

**6:00 p.m. – Boards & Commissions Interview – Regan Room**

**AGENDA  
TRANSPORTATION AND ROAD IMPROVEMENT COMMITTEE  
Village of Hoffman Estates  
November 12, 2018**

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

|                 |                                    |                               |
|-----------------|------------------------------------|-------------------------------|
| <b>Members:</b> | <b>Karen Mills, Chairman</b>       | <b>Anna Newell, Trustee</b>   |
|                 | <b>Gary Stanton, Vice Chairman</b> | <b>Gary Pilafas, Trustee</b>  |
|                 | <b>Karen Arnet, Trustee</b>        | <b>Michael Gaeta, Trustee</b> |
|                 |                                    | <b>William McLeod, Mayor</b>  |

- I. Roll Call**
- II. Approval of Minutes – October 8, 2018**

**REPORTS (INFORMATION ONLY)**

- 1. Transportation Division Monthly Report
  
- III. President’s Report**
- IV. Other**
- V. Items in Review**
  - 1. Discussion of parking permit program in the Washington Blvd and Alcoa Lane area (May, 2019).
  
- 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](http://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**

October 8, 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  
Dan O'Malley, Deputy Village Manager  
Mark Koplín, Asst. Vlg. Mgr.-Dev. Services  
Peter Gugliotta, Director of Planning  
Kevin Kramer, Director of Econ. Dev.  
Mike Hankey, Dir. Of Transportation  
Patrick Seger, Director of HRM  
Audra Marks, Asst. Director of HHS  
Fred Besenhoffer, Director of IS  
Bev Romanoff, Village Clerk  
Patti Cross, Asst. Corporation Counsel  
Suzanne Ostrovsky, Asst. to Village Mgr.  
Matthew Galloway, Administrative Intern  
Ben Gibbs, Sears Centre**

The Transportation & Road Improvement Committee meeting was called to order at \_\_ p.m.

**II. Approval of Minutes**

Motion by Trustee Gaeta, seconded by Trustee Pilafas, to approve the Transportation & Road Improvement Committee meeting minutes from September 17, 2018. Voice vote taken. All ayes. Motion carried.

**NEW BUSINESS**

**I. Request approval of the Qualification Based Selection procedure for federally funded projects.**

Item summary sheet from Mike Hankey was presented to Committee.

Mr. Hankey provided details of the procedure and reported that Village procedures must be essentially similar to the IDOT policy manual. The policy drafted by staff is consistent with the State's criteria.

Motion by Trustee Gaeta, seconded by Trustee Arnet, to approve the qualification based selection procedure for federally funded projects. Voice vote taken. All ayes. Motion carried.

### **REPORTS (INFORMATION ONLY)**

#### **1. Transportation Division Monthly Report.**

The Transportation Division Monthly Report was received and filed.

Trustee Mills inquired if the Village will get updates on Pace route 612 and Mike Hankey responded that the Village will get updates.

#### **III. President's Report**

Mayor McLeod reported that he attended the Purple Tie Ball for Wings on Saturday, October 6.

#### **IV. Other**

#### **V. Items in Review**

1. Discussion of parking permit program in the Washington Blvd. and Alcoa Lane area. (May, 2019).

#### **VI. Adjournment**

Motion by Trustee Gaeta, seconded by Trustee Arnet, to adjourn the meeting at 7:20 p.m. Voice vote taken. All ayes. Motion carried.

Minutes submitted by:

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Debbie Schoop, Executive Assistant

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Date

# TRANSPORTATION AND ENGINEERING DIVISION DEPARTMENT OF DEVELOPMENT SERVICES

## MONTHLY REPORT NOVEMBER 2018

### ROAD PROJECTS

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

Most of the major work is complete. The light poles on Greenspoint Parkway have been installed. Pace is working to complete the electrical connections for these, along with those in the underpass of the south ramp, and on the path in the southeast quadrant. Testing operations of all signal equipment must be conducted before these components can be accepted by IDOT. The contractor may need to use portions of the roadways to complete some of the remaining tasks. Drivers should remain alert for lane closures and workers near the roadway as the contractors finish various work items in the interchange area. As mowing of the parkway areas on Barrington Road fall within Village limits, the Public Works Department had these areas addressed. Maintenance monitoring and punch list activities will follow the end of primary construction work. Reconciliation of all costs related to the interchange will require detailed reviews, which will occur once there is agreement on accepting all the improvements in the interchange area.

#### ◆ **Roselle Road Interchange Westbound Entrance**

The new westbound ramp to I-90 from Central Road is now open and functions as the fourth ramp for the Roselle Road interchange. Central Road is open to two lanes of traffic in each direction and the reconstructed bicycle path in the Forest Preserve is complete. Cook County, in cooperation with the Illinois Tollway and Schaumburg, reconstructed Central Road as a part of the project. The road work involved building an extensive land bridge which required driving piles to support the road in areas with poor soils. Signal equipment at the new westbound entrance has been installed and will be scheduled to be turned on by the County. The basic configuration for the entrance ramp from Central Road is shown in the illustration below. Information about the Central Road project can be found on the County's Construction webpage at <https://gis1.cookcountyil.gov/construction>.



