

**AGENDA**  
**TRAFFIC COMMITTEE MEETING**  
**FEBRUARY 16, 2005 - 7:30 P.M.**  
**LOWER LEVEL CONFERENCE ROOM**  
**TROY CITY HALL**  
**500 W. BIG BEAVER ROAD**

1. Roll Call
2. Minutes – January 19, 2005
3. Install STOP or YIELD sign on Milburn at Brinston  
Requested by Paul Harrington, Troy Parks & Recreation Department
4. Install STOP sign on Cypress at Randall  
Requested by Robert Holm, 555 Randall
5. Install five additional NO PARKING signs and one NO STANDING sign near the  
entrance to Westwood Park Subdivision at Timberview and Millstone  
Requested by Richard Minnick, 28 Millstone
6. Visitors' Time
7. Other Business
8. Adjourn

cc: Traffic Committee Members, Including Ex-Officio Members  
Captain Ed Murphy, Police Department  
Lt. Scott McWilliams, Police Department  
Lt. Robert Matlick, Fire Department  
Dr. John K. Abraham, Traffic Engineer

and cc: Item 3 Residents within 300 feet of Milburn and Brinston  
Paul Harrington, Troy Parks Dept.

Item 4 Residents within 300 feet of Cypress & Randall  
Robert Holm, 555 Randall

Item 5 Residents within 300 feet of Timberview and Millstone

## 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 accidents.

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.

**AGENDA EXPLANATION**  
**TRAFFIC COMMITTEE MEETING**  
**FEBRUARY 16, 2005**

1. **Roll Call**
2. **Minutes – January 19, 2005**
3. **Install STOP or YIELD sign on Milburn at Brinston**

Paul Harrington of Troy Parks & Recreation Department reports that there have been many near misses at this three-way intersection. Brinston runs east off John R and ends at Brinston Park. Millburn is a short street running between Prescott and Brinston, ending in a “T” at each end.

There is considerable traffic on Brinston going to and from the park, including City trucks, and motorists on Milburn often fail to yield to Brinston traffic.

Sight distance studies show that there are no major sight obstructions at this intersection. Milburn carries around 400 vehicles in a day and Brinston carries around 1200 vehicles per day. There were no reported crashes from 2000 through 2003 at this intersection.

**SUGGESTED RESOLUTIONS:**

- a. Recommend installing a STOP sign on Milburn at Brinston.
  - b. Recommend installing a YIELD sign on Milburn at Brinston.
  - c. Recommend no changes.
4. **Install STOP sign on Cypress at Randall**

Robert Holm, 555 Randall, requests a STOP sign on Cypress at Randall. There is currently a YIELD sign on Cypress where it ends in a “T” at Randall. Mr. Holm indicated that drivers often fail to yield to Randall traffic and there have been many near misses at the intersection.

Cypress carries around 600 vehicles per day and Randall carries around 1150 per day. There have been no reported crashes in the last three years. Mr. Holm reports that there is usually a commercial van parked on Randall obscuring vision to the right and that several vehicles have ended up in his front yard (photo attached).

**SUGGESTED RESOLUTIONS:**

- a. Recommend installing a STOP sign in place of the current YIELD sign on Cypress at Randall.
- b. Recommend no changes.

**5. Install NO PARKING signs and NO STANDING sign near the entrance to Westwood Park Subdivision and a YIELD sign on Timberview at Millstone**

Richard Minnick, 28 Millstone Drive, requests five additional NO PARKING signs and one new NO STANDING sign near the entrance to the Westwood Park Subdivision at Timberview and Millstone Drives.

Mr. Minnick reports that there were two recent collisions in this area and he believes that parked cars in this area contribute to a very dangerous situation. Cars parked in these areas are frequently overflow from nearby churches, not residents or guests. The City has no record of any reported crashes from 2000 through 2003.

Mr. Minnick provided the attached photograph of the area. The two red ovals indicate the location of the existing NO PARKING signs.

