

Welcome

Wolfs Crossing Corridor Study Second Public Information Meeting



What is the purpose of this meeting?

Our goal is to hear **YOUR COMMENTS** on the proposed design alternatives to improve the Wolfs Crossing Corridor.

Using your input and sound engineering practices, we will select and refine a preferred alternative that will be presented at the final public hearing.

What can you do here today?

- View the project existing conditions exhibits
- View the proposed design alternatives
- Provide comments/concerns about the proposed design alternatives
- Learn about the project schedule
- Sign up for our mailing list

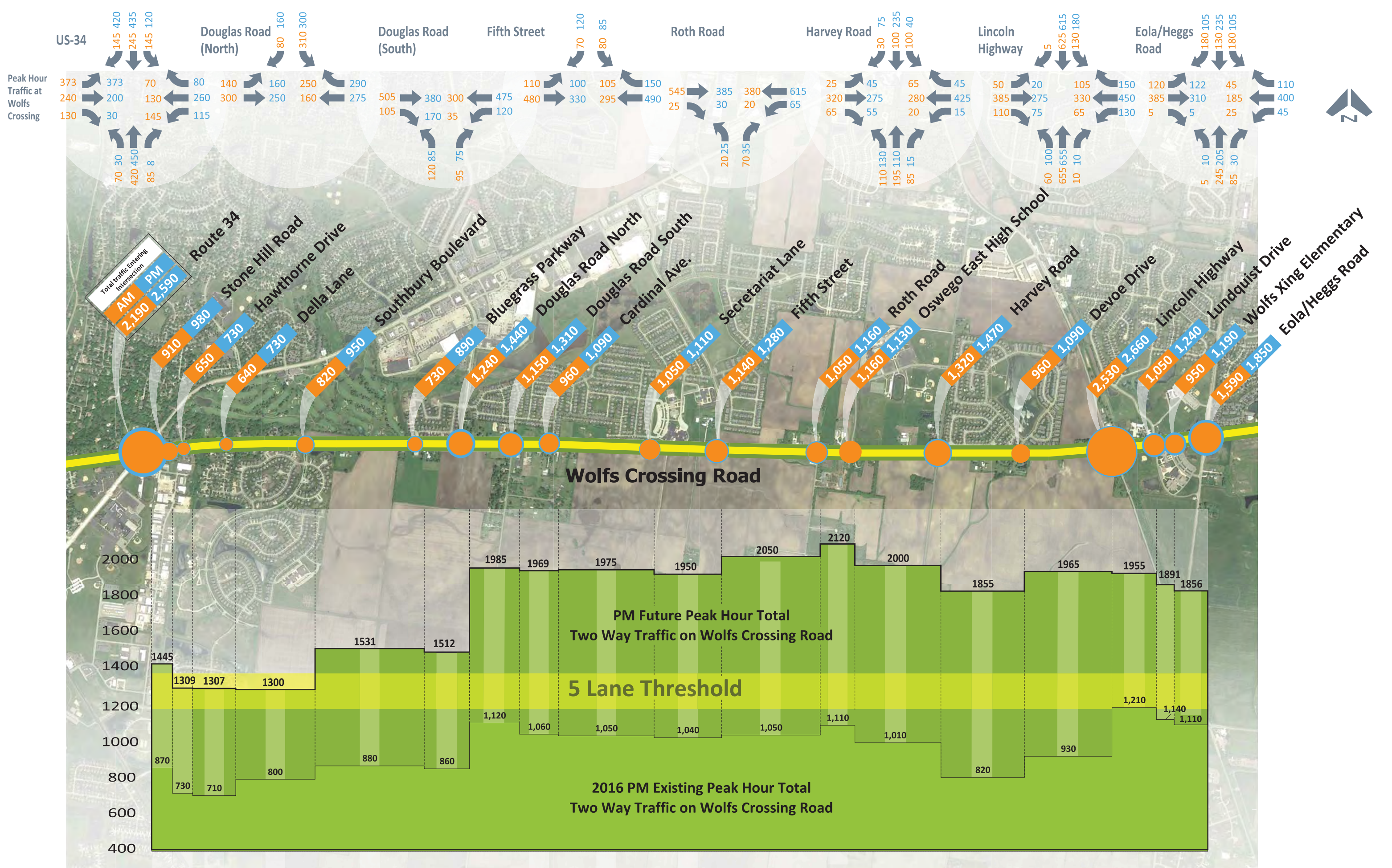
Corridor History

1994



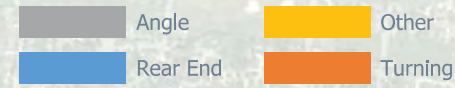
2014



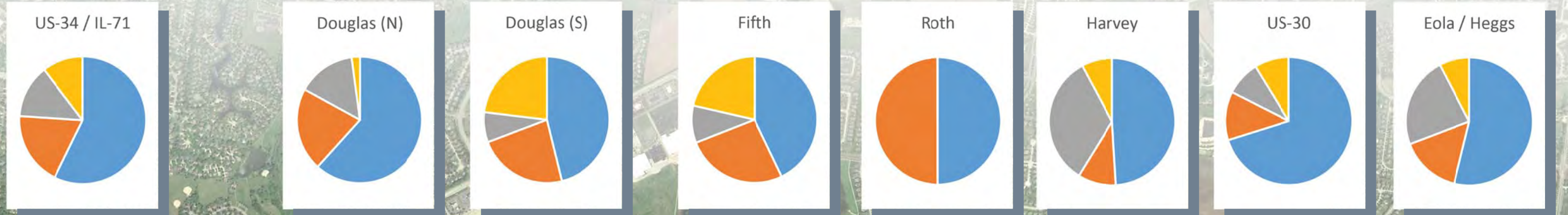


2040 Projected Traffic Volume Data

LEGEND



6-Year Crashes By Type (2010-2015)



| US-34 / IL-71* | |
|----------------|----|
| Type of Crash | |
| K | 0 |
| A | 2 |
| B | 10 |
| C | 5 |
| Injury Crashes | 14 |
| PDO Crashes | 82 |
| Total Crashes | 96 |

| Douglas (North Leg) | |
|---------------------|----|
| Type of Crash | |
| K | 0 |
| A | 0 |
| B | 1 |
| C | 3 |
| Injury Crashes | 4 |
| PDO Crashes | 43 |
| Total Crashes | 47 |

| Douglas (South Leg) | |
|---------------------|----|
| Type of Crash | |
| K | 0 |
| A | 0 |
| B | 1 |
| C | 2 |
| Injury Crashes | 3 |
| PDO Crashes | 10 |
| Total Crashes | 13 |

| Fifth | |
|----------------|----|
| Type of Crash | |
| K | 0 |
| A | 1 |
| B | 5 |
| C | 4 |
| Injury Crashes | 7 |
| PDO Crashes | 35 |
| Total Crashes | 42 |

| Roth | |
|----------------|---|
| Type of Crash | |
| K | 0 |
| A | 0 |
| B | 0 |
| C | 2 |
| Injury Crashes | 2 |
| PDO Crashes | 4 |
| Total Crashes | 6 |

| Harvey | |
|----------------|----|
| Type of Crash | |
| K | 0 |
| A | 0 |
| B | 5 |
| C | 2 |
| Injury Crashes | 6 |
| PDO Crashes | 45 |
| Total Crashes | 51 |

| US-30 | |
|----------------|----|
| Type of Crash | |
| K | 0 |
| A | 0 |
| B | 10 |
| C | 13 |
| Injury Crashes | 17 |
| PDO Crashes | 40 |
| Total Crashes | 57 |

| Eola / Heggs | |
|----------------|----|
| Type of Crash | |
| K | 0 |
| A | 0 |
| B | 5 |
| C | 5 |
| Injury Crashes | 8 |
| PDO Crashes | 18 |
| Total Crashes | 26 |

* 6 Crashes at Gas Station Driveway

Injury Descriptions
K-Fatal
A-Incapacitating Injury
B-Non Incapacitating Injury
C-Reported Injury, Not Evident
PDO-Property Damage Only



Corridor Advisory Team (WolfCAT)

What have we been up to since we last met at our public meeting in October 2016?

