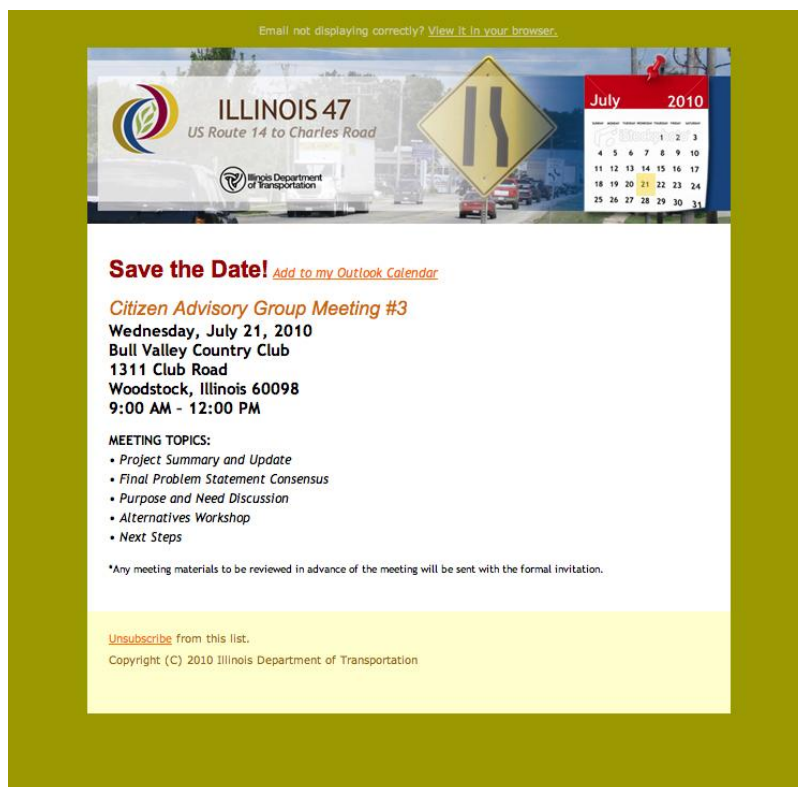


Illinois Route 47 Citizen Advisory Group (CAG) Meeting #3 September 1, 2010

CAG Meeting #3:

The third CAG meeting for the Illinois Route 47 Phase I Study was held on September 1, 2010 at Bull Valley Golf Club, 1311 Club Road, Woodstock, Illinois from 9:00 a.m.–12:00 p.m. The meeting included a PowerPoint presentation which recapped previous CAG Meetings 1 and 2 and Public Meeting #1, confirmed the project Problem Statement, presented the draft Purpose and Need, and included an alternatives workshop to seek input on potential improvements to the corridor.

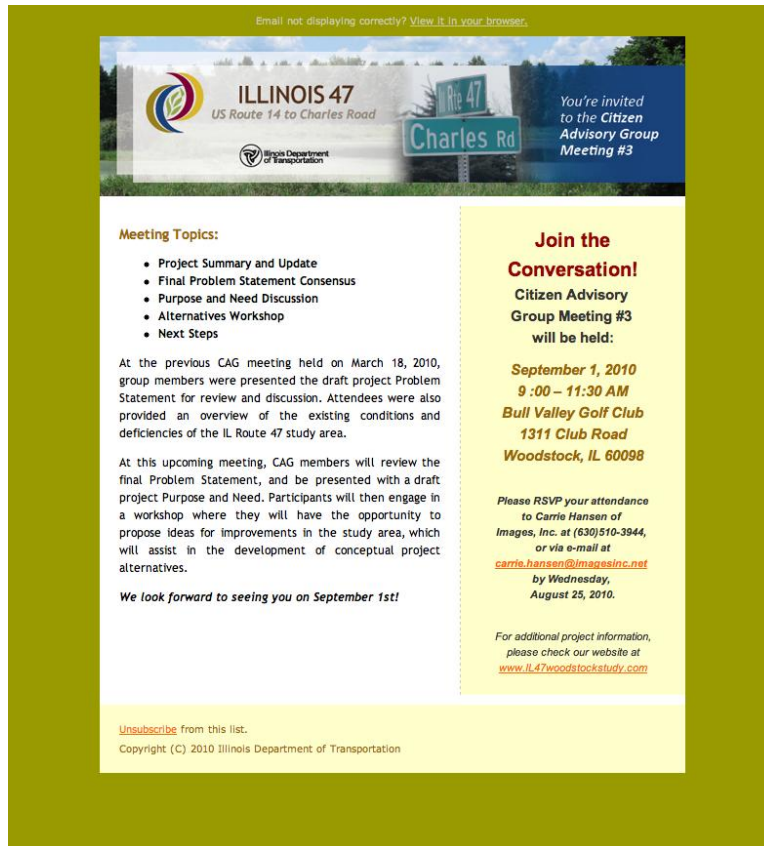
To announce the September 1, 2010 CAG Meeting #3, an initial “Save the Date” announcement was created.



