

July 12, 2005

TO: John Szerlag, City Manager

FROM: Brian P. Murphy, Asst. City Manager/Services
Steve Vandette, City Engineer 
John K. Abraham, Traffic Engineer 

SUBJECT: Agenda Item – Traffic Committee Recommendations – June 15, 2005

At the Traffic Committee meeting of June 15, 2005, the following recommendations were made for City Council approval:

1. Recommend that the Glyndebourne/Chalgrove/Dalesford intersection be modified to create a T-intersection at Glyndebourne/Chalgrove and a 4-way intersection at Glyndebourne/Dalesford, and make Glyndebourne/Dalesford an all-way STOP-controlled intersection (Item 3).
2. Recommend that the northbound right through lane of Rochester at Big Beaver be made a through and right-turn lane, providing one exclusive and one shared right-turn lane onto Big Beaver at this intersection, with painted solid white lines and signage to direct traffic, and NO "No Turn on Red" sign for northbound Rochester at Big Beaver (Item 4).
3. Recommend no changes to the intersection at Coolidge and Maple. (Item 5).
4. Recommend no changes on Pine Hill at Bronson and Rouge Circle (Item 6).
5. Recommend replacing YIELD signs with STOP signs on Scone at Fredmoor (Item 7).

JKA/ln

A regular meeting of the Troy Traffic Committee was held Wednesday, June 15, 2005 in the Lower Level Conference Room at Troy City Hall. Charlie Solis called the meeting to order at 7:30 p.m.

1. Roll Call

PRESENT: Ted Halsey
Richard Minnick
Charles Solis
Peter Ziegenfelder

ABSENT: John Diefenbaker
Jan Hubbell
Richard Kilmer

Also present: John Abraham, Traffic Engineer
Lt. Scott McWilliams, Police Department
Lt. Robert Matlick, Fire Department

and Deborah Miela, 2410 Dalesford
Gloria Gold, 2410 Dalesford
John & Brenda Tagle, 2747 Pine Hill Drive
Kathy Genautis, 2758 Pine Hill Drive
Karen Przytakoski, 6928 Fredmoor
Lennie Wilson, 6949 Fredmoor

2. Resolution to Excuse Absent Members

RESOLUTION #2005-06-22

Moved by Halsey
Seconded by Ziegenfelder

To excuse absent members Diefenbaker, Hubbell and Kilmer.

YES: All-4
NO: None
ABSENT: 3 (Diefenbaker, Hubbell, Kilmer)

Minutes – May 18, 2005

RESOLUTION #2005-06-23

Moved by Minnick
Seconded by Ziegenfelder

To approve the May 18, 2005 minutes as printed.

YES: All-4
NO: None
ABSENT: 3 (Diefenbaker, Hubbell, Kilmer)

MOTION CARRIED

3. Install STOP sign on Glyndebourne at Dalesford

This item was tabled by the committee at the May 18 meeting. Jefree Vang, 2345 Dalesford, requests STOP signs on Glyndebourne at Dalesford. Mr. Vang thinks that this is a very unsafe intersection and does not really know what to do about it but something needs to be done. He said even though he does not know how to cure this problem, safety is the main issue.

This item has been considered by the Traffic Committee a number of times in the past. The present configuration has STOP signs on all approaches that have sight obstructions. Basically, this intersection has five approaches and only Glyndebourne does not have any traffic control. A traffic crash analysis shows no reported crashes in the past five years. Adding STOP signs on Glyndebourne will create more confusion, since this is a five-legged intersection. The only other option is to do some physical changes to the intersection so that a "T" intersection is created at Glyndebourne/Chalgrove, and a four-way intersection at Glyndebourne/Dalesford, as shown in the attachments. Field observations indicate that currently the intersection operates in such a way that there is the least confusion. Attached are copies of earlier items considered by the Traffic Committee on this matter.

Current traffic volumes on the streets entering the intersection in a day are: Dalesford from the east, 114 vehicles per day; Dalesford from the west, 66 vehicles per day; Chalgrove from the south, 257 vehicles per day; Chalgrove from the north, 83 vehicles per day; Glyndebourne from the north, 167 vehicles per day. Traffic volumes on Troy residential streets range between 300 and 5000, and the values observed at this intersection are in the low end of the usual residential traffic volumes.

Years ago a recommendation went to Council to enclose one side of the island so that it would create a three-way T-intersection at Chalgrove and Glyndebourne, and a four-way intersection at Dalesford, Chalgrove and Glyndebourne and was approved. However, one resident went to Council to oppose this and the decision was overturned. The concern with adding more STOP signs here is that a six-way stop-controlled intersection would be created and cause even more confusion.

Dr. Abraham would like the petitioner to talk to area residents and see if they would be receptive to blocking off the short street from Chalgrove to Dalesford and

reconfiguring this intersection to make a 3-way T-intersection and a 4-way intersection. He says that reconfiguring is the best solution. A roundabout would work but would also be costly. The intersection of Dalesford and Glyndebourne will be 4-way and controlled by existing STOP signs on Dalesford. The intersection of Glyndebourne and Chalgrove will be 3-way controlled by the existing STOP sign on Chalgrove. The work will also involve widening the section of Glyndebourne between Dalesford and Chalgrove to accommodate two-way traffic.

Dr. Abraham requested a delay on any recommendations until he consulted with Engineering to see if this intersection could be reconfigured and how long it would take.

The City Engineer has indicated that the work involved can be added to one of the other City contracts and that the work can be completed this summer.

Deborah Miela, 2410 Dalesford, is in favor of the proposed changes. She feels southbound through traffic should stop.

Gloria Gold, 2410 Dalesford, wants STOP signs on Glendebourne to slow down speeding traffic. Her cat was killed there. She questioned why the island would have to be removed. The Traffic Engineer explained that the island will not be removed. The portion of Glyndebourne between Dalesford and Chalgrove will be widened.

Mr. Minnick asked about the timing of the proposed project, and Dr. Abraham indicated that it would be done this summer. Mr. Minnick suggested that widening Glyndebourne at the intersection could increase traffic speeds.

The two residents would prefer a 4-way STOP.

RESOLUTION #2005-06-24

Moved by Ziegenfelder

Seconded by Minnick

To recommend that the Glyndebourne/Chalgrove/Dalesford intersection be modified to create a T-intersection at Glyndebourne/Chalgrove and a 4-way intersection at Glyndebourne/Dalesford, and make Glyndebourne/Dalesford an all-way STOP-controlled intersection.

YES: All-4

NO: None

ABSENT: 3 (Diefenbaker, Hubbell, Kilmer)

MOTION CARRIED

4. **Reconfigure a Northbound Through Lane as a Shared Right Turn Lane on Rochester at Big Beaver**

At the May 18 meeting Mr. Ziegenfelder suggested that the northbound right through lane of Rochester at Big Beaver be made a through and right-turn lane, providing one exclusive and one shared right turn lane onto Big Beaver at this intersection.

Rochester and Big Beaver is the busiest intersection in the City (last count shows 130,500 vehicles entering the intersection in a day). The intersection has 3 lanes in each direction with a wide median (both roads) and all left turns are indirect (left turn traffic has to make a right turn and make a U turn at a crossover / median opening).

There is a heavy right turn demand for the northbound approach, (10,250 vehicles in a day) and 700-850 during one hour of the PM peak period. There is currently a dedicated right turn lane for northbound traffic, and there have been many requests to make the second lane a "through and right" shared lane.

One of the concerns with the above is the weaving/merging that could occur when drivers in both the dedicated right and adjacent shared thru-right lane make right turns and both want to get into the first left/U-turn crossover to head west. Merging could be a relatively difficult maneuver and poses a safety concern.

This is not to say that such a configuration has not been implemented in the area before. We do see some other locations in the area. One of the locations is westbound 12 Mile at Telegraph and on westbound 13 Mile at Telegraph. All of these installations also have right turns on red signal restricted due to the fact that with 2 lanes turning right, there could be problems with seeing oncoming eastbound traffic and also the possibilities of sideswipe crashes. Therefore these locations have NO TURN ON RED signs installed at the intersection. This may increase congestion since all right turns can be made only on a green signal.

