

*This meeting is being held via telephonic attendance.*

**AGENDA**  
**TRANSPORTATION AND ROAD IMPROVEMENT COMMITTEE**  
**Village of Hoffman Estates**  
**May 11, 2020**

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

<b>Members:</b>	<b>Karen Mills, Chairman</b>	<b>Anna Newell, Trustee</b>
	<b>Gary Stanton, Vice Chairman</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 – April 13, 2020  
April 20, 2020 (Special)**

**REPORTS (INFORMATION ONLY)**

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

*(Further details and information can be found in the agenda packet attached hereto and incorporated herein and can also be viewed online at [www.hoffmanestates.org](http://www.hoffmanestates.org) and/or in person in the Village Clerk’s office).*

*The Village of Hoffman Estates complies with the Americans with Disabilities Act (ADA). For accessibility assistance, call the ADA Coordinator at 847/882-9100.*

**TRANSPORTATION & ROAD IMPROVEMENT  
COMMITTEE MEETING MINUTES**

April 13, 2020

**I. Roll Call**

**Members in Attendance:** Karen Mills, Chair, via Electronic Attendance  
Gary Stanton, Vice-Chair  
Karen Arnet, Trustee, via Electronic Attendance  
Anna Newell, Trustee, via Electronic Attendance  
Gary Pilafas, Trustee, via Electronic Attendance  
Michael Gaeta, Trustee  
Mayor William D. McLeod

**Management Team Members  
in Attendance:** James Norris, Village Manager  
Arthur Janura, Corporation Counsel  
Peter Gugliotta, Director of Dev. Services  
Fred Besenhoffer, Director of IS  
Ric Signorella, CATV Coordinator

The Transportation & Road Improvement Committee meeting was called to order at 7:10 p.m.

**II. Approval of Minutes**

Motion by Trustee Gaeta, seconded by Trustee Stanton, to approve the Transportation & Road Improvement Committee meeting minutes from March 16, 2020. 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**

Chairman Mills reported that there will be a special Transportation & Road Improvement Committee meeting on Monday, April 20, 2020 before the Village Board meeting for the purpose of awarding contracts for the 2020 street revitalization project.

**V. Items in Review**

**VI. Adjournment**

Motion by Trustee Gaeta, seconded by Trustee Stanton, to adjourn the meeting at 7:16 p.m. Voice vote taken. All ayes. Motion carried.

Minutes submitted by:

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Debbie Schoop, Executive Assistant

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Date

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

April 20, 2020

**I. Roll Call**

**Members in Attendance:**

**Karen Mills, Chair, via Electronic Attendance  
Gary Stanton, Vice-Chair  
Karen Arnet, Trustee, via Electronic Attendance  
Anna Newell, Trustee, via Electronic Attendance  
Gary Pilafas, Trustee, via Electronic Attendance  
Michael Gaeta, Trustee  
Mayor William D. McLeod**

**Management Team Members  
in Attendance:**

**James Norris, Village Manager  
Arthur Janura, Corporation Counsel  
Dan O'Malley, Deputy Village Manager  
Peter Gugliotta, Director of Dev. Services  
Rachel Musiala, Director of Finance  
Monica Saavedra, Director of HHS  
Mike Hankey, Director of Transportation  
Al Wenderski, Director of Engineering  
Fred Besenhoffer, Director of IS  
Ric Signorella, CATV Coordinator  
Suzanne Ostrovsky, Asst. to Village Manager**

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

**NEW BUSINESS**

- 1. Request authorization to award contract for the 2020 Street Revitalization Project to A Lamp Concrete Contractors, Inc., Schaumburg, IL (low bid) in the adjusted amount of \$6,157,251.**

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

Motion by Trustee Gaeta, seconded by Trustee Stanton, to award contract for the 2020 Street Revitalization Project to A Lamp Concrete Contractos, Inc., Schaumburg, IL (low bid) in the adjusted amount of \$6,157,251. Roll call vote taken. All ayes. Motion carried.

- 2. Request authorization to award contract for materials testing for the 2020 Street Revitalization Project to Applied GeoScience, Inc., Schaumburg, IL (low proposal estimate) in an amount not to exceed \$115,000.**

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

Motion by Trustee Gaeta, seconded by Trustee Stanton, to award contract for materials testing for the 2020 Street Revitalization Project to Applied GeoScience, Inc., Schaumburg, IL (low proposal estimate) in an amount not to exceed \$115,000. Roll call vote taken. All ayes. Motion carried.

**II. Adjournment**

Motion by Trustee Gaeta, seconded by Trustee Stanton, to adjourn the meeting at 7:11 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**

**MAY 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 needs to be addressed by the contractor. The Tollway's construction project manager will coordinate this work but to date has made no progress. The path lights in the southeast quadrant and those in the pedestrian underpass of the south ramp are being addressed by Pace but still have not been installed. Contractors are working on plans to provide the needed electrical connections. Reconciliation of all costs related to the interchange will require detailed reviews, which will occur once there is agreement on accepting all the improvements identified in the intergovernmental agreement under Village maintenance in the interchange area. Completion of Village punch list items is a requirement for finalizing all costs.

