

This meeting is being held via telephonic attendance.

**AGENDA
TRANSPORTATION AND ROAD IMPROVEMENT COMMITTEE
Village of Hoffman Estates
August 3, 2020**

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

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 – July 6, 2020**

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**

July 6, 2020

I. Roll Call

Members in Attendance:

**Karen Mills, Chair
Gary Stanton, Vice-Chair
Karen Arnet, Trustee
Anna Newell, Trustee
Gary Pilafas, Trustee (via electronic attendance)
Michael Gaeta, Trustee
Mayor William D. McLeod**

**Management Team Members
in Attendance:**

**Jim Norris, Village Manager
Arthur Janura, Corporation Counsel
Dan O'Malley, Deputy Village Manager
Peter Gugliotta, Director of Dev. Services
Patrick Seger, Director of HRM
Rachel Musiala, Director of Finance
Bev Romanoff, Village Clerk
Patti Cross, Asst. Corporation Counsel
Suzanne Ostrovsky, Asst. to Village Manager
Ryan Johnson, Mgmt. Analyst
Ric Signorella, CATV Coordinator**

The Transportation & Road Improvement Committee meeting was called to order at 7:09 p.m.

II. Approval of Minutes

Motion by Trustee Gaeta, seconded by Trustee Arnet, to approve the Transportation & Road Improvement Committee meeting minutes from June 8, 2020. Roll call 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 Gaeta, seconded by Trustee Stanton, to adjourn the meeting at 7:12 p.m. Roll call vote taken. All ayes. Motion carried.

Minutes submitted by:

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

AUGUST 2020 MONTHLY REPORT

ROAD PROJECTS

◆ **Barrington Road Interchange**

Status - 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. Staff met with the Tollway and contractor in July to walk through the various outstanding issues. These include path and sidewalk slopes, maintenance items such as damaged truncated domes, construction joints, and other similar items. The path lights in the southeast quadrant and those in the pedestrian underpass of the south ramp are being addressed by Pace but still are not functioning. According to Pace, contractors are working to provide the needed electrical connections from the overpass building. Reconciliation of all costs related to the interchange will require detailed reviews, which will occur once there is agreement on accepting all the improvements under Village maintenance in the interchange area identified in the intergovernmental agreement. Completion of Village punch list items is a requirement for finalizing all costs.

◆ **Shoe Factory Road - Cook County**

Scope - 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 barrier 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 along with dual right turn lanes at Shoe Factory Road. Landscaped medians and roadway lighting are included in the scope, 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.

Status - A contract supplement and amendment to the Intergovernmental Agreement were approved by the Village Board in June. Signed copies were provided to Cook County staff. These changes, necessary to complete final plans and satisfy various regulatory requirements such as MWRD, were agreed to by County and Village staff. The Cook County Board will consider the documents at its July 30 meeting. Following this approval Civiltech will then be able to complete final plans later this year. Coordination with utility companies has begun and may require significant design efforts for relocation of facilities, in particular ComEd. At present, the costs of utility impacts and relocations are based on estimates / information from a number of years ago and will be modified as talks with the companies' progress. The Shoe Factory / Beverly project schedule is dependent on completing the items included in the engineering contract supplements along with time needed for various agency reviews. Some construction could possibly begin as early as the end of 2021 but right-of-way still must be finalized and property rights acquired, which could start this year and last well into 2021. Several County procedures such as contract review, approvals, and procurement, have long lead times which have been built into the estimated 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**

Scope – 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. The path will be in South Barrington. 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. Background information on the project is on the State’s website at www.idot.illinois.gov/projects/barrington-rd-at-IL-62.

Status - IDOT announced approval of the Phase I engineering in July. The State has selected a consultant for Phase II engineering who will begin work once the design contract is finalized. The project is listed in the State’s multi-year plan for Phase II engineering work and land acquisition in 2020 and 2021. A letter of intent with the State for the Village cost share of Opticom and signal improvements related to this project was approved in 2018. The Northwest Municipal Conference multimodal plan lists this section of Barrington Road as a priority corridor and it is also one of the corridor options for new path in CMAP’s Crabtree to Fox River planning study.

◆ **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 and updated 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	Overlay / ADA	underway
IL 72	CN railroad bridge	Bridge deck overlay	underway
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

Status – Construction continues on the Higgins Road projects. Concrete panel replacement and curb work is ongoing in various sections. The section east of Bartlett Road is essentially complete. Periodic lane closures and delays will be encountered until work is complete. The Village website reflects the status of the IDOT work.

