

# AGENDA

## Transportation Committee

Wednesday, August 6, 2025  
Temporary Village Hall  
1000 E. Woodfield Rd.  
Schaumburg, IL 60193



**VILLAGE OF SCHAUMBURG**  
PROGRESS THROUGH THOUGHTFUL PLANNING

### AGENDA

- I. CALL TO ORDER
- II. APPROVAL OF MINUTES
  - A. July 1, 2025
- III. NEW BUSINESS
  - A. Recommendation to Execute an Agreement with the Commuter Rail Division of the Regional Transportation Authority for Operation and Maintenance of the Metra Commuter Station
  - B. Recommendation to Approve a Waiver of Competitive Bidding and Award a Contract for the Installation of the Self-Serve Aviation Fuel Pump at Schaumburg Regional Airport to Acterra Group, LLC
  - C. Recommendation to Approve the Proposed Cross Section for the Springinsguth Road Improvements Project
- IV. CONTINUING ITEMS
  - A. Road Construction Updates (Verbal Report)
- V. COMMENTS FROM THE PUBLIC
- VI. ADJOURNMENT
- VII. NEXT VILLAGE BOARD MEETING
  - A. August 12, 2025

In compliance with the Americans with Disabilities Act and other applicable Federal and State laws, the meeting will be accessible to individuals with disabilities. Persons requiring auxiliary aids and/or services should contact the Village Manager's Office at 847.923.4705, preferably no later than five days before the meeting.



**July 1, 2025**

**08/06/25**

**Transportation Committee**

Presenter:

Lead Department: Transportation

*Executive Summary:*

*Recommended Action:*

**ATTACHMENTS:**

- [July 1, 2025](#)



**Recommendation to Approve the Proposed Cross Section for the Springinsguth Road  
Improvements Project  
08/06/25  
Transportation Committee**

Presenter: Sidney Kenyon, AICP, Director of Transportation  
Lead Department: Transportation

***Executive Summary:***

Staff have advanced the Springinsguth Road Improvements project through the Phase I preliminary engineering process, and have brought forward a proposed cross section for the corridor and a recommended intersection alternative for the intersection at Weathersfield Way. To this point, staff have conducted detailed analyses, released an online survey to the public, convened two public information meetings, met with project stakeholders, and assembled a summary of the comments received on the project. The attached memorandum describes those activities and their outcomes in detail.

Based on responses from the public, analysis by staff, and responses from project stakeholders, staff recommends advancing the project with a lane reduction in the corridor and a roundabout at the intersection of Springinsguth Road and Weathersfield Way.

***Recommended Action:***

The Village Manager recommends that the Transportation Committee recommend the Village Board direct staff to proceed with the proposed cross section and to proceed with Alternative 3 at the intersection of Springinsguth Road and Weathersfield Way as part of Phase I preliminary engineering for the Springinsguth Road Improvements project.

**ATTACHMENTS:**

- [Cover Memo.pdf](#)
- [Springinsguth PIM 1 Exhibit Boards](#)
- [Public Comment Summary - PIM 1](#)
- [Springinsguth PIM 2 Exhibit Boards](#)
- [Public Meeting Summary - PIM 2](#)
- [Public Comment Summary - PIM 2](#)
- [Traffic Analysis Comparison](#)
- [Potential Tree Conflicts](#)

July 24, 2025

**RE: Recommendation to Proceed with the Proposed Cross Section as Part of Phase I Preliminary Engineering for the Springinsguth Road Improvements Project**

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## **MEMORANDUM**

DATE: July 24, 2025

TO: Brian Townsend, Village Manager

FROM: Sidney Kenyon, Director of Transportation

FOR: **Transportation Committee**

SUBJECT: **Recommendation to Proceed with the Proposed Cross Section as Part of Phase I Preliminary Engineering for the Springinsguth Road Improvements Project**

### **Introduction**

At the October 8, 2024 meeting of the Village Board, the Board awarded a contract for Phase I preliminary design engineering services to Kimley-Horn and Associates for the Springinsguth Road Improvements project between Weathersfield Way and Schaumburg Road. At the March 11, 2025 meeting of the Village Board, the Board approved a change order with Kimley-Horn to incorporate the section of Springinsguth Road from Wise Road to Weathersfield Way into the preliminary engineering effort currently underway between Weathersfield Way and Schaumburg Road. Staff were informed by IDOT that bike path improvements that were part of the resurfacing project between Wise Road and Weathersfield Way would be subject to Phase I requirement, and therefore the village would need to include the southern segment into the reconstruction project. Since the Phase I was extended, additional analysis has been undertaken to evaluate pavement conditions, assess safety improvements, and engage with stakeholders.

### **Stakeholder Engagement**

Beginning shortly after the initial kickoff in October, staff engaged stakeholders through three efforts: a survey, stakeholder meetings, and two public involvement meetings. The first engagement effort involved the release of an online public engagement survey through the village's Engage Schaumburg portal to gather feedback from a broad base of interested stakeholders. The survey was released for one month starting in November of 2024, and was publicized by the Progress Report weekly newsletter to ensure that it targeted a Schaumburg-specific audience. The questions involved a variety of transportation topics including how respondents get around in general, difficulty navigating the corridor, parking, school circulation, and safety. The survey received 246 responses, nearly 70% of whom reported that they lived within one half-mile of the project corridor. Respondents were asked discrete questions about their experiences navigating Springinsguth, and when asked they revealed some of the following trends:

#### **Transportation**



- 83% observed excessive speeding on Springinsguth
- 78% had difficulty driving through the intersection at Weathersfield Way
- 68% of respondents who rode a bicycle through the corridor indicated they felt the amount of path was inadequate
- 70% of respondents who walked through the corridor responded that they had difficulty crossing the street at Springinsguth Road and Weathersfield Way at least sometimes

Following the conclusion of the online survey, staff conducted in-person interviews with representatives from the two public schools in the project corridor: Jane Addams Junior High School and Francis Campanelli Elementary School. Staff also shared findings from the survey, with a focus on school circulation and parking. Representatives from both schools expressed concerns about providing drop-off areas on Springinsguth Road and preferred focusing circulation on side streets nearby. Both schools also reported that motorists frequently did not stop at school crossings despite a crossing guard being present. Representatives from Jane Addams shared their perspectives on operations. While the new stop sign at Dartmouth Lane has broken up traffic in a way that they felt improves their buses' ability to operate, they also indicated that the 10-foot travel lanes make it difficult for them to operate any trailers or trucks. They also identified the adjacent Atcher Island parking lot as a location that they felt was ideal for school drop-off, as it provided a safe area where students could be dropped off while limiting the impact to traffic on Springinsguth Road. However, the parking lot would need a reconfiguration to minimize circulation and traffic impacts. Following the approval of the extension of the preliminary engineering study south to Wise Road, staff engaged with the Park District to discuss the feasibility of reversing the spaces and flow at the Atcher Island parking lot to accommodate drop-offs. Park District representatives were not opposed to the proposed reconfiguration and indicated they were open to working with the village in a separate but related effort to the road improvements.

### **First Public Meeting and Follow-Up**

The first public information meeting was held on March 13, 2025 at the Al Larson Prairie Center for the Arts. The purpose of the first meeting was to gather in-person feedback related to options that should be considered as part of the project. Staff also presented feedback that was received via the online survey from November of 2024 and discussed the findings with attendees. Because the intent was strictly to gather input on residents' concerns, no improvements were proposed at this meeting. 32 people were in attendance and 8 submitted written comments. Another online comment form and an online comment web map tool were both made available throughout the duration of the first public comment period to broaden public involvement, and 36 total respondents submitted comments online. Some of the themes from the feedback received included:

- Concerns about safety in the corridor, especially regarding crashes at the intersection with Weathersfield Way, the need for continuous bike facilities, and the need to address excessive speeding
- Concerns about motorists not slowing down for the school crossings for Jane Addams and Campanelli

- The desire for the village to examine alternatives at the intersection with Weathersfield Way
- Mixed opinions about the stop sign at Dartmouth Lane. Some respondents indicated appreciation while others were concerned that motorists frequently did not stop for the sign
- Mixed opinions about the traffic capacity
- Concerns about delivery vehicles blocking the progression of traffic when pulled over

Staff conducted additional analysis between the public information meetings to support the development of the proposed alternatives. Traffic modeling, crash analysis, coordination with Engineering and Public Works staff regarding utility needs, and pavement condition assessments were undertaken to refine the scope of work. Staff determined that the intersection at Weathersfield Way had a substantial crash history, where 67% of crashes over the five years prior were angle crashes. Traffic models indicated that the intersection needed to be upgraded from an all way stop in order to function more efficiently. And discussions with EPW staff revealed to what extent water main would need to be upgraded to reduce water main breaks and accommodate demand.

### **Second Public Meeting and Proposed Cross Section**

The second public information meeting was held at Jane Addams Junior High School on June 18, 2025. The second meeting was held at Jane Addams with the intent of boosting attendance for residents nearby the project area. The purpose of the second meeting was the present on the proposed cross section and associated improvements, present on the proposed alternatives for the intersection at Weathersfield Way, and gather in-person feedback from attendees. Letters were sent to 295 property owners in the corridor to invite them to the meeting, and email invitations were sent to all 245 followers of the project on the Engage Schaumburg portal.

The alternatives under consideration included a roundabout at the intersection of Springinsguth Road and Weathersfield Way, and a lane reduction throughout the entire project limits—colloquially known as a “road diet.” The existing cross section on Springinsguth Road is two 10-foot lanes in each direction with no dedicated left turn lanes. The proposed cross section is as follows:

- Between Weathersfield Way and Schaumburg Road
  - Two 11-foot travel lanes with an 11-foot two-way center turn lane
  - 10-foot bike path on the east side of the road
  - One 8-foot parking lane on the east side of the road (except across from Campanelli Elementary School)
  - Variable parkway widths (generally 25-30 feet)
- Between Wise Road and Weathersfield Way
  - Two 11-foot travel lanes with an 11-foot two-way center turn lane
  - 10-foot bike path on the east side of the road
  - One 8-foot parking lane on the west side of the road (except across from Jane Addams Junior High School)
  - Variable parkway widths (generally 25-30 feet)

Staff proposed three alternatives for the intersection at Springinsguth Road and Weathersfield Way:

- Alternative 1: All Way Stop (Existing Condition)
  - One travel lane in each direction on Springinsguth Road and on Weathersfield Way
  - One left turn lane on each leg on Springinsguth Road and Weathersfield Way
  - Note: because the traffic signal is warranted and this is a federally-funded project, we must improve the intersection
- Alternative 2: Traffic Signal
  - One travel lane in each direction on Springinsguth Road and on Weathersfield Way
  - One left turn lane on each leg on Springinsguth Road and Weathersfield Way
  - Bike path on all four corners
- Alternative 3: Roundabout (Preferred Alternative)
  - One travel lane in each direction on all four legs on Springinsguth Road and Weathersfield Way
  - Bike path on all four corners

Staff prepared an informational video to accompany exhibit boards and handouts to explain the context of the proposed alternatives to attendees. The exhibit boards also indicated the advantages and disadvantages of each alternative, though the staff-preferred alternative of the roundabout was noted for the intersection. A total of 41 residents were in attendance and 14 submitted written comments. Attendees at the meeting were generally supportive of the proposed roundabout and lane reduction, recognizing the benefits of forcing drivers to reduce speeds while improving safety at the intersection at Weathersfield Way. Attendees generally acknowledged the need to improve the intersection to reduce congestion and improve safety. Similar to the first public information meeting, an online comment form and the online mapping tool were both made available throughout the duration of the public comment period, which ended on July 4, 2025. Between attendees' written comments and comments submitted online, 64 total comments were received. Of the 40 comments received that mentioned a roundabout, 18 were in favor and 17 were against. 45 comments were submitted through the survey or mapping tool, and 5 comments were received through email. The main concerns identified were related to pedestrian safety, bike movements through the intersection, speed through the intersection, and the distance to Campanelli Elementary. Staff's informational video sought to address some of those concerns by reminding the public that vehicles must stop and yield to other vehicles, pedestrians, or cyclists in the roundabout.

