

CAG Meeting #1
January 21, 2010
Issues and Concerns / Goals and Objectives Summary

Issue 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 residents Route 47 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)

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

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 turn
- 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

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

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

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 or 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

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 reflect Woodstock
- Create a highway design that is aesthetically pleasing and compliments Woodstock
- Identify alternate route solutions that make sense and can be supported by the community