◆ **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. And the Beverly Road path ties into the *Invest in Cook* path project currently in Phase I engineering.

Pre-final plans are still being finalized. The final round of comments from Village and County staff are being incorporated into the plans; some items such as drainage, median design, environmental documentation, and certain plan revisions are subject to further review. The current schedule estimates completion of final plans in summer 2020. Coordination with utility companies will occur next followed by right-of-way appraisals once the final plan is set. Due to additional environmental, drainage calculations, plan revisions to reflect these analyses, and agency coordination, a final supplement to the Civiltech contract will be required. Civiltech submitted a draft which is being reviewed by the County. The actual project schedule is dependent on completing the items included in the engineering contract supplements along with time needed for various agency reviews. Construction could possibly begin as early as the end of 2021 but right-of-way still must be finalized and property rights acquired, which is likely to start this year and last into 2021. Several County tasks such as contract review, approvals, and procurement, have long lead times which have been built into the schedule. Coordination with adjacent property owners and Hanover Township will be needed as right-of-way and easement requirements are refined; some initial discussions have occurred. 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 or two. 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](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 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
<b>IL 72</b>	<b>Kane County to Glen Lake</b>	<b>Overlay / ADA</b>	<b>underway</b>
<b>IL 72</b>	<b>CN railroad bridge</b>	<b>Bridge deck overlay</b>	<b>underway</b>
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 last year. The IDOT resident engineer provided information on the project contacts. Coordination is occurring as needed with the Police and Fire Departments as well as Sears Centre Arena staff regarding possible traffic impacts. Due to much lower traffic volumes and changes to the Arena schedule, effects have been minimal so far. The website reflects the status of the IDOT work.

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 still awaiting IDOT permits so that construction can begin once approval is received. Flagstaff Lane reconstruction was part of the 2020 Village street project scope. However no information has been received yet on the availability of these funds. As a result, reconstruction of Flagstaff Lane was removed from the contract award. It could be added back in if the State provides the funds. Staff has contacted legislators and DCEO staff to try to get more information.

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. Comments were provided to IDOT on bicycle and pedestrian accommodations to improve access at the intersection and to the Park District property.

## **GRANT PROJECTS**

### ◆ **2018 *Invest in Cook* Grant Program – Beverly Road Bicycle Facility and Resurfacing – Phase I Engineering**

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 collecting field data. Alternative geometric solutions were analyzed which identified a barrier separated path on the west side of 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 \$25,000. Phase I is expected to be complete by the end of 2020.

### ◆ **2020 *Invest in Cook* Grant Application – Beverly Road Bicycle Facility and Resurfacing – Phase II Engineering**

An application for design engineering of the Beverly Road bicycle and resurfacing project was submitted in March 2020 in response to the County's annual call for this program. A project interview was held with the Mayor and Director of Transportation and Engineering to answer questions regarding the application. Commissioner Morrison and his staff were briefed on the scope as well. County staff will review all proposals through the summer before announcing the grant awards, currently targeted for late July. If selected, an agreement with the County will be required and a consultant would be retained to complete Phase II engineering. The estimated cost is \$200,000 with 75% requested through *Invest in Cook* and the local share coming from the Western Corridor Fund. If approved, the goal is to complete Phase II engineering in 2021 and apply for construction grant funding as early as 2022 through federal or state grants.

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

Paving of the east-west segment of path between IL 59 and the railroad right of way is set to begin construction. The contractor is awaiting the permit from MWRD before beginning. Originally scheduled to begin work on May 4, the timing will be delayed by two to four weeks. TranSystems is

acting as the field engineer on behalf of the Village. Thirty (30) working days are allowed for construction – advance coordination with the Forest Preserves has occurred.

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 is being 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. A summary of coordination with CN was provided to the new railroad staff to see if agreement can be reached on the license agreement needed for the north-south segment of the path. The new intergovernmental agreement for the east-west portion has been approved by all parties. Upon completion of work, the partner agencies will be invoiced for their remaining shares of the local project cost.

◆ **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 2021. A kickoff meeting with IDOT was held in mid-December 2019. There was some concern about IDOT not performing plan reviews until STP funds have been programmed for projects like these. Civiltech's work is on hold pending the Technical Committee's selection of projects for the program.

STP applications were submitted for Jones Road and Salem Drive in March 2020. At the April Technical Committee meeting, these were both shown in the proposed list for 2021 construction. A final decision could be made later in May. If these will advance to construction next year, Civiltech will be directed to finalize plans to prepare for as early State letting as possible next year. A RFQ for Phase III services will need to be issued and a consultant selected to perform construction engineering tasks. Local agency agreements would also need to be prepared to go along with final contract and specification documents later this year.

