1984 Quad-City Street/Highway Intersection Traffic Accident Report

Bi-State
Metropolitan
Planning Commission

1504 Third Avenue / Rock Island, Illinois 61201
phone 309/793-6300

serving local government in Muscatine and Scott Counties, Iowa; Henry, Mercer and Rock Island Counties, Illinois

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[1]The Technical Committee system allows one vote per agency with delegated representative voting permitted in the absence of an agency's listed member. The Davenport Department of Municipal Transportation has a vote in addition to the City of Davenport.

[2]The mayors of the Cities of LeClaire, Eldridge, Buffalo and Panorama Park in the Iowa portion and Milan, Silvis, Coal Valley, Carbon Cliff, Hampton, and Oak Grove in the Illinois portion select a representative from their jurisdictions (Iowa and Illinois separately) to represent them on the Policy and Technical Committees.

[3]Transportation Technical Committee Chairman

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EXECUTIVE SUMMARY

The 1984 Quad-City Street/Highway Intersection Traffic Accident Report is the sixth traffic accident report utilizing the present analysis system. This year's accident study provides accident information for intersections with five or more accidents. In addition, five-year accident information is provided for intersections which have ranked among the top fifteen accident locations in any of the studies since 1979. In-depth five-year summaries and diagrams were prepared for this year's fifteen highest ranked accident intersections. From these summaries, the predominant accident patterns were determined.

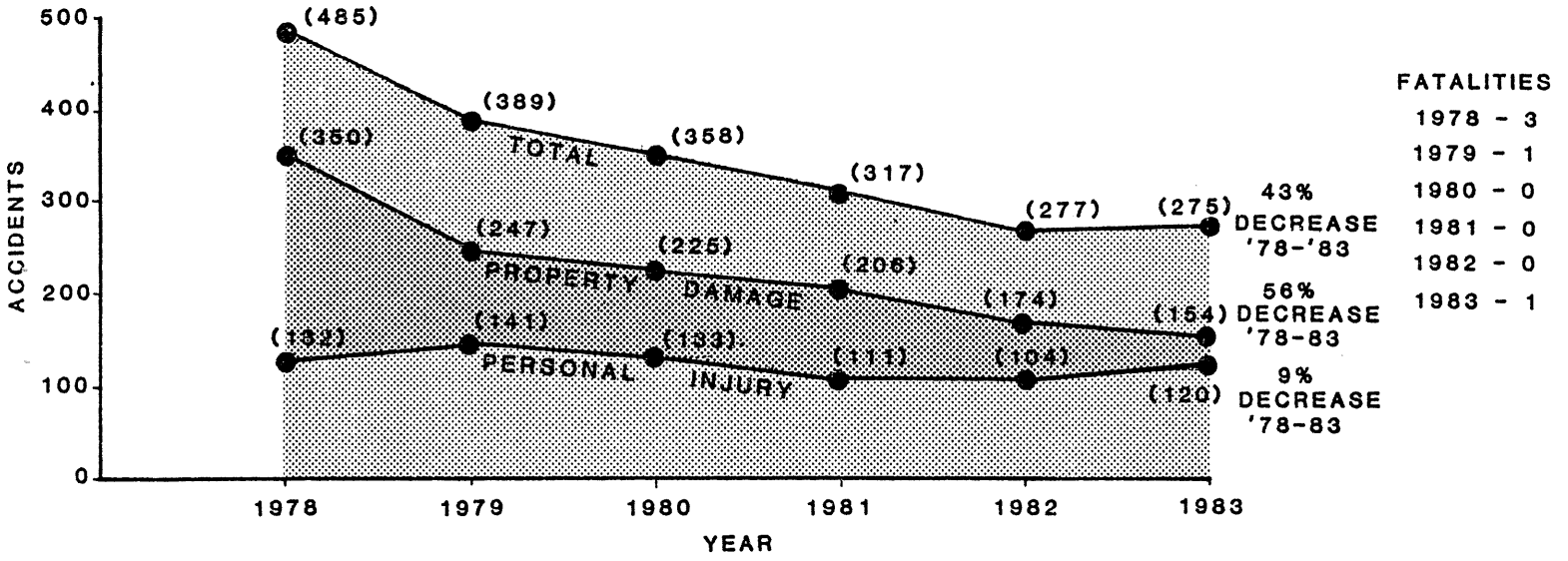
The most significant finding in this year's study is the continued low number of accidents (see diagrams on the next page). The number of accidents at the fifteen highest ranked accident locations remained low with an average of 18 accidents per intersection. Since use of the current analysis system started with 1978 data, there has been a 43% decrease in the number of accidents at the fifteen highest ranked accident intersections.

There are several reasons for these reductions. There has been increased awareness of high accident intersections due to efforts such as the annual traffic accident report. Increased enforcement of traffic laws is another reason for reductions. Finally, physical improvements, such as the addition of turn lanes or signalization improvements, have been made to high accident intersections.

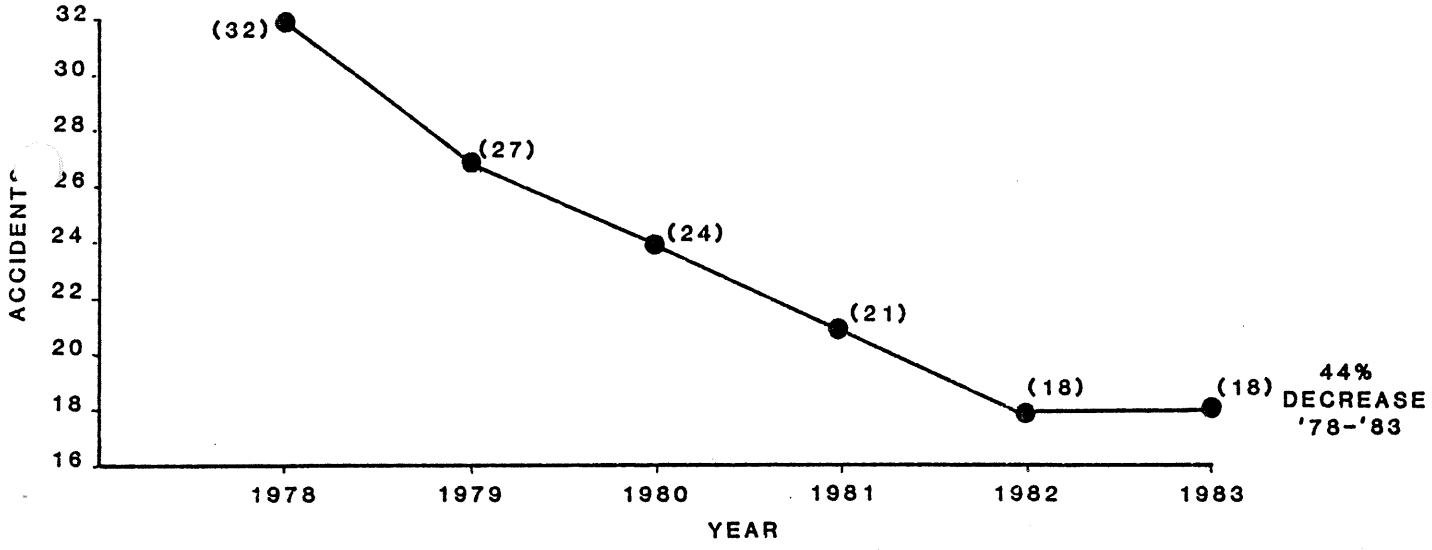
The number of accidents at the fifteen highest ranked accident locations decreased only 1% from last year. The average number of accidents per intersection for 1983 remained constant with that for 1982. These statistics indicate that a slower decline in the number of accidents is evident. But, as the number of automobiles and automobile drivers increase, a rapid decrease of accidents cannot be expected. To remain at a constant accident level, while experiencing greater possibilities for accidents, is something to be commended.

ACCIDENT TRENDS FOR THE FIFTEEN HIGHEST RANKED ACCIDENT LOCATIONS 1978-1983

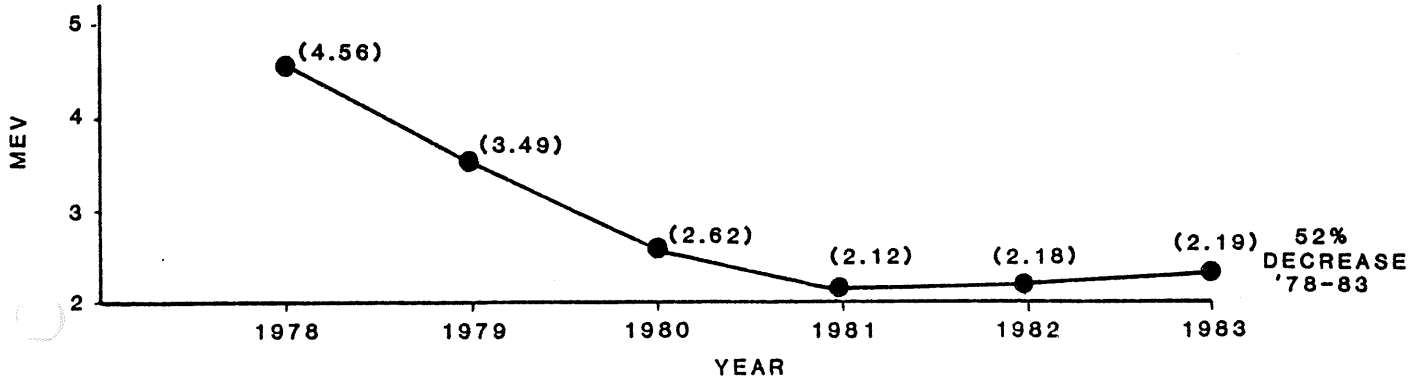
TOTAL, PROPERTY DAMAGE, PERSONAL INJURY, AND FATALITY ACCIDENTS



AVERAGE NUMBER OF ACCIDENTS PER INTERSECTION



AVERAGE INTERSECTION ACCIDENTS PER MILLION ENTERING VEHICLES (MEV)



I. INTRODUCTION

A major part of the surveillance effort for the Urban Transportation Planning Process in the Quad-City Urban Area involves the collection of data on traffic accidents occurring at major street and highway intersections. Accident information is an important factor from which to work towards this area's Transportation System Management (TSM) objective of improving the safety of the local transportation system. Accident surveillance provides a source of information through which state and local officials may examine and respond to the changing traffic conditions of the existing street and highway network. For these reasons the Bi-State Metropolitan Planning Commission annually compiles a report which examines the past year's traffic safety performance for major street and highway intersections in the Quad-City Urban Area.

With respect to this area's transportation system, high accident locations are identified and analyzed so that traffic hazards at these intersections can be reduced, if not eliminated. The accident identification process is generally two-fold. First, high accident locations are specifically identified. Then, a detailed analysis is conducted to determine which locations have the greatest potential for accident reduction. This analysis involves the examination of the collision information compiled from state and local sources.

The 1984 Traffic Accident Report required the collection of data from two main sources. Accident information for individual intersections in the Iowa Quad Cities was supplied by the Iowa Department of Public Safety. Similar data for the Illinois Quad Cities was provided by the Illinois Department of Transportation, Division of Traffic Safety.

II. SURVEILLANCE SUMMARY

The methodology used to identify the highest accident street and highway intersections in the 1984 study is the same three-step process that has been used in the 1981-1983 studies. First, traffic intersection locations are ranked according to the total number of accidents. The intersections are then ranked according to the severity of the accidents, and, finally, by the accident rate. The three criteria used in identifying the leading accident intersections in the Quad Cities are described in further detail below. They include:

A. The Total Number of Accidents - This is a listing of intersection locations by the total number of traffic accidents that have occurred in the subject year (1983), and is the least complicated and most often used comparison.

B. Accident Severity - The report categorizes accidents according to three types: property damage only, non-fatal and fatal personal injury. These types of accidents are then assigned weighted numerical values of 1, 3 and 12, respectively, and are then added to give each location's total severity figure for the past year.

C. Accident Rate - Another segment of the methodology which examines the potential hazard of each specific location is the accident rate. Accident rates are particularly significant in measuring accident experience, since they relate accident frequency to traffic exposure. Accident rates are normally expressed in terms of accidents per million vehicle miles (MVM) for roadway segments and accidents per million entering vehicles (MEV) for intersections. The use of accident rates provides a common denominator for comparison of accident experience between different locations or against a critical rate (3.0 is considered above average) in identifying locations with unusually high

accident experiences. The formula used in this report to determine critical accident locations is as follows:

$$R_i = \frac{2(A)(1,000,000)}{(T)(V)}$$

where R_i = intersection accident rate expressed in accidents per million entering vehicles (MEV);

A = number of accidents during the study period;

T = time period in days (in this case, 365); and

V = total average daily traffic entering and departing the intersection (most recent).

Intersection locations are ranked in descending order according to each of these criteria. The individual ranks are then added, resulting in a total score. These are then compared to provide a relative overall ranking of the highest accident locations for the Quad-City Urban Area. Table TAR-II-1 reflects the results of the ranking of highest accident intersections based on 1983 actual data. Figure TAR-II-1 is a map of the highest accident locations. Table TAR-II-2 is a listing of the top five accident intersections in each city.

1984 INTERSECTION TRAFFIC ACCIDENT STUDY

TABLE TAR-II-1: 1983 HIGHEST ACCIDENT LOCATIONS IN THE QUAD CITY URBANIZED AREA*

LOCATION		OVERALL RANK**	TOTAL ACCIDENTS	RANK (A)	FATAL ACCIDENTS	PERSONAL INJURY ACC	PROPERTY DAMAGE ACC	TOTAL SEVERITY	RANK (B)	ACCIDENTS PER MILL. ENTERING VEHICLES	RANK (C)
Andalusia Rd./10th Ave. at 1st St./U.S. 67	Mil.	1.0	26	1.5	0	10	16	46	1.5	2.67	4.0
23rd Ave. at 19th St. SB	Mol.	2.0	26	1.5	0	10	16	46	1.5	2.57	6.5
Brady St./U.S. 61 at W. 65th St.	Dav.	3.0	19	7.0	0	10	9	39	6.0	2.97	1.0
J. Deere Rd. IL 5 at Colona Rd.	Uninc. R.I.Co.	4.0	20	5.5	0	8	12	36	7.5	2.83	2.5
42nd Ave. at 7th St. (w/NFR)	E. Mol.	5.0	22	3.5	0	9	13	40	4.5	2.14	12.0
W. River Dr./U.S. 61 at Concord St.	Dav.	6.5	16	15.5	0	8	8	32	9.0	2.83	2.5
42nd Ave. at Archer Dr. (w/NFR)	E. Mol.	6.5	18	9.5	0	11	7	40	4.5	2.09	13.0
42nd Ave. at J.F. Kennedy Dr. (w/NFR and SFR)	E. Mol.	8.0	22	3.5	0	11	11	44	3.0	1.83	23.5
Blackhawk Rd./IL 5 at 38th St.	R.I.	9.0	16	15.5	0	6	10	28	15.5	2.02	16.5
18th Ave./IL 84-92 at 19th St.	E. Mol.	10.0	18	9.5	0	4	14	26	20.5	1.90	21.5
23rd Ave. at 16th St.	Mol.	11.0	16	15.5	0	7	9	30	12.5	1.71	26.5
Brady St./U.S. 61 at E. 53rd St.	Dav.	12.0	18	9.5	0	6	12	30	12.5	1.52	35.5
IL 5 at Barstow Rd.	Uninc. R.I.Co.	13.0	10	44.5	1	5	4	31	10.0	2.36	9.0

*Sources: Illinois Department of Transportation, Division of Traffic Safety
Iowa Department of Public Safety

**Based on total of A + B + C

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Cleveland Rd. at IL 84	Col./ Gr. Rk.	14.0	12	34.5	0	8	4	28	15.5	2.06	15.0
23rd Ave. at 53rd St.	Mol.	15.0	16	15.5	0	7	9	30	12.5	1.38	41.0
Blackhawk Rd./IL 5 at 7th St.	Mol.	16.5	14	20.0	0	6	8	26	20.5	1.69	29.0
Kimberly Rd./U.S. 6 at Spring St.	Dav.	16.5	17	12.0	0	5	12	27	17.5	1.41	40.0
Kimberly Rd./U.S. 6 at Eastern Ave.	Dav.	18.0	20	5.5	0	8	12	36	7.5	1.21	57.0
17th Ave./IL 92 at 7th St.	E. Mol.	19.0	13	26.5	0	5	8	23	28.5	2.01	18.5
W. Locust St. at N. Division St. at Hickory Grove Rd.	Dav.	20.0	16	15.5	0	7	9	30	12.5	1.29	49.0
Blackhawk Rd./IL 5 at 11th St./ U.S. 67	R.I.	21.0	15	19.0	0	4	11	23	28.5	1.67	30.0
Kimberly Rd./U.S. 6 at Jersey Ridge Rd.	Dav.	22.5	18	9.5	0	4	14	26	20.5	1.19	59.5
12th Ave. at 41st St.	Mol.	22.5	13	26.5	0	3	10	19	36.5	1.71	26.5
E. 35th St. at N.W. Blvd./IA 130	Dav.	24.0	12	34.5	0	6	6	24	25.0	1.57	33.0

*Sources: Illinois Department of Transportation, Division of Traffic Safety
Iowa Department of Public Safety

**Based on total of A + B + C

SJP/dmw
127-3.2

TABLE TAR-II-1: 1983 HIGHEST ACCIDENT LOCATIONS IN THE QUAD CITY URBANIZED AREA*

LOCATION		OVERALL RANK**	TOTAL ACCIDENTS	RANK (A)	FATAL ACCIDENTS	PERSONAL INJURY ACC	PROPERTY DAMAGE ACC	TOTAL SEVERITY	RANK (B)	ACCIDENTS PER MILL. ENTERING VEHICLES	RANK (C)
J. Deere Rd./IL 5 at 60th St.	Mol.	25.5	13	26.5	0	7	6	27	17.5	1.24	54.0
7th Ave. at 16th St.	Mol.	25.5	9	55.0	0	5	4	19	36.5	2.57	6.5
W. 3rd St. at Harrison St./ U.S. 61	Dav.	27.0	13	26.5	0	2	11	17	44.5	1.70	28.0
W. River Dr./U.S. 61 at Fairmount St.	Dav.	28.0	10	44.5	0	4	6	18	40.5	2.01	18.5
23rd Ave. at 27th St.	Mol.	29.0	13	26.5	0	4	9	21	32.5	1.27	50.0
19th Ave. at 15th St.	Mol.	30.0	9	55.0	0	3	6	15	55.0	2.65	5.0
6th Ave./IL 92 at 23rd St.	Mol.	31.5	9	55.0	0	4	5	17	44.5	2.02	16.5
Eastern Ave. at E. 29th St.	Dav.	31.5	10	44.5	0	2	8	14	63.5	2.38	8.0
12th Ave. at 15th St.	Mol.	33.0	10	44.5	0	2	8	14	63.5	2.19	10.0
31st Ave. at 11th St./U.S. 67	R.I.	34.5	11	39.0	0	2	9	15	55.0	1.65	31.0
Brady St./U.S. 61 at E. 3rd St.	Dav.	34.5	13	26.5	0	1	12	15	55.0	1.36	43.5
1st St./U.S. 67 at 1st Ave./ U.S. 67	Mil.	36.5	13	26.5	0	5	8	23	28.5	1.09	71.5

