

CITY OF WOODSTOCK
TRANSPORTATION COMMISSION
Regular Meeting
May 21, 2014
City Council Chambers

The regular meeting of the Woodstock Transportation Commission was called to order at 7:04 PM by Chairman Andrew Celentano on Wednesday, May 21, 2014 in Council Chambers at City Hall.

A roll call was taken.

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

COMMISSION MEMBERS ABSENT: None

STAFF PRESENT: Director of Public Works Paul Ruskco

OTHERS PRESENT: City Clerk Dianne Mitchell

APPROVAL OF MINUTES:

Motion by J. Osborne, second by M. Indyke to accept the April 16, 2014 Special Meeting minutes as presented. Ayes: Chairman A. Celentano, S. Hudson, M. Indyke, J. Osborn, C. Wenzel. Nays: None. Absentees: None. Abstentions: None. Motion carried.

FLOOR DISCUSSION:

No comments

TRANSMITTALS: (No discussion or action requested)

1. Power Point – Small Scale Bikeshare Alternative Options
A. Celentano stated that he's not sure that Woodstock is ready for this. J. Osborne suggested pulling it in for the County Fair or a large event on a temporary basis. He stated that these are the kind of supplemental transportation systems that can help get bigger crowds in the city for large events.
2. Editorial in Woodstock Independent March 19-25, 2014
M. Indyke stated that the author addresses the idea of clearing the sidewalks. A. Celentano advised that the Commission previously discussed talking about an ordinance.
3. US Route 14 & IL Route 47 Updates

OLD BUSINESS:

1. Draft – High School Project Outline Students
A. Celentano stated that the purpose of the outline is to keep the students moving forward. C. Wenzel thinks it is fine because there is something on paper saying what the Commission wants. S. Hudson stated that this presentation was a lot better than what was delivered before. A. Celentano stated he would have preferred a better write-up. S. Hudson stated that she would have preferred more of a cost emphasis. A. Celentano stated that he will add costs and statistics to the outline. C. Wenzel suggested adding source citations as well.

NEW BUSINESS:

1. Marian Central Student Presentations
Marian Central Engineering Club: Brian Powers, Bailey McCrea, Haley Neumann, Michael Rechenberg, Nick Teteak, Nick Riedel and Allen Young.

H. Neumann introduced the Marian Central Engineering Club and thanked the Transportation Commission for the opportunity to present and for their help over the past few months. She stated that they will be talking about alternative forms of concrete and bike paths. A. Young gave an overview of identifying a need and suggested improvements regarding sidewalks.

B. Powers reviewed the first alternative to traditional concrete that they looked is polymer concrete. He reported that it is made with mixing polymer additives into a traditional concrete mixture which increases the strength and longevity of regular concrete. He reviewed information on silica fumes which is a by-product of aluminum production that can be added to concrete to increase its strength. He stated that it is completely recycled and it is very environmentally friendly.

M. Rechenberg reviewed issues related to freezing and thawing and sidewalks. He provided information on combating freeze-thaw issues using air-entrained concrete and deicing chemicals such as sodium chloride or magnesium chloride. S. Hudson asked what the deicing chemicals do to the environment and the grass. M. Rechenberg stated that it would slightly affect the grass because of run-off but it depends on the type of chemicals. He stated that sodium chloride doesn't affect metal as much and might have some minor damage to the lawn. He advised that magnesium chloride would be a little more damaging to nearby lawns and might need consent from landowners.

B. McCrea stated that he contacted Terrecon and introduced Mr. Dzierzbicki the sales rep for Wisconsin and Illinois. He reviewed Terrewalk which is modular, lighter than concrete, can take almost as much pressure and installation is easy with it being slide in like puzzle pieces and bolted into the ground. He reviewed the LEED commercial interiors standards for the product and advised that it is 100% recycled plastic. He reviewed a picture of the material being used in Racine, WI which has the same winter as us noting that it has lasted there for a couple of years now. He advised that the product is designed to let water seep back into the water table. He provided information on tree root preservation and then passed a sample to the Commission for their review.

B. McCrea advised that Terrewalk has a little faster cool down than concrete which retains a lot of heat. He reviewed the budget savings related to labor costs. He provided information on its damage resistant qualities and advised that it can be cleaned off with a commercial pressure washer. He reviewed the compression strength of the product and advised that it is advertised at 5,000 psi but is dependent on sub base. He reviewed special installation situations such as utilities or curves. He advised that Terrewalk can stand the strength of vehicular traffic as long as there is a good sub-base.

