

Michigan Lefts

Pedestrians

Michigan Lefts increase pedestrian safety. In general, divided roads are safer for pedestrians because they can cross one direction of the road at a time and wait at the median to finish crossing safely. In addition, traffic signals can remain green longer, allowing more time for pedestrians to cross.

Bicyclists

Michigan Lefts also increase bicyclist safety. Bicyclists can use a Michigan Left as a pedestrian, dismounting the bicycle and crossing in the pedestrian area, or as a bicyclist, riding through the Michigan Left and using the designated median crossover to navigate a U-turn.

Trucks

Michigan Lefts are built to accommodate larger vehicles, which means safer turning for commercial vehicles. MDOT designs crossovers and medians with the local traffic in mind. In major commercial or industrial areas, crossovers need to accommodate large trucks approximately 74 feet long with a 45-foot turning radius. This is accomplished by building a wider median or by providing paved areas on the outside edge of the roadway across from the crossovers. In residential or light commercial areas, typical crossovers are designed for vehicles 55 feet long with a 45-foot turning radius.

What is a Michigan Left?

Michigan Lefts, also referred to as indirect left turns, are a common type of turn that have been part of Michigan's road system since the late 1960s. Intersections that have Michigan Lefts do not allow traditional left-turn movements. Instead, to turn left, a person must drive straight through the intersection or turn right, then make a U-turn at a median crossover.



Michigan Left benefits

Research has shown that Michigan Lefts increase safety at an intersection by reducing the number and severity of crashes, often by 30-60 percent. They also relieve congestion, improve traffic flow, and provide easier access to businesses. With fewer crashes and congestion and increased capacity, roads with Michigan Lefts function better for all road users.



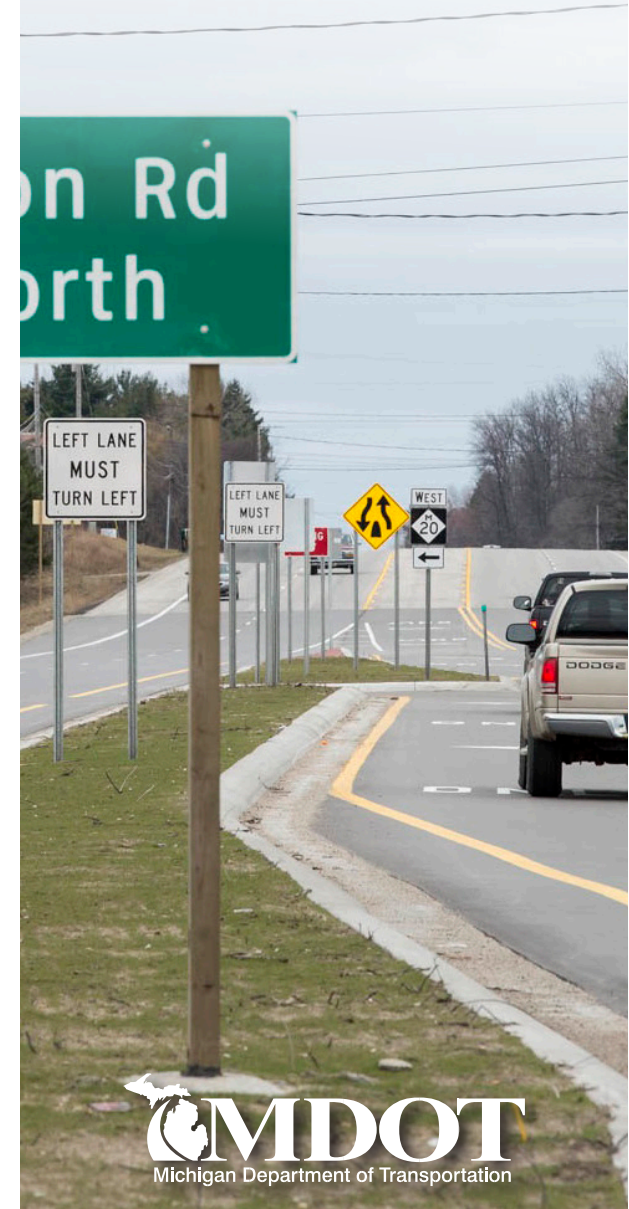
Scan the QR code or visit www.Michigan.gov/MDOT/Travel/Safety/Road-Users/Michigan-Lefts for more information.



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and the economy through transportation.*



Prepared by: MDOT Graphic Design & Mapping Unit
 \Office of Communications\brochures\Michigan Left Brochure (9/23 CJ)



How to drive a Michigan Left

Highway A traffic is prohibited from making a direct left turn onto Highway B at the intersection. Instead, drivers must continue past the intersection and turn left into the median crossover. When traffic clears, the driver will make a left turn onto Highway A and continue straight or move to the far-right lane and turn right onto Highway B.

Extra pavement, or loons, may be necessary at the U-turn location to accommodate large vehicles where narrow medians are present.

Highway B traffic is prohibited from making a direct left turn onto Highway A at the intersection. Instead, drivers must turn right onto Highway A, move to the far-left lane and turn left into the median crossover. When traffic clears, the driver will make a left turn onto Highway A and continue straight. (See Scenario 1)

At some locations, Highway B is prohibited from traveling through the intersection, which can be signalized or unsignalized. In those cases, Highway B must turn right onto Highway A, move to the far-left lane and turn left into the median crossover. When traffic clears, the driver will make a left turn onto Highway A and then move over to the right lane and turn right in order to continue on Highway B. (See Scenario 2)



No Left Turn



Divided Highway



Keep Right



Turn Only

Are Michigan Lefts one lane or two?

A single-lane Michigan Left is designed for one vehicle to turn at a time. While some crossovers may appear to be wide enough to fit multiple passenger vehicles side-by-side, that extra room is actually there to accommodate larger vehicles, like tractor trailers and recreational vehicles, that need a wider turning radius.

A multi-lane Michigan Left is designed for two vehicles to turn at a time. Pavement markings, such as arrows, ONLY lettering, and white solid lines, indicate that both lanes may be used to turn. An unmarked median crossover should always be treated as a single-lane crossover.

