

**AGENDA
TRANSPORTATION AND ROAD IMPROVEMENT COMMITTEE
Village of Hoffman Estates
April 8, 2019**

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 – March 18, 2019**

NEW BUSINESS

- 1. Request approval of changes to traffic section of the Municipal Code.

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 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**

March 18, 2019

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:**

**James Norris, Village Manager
Dan O'Malley, Deputy Village Manager
Mark Koplin, Asst. Vlg. Mgr.-Dev. Services
Peter Gugliotta, Director of Planning
Kevin Kramer, Director of Econ. Development
Mike Hankey, Director of Transportation
Patrick Seger, Director of HRM
Patti Cross, Asst. Corporation Counsel
Patrick Fortunato, Fire Chief
Ted Bos, Police Chief
Kasia Cawley, Asst. Chief of Police
Kelly Kerr, Asst. Director of Public Works
Monica Saavedra, Director of HHS
Rachel Musiala, Director of Finance
Fred Besenhoffer, Director of IS
Bev Romanoff, Village Clerk
Bruce Anderson, CATV Coordinator
Ryan Johnson, Mgmt. Analyst
Suzanne Ostrovsky, Asst. to Village Mgr.**

The Transportation & Road Improvement Committee meeting was called to order at 7:33 p.m.

II. Approval of Minutes

Motion by Trustee Gaeta, seconded by Trustee Pilafas, to approve the Transportation & Road Improvement Committee meeting minutes from February 11, 2019. Voice vote taken. All ayes. Motion carried.

NEW BUSINESS

- 1. Request approval of a resolution supporting the development of a state capital funding plan for transportation needs.**

Item summary sheet from Mike Hankey was presented to Committee.

Motion by Trustee Gaeta, seconded by Trustee Arnet, to approve a Resolution in support of the need for a State of Illinois capital funding program. Voice vote taken. All ayes. Motion carried.

2. **Request approval of a change order to the material testing contract with Applied GeoScience, Inc., Schaumburg, IL, for the 2018 street revitalization project in an amount of \$38,524 for a total not to exceed \$155,524.**

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

Motion by Trustee Gaeta, seconded by Trustee Pilafas, to approve a change order to the material testing contract with Applied GeoScience, Inc., Schaumburg, IL for the 2018 street revitalization project in an amount of \$38,524 for a total not to exceed \$155,524. Voice vote taken. All ayes. Motion carried.

REPORTS (INFORMATION ONLY)

1. **Transportation Division Monthly Report.**

The Transportation Division Monthly Report was received and filed.

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

Motion by Trustee Gaeta, seconded by Mayor McLeod, to adjourn the meeting at 7:37 p.m. Voice vote taken. All ayes. Motion carried.

Minutes submitted by:

Debbie Schoop, Executive Assistant

Date

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Request approval of changes to traffic section of the Municipal Code.

MEETING DATE: April 8, 2019

COMMITTEE: Transportation and Road Improvement

FROM: Joseph Weesner

PURPOSE: Request approval of an update to the posted speed limits on streets throughout the Village. The update will correct street names and add some streets that had been omitted; no speed limit changes are proposed.

DISCUSSION: Staff conducted a review of some posted speed limits, referencing sections HE-11-601, HE-11-601-1, HE-11-601-2, HE-11-601-3, HE-11-602, and HE-11-603. Staff noted discrepancies between posted street names and streets listed in the Municipal Code, including misspelled street names, missing streets, and incorrect cardinal (direction) designations.

The streets listed in the Municipal Code were compared to the list of streets reviewed in the as part of the annual street maintenance program managed by the Transportation and Engineering Division. Posted street names and speed limits were reviewed using Google Street View.

The recommended Municipal Code revisions are shown in the attached draft ordinance. No speed limit changes are reflected in the draft ordinance; the street names have been revised where needed to reflect the street names that are posted.

FINANCIAL IMPACT: None.

RECOMMENDATION: Request that Sections HE-11-601 through HE-11-603, and all subsections, of the Municipal Code for the Village of Hoffman Estates be revised to include all street names as posted in the Village.

Attachments

VILLAGE OF HOFFMAN ESTATES

**AN ORDINANCE AMENDING SECTIONS 6-2-1-HE-11-601,
6-2-1-HE-11-601-1, 6-2-1-HE-11-601-2, 6-2-1-HE-11-601-3,
6-2-1-HE-11-602 AND HE-11-603 OF THE
HOFFMAN ESTATES MUNICIPAL CODE (MAXIMUM LIMITS)**

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-11-601, MAXIMUM LIMIT, 35, of the Hoffman Estates Municipal Code be and is hereby amended to read as follows:

HE-11-601 Maximum Limit, 35. Traffic studies have indicated that the following streets be designated as primary streets within the Village of Hoffman Estates and that the maximum speed limit on this street will be 35 M.P.H.

1. Forbs Avenue
2. Hoffman Boulevard
3. Huntington Boulevard (between IL 62 (Algonquin Road) and 2,000 feet south of IL 62)
4. Lakewood Boulevard
5. Old Sutton Road
6. Prairie Stone Parkway
7. Pratum Avenue
8. Trillium Boulevard

Section 2: That Section 6-2-1-HE-11-601-1, MAXIMUM LIMIT, 30, of the Hoffman Estates Municipal Code be and is hereby amended to read as follows:

HE-11-601-1 Maximum Limit, 30. Traffic studies have indicated that the following streets be designated as primary streets within the Village of Hoffman Estates and that the maximum speed limit on these streets shall be 30 M.P.H.

1. Beacon Pointe Drive (between Beverly Road and Essex Drive)
2. Evanston Street (between Bode Road and IL 72 (Higgins Road))
3. Gannon Drive (between IL 72 (Higgins Road) and IL 58 (Golf Road))
4. Grand Canyon Parkway
5. Greenspoint Parkway
6. Hassell Road (between the west end of Rosedale Lane and Barrington Road)
7. Huntington Boulevard (between IL 72 (Higgins Road) and Hassell Road)
8. Jones Road
9. McDonough Road (between Rohrssen Road and Shoe Factory Road)
10. Moon Lake Boulevard
11. Pembroke Avenue
12. Spring Mill Drive
13. Volid Drive

Section 3: That Section HE-11-601-2, MAXIMUM LIMIT, 45, of the Hoffman Estates Municipal Code be and is hereby amended to read as follows:

HE-11-601-2 Maximum Limit, 45. Traffic studies have indicated that the following streets be designated as primary streets within the Village of Hoffman Estates and that the maximum speed limit on these streets shall be 45 M.P.H.

1. Beverly Road (between Shoe Factory Road and I-90)
2. Huntington Boulevard (between Central Road and 2,000 feet south of IL 62 (Algonquin Road))

Section 4: That 6-2-1-HE-11-601-3, MAXIMUM LIMIT, 40, of the Hoffman Estates Municipal Code be and is hereby amended to read as follows:

HE-11-601-3 Maximum Limit, 40. Traffic studies have indicated that the following streets be designated as primary streets within the Village of Hoffman Estates and that the maximum speed limit on these streets shall be 40 M.P.H.

1. Beverly Road (between I-90 and IL 72 (Higgins Road))
2. Rohrssen Road

Section 5: That Section 6-2-1-HE-11-602, MAXIMUM LIMIT, 25, of the Hoffman Estates Municipal Code be and is hereby amended to read as follows:

HE-11-602 Maximum Limit, 25. Traffic studies have indicated that the following streets be designated as primary streets within the Village of Hoffman Estates and that the maximum speed limits on these streets will be 25 M.P.H.

