



500 West Big Beaver
Troy, MI 48084
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CITY COUNCIL AGENDA ITEM

Date: July 30, 2025

To: Frank Nastasi, City Manager

From: Robert J. Bruner, Deputy City Manager
Chris Wilson, Assistant City Manager
G. Scott Finlay City Engineer/Traffic Engineer

Subject: Traffic Committee Recommendations – July 16, 2025

4. Request for Traffic Control – Williams Drive at Castleton Drive

- a. RESOLVED, that the Williams Drive Approach at Castleton Drive be modified from UNCONTROLLED to STOP CONTROLLED.

5. Request for Traffic Control – Wendover Road at Oakhill Drive

- a. RESOLVED, that the Wendover Approach at Oakhill Drive be modified from YIELD CONTROLLED to STOP CONTROLLED.

The minutes of the meeting are attached.

A regular meeting of the Troy Traffic Committee was held Wednesday, July 17, 2025 in the Lower Level Conference Room at Troy City Hall. Pete Ziegenfelder called the meeting to order at 7:30 p.m.

1. Roll Call

Present: Timothy Battle
Dale Christiansen
Shama Kenkre
Al Petrulis
Justin Rose
Abi Swaminathan
Pete Ziegenfelder

Absent: Swathi Jeeda, Student Representative
Deputy Fire Chief, Michael Koehler

Also present: G. Scott Finlay, City Engineer
Sgt. Brian Warzecha, Police Department
Merissa Clark, Administrative Assistant

2. Minutes – March 19, 2025 Traffic Committee

Resolution # 2025-07-10
Moved by Rose
Seconded by Petrulis

To approve the March 19, 2025 minutes as printed.

Yes: Battle, Christiansen, Kenkre, Petrulis, Rose, Swaminathan, Ziegenfelder
No: None
Absent: None

MOTION CARRIED**PUBLIC HEARINGS****3. No Public Hearings****REGULAR BUSINESS****4. Request for Traffic Control – Williams Drive at Castleton Drive**

Jeffrey Novak of 2721 Williams Drive requests that the intersection of Williams Drive and Castleton Drive be reviewed for traffic control purposes at the intersection. He states, I currently live on the Corner of Williams Drive and Castleton. I am reaching out to request that a 3-way Stop sign be placed at this intersection. The traffic flies through here on both streets

with no one stopping or slowing down. Several times, cars and school buses have had to slam on their brakes to avoid collisions. No one slows down when on Williams Dr (School buses driving from Landford to Castleton take the corner without slowing down, pretty much on two wheels), approaching the race track of Castleton. There is no slowdown on Castleton for almost a ½ mile until you reach Susick Elementary School. The parents racing their kids to school in the morning is ridiculous. A 3-way stop at the intersection of Williams Dr and Castleton would slow traffic and avoid all types of problems. I don't want to see anyone getting injured or worse at this intersection since it is a busy street for parents taking their children to school.

Jeffrey Novak of 2721 Williams

"Good Evening,

My Name is Jeffrey Novak and I reside at 2721 Williams Dr

I come before you the traffic committee to discuss the traffic flow on Castleton between Maple and Adonis where Susick Elementary school is located.

I have submitted a request with the city engineer for a 3 way stop sign to slow the traffic down and eliminate the several near misses when cars approaching the intersection of Castleton Drive and Williams Drive.

The distance from Maple to Susick Elementary is 2,295 feet which works out to just under a half of a mile. There are 55 homes on Castleton in this stretch which contains curves and hidden spots along the way.

According to the survey that was completed May 8th to May 15th that Castleton the main road throughway from Maple to Big Beaver with Susick Elementary School does not meet the 300 vehicles per hour for a minimum of 8 hours or . That seems like an unreasonable amount of vehicles that would require stop signs to be placed to slow the flow of traffic down with speeds read at above 45 mph.

This is a residential street where children play; parents walk their children to and from school and have to cross over Castleton. Families walk with their children and pets, and Bicycles are ridden.

Jeff read vehicle counts & speeds from the traffic report, the total number of vehicles that traveled that week was 7,150 of that 2,192 were over speed limit AGAIN HITTING SPEEDS ABOVE 45 MPH.

Personally that sounds like quite a bit of vehicles traveling over the speed limit that us residents believe think that 3 way stop signs at Williams and Castleton, would or should drop that number down before someone gets hurt or even worse loses a family member or pet.

