



# **TRAFFIC COMMITTEE AGENDA**

**July 20, 2022 – 7:30 P.M.**

**Lower Level Conference Room – Troy City Hall – 500 West Big Beaver**

1. Roll Call
2. Approval of Minutes – May 18, 2022 Traffic Committee

## **PUBLIC HEARINGS**

3. No Public Hearings

## **REGULAR BUSINESS**

4. Request to Remove No Parking Restrictions – Hickory Drive, Plum Drive to Kirkton Drive
5. Request to Extend No Parking Zone – Bellows Court
6. Request for Traffic Control – Forge Drive at Kettle Drive
7. Public Comment
8. Other Business
9. Adjourn

## **Copy to:**

- Item 4: Sharon VanHorne 384 Hickory; Properties within 300'
- Item 5: David Jensen 3555 Bellows Court; Properties within 300'
- Item 6: Dennis Smith 3812 Forge; Properties within 300'

Traffic Committee Members; Sgt. Brian Warzecha, Police Department; Lt. Chuck Roberts, Fire Department

## **TRAFFIC COMMITTEE**

### **MESSAGE TO VISITORS, DELEGATIONS AND CITIZENS**

The Traffic Committee is composed of seven Troy citizens who have volunteered their time to the City to be involved in traffic and safety concerns. The stated role of this Committee is:

- a. To give first hearing to citizens' requests and obtain their input.
- b. To make recommendations to the City Council based on technical considerations, traffic surveys, established standards, and evaluation of citizen input.
- c. To identify hazardous locations and recommend improvements to reduce the potential for traffic crashes.

Final decisions on sidewalk waivers will be made by the Committee at this meeting.

The recommendations and conclusions arrived at on regular items this evening will be forwarded to the City Council for their final action. Any citizen can discuss these recommendations before City Council. The items discussed at the Traffic Committee meeting will be placed on the City Council Agenda by the City Manager. The earliest date these items might be considered by City Council would normally be 10 days to 2 weeks from the Traffic Committee meeting. If you are interested, you may wish to contact the City Manager's Office in order to determine when a particular item is on the Agenda.

Persons wishing to speak before this Committee should attempt to hold their remarks to no more than 5 minutes. Please try to keep your remarks relevant to the subject at hand. Please speak only when recognized by the Chair. These comments are made to keep this meeting moving along. Anyone wishing to be heard will be heard; we are here to listen and help in solving or resolving your particular concerns.

## 2. Approval of Minutes – May 18, 2022 Traffic Committee

### PUBLIC HEARING

## 3. No Public Hearings

### REGULAR BUSINESS

## 4. Request to Remove No Parking Restrictions – Hickory Drive, Plum Drive to Kirkton Drive

Sharon VanHorne of 384 Hickory Drive requested that the No Parking restrictions on the south side of Hickory, from Plum Drive to Kirkton Drive be removed so that residents can park on one side of Hickory Drive. Ms. VanHorne reports that they and several other residents have multiple vehicles that do not fit in the driveway so they park along Hickory Drive and/or along Kirkton Drive thereby displacing parking spots for other residents.

### SUGGESTED RESOLUTIONS:

- a. **RESOLVED**, that the “No Parking” zone on the south side of Hickory Drive, between Plum Drive and Kirkton Drive be **REMOVED**.
- b. **RESOLVED**, that **NO CHANGE** be made to the existing No Parking zone on the south side of Hickory Drive, from Plum Drive to Kirkton Drive.

## 5. Request to Extend No Parking Zone – Bellows Court

David Jensen of 3555 Bellows Court, requests that the No Parking zone be extended “*one (1) driveway over to allow the trucks to make the turn without having to drive up/over the island*”. Mr. Jensen adds “*Garbage disposal trucks are having a difficult time navigating the cul-de-sac on Bellows Court when cars are parked (legally) along the side*”.

### SUGGESTED RESOLUTIONS:

- a. **RESOLVED**, that the existing No Parking zone on Bellows Court be **MODIFIED** to end at the property line between 3752 and 3586 Bellows Court.
- b. **RESOLVED**, that **NO CHANGE** be made to the existing No Parking zone on Bellows Court.

## 6. Request for Traffic Control – Forge Drive at Kettle Drive

Dennis Smith of 3812 Forge requests that the intersection of Forge Drive at Kettle Drive be reviewed for purposes of traffic control at the intersection. He stated that the existing Yield sign does not stop traffic and creates a hazardous situation for drivers and pedestrians. Mr. Smith would like to see the intersection be modified to ALL-WAY STOP control.

**SUGGESTED RESOLUTIONS:**

- a. RESOLVED, that the intersection of Forge Drive at Kettle Drive be **MODIFIED** from YIELD control on the Kettle Drive approach to ALL-WAY STOP control at the intersection of Forge Drive at Kettle Drive.
- b. RESOLVED, that **NO CHANGE** be made at the intersection of Forge Drive at Kettle Drive.

**7. Public Comment**

**8. Other Business**

**9. Adjourn**

A regular meeting of the Troy Traffic Committee was held Wednesday, May 18, 2022 in the Council Boardroom at Troy City Hall. Pete Ziegenfelder called the meeting to order at 7:30 p.m.

**1. Roll Call**

Present: Richard Kilmer  
Cindy Nurak  
Al Petrulis  
Sunil Sivaraman  
Abi Swaminathan  
Cynthia Wilsher  
Pete Ziegenfelder  
Tyler Koralewski, Student Representative

Absent: None

Also present: Sgt. Brian Warzecha, Police Department  
Lt. Chuck Roberts, Fire Department  
Paul Lukas 1850 Axtell  
Vivek Kumar 1840 Axtell  
Rocco Spagnuolo 4120 Cypress  
Jade Nason 237 Carter  
Maggie Howard 238 Carter  
Catie Krebs 469 Scottsdale  
Suhavi Grewal 336 Bracken  
Ameen Chbihi 1966 Pelican  
Caleb Miko 5348 Clearview  
Heather Novetsky 1637 Oakcrest  
Jefrey Fishman 1777 Axtell  
Roger Ludim 1870 Axtell  
Bill Huotari, City Engineer/Traffic Engineer

**2. Minutes – April 20, 2022**

Resolution # 2022-05-09  
Moved by Kilmer  
Seconded by Sivaraman

To approve the April 20, 2022 minutes as printed.

Yes: Kilmer, Nurak, Petrulis, Sivaraman, Swaminathan, Wilsher, Ziegenfelder  
No: None  
Absent: None

**MOTION CARRIED**

**PUBLIC HEARINGS**

**3. No Public Hearings**

**REGULAR BUSINESS**

**4. Request for Revisions to No Parking Signs – Torpey Road, east of Rochester Road**

Troy PSA Buckbee requested that the existing No Parking signs on the south side of Torpey Road be reviewed as the current language is confusing and is left open to interpretation.

The north side of Torpey Road is the fire hydrant side and is posted No Parking with no limitations and applies at all times. The south side is currently posted “NO PARKING EXCEPT SUNDAYS & HOLIDAYS”. “SUNDAYS” are evident but “HOLIDAYS” is open ended and up for interpretation.

The existing No Parking signs have been in place since the early 1980’s but background information for the reason behind the language included on the signs is not available in a review of records. Current “holidays” are difficult to ascertain due to the increasing number of holidays observed.

In order to remove the ambiguity, Troy Police Department requests that the existing No Parking signs on the south side of Torpey be modified to be consistent with the language used near other schools, such as the No Parking signs on Boyd (i.e. time limited based on arrival and dismissal times on School Days Only). No parking signs on Boyd are noted as “7:15 AM – 8:15 AM and 2:00 PM – 2:45 PM, SCHOOL DAYS ONLY” based on the International Academy (IA) arrival time of 7:45 AM and dismissal time of 2:35 PM.

