

Chapter One

Introduction and Overview

Introuction

The City of Woodstock Comprehensive Plan 2002 began with **“It has been said that Woodstock is a place that did not happen by accident. As a planned city that was laid out in a perfect grid in 1844, a two acre Park-in-the-Square marks the heart of the City.”** This opening statement confirms that even as Woodstock was being planned and the first goals for the City were being established, the community leaders understood the importance of a well planned street system for the prosperity and success of the new community. **The development of the grid-street system in 1844 was the first Transportation Plan for the City of Woodstock.**

The success of that planning effort is further documented in the Comprehensive Plan 2002- “With the expansion of the Chicago, St. Paul and Fond du Lac Railroad tracks, the town quickly grew. Local farmers could now transport their wheat, cheese and pickles to Chicago in a matter of hours instead of days. Industries such as printing, manufacturing and the notable Woodstock Typewriter plant, chose Woodstock as their location in the late 19th century – creating the beginning of the diverse community that Woodstock is today. Woodstock is a true Midwestern city where community and quality of life are values that are revealed in every street and sidewalk.”

Taken from the Prologue of the Woodstock Comprehensive Plan 2002, these statements illustrate the importance of transportation and transportation planning to the history of Woodstock. The success and identity enjoyed by our community has been, in part, formed as a result of the transportation options and street networks available for local commerce and housing development.

That need to properly plan for an efficient and broad-based transportation system is just as important today as it was in 1844. The importance of a viable and efficient transportation system is now reflected in the *Woodstock Vision 2020 Statement*. *“Woodstock is a connected green community where every citizen enjoys the network of transportation options ... bus service, trains, walking and bicycle paths ... available to take anyone virtually anywhere in the City and environs. Woodstock will aggressively work with IDOT and county, state and federal elected officials to re-design and improve Route 47 as an efficient transportation corridor.”*

As Woodstock grows, the transportation systems must also grow in order to preserve our quality of life and to allow the City to retain and attract commercial and industrial development. At the same time, the transportation system needs to advance and evolve to incorporate new means of service. Specifically, bicycle and pedestrian transportation may now be viable transportation options and should be more readily accommodated within the system. The transportation system should also recognize the commuter rail service that links Woodstock to Chicago as a resource that many residents are able to utilize. Rail service should be enhanced accordingly. Public transportation options should be promoted and offered for our residents. The street and highway systems, both locally and regionally, should be expanded as the community and region grow. The City must also look to ensure adequate parking facilities for all types of transportation modes, and for convenient parking downtown and for all commuter centers.

The accompanying Transportation Plan provides the framework and establishes goals for the City to continue to provide an efficient transportation system for all residents and to support the community.

STATEMENT OF PURPOSE

The purpose of this Transportation Plan is to provide Woodstock elected officials with specific recommendations to meet and improve the community's current and future transportation needs.

The safe, efficient, and effective movement of people and goods in and through our metropolitan area is a principal expectation for the City of Woodstock. As such, the Mayor and City Council have charged the Transportation Commission with developing a comprehensive plan to provide that function based on the community's priorities and preferences. The Transportation Plan will become a guide to aid future Transportation Commissions and the City Council in making informed decisions to meet the transportation needs for the community and its frequent visitors.

Assumptions and Goals

During the preparation and development of this Transportation Plan, certain principles emerged which helped define the goals and objectives articulated within each Chapter of this Plan. These principles reflect the expectations of the community and form the foundation of the final Plan. They include:

Importance of Route 47

While there are many different aspects that must be considered with the development of a sound Transportation Plan, the number one priority for the community is the reduction of congestion on Illinois Route 47 within the City of Woodstock.

Need To Look Regionally

The Commission recognizes that a city is not insular and, as such, Woodstock is viewed not only as a discreet geographical entity, but also as a part of existing county, regional, state, and federal networks of transportation.

Efficiency

Residents want their transportation systems to be productive and efficient in terms of what they value. They want transportation systems that reduce travel time, reduce travel costs, increase comfort, provide a safe means of transportation, and that offer a variety of transportation choices and frequencies. Transportation systems need to be user friendly and stress 'ease of use' to be efficient and successful.

Importance To Economic Development

In order for Woodstock to continue to expand the commercial and industrial base of the community, the City must supply transportation systems that provide capacity on the same pace as economic development. Mobility and efficient transportation systems further economic growth and prosperity while, conversely, congestion and limited transportation facilities dampen productivity and economic development.

Link To Land Use

Transportation planning and transportation policy can not be separated from the way that land is used. The relationship among transportation systems, economic development, population growth, and the location of activities will determine the level of services provided by the overall transportation systems. The Transportation Plan should advance the community development and land use goals articulated in the Woodstock Comprehensive Plan 2008.

Balanced and Multifaceted

A successful Transportation Plan for the City of Woodstock needs to be well balanced in terms of transportation options and facilities. The Transportation Plan needs to consider varied modes and methods while at the same time balancing the economics of implementation, quality of life, ease of use, and preservation of the ‘small town feel’ that helps to identify Woodstock as a unique community.

Aware of Environment

The Woodstock Transportation Plan needs to minimize the potential adverse impact of future transportation systems and facilities on the environment and should promote alternate transportation options that will benefit the environment.

Fiscal Responsibility and Reality

The City of Woodstock does not have the financial resources to plan and complete all identified transportation improvements using only local funds. It will be necessary to aggressively pursue additional financing options including public/private partnerships, public improvements to be constructed by specific development projects, grant funds, and state and federal assistance. Costs of construction and cost to provide transportation improvements will need to be weighed against the benefits received to ensure that the community is investing funds for the right transportation facilities with the right capacity at the right locations.

Benefits of Transportation Plan

The Woodstock Transportation Plan confirms the community’s opinion of the importance and value of an efficient transportation system that will allow the residents choices in mode of transportation. This Plan will provide a guide for residents, community leaders, and elected officials to properly plan for changes to the transportation systems and to prioritize transportation improvements based on need as well as the benefits.

The Plan is also a critical element to support the City's efforts to obtain county and regional support for future transportation enhancements. At the same time that Woodstock must plan for improvements at the local level, the City also needs to take the lead to promote transportation improvements at a regional level.

The development of this Transportation Plan will provide the community with the following benefits:

- An inventory of facilities and transportation choices;
- Further the transportation and circulation goals and objectives established in the Woodstock Comprehensive Plan 2008;
- Support the transportation objectives of the Woodstock Vision 2020 Statement;
- Specific transportation goals based on needs and benefit to the community;
- Recommend how to achieve those goals;
- Identify and assess the feasibility and desirability of alternative transportation options to serve the community;
- Establish an on-going process whereby the community, City Administration, and elected officials may continue to evaluate transportation improvements;
- Define and establish short-term and long-term transportation improvements to enable Woodstock to build consensus, support, and enhanced coordination with county and state officials for those improvements;
- Establish priorities for future improvements with recommendations for phasing and implementation; and
- Aid in the decision making process to balance the need of different transportation types and customers against the City's ability to provide maintenance and funding.

Enabling Ordinance

The City Council created the Transportation Commission in September 2005. Among other duties, one of the responsibilities of the Commission is to "prepare and recommend to the City Council a transportation plan, looking to the present and future growth of the City. Such plan should include and identify Illinois routes, alternative and regional arterials, railroads, railroad crossings and overpasses, municipal pathways with regional pathway connections, and public routes."

A copy of the enabling Ordinance establishing the Transportation Commission and establishing the directive to prepare and recommend this Transportation Plan is attached as Exhibit One.

Chapter Two



Coordination and Communication

Introduction

To be effective as a sound planning and management tool that can be used by elected officials and the general public for an extended period of time, this Transportation Plan must be coordinated with other local and regional planning documents and planning objectives. There is a direct relationship between community decisions about land use, zoning, economic development goals, and environmental standards with transportation systems and planning – just as decisions made regarding transportation systems will have a direct impact on land use, zoning, economic development goals, and environmental standards. The development of an enduring and relevant Transportation Plan that is effective for many years must, therefore, consider other planning goals and objectives affecting the City of Woodstock.

This Chapter provides a summary of those specific goals and objectives established within other Woodstock and regional planning documents and are now incorporated into this Transportation Plan.

Vision 2020 Statement

In 2006, the City Council adopted a vision statement for the City of Woodstock that states “ *A respect for its rich history, an expectation of excellence and a commitment to a specific quality of life, are what give Woodstock the vibrancy of a city and the comfort of a community. Balanced lifecycle housing and the comfort and safety of home create a lifelong opportunity for a peaceful sanctuary. A robust commercial business sector affords attractive career employment and financial investment. The downtown Square is a unique destination for a boutique shopping experience around a beautiful park with trees and plantings that reflect the seasons. Cultural events at the Woodstock Opera House offer a wide array of entertainment and throughout the year, the streets around the Square come alive with horse and carriage rides, Victorian Christmas events, farmers markets, band concerts, festivals, art shows, and fairs. Woodstock is a magical respite where businesses, citizens, and government work together with boundless energy, pride, and vision to create and protect a community of excellence.*”

The Vision 2020 Statement understands that transportation and the variety of transportation options required for our community are an essential part of the overall goal to make Woodstock a community of choice, now and in the future. While there are many aspects to the Vision 2020 Statement, transportation systems and facilities must be considered, and the following specific transportation goals and objectives have been included with the Vision Statement:

- √ In housing, health and safety, Woodstock will promote a ‘get fit’ community with walking and connected bicycle paths and sidewalks throughout the City.
- √ Woodstock is a connected green community where every citizen enjoys the network of transportation options ... bus service, trains, walking and bicycling paths ... available to take anyone virtually anywhere in the City and its environs.
- √ In accessibility and environmental sensitivity, Woodstock will aggressively work with IDOT and county, state, and federal elected officials to re-design and improve Route 47 as an efficient transportation corridor.

- √ Woodstock will provide an innovative street network with efficient connectors.
- √ Woodstock will provide train and bus schedules to serve all citizens with mobile transportation throughout the City and beyond.
- √ Woodstock will have walking and bicycling paths running throughout the City and connecting to regional systems that extend miles in multiple directions.

The accompanying Transportation Plan incorporates these Vision 2020 Statement goals and provides recommendations for implementation.

Comprehensive Plan 2008

The purpose of Woodstock's Comprehensive Plan is to provide a statement and guide for both public and private decision makers regarding the future of the community. The Plan attempts to: (1) recognize existing problems, conditions, and resources which affect us; (2) guide the growth and development of Woodstock in a responsible and creative way consistent with the type of community that is desired; and (3) establish a long-range program which provides for consistent decisions even when the composition of the decision-making body changes.

The Woodstock Comprehensive Plan is organized around the fundamental elements of community development: natural resource protection, preservation of open landscapes, maintenance of community character, housing, parks, public facilities, economic resources, and circulation. Each of these elements is linked to transportation systems and facilities to some extent and will be considered with this Transportation Plan, just as the goals and recommendations identified with this Transportation Plan will impact the future implementation of the Comprehensive Plan goals and objectives. Therefore, coordination between these two planning documents is essential. The following specific goals and implementation strategies have been identified in the Comprehensive Plan that directly relate to transportation and have been considered with the Transportation Plan.

Chapter 3 - Natural Resources

Implementation Strategies

11. Promote land use patterns which discourage automobile dependency and provide multi-transportation options, including bicycle and pedestrian routes, carpooling, and enhanced public transit to improve air quality.

Chapter 4 - Open Landscapes

Implementation Strategies

1. Promote the establishment of open landscapes at major approaches to the City, such as Routes 14, 47, and 120; Kishwaukee Valley Road; Dean Street; and Lake Avenue.
2. Provide open landscapes within and between adjoining development areas and require the connection of open landscapes, where feasible, by pedestrian and bicycle trails.
3. Establish trail connections to existing and proposed trail amenities both inside and

- outside the City's corporate limits and to existing natural and open space areas.
8. Incorporate NIPC (CMAP) Regional Greenways and Trail Plan recommendations in order to connect Woodstock to the regional greenway system.

Chapter 5 - Community Character

Implementation Strategies

7. Require new residential development to be interconnected with existing residential development by providing pedestrian paths, street extensions, and adjoining open space and park areas.
9. Support neighborhood-scaled streets with high level of connectivity and short blocks, and enhance the City's current street network by establishing efficient street connectors.

Chapter 6 – Housing

Objectives

1. Encourage scattered-site housing for people with special needs in locations that are convenient and within easy access to shopping, employment, and public transportation.
2. Support higher residential density close to and within easy access of critical service areas and community resources, such as Library, schools, transportation nodes, shopping areas, and parks.

Chapter 7 – Parks

Objectives

10. Extend bicycle and pedestrian trails to regional trail systems and networks.
12. Develop a system of bicycle and pedestrian trails which link park and recreation sites with each other, residential neighborhoods, and regional trail networks, and other community facilities and resources, such as libraries, schools, downtown Woodstock.

Chapter 8 - Public Infrastructure

Implementation Strategies

Provide an interconnected network of streets to reduce traffic congestion and expedite the delivery of emergency services.

Chapter 9 - Economic Resources

Implementation Strategies

10. Encourage business/industrial parks and facilities and designed developments to provide shared access and frontage road improvements.

Just as the ideas, recommendations, and concepts presented with the Comprehensive Plan have been utilized to form this Transportation Plan, the Transportation Plan will also be utilized and considered when revisions and updates of the Comprehensive Plan are considered. The specific recommendations provided with this Transportation Plan should be conveyed to the Plan Commission for consideration in future decisions affecting land use and the quality of life for our community.

Comprehensive Plan 2008, Chapter 10 Circulation

In addition to the transportation goals and implementation strategies identified in the preceding section, Chapter 10 of that Plan is devoted specifically to ‘Circulation’ and, therefore, is the primary portion of the Comprehensive Plan that most directly relates to this Transportation Plan. Chapter 10 of the Comprehensive Plan is included as Exhibit Two.

The stated goal of the Circulation portion of the Comprehensive Plan 2008 is:

- Maximize the efficiency, pleasure, methods, and safety of travel in and through the City, while minimizing the negative environmental impacts of travel.

Chapter 10 of the Comprehensive Plan includes numerous ideas and recommendations for improving the overall transportation systems and facilities in Woodstock. Those ideas, goals, and implementation strategies have been considered, expanded, and defined in this Transportation Plan.

Woodstock Park Master Plan

Both the Comprehensive Plan 2008 and the Park Master Plan 2005 promote the benefits of safe and convenient pedestrian access to and linkage of City park facilities. Additionally, the Park Master Plan 2005 recommends that the City increase the amount of bicycle routes available for our residents as well as the importance of linking those local routes to regional trails.

Therefore, the transportation goals pertaining to pedestrian access to/from park facilities and bicycle routes as a recreational opportunity are to be coordinated with the Park Master Plan and the Park and Recreation Commission.

