

**AGENDA**  
**TRANSPORTATION AND ROAD IMPROVEMENT COMMITTEE**  
**Village of Hoffman Estates**  
**March 15, 2010**

**Immediately following General Administration and Personnel**

**Members: Ray Kincaid, Chairperson**  
**Gary Pilafas, Vice Chairperson**  
**Cary Collins, Trustee**

**I. Roll Call**

**II. Approval of Minutes – February 8, 2010**

**NEW BUSINESS**

1. Request approval of a resolution of support for the General Assembly to fund the Comprehensive Regional Planning Fund for fiscal year 2011.
2. Discussion regarding a request to review the removal of turn restrictions on Hillcrest Boulevard near Arbor Glen Boulevard.
3. Review of a request to modify the existing No Parking regulations on Stonington Avenue.
4. Request acceptance of Transportation Division Monthly Report.

**III. President's Report**

**IV. Other**

**V. Items in Review**

**VI. Adjournment**

**TRANSPORTATION & ROAD IMPROVEMENT  
COMMITTEE MEETING MINUTES**

February 8, 2010

**I. Roll Call**

**Members in Attendance:**

**Ray Kincaid, Chairman  
Gary Pilafas, Vice-Chairperson  
Karen Mills, Trustee**

**Other Corporate Authorities  
in Attendance:**

**Trustee Cary Collins  
Trustee Anna Newell  
Mayor William McLeod**

**Management Team Members  
in Attendance:**

**Jim Norris, Village Manager  
Arthur Janura, Corporation Counsel  
Dan O'Malley, Deputy Village Manager  
Mark Koplin, Asst. Vlg. Mgr., Dev. Services  
Don Plass, Director of Code  
Mike Hankey, Director of Transportation  
Peter Gugliotta, Director of Planning  
Bev Romanoff, Village Clerk  
Ben Gibbs, Sears Centre  
Bruce Anderson, CATV Coordinator  
Rebecca Suhajda, Administrative Intern  
Emily Kerous, Dir. of Operations**

**Others in Attendance**

**Reporter from Daily Herald & Chicago  
Tribune**

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

**II. Approval of Minutes**

Motion by Trustee Mills, seconded by Trustee Pilafas, to approve the Transportation & Road Improvement Committee meeting minutes of January 11, 2010. Voice vote taken. All ayes. Motion carried.

**NEW BUSINESS**

- 1. Request approval for an IDOT resolution to appropriate Motor Fuel Tax Funds for the 2010 Traffic Signal Maintenance in an amount not to exceed \$68,000.**

An item summary sheet from Nathan Roseberry was presented to Committee.

Motion by Trustee Collins, seconded by Trustee Pilafas, to approve an IDOT resolution to appropriate Motor Fuel Tax Funds for the 2010 Traffic Signal Maintenance in an amount not to exceed \$68,000. Voice vote taken. All ayes. Motion carried.

- 2. Request approval for an IDOT resolution to appropriate Motor Fuel Tax Funds for the 2010 Street Revitalization Project in an amount not to exceed \$1,055,000.**

An item summary sheet from Marty Salerno was presented to Committee.

Motion by Trustee Collins, seconded by Trustee Pilafas, to approve an IDOT resolution to appropriate Motor Fuel Tax Funds for the 2010 Street Revitalization Project in an amount not to exceed \$1,055,000. Voice vote taken. All easy. Motion carried.

- 3. Request approval of a Local Agency Agreement with the State of Illinois for the CMAQ IL 59 and Shoe Factory Road improvement project.**

An item summary sheet from Michael Hankey was presented to Committee.

Motion by Trustee Collins, seconded by Trustee Pilafas, to approve a Local Agency Agreement with the State of Illinois for the CMAQ IL 59 and Shoe Factory Road improvement project. Voice vote taken. All easy. Motion carried.

- 4. Review of recommendation from the Bicycle and Pedestrian Advisory Committee for resolution of support for a statewide Stop for Pedestrians Law.**

An item summary sheet from Nathan Roseberry was presented to Committee.

Mike Hankey addressed the Committee and indicated that this would be a state-wide effort that would require vehicles to stop instead of yield the right-of-way to pedestrians in a crosswalk.

Motion by Trustee Collins, seconded by Trustee Pilafas, to approve a resolution of support for a statewide Stop for Pedestrians Law. Voice vote taken. All easy. Motion carried.

- 5. Review of a recommendation from the Bicycle and Pedestrian Advisory Committee for not to exceed proposals to review the Comprehensive Bicycle Plan by:**
  - A. Active Transportation Alliance not to exceed \$977.21**
  - B. League of Illinois Bicyclists not to exceed \$500.**

An item summary sheet from Nathan Roseberry was presented to Committee.

