

This meeting is being held via telephonic attendance.

**AGENDA
TRANSPORTATION AND ROAD IMPROVEMENT COMMITTEE
Village of Hoffman Estates
June 14, 2021**

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 – May 10, 2021**

OLD BUSINESS

- 1. Discussion of resident requests for stop signs to reduce speed on Castaway Lane.

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**

May 10, 2021

I. Roll Call

Members in Attendance:

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

**Management Team Members
in Attendance:**

**Eric Palm, Village Manager
Dan O'Malley, Deputy Village Manager
Arthur Janura, Corporation Counsel
Peter Gugliotta, Director of Dev. Services
Jennifer Horn, Dir. of Planning & Trans.
Ric Signorella, CATV Coordinator**

Guest in Attendance:

Chris Enright (Enright Architects)

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

II. Approval of Minutes – April 12, 2021

Motion by Trustee Gaeta, seconded by Mayor McLeod, to approve the Transportation & Road Improvement Committee meeting minutes from April 12, 2021. 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 – Mayor provided an update of his activities from May 4 – 10. He also read a thank you letter from Mr. Fred Collins thanking Ric Signorella for his work.

IV. Other

V. Items in Review

VI. Adjournment

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

Minutes submitted by:

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

Date

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Discussion of resident requests for stop signs to reduce speed on Castaway Lane

MEETING DATE: June 14, 2021

COMMITTEE: Transportation and Road Improvement

FROM: Joe Weesner, Senior Transportation Engineer

PURPOSE: Discussion of resident requests for stop signs to reduce speed on Castaway Lane.

BACKGROUND: At the March 1st Village Board meeting, a resident presented a petition and request that stop signs be installed along Castaway Lane at the intersections of Essington Lane and/or Barcroft Drive in order to slow traffic perceived to be speeding through the area. The posted speed limit on Castaway Lane, the primary street in the neighborhood, is 25 miles per hour.

Castaway serves as a minor collector street, providing access to both individual residences and local neighborhood streets from Bradwell Road and Palatine Road, which are regional roadways. All streets along Castaway are stop controlled where they intersect Castaway. Castaway is stop controlled at its intersections with Bradwell and Palatine.

DISCUSSION: Staff conducted speed studies at 3 locations on Castaway Lane in April and May 2021. Staff had previously conducted speed studies on Castaway Lane in August 2015, September 2018, and March 2021. The results of these speed studies are summarized in the tables below. The 85th percentile speed is the speed that 85% of drivers were traveling at or below. The results indicate that speeds are within typical norms and warrants are not met for additional stop signs along Castaway Lane.

DISCUSSION (Continued):

Castaway Lane

25 mph posted speed limit

| Data Collected | | Average speed | 85th percentile speed | Max Hourly Volume | Total Daily Volume | | Area |
|----------------|-----------|---------------|-----------------------|-------------------|--------------------|------|--------|
| from | to | | | | low | high | |
| 8/25/2015 | 9/1/2015 | 26.9 | 31 | 106 | 710 | 884 | middle |
| 9/21/2018 | 9/28/2018 | 26.4 | 30 | 103 | 800 | 985 | south |
| 3/5/2021 | 3/26/2021 | 26.5 | 31 | 78 | 470 | 579 | middle |
| 4/14/2021 | 5/7/2021 | 26.5 | 30 | 87 | 611 | 871 | south |
| 4/14/2021 | 5/4/2021 | 26.1 | 30 | 67 | 500 | 686 | middle |
| 4/14/2021 | 5/5/2021 | 27.1 | 31 | 69 | 531 | 689 | north |

The Hoffman Estates Police Department conducted additional traffic patrols during April and May 2021. The patrols were in place for the duration of the traffic data collection and stopped 1 motorist for speeding. The acting police chief continues to characterize the conditions that the officers observed as typical for a residential street.

A survey was sent to all residents of the neighborhood around Castaway Lane between Bradwell Road and Palatine Road. The survey was mailed on April 26, 2021 to all 246 households in the neighborhood. Respondents had the option to complete the survey online through Survey Monkey or complete the hard copy and return it to Village Hall by May 12, 2021. Survey responses were limited to one per household. Of the 246 surveys sent, 108 completed and verified surveys were received, for a response rate of about 44%.

The responses to the survey questions are summarized in the tables below broken out by the total number of survey responses and the total number of households in the neighborhood.

| Results based on total survey responses | No | Yes |
|---|---------------------------------|---------------------------------|
| Install Stop Sign on Castaway Lane at Essington Lane? | 43.5% <i>(47/108)</i> | 56.5% <i>(61/108)</i> |
| Install Stop Sign on Castaway Lane at Barcroft Drive? | 49.1% <i>(53/108)</i> | 50.9% <i>(55/108)</i> |

| Results based on total households in the neighborhood | No | Yes |
|--|---------------------------------|---------------------------------|
| Install Stop Sign on Castaway Lane at Essington Lane? | 19.1% <i>(47/246)</i> | 24.8% <i>(61/246)</i> |
| Install Stop Sign on Castaway Lane at Barcroft Drive? | 21.5% <i>(53/246)</i> | 22.4% <i>(55/246)</i> |

DISCUSSION (Continued):

The Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) is the national standard for all traffic control devices installed on streets open to public travel. Section 2B.04, Right-of-Way at Intersections, outlines criteria for placing yield and stop signs at intersections including traffic volume, intersection configuration, approach speed, sight distance and crash experience.

