

**VILLAGE OF PLEASANT PRAIRIE
PLEASANT PRAIRIE VILLAGE BOARD
PLEASANT PRAIRIE WATER UTILITY
LAKE MICHIGAN SEWER UTILITY DISTRICT
SEWER UTILITY DISTRICT "D"
9915 39th Avenue
Pleasant Prairie, WI
April 29, 2008
6:30 p.m.**

A Special Meeting of the Pleasant Prairie Village Board was held on Tuesday, April 29, 2008. Meeting called to order at 6:30 p.m. Present were Village Board members John Steinbrink, Monica Yuhas, Steve Kumorkiewicz, Clyde Allen and Mike Serpe. Also present were Mike Pollocoff, Village Administrator, Mike Spence, Village Engineer; John Steinbrink Jr., Public Works Superintendent and Jane Romanowski, Village Clerk.

- 1. CALL TO ORDER**
- 2. ROLL CALL**
- 3. PUBLIC INFORMATIONAL MEETING TO DISCUSS THE EXTENSION OF 80TH STREET WEST OF COOPER ROAD TO 57TH AVENUE.**

John Steinbrink:

Mike, do we have a presentation.

Mike Pollocoff:

Thank you, Mr. President. Tonight we have our public informational meeting for the 80th Street project. Myself and Mike Spence, the Village's Engineer, are going to make a brief presentation of the 80th Street project, and then representatives, property owners on 80th are going to make a presentation on their proposed alternatives. The 80th Street project has long been in the Village's capital improvement program to be completed, and they approached the Village and asked for an opportunity to present another alternative to the extension of 80th Street. Since we're really in the final stages of design, it seemed to be the best time to air this out for everybody in the neighborhood to take a look at it.

The two alternatives were mailed to everyone. One proposed alternative for 80th Street shows the extension running from roughly 300 feet east of Cooper Road to the West to the City limits. The other alternative is the 82nd Street alternative. And that alternative as proposed by the citizens on 80th was to continue to have traffic go where it goes, which right now primarily is 80th, but from the Village's standpoint if that happens then we're at the point where improvement need to be made to 82nd Street since it will be functioning as an arterial road, a major east/west road that moves traffic. So while they did not propose expanding it or widening it by designating as the arterial if that's the main road we're going to have that road needs improvements in order to carry the traffic volumes that we have there.

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The 80th Street extension, the plans for 80th Street extension, have been incorporated in the Kenosha Planning District since the late 1950s. In fact, it first showed up on the Kenosha area master plan planning document in 1957 when Pleasant Prairie was a township and this land was envisioned by the City of Kenosha to all be within the City of Kenosha. At that point they had envisioned annexing everything as far as they could go west. In as much as that's happened, it's always been in either the Kenosha's official map as a street and Pleasant Prairie's official street map, as well as Regional Planning Commission documents, the State of Wisconsin Department of Transportation documents as well. And it's currently shown on the SEWRPC plan, which is the regional planning agency that reviews highway programs, as an arterial roadway.

An arterial roadway is a roadway that carries a larger volume of traffic. Typically roads like 82nd Street, 81st, 79th are residential streets and they're really meant to convey the traffic in and around their neighborhood for the people that live on those streets, people on side streets that live there. That's what they're designed for.

The volume of traffic traveling east and west on 80th Street east of Cooper Road in the Village and the City currently exceeds the capacity of the existing streets and intersections we have. For people that live on 82nd Street that road was repaved I think it was 13 years ago, and the asphalt structure of that road approximates a road that's probably at 20 years of use. It's raveling. We're getting some chuckholes. It's not built to handle the traffic that currently goes on it.

Pleasant Prairie has been acquiring right of way to complete the 80th Street extension as property along the proposed extension route has been developed. To date, the Village has spent \$401,326 on the 80th Street extension project, the majority of that being land acquisition. In 1995, the Village Board approved a certified survey map for John Crawford to create three lots in the vicinity of 54th Avenue and 80th. At that time Mr. Crawford dedicated to the Village at no expense to the Village a 40 by 1,032 strip of land to be used for 80th Street.

In August of '95, in an agreement with a property owner at 8002 Cooper Road we acquired the north 40 feet of property for 80th Street right of way. We actually removed a dwelling. If people that live in the neighborhood remember there was a stone/brick ranch. We acquired a 40 foot strip but rather than buying the house and relocating the individuals that lived there, we agreed that we would build them a new house on the site if they gave us the 40 foot strip, so I think everybody was happy with the result of that, the people that lived there and the Village. It saved us some money. The house was rebuilt, and as part of the agreement we waived future assessments on that parcel.

In November of 1995, the certified survey map dedicated a 40 by 300 foot strip of land on the northern portion of the lot and 110 by 30 foot strip of land on the eastern portion of the lot for public street purposes. Just as a slight digression, Cooper Road is a narrow right of way road. It's a somewhat narrow asphalt road, too, but when the Village plats a road now, arterial roads are 80 feet wide. That doesn't mean the street is 80 feet but the right of way is 80 feet so you can - utilities, gas, electric, sewer, water, telephone, those beautiful telephone boxes - you can get those away from the street and have room for them in the right of way. And it also gives you room for a sidewalk and street trees and things like that.

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Cooper Road is 50 feet wide. It's an old Town road and it has a 50 foot wide right of way in some places. In some places it's as wide as 66 as the best. If you look at your maps, and it's easier to see on the big maps, Cooper Road is one of the oldest roads in the Village. It's an old Town road. It's completely off center. It's completely on one side of the right of way to the west side. So whenever somebody does a CSM, whenever they create a lot or do some improvements there, the Village as part of improving that requires them to give additional right of way for Cooper Road.

At 7944 Cooper Road the Village purchased that property. In November 2001 the title commitment identified on their warranty deed legal description to include “. . . subject to Cooper Road over and across the entire 33 feet and subject to a driveway easement over and across the entire south 33 feet which is the future right-of-way of 80th Street.” At that same location, a quit claim deed was recorded to retain the 40 feet south portion of the right of way for the Village. In the offer to purchase at 7944 the Village stated that the “Buyer is aware that 80th Street is being extended on property directly south of property being sold in this offer.” So if you can visualize the brown and white house that's on the northwest corner of Cooper Road and 80th, the Village bought that house, carved off 40 feet, and then it was for sale. Then we resold it and we made sure the people that bought that house knew that Cooper Road was going to go through.

So as the planning has gone on we've tried to tell everybody that had any kind of involvement with either land improvements, purchased houses, any dedications that 80th Street as part of the plan that we've been following would be extended. The Village Board adopted relocation orders, and those are orders that start the process for condemnation when the Village acquires land by eminent domain. The relocation order doesn't mean that we're relocating anybody, but it's the legal phrase that says we intend to acquire in these cases 40 foot strips of land, and we want that recorded at the courthouse so that if anybody buys that land in the intervening period they'll know that that land is subject to a taking so they don't buy land that's going to be taken away from them in the future. We filed, depending on when it was, in September, 2001, November, 2004, January 2008.

