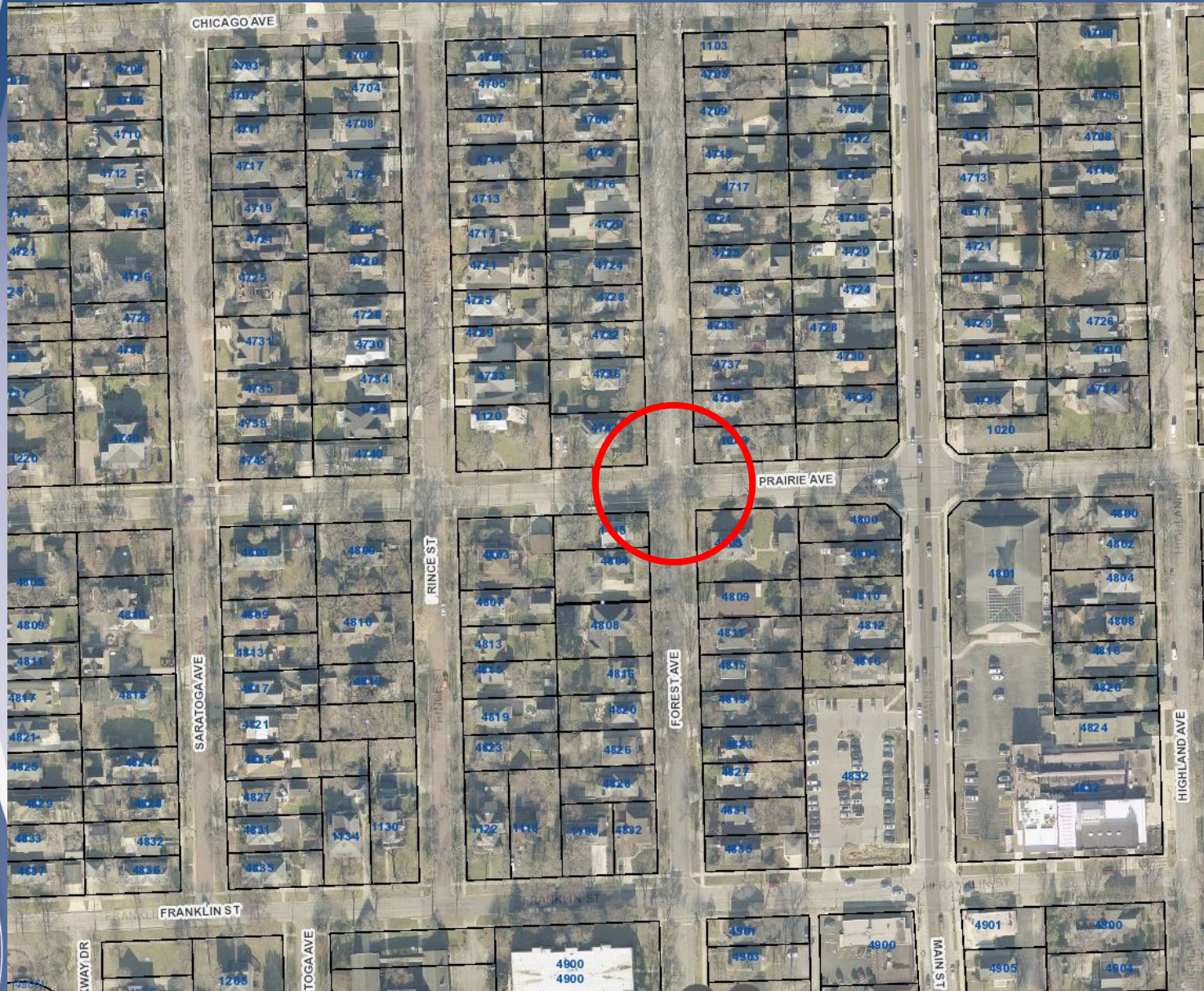


Prairie & Forest Update

Village Council
November 16, 2021





Background

- 24 accidents occurred at this intersection between Jan. 2015 and April 2021
- The majority of these accidents included vehicles NB on Forest and EB on Prairie
- Contributing factors included
 - Traffic volume/speed on Prairie
 - Traffic volume on south leg of Forest
 - Sight distance looking west from NB Forest
- Staff began working on a plan to reduce the frequency and severity of accidents at this location