◆ **Access to Transit Call for Projects**

Staff submitted an application for construction and construction engineering funding for the Central Road path project in early May 2020. The RTA manages the *Access to Transit* funding program which focuses among other things on projects to improve the first / last mile connections to transit facilities. The project goal for the Central Road bicycle path is to link the Pace I-90 / Barrington Road station to businesses along Central Road as well as to the Forest Preserve and Barrington Road paths. After the RTA reviews submissions, they select a package of projects to submit to CMAP towards the end of the year as part of the upcoming call for CMAQ / TAP projects in 2021. If selected for CMAQ / TAP funding, the RTA splits the 20% match with the local agency. Phase II engineering will need to be completed with local / developer funds in 2021 to position construction to occur in 2022 or as soon as federal funds are available. A decision on the grant recommendations will be released by RTA later this year. CMAP will then consider all submitted projects for funding. The Central Road path would likely fall under the Transportation Alternatives Program (TAP); this decision is made by CMAP based on how projects best respond to program criteria.



## **BIKE / PEDESTRIAN PROJECTS**

### ◆ **Northwest Municipal Conference Multimodal Plan**

Staff served on the committee which oversaw development of the multimodal plan which has been released. The emphasis spans transit, bicycle, and pedestrian needs in the context of a developed auto-oriented environment. Priority corridors were identified and defined in terms of completion percentages, remaining needs, points of connectivity and other measures. In and near the Village are three main priority corridors: Barrington Road, Higgins Road, and Shoe Factory Road (which is part of the Evanston to Elgin corridor). Having these listed in the plan places them at a higher priority when competing for funding and will help to focus future development plans on making these corridors more accessible for all users.

### ◆ **Bicycle Planning / Bicycle Pedestrian and Advisory Committee**

An update on numerous bicycle projects in the Village and region was provided to the Committee. Planning continues for future activities with a meeting to be held in the future. Staff is working on the bicycle plan update which will be reviewed with the Committee. 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– Huntington Boulevard to Pace Park-n-Ride – Phase I Engineering**

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 a development agreement. Sensitive environmental areas and wetland impacts are being addressed for the new path and the proposed alignment has been adjusted to minimize effects. A pedestrian crossing of Central Road near the curve at the Park-n-Ride entrance is included in the study. Coordination with the Forest Preserve has occurred and an alignment for the path connection has been selected where the east end of the project links to the existing Paul Douglas trail. As noted, an *Access to Transit* grant application was submitted to the RTA for construction and construction engineering.

Cook County included design of this path with its preliminary engineering plans 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 preliminary engineering phase has been moving very slowly and is still not complete. Cook County advises their intent is to complete Phase I this year. 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 was coordinated with the Bystronic development adjacent to the Somerset property. Bystronic's site development requirements included extension of Eagle Way to Central Road which has been completed. The Eagle Way design includes on-street bike lanes and sidewalk on the east side of the street. Some property at the corner of the Claire's property was 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.

**TRANSIT**

◆ **Coronavirus (COVID-19) Effects**

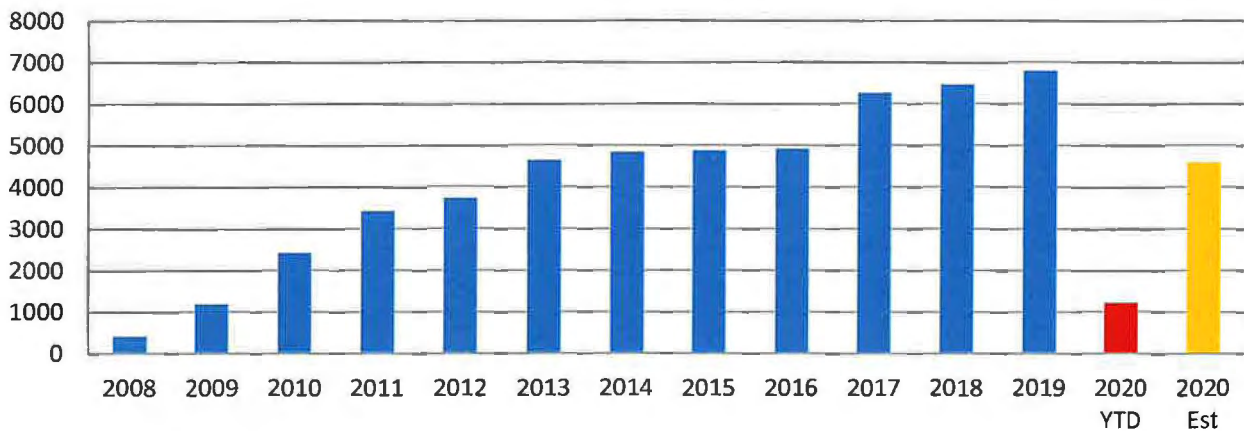
In general travel is down significantly due to the stay-at-home restrictions. Evidence is seen through reduced vehicle volumes as well as lower levels of public transportation use. Remote work was already a factor to some degree which affects work travel and transit ridership. During the pandemic, public transit agencies across the country have seen ridership fall sharply and as has been done elsewhere, Metra and Pace (for its work shuttle programs), have reduced frequency of trips. While many regular Pace routes continue to operate on mostly normal schedules, Pace is dealing with providing adequate distancing opportunities for riders on buses as well as having to address staffing issues with drivers affected by the pandemic. Similar statements about the amount of travel may be made about the taxi program trips. The data and discussion below generally reflects use through February 2020, before the various travel and activity restrictions / advisories had been put into place. Pace is tabulating data from March and will evaluate the information before sending it to communities. Given how early it is in the year along with the compounding effects of coronavirus, all estimates of yearly use are highly approximate.

