

AGENDA
TRANSPORTATION AND ROAD IMPROVEMENT COMMITTEE
Village of Hoffman Estates
January 13, 2020

Immediately Following General Administration and Personnel

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

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

NEW BUSINESS

- 1. Request approval of two IDOT resolutions to appropriate Motor Fuel Tax Funds for:
 - a. 2020 Street Revitalization project in an amount not to exceed \$2,600,000; and
 - b. 2020 Traffic Signal Maintenance and Opticom repairs in an amount not to exceed \$110,000.

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 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**

December 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 Koplin, Asst. Vlg. Mgr.-Dev. Services
Peter Gugliotta, Director of Planning
Mike Hankey, Dir. Transportation and Eng.
Kevin Kramer, Director of Economic Dev.
Al Wenderski, Director of Engineering
Patti Cross, Asst. Corporation Counsel
Patrick Seger, Director HRM
Patrick Fortunato, Fire Chief
Greg Poulos, Asst. Police Chief
Kasia Cawley, Asst. Police Chief
Monica Saavedra, Director of HHS
Joe Nebel, Director of Public Works
Fred Besenhoffer, Director of IS
Ben Gibbs, Sears Centre Arena
Suzanne Ostrovsky, Asst. to the Village Mgr.
Ken Koop, Risk Manager**

The Transportation & Road Improvement Committee meeting was called to order at 7:30 p.m.

II. Approval of Minutes

Motion by Trustee Stanton, seconded by Trustee Gaeta, to approve the Transportation & Road Improvement Committee meeting minutes from November 11, 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**
- VI. Adjournment**

Motion by Trustee Arnet, seconded by Trustee Gaeta, to adjourn the meeting at 7:31 p.m. Voice vote taken. All ayes. Motion carried.

Minutes submitted by:

Debbie Schoop, Executive Assistant

Date

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Request approval of two IDOT resolutions to appropriate Motor Fuel Tax Funds for:

- a. 2020 Street Revitalization project in an amount not to exceed \$2,600,000; and
- b. 2020 Traffic Signal Maintenance and Opticom repairs in an amount not to exceed \$110,000.

MEETING DATE: January 13, 2020

COMMITTEE: Transportation and Road Improvement

FROM: Michael Hankey

PURPOSE: Request approval of IDOT resolutions to appropriate Motor Fuel Tax (MFT) funds for the 2020 street improvements and the annual Traffic Signal Maintenance and Opticom repairs.

DISCUSSION: When MFT Funds are used to pay for a qualified improvement or maintenance, an IDOT resolution is required to be executed prior to spending funds. As part of the annual budget, MFT funds totaling \$2,600,000 are allocated for the 2020 Street Revitalization project. This amount is significantly higher than prior years due to the increase in the gas tax implemented by the State in July 2019. MFT accruals for the second half of 2019 are approximately \$500,000. Going forward the annual MFT receipts are expected to be about \$2.1 million per year. A draft resolution for the 2020 street project is attached. Project plans are under development with a goal of starting construction in May.

MFT funds are also used to pay the Village's share of traffic signal maintenance and Opticom emergency vehicle preemption repairs. A total of \$110,000 is allocated in 2020 for these purposes. Most traffic signals are on State and County routes, for which the Village pays a portion of the maintenance costs. Opticom repairs include replacement parts and upgrades. The local match for IDOT traffic signal upgrades is also funded via the MFT allocation for signal maintenance. While not needed in 2020, a portion of future years' MFT allocations should be set aside for the Village share of IDOT projects, such as Barrington Road from Central Road to Ela Road. A portion of this project's scope includes pedestrian and signal improvements at Lakewood Boulevard. The Village's share of these costs will be MFT eligible.

FINANCIAL IMPACT:

The State collects and then distributes Motor Fuel Tax funds to local agencies. The amounts received by the Village are determined on a per capita basis applied to the amount of motor fuel tax collected and available for local use.

RECOMMENDATION:

Request approval of two IDOT resolutions to appropriate Motor Fuel Tax Funds for:

- a. 2020 Street Revitalization project in an amount not to exceed \$2,600,000; and
- b. 2020 Traffic Signal Maintenance and Opticom repairs in an amount not to exceed \$110,000.

Attachments



Resolution for Improvement Under the Illinois Highway Code



Resolution Type	Resolution Number	Section Number
Original		

BE IT RESOLVED, by the President and Board of Trustees of the Village
Governing Body Type Local Public Agency Type
 of Hoffman Estates Illinois that the following described street(s)/road(s)/structure be improved under
Name of Local Public Agency
 the Illinois Highway Code. Work shall be done by Contract
Contract or Day Labor

For Roadway/Street Improvements:

Name of Street(s)/Road(s)	Length (miles)	Route	From	To
see attached				

For Structures:

Name of Street(s)/Road(s)	Existing Structure No.	Route	Location	Feature Crossed

BE IT FURTHER RESOLVED,

1. That the proposed improvement shall consist of

The reconstruction and resurfacing of various streets in Hoffman Estates

2. That there is hereby appropriated the sum of two million six-hundred thousand
 _____ Dollars (\$2,600,000.00) for the improvement of
 said section from the Local Public Agency's allotment of Motor Fuel Tax funds.

BE IT FURTHER RESOLVED, that the Clerk is hereby directed to transmit four (4) certified originals of this resolution to the district office of the Department of Transportation.