The next aspect is to adequately sign and mark the shared and exclusive right turn lane. Some options are:

1. Have additional information next to the arrows at the lane control sign. We could have westbound next to the shared right arrow, and eastbound next to the exclusive right. The problem is that these are regulatory, so it might be considered illegal to make a left from the exclusive lane. This could be an issue.
2. We could look at the lane-use control signs in combination with some pavement striping. The existing 8"-12" solid stripe for the northbound right around the corner can be continued until past the 3rd driveway on eastbound Big Beaver (to prevent exclusive right turn lane traffic from

merging earlier and to restrict exclusive right turn lane traffic to eastbound Big Beaver only). This will not physically prevent the maneuver but may provide better guidance and compliance.

3. Overhead lane use control signage may be useful in informing drivers as to which lane they need to be in, to head only east and for those having the option to make the left/U-turn.

Anything we do is going to be a compromise. As in all other cases, this has tradeoffs between safety and congestion. The question is: are the benefits derived greater than the liabilities/risks, and are we willing to accept them?

Lt. McWilliams has observed a lot of right-turn traffic backed up on Rochester and thinks the shared through-right turn lane would improve traffic flow.

Dr. Abraham pointed out that this is a part of the DDA area, and directional signage would have to be on mast arms to conform with DDA specifications.

RESOLUTION #2005-06-25

Moved by Ziegenfelder

Seconded by Minnick

To recommend that the northbound right through lane of Rochester at Big Beaver be made a through and right-turn lane, providing one exclusive and one shared right turn lane onto Big Beaver at this intersection, with painted solid white lines and signage to direct traffic, and NO “No Turn on Red” sign for northbound Rochester at Big Beaver.

YES: All-4

NO: None

ABSENT: 3 (Diefenbaker, Hubbell, Kilmer)

MOTION CARRIED

5. Install No Right Turn on Red Sign on Westbound Maple to Northbound Coolidge

At the May 18 meeting, Lt. McWilliams mentioned his concern that the intersection of westbound Maple at Coolidge is misaligned and that people making a right turn from westbound Maple to northbound Coolidge are seeing an optical illusion when turning on red. The lane on Coolidge jogs coming across Maple and it appears that there is no one in the right lane and the turns are made causing accidents because there really is someone in the right lane. He would like a “No Right Turn on Red” sign installed.

Dr. Abraham has already talked to the county and the Traffic Information Association regarding this problem and they have said that the “No Right Turn On Red” sign is not warranted. Maple is a county road and the Road Commission for Oakland County has jurisdiction over the roadway. Following is an e-mail from Dylan Foukes, the Traffic Engineer from the County Road Commission’s Traffic Safety Department:

John,

At your request, we reviewed this intersection for a NTOR for WB Maple. A review of the accident history did not reveal any accident trend related to this movement. In addition, a field review revealed sufficient sight distance. I agree the geometrics are a little different at this intersection due to the offset. However, I believe that if vehicles pull up properly after stopping at the stop bar, they should have no problem making the right on red. This is also a heavily used right turn lane and any prohibition will begin to cause greater delays than already exist. Therefore, I see no reason to prohibit the right on red at this time. Please let me know if you have any questions or comments.

Thanks,

Dylan

The Traffic Improvement Association of Oakland County performed a crash analysis for the intersection at our request and found that there were 2 crashes related to the right turn traffic sideswiping northbound through traffic in the past 5 years (2001-2004). There were also 3 other right-turn-related crashes in the same 5-year period (please see attachment for details on the crash analysis). TIA’s recommendation also was not to restrict right turns at this intersection, considering the trade-off between safety and traffic congestion at the intersection, and given the high right turn volumes at the intersection.

Moved by Ziegenfelder

To recommend that the City request that the Road Commission for Oakland County install a No Turn On Red sign on Westbound Maple at Coolidge.

There was no second.

MOTION FAILED

RESOLUTION #2005-06-26

Moved by Minnick

Seconded by Halsey

To recommend no changes.

YES: All-4
NO: None
ABSENT: 3 (Diefenbaker, Hubbell, Kilmer))

MOTION CARRIED

6. Install STOP Sign on Pine Hill at Bronson and Rouge Circle

George Kostopoulos, 2720 Pine Hill, requests installation of a STOP sign on Pine Hill where it intersects with Bronson and Rouge Circle. Pine Hill runs east off Adams Road and ends in a T intersection at Bronson and Rouge Circle. He has noticed motorists turning both ways without slowing down, causing near crashes. He feels that a STOP sign would improve safety at this intersection.

The intersection of Pine Hill, Bronson and Rouge circle is a non-traditional 3-way intersection. The three streets meet at a circle. Northbound traffic was observed to go in either direction of the circle to continue beyond the intersection; the southbound traffic was observed to be on the west side of the street causing no major confusion. Field observations show that this is a very low-traffic intersection and a traffic crash analysis for the past 3 years reveals no reported crashes at the intersection. Mr. Kostopoulos was concerned about confusion as to who has the right-of-way at the intersection and the request is to install a STOP sign on Pine Hill at the intersection. No major sight obstructions were noticed at the intersection, but there is potential for confusion due to the unusual configuration of the intersection.

Brenda Tagle of 2747 Pine Hill pointed out that Mr. Kostopoulos doesn't even live at the Pine Hill address. John Tagle indicated that the petitioner has a construction project that is causing whatever problems there may be. Mr. and Mrs. Tagle are opposed to the STOP sign.

Kathy Genaitis, 2758 Pine Hill, is also opposed to installation of a STOP sign.

Lt. McWilliams sat in his patrol car for half an hour and only saw one car other than the construction traffic.

RESOLUTION #2005-06-27

Moved by Minnick
Seconded by Halsey

To recommend no changes.

YES: 3 (Halsey, Minnick, Solis)
NO: 1 (Ziegenfelder)
ABSENT: 3 (Diefenbaker, Hubbell, Kilmer)

MOTION CARRIED

Mr. Ziegenfelder voted against the resolution because he believes all intersections should have traffic control devices.

7. Install 2-Way Stop Signs on Scone at Fredmoor.

Karen Przytakoski, 6928 Fredmoor, has expressed concern about the speed of traffic on Scone at Fredmoor and has suggested the installation of stop signs on Scone and Fredmoor. Currently, yield signs are posted on Scone at Fredmoor. Ms. Przytakoski's concern is also for the safety of children who wait for the school bus at this corner.

For stop signs to be installed at Scone and Fredmoor, one of the following conditions should be satisfied as per the Michigan Manual of Uniform Traffic Control Devices:

- a. Intersection of a less important road with a main road, where application of a normal right-of-way rule is disruptive to capacity on the main road.
- b. Street entering a through highway or street.
- c. Unsignalized intersection in a signalized area.
- d. Other intersections with a combination of high speed, restricted view and serious accident record.

Traffic volumes at the intersection are as follows:

Fredmoor southbound at Scone: 483 vehicles a day
Fredmoor Northbound at Scone: 350 vehicles a day
Scone eastbound at Fredmoor: 313 vehicles a day
Scone westbound at Fredmoor: 122 vehicles a day

Fredmoor carries higher traffic than Scone and if STOP signs were placed, they should be on Scone, as requested. The intersection is controlled by YIELD signs on Scone at Fredmoor. Traffic volumes on Troy residential roads range between 300 and 5000 vehicles per day. This intersection carries a relatively low traffic volume.

Traffic crash analysis shows that there were no reported accidents at the intersection of Fredmoor and Scone in the past 3 years. Therefore, there is not an accident problem that could be corrected by the installation of stop signs at this intersection.

This item was considered by the committee in September 1998, at that time Scone on the eastside of Fredmoor was not open to traffic. Now that Scone is open, the petitioner indicated that traffic from the new subdivision does not even slow down at the YIELD sign to make their turns onto Fredmoor.

Ms. Przytakoski mentioned that in 1998 the other subdivision wasn't open yet. She reiterated her concerns about five little boys who wait at the school bus stop on the corner.

Lennie Wilson is also concerned about the safety of his boys at the bus stop. His wife was T-boned while driving southbound on Fredmoor a couple of years ago.

Mr. Halsey noticed that there is a huge tree at 6904 Fredmoor that causes a sight obstruction.

RESOLUTION #2005-06-28

Moved by Halsey

Seconded by Ziegenfelder

To recommend replacing YIELD signs with STOP signs on Scone at Fredmoor.

