



Illinois Route 47 Citizen Advisory Group Meeting #1 January 21, 2010

Overview:

The Illinois Department of Transportation has initiated a Phase I engineering study of Illinois Route 47 from US 14 to Charles Road. An extensive public involvement plan is intended to engage stakeholders. A Citizen Advisory Group (CAG) was developed. The CAG consists of invited community leaders such as the Mayor and/or Manager in the study area and the Chairman of the McHenry County Board or their designees. CAG members also include stakeholders with expertise or technical interest in the areas of transportation, land use, environment and economic development in the study area. The CAG serves as an important advisory role and will discuss many issues such as transportation system needs, a range of potential alternatives and an evaluation of these alternatives. CAG members will meet throughout the duration of the project, providing input and consensus at key project milestones.

CAG Meeting #1:

The first CAG meeting for Illinois Route 47 Phase I Study was held on January 21, 2010 at Bull Valley Golf Club, 1311 Club Road, Woodstock, Illinois from 9-11:30AM. The first portion of the meeting included a PowerPoint presentation focusing on the study process, schedule, public outreach program, and CAG member roles and responsibilities. The second portion of the meeting was an interactive workshop. During the workshop, the group identified transportation issues/concerns of the corridor and project objectives for Issues and Concerns/Goals and Objectives Summary (See Pages 5-11).

To announce the January 21, 2010 CAG meeting #1, an E-invitation was created (See Page 2). The invitation was sent on January 6, 2010 to **37** CAG members. The meeting was attended by **19**.



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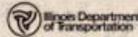
US Route 14 to Charles Road



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US Route 14 to Charles Road

You're invited
to the first
Citizen Advisory
Group meeting



The Illinois Department of Transportation has recently initiated the Illinois Route 47 Preliminary Engineering and Environmental (Phase 1) Study. The Illinois Route 47 study area is located in the City of Woodstock and McHenry County, extending approximately 5 miles from US Route 14 on the south to Charles Road on the north. The Phase I study will take a detailed look at the current and future transportation needs of the corridor, including an analysis of the existing roadway, drainage and intersection deficiencies and an examination of the impacts that any proposed improvements will have on the community and the environment.

As part of our public outreach program, a Citizen Advisory Group (CAG) has been established. This group consists of community leaders such as the Mayor or Manager and the County Chairman or their designees, and also includes stakeholders with expertise or technical interest in the areas of transportation, land use, environment and economic development in the study area. The CAG will serve an important advisory role and will discuss many issues such as transportation system needs, a range of potential alternatives and an evaluation of these alternatives. CAG members will meet throughout the duration of the project, providing input and consensus at key project milestones.

Please let this serve as a formal invitation to participate as a member of the CAG group for this project and attend the first CAG meeting. You are welcome to appoint a designee with decision making authority to represent your community/organization.

At the first meeting, there will be a presentation on the study process, schedule, public outreach program, and CAG roles and responsibilities. During the workshop portion of the meeting the group will identify transportation issues/concerns of the corridor and project objectives. Please be prepared to share your ideas with the group.

We encourage your participation and look forward to working with you on this important project.

Please RSVP your attendance to Carrie Hansen of Images, Inc. at (630) 510-3944, or via e-mail at carrie.hansen@imagesinc.net by January 15, 2010.

If you have any project questions, please contact Mir Mustafa, IDOT Project Manager, at (847) 705-4477.

You're Invited!

The first
Citizen Advisory
Group meeting
will be held:

Thursday,
January 21, 2010
9:00 AM – 11:30 AM
Bull Valley Golf Club
1311 Club Road
Woodstock, IL 60098

Please RSVP your attendance
to Carrie Hansen of
Images, Inc. at (630) 510-3944,
or via e-mail at
carrie.hansen@imagesinc.net
by January 15, 2010.

For additional project information,
please check our website at
www.IL.gov/transportation/47



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The following CAG members were in attendance:

Table 1

Sarah Hudson, Woodstock Transportation Commission
Jason Osborn, McHenry County Division of Transportation
Robert Pierce, Dorr Township Supervisor
Tim Clifton, City of Woodstock Administrator
Rich Ahrens, City of Woodstock City Council Member

Table 2

Andrew Celentano, Woodstock Transportation Commission
Terry Egan, Christian Life Services President
Sarah Lutz, McHenry County
Joan Mansfield, Woodstock Transportation Commission
Jeff Van Landuyt, City of Woodstock Assistant Director of Public Works

Table 3

John Isbell, City of Woodstock Director of Public Works
Martin Victory, Woodstock Transportation Commission
Linda Van Dyke, Woodstock School District #200 Director of Transportation

Table 4

Mark Heckman, Woodstock School District #200 Assistant Superintendent
Cary Sue Lavan, Woodstock Transportation Commission
Barbara Klasen, Greenwood Township Supervisor
Jack Porter, Woodstock Plan Commission
Maureen Larson, City of Woodstock City Council Member

*Note: McHenry County Board Chairman, Ken Koehler, was also in attendance.