B. McCrea reviewed the construction process of Terrewalk which involves taking slugs of recycled plastic and compression mold it into the product using a cast. He advised that overall it is a pretty cost effective solution. He stated that for concrete you have to completely replace every three years in most cases and costs about \$900 a square foot, but with Terrewalk you put it in once and repairs will cost a fraction of that because you don't have to tear the entire strip out; just remove the panel.

C. Wenzel questioned if it is flammable and B. McCrea advised that it is not. C. Wenzel questioned what gives it its high tensile strength and B. McCrea advised that when they compression mold it, all the plastic is taken down and then there are tunnels. He stated that they have designed it in a way that you press down and it disperses the weight evenly so it doesn't cave in. He advised that it does have a little bit of give to make it easier on people's ankles and feet.

M. Indyke questioned the sub-base preparation that would be needed and B. McCrea advised that Woodstock requires 6 inches of base, but Terrawalk only requires 4 inches of base because it doesn't need to support the weight of actual concrete.

C. Wenzel questioned the cost per square foot and B. McCrea advised that is \$9-\$11 depending on the base that is put in noting that it includes labor. He advised that concrete would be slightly less but in the long term you won't have to replace every four years.

S. Hudson questioned if it is being used in Racine and B. McCrea advised that they are doing a trial run going on in Racine. She asked if they talked to them regarding their experience and B. McCrea advised that the rep can provide more information.

J. Osborn questioned if there is anywhere where you wouldn't recommend putting it in and B. McCrea stated that he would recommend it for IL but the only problem he could see is a place with swampland. He stated that we have stronger soil but if you get into the swamps you would have to pay more money to put more base in so it doesn't sink down into the ground.

J. Osborn questioned if it melts in the case of a property being on fire and B. McCrea stated that it would at a very high temperature; not in the sunlight. A. Celentano stated that it won't ignite but it could melt. He questioned if it could be put on driveways with cars driving over it. B. McCrea advised that it has the compression strength but would require the proper base.

M. Indyke questioned if the material can be textured for handicap access. B. McCrea advised that the product is textured itself and A. Celentano advised that it isn't textured enough for ADA. B. McCrea advised that it has passed all US standards. A. Celentano stated that he understands that it passed the construction standards but noted that when it comes to ADA it has to have the domes.

B. Powers stated that we could use Terrewalk for all sidewalks and then a concrete piece could be used at the corners. He stated that it would still be cost effective. He stated that they were mainly thinking of sidewalks along the sides of streets and noted that Terrewalk attracted them because of the ease of working with it. He stated that if a pipe needs to be fixed underground, the panels can be taken up and then replaced after the repair.

A. Celentano questioned the type of sub-base and B. McCrea advised that you can use same material that is used for concrete noting that you can use the same depth but it is better to have four inches. A. Celentano questioned if it will make the drainage issue better and B. McCrea advised that it is supposed to. C. Wenzel questioned if they would recommend it more for a driveway versus a sidewalk and B. McCrea advised sidewalks because if you have a semi or an overloaded truck pull up on a driveway it could sink in. She asked if it could be used in a residential area for sidewalks and B. McCrea advised that you can use it in between the houses and then concrete.

M. Indyke stated that they are interlocking pieces and questioned if they cut one to create a hole and put the same piece back it won't interlock making a gap between the panels where ice can accumulate. B. McCrea advised that it supposed to allow water to go down noting that it isn't like concrete where when you get water in it and it expands and then cracks. A. Celentano questioned how big the spikes are and B. McCrea stated that they are about 6-8 inches.

M. Indyke advised that of the methods they discussed silica fumes seem to be preferable. He stated that it is an additive and wouldn't add too much to the cost factor, gives the durability we are looking for and is a method that has been tested. B. Powers stated that in the last three to five years there has been a lot of research on it and it is being developed as a new alternative. He stated that there are companies that install this type of concrete right now.

M. Indyke questioned what their recommendation would be and B. Powers stated that personally he would go with Terrewalk because of ease of use and it has the strength of regular concrete for sidewalks; however, the ADA standards for intersections is an issue. A. Celentano stated that if Terrawalk was used straight down a residential street with the driveways, you would be butting it up against poured concrete; they wouldn't be connected. B. McCrea stated that you could mold it around and A. Celentano didn't think you would be able to.

