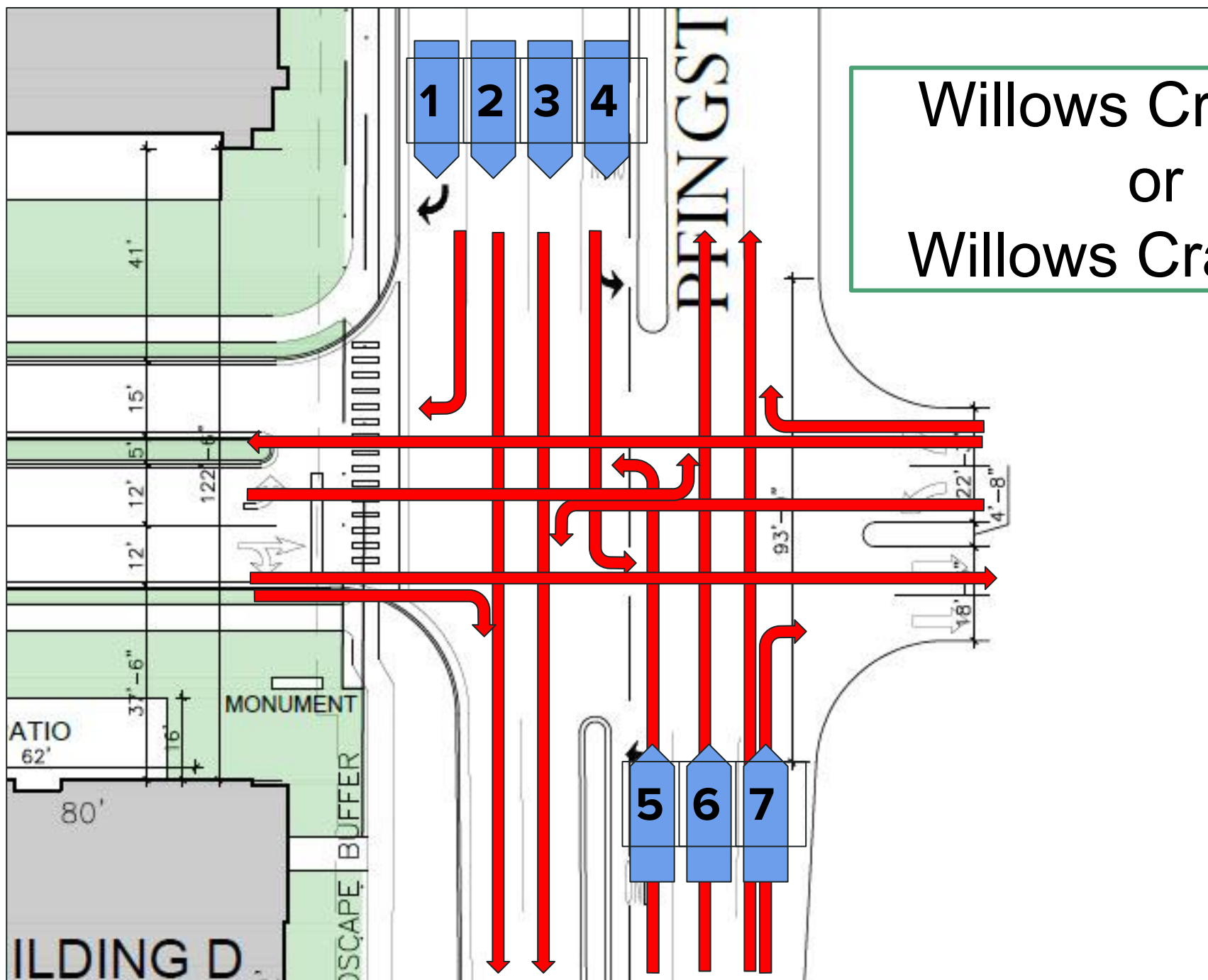


## Site Evaluation Criteria - Circulation

All site circulation systems, vehicular and pedestrian, shall provide adequate and safe access to the site. **Dangerous traffic movements will be prohibited**, and **curb cuts shall be minimized**. **Disruption of traffic flows on adjacent streets and undue congestion shall be minimized or avoided**. Connections and linkages with adjacent developments are encouraged to promote logical circulation patterns and minimize curb cuts.

**Shall**, by definition, is used to indicate a requirement that is binding, meaning it must be implemented



Willows Crossing  
or  
Willows Crashing?

