

Village of Schaumburg

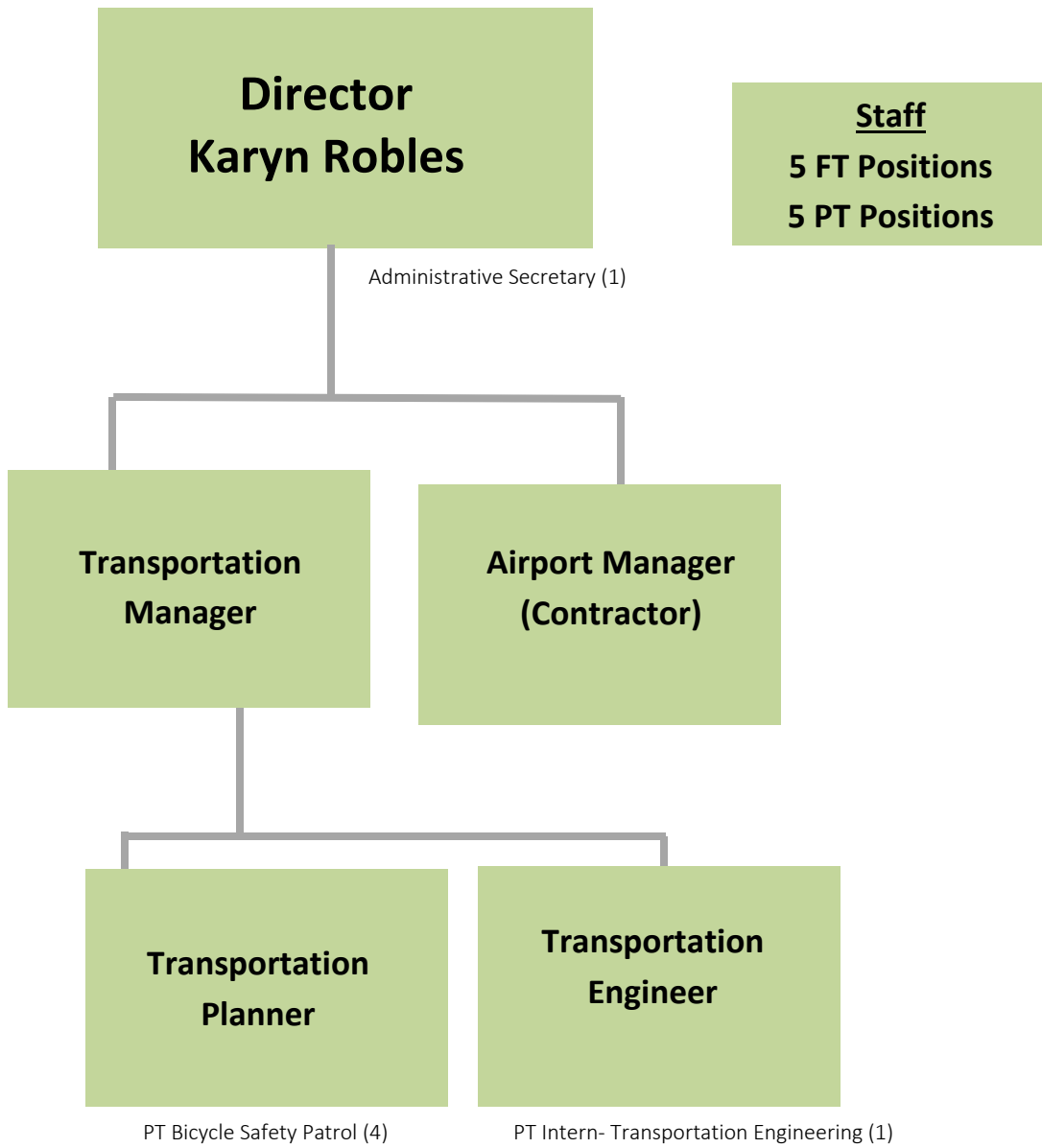
Transportation Department Monthly Report

June 2017

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ORGANIZATION CHART



DEPARTMENT OVERVIEW

The Transportation Department is responsible for the planning, operation, coordination and oversight of providing residents and visitors with transportation options. Primary responsibilities for the Transportation Department include:

Administration

The Transportation Department plays a key role in transportation planning throughout the region and represents the village on several regional transportation and planning committees, including the Chicago Metropolitan Agency for Planning's Bicycle and Pedestrian Task Force, Northwest Municipal Conference's Transportation Committee, Pace's American with Disabilities Act (ADA) Suburban Committee, and the O'Hare Noise Compatibility Commission.

Airport

The Village of Schaumburg owns the Schaumburg Regional Airport, a public use general aviation airport, and the Schaumburg Heliport. The Transportation Department has the administrative oversight of the airport and heliport's overall operations, including ensuring that the airport and heliport are in compliance with federal, state, and local rules and regulations.

Bikeways

Schaumburg's award-winning Bicycle Program was developed in 1979 with the creation of a Bikeways Advisory Committee and development of a comprehensive map detailing locations for current and future bike paths/routes. Since then, the village has adopted a multi-modal approach to transportation planning with the integration of bicycling as one of the key components to create a more livable community.

Traffic

The Transportation Department provides oversight on traffic related matters such as traffic signal operations, neighborhood traffic complaints, speed and traffic data collection, and transportation related development review. Transportation staff also manages the preliminary design of various roadway projects throughout the village.

Transit

As part of the Village's multi-modal approach to transportation, the Village supports numerous public transportation options including the Schaumburg Metra Station, eight Pace bus routes, and the Woodfield Trolley. The Transportation Department also manages several disabled and senior citizen transportation services, including a Dial-a-Ride Transportation service.

KEY ACTIVITIES

The following is a summary of key activities that occurred during this month.

Access Improvement Projects

I-90 Tollway Access Improvements

Staff is continuing to coordinate with the Illinois Toll Highway Authority (ISTHA), Cook County Highway Department and the State on the I-90 projects, which include the installation of a partial interchange at Meacham Road and a full interchange at Roselle Road.

In June, work continued at Roselle Road on the traffic signals as well as the landscape medians. On Meacham Road, temporary lane closures were implemented as pavement repairs were completed.

Bethel Lane Realignment and Traffic Signal Installation

The new alignment of Bethel Lane will improve safety by consolidating the Schaumburg Christian School parking lots on the north side of the new Bethel Lane, allowing the village to eliminate three mid-block crossings. In June, construction focused on installing the underground storm water detention as well as other utility coordination.

Meacham Road and Algonquin Road Intersection Improvements

Work on the Phase II final design of the intersection improvements continued with coordination between the Village and IDOT as well as work on the land acquisition portion of the project. This project will add capacity and improve bicycle and pedestrian access at the intersection which is needed due to the future I-90 interchange and the opening of the new Zurich North America headquarters.

90N Boulevard Design

In June, staff continued to work with village consultants to refine the roadway and intersection design for a new public boulevard roadway that will be constructed through the site formerly known as the Motorola campus. Coordination with the developer on the roadway design and storm water detention also took place in June.

