

**AGENDA**  
**TRANSPORTATION AND ROAD IMPROVEMENT COMMITTEE**  
**Village of Hoffman Estates**  
**November 11, 2019**

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

<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** – October 14, 2019  
October 21, 2019 (Special Meeting)

**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.*

**Village of Hoffman Estates**

**TRANSPORTATION & ROAD IMPROVEMENT  
COMMITTEE MEETING MINUTES**

**DRAFT  
October 14, 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  
Mike Hankey, Dir. Transportation and Eng.  
Patti Cross, Asst. Corporation Counsel  
Patrick Seger, Director HRM  
Richard Signorella, CATV Coordinator  
Suzanne Ostrovsky, Asst. to the Village Mgr.  
Aaron Howe, PW Management Asst./Analyst**

The Transportation & Road Improvement Committee meeting was called to order at 7:16 p.m.

**II. Approval of Minutes – September 9, 2019**

Motion by Trustee Stanton, seconded by Mayor McLeod, to approve the Transportation & Road Improvement Committee meeting minutes from September 9, 2019. 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 review of Wisconsin Central Ltd.'s proposed railroad track extension between Shoe Factory Road and Spaulding Road.

Mr. Hankey provided comment.

**VI. Adjournment**

Motion by Trustee Arnet, seconded by Mayor McLeod, to adjourn the meeting at 7:18 p.m. Voice vote taken. All ayes. Motion carried.

Minutes submitted by:

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

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Date

**Village of Hoffman Estates**

**SPECIAL TRANSPORTATION & ROAD IMPROVEMENT  
COMMITTEE MEETING MINUTES**

**DRAFT  
October 21, 2019**

**I. Roll Call**

**Members in Attendance:**

**Trustee Karen Mills, Chairperson  
Trustee Gary Stanton, Vice Chairperson  
Trustee Karen Arnet  
Trustee Anna Newell  
Trustee Michael Gaeta  
Mayor William D. McLeod**

**Management Team Members  
In Attendance**

**Mark Koplin, Acting Village Manager  
Art Janura, Corporation Counsel  
Peter Gugliotta, Director of Planning  
Kevin Kramer, Director of Economic Dev.  
Ted Bos, Police Chief  
Pat Fortunato, Fire Chief  
Fred Besenhoffer, IS Director  
Patrick Seger, Director of HRM  
Bev Romanoff, Village Clerk  
Rachel Musiala, Finance Director  
Monica Saavedra, Director of HHS  
Joe Nebel, Director of Public Works  
Patti Cross, Asst. Corporation Counsel  
Doug LaSota, Assoc. Corporation Counsel  
Kasia Cawley, Asst. Police Chief  
Aaron Howe, Public Works  
Joe Weesner, Transportation Engineer**

The Special Transportation & Road Improvement Committee meeting was called to order at 7:00 p.m.

**OLD BUSINESS**

- 1. Request approval of a resolution opposing the Wisconsin Central, Ltd.'s proposed track extension in its current form.**

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

Joe Weesner addressed the Committee and stated that the Village learned of the proposal by the CN for a proposed extension of the siding track from Shoe Factory Road to Spaulding Road. The Village submitted comments and concerns to the Army Corps and the Railroad. There have been two public meetings to provide input to the Army Corps and Railroad. The resolution is intended to reinforce the concerns and encourage the Army Corps to conduct additional reviews and for the Railroad to mitigate the impacts.

Scott Gibrich, 1850 Nicholson, addressed the Committee and thanked the Village Board and staff for their support through this process.

Motion by Trustee Gaeta, seconded by Trustee Stanton, to approve a resolution opposing the Wisconsin Central Ltd.'s proposed track extension in its current form. Voice vote taken. All ayes. Motion carried.

## **II. Adjournment**

Motion by Trustee Gaeta, seconded by Trustee Stanton, to adjourn the meeting at 7:06 p.m. Voice vote taken. All ayes. Motion carried.

Minutes submitted by:

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Debbie Schoop, Exec. Asst.

