

AGENDA
TRANSPORTATION AND ROAD IMPROVEMENT COMMITTEE
Village of Hoffman Estates
November 14, 2016

7:00 p.m. – Helen Wozniak Council Chambers

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 – October 10, 2016

NEW BUSINESS

1. Request acceptance of Transportation Division Monthly Report.

III. President's Report

IV. Other

V. Items in Review

VI. Adjournment

**TRANSPORTATION & ROAD IMPROVEMENT
COMMITTEE MEETING MINUTES**

October 10, 2016

I. Roll Call

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
Kevin Kramer, Director of Economic Dev.
Jeff Jorian, Fire Chief
Ted Bos, Police Chief
Monica Saavedra, Director of HHS
Patrick Seger, Director of HRM
Rachel Musiala, Director of Finance
Fred Besenhoffer, Director of IS
Ashley Monroe, Asst. to Village Manager
Joe Nebel, Director of Public Works
Jordan Lester, Administration Intern
Bruce Anderson, CATV Coordinator**

The Transportation & Road Improvement Committee meeting was called to order at 8:34 p.m.

II. Approval of Minutes

Motion by Trustee Gaeta, seconded by Trustee Pilafas, to approve the Transportation & Road Improvement Committee meeting minutes from September 12, 2016. Voice vote taken. All ayes. Motion carried.

NEW BUSINESS

1. Discussion regarding Phase I engineering of Central Road bicycle path project.

An item summary sheet from Mike Hankey was presented to Committee.

Mike Hankey addressed the Committee and provided information related to the preliminary engineering of the Central Road bike path project. He reported that 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 east of Huntington Boulevard. To begin work on Phase I, approval from Cook County to use one of its pre-qualified consultants to perform the work is necessary. Initial analysis could begin this year with completion of Phase I by the end of 2017 or early 2018. There is no funding in the 2016 budget for Phase I engineering. The balance of the Central Road corridor fund could be used and there is a balance of approximately \$250,000 in the account and about \$65-75,000 is expected to remain after the local interchange match is met.

Motion by Trustee Pilafas, seconded by Trustee Gaeta, to direct staff to solicit proposals for the Central Road bike path and use Cook County pre-qualified engineers. 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 Newell, to adjourn the meeting at 8:40 p.m. Voice vote taken. All ayes. Motion carried.

Minutes submitted by:

Debbie Schoop, Executive Assistant

Date

TRANSPORTATION AND ENGINEERING DIVISION DEPARTMENT OF DEVELOPMENT SERVICES

MONTHLY REPORT NOVEMBER 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.

Traffic was opened to both of the eastern ramps on November 2nd and the signal was turned on that same day. The Tollway contractor is removing pavement from the old eastbound entrance ramps and northbound Barrington Road south of the new eastbound entrance. All traffic is on the west side of Barrington Road between Central and Hassell Roads. The new southbound lane between Hassell and Higgins Roads is now open. Most of the new westbound entrance ramp has been paved with some work still remaining near Barrington Road. Work continues on the ramp toll plazas on the east side of Barrington Road. Now that the loop ramp has been removed, construction can proceed in the southwest quadrant for the new eastbound exit ramp. While the majority of the Barrington Road paving work and three of the ramps will be completed by the end of the year, the eastbound exit ramp will be finished in 2017 along with Greenspoint Parkway. Two lanes in each direction will be maintained on Barrington Road over the winter until the balance of paving is complete.

Sidewalk has been completed on the west side of Barrington Road from Central Road to Hassell Road with gaps for construction phasing in the vicinity of the bridge. Sidewalk has also been installed on the west side of Barrington Road between Hassell Road and Higgins Road.

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 at least the end of the 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, grading, 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 on the mainline is nearly complete. 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 with some areas at the Central Road intersection remaining. 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. As these were completed some time ago, they will need to be updated for the County to proceed. The County will then have all the information needed to advance to negotiations and acquisition. 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 completing work on Golf Road from roughly Rohrssen Road to west of Barrington Road. Off-peak lane closures were used along with one-way traffic control at times. 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 has been completed. 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 finished 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.

