

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

**Immediately Following General Administration and Personnel**

<b>Members:</b>	<b>Karen Mills, Chairperson</b>	<b>Anna Newell, Trustee</b>
	<b>Gary Stanton, Vice Chairperson</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 – June 10, 2019**

**NEW BUSINESS**

- 1. Review of request to modify parking restrictions on Della Drive and McCormack Drive.

**REPORTS (INFORMATION ONLY)**

- 1. Transportation Division Monthly Report
- III. President's Report**
  - IV. Other**
  - V. Items in Review**
  - 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**

**June 10, 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  
Arthur Janura, Corporation Counsel  
Mark Koplín, Asst. Vlg. Mgr.-Dev. Services  
Peter Gugliotta, Director of Planning  
Kevin Kramer, Director of Econ. Dev.  
Mo Khan, Associate Planner  
Patti Cross, Asst. Corporation Counsel  
Mike Hankey, Dir. Trans & Engineering  
Patrick Seger, Director HRM  
Bruce Anderson, CATV Coordinator  
Suzanne Ostrovsky, Asst. to Village Mgr.**

The Transportation & Road Improvement Committee meeting was called to order at 7:39 p.m.

**II. Approval of Minutes**

Motion by Trustee Gaeta, seconded by Trustee Stanton, to approve the Transportation & Road Improvement Committee meeting minutes from May 13, 2019. Voice vote taken. All ayes. Motion carried.

**NEW BUSINESS**

**1. Request approval of an Intergovernmental Agreement with Cook County for funding of capital projects.**

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

Mike Hankey addressed the Committee and reported that under the program with Cook County, the Village would receive \$150,000 for the Clover Lane construction and the Shoe Factory Road path work.

Motion by Trustee Gaeta, seconded by Trustee Arnet, approve an Intergovernmental Agreement with Cook County for funding of capital 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 asked that the garbage along the right-of-way of Barrington Road/I-90 be cleaned of debris. Trustee Pilafas requested complaint reports from the O'Hare Noise Commission. Trustee Stanton asked about the status of Pace Route 612.

**III. President's Report****IV. Other****V. Items in Review****VI. Adjournment**

Motion by Trustee Gaeta, seconded by Trustee Pilafas, to adjourn the meeting at 7:50 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

**COMMITTEE AGENDA ITEM  
VILLAGE OF HOFFMAN ESTATES**

**SUBJECT:** Review of request to modify parking restrictions on Della Drive and McCormack Drive

**MEETING DATE:** July 8, 2019

**COMMITTEE:** Transportation and Road Improvement

**FROM:** Joe Weesner

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**PURPOSE:** Review of request to restrict parking in the vicinity of the curbside mailboxes on Della Drive and McCormack Drive to address concerns expressed to Village staff by the Hilldale Green Homeowners Association.

**BACKGROUND:** Representatives of the Hilldale Green Homeowners Association had contacted Village staff in 2019 to express concerns about on-street parking in the neighborhood, including parked vehicles that restricted access to curbside mailboxes. Neighborhood streets include Della Drive, McCormack Drive, and Foltz Drive.

The Hoffman Estates Police Department conducted observations of vehicles parked overnight on neighborhood streets and noted 47 vehicles total on 4 days in May 2019. The registered addresses of the 47 vehicles were reviewed. Approximately 45 percent of the vehicles observed during the review period were registered to Hilldale Green addresses, another 43 percent were registered to owners outside the Village, and the remaining vehicles were registered to addresses on the west side of Huntington Boulevard. These observations were shared with the Association representatives. The Association was satisfied with this review and liked the approach of educating those parking from the west side of Huntington Boulevard on parking options more proximate to their residences. The Association did ask for help in dealing with people parking and blocking the mailboxes.

**DISCUSSION:** Village staff has reviewed the neighborhood and noted that the driveways of all houses in the neighborhood are located on private 'finger streets' off the three public streets; there are no residential driveways on the public streets. The mailboxes for the houses on each private street are located on a group mailbox support on the public street at the intersection of the private and public streets. Parking is prohibited at all times on the east side of Foltz Drive and

**DISCUSSION: (Continued)**

McCormack Drive, and on the north side of Della Drive. Curbside mailboxes are installed on the east side of Foltz Drive, on the east and west sides of McCormack Drive, and on the north and south sides of Della Drive.

**RECOMMENDATION:**

Village staff recommends that parking be restricted in front of and within 10 feet of any mailbox on Della Drive and McCormack Drive at all locations where no restrictions otherwise exist. No restrictions are recommended on Foltz Drive since all mailboxes are located on the side of the street where parking is prohibited.

Attachment

ORDINANCE NO. \_\_\_\_\_ - 2019

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 305, to read as follows:

305. On Della Drive and on McCormack Drive in front of or within 10 feet of any curbside mailbox.

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 \_\_\_\_\_, 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

## JULY 2019 MONTHLY REPORT

### ROAD PROJECTS

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

As the major work is finished, the Tollway will move towards closing out items needing attention. The path lights in the southeast quadrant and those in the underpass of the south ramp are being addressed by Pace. 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.

On May 7, the Barrington Road interchange ramp design, bicycle and pedestrian improvements, and transit components were recognized with a National Honor Award for Engineering Excellence at the American Council of Engineering Companies (ACEC) ceremony in Washington DC. Representatives from the Village, Crawford Murphy Tilly, Pace, and the Illinois Tollway were presented the national award. The project was one of just 20 nationwide receiving the honor designation which emphasizes innovation, technical, economic, and social values. The interchange project has also been awarded recognition by the American Public Works Association (APWA), APWA Chicago Metro chapter. The APWA Suburban chapter presentation took place in February, 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 from Illinois ACEC which is known as the Lincoln Grand Conceptor. 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.