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Date

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

**NOVEMBER 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 still needs to be addressed by the contractor. The Tollway's construction project manager will coordinate these items. The path lights in the southeast quadrant and those in the pedestrian underpass of the south ramp are being addressed by Pace. Contractors are working on plans to provide the needed electrical connections. 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 joined with Pace representatives to present details of the interchange and transit planning and design process in mid-October. A walking tour of the facilities was a part of the meeting. 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 Rohrssen 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 reviews of the initial 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. At present, completion of design work is expected by spring 2020 with the specific schedule dependent on the items included in the engineering contract supplement along with time needed for various agency reviews. Utility coordination has been reinitiated. Construction could possibly begin as early as the end of 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 Central 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](http://www.idot.illinois.gov/projects/barrington-rd-at-IL-62).

◆ **IDOT Multiyear Program**

IDOT has several projects listed in its current fiscal year 2020-2025 plan which are part of the *Rebuild Illinois* Program. The projects are listed below along with where they fall in the State’s current program. Details on these projects will be shared when more information becomes available.

Route	Location	Type of Work	Timeline
Golf Rd	Kane County to IL 59	Overlay / ADA	2021-2025
Golf Rd	Poplar Creek	Culvert repair	2021-2025
Golf Rd	Barrington Rd	Intersection and traffic signal improvement, pedestrian	2021-2025
Golf Rd	IL 59 to Windsong Dr	Overlay / ADA	2021-2025
IL 59	I-90 bridge	Bridge deck overlay	2021-2025
IL 72	Kane County to Glen Lake Rd	Overlay / ADA	2020
IL 72	CN railroad bridge	Bridge deck overlay	2020
Palatine Rd	IL 62 to east of Roselle Rd	Overlay / ADA	2021-2025
Barrington Rd	IL 62 to Central Rd	Additional lanes, reconstruction, Path	2021-2025
Barrington Rd	IL 62 to Central Rd	Phase II engineering	2020

In addition, the State legislation listed four projects submitted by the Village which are to receive funding through the state bond issues.

Location	Type of Work	Funding
Almond / Audubon at Higgins	Culverts	\$250,000
Arizona Blvd	Storm Sewer	\$300,000
Hermitage Lane	Storm Sewer	\$300,000
Flagstaff Lane	Reconstruction	\$300,000

Another project which will be advancing through the use of safety funds is an intersection study at Higgins Road and Huntington Boulevard. IDOT converted the left turn signal operations to allow left turns only on green arrows several years ago. The upcoming project will be evaluating the intersection in more detail.

## **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 including the Environmental Survey Request (ESR) and has 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 were completed which identified a barrier separated path on the bridge as the preferred option.

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.

### ◆ **Shoe Factory Road Path - Illinois Transportation Enhancement Program (ITEP) Grant**

The original 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. There have been no new developments or discussions with CN for an agreement to allow construction of the north-south section of path.

The east-west portion of the project was on the September 20, 2019 IDOT construction letting. A preconstruction meeting with IDOT, the contractor, Forest Preserve, and Park District was held on November 6. The work has a tentative start date of May 1, 2020. Thirty working days are allowed for completion of the construction. A draft IGA with the Forest Preserve and Park District is being reviewed by the Forest Preserve to be consistent with its current format. The document will next be reviewed by legal staff at the Village and Park District. Adjustments to the funding and timing of the east-west section to be constructed 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 providing Phase II design services on resurfacing Jones Road from Rosedale Lane to Highland Boulevard and Salem Drive from Bode Road south to the Village limits. Survey work on the streets has been done. 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. 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 bicycle friendly 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 has been paved up to the binder level. 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**

A ribbon cutting for the opening of the bridge and path on the west side of Roselle Road was held on November 5. The bridge and path link the Paul Douglas Forest Preserve north of the Tollway with the Hillcrest Boulevard bike route and Schaumburg path system to the south. The Village of Schaumburg was the lead agency for the project. The need for multiple crossings of the Tollway was one of the main comments from the public during development of the bicycle plan.