I, Bev Romanoff Village Clerk in and for said Village
Name of Clerk Local Public Agency Type Local Public Agency Type

of Hoffman Estates in the State aforesaid, and keeper of the records and files thereof, as provided by
Name of Local Public Agency
 statute, do hereby certify the foregoing to be a true, perfect and complete original of a resolution adopted by

President and Board of Trustees of Hoffman Estates at a meeting held on January 20, 2020
Governing Body Type Name of Local Public Agency Date

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this _____ day of _____
Day Month, Year

(SEAL)

Clerk Signature	Date

Approved

Regional Engineer Department of Transportation	Date

VOHE 2020 Reconstruction Streets

Street	Begin	End
BURNHAM DR	AMBER CIR	PALATINE RD
CARTHAGE LN	CUMBERLAND ST	ARIZONA BLVD
FLAGSTAFF LN	WASHINGTON BLVD	GRAND CANYON ST
FRANKLIN PL	GEORGETOWN LN	ERIE LN
GEORGETOWN LN	HASSELL RD	DUNMORE PL

VOHE 2020 Resurfacing Streets

Street	Begin	End
APRICOT ST	HAWTHORN LN	ASTER LN
ASTER LN	APPLE ST	BASSWOOD ST
AZALEA LN	ASH RD	ASPEN ST
BLUEBONNET LN N	ASH RD	ASTER LN
BOTSFORD PL	GOVERNORS LN	END OF THE ST
CASTAWAY LN	HUNTINGTON BLVD	PALATINE RD
CHARLESTON LN	LEXINGTON DR	TREATY LN
DANBURY PL	WHITINGHAM LN	END OF THE ST
ELIZABETH CT	DURHAM LN	END OF THE ST
ESSEX DR	CARIBOU LN	SHOE FACTORY RD
FLAGSTAFF LN	GRAND CANYON ST	ROSELLE RD
FREDERICK LN	HIGHLAND BLVD	JEFFERSON RD
FREEMAN RD	HUNTINGTON BLVD	MUMFORD DR
HUNTINGTON BLV	PALATINE RD	WESTBURY DR
ILLINOIS BLV	THACKER RD	ROSELLE RD
JOHN DR	DARLINGTON CIR	GANNON DR
KENT RD	FREDERICK LN	HILLCREST BLVD
MARICOPA LN	MOHAVE ST	ILLINOIS BLVD
MASON DR	WINSTON DR	FIRESTONE DR
MICHAEL CT	FREEMAN RD	END OF THE ST
OAKMONT RD W	KINGSDALE RD	FAIRMONT RD
PIERCE RD	LAFAYETTE LN	END OF THE ST
SUFFOLK CT	SUFFOLK LN	END OF THE ST
THACKER ST W	LINCOLN ST	ROSELLE RD
THORNBARK DR	WESTBURY DR	PALATINE RD
WASHINGTON BLV	SCHAUMBURG RD	MILTON LN
WINSTON CIR	WINSTON DR	END OF THE ST
WINSTON DR	ALGONQUIN RD	CHARLESTON LN
WOODLAWN ST	WESTERN ST	END OF THE ST

VOHE 2020 Structural Overlay Streets

Street	Begin	End
FOREST GLEN DR	COTTONWOOD TR	COTTONWOOD TR
GLENWOOD LN	SILVER PINE DR	THORNBARK DR
LANDERS DR	DEER VALLEY LN	NICHOLSON DR
PONDEROSA LN	THORNBARK DR	END OF THE ST



**Request for Expenditure/Authorization
of Motor Fuel Tax Funds**



Local Public Agency Hoffman Estates	Type Village	County Cook	Section Number
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I hereby request authorization to expend Motor Fuel Tax Funds as indicated below:

Purpose	Amount
County Engineer/Superintendent Salary & Expenses	
Contract Construction	\$2,600,000.00
Day Labor Construction	
Engineering	
Engineering Investigations	
IMRF/Social Security	
Maintenance	
Maintenance Engineering	
Obligation Retirement	
Other	
Right-of-Way (Itemized on 2nd page)	
TOTAL	\$2,600,000.00

Comments

Local Public Agency Official	Date

Title
Village President

Approved

Regional Engineer Department of Transportation	Date

Department of Transportation Use

Entered By	Date

Itemization of Right-of-Way Request

Location of Property			Property Owner	Acres Right-of-Way	Relocation Costs	Cost of Land Acquired	Cost of Damage to Land not Acquired	Total
Street/Road	Parcel Number	Address of Property Involved						
							TOTAL	

Add Item



Resolution for Maintenance Under the Illinois Highway Code



Resolution Number	Resolution Type	Section Number
	Original	20-00000-00-GM

BE IT RESOLVED, by the President and Board of Trustees of the Village of Hoffman Estates Illinois that there is hereby appropriated the sum of One hundred ten thousand Dollars (\$110,000.00)

of Motor Fuel Tax funds for the purpose of maintaining streets and highways under the applicable provisions of Illinois Highway Code from 01/01/20 to 12/31/20.

BE IT FURTHER RESOLVED, that only those operations as listed and described on the approved Estimate of Maintenance Costs, including supplemental or revised estimates approved in connection with this resolution, are eligible for maintenance with Motor Fuel Tax funds during the period as specified above.

BE IT FURTHER RESOLVED, that Village of Hoffman Estates shall submit within three months after the end of the maintenance period as stated above, to the Department of Transportation, on forms available from the Department, a certified statement showing expenditures and the balances remaining in the funds authorized for expenditure by the Department under this appropriation, and

BE IT FURTHER RESOLVED, that the Clerk is hereby directed to transmit four (4) certified originals of this resolution to the district office of the Department of Transportation.

I Bev Romanoff Village Clerk in and for said Village of Hoffman Estates in the State of Illinois, and keeper of the records and files thereof, as provided by statute, do hereby certify the foregoing to be a true, perfect and complete copy of a resolution adopted by the President and Board of Trustees of Hoffman Estates at a meeting held on 01/20/20.

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this Day of Month, Year.