#### ◆ **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. White Oak Lane will become a right in / right out intersection when the median is installed on Shoe Factory Road. 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. The Shoe Factory Road path will complete connectivity along the corridor.

Civiltech is preparing various plan revisions and other regulatory reviews to advance Phase II work. Evaluation of the drainage accommodations for interim conditions under the private property develops is being conducted. Coordination with a representative of the new bank owning the vacant property at Shoe Factory and Beverly was held to discuss project status and drainage easements. General concurrence on the drainage concepts from the bank is being sought. Lighting and traffic signal design features are being addressed. 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, which is likely to occur during 2020. 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**

The project is in the Phase I engineering stage. Design approval is expected later in 2019. 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 bicycle and facilities 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. Phase II engineering will begin following completion of Phase I. IDOT's multi-year program shows 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](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. Civiltech is completing preliminary engineering work, holding kickoff meetings with IDOT and the Tollway. No major issues were raised by either agency. The consultant submitted the Environmental Survey Request (ESR) to IDOT and also requested and received the 2050 traffic projections from CMAP. Civiltech crews have also completed the existing traffic data collection and are collecting the survey on Beverly Road for the preparation of the preliminary plans. Intersection and roadway capacity analyses are underway. Development of alternative geometric solutions will started soon.

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 median along with 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.

◆ **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 east-west portion of the project is advancing as the initial phase of construction.

An item last month received authorization to award the contract for Phase III engineering services of the east-west portion of the project scope. These and other IDOT documents will be finalized in August in order to meet the IDOT requirements for the September 2019 construction letting. TranSystems submitted the final plans to IDOT in April and is responding to IDOT comments. The agreement for the construction engineering services will be part of the submittal package. There have been no new developments or discussions with CN for an agreement to allow construction of the north-south section of path. Revisions to the IGA with the Forest Preserve District and the Park District will



be needed due to changes in project schedule and costs. Adjustments to the funding and timing are being processed through IDOT.

◆ **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 is unknown if these will be able to advance; however, if other projects fall behind, an opportunity may arise to move one or more segments into the active program.

A Request for Qualifications was released in late May for a consultant to complete Phase II plan documents to position the street sections to move forward to construction in 2020 if funds are available through the NWMC STP plan. Staff will review proposals received and present a recommendation for award of contract at the August Committee. The cost of Phase II engineering is part of the 2019 budget and must be funded solely by the Village. The goal is to complete Phase II engineering by the end of the year so the projects could be placed on a spring / summer IDOT letting in 2020. The pavement condition on some of these candidates will likely require resurfacing in the next year or two whether federal funds are available or not. One of the original 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 subcommittee. 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**

An update on numerous bicycle projects in the Village and region was provided to the Committee. Planning will begin for future 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 – Huntington Boulevard to Pace Park-n-Ride**

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 as required by the development agreement. Sensitive environmental areas and wetland impacts exist which will need to be addressed. A pedestrian crossing of Central Road near the curve where the Park-n-Ride entrance is located requires careful study. Coordination with the Forest Preserve is 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. Some

property at the corner of the Claire's property is needed for the Eagle Way extension near the new intersection at Central Road and is a responsibility of the H90 ownership. As part of the 2019 street project scope, sidewalk was installed on the west side of Eagle Way from Lakewood Boulevard to the Siemens / Claire's driveways. 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 over Central Road on the west leg of the Roselle Road intersection. Work is underway on the superstructure including pouring the bridge walls and installing railing. Some overnight and daytime lane closures are possible as crews work on the bridge. Space for the bicycle path crossing the Tollway was included with the Roselle Road bridge constructed with the mainline and interchange projects. The contractor has begun excavation for the path on the west side of Roselle Road both north and south of I-90 which will connect to Hillcrest Boulevard. The project is expected to be complete later in 2019. The need for multiple crossings of the Tollway was one of the main comments from the public during development of the bicycle plan.