*Sources: Illinois Department of Transportation, Division of Traffic Safety
Iowa Department of Public Safety

**Based on total of A + B + C

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127-3.3

1984 INTERSECTION TRAFFIC ACCIDENT STUDY

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J. Deere Rd./IL 5 at 16th St.	Mol.	36.5	13	26.5	0	5	8	23	28.5	1.09	71.5
14th Ave. at 38th St.	R.I.	38.0	9	55.0	0	5	4	19	36.5	1.43	38.5
18th Ave. at 30th St.	R.I.	39.0	10	44.5	0	4	6	18	40.5	1.32	46.0
23rd Ave. at 41st St.	Mol.	40.0	13	26.5	0	6	7	25	23.5	0.97	84.0
23rd Ave. at 19th St. NB	Mol.	41.0	13	26.5	0	5	8	23	28.5	1.02	80.0
Kimberly Rd./U.S. 6 at Marquette St.	Dav.	42.0	13	26.5	0	4	9	21	32.5	1.05	77.5
Brady St./U.S. 61 at E. 36th St.	Dav.	43.0	12	34.5	0	2	10	16	49.0	1.17	61.5
Blackhawk Rd./IL 5 at 16th St.	Mol.	44.0	13	26.5	0	5	8	23	28.5	0.93	93.5
7th Ave. at 19th St.	Mol.	45.0	10	44.5	0	3	7	16	49.0	1.22	55.5
U.S. 67 at Big Island Rd.	Mil.	46.0	9	55.0	0	5	4	19	36.5	1.19	59.5
W. 2nd St. at Warren St.	Dav.	47.0	7	85.5	0	4	3	15	55.0	2.08	14.0
Kimberly Rd./U.S. 6 at Brady St./U.S. 61	Dav.	48.5	16	15.5	0	5	11	26	20.5	0.78	122.5
5th Ave. at 20th St.	R.I.	48.5	9	55.0	0	1	8	11	92.5	2.18	11.0

*Sources: Illinois Department of Transportation, Division of Traffic Safety
Iowa Department of Public Safety

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127-3.4

1984 INTERSECTION TRAFFIC ACCIDENT STUDY

TABLE TAR-II-1: 1983 HIGHEST ACCIDENT LOCATIONS IN THE QUAD CITY URBANIZED AREA*

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Brady St./U.S. 61 at E. 35th St.	Dav.	50.0	11	39.0	0	4	7	19	36.5	0.97	84.0
19th Ave. at 7th St.	Mol.	51.0	9	55.0	0	4	5	17	44.5	1.17	61.5
4th-5th Aves./IL 92 at 34th St.	Mol.	52.0	9	55.0	0	2	7	13	72.5	1.52	35.5
W. Locust St. at Harrison St./ U.S. 61	Dav.	53.0	12	34.5	0	2	10	16	49.0	1.02	80.0
W. Central Pk. Ave. at Marquette St.	Dav.	54.0	9	55.0	0	4	5	17	44.5	1.15	65.5
16th Ave./IL 92 at 7th St.	E. Mol.	55.0	9	55.0	0	2	7	13	72.5	1.37	42.0
19th Ave. at 12th St.	Mol.	56.0	9	55.0	0	0	9	9	114.0	1.90	21.5
52nd Ave. at 27th St.	Mol.	57.0	8	68.5	0	2	6	12	81.5	1.36	43.5
J. Deere Rd./IL 5 at 41st St.	Mol.	58.0	11	39.0	0	3	8	17	44.5	0.83	110.5
W. Locust St. at Brady St./ U.S. 61	Dav.	59.0	11	39.0	0	4	7	19	36.5	0.79	121.0
Blackhawk Rd./IL 5 at 24th St.	R.I.	60.0	8	68.5	0	3	5	14	63.5	1.15	65.5
3rd Ave. at 15th St.	R.I.	61.5	7	85.5	0	2	5	11	92.5	1.94	20.0

*Sources: Illinois Department of Transportation, Division of Traffic Safety
Iowa Department of Public Safety

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127-3.5

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6th Ave./IL 92 at 44th St.	R.I.	61.5	8	68.5	0	2	6	12	81.5	1.30	48.0
I-74 NB at Middle Rd.	Bett.	63.0	9	55.0	0	1	8	11	92.5	1.26	52.0
Coaltown Rd. at 27th St.	Mol.	64.0	9	55.0	0	3	6	15	55.0	0.94	90.5
12th Ave. at 16th St.	Mol.	65.0	7	85.5	0	2	5	11	92.5	1.78	25.0
30th Ave. at J.F. Kennedy Dr.	E. Mol.	66.0	7	85.5	0	5	2	17	44.5	1.08	73.5
W. 4th St. at Main St.	Dav.	67.0	9	55.0	0	0	9	9	114.0	1.49	37.0
W. 2nd St. at Marquette St.	Dav.	68.0	7	85.5	0	2	5	11	92.5	1.60	32.0
W. 3rd St. at Warren St.	Dav.	69.5	6	104.0	1	4	1	25	23.5	0.96	86.5
19th Ave. at 16th St.	Mol.	69.5	9	55.0	0	2	7	13	72.5	0.96	86.5
5th Ave./IL 92 at 24th St.	R.I.	71.0	8	68.5	0	3	5	14	63.5	0.95	88.5
W. Locust St. at Washington St.	Dav.	72.0	8	68.5	0	2	6	12	81.5	1.02	80.0
Kimberly Rd./U.S. 6 at Fairmount St.	Dav.	73.5	6	104.0	0	2	4	10	103.0	1.83	23.5
N. Division St. at N.W. Blvd./ IA 130	Dav.	73.5	6	104.0	0	3	3	12	81.5	1.35	45.0

*Sources: Illinois Department of Transportation, Division of Traffic Safety
Iowa Department of Public Safety

**Based on total of A + B + C

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127-3.6

1984 INTERSECTION TRAFFIC ACCIDENT STUDY

TABLE TAR-II-1: 1983 HIGHEST ACCIDENT LOCATIONS IN THE QUAD CITY URBANIZED AREA*

LOCATION		OVERALL RANK**	TOTAL ACCIDENTS	RANK (A)	FATAL ACCIDENTS	PERSONAL INJURY ACC	PROPERTY DAMAGE ACC	TOTAL SEVERITY	RANK (B)	ACCIDENTS PER MILL. ENTERING VEHICLES	RANK (C)
W. 4th St. at N. Division St.	Dav.	75.0	7	85.5	0	3	4	13	72.5	1.08	73.5
W. 35th St. at Marquette St.	Dav.	76.0	7	85.5	0	3	4	13	72.5	1.06	76.0
I-74 at 3rd Ave.	Mol.	77.0	11	39.0	0	2	9	15	55.0	0.52	143.5
E. Locust St. at Eastern Ave.	Dav.	78.0	7	85.5	0	4	3	15	55.0	0.89	99.5
W. Locust St. at Clark St.	Dav.	79.0	7	85.5	0	2	5	11	92.5	1.16	63.5
Airport Rd. at Milan Beltway	Mil.	80.0	6	104.0	0	4	2	14	63.5	1.07	75.0
12th Ave. at 19th St.	Mol.	81.0	7	85.5	0	4	3	15	55.0	0.86	106.5
Indian Bluff Rd. at U.S. 150	Uninc. R.I.Co.	82.0	6	104.0	0	2	4	10	103.0	1.31	47.0
7th Ave. at 20th St.	R.I.	83.5	7	85.5	0	1	6	9	114.0	1.22	55.5
I-74 SB at Middle Rd.	Bett.	83.5	7	85.5	0	4	3	15	55.0	0.82	114.5
W. 4th St. at Marquette St.	Dav.	85.0	6	104.0	0	3	3	12	81.5	1.10	70.0
Brady St./U.S. 61 at E. 29th St.	Dav.	86.0	8	68.5	0	3	5	14	63.5	0.76	124.5
E. Locust St. at Grand Ave.	Dav.	87.0	8	68.5	0	2	6	12	81.5	0.83	110.5
J. Deere Rd./IL 5 at 53rd St.	Mol.	88.0	8	68.5	0	3	5	14	63.5	0.70	129.0

*Sources: Illinois Department of Transportation, Division of Traffic Safety
Iowa Department of Public Safety

**Based on total of A + B + C

SJP/dmw
127-3.7

1984 INTERSECTION TRAFFIC ACCIDENT STUDY

TABLE TAR-II-1: 1983 HIGHEST ACCIDENT LOCATIONS IN THE QUAD CITY URBANIZED AREA*

LOCATION		OVERALL RANK**	TOTAL ACCIDENTS	RANK (A)	FATAL ACCIDENTS	PERSONAL INJURY ACC	PROPERTY DAMAGE ACC	TOTAL SEVERITY	RANK (B)	ACCIDENTS PER MILL. ENTERING VEHICLES	RANK (C)
31st Ave. at 17th St.	R.I.	89.5	6	104.0	0	1	5	8	123.5	1.55	34.0
W. 4th St. at Gaines St.	Dav.	89.5	7	85.5	0	3	4	13	72.5	0.87	103.5
W. 3rd St. at Gaines St.	Dav.	91.0	7	85.5	0	2	5	11	92.5	0.95	88.5
W. 3rd St. at Marquette St.	Dav.	92.0	6	104.0	0	2	4	10	103.0	1.16	63.5
42nd Ave. at 19th St.	E. Mol.	93.0	8	68.5	0	1	7	10	103.0	0.89	99.5
W. 4th St. at Harrison St./ U.S. 61	Dav.	94.0	8	68.5	0	1	7	10	103.0	0.87	103.5
Kimberly Rd./U.S. 6 at N. Pine St.	Dav.	95.5	6	104.0	0	2	4	10	103.0	1.12	68.5
E. Locust St. at Bridge Ave.	Dav.	95.5	7	85.5	0	2	5	11	92.5	0.91	97.5
W. Central Pk. Ave. at N. Lincoln Ave.	Dav.	97.0	6	104.0	0	4	2	14	63.5	0.83	110.5
7th Ave./IL 92 at 38th St.	R.I.	98.0	8	68.5	0	1	7	10	103.0	0.82	114.5
E. 3rd St. at E. River Dr./ U.S. 67	Dav.	99.0	7	85.5	0	3	4	13	72.5	0.68	130.0
Kimberly Rd./U.S. 6 at N.W. Blvd/IA 130	Dav.	100.0	8	68.5	0	2	6	12	81.5	0.57	140.0

*Sources: Illinois Department of Transportation, Division of Traffic Safety
Iowa Department of Public Safety

**Based on total of A + B + C

SJP/dmw
127-3.8

1984 INTERSECTION TRAFFIC ACCIDENT STUDY

TABLE TAR-II-1: 1983 HIGHEST ACCIDENT LOCATIONS IN THE QUAD CITY URBANIZED AREA*

LOCATION		OVERALL RANK**	TOTAL ACCIDENTS	RANK (A)	FATAL ACCIDENTS	PERSONAL INJURY ACC	PROPERTY DAMAGE ACC	TOTAL SEVERITY	RANK (B)	ACCIDENTS PER MILL. ENTERING VEHICLES	RANK (C)
Rockingham Rd. at Michigan Ave.	Dav.	101.0	5	130.0	0	3	2	11	92.5	1.12	68.5
18th Ave. at 17th St.	R.I.	102.0	6	104.0	0	3	3	12	81.5	0.82	114.5
Belle Ave. at E. 12th St.	Dav.	103.5	5	130.0	0	1	4	7	134.0	1.43	38.5
Brady St./U.S. 61 at E. Central Pk. Ave.	Dav.	103.5	7	85.5	0	2	5	11	92.5	0.76	124.5
I-74 at 7th Ave.	Mol.	105.0	7	85.5	0	3	4	13	72.5	0.33	148.0
W. Central Pk. Ave. at Clark St.	Dav.	106.0	5	130.0	0	3	2	11	92.5	0.97	84.0
7th Ave./IL 92 at 44th St.	R.I.	107.0	6	104.0	0	1	5	8	123.5	1.00	82.0
Kimberly Rd./U.S. 6 at N. Division St.	Dav.	108.0	7	85.5	0	2	5	11	92.5	0.60	134.5
5th Ave. at 19th St.	Mol.	109.0	5	130.0	0	1	4	7	134.0	1.26	52.0
5th Ave. at 15th St.	R.I.	110.0	5	130.0	0	2	3	9	114.0	1.05	77.5
W. 3rd St. at LeClaire St.	Dav.	111.0	5	130.0	0	1	4	7	134.0	1.20	58.0
W. 4th St. at Warren St.	Dav.	112.0	6	104.0	0	1	5	8	123.5	0.91	97.5

*Sources: Illinois Department of Transportation, Division of Traffic Safety
Iowa Department of Public Safety

**Based on total of A + B + C

SJP/dmw
127-3.9

1984 INTERSECTION TRAFFIC ACCIDENT STUDY

TABLE TAR-II-1: 1983 HIGHEST ACCIDENT LOCATIONS IN THE QUAD CITY URBANIZED AREA*

LOCATION		OVERALL RANK**	TOTAL ACCIDENTS	RANK (A)	FATAL ACCIDENTS	PERSONAL INJURY ACC	PROPERTY DAMAGE ACC	TOTAL SEVERITY	RANK (B)	ACCIDENTS PER MILL. ENTERING VEHICLES	RANK (C)
19th Ave. at 5th St.	Mol.	113.0	5	130.0	0	0	5	5	146.0	1.26	52.0
W. 2nd St. at Gaines St.	Dav.	114.5	5	130.0	0	3	2	11	92.5	0.86	106.5
30th Ave. at 7th St.	E. Mol.	114.5	5	130.0	0	4	1	13	72.5	0.72	126.5
W. Locust St. at Fairmount St.	Dav.	116.0	5	130.0	0	1	4	7	134.0	1.13	67.0
7th Ave. at 24th St.	R.I.	117.0	5	130.0	0	2	3	9	114.0	0.93	93.5
W. Locust St. at N. Lincoln Ave.	Dav.	118.0	7	85.5	0	0	7	7	134.0	0.80	120.0
N. Division St. at W. Lombard St.	Dav.	119.0	5	130.0	0	2	3	9	114.0	0.92	96.0
18th Ave. at 25th St.	R.I.	120.5	5	130.0	0	2	3	9	114.0	0.88	101.5
6th Ave./IL 92 at 15th St.	Mol.	120.5	5	130.0	0	2	3	9	114.0	0.88	101.5
E. River Dr./U.S. 67 at Bridge Ave.	Dav.	122.0	5	130.0	0	4	1	13	72.5	0.52	143.5
Kimberly Rd. at Middle Rd. E. Locust St.	Bett./ Dav.	123.0	7	85.5	0	1	6	9	114.0	0.45	147.0
Middle Rd. at Parkway Dr.	Bett.	124.0	5	130.0	0	3	2	11	92.5	0.72	126.5
W. Locust St. at Main St.	Dav.	125.0	7	85.5	0	0	7	7	134.0	0.61	133.0

*Sources: Illinois Department of Transportation, Division of Traffic Safety
Iowa Department of Public Safety

**Based on total of A + B + C

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127-3.10

1984 INTERSECTION TRAFFIC ACCIDENT STUDY

TABLE TAR-II-1: 1983 HIGHEST ACCIDENT LOCATIONS IN THE QUAD CITY URBANIZED AREA*

LOCATION		OVERALL RANK**	TOTAL ACCIDENTS	RANK (A)	FATAL ACCIDENTS	PERSONAL INJURY ACC	PROPERTY DAMAGE ACC	TOTAL SEVERITY	RANK (B)	ACCIDENTS PER MILL. ENTERING VEHICLES	RANK (C)
18th Ave. at 24th St.	R.I.	126.0	5	130.0	0	2	3	9	114.0	0.83	110.5
Brady St./U.S. 61 at E. 4th St.	Dav.	127.0	6	104.0	0	1	5	8	123.5	0.71	128.0
16th Ave. at 7th St.	Mol.	128.0	5	130.0	0	1	4	7	134.0	0.93	93.5
18th Ave./IL 92 at 13th St.	E. Mol.	129.0	6	104.0	0	0	6	6	143.0	0.81	118.0
14th Ave. at 30th St.	R.I.	130.0	5	130.0	0	0	5	5	146.0	0.94	90.5
W. 53rd St. at N.W. Blvd./IA 130	Dav.	131.0	5	130.0	0	0	5	5	146.0	0.93	93.5
6th Ave./IL 92 at 19th St.	Mol.	132.5	5	130.0	0	1	4	7	134.0	0.86	106.5
6th Ave./IL 92 at 12th St.	Mol.	132.5	5	130.0	0	1	4	7	134.0	0.86	106.5
18th Ave./IL 92 at Archer Dr.	E. Mol.	134.0	5	130.0	0	2	3	9	114.0	0.67	131.0
7th Ave. at 11th St./U.S. 67	R.I.	135.0	5	130.0	0	2	3	9	114.0	0.63	132.0
Blackhawk Rd./IL 5 at 30th St.	R.I.	136.0	5	130.0	0	1	4	7	134.0	0.82	114.5
12th Ave. at 27th St.	Mol.	137.0	5	130.0	0	1	4	7	134.0	0.81	118.0
Kimberly Rd./U.S. 6 at Elmore Ave.	Dav.	138.5	5	130.0	0	2	3	9	114.0	0.57	140.0

*Sources: Illinois Department of Transportation, Division of Traffic Safety
Iowa Department of Public Safety

**Based on total of A + B + C

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127-3.11

1984 INTERSECTION TRAFFIC ACCIDENT STUDY

TABLE TAR-II-1: 1983 HIGHEST ACCIDENT LOCATIONS IN THE QUAD CITY URBANIZED AREA*

LOCATION		OVERALL RANK**	TOTAL ACCIDENTS	RANK (A)	FATAL ACCIDENTS	PERSONAL INJURY ACC	PROPERTY DAMAGE ACC	TOTAL SEVERITY	RANK (B)	ACCIDENTS PER MILL. ENTERING VEHICLES	RANK (C)
W. Central Pk. Ave. at Harrison St./U.S. 61	Dav.	138.5	5	130.0	0	2	3	9	114.0	0.57	140.0
15th Ave. at 13th St.	E. Mol.	140.0	5	130.0	0	1	4	7	134.0	0.78	122.5
E. River Dr./U.S. 67 at Oneida Ave.	Dav.	141.0	5	130.0	0	2	3	9	114.0	0.50	145.0
Brady St./U.S. 61 at 14th St.	Dav.	142.0	5	130.0	0	0	5	5	146.0	0.81	118.0
Devil's Glen Rd. at State St./ U.S. 67	Bett.	143.0	5	130.0	0	1	4	7	134.0	0.60	134.5
14th St. at Grant St./U.S. 67	Bett.	144.5	5	130.0	0	1	4	7	134.0	0.59	137.0
18th Ave. at 38th St.	R.I.	144.5	5	130.0	0	1	4	7	134.0	0.59	137.0
E. Locust St. at Pershing Ave.	Dav.	146.0	5	130.0	0	1	4	7	134.0	0.54	142.0
18th St. at Middle Rd.	Bett.	147.0	5	130.0	0	1	4	7	134.0	0.48	146.0
Harrison St./U.S. 61 at Lombard St.	Dav.	148.0	5	130.0	0	0	5	5	146.0	0.59	137.0