N. Riedel reviewed the issue of nighttime illumination over sidewalks and pathways. He presented information on ambient glow technology which has created product lines of photo luminescent aggregates that can be mixed into concrete. He stated that aggregates can charge in the sunlight for only 10 minutes and then they will glow at night for around ten hours. He stated that they come in a form of sand, pellets and small to medium sized stones that can be mixed into the wet concrete. He

advised that they glow a shade of blue or green. He advised that there are also epoxy paints which can be rolled on to existing concrete sidewalks.

M. Indyke questioned snow covered sidewalks and N. Riedel stated that it would be an issue. M. Indyke stated that if there is snow on the surface then they aren't getting the sunlight and they aren't going to glow. N. Riedel stated that in the winter it might not be as affective. B. Powers stated that winter nights might not have as many people using the sidewalks. J. Osborne stated that we spend a lot of time landscaping our streetscapes, but there are a lot of events at night so none of it is visible. He stated that we never really give thought about subtle illumination and landscaping but it is something to think about since we spend so much money on streetscaping.

N. Teteak reviewed information on snow removal and advised that currently there are no laws regarding the removal of snow from sidewalks. He advised that they did a snow removal survey and he then reviewed the results. He reviewed their snow removal recommendation of a law requiring all homeowners to clear their portion of sidewalk within 24 hours after a snowfall. S. Hudson asked how many people were in the survey and B. Powers advised that there were about thirty-five total people.

B. Powers reviewed information on their bike path plan. He advised that it is centered on the Square and has three branches, one to Woodstock North, one to Lake Ave/US14 and one to Emricson Park. He reviewed the location of each leg of the bike path and what they will provide for the community.

C. Wenzel thinks it is pretty good; it connects everything that needs to be connected. She asked if they gave any other thought to connecting it back north of Woodstock North by having it cross Raffel and Charles. B. Powers advised that it could be extended to include it and noted that they were trying to avoid Rt. 47 as much as possible.

M. Indyke stated that he likes it and thinks it is viable and would serve the purpose. A. Celentano questioned if they measured the road to see if it would accommodate a bike path along the side. B. Powers stated that he isn't sure about the specific roads but noted that South Street is a pretty wide.

The Commission applauded their efforts. The students thanked the Commission for the opportunity.

Ted Dzierzbicki, Terrewalk Rep, Engineered Earth Systems in Cary, IL, advised that the pavers will stand up to a semi. He advised that with any of the permeable pavers, an adequate base underneath is what gives it the structural strength. He stated that a CA6 base will work as long as you monitor the percentage of finds, keeping it to 8% or less. He stated that it would address the freezing issue because as long as the water can pass down through you won't have any standing water and icing. He advised that you won't need to use deicers.

M. Indyke questioned if he would be open to a test area in Woodstock, and T. Dzierzbicki advised that he could talk to the manufacturer and he believes they would be inclined to do so. A. Celentano questioned the six inch spike and T. Dzierzbicki affirmed that is the size used.

2. Consideration of revisions & acceptance of Chapter 5 – 2005 Transportation Plan

J. Osborn stated that it refers to the Transit Oriented Development Plan but then there isn't a section towards it. He stated that when you talk about the vitality of these systems in McHenry County, the numbers really matter. He referenced the number of units permitted along the routes and advised that if we coordinated and looked at how we are developing in the community with an eye towards the vitality of these services, then it keeps them vital. He noted that these things can go away if we aren't taking steps to use them. He advised that one of the biggest measures to get these uses is by providing the pedestrian and bicycle environments and in particular sidewalks to the bus routes so people can access the routes.

J. Osborn stated that it is important when a development comes in that they are given an eye on the location and its proximity to the transit facilities as well. He advised that they call it concept farming the route but PACE finds it difficult to do new routes and they often cite in McHenry County the land use development patterns as the biggest problem. He stated that demographically McHenry County has the right numbers in terms of individuals with disabilities, individuals of certain income levels and density but then we won't have the sidewalks or all of our subdivisions back up to a road with very little access to that road making it difficult for the bus to operate and pick up.

J. Osborn advised that this chapter talks about parking more than it talks about land use decisions. He thinks there is a need to beef it up by talking about the 2002 TOD plan or in the future have a whole section about TOD and how we can better guide land use decisions to be more transit friendly.

