REGULAR MEETING OF THE COUNCIL OF THE CITY OF NOVI
MONDAY, OCTOBER 12, 2026, AT 7:00 P.M.

Mayor Fischer called the meeting to order at 7:00 P.M.

PLEDGE OF ALLEGIANCE

ROLL CALL: Mayor Fischer, Mayor Pro Tem Casey, Council Members Gurumurthy, Heintz, Martinez, Smith, Staudt

ALSO PRESENT: Victor Cardenas, City Manager
Danielle Mahoney, Assistant City Manager
Tom Schultz, City Attorney

APPROVAL OF AGENDA:

CM 26-10-118 **Moved by Casey, seconded by Martinez; MOTION CARRIED: 7-0**

To approve the agenda as presented.

Roll call vote on CM 26-10-118 **Yeas: Casey, Gurumurthy, Heintz, Martinez, Smith, Staudt, Fischer**
Nays: None

PUBLIC HEARINGS: None

PRESENTATIONS: **None**

CITY MANAGER REPORT: None

ATTORNEY REPORT: None

AUDIENCE COMMENTS:

Ginger Barrons, 24777 Glenda Street, Novi, said Council had on their agenda an item discussing an ordinance for e-bikes. She said she had information about e-bikes that she never knew because this past year, they purchased a vacation home in Traverse City. She said they had been there in the summer when a lot of the summer workers were there for the vacationers and the Cherry Festival. She said if you could imagine the greatest transportation in Traverse City is e-bikes and bicycles. They have no city ordinance for that as of yet. They just follow the state for right now. There are cities around Novi that are enacting ordinances. She said she had never seen so many e-bikes and bicycles as she did in Traverse City. She said what she has seen is that when ordinances go into play, you start forcing some of these into the street and she is really concerned about that. She would rather see state legislation, but to be proactive, this is what Traverse City is doing. Their bike shops will often come to city events and festivals and hold seminars promoting helmet use, proper hand signals, and different speeds when you're on a sidewalk versus on the TART Trail or a bigger, wider path. She encouraged Council that before they jump into an ordinance or spend money on having one developed, give this a little time and maybe be more proactive in the about training, education and safe use. Most of the

accidents are individuals who do not wear helmets, who have fallen and suffered concussions, brain injuries and facial injuries. She believes helmet use is one of the biggest things they should be promoting, then safety and safety of others. She said she'd really like to not jump into an ordinance, but rather, see that come from the state.

Musa Salim, 26433 Mandalay Circle, Novi, said he attends Novi High School. For the past three years, he has led a food pantry at his local mosque. He said they serve over 600 individuals per month. They have been in partnership with a company called Forgotten Harvest. He said over the years, he has noticed a very significant need for medical services with the individuals he serves. In doing so, over the last couple of years, he has tried to sign partnerships with multiple different types of medical schools. Recently, he signed an agreement with the University of Michigan to provide free medical services for these individuals such as A1-C testing, blood pressure, and blood glucose. He said they'll be looking to expand more toward that this coming year. He said their soft launch will begin on October 17th at their local mosque, the Novi Tawheed Center at 24101 Novi Road. He said he would love for all the Council members to come and support them from 8:30 a.m. to 11:15 a.m. He said this is their soft launch, and they could use all the support they could get. He said he would love them to help spread the word about his message and his goal.

Ingrid Stanquini Alves de Almeida, 22632 Rotunda Court, said she is a Novi resident, applying to serve on the Historical Commission. She is a student of Library Services and Technology at Oakland Community College with a love of history and strong interest in archives, preservation, genealogy and local history. She said after meeting some commission members at a library event, and attending some of their events, she wanted to become more involved, help preserve Novi's history and share with the community. She said she is organized, responsible, and willing to learn from experienced members. She said she'd be grateful for the opportunity to contribute her time and her skills. She thanked Council for considering her application.

Lynn Kocan, 23088 Ennishore Dr., Novi, said she was there to talk about Fire Station #3. She said she is a member of the Meadowbrook Homeowners Association. She said they have been following the site plan review process for Fire Station #3 ever since they heard about the project from the fire and police chiefs at their June 25th annual homeowners meeting. In June '26, the Council reviewed the site plan. They greatly appreciate that after that meeting, their residents were contacted by city staff regarding their preference which was to leave the berm at the existing height and add more plantings rather than removing all existing vegetation and raising the berm. She said that was the feedback Council received from what she understood and they had not heard anything else back from their residents. The July Planning Commission meeting approved the location, character and extent of Fire Station #3. On the Planning Commission, she always called it a site plan review, so this is new verbiage for her. The landscape plan presented to the Planning Commission was the same plan that had been at the June meeting. She said because the consultants' letter stated they proposed to expand tree planting line to increase "privacy screening," they are particularly interested in seeing an updated landscaping plan with the added trees. Her notes indicate, and this is where they're frustrated, on September 2nd, she spoke with Mr. Boulard at City Hall and he stated the

revised site plan was expected to be submitted around mid-September and would go to City Council for final review sometime in September or October. She said she had written her letter to City Council last week, after being informed that that site plan meeting would take place in five days. When she looked at the agenda, they did not see the site plan included in Council's packet. They saw the revised site plan at City Hall on Tuesday of last week and they talked with the staff. Staff told them that city staff didn't have time to review the review letters, so they weren't available for the homeowners to see them at that time. She said although the landscape plan *looked* like it had been revised, the homeowners requested additional information, specifically a summary listing of the trees proposed, a residential rendering to show perspective from the neighbors' properties and they wanted to see the staff responses. They received no additional information from staff. Staff offices were closed on Monday morning at 8:30 when they received an email stating that that night would be the final site plan review and not just approval of the funding, which is what was included in Council's packet. In her mind, Council was approving a revised plan that was not in their packet, if, in fact, that was the final site plan review. She said their expectation was that, at a minimum, the landscape plan would comply with the requirement of 80% winter and 90% summer opacity, particularly when the berm is not being raised. She said they were looking at the existing berm. There were trees already there. She asked if they were going to be removed or are they going to stay? What is planned? Where is it going to go? She said they don't know that. She said they were looking for answers to their questions that night. She said what would be better might be to postpone the final approval in order to have time to meet with city staff and get answers as well as the residents' perspectives of what is being proposed.