### **Staff Recommendation**

In-depth analyses revealed that the corridor suffers from a variety of issues that are exacerbated by the cross section of the road. The safety issues at the intersection with Weathersfield Way are widely acknowledged by the public and were confirmed in staff's crash analysis. A traffic signal is warranted at the intersection, and while it will assist with channelizing traffic it will not resolve speeding or the potential for angle crashes. A traffic analysis at the intersection revealed that of

the three alternatives, the roundabout yielded the best performance. The traffic signal yielded some improvement, but it does not address the safety concerns of left-turn angle crashes. In contrast, roundabouts eliminate angle crashes by redirecting left turn movements around the roundabout. Bike path is proposed around the entirety of the intersection and crossings will be provided on all four legs that will be further back from the intersection, maximizing visibility and safety.

Speeding is common in the Springinsguth Road corridor, and the village has implemented multiple traffic calming techniques to reduce motorists' speeds including speed feedback signs and rectangular rapid flashing beacons (RRFBs) at crossings. Lane reductions, also known as road diets, are proven to reduce speeds when they provide a right-sized fit for a corridor. Springinsguth Road hosts approximately 12,000-14,000 vehicles per day on average, which is below the maximum recommended average daily traffic for a two-lane road. Metra ridership remains down from the pre-pandemic peak, thereby further reducing the number of commuters driving on Springinsguth Road to get to the train station. The roundabout will also slow motorists by forcing them to slow down and turn at the intersection before proceeding in any direction. With the lane reduction, staff recommends adding a parking lane with curb bump-outs at intersections. The parking lane will add spaces along Springinsguth while providing a safe space for vehicles to pull over. In accordance with the schools' preferences, the parking lane will not be installed directly across from the school properties.

Impacts to residents have been minimized with the proposed design. The proposed roundabout and surrounding bike path will result in the removal of two trees on the east side of Springinsguth. No other tree impacts are anticipated as a result of the project. The wide parkway affords sufficient room to install 10-foot wide bike path with no other tree impacts. No right of way will be needed to accommodate the roundabout and bike paths. A traffic signal would need to be powered and lit at all times, resulting in new sources of noise and light for homes in the vicinity. The roundabout alternative avoids those impacts. The parking lane is broken up with curb bump-outs to prevent motorists from passing in the parking lane.

Staff is targeting Northwest Municipal Conference local Surface Transportation Program (STP-L) grant funds to support construction, and staff intends to apply as part of the 2025 Call for Projects. The conclusion of the preliminary engineering process is summarized in a project development report (PDR), which is reviewed and approved by IDOT; approval means the project can advance to Design Engineering. If the PDR is approved by IDOT before the STP-L Call for Projects opens in late October, the application would be elevated in the scoring criteria and therefore be more competitive for grant funds. Delays could jeopardize the project's competitiveness. The next Call for Projects would open in 2027.

Based on staff's analysis, right of way determination, and responses from the public, staff recommends approval of the lane reduction with Alternative 3, the roundabout alternative at the intersection at Weathersfield Way.

July 24, 2025

**RE: Recommendation to Proceed with the Proposed Cross Section as Part of Phase I Preliminary Engineering for the Springinsguth Road Improvements Project**

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**Recommendation**

The Village Manager recommends that the Transportation Committee recommend the Village Board direct staff to proceed with the proposed cross section and to proceed with Alternative 3 at the intersection of Springinsguth Road and Weathersfield Way as part of Phase I preliminary engineering for the Springinsguth Road Improvements project.





# WELCOME Public Meeting #1

March 13, 2025

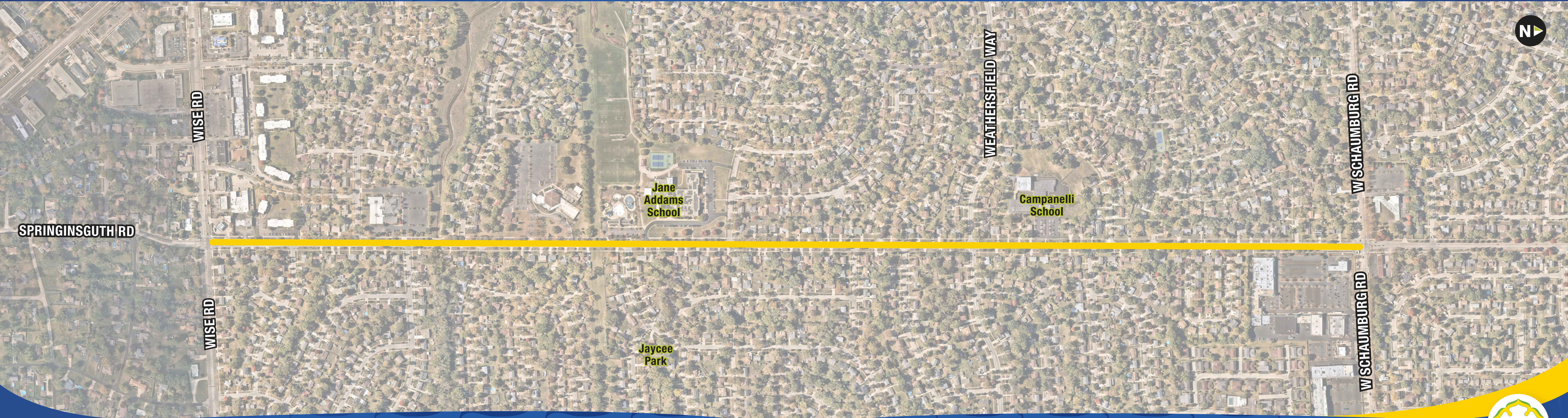
**SPRINGINSGUTH ROAD IMPROVEMENTS  
WISE ROAD TO SCHAUMBURG ROAD**

**VILLAGE OF SCHAUMBURG**



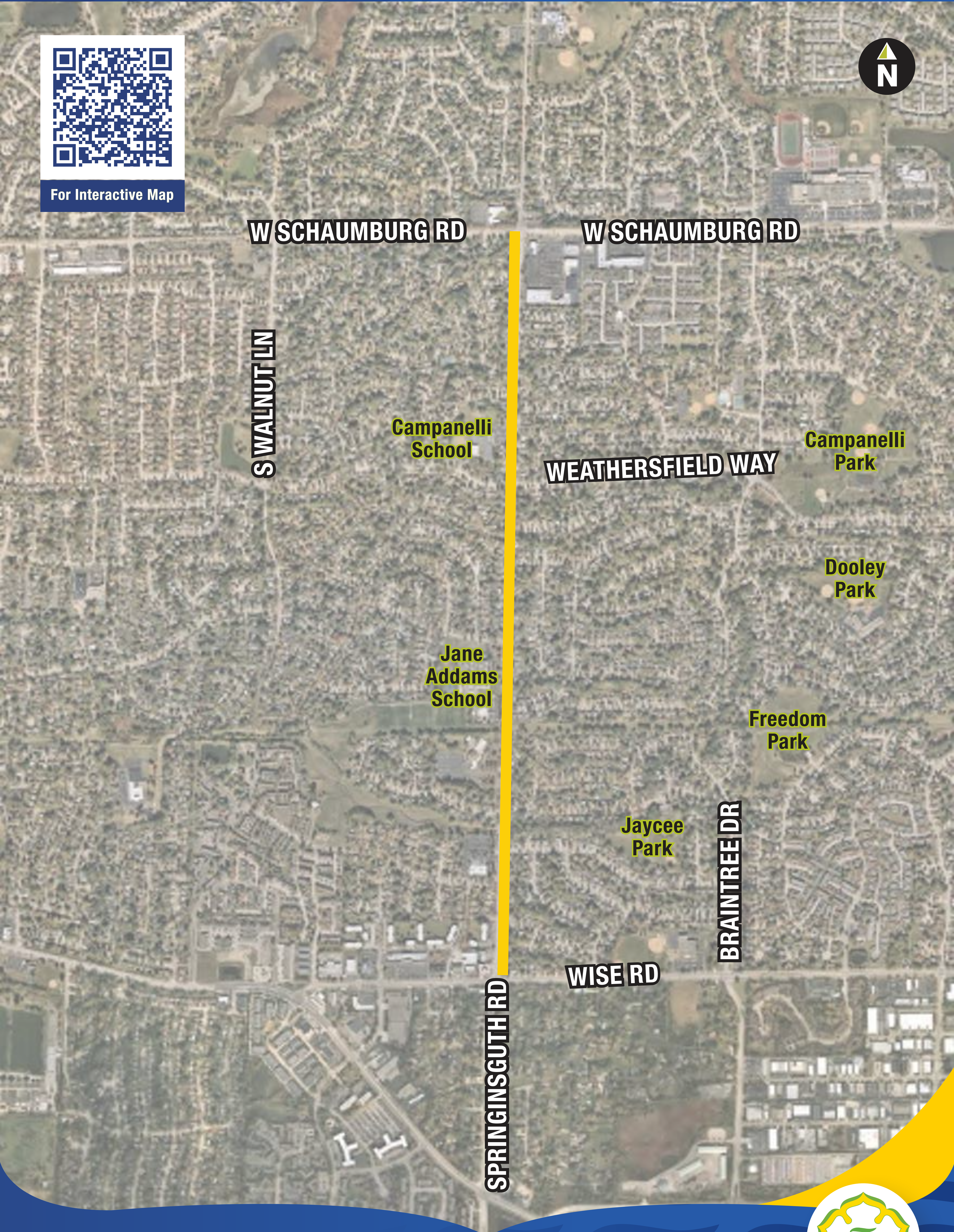


# PROJECT LOCATION





# PROJECT LOCATION



**SPRINGINGGUTH ROAD IMPROVEMENTS**  
**Wise Road to Schaumburg Road**





*We are looking for your input on:*



- 1 **SAFETY CONCERNS**
- 2 **TRAFFIC ISSUES**
- 3 **PEDESTRIAN AND BICYCLE FACILITIES**
- 4 **SCHOOL ACCESS**

# Project Goals



Address mobility and safety for all users including vehicles, bicycles, and pedestrians



Address safety concerns at the intersection of Weathersfield Way and Springinsguth Road