Woodstock Environmental Plan

One of the tasks of the City’s Environmental Commission is to prepare a comprehensive Environmental Plan for the City of Woodstock. That document was prepared on approximately the same schedule as this Transportation Plan. Coordination will be required during development and after both plans have been completed.

McHenry County Transit Plan

In 2005, McHenry County prepared and adopted a Transit Plan that included three main goals:

- Overcome existing mobility barriers,
- Connect to the regional transit network, and
- Improve options for accessing jobs (within and outside the county)

This McHenry County Transit Plan was used as reference information and as one component of a regional plan during the preparation of the Woodstock Transportation Plan. The McHenry County Transit Plan has been provided to members of the Woodstock Transportation Commission for their use and information and may be obtained from the McHenry County Division of Transportation or view on their web site at www.co.mchenry.il.us

IDOT and Regional

There are three highways within the City of Woodstock (Illinois Route 120, Illinois Route 47, and US Route 14) under the jurisdiction and control of the Illinois Department of Transportation. Each of these highways has been designated as a Strategic Regional Arterial (SRA) with an accompanying planning document for future development and improvement. The City of Woodstock supports the planning goals established with the SRA documents and will continue a cooperative effort with IDOT to implement future roadway improvement projects on these routes.

In addition to the SRA planning documents, the City of Woodstock is currently working jointly with McHenry County, Kane County, and IDOT to develop a regional planning document for the improvement of Illinois Route 47 for the entire two county area.

Goals and Objectives

The Transportation Plan will serve to promote an interaction between the public, Transportation Commission, City Council, Woodstock Plan Commission, Woodstock Environmental Commission, McHenry County Council of Mayors, McHenry County, Illinois Department of Transportation, and state and federal elected officials. As with any successful plan, this can not be a static document. Recognizing that the conclusions and recommendations will evolve and change over time, it is recommended that the Plan be reviewed and revised as needed, but not less than once every five years.

The Commission is responsible for direct communication and open discussion with various organizations and decision makers to further explain the conclusions and recommendations of the Plan. The Commission strives to maintain two-way communication with all residents and interested parties and strongly encourages participation and involvement in future revisions to this Plan.

Chapter Three



Pedestrians and Sidewalks

Introuction

The earliest form of transportation was walking. A pedestrian friendly atmosphere for Woodstock is important, and the City needs to continue to promote adequate pedestrian facilities and promote pedestrian travel as an alternative to vehicle travel.

Whether walking to school, work, shopping, recreational facilities, worship sites, or just for exercise, the safe movement of pedestrians is an essential aspect of the local transportation facilities. Having adequate sidewalks for the young, elderly, disabled, and all others is an essential element of a comprehensive transportation plan. Maintenance of existing sidewalks, construction of new sidewalks, and connectivity throughout the entire community all need to be focuses of this Transportation Plan. Providing safe and convenient walking paths for students to educational facilities, eliminating sidewalks barriers and trip hazards, and being mindful of the special needs of the elderly and disabled all contribute to a total and positive “walking transportation” infrastructure.

The importance of pedestrian facilities to the overall transportation network and to the quality of life for our community is stressed several times in the City’s Vision 2020 Statement as well as the Comprehensive Plan 2008.

- √ In housing, health and safety, Woodstock will promote a ‘get fit’ community with walking and connected bicycle paths and sidewalks throughout the City.
- √ Woodstock is a connected green community where every citizen enjoys the network of transportation options ... bus service, trains, walking and bicycling paths ... available to take anyone virtually anywhere in the City and its environs.
- √ Woodstock will have walking and bicycling paths running throughout the City and connecting to regional systems that extend miles in multiple directions.
- √ The City should include provisions in Woodstock’s land development regulations requiring connecting open landscapes by pedestrian and bicycling trails.
- √ The City should require new residential development to connect with existing residential development by providing pedestrian paths.
- √ The City should develop a system of bicycling and pedestrian trails which link park and recreational sites with each other, residential neighborhoods, other community facilities and resources such as libraries, schools, downtown Woodstock, and regional trail networks.
- √ The City should maximize the efficiency and choices of travel in and through the City whether by motor vehicle, public transportation, bicycle, foot, or wheelchair. The City should maximize the pleasure and safety of travel in the City whether by motor vehicle, public transportation, bicycle, foot, or wheelchair.

Discussion of Current Conditions and Programs

Much of Woodstock is currently served with sidewalks, and in general, all new development projects being constructed in Woodstock are required to install sidewalks on both sides of the right-of-way as part of the public improvements. There are, however, several ‘gaps’ in the sidewalk network at scattered locations throughout the community that limit pedestrian activity and prevent pedestrians from enjoying the benefits of connected sidewalks. The City encourages residents to support the construction of new sidewalks by offering to pay 75% of the cost of construction of new sidewalks.

Once installed, much of the responsibility for the maintenance and care of sidewalks rests with the adjoining property owner. Property owners and residents are encouraged to clear sidewalks and to invest in the proper maintenance of walks, but the City does not mandate this responsibility. To encourage responsible maintenance of the public sidewalks, the City provides



a voluntary, annual cost sharing program (50/50) for sidewalk maintenance. The City does assume the responsibility to repair hazardous sidewalk conditions (which has been defined as a trip hazard of 2” or greater) and also has the responsibility for the maintenance and care of sidewalks adjacent to all public property and at all intersections.

The City should continue to encourage residents to construct new sidewalks to fill in gaps of the current facilities by providing 75% of the cost for these locations. The City should encourage residents to provide regular maintenance and replacement of sidewalks by continuing to share costs for sidewalk improvements at locations that are not defined as hazardous. The City should continue to annually provide funds for the replacement of hazardous sidewalk conditions. Finally, the City should provide funds to remove obstructions and obstacles at

crosswalks to better ensure mobility and access of all users regardless of age or ability.

Identification of Users and Typical Pedestrian Traffic

In order to establish meaningful and successful goals for sidewalk facilities for our community, it is important to know the various types of uses and user groups for these facilities. Each user has different needs for connectivity and for proper sidewalk facilities that will impact the goals and long-range objectives.

School children need continuous sidewalks connecting to educational facilities that are safe and inviting. Sidewalks should be provided on both sides of a street in school zones to minimize street crossings and allow for pedestrian traffic to be focused at controlled school crossing locations. Sidewalk access to/from park locations also should provide safe movement of children but from larger, less defined neighborhoods than school zones.

Sidewalks to retail centers and to public transportation links need to be direct and provide the shortest and quickest route for commuters and residents. Pedestrian traffic for travel to/from a work site is difficult to define since there are few large, centralized work sites in Woodstock that accommodate foot traffic. Sidewalks for recreation and exercise need to be connected to allow for long walks and need to be safe and inviting by providing a welcome and friendly view.

Elderly residents and residents with physical disabilities have specific needs for sidewalk facilities that must be taken into consideration. One of the goals and objectives of Woodstock is to ensure as best as possible that these users will have the same opportunities to use the sidewalk network and enjoy the benefits of a quality facility as all other residents. This includes elimination of steps and grade barriers on public walks at crosswalks, providing regular maintenance of existing sidewalks to reduce the amount of trip hazards, provide sidewalks that are wide enough to allow easy access for wheelchairs, and provide sidewalks that are open and attractive so that the elderly and all users can feel safe when walking.

Importance of Connectivity

Certainly one of the most important and critical aspects of a successful pedestrian system must be connectivity. Sidewalks must connect to similar facilities in the next block and must allow continuous access to specific destinations. Much like streets and roads, a linked sidewalk network is integral for people to enjoy the benefits of our community and fulfill their transportation needs. A sidewalk system that ‘starts and stops’ or that does not provide connection to important destinations (e.g. schools, parks, public facilities, retail centers, work sites, etc.) will be ineffective and will not meet the needs of the community.

Connectivity must be one of the important goals for the sidewalk component of the Transportation Plan. The City should require all new development to construct sidewalks on both sides of the right-of-way and connect those new facilities to existing sidewalks within the community. The City should continue to allocate sufficient funds to encourage residents to construct sidewalks where there are gaps within the existing community. The City should establish sidewalks in the immediate area of schools and parks (within four blocks) as a priority and allocate sufficient funds to fill in all missing walks at these locations to provide better access.

Discussion of School Pedestrian Access

A substantial portion of the student population in Woodstock does not receive bus transportation and must get to/from school by walking or by car. Transportation by car only creates traffic access problems at school sites, parking conflicts, and safety concerns. The City wants to encourage students to walk to school by providing safe and convenient sidewalk access at all school locations. In order for the sidewalk system to meet the needs of the students, it must be connected. There needs to be continuous sidewalks from the student’s home to the school site that minimizes the number of street crossings. Sidewalks on school routes need to be open and visible.



The City and Woodstock District 200 need to work jointly to assess the needs of school children who walk to school and to identify efforts to promote more pedestrian traffic to/from schools. The two governmental bodies are currently working cooperatively to prepare school access plans under the Safe Routes To School programs which will aid in this goal.

The Transportation Plan has set a priority of a four block radius around school sites and also park locations for improvements to the sidewalk network. These locations are depicted on

Exhibit Three. The City is encouraged to complete the construction of all missing sidewalks in these areas even where the adjoining resident is not willing to share in the cost of construction. The City should allocate sufficient funds on an annual basis to repair and correct all trip hazards. Where practical, shrubs and landscaping immediately adjacent to the sidewalks that might interfere with public view should be trimmed or removed for the safety of the school children. Residents in these specific areas should be encouraged to keep sidewalks clear of snow during the winter months. The City should allocate sufficient funds to remove all pedestrian obstructions at crosswalks in these areas.

Special Requirements for Downtown Area

The Square and the downtown area of Woodstock are an essential part of Woodstock's identity and serve as important focal points for the community. The Square provides an enjoyable pedestrian environment for shopping, dining, community events, and leisure activities and is easily accessible by residents from the adjacent neighborhoods. This safe and friendly pedestrian environment is part of the charm of Woodstock and is to be preserved and enhanced through the construction of landscape islands to promote pedestrian safety and comfort.

Sidewalk and pedestrian facilities in the downtown area need to reduce reliance on other modes of transportation by connecting to public transportation, provide easy and safe pedestrian access to parking lots outside of the square, allow for limited commercial activity on sidewalks, incorporate streetscape features to enhance the overall quality and appearance, and promote a pedestrian friendly environment. As a result of these special requirements in the downtown area, sidewalks constructed with new development or redevelopment projects should include additional width.

Where possible, sidewalk cafes and small landscape features by store fronts should be allowed on public sidewalks while still maintaining adequate space for easy pedestrian access. The City should continue to allocate adequate funds annually for proper maintenance of all public sidewalks to ensure the safety of pedestrians. Walkway links between streets and to/from parking lots should be enhanced to improve their appearance and to provide a better 'pedestrian friendly' environment. The construction of landscape islands (i.e. bump-outs) and extra wide sidewalks in the downtown can improve pedestrian safety and also enhance the pedestrian walkways.

Sidewalks in New Developments

All new development projects should be required to construct sidewalks on both sides of the right-of-way as part of the public improvements. Consideration must be given to how these new developments and new sidewalks will connect with the existing community and existing sidewalk network. In general, that review of connectivity should extend out a minimum of four blocks from the new development project. Sidewalk improvements with new developments should stimulate and reinforce connectivity to the existing community and to existing destinations. Sidewalks and pedestrian facilities within new development sites that are closed loops and do not connect to existing sidewalk systems should be avoided.

Exceptions to the requirement to install sidewalks with new development should only be granted under special conditions that prevent that construction and then only with the approval of the City Council. If a waiver is granted, the developer should be required to pay an amount equal to the cost of sidewalk construction to the City. Those funds should then be used by the City to complete improvements to the existing sidewalk system beyond the City's normal annual allocation of funds for sidewalk improvements.

Obstacles to Pedestrian Traffic

Despite the City's best efforts to provide a network of sidewalks available to our residents, there are some significant obstacles to overcome. Many of the older sections of the community include steps at crosswalks that were constructed early in the 1900's that now create substantial barriers to the elderly and the disabled. Even where sidewalks are provided continuously for several blocks at a time, these barriers can prevent proper access to crosswalks at intersections.

Woodstock is divided by the Union Pacific rail line which does limit pedestrian mobility from one half of the City to the other. In addition, the volume of traffic, vehicle speed, and the width of the pavement on State highways (Illinois Route 120, Illinois Route 47, and US Route 14) present a substantial obstacle to safe pedestrian movements.

To overcome these obstacles, the City should identify and construct safer pedestrian routes across railways and across the State highways. This could include specific pedestrian crossing signals and walkways at major intersections, separate pedestrian crossing gates at rail crossings to improve safety, pedestrian islands on major highways to create safe refuge areas, and overpass/underpass facilities to allow pedestrian movement across major obstructions. The City should specifically evaluate and incorporate pedestrian facilities that allow for safe pedestrian movement with all future major highway and intersection improvement projects.

Goals and Objectives

- √ The City should continue to allocate sufficient funds annually for a viable cost sharing program to encourage residents to provide proper maintenance of existing sidewalks.
- √ The City should continue to allocate sufficient funds annually for a viable cost sharing program to encourage residents to construct new sidewalks to fill in missing gaps.

- √ The City should continue to identify locations that meet the definition of a trip hazard and allocate sufficient funds annually for the repair of hazardous sidewalks.
- √ The City should allocate new funds specifically for the removal of steps and barriers at crosswalks. The Commission recommends that an emphasis be placed on locations that are within four blocks of a school, park, or public facility.
- √ All new developments should be required to construct sidewalks on both sides of the right-of-way and connect those new sidewalk facilities to the existing community.
- √ The City, Community Unit School District 200, and private schools should work jointly to identify priority locations for school walking routes.
- √ Downtown sidewalk access and facilities should be properly maintained and improved with the addition of streetscape features and walkway connections to/from parking lots.
- √ The City should include provisions for pedestrian crossings with all future major roadway improvement projects. The City should plan for the eventual construction of special pedestrian crossing facilities at high hazard locations including, but not limited to, overpasses and underpasses.

Chapter Four



Bike Routes and Bike Paths

Introuduction

Proper planning and construction of facilities to serve bike riders is one essential component of a successful Transportation Plan. The City needs to provide adequate and safe bike routes and facilities to promote the use of bicycles as an alternate means of transportation, as a form of recreation, for a safe leisure activity that contributes to the quality of life for our community, and to provide a means of transportation for individuals who can not drive. Whether biking to school, work, park facilities, shopping, or just for fun, the safe use of streets and designated routes are essential aspects of the local transportation facility and network.

The importance of bicycle facilities to the overall transportation network and to the quality of life for our community is stressed several times in the City's Vision 2020 Statement as well as the Comprehensive Plan 2008.