Mayor Fischer asked City Manager Cardenas to touch base with Ms. Kocan and explain the actual process, that Council was not looking at the site plan at the meeting and figure out how that misinformation got into her hands. He said that that issue will be coming up at their next meeting and there is ample time to review. He asked City Manager Cardenas to let Council know when that communication was done.

Lisa Barton, 41635 Chattman, Novi said she was also in Meadowbrook Lake Subdivision. Because their park and lake are owned by all the residents, their HOA has been very involved with the city across several projects in the past. She is also a member of their HOA board, and she addressed the City Council on June 8th. They expressed a concern that the residents who back up to Fire Station #3 have input into the plans for the variance on the berm height and landscape coverage for Fire Station #3. They were so pleased that Council requested that the planning department reach out the affected residents. She thanked Council and staff for doing that. She said they were interested in following up with that to see just what coverage *is* planned. In addition to their help, they were assured by the Fire Chief who attended one of their annual meetings in their park which is right across from the residents who back up to the station. They were assured that he and the city would work closely with the neighbors to make sure that their concerns were heard and addressed. She said as Lynn had shared, the plans they viewed did not contain much detail about landscaping or tree plantings on the berm. When she walked past the homes abutting the fire station this past weekend, she could see straight through to Venture Drive in two places. The current trees have not dropped their leaves yet, and in one place, she could see a business sign on the west side of Venture Drive. So, the

existing landscaping does not meet the intent of the minimum 10-foot high protective berm required in this I-1 district abutting residential to shield residents' yards, which makes it important that additional trees and plantings to be added to provide shielding for the adjacent properties if the current six-foot berm remains. Since there was a vote on funding that day, she was there to ask City Council to please make sure that the assurances that they were given are put in place. At the City's open meeting to the residents, when the initial plans were presented, they spoke to the architect who had submitted the original site plans and they were told that a full line of trees, which they hope provide year-round shielding and are deciduous, would be added if the current berm remains. They are waiting to hear that assurance and see the plans that ensure that what the city has told them is going to happen. She thanked them for their help.

Zafar Saleem, 26433 Mandalay Circle, said he wanted to share a safety concern. In the morning, on Taft Road, around Novi Meadows, now that it's getting dark, he said it's very hard to see children cross the road left and right. Although there is a zebra crossing over there, because of the traffic and because it's getting dark, it's very difficult to see. He said he would like to request that the city invest in some proper lighting so kids who are using the zebra crossing or may not use that spot to cross the road, that motorists can see them and it's safer for the children.

CONSENT AGENDA REMOVALS AND APPROVALS:

CM 26-10-119 Moved by Casey, seconded by Gurumurthy; MOTION CARRIED: 7-0

To approve the Consent Agenda as presented.

A. Approve Minutes of:
September 28, 2026 - Regular Meeting

B. Approval of shared parking use agreement with 25460 Trans X Rd, Novi 48375

C. Approval of Resolution to Amend the Lakeshore Lodge Rental Rates and approve the updated Novi Facility Use Policy.

D. Approval to authorize vote for the 2026 Michigan Municipal League Liability & Property Pool Board of Directors Election Ballot.

E. Approval of a warranty deed to dedicate 60 feet of half-width right-of-way along the south side of Grand River Avenue from Johnson Property #1, LLC as part of Gatsby's (parcel 50-22-16-451-047).

F. Approval of the 2026-2027 Winter Maintenance Agreement between the City of Novi and the Road Commission for Oakland County for snow and ice control on selected county roads in Novi; and adoption of resolution authorizing Novi to provide winter maintenance of selected county roads.

G. Approval of a Storm Drainage Facility Maintenance Easement Agreement from Sakura Novi Residential, LLC for the Sakura East development located on the

south side of 11 Mile Road west of Meadowbrook Road (parcel 50-22-23-226-046).

H. Approval of a Warranty Deed to dedicate 35 feet of half-width right-of-way along the south side of Eleven Mile Road and acceptance of a Sidewalk Easement from Sakura Novi Residential, LLC as part of the Sakura East development (parcel 50-22-23-226-046).

I. Approval of claims and warrants – Warrant 1211

Roll call vote on CM 26-10-119 **Yeas: Gurumurthy, Heintz, Martinez, Smith, Staudt, Fischer, Casey**
Nays: None

MATTERS FOR COUNCIL ACTION:

1. Consideration of approval of assessment payment to Oakland County for the Randolph Street Drain Enclosure Rehabilitation project at Center Street in the amount of $112,558.

CM 26-10-120 **Moved by Casey, seconded by Smith: MOTION CARRIED 7-0**

Approval of assessment payment to Oakland County for the Randolph Street Drain Enclosure Rehabilitation project at Center Street in the amount of $112,558.32.

Roll call vote on CM 26-10-120 **Yeas: Heintz, Martinez, Smith, Staudt, Fischer, Casey, Gurumurthy**
Nays: None

2. Consideration of Change Order No. 1 to CSM Mechanical regarding the Bellagio Pump Station Improvements project in the amount of $122,415.