Rehab and Replace roadway and watermain infrastructure



# PROJECT DEVELOPMENT AND FUNDING

## PHASE I

## PHASE II

## PHASE III

12-24 months  
2024-2025

12-24 months  
2026-27

12-24 months  
TBD

Preliminary  
Engineering &  
Environmental Studies

Contract Plan  
Preparation

Project  
Construction



*Funded*

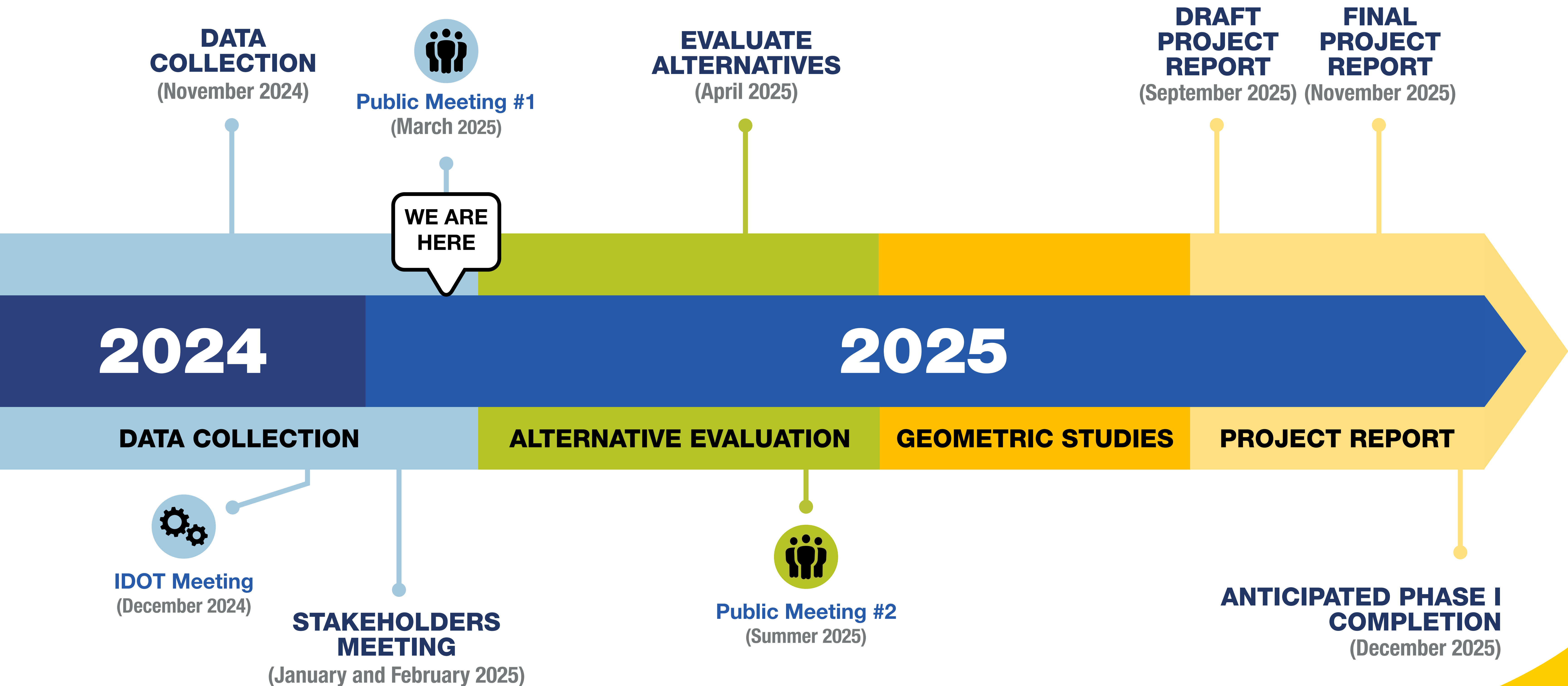
*Currently not funded*



**NOTE:** The project from Weathersfield Way to Schaumburg Road is currently not funded for construction. However, it is anticipated to be funded using federal Surface Transportation Program (STP) funds. The project from Wise Road to Weathersfield Way is funded using STP funds.



# PHASE I SCHEDULE





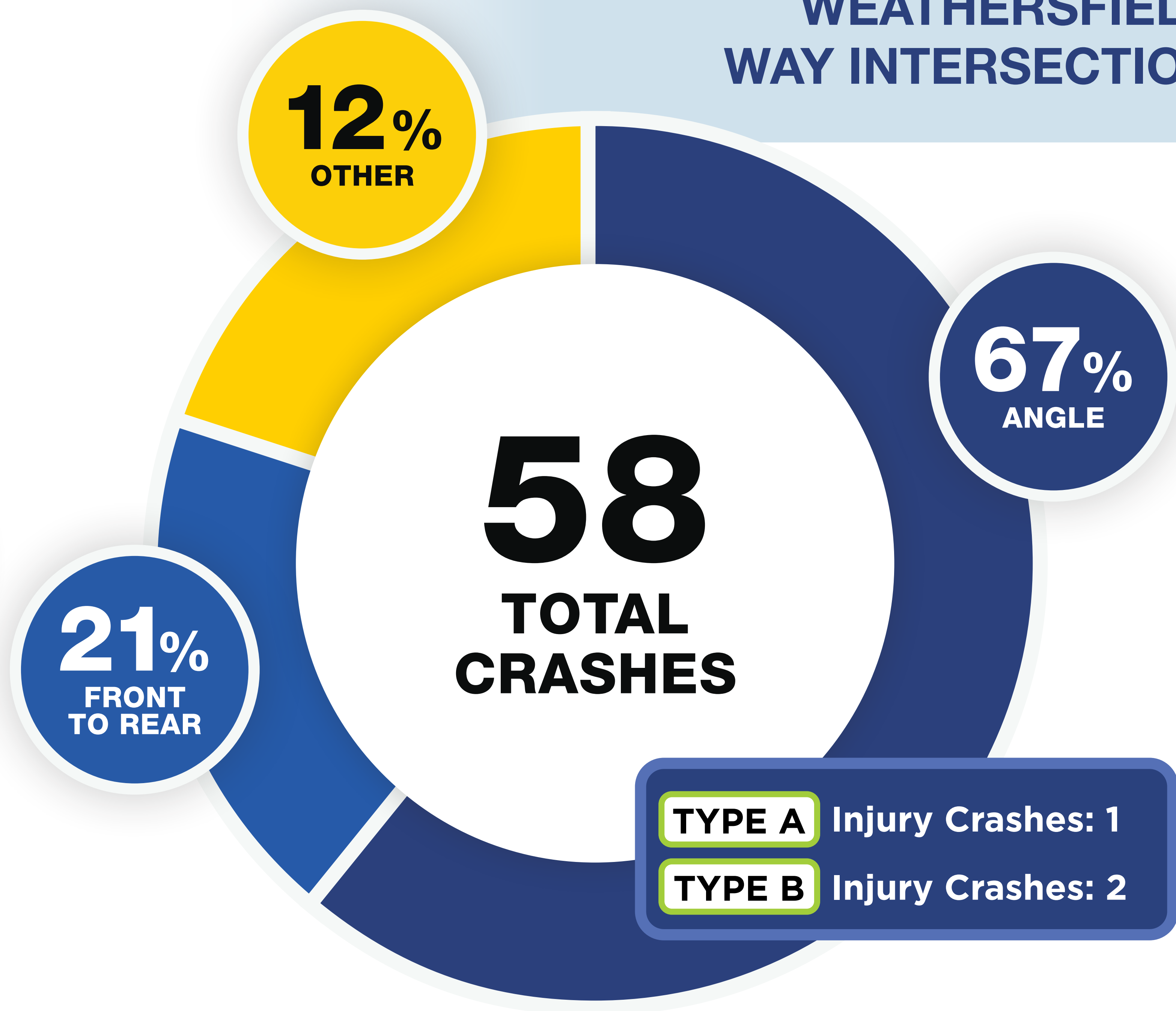
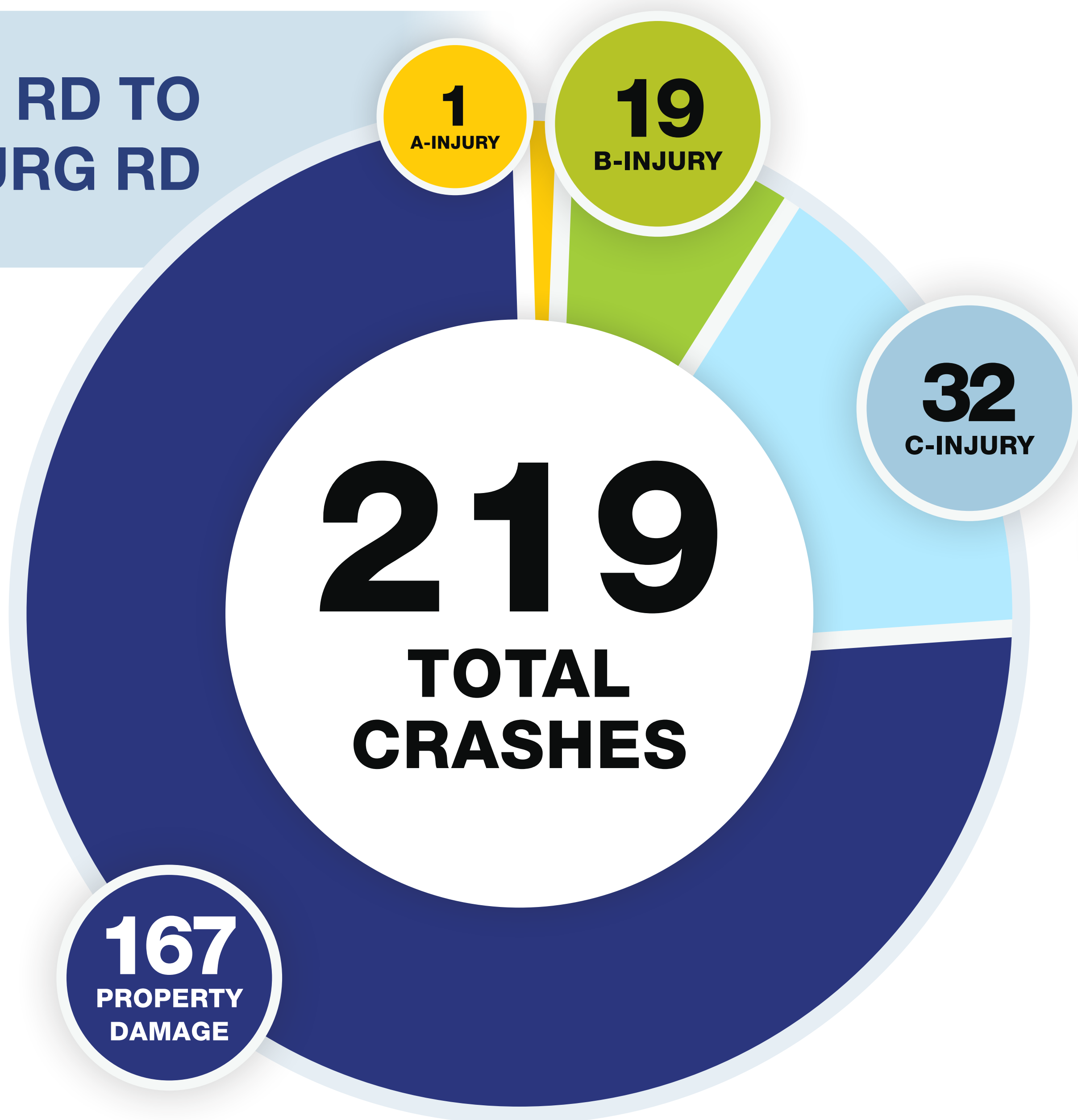
# CRASH SUMMARY



Crash Data was analyzed for the years 2019 through 2023.

