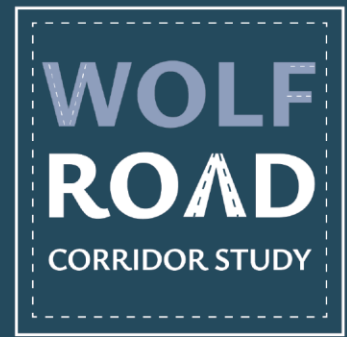


# Village of Indian Head Park and Cook County Department of Transportation and Highways

## Wolf Road Corridor Phase I Study



### Corridor Advisory Committee #2 Meeting Summary

#### Attendees

##### Project Team

Amy Jo Wittenberg, Village President  
Gavin Morgan, Village Administrator  
Charlie Eck, Village Trustee  
Tara Orbon, Cook County DoTH  
Jennifer Palma Skrebo, Cook County DoTH  
Matt Gazdziak, Strand Associates, Inc.  
Tony Spinelli, Strand Associates, Inc.  
Alexa Morris, Strand Associates, Inc.  
Caitlin Bettisworth, R.M. Chin & Associates

##### CAC Members

John Munch, LaGrange Highlands School District 106  
Katie Hannigan, LaGrange Highlands School District 106  
Dave Palzet, Pleasantdale School District 107  
Tim Donatucci, Pleasantview Fire Protection District  
Matt Russian, Pleasant Dale Park District  
Tony Cavazos, Pleasant Dale Park District  
Mike Fricano, West Central Municipal Conference  
Jill Ziegler, Illinois Tollway  
Evan Walter, Village of Burr Ridge  
David Preissig, Village of Burr Ridge  
Robert Grela, Burr Ridge Resident  
Lyssa Colant, Indian Head Park Business Owner  
Amy Eckert, Indian Head Park Resident  
Kenneth Daemicke, Indian Head Park Resident

The following meeting summary is assumed correct unless written notice to the contrary is received within 5 days of the issue date.

## Meeting Summary

The second Corridor Advisory Committee (CAC) Meeting for the Wolf Road Corridor Study, from 79<sup>th</sup> Street to Plainfield Road, took place on Monday, July 15, 2024, at 10:00 AM at the Indian Head Park Village Hall.

The purpose of the meeting was to recap the Study, summarize CAC Meeting #1 and the feedback collected, introduce and discuss preliminary alternatives, and identify next steps. Fourteen (14) participants were in attendance, each of which was provided the agenda, CAC description, member list, and a copy of the presentation.

The following is a general summary of the presentation and subsequent questions, comments, or discussion.

### Meeting Goals:

Strand Associates, Inc. (Strand) welcomed everyone to the meeting, introduced the project team, and outlined that the meeting goals were to 1) recap the study; 2) summarize CAC Meeting #1 and the feedback collected; 3) introduce and discuss the preliminary alternatives; and 4) identify next steps.

### Study Recap:

Strand re-introduced the Study team, the Study area, the Study goals, the project timeline, the activities included in this Phase I Study, and the existing roadway conditions.

### CAC Meeting #1 and Feedback Summary:

CAC Meeting #1 was held on December 13, 2023, and provided a robust review of the purpose of the CAC, existing corridor conditions, project process, public involvement efforts, and potential alternative components.

The Study team has engaged with the community via phone, email, newsletters, postcards, a project website, a community perspectives survey, and an alternative component map activity. The alternative component map activity, provided during CAC Meeting #1 and subsequently made available to the public, was completed by 142 participants. Key takeaways of the activity were discussed including:

- Support for a corridor with curb and gutter
- Support for a corridor with a two-way left turn lane
- Support for a corridor with a sidewalk
- No support for a corridor with an on-street bicycle lane
- Varied support for a corridor with a shared-use path

Discussion amongst the CAC centered around the advantages and disadvantages of a shared-use path, potential users, and locations. Concern was expressed by some attendees, including the LaGrange Highlands School District 106, Pleasantdale School District 107, and Pleasant Dale Park District, about why the shared-use path was no longer being considered.