1. Arizona Boulevard
2. Bicek Drive
3. Boardwalk Boulevard
4. Bode Road (from Braintree Drive north to Wainsford Drive)
5. Bode Road (from Roselle Road west to Gannon Drive)
6. Burnham Drive
7. Castaway Lane (between Palatine Road and Bradwell Road)
8. Chambers Drive
9. Charlemagne Drive N
10. Charlemagne Drive W
11. Downing Drive
12. Eagle Way
13. Essex Drive (north of Shoe Factory Road)
14. Freeman Road
15. Gannon Drive (between Bode Road and IL 58 (Golf Road))
16. Glen Lake Road
17. Harmon Boulevard
18. Hassell Road (between Jones Road and the west end of Rosedale Lane)
19. Highland Boulevard

20. Hillcrest Boulevard (between Jones Road and Roselle Road)
21. Huntington Boulevard (between IL 62 (Algonquin Road) and Palatine Road)
22. Illinois Boulevard
23. Kingsdale Road (between IL 72 (Higgins Road) and IL 58 (Golf Road))
24. Lexington Drive
25. McDonough Road (west of Shotkoski Drive / Galloway Drive)
26. Mumford Drive
27. Old Barrington Road
28. Olmstead Drive
29. Poplar Creek Drive
30. Salem Drive
31. Stonington Avenue
32. Thornbark Drive
33. Washington Boulevard (south of Bode Road)
34. Westbury Drive
35. Whispering Trails Drive (south of IL 62 (Algonquin Road))
36. Winston Drive

Section 6: That Section 6-2-1-HE-11-603, MAXIMUM LIMIT, 20, of the Hoffman Estates Municipal Code be and is hereby amended to read as follows:

HE-11-603 Maximum Limit, 20. Traffic studies have indicated that the following streets are designated as secondary streets within the Village of Hoffman Estates and that the maximum speed limit on these streets will be 20 M.P.H. These streets are listed alphabetically by the section of the Village in which they are located:

SECTION "A"

Apple Street
Apricot Street
Ash Road (between IL 72 (Higgins Road) and IL 58 (Golf Road))
Aspen Street
Aster Lane
Azalea Lane
Basswood Street
Bluebonnet Lane E (between Ash Road and Basswood Street)
Bluebonnet Lane N (between Aster Lane and Ash Road)
Carnation Lane
Hawthorn Lane
Holly Lane

SECTION "B"

Aberdeen Street
Alhambra Lane
Almond Lane

Alpine Lane
Apache Lane
Arlington Street
Asbury Lane
Ash Road (between Batavia Road and IL 72 (Higgins Road))
Ashland Street
Audubon Street
Avondale Lane
Batavia Lane
Bradley Lane
Buckeye Drive
Carthage Lane
Chandler Lane
Clarendon Street
Cochise Street
Cumberland Street
Thacker Street E

BARRINGTON SQUARE SECTION

Abbey Wood Drive
Bayberry Lane
Blackberry Lane
Botsford Place
Briar Court
Briar Lane
Brighton Lane
Cardigan Place
Chelmsford Place
Cheltenham Place
Clifton Place
Danbury Place
Dunmore Place
Erie Lane
Franklin Place
Garden Terrace
Georgetown Lane
Governors Lane
Grantham Place
Greystone Place
Haddam Place
Harwinton Place
Hassell Road Frontage (between Holbrook Lane and Cardigan Place)
Holbrook Lane
Islandview Court
Kensington Lane
Kettering Road

Langdon Place
Oxford Lane
Raleigh Lane (between Sudbury Drive and Governors Lane)
Raleigh Place (between Governors Lane and Kensington Lane)
Smethwick Lane
Somersworth Place
Stratham Place
Sudbury Drive
Sutherland Place
Swindon Place
Wellington Place
Whitingham Lane
Williamsburg Drive

BEACON POINTE

Amelia Lane
Beacon Pointe Drive (between Amelia Lane and Essex Drive)
Betty Gloyd Drive
Bonita Lane
Cabrillo Lane
Chatham Drive
Edgartown Lane
Mackinac Lane

BRADWELL ESTATES

Carriana Court

BUTTERCREEK SECTION

Buttercreek Court
Grissom Court

SECTION "C"

Alcoa Lane
Baxter Lane
Berkley Lane E
Berkley Lane W (between Evanston Street and Grand Canyon Parkway)
Berkley Lane W (between Spring Mill Drive and Western Street)
Decatur Street
Des Plaines Lane
Douglas Court
Evanston Street (between Illinois Boulevard and Bode Road)
Flagstaff Lane
Forest Park Lane
Geronimo Street
Glendale Lane (between Washington Boulevard and Morton Street)
Glendale Lane (between and Mohave Street and Illinois Boulevard)
Grand Canyon Street

Grissom Lane
Kingman Lane
Lakeview Lane
Lincoln Drive
Lincoln Street
Maple Lane
Maricopa Lane
Maywood Lane
Milan Lane
Milton Lane
Mohave Street
Morgan Lane
Morton Street (between Alcoa Lane and Berkley Lane W)
Morton Street (between Flagstaff Lane and Morgan Lane)
Navajo Lane
Newark Lane
Newton Street
Nogales Street
Norridge Lane
Olive Street (between Alcoa Lane and Berkley Lane W)
Olive Street (between Flagstaff Lane and Glendale Lane)
Olive Street (between Kingman Lane and Milton Lane)
Orange Lane
Osage Lane
Paris Lane
Payson Street
Perry Lane
Pleasant Street
Princeton Street
Thacker Street W
Washington Boulevard (north of Bode Road)
Western Street
Westview Street
Woodlawn Street (from Western Street to north of Flagstaff Lane)
Woodlawn Street (between Bode Road and Alcoa Lane)

CANTERBURY FARMS

Florence Drive
Frank Drive
Irene Drive
Maureen Drive
Russell Drive

CANTERBURY FIELDS SECTION

Canterbury Lane
Delaney Drive
Halloran Lane
Kelberg Avenue
Maureen Drive

CASEY FARMS SECTION

Bulrush Drive
Crowfoot Circle N (between Harmon Boulevard and Crowfoot Circle S)
Crowfoot Circle S (between Harmon Boulevard and Crowfoot Circle N)
Downey Street
Hundley Street N
Hundley Street W
Hundley Way
Sweetflower Drive

CHARLEMAGNE SECTION

Anjou Lane
Bernay Lane
Bordeaux Drive
Brittany Lane
Laburnum Road
Lafleur Lane
Latour Court
Michelline Court
Moulin Lane
Picardy Lane
Versailles Road

CHESTNUT RIDGE SECTION

Chatsworth Lane
Deerpath Court
Deerpath Lane
Dexter Lane N (between Dovington Drive N and Wainsford Drive)
Dexter Lane W (between Dovington Drive N and Gannon Drive)
Dovington Court
Dovington Drive N (between Dorchester Lane and Chatsworth Lane)
Dovington Drive W (between Chatsworth Lane and Gannon Drive)
Warwick Circle N (from Worthington Drive north and west to Gannon Drive)
Warwick Circle S (from Worthington Drive south and west to Gannon Drive)
Worthington Drive

COLONY POINT SECTION

Cameron Court
Exeter Court
Kingston Drive
Lichfield Drive
Paisley Court
Prestwick Place
Rochester Drive
Somerton Drive
Turnberry Drive

CREEKSIDE SECTION

Creekside Drive
Woodcreek Lane

DEER CROSSING

Deer Valley Lane
Elliott Drive
Kelley Drive
Landers Drive
Nicholson Drive (east of McDonough Road)

DEVONSHIRE WOODS ESTATES

Bur Oak Drive
Hickory Drive
Pondview Drive
White Spruce Drive

EVERGREEN SECTION

Boulder Lane
Glenwood Lane
Ponderosa Lane
Silver Pine Drive
Tamarack Court
Tamarack Drive N (from Thornbark Drive across Tamarack Court to Silver Pine Drive)
Tamarack Drive W (between Silver Pine Drive and Thornbark Drive)