The next document shows the proposed 80th Street extension. Our Village Engineer will go into more detail on it, but we are in the process of acquiring additional right of way. As you can see from the visualized plan it is an 80 foot right of way. The roadway is not 80 feet wide. It has sidewalks on both sides of the road. There will be street trees in the terrace area so that there will be public trees that will be planted in there. And it will be a curb and gutter profile, sanitary sewer, water and storm sewer that will go back to the City's retention basin directly to the west of the site. Mike, if you want to continue on.

Mike Spence:

Thanks Mike. Again, my name is Mike Spence and I'm the Village Engineer. Tonight I'm going to go through some specifics of the project and the work that's been done to date. We also did a traffic study looking at the intersections in the area. I'll go over some of that information. Then we'll go into what we perceive as the benefits of the project. I'm also going to talk briefly about the proposed alternative and some of our thoughts on that.

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As you can see from the drawing, the project extends from just east of Cooper Road to the west connecting into the existing paved area on 80th Street in the City of Kenosha. Again, as Mike said, the right of way would be 80 feet. The roadway width would be 49 feet from back of curb to back of curb. We'd have five foot sidewalks on both sides, and those sidewalks would be a foot from the right of way line. Then the distance in between would be a parkway and that's where trees would be planted.

The project also includes approximately 1,280 feet of sanitary sewer, which allows parcels on 80th Street, there are certain parcels of land there that do not have sewer service, to allow them to be served. In addition, the Village's water main would be extended in that area approximately 1,100 and some feet. We would also be putting in storm sewer to handle the storm water and curb and gutter.

As I indicated, we did recently do a traffic study. We contracted with a consulting firm to do that. The particular intersections that the traffic study analyzed were 80th Street and Cooper Road, 80th and 57th and 60th Avenues, 82nd Street at Cooper, 57th and 60th Avenues. This exhibit basically shows the overall area where the traffic analysis was done.

In doing a traffic study, the consultant uses procedures that these are standard procedures in analyzing traffic patterns, and it comes from the year 2000 Highway Capacity Manual. Basically when you're analyzing traffic you look at a level of service, and it's a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good represented by LOS or level of service A, to very poor represented by LOS F. Really, what it means is what it analyzes when you come to an intersection if it's signalized or you have a stop sign it really takes into account how long you have to wait. And then depending on the traffic flows, if the traffic backs up, do you have to wait longer to complete your movement through the intersection. So that's one of the primary things that was analyzed.

In this particular analysis, a level of service D was used to define acceptable peak hour operating conditions. So I wanted to make sure to point that out. It's not like a D in terms of a grade at school. I mean it just happens that's the level. But that's generally acceptable level of service under peak conditions that people are willing to accept.

This particular exhibit shows what our consultant found when they did the traffic analysis. You see the six intersections that were analyzed, and actually this is with the 80th Street extension. So in most cases you see that the level of service is A. It does change during peak hours as can be seen there at 80th and Cooper because there is more traffic there. So that means that the level of service would be a D and there would be that corresponding delay, if you will, at that intersection.

The other thing that the traffic analysis did is it looked at a travel route comparison. There were two routes. Let's say the existing westbound route if you're at 80th Street and Cooper Road and you want to go to the west you would have to go south on Cooper Road to 82nd, west on 82nd to 60th Avenue and then north on 60th Avenue to 80th Street if you wanted to complete that movement.

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The other proposed route would be traveling westbound on 80th Street the entire route from Cooper Road to 60th Avenue. And essentially what that is is that's the extension. We're trying to avoid the extra movements on Cooper Road which also have the potential for additional crashes or traffic accidents. So those are the two that were evaluated. What we found out is with the extension the travel time is decreased by 35 percent, and the distance is decreased by 43 percent.

It's the eastbound and westbound traffic that currently uses 82nd Street, although it results in a diversion through what is essentially a residential neighborhood. The 80th Street connection would shorten the route, as I said, by 43 percent and the time by 35 percent. This decrease in travel time and distance really ultimately reflects an impact for motorists and particularly for emergency service vehicles. That's something that when we're designing our transportation systems that is key, too, that we always want to make sure that we have the quickest access for emergency service vehicles.

Then I guess what we perceive as the benefits of the project as we have it at the current stage, it really does complete a logical extension of the planned arterial Village east/west thoroughfare. Again, this goes back to what Mike had said that this has been planned for 20 years or more to go through. Again, it reduces or eliminated awkward travel paths and turns on Cooper Road. We believe that it would only get worse if this is not extended, that as traffic increases you're going to have those left turns westbound on 80th Street to Cooper and then the corresponding right turns on 82nd Street. That I think increases the potential for vehicle accidents. This project, again as designed, is consistent with our overall transportation plan. And, again, the traffic analysis had indicated that to make that trip it does decrease travel time and distance.

Other benefits is the provision of utility service, both water and sanitary sewer. It also provides for storm water management. As the Village grows and as we work with our infrastructure we're trying to manage storm water. As everybody knows with all the rain we had this winter it becomes very apparent that storm water is critical to manage. So that's one of the benefits here. We are putting sidewalks to allow pedestrian traffic to the school to the east. The other thing is the utility access. There are several lots on 80th Street that would be allowed to be developed with this access for utilities here. And, again, the traffic study did indicate that all the intersections would be expected to operate acceptably with the extension of this project.

Mike Pollocoff:

Before we get started, I want to reiterate again that the 80th Street alternative we laid out is an expansion of 82nd, because if the decision of the Board was to not extend 80th and leave things as they are, 80th (sic "82nd") Street then becomes the arterial such as it is now, and as that traffic grows we can't continue to have the road in the condition it's in so it would need to be widened to arterial status. That's uncomfortable for everybody because really 82nd Street was built to residential standards. There are a lot of driveways, a lot of people and we don't have enough right of way to do that so we have to expand that out to make that happen and separate and not four lanes of traffic going down 82nd, but if you can visualize two travel lanes and then have room to park your car, a curb and then the sidewalk. So we've run out of space with the existing right of way if that becomes the arterial.

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Neither the Village Engineer nor myself, professionally I won't make a recommendation to leave it in the condition it's in and continue to load more traffic on it without an improvement. That's what brings it back to the staff's recommendation to follow the Comprehensive Plan to extend 80th, because 80th is not a residential street on either end of 80th. It's an arterial in the City on both sides, and since it hasn't been developed fully in the Village section we can develop it as an arterial and not have the conflicts that you would have when you squeeze an arterial profile into an existing residential neighborhood.

Again, that said they've requested an opportunity to propose an alternative that's an open space alternative that would provide something else to the community and everybody gets their kick at the cat for sake of due process. I don't know who is going to make the presentation. Your call. Maybe the thing to do, John, is there's a mic that you can grab there and go over to the maps if that helps.

John Crawford:

Can I have five minutes instead of three?

Mike Pollocoff:

You can have as long as you want.

John Crawford:

My name is John Crawford. I live at 8007 54th Avenue. These are our drawings over here, not the Village's so I might refer to some of these. What I'd like to do is give you a general overview of the thought process behind a bike path. As someone who lives along there and sees a lot of kids coming and going, I see a lot of people walking their dogs through there, there are many large oak trees. We see hawks in the trees, owls. I know it's the 11th hour to plan a road. This has been going on for years. I just was proposing to the Village that they consider thinking outside the box. Everything you're hearing here tonight has to do with the movement of cars. And I'm proposing that they consider before they destroy this green corridor and pave it over to consider the movement of people.

