

AGENDA
TRANSPORTATION AND ROAD IMPROVEMENT COMMITTEE
Village of Hoffman Estates
October 14, 2019

Immediately Following General Administration and Personnel

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

- I. Roll Call**
- II. Approval of Minutes – September 9, 2019**

REPORTS (INFORMATION ONLY)

- 1. Transportation Division Monthly Report

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

- 1. Discussion of review of Wisconsin Central Ltd.'s proposed railroad track extension between Shoe Factory Road and Spaulding Road.

- 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**

September 9, 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, Economic Dev. Director
Mike Hankey, Dir. Transportation and Eng.
Patti Cross, Asst. Corporation Counsel
Patrick Seger, Director HRM
Richard Signorella, CATV Coordinator
Matthew Galloway, Administrative Intern**

The Transportation & Road Improvement Committee meeting was called to order at 7:24 p.m.

II. Approval of Minutes

Motion by Trustee Arnet, seconded by Trustee Pilafas, to approve the Transportation & Road Improvement Committee meeting minutes from August 5, 2019. Voice vote taken. All ayes. Motion carried.

NEW BUSINESS

- 1. Request approval of an agreement with Wetlands Mitigation of Illinois, LLC for wetland mitigation credits for the Shoe Factory Road bicycle path project.**

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

Motion by Trustee Gaeta, seconded by Trustee Pilafas, approve an agreement with Wetlands Mitigation of Illinois, LLC for wetland mitigation credits for the Shoe Factory Road bicycle path project. Voice vote taken. All ayes. Motion carried.

2. Review of request for handicapped parking space on Somersworth Place.

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

Motion by Trustee Gaeta, seconded by Trustee Pilafas, to approve an ordinance amending Section 6-2-1-HE-11-1302-A of the Hoffman Estates Municipal Code (Somersworth Place). Voice vote taken. All ayes. Motion carried.

3. Request authorization to award contract for the 2019 preventative maintenance project to Patriot Pavement Maintenance, Des Plaines, IL (low bid) in an amount not to exceed \$275,000.

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

Motion by Trustee Gaeta, seconded by Trustee Pilafas, to award contract for the 2019 preventative maintenance project to Patriot Pavement Maintenance, Des Plaines, IL (low bid) in an amount not to exceed \$275,000. 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 Stanton requested that staff look into cracks Bode Road south along the curve. Trustee Pilafas thanked Transportation staff regarding recent road work on Bordeaux.

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

Motion by Trustee Arnet, seconded by Trustee Gaeta, to adjourn the meeting at 7:32 p.m. Voice vote taken. All ayes. Motion carried.

Minutes submitted by:

Debbie Schoop, Executive Assistant

Date

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

OCTOBER 2019 MONTHLY REPORT

ROAD PROJECTS

◆ **Barrington Road Interchange**

As the work is finished, the Tollway will move towards closing out items needing attention. Village Public Works and Transportation / Engineering staff created a punch list of items which need to be addressed by the contractor. The Tollway's construction project manager will coordinate these items. Some cleanup work of the interchange area has occurred and the pedestrian signal in the northeast corner of the Barrington / Hassell Road intersection has been relocated due to damage from turning vehicles. The path lights in the southeast quadrant and those in the pedestrian 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.

As part of the Northwest Municipal Conference's Bicycle and Pedestrian Committee, staff will be joining with Pace representatives to present details of the interchange and transit planning and design process in mid-October. A walking tour of the facilities is also planned. Separately staff from Pace and Crawford, Murphy, and Tilly made a presentation to IDOT personnel on the project's design.

◆ **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, with 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 continues work on various plan revisions and other regulatory reviews to advance Phase II to the pre-final plan stage. County and Village staff are performing initial reviews of the pre-final plans. Evaluation of the drainage accommodations for interim conditions on private property has been conducted. Coordination with a representative of the new bank owning the vacant property at Shoe Factory and Beverly Road was held to discuss project status and drainage easements on the property. General concurrence on the drainage concepts from the bank is still being sought. The property ownership recently changed again as a result of a merger of banks. This has slowed the coordination process for private development issues. At present, completion of design work is expected by early 2020 with the specific schedule dependent on the items included in the supplement along with time needed for various agency reviews. Utility coordination has been reinitiated. Construction could possibly begin as early as 2021 since right-of-way 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 requirements 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. When the plans are closer to a final stage, the County will begin work on the intergovernmental agreement for construction, construction inspection, and maintenance.