HAMPTON KNOLL

Linden Circle

HAVERFORD PLACE

Avon Drive
Eton Drive
Hampshire Drive
Haverford Way
Leeds Road
Steffen Drive

HEARTHSTONE SECTION

Diamond Drive
Jade Lane
Regan Court
Seaver Lane

HIGHLAND HILLS SECTION

Barcroft Court
Barcroft Drive
Bardwick Court

Camelot Lane
Castaway Court
Dukesberry Lane
Essington Court
Essington Lane
Tarrington Drive
Westhaven Court

HIGHLAND SECTION

Amherst Lane
Ashley Court
Ashley Road (between Cambridge Lane and Evergreen Lane)
Ashley Road (north of Edgemont Lane)
Bedford Road
Briarcliff Lane
Cambridge Lane
Carleton Road
Colgate Court
Cooper Road
Dennison Road (between Highland Boulevard and Cambridge Lane)
Durham Court
Durham Lane
Edgemont Lane
Elizabeth Court
Emory Road
Evergreen Lane
Frederick Court
Frederick Lane
Fremont Court
Fremont Road
Gentry Road
Hampton Road
Hartford Court
Harvard Lane
Hillcrest Court
Ida Road
Jamison Lane
Jefferson Road
Kent Road
Lafayette Lane
Larchmont Road
Monticello Road
Newport Road N (between Larchmont Road and Frederick Lane)
Newport Road W (between Hampton Road and Larchmont Road)
Northview Lane
Pierce Road
Shepard Road

HIGHLAND WOODS SECTION

Butterfield Court
Castlewood Court
Coventry Court
Cranshire Court
Grenadier Court
Londonderry Court
Portshire Court
Regent Drive
Wilshire Drive N (from Ela Road south and east to Portshire Court)
Wilshire Drive W (from Portshire Court north and west to Ela Road)
Yorkshire Court

HIGHPOINT SECTION

Blair Lane
Caldwell Lane
Campbell Lane
Carling Road
Chippendale Road
Claremont Road
Cobble Hill Court
Devonshire Lane
Edgefield Lane
Englewood Road
Fairfield Lane
Fairmont Road
Fairway Court
Glen Lane
Greenfield Road
Hassell Circle
Hassell Court
Hassell Drive
Hassell Lane
Hassell Place
Heather Lane
Hermitage Circle
Hermitage Lane
Hillcrest Boulevard (between Jones Road and Chippendale Road)
Hilltop Road
Kenwood Road
Kingsdale Road (north of IL 72 (Higgins Road))
Lakeside Plaza N (between Hillcrest Boulevard and Lakeside Plaza W)
Lakeside Plaza W (between Hillcrest Boulevard and Lakeside Plaza N)
Lancaster Court
Mayfield Lane (between Rosedale Lane and Greenfield Road)
Mayfield Lane (between Hilltop Road and Carling Road)
Meyer Road

Newcastle Lane
Nottingham Lane (between Rosedale Lane and Greenfield Road)
Nottingham Lane (between Hilltop Road and Carling Road)
Oakdale Road
Oakmont Road N (between IL 72 (Higgins Road) and Newcastle Lane)
Oakmont Road W (between Newcastle Lane and Fairmont Road)
Parkview Circle E (from Hassell Road to 2091 Parkview Circle E)
Parkview Circle W (from Hassell Road to 2090 Parkview Circle W)
Rosedale Lane

HILLDALE GREEN SECTION

Della Drive
Foltz Drive
McCormack Drive

HOFFMAN HILLS SECTION

Candlewood Lane
Darlington Circle N (between Candlewood Lane and John Drive)
Darlington Circle W (between Candlewood Lane and John Drive)
Darlington Court
Dorchester Lane
Gannon Court
John Drive
Kingsdale Road (south of IL 58 (Golf Road))
Warrington Lane
Wilmington Lane

HUNTER'S RIDGE

Angouleme Lane
Bear Claw Court
Bison Lane (between Caribou Lane and Caribou Lane)
Brentwood Drive
Caribou Lane (between Bison Lane and Angouleme Lane)
Falcon Lane
Fox Path Court
Fox Path Lane
Hunters Ridge Court
Hunters Ridge E
Hunters Ridge W
Mallard Lane
Pheasant Trail Court
Teal Court

MOON LAKE TRAILS SECTION

Brookside Drive
Brookside Lane
Crescent Court

Crescent Lane
Greens Court
Huttner Court

PARK PLACE SECTION

Atlantic Avenue
Pacific Avenue

PARTRIDGE HILLS SECTION

Ascot Court
Bode Road (from Gannon Drive west and south to Wainsford Drive)
Buckingham Court
Claridge Circle
Darien Court
Jody Lane
Lincolnshire Lane
London Square
Partridge Hill Drive
Randi Lane
Scarborough Circle

POPLAR CREEK SECTION

Carmel Court
Cypress Court
Monterey Court
Pebble Beach Court
Pebble Beach Drive

POPLAR HILLS SECTION

Alder Court
Alder Drive N
Alder Drive W
Arrowwood Lane
Barberry Court
Bolleana Court
Buckthorn Drive
Burning Bush Lane
Burr Ridge Drive
Cherry Court
Chesapeake Court
Chesapeake Drive
Chestnut Lane
Cottonwood Trail N (between Westbury Drive and Forest Glen Drive south end)
Cottonwood Trail W (between Huntington Boulevard and Forest Glen Drive south end)
Crimson Court
Crimson Drive

Dogwood Court
Dogwood Drive
Fir Court
Forest Glen Drive
Leatherleaf Court
Leatherleaf Lane
Lombardy Court
Lombardy Lane
Michael Court
Oak Knoll Lane
Parkside Drive N (between Ridgewood Lane and Whispering Trails Drive)
Parkside Drive W (between Huntington Boulevard and Ridgewood Lane)
Pebblewood Lane
Ridgewood Lane
Sandlewood Lane
Whispering Trails Court
Whispering Trails Drive (north of IL 62 (Algonquin Road))
Winding Trail Lane

UNIVERSITY PLACE

Colchester Avenue
Colchester Court
Ivy Ridge Drive
Yale Circle

VICTORIA CROSSING

Wainsford Drive
Yardley Lane

WESTBURY SECTION

Amber Circle
Bayside Circle
Bayside Court E
Bayside Court W
Beacon Court
Bicek Court
Brigantine Court
Brigantine Lane
Cape Breton Court
Capstan Drive
Castaway Lane (between Huntington Boulevard and Palatine Road)
Clover Lane
Cove Lane
Crab Orchard Drive
Dover Court
Dresden Court
Dresden Drive
Driftwood Court

Eisenhower Circle
Fortune Bay Court
Garnet Circle
Gloucester Court
Goldenrod Lane
Haman Avenue
Haman Court
Harbor Circle
Lake Edge Court
Ludington Court
Monarch Lane
Mumford Court
Nantucket Court
New Britton Drive N (between Freeman Road and New Britton Drive W)
New Britton Drive W (between New Britton Drive N and Victoria Drive N)
Old Timber Court
Old Timber Lane
Opal Drive
Port Arthur Court
Portage Lane
Rochelle Court
Rock Cove Court
Rock Cove Drive
Rolling Prairie Court
Sapphire Drive N (from Burnham Drive across Bicek Drive to Burnham Drive)
Sapphire Drive W (between Burnham Drive and Olmstead Drive)
Shagbark Court
Shorewood Court
Shorewood Drive N (between Westbury Drive and Driftwood Court)
Shorewood Drive W (between Driftwood Court and Huntington Boulevard)
Stoneharbor Court
Stoneharbor Drive N (between Nantucket Court and Westbury Drive)
Stoneharbor Drive W (between Sturbridge Drive N and Nantucket Court)
Sturbridge Court
Sturbridge Drive N (from Westbury Drive to west side of pond in North Ridge Park)
Sturbridge Drive W (from east side of pond in North Ridge Park to Westbury Drive)
Sumac Trail
Sundance Circle
Sundance Court
Sunflower Lane
Thornbark Court
Topaz Drive
Trailside Court
Victoria Drive (from New Britton Drive W to 4057 Victoria Drive)
Victoria Drive N (from 4050 Victoria Drive N to Freeman Road)
Westbridge Court
Wildwood Court
Woodhollow Court

