



City Council

City Council Chambers ♦ 524 West Stephenson Street ♦ Freeport, IL 61032

MINUTES SPECIAL MEETING Thursday, January 3, 2013

The special meeting of the Freeport, Illinois, City Council for Thursday, January 3, 2013, was called by Mayor Gaulrapp. Notification of the council agenda was provided on Friday, December 28, 2013 to the Freeport City Council. On this same day, the agenda posting process was completed including emailing to the media notice listing and posting the agenda to the City website.

Notation included on agenda posting: THE STEPHENSON COUNTY BOARD HAS BEEN INVITED TO ATTEND AND MAY OR MAY NOT HAVE A QUORUM

Mayor Gaulrapp thanked council members, Stephenson County Board members, constituents, Highland Community College President Joe Kanosky, Freeport Park District Jack Carey and staff members of City of Freeport for their attendance.

CALL TO ORDER

The special meeting of the Freeport, Illinois, City Council was called to order by Mayor George Gaulrapp with a quorum being present at 6:00 p.m. on Thursday, January 3, 2013, at the location of QBE (the former General Casualty Building), First Floor Meeting Room, 2900 West Pearl City Road, Freeport, IL.

ROLL CALL

Present on roll call were Mayor George Gaulrapp and council members Tom Klemm, Shawn Boldt, Jennie DeVine, Dennis Endress, Scott Helms, Michael Koester, and Andrew Crutchfield (7). Alderperson Bush was absent (see notation on page for entrance). Corporation Counsel Sarah Griffin was absent.

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Stephenson County Chairperson Bill Hadley.

Stephenson County Board Chair Bill Hadley introduced Stephenson County Board members in attendance including Mr. David Martindale, Mr. Jerry Clay, Mr. Kenneth Ward, Mr. James Schultz, Mr. Jim DeMeester, Mr. Anthony Kuhlemeier, Mr. Don Parker and Alvin Wire. (Mr. Mikkelsen, Mr. Ron Fluegel, Mr. Sol Detente, and Mr. Sam Newton entered the meeting during the presentation).

PUBLIC COMMENTS

Alderperson Boldt made a motion to move public comments to following presentations so that presenters have a chance their information prior to discussion, seconded by Alderperson Klemm. Motion passed by voice vote without dissent.

PRESENTATION ON DETERMINATION OF IMPROVEMENTS - INTERSECTION KIWANIS/FOREST ROAD AND PEARL CITY ROAD BY OURSTON ROUNDABOUT ENGINEERING OF MADISON WI AND FEHR-GRAHAM AND ASSOC. OF FREEPORT IL

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Adam Holder, Principal of Fehr-Graham & Associates and Kevin Kuhlow, P.E. of Ourston Roundabout Engineering provided a power point presentation on on determination of improvements - intersection Kiwanis/Forest Road and Pearl City Road. Mr. Holder stated that in the back after the meeting the public can view a two-scale aerial photo with cars and trucks, as they maneuver around the roundabout. Mr. Holder introduced Jessie Duff of Fehr-Graham and Associates (FGA) as lead design engineer for FGA. Mr. Holder introduced County Engineer Chris Isbel and City Engineer Shaun Gallagher. Mr. Holder stated that this is a team effort, we have five engineers who are here this evening and they are having meetings as they go through the process for getting input from all parties involved so this is a team effort from an engineering design.

During their presentation, the presenters (Mr. Holder and Mr. Kuhlow) answered questions of the Freeport City Council, the Stephenson County Board members, and the public in attendance.

Mr. Holder stated that another reason for the intersection investigation is the functionality of the roadway. Pearl City Road was designed as a rural two-lane roadway with design speed up to and over 60 miles per hour. This roadway was 55 miles per hour. So long before Kiwanis Drive was built, it was simply a two lane highway between Pearl City and Freeport and that is why you see banking or super-elevations on the curves. When Kiwanis Road and Forest Road were added or realigned in early 1980's, they did not change the banked curve or super-elevation of the roadway and they widened it from two-lanes with the intersection improvements and added turn lanes. In hind-sight they made the situation worse than if they would have left the two lanes.

Mr. Holder provided the traffic counts at this intersection as listed on the Illinois Department of Transportation website from 2007 traffic measurements average daily trips from the westbound – 5,500; northbound – 4,100; southbound- 2,200, and eastbound – 7,600. In 2009, in conjunction with the Stephenson County Highway Department, traffic counts were looked at that intersection and increases as compared to 2007 were documented as follows; an increase of 11% for westbound traffic, an increase of 7% for northbound, an increase of 68% for southbound traffic, and the eastbound traffic increased by 12%. Mr. Holder explained the peak hourly rates for the intersection and the most traffic occurs in the morning between 7:45 am and 8:45 am when approximately 800 vehicles travel through it and then again in the afternoon between peak time from 5:00 pm and 6:00 pm when 900 vehicles travel through that intersection.