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



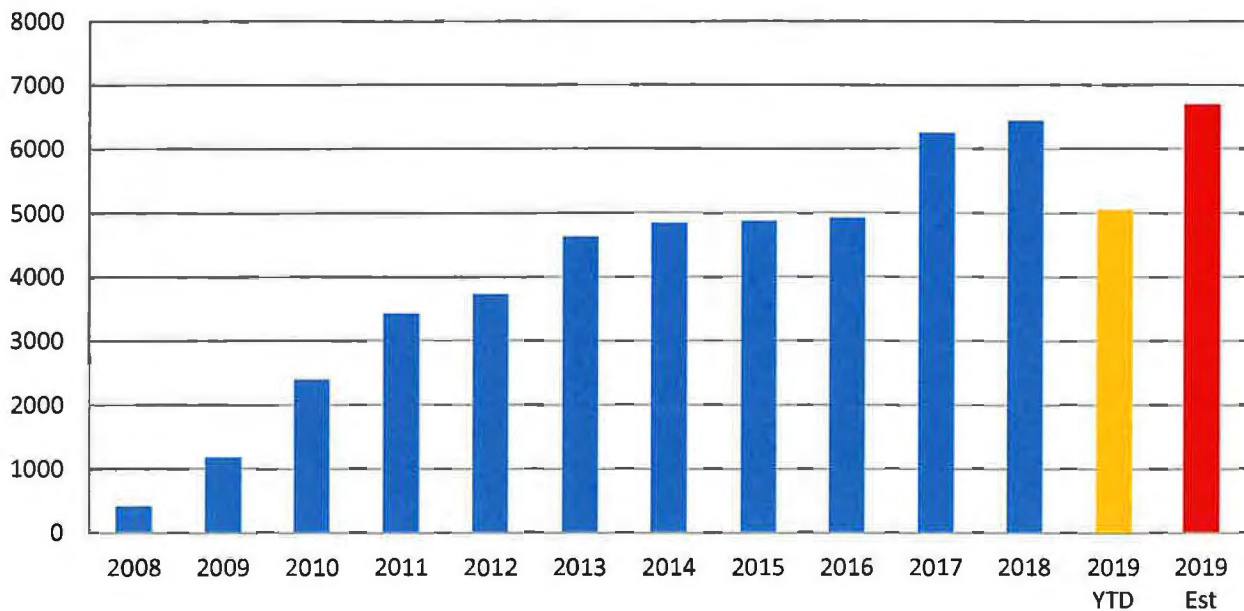
**Looking north on new bridge over Central Road**

**TRANSIT**

◆ **Taxi Discount Program**

Registration is ongoing with identification cards and coupons sent to residents. Since its inception, a total of 716 residents have registered for the program. Further review of the program registration indicates the number of current eligible registrants totals 432. Staff continues to look for ways to promote and advertise the program. An article was in the November *Citizen*. 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**