Background

- Initial Village response included tree pruning to improve sight distance, driver feedback signs and increased police presence
- A meeting was held on 3/30/21 with adjacent residents
- In May, temporary measures were deployed to prevent left turns and through movements from Forest onto Prairie and to provide traffic calming
- Temporary measures were removed after 2 weeks due to observed dangerous driving behaviors



Background

- Staff proposed multiple options for this intersection
 - Stop signs (3-way or 4-way)
 - Right-in/Right-out on Forest
 - Permanently close south leg or both legs of Forest
- Options were reviewed and discussed by TaP and Village Council in July – September
- On 9/7, Village Council directed staff to install temporary improvements
 - Closing the south leg of Forest at Prairie
 - Adding all-way stop to remaining three open legs



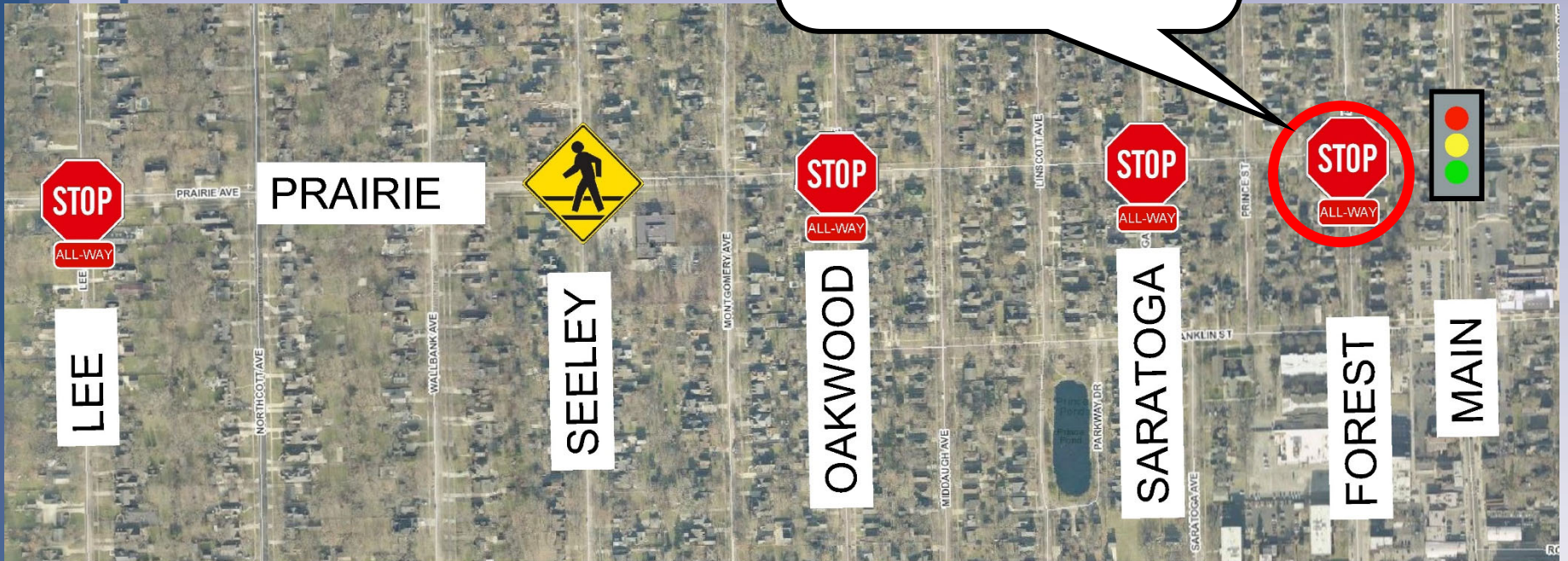
Background

- In October, additional traffic counts were taken
- On 10/12, Village Council directed staff to modify the temporary improvements
 - Remove the barriers to reopen the south leg of Forest at Prairie
 - Replace the stop sign on northbound Forest at Prairie to create a 4-way stop
- On 10/19, Village Council approved new all-way stops on Prairie at Lee, Oakwood and Saratoga, marked pedestrian crossings at Seeley, and reduced the speed limit to 25 mph
- These changes were all made on 10/22



