



AGENDA
Transportation & Road Improvement Committee
Regular Meeting
Village Hall
1900 Hassell Road, Hoffman Estates, IL 60169

September 9, 2024

Council Chambers

**Immediately following General
Administration & Personnel**

1. **CALL TO ORDER/ROLL CALL**
2. **APPROVAL OF MINUTES**
 - A. Transportation & Road Improvement Committee 08-05-2024
3. **PUBLIC COMMENT**
4. **NEW BUSINESS**
 - A. Approval of an ordinance amending Municipal Code Section 6-2-1-HE-11-1302-A, Additional No Parking Streets and Area - 1957 Chelmsford Place
 - B. Hoffman In Motion Transportation Plan Update
5. **REPORTS**
 - A. Transportation Division Monthly Report
6. **PRESIDENT'S REPORT**
7. **ITEMS IN REVIEW**
8. **OTHER**
9. **ADJOURNMENT**

Further details and information can be found in the agenda packet attached hereto and incorporated herein and can also be viewed online at www.hoffmanestates.org and/or in person in the Village Clerk's office. The Village of Hoffman Estates complies with the Americans with Disabilities Act (ADA). For accessibility assistance, call the ADA Coordinator at 847/882-9100.

**TRANSPORTATION & ROAD IMPROVEMENT
COMMITTEE MEETING MINUTES**

August 5, 2024

I. Roll Call

Members in Attendance:

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

**Management Team Members
in Attendance:**

**Eric Palm, Village Manager
Dan O'Malley, Deputy Village Manager
Arthur Janura, Corporation Counsel
Jon Pape, Assistant Village Manager
Rachel Musiala, Finance Director
Alan Wax, Fire Chief
Kathryn Cawley, Police Chief
Peter Gugliotta, Director of Dev. Services
Patrick Seger, Director of HRM
Monica Saavedra, Director of HHS
Darek Raszka, Director of IS
Joe Nebel, Director of Public Works
Patty Richter, Village Clerk
Jennifer Horn, Dir. Planning and Trans.
Michael Walker, Community Planner
Missy Brito, Communications Director
Ric Signorella, Multimedia Production Mgr.**

The Transportation & Road Improvement Committee meeting was called to order at 7:25 p.m.

II. Approval of Minutes

Motion by Trustee Stanton, seconded by Trustee Kinnane, to approve the Transportation & Road Improvement Committee meeting minutes of July 1, 2024. Voice vote taken. All ayes. Motion carried.

III. Public Comment

NEW BUSINESS

1. Discussion of the Village Hall parking lot reconstruction project.

An item summary sheet from Peter Gugliotta and Alan Wenderski was presented to Committee.

Peter Gugliotta addressed the Committee and reported that this item was discussed last month and the Committee was concerned with the number of parking spaces. Staff further evaluated the plan and determined an additional 20 spaces could be incorporated into the total parking count without materially impacting the green infrastructure components that are critical to the MWRD program. This would bring the total amount of spaces to 301, versus 281 spaces identified previously.

Staff noted that there are only two days per year that are busier than all others; the MLK breakfast with 225 in attendance, and the holiday tree lighting event with 450 in attendance, and that happens on a weekend. The proposed 281 spaces are sufficient to accommodate each event.

The Committee discussed and agreed that due to an additional cost of approximately \$70,000, that 281 parking spaces is sufficient.

2. Request approval of an ordinance amending Municipal Code Section 6-2-1-HE-11-1302-A, Additional No Parking Streets and Area.

An item summary sheet from Alan Wenderski was presented to Committee.

Motion by Trustee Stanton, seconded by Trustee Pilafas, to approve an ordinance amending Section 6-2-1-HE-11-1302-A, Additional No Parking Streets and Areas. Voice vote taken. All ayes. Motion carried.

3. Request approval of an ordinance amending Municipal Code Section 6-2-1-HE-11-802, “U” Turns Not Permitted.

An item summary sheet from Alan Wenderski was presented to Committee.

Motion by Trustee Pilafas, seconded by Trustee Stanton, to approve an ordinance amending Section 6-2-1-HE-11-802, “U” Turns Not Permitted. Voice vote taken. All ayes. Motion carried.

4. Request approval of Change Order #1 to the contract with ALamp Concrete Contractors, Inc., Schaumburg, IL for the 2024 Street Revitalization Project – Contract #2 in the amount of \$90,000 for a total not to exceed cost of \$4,204,000.

An item summary sheet from Andy LoBosco and Alan Wenderski was presented to Committee.

Motion by Trustee Mills, seconded by Trustee Kinnane, to approve Change Order #1 to the contract with ALamp Concrete Contractors, Inc., Schaumburg, IL, for the 2024 Street Revitalization Project – Contract #2 in the amount of \$90,000 for a total not to exceed cost of \$4,204,000. Voice vote taken. All ayes. Motion carried.

REPORTS (INFORMATION ONLY)**1. Transportation Division Monthly Report.**

The Transportation Division Monthly Report was received and filed.

IV. President's Report**V. Other****VI. Items in Review****VII. Adjournment**

Motion by Trustee Mills, seconded by Trustee Kinnane, to adjourn the meeting at 7:41 p.m.
Voice vote taken. All ayes. Motion carried.

Minutes submitted by:

Debbie Schoop, Executive Assistant

Date



AGENDA ITEM REPORT

Transportation & Road Improvement Committee
September 9, 2024
ITEM 4A

REQUEST: Approval of an ordinance amending Municipal Code Section 6-2-1-HE-11-1302-A, Additional No Parking Streets and Area - 1957 Chelmsford Place

FROM: Alan Wenderski, Director of Engineering
Sonia Zala, Senior Transportation Engineer

ITEM TYPE: Ordinance - Committee

REQUEST SUMMARY

A resident of 1957 Chelmsford Place requested consideration for designating an on-street handicapped space in front of their home (exhibit attached). The owner is permanently disabled and has handicapped plates issued by the State of Illinois. The resident is aware the handicapped space would not be exclusively for their use; anyone with a valid permit could use it.

The Village Board has reviewed and approved multiple requests for on-street ADA parking accommodation, primarily within the Barrington Square subdivision, over the last ten years. Locations are approved per ordinance and reviewed on a regular basis to ensure the requester still requires accommodation.

The Illinois Accessibility Code (IAC) is the State document which governs the locations and design of handicap accommodations. The IAC is restricted to commercial (i.e. places of business, hospitals, and retail) and multi-family residential in excess of three stories. For these uses, a minimum number of handicap spaces are required, each with its own access aisle.

A previous review of reasonable accommodations applicable to an area such as Barrington Square by the Capital Development Board provided an interpretation of these requirements. For uses outside those above, the IAC prescribes "reasonable accommodations" be provided for each accessibility request. For handicap parking, the access aisle or depressed curb ramp need not be installed adjacent to a handicap space if the person requesting does not require them.

In this case, the requestor does not require either of these recommendations. The residences on Chelmsford Place are classified as attached single family. For these uses, the IAC can only recommend that reasonable accommodations be provided.

If approved, it is recommended these requests continue to be handled on a case-by-case basis. An annual review of the need for the handicapped sign would be required. For example, if the resident moves, the sign would then be removed.

FINANCIAL IMPACT

N/A

RECOMMENDATION

Approval of an ordinance amending Municipal Code Section 6-2-1-HE-11-1302-A, Additional No Parking Streets and Area.

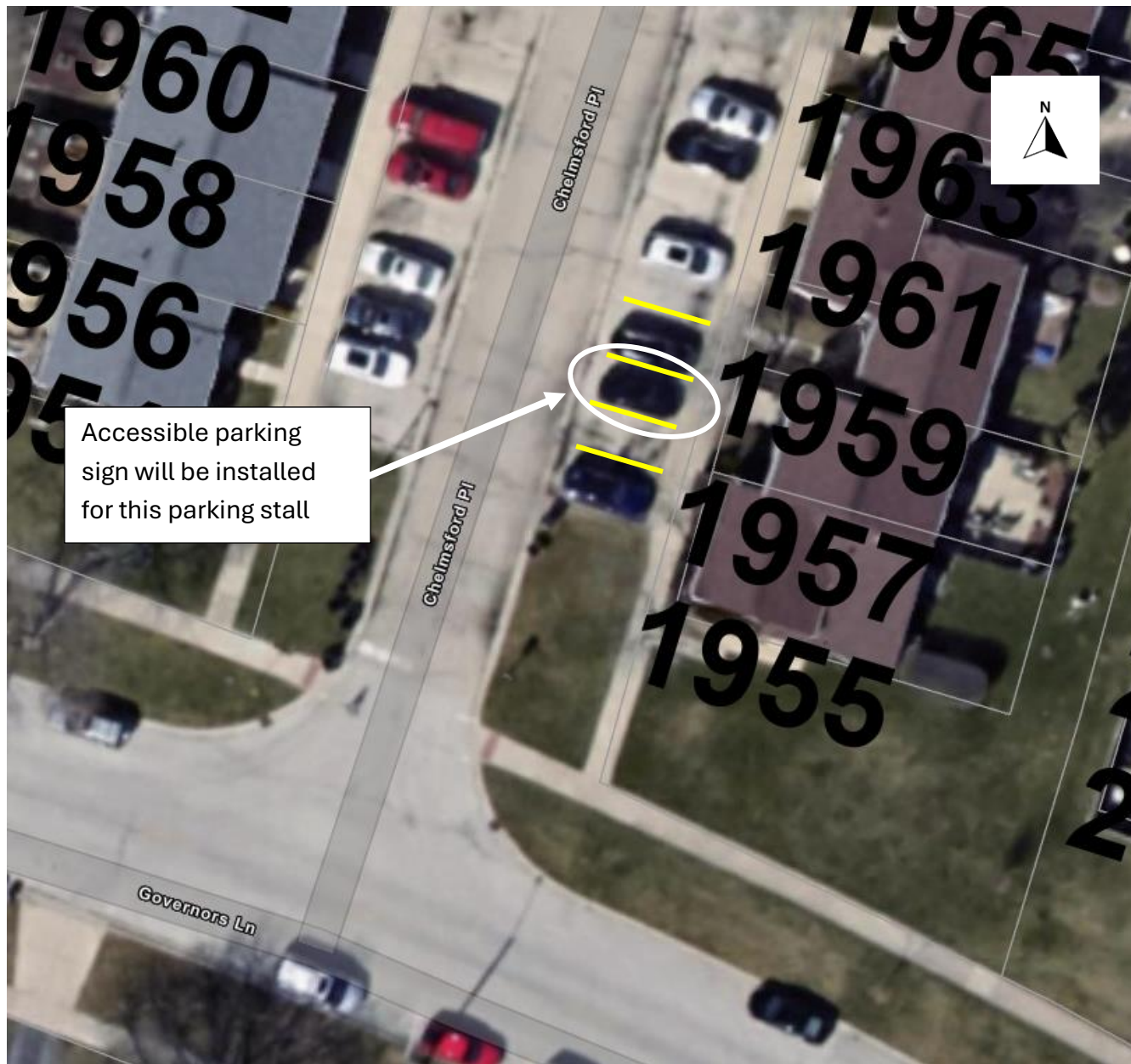
ATTACHMENTS

1. 1957 Chelmsford ADA Parking
2. Ordinance- ADA Parking- 1957 Chelmsford Place

EXHIBIT- STREET VIEW



EXHIBIT- AERIAL VIEW



VILLAGE OF HOFFMAN ESTATES

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

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

Section 1: That Section 6-2-1-HE-11-1302-A, ADDITIONAL NO PARKING STREETS AND AREAS, of the Hoffman Estates Municipal Code be amended by adding sub-section number 325 as follows:

325. On the east side of Chelmsford Place, in front of 1957 Chelmsford Place, where specifically designated and marked as reserved parking for persons with disabilities, except for vehicles authorized by law to park in said reserved areas.

Section 2: That the Village Clerk is hereby authorized to publish this Ordinance in pamphlet form.

Section 3: That this Ordinance shall be in full force and effect immediately from and after its passage and approval.

PASSED THIS _____ day of _____, 2024

VOTE	AYE	NAY	ABSENT	ABSTAIN
Trustee Karen V. Mills	_____	_____	_____	_____
Trustee Anna Newell	_____	_____	_____	_____
Trustee Gary J. Pilafas	_____	_____	_____	_____
Trustee Gary G. Stanton	_____	_____	_____	_____
Trustee Karen Arnet	_____	_____	_____	_____
Trustee Patrick Kinnane	_____	_____	_____	_____
President William D. McLeod	_____	_____	_____	_____

APPROVED THIS _____ DAY OF _____, 2024

Village President

ATTEST:

Village Clerk

Published in pamphlet form this _____ day of _____, 2024.



AGENDA ITEM REPORT

Transportation & Road Improvement Committee
September 9, 2024
ITEM 4B

REQUEST: Hoffman In Motion Transportation Plan Update
FROM: Phil Green, Transportation & Long Range Planner
ITEM TYPE: Discussion - Committee

REQUEST SUMMARY

In January 2023, the Village entered into an agreement with IDOT to secure Statewide Planning and Research (SPR) program funding for its Comprehensive Multimodal Transportation Plan. This initiative aims to update the 2010 Comprehensive Bicycle Plan, develop a multimodal plan for all modes of travel (biking, walking, and transit), prioritize projects and funding sources, and establish a new GIS-based asset management system.

In December 2023, the Village contracted with Epstein and their subcontractors, HNTB and All Together, to produce the plan and the asset management system. All Together is leading the branding, communications, and public engagement efforts, creating the "Hoffman In Motion" brand, which includes graphics, a color scheme, and a project website at www.hoffmaninmotion.com.

The project is now at the end of Phase I, the Existing Conditions Report (ECR). The ECR offers a technical analysis of the Village's transportation network, highlighting strengths and areas for improvement, with a focus on bicycling, walking, public transportation, safety, and equity. A copy of the ECR is attached for the Committee's review. Ryan Peterson, the project manager from Epstein, will present an overview of the findings to the Committee.

Public engagement has been strong, with key events including:

- Four pop-up events (Senior Luncheon, Crank Revolution Bike Ride, Bell Works Happy Hour, Summer Sounds on the Green), engaging approximately 200 people.
- An online survey with around 300 completed responses.
- The "Hoffman In Motion" Summer Hang at South Ridge Park, which drew over 300 attendees.

Phase II of the planning effort will use the ECR findings and public input to develop draft recommendations and a preliminary version of the final plan, followed by further review and public engagement. A meeting with the project steering committee will be scheduled to review the ECR. The project is on track for completion in the summer of 2025.

FINANCIAL IMPACT

N/A

RECOMMENDATION

Presented for discussion only.

ATTACHMENTS

1. Draft Hoffman in Motion Existing Conditions Report



hoffman *i* motion TRANSPORTATION PLAN

EXISTING CONDITIONS REPORT

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VILLAGE PLANS & POLICIES
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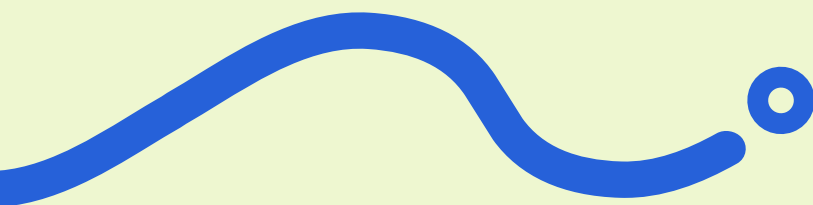
A. ANALYSES METHODOLOGY

→ BICYCLE LEVEL OF TRAFFIC STRESS
→ INTERSECTION LEVEL OF TRAFFIC STRESS
→ VULNERABLE ROAD USER ASSESSMENT

B. PAST PLAN PROGRESS

→ READY-TO-GO PROJECTS
→ SIGNIFICANT CHANGE PROJECTS
→ BICYCLE PATH PROJECTS
→ SAFETY & INTERSECTION PROJECTS

C. PERFORMANCE DASHBOARD BACKGROUND



ACKNOWLEDGEMENTS

VILLAGE BOARD

MAYOR WILLIAM D. MCLEOD
TRUSTEE KAREN V. MILLS
TRUSTEE ANNA NEWELL
TRUSTEE GARY J. PILAFAS
TRUSTEE GARY G. STANTON
TRUSTEE KAREN J. ARNET
TRUSTEE PATRICK KINNANE

VILLAGE STAFF

ERIC PALM,
VILLAGE MANAGER

PETER GUGLIOTTA,
DIRECTOR OF DEVELOPMENT SERVICES

JENNIFER HORN,
DIRECTOR OF PLANNING & TRANSPORTATION

PHILLIP GREEN,
TRANSPORTATION & LONG-RANGE PLANNER

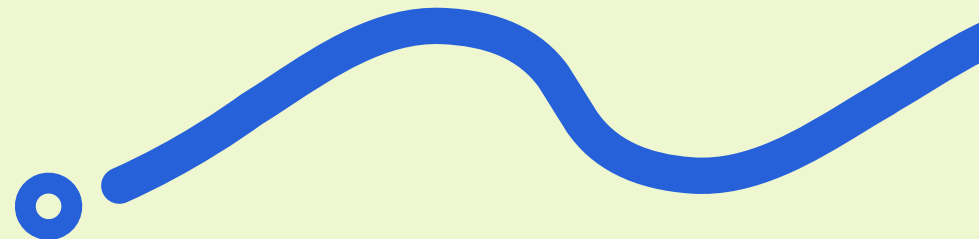
CONSULTANT TEAM

EPSTEIN
HNTB
ALL TOGETHER

PARTNER AGENCIES

ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT)
COOK COUNTY DEPT. OF TRANSPORTATION AND HIGHWAYS
NORTHWEST MUNICIPAL CONFERENCE (NWMC)
FOREST PRESERVE DISTRICT OF COOK COUNTY
HOFFMAN ESTATES PARK DISTRICT
PACE SUBURBAN BUS
METRA
VILLAGE OF SCHAUMBURG
CITY OF ELGIN
VILLAGE OF STREAMWOOD
VILLAGE OF EAST DUNDEE
VILLAGE OF SOUTH BARRINGTON
SCHAUMBURG TOWNSHIP
BARRINGTON TOWNSHIP
PALATINE TOWNSHIP
HANOVER TOWNSHIP

**THIS PROJECT WAS FUNDED WITH STATE
PLANNING & RESEARCH FUNDS (SPR).**



GLOSSARY

ACCESSIBILITY

THE MEASURE OF THE EASE OF REACH TO DESTINATIONS OR ACTIVITIES BY A SPECIFIC MODE OF TRANSPORT, EMPHASIZING THE IMPORTANCE OF UNDERSTANDING AND ENHANCING CONNECTIVITY FOR ALL USERS.

ACTIVE TRANSPORTATION

MODES OF TRANSPORTATION THAT INVOLVE HUMAN-POWERED MOBILITY, SUCH AS WALKING AND BICYCLING, WHICH PROMOTE HEALTH AND REDUCE RELIANCE ON MOTOR VEHICLES.

BICYCLE INFRASTRUCTURE

FACILITIES AND NETWORKS DESIGNED SPECIFICALLY FOR BICYCLE USE TO ENHANCE SAFETY AND CONVENIENCE FOR BICYCLISTS, INCLUDING BIKE LANES, CYCLE TRACKS, BIKE RACKS, BIKE SHARING STATIONS, AND REPAIR STATIONS.

COMPLETE STREETS

STREETS DESIGNED TO PROVIDE SAFE AND ACCESSIBLE TRANSPORTATION OPTIONS FOR ALL USERS, INCLUDING PEDESTRIANS, BICYCLISTS, MOTORISTS, AND TRANSIT RIDERS OF ALL AGES AND ABILITIES.

MULTIMODAL

REFERS TO THE INCORPORATION AND INTEGRATION OF VARIOUS TRANSPORTATION MODES WITHIN A SINGLE NETWORK, ENABLING USERS TO CONVENIENTLY TRANSITION BETWEEN DIFFERENT FORMS OF TRANSPORT. THIS APPROACH SUPPORTS A DIVERSE RANGE OF TRAVEL OPTIONS, INCLUDING WALKING, BICYCLING, DRIVING, PUBLIC TRANSIT, AND MICROMOBILITY, TO ACCOMMODATE DIFFERENT PREFERENCES AND NEEDS, THEREBY ENHANCING OVERALL MOBILITY AND ACCESSIBILITY.

PEDESTRIAN INFRASTRUCTURE

PHYSICAL STRUCTURES AND FACILITIES THAT SUPPORT WALKING, INCLUDING SIDEWALKS, FOOTPATHS, CROSSWALKS, PEDESTRIAN SIGNALS, AND OTHER RELATED FEATURES.

PUBLIC TRANSIT

SYSTEMS OF PUBLIC TRANSPORTATION AVAILABLE TO THE GENERAL PUBLIC, INCLUDING BUSES, TRAINS, TRAMS, AND OTHER FORMS OF SHARED TRANSPORTATION THAT OPERATE ON FIXED ROUTES AND SCHEDULES.

ROLLING

REFERS TO THE MOVEMENT OF WHEELCHAIRS OR OTHER MOBILITY AIDS.

SHARROWS

ROAD MARKINGS USED TO INDICATE A SHARED LANE ENVIRONMENT FOR BICYCLES AND MOTOR VEHICLES, GUIDING CYCLISTS ON THE SAFEST PATH AND REMINDING DRIVERS TO SHARE THE ROAD.

TRAFFIC CALMING

DESIGN AND MANAGEMENT STRATEGIES IMPLEMENTED TO REDUCE VEHICLE SPEEDS, IMPROVE SAFETY, AND ENHANCE THE LIVING CONDITIONS FOR RESIDENTS ALONG STREETS AND NEIGHBORHOODS.

VULNERABLE ROAD USERS

INDIVIDUALS WHO ARE AT GREATER RISK IN TRAFFIC ENVIRONMENTS, INCLUDING PEDESTRIANS, BICYCLISTS, AND MOTORCYCLISTS, WHO ARE UNPROTECTED BY AN ENCLOSED VEHICLE.

ZONING

THE LEGISLATIVE PROCESS FOR DIVIDING LAND INTO ZONES IN WHICH CERTAIN LAND USES ARE PERMITTED OR PROHIBITED.

HOW TO UTILIZE THE ECR

The Existing Conditions Report (ECR) for the *Hoffman in Motion* plan presents an overview of the data collection, analysis, and overview of the transportation trends and conditions in Hoffman Estates. This document acts as a building block, providing a detailed snapshot of the current network which will be further refined through subsequent recommendations, additional analyses, and feedback from public engagement.

As the plan progresses, there are numerous opportunities for community involvement! To the right you'll find a call to action with specific steps on how different groups across the Village can participate.

RESIDENTS

Your involvement is essential at this stage. We encourage you to review the document, share your feedback, and participate in community meetings. This is a crucial time to voice your concerns and suggestions, helping shape a transportation network that effectively serves the entire community.

PARTNERING AGENCIES & NEIGHBORS

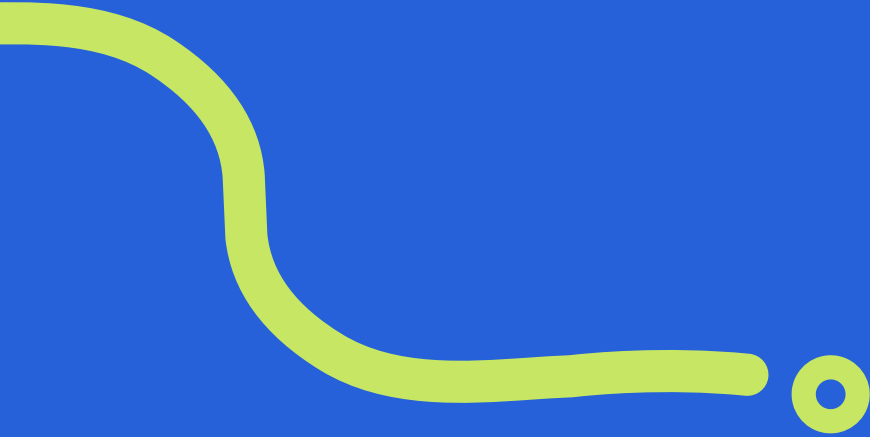
Your collaboration is vital in crafting an interconnected transportation system. Please take the time to review the plan, contribute your insights, share resources, and adopt best practices. This period of review and engagement is key to enhancing mobility and accessibility across our various jurisdictions.

ELECTED OFFICIALS

We encourage you to review this document, which serves as a foundational element of the planning process. Your engagement with the community is invaluable. By connecting your networks with opportunities for meaningful dialogue and collaboration, you are setting the stage for future enhancements to our transportation system, ensuring it becomes safer and more efficient.

ADVOCATES

Your examination of the plan's data and ideas is crucial at this time. We rely on your efforts to educate the public, attend and engage meaningfully at events, and foster collaboration that will inform the necessary evolutions in our transportation infrastructure. Your proactive involvement is essential in building community support and momentum as we move forward.



Introduction

PURPOSE
FOCUS AREAS
COMMUNITY BACKGROUND

01

Purpose

The purpose of this plan is to position Hoffman Estates as a regional leader in suburban public transit, walking, and bicycling.

Hoffman in Motion is an ongoing strategic initiative that plays a pivotal role in supporting the Village's continual growth and enhancing the quality of life for all residents. This plan focuses on making transportation options more accessible, environmentally friendly, and inclusive, addressing current challenges while preparing for the future needs of the community.

Furthermore, *Hoffman in Motion* emphasizes the enhancement of asset management, funding strategies, and data management to continuously improve the transportation network. The initiative adopts best practices to maintain and update infrastructure in response to the community's evolving needs. Innovative funding methods and robust data management strategies are integral to *Hoffman in Motion*, ensuring financial stability and supporting informed decision-making. These efforts are crucial for creating a durable and efficient transportation system that aligns with Hoffman Estates' vision of a progressive and connected future, demonstrating the plan's commitment to ongoing development and improvement.



FIGURE 1: HOFFMAN ESTATES | SOURCE: VILLAGE OF HOFFMAN ESTATES

Focus Areas

HOFFMAN IN MOTION WILL FOCUS ON:

BICYCLE & PEDESTRIAN ENHANCEMENTS

Hoffman in Motion promotes the improvement of walking and biking across the Village of Hoffman Estates. *Hoffman in Motion* sets out to create a clear and detailed approach that focuses on sustainable and active ways of getting around, aiming to connect the community and improve its residents' quality of life.

ELEMENTS OF FOCUS:

- Develop a plan for an integrated network of pedestrian and bicycle facilities.
- Conduct assessments to identify and bridge gaps in existing infrastructure.

PUBLIC TRANSPORTATION

Enhancing public transit is a key part of *Hoffman in Motion*. This includes designing a strong strategy to make public transport more efficient and widespread, especially in areas that need it most. The aim is to make public transit a more practical choice for everyone, improving access and inclusion.

ELEMENTS OF FOCUS:

- Map out strategic improvements to transit routes to boost service delivery and efficiency, aiming for greater coverage across Hoffman Estates.
- Recommend infrastructure upgrades that support a reliable public transit system.
- Develop engagement programs to ensure community involvement in transit planning, aligning services with residents' needs and expectations.



FIGURE 2: BICYCLING IN PRESERVES | SOURCE: ALL TOGETHER



FIGURE 3: PACE BUS STATION | SOURCE: CMT

ASSET MANAGEMENT

A coordinated strategy for managing Village transportation assets is a core focus of *Hoffman in Motion*. This includes maintaining and investing carefully to make the community's transportation system work more effectively and increase the longevity of roads, equipment, and infrastructure.

ELEMENTS OF FOCUS:

- Set up a proactive asset management program that focuses on smart investments.
- Choose the projects most critical to infrastructure needs that will have a positive impact, ensuring sustainable transport solutions.
- Use advanced tools and policies to improve how the Village manages and decides on transportation projects.

FUNDING STRATEGIES

Securing a diverse range of funding is crucial for the long-term success of this plan. This section's main focus is identifying and securing a mix of funding sources to support the ongoing development and upkeep of our transportation systems.

ELEMENTS OF FOCUS:

- Actively seek federal, state, and local funding and look into partnerships with the private sector.
- Create detailed grant applications and funding proposals to meet the financial needs of our transportation projects.
- Make the most of existing and new funding opportunities to ensure the Village have the finances to carry out the plan.



FIGURE 4: VILLAGE GREEN | SOURCE: VILLAGE OF HOFFMAN ESTATES



FIGURE 5: WESTBURY PARK | SOURCE: HOFFMAN ESTATES PARK DISTRICT

Community Background

COMMUNITY CONTEXT

Hoffman Estates, nestled in Chicago's northwest suburbs, has a rich history that has played a pivotal role in shaping its identity since its establishment in 1959 by developers Jack Hoffman and Sam & Jackman Mori. Originally a rural area dotted with farmland, the Northwest Tollway (now Interstate 90) construction in the 1950s opened the area to the Chicago metropolitan area, sparking rapid growth and transformation. During the following decades Hoffman Estates experienced extensive residential and commercial development, attracting families and businesses seeking the benefits of suburban life and its strategic location.

Today, Hoffman Estates stands at a developmental crossroads, balancing growth with sustainability as it approaches the full development of its available land. This transition poses opportunities and challenges, especially in redeveloping and revitalizing aging infrastructure to meet modern needs while maintaining the community's unique character and heritage. Main community

features are shown in  **FIGURE 9**. The Village is tasked with maintaining its original residential areas and renovating commercial centers to reflect current trends and preferences.

Housing diversity is a growing focus, driven by shifting demographic trends that desire various housing options, from multi-family units to new, modern homes. About 65% of housing units are owner-occupied, which is typical for suburban communities. In response, the Village is adapting its zoning laws to support a broader array of housing types, promoting inclusivity and vibrancy in its residential sectors (*CMAP Community Snapshot*).



FIGURE 6: BELL WORKS | SOURCE: BELL WORKS



FIGURE 7: HOFFMAN ESTATES | SOURCE: AMERICAN ADVENTURE

COMMUNITY GEOGRAPHY

Hoffman Estates, a sprawling municipality, is distinguished by its division into three distinct geographical regions: West, Central, and North, each defined by natural and man-made boundaries that influence planning and development.

The **West** region, nestled west of Barrington Road and flanked by the eastern border of the Arthur L. Janura Preserve, serves as a vibrant hub combining residential zones with bustling commercial areas and public spaces. This region benefits from the Forest Preserve, providing expansive green spaces.

East of Barrington Road and south of Interstate 90 lies the **Central** region, characterized by a blend of residential developments, commercial zones, and essential services. This area's proximity to major transport arteries like I-90 enhances its accessibility and connectivity.

Meanwhile, the **North** region, situated north of I-90 and east of Barrington Road, offers a mix of residential areas, parks, and smaller commercial entities.

Significant physical barriers, such as highways, non-jurisdictional roads, and forest preserves, contribute to the separation and spread of the unique geographic layout of Hoffman Estates. This creates transportation challenges for active transportation users. Efforts to enhance this connectivity include developing comprehensive bike paths and pedestrian trails that link these three regions effectively, overcoming geographical divides

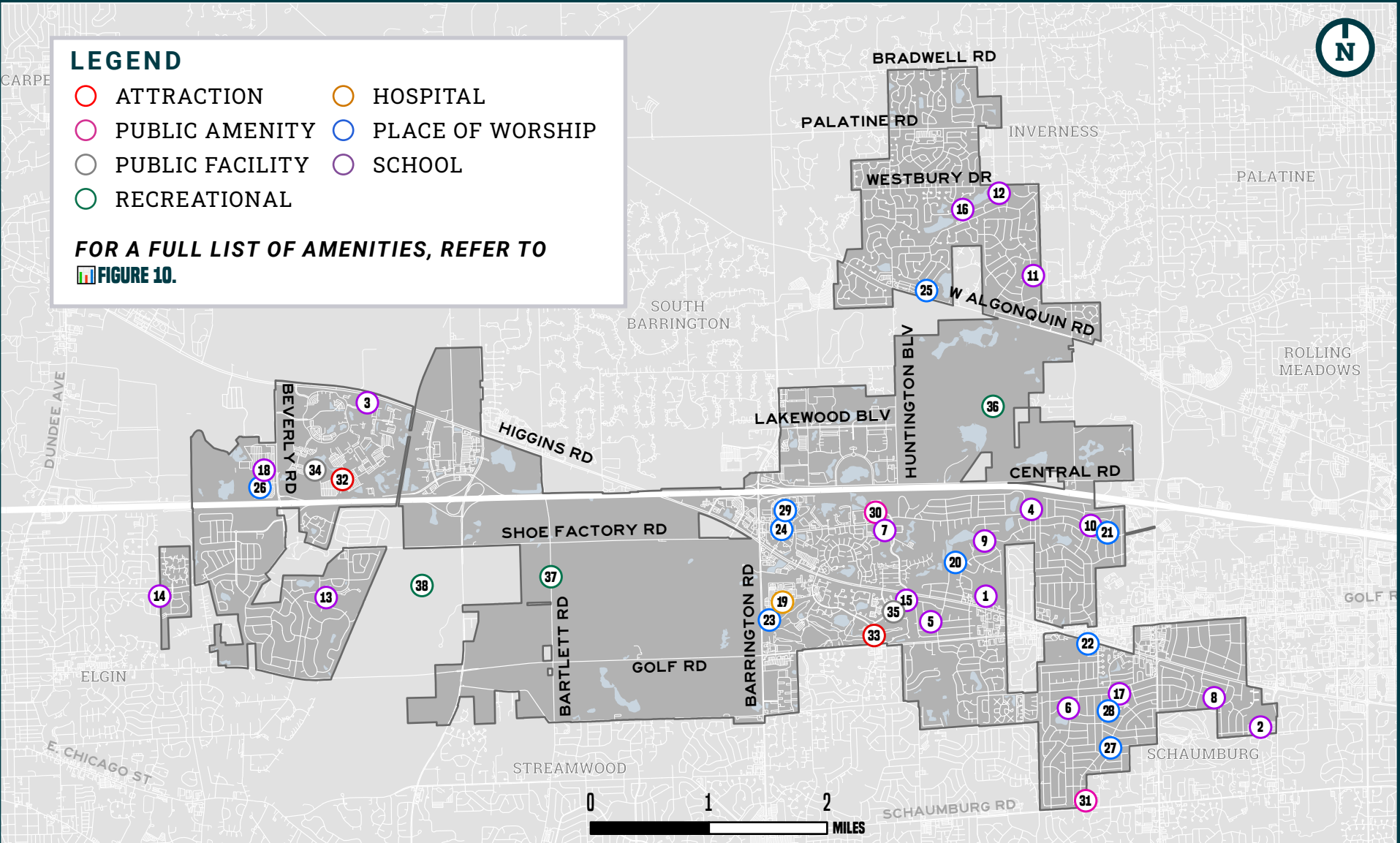
and promoting a cohesive community environment. The figure below illustrates the distinct regions.

FIGURE 8: VILLAGE REGIONS



FIGURE 9: COMMUNITY AMENITIES

Source: Village GIS Assets



WHY IS IT IMPORTANT TO IDENTIFY KEY AMENITIES?

Identifying key amenities within a community is crucial for active transportation planning as it helps ensure that essential services and destinations are accessible via non-motorized means, such as walking or bicycling. This information guides the development of efficient and strategically placed pathways, bike lanes, and pedestrian-friendly streets that connect residents directly to schools, parks, shopping centers, and transit hubs. Moreover, understanding the location of these amenities aids in creating a more cohesive and inclusive transportation network that enhances the livability and sustainability of the community.

FIGURE 10: AMENITY LIST

ID	NAME	TYPE
1	Hoffman Estates High School	School
2	James B. Conant High School	School
3	High Road School of Hoffman Estates	School
4	Eisenhower Junior High School	School
5	Neil Armstrong Elementary School	School
6	Lakeview Elementary School	School
7	John Muir Literacy Academy	School
8	Fairview Elementary School	School
9	MacArthur International Spanish Academy	School
10	Lincoln Prairie School	School
11	Thomas Jefferson Middle School	School
12	Frank C. Whiteley Elementary School	School
13	Timber Trails Elementary School	School
14	Lincoln Elementary School	School
15	Hoffman Estates Park District Early Learning Center	School
16	Montessori Learning Center, Inc.	School
17	St. Hubert Catholic School	School
18	Valeo Academy	School
19	Ascension Saint Alexius Medical Center	Hospital

ID	NAME	TYPE
20	Baha'i Faith	Place of Worship
21	Beth Tikvah Congregation	Place of Worship
22	Church of the Cross	Place of Worship
23	Congregation Am Chai	Place of Worship
24	Interest Ministries	Place of Worship
25	Korean Church of Chicago	Place of Worship
26	Life Changers International Church	Place of Worship
27	Shree Jalaram Mandir	Place of Worship
28	St. Hubert Catholic Church	Place of Worship
29	Waterfront Community Church	Place of Worship
30	Hoffman Estates Village Hall	Public Amenity
31	Schaumburg Township Food Pantry	Public Amenity
32	NOW Arena	Attraction
33	Seascape Family Aquatic Center	Attraction
34	Virginia Mary Hayter Village Green	Public Facility
35	Sunderlage House	Public Facility
36	Paul Douglas Forest Preserve	Recreational Facility
37	Arthur L. Janura Preserve	Recreational Facility
38	Shoe Factory Road Nature Preserve	Recreational Facility

LAND USE & DEVELOPMENT

Land use plays a critical role in shaping the development of multimodal transportation networks within communities. The spatial distribution and intensity of land uses, such as residential, commercial, and recreational areas as seen in **FIGURE 13**, directly influence transportation patterns and travel behavior. For instance, compact, mixed-use developments with a diversity of land uses tend to support more walkable and bikeable environments, as destinations are closer together and easily accessible by foot or bicycle. Conversely, sprawling, single-use developments characterized by low-density housing and separated land uses often necessitate longer trips by car, contributing to increased traffic congestion and reliance on automobiles. Therefore, integrating land use and transportation planning is essential for creating cohesive and efficient multimodal networks that accommodate the diverse needs of residents and visitors.

Better coordination between land use and transportation planning can yield positive outcomes for communities, fostering sustainable and livable environments that prioritize active transportation and reduce reliance on cars. By aligning land use policies with transportation investments, the Village can promote compact, mixed-use developments that support walking, bicycling, and transit use. This approach not only improves accessibility and mobility but also enhances economic vitality, social equity, and environmental sustainability. Moreover, coordinated planning efforts can result in more efficient land use patterns, reducing sprawl and preserving open space while optimizing the use of existing infrastructure and resources.

Through integrated land use and transportation planning, communities can create vibrant and resilient neighborhoods that offer a range of transportation choices and support healthy, active lifestyles.