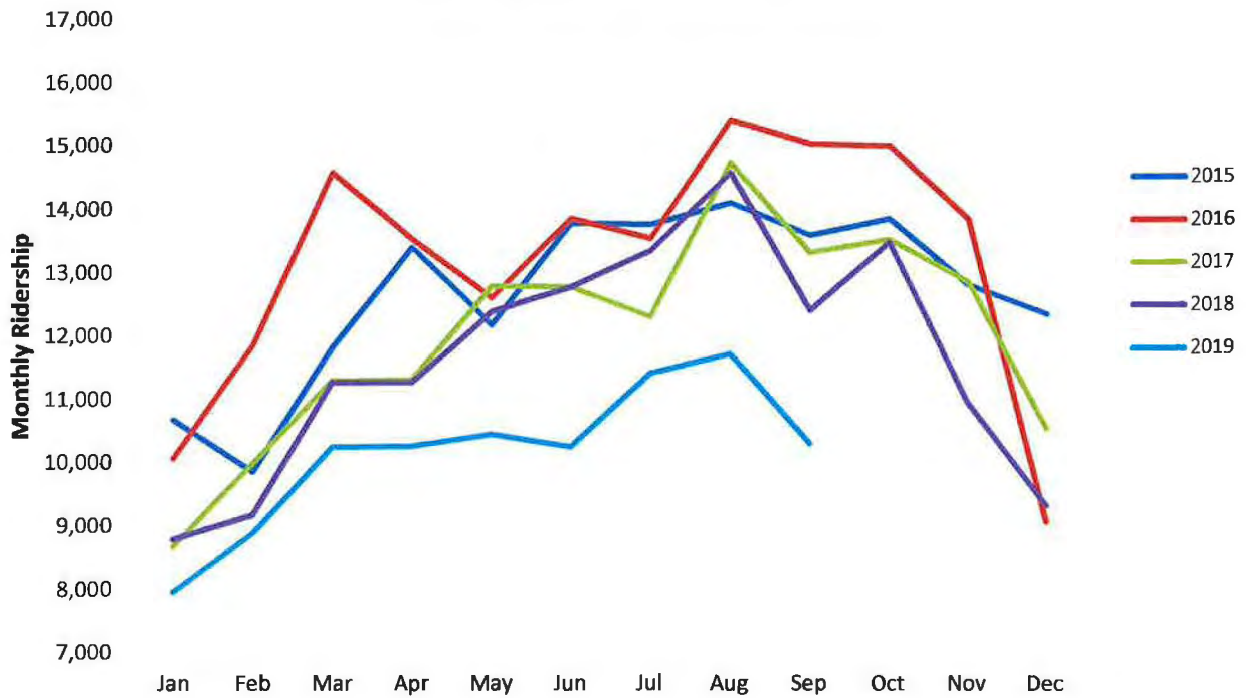


◆ **Pace Route 554**

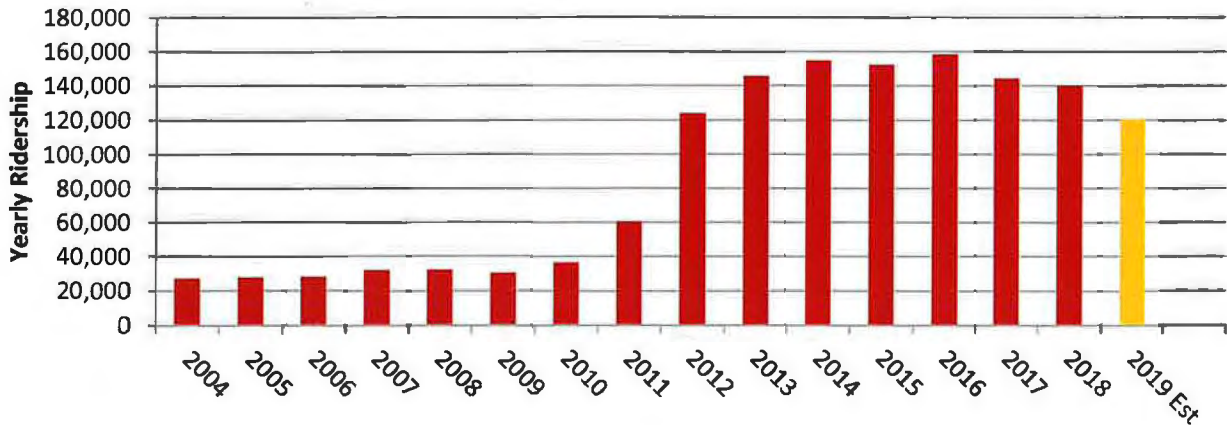
The most recent data from September 2019 showed average weekday ridership of 463, along with a Saturday average of 262 riders per day. Pace is still evaluating potential changes to Route 554 to link with the Barrington Road transit station served by the I-90 routes. Careful analysis must be done of any 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

