

AGENDA
TRANSPORTATION AND ROAD IMPROVEMENT COMMITTEE
Village of Hoffman Estates
December 13, 2010

Immediately following General Administration and Personnel

Members:	Ray Kincaid, Chairperson	Karen Mills, Trustee
	Gary Pilafas, Vice Chairperson	Jacquelyn Green, Trustee
	Gary Stanton, Trustee	Anna Newell, Trustee
		William McLeod, Mayor

I. Roll Call

II. Approval of Minutes – November 8, 2010

NEW BUSINESS

1. Request approval of a resolution to expand the number of members on the Bicycle and Pedestrian Advisory Committee.
2. Request approval of agreements for Pace Route 554:
 - a. with Pace Suburban Bus for a local share of Route 554 in an amount not to exceed \$22,815.80 in 2011.
 - b. with Elgin, Streamwood, Hanover Park, and Schaumburg for local agency participation in Route 554 in 2011.
3. Request authorization to award an engineering professional service contract for the Highway Safety Improvement Program intersection and roundabout evaluation study for the Salem Drive / Bode Road STP project to DLZ Illinois, Inc. of Arlington Heights, IL in an amount not to exceed \$50,000.
4. Request authorization to reject bids for the Diesel Fleet Emissions Reduction Project and rebid.
5. 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**

November 8, 2010

I. Roll Call

Members in Attendance:

**Ray Kincaid, Chairperson
Gary Pilafas, Vice-Chairperson
Trustee Cary Collins
Trustee Karen Mills
Trustee Jacquelyn Green
Trustee Anna Newell
Village President William McLeod**

**Management Team Members
in Attendance:**

**Jim Norris, Village Manager
Arthur Janura, Corporation Counsel
Dan O'Malley, Deputy Village Manager
Mark Koplun, Asst. Vlg. Mgr., Dev. Services
Patrick Seger, Human Resource Mgmt Dir.
Bev Romanoff, Village Clerk
Mike Hankey, Director of Trans.
Don Plass, Director of Code Enforcement
Robert Gorvett, Fire Chief
Mike Hish, Acting Police Chief
Algean Garner, Director of HHS
Michael DuCharme, Director of Finance
Ashley Monroe, Planner
Pete Gugliotta, Director of Planning
Doug Schultz, Public Relations
Gordon Eaken, Director of IS
Dave Christensen, Director of Emer. Mgmt.**

Others in Attendance

Reporter from *Daily Herald*

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

II. Approval of Minutes

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

NEW BUSINESS**1. Review of study findings of Hillcrest Boulevard turn controls.**

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

Michael Hankey reviewed the findings from studies conducted over the last six months regarding removal of turn restrictions on Hillcrest at Arbor Glen Boulevard and Hillcrest Commons. The daily increase in volume was less than 100 vehicles over the entire day. There was no significant increase in the daily volumes on Hillcrest Boulevard at either location as a result of the turn restrictions being removed. It is staff's recommendation that based on the results during the trial period, the turn restrictions can be removed.

Motion by Trustee Mills, seconded by Trustee Collins, to approve ordinance amending Section 6-2-1-HE-11-801, removing turn restrictions on Hillcrest at Arbor Glen Boulevard and Hillcrest Commons. Voice vote taken. All ayes. Motion carried.

2. Review of request for changes to parking regulations on Poplar Creek Drive.

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

Mike Hankey addressed the Committee and discussed a request from the management company for Links at Poplar Creek subdivision regarding excessive no parking signage on Seaver Lane and Poplar Creek Drive. Mr. Hankey stated that surveys were mailed to residents in the area and that 10 responded in favor of retaining the existing parking restrictions, 6 responded to permit additional on-street parking, and 1 responded with no preference. Several residents were in attendance and stated that they were not in favor of removing the no parking signage from Seaver or Poplar Creek Drive.

3. Request approval of a five-year extension for Village participation in the O'Hare Noise Compatibility Commission.

An item summary sheet from Mike Hankey was presented to the Committee.

Trustee Kincaid indicated that he would like to be informed and attend future meetings of this Commission.

Motion by Mayor McLeod, seconded by Trustee Collins, to approve resolution authorizing the execution of the intergovernmental agreement with the City of Chicago for participation in the Noise Compatibility Commission. Voice vote taken. All ayes. Motion carried.

4. Request acceptance of Transportation Division Monthly Report.

The Transportation Division Monthly Report was presented to Committee.

Motion by Trustee Collins, seconded by Trustee Newell, to approve the Transportation Division Monthly Report. Voice vote taken. All ayes. Motion carried.

III. President's Report

IV. Other

V. Items in Review

VI. Adjournment

Motion by Trustee Mills, seconded by Trustee Pilafas, to adjourn the meeting at 7:52 p.m. Voice vote taken. All ayes. Motion carried.

Minutes submitted by:

Debbie Schoop, Executive Assistant

Date

COMMITTEE AGENDA ITEM

VILLAGE OF HOFFMAN ESTATES

SUBJECT: Request approval to expand the number of members on the Bicycle and Pedestrian Advisory Committee

MEETING DATE: December 13, 2010

COMMITTEE: Transportation & Road Improvement Committee

FROM: James H. Norris, Village Manager

PURPOSE: Request approval to expand the number of members on the Bicycle and Pedestrian Advisory Committee.

DISCUSSION: Mayor McLeod requested that the enabling resolution of the Bicycle and Pedestrian Advisory Committee be amended to expand the membership from 13 members to 15. A draft resolution is attached.

RECOMMENDATION: Increase the number of members to 15 for the Bicycle and Pedestrian Advisory Committee.

VILLAGE OF HOFFMAN ESTATES

**A RESOLUTION CREATING THE
BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE
OF THE VILLAGE OF HOFFMAN ESTATES**

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 Bicycle and Pedestrian Advisory Committee of the Village of Hoffman Estates be and is hereby created to read as follows:

A. Bicycle and Pedestrian Advisory Committee.

There is hereby created the Bicycle and Pedestrian Advisory Committee of the Village of Hoffman Estates. The Committee will report to the Village Transportation and Road Improvement Committee.

B. Membership.

The Bicycle and Pedestrian Advisory Committee shall consist of fifteen (15) members, including one representative from each of the following: the Hoffman Estates Park District, the Village of Schaumburg, the Village of Inverness, the City of Elgin, and one from the Village site plan review commission, plus ten (10) residents of the Village of Hoffman Estates appointed by the Village President and approved by the Village Board, one of whom shall be chairman. The Committee will meet quarterly or as determined by the Village Board. The Village Board shall have the authority to modify membership as deemed necessary.