Baker Middle School arrival time is 8:19 AM and dismissal time is 3:03 PM.

There was no public comment on this item.

Mr. Kilmer supports the Police Department but he cannot support this item. The signs have been in place since the early 1980’s and residents have not come forward to request a change in the signs. He sees no issues on Torpey. The times he has been out there, he has seen no cars even parking on the street. He sees no reason to change the signs. Cars should be in the driveway and not in the street. Residents should support the change.

Mr. Petrulis stated that the Police Department is just looking for consistency in the No Parking signs, not the removal of no parking restrictions.

Mr. Sivaraman asked Sgt. Warzecha to clarify the Police Department request.

Sgt. Warzecha explained the “HOLIDAYS” can mean many different days to many people. The Police Department is looking for consistent signage so the public and Police Department all have the same understanding of any restrictions.

Mr. Ziegenfelder supports the change as it is clear and consistent.

Resolution # 2022-05-10

Moved by Sivaraman

Seconded by Swaminathan

RESOLVED, that the existing No Parking signs on the south side of Torpey Road, east of Rochester Road be **MODIFIED** to NO PARKING 7:45 AM – 8:45 AM and 2:30 PM – 3:30 PM, SCHOOL DAYS ONLY.

Yes: Kilmer, Nurak, Sivaraman, Swaminathan, Wilsher, Ziegenfelder

No: None

Absent: None

## **MOTION CARRIED**

### **5. Request for No Parking Zone – Axtell Road at Bayberry Place Condominiums**

Homestead Property Management is responsible for the Bayberry Place Condominiums on the east side of Axtell Road, north of Maple Road. The property management firm has received comments and concerns from their residents regarding vehicles parking on the east side of Axtell, near the entrance/exit to the site. These parked vehicles create a hazardous condition by limiting visibility of oncoming traffic.

The west side of Axtell Road is posted No Parking at all times due to it being the fire hydrant side of the street.

Traffic Engineering received five (5) emails in support of establishing a No Parking zone and one (1) email in opposition.

I won't be able to attend the 5/18 meeting @ 7:30p, so I just wanted to note that, following accidents some years ago, there had already been a No-Parking zone put in (some feet of yellow curb immediately preceding the site entrance when coming from Maple), but, some years later, when roadwork was done (including redoing the curbs), that yellow paint was never reapplied. Was that an oversight for a Zone that still exists or was the Zone actually removed intentionally? I'm in favor of having it, as coming out of that driveway is dangerous without that road visibility, but worse is coming in, as 1 can't see pedestrians in or near that driveway. When the zone was there, it made that possible & safe.

Ted Samuel  
248-602-0833  
1880 Axtell Dr #3  
Bayberry Place

Good morning,

I have been an owner at Bayberry Place for the last 15 years and have been parking on Axtell for the last 3 years in front of my building, the door exiting to Axtell (1902). I realize that

this is not really your concern however there is no parking in the complex. The nearest parking spot is a half of block away from my building, there are cars just sitting there not being used because they don't start, cars park in unauthorized parking spaces, children riding their bikes in the parking lot like its a park and just a bunch of careless individuals. I prefer to park my car on Axtell. I have parked in the complex parking lot given I have owned it for 15 years and yes at times it is difficult to see pulling out however Axtell is not really a high traffic area. Its only one sided street parking and its not a ton of cars. Yes, the speed limit is 25 and I do see that people at times exceed the limit - there's always someone, however overall its fine . I personally would like a sidewalk that leads from Axtell to the street, in addition to having a light at the end of Axtell and Maple, that is where the concern should really be.

Thank you,

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Melissa M. Fernandez

Hi Mr. Willam J Huotari,

I see the Traffic committee meeting on May 18th, 2022 - 1890 Axtell Drive at Bayberry Place condominium agenda and support the No Parking Zone.

**Reason for my support:**

Every day I see cars parked very close to Bayberry Condo entrance /exit corner causing a blindspot turning left as we are to exit Bayberry near the 1890 building.

**Why we need No parking Zone:**

There is a very likely chance of an accident at this corner as cars race through this street at more than 40 MPH (while coming from Somerset or Maple side). parked cars create the blind spot at this corner.

Potential solution:

I am requesting at least 4 cars in length from the Bayberry condo entrance/exit corner. Assuming one car length as 15 feet, I suggest we implement 60 feet car length as no parking zone.

To support my statement - I have attached some pictures that affirm my statement and show how careless people are when they park their car at the very corner of the entrance/exit.

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Thank & Regards,  
Vivek Kumar

Hello Mr. Huotari,

I'm a resident of 1820 Axtell Dr, Troy, MI 48084 (Bayberry) and I'd like to provide my comments for the proposed no parking zone on Axtell.

I think due to the residents whom live near the Axtell side of the complex we need to keep



parking on Axtell. However, it's very difficult to pull out onto Axtell from the entrances due to the cars parking so close to the driveway. I propose preventing parking so close to the driveways and leaving enough space on Axtell so that drivers don't have such a difficult time pulling out of the complex. I have nearly gotten hit while pulling out numerous times. My son is a new driver and I am worried for him too. Visibility is very limited.

Thank you,  
natalie nelson

Hello William, thank you for the work you do for our community. I wanted to attend the meeting this evening regarding a request for no parking zone on Axtell Drive, but my schedule will not permit.

I would like to request that the east side of Axtell Drive be made a no parking zone within at least 300 feet of 1890 Axtell Dr. There is ample parking for residents in Bayberry Place, covered and non. Often, when I am leaving the parking lot onto Axtell, there are vehicles parked on the east side very close to the entrance, making it difficult to see oncoming traffic clearly.

Some residents who park on the street regularly may need to walk a little bit further to their vehicles if parking in a new location, but this will keep the roadway clear of any obstructions and allow for greater visibility for those turning onto Axtell.

I encourage you to adopt this measure and thank you for your consideration.

Scott Fink  
1924 Axtell Dr, Troy, MI 48084

Mr. Vivek Kumar of 1840 Axtell was at the meeting and stated that vehicles park too close to the entrances to the development. These parked cars obstruct the visibility of traffic on Axtell and pedestrians along the sidewalk. There is parking for the development in the parking lot but some residents choose to park along Axtell as it is closer to their unit. The south entrance is also the school bus stop and the school bus currently has to stop in the middle of the road to pick up students due to the parked cars along the curb at the southerly entrance.

Mr. Roger Ludim of 1870 Axtell stated that vehicles drive at high speeds on Axtell and you can't see them coming due to the close proximity of the parked vehicles. He stated that there are 50-75 children in the complex. He would like to see a No Parking zone that provides enough space for the school bus to be able to pull up next to the curb at the southerly entrance.

Ms. Nurak stated that parking along Axtell has always been a problem.

Resolution # 2022-05-11  
Moved by Sivaraman  
Seconded by Nurak

RESOLVED, that a No Parking zone be **ESTABLISHED** on the east side of Axtell Road between the southerly entrance to Bayberry Place Condominiums to a point fifty (50) feet to the south; between the southerly entrance to Bayberry Place Condominiums to a point fifty (50) feet to the north; and the northerly entrance to Bayberry Place Condominiums to a point fifty (50) feet to the south.

Yes: Kilmer, Nurak, Petrulis, Sivaraman, Swaminathan, Wilsher, Ziegenfelder  
No: None  
Absent: None

## **MOTION CARRIED**

### **6. Request for Traffic Control – Brook Hollow Drive at Lamb Road**

Traffic Committee member Kilmer requests that the intersection of Brook Hollow Drive at Lamb Road be reviewed for purposes of traffic control at the intersection. He stated that the lack of traffic control signage creates a hazardous situation for drivers and pedestrians.

Traffic Engineering received two (2) emails in support of establishing a No Parking zone and no emails in opposition.

