



AGENDA
CHARTER TOWNSHIP OF MERIDIAN
MERIDIAN TRANSPORTATION COMMISSION
February 6, 2020

1. CALL MEETING TO ORDER

2. APPROVAL OF AGENDA

3. APPROVAL OF MINUTES

A. November 21, 2019

4. COMMUNICATIONS

A. Received and on file

- Andrew Brieschke – CATA
- Director Chris Buck – Meeting with MDOT

5. PUBLIC REMARKS

6. COMMISSION DISCUSSION

- A. Recommendation on proposed conversation of Jolly Road from 4 to 3 lanes
- B. 2020 Road Plan

7. ELECTION OF CHAIR AND VICE-CHAIR

8. NEXT MEETING DATES

- A. Township Board Meeting February 18, 2020
- B. Transportation Commission Meeting March 19, 2020 Central Fire Station Community Room

9. ADJOURNMENT

Individuals with disabilities requiring auxiliary aids or services should contact Director of Community Planning and Development Mark Kieselbach, 5151 Marsh Road, Okemos, MI 48864 or 517.853.4506 - Ten Day Notice is Required.
Meeting Location: 5000 Okemos Road, Okemos, MI 48864 Central Fire St.

Providing a safe, welcoming, sustainable, prime community.



A PRIME COMMUNITY

Standard Crash Report - Milepoints

Ingham (County)

Report Module: Safety Management Analysis

Today's Date: Tuesday, January 28, 2020

Dates: 1/1/2013 to 12/31/2017

Animal Crashes: Included

PR/RoadName: 336205 : Jolly Rd

Milepoints: From 9.065 to 9.811

Sort Order: Road Name, Milepoint, Date of Crash

Milepoint Intersection Name
9.065 Autumnwood Ln & Jolly Rd
9.811 Dobie Rd & Jolly Rd

Milepoint Intersection Name
9.233 Jolly Rd & Summergate Ln

Milepoint Intersection Name
9.427 Fairhills Dr & Jolly Rd

Standard Crash Report - Milepoints

UD-10

MilePoint	Number	City/Township	Crossroad Reference	Location	Crash Type	Severity	Greatest Injury Severity	Date	Weekday	Hour of Occurrence	Number of			Environmental Condition			Relationship To Road	
											Veh Occup	Fat	Inj	Weather	Lighting	Surface		
PR Number: 336205 Road Name: Jolly Rd																		
9.065	8717738	Meridian Twp	AUTUMNWOOD	10' S	Head-On Left-Turn Not Accroated/Unk.	Injury	Possible Inj	9/10/2013	Tuesday	08PM-09PM	2	2	0	1	Clear	Dusk	Dry	On Road
9.205	9905444	Meridian Twp	SUMMERGATE	150' W	Animal	PDO	No Injury	12/26/2016	Monday	11AM-NOON	1	1	0	0	Rain	Daylight	Wet	On Road
9.214	1223065	Meridian Twp	SUMMERGATE	100' W	Rear End Straight	PDO	No Injury	12/12/2017	Tuesday	09AM-09AM	2	4	0	0	Cloudy	Daylight	Icy	On Road
9.214	1223069	Meridian Twp	SUMMERGATE	100' W	Rear End Straight	PDO	No Injury	12/12/2017	Tuesday	09AM-09AM	2	4	0	0	Cloudy	Daylight	Icy	On Road
9.223	8957888	Meridian Twp	SUMMERGATE	52' W	Side-Swipe Same	PDO	No Injury	5/22/2014	Thursday	04PM-05PM	2	2	0	0	Clear	Daylight	Dry	On Road
9.233	8726387	Meridian Twp	SUMMERGATE	20' N	Head-On Left-Turn Not Accroated/Unk.	Injury	Possible Inj	9/24/2013	Tuesday	08AM-09AM	2	4	0	1	Clear	Daylight	Dry	On Road
9.234	9835289	Meridian Twp	SUMMERGATE	5' E	Angle Turn	Injury	Possible Inj	10/24/2016	Monday	04PM-05PM	2	5	0	5	Clear	Daylight	Dry	On Road
9.235	9795351	Meridian Twp	SUMMERGATE	10' E	Head-On Left-Turn Not Accroated/Unk.	Injury	Possible Inj	8/31/2016	Wednesday	07PM-08PM	2	3	0	2	Clear	Daylight	Dry	On Road
9.238	1098039	Meridian Twp	SUMMERGATE	25' E	Animal	PDO	No Injury	8/2/2017	Wednesday	06AM-07AM	1	1	0	0	Clear	Dawn	Dry	On Road
9.252	9209582	Meridian Twp	SUMMERGATE	100' E	Rear End Straight	PDO	No Injury	1/26/2015	Monday	03PM-04PM	2	2	0	0	Clear	Daylight	Dry	On Road
9.252	1150984	Meridian Twp	SUMMERGATE	100' E	Animal	PDO	No Injury	10/4/2017	Wednesday	07PM-08PM	1	1	0	0	Clear	Dark	Dry	On Road
9.311	9477993	Meridian Twp	DOBIE	412' W	Animal	Injury	Possible Inj	1/1/2016	Friday	05PM-06PM	1	1	0	1	Clear	Dark	Dry	On Road
9.311	9906241	Meridian Twp	DOBIE	412' W	Side-Swipe Same	PDO	No Injury	12/26/2016	Monday	09PM-10PM	2	3	0	0	Clear	Dark	Dry	On Road
9.413	9759827	Meridian Twp	FAIRHILLS	75' W	Side-Swipe Same	PDO	No Injury	7/29/2016	Friday	01PM-02PM	2	2	0	0	Cloudy	Daylight	Dry	On Road
9.421	9270650	Meridian Twp	FAIRHILLS	30' W	Rear End Left Turn	PDO	No Injury	5/31/2015	Sunday	10AM-11AM	2	2	0	0	Cloudy	Daylight	Wet	On Road
9.433	9346540	Meridian Twp	SUMMERGATE	32' E	Animal	PDO	No Injury	7/27/2015	Monday	11PM-MDNT	1	1	0	0	Clear	Dark	Dry	On Road
9.436	9196882	Meridian Twp	FAIRHILLS	50' E	Overtun	PDO	No Injury	12/19/2014	Friday	MDNT-01AM	1	1	0	0	Sleet/Hail	Dark	Icy	On Road
9.446	8573635	Meridian Twp	FAIRHILLS	100' E	Animal	PDO	No Injury	2/24/2013	Sunday	01PM-02PM	1	1	0	0	Cloudy	Daylight	Dry	On Road
9.465	9637849	Meridian Twp	FAIRHILLS	200' E	Side-Swipe Opposite	PDO	No Injury	1/28/2017	Saturday	04PM-05PM	2	2	0	0	Snow	Daylight	Icy	On Road
9.511	8711170	Meridian Twp	DOBIE	444' W	Animal	PDO	No Injury	9/2/2013	Monday	08PM-09PM	1	1	0	0	Cloudy	Dark	Dry	On Road
9.522	8832611	Meridian Twp	FAIR HILLS	500' E	Rear End Straight	Injury	Possible Inj	12/27/2013	Friday	02PM-03PM	3	5	0	1	Cloudy	Daylight	Dry	On Road
9.522	1153801	Meridian Twp	FAIRHILLS	500' E	Animal	PDO	No Injury	10/8/2017	Sunday	07PM-08PM	1	1	0	0	Clear	Dark	Dry	On Road
9.527	8942547	Meridian Twp	DOBIE	528' W	Rear End Straight	PDO	No Injury	4/30/2014	Wednesday	10AM-11AM	2	1	0	0	Cloudy	Daylight	Dry	On Road
9.527	9936215	Meridian Twp	FAIRHILLS	528' E	Side-Swipe Opposite	PDO	No Injury	1/28/2017	Saturday	03PM-04PM	2	2	0	0	Snow	Daylight	Icy	On Road
9.561	8836191	Meridian Twp	FAIRHILLS	708' E	Fixed Object	PDO	No Injury	1/2/2014	Thursday	04PM-05PM	1	1	0	0	Cloudy	Daylight	Snowy	Out Shou/Curb
9.561	9154142	Meridian Twp	DOBIE	708' W	Side-Swipe Same	PDO	No Injury	12/24/2014	Wednesday	08PM-09PM	2	1	0	0	Snow	Dark	Snowy	On Road
9.611	9470611	Meridian Twp	DOBIE	972' W	Side-Swipe Same	Injury	Possible Inj	12/18/2015	Friday	04PM-05PM	2	2	0	1	Snow	Daylight	Icy	On Road
9.611	9697719	Meridian Twp	DOBIE	972' W	Animal	PDO	No Injury	5/14/2016	Saturday	09PM-10PM	1	3	0	0	Clear	Dark	Dry	On Road
9.616	1241668	Meridian Twp	FAIRHILLS	1,000' E	Fixed Object	PDO	No Injury	12/19/2017	Tuesday	06AM-07AM	1	2	0	0	Clear	Dark	Icy	Out Shou/Curb
9.711	8889392	Meridian Twp	DOBIE	528' W	Animal	PDO	No Injury	2/13/2014	Thursday	11PM-MDNT	1	1	0	0	Cloudy	Dark	Dry	On Road
9.773	9782048	Meridian Twp	DOBIE	200' W	Animal	PDO	No Injury	8/27/2016	Saturday	05AM-06AM	1	1	0	0	Clear	Dark,Lighted	Dry	On Road

Standard Crash Report - Milepoints

MilePoint	Number	City/Township	Crossroad Reference	Location	Crash Type	Severity	Greatest Injury Severity	Date	Weekday	Hour of Occurrence	Number of			Environmental Condition			Relationship To Road	
											Veh Occup	Fat	Inj	Weather	Lighting	Surface		
9.783	9796265	Meridian Twp	DOBIE	150' W	Rear End Straight	PDO	No Injury	6/10/2016	Friday	10AM-11AM	2	2	0	0	Cloudy	Daylight	Dry	On Road
9.792	9843569	Meridian Twp	DOBIE	100' W	Animal	PDO	No Injury	10/29/2016	Saturday	07PM-08PM	1	1	0	0	Uncoded	Uncoded	Uncoded	Uncoded
9.802	9246612	Meridian Twp	DOBIE	50' W	Head-On Left-Turn <small>Not Associated with</small>	Injury	Possible Inj	4/25/2015	Saturday	04PM-05PM	2	2	0	1	Clear	Daylight	Dry	On Road
9.802	1088499	Meridian Twp	DOBIE	50' W	Side-Swipe Opposite	PDO	No Injury	7/21/2017	Friday	03PM-04PM	2	2	0	0	Clear	Daylight	Dry	On Road
9.807	9800783	Meridian Twp	DOBIE	20' W	Head-On Left-Turn <small>Not Associated with</small>	PDO	No Injury	5/27/2016	Friday	06PM-07PM	2	3	0	0	Clear	Daylight	Dry	On Road
9.809	9308899	Meridian Twp	DOBIE	10' W	Head-On Left-Turn <small>Not Associated with</small>	Injury	Possible Inj	6/10/2015	Wednesday	05PM-06PM	2	4	0	3	Clear	Daylight	Dry	On Road
9.811	8739936	Meridian Twp	DOBIE	5' N	Side-Swipe Opposite	PDO	No Injury	10/7/2013	Monday	05PM-06PM	2	3	0	0	Cloudy	Daylight	Dry	On Road
9.811	9063481	Meridian Twp	DOBIE	5' N	Head-On Left-Turn <small>Not Associated with</small>	Injury	Possible Inj	10/6/2014	Monday	02PM-03PM	2	2	0	1	Clear	Daylight	Dry	On Road
9.811	9999947	Meridian Twp	DOBIE	0' X	Side-Swipe Opposite	PDO	No Injury	4/6/2017	Thursday	02PM-03PM	2	2	0	0	Snow	Daylight	Wet	On Road
9.811	1077031	Meridian Twp	DOBIE	20' S	Head-On Left-Turn <small>Not Associated with</small>	PDO	No Injury	7/7/2017	Friday	02PM-03PM	2	4	0	0	Clear	Daylight	Dry	On Road

Total crashes for PR 336205: 41 (0 Fatal, 10 Injuries, and 31 PDO)

Standard Crash Report - Intersection By Year

Ingham (County)

Report Module: Safety Management Analysis

Today's Date: Tuesday, January 28, 2020

Dates: 1/1/2013 to 12/31/2017

Intersection: Jolly Rd & Hulett Rd

Radius: 200 feet

Animal Crashes: Included

Sort Order: Year, Road Name

Physical Road(s) comprising intersection:

<u>PR Number</u>	<u>Road Name</u>	<u>Milepoint</u>
362207	Hulett Rd	0.299
336205	Jolly Rd	7.660

