

AGENDA
TRANSPORTATION AND ROAD IMPROVEMENT COMMITTEE
Village of Hoffman Estates
August 6, 2018

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

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 – July 2, 2018

NEW BUSINESS

1. Review of request to modify parking restrictions on Chambers Drive between Palatine Road and Turnberry Drive / Prestwick Place.

REPORTS (INFORMATION ONLY)

1. Transportation Division Monthly Report

III. President's Report

IV. Other

V. Items in Review

1. Discussion of Steeple Hill fence and gate near Alcoa Lane and Washington Blvd (August 20, 2018).

VI. Adjournment

(Further details and information can be found in the agenda packet attached hereto and incorporated herein and can also be viewed online at www.hoffmanestates.org and/or in person in the Village Clerk's office).

The Village of Hoffman Estates complies with the Americans with Disabilities Act (ADA). For accessibility assistance, call the ADA Coordinator at 847/882-9100.

**TRANSPORTATION & ROAD IMPROVEMENT
COMMITTEE MEETING MINUTES**

July 2, 2018

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
Patti Cross, Asst. Corporation Counsel
Dan O'Malley, Deputy Village Manager
Ted Bos, Police Chief
Joe Nebel, Director of Public Works
Monica Saavedra, Director of HHS
Rachel Musiala, Finance Director
Fred Besenhoffer, Director of IS
Suzanne Ostrovsky, Asst. to the Village Mgr.
Ben Gibbs, GM Sears Centre
Doug Lasota, Asst. Corporation Counsel**

The Transportation & Road Improvement Committee meeting was called to order at 7:06 p.m.

II. Approval of Minutes

Motion by Trustee Stanton, seconded by Trustee Gaeta, to approve the Transportation & Road Improvement Committee meeting minutes from June 18, 2018. Voice vote taken. All ayes. Motion carried.

REPORTS (INFORMATION ONLY)

1. Transportation Division Monthly Report.

The Transportation Division Monthly Report was received and filed.

Mayor McLeod inquired about the completion of the PACE facility. Mr. Hankey indicated PACE is looking at August for completion.

Trustee Pilafas thanked Mr. Hankey for bullet point items requested for the Bicycle and Pedestrian committee. They were well received.

III. President's Report

IV. Other

V. Items in Review

1. Discussion of Steeple Hill fence and gate near Alcoa Lane and Washington Blvd. will be addressed at Special committee on August 20, 2018. Residents will be notified.

VI. Adjournment

Motion by Trustee Arnet, seconded by Mayor McLeod, to adjourn the meeting at 7:08 p.m. Voice vote taken. All ayes. Motion carried.

Minutes submitted by:

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

Date

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Review of a request to modify parking restrictions on Chambers Drive between Palatine Road and Turnberry Drive / Prestwick Place

MEETING DATE: August 6, 2018

COMMITTEE: Transportation and Road Improvement

FROM: Joseph Weesner and Michael Hankey

PURPOSE: To review a request to modify parking restrictions on Chambers Drive from Palatine Road north to Turnberry Drive and Prestwick Place.

BACKGROUND: Chambers Drive extends from Palatine Road north to Bradwell Road. It is a typical collector street with a street width of 37 feet, measured from back of curb, and a speed limit of 25 mph. From Bradwell Road south to Turnberry Drive (east of Chambers Drive) / Prestwick Place (west of Chambers Drive), Chambers Drive is unmarked with room for one lane of traffic in each direction and with parking currently allowed on both sides of the street. South to Palatine Road, pavement markings delineate a southbound left turn lane, a southbound shared through and right turn lane, and a northbound lane, with each lane measuring between 11 and 12 feet wide. Concerns have been raised about on-street parking in this 200 foot long section.

DISCUSSION: The Transportation and Engineering Division was contacted in July 2018 by the Police Department. They relayed a resident's concerns regarding parking on Chambers Drive between Palatine Road and Turnberry Drive / Prestwick Place; for convenience in the remainder of this narrative, Turnberry Drive will be used and shall be understood to include Prestwick Place when referring to the section of Chambers Drive under consideration. The resident noted that vehicles were parking on the east side of Chambers Drive, which forced northbound vehicles to cross the marked double yellow centerline when passing the parked vehicle(s). Division staff has been to this section of Chambers Drive and has not seen parked vehicles, but the attached image from Google Street View clearly illustrates the concerns; see Figure 1 following this narrative. The section of Chambers Drive between Palatine Road and Turnberry Drive is marked to provide two southbound lanes and one northbound lane, which takes up the entire street width. As a result of this, any vehicle parked on either side of

DISCUSSION: (Continued)

the street will force a moving vehicle to cross the lane lines to pass the parked vehicle. Normal traffic signal operation will result in stopped vehicles waiting in the southbound lanes. A parked vehicle on the west side of Chambers Drive will interfere with vehicles traveling south into the shopping center or turning west onto Palatine Road, forcing the vehicles to drive in the left turn lane while passing the parked vehicle. In a similar manner, a vehicle parked on the east side of Chambers Drive will force a northbound vehicle to cross the double yellow centerline and drive in the southbound left turn lane while passing the parked vehicle. This can be seen in Figure 2 following this narrative. In both of these cases, vehicles that may be stopped in the left turn lane waiting to receive a green indication will temporarily prevent traffic in either direction from passing a parked vehicle on that side of Chambers Drive.