Improvements Installed as of 10/22

Temporary

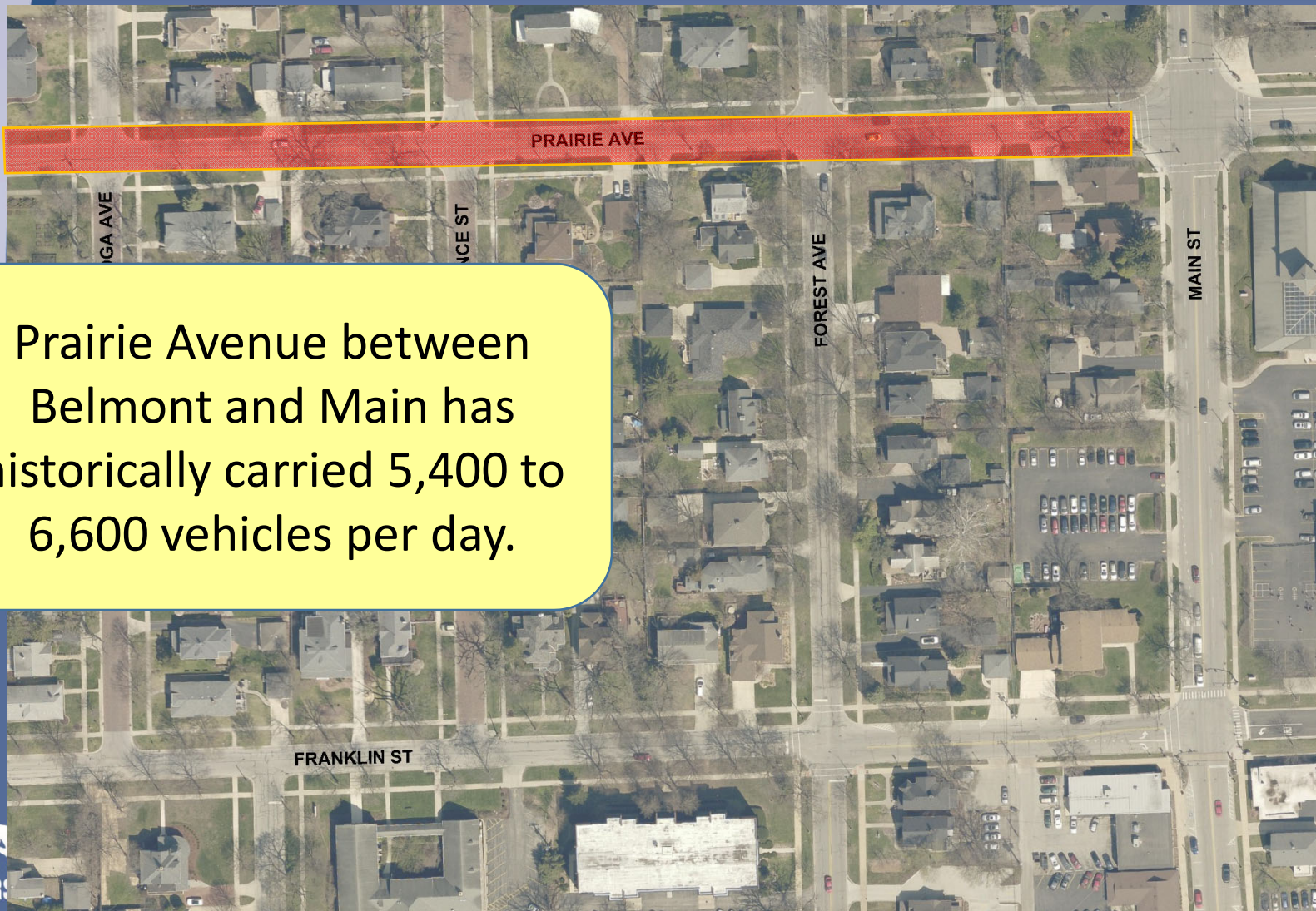


Key Takeaways

- Traffic volume on Prairie has continued to decline, and is 77% of pre-improvement levels
- Speeds on Prairie remain significantly lower than pre-improvement
- No crashes on Prairie or backups onto Main have been reported
- Traffic on surrounding streets has principally returned to pre-improvement volumes and speeds
- Traffic volume on Forest from Franklin to Prairie is slightly lower than pre-improvement levels