YES: All-4

NO: None

ABSENT: 3 (Diefenbaker, Hubbell, Kilmer)

MOTION CARRIED

8. Change YIELD Signs to STOP Signs on Berwyck at Hampshire

Ruth Evans, 5317 Berwyck, requests changing the YIELD sign to a STOP sign on Berwyck at Hampshire. She says that motorists do not pay attention to the YIELD sign, and that a STOP sign would be more effective.

Hampshire runs off Livernois and serves as the major entrance into the subdivision from Livernois. Berwyck runs off of Long Lake and serves as the other major entrance to the subdivision, from Long Lake. The intersection is controlled by YIELD signs on Berwyck at Hampshire.

For STOP signs to be installed at Berwyck at Hampshire, one of the following conditions should be satisfied as per the Michigan Manual of Uniform Traffic Control Devices:

- a. Intersection of a less important road with a main road, where application of a normal right of way rule is disruptive to capacity on the main road.
- b. Street entering a through highway or street.

- c. Unsignalized intersection in a signalized area.
- d. Other intersections with a combination of high speed, restricted view and serious accident record.

Traffic crash analysis show that there were no reported accidents at the intersection of Hampshire and Berwyck in the past 3 years

Traffic volume at the intersection is as follows:

<u>Street</u>	<u>Vehicles per day</u>
Southbound Berwyck	232
Northbound Berwyck	292
Eastbound Hampshire	743
Westbound Hampshire	510

Field observations show no major sight obstructions at the intersection.

Ms. Evans notified the Traffic Engineer that she would be out of town and unable to attend the meeting.

RESOLUTION #2005-06-29

Moved by Halsey

Seconded by Ziegenfelder

To recommend postponing this matter until the next meeting so Ms. Evans can attend.

YES: All-4

NO: None

ABSENT: 3 (Diefenbaker, Hubbell, Kilmer)

MOTION CARRIED

9. Visitors' Time

No one appeared to address items not on the agenda.

10. Other Business

There was no further discussion on the request from the May meeting for yellow slash lines in left turn lanes before intersections.

Mr. Minnick mentioned that the square brown signs in front of Somerset are rusty. Dr. Abraham said the DDA is responsible for those signs and lamp posts painted with a "rusty" color to relieve maintenance costs. They were installed along the Big Beaver corridor and the City Hall campus. Mr. Ziegenfelder said I-696 used to have the rusty poles, but they have now been replaced.

Mr. Solis said that residents have approached him about reopening Harmony. In the past, City Council has rejected the request. Dr. Abraham said residents must submit a petition to City Council to request reconsideration.

In response to Mr. Ziegenfelder's question, Dr. Abraham said New King Street will be repaved this summer.

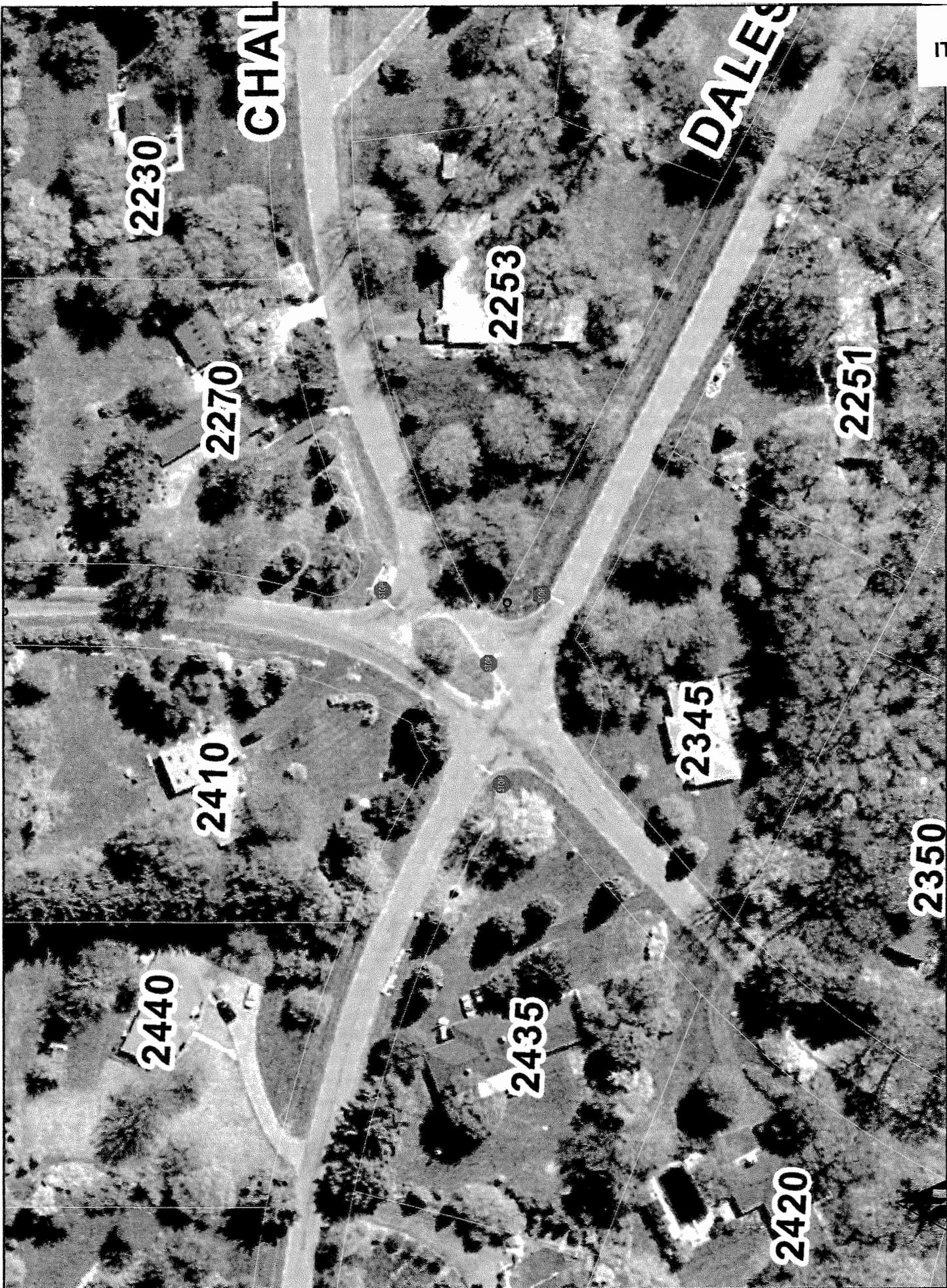
Mr. Halsey asked how many intersections will be repaved next year. Dr. Abraham mentioned Rochester Road/Square Lake and Maple/Livernois.

