

AGENDA
TRANSPORTATION AND ROAD IMPROVEMENT COMMITTEE
Village of Hoffman Estates
October 17, 2011

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

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

I. Roll Call

II. Approval of Minutes - September 12, 2011

NEW BUSINESS

1. Discussion regarding a resident request to review changes to parking restrictions on Jody Lane.
2. Review of recommendation from the Bicycle and Pedestrian Advisory Committee for resolution to adhere to complete streets practices.
3. Request acceptance of Transportation Division Monthly Report.

III. President's Report

IV. Other

V. Items in Review

VI. Adjournment

Village of Hoffman Estates

**TRANSPORTATION & ROAD IMPROVEMENT
COMMITTEE MEETING MINUTES**

September 12, 2011

I. Roll Call

Members in Attendance:

**Gary Stanton, Chairperson
Karen Mills, Vice Chairperson
Ray Kincaid, Trustee**

**Other Corporate Authorities
in Attendance:**

**Trustee Jacquelyn Green
Trustee Anna Newell
Village President William McLeod**

**Management Team Members
in Attendance:**

**Jim Norris, Village Manager
Art Janura, Corporation Counsel
Dan O'Malley, Deputy Village Manager
Mark Koplin, Asst. Vlg. Mgr., Dev. Services
Peter Gugliotta, Director of Planning
Gary Skoog, Director of Economic Development
Don Plass, Director of Code Enforcement
Mike Hankey, Dir. of Trans. and Engineering
Patrick Seger, Human Resource Mgmt. Dir.
Bob Gorvett, Fire Chief
Michael Hish, Police Chief
Algean Garner, Director of H&HS
Joe Nebel, Director of Public Works
Michael DuCharme, Finance Director
Bruce Anderson, Cable TV Coordinator
Nichole Collins, Emergency Mgmt Coord.
Bev Romanoff, Village Clerk
Linda Scheck, Tourism & Bus. Retention Coord.**

Others in Attendance

Reporters from the *Daily Herald* and the *Chicago Tribune*

The Transportation & 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 September 12, 2011. Voice vote taken. All ayes. Motion carried.

NEW BUSINESS

1. **Request authorization to rescind award of contract to North Suburban Asphalt for inability to perform the 2011 Crack Sealing and Seal Coating Project and award contract to the next lowest available bidder, Behm Pavement Maintenance, Inc. of Crystal Lake, IL, at a cost not to exceed \$238,465.73.**

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

Trustee Mills and Mike Hankey discussed whether the project was worth doing this fall, the need to finish the Sears Centre Arena lots and the budget.

Motion by Trustee Pilafas, seconded by Mayor McLeod, to rescind award of contract to North Suburban Asphalt for inability to perform the 2011 Crack Sealing and Seal Coating Project and award contract to the next lowest available bidder, Behm Pavement Maintenance, Inc. of Crystal Lake, IL, at a cost not to exceed \$238,465.73. Voice vote taken. All ayes. Motion carried.

2. **Request acceptance of Transportation Division Monthly Report.**

The Transportation Division Monthly Report was presented to Committee.

Motion by Trustee Mills, seconded by Trustee Green, 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 Pilafas, seconded by Trustee Green, to adjourn the meeting at 7:33 p.m. Voice vote taken. All ayes. Motion carried.

Minutes submitted by:

Emily Keros
Director of Operations, Office of the Mayor & Board

Date

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Discussion regarding a resident request to review changes to parking restrictions on Jody Lane

MEETING DATE: October 17, 2011

COMMITTEE: Transportation and Road Improvement

FROM: Michael Hankey

PURPOSE: A resident requested a review of the potential to switch No Parking restrictions on Jody Lane from the east side to the west side of the street.

BACKGROUND: At the August 1, 2011 Village Board meeting a resident requested a review of parking on Randi and Jody Lane. This included the potential for switching the No Parking on Jody Lane to the west side of the street. The concern is that vehicles parked on the west side of Jody Lane limit visibility at the intersections with Randi Lane. If vehicles were only allowed to park on the east side of Jody Lane, visibility at the Randi Lane intersections would be improved. However it was noted that vehicles parked in driveways or on aprons (between the street and the sidewalk) at residences on the west side of the street could still limit visibility. Similar requests for changing the side of the street on which parking is prohibited for Randi and Jody Lane have been made in the past. Primarily due to reduced number of parking spaces that would result if parking was switched on Randi Lane and no reported crashes related to intersection visibility, no changes to parking were made.

DISCUSSION: The neighborhood street layout is shown on the attached exhibit. Jody Lane is a standard residential street design with parking restricted on one side of the street. On Jody Lane from Bode Road to the southern Randi Lane intersection, parking is allowed on the west side and restricted on the east side. The posted speed limit on Jody Lane is 20 mph. Fire hydrants are located on the west side of the Jody Lane. There are two intersections on Jody Lane with Randi Lane. A review of crash history on Jody Lane found two reports in the last five years, both involving parked vehicles. Neither of these incidents was intersection related. If parking was allowed on the east side of Jody Lane and prohibited on the west side, the number of on-street parking spaces on Jody lane would be approximately the same.