Standard Crash Report - Intersection By Year

PR No.	Road Name	Number	Crossroad Reference	Location	Crash Type	Severity	Date	Weekday	Hour of Occurrence	Number of			Environmental Condition			Relationship To Road	MP	Number		
										Veh.	Occup.	Fatal	Inj.	Weather	Lighting				Surface	
Year: 2013																				
336205	Jolly Rd	8541273	HALETT	90° W	Rear End Straight	PDO	1/17/2013	Thursday	05PM-06PM	2	2	0	0	0	Clear	Dusk	Dry	On Road	0.000	0
336205	Jolly Rd	8678285	HULETT	50° W	Rear End Straight	PDO	7/14/2013	Sunday	11AM-NOON	2	2	0	0	0	Clear	Daylight	Dry	On Road	0.000	0
336205	Jolly Rd	8719787	HULETT	50° W	Rear End Straight	PDO	9/6/2013	Friday	03PM-04PM	2	2	0	0	0	Clear	Daylight	Dry	On Road	0.000	0
336205	Jolly Rd	8558839	HULETT	10° SW	Angle Straight	Injury	2/4/2013	Monday	05PM-06PM	4	4	0	1	0	Cloudy	Dusk	Dry	On Road	0.000	0
336205	Jolly Rd	8720639	HUJET	2° E	Angle Straight	PDO	9/15/2013	Sunday	08PM-09PM	2	1	0	0	0	Clear	Dark	Dry	On Road	0.000	0
Total crashes for 2013: 5 (0 Fatal, 1 Injuries, and 4 PDO)																				
Year: 2014																				
336205	Jolly Rd	8846893	HULETT	30° W	Rear End Straight	Injury	1/9/2014	Thursday	07AM-08AM	2	2	0	1	0	Cloudy	Daylight	Icy	On Road	0.000	0
336205	Jolly Rd	9024884	HULETT	10° W	Head-On Left-Turn Not Appointed with	Injury	8/19/2014	Tuesday	NOON-01PM	2	2	0	1	0	Cloudy	Daylight	Dry	On Road	0.000	0
336205	Jolly Rd	9196888	HULETT	45° E	Rear End Straight	PDO	12/15/2014	Monday	04PM-05PM	2	4	0	0	0	Clear	Daylight	Dry	On Road	0.000	0
336205	Jolly Rd	9057035	HULETT	100° E	Animal	PDO	10/4/2014	Saturday	11PM-MDNT	1	1	0	0	0	Rain	Dark,Lighted	Wet	On Road	0.000	0
Total crashes for 2014: 4 (0 Fatal, 2 Injuries, and 2 PDO)																				
Year: 2015																				
362207	Hulett Rd	9206318	JOLLY	14° N	Side-Swipe Opposite	PDO	2/26/2015	Thursday	07AM-08AM	2	3	0	0	0	Snow	Daylight	Snowy	On Road	0.000	0
336205	Jolly Rd	9781262	HULETT	50° W	Rear End Straight	PDO	12/31/2015	Thursday	NOON-01PM	2	2	0	0	0	Clear	Daylight	Dry	On Road	0.000	0
336205	Jolly Rd	9460753	HULETT	12° W	Rear End Driveway	Injury	12/15/2015	Tuesday	11AM-NOON	2	2	0	1	0	Cloudy	Daylight	Dry	On Road	0.000	0
336205	Jolly Rd	9350407	HULETT	15° N	Head-On Left-Turn Not Appointed with	Injury	7/22/2015	Wednesday	01PM-02PM	2	6	0	4	0	Cloudy	Daylight	Dry	On Road	0.000	0
336205	Jolly Rd	9366308	HULETT	10° E	Head-On Left-Turn Not Appointed with	Injury	8/25/2015	Tuesday	05PM-06PM	2	3	0	1	0	Cloudy	Daylight	Dry	On Road	0.000	0
336205	Jolly Rd	9204770	HULETT	25° E	Rear End Straight	PDO	2/17/2015	Tuesday	08AM-09AM	2	2	0	0	0	Cloudy	Daylight	Icy	On Road	0.000	0
336205	Jolly Rd	9285358	OKEMOS	158° W	Rear End Straight	Injury	6/2/2015	Tuesday	08AM-09AM	3	3	0	2	0	Clear	Daylight	Dry	On Road	0.000	0
Total crashes for 2015: 7 (0 Fatal, 4 Injuries, and 3 PDO)																				
Year: 2016																				
362207	Hulett Rd	9804556	JOLLY	19° S	Angle Turn	PDO	8/16/2016	Tuesday	01PM-02PM	2	2	0	0	0	Unknown	Daylight	Dry	On Road	0.000	0
336205	Jolly Rd	9789557	HULETT	99° W	Rear End Straight	Injury	1/26/2016	Tuesday	NOON-01PM	2	2	0	1	0	Cloudy	Daylight	Wet	On Road	0.000	0
336205	Jolly Rd	9918864	HULETT	50° W	Rear End Straight	PDO	8/31/2016	Wednesday	02PM-03PM	3	4	0	0	0	Clear	Uncoded	Dry	On Road	0.000	0
336205	Jolly Rd	9994026	HULETT	25° W	Rear End Straight	PDO	1/21/2016	Thursday	04PM-05PM	3	3	0	0	0	Clear	Daylight	Dry	On Road	0.000	0
336205	Jolly Rd	9780274	HULETT	15° W	Rear End Straight	Injury	8/24/2016	Wednesday	02PM-03PM	2	5	0	3	0	Cloudy	Daylight	Dry	On Road	0.000	0
336205	Jolly Rd	9796319	HULETT	10° S	Head-On Left-Turn Not Appointed with	PDO	8/30/2016	Tuesday	02PM-03PM	2	2	0	0	0	Cloudy	Daylight	Dry	On Road	0.000	0
336205	Jolly Rd	9889701	HULETT	5° N	Head-On Left-Turn Not Appointed with	PDO	12/13/2016	Tuesday	07AM-08AM	2	2	0	0	0	Cloudy	Daylight	Snowy	On Road	0.000	0
336205	Jolly Rd	9837806	HULETT	40° E	Rear End Straight	PDO	10/27/2016	Thursday	07AM-08AM	2	2	0	0	0	Rain	Dark	Wet	On Road	0.000	0
336205	Jolly Rd	9790701	HAGADORN	90° E	Angle Turn	Injury	3/11/2016	Friday	NOON-01PM	2	5	0	2	0	Clear	Daylight	Dry	On Road	0.000	0
Total crashes for 2016: 9 (0 Fatal, 3 Injuries, and 6 PDO)																				
Year: 2017																				
362207	Hulett Rd	1199048	JOLLY	10° N	Angle Turn	PDO	11/17/2017	Friday	07AM-08AM	2	2	0	0	0	Cloudy	Daylight	Dry	On Road	0.000	0

Standard Crash Report - Intersection By Year

PR No.	Road Name	Number	Crossroad Reference	Location	Crash Type	Severity	Date	Weekday	Hour of Occurrence			Environmental Condition			Relationship To Road		CS		
									Veh.	Occup.	Fatal	Inj.	Weather	Lighting	Surface	MP		Number	
336205	Jolly Rd	9938496	HULETT	25' W	Side-Swipe Same	PDO	1/27/2017	Friday	07AM-08AM	2	2	0	0	Cloudy	Dawn	Dry	On Road	0.000	0
336205	Jolly Rd	1206554	HULETT	15' W	Rear End Straight	PDO	12/1/2017	Friday	08AM-09AM	3	7	0	0	Clear	Daylight	Dry	On Road	0.000	0
336205	Jolly Rd	1231369	HULETT	1' W	Head-On Left-Turn Not Accidental	Injury	12/15/2017	Friday	05PM-06PM	2	3	0	1	Snow	Dark, Lighted	Snowy	On Road	0.000	0
336205	Jolly Rd	1070464	HULETT	5' E	Angle Turn	Injury	6/28/2017	Wednesday	01PM-02PM	2	3	0	2	Clear	Daylight	Dry	On Road	0.000	0
336205	Jolly Rd	1153804	HULETT	25' E	Rear End Straight	PDO	10/6/2017	Friday	08AM-09AM	2	2	0	0	Cloudy	Daylight	Wet	On Road	0.000	0
336205	Jolly Rd	1153803	HULETT	80' E	Rear End Straight	PDO	10/6/2017	Friday	07AM-08AM	2	2	0	0	Rain	Dawn	Wet	On Road	0.000	0
Total crashes for 2017: 7 (0 Fatal, 2 Injuries, and 5 PDO)																			

Total crashes for Intersection: 32 (0 Fatal, 12 Injuries, and 20 PDO)

Standard Crash Report - Milepoints

Ingham (County)

Report Module: Safety Management Analysis

Today's Date: Tuesday, January 28, 2020

Dates: 1/1/2013 to 12/31/2017

Animal Crashes: Included

PR/RoadName: 336205 : Jolly Rd

Milepoints: From 7.177 to 8.229

Sort Order: Road Name, Milepoint, Date of Crash

Milepoint Intersection Name
7.177 Hagadorn Rd & E Jolly Rd & Jolly Rd

8.164 Woods Edge Dr & Jolly Rd

Milepoint Intersection Name
7.660 Jolly Rd & Hulett Rd

8.229 Indiana Rd & Jolly Rd

Milepoint Intersection Name
7.923 James Phillips Dr & Coreopsis Blvd & Jolly Rd

Standard Crash Report - Milepoints

UD-10

MilePoint	Number	City/Township	Crossroad Reference	Location	Crash Type	Severity	Greatest Injury Severity	Date	Weekday	Hour of Occurrence	Number of			Environmental Condition			Relationship To Road	
											Veh Occup	Fat	Inj	Weather	Lighting	Surface		
7.177	8706684	Meridian Twp	HAGADORN	1' SW	Side-Swipe Same	Injury	Possible Inj	8/13/2013	Tuesday	09AM-10AM	2	3	0	1	Clear	Daylight	Dry	On Road
7.177	9887721	Meridian Twp	HAGADORN	10' S	Angle Straight	Injury	Possible Inj	10/14/2016	Friday	09AM-10AM	2	2	0	2	Clear	Daylight	Dry	On Road
7.177	9926909	Meridian Twp	HAGADORN	40' N	Misc. Multiple Vehicle	PDO	No Injury	1/17/2017	Tuesday	07AM-08AM	2	3	0	0	Rain	Dawn	Icy	On Road
7.177	9977537	Meridian Twp	HAGADORN	15' S	Angle Straight	PDO	No Injury	3/8/2017	Wednesday	05PM-06PM	2	2	0	0	Clear	Daylight	Dry	On Road
7.177	1006930	Meridian Twp	HAGADORN	0' X	Rear End Straight	PDO	No Injury	4/14/2017	Friday	08AM-09AM	3	6	0	0	Cloudy	Daylight	Dry	On Road
7.177	1041196	Meridian Twp	HAGADORN	0' X	Rear End Straight	PDO	No Injury	5/28/2017	Sunday	01PM-02PM	2	3	0	0	Clear	Daylight	Dry	On Road
7.178	9370641	Meridian Twp	HAGADORN	3' SE	Angle Turn	Injury	Non-Incapacit Inj	9/11/2015	Friday	03PM-04PM	2	3	0	2	Cloudy	Daylight	Dry	On Road
7.179	8555043	Meridian Twp	HAGADORN	10' E	Angle Turn	PDO	No Injury	1/30/2013	Wednesday	07AM-08AM	2	2	0	0	Fog	Dawn	Wet	On Road
7.179	8811963	Meridian Twp	HAGADORN	10' E	Angle Straight	PDO	No Injury	12/14/2013	Saturday	02PM-03PM	2	2	0	0	Snow	Daylight	Snowy	On Road
7.179	9895715	Meridian Twp	HAGADORN	10' E	Rear End Straight	PDO	No Injury	10/22/2016	Saturday	01PM-02PM	2	3	0	0	Unknown	Daylight	Unknown	On Road
7.180	8555051	Meridian Twp	HAGADORN	15' E	Angle Straight	Injury	Possible Inj	2/2/2013	Saturday	10PM-11PM	2	3	0	1	Clear	Dark,Lighted	Dry	On Road
7.183	9800866	Meridian Twp	HAGADORN	30' NE	Rear End Straight	Injury	Possible Inj	9/9/2016	Friday	05PM-06PM	2	2	0	1	Cloudy	Daylight	Dry	On Road
7.186	8786676	Meridian Twp	HAGADORN	50' E	Rear End Straight	PDO	No Injury	11/23/2013	Saturday	09PM-10PM	2	2	0	0	Cloudy	Dark	Dry	On Road
7.186	9796966	Meridian Twp	HAGADORN	50' E	Side-Swipe Same	PDO	No Injury	3/9/2016	Wednesday	05PM-06PM	2	2	0	0	Unknown	Dusk	Unknown	On Road
7.191	8780881	Meridian Twp	HAGADORN	75' E	Animal	PDO	No Injury	11/9/2013	Saturday	11PM-MDNT	1	1	0	0	Clear	Dark	Dry	On Road
7.191	9874513	Meridian Twp	HAGADORN	75' E	Rear End Left Turn	PDO	No Injury	10/3/2016	Monday	NOON-01PM	2	3	0	0	Cloudy	Daylight	Dry	On Road
7.196	8916535	Meridian Twp	HAGADORN	100' E	Head-On Left-Turn <small>Not Associated with</small>	PDO	No Injury	3/21/2014	Friday	07AM-08AM	2	2	0	0	Clear	Dawn	Dry	On Road
7.215	8731925	Meridian Twp	HAGADORN	200' E	Rear End Straight	Injury	Non-Incapacit Inj	9/30/2013	Monday	02PM-03PM	3	4	0	3	Clear	Daylight	Dry	On Road
7.234	9116815	Meridian Twp	HAGADORN	300' E	Other Driveway	Injury	Possible Inj	11/18/2014	Tuesday	08AM-09AM	2	3	0	1	Snow	Daylight	Icy	On Road
7.234	9228412	Meridian Twp	HAGADORN	300' E	Side-Swipe Same	PDO	No Injury	3/26/2015	Thursday	NOON-01PM	2	2	0	0	Clear	Daylight	Dry	On Road
7.234	9400504	Meridian Twp	HAGADORN	300' E	Animal	PDO	No Injury	10/11/2015	Sunday	09PM-10PM	1	1	0	0	Clear	Dark	Dry	On Road
7.234	9795335	Meridian Twp	HAGADORN	299' E	Fixed Object	PDO	No Injury	7/13/2016	Wednesday	10AM-11AM	1	1	0	0	Rain	Other	Wet	On Road
7.272	9796261	Meridian Twp	HAGADORN	500' E	Animal	PDO	No Injury	1/12/2016	Tuesday	01AM-02AM	1	1	0	0	Snow	Dark	Snowy	On Road
7.277	9333958	Meridian Twp	HAGADORN	528' E	Rear End Left Turn	PDO	No Injury	7/27/2015	Monday	04PM-05PM	2	6	0	0	Clear	Daylight	Dry	On Road
7.277	9411656	Meridian Twp	HAGADORN	528' E	Side-Swipe Same	PDO	No Injury	10/25/2015	Sunday	02PM-03PM	2	4	0	0	Clear	Daylight	Dry	On Road
7.277	1166501	Meridian Twp	HAGADORN	528' E	Animal	PDO	No Injury	10/19/2017	Thursday	08PM-09PM	1	1	0	0	Clear	Dark	Dry	On Road
7.347	9874515	Meridian Twp	HAGADORN	900' E	Rear End Left Turn	PDO	No Injury	9/13/2016	Tuesday	07AM-08AM	2	3	0	0	Clear	Daylight	Dry	On Road
7.423	9431364	Meridian Twp	HULETT	1,250' W	Side-Swipe Same	PDO	No Injury	11/13/2015	Friday	07AM-08AM	2	2	0	0	Rain	Dawn	Wet	On Road
7.427	9415058	Meridian Twp	HAGADORN	1,230' E	Head-On Left-Turn <small>Not Associated with</small>	Injury	Non-Incapacit Inj	10/29/2015	Thursday	02AM-03AM	2	3	0	1	Clear	Dark	Wet	On Road
7.427	9662619	Meridian Twp	HAGADORN	1,230' E	Animal	PDO	No Injury	2/19/2016	Friday	06AM-07AM	1	1	0	0	Clear	Dark	Dry	On Road
7.460	8953101	Meridian Twp	HULETT	1,056' W	Rear End Straight	Injury	Possible Inj	5/16/2014	Friday	11PM-MDNT	2	2	0	1	Cloudy	Dark	Dry	On Road

