## CITY OF ROCHESTER HILLS DEPARTMENT OF PUBLIC SERVICES

February 20, 2004

TRAFFIC CONTROLS (SECTION 5)
GRANDVIEW AT RIDGEFIELD COURT
GRANDVIEW AT SANDY RIDGE (NORTH)
SANDY RIDGE AT FAIRMONT
Background

On February 2 & 5, 2004, stop sign observance traffic studies were conducted for the above subject three (3) intersections. These traffic studies were to evaluate driver's compliance after the installation of all-way stop signs by the City on 09/25/03. A video camera was stationed within the rear window of a City vehicle to record and monitor traffic at each of the three intersections. The City vehicle was parked away the intersection and in an opposite direction as not to influence the study.

## **Study Periods:**

Grandview at Ridgefield Court 8:20am-9:50am (2/5) & 4:30pm-6:00pm (2/2) Grandview at Sandy Ridge (north) 6:30am-8:15am (2/5) & 3:25pm-4:25pm (2/4) 10:00am-12:50pm (2/2)

Driver's actions were reviewed from the videotape and tabulated for through traffic on Grandview and Sandy Ridge (at its intersection with Fairmont). Each driver's action was then categorized into four (4) groups of full stop, almost stopped, forced stop, and no stop. The following is the total recorded sample for each intersection studied.

				`Total # Vehicles Observed
l Court				346
oluntary full stop	=	15	(4%)	
copped by traffic	=	41	(12%)	
ractically stopped	=	223	(65%)	
on-stopping	=	67	(19%)	
lge (north)				207
oluntary full stop	=	34	(16%)	
copped by traffic	=	14	(7%)	
ractically stopped	=	129	(62%)	
on-stopping	=	30	(15%)	
t				34
oluntary full stop	=	5	(15%)	
copped by traffic	=	1	(3%)	
ractically stopped	=	20	(59%)	
on-stopping	=	8	(23%)	
	oluntary full stop copped by traffic ractically stopped on-stopping lge (north) oluntary full stop copped by traffic ractically stopped on-stopping t oluntary full stop copped by traffic ractically stopped or stopping	oluntary full stop = copped by traffic = cractically stopped = con-stopping = copped by traffic = cractically stopped = con-stopping = cractically stopped = con-stopping = copped by traffic = cractically stopped = copped by traffic = cractically stopped = copped by traffic = cractically stopped = cractically stopped = cractically stopped = copped by traffic = cractically stopped = cracticall	coluntary full stop = 15 copped by traffic = 41 cractically stopped = 223 con-stopping = 67 dge (north) coluntary full stop = 34 cractically stopped = 129 con-stopping = 30 t coluntary full stop = 5 copped by traffic = 1 cractically stopped = 20	oluntary full stop = 15 (4%) copped by traffic = 41 (12%) cractically stopped = 223 (65%) on-stopping = 67 (19%) dge (north) clopped by traffic = 34 (16%) cractically stopped = 129 (62%) on-stopping = 30 (15%) t copped by traffic = 5 (15%) copped by traffic = 1 (3%) cractically stopped = 20 (59%)

Marc Matich Traffic Technician

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