Motion by Trustee Collins, seconded by Trustee Green, to approve proposals from Active Transportation Alliance in an amount not to exceed \$977.21 and from the League of Illinois Bicyclists in an amount not to exceed \$500 to review the Comprehensive Bicycle Plan. Voice vote taken. All easy. Motion carried.

- 6. Request approval of a contract with Bowman and Barrett Engineering for design of bicycle path at CN Railroad crossing in an amount not to exceed \$11,382.**

An item summary sheet from Michael Hankey and Gary Salavitch was presented to Committee.

Motion by Trustee Collins, seconded by Trustee Newell, to approve a contract with Bowman and Barrett Engineering for design of bicycle path at CN Railroad crossing in an amount not to exceed \$11,382. Voice vote taken. All easy. Motion carried.

- 7. Update on STAR Line and review of station areas.**

An item summary sheet from Michael Hankey was presented to Committee.

Mike Hankey addressed the Committee and provided an update on the STAR Line and stated that the STAR Line is in the Alternatives Analysis phase of project development. Public meetings are also to be scheduled followed by environmental scoping and then endorsements from Metra and CMAP Boards.

Trustee Kincaid asked staff to investigate if a commuter station could be closer to the CN rail in Prairie Stone. Trustee Kincaid stated that this is a better place for commuters from the STAR Line in the future.

Trustee Collins stated that he would like the federal government to address mass transit and that a project such as this would be good for the whole country.

- 8. Request acceptance of Transportation Division Monthly Report.**

The Transportation Division Monthly Report was submitted to the Committee.

Motion by Trustee Collins, seconded by Trustee Mills, to accept Transportation Division monthly report. Voice vote taken. All ayes. Motion carried.

### **III. President's Report**

Mayor McLeod reported that he attended the grand opening of Filafal Hut and that it was very good.

Mayor McLeod also reported that he attended a meeting today at Schaumburg Township where the topic of property tax bills being sent out on time was discussed. Local taxing bodies will be encouraged to rally together to motivate Cook County officials to send out property tax bills on time. Cook County officials have warned the second half of this year's tax bill will be late, possibly arriving in mailboxes after January 2011. Mr. Norris explained how late bills would affect the village and taxpayers and stated that it would impact residents in that those that itemize their income tax returns would have to wait and would not have the full deduction available.

**IV. Other**

**V. Items in Review**

**VI. Adjournment**

Motion by Trustee Mills, seconded by Trustee Newell, to adjourn the meeting at 7:50 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

**COMMITTEE AGENDA ITEM  
VILLAGE OF HOFFMAN ESTATES**

**SUBJECT:** Request approval of a resolution of support for the General Assembly to fund the Comprehensive Regional Planning Fund for fiscal year 2011

**MEETING DATE:** March 15, 2010

**COMMITTEE:** Transportation and Road Improvement

**FROM:** Michael Hankey

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**PURPOSE:** Request approval of a resolution encouraging the Illinois General Assembly's approval to fund the Comprehensive Regional Planning Fund for fiscal year 2011.

**DISCUSSION:** A draft of the resolution prepared by the Northwest Municipal Conference is attached. The Comprehensive Regional Planning Fund (CRPF) is dispersed by IDOT to metropolitan and rural areas throughout the State. CMAP is the federally designated Metropolitan Planning Organization for northeastern Illinois. The local MPO is required to match funds from the U.S. Department of Transportation for regional transportation planning. If the State does not fund CMAP, the impact will be to severely reduce the regional planning capacity. Examples of projects for which CMAP is solely responsible to lead include: GO TO 2040, the region's first comprehensive transportation plan; coordination and tracking of the region's response to the American Recovery and Reinvestment Act (ARRA); assistance to local governments on issues ranging from funding, planning, and housing; oversight of the Regional Water Supply Plan; and many others. In addition, there is a chance that all of the region's programmed transportation projects, about \$2 billion annually, could be in jeopardy if CMAP is not able to manage the region's Transportation Improvement Program. In fiscal year 2009, CMAP received \$3.5 million from the State for the CRPF. This appropriation allowed CMAP and its partners to leverage \$11 million in federal transportation funds. The CRPF received no funds in Fiscal Year 2010. IDOT provided CMAP with a stop gap grant of \$2.8 million for FY 2010. The Northwest Municipal Conference and other agencies are encouraging the General Assembly to restore CRPF to \$5 million, including \$3.5 million for CMAP, for FY 2011.

**FINANCIAL IMPACT:** None

**RECOMMENDATION:** Request approval of a resolution of support for the General Assembly to fund the Comprehensive Regional Planning Fund for fiscal year 2011.