CM 26-10-121 **Moved by Martinez, seconded by Heintz: MOTION CARRIED 7-0**

Approval of Change Order No. 1 to CSM Mechanical, LLC to the Bellagio Pump Station Improvements project to replace the Island Lake/ Napier Pump Station electrical control panel, in the amount of $122,415.

Roll call vote on CM 26-10-121 **Yeas: Martinez, Smith, Staudt, Fischer, Casey, Gurumurthy, Heintz**
Nays: None

3. Consideration of awarding the Main Street Streetscape project contract to OCG Companies, the qualified low bidder, in the amount of $1,356,476.

CM 26-10-122 **Moved by Smith, seconded by Casey: MOTION CARRIED 7-0**

Approval to award the Main Street Streetscape project contract to OCG Companies, LLC, the qualified low bidder in the amount of $1,356,476, subject the finalization of an agreement by the City Manager and City Attorney's office, and also subject to the signing of the agreement to be conditioned upon and to occur after the SAD agreement and other related agreements as determined necessary by the City are signed by the affected property owners.

Roll call vote on CM 26-10-122 **Yeas: Smith, Staudt, Fischer, Casey, Gurumurthy, Heintz, Martinez**
Nays: None

4. Consideration of a revised agreement with The Christman Company in the total amount of $9,830,309 for sitework and structure work for Fire Stations #2 and #3, subject to final form and approval by the City Manager's and City Attorney's offices.

City Manager Cardenas said this is for the site work for both Stations #2 and #3. He said they're talking about earthwork, paving, site utilities and landscaping, structural concrete and some masonry. As alluded to earlier, this is not for the design build or site plan for this. That final design will come back to City Council for consideration and ultimately, hopefully, approval at the next meeting. This is going to be revising the Christman Company's current contract with them for a guaranteed amount up to $9.3 million. Then, they have another almost half a million dollars' worth of contingency if they choose to allow that to happen for any kind of unforeseen situations or things they find on site. This is just for the base footings and whatnot of the structure with final designs to come back at a later date. The contractors were at the meeting, including Novi's owner's rep, if Council had any questions.

Mayor Fischer thanked City Manager Cardenas and asked the representatives from PMR, Brian Weber, and Christman, Jason Ide, if they had anything to add. Mr. Weber said that, for general context, this is just a partial guaranteed maximum price. It amends Christman's base contract. As Mr. Cardenas had mentioned, this is a portion of the trades. The expectation is, in the next couple of months, they will come back with the balance of the trades that's currently being finalized. They're still combing through drawings to finalize the scope. By allowing this first bid package to go through, it allows critical path of the project to begin. The goal is to break ground this fall, roll through next year, and then complete the project at the end of 2027, early 2028. He said, for the benefit of keeping the project moving, it's a portion of the project. He said they come back and get the balance as another guaranteed maximum price amendment to their contract.

Member Gurumurthy thanked Mr. Weber and Mr. Ide for all the updates. She said she noticed they had mentioned the guaranteed maximum price and her assumption was it is just the total cost to the City. It won't exceed this fixed dollar amount and then if the actual is lower, it's still the lower amount. She said she heard something different now. She asked him to clarify what he meant when he said, "partially guaranteed." She asked what

is guaranteed and what is not. Mr. Weber said what is guaranteed is for the scope of work. Packages went out for public bidding, so contractors responded to Christman's advertisement for bid for the site work, for the foundations, for the structural steel. Those prices are the guaranteed amount. What is not guaranteed yet is they have not bid out the electricians, the plumbers, the roofers. There's another package that will go out as a public bid on the street that contractors respond to. He said at that point, they'll come back with a second amendment as a GMP 2. At that point, those will be the guaranteed prices for that scope of work. Member Gurumurthy said when they say "guaranteed," it's basically anything that goes over, it will still be covered in the sense by the team versus the city. She also asked that if it's actual is lower, the city still does the actual. Mr. Weber said the bids from the contractors are lump sums, so those are fixed. So, their concrete contractor is a lump sum. Those prices are fixed at that amount. What is not, there are certain contingencies in it. He said if they get into the dirt and they don't find anything in the dirt that's an unforeseen that Christman or the contractors would not have known about when they bid that day, those contingencies, they can reel back in and make sure they go back to the overall bond contingency. That's where the known entities, the known scope, those are the fixed prices, but there are contingencies in there that'll come back if not used or need to be leveraged or approved, those funds come back into the program. They can use them in other portions of the program.

Member Gurumurthy said when they say "contingency," there's already a plan of half a million for contingency and asked if that would be covered within that. Mr. Weber said yes, that is correct. They go into agreement with it. Christman proposes a price for known scope items. If there is anything unforeseen beyond that, that's when they would submit a price to the architect or engineer, the process would be. If they're ok with it, then the workflow would be that Plante Moran Realpoint would then review it to make sure it's accurate and a true add to the program. From there, they would consult with the city's team for ultimate approval of that. It then circulates back to Christman Company. They would be issued a change order which would formally raise the price of that contract with that contingency money. He said there's a process that if there's any unforeseen or anything they did not know about or couldn't have assumed when they put this price together, there's that workflow and checks and balances to make sure that if there is something above and beyond, that everybody's in agreement that they're owed more money. Member Gurumurthy thanked him for that. Then, she said she knew they had heard about the site plan review. What she confirmed will be in their next Council meeting. It wasn't going to be that day in terms of the right site review. She said she saw there will be substantial completion by January 2028. She asked what they meant by "substantial." Mr. Weber said that is what they call "beneficial use," so it can be functioned, there would be final inspections. The fire station will be able to be occupied. They can move furniture in and start loading that building in preparation for occupancy and use of that building. There are multiple milestones that will have intermediate inspections and other large milestones, but that means a fire alarm has passed inspection, all the egress points are approved, and it's safe for people to occupy the building on a permanent basis. Member Gurumurthy asked if that includes the permits and everything. Mr. Weber said yes. Member Gurumurthy asked what the expectation would be to move in after that, like six to eight months? Mr. Weber said no, it would be more like six to eight weeks. He said right now, they're trying to make sure these front ends, but those are conversations they'll have

