

CRASH DATA

Crash data for the most recent three-year period were analyzed along O Street and along 48th Street and will be utilized during design considerations.

O Street Crash Summary

- At 48th and O, there were 149 crashes, which is above the statewide average for similar intersections.
- Almost 60% of the crashes (90) were rear-end collisions.
- 26% (39) of the total crashes involved left-turning vehicles.

What does the crash data tell us about the O Street section of the roadway?

The number of rear-end collisions at 48th and O Street indicates that there are often unexpected stops as the number of vehicles waiting to get through a signal increases. Also, there are not enough lanes for the number of vehicles traveling in this area.

The left-turn crashes indicate that drivers may have a tough time judging the speed of approaching vehicles or may hurry through the green light because of the limited amount of time to make the turn. Dual left-turn lanes are recommended to help solve capacity problems on the approaches to the intersection.

48th Street Crash Summary

- The segment of 48th Street from O to R has a history of crash concerns. When looking at the statewide average of similar roadways, this portion of 48th Street has over twice the number of accidents.
- Left-turns into and out of commercial drives compose 43% (43) of the crashes. Around 84% (36) occurred when a northbound left turning vehicle collided with a southbound



through vehicle. A majority of these crash occurrences involve southbound through vehicles in a long vehicle queue motioning to a northbound left-turning driver to “turn across their path.” The turning vehicles then collide with an adjacent on-coming southbound vehicle.

- Afternoon peak period (4:45-5:45 pm) was the most common time for crashes.
- Rear-end crashes (29) are often common in this section of roadway.

What does the crash data tell us about the 48th Street section of the roadway?

The high number of crashes in this area indicates that implementing measures to improve safety should be a high priority. Some of the things the project team is considering to improve safety include:

- Adding turn lanes
- Increasing the length of turn lanes at intersections
- Reducing the number of driveway access points
- Decreasing the number of left-out and left-in turns with a raised median
- Adding traffic signalization and protected left-turn phasing