Hello Mr William,

This Venkateswarlu Inturi residing at 1270 Lamb Dr Troy. Due to another schedule, I am not able to make it to the meeting on May 18 2022. We are witnessing lot of vehicles going above 25mph and I think it will put pedestrians and kids waiting for School bus (This junction is Larson School Bus stop), riding bikes under risk. I would request you to put a STOP sign at BrookHollow and Lamb Dr Interaction.

Thanks & Regards  
Venkateswarlu Inturi

Hello,

My family resides at 1281 Lamb Dr., almost directly across from the exit/entrance to Brook Hollow. I would like to comment on the proposal for a Stop Sign to be installed at this intersection on Brook Hollow. We have had many incidents where we are backing out of our driveway and a vehicle is coming out of Brook Hollow at the same time. Typically, the vehicle coming out of Brook Hollow tries to speed up and get past us before we complete our exit from our property. There is a definite blind spot for us as we are baking out and the people exiting are not yielding to us at all. Last year a driver was exiting from Brook Hollow and ran into our mailbox and completely broke the wood post holding the mailbox. The young driver said he momentarily lost control as he was making the left turn out of Brook Hollow. We had to replace the mailbox. Lamb Drive continues to have an increase in traffic due to new housing at Rochester Road and on Brook Hollow. In addition, Lamb Road is used as an approach to both Costello Elementary School and as a back entrance to drop off students attending Athens High School, via Rockfield (off of Eleanor).

I was very surprised that the City of Troy did not install a stop sign when the subdivision was built. It basically allows the drivers exiting from Brook Hollow freedom to speed up and try to make their turn as traffic is approaching. There are more children and teenagers living on both Lamb Drive and Brook Hollow. Since the sidewalks are not contiguous on Lamb Drive, many people walk and bicycle in the street. For the safety of all children at the bus stop at Lamb and Brook Hollow, as well as bicyclists and walkers, it is essential that the Traffic Committee install a stop sign at this intersection.

Sincerely,

Rhonda Berger  
Marvin Correia  
1281 Lamb Dr

Ms. Nurak stated that this is a t-intersection and a sign would remind motorists who has the right-of-way.

Mr. Ziegenfelder stated that he supports stop signs at intersections.

Ms. Wilsher agreed that stop signs are the best.

Ms. Swaminathan is concerned that if a Yield sign is placed it may need to be replaced with a Stop sign in the near future.

Resolution # 2022-05-12  
Moved by Kilmer  
Seconded by Sivaraman

RESOLVED, that the intersection of Brook Hollow Drive at Lamb Road be **MODIFIED** from NO traffic control to a STOP sign on the Brook Hollow Drive approach to the intersection.

Yes: Kilmer, Petrulis, Sivaraman, Swaminathan, Wilsher, Ziegenfelder  
No: Nurak  
Absent: None

## **MOTION CARRIED**

### **7. Request for Traffic Control – Eleanor Avenue at Rockfield Avenue**

Traffic Committee member Kilmer requests that the intersection of Eleanor Avenue at Rockfield Avenue be reviewed for purposes of traffic control at the intersection. He stated that the lack of traffic control signage creates a hazardous situation for drivers and pedestrians.

Traffic Engineering received no emails in support of the request and one (1) email in opposition.

I would like to express my opinion about a possible stop sign at Eleanor and Rockfield. I'm

completely against it. We don't need one there at all. I don't notice speeding on Eleanor, if that's the purpose and I live on Eleanor. If any sign at all, maybe a yield sign but don't really feel that's necessary either. Eleanor is a short street and it certainly doesn't need a stop sign in the middle of it! Thank you, Ann Hanson

Mr. Kilmer stated that the request he made came via a resident in the area.

Mr. Petrulis pointed out that the only resident input that the Traffic Committee received is in opposition to the request.

Mr. Ziegenfelder clarified that the request would be for a Stop sign on Rockfield.

Mr. Nurak stated that she would prefer a Yield sign.

Resolution # 2022-05-13

Moved by Kilmer

Seconded by Petrulis

RESOLVED, that the intersection of Eleanor Avenue at Rockfield Avenue be **MODIFIED** from NO traffic control to a STOP sign on the Rockfield Avenue approach to the intersection.

Yes: Kilmer, Petrulis, Sivaraman, Swaminathan, Wilsher, Ziegenfelder

No: Nurak

Absent: None

## **MOTION CARRIED**

### **8. Request for Traffic Control – Carter Avenue at Virgilia Avenue**

Jade Nason of 237 Carter Avenue requests that the intersection of Carter Avenue at Virgilia Avenue be reviewed for purposes of ALL-WAY STOP at the intersection. Virgilia Avenue is controlled by Stop signs on the northbound and southbound approaches to Carter Avenue.

Ms. Nason stated that the intersection to the south (Carter Avenue at Lange Avenue) is an ALL-WAY STOP and is a mirror image of Carter Avenue at Virgilia Avenue. She added that Carter Avenue at Virgilia Avenue is the bus stop location and she is concerned about the children in the road waiting for the bus.

Traffic Engineering received five (5) emails and two (2) calls in support of the request and no emails in opposition.

To whom it may concern:

I want to express my full support for a four way stop at the intersection of Carter and Virgilia. I personally live at that intersection (238 Carter) and see daily, the need for a stop sign. I have lived here for seven years and have witnessed how a stop sign would be beneficial. This neighborhood (myself included) has many children and active adults that enjoy being out and about. We do not have sidewalks or street lights and an extra stop

sign would ensure some extra safety for all. I have seen people blow through the current stop sign and I have seen a car accident at this intersection as well. This intersection is also a bus stop for the middle school as well as the high school.

The safety of this neighborhood and it's residents should be taken into consideration when reviewing the option for a four way stop.

Thank you for your time,  
Maggie Howard

Good afternoon,

I am writing today to request stop signs to be installed at the corner of Carter and Virgilia. The middle school bus stop is at that corner. In the winter, it is still dark outside when the kids are walking to the bus. A stop sign is necessary to slow traffic down from potentially hitting a child on the way to their bus stop. We do not have street lights and it's difficult to see some mornings. Our neighborhood does not have sidewalks and there is no choice but to walk in the street. I hope you will consider installing stop signs to help keep pedestrians safer in our neighborhood.

Thank you

Erika Herron  
364 Paragon Dr.

I would like to add my support for making this intersection a 4 way stop. The additional stop signs on Carter would be consistent with the Lange/Virginia intersection. I think this would be a safer situation. I live on Paragon and drive this route multiple times a week.

Thanks for considering this.

John Eagan  
109 Paragon Dr

Hello,

Our neighbors are speaking at the meeting tonight and I wanted to reiterate the importance of a stop sign at the intersection of Carter and Virgilia. As a resident in this area, we can attest that this intersection is not safe for those in our neighborhood. It is a busy intersection just one street off the main road, and many cars cut through this way during rush hour traffic. Additionally, it's a spot for multiple bus stops and is located dead center in our neighborhood, so it's a busy area for those out for walks and bike rides with their family. There are no sidewalks nearby, so all residents are forced to walk in the street. As a mother of three young boys, it is nerve-wracking to ride our bikes around this intersection because of how unpredictable the cars are as well as the speed they drive down the road. A stop sign would drastically cut down on many of these issues.

Thank you for your consideration.

Cody Schwartz

442 Paragon

My name is Tom Howard and I would like to express my support for a four way stop at the intersection of Virgilia and Carter. We have 2 children who like to ride bikes and as careful as they are, a second stop sign would help ensure their safety. We also have quite a few elderly neighbors who enjoy walking, but this neighborhood does not have sidewalks (or street lights). We also get quite a bit of cut through traffic at times and a four way stop would help with the recklessness that I have seen. This intersection is also a location for two separate Troy school bus stops which is a cause for concern. There's many children that wait for the bus here and walk home from this stop.