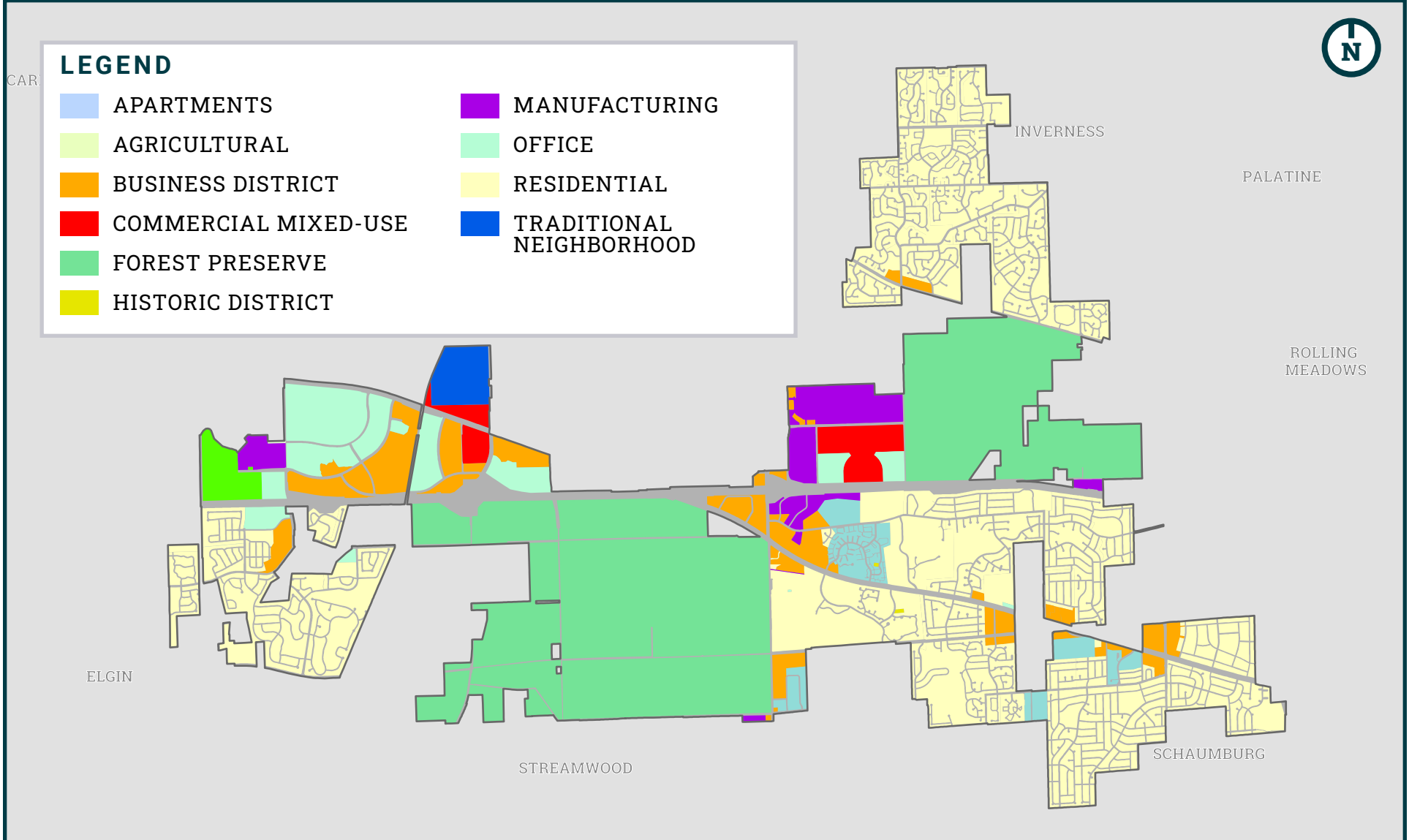
FIGURE 11: BELL WORKS | SOURCE: CHICAGO MAGAZINE



FIGURE 12: SEASONS AT HOFFMAN ESTATES | SOURCE: BUILTECH

FIGURE 13: ZONING

Source: Village GIS Assets



WHICH LAND USES HELP SUPPORT ACTIVE TRANSPORTATION?

Land uses that support active transportation typically include mixed-use developments, which integrate residential, commercial, and recreational spaces within walking or biking distance. Dense urban layouts with well-connected street networks also promote active transportation by shortening travel distances and improving access to amenities and services. Additionally, areas with green spaces, such as parks and trails, encourage walking and bicycling by providing safe, attractive routes separated from vehicular traffic.

TRANSPORTATION

Hoffman Estates is actively improving its transportation system to make it more accessible for all ages and abilities. This shift involves enhancing the infrastructure to better connect the community and support environmental goals. The current transportation infrastructure is shown in **FIGURE 15**. Although driving remains the most common mode, there has been a noticeable increase in public transit and active transportation (i.e. biking and walking).

Transportation modes were highly impacted by COVID-19 with work from home being embraced and public transit ridership decreasing sharply. More recently travel trends reveal a community gradually embracing diverse transportation options. 84% of residents travel to work by car with 8.6% of residents carpooling while the remaining 75.4% drive alone. Alternative modes such as public transit, walking, and biking are slowly gaining traction. Public transit usage is modest at 3.3%, and those who walk or bike make up only 0.5% of commuters. A full breakdown of mode share is detailed in **FIGURE 14**.

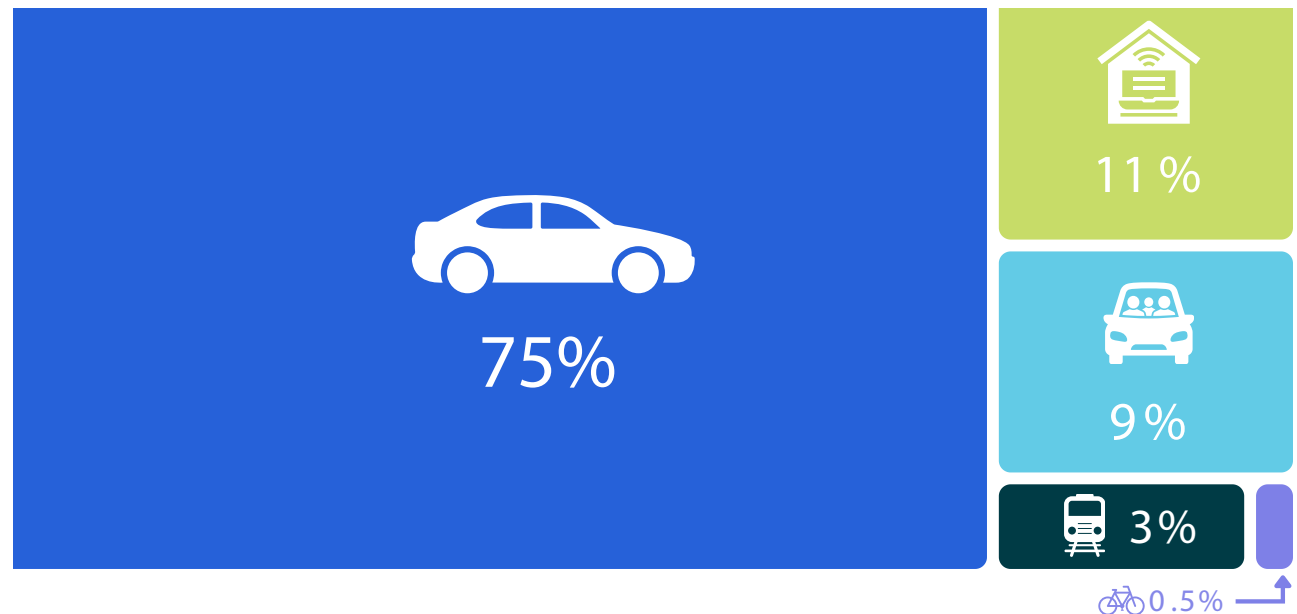
However, with an annual vehicle miles traveled per household at 18,986—exceeding both county and regional averages—there is significant potential for reducing reliance on cars by enhancing public transit and non-motorized transport options.

The Transit Availability Index, a metric calculated by the Chicago Metropolitan Agency for Planning (CMAP) for the Chicagoland region, measures the accessibility and availability of public transit services across different locations, indicates

that 51.1% of resident and job locations have low transit availability. This lack of availability is being addressed through the expansion of public transportation, most notably by Pace's I-90 Express Bus Service, an on-highway express service that operates between the Rosemont Transportation Center and Elgin.

FIGURE 14: MODE SHARE

Source: American Community Survey, 2021 5-year Estimates



JEREMY LAMB

BUSINESS OWNER & ADVOCATE TESTIMONIAL

JEREMY'S TESTIMONIAL OFFERS AN INSIGHTFUL VIEW FROM HIS EXPERIENCE AS A BIKE SHOP OWNER IN HOFFMAN ESTATES.

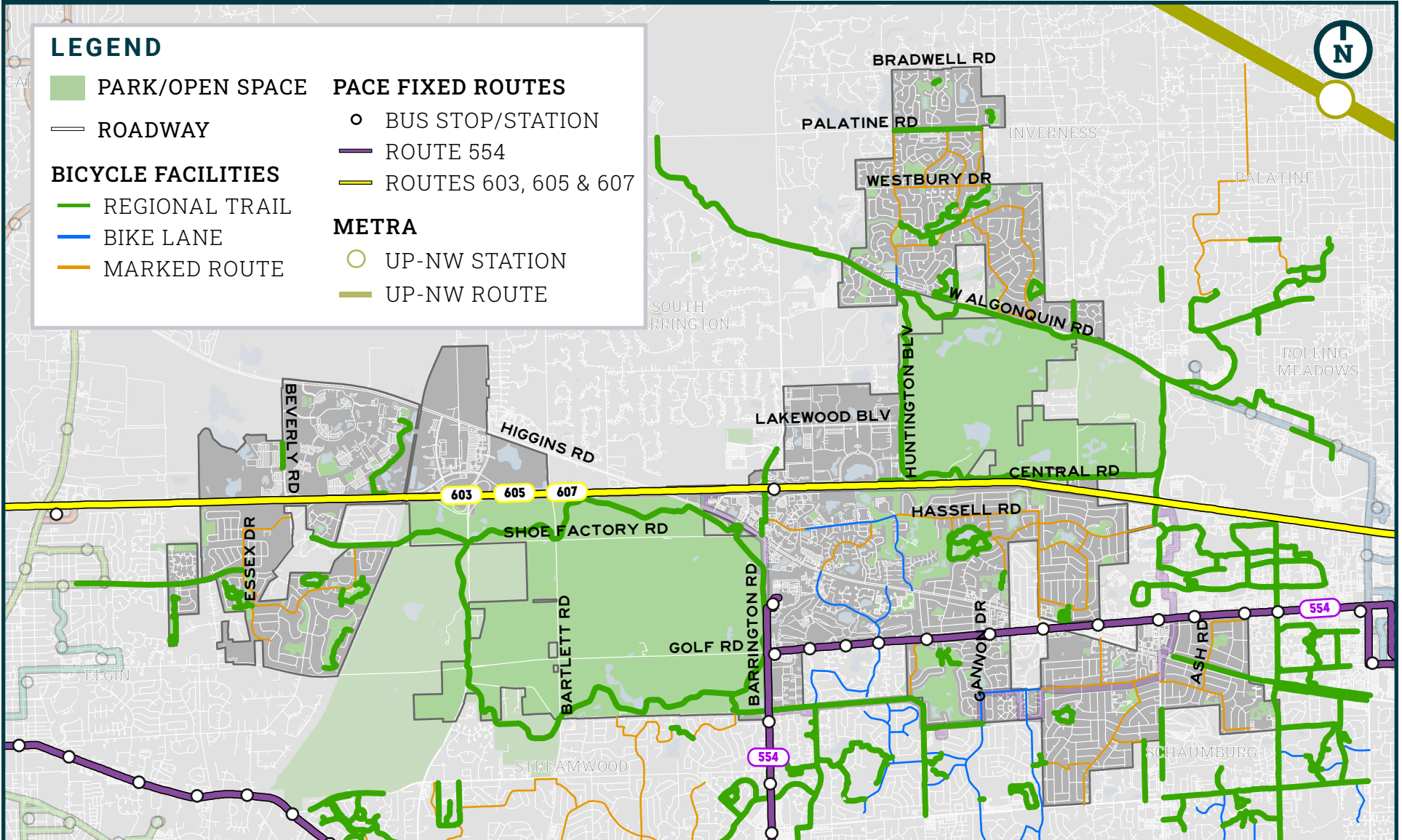
"AS A BIKE SHOP OWNER, WE'VE HAD GREAT FIRST-HAND EXPERIENCE IN GETTING TO KNOW AND SERVING THE CYCLING COMMUNITY IN THE HOFFMAN ESTATES AREA. THROUGH THE MANY VILLAGE INITIATIVES TO BRING POSITIVE CHANGES TO OUR CYCLING INFRASTRUCTURE, WE HAVE SEEN AN UPTICK IN CYCLISTS—NOT JUST TO OUR STORE, BUT ON THE ROAD AND WITHIN OUR LOCAL TRAIL SYSTEMS. BY TEAMING UP WITH THE VILLAGE, WE LOOK FORWARD TO BRINGING MORE IMPROVEMENTS, PARTICULARLY TO THE ACCESSIBILITY OF BIKE PATHS. WE BELIEVE THE ADDITION OF DEDICATED BIKE LANES AND CROSSWALKS TO LINK VARIOUS TRAIL SYSTEMS WILL ALLOW MORE RIDERS TO SAFELY ENJOY THE VARIETY OF TRAILS OFFERED IN HOFFMAN ESTATES—STRAIGHT FROM THEIR FRONT DOORS."

JEREMY LAMB, OWNER, CRANK REVOLUTION



FIGURE 15: TRANSPORTATION NETWORK (VILLAGE WIDE)

Source: Village GIS Assets, CMAP Trails, IDOT IRIS, Pace Suburban Bus

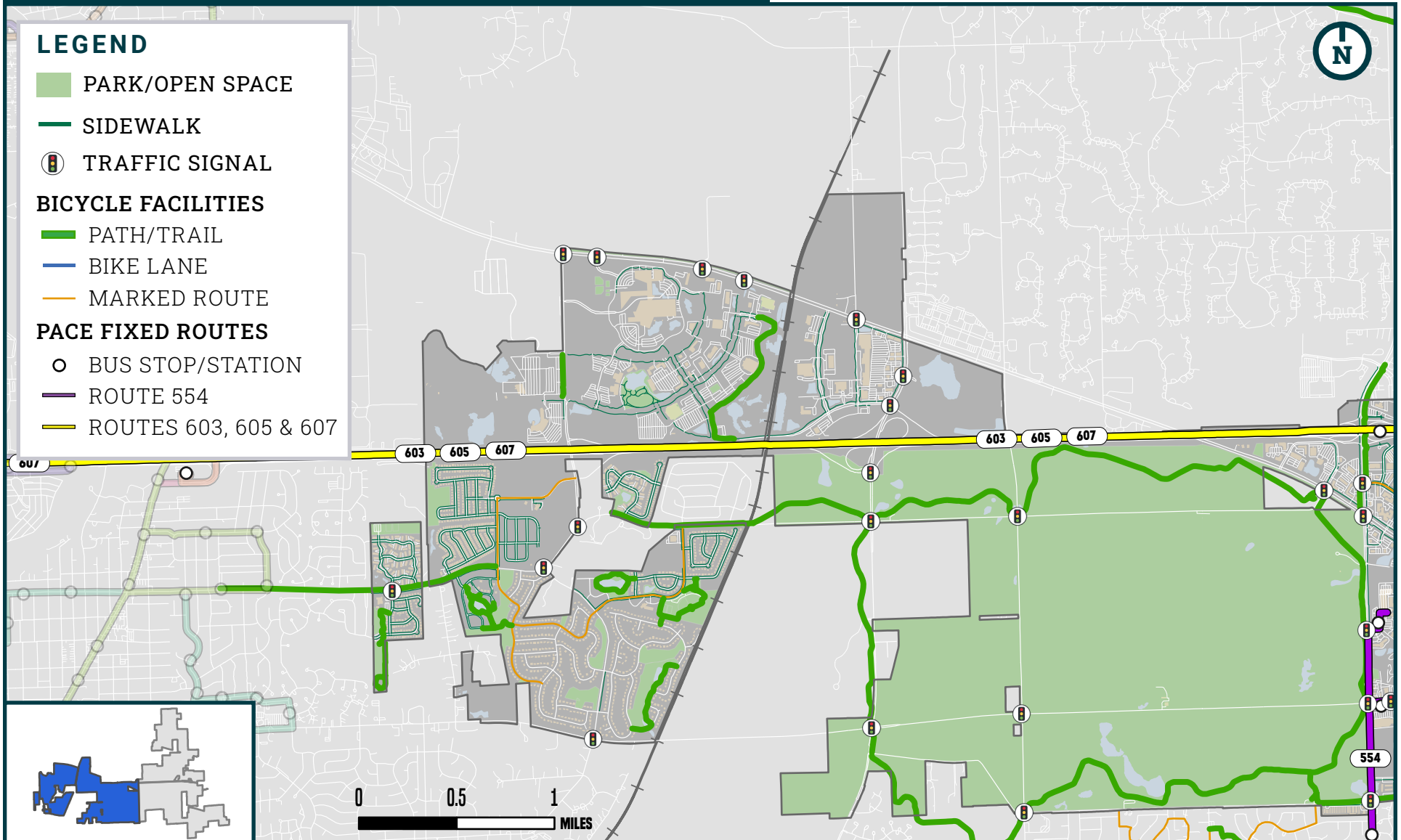


WHY IS A MULTIMODAL SYSTEM IMPORTANT?

When various transportation modes and options are connected properly, they can create a seamless, efficient mobility system that enhances accessibility and convenience for all community members. Integrating public transit with pedestrian pathways and bicycling infrastructure, for example, allows individuals to easily switch between modes, such as biking to a transit stop and then taking a bus to their final destination. Such multimodal connections reduce reliance on personal vehicles, decrease traffic congestion, and promote healthier, more sustainable communities.

FIGURE 16: TRANSPORTATION NETWORK (WEST REGION)

Source: Village GIS Assets, CMAP Trails, IDOT IRIS, Pace Suburban Bus

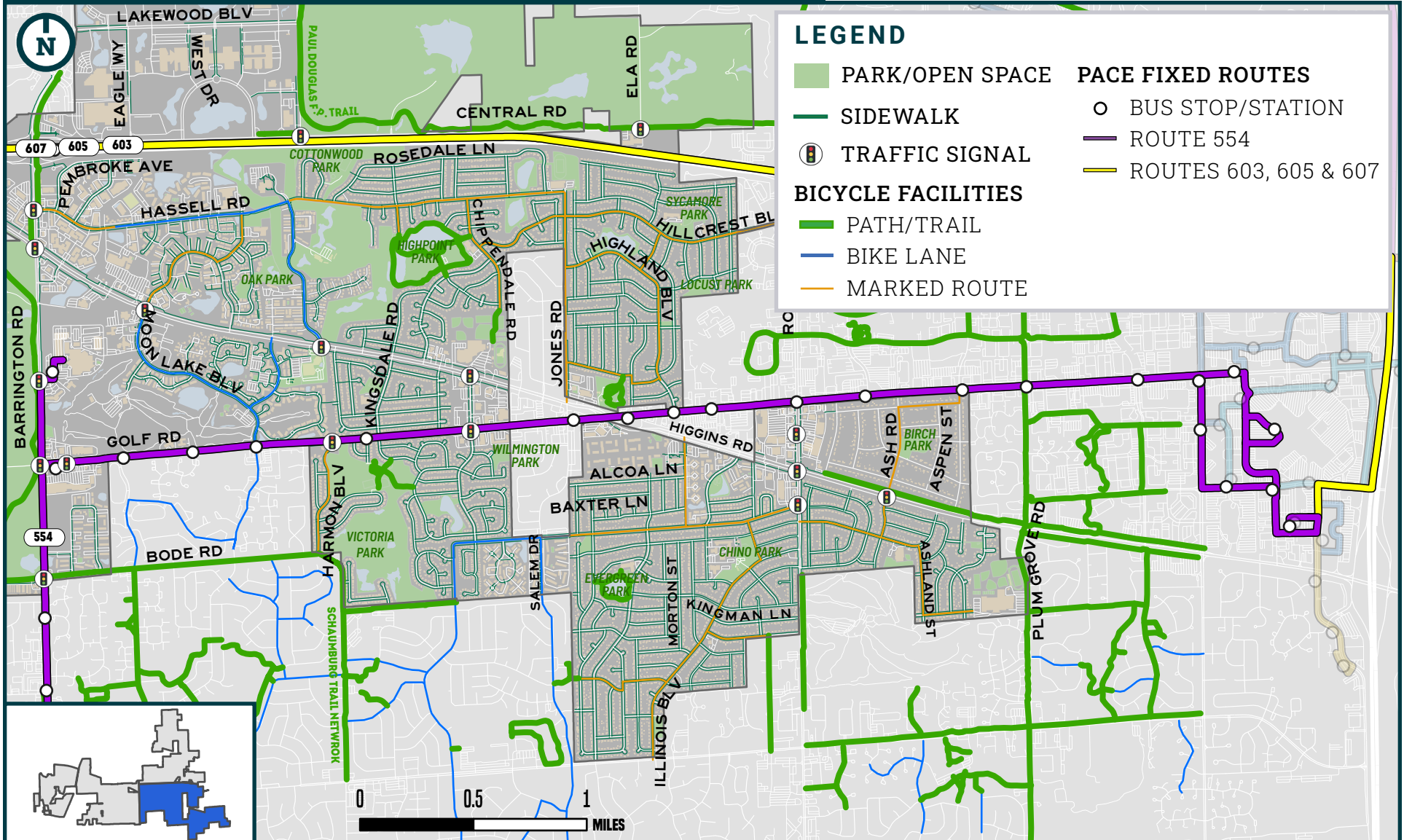


WHAT IS THE STATUS OF TRANSPORTATION FACILITIES IN THE WEST REGION?

The West region of Hoffman Estates features a jagged municipal boundary that benefits significantly from the proximity to Arthur L. Janura Forest Preserve, offering residents extensive natural landscapes and recreational opportunities. However, this region is encircled by state routes characterized by high traffic volumes and speeds, which pose challenges for pedestrian and cyclist safety. Towards the far western boundaries, residential areas are well-equipped with sidewalks and patches of bicycle lanes, and two shared use paths enhance connectivity along several roads and within the Prairie Stone area.

FIGURE 17: TRANSPORTATION NETWORK (CENTRAL REGION)

Source: Village GIS Assets, CMAP Trails, IDOT IRIS, Pace Suburban Bus

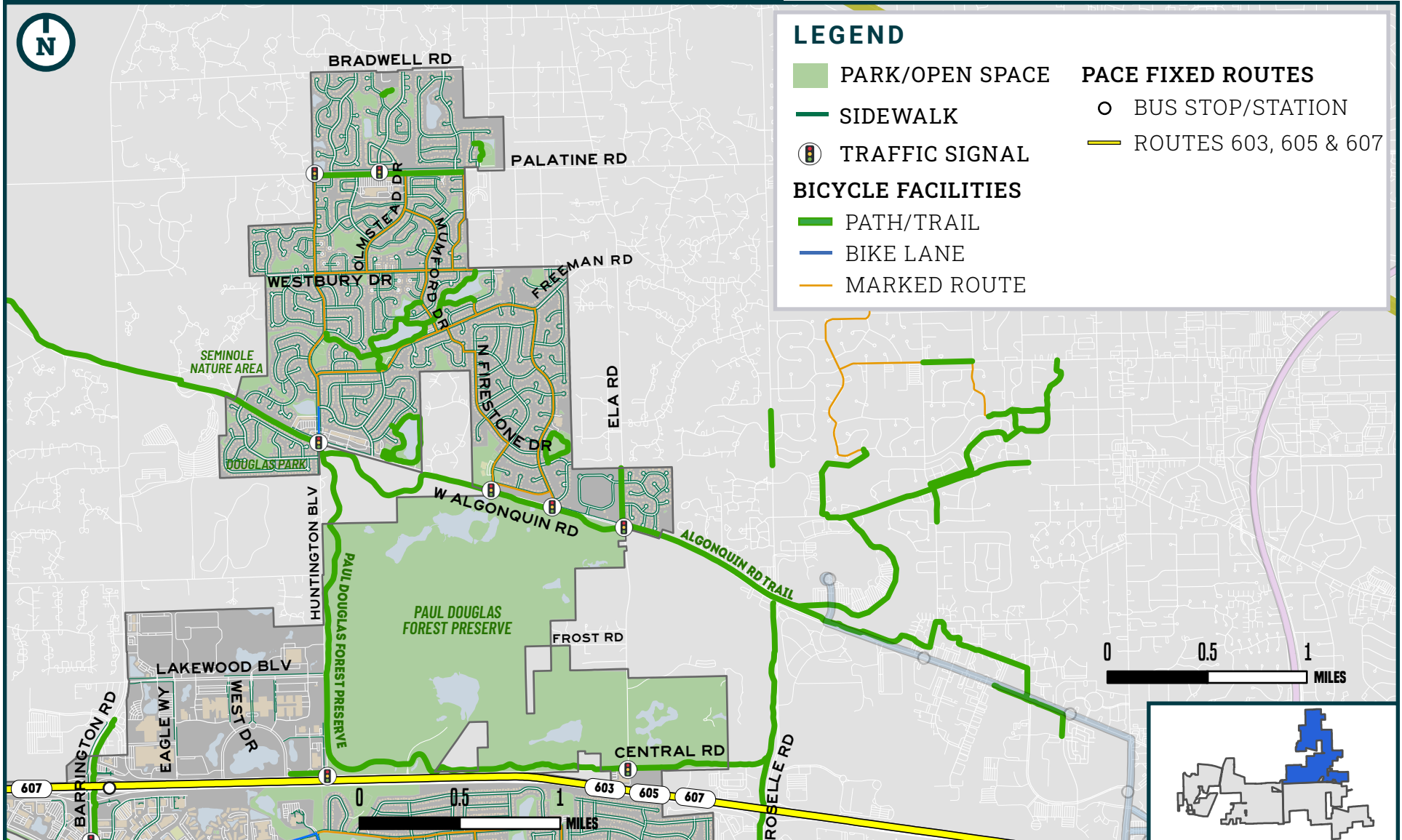


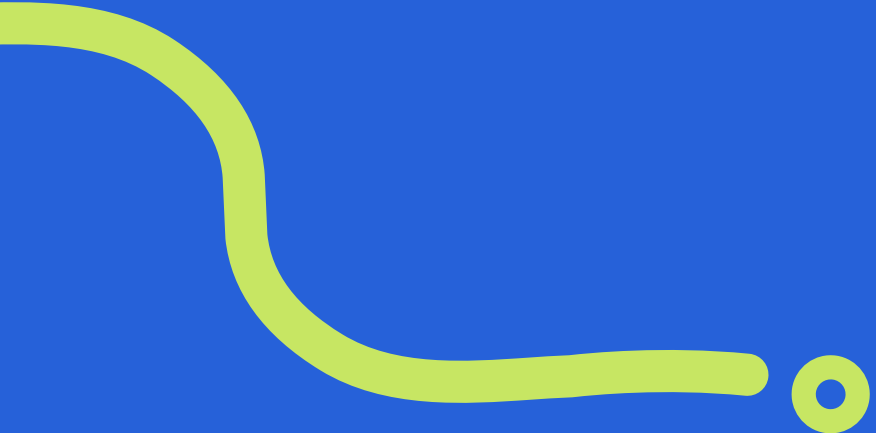
WHAT IS THE STATUS OF TRANSPORTATION FACILITIES IN THE CENTRAL REGION?

The Central region, located south of I-90 and east of Barrington Road, is predominantly residential with local roadways and boasts the highest coverage of bicycle lanes and sidewalks in Hoffman Estates. This area benefits from the Pace Fixed Route 554, which travels along Golf Road through the Village, enhancing public transportation access to several commercial and retail centers in the region. The abundant transportation facilities support a vibrant community life and provide convenient access to local amenities and services.

FIGURE 18: TRANSPORTATION NETWORK (NORTH REGION)

Source: Village GIS Assets, CMAP Trails, IDOT IRIS, Pace Suburban Bus





Current Conditions

INVENTORY
TRANSPORTATION PATTERNS
EQUITY
SAFETY
PERFORMANCE DASHBOARD

02

Inventory

A DETAILED LOOK AT HOFFMAN ESTATES' TRANSPORTATION AMENITIES.

ROADWAYS

Roadways and safety infrastructure are vital assets of Hoffman Estates' transportation system, primarily facilitating automobile travel while also starting to support safer options for pedestrians and bicyclists.

ROADWAYS

Hoffman Estates boasts a diverse and extensive roadway network that serves as the backbone of its transportation system. This network includes a combination of Interstate, arterial, and local roads that connect residents to commercial centers, schools, healthcare facilities, and recreational areas. The road infrastructure is crucial for the daily commute of residents and the transport needs of businesses within and around the Village. The integration of roadways with pedestrian pathways and bicycling lanes is increasingly emphasized to promote safer and more sustainable travel options.

The Village's roadways are managed by several entities, each responsible for different segments of the network. The Illinois Department of Transportation (IDOT) oversees approximately 16.7 miles of these roadways,

while Cook County manages another 11.4 miles. The majority of the roadways, nearly 140 miles, are under the jurisdiction of the Village itself, which maintains both local roads and arterial routes with speed limits ranging from 25 to 45 mph depending on the area. Additionally, there are 12.1 miles of privately managed roads within Hoffman Estates.

The next two maps,  **FIGURE 19** and  **FIGURE 20**, on the following pages illustrate the varying jurisdiction of the roadway network and use line weights based on Average Annual Daily Traffic (AADT) to depict traffic volumes, respectively.

MAJOR ROADWAYS

Key thoroughfares such as the I-90 Tollway, IL Route 72 (Higgins Road), IL Route 58 (Golf Road), Barrington Road, Roselle Road, and IL Route 59 (Sutton Road) play pivotal roles in the regional and local transportation landscape. The I-90 Tollway is particularly significant as it facilitates east-west travel across the region, linking Hoffman Estates with major employment hubs and other communities up to Chicago. IL Route 72 connects the Village to neighboring suburbs and serves as a vital commercial artery that supports local businesses and retail establishments. IL Route 58 cuts through the Village center, hosting a mix of traffic that includes both local

residents and visitors to the area, underlining its importance to the Village's economic and social activity.

Barrington Road, Roselle Road, and IL Route 59 all run north-south through the Village, connecting residents to the I-90 Tollway, along with other amenities, such as the forest preserves, commercial areas, and medical centers.

CONTEXT IN THE PLAN

In the context of this plan, roadways are primarily being considered for their potential to be enhanced with on-street or off-street facilities, focusing on ensuring the safety of pedestrians who travel along them. This approach involves evaluating current roadway configurations to integrate necessary improvements that facilitate safer pedestrian movements and cyclist traffic. The enhancement strategies include the addition of dedicated bike lanes, pedestrian paths, and improved crosswalks, equipped with the essential safety infrastructure such as enhanced signage and road markings. These infrastructure elements, discussed in detail in the following pages, aim to transform the roadways into more inclusive corridors that support a variety of transport modes, thereby increasing accessibility and safety for all users.

ROADWAY SAFETY INFRASTRUCTURE ASSETS

Roadway Safety Infrastructure encompasses a range of physical and operational elements designed to enhance the safety of roads for all users, including motorists, bicyclists, and pedestrians. Key components include traffic signals, road markings, pedestrian crosswalks, speed humps, traffic calming devices, guardrails, lighting, and signage.



Asset: Traffic Signals and Signs

Description: Traffic signals and signs are critical components of roadway safety infrastructure, providing necessary cues and commands to regulate the flow of vehicles and pedestrians at intersections and along roadways. They are essential for maintaining order and preventing crashes by clearly communicating the rules of the road.

Benefits: These signals and signs increase the predictability of actions taken by drivers and pedestrians, reducing the likelihood of collisions. They also facilitate smoother traffic flow and help manage intersection crossing times for pedestrians, contributing to a safer and more efficient transportation environment.



Asset: Road Markings

Description: Road markings include any kind of painted lines, symbols, or words on the road surface that provide guidance and information to drivers and pedestrians. These markings are integral to road safety, delineating traffic lanes, indicating turns, signaling pedestrian crossings, and regulating parking zones.

Benefits: They help in maintaining traffic order and safety by clearly defining lane boundaries and traffic movement protocols. Road markings enhance visibility of the road layout, especially in adverse weather conditions or at night, aiding in safer navigation.



Asset: Traffic Calming

Description: Traffic calming devices are physical interventions on roadways designed to slow down traffic speeds, particularly in residential neighborhoods or near schools and hospitals.

Benefits: These devices effectively reduce vehicle speeds, thereby decreasing the risk and severity of crashes. They also enhance pedestrian safety by allowing safer street crossing and reducing the noise and environmental impact of high-speed traffic.

ROADWAY SAFETY INFRASTRUCTURE ASSETS



Asset: Roundabouts

Description: Roundabouts are an alternative intersection design to the standard traffic light. They facilitate traffic movement by allowing vehicles to move clockwise around the center and exit at the desired street. All cars looking to enter the roundabout yield to the traffic within the roundabout.

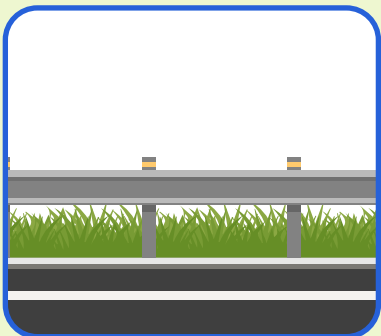
Benefits: Benefits of roundabouts include allowing traffic to move more freely; when there are no other vehicles can immediately move through the intersection rather than stopping. Additionally, cars move through the intersection at lower speeds than they would a green light. When crashes do occur they are at lower speeds and are therefore typically less severe.



Asset: Street Lighting

Description: Street lighting involves the use of various forms of light fixtures installed along roadways, in public places, and in pedestrian areas to illuminate the street scene during periods of darkness.

Benefits: Improved visibility at night reduces crashes by helping drivers and pedestrians see better and be seen. Good lighting deters crime and enhances the subjective feeling of safety among residents.



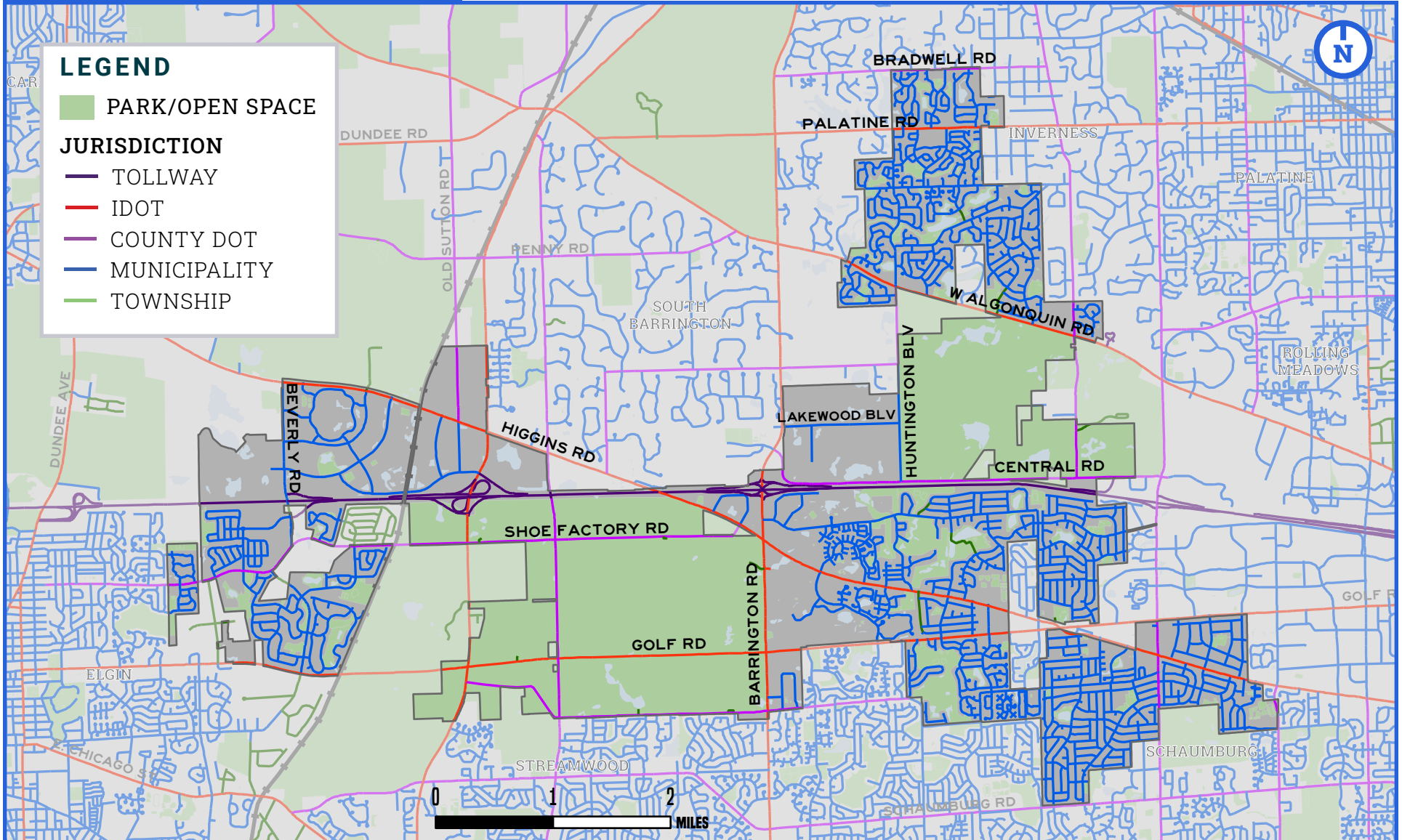
Asset: Guardrails and Barriers

Description: Guardrails and barriers are installed along roadways to prevent vehicles from veering off the road into hazardous areas. They are commonly found on bridges, around curves, and along medians of divided highways.

Benefits: These safety features are critical in preventing run-off-road collisions, rollovers, and head-on collisions, significantly reducing the likelihood of severe crashes and fatalities.