◆ **Taxi Discount Program**

Program registration is ongoing with identification cards and coupons sent to residents. Since its inception, a total of 744 residents have registered for the program. Further review of the program registration indicates the number of current eligible registrants totals 452. Staff continues to look for ways to promote and advertise the program. The graph below shows historical and year to date use in 2020. The most recent coupons turned in from one of the two companies covered thru mid-April. The combination of the effects from COVID-19 and the loss of one taxi company late last year will limit coupon use – those effects are starting to be seen as the number of coupons turned in for March is lower than past months. The graph shows the effects to date and reflects an estimate of annual use only based on coupon use through mid-April. Future updates will reflect reduced travel occurring during the pandemic.

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. The timing for presenting potential changes is tied to the current pandemic and assessing the overall economic impacts on the Village budget.

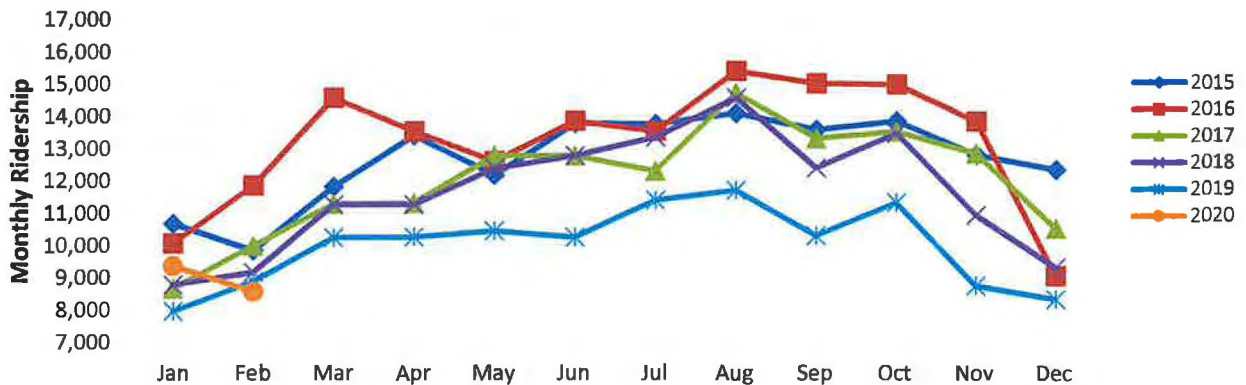
**TAXI DISCOUNT PROGRAM: RIDES PER YEAR**



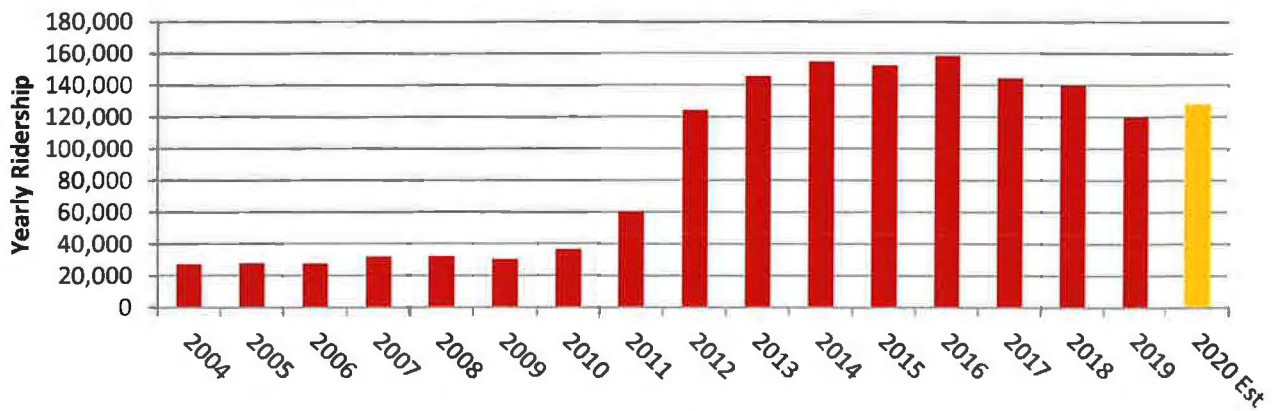
◆ **Pace Route 554**

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 February 2020 showed average weekday ridership of 369, along with a Saturday average of 241 riders per day. Note that the most recent data does not reflect the full impact of the stay at home orders which have been in place since mid to late March.