WHITE OAK

Acorn Court
Acorn Drive
Bison Lane (between Providence Drive and Caribou Lane)
Caribou Lane (between Red Oak Drive and Bison Lane)
Essex Drive (south of Shoe Factory Road)
Palisades Lane
Providence Drive
Red Oak Drive
River Birch Drive
White Oak Lane

WINDING TRAILS

Mallard Lane

WINSTON KNOLLS SECTION

Charleston Lane
Colony Court
Colony Lane
Concord Cove
Concord Lane
Dixon Court
Dixon Drive
Firestone Court N
Firestone Drive N (from 4165 Firestone Drive N east to Winston Drive)
Firestone Drive W (from 4165 Firestone Drive N south to Winston Drive)
Firestone Lane N
Freeman Court
Harrison Lane
Hillside Court
Hudson Drive
Mason Drive
Newman Place
Norman Drive
O'Hare Drive
Park Lane
Patriot Lane
Plymouth Road
Suffolk Court
Suffolk Lane
Sycamore Court
Treaty Lane
William Court
Winston Circle
Winston Lane
Winston Place

YORKSHIRE WOODS

Heron Way
Nicholson Drive (west of McDonough Road)
Swan Circle

OTHER STREETS

Sedge Boulevard

Section 7: That any person, firm or corporation guilty of violating any of the provisions of this Ordinance shall be fined not less than Ten Dollars (\$10.00) nor more than Five Hundred Dollars (\$500.00) for each offense.

Section 8: That the Village Clerk is hereby authorized to publish this ordinance in pamphlet form.

Section 9: That this Ordinance shall be in full force and effect immediately from and after its passage and approval.

PASSED THIS _____ day of _____, 2019

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 _____, 2019

Village President

ATTEST:

Village Clerk

Published in pamphlet form this _____ day of _____, 2019.

**TRANSPORTATION AND ENGINEERING DIVISION
DEPARTMENT OF DEVELOPMENT SERVICES**

APRIL 2019 MONTHLY REPORT

ROAD PROJECTS

◆ **Barrington Road Interchange**

The major work is finished. The Tollway plans to work towards closing out items needing attention in the spring. The contractor completed the electrical connections for Greenspoint Parkway lighting which is now on and being tested. The path lights in the southeast quadrant and those in the underpass of the south ramp are being addressed by Pace. Maintenance monitoring and punch list activities will follow. IDOT personnel will be involved with inspections and acceptance of all items under State jurisdiction in the Barrington Road right-of-way. Drivers should remain alert for lane closures and workers near the roadway as the contractors finish various work items in the interchange area. 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.

The interchange project has been awarded recognition by the American Public Works Association (APWA), APWA Chicago Metro chapter, and by the American Council of Engineering Companies (ACEC). The APWA Suburban chapter presentation occurred on February 25 while the APWA Chicago Metro award was received on March 15. ACEC (Illinois chapter) selected the interchange and transit work as a project of honor. In addition, from among 40 plus projects, the interchange and transit work at Barrington Road received the highest award of the organization which is known as the Lincoln Grand Conceptor. The Village, along with its partners from the Illinois Tollway, IDOT, and Pace, accepted the awards at the ACEC ceremony on March 1. The project is under consideration for additional award recognition. The Village's partnership with IDOT, the Illinois Tollway, Pace, St. Alexius, and its consultant Crawford, Murphy, Tilly was a key factor in the project's success and basis for this recognition.

◆ **Roselle Road Interchange Westbound Entrance**

The new westbound ramp to I-90 from Central Road is open and functions as the fourth ramp for the Roselle Road interchange. 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. The basic configuration for the entrance ramp from Central Road is shown in the illustration below. The issue with the traffic signal heads at the entrance ramp was addressed by the County. 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 basic scope is to widen and reconstruct Shoe Factory Road from east of Beverly Road to Essex Drive. An additional through lane in each direction will be provided, along with dual left turn lanes on Shoe Factory Road at Beverly Road. The curve at Rohrsen Road will be flattened, the Shoe Factory alignment shifting north, and the intersection reconstructed. Beverly Road will be reconstructed and widened from Beacon Pointe Drive to Shoe Factory Road to provide two through lanes in each direction, and dual right turn lanes at Shoe Factory Road. Landscaped medians and roadway lighting are included as is a new off-road path on the north side of Shoe Factory and west side of Beverly Road. Bike path on the north side of Shoe Factory Road and the west side of Beverly Road is included within the project limits.

A new kickoff meeting was held the week of February 4 with the County, Village and Civiltech Engineering. Civiltech has begun various plans revisions and other regulatory reviews to get Phase II work moving again. Updated traffic analyses have been submitted and further evaluation of the drainage accommodations will be needed. At present, completion of design work is expected in late 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 2021 since right-of-way needs still must be finalized and property rights acquired. Coordination with adjacent property owners will be needed as right-of-way and easement needs are refined. 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

A letter of intent with the State for the Village share of Opticom and signal improvements related to this project was approved in December 2018. 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 Barrington Road interchange area. IDOT incorporated changes requested by Village staff to provide pedestrian crossings on all legs of the Lakewood Boulevard intersection. The study is nearing the end of the preliminary engineering stage which is expected to receive design approval in 2019. Phase II engineering is expected to get underway later in 2019 with IDOT's target

tentatively for construction in the next several years. Information on the project is on the State's website at 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, and a consultant contract was approved in December 2018. Civiltech has begun preliminary engineering work, holding kickoff meetings with IDOT and the Tollway. No major issues were raised by either agency. The basic concept for the bicycle accommodation is an off-street path on the west side of Beverly Road which will involve modifications to the travel lanes over the bridge as well as changes to the shoulder and grading on the west side. The County grant program provides \$60,000 of funding, with the local share estimated at approximately \$20,000. Upon completion of Phase I, the goal is to seek County, State, or Federal funds for Phase II engineering and construction in a future call for projects.
- ◆ **2018 RTA *Access to Transit* Program – Central Road Bicycle Path**

An application for the Central Road bicycle path from Paul Douglas Forest Preserve to the Pace Park-n-Ride was submitted last fall. The RTA advised Village staff that the application 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 under construction. Only 10 of the 28 applications received were selected by RTA for submission to CMAP for the upcoming CMAQ program. An application for the similar funding through the Transportation Alternatives Program (TAP) was considered. However, the County's consultant preparing Phase I engineering for this work will not have enough completed in time for the application cycle. As a result, other options for completing Phase II for the path and seeking funding assistance for construction will need to be explored.
- ◆ **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 in 2018, which signifies the completion of Phase I engineering. The IDOT Phase II kickoff meeting was held in October 2018 and an updated schedule was submitted to reflect an approach of phasing the work in two pieces. The plan is for the east-west portion to proceed first to construction (targeted for late 2019 IDOT letting), followed by the north-south segment assuming agreement with the railroad. IDOT has approved this request for phasing the work. Coordination with various parties continues in an attempt to come to an understanding with CN on the terms of the agreement. Additional consultant services for environmental analysis under the Tollway bridge and CN coordination were approved by the Village Board. The project partners were informed of the supplement and overall project status. Revisions to the IGA with the Forest Preserve District and the Park District will be needed due to changes in project schedule and cost. Adjustments to the funding and timing are being processed through IDOT. Responses to a recent Request for Qualifications for Phase III engineering services are under review with a recommendation to be presented to the Committee in May 2019. The timing of this approval will allow documents to be submitted to IDOT in time for the targeted letting this fall.