Thank you,  
Tom Howard (238 Carter Dr.)

Traffic Engineering received a call from Martha Curry at 201 Carter in support of a Yield sign at the Carter Avenue at Virgilia Avenue intersection.

Ms. Curry stated that she has lived at her home for 53 years, about 300' from the intersection.

She added that there are small children in this area and feels Stop signs would be appropriate at the intersection to help control traffic.

Traffic Engineering received a call from Edith Marson at 212 Carter in support of a Stop sign at the Carter Avenue at Virgilia Avenue intersection.

Ms. Marson stated that she lives in the 2<sup>nd</sup> home from the corner.

She added that she is all for Stop signs at the intersection.

Ms. Jade Nason of 237 Carter discussed the need for ALL-WAY STOP at this intersection. She stated that it is for safety as there are no sidewalks or street lights in their subdivision and residents are very active. There are two (2) bus stops at this intersection. Many young children in the area. It is dark in the morning when children are walking to the bus stop. There is also cut-through traffic when the major roads get backed up. The intersection to the south is an ALL-WAY STOP and she feels Carter at Virgilia is a mirror image and should also be an ALL-WAY STOP.

Ms. Nurak supports ALL-WAY STOP at this intersection.

Mr. Petrulis stated that he supports Stop signs on Virgilia as-is.

Ms. Nurak added that the Safe Approach Speed was near 10 mph.

Resolution # 2022-05-14  
Moved by Wilsher  
Seconded by Swaminathan

RESOLVED, that the intersection of Carter Avenue at Virgilia Avenue be **MODIFIED** from Stop control on the Virgilia Avenue approaches to ALL-WAY STOP control at the intersection of Carter Avenue at Virgilia Avenue.

Yes: Kilmer, Nurak, Sivaraman, Swaminathan, Wilsher, Ziegenfelder  
No: Petrulis  
Absent: None

**MOTION CARRIED**

**9. Request for Traffic Control – Oakcrest Drive at Highland Drive**

Heather Novetsky of 1637 Oakcrest Drive requests that the intersection of Oakcrest Drive at Highland Drive be reviewed for purposes of traffic control. She states that the lack of traffic control is creating a hazardous condition. Ms. Novetsky added that the intersection is a bus stop and she is concerned about the children in the road waiting for the bus.

Traffic Engineering received one (1) email in support of the request and no emails in opposition.

Hello,

I received a notice in the mail regarding a request from a resident for a stop sign at Highland and Oakcrest. I do believe it would be a good idea to have a stop sign at this intersection as there is a bus stop right there. Also cars seem to sometimes go to the end of Highland and turn onto Oakcrest without really stopping. Oakcrest is a pretty busy street at this intersection so it seems like it would help for everyone's safety.

Thank you,

Dori Scott  
3803 Highland

Ms. Novetsky of 1637 Oakcrest Drive stated that this intersection is the bus stop. There is currently no signage at the intersection. Children have to cross the road to get to or from the school bus.

Ms. Nurak noted that there are vehicles parked around the curve to the east which helps slow down traffic.

Mr. Sivaraman was concerned that this intersection is a school bus stop and there is no traffic control signage at the intersection.

Resolution #  
Moved by Sivaraman  
Seconded by Wilsher

RESOLVED, that the intersection of Oakcrest Drive at Highland Drive be **MODIFIED** from NO traffic control to an ALL-WAY STOP at the intersection.

Yes: Kilmer, Sivaraman, Wilsher  
No: Nurak, Petrulis, Swaminathan, Ziegenfelder  
Absent: None

**MOTION FAILED**

Ms. Nurak supports a Stop sign on Highland Drive but not an ALL-WAY STOP at the intersection.

Sgt. Warzecha stated that he does not see the need for ALL-WAY STOP at the intersection. A school bus has stop signs that the bus driver deploys when they stop to pick up or drop off children. The bus is there for 4-5 minutes per day and a single Stop sign would be sufficient to assign right-of-way at the intersection.

Mr. Petrulis stated that the curve to the east acts to slow down traffic. He feels that a single stop sign is appropriate at this intersection.

Resolution # 2022-05-15  
Moved by Sivaraman  
Seconded by Wilsher

RESOLVED, that the intersection of Oakcrest Drive at Highland Drive be **MODIFIED** from NO traffic control to a STOP sign on the Highland Drive approach to the intersection.

Yes: Kilmer, Nurak, Petrulis, Sivaraman, Swaminathan, Wilsher, Ziegenfelder  
No: None  
Absent: None

**MOTION CARRIED**

**10. Public Comment**

There was no further public comment at the meeting.

**11. Other Business**

Mr. Ziegenfelder has concerns about eastbound Wattles, between Rochester and John R during the afternoon peak hours. Vehicles are using the center left turn lane as a through lane to go around stopped traffic. He has witnessed vehicles using the center left turn lane as a through lane for almost the entire mile.

Sgt. Warzecha noted that this is a violation (crossing a yellow line and passing a stationary vehicle). Troy Police is aware of this and will provide enforcement as officers may be available.

Mr. Kilmer asked if Troy Police routinely enforce new traffic control signs.



Sgt. Warzecha said that new Traffic Control Orders are noted in the police department morning roll call so officers are aware of new traffic control signs and can spend time in the area when they are not on higher priority calls.

**12. Adjourn**

The meeting adjourned at 8:34 PM.

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Pete Ziegenfelder, Chairperson

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William J. Huotari, City Engineer/Traffic Engineer

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## **TRAFFIC COMMITTEE REPORT**

June 13, 2022

TO: Traffic Committee

FROM: Bill Huotari, Deputy City Engineer/ Traffic Engineer

SUBJECT: Request to Remove No Parking Restrictions  
Hickory Drive, Plum Drive to Kirkton Drive

### **Background:**

Sharon VanHorne of 384 Hickory Drive requested that the No Parking restrictions on the south side of Hickory Drive, from Plum Drive to Kirkton Drive be removed so that residents can park on one side of Hickory Drive. Ms. VanHorne reports that they and several other residents have multiple vehicles that do not fit in the driveway so they park along Hickory Drive and/or along Kirkton Drive thereby displacing parking spots for other residents.

The north side of Hickory is posted No Parking due to fire hydrants.

The south side of Hickory is posted No Parking from 8:00 a.m. to 6:00 p.m., Monday through Saturday. The current No Parking zone on the south side was approved by Traffic Control Order #79-2-P and has been in place since April 16, 1979. The south side of Hickory was posted No Parking in response to resident requests to allow access to mailboxes by post office vehicles.

The south side of Hickory, from Livernois to Plum is posted No Parking, with no time limits.

The south side of Hickory, from Kirkton to where Hickory ends, at Morse Elementary school, has no restrictions posted.

The time limited parking restrictions on the south side of Hickory, from Plum to Kirkton have been considered by the Traffic Committee in the past. First at the meeting of July 21, 1999 when a resident on Hickory requested that the parking restrictions be modified from Livernois to Kirkton to allow parking on one side of Hickory. The Traffic Committee recommended no changes to the existing parking regulations at that time.

The restrictions were again considered by the Traffic Committee at the meeting of April 18, 2012. The item was tabled at that meeting so that additional information could be gathered relative to the width of the street (various from 20.6' to 21.5') and whether the mailboxes could be moved to the north side of the road (USPS would not consider moving the mailboxes).

This information was provided to the Traffic Committee members when the item was reconsidered at the May 16, 2012 meeting. The Traffic Committee recommended that the No Parking zone on the

## ITEM #4

south side of Hickory, between Plum and Kirkton, be removed by a vote of three (3) in favor; one (1) opposed; and two (2) absent.

The recommendation was forwarded to Troy City Council at their meeting of July 20, 2012. The recommendation failed at the City Council meeting by a vote of two (2) in favor and five (5) opposed.