Resident Surveys

All the residences on Jody Lane and two Randi Lane residences on the corners were sent surveys to ask their opinion on whether the No Parking should be switched from the east side of the street to the west. On-street parking would be allowed on the east side of Jody

Lane under this scenario. Space for comments was also provided on the survey form. Twenty four surveys were sent with 15 returned and one returned as the property being vacant. A separate notice without a survey was sent to residences on Randi Lane to inform them of the parking review request and meeting date to offer the opportunity for input.

Of the 15 surveys returned, 13 did not want a change to the parking regulations on Jody Lane. The comments and suggestions from the surveys are summarized below.

- Not aware of any crashes so leave parking as is.
- It works now why change parking.
- Leave parking as it is, just limit parking near the intersections.
- Limit parking on both sides of the street on Jody Lane between Bode Road and the north intersection of Randi Lane to provide more space for vehicles entering and exiting the neighborhood.
- Designate the specific starting point with a sign for on-street parking on Randi lane south of Jody Lane (the southern intersection).
- Parking occurs too close to driveways.
- If parking was switched on Jody Lane, drivers entering from Bode Road would have to circle around the block to park on the east side of Jody Lane or make u-turns in driveways.

Comments received by phone from Randi Lane residents included:

- Visibility is limited due to vehicles parking on the inside of the curve near the bubble at the south end of Randi Lane.
- Difficult to back out of driveway when vehicles are parked on the opposite side of the street especially in the curve where parked vehicles are not able be parallel to the curb.
- Restrict parking near the south intersection of Jody Lane and Randi Lane.
- Support the change in parking on Jody Lane.
- Noted that fire hydrants are located on the west side so if parked is switched no vehicles would park near hydrants.

On-Street Parking Observations

The Police Department conducted parking counts of the number of vehicles parked on-street during the week and on weekends. Counts were conducted from late evening to early morning between roughly midnight and 6:00 a.m. This information is intended to give an indication of the amount of on-street parking that occurs during different time periods. The neighborhood was divided into three zones for the purpose of the parking counts as shown on the attached exhibit. The number of counts on individual days was based on what the officer could incorporate into the patrol schedule. The maximum and average number of vehicles observed parked in each zone is shown in the table along with the approximate number of vehicles that can park on-street by zone.

	On-street Spaces	Average Weekday	Maximum Weekday	Average Weekend	Maximum Weekend
Zone 1 – Randi North	23 to 28	10	13	10	13
Zone 2 – Jody	11 to 13	7	8	7	10
Zone 3 – Randi South	20 to 23	7	7	7	10

Summary of Findings

Based on the physical conditions, crash data, and parking counts, there are several options that could be considered. It should be noted that there are many other intersections in the Village where parking is allowed on the same side of the street as the stem of "T" intersections similar to Jody Lane. The amount of on-street parking that is utilized along Jody Lane distinguishes this area from many others. Under current conditions, multiple vehicles are parked in the driveway and / or aprons at various locations on Jody Lane. If parking was switched to the east side of the street, visibility at the Randi Lane intersection would improve but would be limited when vehicles on the apron.

Options

1. Switch No Parking from east side of Jody Lane to the west side. As a result parking would be prohibited on the west side and allowed on the east side of Jody Lane. Intersection visibility from Randi Lane would be improved. Approximately the same amount of on-street parking would be available on Jody Lane.
2. Prohibit parking on both sides of Jody Lane from Bode Road to the north Randi Lane intersection. More space would be available for vehicles to maneuver when entering and existing via Bode Road. Visibility to the north from the northern Randi Lane intersection would be improved. One parking space would be eliminated – parkers using that space would likely relocate around the corner on Randi Lane or further south on Jody Lane.
3. Post signs to prohibit parking at intersections within 20 feet of the crosswalk as specified by the Illinois Vehicle Code. Intersection visibility would be improved to some degree. Under current law, vehicles should not be parked within this distance from an intersection anyway. Without signs indicating the limits of the prohibition, some drivers do park in these areas. One space on each leg of the intersections would be designated as no parking.
4. Do not change parking restrictions.

FINANCIAL IMPACT

Minimal depending on which option(s) is considered.

RECOMMENDATION

For discussion.