C. Duties of the Bicycle and Pedestrian Advisory Committee shall be:

1. to assist in the review, assessment, creation, and implementation of a comprehensive bicycle plan;
2. to advocate for programs within the Village and other agencies to encourage bicycle and pedestrian travel for commuting and recreation;
3. to promote access and mobility in the Village and connectivity to neighboring communities;
4. to promote bicycle and pedestrian programs to enhance safety, education, and encouragement activities;
5. to work with the Village Capital Improvements Board to identify potential bicycle and pedestrian programs for consideration by the Village Board;
6. to coordinate with bicycle and pedestrian committees and groups in the area;
7. and other such duties as may be determined by the President and Board of Trustees.

D. Compensation of Members.

The members of the Bicycle and Pedestrian Advisory Committee shall receive such compensation as deemed appropriate by the President and Board of Trustees from time to time and as provided by resolution of the President and Board of Trustees.

E. Budget.

The budget shall be determined as the President and Board of Trustees deem appropriate.

Section 2: 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 Raymond M. Kincaid	_____	_____	_____	_____
Trustee Jacquelyn Green	_____	_____	_____	_____
Trustee Anna Newell	_____	_____	_____	_____
Trustee Gary J. Pilafas	_____	_____	_____	_____
Trustee Gary G. Stanton	_____	_____	_____	_____
Mayor William D. McLeod	_____	_____	_____	_____

APPROVED THIS _____ DAY OF _____, 2010

Village President

ATTEST:

Village Clerk

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Request approval of agreements for Pace Route 554:

- a. with Pace Suburban Bus for a local share of Route 554 in an amount not to exceed \$22,815.80 in 2011.
- b. with Elgin, Streamwood, Hanover Park, and Schaumburg for local agency participation in Route 554 in 2011.

MEETING DATE: December 13, 2010

COMMITTEE: Transportation and Road Improvement

FROM: Michael Hankey

PURPOSE: Pace has requested Village approval of agreements for funding a share of Route 554 in 2011.

BACKGROUND: The Village, along with Elgin, Streamwood, and Schaumburg has collectively paid a share of the operating costs of Pace Route 554 for the last several years. Along with Hoffman Estates, Schaumburg, Elgin, and Streamwood have historically all shared the local match for the annual cost for Pace to operate this bus service since 2002. Hanover Park became a funding partner in 2009 when the route was modified to connect to the Hanover Park Metra station.

Route 554 is a weekday service connecting the Elgin Transportation Center with the Northwest Transportation Center in Schaumburg. The route travels eastbound in the early morning and travels westbound in late morning through evening. The route operates on parts of Barrington and Golf Roads in Hoffman Estates. An additional stop was added at St. Alexius in 2003 and the route was modified in 2009 to connect to the Hanover Park Metra station. Route 554 is the only bus service currently running through Hoffman Estates.

DISCUSSION: Pace prepared a service agreement for the local share of Route 554 in 2011. The agreement (copy attached) identifies the local share (equal amounts for Elgin, Streamwood, Hoffman Estates, Hanover Park, and Schaumburg) as not to exceed \$22,815.80. Together the communities are responsible for 50% of the operating cost of the route and Pace pays the other half. As in previous years, Pace will credit estimated fare revenue toward the local share. As a result each community's share is about 10% of the total annual operating cost.

DISCUSSION: (Continued)

Ridership has demonstrated reliable performance over the years (see attached exhibits). Performance in early 2009 was below previous years due to the change in the route which is typical when such modifications are made. Data through October of 2010 show very strong performance. October 2010 had an average daily ridership of 170. The twelve month running total of ridership also portrays an upward trend. Pace also provided boarding and alighting data for each stop location representing composite days in 2010. Some locations such as the St. Alexius stop are exclusively in Hoffman Estates while others such as Golf and Roselle Roads are on the border with Schaumburg. The Pace data cannot identify where the rider lives or to which exact location they are destined. However it can be assumed that stops on the border with another community service at least some Village residents or businesses. From the 2010 data, about 10 to 18 percent of the daily ridership boards or alights in Hoffman Estates. This compares favorably with the Village share of the annual cost of the service (10%).

Beginning in 2010, Pace requested that the funding communities enter into an intergovernmental agreement to define roles and responsibilities. The attached agreement has been reviewed by the communities and found to be acceptable. Approval of this intergovernmental agreement is requested along with the Pace Route 554 Service Agreement.

FINANCIAL:

The local share for 2011 is estimated not to exceed \$22,815.80 for each community.

RECOMMENDATION:

Request approval of agreements for Pace Route 554:

- a. with Pace Suburban Bus for a local share of Route 554 in an amount not to exceed \$22,815.80 in 2011.
- b. with Elgin, Streamwood, Hanover Park, and Schaumburg for local agency participation in Route 554 in 2011.

Attachments

**Village of Hoffman Estates
SERVICE AGREEMENT
Route 554**

This Agreement made this ____ day of _____, 20__, between the Suburban Bus Division of the Regional Transportation Authority, (hereinafter called "Pace") and Village of Hoffman Estates (hereinafter called "Client").

WHEREAS, Pace was established within the Regional Transportation Authority Act (70 ILCS 3615) for the purpose of providing public transportation by bus in the Metropolitan Region as described in 70 ILCS 3615/1.03.

WHEREAS, Pace desires to provide various services as described in the attached Exhibit(s).

NOW, THEREFORE, in consideration of the mutual promises hereinafter set forth, the parties agree as follows:

1) Description of Service - Pace shall provide Route 554 transportation service to Client and the general public pursuant to the various route schedules as described in the attached Exhibit(s) A.

2) Payment – The client agrees to pay Pace an amount not to exceed **\$22,815.80** for the year 2011 for the provision of services under this agreement, to be billed monthly at an amount not to exceed **\$1901.32**, as set forth on the attached Exhibit B, incorporated herein by this reference. Payment shall be made to Pace by the 10th day of each month for which service is to be provided. Payment is to be mailed to:

Pace Suburban Bus Service
550 W. Algonquin Road
Arlington Heights, IL 60005
Attn: Accounting Department

3) Calculation of Rates – The payment rate is based upon the estimated costs and revenues set forth in Exhibit B, incorporated herein by this reference.

4) Service Expansion – Any new service agreed to by the parties will be invoiced at Pace's new hourly rates as described in Exhibit(s) C.

5) Term - This Agreement is effective January 1, 2011 through December 31, 2011, or until either party exercises their right to terminate this Agreement under Paragraph 7. Should either Pace or the Client elect to cancel this service, billing shall be prorated and payment shall be only for the service that was provided prior to the termination of service.

6) Service Provision - Pace shall not be responsible for any failure to provide the Service due to circumstances beyond the control of Pace. However, Pace shall make every reasonable effort to restore Service as soon as practical under the circumstances. Pace shall have the right to make minor revisions to the Service during the term of this Agreement upon written notification to and concurrence by Client.

7) Termination of Service - Either party may terminate this Agreement with sixty (60) days advance written notification to the other party.