Mr. Holder stated the reason the intersections improvements are being considered is for the number one reason being safety issue. Mr. Holder stated from 2005 and 2006 there were five to six accidents at the intersection and more recently there were eleven to fifteen accidents in 2009 and 2010. He stated there has been a dramatic increase in accidents in the last couple of years.

At 6:10 pm, Alderperson Bush entered the meeting bringing the number of council members present to eight.

Mr. Holder stated that another initiator on this issue has been the outpouring of public concern expressed to City Hall regarding the safety which really started spiking in 2008-2009. Mr. Holder stated in 2009 the Stephenson County Highway Department requested \$500,000 from the State of Illinois for funding assistance for a joint project between the County and the City to address this intersection. In 2010 and

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2011, we were told we were on a list and were told it got approved but the funding was not in place to move forward and guarantee the \$500,000 to the project. Midway through 2011, the State contacted the County and told them that the funding would be allocated and they were to receive the grant money as promised and that precipitated Engineer Isbel's request to do a road safety assessment test.

In an answer to a question, Mr. Isbel stated that the Chairperson of the County Board in conjunction with the Mayor of the City of Freeport made the request for a legislative grant for transportation related improvements. It was put through the County Highway Department for the application and it was specifically marked as Pearl City Road and Forest Road Intersection.

In November 2011, the Illinois Department of Transportation Bureau of Safety Engineering prepared a Road Safety Assessment (RSA) for the intersection of Pearl City Road and Kiwanis Road in Freeport, IL. As defined in the report, an RSA is a formal examination of the safety performance of the roadway for all users.

As identified in the RSA, south bound and west bound angle crashes have a Risk Level of C (Moderate) and north bound angle crashes have a Risk Level of D (High). As a result of this assessment, a set of countermeasures were developed for short term, intermediate, and long term solutions.

Mr. Holder stated there were six to eight engineers from Illinois Department of Transportation plus from the Federal Highway Administration that came out and did an analysis of the intersection and provided an independent analysis. Mr. Holder stated they have been hired to study signalization of the intersection or roundabout of the intersection.

Based on the long-term countermeasures presented in the RSA, engineers investigated the two alternatives (roundabout and signalized intersection) at the intersection of Pearl City Road, Kiwanis Drive and Forest Road in the southeast area of the City of Freeport.

Discussion was held regarding the assisted living facility that is being added in the area and whether they will have an entrance on Forest Road or Pearl City Road. Mr. Holder stated the the entrance on Pearl City Road would be for emergency access only because you have to have two points of access for that facility. The entrance on Pearl City Road would not be used for left turning for any vehicles except emergency service vehicles. Forest Road will be the appropriate entrance for the assisted living facility.

Mr. Holder stated the engineers reviewed all the different options for the intersection. He stated the main suggestion he heard has to put stop signs out at the intersection. He stated that this was not recommended as a countermeasure because there are multiple points of conflict, multiple turning lanes, and there is so much to control at a four way stop intersection it would be like taking the intersection of South Street and West Street with multiple turning lanes and turning that into a four way stop. Mr. Holder referred to Stephenson and Park Boulevard on busy peak hours and how you have multiple vehicles stacked up. Mr. Holder stated that another thing with the stacking and traffic volume could cause it to be stacked right at the curve. He stated imagine coming from Pearl City into Freeport and coming around the S-curve posted at 40 miles an hour and you come up to 10 cars stacked at the four-way stop sign sitting at a complete stop. He stated that is a dangerous situation. He stated lastly with the stacking most the time the safety is jeopardized by people getting impatient, they get tired of waiting and that is a primary concern with that

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southbound and they take a risk of going because they are tired of being patient and that is when accidents can happen. Mr. Holder stated it has also been suggested to lower the speed limit to 35 miles per hour. Mr. Holder stated that is hard to speculate but in his opinion the roadway was designed for 60 miles per hour so people can travel at that speed, even if it is posted at 35 miles per hour, and that creates, because you can only be there to enforce it so much to ultimately change behaviors, so many multiple conflicts points at the intersection. Mr. Holder stated that is the problem with all the lanes and turning lanes. He stated that even if you lower the speed, you will still have the risk of collisions that we spoke about in the drawings and the presentation.

Mr. Holder reviewed countermeasures suggested such as repainting/restriping and the County has taken those measures within a few months of getting this report.

