

**AGENDA**  
**TRANSPORTATION AND ROAD IMPROVEMENT COMMITTEE**  
**Village of Hoffman Estates**  
**March 20, 2017**

**Immediately Following General Administration and Personnel**

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

- I. Roll Call**
- II. Approval of Minutes – February 13, 2017**

**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**

February 13, 2017

**I. Roll Call**

**Members in Attendance:**

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

**Absent Members:**

**Trustee Karen Mills, Vice Chairperson**

**Management Team Members  
in Attendance:**

**Jim Norris, Village Manager  
Arthur Janura, Corporation Counsel  
Mark Koplin, Asst. Village Mgr., Dev.  
Peter Gugliotta, Director of Planning  
Mike Hankey, Dir. Of Trans. and Engineering  
Kevin Kramer, Economic Dev. Director  
Patti Cross, Asst. Corporation Counsel  
Patrick Seger, Director HRM  
Jordan Lester, Administrative Intern**

**Others in Attendance:**

**Michelle Pilafas, Eric Peterson (Daily Herald), Omar  
Rodriguez (CalAtlantic)**

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

**II. Approval of Minutes – January 9, 2017**

Motion by Trustee Gaeta, seconded by Trustee Stanton, to approve the Transportation & Road Improvement Committee meeting minutes from January 9, 2017. Voice vote taken. All ayes. Motion carried.

**NEW BUSINESS**

- I. Request approvals of the following for the 2017 STP resurfacing project on Bode Road and Harmon Boulevard:**
  - a. IDOT Local Agency agreement; and**
  - b. Local Agency funding resolution.**

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

Mr. Hankey provided back ground on the project and reason for request.

Motion by Trustee Gaeta, seconded by Trustee Pilafas, to approve the following for the 2017 STP resurfacing project on Bode Road and Harmon Boulevard; a) IDOT Local Agency agreement and b) Local Agency funding resolutions. Voice vote taken. All ayes. Motion carried.

- 2. Request approval of Change Order #1 to the contract with A Lamp Concrete Contractors, Inc. of Schaumburg, IL for the 2016 Revitalization Project in an amount of \$30,534 for a total not to exceed \$5,580,109.**

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

Trustee Pilafas inquired if the expenses were just related to Trillium or a recoup attempt by A Lamp to offset their costs due to hiring of subcontractors to complete bad work.

Mr. Hankey indicated the request is to cover additional expenses generally related to Trillium Boulevard and work done at Fairview School along with additional sanitary storm sewer improvements.

Motion by Trustee Gaeta, seconded by Trustee Vandenberg, to approve approval of Change Order #1 to the contract with A Lamp Concrete Contractors, Inc. of Schaumburg, IL for the 2016 Revitalization Project in an amount of \$30,534 for a total not to exceed \$5,580,109. Voice vote taken. All ayes. Motion carried.

- 3. Request amendment to the Material Testing contract with Applied GeoScience, Inc. of Schaumburg, IL for the 2016 Street Revitalization Project in an amount of \$15,000 for a total no to exceed \$115,000.**

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

Mr. Hankey provided background on the project and reason for request and noted the budgeted amount for 2016 is actually \$125,000.

Motion by Trustee Gaeta, seconded by Trustee Stanton, to amend the Material Testing contract with Applied GeoScience, Inc. of Schaumburg, IL for the 2016 Street Revitalization Project in an amount of \$15,000 for a total no to exceed \$115,000. Voice vote taken. All ayes. Motion carried.

- 4. Request approval of Addendum #1 to the Phase III construction engineering contract with Engineering Resource Associates of Warrenville, IL for the Hillcrest and Moon Lake Boulevard resurfacing project at a supplemental cost of \$45,008 for a total not to exceed cost of \$144,799.**

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

Mr. Hankey provided background on the project and explanation for request. Mr. Norris provided additional clarification.

Motion by Trustee Gaeta, seconded by Trustee Stanton, to approve Addendum #1 to the Phase III construction engineering contract with Engineering Resource Associates of Warrenville, IL for the Hillcrest and Moon Lake Boulevard resurfacing project at a supplemental cost of \$45,008 for a total not to exceed cost of \$144,799. Voice vote taken. All ayes. Motion carried.