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 from Higgins Road only on green arrows several years ago. The upcoming project study phase will be evaluating the intersection in more detail including potentially right turn lanes on Higgins Road 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. IDOT consultants are currently gathering information on utilities near the intersection.

◆ **Rebuild Illinois Funds – State Capital Legislation**

Scope – Several storm sewer projects were included in the legislation along with reconstruction of Flagstaff Lane between Washington Boulevard and Grand Canyon Street. These were included following various requests submitted by the Village in 2019. The table below lists the current projects:

Legislative Description	Project	Type of Work	Funding
General	Almond / Audubon	Culverts	\$250,000
General	Arizona	Storm Sewer	\$300,000
Hermitage Lane	Hermitage	Storm Sewer	\$300,000
Flagstaff Lane	Washington to Grand Canyon	Reconstruction	\$300,000
General	Infrastructure TBD	Likely reconstruction	\$200,000

Status - These funds are administered through the Department of Commerce and Economic Opportunity (DCEO). Village staff contacted DCEO and legislative staff to request that these projects be prioritized for funding but there has been no action by the State to date to advance them. The most recent information from a recent House bill included additional funds for general infrastructure in the Village. DCEO rules stipulate a project must first be prioritized by the sponsors, approved by the Governor's office, and then bonds sold in order for the funds to be awarded to the community. Efforts continue to obtain approvals so that new bid packages can be assembled once notification to proceed is received. The Almond / Audubon culvert project is still awaiting IDOT permits so construction cannot begin until approval is received. Flagstaff Lane reconstruction was designed and included as part of the 2020 Village street project scope; however, as no information has been received on the availability of these funds, reconstruction of Flagstaff Lane was deferred until 2021.

◆ **Local Rebuild Illinois Bond Funds**

The State announced that additional funds from *Rebuild Illinois* bond sales will be distributed to municipalities based on the MFT formula. The expectation is there will be two distributions per year over the next three years. The first distribution of \$570,000 was received in May 2020 and the second is expected in late July. The timing of receiving future distributions will depend upon the bond schedule used by the State. These funds are to be used for significant road work such as reconstruction. Proposed projects must be identified within one year of receiving the funds and must be used by 2025. The State requires a resolution for expending funds similar to what is used for MFT work and the project must meet bondability requirements; generally a service life of sufficient length to justify infrastructure spending which is easily satisfied when reconstruction is the proposed scope. Staff contacted IDOT about using the funds received in May 2020 to reconstruct a street which was part of the 2020 project bid but deferred due to funding concerns. Unfortunately these funds cannot be spent on projects which were already bid. Due to the time it would take to assemble a new bid package for one street, the staff load with the ongoing street project, and concern about receiving high bids due to the relatively small size, it is not recommended to try to put out a new bid this year. Instead, the funds will be held until 2021 for reconstruction which should help offset the concerns and current uncertainty about the financial impacts on infrastructure funding in coming years.

GRANT PROJECTS

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

Scope - The scope includes Phase I engineering for a bike facility on Beverly Road along with resurfacing between Prairie Stone Parkway and Beacon Pointe Drive. 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.

Status - Civiltech is completing preliminary engineering work. 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 Traffic and Geometrics memo was reviewed by staff and will be sent to the Illinois Tollway. 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**

Scope – The work includes continuing into Phase II engineering for the Beverly Road bike and resurfacing project. The estimated cost is \$200,000 with the local share coming from the Western Corridor Fund.

Status - 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. An additional follow-up call initiated by County staff was held in early June. The County advised since the Village is not considered to be a high need community for funding assistance, the cost sharing would need to be to a 50/50 split. Sufficient balance is available in the Western Corridor Fund for the local match. County staff will review all proposals before presenting a recommended list to the County Board, expected to occur on July 30. If selected, an agreement with the County will be required and a consultant would be retained to complete Phase II engineering. If approved, the goal is to perform Phase II engineering in 2021 and apply for construction grant funding as early as possible through federal or state programs.

