

MINUTES OF THE SPECIAL MEETING OF THE PLAN COMMISSION HELD ON WEDNESDAY, MAY 16, 2018, AT THE WILLOWBROOK POLICE DEPARTMENT, TRAINING ROOM, 7760 QUINCY STREET, WILLOWBROOK, ILLINOIS

1. CALL TO ORDER

Chairman Kopp called the meeting to order at the hour of 7:15 p.m.

2. ROLL CALL

Those present at roll call were Chairman Kopp, Vice-Chairman Wagner, Commissioners Remkus, Soukup, Ruffalo, Kaucky, and Walec.

Absent: None.

Also present were Planning Consultant Natalie Zine, Executive Secretary Cindy Stuchl, and Recording Secretary Lisa Shemroske.

3. OMNIBUS VOTE AGENDA

The items on the Omnibus Vote Agenda were as follows:

- A. Waive Reading of Minutes (APPROVE)
- B. Minutes – Regular Meeting April 4, 2018

MOTION: Made by Commissioner Remkus, seconded by Vice-Chairman Wagner, to approve the Omnibus Vote Agenda as presented.

MOTION DECLARED CARRIED

4. PLAN COMMISSION CONSIDERATION: Zoning Hearing Case 18-03: (Village of Willowbrook – Route 83 Corridor Plan Update). Petition for acceptance of the Route 83 Corridor Plan Update into the Village of Willowbrook. Notice published in the Sun Times on Tuesday, May 1, 2018.

- A. PUBLIC HEARING
- B. DISCUSSION/RECOMMENDATION

Planning Consultant Zine provided a summary of the process and procedures that occurred for the updating of the Village of Willowbrook's Route 83 Corridor Plan. The original plan had been created in 1991. The Village requested an update of the plan in anticipation of future widening of Route 83 by the Illinois Department of Transportation (IDOT).

Planning Consultant Zine advised that there is currently no plan to widen the Route 83 Corridor. This document will be used in the event that if IDOT does come forward with plans to expand Route 83, the Village is already prepared with its wishes and desires to become incorporated into their plans.

Planning Consultant Zine related that the vision statement states that the Route 83 Corridor will serve the region as a major, secondary, north-south roadway that accommodates heavy traffic flow and provides safe and efficient travel to the surrounding communities in Greater DuPage County region. The Corridor will promote a mix of residential neighborhoods, thriving commercial districts, and established institutions. Residents and visitors will enjoy regional connectivity with easy access and close proximity to Interstate I-55 and I-294, as well as opportunities for shopping, dining, and recreation along the corridor. Streetscaping, pedestrian improvements, and noise walls will foster a well-blended environment, benefitting both the residents and local businesses. Planning Consultant Zine stated that this vision statement was crafted directly from Steer Committee comments and stakeholder questionnaire responses.

Vice-Chairman Wagner questioned the difference between a principle arterial and a minor arterial street. Vice-Chairman Wagner stated that according to statistics provided in the Corridor Plan, 75th Street, west of Route 83, is labeled as a principle arterial street and has a traffic count of less than 14,000 cars. Whereas, Plainfield Road and 63rd Street have traffic counts that are higher and is labeled as a minor arterial street. Planning Consultant Zine advised that each classification describes how the roadway is suppose to operate and for what purpose. The classification is how IDOT identifies them for traffic capacity and general functions and may change in the future.

Commissioner Ruffalo questioned the safety concerns at the crossing of 67th Street. Planning Consultant Zine advised that there has been an upward trend in the number of traffic accidents at that location. Village Trustee Gayle Neal, who was also on the Steering Committee, related that vehicles are running the red light at that intersection all the time and also block the intersection when traffic is backed up on Route 83. Trustee Neal stated that this causes cross traffic the inability of exiting the office complex that is on the east side of Route 83.

MOTION: Made by Commissioner Remkus, seconded by Commissioner Soukup that based on the submitted plan and testimony provided, I move that the Plan Commission recommend to the Village Board acceptance of the “Route 83 Corridor Plan Update” document into the Village of Willowbrook.

ROLL CALL: AYES: Commissioners Remkus, Soukup, Ruffolo, Kaucky, Walec, Vice-Chairman Wagner, and Chairman Kopp. NAYS: None. ABSENT: None.

MOTION DECLARED CARRIED

5. VISITOR'S BUSINESS

None.

6. COMMUNICATIONS

Chairman Kopp questioned if the Ice Arena and Pet Cemetery ordinances were approved by the Village Board. Planning Consultant Zine advised that they were approved at the May 14th Village Board meeting.