Staff recommends the prohibition of parking on both sides of Chambers Drive between Palatine Road and Turnberry Drive. Staff recognizes that a survey of residents that may be affected by such changes is generally desirable; however, in this case, the proposed parking restriction lies on the street along the side yard of two lots. On-street parking is provided on the north side of Turnberry Drive and Prestwick Place along the front of both lots. The neighborhood consists of three to five-unit residential buildings, with a driveway and a 2-car garage for each unit. It appears that the parking supply for each unit results in minimal on-street parking demand. Finally, there is no room for on-street parking in this section of Chambers given the lane striping at the signalized intersection.

RECOMMENDATION:

Restrict parking, stopping or standing on the east and west side of Chambers Drive between Palatine Road and Turnberry Drive / Prestwick Place.

A draft ordinance for this item is attached.

Attachments

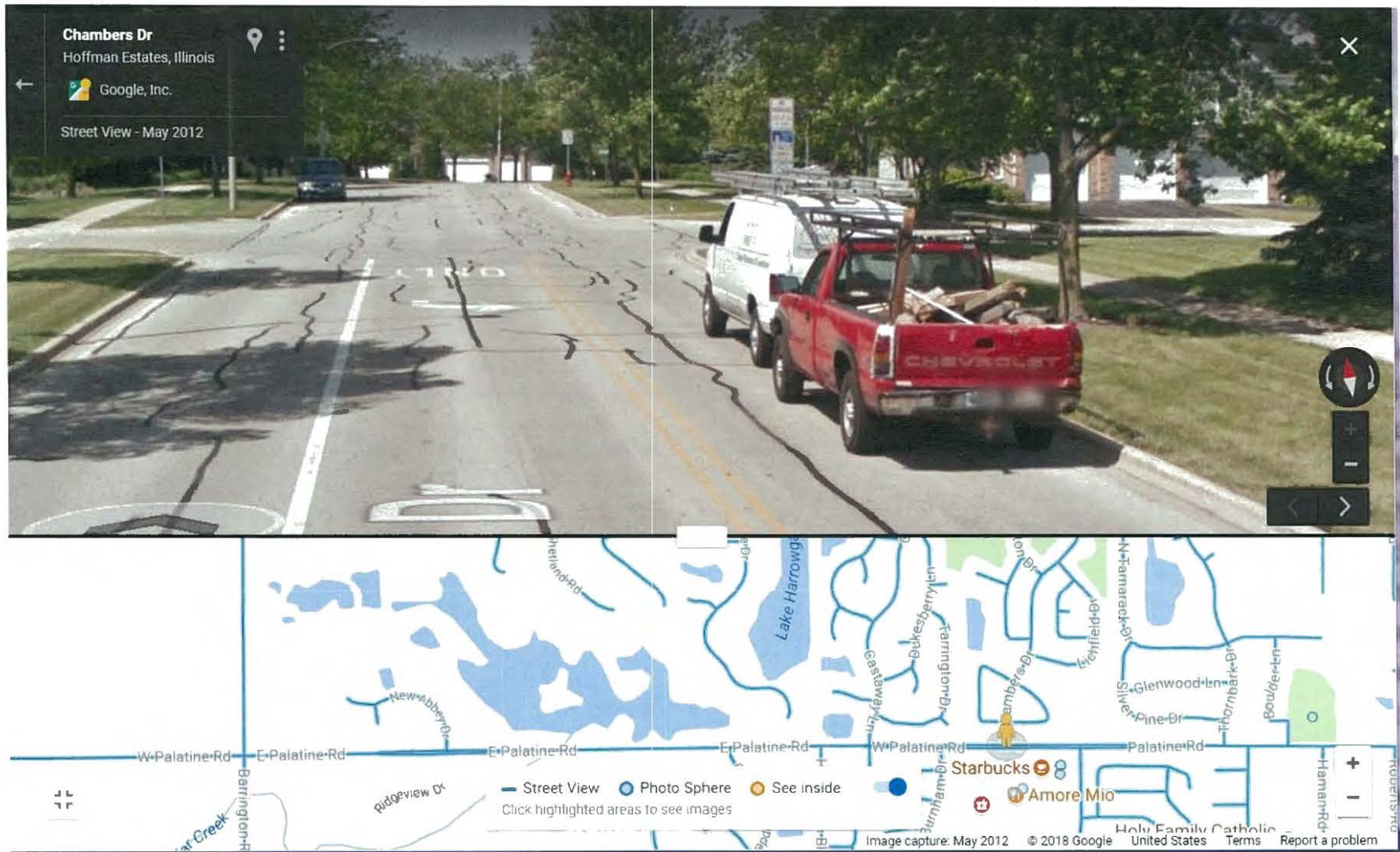


Fig. 1. Parking on Chambers Drive between Palatine Road and Turnberry Drive / Prestwick Place
(Source: Google Street View; image captured 7/31/2018)



Fig. 2. Northbound vehicle passing parked vehicles on Chambers Drive (source: Google Street View; image captured 8/1/2018)

ORDINANCE NO. _____ - 2018

VILLAGE OF HOFFMAN ESTATES

AN ORDINANCE AMENDING
SECTION 6-2-1-HE-11-1302-A OF THE
HOFFMAN ESTATES MUNICIPAL CODE

NOW, THEREFORE, BE IT ORDAINED by the President and Board of Trustees of the Village of Hoffman Estates, Cook and Kane Counties, Illinois, as follows:

Section 1: That Section 6-2-1-HE-11-1302-A, ADDITIONAL NO PARKING STREETS AND AREAS, of the Hoffman Estates Municipal Code be amended by adding sub-section 304, to read as follows:

304. On the east side of Chambers Drive between Palatine Road and Turnberry Drive.

Section 2: That the Village Clerk is hereby authorized to publish this ordinance in pamphlet form.