◆ Future Surface Transportation Program (STP) Resurfacing Projects

Four project segments submitted in 2016 to NWMC Technical Committee are still 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 start the Phase II engineering since a consultant would be needed to perform this design 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; this design work must be paid wholly by the Village for resurfacing projects. 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. One of the four segments is Beverly Road from Prairie Stone Parkway to Beacon Pointe Drive which is now part of the Phase I engineering scope for the *Invest in Cook* grant.

Staff serves on the STP project methodology committee. This group is working on modifications to the scoring procedure to reflect new requirements from CMAP driven by federal performance measurement initiatives. The Technical Committee of the NWMC will review the proposed changes in coming months.

BIKE / PEDESTRIAN PROJECTS**◆ Bicycle Planning / Bicycle Pedestrian and Advisory Committee**

Planning will begin for 2019 activities with a meeting to be held in the near future. 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 will work on the bicycle plan update. When more feedback is received on the bicycle friendly community application, discussion will likely focus on ways to strengthen bicycling activities in the Village. 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 basic concept is to align a path along the north side of Central Road from the Huntington Boulevard 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 terms of 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 is 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 needed 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.

The County's design work is being coordinated with the Bystronic development on the southwest portion of the former AT&T property. Their 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.

◆ **Roselle Road / Central Road Bicycle Path and Overpass**

The Village of Schaumburg is the lead agency for a project to construct a new bicycle path on the west side of Roselle Road from Hillcrest Boulevard into the Forest Preserve north of Central Road. A main component of this work is a bicycle bridge overpass of Central Road on the west leg of the Roselle Road intersection. Construction is underway for the bridge abutments both north and south of Central Road. Space for the bicycle path crossing the Tollway was included with the Roselle Road bridge constructed with the mainline and interchange projects. The project is expected to be complete later in 2019.

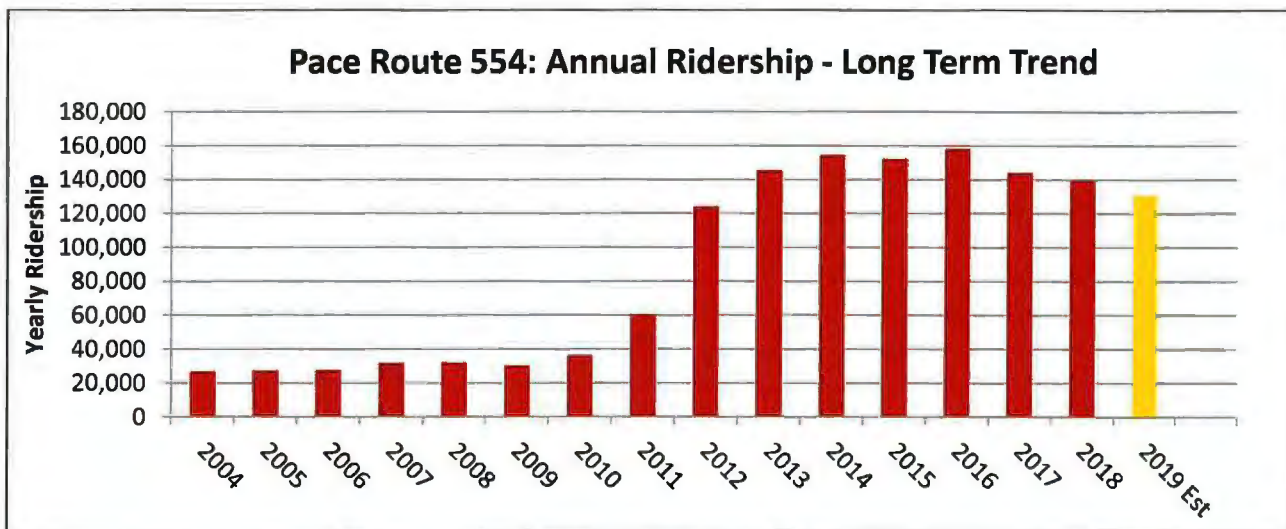


Column for Central Road Bike Bridge – Looking north from west of Roselle Road

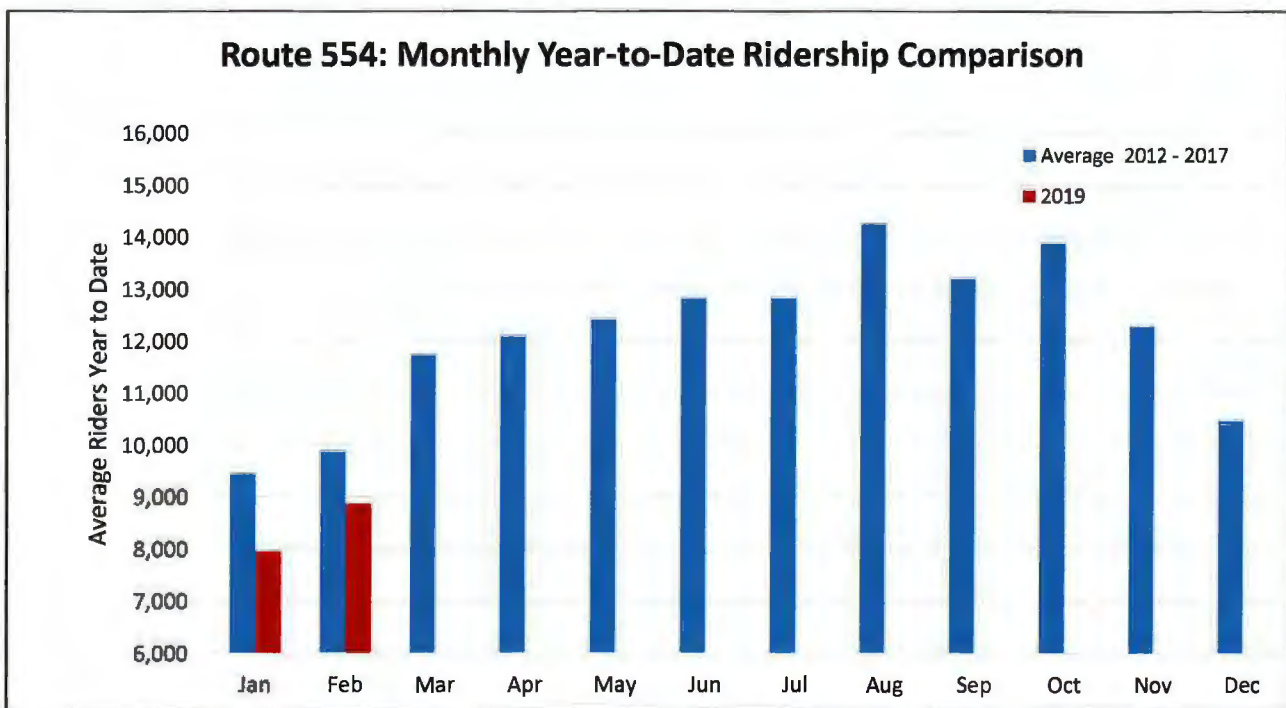
TRANSIT

◆ **Taxi Discount Program**

Registration is ongoing with identification cards and coupons sent to residents. Since its inception, a total of 679 residents have registered for the program. Further review of the program registration indicates the number of current eligible registrants totals 420. Staff continues to look for ways to promote and advertise the program. The number of rides in 2018 was a bit higher than 2017. The graph below shows historical use as well as year to date ridership in 2019 which is only an early estimate which will increase with additional months of data. The increase in 2017 and 2018 was due to a combination of an increase in registrations due to promotion of the program and the increase to a coupon value of \$7.00 effective at the start of 2017.



