Welcome

to the

Wolfs Crossing Corridor Study

Second Public Information Meeting

Wolfs Crossing

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 tonight?

- ❑ 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

Wolfs Crossing

Corridor History

1994

2014

Wolfs Crossing

Project Limits

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Corridor Advisory Team (WolfCAT)

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

2 full team meetings

3/23/2017 **1/1/2017**

- Formulated purpose and need statement
- Recommended alignment
- Recommended intersection types
- Recommended cross section

All of this is presented here today for your comment

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

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

Who is the Wolf CAT?
- ✓ 3 Representatives of School District 308
- ✓ 12 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
- ✓ 8 Local Business owners located on the corridor
- ✓ 18 Residents located on the corridor
- ✓ 2 Representatives from IDOT

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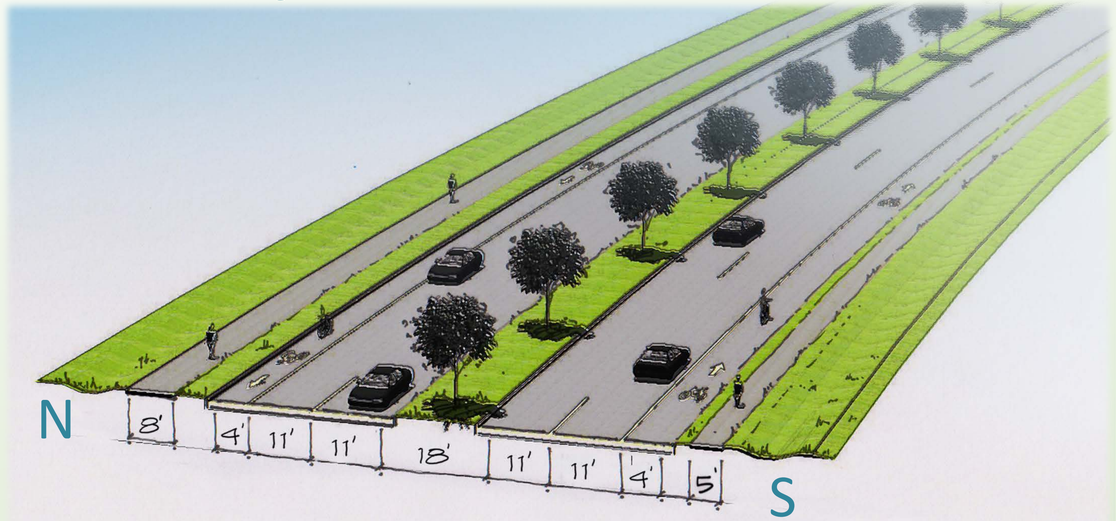
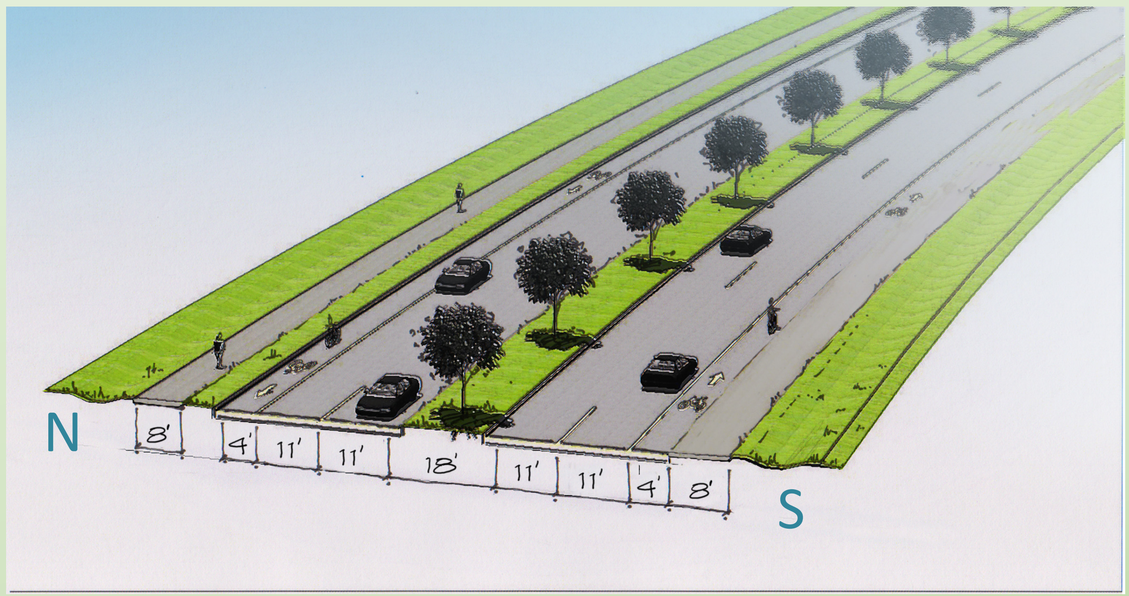
Proposed Roadway Cross Section

