

AGENDA
TRANSPORTATION AND ROAD IMPROVEMENT COMMITTEE
Village of Hoffman Estates
October 10, 2016

Immediately Following General Administration and Personnel

Members:	Gary Stanton, Chairperson	Anna Newell, Trustee
	Karen Mills, Vice Chairperson	Gary Pilafas, Trustee
	Gayle Vandenberg, Trustee	Michael Gaeta, Trustee
		William McLeod, Mayor

- I. Roll Call**
- II. Approval of Minutes – September 12, 2016**

NEW BUSINESS

- 1. Discussion regarding Phase I engineering of Central Road bicycle path project.
- 2. Request acceptance of Transportation Division Monthly Report.

- III. President's Report**
- IV. Other**
- V. Items in Review**
- VI. Adjournment**

Village of Hoffman Estates

**TRANSPORTATION & ROAD IMPROVEMENT
COMMITTEE MEETING MINUTES**

September 12, 2016

Members in Attendance:

**Trustee Gary Stanton, Chairperson
Trustee Karen Mills, Vice Chairperson
Trustee Gayle Vandenberg
Trustee Anna Newell
Trustee Gary Pilafas
Trustee Michael Gaeta
Mayor William D. McLeod**

**Management Team Members
in Attendance:**

**Jim Norris, Village Manager
Arthur Janura, Corporation Counsel
Dan O'Malley, Deputy Village Manager
Mark Koplin, Asst. Village Mgr., Dev. Services
Mike Hankey, Director of Transportation
Peter Gugliotta, Director of Planning
Jeff Jorian, Fire Chief
Alan Wenderski, Dir. Of Engineering
Ted Bos, Police Chief
Monica Saavedra, Director of HHS
Rachel Musiala, Director of Finance
Fred Besenhoffer, Director of IS
Ashley Monroe, Asst. to Village Manager
Bev Romanoff, Village Clerk
Joe Nebel, Director of Public Works
Patricia Cross, Asst. Corporation Counsel
Jordan Lester, Administration Intern
Bruce Anderson, CATV Coordinator**

Other Attendees:

**Eric Peterson, Daily Herald
Pat Barch, Resident
Greg Collins, MI Homes**

The Transportation & Road Improvement Committee meeting was called to order at 7:00 p.m.

I. Roll Call

II. Approval of Minutes – August 1, 2016

Motion by Trustee Gaeta, seconded by Trustee Pilafas to approve the Transportation & Road Improvement Committee meeting minutes from August 1, 2016. Voice vote taken. All ayes. Motion carried.

NEW BUSINESS

- 1. Request authorization to award contract for the 2016 Crack Sealing Project to Patriot Pavement Maintenance of Des Plaines, IL (low bid) in an amount not to exceed \$101,094.**

Trustee Pilafas praised the staff for the great job they've been doing with street revitalization.

Motion by Trustee Gaeta, seconded by Trustee Pilafas to award contract for the 2016 Crack Sealing Project to Patriot Pavement Maintenance of Des Plaines, IL (low bid) in an amount not to exceed \$101,094. Voice vote taken. All ayes. Motion carried.

- 2. Request acceptance of the Transportation Division Monthly Report.**

The Transportation Division Monthly Report was presented to Committee.

Motion by Trustee Gaeta, seconded by Trustee Pilafas, to accept the Transportation Division Monthly Report. Voice vote taken. All ayes. Motion carried.

- III. President's Report**
- IV. Other**
- V. Items in Review**
- VI. Adjournment**

Motion by Trustee Gaeta, seconded by Trustee Pilafas, to adjourn the meeting at 7:38 p.m. Voice vote taken. All ayes. Motion carried.

Minutes submitted by:

Jennifer Djordjevic, Director of Operations & Outreach, Office of the Mayor and Board

Date

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Discussion regarding Phase I engineering of Central Road bicycle path project

MEETING DATE: October 10, 2016

COMMITTEE: Transportation and Road Improvement Committee

FROM: Michael Hankey

PURPOSE: Information related to the preliminary engineering of the Central Road bicycle path project is presented for discussion and direction.

BACKGROUND: Design and construction of a new bicycle path on Central Road across the AT&T property has been a topic of discussion for some time. The Village Comprehensive Bicycle Plan depicts an off-street path on Central Road to connect the path system in the Paul Douglas Forest Preserve to Barrington Road. Approvals for what is now the H90 properties on the former AT&T outlot sites included requirements to construct a path along the east and west property frontages to be done at the same time as the development of these respective properties. The path in the section of property frontage between the two AT&T circle drives is to be done at some point in the future if found to be needed and feasible.

Several developments have been completed on the eastern portion of H90, including Big Kaiser, DMG Mori USA, and NSK. But the path was not constructed at the time of these development projects because the Village was pursuing funding through a State program to try to help reduce costs for the Developer as discussed below. With the recent approval of the Trumpf project, Conor / McShane as original owners of the properties was required to construct the eastern portion of the path between the AT&T east drive and Central Road. New pedestrian signal heads and crosswalk on Huntington Boulevard are included with the current work which is now under construction. A future phase of path will complete the connection from the Central / Huntington intersection to the existing Forest Preserve path. The timing of the path extension to the west is contingent upon the development of the adjacent outlot property per the development agreement. At this time, there are no active plans for new development on H90.

BACKGROUND: (Continued)

Prior to completion of Big Kaiser, DMG Mori USA, and NSK, the Village submitted funding applications for design and construction of the east end of the Central Road path on several occasions through the Illinois Department of Natural Resources program. However, the project was either not selected or the state's program was not funded. Other funding programs previously have not been feasible due to either the scope of work or timing of the grant process.

DISCUSSION:

There are several factors which make it desirable for the Village to proceed with Phase I engineering of the Central Road path at this time. The goal is to receive approval of preliminary plans to connect the Park & Ride entrance on Central Road near Barrington Road with the existing Paul Douglas path system east of Huntington Boulevard.