I think there are enough ways to go from point A to point B in this area in your car. I want to emphasize and clarify it is not the recommendation of Marc Hujik and I who came to them with this proposal to do anything to 82nd. That is their reaction to not putting the road through. But just so you know it is their engineer and their administration that is suggesting that. So please we don't think that anything be done to 82nd.

The observations of many people coming through there, and I'm glad at least they're proposing sidewalks, that's new to the Village to put sidewalks anywhere, but this is a major corridor of movement of people. I own an acre on the end of it that I'm willing to donate, and you can see a little loop through there that could be a little bike path, exercise area, the imagination is all that would limit what it would become. It connects to that big water basin up there. There's a big green space that goes all the way around that. There are several people that own land along there

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that perhaps would be willing to join in either the donation process or perhaps sell something to the Village. You can see how wide the green corridor is there and how many big trees are in there.

I think everybody in the area - and I live and work in the area, I live two blocks away and I've lived here 22 years, first on 81st Street and now right up against the back of 80th Street - everybody agrees, Cooper Road and 80th, the intersection should be improved, whether it's simple stop signs with turning lanes or traffic lights. That's up to the engineers to decide that.

So my thought in proposing this I realize it's the 11th hour. This road has been talked about literally for 50 years. I bought that field that I built on in 1988, and Frank Bruch who sold it to me said they have been talking about the road going through for 25 years. I think the fact that it hasn't happened for 50 years tells you that it was an expensive project and the merits of doing it have always been kind of questioned and nobody really wanted it in there. Usually developers pay for roads, not the Village, so that's why it hasn't happened. I know it seems like a logical thing to connect it, but I'm asking the Village Board to consider thinking outside the box in the sense that everything doesn't have to be done for the sake of cars.

I think more and more people would get out and use this area if you think about the neighborhoods that could funnel into this area. The Lawler Subdivision which is at the top of the screen, all those City lots off to the west. Coming down 54th Avenue sometimes I see people come into our cul-de-sac with their kids on bikes and they do circles for a while. And it kind of occurs to me is the reason they're staying in the cul-de-sac is it's a relatively safe area where no cars are going to come and hit them. So there is a definite need. There are no sidewalks in Pleasant Prairie. There's a definite need to have areas for people to move, whether you're out hiking, whether you're taking a nice long walk, if you think about the potential for pedestrian movement in this area I think it holds merit. So that was the purpose of us bringing this forward. Again, I want to reiterate, when we first brought it to Mike Pollocoff he said what do I tell the people on 82nd? Apparently people on 82nd have been complaining to the Village for years about the traffic on their street. I don't know. But this is not about 82nd to us. This is about preserving this green space, and I guess it's up to them to decide if there's a problem on 82nd and deal with that accordingly. But I just want to be real clear we've never proposed widening 82nd or doing anything to that. I live in the area, I cross that area and I've never had a problem crossing through a stop sign or turning, so I don't really see some of the traffic issues except on the intersection of 80th Street and Cooper Road.

These three boards that you can see show the existing condition, what we kind of assume is proposed by Pleasant Prairie. I put here some of the disadvantages of this proposal. It only leads really into potentially another congested residential area. A lot of people that I've talked to when they hear that 80th is going through they'll say why is it going through, it doesn't go anywhere? It dead ends into 60th Avenue and the Cranberry Apartments, already somewhat of a congested area with cars. I think there are already many vehicle options for getting around, and this proposal emphasizes people who might want to walk, ride bikes, walk their dog, be with their family. And \$1.7 million is a lot of money to spend on this. I know they've already invested some significant dollars in the last 20 years, but I would suggest that money could have other uses in the Village, too, including perhaps improving 85th.

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I put some advantages over here of an alternative proposal which is the green space, and that's pretty much what's up on the screen there. It encourages pedestrian use. 80th and Cooper could still be improved with this bike path concept, and it allows for multiple uses as a green corridor including biking. I think I have another dream that some day they connect up with the north/south bike path on Cooper Road that could take you from 75th Street out to 93rd. Now you'd really have something where people can actually get around in something other than a car. And with the price of gas and the emphasis on fitness I really think that we should give some consideration to not paving all of our green spaces just because you can connect roads up. I think that would complete mine. Any questions from the Village Board for me otherwise I'll let others speak.

John Steinbrink:

Just as a point of clarification you mentioned 85th Street. The Village does have a plan for improving 85th Street in that section from Cooper Road to 63rd Avenue.

John Crawford:

Right, I understand that, next year.

Mike Pollocoff:

Right.

Marc Hujik:

Thank you, John. Thank you, Mr. Pollocoff. I don't like getting accused of different things. Dr. Crawford's reputation is sterling and I trade off my reputation. Thank you for saying those are your drawings on 82nd Street and not ours, okay? And I was questioned - I was told I was fibbing by even members of the Board who thought those were our proposals. They aren't.

I moved across the street and built a house in Pleasant Prairie, remodeled a house in Pleasant Prairie. Unlike some things you've heard in the past I don't have an issue with Pleasant Prairie. I built the house, remodeled, had no problems. They're stickler for rules. Everything went well. Jean Werbie and her staff did fine by me. I have no issues with them. But after having lived there for two years and seeing the green space there, I passed out some pictures just to show that it's not just scrub trees we're taking down, we're taking out real trees, generational oaks that are out there. There's also a picture in the winter to show kids are still using that path all winter long. Every day when we walk out our door there's kids walking up and down that path, riding their bike up and down that path. I think it's the main dog arterial through that neighborhood, because if you walk out there you have to be careful.

There's a path woven through my front yard through the trees down our cul-de-sac to get to the path. If you look at the aerial photos close and you zoom in you can see it. John actually when I first moved in suggested maybe we put a bridge over the culvert so we can use it, and my paranoid self talked him out of it because I said I don't want the liability of having a bridge out

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there for all the people to go over the culvert. I'd rather them come up my driveway and cut through my lawn.

If 80th Street went all the way through to Green Bay Road I wouldn't be here. It would make perfect sense to me. But it goes to 60th Street (sic "Avenue"). And if you look at the proposal and you look at 60th Street (sic "Avenue"), and yes it's concrete, yes it has curbs, but yes there's an enormous condo and apartment complex here where people are parking on the street, all up and down the street and it's a whole other neighborhood here, all it really does is move the problem. I had a member tell me he thought 20 to 25 percent of the traffic would be affected by this off of 82nd. \$1.7 million to put through a road, destroy green space, destroy a public space to take away 20 to 25 percent of the traffic on 82nd. I questioned it. That's why when John thought of the idea and was willing to donate land to create a park and help create a bike path and a walkway through there, I thought it was a good idea. That's why I agreed to help him and that's why we paid to have these drawings done. On which you'll notice 82nd wasn't mentioned nor was it mentioned in any of the letters we sent out.

The traffic that hopefully will flow if 80th is extended will flow to 60th Street, from Cooper and 80th to 60th and 80th. They'll turn right or left. If they turn left they go right through another neighborhood, a residential neighborhood with driveways and all the things just like there are in other parts but it's the City so it alleviates the problem in Pleasant Prairie. Then they'll turn right and go to 75th Street. 75th and 60th is, according to the Department of Transportation the fourth worst intersection in the County of Kenosha. It is the worst intersection from the Lake to the end of the County along Highway 50. The two Department of Transportation studies we have on 60th and 75th show it to account for 13 and 20 percent of the accidents along the entire 75th Street in the County, just that intersection. And those are numbers from the DOT.