A study conducted in March 2021 and updated in June 2021 evaluated all of the MUTCD criteria used to determine placement of stop signs at intersections. In addition to the traffic volumes and speeds as noted in the tables above, crash data was evaluated. Staff found no pattern of traffic volumes or crashes that would indicate a need for additional stop control. The roadway geometrics on Castaway allow vehicles at or near intersections to see approaching vehicles and act to avoid conflicts. The addition of stop control is not recommended as a means of speed control since stop signs that drivers perceive to be unnecessary may be ignored, which can conflict with pedestrians' and drivers' expectations that all drivers will observe posted traffic control devices such as stop signs.

SUMMARY:

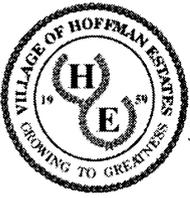
Staff has completed additional traffic data collection that shows that speeds and volumes are similar to those observed in March 2021. A survey was sent to all residents of the neighborhood along Castaway Lane between Bradwell Road and Palatine Road. About 44% of the 246 residences responded to the survey, with 60% of the total survey respondents and 26% of total households in the neighborhood expressing a desire for at least one stop sign along Castaway Lane.

RECOMMENDATION:

Information is provided for Committee discussion and direction on the installation of stop signs on Castaway Lane at its intersection with Barcroft Drive and/or Castaway Lane at its intersection with Essington Lane.

cc: Acting Chief Kasia Cawley

Attachments



HOFFMAN ESTATES

GROWING TO GREATNESS

April 26, 2021

RE: Resident Survey for the Consideration of Installing Stop Signs on Castaway Lane

Dear Resident:

The Village of Hoffman Estates received a request to investigate the addition of stop signs on Castaway Lane. The Village is requesting your input on this potential change. Below is a link to a survey for you to register your opinion. Your input will be used to supplement data collection and analysis of speeds, volumes, crashes and roadway characteristics on Castaway Lane. Please complete the survey and submit your response by **Wednesday, May 12, 2021**. Only one survey per household will be accepted.

Link to Survey: <https://www.surveymonkey.com/r/8L5KT8Q>



As an alternative to completing the survey online, a hard copy of the survey is enclosed. This survey can be returned by mail or in person to the address listed on the survey. Only one survey per household will be accepted. *Do not return a hard copy if you complete the online survey.*

This item is scheduled for discussion before the Transportation and Road Improvement Committee of the Village Board at a public meeting on Monday, June 14, 2021 at 7:00 p.m.

Additional information about the request and preliminary findings presented at the Transportation and Road Improvement Committee meeting on April 12, 2021 can be found here:

<https://www.hoffmanestates.org/home/showpublisheddocument/24236/637535775987030000>

Thank you for your participation. If you have any questions, please contact me at 847-252-5801.

Sincerely,

Mara Gericke
Transportation Planner

**RESIDENT SURVEY FOR THE CONSIDERATION OF INSTALLING STOP SIGNS ON CASTAWAY LANE
APRIL 2021**

The Village of Hoffman Estates received a request to investigate the addition of stop signs on Castaway Lane. The Village is requesting your input on this potential change. Below is a survey for you to register your opinion. Your input will be used to supplement data collection and analysis of speeds, volumes, crashes and roadway characteristics on Castaway Lane. Please complete the survey and submit your response by **Wednesday, May 12, 2021**. Only one survey per household will be accepted.

1. Please enter your street address. This will be used for verification purposes only. Individual responses by address will not be publicly reported. *Only one survey per household will be accepted.*

2. Regarding the intersection of Castaway Lane and Essington Lane:

I believe that the intersection of Castaway Lane and Essington Lane should be left unchanged.

I believe that stop signs SHOULD be installed on Castaway Lane at Essington Lane.

3. Regarding the intersection of Castaway Lane and Barcroft Drive:

I believe that the intersection of Castaway Lane and Barcroft Drive should be left unchanged.

I believe that stop signs SHOULD be installed on Castaway Lane at Barcroft Drive.

4. Please provide any additional comments or concerns related to traffic in your neighborhood.

Please return the survey by Wednesday, May 12, 2021 to the address below. Thank you for your cooperation.

Village of Hoffman Estates
ATTN: Transportation Division
1900 Hassell Road
Hoffman Estates, Illinois 60169