◆ Barrington Road – Algonquin Road to Mundhank Road

The project is in the late stages of Phase I engineering and is listed in the State's multi-year plan. Phase II engineering work and land acquisition is anticipated in the next year. 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 path segment will connect the Algonquin Road path to the bicycle and pedestrian 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. 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.

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, which most recently has involved field surveys. No major issues were raised in coordination meetings with IDOT and the Illinois Tollway. The consultant is completing the Environmental Survey Request (ESR) to IDOT 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. Alternative geometric solutions are being evaluated which will form the basis to select a preferred option for the path alignment.

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 future calls for projects.

◆ Illinois Transportation Enhancement Program (ITEP) Grant Application

This bicycle and pedestrian improvement project concept is to 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 first. 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.

The east-west portion of the project was on the September 20, 2019 IDOT construction letting. IDOT is analyzing bids received to identify the lowest qualified bidder leading to a contract for construction. The apparent low bid was less than the engineer's estimate so the State is proceeding with preparing contract documents. This process can take sixty days or more after the letting, so construction will begin in 2020. 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 have been discussed with the partners. A revised draft is being prepared for review and concurrence by agency staff, to be followed by presentations to the respective boards. Adjustments to the funding and timing are also being processed through IDOT. Approval of the construction services agreement is still pending with IDOT.

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

Civiltech Engineering is conducting Phase II design on Jones Road from Rosedale Lane to Highland Boulevard and Salem Drive from Bode Road south to the Village limits. Survey work on the streets is underway. Completion of Phase II plans and documents could position these street sections to move forward to construction in 2020 if funds are available through the NWMC STP plan. If successful, the target would be an IDOT letting in Spring or Summer 2020.

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 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 has identified its preferred alignment.

Cook County included design of this path with its project to reconstruct Central Road. 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. Unfortunately, the design phase has been moving very slowly and is still not complete. 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 cost of the Phase I design for the bicycle path is about \$65,000. The County's design work is being coordinated with the Bystronic development adjacent to the Somerset property. Bystronic's site development plans include extension of Eagle Way to Central Road which is being done by Conor / McShane. The design includes on-street bike lanes and sidewalk on the east side of Eagle Way. The Eagle Way extension work is now underway. 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.

◆ 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. Most work on the bridge is complete and the contractor is now building the approaches to the bridge in preparation for asphalt paving. Space for the bicycle path crossing the Tollway was included with the Roselle Road bridge constructed with the mainline and interchange projects. The Roselle Road path will connect to the Hillcrest Boulevard bike route. 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. Opening is expected within the next month.



Looking north – Bike Bridge over Central Road



Looking south along path connector adjacent to bike bridge over Central Road



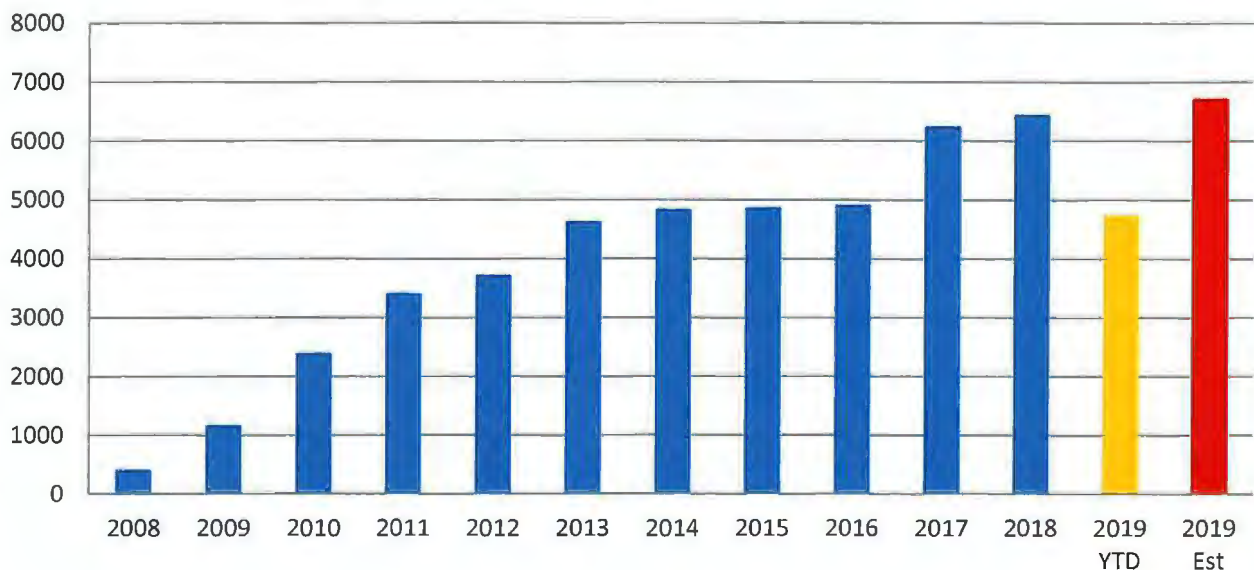
Roselle Road path construction
Looking south towards Hillcrest, west side of Roselle – south of I-90

