

AGENDA
TRAFFIC COMMITTEE MEETING
JUNE 15, 2005 - 7:30 P.M.
LOWER LEVEL CONFERENCE ROOM
TROY CITY HALL
500 W. BIG BEAVER ROAD

1. Roll Call
2. Minutes – May 18, 2005
3. Install STOP Sign on Glyndebourne at Dalesford
Requested by Jefree Vang, 2345 Dalesford
4. Reconfigure the Northbound Through Lane as a Shared Right-turn Lane on Rochester at Big Beaver
Requested by Traffic Committee member Peter Ziegenfelder
5. Install No Right Turn on Red Sign on Westbound Maple to Northbound Coolidge
Requested by Lt. Scott McWilliams, Troy Police Department
6. Install STOP Sign on Pine Hill at the Intersection of Bronson and Rouge Circle
Requested by George Kostopoulos, 2720 Pine Hill
7. Install 2-way STOP Signs on Scone at Fredmoor
Requested by Karen Przytakoski, 6928 Fredmoor
8. Change YIELD to STOP Signs on Berwyck at Hampshire
Requested by Ruth Evans, 5317 Berwyck
9. Visitors' Time
10. Other Business
11. 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 Jefree Vang, 2345 Dalesford
Residents within 300 feet of Glyndebourne and Dalesford
- Item 6 Residents within 300 feet of Intersection of Bronson and Rouge Circle
George Kostopoulos, 2720 Pine Hill
- Item 7 Residents within 300 feet of Fredmoor and Scone
Karen Przytakoski, 6928 Fredmoor
- Item 8 Residents within 300 feet of Hampshire and Berwyck
Ruth Evans, 5317 Berwyck

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

JUNE 15, 2005

1. **Roll Call**
2. **Minutes – May 15, 2005**
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 it 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.

SUGGESTED RESOLUTIONS:

- a. 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.
- b. Recommend no changes.

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?

SUGGESTED RESOLUTIONS:

- a. 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, and install a NO TURN ON RED sign for northbound Rochester at Big Beaver.
 - b. Recommend no changes.
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 west bound Maple at Coolidge is misaligned and that people making a right turn from west bound 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, given the high right turn volumes at the intersection.

SUGGESTED RESOLUTIONS:

- a. Recommend that the City request that the Road Commission for Oakland County install a No Turn On Red sign on Westbound Maple at Coolidge.
- b. Recommend no changes.

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.

SUGGESTED RESOLUTIONS:

- a. Recommend installing a STOP sign on Pine Hill at Bronson/Rouge Circle.
- b. Recommend no changes.

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 do not even slow down at the YIELD sign to make their turns onto Fredmoor.

SUGGESTED RESOLUTIONS:

- a. Recommend installing STOP signs on Scone at Fredmoor.
- b. Recommend no changes.

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 of Livernois and serves as the major entrance in t 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.

SUGGESTED RESOLUTIONS:

- a. Recommend changing the existing YIELD signs to STOP signs on Berwyck at Hampshire.
- b. Recommend no changes.

9. **Visitors' Time** – Items not on the agenda.

10. **Other Business** – Items not on the agenda which Traffic Committee members may wish to discuss.

Barbara Yagley appeared before the committee in May to request that yellow slash lines be painted in the left turn lanes, before the open gate for intersection left turns, at Livernois and Wattles, Livernois and Maple, and Maple at Livernois and any other major intersections to help inform drivers that it is illegal to enter the left turn lane for a left turn before the gate opens. She presented a detailed letter (attached). Her request was prompted by a traffic ticket she received recently for entering the center left-turn lane well ahead of the left-turn storage lane. She said that the violation was for “improper passing.”

Dr. Abraham states that there are Uniform Traffic Control Device guidelines and that typically slashed lines are not used, but he has addressed the concern with the County. The Road Commission for Oakland County responded in a letter (attached) that cross-hatching the center lanes would prohibit drivers from making legal left turns into businesses, and therefore would be inappropriate.