Attachments

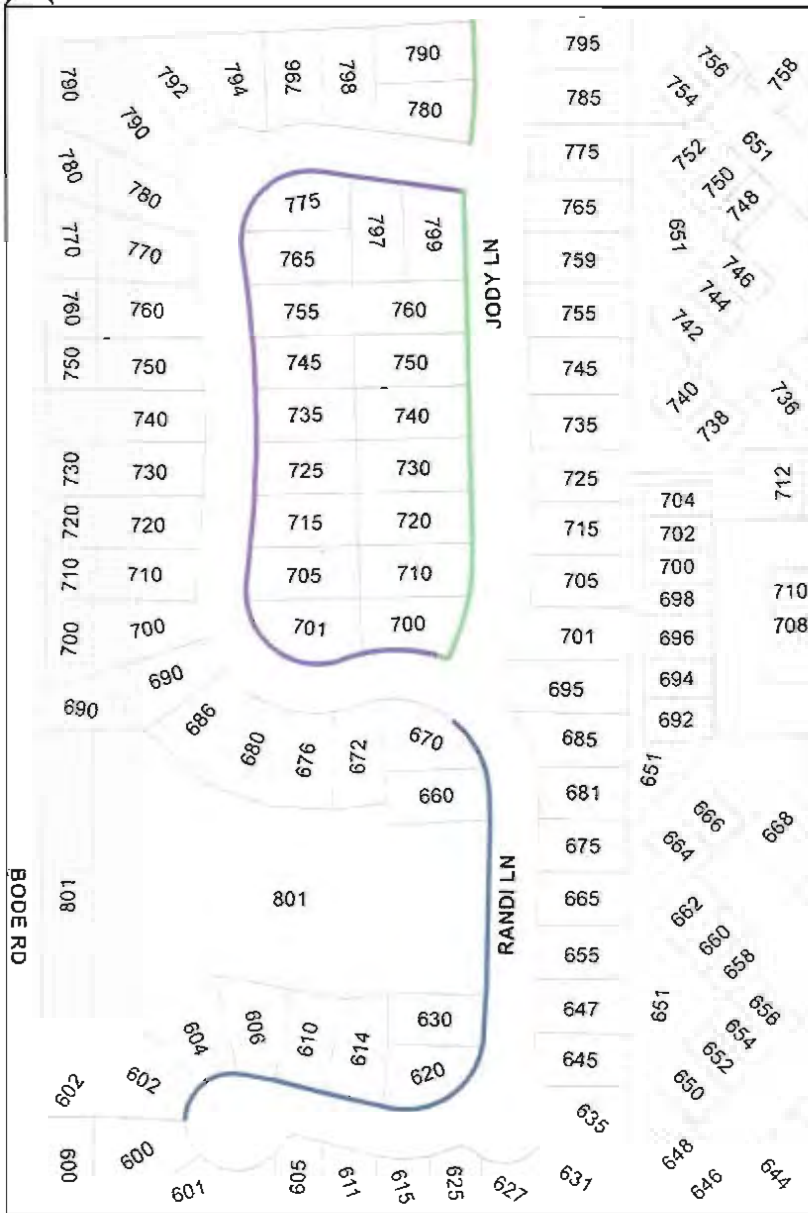


Jody Lane and Randi Lane Area





Randi Lane and Jody Lane - Parking Demand Counts



Legend

- Randi Lane (Zone 1)
- Jody Lane (Zone 2)
- Randi Lane (Zone 3)

Weather _____

Date _____

Day _____

Time _____ to: _____

Observer: _____

Time	Zone		
	1	2	3

1 inch = 200 feet

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Review of recommendation from the Bicycle and Pedestrian Advisory Committee for resolution to adhere to complete streets practices.

MEETING DATE: October 17, 2011

COMMITTEE: Transportation and Road Improvement

FROM: Ashley Monroe / Michael Hankey

PURPOSE: Review of a recommendation from the Bicycle and Pedestrian Advisory Committee to approve a Village resolution to adhere to complete streets practices.

DISCUSSION: In February 2011, the Village Board approved the Communities Putting Prevention to Work (CPPW) grant agreement to install bicycle route signage as well as to review the Village Subdivision Code and a potential complete streets ordinance. As the draft complete streets ordinance evolved, it became clear that changes to Village Code would be necessary for the Village to be able to fully utilize and implement complete streets best practices. Instead of an ordinance, the proposed resolution clearly defines complete streets goals without enforcing mandatory changes at this time.

The attached resolution is recommended by the Village Bicycle and Pedestrian Committee (BPAC) as a first step in acknowledging the importance and benefit of complete streets to the community. If the proposed resolution is approved, recommended revisions to the existing Village Subdivision Code will be brought to the Planning and Zoning Commission for review by the end of this year. An information packet on complete streets is also attached.

FINANCIAL IMPACT: None

RECOMMENDATION: Request approval of a Village resolution to adhere to complete streets practices.

RESOLUTION NO. _____ - 2011

VILLAGE OF HOFFMAN ESTATES

**A RESOLUTION PROVIDING FOR
A COMPLETE STREETS POLICY**

WHEREAS, the Village of Hoffman Estates desires to ensure that all users, of all ages and abilities, of our transportation system are able to travel safely and conveniently on all streets and roadways in the Village; and

WHEREAS, a complete street is one which provides a safe, convenient and context-sensitive facility for all modes of travel including pedestrians including those with disabilities, bicycles, public transit, vehicles, freight vehicles, and emergency vehicles; and

WHEREAS, complete streets improves the livability of a community through improving the human, environmental, and economic health of Hoffman Estates; and

WHEREAS, complete streets provide public health benefits, including increasing physical activity and improving air quality, by providing the opportunity for more people to bike and walk safely; and

WHEREAS, the implementation of complete streets will lead to greater street connectivity and provide increased flexibility for recreation and travel; and

WHEREAS, complete streets goals can be achieved on a project-level basis or through more comprehensive policy changes; and

WHEREAS, the principles of complete streets are compatible with the Village's Capital Improvement Plan, Comprehensive Plan and Comprehensive Bicycle Plan.

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 Village commits to a Complete Streets Policy through which all streets in the Village shall be designed, operated and maintained in accordance with complete streets principles.

Section 2: The Village commits to incorporating complete streets principles into relevant Village plans, manuals, policies, processes and programs.

Section 3: The Village will incorporate complete streets into improvement project such as but not limited to construction, implementation, resurfacing, reconstruction, and maintenance work.

Section 4: The application of complete streets principles will be flexible to permit design and operation of facilities within the context of the surrounding land uses.

Section 5: The Village commits to partner with other government entities as necessary to implement this complete streets policy.