Discussion of resident requests for stop signs to reduce speed on Castaway Lane

| Street | Q1 - Stop sign at Castaway Lane and Essington Lane | Q2 - Stop sign at Castaway Lane and Barcroft Drive | Q3 - Please provide any additional comments or concerns related to traffic in your neighborhood. |
|-------------|--|--|---|
| Barcroft Ct | No | No | The occasional use of the electronic speed monitor helps a lot! |
| Barcroft Ct | Yes | Yes | I believe stop signs should be installed at Barcroft and Camelot and Barcroft and Essington. Many people exceed 25mph along Barcroft in both directions. We have had several new families with small children moving in along Barcroft and drivers are unaware the children are playing on their driveways and often run into the street. We have also observed school buses from both Palatine districts as well as the Barrington district wanting to quickly get through the subdivision. There has been quite awhile since we have observed a police officer patrolling our area. My wife has worked from home for 14 months now and she has never seen a squad either on Barcroft or Barcroft Court. She can plainly see both ways from the windows of the room she uses and is there from 7:00 am to 4:30 pm. Slowing people down on Barcroft is essential for the safety everyone in the neighborhood. |
| Barcroft Ct | No | No | |
| Barcroft Ct | Yes | Yes | Some drivers fly down Castaway - even on the wrong side of the road. Hopefully, stop signs might help. Great idea. |
| Barcroft Ct | Yes | No | |
| Barcroft Ct | No | No | |
| Barcroft Ct | Yes | Yes | |
| Barcroft Ct | Yes | Yes | People drive way too fast on Castaway, it's ridiculous. I don't see why so signs shouldn't be installed. It's a minor cost to help prevent a major problem if someone were to get hit. |
| Barcroft Dr | No | No | I don't see how the amount of traffic or the average rate of speed justifies the intrusion of one or more stop signs. I have lived in this sub-division for 23 years, including when my kids were young, riding their bikes and crossing Castaway, and the need for signs has never occurred to me. |
| Barcroft Dr | No | No | There is a stop sign at Barcroft Drive at Castaway. What about speed bumps? |
| Barcroft Dr | No | No | I have lived here for 30 years. There is little traffic in this neighborhood. There are stop signs on the side streets. The speed limit is 25mph. There is absolutely no need to add stop signs on Castaway. Adding stop signs would probably cause accidents. |
| Barcroft Dr | Yes | Yes | |

Discussion of resident requests for stop signs to reduce speed on Castaway Lane

| Street | Q1 - Stop sign at Castaway Lane and Essington Lane | Q2 - Stop sign at Castaway Lane and Barcroft Drive | Q3 - Please provide any additional comments or concerns related to traffic in your neighborhood. |
|-------------|--|--|---|
| Barcroft Dr | Yes | Yes | |
| Barcroft Dr | No | No | |
| Camelot Ln | Yes | No | Speeding is a problem on Castaway Ln. Maybe speed humps instead of stop signs-that people will blow right through. |
| Camelot Ln | Yes | Yes | If the average speed is 26.9, how many speeds were above 30 or 35? The fast drivers need to be slowed. |
| Camelot Ln | No | No | |
| Camelot Ln | No | No | There are a lot of side walks with ups and downs that need repair. |
| Camelot Ln | No | Yes | |
| Camelot Ln | Yes | Yes | |
| Camelot Ln | No | No | N/A |
| Camelot Ln | Yes | Yes | Barcroft Dr to Castaway (for eastbound Bradwell Rd. traffic) and Castaway Ln are one set of only two short cuts from Bradwell to Palatine between Barrington and Ela roads (the second being Chambers, which has several stop signs.) Probably only residents obey the 20mph limit on Barcroft Dr. Castaway has no stops, and traffic exceeds the 25mph limit by a lot. None of these streets affords the straight through visibility to sustain higher speeds. Stop signs would likely reduce traffic speeds and improve safety for walkers. |
| Castaway Ct | Yes | Yes | Speeding |
| Castaway Ct | No | No | We have no concerns other than unnecessary stop signs. |
| Castaway Ct | Yes | Yes | People who live behind the neighborhood, drive very fast through castaway lane. Some wouldn't even stop for school bus. Hope adding stop sign would help to slow the traffic down. |
| Castaway Ct | Yes | Yes | |
| Castaway Ct | Yes | No | |
| Castaway Ct | Yes | Yes | Ideally, stop signs at both locations would be good, but a stop sign is definitely needed at Essington and castaway due to the volume of traffic and the rate of speed we have witnessed as a resident. Castaway Lane is being used as a Cut through to Palatine Road to avoid left turns onto Barrington Road off of Bradwell. Thank you for your consideration |

Discussion of resident requests for stop signs to reduce speed on Castaway Lane

| Street | Q1 - Stop sign at Castaway Lane and Essington Lane | Q2 - Stop sign at Castaway Lane and Barcroft Drive | Q3 - Please provide any additional comments or concerns related to traffic in your neighborhood. |
|-------------|--|--|---|
| Castaway Ln | Yes | Yes | Many children are in the neighborhood and cars drive very fast on Castaway. We have witnessed cars passing stopped buses as well. |
| Castaway Ln | No | No | I don't see any reason for Stop sign. For the most part, people drive through Castaway Ln in adherence to posted speed limit. |
| Castaway Ln | Yes | Yes | Hi...my name is Jaime Burns and I have lived on Castaway Lane for 9 years. When we bought our home, I knew we were buying a home on the main drag of the neighborhood, but I never knew it was a cut-through that really functions as more of a speedway connecting Hoffman Estates to Inverness and Barrington. In fact, Castaway Lane really serves as a continuation of Huntington Blvd. But Castaway Lane doesn't have the same resources. Huntington Blvd features multiple stop signs and a reputation for strict speed enforcement. You don't live in this community for too long before you realize that if you speed on Huntington, you will be ticketed. Castaway Lane deserves the same treatment. I have 3 young boys--4th, 2nd, and kindergarten. Over the years, I've watched cars hit and crush soccer balls and basketballs and wiffle balls by drivers traveling at all-too-fast speeds though a residential neighborhood. I've heard cars slam on breaks as they suddenly notice a child in the road. Just this fall--while working at home--I crossed Castaway Lane to pick up my kindergarten child from the bus. As I held his hand, I watched a car gain momentum around the curve at Essington and Castaway and blow right past the bus--traveling too fast to stop for the bus. The street is dangerous and requires attention. Catastrophe looms in its current conditions. In 2018, I emailed with Sergeant Thomas multiple times asking what I needed to do to provide a long term solution. We've had increased police presence for short bouts of time. Speed studies have been conducted. But no further action ensued. Sometimes no matter the data, we know there is a right thing to do that doesn't cost us too much. We should protect our children. We should take reasonable measures--like stop signs--to reduce speed in a neighborhood. Please support our community's desire to take reasonable measure to bring increased safety to our neighborhood. |
| Castaway Ln | Yes | Yes | These stop signs are really needed for the safety of the kids. |