S. Hudson feels that the chapter is pretty underwhelming and that the level of detail is pretty vague. J. Osborn stated that the Northwest UP line upgrades study analysis has progressed where we can talk a little bit more about where that is and the importance of the project to the City in terms of additional trains. He stated that the City of Woodstock would have the same level of service as Crystal Lake. He stated that referring to the study might be a decent update.

A. Celentano stated that public transportation in the Woodstock environment doesn't have the population density to support more of what we have. He questioned which comes first; if we build it will they come. He stated that his gut is saying that it is too soon, because Woodstock doesn't have the population density, but he noted that it might change in the next five to ten years.

J. Osborn stated that for a community of 25,000 we have two bus routes – 808 & 807 with limited runs, MCRide demand response and Metra which is such a huge asset. He stated that we have a walk able center of town around the Metra station. He stated that we often don't think about how important Metra is and think of transit as buses. He stated that you wouldn't expect many more bus routes in a community of 25,000. He stated that there are three fixed routes and he advised that even though you have those you want to make sure they are more visible through signage and bus stops. He suggested taking more steps to market them to make sure the public is aware of them and from the public works standpoint make sure we are doing bicycle and pedestrian structure adjacent to the stops so people can get on and off and use the sidewalk. He advised that along the routes a good portion of them don't have sidewalks. He stated that as long as they are there we should take steps to maximize the existing facilities.

S. Hudson stated that for a lot of these topics the Commission has reviewed they have where they would like to go but she doesn't see anything in the document suggested if we are happy with two fixed bus routes. She questioned if it is the pinnacle of the development we foresee. She stated that the other topics have grand visions of what the City wants to pursue. She questioned if the City is satisfied with the fixed routes, with MCRide or with private transportation options. She stated that the chapter seems disinterested.

C. Wenzel stated that people are having a hard time with studies trying to predict what is going to happen in future economic or transportation requirements. She believes the one thing, if you build it they will come, would be the train which would spur the rest of the growth that people think they need with the buses. She stated that with the infrastructural addition of sidewalks those two things would get more use of public transportation. She stated that with the train it will be diesel and maybe you don't want to expand the buses until they run on alternative type fuels. She stated that the one sure thing is getting the train station schedule upgraded.

J. Osborn referenced S. Hudson's point that this is kind of a status quo chapter and it is a little with the others. S. Hudson questioned if we want to increase the number of bus routes and stated that she thinks there is a need for something going from the government center to the Square and up Rt. 47. She advised that some of the other chapters have very specific ideas that are more likely to be

implemented because there is an actual vision. She believes the trolley idea is a specific thing that they should be working on. She referenced the importance of the train station and advised that it is a huge difference having a business in there and it should be a priority.

J. Osborn stated that it was part of the TOD plan in terms of the Hummel Development Group townhouses which has now been left vacant. He stated that there needs to be something discussing the importance of the Metra Station as our center transportation center. He advised that it is the transit hub where the two fixed bus routes come in, it's highly visible, it's historic and we don't want it to be neglected. He feels that it seemed for a few years that it was being neglected and he was alarmed when the shop was gone which made it seem suddenly dead. He stated that it would be nice to specifically talk about its importance as a hub and dovetail with that the bicycle parking.

C. Wenzel advised that her husband takes his bike to the train station every morning and the bike rack by the train station is subject to vandalism. She stated that he started parking his bike one of the Metra lots farther down the track closer to the Square. She stated that there aren't enough businesses connected with the train station so it's not a place where someone wants to hang out. She stated that if there were more trains going through there and more people using it then you could maybe put a small market there along with the coffee shop turning it more into a hub. S. Hudson stated that the development of the train station would be a good thing and noted that it sounds like it could use some security cameras to make it a safe place.

A. Celentano suggested adding to goals and objectives encourage an additional train stop at Lily Pond Rd. He suggested that the City should consider a monthly Metra pass to provide low cost travel within McHenry County during non rush hours to encourage people from other towns to come to Woodstock to shop or for an event. He stated that he is talking about someone who doesn't use Metra regularly to go back and forth to Chicago, may want to use a pass to come to the Square or go to Crystal Lake to shop thus encouraging more people to use it.

J. Osborn stated that there is a place for the City to be marketing it and noted that the structure that is in place right now has general system maps but they aren't going to do the marketing for you. He stated that they are managing such a system that if parts of it fall into low ridership they will have something to cut; you don't want to be that community. He stated that when he read the chapter, he noticed that there is a lack of urgency in terms of understanding that if you don't use it you could lose it. He stated that the City has an important role in tracking the level of ridership and making sure the systems are used because they are always subject to a chopping block.