2 full team meetings

1/11/2017

3/23/2017

Who is the WolfCAT?

- ✓ Representatives of School District 308 (3)
- ✓ Officials representing the Oswegoland Park District, Village of Oswego, Oswego Township, Oswego Chamber of Commerce, City of Aurora, Oswego Fire Protection District, Kendall County, and Will County (12)
- ✓ Local business owners located on the corridor (8)
- ✓ Residents located on the corridor (18)
- ✓ Representatives from IDOT (2)



Corridor Advisory Team (WolfCAT)

WolfCAT accomplishments

Following the federal process, the following project components have been developed

1 Formulated purpose and need statement

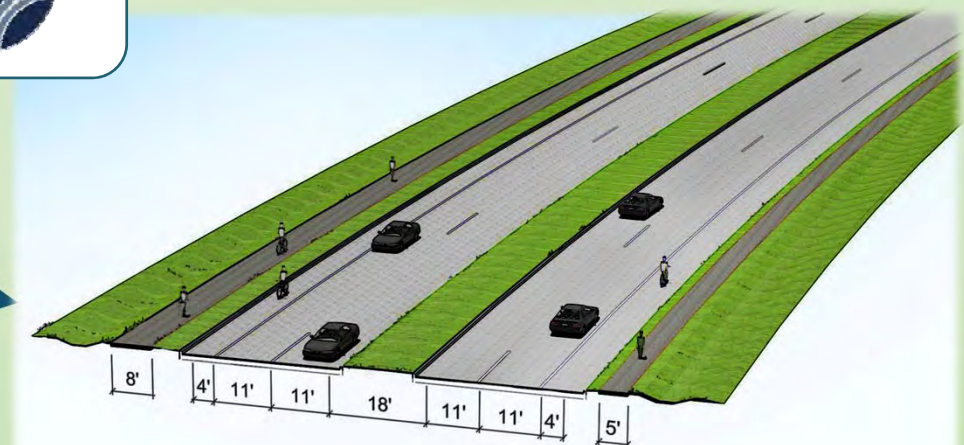
2 Recommended alignment



3 Recommended intersection types



4 Recommended cross section



Purpose (What are we trying to accomplish?)

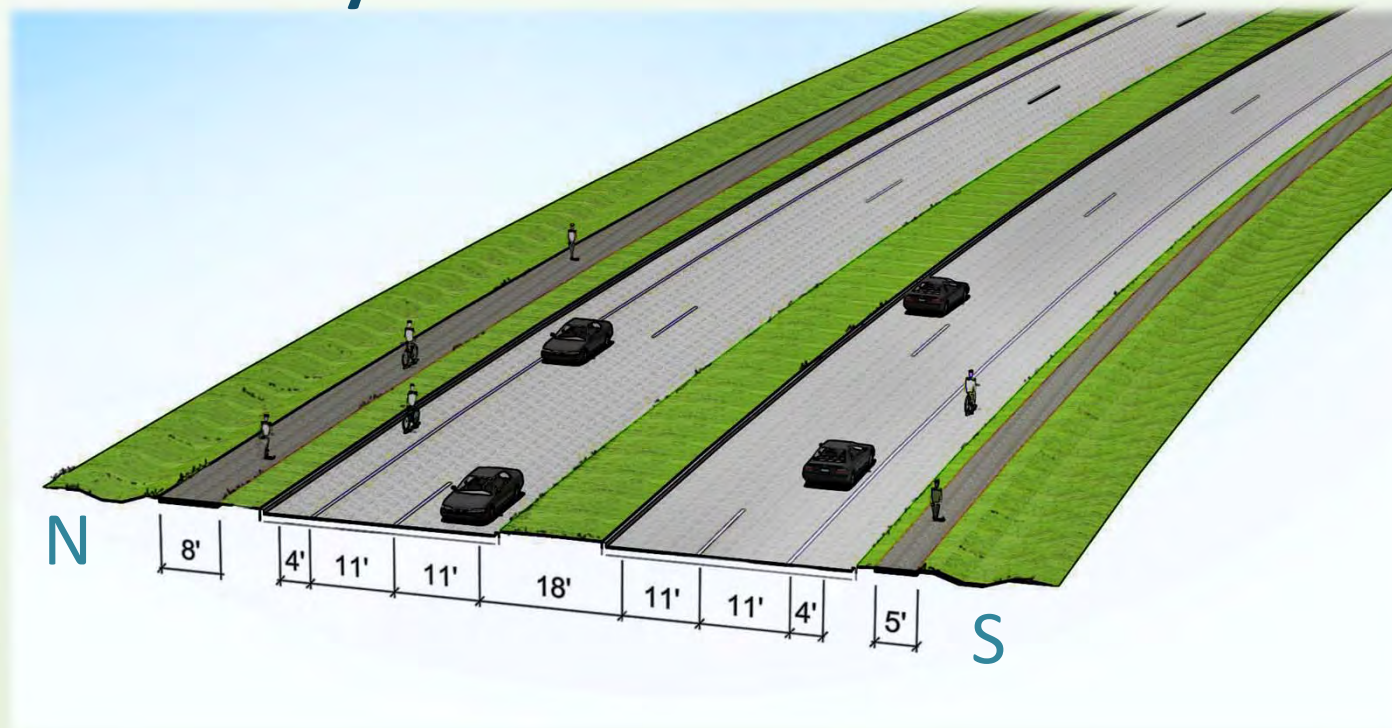
- ✓ Enhance safety
- ✓ Reduce traffic congestion
- ✓ Improve mobility and operations
- ✓ Accommodate economic development

Need (Why are we studying this corridor?)

- ✓ Crash history
- ✓ Capacity analysis of existing traffic data
- ✓ Projected future traffic growth
- ✓ Existing mobility and operations (Multi-modal)
- ✓ Address drainage inadequacies
- ✓ Minimize environmental impacts