FIGURE 19: ROADWAY NETWORK

Source: Village GIS Assets, iDOT IRIS

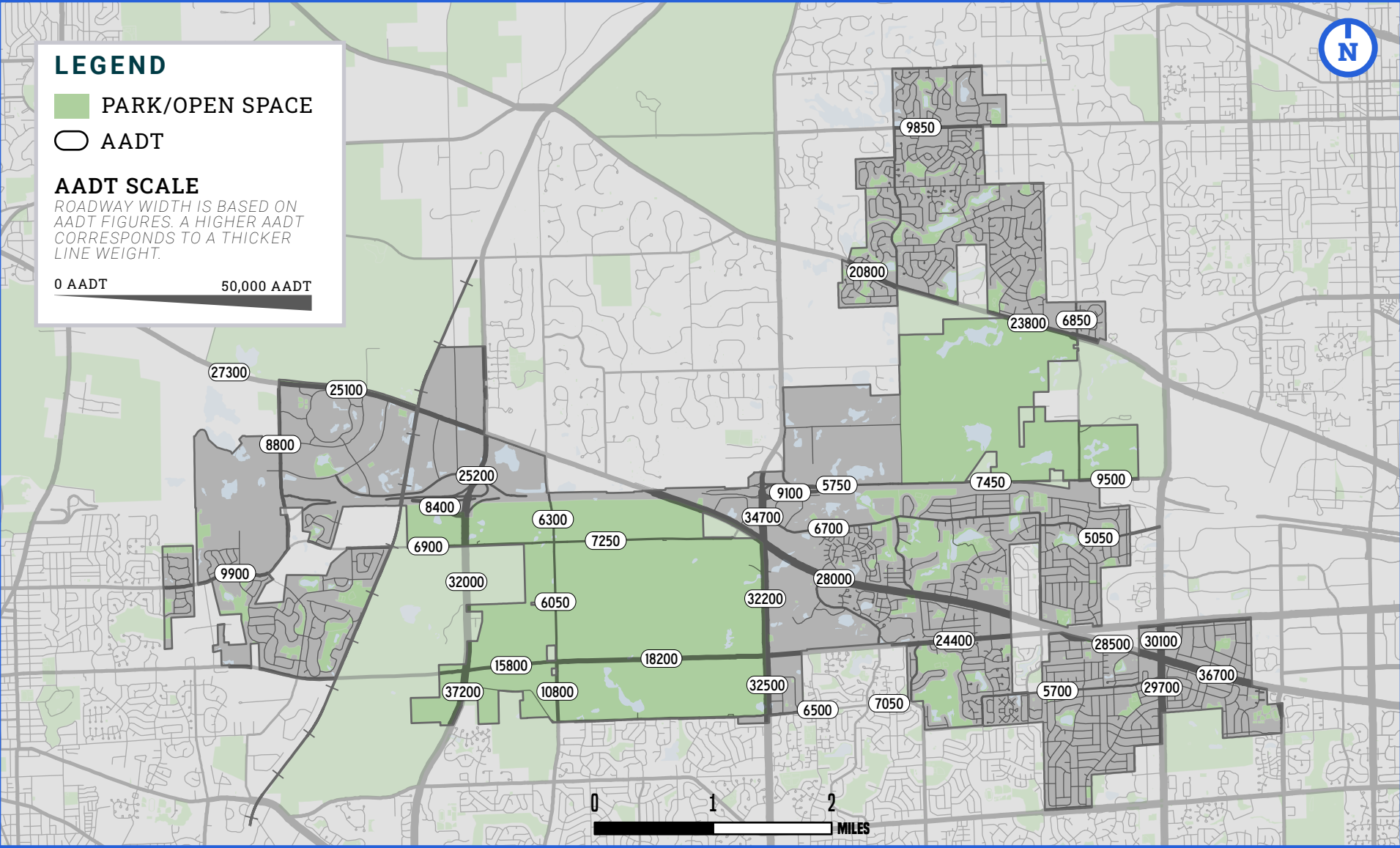


HOW DOES ROADWAY JURISDICTION AFFECT TRANSPORTATION PLANNING?

Jurisdiction significantly impacts transportation planning as it defines the authority and responsibility boundaries among various governmental entities, such as municipalities, counties, and states. These boundaries can affect funding, regulatory approvals, and the maintenance of transportation infrastructure, necessitating coordination among different jurisdictions to ensure seamless service and efficient use of resources. Furthermore, jurisdictional boundaries can complicate the planning and execution of projects that span multiple areas, requiring intergovernmental agreements and collaborative strategies.

FIGURE 20: ROADWAY NETWORK (AADT SCALE)

Source: Village GIS Assets, iDOT IRIS



HOW DOES AADT AFFECT ACTIVE TRANSPORTATION PLANNING?

Average Annual Daily Traffic (AADT) is a critical metric in active transportation planning as it quantifies the typical traffic volume on a roadway, informing the design and safety measures needed for non-motorized users. Higher AADT values often necessitate enhanced safety features such as dedicated bike lanes, pedestrian crossings, and traffic calming measures to protect bicyclists and pedestrians. Additionally, understanding AADT helps planners identify high-traffic roads that may need improved connectivity or alternative routes to ensure safer and more accessible active transportation options.

ACTIVE TRANSPORTATION

BICYCLE FACILITIES

The bicycle network boasts 3.9 miles of dedicated lanes. Shared use paths, commonly found in suburban communities like Hoffman Estates and often situated in scenic forest preserves, comprise 32.0 miles of the system. Routes, marked shared lanes or designated roadways for bicyclists, extend 26.6 miles.

Regional trails are expansive pathways that connect multiple communities. Hoffman Estates has five regional trails that traverse its community. The Palatine Trail is a crucial connector in the northwest suburbs, linking residential areas, schools, parks, and commercial centers. The Algonquin Road Trail provides a direct, paved path that enhances connectivity for users. Meanwhile, the Prairie Stone Trail, Paul Douglas Trail, and the Poplar Creek Forest Preserve Trail traverse through both natural and urban landscapes, offering scenic and functional routes for recreational and commuting purposes.

FIGURE 21: TRAIL, PATH & LANE JURISDICTION

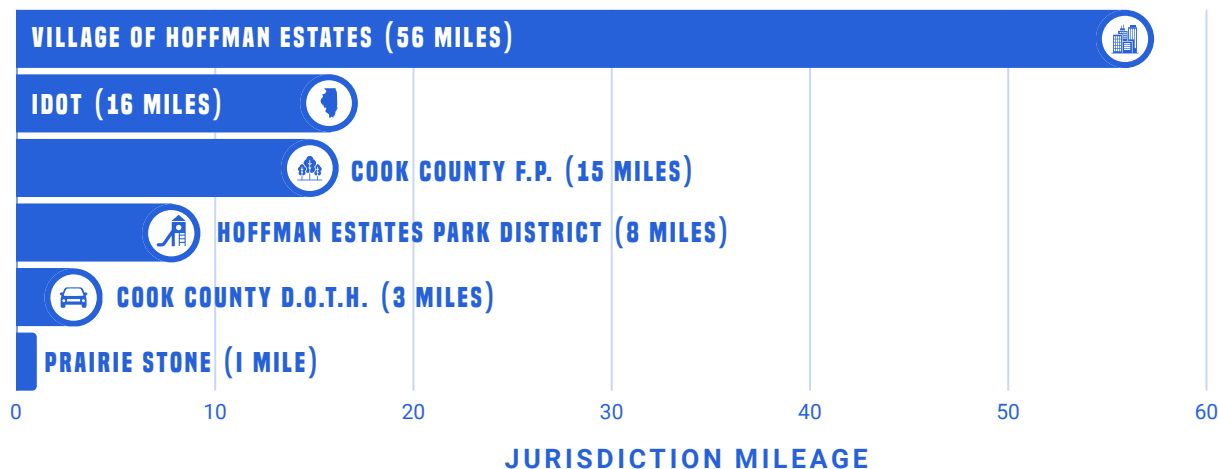


FIGURE 22: POPLAR CREEK TRAIL | SOURCE: TRAILLINK

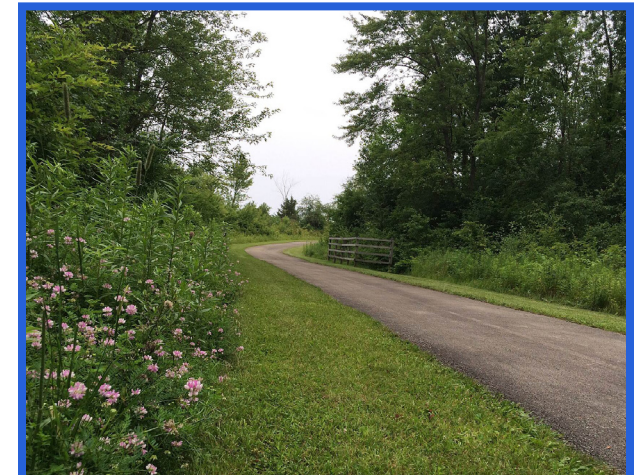


FIGURE 23: PAUL DOUGLAS FOREST PRESERVE TRAIL | SOURCE: TRAILLINK

EXISTING BICYCLE FACILITY TYPES

Hoffman Estates offers a variety of bicycle facilities, including marked routes, dedicated bicycle lanes, buffered lanes for added safety, and shared use paths that accommodate both bicyclists and pedestrians.



Facility: Marked Routes

Description: Designated roadways clearly identified by signs or road markings that guide bicyclists and enhance travel safety and efficiency within a bicycling network. These routes are integrated into the city's traffic system, enabling more confident riders to navigate through shared street environments effectively.

Suitable for: More confident riders who are comfortable navigating shared street environments alongside motor vehicle traffic.



Facility: Bike Lanes

Description: Dedicated lanes on roadways exclusively for bicyclists, marked by road signs and pavement markings. *Buffered Bike Lanes* include extra space separating the bike lane from adjacent vehicle lanes or parking lanes, marked by stripes and possibly other patterns like chevrons or hatching, providing additional safety from passing cars.

Protected Bike Lanes feature physical barriers like curbs, planters, or bollards that ensure additional separation.

Suitable for: Bicyclists who prefer a dedicated space on roadways but separate from motor vehicles for increased safety, especially suitable in urban areas with moderate to high traffic.



Facility: Shared Use Paths

Description: Paved multi-use trails separated from motor vehicle traffic, designated for use by bicyclists, pedestrians, and other non-motorized users. These paths support two-way movement and offer complete separation from traffic, enhancing connectivity between different parts of the community. They are ideal for leisurely rides, jogging, and walks, providing a versatile space for outdoor activities.

Suitable for: All types of non-motorized users including bicyclists, joggers, families with strollers, and pedestrians. Ideal for recreational activities and safe commuting away from road traffic.

DESIGNING FACILITIES FOR ALL

Designing bicycling facilities to accommodate all skill levels involves a strategic approach that ensures safety and accessibility across a spectrum of bicyclist confidence, from beginners to the experienced. This inclusive planning not only enhances the comfort and safety of all bicyclists but also integrates seamlessly into various urban and suburban landscapes. For more detailed descriptions of bicyclist comfort levels, refer to  **FIGURE 24** to the right.

In environments where bicyclists share roads directly with motor vehicles, designing with a focus on education and shared road etiquette becomes crucial. Facilities with no separation between modes require intensive educational campaigns aimed at both drivers and bicyclists to foster a mutual respect and understanding for shared road use. These initiatives are complemented by traffic calming measures such as reduced speed limits and visible crosswalks, ensuring safer interactions in mixed traffic conditions. To better understand the specific features and safety measures associated with each level of bicyclist infrastructure, please see  **FIGURE 24** to the right.

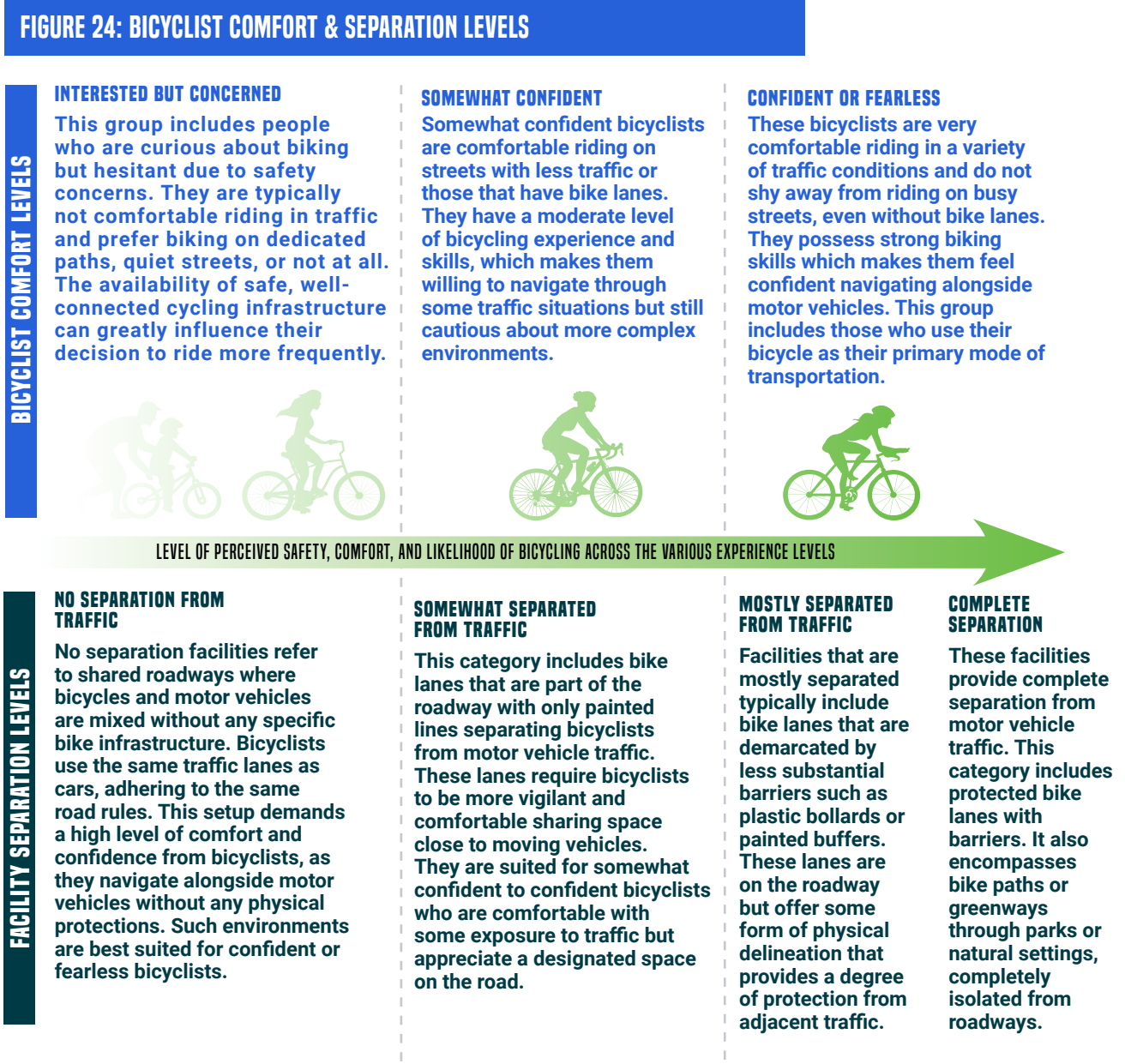
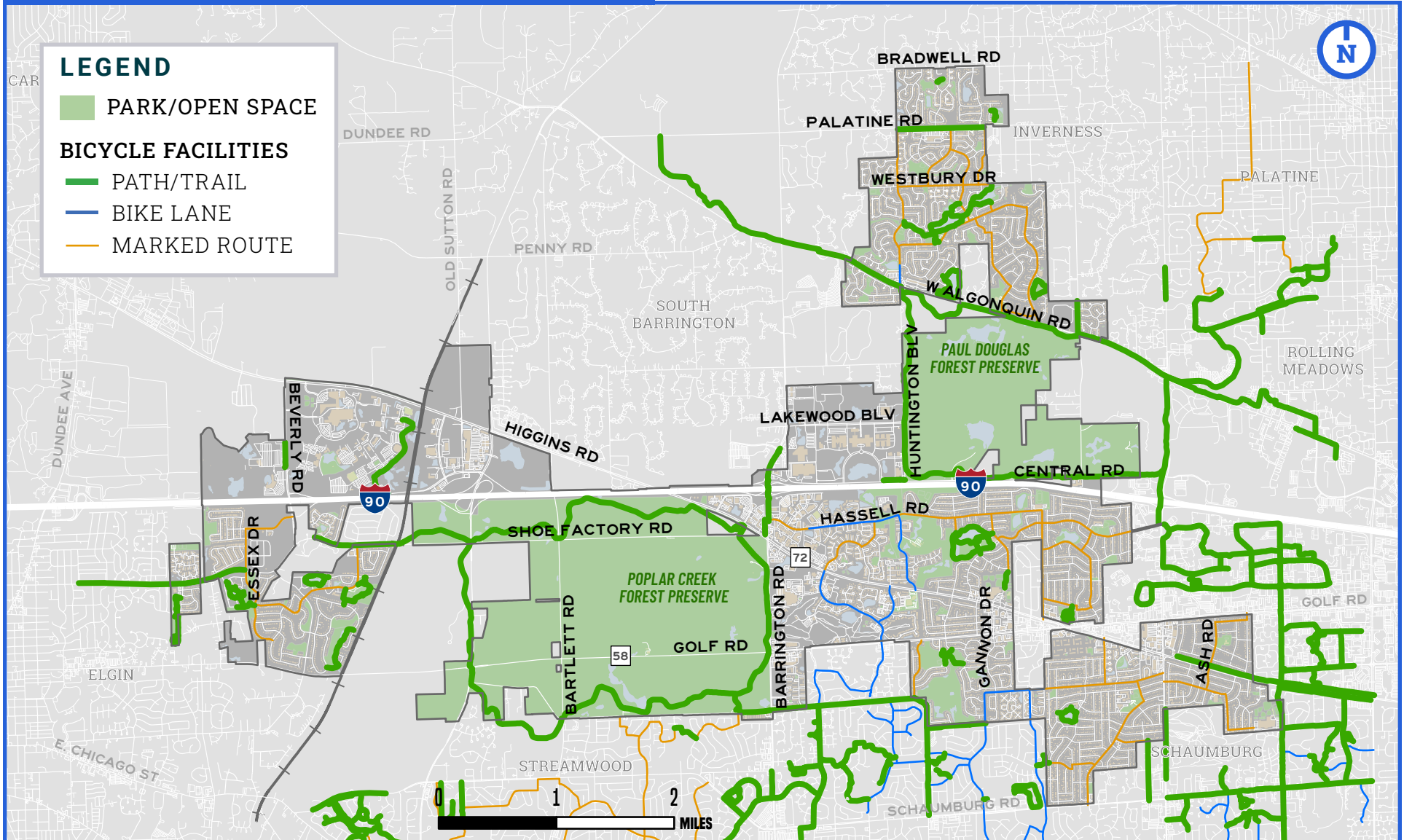


FIGURE 25: BICYCLE NETWORK (VILLAGE-WIDE)

Source: Village GIS Assets, iDOT IRIS

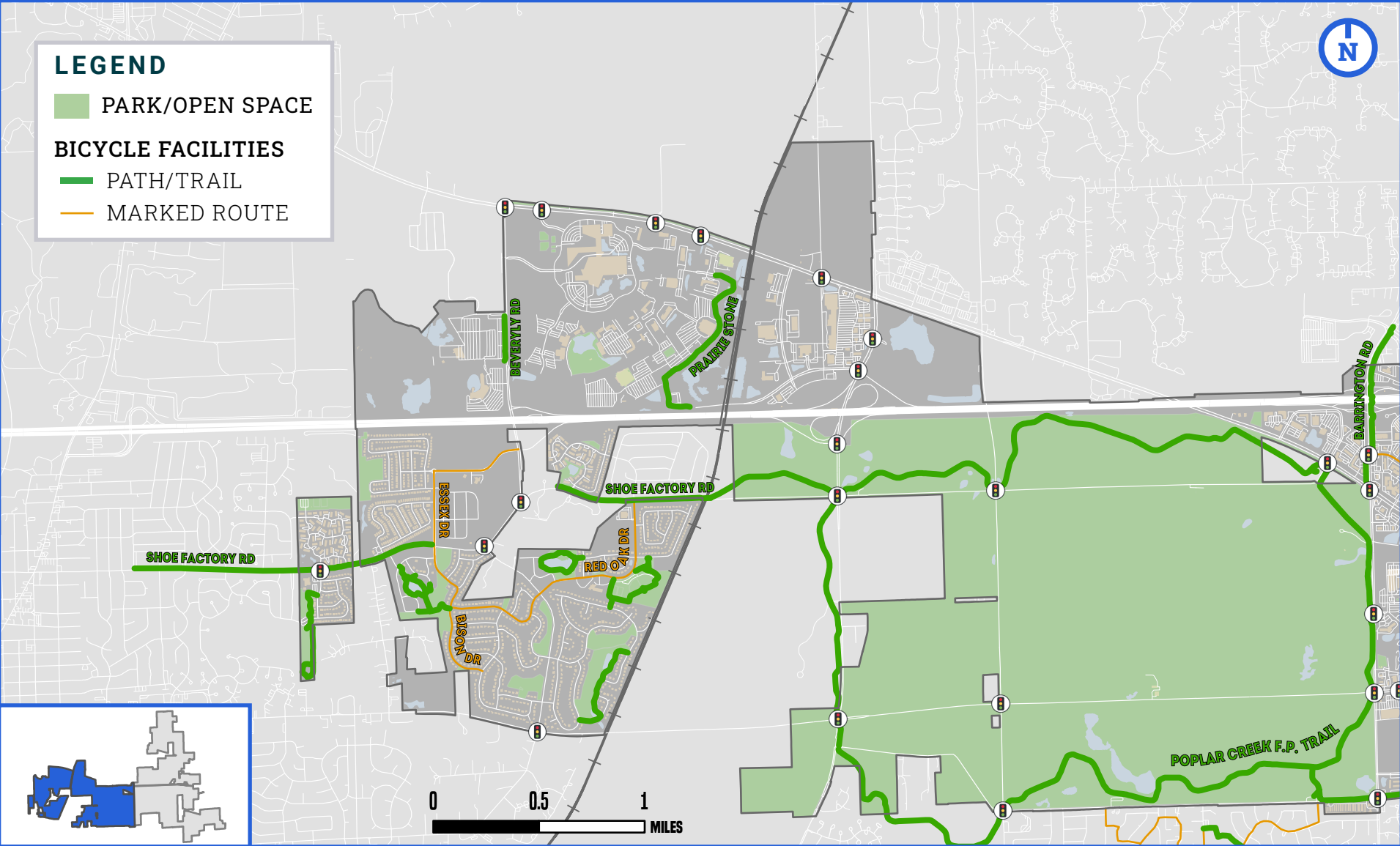


WHAT ARE THESE FACILITIES?

The map of bicycle facilities in Hoffman Estates highlights the existing facilities within the community. **Marked routes**, marked with sharrows, remind motorists and bicyclists to share the road, typically on lower-traffic streets. **Bike lanes** provide a dedicated space for bicyclists on the road, marked with white lines and bike symbols, enhancing safety. **Paths and trails**, wider trails for bicyclists, pedestrians, and other non-motorized users, connect parks and key areas, encouraging recreational and commuting use.

FIGURE 26: BICYCLE NETWORK (WEST REGION)

Source: Village GIS Assets, iDOT IRIS

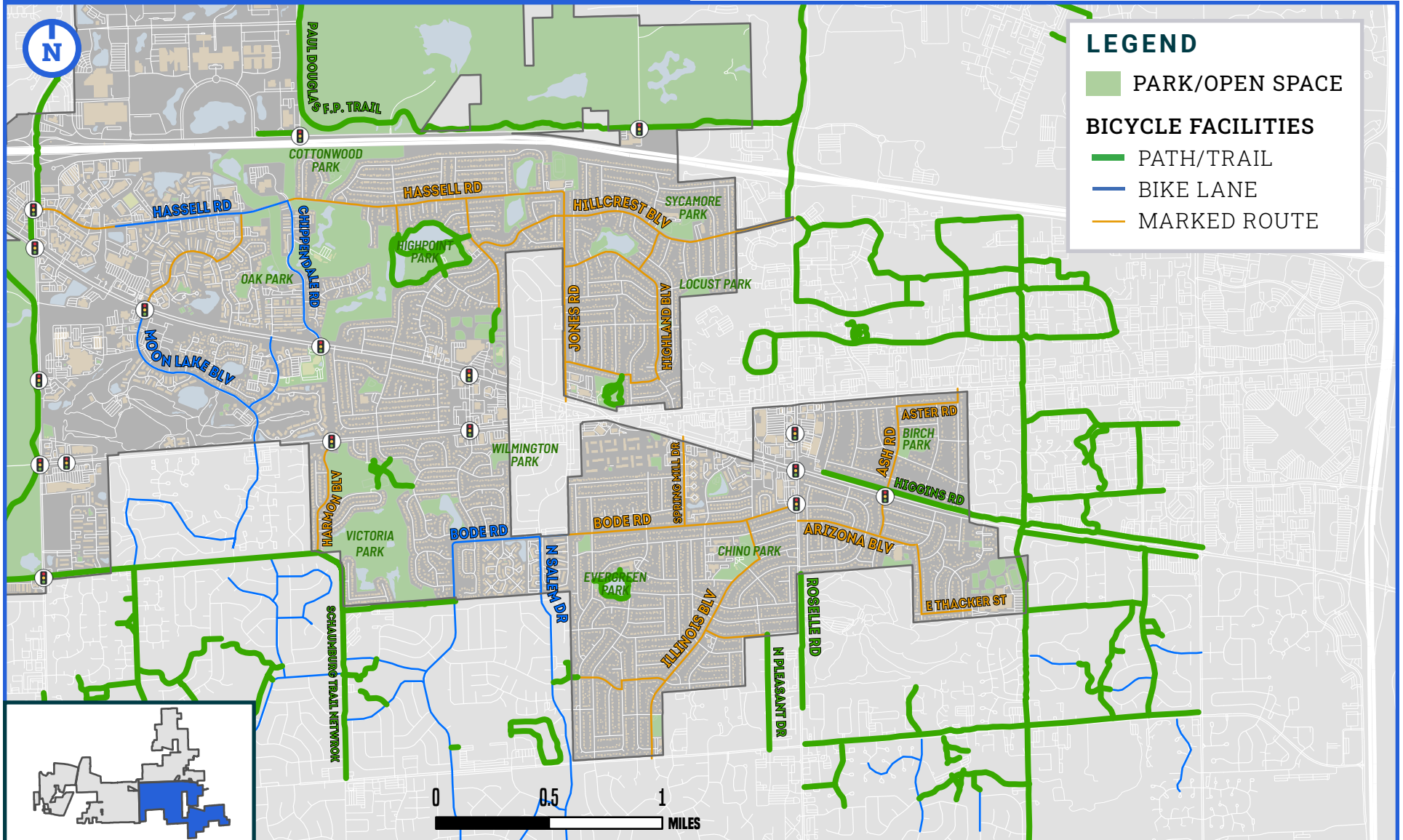


WHAT IS THE STATUS OF BICYCLE FACILITIES IN THE WEST REGION?

In the West region of Hoffman Estates, bicycle facility coverage includes a number of marked routes and shared use paths, but these are largely confined to major roads and specific areas like Prairie Stone. While the proximity to Arthur L. Janura Forest Preserve provides scenic biking opportunities, overall connectivity through designated bike paths to other parts of the village remains underdeveloped. Furthermore, the presence of state routes with high traffic volumes creates significant barriers, complicating the expansion and safety of bicycle infrastructure throughout the region.

FIGURE 27: BICYCLE NETWORK (CENTRAL REGION)

Source: Village GIS Assets, iDOT IRIS

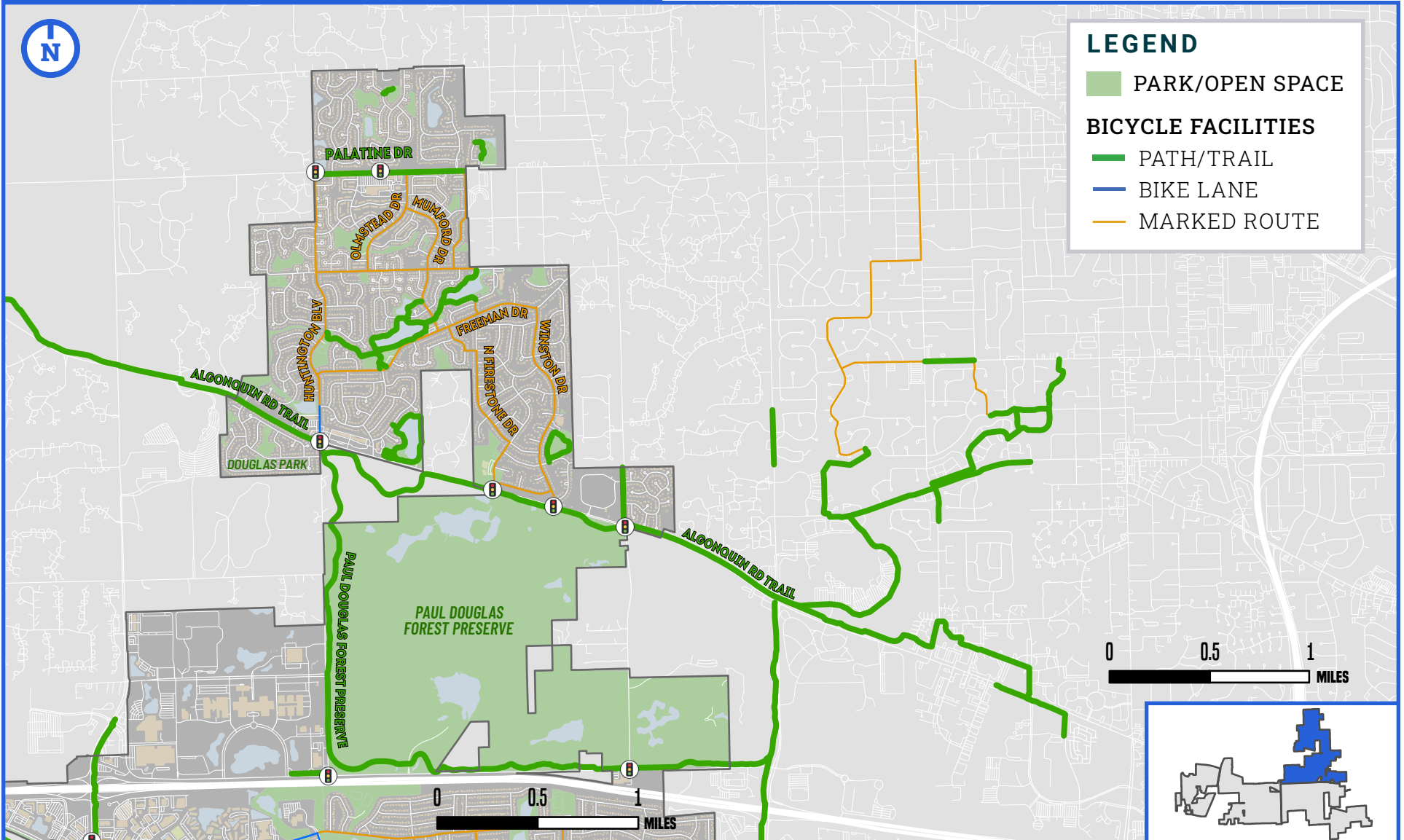


WHAT IS THE STATUS OF BICYCLE FACILITIES IN THE CENTRAL REGION?

The Central region boasts the most comprehensive on-street bicycle facility coverage in Hoffman Estates, with an extensive network of bike lanes and marked routes, in addition to a growing number of shared use paths that cater well to both commuters and recreational bicyclists. This region's infrastructure is complemented by its proximity to several regional trails and several connections to systems within neighboring municipalities. The Paul Douglas Forest Preserve lies just north of the Central region, offering a robust trail network. I-90 presents a barrier to the forest preserve for those to the south.

FIGURE 28: BICYCLE NETWORK (NORTH REGION)

Source: Village GIS Assets, iDOT IRIS



WHAT IS THE STATUS OF BICYCLE FACILITIES IN THE NORTH REGION?

Bicycle facilities in the North region are enhanced by the presence of the Algonquin Road Trail, a key regional connector that facilitates broader connectivity to different areas within and beyond the region. While residential areas here have access to basic bike lanes and shared paths, the extensive trails around the Poplar Creek Forest Preserve provide a significant boost to recreational bicycling opportunities. However, the coverage of dedicated bicycle lanes within the residential zones themselves is not as extensive, indicating room for improvement in non-recreational biking infrastructure.

PEDESTRIAN FACILITIES

In Hoffman Estates, pedestrian facilities primarily consist of sidewalks and shared use paths, each designed to enhance walkability and safety for residents and visitors (FIGURE 31).

Sidewalks are paved, designated walkways alongside streets, providing a safe space for pedestrians to walk, separate from vehicular traffic. These facilities are crucial in urban areas, offering a reliable and accessible means for daily commutes, leisurely walks, and safe routes to school or work.

Shared use paths in Hoffman Estates serve a dual purpose; they accommodate not only pedestrians but also bicyclists. These paths are typically wider than standard sidewalks and are often located in scenic areas such as parks and nature preserves or they are adjacent to a road. This multipurpose infrastructure supports various non-motorized forms of transportation, fostering a healthy, active community by connecting key locations and providing enjoyable recreational opportunities.

The Village of Hoffman Estates has 78% coverage of sidewalks, reflecting a strong

commitment to pedestrian accessibility and mobility. This extensive network ensures that the majority of residential and commercial areas are connected, promoting ease of access throughout the community.

In the Village, most areas lacking sidewalks are located in the west and southwest regions, predominantly residential neighborhoods with large lots and a traditional neighborhood design; significant gaps in the network also exist along roadways under the jurisdiction of IDOT and Cook County. The lack of sidewalks in residential areas, primarily intended for families, significantly reduces walkability and restricts safe pedestrian access within these communities. This is largely a result of annexation trends and development patterns that have evolved over generations. Additionally, a significant gap in pedestrian infrastructure runs through the west region of the Village. Another notable area with insufficient sidewalk coverage is along the eastern boundary of the Village near Birch Park.

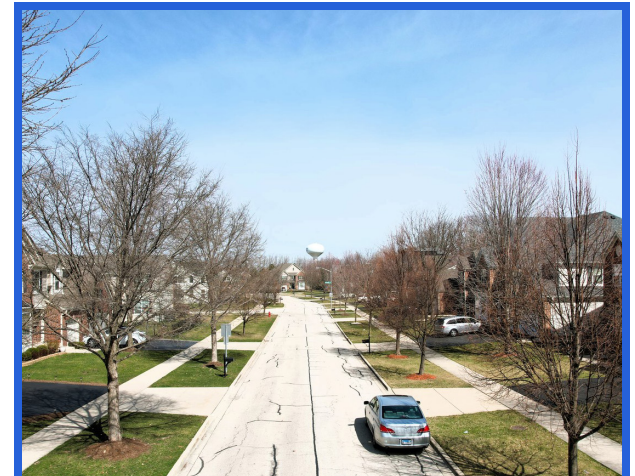


FIGURE 29: EDGARTON LANE, HOFFMAN ESTATES | SOURCE: COMPASS REAL ESTATE

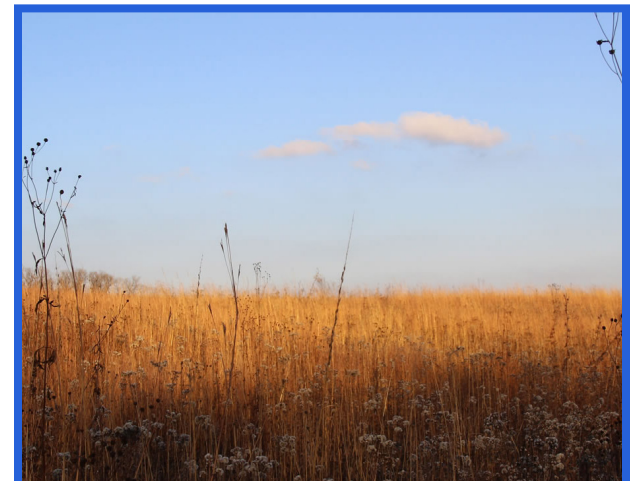


FIGURE 30: ARTHUR L. JANURA PRESERVE | SOURCE: FOREST PRESERVES OF COOK COUNTY

EXISTING PEDESTRIAN FACILITY TYPES

The existing pedestrian facilities in the area include a network of sidewalks, marked crosswalks, and shared use paths that cater to the needs of pedestrians and bicyclists alike.



Facility: Sidewalks

Description: Paved pathways constructed alongside streets primarily for pedestrian use. They enhance pedestrian safety and mobility by providing a designated space separated from vehicular traffic. Sidewalks are integrated into the city's traffic system to allow pedestrians to navigate through urban environments effectively.

Suitable for: All pedestrians, including those with mobility aids, families with strollers, and individuals seeking a safe route for walking or running.



Facility: Marked Crosswalks

Description: Marked crosswalks are crucial components of urban and suburban transportation networks, designed to provide designated crossing points for pedestrians across roadways. These crossings are typically highlighted by painted lines, patterns, or distinctive paving on the road surface, and may be enhanced with additional safety features such as flashing lights, pedestrian signals, and curb extensions. Marked crosswalks serve to alert drivers to potential pedestrian traffic and legally mandate them to yield the right-of-way to pedestrians when they are present.

Suitable for: Marked crosswalks are especially suited for areas with significant pedestrian traffic such as school zones, downtown areas, commercial districts, and residential neighborhoods with schools, parks, or transit stops.



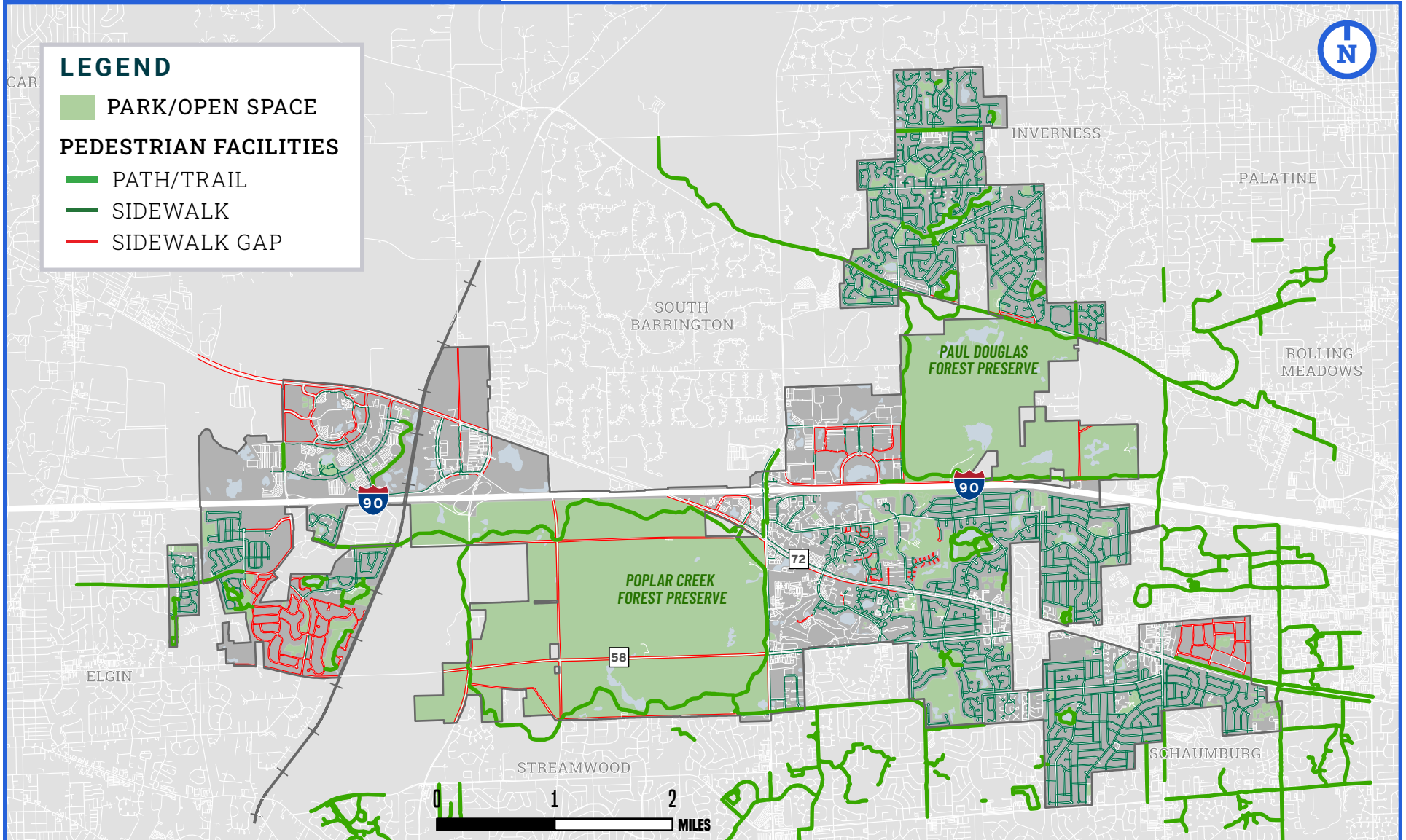
Facility: Shared Use Paths

Description: Paved shared use paths, also known as multi-use trails/paths, are separated from motor vehicle traffic, designated for use by bicyclists, pedestrians, and other non-motorized users. These paths support two-way movement and offer complete separation from traffic, enhancing connectivity between different parts of the community. They are ideal for leisurely rides, jogging, and walks, providing a versatile space for outdoor activities.