**Looking east on Central Road – Bike Bridge over Central Road**



**Looking north on Central Road – Bike Bridge over Central Road**

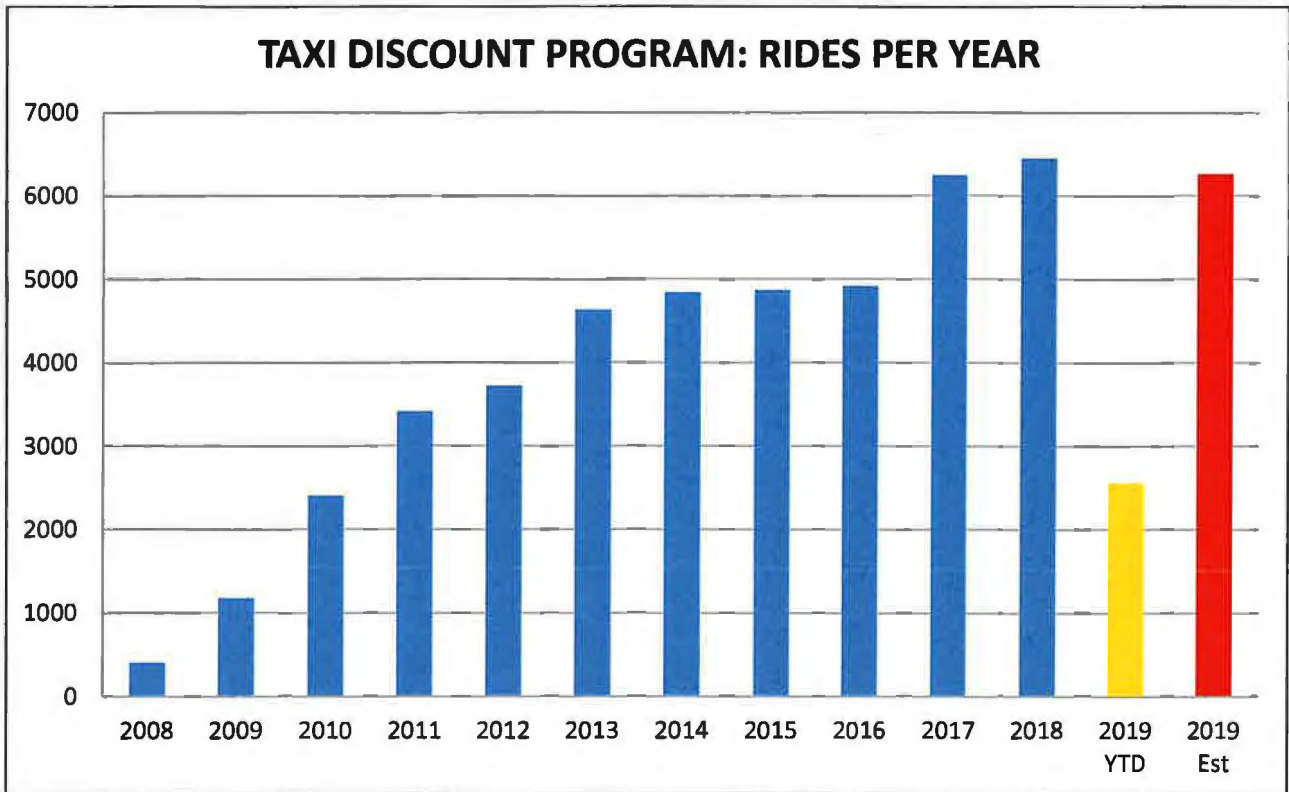


**Looking south towards Hillcrest, west side of Roselle – south of I-90**

**TRANSIT**

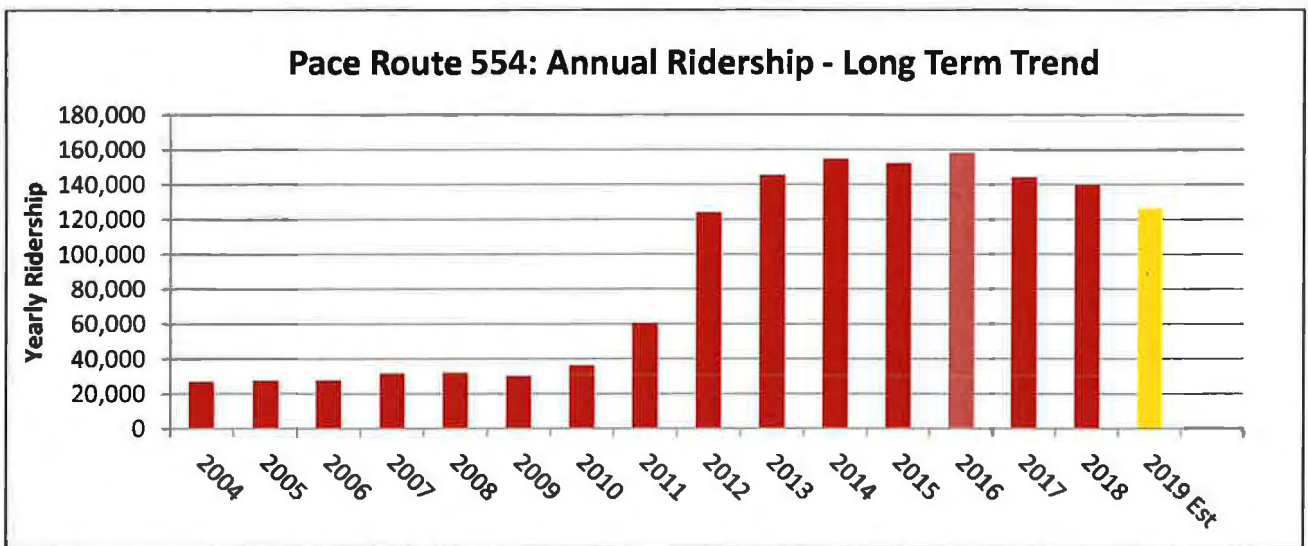
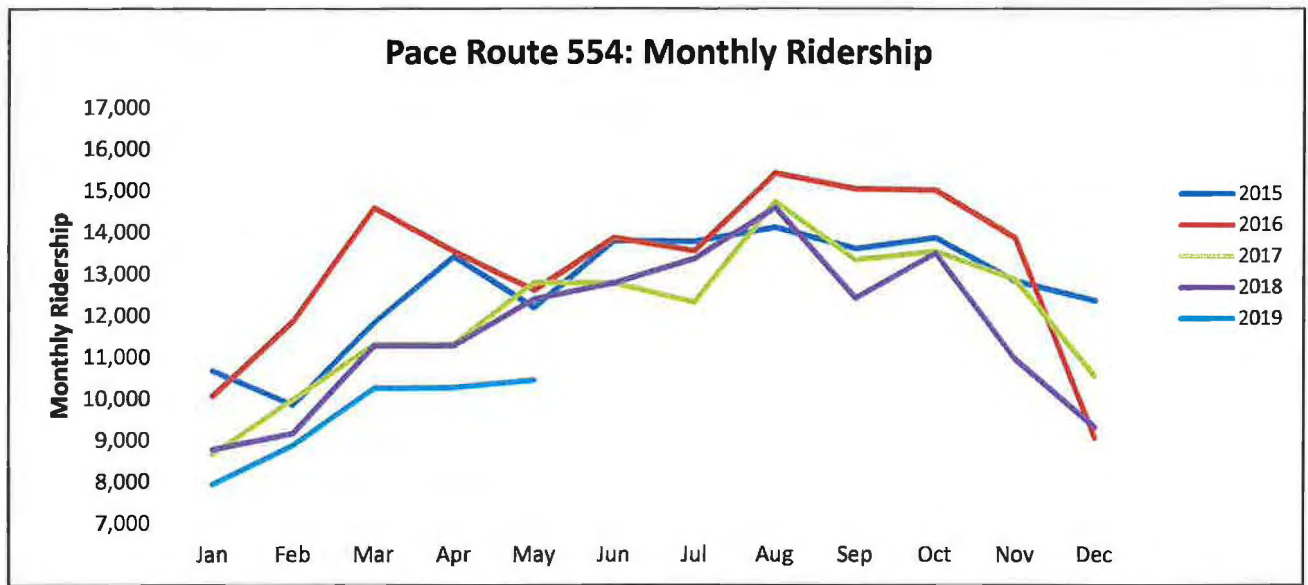
◆ **Taxi Discount Program**