(SEAL)

Clerk Signature

APPROVED

Regional Engineer
 Department of Transportation



Estimate of Maintenance Costs

Submittal Type

Local Public Agency	County	Section Number	Maintenance Period	
Hoffman Estates	Cook	20-00000-00-GM	Beginning	Ending
			01/01/20	12/31/20

Maintenance Items

Maintenance Operation	Maint Eng Category	Insp. Req.	Material Categories/ Point of Delivery or Work Performed by an Outside Contractor	Unit	Quantity	Unit Cost	Cost	Total Maintenance Operation Cost
Traffic Signal & Opticom	I	No						\$110,000.00
Maintenance: Cook Cty & IDOT								
Total Operation Cost								\$110,000.00

Estimate of Maintenance Costs Summary

Maintenance	MFT Funds	Other Funds	Estimated Costs
Local Public Agency Labor			
Local Public Agency Equipment			
Materials/Contracts(Non Bid Items)			
Materials/Deliver & Install/Request for Quotations (Bid Items)			
Formal Contract (Bid Items)	\$110,000.00		\$110,000.00
Maintenance Total	\$110,000.00		\$110,000.00

Estimated Maintenance Eng Costs Summary

Maintenance Engineering	MFT Funds	Other Funds	Total Est Costs
Preliminary Engineering			
Engineering Inspection			
Material Testing			
Advertising			
Bridge Inspection Engineering			
Maintenance Engineering Total			
Total Estimated Maintenance	\$110,000.00		\$110,000.00

Remarks

SUBMITTED

Local Public Agency Official	Date
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Title

Village President

County Engineer/Superintendent of Highways	Date
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APPROVED

Regional Engineer Department of Transportation	Date
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**Request for Expenditure/Authorization
of Motor Fuel Tax Funds**



Local Public Agency	Type	County	Section Number
Hoffman Estates	Village	Cook	20-00000-00-GM

I hereby request authorization to expend Motor Fuel Tax Funds as indicated below:

Purpose	Amount
County Engineer/Superintendent Salary & Expenses	
Contract Construction	
Day Labor Construction	
Engineering	
Engineering Investigations	
IMRF/Social Security	
Maintenance	\$110,000.00
Maintenance Engineering	
Obligation Retirement	
Other	
Right-of-Way (Itemized on 2nd page)	
TOTAL	\$110,000.00

Comments

Local Public Agency Official	Date

Title
Village President

Approved

Regional Engineer Department of Transportation	Date

Department of Transportation Use

Entered By	Date

Itemization of Right-of-Way Request

Location of Property			Property Owner	Acres Right-of- Way	Relocation Costs	Cost of Land Acquired	Cost of Damage to Land not Acquired	Total
Street/Road	Parcel Number	Address of Property Involved						
							TOTAL	
Add Item								

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

JANUARY 2020 MONTHLY REPORT

ROAD PROJECTS

◆ **Barrington Road Interchange**

As 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 in Fall 2019 which still need to be addressed by the contractor. The Tollway's construction project manager will coordinate this work. 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.

◆ **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.

Pre-final plans are nearing completion. Village staff submitted comments in early December and the County has provided comments to Civiltech as well. The current schedule estimates completion of final plans in spring 2020. Coordination with utility companies will occur next. An early coordination meeting was held with MWRD and that input is being incorporated into the plans; the comments will not result in significant changes to the current design. The actual project schedule is dependent on completing the items included in the engineering contract supplement along with time needed for various agency reviews. 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 and Hanover Township 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, funding, and maintenance.

◆ **Barrington Road – Algonquin Road to Central Road**

IDOT expects approval of the Phase I engineering to occur in the next month. They will then begin the contract process for Phase II engineering. The project is listed in the State's multi-year plan for Phase II engineering work and land acquisition in 2020. A letter of intent with the State for the Village share of Opticom and signal improvements related to this project was approved in 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.

◆ 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

Staff attended IDOT preconstruction meetings for the IL 72 resurfacing and bridge deck projects. The IDOT resident engineer will provide information on the project schedules when they are available.

In addition, the State legislation listed four projects submitted by the Village in 2019 which are to receive funding through the state bond issues. The Almond / Audubon culvert project is awaiting IDOT permits so that construction can begin.

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 study phase will be evaluating the intersection in more detail including potential right turn lanes and pedestrian / bicycle changes.

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 and is collecting field data. Alternative geometric solutions were completed which identified a barrier separated path on the bridge as the preferred option. The Bridge Condition Report was submitted to IDOT and the Illinois Tollway.

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 was 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 (30) working days are allowed for completion of the construction. A draft IGA with the Forest Preserve and Park District is currently under review by agency staff. Once all comments are reconciled, the IGA will be presented to the Committee – February 2020 is the target for this to occur. 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 was received from IDOT.

- ◆ **Future Surface Transportation Program (STP) Resurfacing Projects**
Civiltech Engineering is providing Phase II design services for 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. A kickoff meeting with IDOT was held in mid-December. There was some concern about IDOT not performing plan reviews until STP funds have been programmed for projects like these. The NWMC is holding a seminar in mid-January to provide information on applying for local STP funds.

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 requirements include extension of Eagle Way to Central Road which has been substantially completed. The design includes 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.

◆ 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 Village bicycle plan.