Suitable for: All types of non-motorized users including bicyclists, joggers, families with strollers, and pedestrians. They are ideal for recreational activities and safe commuting away from road traffic.

FIGURE 31: PEDESTRIAN NETWORK

Source: Village GIS Assets, iDOT IRIS



WHAT'S THE SIDEWALK COVERAGE IN THE VILLAGE?

Sidewalk coverage in the Village varies, most residential areas have robust sidewalk coverage with the exception of the area in the West region south of Shoe Factory Road and the area in the Central region north of Higgins Rd and South of Golf Rd. Additionally, commercial and business districts have incomplete sidewalk coverage resulting in amenities that are not accessible for people walking.

Active Transportation Assessments

EVALUATION OF THE SAFETY, ACCESSIBILITY, AND CONVENIENCE OF INFRASTRUCTURE FOR NON-MOTORIZED USERS.

Active Transportation Assessments evaluate the safety, accessibility, and convenience of infrastructure for non-motorized users such as pedestrians and bicyclists, helping planners improve mobility and promote sustainable transport options. Below are the three assessments being used to evaluate and prioritize areas within Hoffman Estates where the need for improved pedestrian and cyclist infrastructure is greatest, in conjunction with other metrics and public feedback.

- **Bicycle Level of Traffic Stress (BLTS):** BLTS assesses roadway conditions for bicycling, considering factors like roadway width, traffic volume, presence of bike lanes, and surface conditions. Higher BLTS ratings indicate higher-stress bicycling conditions.
- **Intersection Level of Traffic Stress (LTS):** LTS evaluates intersection safety and comfort for bicyclists and pedestrians, focusing on factors like crossing distances, signal timing, and presence of dedicated crossing aids to reduce conflict and improve safety.

- **Walkability Index:** The Walkability Index measures the ease with which an area can be navigated on foot, considering factors like the density of pedestrian-friendly infrastructure, proximity to amenities, and safety features.

BICYCLE LEVEL OF TRAFFIC STRESS (BLTS)

The various levels of BLTS are defined as follows:

- **BLTS 1:** Offers wide facilities, low traffic volume, and calm speeds.
- **BLTS 2:** Provides adequate bike lanes, moderate traffic, and reasonable speeds.
- **BLTS 3:** Features basic bike facilities, higher traffic volumes, and speeds, suitable for regular bicyclists with some experience.
- **BLTS 4:** Minimal bike facilities, high traffic, and faster speeds.

The bicycle level of traffic stress throughout Hoffman Estates can be seen in  **FIGURE 32**.

INTERSECTION LEVEL OF TRAFFIC STRESS (LTS)

The different LTS levels are defined as follows:

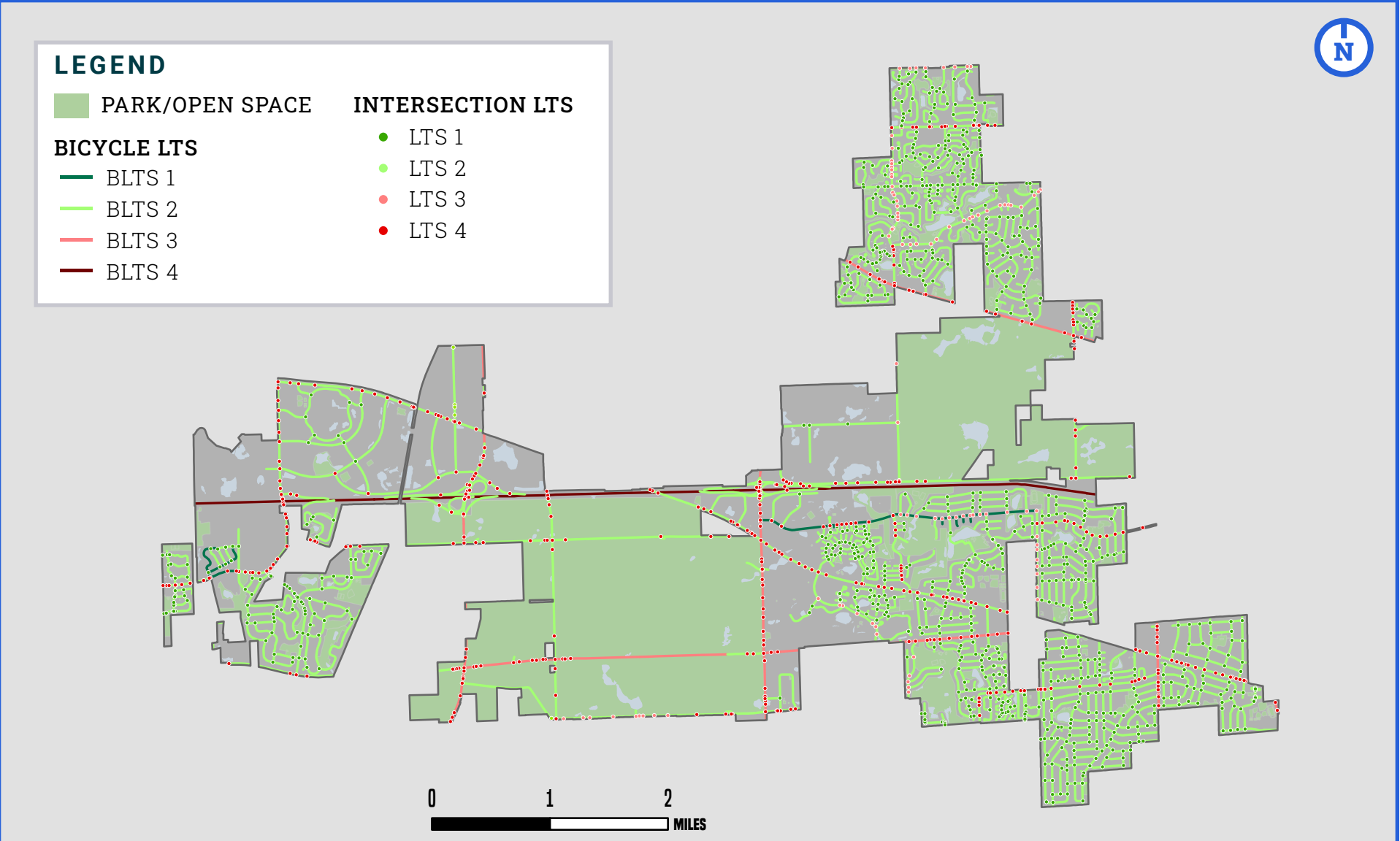
- **LTS 1: Low Stress:** Fully signalized with dedicated bicycling signals or traffic signals; low vehicle speeds (typically under 20 mph).
- **LTS 2: Moderate Stress:** Partially signalized or unsignalized with minimal bicycling facilities; moderate vehicle speeds (20-30 mph); comfortable for most adult bicyclists.
- **LTS 3: High Stress:** Unsignalized intersections or minimal traffic calming; higher vehicle speeds (30-40 mph); suitable for experienced bicyclists.
- **LTS 4: Very High Stress:** No signalization and high-speed traffic; multiple lanes of traffic without dedicated bicycling infrastructure.

The intersection level of traffic stress throughout Hoffman Estates can be seen in  **FIGURE 32**.

For a full breakdown of the methodology for BLTS and LTS, refer to  **APPENDIX A**.

FIGURE 32: BICYCLE LTS & INTERSECTION LTS ANALYSIS

Source: Village GIS Assets, iDOT IRIS



WHAT DO THESE ANALYSES COMMUNICATE ABOUT THE NETWORK?

The assessments reveal that many residential neighborhoods offer relatively comfortable conditions for bicycling, characterized by low-speed, low-volume roads that fall within the lower stress categories. However, these areas are frequently intersected by high-speed, high-volume traffic corridors that significantly elevate the BLTS and LTS ratings, indicating higher stress and less safety for bicyclists. These problematic corridors and their associated unsafe intersections serve as **critical barriers** to creating cohesive and secure bicycling networks within and across these communities.

WALKABILITY INDEX

The Walkability Index, created by the U.S. Environmental Protection Agency (EPA), assesses how conducive areas are for walking, rating them across a spectrum from 'Least Walkable' to 'Most Walkable'. The index is a quantitative tool used to evaluate how friendly an area is for walking. It factors in various elements such as the density of the road network, availability and proximity of pedestrian infrastructure (like sidewalks and crosswalks), safety measures (including street lighting and pedestrian signals), and access to amenities like shops, parks, schools, and public transport. The calculation of the Walkability Index typically involves aggregating scores from these categories to produce a single metric that reflects the overall ease and appeal of walking in a specific locale. Higher scores indicate a more walkable neighborhood that encourages pedestrians to walk for commuting, recreation, or accessing services.

For instance, an area with a 'Most Walkable' walkability score would have well-maintained sidewalks, ample pedestrian crossings that are safely designed, low traffic speeds, and a wide range of accessible amenities.

Conversely, a 'Least Walkable' walkability score might be attributed to areas with sparse or nonexistent pedestrian infrastructure, high traffic volumes and speeds, and limited access to local services and amenities. These levels help urban planners and local governments identify areas where improvements are needed and prioritize interventions that can enhance the overall pedestrian experience.

Below are the categories and the environment for each classification:

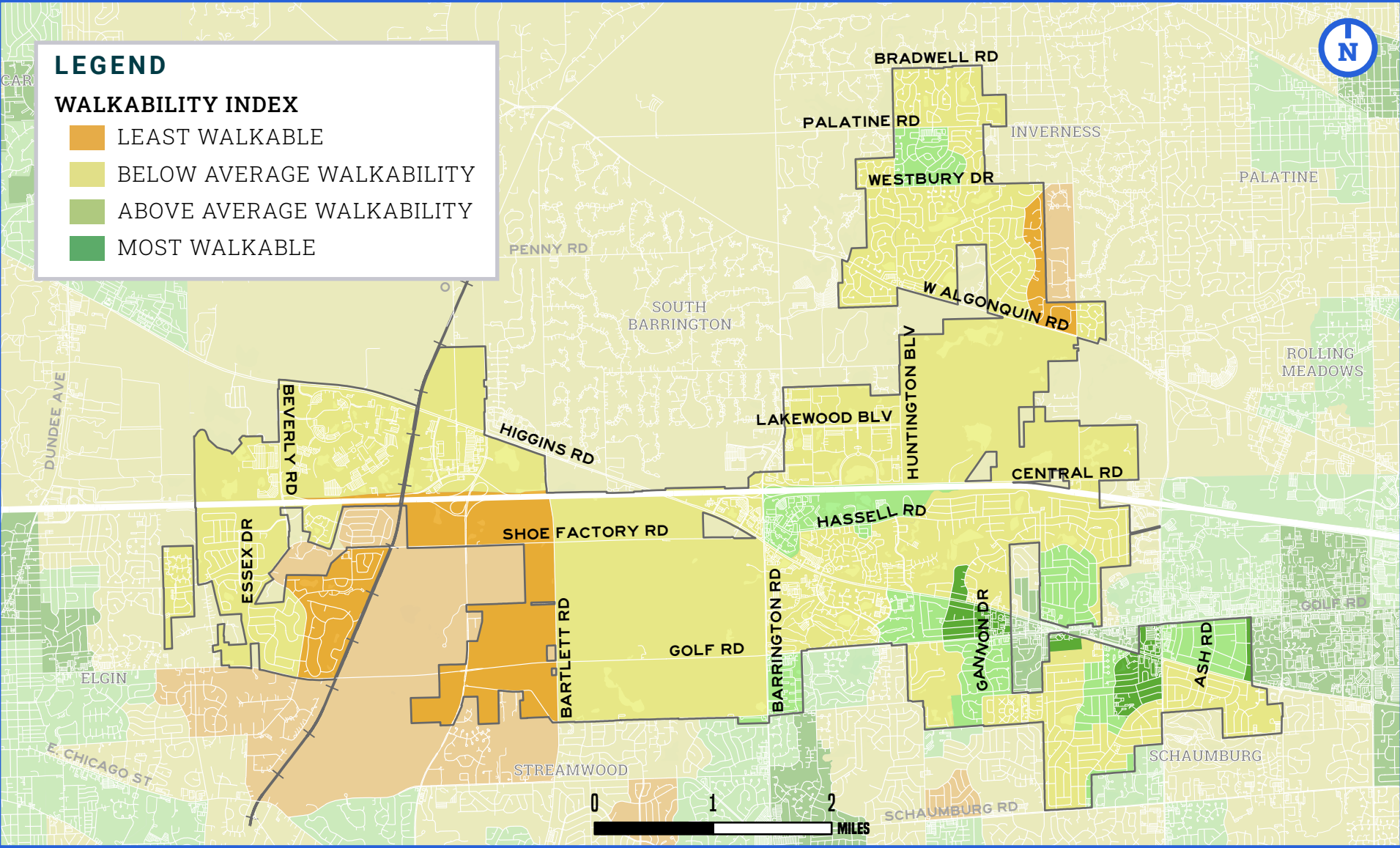
- **Least Walkable:** These areas lack sufficient pedestrian infrastructure and experience high traffic, making walking unsafe and inconvenient. Safety measures and accessible amenities are minimal, discouraging walking as a viable mode of transport.
- **Below Average Walkability:** Such areas have some pedestrian infrastructure, though often inadequate or poorly maintained. Traffic occasionally hinders pedestrian movement, and while there are safety features, they are not comprehensive. Amenities may require other transportation means for accessibility.

- **Above Average Walkability:** These areas feature well-maintained sidewalks and crosswalks, with low traffic volumes enhancing pedestrian safety and enjoyment. Safety measures are robust, and amenities are within a comfortable walking distance, encouraging a pedestrian-oriented lifestyle.
- **Most Walkable:** The highest category, these areas boast extensive, high-quality pedestrian infrastructure and prioritize pedestrian safety with very low traffic. Comprehensive safety features ensure secure walking conditions, and a wide range of amenities is easily accessible on foot, supporting a walk-first lifestyle.

The Walkability Index ratings throughout Hoffman Estates can be seen in  **FIGURE 33**.

FIGURE 33: WALKABILITY INDEX

Source: Village GIS Assets, U.S. EPA, IDOT IRIS



HOW DOES WALKABILITY IMPACT A TRANSPORTATION NETWORK?

Walkability significantly enhances a transportation network by providing safer, more accessible options for pedestrians, which can reduce reliance on motor vehicles and alleviate traffic congestion. Improved walkability promotes healthier lifestyles and increases public transit usage, as people are more likely to walk to transit stops when pedestrian paths are safe and convenient. Furthermore, high walkability can boost local economies by increasing foot traffic to businesses and reducing overall transportation costs for residents.

INITIAL ACTIVE TRANSPORTATION FINDINGS

BICYCLE

- The Central region of Hoffman Estates features the most comprehensive bicycle facility coverage, facilitating both commuting and recreational bicycling, and enhancing connectivity to commercial and retail centers.
- Both the West and North regions exhibit significant gaps in bicycle infrastructure, with limited connectivity between residential areas and major destinations due to the barriers posed by high-traffic state routes.
- Regional trails, such as the Algonquin Road Trail and paths around Poplar Creek Forest Preserve enhances recreational opportunities for both bicyclists and pedestrians, though residential connectivity could be improved.

PEDESTRIAN

- Significant disparities in pedestrian infrastructure, especially in residential areas with large lots and through natural preserves, highlight the need for improved connectivity and safety.
- Despite the extensive sidewalk network, pedestrian access and community walkability are often hindered by large barriers and residential neighborhoods in the west and southwest areas, as well as along major roads, which largely lack sidewalks.
- The eastern and far northern parts of the Village boast the highest sidewalk coverage, promoting pedestrian accessibility and enhancing walkability in densely populated and commercial areas.



FIGURE 34: BIKE LANE | SOURCE: EPSTEIN



FIGURE 35: PEDESTRIAN INFRASTRUCTURE | SOURCE: EPSTEIN

ASSET MANAGEMENT

Asset management in the context of municipal governance, particularly within the realm of transportation, involves a systematic process aimed at effectively maintaining, upgrading, and operating physical assets cost-effectively. It encompasses a broad spectrum of activities from the initial design and construction of infrastructure to long-term maintenance and replacement planning. This process is not merely about fixing problems as they arise but involves proactive strategies designed to maximize the lifespan and efficiency of assets while minimizing costs. By using comprehensive asset management practices, municipalities like Hoffman Estates can ensure that roads, bridges, public buildings, and other critical infrastructure are preserved and enhanced in a financially sustainable manner.

EVOLVING SYSTEMS

Evolving the asset management systems in place within Hoffman Estates is a significant goal for the Village, aiming to adapt to changing needs and incorporate advanced technologies and methodologies.

This evolution involves integrating more sophisticated data collection and analysis techniques, improving predictive maintenance strategies, and adopting best practices in sustainability. For instance, leveraging Geographic Information Systems (GIS) for better tracking and visualization of infrastructure conditions can lead to more informed decision-making.

RESOURCE OPTIMIZATION

The benefits of optimizing asset management are manifold and can lead to substantial improvements in both efficiency and effectiveness of municipal operations. Enhanced asset management ensures that the Village's resources are utilized optimally, reducing waste and redundancy while increasing the responsiveness and reliability of services. For example, timely maintenance scheduling can extend the life of roads and reduce the frequency and severity of repairs needed, ultimately saving money and reducing disruptions to the public. Or, for example, active transportation facilities cost less to maintain than roadways, and reducing vehicle dependence can extend the lifespan of roads by reducing wear and tear. Optimized asset management can improve public safety and

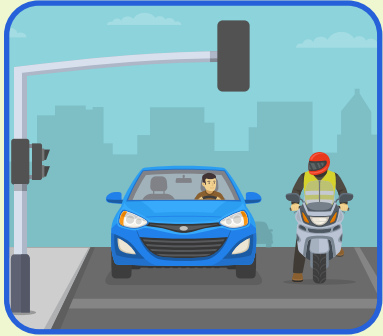
satisfaction by ensuring that all infrastructure is kept in good working condition and is capable of supporting the community's needs.

FISCAL RESPONSIBILITY

Optimized asset management supports fiscal sustainability by helping the Village forecast future costs and budget requirements more accurately. This forward-looking approach allows for better financial planning and resource allocation, ensuring that funds are available for critical projects. It also facilitates compliance with regulatory requirements and standards, protecting the Village from potential liabilities associated with infrastructure failures or lapses in mandated service levels.

COMMON INFRASTRUCTURE ASSETS

Key asset management categories within municipal infrastructure, detailing the management strategies and considerations necessary to maintain and enhance roadways, sidewalks, paths, lighting, utilities, and other essential public assets.



Asset: Roadways

Description: Focuses on the entire roadway system, including roads, streets, and highways within a municipality. It involves the design, construction, maintenance, operation, and eventual decommissioning of roadways to ensure safe and efficient transport.

Considerations for Management: Prioritizing projects based on traffic volume, crash history, and road condition assessments. Implementing regular maintenance schedules and using durable materials are key to extending roadway life and reducing long-term costs. Utilizing traffic monitoring systems and data analytics can help in making informed decisions about upgrades and expansions.



Asset: Sidewalks

Description: Deals with the maintenance and expansion of pedestrian pathways to ensure safe and accessible walking conditions throughout urban and suburban areas.

Considerations for Management: Focus on regular inspections to identify and repair hazards like cracks, uneven surfaces, or obstructions. Compliance with accessibility standards (e.g., ADA) is crucial to accommodate all users, including those with disabilities.



Asset: Path and Bike Lanes

Description: Manages dedicated paths for bicycles and multi-use trails that accommodate both bicyclists and pedestrians, enhancing connectivity and promoting non-motorized transport options.

Considerations for Management: Regular maintenance to keep paths clear of debris and in good repair, safety audits to ensure paths are safe for all users, and strategic expansions to link existing paths with key destinations such as parks, schools, and commercial centers.

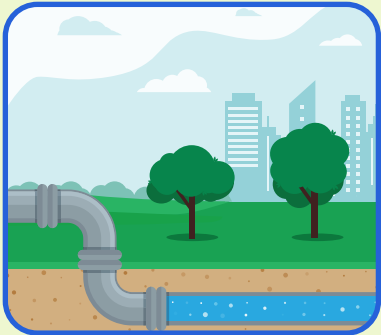
COMMON INFRASTRUCTURE ASSETS



Asset: Lighting

Description: Involves the management of streetlights and other public area lighting to enhance visibility and safety at night.

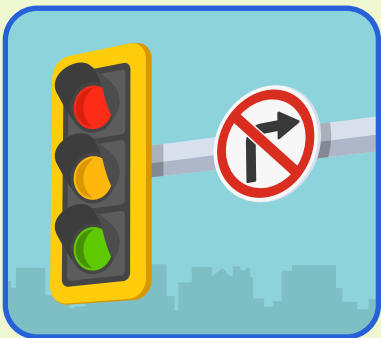
Considerations for Management: Ensuring that lighting is adequate, energy-efficient, and minimally invasive to local communities. Upgrading to LED and smart lighting systems can reduce energy costs and improve controllability. Regular maintenance checks are necessary to replace bulbs and repair damaged units promptly.



Asset: Utilities

Description: Covers the management of essential services such as water, sewer, electricity, and telecommunications infrastructure.

Considerations for Management: Incorporates regular updates to systems to meet growing demand, maintenance to prevent breakdowns, and upgrades to incorporate new technologies. Ensuring redundancy and resilience in utility systems to withstand environmental and operational stresses.



Asset: Traffic Signals

Description: Encompasses the management of traffic signals, stoplights, and other signaling devices that regulate vehicular and pedestrian traffic across urban and suburban areas. This infrastructure is crucial for ensuring the safe and efficient flow of traffic, reducing congestion, and enhancing road safety.

Considerations for Management: Considerations for managing traffic signal infrastructure include routine maintenance, implementing adaptive signal technologies, enhancing system interconnectivity, ensuring redundancy for resilience, complying with regulations through regular upgrades, and engaging with public feedback.

PUBLIC TRANSPORTATION

CHALLENGES OF SUBURBAN PUBLIC TRANSIT

Suburban public transit faces distinct challenges largely due to the lower population densities typical of these areas, which can result in less frequent service and fewer transit routes compared to urban settings. This lower density often makes public transit less economically viable without substantial subsidies, leading to gaps in service that compel many residents to depend heavily on personal vehicles. Such reliance increases traffic congestion and environmental impact, underlining the critical need for effective public transit solutions that can offer viable alternatives to driving.

BENEFITS OF SUBURBAN PUBLIC TRANSIT

Despite these challenges, suburban public transit provides essential benefits by linking residents to major employment hubs,

educational institutions, and urban centers, thereby enhancing regional connectivity. These services are crucial for providing mobility to residents, especially for people unable to drive. By focusing on strategic routes that connect with larger transit networks and servicing key community areas, suburban transit can greatly improve accessibility and support a diverse range of commuting needs.

FLEXIBILITY AND PERSONALIZATION IN TRANSIT SERVICES

To address the limitations of fixed-route services and better cater to the suburban environment, many areas have introduced on-demand transit services. This flexible model, similar to ride-sharing, allows residents to request transportation on an as-needed basis within certain zones, making public transit more adaptable to individual schedules and reducing wait times. Particularly beneficial for older adults, people with disabilities, and people without direct access to fixed routes, on-demand services enhance the inclusivity and reach of suburban transit systems.

SUPPLEMENTAL TRANSIT SOLUTIONS

Innovative solutions such as subsidized taxi programs further bridge the gap between traditional public transit and the needs of suburban residents. These programs provide reduced fare options for taxi services, enhancing mobility for trips that are less practical to serve with standard buses due to timing or routing constraints. This integration of alternative transportation options helps create a more comprehensive and user-friendly transit network, facilitating greater independence and connectivity across suburban communities.

PUBLIC TRANSIT SERVICES

Within Hoffman Estates, public transit services available to residents include the Pace fixed route bus service, the Village Taxi Discount Program, Township services, and On-Demand Response transit services.



Service: Fixed Route Service

Description: Fixed route transit services operate on predefined routes and schedules, providing consistent and reliable public transportation options across suburban areas. These routes are designed to connect major local destinations such as shopping centers, schools, healthcare facilities, and transit hubs that link to broader metropolitan transportation networks.

Benefits: Fixed route services offer predictability and ease of use, making them a preferred choice for daily commuters. They are cost-effective, reduce the need for personal vehicle use, and help decrease traffic congestion and environmental impact.



Service: Taxi Discount Program

Description: The Taxi Discount Program offers subsidized taxi services to residents, providing reduced fares on taxi rides within and sometimes outside the community. This program often targets specific community members, such as older adults, students, or low-income residents.

Benefits: Enhances mobility for individuals who need more flexible transportation options than those provided by traditional public transit. It helps fill service gaps during non-operational hours of other transit services and provides a safe, convenient travel option for last-mile connectivity.



Service: On-Demand Response

Description: On-demand response transit operates more like a personal taxi service but at a subsidized public transit cost. Users can request rides through a phone call or a mobile app, with vehicles providing point-to-point service within a designated service area.

Benefits: This flexible service model is particularly beneficial for areas with lower population densities where fixed routes are not feasible. It caters to older adults, people with disabilities, and people without direct access to personal vehicles, offering a more personalized transportation solution.

PACE FIXED-ROUTE BUS SERVICE

Pace operates a network of fixed-route bus service meaning buses operate on a prescribed route with a regular schedule as opposed to demand response services with flexible pickup and drop off locations and operating times.

Pace Suburban Bus

Pace Suburban Bus serves as a public transportation service that provides extensive coverage across the suburban regions of the Chicago Metropolitan area, including Hoffman Estates. Established to meet the distinct transit needs of suburban communities, Pace operates a network of fixed bus routes, on-demand services, and paratransit options that collectively enhance the accessibility and mobility of its residents. In Hoffman Estates specifically, Pace Suburban Bus offers several routes that connect to major employment centers, residential areas, and critical amenities such as schools, shopping centers, and healthcare facilities. The fixed-route network ensures that residents who do not have access to a personal vehicle or prefer not to drive can still navigate the area efficiently.

Moreover, the integration of Pace bus services with other transit systems like the Chicago Transit Authority (CTA) and Metra provides Hoffman Estates residents with broader connectivity to the greater Chicago area.

The Village is served by four fixed-route Pace buses: 554 (Elgin – Woodfield), 603 (Elgin Transportation Center – Rosemont Express), 605 (I-90/Randall Rd. Station – Rosemont Express), and 607 (I-90/Randall Rd. Station – Schaumburg Express). See  **FIGURE 39** for a local map of Pace transit service, and  **FIGURE 40** for regional public transit connections.

Pace 554

Route 554 is a local route that terminates in Downtown Elgin, traveling through Streamwood and Hoffman Estates, ending at the Woodfield Mall in Schaumburg. Its route through the Village runs along Barrington Rd. and Golf Rd., with a deviation to Ascension Saint Alexius Medical Center.

Route 554 operates approximately every 30 minutes in each direction during peak hours on weekdays, and hourly on off-peak periods and Saturdays. No service is provided Sundays and Saturday eastbound service ends at 6:30 PM.

Pace 603, 605, and 607

The 603, 605, and 607 routes provide express service that stops once within the Village boundaries at the I-90/Barrington Road Park-n-Ride before continuing east to Rosemont or west toward Elgin/I-90. From northeast Elgin to Rosemont, the 603, 605, and 607 run interlined, meaning they run along the same path and make the same stops, making them interchangeable to most riders.

Routes 603, 605, and 607 run every 15-30 minutes during peak periods when used as a single interlined service to Rosemont Transit Center, and otherwise individually run approximately hourly off-peak and Saturdays. Similar to Pace route 554, no service is provided Sunday for routes 603, 605, and 607.

BIANCA AGUILAR ►

TRANSIT COMMUTER & ADVOCATE TESTIMONIAL

BIANCA'S TESTIMONIAL PROVIDES A VALUABLE PERSPECTIVE FROM A RESIDENT WHO USES HOFFMAN ESTATES' PUBLIC TRANSPORTATION DAILY. BIANCA COMMUTES BY BIKE TO THE PACE STATION, THEN TAKES THE PACE I-90 EXPRESS TO DOWNTOWN CHICAGO VIA CTA BUS SERVICE.

"AS A DAILY USER OF THE I-90 PACE EXPRESS BUS, I SEE THE NEED FOR IMPROVEMENTS TO PUBLIC TRANSPORTATION WITHIN HOFFMAN ESTATES FIRSTHAND. IMPROVED PUBLIC TRANSIT SERVICES, ALONG WITH BETTER LIGHTING AND SECURE BIKE LOCKERS, WOULD GREATLY IMPROVE MY COMMUTE AND HOPEFULLY ENCOURAGE MORE PEOPLE TO DO THE SAME. I HOPE TO SEE HOFFMAN ESTATES BECOME A LEADER IN WALKING AND BICYCLING!"

BIANCA AGUILAR, RESIDENT & TRANSIT ADVOCATE



RIDERSHIP

Pace bus ridership in Hoffman Estates was compared with the neighboring municipalities of Schaumburg and Streamwood. Boardings and alightings shown in **FIGURE 36** are based on the municipality in which the bus stop was located. For bus stops along Golf Road located on the border of Hoffman Estates and Schaumburg, ridership of these stops was split evenly between these two municipalities.

Hoffman Estates has approximately double the transit ridership of Streamwood, with 246 average riders compared to 125, respectively. Schaumburg has significantly more transit ridership than both Streamwood and Hoffman Estates, at 1,186 combined boardings and alightings. Schaumburg has higher ridership

than Hoffman Estates primarily due to its large number of bus routes and key destinations like the Woodfield Mall and the Northwest Zetek Transportation Center. In comparison, Hoffman Estates has no connection points between transit routes that go to different destinations, while Streamwood has only one fixed-route bus (Route 554). Ridership was further broken down by routes operating within Hoffman Estates.

Route 554 had the highest ridership within Hoffman Estates with 84 boardings and alightings. However, given that routes 603, 605, and 607 serve similar trips and only have one stop located in Hoffman Estates, ridership for those routes exceeds that of Pace Route 554.

FIGURE 36: BOARDINGS & ALIGHTINGS BY MUNICIPALITY

MUNICIPALITY	BOARDINGS & ALIGHTINGS	BOARDINGS & ALIGHTINGS (PER 100K POPULATION)
Hoffman Estates	246	468
Schaumburg	1,186	1,507
Streamwood	96	242



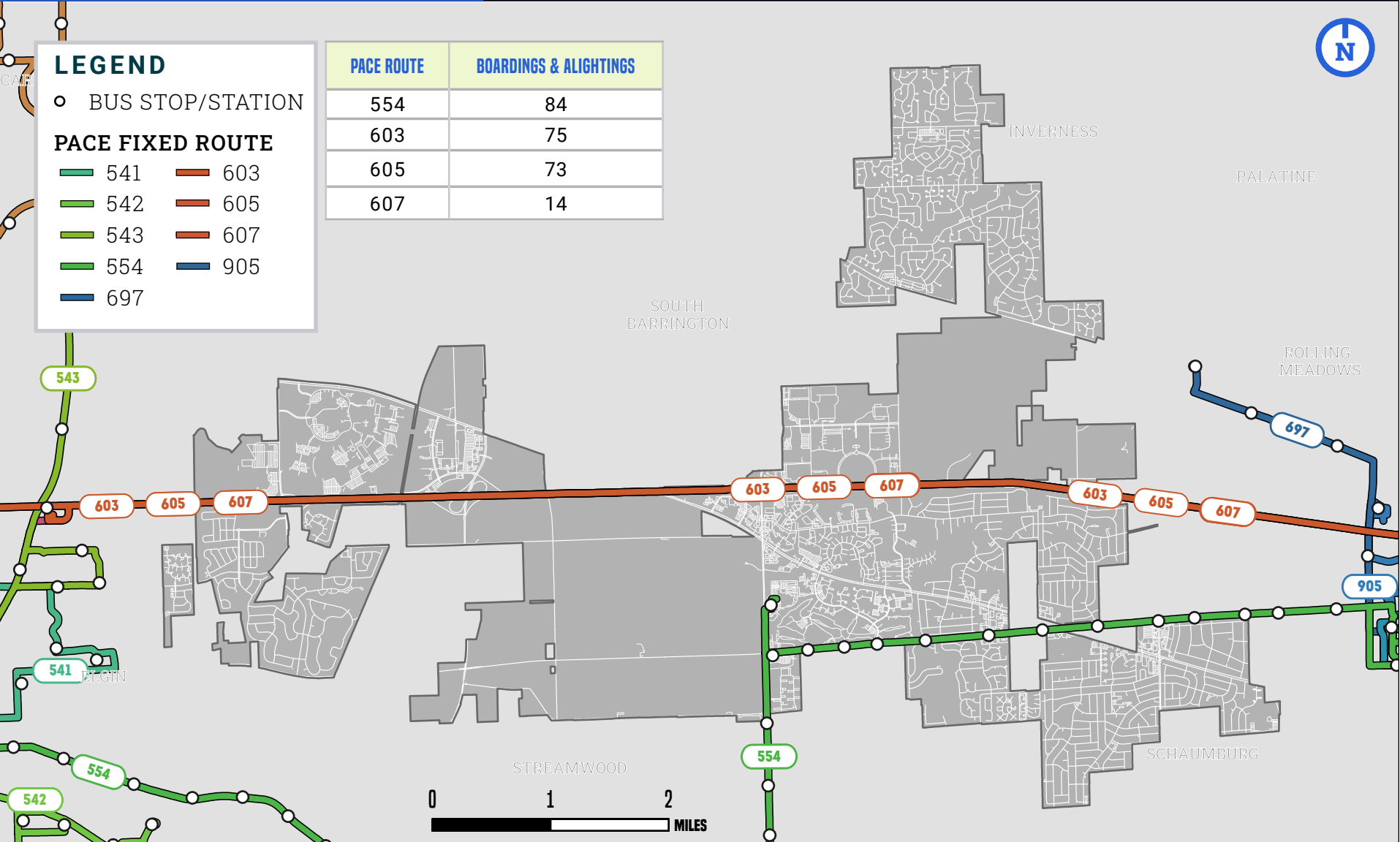
FIGURE 37: PACE ROUTE 554 | SOURCE: PACE SUBURBAN BUS



FIGURE 38: PACE ROUTE 603 | SOURCE: CHRONICLE MEDIA

FIGURE 39: FIXED ROUTE TRANSIT

Source: Village GIS Assets, Pace Suburban Bus, IDOT IRIS

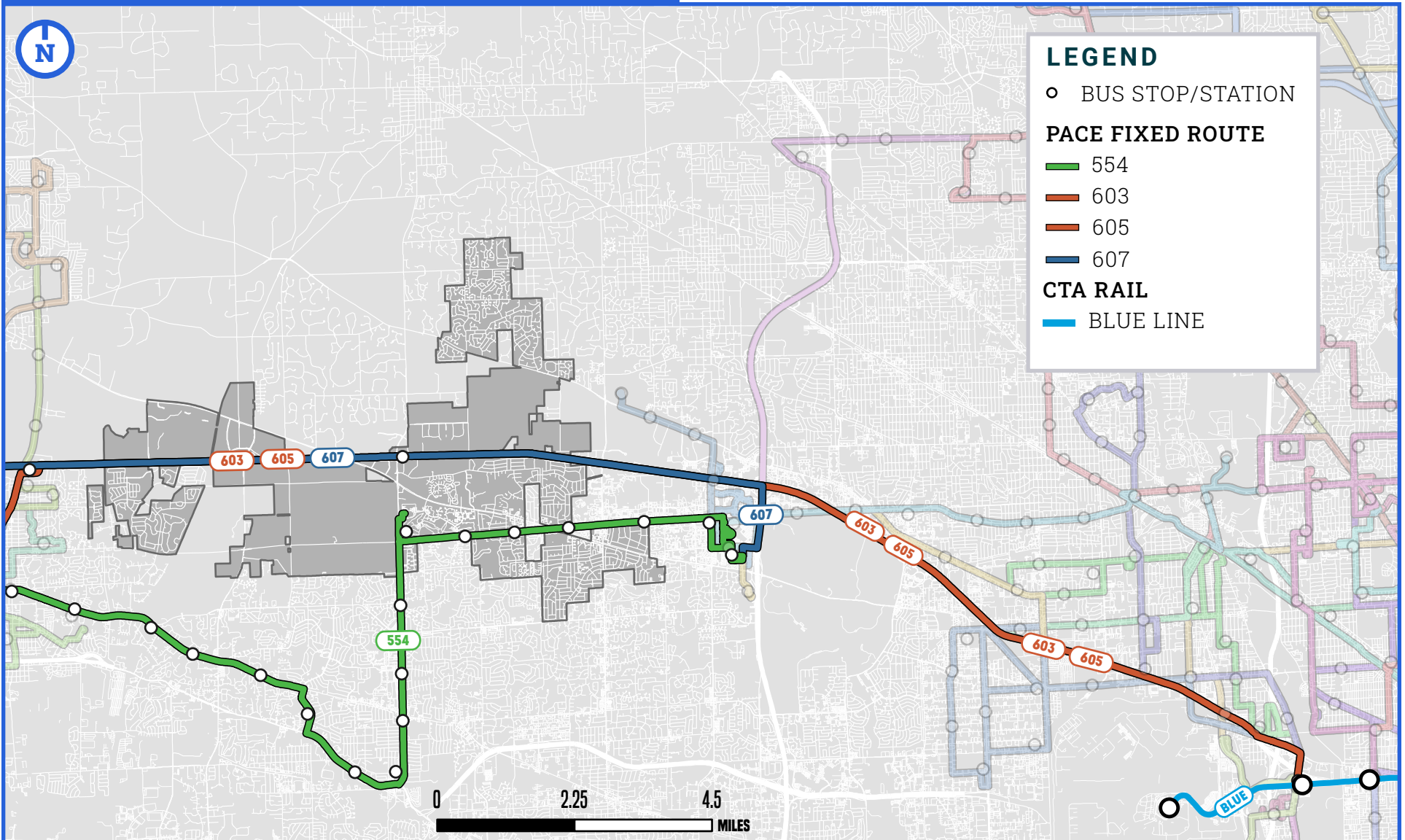


HOW DO FIXED ROUTES OPERATE?