Ultimate roadway section



- Both sides: roadway with curb and gutter and storm sewer
- North side: bike path
- South side: sidewalk

Initial roadway section in undeveloped areas



- North side: curb and gutter, storm sewer and bike path
- South side: shoulder
- Final cross section to be completed by developers

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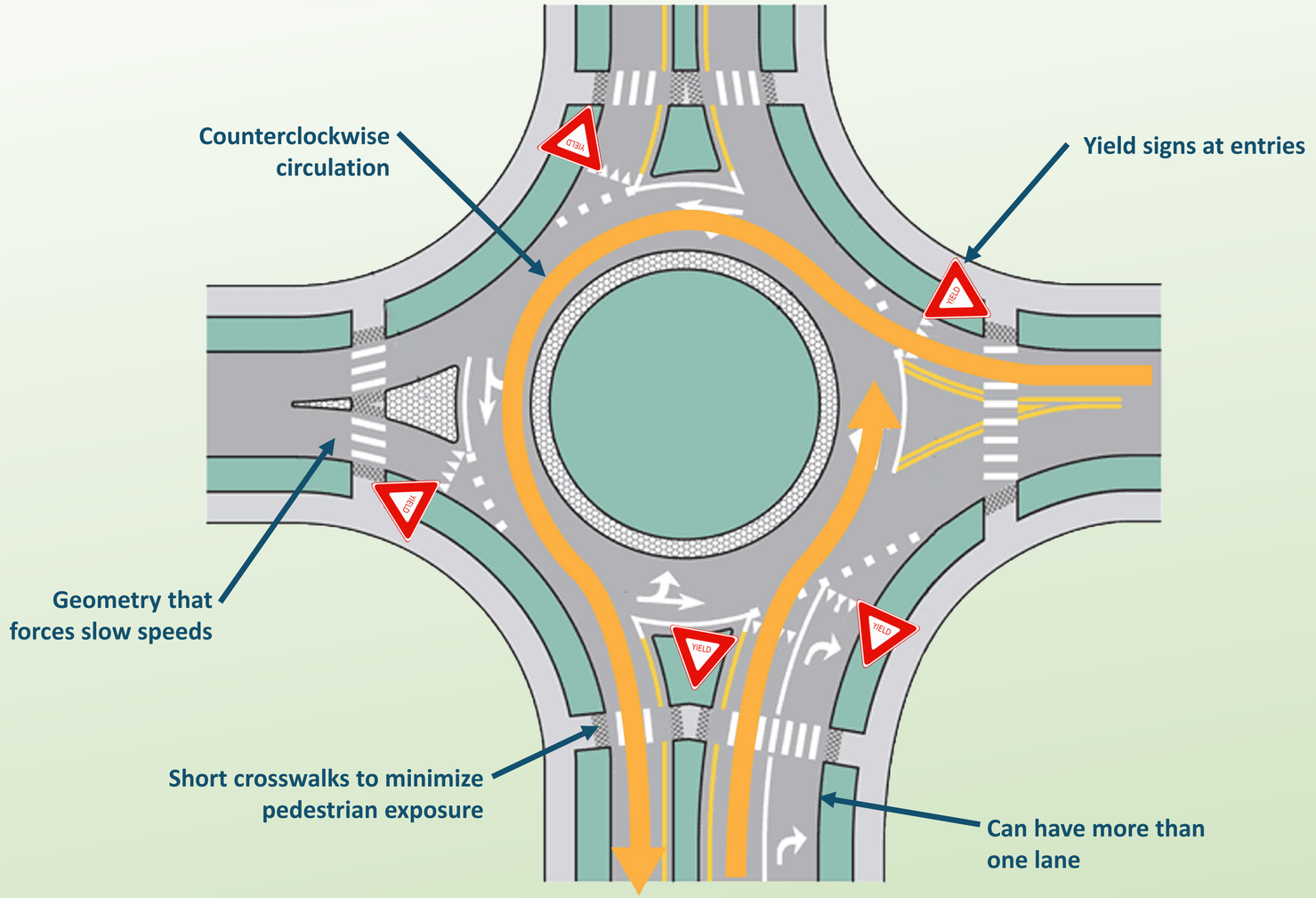
How does a roundabout work?