Discussion of resident requests for stop signs to reduce speed on Castaway Lane

| Street | Q1 - Stop sign at Castaway Lane and Essington Lane | Q2 - Stop sign at Castaway Lane and Barcroft Drive | Q3 - Please provide any additional comments or concerns related to traffic in your neighborhood. |
|-------------|--|--|--|
| Castaway Ln | No | Yes | We have cars from inverness going through on Castaway Lane to retail stores, Jewel, etc. A stop sign might slow them down. We have been on Castaway for 30+ years and it hasn't changed much over the years. |
| Castaway Ln | Yes | Yes | Multiple times I have notice vehicles speeding on this street. Installation of the stop signs will help in making the drivers slow down. |
| Castaway Ln | No | No | NA |
| Castaway Ln | Yes | Yes | Stop signs should most definitely be enforced. There are several children that live here and it is for the safety of ALL residents. It's been very concerning all the speed racers driving down castaway. |
| Castaway Ln | No | No | no comment |
| Castaway Ln | No | No | This is a quiet neighborhood and in 23 years of living here have had no issues with speeding traffic or issues with pedestrian crossing or turning. |
| Castaway Ln | No | No | This street is a low traffic street and putting stop signs at those locations would only harm law abiding residents. |
| Castaway Ln | Yes | Yes | Many speeders. Also, when backing out of our driveway, fast cars coming from the north are upon us quickly as we can not see them coming from around the curve in Castaway north of Barcroft Drive |
| Castaway Ln | Yes | Yes | Speeding has been a major problem on Castaway Lane for the 30 years I have lived here |
| Castaway Ln | No | No | |
| Castaway Ln | Yes | Yes | Castaway is the speeding corridor from Bradwell to Palatine Road. There have been many near misses, car loosing control around the curves. With the change of younger parents over the last couple of years there are a lot more children playing outside and riding in the streets and runners in the street as well. It's just a matter of time. |
| Castaway Ln | No | Yes | The stop sign is needed at Barcroft Drive because when traveling southbound on Castaway Ln, they cannot see cars pulling out of their driveways due to the sharp curve. The stop sign will eliminate cars from traveling at a high rate of speed at that section. |
| Castaway Ln | Yes | Yes | |

Discussion of resident requests for stop signs to reduce speed on Castaway Lane

| Street | Q1 - Stop sign at Castaway Lane and Essington Lane | Q2 - Stop sign at Castaway Lane and Barcroft Drive | Q3 - Please provide any additional comments or concerns related to traffic in your neighborhood. |
|---------------|--|--|--|
| Castaway Ln | Yes | Yes | We have three young children, ages 3,5, &7. We spend a majority of our outside time, in the front yard so we have seen countless hazardous drivers speed down Castaway over the 8 years we have lived here. Residents of Inverness and our own neighbors use Castaway as a through street to speed to Palatine Rd because they know that there are no stop signs to slow them down, as there are on Chambers. The introduction of delivery services in recent years has caused even more traffic on Castaway, as these drivers often have a quota of deliveries to make within a certain timeframe. Most use Castaway as a straightaway to expedite their deliveries. My children's lives are worth more to me than saving someone 30 seconds of their time. We NEED these stop signs. |
| Castaway Ln | No | Yes | |
| Castaway Ln | No | No | In the Manual on Uniform Traffic Control Devices (MUTCD), the U.S. transportation secretary states that STOP signs should not be used for speed control and that STOP signs should be installed in a manner that minimizes the numbers of vehicles having to stop. |
| Castaway Ln | Yes | Yes | People are speeding through the street through Bradwell |
| Castaway Ln | Yes | Yes | I have a 3 year old and 1.5 year old and having a stop sign makes me feel so much better. Cars are constantly flying by our house on the Main Street. It takes 10 seconds for someone to stop but what does it take for them to hit a child and go to prison for the rest of their lives. I would have never purchased in this neighborhood if I knew how bad this road was. I just hope we can get at least one stop sign so people can stop using this street as a cut though. Ps that video was my son as well at the again of 2. He still to this day is yelling at cars to slow down. Sad when a 3 year old knows the difference when a car is speeding or when they are going the speed limit |
| Castaway Ln | No | No | |
| Dukesberry Ln | No | No | Most traffic is doing the speed limit but once in a while there are a couple of cars doing 40-50 down the street. It seems they are the same offenders. |
| Dukesberry Ln | Yes | Yes | |
| Dukesberry Ln | Yes | Yes | We will also need a stop sign at the intersection of Castaway and Dukesberry Ln on the south side. |