Fixed route transit refers to public transportation services that operate along a predetermined path with designated stops and schedules, such as buses, trams, and trains. This system is essential for providing reliable and accessible transportation options to a diverse urban population, facilitating daily commutes, reducing traffic congestion, and minimizing environmental impact. By offering an affordable and efficient alternative to private vehicle use, fixed route transit plays a crucial role in enhancing urban mobility and supporting sustainable city development.

FIGURE 40: FIXED ROUTE TRANSIT CONNECTIONS

Source: Village GIS Assets, Pace Suburban Bus, IDOT IRIS



HOW DO HOFFMAN ESTATES TRANSIT ROUTES CONNECT TO REGIONAL DESTINATIONS?

The 603 & 605 Pace fixed route provides a crucial link between Hoffman Estates and the Chicago Transit Authority (CTA) Blue Line at Rosemont, one of Chicago's major public transit networks. Once connected at the Rosemont station, passengers can travel directly to numerous destinations across Chicago and its suburbs, including the bustling downtown area, O'Hare International Airport, and various neighborhoods along the Blue Line. This connection significantly enhances the mobility options for Hoffman Estates residents, allowing for efficient and reliable transit into and throughout the larger Chicago metropolitan area.

POPULATION AND JOB ACCESS

As shown in **FIGURE 41**, fixed-route bus service covers a small but significant area of the Village. An analysis of fixed route transit coverage in Hoffman Estates and neighboring municipalities of Schaumburg and Streamwood was performed to illustrate the coverage and jobs access provided by fixed-route service within a half-mile radius from bus stops. The values shown below are the proportion of each municipality's population that is located within a half-mile radius of fixed route bus service.

Hoffman Estates ranks between Schaumburg (27.7%) and Streamwood (55.1%) with 41.5% of its population living within a half-mile radius of a bus stop. Schaumburg has the least number of residents near transit despite having the most Pace routes. This is due in part to land use in Schaumburg where most transit service is located near commercial land uses, whereas the Pace routes in Streamwood and Hoffman Estates are located more closely to residential areas.

A second analysis was performed to estimate the number of jobs that are located within a

half-mile radius of bus stops to approximate access to jobs via transit.

Hoffman Estates has similar access to jobs as Schaumburg when measured as a percentage of total jobs in each municipality accessible by transit. Schaumburg has approximately five times the number of jobs accessible by transit when compared to Hoffman Estates. Similarly, Streamwood shows a higher percentage of jobs located near transit despite having fewer jobs overall.

FIGURE 41: JOB ACCESS

Source: CMAP Community Snapshot, CNT Housing and Transportation Affordability Index

MUNICIPALITY	POPULATION WITHIN ½ MILE OF A BUS STOP	TOTAL POPULATION IN MUNICIPALITY	PERCENT	JOBS WITHIN ½ MILE OF A BUS STOP	TOTAL JOBS WITHIN MUNICIPALITY	PERCENT OF JOBS WITHIN ½ MILE OF A BUS STOP
Hoffman Estates	21,812	52,530	41.5%	10,957	19,069	57.5%
Schaumburg	18,462	78,723	27.7%	51,345	87,441	58.7%
Streamwood	21,777	39,577	55.1%	4,957	5,954	83.3%

TAXI DISCOUNT PROGRAM (TDP)

The Hoffman Estates Taxi Discount Program provides subsidized taxi rides for Hoffman Estates residents aged 60 or older, are living with a disability, or who are low income. Registered participants are eligible for a seven-dollar discount on up to ten rides per month that begin or end within the Village of Hoffman Estates. Trips are booked directly through the Taxi service.

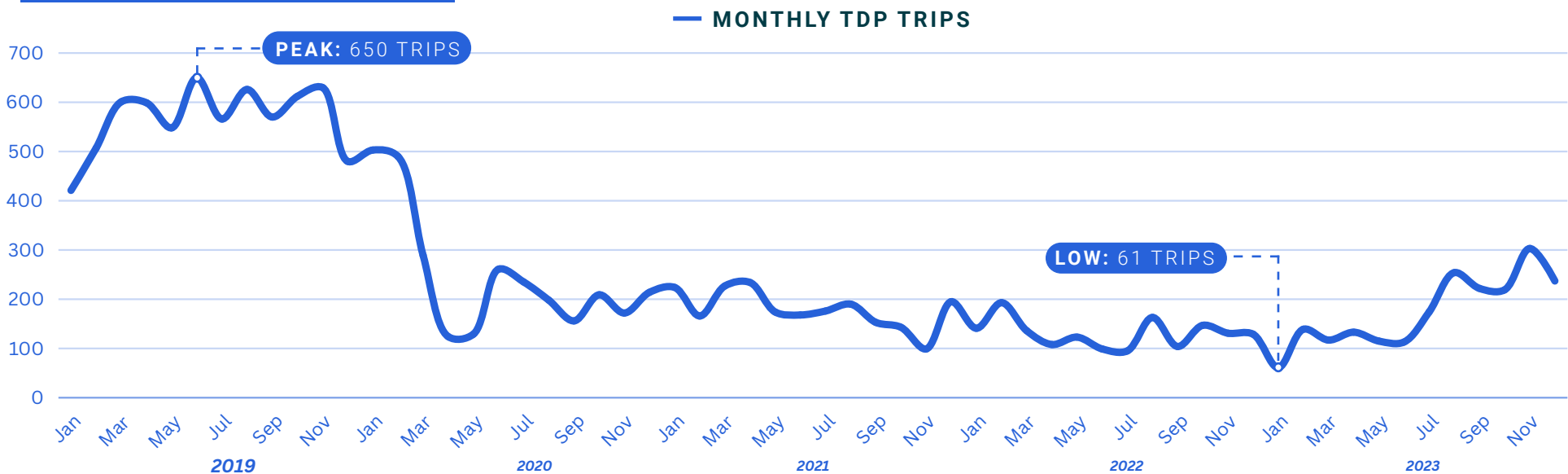
USAGE AND SERVICE 2019-2023

Each trip using the Taxi Discount Program is physically and digitally recorded with the details of the trip, including date, pickup and drop-off location, registrant ID, and the taxi service served. The following section details how this program has been used within the past four years. Prior to the COVID-19 pandemic, the Taxi Discount Program provided an average of 400-650 trips per month. Similar to most forms of public transit, usage dropped precipitously at the onset of the pandemic to 100-250 rides per month in 2021, or about 30% of pre-pandemic rides. Program usage

continued to decline through 2022 until the latter half of 2023 where usage began to increase. Trips taken with the Taxi Discount Program during the last quarter of 2023 recovered to 42% of usage in 2019. During this same period Pace experienced a ridership recovery of 61% as of January 2024.

The number of monthly Taxi Discount Program users generally has aligned with the fluctuation of monthly rides, with an average of 70-90 monthly users before the pandemic and 30-45 monthly users since 2019 (approximately 40-50% of pre-pandemic levels).

FIGURE 42: TAXI DISCOUNT PROGRAM USERS



While the number of total taxi trips decreased during the pandemic, the number of average trips per active user (defined as anyone who uses the service that month) remained relatively consistent, dropping from seven trips per month in 2019 to five trips per month in 2022. Potential factors may include the departure of All-Star, the most heavily used of the three taxi service providers and some users traveling less often than they used to. Average trip fares increased from \$3.38 (post-coupon) in 2019 to \$9.88, about three

times the original cost per trip and above the inflation rate of 22% over the same four-year period. Some pickup and drop off locations were not always address-based and did not provide total elapsed trip time. As a result, it is not clear whether trip times increased during this period and to what extent that contributed to an increase in total average fare.

In 2019, the program had three taxi providers before dropping down to two (303 Taxi and American) at the beginning of 2020. 303 Taxi

went from providing the fewest number of rides to now providing most rides taken in 2023.

The figure below, **FIGURE 43**, illustrates transportation trends from 2019 to 2023, showing that the average trips per user, depicted in blue, remained mostly constant, while the number of unique users, represented in teal, decreased over the same period.

FIGURE 43: TDP USERS

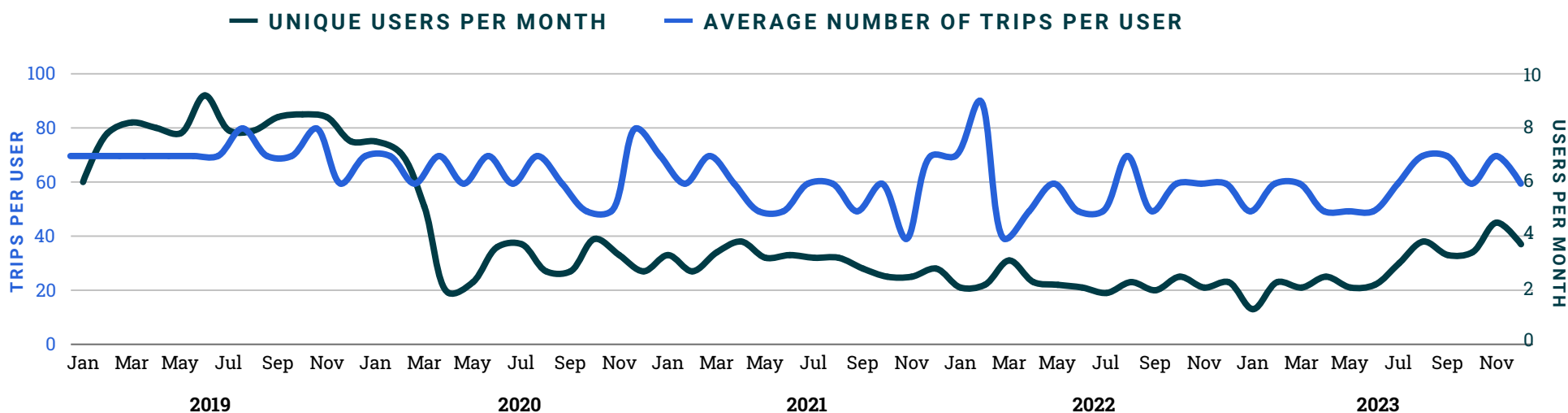


FIGURE 44: AVERAGE TRIP FARES

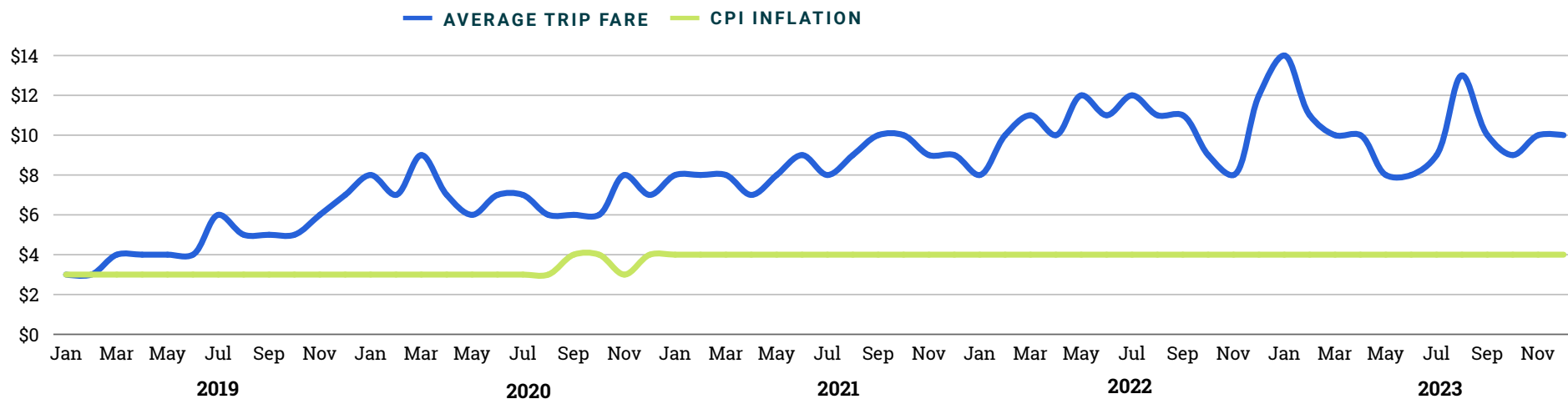
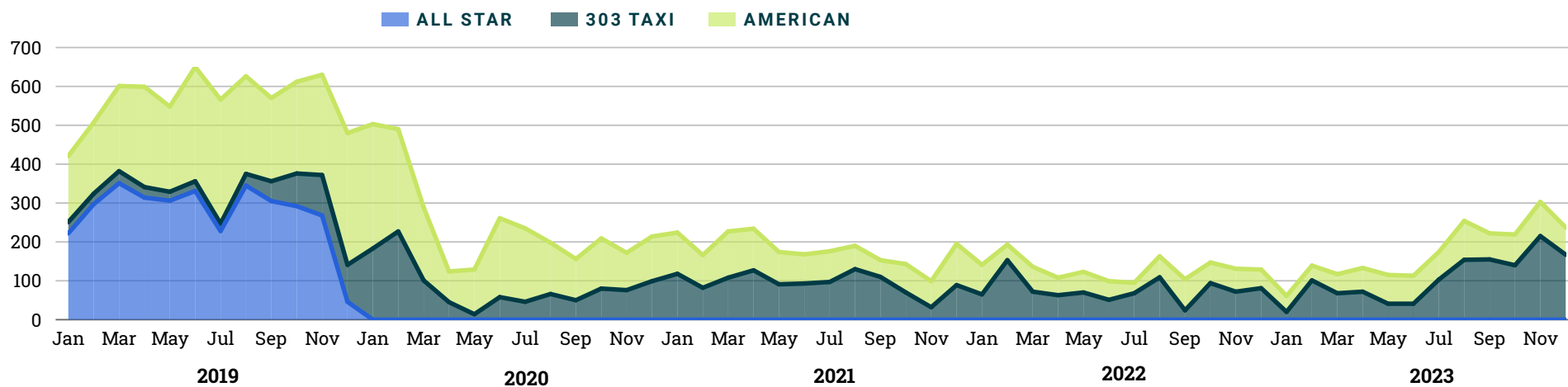


FIGURE 45: TAXI MONTHLY USERS



TRAVEL PATTERNS AND COMMON DESTINATIONS VIA TDP (2019-2023)

Travel destination data from the past four years were analyzed to find commonalities between travel patterns. This analysis reveals that the majority of trips facilitated by the program are to destinations within Hoffman Estates and Schaumburg, with a significant focus on medical facilities and grocery stores. As detailed in  **FIGURE 46**, top travel destinations include Ascension Saint Alexius Medical Center and Valli Produce in Hoffman Estates, as well as Woodfield Mall and Patel Brothers in Schaumburg.

The ten most frequented destinations account for 34.6% of all trips made using the Taxi Discount Program. These locations are predominantly in Hoffman Estates or neighboring villages, except for O'Hare Airport in Chicago. The data further shows that the highest number of trips are to residential areas, followed closely by trips to grocery stores and medical facilities. For clarity in the ongoing analysis, destinations have been categorized based on their location relative to Hoffman Estates, distinguishing between those inside and outside the village boundaries.

FIGURE 46: TOP 5 INDIVIDUAL DESTINATIONS FOR TAXI TRIPS (HOFFMAN ESTATES ONLY)

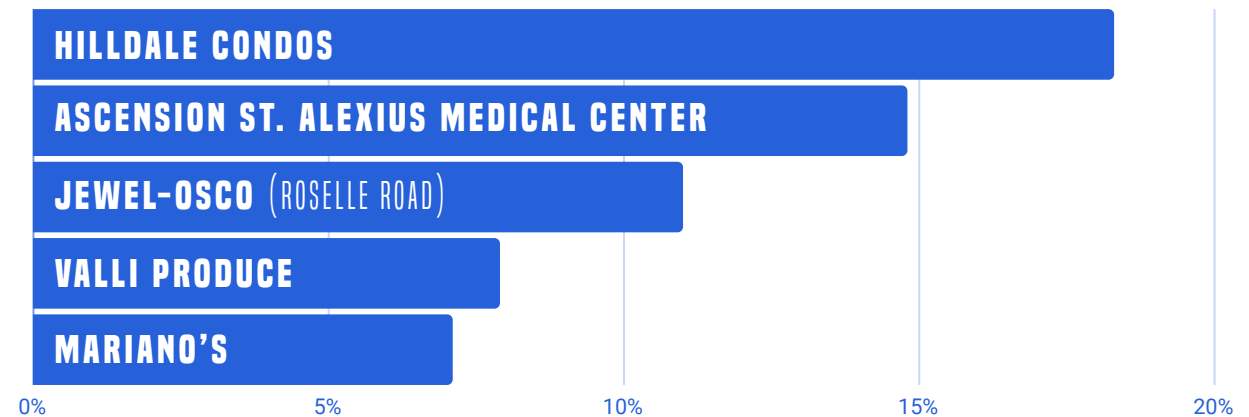
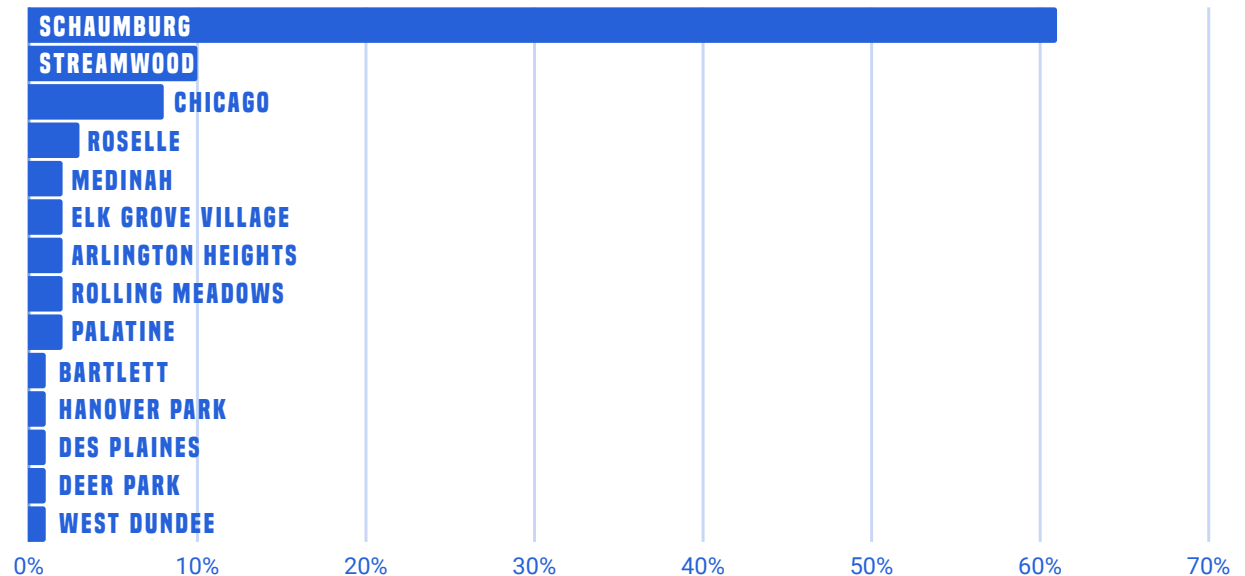


FIGURE 47: MOST COMMON DESTINATION MUNICIPALITIES OUTSIDE OF HOFFMAN ESTATES



The Taxi Discount Program is used most often for travel within Hoffman Estates, with 63% of trips starting and ending within the Village, and 37% of trips going outside of the Village. Destinations within the Village are outlined in  **FIGURE 48**.

Of these destinations within the Village, Hilldale Condos were the most common destination at 18.3% of all trips taken within the Village. When grouped together, grocery and convenience stores accounted for approximately 30% of all trips within the Village.

A majority of trips (61%) outside of Hoffman Estates ended in Schaumburg, with Streamwood and Chicago being the second and third most frequent municipalities at 10% and 8% of trips, respectively. Trips beginning and ending in Hoffman Estates and trips to Schaumburg from Hoffman Estates make up 85.7% of all Taxi Discount Program trips.

Of the trips going to Schaumburg, the most common singular destination was the Woodfield Mall at 24% of trips, followed by those going to grocery or convenience stores, around 30% in aggregate. Other notable singular destinations include the Streamwood Walmart (97% of trips to Streamwood) and O'Hare Airport (nearly 100% of trips going to Chicago).

FIGURE 48: TOP INDIVIDUAL TRAVEL DESTINATIONS

RANK	DESTINATION	LOCATION	PERCENT OF TRIPS
1	Hilldale Condos	Hoffman Estates	10.9%
2	Woodfield Mall	Schaumburg	3.6%
3	Ascension St. Alexius Medical Center	Hoffman Estates	3.5%
4	Moon Lake Village Condos	Hoffman Estates	2.7%
5	Jewel-Osco (Roselle Rd.)	Schaumburg	2.6%
6	Patel Brothers	Schaumburg	2.4%
7	Poplar Creek Village Sr. Apartments	Hoffman Estates	2.4%
8	Walmart (Barrington Rd.)	Streamwood	2.4%
9	O'Hare Airport	Chicago	2.2%
10	Valli Produce	Hoffman Estates	1.8%
		TOTAL	34.6%

DEMAND RESPONSE SERVICES

Demand Response and Paratransit Services in the Hoffman Estates municipal area provided by several regional programs with their own service parameters and requirements.

Depending on eligibility requirements and the location of the trip, residents may qualify to use one or more 13 demand response programs available, and may be eligible to use several of them if they are over 65 years old or disabled. However, differences in service area coverage, service hours, vehicle accessibility, disability-registration requirements, and booking procedures make using the services difficult. Most services place restrictions on who may use the service based on location of residence as shown in  **FIGURE 53**. Users of demand response services have reported discovering that a service cannot meet their needs only when they attempt to book their first ride, or worse, when an inaccessible vehicle shows up at their pickup location.

Each dial-a-ride program has different eligibility criteria, operating hours, wheelchair compatibility, fares, reservation systems, and operators. The differing requirements are likely a large barrier to those trying to navigate and use these programs. A detailed table outlining all the dial-a-ride programs in the area is shown on the next page.

USER CASE STUDY

To illustrate the challenges in navigating a complex network of demand response services the following use case is presented as an example:

A 62 year-old resident of Hoffman Estates needs to get to a weekly doctor appointment at 4:00 pm at Ascension Saint Alexius Medical Center. The resident lives in a single family home near the intersection of Golf Road and Harmon Boulevard, which is located in Schaumburg Township. This resident is unable to drive, cannot stand for long periods, and cannot walk long distances.

The nearest Pace fixed-route bus stop (Route 554) is a 10-minute walk from this person's home. While the resident can complete the 10-minute walk during good weather and normal lighting conditions, this trip must be timed in order to catch the bus as the bus stop has no bench or shelter. The resident considers the following options:

1. Schaumburg Township Transportation Services could provide transportation for this trip only if it is before 3:30 pm on weekdays. The trip must be booked separately every week at least three days in advance. The return trip must also be booked as a separate appointment with the same requirements as above.

2. The Hoffman Estates Taxi Discount Program could provide transportation and can be used whenever taxis are operating. However, not all vehicles participating in the Taxi Discount Program are accessible and the resident has difficulty boarding and alighting from an inaccessible vehicle.
3. The resident could use the Township Riders Initiative Program. The trip must be booked 3 days in advance, but this option provides a higher level of flexibility in hours operating until 9 pm on weekdays and Saturdays between 7 am and 4 pm.
4. Hoffman Estates On-Demand can provide transportation for this service if the appointment occurs during a weekday. Trips must be booked at least one hour prior to the appointment.

As a result of these factors, the resident could use the third and fourth options to complete this trip. No other services would meet the transportation needs or eligibility of this resident.

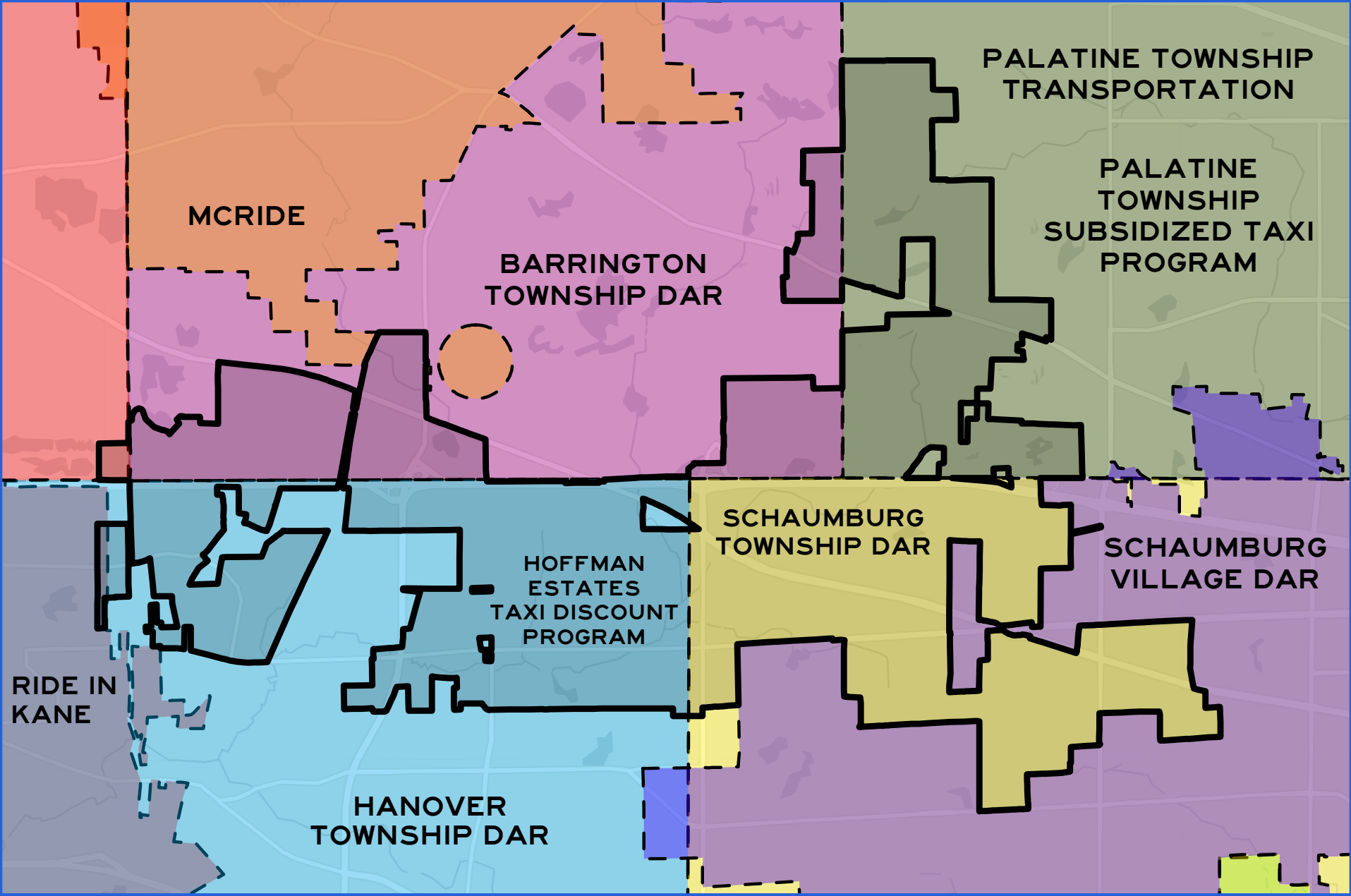
FIGURE 49: OTHER DIAL-A-RIDE SERVICES & REQUIREMENTS

PROGRAM/SERVICE	ACCESSIBILITY	HOURS OF SERVICE	ELIGIBILITY REQUIREMENTS	RESERVATIONS/OTHER RESTRICTIONS
HOFFMAN ESTATES TAXI DISCOUNT PROGRAM	NOT ACCESSIBLE	ALL HOURS	RESIDENCY & MUST MEET ONE QUALIFIER OF AGE, INCOME OR DISABILITY	
HOFFMAN ESTATES ON DEMAND (PACE)	ACCESSIBLE	M-F 6AM - 6:30PM	NONE	MUST BOOK 1 HR. IN ADVANCE
TOWNSHIP RIDERS INITIATIVE PROGRAM (TRIP)*	ACCESSIBLE	M-F 5AM-9PM; SAT 7AM - 4PM	RESIDENCY & OVER 60 OR DISABLED	TO/FROM MEDICAL APPOINTMENTS ONLY
PALATINE TOWNSHIP SENIOR AND DISABLED RESIDENT TRANSPORTATION	ACCESSIBLE	M-F 8AM-3PM	RESIDENCY & OVER 60 OR DISABLED	MUST BOOK 3 DAYS IN ADVANCE
PALATINE TAXI CARD SERVICE	NOT ACCESSIBLE	ALL HOURS	RESIDENCY & OVER 60 OR DISABLED	
BARRINGTON TOWNSHIP DIAL-A-RIDE (PACE)	ACCESSIBLE	M-F 9AM-4PM	RESIDENCY & OVER 60 OR DISABLED	
BARRINGTON TOWNSHIP TAXI PROGRAM	ACCESSIBLE	M-F 9AM - 4PM	NONE	
HANOVER TOWNSHIP: DIAL-A-BUS	ACCESSIBLE	M-F 8AM-3PM	RESIDENCY & OVER 55 OR DISABLED	MUST BOOK 24 HOURS IN ADVANCE
HANOVER TOWNSHIP TIDE: TICKET TO RIDE TAXI VOUCHER PROGRAM	NOT ACCESSIBLE	ALL HOURS	RESIDENCY & DISABLED	TO/FROM WORKPLACES OR TRAINING LOCATIONS ONLY
SCHAUMBURG TOWNSHIP DIAL-A-RIDE (PACE)	ACCESSIBLE	M-F 6AM-9PM	NONE	ONLY SERVE TRIPS WITHIN SCHAUMBURG
PACE ADA PARATRANSIT	ACCESSIBLE	MATCHES FIXED ROUTE HOURS	DISABILITY	ONLY WITHIN 3/4 MILE RADIUS OF FIXED-ROUTE SERVICE
SCHAUMBURG TOWNSHIP TRANSPORTATION SERVICES	ACCESSIBLE	M-F 8:30AM -3:30AM	RESIDENCY & OVER 55 OR DISABLED	MUST BOOK 72 HOURS IN ADVANCE BEFORE 3PM
MCRIDE (MCHENRY CO. DIAL-A-RIDE)	ACCESSIBLE	ALL WEEK 5AM-11PM (NO HOLIDAY SERVICE)	NONE	

* TRIP is a collaboration between Hanover, Palatine, Wheeling, Elk Grove, Schaumburg Townships and operates between each with additional limited weekly trips to medical locations outside the service area. Residency of one of the Townships is required; trips are scheduled through the user's township

FIGURE 50: ON-DEMAND TRANSIT SERVICE

Source: Pace Suburban Bus



TRANSIT COVERAGE AND GAP ANALYSIS

To assess the quality of coverage and service for fixed route transit, this report documents the coverage, frequency and feasibility of access to transit service offered in the Village of Hoffman Estates. As all fixed route service in the Village is bus transit, this analysis includes Pace routes 554, 603, 605, and 607.

Pace does not have a documented policy on thresholds for what constitutes high-frequency transit service, nor does it impose residential or other density thresholds on the areas where Pace service is provided. However, to provide a baseline of best practices against which transit coverage and frequency may be measured, *Hoffman in Motion* uses the Transit Capacity and Quality of Service Manual (Third Edition, 2013, TCRP Report 165) referred to hereafter as the Transit Capacity Manual. Guidelines for service frequency are determined by the population density or job density of an area.

The Transit Capacity Manual defines a population density of 16 people per acre supporting bus transit with 30-minute headways, and 31 people per acre supporting 15-minute service.  **FIGURE 52** shows the areas

in Hoffman Estates that meet these frequent transit thresholds, with 30-minute bus service areas pictured in orange and 15-minute service densities pictured in red. The displayed half-mile service buffers around the existing Pace routes highlight areas that are already served by current transit service. The red and orange areas outside of service areas are defined as transit gaps for this analysis.

The largest transit gaps in Hoffman Estates are located outside of existing transit service areas north of Higgins Road, south of I-90, and west of Huntington Blvd. There is also a transit gap in northern Hoffman Estates near Palatine Rd, where there nearest fixed-route transit is about three miles away at Barrington and I-90.

Regarding general proximity to transit regardless of density,  **FIGURE 52** shows the share of the population based on their distance to transit in Hoffman Estates. 21.4% of Hoffman Estates residents live within a quarter-mile radius of a Pace bus stop, or about a five to ten minute walk. 20.1% percent of residents live between a quarter-mile and a half-mile radius, or a ten to twenty minute walk. The majority (58.5%) of Hoffman Estates residents live outside the half-mile radius around transit.

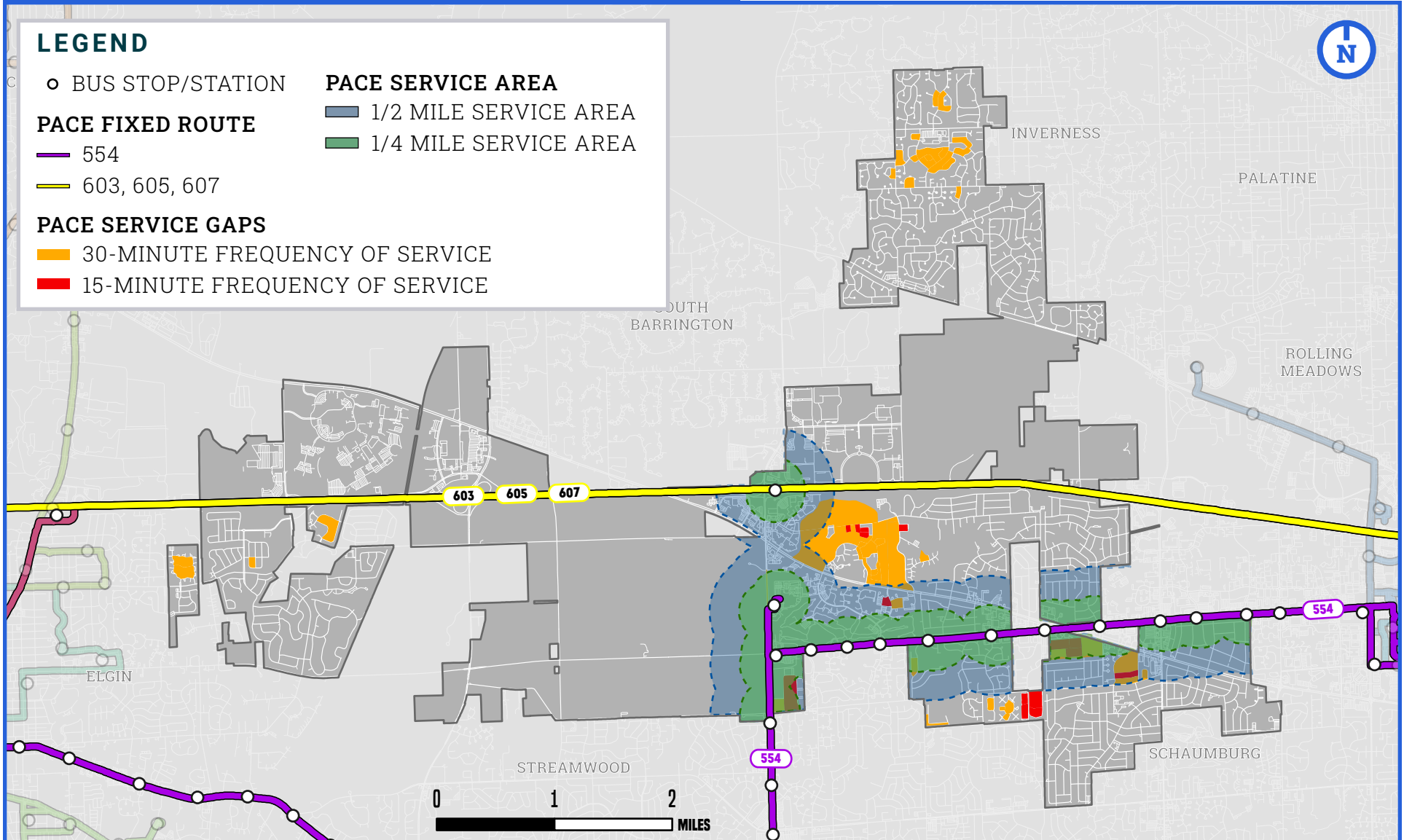
Even for residents that do live within walking distance to a bus route, sidewalk gaps are a barrier that can limit access and use of transit, especially for people with disabilities. These are infrastructure gaps that the Village can correct through its own capital improvement program or through coordination with agencies having jurisdiction over these sidewalks. While sidewalk gaps within a half-mile radius of a transit stop make up 11.8 miles or 16.2% of all missing sidewalks in the Village, 25 out of 36 bus stops (69%) within the Village of Hoffman Estates have a sidewalk gap within a half-mile of the bus stop.