PR Number: 336205 Road Name: Jolly Rd

Standard Crash Report - Milepoints

UD-10

MilePoint	Number	City/Township	Crossroad Reference	Location	Crash Type	Severity	Greatest Injury Severity	Date	Weekday	Hour of Occurrence	Number of			Environmental Condition			Relationship To Road	
											Veh Occup	Fat	Inj	Weather	Lighting	Surface		
7.471	9844671	Meridian Twp	HULETT	1,000' W	Animal	PDO	No Injury	10/20/2016	Thursday	06PM-07PM	1	3	0	0	Uncoded	Uncoded	Uncoded	Uncoded
7.508	8644393	Meridian Twp	HULETT	800' W	Rear End Straight	Injury	Possible Inj	5/28/2013	Tuesday	07AM-08AM	3	3	0	1	Rain	Daylight	Wet	On Road
7.560	9796322	Meridian Twp	HULETT	528' W	Side-Swipe Same	PDO	No Injury	9/13/2016	Tuesday	03PM-04PM	2	2	0	0	Clear	Daylight	Dry	On Road
7.560	9864379	Meridian Twp	HULETT	527' W	Rear End Straight	PDO	No Injury	11/19/2016	Saturday	NOON-01PM	2	2	0	0	Snow	Daylight	Dry	On Road
7.565	9858532	Meridian Twp	HULETT	500' W	Rear End Straight	PDO	No Injury	2/23/2016	Tuesday	07AM-08AM	2	4	0	0	Cloudy	Daylight	Dry	On Road
7.611	9879839	Meridian Twp	HULETT	259' W	Animal	PDO	No Injury	12/3/2016	Saturday	05PM-06PM	1	1	0	0	Clear	Dark	Dry	On Road
7.641	9789557	Meridian Twp	HULETT	99' W	Rear End Straight	Injury	Possible Inj	1/26/2016	Tuesday	NOON-01PM	2	2	0	1	Cloudy	Daylight	Wet	On Road
7.643	8641273	Meridian Twp	HALETT	90' W	Rear End Straight	PDO	No Injury	1/17/2013	Thursday	03PM-06PM	2	2	0	0	Clear	Dusk	Dry	On Road
7.651	8678285	Meridian Twp	HULETT	50' W	Rear End Straight	PDO	No Injury	7/14/2013	Sunday	11AM-NOON	2	2	0	0	Clear	Daylight	Dry	On Road
7.651	8719787	Meridian Twp	HULETT	50' W	Rear End Straight	PDO	No Injury	9/6/2013	Friday	03PM-04PM	2	2	0	0	Clear	Daylight	Dry	On Road
7.651	9781262	Meridian Twp	HULETT	50' W	Rear End Straight	PDO	No Injury	12/31/2015	Thursday	NOON-01PM	2	2	0	0	Clear	Daylight	Dry	On Road
7.651	9918864	Meridian Twp	HULETT	50' W	Rear End Straight	PDO	No Injury	8/31/2016	Wednesday	02PM-03PM	3	4	0	0	Clear	Uncoded	Dry	On Road
7.654	8846893	Meridian Twp	HULETT	30' W	Rear End Straight	Injury	Possible Inj	1/9/2014	Thursday	07AM-08AM	2	2	0	1	Cloudy	Daylight	Icy	On Road
7.655	9994026	Meridian Twp	HULETT	25' W	Rear End Straight	PDO	No Injury	1/21/2016	Thursday	04PM-05PM	3	3	0	0	Clear	Daylight	Dry	On Road
7.655	9938496	Meridian Twp	HULETT	25' W	Side-Swipe Same	PDO	No Injury	1/27/2017	Friday	07AM-08AM	2	2	0	0	Cloudy	Dawn	Dry	On Road
7.657	9780274	Meridian Twp	HULETT	15' W	Rear End Straight	Injury	Possible Inj	8/24/2016	Wednesday	02PM-03PM	2	5	0	3	Cloudy	Daylight	Dry	On Road
7.657	1206554	Meridian Twp	HULETT	15' W	Rear End Straight	PDO	No Injury	12/1/2017	Friday	08AM-09AM	3	7	0	0	Clear	Daylight	Dry	On Road
7.658	8558939	Meridian Twp	HULETT	10' SW	Angle Straight	Injury	Possible Inj	2/4/2013	Monday	05PM-06PM	4	4	0	1	Cloudy	Dusk	Dry	On Road
7.658	9024884	Meridian Twp	HULETT	10' W	Head-On Left-Turn Not Accroated with	Injury	Non-Incapacit Inj	8/19/2014	Tuesday	NOON-01PM	2	2	0	1	Cloudy	Daylight	Dry	On Road
7.658	9460753	Meridian Twp	HULETT	12' W	Rear End Driveway	Injury	Possible Inj	12/15/2015	Tuesday	11AM-NOON	2	2	0	1	Cloudy	Daylight	Dry	On Road
7.660	8720639	Meridian Twp	HUJETT	2' E	Angle Straight	PDO	No Injury	9/15/2013	Sunday	08PM-09PM	2	1	0	0	Clear	Dark	Dry	On Road
7.660	9350407	Meridian Twp	HULETT	15' N	Head-On Left-Turn Not Accroated with	Injury	Non-Incapacit Inj	7/22/2015	Wednesday	01PM-02PM	2	6	0	4	Cloudy	Daylight	Dry	On Road
7.660	9796319	Meridian Twp	HULETT	10' S	Head-On Left-Turn Not Accroated with	PDO	No Injury	8/30/2016	Tuesday	02PM-03PM	2	2	0	0	Cloudy	Daylight	Dry	On Road
7.660	9889701	Meridian Twp	HULETT	5' N	Head-On Left-Turn Not Accroated with	PDO	No Injury	12/13/2016	Tuesday	07AM-08AM	2	2	0	0	Cloudy	Daylight	Snowy	On Road
7.660	1231369	Meridian Twp	HULETT	1' W	Head-On Left-Turn Not Accroated with	Injury	Possible Inj	12/15/2017	Friday	05PM-06PM	2	3	0	1	Snow	Dark,Lighted	Snowy	On Road
7.661	1070464	Meridian Twp	HULETT	5' E	Angle Turn	Injury	Possible Inj	6/28/2017	Wednesday	01PM-02PM	2	3	0	2	Clear	Daylight	Dry	On Road
7.662	9366308	Meridian Twp	HULETT	10' E	Head-On Left-Turn Not Accroated with	Injury	Non-Incapacit Inj	8/25/2015	Tuesday	05PM-06PM	2	3	0	1	Cloudy	Daylight	Dry	On Road
7.665	9204770	Meridian Twp	HULETT	25' E	Rear End Straight	PDO	No Injury	2/17/2015	Tuesday	08AM-09AM	2	2	0	0	Cloudy	Daylight	Icy	On Road
7.665	1153804	Meridian Twp	HULETT	25' E	Rear End Straight	PDO	No Injury	10/6/2017	Friday	08AM-09AM	2	2	0	0	Cloudy	Daylight	Wet	On Road
7.668	9837806	Meridian Twp	HULETT	40' E	Rear End Straight	PDO	No Injury	10/27/2016	Thursday	07AM-08AM	2	2	0	0	Rain	Dark	Wet	On Road
7.669	9196888	Meridian Twp	HULETT	45' E	Rear End Straight	PDO	No Injury	12/15/2014	Monday	04PM-05PM	2	4	0	0	Clear	Daylight	Dry	On Road
7.675	1153803	Meridian Twp	HULETT	80' E	Rear End Straight	PDO	No Injury	10/6/2017	Friday	07AM-08AM	2	2	0	0	Rain	Dawn	Wet	On Road

Standard Crash Report - Milepoints

UD-10

MilePoint	Number	City/Township	Crossroad Reference	Location	Crash Type	Severity	Greatest Injury Severity	Date	Weekday	Hour of Occurrence	Number of			Environmental Condition			Relationship To Road	
											Veh Occup	Fat	Inj	Weather	Lighting	Surface		
7.677	9790701	Meridian Twp	HAGADORN	90° E	Angle Turn	Injury	Non-Incapacit Inj	3/11/2016	Friday	NOON-01PM	2	5	0	2	Clear	Daylight	Dry	On Road
7.679	9057035	Meridian Twp	HULETT	100° E	Animal	PDO	No Injury	10/4/2014	Saturday	11PM-MDNT	1	1	0	0	Rain	Dark,Lighted	Wet	On Road
7.690	9285358	Meridian Twp	OKEMOS	158° W	Rear End Straight	Injury	Possible Inj	6/2/2015	Tuesday	08AM-09AM	3	3	0	2	Clear	Daylight	Dry	On Road
7.698	9837807	Meridian Twp	HULETT	200° E	Rear End Straight	PDO	No Injury	10/27/2016	Thursday	08AM-09AM	2	2	0	0	Rain	Dark	Wet	On Road
7.717	9462571	Meridian Twp	HULETT	300° E	Side-Swipe Same	PDO	No Injury	12/14/2015	Monday	01PM-02PM	2	2	0	0	Rain	Daylight	Wet	On Road
7.726	8753363	Meridian Twp	HULETT	350° E	Rear End Straight	PDO	No Injury	10/21/2013	Monday	07AM-08AM	2	3	0	0	Rain	Dawn	Wet	Uncoded
7.726	8753364	Meridian Twp	HULETT	350° E	Rear End Straight	PDO	No Injury	10/21/2013	Monday	07AM-08AM	2	2	0	0	Rain	Dawn	Wet	On Road
7.755	8710845	Meridian Twp	HULETT	500° E	Animal	PDO	No Injury	9/2/2013	Monday	MDNT-01AM	1	1	0	0	Clear	Dark	Dry	On Road
7.760	8939974	Meridian Twp	HULETT	528° E	Side-Swipe Same	PDO	No Injury	4/28/2014	Monday	05PM-06PM	2	3	0	0	Cloudy	Daylight	Dry	On Road
7.777	9252876	Meridian Twp	HAGADORN	618° E	Rear End Straight	Injury	Possible Inj	3/2/2015	Monday	04PM-05PM	2	2	0	1	Clear	Daylight	Dry	On Road
7.860	9044801	Meridian Twp	HULETT	333° E	Rear End Driveway	Injury	Possible Inj	9/17/2014	Wednesday	07AM-08AM	2	2	0	1	Clear	Dawn	Dry	On Road
7.904	9251315	Meridian Twp	JAMES PHILLIPS	100° W	Side-Swipe Same	PDO	No Injury	5/1/2015	Friday	04PM-05PM	2	3	0	0	Clear	Daylight	Dry	On Road
7.904	9878477	Meridian Twp	JAMES PHILLIPS	100° W	Head-on	PDO	No Injury	3/15/2017	Wednesday	01PM-02PM	2	2	0	0	Clear	Daylight	Dry	On Road
7.909	9063513	Meridian Twp	COREOPSIS	75° W	Rear End Straight	PDO	No Injury	10/3/2014	Friday	07AM-08AM	3	4	0	0	Rain	Dawn	Wet	On Road
7.910	8578352	Meridian Twp	HULETT	69° E	Fixed Object	PDO	No Injury	2/26/2013	Tuesday	07PM-08PM	1	1	0	0	Snow	Dark	Snowy	Out Shou/Curb
7.910	9063480	Meridian Twp	COREOPSIS	70° W	Rear End Straight	Injury	Non-Incapacit Inj	10/3/2014	Friday	07AM-08AM	2	4	0	1	Rain	Dawn	Uncoded	On Road
7.918	9878317	Meridian Twp	JAMES PHILLIPS	25° W	Rear End Straight	PDO	No Injury	12/2/2016	Friday	05PM-06PM	2	2	0	0	Cloudy	Dark	Dry	On Road
7.922	9358198	Meridian Twp	JAMES PHILLIPS	5° W	Rear End Straight	PDO	No Injury	8/28/2015	Friday	NOON-01PM	2	2	0	0	Clear	Daylight	Dry	On Road
7.922	1028278	Meridian Twp	COREOPSIS	7° W	Head-On Left-Turn	PDO	No Injury	5/12/2017	Friday	05PM-06PM	2	3	0	0	Clear	Daylight	Dry	On Road
7.924	8905053	Meridian Twp	COREOPSIS	5° E	Angle Straight	PDO	No Injury	3/7/2014	Friday	11AM-NOON	2	2	0	0	Clear	Daylight	Dry	On Road
7.940	9250344	Meridian Twp	JAMES PHILLIPS	90° E	Rear End Straight	PDO	No Injury	4/27/2015	Monday	02AM-03AM	2	3	0	0	Clear	Daylight	Dry	On Road
7.942	8611154	Meridian Twp	COREOPSIS	100° E	Animal	PDO	No Injury	4/3/2013	Wednesday	08AM-09AM	1	1	0	0	Clear	Daylight	Dry	On Road
7.970	9315504	Meridian Twp	COREOPSIS	250° E	Rear End Right Turn	PDO	No Injury	6/22/2015	Monday	09AM-10AM	2	3	0	0	Clear	Daylight	Dry	On Road
7.970	9799139	Meridian Twp	COREOPSIS	250° E	Animal	Injury	Possible Inj	4/2/2016	Saturday	10PM-11PM	1	1	0	1	Clear	Dark	Dry	On Road
8.018	9799209	Meridian Twp	COREOPSIS	500° E	Animal	PDO	No Injury	2/14/2016	Sunday	07PM-08PM	1	3	0	0	Clear	Dark	Dry	On Road
8.066	1049330	Meridian Twp	KANSAS	1,058° W	Rear End Straight	PDO	No Injury	6/6/2017	Tuesday	NOON-01PM	2	3	0	0	Clear	Daylight	Dry	On Road
8.100	9452871	Meridian Twp	INDIANA	338° W	Animal	PDO	No Injury	12/7/2015	Monday	07PM-08PM	1	2	0	0	Fog	Dark	Dry	On Road
8.162	9777530	Meridian Twp	INDIANA	11° W	Angle Turn	PDO	No Injury	8/12/2016	Friday	11AM-NOON	2	3	0	0	Clear	Daylight	Dry	On Road
8.190	9794460	Meridian Twp	OKEMOS RD	137° W	Animal	PDO	No Injury	9/11/2016	Sunday	10PM-11PM	1	1	0	0	Clear	Dark	Dry	On Road
8.210	8612127	Meridian Twp	INDIANA	100° W	Rear End Straight	PDO	No Injury	4/9/2013	Tuesday	05PM-06PM	2	2	0	0	Cloudy	Daylight	Dry	On Road
8.210	1189637	Meridian Twp	INDIANA	100° W	Animal	PDO	No Injury	11/10/2017	Friday	09AM-10AM	1	2	0	0	Clear	Daylight	Dry	On Road

Standard Crash Report - Milepoints

MilePoint	Number	City/Township	Crossroad Reference	Location	Crash Type	Severity	Greatest Injury Severity	Date	Weekday	Hour of Occurrence	Number of Veh Occup Fat Inj	Weather	Lighting	Surface	Environmental Condition	Relationship To Road
UD-10																
Total crashes for PR 336205: 94 (0 Fatal, 26 Injuries, and 68 PDO)																

Mark Kieselbach

From: Todd Sharp <todd.sharp@okemosk12.net>
Sent: Monday, January 27, 2020 2:33 PM
To: William Conklin
Subject: Re: Alternative Okemos High School Parking Plan

Hi Bill,

Sorry that I haven't got back in touch with you. I should've emailed you letting you know that I've been in touch with John Hood (Supt) and he is trying to set up a meeting with him, myself, and OHS reps to present this and to hear their thoughts. I planned to be in touch after we met.