**Pace Route 554: Monthly Ridership**

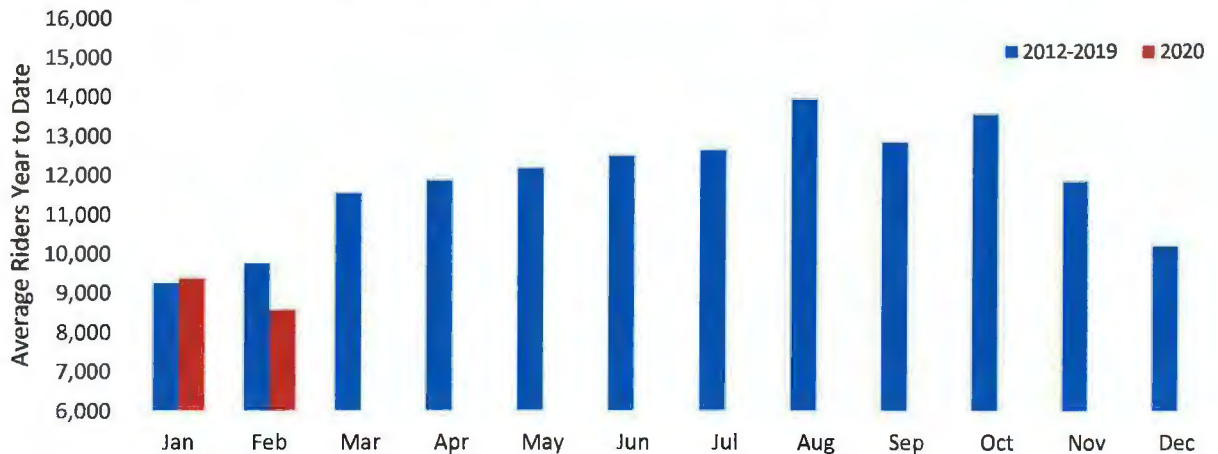


**Pace Route 554: Annual Ridership - Long Term Trend**



The year-to-date ridership by month on Route 554, based on historical average data, is shown in the figure below for 2012 through 2019 along with year to date use in 2020. Overall, the 2019 monthly pattern generally followed 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

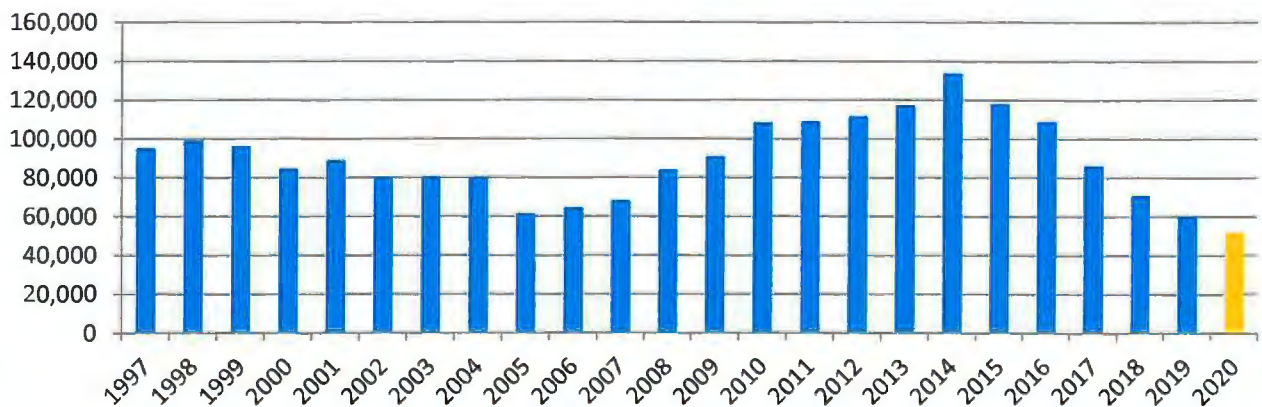


#### ◆ Pace Route 610 and Sears Centre Park-n-Ride Lot

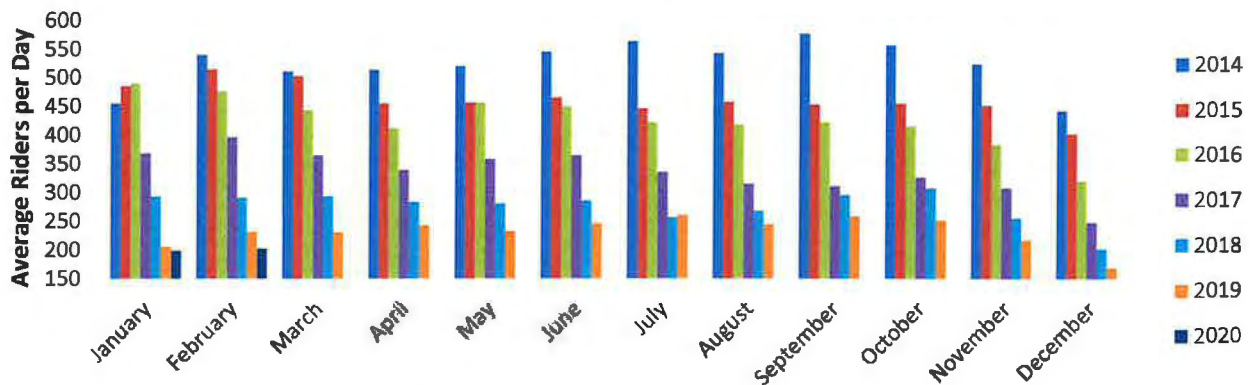
Pace announced that beginning May 18, service on Route 610 will be suspended due to low ridership related to COVID-19. Route 610 links the Prairie Stone Business Park to the Rosemont CTA Blue Line station. The route is a weekday express service operating on I-90. The charts below provide a history of Route 610 ridership over a number of years. Note this year’s data does not reflect the full effect of the travel restrictions to date. The pattern shows 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.

