



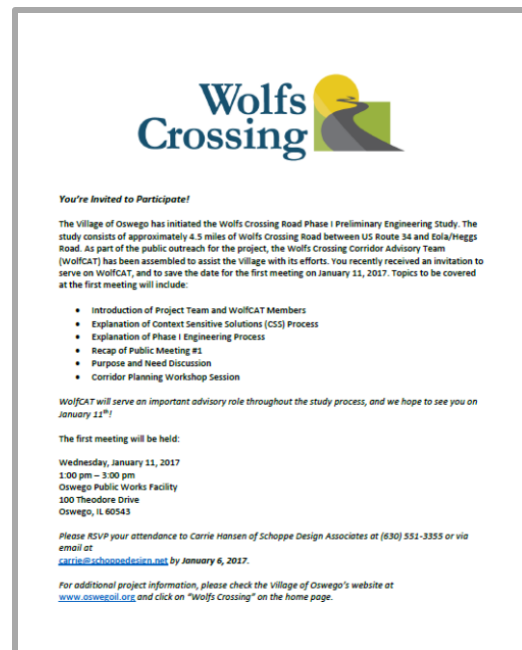
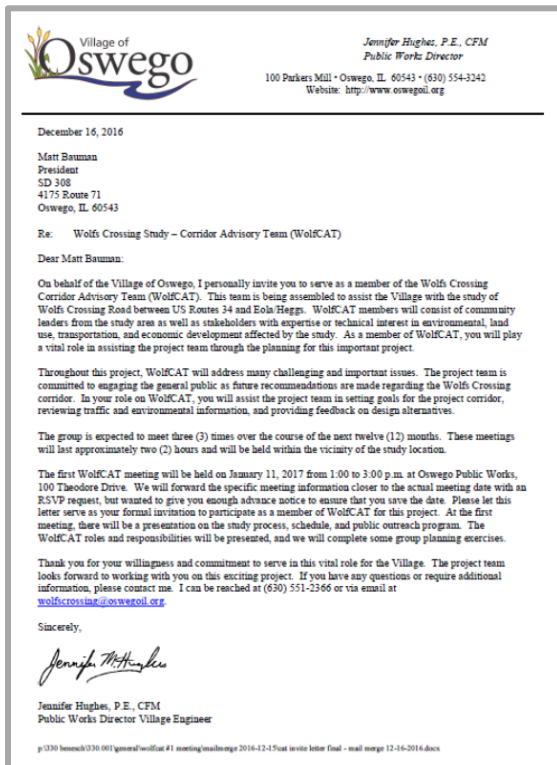
WolfCAT MEETING #1 SUMMARY January 11, 2017

The first Wolfs Crossing Community Advisory Team (WolfCAT) meeting for the Wolfs Crossing Phase I Engineering Study was held on Wednesday, January 11, 2017 from 1:00 pm – 3:00 pm at the Oswego Public Works facility, 100 Theodore Drive, Oswego, IL 60543. The meeting included a PowerPoint presentation with the following elements:

- introduction of the project study team and WolfCAT members
- an overview of the project
- a description of the Context Sensitive Solutions (CSS) process
- a presentation of existing corridor conditions.

Attendees also took part in exercises regarding the development of the project Purpose and Need, and corridor planning. A total of 38 stakeholders (WolfCAT members) were invited, and the meeting was attended by **22** WolfCAT members.

To announce the January 11, 2017 WolfCAT #2 meeting, a letter from Oswego Village Engineer Jennifer Hughes was mailed to invited attendees on December 16, 2016, and a follow-up RSVP email invite and reminder was sent on December 29, 2016. Follow-up contact with invited attendees who had not yet responded by the January 6, 2017 RSVP date occurred prior to the meeting.





Project Team Attendance

- Jennifer Hughes, Oswego Village Engineer
- Laura McGovern, Benesch
- Colin Coad, Benesch
- Mike Schoppe, Schoppe Design Associates
- Carrie Hansen, Schoppe Design Associates

Community Advisory Team (WolfCAT) Member Attendance

- Ed Barsotti, Ride Illinois
- Jeff Burgner, Oswego Chief of Police
- Dave Broviak, IDOT District 3
- David Dickinson, Resident
- Gary Eagleton, Resident
- Don Ernat, IDOT District 3
- James Feeley, Oswegoland Seniors
- Chad Feldotto, Oswegoland Park District
- Aaron Grosskopf, Oswego Township Highway Department
- Angie Hibben, Oswego Chamber of Commerce
- Dave Kellogg, KRG
- Fran Klaas, Kendall County Highway Department
- Dale Konicek, Land Owner
- Dan Koukal, Resident
- Jerry Kurtti, Resident
- Martin Leibrock, Resident
- Dave Oster, Land Owner
- Brad Rusin, Resident
- Mike Veseling, Oswego Fire Chief
- Marsha Zaranti, Resident
- Rod Zenner, Village of Oswego

Next Steps

Following the first WolfCAT meeting, the project team will be refining the draft Purpose and Need based on the common themes that emerged from the WolfCAT #1 meeting workshops. The team will also begin preparing conceptual alignments and roadway cross-sections for discussion and exercises at the upcoming WolfCAT #2 meeting scheduled for March 23, 2017.