It's not a safe intersection and all we're doing is moving a problem from one space to another. It might alleviate a little of the traffic on 82nd. I don't question that. I don't question that. I don't think it serves the bigger purpose of dumping this problem in the City's lap and risking you, me, our children driving and making a horrible intersection right now of 60th and 75th worse by adding more traffic to it. I don't think it makes sense. If you pulled up, and I don't know if you could possibly see when you had the A, B, C, D's on those intersections, one thing it didn't show which I think is maybe missing the point a little is the expectation is that if you did 80th Street the people would use it, right? Yet, this doesn't show any additional peak circulation north and southbound on 60th Street. No more traffic on 82nd and 60th and 75th and 60th isn't included in this. How is that possible that this traffic study doesn't show additional traffic and more time being spent on those intersections if traffic from Cooper and 80th is being sent there? He might be able to explain it to me but intuitively it doesn't make sense.

I know they're proposed 82nd and the Village said the alternative must take place if we look at a bike path and a green space is widening 82nd to 49 feet or whatever distance it was, a big major thoroughfare, and I questioned why and where the increased traffic will come from because it's a fully developed area. There's no new areas in that subdivision and in that corridor that can be built anymore so there aren't going to be new homes or subdivisions in the areas those roads serve. Again, it doesn't make sense to me.

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And I walked around and I ran into one of our Board members going door to door with my son, very informal, not scientific, just door to door asking people which they'd prefer. And I went up 80th, 54th, 57th, 79th, 81st, Cooper and 55th, both City and Village.

(Inaudible)

Marc Hujik:

You're right, sir, I did not say it, I did not say 82nd. Absolutely correct. And the numbers I got were telling. It was 53 to 2 in favor of a park and a bike path. 53 to 2 and I have every address listed that my son and I stopped at.

(Inaudible)

John Steinbrink:

Mr. Hujik has the floor.

Marc Hujik:

Thank you. We asked the people what they prefer and that's the answer they came back with. We wanted an opportunity, Dr. Crawford and I, to make this presentation. Kids use this. This is real green space in the Village. He's proposing to donate land for a park, putting a bike path in, doing some different things that I think are a little creative. We said .6 was the amount of time saved by the alternative route. That's 36 seconds. In a life threatening situation that's real, 36 seconds is real. I'm not going to discount it. But to somebody coming home from work or going to the grocery store 36 seconds to me isn't a big deal to give up to have some safe space for kids to play, to bike, to cross through.

That whole corridor goes right through there to Lance in the morning every day and comes back through on the way back. And, yes, there will be sidewalks. Yes, eventually the little trees that they'll plant in the median which I'm sure they'll do because they said they'll do it, I don't have any question about that, and in 50 years they'll be nice trees. We have those nice trees now. There's an alternative proposal for a path. I'd like the Board to consider it. I appreciate your consideration, and that's it, that's the time we wanted. We are not proposing running mass things through anywhere else. We looked at it and said it's used every day. Walk over there and look at the people using that space. We think it's a great space in the community and we'd like to see it continued to be used and actually improve it so that more people could use it and that's all. Thank you.

John Steinbrink:

This is a public informational meeting and we're going to let everyone have their chance.

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Mike Pollocoff:

The Engineer has one more thing.

Mike Spence:

Just a couple more things. We did do, as Mike Pollocoff said, we believe that in order to handle the traffic we would have to make improvements to 82nd Street and Cooper Road, and our estimate of the cost of doing those improvements is \$2.5 million which is about \$700,000 more than what we currently have budgeted for the 80th Street project. And also, again, the 82nd—I guess I wanted to comment on one of the things that were said. The assumption was made that the traffic on 80th Street if it goes through is going to cause more problems on 60th Avenue. That's assuming that the traffic that's going down 82nd Street is not going on 60th Avenue. So I would question that impact.

And the other thing, again, with the results of improving 82nd Street there are a tremendous number of impacts to parcels and driveways and that would also result in very many lots becoming nonconforming on 82nd Street. And also there would be trees that would have to be cut down and those are actually trees that have been planted over the years by the Village, too. So there are some tradeoffs there. I guess I just wanted to make that known as well as the cost. That's all I have.

John Steinbrink:

Okay, and 60th Street on the southern portion, the last block and a half on the west side is in the Village. Those are Village residents there so there is an impact to the Village residents also.

Mike Pollocoff:

The other thing I'd want to add is that Mr. Hujik indicated that 60th and 75th Street is a bad intersection and I'm not disputing that. The State Department of Transportation is going to be probably within the next three years performing work on Highway 50 to improve those intersections so they're going to have the capacity to carry more traffic, have better intersection movement within those areas. That's one of the reasons that John was able to secure a grant for the Village to improve 85th Street so that in that intervening period while they're working on Highway 50, 85th Street won't be impacted by the traffic, that people are going to find another way out while 50 is under construction. So 60th Avenue along with a lot of other intersections, Cooper Road, Highway 31 is the most notable where we have a lot of traffic problems. The State is going to be improving Highway 50 to be able to accommodate the increased traffic at all those intersections as well as along Highway 50. With that, Mr. President.

John Steinbrink:

Once again this is a public informational hearing and to allow the public to have a comment or question on anything presented here tonight or questions they have on maybe what hasn't been presented here tonight. We had a sign up sheet and we're asking that you give us your name and

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address for the record and use the microphone. I think we were going to ask to limit it to three minutes because we have quite a few sign ups there. I think we can get most of our comments into three minutes.

Andrew Stipanuk:

My name is Andrew Stipanuk. I live at 8106 Cooper Road. I've lived there for 41 years. Been looking forward to the extension of 80th Street west for 41 years and I'm glad it's about to happen, and I hope this Board is not deterred from their well thought of, well planned, researched, thought about, got the money kind of thing to abort this plan. I think it's a good plan. I think the alternative plans are just opening up a can of worms that we don't want to go to. I've appreciated the good government that we've had in Pleasant Prairie. I appreciate you guys after what you've done for us, you've kept our taxes reasonable and had a good place to live and raise our kids.

I think the couple people that are proposing an alternate plan have some hidden agendas that they're not telling us. I don't think maybe four people ought to be telling 40 people what to do. 82nd Street is 40 some people, and the other thing is maybe four or five people. I think you have a good plan. Please go with it.

Christine Cielenski:

I'm Christine Cielenski. I live at 5307 82nd Street. The alternative plan would impact our homes so dramatically by taking so much of our front property. And the original plan would run along side the property of these two gentlemen who just spoke. Not running past their front doors, not obscuring their driveways, not cutting down any of the trees they planted in their front yards. And I just think that should be looked at for all of the residents on 82nd Street. Because where does he plan that the bus goes if you don't put 80th through? I mean you're going to run it down to 85th? I don't think the bus company is going to like that. And all the kids that live in those apartments and in those little condos on the other side of 60th all take the City bus to Lance. It would be a very nice easy shot for them straight down 80th alleviating all that traffic in front of our homes where our children are on 82nd. Thank you.