8) Independent Relationship - Pace is an independent contractor and not an employee, agent, joint venture, or partner of Client, and nothing in this Agreement shall be construed as creating any other relationship between Client and Pace, or between any employee or agent of Pace and Client. Pace employees shall at all times remain employees of Pace, which shall be solely responsible for all aspects of their employment, including, without limitation, compensation, benefits, payment or withholding of taxes, Social Security, Medicare, unemployment or other insurance, and workers' compensation.

9) Insurance - In the event that Pace directly provides the service described herein, Pace shall arrange for the Client to be named as additional insured under Pace's excess automobile liability policy of insurance with respect to claims asserted against Client arising from any covered negligent acts or omissions of Pace in providing the services described in this Agreement.

In the event that Pace contracts with any outside service providers to provide the service described herein, Pace shall require the outside service provider(s) to arrange for Client to be named as additional insured under the outside service providers auto liability policy of insurance with respect to claims asserted against Client arising from any covered negligent acts or omissions of the outside service providers in connection with the services as described in this Agreement.

10) Indemnification - To the fullest extent permitted by law and within the limits of Pace's self insured retention and the excess/umbrella auto liability insurance policies purchased by Pace, Pace shall indemnify, defend and hold harmless Client, its officers, agents, and employees from and against any and all auto liability claims, suits, losses, damages and expenses, caused by the negligence of Pace, its officers and employees which may arise out of the operation of transportation services provided pursuant to this Agreement, provided that Client provides immediate notice of any claims, suits losses, damages and fully cooperates with the defense of any claims or lawsuits. This indemnification does not extend to negligent, willful and wanton, reckless or intentional conduct of Client, its officers, agents, servants and employees and is specifically excluded from this indemnification and insurance coverage, including self-insurance

11) Compliance with Laws - Pace represents that in the performance of its duties hereunder, it has complied and shall comply with all federal, state and local laws, ordinances and regulations.

12) Severability - The provisions of this Agreement shall be severable. The unenforceability or invalidity of any one or more provisions, clauses or sentences hereof shall not render any other provision, clause or sentence herein contained unenforceable or invalid. The portion of the Agreement which is not invalid or unenforceable shall be considered enforceable and binding on the parties and the invalid or unenforceable provision(s), clause(s) or sentence(s) shall be deemed excised, modified or restricted to the extent necessary to render the same valid and enforceable, and this Agreement shall be construed as if such invalid or unenforceable provision(s), clause(s) or sentence(s) were omitted.

13) Entire Agreement - No prior agreements between the parties, whether written or oral, shall be binding upon the parties.

14) Authority - Pace and Client represent that their representatives whose signatures appear below have the power and authority to enter into this Agreement and to obligate Pace and Client to the terms of this Agreement.

15) Complete Agreement - This Agreement constitutes the entire Agreement between the parties hereto. Any proposed change in this Agreement shall be submitted to Pace for its prior approval. No modification, addition, or deletion to this Agreement shall be effective unless and until such changes are reduced to writing and executed by the authorized officers of each party. Any changes in service description, payment rates or pass allocations shall be reflected in an Amendment to this Agreement, reduced to writing and signed by both parties, and incorporated into this Agreement.

16) Notices - All notices due to the other party shall be delivered to the address indicated below:

Pace
550 W. Algonquin Road
Arlington Heights, IL. 60005
Attn: Executive Director

Village of Hoffman Estates
1900 Hassell Road
Hoffman Estates, IL 60169
Attn: Dir. of Transportation

17) Governing Law - This Agreement shall be construed in accordance with the laws of the State of Illinois.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be made effective as of the date set forth above and executed in Paragraph 5 by their duly authorized officials.

Pace

Village of Hoffman Estates

By: _____
Thomas J. Ross
Executive Director
Pace Suburban Bus Service

By: _____
Name:
Title:
Village of Hoffman Estates

Date: _____

Date: _____

EXHIBIT A
Route No. 554 –Elgin/Woodfield

Description of Service:

Route 554 will provide service between the Pace Elgin Transportation Center and the Pace Northwest Transportation Center (NWTC).

As Described on Attached Route Map and Schedule.

Service Cost:

\$22,605.67 monthly*

\$271,267.98 annually*

*Amounts shown above are the total gross cost for service excluding any adjusted revenue.

**EXHIBIT B
PAYMENT/CALCULATION OF RATE**

The client agrees to pay Pace an amount not to exceed \$22,815.80 for the year 2011 (10% of annual operating costs of \$271,267.98 less 10% of total revenue) for the provision of service billed monthly at an amount not to exceed \$1901.32.

Route 554 Elgin - Woodfield									
	Ridership #	Daily Vehicle Hours	Vehicle Hours	Hourly Cost	Gross Cost	Adjusted Revenue *	Net Cost	Pace Cost 50%	Cost to partners 50%
Annual (255 Weekdays)	35,925	14.92	3,804.60	\$71.30	\$271,267.98	\$43,110.00	\$228,157.98	\$114,078.99	\$114,078.99
* Adjusted revenue per rider for 2010 y-t-d is \$1.20 and was used for this example.						Estimated annual cost to each partner:			
# Ridership was based on y-t-d actual 2010 data thru July 2010.						City of Elgin	\$22,815.80		
						Village of Hoffman Estates	\$22,815.80		
						Village of Streamwood	\$22,815.80		
						Village of Schaumburg	\$22,815.80		
						Village of Hanover Park	\$22,815.80		
This is just an example. The gross cost will remain constant, but the monthly adjusted revenue may vary based on ridership.						Estimated monthly cost to each partner:			
						City of Elgin	\$1,901.32		
						Village of Hoffman Estates	\$1,901.32		
						Village of Streamwood	\$1,901.32		
						Village of Schaumburg	\$1,901.32		
						Village of Hanover Park	\$1,901.32		

EXHIBIT C
COSTS FOR 2011 SERVICE ADJUSTMENTS

If additional service is added in 2011 service will be billed at the following hourly rates:

Route No.	Hourly Rate
554	\$71.30

Route 554

Effective Date
January 5, 2009

... AM rush hour trips only.
... En la mañana, viajes solamente a la hora de mayor tráfico.

Puede transbordar en la Centro de Transporte de Pace de Elgin las Rutas 541, 542, 543, 544, 546, 547, 548, 549, 550, 552 y 801.

Transfer at the Pace Elgin Transportation Center to Routes 541, 542, 543, 544, 546, 547, 548, 549, 550, 552 and 801.