Attachment

VILLAGE OF HOFFMAN ESTATES

**A RESOLUTION ENCOURAGING SUPPORT FOR  
FULL FUNDING OF THE COMPREHENSIVE REGIONAL PLANNING FUND**

WHEREAS, the Village of Hoffman Estates is a member of the Northwest Council of Mayors and the Northwest Municipal Conference; and

WHEREAS, the Northwest Municipal Conference has prepared a resolution urging the Illinois General Assembly to fund the Comprehensive Regional Planning Fund for Fiscal Year 2011; and

WHEREAS, in 2007 the Illinois General Assembly created and funded the Comprehensive Regional Planning Fund (CRPF) as a stable, dedicated source of funding for effective comprehensive planning throughout Illinois; and

WHEREAS, the CRPF is a cost-effective way for Illinois to help ensure that taxpayers get accountability; and

WHEREAS, the CRPF has supported regional planning in rural and metropolitan areas of Illinois through federally designated Metropolitan Planning Organizations such as the Chicago Metropolitan Agency for Planning (CMAP), which was created by the Illinois General Assembly in 2005; and

WHEREAS, without the match, CMAP and the region would forfeit about \$11 million in federal planning funds that provide \$2 billion in programmed transportation projects for Cook, DuPage, Lake, Kane, Kendall, McHenry, and Will Counties; and

WHEREAS, the loss of CRPF will seriously reduce regional planning capacity; and

NOW, THEREFORE, BE IT RESOLVED by the President and Board of Trustees of the Village of Hoffman Estates, Cook and Kane Counties, Illinois, as follows:

Section 1: The Illinois General Assembly is urged to appropriate \$5 million for the Comprehensive Regional Planning Fund, including \$3.5 million for CMAP.

Section 2: The Village of Hoffman Estates supports full funding for the Comprehensive Regional Planning Fund in order to support regional planning efforts of metropolitan and rural areas of Illinois.

Section 3: A copy of this Resolution be delivered to each State Representative and State Senator representing a portion of the Village of Hoffman Estates.

Section 4: A copy of this resolution be forwarded to the Northwest Municipal Conference.

Section 5: A copy of this resolution will be delivered to the Chicago Metropolitan Agency for Planning.

Section 6: This Resolution shall be in full force and effect immediately from and after its passage and approval.

PASSED THIS \_\_\_\_\_ day of \_\_\_\_\_, 2010

VOTE	AYE	NAY	ABSENT	ABSTAIN
Trustee Karen V. Mills	_____	_____	_____	_____
Trustee Cary J. Collins	_____	_____	_____	_____
Trustee Raymond M. Kincaid	_____	_____	_____	_____
Trustee Jacquelyn Green	_____	_____	_____	_____
Trustee Anna Newell	_____	_____	_____	_____
Trustee Gary J. Pilafas	_____	_____	_____	_____
Mayor William D. McLeod	_____	_____	_____	_____

APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2010

\_\_\_\_\_  
Village President

ATTEST:

\_\_\_\_\_  
Village Clerk



**COMMITTEE AGENDA ITEM  
VILLAGE OF HOFFMAN ESTATES**

**SUBJECT:** Discussion regarding a request to review the removal of turn restrictions on Hillcrest Boulevard near Arbor Glen Boulevard

**MEETING DATE:** March 15, 2010

**COMMITTEE:** Transportation and Road Improvement

**FROM:** Michael Hankey

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**PURPOSE:** Discussion of a request to review the removal of turn restrictions on Hillcrest Boulevard near Arbor Glen Boulevard.

**BACKGROUND:** Due to concerns regarding traffic volumes on Hillcrest Boulevard, turn restrictions were implemented many years ago near Arbor Glen Boulevard. This Schaumburg street serves an office development, hotel, and townhomes. There is also a driveway to the west of Arbor Glen Boulevard for the same office development. The alignment of this drive is curved slightly to discourage right turns when leaving the property. A driveway to a storage facility further to the west has no turn restrictions. Currently, left turns to the street and driveway and right turns from these access points are prohibited except for buses. A request to remove the turn restrictions was discussed at a Village Board Committee meeting in 1997 and again in 2004. But a decision was made to leave the turn restrictions unchanged with the exception of allowing school buses to turn. As a separate issue, in the mid-1990's a series of right turn restrictions applicable during the morning peak hours was installed on Jones Road for northbound traffic into the Highlands. These underwent an extensive survey and public review as part of a recommendation from the Highlands Traffic Committee.

**DISCUSSION:** Residents of Hoffman Estates who either work or patronize these businesses cannot take a direct route from Hillcrest Boulevard to and from the west. Likewise residents of the townhomes on Arbor Glen Boulevard cannot travel directly west on Hillcrest Boulevard to reach Lincoln Prairie School. These movements must be made via Roselle Road to be in legal compliance with the turn restrictions. As a result, Trustee Pilafas asked that the turn controls on Hillcrest Boulevard be reviewed.