The recommendation before you is installing a Yield sign on Williams at Castleton, that's not going to work at all, as you all are aware most people ignore yield signs. I have witnessed Troy police vehicles and Warren Consolidated buses that approach Castleton from Williams without slowing down or yielding the right away.

Castleton continues past Susick School to Saratoga. And then to Sparta which leads you to Big Beaver where there are 3 intersection with full 4 way stop signs that have previous been Yield signs in the past. Sparta & Saratoga, Sparta & Rhodes, and Sparta & Athena, of which I find it hard to believe they meet the 300 vehicles per hour for a minimum of 8 hours.

This now brings up another concern is why do we have 3 way stop in front of school at Castleton and Adonis. They would have the same numbers of vehicles headed in this direction as we do but according to the report, they would not meet the same criteria of the 300 cars per hour for 8 minimum of 8 hours.

If stop signs are not an option then maybe we should consider installing 2 or 3 soft speed

bumps down Castleton, like the City of Sterling heights has done to reduce the speeds on their roads that have the same problem. One example is Fox Hill between Dequindre and Ryan.

Thank you for taking the time to listening to my concerns.”

Bonnie Miller of 2702 Williams has lived in her home for 30 years, and pointed out that 4 out of the 5 homeowners on Williams drive are present at this meeting. She does not believe a yield sign will work because Williams drive is constantly used as a cut through. The sidewalk is unsafe for people to use because cars are whipping around the corners, flying on 2 wheels when they take these turns.

Glen Miller of 2702 Williams, stated his biggest concern in 30 years, the number of near misses and crazy driving I’ve seen up and down this road. As everybody has said, the way people come through here nobody blinks, they do not even pause. My biggest concern is the people coming off of Maple, they run into a chicane here, but there are all these cars parked along here. You cannot see a thing when you are coming through this intersection, they just hope that nobody else is coming. Turning either direction off of these streets, they cut the corners, and do not even slow down. If they would just slow down at least that would be great, but a yield sign will not make people slow down. I work out in Macomb County and on Metro Parkway they have all the yield signs in all the roundabouts, but you get into Oakland County and we have stop signs and people will at least pause instead of just barreling people through it. It’s horrible when I see people out riding their bikes, walking their dogs, children walking, Halloween whatever time it is... sooner or later someone is going to get killed at this intersection. A 3-way stop sign would solve all of that. I really would hope that you re-consider and go with the 3-way stop sign proposal, it would be safest for everybody and it wouldn’t give these cars a chance to get up to 45MPH heading towards Susick school. Thank you very much.

Paul Ford of 2726 Williams, More to Glen’s point on those hidden corners. There is one on Chesterfield for South bound drivers and another one at Hempstead just past our street. Again, with the parking on the west side of Castleton that just heightens the visibility issue, esp. with the landscaping companies with bigger vehicles being out during the day, makes it harder to see around those corners. More than one occasion I have seen cars pass each other on Castleton, so before we ask for a no passing zone, we would like to get a 3-way stop added at this corner. Again, thank you for listening please consider the 3-way stop.

Linda Ford of 2726 Williams, we are newbies to the street in the sense that we’ve only been here 12 years, but in those 12 years we have seen everything that they have pointed out. Today, my husband and I were sitting out on the porch we are the corner house at Williams Dr. and Castleton, there was a car that came from Langford which is the west street off of Williams, it was a white grand Cherokee, flew down the street and went flying around the corner without looking in either direction, that is just an example of something today, but that happens every day, especially when people are getting off of work, or parents taking children to school, nobody understands the 25mph speed limit in residential areas. A 3-way stop sign would be wonderful, or as Mr. Novak said, speedbumps, because if someone hit one of those going 45mph they are going to go flying. Thank you very much, please consider the 3-way stop.

Sgt. Warzecha added that he's spoken about too many stop signs and what that does with upsetting people. The more they have to stop the more upset they get, and that doesn't always work out, we end up getting calls for people not stopping at stop signs instead of speeders. He added that he does not have an opinion either way, but said that the people coming Southbound to Westbound not stopping, they are not required too because there is no cross traffic. Eastbound to southbound obviously they would have to yield to the traffic on Castleton, but I do understand. We get these complaints all the times, but the problem is when these incidents are happening is our busiest time. We do try to get over there when we can, but sometimes having us out there enforcing it causes a bigger issue when we have people pulled over and traffic levels are high. We have 6 traffic patrol officers; we try to get out there and we are aware of the issues here. Again, no issues with the stop signs but I do believe it will become an issue now with people not stopping at said stop signs, unsure what the best option would be.