Section 3: That this Ordinance shall be in full force and effect immediately from and after its passage and approval.

PASSED THIS _____ day of _____, 2018

VOTE	AYE	NAY	ABSENT	ABSTAIN
Trustee Karen V. Mills	_____	_____	_____	_____
Trustee Anna Newell	_____	_____	_____	_____
Trustee Gary J. Pilafas	_____	_____	_____	_____
Trustee Gary G. Stanton	_____	_____	_____	_____
Trustee Michael Gaeta	_____	_____	_____	_____
Trustee Karen Arnet	_____	_____	_____	_____
President William D. McLeod	_____	_____	_____	_____

APPROVED THIS _____ DAY OF _____, 2018

Village President

ATTEST:

Village Clerk

Published in pamphlet form this _____ day of _____, 2018.

TRANSPORTATION AND ENGINEERING DIVISION DEPARTMENT OF DEVELOPMENT SERVICES

MONTHLY REPORT AUGUST 2018

ROAD PROJECTS

◆ **Barrington Road Interchange**

Most of the major work is complete. The light poles on the path connection to the Kiss-n-Ride have now been installed. Pace is working to complete the electrical connections for these along with those in the underpass of the south ramp. Light poles on Greenspoint Parkway remain along with a lot of restoration, clean-up, and finishing work. Testing of all signal equipment operations must be conducted before these components can be accepted by IDOT. The contractor may need to use portions of the roadways to complete some tasks. Drivers should remain alert for lane closures and workers near the roadway as they finish various work items in the interchange area. Maintenance monitoring and punch list activities will follow the end of primary construction work.

◆ **Roselle Road Interchange Westbound Entrance**

Cook County, in cooperation with the Illinois Tollway and Schaumburg, continues construction on the project to add the new westbound access for the Roselle Road interchange and reconstruct Central Road. A major portion of the paving at the western end towards Ela Road has been completed. Traffic has been shifted to new pavement on the south side of Central Road near Roselle Road to allow reconstruction of the northern half, closer to Roselle Road. The bicycle path on the north side of Central needs to be reestablished. The basic concept for the entrance ramp from Central Road is shown in the illustration below. Central Road will remain closed during reconstruction. The road work involves building an extensive land bridge which requires driving piles to support the road in areas with poor soils. A detour for through traffic using Ela, Roselle, and Algonquin Roads remains in place. The project is expected to last until at least the fall of 2018. Information about the Central Road project can be found on the County's Construction webpage at <https://gis1.cookcountyl.gov/construction>.



◆ Shoe Factory Road - Cook County

County staff is preparing the second amendment to the Intergovernmental Agreement for the Phase II design services. Basic items for the Civiltech contract supplement to complete the design phase have been agreed upon by County and Village staff. Some additional final details on scope items and costs are being addressed. Once ready, the contract supplement will be presented to the Transportation and Road Improvement Committee and then to the County Board. Costs of the supplement will be shared by the County and Village, with the specific amounts presented for review by the Committee. At present, completion of design work is expected by early 2019 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 as right-of-way still must be finalized and acquired. The timing of construction will depend upon the duration of the right-of-way process, funding availability, programming of funds, and the County's approval of final plans.

◆ Barrington Road – Algonquin Road to Mundhank Road

Comments on the plan set distributed by IDOT were provided to the State. The main issues were to improve pedestrian connections at the Lakewood / Barrington Road intersection to link to the path to be built on the west side of Barrington Road. This study is in the preliminary engineering stage and IDOT plans to hold a public meeting later this year. IDOT's current outlook is tentatively for construction in 2020. Following a Village request, IDOT agreed to extend the Phase I study limits south to Central Road to include an off-street path to link with the interchange area improvements. The construction scope now includes a continuous path on the west side of Barrington Road from Algonquin Road to Central Road. IDOT will prepare a Letter of Intent for Village participation, which at this time includes a share of new pedestrian signal heads / improvements and replacement of emergency vehicle preemption equipment. Information on the project can be found on the following website maintained by the State, www.idot.illinois.gov/projects/barrington-rd-at-IL-62.

◆ Cook County Resurfacing Projects

The County is resurfacing Bradwell Road from Barrington Road to Ela Road this year along with Bode Road from Barrington Road to IL 59. Similar work on Mundhank Road north of Higgins and on several other roads in the area were bundled together for this contract. Work on all the roadway sections is in various stages of completion. The surface course has been paved on some while the asphalt binder layer is finished on others. Travel delays can be expected during the paving operations. According to Cook County, completion is planned for this fall, though some individual roads may be completed sooner depending on their start dates. Information about the Bradwell Road and Bode Road resurfacing work can be found on the County's Construction website at <https://gis1.cookcountyil.gov/construction>.