11. **Adjourn**

CHAL

DALES

2230

2270

2253

2251

2410

2345

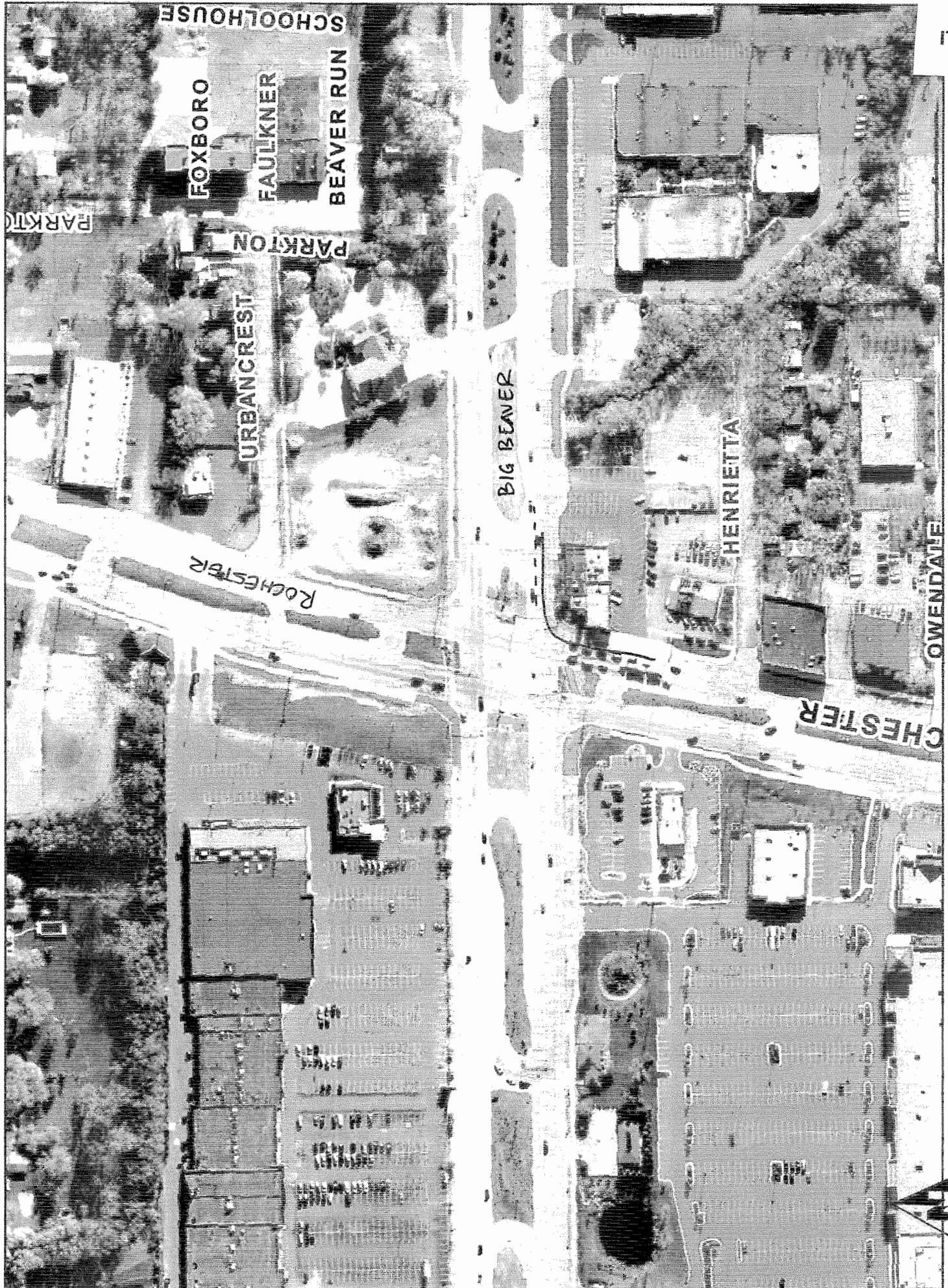
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PARKTON