O'Hare Noise

Fly Quiet Runway Rotation Test 3

In June, the O'Hare Noise Compatibility Commission (ONCC) voted to recommend that the Fly Quiet Runway Rotation Test 3 – Option B be implemented for 12 weeks beginning July 24. Test 3 Option B alternates parallel and diagonal runway rotations every other week and will allow for real time testing of runway rotations excluding the use of Runway 15/33, which is slated to be decommissioned in the spring of 2018.

Runway use configurations have been defined and approved by the ONCC to balance noise exposure to the highest extent possible. Test 3 will allow the village to experience what noise levels will be like once Runway 15/33 is decommissioned, and also provide the Chicago Department of Aviation and the Federal Aviation Administration with feedback on a potential interim Fly Quiet rotation program expected to be in effect between the spring of 2018 and fall of 2020.

Transit and Bicycle and Pedestrian Initiatives

Schaumburg's Woodfield Trolley

The village worked with Pace on exercising another extension of our current agreement for payment of Trolley operations. Pace is expected to award a contract at their July or August meeting with a new agreement with the village expected to be in place by early September or October. Additionally, the new Trolleys (pictured below at their production facility) are expected to be in service by the middle to end of July.



Pace Americans with Disabilities Act (ADA) Advisory Committee

Richard M. Bascomb, Transportation Manager, co-chaired the 10th annual Joint ADA Advisory Committee with the chairman of the Chicago branch of the committee on the 19th. Topics discussed included an overview of Pace services and responsibilities throughout the metro area, and updates from Pace staff on legislative activities, the Taxi Access Program, and paratransit operations.

Pace Americans with Disabilities Act (ADA) Advisory Committee

Richard M. Bascomb was elected Vice-Chairman of Pace's Suburban Citizens Advisory Board. The group meets quarterly and discusses issues related to the metro area's bus transit network.

Replacement of Bicycle Racks and Additional Bicycle Lockers

This project which will see the installation of an additional 20 bicycle lockers and replacement of bicycle racks at the Schaumburg Metra station was let. Bids were opened June 29 and will be awarded in July. Once the lockers and bike racks are delivered, Engineering and Public Works staff will assemble and install them.

Adopt-A-Bike Path

We would like to welcome Direct Travel as the newest Adopt-a-Bike Path group. Direct Travel will be taking care of the bike path along Martingale Rd between Woodfield Rd and Corporate Crossing.

During the month of June, two groups performed bike path cleanups. Schneider Electric cleaned the Martingale Rd bike path on June 5th and Resource Brokerage cleaned bike paths along the northern portion of Plum Grove Rd and also the bike path along Woodfield Rd on June 29th. Thank you to all of our volunteers!

Bike Safety Patrol

The final Bike Patrol staff joined the team at the beginning of June. The patrol presented to 10 different summer camps in the month of June while also patrolling every neighborhood in the Village of Schaumburg. Along with all of the camp visits, the Bike Safety Patrol is also visiting the Schaumburg Township Library on Thursday afternoons and the Schaumburg Farmer's Market on Fridays. The Bike Patrol Staff will be attending events through the month of August.



Pictured from left to right are John Sykora, Carly Acks, Tyler Motykowski, and Nenev Audisho

Schaumburg Regional Airport

EAA Chapter 153 held their annual Father's Day Pancake Breakfast on Sunday June 18, 2017 from 8:00am-12:00pm. The turnout was great and there were airplane rides offered by Northwest Flyers.

The airport is looking forward to increased traffic in the month of July due to the United State's largest airshow AirVenture in Oshkosh, Wisconsin. Many pilots stop at Schaumburg Regional Airport on their way for a bite to eat at Pilot Pete's and to fuel up.

Schaumburg Regional Airport

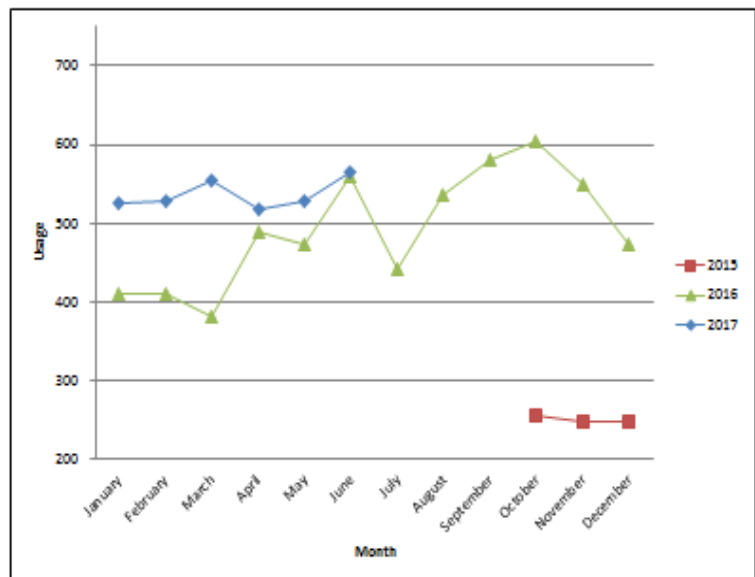
| Monthly Rent | April | May | June |
|-----------------------------|-------------|-------------|-------------|
| Hangar | \$25,443.20 | \$25,443.20 | \$25,242.63 |
| Tie Down | \$1,850.00 | \$1,680.00 | \$2,110.00 |
| Terminal Building Rent | \$12,804.15 | \$12,804.15 | \$12,804.15 |
| Activity Summary | April | May | June |
| Self Service Fuel | 13 | 14 | 28 |
| Purchased Fuel From the FBO | 22 | 19 | 64 |
| Ate at Pilot Pete's | 60 | 67 | 67 |
| Just Visiting | 19 | 34 | 37 |
| Stayed Overnight | 6 | 13 | 13 |
| Rented a Car | 3 | 4 | 4 |
| Businesses | 0 | 0 | 0 |
| Deliveries | 18 | 18 | 26 |
| Maintenance | 4 | 2 | 2 |
| Charter | 0 | 2 | 0 |
| Pattern Work | 3 | 4 | 3 |
| Special Events | 0 | 0 | 0 |
| Total Visitors | 109 | 133 | 136 |