Registration is ongoing with identification cards and coupons sent to residents. Since its inception, a total of 692 residents have registered for the program. Further review of the program registration indicates the number of current eligible registrants totals 429. Staff continues to look for ways to promote and advertise the program. The graph below shows historical use as well as year-to-date ridership in 2019. The ridership increases in 2017 and 2018 were due to a combination of higher registrations resulting from promotion of the program and the increase to a coupon value of \$7.00 effective at the start of 2017. The extreme weather in January and February of 2019 likely resulted in lower use during those months which in turn will reduce annual ridership.

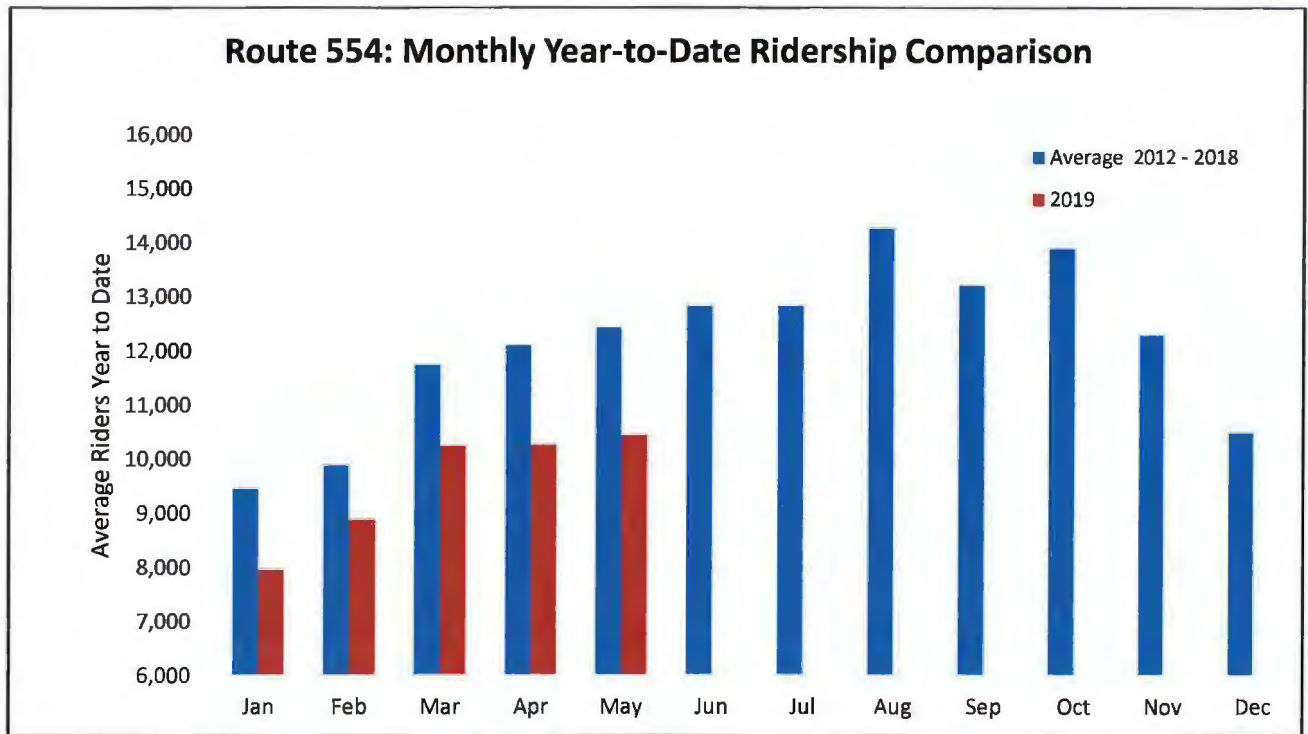


◆ **Pace Route 554**

The most recent data from April 2019 showed average weekday ridership of 425, along with a Saturday average of 275 riders per day. The extreme weather during January and February was a major factor in lower ridership numbers and will affect total ridership this year. Pace is still 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 if and when a change might occur.