**DISCUSSION (Continued):**

Recent turning movement counts were conducted at Hillcrest and Roselle Roads as well as at Hillcrest Boulevard and Jones Road in May 2009. These counts were done by CMAP seasonal staff at the request of the Village as a part of an overall plan to keep traffic data up to date. These counts were not done specifically for the Hillcrest Boulevard turn controls.

A comparison of these counts with other 24 hour counts done by the Village along Hillcrest Boulevard found a significant reduction in traffic volumes compared to the mid-1990's. There are several likely reasons for this change. A primary explanation is the capacity improvements IDOT and Cook County made to Roselle, Golf, and Higgins Roads between 1998 and 2004. These roads were widened to six lanes with additional turning lanes and new traffic signals installed, which makes these routes more attractive for through trips than before. Another reason for the reduction in volume during the weekday morning peak hours are the right turn restrictions on Jones Road. A table comparing some of these counts is attached.

As part of the 1997 evaluation of the Hillcrest Boulevard turn controls, turning movement counts were conducted at the two driveways serving the offices. This was before the Arbor Glen residential and hotel development were built north of Hillcrest Boulevard. The counts were done during the morning peak, around noon, and in the evening peak on a weekday. Average hourly volumes for both driveways combined averaged from about 50 to 90 vehicles. Very few turn violations were observed. If the No Left Turn and No Right Turn restrictions on Hillcrest Boulevard in the vicinity of Arbor Glen Boulevard are removed, traffic will increase to the west on the street. Compared to the 1990's levels of traffic, even with the increased volume, the total would be expected to be much less than previously experienced.

To assess the true impact, if directed by the Village Board, the turn restrictions near Arbor Glen Boulevard could be removed on a trial basis. Turning movement and 24 hour tube counts would be done prior to the change to establish a new baseline for reference. If the restrictions are removed, follow-up counts would be done to quantify the change in volume. Counts at three and six month intervals following the removal of the restrictions would be recommended. The schedule of these counts should include periods when the schools are both in and out of session.

Removing these turn restrictions, even on a temporary basis, could raise the question of lifting the Jones Road turn controls. If the decision is made to proceed with the change to Hillcrest Boulevard restrictions, it is suggested that this be done first, prior to a similar evaluation study on Jones Road.

**FINANCIAL IMPACT:**

None

**RECOMMENDATION:**

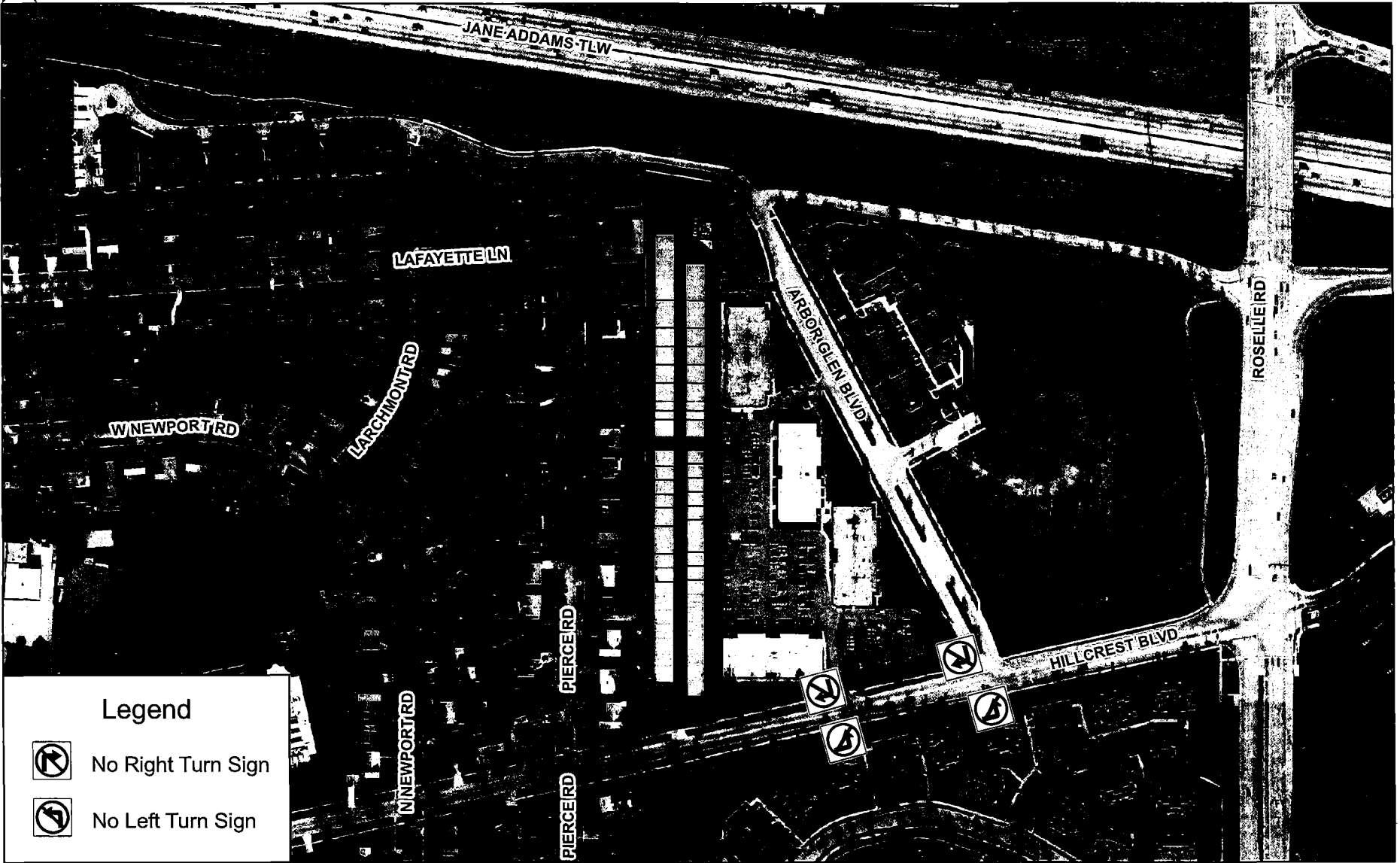
For discussion.