MONTHLY PERFORMANCE

Passport Transactions Schaumburg Metra Lot

Monthly Cumulative Registration Totals

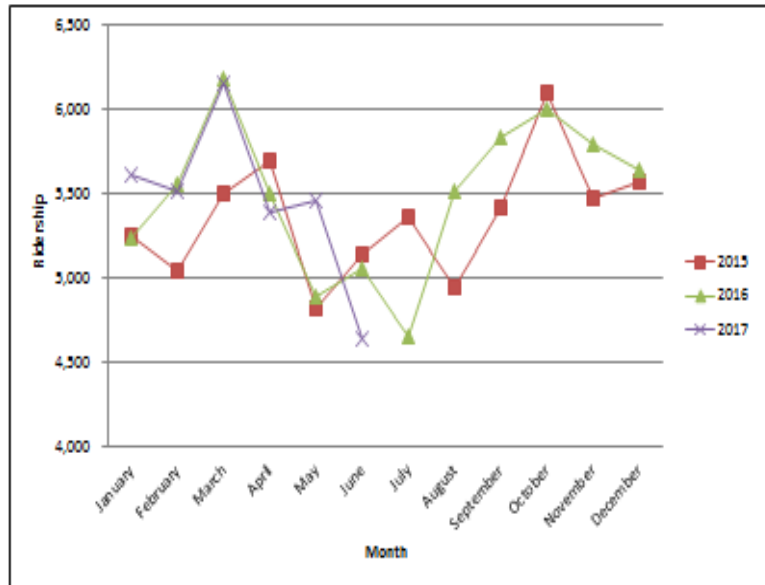
| | 2015 | 2016 | 2017 |
|------------|------------|--------------|--------------|
| January | | 411 | 526 |
| February | | 411 | 527 |
| March | | 381 | 554 |
| April | | 490 | 518 |
| May | | 472 | 528 |
| June | | 560 | 564 |
| July | | 442 | |
| August | | 537 | |
| September | | 580 | |
| October | 255 | 603 | |
| November | 247 | 549 | |
| December | 247 | 472 | |
| YTD | 749 | 5,908 | 3,217 |



DART Ridership

Monthly Cumulative Ridership Totals

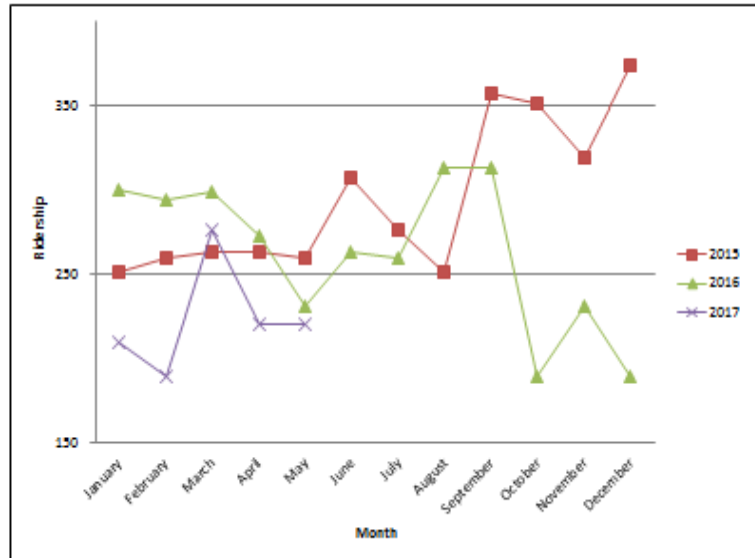
| | 2015 | 2016 | 2017 |
|------------|---------------|---------------|---------------|
| January | 5,259 | 5,241 | 5,611 |
| February | 5,044 | 5,556 | 5,515 |
| March | 5,505 | 6,188 | 6,162 |
| April | 5,698 | 5,504 | 5,389 |
| May | 4,826 | 4,897 | 5,464 |
| June | 5,138 | 5,055 | 4,641 |
| July | 5,362 | 4,652 | |
| August | 4,951 | 5,513 | |
| September | 5,421 | 5,839 | |
| October | 6,100 | 6,005 | |
| November | 5,471 | 5,793 | |
| December | 5,574 | 5,650 | |
| YTD | 64,349 | 65,893 | 32,782 |



Route 602 Ridership

Monthly Cumulative Ridership Totals

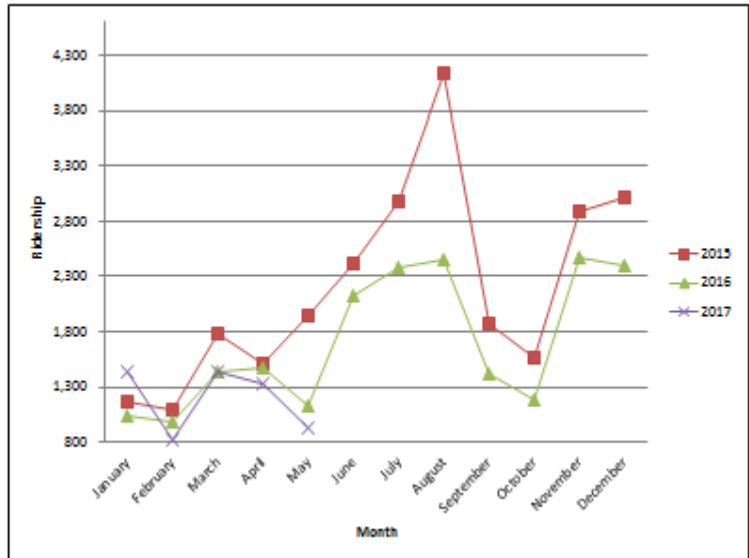
| | 2015 | 2016 | 2017 |
|------------|--------------|--------------|--------------|
| January | 252 | 300 | 210 |
| February | 260 | 294 | 189 |
| March | 264 | 299 | 276 |
| April | 264 | 273 | 220 |
| May | 260 | 231 | 220 |
| June | 308 | 264 | |
| July | 276 | 260 | |
| August | 252 | 314 | |
| September | 357 | 314 | |
| October | 352 | 189 | |
| November | 320 | 231 | |
| December | 374 | 189 | |
| YTD | 3,539 | 3,158 | 1,115 |



Trolley Ridership

Monthly Cumulative Ridership Totals

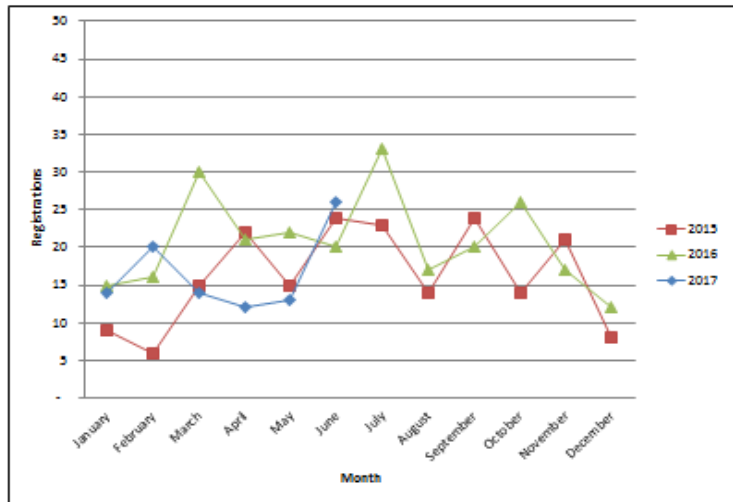
| | 2015 | 2016 | 2017 |
|-----------|--------|--------|-------|
| January | 1,172 | 1,035 | 1,439 |
| February | 1,094 | 985 | 828 |
| March | 1,782 | 1,443 | 1,429 |
| April | 1,504 | 1,482 | 1,325 |
| May | 1,946 | 1,136 | 925 |
| June | 2,418 | 2,134 | |
| July | 2,980 | 2,383 | |
| August | 4,131 | 2,454 | |
| September | 1,866 | 1,418 | |
| October | 1,568 | 1,180 | |
| November | 2,889 | 2,468 | |
| December | 3,019 | 2,390 | |
| YTD | 26,369 | 20,508 | 5,946 |