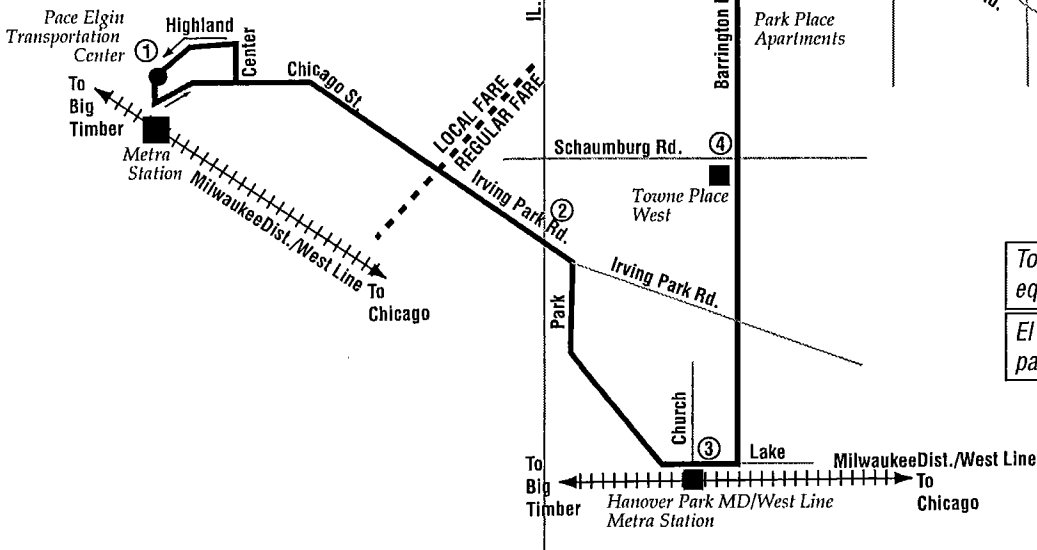
Transfer at Northwest Transportation Center to Routes 208, 600, 606, 696, 699, and 757.

Puede transbordar en el Centro de Transporte Northwest a las Rutas 208, 600, 606, 696, 699, y 757.

Todos los autobuses están equipados con racks para bicicletas.

El servicio de Pace es accesible para sillas de ruedas.

120407rp120808rev



REGULAR • LOCAL FARE ROUTE
Exact Fare Required
Driver Has No Change

Please refer to the Pace Fare Guide for details about current fares, passes, tickets, reduced fares, restrictions and additional information. Pace has a variety of passes and tickets for more cost effective. Call (847) 384-7223 or visit www.pacebus.com for details. Reduced fares are available for students, seniors, and persons with disabilities. Free tickets are offered to Pace residents age 65 and older (with a Senior Reduced Fare card), low-income persons with disabilities (who are enrolled in the Illinois Circuit Breaker Program) may ride Pace (with a permit card), please contact the RTA at 856-7000.

TRAVEL INFORMATION
If you need transit information please call:
The RTA Travel Information Center, open daily from 5:00 a.m. to 1:00 a.m. Use from all suburban area codes. 836-7000
TTY# (For HEARING IMPAIRED ONLY) (312) 836-4949
Pace Customer Relations, Monday through Friday from 8:00 a.m. to 5:00 p.m. (847) 384-5093
TTY# (Pace HEARING IMPAIRED ONLY) (847) 384-5093

CARRIER INFORMATION
OPERATED BY: Pace River
For lost and found call (847) 384-6750
ADDITIONAL INFORMATION
The schedule, fares and other information in this timetable is subject to change. Pace does not assume responsibility resulting from delayed buses or buses or failure to make connections.
Unless otherwise noted, this will stop upon signal to driver in any intersection along the route where it is safe to do so.

TARIFA PARA RUTA REGULAR Y LOCAL SE REQUIERE TARIFA EXACTA EL CONDUCTOR NO TIENE CAMBIO

Por favor consulte la Guía de Tarifas de Pace para los detalles. Por favor consulte la Guía de Tarifas de Pace para detalles acerca de las tarifas, pasajes, boletines, tarifas reducidas, restricciones y información adicional. Pace tiene una variedad de pasajes y boletines para hacer su viaje en Pace. Llame al 847-384-7223 o visite www.pacebus.com para los detalles. Tarifas reducidas están disponibles para estudiantes, adultos mayores y personas con discapacidades. Se ofrecen boletines gratuitos a residentes de Pace de 65 años o más (con una tarjeta de residente reducido de Pace), personas de bajos ingresos con discapacidades (que están inscritas en el Programa de Ruptura del Circuito de Illinois) que tienen una tarjeta de permiso, por favor contacte al RTA al 856-7000.

CENTRO DE INFORMACION
Si necesita información para usar el servicio de transporte llame al: Centro de Información al Viajero RTA, abierto diariamente de 5:00 a.m. a 1:00 a.m. Desde todos los códigos de área en los suburbios. 836-7000
PROBLEMAS AUDITIVOS (312) 836-4949
Servicios al Cliente de Pace, de Lunes a Viernes de 8:00 a.m. a 5:00 p.m. (847) 384-5093
TTY# Información de Pace SOLO AUDITIVO PARA PERSONAS CON PROBLEMAS AUDITIVOS (847) 384-5093

COMPANIA DE TRANSPORTE
OPERADO POR: Pace River
Para información (847) 384-6750

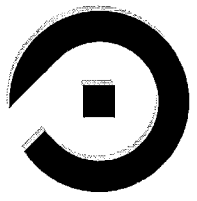
INFORMACION ADICIONAL
Este horario, tarifas y otra información en este horario están sujetos a cambios. Pace no asume responsabilidad por retrasos de autobuses o autobuses que no hacen conexiones. A menos que se indique lo contrario, este servicio de transporte parará en cualquier intersección donde sea seguro para hacerlo.

www.pacebus.com

554
Elgin/
Woodfield



All Pace service is wheelchair accessible.



pace

All Pace buses are equipped with bike racks.

Major Destinations
Destinos mayores

- Pace Elgin Transportation Center
- Metra MD/West Line Hanover Park Station
- Towne Place West
- Park Place Apartments
- St. Alexius Medical Center
- Woodfield Corridor
- Woodfield Mall
- Pace Northwest Transportation Center (NWTC)

Push Hour Service/Monday - Friday Service
Servicio en las horas de mayor tráfico solamente/ Servicio de Lunes a Viernes
January 5, 2009
5 de Enero de 2009

ROUTE 554 • ELGIN - WOODFIELD



WEEKDAY EASTBOUND • ENTRE SEMANA HACIA EL ESTE

①	②	③	④	⑤	⑥	⑦	⑧	⑨	⑩
PACE ELGIN TRANS CENTER	IL 59/ IRVING PARK	CHURCH/ LAKE	SCHAUMBURG/ BARRINGTON	BARRINGTON/ ST ALEXIUS	GOLF/ BARRINGTON	GOLF/ ROSELLE	GOLF/ MEACHAM	WOODFIELD	PACE NORTHWEST TRANS. CENTER
5:53am	6:06am	6:15am	6:23am	6:27am	6:29am	6:37am	6:41am	-	6:45am
7:00	7:13	7:22	7:30	7:35	7:37	7:46	7:50	-	7:56
7:30	7:43	7:52	8:00	8:05	8:07	8:16	8:20	-	8:26
10:15	10:27	10:37	10:45	10:49	10:52	11:01	11:06	11:08am	11:14