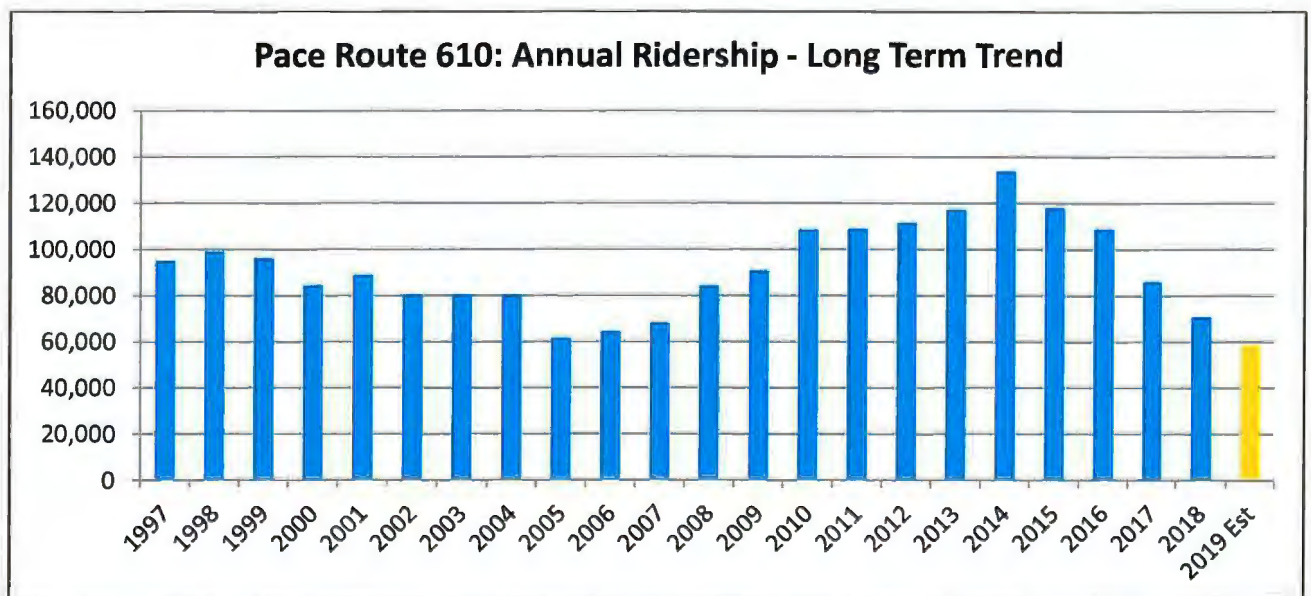
The year-to-date ridership by month on Route 554, based on historical average data, is shown in the figure below for 2012 through 2018 along with year to date use in 2019. Overall, so far the 2019 pattern generally follows the average experience over the prior years, although at noticeably lower levels. Individual monthly ridership varies based on the numbers of weekdays and Saturdays in given months, weather conditions, and other factors.

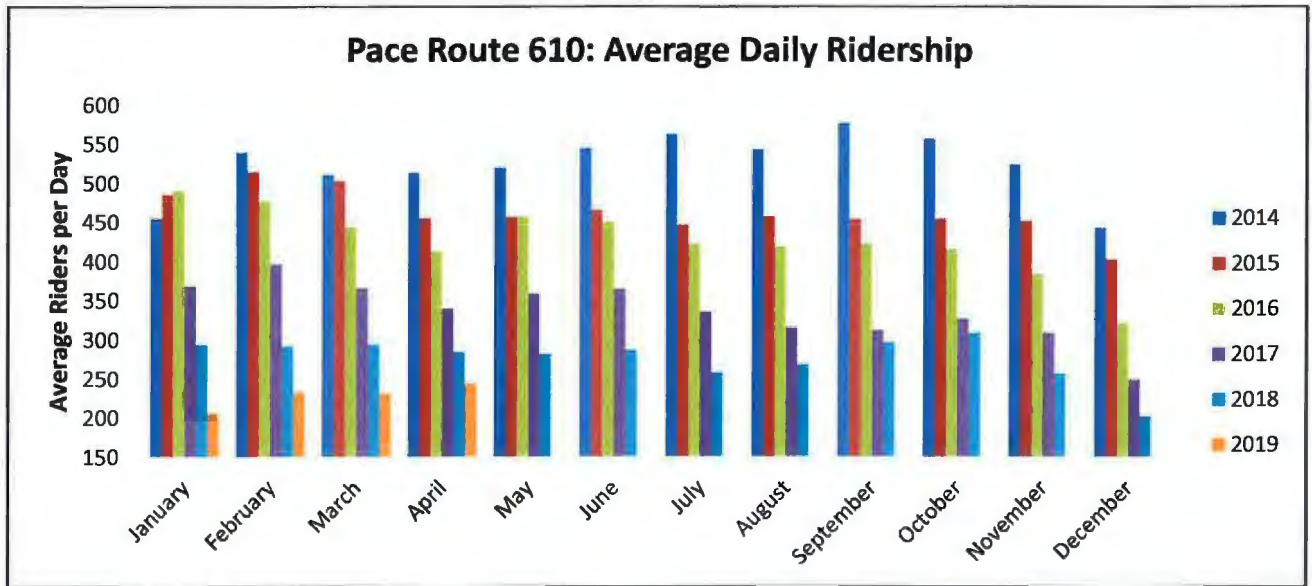


◆ **Pace Route 610 and Sears Centre Park-n-Ride Lot**

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, a trend which has persisted over the last few years. Some trips on Route 610 were eliminated or combined in 2018 based on the low ridership experienced over the recent past; further modifications may be needed based on the ridership level. 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 is typically around 10 per day. Pace plans to continue this Park-n-Ride while the performance of the new I-90 services is evaluated. 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, the Pace routes noted below began servicing the Barrington Road transit station along with Route 610. 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 stopping at Barrington Road 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. Since opening of the Barrington Road station, ridership is substantially higher particularly on Routes 603 and 605 compared to the same month in prior years. Service at the Barrington Road / I-90 station began in August 2018 – the table highlights the months since startup at Barrington Road to allow for comparisons.

