

AGENDA
TRANSPORTATION AND ROAD IMPROVEMENT COMMITTEE
Village of Hoffman Estates
December 11, 2017

Immediately Following General Administration and Personnel

Members:	Karen Mills, Chairman	Anna Newell, Trustee
	Gary Stanton, Vice Chairman	Gary Pilafas, Trustee
	Karen Arnet, Trustee	Michael Gaeta, Trustee
		William McLeod, Mayor

- I. Roll Call**
- II. Approval of Minutes – November 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**

November 13, 2017

I. Roll Call

Members in Attendance:

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

**Management Team Members
in Attendance:**

**Jim Norris, Village Manager
Art Janura, Corporation Counsel
Dan O'Malley, Deputy Village Manager
Peter Gugliotta, Director of Planning
Kevin Kramer, Econ. Dev. Coordinator
Mike Hankey, Director of Transportation
Patrick Seger, Director of HRM
Monica Saavedra, Director of HHS
Ryan Johnson, Management Analyst
Suzanne Ostrovsky, Asst. Village Mgr.
Bruce Anderson, CATV Coordinator**

The Transportation & Road Improvement Committee meeting was called to order at 7:31 p.m.

II. Approval of Minutes

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

NEW BUSINESS

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

Mayor McLeod reported that the Hoffman Estates Hawks football team are in the 6A semi-finals and wished them good luck. Mayor McLeod attended the Mayors Institute on City Design in Indianapolis November 8-10, and also attended the Veteran's Day ceremony on November 11.

- IV. Other**
- V. Items in Review**
- VI. Adjournment**

Motion by Trustee Arnet, seconded by Mayor McLeod, to adjourn the meeting at 7:36 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
DECEMBER 2017**

ROAD PROJECTS

◆ **Barrington Road Interchange**

The Tollway completed the striping on Barrington Road to open to traffic in all lanes. However, lane closures for additional pavement work such as the area south of Hassell Road may occur from time to time. All ramps are open including the full width of the westbound exit from I-90 to Barrington Road.

The contractor is working on signal installation at the Hassell Road intersection, some of which involves underground. The channelizing islands at the corners of Hassell and Barrington cannot be completed until the signal work is done. Traffic signal work remains at the intersection of the ramps on the bridge. The cabling will be moved to inside the monotube, to be accessed with handholes which must be installed. Pedestrian crosswalk signal concrete work also remains to be done on the bridge and at the Central Road intersection.

Large portions of the path on the east side of Barrington Road including connections to the Park-n-Ride and Kiss-n-Ride have been paved. There are some sections to finish which will not occur until asphalt is available. Some sections of sidewalk must be completed too, however this work is not as weather dependent. The path on the west side of Barrington Road from Higgins to Hassell Road was not installed according to the plans. It has been removed and will be constructed in the spring. Greenspoint Parkway is now open for two way traffic but a long list of items must be corrected. Restoration and finishing other remaining items will occur next year. Work that is not weather dependent may occur over the winter, so lane closures and work zones will be required periodically.

Much of the work in the photos below has been completed, however these are the most recent aerial images available.



Looking west toward Barrington Road along I-90:

1. Eastbound exit ramp
2. Westbound exit ramp
3. Pedestrian way with westbound exit ramp above – connects Park-n-Ride area to Pace I-90 stop under construction
4. Park-n-Ride area
5. Pace I-90 express bus stop
6. Pace pedestrian overpass, elevator / stair tower buildings

The photos below were provided by TECMA Associates, the construction engineers hired by the Illinois Tollway for the interchange work.



Northeast Quadrant of Interchange – Looking east from Barrington Road

1. Pedestrian overpass of I-90
2. Westbound exit ramp to Barrington Road
3. Pace Park-n-Ride area
4. Express bus station and bus ramp
5. Hilton Garden Inn