**◆ Shoe Factory Road - Cook County**

The intergovernmental agreement amendment to allow Civiltech to complete its design work was approved at the September Committee meeting and was sent to Cook County. Presentation to the County Board is likely in November. A supplement to the design engineering contract was approved and has been executed. To save some time, Civiltech was authorized to complete wetland delineation work before the end of the growing season in mid-October. Costs of the supplement will be shared by the County and Village in the same percentages as used for the original agreement. At present, completion of design work is expected in 2019 with the specific schedule dependent on the items included in the supplement along with time needed for various agency reviews. Construction could possibly begin as early as 2020, although there is nothing definite at this time as right-of-way needs still must be finalized and property rights 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**

The basic scope of the project is to widen Barrington Road to a consistent four lane cross-section between Mundhank Road and Algonquin Road. Drainage improvements along with pavement reconstruction and intersection modifications at Algonquin Road are included. In addition, an off-street path will be located on the west side of Barrington Road from Algonquin Road to Central Road. This segment will connect the Algonquin Road path to the path and sidewalk installed in the interchange area. IDOT incorporated changes requested by staff to provide pedestrian crossings on all legs of the Lakewood Boulevard intersection. Staff attended a public meeting towards the end of August and notified BPAC members of the open house. The study is nearing the end of the preliminary engineering stage which is expected to receive design approval in 2019. A letter of intent with the State for the Village share of Opticom and signal improvements is under review and will be presented to the Village Board as soon as the December meeting. Phase II engineering will get underway later in 2019 with IDOT's target tentatively for construction in the next several years. 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](http://www.idot.illinois.gov/projects/barrington-rd-at-IL-62).

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

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 with Cook County for the work was approved by the County Board in October. Requests for Qualifications from engineering consultants were due November 6. A recommendation for award of contract will be presented to the Village Board as early as December. Engineering work could then begin in early 2019. The budget request for next year reflects the local share of preliminary engineering of \$15,000. The County program will provide \$60,000 of funding. Upon completion of Phase I, the goal is to seek County, State, or Federal funds for Phase II engineering and construction in an upcoming call for projects.

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

The RTA advised Village staff that the application for construction of the Central Road bicycle path was not selected for funding. While RTA staff thought the concept was strong, they also felt that the project would be better positioned once Somerset is actively building. Only 10 of the 28 applications received were selected by RTA for submission to CMAP for the upcoming CMAQ program. The Village can now submit a separate application for CMAQ early next year with the call for projects.

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 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 Village funding for Phase II engineering for the path will be part of the 2019 budget process. As long as Phase I is completed by spring 2019, the project would be eligible to compete for CMAQ funds for construction and potentially Phase II engineering.

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

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.

The Project Development Report was approved by IDOT, which signifies the completion of Phase I engineering. The IDOT Phase II kickoff meeting was held in October and an updated schedule was submitted to reflect an approach of phasing the work in two pieces. The east-west portion would proceed first to construction (targeted for late 2019 / early 2020) followed by the north-south segment assuming agreement with the railroad. IDOT is evaluating the request for phasing the work which was supported by their staff. 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. 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.

◆ **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. At this time, no advance engineering work is being done. The pavement condition on some of these 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.

## **BIKE / PEDESTRIAN PROJECTS**

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

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, 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. Options for updating the bicycle plan are under review. CMAP's Local Technical Assistance Program is one possibility for the plan update in a future year, depending on staff workloads to perform tasks in-house.

The Bicycle Friendly Community application managed by the League of American Bicyclists (LAB) was submitted for the August 2018 cycle. 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. Feedback on the application is expected sometime in November.

#### ◆ **Central Road Bicycle Path Project**

The County's design work is being coordinated with the Bystronic development on the southwest portion of the prior AT&T property. These site development plans include an extension of Eagle Way to Central Road with on-street bike lanes and sidewalk on the east side of Eagle Way. The County's engineering consultant creating the design for road reconstruction and the bike path has developed plans which were reviewed by the Village. Staff provided comments to the County which will require follow-up discussions. The Phase I path study is being conducted according to federal requirements, even though no federal funding is being 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 exist which will need to be addressed. Some property at the corner of the Claire's property will be needed for the Eagle Way path near the intersection and will be a responsibility of the H90 ownership. A pedestrian crossing of Central Road near the curve where the Park-n-Ride entrance is located will require careful study and approval by 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. The Forest Preserve supports the connection and is evaluating options for its alignment.