WEEKDAY WESTBOUND • ENTRE SEMANA HACIA EL OESTE

⑩	⑨	⑧	⑦	⑥	⑤	④	③	②	①
PACE NORTHWEST TRANS. CENTER	WOODFIELD	GOLF/ MEACHAM	GOLF/ ROSELLE	GOLF/ BARRINGTON	BARRINGTON/ ST ALEXIUS	SCHAUMBURG/ BARRINGTON	CHURCH/ LAKE	IL 59/ IRVING PARK	PACE ELGIN TRANS CENTER
11:23am	11:28am	11:31am	11:34am	11:41am	11:43am	11:48am	11:54am	12:03pm	12:16pm
3:07pm	3:12pm	3:15pm	3:18pm	3:26pm	3:28pm	3:34pm	3:43pm	3:52	4:05
3:50	3:55	3:58	4:01	4:09	4:11	4:17	4:26	4:35	4:48
4:10	4:15	4:18	4:21	4:29	4:31	4:37	4:46	4:55	5:08
5:20	5:25	5:28	5:31	5:41	5:43	5:50	5:59	6:08	6:21
5:45	5:50	5:53	5:56	6:05	6:07	6:13	6:22	6:31	6:44

No Saturday Sunday or holiday service.

No hayo servicio Sabados, Domingos dias festivos.

**INTERGOVERNMENTAL AGREEMENT
PACE ROUTE 554**

WHEREAS, the Village of Hoffman Estates, Village of Schaumburg, Village of Streamwood, Village of Hanover Park, and the City of Elgin (hereinafter "Municipal Participants"), desire to jointly participate in the Pace Route 554 (hereinafter Route 554) in the form of bus service as shown in Exhibit A for the year 2011, and

WHEREAS, Pace Suburban Bus (hereinafter Pace) will operate Route 554 in 2011, including all administrative efforts and activities, as shown in Exhibit A, and

WHEREAS, Pace has submitted a Service Agreement to the Municipal Participants for the provision of Route 554 service in 2011, outlining the terms of such service, including Pace providing fifty percent of the net operating costs, said agreement being attached hereto and incorporated herein as Exhibit B, and

WHEREAS, the Municipal Participants will collectively pay 50% of the net operating cost of Route 554, equal to annual operating costs less cash farebox revenue, and each has committed to an equal contribution to provide matching funds for continuation of Route 554.

NOW, THEREFORE, on this _____ day of _____, 201_, in consideration of the promises herein, and the mutual promises and undertakings herein contained and set forth, and for good and valuable consideration, made over by each party to the other, the receipt of which is hereby acknowledged, it is covenanted and agreed as follows:

1. Term of Contract. The term of the contract shall be from January 1, 2011 through December 31, 2011.

2. Maximum Amount of Contract. The Municipal Participants, pursuant to this Agreement and Exhibit B, will each pay to Pace an equal amount not to exceed \$22,815.80 for the year 2011. The total contributions of all the Municipal Participants combined will not exceed \$114,078.99 for year 2011. Pace will invoice the service at \$71.30 per hour, for 14.92 hours per day, and 255 days per year, less adjusted revenue.

3. Services to be Provided. Pace shall generally administer operation of the Route 554. The Municipal Participants and Pace shall monitor bus performance and ridership, contracted costs, farebox and other revenues, complaints and other incidents.

4. Payment for Services. Pace shall invoice Municipal Participants on a monthly basis in an amount not to exceed \$1,907.32. The actual monthly cost to each Municipal Partner shall be calculated as 10% of the monthly operating cost less cash farebox revenue.

5. Termination. If, for any reason, Pace terminates the Agreement with the Municipal Participants by giving sixty (60) days written notice to all Municipal Participants, the service will terminate unless another funding source can be identified. The Municipal Participants shall also have the right to terminate service and this Agreement with sixty (60) days written notice.

6. Waiver. The failure of the Municipal Participants to insist upon strict compliance with any of the terms, covenants or conditions, nor shall any waiver or relinquishment of any right or power hereunder at any one time or times be deemed a waiver or relinquishment of such right or power any other time or times.

7. Notices. Any written notice to the Municipal Participants and Pace required or permitted by this Agreement may be delivered by depositing it in the United States mail, postage prepaid, addressed to:

Pace
550 West Algonquin Road
Arlington Heights, IL 60005
Attention: Executive Director

Village of Schaumburg
101 Schaumburg Court
Schaumburg, IL 60193-2303
Attention: Village Manager

Village of Hoffman Estates
1900 Hassell Road
Hoffman Estates, IL 60169
Attention: Village President

City of Elgin
150 Dexter Court
Elgin, IL 60120-5555
Attention: City Manager

Village of Streamwood
301 East Irving Park Road
Streamwood, IL 60107
Attention: Sharon Caddigan

Village of Hanover Park
2121 West Lake Street
Hanover Park, IL 60133
Attention: Village Manager

8. Severability. The parties agree that if any portion of this Agreement shall be held invalid for any reasons whatsoever, the remaining provisions shall not be affected thereby if such

remaining provisions could then continue to conform with the purposes, terms and requirements of applicable law.

IN WITNESS THEREOF, the Municipal Participants have caused this Agreement to be executed by their respective duly authorized officers and made effective as of the date set forth above.

For: VILLAGE OF HOFFMAN ESTATES

For: PACE SUBURBAN BUS

By: _____
Signature

By: _____
Signature

(Title)

(Title)

ATTEST:

ATTEST:

By: _____
Signature

By: _____
Signature

For: VILLAGE OF STREAMWOOD

For: VILLAGE OF SCHAUMBURG

By: _____
Signature

By: _____
Signature

(Title)

(Title)

ATTEST:

ATTEST:

By: _____
Signature

By: _____
Signature

For: CITY OF ELGIN

For: VILLAGE OF HANOVER PARK

By: _____
Signature

By: _____
Signature

(Title)

(Title)