### Introduce and Discuss Preliminary Alternatives:

Strand reviewed components included across both alternatives, including one northbound travel lane, one southbound travel lane, a two-way left turn lane, curb and gutter, and sidewalk. Strand noted that shared-use path and on-street bicycle lanes are no longer being considered based on public feedback.

Strand introduced the preliminary alternatives, Alternative One (Baseline Sidewalk) and Alternative Two (Full Sidewalk). Both alternatives include sidewalk on both sides of Wolf Road from 79th Street to 72nd Street and on the west side of Wolf Road from 72nd Street to Plainfield Road. The two alternatives vary on the east side of Wolf Road from Joliet Road to Plainfield Road. Alternative One (Baseline Sidewalk) includes sidewalk on the east side from Acacia Drive (North) to Plainfield Road. Alternative Two (Full Sidewalk) includes sidewalk on the east side from Joliet Road to Plainfield Road.

- Attendees asked about how traffic signals will be adjusted for pedestrian accommodations. The Study team confirmed that push buttons, pedestrian signals, pavement markings, and signage will be included with the implementation of pedestrian accommodations.
- Attendees inquired about the width of the shared-use path, specifically noting similar paths in the area, such as along Brainard Avenue. The Study team reviewed the minimum buffer from the curb and the amount of space needed for a sidewalk versus a potential shared-use path. The proposed buffers for the sidewalk and shared-use path would be the same (a 5-foot buffer) based on best practices from Cook County DoTH and the Illinois Department of Transportation (IDOT). However, there is more flexibility with a sidewalk to reduce the buffer size, which can be seen on Acacia Drive. Thus, the difference in space needed for each of the opportunities would be 3 to 5 feet.
- Attendees discussed various users of a sidewalk versus a shared-use path and the additional functionality and increased modal use of a shared-use path. Attendees highlighted the safety of various options including the number of students who regularly bike, e-bike, and scooter to school. Attendees asked at what point pedestrian and student safety is more important than vegetation and preservation. The conclusion of this discussion was that the shared-use path element should not be eliminated and should be reconsidered. It was agreed that the Study team would re-evaluate a shared-use path alternative and provide that to the CAC for feedback prior to Public Meeting #2.
- Attendees also discussed the opportunities with larger buffer widths between the roadway and sidewalks or shared-use paths. Larger path widths provide more opportunities for plowing equipment to more readily clear snow during the winter. The Study team clarified that locations with existing buffers larger than the minimums would be maintained to the extent possible.

- Attendees asked for clarification on the proposed storm sewer system. Rainwater that falls on the pavement will be captured in the proposed gutters and drained using underground storm sewer pipes. Additional earth grading may be required behind the sidewalk and/or shared-use path to control drainage outside the roadway, but that will be further determined and detailed once a Preferred Alternative is selected. The overall drainage patterns along the corridor will remain unchanged.
- Updates to the Wolf Road bridge and culvert over Flagg Creek were discussed. The bridge and culvert will be designed to have a longer service life than the roadway pavement, so they need to be designed with forward compatibility. If there are desires to incorporate sidewalk and/or shared-use path at those crossings, now is the opportunity to include them.
- The I-294 bridge over Wolf Road was also discussed. Sufficient space exists within the bridge opening to include a sidewalk or shared-use path.
- The Village raised the concept of “skinny lanes”, which involve lanes that are 10-foot-wide or narrower. This concept is supported by study recommendations from Johns Hopkins University from November 2023. Narrower lanes were observed to have the effect of increasing safety and providing traffic calming. The County agreed to review the Village’s information on the proposed lane width adjustments and skinny lane policy recommendations. As currently proposed in the preliminary alternatives, travel lanes are 11-foot-wide and turn lanes are 10-foot wide.
- The Village noted that they support reducing the speed limit along Wolf Road and moving aerial ComEd facilities underground.