FOXBORO

FAULKNER

BEAVER RUN

PARKTON

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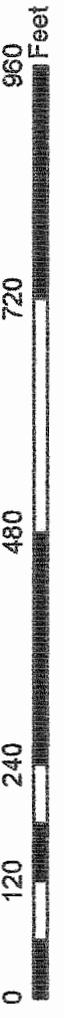
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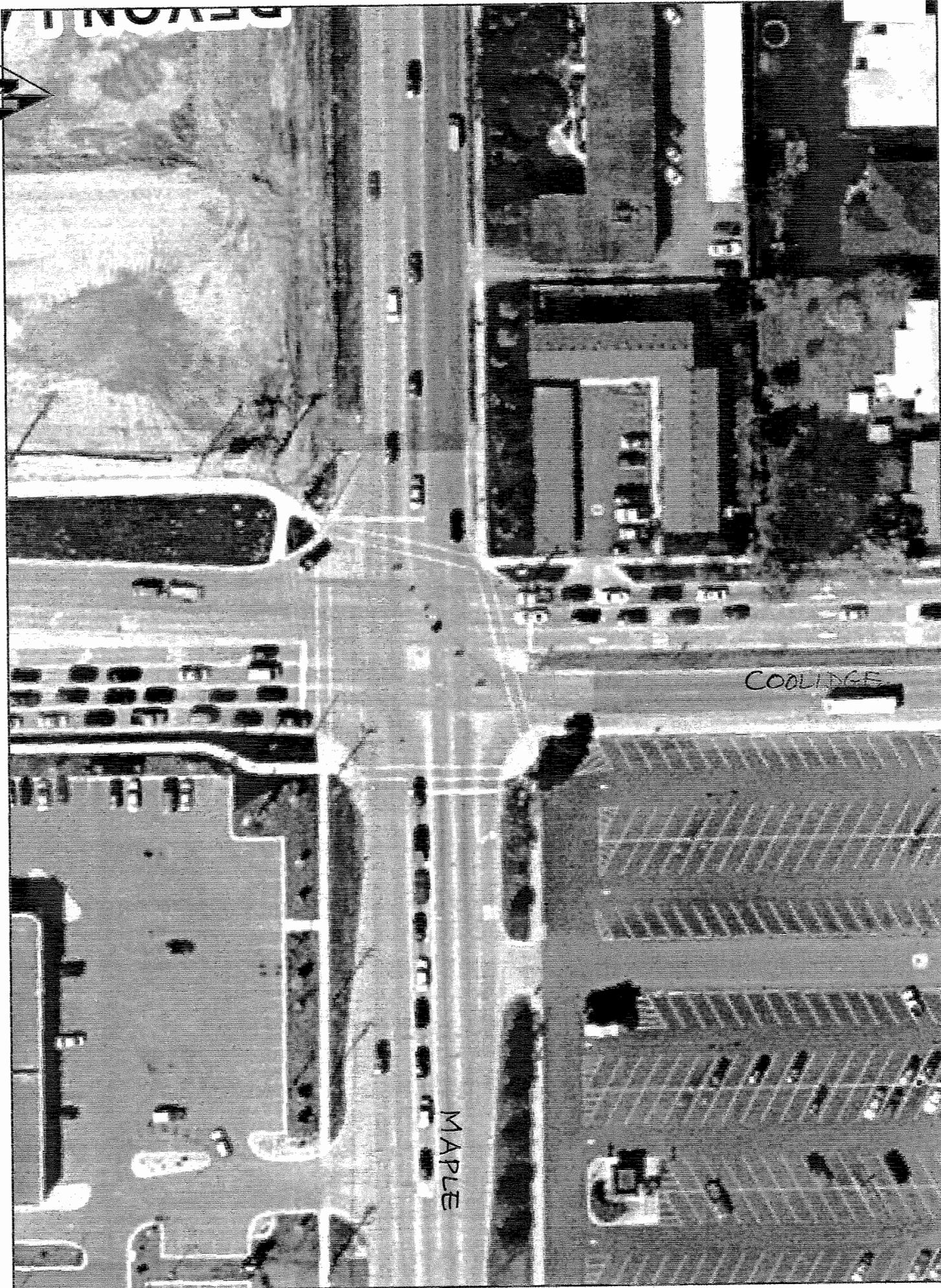
BIG BEAVER