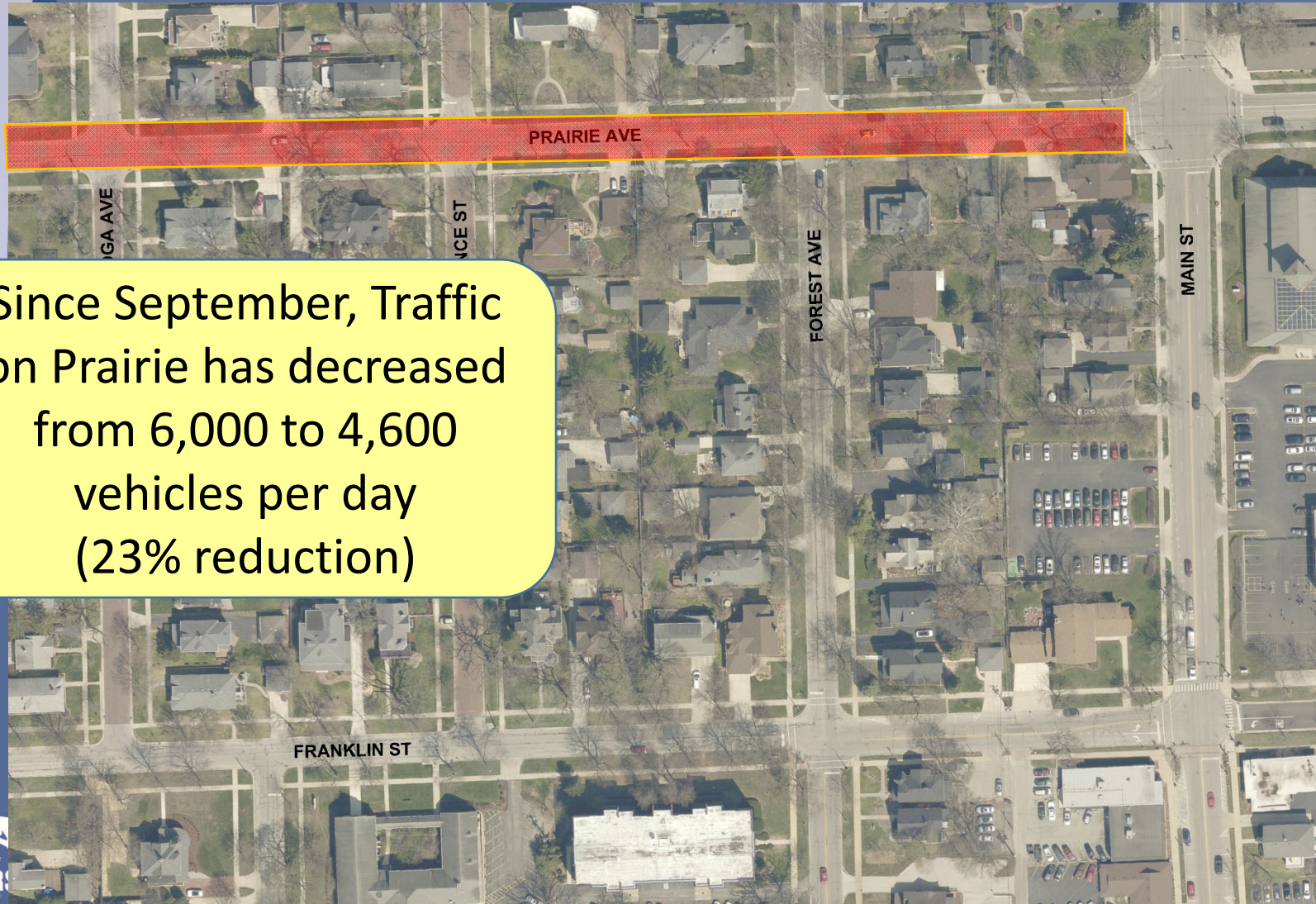


Prior to the Installation of Temp. Measures



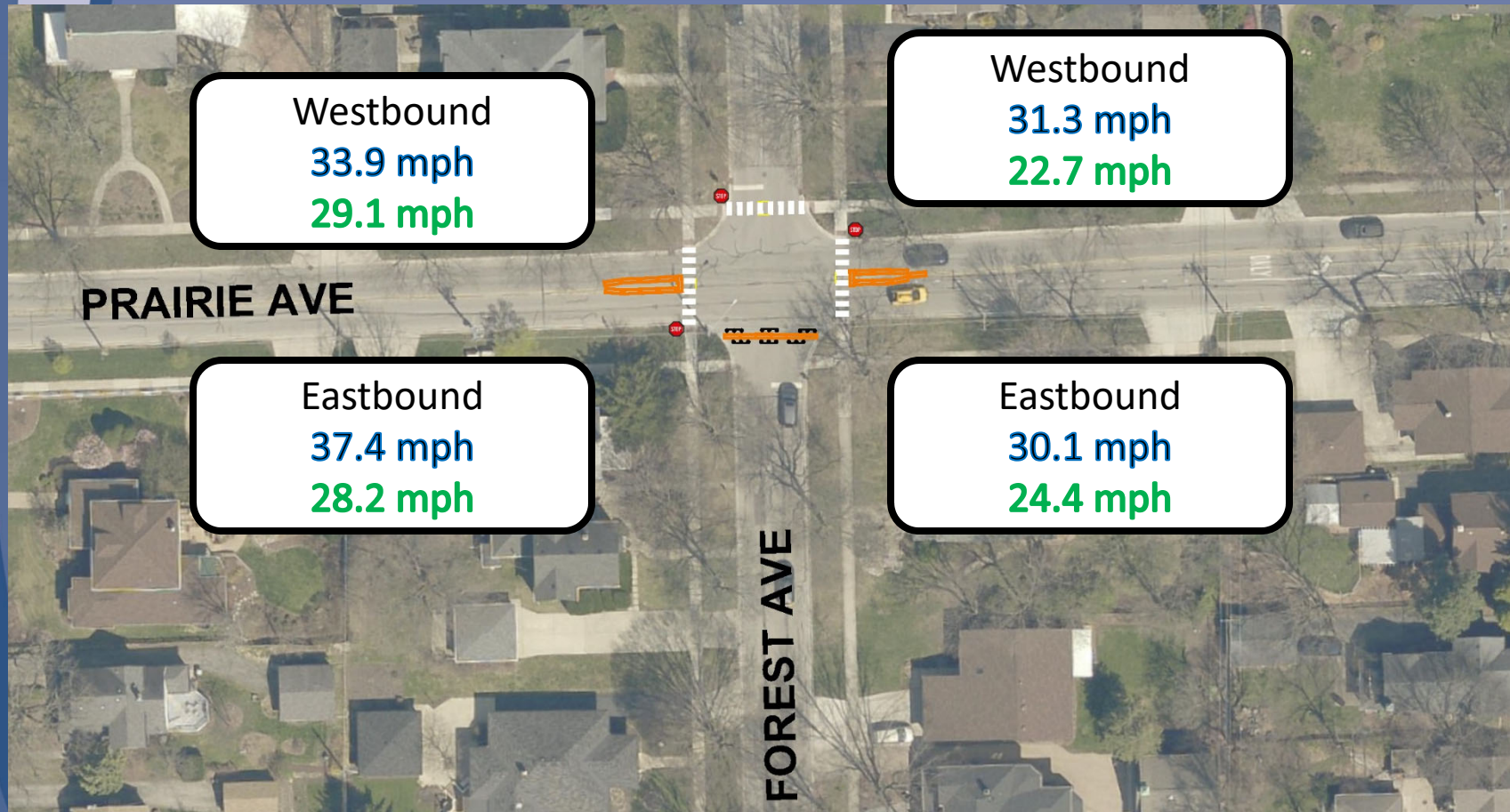
Prairie Avenue between Belmont and Main has historically carried 5,400 to 6,600 vehicles per day.