- √ In housing, health and safety, Woodstock will promote a 'get fit' community with walking and connected bicycle paths and sidewalks throughout the City.
- √ Woodstock is a connected green community where every citizen enjoys the network of transportation options ... bus service, trains, walking and bicycling paths ... available to take anyone virtually anywhere in the City and its environs.
- √ Woodstock will have walking and bicycling paths running throughout the City and connecting to regional systems that extend miles in multiple directions.
- √ The City should include provisions in Woodstock's land development regulations requiring connecting open landscapes by pedestrian and bicycling trails.
- √ The City should develop a system of bicycling and pedestrian trails which link park and recreational sites with each other; residential neighborhoods; other community facilities and resources such as libraries, schools, and downtown Woodstock; and regional trail networks.
- √ The City should maximize the efficiency and choices of travel in and through the City whether by motor vehicle, public transportation, bicycle, foot, or wheelchair. The City should maximize the pleasure and safety of travel in the City whether by motor vehicle, public transportation, bicycle, foot, or wheelchair.

Assessment of Current Conditions – Local and Regional

Currently there are no trails or routes specifically dedicated to bike traffic in the City of Woodstock. The City does provide some locations where a bike lane has been identified and is properly signed within a street pavement (e.g. South Street), and bike traffic is allowed on a shared basis on existing paved paths in several locations throughout the City. The City does provide bike racks for storage at most public facilities in Woodstock including the Library, downtown area, and park locations.

Currently there are no regional trails that connect to Woodstock, and the current conditions do not meet the goals and objectives established with the City's Comprehensive Plan or the Vision 2020 Statement.

Description, Purposes, and Uses of Bike Routes

A bike route may consist of a separate path, designated and marked lanes in a roadway, or shared use of travel lanes on low volume/low speed residential streets. On roadways without curbs, a firm shoulder separated from the travel lane should be provided. When a bike path is provided as part of the shared roadway or on a shoulder adjacent to the travel lane, bicyclists are required to travel in the same direction as the vehicular traffic. Bike paths, located separate from the travel way, can be used by two-way bike traffic and are also to be shared with pedestrian traffic. Bike traffic is allowed on public sidewalks in Woodstock except in certain areas of the downtown.

Bicycle routes should be planned and constructed to reduce the dangers of riding a bicycle in or adjacent to high speed traffic and areas of traffic congestion by offering alternate routes. Locations where bike traffic will cross streets must be selected carefully to make use of traffic controls established for the vehicular traffic. The safety of bicyclists is a priority when developing and constructing bike routes.

To properly plan for the development and construction of connected bikeways in the future, it is important to understand and define who will utilize these facilities. Different users and different groups of residents will have their own needs and expectations, and a successful plan needs to be tailored to those needs where possible. The Commission has identified the following general user groups of a bike network.

- Pre-driver youth as a means of transportation
- Residents who are unable to drive
- Power assisted wheelchairs and similar devices
- Recreational users including bikes and roller bladers, exercise, and sports training
- Users of non-motorized vehicles as an alternative to driving for fuel conservation and environmental considerations



Bike Route Links to Major Destinations

Just as a quality street network needs to provide convenient access to major destinations both within the community and regionally, the bike route network needs to provide safe and convenient access to/from major destinations within the community. While it may not be practical to identify and construct a bike trail network that will provide direct access to every

location within the City, an effort should be made to identify certain key locations and destinations where bike travel could be a viable option. To assist with the future preparation of a specific bike route program, the Commission has identified the following general locations and destinations where access via a designated bike route would be beneficial:

- Schools (elementary, middle, high school, and community college)
- Major work sites and employers
- Recreational facilities and park sites
- Library
- Downtown area
- Connections with public transportation (bus and rail)
- Connections to regional bike routes

Terminal and Bike Route Amenities

A successful program that promotes the use of bicycles as a viable alternative to vehicles needs to provide facilities to links with other forms of public transportation and to provide adequate storage facilities at key destinations for bicyclists. The future planning and development of bike routes in Woodstock should include facilities for bike racks, bike storage areas, personal lockers, restrooms, and convenient food service areas or vending machines at key locations. A description of these facilities and locations should be included with all published route information.

Overview of Regional Plans and Connectivity to Regional Routes

Any Woodstock bike route network must also provide connectivity to regional trails and access. Currently a new regional bike route is proposed to be constructed along the US Route 14 corridor between Woodstock and Crystal Lake. The City should fully support that endeavor which would then provide the first link to a regional trail system for our residents. The City should support and cooperate with the McHenry County Conservation District for the planning and construction of other regional bike trails that provide a link for Woodstock residents.

Recommendations for Future Developments

Future development projects should be evaluated for bike path and bike route locations with an emphasis on access to key neighborhood locations within the development project (schools, parks, open space) as well as connectivity to existing neighborhoods. Where practical, a bike route shall be provided in a separate right-of-way or easement along the perimeter of each new development where the development abuts other portions of the community. Bike paths and bike routes constructed ‘internally’ in the new development may be located along rear lot lines or located as a designated lane adjacent to a paved travel lane on a low volume street.

Paved paths that are shared by both pedestrians and bicycles are acceptable.

Goals and Objectives

- √ This Transportation Plan identifies the importance and need for enhanced bike routes within Woodstock but does not provide a specific plan and preferred route locations. The Woodstock Transportation Commission should discuss and prepare a master bike route plan following the adoption of this Transportation Plan. The bike route plan shall include connection to identified destinations and linkage to regional systems.
- √ One component of the bike path and bike route program shall be education and enforcement to promote the safe use of bike route facilities including proper rules and expectations for riding of bikes, bike safety, and motorists' awareness programs.
- √ In general, the preferred location of future bike routes and paths will be within a separate right-of-way or easement that is not shared with vehicle traffic. If separate right-of-way is not feasible or practical, the next option would be to create a dedicated bike lane adjacent to a vehicle travel lane with proper signage and markings. On low volume roadways or where a dedicated bike lane is not possible, shared roadway use may be considered.
- √ As a bike route system is developed, the City should provide adequate funds and resources to promote the facilities including identification and route signage, pavement and lane markings, pamphlets and maps for distribution, and path maintenance.
- √ Future planning and development of bike route facilities should address terminal amenities including (but not limited too) bike racks, bike storage, personal lockers, restrooms, and vending machines.
- √ Future new development projects in Woodstock should be required to construct bike paths around the perimeter of the development site that provide connection and access to adjoining development sites and neighborhoods. Internal bike paths that are for access inside of a development site and for recreational use can be located along rear lot lines.
- √ The City should identify and apply for grant funds to promote expansion and improvement of bike routes in the community and support efforts of other government agencies for grant funds to expand regional routes.
- √ The City should include bike path facilities as part of all future capital improvement projects when any arterial road is paved or improved, as recommended with the City's Comprehensive Plan.

Chapter Five



Public Transportation

RTA The Regional Transportation Authority (RTA) was created in 1974 as a special purpose unit of local government serving the counties of Cook, DuPage, Kane, Lake, McHenry, and Will. According to RTA, their mission has been to ensure financially sound, comprehensive, and coordinated public transportation for northeastern Illinois. RTA is now the second largest public transportation system in North America based on passenger trips. The system covers 7,200 route miles in the six county region and provides more than two million rides daily.

In 1983, the RTA Act was amended creating three service boards under the oversight of RTA (Chicago Transit Authority, Metra Commuter Rail, and Pace suburban bus service) to handle system operations and fare responsibilities. RTA retained financial and budget operation of all service boards and for all regional planning issues.

Pace Fixed Route Service

Pace is the suburban bus division of the Regional Transportation Authority and began operating in the six county region in 1983. Woodstock is one of 210 communities served by Pace with approximately 240 fixed routes at this time. Currently there are two fixed bus routes serving Woodstock residents. This provides direct access within McHenry County to Harvard, Crystal Lake, McHenry, Wonder Lake, McHenry County College, and the train stations in these communities. By utilizing link connections to other fixed routes, residents have access to a much wider range of fixed bus routes throughout the entire six county region. A map showing the two current fixed routes and the current bus schedule is included as Exhibit Four of this Plan.

Current Woodstock Dial A Ride Service

In addition to the fixed route bus service, Woodstock residents have access to local Dial A Ride bus service. This door to door service is available six days a week and provides service to all properties within the city limits. At the time of the printing of this Plan, bus hours are provided from 7:00 a.m. to 6:00 p.m., Monday through Friday, with a shorter schedule on Saturday. Dispatching and bus operation is provided by a contract operator, and the City pays an annual fee to support the service.

This local transportation option is a valuable resource for our residents and does provide a convenient choice for residents who either can not drive or choose not to drive. Service is provided to all age groups, but the local bus service has historically proven to be beneficial for seniors and passengers with disabilities.

Current Metra Service

Woodstock is served with Metra commuter rail service along the Northwest Union Pacific line. Currently there are eight stops at Woodstock for inbound travel to Chicago on weekdays and 10 stops at Woodstock for outbound travel from Chicago to Woodstock. Less frequent service is also provided on Saturday, Sundays, and holidays. Typical travel time on the commuter rail from Woodstock to Chicago is 1 hour and 35 minutes. This service is an important transportation option that not only provides convenient travel to/from Chicago and Woodstock but also to several communities in the northwest suburbs. Public transportation links are readily available in Chicago, and also fixed route bus service is available at most train stations.

Private Transportation Options

A successful public transportation system does not rely only on the public sector to meet all transportation needs, but includes private sector facilities. Currently there are a few private sector transportation options that offer alternatives to our residents. This includes taxi service which is available in Woodstock, within the County, and also regionally (e.g. to/from airport). A private company provides bus service to/from O'Hare Airport on a fixed schedule serving McHenry County. Several limousine service companies are available to serve Woodstock residents. Some not-for-profit agencies (e.g. Woodstock Senior Services and Veterans Assistance) provide transportation services for specific types of individuals and for specific needs.

Parking To Support Public Transportation

Safe and convenient parking, both for bikes and automobiles, is one important aspect of a successful public transportation program. As discussed later in this report, both Metra and Pace now make some provisions for bikes to be carried onto their facilities. For those cyclists who want to use a bike as a means to get to/from public transportation, the transportation hubs should also include bike parking and storage areas.



Although some residents may elect to use only public transportation as a means for intra-City travel, for example taking Dial A Ride to the train station to connect with Metra or a Pace fixed route, a more common practice is to drive to a public transportation hub. As a result, adequate, safe, and convenient parking is required. In the City of Woodstock, that parking is currently provided without any charge near the train station which is also a connecting location for Pace fixed bus routes.

Currently there are four parking lots provided and maintained by the City that are designated as commuter parking lots.

Using information from an on-board passenger survey, the 2002 Transit Oriented Development Study completed for the City of Woodstock reported that 67% of the passengers using the train drove alone and parked in the public parking lots. Only 2% carpooled during the survey period. 15% were dropped off and only 1% arrived by bike. That survey information supports the need to plan for expanded parking facilities in conjunction with increased ridership on the train.



The 2002 Transit Oriented Development Study completed for Woodstock predicts that future ridership at the Woodstock station could increase as the community grows. Other factors

potentially increasing transit ridership include increased efforts to promote public transportation, better coordination with fixed bus service, relocation of the train maintenance yard, and an expanded schedule. The report concludes that any increase in service level will require additional commuter parking.

Bicycle Transfers To Public Transportation

Both the Metra commuter train service and Pace fixed route bus service allow bicycles to be transported on their facilities. Metra does allow cyclists to bring standard bikes on board trains during weekday off-peak hours and on weekends. On most trains, there is a limit of three bikes at any time, and cyclists will be accommodated on first come, first served basis. Most Pace fixed routes now include bike racks on the buses to accommodate two bikes.

These provisions help to promote bicycles as a viable transportation alternative and make public transportation a convenient option for commuters and for recreational trips.

Special Public Transportation Needs: Age, Low Income, and ADA

Pace fixed route buses, Pace Dial A Ride buses, and Metra trains currently comply with ADA standards for accessibility. In addition, Pace may provide alternate transportation to passengers with disabilities. Currently Pace fixed routes, Pace Dial A Ride, and Metra offer discounted fares for senior citizens and for passengers with disabilities. None of the public transportation options currently available for Woodstock residents include any reduced fares based on income.

Connectivity and Transportation Options for Public Transportation

The ability to move from one type of public transportation to another is important for any resident who utilizes these transportation options. The inability to conveniently link from one type of transportation, or one route to another, will deter individuals from using public transportation. Currently Woodstock residents can use various forms of connected public transportation to access the entire region. Dial A Ride service can provide a connection to both Pace fixed route service as well as Metra trains. The two bus fixed routes that operate in Woodstock will link to other fixed routes in McHenry County. Metra trains will carry passengers to several communities along the Union Pacific Northwest line which are then also served by Pace fixed routes within their community. Finally, Metra train service will take passengers to Chicago where they can access the Chicago public transportation system.

The public transportation system currently serving Woodstock and linking our residents to the entire region is well connected. While passengers do need to be aware of both transit arrival and departure times, utilization of bus and train travel is a good option. The 2002 Transit Oriented Development Study completed for Woodstock did conclude that there is an opportunity to improve coordination of the two fixed bus routes with the train schedule to improve overall service to the passengers.

Goals and Objectives

- √ Metra train service is a vital transportation option for the community. The City should continue to support efforts by Metra to relocate certain train facilities to the westerly edge of Woodstock which would result in an improved schedule at the Woodstock station.
- √ For the safety and convenience of passengers utilizing the Metra service, it is recommended that the City encourage and support the construction of a waiting area and expanded platform on the inbound side of the tracks at Woodstock.
- √ The City should continue to plan and locate convenient public parking near public transportation hubs and connection points. As use of the commuter rail system and fixed route bus service increases, the demand for parking will also increase.
- √ The City should identify, prepare, and implement educational and promotional programs to encourage commuters to ride-share to public parking for commuter travel and public transportation. The goal is to reduce the number of single-passenger motorists who arrive and park at public transportation links.
- √ The City's support and funding of the local Pace Dial A Ride service should be continued for the benefit of the residents who have limited transportation options.
- √ Pace fixed route bus service provides a means to link Woodstock to other communities and destinations in McHenry County and regionally. As a minimum, the City, along with Pace, should maintain existing service, monitor resident demand related to the fixed route locations, and expand that service when appropriate.
- √ The City should explore and evaluate the utilization of a trolley type public transportation option to link public parking areas with points of destination, both seasonally and as a limited fixed route configuration.
- √ The City should evaluate and promote the use of shuttle services during special community events to improve access to remote parking facilities.

Chapter Six



Air Passenger Service and Transportation Options

Introduction

As stated in Chapter One of this Plan, one of the goals of the City is to look regionally at transportation systems and needs. “The Commission recognizes that a City is not insular and, as such, Woodstock is viewed not only as a discreet geographical entity, but also as a part of existing county, regional, state, and federal networks of transportation.” Certainly that need to look regionally is directly linked to air service that is available to our residents and local businesses.