The first factor is the completion of the pedestrian and bicycle infrastructure with the Barrington Road interchange. Sidewalk will be installed on the west side of Barrington Road from Hassell Road to Central Road. Bicycle path will be installed on the east side of Barrington Road from Hassell Road to Central Road and on the west side of Barrington Road from Hassell Road to Higgins Road. These facilities are expected to be done by the spring of 2017. Second, Pace is finalizing plans for the Park & Ride / Kiss & Ride at Barrington Road. Construction will begin next spring and is expected to be complete by mid-2017. Paths will link the Park & Ride / Kiss & Ride to the new Barrington Road path. Next, construction of the pedestrian overpass of I-90 is underway with a target for completion in early summer of next year. This will establish another link over the Tollway to not only serve the express bus stops on I-90 but also provide a connection to the Central Road corridor.

The Central Road path, with connections to these transit features, the Barrington Road corridor path, and the Paul Douglas loop, is an important component to improve system connectivity. There is currently a call for projects in the CMAQ / Transportation Alternatives Program (TAP) as well as RTA's Access to Transit funding program. However, Phase I engineering is not eligible to be funded through these sources. Applicants must complete this phase of engineering on their own. It was learned in the last month that Cook County may be seeking applications for small scale projects like pedestrian and bicycle facilities sometime around the end of the year. The federal funding programs require that Phase I engineering be substantially complete by mid-2017 in order for projects to qualify for the current cycle. While it will be extremely challenging for the Central Road path project to meet this timeline, beginning Phase I now would be a benefit should other funding become available. It may be possible to team with Cook County to use one of their prequalified on-call consultants to perform the Phase I work although the Village would need to pay the cost of this work. A benefit is that the County's selection process used to pick its on-call consultants meets the requirements for quality based selection procedures should federal funds be obtained for future phases of engineering and construction. Using the pre-qualified County consultants will save time compared to the Village issuing its own request for qualifications.

The project limits for the Phase I engineering are shown in the attached exhibit. There are several separate sections including the eastern portion to connect to the Paul Douglas system, the balance of the AT&T and H90 frontage, and across the Claire's property to the location of the new Park & Ride entrance to be built by Pace on Central Road. Links on Eagle Way and Lakewood Boulevard

DISCUSSION: (Continued)

are also proposed to enhance network connections. Wetland and environmental analysis will be required on Central Road in the middle section and at the property boundary of H90 and Claire's. Coordination with Cook County will be included in the scope of work to determine options for the path crossing Central Road at the Park & Ride entrance. The estimated cost of the Phase I engineering is about \$75,000. In the best case, enough work could be completed to allow the project to be competitive for the current funding cycle. More likely, the time needed for the environmental process will mean the substantial completion of Phase I will fall into a future funding cycle. As Phase I engineering advances, potential sources for local, state, and federal funding assistance for Phase II engineering and construction will be pursued. Such applications will be stronger as the Village will have committed and spent funds on the Phase I work.

Direction from the Committee and Village Board is requested to begin Phase I engineering for the Central Road path.

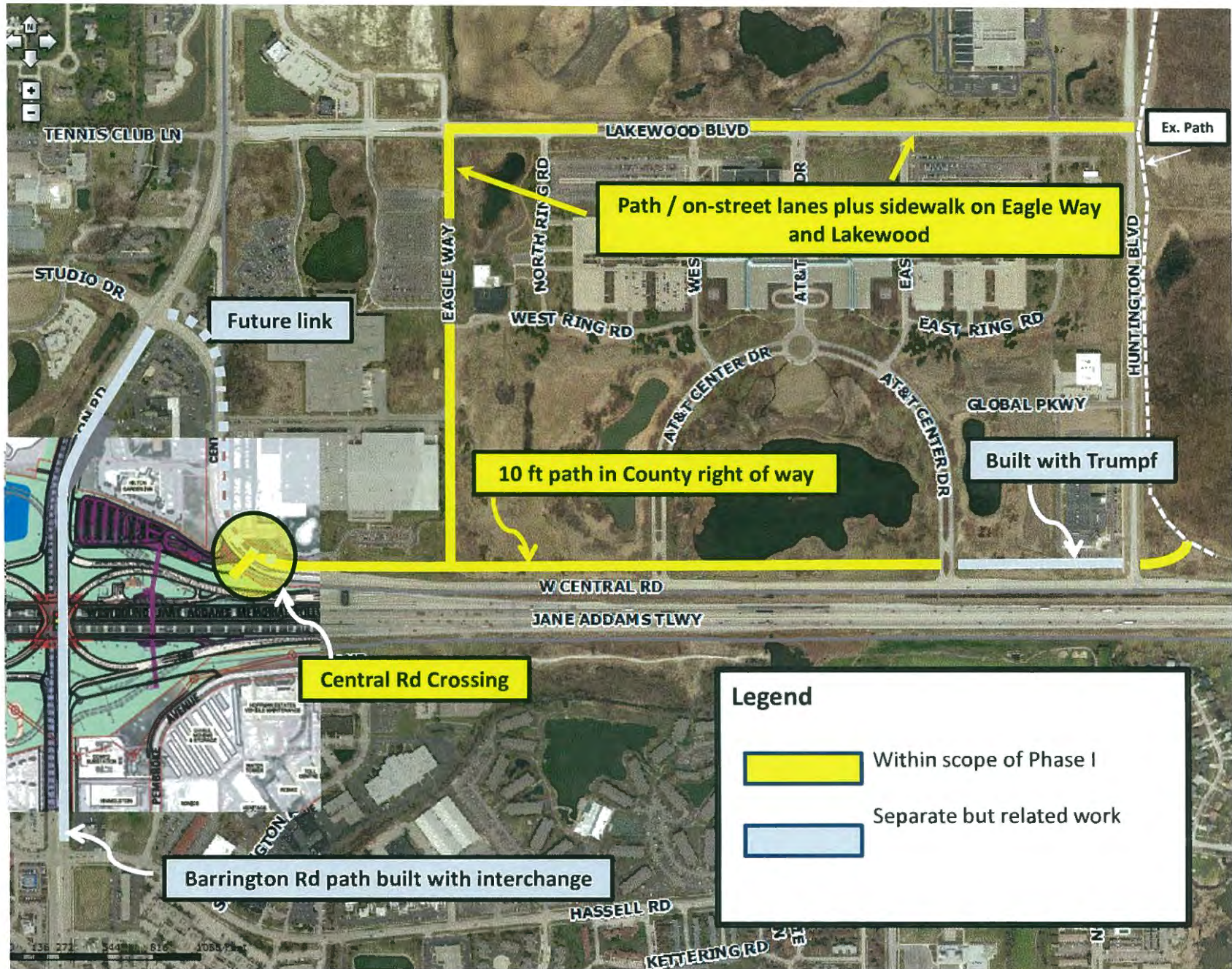
FINANCIAL IMPACT:

With direction from the Committee, the immediate goal for beginning Phase I is to request and receive approval from Cook County to use one of its pre-qualified consultants to perform the work. If this is not possible, then a Request for Qualifications would be issued by the Village to begin the selection process. If direction is provided by the Village Board to proceed, initial analysis could begin this year with completion of Phase I by the end of 2017 or early 2018. The 2016 budget does not include funding for the Phase I engineering. However, the Barrington Road interchange project uses a variety of local funding sources for the local match. One of these is the Central Road corridor fund, which is an older account intended for future projects affecting Central Road. As the interchange project limits include the Barrington Road intersection with Central Road, the use of these funds for a part of the local share of the interchange was reasonable, as is using this fund for the Central Road path. Now that the interchange project is advancing towards completion, it appears that not all the balance in the Central Road corridor fund is likely to be needed. The account balance is approximately \$250,000 and about \$65,000 to \$75,000 is expected to remain after the local interchange match is met. Final accounting for the interchange likely won't be closed out until late 2017 or 2018 so a final reconciliation will be done at that time. For the present, the interchange funds will not be needed until at least late next year at which time the Phase I cost for the Central Road path will have been determined with much of the work completed.

RECOMMENDATION:

Request direction to begin Phase I engineering for the Central Road path project as discussed above.

Central Road Bicycle Path – Phase I Scope



TRANSPORTATION AND ENGINEERING DIVISION DEPARTMENT OF DEVELOPMENT SERVICES

MONTHLY REPORT OCTOBER 2016

ROAD PROJECTS

◆ **Barrington Road Interchange**

The interchange work was broken into two separate contracts by the Tollway. The first was the removal and replacement of the Barrington Road bridge which is essentially complete. The second contract includes Barrington Road widening as well as construction of the new interchange ramps. Lighting on the bridge and its approaches will be done as part of the Barrington Road contract scope. Pace facilities at the interchange, discussed later in this report, are integrated with the Barrington Road full interchange project. Some elements such as path and sidewalk connections to the transit components are included with the interchange and mainline work while others will be completed under contracts by Pace.

All traffic is on the west side of Barrington Road between Central and Hassell Roads. New pavement for northbound lanes have been placed both north and south of the bridge. Paving of various sections will continue in order for future shifts in traffic patterns to occur. In turn, this process allows completion of paving on the east side of Barrington Road while still maintaining two lanes of through traffic. Sidewalk has been installed on the west side of Barrington Road from Central Road to Hassell Road with gaps for construction phasing in the vicinity of the bridge. Base paving has been placed for the new eastbound entrance and westbound exit ramps. Concrete surface has been poured for one lane of the westbound exit ramp. The ramp approach slabs to the bridge deck on the east side will be placed next followed by paving the ramp alignment. Concrete for the northbound to eastbound ramp is poured. Work is underway on the ramp toll plazas on the east side of Barrington Road. Traffic signal heads are being installed on the monotube at the new signal on the bridge.

West of Barrington Road, grading is in various stages of completion for the new ramps oriented to and from the west. Work in the northwest quadrant has advanced faster than the southwest due to utility work and the need to maintain the southbound to eastbound entrance ramp. This loop ramp in the southeast quadrant will remain until the new eastbound entrance ramp is open. The current schedule anticipates the loop ramp being open through some time in October. Greenspoint Parkway remains under construction for the relocation of the JAWA watermain, utility work, mainline storm sewer, and construction of the new eastbound exit ramp. The estimated completion of the Greenspoint work is in 2017. The Tollway advised construction of the new eastbound exit ramp will extend into 2017 due to the items above. Plote's temporary concrete batch plant is still operating in the northeast quadrant of the interchange for mainline and crossroad work and is now likely to remain until the spring of next year. Pace needs to coordinate the construction of the Park & Ride in this area with the Tollway and its contractors. The batch plant location conflicts with construction of the Park & Ride so timing of its construction is dependent on when the batch plant moves.

All four of the ramps will have tolls of \$0.45 for passenger cars with IPASS which matches the existing toll on the westbound exit. Cash rates for passenger cars about double the IPASS rate with higher tolls for trucks. The ramps to and from the west will be IPASS only. The existing westbound exit ramp plaza will maintain a coin lane along with electronic collection. The new plaza on the eastbound entrance ramp will also have a cash collection option. As noted above the new eastbound exit will open in early 2017 so the eastbound entrance toll will not be activated until then. The Tollway will be using message signs to notify motorists of these new rates starting well in advance of the ramps opening.

Daytime, off-peak lane closures continue as needed for Barrington Road construction. As notices of lane closures and major work are received from the Illinois Tollway, notices are posted online and on message boards. Interchange construction will be ongoing through 2016; finishing work will continue into 2017. Staff continues to attend Tollway coordination meetings on as time allows.