Discussion of resident requests for stop signs to reduce speed on Castaway Lane

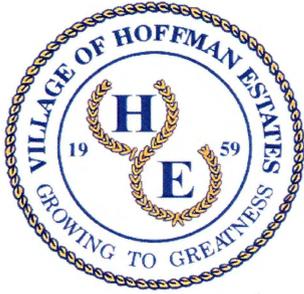
| Street | Q1 - Stop sign at Castaway Lane and Essington Lane | Q2 - Stop sign at Castaway Lane and Barcroft Drive | Q3 - Please provide any additional comments or concerns related to traffic in your neighborhood. |
|---------------|--|--|--|
| Dukesberry Ln | Yes | Yes | Some people drive like crazy on Castaway lane. Given that the road is curved at many places, it makes perfect sense to put stop signs at these intersections. |
| Dukesberry Ln | Yes | No | |
| Dukesberry Ln | No | No | |
| Dukesberry Ln | Yes | Yes | |
| Dukesberry Ln | No | No | NA |
| Dukesberry Ln | Yes | Yes | No comments |
| Dukesberry Ln | No | No | We have lived in the neighborhood for over 20 years and have not been witness to reckless driving or significant speeding which would necessitate additional traffic stop signs. |
| Dukesberry Ln | Yes | No | |
| Dukesberry Ln | Yes | Yes | Like idea of stop signs on castaway since it is a cuthrough between bradwell and Palatine this will slow down drivers. Hope Dukesberry lane does not become an alternative route |
| Dukesberry Ln | No | No | None |
| Dukesberry Ln | Yes | Yes | |
| Dukesberry Ln | Yes | Yes | Many people use Castaway Lane as a direct route between Palatine road and Bradwell road. The cars very often go way over the posted 25 mph limit. A child or an adult crossing the street is going to get injured! In the subdivision to the east of ours. Colony Point and Evergreen, Hoffman Estates has incorporated stop signs on the through streets! |
| Dukesberry Ln | Yes | No | A stop sign would be recommended at castaway and Dukesberry lane also reduced speed limit on castaway |
| Dukesberry Ln | No | No | |
| Dukesberry Ln | No | No | |
| Dukesberry Ln | Yes | Yes | |
| Essington Ct | Yes | No | |
| Essington Ct | No | No | |
| Essington Ct | Yes | No | no comments |

Discussion of resident requests for stop signs to reduce speed on Castaway Lane

| Street | Q1 - Stop sign at Castaway Lane and Essington Lane | Q2 - Stop sign at Castaway Lane and Barcroft Drive | Q3 - Please provide any additional comments or concerns related to traffic in your neighborhood. |
|---------------|--|--|---|
| Essington Ct | No | No | There is no need for STOP signs on Castaway Lane. This is an unnecessary request. STOP signs will unnecessary slow down vehicles on the road. While most people drive carefully and slow on the road, if there is issue of speeding, the regulations can be enforced and speeding tickets should be issued. |
| Essington Ln | No | No | We do not think any additional stop sign is needed at this corner. |
| Essington Ln | No | No | |
| Essington Ln | No | No | Cars use Castaway Lane as a short cut from Bradwell to Palatine and visa versa. Stop signs will not deter this. Reducing the speed limit might slow them down. It's not the neighborhood cars that speed. It's the cars using short cut that do. |
| Essington Ln | Yes | No | I support the installation of 1 stop sign on Castaway Lane but feel that installing 2 stop signs in a short distance is extreme. |
| Essington Ln | No | No | |
| Essington Ln | No | No | no comments |
| Essington Ln | Yes | Yes | It is even more important to install STOP signs at Ela and Bradwell, with a slope towards Palatine on Ela that blocks view of upcoming vehicle and come in without notice. Appreciate the follow up |
| Essington Ln | No | No | Occasional speeders but most maintain the posted 25mph speed limit because of the winding road. |
| Essington Ln | No | No | It seems intuitive that the person at the stop sign needs to yield to all other traffic. |
| Essington Ln | Yes | Yes | |
| Essington Ln | No | No | The speed on Castaway is already at 25 mph and hence there is no need for additional stop signs |
| Tarrington Dr | No | No | |
| Tarrington Dr | Yes | Yes | People do speed on Castaway Lane. Bradwell Street is used by people to bypass traffic and stop lights on Palatine Road and then Castaway Lane. |
| Tarrington Dr | No | No | No issues |
| Tarrington Dr | Yes | No | Its good to see patrol cars a bit more often on HE residential streets north of the tollway |
| Tarrington Dr | Yes | Yes | I beleive these additional STOP signs on Castaway Lane will help pedestrians.Otherwise some people are driving too fast on Castaway through traffic. |

Discussion of resident requests for stop signs to reduce speed on Castaway Lane

| Street | Q1 - Stop sign at Castaway Lane and Essington Lane | Q2 - Stop sign at Castaway Lane and Barcroft Drive | Q3 - Please provide any additional comments or concerns related to traffic in your neighborhood. |
|---------------|--|--|--|
| Tarrington Dr | Yes | Yes | Lots of speeders on Castaway, especially in the morning when busses are picking up kids so we are all for it. |
| Tarrington Dr | Yes | Yes | |
| Tarrington Dr | No | No | In my opinion, if people are speeding down Castaway Lane, the solution might be speed bumps. I think if stop signs were installed people would only go through them without stopping. |
| Tarrington Dr | Yes | Yes | More stop signs the better for safety and security |
| Tarrington Dr | No | No | If the cars are speeding on Castaway, then I suggest a speed bump or rumble strip to slow them down. It would be more eco friendly and still do the job. |
| Tarrington Dr | No | No | |
| Tarrington Dr | Yes | Yes | |
| Tarrington Dr | Yes | Yes | |
| Tarrington Dr | Yes | Yes | |
| Tarrington Dr | Yes | Yes | |
| Tarrington Dr | Yes | Yes | As the only drive connecting Palatine and Bradwell without a stop sign to manage traffic speed, the street feels dangerous. So many people use Castaway for the sole reason of avoiding stop signs to use increased speed. With all the children in the neighborhood, we feel it's important that at least ONE stop sign is added to Castaway. Thank you for considering our children. |
| Tarrington Dr | Yes | Yes | We don't appear to have any speeding issues near our home, but if Castaway has fast drivers on it, please install a sign. But, strangers often make a U-turn in our cul-de-sac, though! |
| Tarrington Dr | Yes | Yes | |
| Tarrington Dr | Yes | Yes | Once the stop signs are put up, please police patrol to slow down the "cut through" traffic. |
| Tarrington Dr | No | No | We feel there is no problem with those intersections |
| Westhaven Ct | No | No | NA |
| Westhaven Ct | Yes | Yes | |
| Westhaven Ct | Yes | Yes | Have seen cars occasionally speed through the subdivision |



