



TRAFFIC COMMITTEE AGENDA

October 15, 2025 – 7:30 P.M.

City Council Board Room – Troy City Hall – 500 West Big Beaver

1. Roll Call
2. Approval of Minutes – July 16, 2025, Traffic Committee

PUBLIC HEARINGS

3. No Public Hearings

REGULAR BUSINESS

4. Request for No Parking Zone – Albany Court at Heritage Drive
5. Request for No Parking Zone – Locksley Court at Wolverine Drive
6. Request for No Parking Zone Extension – Adler Court
7. Request for Traffic Control – Harwich Drive and Folkstone Drive
8. Public Comment
9. Other Business
10. Adjourn

Copy to:

Traffic Committee Members: Sgt. Brian Warzecha, Police Department; Deputy Fire Chief, Michael Koehler, Fire

Department;

TRAFFIC COMMITTEE

MESSAGE TO VISITORS, DELEGATIONS, AND CITIZENS

The Traffic Committee comprises seven Troy citizens who have volunteered their time to the City to address 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.

The Committee will make final decisions on sidewalk waivers.

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 the City Council. The City Manager will place the items addressed in the Traffic Committee meeting on the City Council Agenda. The earliest date the City Council might consider these items would typically be 10 to 14 days after the Traffic Committee meeting. If you are interested, you may contact the City Manager's Office 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 comments 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 to your concerns.

2. Approval of Minutes – July 16, 2025, Traffic Committee**PUBLIC HEARING****3. No Public Hearing****REGULAR BUSINESS****4. Request for No Parking Zone – Albany Court at Heritage Drive**

Several residents on Albany Court have requested that the NO PARKING ZONE be created on the south side of Albany Court, east of Heritage Drive. They have indicated that there is a safety hazard at Albany Court and Heritage Drive due to parked vehicles blocking visibility. Requesting a No Parking Zone for the first three spots to prevent accidents and protect the school drop-off area.

SUGGESTED RESOLUTIONS:

- a. RESOLVED, that a NO PARKING ZONE be established on the south side of Albany Court, east of Heritage Drive, for a distance of ____ feet.
- b. RESOLVED, that **NO CHANGE** be made to the current parking

5. Request for No Parking Zone – Locksley Court and Wolverine Drive

Adam Conrad, homeowner at 2705 Locksley Court, provided the following: Attached is a picture of what we experience when pulling out of Locksley Ct. As you can see, we are completely blind to traffic heading southbound on Wolverine. This picture was my view when pulling this past spring. My other concern is the little kids crossing. There have been times when cars heading southbound on Wolverine turn quickly onto Locksley Court, and they cannot see if little kids are crossing the street.

SUGGESTED RESOLUTIONS:

- a. RESOLVED, that a NO PARKING ZONE be established on the west side of Wolverine Drive, north of Locksley Court, for a distance of ____ feet.
- b. RESOLVED, that **NO CHANGE** be made to the current parking

6. Request for No Parking Zone Extension – Adler Court

The Troy School District Transportation Safety Manager has requested that the No Parking Zone around Adler Court be extended north of 4874 Adler Court. The following is the concern raised: Would it be possible to move the “No Parking Ends” sign farther along on the cul-de-sac? As it stands, a car could park legally in the cul-de-sac, which would prevent my buses from safely negotiating the turnaround.

SUGGESTED RESOLUTIONS:

- a. RESOLVED, that a NO PARKING ZONE be extended around Adler Court, north of 4874 Adler Court
- b. RESOLVED, that **NO CHANGE** be made to the current parking

7. Request for Traffic Control – Warwick Drive at Folkstone Drive

Toby Gosselin of 5190 Folkstone requested that the intersections be reviewed for the purpose of updating the traffic control at the intersection. Toby provided the following comment: We need a Yield Sign for Harwich at Folkstone Drive as soon as possible. There have been several close calls at this intersection as Harwich drivers speed through, failing to yield to oncoming traffic. This is a busy school route in Sylvan Glen subdivision.

SUGGESTED RESOLUTIONS:

- a. RESOLVED, that the Warwick Drive Approach at Folkstone Drive be modified from UNCONTROLLED to YIELD CONTROLLED.
- b. RESOLVED, that **NO CHANGE** be made to the current traffic control at the intersection.