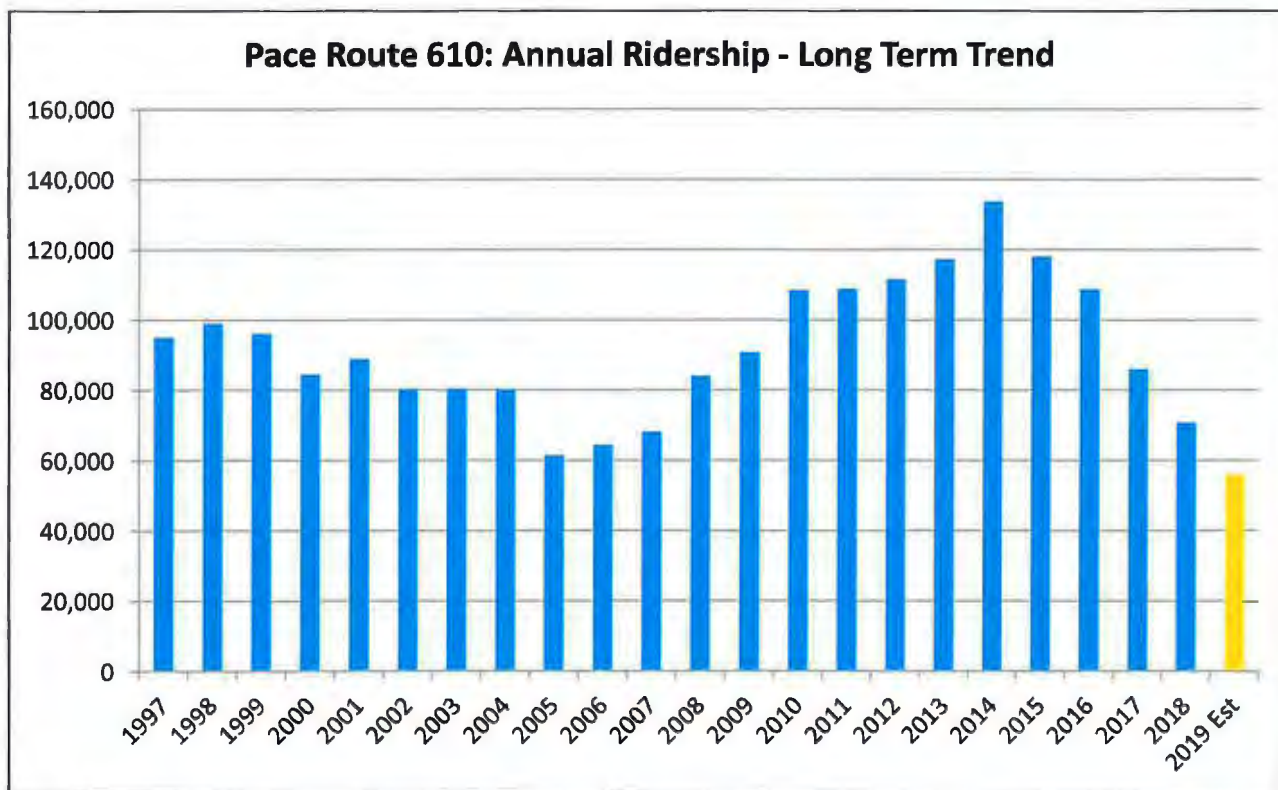
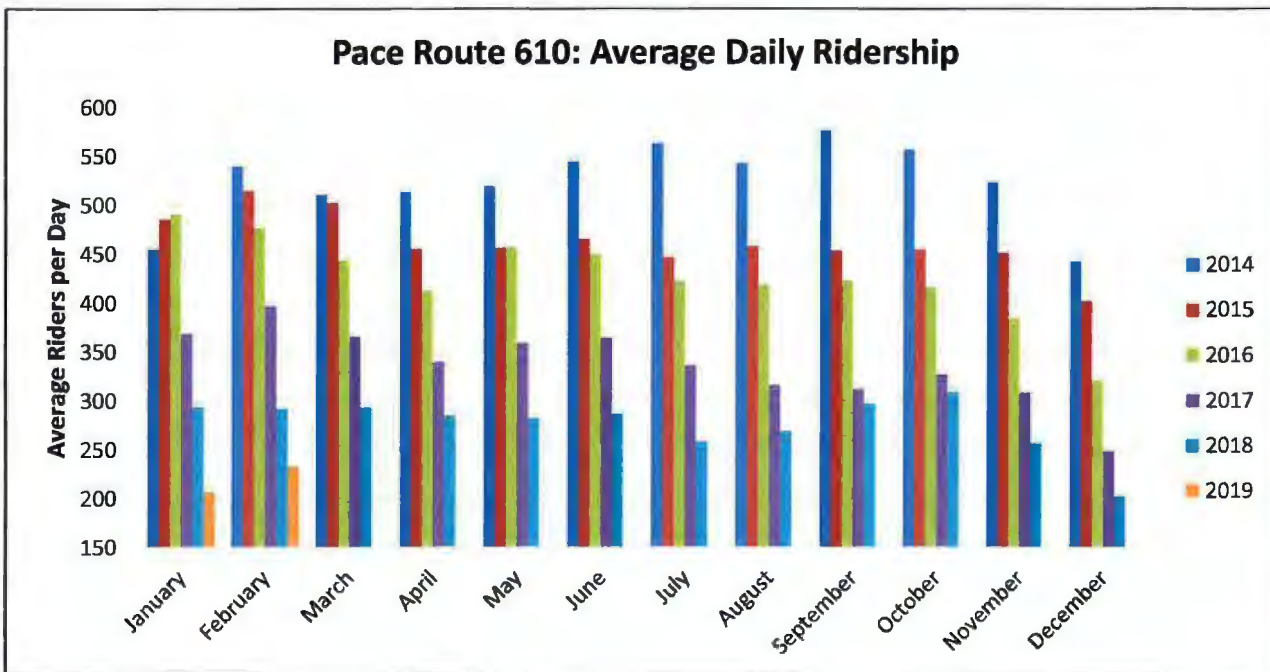
The year-to-date ridership by month on Route 554, based on historical average trends, is shown in the figure below for 2012 through 2018. The low ridership due to weather during January and February 2019 is evident in the exhibit. The 2018 pattern generally followed the average experience over the prior six years. Individual monthly ridership varies 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 reflects significantly lower levels of use than prior years. Some trips on Route 610 were eliminated or combined in 2018 based on the low ridership experienced over the recent past. Route 610 also 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 as well as other changes.

The number of Park-n-Ride vehicles in the Sears Centre lot has recently been in the range of 10 to 15 per day. Pace plans to continue this Park-n-Ride while 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 randomly 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 began servicing the Barrington Road transit station along with Route 610. Data is available for a part of August through December 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 – weekdays and Saturday
- Route 605: Randall Road Park-n-Ride to Rosemont CTA Blue Line – weekdays and Saturday
- Route 607: Randall Road Park-n-Ride to Northwest Transportation Center – weekdays and Saturday

Express buses on I-90 link to the Rosemont CTA Blue Line station and Schaumburg 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 periods and 30 minutes off-peak. Data for the three newest I-90 are shown in the tables.