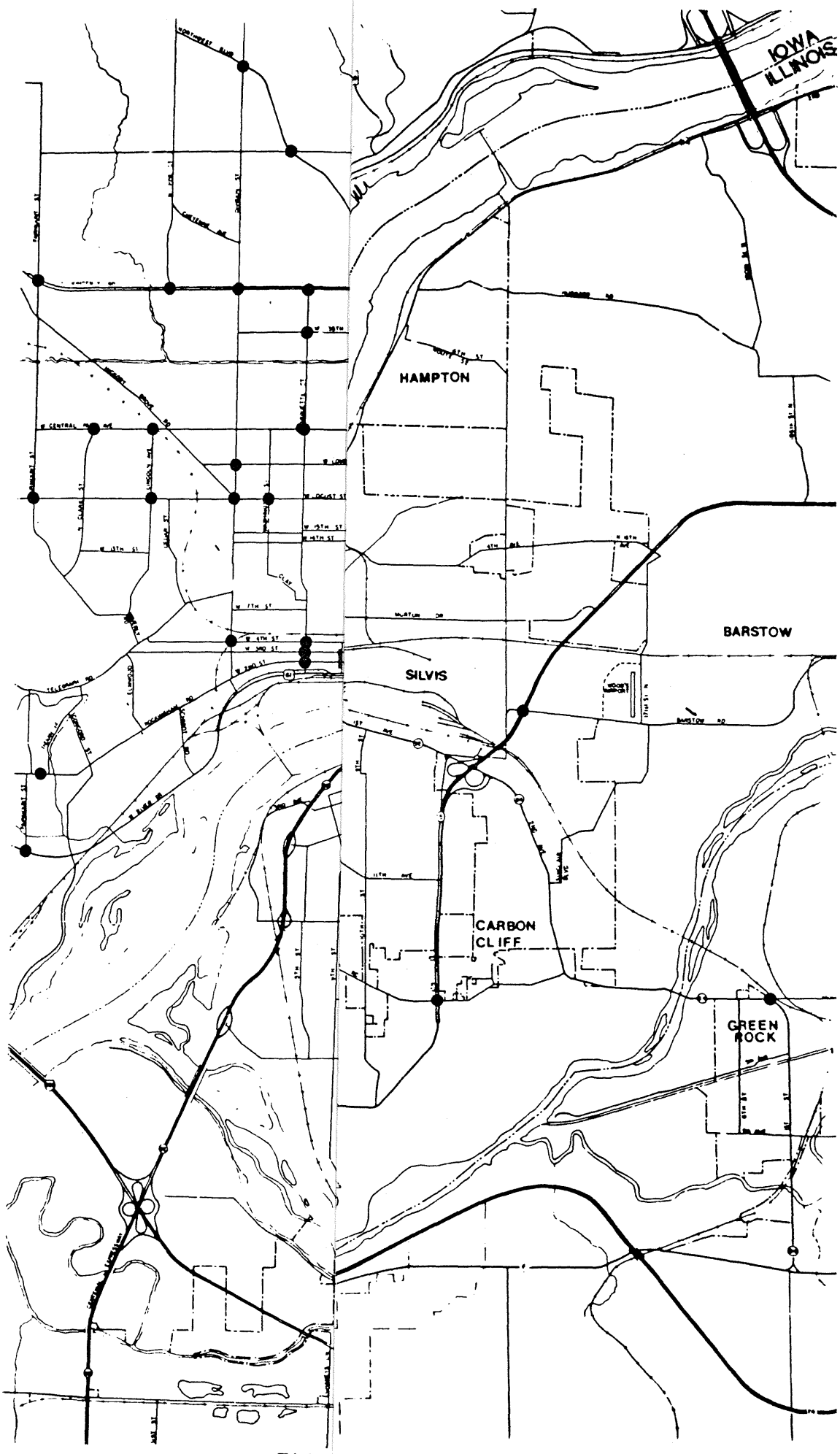
*Sources: Illinois Department of Transportation, Division of Traffic Safety
Iowa Department of Public Safety

**Based on total of A + B + C

SJP/dmw
127-3.12

TABLE TAR-II-2: 1983 HIGHEST ACCIDENT LOCATIONS BY CITY

Locations	Accidents	Severity	Accident Rate
Davenport			
Brady Street/U.S. 61 at W. 65th Street	19	39	2.97
W. River Drive/U.S. 61 at Concord Street	16	32	2.83
Brady Street/U.S. 61 at E. 35th Street	18	30	1.52
Kimberly Road/U.S. 6 at Spring Street	17	27	1.41
Kimberly Road/U.S. 6 at Eastern Avenue	20	36	1.21
Bettendorf			
I-74 NB at Middle Road	9	11	1.26
I-74 SB at Middle Road	7	15	0.82
Kimberly Road at Middle Road - E. Locust Street	7	9	0.45
Middle Road at Parkway Drive	5	11	0.72
Devil's Glen Road at State Street/U.S. 67	5	7	0.60
Rock Island			
Blackhawk Road/IL 5 at 38th Street	16	28	2.02
Blackhawk Road/IL 5 at 11th Street/U.S. 67	15	23	1.67
31st Avenue at 11th Street/U.S. 67	11	15	1.65
14th Avenue at 38th Street	9	19	1.43
18th Avenue at 30th Street	10	18	1.32
Moline			
23rd Avenue at 19th SB Street	26	46	2.57
23rd Avenue at 16th Street	16	30	1.71
23rd Avenue at 53rd Street	16	30	1.38
Blackhawk Road/IL 5 at 7th Street	14	26	1.69
12th Avenue at 41st Street	13	19	1.71
East Moline			
42nd Avenue at 7th Street (w/NFR)	22	40	2.14
42nd Avenue at Archer Drive (w/NFR)	18	40	2.09
42nd Avenue at J.F. Kennedy Drive (w/NFR and SFR)	22	44	1.83
18th Avenue/IL 84-92 at 19th Street	18	26	1.90
17th Avenue/IL 92 at 7th Street	13	23	2.01
Milan			
Andalusia Road/10th Avenue at 1st Street/U.S. 67	26	46	2.67
1st Street/U.S. 67 at 1st Avenue/U.S. 67	13	23	1.09
U.S. 67 at Big Island Road	9	19	1.19
Airport Road at Milan Beltway	6	14	1.07


IOWA
ILLINOIS
HAMPTON
BARSTOW
SILVIS
CARBON CLIFF
GREEN ROCK

TAR-I

III. ACCIDENT TRENDS

Since 1978, the current method for analyzing accidents has been utilized. Table TAR-III-1 is a composite of the accident data from high accident intersections during the period 1979-1983. Note that, at almost every intersection, the accident levels have decreased from 1979 through 1983.

To analyze accident trends, the five-year history of the highest fifteen accident intersections each year were analyzed. There is no particular reason to select the top fifteen except that it provides a more manageable analysis tool. All accident categories indicate a significant reduction in the number, rate, and severity of accidents.

The total number of accidents decreased from 485 in 1978 to 275 in 1983, a 43% reduction. Personal injury accidents decreased from 132 to 120, a 9% reduction. Property damage accidents went from 350 to 154, a 56% reduction. The total severity decreased 33% from 780 to 526. Fatal accidents decreased from four to one for the highest fifteen accident intersections from 1978 to 1983. The most significant reduction and accident trend indicator is the accident rate per million entering vehicles, which decreased from an average fo 4.56 to an average of 2.19, or a 52% reduction (see Table TAR-III-2).

As the traffic accident data indicates, the total number of traffic accidents have decreased substantially. There are several possible explanations for this decrease. A significant number of intersection improvements have been made in recent years in the Quad Cities. In some cases these improvements have involved a simple change in signal timing. Other changes have involved the addition of turn lanes, new signals, better pavement markings and signs, and removal of hazards. Regardless of the type of improvements, these efforts have had some effect in reducing accident levels throughout the Quad Cities. In addition to

TABLE TAR-III-1: HIGHEST RANKED ACCIDENT INTERSECTIONS: 1979-1983

Location	1979 Total Acc.	1979 Acc. Rate	1979 Total Rank	1980 Total Acc.	1980 Total Sev.	1980 Acc. Rate	1980 Total Rank	1981 Total Acc.	1981 Total Sev.	1981 Acc. Rate	1981 Total Rank	1982 Total Acc.	1982 Total Sev.	1982 Acc. Rate	1982 Total Rank	1983 Total Acc.	1983 Total Sev.	1983 Acc. Rate	1983 Total Rank
23rd St.	1			27	47	2.43	4	9	13	0.81	89	16	34	1.25	21	13	23	1.20	41
				16	24	1.44	47	8	14	0.72	91	17	35	1.53	12	13	23	0.93	44
					34	1.35	36	-	-	-	-	13	23	0.98	39	11	17	0.83	58
John Deere Rd./IL 5 at 16th St./ Eastern Ave.						3.24	1	23	37	2.07	6	22	32	1.98	3	16	30	1.38	15
Kimberly Rd./U.S. 6 at						-	-	-	-	-	-	-	-	-	-	2	2	0.46	-
Brady St./U.S. 61 at E. 65th St.						2.30	6	15	35	2.09	8	-	-	-	-	8	14	0.70	88
4th Ave./5th Ave. at 34th St.						4.34	-	39	59	4.03	1	32	50	3.31	1	22	40	2.14	5
1st Ave./U.S. 67 at 1st St./ U.S. 67						2.09	28	-	-	-	-	-	-	-	-	13	29	-	-
Airport Rd. at 27th St.						1.67	52	-	-	-	-	-	-	-	-	9	15	0.94	64
12th Ave. at 19th St.						1.84	20	20	34	1.84	11	10	14	0.92	66	18	30	1.52	12
18th Ave. at 17th St.						-	-	13	25	2.43	13	12	22	2.44	19	10	14	2.19	33
Andalusia Rd./10th Ave. at 1st St./U.S. 67						2.08	26	-	-	-	-	-	-	-	-	5	7	0.60	143
W. 35th St. at Harrison St./ U.S. 61						-	-	9	17	0.93	74	-	-	-	-	26	46	2.57	2
Location						2.00	23	21	41	2.21	5	15	21	1.58	26	15	23	1.67	21

TABLE TAR-III-1: HIGHEST RANKED ACCIDENT INTERSECTIONS: 1979-1983

	1979				1980				1981				1982				1983			
	Total Acc.	Total Sev.	Acc. Rate	Total Rank	Total Acc.	Total Sev.	Acc. Rate	Total Rank	Total Acc.	Total Sev.	Acc. Rate	Total Rank	Total Acc.	Total Sev.	Acc. Rate	Total Rank	Total Acc.	Total Sev.	Acc. Rate	Total Rank
v.	19	33	2.69	19	11	19	1.45	69	-	-	-	-	-	-	-	-	12	24	1.57	24
lan	19	27	3.30	20	11	13	1.22	96	-	-	-	-	14	24	1.55	23	26	46	2.67	1
l.	23	29	2.71	21	18	22	2.67	17	-	-	-	-	-	-	-	-	6	12	0.82	102
l.	18	36	2.50	22	14	22	2.01	39	-	-	-	-	-	-	-	-	7	15	0.86	81
l.	18	28	3.29	23	16	24	2.30	21	13	26	1.81	17	16	34	2.30	4	-	-	-	-
lan	18	28	3.29	23	-	-	-	-	-	-	-	-	10	18	1.36	45	13	23	1.09	36.5
l.	21	33	2.07	25	13	23	1.49	58	10	18	1.06	59	-	-	-	-	9	13	1.52	52
v.	15	25	2.30	45	26	44	3.07	3	18	32	2.25	7	11	25	1.37	33	19	39	2.97	3
v.	16	30	1.15	56	30	57	2.15	5	21	29	1.50	15	22	38	1.69	6	20	36	1.21	18
l.	-	-	-	-	22	36	2.43	7	13	25	1.19	36	17	31	1.88	8	13	23	1.09	36.5
Mol.	-	-	-	-	20	32	2.88	8	9	15	1.29	67	15	27	2.16	9	5	9	0.67	134
Inc. l.	14	35	2.28	35	18	38	2.64	9	13	25	1.93	16	13	23	1.91	19	20	36	2.83	4
l.	14	24	1.65	61	17	33	2.63	11	13	15	2.01	33	-	-	-	-	11	15	1.65	34.5
Mol.	-	-	-	-	22	42	2.06	12	8	16	0.75	85	19	35	1.78	7	22	44	1.83	8
v.	17	23	1.36	58	26	46	1.98	13	16	20	1.21	35	17	25	1.29	24	16	30	1.29	20

TABLE TAR-III-1: HIGHEST RANKED ACCIDENT INTERSECTIONS, 1979-1983

Location	1979 Total Acc.	1979 Acc. Rate	1979 Total Rank	1980 Total Acc.	1980 Total Sev.	1980 Acc. Rate	1980 Total Rank	1981 Total Acc.	1981 Total Sev.	1981 Acc. Rate	1981 Total Rank	1982 Total Acc.	1982 Total Sev.	1982 Acc. Rate	1982 Total Rank	1983 Total Acc.	1983 Total Sev.	1983 Acc. Rate	1983 Total Rank
23rd			40	21	33	2.08	14	16	28	1.88	12	18	28	2.12	5	16	30	1.71	11
				18	22	3.22	15	-	-	-	-	8	19	1.44	50	5	9	0.93	117
				34	50	1.69	16	34	50	1.69	9	19	25	0.94	33	16	26	0.78	48.5
					31	2.14	18	9	17	1.10	70	10	12	2.29	29	9	19	1.19	46
					!	2.25	19	-	-	-	-	-	-	-	-	5	7	0.59	144.5
					!	2.61	22	8	14	1.24	81	14	28	1.82	13	13	23	2.01	19
					?	2.42	24	18	34	2.72	4	21	37	3.18	2	9	17	1.15	54
					5	1.58	25	11	14	1.08	76	13	21	1.03	41	13	25	0.97	40
					-	-	-	14	28	1.61	18	15	27	1.73	15	-	-	-	-
					5	1.63	37	-	-	-	-	16	30	1.63	13	18	26	1.90	10
					-	-	-	-	-	-	-	15	25	2.31	12	-	-	-	-
					2	2.25	-	-	-	-	-	5	7	1.40	-	9	11	1.26	63
					5	1.87	-	-	-	-	-	9	15	2.11	-	7	15	0.82	83.5
					2	2.70	27	8	14	1.54	71	3	3	1.06	-	16	32	2.83	6.5
					9	2.92	10	11	19	1.71	-	11	15	1.71	37	16	28	2.02	9

Location
IL 5 at Barstow Rd.
42nd Ave. at Archer Dr.

TABLE TAR-III-1: HIGHEST RANKED ACCIDENT INTERSECTIONS: 1979-1983

	1979				1980				1981				1982				1983			
	Total Acc.	Total Sev.	Acc. Rate	Total Rank	Total Acc.	Total Sev.	Acc. Rate	Total Rank	Total Acc.	Total Sev.	Acc. Rate	Total Rank	Total Acc.	Total Sev.	Acc. Rate	Total Rank	Total Acc.	Total Sev.	Acc. Rate	Total Rank
inc.	13	29	2.67	-	9	15	1.85	89	9	17	1.68	46	11	23	2.60	17	10	31	2.36	13
M.	20	38	3.10	10	15	27	1.93	33	10	20	1.29	44	9	15	1.16	57	18	40	2.09	6.5

physical improvements to our street system, stepped-up enforcement of traffic laws has also helped to reduce accidents.

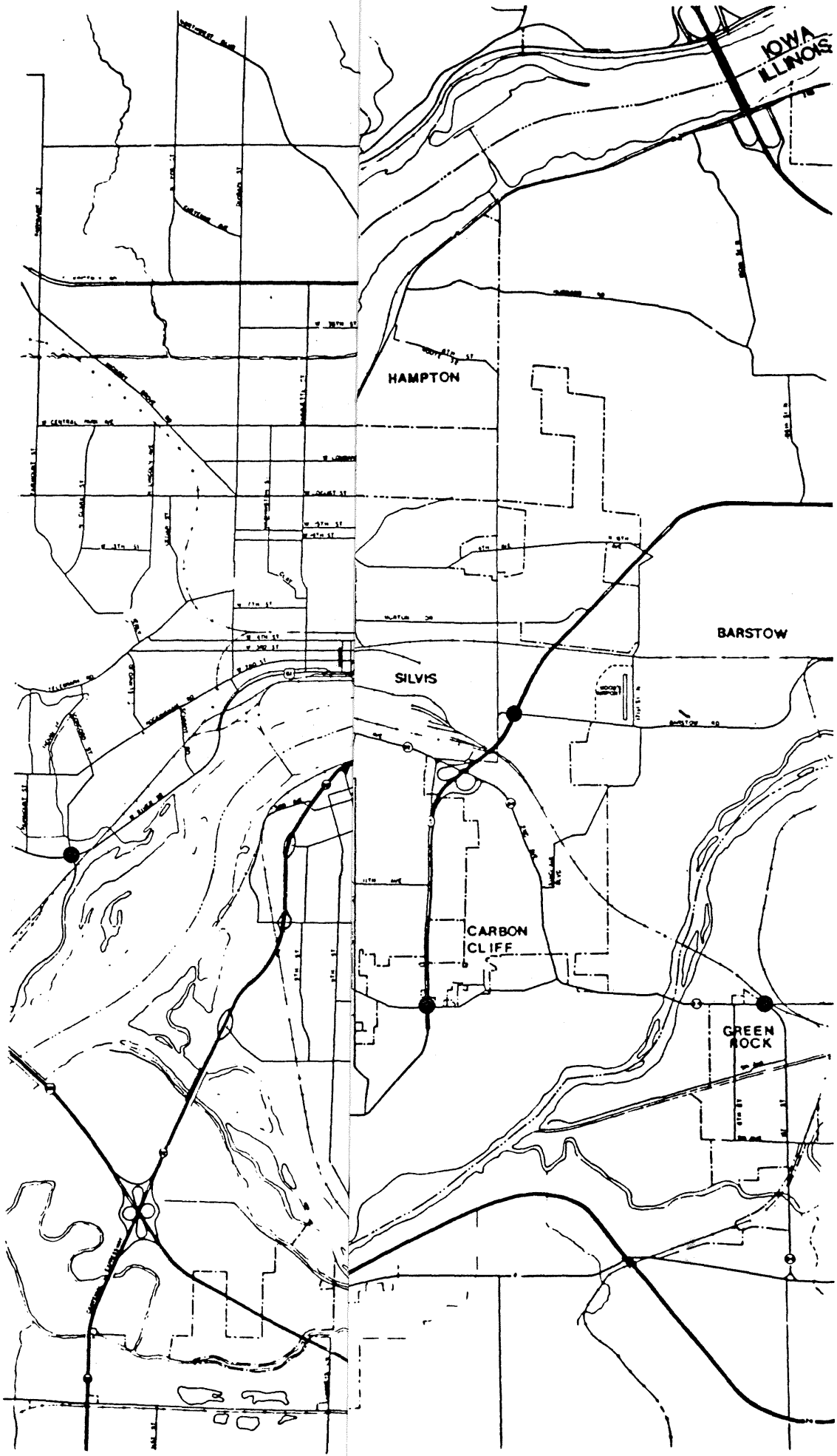
There has been an increasing emphasis on the promotion of highway safety at all levels of government. This accident study is an example of just such a promotion, informing the public of the highest accident intersections to provide an increased awareness as to where these intersections are located.