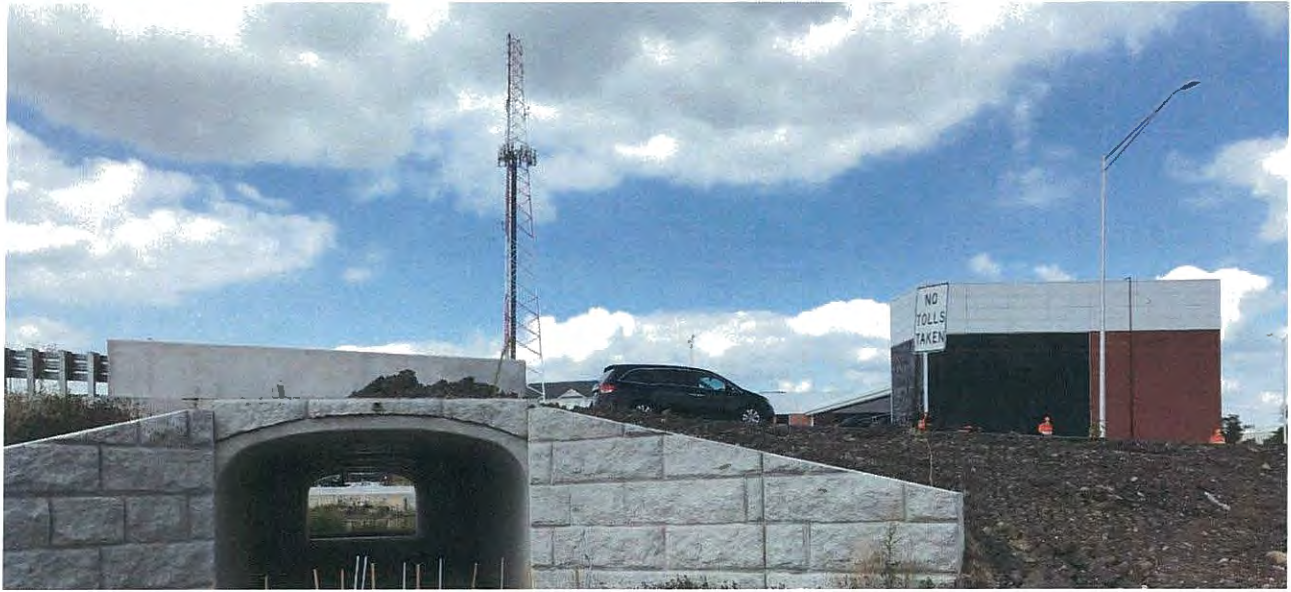
Southeast Quadrant of Interchange – Looking east from Barrington Road

1. Pedestrian overpass of I-90
2. Eastbound entrance ramp from Barrington Road
3. Alignment of path from Barrington Road connecting to pedestrian way and Kiss-n-Ride
4. Kiss-n-Ride
5. Express bus station and bus access road



Southwest Quadrant of Interchange – Looking west from Barrington Road

1. Eastbound exit ramp to Barrington Road
2. Bus ramp and access to express bus station
3. Greenspoint Parkway
4. Access road to ComEd tower



Looking north from Kiss-n-Ride Area through pedestrian way



View of pedestrian overpass and buildings from Kiss-n-Ride area



View of pedestrian overpass and buildings from Park-n-Ride area

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 through Pace contracts.

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

Traffic is using all lanes on I-90. The Tollway's SmartRoad system is operational. Recently, westbound traffic on I-90 has been informed of ramp construction at Barrington Road using the overhead messages. An example is shown in the photograph below. Information on travel times, road conditions, construction, incidents, etc. is communicated to motorists via the overhead signs. Each lane has an overhead display which is used to indicate whether the lane is open, closed, or if a merge or lane change is needed ahead. Displays positioned over the left shoulder identify when Pace buses are permitted to drive on the shoulder to avoid congestion.

The Illinois Tollway posts information on its webpage (www.illinoistollway.com) for the I-90 construction work.



Smart Road Lane Control Signals – westbound I-90 approaching Barrington Road

1. Message Box – advising of ramp work at Barrington Road
2. Yellow Arrow – caution when traveling in or near this lane
3. Green Arrow – lane open for use

Roselle Road Interchange Westbound Entrance:

Cook County, the Illinois Tollway, and Schaumburg are working on a project to add the new westbound access for the Roselle Road interchange. The basic concept for the entrance ramp off Central Road is shown in the illustration below. Central Road is closed during construction with a detour for through traffic using Ela, Roselle, and Algonquin Roads. The project is expected to last until at least spring or summer 2018. A list of businesses affected by the Central Road closure was provided to the County and its consultants.



Roselle Road Interchange Project Map

◆ Shoe Factory Road - Cook County

The appraisals for parcels needed for the road work were updated so that the County could undertake the negotiation and acquisition process. Civiltech updated its supplement request to reflect current requirements to finish the plans. County staff provided comments to Civiltech based on their review of the plans so Civiltech could update the supplement request as needed. A pre-submittal meeting with MWRD was held to help ensure the consultant's scope of work will cover all required items. 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 before review by the Committee. At present, completion of design work is expected later in 2018 and will depend on the items included in the supplement along with time needed for agency reviews. 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 further coordination 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 strips 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. IDOT is processing the request to reinstall the red light camera equipment at IL 59. Bartlett Road reinstallation is still pending.