with Chief many months ahead of time and make sure that they're planning when they get closer there to make sure that they're hitting certain milestones throughout the project. He said sometimes they get to 70-75%, they're having those finish line conversations to ensure they are still trending on schedule. Obviously, it's going to be a big burden on the department to change from one existing building to a new, so they'll make sure they plan that out throughout the process.

Member Gurumurthy asked from now until January 2028, what are some key milestones that they can expect next year. Mr. Jason Ide said the first would be groundbreaking later this fall. Then, they always try to look at when the building is enclosed, watertight as well, topped out, right and away from the adverse conditions. Then, as they start to get the final life safety inspections as well. He said those are the three main milestones they'll be tracking. Member Gurumurthy asked if this is going to take place in the first two quarters or if it was very high level right now. Mr. Ide said by the end of this year, they'll break ground. They look to be enclosed probably sometime next summer. Then, they'll be looking to start life safety inspections, make sure the fire alarm and all the requisite codes are met by probably later next fall. Member Gurumurthy said she had a request: sometime next year, she would like to have them in the Environmental Sustainability Committee to just get an idea of what are some energy environmental sustainability related things that they're planning for. They said absolutely.

Mayor Pro Tem Casey asked if they could get some answers to the questions they heard on the landscaping. She asked what it is that they're approving for landscaping in this bid. Does it include the work on the berm and the extra row of trees that they talked about? Mr. Weber said it does. This landscaping plan has it and there were numerous trees added along that line. He said if there's something that the City directs them, if it's not enough, they have competitively bid unit prices for a lot of landscape items that if they need to add or deduct, they have the competitive pricing to adjust as needed, if directed by the city to put supplemental plantings in there to accommodate. Mayor Pro Tem Casey said that's great. If Council, when they look at it on the 26th, and they get an idea of what's being proposed, if they have any concerns about making sure that there are the types of trees, the types of screening, et cetera, they still have an opportunity because they have the pricing for it already. She said they would have an opportunity if they needed to make any additions. Mr. Weber said that was correct.

Member Staudt said just to be clear, Mr. Weber and Mr. Ide's companies will maintain the six-foot berm with the existing trees on it, correct? Mr. Weber said that is correct, plus supplement with new plantings.

CM 26-10-123 **Moved by Staudt, seconded by Martinez: MOTION CARRIED 7-0**

Approval of Guaranteed Maximum Price (GMP) #1 with The Christman Company in the amount of $9,362,199 for Bid Package #1, sitework and certain structural components for Fire Station #2 and Fire Station #3, and an owner's contingency of $468,110, for a total authorization of $9,830,309 for the Public Safety Facilities projects,

subject to final form and approval by the City Manager's and City Attorney's offices.

Roll call vote on CM 26-10-123 **Yeas: Staudt, Fischer, Casey, Gurumurthy, Heintz, Martinez, Smith**
Nays: None

5. Discussion regarding potential electric bicycle (e-bike) ordinance

City Manager Cardenas said the Ordinance Review Committee met last week about this subject and received some correspondence from the City Attorney and the Public Safety Department. At the meeting, they learned a lot about what is allowed and not allowed. They were talking about Classes 1, 2 and 3 types of e-bikes. He said Council had a graphic in their packet that breaks that all down. E-motos are very much like dirt bikes and need a license, registration, and it's pretty much like a motorcycle. Those cannot be ridden on pathways, trails and/or sidewalks. He believes the ORC was looking to talk about the possibility of creating an ordinance to regulate some of these vehicles moving forward.

Mayor Fischer said his main question pertained to e-motos. He said they have now just realized that these are not legal to be on sidewalks or bike lanes or anything. He asked if that is correct. City Manager Cardenas said yes. Mayor Fischer asked what they are doing to enforce that. City Manager Cardenas said the distinguishing factor is if they have pedals. The problem is some of them are adding pedals as a workaround. He said they need to make sure their officers are trained up on what the difference is between them and the 1-3 stages for e-bikes. Mayor Fischer said clearly they don't need a single action from City Council to have their officers enforcing tickets being written for e-motos in Novi. City Manager Cardenas said that is correct. Mayor Fischer asked what they need to do policy-wise to explain that if there were seven people there, that that is an enforcement priority. City Manager Cardenas said if there's the majority votes that provide them with that guidance, they can make sure they can come up with an action plan in terms of how they would carry out that policy direction. Mayor Fischer said the ORC did have a pretty robust discussion on this, learning a lot about the different classes. Obviously, a lot of different cities are doing different ordinances, moratoriums, all those kinds of things. Personally, not from the ORC per se, he thought it was mentioned by one of the audience members, but in his opinion, the state has absolutely failed them on this legislation. He doesn't know what Lansing is doing, but even if absent them actually giving any guidance to the state or other cities or counties on what to do, it's kind of a joke almost to have a little bit of a hodgepodge. He said they're going to have ITC Trail that they might restrict certain classes on, and as you go through different cities and get onto different trails, it's all a hodgepodge. First and foremost, his call is for Lansing to do something ASAP because, quite frankly, this is a state issue. The second thing he said is that he certainly supports Council moving forward and prioritizing any sort of e-moto enforcement action under the current MCL. He said these vehicles can go up to 30, 35, 40 mph. They don't require any pedaling. They don't have pedals half the time. And they're just a wreck and a lot of times, they're being used by people who are probably not using them in the most responsible way as well. If there are any additional things that they can do to ensure in their ordinance that those are not in use on bicycle paths, on trails, on the bike lanes, et