The number of Park-n-Ride vehicles in the Sears Centre lot was typically around 10 to 15 per day but have not been used since the stay at home restrictions went into effect. 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.

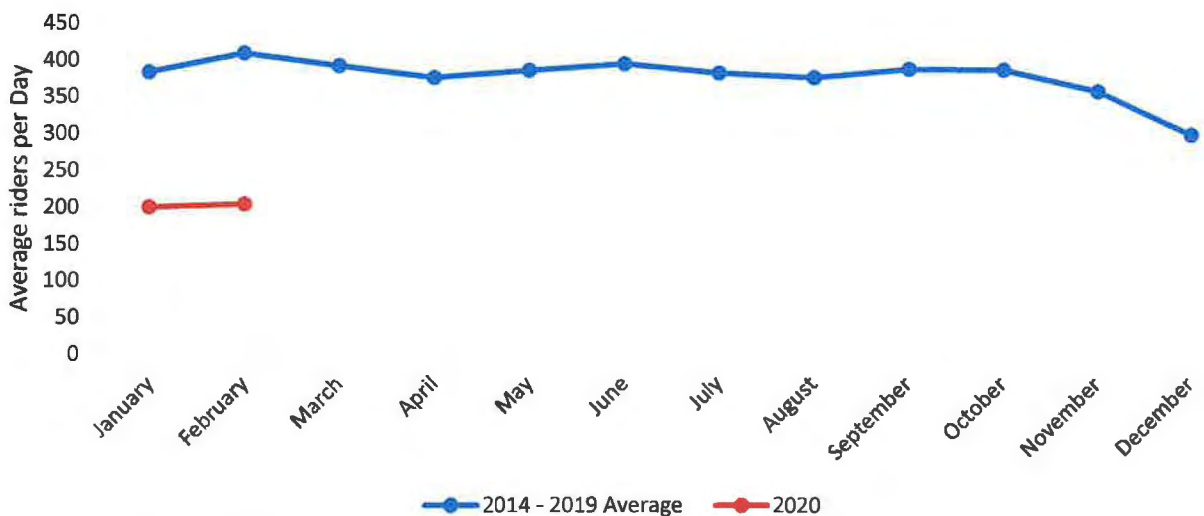
### Pace Route 610: Annual Ridership - Long Term Trend



### Pace Route 610: Average Daily Ridership



### Route 610: Monthly Year-to-Date Ridership Comparisons



◆ **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 on I-90; Route 610 stops at the station too. 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 either the Rosemont CTA Blue Line station or the 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	2020		2016	2017	2018	2019	2020
January	-	60	144	234	300		-	27	76	93	78
February	-	78	159	269	303		-	26	81	91	104
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	289			19	76	104	108	

Month	Route 605 – Average Weekday						Route 605 – Average Saturday				
	2016	2017	2018	2019	2020		2016	2017	2018	2019	2020
January	-	68	236	287	341		-	12	33	45	50
February	-	88	243	330	345		-	15	36	49	53
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	296			9	38	61	50	

Month	Route 607 – Average Weekday						Route 607 – Average Saturday				
	2016	2017	2018	2019	2020		2016	2017	2018	2019	2020
January	-	23	28	55	63		-	10	12	13	24
February	-	34	28	66	55		-	14	14	21	24
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	53			-	6	34	27	