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

Scope - The original project concept was to connect the Shoe Factory Road corridor and Prairie Stone Business Park with a path crossing underneath I-90 and Hoffman Boulevard (north-south section). Paving the path (east-west section) in the Forest Preserve between IL 59 and the railroad right of way was also proposed. The Park District and Forest Preserve are financial partners with the Village on the engineering and construction of the project. Agreements are in place for funding shares and responsibilities. The Village is the lead agency on this project.

Status - The path within the Forest Preserve from IL 59 to the Canadian National (CN) right-of-way has been paved. Finishing and restoration work remains before the path will be opened. A ribbon cutting opening ceremony is expected to occur on August 1. TranSystems is serving as the field engineer on behalf of the Village. Coordination with the Forest Preserve and Park District staffs has occurred throughout construction. Once an invoice is received from IDOT, the partner agencies will

be invoiced for their remaining shares of the local project cost. Reimbursement will be received for the Phase III engineering services provided to the Village and its partners. IDOT received provided concurrence on an increased amount of credit for the local partners given what was spent on engineering leading up to construction. Regarding the north-south section of the original scope, a summary of coordination with CN was provided to new railroad staff to see if agreement can be reached on the license agreement needed for the north-south segment of the path. If successful in eventually obtaining railroad approval, grant funds would be sought and new agreements with the Forest Preserve and Park District would be required.

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

Scope - 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. Sidewalk on the east side of Jones Road and bicycle designations on both Salem and Jones will be included. Completion of Phase II plans and documents will position these street sections to move forward to construction 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.

Status - STP applications were submitted to NWMC for Jones Road and Salem Drive resurfacing in March 2020. At the May Technical Committee meeting of NWMC, both of these segments were shown on the proposed list for 2021 construction. A final decision will be made by NWMC in August following the public comment period. Civiltech has been directed to finalize plans to prepare for a State letting as early as possible next year. A RFQ for Phase III services is being issued for a consultant to perform construction engineering tasks. Construction and Phase III engineering costs are eligible for 75% reimbursement through the STP grant. Local agency agreements would also need to be prepared to go along with final contract and specification documents later this year.

◆ **2020 Access to Transit Call for Projects**

Scope - Staff submitted an application in early May 2020 for construction and construction engineering funding of the Central Road path project. 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. 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 if selected.

Status – RTA notified staff that the project is included in its set of proposals presented to the RTA Board. The next step is for RTA to submit its package of projects to CMAP early next year as the call for CMAQ / TAP programs opens. CMAP will then consider all submitted projects for funding. The Central Road path would likely fall under the Transportation Alternatives Program (TAP) category; this decision is made by CMAP based on how projects best fit program criteria. Project assessment and selection will occur during 2021 with funds being available in 2022.

◆ **2021 Illinois Transportation Enhancement Program (ITEP)**

Scope – IDOT announced the 2021 ITEP cycle will open in late August with proposals due on November 2. IDOT held webinars to go over program and application requirements. ITEP can help fund a wide range of project types from streetscape, placemaking, bicycle, pedestrian, and other improvements. All phases of engineering are eligible which makes it one of the very few opportunities

to seek grant assistance throughout the entire project. Possible projects in the CIP are construction of the Central Road bicycle path; engineering and construction of the Huntington Boulevard right of way path between Higgins and Golf Roads; construction of the Beverly Road bicycle path crossing the Tollway; engineering and construction of streetscape improvements and upgrades on Hassell Road; and potentially other connections to transit routes and facilities. Proposals for Village projects can be considered as part of the 2021 budget and capital program development depending on eligibility and staffing capacity to prepare the application and manage the work if selected.

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 gives the corridors an advantage when competing for funding and will help to focus future development plans on making these corridors more accessible for all users. Staff serves on the NWMC Bicycle and Pedestrian Committee.

◆ Northwest Municipal Conference Bicycle and Pedestrian Committee

The Village is a member of the bicycle and pedestrian committee of NWMC. The group reviews local and regional projects, plans for promotion of the multi-modal plan, discusses various grant opportunities, and receives updates on new or emerging concepts and trends in the Chicago region and beyond. Village staff along with a representative from Des Plaines will present local examples of road diet projects to the Committee in August.