FIGURE 51: POPULATION PROXIMITY TO TRANSIT

PROXIMITY TO PACE STOP	SHARE OF POPULATION
Less than a 1/4 mile	21.4%
Between 1/4 and 1/2 miles	20.1%
1/2 mile or farther	58.5%

FIGURE 52: BUS SERVICE GAPS IN HOFFMAN ESTATES

Source: Village GIS Assets, Pace Suburban Bus, IDOT IRIS

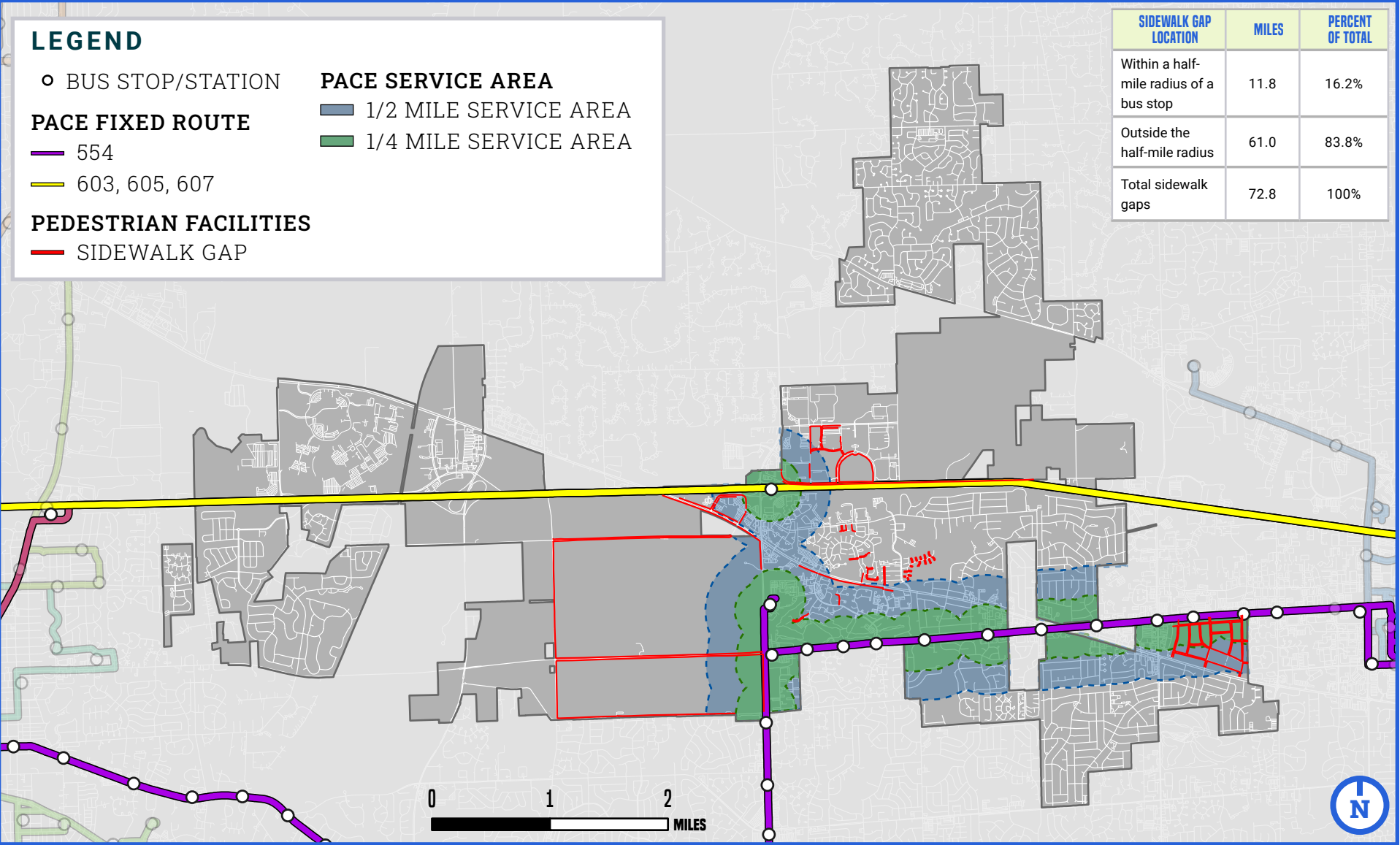


WHAT IS A BUS SERVICE GAP?

A bus service gap refers to an area where public transit services, specifically bus routes, are insufficient or entirely absent, failing to meet the transportation needs of the community. This gap can manifest as a lack of coverage in certain geographic areas, overly long wait times between buses, or service hours that do not align with peak commuter needs, such as early mornings, late evenings, or weekends. Addressing these gaps is crucial for ensuring equitable access to employment, education, healthcare, and other essential services, especially for residents who rely on public transportation as their primary means of mobility.

FIGURE 53: SIDEWALK GAPS NEAR TRANSIT IN HOFFMAN ESTATES

Source: Village GIS Assets, Pace Suburban Bus, IDOT IRIS



HOW DO SIDEWALK GAPS AFFECT TRANSIT ACCESS AND RIDERSHIP?

Sidewalk gaps significantly impact transit access and ridership by creating barriers to safely reaching transit stops, particularly for those with limited mobility options, such as older adults, individuals with disabilities, or those without access to a car. Without continuous and safe pedestrian pathways, potential riders may be deterred from using public transit due to the perceived or real risks of walking along or crossing busy roads. Consequently, these gaps can lead to decreased ridership numbers, as people opt for other modes of transportation that they perceive as safer or more convenient.

INITIAL PUBLIC TRANSIT FINDINGS

FIXED-ROUTE TRANSIT

- Village transit coverage is limited to two major thoroughfares and commuter routes. There is no service in predominantly residential areas and the Village of Hoffman Estates has no circulator route.
- Residents using transit must travel beyond the Village of Hoffman Estates to transfer or connect to other transit routes.
- More than half of Village residents live greater than a half-mile distance from the nearest transit stop including areas with development patterns dense enough to support transit.
- 25 out of 36 (69%) of bus stops in Hoffman Estates have a sidewalk gap within a half-mile radius. 11.8 miles of new sidewalk would be required to fill these gaps.

TAXI DISCOUNT PROGRAM

- The cost of taxi trips has nearly tripled since 2019, but the size of subsidy has remained the same. On average, the subsidy now only covers 41% of taxi fares compared to 67% of fares in 2019.
- The most common ten destinations make up 22.8% of all Taxi Discount Program trips. These trips could be served by fixed-route transit service.
- Trips staying within Hoffman Estates combined with trips between Hoffman Estates and Schaumburg make up 85.7% of all taxi discount trips. Hoffman Estates and Schaumburg function as a single service area for most users of the Taxi Discount Program.

DEMAND RESPONSE SERVICES

- Differing eligibility requirements, booking processes, service areas, and vehicles/driver availability make it difficult or infeasible for residents to use demand response services. Some of the clearest examples of these shortcomings is the barrier to booking recurring rides and round trips.
- While there are a variety of services available to residents, individuals have to research, navigate, and determine their own eligibility before being able to use the program, which can be especially challenging for seniors and people with disabilities.



FIGURE 54: RIDERS BOARDING PACE BUS | SOURCE: PACE SUBURBAN BUS



FIGURE 55: PACE DIAL-A-RIDE | SOURCE: REGIONAL TRANSPORTATION AUTHORITY

Transportation Patterns

TRANSPORTATION PATTERNS DESCRIBE THE COMMON ROUTES AND MODES OF TRANSPORT USED WITHIN A COMMUNITY, HIGHLIGHTING HOW RESIDENTS COMMUTE, THE PEAK TRAFFIC TIMES, AND THE OVERALL MOBILITY TRENDS IN THE AREA.

Transportation patterns within Hoffman Estates delve into the vital aspects of mobility within the Village. It emphasizes the significance of understanding and facilitating the ways residents, business owners, employees, and visitors navigate their daily commutes, access educational institutions, partake in leisure travel, and reach recreational destinations. This knowledge is crucial not

only for immediate convenience but also for planning sustainable growth, economic development, and enhancing the overall quality of life in the community.

COMMUTING PATTERNS

The data for this section was procured from the U.S. Census Bureau’s American Community Survey (ACS) 2018-2022 five-year estimates, which collects commuting information through a series of questions. Respondents are asked about their transportation habits, specifically how they typically get to work.

The commuting patterns in Hoffman Estates underscore a varied transportation landscape

among its workforce, with over 75.4% relying on personal vehicles, reflecting a common trend in suburban areas where public transport options are limited. Carpooled transportation is utilized by around 8%, indicating some engagement in shared methods. Public transportation sees relatively low usage, at approximately 3.3% of the working population, potentially influenced by factors such as convenience, efficiency, or the layout of transit options. The median age of public transport users is highest, suggesting potential preferences or routines among older workers.

In terms of travel time, workers have a mean travel time to work of approximately 29.4 minutes, which aligns with national averages. A majority of housing in Hoffman Estates is owner-occupied, which may correlate with the stability of the workforce and the local housing market. Vehicle availability is high, with only 4.0% of households not having any vehicles, and 49% having access to two vehicles, which supports the primary use of personal vehicles for commuting. This is in contrast to the minority who use public transportation, indicating either a preference for driving or possible gaps in the local public transportation network.

FIGURE 56: TRANSPORTATION PATTERNS QUICK FACTS

MUNICIPALITY	AVERAGE VEHICLES MILES PER YEAR	HIGH TRANSIT AVAILABILITY	HIGH WALKABILITY	MEAN COMMUTE TIME
Hoffman Estates	18,986	5.1%	13.9%	30.4
Cook County	13,234	79.3	67.8%	32.7
CMAP Region	15,653	53.9%	44.7%	31.7

DEVELOPMENT ACTIVITIES

The development activities in Hoffman Estates are strategically aimed at nurturing a thriving economic environment while catering to the community's needs. With over 7.4 million square feet of office inventory and new speculative industrial construction, the Village demonstrates a proactive approach to leveraging real estate for economic growth. However, the high vacancy rates in office spaces, exacerbated by the pandemic-induced shift to remote work, present a challenge that requires adaptive strategies to attract businesses back into physical office spaces. Meanwhile, the industrial sector remains vibrant, suggesting a shift in development focus might be beneficial, emphasizing areas with higher demand and lower vacancy.

MAJOR EMPLOYERS

Hoffman Estates is home to a diverse array of major employers that significantly contribute to the local economy. The presence of large business clusters, including health services near Ascension Saint Alexius Medical Center and various manufacturing firms, underscores the Village's economic diversity. These major employers provide substantial employment opportunities as shown in  **FIGURE 57**. They

also drive the local economy by attracting related businesses and services, which in turn supports the community's economic stability and growth. The strategic location near major airports further enhances the appeal for large employers, particularly those with international connections, by facilitating easier travel and logistics.

INVOLVEMENT IN PLANNING

The presence of diverse developments and major employers in Hoffman Estates plays a pivotal role in shaping a multimodal community. By integrating their facilities with various transportation modes, these entities can significantly influence commuting patterns and reduce dependency on single-occupancy vehicles. For instance, employers can partner with local transit authorities to improve bus routes or sponsor shuttle services that link their facilities with major transit hubs. Development projects, particularly in housing and retail, can incorporate pedestrian-friendly designs and bike paths that encourage walking and bicycling. Such initiatives not only foster a more connected and sustainable community but also enhance access to jobs, reduce traffic congestion, and improve air quality.

FIGURE 57: LARGEST EMPLOYERS

 = 100 employees

Ascension St. Alexius Medical Center & Behavior Health Hospital
2,500 employees



Claire's
400 employees



Siemens Healthcare
400 employees



FANUC America
350 employees



Vistex
350 employees



Leopardo Construction
300 employees



Equity

Equity in transportation is crucial because it ensures that every segment of the community has adequate access to transportation options, which is fundamental for accessing employment, education, healthcare, and other critical services. It helps in building a cohesive society where economic and social opportunities are not limited by one's ability to travel. Prioritizing equity in transportation planning also addresses historical imbalances where certain groups may have been marginalized or overlooked, promoting a fairer distribution of resources and opportunities.

HOW IS EQUITY MEASURED?

Although numerous metrics can assess transportation equity, this plan structures the equity analysis into three key categories: *Demographic Representation and Population Needs*, *Accessibility and Connectivity*, and *Affordability and Financial Accessibility*.

→ **Demographic Representation and Population Needs** focuses on aligning transportation services with the diverse characteristics and requirements of the population. Learn more about these metrics in  **FIGURE 59**.

→ **Accessibility and Connectivity** evaluates how well different areas are linked to essential services and each other through modes like walking, bicycling, and public transit. Learn more about these metrics in  **FIGURE 60**.

→ **Affordability and Financial Accessibility** examines the economic aspects of transportation, using metrics such as Transportation Costs, which measure the percentage of household income dedicated to transportation. Learn more about these metrics in  **FIGURE 61**.

FIGURE 58: EQUITY INFOGRAPHIC

Transportation plays a pivotal role in shaping equitable communities. This infographic highlights the critical intersection of transportation and equity. It presents *national trends* demonstrating how inadequate transportation infrastructure disproportionately impacts marginalized communities.

25%

of lower-income populations live within a 10-minute walk of a healthcare facility, compared to 40% of higher-income groups.

60%

of jobs are reachable within a 45-minute public transit in the central city, but drops significantly in outer suburbs

70%

of non-white communities live in areas with higher transportation-related pollution.

25%

of the elderly population lacks access to reliable public transportation.

50%

of the roads leading to schools have sidewalks, a rate even lower in low-income neighborhoods.

30%

of suburban low-income areas have access to safe and maintained bicycle lanes.

Sources: Grattan Institute, American Planning Association; Public Transportation in the U.S.; Transportation and Aging: A Research Agenda for Advancing Safe Mobility

DEMOGRAPHIC REPRESENTATION AND POPULATION NEEDS

The demographic and socio-economic metrics of a municipality are critical in shaping its active transportation planning. These metrics provide insights into the community's needs, potential ridership, and the specific challenges that might influence transportation policy and infrastructure development. For instance, a younger population may be more inclined to use active transportation modes, such as biking and walking, while higher median incomes can influence the ability to fund and

sustain such infrastructures. Additionally, understanding the needs of individuals with disabilities and the foreign-born population can help tailor the active transportation facilities to be more inclusive and accessible.

Hoffman Estates, compared to its neighbors like Barrington, Elgin, Palatine, Schaumburg, and Streamwood, showcases a stable and affluent community with moderate population growth and a substantial median household income, though it experiences slower population growth than Elgin. Despite its economic capacity, the relatively older average

age and significant portion of the population with disabilities necessitate a focus on accessibility and safety. The presence of a sizeable foreign-born population also suggests the importance of integrating multi-lingual communications and culturally sensitive approaches into transportation planning.

FIGURE 59: DEMOGRAPHIC AND POPULATION NEEDS

MUNICIPALITY	POPULATION	PERCENTAGE POPULATION CHANGE		MEDIAN HOUSEHOLD INCOME	AVERAGE HOUSEHOLD SIZE	AVERAGE AGE	INDIVIDUALS WITH DISABILITIES	NATIVITY	
		2000-2020	2010-2020					NATIVE	FOREIGN BORN
Hoffman Estates	52,530	6.1%	1.2%	\$96,274	2.8	37.9	3,988	34,969	17,184
Barrington	10,722	5.4%	3.8%	\$126,250	2.6	40.8	836	9,908	1,266
Elgin	114,797	21.5%	6.1%	\$79,757	2.9	35.0	11,661	85,125	29,031
Palatine	67,908	3.7%	-0.9%	\$86,415	2.5	38.2	6,361	51,042	16,712
Schaumburg	78,723	6.1%	4.4%	\$85,147	2.4	38.7	5,788	54,410	23,913
Streamwood	39,577	8.7%	-0.7%	\$88,824	2.9	38.1	2,984	27,887	11,849

ACCESSIBILITY AND CONNECTIVITY

The transportation metrics of a municipality play a pivotal role in shaping its active transportation landscape. These metrics not only reflect the existing transportation infrastructure but also influence future urban planning and development strategies. Comparing Hoffman Estates to its neighboring municipalities like Barrington, Elgin, Palatine, Schaumburg, and Streamwood, it becomes evident that Hoffman Estates has room

for improvement in promoting active transportation. For instance, Hoffman Estates has a low percentage of residents walking (0.2%) and biking (0.3%) to work compared to Barrington, which shows higher walking (1.8%) and similar biking (0.3%) rates. Additionally, Hoffman Estates has a moderate walkability index rating and lower transit availability, indicating potential areas for development to enhance its active transportation network. It's notable that while Hoffman Estates has a significant number of jobs accessible within

a 30-minute transit ride, *the effectiveness of reaching these jobs is impacted by its moderate transit availability.*

Key takeaways for Hoffman Estates highlight the need for strategic enhancements in walkability, bike facilities and connectivity, and public transit services to improve its active transportation infrastructure.

FIGURE 60: ACCESSIBILITY AND CONNECTIVITY

MUNICIPALITY	MODE OF TRAVEL TO WORK					HOUSEHOLDS WITH NO VEHICLE ACCESS (%)	AVERAGE COMMUTE TIME	WALKABILITY INDEX RATING	TRANSIT AVAILABILITY			JOBS ACCESSIBLE IN 30-MINUTE TRANSIT RIDE
	CAR	WALKING	BIKING	TRANSIT	OTHER				HIGH	MODERATE	LOW	
Hoffman Estates	84.0%	0.2%	0.3%	3.3%	12.2%	3.7%	30.4	52%	5.1%	43.9%	51.1%	56,261
Barrington	65.4%	1.8%	0.3%	9.4%	23.1%	7.3%	32.4	65%	39.2%	0.0%	60.8%	19,208
Elgin	79.7%	0.6%	0.2%	0.9%	18.6%	5.2%	27.9	46%	41.4%	45.5%	13.1%	39,176
Palatine	79.8%	1.7%	0.5%	3.8%	14.2%	4.1%	28.4	50%	31.3%	4.0%	64.7%	21,036
Schaumburg	73.5%	0.9%	0.0%	0.4%	25.2%	4.9%	29.2	49%	46.3%	38.1%	15.6%	76,678
Streamwood	88.5%	0.2%	0.6%	1.9%	8.8%	4.0%	28.8	49%	29.3%	23.0%	47.7%	34,797

AFFORDABILITY AND FINANCIAL ACCESSIBILITY

Transportation costs include, cost of vehicle, gas, insurance, registration fees, transit fares, etc. Car ownership results in higher transportation costs for a household which disproportionally affects low-income families. Reaching equitable solutions requires improving transportation systems that do not require individual car ownership. It goes beyond ensuring that services are available; it also involves making them safe and reliable.

Residents experiencing this financial burden can have limited access to essential services, employment opportunities, and social mobility

Therefore, addressing transportation equity involves both increasing the accessibility and affordable transportation options.

When reviewing the data, Hoffman Estates has higher combined housing and transportation costs compared to its neighbors, with residents spending 52% of their income on these expenses (FIGURE 61). This is slightly

above Schaumburg and Streamwood at 49%, and notably higher than Elgin at 46%. The average monthly housing cost in Hoffman Estates is \$1,842, higher than nearby communities, suggesting premium housing attributes or services. Transportation costs account for 21% of income, similar to most neighbors but higher than Palatine at 19%. The annual vehicle miles traveled per household, at 18,405, indicates a moderate reliance on vehicular travel, influenced by the availability of amenities and public transport options.

FIGURE 61: TRANSPORTATION COST

MUNICIPALITY	HOUSING & TRANSPORTATION COSTS (% OF INCOME)	HOUSING COSTS (% OF INCOME)	TRANSPORTATION COSTS (% OF INCOME)	AVERAGE MONTHLY HOUSING COSTS	ANNUAL TRANSPORTATION COSTS	ANNUAL VEHICLE MILES TRAVELED PER HOUSEHOLD
<i>Hoffman Estates</i>	52%	31%	21%	\$1,842	\$14,767	18,405
Barrington	65%	45%	20%	\$2,698	\$14,418	17,656
Elgin	46%	25%	21%	\$1,519	\$15,312	18,965
Palatine	50%	31%	19%	\$1,829	\$13,786	16,444
Schaumburg	49%	29%	20%	\$1,735	\$14,374	17,146
Streamwood	49%	27%	22%	\$1,612	\$15,880	19,639

Safety

CURRENT APPROACH TO SUBURBAN SAFETY, EVOLVING STRATEGIES, DETAILED CRASH ANALYSIS, AND THE CALCULATION OF A HIGH-INJURY NETWORK.

APPROACHES TO SAFETY

Suburban roadway design has historically favored vehicular traffic, often neglecting the safety of pedestrians, bicyclists, and public transit systems. Traditional designs feature wide, straight roads optimized for car speed and efficiency, with limited safety measures for non-vehicle users. As suburban demographics and uses diversify, there is a shift towards more inclusive planning strategies that address these shortcomings.

TRADITIONAL SAFETY APPROACH

The prevalent suburban road systems are designed to maximize vehicle flow with multi-lane roads, traffic signals, and turn lanes, which can create high-speed environments that increase crash severity. Often, pedestrian and bike infrastructure lacks adequate protection from fast-moving vehicles. This

efficiency-driven design frequently overlooks the needs of vulnerable road users, resulting in more road-related injuries and fatalities and limited public transit options.

NEW APPROACHES

In response to these challenges, newer, safer approaches like the Safe System are being adopted. This approach, which is becoming a global best practice, prioritizes human life and health, accommodating human error and aiming to reduce the consequences of crashes through forgiving road systems. It includes:

- **Safe Roads:** Introducing traffic calming measures like road diets, chicanes, and roundabouts to slow traffic, alongside enhanced crosswalks and protected bike lanes.
- **Safe Speeds:** Implementing stricter speed limits and automated enforcement to regulate traffic speeds, often supplemented by physical changes that encourage slower driving.
- **Safe Vehicles:** Promoting the use of vehicles with advanced safety technologies and supporting local policies that favor environmentally friendly transport options.

- **Safe Road Users:** Focusing on educational programs that foster safer driving, walking, and bicycling habits.
- **Post-Crash Response:** Enhancing emergency services accessibility and medical response capabilities to reduce the impact of road crashes.

These evolving strategies are transforming suburban roadways into safer, more user-friendly environments, significantly reducing traffic fatalities and injuries while promoting sustainable urban development.



FIGURE 62: LACK OF PEDESTRIAN CROSSING | SOURCE: EPSTEIN

TRANSPORTATION SAFETY IN HOFFMAN ESTATES

In Hoffman Estates, the commitment to enhancing roadway safety is reflected in the systematic approach taken to analyze and mitigate traffic-related crashes. Recognizing that many vehicle-related crashes are preventable, the industry has shifted from using the term “accidents” to “crashes” to emphasize that these are not random, unavoidable events. This shift in language is part of a broader strategy to address road safety proactively. The Village has also adopted the use of “crashes”. The Village utilizes detailed crash data and rigorous analytical methods to identify patterns, risk factors, and areas that require attention.

SAFETY ANALYSES

The analysis conducted by Hoffman Estates includes several key components designed to create a comprehensive safety landscape:

- **Crash Analysis:** Examination of detailed reports for every crash, focusing on factors such as the location, time, environmental conditions, and behaviors

contributing to each incident. This analysis helps identify common causes and trends that can be addressed through targeted interventions.

- **Comparison with Peer Communities:** Benchmarking Hoffman Estates’ road safety performance against similar municipalities to understand relative safety standings and learn from the practices of others. This comparison provides valuable insights into effective strategies and areas where the Village may need to enhance its efforts.
- **Vulnerable Road User (VRU) Safety Assessment:** Mapping out the segments and intersections of the road network that are classified under IDOT’s VRU Corridor and/or Clusters, to determine where overrepresentation of bicycle and pedestrian crashes occur.



FIGURE 63: CROSSWALK | SOURCE: BEST FOOT FORWARD



FIGURE 64: SERIOUS CRASH | SOURCE: ATLANTA JOURNAL-CONSTITUTION

CRASH ANALYSIS

In Hoffman Estates, traffic data provided by IDOT reveals a concerning pattern of crashes, with a total of 3,257 crashes (excluding crashes on the Tollway) recorded over a five year period. During this time, there were 12 crashes that resulted in fatalities and 784 crashes that resulted in injuries (FIGURE 65). The majority of these crashes involve common causes such as failing to reduce speed, failing to yield the right of way, and improper lane usage, pointing to preventable factors that primarily stem from driver behavior rather than uncontrollable circumstances.

Specifically focusing on vulnerable road users, the data shows that pedestrians and bicyclists each were involved in 27 crashes within the same timeframe. These crashes resulted in 2 pedestrian fatalities and 1 bicyclist fatality, along with 26 and 25 injuries respectively. These pedestrian and bicyclist crashes make up an outsized proportion of traffic injuries and fatalities considering their low transportation mode share.

The analysis reveals that most crashes, regardless of the victim type, occur under clear weather conditions and on dry roads, and predominantly during peak commuting

hours on weekdays. This indicates that the primary risk factors are related to the road environment and traffic management, rather than adverse weather conditions. These insights are crucial for developing targeted strategies to enhance road safety, especially in protecting pedestrians and bicyclists, who share the roads with motor vehicles but without the protective barriers that vehicles provide.

In this study, the numbers presented represent the total crashes that resulted in fatalities and/or injuries, not the individual count of fatalities or injuries that occurred within each crash.

FIGURE 65: CRASH QUICK FACTS (2018 - 2022)

Total Crashes (non-Tollway)	3,257
Total Fatal Crashes (non-Tollway)	12
Total Crashes Resulting in Injuries (non-Tollway)	784
Pedestrian Crashes	27
Fatal Pedestrian Crashes	2
Crashes Resulting in Pedestrian Injuries	26
Bicyclist Crashes	27
Fatal Bicycle Crashes	1
Crashes Resulting in Bicycle Injuries	25
Common Crash Causes	Failing to Reduce Speed, Failing to Yield, Improper Lane Usage

MUNICIPAL COMPARISONS

Over this period of study, 2018-2022, the Village experienced a total of 3,257 non-Tollway crashes. A crash hotspot map (FIGURE 65) displays where the greatest concentrations of crashes in the Village are occurring.

The Bicyclist & Pedestrian Fatality Rate is defined as the number of bicycle and

pedestrian deaths per 100,000 residents per year, while the Bicyclist & Pedestrian Injury Rate measures the number of bicycle and pedestrian injuries per 100,000 residents annually. In Hoffman Estates, there is a bicycle and pedestrian fatality rate of 5.77 and an injury rate of 98.08 per 100,000 residents based on the data provided.

The single bicycle fatality in Hoffman Estates occurred in 2022 at the corner of Shoe Factory

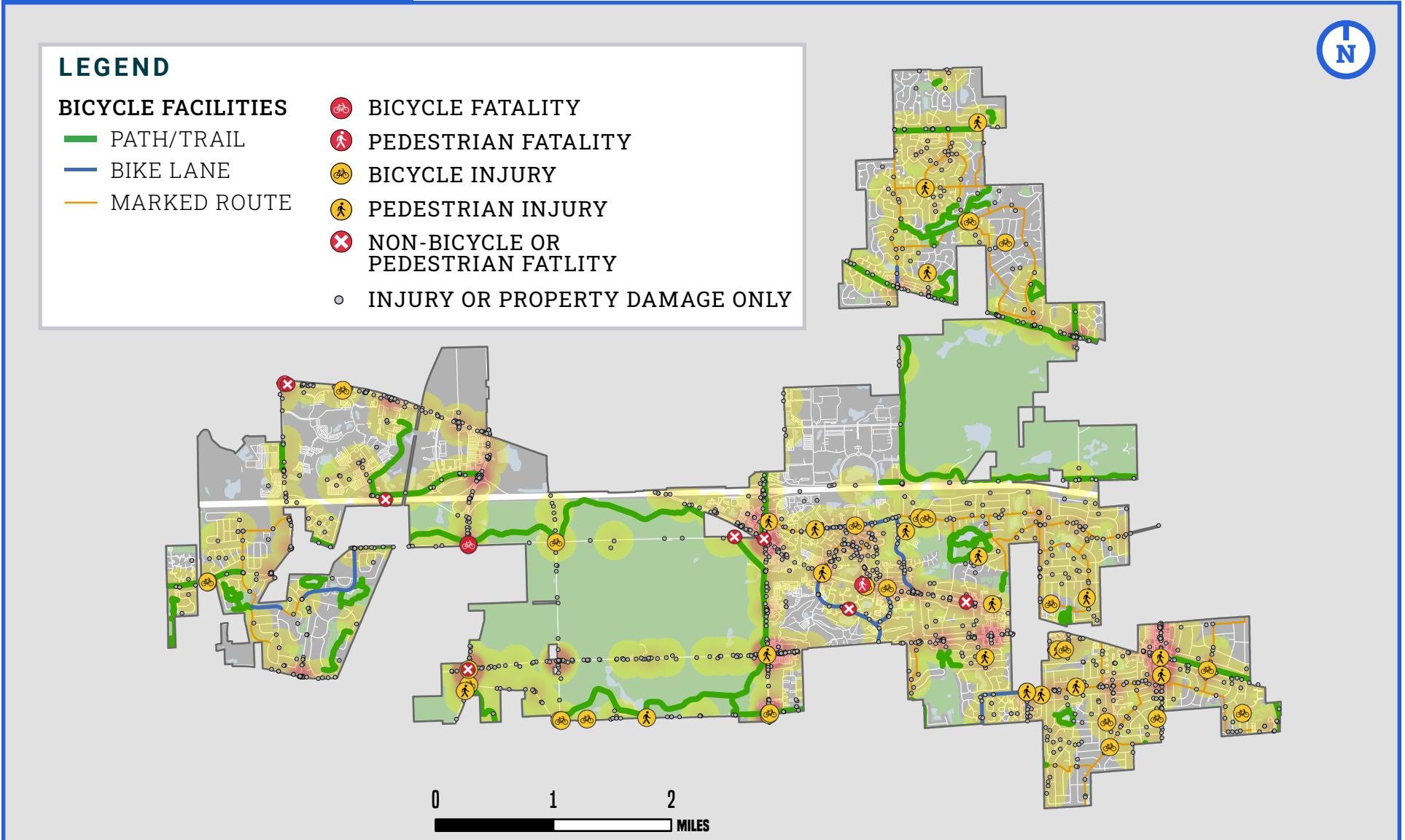
Road and Sutton Road, during the mid-morning on a weekday. Both pedestrian fatalities took place in 2021: one at the far northwest corner of the Village along Higgins Road during a weekday evening, and the other at the intersection of Governors Lane and Higgins Road, also during a weekday evening.

FIGURE 66: CRASH ANALYSIS

MUNICIPALITY	TOTAL CRASHES (2018-2022)	FATAL BICYCLE CRASHES (2018-2022)	FATAL PEDESTRIAN CRASHES (2018-2022)	BICYCLIST & PEDESTRIAN FATALITY RATE (PER 100,000 RESIDENTS, PER YEAR)	CRASHES RESULTING IN BICYCLE INJURIES (2018-2022)	CRASHES RESULTING IN PEDESTRIAN INJURIES (2018-2022)	BICYCLIST & PEDESTRIAN INJURY RATE (PER 100,000 RESIDENTS, PER YEAR)
Hoffman Estates	3,257	1	2	5.77	25	26	98.08
Barrington	1,731	0	0	0.00	11	14	238.10
Elgin	12,336	2	4	5.26	75	118	169.30
Palatine	4,615	0	1	1.45	49	27	110.14
Schaumburg	6,366	0	3	4.00	67	42	145.33
Streamwood	2,265	0	1	2.56	15	24	100.00

FIGURE 67: CRASH ANALYSIS

Source: Village GIS Assets, IDOT IRIS, IDOT Crash Data



WHAT IS THE IMPORTANCE OF CRASH ANALYSIS FOR ACTIVE TRANSPORTATION?

Determining high crash locations and understanding the causes of crashes are crucial for enhancing active transportation, as they enable planners and transportation authorities to implement targeted safety measures that protect vulnerable road users like bicyclists and pedestrians. By identifying these hotspots, detailed assessments and analyses can be done to evaluate interventions, directly addressing the underlying risk factors and reducing the likelihood of future crashes.

CRASH HOTSPOTS

The intersections below are identified as having the highest number of crashes within the Village, representing 23% of all reported crashes and account for 50% of crashes resulting in fatalities. Rear-end and turning-related crashes are the most frequent at these intersections. The leading causes of these incidents are “Failing to Yield Right of Way” and “Following Too Closely.”

Crashes at these intersections are more likely to occur on weekdays, particularly in the afternoon and evening hours.

Most crashes occurred under clear weather conditions, with fewer incidents during periods of adverse weather.

It’s important to note that, among these roadways, *only Hoffman Boulevard and*

Gannon Drive fall under the Village’s jurisdiction. The remainder of the intersections and the accompanying roadways are under state or county jurisdiction. This means that while the Village may advocate for changes or improvements, any modifications to these roads or intersections would require approval from these authorities.

FIGURE 68: CRASH HOTSPOTS

INTERSECTION	TOTAL CRASHES (2018-2022)	CRASHES RESULTING IN FATALITIES (2018-2022)	CRASHES RESULTING IN A-INJURIES (2018-2022)	MOST COMMON CRASH TYPE	MOST COMMON CRASH CAUSE
Barrington Road & Bode Road	82	0	3	Turning	Failing to Yield Right of Way
Barrington Road & Golf Road	202	0	5	Turning	Failing to Yield Right of Way
Barrington Road & Higgins Road	122	2	3	Front to Rear	Failing to Reduce Speed to Avoid Crash
Golf Road & Gannon Drive	37	0	1	Turning	Following Too Closely
Higgins Road & Roselle Road	116	0	0	Front to Rear	Failing to Reduce Speed to Avoid Crash
Shoe Factory Road & Bartlett Road	65	2	1	Front to Rear	Failing to Reduce Speed to Avoid Crash
Sutton Road & Hoffman Boulevard	61	0	0	Front to Rear	Failing to Reduce Speed to Avoid Crash
Sutton Road & Shoe Factory Road	69	2	1	Front to Rear	Failing to Reduce Speed to Avoid Crash

VRU ASSESSMENT

This plan has incorporated IDOT's Vulnerable Road User (VRU) Assessment, a study undertaken in 2023 to enhance the safety of non-motorists on Illinois roadways, including pedestrians, bicyclists, and other vulnerable road users. With a vision of achieving zero fatalities, the assessment is part of Illinois' broader Highway Safety Improvement Program (HSIP). The assessment is significant not only because of the rising fatalities among VRUs but also due to the state's commitment to addressing these issues with a data-driven, equity-focused approach.

The key outcomes of the study were identifying specific clusters and corridors where vulnerable road users (VRUs) are at heightened risk. These clusters and corridors were then prioritized for targeted safety interventions. The study also recommended a range of countermeasures tailored to these high-risk areas.

Key Terms

Below are key terms used in the methodology and assessment:

→ **Cluster:** A group of related or geographically close crash incidents that

are analyzed together to identify patterns and common factors contributing to the crashes.

→ **Corridor:** A specific section of a roadway or a series of connected roadways where traffic patterns, land use, and infrastructure characteristics are analyzed to assess safety and mobility for road users.

Methodology

The methodology utilized by IDOT in the Assessment involved an approach that integrates data analysis with stakeholder input to identify critical safety concerns across the state. This process began with the collection and examination of crash data spanning 18 years, from 2005 to 2022, to track trends in crashes involving VRUs, including pedestrians and bicyclists. The analysis included both observed safety, which focuses on locations with documented crash histories, and perceived safety, which considers areas where VRUs feel unsafe based on public and stakeholder feedback. To enhance the precision of their findings, IDOT developed a High-Injury Network (HIN) that highlights road segments with the highest concentrations of VRU crashes, allowing for targeted interventions in these high-risk areas.

FIGURE 69: SAFE SYSTEM APPROACH PRINCIPLES



Death and Serious Injuries are Unacceptable:

The approach prioritizes the elimination of all fatal and serious injury crashes, asserting that no loss of life is acceptable on the roads.



Humans make mistakes.

Recognizes that human error is inevitable and designs road systems that account for and mitigate the impact of these mistakes.



Humans are vulnerable.

Acknowledges that the human body has limited tolerance to crash forces, and thus, the road system should minimize the potential for harm.



Responsibility is shared.

Emphasizes that road safety is a collective responsibility shared among road users, designers, and operators, requiring collaboration at all levels.



Safety is proactive.

Focuses on proactively identifying and addressing risks before crashes occur, rather than solely responding to incidents after they happen.

In addition to data-driven analysis, IDOT incorporated equity considerations into its methodology, ensuring that underserved communities were prioritized in safety interventions. Equity metrics, such as the Illinois Active Transportation Plan Composite Equity Score and Justice40 data, were employed to identify areas disproportionately affected by safety shortcomings. Stakeholder engagement was also a crucial element of the methodology, with IDOT conducting webinars, surveys, and workshops to gather input from local agencies, advocacy groups, and the public. This feedback was integral in validating the data analysis and refining the proposed strategies and countermeasures. The methodology was further guided by the Safe System Approach (SSA), which emphasizes a proactive and systemic approach.

*For a full breakdown of the methodology, scoring, and full VRU corridor and intersection list, refer to  **APPENDIX A**.*

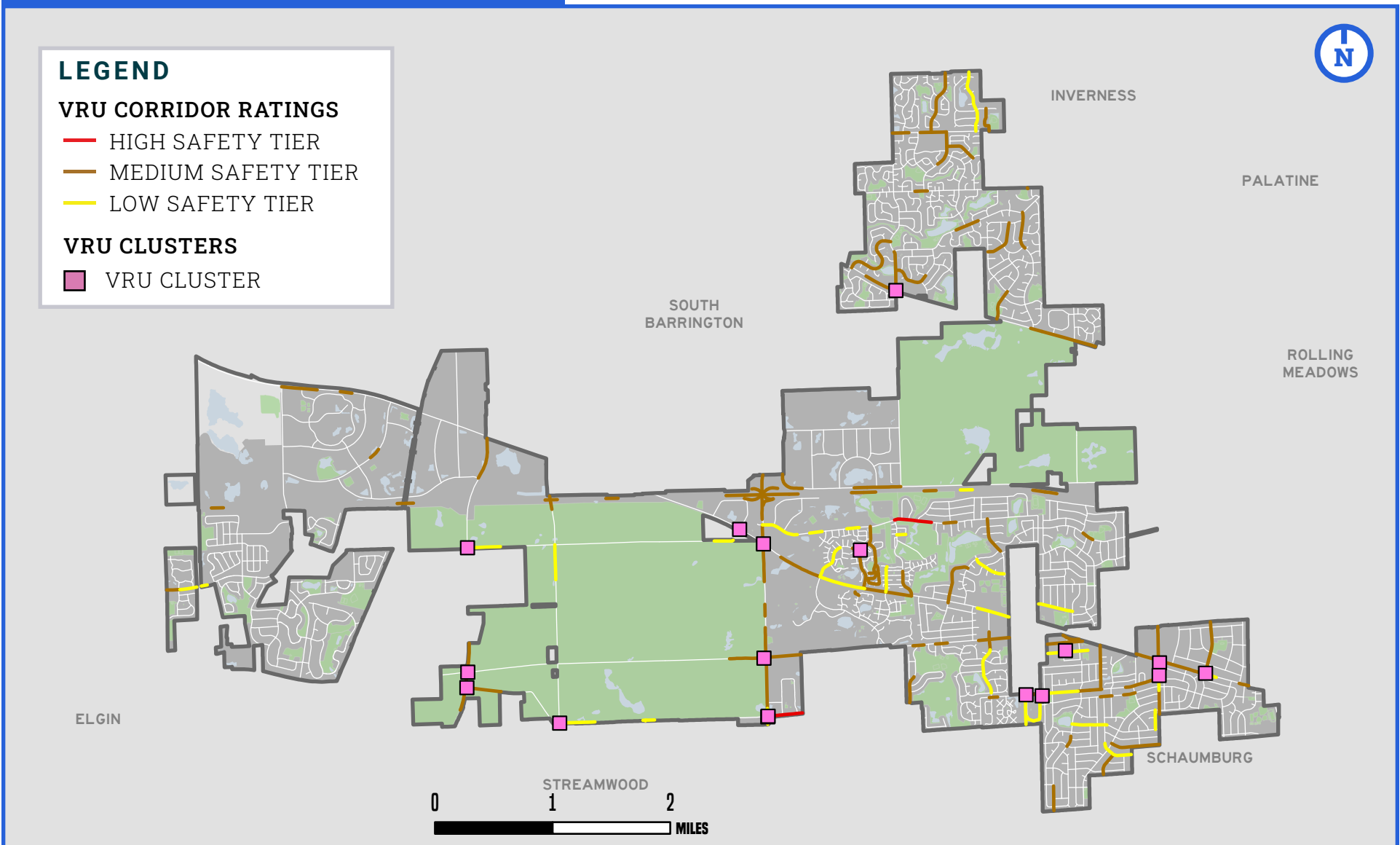
FIGURE 70: TOP VRU CORRIDORS IN HOFFMAN ESTATES

ROADWAY (SEE FIGURE 71 FOR LIMITS)	JURISDICTION	FUNCTIONAL CLASSIFICATION	BICYCLE & PEDESTRIAN CRASHES	SAFETY TIER	SAFETY SCORE
Bode Rd	County	Collector	5	High	2.18
Hassell Rd	Municipality	Collector	3	High	1.84
Higgins Rd	State	Arterial	3	Medium	1.32
Hill Dr	Municipality	Local	3	Medium	1.04
Salem Dr	Municipality	Collector	1	Medium	0.78
Manchester Dr	Municipality	Local	1	Medium	0.78
Shoe Factory Rd	County	Collector	1	Medium	0.78
Hassell Rd	Municipality	Collector	1	Medium	0.78
Bode Rd	County	Local	2	Medium	0.77
Higgins Rd	State	Arterial	2	Medium	0.71
Mohave St	Municipality	Local	1	Medium	0.68
Gannon Dr	Municipality	Local	1	Medium	0.68
Bode Cir	Municipality	Local	1	Medium	0.68
Governors Ln	Municipality	Local	1	Medium	0.68

Safety Tier classification and Safety Scores are evaluated among all statewide roadways.