I-90 looking west at Barrington Road

- 1. Forms and mesh in place for ramp slab approach to bridge**
- 2. Base layer paving for westbound entrance ramp in upper right**
- 3. Traffic signals installed on monotube**



- I-90 looking southwest at Barrington Road**
- 1. Pouring concrete for new eastbound entrance ramp**
 - 2. Asphalt base layer for new entrance ramp has been paved**
 - 3. Pedestrian way under entrance ramp**



I-90 looking east from Barrington Road

- 1. Base and portion of surface layer on left for new westbound exit**
- 2. Construction of ramp plaza on eastbound entrance**
- 3. Center column support for pedestrian overpass**

◆ Illinois Tollway Capital Plan I-90 Widening and Reconstruction

Surface paving of the new lanes in the center of I-90 is complete. Work on the inside shoulders, sign and gantry supports, drainage, and the median barrier is ongoing. The above images show the current construction status. The center column support for the new pedestrian bridge was completed as part of the Tollway's mainline contract. Pavement for the new bus lanes and ramp terminal connections west of Barrington Road is in place. Installation of the overhead dynamic information signs is underway in a number of locations. Bases for these signs have been placed throughout the length of the project. Retaining wall installation continues along with other grading and utility work on the outside portions of the Tollway property. Some evening, overnight, and weekend work may be done by the Tollway as needed and to minimize traffic impacts during the day. Lane closures and shifts will continue and may occur with minimal notice from the Tollway. Message boards are used by the Tollway to notify drivers of upcoming changes in traffic patterns. Work on crossroad bridges is described below – please note that dates and schedules are subject to change by the Illinois Tollway and its contractors and most work is weather dependent.

Roselle Road Bridge and Interchange: Traffic on Roselle Road has been shifted to the east half of the new bridge. Nearly all pavement work has been completed south of Central Road. Paving is underway on the new southbound lanes north of Central Road. Roselle Road is reduced to two thru-lanes of traffic in each direction, although due to the construction staging there will be times when only a single lane is open. A bike path will be located on the west side of the bridge which will eventually connect the Forest Preserve to Hillcrest Blvd. A barrier wall and decorative lighting have been placed on the west side of the bridge for the bike path. Work on the Roselle Road bridge and interchange will continue through 2016. A separate but related project will make changes to Central Road for the new westbound entrance ramp for the Roselle Road interchange. Cook County, the Illinois Tollway, and Schaumburg are working on the plans for this project which is expected to start in late 2016 or early 2017 with completion of the interchange work and Central Road next year.

The Illinois Tollway posts information on its webpage (www.illinoistollway.com) for the I-90 construction work. The Illinois Tollway, its consultants and contractors hold coordination meetings for the various projects. Village staff attends these status meetings as needed to stay current with upcoming project work. Links to the Illinois Tollway information are provided on the Village website.

◆ **Shoe Factory Road - Cook County**

The status of the project remains the same until Cook County determines when funding will be made available for construction. At present, design work is on hold until next year and construction could possibly begin in 2019. Civiltech has completed its work on the appraisals for various properties to be acquired by Cook County for the project. The County has all the information needed to advance to negotiations and acquisition and the County stated they are moving ahead with the right of way process. Pre-final plans were submitted to utility companies, in particular to ComEd which is affected to the greatest degree. Coordination meetings with the other utility companies are planned over coming months. An agenda item on Civiltech's Phase II contract supplement could be presented to the Committee in coming months pending final sign off by County staff. The supplement is required due to the amount of time that has passed while the County has been reviewing plans, determining funding availability, and adjusting its schedule for construction. The timing of construction will depend upon the duration of the right of way process, project funding availability, Cook County's programming of funds, and the County's approval of final plans. An option the Village may pursue is to proceed with reconstruction of Beverly Road separately and in advance of the main Shoe Factory Road project. The work would have to be done in such a way as to be compatible with the future improvements at the Shoe Factory Road intersection.

◆ **Golf Road – Rohrssen Road to Barrington Road**

IDOT is working on Golf Road from roughly Rohrssen Road to west of Barrington Road. Off-peak lane closures are being used along with one-way traffic control. The scope includes shoulder widening plus shoulder and centerline rumble stripes to address a history of run-off-the-road crashes. Pavement grooving for the rumble stripes on the centerline is underway. The project also upgraded traffic signals on Golf Road at IL 59 and Bartlett Road and added a southbound right turn lane on IL 59 at Golf Road. The widening for the right turn lane

impacted the Village's red light camera equipment. Equipment will be reinstalled and turned back on once construction is complete.

◆ **IDOT Pedestrian Upgrades**

The State is doing minor pedestrian ADA upgrades at two locations in the Village. The sidewalk and ramps in the southeast corner of the Barrington Road at St. Alexius, along with the west side of Barrington Road at Golf Road, are under construction. The work is expected to be completed this fall.

◆ **Barrington Road – Algonquin Road to Mundhank Road**

No new project information is available until IDOT consultants reconvene the study group. IDOT initiated a Phase I study of Barrington Road between Algonquin Road and Mundhank Road. The study is in its early stages, seeking definition of problems and goals within this section. There have been no updates since early 2016 when IDOT held a meeting of the Community Advisory Group with representatives of various organizations and interest. Staff from Fire and Transportation / Engineering serve on the advisory group. The Village requested IDOT's consideration of extending the study limits south to Central Road to evaluate initial designs for an off-street path to link with the interchange area improvements. South Barrington submitted a similar request. IDOT concurred with extending the study limits for the multipurpose path. The Phase I engineering will therefore be completed for a continuous path which would better position the project for future federal funding. Commitments to fund the local match and accept maintenance responsibility for the path will be required at the time the project moves into Phase II design. At present, the next stages of project development have not been programmed by IDOT.

◆ **Cook County Transportation Plan**

The County released its draft transportation plan for review. Staff will be analyzing the contents to determine effects on Village projects and programs. Comments were submitted early in the plan development which encouraged broader coordination of local transit services as well as emphasizing the need for bicycle and pedestrian projects.

GRANT PROJECTS

◆ **Bode Road Surface Transportation Program Project**

Work is essentially complete with punchlist corrections to be done followed by closeout of project documentation by Hancock Engineering.