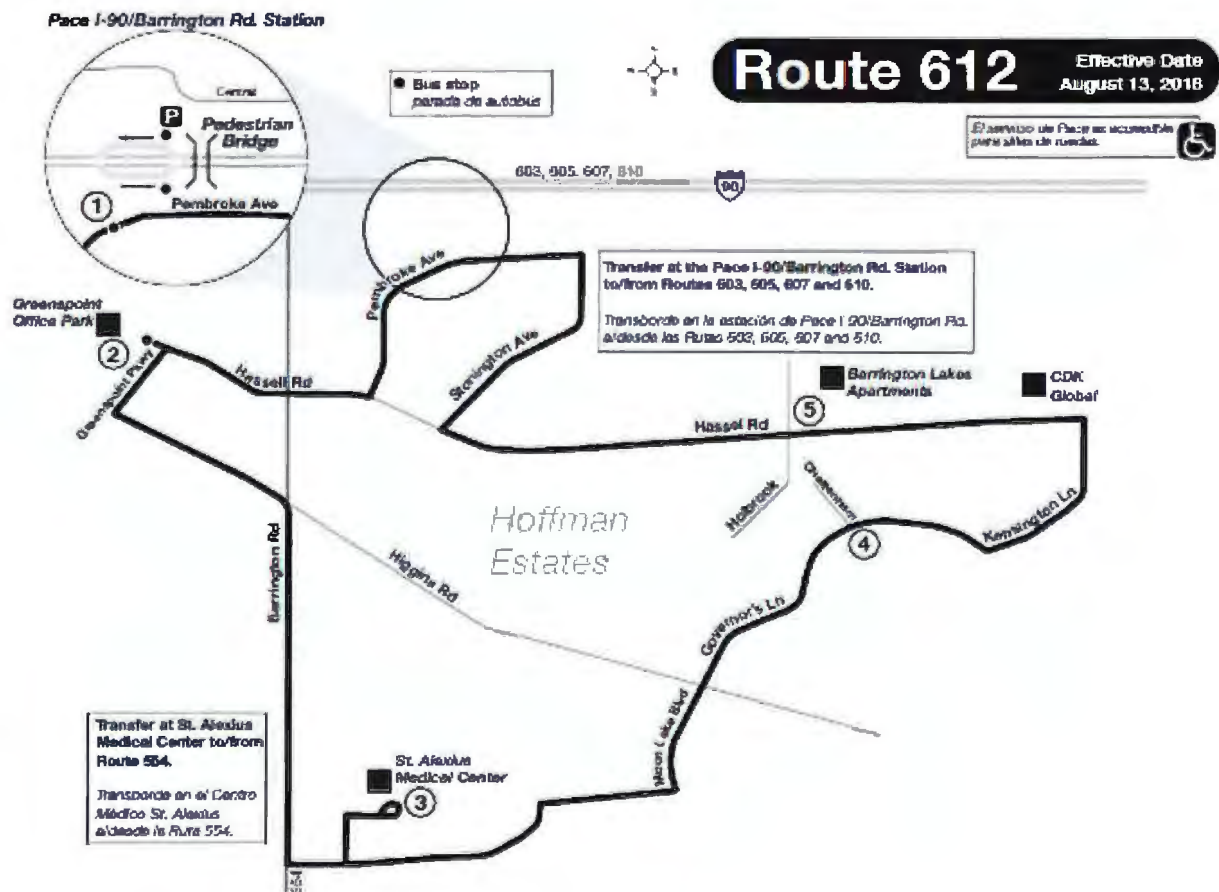
Month	Route 603 – Average Weekday				Route 603 – Average Saturday			
	2016	2017	2018	2019	2016	2017	2018	2019
January	-	60	144	234	-	27	76	93
February	-	78	159	269	-	26	81	91
March	-	72	183		-	38	96	
April	-	96	200		-	46	85	
May	-	107	207		-	44	93	
June	-	120	206		-	60	102	
July	-	134	211		-	78	103	
August	-	151	229		-	72	115	
September	-	145	282		-	82	114	
October	-	151	298		-	82	102	
November	-	150	276		0	62	105	
December	25	141	249		19	76	104	

Month	Route 605 – Average Weekday				Route 605 – Average Saturday			
	2016	2017	2018	2019	2016	2017	2018	2019
January	-	68	236	287	-	12	33	45
February	-	88	243	330	-	15	36	49
March	-	105	256		-	18	41	
April	-	115	269		-	28	55	
May	-	142	276		-	30	58	
June	-	154	272		-	37	62	
July	-	193	303		-	24	66	
August	-	202	329		-	34	69	
September	-	233	363		-	36	73	
October	-	242	357		-	38	64	
November	-	235	310		0	42	51	
December	22	206	286		9	38	61	

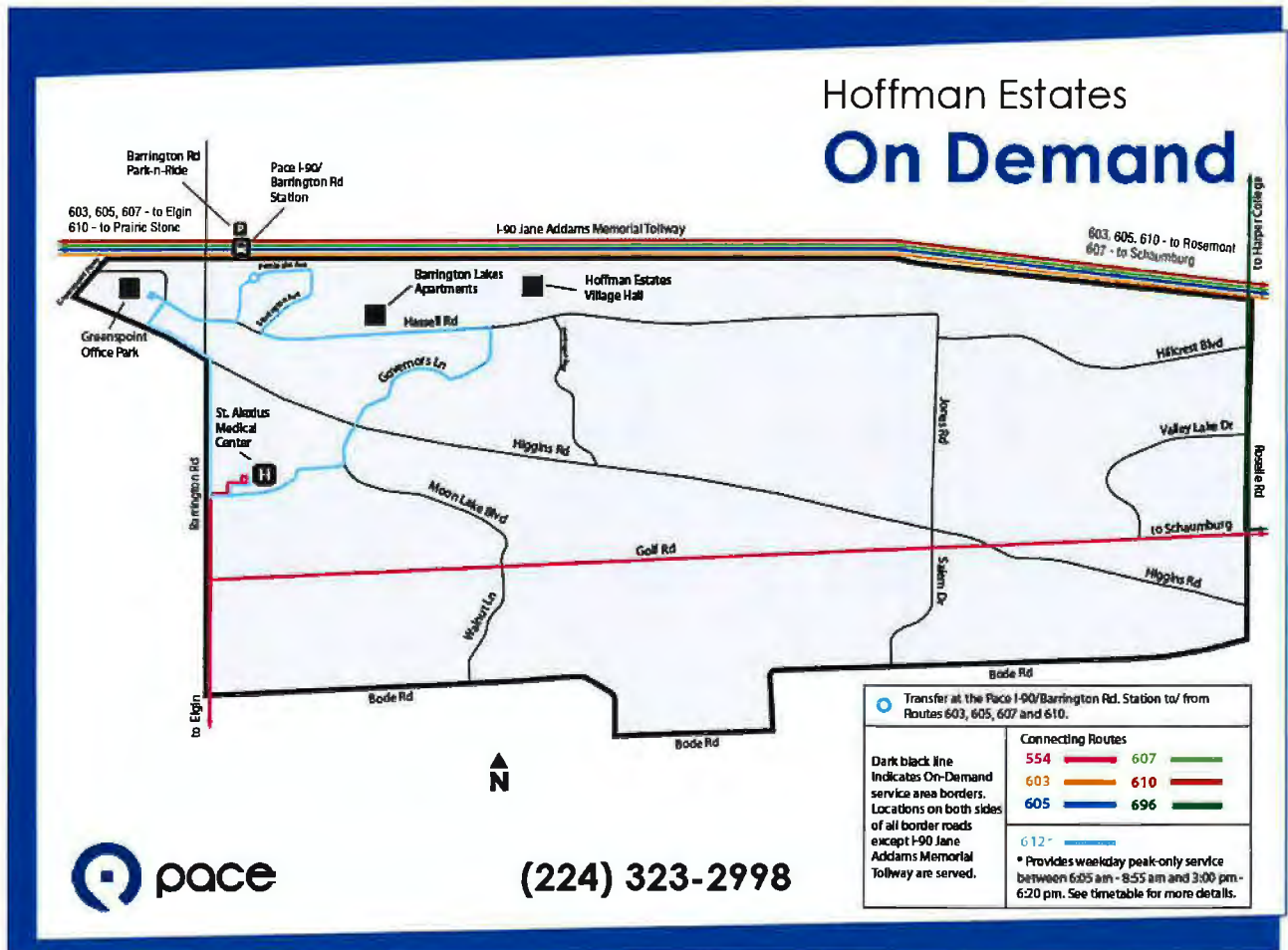
Month	Route 607 – Average Weekday				Route 607 – Average Saturday			
	2016	2017	2018	2019	2016	2017	2018	2019
January	-	23	28	55	-	10	12	13
February	-	34	28	66	-	14	14	21
March	-	34	33		-	14	15	
April	-	49	38		-	12	15	
May	-	41	37		-	14	15	
June	-	32	42		-	14	27	
July	-	44	45		-	19	22	
August	-	53	41		-	30	16	
September	-	35	36		-	17	18	
October	-	28	51		-	6	34	
November	-	30	52		0	8	16	
December	16	35	55		6	11	25	