## **TRANSIT**

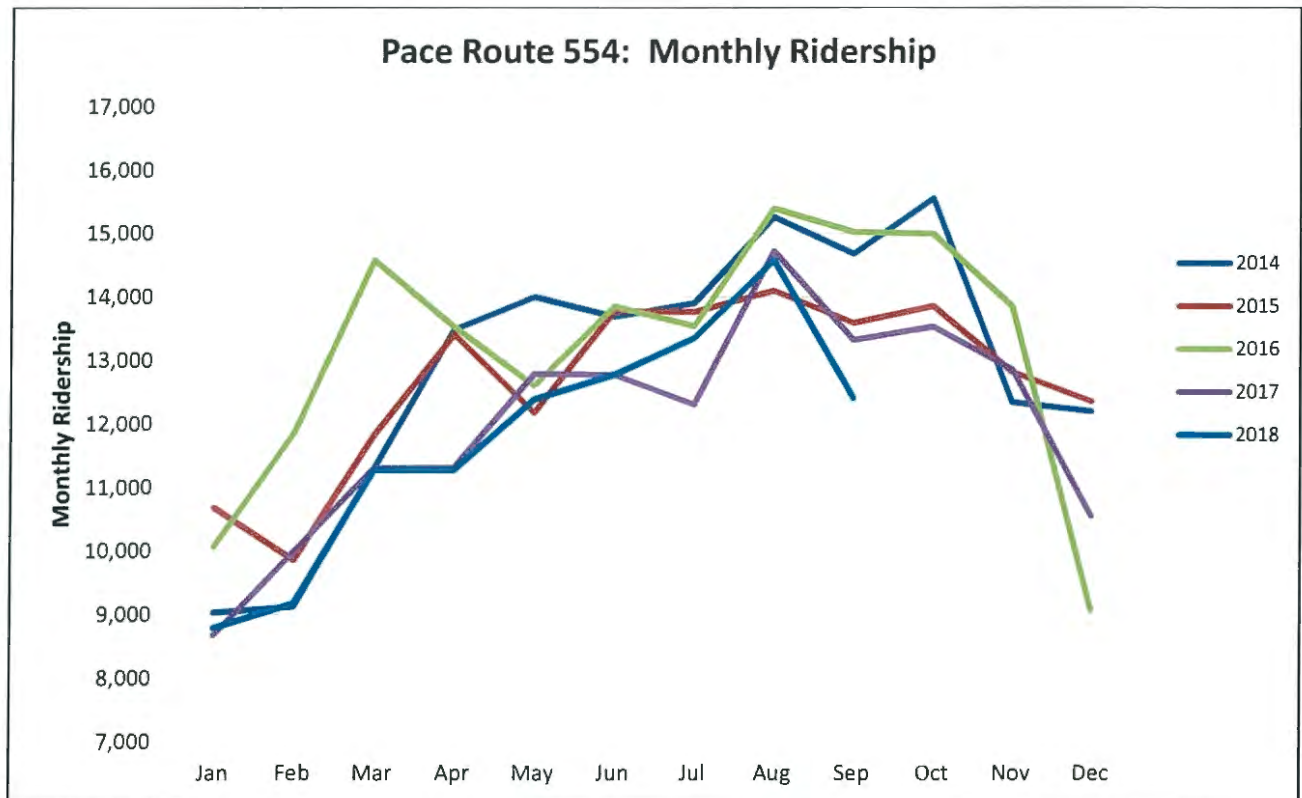
#### ◆ **Taxi Discount Program**

Registration is ongoing with identification cards and coupons sent to residents. Since its inception, a total of 670 residents have registered for the program. Information was sent in early September to all current registered users notifying them of the new Pace I-90 and local On-Demand services. Further review of the program registration following this mailing indicates the number of current eligible registrants totals 414 as some packets were returned indicating users had moved. 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.

