

Hearing
05/14/2025

1 STATE OF MICHIGAN
2 COMMUNITY DEVELOPMENT/BUILDING DIVISION
3 CITIES OF NOVI AND WIXOM
4

5 In Re: Beck Road Corridor Improvement Project
6 Environmental Assessment
7 _____/

8
9 PUBLIC HEARING

10 Called for on the 14th day of May 2025, at Wixom City
11 Hall, 49045 Pontiac Trail, Wixom, Michigan 48393,
12 commencing at 5:19 PM
13

14 Presentation By:

15 Mark Koskinen, AECOM
16 Nick Van Woert, AECOM
17

18 Facilitator:

19 Monica Monsma, MDOT Public Hearings Officer
20

21 Reported By:

22 Jessica R. Brown, CER - 7230
23 Certified Electronic Reporter
24
25

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1 Wixom, Michigan

2 Wednesday, May 14, 2025 - 5:19 PM

3 * * *

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

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

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

1 the Oakland Press and the Detroit Free Press.

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

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

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

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

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

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

20 We are here today to listen. Team members will
21 do their best to clarify information, if necessary, but
22 in general, comments and questions will be answered later
23 in a final document. Following this hearing, the cities
24 and MDOT will note and review all comments and concerns
25 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.

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

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

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,

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

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

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 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.

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 bectothefuture.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,

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.

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.

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.

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

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

1 thoroughpassess [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

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

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.

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

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

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

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

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.

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

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)

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1 STATE OF MICHIGAN)

2 COUNTY OF OAKLAND)

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CERTIFICATION

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I, Jessica R. Brown, do hereby certify that this

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transcript, consisting of 60 pages, is a complete, true, and

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correct record of the meeting which took place on Wednesday,

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May 14, 2025.

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JESSICA R. BROWN, CER - 7230

14

Notary Public

15

State of Michigan, County of Macomb

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Acting in the County of Oakland

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My Commission Expires: 01/13/2030

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