Summary and Overview of Air Passenger Service

The City of Woodstock is served by commercial air passenger service at Chicago, Rockford, and Milwaukee. These locations are serviced by numerous commercial carriers and a wide range of schedule options that provides convenient opportunities to our residents and businesses. The choices in air passenger service provide a certain level of comfort and quality of life due to our geographic location. Woodstock residents do have the ability to travel virtually anywhere in the world with relative ease.

Summary and Overview of County Airport Facilities

In addition to the services of the large regional and international airports, Woodstock residents and businesses also can enjoy the benefits of smaller facilities located within McHenry County. These provide recreational opportunities for our residents as well as a limited amount of commercial traffic. These facilities also provide a very valuable and important economic benefit to the community and county by serving local business needs more directly than the large scale regional facilities. The benefits of these custom commercial operations, direct links to county businesses, air taxi services, and corporate transportation options improve the business climate for Woodstock and McHenry County and should be supported in the future.

The City should continue to support these smaller sized airport facilities in McHenry County, when suitably located, based on proper land planning decisions.

Highway and Public Transportation Links to Air Service

Highway routes to/from Woodstock and the three major airports in the region are well established and provide direct, if not always quick, access. As our community population grows and as traffic congestion in the region increases, the City should look to promote ride sharing and/or public transportation as alternatives to single motorist’s travel to airports. Public facilities that provide safe and convenient long term parking for ride sharing to/from airports should be considered in the future as a means to reduce traffic on highways.

Currently some public transportation options exist for travel to/from Woodstock and Chicago O’Hare airport but those options are not always recognized by our residents. Additional information to educate the public about bus and train options to/from Chicago’s O’Hare Airport would be beneficial and could reduce some of the vehicular traffic. When possible, the City should also work with regional public transportation officials to increase the availability of public transportation services in the future.

One private passenger bus service currently provides service to McHenry County, but no stops are located in Woodstock at this time. This does provide yet another option for residents to travel to/from Chicago O'Hare and Chicago Midway Airports that is totally privately funded, and the City should help to educate our residents about this option. In addition, the City should work with the private bus service to locate at least one stop in the City of Woodstock for use by our residents.

Goals and Objectives

- Prepare and distribute information to help educate the public about current public transportation options available to travel to/from regional airports.
- Work with regional planning officials to increase public transportation options (both bus and train) and roadway access to accommodate both passenger and freight services to link Woodstock and Chicago O'Hare, Rockford, Milwaukee, and Midway Airports.
- Work with local private bus transportation service to locate a stop in Woodstock for service to/from Chicago airports.
- Plan and construct local, long term parking lots that can be used to promote increased use of car-pooling and public transportation to/from regional airports.
- Support location and expansion of small airport and/or heliport facilities in McHenry County based on proper land planning decisions.

Chapter Seven



Motor Vehicles

Introduction

Recognizing that vehicle traffic demands have historically outpaced the City's ability to complete roadway capacity expansion projects, prioritizing the use of available resources is important. One of the critical functions of this Transportation Plan is to establish goals and objectives that will allow the City to prioritize the use of funds to maximize benefit. The Plan must be organized to unify support among all relevant City, county, and state highway agencies.

To be successful, the City's Transportation Plan must address funding for future highway improvement projects. A strategy for current and future financial needs should be presented. The City should look to creative ways of funding necessary highway improvement projects and look to the county, state, and federal levels for assistance, as well as public-private partnerships.

The objectives of a comprehensive motor vehicle plan should reflect those of the City's comprehensive land plan. Land development (when and how it occurs) will have a direct and immediate impact on motor vehicle travel in the City and regionally. Major arterial routes and the locations for future highway facilities need to be identified through this planning process and those locations preserved as part of the land development review and approval process of the City.

Identification of Current Highway Concerns and Improvements: Route 47

The single most important roadway in terms of traffic volume and the efficient movement of traffic within the City of Woodstock is Illinois Route 47. While this roadway is under the control and jurisdiction of the Illinois Department of Transportation, the City realizes that intergovernmental cooperation and support from the local community, county, state, and federal agencies will be necessary to plan and implement both regional and local improvements to this highway. Our residents rely on the use of Route 47 on a daily basis, and they look to the City to try and relieve the traffic problems that are expected to increase. While it is certainly correct that any improvements along Illinois Route 47 are the responsibility of the State of Illinois and not the City of Woodstock, any local support and initiative that can be provided could result in special consideration from the State of Illinois.

In 2006 the City prepared a comprehensive planning guide titled '*Illinois Route 47 Improvement Plan*' to identify needed roadway improvements. That report was accepted and approved by the City Council on January 17, 2006 and now serves as a guide for the planning and development of more specific project improvements. The 2006 *Illinois Route 47 Improvement Plan* identifies 12 different segments and roadway improvement projects that are to be considered by the City. These recommended improvements for Illinois Route 47 are adopted by reference with this Transportation Plan and should remain as priority improvements and recommended standards for future development for the City and all future private development projects.

Identification of Current Highway Concerns and Improvements: RR Bridge

One of the prominent projects identified as a necessity to achieve the goal of traffic congestion on this state highway is the widening of the railroad bridge over Illinois Route 47 between Lake Avenue and McConnell Road. Without the reconstruction and widening of the railroad overpass structure, that segment of Illinois Route 47 can not be widened to add more capacity and would remain as a restriction of traffic flow no matter what other improvements were completed to the north and to the south. In recognition of the importance of the widening of the railroad bridge and acknowledging that such a project would take several years for planning, design, and permitting, the City Council determined that work should begin immediately to move that project forward.

To respond to this need, the City prepared a report in 2007 titled ‘*Illinois Route 47 Railroad Bridge Feasibility Study*’ to identify options for the reconstruction, alternatives for land acquisition, definition of a scope of construction, and to prepare a preliminary estimate of costs. That report was accepted and approved by the City Council on April 3, 2007 and now provides the City with the first formal planning document that defines the scope, need, and cost of this improvement. The report identified a preferred method and location for the railroad bridge widening project and estimated that the total project cost would be approximately \$16.3 million (not including land acquisition cost) in 2008 dollars.

These recommended improvements for the reconstruction and widening of the railroad overpass across Illinois Route 47 are adopted by reference with this Transportation Plan and should remain as priority improvements. The City should continue with efforts to create support for this necessary roadway improvement project at the county, state, and federal levels.

Arterial Streets and Collector Streets

As stated in the Woodstock Comprehensive Plan, “Not all streets in Woodstock serve the same purpose and should not have the same design features. The two primary considerations in the functional classification of streets is their level of access and the mobility they provide. There is an inherent conflict between the need for a street to provide mobility while allowing for adequate access to adjoining land. The degree of access control is a significant factor in defining functional classification. Additionally, a street need not be at its optimum design to perform its classification functions, for example, a two-lane rural road can function as a primary arterial street. Streets in Woodstock are classified as follows”:

Arterial Streets. Arterial streets serve primary centers of activity in the City and are the highest traffic volume corridors. They display intercity continuity and regional importance and provide reasonably continuous travel routes through the City. Generally, arterial streets provide limited access to adjoining land uses. They have the capacity to accommodate higher traffic volumes and are often under state or county jurisdiction. Existing and future arterial streets within the planning area include all or a part of the following:

- Calhoun Street
- Country Club Road
- Franklinville Road
- Kishwaukee Valley Road
- McConnell Road
- Perkins Road
- Washington Street
- Charles Road
- Dean Street
- Hartland Road
- Lake Avenue
- McHenry Avenue
- Raffel Road
- Collins Road
- Eastwood Drive
- Hughes Road
- Lucas Road
- N. Seminary Avenue
- South Street

Collector Streets. Collector streets provide both access and traffic circulation among land uses. Collector streets differ from arterial streets in that they usually penetrate residential neighborhoods, distributing trips from the arterial streets to their ultimate destination, and providing access to adjoining land uses. Existing and future collector streets within the planning area include all or portions of the following streets:

- Banford Road
- Gee Road
- Kimball Avenue
- Raycraft Road
- Steig Road
- Davis Road
- East Judd Street
- Lamb Road
- Rose Farm Road
- Ware Road
- Doty Road
- Hercules Road
- Lily Pond Road
- St. Johns Road

All remaining roads not listed here are considered ‘local’ streets.

Identification of Current Highway Concerns and Improvements: Local

In February 2006, the Woodstock Transportation Commission and the City Council developed the following priorities for roadway projects to improve vehicular transportation and reduce traffic congestion:

5 – Year

1. Route 47 Railroad Overpass Widening: Completion of feasibility study evaluating alternatives for widening of RR overpass, options for track locations, and establishing probable construction costs.
3. Intersection improvements and signalization at Route 47 and St. Johns Road.
4. Widening of Route 47 from Country Club Road to McConnell Road.
5. Intersection improvements and widening at Route 47 and Irving/Judd.

10 – Year

1. Completion of widening of railroad overpass across Route 47 and widening of Route 47 from Lake Avenue to McConnell Road.
2. Extension of Lake Shore Drive from US Route 14 to McConnell Road and signalization at Lake Shore Drive and US Route 14.
3. Widening and intersection improvements at Route 47 and Route 120.
4. Extension of Zimmerman Road from Country Club Road to Route 120, and widening and reconstruction of Zimmerman Road from Country Club Road to McConnell Road.

15 – Year

1. Intersection improvements and widening at Route 47 and Cobblestone Way.
2. Widening of Route 47 from Cobblestone Way to the south.
3. Intersection improvements and signalization at Route 47 and Greenwood Avenue.
4. Construction of a new street west of Route 47, from the intersection of Route 47 and McConnell to the intersection of South and Washburn.
5. Widening and reconstruction of Lamb Road from Route 120 to Charles Road, to serve as a westerly bypass.

Identification of Current Highway Concerns and Improvements: Regional

The City's residents and business community must rely on regional highway systems, as well as our local streets, to provide a safe, convenient, and efficient means of transportation. Major arterial routes require extensive amounts of money as well as a considerable investment of time during the planning process to provide the level of service needed. As a result, the City must remain active and vocal in requesting new regional highway improvements as well as supporting planned, regional improvements in order to achieve public support and develop consensus for priorities.

Important regional improvements that will benefit and impact Woodstock's motorists include the construction of a full interchange at Illinois Route 47 and Interstate 90 and proposed capacity improvements on Illinois Route 47 from Woodstock to Huntley. In addition, the City of Woodstock is currently participating with McHenry County and Kane County for the development of a long range roadway and land use planning document for the Illinois Route 47 corridor within the two county region. These efforts support the City's goal that Route 47 improvements need to be a priority and are supported by this Transportation Plan.

At the same time that efforts are continuing to provide capacity improvements along Illinois Route 47, the City will continue to support the planning goals to create a 'westerly bypass' for Route 47 traffic that would also link with Illinois Route 120 north of Woodstock. To have a successful plan to address motor vehicle traffic in the future, the City should not rely on Illinois Route 47 as the only significant north-south route for our community. At the same time, the City needs to consider the importance of the east-west state route for our community. The Illinois Department of Transportation has proposed a new state route that would connect Illinois Route 47/Charles Road on the north side of Woodstock to US Route 14 along the Lamb Road corridor.

This is to be accomplished as part of the Route 120 SRA planning objectives which would include Charles Road from Illinois Route 47 to Greenwood as a state highway. Once constructed, this new state highway would create a means for regional north-south traffic to bypass Woodstock by using US Route 14 and the Lamb Road corridor and would also link Illinois Route 120 with Illinois Route 47 north of Woodstock. This Transportation Plan recognizes both the benefits and the necessity of that new highway and supports that goal. All land development and future roadway projects identified within the Lamb Road corridor should be compatible with that plan, reserve necessary right-of-way, and create new roadway networks that support that plan.

Identification of Planning Objectives for Future Highway Improvements

As stated in the City's Comprehensive Plan, the network of streets and alleys in Woodstock's planning area represent a major investment of public and private resources. The quality of the network, i.e. ease of travel, lack of congestion, and levels of maintenance are directly correlated to quality of life expectations. Recognizing that land development will have a direct impact on the City's street network and highway transportation, certain highway improvements should address these issues as new development occurs within the City. The following future highway improvements have been identified in the City's Comprehensive Plan and this Transportation Plan as beneficial improvements that should be completed by the developer of new land:

- Extend Hercules Road from Apple Creek Estates Subdivision to Illinois Route 47 and complete intersection improvements and signalization at Hercules and Route 47.
- Extend Zimmerman Road from Country Club Road to the north, to create a new link to/from Illinois Route 120 with both Country Club Road and McConnell Road.
- Align Hughes Road and Franklinville Road
- Extend Ware Road to the west of Illinois Route 47 so that it will provide a connection to Lamb Road to improve local access and to provide alternate routes and connections to/from Illinois Route 47.
- Extend Moraine Drive north to Kishwaukee Valley Road to provide an alternate access to/from Westwood subdivision, improve local traffic circulation, and to provide alternate access to/from local streets and US Route 14.
- Extend Secor Road east to connect with Steig Road.
- Reconstruction and realignment of the intersection of South/Steig/Davis for improved access and safety.

Connectivity

A well planned and functional highway system needs to include an interconnected network of streets that perform differing functions and roles which collectively provide a safe and convenient transportation system for the community. This overall system will include local streets, collector routes, arterials, and State highways. To be effective, the highway system must be interconnected. The City needs to balance the needs and desires of local neighborhoods to reduce traffic volumes on their streets with the community's needs to move traffic as safely and effectively as practical.

New development and new subdivision projects should be reviewed by the City Administration to ensure that the internal access and roadway network is properly connected to the existing highway network. Single access to/from a proposed subdivision or major development should be avoided. Residents and motorists need to be provided with alternate routes to move from one area of the City to another. Commercial and industrial development

projects should include shared access and cross access easements that will allow vehicles to move from one site to the adjoining property without the need to access the street network.

Recommendations for Street Improvements for Future Developments

The development of currently vacant land and/or the redevelopment of land that increases the number of vehicle trips will have an immediate impact on both the local and regional highway systems. As a result, all major development projects that will increase residential dwelling units in Woodstock, or create new destinations that result in significant changes to traffic patterns and trip generators, should be required to complete a traffic demand analysis, prepared by a qualified traffic engineer, for the City's approval.

The development projects should be required to complete off site highway improvements that may be directly impacted by the increased amount of vehicle traffic as well as construct all new roadway systems within the development to minimum standards established by the City. New development projects should be required to address motor vehicles on two different levels; impact of vehicular traffic on the immediate area as well as impact to the major arterial routes in the region. The City will require the new development project to complete certain highway improvements that will increase vehicular traffic capacity or to contribute to improvements that are being performed by the City.

New development projects along existing arterial routes and local collector streets should be designed to minimize the impact of the new traffic on existing traffic conditions. This is to be accomplished so that the current level of service operation is not decreased. In addition, new development projects will be required to include best design practices for roadway design to minimize the impact of increased motor vehicles. These can include, but are not limited to, acceleration/deceleration lanes, shared access points for commercial sites, construction of frontage road access along major highways, and prohibition of residential driveway access on certain streets.