HENRIETTA

CHESTER

OWENDALE





0
40
80
160
240
320
Feet

MAPLE

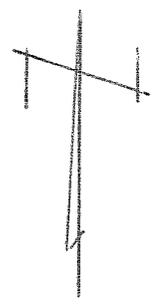
COOLIDGE

BEYOND

CITY OF TROY
COLLISION DIAGRAMS

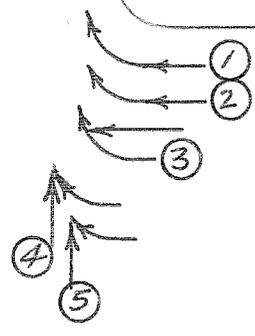
ITEM 5

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



COOLIDGE HWY.

MAPLE ROAD



- KEY -

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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

Veh Dir	Action Prior	1st Event	2nd Event	3rd Event	4th Event	Hazard Action	Serial No:
	unknown	none	none	none	none	fail to yield	2800004
E	x not at inter	veh in transp	none	none	none	fail to yield	unkn
	go straight	pedestrian	none	none	none	none	unkn
		Thu #k/pi: 02/14/02 21	Wthr: clear	Rd: dry	Lt: dark/lt	Area: strght.unrel	How: other
							HBD: 0

CVT: 80 Date/Hr/Day: 02/14/02 21 Mo #k/pi: 0/2 Wthr: clear Rd: dry Lt: dark/lt Area: strght.unrel How: other HBD: 0

Location: Maple Rd (15.20) 0 feet X of Coolidge Rd

Veh Dir	Action Prior	1st Event	2nd Event	3rd Event	4th Event	Hazard Action	Serial No:
N	left turn	veh in transp	none	none	none	none	2800029
W	unknown	none	none	none	none	none	car
		Mo #k/pi: 12/24/01 77	Wthr: unkn	Rd: dry	Lt: day	Area: unkn	How: angle
							HBD: 0

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

Veh Dir	Action Prior	1st Event	2nd Event	3rd Event	4th Event	Hazard Action	Serial No:
E	go straight	veh in transp	none	none	none	unknown	2800090
E	go straight	veh in transp	none	none	none	unknown	car
		Fri #k/pi: 01/11/02 23	Wthr: clear	Rd: dry	Lt: dark/lt	Area: w/i intersection	How: angle
							HBD: 0

CVT: 80 Date/Hr/Day: 01/11/02 23 Fri #k/pi: 0/0 Wthr: clear Rd: dry Lt: dark/lt Area: w/i intersection How: angle HBD: 0

Location: Maple Rd (15.20) 0 feet X of Old Woodward Ave

Veh Dir	Action Prior	1st Event	2nd Event	3rd Event	4th Event	Hazard Action	Serial No:
W	right turn	veh in transp	none	none	none	none	2800351
W	go straight	veh in transp	none	none	none	unable to stop	car
		Mo #k/pi: 06/10/02 11	Wthr: clear	Rd: dry	Lt: day	Area: w/i intersection	How: r-end
							HBD: 0

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: r-end HBD: 0

Location: Maple Rd (15.20) 25 feet W of Old Woodward Ave

Veh Dir	Action Prior	1st Event	2nd Event	3rd Event	4th Event	Hazard Action	Serial No:
E	stop on road	veh in transp	none	none	none	none	2800628
E	go straight	veh in transp	none	none	none	unable to stop	car
		Sat #k/pi: 06/08/02 16	Wthr: clear	Rd: dry	Lt: day	Area: w/i intersection	How: r-end
							HBD: 0