Looking north – Bike Bridge over Central Road



Looking north on new bridge over Central Road

TRANSIT

◆ Taxi Discount Program

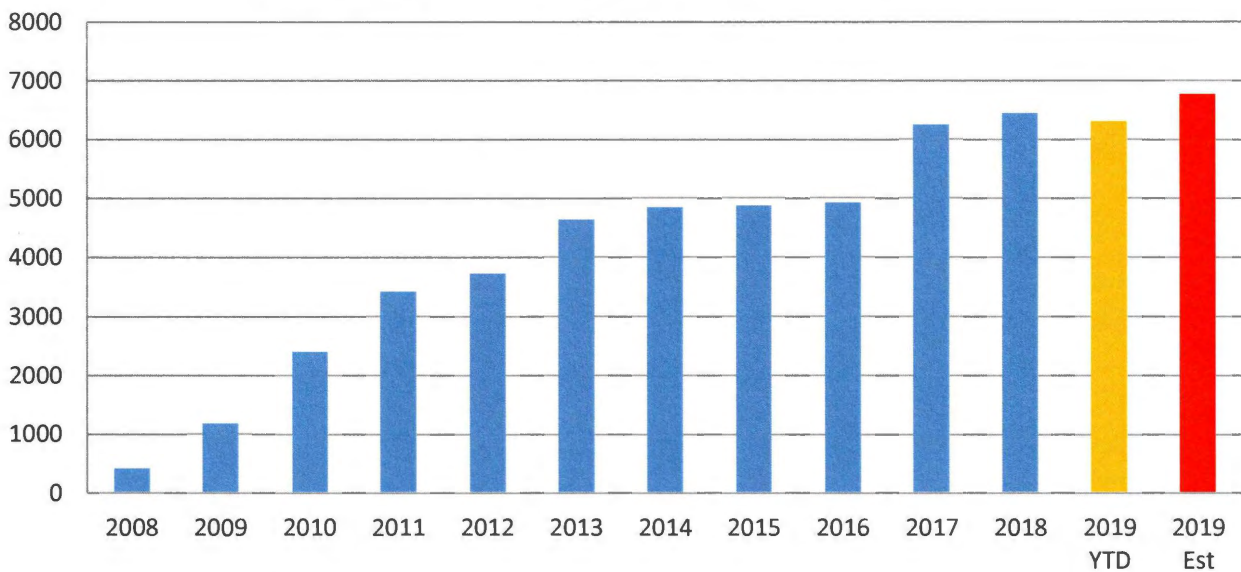
In late December 2019, notification was received that All-Star Cab was closing its business. No reason was given for this decision. All-Star had been a provider since the program start up over 10 years ago. They also consistently provided more trips than the other two companies. Notices of this change were sent to the most frequent users of the taxi program and information was posted to the website. Efforts

are underway to try to identify a replacement for All-Star. Impacts of this change will be evaluated as data becomes available. A draft article on this topic was submitted for the February 2020 *Citizen*.

Registration is ongoing with identification cards and coupons sent to residents. Since its inception, a total of 732 residents have registered for the program. Further review of the program registration indicates the number of current eligible registrants totals 448. Staff continues to look for ways to promote and advertise the program. An article was in the November 2019 *Citizen*. The graph below shows historical use as well as year-to-date ridership in 2019 through early to mid-December. 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 Transit Improvement Task Force met in October 2019 and one item discussed was the taxi program. There was interest in evaluating allowing the use of multiple coupons per trip and increasing the number of coupons that registrants could receive per month. Staff is researching these potential changes and will present information when complete. The estimated impact on program costs will be evaluated.