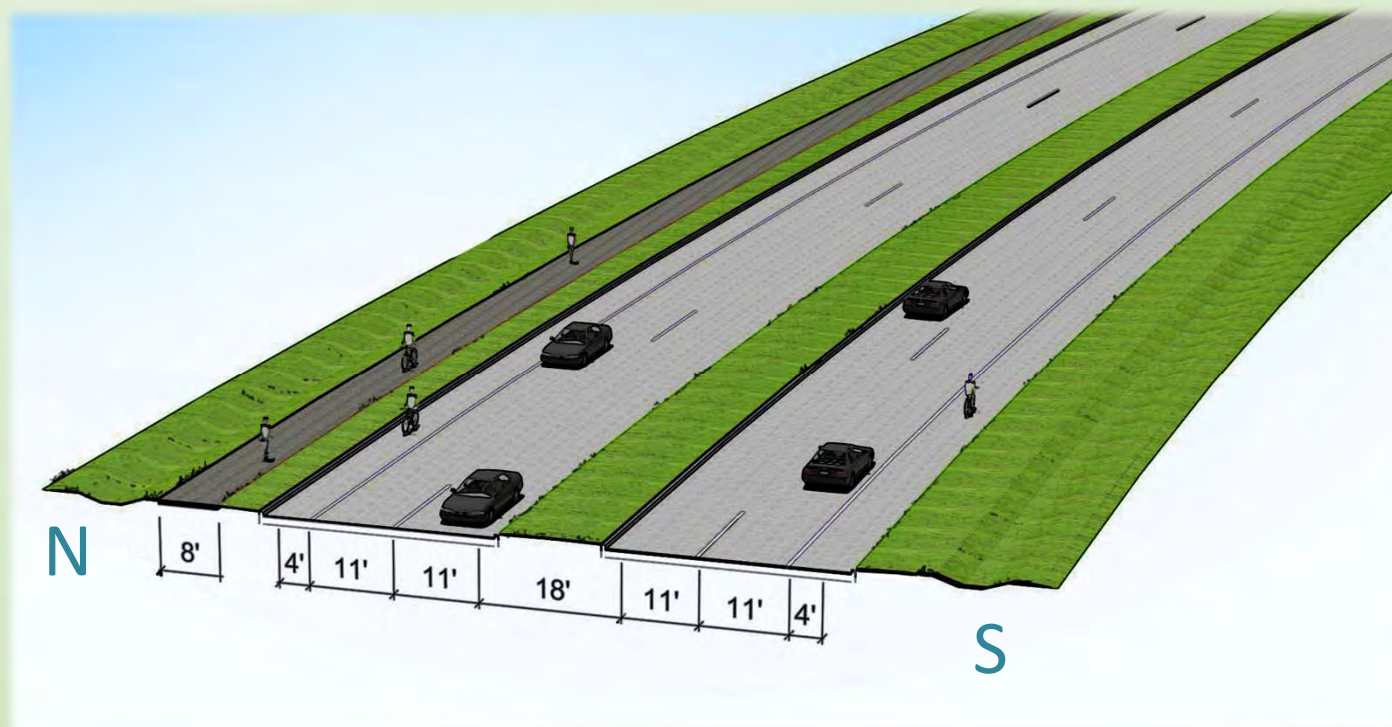
Proposed Roadway Cross Section

Ultimate roadway section



- **Both sides:**
 - roadway with curb and gutter and storm sewer
 - wider pavement for experienced cyclists
- **North side:** bike path
- **South side:** sidewalk

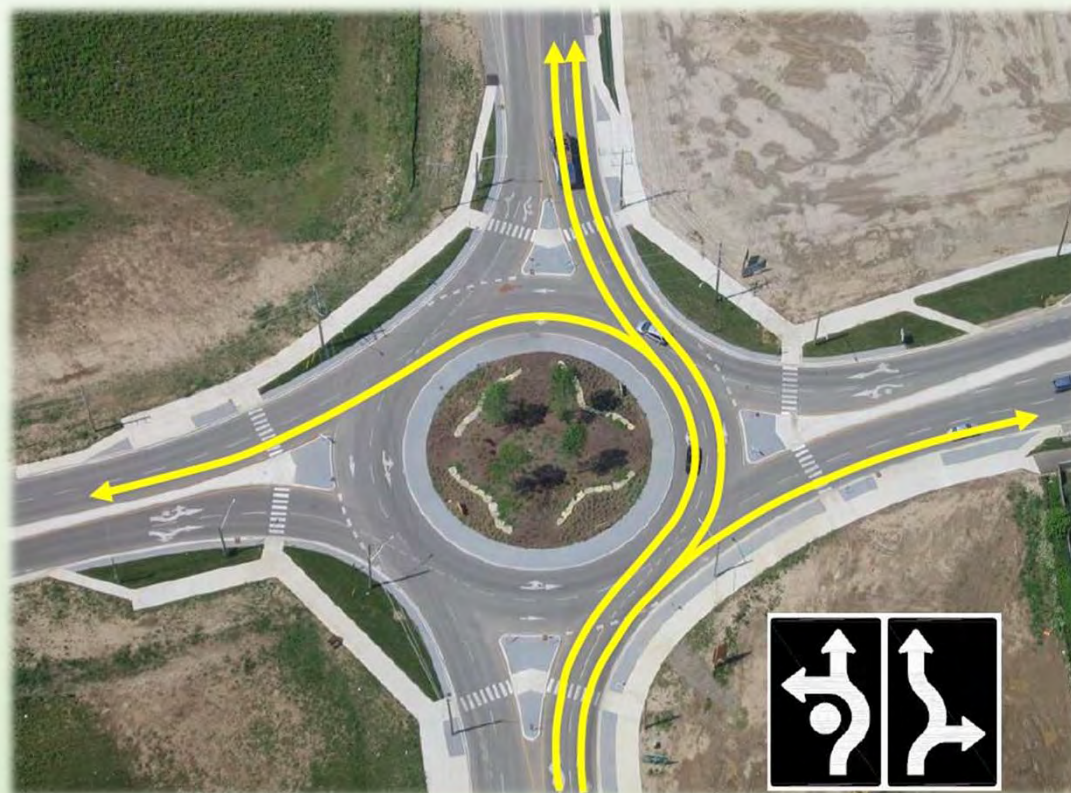
Initial roadway section in undeveloped areas



- **Both sides:**
 - roadway with curb and gutter and storm sewer
 - wider pavement for experienced cyclists
- **North side:** bike path
- **South side:** Sidewalk to be installed by developers

Traffic Signals vs. Roundabouts: Operations

Operational comparison: Harvey Road intersection



Conventional Intersection
All-Way Stop (2016)

76 seconds
average delay



Conventional Intersection
Traffic Signal
(future year 2040)

27 seconds
average delay



Roundabout
(future year 2040)

20 seconds
average delay



Traffic Signals vs. Roundabouts: Crash Potential

Crash Potential



- Assigns right-of-way
- Tends to increase rear end crashes
- **5% - 45% overall reduction in crashes compared to an all-way stop***



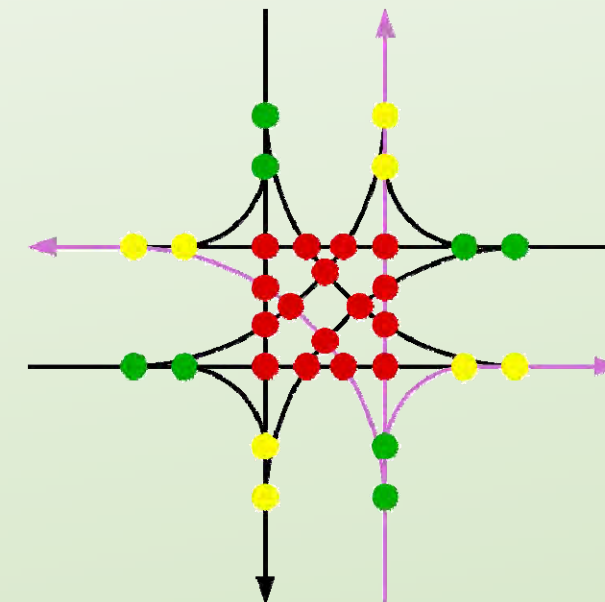
- Reduces conflict points: conflicting vehicles only approach from one direction
- Reduces severity of crashes by keeping vehicle speeds low and limiting the crash type
- **60% - 70% overall reduction in crashes compared to an all-way stop***

