21 Kim.

22 MS. MILLER: Good evening. My name is Ann  
23 Miller. I live in a neighborhood between 11 Mile and 10  
24 Mile off of Beck Road. Thank you for the opportunity.  
25 Also, I want to say that I agree 100 percent with

1 everything that everyone has stated. So, I won't take up  
2 time reiterating that.

3 One of the points I want to make is this is 100  
4 percent residential area between 11 Mile and 6 Mile. I  
5 agree with the project of Wixom. I agree with it up to  
6 11 Mile because you have stores, you have schools, you  
7 have a hospital, you have a senior complex. You have  
8 everything north of 11 Mile is commercial. Everything  
9 south of 11 Mile is people's homes and yards. Eminent  
10 domain is going to ruin this for so many people. The  
11 traffic, the noise, the space that is taken away from  
12 people's homes and families. It's -- it's -- to me,  
13 that's an abomination.

14 To go for five lanes, I don't think it's  
15 necessary. If they want to make it four lanes with a  
16 boulevard and put in pretty trees and flowers, to me,  
17 that's putting lipstick on a pig. And I'm sorry to be  
18 blunt, but that's how I feel. I think that reengineering  
19 of the area between 11 Mile and obviously Northville had  
20 the -- any way not to go through with it. Reengineering  
21 by putting in a dedicated left-hand turn lane and making  
22 it three lanes, I would agree with that. There are many  
23 older neighborhoods, people that live on the road in  
24 areas where there are no turn offs. If you're driving  
25 down Beck Road and you're doing 45 miles an hour and you

1 have to turn into a subdivision, there's no right-hand  
2 turn lane for you to turn onto to get in. So, you've got  
3 semi-trucks and cars and cement trucks behind you 45  
4 miles an hour. You have to slam on your brakes in order  
5 to make the turn. Everybody behind you has to slam on  
6 their brakes because there is no right-hand turn to get  
7 into a sub or a neighborhood. So, that would be my  
8 alternative, would be to make it three lanes with a  
9 dedicated left and engineer right-hand turn lanes to get  
10 into these areas.

11 I'm just feeling like this is going to destroy  
12 a lot for a lot of people personally and also housing  
13 values. People have beautiful yards, front yards, and  
14 back yards. And I don't know where they're going to get  
15 the space for this without devaluing people's property.

16 Thank you for the opportunity.

17 MS. MONSMA: Thank you. Next is Kathy Kennedy  
18 followed by Hwa Kim.

19 MS. KENNEDY: Hi, my name is Kathy Kennedy. I  
20 think I'm the only person in here who does not live on  
21 the south side of Beck Road. I live up at Beck and West  
22 Road in the considered industrial warehouse area. It's  
23 three lanes in front of my house now, dedicated center  
24 lane, two other lanes. I sometimes take 10 to 15 minutes  
25 to get out of my driveway. It's ridiculous.

1 When I moved out here -- I've been here since  
2 '85. When I moved out here, Beck Road had just been  
3 paved the year before. It was a two-lane road.  
4 Everything was vacant around me. My house is like an  
5 1830s house. Tons and tons of vacant land behind me.  
6 It's all been developed. I had a sheep farm across the  
7 street. That's been developed. It's not what I  
8 expected. When we moved out here, it was residential.  
9 Now it's a warehouse commercial.

10 My main concern is the noise and the extra time  
11 it's going to take me to get out of my driveway if I have  
12 to get across two lanes now instead of one. I don't  
13 think they need five lanes in front of my house. And  
14 they need to enforce the speed limits. Maybe putting a  
15 light halfway between 96 and Pontiac Trail would give  
16 some beaks in traffic to get out. Thank you.

17 MS. MONSMA: Thank you. And next is Hwa Kim.

18 MS. KIM: My name is Hwa Kim. I live in 9 and  
19 a half mile and Beck Road. When we moved here 22 years  
20 ago, Novi was a very quiet city, and then you notice the  
21 school system is really good. And lately it's even  
22 better than West Bloomfield. So, that's the way it grew  
23 up very comfortably and then very good city. And all of  
24 a sudden this project came out. But we heard it last  
25 summer, we went there, and then everybody heard it. They

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1 spoke their opinion. But today when I heard that also  
2 Northville, at that time it didn't -- but Northville came  
3 together, and then they rejected it.

4 I think this is the time all of Novi has come  
5 together, has to stop it. Because if you extend the  
6 lane, trucks and people are going to drive more than 40  
7 miles. Some people might drive 60 miles. It could be  
8 almost freeway, very dangerous. And to stop this kind of  
9 accident and then all those danger, we really have to  
10 stop this by coming together all the Novi citizens.  
11 That's why -- that's what I'm thinking. Thank you very  
12 much.