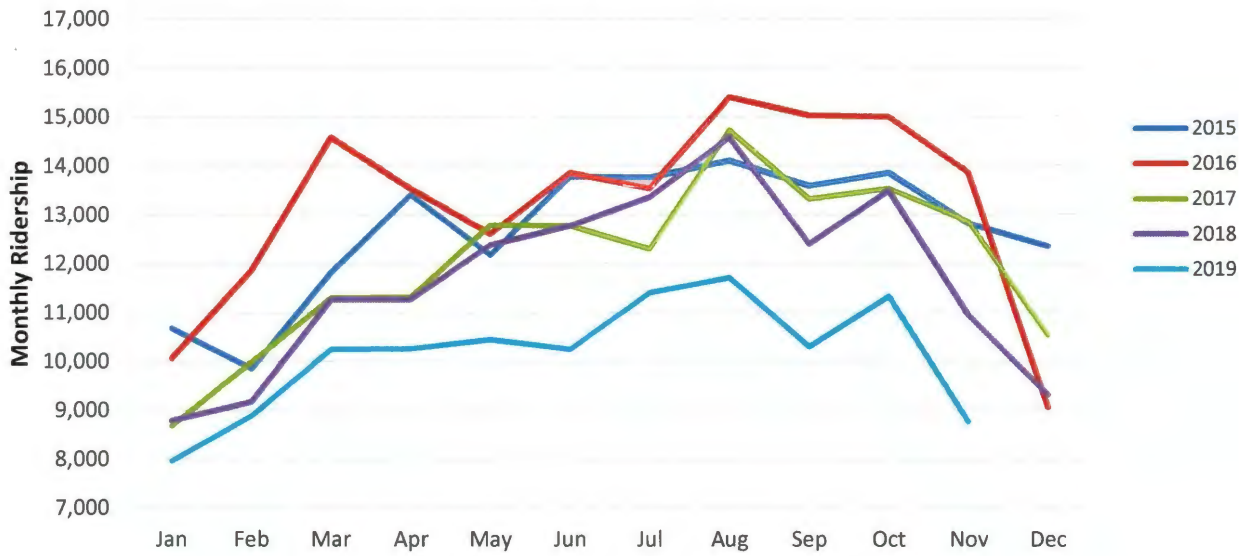
TAXI DISCOUNT PROGRAM: RIDES PER YEAR



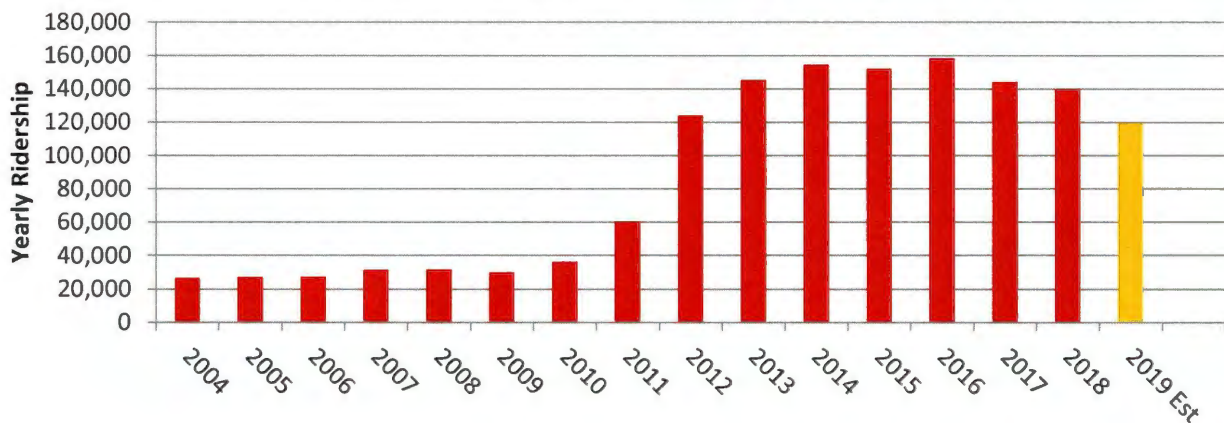
◆ **Pace Route 554**

Route 554 links the downtown Elgin Transportation Center to the Northwest Transportation Center in Schaumburg via Barrington Road and Golf Road in Hoffman Estates. The route also has a stop on the AMITA St. Alexius campus. Service is provided on weekdays and Saturdays. The most recent data from November 2019 showed average weekday ridership of 380, along with a Saturday average of 233 riders per day. Pace was evaluating potential changes to Route 554 to link with the Barrington Road transit station served by the I-90 routes. At this time, it is uncertain if and when a change might occur. Year-to-date ridership on Route 554 is less than previous years though Pace has not announced any changes to service at this time.

Pace Route 554: Monthly Ridership

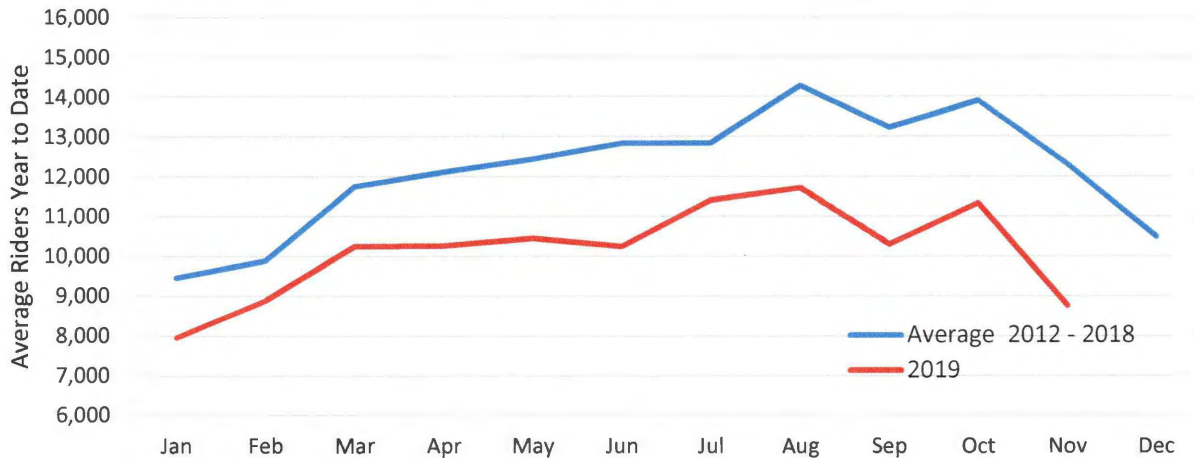


Pace Route 554: Annual Ridership - Long Term Trend



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 monthly 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

