

183rd Street from Park Avenue to Halsted Street: Key Issues from 2016-2020 Crash Analysis, and Potential Mitigation Actions						
Location	Crash Issue	Ranking of Importance	Justification for Ranking	Potential Mitigation Strategies	Feasibility	Concept-level Const. Cost
Center Avenue Intersection (Location 8)	20 rear end crashes (12 eastbound) over study range. 9 crashes involving N/S bound traffic going through asymmetric intersection.	Highest	Very high frequency of crashes and injuries (11 A/B) for relatively low levels of traffic.	Make the intersection an all-way stop. Install a traffic signal. Reconstruct intersection to align both legs of Center Avenue. Install a roundabout. Convert to three-lane section including bidirectional left turn lane.	High Medium Low Medium	\$16,000 \$250,000 \$1,200,000 \$1,300,000 \$30,000
Park Avenue Intersection (Location 1)	Dangerous crashes into south fence and crash barrier at support (6 crashes at these areas during 2016-2020, including a fatality). 3 injury-causing pedestrian crashes.	High	Significant geometric, traffic control and traffic volume issues. Addressing cause of fatality is important.	Enhanced street lighting if needed; enhanced pavement marking and reflectorized surfaces. Install a roundabout. Install "Caution Entrance" sign with flashing detector before bridge on W bound 183rd St. Install barrier island on Park Avenue entrance to prevent left turns. Install a traffic signal.	High Low High High Medium	\$50,000 \$1,300,000 \$6,000 \$12,500 \$250,000
Harwood Ave Intersection (Location 2)	High number of "turning" category collisions (6 during 2016-2020).	High	Second-most intersection crashes in the corridor. Linked to issues at Park.	Convert intersection to protected-only phasing. Replace five-face signal heads with Flashing Yellow Arrows. (See Note 3). Convert north leg of Harwood to right-left, right out access. Convert corridor speed limit to 25 or 30 mph.	High High Low High	\$17,500 \$10,000 \$15,000 \$1,500
Between Dixie Highway and Riegel Road (Location 5)	A very high number of crashes (53 total / 27 rear end / 13 angle or turning) given the lack of major intersections.	High	Crash frequency too high for a segment.	Convert to three-lane section including bidirectional left turn lane. Remove / consolidate side street entrances. Cost per location. (See Note 1) Convert side street to one-way. Cost per location. Install a median to prevent left turns in key locations. Where possible, add additional driveway.	Medium Low Medium Low Medium	\$50,000 \$15,000 \$15,000 \$75,000 \$80,000
Riegel Road Intersection (Location 6)	29 rear end crashes (14 eastbound).	High	Highest number of angle crashes and second highest number of A/B injuries of any location in the corridor.	Extend "no turn on red" control to daytime or 24-hour restriction. Protected-only phasing on left turns. Lengthen eastbound left turn lane storage to reduce EB rear end crashes. Replace five-face signal heads with Flashing Yellow Arrows. Review safety and security of traffic control boxes/masthead covers. Add a near-side signal head to approaches with high rear-end crash frequencies.	High High Medium High High Medium	\$2,500 \$2,500 \$10,000 \$30,000 \$10,000 \$22,500
Dixie Highway Intersection (Location 4)	High number of intersection-related turning/angle (15) and rear end (50) crashes.	Medium	Crash frequency is high, but injury risk is somewhat lower than at other locations.	Protected-only phasing on left turns. Replace five-face signal heads with Flashing Yellow Arrows. Add dedicated left turn lanes wherever possible. (Cost per location, n/mid ROW)	High High Low	\$10,000 \$17,500 \$25,000
Between Riegel Road and Center Avenue (Location 7)	Relatively high number of cars losing control and going off road (15). 7 rear-end crashes despite a lack of major intersections.	Medium	Similar issues to Location 5, but in lesser magnitude.	Add a near-side signal head to approaches with high rear-end crash frequencies. Convert to three-lane section including bidirectional left turn lane. Remove / consolidate side street entrances. Cost per location. (See Note 2) Install a median to prevent left turns in key locations. Review drainage, especially in winter months.	Medium Medium Low Low Low	\$25,000 \$75,000 \$15,000 \$6,000 \$2,500
Morgan Avenue Intersection (within Location 10)	12 total intersection-related collisions (7 rear end crashes) reported near this intersection.	Medium	Frequency is of some concern.	Improved maintenance of roadway trees to reduce sight obstructions. Add an eastbound left turn lane for the entrance. Convert to three-lane section including bidirectional left turn lane. Convert to signalized intersection.	High Medium Medium High	\$2,000 \$120,000 \$30,000 \$250,000
Halsted Street Intersection (Location 11)	12 turning / angle crashes.	Medium	Not the highest angle/turning frequency in the corridor.	Add pedestrian crosswalks and "left turn guide" pavement markings. Expand storage lanes on S/E/W bound approaches. Protected-only phasing on left turns. Implement "No Turn On Red" control.	High High High High	
Martin Ave/183rd St (within Location 3)	High number of crashes at south end of Martin Ave (Approximately 5 during 2016-2020).	Low	Crash counts are low, but issue is very specific and therefore potentially actionable.	Remove south leg of Martin Avenue between 183rd and the alley parallel to 183rd. Remove obstructive trees on SW corner of Martin/183rd.	Medium High	\$22,500 \$2,500
Aberdeen Street Intersection (Location 9)	2 incidents involving non-motorized users, both of which resulted in injuries.	Low	Involvement of pedestrians offsets the very low frequency of these events.	"Ped ahead" sign on Westbound 183rd. Install pedestrian signage on N/S bound approaches on Aberdeen St. Convert to three-lane section including bidirectional left turn lane. Install "School zone" signage.	High High Medium High	\$1,200 \$2,000 \$15,000 \$2,000
Culver's and Walgreens access from 183rd St (within Location 10)	5 collisions have occurred during 2016-2020 directly at the intersection of 850/820 W 183rd St and 183rd St. (a commercial drive). Approximately 10 additional crashes may have been caused by complications from this access drive.	Low	Not clear if this issue lies within the scope of the project. Issue is vaguely defined and may not be actionable.	Remove obstructive trees. Install traffic signal.	High Medium	\$600 \$200,000
Halsted Street Intersection (Location 11)	11 crashes on the southbound approach to the intersection.	Other	Outside of project scope.	New EB left turn lane for entrance. Restrict bidirectional turn lane median on southbound approach. Construct southbound right turn lane.	Medium Not Village responsibility; coordinate with IDOT.	\$70,000
820 and 850 W 183rd St, Homebrew, IL 60430 (Walgreens and Culver's parking lots - within Location 10)	11 reported crashes in the connected parking lots of Culver's and Walgreens.	Other	Outside of project scope.	Lengthen southbound left-turn lane storage. Install speed bumps on connecting drive from S Halsted St. Install "SLOW" signage. Add "no thru traffic" signage on S Halsted side road entrance. Improve Halsted/183rd signal timing to decrease cut-through traffic. Source back on street. Paint crosswalk to sidewalk landing on west end of Culver's for the cars parked there.	Not Village responsibility, but coordination with owner(s) may be helpful.	N/A; private property issue.