◆ **Illinois Transportation Enhancement Program (ITEP) Grant Application**

Scope: This bicycle and pedestrian improvement project will connect Shoe Factory Road and Prairie Stone Business Park with a path crossing underneath I-90 and Hoffman Boulevard. The path within the Forest Preserve from IL 59 to the CN right of way will be paved. The Park District and Forest Preserve are financial partners with the Village on the engineering and construction of the project.

Status: Review and discussion of the agreement with CN continues. TranSystems is preparing information to submit the Phase I documents to IDOT for review.

Other property easements and accommodations for the path are ongoing. Environmental studies, wetland delineation, and related documents have been submitted to IDOT. Some additional consultant services for environmental analysis under the Tollway bridge and CN coordination are expected to be submitted by the consultant. The project partners have been informed of the CN coordination.

Next Steps: Review and coordinate agreement with CN. Submit preliminary plans to IDOT for their review.

◆ **Surface Transportation Program Resurfacing Projects**

Resurfacing of Hillcrest Boulevard from Jones Road to Roselle Road is complete with work ongoing for backfilling and restoration. Centerline striping was installed on Hillcrest Boulevard to be followed by parking boxes, crosswalks, and stop bars. The surface layer on Moon Lake Boulevard between Golf and Higgins Roads has been placed. Restoration and striping will be next which will include on-street bicycle lanes on Moon Lake. ERA Consultants, Inc. is performing Phase III engineering for the Village similar to what was done for the Bode Road project.

The Northwest Municipal Conference approved funding two other Village STP resurfacing streets with their 2017 program year. Bode Road from Roselle Road to Bode Circle East and Harmon Boulevard from Golf Road to Bode Road are planned for resurfacing next year. Ciorba Group is performing the design work for completion of the plans, which were started by Division staff members. Construction is tentatively targeted to begin next spring; timing will depend on when all IDOT approvals are obtained. The target date is an April 2017 State bid opening.

STP is a competitive grant program administered by the Northwest Municipal Conference. Other Village collector streets on the federal aid system will be submitted this fall for review by the Technical Committee of NWMC. Other streets will be candidates to compete for funding in future years and applications will be prepared as the needs arise.

◆ **New Applications - Surface Transportation Program Resurfacing Projects**

Four new project segments were submitted to NWMC for review by the Technical Committee in response to a call for projects. All four are for resurfacing work with accompanying sidewalk, bicycle, ADA, curb and gutter repair, and patching work. The four are:

- Huntington Boulevard – Palatine Road to Westbury Drive
- Salem Drive – Bode Road to Village limits
- Jones Road – Rosedale East to Highland Boulevard
- Beverly Road – Prairie Stone Parkway to I-90

These total about \$1.35 million in construction and construction engineering costs. If approved, the federal STP share will cover 80% of the construction and Phase III engineering costs. The local match for Phase III items will be about \$265,000. As with other STP resurfacing projects, it is very likely that a consultant will be hired to prepare Phase II

engineering approvals, which are not eligible for STP funds. Even after paying the entire estimated costs of the Phase II design work, the Village share will be only 27% of the Phase II and III costs. The work on these streets is expected in 2018 and 2019. The NWMC Technical Committee will review all project funding request received during this call later in October.

BIKE / PEDESTRIAN PROJECTS

◆ Bicycle Planning / Bicycle Pedestrian and Advisory Committee

Several BPAC members attended a meeting of the Transit Improvement Task Force to hear status updates on the Barrington Road interchange status and the planned Pace service improvements. The next BPAC meeting will be later this year or early in 2017. Project status, ideas for annual activities, input on regional plans, and a review of priority projects were discussed at the last BPAC meeting. Work on updating the Bicycle Plan, which is five years old, plus adding pedestrian components, could be major points of interest for the group. One key goal of the group was to create more information about the value and connectivity of bicycle facilities. Promoting destinations, points of interest, and connecting paths / routes would be the focus of this effort.

◆ Central Road Bicycle Path Project Proposal

Alignment of a path along Central Road from the Huntington intersection linking to the Forest Preserve path on the east to the Pace Park & Ride on the west is the preferred routing. A portion of the path at the east end is to be constructed with the Trumpf project. Cook County issued the permit for this section of the path construction. Discussion with Cook County on potential ways to team together on development and Phase I engineering services for the rest of this path section is ongoing. Sensitive environmental areas and wetland impacts are expected to be significant challenges for the design and construction. A crossing of Central Road near the curve where the Park & Ride entrance is to be located will require careful study and coordination with Cook County. The goal is to start Phase I engineering to position the project for a future call for CMAQ / TAP projects. A Committee agenda item on this topic is to be discussed this month.

◆ Huntington Boulevard Right-of-Way Bicycle Path Project Proposal

Use of the vacant public right-of-way for Huntington Boulevard as the alignment for a path between Higgins Road and Golf Road will be investigated in more detail. The project should be eligible for federal funding if Phase I engineering is completed. Full funding for Phase I outside of the federal process is needed. Establishing a bicycle facility in this right-of-way would complete the system link between the newly designated bicycle lanes on Huntington Boulevard north of Higgins Road and the existing bicycle route on Harmon Boulevard which links to the Bode Road bicycle path. In the larger context, connectivity to the transit facilities planned on I-90 at Barrington Road would be enhanced by the path. Development of a request for proposals for Phase I engineering services will be pursued with the goal of positioning the project for a future call for CMAQ / TAP projects.