TRANSIT

◆ Taxi Discount Program

Registration is ongoing with identification cards and coupons sent to residents. Since its inception, a total of 707 residents have registered for the program. Further review of the program registration indicates the number of current eligible registrants totals 423. 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.

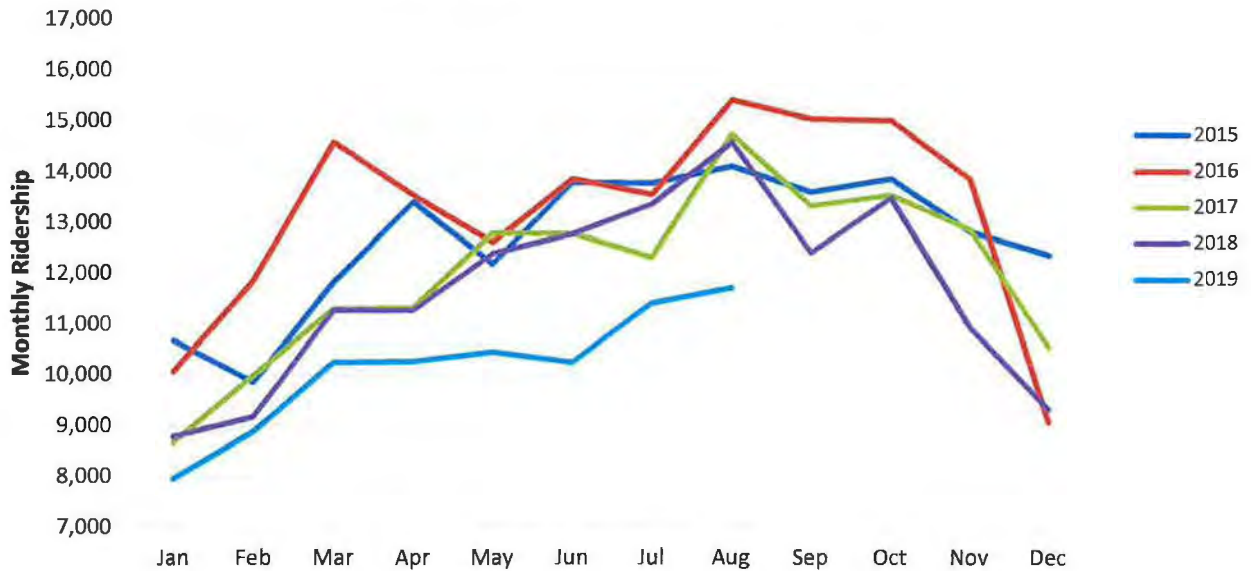
TAXI DISCOUNT PROGRAM: RIDES PER YEAR



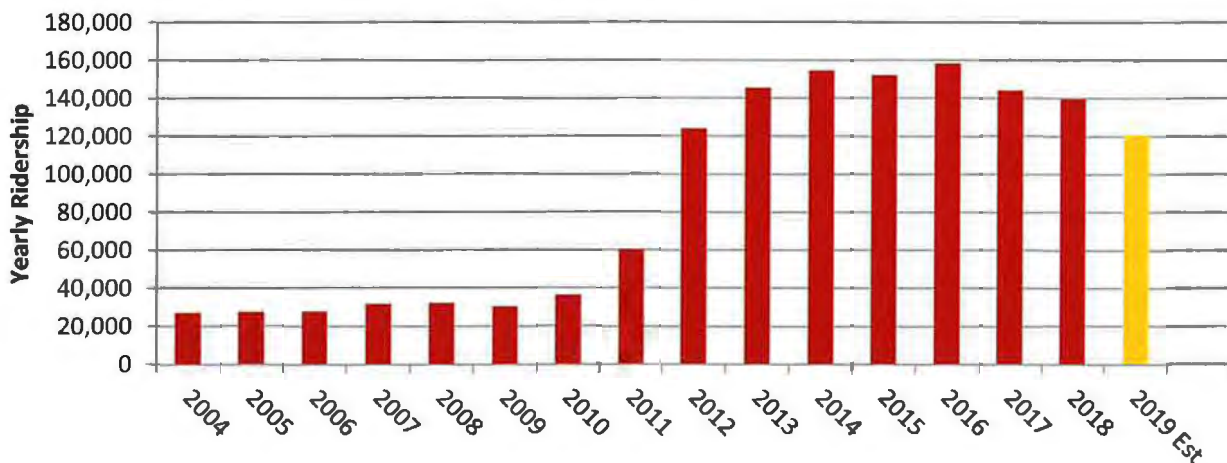
◆ **Pace Route 554**