◆ Barrington Road – Algonquin Road to Mundhank Road

This study is still in the preliminary engineering stage, with the goal of developing an initial design and addressing any environmental issues. Completion of Phase I is now expected in 2018. 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. On a related item, South Barrington was approved for funds through the Invest in Cook grant program to construct a bicycle path on the west side of Barrington Road from Algonquin Road to Central Road. 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 multi-year part of the IDOT program.

◆ IL 59 Pavement Patching Project – North Avenue to I-90

IDOT is doing a concrete patching project on IL 59 similar to the project completed on Algonquin Road several years ago. Sections of concrete are removed and precast panels placed to make the repair. Work continues with lane closures to facilitate the work. The scope also includes some curb replacement in both median and outside edges of the roadway.

GRANT PROJECTS**◆ Bode Road Surface Transportation Program Project**

Only project closeout and final project documentation remains to be done 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: The Project Development Report was submitted to IDOT. Requests for a funding increase and extension of time were submitted to IDOT. An extension was approved through next fall while the cost request will be evaluated when plans are more developed. CN continues its review of language in the agreement based on feedback from IDOT on requirements for federal grant projects. Property easements and accommodations for the path are ongoing. 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.

◆ Surface Transportation Program (STP) Resurfacing Projects

Work on both Bode Road and Harmon Boulevard resurfacing is essentially complete. Punch list work will continue. Signal work will be done later at the Roselle Road intersection following coordination with Cook County. Ciorba Group was hired by the Village and is performing the Phase III engineering inspection and documentation.

For the 2016 STP project, Hillcrest Boulevard from Jones Road to Roselle Road is complete with work for restoration and punch list work underway. Moon Lake Boulevard from Higgins Road to Golf Road is also in the punchlist stage. Close out of the project will likely occur later this year.

◆ Future Surface Transportation Program (STP) Resurfacing Projects

Four project segments were submitted in October 2016 to NWMC for review by the Technical Committee in response to a call for projects. Phase I design approvals have been received for all of them. These have been placed in a second tier of projects behind reconstruction and major intersection work on the Council's list of projects. At this time, these and other resurfacing projects are not in the active NWMC program. A lot of higher priority projects would need to move to later years in order for the second tier projects to advance. All four Village projects submitted last fall 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 Lane East to Highland Boulevard
- Beverly Road – Prairie Stone Parkway to I-90

Two other streets were submitted to the Conference for reclassification into the federal route program. Rohrssen Road between Shoe Factory Road and Golf Road was recently reclassified as a federal aid route. The scope of work could include shoulder work to accommodate bicycle lanes and some

pedestrian improvements. Gannon Drive between Golf and Higgins Roads was also submitted but no decision on reclassification has been made as of this time.

◆ ***Invest in Cook Grant Program***

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. The County released its list of projects selected for this round which did not include the Village project. There is some talk that additional funds could be available from the County for this first cycle which could be announced late this year but at this stage nothing has occurred. Invest in Cook is expected to be an annual program so there should be an opportunity to apply again for this or other programs.

BIKE / PEDESTRIAN PROJECTS

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

The next BPAC meeting is to be determined. Staff first needs to advance components of the bicycle plan update and prepare for the broader discussion of provisions for pedestrians and linkages to transit facilities. Future meeting topics could also include setting goals for the future focus of the group. 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 are also items of interest for future meetings.

◆ **Central Road Bicycle Path Project Proposal**

The County's engineering consultant is completing various environmental reports and is developing an initial set of plans for review. A variety of documents were provided to the County to assist in the design effort. The Phase I study is being conducted according to federal requirements, even though no federal funding will be used for the preliminary design. However, satisfying all requirements now will position the project to apply for future funding to assist with Phase II and construction activities. The Village's share of the Phase I design is about \$65,000.

The basic concept is to align 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. A portion of the path 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. Coordination with the Forest Preserve will be required as the east end of the project will link Huntington Boulevard to the existing Paul Douglas trail.