TABLE TAR-III-2: ACCIDENT TRENDS AT THE FIFTEEN HIGHEST RANKED ACCIDENT INTERSECTIONS: 1979-1983

	1979	1980	Percent Change	1981	Percent Change	1982	Percent Change	1983	Percent Change	Overall % Change 1979-1983
Total Accidents	389	358	-8	317	-11	277	-13	275	-1	-29
Personal Injury Accidents	141	133	-6	111	-16	104	-6.3	120	+15	-15
Property Damage Accidents	247	225	-9	206	-8	174	-15	154	-11	-38
Total Severity	692	624	-10	539	-14	484	-10	526	+9	-24
Accidents/ Million Entering Vehicles	3.49	2.62	-25	2.12	-19	2.18	+3	2.19	0	-37

IV. ANALYSIS OF THE 1983 FIFTEEN HIGHEST RANKED ACCIDENT LOCATIONS

Since communities are most concerned about the higher accident intersections, additional information is provided about each of the fifteen highest ranked accident locations. The information includes a collision diagram of the 1983 accidents. The narrow solid black lines indicate the various accident patterns for 1983. The wider striped line is the predominant accident pattern from past years. In addition to the diagram, an accident history table is provided. This table provides information such as the number of accidents, their severity, and the accident rate experienced over the past years. Also provided for each of these intersections is a table listing the types of collisions, road surface conditions, and light conditions for those accidents occurring in 1983. A brief summary is given of all known information including recent completed improvements and those expected to be made in the near future. Appendix TAR-A is a summary of improvements made at intersections that have been in the top fifteen during the past years. Appendix TAR-B is a listing of potential improvements by types of accidents. Physical improvements may not eliminate all accidents, for many accidents are simply due to driver error and may not be attributed to any defect in the intersection design. Therefore, before any improvements are made, further study of the intersections should be undertaken.


IOWA
ILLINOIS
HAMPTON
BARSTOW
SILVIS
CARBON
CLIFF
GREEN
ROCK

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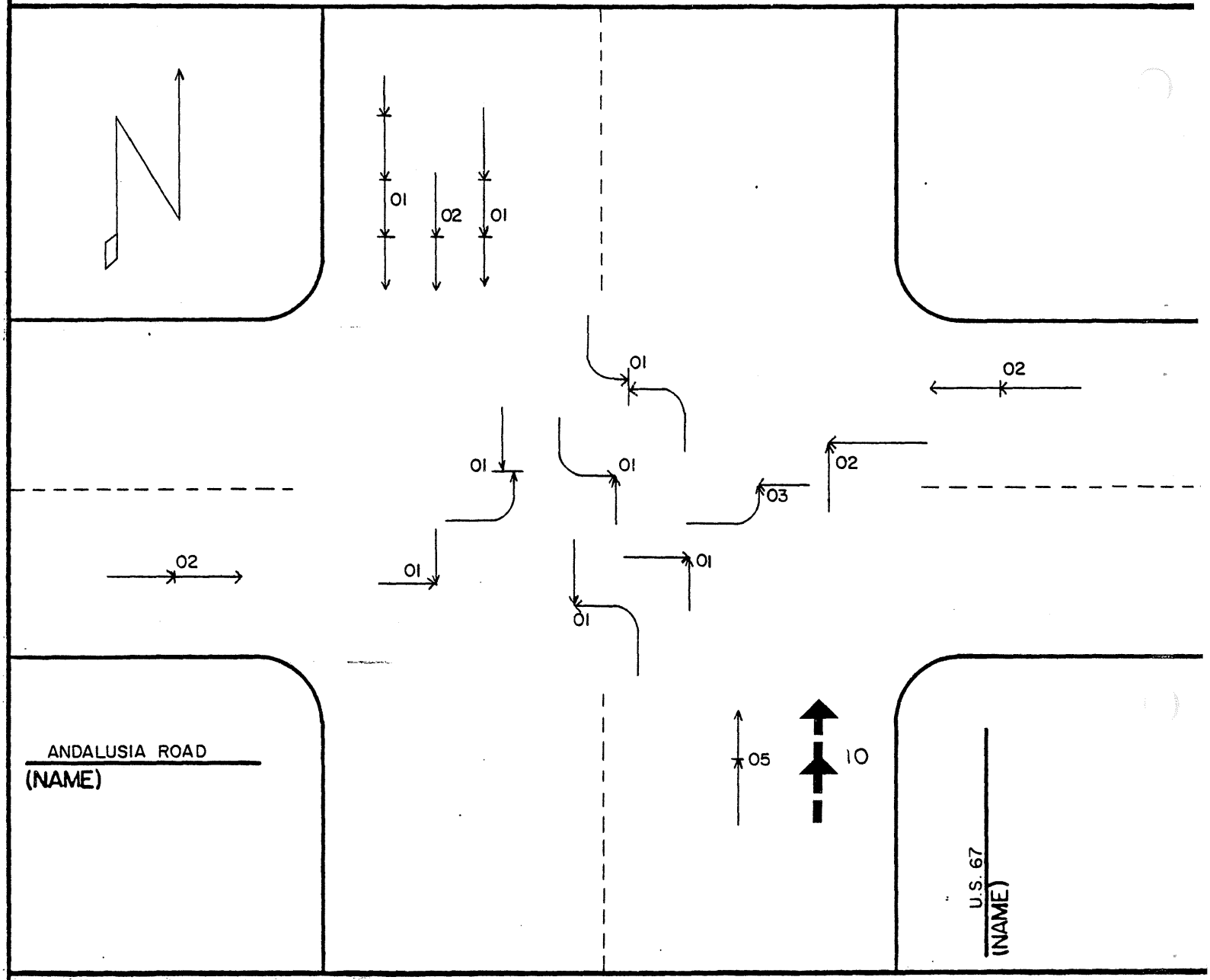
ANDALUSIA ROAD AND U.S. 67/1ST STREET - MILAN



	1979	1980	1981	1982	1983
Total Accidents	19	11	--	14	26
Fatal	0	0	--	0	0
Personal Injury	4	1	--	5	10
Property Damage	15	10	--	9	16
Accident Rate	3.30	1.22	--	1.55	2.67
Rank in Accident Study	20	96	--	23	1

Predominant Accident Pattern: Rear End

Solid Line - 1983 Accidents

Striped Line - Predominant Accident Pattern based on 1979, 1980, 1982, 1983 Accidents

Andalusia Road/10th Avenue and U.S. 67/1st Street - Milan. This intersection is appearing in the 15 highest accident locations for the first time with a total of 26 accidents. Past records show that a low of 11 accidents occurred in 1980 and a previous high of 19 were reported in 1979.

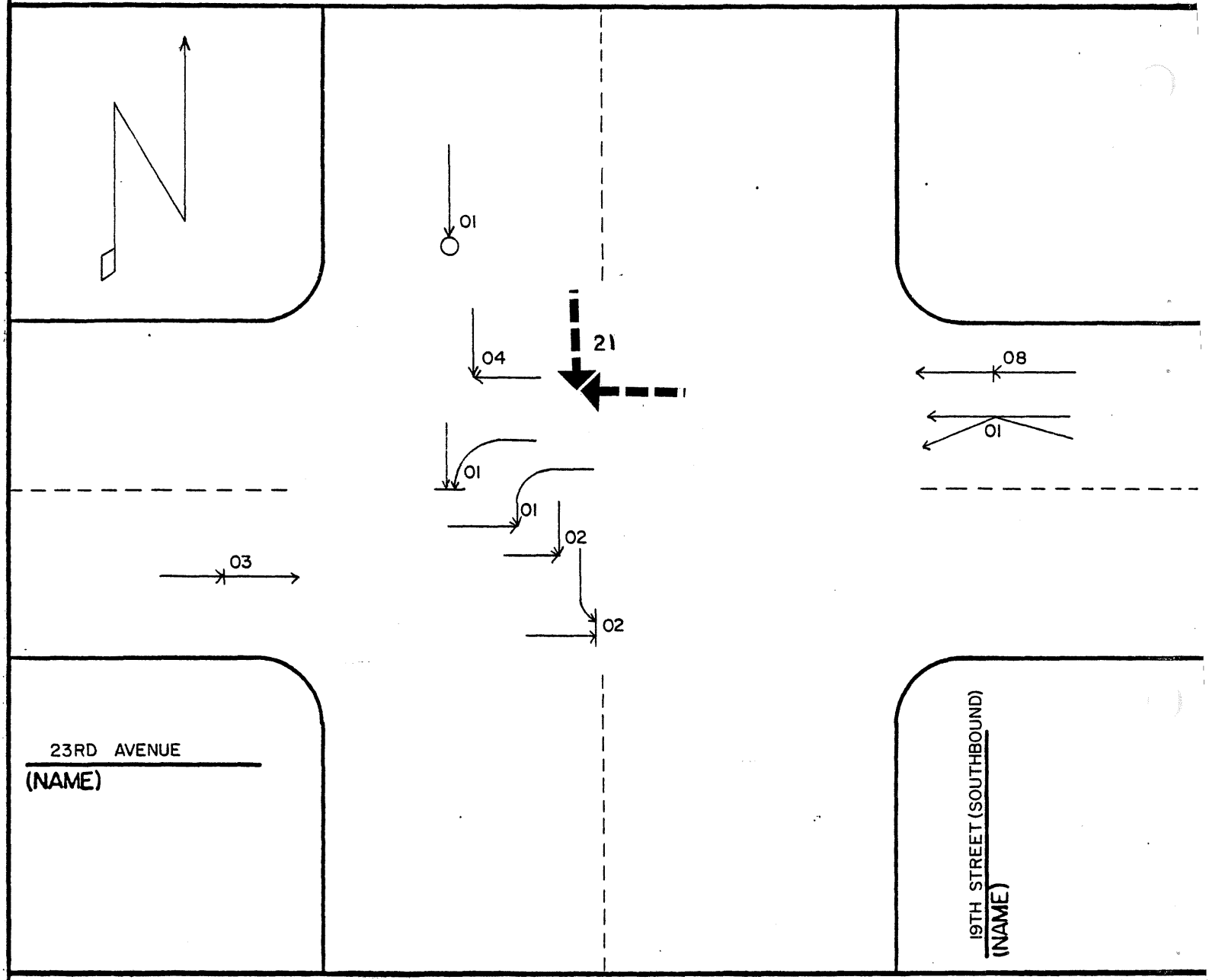
The predominant accident pattern at this location is that of rear-end accidents involving northbound vehicles. This pattern is based on data from 1979, 1980, 1982, and 1983. In 1983, five of these accidents occurred. Left-turn accident comprised over 30% of 1983 accidents with right-angle accidents comprising another 15%.

Type of Collision	Total	%
Right Angle	4	15.4
Rear End	13	50.0
Sideswipe Same Direction	0	0.0
Sideswipe Opposite Direction	0	0.0
Head On	0	0.0
Pedestrian/Cyclist	0	0.0
Fixed Object	0	0.0
Right Turn	1	3.8
Left Turn	8	30.8
Other	0	0.0
Total	26	100.0

Road Surface	Total	%
Dry	12	46.1
Wet	10	38.5
Snow/Ice	4	15.4

Light Condition	Total	%
Day	13	50.0
Night	13	50.0

23RD AVENUE AND 19TH STREET SOUTHBOUND - MOLINE



	1979	1980	1981	1982	1983
Total Accidents	22	18	9	13	26
Fatal	0	0	0	0	0
Personal Injury	10	6	4	7	10
Property Damage	12	12	5	6	16
Accident Rate	2.32	1.78	0.93	1.29	2.57
Rank in Accident Study	17	--	74	--	2

Predominant Accident Pattern: Right Angle

Solid Line - 1983 Accidents

Striped Line - Predominant Accident Pattern based on 1979-1983 Accident

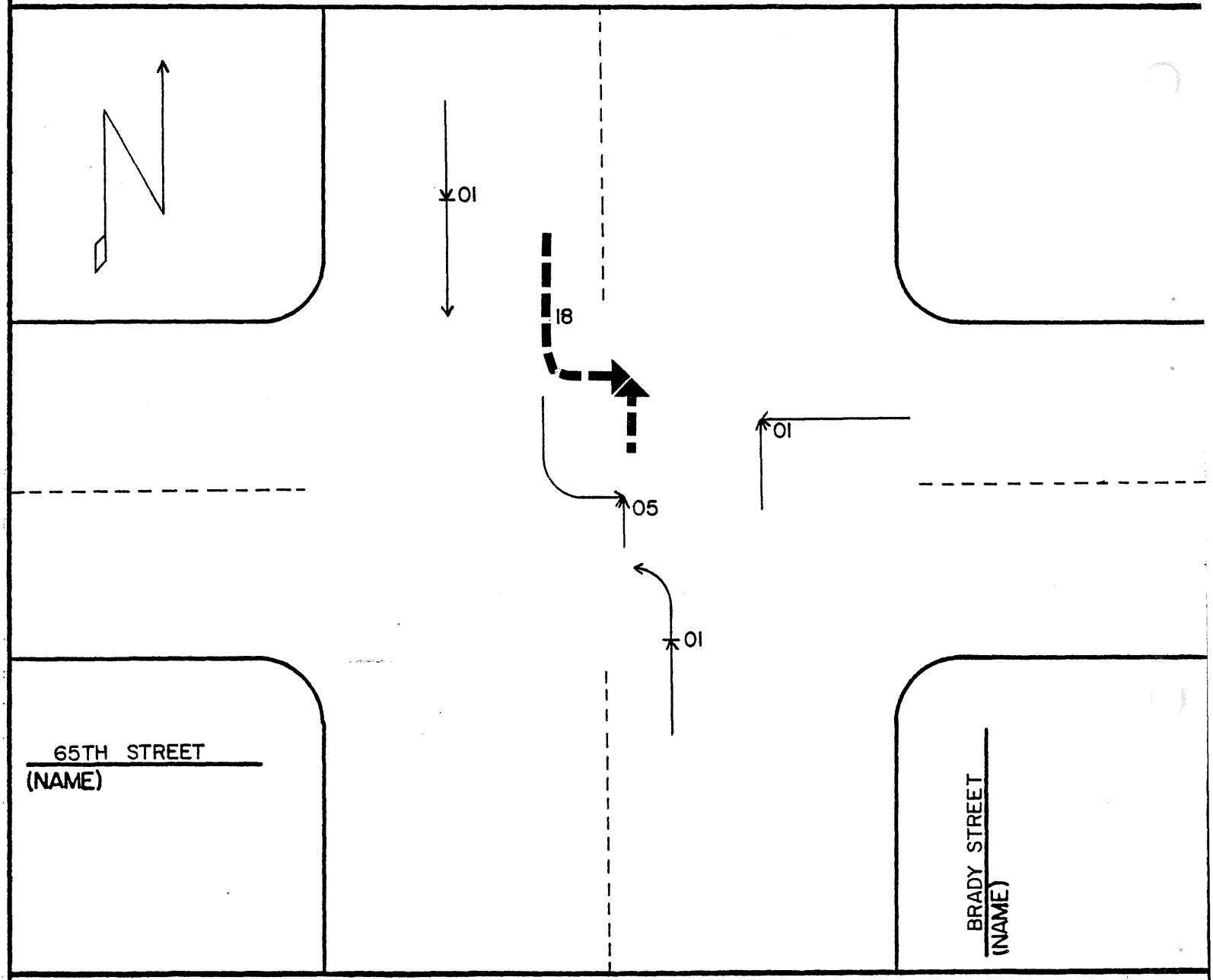
23rd Avenue and 19th Street (Southbound) - Moline. Ranked as the second highest accident location, this intersection experienced 26 accidents in 1983. Over 46% of these accidents involved rear-end collisions while another 6% involved right-angle accidents. Since 1979 the predominant accident pattern is the right-angle collision. In particular, 21 of 88 accidents, or 24%, involved the collision of a vehicle travelling south on 19th Street with a vehicle travelling west on 23rd Avenue. Improvements to the signalization of this intersection which were made in 1984 included the installation of additional mast arms and the replacement of the controller to reduce the number of malfunctions which occurred in 1983.

Type of Collision	Total	%
Right Angle	6	23.1
Rear End	12	46.2
Sideswipe Same Direction	1	3.8
Sideswipe Opposite Direction	0	0.0
Head On	0	0.0
Pedestrian/Cyclist	0	0.0
Fixed Object	2	7.7
Right Turn	0	0.0
Left Turn	4	15.4
Other	1	3.8
Total	26	100.0

Road Surface	Total	%
Dry	16	61.5
Wet	7	26.9
Snow/Ice	3	11.6

Light Condition	Total	%
Day	16	61.5
Night	10	38.5

BRADY STREET AND W. 65TH STREET - DAVENPORT



	1979	1980	1981	1982	1983
Total Accidents	15	26	18	11	19
Fatal	0	0	0	0	0
Personal Injury	5	9	7	7	10
Property Damage	10	17	11	4	9
Accident Rate	2.30	3.07	2.25	1.37	2.97
Rank in Accident Study	45	3	7	33	3

Predominant Accident Pattern: Left Turn

Solid Line - 1983 Accidents

Striped Line - Predominant Accident Pattern based on 1979-1983 Accidents

Brady Street/U.S. 61 and W. 65th Street - Davenport. This intersection has shown wide fluctuations in the number of accidents over the past five years, ranging from 26 in 1980 to 11 in 1982. Although there were 19 accidents in 1983, overall the increase in accidents since 1979 has risen only minimally. Throughout the study period this location was a portion of a major roadway improvement project. Construction included the implementation of a slip-ramp to accommodate northbound traffic desiring to turn west. With this improvement direct left turns by northbound traffic has been prohibited.