Goals and Objectives

- √ Aggressively work with county, state, and federal agencies to plan and complete the reconstruction and widening of the railroad overpass on Illinois Route 47 including the widening and reconstruction of Route 47 between Lake Avenue and McConnell Road.
- √ Develop a strategy to provide current and future financing for priority roadway improvement projects including, but not limited to, state and federal funding, private development improvements, public and private partnerships, and innovative funding sources.
- √ Utilize the projects defined within this Transportation Plan and the recommendations for development standards to require new land development projects to complete necessary roadway improvements to offset increases in motor vehicle trips resulting from new development.

- √ Plan, design, and complete widening and reconstruction of Route 47 from McConnell Road to Country Club Road.
- √ Plan, design, and complete intersection improvements and signalization at the intersection of St. Johns Road and Illinois Route 47.
- √ Support the improvements identified in the *Illinois Route 47 Improvement Plan*.
- √ Continue planning efforts with McHenry County and Kane County to develop roadway improvement and land use guidelines along the Route 47 corridor in the two county region.
- √ Continue to support efforts to fund and construct a westerly bypass proposed along the Lamb Road corridor linking US Route 14 and Illinois Route 47 north of Woodstock, and require the dedication of adequate right-of-way with new development projects.
- √ Utilize project list and priorities established within this Transportation Plan when preparing the City's capital improvement program and roadway projects.
- √ Continue to look at opportunities to reduce the number of public at-grade railroad crossings.

Chapter Eight



CONSTRUCTION AHEAD

Implementing the Plan

Introduction

Adoption of the Transportation Plan does not mark the end of the City's comprehensive planning process related to transportation issues. Rather, it should be viewed as the beginning of a concerted strategic and systematic effort to achieve the community's vision for an efficient and effective transportation network. This Transportation Plan identifies numerous goals, objectives, and implementation strategies. Some of these goals and objectives will be initiated by the Transportation Commission upon the completion and adoption of the Transportation Plan, such as a detailed Bike Route Master Plan, and sidewalk related improvements. Many of the other goals and objectives and implementation strategies will be ongoing activities that will involve and require the full support of the entire community, the Transportation Commission, City administration, and the Mayor and City Council.

The purpose of this chapter is to identify and summarize a series of initiatives and planning goals the City can undertake to help achieve the community vision related to transportation. Achieving that vision requires the effort of all segments of the community. The City government is only one part of this effort. Other participants in the effort to achieve the transportation goals must include state and county officials, the business community, local developers, and Woodstock residents.

The Transportation Plan is a dynamic document that will require periodic review and re-assessment of projects, goals, and objectives based on changing conditions and subsequent revisions in community priorities. Changes in transportation and commuting preferences by our residents may require revision of this Plan on a periodic basis. In addition, the impact of future developments (in terms of their location and also increases in motor vehicle trips) may result in the need to review the Plan. Over time, the assumptions and assessments of current conditions utilized in this Plan will need to be considered again and evaluated based on future expectations of the residents and the transportation systems' user groups.

However, the Plan should not be revised based on a single issue absent a review of the associated impact on the related goals and objectives of the Transportation Plan. As described throughout this document, the various elements of a successful Transportation Plan (e.g. pedestrian access, bike routes, public transportation, air transportation, and motor vehicle traffic) are interrelated and co-dependent. Future revisions to one element should also take into consideration the relationship and impact on other elements of the Transportation Plan.

Although it is important that the Plan be revisited and reviewed on a regular basis, it is equally important that changes to the Plan's goals and recommendations not be made too frequently. Transportation system improvements of all types require an expanded period of time for implementation and also require a significant investment of funds by Woodstock before the project can be completed. Roadway improvement projects completed at the local level will typically require two to four years for completion, while roadway improvement projects involving a state highway take three to five years for completion. Even a new bike path or an extensive amount of new sidewalk could require two years for completion.

In order for this Plan to successfully produce new transportation system improvements, it is essential that the priorities and recommendations not be changed too frequently to allow the time for detailed planning and engineering to be performed.

Satement of Implementation of Plan

The accompanying Plan includes numerous specific recommendations and goals for each of the identified transportation elements. The City is encouraged to continue to work toward implementation of all the recommendations over time and to complete the recommended projects. However, there is also a need to focus the City's efforts and to prioritize the transportation recommendations. Following are the highest priority recommendations included within this Plan:

Route 47 Railroad Overpass Reconstruction

One of the prominent projects identified as a necessity to achieving the goal of improving traffic flow on this state highway is the widening of the railroad bridge over Illinois Route 47 between Lake Avenue and McConnell Road. Without the reconstruction and widening of the railroad overpass structure, the capacity of Illinois Route 47 can not improve substantially and would remain as a severe restriction of traffic flow regardless of what other improvements were completed to the north and to the south. In recognition of the importance of the widening of the railroad bridge and also in recognition of the need to allow several years for planning, design, and permitting of that project, the City Council determined that work should begin immediately to move that project forward.

- * Aggressively work with county, state, and federal agencies to plan and complete the reconstruction and widening of the railroad overpass on Illinois Route 47 including the widening and reconstruction of Route 47 between Lake Avenue and McConnell Road.

Route 47 Improvements

- * Plan, design, and complete widening and reconstruction of Route 47 from McConnell Road to Country Club Road.
- * Plan, design, and complete intersection improvements and signalization at the intersection of St. Johns Road and Illinois Route 47.
- * Support the improvements identified in the *Illinois Route 47 Improvement Plan (prepared by Hampton, Lenzini & Renwick dated January 2006)*.
- * Continue planning efforts with McHenry County and Kane County to develop roadway improvements and land use guidelines along the Route 47 corridor in the two county region.

Maintenance and Improvements to Sidewalks

Maintenance of existing sidewalks, construction of new sidewalks, and connectivity throughout the entire community all need to be a focus of this Transportation Plan. Providing safe and convenient walking paths for students to educational facilities, eliminating sidewalk barriers and tripping hazards, and being mindful of the special needs of the elderly and disabled all contribute to a total and positive “walking transportation” infrastructure.

- * The City, Community Unit School District 200, and private schools should work jointly to identify priority locations for school pedestrian routes.
- * Downtown sidewalk access and facilities should be properly maintained and improved with the addition of streetscape features and walkway connections to/from parking lots.
- * The City should include provisions for pedestrian crossings with all future major roadway improvement projects. The City should plan for the eventual construction of special pedestrian crossing facilities at high hazard locations including, but not limited to, overpasses and underpasses.

Bike Route Plan

- * This Transportation Plan identifies the importance and need for enhanced bike routes within Woodstock but does not provide a specific plan and preferred route locations. The Woodstock Transportation Commission shall discuss and prepare a master bike route plan following the adoption of this Transportation Plan. The bike route plan shall include connection to identified destinations and linkage to regional systems.
- * One component of the bike path and bike route program is an education and enforcement component to promote the safe use of bike route facilities including proper rules and expectations for riding of bikes, bike safety, and motorists’ awareness programs.

Support of Public Transportation

- * Metra train service is a vital transportation option for the community, and the City should continue to support efforts by Metra to relocate expanded train facilities to the westerly edge of Woodstock which would then result in an improved schedule at the Woodstock station.
- * The City should continue to plan and locate convenient public parking near public transportation hubs and connection points to provide adequate parking for motorists who want to link to public transportation. As use of the commuter rail system and fixed route bus service increases, the demand for parking will also increase.
- * The City should identify, prepare, and implement educational and promotional programs to encourage commuters to ride-share to public parking for commuter travel and public transportation. The goal is to reduce the number of motorists who arrive and park at public transportation links as a single passenger.

- * The City's support and funding of the local Pace Dial A Ride service should be continued for the benefit of the residents who have limited transportation options.
- * Pace fixed route bus service provides a means to link Woodstock to other communities and destinations in McHenry County and regionally and should be continued. The City, along with Pace, should monitor resident demand related to the fixed route locations and network and expand that service when needed, appropriate, and financially feasible.

Development Roadway Improvements

The development of currently vacant land and/or the redevelopment of land that increases the number of vehicle trips will have an immediate impact on both the local and regional highway systems.

- * As a result, all major development projects that will increase residential dwelling units in Woodstock or create new destinations that result in significant changes to traffic patterns and trip generators should be required to complete a traffic demand analysis, prepared by a qualified traffic engineer, for the City's approval.
- * The development projects should be required to complete off-site highway improvements that may be directly impacted by the increased amount of vehicle traffic as well as construct all new roadway systems within the development to minimum standards established by the City.
- * New development projects should be required to address motor vehicles on two different levels - impact of vehicular traffic on the immediate area as well as impact to the major arterial routes in the region.
- * The City should require new development to complete highway improvements which will address increased vehicular traffic demand or to contribute to improvements that are being performed by the City.
- * All new developments should be required to construct new sidewalks on both sides of the right-of-way and connect those new sidewalk facilities to the existing community.
- * Future new development projects in Woodstock should be required to construct bike paths around the perimeter of the development site that provide connection and access to adjoining development sites and neighborhoods. Internal bike paths that are for access inside of a development site and for recreational use can be located along rear lot lines.
- * Utilize the projects defined within this Transportation Plan and the recommendations for development standards as found in City ordinances, codes, and policies to require new land development projects to complete necessary roadway improvements which will offset increases in motor vehicle trips resulting from new development.

Public Input

As with any successful plan, this can not be a static document. The Commission is responsible to provide direct communication and open discussion with various organizations and decision makers to further explain the conclusions and recommendations of the Plan. The Commission encourages input and involvement in this Plan with all residents and strives to maintain two-way communication that supports residents' rights to share their thoughts and opinions.

Upon completion of the draft of this Transportation Plan, and prior to submittal to the City Council for final approval, the Commission will formally solicit comments and suggestions from the general public. This will be achieved through various out-reach means such as information conveyed to the local news media, notices placed on the City's web site, and public announcements, and the draft Plan will be made available to the public for review and comment.

Regular Review

Once the Transportation Plan has been reviewed and approved by the City of Woodstock, it shall serve as a guide and blue print for the improvement of the City's transportation facilities and elements. However, the Plan can not be considered as a static document. The goals of the City, the finances of the City, the needs of the motorists and commuters, and the preferences of Woodstock residents will change over time. As other Boards and Commissions of the City evaluate or modify planning documents, the impact on transportation systems should be communicated to the Transportation Commission. Therefore, for this Plan to be as meaningful in the future as it is now, elements of the Plan may have to change.

However, the changes to the Plan and priorities should be made only after careful consideration. Many of the projects and improvements discussed with this Plan will require years of consistent planning, engineering, and financing to complete. Frequent changes in priorities and expectations would result in the need to start over and will decrease the City's ability to move forward on needed transportation improvements.

In order to balance these two items — by allowing for a regular and periodic review of the goals and objectives of this Transportation Plan and allowing the City the time needed to implement the plan recommendations — the following formal review process is recommended:

The Transportation Plan should be formally and publicly reviewed again no sooner than three years from the date of final approval but no later than five years following the date of final approval and at five year intervals as needed.

Financing

The discussion of transportation system improvements can not be complete unless the Plan also includes a discussion of financing of the planned improvements. In order to complete the goals, objectives, and projects included with this Plan, it will be necessary to increase funding for these improvements. To be successful, the City's Transportation Plan must look at funding for future highway improvement projects. A strategy for current and future financial needs should be presented. The City should look at creative ways of funding necessary highway improvement projects and look to the county, state, and federal levels for assistance as well as public-private partnerships.

Following is a brief description of the commonly used funding options that have been identified and could be considered for these improvements:

General Corporate Revenues: The City's transportation systems and facilities are already heavily supported through the City's General Corporate Fund. Examples of this support include providing and maintaining the public parking facilities in the downtown area, construction and maintenance of sidewalks, construction and maintenance of bike and recreation paths, providing proper and safe school walking routes and cross walks, all street maintenance activities, and snow removal and street sweeping services. The City's General Fund revenues are also used to pay the local share to provide Dial-A-Ride bus service for our residents. Finally, General Fund revenues are used as the primary source to pay for capital improvement costs for new roadway construction projects and projects to improve safety and capacity on the City's local streets.

Revenues within this fund are primarily derived from property tax, sales tax receipts, income tax revenues from the State, and other fees collected by the City. The amount of the funds transferred from the General Fund for transportation systems operation and maintenance as well as capital costs is solely a financial and policy decision of the City. However, these funds are also used to provide the bulk of the City's basic services that are expected by our residents. There is no substantial increase in General Fund revenue anticipated in the near future, and therefore, there is no substantial amount of new money that can be anticipated. The need to expand and renovate the transportation systems will compete with the needs of other City services, and it is not expected that a substantial amount of new revenue or funds will be available without the general support of the entire community.

Motor Fuel Tax Revenues: The City does receive a local share of the gas tax collected by the State of Illinois on an annual basis. This revenue is used by the City to pay for the annual street maintenance and resurfacing program which provides necessary funds to complete the maintenance and repair that is needed for the proper management of our street inventory. With approximately 122 centerline miles of streets under the City's jurisdiction, all of those funds need to be preserved for the annual maintenance program and should not be allocated to capital construction projects.

State and Federal Funds: Although state and federal funding for transportation projects is very competitive and can not be relied upon as a consistent source of revenue, these funds are an important part of the City's financial efforts to complete transportation improvement projects. The primary source of funds will be the use of federal STP funds that are allocated and

administered through the McHenry County Council of Mayors. Under their current program, the maximum allocation for any single project is \$1,000,000. The City of Woodstock has been able to receive a commitment of \$3,000,000 at this time to aid in local transportation projects with an additional \$2,000,000 identified as future projects when funds become available. The identification of projects and goals that have been included with this Plan will improve the City's ability to utilize these funds in the future by following a formal and specific improvement plan.

As other funding opportunities become available, the City should aggressively pursue grant funds and special transportation dollars based on this Plan. Examples could include funds for bike paths, improvements to sidewalks in school zones, traffic safety improvements, public transportation cooperative programs, and more.

Annexation Fees: New land annexed to the City and development projects that are proposed for construction will add traffic and result in additional transportation challenges and impacts. As a result, the City should continue to look to the proposed development projects to provide financial support to improve the transportation systems. In the past, the City has required the payment of a fee with new annexation projects to support future capital costs to improve Illinois Route 47. This fee system should be continued and evaluated for other impacts on transportation systems and elements.

Bond Issues: The City can issue general obligation bonds to finance large sized capital improvement projects with voter approval and, under specific limitations, without voter approval. This financing could provide a source of funds that could finance several improvement projects at one time or be used over a period of years. However, the repayment of the new bond debt needs to be included with other annual revenues of the City and has the effect of decreasing the amount of funds that can be allocated by the City on an annual basis toward transportation facilities and improvements.