GRANT PROJECTS**◆ 2018 Invest in Cook Grant Program – Beverly Road Bicycle Facility and Resurfacing**

The Village's request for funding through the County's Invest in Cook program was approved. The scope includes Phase I engineering for a bike facility on Beverly Road along with resurfacing between Prairie Stone Parkway and Beacon Pointe Drive. An intergovernmental agreement for the work will be presented to the Committee in the near future. Legal staff is currently reviewing the document. Requests for Qualifications from engineering consultants will be released soon. The current project timeline anticipates completion of these documents by the end of the year. Engineering work could then begin in early 2019. The budget requests for next year will reflect the local share of \$15,000. The County program will provide \$60,000 of funding. Upon completion of Phase I, the goal is to seek County or Federal funds for Phase II and construction in an upcoming cycle.

◆ 2018 RTA Access to Transit Program – Central Road Bicycle Path

At the June Village Board meeting, approval was received to submit an application to the RTA's *Access to Transit* funding program for the path on Central Road. Applications are due at the end of August. The goals of this grant program are to strengthen connections to transit services and build ridership. Communities which previously participated in the RTA's Community Planning grant program are eligible to apply. The Village's Transit Study completed in 2013 with RTA Community Planning funding analyzed the I-90 Transit Station at Barrington Road and identified the need for pedestrian and bicycle access to this node.

The Village's current cooperative project with Cook County for the Phase I design of a path on the north side of Central Road should be complete by early next year. The proposed path would link to the existing trail in the Paul Douglas Forest Preserve and to the Pace Park-n-Ride entrance on Central Road. Employees of businesses near Central Road and residents to the north would benefit from this project. This path would also establish connectivity with the Janura Forest Preserve south of I-90 which is a goal of the Village bicycle plan and CMAP's regional Greenways planning efforts. Consideration of funding for Phase II engineering for the path will be part of the 2019 budget process.

In the fall, the RTA will submit projects they selected from *Access to Transit* Program applications to CMAP for consideration of Congestion Mitigation Air Quality federal funds. CMAP will then determine which are selected for funding as part of the 2020 CMAQ grant cycle. If the *Access to Transit* application for CMAQ funding is approved, construction could occur in 2020. Agreements for the local funding and construction engineering services will be required. As with other federal projects, the bidding and award of a contract for construction would be handled by the State.

◆ 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 approved by IDOT, which signifies the completion of Phase I engineering. Phase II work can proceed assuming the license agreement with CN can be resolved. Village requests for a funding increase and extension of time were submitted to IDOT. A time extension was approved through fall 2018 while the cost request will be evaluated when plans are more fully developed. Coordination with various parties continues in an attempt to come to an understanding with CN on the terms of the agreement. The minimum length of time for the path to be in place is one issue being discussed with the railroad. Property easement discussions 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 were informed of the CN coordination and overall project status.

Next Steps: Initiate Phase II engineering along with resolving the license agreement with CN.

◆ Surface Transportation Program (STP) Resurfacing Projects

Work on both Bode Road and Harmon Boulevard resurfacing is complete. Punch list work for a number of striping issues has been completed. Signal work was completed at the Bode / Roselle Road

intersection and maintenance was transferred back to the County. Ciorba Group was hired by the Village and is performing the Phase III engineering inspection and documentation.

◆ **Future Surface Transportation Program (STP) Resurfacing Projects**

Four project segments submitted in 2016 to NWMC Technical Committee are on the B list. Given current funding levels, other programmed projects, and the timing of decisions on the distribution of STP funds, it appears unlikely these will be able to advance. However if other projects fall behind it may create an opportunity to move one or more into the program. There is a cost for the Village to advance these through Phase II engineering as a consultant would need to be retained to perform this work. And there is no certainty that room will be available in the program to move new projects in from the B list. In addition, the pavement condition on some of the candidates will likely require resurfacing before they could be programmed through NWMC. Staff will closely monitor conditions and can be prepared to solicit proposals for engineering work if so directed. 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 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.

BIKE / PEDESTRIAN PROJECTS

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

BPAC met in early May. The group held a community ride on July 1 in the western area. It is likely BPAC will look for other times of year to hold rides as turnout in July has been low, likely due in part to weather and holiday schedules. The group heard an update on the status of the bicycle plan and discussed submitting an application for designation as a bicycle friendly community. The Village Board provided direction to begin planning for the bike plan update along with preparing a bicycle friendly community application.

The Bicycle Friendly Community application was submitted for the August cycle managed by the League of American Bicyclists (LAB). The evaluation criteria include the 5 E's of the bike plan – engineering, education, enforcement, encouragement, and evaluation. The findings from the LAB's process will help to focus future efforts for updating the comprehensive bicycle plan.

◆ **Central Road Bicycle Path Project**

The County's work is being coordinated with a planned development on the southwest portion of the old AT&T property. These development plans include an extension of Eagle Way to Central Road which includes on-street bike lanes. The County's engineering consultant creating the design plans for road reconstruction and the bike path has developed an initial set of plans for review. The Phase I study is being conducted according to federal requirements, even though no federal funding will be used for this preliminary design. Satisfying all these requirements now will position the project to apply for future funding to assist with construction activities. The Village's share of the Phase I design is about \$65,000.