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: r-end HBD: 0

Location: Maple Rd (15.20) 0 feet X of Old Woodward Ave

Veh Dir	Action Prior	1st Event	2nd Event	3rd Event	4th Event	Hazard Action	Serial No:
E	unknown	veh in transp	none	none	none	none	2800657
S	go straight	veh in transp	none	none	none	none	car
		We #k/pi: 06/05/02 19	Wthr: cloudy	Rd: dry	Lt: day	Area: strght.unrel	How: angle
							HBD: 1

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

1

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>	<u>Serial No:</u>	<u>Veh Type</u>	<u>Damage</u>
W	stop on road	veh in transpt	none	none	none	none	3510441	car	ctrrear	3510441	car	ctrrear
W	slow/stop on rd	veh in transpt	none	none	none	unable to stop		car	ctrfrnt		car	ctrfrnt
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>Serial No:</u>	<u>Veh Type</u>	<u>Damage</u>	<u>Serial No:</u>	<u>Veh Type</u>	<u>Damage</u>
W	start on road	veh in transpt	none	none	none	none	4095603	car	ctrrear	4095603	car	ctrrear
W	slow/stop on rd	veh in transpt	none	none	none	unable to stop		car	ctrfrnt		car	ctrfrnt
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>Serial No:</u>	<u>Veh Type</u>	<u>Damage</u>	<u>Serial No:</u>	<u>Veh Type</u>	<u>Damage</u>
W	right turn	veh in transpt	none	none	none	fail to yield	4545124	car	rtfrnt	4545124	car	rtfrnt
W	go straight	veh in transpt	none	none	none	too fast		car	lftside		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>Serial No:</u>	<u>Veh Type</u>	<u>Damage</u>	<u>Serial No:</u>	<u>Veh Type</u>	<u>Damage</u>
SE	go straight	veh in transpt	none	none	none	unable to stop	5194954	car	ctrfrnt	5194954	car	ctrfrnt
SE	stop on road	veh in transpt	none	none	none	none		car	ctrrear		car	ctrrear
CVT: 84 Date/Hr/Day: 12/03/03 17 We #k/pi: 0/0 Wthr: clear Rd: dry Lt: dark/ltltd 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>Serial No:</u>	<u>Veh Type</u>	<u>Damage</u>	<u>Serial No:</u>	<u>Veh Type</u>	<u>Damage</u>
W	stop on road	veh in transpt	none	none	none	none	5803068	car	ctrrear	5803068	car	ctrrear
W	slow/stop on rd	veh in transpt	none	none	none	unable to stop		car	ctrfrnt		car	ctrfrnt
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>Serial No:</u>	<u>Veh Type</u>	<u>Damage</u>	<u>Serial No:</u>	<u>Veh Type</u>	<u>Damage</u>
W	stop on road	veh in transpt	none	none	none	none	5809556	car	ctrrear	5809556	car	ctrrear
W	slow/stop on rd	veh in transpt	none	none	none	unable to stop		car	ctrfrnt		car	ctrfrnt
CVT: 84 Date/Hr/Day: 06/25/04 22 Fri #k/pi: 0/0 Wthr: cloudy Rd: dry Lt: dark/ltltd 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>Serial No:</u>	<u>Veh Type</u>	<u>Damage</u>	<u>Serial No:</u>	<u>Veh Type</u>	<u>Damage</u>
W	stop on road	veh in transpt	none	none	none	none	7056611	car	ctrrear	7056611	car	ctrrear
W	start on road	veh in transpt	none	none	none	other		car	ctrfrnt		car	ctrfrnt
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>Serial No:</u>	<u>Veh Type</u>	<u>Damage</u>	<u>Serial No:</u>	<u>Veh Type</u>	<u>Damage</u>
W	stop on road	veh in transpt	none	none	none	none	7056611	car	ctrrear	7056611	car	ctrrear
W	start on road	veh in transpt	none	none	none	other		car	ctrfrnt		car	ctrfrnt
CVT: 84 Date/Hr/Day: 06/25/04 22 Fri #k/pi: 0/0 Wthr: cloudy Rd: dry Lt: dark/ltltd 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