Section 6: Any exemptions to this policy shall be limited to instances where the project involves a facility where access by non-motorized users is prohibited by law, there is a documented absence of use by all except motor vehicle users now and would be in the future if the roadway were a complete street, or the scope of the project is limited to maintenance activities intended to keep the roadway in a serviceable condition, and the exemption is documented in writing and the exemption is approved by the Village Manager.

Section 7: This Resolution shall be in full force and effect immediately from and after its passage and approval.

PASSED THIS _____ day of _____, 2011

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 _____, 2011

Village President

ATTEST:

Village Clerk

Complete Streets Policies for Municipalities

TRANSPORTATION AND PUBLIC HEALTH

Transportation has a tremendous impact on human health and the quality of life in every community. With rising obesity rates and increasingly sedentary lifestyles, the public health community is urging more people to get physical activity through active transportation, which means walking, bicycling and using public transit instead of driving private automobiles. Active transportation is the simplest way for people to get the activity they need to boost physical and mental health and to prevent obesity and related conditions like heart disease and diabetes.

When people have safe active transportation options, every trip taken becomes an opportunity for physical activity. But there are many physical and social barriers to walking and

bicycling, which can be grouped into three major categories: long distances, lack of facilities and traffic safety concerns. These barriers are the product of engineering, zoning, land use and urban design trends prevalent in United States transportation systems for the last half century. Eliminating these barriers means changing the way we think about transportation; a more inclusive and equitable approach requires shifting the paradigm from mobility to accessibility. This change begins with local transportation agencies, school districts and the policies that guide them.

The following is one in a series of briefs about a variety of policy initiatives that can be enacted on a local level to promote active transportation and improve public health.

EXECUTIVE SUMMARY

In many communities, the built environment is hostile to active transportation. Barriers related to distance, facilities and traffic safety prevent people from walking and biking, and thus limit their opportunities for healthy physical activity and access to basic resources. Because the built environment is shaped by local transportation policy, municipalities can create more walkable, bikeable communities by adopting local Complete Streets policies.

“Complete Streets policy is a commitment by a municipality to accommodate pedestrians, bicyclists and transit users.”

A Complete Streets policy is a commitment by a municipality to accommodate pedestrians,

bicyclists and transit users in new transportation projects whenever appropriate, including the design of new facilities and the improvement of existing facilities. This means expanding the traditional concept of roadways to include sidewalks

and the entire right of way. Complete Streets policies are effective tools for creating transportation networks that improve access, safety, health, environmental quality and equity to all citizens.



Here is a great example of a complete street: A busy road with buffered sidewalks and bike lanes that still accommodates two lanes for motor vehicles.

PHOTO: completestreets.org

CONTEXT AND IMPORTANCE

Private automobiles have been the most common form of transportation in the United States since the 1960s. One result of this reliance on automobiles is that our roadways are designed to accommodate cars far more than people walking, biking and taking public transit.

Elements of car-centric roadway design include high speed limits and wide lanes to facilitate those speeds. Streets often lack sidewalks, crosswalks, access for people with disabilities and safe areas to bicycle. The result is a roadway system that serves those who drive cars and excludes others—the aging population, the economically disadvantaged and children.

In communities without an accessible sidewalk network, bikeable streets or public transit, the automobile is the linchpin to having a good quality of life. However, nearly 30 percent of

all Americans over age 16—including the elderly, teenagers and those with disabilities—do not drive cars. Their transportation needs must be provided for, as well as their safety. More than 40 percent of bicyclist and pedestrian deaths nationwide occur on streets that have no crosswalks. Nearly 30 percent of pedestrian crashes in Illinois involve child victims.

Car-centric roadway networks are not only dangerous for pedestrians and bicyclists, but they also facilitate an unhealthy sedentary lifestyle for those who drive. Between 1990