cetera, he would be in full support. He doesn't know what else or how much clearer he could be, but the City of Novi is not the kind of place where e-motos make sense. He said they should ride on private property, find some larger trails, go on someone's farm and use them all you want, but the City of Novi is realistically not the kind of place for e-motos. He said that brought him to some of the Class 3 e-bicycles, which are Class 1, 2, and 3 e-bikes. He said, again, because of Lansing's failure, they, as a Council, were in between a rock and hard place. They have residents that Mayor Fischer had spoken with who are older and they love to recreate. They love riding their bikes and having something help them get along and pedal or maybe it's not even older, maybe it's someone with some mobility challenges. This allows them to get out and recreate just like they always have their whole life. Obviously, they have some residents who are passionate about the ability to use these mobility devices. Then you have other residents and they had heard from them who say they are scared to even use the trails anymore because of the reckless nature of some people which he can completely understand. He said they need to ensure that people of all ages, whether you're walking your dog, whether you're walking with your small child or in a stroller, or whether you're elderly yourself and don't want to have that scare come up behind you, or someone that could trip you. Everyone should be and feel safe on all of Novi's pathways. He said then you talk with people like Novi's Police Chief and he is in a tough spot, because they are always asking him and his officers to do more with less. He said if they go down a path of setting up an ordinance, and set a speed limit, we're going to be taking officers off of some other serious cases in order to be setting up a speed trap on a trail. He said they don't really have the resources to do that. He said they need to make sure that their police are being used efficiently in the best way as the police chief sees fit and recommends. That's why he said they're kind of in between a rock and a hard place because they have so many competing interests. He said that's why they want to throw it out to Council. He said he had made his comments very clear about e-motos and making sure that they enforce those to the strictest extent of the law as they can. He is also interested in the Class 3 e-bikes. He would like to see an ordinance where those vehicles are not allowed on their trails, their bike paths, etc. They can go up to 28 mph. They don't always require pedals to be used sometimes. He said most people could get a bike up to 20 mph. To restrict the Class 1 and 2, he thinks is unfair when, by manual power, most people can do that. He would like to see Class 3 e-bikes also restricted and again, a strong emphasis on enforcement of the e-motos.

Mayor Fischer said the other item he had noticed in one of their attorney letters was an interesting concept. He gets very concerned if you're being reckless on these, you might end up hitting someone, you might end up hitting some property. He addressed Mr. Schultz and said he believed there was some language in his colleague's letter that talked about including in an ordinance that if there is any accident or if there is property or body damage caused by some sort of accident, that that must be shared with and reported to the police. He thinks that is a very legitimate piece of the ordinance that he would like to see. Part of the issue with enforcement, part of the issue with getting data on these instances is potentially people not reporting them. He thinks that's a very clear item that he would like to see. The whole goal here was to review the information that the attorneys shared and Mr. Cardenas shared and start to throw out some ideas of what you would support or what you would not support in an ordinance so they can get this moving forward. Addressing Mr. Schultz, he said the thing he wanted to clarify is that, just like any

ordinance, this would go through a first and second reading at the council level and also a public hearing. He asked if that was correct as far as the process. City Attorney Schultz said it'd go through the first and second reading and a public hearing because it's covered in the MCL.

Member Staudt said he thought Mayor Fischer covered the vast majority of issues that they discussed in their committee. He said he wanted to make it clear that they aren't looking to create ordinances that are going to add a lot of burden onto their police officers to, for example, use radar guns on people and have them basically patrolling bicycle riders. He would like to see, though, ordinances that make it very clear that if an officer does have to deal with a minor individual, that they have the ability to do so and that there is a very clear path for that. He said a lot of people using those bikes are 11, 12, 13 or 14. They don't have driver's licenses. It's important, though, that they do have the ability to do enforcement as necessary. He thinks whatever ordinances that they end up writing need to be very clear, very specific to this purpose, and don't add a lot of additional burden onto their police officers.

Member Smith said he totally agrees on the e-motos. He said they greatly exceed the capability of a bicycle, so they should be considered separately. The Classes 1, 2 and 3, he thinks the state law is okay as far as using them on sidewalks. He thinks any ordinance they have should say something like "reasonable speed for conditions." As the mayor alluded to, not anybody, but a lot of people can exceed 28-30 mph on a regular bicycle. Any ordinance that covers reasonable for conditions should cover regular bikes, too. If you get hit by an e-bike or just a pedal bike, you're still hit. The challenge is it's hard to tell a Class 1, 2 or 3 bike apart. It's possible to modify them to improve performance and go faster, exceed the speed limiter. As they've mentioned, enforcement is a problem. Novi has 300+ miles of sidewalk they would have to start patrolling. They would possibly need speed warning signs, but not a number because some people might take a number as a challenge instead of a warning. He thinks the difference between a pedal bike and an e-bike is the people that are riding a pedal bike at 30 mph have done a lot of riding to get to that level of fitness, so they have experience on a bike. Where, if you turn a 30-mph e-bike over to somebody who's not ridden a bike before, you're asking for trouble. He thinks the biggest thing is community education and engagement. He said maybe they could borrow some ideas from the mountain biking community. They have a mountain bike safety patrol that rides the trails and helps people if they get injured, but also can help new riders understand what the rules of the trail are. He likes the idea of bringing in local bike shops to help educate people. He said there is also the League of Michigan Bicyclists and Michigan Mountain Bike Association they might be able to call on to give some education. He said everyone needs to remember, keeping themselves safe on the trails is really everybody's job. As the cyclist, if you're passing somebody, it's your responsibility to do that in a safe manner. And that can be different. If you're passing another bicyclist, maybe 20 mph is fine. If you're passing a person walking three dogs and pushing a stroller, 20 mph might be a little bit on the fast side. Everyone should be listening and paying attention. Regardless of who's using the path, you can't just crank up the music on your earbuds and tune everything out. Cyclists won't be able to call out and tell you they're coming. As a cyclist, you won't hear somebody coming up behind you. So, you have to make sure that you stay safe. Make sure you understand the speed differential for the