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

The Transportation Division Monthly Report was presented to Committee.

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

**III. President's Report** – Mayor McLeod reported February 7 he attended the Celtic Fest meeting and on February 8 attended the Hachi Japanese Grill ribbon cutting. On February 9 he also attended the ICSC / Windy City Bulls broker tour put together by Mr. Kramer which attracted nearly 60 people. On Sunday, February 12 Trustee Newell, Trustee Gaeta and Mayor attended the Blue and Gold Ceremony for Pack #290 at the Bridges of Poplar Creek, on Monday, February 13 Mayor taped part of the message for State of the Village being presented on February 22 at the Sears Centre Arena.

**IV. Other** - Trustee Vandenberg thanked Mr. Hankey for alerting CN Railroad about the rough crossing at Shoe Factory Road.

**V. Items in Review**

**VI. Adjournment**

Motion by Trustee Pilafas, seconded by Trustee Gaeta, to adjourn the meeting at 7:18 p.m. Voice vote taken. All ayes. Motion carried.

Minutes submitted by:

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

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Date

# TRANSPORTATION AND ENGINEERING DIVISION DEPARTMENT OF DEVELOPMENT SERVICES

## MONTHLY REPORT MARCH 2017

### ROAD PROJECTS

#### ◆ **Barrington Road Interchange**

Three of the four ramps at the interchange are open. Construction continues on the eastbound exit ramp to Barrington Road. Northbound traffic on Barrington Road will remain on new pavement on the east side during the winter from just south of the I-90 bridge to Central Road. The new eastbound I-90 exit to Barrington Road is targeted to open in 2017. Images of the current construction status, taken from the Tollway's camera on the communications tower near the interchange are below.



#### **Looking west towards Barrington Road:**

1. Northbound left turn lane on Barrington Road open for access to westbound ramp
2. Westbound entrance ramp
3. Approximate alignment for new eastbound exit ramp



**Looking south from I-90:**

1. Pedestrian way with eastbound I-90 entrance ramp above
2. Work area on Barrington Road where retaining wall and widening will be done
3. Stair / Elevator tower building for Pace I-90 Express Bus station



**Looking east along I-90:**

1. Work area on westbound exit ramp
2. Truss for pedestrian overpass
3. Overhead lane control gantry for eastbound I-90

Pavement removal on Barrington Road south of the I-90 bridge remains to be done. Construction of a retaining wall on the east side of Barrington Road in this area is necessary for the pavement widening and reconstruction work to occur. The Tollway is coordinating with affected utilities in order to begin earthwork with one fiber company issues not resolved yet. Some storm sewer work is being done in the southeast quadrant. Additional pavement removal and replacement will be done in the median areas of Barrington Road. Hassell Road will remain in the current staged configuration until pavement widening on the east side of Barrington Road has advanced. Generally two lanes in each direction will be maintained on Barrington Road until the balance of paving is complete. Lighting on the bridge and its approaches will be completed 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. 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. The balance of the path and sidewalk work will occur in 2017.

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 are 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 2017, so the eastbound entrance toll will not be activated until then. Tolling is active on the westbound entrance to I-90. The Tollway has been using message signs to notify motorists of these new rates starting 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.

#### ◆ **Illinois Tollway Capital Plan I-90 Widening and Reconstruction**

On the whole, traffic is using all lanes on I-90, although there are still some lane reductions to allow contractors to finish work, such as for the Elmhurst Road interchange. Work on the roadsides, including some noise wall, along with sign supports, grading, and the median barrier will continue. 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.