I just finished a phone call with Dan Troia in which he filled me in on where we were, as well as the plan. I have a meeting with John Hood tomorrow morning (9:30) and will bring him up to date with the various details/concerns.

Thank you,

Todd Sharp
Director of Transportation
Okemos Public Schools

On Thu, Jan 23, 2020 at 12:08 PM William Conklin <WConklin@ingham.org> wrote:

Greetings Todd,

Attached is a possible plan for improving the inflowing morning traffic at Okemos High School (OHS) as discussed last week for your review and, if acceptable, circulation with others involved on your end.

The main improvement is moving the northbound Hulett Road entering traffic to the north driveway to lessen the current conflict with the southbound Hulett Road left turn to eastbound Jolly Road.

Although two streams of traffic entering the north driveway may not be ideal, this driveway is wide enough for two lane traffic—on google imagery it measures 27 ft wide and at the neck between the curb and gutter with approximately 30 ft radii, which allows two passenger vehicles to enter per AASHTO passenger vehicle turn path templates. Tall traffic cones separating the two lanes and signs indicating use both lanes are proposed to guide drivers into both lanes and avoid delays due to entry conflicts.

If the overall plan is desired, certainly the next step would be to re-open the old north driveway for the southbound right turn entry. The more northerly driveway was closed and replaced by the southerly driveway to align the driveway with Lupine Drive when the development across Hulett Road was built. This was to avoid conflict between any simultaneous left turn entries to both the OHS driveway and Lupine Drive from Hulett Road. When the northerly driveway is re-opened, the Use Both Lanes signs (#6's on plan) would be moved back to just inward of the convergence of the two drives. There are notes to this effect in the left margin of the plan.

As the plan indicates, both entering traffic streams have the option of either parking or dropping off to avoid the need for lane changing on the way in. Vehicles wanting to drop off who entered from the south, and are thus in the driveway lane closer to Hulett Road, will need to drop off in the south end of the parking lot or pull up to the south end of the front sidewalk.

On the subject of the proposed Jolly Road lane reconfiguration, our traffic observations last week at Hulett and Jolly Roads further confirmed the need for the proposed lane changes to one through lane in each direction, a 2-way center left turn lane, and keeping the outer westbound lane, but re-marking it for right turns only starting at Hulett Road, also right only at OHS's Jolly Road driveway, and again this lane is already a must-right at Hagadorn Road. Having the outer westbound lane as right only at Hulett will prevent through vehicles from causing the right turns coming to OHS from building up at peak periods during a red signal as the right turns will generally be able to turn right on red as there is little if any traffic on Hulett Road from the south.

If/when more development comes in and/or traffic increases on Hulett Road south of Jolly Road, a left turn signal would be added for Hulett Road left turns, at which time a green arrow would be added for the westbound to north bound right turns to run with the southbound to east bound left turn phase.

If the Okemos School District would like to implement this plan, ICRD can supply and install the whole plan--all signing, tall traffic cones and any barricades needed at our current costs for actual labor and material, which is roughly estimated as follows:

8 signs at \$200 each--\$1600;

Signs would first be placed on temporary, portable bases while the plan is tried, frost may be in the ground currently, and to allow fine-tuning the sign locations during the trial period. Then the signs would be mounted on driven posts. Estimated cost covers both temporary and permanent installation.

4 Type III barricades at \$200 each = \$800;

For the two gate locations, I recall there is an existing bar gate at the current southerly inbound loop driveway—this would be closed and perhaps reflective material added for conspicuity. A type III barricade

(large 3 panel barricade as typically seen at a full road closure) with an arrow sign pointing north could also be placed there for a while to train the drivers. At the exit side of the main drop-off loop, a gate would need to be added, however ICRD could provide several Type III barricades there as well in the mean-time or permanently if desired. Estimated cost is only for any Type III barricades left permanently.

Approximately 25 tall cones at \$35 each = \$875;

Total: \$3275; \$2475 if the 4 Type III barricades are not permanently left.

ICRD will not request reimbursement for any materials not left permanently. Thus if the plan is removed, ICRD will pick-up and salvage all the material and OSD will not be charged for the temporary trial.

Finally, re-installing the north-most inbound driveway is estimated at \$9500 assuming the sidewalk can be left in place. If the plan is desired, we will request this to be funded with the Jolly Road federal aid project, which may be justified in order to relieve a traffic issue on a public, federal aid eligible road.

Let us know if you have any questions on the above or if you would like to meet again to discuss.

Thanks again for working with us to explore ways of improving traffic safety in the OHS area.

Bill Conklin, Managing Director,

Ingham County Road Department

Office: 517-676-9722

Mark Kieselbach

From: William Conklin
Sent: Friday, January 24, 2020 3:37 PM
To: 'benchoonbuildersandroofing@gmail.com'
Cc: 'Alaiedon Township'
Subject: FW: Alaiedon Township Jolly Road resolution

Mr. Cohoon,

Following up on our phone call this afternoon, below is the email I sent to Alaiedon Township, copied on this email, providing the results of our traffic observations in response to concerns you expressed at the Jolly Road Public Hearing last Monday, Jan. 13, at Alaiedon Township.

As indicated when we spoke this afternoon, I noted two typos in the day and date on the last two observations which are corrected below where highlighted for the benefit of Alaiedon Township who received the email below with the typos.

As discussed, upon reviewing the information below, please let us know if you have any further questions, concerns or desire to meet and review the traffic concerns at your location.

Bill Conklin,
Ingham County Road Department
Office: 515-676-9722

From: William Conklin
Sent: Wednesday, January 22, 2020 1:22 PM
To: 'Alaiedon Township' <alaiedontwp@gmail.com>
Cc: 'Kieselbach@meridian.mi.us' <Kieselbach@meridian.mi.us>; Kelly Jones <KJones2@ingham.org>; Dan Troia <DTroia@ingham.org>; 'John.Hood@okemosk12.net' <john.hood@okemosk12.net>; 'Derek Perry' <perry@meridian.mi.us>; 'Todd Sharp' <todd.sharp@okemosk12.net>; 'Ken Plaga' <plaga@meridian.mi.us>
Subject: RE: Alaiedon Township Jolly Road resolution

In response to concerns expressed by residents at the Jolly Road Public Hearing last Monday, Jan. 13, at Alaiedon Township, regarding whether there will be sufficient gaps with the proposed 3 lane reconfiguration on the east leg of Jolly Road, Alaiedon Parkway to Dobie Road, ICRD staff observed traffic flow last week during several peak traffic periods as follows (all times listed below are approximate):

5:15 to 5:35 pm, Tuesday, Jan 14, by Bill Conklin at driveway of address 1831 Jolly Road, weather clear, pavement dry, daylight progressing to dusk;

5:55 to 6:05 pm, Tuesday, Jan 14, by Dan Troia at field drive east of address 1831 Jolly Road, weather clear, pavement dry, dark;

7:30 to 7:50 am, Wednesday, Jan 15, by Bill Conklin at Fairhills Drive/Jolly Road, weather clear, pavement dry, dark progressing to dawn;

4:00 to 4:15 pm, Wednesday, Jan 15, by Dan Troia at field drive east of address 1831 Jolly Road, weather clear, pavement dry, daylight;

5:40 to 6:00 pm, Wednesday, Jan 15, by Bill Conklin at Fairhills Drive/Jolly Road, weather clear, pavement dry, dusk progressing to dark;

8:15 to 8:50 am, Thursday, Jan 16, by Bill Conklin on south side of Jolly Road across from Hiawatha Elementary school, weather clear, pavement dry, daylight;

8:00 to 8:45 am, Friday, Jan 17, by Bill Conklin on south side of Jolly Road across from Hiawatha Elementary school, weather clear, pavement dry, daylight.

The resident at 1831 Jolly Road was contacted by phone on Tuesday, Jan 14, to advise him that ICRD staff would be in the area several times during peak traffic periods observing traffic including from at or near his driveway. Resident at 1831 Jolly road was also offered to join the traffic observation at a time of his choosing, but declined.

Both actual traffic counts and last week's observations confirmed traffic on Jolly Road in the subject location is heavier east bound in the afternoon peak period and heavier west bound in the morning peak period. Therefore afternoon observations mostly focused on east bound traffic and morning observation were focused on west bound traffic.

In all observation periods, traffic was found to generally be clustered into groups of vehicles (known as platoons). Typically the presence of traffic platoons lasted at the observation points for 10 to 20 seconds followed by gaps in traffic of typically 6 to 20 seconds, many gaps longer. The majority of through traffic were typically observed to be travelling in the inner through lanes. There generally appeared to be more than adequate gaps within the inner lane platoons for the few vehicles in the outer lane to be in the inner lane platoon with little or no effect on the larger gaps between platoons. Most, if not all, of the larger gaps between platoons appeared reasonable in duration in which to enter Jolly Road.

On both mornings, Jan 15 and 16, observing at Hiawatha School, numerous eastbound left turns into Summergate and the Hiawatha School off Summergate were observed with some instances of vehicles intending to continue through in the inner eastbound lane, changing lanes into the outer lane to go around the left turn queue. This maneuver often results in "lane use" and "side-swipe-same" type crashes.

The above observations do not change ICRD's recommendation of the proposed lane reconfiguration from existing 4 lanes, 2 in each direction, to one through lane in each direction with a continuous center left turn lane, and a right turn lane on westbound Jolly road at Summergate Drive for the Hiawatha School entering traffic. The proposed lane configuration will reduce the chances of turn and lane change type crashes without noticeably reducing adequate gaps in Jolly Road traffic in which to enter from driveways and side streets.

It is also recommended that all property owners keep their frontages adequately mowed to prevent vegetation growth from interfering with clear vision from all approaches. 1831's driveway is at location where the road-side back-slope may limit visibility if road-side vegetation grows too high. Reducing the current two through lanes to one, will also result in the one remaining through lane being moved approximately 5 ft toward the center of the road from the curb, which moves the sight line away from the road-side and thus helps to improve clear vision from entering approaches.

Finally we reiterate as said in the public meeting that a center left turn lane also gives the opportunity to make a 2-stage left turn in the rare cases traffic in both directions may be too heavy for gaps in both directions of traffic to occur at once as is now required without a center left turn lane.

Please feel free to let us know if Alaieton Township or any residents have any further questions or concerns on the proposed Jolly Road project.

Thank-you again for your participation in the public outreach for this project.

Bill Conklin, Managing Director,
Ingham County Road Department
Office: 517-676-9722

Mark Kieselbach

From: William Conklin
Sent: Wednesday, January 22, 2020 1:22 PM
To: 'Alaiedon Township'
Cc: 'Kieselbach@meridian.mi.us'; Kelly Jones; Dan Troia; 'john.hood@okemosk12.net'; 'Derek Perry'; 'Todd Sharp'; 'Ken Plaga'
Subject: RE: Alaiedon Township Jolly Road resolution

In response to concerns expressed by residents at the Jolly Road Public Hearing last Monday, Jan. 13, at Alaiedon Township, regarding whether there will be sufficient gaps with the proposed 3 lane reconfiguration on the east leg of Jolly Road, Alaiedon Parkway to Dobie Road, ICRD staff observed traffic flow last week during several peak traffic periods as follows (all times listed below are approximate):

5:15 to 5:35 pm, Tuesday, Jan 14, by Bill Conklin at driveway of address 1831 Jolly Road, weather clear, pavement dry, daylight progressing to dusk;

5:55 to 6:05 pm, Tuesday, Jan 14, by Dan Troia at field drive east of address 1831 Jolly Road, weather clear, pavement dry, dark;

7:30 to 7:50 am, Wednesday, Jan 15, by Bill Conklin at Fairhills Drive/Jolly Road, weather clear, pavement dry, dark progressing to dawn;

4:00 to 4:15 pm, Wednesday, Jan 15, by Dan Troia at field drive east of address 1831 Jolly Road, weather clear, pavement dry, daylight;

5:40 to 6:00 pm, Wednesday, Jan 15, by Bill Conklin at Fairhills Drive/Jolly Road, weather clear, pavement dry, dusk progressing to dark;

8:15 to 8:50 am, Friday, Jan 16, by Bill Conklin on south side of Jolly Road across from Hiawatha Elementary school, weather clear, pavement dry, daylight;

8:00 to 8:45 am, Friday, Jan 16, by Bill Conklin on south side of Jolly Road across from Hiawatha Elementary school, weather clear, pavement dry, daylight.