Resident asked if too many stop signs upset people, why do we have so many in a row on Donaldson, we have 3 right in a row.

Sgt. Warzecha stated that Donaldson is a very long street, with a bunch of cross streets. So, over the years people have called, saying well they have a stop sign we want one, and so on. So now when you go down Donaldson you are stopping at almost every block, and sometimes, again not an excuse, but it makes people mad and they lay on the gas to get through the intersection.

Justin Rose explained from a Traffic Engineering point of a view, that one of the reasons they do not like putting Stop Signs when they are not warranted is because they give a false sense of security. For example, people on Williams will make the assumption that because there is a stop sign on Castleton, that those people will stop. We already see people breaking the rules in the area with speeding, and now we have that false sense of security that we've created in the area when making that turn. The warrants are set up by the Manual of Uniform Traffic Control Devices, which is updated by the federal highway administration using data every 5-7 years.

Al Petrulis added that is a false sense of security for everyone, not just drivers. Children, walkers, etc.

Dale Christiansen asked Scott what the City's viewpoint was on speedbumps.

Scott Finlay explained that the city follows the road commissions guidelines for speed bumps, and it's something the residents pay for and it's not something just 1 speed hump would fix, you would need multiples. Then also comes deciding whose house it will go in front of because they do make noise when a car bottoms out. The volume of traffic and the speeds do not meet the county requirements for speed humps.

A resident asked what the cost would be.

Scott Finlay explained that nobody in the city has installed one because they haven't met the requirements. You don't penalize the 90% who are trying to do the right thing, for the 10% not falling the law. Enforcement is your best option.

Jeff Novak asked why it's a punishment to the 90% to have to stop?

Scott Finlay stated because they have to stop. According to statistic's unwarranted stop causes for speeding and rolling stop signs, because they think they stopped unnecessarily. It's usually residents that live in the area, and do not agree with the stop sign being installed, and doesn't believe it should be there... so, they ignore it. Which in turn, also creates the false sense of security.

Dale Christensen asked if there were crosswalks at the intersection.

The residents answered that there are not crosswalks there, and the school crossings are further down the street.

A resident added that his biggest issue is the way the road is bent, and with all the cars parked along the west side of the road makes it hard to see. He would rather a stop sign be installed, and they get a ticket for not stopping then having people getting hit at this intersection. Believes the Stop sign having them just yield would be a victory.

Scott Finlay explained that curved roads and parking on the street, are natural traffic calming measures. Make the road narrower, and less comfortable to drive down. Scott explained that he has his kids park the cars in the street and it helps slow down traffic on his busy street/in front of his house.

Glen Miller added that they hear horns and near misses almost every day.

Scott explained that the purpose of stop and yield signs is to assign right of way at an intersection. They do not control speeds. So, if you try to use them for something they are not intended for they don't necessarily work.

Glen Miller asked what other options they have? Speed humps and stop signs aren't going to work, and they need people to slow down. It's been like this for 30 years and no one has died; we hear screeching tires and horns every day almost hitting each other head on, along with near misses. Sooner or later, someone is going to get blasted there. He understands there may be ramifications, but he doesn't think we should be looking at it that way. It needs to be looked at to see what is going to be the safest...

Tim asked about the statistics Jeff provided, and asked when the study was done.

Scott Finlay explained that he was given the reports. The study was done during the school season in May, to make sure that it was an accurate/realistic study.

Pete Ziegenfelder explained that he is always in favor of Stop Signs.

Justin Rose made a motion to have Williams drive intersection changed from Uncontrolled to Stop Controlled at that one bound.

Discussion was brought back to the table -

Dale Christiansen added that he does believe they have a solid argument to have 3 stop signs installed, going to vote No on the current motion. The homeowners live there and have a pretty good idea of what is going on there.

Tim Battle asked if we do add a 3-way stop, if it will just push the traffic to Chesterfield, Northampton, and the other side streets and cause issues for the other intersections in the sub.

Dale Christiansen doesn't believe it would cause any other issues since that street is a straight shot to the school, and that the stop sign would keep them from picking up speed before the school.