FIGURE 71: VRU CORRIDORS & CLUSTERS

Source: Village GIS Assets, Pace Suburban Bus, IDOT IRIS, IDOT Crash Data



WHERE ARE VRU CORRIDORS AND CLUSTERS LOCATED IN HOFFMAN ESTATES?

The majority of the Village's Vulnerable Road User (VRU) corridors are concentrated in the Central region, indicating a higher concentration of VRU crashes at these locations. Notably, a significant portion of these top VRU corridors falls under the Village's jurisdiction. Among these, Bode Road and Hassell Road stand out as the most critical, both classified within the High Safety Tier. The clusters are more sporadic geographically but tend to be located along or adjacent to high-volume roadways.

INITIAL SAFETY FINDINGS

SAFETY

- Common causes of crashes in Hoffman Estates, such as failing to reduce speed, failing to yield, and improper lane usage.
- Pedestrian and bicyclist crashes represent approximately 2.2% of all crashes but account for 10.0% of all injuries in the Village of Hoffman Estates. While they represent a smaller share of total crashes, pedestrians and bicyclists are 4.5 times more likely to be injured when involved in a crash.
- While Hoffman Estates exhibits a relatively lower injury rate than some neighboring areas, its fatality rate is notably high, indicating that while crashes may not frequently result in injuries, they cause fatalities at a greater rate.
- The analysis reveals that while Vulnerable Road User (VRU) clusters are sporadically distributed across the Village, the VRU corridors are predominantly centralized in the Central region.
- Bode Road, east of Barrington Road, and Hassell Road exhibit the highest safety scores based on the Vulnerable Road User (VRU) Assessment. However, it's important to recognize that the data spans a long period, and both roadways have received substantial safety enhancements in recent years.

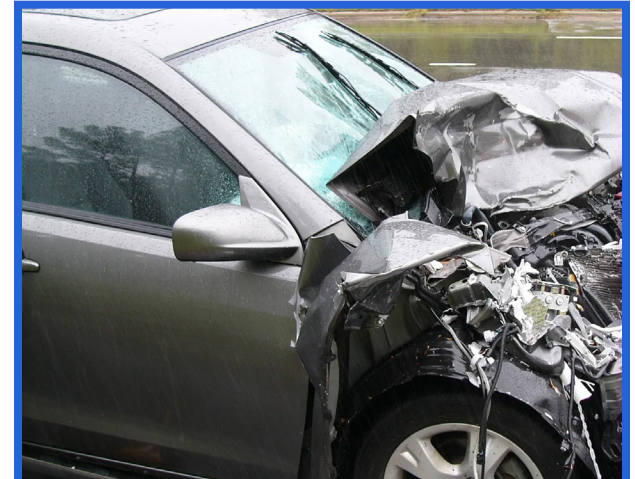


FIGURE 72: COMMON CRASH | SOURCE: MALIK P.A.



FIGURE 73: EPIDEMIC OF INACCESSIBLE SIDEWALKS | SOURCE: THE SEATTLE TIMES

Performance Dashboard

OVERVIEW

The Performance Dashboard is a pivotal tool designed to enhance transparency and communication between the Village and its residents regarding transportation initiatives. This tool focuses on advancing and monitoring the effectiveness of policies and projects related to active transportation, public transportation, and safety within the community. By openly sharing data and progress in these critical areas, the Village aims to foster a collaborative and informed environment where public input and engagement are not only encouraged but are integral to the planning and implementation processes.

The primary purpose of the Performance Dashboard is to provide a clear, accessible view of the Village's efforts in promoting safer, more efficient, and sustainable transportation options. The dashboard serves as a central platform for tracking progress across several key transportation categories: Bicycle, Pedestrian, Public Transit, and Safety. Each category is carefully

measured through specific metrics such as infrastructure improvements, usage rates, service coverage, and safety indices. These metrics not only reflect current conditions but also track improvements over time, offering a transparent and accountable framework for evaluating the Village's initiatives.

The full dashboard can be found in  **FIGURE 78.**

METRICS

ACTIVE TRANSPORTATION

In terms of active transportation, the dashboard emphasizes developments in bicycle and pedestrian infrastructures, such as the expansion of bike lanes, enhancement of sidewalk conditions, and the overall safety of these routes. By monitoring these aspects, the Village can better understand the effectiveness of its investments in making biking and walking more attractive and safer options for its residents. This not only supports a healthier lifestyle but also contributes to environmental sustainability by reducing reliance on motor vehicles.



FIGURE 74: HIGH VISIBILITY CROSSWALK | SOURCE: EPSTEIN



FIGURE 75: MOON LAKE BLVD | SOURCE: EPSTEIN

PUBLIC TRANSIT

Public transportation is another crucial component of the dashboard. It highlights key performance indicators like service coverage, ridership levels, and punctuality to gauge the efficiency and reach of public transit solutions. This information helps in identifying areas where services can be enhanced or expanded, thus improving accessibility and convenience for all residents, especially those who depend on public transit for their daily commutes.

SAFETY MEASURES

Safety is a paramount concern that permeates all categories of the dashboard. The Village commits to reducing road crashes and enhancing the safety of all transport modes through continuous monitoring and targeted interventions. This not only includes physical improvements to transportation infrastructures but also educational campaigns and emergency response enhancements to ensure that residents feel secure, regardless of their chosen mode of transportation.

FUTURE IMPACT

By maintaining an up-to-date and detailed Performance Dashboard, the Village demonstrates its commitment to transparency and continuous improvement. Residents are encouraged to engage with the dashboard, review the data, and participate in community discussions and feedback sessions. This open line of communication helps the Village to align its transportation projects more closely with the needs and expectations of its residents, thereby fostering a more livable, efficient, and community-focused urban environment.

In summary, the Performance Dashboard is an essential element in the Village's strategy to enhance urban mobility and safety. It is not just a reporting tool but a platform for dialogue and collaboration, aiming to create a community where active and public transportation are safe, enjoyable, and widely accessible options for everyone.



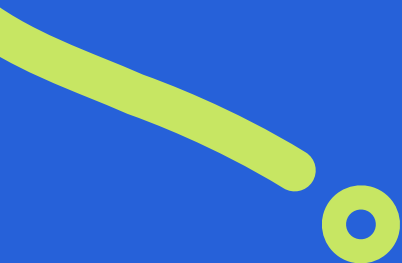
FIGURE 76: PACE BUS 554 STOP | SOURCE: HOMES.COM



FIGURE 77: TRILLIUM BLVD | SOURCE: EPSTEIN

FIGURE 78: PERFORMANCE DASHBOARD

CATEGORY	METRIC	DESCRIPTION	CURRENT FIGURE
BICYCLE	Total Miles of Shared Use Paths	Measures the total length of pathways designated for shared use by bicyclists and pedestrians.	32.2
	Total Miles of Bicycle Lanes	Represents the total length of designated lanes exclusively for bicycle use on roadways.	3.8
	Miles of Roadways rated as BLTS 3 or 4	Indicates the length of roadways rated as 3 or 4 by the Bicycle Level of Traffic Stress, signifying moderate to low stress for bicyclists.	155.7 / 1,986
PEDESTRIAN	Percentage of Roadways with Sidewalks on at Least One Side	Shows the proportion of total roadways that have sidewalks on at least one side, enhancing pedestrian accessibility.	78.8%
	Percentage of Village with High Walkability	Reflects the proportion of the village area that is considered highly walkable based on pedestrian infrastructure and amenities.	13.9%
	Percentage of Jobs in Highly Walkable Areas	Indicates the proportion of employment opportunities located within areas that are highly accessible on foot.	14.5%
PUBLIC TRANSIT	Number of Residents Within 1/2 Mile of a Fixed Transit Route	Number of Village residents that are within a half-mile from any fixed-route public transit service.	21,812 / 52,530
	Miles of Sidewalk Gaps near Transit Stops/Stations	Measures the total length of missing sidewalk segments within close proximity to transit stops or stations.	27.8
	Population with at least Moderately High Transit Availability	Indicates the percentage of the population that has moderately high or better access to public transit services.	4.7%
SAFETY	Pedestrian & Bicycle Fatalities	Counts the total number of fatalities involving pedestrians and bicyclists within a specific time period.	3
	Roadway Fatalities	Represents the total number of fatalities occurring on roadways within the specified area and time period.	13
	Eliminate or Resolve All Roadways Classified as High Safety Tier	Indicates the total mileage of roadways classified within the High Safety Tier based on IDOT's VRU Assessment.	0.62 MILES



Past Plans & Policies

VILLAGE POLICIES

PAST PLANS

OTHER AGENCY PLANS

PREVIOUS BICYCLE & PEDESTRIAN PLAN

03

VILLAGE PLANS & POLICIES

VILLAGE POLICIES

The analysis of local ordinances plays a crucial role in the development of Village-wide transportation plans, serving as a foundation for informed decision-making and strategic alignment with existing legal frameworks.

VILLAGE ORDINANCES

- **Sec. 6-1-1. Illinois Vehicle Code:** This ordinance adopts the Illinois Vehicle Code into Hoffman Estates' municipal laws, thus standardizing traffic regulations with state laws.
- **Sec. 6-2-1. - Hoffman Estates Supplement:** The Hoffman Estates Vehicle Code supplement enhances the Illinois Vehicle Code with tailored regulations addressing local traffic needs. The Supplement outlines comprehensive bicycle regulations, including rules for safe riding, yielding to pedestrians, and registration requirements. The supplement also specifies street speed limits, prohibits certain maneuvers, and establishes parking regulations.

VILLAGE POLICIES

- **Complete Streets Policy:** In 2011, the Hoffman Estates Village Board adopted a Complete Streets Policy, ensuring that all Village streets were safe and accessible for all types of users, including pedestrians, bicyclists, motorists, and public transit users. This policy was integrated into all relevant projects and planning processes.

PAST PLANS

Analyzing past plans provides a foundation for current planning efforts, offering insights into past successes, failures, and evolving community needs. While historical context enriches planning, it is essential to balance it with current conditions, public input, and changing landscapes to ensure plans remain relevant and responsive to community needs.

VILLAGE-LED PLANS

- **Flexible Transit Service Plan; 2013:** Introduces innovative transit solutions that adapt to varying demand levels and patterns. Offers adaptable transit

models that could be integrated into *Hoffman in Motion* to address fluctuating transportation needs.

- **VoHE Economic Development Strategic Plan; 2022 (EDSP):** Focuses on bolstering Hoffman Estates' economy through targeted development, business attraction, and retention strategies. Highlights the importance of transportation infrastructure in supporting economic growth, suggesting areas where transportation improvements could attract businesses and improve quality of life.
- **Hoffman Estates Residential Study:** Analyzes current housing trends and needs, proposing strategies to meet the diverse housing requirements of the community. Underlines the relationship between residential development and transportation planning, indicating potential areas where transit services could support new housing developments.

- **Hoffman Estates Western Area Plan; 2019:** Details a vision for developing the western area of Hoffman Estates, emphasizing mixed-use developments and economic sustainability. Offers specific development scenarios that the multimodal plan must support, including infrastructure that facilitates access to new commercial, residential, and industrial zones.
- **Hoffman Estates Sustainability Plan; 2019:** Addresses environmental sustainability goals, including reducing emissions through better transportation strategies. Directly influences transportation planning by pushing for sustainable, low-impact transportation options that align with the Village's environmental goals.
- **Barrington Road I-90 Sub Area Plan; 2021:** Centers around the potential to transform the area surrounding the Barrington Road/I-90 intersection, complemented by the completion of the Pace Suburban Bus I-90/Barrington Road station. Focuses on transit-oriented development, increasing density, and imagines providing the Village with a central district.

OTHER AGENCY PLANS

PAST PLANS

- **NWMC Multimodal Transportation Plan:** The Northwest Municipal Conference (NWMC) is a regional council that supports intergovernmental cooperation in the northeastern Illinois region. The plan outlines a regional approach to improving multimodal transportation options.
- **CMAP ON TO 2050:** The ON TO 2050 Plan, developed by CMAP, is a regional blueprint for sustainable development and transportation areas where planning in the Chicagoland area.
- **Pace Suburban Bus' Driving Innovation:** The plan outlines the agency's strategic vision for modernizing and enhancing public transit services across the suburban Chicago region.
- **CMAP's Plan of Action for Regional Transit:** CMAP's Plan of Action for Regional Transit (PART) is aimed at enhancing the integration and efficiency of the region's transit systems.

- **My Metra, Our Future:** Metra's strategic plan for 2023-2027, outlining their commitment to providing safe, reliable, and efficient commuter rail service to enhance the economic and environmental health of Northeast Illinois.
- **RTA's Transit is the Answer:** A strategic plan, discussing the critical role of transit in the Chicago region's social and economic fabric and outlining an agenda for securing increased funding and enhancing service to meet future needs.

CURRENT & ONGOING PLANS

- **Northwest Cook Transit Coordination Study:** The ongoing study aims to enhance public transportation efficiency and connectivity by evaluating and proposing improvements to the coordination of demand response transit services.

PREVIOUS BICYCLE & PEDESTRIAN PLAN

The Hoffman Estates Comprehensive Bicycle Plan, initiated by the Village Board of Hoffman Estates in 2008, was developed to enhance transportation options and bicyclist connectivity, a priority identified during updates to the Village Comprehensive Plan. Contributions from local government officials, traffic engineers, and the community, along with collaboration with regional agencies like the Active Transportation Alliance and the League of Illinois Bicyclists, ensured the plan's alignment with best practices and local needs. The plan outlines key recommendations for improving bicycle infrastructure, enhancing safety at intersections, and launching educational initiatives to foster a bicycling culture.

KEY COMPONENTS

Expansion of Bicycle Facilities

The plan delineates a robust expansion of both on-street and off-street bicycle facilities:

→ **On-Street Facilities:** Over 50 miles of

on-street bicycle facilities are proposed, divided into two categories:

- » **Ready to Go Projects:** These involve streets that already have suitable conditions for bicycling and require minimal intervention.
 - » **Significant Change Projects:** These projects are more complex and involve streets that require significant modifications.
- **Off-Street Facilities:** Proposing more than 15 miles of new off-street paths, the plan aims to build upon the existing network of trails and paths, particularly through forest preserves and community parks.

Safety and Connectivity Enhancements

Improving safety and connectivity is a major focus of the plan. Key initiatives include:

- **Intersection and Traffic Signal Improvements:** The plan outlines specific improvements to make intersections safer for bicyclists. This includes the installation of advanced bicycle signaling systems, clearly marked crosswalks, and dedicated bicycling lanes at intersections.



FIGURE 79: HASSELL RD BIKE LANE | SOURCE: EPSTEIN



FIGURE 80: SIDEWALK | SOURCE: EPSTEIN

- **Barrier Removal:** Identifying and mitigating barriers to bicycling is crucial. The plan addresses physical barriers such as major highways and proposes solutions like overpasses or underpasses where necessary. It also considers less tangible barriers, such as community perceptions and awareness, tackling these through education and outreach.

For a full breakdown of the progress of the bicycle facilities and safety enhancements recommended within the plan, refer to

 **APPENDIX B.**

Community Engagement and Supportive Programs

The plan recognizes the importance of community involvement and education in promoting a bicycling culture:

- **Educational Programs:** A series of educational initiatives aimed at both bicyclists and motorists are planned to promote safe bicycling practices and mutual respect on the roads. These programs also aim to educate the public on the benefits of bicycling for health and the environment.
- **Public Input and Engagement:** The

plan was developed with considerable community input, and ongoing feedback mechanisms are proposed to ensure that the facilities meet the needs of local bicyclists. This includes regular public meetings and opportunities for residents to provide feedback online or via community surveys.

- **Promotion of Bicycling Events:** To further embed bicycling into the community's lifestyle, the plan suggests organizing regular bicycling events and challenges that encourage participation from all segments of the population. This includes bike-to-work days, community bike rides, and bicycling skills workshops.

Sustainability and Funding Strategies

Understanding the financial implications, the plan outlines potential funding sources and sustainability strategies:

- **Grants and Partnerships:** The plan identifies various funding opportunities through state and federal grants, partnerships with local businesses, and collaborations with non-profit organizations focused on transportation and environmental sustainability.

- **Maintenance and Upkeep:** To ensure the long-term success of the implemented facilities, the plan includes a detailed maintenance schedule. It also emphasizes the need for sustainable practices in the maintenance and expansion of bicycle facilities.

APPENDICES



A. ANALYSES METHODOLOGY

BICYCLE LEVEL OF TRAFFIC STRESS
INTERSECTION LEVEL OF TRAFFIC STRESS
VULNERABLE ROAD USER ASSESSMENT

B. PAST PLAN PROGRESS

READY-TO-GO PROJECTS
SIGNIFICANT CHANGE PROJECTS
BICYCLE PATH PROJECTS
SAFETY & INTERSECTION PROJECTS

C. PERFORMANCE DASHBOARD BACKGROUND

D. TRANSIT CAPACITY MANUAL GUIDANCE

APPENDIX A: Analyses Methodology

BICYCLE LEVEL OF TRAFFIC STRESS (BLTS)

OBJECTIVE

The primary goal of the BLTS is to categorize roadways into four distinct levels of traffic stress. This classification aids in identifying routes that are conducive to bicycling for all ages and skill levels, and those that require improvements to enhance safety. It serves as a guide for infrastructure development, aiming to reduce traffic-related stress for bicyclists and encourage bicycling as a safe, viable mode of transportation.

SCORING FORMULA

The BLTS score is calculated using a formula that considers several critical factors impacting cyclist safety and comfort:

BLTS = MAX (0, 10 – Speed Penalty – Traffic Penalty + Road Width Benefit + Shoulder Width Benefit – Parking Penalty)

Formula Components:

- Speed Penalty: Applies a stress increment for speeds over 30 mph, acknowledging that higher speeds increase risk and stress for bicyclists.
- Traffic Penalty: Increases stress for AADT (Annual Average Daily Traffic) above 3,000 vehicles, as heavier traffic poses greater danger.
- Road Width Benefit: Awards points for roads narrower than 25 feet, which typically have slower traffic and are perceived as safer by bicyclists.
- Shoulder Width Benefit: Adds points for each foot of shoulder width beyond 2 feet, providing a buffer zone that enhances cyclist safety.
- Parking Penalty: Deducts points for parking on either side of the road, accounting for potential hazards like dooring and reduced effective lane width.

BLTS CATEGORIES

The BLTS score categorizes roadways into four levels of traffic stress:

- BLTS 1 - Low Stress: Scores greater than 8, ideal for children and inexperienced bicyclists.
- BLTS 2 - Moderate Stress: Scores between 6 and 8, suitable for the majority of adult bicyclists.
- BLTS 3 - High Stress: Scores between 4 and 6, appropriate for confident adult bicyclists.
- BLTS 4 - Very High Stress: Scores 4 or less, only advisable for experienced bicyclists comfortable with heavy traffic.

APPENDIX A: Analyses Methodology

INTERSECTION LEVEL OF TRAFFIC STRESS (LTS)

OBJECTIVE

The main goal of the Intersection LTS is to classify intersections into distinct stress levels, from low stress that is suitable for all bicyclists, including children and inexperienced riders, to high stress that only the most experienced should navigate. This classification assists in pinpointing critical areas where interventions can make bicycling safer and more accessible, thereby promoting bicycling as a safe and practical mode of transportation across urban environments.

SCORING FORMULA

The Intersection LTS is calculated using a formula that incorporates various elements that influence how stressful an intersection is for bicyclists:

LTS = Base Score – Traffic Control Adjustment + Traffic Volume Adjustment – Crossing Distance Adjustment + Visibility Adjustment

Formula Components:

- Base Score: A starting point that reflects an average intersection's level of stress. Traffic Control Adjustment: Modifies the score based on the type of traffic control present (e.g., traffic lights, stop signs, roundabouts), with more predictable, cyclist-friendly controls contributing to a lower stress score.
- Traffic Volume Adjustment: Increases stress for higher traffic volumes, as more vehicles can make intersections more hazardous for bicyclists.
- Crossing Distance Adjustment: Deducts points for wider intersections, as longer crossing distances increase exposure to traffic and risk.
- Visibility Adjustment: Adds points for good visibility at intersections, decreasing stress when bicyclists and drivers can easily see each other.

LTS CATEGORIES

The LTS scores classify intersections into four levels of traffic stress:

- LTS 1 - Low Stress: Represents intersections that pose minimal stress, suitable for bicyclists of all skill levels, including children.
- LTS 2 - Moderate Stress: Appropriate for most adult bicyclists, these intersections may have more complex layouts or higher traffic volumes but still maintain manageable stress levels.
- LTS 3 - High Stress: Suitable for experienced adult bicyclists who are comfortable navigating complex traffic situations and busier intersections.
- LTS 4 - Very High Stress: Advised only for very experienced bicyclists, these intersections typically involve multiple traffic lanes, high vehicle speeds, or poor visibility.

APPENDIX A: Analyses Methodology

VULNERABLE ROAD USER (VRU) ASSESSMENT

OBJECTIVE

The primary objective of the Vulnerable Road User (VRU) Assessment was to develop a comprehensive, data-driven framework for identifying and mitigating safety risks faced by non-motorized road users, including pedestrians, bicyclists, and others. This assessment aimed to reduce traffic-related fatalities and severe injuries among VRUs by pinpointing high-risk areas and determining the most effective safety interventions. The assessment aligned with the broader goal of achieving zero fatalities on Illinois roadways, emphasizing the need for equity in transportation safety by focusing on historically underserved communities.

DATA COLLECTION

Data collection was a critical component of the VRU Assessment, requiring a robust and multi-source approach to gather the necessary information. The assessment utilizes crash data spanning 18 years, from 2005 to 2022, which includes detailed records of crashes involving VRUs across Illinois. This data

was sourced from the Illinois Department of Transportation (IDOT) and other relevant agencies, ensuring comprehensive coverage of all reported crashes. Additionally, roadway inventory data, land use patterns, and demographic information are collected to provide context for the crashes. Public feedback is also an essential part of data collection, gathered through online platforms like the VRU Safety Webmap, where users can report locations they perceive as unsafe.

SCORING SYSTEM

The VRU Assessment employed a scoring system to rank locations based on their risk to vulnerable road users. This system integrated both observed and perceived safety measures. Observed safety was quantified by analyzing crash data, where each crash was assigned a severity score based on factors such as the number of injuries, fatalities, and the type of VRU involved. A higher severity score indicated a more dangerous location. Perceived safety was assessed through public and stakeholder feedback, with locations where VRUs felt unsafe being assigned higher risk scores. These scores were then normalized by factors such as traffic volume, population density, and VRU exposure, allowing for a fair comparison across different areas. The combination of observed and perceived safety scores produced a final risk score for each location,

which was used to prioritize interventions. rison across different areas. The combination of observed and perceived safety scores produces a final risk score for each location.

Here is a list of variables used in the assessment:

Crash Data Variables:

- Number of crashes
- Crash severity (fatalities, serious injuries, minor injuries)
- Crash type (vehicle-pedestrian, vehicle-cyclist, etc.)
- Time of day (daylight, nighttime)
- Day of the week
- Weather conditions
- Road conditions (wet, dry, icy)
- Type of road (arterial, collector, local)
- Intersection vs. non-intersection crashes

Roadway Characteristics:

- Road geometry (curves, straight sections)
- Road type (principal arterial, minor arterial, local road)
- Speed limits

APPENDIX A: Analyses Methodology

- Presence of traffic signals or stop signs
- Crosswalks and pedestrian crossings
- Bicycle lanes and infrastructure
- Number of lanes
- Road surface condition (paved, unpaved)

Land Use and Environmental Variables:

- Land use type (residential, commercial, industrial)
- Proximity to schools, parks, and other public facilities
- Lighting conditions (street lighting, natural light)
- Pedestrian and bicycle infrastructure (sidewalks, bike lanes)

Traffic and Exposure Variables:

- Traffic volume (Annual Average Daily Traffic - AADT)
- Pedestrian and cyclist volumes
- Vehicle mix (percentage of trucks, cars, buses)
- VRU exposure levels (frequency of pedestrian and cyclist use)

Equity and Demographic Variables:

- Population density
- Income levels
- Race and ethnicity demographics
- Justice40 status (designation as a disadvantaged community)
- Illinois Active Transportation Plan Composite Equity Score

Stakeholder and Perceived Safety Variables:

- Public and stakeholder feedback on perceived safety
- Locations reported as unsafe by VRUs
- Number of safety complaints or concerns raised
- Types of safety concerns (speeding, lack of infrastructure, etc.)

Countermeasure Effectiveness Variables:

- Estimated crash reduction factors for various countermeasures
- Cost of implementation
- Feasibility of implementation (space, existing infrastructure)
- Impact on VRU safety
- Long-term maintenance requirements

High-Injury Network (HIN) Variables:

- Crash density in specific areas
- Length of corridors with high crash frequencies
- Clustering of crashes in specific locations
- Comparison of observed vs. perceived safety scores within the HIN

HIGH-INJURY NETWORK (HIN) ANALYSIS

The High-Injury Network (HIN) analysis was a key methodological tool in the VRU Assessment, designed to identify corridors and intersections with the highest concentrations of VRU crashes. The HIN analysis involved mapping crash data across the state to visually represent areas where crashes were most frequent. This mapping process used a density-based clustering algorithm, which grouped nearby crashes to form clusters. Each cluster was analyzed to determine its overall risk score, factoring in the severity and frequency of crashes. The HIN was further refined by incorporating equity considerations, such as the Justice40 initiative, which ensured that disadvantaged communities received prioritized attention. This dual approach allowed the HIN to highlight not only the most dangerous

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locations but also those that required intervention due to social and economic disparities.

SYSTEMIC SAFETY ANALYSIS

In addition to the HIN analysis, the VRU Assessment employed a systemic safety analysis to identify common features and contributing factors in locations with high crash rates. This analysis went beyond simply counting crashes; it examined the underlying conditions that made certain areas more prone to crashes involving VRUs. Factors such as road geometry, traffic control devices, land use, and lighting conditions were all considered in the systemic safety analysis. By identifying these commonalities, the assessment recommended systemic changes that could be applied across similar locations to improve safety. For example, if a particular type of intersection was frequently involved in VRU crashes, the systemic safety analysis suggested redesigning that intersection type throughout the state to reduce risk.

EQUITY CONSIDERATIONS

Equity was a central consideration in the VRU Assessment, ensuring that safety interventions were prioritized in communities that had historically been underserved. The assessment incorporated the Illinois Active

Transportation Plan Composite Equity Score, which used demographic data to identify areas where residents might face greater barriers to safe transportation. Justice40 data was also used to highlight communities that were economically disadvantaged or had higher percentages of racial and ethnic minorities. These equity metrics were integrated into the scoring system and HIN analysis, ensuring that areas with higher equity needs were given priority in the final recommendations. This approach not only addressed current safety concerns but also worked to rectify longstanding disparities in transportation safety.

PRIORITIZATION AND IMPLEMENTATION

Once the risk scores were calculated, the VRU Assessment used them to prioritize locations for safety interventions. High-risk locations were identified as top priorities for immediate action, while lower-risk areas were earmarked for future improvements. The assessment also considered the feasibility and cost-effectiveness of proposed interventions, ensuring that resources were allocated efficiently. Implementation strategies were developed in collaboration with local agencies, taking into account their specific needs and capacities. The final recommendations from the VRU Assessment were designed to be

flexible and adaptable, allowing for ongoing updates and adjustments as new data became available or as conditions changed.

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FIGURE 81: VRU CORRIDORS IN HOFFMAN ESTATES

ID	ROAD NAME	JURISDICTION	FUNCTIONAL CLASS	J40 DISADVANTAGED AREA	TOTAL CRASHES	OBSERVED SAFETY	PERCEIVED SAFETY	SAFETY	SAFETY TIER	REGIONAL SAFETY RANK
1	Bode Rd	County	Collector	No	5	2.18	0	2.18	High	706
2	Hassell Rd	Municipality	Collector	No	3	1.84	0	1.84	High	983
3	Higgins Rd	State	Arterial	No	3	1.32	0	1.32	Medium	1,712
4	Hill Dr	Municipality	Local	Yes	3	1.04	0	1.04	Medium	2,506
5	Salem Dr	Municipality	Collector	Yes	1	0.78	0	0.78	Medium	3,669
6	Manchester Dr	Municipality	Local	No	1	0.78	0	0.78	Medium	3,670
7	Shoe Factory Rd	County	Collector	No	1	0.78	0	0.78	Medium	3,671
8	Hassell Rd	Municipality	Collector	No	1	0.78	0	0.78	Medium	3,672
9	Bode Rd	County	Local	No	2	0.77	0	0.77	Medium	3,708
10	Higgins Rd	State	Arterial	No	2	0.71	0	0.71	Medium	4,127
11	Shoe Factory Rd	County	Collector	No	2	0.68	0	0.68	Medium	4,360
12	Mohave St	Municipality	Local	No	1	0.68	0	0.68	Medium	4,402
13	Gannon Dr	Municipality	Local	No	1	0.68	0	0.68	Medium	4,403
14	Bode Cir	Municipality	Local	No	1	0.68	0	0.68	Medium	4,404
15	Governors Ln	Municipality	Local	No	1	0.68	0	0.68	Medium	4,405
16	Unnamed Rd	Municipality	Local	No	1	0.68	0	0.68	Medium	4,406
17	Bode Rd	Municipality	Collector	Yes	1	0.68	0	0.68	Medium	4,407
18	Hassell Rd	Municipality	Collector	No	1	0.68	0	0.68	Medium	4,408
19	Higgins Rd	State	Arterial	No	2	0.64	0	0.64	Medium	4,746
20	Shoe Factory Rd	County	Arterial	No	1	0.5	0.13	0.64	Medium	4,757
21	Kenilworth St	Municipality	Local	No	1	0.58	0	0.58	Medium	5,389
22	Hassell Rd	Municipality	Collector	No	1	0.58	0	0.58	Medium	5,390
23	Thornbark Dr	Municipality	Local	No	1	0.58	0	0.58	Medium	5,413

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FIGURE 82: VRU CORRIDORS IN HOFFMAN ESTATES

ID	ROAD NAME	JURISDICTION	FUNCTIONAL CLASS	J40 DISADVANTAGED AREA	TOTAL CRASHES	OBSERVED SAFETY	PERCEIVED SAFETY	SAFETY	SAFETY TIER	REGIONAL SAFETY RANK
24	Barrington Rd	State	Arterial	No	12	0.51	0	0.51	Medium	6,406
25	Cambridge Ln	Municipality	Local	No	1	0.48	0	0.48	Medium	6,797
26	Jane Addams Twy	Private	Interstate	No	1	0.48	0	0.48	Medium	6,798
27	Kingman Ln	Municipality	Local	No	2	0.44	0	0.44	Medium	7,583
28	Roselle Rd	County	Arterial	No	2	0.41	0	0.41	Medium	8,087
29	Park Blvd	Municipality	Local	No	1	0.39	0	0.39	Medium	8,712
30	Bode Rd	County	Local	No	1	0.39	0	0.39	Medium	8,717
31	Decatur St	Municipality	Local	No	1	0.38	0	0.38	Medium	8,870
32	Bartlett Rd	County	Collector	No	1	0.37	0	0.37	Medium	9,092
33	Bode Rd	County	Local	No	2	0.31	0	0.31	Low	11,075
34	Bode Rd	Municipality	Collector	Yes	4	0.29	0	0.29	Low	11,716
35	Barrington Rd	State	Arterial	No	5	0.29	0	0.29	Low	11,850
36	Jane Addams Twy	Private	Interstate	No	0	0	0.28	0.28	Low	12,053
37	Jane Addams Twy	Private	Interstate	No	0	0	0.28	0.28	Low	12,054
38	Gannon Dr	Municipality	Local	No	1	0.28	0	0.28	Low	12,179
39	Barrington Rd	State	Arterial	No	1	0.28	0	0.28	Low	12,180
40	Unnamed Rd	Municipality	Local	No	1	0.26	0	0.26	Low	12,940
41	Charlamagne Rd	Municipality	Local	No	1	0.26	0	0.26	Low	12,941
42	Higgins Rd	State	Arterial	No	1	0.26	0	0.26	Low	12,942
43	Central Rd	County	Collector	No	0	0	0.26	0.26	Low	12,957
44	Sutton Rd	State	Arterial	No	1	0.25	0	0.25	Low	13,815
45	Freeman Rd	Municipality	Local	No	1	0.23	0	0.23	Low	14,656
46	Westbury Dr	Municipality	Local	No	1	0.23	0	0.23	Low	14,657

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FIGURE 83: VRU CORRIDORS IN HOFFMAN ESTATES

ID	ROAD NAME	JURISDICTION	FUNCTIONAL CLASS	J40 DISADVANTAGED AREA	TOTAL CRASHES	OBSERVED SAFETY	PERCEIVED SAFETY	SAFETY	SAFETY TIER	REGIONAL SAFETY RANK
47	Higgins Rd	State	Arterial	No	1	0.23	0	0.23	Low	14,659
48	Barrington Rd	State	Arterial	No	1	0	0.22	0.22	Low	14,889
49	Sutton Rd	State	Arterial	No	2	0.21	0	0.21	Low	15,513
50	Jane Addams Twy	Private	Interstate	No	0	0	0.2	0.2	Low	16,352
51	Barrington Rd	State	Arterial	No	0	0	0.18	0.18	Low	17,578
52	Higgins Rd	State	Arterial	Yes	2	0.18	0	0.18	Low	17,751
53	Harmon Blvd	Municipality	Collector	No	0	0	0.18	0.18	Low	18,121
54	Central Rd	County	Collector	No	0	0	0.17	0.17	Low	18,731
55	Jane Addams Twy	Private	Interstate	No	0	0	0.15	0.15	Low	20,307
56	Jane Addams Twy	Private	Interstate	No	0	0	0.15	0.15	Low	20,412
57	Freeman Rd	Municipality	Local	No	1	0.15	0	0.15	Low	20,596
58	Barrington Rd NB	Private	Interstate	No	0	0	0.15	0.15	Low	20,747
59	Jane Addams Twy	Private	Interstate	No	0	0	0.14	0.14	Low	21,226
60	Jane Addams Twy	Private	Interstate	No	0	0	0.14	0.14	Low	21,227
61	Central Rd	County	Collector	No	0	0	0.14	0.14	Low	21,239
62	I-90 EB	Private	Interstate	No	0	0	0.14	0.14	Low	21,281
63	Golf Rd	State	Arterial	No	4	0.12	0	0.12	Low	22,788
64	Olmstead Rd	Municipality	Local	No	1	0.11	0	0.11	Low	23,552
65	Jane Addams Twy	Private	Interstate	No	0	0	0.09	0.09	Low	24,772
66	Bartlett Rd	Private	Collector	No	0	0	0.09	0.09	Low	25,175
67	I-90 WB	Private	Interstate	No	0	0	0.07	0.07	Low	26,543
68	Bartlett Rd	County	Collector	No	0	0	0.07	0.07	Low	27,097
69	Barrington Rd NB	Private	Interstate	No	0	0	0.07	0.07	Low	27,111

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FIGURE 84: VRU CORRIDORS IN HOFFMAN ESTATES

ID	ROAD NAME	JURISDICTION	FUNCTIONAL CLASS	J40 DISADVANTAGED AREA	TOTAL CRASHES	OBSERVED SAFETY	PERCEIVED SAFETY	SAFETY	SAFETY TIER	REGIONAL SAFETY RANK
70	Barrington Rd SB	Private	Interstate	No	0	0	0.06	0.06	Low	27,275
71	Bartlett Rd	Private	Collector	No	0	0	0.04	0.04	Low	28,656
72	Barrington Rd SB	Private	Interstate	No	0	0	0.03	0.03	Low	29,493
73	Jane Addams Twy	Private	Interstate	No	1	0.01	0	0.01	Low	30,958
74	Jane Addams Twy	Private	Interstate	No	1	0.01	0	0.01	Low	30,959
75	Chambers Dr	Municipality	Local	No	1	0	0	0	Low	32,636
76	Winston Dr	Municipality	Local	No	1	0	0	0	Low	32,849
77	Boulder Ln	Municipality	Local	No	1	0	0	0	Low	33,325
78	Ash Rd	Municipality	Local	No	2	0	0	0	Low	33,367
79	Washington Blvd	Municipality	Local	No	1	0	0	0	Low	33,417
80	Washington Blvd	Municipality	Local	No	1	0	0	0	Low	33,418
81	Spring Mill Dr	Municipality	Local	No	1	0	0	0	Low	33,464
82	Sumac Tr	Municipality	Local	No	1	0	0	0	Low	33,503
83	Meadow Ln	Municipality	Local	Yes	1	0	0	0	Low	33,510
84	Chippendale Rd	Municipality	Local	No	1	0	0	0	Low	33,763
85	Queensbury Cir	Municipality	Local	No	1	0	0	0	Low	33,930
86	Kingsdale Rd	Municipality	Local	No	2	0	0	0	Low	33,934
87	Kensington Ln	Municipality	Local	No	3	0	0	0	Low	33,985
88	Gannon Dr	Municipality	Collector	No	1	0	0	0	Low	34,126
89	Abbywood Dr	Municipality	Local	No	1	0	0	0	Low	34,351
90	Whispering Trails Dr	Municipality	Local	No	1	0	0	0	Low	36,379
91	Prairie Stone Pkwy	Municipality	Collector	No	1	0	0	0	Low	36,751
92	Flagstaff Ln	Municipality	Local	No	1	0	0	0	Low	37,326