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Comments

The CAG members were invited to submit comments/feedback in regards to the meeting (format, time, location, etc.) via comment form, website (www.IL47woodstockstudy.com), or mail. Two comment forms were received at the January 21, 2010 CAG Meeting and included positive feedback about meeting format, specifically having facilitators at each table, and meeting time.



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Comment Form

Citizen Advisory Group

Meeting #1 - January 21, 2010
Bull Valley Golf Club, Woodstock IL

Thank you for attending the first Citizen Advisory Group meeting. We ask for your comments and feedback regarding today's meeting. Please return the comment form to a member of the Project Study Team or; fax to (847) 705-4159 or; fold in thirds, tape closed, place a stamp and mail. In addition, the Project's website (www.IL47woodstockstudy.com) also accepts comments

Comments/Questions: _____

(Optional, Please Print)

Name _____

Affiliation _____

City/State _____ Zip Code _____

Phone No. _____

E-Mail Address _____

Do not add me to the mailing list:





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US Route 14 to Charles Road

Issues and Concerns / Goals and Objectives Summary

Issues and Concerns

Table 1 (Yellow)

Susan Hudson, Jason Osborn, Robert Pierce, Tim Clifton, Rich Ahrens

Congestion

Railroad overpass / the bridge

Alternate railroad grade-separated crossing

Increase traffic flow

-More lanes / capacity

-Increase speed / no reduction of current speed limits

-No new signals / limit additional stoplights

Traffic congestion? Local vs. through

Lake Avenue and McConnell operations

Safety

Emergency vehicle preemption / operations

Pedestrian safety

-Safety issues relative to pedestrian oriented transportation

Business Impact

Efficient access

Frontage roads / limited curb cuts

Connect to square

Cross access easements

Inhibits economic development and/or re-development

Land Acquisition

Right of way

Impact on Route 47 residents north of Route 120

Inadequate ROW / setback

Environmental

More green space / aesthetics/green space is limited

Kishwaukee River Basin (headwaters)

Alternative Transportation

Few sidewalks / bike paths

Pedestrian / bike access and safety

Bus service / lanes (PACE)

Bus accommodation (school and PACE)



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Table 2 (Green)

Andrew Celentano, Terry Egan, Sarah Lutz, Joan Mansfield, Jeff VanLanduyt

Congestion

Turning movements especially Lake Avenue at Route 47

Lake and 47 traffic backups

Traffic congestion

Turn lanes

Signalization

Traffic signal timing and number

Too many stop lights

Traffic stacking

Railroad viaduct / overpass / width of viaduct

Volumes

Lack of alternative routes

Access

of access points

-Numerous access points (especially near intersections)

Service roads

Frontage roads

Right of Way

Acquisition of additional right-of-way

Certainty

Assurance of approved building projects

Non-Motorized Transportation

Safety and accommodation

-Pedestrians and seniors

-Bicyclists

-Bus transit

-Schools

Pedestrian and bicycle access

Recreational paths and sidewalks

Bike lanes

Pedestrian crossing

Safe crossing for non-vehicular traffic

School crossing

Bus transit present, but not accommodated with stops / facilities

Utilities

Sewer and water relocation



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Table 3 (Pink)

John Isbell, Martin Victory, Linda VanDyke

Congestion

Main road thru Woodstock

Truck traffic

Impact of tollway access

Congestion, Congestion, Congestion!

Congestion of local traffic

Heading south – 2 lanes into 1 lane

Delays and safety concerns from turning movements

Route 47 is the only main road through Woodstock

Safety

Speed limits

Children walking to school

Lack of pedestrian / bike crossing

Left turn conflicts

Congestion obstructs making left turns

Buses have difficulty entering / exiting Route 47

Too many side streets trying to enter / exit Route 47

Timing of stop lights

Capacity Limitations

Railroad bridge / railroad overpass width

Aesthetics

Funding

Sense of urgency

Schedule

Table 4 (Blue)

Mark Heckman, Cary Sue Lavan, Barbara Klasan, Jack Porter, Maureen Larson

Congestion

Traffic flow

-Lanes

-Light timing

Traffic signals

Railroad bridge / “bottleneck”

Railroad underpass

Widening underpass

Stacking issues - stacking distance on right hand and left hand turns

Traffic control devices on north end (Lutheran Church)