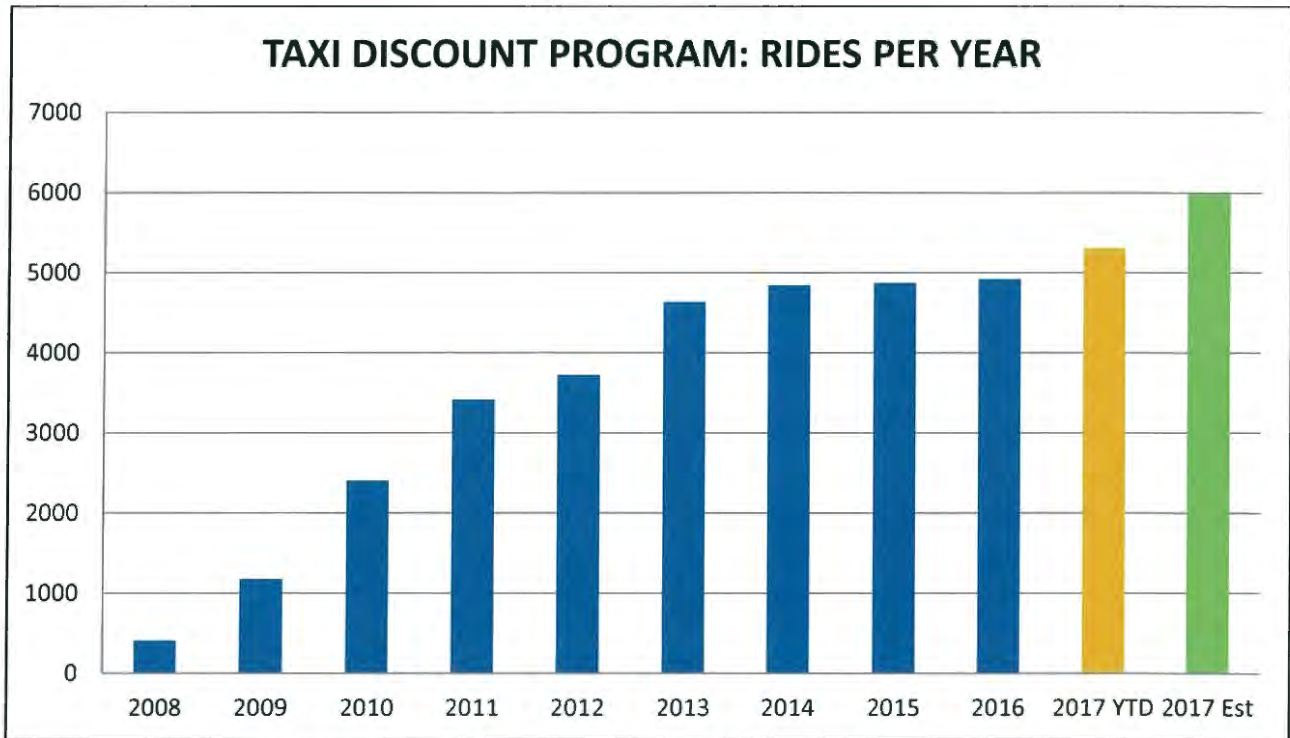
◆ **Huntington Boulevard Right-of-Way Bicycle Path Project Proposal**

As noted above, an application for Phase I engineering was submitted for the *Invest in Cook* program but not selected for this round of projects. Other means to complete the Phase I engineering will be investigated. The concept is to make use of the vacant public right-of-way for Huntington Boulevard as the alignment for a path between Higgins and Golf Roads would be investigated in more detail, along with a path extension west on Higgins Road to Volid Drive. Establishing a bicycle facility in this right-of-way would complete the system link between the 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