Planning Consultant Zine advised that there may be a Plan Commission meeting held on Wednesday, June 6th. No public hearing will be required. If the documents are ready, the meeting would be for a sketch plan review of the vacant lot next to Ashton Place. The proposed use is for a daycare center and an outlot for a possible drive through facility.

7. ADJOURNMENT

MOTION: Made by Commissioner Ruffalo, seconded by Commissioner Remkus, to adjourn the special meeting of the Plan Commission at the hour of 8:22 p.m.

UNANIMOUS VOICE VOTE

MOTION DECLARED CARRIED

PRESENTED, READ AND APPROVED,

August 1, 2018

Chairman

Minutes transcribed by Executive Secretary Cindy Stuchl

5/16/2018

VILLAGE OF WILLOWBROOK PUBLIC HEARING

18-03

ANNETTE FAKLIS MORIARTY, C.S.R.

VILLAGE OF WILLOWBROOK
PUBLIC HEARING
ZONING HEARING CASE NUMBER 18-03

REPORT OF PROCEEDINGS at the Public
Hearing of the above-entitled case before the
Planning Commission at the Willowbrook Police
Department Training Room, 7760 Quincy Street,
Willowbrook, Illinois, on the 16th day of May
2018, at the hour of 7:15 p.m.

Reported by: Annette Faklis Moriarty, CSR

License No.: 084-02318

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2 PRESENT:

3 Mr. Daniel Kopp, Chairman;

4 Mr. John Wagner;

5 Mr. James Soukup;

6 Mr. Leonard Kaucky

7 Mr. William Remkus;

8 Mr. Gregory Ruffollo;

9 Mr. Maciej Waleck;

10 Ms. Natalie Zine, Planning Consultant.

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1 (Whereupon, the taking of
2 meeting by the reporter
began at 7:15 p.m.)

3 MS. ZINE: If you want to open up the
4 document on Roman Numeral IV, you can see the
5 list of the Steering Committee Members. The
6 first couple of pages go over the planning
7 process.

8 Again, like I said, the first phase was
9 gathering information, doing the Corridor
10 assessment, discovery phase, getting the input
11 from the Steering Committee; all of that went
12 into it.

13 The discovery took by far the longest time
14 to gather all the information, and then we
15 drafted this plan and then got comments and
16 revisions, and now we are in the approval process
17 hopefully. I went through and looked for all the
18 possible past plans and existing plans that have
19 some impact on the Corridor, such as Willowbrook
20 Comprehensive Plan, the previous Route 83
21 Corridor Plan Update to 2040, planning, zoning
22 and others, and summarized how those plans would
23 or could impact the Corridor Study, how this plan
24 would help to achieve the same goals as those

1 other documents or update the goals and
2 objectives of those documents.

3 We go over some of the transportation
4 documents in the History, talk about the IDOT
5 plans, the environmental assessment, and combined
6 report is the most recent transportation document
7 that was written by IDOT. There was an addendum
8 to the original plan in the addendum and they
9 addressed a no build and build alternative that
10 just kind of talks about what would happen if the
11 Corridor was expanded or not expanded.

12 And I guess I kind of jumped over that
13 part. But there is no plan currently to widen
14 the Corridor. This update was done proactively
15 by the Village to anticipate a future widening so
16 that we are prepared and have a document to use
17 so that should IDOT ever come forward with the
18 plans to expand the Corridor from 4 to 6 lanes,
19 we already have an updated document that has all
20 the Village's wishes and desires to be hopefully
21 incorporated into their plans. And so a lot of
22 what is in this document is just existing
23 conditions. But it's not an immediate action per
24 se because there are no actual plans from IDOT to

1 widen the Corridor at this time. So we went over
2 some land-use trends, development initiatives.

3 Page 16 shows the outline for the study
4 area, the red border. So that's the project
5 study area.

6 And I took the original study area boundary
7 from the 1991 plan and just used their boundary;
8 didn't change it. So that's why the boundary
9 looks the way it does.

10 Page 17 shows the Comprehensive Plan Land
11 use and the next three pages show development
12 trends since 1993. You can kind of see how the
13 developments along the corridor came about from a
14 lot of green space, green field land to infield
15 development.

16 On Page 20, Development Trends 2017, you
17 can see that since 1993 Breton Lakes has been
18 developed, the Whole Foods Willowbrook Office
19 Park, Willowbrook Town Center, the Target
20 development. And those are some of the primary
21 developments that have happened since 1993.