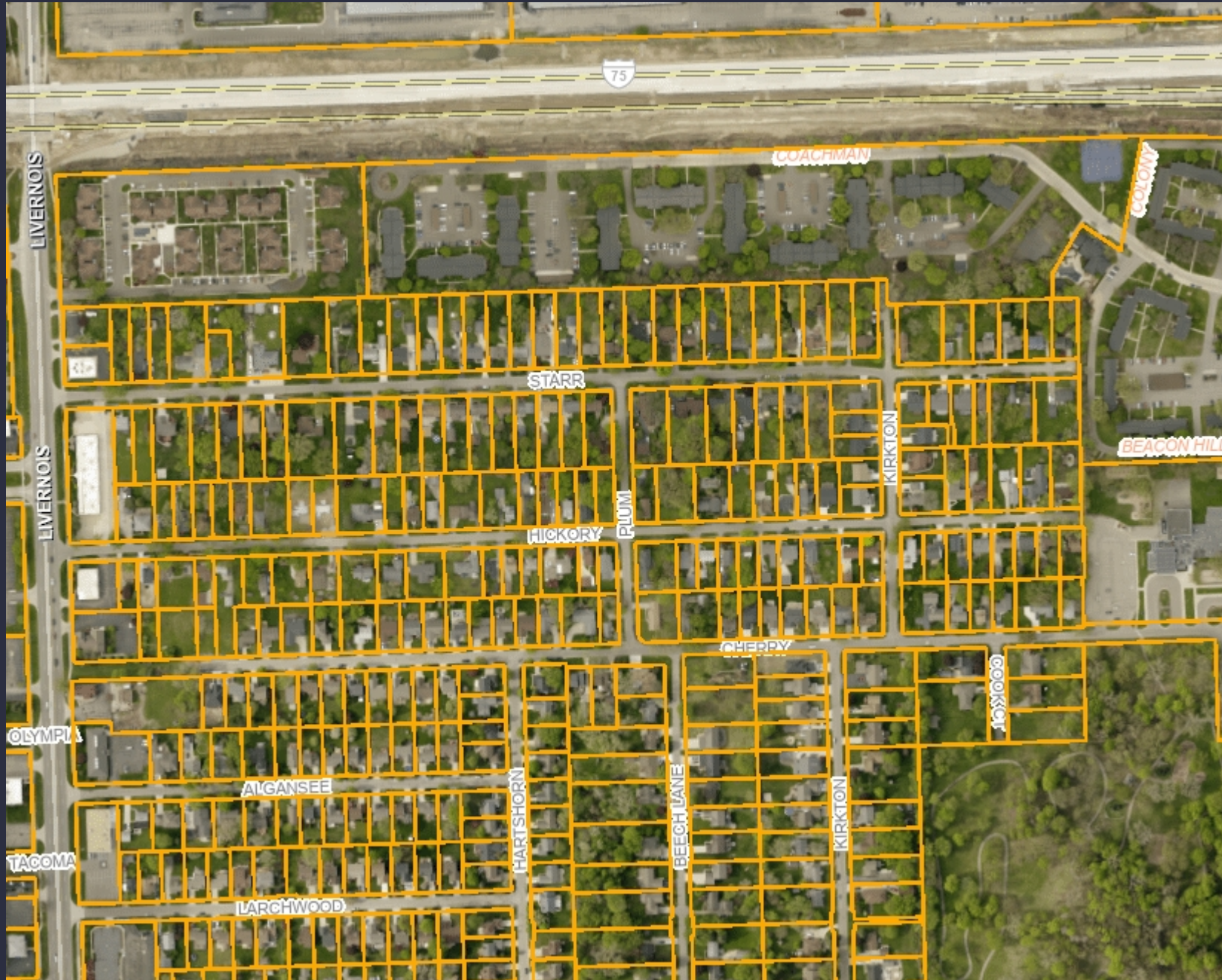
“No Parking” restrictions, on both sides of a local road, are not common in Troy. One side is typically posted “No Parking” due to fire hydrants while the other side is available for parking. “No Parking” zones beyond these typical situations are typically posted at the request of adjacent property owners.



# GIS Online

Legend:

Road Centerline Text



Notes:

Map Scale: 1=504

Created: June 16, 2022



Note: The information provided by this application has been compiled from recorded deeds, plats, tax maps, surveys, and other public records and data. It is not a legally recorded map survey. Users of this data are hereby notified that the source information represented should be consulted for verification.



## TRAFFIC COMMITTEE REPORT

June 15, 2022

TO: Traffic Committee

FROM: Bill Huotari, Deputy City Engineer/ Traffic Engineer

SUBJECT: Request to Extend No Parking Zone  
Bellows Court

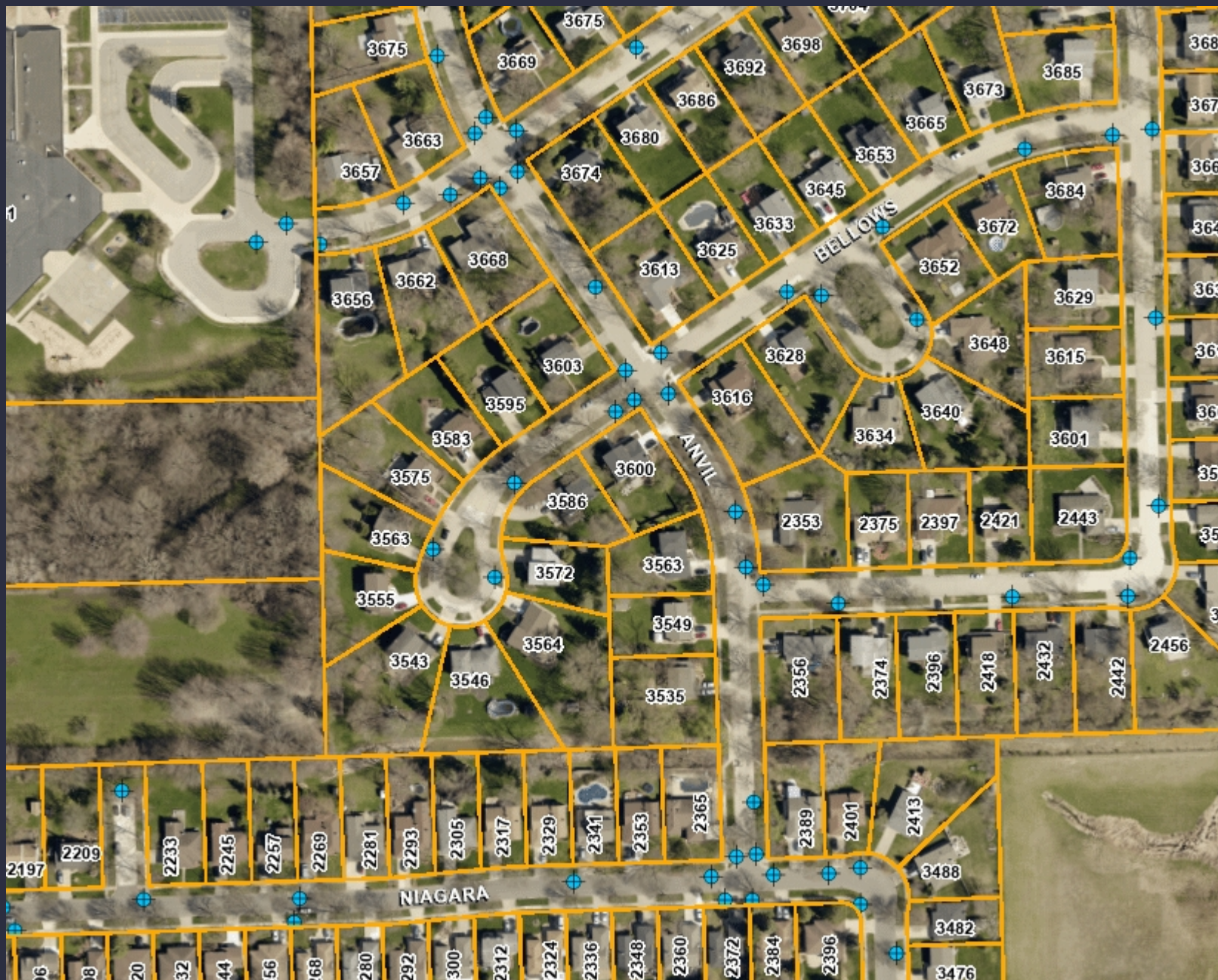
Background:

David Jensen of 3555 Bellows Court, requests that the No Parking zone be extended *“one (1) driveway over to allow the trucks to make the turn without having to drive up/over the island”*. Mr. Jensen adds *“Garbage disposal trucks are having a difficult time navigating the cul-de-sac on Bellows Court when cars are parked (legally) along the side”*.

