



# CITY OF RAPID CITY

## Engineering Services

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## MEMORANDUM

TO: Public Works Committee/Common Council

FROM: John Less, P.E.  
Traffic Engineer

CC: Dirk Jablonski, P.E.  
Director of Public Works

SUBJECT: Country Road, W. Nike Road, & Haines Avenue  
Traffic Operations Evaluation

DATE: January 15, 2007

At the December 12, 2006 Public Works Committee Meeting, staff was directed to review the traffic situation and safety issues in the West Nike Road area and provide additional information at the January 9, 2006 Public Works Committee Meeting. This item was continued to the January 30, 2007 Public Works Committee Meeting. Staff has reviewed the available crash and traffic volume data and has the following comments:

### Haines Avenue/Country Road

- 1) The existing traffic volumes do not warrant the installation of a traffic signal.
- 2) There is not a pattern of crashes correctable by the installation of a traffic signal.

### Country Road/W. Nike Road

- 3) The existing traffic volumes do not warrant the installation of a traffic signal.
- 4) There is not a pattern of crashes correctable by the installation of a traffic signal.



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- 5) The existing traffic control at the intersection (southbound and westbound traffic is STOP controlled and eastbound is free-flow) appears to be necessitated by the vertical curvature of Country Road. While unusual, the operation functions satisfactorily for the existing traffic volumes.

#### W. Nike Road/Cobalt Drive

- 6) The alignment of the intersection is consistent with the City of Rapid City Major Street Plan. Both roads are collectors and priority was given to Cobalt Drive presumably since it will connect directly to both Country Road and Haines Avenue.
- 7) Traffic volume data will be collected when substantial build-out of the area has occurred. Staff will then evaluate the need for a multi-way STOP operation.

#### Traffic Impacts of Future Developments

- 8) City Council on June 6, 2005 approved the layout plat of Freeland Meadows Subdivision with one of the stipulations being that a traffic study would be submitted with the preliminary plat. Traffic Operations has had discussions with the consulting engineer preparing this study and understands that the developer has suspended work on the study. We recommend that evaluation of development related traffic impacts be deferred to the normal development review procedure, with either Freeland Meadows Subdivision or some other future development.