TRANSIT

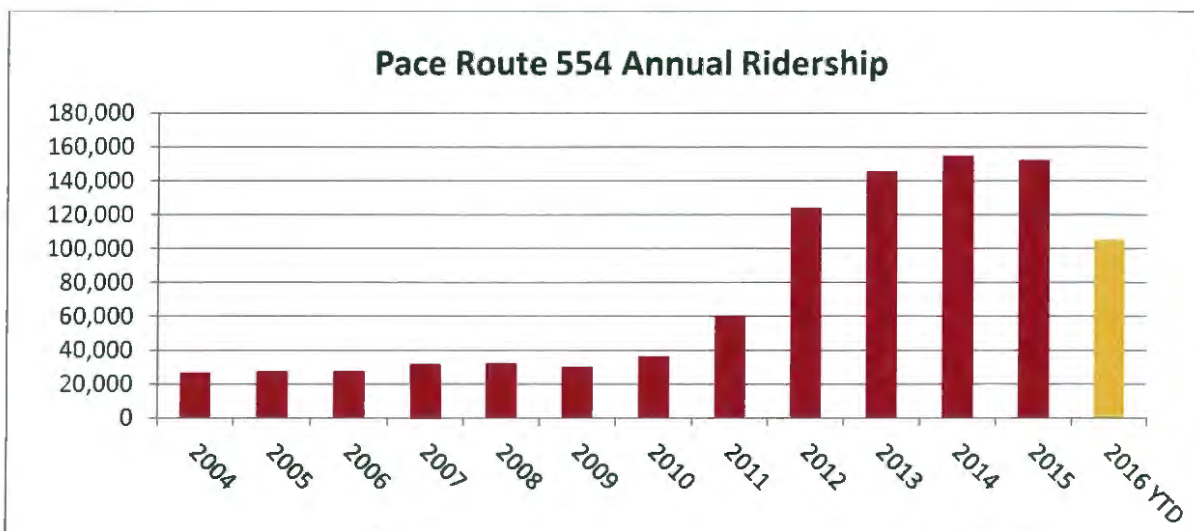
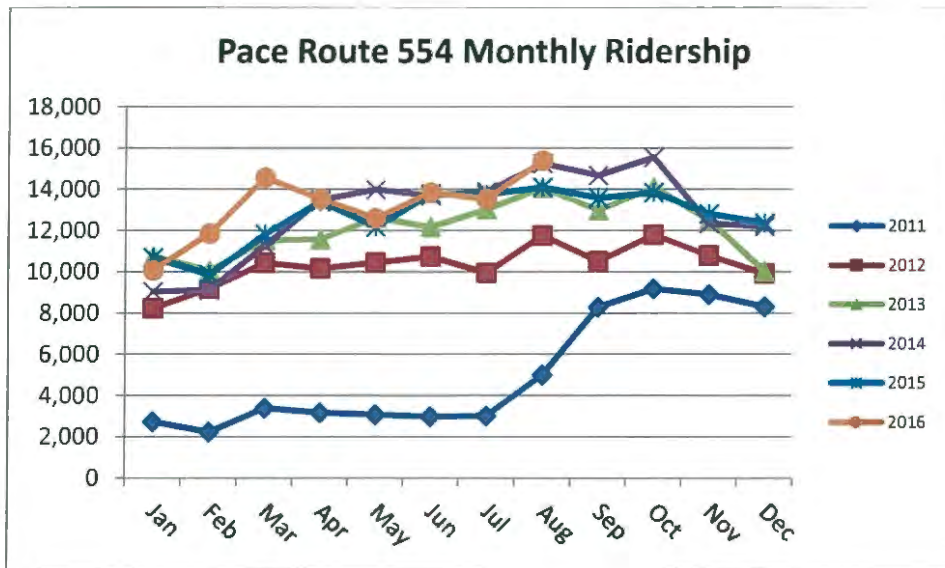
◆ **Taxi Discount Program**

The new coupons, valued at \$7 each, are being distributed to program registrants and the new income criteria are also in effect. Registration is ongoing with identification cards and coupons sent to residents. Since its inception, a total of 519 residents have registered for the program; further review of the program registration indicates the number of current eligible registrants totals 323. Coupons redeemed to date in 2016 total 3,317 which covers through early September. As shown in the chart below, usage has leveled over the last several years. Forecast use for 2016 is slightly less than in prior years. Registration remains positive due in part to advertisement in the *Citizen* newsletter throughout the year as well as an article earlier this year in the Schaumburg Township newsletter. Another taxi article is planned for the November *Citizen*. Coupon use, program costs, and registration will be monitored to gauge the impacts of the increase in coupon value and the broadening of qualifying income criteria.