Veh Dir	Action Prior	1st Event	2nd Event	3rd Event	4th Event	Hazard Action	Serial No:	Veh Type	Damage
N	right turn	veh in transpt	none	none	none	fail to yield	4095611	smtruck	lffrnt
N	left trun	veh in transpt	none	none	none	none		car	rfrnt
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

Veh Dir	Action Prior	1st Event	2nd Event	3rd Event	4th Event	Hazard Action	Serial No:	Veh Type	Damage
N	go straight	veh in transpt	none	none	none	unable to stop	4095860	car	ctfrnt
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

Veh Dir	Action Prior	1st Event	2nd Event	3rd Event	4th Event	Hazard Action	Serial No:	Veh Type	Damage
N	start on road	veh in transpt	none	none	none	none	4710460	car	ctrrear
N	start on road	veh in transpt	none	none	none	unable to stop		pickup	ctfrnt
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

Veh Dir	Action Prior	1st Event	2nd Event	3rd Event	4th Event	Hazard Action	Serial No:	Veh Type	Damage
W	right turn	veh in transpt	none	none	none	fail to yield	4711224	car	lffrnt
N	go straight	veh in transpt	none	none	none	none		car	rside
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

Veh Dir	Action Prior	1st Event	2nd Event	3rd Event	4th Event	Hazard Action	Serial No:	Veh Type	Damage
							5807916		

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

Veh Dir	Action Prior	1st Event	2nd Event	3rd Event	4th Event	Hazard Action	Serial No:	Veh Type	Damage
S	go straight	veh in transpt	none	none	none	none	0356419	car	rfrnt
S	change lanes	veh in transpt	none	none	none	improp lane use		car	lffside
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

Veh Dir	Action Prior	1st Event	2nd Event	3rd Event	4th Event	Hazard Action	Serial No:	Veh Type	Damage
S	go straight	veh in transpt	none	none	none	unable to stop	0357377	car	ctfrnt
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

Veh Dir	Action Prior	1st Event	2nd Event	3rd Event	4th Event	Hazard Action	Serial No:
S	go straight	veh in transpt	none	none	none	none	4544986
S	stop on road	veh in transpt	none	none	none	unable to stop	Damage

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

Veh Dir	Action Prior	1st Event	2nd Event	3rd Event	4th Event	Hazard Action	Serial No:
S	go straight	veh in transpt	none	none	none	unable to stop	0356286
S	stop on road	veh in transpt	none	none	none	none	Damage

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

Veh Dir	Action Prior	1st Event	2nd Event	3rd Event	4th Event	Hazard Action	Serial No:
S	slow/stop on rd	none	none	none	none	unable to stop	2800165
S	unknown	none	none	none	none	none	Damage

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

Veh Dir	Action Prior	1st Event	2nd Event	3rd Event	4th Event	Hazard Action	Serial No:
S	slow/stop on rd	veh in transpt	none	none	none	none	2800656
S	go straight	veh in transpt	none	none	none	unable to stop	Damage