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	275	-	38	96	109
April	-	96	200	296	-	46	85	115
May	-	107	207	305	-	44	93	113
June	-	120	206		-	60	102	
July	-	134	211		-	78	103	
August	-	151	229		-	72	115	
September	-	145	282		-	82	114	

Month	Route 603 – Average Weekday				Route 603 – Average Saturday			
	2016	2017	2018	2019	2016	2017	2018	2019
October	-	151	298		-	82	102	
November	-	150	276		0	62	105	
December	25	141	249		19	76	104	

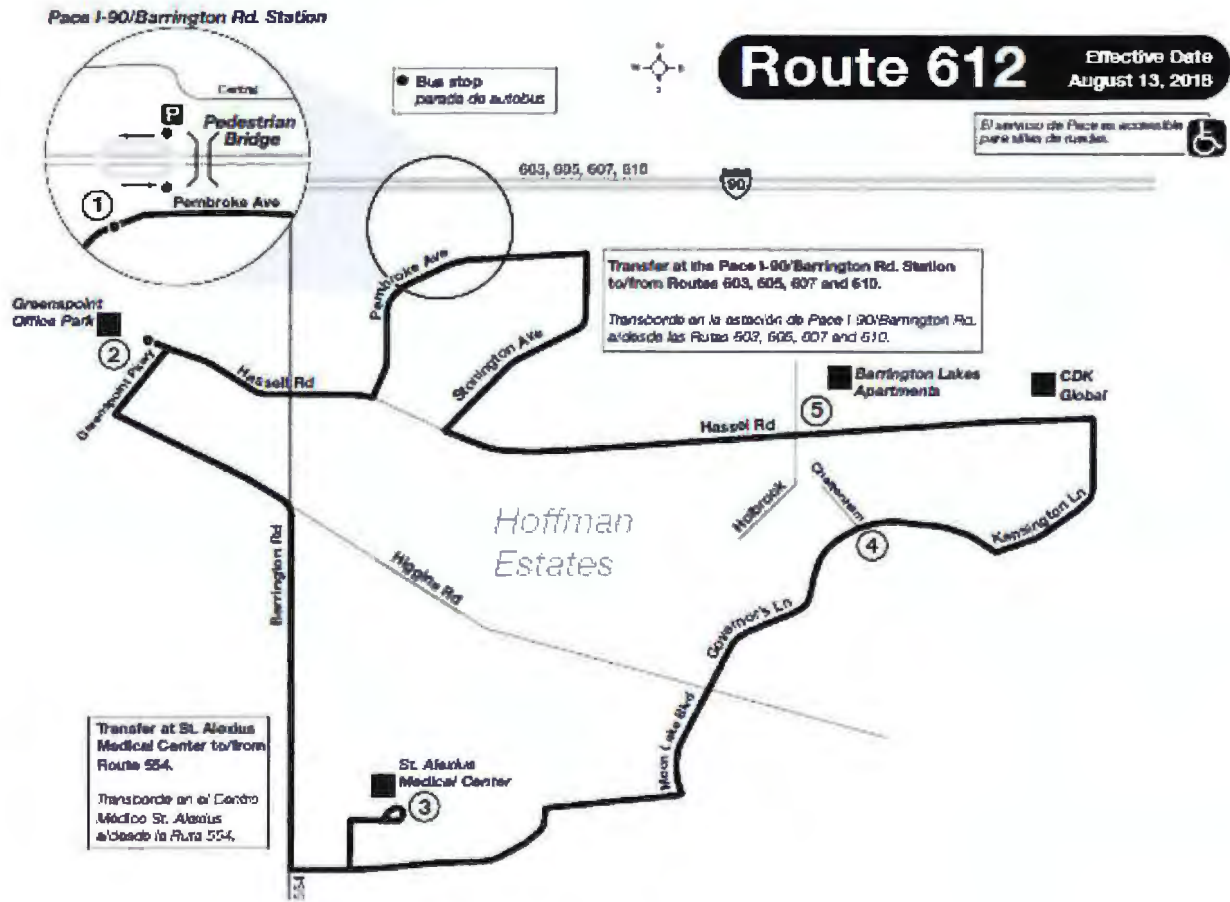
Month	Route 605 – Average Weekday				Route 605 – Average Saturday			
	2016	2017	2018	2019	2016	2017	2018	2019
January	-	68	236	287	-	12	33	45
February	-	88	243	330	-	15	36	49
March	-	105	256	324	-	18	41	64
April	-	115	269	349	-	28	55	68
May	-	142	276	337	-	30	58	63
June	-	154	272		-	37	62	
July	-	193	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	55	-	14	15	22
April	-	49	38	79	-	12	15	17
May	-	41	37	67	-	14	15	20
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	