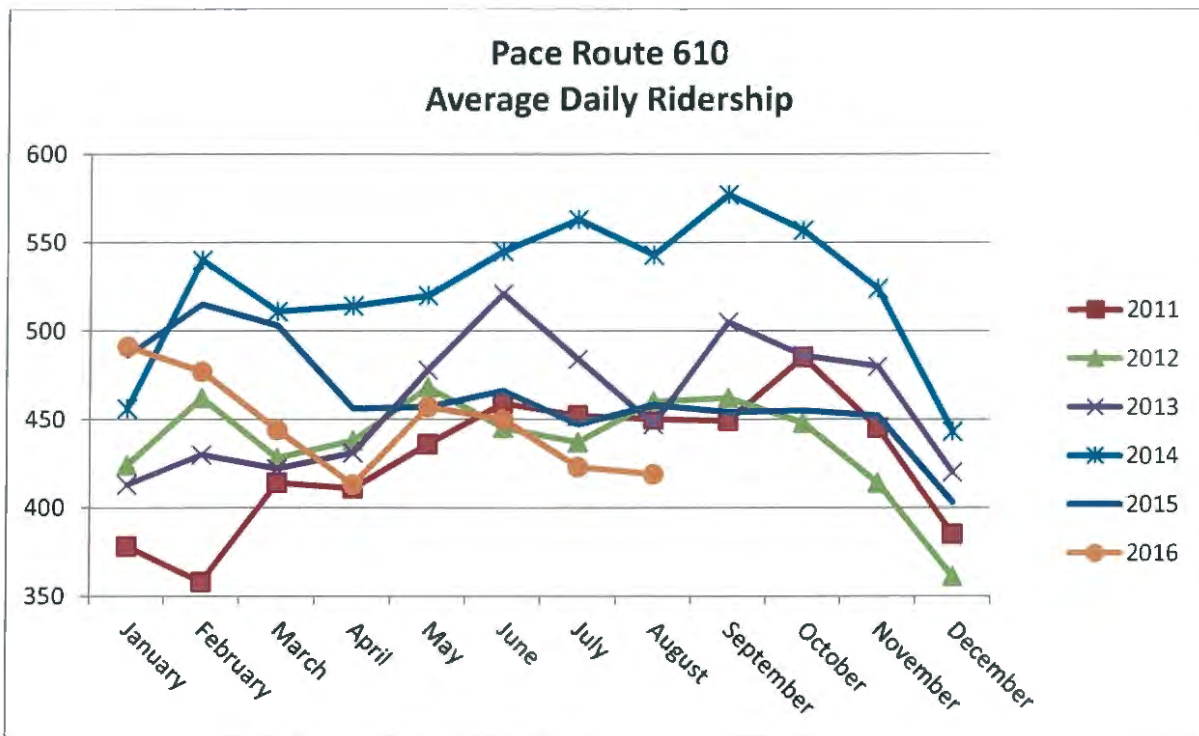
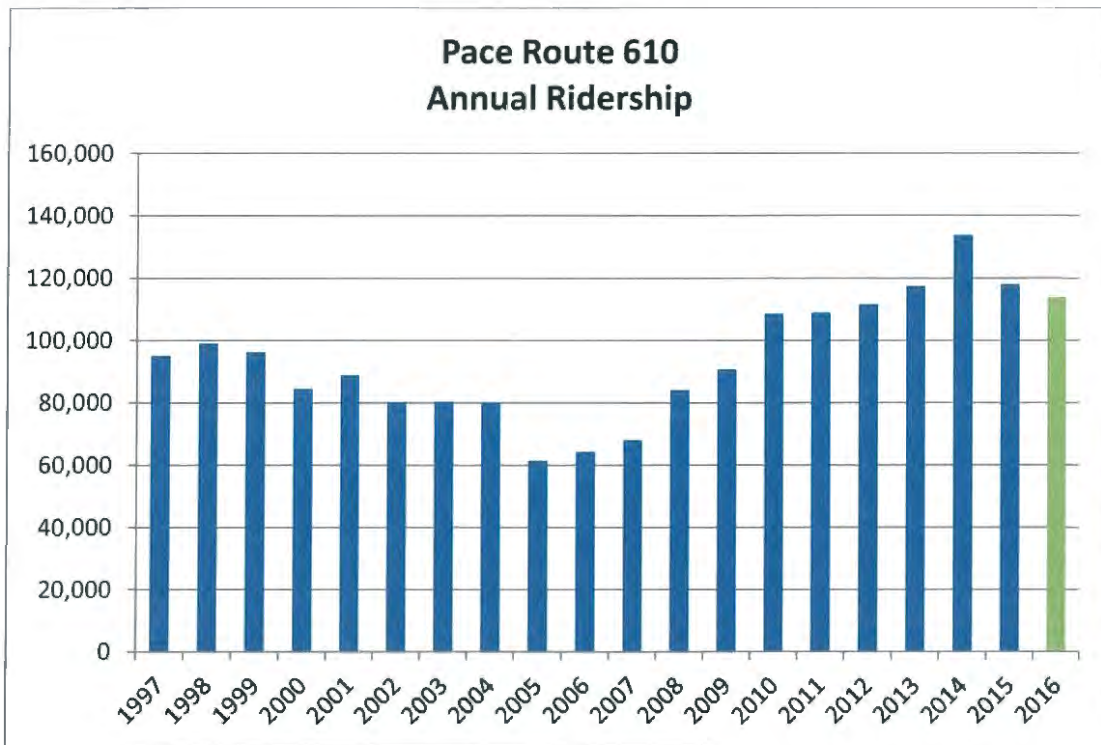
◆ **Pace Route 554**

The most recent data from August 2016 showed average weekday ridership of 622 per weekday, along with a Saturday averages of 273 riders per day. The weekday averages reported in July and August are some of the highest totals to date. Overall monthly usage is slightly higher than 2015 as is the year to date total. The long term annual trend remains positive although it appears to be levelling off. As Pace starts planning for the roll out of new services along I-90 and the Park & Ride / Kiss & Ride at Barrington Road, Route 554 will be evaluated for options which may benefit ridership. A Pace meeting of the communities involved with Route 554 is expected in the near future.



◆ **Pace Route 610**

The charts below provide a history of Route 610 ridership and provide a benchmark for comparison before and after the expanded service and Sears Centre Park & Ride operation began in the fall of 2013. Total 2015 ridership was less than 2014 and year to date through July 2016 is tracking below 2015. Possible factors which might contribute to this difference include staff changes, modifications in work hours, and both the frequency of amount of time employees working remotely. The number of Park and Ride vehicles in the Sears Centre lot has ranged from about 15 to 20 vehicles per day. Pace is now planning to continue the Park & Ride after the startup of the new I-90 services. Pace is tabulating data on boardings and alightings at stops in Prairie Stone to further evaluate trip patterns.



◆ **Transit Improvement Task Force**

The Task Force met in August to hear an update of the Barrington Road interchange and Pace transit projects. Tollway and Pace representatives discussed the interchange, I-90 express bus services, Park & Ride / Kiss & Ride, and circulator studies were presented to the group.

Invitations were sent to companies in the vicinity of Barrington Road with a focus on those who participated in the transit survey earlier this year. Additional outreach will be planned when Pace finalizes details on the specifics of the I-90 and circulator services.

The next meeting for the Task Force will depend on the status of various efforts. As Pace develops its final plans for the I-90 express bus services and circulator, the group should discuss means for distributing this information. The Higgins Education Center was contacted seeking to continue outreach to participants in its programs as the new program year begins. Other follow-up items include preparing a survey for Center staff to use to determine potential interest in some form of transit service for program attendees and meeting with Pace representatives. Various topics continue to be researched for the Task Force including wheelchair lift-equipped options for the taxi program, review of Park & Ride plans, and community outreach. Ongoing coordination with transit agencies, local agencies, and employers will occur.