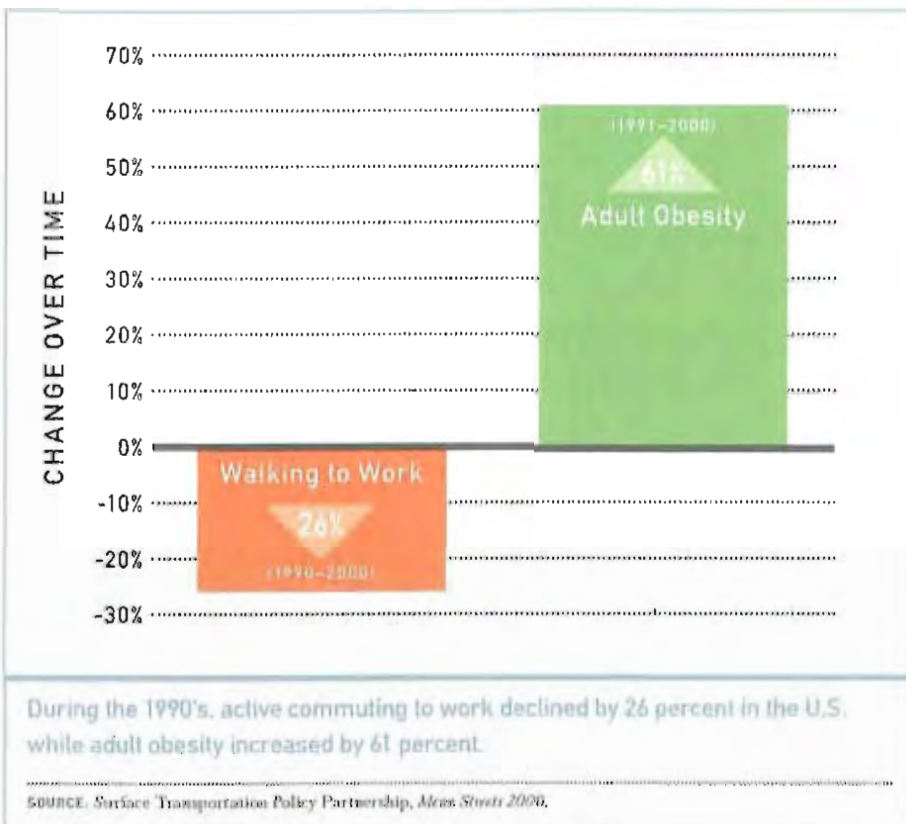


Without a sidewalk, pedestrians must walk in the street with traffic. This is even more dangerous during the winter months.

PHOTO: League of Illinois Bicyclists.

and 2000 the number of adults who walk to work declined by 26 percent; meanwhile adult obesity increased by 61 percent (see table). In 1969 almost 50 percent of children in the U.S. walked or rode bikes to school; in 2009 that number had dropped to 12 percent. Illinois is now ranked 4th in the nation for childhood obesity. The correlation between obesity and sedentary lifestyles is clear. One of the simplest ways for people to get the physical activity they need in order to stay healthy is for them to use active transportation, but in many communities the built environment makes it difficult and dangerous.

These conditions are the result of half a century of design and engineering that prioritizes motor vehicle travel above all other modes. Local transportation agencies have the power to shape our roadway networks, but their goals have been guided by the prominence of the automobile in our everyday lives. Rising concerns about public health merit a change in priorities. The most effective way to institutionalize new ideals is through adoption of a Complete Streets policy by the local legislatures that control and fund transportation agencies.



WHAT ARE COMPLETE STREETS?

Complete Streets are designed and operated to enable safe access for all users of the transportation network, regardless of age or ability, providing multiple transportation options in a safe and time-efficient manner. The core principles of Complete Streets are accessibility and connectivity, with a long-term goal of creating a transportation network that anyone in the community can use to reach any destination by whatever travel mode they choose—on foot, bicycle, public transportation or private automobile.

"Complete Streets principles encourage flexibility to meet the context and demands of each situation."

There are no predefined facilities requirements, but some common attributes of Complete Streets are sidewalks, improved lighting, functional transit shelters and exclusive facilities for bicycles (see photos). Rather than rigid

design standards, Complete Streets principles encourage flexibility to meet the context and demands of each situation. For example, not every street requires a sidewalk in order to be walkable, and some streets with high-quality sidewalks

may still be inhospitable because of intersection design or high vehicle speeds. Complete Streets policy shows a commitment to finding the right solution for all road users in a given environment.

Examples of Complete Street Elements



COUNTDOWN TIMER
Indicates amount of time pedestrians have to cross. Helpful for people with disabilities and seniors. PHOTO: gothamist.com



LIGHTING
Increases personal safety and makes pedestrians more visible to drivers. Indicates high-priority pedestrian areas and supports business districts. PHOTO: www.pedbikeimages.org/Ron Bloomquist



RAISED MEDIAN ISLAND
Provides buffer and protection for pedestrians while crossing wide or busy streets. Adds space for green infrastructure. PHOTO: pedbikeimages.org/Dan Burden



BIKE LANE
Establishes space on road exclusively for bicycle travel. Bicycle lanes are striped and marked with a bicycle symbol and an arrow. PHOTO: Active Transportation Alliance



MARKED CROSSWALK
Uses a visual cue to designate space for pedestrian crossings and alert drivers to priority crossing areas. PHOTO: Active Transportation Alliance



TRANSIT SHELTER
Protects waiting transit users from the elements. Makes bus-transit more appealing and easier to recognize. PHOTO: Green Diary

POLICY RECOMMENDATIONS

As of January 2011, more than 200 jurisdictions in the U.S. have adopted Complete Streets policies or made written commitments to do so. This includes regional policies in Illinois' Cook and Lake Counties, as well as the Illinois Department of Transportation. But nationwide, more than half of the existing Complete Streets policies have been advanced at the municipal level.

Written resolutions are a popular policy strategy, but they are non-binding and only serve as a first step in full adoption of a Complete Streets policy. The most effective way for municipalities to ensure

equity in the development of their local transportation network is to pass an ordinance requiring accommodation of pedestrian, bicycle and transit traffic as well as automobiles in all new construction and retrofit programs. Ordinances should set design standards, establish performance measures, specify limited exceptions, and require the creation of an active transportation plan to guide long-term implementation of Complete Streets. Over time, this policy will allow the built environment to become healthier and more hospitable to active transportation as each project is completed.



Women who walk or bike 30 minutes a day have a lower risk of breast cancer.

SOURCE: American Public Health Association.
PHOTO: www.bikepedimages.org/DanBurden

DEVELOPMENT AND IMPLEMENTATION

Implementation of a Complete Streets policy is a long-term commitment that brings about improvements based on local needs, at a pace that can be supported by the community's resources. It does not require implementation of rigid designs, but rather requires design flexibility to meet the context and demands of each situation.

