

# Traffic Circle Installations

## 1. 71<sup>st</sup> Ave NE (SR 528 to Grove ST) – Installation of 2 traffic circles

| Date                                 | Location  | Average Daily Traffic (ADT) | Average Speed (mph) | 85% Speed (mph) | % of vehicles traveling greater than 10 mph over 25 mph speed limit |
|--------------------------------------|---|-----------------------------|---------------------|-----------------|---|
| November 2014 (Pre-Install)          | 71 <sup>st</sup> Ave NE north of 71 <sup>st</sup> ST NE                         | 836                         | 31.0                | 37.2            | 17.9%   |
| January/February 2015 (Post Install) | 71 <sup>st</sup> Ave NE between 71 <sup>st</sup> ST NE & 72 <sup>nd</sup> ST NE | 785                         | 29.8                | 34.3            | 11.3%   |
|                                      | Decrease  | 51                          | 1.2                 | 2.9             | 6.6   |
|                                      | % Decrease  | 6.1%                        | 3.9%                | 7.8%            | 36.9%   |

## 2. 56<sup>th</sup> Ave NE (south of 132<sup>nd</sup> ST NE) - Installation of 2 traffic circles.

| Date                                 | Location  | Average Daily Traffic (ADT) | Average Speed (mph) | 85% Speed (mph) | % of vehicles traveling greater than 10 mph over 25 mph speed limit |
|--------------------------------------|---|-----------------------------|---------------------|-----------------|---|
| June 2014 (Pre-Install)              | 56 <sup>th</sup> Ave NE south of 131 <sup>st</sup> St NE                        | 633                         | 29.4                | 37.2            | 15.5%   |
| January/February 2015 (Post Install) | 71 <sup>st</sup> Ave NE between 71 <sup>st</sup> ST NE & 72 <sup>nd</sup> ST NE | 895                         | 28.7                | 32.1            | 4.8%  |
|                                      | Decrease  | -262                        | 0.7                 | 5.1             | 10.7  |
|                                      | % Decrease  | -41.4%                      | 2.4%                | 13.7%           | 69.0%   |

## 3. 92<sup>nd</sup> ST NE (State Ave to 51<sup>st</sup> Ave NE) – Installation of 2 traffic circles.

| Date                                       | Location  | Average Daily Traffic (ADT) | Average Speed (mph) | 85% Speed (mph) | % of vehicles traveling greater than 10 mph over 25 mph speed limit |
|--|---|-----------------------------|---------------------|-----------------|---|
| January 2015 (Pre-Install)                 | 92 <sup>nd</sup> ST NE west of 46 <sup>th</sup> DR NE | 2619                        | 28.6                | 33.2            | 8.6%  |
| July 2016 (Post Install)                   | 92 <sup>nd</sup> ST NE east of 46 <sup>th</sup> DR NE | 2382                        | 26.2                | 30.0            | 1.6%  |
| November 2016 (Post Delineator Alteration) | 92 <sup>nd</sup> ST NE east of 46 <sup>th</sup> DR NE | 2536                        | 25.6                | 29.5            | 2.9%  |
| Initial                                    | Decrease  | 237                         | 2.4                 | 3.2             | 7.0   |
| Initial                                    | % Decrease  | 9.0%                        | 8.4%                | 9.6%            | 81.4%   |
| Overall                                    | Decrease  | 83                          | 3.0                 | 3.7             | 5.7   |
| Overall                                    | % Decrease  | 3.2%                        | 10.5%               | 11.1%           | 66.3%   |

4. 79<sup>th</sup> Ave NE (55<sup>th</sup> PL NE to 60<sup>th</sup> ST NE) – Installation of 3 traffic circles.