Private Construction: Investments in the local roadway system, bike paths, and sidewalks by the private sector will be one of the most effective means to achieve many of the goals and objectives of this Plan. New development projects will be reviewed to consider their impact on current transportation features and required to make improvements based on the recommendations of this Plan and the City's development regulations. Through this review and approval process, new developments will pay for the cost of roadway improvements, bike paths, and sidewalks without an investment of local tax dollars.

Joint Ventures: In those locations where a new development project may not be required to pay all costs of a public improvement, or where the impact on the current systems can not be clearly defined, the City has the ability to partner with the private developer to share costs or to share in the responsibility of completing an improvement. This is normally achieved by requiring a cash payment for a portion of specific roadway improvements that can then be completed by the City. These partnerships can be beneficial to both parties and would allow the City to leverage our local dollars and complete more work.

The following specific financial goals and recommendations have been identified throughout the Plan document and are summarized here as part of the recommendations for implementation:

- √ Develop a strategy to provide current and future financing for priority roadway improvement projects including, but not limited to, state and federal funding, private development improvements, public and private partnerships, bond funding issued by the City, and innovative funding sources.
- √ The City should continue to allocate sufficient funds annually for the cost-sharing program to encourage residents to properly maintain existing sidewalks.
- √ The City should continue to allocate sufficient funds annually for the cost-sharing program to encourage residents to construct new sidewalks to fill in missing gaps.
- √ The City should continue to identify locations that meet the definition of a trip hazard and allocate sufficient funds annually for the repair of hazardous sidewalks.
- √ The City should allocate new funds specifically for the removal of steps and barriers at crosswalks.
- √ As a bike route system is developed, the City should provide funds and resources to promote the facilities including identification and route signage, pavement and lane markings, pamphlets and maps for distribution, and path maintenance.
- √ The City should identify and apply for grant funds to promote expansion and improvement of bike routes in the community and support efforts of other government agencies for grant funds to expand regional routes.
- √ The City should include bike path facilities as part of all future capital improvement projects when any arterial road is paved or improved as recommended with the City's Comprehensive Plan.
- √ The City's support and funding of the local Pace Dial A Ride service should be continued for the benefit of the residents who have limited transportation options.
- √ Utilize project list and priorities established within this Transportation Plan when preparing the City's capital improvement program and roadway projects.

EXHIBIT ONE
ENABLING ORDINANCE

An Ordinance Amending Title 2, Boards and Commissions, of the Woodstock City Code to add Chapter 21, Transportation Commission

BE IT ORDAINED by the CITY COUNCIL of the CITY OF WOODSTOCK, McHenry County, Illinois, as follows:

SECTION 1: That Title 2, Boards and Commissions, of the Woodstock Municipal Code shall be amended to add Chapter 21, Transportation Commission, attached hereto and made a part hereof.

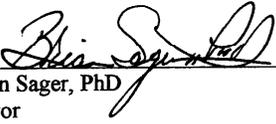
SECTION 2: If any section, paragraph, subdivision, clause, sentence or provision of this Ordinance shall be adjudged by any Court of competent jurisdiction to be invalid, such judgment shall not affect, impair, invalidate or nullify the remainder thereof, which remainder shall remain and continue in full force and effect.

SECTION 3: All ordinances or parts of ordinances in conflict herewith are hereby repealed to the extent of such conflict.

SECTION 4: This Ordinance shall be in full force and effect upon its passage, approval, and publication in pamphlet form (which publication is hereby authorized) as provided by law.

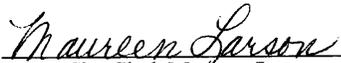
Ayes:	Ahrens, Dillon, Turner, Webster, and Mayor Sager
Nays:	None
Abstentions:	None
Absentees:	None

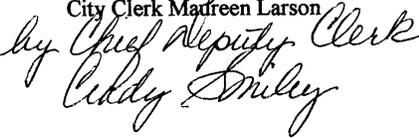
APPROVED:



 Brian Sager, PhD
 Mayor

(SEAL)

ATTEST: 

 City Clerk Maureen Larson
 by 

 Cuddy Smiley

APPROVED AS TO FORM:



 City Attorney

Passed: September 20, 2005

Approved: September 20, 2005

Published: September 22, 2005

Chapter 21

Transportation Commission

SECTION:

- 2.21.1: Commission Established
- 2.21.2: Membership, Terms, Officers
- 2.21.3: Meetings
- 2.21.4: Powers and Duties
- 2.21.5: General

2.21.1: COMMISSION ESTABLISHED:

The Transportation Commission is hereby established in the City. (Ord. XXX, 09-20-05)

2.21.2: MEMBERSHIP, TERMS, OFFICERS:

A. The Commission shall consist of six (6) members plus an appointed Chair. At least four (4) of the members and the Chair shall reside within the corporate boundaries of the City of Woodstock. The two (2) remaining members may reside in McHenry County, but shall not be residents of any other municipality. All members and the Chair shall be appointed by the Mayor with the advice and consent of the City Council.

B. 1. The term of office for all members, including the Chair, shall be for three (3) years, except as identified in Sub-section B2 below.

2. At the initial meeting of the Transportation Commission, lots shall be drawn to determine the terms of all members first appointed, with the exception of the Chair. Two (2) members shall serve an initial term until April 30, 2006; two (2) members shall serve an initial term until April 30, 2007; and two (2) members shall serve an initial term until April 30, 2008. Subsequent terms shall be for the full three (3) years or until successors are appointed.

3. Any vacancy shall be filled through appointment by the Mayor with the advice and consent of the City Council, but only for the unexpired portion of the vacated term.

C. Chair: The Chair shall be appointed by the Mayor with the advice and consent of the City Council in May of each year. It shall be the duty of the Chair to conduct all meetings of the Commission and to represent the Commission at City Council meetings as from time to time may be necessary.

D. Vice-Chair: The Commission shall elect a Vice-Chair from among its membership at the first meeting of each year.

E. Secretary: The City Clerk shall serve as Secretary and maintain minutes and records of regular and special meetings and regularly provide such records to the City Council.

2.21.3: MEETINGS

A. The Commission shall meet no less than bi-monthly in May, July, September, November, January and March. Additional meetings may be called if deemed necessary by the Chair or a majority of the Commission.

B. All meetings shall be held in compliance with the Illinois Open Meetings Act.

2.21.4: POWERS AND DUTIES

A. For the purposes of this Section, transportation shall be deemed to include roadways, alleys, sidewalks, bike and walking/running paths, and public transportation, including PACE and Metra.

B. The Commission shall serve only in an advisory capacity to the Woodstock City Council and shall comply with all applicable provisions of Illinois State Statutes and the Woodstock City Code.

C. Specific duties of the Commission shall be limited to:

1. Consider and provide advice to the City Council on all aspects of transportation within the City, except for roadways and sidewalks within specific development proposals which shall be the sole purview of the City Plan Commission.

2. Prepare and recommend to the City Council a transportation plan, looking to the present and future growth of the City. Such plan should include and identify Illinois routes, alternative and regional arterials, railroads, railroad crossings and overpasses, municipal pathways with regional pathway connections and public transportation routes.

2.21.4C

3. Prepare and recommend to the City Council from time to time such changes in the plan as may be deemed necessary by the Council or the Transportation Commission, but not less often than once every five (5) years.
4. Prepare and recommend to the City Council from time to time, recommendations for specific improvements, additions to or deletions from the plan.
5. Annually consider and recommend to the City Council roadway and sidewalk maintenance, expansion and improvement priorities. Such advice provided to the City Council shall be considered as the Council establishes priorities for budgeting, as well as county, regional, state and federal transportation funding requests and intergovernmental agreements.
6. Prepare and recommend to the City Council a plan for connecting City bike and walking/running paths with regional pathways.
7. Provide input and advice to the City Council on issues referred to the Commission by specific action of the City Council and associated with specific IDOT projects.
8. Review PACE ridership and consider and recommend to the City Council appropriate fee structures to maximize the effectiveness and efficient usage of that public transport system.
9. Provide input and advice to the City Council on other transportation issues referred to the Commission by specific action of the Council.
10. Foster communication between the public and City regarding transportation projects and priorities.
11. Arrange and conduct any form of publicity relative to its activities for the general purpose of increasing public understanding.

2.21.5: GENERAL

- A. The City shall provide all reasonable assistance to the Transportation Commission in order to assist the Commission with its various duties. All requests for assistance are to be conveyed to the City Manager for appropriate response by the City. Neither the Commission nor any of its members shall give direction to any member of the City staff and all recommendations of the Commission shall be referred to the City Council for consideration and implementation by the City.
- B. The Commission shall not have the authority to make any expenditure, or cause to be made any purchase or contract that directly or indirectly results in a financial liability or lien against the City, without the express prior approval of the Mayor and City Council.

EXHIBIT TWO

WOODSTOCK COMPREHENSIVE PLAN

CHAPTER 10 – CIRCULATION



Chapter 10

CIRCULATION

The network of streets, alleys, sidewalks, trails, and railroads in Woodstock's planning area represents a major investment of public and private resources. Its ongoing maintenance and improvement affects the quality of life and transaction of business in Woodstock. This circulation network is vital to the proper functioning of City neighborhoods and the delivery of public and private services. The quality of the network, i.e., ease of travel, lack of congestion, and levels of maintenance, are directly correlated to quality of life expectations.

The circulation network is not without negative impacts on the community. Missing sidewalks and other barriers to pedestrians provide an inhospitable environment. Inconvenient public transit schedules require persons to make sacrifices in order to use the service and ultimately force riders to shift to alternative means of travel. If our choice and method of travel is limited or restricted, our quality of life is diminished.

Dependence on motor vehicles has required a large amount of land dedicated for streets and parking, and required for the exclusive use of motor vehicles. Vehicle exhaust and road surface runoff due to vehicle use have contributed to the degradation of air and water resources. This has shifted resources away from other modes of travel and skewed design decisions affecting our neighborhoods.



Church and Clay Streets

The current impact of mobility on the City’s economy and the ability to easily transport goods to and from the City is essential to its ongoing economic development. When mobility for transporting goods or for the workforce is limited to where the producer’s costs dictate the need for an alternative location, or the workforce begins to search for employment opportunities where mobility choices are more plentiful, Woodstock’s long-term economic well-being will experience a severe blow.

Streets are endowed with two attributes: capacity and character. *Capacity* is the number of vehicles which can move safely through a segment within a given time period and is physically manifested by the number of lanes, lane width, and traffic controls. *Character* refers to the suitability of a street as a setting for pedestrian and bicyclist activities, and as a location for a variety of building types. Character is physically manifested by the street’s associated buildings, frontage, landscape types, bikeways and sidewalks.

Not all streets in Woodstock serve the same purpose and should not have the same design features. The two primary considerations in the functional classification of streets is their level of access and the mobility they provide. There is an inherent conflict between the need for a street to provide mobility while allowing for adequate access to adjoining land. The degree of access control is a significant factor in defining functional classification. Additionally, a street need not be at its optimum design to perform its classification functions, for example, a two-lane rural road can function as a primary arterial street. Streets in Woodstock are classified as follows:

Arterial Streets. Arterial streets serve primary centers of activity in the City and are the highest traffic volume corridors. They display intercity continuity and regional importance, and provide reasonably continuous travel routes through the City. Generally, arterial streets provide limited access to adjoining land uses. They have the capacity to accommodate higher traffic volumes and are often under State or County jurisdiction. On the Circulation Map, arterial streets include all or a part of the following:

• Calhoun Street	• Hobe Road	• McHenry Ave. (IL Route 120)
• Charles Road	• Hughes Road	• North Seminary Ave. (IL Route 47)
• Collins Road	• IL Route 176	• Perkins Road
• Country Club Road	• Irving Ave.	• Raffel Road
• Dean Street	• Kishwaukee Valley Road	• South Street
• Eastwood Drive (IL Route 47)	• Lake Ave.	• US Route 14
• Franklinville Road	• Lucas Road	• Washington Street (IL Route 120)
• Hartland Road	• McConnell Road	

Collector Streets. Collector streets provide both access and traffic circulation among all land uses. Collector streets differ from arterial streets in that they usually penetrate residential neighborhoods, distributing trips from the arterials streets to their ultimate destination, and providing access to adjoining land uses. Collector streets are classified by the primary land use they serve in order to provide continuity between the Comprehensive Plan and the subdivision regulations. For example, a collector street may be classified as Residential Collector Street, as a Commercial Collector Street, or as an Industrial Collector Street. Collector streets include all or portions of the following streets:

• Banford Road	• West Jackson Street	• Raycraft Road
• Clay Street	• East Judd Street	• Rose Farm Road
• Davis Road	• Kimball Ave.	• St. Johns Road
• Doty Road	• Lamb Road	• Steig Road
• Gee Road	• Lily Pond Road	• Sunnyside Road
• Greenwood Road	• Pleasant Street	• Ware Road
• Hercules Road	• Queen Anne Road	• Wicker Street

Central Business District Streets. A Central Business District (CBD) street is a unique thoroughfare which functions in an environment of diverse and concentrated land uses and performs multiple functions, such as providing pedestrian and vehicular access to adjacent property and parking and loading areas, and moving and distributing traffic to other streets in the circulation network. CBD streets are generally characterized by slow moving traffic, high pedestrian traffic, and roadways close to area buildings. CBD streets are located in Woodstock’s downtown area and include all or a portion of the following streets:

• Benton Street	• Jackson Street	• Main Street
• Calhoun Street	• Jefferson Street	• South Street
• Cass Street	• Johnson Street	• Throop Street
• Church Street	• Judd Street	• Van Buren Street
• Dean Street	• Madison Street	• Washington Street

Local Streets. Local streets are all those streets not in one of the aforesaid classifications. They primarily permit direct access to abutting land and provide connections to higher order facilities. Local streets are typically low volume and under the jurisdiction of the City. They are further classified in the City’s subdivision regulations by the primary land use they serve in order to provide continuity with the Comprehensive Plan, e.g., Residential Local Street, Commercial Local Street, and Industrial Local Street.

Woodstock’s circulation network is similar to the hub and spokes of a wheel with the Woodstock Square being the center of a system that radiates outward in all directions. Although the network is fairly continuous, the landscape and the Union Pacific Railroad act as limiting factors to the continuity and growth of the network. The City functions as a large intersection with eight major access points. It is essential that the City and the region deal with increasing traffic volumes and conflicting traffic movements. There is no easy solution to improve traffic efficiency. What the recommendations of this Comprehensive Plan reflect is the intention to maintain and improve levels of service. Future development should not diminish current levels of service, but should provide roadway improvements that will maintain and enhance the levels of service on adjacent intersections and roadways.

The Circulation Map (see Appendix E) is intended to show the full development of the circulation network in Woodstock. The primary feature of the circulation map is the delineation of the thoroughfare network to support the land uses on the Land Use Map. The Comprehensive Plan recognizes the right-of-way as multi-modal, to be shared by pedestrians, bicyclists, motor vehicles, and public transit.