◆ **Pace I-90 Corridor Plans / Park & Ride Plans**

Pace plans to initiate new express based I-90 service with stations at Barrington Road, Randall Road, and IL 25 starting in late 2016, continuing into 2017. Randall Road service at that Park & Ride is expected to begin later this year followed by IL 25 and Barrington Road in 2017 once those facilities are constructed. Components of transit facilities at Barrington Road are being built with various parts of the interchange and I-90 mainline projects. Bus access connections to / from the interchange ramps and turnout areas are part of the mainline contract. The pedestrian ways under the ramps on the east side of Barrington Road are included with the interchange construction. Pace is nearing completion of its plans for the Park & Ride on the north side of I-90 and a Kiss & Ride area to the south as a separate project. Discussion with Pace has occurred regarding access easements with ComEd for the Kiss & Ride on Pembroke Avenue. Staff is also reviewing public safety issues such as emergency response and reporting responsibilities for the Park & Ride / Kiss & Ride facilities. Pace's current construction schedule anticipates completion in spring / summer of 2017. However, the timing will be dependent upon the Tollway's completion of work and the removal of the concrete batch plant in the northeast quadrant of the interchange.

◆ **Pace I-90 Pedestrian Overpass**

Construction on project components is underway. The support columns on the south side of I-90 have been poured. Work on the foundation for the stair tower / elevator building on the south side of I-90 has advanced. Utility work is also occurring which requires coordination with the mainline and interchange ramp work. The center pier for the bridge support was built in the median as part of the mainline I-90 contract. An intergovernmental agreement with Pace for the Park & Ride, Kiss & Ride, and overpass is expected in coming months. Construction is expected to be complete in late spring of 2017.

◆ **Pace Shuttle Service for I-90 Express Stops**

The study by Pace and RTA has been completed on options to provide connecting service to the I-90 express bus stops. Residential and business locations in the vicinity of the Barrington Road interchange were the focus of this work. Extensive outreach was conducted by the Village to solicit input on the I-90 express bus stops and a shuttle bus operation. Major

employers and residential areas near Barrington Road received invitations for employees to participate in surveys to gauge interest. The survey response was very strong and showed broad interest among both residents and employees for the new I-90 express bus. A follow-up meeting with interested employers was held to provide a status report. Meetings and correspondence with individual employers has occurred and is expected to continue. Findings will be shared with the Transit Improvement Task Force closer to when the findings are more complete. The target for startup of services is in the spring / summer of 2017.

TRAFFIC SIGNALS

◆ Roselle Road Traffic Signal

The traffic signal equipment has been installed by Alliance Contractors and the signal has been operational for some time. Final punchlist items related to landscaping and restoration are being addressed by the contractor.

COORDINATION

◆ O'Hare Noise Compatibility Commission (ONCC)

Staff attended the September and October Commission meetings. Tracking on the runway rotation plan continues. The percentage of time the planned runway use was followed has improved since the initial months. While the Village opposed a proposed runway rotation plan for nighttime runway use, it was recommended by the majority of ONCC members. The trial plan runs through the end of the year and then will be evaluated to determine what if any changes might be implemented. Residents are encouraged to continue to report noise complaints using the ONCC website as before, plus participate in the ONCC survey on the runway rotation program (<http://www.airportprojects.net/flyquiettest/>).

Weekly reports of performance are available on the ONCC website. For the most recent reporting period listed (September 21), about 72% of nighttime operations used the runways identified in that week's rotation schedule. Runway maintenance, construction, inspections, wind direction, and weather are all factors that may preclude using the scheduled runways during any given time during the rotation plan. On average, the rotation runways were available for use for a little over 7 hours each night according to the most recent report. The rotation plan is a modification to the airport's Fly Quiet program first implemented about 20 years ago.

◆ CMAP ON TO 2050 Plan Development

CMAP staff has started a two year process to update and create a new regional plan. The breadth of the plan covers everything from transportation to water quality to housing. Information on how to participate and provide input has been posted to the Village website and was included in the September *Citizen* newsletter. CMAP's schedule is to complete the plan by the end of 2018. For details on how to participate, the link to their website is <http://www.cmap.illinois.gov/about/involvement>. It will build off the significant components of the GO TO 2040 plan. Staff has attended meetings and workshops for the early stages of plan development including one in late September on the topic of changing trends in travel demands. Input provided at prior meetings included the importance of sustainable funding

sources, the need to better coordinate transit options at the local level among different agencies, continued focus on bicycle and pedestrian accommodations, and cooperation among jurisdictions. Staff attended a session on past and possible future changes in the amount of driving. Trends showed a decrease in the vehicle miles of travel over the last decade with some uptick in recent years. Future travel options, work environments, transit services, among many other factors will affect the choices that people make on how to travel.

◆ **CMAP Greenways Plan Update**

The Greenways Plan was created in the 1990s to identify corridors for pedestrian and bicycle travel to complement waterways, park, and Forest Preserves. Comments were provided for areas located in the Village. Primary corridors of interest include the updated facilities along Barrington Road to be built with the interchange and links to Forest Preserves. A final version of the plan update is expected by the end of the year.

◆ **RTA Access to Transit Program**

There may be some opportunity for funding sidewalk and path connections for the Pace I-90 express bus, Park & Ride, and Kiss & Ride facilities. However there is a cap to the funds available which may make the bicycle and pedestrian projects better suited for the Transportation Alternatives Program. Applications for these two programs are due late this year and early next year. The Village is eligible to apply since the RTA's Community Planning grant was used several years ago to complete the Flexible Transit Operations Plan.

OTHER ACTIVITIES

- ◆ Traffic data, site plans, and inspections are ongoing for a variety of projects which are in the early stages of project development and review.
- ◆ Various smaller site modifications and permits for parking lot sealcoating, striping, patching are underway.
- ◆ Several residential traffic studies are underway.



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