8. Public Comment**9. Other Business****10. Adjourn**

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. 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



TRAFFIC COMMITTEE REPORT

October 1, 2025

TO: Traffic Committee

FROM: G. Scott Finlay, City Engineer/ Traffic Engineer

SUBJECT: Request for No Parking Zone
Albany Court at Heritage Drive

Background:

Several residents on Albany Court have requested that the NO PARKING ZONE be created on the south side of Albany Court, east of Heritage Drive. They have indicated that there is a safety hazard at Albany Court and Heritage Drive due to parked vehicles blocking visibility. Requesting a No Parking Zone for the first three spots to prevent accidents and protect the school drop-off area. Supported by Albany Ct residents. Below is a picture of the concern.





TRAFFIC COMMITTEE REPORT

October 2, 2025

TO: Traffic Committee

FROM: G. Scott Finlay, City Engineer/ Traffic Engineer

SUBJECT: Request for No Parking Zone
Locksley Court at Wolverine Drive

Background:

Adam Conrad, homeowner at 2705 Locksley Court, provided the following: Attached is a picture of what we experience when pulling out of Locksley Ct. As you can see, we are completely blind to traffic heading southbound on Wolverine. This picture was my view when pulling this past spring. My other concern is the little kids crossing. There have been times when cars heading southbound on Wolverine turn quickly onto Locksley Court, and they cannot see if little kids are crossing the street.

The Goal would be to have a **'No Parking Here to Sidewalk '** sign installed far enough back to **allow drivers to see cars and kids coming (please see the proposed sign location).**





TRAFFIC COMMITTEE REPORT

October 2, 2025

TO: Traffic Committee

FROM: G. Scott Finlay, City Engineer/ Traffic Engineer

SUBJECT: Request for No Parking Zone Extension
Alder Court

Background:

The Troy School District Transportation Safety Manager has requested that the No Parking Zone around Adler Court be extended north of 4874 Adler Court. The following is the concern raised: Would it be possible to move the “No Parking Ends” sign farther along on the cul-de-sac? As it stands, a car could park legally in the cul-de-sac, which would prevent my buses from safely negotiating the turnaround. The attached pictures show the area and the spot (orange) in front of 4874 Adler Ct., which would be ideal for the sign. Thank you for your consideration, Matt.



ITEM #6



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TRAFFIC COMMITTEE REPORT

July 16, 2025

TO: Traffic Committee

FROM: G. Scott Finlay, City Engineer/Traffic Engineer

SUBJECT: Request for Traffic Control – Harwich Drive and Folkstone Drive

Background:

Toby Gosselin of 5190 Folkstone requested that the intersections be reviewed for the purpose of updating the traffic control at the intersection. Toby provided the following comments: We need a Yield Sign for Harwich at Folkstone Dr. asap., There have been several close calls at this intersection as Harwich drivers speed through not yielding to traffic. This is a busy school route in Sylvan Glen subdivision.

The posted speed limit on all streets is 25 miles per hour.

The intersection of Harwich Drive and Folkstone Drive is UNCONTROLLED.

All roads are considered local roads.

There were no crashes recorded in the past five (5) full years within a 250' radius of the intersections.

The significant potential sight distance obstruction at the intersection of Harwich and Folkstone is for a motorist traveling eastbound on Harwich. The safe approach speed for eastbound vehicles on Harwich is 17.0 mph due to the sight distance obstruction caused by the house corners in the northwest and southwest quadrants of the intersection.

OHM recommends implementing a YIELD sign on the Harwich Drive approach at the Folkstone Drive intersection.

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



September 11, 2025

Mr. Scott G Finlay, PE
City Engineer
City of Troy
500 W. Big Beaver Rd
Troy, MI 48084

RE: Traffic Control Recommendation for Harwich Drive at Folkstone Drive

Dear Mr. Finlay:

As requested, we have reviewed the intersection of Harwich Drive at Folkstone Drive to determine the proper traffic control. Harwich Drive at Folkstone Drive is a 3-legged intersection located in the City of Troy. The speed limit on both streets under investigation is 25 mph. The intersection does not have any stop-controlled approaches. Attached are aerial and intersection photos.

Types of Roadways

Both Harwich Drive and Folkstone Drive are considered local streets. Harwich Drive runs east to west offering neighborhood access between Hertford Drive and Folkstone Drive. Folkstone Drive runs north to south and provides access to the neighborhood and several other neighborhood streets.

The surrounding land use is entirely single-family residential. On-street parking is permitted on the south side of Harwich Drive and the west side of Folkstone Drive. For the purpose of analysis Folkstone Drive is presumed to be the major road, while Harwich Drive is considered the minor road. Both Harwich Drive and Folkstone 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 were no crashes recorded in the past full five (5) years within a 250' radius of the intersection. 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) for the following reasons.