Tollway staff is working on the implementation of the Smart Road corridor technology. This consists of roadway sensors and overhead changeable message signs to control lane use and notify motorists of road or traffic conditions. Sign gantries for these displays have been installed. Testing of the equipment and software will continue through the spring or summer 2017. Ultimately, information on travel times, road conditions, construction, incidents, etc. can be communicated to motorists via the overhead signs. Each lane has an overhead display which will be used to indicate whether the lane

is open, closed, or if a merge or lane change is needed ahead. Additional electronic displays will provide travel time and other travel information. Displays positioned over the left shoulder will identify when Pace buses are permitted to drive on the shoulder to avoid congestion. The system is expected to be fully operational around mid-2017. Once Pace starts its new I-90 service the display over the inside (left) shoulder will indicate to bus drivers whether it is open for Pace use.

Roselle Road Bridge and Interchange: The majority of work has been completed. All through lanes are open on Roselle Road. Some paving work for medians, islands, bicycle path, and restoration remains. Temporary signals are still in place and permanent signals will be installed this year. Construction on portions of the new bike path north and south of the interchange remains to be done. A separate 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 be completed by the end of 2017. The current schedule calls for work on Central Road from May through the end of the year. As the road will be reconstructed, it will be closed for some period of time. As the County further defines their work schedule, notices will be placed on the Village website and email distribution lists will be developed. A list of businesses affected by the Central Road closure will be provided to the County and its consultants.

The Illinois Tollway posts information on its webpage ([www.illinoistollway.com](http://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 appraisals for parcels were updated so that the County can begin the negotiation and acquisition process. Civiltech updated its supplement request to reflect current requirements to finish the plans. County and Village staff are reviewing the proposal. Once agreement is reached on the scope and cost distribution, the contract amendment will be presented to the Committee. Costs of the supplement will be shared by the County and Village, with the specific amounts determined in time for review by the Committee. At present, completion of design work is expected to restart some time in 2017 and construction could possibly begin as early as 2020, although there is nothing definite at this time. Pre-final plans were submitted to utility companies and coordination with utility companies could occur over the coming months. The timing of construction will depend upon the duration of the right of way process, funding availability, Cook County's programming of funds, and the County's approval of final plans.

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

IDOT has completed the work with only punchlist items remaining. The scope included shoulder widening plus shoulder and centerline rumble stripes to address a history of run-off-the-road crashes. 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 Village's red light camera vendor is coordinating with the State to reestablish the camera operation at both the IL 59 and Bartlett Road intersections.



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

The study is in the preliminary engineering stage, seeking definition of problems and potential solutions based on a variety of technical analyses. Completion of Phase I is expected later in 2017. Village staff from Fire and Transportation / Engineering serve on the advisory group. Following a Village request, IDOT agreed to extend the study limits south to Central Road to evaluate initial designs for an off-street path to link with the interchange area improvements. The Phase I engineering will 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 are listed in the mid-years of the IDOT program.

◆ **Cook County Transportation Plan**

The County released its transportation plan for review. Staff is 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. A related funding program called *Invest in Cook* is discussed later in this report.

## GRANT PROJECTS

◆ **Bode Road Surface Transportation Program Project**

Work is 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 Canadian National (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. Drafts of the agreement have been provided to CN. 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 (STP) Resurfacing Projects**

Resurfacing of Hillcrest Boulevard from Jones Road to Roselle Road is complete with work for restoration to resume as weather permits in the spring. Documentation for liquated damages due to lack of timely performance by the contractors has been submitted to IDOT. When approved, this will

result in a credit towards the construction costs. Moon Lake Boulevard between Golf and Higgins Roads is complete. ERA Consultants, Inc. is performing Phase III engineering for the Village. Due to the length of time the contractor took to get to the current state of construction, which is still not ready for final inspection, a supplement to ERA's contract was approved by the Village Board. The penalties noted above will be assessed to the contractor for non-completion by required dates, which will offset the extra Phase III contract costs. Approvals from IDOT will be required to adjust the construction and engineering costs which are in process.

The Northwest Municipal Conference (NWMC) approved funding two other Village STP resurfacing streets in 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 this year. Ciorba Group submitted the final plans to IDOT with a target date for the State project letting of April 2017. Agreements and the local funding resolution have been approved by the Village. Construction is likely to begin in early summer depending on when all State approvals are received. The construction contract will be awarded and administered by the State. Ciorba is under contract for Phase III construction services to act as the Village's resident engineer.