RTA Registrants

Monthly Cumulative Registration Totals

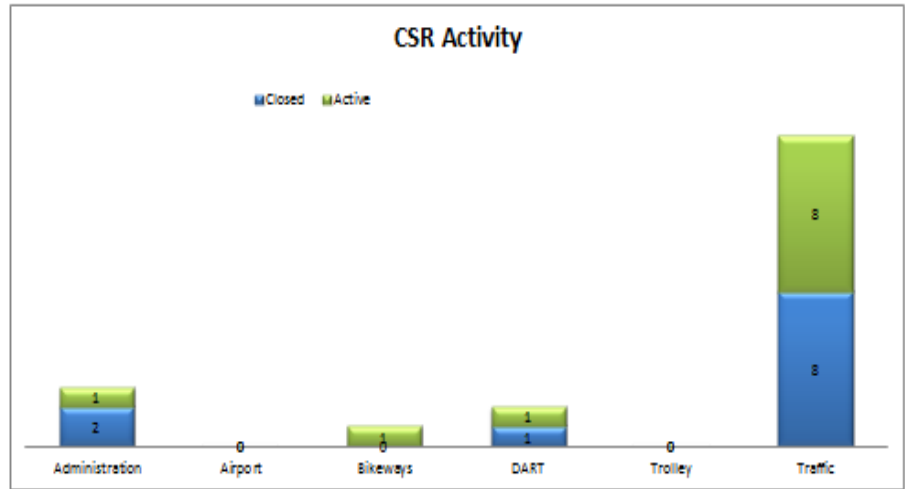
| | 2015 | 2016 | 2017 |
|-----------|------|------|------|
| January | 9 | 15 | 14 |
| February | 6 | 16 | 20 |
| March | 15 | 30 | 14 |
| April | 22 | 21 | 12 |
| May | 15 | 22 | 13 |
| June | 24 | 20 | 26 |
| July | 23 | 33 | |
| August | 14 | 17 | |
| September | 24 | 20 | |
| October | 14 | 26 | |
| November | 21 | 17 | |
| December | 8 | 12 | |
| YTD | 195 | 249 | 99 |



CUSTOMER SERVICE REQUESTS

CSR Activity

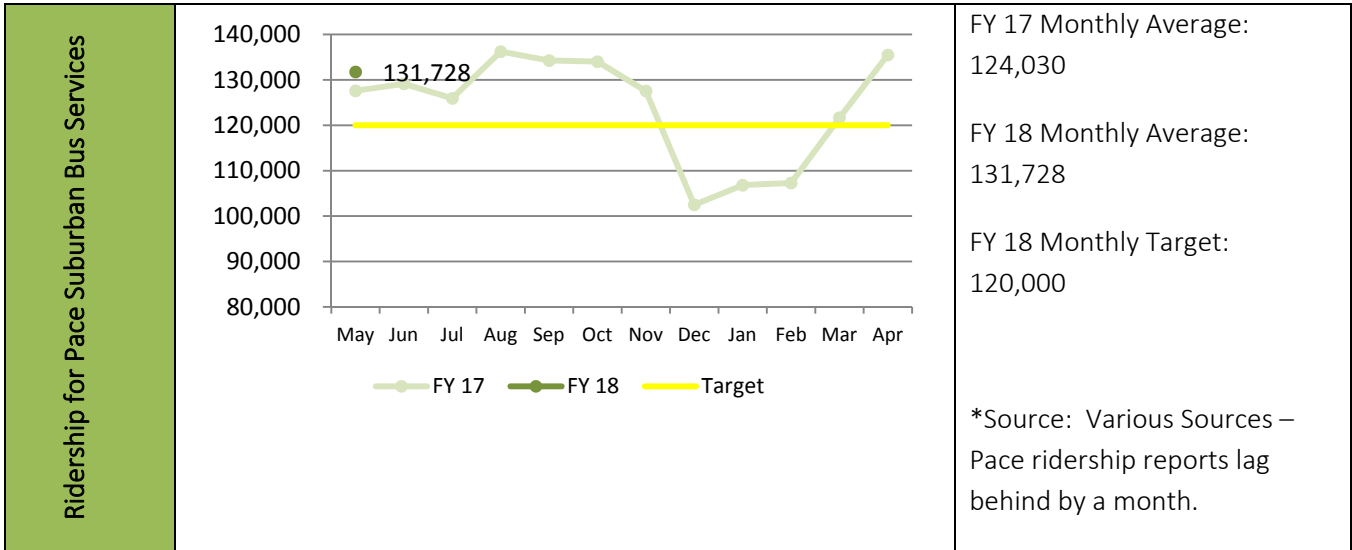
| | Closed | Active |
|----------------|-----------|-----------|
| Administration | 2 | 1 |
| Airport | 0 | 0 |
| Bikeways | 0 | 1 |
| DART | 1 | 1 |
| Trolley | 0 | 0 |
| Traffic | 8 | 8 |
| Total | 11 | 11 |