VILLAGE OF HOFFMAN ESTATES
DEPARTMENT OF DEVELOPMENT SERVICES
TRANSPORTATION DIVISION MONTHLY REPORT

SUBMITTED TO: TRANSPORTATION & ROAD IMPROVEMENT COMMITTEE
BY: Jennifer Horn, Director of Planning & Transportation *Jennifer Horn*

June 2021

TRANSPORTATION PROJECT UPDATES

Transportation Projects List

See the attached project list updated through June 10, 2021.

2021 Village Street Revitalization Project

The 2021 Street Revitalization Project consists of the reconstruction of 9 streets and resurfacing of 23 streets. Construction is currently underway on 20 streets and 8 of the 32 streets have been completed. Weekly project updates are posted to the Village website. Updates can be found at: www.hoffmanestates.org/roadconstruction.

2021 Surface Transportation Program (STP) – Jones Road and Salem Drive Resurfacing

The preconstruction meeting for the Jones and Salem resurfacing projects occurred on June 8. Construction is expected to begin later this month.

Palatine Road Resurfacing – Cook County

The Palatine Road resurfacing project started in early May. Construction is ongoing and expected to be completed by October.

Shoe Factory Road and Off-Street Path

Cook County is working with ComEd on utility relocation design and a funding agreement. Work is ongoing in preparation of plats for ROW and easement needs for the project and utility relocation. Cook County is currently drafting a formal IGA for construction, inspection, cost sharing, maintenance responsibilities with the Village based on the 2006 Letter of Understanding. Civiltech is continuing to work on acquiring all permits necessary for construction. The timing of construction will depend on the length of the ROW process, funding availability, programming of funds, and the County's approval of final plans.

FUNDING UPDATES

Illinois Transportation Enhancement Program (ITEP)

The Illinois Department of Transportation notified the Village that it has been awarded an ITEP grant for the **Hassell Road Pedestrian and Bicycle Facility Enhancements** project. The project scope includes design and construction of pedestrian, bicycle and other streetscape enhancements along Hassell Road, Pembroke Avenue and Stonington Avenue as a way to improve safety and access for transit users of the Pace Barrington Road station. ITEP is a federally funding program intended to expand travel options and enhance the transportation system administered every two years by IDOT. The current program cycle included \$75 million in new supplemental state funding specifically earmarked for bicycle and pedestrian projects. The total estimated cost of the Village's project is \$1.75 million, which includes design engineering and construction costs. The Village's local share of the project

(originally estimated at \$400,000) will be 100% covered by the grant as a result of this year's supplemental state funding.

Local Rebuild Illinois Bond Funds

On May 12, IDOT announced the fourth installment of the \$1.5 billion grant program from the local government component of Rebuild Illinois Capital bill program. The Village received \$570,000. Pursuant to IDOT technical guidance, these funds were deposited in the MFT account and will go towards street reconstruction as part of the annual Street Revitalization Project.

Rebuild Illinois Capital Plan Funds

The Village continues to monitor the release of Rebuild Illinois capital funds that were approved in the State's 2019 capital plan. A total of \$500,000 was designated for two Village street reconstruction projects - \$300,000 for Flagstaff Lane (Washington to Grand Canyon) and \$500,000 for general reconstruction/infrastructure projects. Flagstaff Lane was included in the 2021 Street Revitalization Program as it could no longer be deferred.

BIKE/PEDESTRIAN ACTIVITIES

Northwest Municipal Conference Multimodal Plan

After a year of postponement due to the COVID-19 Pandemic, the Northwest Municipal Conference (NWMC) is relaunching their [Multimodal Transportation Plan](#). The Plan builds upon the organization's previous bicycle plans and expands the focus to include pedestrians and those who walk or bike to access transit. With growing demand for non-motorized modes of transportation, the Plan recognizes the need to provide a safe, cohesive network of multimodal facilities throughout the region.

Through a combination of detailed data collection and analysis, consultation with transportation staff throughout the region and extensive community engagement, the NWMC Multimodal Transportation Plan lays a blueprint for connecting the region. The Plan identified 19 priority bicycle corridors to connect the existing system of trails, evaluated sidewalks along major roads and surrounding transit stops to identify key gaps, and analyzed the issues that make it difficult for people to walk and bike to Metra, Pace, and CTA. To read the plan and learn more, please visit <https://nwmc-cog.org/transportation/bike-and-pedestrian-planning/nwmc-multimodal-transportation-plan>.