A. Celentano stated that the PACE bus routes don't seem to be heavily used. J. Osborn advised that for the amount of service that is being run they are very efficient as the only run a few times in the morning and a few times in the afternoon. He stated that they are very efficient in what they do; it's how to get them to do more runs. He stated that we can play a role in helping PACE make that decision by helping the ridership numbers go up.

A. Celentano stated that we don't have control over it and M. Indyke stated that we do and advised that we need to market it. He advised that the Commission been talking about this since day one and referenced the need for maps, bus schedules and designated bus stops. J. Osborn stated that within the goals, it says to promote use of shuttle services, support and encourage public transportation and consider bus stops but he believes it could be more specific on how to do it. He stated that we need to let people know how to take the bus to the movie theater; need to be connecting dots and working with the business community. M. Indyke suggested that the Chamber of Commerce and the Downtown Business Association should play a part in this.

S. Hudson stated that it should say, "aggressively market public transportation; strongly encourage the use of it." She believes it needs to be advertised more effectively. She stated that it needs to include how many times the buses run each day and whether we think the route and time schedules

are sufficient. M. Indyke stated that it isn't in the Cityscape; it tells you about transportation options but it doesn't tell you specific routes, times and access. He noted that the City is already marketing Cityscape. S. Hudson reiterated that it should say how many times the buses run in the document. J. Osborn stated that on Page 2 it should refer to route 808 and route 807. The Commission wants to add details of the PACE service.

C. Wenzel stated that she likes M. Indyke's idea about having more civic involvement and emphasizing outreach to the business community to increase ridership of trains and buses for specific purposes. M. Indyke stated that every retail establishment should have maps and route timetables. The Commission wanted a paragraph to involve the business community.

S. Hudson stated that she wants a paragraph about the lunchtime business that needs to be solved. She stated that the thing about the trolley is too vague and advised that she is talking about specific transportation that is available for people working at the government center to go up and down Rt. 47 and to the Square at lunchtime to get traffic off of Rt. 47. She stated that additional transportation options should be developed to reduce the noon time traffic on Rt. 47 to help alleviate the congestion problem. J. Osborn advised that the jurors get called in to Woodstock and they have no idea where to go to lunch. S. Hudson stated that public transportation could help alleviate the Rt. 47 noon time traffic congestion issue.

3. Improved access to PADS on Kishwaukee Valley Road

S. Hudson advised that there are no buses that go out there, there is no bike lane and there are no sidewalks. C. Wenzel stated that she sees a lot of people walking down Kishwaukee. S. Hudson advised that people have to go from Direct Assistance at Grace Lutheran over to Kishwaukee Valley. A. Celentano questioned if MCRide would support this location and J. Osborn advised that it is included in the MCRide area, but noted that it is a broader issue in terms of not having a permanent shelter for homeless people in McHenry County. He recommended that the City write a letter to the County. He stated that it is important to have a safe crossing at the state route.

Motion by J. Osborn, second by M. Indyke to have S. Hudson write a letter to the County regarding improved access to PADS on Kishwaukee Valley Road. Ayes: Chairman A. Celentano, S. Hudson, M. Indyke, J. Osborn, C. Wenzel. Nays: None. Absentees: None. Abstentions: None. Motion carried.

FUTURE AGENDA ITEMS

1. Continued Review of Transportation Plan – June 2014
2. IL Rt. 47 – improved pedestrian crossings – *Commission decided to remove the item*
3. Improved access to Social Security Office – *Commission decided to move the item to August 2014*
4. Prioritizing Sidewalks – June 2014
5. Event/ Party Bus – August 2014
6. Small Share Bike Plan – *Commission decided to move it to September 2014*
7. Discussion on Frontage Roads along IL Rt. 47 Corridor – September 2014

ADJOURNMENT:

Motion by M. Indyke, second by S. Hudson to adjourn the regular meeting of the Woodstock Transportation Commission to the special meeting June 18, 2014 @ 7:00 PM. Ayes: Chairman A. Celentano, S. Hudson, M. Indyke, J. Osborn, C. Wenzel. Nays: None. Absentees: None. Abstentions: None. Motion carried.

Meeting adjourned at 8:50 PM.

Respectfully submitted,

Dianne Mitchell - City Clerk