

September 14, 2018

VIA EMAIL

Mr. Ryan Coopersmith
Franklin Property Corporation
300 South Old Woodward
Birmingham, MI 48009

**RE: Response to City of Northville Comments - TIS
Northville Downs Development
Northville, Michigan**

Dear Mr. Coopersmith:

Fleis & VandenBrink (F&V) staff has completed this letter in response to comments provided by the City of Northville and their traffic engineering consultant (OHM). OHM provided a review letter dated September 10, 2018. The comments that correspond to the traffic impact study performed by F&V in the report dated June 20, 2018 are summarized herein.

OHM Comment: *The intersections of 7 Mile Road & Northville Road and 7 Mile Road & S Main Street were not included in this analysis. This proposed development will influence the operation and level of service of these intersections and the TIS should include an analysis and recommendations for improvements for both intersections.*

F&V Response: The scope of work for this project was submitted to Wayne County and the City of Northville for review. The City response to the scope work did not include these intersections in the study. Wayne County Department of Public Services (WCDPS) had no comments on the scope of work as presented.

OHM Comment: *The Wayne County road network identifies E.N. Hines Dr. starting at Rogers St and running to the east then south. 7 Mile does not intersect with Center/Sheldon. The street name signs in area are incorrect per their network.*

F&V Response: The roadway naming convention used in the study reflected the street name signs for the study roadways as identified in the field review. The WCDPS roadway map may not reflect the same local naming conventions. To maintain consistency and familiarity, F&V recommends using the local naming convention for the roadways in the study. However, if the City and OHM feel that the naming convention as noted on the WCDPS maps would be best, we can modify the report to reflect this roadway naming convention. Please note, that changes to the roadway names will not impact the results or recommendations of the study.

OHM Comment: *In describing the existing roadway conditions, the study should note that a portion of Center St has on- street bike lanes, while a different segment has on-street parallel parking.*

F&V Response: The report will be revised to reflect this comment.

OHM Comment: *It would be beneficial if the lane configurations are described for the intersections of Hines Drive at Center St and at 7 Mile Rd.*

F&V Response: The lane configurations are more complicated at these intersections; therefore, we feel the best representation of this is on Figure 2 that shows the lane use and traffic control.

OHM Comment: *Griswold St south of Main St belongs to the City, not Wayne County. Regarding the functional classifications for Griswold, the WCDPS portion is a minor arterial and the City portion is a local.*

F&V Response: The report will be revised to reflect this comment.

OHM Comment: *The timing permits for the signalized intersections should be included in an Appendix A unless the existing condition models is not based on current timings.*

F&V Response: The timing permits were provided by WCDPS and will be provided.

OHM Comment: *In order to verify queuing behaviors, we are requesting the submittal of the electronic synchro files, so we can view the microsimulations.*

F&V Response: The synchro files will be provided.

OHM Comment: *The analysis of the existing traffic conditions should not rely on improvements that are not currently funded or cannot be made under normal maintenance budgets. The study is currently structured to assume these improvements will not be the responsibility of the development.*

F&V Response: The study **does not assign responsibility** of the improvements, only identifies deficiencies in the existing operations. This is done to determine the true impact of the development on the roadway network. The study does not imply in anyway who is responsible for recommended improvements. It should be noted, that the developer has indicated that they are willing to pay for the recommended improvements identified in the TIS.

OHM Comment: *For all claims regarding signal optimization, there should be a table or other exhibit that summarizes the recommended changes, e.g. cycle lengths, green splits, offsets, added phases, etc.*

F&V Response: The report will be updated with redlined signal timing permits showing the recommended changes.

OHM Comment: *For any recommendations to add left turn signal phasing, provide left turn warrant analysis (based on MDOT procedure) including crash and volume analysis.*

F&V Response: The report will be updated to include a left-turn warrant analysis.

OHM Comment: *The recommendation to restripe the intersection of Hines Dr. at Center/Sheldon to achieve a north and south bound left turn lane needs to be further analyzed. Specifically, the impact on the bike lanes on Center and the limitations of storage in the NB left turn lane, given the proximity of the bridge to the intersection, should be quantified.*

F&V Response: The north leg (SB) can be restriped or widened to avoid impacting the bike lane. The south leg (NB) can be improved through re-striping to provide a left turn lane *without* widening the bridge.

OHM Comment: *The values for expected changes in population and employment do not match the SEMCOG Community Profile for both portions of Northville (in Oakland Co and in Wayne Co). The correct values are total Northville population growth of 6.1% and employment growth of 2.1% for the 30-year horizon.*

F&V Response: The expected changes in population and employment were based on the average annual growth rate from the data provided by SEMCOG Community Profile. The report will be updated to make this clarification.

