

# Meeting Minutes

**Re:** Caton Farm Road-Bruce Road  
Transportation Corridor Committee Meeting

**Date:** February 18, 2003

**Location:** Will County Department of Highways  
16841 West Laraway Road

**Time:** 9:30 A.M.

**Attending:** See attached sign in sheet

The meeting was held to review the *Traffic Conditions Report* for the Caton Farm-Bruce Road Phase I Study, discuss the report's conclusions and recommendations and to select options for further detailed environmental and design studies.

Mr. Bob Andres from Civiltech Engineering began the meeting by summarizing the details of the *Traffic Conditions Report* and the components of the traffic studies completed for this project. These components include historic traffic growth trends, existing traffic conditions, future growth, the 2020 Regional Transportation Plan, travel demand modeling and the evaluation of the network alternatives. Details of the presentation are contained in the attached handout.

Mr. Andres then opened the meeting to questions from committee members:  
Questions from the committee.

1. Mayor Petrizzo of Homer Glen stated that there appears to be an increase in traffic on the north-south route by 17,000 cars on Option G, H, and I, so why doesn't 159<sup>th</sup> Street increase by 17,000 cars? Mr. Andres replied that not all of the trips are east-west trips, some are north-south trips. In addition, vehicles are attracted away from other north-south routes onto the 4-lane roadway. Mayor Petrizzo asked why traffic on IL Route 7 won't increase to 40,000 cars per day. LaGrange Road is four lanes and they want to build it to six lanes now. This area will be the commercial development area for Homer Glen and it would seem that more traffic would be attracted to 159<sup>th</sup> Street. Mr. Andres stated the model is based on origin and destinations and on the 2020 RTP. The plan that CATS and NIPC is currently using is not necessarily what Homer Glen is planning. The 2030 plan, which they are working on now, may say that there will be more traffic on 159<sup>th</sup> Street.
2. Mayor Smith of New Lenox stated that if 159<sup>th</sup> Street is to be Homer Glen's development corridor, the land use is what will attract the traffic, not the roadway.
3. Mr. Fazio, Homer Township Supervisor, stated that traffic will find the shortest travel

time. Mr. Andres replied that the whole basis for the traffic model is to equalize travel time throughout the network. The model finds the shortest travel time and assigns trips accordingly. The model that has been used is the CATS model and it has been validated with existing traffic information.

Mr. Latz then opened the meeting to public comment:

1. Mr. Erwin Klopstein stated that the bridge would seem more logical on Renwick Road and connect to Thornton Street. This could then run into 159<sup>th</sup> Street and could probably be made four lanes for less money. There was a bridge on Division Street that was taken down and never replaced. That could be constructed as a two or four lane bridge. He stated that there should be something done soon. Mr. Andres replied that the planning for this improvement started many years ago. IDOT designated Renwick Road as the SRA route. Through a similar process, the communities on Renwick Road wanted the SRA route to be moved to Caton Farm Road.
2. Mr. Jim Buotta stated he was concerned about the traffic through Homer Glen and Homer Township and this study is going to put a road through the area. He would like to further study Option N to keep traffic a little farther south.
3. Ms. Kim Vogelsanger agree with the previous comments. She disagreed with the statement that if a road is constructed that it will not affect Homer Glen or 159<sup>th</sup> Street. The main effect will be on Homer Glen and its commercial corridor. The bridge is necessary and there is a way to spread the traffic out to the existing roadways without affecting Homer Glen. She also expressed concern that the new road will not take into account Homer Glen's comprehensive plan and that there is not enough voice for Homer Glen on the committee.
4. Ms. Evelyn Walano agreed with the previous comments. She stated that the plan does not look to 2020 and is nearsighted. The Option N plan does take the future into account because there will be growth in that area.
5. Mr. Henry Scholl expressed concern that the options are the same options that were presented last April. He would like to see something from Thornton Street over to Renwick Road.
6. Mr. Ron Svara would like Option N to be carried forward. The report states that Option N fails to avoid the need to widen Bruce Road. The other options fail to widen portions of Bruce Road and Gougar Road. The model is based on minimum travel time and also population distributions. He stated NIPC has been inaccurate in their forecasts and would like the study based on new forecasts.
7. Mr. Richard Schroeder would like to keep Option N. It is important to consider Division and Thornton and include IL Route 7. He expressed concern about the options that cut through properties at an angle and destroy them. He stated that Option I is a redundancy of I-355 and would like to see the study use the local roads and not open space.