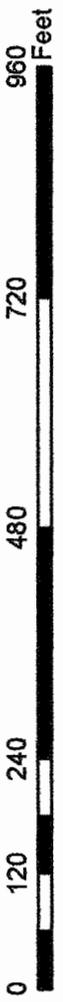
11. Adjourn

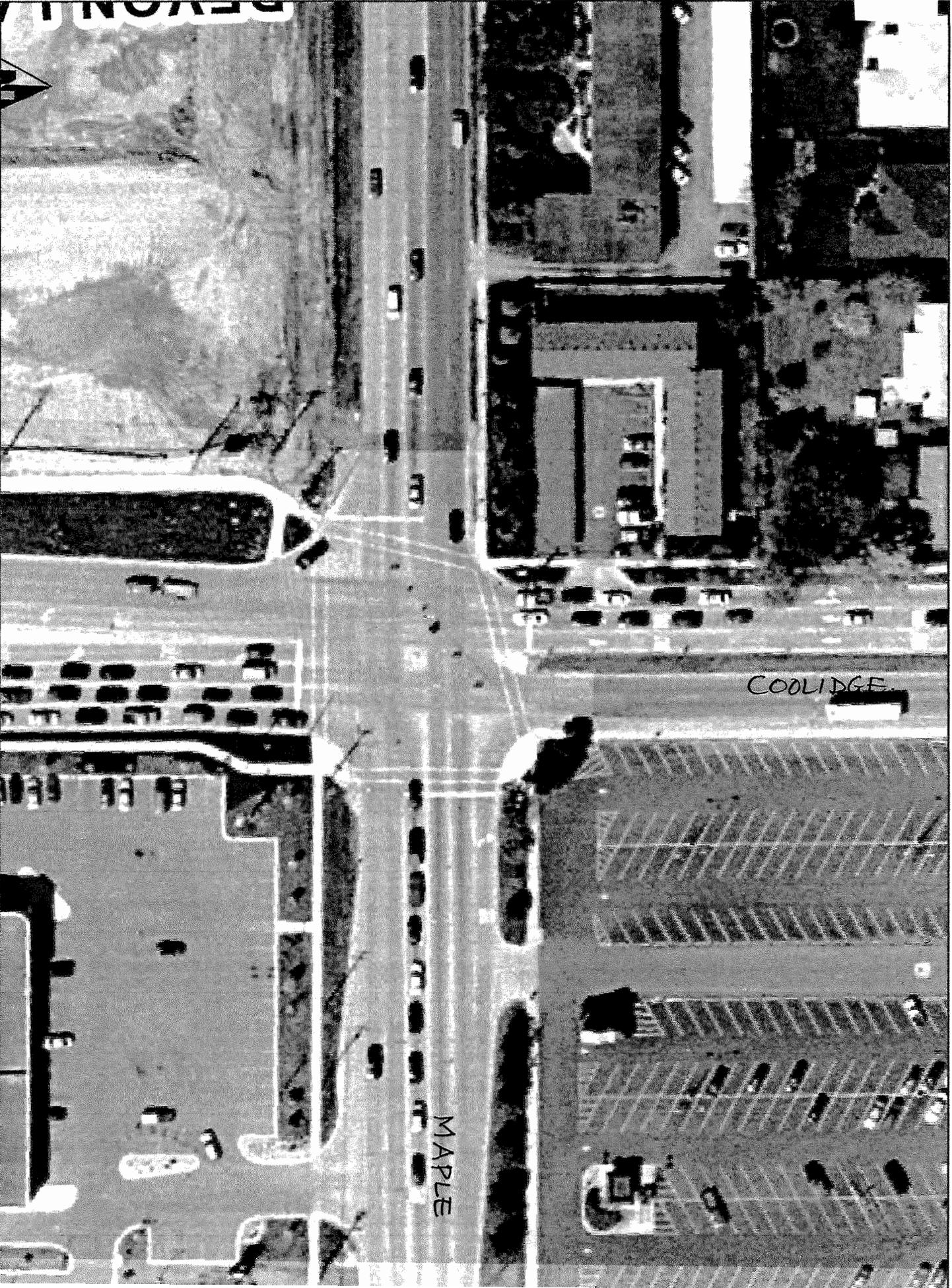
The meeting adjourned at 8:30 p.m.

Charles Solis
Chairperson

Laurel Nottage
Recording Secretary







COOLIDGE

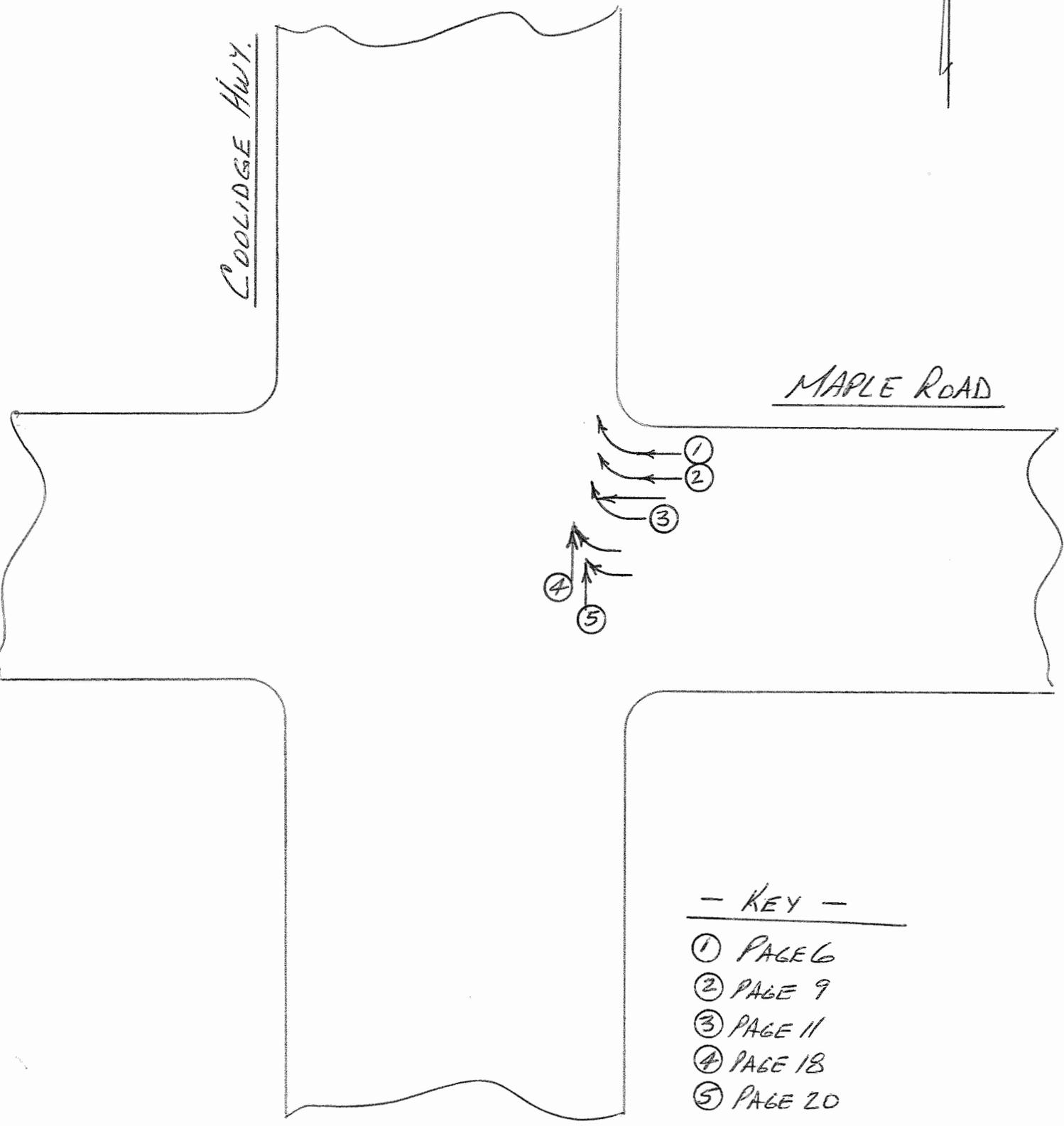
MAPLE

0 40 80 160 240 320 Feet

CITY OF TROY
COLLISION DIAGRAMS

ITEM 5

U.B. RIGHT TURNS
(JAN. 2001 - DEC. 2004)



- KEY -
- ① PAGE 6
 - ② PAGE 9
 - ③ PAGE 11
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 - ⑤ PAGE 20