The circulation element of the Comprehensive Plan, along with Woodstock's approved Transportation Plan February 2008, is about providing choices and options for mobility in the City. It targets four modes of travel: motor vehicles, public transit, bicycles, and the pedestrian, and seeks to promote alternatives to automobile use by advocating:

- a higher quality circulation network;
- a more pedestrian and bicycle friendly environment;
- the development of mixed-use projects and higher densities in appropriate locations throughout the City; and
- a convenient public transit system.

The intent behind this approach is five-fold: to reduce local motor vehicle trips; to provide mobility options for all including non-driving segments of the population; to facilitate public transit service; to conserve energy; and to decrease pollution from vehicle emissions and road-way runoff.

GOAL

Maximize the efficiency, pleasure, methods, and safety of travel in and through the City, while minimizing the negative environmental impacts of travel.

MOTOR VEHICLE INFRASTRUCTURE OBJECTIVES

- Provide motor vehicle traffic capacity in advance of need whenever possible.
- Design housing, commercial services, and transportation infrastructure in order to encourage pedestrian activity.
- Acknowledge and take into consideration the synergy between land use activities and decisions and the community's transportation needs and requirements.
- Improve the streetscape with visually appealing traffic signs and signals, building signs, street trees, streetlights, and other street furniture throughout the City.
- Provide adequate off-street parking for residents, workers, and visitors.

MOTOR VEHICLE INFRASTRUCTURE IMPLEMENTATION STRATEGIES

1. Aggressively work with IDOT and county, state, and federal agencies and elected officials to re-design and improve IL Route 47.
2. Encourage and promote multi-level parking facilities that will reduce horizontal land area devoted to parking.
3. Use the Circulation Map and the Transportation Plan February 2008 as guides when preparing the City's Capital Improvement Program.
4. Utilize the transportation and roadway priorities set forth by the Woodstock Transportation Commission when scheduling street improvement projects and preparing the City's Capital Improvement Program.

**WOODSTOCK TRANSPORTATION COMMISSION
TRANSPORTATION/ROADWAY PRIORITIES
(FEBRUARY 1, 2006)**

5 – YEAR

1. Route 47 Railroad Overpass Widening: Completion of feasibility study evaluating alternatives for widening of Route 47 at RR overpass, options for track locations, and identifying probable construction cost.
2. Intersection and signalization at Route 47 and St. Johns Road.
3. Widening of Illinois Route 47 from South Street to McConnell Road.
4. Intersection improvements and widening at Route 47 and Irving/Judd.

10 – YEAR

1. Completion of widening of railroad overpass across Route 47 and widening of Route 47 from Lake Avenue to McConnell Road.
2. Extension of Lakeshore Drive from US Route 14 to McConnell Road and intersection improvements at US Route 14 and Lakeshore Drive.
3. Widening and intersection improvements at Route 47 and Route 120.
4. Extension of Zimmerman Road from Country Club Road to Route 120, and widening and reconstruction of Zimmerman Road from Country Club Road to McConnell Road.

15 – YEAR

1. Intersection improvements and widening at Route 47 and Cobblestone Way.
2. Widening of Route 47 from Cobblestone Way to the south.
3. Intersection improvements and signalization at Route 47 and Greenwood Avenue.
4. Construction of new street west of Illinois Route 47, from intersection of McConnell Road and Route 47 to intersection of South Street and Washburn.
5. Widening and reconstruction of Lamb Road from Illinois Route 120 to Charles Road, to serve as a westerly bypass.

5. In addition to the priorities set forth by the Transportation Commission and listed above, encourage and support the following improvements:
 - Extend Hercules Road to IL Route 47 east of Apple Creek Estates Subdivision.
 - Align Hughes Road and Franklinville Road.
 - Extend Ware Road west so that it will provide a connection to Lamb Road.
 - Extend Morraine Drive north to Kishwaukee Valley Road.
 - Extend Secor Road east to Steig Road.

6. Amend off-street parking requirements to encourage shared parking between adjoining land uses.
7. Improve wayfinding techniques throughout the City to provide better access and alternate routes to points of interest and special events.
8. Improve local truck route access in Woodstock and develop new through truck routes in order to reduce the negative impacts of both local and regional truck traffic.
9. Make use of relevant traffic and parking management tools to reduce peak hour congestion, improve traffic movement, improve parking usage and availability, and to increase pedestrian and bicyclist safety.
10. Establish a dialog with the County, adjacent communities and other governing bodies to develop interconnecting street systems and connections, and to work together for street improvements which will provide benefit to all communities.

PUBLIC TRANSPORTATION OBJECTIVES

- Support and facilitate convenient scheduling of public transportation opportunities.
- Provide adequate parking and incentives for commuters to use public transportation in the City.
- Maximize use of available regional public transportation opportunities through effective land use, design, and linkages.

PUBLIC TRANSPORTATION IMPLEMENTATION STRATEGIES

US Route 47 Railroad Overpass



1. Explore ways to increase commuter train ridership to determine how service to Woodstock could be revised to increase ridership, in general, and use of the Woodstock commuter station in particular.
2. Encourage transportation services and programs, such as para-transit, between residential sites for the elderly and major commercial/service areas.

3. Involve PACE and METRA in land use decisions to develop opportunities for public transportation features in new development.
4. Apply PACE transit development design guidelines to new development and roadway improvements in order to facilitate bus service.
5. Work with sponsoring organizations to establish tourist bus routes, bus parking areas, and remote visitor parking and bus shuttle systems.
6. Monitor parking at the commuter rail station to respond to changes in parking demand.

BICYCLE INFRASTRUCTURE OBJECTIVE

- Provide for bicycle transportation via roadways, trails, and similar infrastructure.

BICYCLE INFRASTRUCTURE IMPLEMENTATION STRATEGIES

1. Add bicycle lanes on both sides of arterial streets when they are improved.
2. Include bicycle design standards as elements of new street improvements.
3. Connect City parks and community facilities, such as Centegra Memorial Medical Center, Woodstock High School and Woodstock North High School, the Woodstock Public Library, the McHenry County Government Center, McHenry County College, Emricson Park, Bates Park, and Woodstock Square, with bicycle paths.
4. Connect and extend bicycle paths and bikeways to the major employment centers and attractions in the City and to regional trail systems.
5. Develop a wayfinding program for bicycle trails in the City and support the development of regional bicycle paths and trails in the Woodstock planning area.
6. Require bicycle amenities, such as storage lockers, parking racks, and dedicated parking areas, at park, civic, commercial and industrial sites, train stations and transit stops, and at similar locations throughout the City.
7. Encourage bicycle path and bikeway improvement projects during the preparation of future capital improvement programs.

PEDESTRIAN INFRASTRUCTURE OBJECTIVES

- Provide a continuous network of accessible sidewalks throughout the City on both sides of existing streets when they are improved.
- Include sidewalk and pedestrian trail design standards as elements of new street improvements.
- Provide for improved pedestrian movement across arterial streets.
- Improve the pedestrian environment with the use of effective and visually appealing signs, street trees, and street furniture throughout the City.

- Encourage commercial and industrial property owners to make pedestrian connections to adjacent streets and trails.

PEDESTRIAN INFRASTRUCTURE IMPLEMENTATION STRATEGIES

1. Construct sidewalks where there are none with priority given to locations that are within four blocks of schools, parks, and public facilities.
2. Provide sidewalk ramps that step down on all streets with priority given to the busiest streets and locations that are within four blocks of schools, parks, and public facilities.
3. Require new development to demonstrate how it will benefit pedestrian, bicycle and vehicular circulation in existing and proposed neighborhoods.
4. Require development to have pedestrian amenities, including benches, street furniture, and landscaping.
5. Require developers of employment centers and commercial buildings to provide pedestrian amenities, including benches, shade trees, and sidewalks.
6. Include crosswalks and activated controls in the thoroughfare network improvements and provide activated signals for pedestrian crossings across arterial streets.
7. Plan for eventual construction of special pedestrian crossing facilities at high hazard locations including, but not limited to, overpasses and underpasses.
8. Apply traffic calming techniques where justified to make streets more pedestrian and bicycle friendly.

CIRCULATION NETWORK OBJECTIVE

- Provide a hierarchical network of interconnected streets, paths, and trails to provide multiple choices of travel and routes of travel in Woodstock.

CIRCULATION NETWORK IMPLEMENTATION STRATEGIES

1. Require buffering for residential properties that abut arterial streets.
2. Support neighborhood-scaled streets with high levels of connectivity and short blocks, and enhance the City's current street network by establishing efficient street connectors.
3. Discourage unnecessary use of cul-de-sacs and dead end streets.
4. Encourage the location of parking areas behind or to the side of buildings.
5. Develop street design standards that are consistent with the character and function of streets in Woodstock.

6. Plant street trees, or other vegetation, at regular intervals along all streets to provide shade, reduce storm water run-off, provide pedestrian scale, and increase the pleasure of traveling down City streets.
7. Establish landscape strips with native plantings along gateway corridors into Woodstock.
8. Support the sharing or combining of driveways to reduce curb cuts along thoroughfares.
9. Encourage employers to consider measures that will minimize or decrease peak traffic congestion impacts.
10. Require that motor vehicle maneuvering for loading and unloading activity be performed entirely on the property being served when the access is from a “collector” or “arterial” street.