The most recent data from August 2019 showed average weekday ridership of 477, along with a Saturday average of 244 riders per day. The extreme weather during January and February was a major factor resulting in lower ridership numbers during those months 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.

Pace Route 554: Monthly Ridership

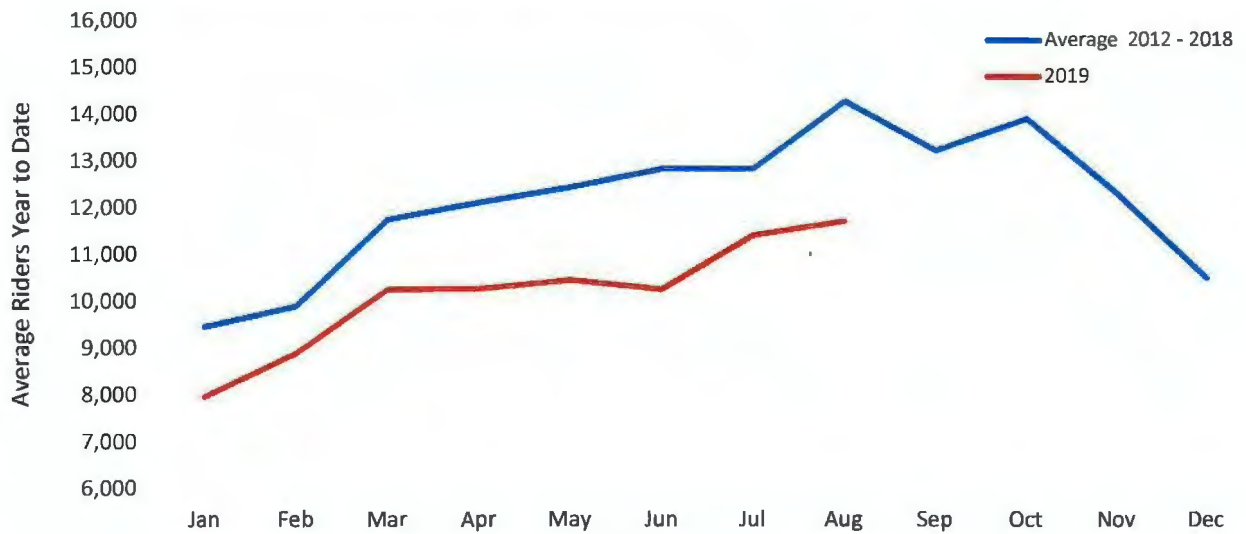


Pace Route 554: Annual Ridership - Long Term Trend



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, 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.