Traffic Counts in November



Since September, Traffic on Prairie has decreased from 6,000 to 4,600 vehicles per day (23% reduction)

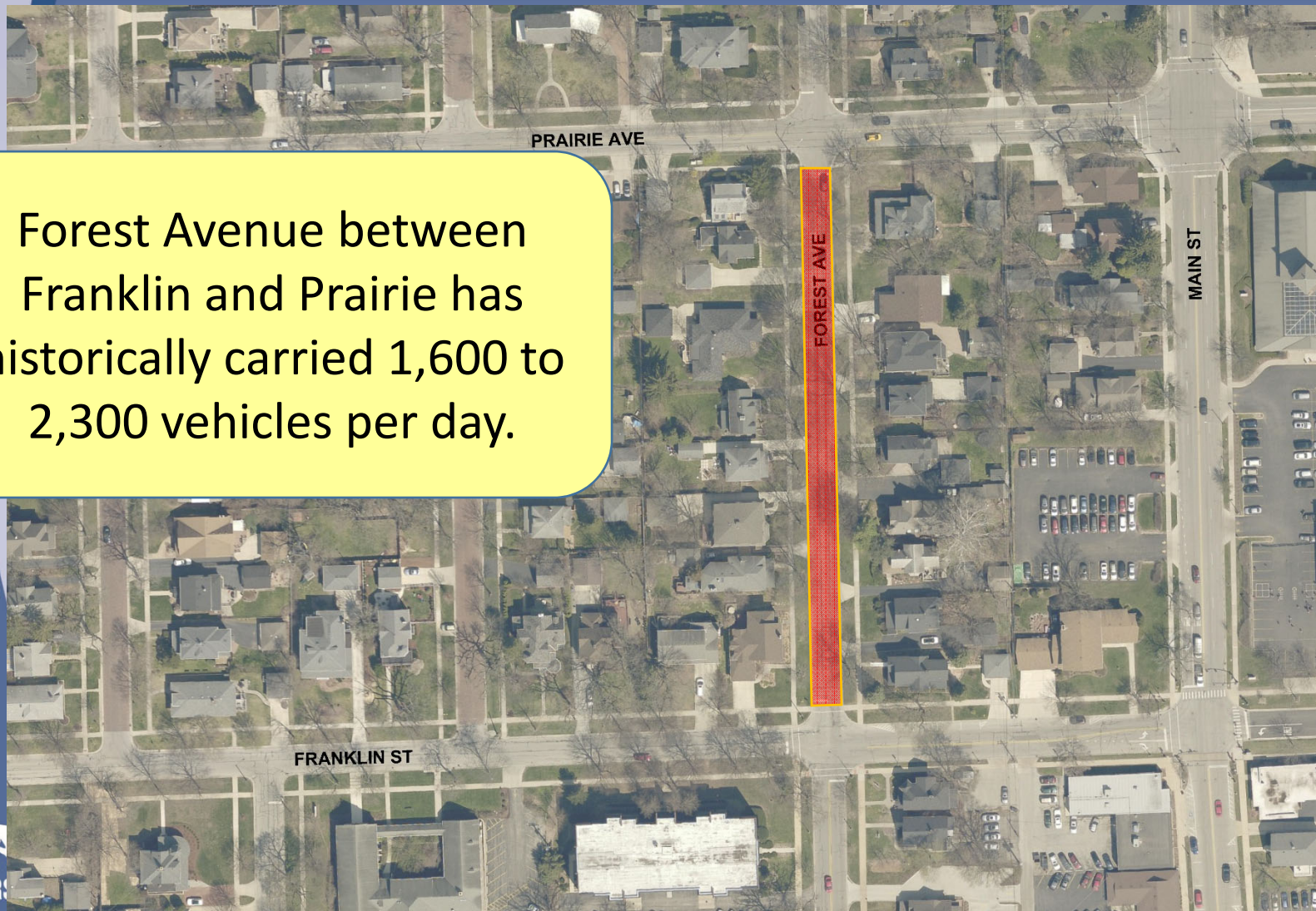
85% Speeds – September to November