◆ Village Bicycle Planning / Bicycle Pedestrian and Advisory Committee

Currently no meetings are planned. An update on numerous bicycle projects in the Village and region was provided to the Committee. These communications have been via email until such time as the group is allowed to meet again. 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

Scope - 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. A pedestrian crossing of Central Road near the curve at the Park-n-Ride entrance is included in the scope. 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 is developing plans which follow required steps to allow the project to compete for federal funds in the future. The project is in the Phase I preliminary engineering phase. The Village's cost of the Phase I design for the bicycle path is about \$65,000 and there is an agreement with the County for the engineering work.

Status – A coordination meeting with IDOT and FHWA was held in June. Maintenance of the path in the Forest Preserve was one issue which is now resolved. The agencies also require a public meeting which will be scheduled and likely held virtually. Cook County advises their intent is to complete Phase I this year. The County's design work was coordinated with the Bystronic development adjacent to the Somerset property which included extension of Eagle Way to Central Road. Eagle Way provides on-street bike lanes and sidewalk on the east side of the street. 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. Coordination with the Forest Preserve has occurred for the Central Road path engineering 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.

TRANSIT

◆ **Coronavirus (COVID-19) Effects**

In general travel remains 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. Pace recently notes that some ridership growth has occurred but is still well below pre-COVID levels. Similar statements about the amount of travel may be made about the taxi program trips. The data and analyses which follow reflect year-to-date performance. These services will continue to be monitored through the rest of the year.

Note: Due to staffing changes within Pace, the regular monthly reports of route ridership has been delayed. At present Pace is unable to provide an estimate as to when the data will be available again. As a result the data listed for the individual Pace routes below covers only through April 2020.

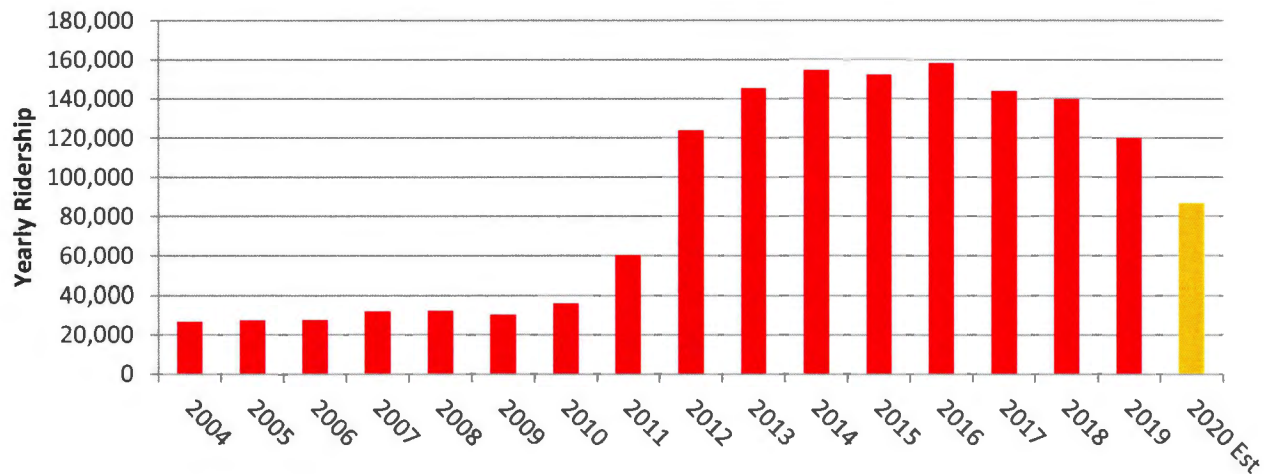
◆ **Taxi Discount Program**

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 368. 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 covered thru June and mid-July. The combination of the effects from COVID-19, and to a lesser degree, the loss of one taxi company late last year, will significantly limit coupon use in 2020 – those effects can be seen based on the number of coupons turned in to date. The graph shows the effects to date and reflects an estimate of annual use only based on coupon use through early June. Future updates will reflect reduced travel occurring during the pandemic and usage will depend upon the duration of the pandemic and when workers return to the office and schools.