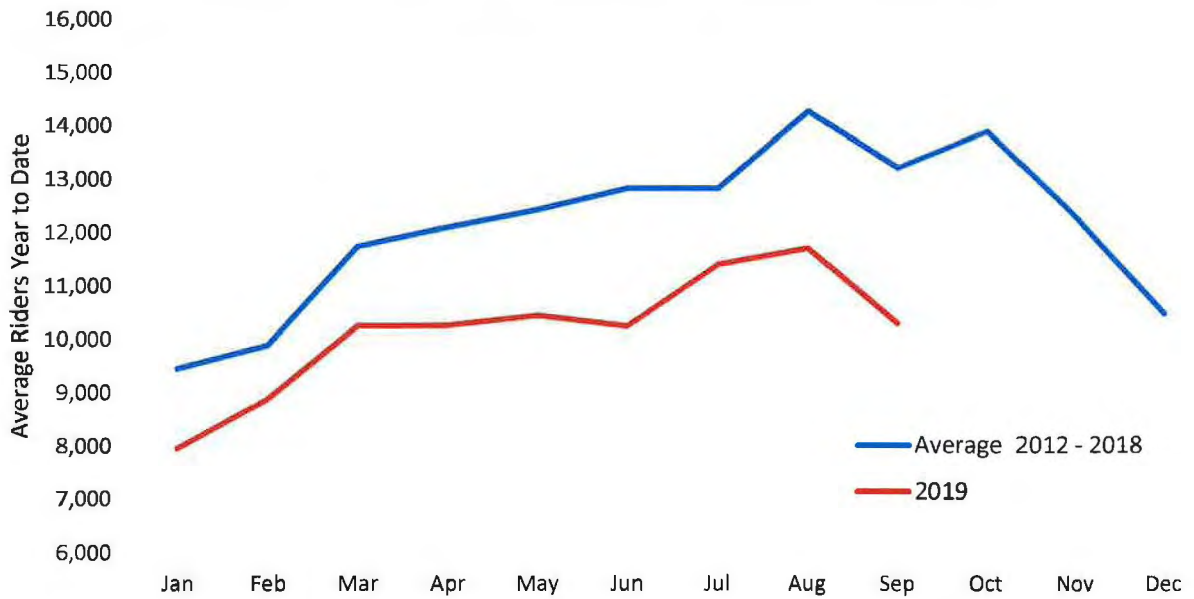


### Pace Route 554: Annual Ridership - Long Term Trend



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

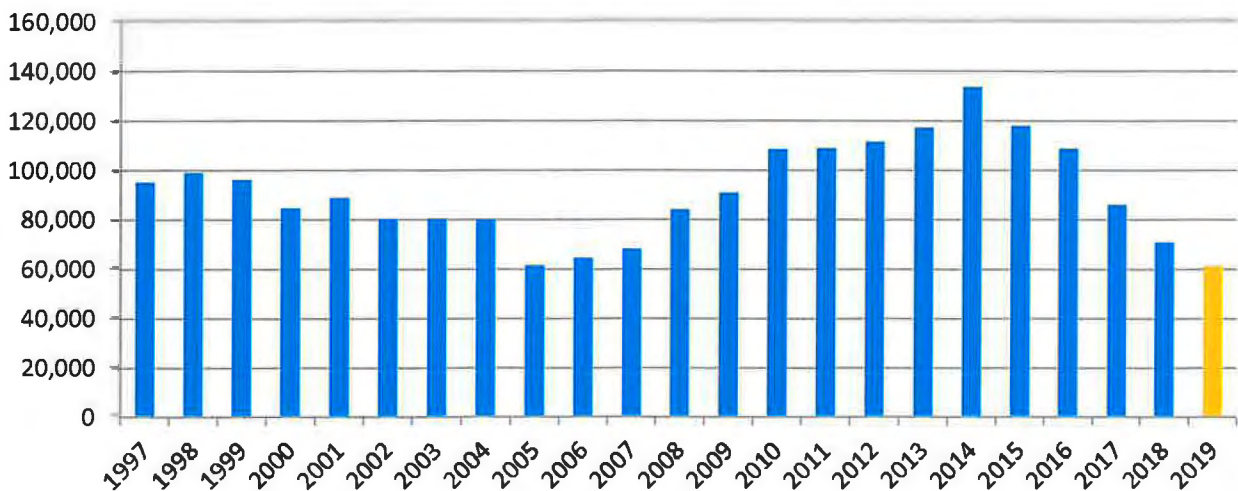


◆ **Pace Route 610 and Sears Centre Park-n-Ride Lot**

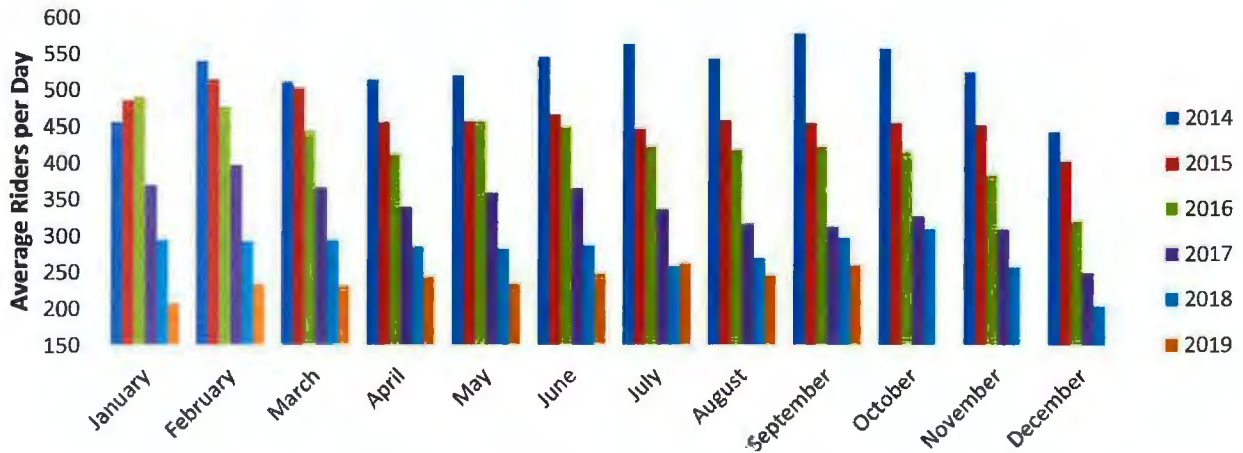
The charts below provide a history of Route 610 ridership over a number of years. The pattern reflects significantly lower levels of use, a trend which has persisted over the last few years. Some trips on Route 610 were eliminated or combined in 2018 based on the low ridership experienced over the recent past; further modifications may be needed based on the ridership level. Route 610 also now stops at the Barrington Road transit station. There has been month to month growth in ridership during 2019 which may be due in part to the route servicing the Barrington Road station.