WEATHERSFIELD WAY INTERSECTION

WISE RD TO SCHAUMBURG RD





# SCHOOL CIRCULATION

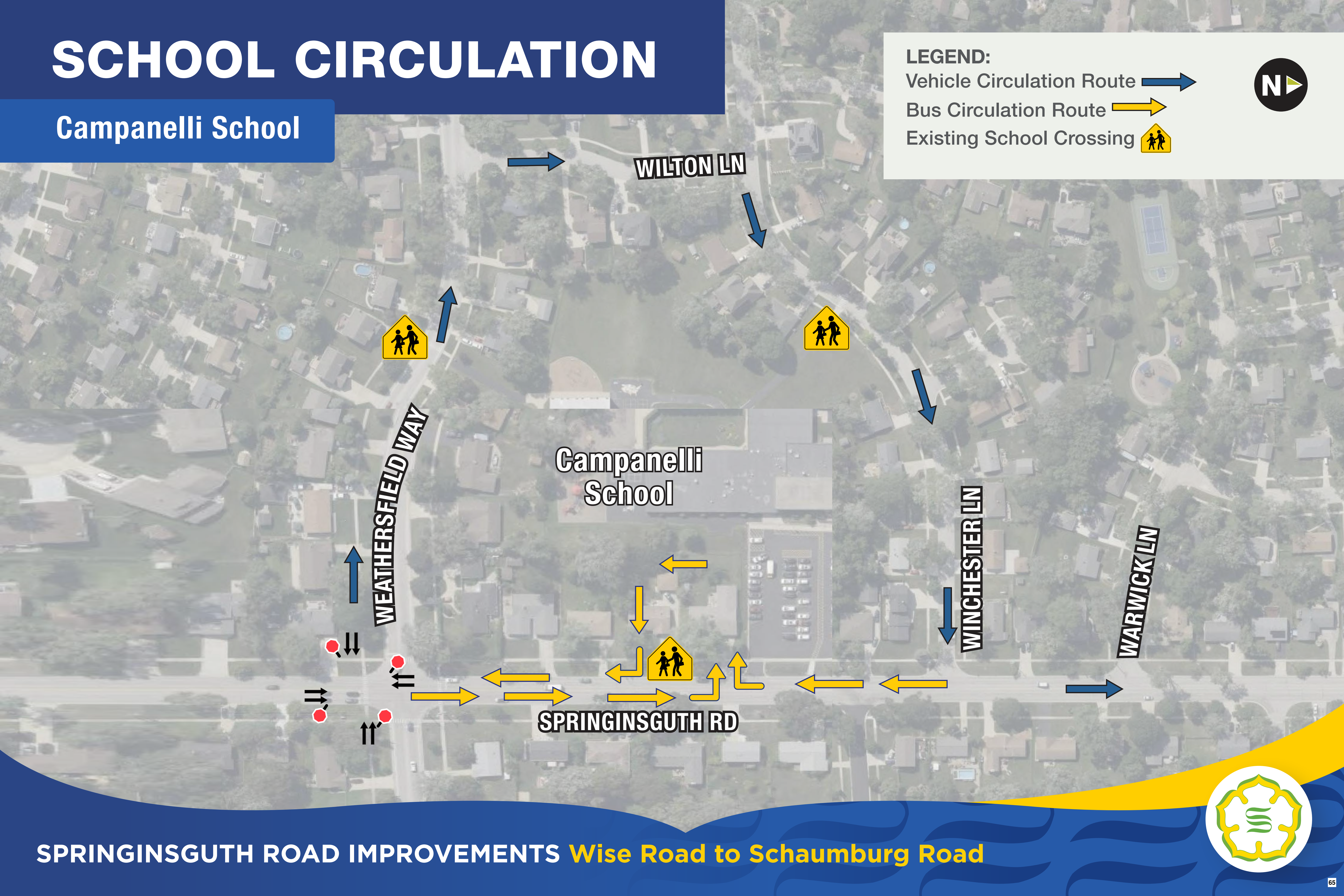
Campanelli School

LEGEND:

Vehicle Circulation Route →

Bus Circulation Route →

Existing School Crossing





# SCHOOL CIRCULATION

Jane Addams School

LEGEND:

Vehicle Circulation Route 

Bus Circulation Route 

Existing School Crossing 

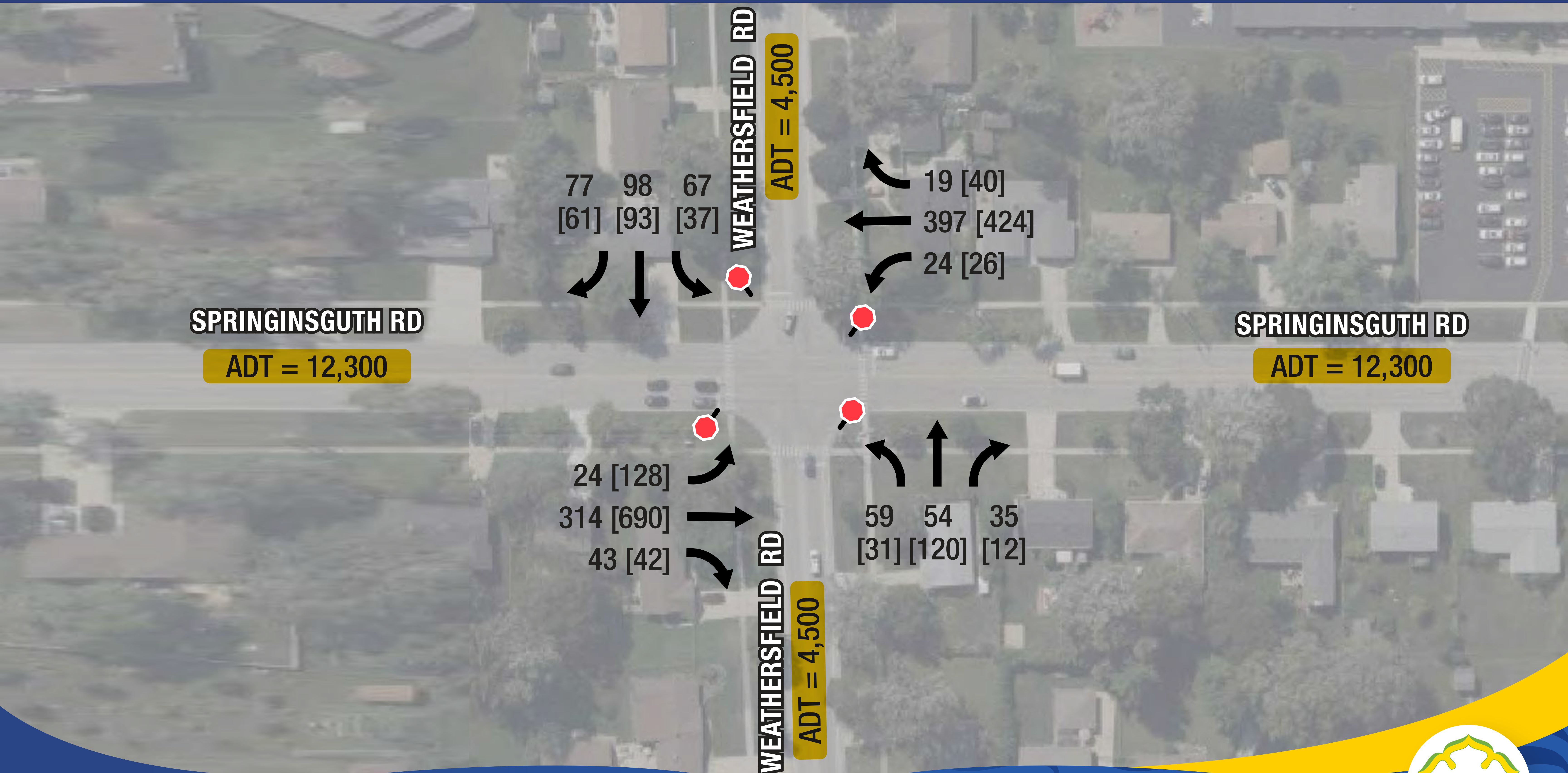




# TRAFFIC VOLUMES

Year - 2024

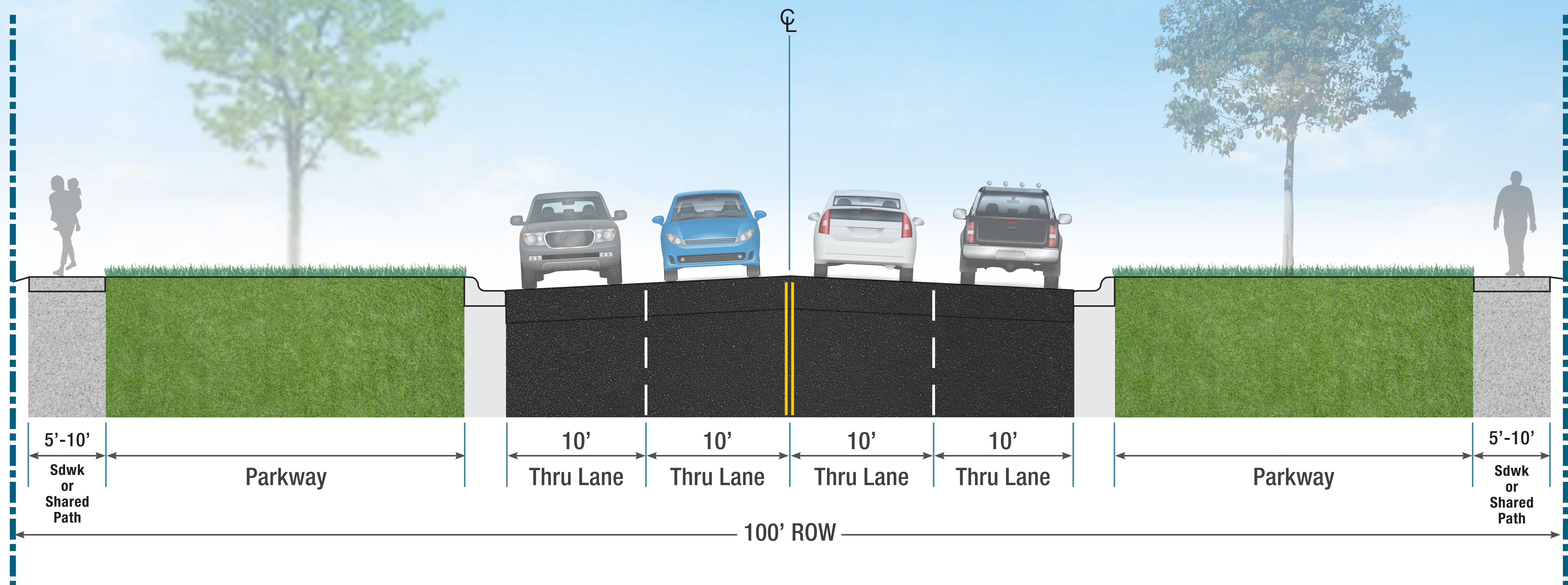
LEGEND:  
AM[PM] Design Hour Vehicle  
ADT Average Daily Traffic