13 MS. MONSMA: Thank you. And lastly, we have  
14 Carl Jensen [sic].

15 MR. JEPSON: I sent this in, but based on what  
16 I heard, I'd like to read it if you don't mind. Let me  
17 get my glasses. I live in Northville, south of 8 Mile on  
18 Beck Road. And I think we set the record, we've been  
19 there for 45 years. When we moved in, it was gravel with  
20 very little traffic. There used to be, on Sunday, there  
21 would be a big old John Deere tractor that would chug up  
22 and down. And horses from Mayberry used to walk up and  
23 down. That's the type of neighborhood we wanted to move  
24 into.

25 And I'd also like to pretty much echo just

1 about everything that's been said, and here's what I had  
2 written: We would not like to see Beck widen to five  
3 lanes with multi-use pathways. Can you hear me?

4 THE AUDIENCE: Yes.

5 MR. JEPSON: Between Pontiac Trail and 9 Mile.  
6 Now, from what I've heard, going from Grand River North  
7 makes sense because that's business community. And I  
8 agree that going south does not. And by the way, being  
9 from Northville, I know I'm not from Wixom, but it's  
10 obvious that if Wixom does this with a five-lane corridor  
11 with pathways, it's going to put tremendous pressure on  
12 Northville. And Northville does not want to supply Wixom  
13 with all this traffic. So, you know, that's why I wrote  
14 this.

15 The area in Northville is not interested in  
16 providing a corridor for traffic to Wixom. That was the  
17 other thing that kind of upset me, is Wixom is using this  
18 word corridor sometimes. This is a residential area, and  
19 I don't like the road I live on being called a corridor.

20 The effect on wildlife and home prices in that  
21 area would be huge. In this presentation, there was  
22 supposedly going to be a finding of no significant impact  
23 on the environment. That seems absurd. And there was  
24 something about in one case where there was going to be  
25 some impact that they would buy some credits. That seems

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1 to be a scam.

2 But I said, and the worst part, concerning any  
3 support of multi-use pathways, which would take even more  
4 land, the degree of support probably depends on who's  
5 giving up the land and their privacy. And if people  
6 wanted these pathways, perhaps they should have moved to  
7 the type of area that already had them. To try to  
8 retrofit this huge highway with additional pathways in an  
9 existing residential area doesn't seem to make sense.  
10 You can do it out west where they're -- you know, where  
11 you're developing. But now I'm hearing also, we have a  
12 lot of frontage on Beck, I gotta pay for the sidewalk.  
13 That would be quite a burden.

14 And the other thing that occurred to me I did  
15 not see mentioned, if we widened Beck, then that's going  
16 to attract more traffic. People who are now using those  
17 other ways to get down south to work and back are going  
18 to start getting off at the Beck exit and using Beck.  
19 And after a year, we may be right back where we started  
20 with huge traffic because what it will do is take traffic  
21 that's outside of Beck now and attract more.

22 Let's see, I think that was about it. I do  
23 think expanding it to three lanes probably is what should  
24 be done south of Grand River. I mean, that I can see  
25 being done. But the five lanes with the boulevard, which

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1 is just as wide, and the additional ones, that's almost  
2 like a freeway. Freeways don't unite communities, they  
3 divide them. And that would just change the whole  
4 character of it.

5 And then as far as the saying Beck to the  
6 future is concerned, our future is already here. As a  
7 Northville resident, it's called Northville Township.  
8 And we would not like to see Beck Road eventually turned  
9 into a corridor, which would almost be like a freeway.  
10 So, that's my feeling, and I echoed most of it. Thank  
11 you.

12 MS. MONSMA: Thank you. Is there anyone else  
13 who wishes to speak?

14 All right. Well, hearing none, that will  
15 conclude the open mic portion of this hearing. In  
16 closing, I want to really emphasize how much we value  
17 your input and comments on this project and environmental  
18 assessment, including any impacts related to the 4(f)  
19 recreational properties as well. All the information  
20 obtained tonight will be shared with the cities and with  
21 the Federal Highway Administration.

22 We have a bit of time until the end of the  
23 hour. You can look at the displays and speak with any of  
24 the staff who are in the room as well. I'd also like to  
25 note that we have handouts with information on how to

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1 provide comments if you did not do so tonight. You can  
2 take that with you, mail or email a written comment. You  
3 can also leave a written comment at becktothefuture.org.  
4 And our court reporter, Jessica, will be here. If you  
5 would like to make a verbal comment in private, you may  
6 do so.

7 I just want to really say thank you on behalf  
8 of the cities and MDOT for all of your very considerate  
9 and thoughtful comments and just taking the time to  
10 listen to one another and sharing all of your input.  
11 Thank you.