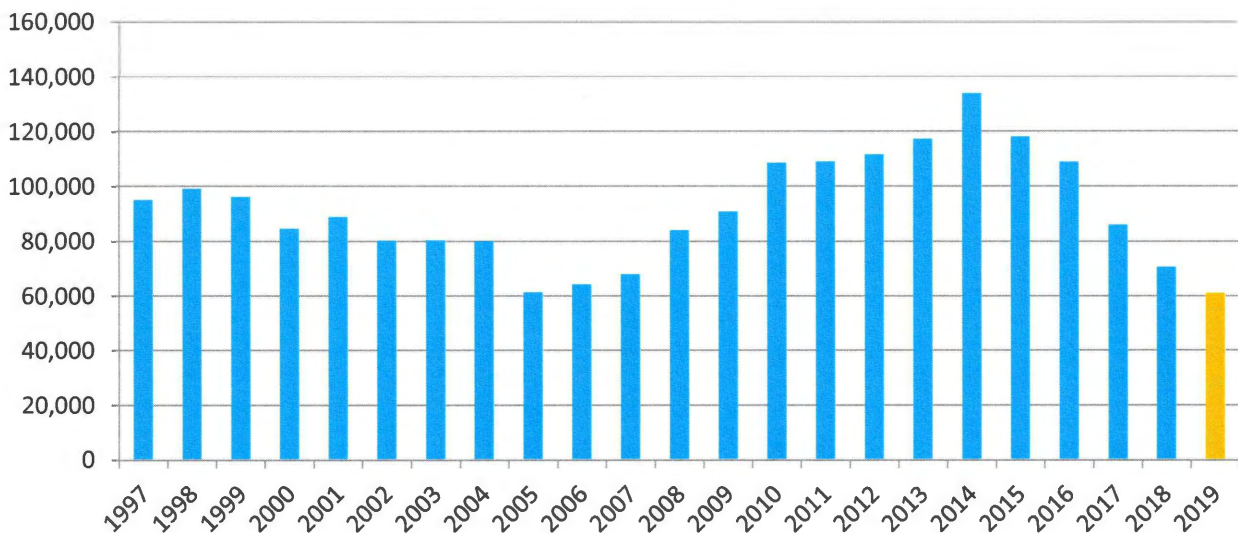


◆ Pace Route 610 and Sears Centre Park-n-Ride Lot

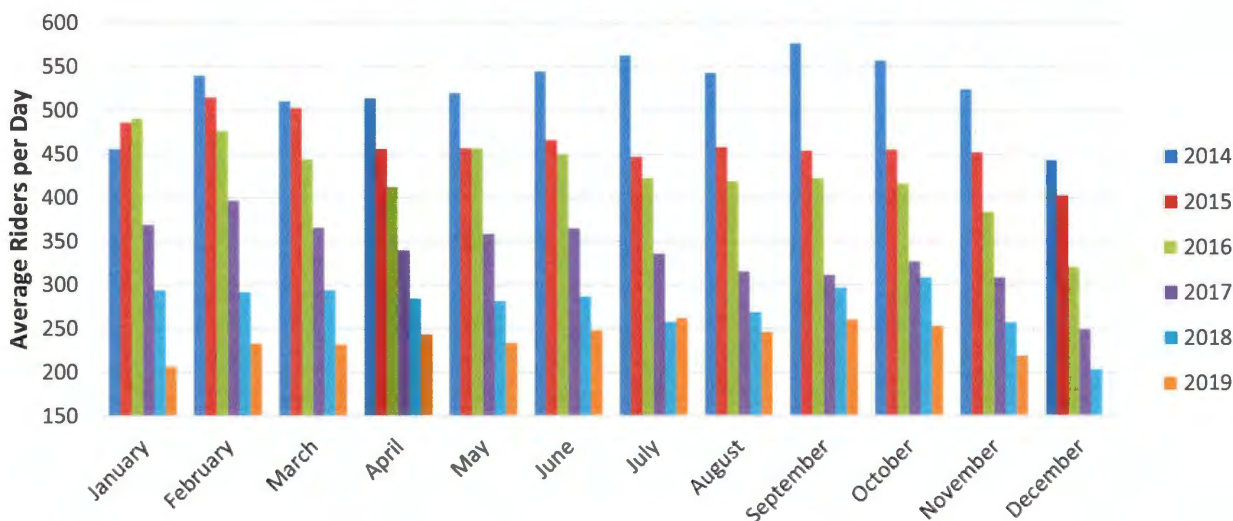
Route 610 links the Prairie Stone Business Park to the Rosemont CTA Blue Line station. The route is a weekday express service operating on I-90. The charts below provide a history of Route 610 ridership over a number of years. The pattern reflects significantly lower levels of use, a trend which has 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 were made in early December 2019 based on the ridership level. Route 610 stops at the Barrington Road transit station so the lone trip to Siemens has been eliminated. There has been slight 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 parkers.

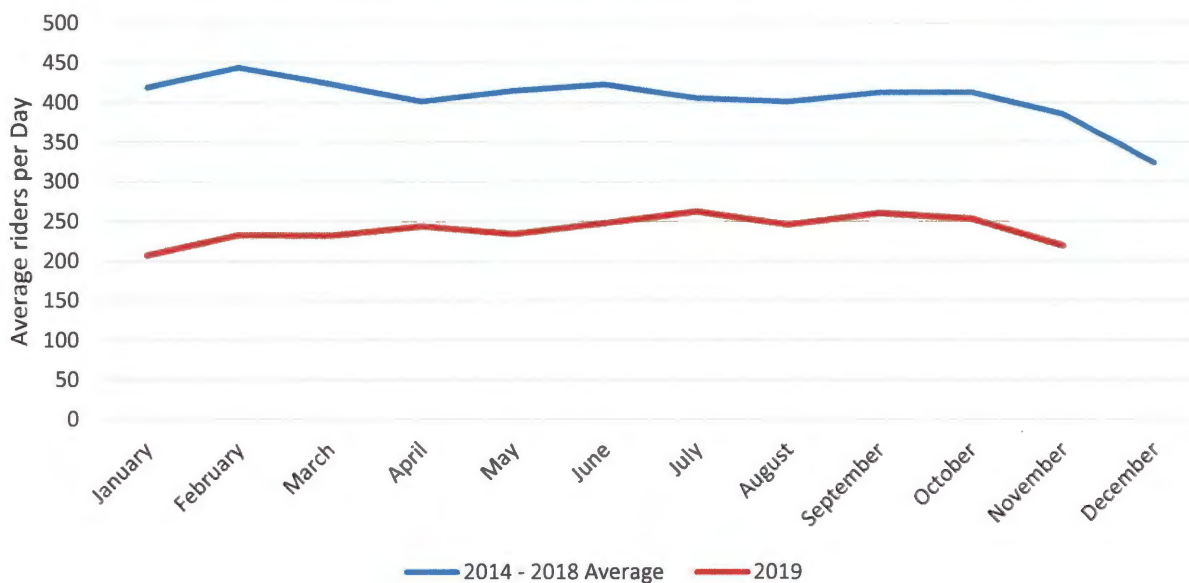
Pace Route 610: Annual Ridership - Long Term Trend



Pace Route 610: Average Daily Ridership



Route 610: Monthly Year-to-Date Ridership Comparison



◆ **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	329		-	82	102	106
November	-	150	276	317		0	62	105	103
December	25	141	249			19	76	104	