The resident at 1831 Jolly Road was contacted by phone on Tuesday, Jan 14, to advise him that ICRD staff would be in the area several times during peak traffic periods observing traffic including from at or near his driveway. Resident at 1831 Jolly road was also offered to join the traffic observation at a time of his choosing, but declined.

Both actual traffic counts and last week's observations confirmed traffic on Jolly Road in the subject location is heavier east bound in the afternoon peak period and heavier west bound in the morning peak period. Therefore afternoon observations mostly focused on east bound traffic and morning observation were focused on west bound traffic.

In all observation periods, traffic was found to generally be clustered into groups of vehicles (known as platoons). Typically the presence of traffic platoons lasted at the observation points for 10 to 20 seconds followed by gaps in traffic of typically 6 to 20 seconds, many gaps longer. The majority of through traffic were typically observed to be travelling in the inner through lanes. There generally appeared to be more than adequate gaps within the inner lane platoons for the few vehicles in the outer lane to be in the inner lane platoon with little or no effect on the larger gaps between platoons. Most, if not all, of the larger gaps between platoons appeared reasonable in duration in which to enter Jolly Road.

On both mornings, Jan 15 and 16, observing at Hiawatha School, numerous eastbound left turns into Summergate and the Hiawatha School off Summergate were observed with some instances of vehicles intending to continue through in the inner eastbound lane, changing lanes into the outer lane to go around the left turn queue. This maneuver often results in "lane use" and "side-swipe-same" type crashes.

The above observations do not change ICRD's recommendation of the proposed lane reconfiguration from existing 4 lanes, 2 in each direction, to one through lane in each direction with a continuous center left turn lane, and a right turn lane on westbound Jolly road at Summergate Drive for the Hiawatha School entering traffic. The proposed lane configuration will reduce the chances of turn and lane change type crashes without noticeably reducing adequate gaps in Jolly Road traffic in which to enter from driveways and side streets.

It is also recommended that all property owners keep their frontages adequately mowed to prevent vegetation growth from interfering with clear vision from all approaches. 1831's driveway is at location where the road-side back-slope may limit visibility if road-side vegetation grows too high. Reducing the current two through lanes to one, will also result in the one remaining through lane being moved approximately 5 ft toward the center of the road from the curb, which moves the sight line away from the road-side and thus helps to improve clear vision from entering approaches.

Finally we reiterate as said in the public meeting that a center left turn lane also gives the opportunity to make a 2-stage left turn in the rare cases traffic in both directions may be too heavy for gaps in both directions of traffic to occur at once as is now required without a center left turn lane.

Please feel free to let us know if Alaiedon Township or any residents have any further questions or concerns on the proposed Jolly Road project.

Thank-you again for your participation in the public outreach for this project.

Bill Conklin, Managing Director,
Ingham County Road Department
Office: 517-676-9722

From: William Conklin
Sent: Thursday, January 16, 2020 10:29 AM
To: 'Derek Perry' <perry@meridian.mi.us>; 'Todd Sharp' <todd.sharp@okemosk12.net>; Ken Plaga <plaga@meridian.mi.us>
Cc: Kieselbach@meridian.mi.us; Kelly Jones <KJones2@ingham.org>; Dan Troia <DTroia@ingham.org>; john.hood@okemosk12.net; 'Alaiedon Township' <alaiedontwp@gmail.com>
Subject: RE: Alaiedon Township Jolly Road resolution

Thank-you Chief Plaga and Todd Sharp for meeting Kelly Jones and I out at OHS this morning.

Alaiedon Twp (copied) approved the revised plan of keeping the entire WB outer lane on Jolly, Okemos-Hagadorn, and having it become right turn only starting at Hulett. The revised plan also adds a RTL at Summergate as we discussed as an option last week with Okemos School District. We will send you all revised plans soon-hopefully today. We are also tweaking the plan to try to keep somewhat of paved shoulder/"bike" lane on the EB side, but it won't be wide enough to be an official signed and marked bike lane.

Alaiedon Twp only acted on the west leg. They have some resident concerns regarding whether there will be enough, sufficient gaps with the road diet on the east leg (Alaiedon Parkway to Dobie), which we are looking into before they decide on the east leg. We have been looking at traffic gaps the last few days in morning and afternoon peak periods on the east leg, plus we looked at morning drop-off traffic at Hiawatha School after OHS this morning.

We are finding there will be plenty of more than adequate traffic gaps in both peak periods in both directions of the east leg including with assuming all traffic in one through lane. I will email Alaiedon Twp specifically about that when completed.

We also found no queuing out of the Hiawatha School out onto Jolly Road during the drop off both this morning and when ICRD Design Engineer Dan Troia observed last week. We found drop off at Hiawatha School runs quite well. Most exiting traffic turns right on Jolly. Jolly at Summergate does definitely need the proposed center left turn lane—fair amount of EB traffic backs up to turn left into Summergate and Hiawatha School with some through vehicles making some cringe-worthy last minute lane changes to get around the left turners. Thus the rear end, “side-swipe same”, and “lane use” type crashes we see on the crash report. Same on EB Jolly at Hulett.

Based on our observations today at both schools and the traffic data, we do not think there is thru traffic volume on either the east or west legs of Jolly to warrant both keeping 2 WB thru lanes and adding RTL’s, which was also discussed with the School District.

I will observe traffic again tomorrow morning at both Hulett and Summergate.

We are also working on a plan of a possible internal traffic rerouting for OHS that may improve morning traffic efficiency and will then send that with a request for a follow up meeting with the school district.

Let us know if any questions in the mean-time.

Thanks again all,
Bill Conklin,
ICRD

From: Derek Perry <perry@meridian.mi.us>
Sent: Wednesday, January 15, 2020 5:26 PM
To: William Conklin <WConklin@ingham.org>
Cc: Ken Plaga <plaga@meridian.mi.us>
Subject: RE: Alaiedon Township Jolly Road resolution

Bill:

Do you have a modified plan taking into account the ideas from our meeting at OPS? Was that presented at the public hearing/meeting? I ask because the Alaiedon Township resolution still references the 4-3 lane conversion, but I thought the media coverage talked about the “newer” option. Just looking for clarification.

Thanks,



A Prime Community

Derek N. Perry
Deputy Township Manager
Director of Public Works & Engineering
perry@meridian.mi.us
W 517.853.4440 | F 517.853.4099
5151 Marsh Road | Okemos, MI 48864

From: William Conklin <WConklin@ingham.org>
Sent: Wednesday, January 15, 2020 9:28 AM
To: Alaiedon Township <alaiedontwp@gmail.com>; Dan Troia <DTroia@ingham.org>; Kelly Jones <KJones2@ingham.org>; Brett Dreyfus <dreyfus@meridian.mi.us>; Derek Perry <perry@meridian.mi.us>; Mark

Kieselbach <Kieselbach@meridian.mi.us>

Subject: RE: Alaiedon Township Jolly Road resolution

Greetings Virginia,

Thank-you for sending this resolution and we appreciate Alaiedon Township supporting the proposed Jolly Road plan between Hagadorn Road and Kansas Street, the west leg of the project.

As mentioned in my email yesterday, we are observing traffic on the east leg of Jolly Road, Alaiedon Parkway to Dobie Road several times this week at peak hours to observe traffic gaps that can be expected with the proposed plan in response to citizen concerns expressed at Monday's public hearing regarding concern with potential lack of gaps. We will then email you back our observations on that plus a summarized follow-up for Alaiedon Township's consideration in deciding on the proposed plan for the east leg of Jolly Road between Alaiedon Parkway and Dobie Roads.

Thanks again for hosting the public hearing Monday night and sending the resolution for the west leg.

Bill Conklin,
Ingham County Road Department

From: Alaiedon Township <alaiedontwp@gmail.com>

Sent: Wednesday, January 15, 2020 8:51 AM

To: William Conklin <WConklin@ingham.org>; Dan Troia <DTroia@ingham.org>; Kelly Jones <KJones2@ingham.org>; Brett Dreyfus - Meridian Charter Township <dreyfus@meridian.mi.us>; perry@meridian.mi.us; Kieselbach@meridian.mi.us

Subject: Alaiedon Township Jolly Road resolution

Good Morning

At the Alaiedon Township Board meeting Monday, January 13, 2020 the attached resolution was passed.

Virginia Coffman
Deputy Clerk

--

Alaiedon Township
2021 Holt Road
Mason, MI 48854
Ph 517-676-9277
Fx 517-676-9332
alaiedontwp@gmail.com

Mark Kieselbach

From: William Conklin
Sent: Monday, January 27, 2020 6:42 PM
To: 'Shafer, Rick'
Cc: Mark Polsdofer
Subject: RE: Safety/crash Study

Again, even at just the Jolly/Hulett intersection, the through volumes are not sufficient currently, nor expected to be in the near future, to justify the much greater expense of widening the intersection at this time. Plus there are numerous other driveways and side-streets along the subject segments of Jolly Road that would also benefit from the improved safety of the proposed continuous 2-way center left turn lane.

Bill Conklin,
ICRD

From: Shafer, Rick <shaferrt@msu.edu>
Sent: Monday, January 27, 2020 6:04 PM
To: William Conklin <WConklin@ingham.org>
Cc: Mark Polsdofer <MPolsdofer@ingham.org>
Subject: RE: Safety/crash Study

Mr. Conklin, I appreciate your timely and comprehensive response. I also appreciate the apparent transparency. My question about widening the lanes was not for the whole stretch but specifically for that intersection. That seems far more doable and could be considered an infrastructure build for what might be inevitable. Respectfully,

Rick Shafer
Dean of Students Office
735 E. Shaw Lane
W128 Owen Graduate Center
Michigan State University
517 884-0789
<https://www.deanofstudents.msu.edu/>
Restorative Justice at Michigan State

----- Original message -----

From: William Conklin <WConklin@ingham.org>
Date: 1/27/20 5:17 PM (GMT-05:00)
To: "Shafer, Rick" <shaferrt@msu.edu>
Cc: Mark Polsdofer <MPolsdofer@ingham.org>
Subject: RE: Safety/crash Study

Greetings Mr. Shafer,

Thank-you for interest and input on the proposed Jolly Road project.

Attached is a more detailed crash report covering Jolly Road between Hagadorn and Kansas Roads for the years 2014 through 2018. We do not have any further detail than this attached report to address your questions 1 and 2 below. Nonetheless, you will find a number of crashes involving left turns and east bound rear-ends at or near Hulett Road in the attached summary, some involving injuries.

In response to your question 3, the peak hour through traffic volumes on Jolly Road at Hulett Road at most are less than half the capacity of single lanes in each direction. No traffic growth estimates come anywhere close to those volumes doubling in the next 20 years. Thus widening Jolly Road between Hagadorn and Kansas Roads to 5 lanes to have 2 through lanes in each direction and a center left turn lane is not justified from current traffic volume or foreseeable growth perspectives. Certainly if/when such growth were to occur in the distant future, Jolly Road would then need to be widened or the lanes again reconfigured to address traffic demands at that time.

Given the above and the immediate safety benefit of re-assigning the inner eastbound lane as a center left turn lane (CLTL), which at peak traffic periods is often stopped by left turns anyway, we feel the currently proposed Jolly Road lane re-configuration to one through lane in each direction, the CLTL, and the outer westbound lane to remain, but be marked for right turns only starting at Hulett Road, is the best solution for the current need and that for the foreseeable future, besides best matching the current use of the lanes.

Feel free to let us know if you have any further questions, comments or input on the Jolly Road project.

Bill Conklin, Managing Director,
Ingham County Road Department
Office: 517-676-9722

From: Mark Polsdofer <MPolsdofer@ingham.org>
Sent: Saturday, January 25, 2020 10:59 AM
To: Shafer, Rick <shaferrt@msu.edu>; William Conklin <WConklin@ingham.org>
Subject: Re: Safety/crash Study

Good Morning Bill,

Would you please look over the questions from Rick Shafer below, and answer them and provide additional information if ICRD has it?

Thank you in advance for your assistance with this request.

Best regards,

Mark

From: Shafer, Rick <shaferrt@msu.edu>
Sent: Saturday, January 25, 2020 9:27 AM
To: Mark Polsdofer
Subject: RE: Safety/crash Study

Mark,

I won't pretend to fully understand what all of the data means, so here are a few questions that may advertise my ignorance. All are focused on the Hulett-Jolly intersection, unless noted otherwise.

1. How many of the accidents at the Jolly-Hulett intersection involve high school aged drivers?
2. How many of the rear end collisions occur in the East bound left hand lane?
3. Would widening that intersection to ADD a left turn lane (vs. repurposing an existing lane) resolve these problems? It seems to me that projected growth flies in the face of eliminating an entire lane; especially given the projected growth long term (i.e., isn't lanes and a left turn lane inevitable?

Restoratively yours,

Rick Shafer
Dean of Students Office
735 E. Shaw Lane
W128 Owen Graduate Center
Michigan State University
517 884-0789
<https://www.deanofstudents.msu.edu/>
Restorative Justice at Michigan State

-----Original Message-----

From: Mark Polsdofer <MPolsdofer@ingham.org>
Sent: Saturday, January 25, 2020 8:23 AM
To: Shafer, Rick <shaferrt@msu.edu>
Subject: Fw: Safety/crash Study

Good Morning Rick,

Attached are the documents I mentioned on Nextdoor.com. They aren't online just yet, since these plans have been adjusted once already based on some input from residents and Okemos Public Schools. If there are further revisions, I will forward them along to you as well.

If there are specific questions you have for the Ingham County Road Department, please feel free to reply to this email with those questions, and I will forward them to get addressed.

If I can assist you with anything else, please let me know.

Best regards,

Mark Polsdofer

Ingham County Commissioner
District 12
734.604.0856- Mobile

From: William Conklin
Sent: Thursday, January 23, 2020 12:16 PM
To: Mark Polsdofer
Subject: RE: Safety/crash Study

Greetings Mark,

For tonight's public hearing at Meridian Township's Transportation Commission meeting (6:00 pm at the Central Fire Station), regarding the proposed Jolly Road project, Hagadorn to Dobie Roads, not including the 5 lane section at the Okemos Road intersection, attached are the following:

Updated plans with keeping the outer westbound lane from Okemos to Hagadorn Roads and marking this lane for right turns only at Hulett Road, at the Okemos High school Driveway on Jolly Road, and as currently marked for right turns only at Hagadorn Road, plus adding a west bound right turn lane at Summergate Drive for Hiawatha School traffic. This results from further traffic analysis, observation, and discussions we've had with the Okemos School District.

