Welcome to the 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 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
Corridor History

1994

2014
What we have been up to since we last met at our public meeting in October 2016?

2 full team meetings

- 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
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
**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.
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
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 cross

<table>
<thead>
<tr>
<th>Conflict Type</th>
<th>Conventional Intersection</th>
<th>Roundabout</th>
</tr>
</thead>
<tbody>
<tr>
<td>Diverge</td>
<td>8</td>
<td>4</td>
</tr>
<tr>
<td>Merge</td>
<td>8</td>
<td>4</td>
</tr>
<tr>
<td>Crossing*</td>
<td>16</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>32</td>
<td>8</td>
</tr>
</tbody>
</table>

*Crashes of this type are more severe
Proposed Alternatives

Alternative 1
Corridor of Signals

Alternative 2
Corridor of Roundabouts

Alternative 3
Hybrid Roundabout/Signal Corridor

WolfCAT Preferred!
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

**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

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
- On street
  - (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?

- Casual adult cyclists
- Beginners/Kids
- Experienced cyclists

(20% of cyclists = 80% of miles)
**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.