22 Now, the second page shows the zoning map
23 followed by key subdivisions along the Corridor
24 within the study area boundary.

1 Page 23 identified development
2 opportunities in the Corridor. Again, the
3 document, itself, doesn't refer to a particular
4 agenda, it's just informational. So the areas
5 identified in this exhibit show either vacant
6 parcels, parcels that the consultants view as
7 underutilized or it's an in-progress project,
8 such as the Village of Willowbrook development.

9 And so then we get into the Corridor
10 Assessment. Again, like I said, the WBK team
11 actually walked the length of the Corridor. We
12 took pictures, we took notes, jotted down all of
13 the existing conditions: everything from
14 sidewalk gaps to landscaping, all of the above.

15 And so on Page 250, you can see the blue
16 lines where there are existing sidewalks and the
17 orange dotted lines are sidewalk gaps. I also
18 included the distance in feet for all of the
19 sidewalk gaps just to show -- to put a number to
20 those distances should the Village ever decide to
21 fill the gaps, just information.

22 And then we get into landscaping. We sort
23 of came up with a grading system for the
24 landscaping: poor, average, or excellent. And

1 we also specified if it was a buffered area
2 because they have -- there are different
3 landscape requirements for buffered areas versus
4 the commercial frontage. So this again could be
5 used in the future to identify areas where
6 landscaping needs to be improved or could be
7 improved.

8 Existing Curb Cuts: Just kind of going
9 through this. Pedestrian and bicycle facilities
10 are on Page 33. That shows the existing
11 sidewalks. So then we approach the Stakeholder
12 Questionnaire with how the questions were created
13 in the questionnaire. It was meant to identify
14 the assets, challenges, and opportunities within
15 the Corridor.

16 Each of the workshops that we did with the
17 Steering Committee included an analysis where we
18 tried to identify the strength, weakness,
19 opportunities, and threats along the Corridor
20 based on the different things we were talking
21 about and the Stakeholder Questionnaires sort of
22 mirrors the same idea.

23 The questions were shaped in a way in an
24 effort to try and identify what the community

1 views as the Corridor's access, their challenges,
2 and what opportunities might be there. As far as
3 access goes, the general consensus was that this
4 accesses a variety of businesses, those two
5 accesses and the variety of businesses were the
6 primary access of the Corridor. Access referring
7 both to the immediate access along the Corridors
8 into the businesses as well as access to I55 and
9 294.

10 And so that was viewed as an access. And
11 also the overall variety of businesses and
12 options along the corridor was also viewed as an
13 access.

14 The major identified weakness to the
15 Corridor was traffic and congestion. That was to
16 be expected. Beyond that, some of the challenges
17 identified were left-turn lanes, long left-turn
18 lights, issues with timely snowplowing, noise
19 abatement, poor lighting, speeds being too high,
20 speeding, lack of signal coordination, driver and
21 pedestrian sight, lack of streetscaping, lack of
22 pedestrian crossing. Generally, the Corridor
23 just being visually unappealing and there not
24 being a sense of community were some of the

1 challenges identified in the Stakeholder
2 Questionnaire.

3 And then as far as the opportunities
4 identified, the most frequent strengths
5 illustrated a desire to maintain and improve the
6 quality of businesses along the Corridor, and to
7 make the Corridor more aesthetically pleasing.

8 So that's the Stakeholder Questionnaire.

9 The exhibit, itself, gets into the traffic
10 analysis, and all of this research was conducted
11 by GHA -- well, the original report, which is
12 identical to this, is in the Appendix in the
13 back. But basically she just put together an
14 Existing Conditions Report for all things
15 traffic-and-transportation related.

16 And so she identified the roadway, network,
17 the classification and function of roads, the
18 average daily traffic counts, the capacity
19 analysis which grades the efficiency of each
20 intersection, traffic volumes, and a crash
21 summary as well. And so the next couple of pages
22 illustrate that data.

23 Exhibit K on Page 38 classifies each of the
24 major roadways in Willowbrook and along the

1 Corridor. So Route 83, Kingery Highway, is
2 considered a principal arterial; Plainfield is a
3 major arterial; Clarendon Hills and Madison
4 Streets are considered major collectors. And
5 then Page 39 shows that Kingery Highway is
6 actually in the jurisdiction of IDOT, the
7 Illinois Department of Transportation, if you
8 didn't already know that. And then Plainfield
9 Road, 75th and 63rd Street, as well as Madison
10 street, are all IDOT roads. And so those would
11 be in the jurisdiction of DuPage County,
12 Department of Transportation.