The above announcement was sent on August 4, 2010 to 49 CAG members.



As a follow-up to the “Save the Date” announcement, the following actual email invitation was then sent to the same 49 CAG members:



The meeting was attended by the following **18** CAG members:

TABLE 1

1. Tim Clifton, City of Woodstock - Manager
2. Mayor Brian Sager, City of Woodstock
3. Nick Jordan, Rep. Melissa Bean’s Office
4. Walter Stanwood, Butler Auto Parts
5. Andy Celentano, Woodstock Transportation Commission
6. Jeff Van Landuyt, City of Woodstock – Asst. PW Director
7. Joan Mansfield, Woodstock Transportation Commission

TABLE 3

1. John Isbell, City of Woodstock – PW Director



2. Dan Dembinski, Pace
3. Eberhard Veit, McHenry County Bicycle Advocates
4. Jason Osborn, McHenry County DOT
5. Bob Pierce, Dorr Township Supervisor
6. Milt Sees, City of Woodstock Consultant

TABLE 4

1. Maureen Larson, City of Woodstock - Councilman
2. Larry Piekos, Cycle Craft Yamaha
3. Terry Egan, Christian Life Services
4. Sarah Chadderdon, McHenry County DOT
5. Susan Hudson, Woodstock Transportation Commission

***Due to the small number of attendees at Table 2, members were assigned to Tables 1, 3 and 4.**

Problem Statement Affirmed

A variety of comments and feedback about the Draft Problem Statement was received at the March 18, 2010 CAG Meeting #2, and the statement was subsequently revised in accordance with the agreed upon discussion. The following Final Problem Statement was presented for and received consensus CAG #3:

The Illinois Route 47 (US 14 to Charles Road) corridor is a transportation network of roadway, freight and commuter rail, and non-motorized facilities and services. Increasing travel demands on Illinois Route 47 are creating safety and operational deficiencies along the roadway and its intersections. The insufficient capacity of the roadway to manage travel demands creates congestion, limits mobility, hinders safe access of adjacent properties and businesses, and leads to safety issues for motorists, bicyclists, and pedestrians. Both pedestrian access to adjacent land uses, and bicycle accessibility through and across the corridor are limited.

The existing built environment along Illinois Route 47, including the constriction at the Union Pacific Railroad Bridge, presents challenges in improving the corridor's transportation elements. Solutions to the transportation deficiencies need to be developed while avoiding and/or minimizing impacts to the surrounding environment. The solutions should consider quality of life and the community character of Woodstock, while supporting economic development, and coordinating with current community land use plans. Stakeholder involvement in arriving at practical, effective, and expedient solutions is an essential part of the project process.

Alternatives Workshop

CAG members were then invited to participate in an alternatives workshop to identify improvements to the corridor to address the identified needs. The study team presented a primer of sample tools, including:



- Intersection improvements
- Signalization
- Turning lanes
- Access management
- Roundabouts

Participants were urged to consider the Problem Statement, existing conditions and deficiencies, and the Purpose and Need for improvements as they developed a consensus set of 5 corridor aerial segments for each table. A set of templates was provided to each table to assist with the exercise. The following results were then presented by a member of each table to the rest of the group:

Table 1

Regional map

- No comments

Page 1 (US Route 14 to north of McConnell Road)

- 2 through lanes in each direction
- Center two way left turn lane
- Improve Catalpa lane turn radii to accommodate truck turns
- Investigate roundabout at Lake Avenue
- Improve McConnell road turn radii to accommodate truck turns
- “Backage” road from McConnell Road to commercial entrance.
- Sidewalk and bike path throughout

Page 2 (North of McConnell Road to north of IL Route 120)

- 2 through lanes in each direction
- Center two way left turn lane from north of McConnell to IL Route 120
- Close Irving Avenue west of IL Route 47
- Investigate roundabout at Judd Street/Irving Avenue
- Investigate roundabout at IL Route 120
- “Backage” road from McConnell Road to commercial entrance.
- Sidewalk and bike path throughout