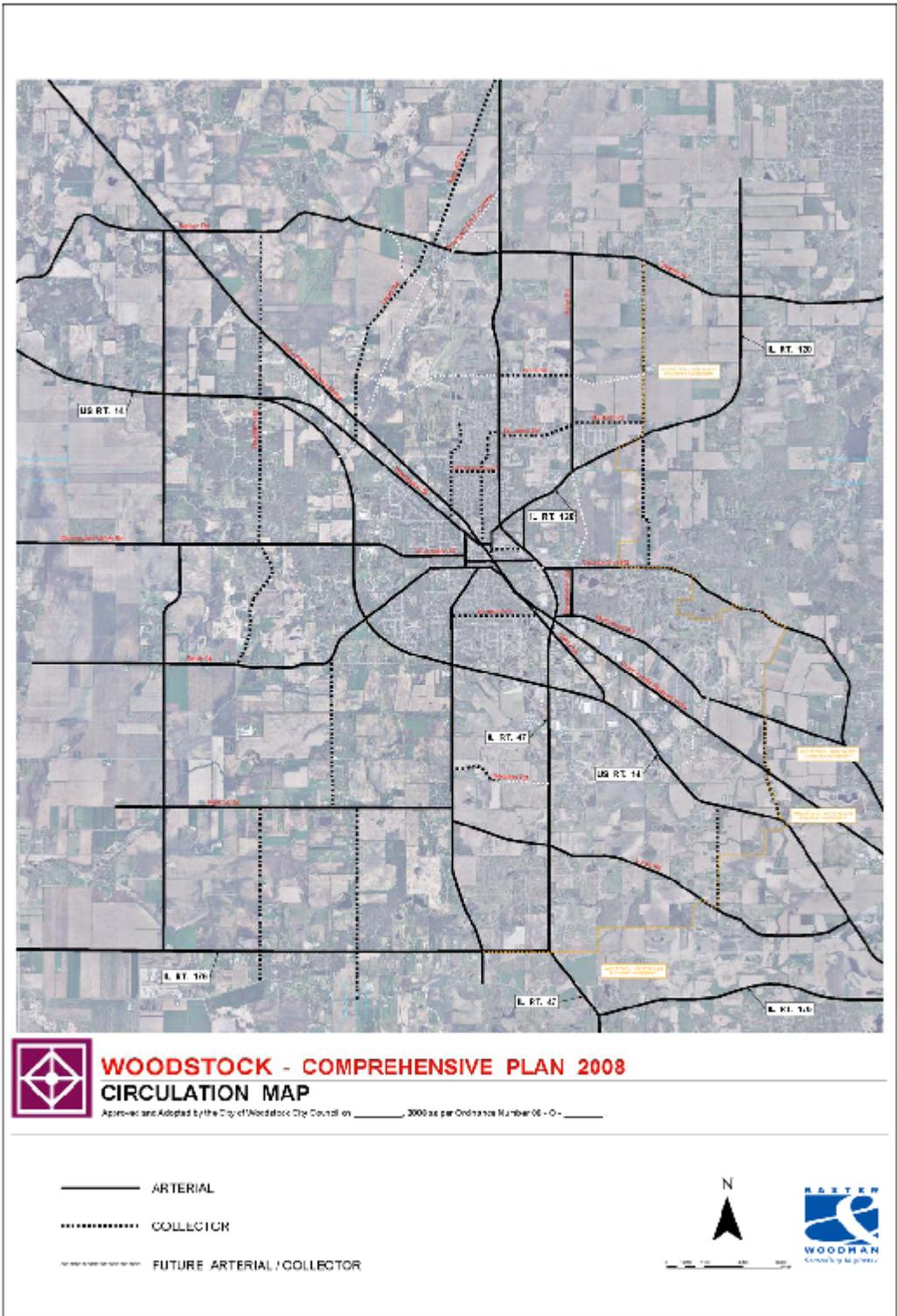


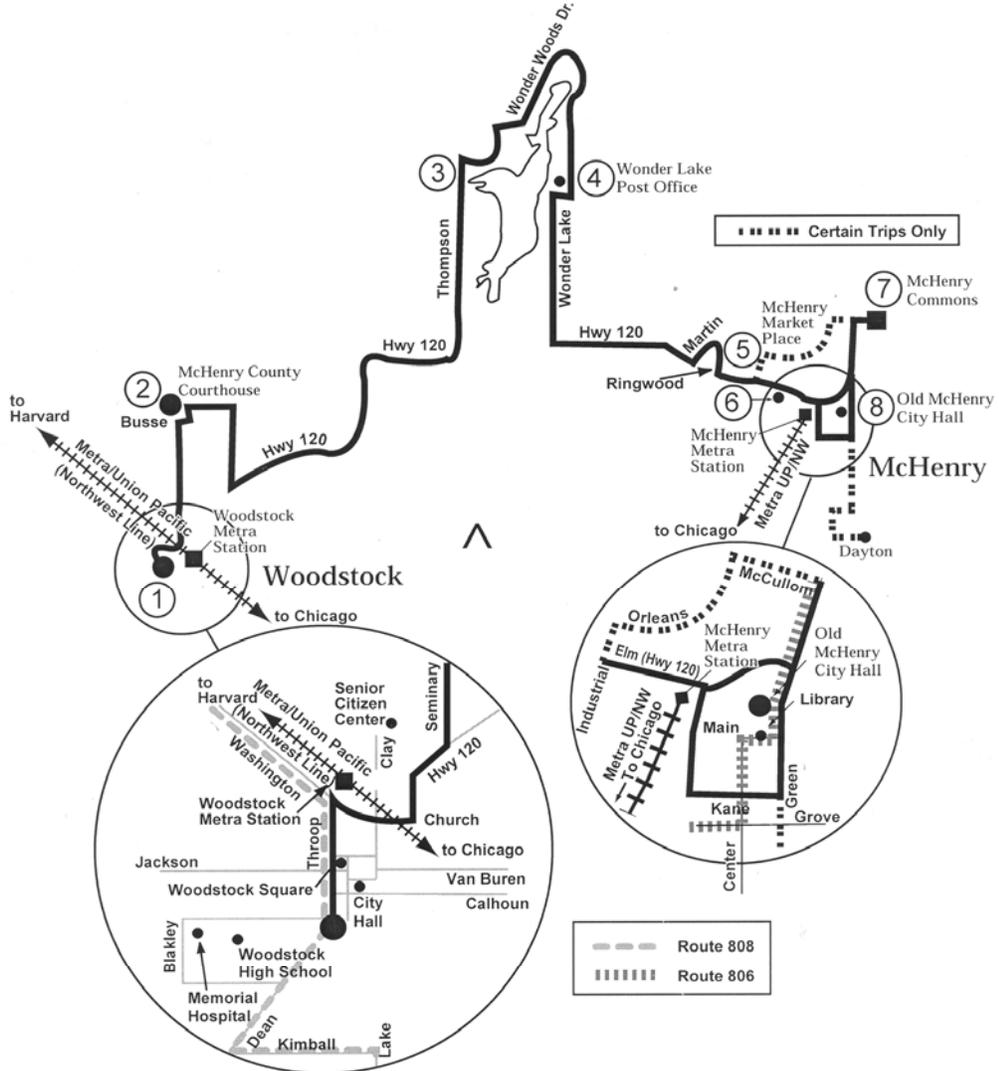
EXHIBIT THREE

SIDEWALK PRIORITIES FOR

SCHOOLS and PARKS

EXHIBIT FOUR
PACE BUS ROUTES

Route 807 Effective Date April 12, 2004



www.pacebus.com

021304upd_rp

Route 807 WOODSTOCK-MCHENRY via WONDER LAKE

WEEKDAY- EASTBOUND

①	②	③	④	⑤	⑥	⑦	⑧
WOODSTOCK METRA STATION	MCHENRY COUNTY COURTHOUSE	SUNRISE RIDGE THOMPSON WONDERMERE	WONDER LAKE POST OFFICE	MCHENRY MARKET PLACE	MCHENRY HWY 120 CRYSTAL LAKE RD	MCHENRY COMMONS	OLD MCHENRY CITY HALL
5:45am 7:25	5:51am 7:31	6:06am 7:46	6:18am 7:58	6:28am 8:10	6:35am	8:14 C	6:40am 8:21 E
2:30pm 3:32	2:38pm B 3:40	2:54pm 3:52	3:06pm 4:04	3:16pm 4:14	3:19pm 4:18	-	3:30pm E 4:27

For midday service between Woodstock, McHenry, Crystal Lake, Spring Hill Mall and nearby communities, call 1-800-451-4599 (within Crystal Lake call 455-5900). To reserve a ride, call 24 hours in advance.

WEEKDAY- WESTBOUND

⑧	⑦	⑥	⑤	④	③	②	①
OLD MCHENRY CITY HALL	MCHENRY COMMONS	MCHENRY HWY 120 CRYSTAL LAKE RD	MCHENRY MARKET PLACE	WONDER LAKE POST OFFICE	SUNRISE RIDGE THOMPSON WONDERMERE	MCHENRY COUNTY COURTHOUSE	WOODSTOCK METRA STATION
6:00am 7:00 8:41	- 8:46 D	6:05 7:05	6:07am A 7:08 A 8:50	6:17am 7:19 9:01	6:29am 7:32 B 9:09	6:44am 7:51 9:22	6:50am 7:57 9:30
3:50pm 4:34	3:55pm 4:39	4:00pm 4:44	4:02pm 4:50	4:13pm 5:00	4:25pm 5:12	4:38pm 5:27	4:46pm 5:38

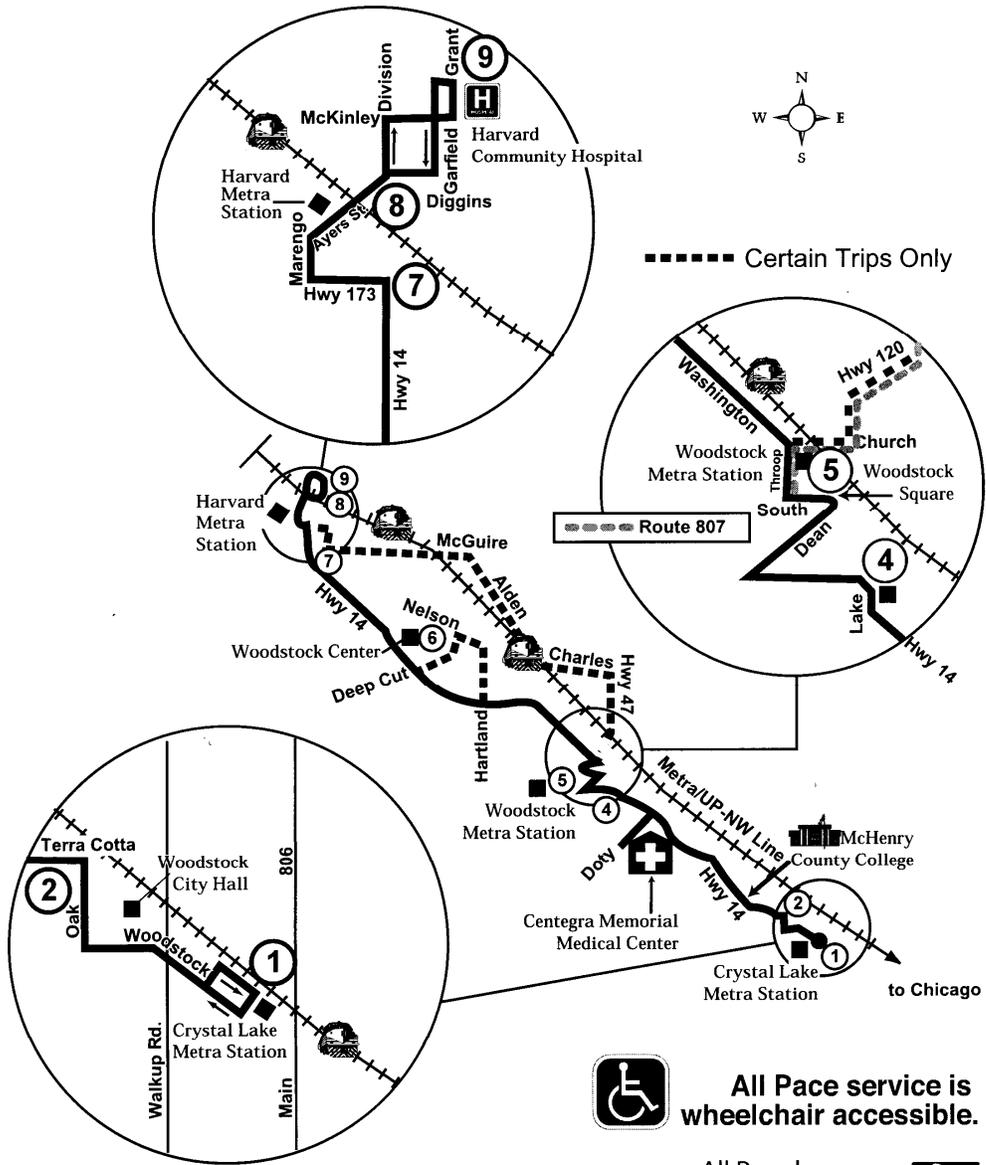
A - Does not go into the Market Place. Please board the bus on Hwy. 120.
 B - Arrives Marian Central at 7:45 a.m. Departs Marian Central at 2:41pm.
 C - Proceeds to McHenry Commons via Industrial, Orleans and McCullom.
 D - Proceeds to Highway 120 via McCullom, Orleans and Industrial.
 E - Proceeds to Pioneer Center via Green St., Bull Valley Rd., Rt 31 and Dayton and returns to old McHenry City Hall.

No Saturday, Sunday or holiday service.



050503r030904rev

Route 808 Effective Date April 12, 2004



www.pacebus.com

030104_upd_rp

All Pace buses are equipped with bike racks. 

ROUTE 808 HARVARD TO CRYSTAL LAKE

WEEKDAY - EASTBOUND

	⑨	⑧	⑦	⑥	⑤	④	③	②	①										
HARVARD COMMUNITY HOSPITAL	6:25am 7:23 8:57	HARVARD AYER DIGGINS	6:28am 7:29 9:03	HARVARD HWY 173	6:35am 7:36 B 9:10	WOODSTOCK HARVARD CENTER *	6:52am 7:46 9:20	WOODSTOCK UP-NW/METRA STATION	6:58am 7:46 8:00	WOODSTOCK LAKE HWY 47	7:03am 8:05	MCHENRY COUNTY COLLEGE	7:13am 8:15	CRYSTAL LAKE TERRA COTTA OAK	7:19am 8:20	CRYSTAL LAKE UP-NW/METRA STATION	7:22am 8:23	TRAIN DEPARTS CHICAGO	7:35am
UP-NW TRAIN FROM CHICAGO	3:00pm 4:15 5:20	3:03pm 4:18 5:23	3:06pm 4:21 5:26	3:13pm 4:28 5:33	3:23pm 4:38 5:43	3:30pm 4:43 5:50	3:33pm 4:48 5:55	3:36pm 4:51 5:58	3:41pm 4:56 6:03	3:44pm 4:59 6:06	3:47pm 5:02 6:09	3:50pm 5:05 6:12	3:53pm 5:08 6:15	3:56pm 5:11 6:18	3:59pm 5:14 6:21	4:02pm 5:17 6:24	4:05pm 5:20 6:27	4:08pm 5:23 6:30	

For midday service between Woodstock, McHenry, Crystal Lake, Spring Hill Mall and nearby communities, call 1-800-451-4599. To reserve a ride, call 24 hours in advance.

WEEKDAY - WESTBOUND

	①	②	③	④	⑤	⑥	⑦	⑧	⑨	
UP-NW TRAIN FROM CHICAGO	1:53pm 2:53 3:53	2:00pm 3:03 4:10	2:03pm 3:06 4:13	2:06pm 3:09 4:16	2:09pm 3:11 4:18	2:12pm 3:15 4:22	2:15pm 3:18 4:25	2:18pm 3:21 4:28	2:21pm 3:24 4:31	2:24pm 3:27 4:34
CRYSTAL LAKE UP-NW/METRA STATION	6:30am 7:30 8:30	6:33am 7:33 8:33	6:36am 7:36 8:36	6:39am 7:39 8:39	6:42am 7:42 8:42	6:45am 7:45 8:45	6:48am 7:48 8:48	6:51am 7:51 8:51	6:54am 7:54 8:54	6:57am 7:57 8:57
CRYSTAL LAKE TERRA COTTA OAK	6:33am 7:33 8:33	6:36am 7:36 8:36	6:39am 7:39 8:39	6:42am 7:42 8:42	6:45am 7:45 8:45	6:48am 7:48 8:48	6:51am 7:51 8:51	6:54am 7:54 8:54	6:57am 7:57 8:57	7:00am 8:00 9:00
WOODSTOCK LAKE HWY 14	6:47am 7:47 A 8:47	6:50am 7:50 8:50	6:53am 7:53 8:53	6:56am 7:56 8:56	6:59am 7:59 8:59	7:02am 8:02 9:02	7:05am 8:05 9:05	7:08am 8:08 9:08	7:11am 8:11 9:11	7:14am 8:14 9:14
WOODSTOCK UP-NW/METRA STATION	6:57am 7:57 8:57	7:00am 8:00 9:00	7:03am 8:03 9:03	7:06am 8:06 9:06	7:09am 8:09 9:09	7:12am 8:12 9:12	7:15am 8:15 9:15	7:18am 8:18 9:18	7:21am 8:21 9:21	7:24am 8:24 9:24
WOODSTOCK HARVARD CENTER *	7:08am 8:08 9:08	7:11am 8:11 9:11	7:14am 8:14 9:14	7:17am 8:17 9:17	7:20am 8:20 9:20	7:23am 8:23 9:23	7:26am 8:26 9:26	7:29am 8:29 9:29	7:32am 8:32 9:32	7:35am 8:35 9:35
HARVARD HWY 173 DIGGINS	7:23am 8:23 9:23	7:26am 8:26 9:26	7:29am 8:29 9:29	7:32am 8:32 9:32	7:35am 8:35 9:35	7:38am 8:38 9:38	7:41am 8:41 9:41	7:44am 8:44 9:44	7:47am 8:47 9:47	7:50am 8:50 9:50
HARVARD COMMUNITY HOSPITAL	7:23am 8:23 9:23	7:26am 8:26 9:26	7:29am 8:29 9:29	7:32am 8:32 9:32	7:35am 8:35 9:35	7:38am 8:38 9:38	7:41am 8:41 9:41	7:44am 8:44 9:44	7:47am 8:47 9:47	7:50am 8:50 9:50

For midday service between Woodstock, McHenry, Crystal Lake, Spring Hill Mall and nearby communities, call 1-800-451-4599. To reserve a ride, call 24 hours in advance.

040104upd

ROUTE 808 HARVARD TO CRYSTAL LAKE

- A - During the school year, this trip goes to Marian Central via Highway 14 to Highway 47 to McHenry Avenue, arriving at 7:55am. This trip then goes to the Woodstock UP-NW Station via McHenry Avenue to Madison Street to Church Street to Washington Street.
- B - During the school year, this trip goes to Marian Central via McGuire Road to Alden Road to Woodstock UP-NW Station via McHenry Avenue, arriving at 7:50am. This trip then goes to the Woodstock UP-NW Station via McHenry Avenue to Madison Street to Church Street to Washington Street, arriving at 7:57am.
- C - During the school year, this trip goes to Marian Central via Washington Street to Church Street to Madison Street to McHenry Avenue, arriving at 2:35pm. This trip then goes to Harvard via McHenry Avenue to Highway 47 to Charles Road to Alden Road to McGuire Road.

Note: Trips to/from Centegra Memorial Medical Center in Woodstock can be arranged by calling 1-800-671-6717, 24 hours in advance.

- D - During the school year, this trip departs from Marian Central at 2:35pm. This trip then goes to the Woodstock UP-NW Station via McHenry Avenue to Madison Street to Church Street to Washington Street, arriving at 3:05pm. This trip then goes to Harvard via McHenry Avenue to Highway 47 to Charles Road to Alden Road to McGuire Road.
- * - Bus proceeds to ValleyHill Nursing Home upon request.

No Saturday, Sunday or holiday service.