The current no parking zone starts in front of 3563 Bellows Court and ends at 3572 Bellows Court.

The request would modify the existing No Parking zone and move the end of the No Parking zone to the property line between 3572 and 3586 Bellows Court.





Notes:





To: Scott Carruthers  
Manager, Streets & Drains Department  
Troy, Michigan

From: David Jensen, Troy Resident

248-835-3052

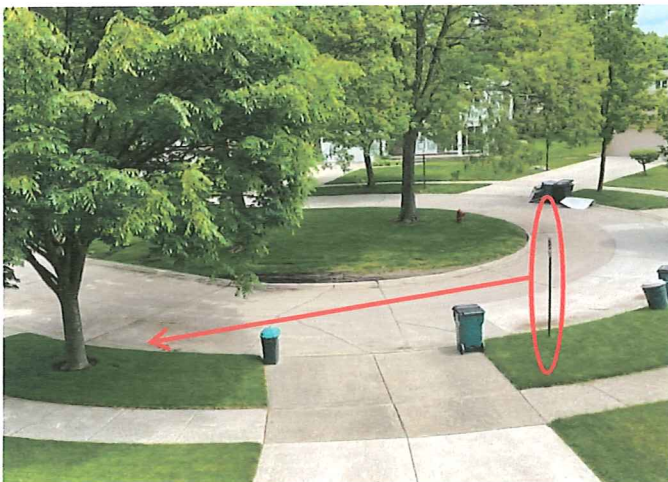
Subject: No Parking Sign Move Request

jensen3555@sbcglobal.net

Date: June 10, 2022

Garbage disposal trucks are having a difficult time navigating the cul-de-sac on Bellows Court when cars are parked (legally) along the side. This is a simple request to relocate the "Begin No Parking" sign one driveway over to allow the trucks to make the turn without having to drive up/over the island.

Residents are generally good to conform to the no parking rule at the end of the cul-de-sac. Moving the sign would eliminate just one parking space but should be sufficient to resolve the problem. The photos below show the problem and proposed solution.



Move the sign:

From 3543 Bellows Ct.

To: 3555 Bellows Ct.



## **TRAFFIC COMMITTEE REPORT**

June 21, 2022

TO: Traffic Committee

FROM: Bill Huotari, City Engineer/Traffic Engineer

SUBJECT: Request for Traffic Control – Forge Drive at Kettle Drive

### **Background:**

Dennis Smith of 3812 Forge requests that the intersection of Forge Drive at Kettle Drive be reviewed for purposes of traffic control at the intersection. He stated that the existing Yield sign does not stop traffic and creates a hazardous situation for drivers and pedestrians. Mr. Smith would like to see the intersection be modified to ALL-WAY STOP control.

The posted speed limit on both streets is 25 mph.

The Kettle Drive approach to the intersection is under a YIELD control.

Forge Drive is presumed to be the major road, as it continues through the intersection, while Kettle Drive is considered the minor road as it terminates there.

There was one non-injury crash recorded in the past full five (5) years within a 250' radius of the intersection.

The major potential sight distance obstruction at the intersection for a motorist traveling eastbound on Kettle Drive would be the house corners on the southwest quadrant and tree on the northwest corner of the intersection.

The safe approach speed for eastbound vehicles on Kettle Drive is 13.3 mph due to the permanent sight distance obstruction from the tree corner in the northwest quadrant.

OHM recommends retaining the YIELD sign on the Kettle Drive approach to the intersection.

The city requested that OHM review the intersection and provide their findings and recommendations (copy attached).



June 20, 2022

Mr. William Huotari, PE  
City Engineer  
City of Troy  
500 W. Big Beaver Rd  
Troy, MI 48084

RE: Traffic Control Recommendation for Forge Drive at Kettle Drive

Dear Mr. Huotari:

As requested, we have reviewed the intersection of Forge Drive at Kettle Drive to determine the proper traffic control. Forge Drive at Kettle Drive is a 3-legged intersection located in the City of Troy. The speed limit on both streets under investigation is 25 mph. The Kettle Drive approach to the intersection is under a YIELD control. Attached are aerial and intersection photos.

### **Types of Roadways**

Both Forge Drive and Kettle Drive are considered local streets. Forge Drive runs north to south providing direct access to the neighborhood from E Wattles Road. Kettle Drive runs east to west offering access to the neighborhood from Anvil Drive, where it terminates.

The surrounding land use is entirely single-family residential. On-street parking is permitted on the east side of Forge Drive and on the north sides of Kettle Drive. For the purpose of this analysis Forge Drive is presumed to be the major road as it continues through the intersection, while Kettle Drive is considered the minor road as it terminates there. Both Forge Drive and Kettle Drive serve as key routes throughout the neighborhood.

### **Traffic Control Analyses**

Traffic control analyses described herein adheres to the requirements presented in the Michigan Manual on Uniform Traffic Control Devices (MMUTCD) that are considered mandates of state law. A reference document explaining the background behind the analyses is attached to this memo.

### **Crash Analysis**

Based on information obtained through the Traffic Improvement Association of Michigan, there was one non-injury crash recorded in the past full five (5) years within a 250' radius of the intersection. The same direction sideswipe crash type occurred in an icy and unlighted condition. A northbound vehicle lost control and sideswiped a parked vehicle. The crash history does not constitute a compelling case for modifying the existing controls.



### Traffic Volumes

Traffic counts were not collected in the vicinity of the intersection. Traffic volumes in residential areas are predominantly driven by the number of single-family residential homes in the neighborhood. Based on the residential nature and the number of homes in the surrounding area it is highly improbable that this location would satisfy any of the minimum volume warrants for an all-way STOP (see attached Reference Guide).

Specifically, it is extremely unlikely that Forge Drive meets and sustains the 300 vehicles per hour threshold for a minimum of 8 hours. The combined vehicular, pedestrian, and bicycle volumes entering from Kettle Drive is similarly unlikely to average at least 200 units for the concurrent 8 hours. Additionally, since the posted speed limit is only 25mph, it is reasonable to assume that the 85<sup>th</sup> percentile approach speed does not exceed 40mph on either road. Thus, the minimum vehicular volume warrants cannot be discounted to 70 percent of the values described previously. Finally, the study intersection is likely to fall significantly shy even of the reduced 80 percent volumes, based on expected trip generation for this neighborhood. Therefore, the minimum volume criteria for an all-way STOP have not likely been met.

### Approach Speed Limits

The approach speed limit on all study streets is 25mph. Speed limits alone cannot be used in this case to determine which direction of traffic should be assigned the right-of-way.