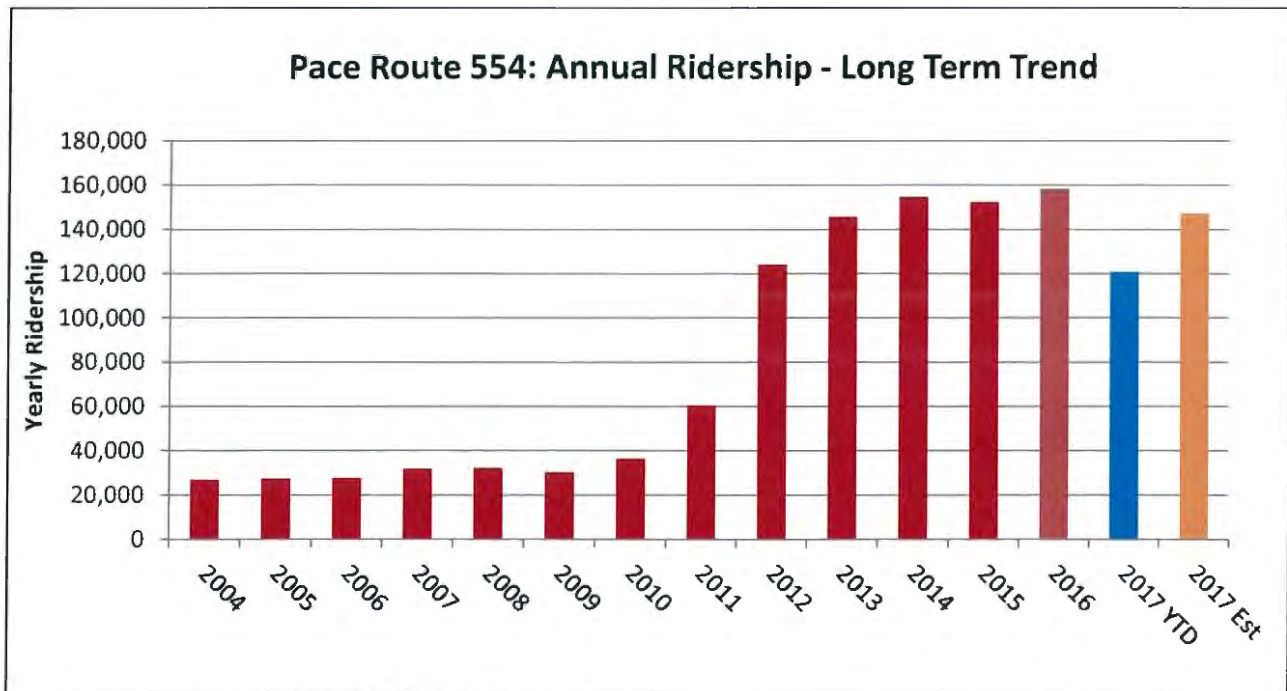
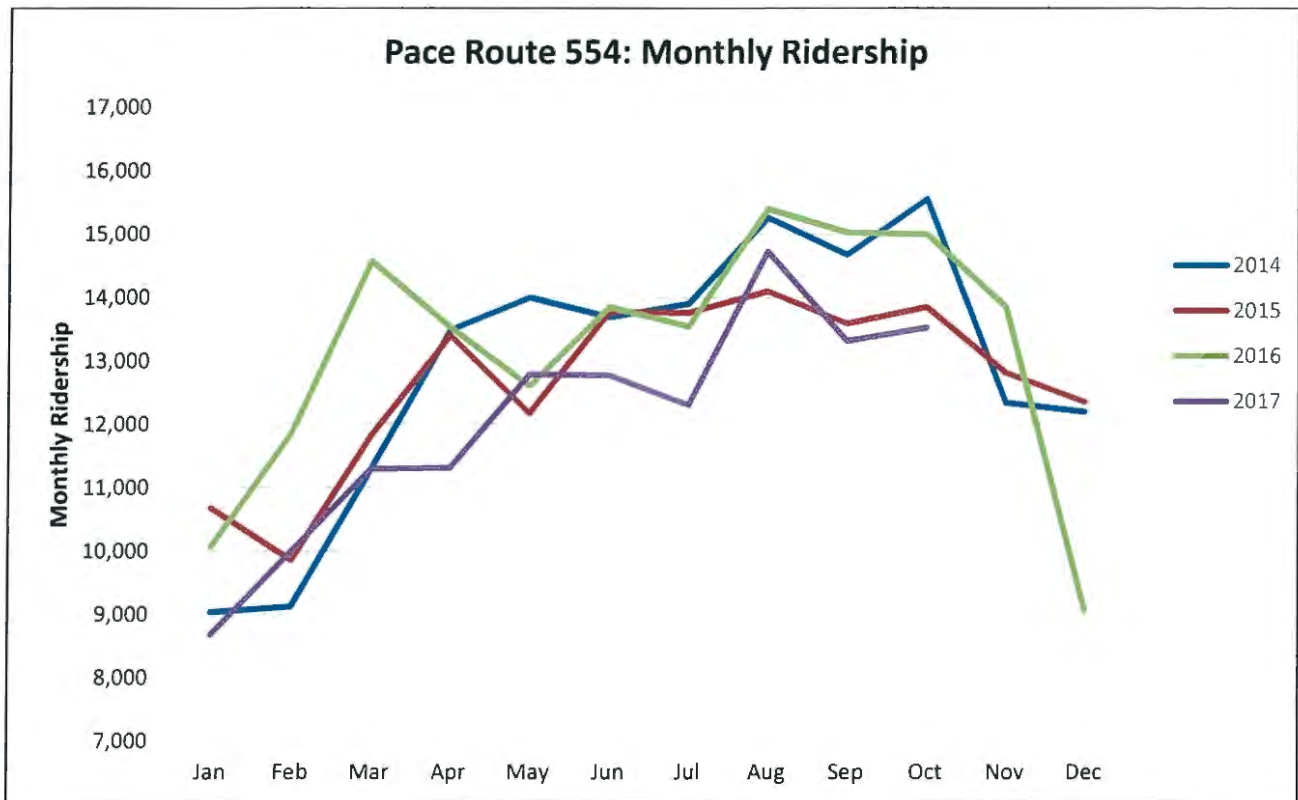
◆ **Taxi Discount Program**

Registration is ongoing with identification cards and coupons sent to residents. Since its inception, a total of 600 residents have registered for the program; further review of the program registration indicates the number of current eligible registrants totals 381. Coupons redeemed to date in 2017 total 5,309. As shown in the chart below, coupon usage in 2017 is predicted to be notably higher than preceding years. It appears the higher use is mainly attributable to the increase in the number registered for the program.