If the direction is to remove the turn restrictions, it is recommended that this be done on a trial basis. Counts before and after the change would be used to evaluate whether the change should be permanent.


Attachments



# Hillcrest Boulevard - Existing Turn Controls



**Legend**

-  No Right Turn Sign
-  No Left Turn Sign

1 inch = 300 feet

**Hillcrest Boulevard at Pierce Road**  
**Comparison of Daily Traffic Counts**

Month - Year	Daily Volume	Comments
October-93	13,728	24 hour count data
June-94	14,114	24 hour count data
September-94	11,364	24 hour count data - turn controls on Jones Road installed in July 1994
November-94	10,789	24 hour count data
April-95	12,056	24 hour count data - prior to start of Golf / Higgins Roselle - East Triangle Project
November-05	7,945	24 hour count data - following completion of Golf / Higgins / Roselle - East and West Triangle Projects
May-09	8,200	Peak hour turning movement counts at Hillcrest and Roselle - extrapolated to approximate daily volume

**COMMITTEE AGENDA ITEM  
VILLAGE OF HOFFMAN ESTATES**

**SUBJECT:** Review of a request for change in parking regulations on Stonington Avenue

**MEETING DATE:** March 15, 2010

**COMMITTEE:** Transportation and Road Improvement

**FROM:** Nathan Roseberry

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**PURPOSE:** Review of a request to modify the existing No Parking regulations on Stonington Avenue.

**DISCUSSION:** Stonegate Development owns the office property at 2200 Stonington Avenue. They requested a review of the existing No parking regulations on the west side of Stonington Avenue adjacent to the property. The owners believe that tenants of the property would benefit from allowing on-street parking on the west side of Stonington Avenue.

The existing No Parking regulations on the west side of Stonington Avenue extend from the southern driveway of 2300 Stonington to the south driveway of 2200 Stonington. An exhibit showing the limits of the existing and proposed No Parking regulations is attached.

The street is wide enough to allow parking on both sides. Parking on the inside of the curve next to the retention basin at 2200 Stonington should be prohibited to provide visibility through the curve and for motorists exiting the driveways. The No Parking regulation could be removed between the north driveway of 2200 Stonington to the south driveway of 2300 Stonington.

**FINANCIAL IMPACT:** The only cost is for removing and relocating existing No Parking signs.

**RECOMMENDATION:** Modify the No Parking regulations on the west side of Stonington Avenue to:

- a. Remove No Parking regulation between the northern driveway at 2200 Stonington and the south driveway at 2300 Stonington Avenue.
- b. Retain the No Parking regulation between the two driveways at 2200 Stonington Avenue.