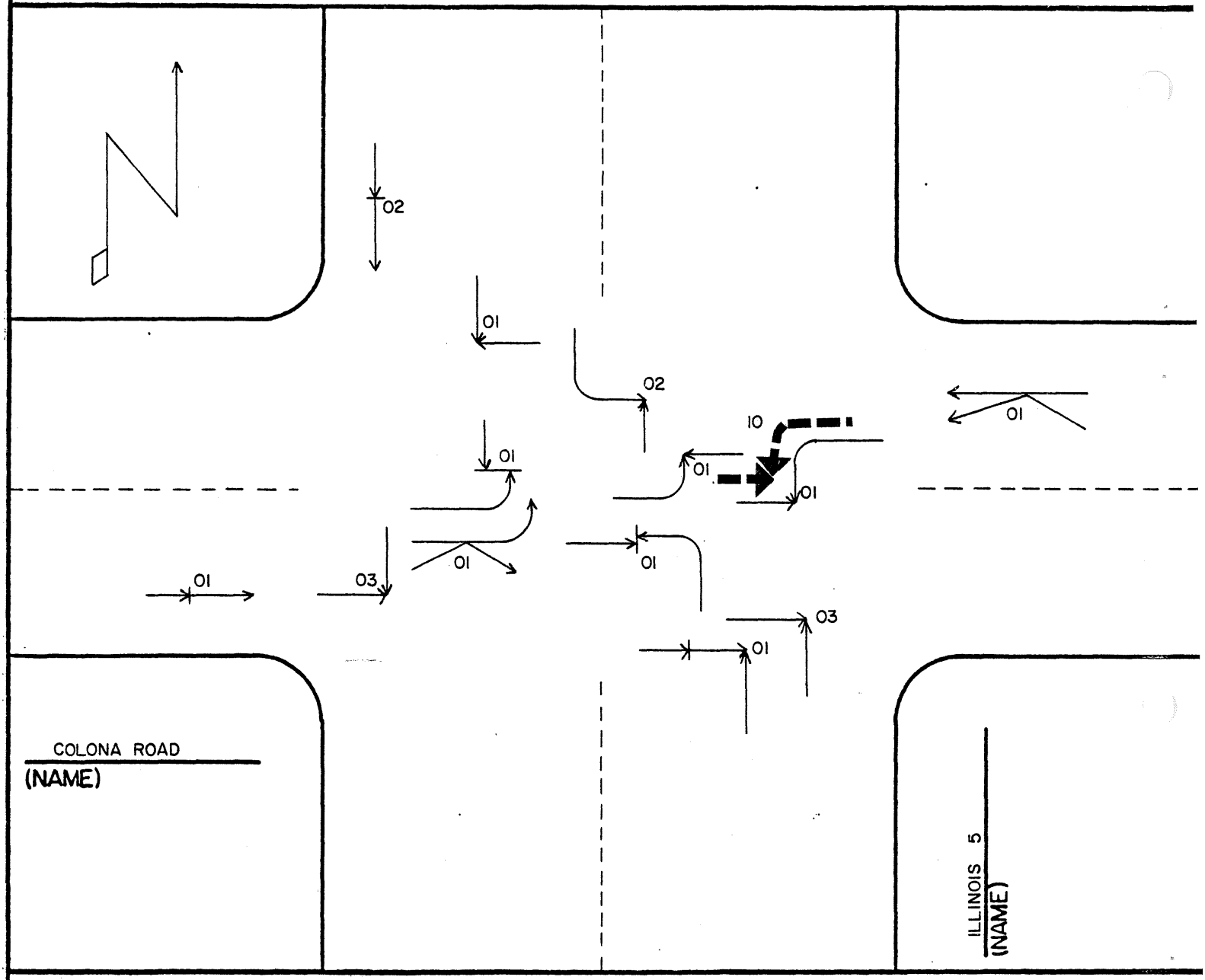
The predominant accident pattern at Brady Street and 65th Street is the collision of northbound vehicles with left-turning southbound vehicles. Over 20% of accidents occurring since 1979 have followed this pattern. This year alone over 26% of the 19 accidents involved such collisions. It is recommended that this accident pattern be studied to evaluate the prohibiting of direct left turns by southbound vehicles.

Type of Collision	Total	%
Right Angle	1	5.3
Rear End	2	10.5
Sideswipe Same Direction	0	0.0
Sideswipe Opposite Direction	0	0.0
Head On	0	0.0
Pedestrian/Cyclist	0	0.0
Fixed Object	0	0.0
Right Turn	1	5.3
Left Turn	7	36.8
Other	8	42.1
Total	19	100.0

Road Surface	Total	%
Dry	14	73.7
Wet	5	26.3
Snow/Ice	0	0.0

Light Condition	Total	%
Day	12	63.2
Night	7	36.8

ILLINOIS 5 AND COLONA ROAD - UNINCORPERATED



	1979	1980	1981	1982	1983
Total Accidents	14	18	13	13	20
Fatal	1	0	0	0	0
Personal Injury	5	10	6	5	8
Property Damage	8	8	7	8	12
Accident Rate	2.28	2.64	1.93	1.91	2.83
Rank in Accident Study	35	9	16	19	4

Predominant Accident Pattern: Left Turn

Solid Line - 1983 Accidents

Striped Line - Predominant Accident Pattern based on 1979-1983 Accidents

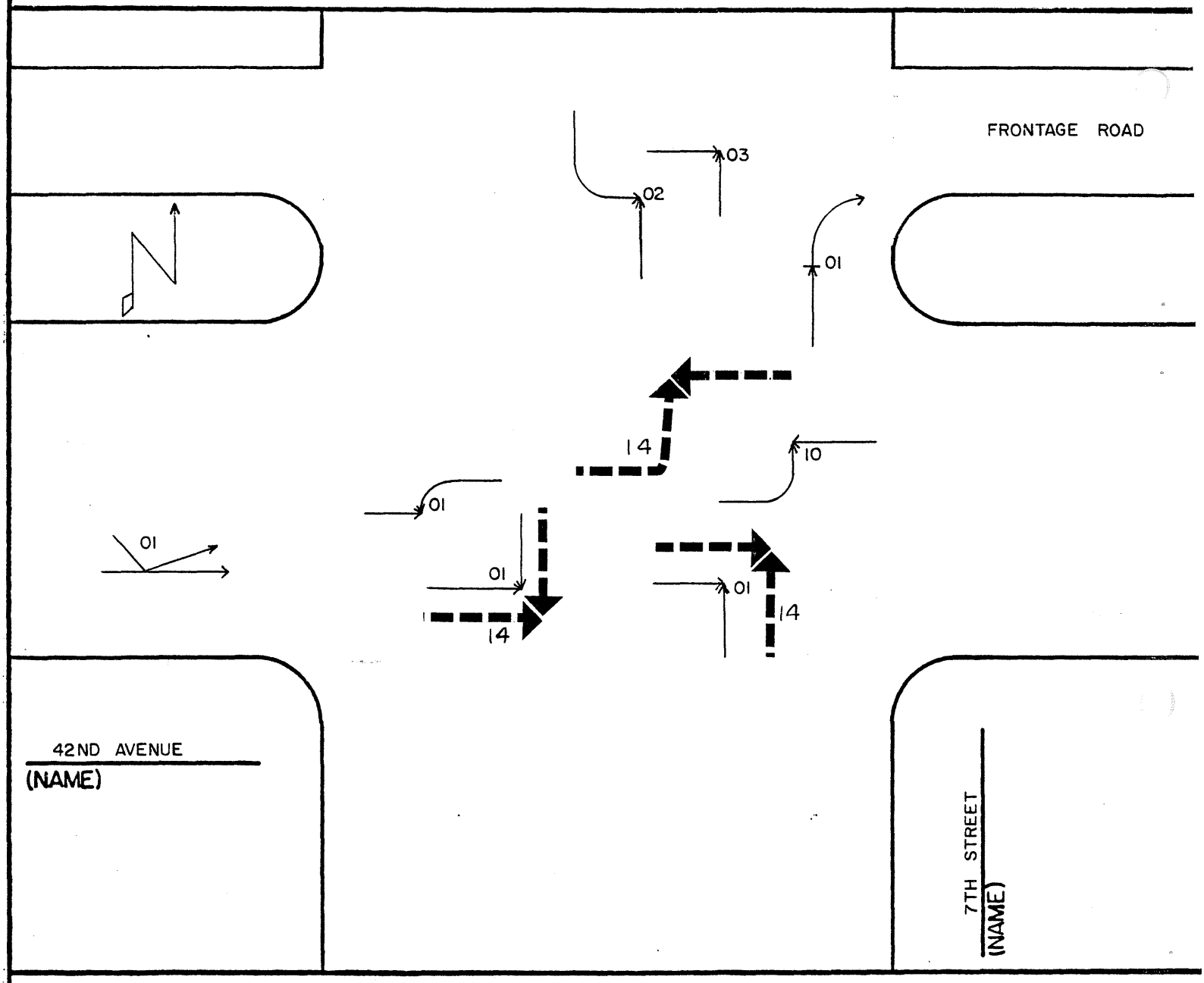
John Deere Road/Illinois 5 and Colona Road - Unincorporated Rock Island County. During the last five years 78 accidents have been reported at Illinois 5 at Colona Road. This year the number of accidents rose to a high of 20 from a low of 13 accidents in 1981 and 1982. From 1979 through 1983, the predominant accident pattern has been accidents involving left turns from westbound Colona Road onto IL 5. Of the 1983 accident total, 40% involved left turns. Right-angle accidents comprise another 40% of the total accidents at this location.

Type of Collision	Total	%
Right Angle	8	40.0
Rear End	2	10.0
Sideswipe Same Direction	1	5.0
Sideswipe Opposite Direction	0	0.0
Head On	0	0.0
Pedestrian/Cyclist	0	0.0
Fixed Object	1	5.0
Right Turn	0	0.0
Left Turn	8	40.0
Other	0	0.0
Total	20	100.0

Road Surface	Total	%
Dry	13	65.0
Wet	6	30.0
Snow/Ice	1	5.0

Light Condition	Total	%
Day	15	75.0
Night	5	25.0

42nd AVENUE AND 7th STREET - E. MOLINE



	1979	1980	1981	1982	1983
Total Accidents	34	42	39	32	22
Fatal	0	0	0	0	0
Personal Injury	15	13	10	9	9
Property Damage	19	29	29	23	13
Accident Rate	3.52	4.34	4.03	3.31	2.14
Rank in Accident Study	7	2	1	1	5

Predominant Accident Pattern: Left Turn and Right Angle

Solid Line - 1983 Accidents

Striped Line - Predominant Accident Pattern based on 1979-1983 Accidents

42nd Avenue and 7th Street (with North Frontage Road) - East Moline. In 1983 a thorough study of this intersection was conducted by the Illinois Department of Transportation to determine alternatives which could reduce traffic accidents. The study recommended an increase in law enforcement. Increased enforcement at 42nd Avenue and 7th Street appears to have been effective. Other improvements have included the replacement of malfunctioning signals in early 1983. Accidents at this intersection have been reduced from 42 in 1980 to 22 in 1983.

The large number of conflicting traffic patterns result from the nearby frontage road. In the 1983 Quad-City Street/Highway Intersection Traffic Accident Report it was determined that, due to the closeness of the North Frontage Road, it was considered part of the 7th Street at 42nd Avenue intersection. While information was provided which allowed these to be separated, they are combined to allow for a more detailed analysis.

Right-angle accidents have been a predominant accident pattern over the past five years. Since 1979, 14 right-angle accidents have occurred between southbound and eastbound vehicles and 14 have occurred between northbound and eastbound vehicles. In each of these movements, only one accident occurred during 1983. This indicates a decrease of such patterns.

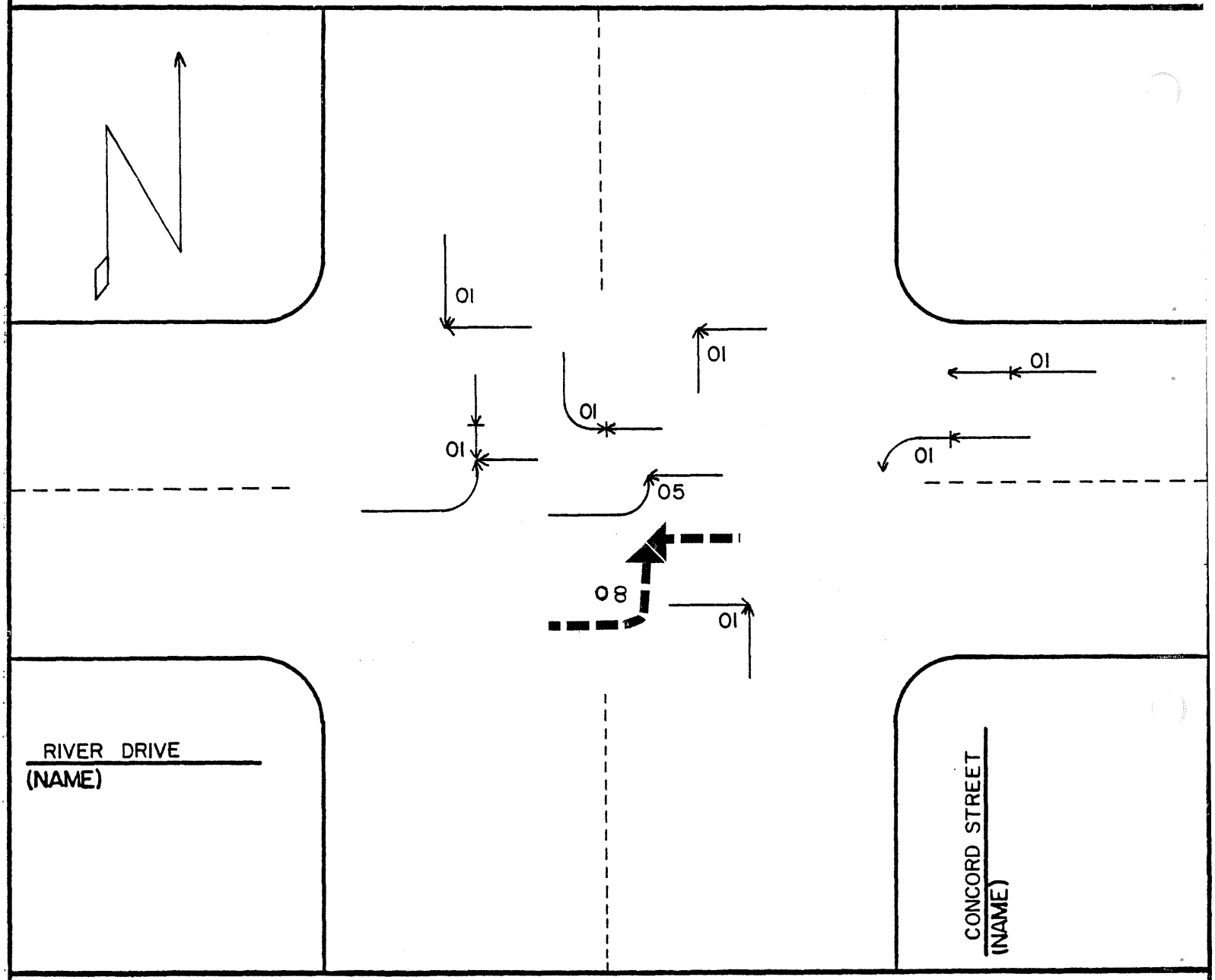
One other predominant accident pattern which has developed since 1979 is that of collisions involving left-turning eastbound vehicles with westbound vehicles. Again, 14 such accidents have occurred since 1979, however, ten of these were experienced in 1983. It is recommended that a study of the signalization timing be conducted to determine a means of reducing such accidents.

Type of Collision	Total	%
Right Angle	5	22.7
Rear End	0	0.0
Sideswipe Same Direction	1	4.5
Sideswipe Opposite Direction	0	0.0
Head On	0	0.0
Pedestrian/Cyclist	0	0.0
Fixed Object	0	0.0
Right Turn	1	4.5
Left Turn	15	68.2
Other	0	0.0
Total	22	00.0

Road Surface	Total	%
Dry	16	72.7
Wet	5	22.7
Snow/Ice	1	4.6

Light Condition	Total	%
Day	12	54.5
Night	10	45.5

W. RIVER DRIVE AND CONCORD STREET - DAVENPORT



	1979	1980	1981	1982	1983
Total Accidents	6	14	8	3	16
Fatal	0	0	0	0	0
Personal Injury	3	4	3	0	8
Property Damage	3	10	5	3	8
Accident Rate	1.06	2.70	1.54	1.06	2.83
Rank in Accident Study	--	27	71	--	6.5

Predominant Accident Pattern: Left Turn

Solid Line - 1983 Accidents

Striped Line - Predominant Accident Pattern based on 1979-1983 Accidents

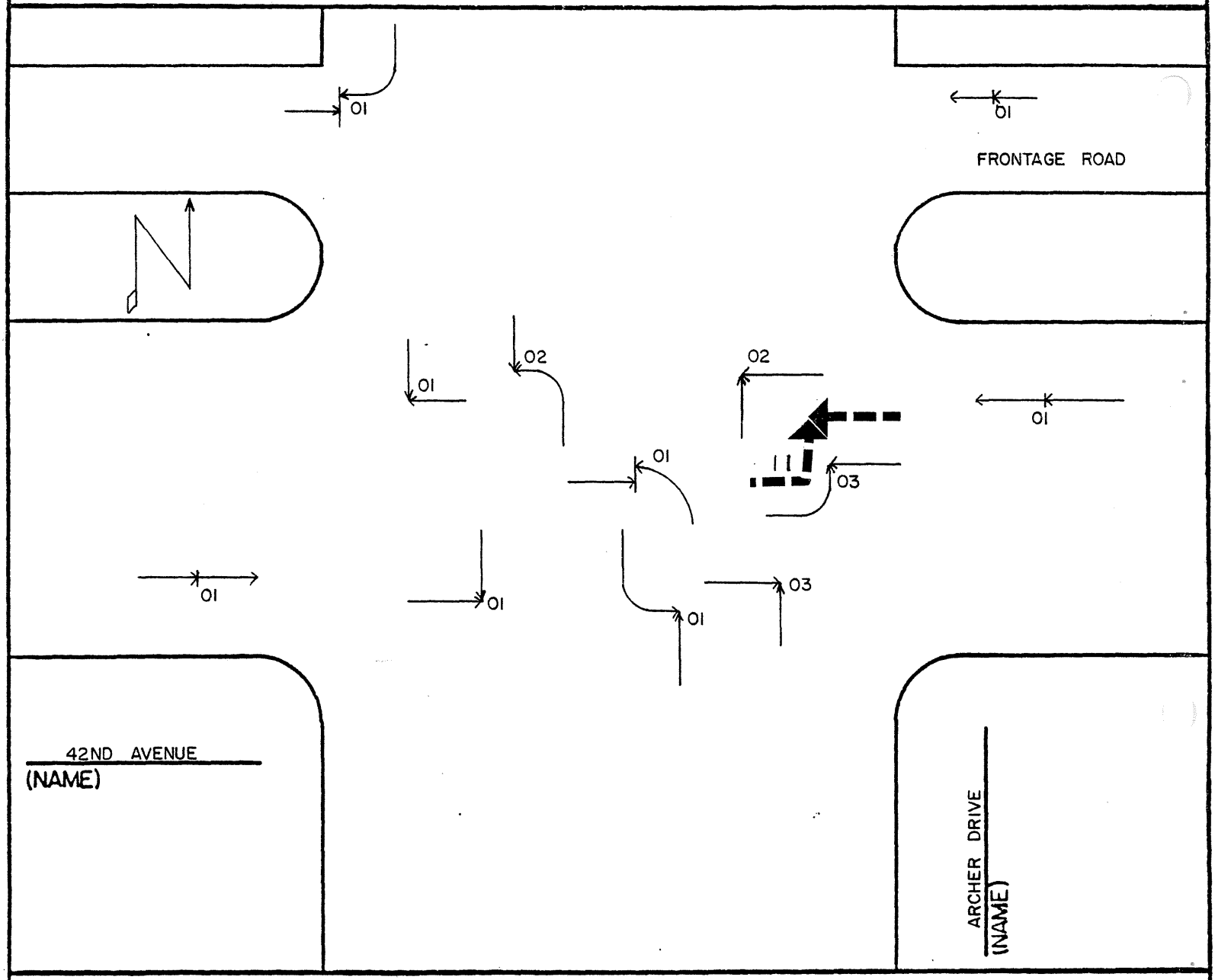
W. River Drive/U.S. 61 and Concord Street - Davenport. Similar to many other intersections in this study, this intersection has a predominant accident pattern of left turns. Over the past five years, eight of 47 accidents have involved collisions of westbound vehicles with left-turning eastbound vehicles. Over 30% of the accidents which occurred at this location in 1983 followed this pattern.