# EXISTING TYPICAL SECTION

## SPRINGINGGUTH RD LOOKING NORTH



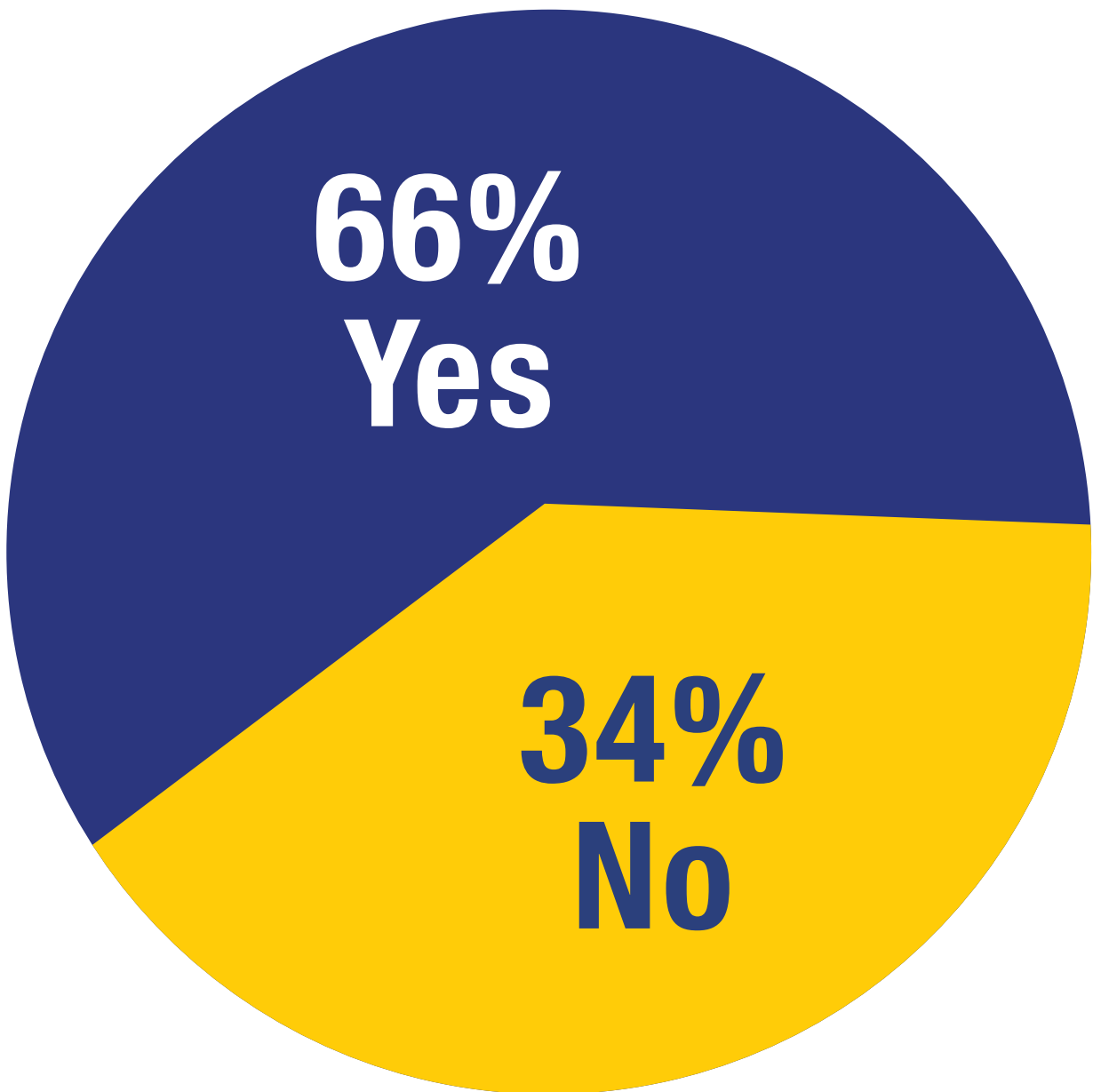


# ONLINE SURVEY RESULTS

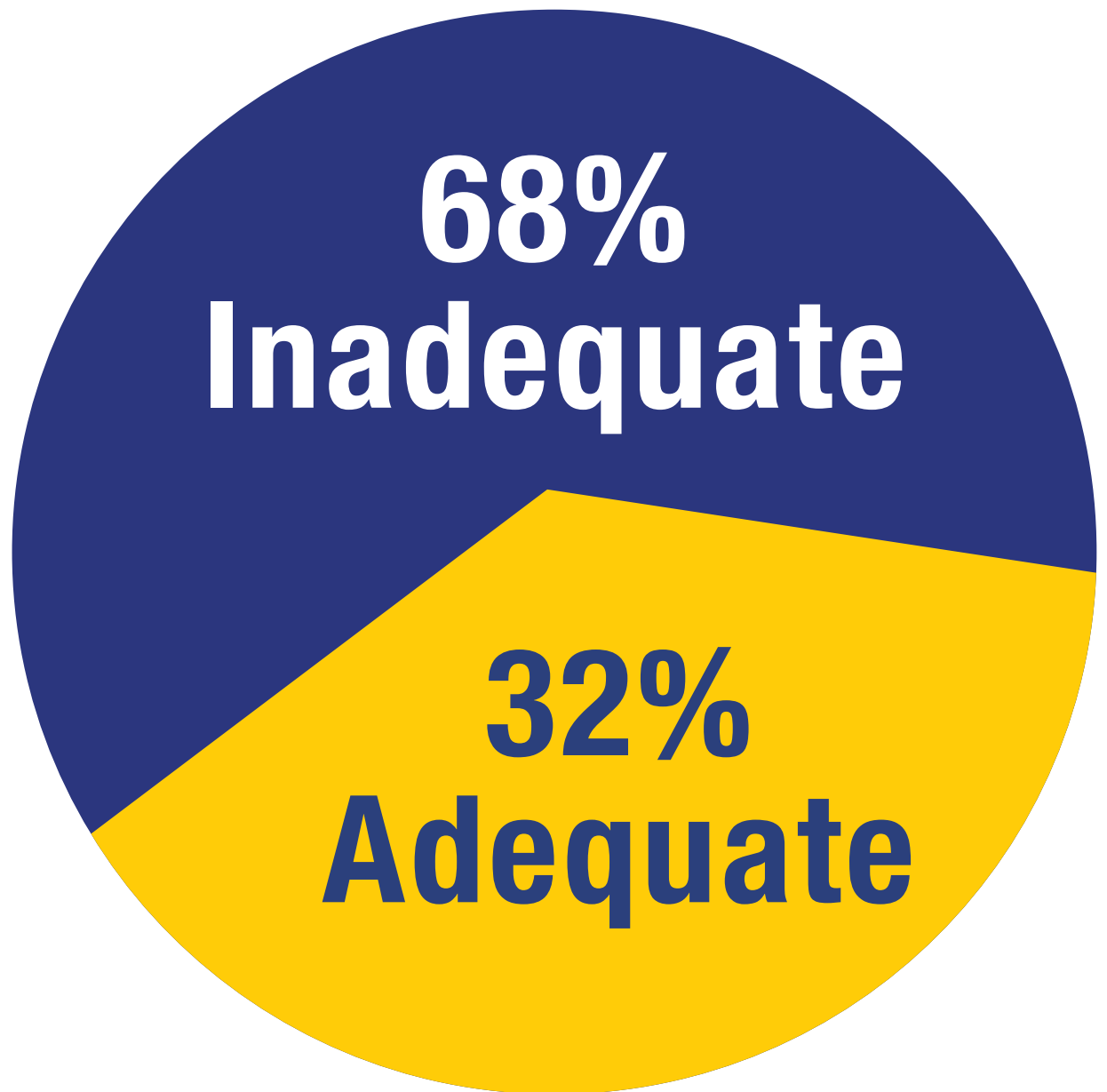
## CORRIDOR CONCERNS *(in order of priority)*

- 1 Intersection Safety
- 2 Pedestrian Safety
- 3 Speeding
- 4 Roadway Section
- 5 Congestion
- 6 Parking

### PEDESTRIAN AND BICYCLE COMFORT

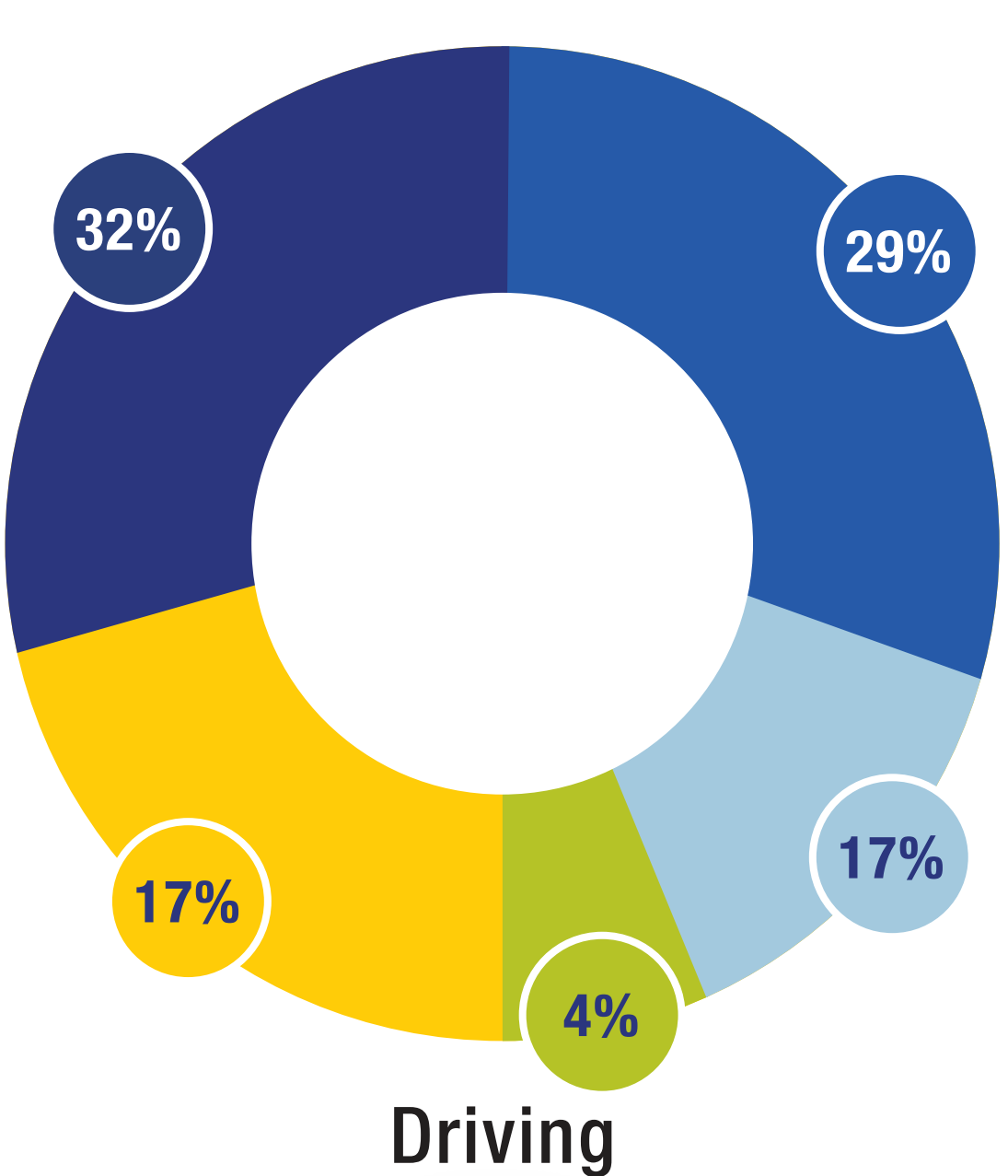


Have you ever walked along Springinsguth Road?

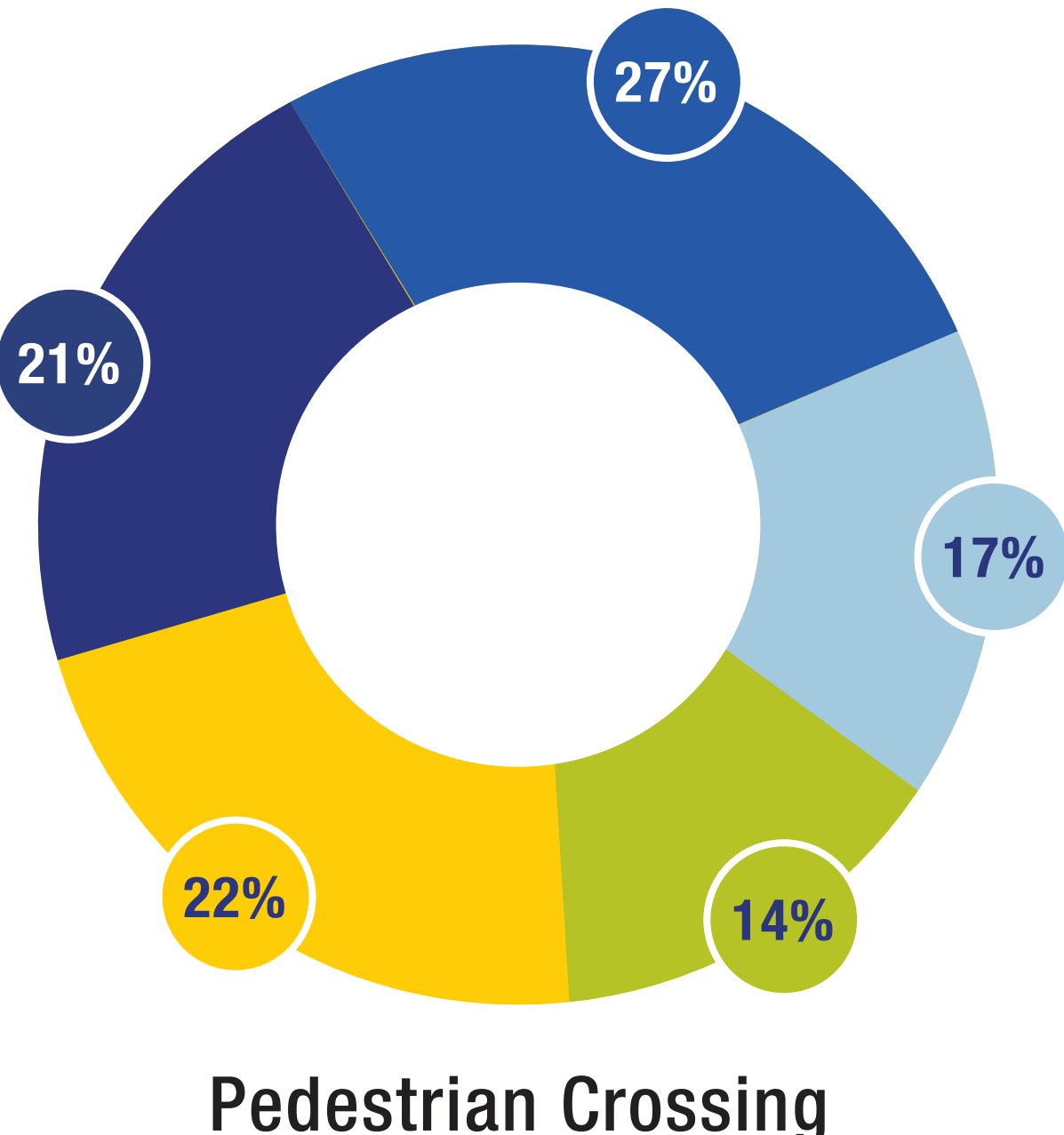


Are bike facilities adequate on Springinsguth Road?