12 (At 6:46 PM, open forum concluded)

13 (At 6:48 PM, the following comments were made  
14 privately to court reporter)

15 MS. KORLESKI: My concern -- first of all I  
16 love the idea of having a traffic bridge over that  
17 railroad. It is going to really be an asset for the  
18 businesses and the people who use Beck Road. Whoever --  
19 what happens when all the traffic hits Pontiac Trail,  
20 which already has traffic backed up, especially going  
21 westbound. And in Wixom, you have a train that can't be  
22 gone over the way, and so you'll get back ups of a mile  
23 or more because of the train in Wixom. And it sometimes  
24 is right at 5 o'clock rush hour. So, you now dump all  
25 that traffic on Beck Road and it's gonna turn to be west

1 and be standing in a line that goes all the way back to  
2 96. They haven't thought of that. When you dump it off  
3 on Pontiac Trail, I mean, somebody said it was gonna be  
4 in place of Potter. I didn't see that on the map. And  
5 Potter, I understand they can't get the land.

6 So, that's my major concern, what happens to  
7 all the traffic that hits Pontiac Trail when Pontiac  
8 Trail can't handle it. I don't think it can, especially  
9 at rush hour.

10 COURT REPORTER: Thank you.

11 MS. KENNEDY: I just have a few things that I  
12 forgot.

13 COURT REPORTER: So, you were --

14 MS. KENNEDY: Kathy Kennedy.

15 COURT REPORTER: Kathy Kennedy. Okay, you can  
16 go ahead.

17 MS. KENNEDY: Okay. First, I want -- when we  
18 moved here the land was vacant behind us. It was  
19 developed. We caught them draining wetlands. We called  
20 out the news. The news filmed it. And they were  
21 illegally draining wetlands. They got a slap on the  
22 wrist, and didn't have to do anything about it. And I'm  
23 afraid that the same thing might happen with this. There  
24 are a couple ponds, and there's one right past my house  
25 that's pretty close to the road.

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1 Next, I think a railroad track over the bridge  
2 is a great idea. I'm concerned about the fact --

3 COURT REPORTER: You mean, a bridge over the  
4 railroad track?

5 MS. KENNEDY: Yeah, they were talking about a  
6 car bridge over the railroad track between Pontiac Trail  
7 and West Road because that's a horrible -- when trains  
8 stop there, they park there, and it backs up traffic in  
9 front of my house. And I'm like three-quarters of a mile  
10 from it.

11 I'm also concerned with how far -- how much of  
12 my property they're gonna take. They took some 15/20  
13 years ago and they tore out all our pines in front. They  
14 paid for us to have them replaced, which was nice. But  
15 now, they're going to have to take out that row, and my  
16 front yard is going to be even smaller. Plus, I've  
17 planted -- been planting out there for years and years,  
18 which is all gonna be gone.

19 What else? The lighting. I'm concerned about  
20 lighting on the road. Already we have lights come -- our  
21 house is light at night with all the lights off just  
22 because of surrounding lightings. So, I'm concerned  
23 about them adding extra lighting on the road because of  
24 that.

25 Noise is also a concern of course. My house is

1 probably 150 feet off the road and it's already really  
2 loud. It's an old house with thin windows and probably  
3 no insulation in the walls. We used to be able to sit in  
4 the front yard. Can't even do that anymore.

5 That might've been it. Concerned about stuff  
6 like, you know, my mailbox, the planting. I have a  
7 circular driveway. I'm often -- I get people going  
8 through the driveway to do turnarounds when a train is  
9 stopped and stuff like that. I'm concerned with more  
10 people on the roads. I've already got three lanes in  
11 front of the house. I'm worried five is going to make it  
12 even harder to get out of my driveway.

13 So, that I think was the couple things that I  
14 had missed when I was -- I don't think just spending the  
15 money or lose it is a good reason to widen the road. I  
16 don't -- from what I was hearing, no one thinks that's  
17 good. And I was hearing a lot of the -- there's no  
18 residential, and I am residential. I may be the last  
19 one. I've been there almost 40 years now, and I would  
20 like to stay there until I die.

21 So, and I don't want to have to pay for a  
22 sidewalk. If they want to put one in, that's up to them,  
23 but I'm not gonna pay for one. That's ridiculous.

24 I guess that was it then. I feel like they're  
25 gonna put it in no matter the people want, but I just

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1 felt, get the voice out, maybe something will happen.  
2 All right. Thanks.

3 COURT REPORTER: Thank you.  
4 (At 6:52 PM, proceedings concluded)

5 \* \* \*

1 STATE OF MICHIGAN )  
2 COUNTY OF OAKLAND )

3

4

CERTIFICATION

5 I, Jessica R. Brown, do hereby certify that this  
6 transcript, consisting of 60 pages, is a complete, true, and  
7 correct record of the meeting which took place on Wednesday,  
8 May 14, 2025.

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*Jessica R Brown*

JESSICA R. BROWN, CER - 7230

Notary Public

State of Michigan, County of Macomb

Acting in the County of Oakland

My Commission Expires: 01/13/2030



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