The basic concept is to align a path along the north side of Central Road from the Huntington intersection linking to the Forest Preserve path on the east and to the Pace Park-n-Ride on the west. A portion of the path was constructed at the time of the Trumpf project according to the development agreement. Sensitive environmental areas and wetland impacts are expected to be significant challenges for the design and construction. Some property at the corner of the Claire’s property will be needed. 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 to the existing Paul Douglas trail.

TRANSIT

◆ **Taxi Discount Program**

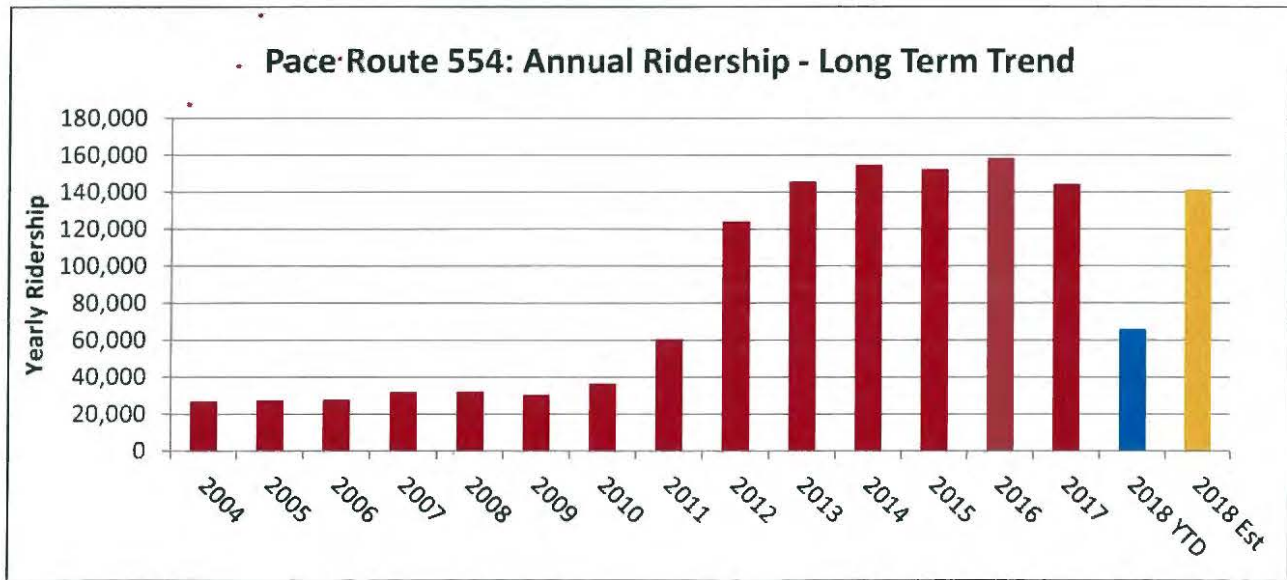
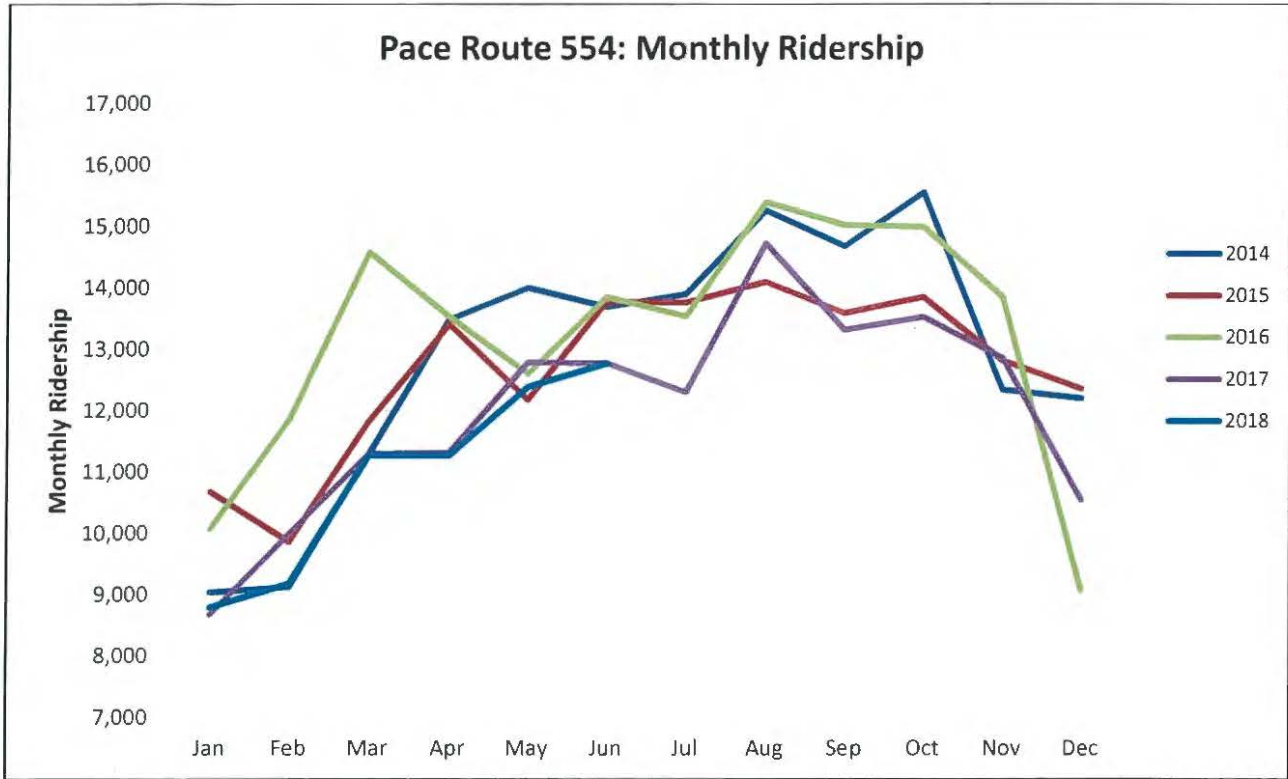
Registration is ongoing with identification cards and coupons sent to residents. Since its inception, a total of 654 residents have registered for the program; further review of the program registration indicates the number of current eligible registrants totals 435. Usage in 2017 was the highest year to date following several years of nearly level ridership. It appears the higher use was mainly attributable to the increase in the number of residents registered. Staff continues to look for ways to promote and advertise the program. Estimated annual use for 2018 is expected to be similar to last year.