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.

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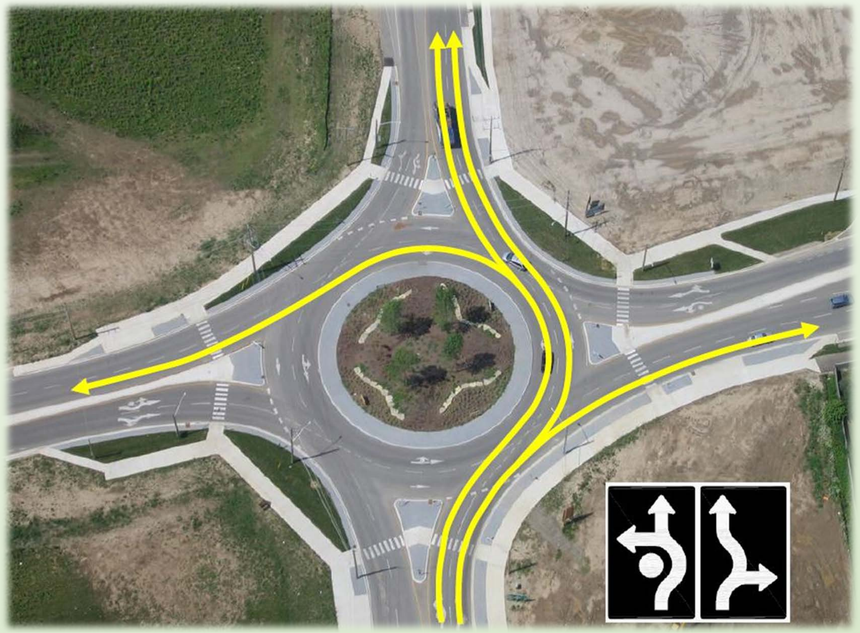
Traffic Signals vs. Roundabouts: Operations

Operational comparison: Harvey Rd 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

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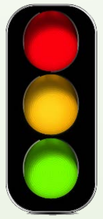
Traffic Signals vs. Roundabouts: Crash Potential

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

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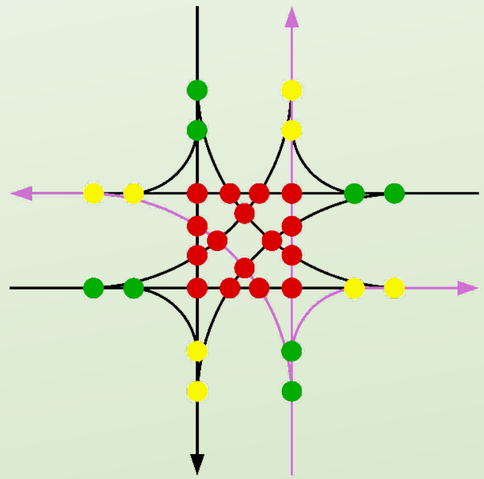
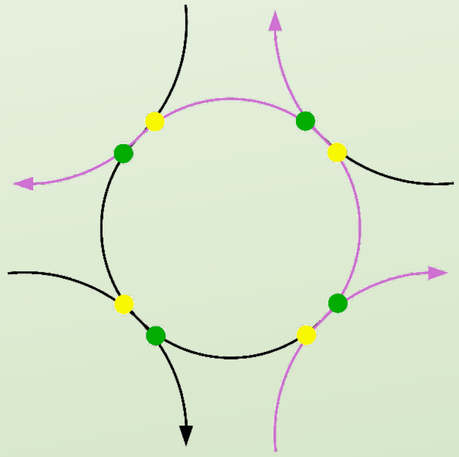
Conflict Points