Implementation is a multidisciplinary process that includes the following best practices:

◦ Legislative Resolution

Adopt a resolution that sets goals for network connectivity and specifies accessibility for all user types—pedestrians, bicyclists, transit users and motorists. Also specify that all new projects are put forth in the interest of these goals.

◦ Legislative Ordinance

Pass a municipal ordinance requiring the local transportation authority to adopt, train and apply design guidelines based on the principles of Complete Streets. Strictly limit the exceptions for following these guidelines and require justification for exceptions.

◦ Training

Train planners to connect transportation with land use for livability. Train engineers to encourage mode prioritization and context-appropriate standards.

◦ Planning & Funding

Create a non-motorized plan to guide improvements to the local network, help to identify funding sources and boost the prospects of getting them. The planning process must include public engagement and a needs assessment to identify community priorities and context-sensitive solutions.

◦ Oversight

Establish a reporting system so legislators and community members can monitor transportation agencies' implementation progress. Examine the process by which projects are selected, planned and funded. Ensure that they relate to community priorities and connectivity to the transportation network.



A 30-minute round-trip bicycle commute is associated with better mental health in men.

SOURCE: American Public Health Association.
PHOTO: completestreets.org.

As the Complete Streets policies gain popularity nationwide, there are many resources available to assist you in developing a strong, lasting policy that serves the needs of your local community. The Active Transportation Alliance is a member based non-profit organization advocating for better walking, bicycling and transit throughout Chicagoland. For technical assistance with developing policies, implementation strategies, planning and training, please contact us.

RESOURCES

"Get the Facts: Active Transportation Benefiting Health, Safety and Equity," American Public Health Association, 2010. www.apha.org

"Guide to Policy Elements," National Complete Streets Coalition, 2010; <http://www.completestreets.org/changing-policy/policy-elements/>

Highway Statistics 2003; U.S. Department of Transportation, Federal Highway Administration; <http://www.fhwa.dot.gov/policy/ohim/hs03/html/dlchrt.htm>

National Household Travel Survey, 1969; <http://www.fhwa.dot.gov/ohim/1969/v.pdf>

Traffic fatalities and injuries: The effect of changes in infrastructure and other trends, Noland, R.B., 2002; <http://www.cts.cv.ic.ac.uk/staff/wp22-noland.pdf>

CONTACT



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

**MONTHLY REPORT
October 2011**

New Developments

Traffic data, site plans, and inspections are occurring for the following projects:

Beverly Road Properties	Morizzo Funeral Home
St. Alexius Medical Center	Chase Bank – Roselle Road
Ryland – Beacon Pointe concept	Bradwell subdivision
Barrington Lakes Apartments	Various smaller projects and permit applications

Village Projects

◆ **Bicycle Planning**

The next Bicycle and Pedestrian Advisory Committee (BPAC) meeting is scheduled for November 9, 2011. Potential changes to the Subdivision Code to reflect the complete streets approach will be presented at the next meeting. BPAC last met on August 24, 2011. The Labor Day weekend bicycle ride and the status of various projects were discussed. Staff from Active Transportation Alliance presented an overview of Complete Streets and BPAC recommended approval of a resolution supporting this practice. “Complete Streets” takes into account the needs of all users and is applied through all phases of planning, design, and operation. The Complete Streets resolution and Subdivision Code changes will be presented to a future Village Board Committee meeting. The bicycle route and destination signing through the CPPW grant is nearly complete.

◆ **Barrington Road Interchange**

Negotiations are ongoing with the top rated firm on the scope, hours, and fee. IDOT and the Illinois Tollway will assist with negotiations. The target is to present a recommendation for award of contract for the Phase I engineering services at an upcoming Transportation and Road Improvement Committee. The Intergovernmental Agreement with IDOT for their share of Phase I funding was approved. This allows access to \$1.5 million in State funds to pay for a share of the preliminary engineering costs. A request to include the interchange project in the Statewide Transportation Improvement Program (STIP) update in the spring of 2012 will be prepared. Village staff attended the annual IDOT Highway Improvement Program open house to express support for the continued inclusion of the Barrington Road full interchange.

◆ **Roselle Road Traffic Signal**

The Village received a letter of approval from Cook County on the signal installation. Some conditions such as right turn lanes on Roselle Road and no pedestrian phasing required further discussion with Cook County. The County has removed their condition to build right turn lanes while the pedestrian phase issue is still under review. The County’s traffic consultant is currently reviewing the documentation supporting the pedestrian signal phase.

◆ **Taxi Discount Program**

Registration continues with identification cards and coupons sent to residents. To date, a total of 285 residents have registered for the program. Information on the program

registration is provided on the 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, about 2,401 rides were provided. Coupons received to date in 2011 total 2282 continuing an upward trend from prior years. Projecting through the end of 2011, the number of trips could be around 3,300, about 35% higher than the 2010 total.

Currently, 25 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**

Work on the Highway Safety Improvement Program (HSIP) grant to fund an intersection safety study is continuing. The grant will reimburse the Village for 90% of the project costs. An initial capacity and geometric analysis report has been reviewed and comments provided to DLZ, the consultant hired by the Village to perform the study. Coordination with adjacent property owners will occur to receive insights on their issues related to the Bode / Salem intersection. Observations of school operations were made to incorporate into the study. The potential for different intersection designs and traffic controls (all way stop, signals, modern roundabouts) along with modifications to lane configurations are included in the study. A joint application with the Village of Schaumburg was approved by the Northwest Municipal Conference for reconstruction, intersection improvements, and bicycle facilities. 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. IDOT finally approved the bid award documentation. Staff is currently working on contracts with the low bidders with one completed. Public Works staff can proceed with the engine retrofits and engine replacements for the contact that has been approved. Once the contract for vehicle purchases is finalized, the new vehicles can be acquired. Some of the work is expected to occur in 2011 with the balance in 2012.