Stop light flow is not conducive to continued movement

Congestion – no flow

Intersection of Route 120 and Route 47

Gaining access by crossing lanes is impossible



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Public Safety

Walk / bike on 47

Pedestrian walkways

Emergency vehicles are difficult to manage on Route 47 with traffic pattern

Public modes of transportation

Property Protection and Concerns

Alternative routes are taxed due to Route 47 avoidance

Preserving property rights

Business concerns during construction

Access

Access to commercial driveways

Limit access to commercial driveways

Conflict of access – turn lanes

Quantity of access points

Ease of access

Multiple entry / exit access roads / business slows flow

Curb cuts / difficulty for retailers

Design and Environmental

Drainage issues

Aesthetics



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Goals and Objectives

Table 1 (Yellow)

Susan Hudson, Jason Osborn, Robert Pierce, Tim Clifton, Rich Ahrens

Promote public input and community involvement in selection of alternative

Expedite / accelerate planning and design to reduce time to construction

Improve access to business and enterprise

Tax base impact / go to Crystal Lake because easier to get to

Provide adequate space to incorporate environmental requirements and aesthetic designs

Facilitate pedestrian and bike movement on corridor

Create a roadway / gateway that takes us to 2030

Make Woodstock / IL 47 a destination

Table 2 (Green)

Andrew Celentano, Terry Egan, Sarah Lutz, Joan Mansfield, Jeff VanLanduyt

Increase mobility by reducing congestion

Reduce congestion

Reduce delay in the corridor

Reduce congestion along the corridor

Optimize signals

Reduce traffic volumes / provide alternative routes

Increase mobility

Widen bridge / tunnels to side

Create political, business, state, federal, school, and county partnerships

Maintain or improve emergency vehicle access

Improve emergency access

Minimize impact on local business

Develop plentiful access for vehicles

Maintain or improve business access

Communicate with and support private property and business owners

Develop frontage road / service road program

Create gateway into and out of city utilizing architectural or horticultural effects

Interstate business community

Identify and improve existing and future storm water drainage and flooding potential while improving water quality

Acquire sufficient right-of-way for:

Future growth

Utilities

Bicycle and pedestrian accommodation

Acquire right of way beyond immediate need



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Examine all alternatives in planning, including:

Project phasing options to make funding more attainable

Bypass

Funding

-State

-Federal

-County

-City – TIF

-Enterprise zone

Safety

Achieve safe pathways for pedestrians and cyclists

Provide a safe travel path for pedestrians and bicyclists for the length of the corridor

 Create intersections to include pedestrian islands for the safe crossing of multiple lanes

Provide pedestrian and bicycle, public transit access and safety

Provide 5'-6' wide recreational path on at least 1 side of new roadway

Table 3 (Pink)

John Isbell, Martin Victory, Linda VanDyke

Decrease Congestion

Meet future growth

Local as well as commuting traffic

To meet the needs of a growing community

Increase capacity and decrease congestion

To insure a safe traffic pattern for local and commuting population

Safety

Improve turn movements and improve safety

Define Sense of Urgency

Start construction asap

Shorten planning process

Need to get done as soon as possible getting funds and starting project

Improve Non-Motor Options

Walk

Bike

Bus

Car pool

Improve traffic flow / consider pedestrians

To search for an improved traffic movement with pedestrians as the focus

Funding

Develop city-county-state-federal project support and funding

Explore funding through all avenues that may be available



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Table 4 (Blue)

Mark Heckman, Cary Sue Lavan, Barbara Klasan, Jack Porter, Maureen Larson

Relieve congestion by improving flow

Address the railroad issue sooner vs. later

Provide access to thru traffic (Huntley to Lake Geneva)

Access roads into / out of town

Provide ease of mobility and access

Pedestrian / bike

Vehicular

Public

Commercial

Increase mobility to move through town and within town

Proper placement of control devices

Eliminate traffic congestion in town

Improve the overall traffic flow on Route 47

Reduce the time to travel from Route 14 to Charles Road significantly

Business Concerns

Create a well-designed corridor that benefits businesses

Enhance business access and exit through quality design

Address concerns of business owners

Property Rights

Deal fairly and respect property rights

Arrive at a Good Design

Through environmental awareness and public input

Use best management practices (BMPs)

Aware of public concerns

Listen to public input

Quality of Life

Create a design that preserves the quality of life and the unique character of Woodstock

Maintain the feel of Woodstock (hometown / small town)

Provide walk / bike ways in town

Change Route 47 from the worst part of town to an area that fits with and reflects Woodstock

Create a highway design that is aesthetically pleasing and complements Woodstock

Identify alternate route solutions that make sense and can be supported by the community

At the conclusion of the workshop, a brief overview of the next steps in the study process was outlined, including the preparation and presentation of the Existing Conditions and Deficiencies analyses, and the draft Problem Statement at CAG Meeting #2, tentatively scheduled for March, 2010.