STP is a competitive grant program administered by the NWMC. 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 (STP) Resurfacing Projects**

Four new project segments were submitted in October 2016 to NWMC for review by the Technical Committee in response to a call for projects. The Phase I design approvals have now been received for all of them. However, the NWMC Technical Committee elected to defer placing new projects in its five year program due to the existing demand for funds expected to far exceed what is available. NWMC may decide on the status of these and other communities' projects at an upcoming meeting. All four Village projects are for resurfacing work with accompanying sidewalk, bicycle, ADA, curb and gutter repair, and patching work. The four projects 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 eventually 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 could occur in 2018 and 2019, depending upon actions taken by the Northwest Municipal Conference.

Two other streets were submitted to the Conference for reclassification into the federal route program. The first was Rohrssen Road between Shoe Factory Road and Golf Road, with possible continuation

to Irving Park Road. The second segment is Gannon Drive between Golf and Higgins Roads. Gannon Drive south of Golf Road has a more local street function which does not rise to the same level for consideration as part of the federal aid system. The Technical Committee recommended approval of these requests. Next steps are reviews by IDOT, CMAP, and FHWA.

◆ **Invest in Cook – Call for Projects**

A funding application for Phase I engineering assistance on the design of a bicycle path in the Huntington Boulevard right-of-way between Golf and Higgins Roads was submitted to the County. Of the \$75,000 estimated Phase I cost, \$50,000 was requested through the Invest in Cook program. The County will evaluate all proposals received and notify successful applicants by fall of 2017. If selected, engineering work could start in early 2018. An engineering consultant would need to be hired to complete the Phase I study; and, if awarded funding, discussions will occur with the Park District on sharing the local cost of the engineering.

Eligible projects for Invest in Cook will be on non-County facilities and must address the goals of the County's long range transportation plan. Bicycle, pedestrian, and transit proposals will be considered. The scope can range from feasibility studies to engineering to construction. Countywide, a total of \$8.5 million has been made available for this call and the County hopes to make this an annual program. The County limits each applicant to one proposal. The County's goal is to provide funding through this initiative to fill gaps in funding so local projects can advance. Only individual phases which can be completed in approximately one year are the focus of this call. Multiyear and multiple phase projects are not likely to score well and are very unlikely to be selected.

## **BIKE / PEDESTRIAN PROJECTS**

◆ **Bicycle Planning / Bicycle Pedestrian and Advisory Committee**

The next BPAC meeting will be held in April. The group will discuss where they would like to focus its efforts. Preparation of a bicycle friendly application, reviews of new grant opportunities, ideas for annual activities, input on regional plans, and a review of priority projects will be discussed. Work on updating the Bicycle Plan, which is five years old, plus adding pedestrian components, could be major points of interest for the group. On a related bicycle project, the Village of Schaumburg is nearly done with 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 in late 2016. A scope for Phase I engineering services was submitted to the County for them to determine if this work could be included with a current consultant contract they have for Central Road. The County provided a full scope and cost for the Phase I design of the path and Village comments were sent to County staff. Assuming agreement is reached, the County will prepare a letter of understanding which will form the basis for an intergovernmental agreement as the project phases advance.

Alignment of a path along Central Road from the Huntington intersection linking to the Forest Preserve path on the east to the Pace Park-n-Ride on the west is the preferred routing. A portion of the path at the east end was constructed at the time of the Trumpf project. 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-n-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. 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**

As noted above, an application for Phase I engineering was submitted for the *Invest in Cook* program. 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, along with a path extension west on Higgins Road to Volid Drive. The project should be eligible for federal funding if Phase I engineering is completed. 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 this path.

