

**CITY OF WOODSTOCK
TRANSPORTATION COMMISSION**

Regular Meeting
March 19, 2014
City Council Chambers

The regular meeting of the Woodstock Transportation Commission was called to order at 7:02 PM by Chairman Andrew Celentano on Wednesday, March 19, 2014 in Council Chambers at City Hall.

A roll call was taken.

COMMISSION MEMBERS PRESENT: Chairman Andrew Celentano, Susan Hudson, Jason Osborn, Caron Wenzel

COMMISSION MEMBERS ABSENT: Mark Indyke

STAFF PRESENT: Assistant Director of Public Works Jeff Van Landuyt

OTHERS PRESENT: City Clerk Dianne Mitchell

APPROVAL OF MINUTES:

Motion by C. Wenzel, second by S. Hudson to accept the February 19, 2014 Special Meeting minutes as presented. Ayes: Chairman A. Celentano, S. Hudson, J. Osborn, C. Wenzel. Nays: None. Absentees: M. Indyke. Abstentions: None. Motion carried.

FLOOR DISCUSSION:

J. Van Landuyt reported that he spoke to Steve Thompson at Woodstock High School who advised that the kids did receive the thank you's from the Commission.

A. Celentano stated that Jason Osborn is an official member on the Commission.

A. Celentano read a letter from Cindy Smiley regarding the Open Meetings Act noting that the group can be somewhere together as long as they don't discuss City business. The letter advised that if the group wants to have an information booth somewhere discussing transportation issues at which a quorum would be present then they would need to notice it.

A. Celentano reported that last night the Council approved installing a sidewalk on the west side of Dean Street between Kimball Ave. and Prairie Ridge. He stated that it is .36 of a mile but the cost is \$200,000 or about \$100 a lineal foot. He questioned if the Commission should consider \$100 a lineal foot when estimating. J. Van Landuyt stated that City Council approved a construction engineering agreement and a services agreement with IDOT noting that the amounts in the agreement are what were awarded to the City under the grant. He advised that the new sidewalk is 5' wide, there is some tree root pruning, depressed curb at crosswalks, pavement markings, asphalt placement at driveway aprons, b-box & hydrant relocation. He advised them to continue to consider \$30 a lineal foot which is consistent with what they are getting for bids for strictly sidewalk replacement under the City's contract.

TRANSMITTALS: (No discussion or action requested)

1. City's Involvement w/ ADA Transition Plan

A. Celentano questioned where it fits into the Transportation Plan and J. Van Landuyt referenced the second page noting that the information that is being gathered as a result of compliance with the rule might be of some benefit to the Commission in the future.

2. Road Construction – Survival Guide – Madison, WI

OLD BUSINESS:

1. Overview of 2/19/2014 meeting w/ Marian Central H.S. Students

A. Celentano stated that the students are working on creating a bicycle network to get connectivity to various places. He advised that they are waiting to talk to a concrete contractor. He reported that they got responses to their questionnaire and noted that they seem to be moving along. He advised that in two weeks, Roscoe Stelford has volunteered to talk to the students about what the City Manager does and how they would interact with the City. He stated that they will meet with the students on April 3rd and then their presentation will be in May.

NEW BUSINESS:

1. Consideration of revisions & acceptance of Chapter 4 – 2005 Transportation Plan

C. Wenzel stated that she liked it and feels that it sums it up and references connectivity. She stated that it is straight and to the point and it puts the paths together with the train station and the Square.
S. Hudson stated that she thought that Chapter 4 was fine.

J. Osborn referenced the last page under Goals and Objectives regarding grant funds and advised that he thinks IDOT's new guidelines in the 80/20 split in terms of offering 20% as how much the City would have to pay if they were going to build improvements into a project should be called out as a separate bullet before grants. He suggested encouraging the City Council to take IDOT up on that offer. If IDOT is going to design and buy the right of way and spend 80% of the construction for a facility then he thinks it would be good to encourage the City Council to take advantage of it.

J. Osborn stated that it isn't just the 20% cost or the 80% funding that IDOT provides, it's the design, the clearances from the environmental agencies and the acquisition of right of way. He advised that IDOT just asks the City to pay 20% and then enter into a maintenance agreement so the City would have maintenance responsibilities forever but at least it would get built. He stated that for Woodstock that would include Rt. 14, Rt. 120 and Rt.47 projects. He stated that when they resurfaced Rt. 120/Washington St. according to their guidelines they would have to consider putting in sidewalks if the City put in some money. He stated that if the City had gotten involved with the process early and offered to pay the local share of 20%, it's possible that even a project like that could include sidewalks at the time.

A. Celentano referred to the list in the introduction area and stated that under the last checkpoint he wants to add in "walking aid" after "foot". He suggested that the last sentence should read as "The City should maximize the pleasure and safety of travel in the City regardless of mode." He referenced the bike routes section and suggested adding "medical facilities" to the list of destinations.

2. Prioritizing Sidewalks

S. Hudson stated that the Mayor talked to them about establishing areas of the city where they would be more aggressive about sidewalk maintenance and filling in the gaps. She stated that she already did a report with an inventory and weighting but she advised that they talked about changing the weighting because the Mayor is more concerned with commercial areas.