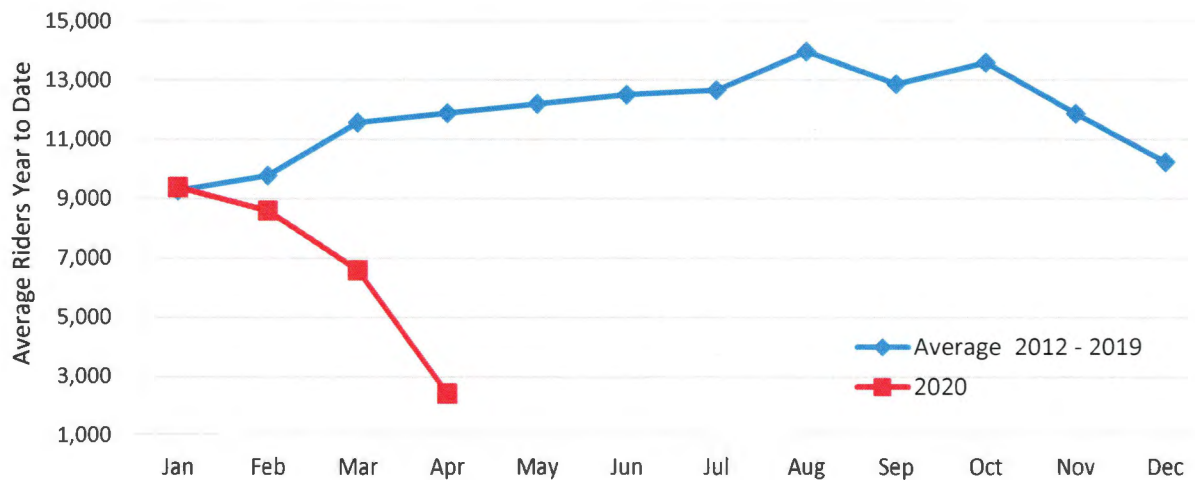
The Transit Improvement Task Force met in October 2019 and one item discussed was the taxi program. There was interest in evaluating allowing the use of multiple coupons per trip and increasing the number of coupons that registrants could receive per month. Staff is researching these potential changes 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.

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. The effects of COVID-19 on levels of transit use are evident in all these graphs. Compared to the historical average for April, use was down by about 80%, which is within the range of impacts seen by Pace throughout their system. Recent conversations with Pace staff indicate that ridership is slowly increasing.

Route 554: Monthly Year-to-Date Ridership Comparison

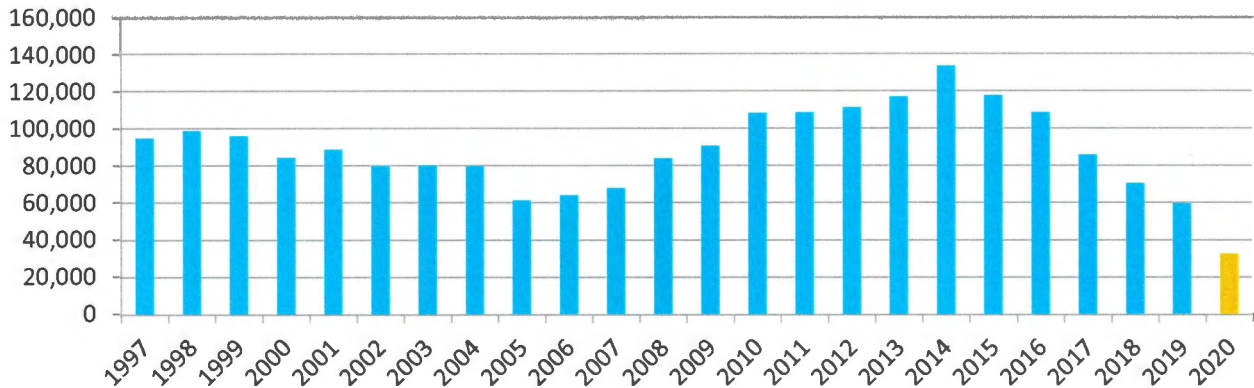


◆ **Pace Route 610 and Sears Centre Park-n-Ride Lot**

Pace announced that beginning May 18, service on Route 610 was suspended due to low ridership related to COVID-19. Prairie Stone TMA staff was notified, who then provided information to businesses in the park. Some employees in the park have begun returning to work so the TMA is coordinating with Pace for possible new vanpools. The vans could park in the Barrington Road Park-n-Ride lot overnight to allow commuters to take the I-90 express services from Rosemont to the Barrington Road station. Overnight parking of the van(s) is not a capacity issue in the lot at this time due to the lower levels of transit use in recent months and for the foreseeable future.

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 chart below provides a history of Route 610 ridership over a number of years. Additional comparisons will be provided once service starts up again on Route 610.