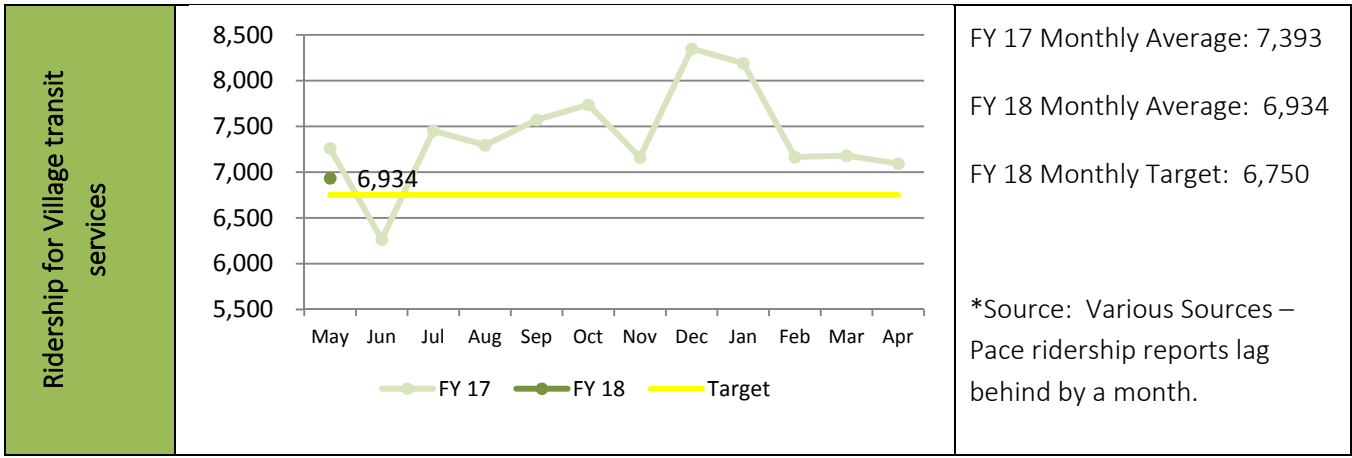


TRANSPORTATION KEY PERFORMANCE INDICATORS

KPI 1: Convenience of Travel in Schaumburg

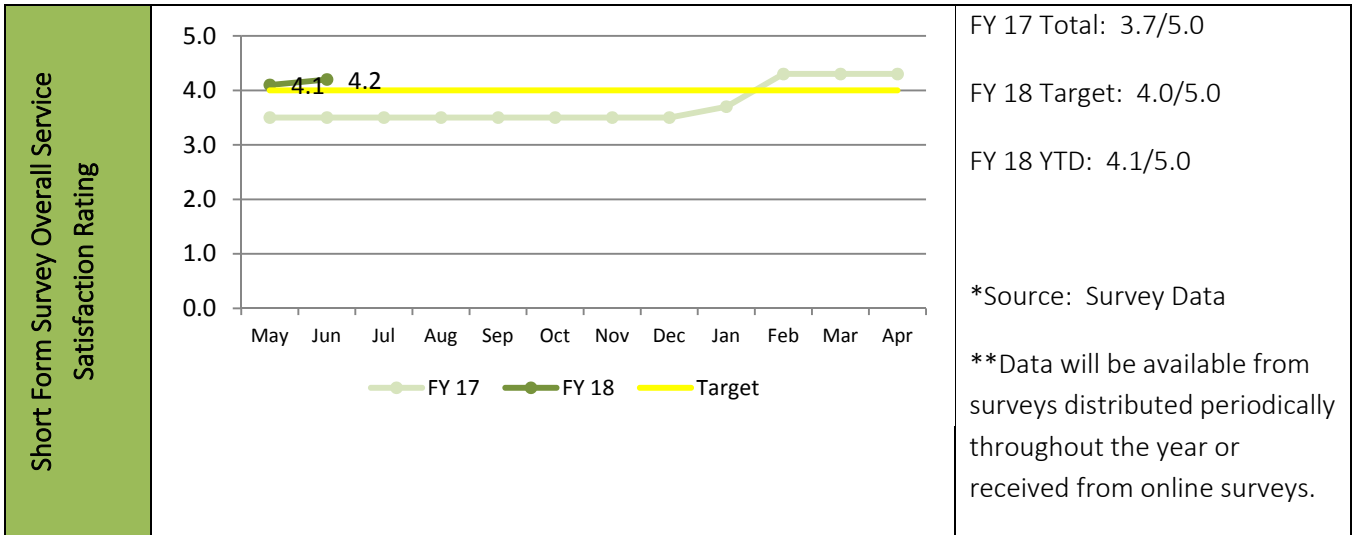
Schaumburg is a transportation hub and multi-modal community offering various transit options from Metra commuter train service, to regional Pace Suburban bus services, in addition to community-centered transit options and an award-winning bicycle program. This KPI hones-in on the 2016 National Citizen Survey (NCS) in which 84% of respondents identified Schaumburg’s overall ease of travel positively – a rate similar to national benchmarks. There is a monthly lag in reporting statistics received from Pace which is reflected in the table being one month behind. Metra boarding numbers will begin being tracked with the June monthly report.