XX.X mph = September
XX.X mph = November

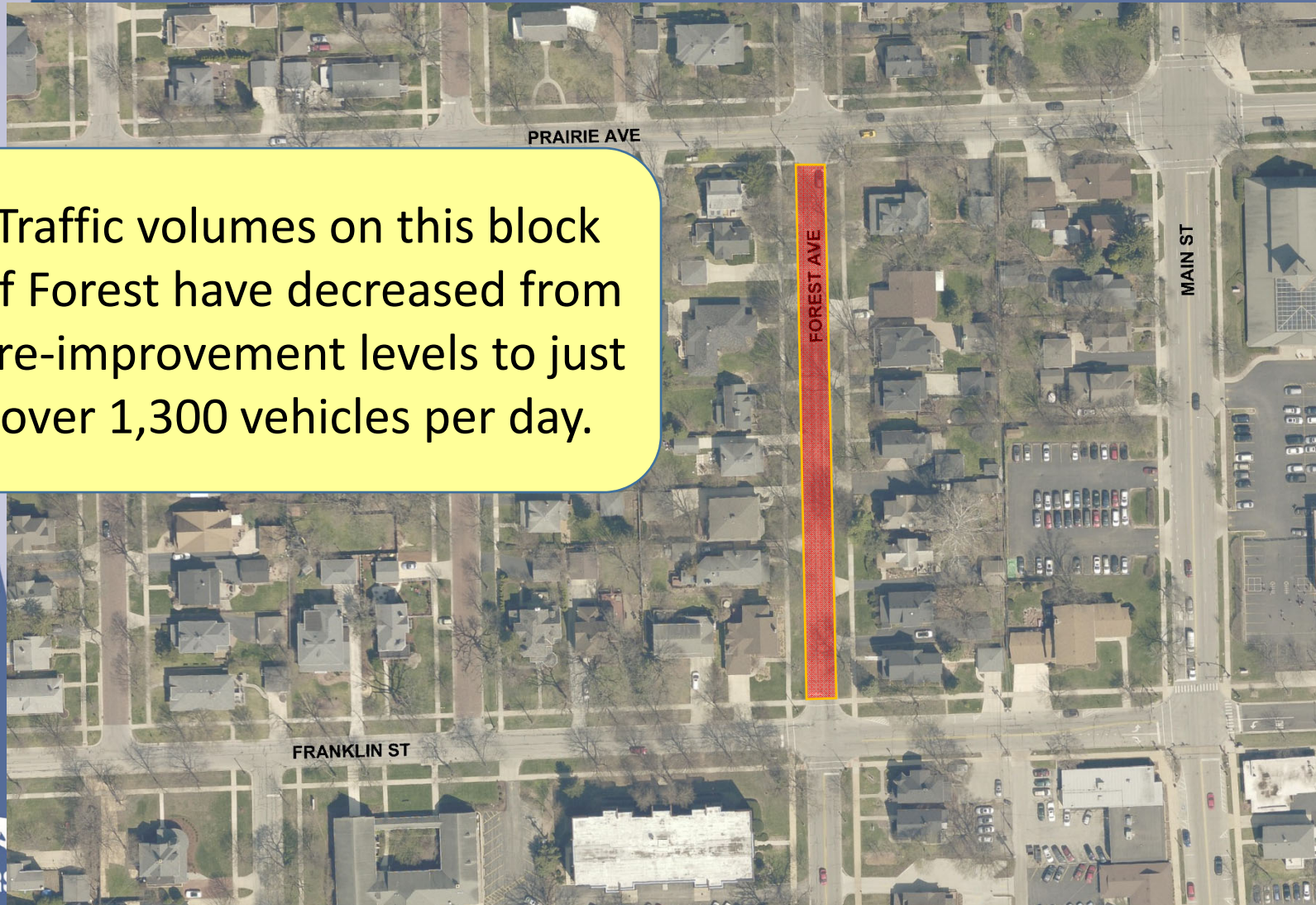
Prior to the Installation of Temp. Measures

Forest Avenue between Franklin and Prairie has historically carried 1,600 to 2,300 vehicles per day.

