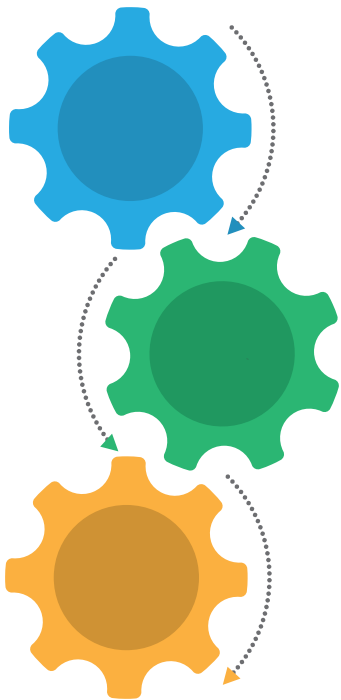


SECTION 2

CORRIDOR PLANNING ISSUES & OPPORTUNITIES

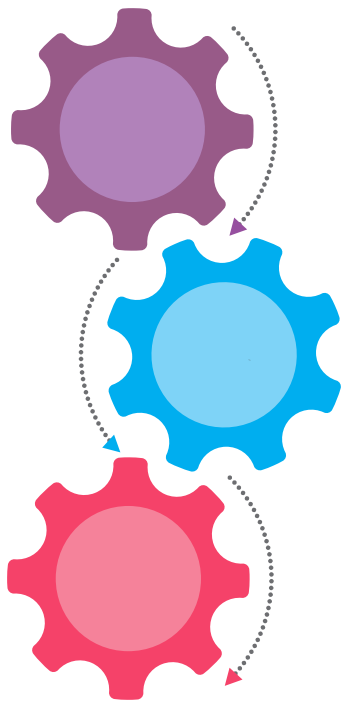
Evaluation of the Route 83 Corridor quickly hones in on the roadway having many benefits to local communities (and the Chicago region) and that it creates a number of challenges for those communities, their residents, and local businesses. This “double edged” sword” perspective of the corridor is basic to understanding its unique character and how it relates to the surrounding communities. Prime lessons learned in assessing existing conditions and interviewing local stakeholders are summarized below with the issues and opportunities related to the corridor.



- The Route 83 corridor is acknowledged as a resource to study area communities. The significant volume of traffic (including truck traffic) with access to corridor and nearby businesses, along with access to regional destinations, provides a benefit to businesses and residents of the area.
- Communities and the County see value to annexation of unincorporated areas. This can help provide services to residents and businesses, ensure development reflects local preferences, and help to address property maintenance issues.
- Annexation was not generally considered overly burdensome by corridor communities in regard to providing services; but it is not anticipated that all unincorporated residents and businesses will favor incorporation
- Route 83 is not seen as a “part” of any of the adjacent communities. Rather, it is commonly viewed as a highway running alongside each town and as a barrier to east / west travel. It is often avoided – making it even less associated with people’s daily activities.
- Route 83 provides key access to major employment centers, particularly to industrial-related jobs located in the northern area of the corridor and to O’Hare, providing a benefit to both area residents and employers. However, improved access to transit will require greater investment in transit service along with connecting pedestrian and bicycle infrastructure.
- Due to traffic volumes and limited access or crossings, Route 83 creates a significant barrier for pedestrians and bicyclists. Even driving around the corridor can be challenging, with several people noting “you have to know where you’re going”.
- Commercial (retail and industrial) markets are very different than just a few years ago. “Build it and they will come” retail is a thing of the past. Logistics (transporting goods), especially over the “last mile” from a nearby warehouse to the customer, is the focus of commercial development today.
- From a residential development standpoint, townhomes are the strongest part of the market.



The Route 83 Corridor is characterized by a unique mix of land uses. For example, this area around the North Avenue intersection includes residential neighborhoods, commercial businesses, industrial sites, public/institutional uses, parks, and open spaces.



- Most of the unincorporated parts of the study area are, and are expected to remain residential. Lake Street for Addison, North Avenue for Elmhurst, and North Avenue for Villa Park are commercial areas of significance. Two areas in Wood Dale have potential for industrial redevelopment.
- Commercial properties that may have development potential along the corridor each have challenges: difficult access, floodplain, small and /or narrow lots, etc.
- Pedestrian and bike access north and south, parallel to the corridor, is supported by a network of local and regional trails.
- Bicycle and pedestrian crossing opportunities shown in the DuPage County IL 390 Bike-Ped Plan will require modernization of intersection geometrics, signals, pedestrian accommodations and pedestrian signal equipment.
- Included in the DuPage Area Transit Plan under “J-Route”, Pace views Routes 83 as a potential opportunity for accommodating high-speed transit service, connecting residential areas to jobs.
- Being located near Route 83 and, in many cases, close to the Salt Creek, many key sites are greatly challenged by difficult traffic access and / or floodplains. In such cases, development or redevelopment may be impractical and/or require high costs.
- Key sites, as defined for this study, are different than in other land use studies. Those sites are often seen as the “best opportunity”. Here, key sites appear to be those areas most desired to see change and in need of redevelopment to enhance the community. These will be important perspectives as this study looks at possible development of property.