A Conflict Point is a location where the travel paths of two different vehicles may cross

Conventional Intersection



Roundabout



Conflict Type	Conventional Intersection	Roundabout
Diverge	8	4
Merge	8	4
Crossing*	16	0
Total	***32***	***8***

*Crashes of this type are more severe

Proposed Alternatives

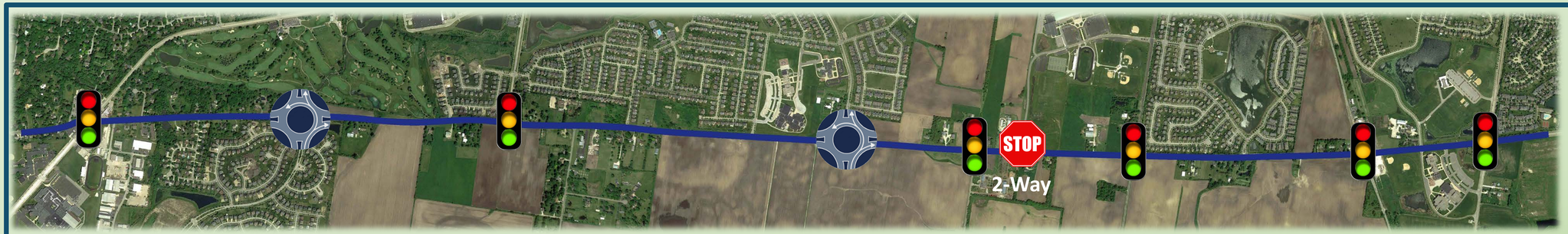
US-34 | Southbury Blvd. | Douglas Rd. | Fifth Rd. | Roth Rd. | Oswego East HS Entrance | Harvey Rd. | US-30 | Eola Rd./ Heggs Rd.

Alternative 1

Corridor of Signals

Alternative 2

Corridor of Roundabouts



Alternative 3

Hybrid Roundabout/Signal Corridor

WolfCAT Preferred!

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Stone Hill Road Alternatives

Alternative 1

Install a westbound left turn lane and allow all existing movements to and from Stone Hill Road

Alternative 1A

Install a sign restricting left turns out of Stone Hill Road during the busiest traffic hours

1A: Optional Sign

Alternative 2

Install a median to restrict Stone Hill Road movements to right-in and right-out

Alternative 3

Stripe the median and install a concrete island to restrict Stone Hill Road movements to right-in and right-out

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Note:
All alternatives include the conversion of the gas station entrance to right-in/right-out

Considering cyclists and pedestrians

Where do cyclists ride?