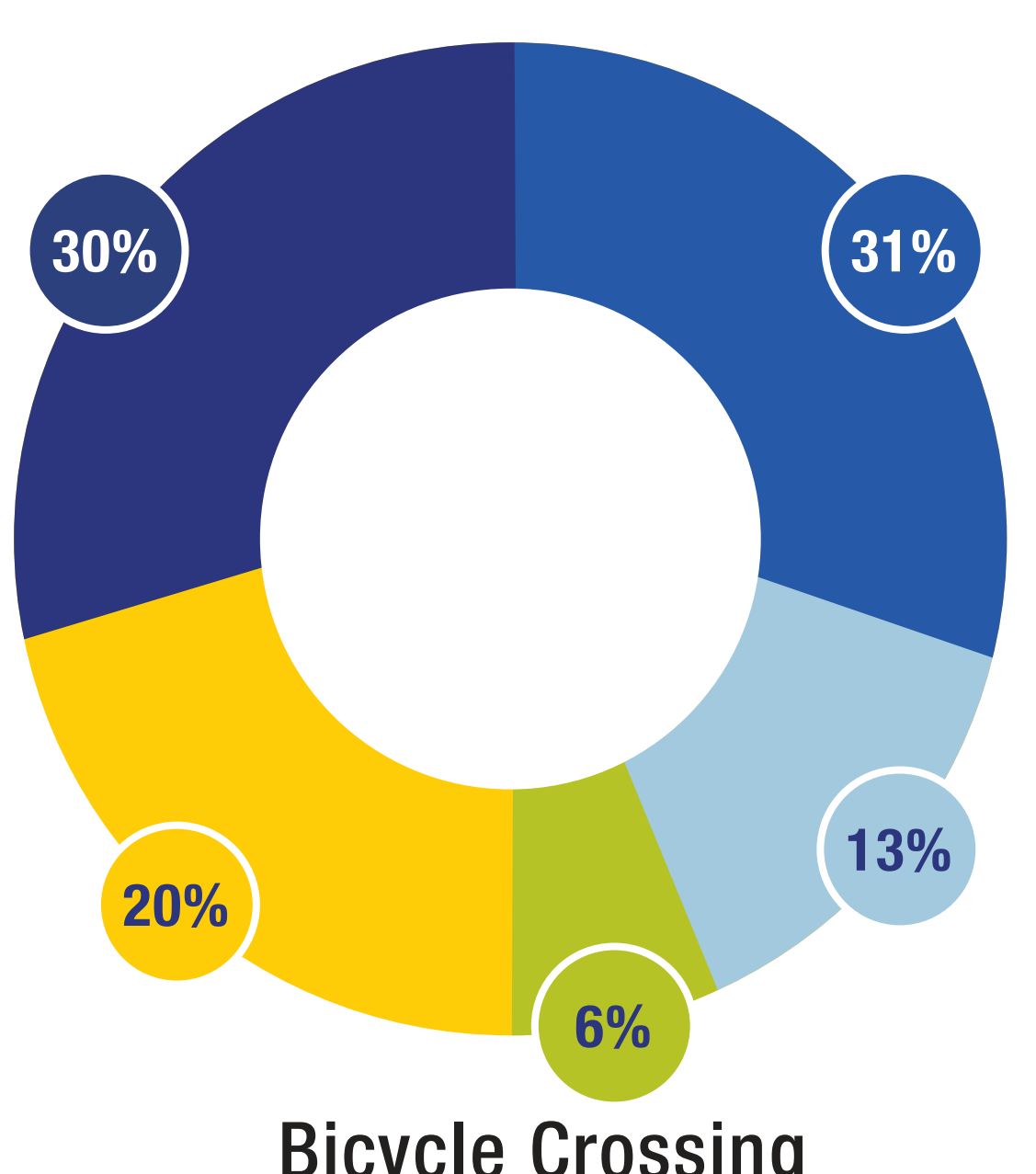
### CHALLENGES AT WEATHERSFIELD WAY INTERSECTION



Driving



Pedestrian Crossing



Bicycle Crossing



SPRINGINSGUTH ROAD IMPROVEMENTS  
Wise Road to Schaumburg Road

#### LEGEND:





# COMMENTS



COMMENTS DUE BY  
MARCH 27, 2025



COMMENT  
FORM



WEBSITE

FOLLOW THE PROJECT AT  
ENGAGE SCHAUMBURG





# SPRINGINSGUTH ROAD IMPROVEMENTS

## Wise Road to Schaumburg Road

### PUBLIC MEETING COMMENT SUMMARY

#### Public Meeting 1

The first public meeting for the Springinsguth Road Improvements project from Wise Road to Schaumburg Road was held on March 13, 2025. The meeting was held in-person at Al Larson Prairie Center for the Arts from 5:30 pm to 7:00 pm and included presentation boards, discussion, and comment submissions.

#### ATTENDEES

In addition to the study team, the meeting had thirty-two (32) residents attend. The public meeting invitation was sent to 295 property owners in the surrounding area of the project corridor and intersection. Eight (8) written comments were received at the in-person meeting

#### COMMENT SUMMARY (AS OF 4/30/2025)

- 45 Total comments received
  - 8 in person
  - 8 Online via Interactive Map
  - 28 Online via Online Survey
  - 1 via email
- Attendees: 32 (based on sign-in sheets)

#### SPRINGINSGUTH RD AND WEATHERSFIELD WAY INTERSECTION

1. Roundabout
  - a. Of the 37 total comments, 16 mentioned a roundabout
    - i. 10 in favor
    - ii. 3 against
    - iii. 3 neither pro nor con
  - b. Suggest robust education on roundabouts at next public meeting
    - i. How peds/bike move through it
    - ii. Why it's safer
    - iii. Why doesn't it require ROW
      1. Assumes Road Diet
2. Traffic Signal
  - a. Mixed public feedback
  - b. Concerns about bright lights into houses
  - c. Option to have it function in flashing mode on non-peak hours
  - d. Concerns over impacts of parkway if widening is to occur





# SPRINGINGGUTH ROAD IMPROVEMENTS

## Wise Road to Schaumburg Road

3. Other
  - a. Lane Configuration
    - i. 1 thru lane and right/left turn only
    - ii. Potential widening needed
  - b. Median separated / Change in Traffic Flow
    - i. See public comment diagram
    - ii. Present and explain why not carried forward
4. Existing Conditions
  - a. Concerns over safety
  - b. Vehicles not fully stopping at stop sign
  - c. Issues with speed through intersection

### TYPICAL SECTION

1. Road Diet Option
  - a. Of the 37 total comments, 7 referred to a change in the typical section
    - i. All 7 were in favor of a road diet
2. Parking
  - a. Parking cutouts could be considered (Walnut Rd north of Bode)
  - b. Will Village consider strict no parking ordinance?
3. Bike Path
  - a. Most agree that the corridor must be safer for bikes
  - b. Both on-street and off-street path had positive comments
  - c. Sidewalk/path jog towards road near Syracuse

### DARTMOUTH INTERSECTION NEAR JANE ADDAMS SCHOOL

- Majority have negative comments related to stop sign
  - Several comments mentioned something else needs to be done
  - Major stop sign compliance issues
- Based on school meeting, a stop condition is needed for safe ped crossing
- Coordination with Park District to change parking lot at Atcher
  - Schedule meeting with PD. Need typical section alts to show
    - Change in circulation
    - Crossing to the south
- Ped refuge islands

### OTHER EXAMPLES TO CONSIDER INCLUDE:

- State Parkway
- Parking “cut in’s” on Walnut
- Salem/Bode intersection as reference for how Springingsguth/Weathersfield could be