Route 554: Monthly Year-to-Date Ridership Comparison

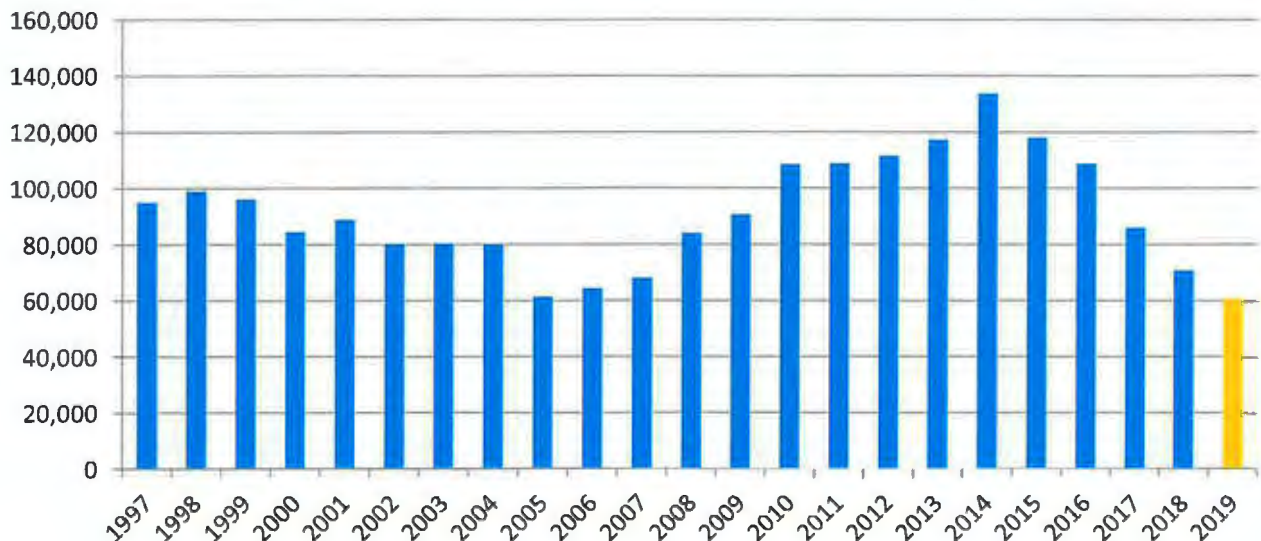


◆ **Pace Route 610 and Sears Centre Park-n-Ride Lot**

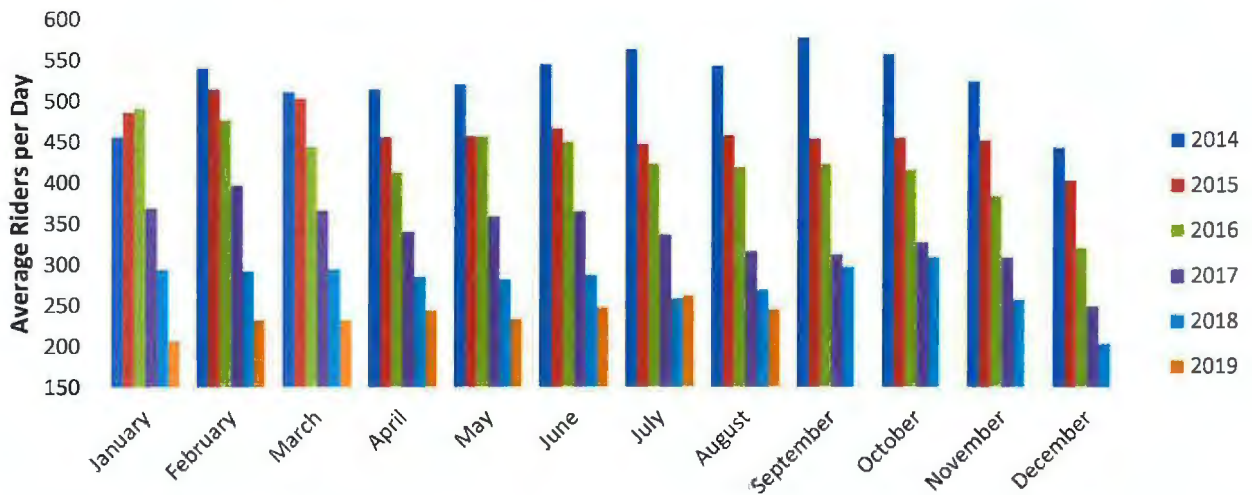
The charts below provide a history of Route 610 ridership over a number of years. The pattern reflects significantly lower levels of use, a trend which has persisted over the last few years. Some trips on Route 610 were eliminated or combined in 2018 based on the low ridership experienced over the recent 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 610: Annual Ridership - Long Term Trend