Al Petrulis thinks that the motion on the table makes a lot of sense, because we are at least introducing the control on the axis to the main "artery" if that's what we want to call it. He does believe a stop sign will definitely be an improvement, and maybe if no changes happen, we can re-visit installing the other two stop signs.

Justin Rose added that from an engineering standpoint he is always against using traffic control devices or stop control devices, as speed control. They are really two separate issues that were trying to pigeon hole one solution into.

Resolution # 2025-07-11

Moved by Rose

Seconded by Petrulis

BE IT RESOLVED, that the Williams Drive Approach at Castleton Drive be modified from UNCONTROLLED to STOP CONTROLLED.

Yes: Battle, Kenkre, Petrulis, Rose, Swaminathan, Ziegenfelder

No: Christiansen

Absent: None

MOTION CARRIED

5. Request for Traffic Control – Wendover Road at Oakhill Drive

Eric Calvird of 3235 Myddleton requested that several intersections be reviewed to update the traffic control at the intersections. Eric provided the following comments: The first location is on the southwest corner of Myddleton and Wendover. This yield sign receives a significant amount of traffic from people traveling 16 mile and entering the sub from either Oakhill or Henhawk. There are currently no stop or yield signs on Oakhill and Wendover, so cars are typically traveling at higher speeds since they do not have to come to a stop when entering Wendover heading towards Myddleton. This intersection comes to a dead end, and drivers are forced to either turn right or left onto Myddleton. Almost every car does not come to a stop when making this turn, which is another reason why I feel a stop sign is required. Some cars will make a sharp right-hand turn at the Northeast corner of Myddleton and Wendover to head further east

into the suburb. The subdivision lacks sidewalks, forcing pedestrians to travel in the street. The Second location is on the northeast corner of Myddleton & Wendover. I feel a stop sign is required for the same reasons above.

Nathan Wiegand of 3111 Myddleton Dr., pointed out that Eric was unable to make this meeting, but he did send us 3 neighbors in to help support this. Nathan explained that the intent was to add a stop sign to Wendover and Myddleton. They were hoping to have the stop sign added to give a pause to the cars cutting through using Wendover to get to Myddleton, but was unsure why that's not included with the meeting today and it states a stop sign being added to Wendover and Oak Hill.

Scott Finlay explained that the only change recommended was to Wendover and Oakhill, Wendover and Myddleton did not meet the warrants to have that intersection changed.

Matthew Grabowski lives at 3090 Myddleton; explained his concerns with the blind corner off of Oakhill and the speeding onto Wendover, he pointed out that a lot of people will make a soft turn and speed down this street. He explained that this is a very congested intersection, and that people will not be looking for other cars and make a turn to come head on with another car causing a bottle neck situation. He stated they have 14 kids under 7, and that this is the main area that the kids congregate and hang out at.

TJ Jackson lives at 3045 Myddleton, stated he lives on the other side of the neighborhood but frequently walks his dog in this area, and has gotten close with these families. He pointed out that this subdivision does not have sidewalks, and that is a major concern with all the kids and distracted drivers we have now a days.

Al Petrulis lives in the area and explained that Myddleton is a dead end and doesn't believe there is a lot of traffic in that area. He explained that he doesn't believe it is a speeding issue, but does believe this area does need improvement. Resident explained that it is more a situational awareness.

Dale Christiansen asked where the school is in relation to this intersection.

Nathan Wiegand showed the school location, as well as the daycare/church they walk to.

Dale Christiansen explained that he doesn't think a second stop sign would make sense.

Pete Zigenfelder added that he is in favor of stop signs always.

Dale Christiansen asked for clarification on which yield sign is going to be changed. Westbound traffic is the intersection that will have the sign changed. He asked what the downside would be to adding it to the Eastbound intersection as well.

Scott Finlay explained that the downside is the same as adding it to any intersection that doesn't warrant it, it would give a false sense of security.

Dale Christiansen asked what the upside would be to adding a stop sign?

Justin Rose explained that the street is a dead end further down Myddleton, for the yield sign I see what they are trying to do along Wendover, so Wendover E/B and W/B at Myddleton on either side almost acts as a continuation of that street. From a warrant standpoint I see why a yield sign was recommended.

Dale Christiansen points out that the intersection can be blocked with bushes, and agrees with what the study concluded only needing the one sign changed.

Pete Ziegenfelder added that even though it's not recommended by the traffic study, we can still recommend 2 stops signs in this area.