TRANSIT UPDATES

COVID-19 Dashboard

Based on the RTA region-wide dashboard, daily system wide (Metra, Pace, CTA) ridership compared to March 2020 is down 66%. See the dashboard on the RTA website at www.rtachicago.org.

Metra Update

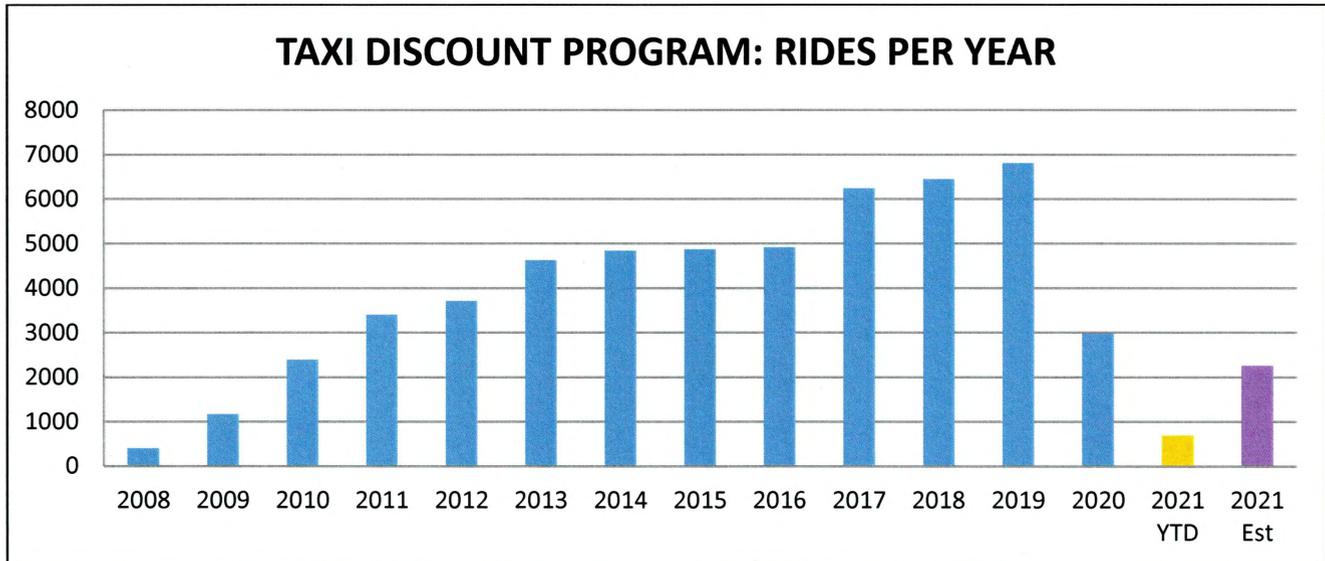
Metra has announced resumption of its full schedule of Saturday services. According to the agency, pre-pandemic service levels recommenced as of May 29, on the BNSF, Milwaukee District North, Milwaukee District West, Rock Island, Union Pacific North, Union Pacific Northwest and Union Pacific West lines.

Pace Suburban Bus Update

Due to staffing changes within Pace, the preparation of regular monthly reports of route ridership have been put on hold. The ridership graphs have been removed from this report until such time as Pace is able to provide data again. In the interim, staff will remain in contact with Pace staff to discuss performance questions.

Taxi Discount Program

Program registration is ongoing with identification cards and coupons sent to residents. Since its inception, a total of 757 residents have registered for the program, with 376 current eligible registrants. Staff continues to look for ways to promote and advertise the program. The graph below shows historical and year-to-date use in 2021. The most recent coupons turned in covered thru mid-March. The graph shows the effects due to pandemic to date and reflects an estimate of annual use.



MISCELLANEOUS UPDATES

Electric Vehicle Charging Signs

In the coming weeks, blue signs guiding motorists to electric vehicle charging stations will start appearing along Interstates 55, 80, 90, and 94, as well as elsewhere in Illinois. The new "Alternative Fuels Corridor" signs are part of a national effort to promote alternative fuel sources and spark economic activity, the Illinois Department of Transportation (IDOT) announced recently. IDOT also plans to install signs on exit ramps directing motorists to charging stations, nearby gas stations, restaurants, hotels, and tourist attractions. Future signs under IDOT's new blue sign program will point out locations for compressed natural gas, liquefied natural gas, hydrogen, and propane fueling stations.

Other Ongoing Activities

- ◆ Traffic data, site plans, and inspections are ongoing for a variety of projects which are in the project development and review stage
- ◆ Various building permit reviews
- ◆ Traffic studies, data collection and analysis