Pace Route 610: Average Daily Ridership



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

On 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 routes are shown in the tables. Since opening of the Barrington Road station, weekday 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	306		-	60	102	114
July	-	134	211	312		-	78	103	112
August	-	151	229	330		-	72	115	130
September	-	145	282			-	82	114	
October	-	151	298			-	82	102	

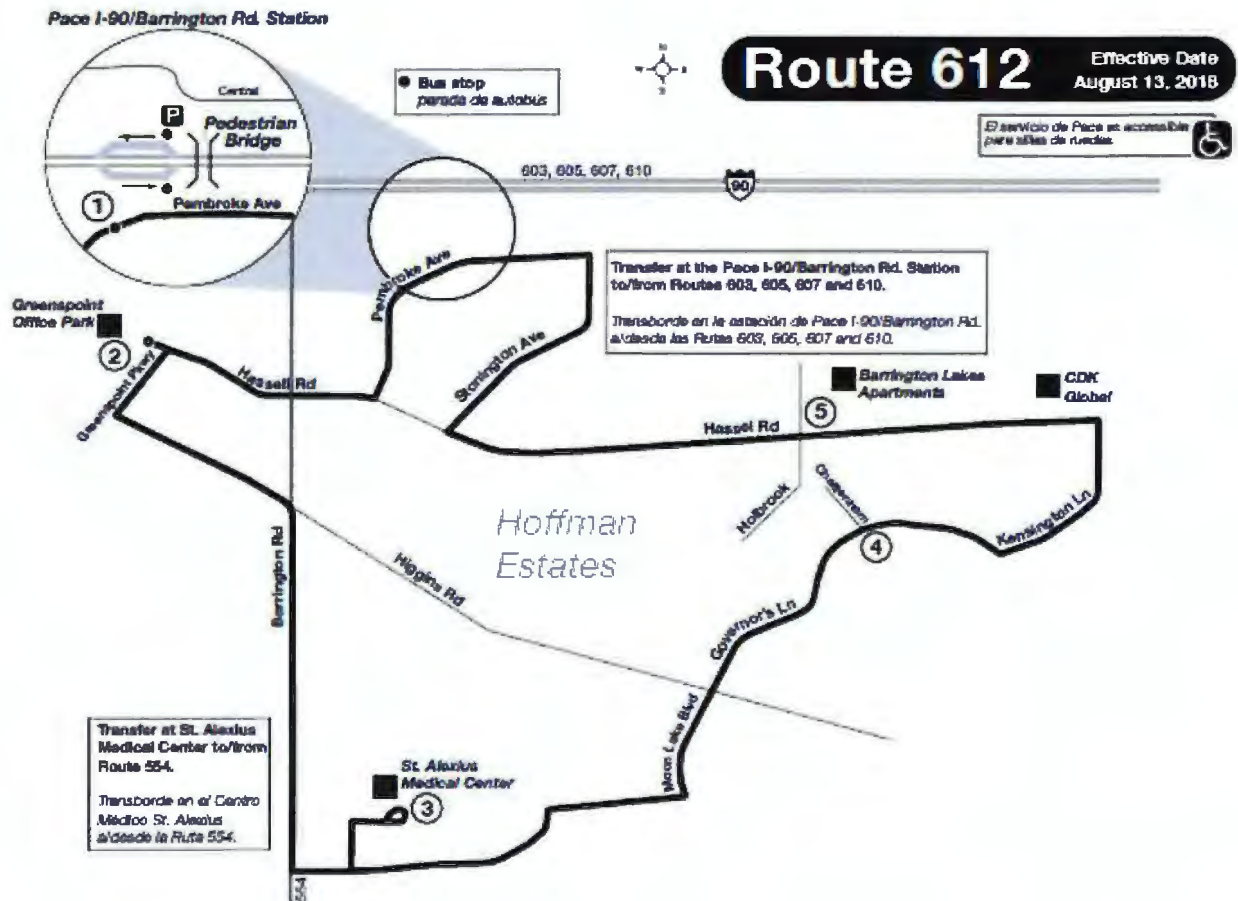
Month	Route 603 – Average Weekday				Route 603 – Average Saturday			
	2016	2017	2018	2019	2016	2017	2018	2019
November	-	150	276		0	62	105	
December	25	141	249		19	76	104	

