


I have reviewed the minutes, and this accurately represents the actions taken by the Transportation Committee.

  
Sidney Kenyon  
Director of Transportation

## **TRANSPORTATION COMMITTEE**

Minutes of October 1, 2024

### **CALL TO ORDER**

The Transportation Committee meeting was called to order at 7:02 PM by Chairman Bieschke.

Members Present: Chairman Brian Bieschke  
Trustee Jamie Clar  
Trustee Mark Madej

Member(s) Absent: None

Staff Present: Brian Townsend, Village Manager  
Sidney Kenyon, Director of Transportation  
Marisa Krawiec, Transportation Program Manager

### **APPROVAL OF MINUTES**

**A motion was made by Trustee Madej, seconded by Trustee Clar to approve the minutes of September 3, 2024, as presented.**

All ayes.

**MOTION CARRIED 3-0**

**CONSENT AGENDA:** None

### **NEW BUSINESS:**

- 1. Recommendation to Execute an Agreement with Kimley-Horn and Associates, Inc. for Phase I Preliminary Design Engineering Services for Springinguth Road Improvements (Schaumburg Road to Weathersfield Way)**

Mr. Kenyon stated that the pavement condition rating for Springinguth Road between Schaumburg Road and Weathersfield Way is a 53, which means it is a candidate for reconstruction by the targeted construction year of 2029. There is approximately 2,600 feet of water main in need of replacement in the corridor, which is another reason why the road will need to be reconstructed. The water main is undersized and has a history of breaks, so Staff will examine different ways to improve the capacity of the water main as part of this project. This project is a candidate for Surface Transportation Program (STP) funds and is on the contingency list for funding. As the projects move around in the program, Staff is hopeful that it will be more competitive for funds in the future.

Further south, Springinsguth Road between Weathersfield Road and Wise Road is currently programmed for construction in 2029 as a resurfacing project. Because these two projects will be constructed in the same year, Staff is seeking to conduct public engagement for both projects at the same time, since the northern segment will also include the intersection at Weathersfield. Staff will be seeking feedback on crash history, on pedestrian and cyclist circulation, and school circulation at Campanelli Elementary School.

As part of the consultant selection process, eleven proposals were received from qualified consultants. Based on the qualifications of the team as well as the quality of the proposal, Staff is recommending Kimley-Horn and Associates, Inc. to complete Phase I Preliminary Engineering for the Springinsguth Road Improvements project. Kimley-Horn's submitted proposal was in the amount of \$346,435, which is \$103,565 under the budgeted amount of \$450,000. Staff is recommending that the Village moves forward with this professional services agreement.

Trustee Bieschke indicated that the scope of services was not attached to the agreement under Exhibit 1; Mr. Kenyon stated that this information is available and will be included with the agreement for the Village Board Meeting agenda.

**A motion was made by Trustee Clar, seconded by Trustee Madej, to recommend the Village Board authorize the Village Manager and Village Clerk to execute an agreement with Kimley-Horn and Associates, Inc. of Warrenville, IL for Phase I Preliminary Engineering Services for Springinsguth Road Improvements in the amount of \$346,435.00, and approve the required Resolution.**

**MOTION CARRIED 3-0**

**2. Recommendation to Execute an Intergovernmental Agreement with the Coalition to Stop CPKC**

Mr. Kenyon provided an update that encompasses this intergovernmental agreement (IGA) as well as the agreement with LinqThingz, Inc., which is the next item on this meeting's agenda. Since April 2023, when the Surface Transportation Board (STB) made the decision to approve the merger of the Canadian Pacific (CP) and Kansas City Southern (KCS) railroads, Staff has been working on two main activities as part of the Coalition. The first was to file an appeal with the STB to force a more detailed environmental analysis specific to our corridor. The second was to establish a monitoring system that will allow the Coalition to accurately demonstrate the impact at CPKC crossings in the northwest suburbs. The Coalition has retained counsel that is handling the appeal as well as acting as a liaison between the Coalition, CPKC, and the STB. The Coalition has a motion filed with the D.C. Circuit Court of Appeals and is awaiting an update.

CPKC has recommended LinqThingz, Inc. as a vendor for the monitoring system. LinqThingz can provide sensors and software to the Coalition's members at no cost to any of the municipalities. The Coalition is working with CPKC to negotiate an umbrella license agreement that could be agreed upon by all the parties. However, the Coalition can also include

additional terms and conditions supplementing that agreement. This matters to the Village of Schaumburg because while there are no plans to locate sensors on the Village's side of Rodenburg Road, sensors will be located on the Village of Roselle side of Rodenburg Road. If it turns out that the site is inspected and sensors cannot be located on Roselle's side, they can be placed on the Village's side of the road.

A lobbyist, who is engaged with the State of Illinois and the Congressional Delegation to secure funds, has also been retained by the Coalition. \$1.2 million has been appropriated from the state for monitoring equipment and the activities related to monitoring. The Coalition has also applied for \$800,000 in Safe Streets For All funds with the United States Department of Transportation; results of the grant submission are expected in November.

