

CLUB WEST PARKWAY TRAFFIC STUDY

July 8, 2013

DATA COLLECTED FOR STUDY

- Speed and traffic volumes for northbound and southbound entrances and exits to roundabout on Club West Parkway were collected over a four day period starting June 3, 2013
- Speed and traffic volumes for northbound and southbound Club West Parkway were collected over a two day period starting June 10, 2013 at a location south of 116th Avenue.
- Accident reports for Club West Parkway from the area near 111th Avenue to Cloud Drive were collected from 2009 to present.

SPEED (speed limit is 35 MPH)

Roundabout - There are advisory (not regulatory) 20 mph speed signs posted prior to entering the roundabout which indicate the advised speed for traveling through the roundabout. In order to determine what speed motorists are entering and exiting the roundabout, speed tubes were set up at the crosswalk locations just prior to entering and just after exiting the roundabout. Speeds were measured separately for both northbound and southbound traffic entering and exiting the roundabout. The 85th percentile speeds (speed at which 85% of the vehicles are traveling at or below) are as follows:

- Northbound traffic entering - 23 mph
- Northbound traffic exiting – 24 mph
- Southbound traffic entering – 23 mph
- Southbound traffic exiting – 25 mph

Club West Parkway – Club West Parkway has a posted speed limit of 35 mph. The speed tubes were set up on both north and southbound lanes south of 116th Avenue. This location was chosen as it is generally the halfway point between the roundabout to the south and the stop sign at Cloud Drive to the north and is where vehicles should be travelling at their maximum speed along this section of road. The 85th percentile speeds are as follows:

- Northbound traffic – 38 mph
- Southbound traffic – 37 mph

ACCIDENTS

Accident reports on Club West Parkway from 111th Avenue to Cloud Drive from 2009 to present were pulled and are as follows:

- 6 accidents in and around the business area at 111th Ave/Club West Parkway intersection. All were minor “fender bender” type accidents from pulling out in front of another vehicle or failure to yield at the merge point.
- 3 impaired driver accidents; one in the roundabout, one at 112th Ave, and one at 111th Ave.

- 1 accident in the roundabout where a driver slid on ice and hit a tree.
- 1 accident at 112th Ave where the vehicle struck a sign.
- 1 accident at 116th Ave where a vehicle rear ended a turning vehicle.

In addition, the Club West association president provided a list of damages caused by vehicles within the last four years. Some of these may be part of the accident reports above:

- A major retaining wall along the Parkway was damaged after the car jumped the curb took out a tree and went up a homeowners steps and then into the wall.
- Spring of 2010 two trees taken out by drivers in the round-a-bout on 113th Ave.
- Spring of 2011 an irrigation box was taken out by a driver and caused a lack of irrigation control all of that summer.
- Last winter a tree was cut in half around 115th and Club West by an out of control driver.
- Spring of 2012, a tree was hit in the round-a-bout by a teenager, caught and paid for replacement.
- Last summer, the same tree was taken out again. This time we did not replace it!
- Fall of 2012, the round-a-bout grass was driven on twice causing tire ruts and damaged.
- In November, a drunk driver took out two large trees, one in the round-a-bout and one by our pumphouse.

FINDINGS

Club West Parkway is a part of the frontage road system along Highway 65 and is classified as a collector street which carries approximately 11,200 cars per day on the segment south of the roundabout and 4,500 cars per day north of the roundabout. For a roadway with this volume of traffic, the amount of reported accidents and 85th percentile speeds are not out of the ordinary. Vehicles are slowing down considerably for the roundabout and are not exceeding the speed limit through the roundabout.

Club West Parkway will continue to be monitored annually for speeding issues and the speed trailer will be used periodically to educate drivers on the speed limit. While the 85th percentile speeds on Club West Parkway do not meet the normal threshold (5 mph over the speed limit) for the police department to dedicate additional resources and personnel to engage in additional targeted enforcement, the Council could direct the police to allocate additional resources and engage in a targeted enforcement campaign. If the 85th percentile speeds reach 40 mph, additional targeted speed enforcement would be recommended.

While the 85th percentile speeds in and out of the roundabout are acceptable, the amount of property damage reported by the Club West association occurring within the roundabout may indicate there is some sort of issue. Unfortunately the circumstances surrounding most of these incidents are unknown so no real conclusion as to a specific cause or remedy can be reliably made. Potential causes could include such things as impaired drivers, slippery road conditions or speeding drivers.

One issue that was observed is that vehicles are able to cut the inside corner on the roundabout because the outside edge of the inner concrete apron is not raised with a surmountable curb like it is on newer roundabout designs. By cutting the inside corner, vehicles are able to take a straighter path through the roundabout at a higher speed than intended.



Newer roundabout designs feature a surmountable curb which separates the inner apron from the drive lane. This creates an uncomfortable jolt or bump to a passenger vehicle trying to cut the inside corner, forcing them to take the intended drive lane and travel slower around the roundabout yet still allows large trucks and semi-trailers to easily navigate the roundabout using the apron for the trailer wheels.

If Council desires, staff could investigate modifying the apron in an attempt to discourage drivers from cutting the inside corner. Some potential modifications could include temporary speed bumps placed in the roundabout apron during non-winter months, cutting rumble strips into the existing apron, or removing the apron and replacing it with a raised apron. Even if additional measures were enacted to slow vehicles in the roundabout, there is no guarantee that it will prevent accidents or property damage to the trees and landscaping.

In 2009, staff studied the pedestrian crossings along Club West Parkway and presented a memo to Council at a workshop. The findings of that memo stated that certain additional signing and striping improvements could be made to increase the visibility of the crosswalks and those improvements were then done. At this time no additional crosswalk signage or striping is recommended. One recommended action is for the Club West association to have their landscape

maintenance company trim trees where needed to make the crosswalk signs more visible to motorists as shown below.