Page 3 (North of IL Route 120 to north of Ware Road)

- 2 through lanes in each direction
- Center two way left turn lane from St. John's Road to north of Ware Road
- Traffic Signal at St. John's Road
- Traffic Signal at Ware Road
- Improve Ware Road geometry
- Sidewalk and bike path throughout

Page 4 (North of Ware Road to Charles Road)

- 2 through lanes in each direction
- Center two way left turn lane
- Investigate roundabout at Charles Road
- Sidewalk and bike path throughout

Table 3

Regional map

- Two written comments:
 - "Safety and Congestion reduction on 47 is the priority"
 - "Corridor planning for IL 120 SRA bypass must continue"

Page 1 (US Route 14 to north of McConnell Road)

- 2 through lanes in each direction
- Center two way left turn lane
- 11 ft through lanes and 2.5' wide curb and gutter
- On road bike lane
- Sidewalk both sides
- Consolidate driveways on west side of IL Route 47 from Southview Drive to Lake Avenue
- Dual left turn lanes southbound at Lake Avenue
- Widen union pacific bridge
- Add turn lanes to intersection of McConnell Road

Page 2 (North of McConnell Road to north of IL Route 120)

- 2 through lanes in each direction
- Center two way left turn lane

- 11 ft through lanes and 2.5' wide curb and gutter
- 5 foot wide bike lane
- Sidewalks both sides
- Consolidate driveways throughout
- Realign intersection of Judd Street/Irving Avenue to improve sight distance
- Improve IL Route 120 geometry (truck radii)
- Improve pedestrian access at IL Route 120 (pedestrian crossings)

Page 3 (North of IL Route 120 to north of Ware Road)

- 2 through lanes in each direction
- Center two way left turn lane
- 5 foot wide bike lane
- Sidewalks both sides
- Improve offset intersections Greenwood Avenue and Beech Avenue
- Traffic Signal at St. John's Road
- Move traffic signal from Russel Court to Ware Road
- Close school entrance at Russel Court and relocate to Ware Road
- Bus stop on Ware Road

Page 4 (North of Ware Road to Charles Road)

- ROW preservation for future expansion.
- 2 through lanes in each direction
- Center median
- Investigate roundabout at Charles Road
- Sidewalk and bike lane throughout

Table 4

Regional map

- West bypass via US Route 14 to Lamb Road
- East connection of US Route 14 to McConnell Road via Lake Shore Drive

Page 1 (US Route 14 to north of McConnell Road)

- 2 through lanes in each direction
- Center two way left turn lane
- Sidewalk and bike path throughout

- Right turn lanes at each intersection
- Consolidate driveways on west side of IL Route 47 from Southview Drive to Lake Avenue
- Consolidate driveways throughout (including frontage roads or cross access)
- Investigate roundabout at Lake Avenue or improve geometry (radii) and SB right turn lane
- Connect west leg of McConnell Road over or under railroad
- “Backage” road from McConnell Road to South Street

Page 2 (North of McConnell Road to north of IL Route 120)

- Improve aesthetics
- 2 through lanes in each direction
- Center two way left turn lane
- Crosswalk at Country Club Road
- Consolidate driveways throughout
- Investigate Roundabout at Judd Street/Irving Avenue
- Close Wendy’s and Shell entrances
- No new through lanes north of 120
- Striped bike lanes to 120 to Charles Road
- Sidewalks both sides to Charles Road
- Close Christian Way and Park Street

Page 3 (North of IL Route 120 to north of Ware Road)

- No new through lanes
- Striped bike lanes 120 to Charles Road
- Sidewalks both sides to Charles Road
- Minimize impact to west side of street
- Lunch time shuttle from McHenry County complex to Downtown Woodstock
- Remove signals at Russel Court, relocated to Ware Road and create primary access to schools and complex at Ware

Page 4 (North of Ware Road to Charles Road)

- No Comments



Next Steps

The next steps for the Phase I process were identified:

- Public Meeting #2 – September 15, 2010
- Continue to develop and refine Purpose and Need
- Begin to develop conceptual alternatives
 - Based on input from CAG #3 workshop, PM #2 and comments received
 - Develop evaluation and screening criteria derived from P & N
 - Use technical analysis

Conceptual alternatives will first be presented at CAG #4, and then PM #3 for feedback.

Meeting Comments

CAG members were invited to submit comment/feedback about the meeting and workshop. One comment form was received at the meeting, commending the hands-on nature of the workshop.