Prior to reviewing the preliminary alternative exhibits, Strand presented information on the existing right-of-way throughout the corridor, potentially impacted parcels, and a review of the timeline for determining potential land acquisition. Any land acquisition needs for the project will be determined after a Preferred Alternative has been identified. These needs will be presented during CAC Meeting #3 and during Public Meeting #3.

Strand reviewed the definitions of land acquisition, including fee simple (right-of-way), permanent easements, and temporary easements. The Study team reiterated that any lines of right-of-way or easement are preliminary and are subject to change. Once the preferred alternative is identified, land acquisition needs will be determined in more detail.

Strand reviewed components shown on the alternative exhibits, including existing sidewalk, right-turn lanes, raised barrier medians, and potential tree impacts.

The Village conducted a tree audit along Wolf Road for use in the redesign process. This supplements tree information that Strand collected as part of the topographic survey completed at the onset of the Study. This information was shown in the presentation and on the alternative exhibits. A significant number of trees are located within the Cook County DoTH right-of-way. Several CAC members expressed concern about the potential removal of mature trees as part of the project. The County clarified that it is too early in the process to determine the overall impact on trees. Trees may be impacted based on a variety of

factors, including the roadway layout, underground utility construction, stormwater infrastructure, elevation and grading changes, utility relocation, and more. Once the preferred alternative is identified, each tree will be evaluated for impacts and any trees removed will be replaced, based on Cook County DoTH's 1:1 tree replacement policy. The Village emphasized its goal to enhance the roadway landscaping hardscaping, and design improvements, seeing grants and using budgeted funds to make these significant enhancements along Wolf Road. As the roadway design process continues, tree impacts will be better understood.

Participants were then provided the opportunity to review the alternative exhibits in more detail and discuss with the Study team. Due to the ad-hoc nature of these conversations, these are not included in the meeting summary.

#### Open Discussion:

Attendees did not express strong opinions against Alternative One (Baseline Sidewalk) or Alternative Two (Full Sidewalk) and agreed that both alternatives seemed appropriate to present at Public Meeting #2.

Based on the discussion regarding usage and safety, the Study team and meeting attendees agreed that a shared-use path alternative should be re-evaluated prior to Public Meeting #2. This alternative, designated as Alternative 3 (Shared-Use Path), will be developed by the Study team and shared with the CAC for feedback prior to its potential presentation at Public Meeting #2.

Several CAC participants requested that the option for the shared-use path be evaluated and reviewed on the east side of Wolf Road north of Joliet Road, citing that many students come from that side and students ultimately need to be on the east side of Wolf Road to get to the Highlands Elementary / Middle School. In addition, there is an existing sidewalk near the Ashbrook neighborhood that could be expanded to the width a shared-use path requires. The County noted that it can be optimal to locate an off-road element like a shared-use path where it will have fewer crossings with driveways and side streets.

Attendees requested that land acquisition needs on the exhibits be identified as temporary use or permanent use. This will help the CAC and members of the public better understand the corridor impacts. The Study team will incorporate this prior to Public Meeting #2. It was re-iterated that the any potential land acquisitions needs shown at this stage of the Study are preliminary and subject to change. The land acquisition needs will be further refined for the Preferred Alternative and available for CAC Meeting #3 and Public Meeting #3.

The Study team noted that Public Meeting #2 will be an opportunity to collect additional public feedback on the preliminary alternatives. This feedback helps the Study team understand the needs and usage of the corridor. Public Meeting #2 is planned for later in 2024 and will be followed by a three-week open public comment period. After Public Meeting #2, the Study team will review the public feedback and select one Preferred Alternative to be carried forward. In 2025, the Study team will further refine the design of the preferred alternative and present it to the CAC at CAC Meeting No. 3 in the fall of 2025. Public Meeting No. 3 will then be held shortly after.

Strand concluded the meeting at approximately 12:00 PM.