Village of Hoffman Estates - Transportation Project List

Updated: 6/10/2021

| Project | Scope | Grants | Status |
|---|--|--|---|
| Transportation Projects Under Construction | | | |
| 2021 Village Street Revitalization Project <i>Lead Agency: VOHE</i> | The 2021 program includes the reconstruction of 9 streets and resurfacing of 23 street segments. | N/A | Construction underway. Construction is currently underway on 20 streets and 8 of the 32 streets have been completed. Weekly project updates are posted to the Village website at www.hoffmanestates.org/roadconstruction . |
| Jones Road and Salem Drive Resurfacing - STP 2021 Projects <i>Lead Agency: VOHE</i> | Resurface Jones Road from Rosedale Lane to Highland Boulevard and Salem Drive from Bode Road south to the Village limits. | STP Funds (75% for construction/Phase III engineering costs) | Construction to begin in mid-June. The Jones Road and Salem Drive STP projects were included in CMAP's FFY 2021 – 2025 STP-Local program. IDOT letting took place on April 23rd with construction scheduled from mid-June to mid-August. The preconstruction meeting was held on June 8. |
| Barrington Road Interchange <i>Lead Agency: Tollway</i> | Construct ramps to and from the west to complete a full interchange at Barrington Road | N/A | Punch list work is underway by Tollway. Reconciliation of all costs related to the interchange will occur once there is agreement on accepting all the improvements under Village maintenance as identified in the IGA. |
| Roselle Road Pavement Preservation Program <i>Lead Agency: Cook County</i> | Resurfacing of existing pavement, storm sewer and drainage structure, and other minor repairs - Roselle Road from E Wise Road to E Higgins Road | N/A | Construction anticipated in 2021. |
| Shoe Factory Road Path (East-West Section) <i>Lead Agency: VOHE</i> | Paving the path in the Forest Preserve between IL 59 and the railroad right of way. (Original scope also included north-south section of path crossing underneath I-90 and Hoffman Boulevard). | ITEP funding | Construction is completed and path is open for use. The Forest Preserve and Park District will be invoiced for their remaining shares once a final estimate of construction costs is available. The Village will receive full reimbursement for the Phase III engineering services. |
| Palatine Road Resurfacing <i>Lead Agency: IDOT</i> | Resurface 2.8 miles of Palatine Road from Algonquin Road (IL 62) to east of Roselle Road. | N/A | Construction underway. Staff attended a preconstruction meeting on April 8th. Work is expected to be completed by October. |

| Transportation Projects in Design | | | |
|---|--|--|---|
| <p>Barrington Road Widening Algonquin to Central Road Lead Agency: IDOT</p> | <p>Widen Barrington Road to a consistent four lane cross-section between Algonquin Road and Central Road with off-street bike path</p> | <p>N/A</p> | <p>Phase I engineering complete, Phase II engineering to begin shortly. The State selected a consultant for Phase II engineering and work will begin once the design contract is finalized. 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.</p> |
| <p>Beverly Road Bicycle Facility and Resurfacing Lead Agency: VOHE</p> | <p>Resurfacing of Beverly Road from Prairie Stone Parkway to Beacon Pointe Drive and construction of a barrier separated off-street bicycle path on the west side of Beverly Road.</p> | <p>Invest in Cook funding for Phase I and Phase II engineering</p> | <p>Phase I engineering expected to be completed by spring 2021, Phase II engineering expected to begin in mid-2021. In November, Cook County approved an amendment to the IGA extending the completion deadline for Phase I from the end of 2020 to August 2021. <i>Invest in Cook</i> grant funds were awarded for Phase II engineering. The grant will cover 50% of the Phase II engineering costs up to \$100,000. The Village's local share will be funded by the Western Corridor Fund. An Intergovernmental Agreement with Cook County for Phase II engineering was approved by the Village Board in March.</p> |
| <p>Central Road Bicycle Path and Reconstruction Lead Agency: VOHE (bike path)/Cook County (Reconstruction)</p> | <p>Align an off-street 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.</p> | <p>Access to Transit/CMAQ funding for construction</p> | <p>Phase I engineering is completed, Phase II engineering expected to begin in late 2021. Cook County included design of this path with preliminary engineering plans to reconstruct Central Road. Cook County has initiated the consultant selection process for Phase II. A RTA Access to Transit grant application was selected for funding of the construction of the bike path. The Village is awaiting final CMAQ award announcement for the funding expected in summer 2021.</p> |
| <p>Golf Road and Barrington Road Intersection Improvements Lead Agency: IDOT</p> | <p>Intersection evaluation to address capacity and safety pedestrian enhancements</p> | <p>N/A</p> | <p>Phase I engineering in progress. Evaluation of additional left turn capacity on Golf Road at Barrington Road and to convert the signal operation to allow left turns only on a green arrow. Pedestrian improvements to create improved crossings on all four legs of the intersection and some path work in the Forest Preserve are also being reviewed. Village staff is providing information in support of IDOT's work.</p> |
| <p>Higgins Road and Huntington Boulevard Intersection Study Lead Agency: IDOT</p> | <p>Intersection evaluation of possible turn lanes on Higgins and pedestrian and bicycle enhancements</p> | <p>N/A</p> | <p>Phase I engineering in progress. IDOT converted the left turn signal operations to allow left turns from Higgins Road only on green arrows several years ago. Village staff provided comments to IDOT on bike/ped accommodations to improve access at the intersection and to the Park District property. Some of the Village requests for modifications are being included while other items may require additional discussion with the Park District and IDOT.</p> |
| <p>Shoe Factory Road and Off-Street Path Lead Agency: Cook County</p> | <p>Widen and reconstruct Shoe Factory Road from east of Beverly Road to Essex Drive with off-road path north of Shoe Factory Road, west of Beverly</p> | <p>N/A</p> | <p>Phase I engineering complete, Phase II engineering is ongoing. Cook County is working with ComEd on utility relocation design and a funding agreement. Work is ongoing in preparation of plats for ROW and easement needs for the project and utility relocation. Cook County is currently drafting a formal IGA for construction, inspection, cost sharing, maintenance responsibilities with the Village based on the 2006 Letter of Understanding. Civiltech is continuing to work on acquiring all permits necessary for construction. The timing of construction will depend on the length of the ROW process, funding availability, programming of funds, and the County's approval of final plans.</p> |