Type of Collision	Total	%
Right Angle	4	25.0
Rear End	2	12.5
Sideswipe Same Direction	1	6.3
Sideswipe Opposite Direction	0	0.0
Head On	0	0.0
Pedestrian/Cyclist	0	0.0
Fixed Object	0	0.0
Right Turn	0	0.0
Left Turn	7	43.7
Other	2	12.5
Total	16	100.0

Road Surface	Total	%
Dry	14	87.4
Wet	1	6.3
Snow/Ice	1	6.3

Light Condition	Total	%
Day	15	93.7
Night	1	6.3

42nd AVENUE AND ARCHER DRIVE - E. MOLINE



	1979	1980	1981	1982	1983
Total Accidents	22	20	17	23	18
Fatal	0	0	0	0	0
Personal Injury	9	7	8	9	11
Property Damage	13	13	9	14	7
Accident Rate	2.55	2.32	1.97	2.67	2.09
Rank in Accident Study	10	33	44	57	6.5

Predominant Accident Pattern: Left Turn

Solid Line - 1983 Accidents

Striped Line - Predominant Accident Pattern based on 1979-1983 Accidents

42nd Avenue and Archer Drive (with North Frontage Road) - East Moline.

This intersection last appeared in the 15 highest accident locations in 1979. This year 42nd Avenue and Archer Drive experienced 18 accidents. A contributing factor to the high number of accidents at this location may be the presence of the nearby frontage road. A large number of conflicting traffic patterns are created by the frontage road, and for this reason it is included in this analysis.

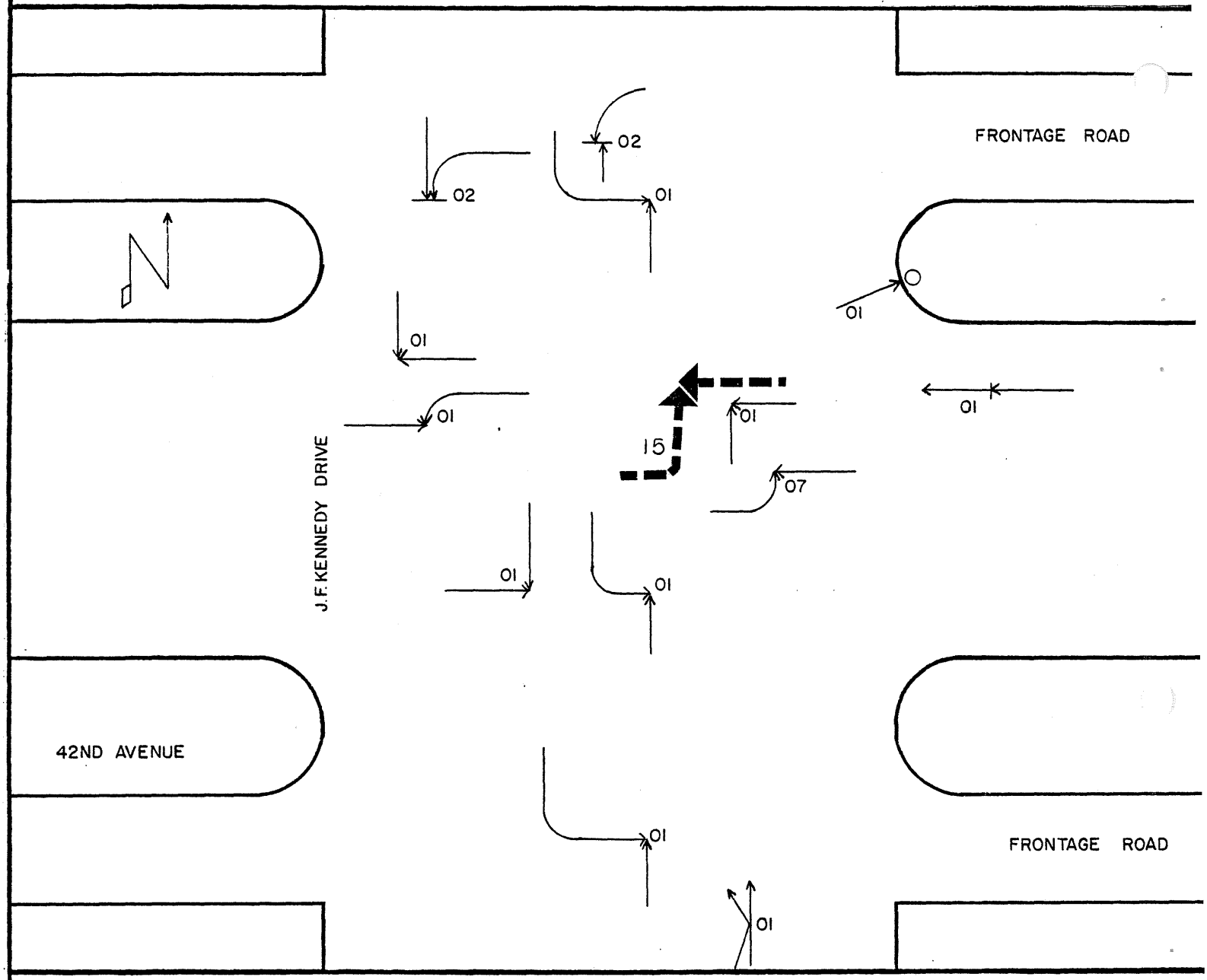
Left-turning accidents comprised over 44% of the accidents last year. Over the past five years this accident pattern has become dominant, particularly that of left-turning eastbound vehicles and westbound vehicles.

Type of Collision	Total	%
Right Angle	7	38.9
Rear End	3	16.7
Sideswipe Same Direction	0	0.0
Sideswipe Opposite Direction	0	0.0
Head On	0	0.0
Pedestrian/Cyclist	0	0.0
Fixed Object	0	0.0
Right Turn	0	0.0
Left Turn	8	44.4
Other	0	0.0
Total	18	100.0

Road Surface	Total	%
Dry	14	77.8
Wet	3	16.7
Snow/Ice	1	5.5

Light Condition	Total	%
Day	10	55.6
Night	8	44.4

42nd AVENUE AND J.F. KENNEDY DRIVE - E. MOLINE



	1979	1980	1981	1982	1983
Total Accidents	16	29	20	29	22
Fatal	0	0	0	0	0
Personal Injury	8	14	8	14	11
Property Damage	8	15	12	15	11
Accident Rate	1.33	2.41	1.66	2.41	1.83
Rank in Accident Study	--	12	85	7	8

Predominant Accident Pattern: Left Turn

Solid Line - 1983 Accidents

Striped Line - Predominant Accident Pattern based on 1980, 1982, 1983 Accidents

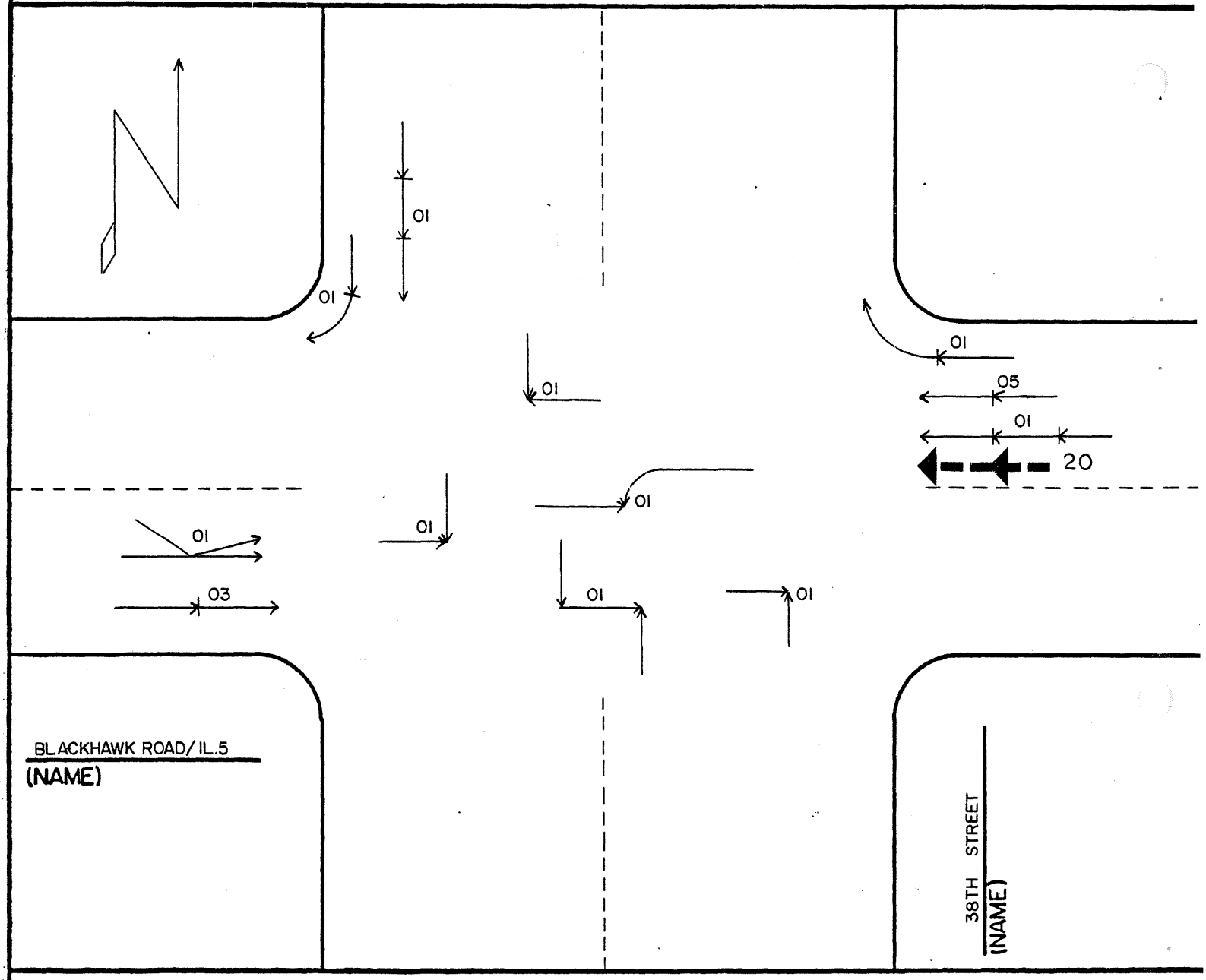
42nd Avenue and John F. Kennedy Drive (with North and South Frontage Roads - East Moline. As a complex intersection, 42nd Avenue and John F. Kennedy Drive has experienced a large number of accidents over the past five years. Again, the presence of frontage roads serve to increase the number of conflicting traffic patterns which result in accidents. The predominant accident pattern is similar to that found at 42nd Avenue at both 7th Street and Archer Drive. Once again collisions involving westbound vehicles and left-turning eastbound vehicles surface as the predominant pattern. In 1983 left turns were involved in over 72% of the accidents that occurred at 42nd Avenue and John F. Kennedy Drive.

Type of Collision	Total	%
Right Angle	3	13.7
Rear End	1	4.5
Sideswipe Same Direction	1	4.5
Sideswipe Opposite Direction	0	0.0
Head On	0	0.0
Pedestrian/Cyclist	0	0.0
Fixed Object	1	4.5
Right Turn	0	0.0
Left Turn	16	72.8
Other	0	0.0
Total	22	100.0

Road Surface	Total	%
Dry	12	54.5
Wet	7	31.8
Snow/Ice	3	13.7

Light Condition	Total	%
Day	11	50.0
Night	11	50.0

BLACKHAWK ROAD/IL. 5 AND 38TH STREET - ROCK ISLAND



	1979	1980	1981	1982	1983
Total Accidents	25	19	11	11	16
Fatal	0	0	0	0	0
Personal Injury	6	5	4	2	6
Property Damage	19	14	7	9	10
Accident Rate	2.91	2.92	1.71	1.71	2.02
Rank in Accident Study	9	10	--	37	9

Predominant Accident Pattern: Rear End

Solid Line - 1983 Accidents

Striped Line - Predominant Accident Pattern based on 1979-1983 Accidents

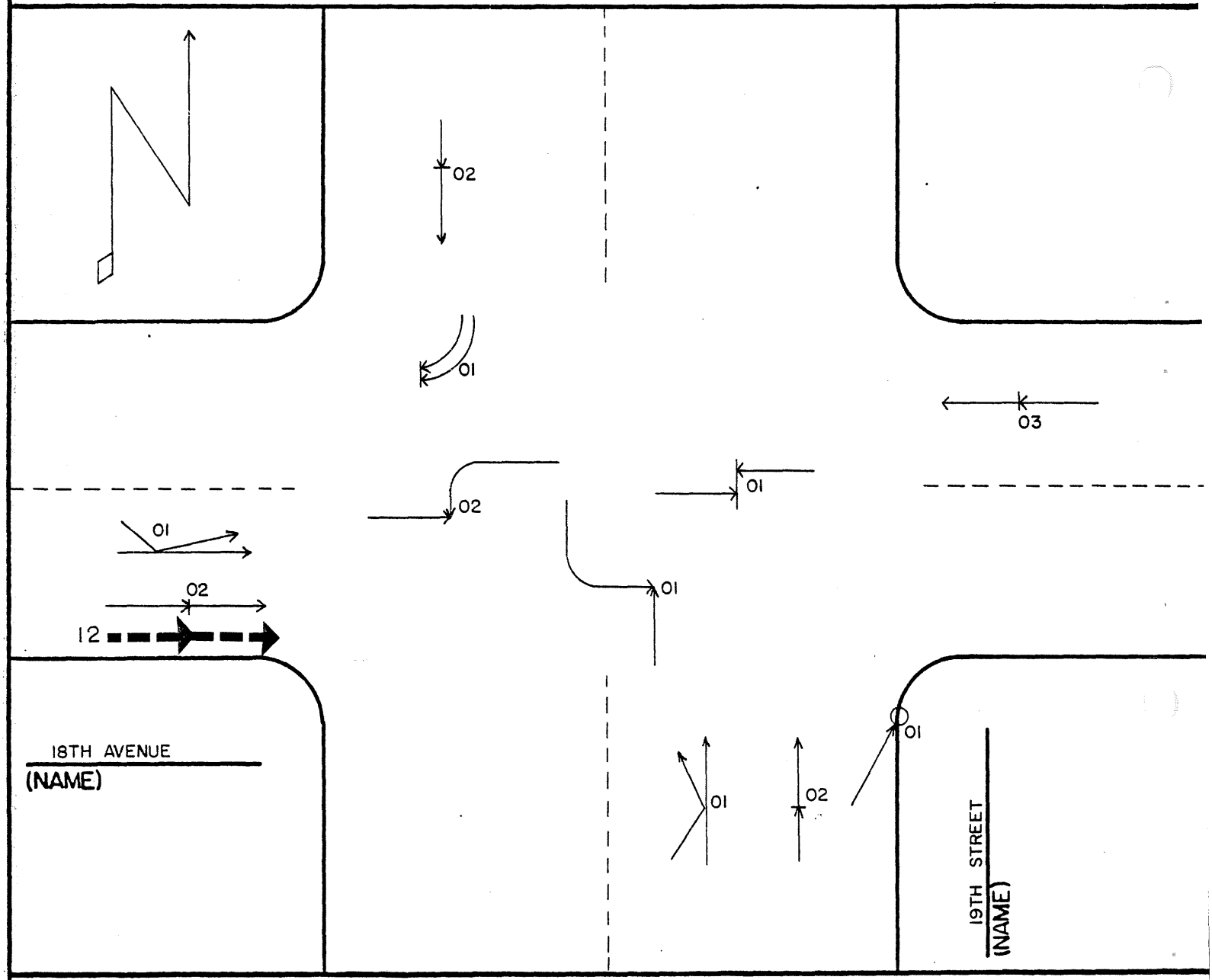
Blackhawk Road/Illinois 5 and 38th Street - Rock Island. This intersection has appeared in the 15 highest accident locations for three of the past five years. Throughout this period the accident pattern occurring the most frequently has been that of rear-end accidents among westbound vehicles. Since 1979, 20 accidents of this type have occurred. During 1983 alone, six accidents followed this pattern, one of which involved three vehicles.

Type of Collision	Total	%
Right Angle	3	13.6
Rear End	12	54.5
Sideswipe Same Direction	1	4.6
Sideswipe Opposite Direction	0	0.0
Head On	0	0.0
Pedestrian/Cyclist	0	0.0
Fixed Object	2	9.1
Right Turn	0	0.0
Left Turn	1	4.6
Other	3	13.6
Total	22	100.0

Road Surface	Total	%
Dry	9	40.9
Wet	11	50.0
Snow/Ice	2	9.1

Light Condition	Total	%
Day	12	54.5
Night	10	45.5

18th AVENUE AND 19th STREET - E. MOLINE



	1979	1980	1981	1982	1983
Total Accidents	17	16	--	16	18
Fatal	0	0	--	0	0
Personal Injury	5	5	--	7	4
Property Damage	12	11	--	9	14
Accident Rate	1.89	1.63	--	1.63	1.90
Rank in Accident Study	46	37	--	13	10

Predominant Accident Pattern: Rear End

Solid Line - 1983 Accidents

Striped Line - Predominant Accident Pattern based on 1979, 1980, 1982, 1983 Accidents

18th Avenue/Illinois 84-92 and 19th Street - East Moline. Ranked as the most hazardous intersection in the Quad Cities in 1978, this intersection has fallen to the tenth position for 1983. While the 18 accidents which occurred at 18th Avenue and 19th Street appear to be a slight increase from those experienced in 1980 and 1982, it is a tremendous decrease from the 46 experienced in 1978.