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	338	-	37	62	60
July	-	193	303	330	-	24	66	63
August	-	202	329	353	-	34	69	69
September	-	233	363		-	36	73	
October	-	242	357		-	38	64	
November	-	235	310		0	42	51	
December	22	206	286		9	38	61	

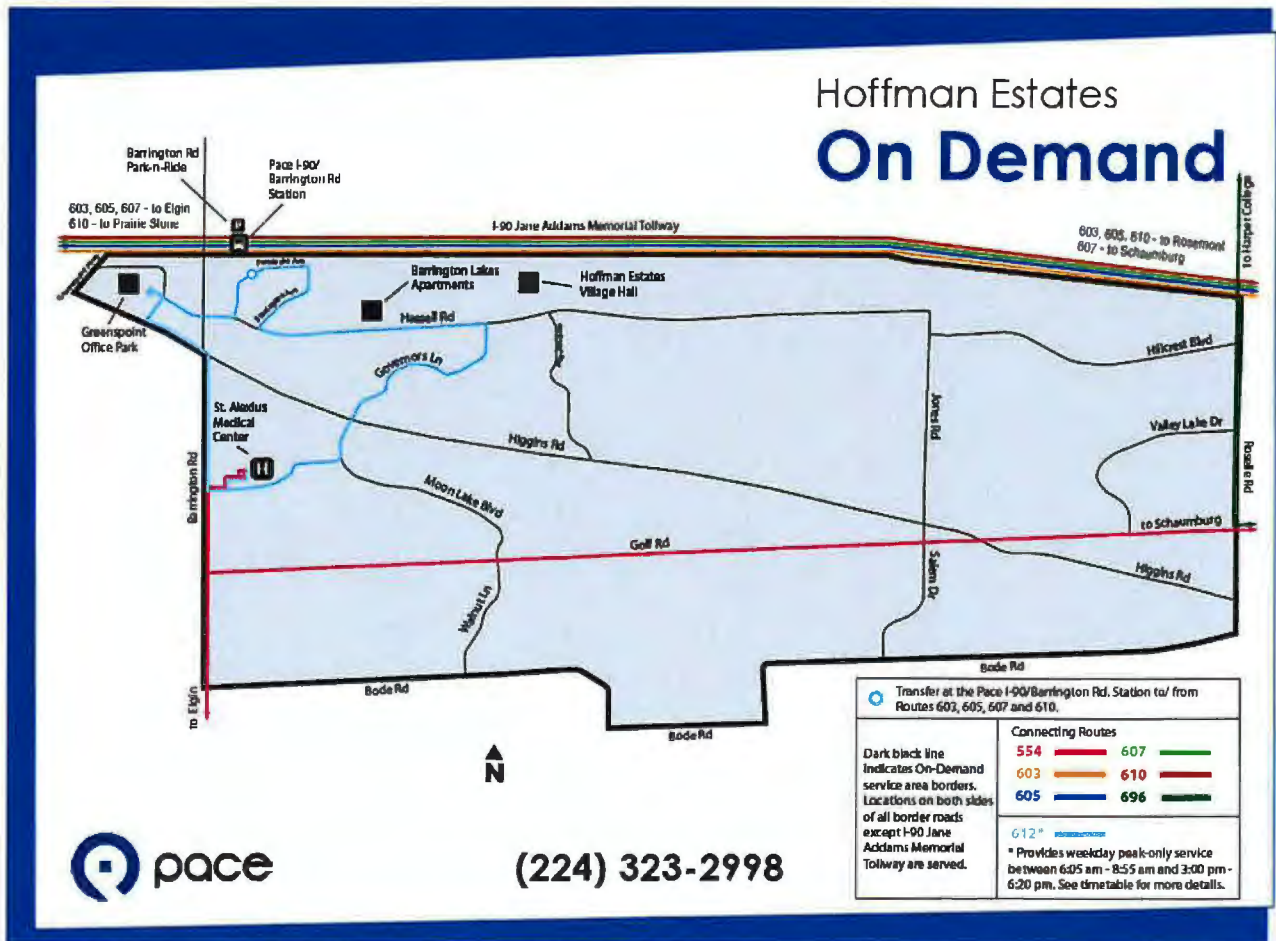
Month	Route 607 – Average Weekday				Route 607 – Average Saturday			
	2016	2017	2018	2019	2016	2017	2018	2019
January	-	23	28	55	-	10	12	13
February	-	34	28	66	-	14	14	21
March	-	34	33	55	-	14	15	22
April	-	49	38	79	-	12	15	17
May	-	41	37	67	-	14	15	20
June	-	32	42	74	-	14	27	23
July	-	44	45	72	-	19	22	23
August	-	53	41	64	-	30	16	28
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 August 2019 found on average about 6 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.

