

DRAFT MINUTES
Advisory Traffic and Safety Board
September 8, 2009

2009-0347 Austin Avenue and Devondale Road

Mr. Shumejko gave background on the matter, and read from the staff report. A traffic study was recently performed to determine the type of regulatory traffic control warranted as outlined in the Michigan Manual of Uniform Traffic Control Devices (MMUTCD) for the newly constructed extension of Austin Avenue into Devondale Road. This study was initiated by the July completion of the City's project to extend Austin into Devondale. The road was extended as part of a development project within the Local Development Finance Authority (LDFA).

Mr. Shumejko summarized that basically at this location Austin Avenue previously terminated at its westerly limit and was a dead end, but now it connects into Devondale and is a through street. He pointed out that Austin Avenue is a major road, making it a different classification than a typical residential street. At the intersection of Austin Avenue and Devondale the intersection corner distance was reviewed to determine whether a YIELD or STOP sign control is warranted. When traveling westbound on Austin at its intersection approach with Devondale, the following available sight distances were observed:

- Looking northerly there was 372 feet (restricted by a horizontal curve and a slight crest in the road).
- Looking southerly there was 645 feet (only restricted by the curvature in the roadway).

For this type of road, per the Road Commission's outline, the recommended safe sight distance is about 280 feet for a 25 mph collector road, and 335 feet for a 30 mph road. We evaluated it against both criteria to be certain, and it met the criteria for both. At this location we are recommending that a YIELD sign be placed for Austin to yield at Devondale.

Prior to this project being initiated there were some concerns because Devondale primarily south of Austin has a lot of residential that has been grandfathered in until the sites are redeveloped and become commercial. Because of the residential nature of Devondale between Auburn and Austin they didn't want Devondale to be the main road for trucks deliveries to Rayconnect, which is the commercial building that was just built at Austin and Devondale. So before the whole project was constructed we assured the residents that we would sign Devondale as NO THROUGH TRUCKS 8,000 GROSS VEHICLE WEIGHT from Auburn to Austin, which would require all deliveries to be made out to Crooks Road.

This signage is proposed to be in place until such time as that portion of the street is redeveloped or rezoned. Another big issue is because Devondale will remain gravel we didn't want the heavy vehicles utilizing Devondale because that creates a lot more maintenance headaches, requiring more frequent grading and application of chloride. So it is a twofold issue, to minimize hardship for the residents and reduce the dust and maintenance of the roadway itself.

Motion was by Franklin, seconded by Hunter, to approve the issuance of YS-104 and WT-38, and to recommend that the City Council approves the TCOs until rescinded or superseded.

Ayes: All
Nays: None
Absent: Cardimen
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MOTION IS CARRIED