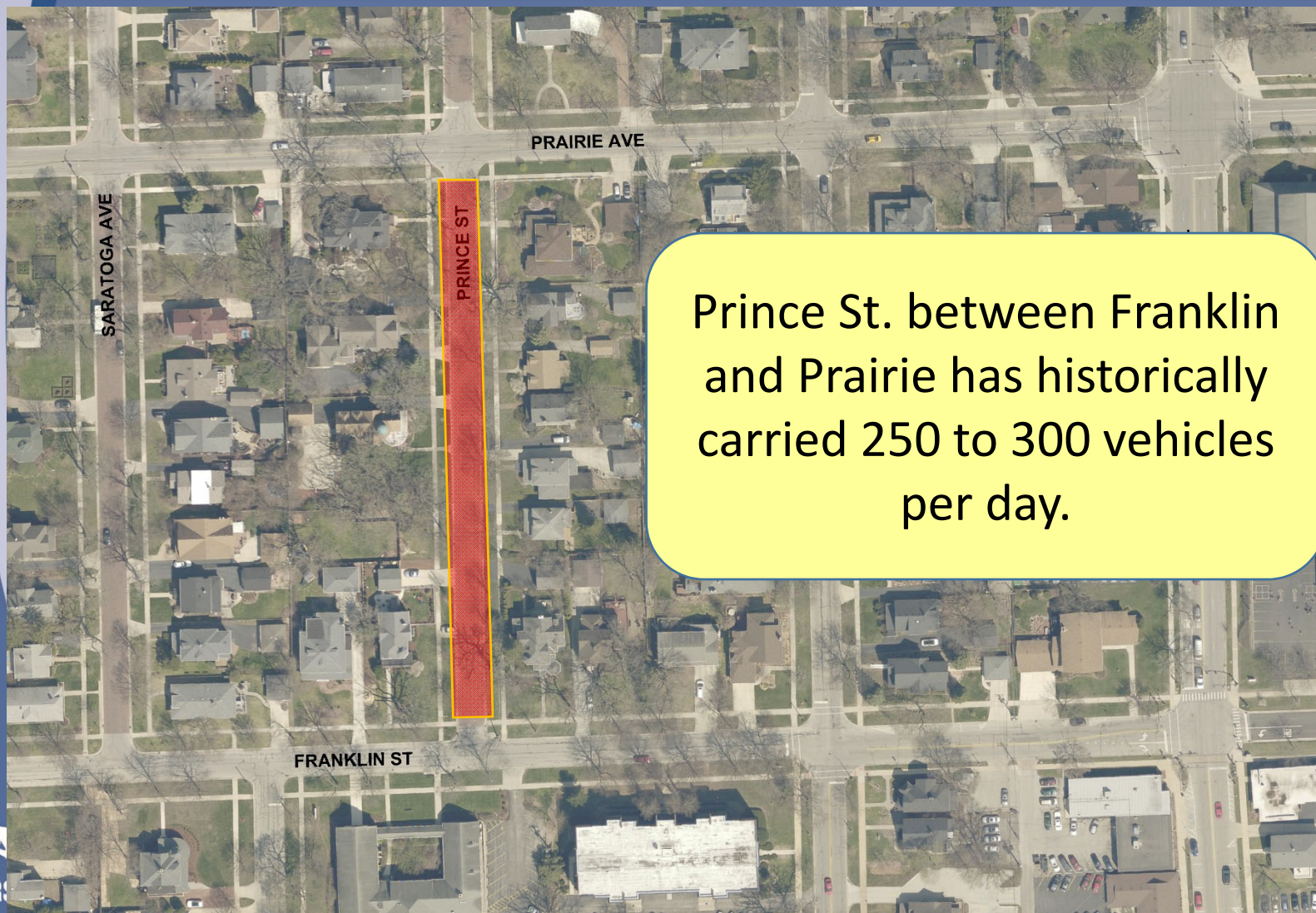


Traffic Counts in November

Traffic volumes on this block of Forest have decreased from pre-improvement levels to just over 1,300 vehicles per day.



Prior to the Installation of Temp. Measures



Prince St. between Franklin and Prairie has historically carried 250 to 300 vehicles per day.

Prior to the Installation of Temp. Measures



Saratoga Ave. between Franklin and Prairie has historically carried 600 to 850 vehicles per day.

Traffic Counts in November



Key Takeaways

- Traffic volume on Prairie has continued to decline, and is 77% of pre-improvement levels
- Speeds on Prairie remain significantly lower than pre-improvement
- No crashes on Prairie or backups onto Main have been reported
- Traffic on surrounding streets has principally returned to pre-improvement volumes and speeds
- Traffic volume on Forest from Franklin to Prairie is slightly lower than pre-improvement levels



Prairie & Forest Update

Village Council
November 16, 2021