Attachment



# Stonington Avenue Curve - Proposed Changes to Parking Restrictions



1 inch = 100 feet

Transportation and Engineering Division  
Village of Hoffman Estates

ORDINANCE NO. \_\_\_\_\_ - 2010

VILLAGE OF HOFFMAN ESTATES

AN ORDINANCE AMENDING  
SECTION 6-2-1-HE-11-1302-A OF THE  
HOFFMAN ESTATES MUNICIPAL CODE

NOW, THEREFORE, BE IT ORDAINED by the President and Board of Trustees of the Village of Hoffman Estates, Cook and Kane Counties, Illinois, as follows:

Section 1: That Section 6-2-1-HE-11-1302-A, ADDITIONAL NO PARKING STREETS AND AREAS, of the Hoffman Estates Municipal Code be amended by revising sub-section 262 to read as follows:

260. On the west side of Stonington Avenue from the north driveway of 2200 Stonington Avenue to the south driveway of 2200 Stonington Avenue.

Section 2: That any person, firm or corporation guilty of violating any of the provisions of this Ordinance shall be fined not less than Ten Dollars (\$10.00) nor more than Five Hundred Dollars (\$500.00) for each offense.

Section 3: That the Village Clerk is hereby authorized to publish this ordinance in pamphlet form.

Section 4: That this ordinance shall be in full force and effect immediately from and after its passage and approval.

PASSED THIS \_\_\_\_\_ day of \_\_\_\_\_, 2010

VOTE	AYE	NAY	ABSENT	ABSTAIN
Trustee Karen V. Mills	_____	_____	_____	_____
Trustee Cary J. Collins	_____	_____	_____	_____
Trustee Raymond M. Kincaid	_____	_____	_____	_____
Trustee Jacquelyn Green	_____	_____	_____	_____
Trustee Anna Newell	_____	_____	_____	_____
Trustee Gary J. Pilafas	_____	_____	_____	_____
Mayor William D. McLeod	_____	_____	_____	_____

APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2010

\_\_\_\_\_  
Village President

ATTEST:

\_\_\_\_\_  
Village Clerk

Published in pamphlet form this \_\_\_\_\_ day of \_\_\_\_\_, 2010.



**TRANSPORTATION DIVISION  
DEPARTMENT OF DEVELOPMENT SERVICES**

**MONTHLY REPORT  
February 2010**

**New Developments**

**Traffic data and site plans are being reviewed for the following projects:**

Alliance Church	Huntington Woods Corporate Center
Beverly Road Properties	Maranatha Church
Cabela's Outlots (Saddle Room)	Village Police Station Site
Church of the Cross	5 E. Golf Road
Heidner Property	

**Village Projects**

**Bicycle Planning**

*Bicycle and Pedestrian Advisory Committee*

The Bicycle and Pedestrian Advisory Committee (BPAC) has met two additional times since its first meeting on December 2, 2009. The BPAC group has reviewed the entire Comprehensive Bicycle Plan and Map over those three meetings. The group provided recommendations for the February Transportation and Road Improvement Committee which were approved. The group is also reviewing a potential complete streets local ordinance and Village bicycle programs. Both items, if recommended, would be presented at a future Transportation and Road Improvement Committee. The BPAC will meet again on March 31, 2009 to review public comments on the Comprehensive Bicycle Plan and Map, further described below.

*Comprehensive Bicycle Plan and Map*

A draft version of the Comprehensive Bicycle Plan and Map has been released for public comment until the end of March. Both documents are available on-line ([www.hoffmanestates.org/bikes](http://www.hoffmanestates.org/bikes)). Staff is accepting comments at the bikes email address ([bikes@hoffmanestates.org](mailto:bikes@hoffmanestates.org)). The draft document has been reviewed by the Active Transportation Alliance, League of Illinois Bicyclists, BPAC, Transportation and Engineering Division, Planning Division, and the Public Works, Police, and Health and Human Services Departments. The plan was presented to the Village Plan Commission on March 3, 2010. After the public comment period, the plan will be reviewed by the BPAC one last time and then will be brought to the Transportation and Road Improvement Committee for review and approval, tentatively scheduled for April or May 2010.

**Barrington Road Interchange**

A draft letter of intent from IDOT was received by the Illinois Tollway and will be revised. After Village and Tollway review, the letter of intent will be presented to Transportation and Road Improvement Committee.

Village officials, legislators, and Village staff met with Tollway and IDOT staff to discuss on technical design options and the project's status. Tollway staff prepared some new concepts for interchange layouts along with preliminary traffic analysis. Based on

their initial findings, providing sufficient green time for the left turns and through movements from Barrington Road will be critical for operations. A review of these options can be included as a part of the Phase I scope of services.

### **Roselle Road Traffic Signal**

IDOT has deferred to Cook County on approving the signal installation. IDOT does not favor a signal, and instead prefers turn restrictions. But, if acceptable to Cook County, IDOT will not object to a new signal. The Village is awaiting a letter of approval from Cook County on signal installation. Cook County has requested some additional analysis of information. Right of way documents for temporary and permanent easements were received from the consultant. Discussions have occurred with property owners and continue to evaluate options.