13 And so as far as how much control we have
14 over what happens along the Corridor, a lot of it
15 is going to be coordination and communicating
16 with IDOT, what the Village's desires and needs
17 are. A lot of collaboration with that.

18 Page 40 shows the daily traffic counts and
19 then 41 and 42 show the Capacity Analysis Data.
20 But one of the things we discovered throughout
21 this process, this learning process, is that
22 there needs to be a balance between trying to
23 move traffic along Route 83, but also not cutting
24 off cross access for the community members,

1 making it impossible for them to get across 83.

2 So trying to create that balance, that shift,
3 some of the signal timings, so that there is a
4 community process as well as efficient traffic
5 flow along the principal corridor.

6 And then 43 shows some of the traffic data
7 there is, additional traffic data, in the
8 appendix that breaks it down into specific years
9 and types of crashes. You can look at that
10 later.

11 Page 44, and 45 get into some of the
12 current roadway planned improvements. Page 45
13 shows the planned improvements for the
14 Willowbrook development. We thought that these
15 images were easier to understand than just
16 looking at the plans for the actual development.

17 And basically all we're saying in this
18 document is that these are the plans that are
19 being done currently and any future modifications
20 to Route 83 should consider that these are new
21 improvements and incorporate these improvements
22 into whatever change they might have so they
23 don't conflict in the future because they were
24 not part of the original 1991 plan.

1 Moving along, again so far all of the
2 improvements that are in these next couple of
3 pages are things that are already existing
4 recommendations. So they are in past plans or
5 current plans. They are not things that are
6 being presented for the first time. It's just a
7 continuation of the existing conditions or just
8 repeating what was in the 1991 plans so it's
9 still applicable today.

10 So on Page 49, some of the outdoor access
11 improvements, one of the things that the plan
12 identifies a little bit later in the rendition is
13 supporting the use of median breaks and U-turns.
14 In the original plan, there was talk of closing
15 in certain places and/or keeping median or
16 keeping the median breaks, sort of discusses the
17 pros and cons of both options.

18 And we think that keeping the median breaks
19 is essential to the business and commercial
20 district, along the Corridor, limiting or closing
21 the medians with severe limit access into the
22 businesses.

23 And so we encourage the use of the U-turns
24 and the median breaks. These exhibits break down

1 the existing median breaks, the previously
2 proposed median breaks from the 1991 plan, as
3 well as one or two places where we suggest a new
4 median break.

5 And then on Page 50, you can see our Vision
6 Statement. I will read it for you all: "The
7 Route 83 Corridor will serve the region as a
8 major secondary north/south roadway that
9 accommodates heavy traffic flow and provides
10 safe, efficient travel to the surrounding
11 communities and greater DuPage County region.
12 The Corridor will promote a mix of residential
13 neighborhoods, thriving commercial districts and
14 established institutions. Residents and visitors
15 will enjoy regional connectivity with easy-access
16 and close proximity to interstates I-55 and
17 I-294, as well as opportunities for shopping,
18 dining, and recreation along the Corridor.
19 Streetscaping, pedestrian improvements, and noise
20 walls will foster a well-blended environment,
21 benefitting both the residents and local
22 businesses."

23 So that vision statement was crafted
24 directly from the Steering Committee comments and

1 the Stakeholder Questionnaires' responses. There
2 is a general desire to promote changes and
3 improvements to the Corridor that would benefit
4 both the community residents and the businesses.
5 So I really think that the Vision Statement is
6 very reflective of the wants and desires of the
7 Community as they have expressed them.

8 So we get into our recommendations. Again,
9 much of the text from this updated plan was
10 pulled from the original plan. Anything that was
11 no longer applicable or relevant or no longer
12 recommended, we took out of the text and we added
13 our own elements into it. But a lot of it is
14 transferred from the original because a lot of it
15 is still applicable. They did a really good job
16 in the original plan.

17 And so I won't go into everything, but a
18 couple of key notes: The location of the
19 widening. In the 1991 plan they had two options.
20 They talked about widening within or outside of
21 the median, meaning that they could either keep
22 the median and widen it out or get rid of the
23 median and widen it. And since we like to keep
24 the median there, keep the breaks in the median,

1 we are suggesting that the widening happen
2 outside of the median.