Susan Wisneski:

My name is Susan Wisneski. I live at 5315 82nd Street. We've lived in our home 20 years and we've looked forward to 20 years of seeing the 80th Street proposal go through. We believe that the 80th Street proposal really provides a better route for emergency responders and quick response. The owners on the property affected on the 80th Street proposal have known for many years that this was going to happen, and many of them bought their property and their land knowing that that proposal was in place. And us on 82nd had no knowledge of this until just recently. We think the effect of the number of people is relatively small on 80th Street based upon the number on 82nd Street.

And I think preserving green space is really important and I appreciate the fact of the parks and the bike routes and the places to walk. But out 82nd Street is canopied with a bunch of trees and most of those trees would go. And in our own yard four trees would go. I look out there and one

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of the beauties is I look out our bay window and look at those trees and say it makes me feel like I'm in the country. We would lose those trees. I'm strongly opposed to the 82nd Street alternative.

Chuck Teegarden:

Hello friends and neighbors. I was on vacation and come home and open the mail and I find this cute little map about my street. I was in total shock. Studying the map just a short time and looking it over I realize that all the homes in Pleasant Prairie are fair market value taxed which right now there is no fair market because the real estate market has gone all to heck. But if by some weird chance that this thing would pass, all of our homes would be then listed as nonconforming homes. Not all, but I figured out 17 of the homes would be listed. A home that is listed as nonconforming will not sell on the market at fair market value. So the only option would be for Pleasant Prairie to buy these 17 homes and demolish them. I don't think that would be a very wise plan just to make a few people happy. I studied the little red line that goes up and down this print carefully on both sides, and if you look real, real close you'll see a little white line underneath it. I couldn't figure what it was for quite a while, but I finally determined it must be dental floss. Thank you, guys.

Julie Iorio:

My name is Julie Iorio, and I live at 5209 82nd Street. I just want to say that I think we should go ahead with the plan on extending 80th Street. I haven't lived on 82nd Street only but five years, but the reason I bought it was because it had the country feeling and I have all my trees and birds and animals to look at, and I would just hate to have to lose that. The same thing would happen to all my neighbors, so I hope that you go ahead with the plan of extending 80th Street. Thank you.

Dennis Ruhle:

Dennis Ruhle. I live on 82nd Street. I want to say I'm not opposed to your plan either, but one of the problems we have is I think the Board is committed to do something here. And at this point as far as we all understand it's an either/or proposal, and clearly you've made our point those who live on 82nd Street who do not want to have the alternate proposal. You've made our point for us. So at this point even though you may have a good idea the people that are not in favor of the alternate proposal I mean they're very correct here. I guess at this point we're going ahead with 80th Street. You did your homework, you did a good job and good luck.

Herschel Milligan:

Good evening. My name is Herschel Milligan. I reside at 5802 82nd Street. After hearing the proposals it sounds to me like the 80th Street extension is the best idea. I could say everything that everybody else has said before me but I would just be redundant. I'm very much in favor of the 80th Street extension. Thank you.

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Kathleen Gavre:

Good evening. My name is Kathleen Gavre. I live at 7944 Cooper Road. I have for a period of about three years worked from home, and every day I would watch the kids walk down the gravel road to Lance School. Someone mentioned about them taking a bus. I don't think there's a bus that really takes them from the area where they come from in the apartments over there and the condos. They play, they run, they're back and forth. I watch that. I agree that intersection of Cooper Road and 80th is a scary place. I've seen kids almost get killed out mowing my grass. More than once I've almost gotten hit by a car. It's scary. Something needs to be done about that.

But I question, and it is a beautiful area in Pleasant Prairie. I don't want to see 82nd Street change. I walk down there, too. I don't look to see—I would not want that to change. But I do know that putting through 80th I do see it go to 60th. I don't really see it offering an advantage for more through fare other than inviting more cars to drive by our junior high. Already we've got crazy driving there. I understand from the police department they're overworked already to try and manage a growing Village. To do traffic is very tough. It's a scary place. I don't really know what the answer is but I do know a number of people who work at Ocean Spray their big thing is to save that 37 seconds instead of going to Highway 50 to get over to Ocean Spray they can't wait to get down 80th, and I'm scared for our children who play and walk there.

I understand that no one wants it to go through their yard, but this is a green way that once it's gone, we see coyotes, we see the owls, we see all that and once it's gone the Village will not be able to use a recreational area to enjoy that. It will be gone. And I do see those kids every day and it's scary on how often they almost get hit by a car. I guess I wonder knowing the traffic and the cars and kids there what kind of liability does the Village hold with improving in front of the junior high? Those kids are walking there every day to school and back and it's a lot of kids. Thank you.

Judith Malek:

Hi, Judith Malek, 5402 82nd Street. Hi, Village people, friends and neighbors. First of all, I am on the corner of 82nd Street. I know what it's like to cross Cooper Road with a cane. I'm legally blind, and many times I've stood there for 30 minutes trying to cross that pathway between 80th and 60th or to cut corners on Crawford's property just to make things meet in snow, rain and hail. Our corner of 82nd Street should not be used to avert traffic from 80th and 60th. For one thing, there's 47 residents there who you'd be taking their front yards, their trees, their sidewalks and their pathways for the children to walk down to Whittier School which I've taught there for 25 years, Lance School, and many other existing walking paths that our children have had with greenhouse effects through our neighborhood, not just through 60th Street (sic "Avenue"). So I don't think 60th is the only crossway that our children use going to and from school.

Another thing, when you look at 60th Street (sic "Avenue") that road was bought over 30 years ago. My children were born then. We've been fighting for this every ten years. Please bring 80th and 60th Street (sic "Avenue") through. The property was purchased for that reason before these other homes were built. It's an oxymoron is a straight path is more in existence for extreme

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highway use than going down two blocks off the beaten path. When you're talking about heavy industrial traffic I see the City bus go by every morning, then the FedEx truck, then another mail truck go by. Then I see four big semis coming down to the cranberry factory. This is in front of my front door. Now, I stand across the street waiting for a City bus that just misses me within two feet while I'm standing at a stop sign. And because that road is not widened it's probably 49 feet wide. Try that in the snow when you're in the middle of the street with a snow bank up to your you know what.

Now, I'm telling you if you don't bring the street traffic away from our homes those kids are not going to have a decent path to walk to school. The road is too small for the heavy traffic we're existing on now. Thank you for your time and efforts.

Gene Bilotti:

First of all, I made one big mistake. I signed my name before my wife's name on the schedule here. I hope she forgives me for that. I think everyone has said it pretty well so far and I'm pretty sure the rest of them will, too. But I remember going through that path, by the way, Mr. Hujik and also Crawford's area before the homes were built. I always said to myself when I walked I loved the nature, saw the birds, the animals, and I loved the esthetic environment. And I always said to myself, boy, wouldn't it be wonderful to have a road connect 80th Street right straight through into 60th. I think Mr. Stipanuk said it quite well. I have a friend of mine who lives in that area and we're still friends. In fact, I'm sitting next to him and we're still going to go golfing no matter which way it goes. But anyway I'm pretty sure that I were living in that area, too, and I think if anyone here would be living in that area, too, come on, let's bet honest. You wouldn't want 80th Street to go through it. But you have to be honest that the public domain and the public trust and the public good comes first, and I'm pretty sure that this Board, as intelligent as they are, will do that. Thank you very much.