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 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 below. 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 entries in the table highlighted in yellow show the months since service started 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	339		-	82	114	108
October	-	151	298			-	82	102	



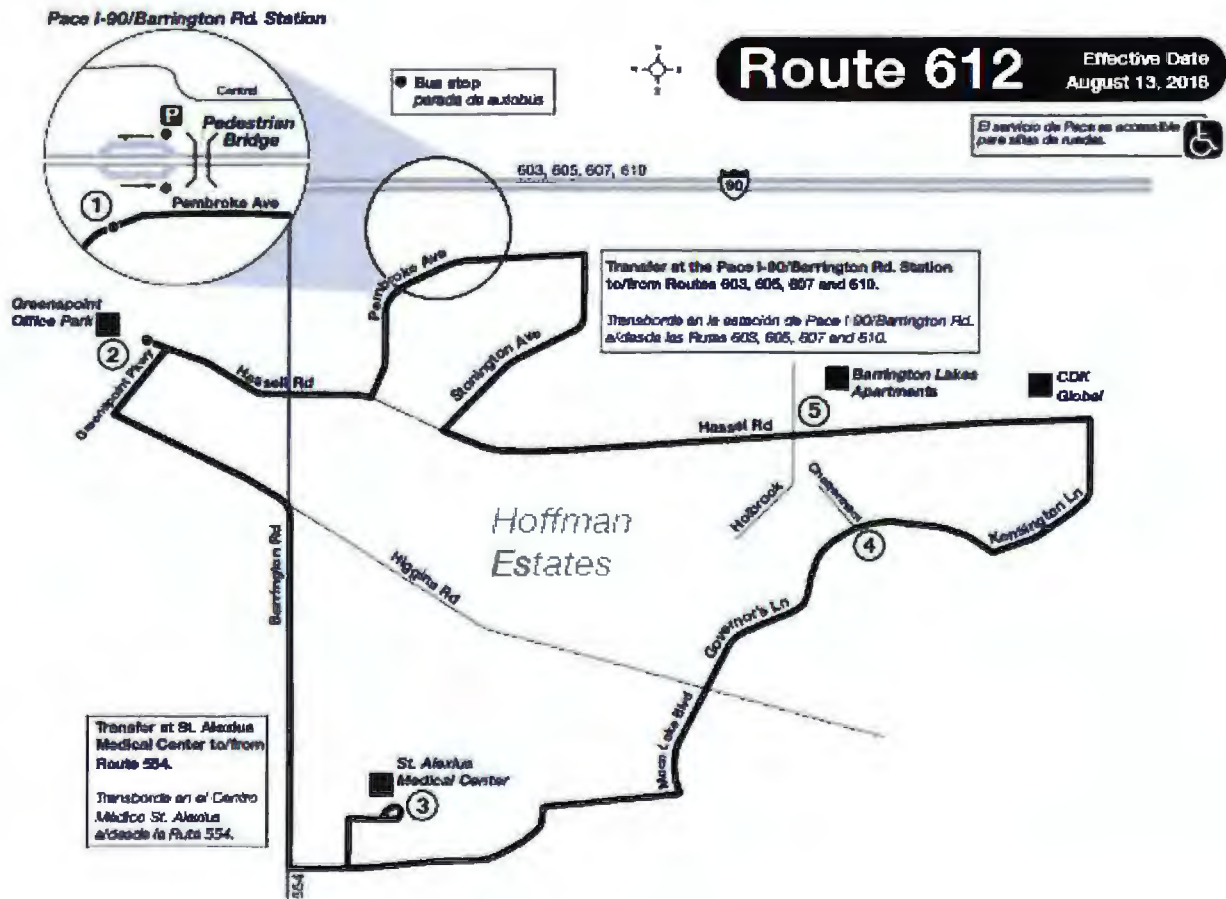
Month	Route 603 – Average Weekday				Route 603 – Average Saturday			
	2016	2017	2018	2019	2016	2017	2018	2019
November	-	150	276		0	62	105	
December	25	141	249		19	76	104	