people that you're approaching. Somebody that's walking at 3 mph, if you come up on them at 25 mph, that's the same as you riding 25 mph and somebody coming up on you at 40. So, understand that. He said probably the biggest thing, and it's not in the state laws either which disappoints him, is helmet use. A closed head injury can be absolutely devastating to not only the injured person, but also their family. It can affect them for their entire life. If you're riding a bike, you have to wear a helmet, if you're on a wheeled vehicle. Even very experienced riders. He said he had a fall that probably would have killed him had he not been wearing a helmet and he has ridden for his entire life. Wear your helmets. Watch out for each other. Cooperate and be safe. That's probably more important that having an ordinance that says 15 mph because, as the mayor said, they won't be able to have all the police out there just enforcing running radar guns on ITC Trail.

Member Gurumurthy said this has been a learning experience for her, too, to learn about e-bikes and e-motos. For sure, this is a safety concern. She can see across when she researches what other cities are doing and what's happening around. There are several things in terms of e-bikes and e-motos. With respect to e-bikes, she knows that Classes 1 and 2 are pretty similar speeds, but she didn't know that Class 3, as the mayor mentioned, goes up to 28 mph and the sidewalk pedestrians don't even expect the speed. It's pretty quiet, from what she has seen and heard, so people don't even expect that. The children and the elderly are at a higher risk. Also, the inexperienced riders, unfortunately, that handling the weight or anything, it's hard. What she has seen is that a number of cities, especially for Class 3, have implemented some minor light enforcement, like requiring audible warning on all e-bikes, lights are required after dark, and a set sidewalk speed limit. She says she knows Novi doesn't have the resources, but she believes there should be something for Class 3, some kind of light enforcement which is happening in other cities like Denver and San Jose. The two most important things to focus on are definitions. One thing she saw with e-motos is sometimes these are sold as e-bikes without people realizing they're buying e-motos. She thinks the most important thing is defining what each of these classes are in e-bikes and then what an e-moto is because they are two separate things. The second thing she sees across the board is an educational campaign. First of all, even before they enforce anything, they're saying, "Let's do a campaign." First of all, give time for residents to understand what all this means and what is coming in terms of enforcement and ordinances. Whatever they decide to implement, they should make sure there's an educational piece, give some time, and then make sure they enforce. With Class 3 e-bikes, there is an opportunity that they need to do and she is fully in support of looking at what they can do with the resources they have. In fact, for Denver, they've said it's education plus voluntary compliance, with a low penalty for safety violations. She said what they do is police respond to pedestrian complaints about speed and reckless riding. The first violation is a warning plus a conversation about the rules. With repeat violations, they are fined. There are several cities who are doing this. She thinks benchmarking what's out there and then doing that for Class 3 e-bikes would be great.

Member Gurumurthy said the second thing is e-motos. From what she is seeing, they are sold on Amazon as e-bikes, so it should be very clear what e-motos are. They operate between 40-70 mph which is a really big safety concern, especially on the sidewalks, parks and trails where pedestrians expect 15-20 mph. Without a clear ordinance, she feels

strongly that they cannot have any legal authority to stop or do anything, so it is very important to have an ordinance for that. There are three major concerns she's seeing with e-moto. Basically, there are several examples where, in fact, the whole collision with the speed that it's coming, it's causing injuries. She saw something in Ohio last April where a nine-year-old suffered broken leg injuries because of an e-moto. The second thing is the silent approach which means these e-motos are being ridden on sidewalks and the parent can at least hear a bicycle coming, but they cannot hear e-motos. That's a major safety concern when you cannot even hear what's coming and then all of a sudden, it's coming at a fast speed. That's why they need to implement an ordinance. The other issue is buyer confusion. Not many people would even know that they're buying an e-moto because they don't know what it means. The youth are inexperienced operators and they lack training. It's very important to do an educational campaign as well as making sure that an ordinance is able to control and monitor the e-motos. She said she saw several opportunities in terms of the language defining and then she knows it's also saying the whole ban from all the public spaces, especially when you think about the trails, sidewalks and school zones. She's very concerned about that. She said the parent liability clause as well and then there are several schools, the announcements and an educational component, as she said. Overall, she thinks it's extremely important to do this. She was very happy they were talking about it, especially the Class 3 e-bikes and e-motos.

Mayor Pro Tem Casey said they had a very robust conversation at ORC on the topic. There are many challenges that are in front of them in terms of enforcement when you get down to it. She said if she were a police officer, she wouldn't know if she'd be stopping a Class 1, 2 or 3 because she couldn't tell. She'd be stopping every e-bike because she wouldn't be able to tell which one is Class 1, 2 or 3. There are some big challenges there. To her, the biggest concern she has is e-motos, and frankly, it's the kids. She doesn't know how many challenges they have with adults on e-bikes, but she thinks the challenges are kids on e-motos who are going ridiculous speeds with or without helmets, but also because their brains aren't quite fully developed yet. They're probably making some decisions that are not the best decisions. She said she'd be very supportive of anything they do that gets e-motos off the sidewalks, frankly off the streets, too, because she doesn't think they want to push kids on bikes into the street at all. She said if there is a way to prohibit the use of e-motos, she would be in favor of that.

