

**CITY OF WOODSTOCK  
TRANSPORTATION COMMISSION**

December 17, 2014  
City Council Chambers

The special meeting of the Woodstock Transportation Commission was called to order at 7:15 PM by Chairman Andrew Celentano on Wednesday, December 17, 2014 in Council Chambers at City Hall.

A roll call was taken.

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

**COMMISSION MEMBERS ABSENT:** None

**STAFF PRESENT:** Assistant Director of Public Works Jeff Van Landuyt

**OTHERS PRESENT:** Deputy City Clerk Amy Weber

**APPROVAL OF MINUTES:**

Motion by J. Osborn, second by Caron Wenzel to accept the November 19, 2014 Regular Meeting minutes as presented. Ayes: Caron Wenzel, Mark Indyke, Jason Osborn, Susan Hudson. Nays: None. Absentees: None. Abstentions: Chairman A. Celentano. Motion carried.

**FLOOR DISCUSSION:** No comments.

**OLD BUSINESS:**

**1. Woodstock High School 'Project Lead the Way' - Roundabout Presentation**

A. Celentano recognized the following individuals who assisted the students in preparing for their presentation: Wally Dittrich, Professional Engineer from McHenry County Department of Transportation; Richard Ahrens, President of Peet Frate Line; Diane Lucas, Professional Engineer from Hampton, Lenzi, & Renwick, Inc. A. Celentano also recognized Roscoe Stelford III, Woodstock City Manager; Justin Smith, Principal of Woodstock High School; Steve Thompson, Industrial Technology Instructor.

Jack Fischbach of 1320 Infanta Court, Woodstock IL began the presentation by stating that they were students in the 2014-2015 Woodstock High School Project Lead the Way EDD class and they wanted to propose the construction of a roundabout at the 5-way intersection of Madison Street, Lake Street and South Street.

Zack Meyers of 901 Rhodes Street, Woodstock IL presented background information about their project. He gave a description of a roundabout and cited studies from the Federal Highway Association that correlate roundabouts with increased traffic capacity. Z. Meyers then described the existing problems with the 5-way intersection at Madison Street, Lake Street and South Street and how the proposed roundabout would serve to reduce some issues resulting in an improvement. Problems identified include, but are not limited to: too much traffic during peak travel periods leading to increased commute time, inefficient fuel use, and increased air pollution. He also described some current and past solutions that have been implemented in Woodstock such as the blocking off of two streets at the former 6-way intersection at IL Route 120 and IL Route 47. Z. Meyers also noted that the Woodstock Square is similar to a roundabout in that drivers can enter and leave the Square where they desire, however, the Square is governed by stop signs

whereas a roundabout is not. Z. Meyers referred to an episode of the show “Mythbusters”, stating that it supports the fact that roundabouts are faster and safer than traditional intersections, in fact they are 20 percent more efficient than a 4-way stop intersection.

Blake Kahoun of 14506 Perkins Road, Woodstock, IL discussed the design of the proposed roundabout, stating that it would take little property and cause no permanent structural damage. B. Kahoun showed a Revit rendering of the roundabout, which is a design program used to draw architectural and civil engineering projects, depicting detailed dimensions of the roundabout. He further discussed the dimensions of the roundabout and other features such as crosswalks, splitter islands, and snow storage areas. He also described a center island in the roundabout that will be curbed and planted with a dwarf Alberta spruce and native plants. B. Kahoun then discussed the materials needed which include: paver brick for the truck apron, soil and plants for the center island, asphalt lanes, and streetlights. B. Kahoun stated that one of the problems that they ran into is how to reduce the speed from 35 miles per hour, near the police station, to 15 miles per hour in the roundabout. He stated since Illinois Law required that speed limits can only be reduced in 10 mile increments, the speed limit needs to be reduced from 35 mph, to 25 mph and then to 15 mph.

J. Fischbach, stated that the reasons for recommending a roundabout at this location include: a reduction in pollution and fuel use because vehicular traffic does not have to stop at the intersection, a reduction in maintenance costs, increase in service life from 10 years to 25 years, increased community benefits such as calmer traffic, 20 percent increased traffic flow and nicer landscape for viewing. He also offered statistics on roundabouts in the area that show a 90 percent reduction in fatal crashes, a 76 percent reduction in injuries that occurred at these crashes, a 40 percent reduction in pedestrian accidents and 10 percent less crashes with cyclists. He added that there are 75 percent less places for cars to meet in a collision compared to a normal 4-way stop sign intersection. J. Fischbach stated that reduced speed limits also allow for more reaction time which allows drivers to make quicker decisions to avoid accidents. He stated that the roundabout would also add appeal to Woodstock because it's unique and there are a limited number of them in this area. He also stated that he and the other students spent the morning of October 14, 2014 collecting traffic data at the current 5-way intersection between 7:00 AM and 10:00 AM. He stated they observed that Lake Street and South Street were the most used streets with 1,806 cars and 63 large vehicles (over two axles) moving through the intersection during that time frame. He stated their data also shows the intersection to be very confusing and hectic. There were back-ups of up to 5 cars and 4 drivers seemed confused as to whose turn it was to pass through the intersection. He stated that these observations solidified their opinion that changes were needed at this intersection. He stated that they also obtained crash data from the Woodstock Police Department that show there were 16 accidents (11 rear end, 3 angle, 1 bicycle vs. vehicle and 1 fixed object) at that intersection since 2011. J. Fischbach stated that they were unable to obtain data on the Johnsborg roundabout because it's relatively new and no significant data was available. However, local opinion seems to be that there is much greater traffic flow, much less back-up, and people stated that they enjoy driving through it.