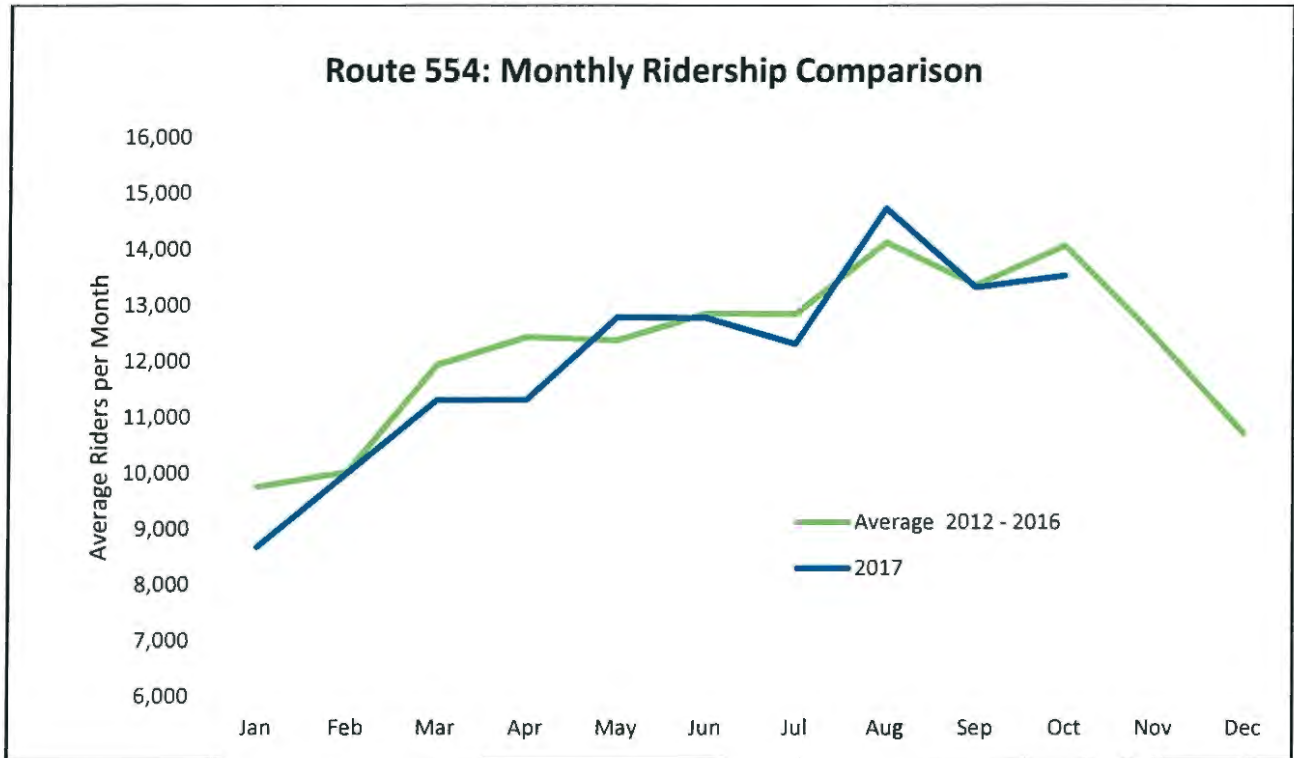


◆ **Pace Route 554**

The most recent data from October 2017 showed average weekday ridership of 562, along with a Saturday average of 291 riders per day. The trend in ridership to date in 2017 generally follows the monthly pattern seen in previous years. As Pace develops the I-90 express bus plan and options for connecting service, modifications may be considered to Route 554. Careful analysis must be done to determine potential gains and enhancements to ridership along with possible negative effects on current users.