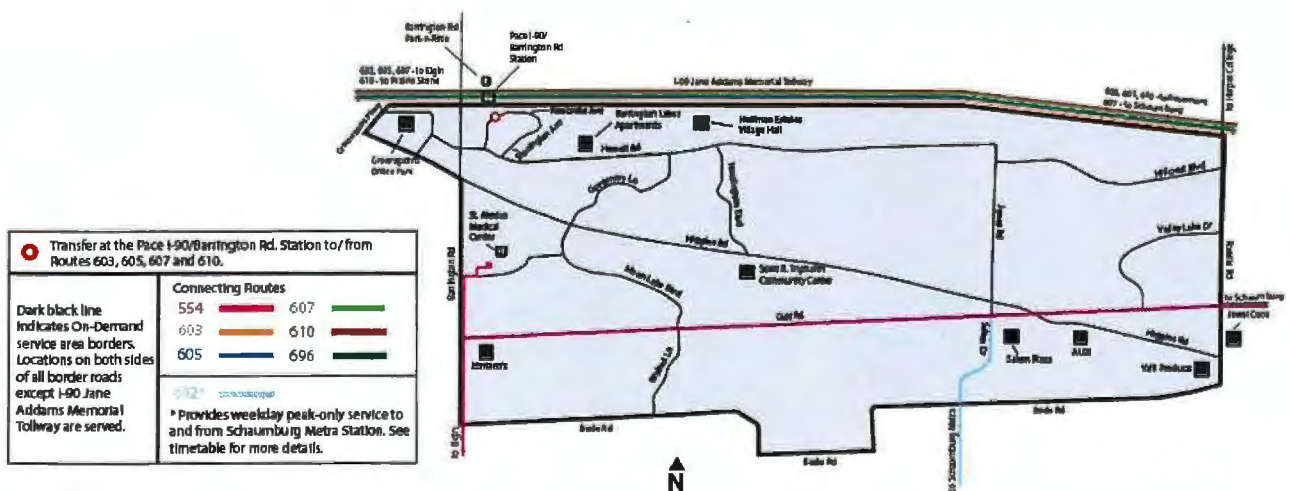
	Route 607 – Average Weekday					Route 607 – Average Saturday				
November	-	30	52	62		0	8	16	23	
December	16	35	55	61		6	11	25	26	

◆ **Pace Route 612 and Hoffman Estates On-Demand – Changes Implemented**

Pace Route 612 was a weekday circulator which operated from 6:00 a.m. to 9:00 a.m. and 3:00 p.m. to 6:00 p.m. The route connected 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. Due to low ridership and to redirect funds for expanded On-Demand hours, Pace eliminated Route 612 starting in March 2020. The On-Demand hours have been expanded to run from 6:00 a.m. to 6:30 p.m. on weekdays rather than operating just between 9:00 a.m. and 3:00 p.m.

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. As of March 2, 2020, On-Demand now operates from 6:00 a.m. to 6:30 p.m. on weekdays. The vehicle is lift-equipped and On-Demand is open to the general public. Timed stops are currently 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 On-Demand service boundary includes the area that was served by Route 612. Former riders of Route 612 can use the On-Demand instead and set up subscription trips over multiple days. 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. However, Pace is not expanding the service area or adding Saturday service at this time. Options to accomplish these changes are being explored. Ways to expand the service will be explored for further discussions with Pace staff on operations, costs, scheduling, etc.



Data from Pace for February 2020 found on average about 11 trips per day made via On-Demand and an average of 10 trips per day on Route 612. Outreach noted below is intended to spread information about the On-Demand option. Pace advertised the changes to Route 612 and On-Demand plus the Village Transit Improvement Task Force was advised of this proposal at its meeting in October 2019.

The changes to On Demand and Route 612 took effect from February 28 to March 2, 2020. An article discussing these changes was in the March *Citizen*. The restrictions due to the pandemic affect the local On Demand service as well as Pace fixed routes.

### **Outreach**

An article explaining the changes to On Demand and elimination of Route 612 was in the March *Citizen* newsletter. 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, but are on hold pending changes due to the pandemic. Pace staff has reached out to 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**

Topics discussed at the last meeting 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**