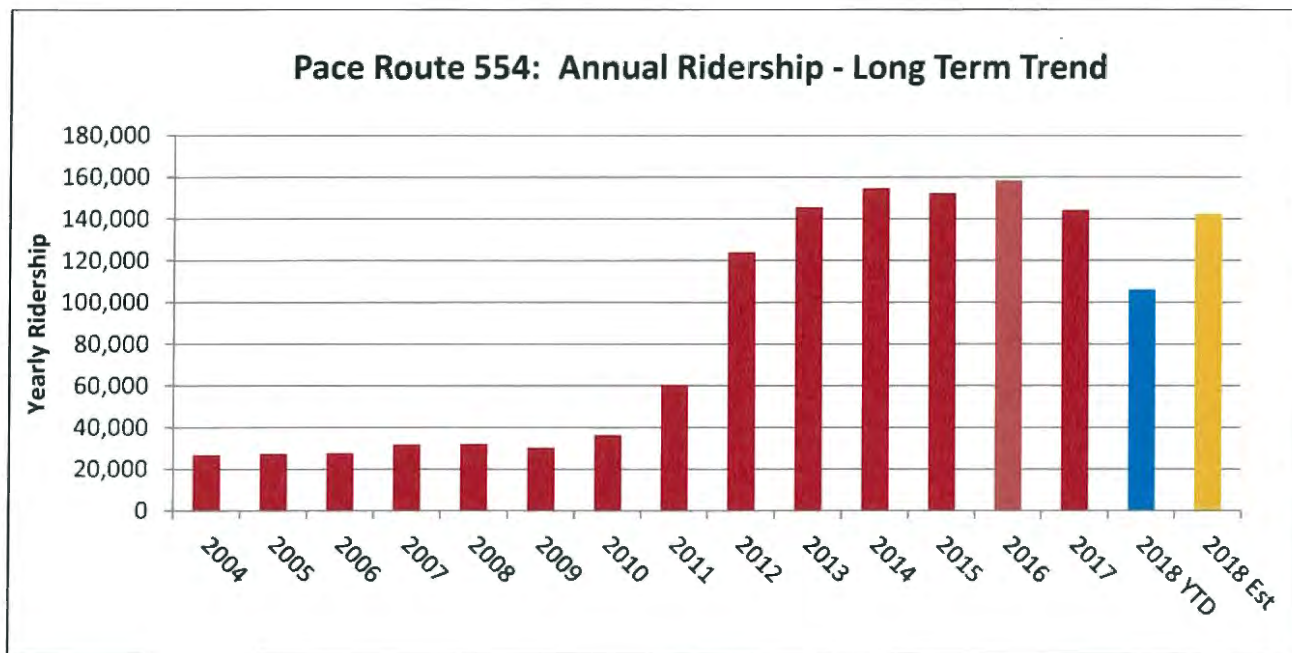


◆ **Pace Route 554**

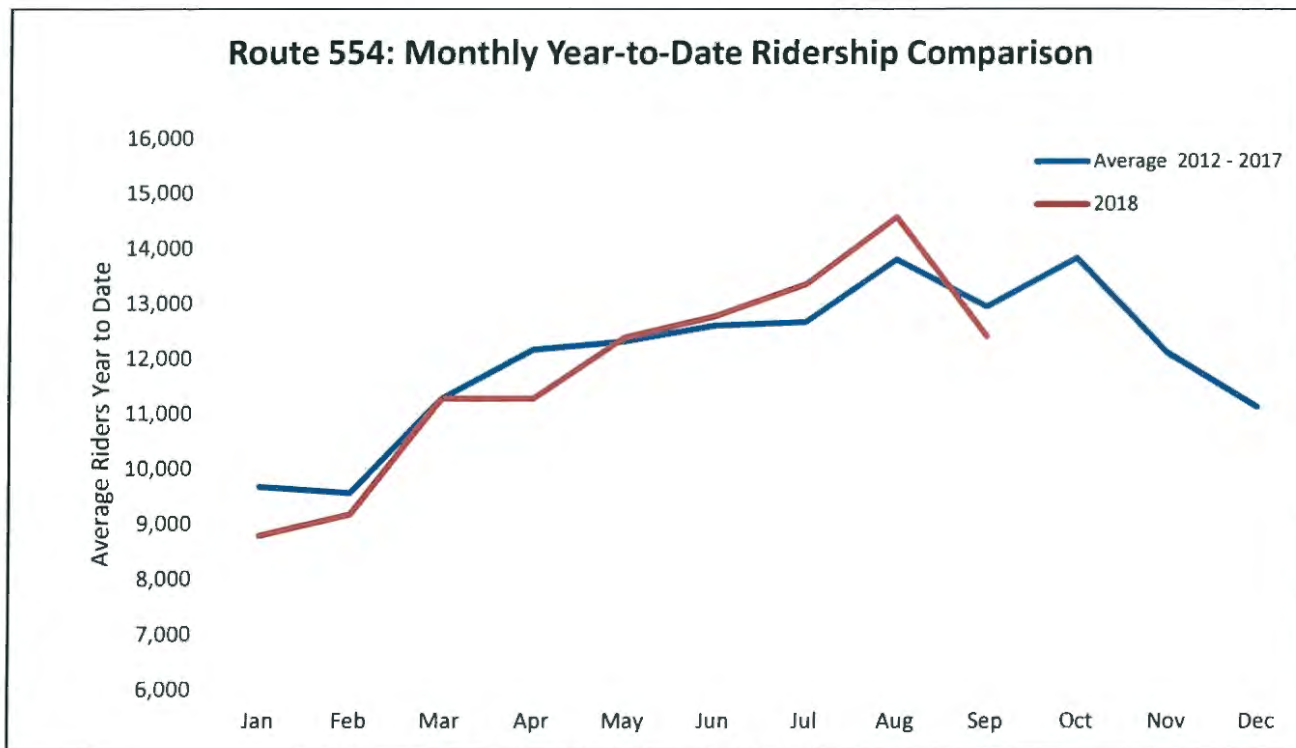
The most recent data from September 2018 showed average weekday ridership of 564, along with a Saturday average of 338 riders per day. Pace is evaluating potential changes to Route 554 to link with the Barrington Road transit station served by the I-90 routes. Careful analysis must be done of any changes to Route 554 to determine potential gains and enhancements to ridership along with possible negative effects on current users. At this time, it is uncertain when a change might occur.