# WELCOME

## Public Meeting #2

June 18, 2025

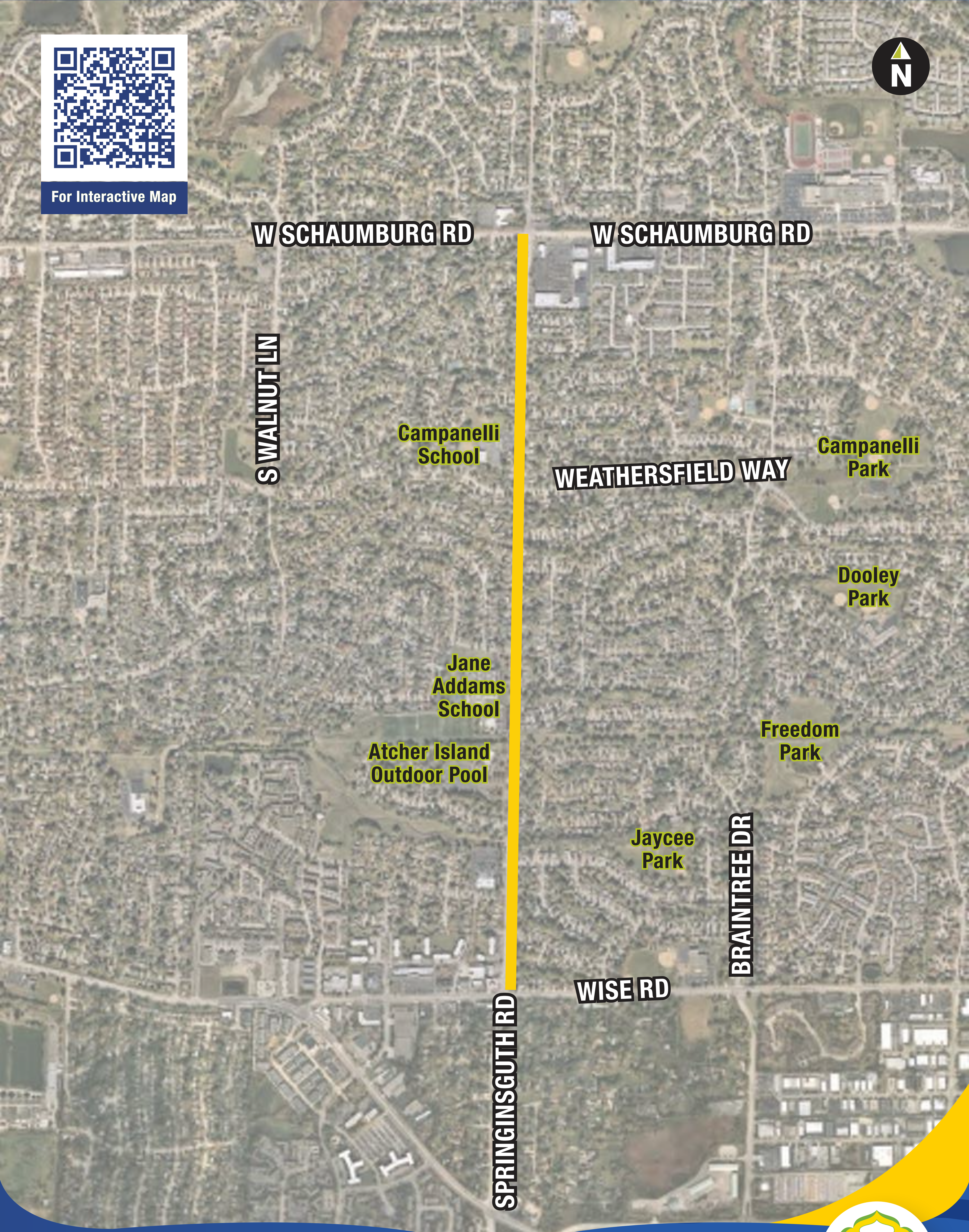
**SPRINGINSGUTH ROAD IMPROVEMENTS**  
**WISE ROAD TO SCHAUMBURG ROAD**

**VILLAGE OF SCHAUMBURG**





# PROJECT LOCATION



**SPRINGINGSUTH ROAD IMPROVEMENTS**  
**Wise Road to Schaumburg Road**





*We are looking for your input on:*



- 1 **SAFETY CONCERNS**
- 2 **TRAFFIC ISSUES**
- 3 **PEDESTRIAN AND BICYCLE FACILITIES**
- 4 **SCHOOL ACCESS**

# Project Goals



Address mobility and safety for all users including vehicles, bicycles, and pedestrians



Address safety concerns at the intersection of Weathersfield Way and Springinsguth Road



Rehab and Replace roadway and watermain infrastructure



# PROJECT DEVELOPMENT AND FUNDING



**NOTE:** The project from Weathersfield Way to Schaumburg Road is currently not funded for construction. However, it is anticipated to be funded using federal Surface Transportation Program (STP) funds. The project from Wise Road to Weathersfield Way is funded using STP funds.

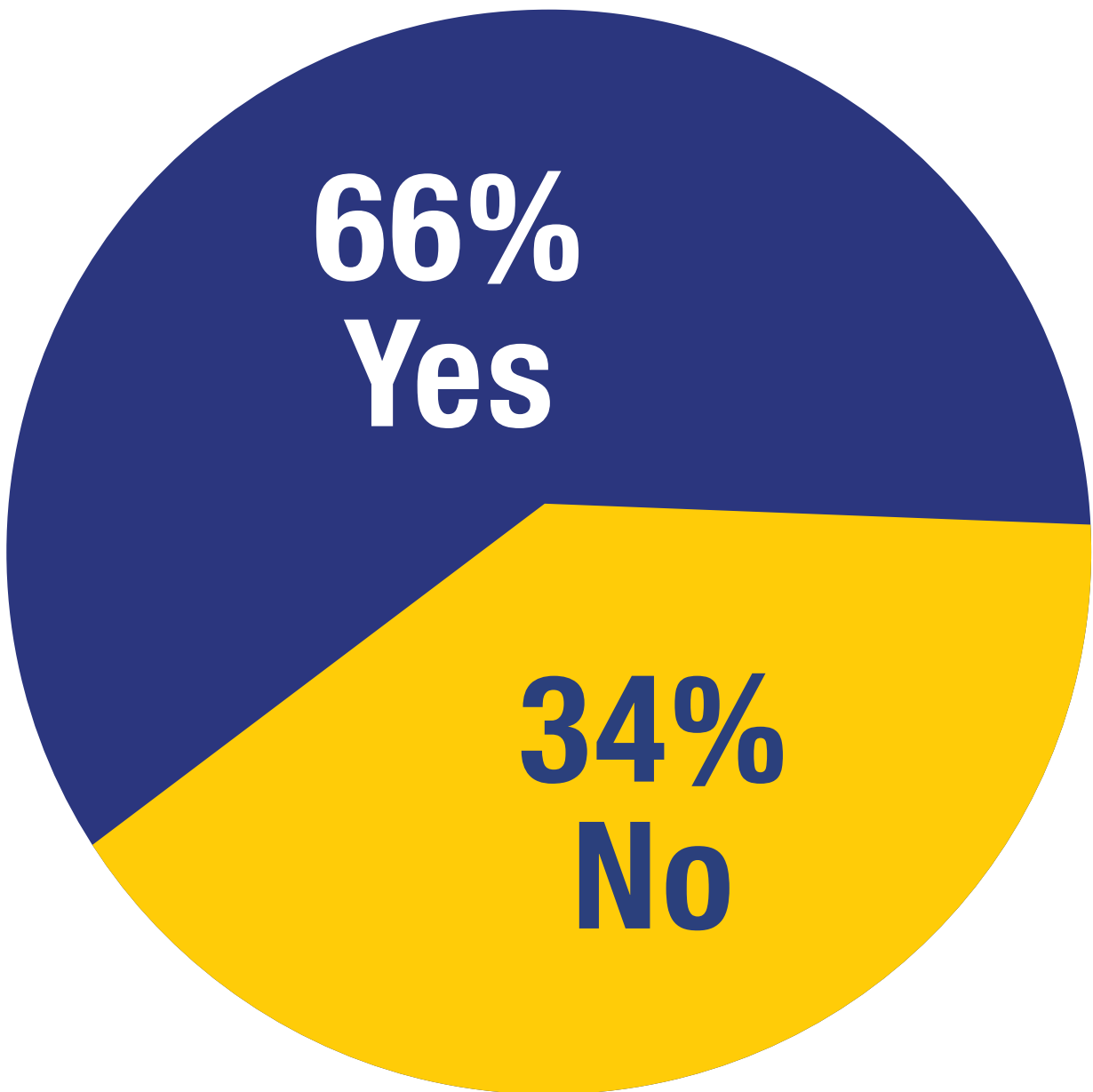


# ONLINE SURVEY RESULTS

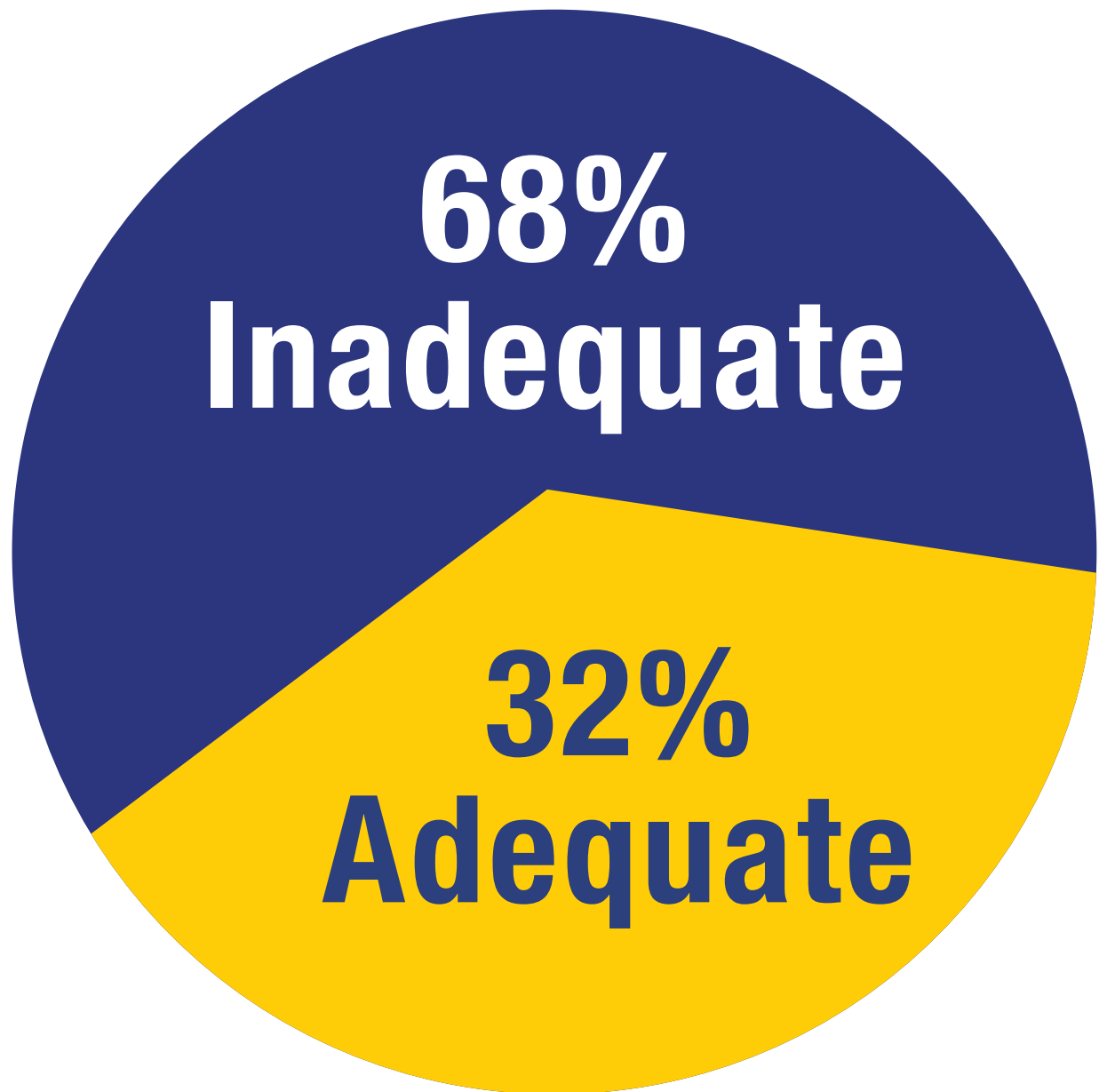
## CORRIDOR CONCERNS *(in order of priority)*

- 1 Intersection Safety
- 2 Pedestrian Safety
- 3 Speeding
- 4 Roadway Section
- 5 Congestion
- 6 Parking