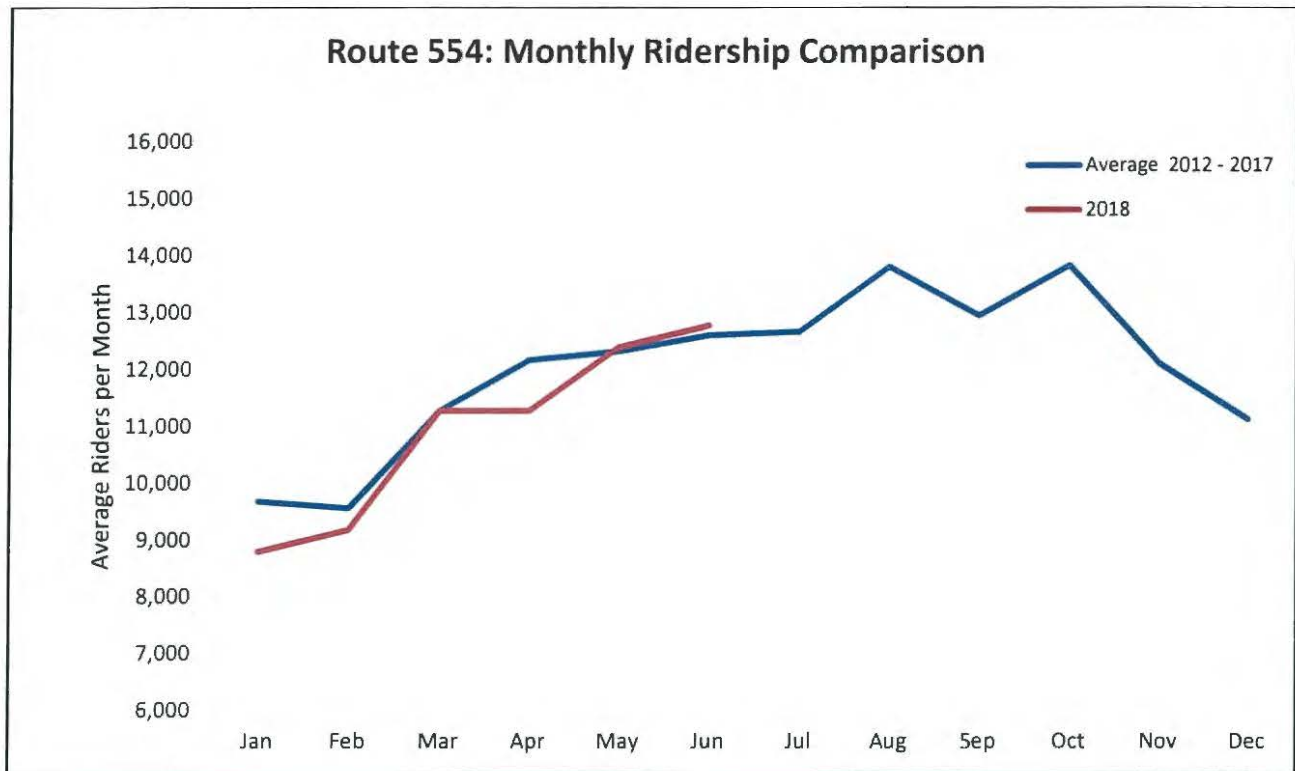
◆ **Pace Route 554**

The most recent data from June 2018 showed average weekday ridership of 537, along with a Saturday average of 299 riders per day. 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 of any changes to Route 554 to determine potential gains and enhancements to ridership along with possible negative effects on current users.

A meeting with community representatives and Pace staff was held on June 4 in Streamwood. Pace reviewed performance data for the route and also the potential for modifications to the service to connect with the Barrington Road Park-n-Ride / Kiss-n-Ride station areas. The group was supportive of these changes and will stay involved with Pace should they be implemented.