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8. Mr. Bob Koch stated he did not believe there are 1700 cars on Bruce Road. Mr. Andres replied that tube counters were used as well as manually counting the traffic at the intersections.
9. Ms. Nancy Strack stated that there are few cars on Gougar Road south of Bruce Road (8100 cars). She questioned if the sub area development plan that New Lenox is proposing has been included in the modeling. Mr. Andres stated that we are restricted to using the assumptions in the 2020 RTP. We are dealing with the best available information that we have. The traffic on the area roadways will probably be greater than what is seen on the exhibits when the 2030 model comes out. The traffic will go to certain places where growth is expected.
10. Ms. Joyce Korista stated that she is hearing that everybody believes we are going to grow, but we don't want traffic in our own back yard. She wants the grid system updated.

Mr. Latz then turned the discussion back to the committee.

Mayor Smith stated that in an ideal world, all the roads would be upgraded to four lane roads. In New Lenox, U.S. Route 6 is going to have a lot of development and will generate a lot of traffic. If 159<sup>th</sup> Street is planned to be a commercial corridor, then traffic will come. Land use is the biggest factor in traffic generation. The U.S. Route 6 study could be coupled with this study to improve the existing network of roads. If 159<sup>th</sup> Street is going to be a commercial corridor, we need to make sure traffic can get there and then get back out.

Mayor Petrizzo stated that the Village Board passed a resolution to keep Option N. The Village is for the bridge, but would like another option kept on the table to the south.

Mr. Fazio stated that Homer Township passed a similar resolution for Option N.

Mr. Latz then called for a vote on the recommendations that the consultant presented. The results of the votes are summarized in the table on the following page:

	<b>Motion to further study Option G</b>	<b>Motion to further study Option H</b>	<b>Motion to further study Option I</b>	<b>Motion to drop Option M</b>	<b>Motion to drop Option N</b>	<b>Motion to drop option O</b>
Mayor Mitchell (Lockport)	YES	YES	YES	YES	YES	YES
Mayor Petrizzo (Homer Glen)	NO	NO	NO	YES	NO	YES
Ms. Dorothy (Joliet)	YES	YES	YES	YES	YES	YES
Mayor Smith (New Lenox)	YES	YES	YES	YES	YES	YES
Ms. Batusich (Lockport Township)	YES	YES	YES	YES	YES	YES
Mr. Leonard (Plainfield Township)	YES	YES	YES	YES	YES	YES
Mr. Fazio (Homer Township)	NO	NO	NO	YES	NO	YES
<b>Result</b>	<b>Motion Carried 5-2</b>	<b>Motion Carried 5-2</b>	<b>Motion Carried 5-2</b>	<b>Motion Carried 7-0</b>	<b>Motion Carried 5-2</b>	<b>Motion Carried 7-0</b>

Mr. Fazio explained that the options carried forward will affect all of Homer Township, not just a few people. Mr. Latz explained that this study is part of an overall transportation plan for the County and is just part of the plan that the State has. The County is trying to put together a good network transportation plan for the region and will be working with the State for funding and schedules.

Mr. Latz then opened the meeting to public comment:

1. Ms. LaVergne Counter stated there are new homes going in along Bruce Road and these new people need to be aware of the new road going in. She questioned why this wasn't planned for earlier so these people will not have roads up against their yards.

Mayor Mitchell responded that the City of Lockport has required 50-feet of right-of-way dedicated by developers in accordance with the SRA study of the 1970's which allows for a four-lane roadway with turn lanes to be constructed. Now, with the traffic projections being higher than expected, 75-feet of right-of-way dedication is required.

Subdivisions in the City of Lockport have 100 feet of right-of-way along Bruce Road for roadway purposes.

2. Mr. Erwin Klopstein questioned the use of mass transit as it is the best way to move a lot of people.

Mr. Andres explained that the next level of detail will be to refine the remaining options to find the best place to put the roads as well as minimize the environmental aspects of them.

The meeting was adjourned at 11:00 A.M.

**By:** \_\_\_\_\_  
Mary L. Young, P.E., P.T.O.E.

**Date:** \_\_\_\_\_