*Source: FHWA Crash Modification Factors Clearinghouse

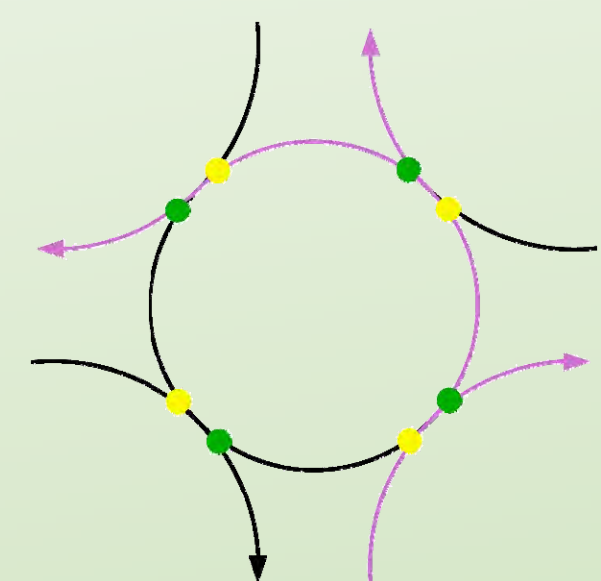
Conflict Points

A conflict point is a location where the travel paths of two different vehicles may collide

Conventional Intersection



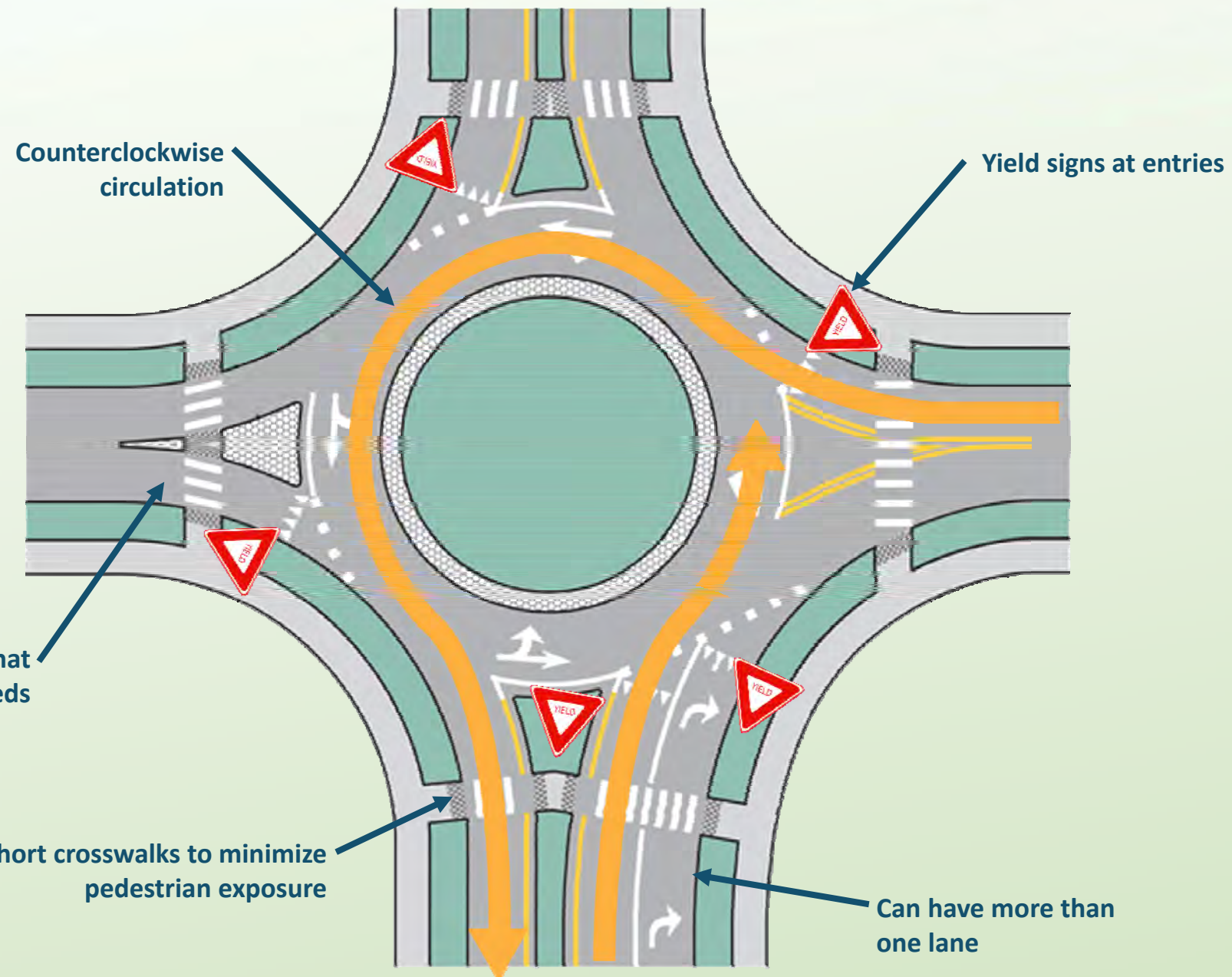
Roundabout



| Conflict Type | Conventional Intersection | Roundabout |
|---------------|---------------------------|------------|
| ● Diverge | 8 | 4 |
| ● Merge | 8 | 4 |
| ● Cross* | 16 | 0 |
| Total | 32 | 8 |

*Crashes of this type are more severe

How does a roundabout work?



Nearby roundabouts you may be familiar with

- **Aurora:** Sullivan Road and Highland Road
- **Sugar Grove:** Dugan Road and Granart Road
- **Plainfield:** Renwick Road and Drauden Road



Sugar Grove



Plainfield

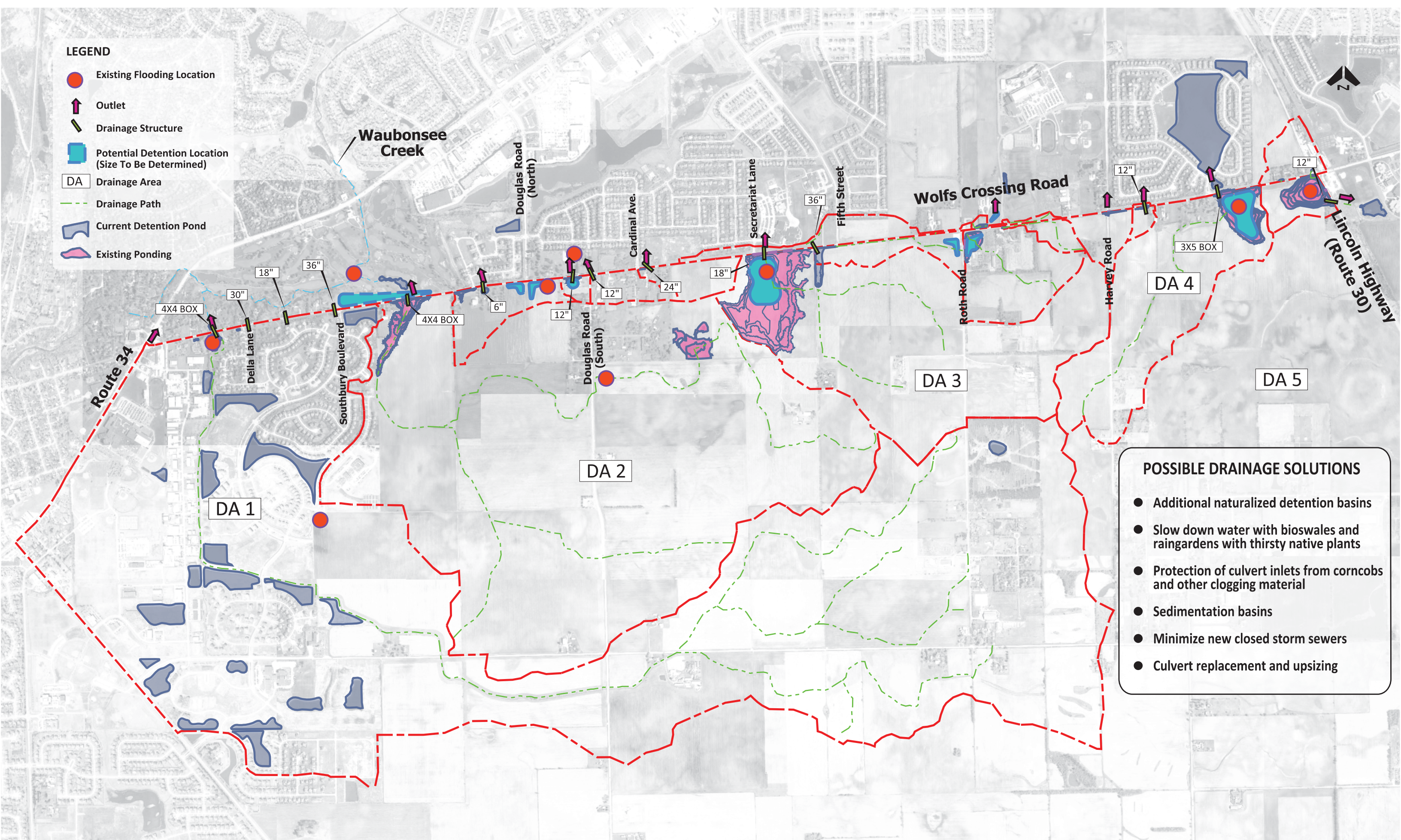
Golden rule of roundabouts:

When you enter the roundabout, you must yield to circulating traffic, pedestrians and bicyclists.

Drivers in the circle have the right of way. A motorist approaching a roundabout should wait for a safe gap in the traffic before entering.

LEGEND

- Existing Flooding Location
- ↑ Outlet
- ▧ Drainage Structure
- Potential Detention Location (Size To Be Determined)
- DA Drainage Area
- - - Drainage Path
- Current Detention Pond
- Existing Ponding



- POSSIBLE DRAINAGE SOLUTIONS**
- Additional naturalized detention basins
 - Slow down water with bioswales and raingardens with thirsty native plants
 - Protection of culvert inlets from corncocks and other clogging material
 - Sedimentation basins
 - Minimize new closed storm sewers
 - Culvert replacement and upsizing

How do you improve drainage?

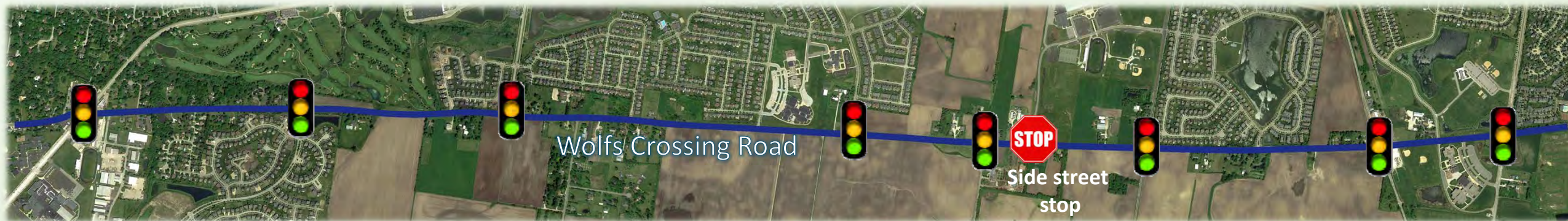
Slow it down.

Spread it out.

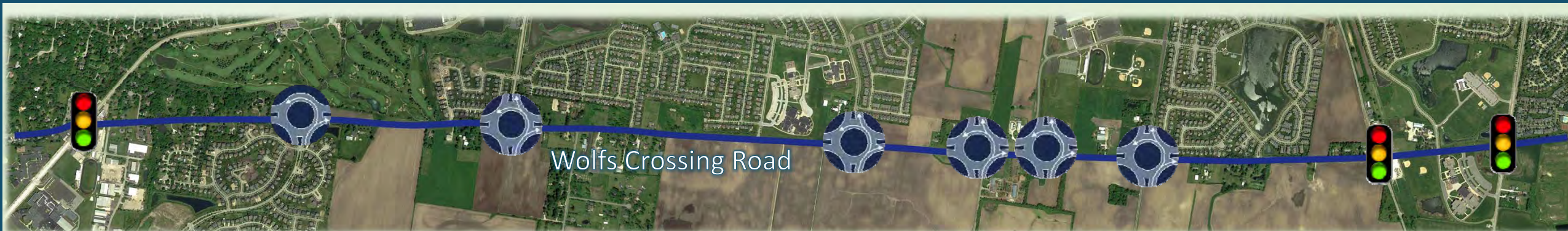
Soak it in.

Proposed Alternatives

US-34 Southbury Blvd. Douglas Rd. Fifth Rd. Roth Rd. Oswego East HS Entrance Harvey Rd. US-30 Eola Rd./Heggs Rd.



Alternative 1
Corridor of Signals



Alternative 2
Corridor of Roundabouts



Alternative 3
Hybrid Roundabout/Signal
Corridor

**WolfCAT
Preferred!**

Considering cyclists and pedestrians

Where do cyclists ride?