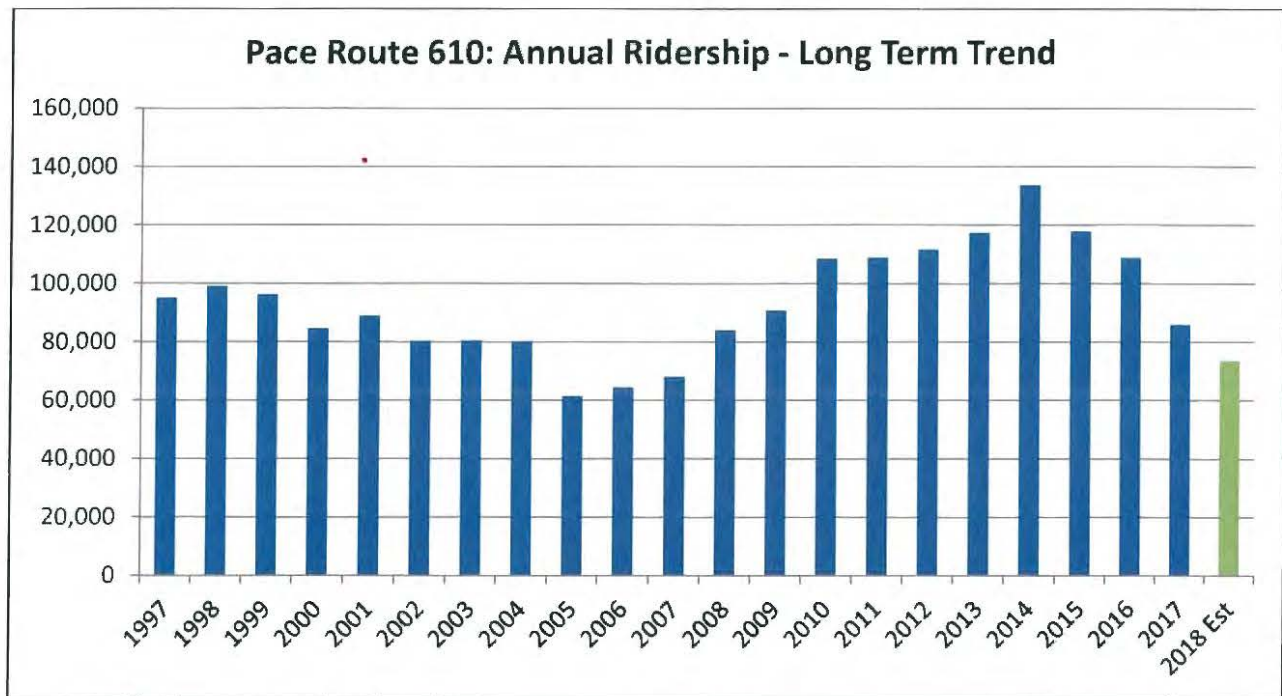
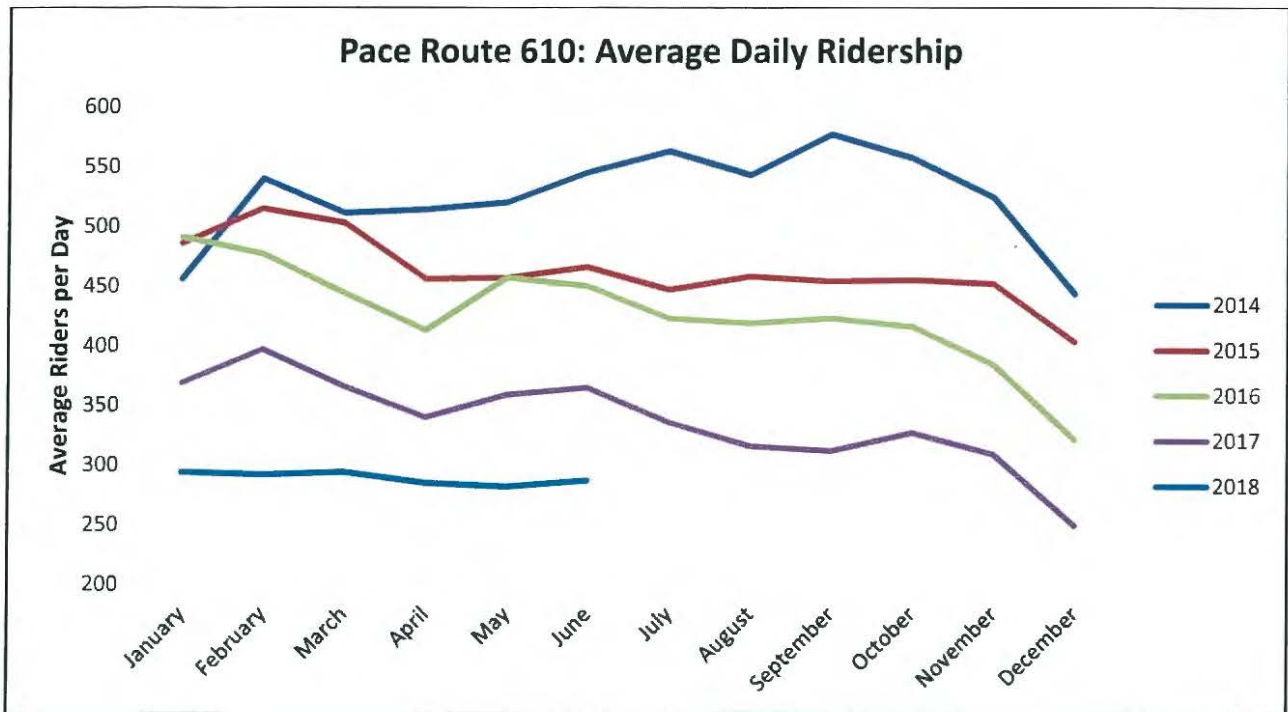
The monthly pattern of ridership on Route 554 based on historical average trends is shown in the figure below. Monthly ridership totals vary based on the numbers of weekdays and Saturdays in given months, weather conditions, and other factors.