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	376	-	36	73	75
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	74	-	17	18	22
October	-	28	51		-	6	34	
November	-	30	52		0	8	16	
December	16	35	55		6	11	25	

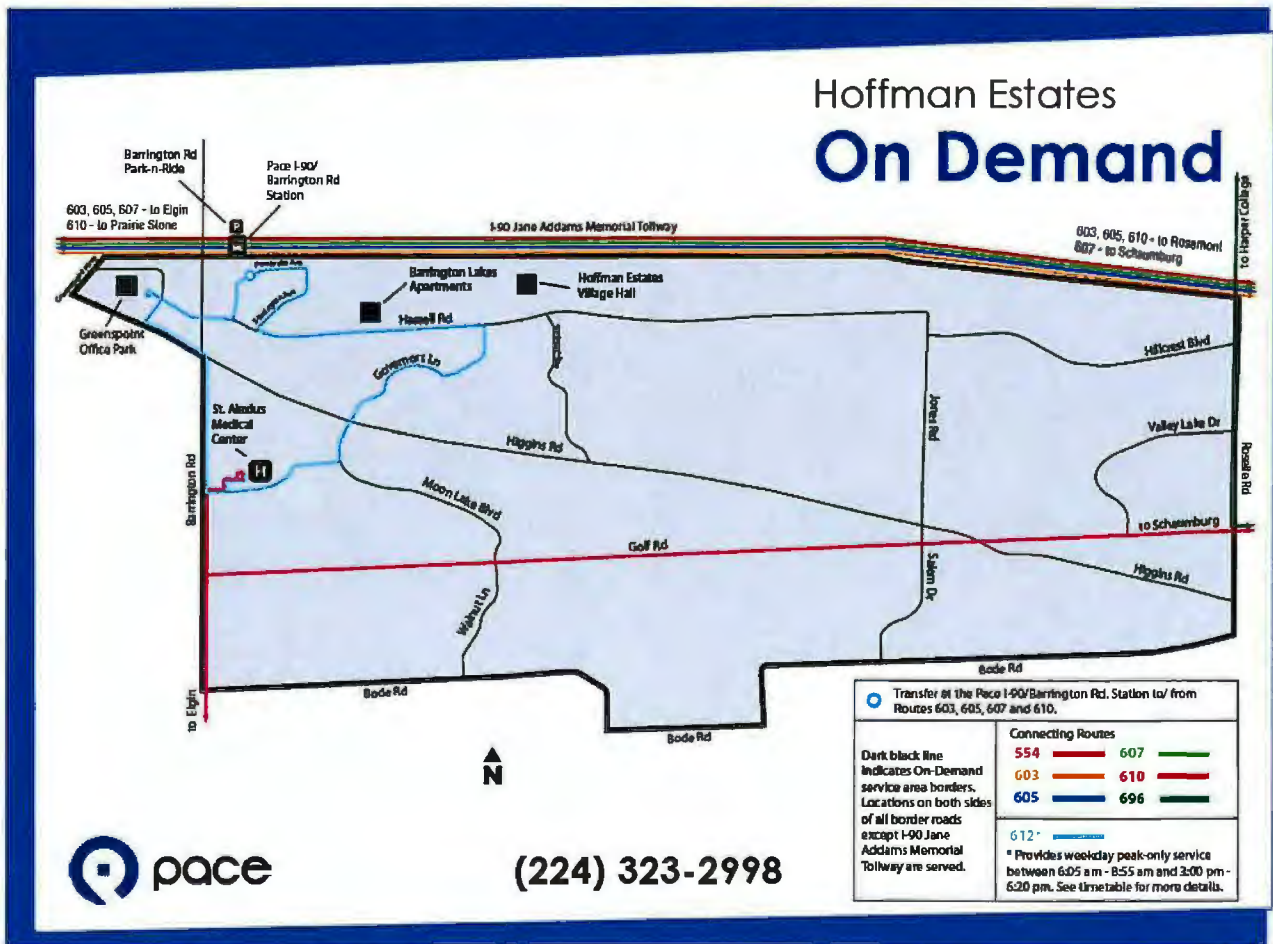
◆ **Pace Route 612 and Hoffman Estates On-Demand**