### Sight Distance

The major potential sight distance obstruction at the intersection of Forge Drive at Kettle Drive for a motorist traveling eastbound on Kettle Drive would be the house corners on the southwest quadrant and tree on the northwest corner of the intersection. These obstructions impact the calculated safe approach speeds for the intersection. The safe approach speed is the speed at which a vehicle can approach an intersection and still stop in time to avoid a collision with a vehicle seen on the cross street.

When the safe approach speed is found to be less than 10 mph, a STOP sign is recommended. When the safe approach speed is found to be more than 10 mph, a YIELD sign is recommended. In this case, the safe approach speed for eastbound vehicles on Kettle Drive is 13.3 mph due to the permanent sight distance obstruction from the tree corner in the northwest quadrant. Thus, based on the safe approach speed calculations, YIELD-control is the computed right-of-way control for Forge Drive approach. The safe approach speed calculation spreadsheet for the intersection is attached for reference.

### Recommendation

The preceding analysis did not determine that any criteria were met for all-way STOP-control. The safe approach speed calculations suggested YIELD-control would be appropriate for the minor street (Kettle Drive) approach.

OHM recommends retaining the YIELD sign on the Kettle Drive approach. The intersection should be reevaluated if traffic volumes increase, or crashes begin to occur.



Sincerely,  
**OHM Advisors**

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Ife Ogundeji  
Traffic Engineer

Attachments:

- Aerial Photo
- Safe Approach Speed Calculation Spreadsheet
- Intersection Photos
- Traffic Control Determination Reference Guide

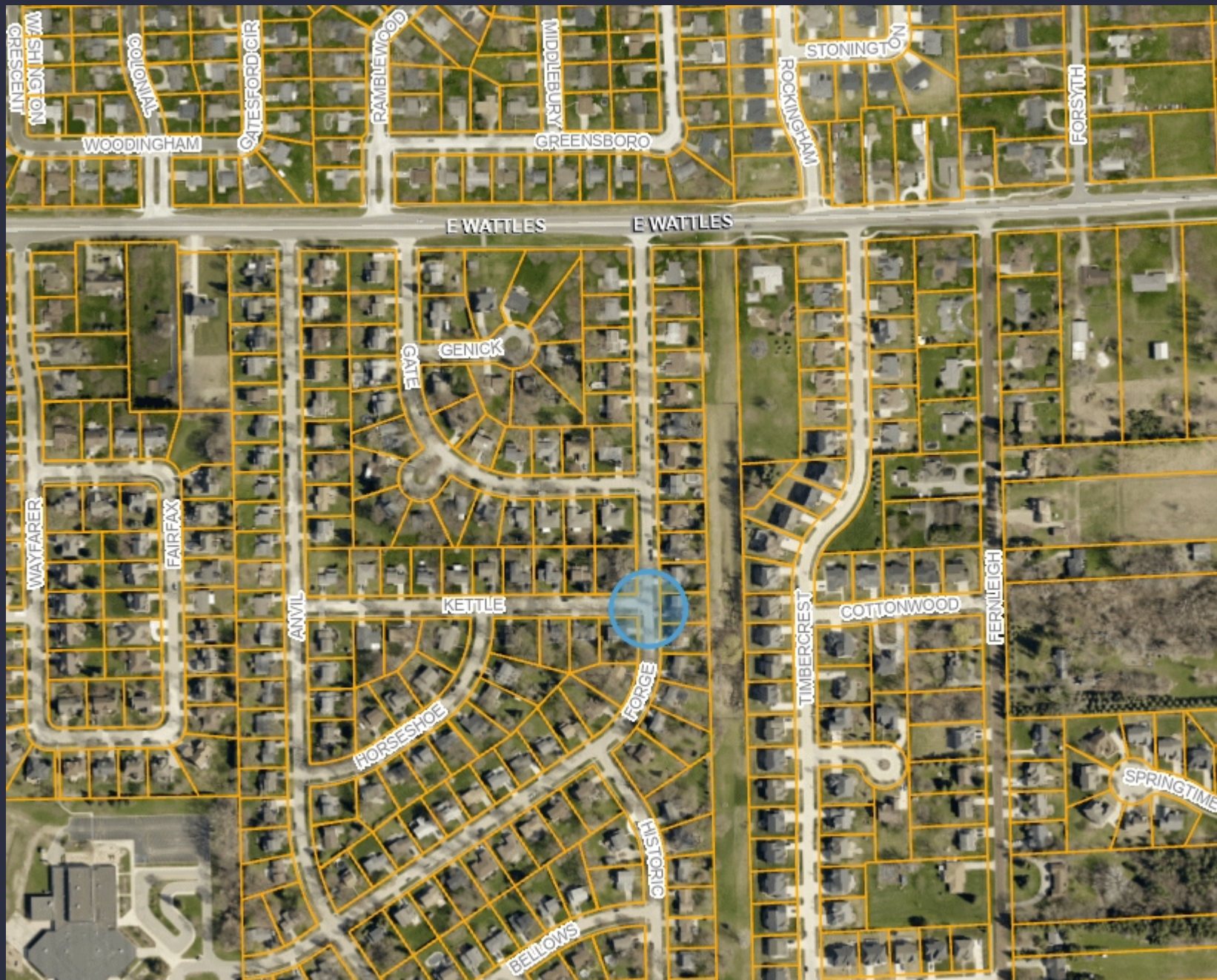




# GIS Online

Legend:

Road Centerline Text



Notes:

Map Scale: 1=504

Created: April 25, 2022



Note: The information provided by this application has been compiled from recorded deeds, plats, tax maps, surveys, and other public records and data. It is not a legally recorded map survey. Users of this data are hereby notified that the source information represented should be consulted for verification.

## Safe Approach Speed Calculation

Forge Drive and Kettle Drive  
City of Troy

Date: 4/28/2022  
Analyst: Richard Boateng

Measured:

Width of Roads

Road 1 = 28 (ft)

Road 2 = 28 (ft)

Distance to Obstruction

a = 48 (ft)

b = 19 (ft)

c = 46 (ft)

d = 45 (ft)

Angle of Intersection

Delta = 90 (degrees, measure counterclockwise)

Road 1 Posted

Speed Limit = 25 (mph)

Assumed:

Speed of Vehicle A = Speed of Vehicle C  
= Posted Speed Limit on Road 1

+ 5 (mph)

$V_1 = 30$  (mph)

Perception / Reaction Time (AASHTO)

$t = 2.5$  (sec)

Deceleration rate (AASHTO)

$A = 11.20$

Clearance distance in excess of safe stopping distance (AAA)

$EC = 0$  (ft)

Calculated Safe Approach Speed for Vehicle B

Approaching on Road 2

13.3 (mph) [Based on Veh. A]

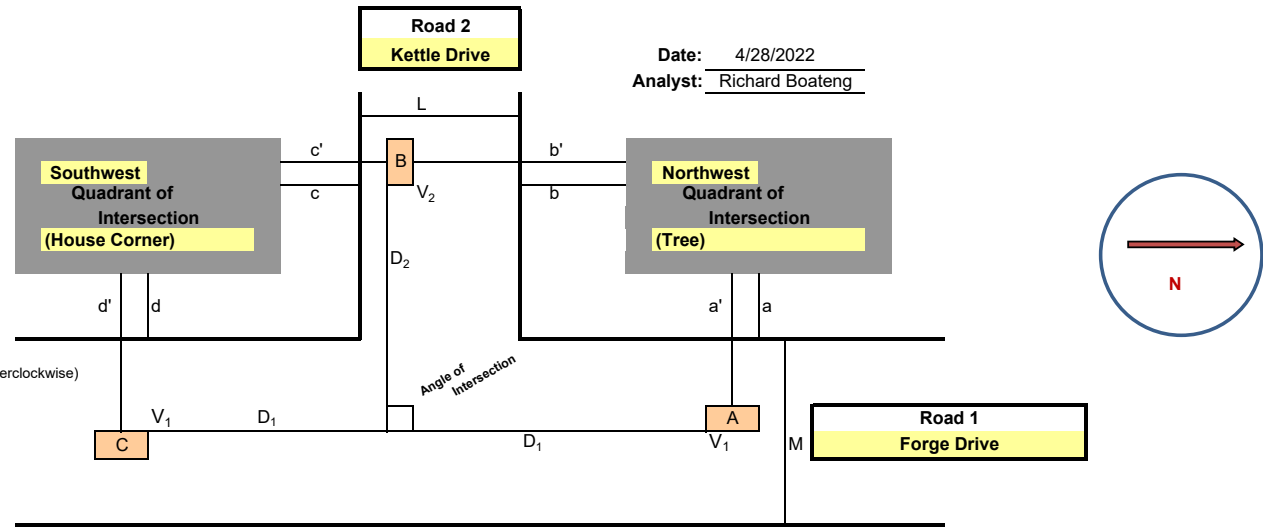
or  $V_2 = 14.8$  (mph) [Based on Veh. C]