### **Taxi Discount Program**

Registration continues with identification cards and coupons sent to residents. To date, a total of 208 residents have registered for the program. Another 12 applications are pending due to scheduling of permanent identification photos. Information on the program registration is provided on Village website. Based on coupons received, about 1,170 rides were taken with the Taxi Discount Program in 2009. This is a large increase from approximately 400 rides recorded during 2008. In 2010 based on coupons received to date about 220 rides were provided through approximately the first six weeks of the year. Currently thirty residents requested to receive coupons automatically each month based on their level of use. Notices were sent to residents who have accumulated coupons but have not yet used them. Automatic delivery will stop until the coupons that have been distributed are used. Potential changes to the program are being developed for discussion and review purposes by the Village Board. As coupons are received from the taxi companies, the information is entered into a database to allow statistics on program use to be created.

### **Village Grant Applications**

#### *Bode – Salem Road Surface Transportation Program Project*

Staff is submitting applications through the federal Transportation, Community, and System Preservation (TCSP) and Highway Safety Improvement Program (HSIP) grant programs to help fund the roundabout evaluation and analysis study. The recipients of these funds are announced later in the year.

Staff continues work on the in-house design of Bode Road. A joint application with the Village of Schaumburg was approved by the Northwest Municipal Conference for reconstruction, intersection improvements, and bicycle facilities. Roundabouts will be evaluated for intersections within the project limits on Bode Road from Braintree Road to Salem Drive. Proposals from experienced consultants were received for this work. On-street bicycle lanes will be evaluated along Bode Road as will restriping the pavement to create a three lane cross section. The NWMC Technical Committee assigned the project to year 2014.

#### *Diesel Retrofit Project*

The Village application for vehicle and engine replacement plus reduced emission exhaust was approved for CMAQ funds. The project cost will be covered by 80% federal

funds with the balance coming from the capital replacement fund. Coordination is occurring with Public Works to complete the agreements and specifications for the project. A local agency participation form has been approved by IDOT District One and is being submitted to the IDOT Springfield Office.

#### *Higgins Road Pedestrian / Bicycle Project*

The project was awarded full approval for CMAQ Federal Grant funding. Staff has met with IDOT and FHWA staff. Plans were re-submitted to IDOT following modifications as requested. The bridge over the creek in front of the bowling alley will require additional analysis to meet IDOT requirements. Adjustment to CMAQ funds to use some for bridge analysis was approved by CMAP and is still being processed by IDOT.

Village staff will be holding an open house meeting on Tuesday, March 30, from 5 p.m. to 7 p.m. at Village Hall on the Higgins Road project. Notification was sent via letters to residents adjacent to the project area. A newsletter article in the March Citizen also has information on the project.

#### *Palatine Road Widening Project*

Village application for Surface Transportation Program funds (\$1.3 million) was approved by NWMC. Village signed a Letter of Intent (LOI) with IDOT who will pay a significant share of the local project cost. Staff met with IDOT to go over project information. Staff re-submitted the intersection analysis and other technical data as requested by IDOT. IDOT is processing an agreement for Phase II engineering for the project consistent with the LOI. This will allow reimbursement for some staff time expended for Phase II Engineering.

#### *Hassell Road Surface Transportation Program Project*

An application for STP funds was submitted to the Northwest Municipal Conference for reconstruction and culvert replacement on Hassell Road. The project limits are from Pembroke Avenue to Fairway Court. The scope of work is a total reconstruction of the pavement with incorporation of bicycle facilities. This could involve restriping the existing width to provide one lane in each direction, a center left turn lane, and bicycle lanes on each side. Other segments may be more appropriate for designation as a bicycle route if on-street parking is to be maintained. Near the Barrington Road intersection, an off-street facility may be investigated. Three cross road culverts are proposed for replacement as a part of this work. A modification to the application was submitted to NWMC to use some STP funds for design work. The NWMC Technical Committee did not move the project to a program year yet. It remains a multi-year list. The federal aid designation request is still pending with IDOT.

#### *IL 59/Shoe Factory Road Right Turn Lanes*

The application for CMAQ funds to build right turn lanes at the intersection was approved. Funding is included for Phase I & II engineering in 2010 and 2011 with funds for construction in 2012 (total about \$1 million). The State and County are expected to pay the local match of 20% for the work. If needed, Village impact fee funds could be used for a portion of the local match. An RFP for Phase I, II, and III engineering services was posted to the Village website and Proposals are due by March 19, 2010. A recommendation for the preferred consulting firm will be presented to the Transportation and Road Improvement Committee after review of proposals. A letter of intent from IDOT for State participation is underway.