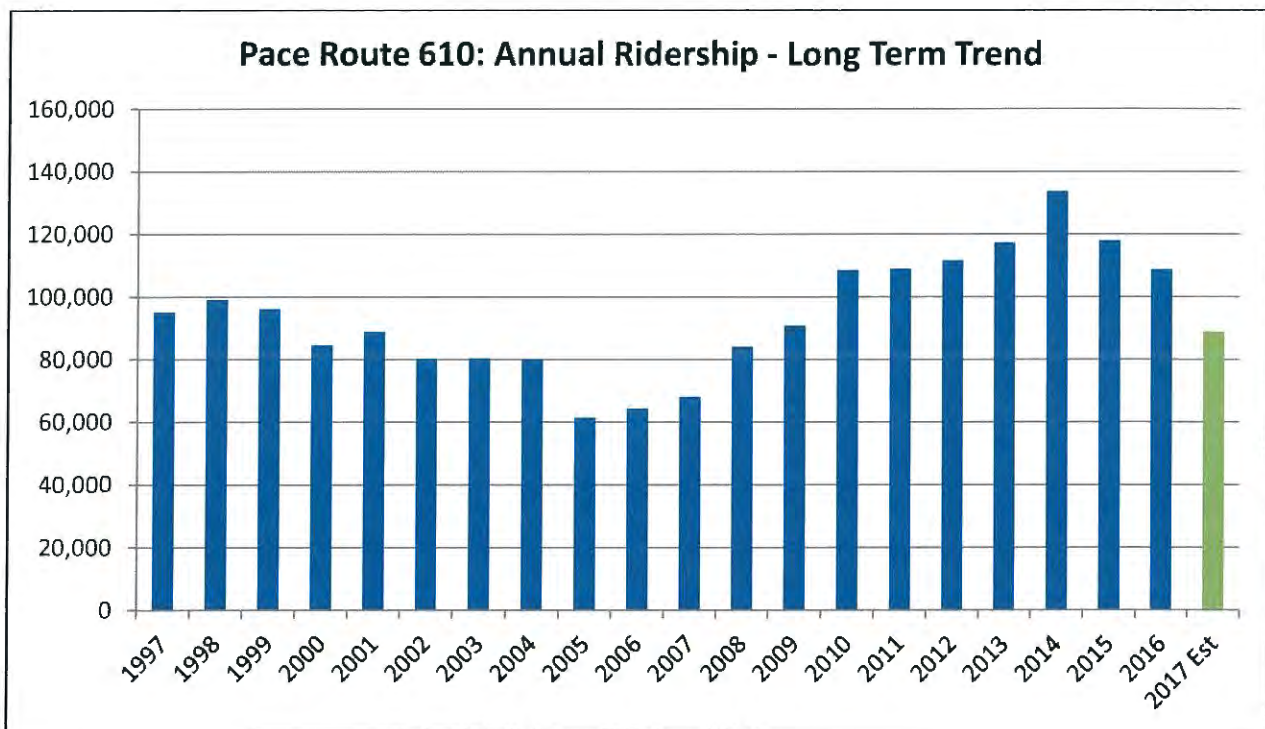
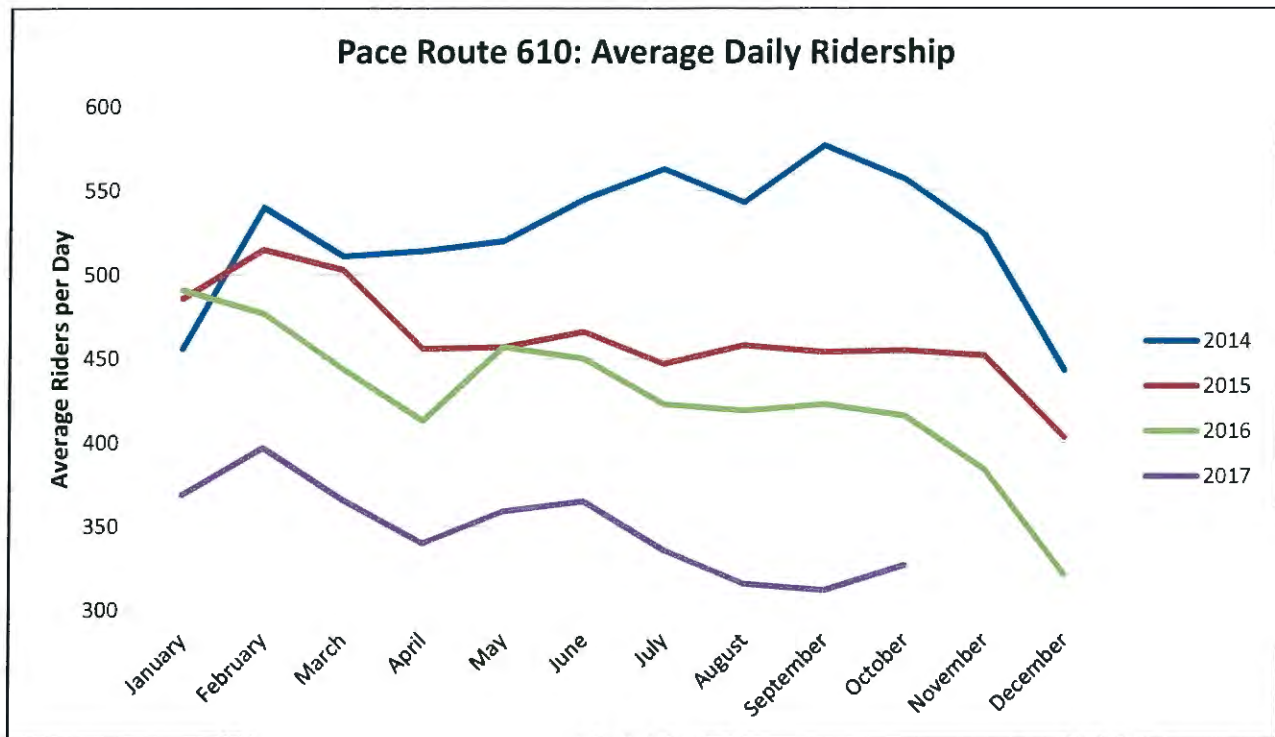
The monthly pattern of usage follows historical average trends although at generally lower numbers of riders per month as shown in the figure below.