◆ **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. Paving Moon Lake Boulevard between Golf and Higgins Roads is complete with some bicycle symbol striping to be done. Restoration work remains. 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. The Committee elected to defer placing new projects in the five year program due to the existing demand for funds expected to far exceed what is available. The Committee may consider programming additional projects at a future meeting when more is known about potential funding scenarios. All four Village projects 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.

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. An application for Bicycle Friendly Community recognition will be developed. 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. The Village of Schaumburg is completing repaving the bicycle path on the north side of Bode Road from east of Atlantic Avenue to near Barrington Road. As part of an earlier agreement with Schaumburg, once the work is complete the Village will take maintenance of the path. An agenda item will be presented to the Committee once the work is accepted.

◆ Central Road Bicycle Path Project Proposal

Staff met with Cook County staff about this 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. Staff is creating a Phase I scope for the path with the goal of having this added to a current County consultant contract who is looking at needs on Central Road.

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 cost of the Phase I services for the path would be a Village responsibility as outlined at last month's Committee meeting. If successful in adding the path scope to the consultant's work, initial design tasks could begin in the near future.

◆ **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

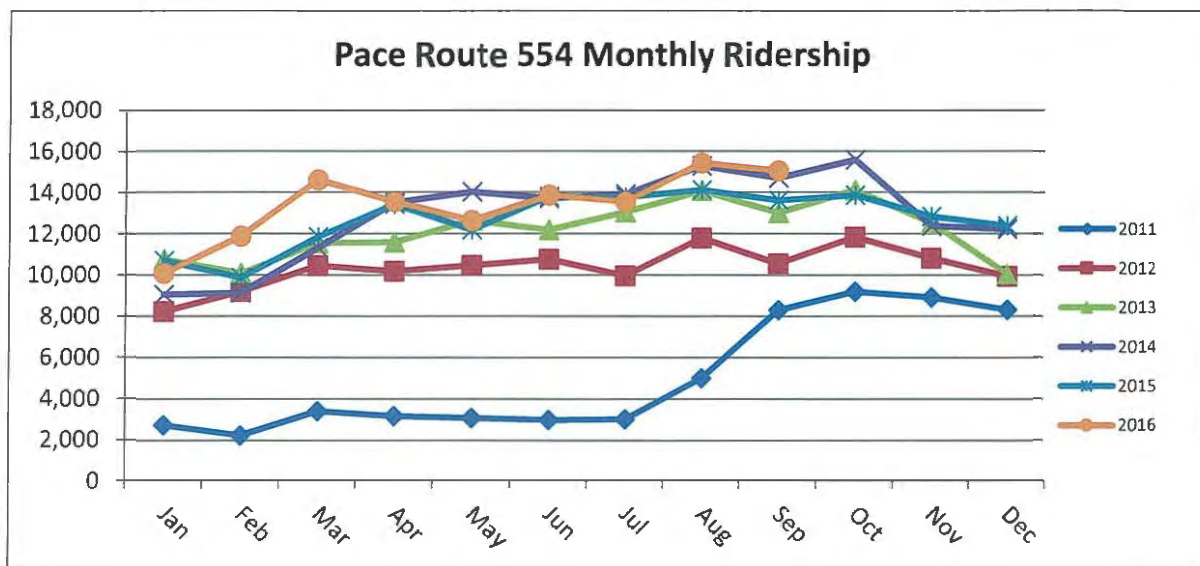
◆ **Taxi Discount Program**

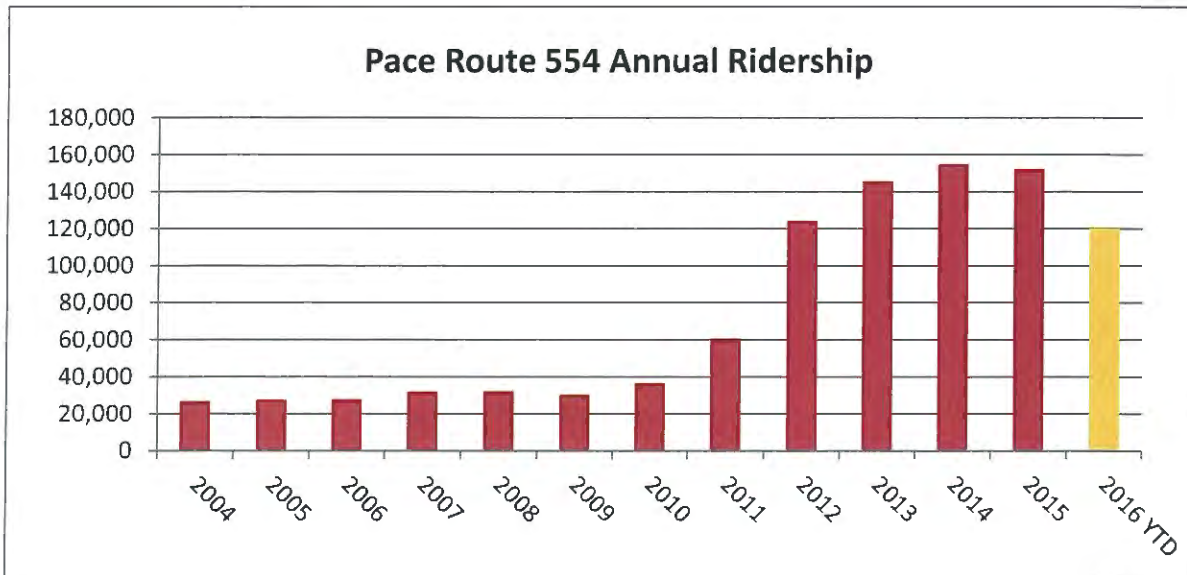
The new coupons, valued at \$7 each, are being distributed to program registrants and the new income criteria are also in effect. Registration is ongoing with identification cards and coupons sent to residents. Since its inception, a total of 530 residents have registered for the program; further review of the program registration indicates the number of current eligible registrants totals 334. Coupons redeemed to date in 2016 total 3,759 which covers through late October. As shown in the chart below, usage has leveled over the last several years. Forecast use for 2016 is about the same as in recent 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. A taxi article appeared in 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**

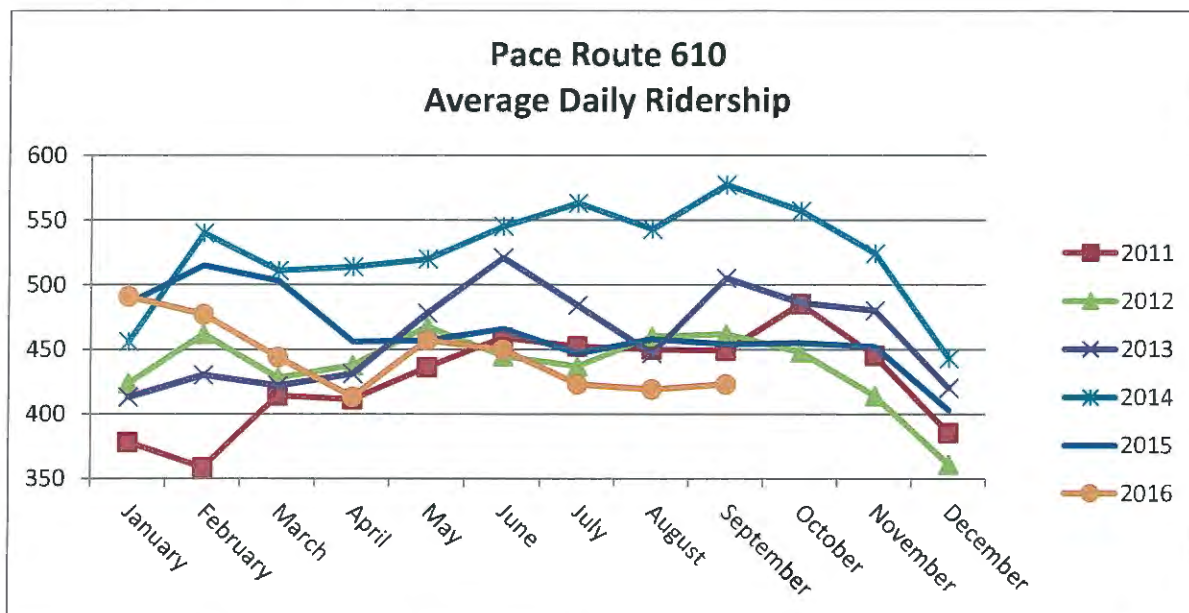
The most recent data from September 2016 showed average weekday ridership of 661 per weekday, along with a Saturday average of 286 riders per day. The weekday averages reported in recent months are some of the highest totals to date. Overall monthly usage is slightly higher than 2015 as is the year to 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.