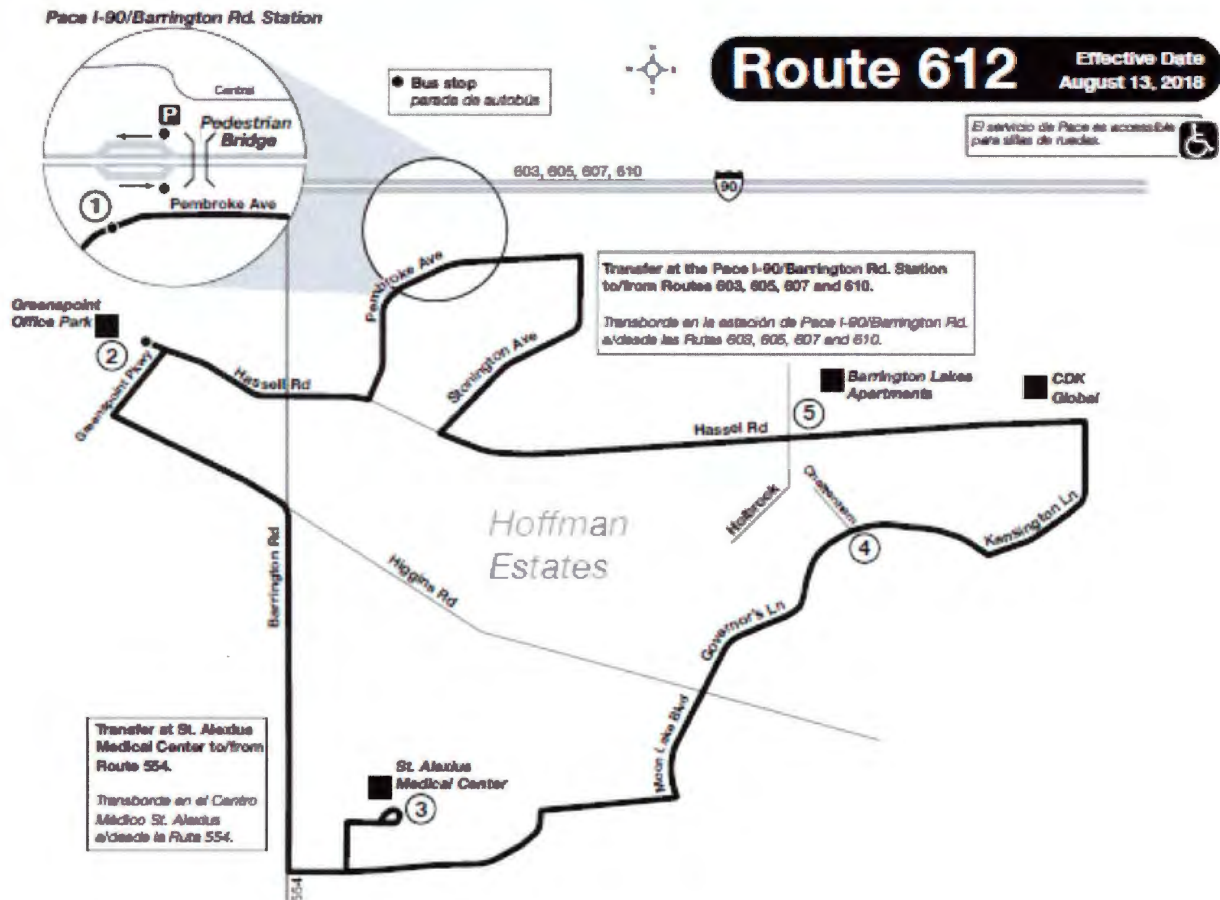
Month	Route 605 – Average Weekday					Route 605 – Average Saturday			
	2016	2017	2018	2019		2016	2017	2018	2019
January	-	68	236	287		-	12	33	45
February	-	88	243	330		-	15	36	49
March	-	105	256	324		-	18	41	64
April	-	115	269	349		-	28	55	68
May	-	142	276	337		-	30	58	63
June	-	154	272	338		-	37	62	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	370		-	38	64	67
November	-	235	310	335		0	42	51	56
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

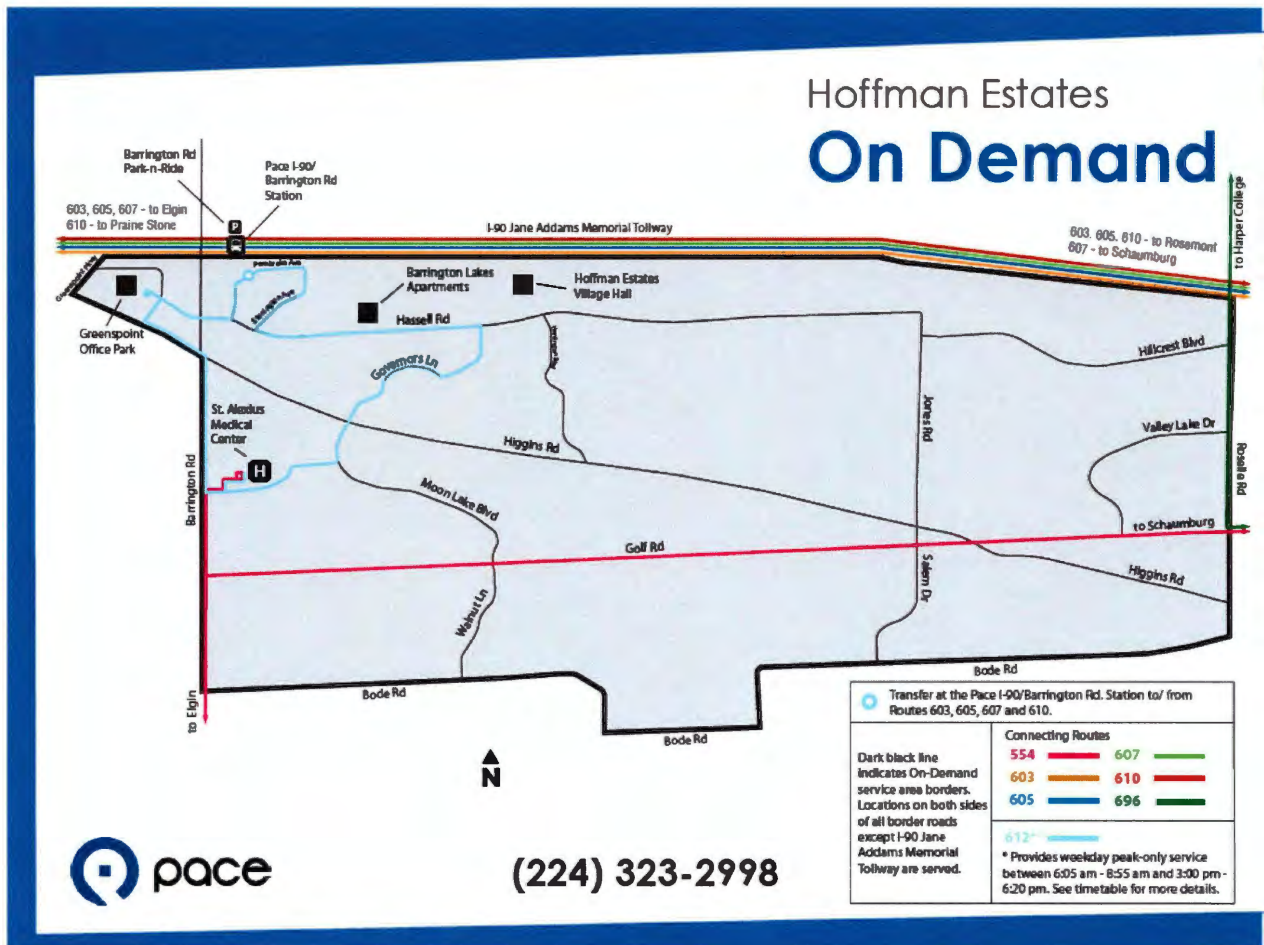
	Route 607 – Average Weekday					Route 607 – Average Saturday			
July	-	44	45	72		-	19	22	23
August	-	53	41	64		-	30	16	28
September	-	35	36	74		-	17	18	22
October	-	28	51	53		-	6	34	27
November	-	30	52	62		0	8	16	23
December	16	35	55			6	11	25	