# Current intersection operation - evening peak

Table 7 – Continued  
CAPACITY ANALYSIS RESULTS – WILLOW ROAD WITH PFINGSTEN ROAD – SIGNALIZED

	Peak Hour	Eastbound			Westbound			Northbound			Southbound			Overall
		L	T	R	L	T	R	L	T	R	L	T	R	
Weekday Evening Peak Hour	Existing Traffic Volumes	E 72.0	D 45.7		D 41.4	E 56.3		F 93.7	F 111.0		E 77.4	F 91.4		E – 64.4
		D – 48.0			E – 55.6			F – 106.0			F – 87.3			
	Existing Plus Site Traffic Volumes	F 80.3	D 55.0		E 79.0	E 58.5		F 166.4	F 121.7		E 77.4	F 102.6		E – 75.4
		E – 57.5			E – 60.1			F – 136.6			F – 95.5			
	Existing Plus Site Traffic Volumes <sup>1</sup>	F 91.0	D 42.0	B 10.2	E 75.9	D 44.4	B 11.3	F 102.4	E 77.2		E 72.1	F 93.7		E – 56.4
		D – 43.7			D – 44.0			F – 85.6			F – 87.6			
	Year 2028 No-Build Traffic Volumes	E 75.1	D 53.4		D 43.4	E 67.2		F 102.7	F 138.0		F 80.9	F 102.9		E – 75.4
E – 55.3			E – 66.1			F – 128.2			F – 96.6					
Year 2028 Projected Traffic Volumes	F 84.8	E 65.6		F 81.9	E 69.9		F 180.1	F 152.9		F 81.1	F 114.9		F – 88.1	
	E – 67.3			E – 70.5			F – 161.6			F – 105.5				
Year 2028 Projected Traffic Volumes <sup>1</sup>	F 99.8	D 42.0	A 9.9	F 80.2	D 44.3	B 10.9	F 123.5	F 96.5		F 94.4	F 114.9		E – 63.1	
	D – 44.3			D – 44.2			F – 105.2			F – 109.2				

Intersection operates at an overall LOS E  
Pfingsten operates at an "F"

Letter denotes Level of Service  
Delay is measured in seconds. L – Left Turns T – Through R – Right Turns  
1 – With IDOT's Proposed Intersection Improvements