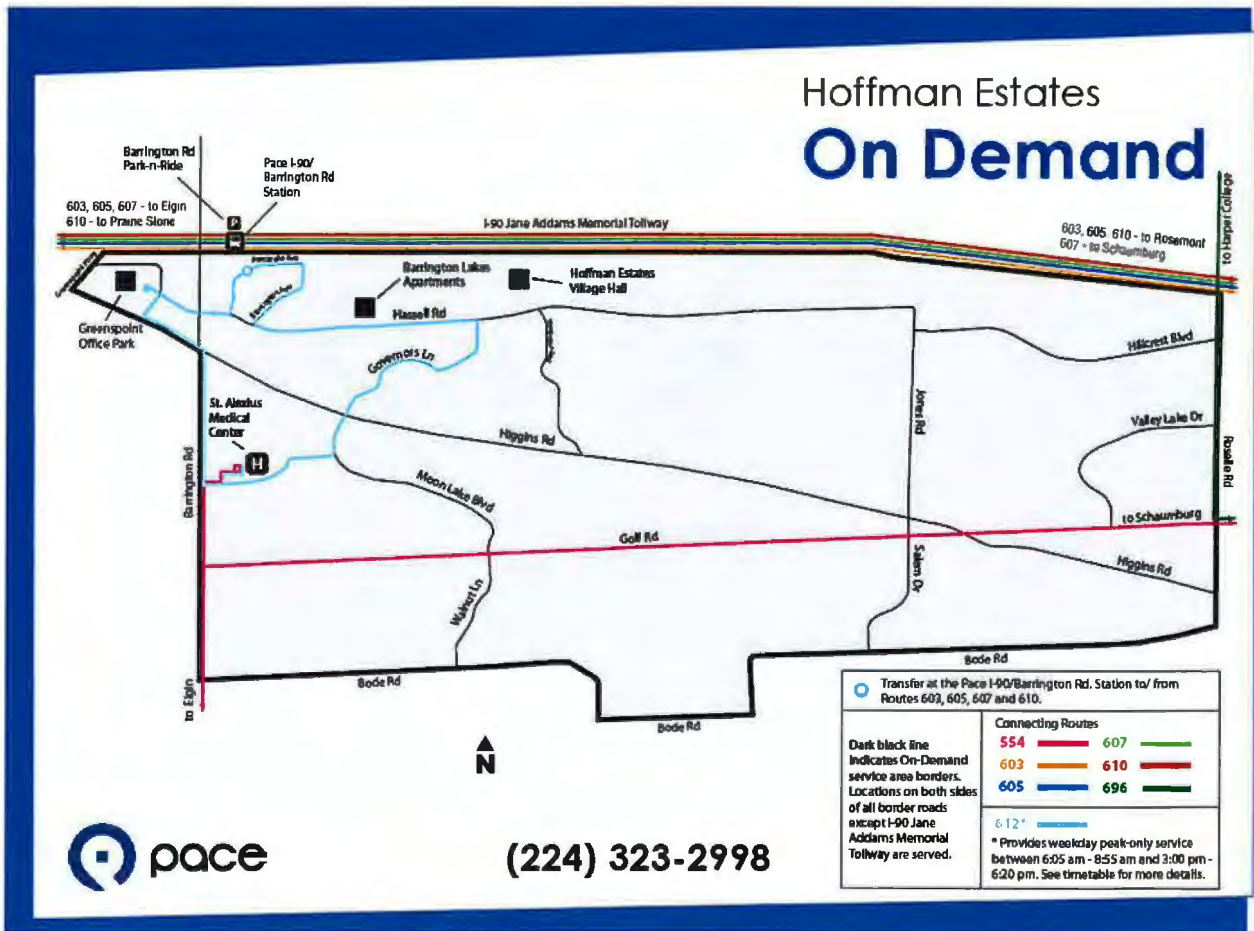
◆ **Pace Route 612 and Hoffman Estates On-Demand**

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 May found on average about 7 trips per day made via On-Demand and an average of 7 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 presentation to the Chicago Section of the American Planning Association was held at Village Hall in mid-May. The interchange development process and associated transit services were the topics of discussion. Village representatives, joined by Illinois Tollway and Pace staff, provided an overview of the evolution of the interchange design, incorporation of transit features, and economic development opportunities in the area of the interchange and transit station at Barrington Road. In April, a meeting with hotel representatives was held at Village Hall. Pace services were one topic of conversation and information on the 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.

An article on transit was in the June *Citizen* covering the On-Demand operation and the I-90 routes. The February 2019 *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 also 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 last 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

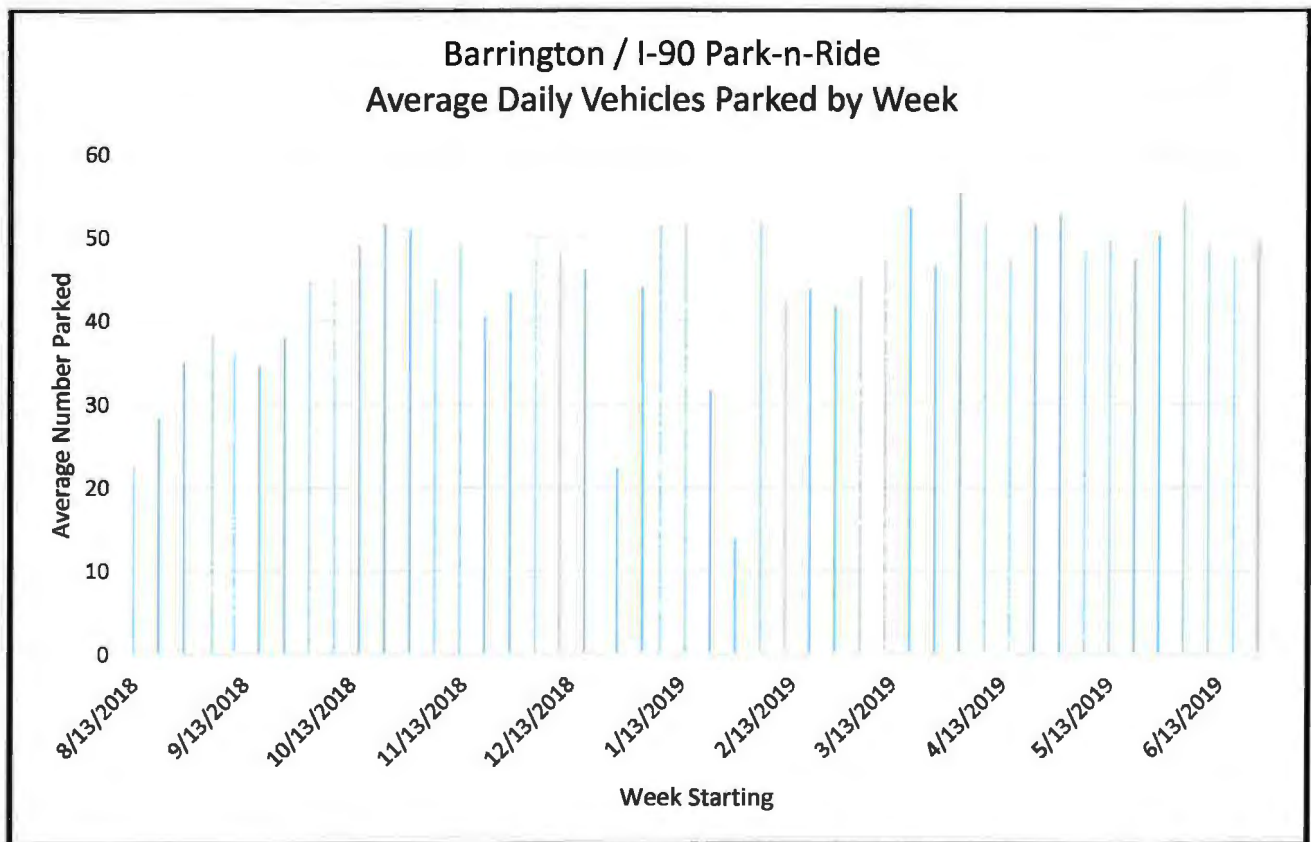
services. Pace staff is meeting with businesses near the Barrington Road station and is available upon request to hold on-site transit meetings to inform employees of their options. Information on the new Pace routes was mailed to all registered participants of the Taxi Discount Program in September 2018. 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.