◆ **Higgins Road Pedestrian/Bicycle Project**

The project was on the IDOT on September 23, 2011 letting. The low bid of about \$640,000 is being reviewed by IDOT for approval. The low bid is less than the \$750,000 estimate included in the CMAQ application. Given the processing and approval times required for IDOT projects following the bid opening, some work might still begin this fall, but the majority will likely occur in 2012. Given current and upcoming work loads,

a Request for Proposals for the construction management of this project is currently open. Staff expects to bring a recommendation for award of contract for this work to the Village Board in November 2011.

◆ **Palatine Road Widening Project**

The Village application for Surface Transportation Program funds (\$1.3 million) was approved by NWMC. The Village also signed a Letter of Intent (LOI) with IDOT who will pay a significant share of the local project cost. IDOT approved the Intersection Design Studies.

Staff received comments from IDOT on the draft project development report. As part of the PDR, the Village was required to complete a location drainage study. Resolution on a concept for the east end of the project at Haman Road was reached with IDOT. The drainage study has been approved by IDOT. Final revisions will be made to the full project development report which will be submitted to seek Phase I approval.

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. However, the Phase II work cannot begin until IDOT approves Phase I. IDOT currently shows the project on a July 2012 letting but this will be dependent upon IDOT submittals and reviews.

◆ **Hassell Road Surface Transportation Program Project**

An application for STP funds was approved by the Northwest Municipal Conference for reconstruction and culvert replacement on Hassell Road. Some staff time during Phase II will be reimbursed. 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, on-street parking, and bicycle lanes on each side. The lane configuration will vary depending on the location within the project. 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. IDOT provided some comments on the bridge (culvert) design and the consultant is making necessary revisions.

Staff has received clearance for Environmental, Geometrics, and Army Corps staff met with the FHWA (Federal Highway Administration) and IDOT in July to discuss the scope, limits, and processing for the project. Since the meeting, staff has also submitted the Phase I Project Development Report for review and received comments from IDOT. Work continues on design and documentation for the culverts. Staff has started work on Phase II Engineering Agreements. IDOT currently shows Hassell Road on an August 2012 letting. This will be dependent on timely reviews and approvals by IDOT. If that date is met, it is likely that the culvert work could begin in late 2012 with the bulk of the road reconstruction occurring in 2013. During 2013, the work on Hassell Road would be the only street rehabilitation taking place that year.

- ◆ **IL 59 / Shoe Factory Road Right Turn Lanes**

This CMAQ funded project received Phase I approval. A kickoff meeting for the Phase II design was held in September. The consultant, HR Green, determined that no Right of Way will be needed for the addition of right turn lanes. Assuming timely IDOT reviews and approvals, the project should be ready for construction in 2012. The local match will be paid by IDOT and Cook County. Village impact fee funds are being used to advance funds for design with reimbursement from the State and County.
- ◆ **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 approved for 2011 funds through the RTA to develop specific operating plans for flexible transit services. The project builds on the findings from the Joint Transit Study completed for the Village in 2004. These flexible services are a hybrid of fixed route operation and a call-in service. The goal is to create operating plans with estimates of costs, ridership, and potential funding sources to determine feasibility and possible implementation options. LandVision Associates was selected to conduct the study. An Advisory Committee consisting of representatives from agency staff, two Village Trustees, St. Alexius, and the Park District met in July to review the project steps. The consultant is working on the public involvement plan and assembling base data for use in subsequent steps. The estimate of study cost is about \$80,000 with the Village share of 20% due at the end of the project in 2012.
- ◆ **CMAQ, DNR, and CPPW Grant Applications**

Two CMAQ bicycle projects were submitted in March 2011 in response to CMAP's new call for CMAQ projects. One was a bicycle path under the Tollway and Hoffman Boulevard bridges adjacent to the CN right of way and along Shoe Factory Road. The other was the Huntington Boulevard/Harmon Boulevard corridor. Both projects would utilize consulting engineering services for all phases of design. CMAP's proposed project funding list did not include either Village proposal, even though the Shoe Factory Road project was recommended by a CMAP advisory group charged with reviewing all bicycle and pedestrian applications. The Village submitted comments on the proposed CMAQ funding plan asking that the Shoe Factory Road project be included with this cycle. A Pace proposal to increase bus service along the I-90 Corridor is in CMAP's recommended list as well as intersection improvements submitted by IDOT at Barrington / Bode and Barrington / Algonquin Road intersections. Staff testified at the CMAP project selection committee meeting on the merits of the Shoe Factory Road bicycle project however it is still shown on the "B" list. CMAP approved the project list with no changes.

Another application submitted was a bicycle path connection on Central Road to link the AT&T outlots with the Forest Preserve path system. This application was for an Illinois Department of Natural Resources grant but due to limited funding from the State, no projects were selected.