Outreach

The November *Citizen* is planned to have information about the On Demand services, links to the I-90 express routes, and the Taxi Program. Previous articles on transit were the February and June *Citizen* covering the On-Demand operation and the I-90 routes and the RTA Trip Planner tool as well as the mapping available via the Village web portal for public transportation options. The November 2018 *Citizen* included an article highlighting the On-Demand service availability. New rounds of meetings and presentations to apartments, hotels, and others are being planned. Pace staff is available to meet with businesses near the Barrington Road station. 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 is being planned for late October. Topics will include reviews of Pace facility construction, ridership since the startup of new services last year, potential changes to some routes, and planning for future needs. 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 60 parked vehicles on a typical weekday with recent weeks showing a more significant increase. Monitoring will continue to determine if the patterns continues. Mondays and Fridays have lower a number of parkers with higher and more consistent levels of use on Tuesday through Thursday. Some transit riders are parking on Pembroke Avenue near the Kiss-n-Ride; on-street parking can be easily accommodated due to the street width. Drop-offs and pick-ups have been observed on Pembroke too; these will be better served when the Kiss-n-Ride is complete. Walking trips to and from the Pace facilities have also been observed showing users are taking advantage of the sidewalk and paths constructed in the area. The average number of parked vehicles for Park-n-Ride and Kiss-n-Ride combined is shown in the graph below followed by a graph of average parked vehicles separated by Park-n-Ride and Kiss-n-Ride. The Village staff met with Pace in early October to review this and other data, which will be shared with the Transit Task Force. Staff is also 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.

**Average Parked by Month
Total Park-n-Ride plus Kiss-n-Ride**



**Average Parked per Day by Month / Year
Park-n-Ride plus Pembroke On-Street**



Pace's contractor is nearing completion of the Kiss-n-Ride. Lighting, signing, guardrail, and finishing work still remain. Pace installed temporary bus pads and shelters on Pembroke Avenue last fall at the Kiss-n-Ride location. These will remain in service until the permanent Kiss-n-Ride opens. With the Village's street project, new 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. Pace must remove its temporary concrete pads and shelters before the Village sidewalk work and ramping can occur.



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 Railroad responded to the Army Corps of Engineers letter which listed all the items which need to be addressed as part of the permit review. Many of the items were raised by the Village and other commenters in previous correspondence to the Army Corps. The CN response is being reviewed by Village staff. Others have also received the CN response. Further discussion of the CN permit request is expected at an upcoming Transportation and Road Improvement Committee meeting. The Army Corps letter was posted to the Village website and notices of its availability were sent to those signed up for the email list. CN previously 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'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. Staff also attended a meeting held at Hanover Township offices at which CN representatives heard comments from the public.

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

Starting in November 2019, the Chicago Department of Aviation plans to begin the interim Fly Quiet runway rotation plan for nighttime operations. The Interim Fly Quiet plan is expected to be in place from November 2019 to May 2020 and from September 2020 to January 2021. The plan will be impacted by airfield construction projects, which will result in reverting to the original Fly Quiet program during those periods. The latest information and the runway rotation schedule 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.

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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Director of Transportation and Engineering Division