For Troy, Maple and Coolidge
For Dates 01/01/2001 to 12/31/2004

Location: Maple Rd (15.20) 0 feet X of Old Woodward Ave											
<u>Veh Dir</u>	<u>Action Prior</u>	<u>1st Event</u>	<u>2nd Event</u>	<u>3rd Event</u>	<u>4th Event</u>	<u>Hazard Action</u>	<u>Veh Type</u>	<u>Serial No:</u>			
E	unknown x not at inter go straight	none veh in transpt pedestrian	none none none	none none none	none none none	fail to yield fail to yield none	unkn unkn smltruck	2800004	<u>Damage</u>	unkn	Damage
CVT: 80	Date/Hr/Day: 02/14/02 21 Thu	#k/pi: 0/2	Wthr: clear	Rd: dry	Lt: dark/ltid	Area: strght.unrel	How: other	HBD: 0			
Location: Maple Rd (15.20) 0 feet X of Coolidge Rd											
<u>Veh Dir</u>	<u>Action Prior</u>	<u>1st Event</u>	<u>2nd Event</u>	<u>3rd Event</u>	<u>4th Event</u>	<u>Hazard Action</u>	<u>Veh Type</u>	<u>Serial No:</u>			
N W	left turn unknown	veh in transpt none	none none	none none	none none	none none	car car	2800029	<u>Damage</u>	car	Damage
CVT: 80	Date/Hr/Day: 12/24/01 77 Mo	#k/pi: 0/0	Wthr: unkn	Rd: dry	Lt: day	Area: unkn	How: angle	HBD: 0			
Location: Maple Rd (15.20) 0 feet X of Old Woodward Ave											
<u>Veh Dir</u>	<u>Action Prior</u>	<u>1st Event</u>	<u>2nd Event</u>	<u>3rd Event</u>	<u>4th Event</u>	<u>Hazard Action</u>	<u>Veh Type</u>	<u>Serial No:</u>			
E E	go straight go straight	veh in transpt veh in transpt	none none	none none	none none	unknown unknown	car car	2800090	<u>Damage</u>	car	Damage
CVT: 80	Date/Hr/Day: 01/11/02 23 Fri	#k/pi: 0/0	Wthr: clear	Rd: dry	Lt: dark/ltid	Area: w/i intersection	How: angle	HBD: 0			
Location: Maple Rd (15.20) 0 feet X of Old Woodward Ave											
<u>Veh Dir</u>	<u>Action Prior</u>	<u>1st Event</u>	<u>2nd Event</u>	<u>3rd Event</u>	<u>4th Event</u>	<u>Hazard Action</u>	<u>Veh Type</u>	<u>Serial No:</u>			
W W	right turn go straight	veh in transpt veh in transpt	none none	none none	none none	none unable to stop	car pickup	2800351	<u>Damage</u>	car	Damage
CVT: 80	Date/Hr/Day: 06/10/02 11 Mo	#k/pi: 0/0	Wthr: clear	Rd: dry	Lt: day	Area: w/i intersection	How: rr-end	HBD: 0			
Location: Maple Rd (15.20) 25 feet W of Old Woodward Ave											
<u>Veh Dir</u>	<u>Action Prior</u>	<u>1st Event</u>	<u>2nd Event</u>	<u>3rd Event</u>	<u>4th Event</u>	<u>Hazard Action</u>	<u>Veh Type</u>	<u>Serial No:</u>			
E E	stop on road go straight	veh in transpt veh in transpt	none none	none none	none none	none unable to stop	car car	2800628	<u>Damage</u>	car	Damage
CVT: 80	Date/Hr/Day: 06/08/02 16 Sat	#k/pi: 0/0	Wthr: clear	Rd: dry	Lt: day	Area: w/i intersection	How: rr-end	HBD: 0			
Location: Maple Rd (15.20) 0 feet X of Old Woodward Ave											
<u>Veh Dir</u>	<u>Action Prior</u>	<u>1st Event</u>	<u>2nd Event</u>	<u>3rd Event</u>	<u>4th Event</u>	<u>Hazard Action</u>	<u>Veh Type</u>	<u>Serial No:</u>			
E S	unknown go straight	veh in transpt veh in transpt	none none	none none	none none	none none	car pickup	2800657	<u>Damage</u>	car	Damage
CVT: 80	Date/Hr/Day: 06/05/02 19 We	#k/pi: 0/0	Wthr: cloudy	Rd: dry	Lt: day	Area: strght.unrel	How: angle	HBD: 1			

For Troy, Maple and Coolidge
For Dates 01/01/2001 to 12/31/2004

Location: Maple Rd (15.20) 20 feet E of Coolidge Rd																
<u>Veh Dir</u>	<u>Action Prior</u>	<u>1st Event</u>	<u>2nd Event</u>	<u>3rd Event</u>	<u>4th Event</u>	<u>Hazard Action</u>	<u>Serial No:</u>	<u>Veh Type</u>	<u>Damage</u>							
							5808148									
CVT: 84	Date/Hr/Day:	10/31/03 9 Fri	#k/pi:	0/0	Wthr:	cloudy	Rd:	dry	Lt:	day	Area:	strght.unrel	How:	rr-end	HBD:	0
Location: Maple Rd (15.20) 15 feet E of Coolidge Rd																
<u>Veh Dir</u>	<u>Action Prior</u>	<u>1st Event</u>	<u>2nd Event</u>	<u>3rd Event</u>	<u>4th Event</u>	<u>Hazard Action</u>	<u>Serial No:</u>	<u>Veh Type</u>	<u>Damage</u>							
W	go straight	veh in transpt	none	none	none	unable to stop	5808480	car	ctfrnt							
W	stop on road	veh in transpt	none	none	none	none		car	ctrrear							
CVT: 84	Date/Hr/Day:	04/23/04 19 Fri	#k/pi:	0/1	Wthr:	clear	Rd:	dry	Lt:	day	Area:	strght.unrel	How:	rr-end	HBD:	0
Location: Maple Rd (15.20) 25 feet W of Coolidge Rd																
<u>Veh Dir</u>	<u>Action Prior</u>	<u>1st Event</u>	<u>2nd Event</u>	<u>3rd Event</u>	<u>4th Event</u>	<u>Hazard Action</u>	<u>Serial No:</u>	<u>Veh Type</u>	<u>Damage</u>							
E	go straight	veh in transpt	none	none	none	other	5808905	car	ctfrnt							
E	stop on road	veh in transpt	none	none	none	none		car	ctrrear							
CVT: 84	Date/Hr/Day:	05/03/04 10 Mo	#k/pi:	0/0	Wthr:	cloudy	Rd:	dry	Lt:	day	Area:	strght.unrel	How:	rr-end	HBD:	0
Location: Maple Rd (15.20) 15 feet E of Coolidge Rd																
<u>Veh Dir</u>	<u>Action Prior</u>	<u>1st Event</u>	<u>2nd Event</u>	<u>3rd Event</u>	<u>4th Event</u>	<u>Hazard Action</u>	<u>Serial No:</u>	<u>Veh Type</u>	<u>Damage</u>							
N	go straight	veh in transpt	none	none	none	none	5810349	car	rtside							
W	go straight	veh in transpt	none	none	none	other		car	ctfrnt							
CVT: 84	Date/Hr/Day:	01/12/04 13 Mo	#k/pi:	0/0	Wthr:	cloudy	Rd:	wet	Lt:	day	Area:	strght.unrel	How:	angle	HBD:	0
Location: Maple Rd (15.21) 40 feet E of Coolidge Rd																
<u>Veh Dir</u>	<u>Action Prior</u>	<u>1st Event</u>	<u>2nd Event</u>	<u>3rd Event</u>	<u>4th Event</u>	<u>Hazard Action</u>	<u>Serial No:</u>	<u>Veh Type</u>	<u>Damage</u>							
W	left turn	veh in transpt	none	none	none	unable to stop	0491396	van	ctfrnt							
W	stop on road	veh in transpt	none	none	none	none		car	ctrrear							
CVT: 84	Date/Hr/Day:	04/30/01 13 Mo	#k/pi:	0/0	Wthr:	clear	Rd:	dry	Lt:	day	Area:	inter other	How:	rr-lt	HBD:	0
Location: Maple Rd (15.21) 50 feet E of Coolidge Rd																
<u>Veh Dir</u>	<u>Action Prior</u>	<u>1st Event</u>	<u>2nd Event</u>	<u>3rd Event</u>	<u>4th Event</u>	<u>Hazard Action</u>	<u>Serial No:</u>	<u>Veh Type</u>	<u>Damage</u>							
W	stop on road	veh in transpt	none	none	none	none	0990876	smtruck	rollovr							
W	start on road	veh in transpt	none	none	none	unable to stop		car	ctfrnt							
CVT: 84	Date/Hr/Day:	08/03/01 10 Fri	#k/pi:	0/0	Wthr:	clear	Rd:	dry	Lt:	day	Area:	inter other	How:	rr-end	HBD:	0
Location: Maple Rd (15.21) 35 feet E of Coolidge Rd																
<u>Veh Dir</u>	<u>Action Prior</u>	<u>1st Event</u>	<u>2nd Event</u>	<u>3rd Event</u>	<u>4th Event</u>	<u>Hazard Action</u>	<u>Serial No:</u>	<u>Veh Type</u>	<u>Damage</u>							
W	right turn	ran off road/r	none	none	none	none	1503931	car	ctrrear							
W	go straight	veh in transpt	none	none	none	unable to stop		car	rfrnt							
CVT: 84	Date/Hr/Day:	09/28/01 14 Fri	#k/pi:	0/0	Wthr:	clear	Rd:	dry	Lt:	day	Area:	inter other	How:	rr-end	HBD:	0