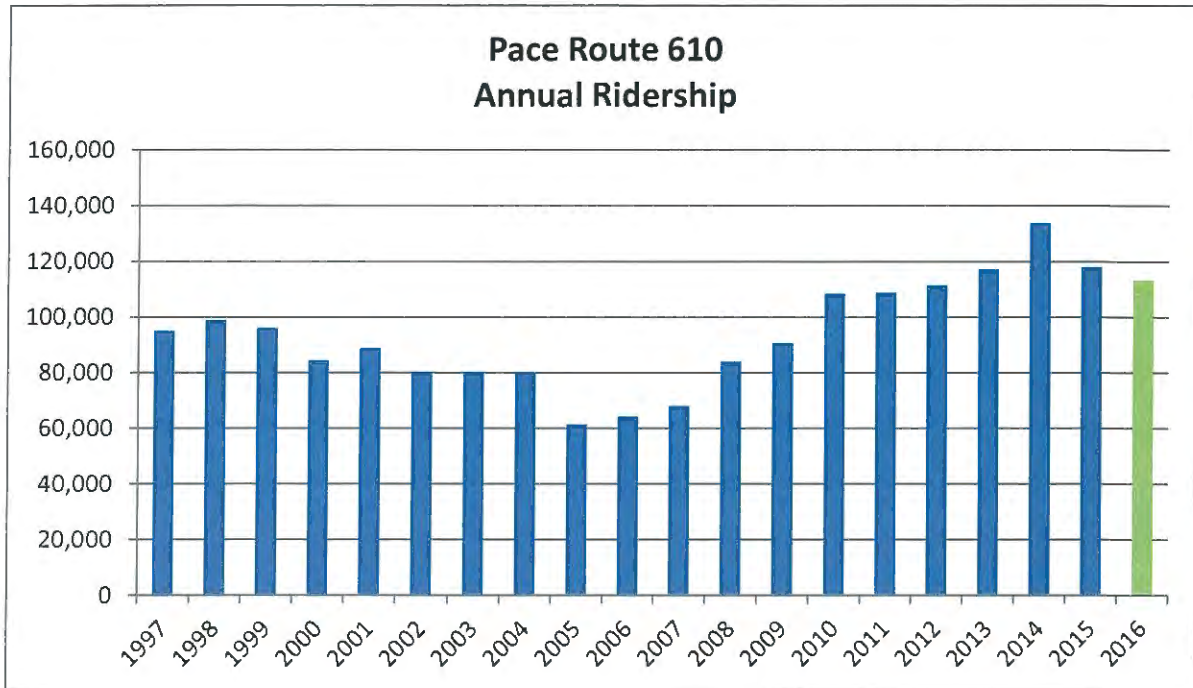




◆ **Pace Route 610**

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 September 2016 is tracking below 2015. Possible factors which might contribute to this difference include staff changes, modifications in work hours, and both the frequency and amount of time employees work remotely. The number of Park & Ride vehicles in the Sears Centre lot has ranged from about 10 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 boarding and alighting at stops in Prairie Stone to further evaluate trip patterns. Spot checks are being done of vehicles in the Park & Ride lot to determine the number of different users, frequency of repeat riders, and the origins of their trips.





◆ **Transit Improvement Task Force**

The Task Force last 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 but no response has been received yet. 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 ramp 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 of 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 (October 23), about 76% 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**

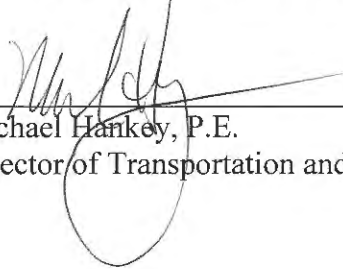
The Greenways Plan was created in the 1990s to identify corridors for pedestrian and bicycle travel to complement waterways, park, and Forest Preserves. Comments were provided for areas located in the Village. Primary corridors of interest include the updated facilities along Barrington Road to be built 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. However, Phase I engineering is unlikely to have progressed far enough in order for a project to qualify under this funding cycle.

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.



Michael Hankey, P.E.
Director of Transportation and Engineering Division