3 Signalized Intersections: A lot of the
4 signals from the plan have already gone up so we
5 took those out. Some potential new signalized
6 intersections could include 69th Street and then
7 Plainfield between Route 83 and Adams Street.
8 That's the one that's planned for the Willows of
9 Willowbrook Development. So that's already being
10 implemented. 69th Street is an option. The
11 original plan had 69th Street closed off so we
12 have taken that section out because we want to
13 keep that access onto Route 83. Again, the
14 median breaks and use of U-turns, access control,
15 in general we just recommend using best practices
16 for access management.

17 This document doesn't recommend specific
18 locations for Frontage Road or access
19 consolidations, but typically IDOT preference is
20 to consolidate access when it makes sense to do
21 so.

22 So that's just something to keep in mind
23 with future developments; if it makes sense to
24 consolidate access that oftentimes is for

1 pedestrians and could be more efficient within
2 whatever new development goes up. But there are
3 no recommendations to close access anywhere in
4 this document, just to use best practices moving
5 forward.

6 And then on Page 53 all the way to the
7 right it lists each of the main intersections
8 along Route 83 and goes into whether or not the
9 existing geometry provided can adequately
10 accommodate future traffic and any proposed
11 modifications. 63rd and 67th Streets are
12 estimated that they can adequately accommodate
13 the future total traffic. Plainfield Road and 83
14 goes into some of the changes being made via the
15 Pete's Fresh Market development. 75th Street we
16 just noted that traffic volumes along 75th
17 westbound are being monitored for the need for a
18 through-lane, as well as a southbound left turn
19 from Route 83 to Eastbound 75th Street for the
20 construction of the second through-lane due to
21 the location of this intersection through Midway
22 Drive.

23 Also to monitor the traffic -- to monitor
24 the traffic volumes from the various sources.

1 And keep an eye on the crash volume activity at
2 that location because that also came up in
3 conversation that it's not the safest area for
4 pedestrians.

5 So then we get into the Pedestrian and
6 Bicycle Recommendations. I'm not going to go
7 through intersection by intersection. But while
8 specific recommendations by intersection are
9 listed in each of the exhibits, the general idea
10 is that the Village should have -- that all
11 intersections and sidewalks could be ADA
12 accessible, well-maintained, have modern updates
13 where necessary.

14 In general just all of the pedestrian
15 improvements that could be recommended should be
16 implemented. So restripe or repaint where it's
17 faded or doesn't exist, add sidewalks to fill the
18 sidewalk gaps at Midway and Route 83 -- we are
19 actually suggesting a new sidewalk going south to
20 connect the southern industrial area. But other
21 than that, it's pretty much just fill the
22 sidewalk gaps, add striping, and add a modern
23 timer if it's an area that needs it.

24 And then on Page 59 we get into Landscaping

1 and Aesthetics. The general consensus as far as
2 landscaping goes is that there should be
3 excellent landscaping along the corridor fronting
4 Route 83. It is possible that the Village could
5 create design standards to further encourage
6 additional landscaping along the corridor to
7 really make Willowbrook's main strip of road a
8 very pleasing place to drive through and
9 hopefully lure people in to our local businesses.

10 Median landscaping was also talked about a
11 little bit. That would have to incorporate IDOT
12 restrictions and we would have to work with IDOT
13 to do anything in the medians, but that's
14 something that we can look into in the future.

15 Gateway signage was discussed. New entry
16 signage at the north and south of the Village,
17 possibly east and west. Also on Page 60, you can
18 see our current sign and there is a proposed
19 monument signage. We adjusted, used the Village
20 hall sign to give you an idea of what a bigger
21 more impressive sign might look like. We are not
22 suggesting that you viewed that particular
23 design, just that it's a true monument and sign
24 that you're entering into the Village.

1 And then Noise Abatement. On Page 61, we
2 identify all of the neighborhoods that might be
3 affected by the widening of Route 83 that are
4 adjacent to the corridor and encourage noise
5 walls where those neighborhoods are. Then the
6 noise walls again if IDOT ever decides that they
7 are going to do construction plan, part of their
8 detail again would be the engineering work, the
9 noise assessment. They would do -- we require to
10 do all of the necessary studies and they would
11 identify locations where a noise wall would be
12 affected and is needed or otherwise.

13 I will just bring your attention to Page 65
14 because although this document is really just an
15 update to the original plan and there are no
16 plans from IDOT to do the expansion right now,
17 there are a couple of things that the Village
18 could take action on sooner. So I included some
19 of those suggestions. Again, the Route 83 design
20 standards, the Village could come up with a
21 document or a booklet that identifies all the
22 different things, all the components that would
23 go into design standards or parcels along the
24 corridor: setbacks, landscaping, etcetera. It

1 could even be as in-depth as the materials used
2 in the buildings if we want more brick or more
3 wood or whatever. Those could all go into the
4 design standards.