For Troy, Maple and Coolidge
For Dates 01/01/2001 to 12/31/2004

Location: Maple Rd (15.21) 50 feet E of Coolidge Rd																
<u>Veh Dir</u>	<u>Action Prior</u>	<u>1st Event</u>	<u>2nd Event</u>	<u>3rd Event</u>	<u>4th Event</u>	<u>Hazard Action</u>	<u>Veh Type</u>	<u>Serial No:</u>	<u>Damage</u>							
W	stop on road	veh in transpt	none	none	none	none	car	3510441	ctrear							
W	slow/stop on rd	veh in transpt	none	none	none	unable to stop	car		ctfrnt							
CVT: 84	Date/Hr/Day:	09/15/02 18 Sun	#k/pi:	0/0	Wthr:	cloudy	Rd:	dry	Lt:	dusk	Area:	strght.unrel	How:	rr-end	HBD:	0
Location: Maple Rd (15.21) 75 feet E of Coolidge Rd																
<u>Veh Dir</u>	<u>Action Prior</u>	<u>1st Event</u>	<u>2nd Event</u>	<u>3rd Event</u>	<u>4th Event</u>	<u>Hazard Action</u>	<u>Veh Type</u>	<u>Serial No:</u>	<u>Damage</u>							
W	start on road	veh in transpt	none	none	none	none	car	4095603	ctrear							
W	slow/stop on rd	veh in transpt	none	none	none	unable to stop	car		ctfrnt							
CVT: 84	Date/Hr/Day:	01/20/03 15 Mo	#k/pi:	0/1	Wthr:	clear	Rd:	dry	Lt:	day	Area:	strght.unrel	How:	rr-end	HBD:	0
Location: Maple Rd (15.21) 50 feet NE of Old Woodward Ave																
<u>Veh Dir</u>	<u>Action Prior</u>	<u>1st Event</u>	<u>2nd Event</u>	<u>3rd Event</u>	<u>4th Event</u>	<u>Hazard Action</u>	<u>Veh Type</u>	<u>Serial No:</u>	<u>Damage</u>							
W	right turn	veh in transpt	none	none	none	fail to yield	car	4545124	rfrnt							
W	go straight	veh in transpt	none	none	none	too fast	car		lftside							
CVT: 80	Date/Hr/Day:	11/04/02 10 Mo	#k/pi:	0/0	Wthr:	cloudy	Rd:	dry	Lt:	day	Area:	strght.unrel	How:	angle	HBD:	0
Location: Maple Rd (15.21) 35 feet E of Coolidge Rd																
<u>Veh Dir</u>	<u>Action Prior</u>	<u>1st Event</u>	<u>2nd Event</u>	<u>3rd Event</u>	<u>4th Event</u>	<u>Hazard Action</u>	<u>Veh Type</u>	<u>Serial No:</u>	<u>Damage</u>							
SE	go straight	veh in transpt	none	none	none	unable to stop	car	5194954	ctfrnt							
SE	stop on road	veh in transpt	none	none	none	none	car		ctrear							
CVT: 84	Date/Hr/Day:	12/03/03 17 We	#k/pi:	0/0	Wthr:	clear	Rd:	dry	Lt:	dark/ld	Area:	w/i intersection	How:	rr-end	HBD:	0
Location: Maple Rd (15.21) 50 feet E of Coolidge Rd																
<u>Veh Dir</u>	<u>Action Prior</u>	<u>1st Event</u>	<u>2nd Event</u>	<u>3rd Event</u>	<u>4th Event</u>	<u>Hazard Action</u>	<u>Veh Type</u>	<u>Serial No:</u>	<u>Damage</u>							
W	stop on road	veh in transpt	none	none	none	none	car	5803068	Damage							
W	slow/stop on rd	veh in transpt	none	none	none	unable to stop	car		ctrear							
CVT: 84	Date/Hr/Day:	05/06/04 15 Thu	#k/pi:	0/1	Wthr:	cloudy	Rd:	dry	Lt:	day	Area:	inter other	How:	rr-end	HBD:	0
Location: Maple Rd (15.21) 50 feet E of Coolidge Rd																
<u>Veh Dir</u>	<u>Action Prior</u>	<u>1st Event</u>	<u>2nd Event</u>	<u>3rd Event</u>	<u>4th Event</u>	<u>Hazard Action</u>	<u>Veh Type</u>	<u>Serial No:</u>	<u>Damage</u>							
W	stop on road	veh in transpt	none	none	none	none	car	5809556	Damage							
CVT: 84	Date/Hr/Day:	09/23/03 15 Tue	#k/pi:	0/0	Wthr:	cloudy	Rd:	dry	Lt:	day	Area:	inter other	How:	rr-end	HBD:	0
Location: Maple Rd (15.21) 60 feet E of Coolidge Rd																
<u>Veh Dir</u>	<u>Action Prior</u>	<u>1st Event</u>	<u>2nd Event</u>	<u>3rd Event</u>	<u>4th Event</u>	<u>Hazard Action</u>	<u>Veh Type</u>	<u>Serial No:</u>	<u>Damage</u>							
W	stop on road	veh in transpt	none	none	none	none	car	7056611	Damage							
W	start on road	veh in transpt	none	none	none	other	car		ctrear							
CVT: 84	Date/Hr/Day:	06/25/04 22 Fri	#k/pi:	0/0	Wthr:	cloudy	Rd:	dry	Lt:	dark/ld	Area:	inter other	How:	rr-end	HBD:	0

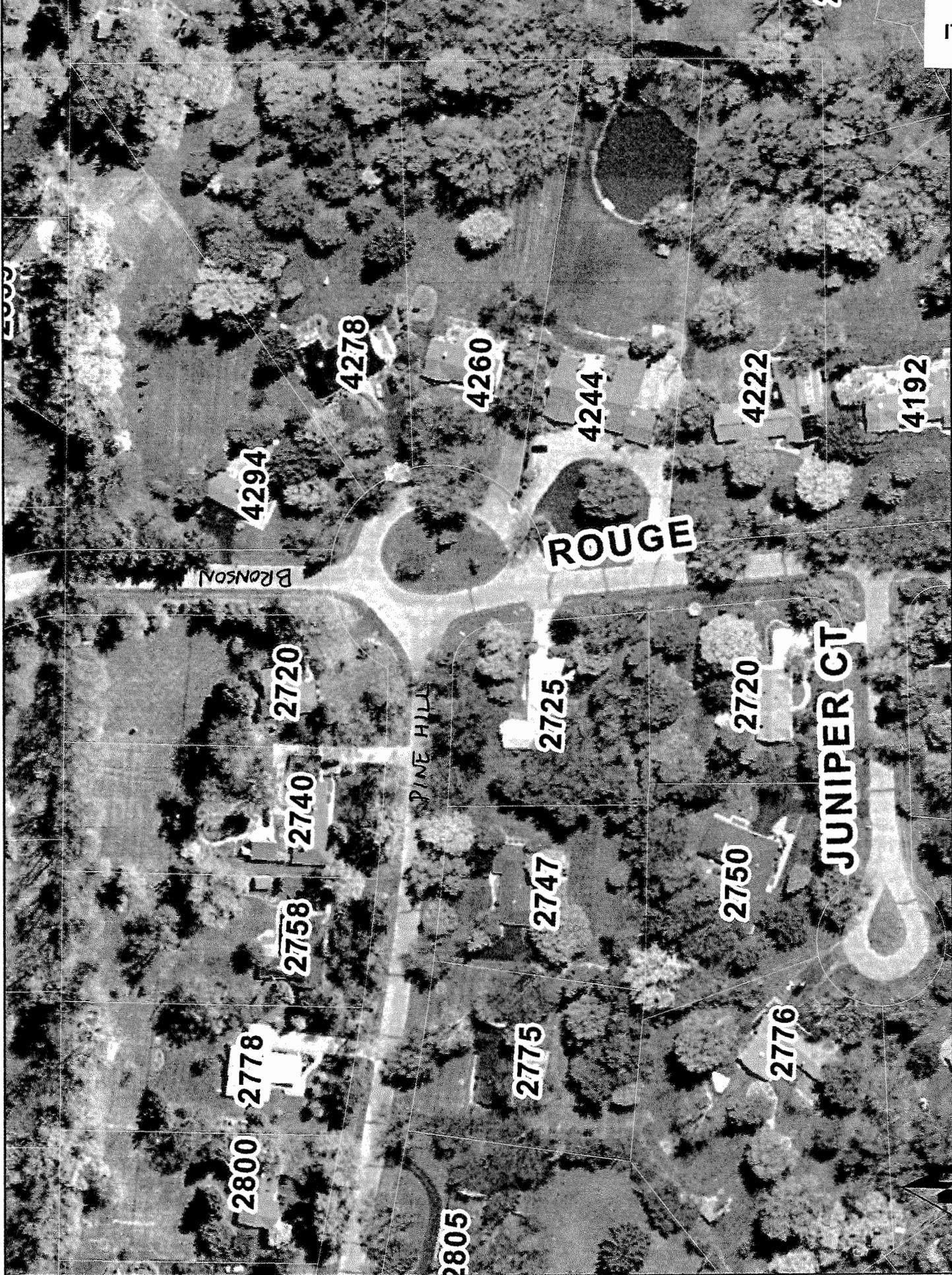
For Troy, Maple and Coolidge
For Dates 01/01/2001 to 12/31/2004