As this IGA allows for the retention of counsel and for the ability to spread the costs across the members of the Coalition, as well as make progress towards securing sensors and securing funding for the Coalition's activities, Staff is recommending that the Village signs the IGA.

Trustee Clar stated that while he does not disagree with signing the IGA, it does feel as though the Coalition has gone above and beyond in their attempts to stop the merger, yet it does not seem to change anything.

Trustee Bieschke said that of all the Coalition members, the Village of Schaumburg is probably the least impacted by the merger. Trustee Madej added that as a safety concern, there will be more dangerous chemicals coming through that could bring a higher risk to our community. Trustee Clar stated that the long trains may affect response times for emergency mutual aid across municipalities. Trustee Bieschke concurred, adding that it may affect the Village's mutual aid. Overall, the trains do not cut the Village in half as they do in neighboring communities, but it is good that the affected communities are all working together.

Mr. Townsend stated that at some point, this effort will come to an end. Schaumburg is the community that is the least impacted by the merger but joined the Coalition to support the cause and try to stop the merger. One of the things the Village will want to continue to monitor and evaluate is the amount of new traffic coming down the line and how it impacts the community.

Trustee Clar added that it is good to show support to neighboring communities, and while Schaumburg is fortunate to not be affected as much, other communities are much more unfortunate. There is a chance that a resident of an affected community could suffer a heart attack and die because paramedics cannot get through fast enough, and that five minutes could make the difference.

Mr. Kenyon said that Staff is hoping to collect the necessary data at the crossings to determine if additional mitigations are necessary to prevent that situation from happening.

**A motion was made by Trustee Madej, seconded by Trustee Clar, to recommend the Village Board authorize the Village President and Village Clerk to execute an agreement with the Coalition to Stop CPKC (DBA Railway Safety and Monitoring), and approve the required Resolution.**

**MOTION CARRIED 3-0****3. Recommendation to Execute a License Agreement with LinqThingz, Inc. for Monitoring the Railroad Crossing at Rodenburg Road**

Mr. Kenyon stated that Canadian Pacific Kansas City Limited (CPKC) has recommended LinqThingz, Inc. as a vendor for the monitoring system. Because it is no cost to the village, Staff recommending moving forward with the umbrella agreement. Staff will also be working with the Coalition to explore other supplemental monitoring systems that will provide additional data that will be needed to record and analyze data from past events.

Trustee Madej asked for clarification on what information the monitoring system will provide. Mr. Kenyon said that LinqThingz will monitor the amount of time that a crossing is blocked by a train. CPKC calls this an occupied crossing. While a crossing is occupied, Staff will be able to know the time at which it is occupied via LinqThingz but will not be able to collect that data for future analysis. The sensors will therefore need to be monitored while the crossing is blocked to collect the data regarding how long the crossing is blocked. The Village of Bensenville will have staff dedicated to monitoring the sensors along the railway.

Trustee Clar asked if there had been any incidents to date with the increased traffic at any of the crossings. Mr. Kenyon said that he has not heard about any incidents, but there was an unusually long train that recently came through Bensenville and blocked a crossing for at least 15 minutes. Trustee Clar said that would be a very long wait for a first responder, not to mention the people sitting in traffic trying to cross the railroad.

Trustee Bieschke added that the data could be used by Northwest Central dispatch to decide from where to dispatch emergency vehicles when crossings are blocked.

**A motion was made by Trustee Clar, seconded by Trustee Madej, to recommend that the Village Board authorize the Village Manager and Village Clerk to authorize the Village Manager and Village Clerk to execute a license agreement with LinqThingz, Inc., and approve the required Resolution.**

**MOTION CARRIED 3-0****4. Recommendation to Establish FY25 Goals and Deliverables for the Four-Year Implementation Plan for Bicycle Program Improvements**

Ms. Krawiec stated that in 2020, the Village was renewed as a bronze level Bicycle Friendly Community. As part of that designation, the Village was provided a report card that outlined areas for improvement in expanding bicycle infrastructure and programs; this report card is attached to the agenda packet. Based on the information from the report card, the Transportation Department developed a four-year implementation plan. Ms. Krawiec presented an update on goals achieved in FY2024 and goals prioritized for FY2025.

One of the goals for FY2024 was to improve and build upon programs to increase safety for children. Twice a year, Staff reaches out to partner with Schaumburg elementary schools for the Walk and Roll to School program and the Bike to School program. In 2024, Staff began to

improve coordination with Police and other departments to have outreach at those schools to greet the students and make it more exciting for them. Staff has received positive feedback from the schools on these programs. The Transportation Department's bike safety interns also go out and greet children on the road and hand out stickers to promote bike safety, especially to children wearing their helmets. The interns also promote bike safety at in National Night Out.