5 The Central TriState Tollway Improvement
6 Project. The Village has already been in contact
7 with DuPage County. And we plan on participating
8 in the development of their 294 construction
9 project and incorporating the needs and desires
10 of the Village as we anticipate there might be
11 additional flow of traffic that can't go onto 294
12 and gets pushed over to us.

13 So we're going to work with them and make
14 sure that all of our needs are met. And if
15 through this process there is an opportunity for
16 us to do additional improvements to Route 83,
17 just something to keep in mind, it's an open
18 door.

19 And then there were certain safety concerns
20 that should be addressed. It's the opinion of
21 the Steering Committee that these safety concerns
22 should be addressed sooner rather than later.
23 One of them is the intersection at 67th Street
24 and Route 83. This intersection has been studied

1 or observed by some of the Steering Committee
2 members. And what they see is a lot of speeding
3 and running the red light that's right there
4 because it may be because they're looking at 63rd
5 Street and just go right through it. But it's a
6 safety concern for both pedestrians and vehicles.
7 And that has something to do with the timer and
8 also with the signals. So doing a more in-depth
9 study of that intersection might be useful. And
10 there are a couple of things that could be
11 potentially changed, hopefully easily.

12 And one of the suggestions was putting
13 yellow back plated frames on the signals to make
14 them stand out a little more. And then we also
15 try to work with IDOT as far as the signal time
16 goes because there doesn't seem to be enough time
17 to cross 83 or Route 83 safely.

18 So that was one of the safety precautions.
19 And then the other area that was identified was
20 the bollards separating northbound and southbound
21 traffic on Route 83, South Of 63rd Street in
22 front of the Hinsdale Lake Commons Center. Those
23 bollards have been known to be knocked down, cars
24 passing through them, and it's a great safety

1 concern. So that should be addressed sooner,
2 rather than later, possibly with a jersey barrier
3 or raised curb in that area, rather than the
4 flimsy bollards that keep getting knocked down.

5 With that, the rest of the document is the
6 Appendix items. There are several memos that I
7 wrote regarding some of the workshops and the
8 Stakeholder interviews. So you can take a look
9 at that and let me know if you have any
10 questions.

11 Staff is obviously supportive of the
12 proposed plan update and recommended acceptance
13 of the Route 83 Corridor Plan Update into the
14 Village of Willowbrook. There is a sample motion
15 at the bottom of the Staff Report on Page 4 if
16 you would like to move to recommend the Village
17 Board accepts the Route 83 Plan Update.

18 I am here obviously to answer any
19 questions. I know there is a lot of information,
20 and I did not go through all of it. I also have
21 three of my Steering Committee members here to
22 back me up or to help me out. You can also ask
23 them individually about their experience or what
24 their thoughts were with any of the particular

1 items. So I encourage you to fire away. Thank
2 you.

3 CHAIRMAN KOPP: Thank you. This is
4 impressive. I don't really have a lot of
5 questions. I'm sure the guy next to me always
6 has questions or comments.

7 MR. WAGNER: I have just one. Can
8 you tell me the difference between a principal
9 arterial and a minor arterial street?

10 MS. ZINE: Yes.

11 MR. WAGNER: And the reason I'm
12 asking is that 75th Street west of Route 83 is
13 labeled as a principal arterial street and has a
14 traffic count of about less than 15,000 cars.
15 And Plainfield Road, which is a disaster, has
16 traffic counts that are at least a third higher,
17 almost 22,000 east of 83rd and almost 19,000 west
18 of Route 83. And it seems like Plainfield Road
19 and 63rd Street based on the counts are
20 substantially more used roads; yet they are
21 considered minor arterial. So I didn't know if
22 it was a traffic count or wishful thinking that
23 labels these types of things.

24 MS. ZINE: So I will preface with I'm

1 not a traffic engineer so I apologize that I
2 don't have perfect answers to your questions.
3 But as far as the classifications go, they are --
4 each classification describes how the roadway is
5 supposed to operate and for what purpose. And it
6 also refers to a regional context. So I think
7 that based on you know trends and the daily
8 traffic counts, those classifications may change.
9 But as they are labeled currently, it's how IDOT
10 identifies them for their capacity, traffic
11 capacity and general function.

12 MR. WAGNER: I think they are
13 inaccurate so hopefully somebody might change
14 them in the future.

15 MR. REMKUS: I think that's probably
16 part of the problem, that they have the names
17 long ago but those streets went beyond what they
18 planned.