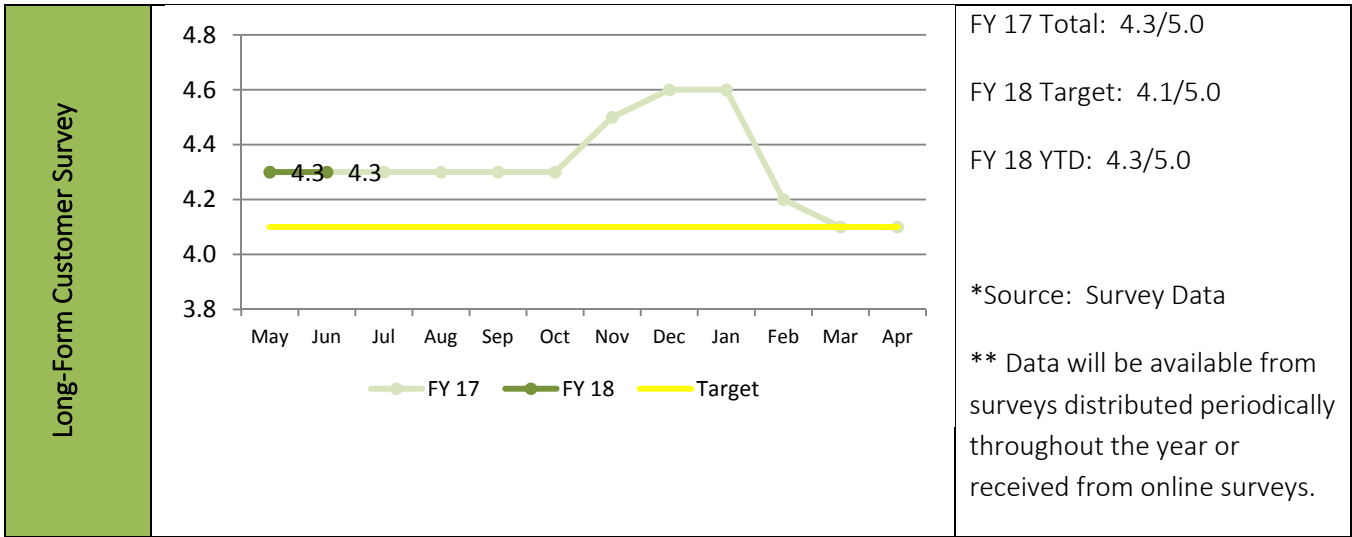




KPI 2: Community Public Transportation System Satisfaction Levels

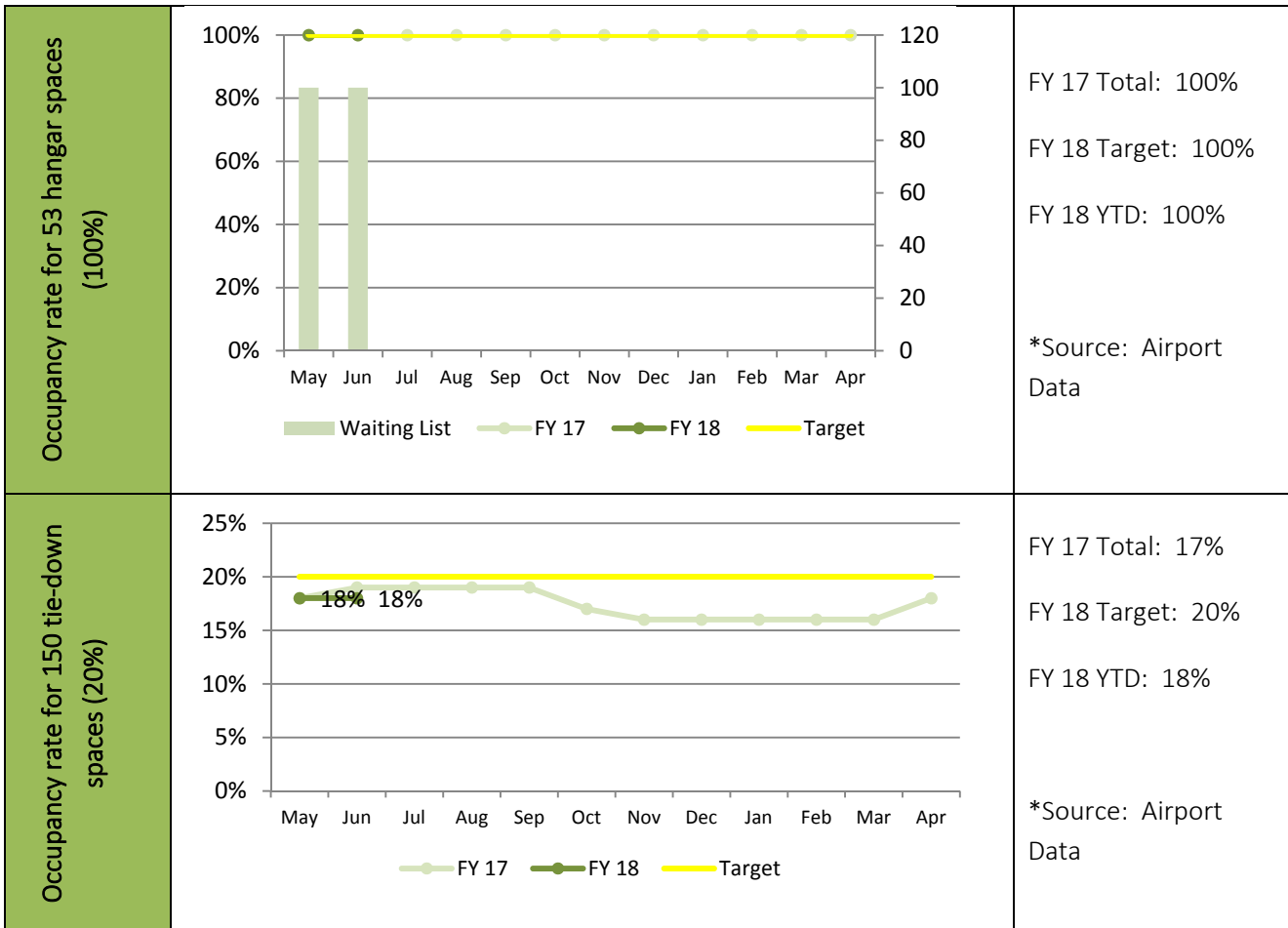
Schaumburg offers Dial-A-Ride, the Schaumburg Trolley, and Route 602, to residents, employers, employees and visitors. Results from customer satisfaction surveys to these patrons will determine the level of customer satisfaction with services. Short-form customer surveys tracking basic performance and quality of service indicators for DART, Trolley, and Route 602 including driver style/ability, cleanliness of the buses, on-time performance, safety, and comfort. The Village also sends longer-form customer surveys during high ridership periods that track the indicators mentioned on the short-form survey, but encompassing more comfort, convenience, and reliability factors.