Another goal included the development of media campaigns and to continue to provide events related to walking and biking. Staff brought back Bike to Work Day in 2023, and the Fahrrad Tour von Schaumburg returned to pre-pandemic participation numbers in 2023. Staff developed a Traffic FAQ page which is posted on the Village's website. This page helps educate drivers and pedestrians about enhanced crosswalks, ways to slow traffic down, and ways to improve pedestrian safety. The interns developed an interactive bike map with some suggested bike routes, which is also posted on the website.

The third goal was to evaluate the development of a bicycle count program. The video detection technology on thirteen of the Village's traffic signals has the capability to count bicycle traffic, but it has never been used. Staff has consulted with the vendor to program this feature to count bicycle traffic volumes both on-street and off-street for the Meacham Road, Plum Grove Road, and Woodfield Road corridors.

Goals for FY2025 include the development of educational materials to be used in schools, and to continue to increase bike parking throughout the community. As this is a four-year implementation plan, this would mark kind of the end of the program until the renewal comes through, likely at the end of this calendar year.

Trustee Bieschke inquired who developed the report card, and how the accomplishments from the four-year plan will affect the Village's score. Ms. Krawiec said the report card was provided to the village as a result of the 2020 Bronze level designation. Staff submitted another renewal application this summer and will thus receive a new report card with the results of that application.

Trustee Bieschke said that it will be interesting to see and compare the two report cards. Trustee Madej added that there may be some differences due to the population changes in the community as well.

**A motion was made by Trustee Madej, seconded by Trustee Clar, to recommend the Village Board accept the update of the Four-Year Implementation Plan for Bicycle Program Improvements and direct staff to proceed with pursuing the FY2025 goals and deliverables.**

**MOTION CARRIED 3-0**

**UNFINISHED BUSINESS:** None.

**CONTINUING ITEMS:**

1. **Bikeways Advisory Committee (No Report)**

2. **Schaumburg Regional Airport Advisory Commission (No Report)**
3. **Road Construction Updates (Verbal Report)**

Mr. Kenyon presented road construction updates to the Committee. The final layer of asphalt was installed on Rodenburg Road last week. While the roadway remains closed this week, pavement marking and sign installation crews were scheduled for today and yesterday. Along National Parkway, sod placement began last week, and crews are working on landscape restoration and some irrigation. Starting last week at the 90N Shared Street, crews have begun to pour the curb and gutter and the sidewalk that is around the shared street. Excavation and framing for lighting and bollard foundations are going on right now.

The final update in this report is regarding the traffic signals on Schaumburg Road. Cabinet installations are continuing to take place this week. Some cabinet installations occurred two weeks ago on Tuesday and Thursday; this week they will be installed on Wednesday and Friday. Installations at Hilltop Drive and Pleasant Drive will take place tomorrow, and on Friday, crews will be at National Parkway and at Wildflower Lane. Staff has advised the public that there will be some impacts to traffic signals, which will be stop-controlled at that time while they are de-energized. Staff has requested that the County limit the work that is taking place to between the hours of 9:00 AM and 3:00 PM to avoid the rush hour. Last time this was requested, the county's crews were able to push off after 9:00 AM, so Staff is hopeful that this can happen again.

Trustee Clar asked for clarification on replacement of the cabinets at the traffic signal at Pleasant Drive and Hilltop Drive, inquiring if they are replacing the cabinet, as a new traffic light is not being installed. Mr. Kenyon said that crews have been installing some cabinets at locations that did not have new mast arms. For at least one of the intersections, crews are behind on a mast arm delivery. Trustee Clar said that this makes more sense, as some of the paperwork he has read did not make it clear that some of the traffic lights are not being replaced.

Mr. Kenyon added that it may take some time for crews to properly sync up the traffic lights on Schaumburg Road, which may affect travel times for a while, but the lights will continue to be functional through the end of the project.

Trustee Madej inquired whether there will be a red arrow from southbound Meacham to westbound Schaumburg Road. Mr. Kenyon confirmed that there will be a red arrow – sometimes this arrow is called a “hot right”, and sometimes it is just referred to as a green arrow. He states that Transportation Staff has notified Cook County that the arrow has not been working well during construction, but once crews install the new signals, the arrow will be there permanently. The green arrow will function like it had in the past unless there is a pedestrian that activates the pedestrian signal.

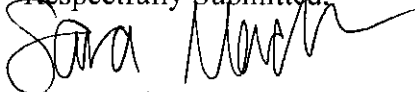
**DEFERRALS:** None.

**COMMENTS FROM THE PUBLIC:** None

**ADJOURNMENT:** A motion was made by Trustee Clar, seconded by Trustee Madej to adjourn the meeting of the Transportation Committee at 7:26 PM.

**MOTION CARRIED 3-0**

Respectfully Submitted,

A handwritten signature in black ink, appearing to read "Sara Mackh", with a long, sweeping flourish extending to the right.

Sara Mackh  
Recording Secretary