Mr. Holder reviewed the following:

Roundabout Improvements

Level of Service (LOS) Analysis: Ourston Roundabout Engineering conducted an Operational Analysis of the proposed roundabout. As provided by Ourston, the proposed roundabout configuration would provide an AM peak hour LOS of "A" with an average delay of 8.8 seconds and a PM peak hour LOS of "B" with an average delay of 10.3 seconds.

Benefits of Roundabout Improvements:

- Decrease in number of accidents that result in injury
- Improved Level of Service
- Little stopping during off-peak periods
- Safer for pedestrians and cyclists
- Less cost to construct due to no traffic signals
- Less cost to maintain due to no traffic signals
- Provides attractive entries to communities

Drawbacks of Roundabout Improvements:

- Unfamiliar to local drivers
- More right-of-way acquisition needed as compared to signalized intersection
- May require landscape maintenance

Signalized Intersection Improvements

Level of Service (LOS) Analysis: Fehr-Graham & Associates conducted an Operational Analysis of the proposed signalized intersection. As provided by Fehr-Graham, the proposed signalized intersection configuration would provide an AM peak hour LOS of "C" with an average delay of 30.9 seconds and a PM peak hour LOS of "C" with an average delay of 29.8 seconds.

Benefits of Signalized Intersection Improvements:

- Familiar to local drivers
- Less right-of-way acquisition as compared to roundabout intersection
- Minimal landscape maintenance

Drawbacks of Signalized Intersection Improvements:

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- More expensive to construct
- More expensive to maintain
- Lower level of service
- Increased delays to traffic

Mr. Kevin Kuhlow, P.E. provided information that roundabouts are gaining popularity in the United States due to their proven track record of providing safer and more efficient traffic flow. These circular intersections have flared entryways marked by yield signs and a centerpiece that deflects traffic, causing drivers to slow down. He stated a roundabout improves safety because they remove the conflict points from an intersection and makes drivers slow down. He explained that those vehicles in a roundabout have the right-of-way. Vehicles moving into the roundabout must yield to the traffic already in the roundabout. Discussion was held regarding the central island which deflects from a straight line path and slows the speed and the ability for semis and farm implement machinery to use the apron marked with red concrete when needing an expanded turning radius.

Mr. Kuhlow provided a simulation using the roundabout intersection. Members of audience could watch vehicles approaching the intersection from the north, south, east and west. The simulation also provided an example of a semi-truck using the centerpiece apron for expanded turning. The truck apron is more of a curved – rounded surface and the middle centerpiece is raised about six inches.

Mr. Holder reviewed the following:

**Roundabout vs. Signalized Intersection
Alternative Comparison**

	Roundabout Intersection	Signalized Intersection
Safety	X	
Operations	X	
Construction Cost	X	
Less Right-of-Way Acquisition		X
Maintenance Cost	X	
Aesthetics	X	
Driver Familiarity		X
Summary		
Construction Cost	\$1.3 – 1.7 million	\$1.7 – 2.0 million
Level of Service	“A” (AM peak) & “B” (PM peak)	“C” (AM Peak) & “C” (PM Peak)
Intersection Delay	8.8 sec (AM Peak) & 10.3 sec (PM Peak)	30.9 sec (AM Peak) & 29.8 sec (PM Peak)

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Discussion was held as the break-down of the shared costs between the City and County. Mr. Holder stated that due to the roadway of Pearl City Road being under the jurisdiction of the County and the Kiwanis Road/Forest Road to Marvin Lane being under the jurisdiction of the City the project will be a joint project. Stephenson County has received a State of Illinois Legislative Grant in the amount of \$600,000 and if they approve an intergovernmental agreement they will participate by providing engineering local in kind services in the amount of \$75,000 through County Engineer Isbel.

City Engineer Gallagher stated that the City started the project with the \$25,000 preliminary engineering to go through all of the alternatives and to make sure that everything had been looked at prior to the presentations this summer. The City has committed to using motor fuel tax IDOT local funds, surface transportation urban IDOT federal funds, and Lamm Road TIF dollars.

Discussion was held regarding the City's funding and Stephenson County's funding split.

City Engineer Gallagher stated that due to the leveling of the banking on Pearl City Road, the majority of the costs are due to grading the roadways.

Mayor Gaulrapp thanked the presenters from Fehr-Graham and Associates and from Ourston Engineering. He also thanked the Stephenson County Board members and members of the audience for their participation.

PUBLIC COMMENTS

The public in attendance asked questions throughout the meeting to engineers from Fehr-Graham, Ourston Engineering, Stephenson County and the City of Freeport during the presentation, therefore, there were no public comments at this time.

Upon motion duly made and seconded, the meeting was adjourned at 7:42 p.m.

S/ Meg Zuravel
Meg Zuravel, City Clerk