**TRANSIT**

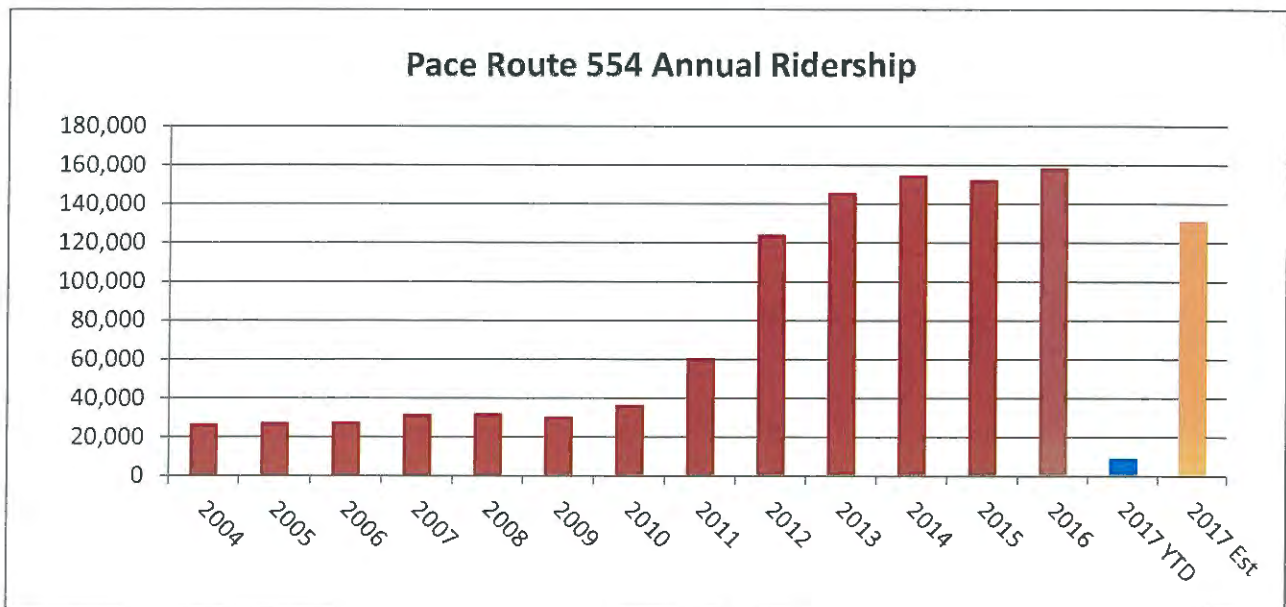
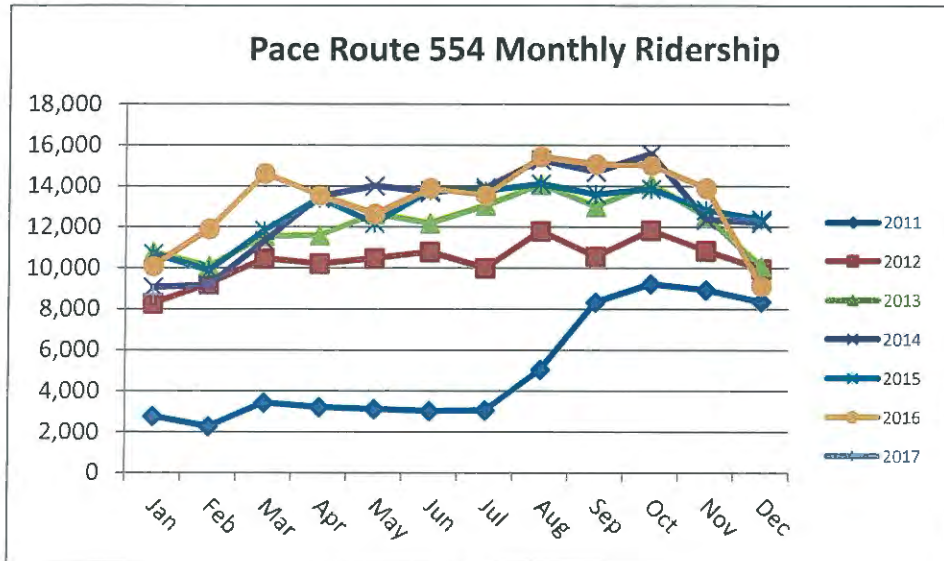
◆ **Taxi Discount Program**

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 555 residents have registered for the program; further review of the program registration indicates the number of current eligible registrants totals 353. Coupons redeemed to date in 2016 total 4,911 which covers the end of December. As shown in the chart below, usage has leveled over the last several years. Registration remains positive due to continued promotion of the program. 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.