| Date                        | Location  | Average Daily Traffic (ADT) | Average Speed (mph) | 85% Speed (mph) | % of vehicles traveling greater than 10 mph over 25 mph speed limit |
|-----------------------------|---|-----------------------------|---------------------|-----------------|---|
| December 2013 (Pre-Install) | 79 <sup>th</sup> Ave NE between 55 <sup>th</sup> PL NE & 57 <sup>th</sup> ST NE | 681                         | 26.6                | 32.9            | 8.6%  |
| June 2015 (Pre-Install)     | 79 <sup>th</sup> Ave NE north of 49 <sup>th</sup> ST NE                         | 202                         | 26.2                | 32.7            | 9.7%  |
| August 2017 (Post Install)  | 79 <sup>th</sup> Ave NE between 57 <sup>th</sup> ST NE & 58 <sup>th</sup> PL NE | 697                         | 24.8                | 29.2            | 1.1%  |
| August 2017 (Post Install)  | 79 <sup>th</sup> Ave NE between 55 <sup>th</sup> PL NE & 57 <sup>th</sup> ST NE | 452                         | 24.7                | 28.7            | 0.9%  |
| Overall                     | Decrease  | 229                         | 1.9                 | 4.2             | 7.7   |
| Overall                     | % Decrease  | 33.6%                       | 7.1%                | 12.8%           | 89.5%   |

5. Beach Ave & Short ST – Installation of 1 traffic circle.

| Date                        | Location                    | Average Daily Traffic (ADT) | Average Speed (mph) | 85% Speed (mph) | % of vehicles traveling greater than 10 mph over 25 mph speed limit |
|-----------------------------|-----------------------------|-----------------------------|---------------------|-----------------|---|
| May/June 2015 (Pre-Install) | Beach Ave south of Short ST | 530                         | 25.9                | 31.6            | 6.4%  |
| August 2017 (Post Install)  | Beach Ave south of Short ST | 579                         | 27.4                | 32.7            | 6.8%  |
| August 2017 (Post Install)  | Short ST north of Beach Ave | 554                         | 24.4                | 28.7            | 1.2%  |
| Overall                     | Decrease                    | -49                         | -1.5                | -1.1            | -0.4  |
| Overall                     | % Decrease                  | -9.2%                       | -5.6%               | -3.5%           | -6.3%   |

**Conclusion:** Similar to installation results with a single speed bump (other jurisdictions), one traffic circle may not be effective and a 2<sup>nd</sup> device should be considered.

6. 3<sup>rd</sup> ST (State Ave to 47<sup>th</sup> Ave NE) – Installation of 3 traffic circles.

| Date                         | Location   | Average Daily Traffic (ADT) | Average Speed (mph) | 85% Speed (mph) | % of vehicles traveling greater than 10 mph over 25 mph speed limit |
|------------------------------|--|-----------------------------|---------------------|-----------------|---|
| September 2015 (Pre-Install) | 3 <sup>rd</sup> ST between Quinn Ave & Union Ave | 6235                        | 31.6                | 35.8            | 21.2%   |
| August 2017 (Post Install)   | Short ST north of Beach Ave                      | 2454                        | 24.3                | 28.3            | 0.9%  |
| Overall                      | Decrease   | 3781                        | 7.3                 | 7.5             | 20.3  |
| Overall                      | % Decrease                                       | 60.6%                       | 23.1%               | 20.9%           | 95.8%   |

7. 2<sup>nd</sup> ST (State Ave (SR 529) to 47<sup>th</sup> Ave NE) – Installation of 3 traffic circles.

| Date                          | Location   | Average Daily Traffic (ADT) | Average Speed (mph) | 85% Speed (mph) | % of vehicles traveling greater than 10 mph over 25 mph speed limit |
|-------------------------------|--|-----------------------------|---------------------|-----------------|---|
| September 2015 (Pre- Install) | 2 <sup>nd</sup> St (between Quinn Ave & Union Ave) | 3076                        | 28.7                | 32.4            | 6.2%  |
| June 2019 (Post Install)      | 2 <sup>nd</sup> St (between Quinn Ave & Union Ave) | 3980                        | 25.1                | 28.6            | 0.6%  |
| Overall                       | Decrease   | -904                        | 3.6                 | 3.8             | 5.6   |
| Overall                       | % Decrease   | -29.4%                      | 12.5%               | 11.7%           | 90.3%   |