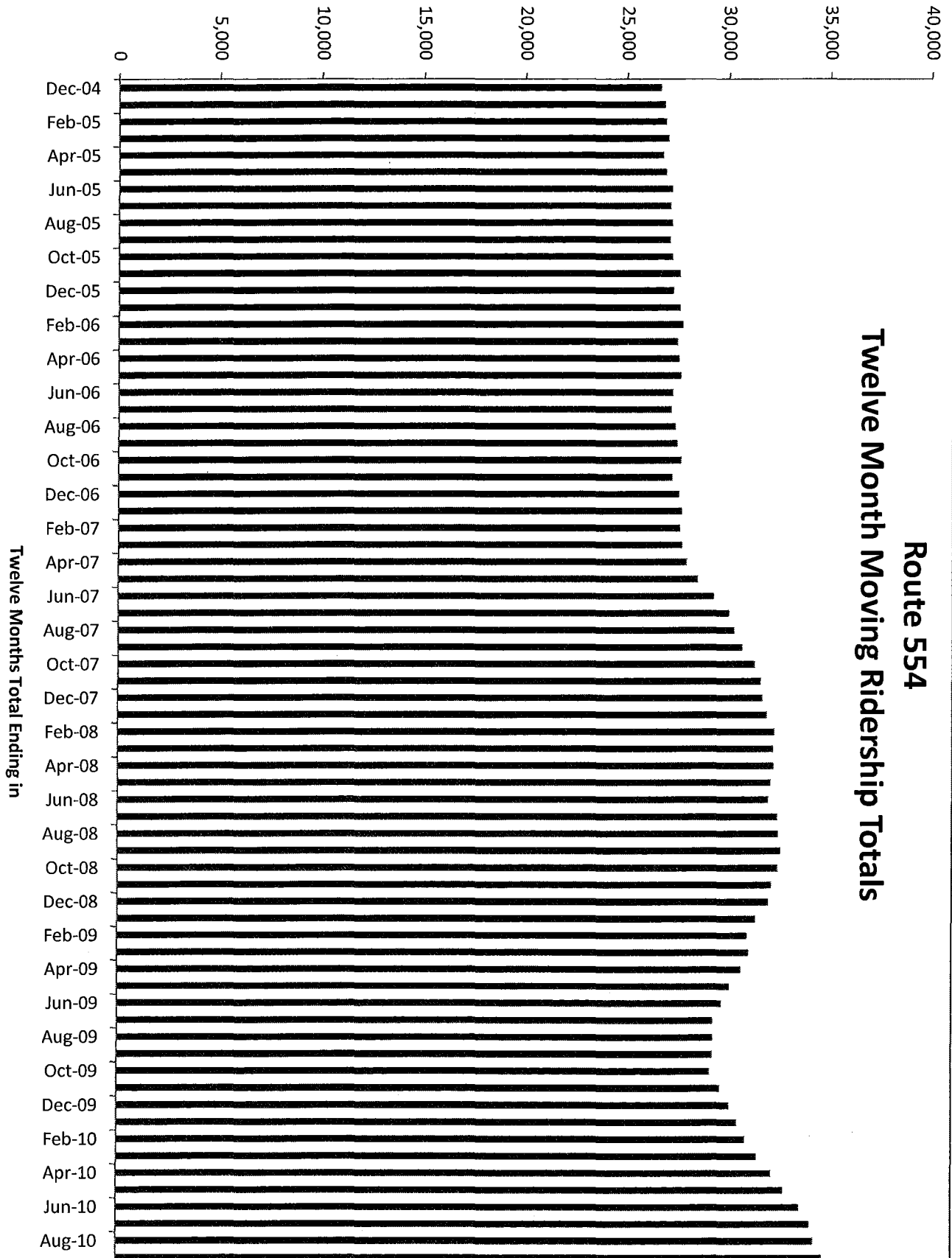
ATTEST:

ATTEST:

By: _____
Signature

By: _____
Signature

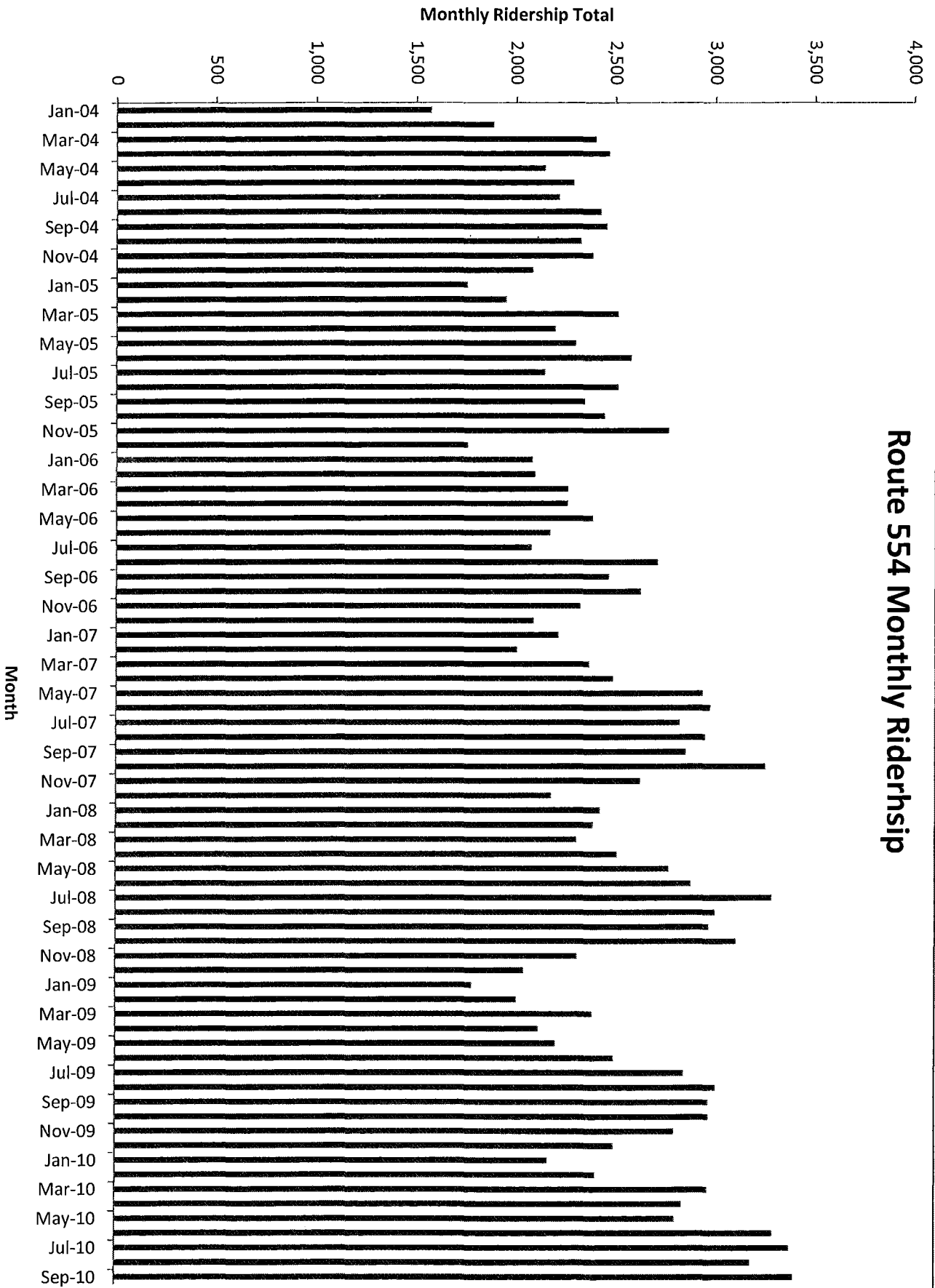
Tweve Month Ridership Total



Route 554
Twelve Month Moving Ridership Totals

Twelve Months Total Ending in

Route 554 Monthly Ridership



**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Request authorization to award an engineering professional service contract for the Highway Safety Improvement Program intersection and roundabout evaluation study for the Salem Drive / Bode Road STP project to DLZ Illinois, Inc. of Arlington Heights, IL in an amount not to exceed \$50,000

MEETING DATE: December 13, 2010

COMMITTEE: Transportation and Road Improvement

FROM: Nathan Roseberry

PURPOSE: Request authorization to award an engineering professional service contract for the Highway Safety Improvement Program intersection and roundabout evaluation study for the Salem Drive / Bode Road STP project to DLZ Illinois Inc. of Arlington Heights, IL in an amount not to exceed \$50,000.