Beginners/Kids

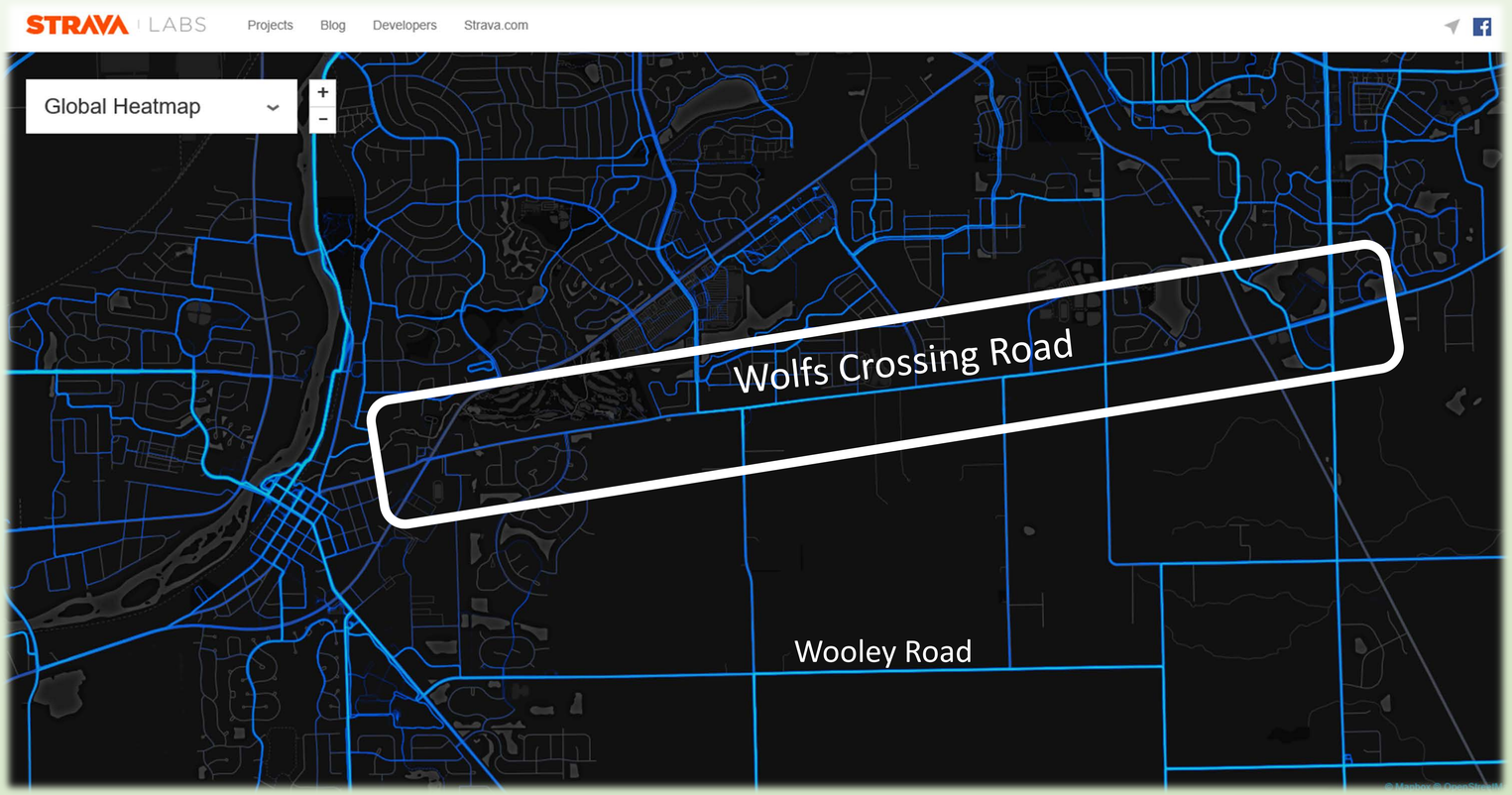
Sidewalks

Casual adult cyclists

Bike trails

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

On street



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

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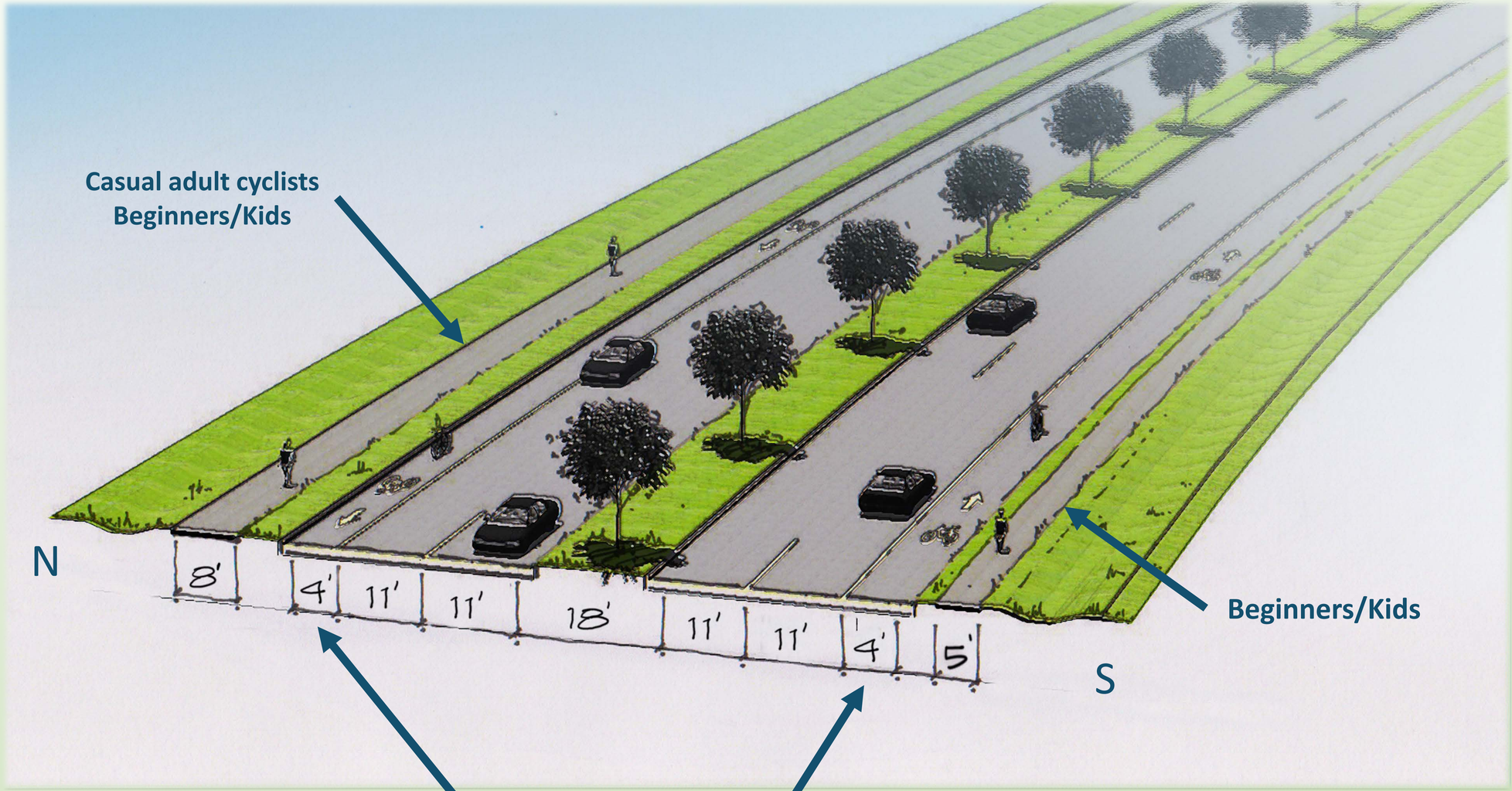
Where will cyclists ride?



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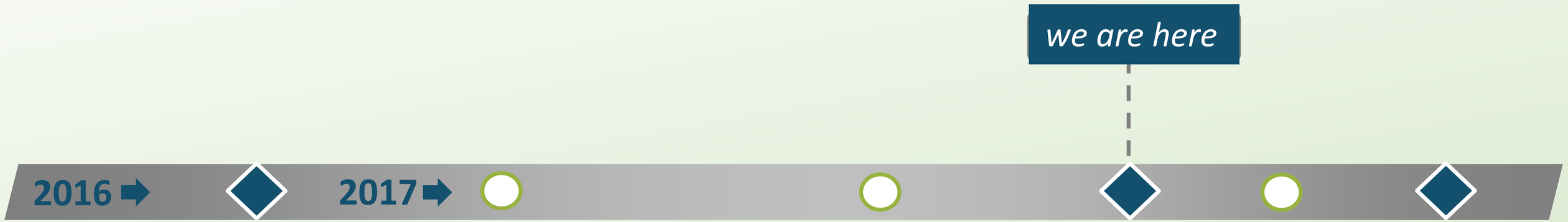
Project Process and Schedule



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.

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