Location: Coolidge Rd (1.09) 15 feet N of Maple Rd												Serial No: 4095611
<u>Veh Dir</u>	<u>Action Prior</u>	<u>1st Event</u>	<u>2nd Event</u>	<u>3rd Event</u>	<u>4th Event</u>	<u>Hazard Action</u>	<u>Veh Type</u>	<u>Damage</u>				
N	right turn	veh in transpt	none	none	none	fail to yield	smtruck	ifftrnt				
N	left trun	veh in transpt	none	none	none	none	car	rtfrnt				
CVT: 84	Date/Hr/Day: 03/29/03 14 Sat	#k/pi: 0/0	Wthr: cloudy	Rd: dry	Lt: day	Area: inter other	How: ss-same	HBD: 0				
Location: Coolidge Rd (1.09) 1 feet N of Maple Rd												Serial No: 4095860
<u>Veh Dir</u>	<u>Action Prior</u>	<u>1st Event</u>	<u>2nd Event</u>	<u>3rd Event</u>	<u>4th Event</u>	<u>Hazard Action</u>	<u>Veh Type</u>	<u>Damage</u>				
N	go straight	veh in transpt	none	none	none	unable to stop	car	ctrfrnt				
N	go straight	veh in transpt	none	none	none	none	car	ctrrear				
CVT: 84	Date/Hr/Day: 12/11/02 8 We	#k/pi: 0/0	Wthr: cloudy	Rd: dry	Lt: day	Area: fwy other	How: rr-end	HBD: 0				
Location: Coolidge Rd (1.09) 10 feet S of Maple Rd												Serial No: 4710460
<u>Veh Dir</u>	<u>Action Prior</u>	<u>1st Event</u>	<u>2nd Event</u>	<u>3rd Event</u>	<u>4th Event</u>	<u>Hazard Action</u>	<u>Veh Type</u>	<u>Damage</u>				
N	start on road	veh in transpt	none	none	none	none	car	ctrrear				
N	start on road	veh in transpt	none	none	none	unable to stop	pickup	ctrfrnt				
CVT: 84	Date/Hr/Day: 11/13/02 11 We	#k/pi: 0/0	Wthr: cloudy	Rd: dry	Lt: day	Area: inter other	How: rr-end	HBD: 0				
Location: Coolidge Rd (1.09) 0 feet X of Maple Rd												Serial No: 4711224
<u>Veh Dir</u>	<u>Action Prior</u>	<u>1st Event</u>	<u>2nd Event</u>	<u>3rd Event</u>	<u>4th Event</u>	<u>Hazard Action</u>	<u>Veh Type</u>	<u>Damage</u>				
W	right turn	veh in transpt	none	none	none	fail to yield	car	ifftrnt				
N	go straight	veh in transpt	none	none	none	none	car	rtside				
CVT: 84	Date/Hr/Day: 04/16/03 7 We	#k/pi: 0/0	Wthr: clear	Rd: dry	Lt: day	Area: w/i intersection	How: angle	HBD: 0				
Location: Coolidge Rd (1.09) 0 feet X of Maple Rd												Serial No: 5807916
<u>Veh Dir</u>	<u>Action Prior</u>	<u>1st Event</u>	<u>2nd Event</u>	<u>3rd Event</u>	<u>4th Event</u>	<u>Hazard Action</u>	<u>Veh Type</u>	<u>Damage</u>				
CVT: 84	Date/Hr/Day: 10/22/03 8 We	#k/pi: 0/0	Wthr: cloudy	Rd: dry	Lt: day	Area: w/i intersection	How: ss-same	HBD: 0				
Location: Coolidge Rd (1.10) 50 feet N of Maple Rd												Serial No: 0356419
<u>Veh Dir</u>	<u>Action Prior</u>	<u>1st Event</u>	<u>2nd Event</u>	<u>3rd Event</u>	<u>4th Event</u>	<u>Hazard Action</u>	<u>Veh Type</u>	<u>Damage</u>				
S	go straight	veh in transpt	none	none	none	none	car	rtfrnt				
S	change lanes	veh in transpt	none	none	none	improp lane use	car	lftside				
CVT: 80	Date/Hr/Day: 08/27/01 9 Mo	#k/pi: 0/0	Wthr: clear	Rd: dry	Lt: day	Area: median xing	How: ss-opp	HBD: 0				
Location: Coolidge Rd (1.10) 50 feet N of Maple Rd												Serial No: 0357377
<u>Veh Dir</u>	<u>Action Prior</u>	<u>1st Event</u>	<u>2nd Event</u>	<u>3rd Event</u>	<u>4th Event</u>	<u>Hazard Action</u>	<u>Veh Type</u>	<u>Damage</u>				
S	go straight	veh in transpt	none	none	none	unable to stop	car	ctrfrnt				
S	stop on road	veh in transpt	none	none	none	none	smtruck	ctrrear				
CVT: 80	Date/Hr/Day: 10/07/01 15 Sun	#k/pi: 0/0	Wthr: clear	Rd: dry	Lt: day	Area: strght.unrel	How: rr-end	HBD: 0				