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

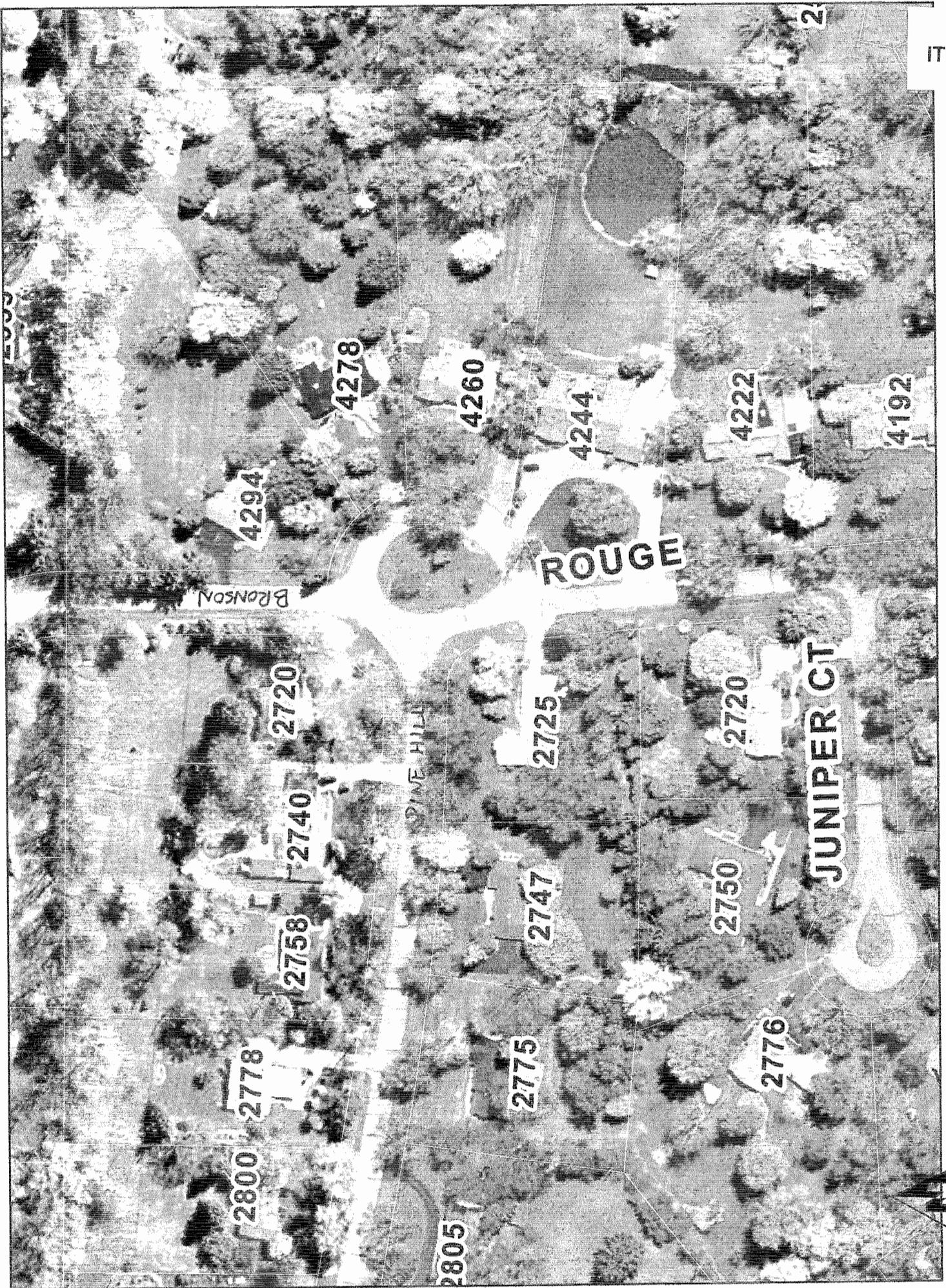
Veh Dir	Action Prior	1st Event	2nd Event	3rd Event	4th Event	Hazard Action	Serial No:
S	go straight	veh in transpt	none	none	none	none	4010731
S	go straight	veh in transpt	none	none	none	unable to stop	Damage

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

Veh Dir	Action Prior	1st Event	2nd Event	3rd Event	4th Event	Hazard Action	Serial No:
W	right turn	veh in transpt	none	none	none	none	4711440
N	go straight	veh in transpt	none	none	none	too fast	Damage