Pace Route 610: Annual Ridership - Long Term Trend



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

There are three Pace routes, noted below, which service the Barrington Road transit station on I-90; Route 610 would normally stop 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

All of these routes have seen ridership drops starting in April 2020 similar to what has been experienced on other Pace routes. Pace has continued to operate these routes on a regular schedule during the pandemic. The express buses 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 with the highlights showing data since the Barrington Road station opened.

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	171	-	38	96	109	60
April	-	96	200	296	51	-	46	85	115	26
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	

Month	Route 603 – Average Weekday						Route 603 – Average Saturday				
	2016	2017	2018	2019	2020		2016	2017	2018	2019	2020
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	189	-	18	41	64	34	
April	-	115	269	349	34	-	28	55	68	11	
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		

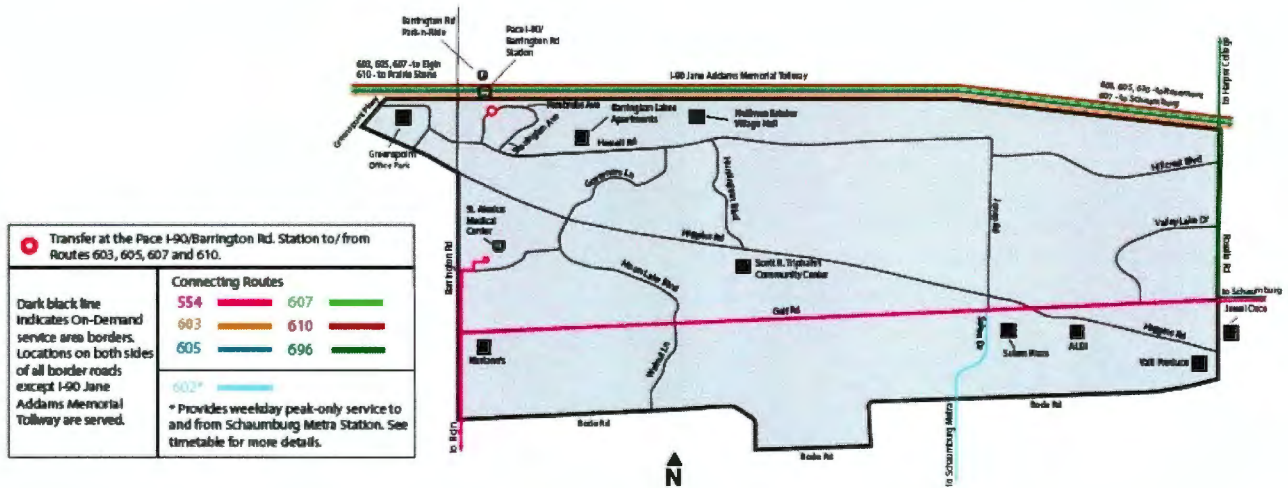
Month	Route 607 – Average Weekday						Route 607 – Average Saturday				
	2016	2017	2018	2019	2020		2016	2017	2018	2019	2020
January	-	23	28	55	63	-	10	12	13	24	
February	-	34	28	66	55	-	14	14	21	24	
March	-	34	33	55	35	-	14	15	22	14	
April	-	49	38	79	14	-	12	15	17	12	
May	-	41	37	67		-	14	15	20		
June	-	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		
November	-	30	52	62		0	8	16	23		
December	16	35	55	61		6	11	25	26		

◆ **Hoffman Estates On-Demand**

Hoffman Estates On-Demand is a reservation based curb-to-curb bus service operated by Pace 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 operates from 6:00 a.m. to 6:30 p.m. on weekdays and serves the area formerly covered by Route 612. 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. 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, Village 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 chose not to expand the service area or add Saturday service at this time. Options to accomplish these changes are being explored. Ways to expand the service will be evaluated for further discussions with Pace staff on operations, costs, scheduling, etc.



Data from Pace for April 2020 found on average about 9 trips per day made via On-Demand which is the second month with expanded service hours and first full month of operation during the pandemic. April usage was lower than March, which was expected.

Outreach

An article explaining the changes to On Demand and elimination of Route 612 was in the March 2020 *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**

There is no meeting planned at this time. 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.