19 MR. WAGNER: 75th Street west of
20 Plainfield is probably much heavier counts than
21 what is from Route 83 to Plainfield Road where it
22 meets in Darien. But anyway we all know that
23 Plainfield road and 63rd Street are heavily used
24 and are concerns. One other question. On

1 Page 47, 69th street is shown going west of
2 Route 83 and assuming connecting into that
3 neighborhood, which I believe it is not at the
4 current time.

5 And then there is another Page 49, which
6 shows a connection on 69th Street east of 83rd
7 and the cul-de-sac, which was closed ten years
8 ago. Why are those shown that way?

9 MS. ZINE: I think it's likely just
10 to identify what the road is. It's not to imply
11 that that has changed. But that it's just to
12 label the road.

13 MR. WAGNER: It seems that on Page 49
14 and Page 48, it looks like they are proposing to
15 possibly change something there. Anyway, I think
16 you have a pretty good fight on your hands if
17 they did that. But I would suggest that that be
18 changed. It was closed ten years ago roughly
19 because there was so much cut-through traffic
20 from Madison Street trying to avoid Plainfield
21 Road to get to Route 83. It was just a regular
22 highway there.

23 MS. ZINE: So are you referring --

24 MR. WAGNER: I am referring to both

1 sides of 69th Street, 69th Street, especially the
2 east side because the road doesn't exist there
3 and was eliminated.

4 MS. ZINE: So it's not a road. It's
5 a new driveway access on to the Pete's Fresh
6 Market site.

7 MR. WAGNER: That's the access that
8 hasn't been built yet.

9 MS. ZINE: But it's not a road. It's
10 just an entrance into the development.

11 MR. WAGNER: Thank you.

12 MS. ZINE: Any other questions or
13 concerns?

14 MR. RUFFOLLO: Just followup about
15 the traffic concerns at 67th and Route 83. Both
16 pedestrian and running of red lights there. Has
17 there been a high incident of accidents there?

18 MS. ZINE: Let's look. I don't think
19 that there has been -- where is it? So on
20 Page 128, I actually pulled this data from the
21 Willowbrook Police Department. IDOT didn't have
22 data for 2017 or 2016 yet. Their data only went
23 up to 2015. So I actually contacted the police
24 department and asked them for their incident

1 records and created these tables myself. So this
2 doesn't necessarily illustrate the exact numbers
3 because depending on whoever came to the site
4 there could have been different jurisdictions
5 involved. And I would have had to contact all of
6 the neighboring jurisdictions to get everybody
7 to see. But these are incidents that were
8 reported in Willowbrook by the Willowbrook Police
9 Department.

10 So 67th Street had 11 total incidents in
11 2016 and 14 incidents in 2017. However, the
12 majority of them looked like they were what they
13 call normal accidents, which really just means
14 that -- the important part of that is it didn't
15 include a pedestrian or a severe injury or
16 fatality.

17 So 11 and 14 that is an upward trend. It's
18 nothing compared to 63rd Street or Plainfield.
19 But it's the Steering Committee and the public's
20 perception that that is an unsafe intersection
21 and that it's difficult to cross Illinois
22 Route 83.

23 MS. NEAL: My name is Gayle Neal. I
24 am the trustee for Village of Willowbrook, and I

1 also live off 67th Street. One of the Steering
2 Committee members is a businessman in the office
3 complex, the medical complex, that is on the east
4 side of 67th Street. His comments, which I can
5 say I can verify, because I went out by -- I
6 forget the name of it right now -- which is
7 located on the west side of the street between
8 67th and Porter of Route 83, and I watched indeed
9 people will run that light to make it before they
10 will stop.

11 So there is also a tremendous amount that
12 they do not leave the intersection clear when
13 they are not making the light. They will jam the
14 intersection straight across so when you have
15 people coming from the west side of 67th and from
16 those office buildings, which are a lot of
17 medical, people can't get out. One or two will
18 end up making it, and then there is an immediate
19 light change because the IDOT principle is that
20 you keep Route 83 moving at all costs. So the
21 left turn signals that are located there, they
22 are on timers, and they also can sense when the
23 cars had a lot of U-turns going on there in order
24 for folks to hit the Darien side, which is Darien

1 Auto Parts. So that has been a problem. And
2 I've talked to a doctor, and he has experienced a
3 great deal of problems as I've talked to other
4 people in medical offices in there. The patients
5 can't -- it's a problem getting in and out of
6 that light. They can't make it.