Arlene Bilotti:

Arlene Bilotti, 8232 Cooper Road. Thank you for the very interesting presentation. You cleared up a lot of things that I had inquiry on that I don't have to ask, very interesting. I have to tell you that I am opposed to the 82nd Street widening and taking all the trees down. It's just a beautiful residential street and I have to say that I do drive down that sometimes, and my husband and I have always enjoyed the one certain area on 82nd where the trees on both sides of the road just cover it like an umbrella. It's just beautiful. And we thought whoever the developer was at that time really had a lot of insight, or maybe it was Pleasant Prairie who put the trees, I don't know. But it is beautiful and it would be a shame if it was destroyed.

Also, there are some of you on the Board who know that I've inquired so many times about a stop sign, stop signs three way or four way, whatever, on Cooper Road and 80th, and hopefully that's going to come to pass, whether it's a traffic signal or stop signs, because we sure need it at that area. Thank you very much. I'm sorry, Mr. Pollocoff about your father passing.

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Mike Pollocoff:

Thank you.

Pat Ruffolo:

Pat Ruffolo, 8031 Cooper Road. It isn't just the 82nd Street residents that are going to have their yards shortened if the alternative goes through. It's also going to be several homes on Cooper Road. I want to make sure everybody understands that. I would like to see the traffic go basically straight and stay with the 80th Street extension. I think there's already enough traffic on Cooper Road. A lot of kids walk up and down that road especially during the summer and the spring and the fall, get into school and going home. We don't need any more traffic on there. Let's get rid of some of it. Thank you.

Carol Higgins:

Thank you. I won't reiterate what most of the speakers have already said. My husband and I are against the proposed 82nd Street widening for several factors. 82nd Street right now is narrow, and in the morning when I'm heading east to go to work to turn left onto Cooper Road and a City bus or a school bus is trying to make that turn, I have to either wait for the bus or back up my car so that they can make that turn onto the corner or they waive me across and stop the traffic the other direction so that I can get through. 80th Street extension will alleviate a lot of that traffic, and hopefully if you turn down the 82nd Street proposal our traffic flow will stop being quite as heavy as it is, and the major thoroughfare will go through and make our neighborhood just as it is right now, a nice place to live. Thank you.

Barbara Axelson:

Barbara Axelson, 5641 82nd Street, and I just want to encourage the Board to use their common sense and all the very good reasons that they've given to continue with the plan as proposed to go with the 80th Street extension. I would encourage you to adopt that this evening.

John Musser:

John Musser, 5715 82nd Street. I do ask you please do not do the proposed 82nd Street revision. To put it bluntly it will destroy our neighborhood. It will be nonconforming as you say. I figure I will be able to back my car out of my garage and it will just barely fit between my garage and the sidewalk if that happens. I fear that the proposals to not go through with 80th Street are a little late. If this had come up 10 or 15 years ago and looked at all different alternatives possibly, but at this time I think it's rather foolhardy.

I don't want to cast dispersions on the people bringing it up. Both Mr. Crawford and Mr. Hujik I've known for years and consider them very honorable people. But I think they should look at a situation like I looked at when I bought my house 29 years ago. When I drove down that street, 82nd Street, it was kept at 60th. And, guess what, there were kids playing out in the street, just a beautiful street. But I did a little research. I knew 82nd was going through. I knew it. Therefore,

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I had to make the decision do I want to have more traffic? I decided, yes, it was still worth it, and I do ask the people on 80th Street to realize the same thing. They knew this, they knew it for years. 80th Street should go through. 82nd Street should remain as it is now. Thank you.

Jane Romanowski:

There are no more sign ups, Mr. President, but I do have some e-mails to summarize.

John Steinbrink:

Before we read the e-mails and the letters, is there anyone else wishing to speak? Yes, sir?

Allen Davidson:

Allen Davison, 8026 54th Avenue. I feel everybody in 82nd has a great gripe. They did not know about this until, what, a week and a half ago. We knew about 80th for how long? Is this a ploy to get all of you here to say, yes, let's get 80th to go through? 82nd is a beautiful street. I don't want to see 80th go through either, because if you look at the alternative

John Steinbrink:

You want to take the microphone with you?

Allen Davidson:

I'll talk louder.

John Steinbrink:

We have to record it for the record.

Allen Davidson:

If you look at the proposed Village plan you have Ocean Spray, and I have seen semis on Cooper and 80th, and I don't think the Prairie can pull up a violation of one of them. But, as Marc was pointing out the fact that 75th and 60th it's a bad intersection. How bad is 80th going to be with Ocean Spray's tractor truck traffic with all the kids on that road? You do have another safety hazard, 79th Street. A lot of people will not want to wait for a stop and go light here. . You will come up 79th Street and shoot over 57th and hit 82nd and 57th. It will be a racetrack. I think we need the green space. We need safety for our people, and we should keep the word pleasant in Pleasant Prairie. Thank you.

John Steinbrink:

Is there anyone else wishing to speak?

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Susan Crawford:

I'm Susan Crawford, 8007 54th Avenue. And I just want to say that in no way did Marc Hujik and my husband, John Crawford, use the 82nd Street people as an alternative to the very generous that I believe my husband is willing to make. And I have to say it disturbs me greatly when I read the *Kenosha News* and it says that the 82nd Street alternative was Marc Hujik's and John Crawford's idea. This was not the case, and I want you all to know that. And I do think it's terrible that Pleasant Prairie is saying now if we don't put 80th Street through we're going to go to 82nd. I think it was a calculated ploy to get all of you here and enraged. I do because this was all news to you. It was news to us. We had no idea that it was an either/or thing. The map that this gentleman said had dental floss on it, that is Pleasant Prairie's map. That is not the alternative that my husband drew up. It really bothers me that you think there's some kind of ulterior motive, because it was only a generous offer and I just want you all to know that.

Joanne Vagnoni:

Joanne Vagnoni, 5515 82nd Street. We've lived here on 82nd for 30 years. And I don't want to exchange green space on 80th Street for green space from our 82nd Street. Green space is nice. There are no sidewalks. There will be sidewalks if 80th goes through. The children walk with safety down there. They ride their bikes with safety. Right now with no sidewalks it's very treacherous. I think I represent 99.9 of the people on 82nd Street do not want that street converted. Go ahead with 80th. Thank you.

Kevin Hoff:

Hi, my name is Kevin Hoff. I live at 7844 55th Avenue. I really don't have a standing interest like all these other people here on 80th Street or to 82nd Street except for the plain fact that when I bought my property there and I built my house ten years ago it's a nice dead end street. It's a great place. I raise my kids there. The only thing that I have a problem with is like the gentleman before me said 79th Street is now going to become a speedway for everybody that's going to try to avoid the stop sign there. I would just like the Board to consider do not have 55th Avenue connect with 80th Street. Make it a dead end. Keep our little community back there nice and safe and keep the traffic. These guys on 79th Street with backyards that are going to abut up to that throw them a bone and say, hey, okay, we'll keep your road safe at least and we won't have heavy traffic on both sides of the street of the rear property. Thank you.

John Steinbrink:

Any other speakers?