Threshold of Safe Approach Speed (AAA, FHWA & NSC)

to Recommend STOP Control 10.0 (mph)

to Recommend YIELD Control 25.0 (mph)

Otherwise Recommends NO CONTROL.



Intermediate Calculations:

$D_1 = 196$

$D_{2A} = 65.7$

$D_{2C} = 75.4$

$a' = 54$

$b' = 35$

$c' = 52$

$d' = 61$

Based On  $D_1 = (1.075 V_1^2 / A) + 1.4667 V_1 t + EC$

$D_{2A} = \frac{a' * D_1}{(D_1 - b')}$  or  $D_{2C} = \frac{c' * D_1}{(D_1 - d')}$

Notes: Enter field measurements in yellow highlighted area.

Blue fields are std. default values; change only for cause.

Calculated by spreadsheet

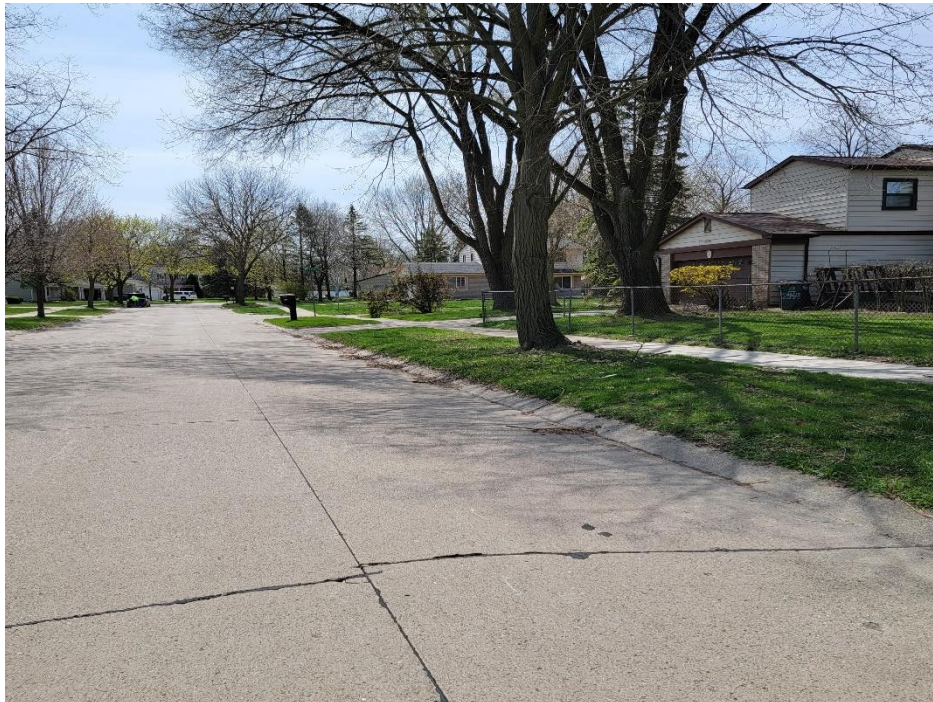
Recommended ROW control for Road 2

based on safe approach speed : YIELD SIGN





**Photograph No. 1:** Forge Drive- Heading South  
**Date:** 04/28/2022 **Photographer:** Ife Ogundeji



**Photograph No. 2:** Forge Drive- Heading South looking right  
**Date:** 04/28/2022 **Photographer:** Ife Ogundeji





**Photograph No. 3:** Forge Drive- Heading North  
**Date:** 04/28/2022 **Photographer:** Ife Ogundeji



**Photograph No. 4:** Forge Drive - Heading North looking left  
**Date:** 04/28/2022 **Photographer:** Ife Ogundeji





**Photograph No. 5:** Kettle Drive - Heading East  
**Date:** 04/28/2022 **Photographer:** Ife Ogundeji



**Photograph No. 6:** Kettle Drive - Heading East and looking left  
**Date:** 04/28/2022 **Photographer:** Ife Ogundeji





**Photograph No. 7:** Kettle Drive - Heading East and looking right  
**Date:** 04/28/2022 **Photographer:** Ife Ogundeji

## **Reference Guide on Traffic Control Determination in the State of Michigan**

### **Background**

This document is intended to be used as a reference guide for performing intersection traffic control studies of intersections on public roadways in Michigan. The document explains the procedure and requirements necessary to implement traffic control at an intersection as stipulated by the Michigan Manual on Uniform Traffic Control Devices (MMUTCD). Act 300 of Public Acts of 1949 (as amended) requires the adoption of this Manual, and further requires conformance to the manual for all state highways, county roads and local streets open to public travel.

Generally, the starting premise is an uncontrolled intersection. The first step would then be to verify if the intersection should remain uncontrolled or if YIELD or STOP controls on the minor street approach(es) should be provided. For locations with higher traffic volumes and /or crash issues, then an evaluation of the location for all-way STOP warrants would be performed. The appropriate analysis for each level of control described below.

### **YIELD Traffic Control Guidance**

The use of a YIELD sign is intended to assign the right-of-way at intersections where it is not usually necessary to stop before proceeding into the intersection. Conversely, the STOP sign is intended for use where it is usually necessary to stop before proceeding into the intersection.

The following conditions should be fully evaluated to determine how the right-of-way should be assigned:

- Traffic Volumes: Normally, the heavier volume of traffic should be given the right-of-way.
- Approach Speeds: The higher speed traffic should normally be given the right-of-way.
- Types of Highways: When a minor highway intersects a major highway, it is usually desirable to control the minor highway.
- Sight Distance: Sight distance across the corners of the intersection is the most important factor and is critical in determining safe approach speeds.

### **STOP Traffic Control Guidance**

Based on the MMUTCD there are four conditions where STOP signs may be warranted:

- At the intersection of a less important road with a main road where application of the normal right-of-way rule is unduly hazardous.
- On a street entering a through highway or street.
- At an unsignalized intersection in a signalized area.
- At other intersections where a combination of high speed, restricted view, or crash records indicate a need for control by the STOP sign.

In many cases STOP signs are installed where they may not be warranted. Traffic experts agree that unnecessary STOP signs:

- Cause accidents they are designed to prevent.
- Breed contempt for other necessary STOP signs.
- Waste millions of gallons of gasoline annually.
- Create added noise and air pollution.
- Increase, rather than decrease, speeds between intersections.

There is also an explicit restriction in the MMUTCD that STOP signs are not to be used for speed control, in Section 2B.04.

Evaluation of All-Way STOP Traffic Control

Based on the MMUTCD there are four conditions where **all-way** STOP signs may be warranted:

- A. *Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.*
- B. *Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.*
- C. *Minimum volumes:*
  - 1. *The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and*
  - 2. *The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but*
  - 3. *If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.*
- D. *Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.*