

VILLAGE OF HOMEWOOD



BOARD AGENDA MEMORANDUM

DATE OF MEETING: March 22, 2022

To: Village President and Board of Trustees

Through: Napoleon Haney, Village Manager

From: John D. Schaefer, Director of Public Works

Topic: 183rd Street Traffic Study Phase One Recommendations

PURPOSE

In spring 2021, Burns & McDonnell Engineering Co. of Kansas City MO, was directed by the Village to undertake a study of potential improvements to 183rd Street in the Village of Homewood. The project limits were the intersection of Park Avenue on the west and Halsted Street to the east, a distance of 1.83 miles.

PROCESS

In December 2021, the findings of the study were presented by Burns & McDonnell to the Village Board including a comprehensive list of recommendations for Village staff to review. Because of the many potential options, Village staff, in coordination with Burns & McDonnell, further refined the recommendations based on impacts of safety, feasibility and costs. Staff is prepared to share various first-phase options for the Village Board to consider for further action.

The 183rd Street corridor consists of two traffic lanes in each direction along its entire length. The corridor's west terminus for this study was Park Avenue and is included in tonight's discussions. The east terminus for this study is Halsted Street. The Halsted Street intersection is not being considered for potential improvements because the intersection and most of its concerns are under Illinois Department of Transportation (IDOT) jurisdiction.

The following list illustrates some of the safety concerns observed along the 183rd Street corridor:

- Rear-end crashes at the signalized intersections were the result of traffic backups at intersections.
- The frequency of driveways in some segments and poor sight lines at minor streets were the cause of a high number of mid-block crashes.
- The offset geometry of the Center Street intersection results in confusing travel movements and a high concentration of angle and turning crashes.

Following the crash analysis of the 183rd Street corridor, the Burns & McDonnell team developed an extensive list of crash mitigation options taken from the national and state

VILLAGE OF HOMEWOOD



versions of the Highway Safety Manual (HSM). As part of the overall evaluation, Village staff reviewed these mitigation concepts to identify those measures that could be applied to the corridor. The team then performed a preliminary evaluation of suitability based on the measure's feasibility for construction, (e.g. will the concept fit within existing right-of-way?) and suitability to mitigate the issues at that location (e.g. will the concept reduce the traffic queues which cause crashes?).

OUTCOME

Village staff concluded its review of the Burns & McDonnell list of mitigation concepts and recommends further evaluation and costing of the following phased options to the Village Board:

- Road Diet Pilot Project - Riegel Road to Morgan Street - If this lane reduction pilot is successful, the Village could consider permanently re-striping 183rd Street from Riegel Road to Morgan Street. A two-week pilot has a cost of about \$6,000; permanent re-striping of the roadway section is estimated at \$30,000.
- Phase I Engineering for Center Street - Develop the phase I engineering for the installation of a traffic signal at Center Street. The estimated phase I cost is \$60,000 with construction funding needing to be identified through potential grant submission.
- Gottschalk Avenue Conversion - Convert Gottschalk Avenue into a dead-end street at the north side of 183rd, or convert Gottschalk into a one-way street northbound from 183rd to Olive Road (pending input from area residents). Estimated costs for this strategy is \$18,000 for the dead-end conversion, or \$1,500 for the one-way conversion.
- Park Avenue Lane Delineators – Install lane delineators to only allow left turns from 183rd Street onto Park Avenue (no left turns from Park Avenue onto 183rd) and right turns only onto 183rd from Park Avenue. The estimated cost for the lane delineator strategy is \$20,000.

Potential funding option to implement the Phase I recommendations will be presented to the Board during the draft FY 2022-2023 CIP Budget.

FINANCIAL IMPACT

- **Funding Source:** N/A
- **Budgeted Amount:** N/A

LEGAL REVIEW

Not Required

RECOMMENDED BOARD ACTION

Direct staff to refine and identify costs required to implement Phase I strategies of the 183rd Street Traffic Study Implementation Plan.

VILLAGE OF HOMEWOOD



ATTACHMENT(S)

Road Configuration Suggestions for:

- 183rd Street
- Gottschalk (existing)
- Gottschalk (proposed)
- Park Avenue