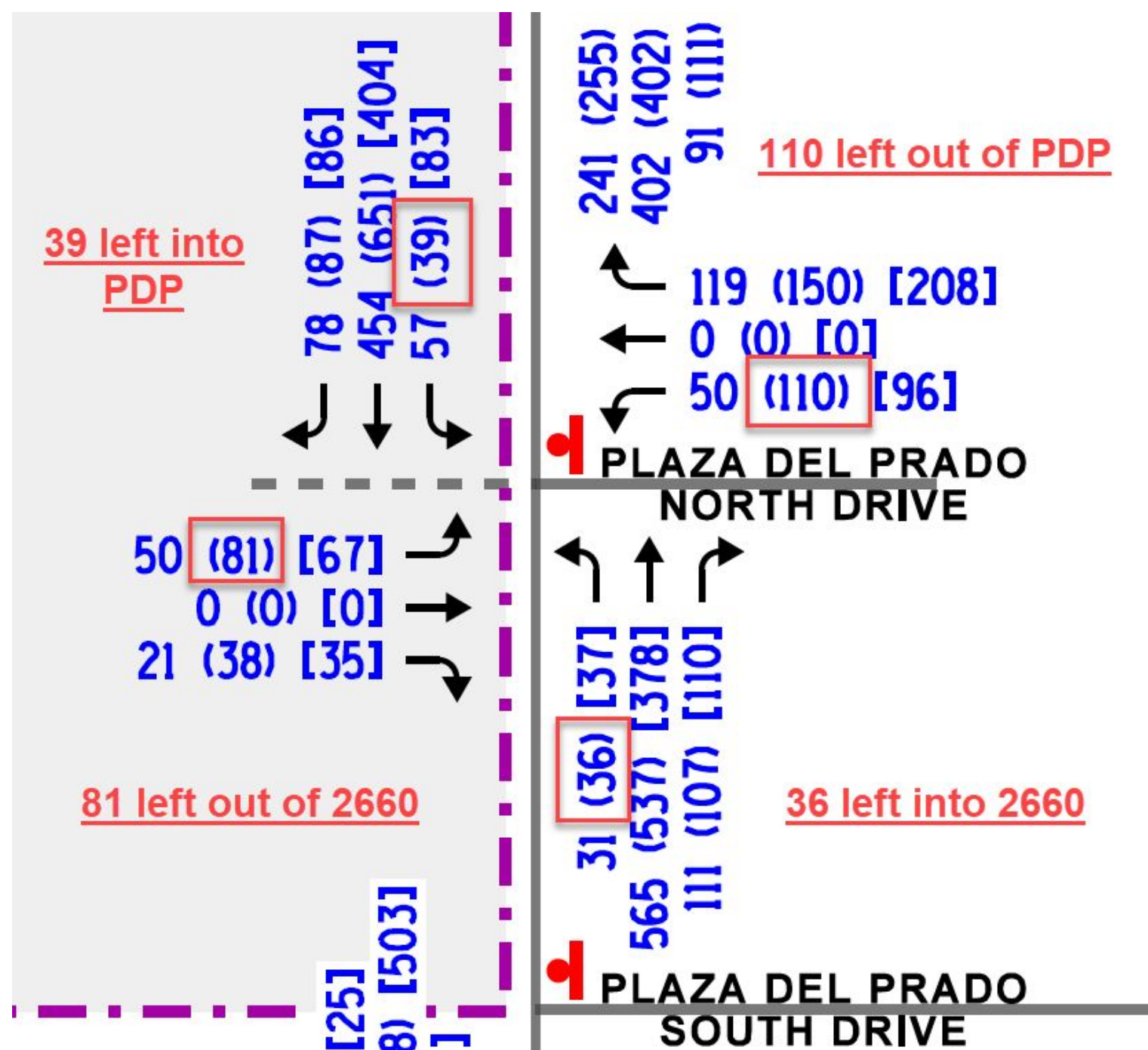
# Summary - PDP to southbound Pfingsten

Scenarios:	Existing	No Build (2028 Projections)	Existing with Build	Projected (Build + 2028)
Delay in seconds:	42.1	51.9	100.6	138.6
# cars in the queue:	3	3.6	5.4	6.3
Summary:	It currently takes <b>42 seconds</b> to exit with <b>3 cars</b> queuing to exit	By 2028, the delay to exit will be <b>52 seconds</b> with <b>4 cars</b> queuing to exit	If 2660 is developed it will take <b>1 min 42 seconds</b> with <b>6 cars</b> queuing to exit	By 2028, if 2660 is developed, it will take <b>2 minutes and 19 seconds</b> to exit with <b>7 cars</b> queuing to exit

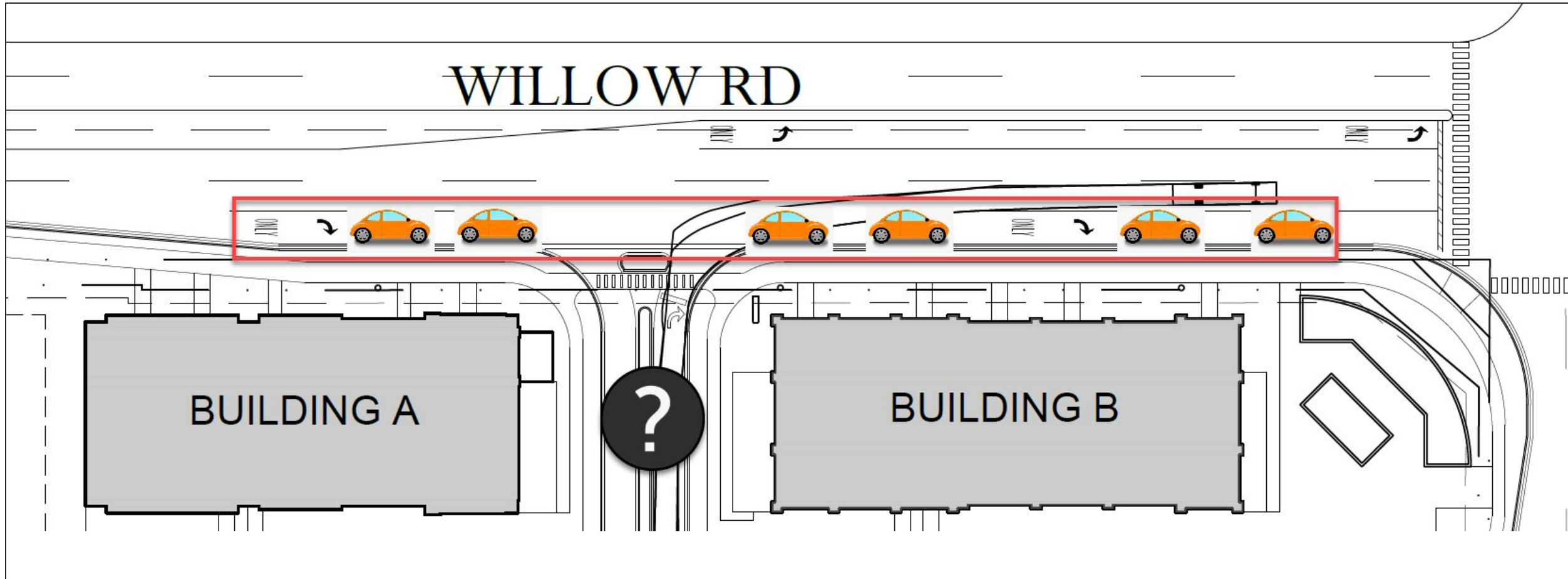
By 2028 the time to exit Plaza del Prado to go southbound on Pfingsten will increase **3x (42 -> 139 seconds)** with more than double the cars (**3-> 7**) queuing to exit