The year-to-date ridership by month on Route 554, based on historical average trends, is shown in the figure below. The current year's pattern generally follows the average experience over the prior six years. Monthly ridership totals can vary based on the numbers of weekdays and Saturdays in given months, weather conditions, and other factors.

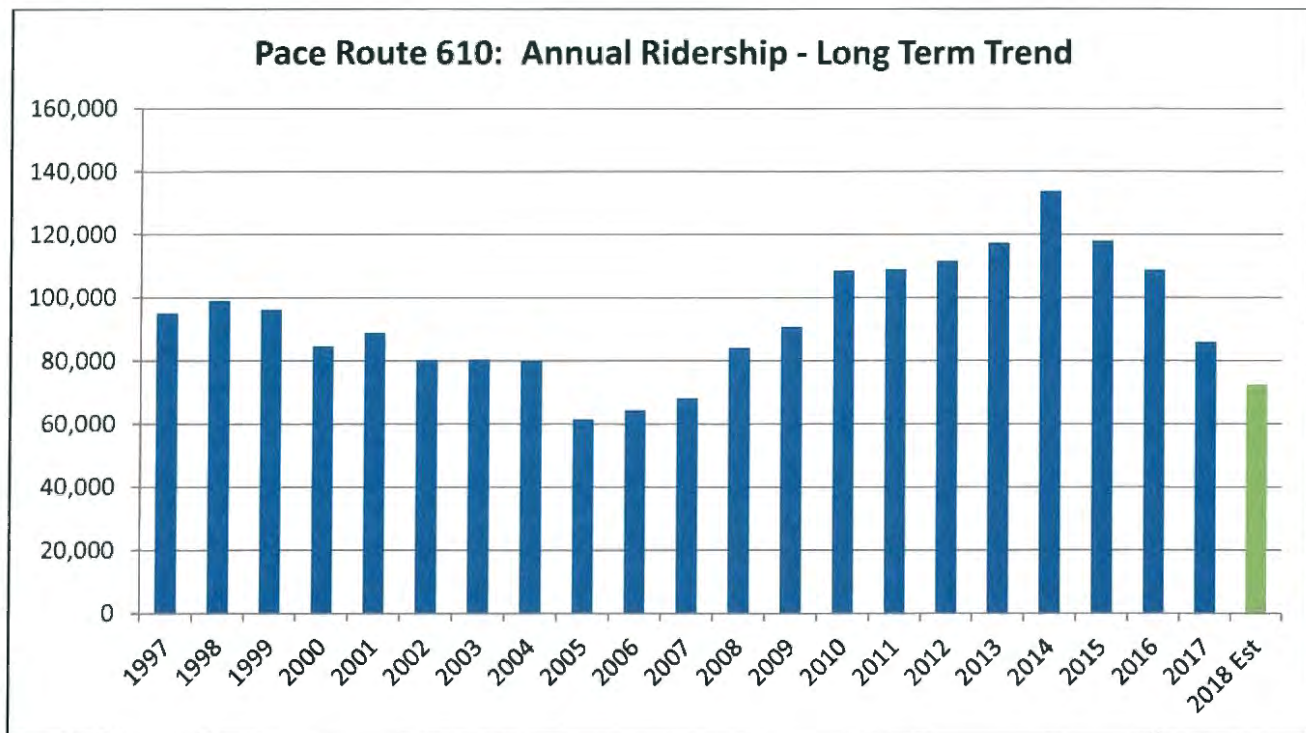
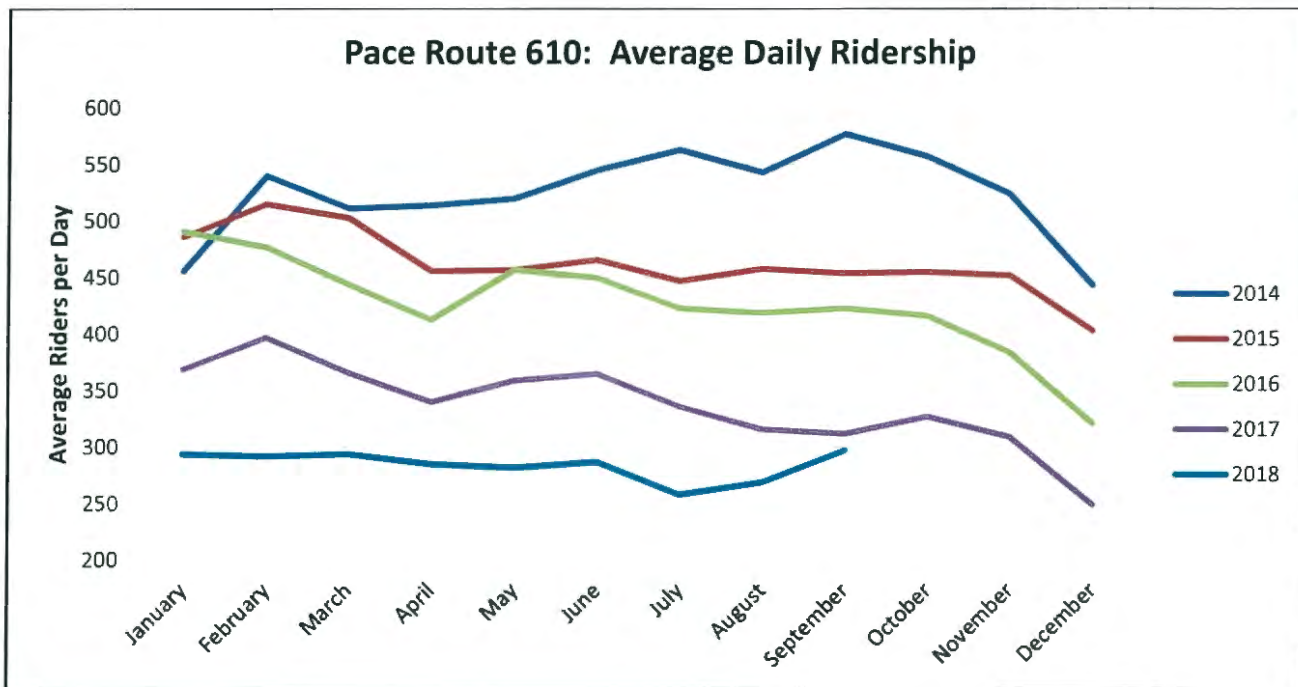