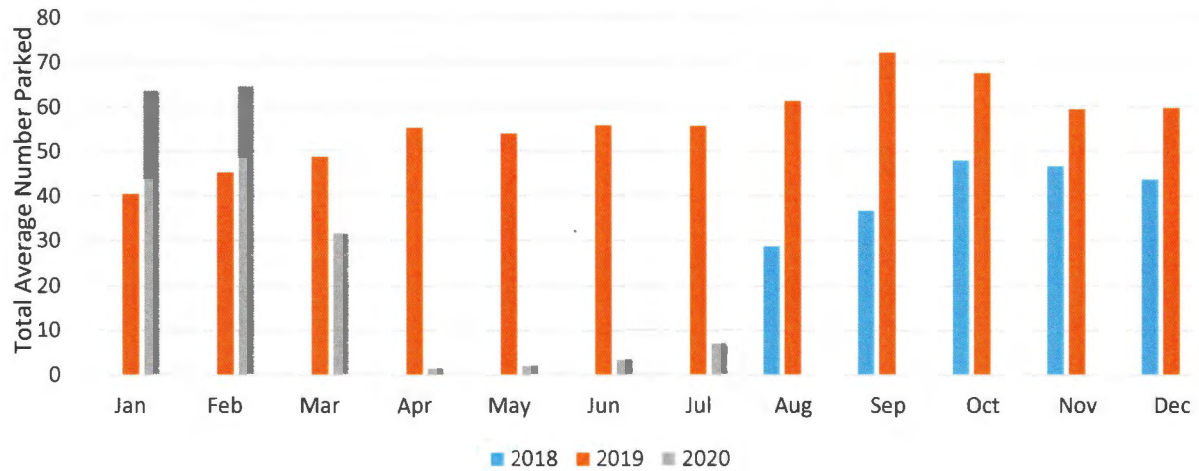
Staff has conducted periodic counts of the number of vehicles and bicycles in the Park-n-Ride lot since service began in mid-August 2018. Prior to the pandemic a general average of about 65 to 70 vehicles were typically during midweek; however the restrictions have significantly reduced the number of parkers per day. As some businesses have reopened there have been slight increases in the average number of vehicles in the lot. Some transit riders 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.

**Park-n-Ride and Kiss-n-Ride
Average Parked per Day**



Yearly Comparison Average Parked per Day - Park-n-Ride plus Pembroke



Pace’s contractor still has not completed all Kiss-n-Ride work. Some work has started on connecting the lighting on the path and Kiss-n-Ride to the pedestrian overpass building. Other electrical, landscaping, and finishing work remains 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 could be installed on the north side of Pembroke Avenue from the Kiss-n-Ride east to Stonington Avenue and curb ramping provided where the path connects to the street. But 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**

Notification was received that the Army Corps of Engineers approved the CN permit. The railroad’s permit application to the Army Corps is to extend the siding track south of Shoe Factory Road to create a second mainline track. No exact information is available yet on when the railroad might begin work. Notices were sent to adjacent residences and available information was posted on the Village website.

● **Quiet Zone Recertification**

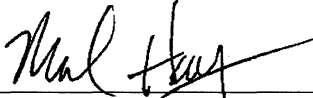
About 15 years ago, a Quiet Zone was designated at the Shoe Factory Road crossing of the then EJ&E railroad. This was done as part of a corridor-wide analysis led by Vernon Hills. A Quiet Zone designation preempts the sounding of train horns at the crossing. The Federal Railroad Administration advised Vernon Hills that all the designations need to be recertified. New data to reflect vehicle and train volumes, updates to reflect the two tracks at the crossing, the median barrier, and other features need to be included in the evaluation. Hoffman Estates was one of thirteen original communities who participated in the prior process. An intergovernmental agreement, traffic data, technical analyses to be performed by a consultant, and identifying any needed measures to maintain the Quiet Zone will be developed. There will be some cost to the Village for its share of consultant services along with staff time for meetings, data collection, and review of study findings.

◆ 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 continued until May 2020 and now is in the regular Fly Quiet mode until September 2020. The interim nighttime Fly Quiet runway rotation will then resume through January 2021. The Fly Quiet committee is working to identify the next phase of the program expected to be in place once airfield construction is completed around the end of 2021. The weekly rotation schedule and performance data on interim fly quiet can be found at <https://www.oharenoise.org/noise-management/interim-fly-quiet>. The latest information on activities and news 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