Sidewalks

Beginners/Kids



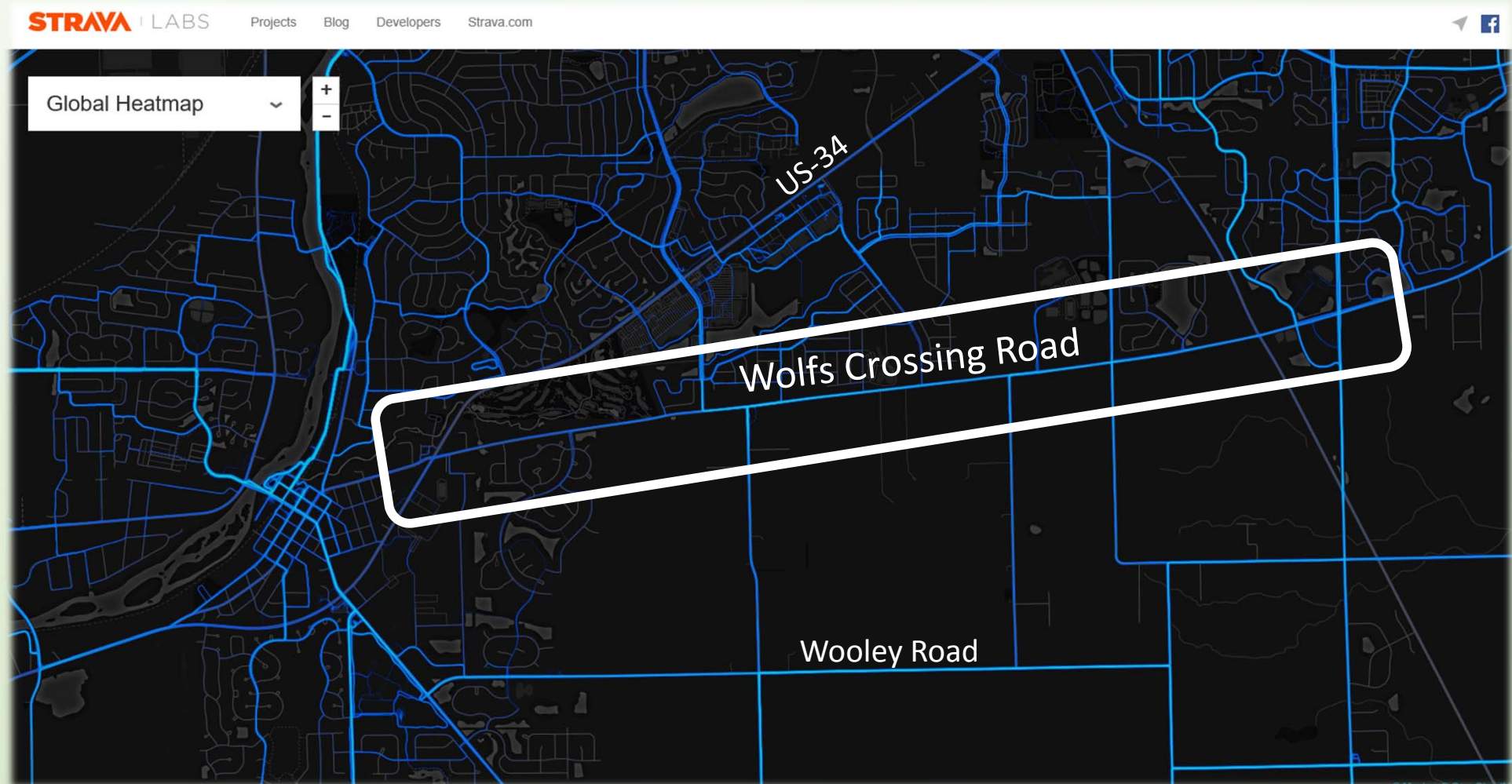
Bike trails

Casual adult cyclists



On street

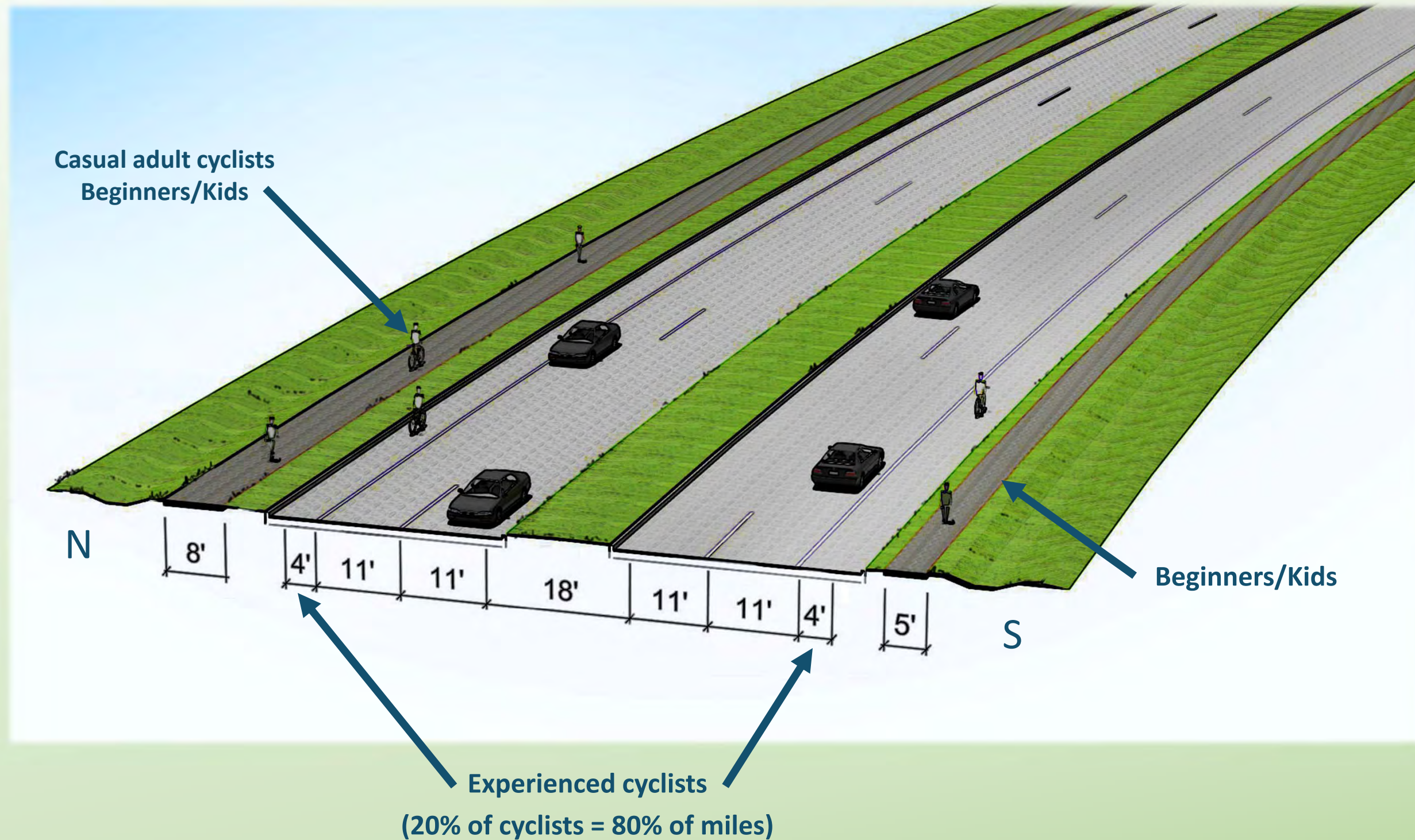
Experienced cyclists
(20% of cyclists =
80% of miles)



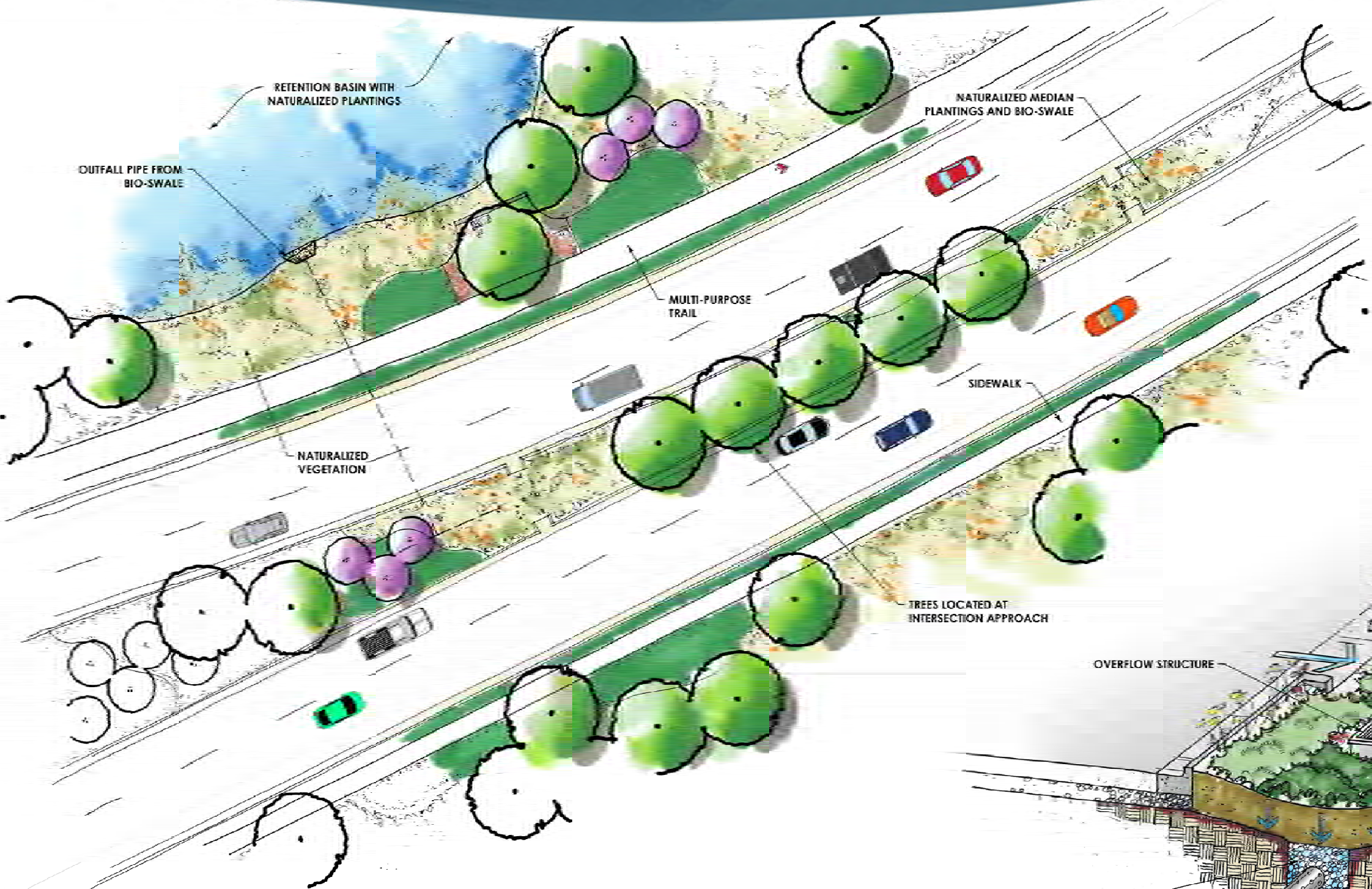
This is a Strava map. It shows routes used by experienced cyclists.
The wider the line, the greater the usage of the corridor.