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FIGURE 85: VRU CORRIDORS IN HOFFMAN ESTATES

ID	ROAD NAME	JURISDICTION	FUNCTIONAL CLASS	J40 DISADVANTAGED AREA	TOTAL CRASHES	OBSERVED SAFETY	PERCEIVED SAFETY	SAFETY	SAFETY TIER	REGIONAL SAFETY RANK
93	Heritage Dr	Municipality	Local	Yes	3	0	0	0	Low	37,337
94	Newton St	Municipality	Local	No	1	0	0	0	Low	37,340
95	Governors Ln	Municipality	Local	No	1	0	0	0	Low	37,431
96	Huttner Ct	Municipality	Local	No	1	0	0	0	Low	37,436
97	Flagstaff Ln	Municipality	Local	No	1	0	0	0	Low	37,477
98	Governors Ln	Municipality	Local	No	2	0	0	0	Low	37,514
99	W. Thacker St	Municipality	Local	No	1	0	0	0	Low	37,572
100	Liberty St	Municipality	Local	No	1	0	0	0	Low	37,752
101	Bode Rd	Municipality	Collector	No	1	0	0	0	Low	38,169
102	Palatine Rd	State	Arterial	No	2	0	0	0	Low	38,253
103	Sutton Rd	State	Arterial	No	4	0	0	0	Low	38,287
104	Poteet Rd	Municipality	Local	No	2	0	0	0	Low	38,331
105	Higgins Rd	State	Arterial	No	2	0	0	0	Low	38,566
106	Higgins Rd	State	Arterial	No	1	0	0	0	Low	38,567
107	Higgins Rd	State	Arterial	No	3	0	0	0	Low	38,569
108	Algonquin Rd	State	Arterial	No	3	0	0	0	Low	38,585
109	Higgins Rd	State	Arterial	No	1	0	0	0	Low	38,618
110	Higgins Rd	State	Arterial	No	1	0	0	0	Low	38,645
111	Congdon Ave	County	Arterial	No	1	0	0	0	Low	38,785
112	Hillcrest Blvd	Municipality	Collector	No	1	0	0	0	Low	38,921
113	Algonquin Rd	State	Arterial	No	3	0	0	0	Low	38,926
114	Algonquin Rd	State	Arterial	No	1	0	0	0	Low	38,949
115	Sutton Rd	State	Arterial	No	1	0	0	0	Low	38,972

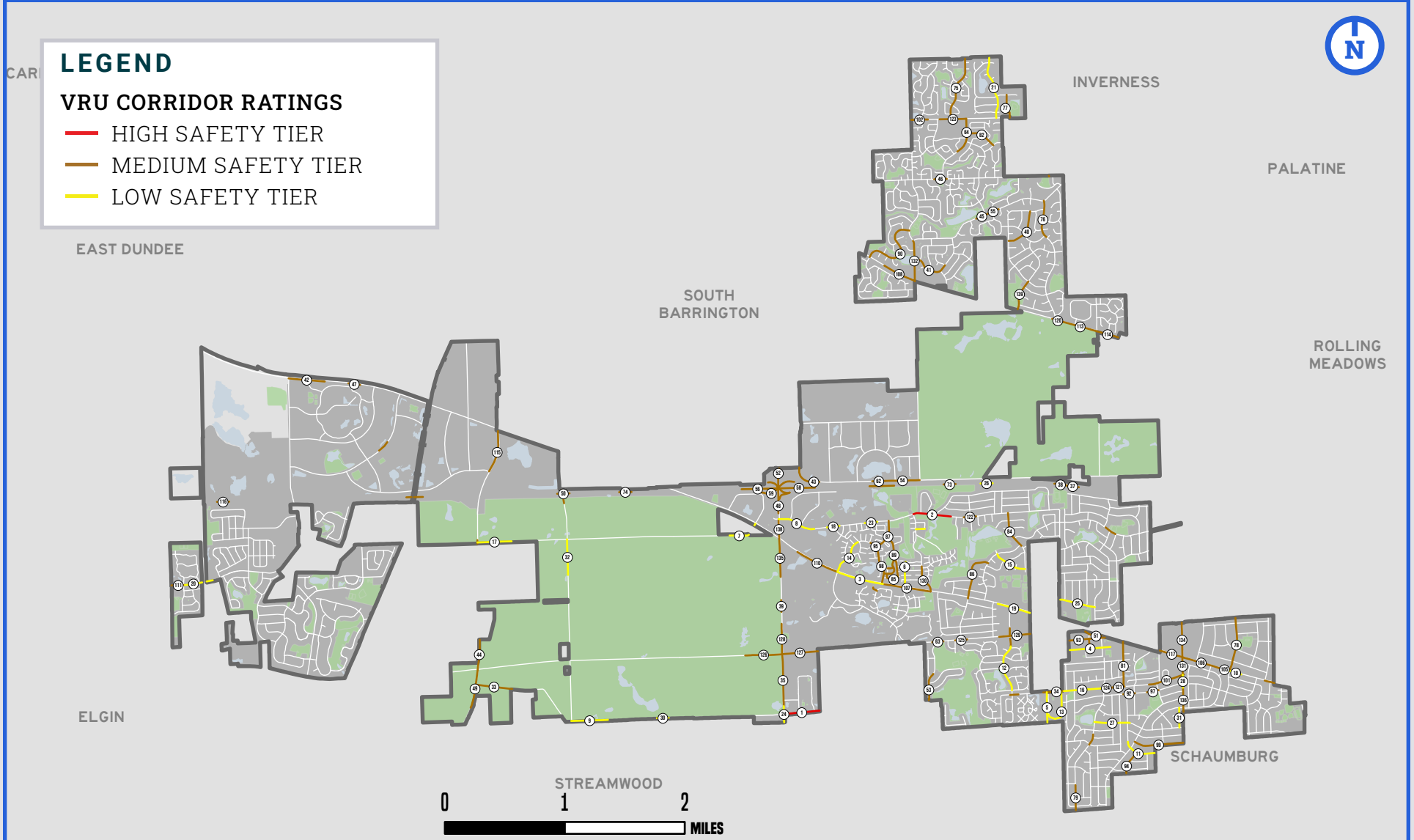
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FIGURE 86: VRU CORRIDORS IN HOFFMAN ESTATES

ID	ROAD NAME	JURISDICTION	FUNCTIONAL CLASS	J40 DISADVANTAGED AREA	TOTAL CRASHES	OBSERVED SAFETY	PERCEIVED SAFETY	SAFETY	SAFETY TIER	REGIONAL SAFETY RANK
116	Jane Addams Twy	Private	Interstate	No	1	0	0	0	Low	39,002
117	Higgins Rd	State	Arterial	No	1	0	0	0	Low	39,006
118	Jane Addams Twy	Private	Interstate	No	1	0	0	0	Low	39,044
119	Bode Rd	Municipality	Collector	No	1	0	0	0	Low	39,099
120	Algonquin Rd	State	Arterial	No	1	0	0	0	Low	39,136
121	Bode Rd	Municipality	Collector	No	1	0	0	0	Low	39,157
122	Hassell Rd	Municipality	Collector	No	1	0	0	0	Low	39,173
123	Palatine Rd	State	Arterial	No	2	0	0	0	Low	39,226
124	Bode Rd	Municipality	Collector	No	2	0	0	0	Low	39,295
125	Golf Rd	State	Arterial	No	1	0	0	0	Low	39,357
126	Golf Rd	State	Arterial	No	2	0	0	0	Low	39,358
127	Golf Rd	State	Arterial	No	1	0	0	0	Low	39,448
128	Barrington Rd	State	Arterial	No	9	0	0	0	Low	39,587
129	Golf Rd	State	Arterial	Yes	1	0	0	0	Low	39,936
130	Huntington Blvd	Municipality	Collector	No	1	0	0	0	Low	39,984
131	Roselle Rd	County	Arterial	No	4	0	0	0	Low	40,104
132	Huntington Blvd	Municipality	Collector	No	1	0	0	0	Low	40,115
133	Roselle Rd	County	Arterial	No	4	0	0	0	Low	40,373
134	Barrington Rd	State	Arterial	No	1	0	0	0	Low	40,419
135	Roselle Rd	County	Arterial	No	1	0	0	0	Low	40,428
136	Freeman Rd	County	Collector	No	1	0	0	0	Low	40,619
137	Barrington Rd	State	Arterial	No	3	0	0	0	Low	40,823
138	Lexington Dr	Township	Local	No	1	0	0	0	Low	41,946

FIGURE 87: VRU CORRIDORS

Source: Village GIS Assets, IDOT VRU Assessment



WHAT DO VRU CORRIDORS LOOK LIKE IN HOFFMAN ESTATES?

The majority of the Village's Vulnerable Road User (VRU) corridors are concentrated in the Central region, highlighting a critical area for safety interventions. Notably, a significant portion of these top VRU corridors falls under the Village's jurisdiction. Among these, Bode Road and Hassell Road stand out as the most critical, both classified within the High Safety Tier. The majority of VRU corridors in Hoffman Estates fall under the Low Safety Tier. See Figure 80 through Figure 85 for additional details on each of the VRU corridors.

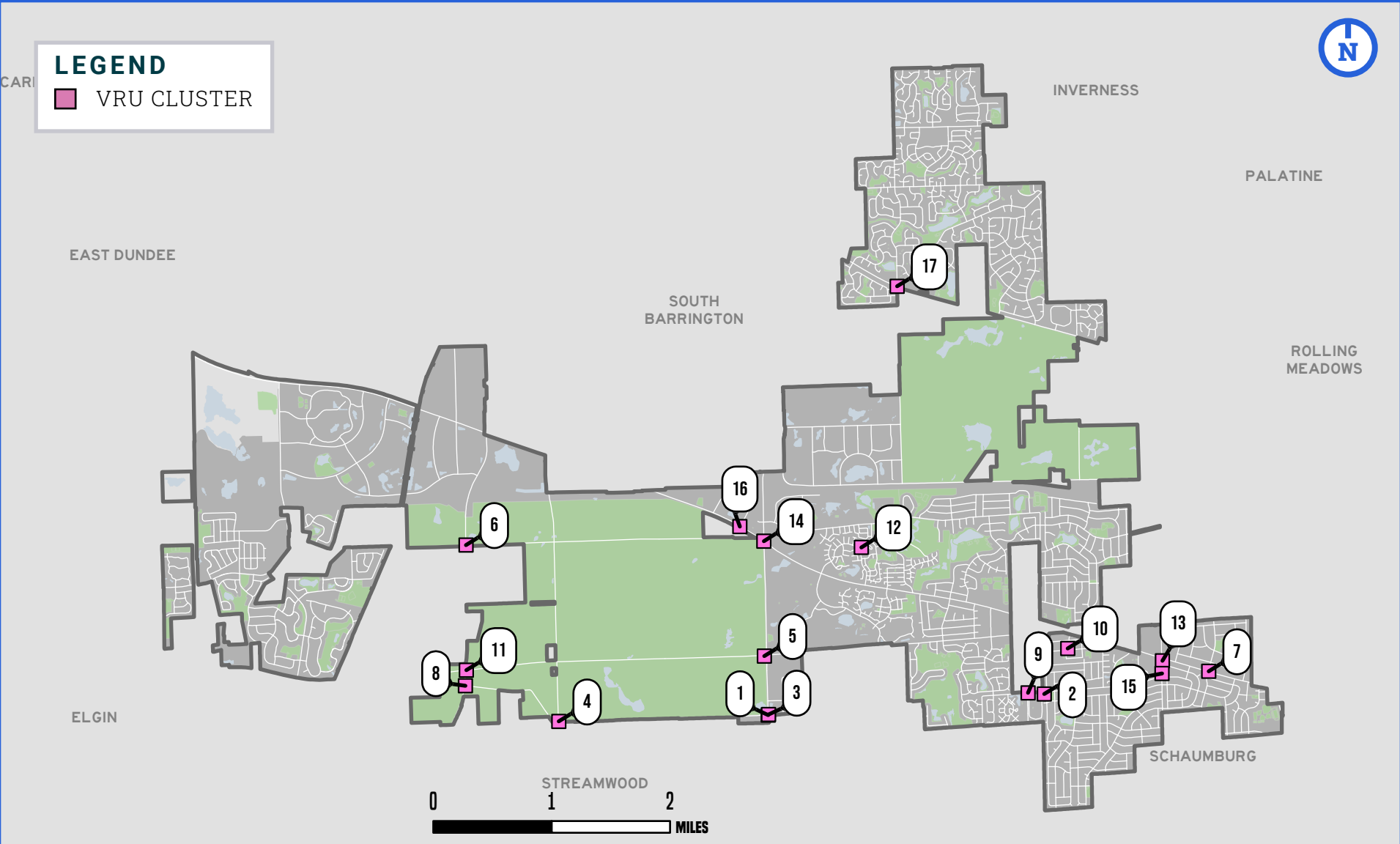
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FIGURE 88: VRU CLUSTERS IN HOFFMAN ESTATES

CLUSTER ID	MODE	J40 DISADVANTAGED	TOTAL CRASHES	A-INJURIES	B-INJURIES	C-INJURIES	OTHER	CRASH FREQUENCY TIER	SAFETY RANK	REGIONAL SAFETY RANK	FREQUENT/Common VRU Group or Crash Type
1	Pedestrian	No	4	0	2	1	1	0	Medium	563	
2	Pedestrian	No	3	0	0	0	3	0	Low	2,123	Teen VRU (11-14)
3	Bicycle	No	10	0	1	5	4	0	Medium	2,617	
4	Bicycle	No	5	0	0	4	1	0	Medium	3,262	
5	Pedestrian	No	5	0	2	3	0	0	Low	3,739	
6	Bicycle	No	6	1	1	2	2	0	Medium	3,911	Distracted/Fatigued Driver
7	Bicycle	No	4	0	2	2	0	0	Medium	4,527	
8	Bicycle	No	3	0	1	2	0	0	Low	6,156	
9	Bicycle	Yes	3	0	0	2	1	0	Low	6,174	
10	Bicycle	Yes	3	0	0	2	1	0	Low	6,794	Children VRU (0-10); Younger VRU (Under 20)
11	Bicycle	No	4	0	0	3	1	0	Low	7,471	VRU Crossing Without Signal
12	Pedestrian	No	4	0	0	1	3	0	Low	7,917	
13	Bicycle	No	4	0	1	3	0	0	Low	8,836	
14	Bicycle	No	3	0	1	2	0	0	Low	8,886	
15	Bicycle	No	3	0	0	2	1	0	Low	9,223	Children VRU (0-10)
16	Bicycle	No	4	0	2	2	0	0	Low	9,266	
17	Bicycle	No	4	0	1	2	1	0	Low	9,399	

FIGURE 89: VRU CLUSTERS

Source: Village GIS Assets, IDOT VRU Assessment



WHAT DO VRU CLUSTERS LOOK LIKE IN HOFFMAN ESTATES?

The Village’s Vulnerable Road User (VRU) clusters are more sporadic geographically, but tend to be located along or adjacent to high-volume roadways, like Higgins Road. See Figure 87 for additional details on each of the clusters.

APPENDIX B: Past Plan Progress

FIGURE 90: READY-TO-GO PROJECT PROGRESS (PREVIOUS BICYCLE & PEDESTRIAN PLAN)

PROJECT NAME	FACILITY TYPE	LOCATION	COMPLETED	UNDERWAY	NOT UNDERWAY
BARRINGTON SQUARE / MOON LAKE DRIVE	BIKE LANES, BIKE ROUTES	MOON LAKE BLVD, GOVERNORS LN	✓		
BODE ROAD / SALEM DRIVE	BIKE LANES, BIKE ROUTES	BODE RD, SALEM DR	✓		
CANTERBURY PARKS CONNECTOR	BIKE ROUTES	MAUREEN DR		⚠	
GRAND CANYON PARKWAY	BIKE ROUTES	GRAND CANYON PKWY			⛔
HARMON BLVD / HUNTINGTON BLVD CORRIDOR	BIKE LANES, BIKE ROUTES	HARMON BLVD, HUNTINGTON BLVD		⚠	
HIGHLANDS / HIGH POINT NEIGHBORHOOD	BIKE LANES, BIKE ROUTES	HIGHLANDS AREA	✓		
LAKEWOOD BLVD	BIKE ROUTES	LAKEWOOD BLVD			⛔
NORTH HOFFMAN ESTATES PHASE I	BIKE LANES, BIKE ROUTES	HUNTINGTON BLVD, FREEMAN RD		⚠	
NORTH HOFFMAN ESTATES PHASE II	BIKE ROUTES	MUMFORD DR, WESTBURY DR		⚠	
PARCELS A AND B PROJECT	BIKE ROUTES	PARCELS A AND B		⚠	
PARCEL C PHASE I PROJECT	BIKE ROUTES	ILLINOIS BLVD	✓		
POPLAR CREEK DRIVE	BIKE ROUTES	POPLAR CREEK DR			⛔
PRAIRIE STONE BUSINESS PARK	BIKE ROUTES	HOFFMAN BLVD, PRATUM AVE, PRAIRIE STONE PKWY, OLD SUTTON RD			⛔
VICTORIA PARK CONNECTORS	BIKE ROUTES	CROWFOOT CIR, DEXTER LN			⛔
WEST HOFFMAN ESTATES BICYCLE ROUTE LOOP	BIKE ROUTES	RED OAK DR, ESSEX DR		⚠	

APPENDIX B: Past Plan Progress

FIGURE 91: SIGNIFICANT PROJECT PROGRESS (PREVIOUS BICYCLE & PEDESTRIAN PLAN)

PROJECT NAME	FACILITY TYPE	LOCATION	COMPLETED	UNDERWAY	NOT UNDERWAY
BODE ROAD RECONSTRUCTION	BIKE LANES	BODE RD	✓		
GANNON DRIVE	BIKE LANES	GANNON DR		⚠	
GLEN LAKE ROAD RECONSTRUCTION	BIKE ROUTES	GLEN LAKE RD			⛔
HASSELL ROAD EXTENSION	BIKE FACILITIES	HASSELL RD			⛔
HASSELL ROAD RECONSTRUCTION	BIKE LANES	HASSELL RD		⚠	
HUNTINGTON BOULEVARD ROAD DIET	BIKE LANES	HUNTINGTON BLVD		⚠	
PARCEL C PHASE II PROJECT	BIKE ROUTES	KINGMAN LN			⛔
SPRING MILL DRIVE RECONSTRUCTION	BIKE LANES, SHARROWS	SPRING MILL DR			⛔
STAR LINE CROSSING CONNECTORS	BIKE FACILITIES	STAR LINE STATION AREA		⚠	
VOLID DRIVE RECONSTRUCTION	BIKE LANES	VOLID DR	✓		
WESTBURY / PALATINE CONNECTORS	BIKE FACILITIES	WESTBURY DR, PALATINE AREA			⛔
WINSTON KNOLLS PHASE II	BIKE ROUTES	WINSTON KNOLLS SUBDIVISION	✓		

APPENDIX B: Past Plan Progress

FIGURE 92: BICYCLE PATH PROJECT PROGRESS (PREVIOUS BICYCLE & PEDESTRIAN PLAN)

PROJECT NAME	FACILITY TYPE	LOCATION	COMPLETED	UNDERWAY	NOT UNDERWAY
BARRINGTON ROAD PATH	SHARED USE PATH	BARRINGTON RD			
BARTLETT ROAD PATH	SHARED USE PATH	BARTLETT RD			
BEVERLY ROAD PATH	SHARED USE PATH	BEVERLY RD - PRAIRIE STONE PKWY TO HIGGINS RD			
BEVERLY ROAD PATH	SHARED USE PATH	BEVERLY RD - SHOE FACTORY RD TO BEACON POINTE DR			
CENTRAL ROAD PATH	SHARED USE PATH	CENTRAL RD			
HIGGINS ROAD PATH	SHARED USE PATH	HIGGINS RD - EAST DUNDEE TO BEVERLY RD			
HIGGINS ROAD PATH	SHARED USE PATH	HIGGINS RD - BEVERLY RD TO OLD SUTTON RD			
HIGGINS ROAD PATH	SHARED USE PATH	HIGGINS RD - OLD SUTTON RD TO SUTTON RD (IL-59			
HIGGINS ROAD PATH	SHARED USE PATH	HIGGINS RD - SUTTON RD (IL-59) TO BARTLETT RD			
HIGGINS ROAD PATH	SHARED USE PATH	HIGGINS RD - SHOE FACTORY RD TO HUNTINGTON BLVD			
HIGGINS ROAD PATH	SHARED USE PATH	HIGGINS RD - HUNTINGTON BLVD TO JONES RD			
HIGGINS ROAD PATH	SHARED USE PATH	HIGGINS RD - JONES RD TO APPLE ST.			
HIGGINS ROAD PATH	SHARED USE PATH	HIGGINS RD - APPLE ST TO VILLAGE OF SCHAUMBURG			
HUNTINGTON BOULEVARD	SHARED USE PATH	HUNTINGTON BLVD			
PALATINE ROAD PATH	SHARED USE PATH	PALATINE RD			
PRAIRIE STONE BUSINESS PARK NATURE TRAIL	SHARED USE PATH	ADJACENT TO PRATUM RD AND HOFFMAN BLVD			
ROHRSSSEN ROAD PATH	SHARED USE PATH	ROHRSSSEN RD			
ROSELLE ROAD PATH	SHARED USE PATH	ROSELLE RD			
SHOE FACTORY ROAD PATH	SHARED USE PATH	SHOE FACTORY RD - ESSEX DR TO IVY RIDGE DR			
SHOE FACTORY ROAD PATH	SHARED USE PATH	SHOE FACTORY RD - CANADIAN NATIONAL RAILROAD TRACKS TO SUTTON RD (IL-59)			

APPENDIX B: Past Plan Progress

FIGURE 93: INTERSECTION SAFETY & CROSSING PROJECT PROGRESS (PREVIOUS BICYCLE & PEDESTRIAN PLAN)

PROJECT NAME	FACILITY TYPE	LOCATION	COMPLETED	UNDERWAY	NOT UNDERWAY
ALGONQUIN ROAD AND HUNTINGTON BOULEVARD	PEDESTRIAN CROSSING ON EAST LEG; BICYCLE ACTUATION ON NORTH AND SOUTH LEGS	ALGONQUIN ROAD AND HUNTINGTON BOULEVARD			
ALGONQUIN ROAD AND LEXINGTON DRIVE	NORTH / SOUTH BICYCLE AND PEDESTRIAN CROSSING	ALGONQUIN ROAD AND LEXINGTON DRIVE			
ALGONQUIN ROAD AND WINSTON DRIVE	PEDESTRIAN CROSSING OF WEST LEG; BICYCLE ACTUATION ON NORTH LEG	ALGONQUIN ROAD AND WINSTON DRIVE			
BARRINGTON ROAD AND BODE ROAD	PEDESTRIAN CROSSINGS OF SOUTH, EAST, AND WEST LEGS; MAIN ENTRANCE TO POPLAR CREEK FOREST PRESERVE	BARRINGTON ROAD AND BODE ROAD			
BARRINGTON ROAD AND GOLF ROAD	PEDESTRIAN CROSSINGS OF SOUTH AND NORTH LEGS; POTENTIAL ENTRANCE TO POPLAR CREEK FOREST PRESERVE	BARRINGTON ROAD AND GOLF ROAD			
BARRINGTON ROAD AND ST. ALEXIUS ENTRANCE	PEDESTRIAN CROSSINGS OF SOUTH AND NORTH LEGS; ENTRANCE TO POPLAR CREEK FOREST PRESERVE	BARRINGTON ROAD AND ST. ALEXIUS ENTRANCE			
BARRINGTON ROAD AND HASSELL ROAD	PEDESTRIAN CROSSINGS OF NORTH, EAST, AND WEST LEGS; BICYCLE ACTUATION OF EAST AND POTENTIALLY WEST LEG; ADJUST STOP BAR FOR VISIBILITY	BARRINGTON ROAD AND HASSELL ROAD			
HIGGINS ROAD AND HUNTINGTON BOULEVARD	PEDESTRIAN CROSSING OF EAST LEG; BICYCLE ACTUATION ON NORTH AND SOUTH LEGS	HIGGINS ROAD AND HUNTINGTON BOULEVARD			
HIGGINS ROAD AND BARRINGTON ROAD	INVESTIGATE MEDIAN REFUGE ISLANDS; PEDESTRIAN CROSSINGS OF SOUTH AND WEST LEG (CONNECTION TO FOREST PRESERVE TO BE EVALUATED)	HIGGINS ROAD AND BARRINGTON ROAD			
HUNTINGTON BOULEVARD AND CENTRAL ROAD	PEDESTRIAN CROSSINGS OF NORTH LEG FOR ACCESS TO PAUL DOUGLAS FOREST PRESERVE	HUNTINGTON BOULEVARD AND CENTRAL ROAD			
PALATINE ROAD AND HUNTINGTON BOULEVARD	PEDESTRIAN CROSSING OF EAST LEG WITH PROPOSED TRAFFIC SIGNAL; BICYCLE ACTUATION OF SOUTH LEG	PALATINE ROAD AND HUNTINGTON BOULEVARD			
PALATINE ROAD AND CHAMBERS DRIVE	COMPLETE PEDESTRIAN CROSSINGS OF NORTH AND SOUTH LEGS WITH HEADS AND PUSH BUTTONS; BICYCLE ACTUATION ON NORTH AND SOUTH LEGS	PALATINE ROAD AND CHAMBERS DRIVE			
ROSELLE ROAD AND BODE ROAD	PEDESTRIAN CROSSING OF NORTH LEG; BICYCLE ACTUATION ON WEST LEG; POSSIBLE SIDEWALK EXPANSION AND DIRECTIONAL SIGNAGE FOR BICYCLE PATH	ROSELLE ROAD AND BODE ROAD			
ROSELLE ROAD AND HILLCREST BOULEVARD	PEDESTRIAN CROSSINGS OF NORTH, EAST, AND WEST LEGS; BICYCLE ACTUATION ON WEST LEG	ROSELLE ROAD AND HILLCREST BOULEVARD			

APPENDIX C: Performance Dashboard Background

THE PERFORMANCE DASHBOARD IS A KEY RESOURCE DEVELOPED TO BOOST TRANSPARENCY AND FOSTER COMMUNICATION BETWEEN THE VILLAGE AND ITS RESIDENTS ABOUT TRANSPORTATION INITIATIVES.

PURPOSE

The primary aim of the Performance Dashboard, which is still in the planning stage, is to offer a clear and accessible insight into the Village's commitment to promoting safer, more efficient, and sustainable transportation options. Upon completion, this dashboard is intended to become an interactive platform that the public can access at any time to track progress in key transportation categories such as Bicycle, Pedestrian, Public Transit, and Safety. By detailing specific metrics such as infrastructure improvements, usage rates, service coverage, and safety indices, the dashboard will not only present current conditions but also document improvements over time, providing a transparent and accountable method for assessing the Village's initiatives.

ASPECTS

The dashboard will include a Bicycle Advancements section highlighting expansions in bike lanes and overall bicycling safety, and a Pedestrian Advancements section focusing on improvements in sidewalk conditions and pedestrian safety, while also covering Public Transit Enhancements and Safety Measures to detail public transit efficiency and comprehensive safety interventions across all transport modes.

BICYCLE

- Focus on expanding bike lanes and enhancing bicycling route safety.
- Monitoring these improvements helps assess the effectiveness of investments in bicycling infrastructure.

PEDESTRIAN

- Emphasizes the enhancement of sidewalk conditions and overall pedestrian safety.
- Helps the Village gauge the success of investments in making walking a more attractive and safer option.

PUBLIC TRANSPORTATION

- Highlights key performance indicators such as service coverage and ridership levels.
- Provides data to identify areas for service enhancement or expansion, improving accessibility and convenience.

SAFETY

- Dedicated to reducing road crashes and enhancing the safety across all transport modes.
- Involves continuous monitoring and targeted interventions, including infrastructure improvements and educational campaigns.

APPENDIX C: Performance Dashboard Background

BICYCLE METRICS

Improving and tracking metrics such as Total Miles of Shared Use Paths, Total Miles of Bicycle Lanes, and Miles of Roadways rated as BLTS 3 or 4 are crucial for enhancing the safety and accessibility of bicycle facilities within a municipality. By annually measuring and expanding the total miles of both shared use paths and dedicated bicycle lanes, municipalities can better cater to the needs of bicyclists and pedestrians alike, promoting safer, more active transportation options. Additionally, tracking the miles of roadways with moderate to high levels of bicycling stress (BLTS 3 or 4) helps identify critical areas that require infrastructure improvements to reduce traffic stress for bicyclists, ultimately encouraging more residents to choose biking as a preferred mode of transport and contributing to a healthier, more sustainable community environment.

Metric	Description	Time Period	Source
Total Miles of Shared Use Paths	Measures the total miles of pathways usable by both bicyclists and pedestrians.	Annually	Internal GIS
Total Miles of Bicycle Lanes	Total miles of dedicated bicycle lanes within the municipality.	Annually	Internal GIS
Miles of Roadways rated as BLTS 3 or 4	Total miles of roadways rated as Bicycle Level of Traffic Stress (BLTS) 3 or 4.	Annually	Internal GIS

APPENDIX C: Performance Dashboard Background

PEDESTRIAN METRICS

Tracking and improving metrics related to pedestrian facilities, such as the Percentage of Roadways with Sidewalks on at Least One Side and the overall Walkability Index, are crucial for enhancing pedestrian infrastructure and accessibility. By annually assessing the extent of roadways equipped with sidewalks on at least one side, municipalities can actively work towards expanding and refining pedestrian pathways to ensure they are safe and accessible. Additionally, the Walkability Index, which evaluates factors like density, safety, and accessibility to amenities, plays a vital role in determining how pedestrian-friendly an area is. Utilizing Internal GIS to monitor these metrics enables cities to strategically develop their pedestrian networks, thereby enhancing walkability, which in turn supports public health and environmental sustainability.

Metric	Description	Time Period	Source
Percentage of Roadways with Sidewalks on at Least One Side	Shows the proportion of total roadways that have sidewalks on at least one side, enhancing pedestrian accessibility.	Annually	Internal GIS
Percentage of Village with High Walkability	Reflects the proportion of the village area that is considered highly walkable based on pedestrian infrastructure and amenities.	Annually	CMAP
Percentage of jobs in highly walkable areas	Indicates the proportion of employment opportunities located within areas that are highly accessible on foot.	Annually	CMAP

APPENDIX C: Performance Dashboard Background

PUBLIC TRANSPORTATION METRICS

Integrating metrics such as the Number of Residents within 1/2 Mile of a Fixed Transit Route, which measures the proximity of residents to accessible public transit, further supports community mobility goals. This metric helps identify how many people can conveniently access transit services, underscoring the importance of strategic transit planning. The Miles of Sidewalk Gaps near Transit Stops/Stations metric is also critical as it quantifies the missing pedestrian infrastructure near transit resources, highlighting areas where improvements can significantly enhance access to public transit. Moreover, the Population with at Least Moderately High Transit Availability metric provides insight into the overall effectiveness of the transit network, indicating the percentage of the population that benefits from moderate to high levels of transit service.

Metric	Description	Time Period	Source
Number of residents within 1/2 mile of a fixed transit route	Number of Village residents that are within a half-mile from any fixed-route public transit service.	Annually	Internal GIS
Miles of Sidewalk Gaps near Transit Stops/Stations	Measures the total length of missing sidewalk segments within close proximity to transit stops or stations.	Annually	Internal GIS
Population with at least Moderately High Transit Availability	Indicates the percentage of the population that has moderately high or better access to public transit services.	Annually	CMAP

APPENDIX C: Performance Dashboard Background

SAFETY METRICS

The summary of transportation safety metrics, derived from IDOT Crash Data and Internal GIS, provides crucial insights into traffic safety within the region. The metrics include biannual tracking of pedestrian and bicycle fatalities, as well as roadway fatalities, which highlight critical areas needing safety enhancements for non-motorized users and motorists alike. Additionally, the annual evaluation of the percentage of roadway miles and intersections within the high-injury network offers a clear view of where high-frequency traffic crashes occur, pinpointing areas that require focused interventions to improve road safety. These metrics collectively serve as vital tools for transportation planners and policymakers to understand existing challenges and effectively prioritize safety improvements across the network.

Metric	Description	Time Period	Source
Pedestrian & Bicycle Fatalities	Measures the annual number of fatalities involving pedestrians and bicyclists, highlighting safety issues in non-motorized travel.	Biannually	IDOT Crash Data
Roadway Fatalities	Tracks the total number of fatalities occurring on roadways annually.	Biannually	IDOT Crash Data
Eliminate or Resolve All Roadways Classified as High Safety Tier	Indicates the total mileage of roadways classified within the High Safety Tier based on IDOT's VRU Assessment.	Biannually	IDOT Assessment Data

APPENDIX D: Transit Capacity Manual Guidance

The Transit Capacity Manual serves as a comprehensive guide for planning and assessing the capacity and service quality of various forms of public transit. It provides detailed methodologies for evaluating the performance of transit systems, ranging from buses and trams to rapid transit and ferries. This manual is pivotal for transit agencies, city planners, and transportation engineers, offering a standardized framework to ensure that transit services effectively meet the demand and contribute to the sustainable development of urban areas.

One of the key sections of the Transit Capacity Manual is focused on bus transit operations. This section delves into the capacity calculations for different bus service types, from standard city buses to Bus Rapid Transit (BRT) systems. It covers factors such as vehicle capacity, headway, service frequency, and passenger load standards. Detailed analysis helps in understanding how these factors interact to affect the overall efficiency and capacity of bus transit routes, providing essential insights for optimizing bus services and improving passenger experiences.

Another important section is dedicated to rail systems, including light rail, heavy rail, and commuter trains. This part of the manual examines the unique characteristics of rail-based transit, such as track layout, station design, and signal systems that influence capacity and service quality. It offers guidelines on managing peak-hour traffic, enhancing station throughput, and maximizing the overall operational efficiency of rail services. The section also addresses safety standards and accessibility issues, ensuring that rail systems are both secure and inclusive.

The manual also includes a section on emerging transit modes and technologies. This forward-looking segment explores the integration of innovative solutions such as autonomous transit vehicles, mobility-as-a-service (MaaS), and on-demand shuttle services. It assesses their potential impacts on existing transit networks and discusses ways to seamlessly integrate these technologies into current systems. This section is particularly useful for planners looking to future-proof their transit systems and embrace new technologies that could revolutionize public transportation.

Overall, the Transit Capacity Manual is an indispensable resource that aids in the detailed planning and continuous improvement of transit systems. By providing exhaustive methodologies and practical guidelines, it helps cities and transit agencies develop more efficient, reliable, and accessible transportation options for their communities.

*To learn more about the Manual and its guidance, refer to the  **TRB WEBSITE**.*



VILLAGE OF HOFFMAN ESTATES

DEPARTMENT OF DEVELOPMENT SERVICES

TRANSPORTATION DIVISION MONTHLY REPORT

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

September 2024

GENERAL UPDATES

- Staff participated in bicycle and pedestrian project coordination meetings with Village of Schaumburg Transportation Division staff.
- Phase I of the *Hoffman In Motion Transportation Plan* is wrapping up with a presentation of the Existing Conditions Report at the 9/9/24 Committee meeting.

TRANSPORTATION PROJECT UPDATES

Roadway and Bike/Ped Projects in Design

PROJECT	STATUS
Barrington Road Widening - Algonquin to Central Road <i>Lead Agency: IDOT</i>	IDOT MYP for 2024-2028. <i>IDOT construction timing undetermined.</i>
Central Road Off-Street Bike Facility (Access to Transit / CMAQ) <i>Lead Agency: Cook County</i> <i>Scope: Off-street path along the north side of Central Rd. between Paul Douglas Forest Preserve path and Pace Park-n-Ride at Barrington Rd.</i>	Phase II Engineering in progress (Ciorba Group). ROW and easements process underway. <i>Construction expected to begin in 2025.</i>
Gannon Drive Bicycle and Roadway Resurfacing Project (Invest in Cook) <i>Lead Agency: VOHE</i> <i>Scope: Resurfacing Gannon Dr. with bike lane between Higgins and Golf.</i>	Phase I Engineering in progress (TranSystems). Phase 1 design approval expected in October 2024. <i>Construction expected in 2026.</i>
Golf Road / Barrington Road Intersection Improvement Study <i>Lead Agency: IDOT</i>	Phase II Engineering in progress. Draft IGA under review. <i>IDOT construction timing undetermined.</i>
Hassell Road Ped/Bike Enhancement Project (ITEP) <i>Lead Agency: VOHE</i> <i>Scope: Ped/bike streetscape and safety enhancements along Hassell Rd., Pembroke and Stonington, leading to Pace Barrington Rd. transit station.</i>	Phase I Engineering design approval received 7/26. Phase II contract expected in Sept./Oct. <i>Construction expected in 2026.</i>
Higgins Road / Huntington Blvd. Intersection Study <i>Lead Agency: IDOT</i> <i>Scope: WB right-turn lane, ped crossing on the east leg, traffic signal, ADA ramps, and bike push button at the SEC of intersection.</i>	Phase I Engineering completed. <i>IDOT construction timing undetermined.</i>
Shoe Factory Road Reconstruction and Off-Street Path <i>Lead Agency: Cook County</i> <i>Scope: Widen and reconstruct Shoe Factory Road from Beverly Road to Essex Drive with off-road path north of Shoe Factory Road, west of Beverly.</i>	Phase II Engineering in progress (Civiltech). ROW and utility relocations in progress. <i>Construction expected in 2025.</i>

Roadway and Bike/Ped Projects – 2024 Construction

PROJECT	STATUS
2024 Village Street Revitalization Project <i>Lead Agency: VOHE</i>	Construction underway. Regular project updates are being sent out.
Beverly Road Bicycle Facility and Resurfacing (Invest in Cook, STP-L) <i>Lead Agency: VOHE</i> <i>Scope: Resurfacing from Prairie Stone Pkwy to Beacon Pointe Dr. and construction of a barrier-separated off-street path on the west side of Beverly Rd.</i>	Median and bridge deck work ongoing. NB/SB lane closures to be ongoing. Construction is expected to be completed in November 2024.

TRANSIT UPDATES

Northwest Cook County Transit Plan

CMAP selected SRF, Sam Schwartz, and Metro Strategies to complete this plan which will provide recommendations for more effective, efficient, coordinated transit services among and across the Hoffman Estates and Schaumburg area. Participating communities and organizations include the Villages of Hoffman Estates and Schaumburg, Townships of Hanover, Palatine and Schaumburg, Pace Suburban Bus, and Harper Community College. Public engagement is ongoing. Staff are participating on multiple fronts, including as a member of the steering committee, and the partner group.

Taxi Discount Program

Program registration is ongoing with identification cards and coupons sent to residents. Since its inception, 825 residents have registered for the program, with 350 current eligible registrants. The graph below shows historical, year-to-date use, and an estimate of the 2024 usage. The most recent coupons turned in covered through the end of July.