◆ **Pace Route 610 and Sears Centre Park-n-Ride Lot**

The charts below provide a history of Route 610 ridership over a number of years. The pattern of monthly ridership seems to have flattened and reflects significantly lower levels of use than prior years. Some trips on Route 610 were eliminated or combined based on the low ridership experienced

over the recent past. Route 610 now stops at the Barrington Road transit station. Usage will be monitored on Route 610 to gauge the impact of adding the stops at Barrington Road.

The number of Park-n-Ride vehicles in the Sears Centre lot is generally in the range of 15 to 20 per day. In the fall of 2017, the occupancy in the Park-n-Ride had increased to about 25 to 30 per weekday. Pace plans to continue this Park-n-Ride as the performance of the new I-90 services is evaluated. 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 parkers, and the origins of their trips.



◆ **Pace Route 603, 605, 607 – I-90 Express Service**

As of August 13, 2018, these Pace routes now stop at the Barrington Road transit station. Data is available for a part of August and September 2018. Full months of data and comparison with ridership trends since the start of I-90 services at the Randall and IL 25 Park-n-Rides will be used to provide a better gauge of performance over time. Descriptions of each route are:

- Route 603 – Elgin to Rosemont CTA Blue Line – weekday and Saturday
- Route 605 – Randall Road Park-n-Ride to Rosemont CTA Blue Line – weekday and Saturday
- Route 607 – Randall Road Park-n-Ride to Northwest Transportation Center – weekday and Saturday

Express buses on I-90 link to the Rosemont CTA Blue Line station and Northwest Transportation Center to the east and the Elgin Transportation Center and Randall Road Park-n-Ride to the west. Express service operates from about 5:30 a.m. to around 10:00 p.m. on weekdays and 7:00 a.m. to 7:00 p.m. on Saturdays. Service frequency is about every 10 to 15 minutes during weekday peak and 30 minutes off-peak.