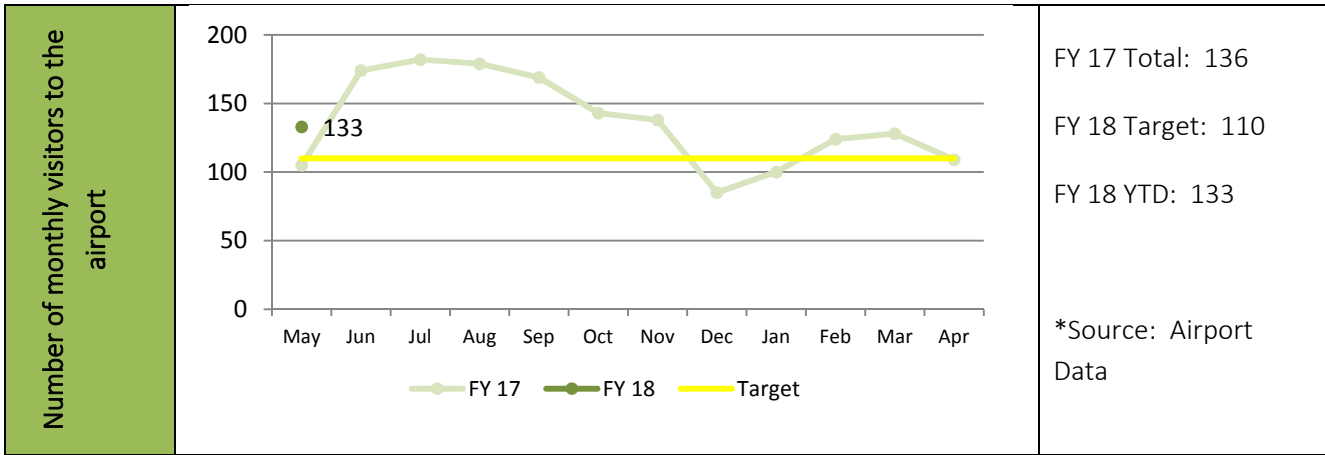




KPI 3: Schaumburg Regional Airport – Utilization of Schaumburg Regional Airport

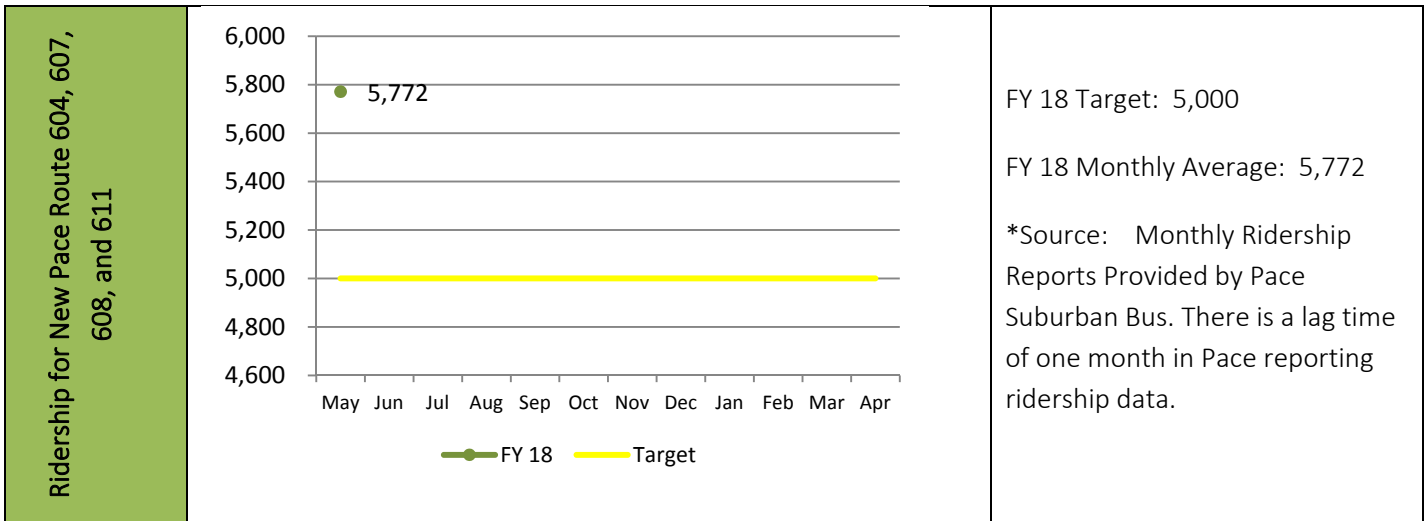
Schaumburg Regional Airport (SRA), which generates \$19 million in local economic impact annually, is home to five businesses, approximately 90 aircraft, and handles roughly 35,000 operations on an annual basis. This KPI measures the number of hangar rentals and tie down spaces, in addition to the number of airport visitors to gauge success and health of this valuable Village-owned asset.

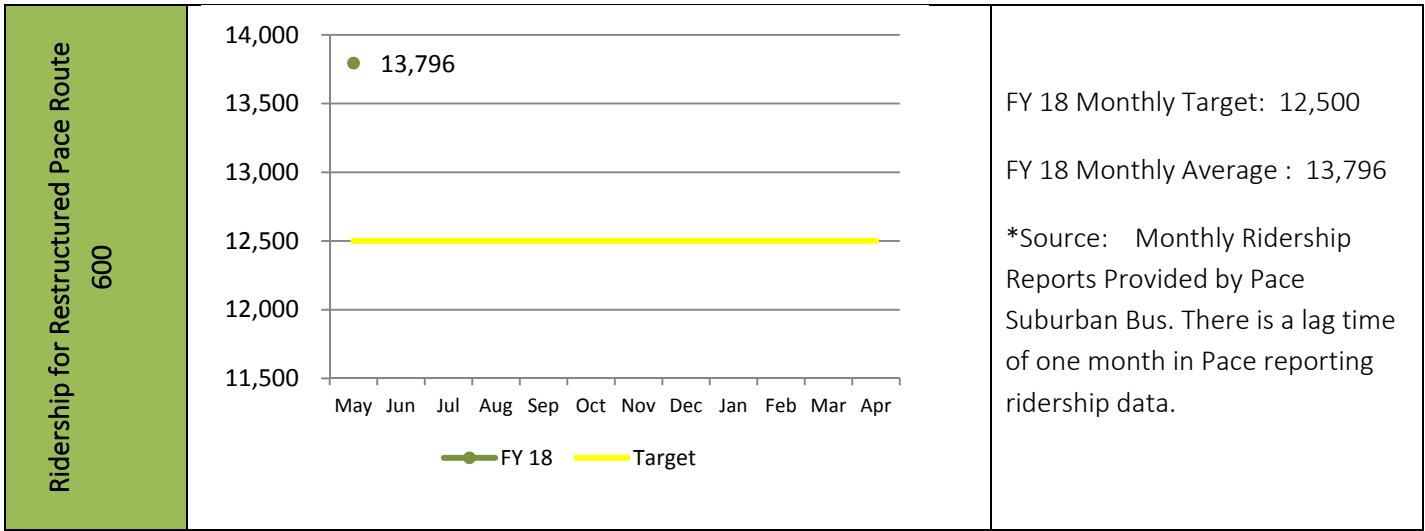




KPI 4: Pace Market Expansion Service Initiatives

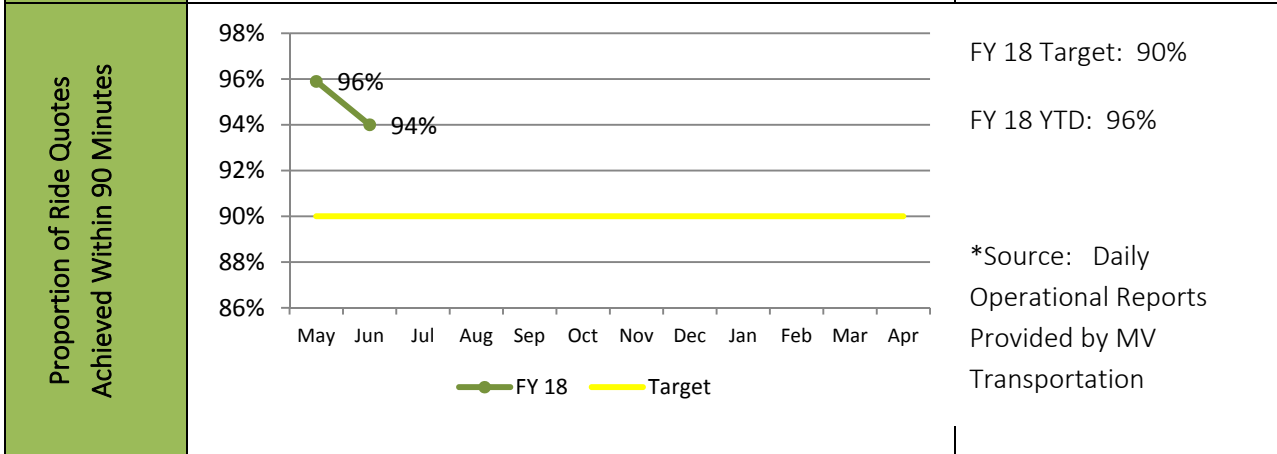
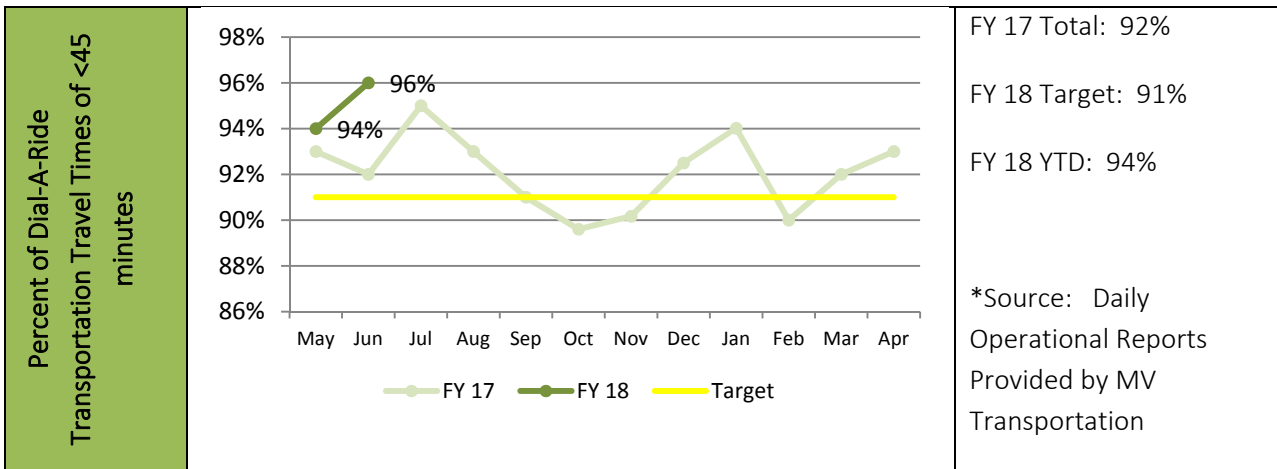
Schaumburg is the second largest employment center in the State of Illinois, and a major transportation center for the region. Part of what attracts employers and residents to Schaumburg are the transportation options to get to and around this community including three major interstate highways, and mass transit services that provide rail and bus transportation. The focus of this KPI is the major public transit expansion that is underway in Schaumburg consisting of four new Pace routes and one restructured and expanded existing Pace route. These new services will increase regional and internal distributor access options to and around Schaumburg including “Last Mile” service. This KPI will measure ridership on these new routes foretelling demand and success for these services. New routes are 604, 607, 608, and 611 and their ridership figures will be reported separately from the existing restructured route, 600. The ridership targets were derived from ridership numbers for the first month of service with a forecast increase in ridership throughout the year of 5%.