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 September 2019 found on average about 9 trips per day made via On-Demand and an average of 9 trips per day on Route 612. Outreach noted below is intended to spread information about the On-Demand option.

**Outreach**

The November *Citizen* has 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**

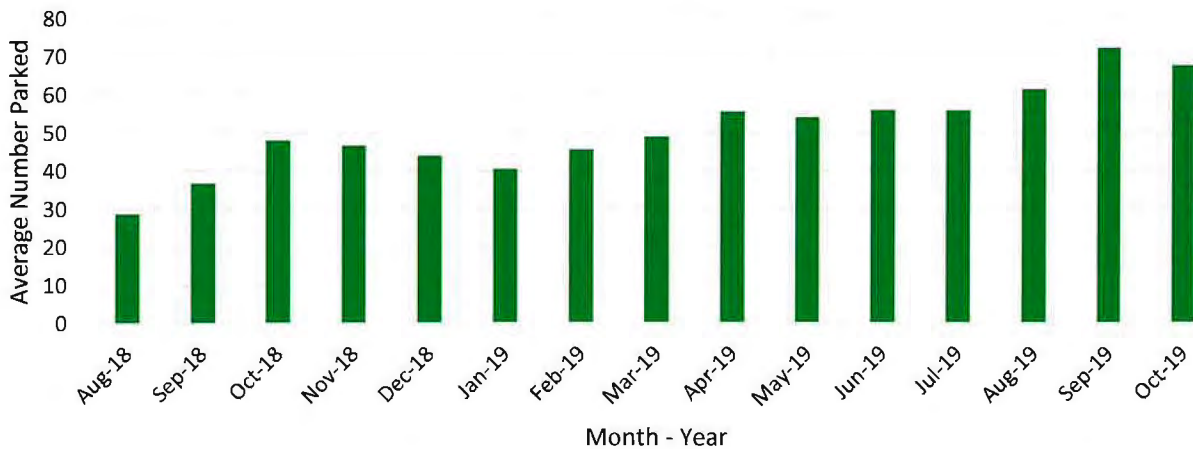
The group met in late October. Topics discussed included performance to date on various Pace services in and near the Village. Pace’s construction status for the Park-n-Ride and Kiss-n-Ride was presented. Electrical work, guardrail, lighting, and restoration remain to be completed. Pace staff is reviewing possible changes to the local services, which would advance to a public meeting if these are to be considered further. Pace and Village staff will continue monitoring levels of use for the I-90 and

supporting services. 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 fully open. 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 was 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.

**PnR and KnR Total Parked by Month**



### 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**

The Village Board approved a resolution opposing the CN proposal in its current form. Copies of this action were sent to the Army Corps of Engineers, CN, legislative staff, and the contact for a local resident group. A more detailed letter with questions and comments on the Railroad's response to the Army Corps of Engineers from the end of August was sent the Army Corps. The questions were mainly related to the individual points in the Village's resolution language. As information is sent and received, it is posted on the Village website. The Army Corps of Engineers anticipates its review may be completed by the end of the year.

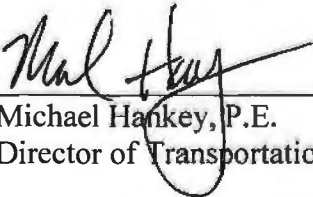
CN's application for an Army Corps permit to extend the siding track south of Shoe Factory Road to create a second mainline track is still under review. Village staff reviewed CN's plans and posted information on the railroad's proposal to the Village website. The Village submitted technical comments 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). 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)**

On November 3, 2019, the interim Fly Quiet runway rotation plan for nighttime operations went into effect. The rotation will continue until May 2020 and then again from September 2020 to January 2021. The weekly rotation schedule and other information related to fly quiet can be found [here](#). The rotation schedule 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](http://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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Michael Hankey, P.E.

Director of Transportation and Engineering Division