Keith Hickman:

Good evening everyone. I'm Keith Hickman. I live at 7823 55th Avenue along with this gentleman and I agree with him. Unfortunately I'm coming a little late to the party as far as the siding of the 80th versus 82nd Avenue decision, but living on 55th Avenue I just bought the house over a year ago and it was very much a community. 79th came in, dead end streets both ways. I

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personally would not feel a benefit connecting 55th Avenue to 80th Avenue. I think it would destroy the charm and uniqueness of my neighborhood with the streets lined with custom homes, having an area for the kids to play, safely be out on the street to go a neighbor's house, go to a friend's house to where I do fear the same thing. If 55th is connected to 80th I would be worried about traffic being diverted off. It's a narrow street, lots of kids, and I think that would cause too much of an impact to that part of the neighborhood, that's all. Thank you.

John Steinbrink:

Anyone else wishing to speak? Seeing none, Jane?

Jane Romanowski:

Just a few letters and e-mails that were sent to the office. I'm just going to summarize them briefly. Jimmy Doan, 5331 80th Street in favor of the 80th Street extension. Keith and Celia Winston, 5911 82nd Street do not want 82nd Street widened and 80th Street project should move forward. Jerry and Cindy Engwis, 5910 82nd Street, totally against plans to use 82nd Street. The 80th Street extension is the right move and should move forward. Eric Koster at 5300 81st Street stated that the intersection at 80th and Cooper needs attention but doesn't think 80th Street west extension is the solution. He suggests widening 80th Street and Cooper Road and adding turn lanes on both streets. And Wayne Koessl who lives on 81st Street indicates 80th Street should go through as it has been in the plans for many, many years especially for traffic and safety control.

Mike Pollocoff:

I think before we proceed anymore I just want to make sure that, because we're all neighbors and you're going to continue to be neighbors for a long time whether you live on 82nd or 80th or 54th or wherever. This plan has been on the books for a long time. We've actually begun the process to acquire property. Our plan initially was to get this thing built so that it would be done before school started in September so we don't have construction taking place while kids are getting to school or school buses.

That being said we were at the point where we haven't had the public hearing on the 80th Street improvements. Mr. Hujik and Mr. Crawford approached me. They brought the same plans that you see tonight and made their proposal. In local government we rely on our plans a lot and we have to do that. There's always a hearing process, not everybody goes to them, but there's hearings on the Comprehensive Plan, on the State Transportation Jurisdiction Plan, all these documents that myself, Jean Werbie, the engineers use as a guide as we plan for the Village's development.

That being said, again, we're still a local government with a neighborhood of residents, people want to be heard on what they would like to do that's something different. I don't want anybody to leave tonight thinking that there was something afoot or some conspiracy or anything other than residents on 80th Street or abutting 80th Street wanting to have another alternative considered. There was nothing afoot about having the Village say that 82nd Street is the alternative. 82nd Street today is the arterial road. People live on 82nd Street, and our own traffic studies bear this

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out, that street carries the lion's share of traffic through that area because it's the only completely through street.

When we identified if the alternative was to create a park on 80th and continue to have traffic going on 82nd Street, the planning principles, traffic engineering principles tell me professionally and the Village Engineer that we can't leave that street in the condition it's in and continue to put traffic on it without making improvements. That being said, and I had indicated to Mr. Hujik and Mr. Crawford, and I did make the statement what do you tell the people on 82nd Street because it changes the nature of a residential street to say this is the arterial now, this is the designated route. They didn't tell me to widen 82nd Street. They didn't tell me to put in the curb and gutter and the sidewalks, but we have to do that.

The worse thing to do that is to say, and my opinion and my advice to the Board is to just walk away from it and make the improvement at 80th and Cooper Road at the interchange and then let the traffic happen. The traffic will happen on 80th. It happened on 82nd, it will continue to happen on 82nd, and the worse thing that could happen is for us as a community to come back here after four years, five years when we've made those improvements to facilitate traffic movement on Cooper Road to go south to have more traffic on there and not make the improvements. I think it's my responsibility in telling the Village Board is if we leave it the way it is and if 82nd becomes the arterial defacto because we've built a park on 80th we have to be prepared to build that improvement, and we owe it to the people that live on 82nd Street to say by doing one thing, make a park on 80th, leads ultimately to another action which is improve 82nd because there will be more traffic on it.

Crawford or Hujik didn't plan that out. They didn't conspire it. I think they're both honorable gentlemen. Neither one of them are traffic engineers. Neither one of them are civil engineers. Neither one of them have the responsibility to make those decisions, the Board does, and they're going to base those decisions based on the recommendation of your engineer and myself. As much as I respect those gentlemen I have to disagree with their recommended alternative not because I want to see trees cut down, but in the sequence of events as people are going to move through this community they're going to use 82nd as their alternative. We have to face up to the fact that on the day after the 80th and Cooper Road improvement goes in doesn't mean that 82nd becomes totally deficient but it begins the process of deteriorating that road. That road already is deteriorated beyond what its age is.

So, we all live together here. I don't want anybody to leave tonight thinking that one street conspired against another street. They're all in the same neighborhood. You're blocks away from each other and you're all going to live together when you walk away from this meeting tonight. Nobody had any ill will planned for their neighbors. People look at things through their own eyes as how it's going to affect them, and we all have to come together as a group and talk about that and work through the solution. Of all the communities around I haven't seen this in this neighborhood and I don't want anybody to think that there is anything going on that isn't going on.

It's just a little uncomfortable discussion because it would change peoples' lives, although I think it's good to have the discussion, and I think everybody hopefully is more educated as to what's

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happening in the neighborhood if this thing proceeds. So don't think there's some awry when there isn't.

Mr. President, from the staff's standpoint we are in the final stages of putting the project together. We want to do some final staking and get the project out to bid so it could be constructed. That's the 80th Street project. I'd be looking for a request or recommendation that staff be directed to finalize those construction plans and continue on with the extension of 80th Street.

John Steinbrink:

First let me close the public hearing and open it up to Board comment or question. Clyde?

Clyde Allen:

Thank you, Mr. President. Mike, thank you for your presentation. Dr. Crawford and Mr. Hujik thank you for your presentation. You wouldn't have come here and spent time here, each and every one of you, if it wasn't important to you. We have to understand that. The first thing I want to get across is I'm in the area. I've seen what it's like, and the first point I want to make is I think what was trying to get across earlier and I can only stress it enough is we are neighbors. I'm in between both streets so I'm going to have the neighbors to the north that are for it or not having 80th Street go through and the neighbors to the south want 80th Street to go through. But we better get along. We're neighbors and we're going to live together for a long time. So thank you for your presentation and thank everyone for being here.

I have a letter here. You all got a copy of it. I'm just going to make a brief statement about it is that one of the residents on 82nd Street passed around a petition, and 52 residents had signed it. I'll just pass that on so we can move on.

I was approached by several people on 82nd Street. They came to the house and told me their points of view and asked me my points of view. I got several phone calls. After a few I jotted down a little letter and went door to door to ask what all their thoughts were. I want to hear opinions, I want to hear what's going on on 82nd. And I passed around my thoughts and opinions and I put a card there, call me, and I heard from just about everyone there. I think that's very important. I did get calls today and they were covered by some e-mails that were done, and their names were on the petition so there's no use going over the names. Everybody is appreciated regardless of their point of view.