The Village was awarded a Model Communities Grant by 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 and bicycle route signage. The grant provides 100% funds with no local match and must be spent between February 2011 and February 2012. The bicycle route sign component was awarded and the installation is nearing completion. Meetings on a Village Complete Streets policy were facilitated by the Action Transportation Alliance. A resolution for a Complete Streets approach to planning, design, and operation of transportation projects as well as a set of updates to the Village Subdivision Code will be presented to the Village Board.

Agency Coordination

◆ CN Purchase of EJ&E

STB approval of transaction became effective on January 23, 2009. The CN 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 CN. The STB review showed discrepancies in reporting incidents and will rule on any additional actions and requirements. Information and links are provided on the Village website.

The CN License Agreement for access to crossing data was approved by Village Board. CN is still testing software operations for this system.

CN is working on various components of projects to be implemented at or near the Shoe Factory Road crossing. Work on the new advance warning sign on Shoe Factory continues with reviews by Cook County being the main determinant of when the sign will be operational.

CN filed an application with Cook County for a special use for the proposed sound wall from Golf Road to Cannon Crossings. This is one of the necessary reviews that the railroad has to complete. Village staff attended this hearing to provide input. CN provided notice that a similar hearing is scheduled for October 31 for the Estates of Deer Crossing Subdivision. The County has 90 days from the hearing to act on the proposed special use. Once these hearings are concluded and questions answered on the other wall locations, the Village will hold meetings for residents to provide input on the wall proposals. The final decision will be made by the Village Board.

CN contractors are nearing completion on a number of changes at the Shoe Factory Road crossing including the siding track extension, a median barrier on Shoe Factory to help maintain the Quiet Zone, replacement of the crossing material, installation of a path on the north side of Shoe Factory to connect the existing paths on either side of the railroad right of way. CN closed Shoe Factory Road at the crossing for about 3 weeks. Traffic was detoured during this closure. Shoe Factory reopened on October 4. Restoration and some other final work remains.

Staff appeared at ICC Hearings in October, December, January, April, and May, to provide testimony in support of a pedestrian/bicycle crossing of the railroad right of way. Agreement was reached to include the path crossing of the railroad right of way and a

final order was issued. Currently, coordination is occurring with the railroad to include path construction with the set of projects CN is doing at the Shoe Factory Road crossing.

◆ **Shoe Factory Road - Cook County**

Civiltech submitted revised plans and drainage analysis to Cook County for approval. As-built information on various utilities and stormwater calculations were provided to the consultant. Utility relocation cost estimates are being developed. Work on right of way determination and negotiation could begin soon following receipt of drainage comments from the County. The County is expected to concur with approval of supplemental services by Civiltech and they are developing an amendment to the current agreement.

◆ **O'Hare Noise Compatibility Commission**

No new information.

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

Due to funding constraints, the businesses will not be able to contribute to the local cost of the service. A public hearing for elimination of the route was held on February 7, 2011. Information on coordination efforts by the Village with other businesses was provided to Pace. Employers have been provided information on other transit options. Staff attended the public hearing and Pace Board meeting in February and March. The Pace Board voted to discontinue the route effective April 4. Pace is coordinating an option to utilize two runs on Route 610 to serve the employees. The 610 alternative began on April 4, 2011. Van pools are also being formed by some employees.

◆ **Pace Route 554**

Pace approved changes for Route 554 to bi-directional service and to add Saturday operation which began on August 22. Information has been posted on the Village website and a joint press release with other communities was issued. A notice appeared in the September *Citizen*. ADA Service will also be available for eligible riders near Route 554.

◆ **STAR Line**

A STAR Line Task Force meeting is scheduled for November 3, 2011 at 2:30 p.m. at Village Hall. The topics will include the final long term vision for the STAR Line, the completion of the Alternatives Analysis process, and how this process meshes with the Tollway study and reconstruction efforts. The current Tollway plan for reconstructing and widening I-90 envisions providing space for expanded bus service as an initial way to increase transit use in the corridor. The design has some flexibility to allow for conversion to a higher capacity form of transit such as the STAR Line or Bus Rapid Transit in the future. Additional widening of the tollway would be needed at that time but the current design does not preclude further changes to transit service.

◆ **Illinois Tollway Capital Plan and Corridor Planning Council**

Village staff attended the public meeting on the proposed Illinois Tollway capital plan. Testimony was provided in support of the Barrington Road full interchange as well as incorporation of transit along the I-90 corridor. The plan along with a toll rate increase was approved by the Illinois Tollway Board. As the Tollway begins design work on the

widening and reconstruction of I-90, Village staff will coordinate the Barrington Interchange project as well as other work as needed.

Traffic Studies / Other

- ◆ Work continues on the update to the Road Improvement Impact Fee Program. The annual summary report is being prepared.
- ◆ Information has been included on the website for engineering services, as well as posting new transportation data.
- ◆ Assisting Police Department with red light camera reviews being done by the Village consultant and IDOT.
- ◆ Village ADT Map posted to website.
- ◆ Assisted Police and Public Works for placement and programming PCMS for projects and special notices, as needed.
- ◆ Event planning and coordination with Police Department, Parking Operator, and Sears Centre Arena 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.
- ◆ 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. Beverly and Higgins qualified and is undergoing Phase I engineering and could be ready for construction early next year. The change will be to dual left turn lanes with a left on arrow only operation for westbound Higgins Road. The northbound approach on Beverly Road to Higgins will consist of two left turn lanes and an added right turn lane.

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