◆ **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. The bus will stop at any location on the loop where it is safe to do so when a rider signals the driver. Due to low ridership and to potentially redirect funds for expanded On-Demand hours, Pace proposes to eliminate Route 602 effective in March 2020. Presuming that occurs, the On-Demand hours would be expanded to run from 6:00 a.m. to 6:00 p.m. on weekdays rather than operating just between 9:00 a.m. and 3:00 p.m. As the On-Demand service area includes what is covered currently by Route 612, riders on Route 612 could switch to the On-Demand option. Staff attended the Pace public hearing for these changes on December 3, 2018. Currently, the Pace Board has not taken action to eliminate the service.



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 currently 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. The operating hours could expand as noted above if Pace approves elimination of Route 612. 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. As part of the public hearing input on Route 612 and On-Demand changes, staff requested Pace to expand the service area of On-Demand to include all Village neighborhoods south of the Tollway. A secondary request was to investigate adding Saturday service to the On-Demand operation.



Data from Pace for November 2019 found on average about 9 trips per day made via On-Demand and an average of 13 trips per day on Route 612. Outreach noted below is intended to spread information about the On-Demand option. Pace has advertised the proposed changes to Route 612 and On-Demand plus the Village Transit Improvement Task Force was advised of this proposal at its meeting in October. As of now, the Pace Board has not taken formal action on the potential changes to Route 612 and On-Demand.

Outreach

The November 2019 *Citizen* had information about the On-Demand services, links to the I-90 express routes, and the Taxi Program. Previous articles on transit were in the February and June 2019 *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. 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. The Village facilitated a meeting between Pace staff and Bell Works to begin discussions of linking the development area to the transit station.

◆ **Transit Improvement Task Force**

The group met in late October 2019. 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's proposed changes to the Route 612 and On-Demand were reviewed. 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.

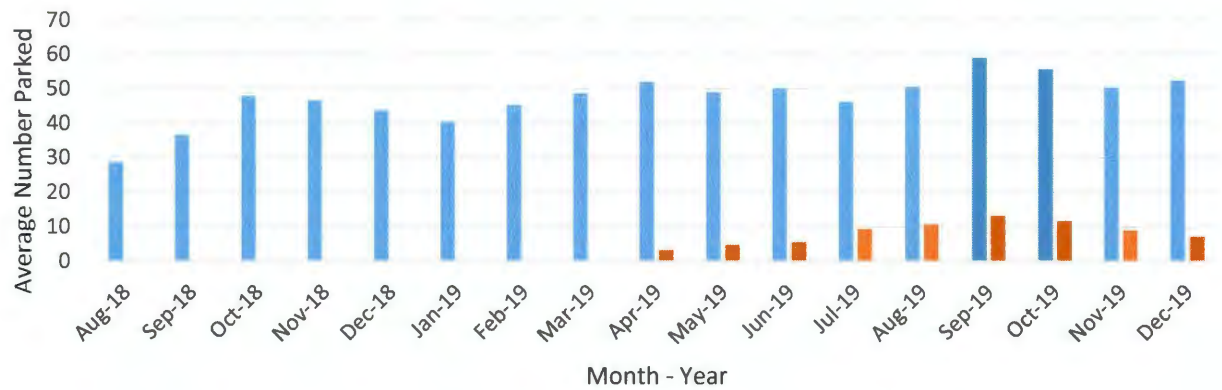
◆ **Park-n-Ride / Kiss-n-Ride Plans and Operations**

The Park-n-Ride located on the north side of I-90 opened with the startup of I-90 service to the Barrington Road station 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 65 parked vehicles typically during midweek. 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. Since lighting in the Kiss-n-Ride is not operating, Pace decided to close the entrance off Pembroke Avenue. The temporary shelters continue to be used for pickup and drop-offs at the Kiss-n-Ride. 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. 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. The County provided new comments which Pace is assessing.

Park-n-Ride and Kiss-n-Ride: Total Parked by Month



Park-n-Ride and Kiss-n-Ride: Total Parked by Month



Pace’s contractor still has not completed the Kiss-n-Ride. Lighting, electrical, and finishing work remain to be done. Pace installed temporary bus pads and shelters on Pembroke Avenue in 2018 at the Kiss-n-Ride location which 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– 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 permit is still under review by the Army Corps of Engineers. Agency staff indicated this may be complete in the next month, though their timeline is not specific. The Village Board approved a resolution last year 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.

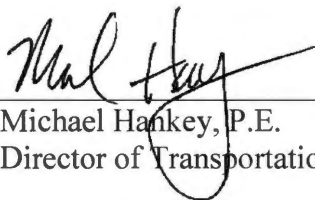
CN's permit application to the Army Corps is to extend the siding track south of Shoe Factory Road to create a second mainline track. Village staff reviewed CN's plans and posted information on the railroad's proposal to the Village website. The Village submitted technical comments to the Army Corps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

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. 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.



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