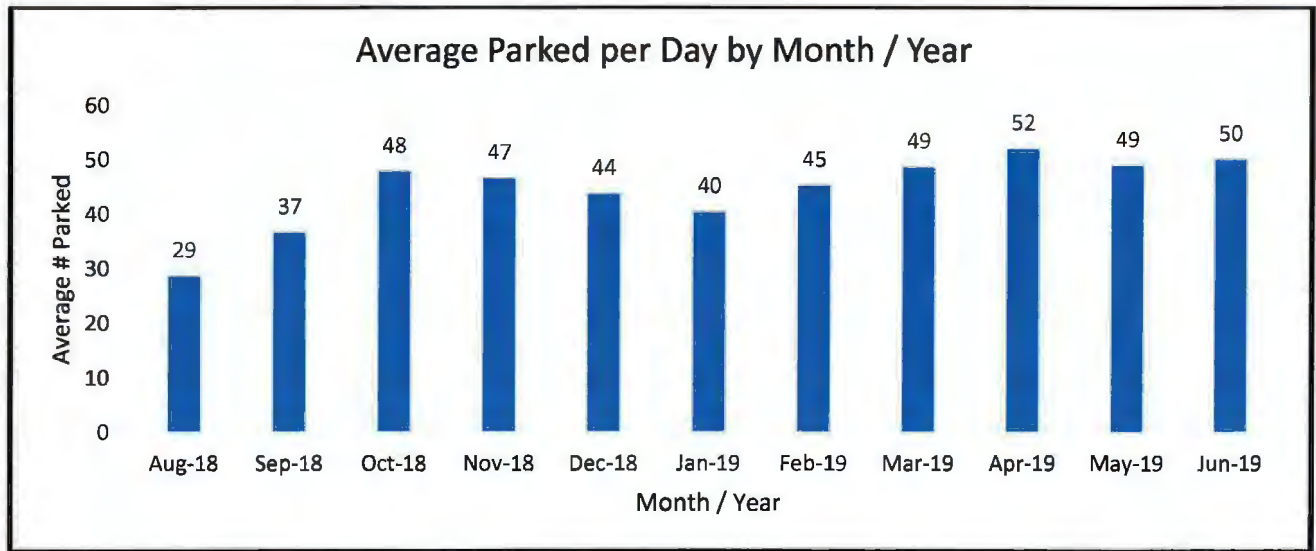
◆ **Transit Improvement Task Force**

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 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 on a typical weekday. Fridays show the lowest number of parkers with relatively stable use on Tuesday through Thursday. 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 followed by a graph of average monthly use. Some parked vehicles of transit users have also been seen on Pembroke Avenue. Drop-offs and pick-ups have been observed on Pembroke too; these will be better served when the Kiss-n-Ride is complete. Severe weather in January and February had significant impacts on transit use throughout the system. These effects are reflected in ridership data and parking lot utilization at the Park-n-Ride.





Pace’s contractor has made good progress on construction of the Kiss-n-Ride. The underground utilities have been completed and the retaining wall for the turnaround area of the Kiss-n-Ride is nearly complete. Pace installed temporary bus pads and shelters on Pembroke Avenue last fall at the Kiss-n-Ride location. These will remain until the permanent Kiss-n-Ride construction is complete. With the Village’s street project, sidewalk will be installed on the north side of Pembroke Avenue from the Kiss-n-Ride east to Stonington Avenue and curb ramping will be provided where the path connects to the street. The Village is coordinating with Pace for construction of a pedestrian crossing on Central Road at the Park-n-Ride entrance to link to the Claire’s property. Pace submitted a plan to Cook County permits for review and approval.



**Pace Kiss-n-Ride Construction – Looking southeast towards 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 after 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 held a public meeting at Timber Trails School on May 30 to hear comments from residents and other interested parties on their proposal to extend a second track south of Shoe Factory Road. The Village sent notices via mail and email to residents to advise of the meeting and its purpose. CN also notified those who submitted comments to the Army Corps of Engineers on the current permit application. The meeting was well attended and many attendees spoke of their concerns regarding noise, vibration, safety, drainage, environment, etc. CN representatives indicated they expect to submit responses to the Army Corps for the questions received at some point in July. Army Corps representatives said that CN's responses will be reviewed and it is possible that some additional analysis may be required.

CN's application for an Army Corps permit to extend the siding track south of Shoe Factory Road to create a second mainline track is still under review. Village staff reviewed CN's plans and posted information on the railroad's proposal to the Village website. The Village submitted technical comments to the Army Corps as did many others. Residents were 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](http://www.hoffmanestates.org/cn). A number of residents have taken advantage of this opportunity. Staff also attended a meeting held at Hanover Township offices last month at which CN representatives heard comments from the public.

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

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

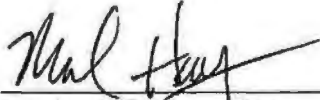
### **◆ Tri-County Access Plan**

There has been no involvement of the advisory group since last year. The next meeting for the group was planned for spring 2019 but to date no specific information has been provided. 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.



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