The predominant accident pattern of rear-end accidents involving eastbound vehicles has repeated itself from 1982. Rear-end accidents comprised 50% of those occurring in 1983.

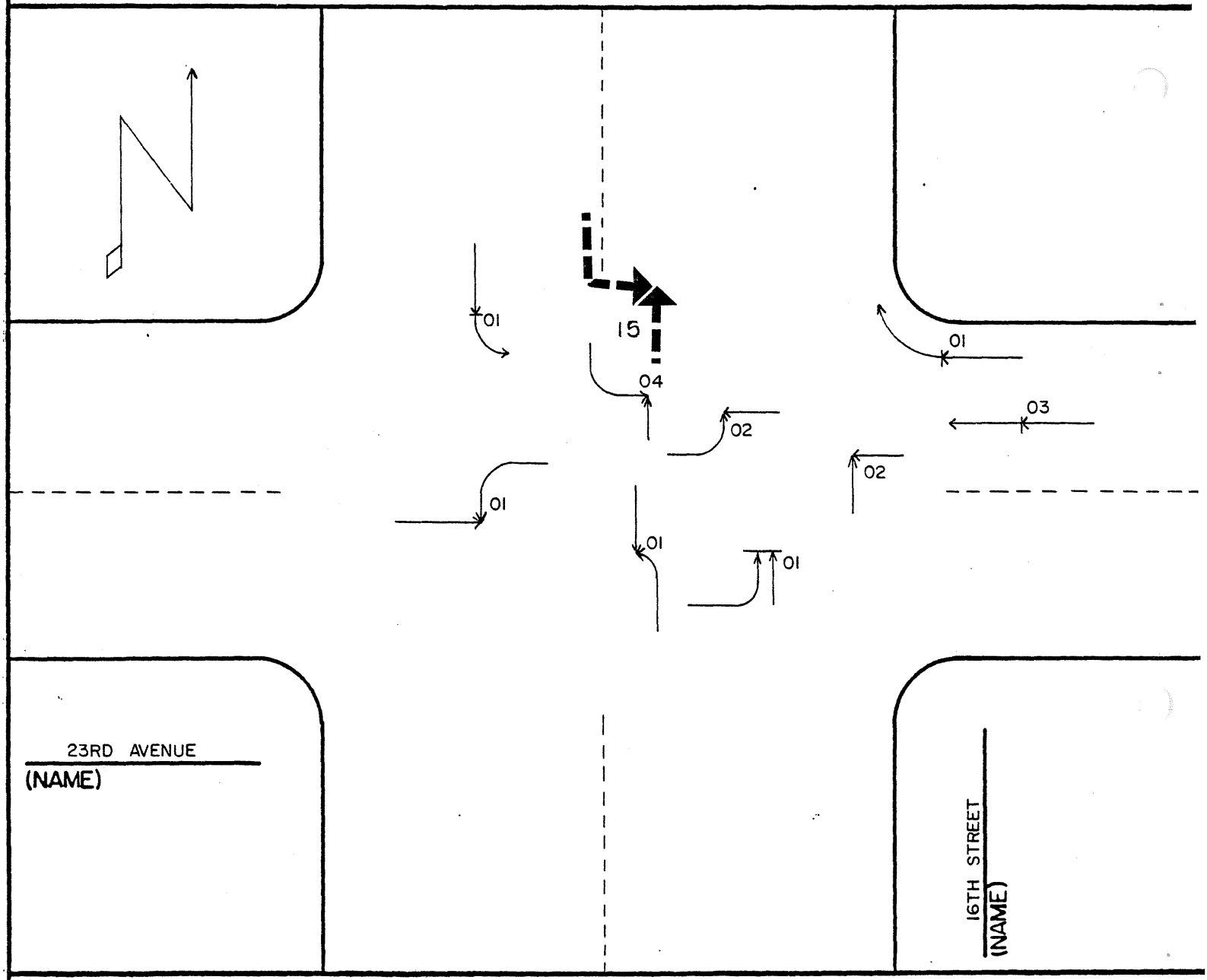
Capacity appears to be problematic along 18th Avenue/1st Avenue, East Moline/Silvis, at this intersection. Currently, lengthy queues of vehicles form due to the fact that only one through lane exists in each direction. Recent signalization improvements allow for protected left turns from 18th Avenue/1st Avenue. These improvements have been beneficial, however, it is suggested that a study be conducted which would consider the need for additional through lanes.

Type of Collision	Total	%
Right Angle	0	0.0
Rear End	9	50.0
Sideswipe Same Direction	3	16.6
Sideswipe Opposite Direction	1	5.6
Head On	0	0.0
Pedestrian/Cyclist	0	0.0
Fixed Object	1	5.6
Right Turn	0	0.0
Left Turn	3	16.6
Other	1	5.6
Total	18	100.0

Road Surface	Total	%
Dry	10	55.6
Wet	6	33.3
Snow/Ice	2	11.1

Light Condition	Total	%
Day	11	61.1
Night	7	38.9

23RD AVENUE AND 16TH STREET - MOLINE



	1979	1980	1981	1982	1983
Total Accidents	18	21	16	18	16
Fatal	0	0	0	0	0
Personal Injury	4	6	6	5	7
Property Damage	14	5	10	13	9
Accident Rate	2.08	2.08	1.88	2.12	1.71
Rank in Accident Study	40	14	12	5	11

Predominant Accident Pattern: Left Turn

Solid Line - 1983 Accidents

Striped Line - Predominant Accident Pattern based on 1979-1983 Accidents

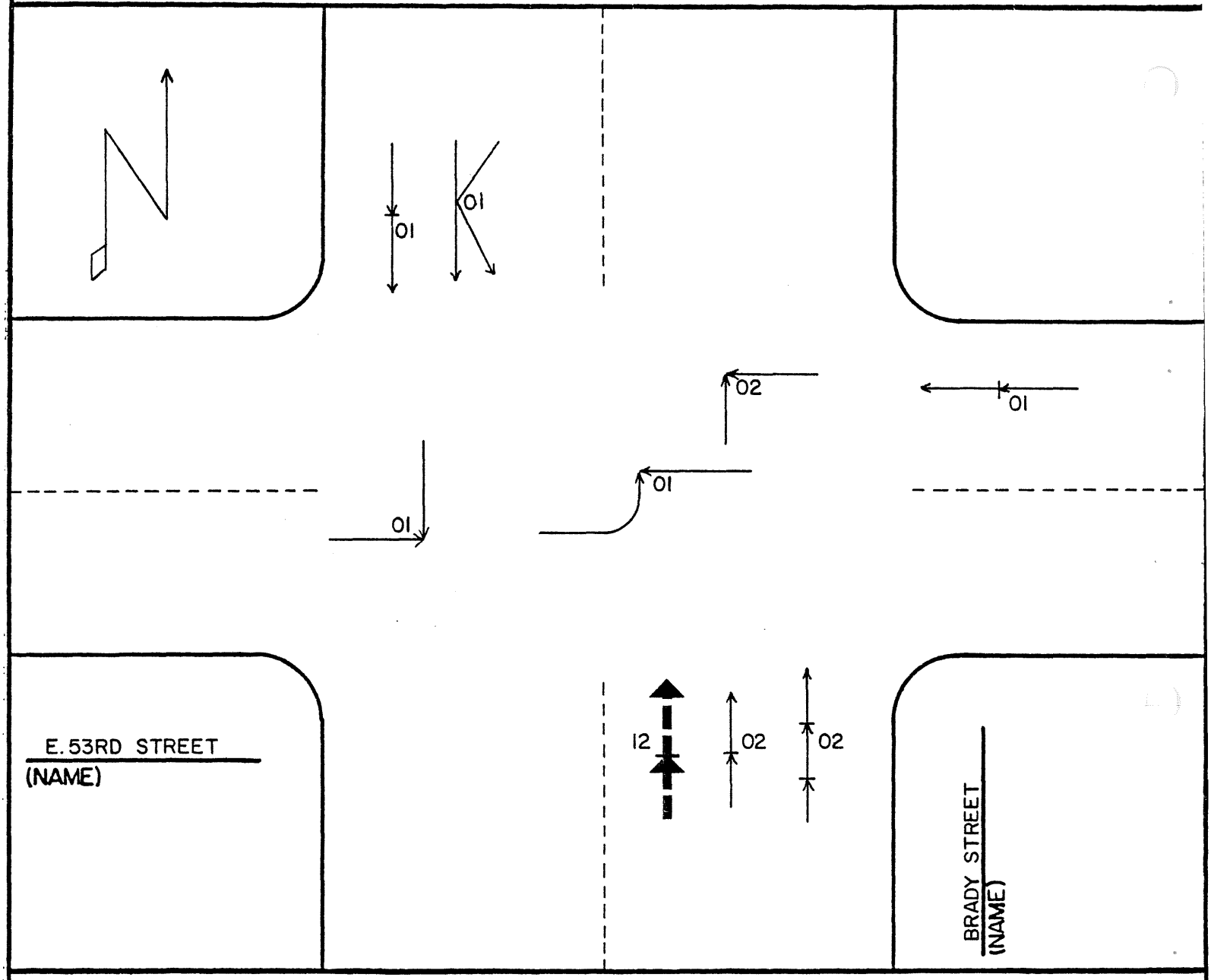
23nd Avenue and 16th Street - Moline. The number of accidents which have occurred at this intersection have remained relatively constant over the last several years. Likewise, the predominant accident pattern of left-turning southbound vehicles has continued. In 1983, over 56% of the 16 accidents which occurred involved the movement of left-turning vehicles. Rear-end collisions comprised another 31% of accidents in 1983.

Type of Collision	Total	%
Right Angle	2	12.5
Rear End	5	31.3
Sideswipe Same Direction	0	0.0
Sideswipe Opposite Direction	0	0.0
Head On	0	0.0
Pedestrian/Cyclist	0	0.0
Fixed Object	0	0.0
Right Turn	0	0.0
Left Turn	9	56.2
Other	0	0.0
Total	16	100.0

Road Surface	Total	%
Dry	5	31.3
Wet	8	50.0
Snow/Ice	3	18.7

Light Condition	Total	%
Day	7	43.7
Night	9	56.3

E. 53RD STREET AND BRADY STREET - DAVENPORT



	1979	1980	1981	1982	1983
Total Accidents	24	20	20	10	18
Fatal	0	0	0	0	0
Personal Injury	7	8	7	2	6
Property Damage	17	12	13	8	12
Accident Rate	2.52	1.84	1.84	0.92	1.52
Rank in Accident Study	14	20	11	66	12

Predominant Accident Pattern: Rear End

Solid Line - 1983 Accidents

Striped Line - Predominant Accident Pattern based on 1979-1983 Accidents

Brady Street/U.S. 61 and E. 53rd Street - Davenport. As a portion of a major roadway improvement project throughout the study period, this intersection experienced an increase in accidents from ten in 1982 to 18 in 1983. With the completion of the extension of the U.S. 61 one-way system, southbound traffic is prohibited from Brady Street at this intersection.

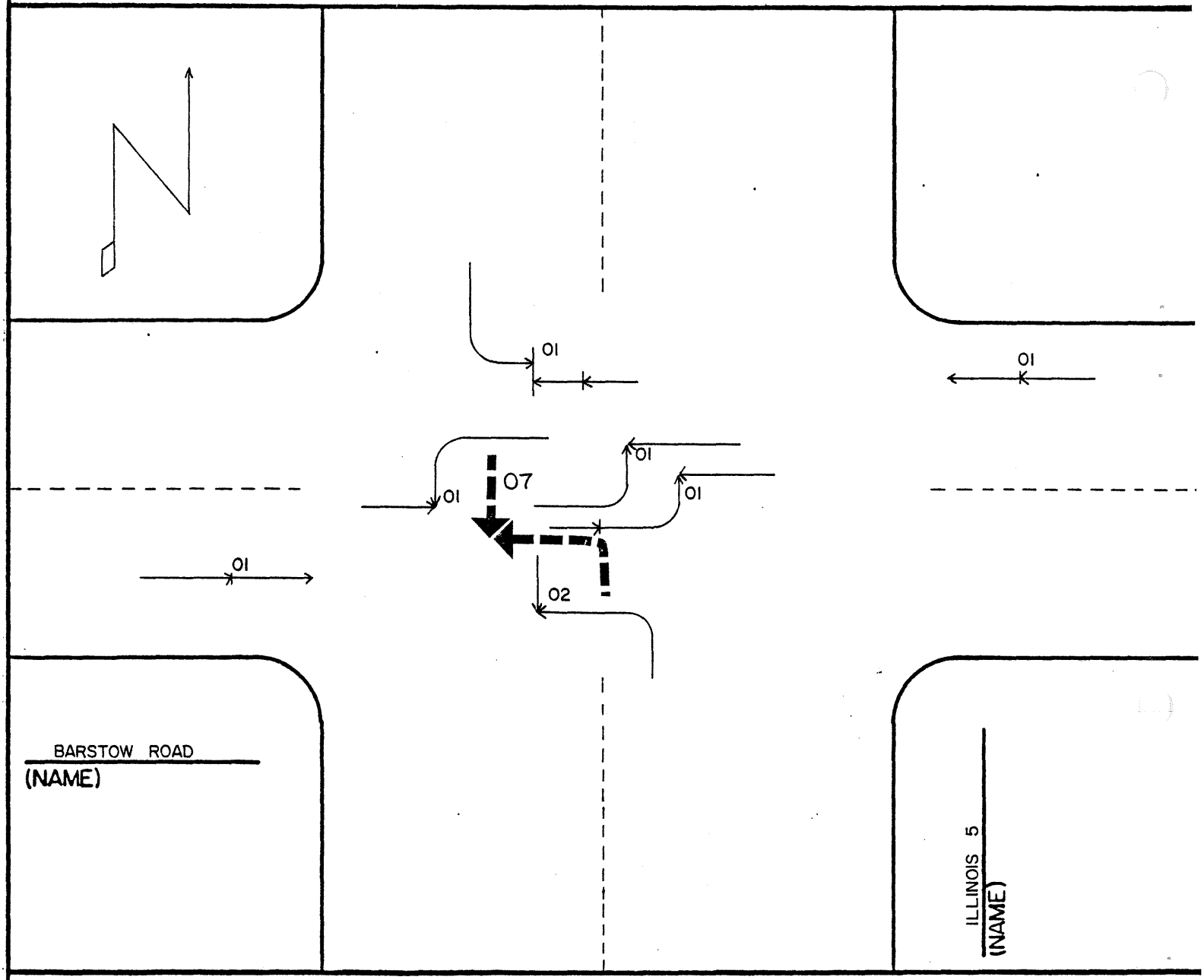
Since 1979, 12 rear-end accidents have occurred at Brady Street and 53rd Street which involved northbound vehicles. During 1983, four accidents of this pattern were experienced, two of which involved three vehicles.

Type of Collision	Total	%
Right Angle	3	16.7
Rear End	6	33.3
Sideswipe Same Direction	1	5.6
Sideswipe Opposite Direction	0	0.0
Head On	0	0.0
Pedestrian/Cyclist	0	0.0
Fixed Object	0	0.0
Right Turn	0	0.0
Left Turn	1	5.6
Other	7	38.8
Total	18	100.0

Road Surface	Total	%
Dry	16	88.9
Wet	0	0.0
Snow/Ice	2	11.1

Light Condition	Total	%
Day	10	55.6
Night	8	44.4

ILLINOIS 5 AND BARSTOW ROAD - UNINCORPERATED



	1979	1980	1981	1982	1983
Total Accidents	13	9	9	11	10
Fatal	0	0	0	0	1
Personal Injury	8	3	4	6	5
Property Damage	5	6	5	5	4
Accident Rate	2.67	1.85	1.68	2.60	2.36
Rank in Accident Study	--	89	46	17	13

Predominant Accident Pattern: Left Turn

Solid Line - 1983 Accidents

Striped Line - Predominant Accident Pattern based on 1979, 1980, 1982, 1983 Accidents

Illinois 5 and Barstow Road - Unincorporated. Only 52 accidents have occurred at this location since 1979. While the average number of accidents per intersection for the 15 highest accident locations in 1983 is 18, this intersection experienced only ten. Reasons for the appearance of Illinois 5 and Barstow Road in the highest 15 accident intersections include a low traffic volume and a high severity. A low traffic volume yields a higher accident rate than most intersections having ten accidents. The severity of this location for 1983 is high due to the occurrence of a fatal accident. This is the only fatality which occurred in the 15 highest accident locations during this study period. Of the intersections examined, only one other intersection had a fatality, W. 3rd Street and Warren Street in Davenport.

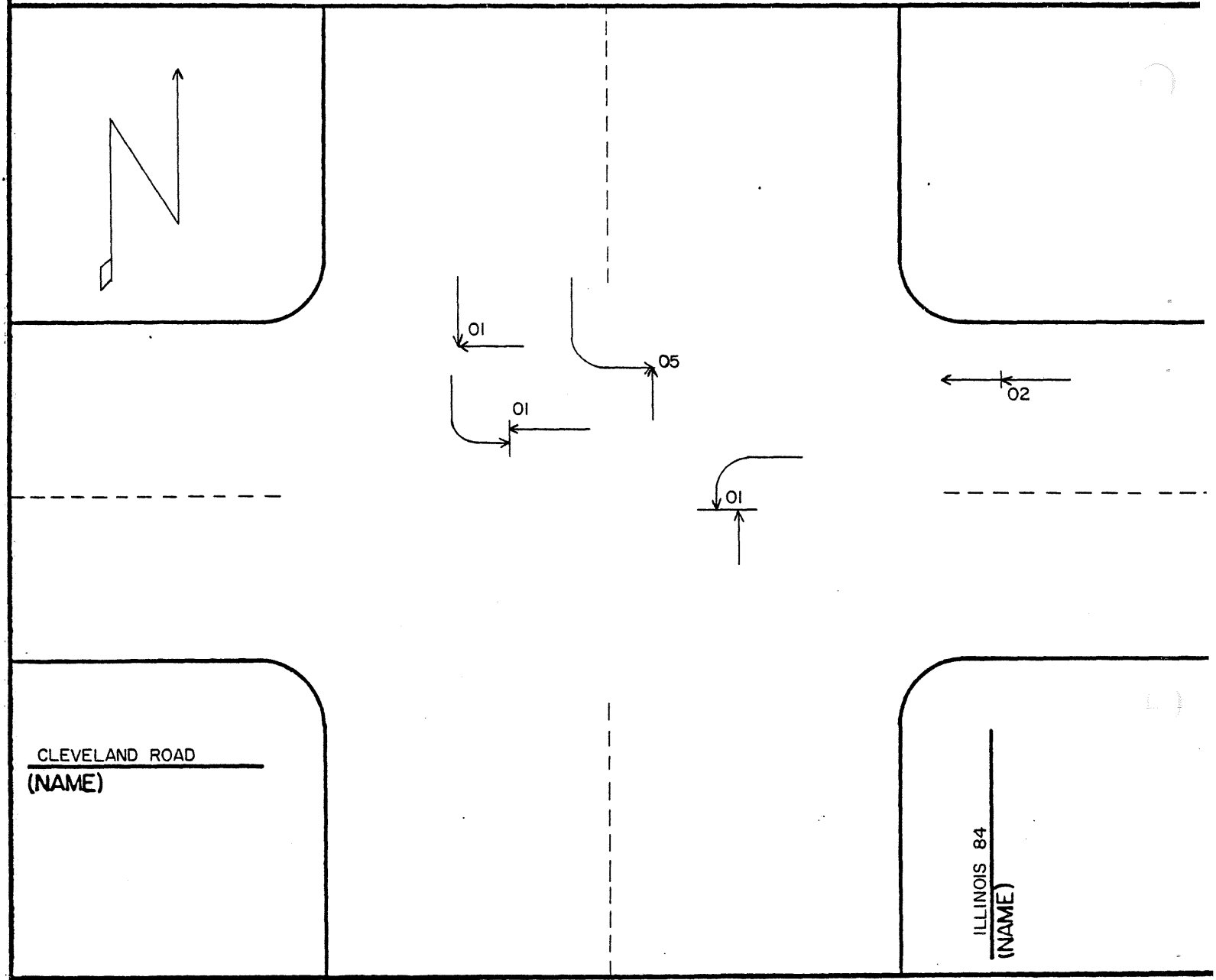
In 1983, 70% of the accidents at this intersection involved left-turning vehicles. Based on 1979, 1980, 1982 and 1983 data, the predominant accident pattern is the collision of left-turning northbound vehicles with southbound vehicles.