Workshop #1: Identify Purpose and Need Elements

Table 1 (Orange)

Table Facilitator: Colin Coad

Table Participants:

Ed Barsotti - Ride Illinois
Don Ernat – IDOT District 3
Eric Gallt – City of Aurora
Aaron Grosskopt – Oswego Township Highway Department
Dave Oster – Lincolnway Crossing, LLC
Brad Rusin – Resident
Mike Veseling – Oswego Fire Chief

Purpose and Need Elements:

Purpose:

- Capacity - especially at intersections
- Safety – conditions create high incidence of crashes

Need:

- Multi-modal – need for facilities and network connectivity
- Meet school transportation and safety needs

Table 2 (Green)

Table Facilitator: Laura McGovern

Table Participants:

Dave Broviak – IDOT District 3
Gary Eagleton – Resident
Angie Hibben – Oswego Chamber of Commerce
Dave Kellogg – KRG
Fran Klaas – Kendall County
Jerry Kurtti – Resident
Marsha Zaranti – Resident
Rod Zenner – Village of Oswego

Purpose and Need Elements:

Purpose:

- Reduce accidents/improve safety
- Improve traffic flow/mobility

Need:

- Reduce accidents/improve safety
- Improve traffic flow/intersection improvements
- Future capacity
- Better alternative modes – peds/bikes
- Improve drainage; reduce flooding



Table 3 (Red)

Table Facilitator: Carrie Hansen

Table Participants:

- Jeff Burgner - Oswego Police Chief
- David Dickinson – Resident
- James Feeley – Oswegoland Seniors
- Chad Feldotto – Oswegoland Park District
- Dale Konicek – Land Owner
- Dan Koukol – Resident
- Martin Leibrock – Resident

Purpose and Need Elements:

Purpose:

- Safety
- Character of roadway
- Current insufficiency

Need:

- Increase in capacity – today and future, designed for future growth
- Alignment of Douglas Road
- Intersection development
- Cohesive drainage

Workshop #2: Corridor Planning Exercise

Each table was given a large scale aerial of the study corridor and an envelope of templates that included the following corridor planning options:

- Stop signs
- Traffic signals
- Roundabouts
- Detention allocation “dots” (totaling the anticipated 16 acre-feet required for the project)
- Alignment markers (used to demonstrate where roadway could deviate from strict centerline alignment)

Participants were encouraged to develop a consensus corridor plan for their respective tables, which were then shared with the entire group of attendees.

Table 1 Corridor Plan Summary

- Stop signs: no new stop signs proposed
- Traffic signals: 3 new signals proposed at:
 - Douglas Road (north)
 - Oswego East High School
 - Harvey Road
- Roundabout: one roundabout proposed at 5th Street



- Detention: areas primarily concentrated near Fox Bend Golf Course with another cluster of detention across from Prescott Mill Subdivision on the south side of Wolfs Crossing
- Alignment: realign to south of centerline across from Fox Bend to avoid conflict with golf course

Table 2 Corridor Plan Summary

- Stop signs: no new stop signs proposed
- Traffic signals: one new signal proposed at Stonehill Road
- Roundabouts: 5 roundabouts proposed at:
 - Southbury Blvd.
 - Douglas Road (north)
 - 5th Street
 - Roth Road
 - Harvey Road
- Detention: fairly evenly distributed along the corridor, primarily on the south side of Wolfs Crossing where mostly undeveloped
- Alignment: realign to the north of centerline onto the triangular parcel south of the golf course (Bower property), and to the south of centerline between Cardinal Ave. and Secretariat Lane across from Churchill Club Subdivision

*Note: east of Harvey Road reduce hill for better line of site on roadway

Table 3 Corridor Plan Summary

- Stop signs: one new stop sign proposed at Douglas Road (south)
- Traffic signals: no new signals proposed
- Roundabouts: 3 roundabouts proposed at:
 - Douglas Road (north)
 - 5th Street
 - Harvey Road
- Detention: while not “clustered”, more concentrated toward west end of corridor and fairly evenly distributed throughout east portion of corridor
- Alignment: no proposed alignment shifts



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