Parking is presently prohibited along the west and south sides of Millstone, but visitors frequently park in the areas marked by the two blue rectangles because of the lack of signage. After this matter was brought to the traffic engineer's attention, an additional NO PARKING sign was added on Millstone.

Although it is the parking "allowed" side, parking is prohibited by ordinance in the two areas marked by the green rectangles because there is not sufficient distance between the crosswalks and the driveways. Nevertheless, vehicles are frequently observed parking in these areas. Installing NO PARKING signs at these two locations would improve compliance and facilitate the ticketing of violators (some officers have refused to write tickets because of the lack of markings or uncertainty as to the required clear distance from the crosswalk).

Mr. Minnick also requests the installation of a NO PARKING sign in front of his house (yellow rectangle). There was a recent collision between a vehicle that was eastbound on Millstone and the median tree. This is a frequent problem, particularly in winter weather because vehicles make a sweeping turn and slide over the curbs. A vehicle parked in this location is at risk and impedes the flow of traffic around the turn. On many occasions, there are vehicles parked on both sides of Millstone at this location, which creates a very hazardous situation.

Mr. Minnick is also requesting the installation of a NO STANDING sign on the south side of the Timberview entrance (orange rectangle). He reports that cars

frequently enter the subdivision to turn around and then remain parked in this location to eat lunch or to hold extended cell phone conversations. This is a hazard to cars entering from Livernois, particularly if vehicles are queued up on Timberview waiting for a chance to enter Livernois. The risk is exacerbated in winter when the slight incline on the Timberview entrance makes it difficult for vehicles to maintain lane control.

Mr. Minnick also requests the installation of one or more YIELD signs at the intersection of Timberview and Millstone Drives. There are none presently and the presence of the brick walls along the entrance reduces sight distances, increasing the risk of collisions. Last month there was a head-on collision between vehicles turning left and right on Timberview. He also believes installing a yield sign on westbound Timberview would caution vehicles entering the subdivision to look both ways for traffic before turning either right or left. Because of the tight radii, it is generally not possible for opposing traffic to proceed through this “T” intersection simultaneously. There is virtually no straight-through traffic; it functions as a “Y” intersection.

Installing a second yield sign on northbound Timberview is also suggested to resolve the conflict with southbound vehicles on Millstone who are also turning onto the Timberview exit.

Lastly, Mr. Minnick would like a review of this area to determine if the painting of yellow centerlines on the Millstone curve and in the intersection area would improve lane usage and reduce the risk of further collisions.

The traffic engineer has reviewed all of Mr. Minnick’s requests. Westwood Park subdivision is one of the smaller subdivisions in the area, and is also a “closed subdivision.” Residential streets in the subdivision provide no outlet to traffic and all streets carry relatively low traffic volumes. Based on Mr. Minnick’s concerns, the following are placed for the Traffic Committee’s review and recommendation.

NO PARKING on the east side of Millstone, for 50 feet north and south of Timberview. Parking may pose a sight obstruction.

YIELD sign on Timberview entering Millstone. This would be the signed location for the YIELD sign since Timberview ends in a “T” at Millstone. 3-way YIELD signs are not a standard application, as it would be just like what currently exists, an uncontrolled intersection.

NO STOPPING, STANDING, PARKING signs for the south side of Timberview between Millstone and Livernois. These are normally suggested for fire routes, and have not been installed on residential streets for a quite a while. As mentioned earlier, all streets under consideration here are relatively low volume.

**SUGGESTED RESOLUTIONS:**

- a. Install NO PARKING signs on the east side of Millstone, for 50 feet north and south of Timberview.
- b. Install a YIELD sign on Timberview entering Millstone.
- c. Install NO STOPPING, STANDING, PARKING signs on the south side of Timberview between Millstone and Livernois

**6. Visitors' Time**

Items not on the agenda.

**7. Other Business**

Items not on the agenda which Traffic Committee members may wish to discuss.

**8. Adjourn**