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



BRANSON

PINE HILL

ROUGE

JUNIPER CT

2800

2778

2758

2740

2720

2805

2775

2747

2725

2750

2776

4294

4278

4260

4244

4222

4192

560

420

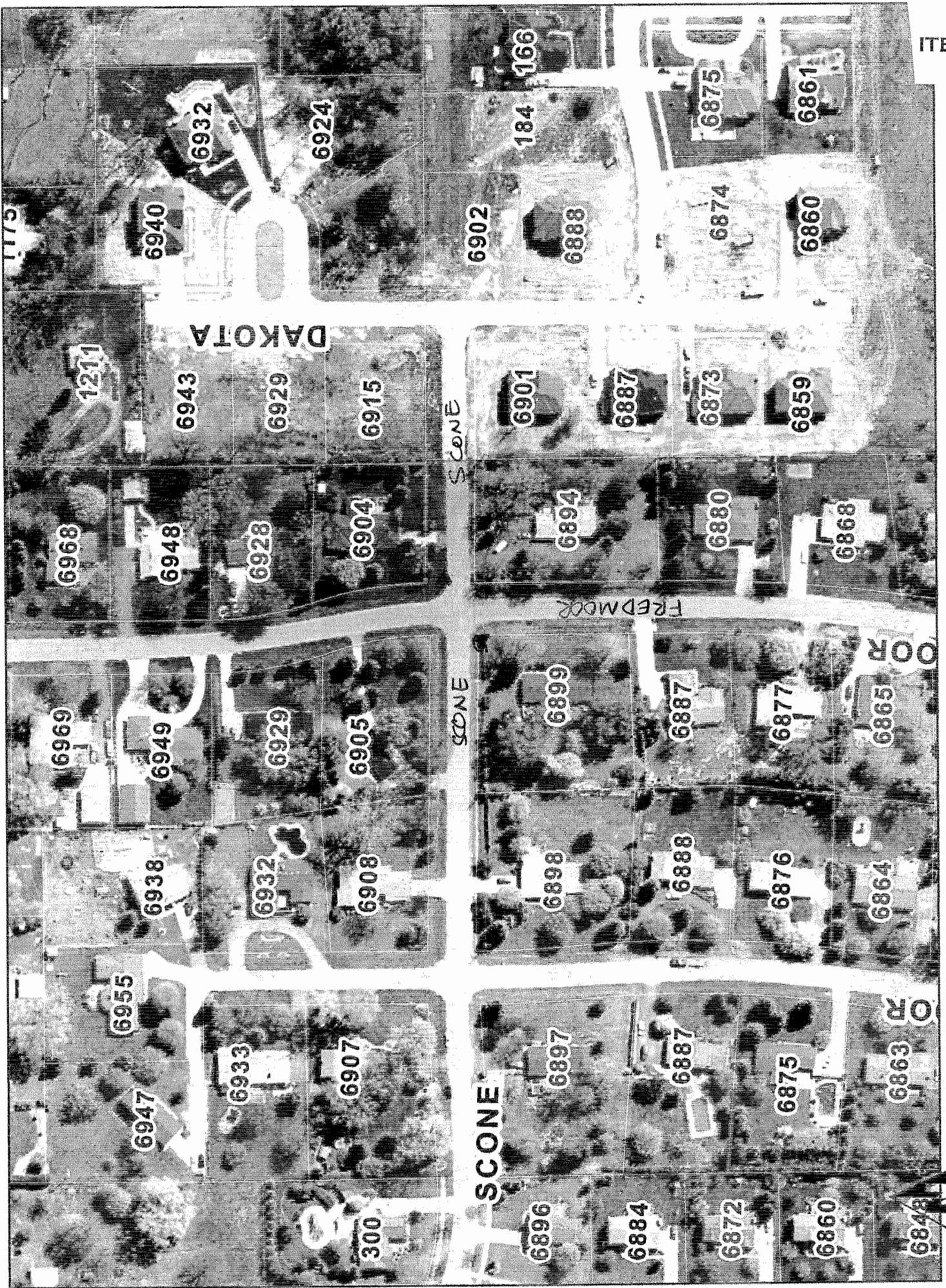
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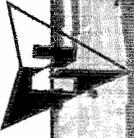
140

70

0

Feet





0 115 230 460 690 920 Feet

ELONG LA

BERWYCK

DORSET

HAMPSHIRE

HARWI

May 19, 2005

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

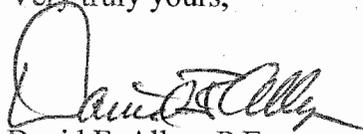
Dear Mr. Abraham:

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



QUALITY LIFE THROUGH GOOD ROADS.
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"WE CARE"

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Traffic Safety Department

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