◆ **Pace Route 610 and Sears Centre Park-n-Ride Lot**

The charts below provide a history of Route 610 ridership over a number of years. The pattern of monthly ridership variations is similar to prior years although at significantly lower levels of use. October showed a slight upward movement compared to prior years' patterns but the number of riders is still well less. Pace has noted use trends on comparable types of routes over the last year. 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 has increased recently to between 25 to 30 parked vehicles per weekday. Previously there had been between 15 to 20 per day. Pace plans to continue this Park-n-Ride until after the startup of the new I-90 services and then monitor levels of use. 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**

Information is needed from Pace before scheduling the next meeting. 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**

Construction is well underway for the Park-n-Ride on the north side of I-90. Underground detention, storm sewer, and retaining wall work has been completed. Discussion with Pace continues regarding access easements with ComEd for the Kiss-n-Ride on Pembroke Avenue. ComEd is to finalize documents and requirements needed to complete this process. The Village is requesting the easement on ComEd property for a path connection to link the interchange path to 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 of the Park-n-Ride in late 2017 with the Kiss-n-Ride dependent upon when Pace obtains their ComEd easement.

Pace initiated new I-90 based express service on I-90 beginning with the stop at Randall Road. Park-n-Ride stations at IL 25 and Barrington Road will be the other stops for the express bus operations. When Pace has completed its work on the operating schedule and has an opening date for the Park-n-Ride, information will be distributed to residents and businesses.

◆ **Pace I-90 Pedestrian Overpass**

The overpass structure is essentially complete; however, it is not expected to open until the connecting areas to the north and south are complete.

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

Pace is still working on the operational design plan for shuttle service to link nearby residential and business areas to the new I-90 express bus station. The analysis focuses on options to provide connecting service to the Park-n-Ride and Kiss-n-Ride areas. Once Pace has finalized its operating plans for the connecting service, information will be shared with the Village Board, Transit Improvement Task Force, businesses, and residents. 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)**

The ONCC will meet on December 8 to consider an interim fly quiet rotation plan. This is basically the configuration used during Test 3 which ended in mid-October. The ONCC website should continue to be used for noise complaints. Runway 15/33 oriented to the northwest / southeast is scheduled to be decommissioned in 2018 to allow construction to begin on the final parallel runway.

◆ **CMAP ON TO 2050 Plan Development**

CMAP staff continues their multi-year process to update and create a new regional plan. The breadth of the plan covers everything from transportation to water quality to housing. 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 the 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**

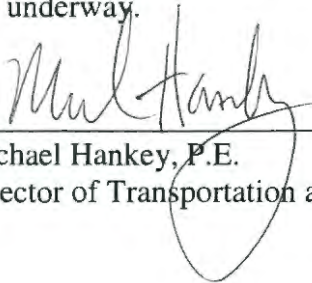
The Greenways Plan was created in the 1990s to identify corridors for pedestrian and bicycle travel to complement waterways, park, and Forest Preserves. Comments were provided for areas located in the Village. Primary corridors of interest include the updated facilities along Barrington Road to be built 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 on 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.

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.



Michael Hankey, P.E.

Director of Transportation and Engineering Division