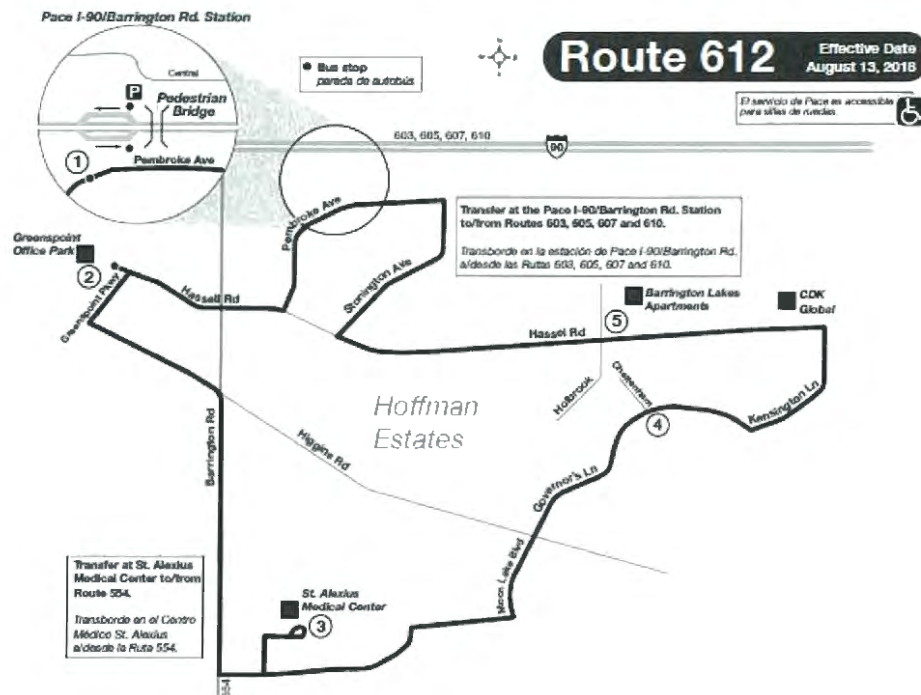
| Ridership Data for Pace I-90 Routes |  |  |                         |  |                         |                                |                         |
|-------------------------------------|--|--|-------------------------|--|-------------------------|--------------------------------|-------------------------|
| Route                               | Description                            | June 2018<br>(before Barrington station opens) |                         | August 2018<br>(Partial Month - Barrington station opened 8/13/18) |                         | September 2018<br>(full month) |                         |
|                                     |  | Average Weekday Riders                         | Average Saturday Riders | Average Weekday Riders   | Average Saturday Riders | Average Weekday Riders         | Average Saturday Riders |
| 603                                 | Elgin Transportation Center – Rosemont | 206  | 102                     | 229  | 115                     | 282                            | 114                     |
| 605                                 | I-90 Randall P&R – Rosemont            | 272  | 62                      | 329  | 69                      | 363                            | 73                      |
| 607                                 | I-90 Randall P&R – Schaumburg          | 42   | 27                      | 41   | 16                      | 36                             | 18                      |

◆ **Pace Route 612 and Hoffman Estates On-Demand**

Pace Route 612 is a weekday circulator which operates from 6 a.m. to 9 a.m. and 3 p.m. to 6 p.m. The route connects residential and business areas south of the Tollway to the Kiss-n-Ride on Pembroke Avenue for access to the Barrington Road station and the I-90 express routes. As this is a new route, the bus will stop at any location on the loop where it is safe to do so when a rider signals the driver.

Hoffman Estates On-Demand is a reservation based curb-to-curb service operating south of the Tollway. The area covered is bound by I-90, Roselle Road, Bode Road, and Barrington Road / Greenspoint. On-Demand operates during the midday from 9 a.m. to 3 p.m. on weekdays. The vehicle is lift-equipped and On-Demand is open to the general public. Timed stops are included at the Kiss-n-Ride once per hour to provide predictable connections to the Barrington Road station. Standard Pace fares apply with reduced rates for those who qualify through the RTA program. Participants in the Village Taxi Discount Program were sent information about the On-Demand and I-90 services.

Data from Pace, since start-up in mid-August, found only a few trips made via On-Demand and an average of 5 trips per day on Route 612. Outreach noted below is intended to spread information about the On-Demand option. Contacts with businesses will continue to promote the availability of the Route 612 circulator.



**Outreach**

The November *Citizen* has an article which highlights the On-Demand service available. Staff has visited all the hotels surrounding the Barrington Road interchange along with a number of the larger apartment and condominium developments to provide information on the new I-90 and local Pace services. Pace staff is meeting with a number of the businesses near the Barrington Road station and is available upon request to hold onsite transit meetings to inform employees of their options. Articles have appeared in the *Citizen* over the last few months to offer an overview of these services. Also, as noted under the Taxi Discount Program summary, information was mailed to all registered participants in September. Finally, information is available on the Village website which links to the Pace page for detailed schedules and assistance with trip planning, and notices are being run on the cable channel.