I want to let everyone know that I've been at my house for 16 years. Mike didn't mention the house that was moved to the south. There was a controlled burn at the house with the fire department. I was there. I had an interest. I knew 80th Street was going through. I had always knew 80th Street was going through. I had been anxious about it going through. I had called the Village long before I ever became involved, calling the Village to ask about 80th Street going through. I called my County Board Supervisor numerous times, Mr. Koessler at the time, about what can he do to put 80th Street through. So, yes, I have been anxiously awaiting as other people have and I understand what the people on 80th Street are trying to say.

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80th Street has not been a new idea since it's been brought up numerous times. I do believe that everyone that doesn't want to see 80th Street go through needs to really take a look at 82nd Street. The pounding and the abuse that it has taken hasn't been really stressed and brought out. That road is taking far more use than it was ever designed for. It is a thoroughfare. It wasn't designed as such. I see it every day, I drive it every day as many other people around here do. By not putting 80th Street through that road is going to continue to take abuse. We're going to have to stick more money into 82nd Street. My road, 57th Avenue, is also taking a pounding that wasn't designed for it. 80th Street from 57th to 60th Avenue how wide that is, it's very wide, enough for parking, passing, turn lanes, that was built specifically that way for the 80th Street extension. 80th Street and Cooper Road is by far the worst intersection in the Village.

There's a lot of people that are very emotional, angry, upset. You need to get past it and move on. We're supposed to do what's best for the Village, keep everyone's thoughts in mind and then weigh them out. With that, I want to make a motion to move forward instructing Mr. Pollocoff and his staff to draft a resolution for a public hearing on assessment on the 80th Street extension and move forward with it.

Mike Serpe:

I'll second that.

John Steinbrink:

Motion by Mr. Allen, second by Mr. Serpe. Further discussion?

Mike Serpe:

To do nothing with 80th and Cooper would be a mistake. It's not going to reduce traffic by doing nothing. We live in an area that is growing. The City of Kenosha is approaching 100,000 people. Pleasant Prairie is approaching 20,000. And 80th and Cooper is just one piece of the puzzle. On my last year with the City of Kenosha Police Department I served as the Interim Chief. At the department head meetings then we discussed ten and a half years ago that 60th Avenue and Highway 50 is in need of a major improvement. I do know a person that sits on the DOT Committee, as Mike said, that is in the planning stages in the near future. 85th Street is another part of the puzzle.

I commend Mr. Crawford and Mr. Hujik for supporting green space and walking trails. Just point of information 33 percent of the Village is open space, and part of our master plan is to tie the entire Village together with walking paths and bike trails, so that is a part of our plan as well. I strongly support, as I have supported for the last 19 years, the extension of 80th Street from Cooper Road west and I'll support it the night of the public hearing as well.

Steve Kumorkiewicz:

Yes, I'd like to make a comment on this. We're talking traffic of children to school. Right now that area can be transited only in daylight. There is brush, there are trees. I like green space as

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much as anybody in this place right now. We do the best in our Village. As Mike said 33 percent of the Village is green space. But I'm looking also at putting 80th Street through we're going to have lights. That means the walking is no longer going to be limited only to daylight, summertime or wintertime. The kids are going to have a way to walk to school to Lance or south to Whittier or whatever. With a wider street no question the traffic is going to increase. I take 80th many times coming from the east end. I go Cooper Road to 75th and go west to the grocery store. I know what it is like to stand at that corner and wait for the traffic.

Widening this road we can widen on opening this road . . . for many, many years. I think it started back in 1956 or 1957 or somewhere around there. Talking about the trees and conservation, I went by 82nd Street and I counted right just from the sidewalk 39 big trees just by the sidewalk. So if we go and look at how much is going to be taken down . . . we're going to change those large beautiful trees with the canopy we're going to change that for a small section of trees and brush? Not in my book. In my opinion what we have to have right now is something we've been talking for years. There's another issue here. When you look at what you've got between Cooper Road and 60th it's a straight line. A straight line is the shorter distance between point A and B. I rest my case.

John Steinbrink:

Further Board comment or questions?

Monica Yuhas:

Mr. President, I would also to the Crawford family and the Hujik family I appreciate your due diligence in explaining your vision and what you would like to see. And the donation that the Crawford's would be willing to make to the Village for the green space is extraordinary. Many people don't do that. However, when you have homes on 82nd Street that would be nonconforming and, Mike, I'd like you to touch on what nonconforming means because there are some people who don't understand what nonconforming means, that's where as an elected official I have to look at all those homes that would be nonconforming, and that's where the 80th Street proposal makes the most sense to me. So could you elaborate on nonconforming please?

Mike Pollocoff:

Sure. Nonconforming, there's a lot of things that can make a house nonconforming, but in particular with the improvements to 82nd the distance between the right of way line that's where the street is and where the home is has to be a minimum of 30 feet. When you look at the map some are a lot closer than that, some would make it. So as that property becomes nonconforming if something were to happen to the house and they needed to rebuild it, whether it was some calamity, they would have to go to the Board of Appeals and get permission to do that.

A nonconforming status, and these would be legal because there wouldn't be the doings of the property owners that made it nonconforming, it would be a governmental action, so it would be a legal nonconforming use. It's an encumbrance on the properties, another factor. It's not like an easement but it can cast a shadow over an expansion of that use to make the home bigger. There

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are no guaranteed approvals. We would allow it to be more nonconforming than it was to begin with. And, like I say, in the worse case scenario if it had to be rebuilt the owner would have to get permission to have that happen. Right now if somebody has a conforming lot and, God forbid a fire happens, you just come in and get a permit and your insurance company rebuilds your house. That doesn't happen with nonconforming. There's another step. The Board of Appeals is not heartless. If something like that happens I think they're going to work with people, but it's another process. I think it probably would play more to, and I think one gentleman brought it up, it would play more to the market value of the property and influence that and that would probably be the most direct impact of a nonconforming use.

Monica Yuhas:

Thank you.

John Steinbrink:

We have a motion and a second. This has been much awaited and much anticipated for a long time. The biggest question we always get is when is there going to be some sort of traffic device at 80th and Cooper Road and this project would put that there and hopefully solve the problems there. I think we've been very fortunate to this point by the fact there have been no real serious accidents at that intersection. I don't think we want to push our luck much farther, though. We see the traffic grow and increase keeps growing. We need to design a route that's going to be safe for everybody in the community. Take some of the traffic off some of the streets that weren't designed for it. With that I have a motion and a second and I will ask for a vote from the Trustees.

ALLEN MOVED TO CONINUTE WITH THE PLANS FOR THE EXTENSION OF 80TH STREET FROM COOPER ROAD TO 57TH AVENUE AND SET THE MATTER FOR PUBLIC HEARING; SECONDED BY SERPE; MOTION CARRIED 5-0.

John Steinbrink:

That was one of those unanimous votes you read about in the paper all the time. People wonder why we do it, but hopefully it's because we have good plans that come before us and presented to us by staff and we act upon those good plans. Thank you very much for coming this evening. We appreciate your input.

4. ADJOURNMENT.

YUHAS MOVED TO ADJOURN THE MEETING; SECONDED BY KUMORKIEWICZ; MOTION CARRIED 5-0 AND MEETING ADJOURNED AT 8:10 P.M.