The previously sent Safety Report for this project with back-up data now appended—crash summaries and traffic count data, which were not previously included.

There will also be copies of these items at tonight's meeting.

Let me know if you need anything else.

Bill Conklin,
ICRD

-----Original Message-----

From: Mark Polsdofer <MPolsdofer@ingham.org>
Sent: Wednesday, January 22, 2020 10:29 PM
To: William Conklin <WConklin@ingham.org>
Subject: Safety/crash Study

Hi Bill,

You mentioned a study was coming on crash data.

Ahead of tomorrow's meeting, do you have that to share?

Best regards,

Mark

Sent from my iPhone.

Mark Kieselbach

From: William Conklin
Sent: Monday, January 27, 2020 6:06 PM
To: Nancy Domagalski
Cc: Mark Polsdofer
Subject: RE: Jolly Road

Greetings Ms. Domagalski,

Thank-you for interest and input on the proposed Jolly Road project.

In response to your concerns regarding traffic volume and growth, the peak hour through traffic volumes (not including turning traffic) on Jolly Road between Hagadorn and Kansas Roads, and between Alaeidon Parkway and Dobie Road, are at most are less than half the capacity of single through lanes in each direction.

No traffic growth estimates come anywhere close to those volumes doubling in the next 20 years. Thus widening Jolly Road in the above segments to 5 lanes to have 2 through lanes in each direction and a center left turn lane is not justified from current traffic volume or foreseeable growth perspectives. Certainly if/when such growth were to occur in the distant future, Jolly Road would then need to be widened or the lanes again reconfigured to address traffic demands at that time.

Please keep in mind, there are no changes proposed for Jolly Road at Okemos Road nor to the 5 lane section of Jolly Road from Kansas Road west of Okemos Road to Alaeidon Parkway east of Okemos Road.

The 4 lanes on Jolly Road between Hagadorn and Kansas Roads would remain but are proposed to be re-assigned to how they are most often used especially during peak traffic periods. There would be one through lane in each direction, the 2-way center left turn lane, and the outer westbound lane would remain, but would be re-assigned for right turns only starting at Hulett Road, again for right turns only at the Okemos High School's Jolly Road driveway, and this lane ends as a right turn only lane at Hagadorn Road. Traffic studies and numerous peak traffic period observations have shown this is how these lanes are being used anyway.

Between Alaeidon Parkway and Dobie Road, again there would be one through lane in each direction, the center left turn lane, and a right turn lane will be added at Summergate Drive for the Hiawatha School traffic.

With left turns currently occurring from the inner through lanes, especially during peak traffic periods and at peak traffic locations such as the two schools, the inner through lane traffic flow is often interrupted anyway. Crashes result from vehicles changing lanes to go around the stopped left turning vehicles, in addition to left turn crashes resulting from lack of a center left turn lane.

Given the immediate safety benefit of the proposed lane reconfigurations described above, we believe the proposed plan is the best solution for the current need and that for the foreseeable future, besides best matching the current use of the lanes.

Feel free to let us know if you have any further questions, comments or input on the Jolly Road project.

Bill Conklin, Managing Director,
Ingham County Road Department
Office: 517-676-9722

From: Mark Polsdofer <MPolsdofer@ingham.org>

Sent: Saturday, January 25, 2020 3:41 PM

To: Nancy Domagalski <nanokemos@comcast.net>; William Conklin <WConklin@ingham.org>

Subject: Re: Jolly Road

Good Afternoon Bill,

Would you be so kind as to look over the questions and concerns from Ms. Domagalski and address them?

Thank you in advance for your assistance with this issue.

Best regards,

Mark

Sent from my iPhone.

On Jan 25, 2020, at 3:29 PM, Nancy Domagalski <nanokemos@comcast.net> wrote:

Mark,

You may forward the email. I'd like to know how they decided that one lane in each direction will eliminate congestion and be safer. Traffic will be held up as they have to slow down for those in front of them turning right into businesses. Wayfarer is opening a warehouse in Okemos adding 500 new jobs. There are, also, several new apartment buildings going in, new business at the intersection of Jolly and Okemos Road, and a new car dealership just to mention a few new developments. I have been on Jolly Road just prior to Hiawatha Elementary School dismissal and cars are backed up onto the right traffic lane waiting to pick up their children. Now you want to take that down to one lane? That's an accident waiting to happen as other motorists try to pass those in line.

From reading the other comments on Nextdoor, I can see that I am not the only one opposed to this move. I haven't seen a positive comment yet. Were the business along Jolly Road consulted?

Thank you.

Nancy Domagalski

On January 25, 2020 at 8:42 AM Mark Polsdofer <MPolsdofer@ingham.org> wrote:

Good Morning Nancy,

Would you mind if I forwarded this email to ICRD to address specifically?

Also, I will forward the documents in a moment.

If I can assist you with anything else, please let me know.

Best regards,

Mark Polsdofer

Ingham County Commissioner

District 12

734.604.0856- Mobile

From: Nancy Domagalski <nanokemos@comcast.net>

Sent: Friday, January 24, 2020 6:40 PM

To: Mark Polsdofer

Subject: Jolly Road

Mark,

Will you please send me the information that is being used to decide on changing the Jolly Road area to three lanes?

As my response on Nextdoor said, I fail to understand how this will make the traffic flow safer. There will be more traffic with all the development in the area and the ICRD wants to eliminate lanes. It just does not make sense. My father was the chief engineer on I-496 and the assistant head of highway maintenance for the State of Michigan. After years of listening to highway and road development explanations, I've never heard that eliminating lanes would make a road safer.

I am sure that if this plan is put into action, in five years we will be hearing that we need to add the lanes back for safety.

Sincerely,
Nancy Domagalski

Ingham County Road Department
301 N Bush St
Mason, MI 48854

I drive the stretch of road between Meridian and Okemos at least eight times per week, on my way to or from work or from family who live in the area or from businesses near the intersection of Jolly and Okemos roads.

I am opposed to the proposed lane reductions on Jolly road

I have lived at my current address on Meridian road for 20 years, which is almost due east of where I work in downtown Lansing. Since I can't actually go due west, I have to go either north or south to an east-west route. I have 3 basic options, Haslett road is 12.7 miles, Grand River to Mount Hope is 12.9 miles and Jolly to 96 to 496 is 16.7 miles – a third longer.

For years I automatically took Haslett road, but a few years ago I started pulling up Google Maps in the morning and evening before my commute, and was amazed when it kept routing me down Jolly road. Google wasn't wrong. It is actually faster every time, unless there is an accident on the expressway, to drive an extra third the distance. Every time.

Eliminating a lane will certainly reduce the efficiency of that stretch of road, but I'm not just opposed because it would slow up my commute. I believe it would actually be more dangerous because it would result in a near steady stream of vehicles, making it extremely difficult to pull out of any side street or business or home driveway. I have observed this first hand on Haslett road east of Marsh. I've seen people use the turn lane to pass cars turning right, cars pull out in front of oncoming traffic – the constant row of cars apparently makes a 3 car-length gap seem like a reasonable opening. Traffic on the side streets backs up because cars can't get through the intersection. This same lane treatment is part of the reason it takes longer to drive 12 miles than it does 16. I'd suggest you survey any resident on that road and see how they like it – or maybe spend some time driving in or observing traffic there around elementary school pick-up or drop off time or morning or evening commute.

Jolly road and the Okemos intersection has repeatedly been under construction for one reason or another year after year, which cannot help but impact businesses in that area, and anything that makes it more difficult to enter or exit a business will have a lasting negative financial impact. Customers don't have the patience to deal with traffic, they'll go somewhere easier.

Lastly, as voters we continually hear about lack of resources, I fail to understand how this can possibly be a priority project with all the work that needs to be done justifying

the millage proposals put on the ballot. How about filling a few pot holes, or timing traffic signals or maybe making some of them smart signals so drivers don't have to sit at an empty intersection, burning gasoline waiting for a signal to turn green.

This seems to be a solution in search of a problem, and I urge you to just leave this stretch or road that is finally working, alone.

Thank you for your attention.

A handwritten signature in black ink, appearing to read 'Bethany Beauchine', with a large, stylized flourish at the end.

Bethany Beauchine

Mark Kieselbach

From: William Conklin
Sent: Friday, January 24, 2020 6:08 PM
To: 'dontreas@gmail.com'
Cc: Road Department
Subject: RE: 1-23-20 Public Hearing | Jolly Road Diet Plan

Dear Ms. Gibson,

Thank-you for your interest in the proposed Jolly Road project and attending last night's public meeting for this project.

The Hulett/Jolly intersection will be improved with the proposed center left turn lane (CLTL) on Jolly Road and keeping the existing outer westbound lane, but having it become right turn only at Hulett Road. The signal will also have a left turn signal phase for the new CLTL on Jolly Rd. This signal will be optimized to the extent it can be, and will have vehicle detection and related signal actuation for certain movements, such as the left turns, to maximize green time for the heaviest movements.

We have observed there is adequate through traffic capacity at peak periods with one through lane as that is almost entirely how Jolly Road operates currently.

We will look into getting the Jolly Road plans uploaded to our website.

The intersection of Grand River (M-43) and Dobie Road is controlled by MDOT as M-43 is state road. MDOT has been requested to add a left turn signal for Dobie/Central Park at that location, but so far has denied this request as they have previously indicated this would adversely affect the efficiency of the signal and/or traffic on M-43.

Thanks again for your input and interest in the Jolly road project and feel free to let us know if you any further questions or concerns.

Bill Conklin, Managing Director,
Ingham County Road Department
Office: 517-676-9722

-----Original Message-----

From: Teresa Gibson <dontreas@gmail.com>
Sent: Thursday, January 23, 2020 8:28 PM
To: Road Department <roads@ingham.org>
Subject: 1-23-20 Public Hearing | Jolly Road Diet Plan

Mr. Conklin,

Thank you for your time this evening. My husband, Don, and I feel much better about the project now that you have explained it in clearer detail. We are on board with it.

Our hope is that the traffic light for the west bound traffic at the Hulett intersection - from 7am to 8am - will be timed at a steady green for an adequate duration. We can see that the single through lane will be backed up a great deal when school busses are included. We pray that does not happen with extreme delays.

We appreciate your patience this evening with taking the time to properly diagram and explain how this is all going to happen. The simple diagram that you drew on the board was helpful for us. Something like that would have helped on your website with the paragraph that your site provided.

Lastly, off topic, we have called in and emailed in the past to express our frustration with the timing of the lights at Dobie & Hamilton and Dobie & Grand River. A left turn arrow is seriously needed for going left onto Grand River when heading south. We were told over the phone about two years ago that two different road departments would need to control fixing this problem. We've heard nothing of a fix on this to date and we continue to see cars running red lights there as a result.

Thank you again for your consideration.

Sincerely,
Teresa Gibson

Sent from my iPhone

Mark Kieselbach

From: Road Department
Sent: Thursday, January 23, 2020 8:26 PM
To: William Conklin; Dan Troia; Kelly Jones
Subject: Fwd: Jolly Rd Diet

Kellie
Sent from my iPhone

Begin forwarded message:

From: dale freeman <dfreeman617@gmail.com>
Date: January 23, 2020 at 8:10:00 PM EST
To: Road Department <roads@ingham.org>
Subject: Jolly Rd Diet

I attended this evening's public comment on the proposed road diet for two sections of Jolly Rd. during the Meridian Township Transportation Commission meeting and would like to share my thoughts with you.

As the chair of the TriCounty Bicycle Association's Advocacy Committee, I would like to express my support for the proposed road diet. As a cyclist who regularly commutes to work on a road that saw a road diet implemented a couple of years ago, I have been impressed by how this has allowed for safer cycling while also making the road safer for motorists and pedestrians.

During this month's TCBA Advocacy Committee meeting our members discussed the proposal and were favorably disposed to these changes.

Thank you for your efforts to make multi-vehicle transportation in this area safer.

Dale Freeman

Mark Kieselbach

From: Road Department
Sent: Tuesday, January 21, 2020 8:39 AM
To: William Conklin; Dan Troia; Kelly Jones; Tom Gamez
Subject: FW: High Hope for Marsh road.

I didn't respond yet.

Kellie

*Kellie Knauff
Ingham County Road Department
Reception/Permits/Public Information Coordinator
301 Bush St
Mason MI 48854
Ph: 517.676.9722
Email: kknauff@ingham.org*

From: Chuck & Tom Lindstrom <64pinecreekworld@gmail.com>
Sent: Saturday, January 18, 2020 8:06 PM
To: Road Department <roads@ingham.org>
Subject: High Hope for Marsh road.

On the heels of the proposed 2020 Jolly road improvements, is there any chance that the same "Plan" might be considered for Marsh Road in Haslett? The stretch of road from the county line on the north through Haslett Road to the south could really benefit from the Safety (accident avoidance) and Traffic Flow (excessive speed reduction) enhancements of this "Plan".

Thank you for your consideration.

C & T Lindstrom
1764 Pine Creek Circle
Haslett, MI. 48840-8211

Mark Kieselbach

From: William Conklin
Sent: Friday, January 17, 2020 6:19 PM
To: 'Chuck Wynn'
Subject: RE: Information Request on Jolly Road Project

Dear Mr. Wynn,

Your request for the background data on the subject report has been referred to ICRD staff who prepared the report. Allowing for other on-going priorities and our office being closed on Monday, Jan 20, for the Martin Luther King holiday, ICRD will respond with your requested information as soon as possible next week.

I can briefly answer your question on the project development history. Primary road resurfacing projects are determined by pavement condition ratings done every 2 years, traffic volumes, and other factors. The Jolly Road project was selected and placed into our current 4 year federal aid project year program in late 2018 for construction originally planned in 2022. In mid 2019, the Jolly Road project was moved up to 2020 as part of a necessary re-ordering of projects based on a number of factors relating to other projects. Safety review of projects is done as part of design engineering for all projects, which occurred late last fall on the Jolly Road project. The decision to reconfigure the lanes on Jolly Road was made in December, after which the current public involvement effort was planned to occur after the holiday period.

Let us know if you have any further questions in the mean-time and myself or another ICRD staff person will respond next week on your request for the background data.