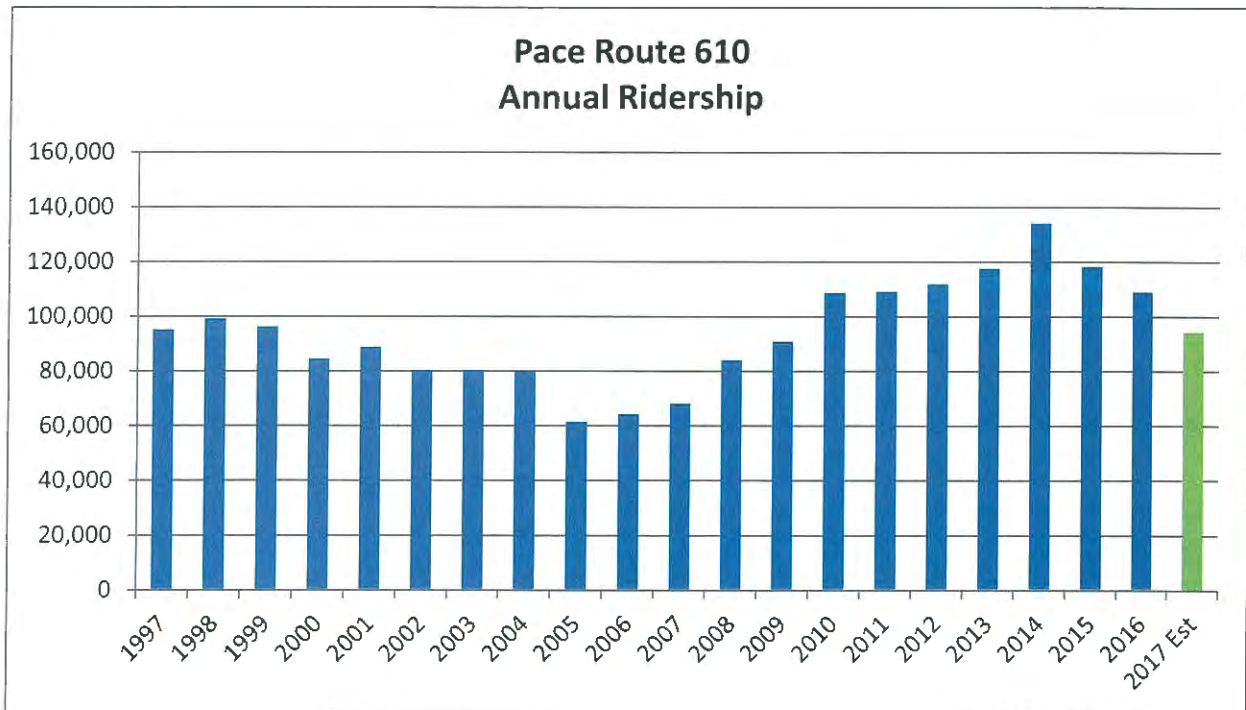
◆ **Pace Route 554**

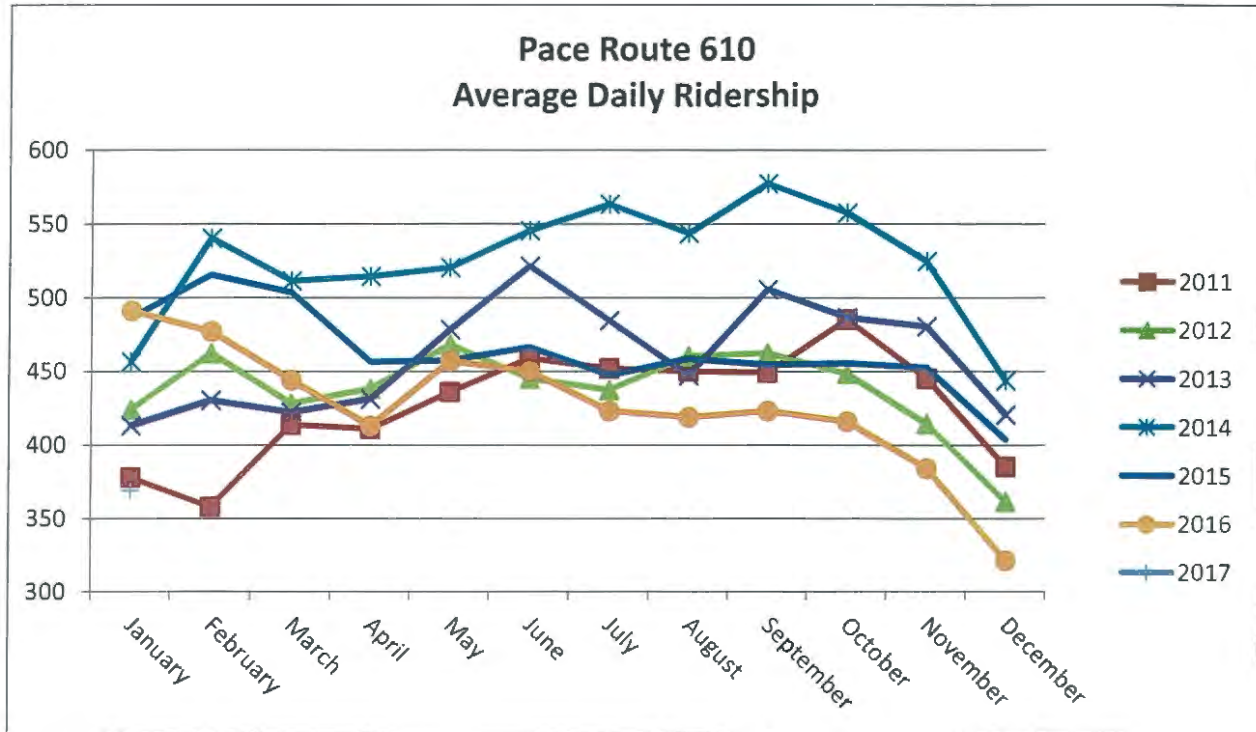
The most recent data from January 2017 showed average weekday ridership of 378, along with a Saturday average of 223 riders per day. Pace has been asked to verify this data as these numbers represent significant drops in ridership compared to prior years. The long term annual trend remains positive although it appears to be levelling off. A Pace meeting of the communities involved with Route 554 was held in November. Pace operations have transitioned to buses only picking up and dropping off at posted stops. As Pace develops the I-90 express bus plan and options for connecting service, modifications may be considered to Route 554. Careful consideration must be given to potential gains and enhancements to ridership along with possible negative effects on current users.



◆ **Pace Route 610**

The charts below provide a history of Route 610 ridership and a benchmark for comparison before and after the expanded service and Sears Centre Park-n-Ride operation began in the fall of 2013. Total 2016 ridership was less than prior years and continues to depict a decline in use. Pace has noted a generally lower ridership on comparable types of the routes over the last half year. Other possible factors identified previously 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-n-Ride vehicles in the Sears Centre lot averages about 15 vehicles per weekday. Pace is now planning to continue this Park-n-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-n-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 will next meet once Pace has advanced information on options for connecting service to the I-90 express bus stops. The group last met in August 2016 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-n-Ride / Kiss-n-Ride, and circulator studies. Invitations were sent to companies in the vicinity of Barrington Road with a focus on those who participated in the transit survey earlier in the year. Additional outreach will be planned when Pace finalizes details on the specifics of the I-90 and circulator services.

As Pace develops its final plans for the I-90 express bus services and circulator, the group should discuss means for distributing this information. Other items include the Higgins Education Center, which was contacted seeking to continue outreach to participants in its programs. Additional 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-n-Ride plans, and community outreach. Ongoing coordination with transit agencies, local agencies, and employers will occur.