OHM Comment: *The background growth rate utilized is much more conservative than regional forecasts suggests (i.e. a significant portion the increase in forecasted traffic in this TIS is due growth not associated with this development.) The SEMCOG 30-year forecasts are showing total growth in both population and employment of less than an aggregate of 7%. However, using a 0.5% per year growth factor compounds to ~16% in 30 years, significantly higher than the SEMCOG forecasts and in turn leads to a lower percentage of traffic being attributed to the development.*

F&V Response: The conservative growth rate utilized for this study (0.5% per year), was based upon previous recommendations by MDOT for the minimum growth rate to be applied in TIS.

OHM Comment: *The study does not adequately discuss the ramifications of not providing the noted as needed left turn lane storage for NB Sheldon at Hines. Again, this recommended improvement to the storage will be difficult to achieve due to the narrow bridge for Johnson Creek. Alternatives to rectify this constraint should be discussed.*

F&V Response: The impacts for not providing a NB left turn lane are identified in existing conditions analysis and are expected to operate similarly for background conditions.

OHM Comment: *The TIS must show the full calculation of Internal Capture. Generally, this would be a single set of values reflecting the relationship between the proposed retail and residential portions of the site. Currently, the Internal Capture shows up twice, with different values, in the tables for retail and residential trip generation.*

F&V Response: The report will be updated to include internal capture spreadsheet calculations.

OHM Comment: *In southeast Michigan outside of the City of Detroit, it is very unusual to see a TIS that attempts to derive person-trips for a proposed development, let alone an estimate of modal splits. Additional justification for this type of analysis needs to be provided.*

F&V Response: Person-trips and a modal split were evaluated for this TIS due to the downtown nature of the proposed development. It is expected that a portion of the residents will work in the downtown area and utilize alternative methods for traveling to and from work. This methodology was recently applied for a similar proposed development in the City of Ann Arbor.

OHM Comment: *This TIS places a great deal of emphasis on what they consider pre-existing roadway network deficiencies. However, it is evident that none of the identified mitigation measures are currently funded by the City or County and are not planned to be implemented by either agency at this time. It is clear that the new site traffic will exacerbate these problems. The analysis should not consider these background improvements being completed unless they will be developer funded and done in conjunction with this project.*

F&V Response: The analysis does not consider the recommended background improvements as a baseline for the future analysis. As noted above, the study **does not** assign responsibility of the improvements, only identifies deficiencies, whether they are existing, background or future conditions. This is done to determine the true impact of the development on the roadway network. The study does not imply in anyway who is responsible for recommended improvements. As noted above, the developer has indicated that they are willing to pay for the recommended improvements identified in the TIS.

OHM Comment: *Alternative solutions to the traffic issues at the intersection of Hines Dr at Center/Sheldon (i.e. one that does not involve widening the bridge carrying Sheldon over Johnson Creek) have not been entertained by the proposed development. It appears that alternatives that don't impact the existing bridge are feasible, such as roundabout with separated right turn lanes.*

- a) *The implementation of any measures to mitigate traffic impacts at this intersection will require the approval of Wayne County. Preliminary discussions with Wayne County should occur prior to moving forward with any conceptual design.*
- b) *The possible alternatives for this intersection will require more road right-of-way in the northeast and northwest quadrants to accommodate construction and pedestrian facilities. This will result in changes to the building placements near this intersection.*

F&V Response: WCDPS has been previously consulted regarding roundabouts and has stated that roundabouts will not be considered for intersection mitigation measures in Wayne County.

OHM Comment: *Improvements to the intersections of 7 Mile Road & Northville Road and 7 Mile Road & S Main Street may be deemed necessary once included in the analysis of the TIS. At present, no improvements have been proposed.*

F&V Response: As noted above, the scope of work for this project was submitted to Wayne County and the City of Northville for review. The City response to the scope work did not include these intersections in the study. Wayne County Department of Public Services (WCDPS) had no comments on the scope of work as presented. Therefore, these intersections were not included in the analysis.

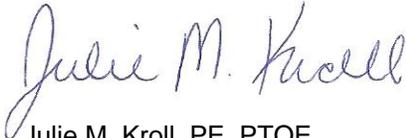
OHM Comment: *The submitted development plan and traffic impact study do not fully address all of the impacts that the development may have on the community. For the intersections previously analyzed, there do appear to be alternatives that can be proposed to mitigate traffic impacts that should be studied further. However, without analysis of the intersections at 7 Mile & Northville Road and 7 Mile & S. Main Street, it is unclear if any mitigation is necessary and/or feasible. Until this analysis is completed, the full impact of the development is not clear.*

F&V Response: All of the minor comments noted will be updated accordingly; however, these modifications **will not** impact the overall findings of this report.

If you have any questions or concerns, please contact our office.

Sincerely,

FLEIS & VANDENBRINK ENGINEERING, INC.



Julie M. Kroll, PE, PTOE
Sr. Project Manager