Bill Conklin, Managing Director,
Ingham County Road Department (ICRD)
Office: 517-676-9722

From: Chuck Wynn <chuckles77@gmail.com>
Sent: Thursday, January 16, 2020 9:09 PM
To: William Conklin <WConklin@ingham.org>
Subject: Information Request on Jolly Road Project

Hi Bill,

I am a resident of Meridian Township, and was recently informed about the proposed changes to Jolly Road to reduce it to two through lanes with one turn lane at sections.

I would be interested in learning more about the project in advance of the upcoming public hearing on Thursday January 23rd at the Meridian Township Central Fire Station.

I have read the Crash Analysis Report that was released on December 21st, 2019, but I was interested in looking at the raw source data used in the report, specifically the average daily traffic (ADT), as well as the crash data which was summarized in the report. Since the sources for the data are not referenced in the report, I'm uncertain as to where I might go to see the data used to support the project.

Finally, I was hoping to find a summary of what prompted the project, why, how long it has been in development, etc. This is not in the report I've read, and it would be helpful to have some context of the project's history to get a better understanding of it.

Thank you in advance for your assistance in this.

Kind regards,
Chuck Wynn

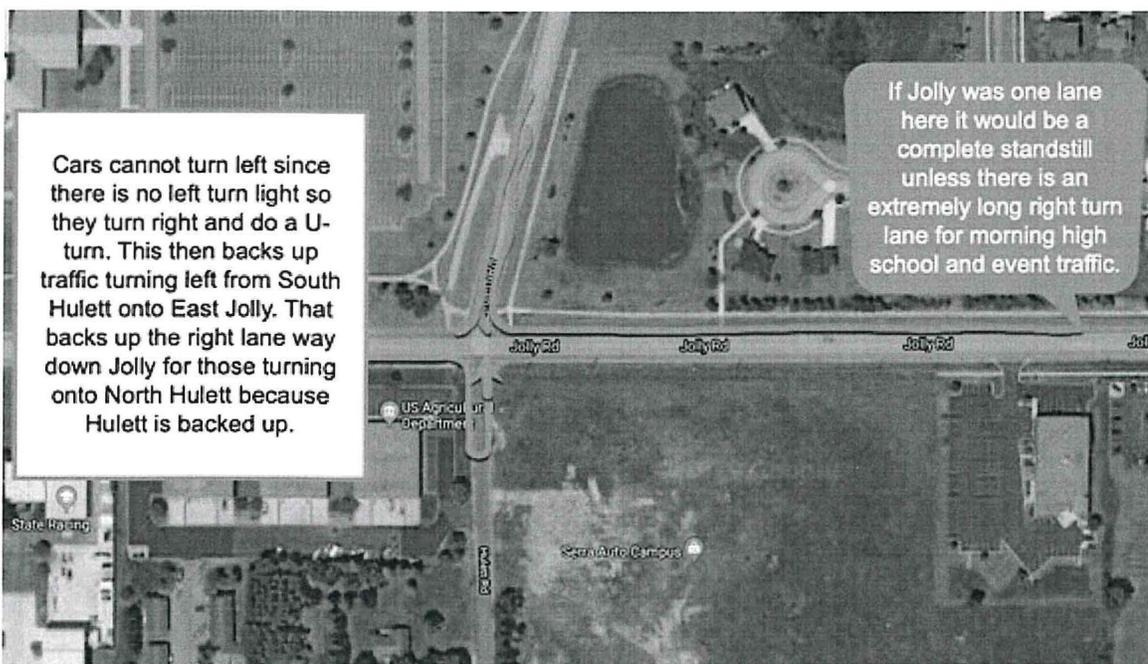
From: Owen, Chandra <c.owen@TechSmith.com>
Sent: Tuesday, January 14, 2020 9:55 AM
To: Road Department <roads@ingham.org>
Subject: Jolly Road Project Concerns

I am writing to share a couple of concerns I have with the proposed changes to Jolly Rd as a resident who commutes through this area daily.

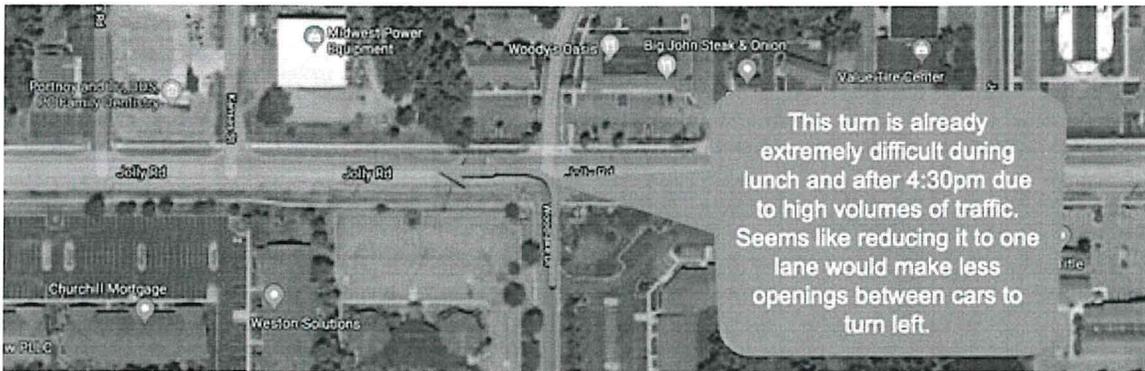
Concern #1 – There are already challenges at the intersection of Hulett Rd and Jolly Rd, particularly around 7:30am during the arrival of students to the high school. I drive south on Hulett to my place of work on Woodlake Dr. In the mornings there is often a large back-up on Jolly Rd. in the right lane going westbound as students and parents attempt to turn left into the high school parking lot. If Jolly was down to one lane this would bring traffic to a complete stop. Right now traffic can continue to flow through Jolly in the left lane while the right is backed-up.

There is an issue of vehicles being unable to turn left from eastbound Jolly to northbound Hulett. There is no left turn signal. They get tired of waiting through multiple lights to turn left so they have begun to turn right onto Hulett, do a U-turn and then go straight through. If a few cars do this, traffic attempting to turn left from southbound Hulett to eastbound Jolly are stopped causing further back-ups on Hulett and the cycle continues.

Please consider this congestion and potential further headache that reducing lanes in this intersection may have during peak hours.



Concern #2 – The challenging left turn from Woodlake Drive onto westbound Jolly Rd. I have concerns that reducing Jolly down to one lane would cause one never ending lane of traffic rather than spreading it out between the two lanes making it even more difficult to make this turn.



Thank you for your consideration as you plan. I do not expect that there would be a lot of bike traffic on this stretch. I would not bike it myself due to the volume of traffic and distracted drivers (that would continue after this project) or allow my children to do so. Living on Hulett Rd in the 35 mile per hour section north of Bennett Woods distracted drivers have crashed into my front lawn, crashed into my mailbox, crashed into an electric pole, and crashed into my neighbors fence in the time I have lived there. Jolly road is busier and faster, but needs to allow traffic to flow quickly as it is a major connection between Okemos and Lansing.

Have a great day and feel free to follow-up with any questions. My cell is 517-819-0973. I live at 4090 Hulett Rd, Okemos, MI.

Chandra Owen
Instructional Designer
TechSmith Corporation
c.owen@techsmith.com



Mark Kieselbach

From: Owen, Chandra <c.owen@TechSmith.com>
Sent: Tuesday, January 14, 2020 1:44 PM
To: William Conklin
Subject: Re: Jolly Road Project Concerns

Thank you very much for the explanation. I feel comfortable with the proposed changes, especially those at the Hulett and Jolly intersection and hope it improves travel and safety in the area.

Have a great day,
Chandra

From: William Conklin <WConklin@ingham.org>
Date: Tuesday, January 14, 2020 at 1:30 PM
To: "Owen, Chandra" <c.owen@TechSmith.com>
Cc: Road Department <roads@ingham.org>
Subject: RE: Jolly Road Project Concerns

CAUTION: This message originated from outside of TechSmith Corporation. Do not click on any links or open any attachments unless you recognize the sender and are expecting the message.

Dear Chandra Owen,

Thank-you for your well stated and depicted input on the proposed Jolly Road project between Hagadorn and Dobie Roads.

The currently proposed improvements at the Jolly/Hulett intersection should address your Concern #1 at that location. The proposed plan does not change the current 5 lanes on Jolly Road between Kansas Street west of Okemos Road and Alaiedon Parkway east of Okemos Road, so there will be no change to the traffic at the Wood Lake/Jolly intersection per your Concern #2.

The following should further address your concern at Jolly/Hulett:

If the currently proposed Jolly Road plan is approved, the current 4 lane section of Jolly Road Between Hagadorn Road and Kansas Street will have a 2-way center left turn lane, one through lane in each direction, and the outer westbound lane is also being retained as a right turn lane in addition to the inner westbound through lane. The signal at Jolly/Hulett will also be modified to have a left turn phase (green arrow) for Jolly road left turns into both legs of Hulett Road, and the signal timing will be improved to get traffic out of the north leg of Hulett more efficiently. We also plan to meet with the Okemos School District and High School staff to review whether the high school traffic flow can be improved in the school grounds for better overall efficiency. If the currently proposed plan is not approved, there would be no changes to Jolly Road other than it would just be resurfaced.

Thank-you again for your informative input and feel free to reply and let us know if you have any further questions. Also feel free to forward and share this response to any other residents you know of having similar concerns.

Bill Conklin, Manager,
Ingham County Road Department
Office: 517-676-9722

Mark Kieselbach

From: Troia, Dan
Sent: Wednesday, January 08, 2020 5:34 PM
To: 'stevestagg@yahoo.com'
Cc: Road Department
Subject: RE: Jolly Road
Attachments: Jolly Road Diet Media Release.docx

Mr. Stagg,

Thank you for your comments regarding the proposed 4 lane to 3 lane reconfiguration plan for Jolly Road. Following asphalt resurfacing, the proposed re-striping would consist of a center left turn (CLT) lane, one through-lane each direction, and a paved shoulder area that is conducive for non-motorized travel; the total road width (existing curbs) generally remains unchanged.

This type of conversion is now common for roadways with similar width and traffic volumes as the current 4-lane segments of Jolly Road. A 3-lane configuration with a CLT lane is widely accepted as providing a safer roadway for motorists and non-motorized traffic while typically not sacrificing traffic capacity. The perceived capacity reduction resulting from reduced through-lanes is usually offset by improved efficiency at intersections.

Ingham County has implemented such conversions on numerous roadways in the vicinity (e.g. Lake Lansing Road, Haslett Road, Willoughby Road, Holt Road, Michigan Avenue, and coming soon on Central Park Drive to name a few). In every instance, 4 to 3 conversions have served to dramatically reduce, not increase traffic crashes. As part of the proposed conversion, we have analyzed both the Hulett (High School) and Summergate (Hiawatha School) intersections, where there are peak school traffic volumes. As we would expect, data shows a relatively high crash rate throughout the project limits (but particularly at these two intersections), resulting from the current 4 lane configuration. We fully expect that the crash rate will reduce significantly at these intersections and throughout the project (i.e. at every minor street or driveway), once a CLT lane is added.

The current average daily traffic volume in the vicinity of Hiawatha School is approximately 11,000 vehicles per day. This volume is ideal for the proposed 3 lane configuration (well below saturation). We are considering and likely would add westbound (WB) RT turn lanes at both Hulett and Summergate intersections to further improve both safety and traffic flow at these locations. With these enhancements, turning left out of Summergate Lane onto eastbound Jolly Road should become much easier and safer with the proposed 3-lane conversion; vehicles making this turn will cross only one lane of WB through-traffic (vs two lanes currently), and the CLT lane will provide more space for turning and merging during periods of heavy EB traffic. Additionally, shifting the WB RT turning vehicles 1/2 lane to the north will provide better visibility to WB through-traffic from Summergate.

We are happy to further discuss your concerns if you desire. You are welcome to attend one of the advertised public information meetings (per attached) or you can contact me directly per below.

Regards,

Daniel J. Troia, P.E.
Assistant Director of Engineering
Ingham County Road Department
301 Bush Street
Mason, Michigan 48854

(517) 676-9722x2319 ofc
(517) 719-1353 cel

(517) 676-2085 fax

-----Original Message-----

From: Steve Stagg <stevestagg@yahoo.com>

Sent: Tuesday, January 7, 2020 10:52 PM

To: Road Department <roads@ingham.org>

Subject: Jolly Road

Dear Road Commission,

Anyone who has ever dropped off or picked up at Hiawatha School, knows reducing any lanes on Jolly Road is a non-starter. It is very difficult to get in and out of the school as it is. Reducing the number of lanes will make it much more difficult and the likelihood of an accident (with children) goes up dramatically.

Jolly Road was built with 4 lanes for a reason. I seriously doubt traffic has decreased given the development along Jolly Road.

Please reconsider this plan.

Sincerely,

Steve Stagg

Sent from my iPhone

Mark Kieselbach

From: Troia, Dan
Sent: Wednesday, January 08, 2020 5:14 PM
To: 'stefan.cerbin@gmail.com'
Cc: Road Department
Subject: RE: Jolly road diet
Attachments: Jolly Road Diet Media Release.docx

Mr. Cerbin,

The Ingham County Road Department is proposing to take the opportunity of the impending Jolly Road resurfacing project to create a safer roadway for both motorized and non-motorized traffic by implementing a 4-lane to 3-lane conversion. Following asphalt resurfacing, the proposed re-striping would consist of a center left turn (CLT) lane, one through-lane each direction, and a paved shoulder area that is conducive for non-motorized travel; the total road width (existing curbs) generally remains unchanged. Although we consider the paved shoulder area bicycle friendly, the ICRD typically does not explicitly label or mark the paved shoulder as a 'bike lane' because the paved shoulder area available between existing curbs may not necessarily meet formal design guidelines for designated bicycle facilities. 'Protected' or separate non-motorized facilities may be preferred for non-motorized travel, but these are not included in the planned scope of the proposed project.

The current project limits extend from Hagadorn Road to Dobie Road (excluding between Kansas Rd and Alaiedon Parkway, paved in 2018). The proposed paved shoulder area would not extend through the Jolly Road segment paved in 2018, although there are sidewalk/pathway on one or both sides of Jolly Road through that segment. Also, no work is proposed west of Hagadorn Road; however, the current two lane section of Jolly Road between Collins Road and Hagadorn already has a +/-5 ft 'bicycle friendly' asphalt paved shoulder.