BACKGROUND: The Village partnered with the Village of Schaumburg to submit an application to the Northwest Municipal Conference (NWMC) for federal Surface Transportation Program (STP) funds in 2009. The project has funds programmed for construction in 2014. The project is currently in Phase I Engineering. In an effort to improve the score of the project and increase the likelihood of funding, the scope was enhanced to include intersection safety analysis at the Bode Drive / Gannon Drive and Bode Drive / Salem Drive intersections. Based on the crash patterns and safety benefits, the evaluation modern roundabouts were included in the original STP application.

As part of the Phase I (Study) of this project, the Village is evaluating safety improvements at the Bode Road intersections with Gannon Drive and Salem Drive based on a documented crash pattern. A concept under review at both intersections is the installation of modern roundabouts. During initial project coordination meetings, both IDOT and Federal Highway Administration staff were very supportive of the comparative assessment of roundabouts as part of this study. The Village applied for and was awarded a federal Highway Safety Improvement Program (HSIP) grant to complete the intersection safety improvement and roundabout evaluation. This program provides for 90% of \$50,000 study cost with a local match for the study of \$5,000. The recommendations from this study will be incorporated into the preliminary design report for the project.

DISCUSSION:

The Village issued a Request for Proposals (RFP) for qualified engineering firms to perform a roundabout operational and geometric evaluation, intersection safety study, and prepare plans as needed for the intersections of Bode Road / Gannon Drive and Bode Road / Salem Drive.

The RFP was posted on the Village's website. As part of the RFP, the Village requested a detailed "cost not to exceed" estimate. The RFP asked for specific experience with roundabout analysis in the vicinity of elementary and middle schools. The principal in charge of the work, the lead technical expert, needs to have a broad experience with intersection safety and roundabout analysis with an ability to communicate the findings clearly in reports and public meetings. Eleven proposals with sealed fee estimates were received by the due date.

Staff evaluated each proposal for the following categories: experience of intersection design near schools, experience of roundabout design near schools, technical knowledge of intersection design specifically roundabout design, public involvement capabilities, proposal completeness, project schedule, similar projects, firm and staff qualifications, project approach and understanding, scope of services and various project related issues. The sealed cost fees were used only after evaluating all the proposals. Following the review of the proposals, interviews were conducted with the three top rated consultant firms based on this evaluation. A cost summary for the top three consultant proposals is provided below.

FEE SUMMARY – TOP THREE QUALIFIED FIRMS

CONSULTANT	FEE ESTIMATE TOTAL
DLZ Illinois, Inc.	\$49,959
Bonestroo, Inc.	\$35,698
Metro / RA Smith	\$71,335

The cost range for the eleven proposals received was from \$29,796 to \$465,784 with an average cost of \$89,380. It should be noted that some of the scopes of services did vary between proposals. The proposal at the high end of the cost range did not understand the scope and provided additional work not required for the study. Removing that proposal from the summary statistics, the high cost is \$76,500 and average cost is \$51,739. After evaluating all the proposals and selecting the top three for interviews, the sealed fee proposals were opened. Firms with fee proposals at the low end of the range either did not cite any school experience or it was very limited; these were not considered further. Likewise, firms listing no or little school area experience with higher fee proposals were not considered further. Copies of the proposals from the top ranked firms are in the Trustees' reading room. Each of the top three firms was technically sound in their proposal; the main differences were in their staff experiences with similar studies, the specific expertise and capability of their technical leader, their ability to convey information clearly to the public, and their response during the interview. DLZ Illinois team's intersection analysis and safety expert has the most relevant experience for this project, significantly more than the others. The ability to convey complex technical analysis in understandable terms and to speak from the most experience is critical for the project. After interviewing the three firms, DLZ was deemed to best meet this need. Among the respondents, the DLZ team has the most experience with studies like this located near schools.

DISCUSSION: (Continued)

Based on the consultant proposals, experience with locations near schools and intersections like those to be studied, expertise of technical staff, interview results, scope of services, and fee estimates, DLZ Illinois, Inc. is recommended for award of contract. They provided the best staff experience with these types of studies, conveyed the most confidence during the interview, developed a complete scope of services, offered a very high quality proposal, and a cost within the HSIP grant budget. References were checked for DLZ and found to be very strong.

FINANCIAL IMPACT:

The total study cost is not to exceed \$50,000 with \$45,000 to be paid from HSIP grant funds. The local match of \$5,000 is proposed to be paid from the Traffic Improvement Fund.

RECOMMENDATION:

Request authorization to award an engineering professional service contract for the Highway Safety Improvement Program intersection and roundabout evaluation study for the Salem Drive / Bode Road STP project to DLZ Illinois, Inc. of Arlington Heights, IL in an amount not to exceed \$50,000.

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Request Approval to Reject Bids for the CMAQ Diesel Fleet Emissions Reduction Project

MEETING DATE: December 13, 2010

COMMITTEE: Transportation and Road Improvement Committee

FROM: Gary Salavitch

PURPOSE: Request authorization to reject bids and rebid for the Diesel Fleet Emissions Reduction Project.

BACKGROUND: The Village applied for and obtained a Congestion Mitigation Air Quality (CMAQ) grant of \$221,600 for this project. This project will improve the diesel emissions of the Village fleet by replacing two vehicles, replacing three fire truck engines, and retrofitting twelve vehicles with Diesel Oxidation Catalysts. The total cost estimate is \$277,000 with the 20% local agency share of \$55,400.

DISCUSSION: The bid opening on November 1, 2010 did not meet minimum requirements. Two bids did not have the proper IDOT requirements and were not accepted at the bid opening. Two others bid on parts of the scope and as a result, the major components such as new trucks and new engines did not receive bids. We have concurrence from IDOT to reject the bids and staff requests Village Board authorization to reject the bids.

Staff is confident that rebidding this project would produce favorable results for the following reasons:

1. Specifications would be revised to include more technical detail for engine replacements.
2. Allow more time for bidders to respond to the bid opening. In speaking with some of the bidders, they requested that more time is necessary for this type of work.
3. In addition, bidders were unfamiliar with the IDOT requirements. More time would allow for the bidders to meet the project requirements.