It is extremely unlikely that Folkstone 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 Harwich Drive is similarly unlikely to average at least 200 units for any 8 hours. Additionally, since the posted speed limit is only 25 mph, it is reasonable to



assume that the 85th 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, we anticipate that the minimum volume criteria for an all-way STOP has not likely been met.

Approach Speed Limits

The approach speed limit on all study streets is 25 mph. 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 Harwich Drive at Folkstone Drive for a motorist traveling eastbound on Harwich Drive would be the house corners on the northwest and southwest quadrants 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 10 mph or less, 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 Harwich Drive is 17.0 mph due to the permanent sight distance obstruction from the house corner on the southwest quadrant. Thus, based on the safe approach speed calculations, YIELD-control is the computed right-of-way control for Harwich 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 (Harwich Drive) approach.

OHM recommends implementing a YIELD sign on the Harwich Drive approach. The intersection should be reevaluated if traffic volumes increase or crashes begin to occur.

Sincerely,
OHM Advisors

Lauren Hull, PE, RSP₁
Traffic Engineer

Attachments:

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



Safe Approach Speed Calculation

Folkstone Drive and Harwich Drive
City of Troy

Measured:

Width of Roads
Road 1 = 28 (ft)
Road 2 = 28 (ft)
Distance to Obstruction
a = 70 (ft)
b = 45 (ft)
c = 57 (ft)
d = 43.5 (ft)
Angle of Intersection
Delta = 90 (degrees, measure counterclockwise)
Road 1 Posted
Speed Limit = 25 (mph)

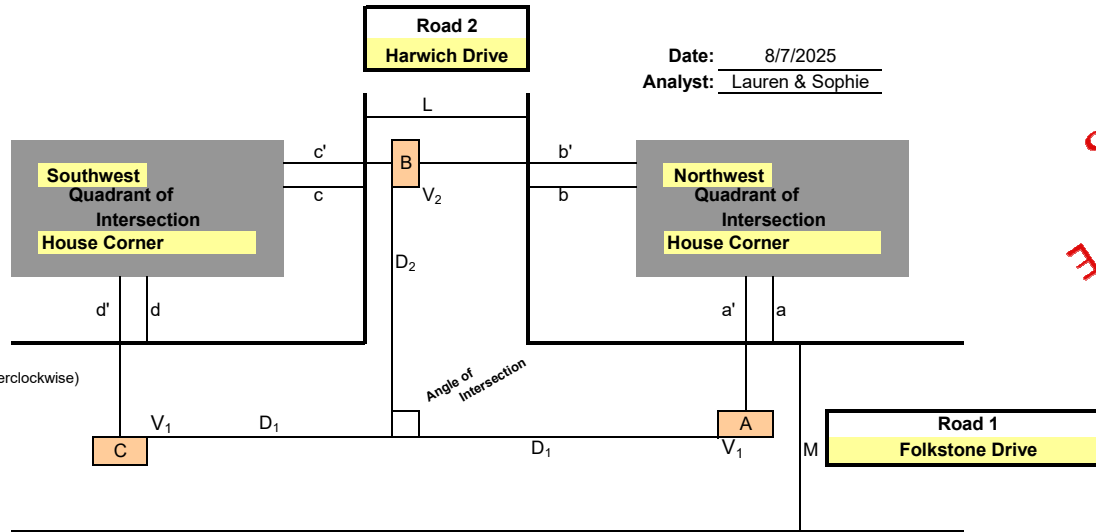
Assumed:

Speed of Vehicle A = Speed of Vehicle C
= Posted Speed Limit on Road 1
+ 5 (mph)
V₁ = 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

19.8 (mph) [Based on Veh. A]
or V₂ = 17.0 (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:

D₁ = 196
D_{2A} = 110
D_{2C} = 90.4

a' = 76
b' = 61
c' = 63
d' = 59.5

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: Harwich Drive – Heading East Looking Left
Date: 08/07/2025 **Photographer:** Lauren Hull



Photograph No. 2: Harwich Drive – Heading East
Date: 08/07/2025 **Photographer:** Lauren Hull



Photograph No. 3: Harwich Drive – Heading East Looking Right
Date: 08/07/2025 **Photographer:** Lauren Hull



Photograph No. 4: Folkstone Drive – Heading North Looking Left
Date: 08/07/2025 **Photographer:** Lauren Hull



Photograph No. 5: Folkstone Drive – Heading North
Date: 08/07/2025 **Photographer:** Lauren Hull



Photograph No. 6: Folkstone Drive – Heading South
Date: 08/07/2025 **Photographer:** Lauren Hull



Photograph No. 7: Folkstone Drive – Heading South Looking Right
Date: 08/07/2025 **Photographer:** Lauren Hull

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.*