*Higgins / Moon Lake / Governors*

IDOT has completed all paving and sidewalk work. The State turned on permanent signal equipment to permit left turns from Higgins Road only on a green arrow. The project was funded through the federal Highway Safety Improvement Program with IDOT performing project management.

*Other Grant Applications*

Several other funding applications were submitted but not selected for funding. Two CMAQ bicycle projects scored very well but were not included in the primary project list by CMAP due to limited funds. One was the bicycle path under the Tollway and Hoffman Boulevard bridges adjacent to the CN right of way. The other was the Huntington Boulevard / Harmon Boulevard corridor. These projects are on a "B List" meaning that if funds become available, they could be eligible for programming. The other project was a bicycle path connection on Central Road. The application for Illinois Department of Natural Resources grant was submitted but due to limited funding from the State, no projects have been selected yet. The DNR application was recently resubmitted in response to a call for projects.

**Agency Coordination****CN Purchase of EJ&E**

STB approval of transaction became effective on January 23, 2009. There are several appeals pending in Federal Court. The Canadian National will provide information on expected date of increase in freight traffic when available.

STB has posted monthly and quarterly reports of status provided by the Canadian National. Information and links are provided on the Village website. At the request of the Village, Cook County installed flashing beacon on existing warning sign in advance of the hillcrest east of the railroad crossing.

Staff has met with Canadian National staff and consultants to discuss plan development and implementation of parts of the agreement such as the soundwall, changes at the track crossing, extending the existing siding, and installing an advance message sign on Shoe Factory Road. Items like the soundwall concept will undergo public review and some will require Village Board review and approval. Status information is posted on the Village Website.

**Shoe Factory Road - Cook County**

Meetings were held with Cook County staff to re-start the Phase II design work. The Village consultant is working on plan development, right of way, and utility needs plus an overall schedule. Target is for letting in late 2010; however right of way acquisition will be the primary determinant of schedule.

**Northwest Tollway (I-90) Corridor Study**

No new information.

**O'Hare Noise Compatibility Commission**

Attended Commission Meeting.

**Pace HOT Line Bus Service (Route 557)**

AT&T notified the Village that they will not fund their share in 2010. Discussions with Pace and other companies led to a solution to continue service in 2010. The most recent ridership data provided by Pace is from January and February 2010. The monthly totals were 561 and 525 riders, respectively.

Average daily ridership was 28 in January 2010 and 26 in February. Due to the decision by AT&T to no longer participate, the ridership numbers will be less than historical levels. Monthly totals vary due to the number of weekdays in the month and seasonal variations in transit ridership. A coordination meeting with Pace and employers is scheduled for March 11, 2010 to discuss service options.

**Pace Route 554**

The Hanover Park Metra Station is now on the route and a portion of the route in Streamwood on Irving Park Road was eliminated. Ridership can be affected during such changes and it may take several months for trends to emerge.

Most recent ridership data provided by Pace for Route 554 was for January 2010. Average daily use was 108 riders which is higher than the same month in 2009. Ridership is about 8% higher than the long term average ridership in January.

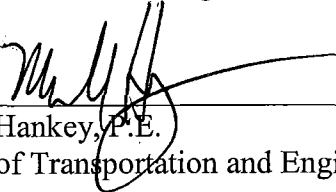
**STAR Line**

A legislative update meeting was held on December 8. Metra gave an overview of the project and communities, including Village staff, presented information on land use planning in the vicinity of the station areas. Star Line rail option performs better than other transit alternatives. Metra presented information on costs and ridership. Metra anticipates submitting to Federal Transit Administration in first quarter of 2010. Public hearings and environmental scoping meetings will be scheduled. Coordination between Metra and Tollway continues.

**Traffic Studies / Other**

- Additional information has been included on the website for engineering services as well as posting new transportation data.
- Village ADT Map posted to website.
- Assisted Police and Public Works for placement of programming PCMS for projects and special notices as needed.
- Event planning and coordination with Police Department, Standard Parking, and Sears Centre staff as needed for Sears Centre.
- Several residents are considering the Neighborhood Speed Watch program.
- Proposed Street Program for 2010 recommended by the Capital Improvements Board (CIB) and approved by the Village Board. Preliminary design work for 2010 underway. Work nearing completion of the project plans to go out for bids.

- Staff is developing an informational brochure on transit services offered in the Village.
- Keeping log of public transit related requests, inquiries, phone calls, etc.
- Public transit information provided on Village website. Information expanded to include more links and a map of transit services in the Village.
- Several federal funding requests were prepared and submitted for the Barrington Road Interchange.
- Attended Illinois Tollway Board Meeting to hear presentation on potential plans and options for I-90.
- Submitted requests to IDOT for them to investigate safety funding at several intersections on their system.
- Attended League of Illinois Bicyclists presentation on bicycle planning.



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