Cole Richter of 2020 Red Barn Road discussed the traffic signs and road markings needed for the roundabout which include: Early warning signs, directional signs, yield signs and one-way signs. The road markings he discussed include: Crosswalks, lane lines and yield lines.

John Cunningham of 2525 Applewood Lane then discussed storm water runoff associated with the roundabout. He explained that it's important to calculate for storm water runoff because an increase in storm water runoff may create stress to the storm water systems of the city and affect driving conditions due to water on the road. He described the formula used to calculate the amount of storm water runoff and his calculations show that after construction of the roundabout, there will be a decrease in the amount of storm water runoff, therefore driving conditions will not be affected, and no additional storm water drainage systems would be needed. He also described the shallow aquifers in McHenry County and how adding storm water drainage systems would negatively influence the drinking water supplies.

J. Fischbach discussed ways to educate the public on how to use roundabouts. He stated that the main way to access information on roundabouts is through the McHenry County, IL website. He also described using pamphlets and videos to educate the public. A short preview of one of the instructional videos was shown to the Commission. J. Fischbach concluded with a listing of sources cited in the presentation as follows: crash data from the Woodstock Police Department, storm water runoff data from the Hydrometeorological Design Studies Center Precipitation Frequency Data Server, the Civil Engineering Manual, the McHenry County Department of Transportation website, and the FHWA Intersection Safety website.

M. Indyke asked for clarification regarding the commercial lane with brick pavers. J. Fischbach explained that this lane is just extra space for larger vehicles and semi-trucks that need to make wider turns and the brick and slanted curb is there to keep regular traffic from using the lane. M. Indyke also asked if there would be signage within the roundabout signifying exits. J. Fischbach replied that there would be exit signage within the roundabout as well as warning and directional signs before entering the roundabout. C. Wenzel asked if the students had any idea of how much it will cost to construct the roundabout. J. Fischbach replied that there were too many variables and they were unable to obtain a construction estimate.

J. Osborn commented that it was a nice presentation and stated that the students did a great job doing traffic counts and summarizing crash data. He encouraged the students to look into getting internships because those are two very useful skills for any civil engineering firm.

A. Celentano stated that the presentation was very well done and asked for comments from the public.

R. Ahrens stated that the students did a great job presenting what it takes to make a circular route and its impact on auto traffic. He also stated that he was pleased with the information included in the presentation and that it was well done.

W. Dittrich commented that the students accomplished in 3 or 4 months what it took them 7 years to accomplish when they designed their roundabout. He felt that the students did a great job capturing all the steps and nuances of the process in a very short amount of time. He also stated that the presentation was very well laid out and understandable.

D. Lucas stated that the students did a great job and asked if they were surprised about how much traffic actually goes through the intersection. The students replied yes, that they were very surprised.

J. Smith asked the students if there was anything that surprised them while they gathered information about their project. One of the students replied that he learned that there is no such thing as “just” a roundabout. J. Fischbach stated that they took every new detail into consideration. For example, they had to modify their original design after talking to several people who warned them about larger vehicles going through the roundabout. J. Smith stated that the students did a good job and made Woodstock High School very proud.

A. Celentano stated that the only question left was about how much this roundabout would cost and he suggested that the students contact Johnsburg, IL to ask for a ballpark figure of what their roundabout cost. A. Celentano told the students that they did an excellent job and suggested that they share their presentation with others. He also thanked the public for coming to the presentation.

## **2. Update of Activity Related to Rt. 47 Business Owners**

M. Indyke referred to a letter from John Fortmann, Deputy Director of Highways in regards to the extension of the 10' wide multi-use path near US Rt. 14 at Lake Avenue. He asked J. Van Landuyt if it was feasible and if the city could come up with the \$50,000 dollars needed for construction of the path. He stated that there was no mention of the cost to engineer & design the project which would be part of the city's cost as

well. J. Van Landuyt stated that, yes the City will fund the project. The City Council is aware of the terms of the draft agreement between the Conservation District and the McHenry County Department of Transportation. The City will appropriate funds for this project.

**TRANSMITTALS:** (No discussion or action requested)

1. Infrastructure Going their separate ways, *The Economist* 11/22/2014. No further comments.
2. Atlanta's new trams All aboard, *The Economist* 11/22/2014
- A. Celentano stated that streetcars are making a comeback but they are a lot more expensive than they used to be.
3. October 2014 Pace Ridership Report. No further comments.
4. IDOT Letter Re: Multi-use path – Lake & 14. No further comments.

**NEW BUSINESS:**

1. None

**FUTURE AGENDA ITEMS**

1. Review of updates to Chapter 7 – 2005 Transportation Plan – January 2015
2. Plan for Commission's Sidewalk Presentation to City Council – January 2015
3. Review of feedback from Students Doing Presentation – January 2015
4. Suggestions for Future Student Projects/Presentations – January 2015
5. Presentation on Enterprise Zone Ordinance – February 2015
6. Railroad Freight Traffic vs. Passenger Traffic – February 2015
7. Street Cars Discussion – March 2015
8. Transportation and Pedestrian Access to and from the McHenry County Fair

**ADJOURN:** To a Regular Meeting January 21, 2015 @ 7:00 PM.

Motion by M. Indyke, second by J. Osborn to adjourn the regular meeting of the Woodstock Transportation Commission to the Regular Meeting January 21, 2015 @ 7:00 PM. Ayes: Chairman A. Celentano, C. Wenzel, M. Indyke, J. Osborn, S. Hudson. Nays: None. Absentees: None. Abstentions: None. Motion Carried.

Meeting adjourned at 8:00 PM.

Respectfully submitted,

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Amy Weber – Deputy City Clerk