For Troy, Maple and Coolidge
For Dates 01/01/2001 to 12/31/2004

Location: Coolidge Rd (1.10) 40 feet N of Maple Rd												
<u>Veh Dir</u>	<u>Action Prior</u>	<u>1st Event</u>	<u>2nd Event</u>	<u>3rd Event</u>	<u>4th Event</u>	<u>Hazard Action</u>	<u>Veh Type</u>	<u>Serial No:</u>	<u>Damage</u>			
S	go straight	veh in transpt	none	none	none	none	car	4544986	Damage			
S	stop on road	veh in transpt	none	none	none	unable to stop	car		ctrrear			
CVT: 80	Date/Hr/Day: 02/15/03 13 Sat	#k/pi: 0/0	Wthr: clear	Rd: dry	Lt: day	Area: inter other	How: rr-end	HBD: 0				
Location: Coolidge Rd (1.11) 80 feet NW of Maple Rd												
<u>Veh Dir</u>	<u>Action Prior</u>	<u>1st Event</u>	<u>2nd Event</u>	<u>3rd Event</u>	<u>4th Event</u>	<u>Hazard Action</u>	<u>Veh Type</u>	<u>Serial No:</u>	<u>Damage</u>			
S	go straight	veh in transpt	none	none	none	unable to stop	car	0356286	Damage			
S	stop on road	veh in transpt	none	none	none	none	pickup		ctrfrnt			
CVT: 80	Date/Hr/Day: 08/15/01 16 We	#k/pi: 0/0	Wthr: clear	Rd: dry	Lt: day	Area: unkn	How: rr-end	HBD: 0				
Location: Coolidge Rd (1.11) 80 feet N of Maple Rd												
<u>Veh Dir</u>	<u>Action Prior</u>	<u>1st Event</u>	<u>2nd Event</u>	<u>3rd Event</u>	<u>4th Event</u>	<u>Hazard Action</u>	<u>Veh Type</u>	<u>Serial No:</u>	<u>Damage</u>			
S	slow/stop on rd	none	none	none	none	unable to stop	unkn	2800165	Damage			
S	unknown	none	none	none	none	none	car		unkn			
CVT: 80	Date/Hr/Day: 09/23/02 77 Mo	#k/pi: 0/0	Wthr: cloudy	Rd: dry	Lt: unkn	Area: unkn	How: rr-end	HBD: 0				
Location: Coolidge Rd (1.11) 100 feet N of Maple Rd												
<u>Veh Dir</u>	<u>Action Prior</u>	<u>1st Event</u>	<u>2nd Event</u>	<u>3rd Event</u>	<u>4th Event</u>	<u>Hazard Action</u>	<u>Veh Type</u>	<u>Serial No:</u>	<u>Damage</u>			
S	slow/stop on rd	veh in transpt	none	none	none	none	pickup	2800656	Damage			
S	go straight	veh in transpt	none	none	none	unable to stop	car		ctrrear			
CVT: 80	Date/Hr/Day: 06/05/02 18 We	#k/pi: 0/0	Wthr: cloudy	Rd: dry	Lt: day	Area: strght.unrel	How: rr-end	HBD: 0				
Location: Coolidge Rd (1.11) 100 feet N of Maple Rd												
<u>Veh Dir</u>	<u>Action Prior</u>	<u>1st Event</u>	<u>2nd Event</u>	<u>3rd Event</u>	<u>4th Event</u>	<u>Hazard Action</u>	<u>Veh Type</u>	<u>Serial No:</u>	<u>Damage</u>			
S	go straight	veh in transpt	none	none	none	none	car	4010731	Damage			
S	go straight	veh in transpt	none	none	none	unable to stop	car		ctrfrnt			
CVT: 80	Date/Hr/Day: 01/07/04 15 We	#k/pi: 0/1	Wthr: clear	Rd: wet	Lt: day	Area: strght.unrel	How: rr-end	HBD: 0				
Location: Coolidge Rd (1.11) 100 feet N of Maple Rd												
<u>Veh Dir</u>	<u>Action Prior</u>	<u>1st Event</u>	<u>2nd Event</u>	<u>3rd Event</u>	<u>4th Event</u>	<u>Hazard Action</u>	<u>Veh Type</u>	<u>Serial No:</u>	<u>Damage</u>			
W	right turn	veh in transpt	none	none	none	none	car	4711440	Damage			
N	go straight	veh in transpt	none	none	none	too fast	car		lftside			
CVT: 84	Date/Hr/Day: 12/18/02 14 We	#k/pi: 0/0	Wthr: clear	Rd: wet	Lt: day	Area: strght.unrel	How: angle	HBD: 0				

(5)







June 10, 2005

500 West Big Beaver
Troy, Michigan 48084
Fax: (248) 524-0851
www.ci.troy.mi.us

Ms. Barbara A. Yagley
860 Huntsford Road
Troy, MI 48084

Area code (248)

Assessing
524-3311

Bldg. Inspections
524-3344

Bldg. Operations
524-3368

City Clerk
524-3316

City Manager
524-3330

Community Affairs
524-1147

Engineering
524-3383

Finance
524-3411

Fire-Administration
524-3419

Human Resources
524-3339

Information Technology
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Law
524-3320

Library
524-3545

Parks & Recreation
524-3484

Planning
524-3364

Police-Administration
524-3443

Public Works
524-3370

Purchasing
524-3338

Real Estate & Development
524-3498

Treasurer
524-3334

General Information
524-3300

Dear Ms. Yagley:

Thank you for your letter regarding the use of center two-way left turn lanes on Troy streets. As we discussed, many of our roads (particularly the ones you mentioned, are under the jurisdiction of the Road Commission for Oakland County (RCOC). Therefore, I forwarded your letter to the RCOC officials to get their opinion on your request for yellow diagonal stripes on certain sections of our two-way left turn lanes. Attached is a letter from David Allyn, Director of the Traffic Safety Department at RCOC.

I also contacted the Michigan State Police and the Michigan Department of Transportation, which produces the "Michigan Manual of Uniform Traffic Control Devices" which mandates the colors, schemes and all other details of traffic control devices and their application. Both agencies confirmed that diagonal stripes in the center lane as you requested will be a "non-standard" application and discouraged the installation of the same.

I do agree with you that there may be a 'gap' in education of drivers regarding this issue. We will try to supplement our enforcement activities with more educational efforts to reach a larger audience regarding the proper use of center left lanes.

If you need more information, please contact me at 248-524-3379 or email to abrahamjk@ci.troy.mi.us.

Sincerely,

John Abraham, Ph.D., P.E.
Deputy City Engineer/Traffic Engineer

JKA/in

cc: John Szerlag, City Manager
Brian Murphy, Assistant City Manager/Services
Steve Vandette, City Engineer

May 19, 2005

John Abraham
Deputy City Engineer
City of Troy
500 West Big Beaver Road
Troy, Michigan 48084-5285

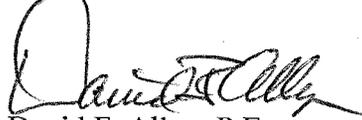
Dear Mr. Abraham:

This is in response to your inquiry in regard to the letter the city received from Barbara Ann Yagley concerning the use and striping of left turn lanes. The purpose of the left turn lane is to provide a lane from which motorists are to make left turns. The left turn lane is not to be driven in to pass traffic backed up from a traffic signal or for any other reason. Although driving past vehicles backed up in the through lanes from a traffic signal may be "standard practice", that does not make it legal.

In regard to cross-hatching out the left turn lanes as discussed in her letter we do not do that except in special circumstances, which are very rare. At most intersections there are many driveways in advance of the exclusive left turn lanes and drivers are allowed to go into these areas to make their left turns. To install cross-hatching in these areas would mean that the motorist that wishes to legally use the left turn lane to make a left turn would be unable to enter the lane at this cross-hatched location. Therefore, the cross-hatching of these areas would be inappropriate.

If you have any further questions on this, please feel free to contact me.

Very truly yours,



David F. Allyn, P.E.
Director
Traffic-Safety Department

DFA/ch

C: Dylan Foukes

RECEIVED

MAY 24 2005

ENGINEERING



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ROAD COMMISSION FOR OAKLAND COUNTY
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Gerald M. Holmberg
Deputy Managing Director
County Highway Engineer

Traffic Safety Department

2420 Pontiac Lk. Rd.
Waterford, MI
48328

248-858-4802

FAX
248-858-4814

TDD
248-858-8005

www.rcocweb.org

Barbara A. Yagley
860 Huntsford Rd.
Troy, MI 48084
248-244-9214

May 10, 2005

Mr. John Szerlag
City Manager, City of Troy
500 W. Big Beaver Rd.
Troy, MI 48084

Dear Mr. Szerlag;

I wrote this letter to request to the City to paint diagonal yellow stripes in the sections of the shared left turn lanes throughout the city where is it unsafe for vehicles to be.

Background:

On December 15, 2004, members of the Troy Police Department gave me a traffic ticket for "improper passing" because I entered the Livernois northbound left turn lane at Scottsdale Rd. This case was tried before Judge Drury on March 7, 2005 and I was found responsible for "improper lane use". No one contested that the traffic was backed up to Scottsdale Rd., or that the backup was the reason I moved over into the left turn lane there. The judge advised me that I was "not supposed to enter to make a left turn until there's the gate as it's called or break". However, the "What Every Driver Should Know" booklet published by the Michigan Dept. of State defines "Center lane. Left-turn-only" as being marked "with a solid yellow line with broken yellow lines on the inside edges", such as found the length of Livernois between Big Beaver and Wattles (and further north). It further states, "Left turns must be made from within this lane, and may be made from either direction."

Based on this information (and common practice) I had thought it was proper to enter the left turn lane when I did. However, the judge told me that it was dangerous, there had been fatalities in Troy and that was why the officers cited me.

Now my family and I refrain from moving into the center left turn lane until we reach the break in the lines and find that we are having near misses with other drivers who have not had the benefit of the lesson taught by Judge Drury or the Troy Police Department. This is why I am requesting the City to paint yellow diagonal stripes across the center lanes where it is unsafe for vehicles to be. Yellow diagonal stripes clearly indicate to drivers to stay out of the lane. I suggest these stripes be placed on the primary roads intersecting Wattles and Maple and also on Maple itself (when the roadwork is done) or wherever else these fatal accidents have occurred.

I am attaching the relevant portions of the court transcript for your information. I would appreciate a reply to this request and your recommendations for next steps for me to follow.
Thank you,

Barbara A. Yagley

Attachments