We do communicate regularly with the City of Lansing, but the proposed lane conversion for Jolly Road was only recently proposed (just prior to Holidays) for inclusion with the resurfacing project, so they may not yet be aware. The ICRD is not aware of any currently planned projects by the City for either Jolly or Collins Roads wherein non-motorized facilities could be considered, but I will forward your message to my counterpart there. With the Sycamore Trail intersecting Jolly at Five Oaks, it would seem to make sense to work towards having connectivity between the trail and other non-motorized facilities.

We are happy to further discuss your concerns if you desire. You are welcome to attend one of the advertised public information meetings (per attached) or you can contact me directly per below.

Regards,

Daniel J. Troia, P.E.
Assistant Director of Engineering
Ingham County Road Department
301 Bush Street
Mason, Michigan 48854

(517) 676-9722x2319 ofc
(517) 719-1353 cel
(517) 676-2085 fax

-----Original Message-----

From: Stefan Cerbin <stefan.cerbin@gmail.com>

Sent: Wednesday, January 8, 2020 12:48 PM

To: Road Department <roads@ingham.org>

Subject: Jolly road diet

To whom it may concern,

I read that Jolly road will be reduced in vehicle lanes and add bike lanes. Is there going to be addition of bike lanes to the section from Hagadorn west to the City of Lansing border? Also has/is/will there be coordination with Lansing to see if bike lanes will be added in the Lansing section of Jolly? I appreciate the addition of bike lanes but if they end or are dangerous most people will not use them. Protected bike lanes are the application to address this.

Thanks,

Stefan

Mark Kieselbach

From: Conklin, William
Sent: Wednesday, January 08, 2020 3:11 PM
To: Polsdofer, Mark; jstojisih722@gmail.com
Cc: Troia, Dan
Subject: RE: Jolly Road Proposal
Attachments: 205685 Jolly rd crash analysis_rev 01-06-2020.pdf; Plan_Set_12-20-2019.pdf

Dear Mr. Stojisih,

Thank-you for your interest and input on the proposed Jolly Road resurfacing project.

In addition to Ingham County Commissioner Mark Polsdofer, I have added Dan Troia, Ingham County Road Department's Project Engineer on the Jolly Road project.

Attached as you requested below are the preliminary proposed plans for Jolly Road, Hagadorn to Dobie Roads, not including the Jolly/Okemos Roads intersection, and the crash summary and analysis leading to the recommendation to convert the 4 lane sections of Jolly Road to 3 lanes having a center left turn lane and one through lane in each direction between Hagadorn Road and Kansas Street, and between Alaiedon Parkway to and through the Dobie Road intersection. See in particular plan sheets 8 through 13 for the proposed lane changes.

Please note these plans are preliminary and subject to change. Adding westbound right turn lanes on Jolly Road at both Hulett Road and at Summergate Lane, in addition to the proposed 3 lanes at both locations shown on the attached plans, is currently being considered, but is not shown on the current preliminary plans attached to this email.

Turning left out of Summergate Lane onto eastbound Jolly Road should if anything become safer and easier with the proposed lane conversion as vehicles making this turn will only have to cross one, not the current two, lanes of westbound through traffic on Jolly Road, and will have the continuous center turn lane to turn into first, to do a "2-step left turn", if traffic is heavy at the time of the turn on eastbound Jolly Road as well.

Also in response to your question about the possibility of a signal at Summergate and Jolly, the Michigan traffic manual we are required by Michigan law to follow has specific traffic warrants for adding signals, even with only peak-hour phase operation as you suggest below. The traffic has been studied as required at this location and the required traffic warrants are not close to being met for installing a traffic signal at Summergate and Jolly Roads. We believe the proposed lane changes at this location will make the intersection much safer and more efficient, but will continue to monitor the intersection after the project to assess whether any further improvements, such as a signal, are necessary and warranted as required by law.

Please feel free to let us know if you have any further questions or concerns on this proposed project. Please also feel free to share this response and the attached items with any others who may also be interested in this project.

Thanks again for your interest and input on the subject project,

Bill Conklin, Managing Director,
Ingham County Road Department
Office: 517-676-9722

From: Polsdofer, Mark <MPolsdofer@ingham.org>
Sent: Wednesday, January 8, 2020 12:29 PM

To: Conklin, William <WConklin@ingham.org>

Subject: Fw: Jolly Road Proposal

Hi Bill,

Can you please review the email below, and let me know if you have information we can share to answer Mr. Stojisih's questions?

Thank you in advance for your assistance.

Best regards,

Mark

From: Justin Stojisih <jstojisih722@gmail.com>

Sent: Wednesday, January 8, 2020 9:09 AM

To: Polsdofer, Mark

Subject: Jolly Road Proposal

Hi Mark,

Thanks for responding to my Facebook message yesterday. Can you send me the info about the proposed changes to Jolly Road? Is there a diagram available that shows the proposed changes? And any crash data that shows where the County is hoping to reduce accidents? I'm curious to see how many accidents occur with people trying to turn left into Big 10 Party Store, the barn complex, or the complex with Doc's Auto vs the six-lane stretch that wouldn't be reduced where Taco Bell/McDonald's/Marathon are.

I think the proposal makes sense from Alaieton Rd to Dobie Rd, as that would add a left-turn lane for people lining up to turn into Hiawatha Elementary. I know from experience how backed up it gets when dropping kids off in the morning, although I do worry that the reduction of a westbound lane would make it very, very difficult for people to turn left out of Hiawatha (on Summergate Ln) onto eastbound Jolly. Just thinking about the behaviors I've seen from drivers there over the past five years of having kids at Hiawatha, I think that this would likely cause some issues. Are there any plans to add a traffic light at this intersection? Even if it were a flashing yellow at all times except 7:30-9:00 a.m. and 3:30-4:30 p.m., that would likely alleviate any such issues.

Thanks,
Justin



Ingham County Road Department



January 8 at 3:12 PM · 🌐

Public Hearing for Proposed Conversion of Jolly Road from 4 to 3 Lanes With Center Left Turn Lane Hagadorn to Dobie Roads, Meridian and Alaiedon Townships:

The Ingham County Road Department, ICRD, is planning a milling and resurfacing project in 2020 on Jolly Road, Hagadorn Road to west of Okemos Road (Kansas Street), and east of Okemos Road (Alaiedon Parkway) to Dobie Road, on the line between Meridian and Alaiedon Townships, Ingham County.

Currently this section of Jolly Road is 4 lanes, 2 in each direction. ICRD conducted a traffic safety analysis on this section of Jolly Road that indicated converting the 4 lanes to 3 lanes with a center left turn lane, one through lane in each direction, and paved shoulders/non-motorized lanes on each side would significantly reduce left turn and other types of crashes that currently occur, without significant loss to through traffic capacity, based on experience with similar road conversions. The configuration of the intersections of Jolly Road at Hagadorn Road, Okemos Road, and Alaiedon Parkway would remain unchanged.

Two Public Hearings to receive public input on the proposed project will be held at the following two locations, dates, and times:

8:00 P.M., Monday, January 13, 2020, at Alaiedon Township Hall, 2021 W. Holt Road, Mason, MI 48854.

6:00 P.M., Thursday, January 23, 2020 at Meridian Township Central Fire Station, 5000 Okemos Road, Okemos, MI, 48864.

The meeting facilities are accessible as required by the Americans with Disabilities Act (ADA). Ingham County will provide necessary reasonable aids and services to accommodate non-English speaking persons and/or persons with disabilities upon five (5) working days notice to the Ingham County Road Department.

4,891

People Reached

619

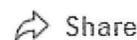
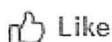
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5

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Ingham County Road Department Please see the following additional information and updates on the proposed Jolly Road project :

As indicated in ICRD's initial post, there would be no changes to the Hagadorn/Jolly and Okemos/Jolly intersections including the 5 lane section of Jolly Road from Kansas Street (west of Okemos Road) to Alaiedon Parkway (east of Okemos Road).

The proposed plan has been updated to include keeping Jolly Road's outer westbound lane between Okemos Road and Hagadorn Road but marking this lane for right turns only at Hulett Road and at the Okemos High School Driveway. Jolly Road's outer westbound lane is already marked for right turns only onto northbound Hagadorn Road. Jolly Road's outer westbound lane is mostly used for heavy right turn traffic at Hulett Road, Okemos High School and at Hagadorn Road, especially during peak traffic periods.

Thus Jolly Road will remain 4 lanes between Hagadorn and Okemos Roads, but would have the lanes redesignated to how they are most often being used, especially in peak traffic periods for improved safety and efficiency.

The plan has also been updated to include a westbound right turn lane into Summergate Drive at the Hiawatha Elementary School between Okemos and Dobie Roads.

With the proposed continuous center left turn lane and with left turn signals to be added at the both the Jolly/Hulett and Jolly/Hagadorn intersections, crashes will be reduced and traffic will become much safer and more efficient on Jolly Road.

Please also note the through traffic volumes in each direction on Jolly Road between the main intersections during daily peak traffic hours are less than half the traffic capacity of a single through lane for each direction. Furthermore the current inner lanes are often stopped for left turn traffic which would move into the center turn lane with the proposed plan. Thus little to no impact on through traffic flow is expected, while significantly reducing the chances of left turn and lane change related crashes.

Like · Reply · 1m

Karen Voisinet Fraser I suspect that the county will do what they have planned. Public hearings are merely a checklist in the project plan. I would urge people to attend but I doubt there will be much impact. This is definitely a bad plan. Traffic will be totally stopped in front of the high school, back ups are already a problem there. Traffic is backed up east and west of Okemos in both mornings and late afternoon. This plan will simply back traffic up further. Bad plan.

Like · Reply · Message · 3d



Jan Casey Westbound Jolly east of Hulett between 7:20 - 7:40 am on school days will back up due to traffic stuck on Hulett waiting to turn into high school student lot / drop-off. This already backs up onto the right lane of Jolly, but eliminating the 2nd lane will mean no cars will be able to continue on Jolly. Other than that, I like the idea of a turn lane. Unless the new turn lane will just become another place for drivers to turn ONTO Jolly and create a head-on collision opportunity, then I'd prefer it not be added.

Like · Reply · Message · 2w



1



Robin Sterns One huge concern I would have is with the dealerships and medical offices on the south side of the road that traffic flows will be disrupted with all of the traffic turning in and out of those facilities causing no way around those turning vehicles.

Like · Reply · Message · 2w



1



Betty Lou They want to screw up some more roads, it's what they did in Holt and it's awful. Take what ever Road I can find not to go though Holt.

Like · Reply · Message · 2w



3



Brad Pierce I could tell you first hand, from a homeowner that lives on Holt Rd, where they did this same thing..... it doesn't work! It prevents accidents only because traffic is literally at a crawl.

Like · Reply · Message · 2w



5



Greg Miller You are absolutely insane! Only thing that will accomplish is traffic backups and more accidents! Just like holt road.

Like · Reply · Message · 2w



4



Nick VanEils Sounds like it's time to vote a new commissioner in the next election. Ingham county roads are terrible.

Like · Reply · Message · 2w



3



... ..



Linda Case LeCureux Traffic will be huge. This will cause many backups in front of dealership and medical offices in south side. Traffic is already heavy in that area. Why make it worse and more congested. I predict many accidents.

Like · Reply · Message · 2w



Nick VanElls What is the benefit? Why intentionally bottle neck traffic? Holt road and cedar street in holt are a prime example of why not to do it.

Like · Reply · Message · 2w



Arleen Covell They'll get the same Engineers that design Columbia Bridge that did not work out 🤔🤔🤔🤔

Like · Reply · Message · 2w



Dee Bader Please, no roundabouts!

Like · Reply · Message · 2w



Brent Wood Fix Hagadorn 1st. I drove it everyday Terrible

Like · Reply · Message · 2w



Beanie Drakey I don't like the idea. If my vote counts 🗳️🗳️

Like · Reply · Message · 2w



Steve Goodwin We the taxpayers paid to have that road built to it's current size and it needs to be maintained. Just because the county sees a chance to not have to maintain a little roadway is not acceptable to us



Daniel Hischke II Yah no shit reducing the traffic capacity will reduce crashes but then everyone can be reduced to a crawl creating more enraged drivers, stupid idea. Cedar street between holt and aurelius is garbage now but at least when your stuck behind some fossil doing 19mph you have some dumb gardens to look at.

Ben Daniel Hischke II · Unhide · Message · 2w

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December 1, 1992, as WFSB-TV. It was owned by Lansing business...

Ami Ami The Ingham County Road Department should spend more time making roads in our county more safely accessible for walkers, runners and bikers, and STOP with road diets. There are WAY to many distracted drivers to reduce lanes anywhere and expect there won't be problems.

Like · Reply · 1h · Edit

Brad Pierce They did this on Holt Rd in front of my house. Absolute disaster! There is no engineer that can convince me that 3 lanes with a dedicated turn lane works better than 4 lanes! It does not!

Like · Reply · 1h

1 Reply

Rob Needs The morning when high school kids driving west and turning north onto Hullet Rd or into the High School will back up the entire road going West. People will use the turn lane to go around people and cause a hazard for people coming from the opposite direction trying to get into the turn lane. This will be a hot mess.

Like · Reply · 1h · Edit

Diana Lenon Stupidity is getting rampant with people in charge in Michigan.

Like · Reply · 35m

Connie Kapuglia New buzz word and new fad. Leave the lanes alone and fix the roads that need it.

Like · Reply · 12h

Paul Ilotte "The Road Commission said that traffic safety reports show there will not be a huge change in traffic capacity". So why do it? Spend the money to fix roads, not pointless changes.

Like · Reply · 1h

1

Ann Holt Traffic calming. Road Diet. Happening everywhere.

Like · Reply · 20h

Jerre Thompson Okemos Jolly intersection is gonna be a **** show

Like · Reply · 1h

Erica Ascroft Stop wasting our money! You JUST redid this entire intersection/ area last year. Any other profession would be terminated for being so frivolous.

Like · Reply · 1h · Edit

Scott Rademaacher Redoes that mean they're going to mess with the Jolly-Okemos intersection that they spent about 5 months working now?

Like · Reply · 1h

Steve Hayhoe This is how they can control traffic speed. Force all traffic in one direction into one lane. All it takes is one car in the front to travel slow and everyone behind goes slow also.

Like · Reply · 17h

Matthew Holland I'm confused. Explain the logic behind this

Like · Reply · 1h

1 Reply

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