Existing plus  
site-generated  
(PM traffic  
4:30-5:30)

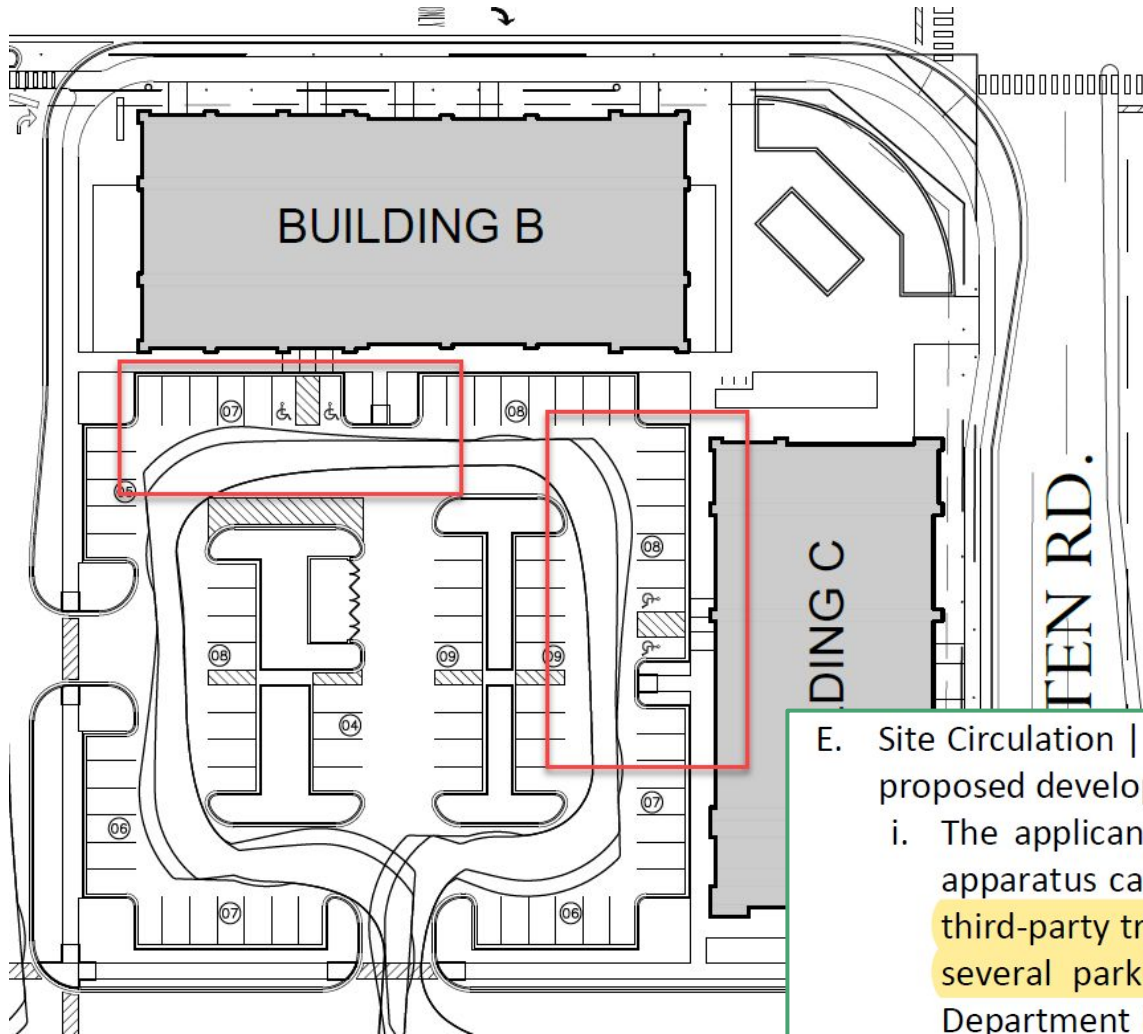
266 conflicting left  
turns without a  
traffic signal



Unclear if a driver is turning into 2660 or south on Pfingsten



# Fire truck encroaches parked cars near Building B and C



- E. Site Circulation | The following comments relate to the issue of site circulation in regard to the proposed development plans:
- The applicant has provided an exhibit demonstrating that the Village's largest fire truck apparatus can enter and navigate the site from the Pfungsten Road entrance. The Village's third-party traffic engineer has noted that the proposed route encroaches upon the rear of several parking stalls west of the northwest corner of Building C, however the Fire Department has confirmed that the proposed circulation is adequate with sufficient access from adjacent primary drive-aisles.

# Residential development solves all concerns





# How could it be better?