We have all three types of cyclists on Wolfs Crossing

Where will cyclists ride?

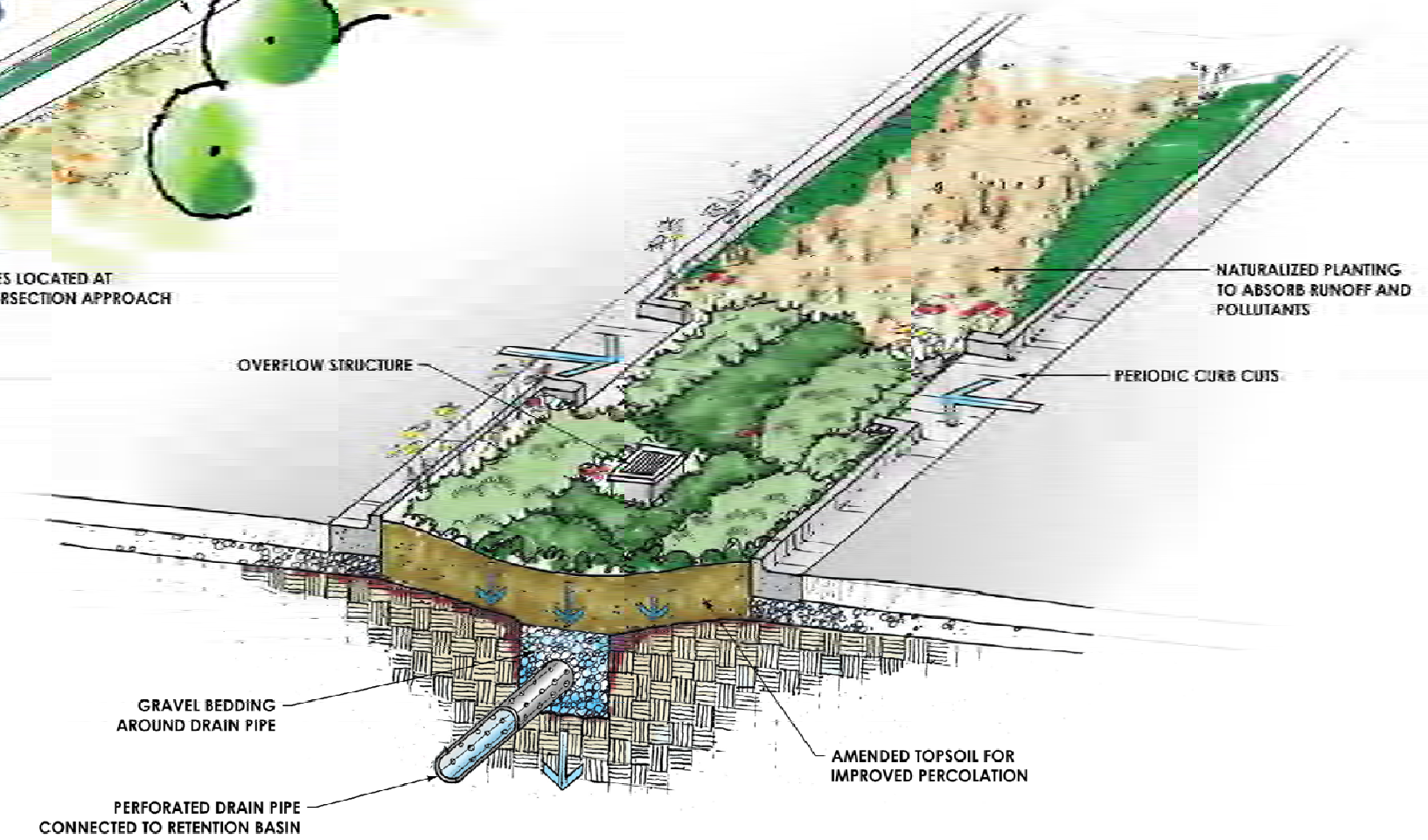


Aesthetics: Corridor Treatments



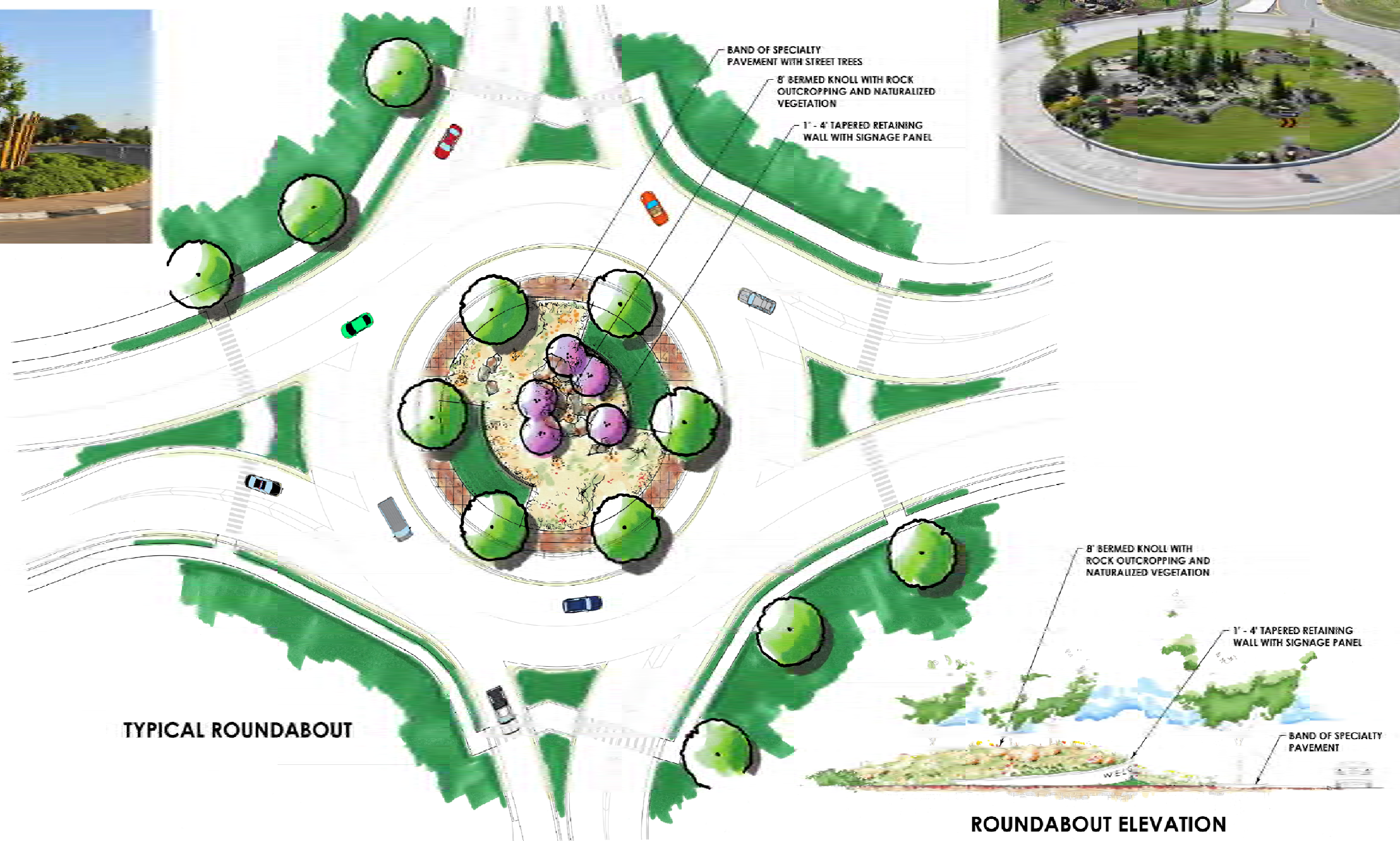
NATURALIZED VEGETATION

TYPICAL LANDSCAPE PLANTINGS

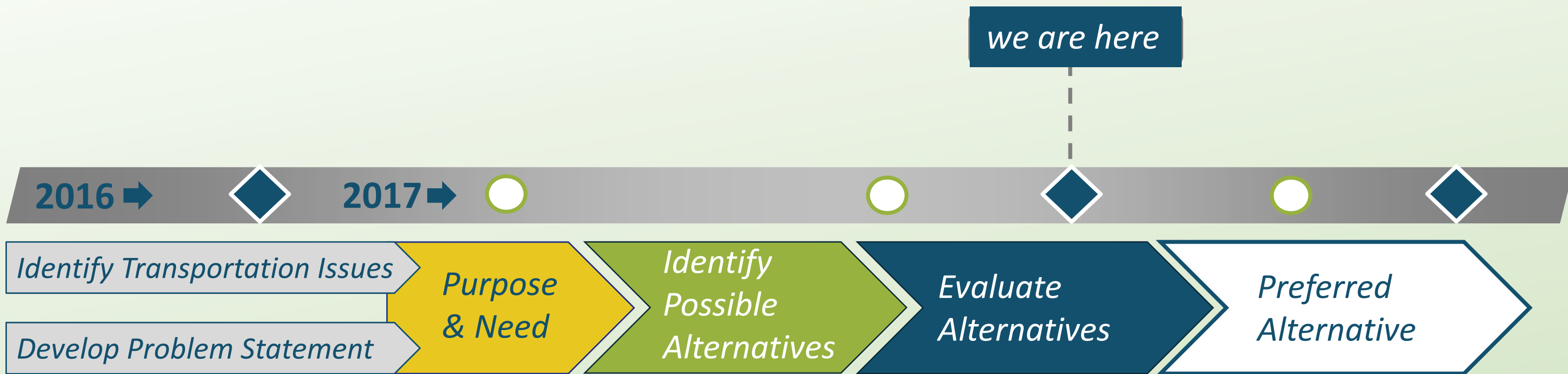


MEDIAN BIO-SWALE

Aesthetics: Roundabout Treatments



Project Process and Schedule



Legend

- ◆ Public Meeting
- Corridor Advisory Group Meeting

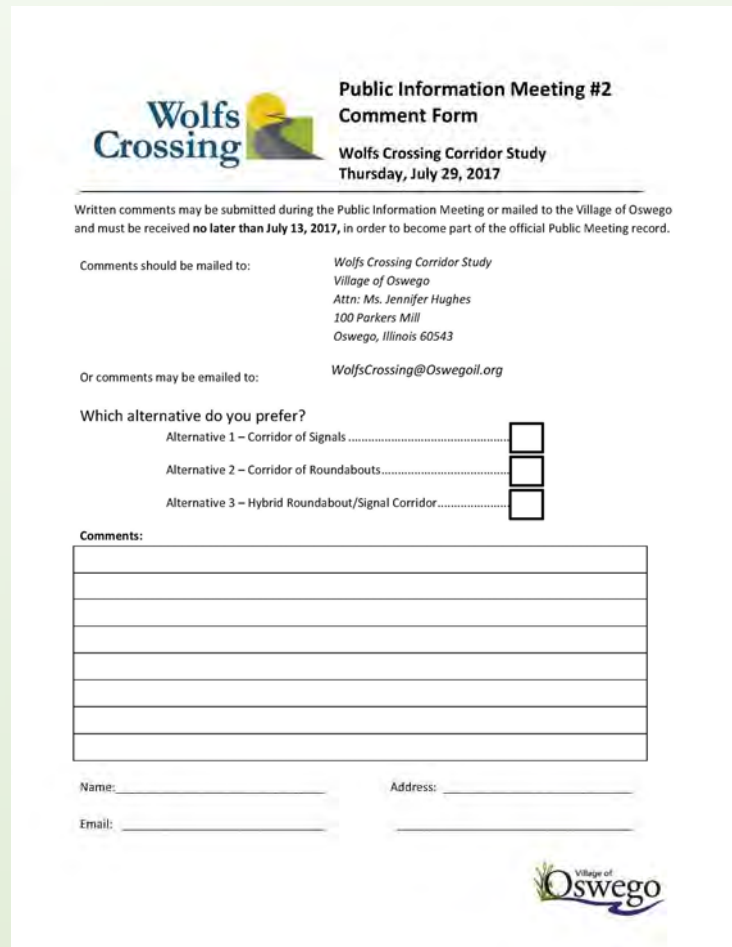
NOTE:

Final design, property acquisition and construction are contingent on obtaining funds. Project will likely be built in stages.

What can you do?

- **Fill out the comment form**

You can leave it here today or mail it back by July 13th.



The image shows a comment form for the 'Wolfs Crossing' project. At the top left is the 'Wolfs Crossing' logo, which includes a stylized wolf head and a road. To the right of the logo, the text reads: 'Public Information Meeting #2', 'Comment Form', 'Wolfs Crossing Corridor Study', and 'Thursday, July 29, 2017'. Below this, a note states: 'Written comments may be submitted during the Public Information Meeting or mailed to the Village of Oswego and must be received no later than July 13, 2017, in order to become part of the official Public Meeting record.' The form provides two ways to submit comments: by mail to 'Wolfs Crossing Corridor Study, Village of Oswego, Attn: Ms. Jennifer Hughes, 100 Parkers Mill, Oswego, Illinois 60543' or by email to 'WolfsCrossing@Oswegoil.org'. It then asks 'Which alternative do you prefer?' with three options: 'Alternative 1 - Corridor of Signals', 'Alternative 2 - Corridor of Roundabouts', and 'Alternative 3 - Hybrid Roundabout/Signal Corridor', each with a corresponding checkbox. Below this is a 'Comments:' section with a large text area. At the bottom, there are fields for 'Name:', 'Address:', and 'Email:'. The Village of Oswego logo is in the bottom right corner.

- **Tell us what you like/dislike about the design alternatives. Some things that could be considered include:**

- **Traffic**
- **Intersection improvements**
- **Safety**
- **Drainage**
- **Sidewalks**
- **Bicycle accommodations**
- **Landscaping**

- **Questions? There are several members of the project study team here and ready to help.**