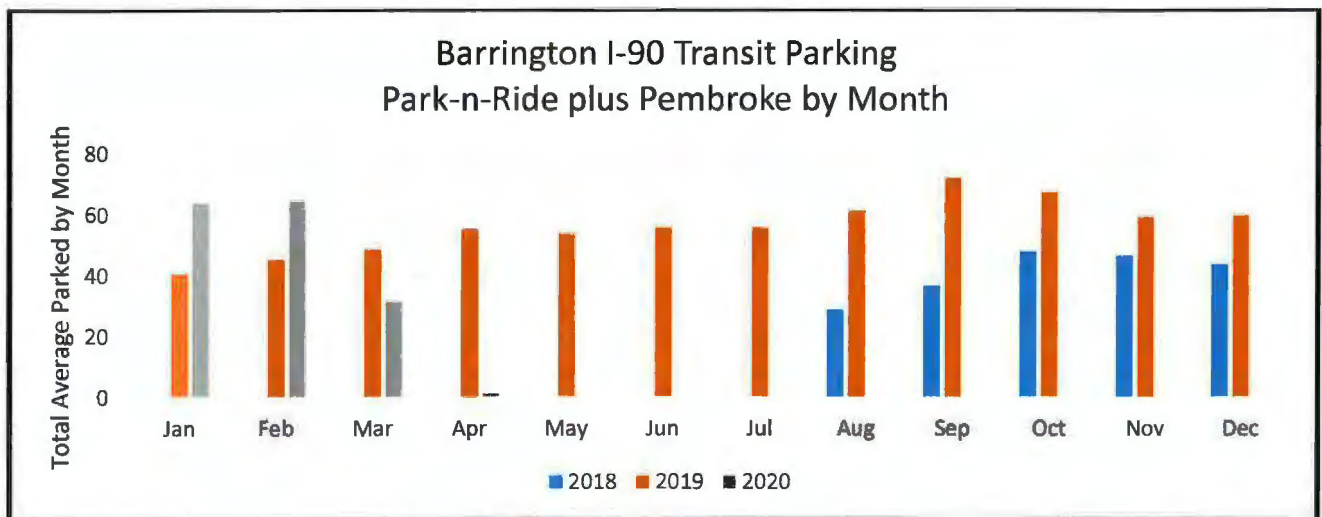
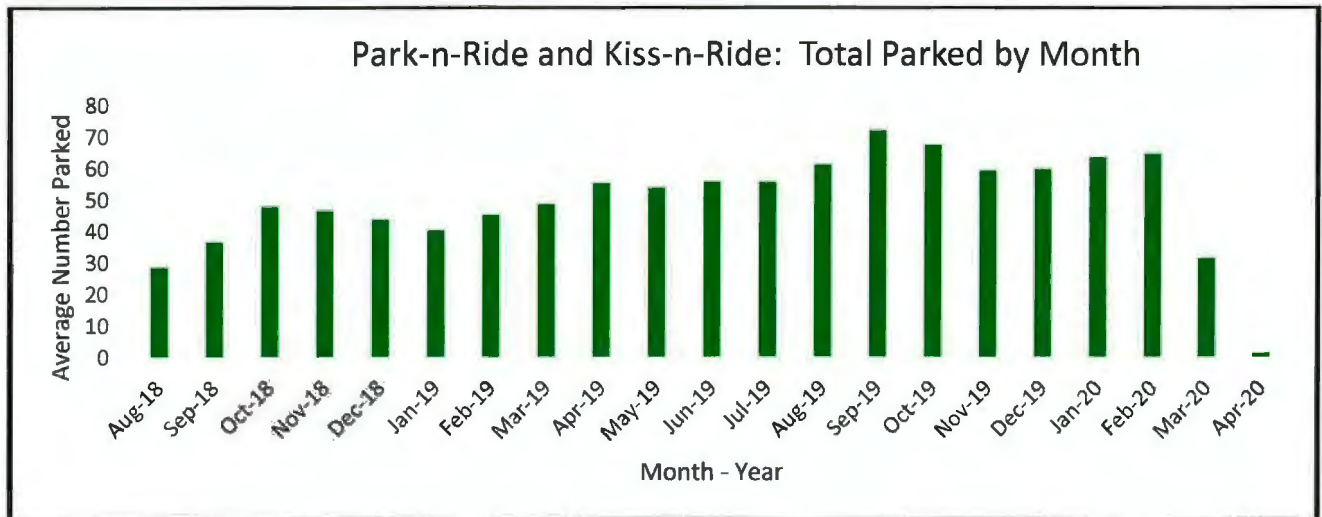
The Park-n-Ride located on the north side of I-90 opened with the startup of I-90 service to the Barrington Road station in August 2018. The parking lot provides 170 free spaces plus bicycle parking.

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. Prior to the pandemic a general average of about 65 to 70 vehicles were typically during midweek. However the restrictions have significantly reduced the number of parkers to less than 5 per day. Some transit riders were 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. Pace cites coordination and resolution of costs as issues between the Tollway and Pace contractors as the reasons for the ongoing delay in completing the lighting. The temporary shelters on Pembroke Avenue 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 are shown in the graphs below. Parking occupancy had been increasing on a month over month basis but the effect of the pandemic is clearly demonstrated by the data. Staff was 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 last year. However due to the delay in Pace receiving comments and the scope of the changes requested by the County,



Pace has chosen to not pursue the pedestrian crossing. Options to accomplish this are being explored which will require approvals and cooperation of the County.



Pace’s contractor still has not completed all Kiss-n-Ride work. Lighting, electrical, landscaping, 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 2020 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. The Village work had been planned for 2019 but was deferred as Pace was not able to remove its shelters due to the status of lighting in the pick-up / drop-off area.

**COORDINATION**

◆ **Canadian National – Army Corps of Engineers Permit Application**

The permit is still under review by the Army Corps of Engineers. CN did provide an updated Alternatives Analysis in response to questions submitted to the Army Corps as part of its review. ACOE agency staff indicated this may be complete in the next month, though their timeline is not specific and is compounded by the pandemic. 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.hoffmanstates.org/cn](http://www.hoffmanstates.org/cn). Staff also attended a meeting held at Hanover Township offices at which CN representatives heard comments from the public.

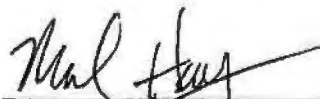
A notice about a Federal Railroad Administration project to document delays due to crossings being blocked was posted on the website. The Village sent notices to residents who have been receiving other CN related news items. The Shoe Factory Road crossing at the CN tracks is the only at-grade location in the Village, however the public can report delays at any crossing.

◆ **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 at <https://www.oharenoise.org/noise-management/interim-fly-quiet>. 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