Mayor Pro Tem Casey said they've heard the idea of doing an education campaign. To her, this is a partnership with the school district. This is in partnership with the school district to help enforce whatever it is they end up defining with this ordinance so that they can get the message out to kids and the parents. She suspects there are parents who have bought these e-motos who don't recognize what it was that they purchased for their kids and probably would be horrified if they realized how fast these machines can go. She said she would look forward to them having a very robust partnership with the school district on this issue in terms of education and reinforcement. Addressing City Attorney Schultz, she said she thought their current language about bikes talks about the fact that if you're on a bicycle on a sidewalk, you need to identify yourself. She said they already do that with their ordinances today and she doesn't know how they enforce that even today because it's her word against whomever it is that she didn't hear them, or they didn't say it or whatever. She said she'd love to see if there was a way they could do something to

get these bikes to be forced to stop at intersections as well. She's read that piece of the story as well, that people on e-bikes or the e-motos are blowing through intersections. They're not stopping and if there's a vehicle there, there's a collision. She doesn't know if there is a way for them to at least put an ordinance in to say that the e-bikes and the e-motos, well, she doesn't want the e-motos on the sidewalks. The e-bikes need to stop at intersections before they cross so that they've got that opportunity to make sure that there is a safe crossing and that there isn't going to be a vehicle-bike interaction. She said she doesn't know how that works. City Attorney Schultz said that was duly noted and they'll look into it. She thanked him and said she thinks that would be helpful. Other than that, she believes this was a good conversation. She looks forward to seeing what City Attorney Schultz will be able to help them do and she echoes again that this is an issue that the state really needs to be so much further ahead of them on and they're not.

Mayor Pro Tem Casey said she knows they talked at the ORC about not being able to put speed limit signs on the sidewalks. They just have too many sidewalks and that becomes a crazy thing to do. They can at least put signs on some of the trails like ITC Trail that says e-motos are not allowed. She said maybe they use that a little bit as the beginning of that communication and that education campaign. She said let's at least start marking where they are prohibited and where it's obvious to start getting that message out.

Member Heintz said the consensus seems to be e-moto are not appropriate for the City of Novi. He is definitely in support of that. Likewise, he thinks this is a huge opportunity for the City of Novi and schools to work together to have a collaborative experience and opportunity to educate the students, as going to be the primary group that they're focused on, to make sure that they're being safe while being on any sort of motorized or non-motorized bicycle. In addition to that, he said they could look for opportunities like Cub Scout or Girl Scout groups or any other group that's that age demographic they're most interested in where they can promote it. He said he thinks that's going to be their best first step for success, getting that proper education piece to it. As Mayor Pro Tem said, it's a huge enforcement challenge, too, because they're going to have a lot more instances of residents getting frustrated with a close call with an e-bike or whatever the situation is, but no police officer around. He said he's very curious as to the best steps that they can enforce that, have proper follow-up, whether it be if it's a repeat offender or a known individual in the neighborhood, having a police officer's convenience, take a stop over and talk to that family or anything like that, whatever the case is. Again, he was just trying to understand what they're going to do if they're not going to have proper law enforcement being observant in that situation, which can be very rare, he'd say. Member Heintz said it's not necessarily even just the particular class level, but it's just if you're being smart while you're around other people. Obviously, if you're texting while you're walking, you're traveling at a slower speed. If you bump into someone, no major injury would likely occur. But of course, if you're on a motorized bike or a non-motorized bike, you could still have that potential for injury to others. He said going in with the education piece, but beyond that, he thinks it should be considered that if you're simply being reckless to those around you, if it's motorized or non-motorized, he'd say what's the difference? It's the same potential enforcement opportunities he thinks could be considered, especially if you're a repeat offender. Hopefully, that would not be the case. He said in summary, the

e-moto piece seems to be the best focus at this point in time as well as a strong focus on education.

Member Martinez said he wanted to share that he has had a lot of feedback from people on this issue in the last couple of weeks. He was surprised to see how many people over the age of 18 are using these. There was a concern that somebody shared with him when they heard this discussion was going to happen. They said plainly, "That's how I get to work. I use my e-bike to get from one corner of the city to the other and I do it very well. I do it safely. I follow the rules of the road. I am not the problem." He said that stuck with him in how he views this because he thinks there is the basket of folks under the age of 18 who use it. They don't fully understand the magnitude of the vehicle that they're operating, and they get into these situations. He shares the concern about not wanting to force those minors into the street. At the same time, putting the lawyer hat on, he said he's cautious and apprehensive about doing an ordinance, knowing that in the next several months or in a year or so when Lansing finally wakes up to this issue, they may have to come back here, revise their ordinances, start that process over again. He thinks to the extent that they can implore their partners in the Michigan Municipal League and he'll take it to the folks in SEMCOG to say, "Hey, we really need some strong advocacy here to keep local control here on some of these issues," he thinks that would be helpful, but Lansing, you started a problem, you should probably find a solution for it while you're at it. He said as he thought of it, the idea of a speed limit initially was appealing, and then you think of the enforcement issue. Having police officers in bushes with radar guns on sidewalks isn't a good use of time. He said t maybe put up signs regarding e-motos, if there's any possibility of putting some form of speed limit signs that are responsive, the radar kind of speed limit signs, perhaps they can try trials runs of that. Obviously, they don't want to take them out of service elsewhere. He doesn't even know offhand if they would be effective on those kinds of speeds. If there's something there that they could potentially look at, he thinks that would be a good idea in addition to the education component and trying to make sure that people understand what exactly they are handing to their children and the ramifications. He said he thinks everybody else pretty much laid out the thoughts that he had on it. He shares the mayor's thoughts. Novi is not the place for e-motos. They don't need that. He would be comfortable with a ban on those just to say that because he thinks those do pose an actual threat to the safety of people who are using their sidewalks and their streets.