7 IDOT did a couple of years ago install a
8 pedestrian walkway. And that is a terrifying
9 thing to ask somebody to walk across the street.
10 And indeed we have a lot of people that thought
11 they could walk to their doctors' offices. It's
12 really not anything that I would recommend in any
13 way.

14 MR. RUFFOLLO: Thank you for the
15 clarification.

16 MR. KAUCKY: A few things interested
17 me in terms of your presentation. On Page 52,
18 you talk about the median breaks and U-turns.
19 And U-turns I think a lot of people don't utilize
20 them because there are afraid of traffic tickets.
21 And I'm not sure in Willowbrook do we have a lot
22 of posts no U-Turn permitted. So most of the
23 intersections people can do U-turns; is that
24 correct?

1 MS. ZINE: I think so.

2 MR. KAUCKY: Because I see it
3 happening at least on 75th Street by Clarendon
4 Hills Road and 83. But according to your
5 document, you want to control that somehow and
6 not put it by the light controlled intersection.
7 You want to do it before that. Like have a
8 turn-around lane; is that what I'm reading here?

9 MS. ZINE: There would just be
10 additional breaks in the median so that you could
11 make a turn or get to the other side of 83
12 without having to go all the way to a lane or
13 turn into a business to get around it. It would
14 just facilitate crossing the side of the road in
15 here.

16 MR. KAUCKY: And the other question I
17 had is I know 75th Street is controlled by DuPage
18 County. So you don't have any influence on
19 whether they would do a turn around. Because I
20 asked them about this years ago. And I never
21 took a tape measure and measured 75th from one
22 end to another. But I was just wondering. Do
23 you know is it just narrower than 83? If you
24 look at all of 75th Street, the width of it is

1 comparable to the width of 83rd or is it much
2 less would you even know?

3 MS. ZINE: I don't know. I would
4 imagine it's not as wide as Route 83. And I
5 think the Village is here to support the
6 residents' needs. And actually the signal at
7 Midway was mentioned in the Steering Committee
8 meetings and that comment is in the document.

9 MR. KAUCKY: My concern was the
10 intersection between the Village and then IDOT.
11 There seems to be a disconnect there. Because if
12 I were to bring it to someone's attention, I
13 would think the Village has an equal interest in
14 knowing about this and to do something about it.

15 MS. ZINE: I agree.

16 CHAIRMAN KOPP: Anyone else?

17 (No response.)

18 I will close the zoning hearing, the
19 Public Meeting, Case Number 18-03. And now we
20 will have our discussion. I do appreciate
21 everything that the Village and the volunteers
22 did here.

23 And as I mentioned, it is a very impressive
24 document. And I certainly am in favor of this.

1 And I don't know if we need to have a discussion.

2 If not, will someone make a motion?

3 MR. KAUCKY: Based on the submitted
4 plan and testimony provided, I move that the
5 Planning Commission recommend that the Village
6 Board accept the Corridor Plan Update document
7 into the Village of Willowbrook.

8 MR. WAGNER: So moved.

9 CHAIRMAN KOPP: Call the vote.

10 SECRETARY: Commissioner Soukup?

11 MR. SOKUP: Yes.

12 SECRETARY: Commissioner Ruffollo?

13 MR. RUFFOLLO: Yes.

14 SECRETARY: Commissioner Remkus?

15 MR. REMKUS: Yes.

16 SECRETARY: Commissioner Waleck?

17 MR. WALECK: Yes.

18 SECRETARY: Commissioner Wagner?

19 MR. WAGNER: Yes.

20 SECRETARY: Commissioner Kaucky?

21 MR. KAUCKY: Yes.

22 SECRETARY: Chairman Kopp?

23 CHAIRMAN KOPP: Yes. Someone make a
24 motion to adjourn.

1 MR. RUFFOLLO: So moved.

2 MR. Wagner: Second.

3 CHAIRMAN KOPP: All in favor say aye.

4 (Chorus of ayes.)

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1 STATE OF ILLINOIS)
2) SS:
3 COUNTY OF C O O K)

4 I Annette Faklis Moriarty, being first
5 duly sworn, on oath says that she is a court
6 reporter doing business in the City of Chicago;
7 and that she reported in shorthand the
8 proceedings of said hearing, and that the
9 foregoing is a true and correct transcript of
10 her shorthand notes so taken as aforesaid, and
11 contains the proceedings given at said hearing

Annette Faklis Moriarty



12 Annette Faklis Moriarty, CSR
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14 LIC. NO. 084-02318
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