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

Pace Route 612 is a weekday circulator which operates from 6:00 a.m. to 9:00 a.m. and 3:00 p.m. to 6:00 p.m. The route connects residential and business areas along a fixed loop route 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 from 9:00 a.m. to 3:00 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 for transfers to / from the I-90 express routes. 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 for February found on average about 8 trips per day 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

A meeting with hotel representatives was held on April 4 at Village Hall. Pace services were one topic of conversation and information on various routes was shared. Individual visits to each hotel in the Barrington Road corridor were done last fall to present information on the I-90 services at Barrington Road. The February *Citizen* contained an article about the RTA Trip Planner tool as well as the mapping available via the Village web portal for public transportation options. The article mentioned the I-90 services and On-Demand option. The November *Citizen* included an article highlighting the On-Demand service availability. In addition, staff made a presentation on Village transit options at a

meeting in December at the Schaumburg Township Library as part of a panel discussion. Staff 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 businesses near the Barrington Road station and is available upon request to hold on-site transit meetings to inform employees of their options. Articles have appeared in the *Citizen* over the last few months to offer an overview of all services and will continue to feature articles on the benefits of these programs. Information was mailed to all registered participants of the Taxi Discount Program in September. Finally, information is available on the Village website which links to the Pace page for detailed schedules and assistance with trip planning, plus notices were aired on the cable channel.

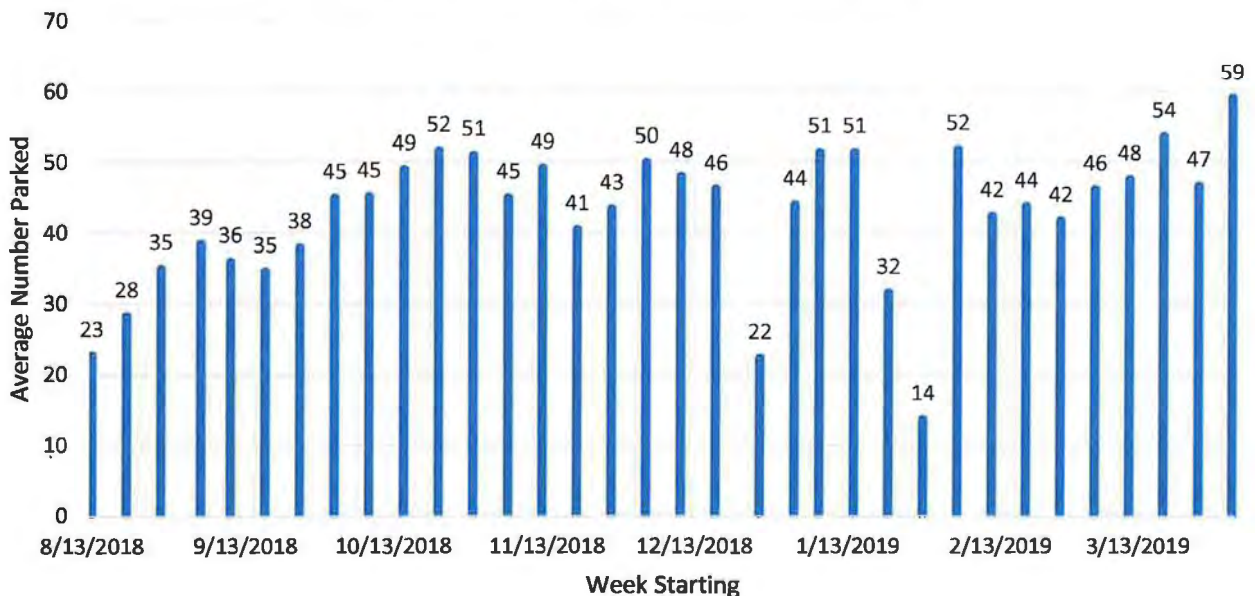
◆ **Transit Improvement Task Force**

A meeting will be scheduled in coming months for the group to review performance of the new services. Pace and Village staff will monitor levels of use for the I-90 and supporting services. Discussion of performance, options for changes, etc. will be discussed. Continued implementation of the RTA sponsored transit plan will be a focus of the group discussion.

◆ **Park-n-Ride / Kiss-n-Ride Plans**

The Park-n-Ride located on the north side of I-90 opened with the startup of I-90 service to Barrington Road in August 2018. The parking lot provides 170 free parking spaces plus bicycle parking. 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 a general average of about 50 parked vehicles during the middle of the week around midday. Some passenger drop-offs and pickups, as well as walking trips to the station, have been observed. The average number of parked vehicles by week in the Park-n-Ride lot is shown in the graph below. Severe weather in January and February had significant impacts on transit use along with typically lower levels of ridership in December. These effects are reflected in ridership data and parking lot utilization at the Park-n-Ride.

**Barrington / I-90 Park-n-Ride:
Average Daily Vehicles Parked by Week**



Pace issued the notice to proceed with construction to the contractor for the Kiss-n-Ride work. The contractor has started work. 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. The Village is attempting to coordinate with Pace and Cook County for Pace to construct a pedestrian crossing of Central Road at the Park-n-Ride entrance to link to the Claire's property. Pace is formalizing the plan to present to Cook County for review and approval.



Pace Kiss-n-Ride Construction – looking northwest from Pembroke Avenue

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 plans 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

◆ Canadian National – Army Corps of Engineers Permit Application

CN submitted an application for an Army Corps permit to extend the siding track south of Shoe Factory Road to create a second mainline track. Village staff is reviewing CN's plans and has posted information on the railroad's proposal to the Village website. Technical comments are being prepared to submit by the April 15 deadline. Residents are encouraged to review the railroad's proposal, submit their comments to the Army Corps, and contact their elected federal officials. Plans obtained from CN are available for viewing at Village Hall. More information can be found at www.hoffmanestates.org/cn.

◆ O'Hare Noise Compatibility Commission (ONCC)

The latest information can be found on the O'Hare Noise Compatibility Commission (ONCC) website www.oharenoise.org. 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.

◆ Tri-County Access Plan

The next meeting is planned for spring 2019. Staff 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. The main input from the Village so far has been to encourage the team to investigate various transit options to connect within the larger study area.

An Environmental Impact Statement is being prepared for the project. The study group began meeting in the spring 2018. Completion of the environmental phase is expected sometime near the end of 2021. As additional information becomes available, the Tri-County consultant team is available to make presentations to the Village if desired.

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