KPI 5: Dial-A-Ride Transportation (DART) Operational Effectiveness (90% within time quote)

DART is Schaumburg’s most significant village-funded transit service offering. The vast majority (approximately 87%) of the roughly 65,000 annual DART customers are Village of Schaumburg residents and 85% of rides are to locations within the village’s municipal boundaries that stretch more than 10 miles north-south and nearly 7 miles east-west. DART is a door-to-door service open to the general population whose routes are flexibly designed by dispatchers each day of service depending on the calls for rides that are received. This KPI continues measuring the convenience of travel in Schaumburg by monitoring the operational effectiveness of another key component of the DART service - DART’s on-time pick-up performance.



KPI 6: Traffic Signal Timing

National Citizen Survey (NCS) results regarding the ease of transportation throughout Schaumburg highlight the public’s perception of their ability to efficiently travel to and throughout the Schaumburg area. The focus of this KPI will observe traffic flow along Meacham (Algonquin Road to Higgins Road), Golf (Plum Grove Road to East Frontage Road), and Woodfield (Plum Grove Road to East Frontage Road) Roads, the main arterials in the heart of Schaumburg’s Woodfield area business and entertainment district, and will measure travel speed, signal length, and traffic flow. The results will be used to help determine any weaknesses or inefficiencies within the roadway network surrounding Woodfield.

| <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Average Travel Speed</p> | <table border="1"> <caption>Average Travel Speed Data</caption> <thead> <tr> <th>Month</th> <th>Meacham Rd. (mph)</th> <th>Golf Rd. (mph)</th> <th>Woodfield Rd. (mph)</th> </tr> </thead> <tbody> <tr> <td>May</td> <td>25.0</td> <td>26.5</td> <td>18.0</td> </tr> <tr> <td>Jun</td> <td>25.0</td> <td>26.5</td> <td>19.5</td> </tr> </tbody> </table> | Month | Meacham Rd. (mph) | Golf Rd. (mph) | Woodfield Rd. (mph) | May | 25.0 | 26.5 | 18.0 | Jun | 25.0 | 26.5 | 19.5 | <p>FY 18 Target: 25mph FY 18 YTD: 23mph *Source: Staff Observation</p> |
|---|---|--------------------|-------------------------|--------------------|-------------------------|-----|------|------|------|-----|------|------|------|--|
| Month | Meacham Rd. (mph) | Golf Rd. (mph) | Woodfield Rd. (mph) | | | | | | | | | | | |
| May | 25.0 | 26.5 | 18.0 | | | | | | | | | | | |
| Jun | 25.0 | 26.5 | 19.5 | | | | | | | | | | | |
| <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Signal Length at each Signalized Intersection</p> | <table border="1"> <caption>Signal Length Data</caption> <thead> <tr> <th>Month</th> <th>Meacham Rd. (Seconds)</th> <th>Golf Rd. (Seconds)</th> <th>Woodfield Rd. (Seconds)</th> </tr> </thead> <tbody> <tr> <td>May</td> <td>58.0</td> <td>42.0</td> <td>52.0</td> </tr> <tr> <td>Jun</td> <td>60.0</td> <td>45.0</td> <td>51.0</td> </tr> </tbody> </table> | Month | Meacham Rd. (Seconds) | Golf Rd. (Seconds) | Woodfield Rd. (Seconds) | May | 58.0 | 42.0 | 52.0 | Jun | 60.0 | 45.0 | 51.0 | <p>FY 18 Target: 60 seconds FY 18 YTD: 51 seconds *Source: Staff Observation</p> |
| Month | Meacham Rd. (Seconds) | Golf Rd. (Seconds) | Woodfield Rd. (Seconds) | | | | | | | | | | | |
| May | 58.0 | 42.0 | 52.0 | | | | | | | | | | | |
| Jun | 60.0 | 45.0 | 51.0 | | | | | | | | | | | |
| <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Number of Times Stopped at a Signal</p> | <table border="1"> <caption>Number of Times Stopped at a Signal Data</caption> <thead> <tr> <th>Month</th> <th>Meacham Rd. (Signals)</th> <th>Golf Rd. (Signals)</th> <th>Woodfield Rd. (Signals)</th> </tr> </thead> <tbody> <tr> <td>May</td> <td>2.0</td> <td>2.0</td> <td>4.0</td> </tr> <tr> <td>Jun</td> <td>3.0</td> <td>1.5</td> <td>3.0</td> </tr> </tbody> </table> | Month | Meacham Rd. (Signals) | Golf Rd. (Signals) | Woodfield Rd. (Signals) | May | 2.0 | 2.0 | 4.0 | Jun | 3.0 | 1.5 | 3.0 | <p>FY 18 Target: 2 FY 18 YTD: 3 *Source: Staff Observation</p> |
| Month | Meacham Rd. (Signals) | Golf Rd. (Signals) | Woodfield Rd. (Signals) | | | | | | | | | | | |
| May | 2.0 | 2.0 | 4.0 | | | | | | | | | | | |
| Jun | 3.0 | 1.5 | 3.0 | | | | | | | | | | | |