



innovative *by* nature

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Mayor

July 16, 2025

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Zachary Brown  
1816 Gilsam Ave  
Rochester Hills, MI 48309

Re: **Sunnydale Gardens Subdivision Speed Study**  
**Gilsam Avenue**

To Mr. Brown and fellow neighbors,

At the request of the residents of the Sunnydale Gardens subdivision, the City performed a speed study to determine if traffic calming devices are warranted on Gilsam Avenue. The following is a summary of that study.

## Background

To address speed concerns, it was requested that the City deploy a traffic counter to measure the volumes and speeds of incoming traffic. The study focused on capturing data during typical weekdays. The counter was located adjacent to the 1878 Gilsam Ave residence. The following summary reflects the data recorded by this counter during July 2<sup>nd</sup>, 2025.

## Speed Study Results

### 1878 Gilsam Ave (Attachment B)

Average Speed = 28.4 mph (WB = 28.2mph, EB = 28.5 mph)  
85th Percentile Speed = 33 mph (WB = 34 mph, EB = 32 mph)  
Average Daily Traffic = 463 vehicles per day

The resultant 85<sup>th</sup> percentile speed of 33 mph meets the City's threshold for installing speed humps on residential streets. Per City policy, the 85<sup>th</sup> percentile speed is required to be greater than 31 mph on a local road in order to be deemed a speeding issue and meet the criteria for a traffic calming device. Data and analysis are attached for reference (See Attachment B).

## Conclusion

The City has a traffic calming program for installing speed humps or other traffic calming devices. Per City policy (see Attachment D) traffic calming measures may be considered when an 85th percentile speed exceeds the posted speed by 6 mph. In the case of local roads posted at 25 mph, this is 31 mph or above.

The results of the analysis demonstrate that the 85<sup>th</sup> percentile speed on Gilsam Ave, for each travel direction independently, as well as for the entire street, meets this criterion and thus would be a candidate for speed humps. In addition, the data shows that 75% of driver speeds captured on July 2<sup>nd</sup>, 2025, were above the residential speed limit of 25 mph.

Per City policy (See Attachment D), prior to approving locations for speed hump installations, staff will review the proposed locations with respect to the potential impact on City services. If the proposed installation of speed humps has a significant impact, the request for installation of speed humps may be denied.

Based on the length of Gilsam Ave between Crooks Road and Davenport Lane (1700 ft), it is likely that two speed humps will be needed, however, there are physical constraints related to their installation. The spacing of speed humps needs to be at least 500 ft and they need to be spaced no closer than 10 ft from a residential driveway approach taper to ensure that residents are not backing over them when backing out of their driveways. The first proposed speed hump could be installed between the 1916 and 1891 Gilsam Ave residences, whereas the second proposed speed hump would be located just over 600 ft away, between the driveways of residences 1798 and 1790 Gilsam Ave. Refer to Attachment C for a map of the proposed locations of the speed humps.

If the staff approves the installation of speed humps at the proposed location(s), the next step in the process is for the City staff to put together and provide you with a petition to distribute to the residents of Gilsam Avenue who would be directly affected by the installation. The criteria for approving the speed hump installation are based on the petition results:

- Obtain the signatures of at least 30% of the residents of Gilsam Avenue, residing between Crooks Road and Davenport Lane. Typically, per City Policy, the subdivision homeowner's association (HOA) is required to submit a board approved resolution indicating support for the installation of speed humps, however, since the Sunnydale Gardens is not part of an HOA, it would be upon you and your fellow neighbors to garner at least 30% of resident signatures.

AND

- Obtain 100% of the signatures of the residents directly adjacent to the speed hump location(s).

Per City policy, the neighborhood homeowner's association would be required to pay for 50% of the installation cost plus a 20% administrative fee. Since Sunnydale Gardens subdivision is not part of a homeowner's association, it would be up to the individual residents to cover a portion of the aforementioned costs. If the residents choose to pursue the installation of the speed humps (i.e., agree to the installation and to covering the associated percentage of the costs), it is with the understanding that speed humps will be installed under City contract meeting City requirements. Appropriate signs and striping will also be installed by the City.

Sincerely,

*Emira R. Barrette*

Transportation Engineer  
Department of Public Services

ERB/bd

Cc: Bill Fritz, P.E., DPS Director  
Tracey Balint, P.E., City Engineer  
Keith Depp, Project Engineer  
Chris Shepard, Manager – Field Service  
Jeff Sellers, Crew Leader – Field Service  
Seth Bucholz, Technician – Transportation  
Russell George, Technician – Permits  
Brian Bilan, Engineering Aide – Transportation  
Lori Hamilton, Administrative Services Supervisor

Attachments: A: Gilsam Avenue Speed Study Conclusion Report  
B: Gilsam Avenue Study Location Data  
C: Gilsam Avenue Proposed Speed Hump Locations  
D: City of Rochester Hills Traffic Calming Policy

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