FINANCIAL IMPACT: The local match for the project is \$55,400, proposed to be funded by the Capital Replacement Fund.

RECOMMENDATION: Request authorization to reject bids for the Diesel Fleet Emissions Reduction Project and rebid.

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

**MONTHLY REPORT
December 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

Church of the Cross

St. Alexius

Village Projects

Bicycle Planning

The Village Board approved the Comprehensive Bicycle Plan in May. Most recently, BPAC met on November 10, 2010 to discuss the previous bicycle rides, planning rides for 2011, review of project status, and new grant opportunities. The focus of the group will be on short to long term planning for implementation. The next scheduled BPAC meeting is in February 2011.

Barrington Road Interchange

A letter of intent from IDOT was received and has been approved by the Tollway. A draft RFQ was sent to IDOT and the Tollway for review. Comments were received and revisions to the RFQ are underway.

Roselle Road Traffic Signal

The Village is awaiting a letter of approval from Cook County on signal installation. An update was requested. 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 244 residents have registered for the program. Information on the program registration is provided on Village website and appeared in *The Citizen*. 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 1,923 rides were provided through approximately the first ten months of the year. Currently twenty-three 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 submitted 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. IDOT notified the Village that the HSIP application was approved. The TCSP has not been announced yet. Because the HSIP funds were approved with a lower local match, the Village would not use TCSP funds even if they were approved. 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. A status update was provided to IDOT.

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 with Public Works led to completion of the agreements and specifications for the project, which were submitted to IDOT. IDOT has authorized the Village to proceed with advertising for a letting. The project bid opening was on November 1, however due to the response, it is recommended to reject all bids and rebid the work.

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 has been submitted to IDOT. Staff provided project status to CMAQ which resulted in the funds being shifted to 2011.

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. IDOT approved the Intersection Design Study. Staff received comments from IDOT on the draft project development report. As part of the PDR the Village is required to complete a location drainage study; a contract for this work was approved and will begin in December. 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. The contract was awarded for the culvert design and work is underway. The Northwest Municipal Conference (NWMC) programmed funds for Phase II Engineering and construction. The Phase II funds will partially reimburse the Village for staff time spent in design.

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 will pay the local match of 20% for the work. Letters of intent from both the State and County were received. If needed, Village impact fee funds could be used for a portion of the local match. SEC Group was retained by the Village to perform all engineering phases and handle required paperwork and documentation. Engineering agreements were approved by IDOT and a kickoff meeting was held. Field survey and preliminary design is underway.

Higgins / Moon Lake / Governors

IDOT has completed all paving and sidewalk work. A final invoice from the State is pending.

RTA Community Planning Grant Application

An application was submitted for 2011 funds to the RTA to develop specific operating plans for flexible transit services. The project passed the second level of RTA review and is included in the list of projects to be funded in 2011, pending RTA Board approval in December. The project builds on the findings from the Joint Transit Study completed for the Village in 2004. These flexible services are a hybrid of route operation and a call-in service. The goal is to create operating plans with estimates of costs, ridership, and potential funding sources.

The estimate of cost is about \$100,000 with the Village share of 20%. The RTA will select a consultant and determine a specific scope and cost estimate. An initial meeting with RTA Staff was held.

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.

Another 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 resubmitted in response to a call for projects.

A federal Tiger II pre-application was submitted for the Barrington Road interchange design. A full application was also submitted, however due to the extremely competitive nature of application and the constraint of funding available, it was not selected.

Staff also submitted an ITEP application for the bicycle path project to connect Shoe Factory Road to Prairie Stone and to pave the gravel Forest Preserve path. The project was not selected for funding.

Staff submitted a Model Communities Grant application to Cook County Department of Health. The funds are ARRA originally from the Federal Government. Funds are to be used to reduce obesity through physical activity and improved nutrition. The Village application included policy review, bicycle route signage, and bicycle parking. The grant provides 100% funds with no local match and must be spent between February 2011 and March 2012 if awarded. The Village is partnering with HEPD, NWMC, and GE Capital on the application.

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. The STB reviewed discrepancies in reporting incidents and will rule on any additional actions and requirements. Information and links are provided on the Village website. At the request of the Village, Cook County installed a flashing beacon on an existing warning sign in advance of the hillcrest east of the railroad crossing. Work on the new advance warning sign on Shoe Factory is underway. The CN License Agreement for access to crossing data was approved by Village Board. Staff 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. When information is received from CN, a public open house meeting can be scheduled. Staff appeared at ICC Hearings in October and early December to provide testimony in support of a pedestrian/bicycle crossing of the railroad right-of-way. The hearing was continued until January 2011.

Shoe Factory Road - Cook County

Civiltech submitted revised plans and drainage analysis to the Village and Cook County for review. Target is for letting in 2011; however right of way acquisition will be the primary determinant of schedule. Village is reviewing plans and will provide comments

to the County and the consultants. As-built information on various utilities and stormwater calculations were provided to the consultant.

Northwest Tollway (I-90) Corridor Study

No new information.

O'Hare Noise Compatibility Commission

Attended full Commission Meeting in early December.

Pace HOT Line Bus Service (Route 557)

The most recent ridership data provided by Pace is from October and November 2010 with totals of 957 and 937 respectively.

Average daily ridership using the EZ-Rider Pass was about 20 to 25 per day through September. Total ridership is closer to 40 to 45 per day based on the most recent data from Pace. This is due to cash paying customers riding the bus, presumably from AT&T. 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 was held in November to discuss service options. The companies may choose to change from the HOT Line service to a van program for employee transit.

Pace Route 554

The most recent ridership data provided by Pace for Route 554 was through October 2010. Average daily use was about 170 riders which is higher than the same month in 2009. Year to date ridership is about 21% higher than the long term average ridership (2004 to 2008) through September. Pace is investigating potential enhancements to Route 554.

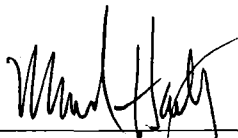
STAR Line

A Task Force Meeting was held on July 13. Metra anticipates submitting to Federal Transit Administration in 2010. Public hearings and environmental scoping meetings will be scheduled. Coordination between Metra and Tollway continues. The Tollway is receiving various options for construction, widening, and transit improvements on I-90. An update was requested from Metra but no information has been received yet.

Traffic Studies / Other

- 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.
- Staff is developing an informational brochure on transit services offered in the Village.
- Keeping log of public transit related requests, inquiries, phone calls, etc.
- Sign and striping changes at the Hassell / Jones curve have been implemented. Reflective post strips have been installed. The radar activated LED turn warning sign has been installed. Operations will be monitored and adjustments to the sign can be made if deemed necessary.
- Public transit information provided on Village website. Information expanded to include more links and a map of transit services in the Village.
- Submitted requests to IDOT for them to investigate safety funding at several intersections on their system.



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