S. Hudson stated that they need to think what would be the boundaries of a zone that linked the Square with the Jewel area and the Square to Walmart. She questioned having a recreational corridor and how wide they would have to be; a single street or a zone between this street and that street. She advised that is what the Commission is trying to come up with so they can present the proposal with the associated costs and then resubmit the whole thing with the total cost. She asked the Commission

if in regards to going from the Square to the Jewel if they should say one street or two streets and specifically which streets.

J. Osborn questioned thinking of 10,000 or more people moving between the fairgrounds and the Square for a special event. He stated that if the City had a major event and wanted people not only shuttled around, but to take the train in and be able to move. He stated that it isn't a far walk from the Square over to the County fairgrounds but it is convoluted. He stated that with a combination of a little bit of work and signage you would be able to accommodate large groups. He referred to 4th of July at Emricson and how chaotic it can be. He stated that it is a major event for the City but like the County Fair if you are a pedestrian it seems pretty sketchy in a lot of the areas where you end up walking. He stated that both events are at night and they are big events, but he thinks we could draw more people to the events if we made some tweaks. He suggested gearing it towards a big event.

S. Hudson stated that if they look at big events, the destinations would be going from the Square to any of the fairgrounds. A. Celentano stated that it looks like Calhoun St. S. Hudson questioned if it is sufficient to have sidewalk on one side of the street on just one street or should there be two. C. Wenzel stated that ideally you could get across Calhoun St. safely and there would be some kind of signage but once you get in the Jewel parking lot she questioned where you are going to go from there because you still have to get into the fairgrounds. She stated that she sees people walking along the chain link fence to the Jewel all the time.

The group discussed the streets to use for the fairground area and then the streets for Emricson. S. Hudson stated that maintaining Lake Avenue from the Square to Rt. 14 should be one too. C. Wenzel stated that Ryder's Woods on Lake Avenue is getting more opened and they want to do more activities. S. Hudson stated that she was going to suggest Kimball for a recreation zone.

J. Van Landuyt asked if they are going to prioritize them and S. Hudson suggested seeing how it works out for costs first.

The group decided on the following areas of focus:

Calhoun to Rt. 47 to Country Club to Zimmerman, commercial & event driven

Jackson and South Street, to get from the Square to Emricson, event driven

Lake Ave, to get from the Square to Rt. 14, commercial

Kimball from Lake to Emricson Park, recreational

S. Hudson stated that she will get the information together for the June meeting.

3. Bike Rental Plan – Discussion & Recommendation

A. Celentano questioned if it is something the group wants to pursue as a recommendation or file it away. C. Wenzel stated that it might be a good recommendation in terms of events. J. Osborn suggested having something during the events instead of permanent; get a vendor in to do it during the events. C. Wenzel suggested having it seasonally Memorial Day to Labor Day. J. Osborn suggested finding information on temporary rentals and talking about it at another meeting. He stated that permanent bike rentals seems a little bit of a stretch, but for some of the larger events it might be a way to sell the events to people coming out from the city.

S. Hudson questioned what buses the City uses for events and J. Van Landuyt advised that the Recreation Department has a ten passenger bus that they use for shuttling sometimes. S. Hudson stated that if there is something out at Emricson and you are trying to get people to come into town, if they could take Metra and know that they could get to the park because the City offers a shuttle bus that would be huge. She stated that it would be better than bike rental and noted that the bikes aren't efficient because it would go from the station and then sit at the park all day whereas a bus would go back and forth. She stated that you really need to have that kind of transportation if you want to get people to come out.

A. Celentano stated that he remembers using school buses for shuttling in other communities. S. Hudson stated that if the City is going to have an event out at Emricson they need some kind of transportation. She stated that the Commission can point out that they need a shuttle bus because it is different than having an event on the Square. A. Celentano stated that it seems that the bicyclists would be local rather than coming from out of town. S. Hudson suggested having a Woodstock bus for events like a party bus; people would come just to ride the party bus.

FUTURE AGENDA ITEMS

1. Continued Review of Transportation Plan – April 2014
2. IL Rt. 47 – improved pedestrian crossings – April 2014 (changed to June 2014)
3. Marian Central Student Presentations – May 2014
4. Improved access to PADS on Kishwaukee Valley Road – May 2014
5. Improved access to Social Security Office – June 2014
6. Prioritizing sidewalks, commercial and recreational corridors – June 2014
7. Discussion on Frontage Roads along IL Rt. 47 Corridor – September 2014

Added items:

- Feedback from the Woodstock High School students – April 2014
- Event/party bus – August 2014

ADJOURNMENT:

Motion by J. Osborn, second by S. Hudson to adjourn the regular meeting of the Woodstock Transportation Commission to the special meeting April 16, 2014 @ 7:00 PM. Ayes: Chairman A. Celentano, S. Hudson, J. Osborn, C. Wenzel. Nays: None. Absentees: M. Indyke. Abstentions: None. Motion carried.

Meeting adjourned at 8:01 PM.

Respectfully submitted,

Dianne Mitchell - City Clerk