Resolution # 2025-07-12

Moved by Christiansen

Seconded by Rose

RESOLVED, that the Wendover Approach at Oakhill Drive be modified from YIELD CONTROLLED to STOP CONTROLLED.

Yes: Battle, Christiansen, Kenkre, Petrulis, Rose, Swaminathan, Ziegenfelder

No: None

Absent: None

MOTION CARRIED

6. Public Comment

Two residents expressed their concerns/displeasure with how the decisions were being made on Stop Signs being added, and how drivers are not trained the same as they use to be.

7. Other Business

None.

8. Adjourn

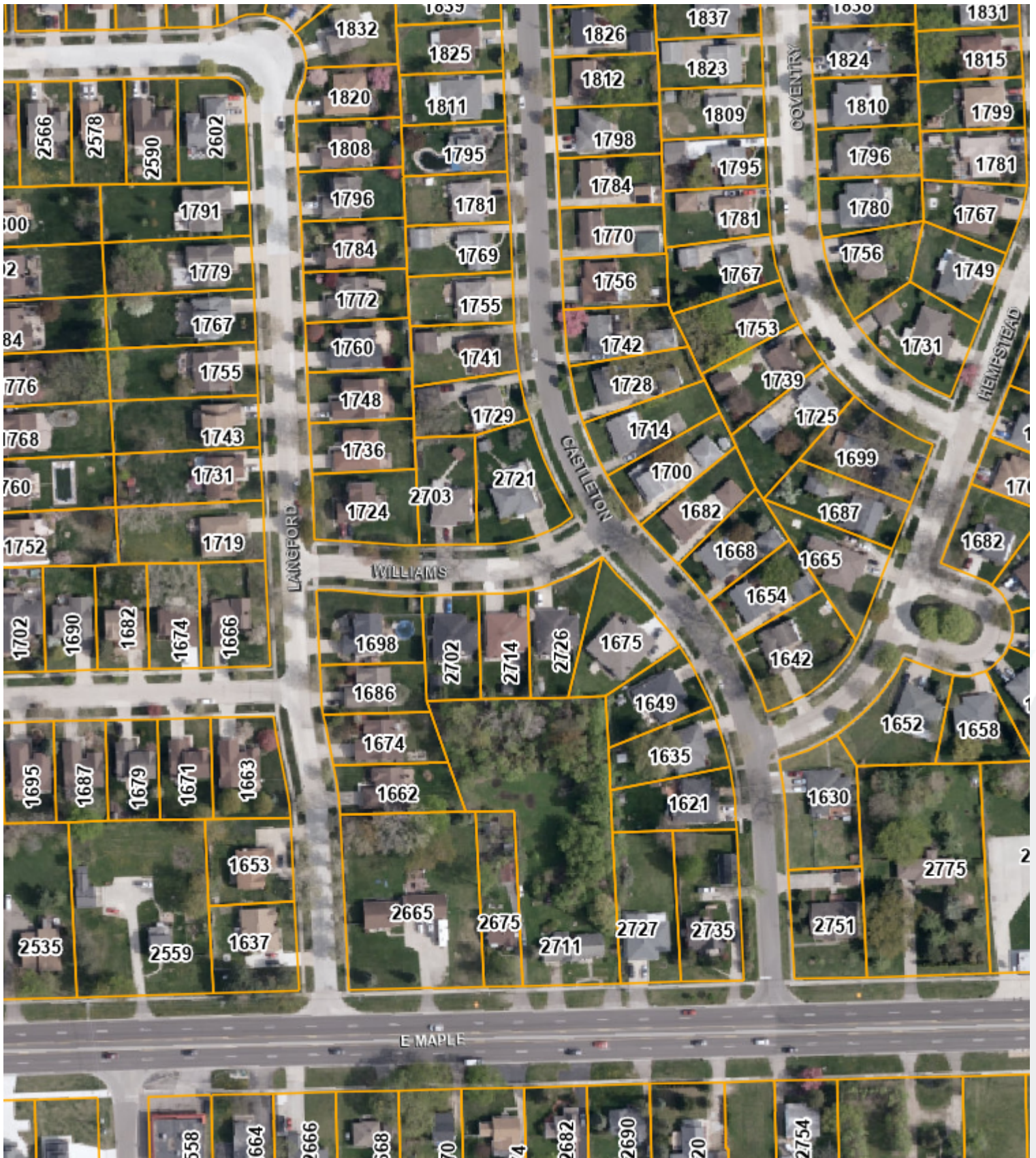
The meeting adjourned at 8:25 PM.