Type of Collision	Total	%
Right Angle	0	0.0
Rear End	1	10.0
Sideswipe Same Direction	1	10.0
Sideswipe Opposite Direction	0	0.0
Head On	0	0.0
Pedestrian/Cyclist	0	0.0
Fixed Object	0	0.0
Right Turn	0	0.0
Left Turn	7	70.0
Other	1	10.0
Total	10	100.0

Road Surface	Total	%
Dry	10	100.0
Wet	0	0.0
Snow/Ice	0	0.0

Light Condition	Total	%
Day	9	90.0
Night	1	10.0

CLEVELAND ROAD AND ILLINOIS 84 - GREEN ROCK/COLONA



	1979	1980	1981	1982	1983
Total Accidents	7	12	8	7	12
Fatal	0	0	0	0	0
Personal Injury	2	4	2	4	8
Property Damage	5	8	6	3	4
Accident Rate	1.20	2.06	1.37	1.50	2.06
Rank in Accident Study	--	--	--	59	14

Solid Line - 1983 Accidents

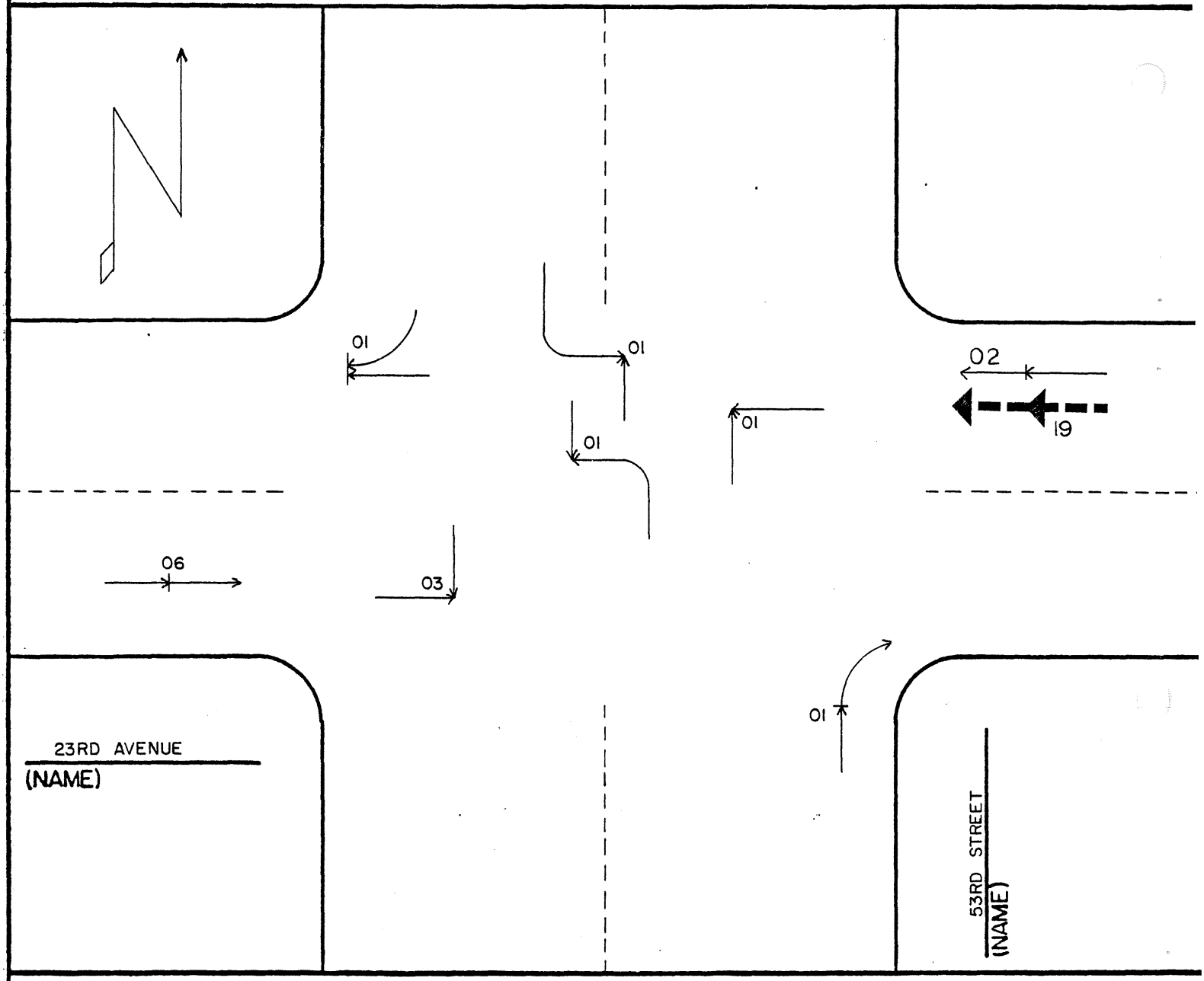
Cleveland Road and Illinois 84 - Colona/Green Rock. Appearing for the first time in the 15 highest accident locations, this intersection experienced 12 accidents in 1983. Left-turning movements comprised 75% of these accidents. Collisions between northbound vehicles and left-turning vehicles were reported for five of the 12 accidents.

Type of Collision	Total	%
Right Angle	1	8.3
Rear End	2	16.7
Sideswipe Same Direction	0	0.0
Sideswipe Opposite Direction	0	0.0
Head On	0	0.0
Pedestrian/Cyclist	0	0.0
Fixed Object	0	0.0
Right Turn	0	0.0
Left Turn	9	75.0
Other	0	0.0
Total	12	100.0

Road Surface	Total	%
Dry	6	50.0
Wet	6	50.0
Snow/Ice	0	0.0

Light Condition	Total	%
Day	9	75.0
Night	3	25.0

23RD AVENUE AND 53RD STREET - MOLINE



	1979	1980	1981	1982	1983
Total Accidents	30	36	23	22	16
Fatal	0	0	0	0	0
Personal Injury	8	17	7	5	7
Property Damage	22	19	16	17	9
Accident Rate	3.79	3.24	2.07	1.98	1.38
Rank in Accident Study	4	1	6	3	15

Predominant Accident Pattern: Rear End

Solid Line - 1983 Accidents

Striped Line - Predominant Accident Pattern based on 1979-1983 Accidents

23rd Avenue and 53rd Street - Moline. The number of accidents at this intersection has continued to decrease from 36 in 1980 to 16 in 1983. A decrease was also recorded in the accident rate, dropping from 3.79 in 1979 to 1.38 in 1983.

Based on accidents occurring between 1979 and 1983, the predominant accident pattern at this intersection is one involving rear-end collisions of westbound vehicles. Rear-end accidents were involved in 56% of the reported accidents this year. Twenty-five percent of the 1983 accidents were right-angle collisions.

Type of Collision	Total	%
Right Angle	4	25.0
Rear End	9	56.3
Sideswipe Same Direction	0	0.0
Sideswipe Opposite Direction	0	0.0
Head On	0	0.0
Pedestrian/Cyclist	0	0.0
Fixed Object	0	0.0
Right Turn	1	6.2
Left Turn	2	12.5
Other	0	0.0
Total	16	100.0

Road Surface	Total	%
Dry	11	68.8
Wet	4	25.0
Snow/Ice	1	6.2

Light Condition	Total	%
Day	7	43.7
Night	9	56.3

APPENDIX TAR-A

INTERSECTION IMPROVEMENTS

QUAD CITIES STREET/HIGHWAY INTERSECTION
TRAFFIC ACCIDENT STUDY

Moline

INTERSECTION: 23rd Avenue at 19th Street Southbound

RANK:	17	-	74	-	2
	1979	1980	1981	1982	1983

IMPROVEMENTS MADE SINCE 1979 (Include year of completion and total cost):

Signalization improvements were made in 1984 which included the installation of a new controller and mast arms.

PROJECTS PROGRAMMED IN CURRENT TRANSPORTATION IMPROVEMENT PROGRAM:

None.

LC/dmw
127-1.47

QUAD CITIES STREET/HIGHWAY INTERSECTION
TRAFFIC ACCIDENT STUDY

Moline

INTERSECTION: 23rd Avenue at 53rd Street

RANK:	4	-	6	3	15
	1979	1980	1981	1982	1983

IMPROVEMENTS MADE SINCE 1979 (Include year of completion and total cost):

The signal phasing has been changed to include protected left turns on 53rd Street and skid resistant resurfacing was done in 1983.

PROJECTS PROGRAMMED IN CURRENT TRANSPORTATION IMPROVEMENT PROGRAM:

None.

LC/dmw
127-1.43

QUAD CITIES STREET/HIGHWAY INTERSECTION
TRAFFIC ACCIDENT STUDY

Moline

INTERSECTION: John Deere Road/IL 5 at 16th Street

RANK:	-	7	36	9	37
	1979	1980	1981	1982	1983

IMPROVEMENTS MADE SINCE 1979 (Include year of completion and total cost):

Prior to 1983 signalization improvements were made and a median was placed that separated the left-turn lane.

PROJECTS PROGRAMMED IN CURRENT TRANSPORTATION IMPROVEMENT PROGRAM:

Additional lanes will be constructed with the extension of John Deere Road from 16th Street to approximately 3rd Street, Moline.

LC/dmw
127-1.40

INTERSECTION: 23rd Avenue at 16th Street

RANK:	40	14	12	6	11
	1979	1980	1981	1982	1983

IMPROVEMENTS MADE SINCE 1979 (Include year of completion and total cost):

In 1981, additional traffic lanes, new signal heads, mast arms, and a four-phase actuated controller were installed.

PROJECTS PROGRAMMED IN CURRENT TRANSPORTATION IMPROVEMENT PROGRAM:

None.

QUAD CITIES STREET/HIGHWAY INTERSECTION
TRAFFIC ACCIDENT STUDY

Davenport

INTERSECTION: Brady Street/U.S. 61 at W. 65th Street

RANK:	45	3	7	33	3
	1979	1980	1981	1982	1983

IMPROVEMENTS MADE SINCE 1979 (Include year of completion and total cost):

Reconstruction of this intersection was completed in 1984 with the completion of the U.S. 61 one-way systems. Left turns are now prohibited at this intersection and slip-ramps were constructed to provide for traffic desiring such manuevers.

PROJECTS PROGRAMMED IN CURRENT TRANSPORTATION IMPROVEMENT PROGRAM:

None.

LC/dmw
127-1.48

QUAD CITIES STREET/HIGHWAY INTERSECTION
TRAFFIC ACCIDENT STUDY

Bettendorf

INTERSECTION: I-74 at Middle Road

RANK:	32	-	3	11	63
	1979	1980	1981	1982	1983

IMPROVEMENTS MADE SINCE 1979 (Include year of completion and total cost):

Lane guidance lines for northbound traffic exiting I-74 and turning west onto Middle Road were painted in 1981. Traffic signal controllers were replaced in 1982 to provide interconnection with the Kimberly Road/Locust Street intersection and the proposed Younker/Holiday Inn (Duck Creek Plaza) traffic signal. This included the replacement of two traffic signals located on mast arms for eastbound traffic on Middle Road at the west intersection with I-74 to provide optically-programmed signalization. A third optically-programmed signal was installed on the mast pole for eastbound traffic on Middle Road at the west intersection of I-74. Coordination for the signals was completed in 1983. Additional signs have been placed to aid Middle Road traffic turning left onto the Interstate.

PROJECTS PROGRAMMED IN CURRENT TRANSPORTATION IMPROVEMENT PROGRAM:

None.

LC/dmw
127-1.44

QUAD CITIES STREET/HIGHWAY INTERSECTION
TRAFFIC ACCIDENT STUDY

Rock Island

INTERSECTION: Blackhawk Road/IL 5 at 11th Street/U.S. 67

RANK:	18	23	5	26	21
	1979	1980	1981	1982	1983

IMPROVEMENTS MADE SINCE 1979 (Include year of completion and total cost):

None.

PROJECTS PROGRAMMED IN CURRENT TRANSPORTATION IMPROVEMENT PROGRAM:

Traffic signals will be modernized in the near future, however, timing changes are not anticipated.

LC/dmw
127-1.45

APPENDIX TAR-B

POTENTIAL IMPROVEMENTS

GENERAL COUNTERMEASURES FOR ACCIDENT PATTERNS AND THEIR PROBABLE CAUSES

ACCIDENT PATTERN	PROBABLE CAUSE	GENERAL COUNTERMEASURE
Right-angle collisions at unsignalized intersections	Restricted sight distance	Remove sight obstructions Restrict parking near corners Install stop signs (see MUTCD) Install warning signs (see MUTCD) Install/improve street lighting Reduce speed limit on approaches* Install signals (see MUTCD) Install yield signs (see MUTCD) Channelize intersection
	Large total intersection volume	Install signals (see MUTCD) Reroute through traffic
	High approach speed	Reduce speed limit on approaches* Install rumble strips
Right-angle collisions at signalized intersections	Poor visibility of signals	Install advanced warning devices (see MUTCD) Install 12-in. signal lenses (see MUTCD) Install overhead signals Install visors Install back plates Improve location of signal heads Add additional signal heads Reduce speed limit on approaches*
	Inadequate signal timing	Adjust amber phase Provide all-red clearance phase Add multi-dial controller Install signal actuation Retime signals Provide progression through a set of signalized intersections
Left-turn collisions at intersections	Large volume of left turns	Provide left turn signal phases Prohibit left turns Reroute left turn traffic Channelize intersection Install STOP signs (see MUTCD) Create one-way streets Provide turning guidelines (if there is a dual left turn lane)

*Spot speed study should be conducted to justify speed limit reduction.

ACCIDENT PATTERN	PROBABLE CAUSE	GENERAL COUNTERMEASURE
	Restricted sight distance	Remove obstacles Install warning signs Reduce speed limit on approaches
Fixed-object collisons	Objects near traveled way	Remove obstacles near roadway Install barrier curbing Install breakaway feature to light poles, signposts, etc. Protect objects with guardrail
Fixed-object collisons and/or vehicles running off roadway	Slippery pavements	Overlay existing pavement Provide adequate drainage Groove existing pavement Reduce speed limit* Provide "SLIPPERY WHEN WET" signs
	Roadway design inadequate for traffic conditions	Widen lanes Relocate islands Close curb lane
	Poor delineation	Improve/install pavement markings Install roadside delineators Install advance warning signs (e.g., curves)
Sideswipe collisions between vehicles traveling in opposite directions or head-on collisions	Roadway design inadequate for traffic conditions	Install/improve pavement markings Channelize intersections Create one-way streets Remove constrictions such as parked vehicles Install median divider Widen lanes
Collisions between vehicles traveling in same direction such as sideswipe, turning or lane changing	Roadway design inadequate for traffic conditions	Widen lanes Channelize intersections Provide turning bays Install advance route or street signs Install/improve pavement lane lines Remove parking
Collisions with parked cars or cars being parked	Large parking turnovers	Prohibit parking Change from angle to parallel parking Reroute through traffic Create one-way streets Create off-street parking Reduce speed limit*

*Spot speed study should be conducted to justify speed limit reduction.

ACCIDENT PATTERN	PROBABLE CAUSE	GENERAL COUNTERMEASURE
	Roadway design inadequate	Widen lanes Change from angle to parallel parking Prohibit parking Reroute through traffic
Rear-end collisions at unsignalized intersections	Pedestrian crossing	Install/improve signing or marking of pedestrian crosswalks Relocate crosswalk
	Driver not aware of intersection	Install/improve warning signs
	Slippery surface	Overlay pavement Provide adequate drainage Groove pavement Reduce speed limit on approaches* Provide "SLIPPERY WHEN WET" signs
	Large numbers of turning vehicles	Create left- or right-turn lanes Prohibit turns Increase curb radii
Rear-end collisons at signalized intersections	Poor visibility of signals	Install/improve advance warning devices Install overhead signals Install 12 in. signal lenses (see MUTCD) Install visors Install back plates Relocate signals Add additional signal heads Remove obstacles Reduce speed limits on approaches*
	Inadequate signal timing	Adjust amber phase Provide progression through a set of signalized intersections
	Pedestrian crossings	Install/improve signing or marking of pedestrian crosswalks Provide pedestrian "WALK" phase
	Slippery surface	Overlay pavement Provide adequate drainage Groove pavement Reduce speed limit on approaches* Provide "SLIPPERY WHEN WET" signs
	Unwarranted signals	Remove signals (see MUTCD)

*Spot speed study should be conducted to justify speed limit reduction.

ACCIDENT PATTERN	PROBABLE CAUSE	GENERAL COUNTERMEASURE
	Large turning volumes	Create left-or right-turn lanes Prohibit turns Increase curb radii
Night accidents	Poor visibility	Install/improve street lighting Install/improve delineation markings Install/improve warning signs
Wet pavement accidents	Slippery pavement	Overlay with skid resistant surface Provide adequate drainage Groove existing pavement Reduce speed limit* Provide "SLIPPERY WHEN WET" signs

*Spot speed study should be conducted to justify speed limit reduction.

127-27.1

Robert Grix
Harlan

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Basis of PAS to FAA (State Laws)