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

Pace is initiating new I-90 based express service with stations at Barrington Road, Randall Road, and IL 25. Bus service to the Randall Road Park-n-Ride began in late December 2016 to be followed by IL 25 and Barrington Road in 2017 once those facilities are constructed this year. Components of the 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 being completed with the interchange ramp construction. Pace is nearing completion of its plans for the Park-n-Ride on the north side of I-90 and a Kiss-n-Ride area to the south as a separate project. Discussion with Pace has occurred regarding access easements with ComEd for the Kiss-n-Ride on Pembroke Avenue. Staff is also reviewing public safety issues such as emergency response and reporting responsibilities for the Park-n-Ride / Kiss-n-Ride facilities. Pace's current construction schedule anticipates completion in fall of 2017.



**Looking south from I-90, east of Barrington Road:**

1. Pedestrian way under eastbound entrance ramp
2. Frame construction for express bus station building and overpass
3. Future location of Kiss n Ride facility on Pembroke Avenue



**Looking north from Pembroke Ave towards new eastbound entrance ramp:**

1. General location of Kiss & Ride
2. Pedestrian way under ramp
3. Southern stair / elevator building for pedestrian overpass





**Looking south from Hilton Garden towards westbound entrance ramp:**

1. General location of Park-n-Ride
2. Pedestrian way under ramp
3. Northern stair / elevator building for pedestrian overpass

◆ **Pace I-90 Pedestrian Overpass**

Construction of project components is progressing. The support columns on the south side of I-90 were poured last year. Work on the buildings for the stair tower / elevator buildings on both sides of I-90 is ongoing. 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-n-Ride, Kiss-n-Ride, and overpass may be presented in coming months. Construction is expected to be complete in the fall of 2017.

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

The study by Pace and RTA on options to provide connecting service to the I-90 express bus stops has been completed. 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 will coincide with the I-90 express service stops at Barrington Road.

**COORDINATION**

◆ **O'Hare Noise Compatibility Commission (ONCC)**

Staff attended the March 2017 Commission meeting. There was discussion of a Test 2 runway rotation plan, a modified version of the first trial which ran from July to December 2016. The Village voted against the second test phase (as was the case for Test 1) for two primary reasons. First, nighttime

rotation would continue to use a diagonal northwest oriented runway on a periodic basis over the 12 week test period, which directs more flights toward the Village. Second, this diagonal runway is to be decommissioned by the end of 2018 so keeping it in a runway rotation test is not a good indicator of long term effects. While the Village and several neighboring communities voted against this second rotation test, it was approved by the majority of Commission members. The trial could begin in the next month or two after specific dates for the rotation trial are approved by FAA.

During the 2016 test, the percentage of time the planned runway usage was followed stabilized over time to more consistent levels (about 75%). This first test phase ended in late December 2016. Residents are still encouraged to continue to report noise complaints using the ONCC website as before ([www.oharenoise.org](http://www.oharenoise.org) using the link in the upper right of the Noise Commission page).

#### ◆ **CMAP ON TO 2050 Plan Development**

CMAP staff is undertaking 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. 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.

#### ◆ **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 in the coming months.

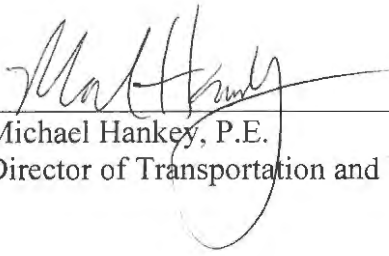
#### ◆ **RTA Access to Transit Program**

There may be some opportunity for funding sidewalk and path connections for the Pace I-90 express bus, Park-n-Ride, and Kiss-n-Ride facilities, or other transit related projects. 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 typically due late in the 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 the current funding cycle.

### **OTHER ACTIVITIES**

- ◆ Canadian National has been notified on several occasions about the rough crossing on Shoe Factory Road at the tracks.
- ◆ 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.



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Director of Transportation and Engineering Division