Pete Ziegenfelder -Chairperson

G. Scott Finlay, City Engineer/Traffic Engineer



GIS Online

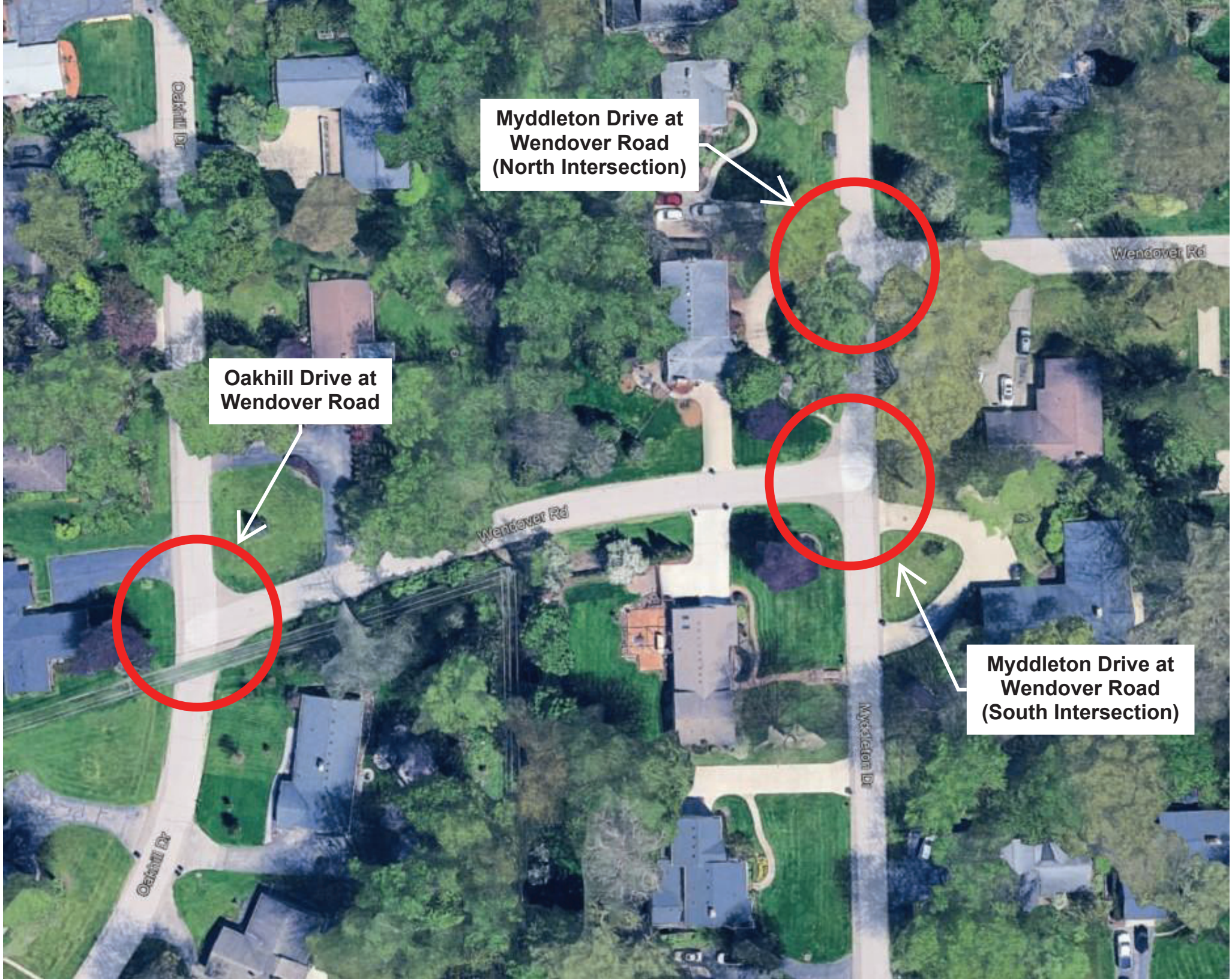


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Print Date: 5/1/2025

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.



**Myddleton Drive at
Wendover Road
(North Intersection)**

**Oakhill Drive at
Wendover Road**

**Myddleton Drive at
Wendover Road
(South Intersection)**