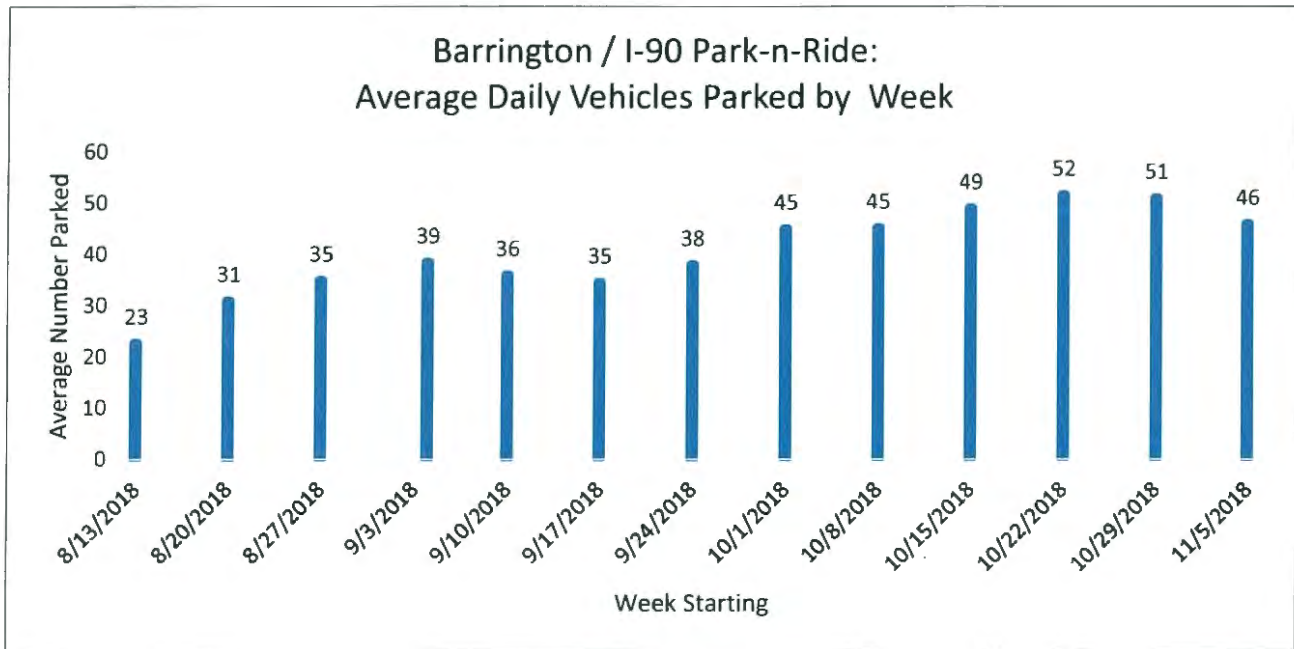
◆ **Transit Improvement Task Force**

An overview of the new I-90 routes, Route 612 and On-Demand operations, and potential changes to Route 554 were presented at the last meeting. The Task Force expressed appreciation to Pace for the scope of the changes and new transit offerings. 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 for the I-90 and supporting services. An update meeting will be scheduled after several months to review and assess early performance measures.

◆ **Park-n-Ride / Kiss-n-Ride Plans**

Construction of the Park-n-Ride located on the north side of I-90 is complete. The parking lot provides 170 free parking spaces. Staff has conducted periodic counts of the number of vehicles and bicycles in the Park-n-Ride lot since service began in mid-August 2018. The most recent observations found about 45 to 50 parked vehicles during the week around midday. Several bikes have been counted as well along with some other drop-off vehicles. The average number of parked vehicles per day in the Park-n-Ride lot on a weekly basis is shown in the graph below.



Pace recently issued the notice to proceed with construction to the contractor for the Kiss-n-Ride work. The Tollway is installing security equipment for the transit facilities. Pace installed temporary bus pads and shelters on Pembroke Avenue 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.

Discussions were held with Pace regarding the limits of maintenance responsibilities, including a field meeting with Pace’s contractor. The Village’s obligations are generally the asphalt path areas leading to the transit facilities and the path lighting on south side leading to the Kiss-n-Ride. The agreement with the Tollway and IDOT for the interchange assigns maintenance for the sidewalks, paths, lighting, and railings on Barrington Road to the Village. Public Works is planning for this work and will coordinate with Pace as needed. Following a review of operations over the first winter, options for partnering with Pace for contracted maintenance will be evaluated by Public Works.

**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 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's ON TO 2050 draft was adopted in October. The breadth of the plan covers everything from transportation to water quality to housing. For details on the plan, use the link to CMAP's website at <https://www.cmap.illinois.gov/onto2050>

◆ **Tri-County Access Plan**

Staff has attended several early working group sessions for the project, with the most recent one being in late August focusing primarily on environmental issues. 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.

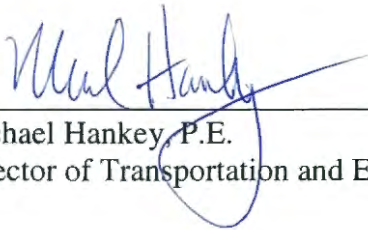
An environmental impact Statement is being prepared for the work. The study group began meeting in the spring of this year. Completion of the environmental phase is expected sometime near the end of 2021.

◆ **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.



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