◆ **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 has been similar to prior years although at significantly lower levels of use. Pace has noted use trends on comparable types of routes over the last year. Some trips on Route 610 will be eliminated or combined based on the low ridership experienced over the recent past. Pace does plan to include a stop on the 610 at the Barrington Road station once it opens this August. Usage will be monitored on Route 610 to gauge the impact of adding the service at Barrington Road.

The number of Park-n-Ride vehicles in the Sears Centre lot had increased to about 25 to 30 per weekday in the fall of 2017 but has shown some variation lately in the range of 15 to 20 vehicles 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**

The Task Force met on May 30. Pace presented information on the upcoming schedule for start-up of I-90 express bus services. An overview of potential changes to Route 554 was presented along with a description of a circulator and Call-n-Ride program (to be called Pace On Demand) for the area south of the Tollway. Tentative schedules for the beginning of these services were discussed. The Task Force expressed appreciation to Pace for the scope of the upcoming changes. The group reviewed how new options will become available for residents and businesses south of the Tollway including potential access to the Higgins Education Center. Specific details such as the number of spaces in the Park-n-Ride, operating hours, pedestrian and bicycle connections, fares and transfers, along with other

items were covered. Pace and Village staff will monitor levels of use once the I-90 and supporting services are in place.

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

Construction of the Park-n-Ride located on the north side of I-90 is complete. Separately, Pace is pursuing the easement for their drive to the Kiss-n-Ride to cross ComEd property at this same location. A lease between ComEd and the Village for a path to cross their property on Pembroke Avenue at the Kiss-n-Ride was approved by the Village Board. The Tollway will be installing security equipment for the transit facilities. Pace's current construction schedule is to open the Park-n-Ride on August 13 with the Kiss-n-Ride construction to follow later this year. Pace will be installing temporary bus pads and shelters on Pembroke at the Kiss-n-Ride location. These will operate until the permanent Kiss-n-Ride construction is complete as the opening date is still to be determined.

Pace is starting a circulator service to link nearby residential and business areas to the new I-90 express bus station. A Call-n-Ride, to be known as Pace On-Demand, service will operate during midday hours for a larger area of the Village south of the Tollway. Pace's operational plan focuses on providing connecting service to the Park-n-Ride and Kiss-n-Ride areas.

An opening ceremony commemorating completion of the transit improvements and the full interchange at Barrington Road is scheduled for August 21.

◆ **Pace I-90 Pedestrian Overpass**

The overpass structure is essentially complete with some final utility connections being made. It will be open for the August 13 start of services.

COORDINATION

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

Runway 15/33 oriented to the northwest / southeast was decommissioned in late March 2018 to allow construction to begin on the final parallel runway and extension of another runway. The ONCC approved an interim fly quiet rotation plan which is basically the configuration used during Test 3 which ended in mid-October 2017. The City submitted information to the FAA which included a plan environmental analyses of the interim runway rotation. It could be the 12 to 18 months before any final approvals are received. The ONCC website should continue to be used for noise complaints. Discussion of adjusting headings for departures and arrivals, which requires FAA review and approval, has begun in the Commission's subcommittees.

◆ **CMAP ON TO 2050 Plan Development**

CMAP staff released the ON TO 2050 draft in mid-June for public review. Staff attended an open house for the draft plan and obtained relevant sections. The entire draft is available online. 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.

◆ Tri-County Access Plan

Staff has attended several early working group sessions for the project. The general concept for this analysis grew from prior studies looking at options for the extension of IL Route 53 in Lake County. The current Tri-County Access Plan scope is much broader. The effort is led by the Illinois Tollway, IDOT, and the Federal Highway Administration. The study area includes all of Lake County, a portion of eastern McHenry, and a small part of northern Cook County (which is why the Village is involved). The goals are to identify transportation challenges in the study area and evaluate various roadway, transit, and bike / pedestrian options to address these needs.


An environmental impact Statement is being prepared for the work. The study group began meeting in the spring of this year. Completion of the environmental phase is expected sometime near the end of 2021.

◆ 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.

OTHER ACTIVITIES

- ◆ Traffic data, site plans, and inspections are ongoing for a variety of projects which are in the project development and review stage.
- ◆ Various smaller site modifications and permits for parking lot sealcoating, striping, patching are underway.
- ◆ Traffic data collection and analysis is ongoing to build the database.



Michael Hankey, P.E.

Director of Transportation and Engineering Division