Mayor Fischer asked City Manager Cardenas if he felt like he had what he needs. City Manager Cardenas said yes, he feels like he has what they need. Mayor Fischer said they're looking forward to him coming back with potential changes as well as educational campaigns and potential signage. He said they're looking forward to him reporting back to Council swiftly on this very important topic.

CONSENT AGENDA REMOVALS: None

AUDIENCE COMMENT:

Ginger Barrons, 24777 Glenda, said as Council was talking, it reminded her of a couple things that she may not have said. She is very much aware, and maybe they are too,

that the increase of people since gas prices have gone up using e-bikes to get to work and seniors using them, she doesn't know if they know the number, it's a 671% increase. For Classes 1 and 2, that's what she's most concerned about, that they don't try to regulate. She said she's totally in agreement with Council on the e-motos. Class 3? She doesn't even know what to do with it. It's a problem. She wanted to share with them, her 84-year-old brother-in-law and his 75-year-old neighbor ride their e-bikes to the grocery store every week. They no longer drive and this allows them independence that they didn't have. She saw, when they were in Traverse City, it's very much like Ann Arbor. It's a college town. You see a lot of this. And for the most part, it's very safe. It's really the kids. Why a Class 3 bike is only 14 and up is beyond her. She thinks it should be older. It's a faster bike. When her children were young here in Novi, they used to have a program through the city called Safety Town and it was for toddlers. You could sign up in the summer for Safety Town and send your kid away for a few hours to give you a break. She sees that as being something that maybe Parks and Rec might look into for e-bikes for older children as well as partnering with all those wonderful entities that they talked about in getting them to put on some classes. It's a lot of the kids that don't know the rules. The adults are typically a lot safer. She also thinks when you're talking about injuries of other people caused by a bike, they have to remember there already are laws. If you injure somebody, you already have liability to some extent regardless of how you do it. She's just really opposed to enforcement on those Classes 1 and 2 e-bikes for that reason. She doesn't see it necessary.

Michelle Duprey said she appreciates all Council's work and listening to her comments from earlier meetings. She said she respectfully disagrees with them. She doesn't think they should wait for the state legislature. She said they're speaking of January or February of next year. She thinks this is so important that they need to act on it now. She suggested a couple of things. She said she'd be repeating herself and some of the things Council said. She was wondering if Council might entertain creating a pamphlet of all e-bike rules and requiring the pamphlet to be handed out to the bike stores that sell the e-bikes and distribute the PDF widely throughout the city and through the schools and have one posted at the library. Safety issues require all e-bike riders under 18 to wear a helmet. Ban e-moto bikes within Novi. Ban two-person riding on an e-bike and an e-scooter at the same time. All e-bikes need to be operated subject to the same duties of a vehicle operator in that they obey all the signs and signals. Class 3 bike operators must be at least 16 years old. E-bikes used at night must have a light on the front and a reflector on the rear. Pedestrians should always have the right of way on a sidewalk or trail. If an e-bike operator wishes to pass, they need to give an audible alarm before passing. She thanked Council again for all their work. She said she knows this isn't easy. She's not looking for police to patrol the trails. She doesn't want the kids in the streets either, but just safety for all pedestrians, riders, for everybody.

COMMITTEE REPORTS:

1. **Ordinance Review Committee - Mayor Fischer**

Mayor Fischer said they talked about e-bikes and said they covered it in the previous discussion.

2. Environmental Sustainability Committee - Councilmember Smith

Member Smith said at their last meeting, they visited the SPURT facility in Wixom. That's where all your yard waste and compostable food goes to for composting. He said it was very interesting. The thing that stood out to him was the soil expert, Doug Keto, who said his term was farm-to-table-to-farm for composting. So, you get your food, you return it composted, it goes back to the farm and turns into more food. That's something to think about as they are using food. It takes about nine months to turn their waste into high-quality compost. One thing they pointed out was the importance of keeping anything non-compostable out of the stream: plastics, metal and especially glass. If they detect glass in a load of potential compost, they'll reject the whole thing because it's so dangerous for people to get glass shards in their compost. It could go in a garden. It could go someplace where someone could step on it. He said people could go to the city's website, see what you can compost, take your stuff to their compost bins in the back of the Civic Center by Power Park or at Tollgate Farms and carry on that farm-to-table-to-farm.

3. Finance and Administration Committee - Mayor Fischer

Mayor Fischer said they had met that evening with their friends from the PMR and Christman companies. They walked them through some schematics on Fire Station 2 and Fire Station 3. That information will be shared with Council by Tuesday or Wednesday from Mr. Cardenas in advance of their meeting on October 26th for actual approval of those design development phases of the FS2 and FS3.

MAYOR AND COUNCIL ISSUES: None

COMMUNICATIONS: None

ADJOURNMENT – There being no further business to come before Council, the meeting was adjourned at 8:05 P.M.

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Cortney Hanson, City Clerk

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Justin Fischer, Mayor

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Transcribed by Diana Charles
Customer Service Representative

Date approved: October 26, 2026