### PEDESTRIAN AND BICYCLE COMFORT

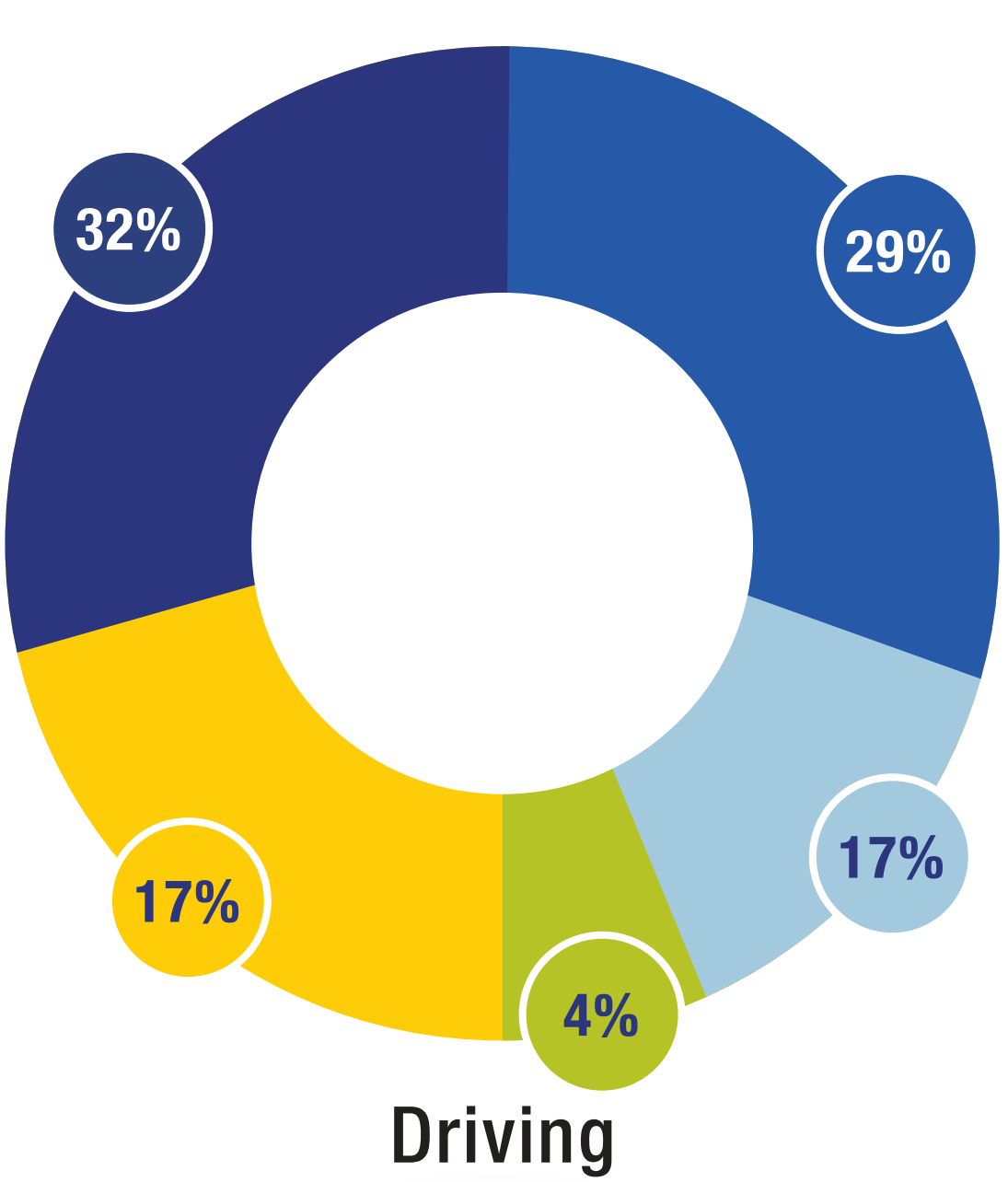


Have you ever walked along Springinsguth Road?

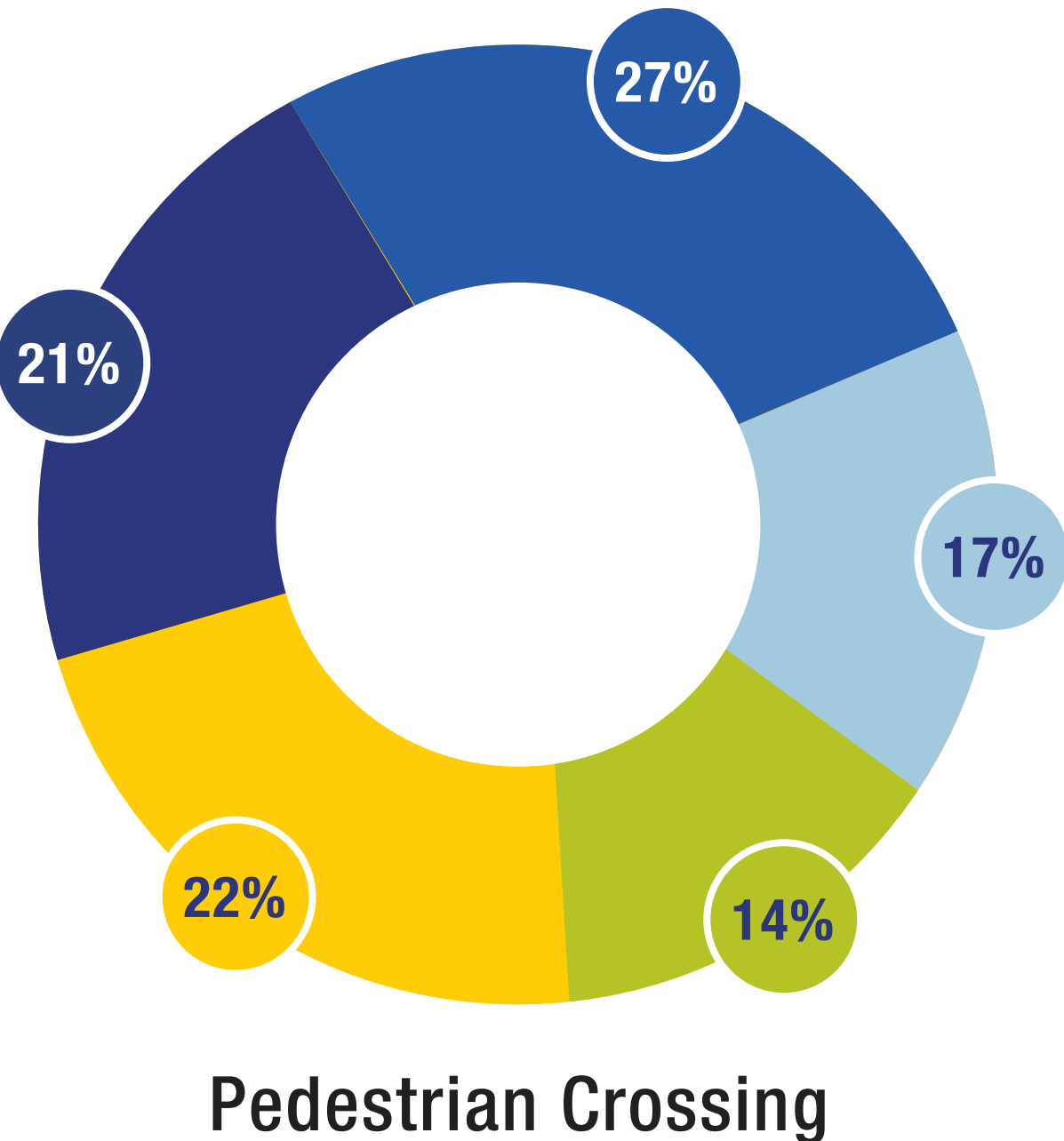


Are bike facilities adequate on Springinsguth Road?

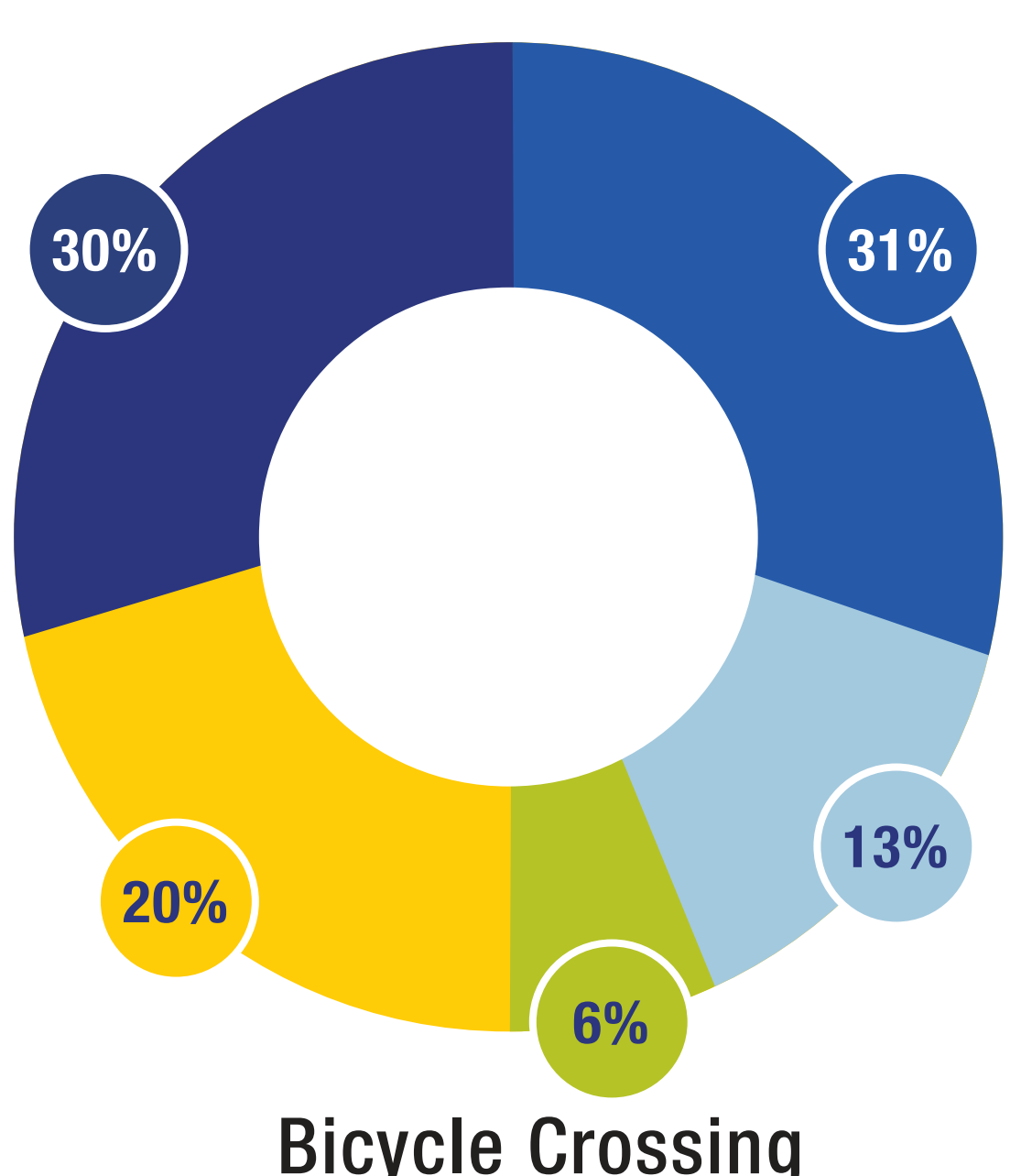
### CHALLENGES AT WEATHERSFIELD WAY INTERSECTION



Driving



Pedestrian Crossing



Bicycle Crossing



## SPRINGINSGUTH ROAD IMPROVEMENTS

### LEGEND:





# PUBLIC ENGAGEMENT SURVEY

## PUBLIC MEETING 1

**MARCH 13, 2025** | 32 ATTENDEES | 37 WRITTEN COMMENTS RECEIVED

### KEY TAKEAWAYS:

- Concerns: Safety, vehicles not stopping at Weathersfield stop signs, and speeding along the corridor
- Roundabout Feedback: Majority of 16 comments in favor, with some safety and functionality concerns
- Traffic Signal Feedback: Concerns about bright lights near houses, Concerns over impacts to parkway if widening occurs
- Suggestions included: adding a dedicated turn lane at the Weathersfield Intersection and considering a median-separated intersection to impact circulation
- Typical Section: 7 comments favored a road diet, suggested parking cutouts, and emphasized the need for increased bicyclist safety

## PARK DISTRICT COORDINATION (ATCHER)

**April 28, 2025**

### KEY TAKEAWAYS:

- Parking and circulation are concerns
- Access concerns for maintenance vehicles
- No concerns with shifting the crosswalk to the south of Dartmouth Lane

## JANE ADDAMS SCHOOL COORDINATION

**February 24, 2025**

### KEY TAKEAWAYS:

- Students utilize bike racks at school
- School leadership prefers a road diet due to narrow lanes for buses and large vehicles
- Weathersfield Way intersection has significant near-miss crashes
- Stop sign at Dartmouth helps control traffic circulation near the school
- Circulation concerns with existing on-site traffic flow

## CAMPANELLI SCHOOL COORDINATION

**January 21, 2025**

### KEY TAKEAWAYS:

- Vehicles park within crosswalks often
- Students use the Weathersfield Way intersection crosswalk more than the school crosswalk
- The school crosswalk is less safe due to vehicles not yielding to pedestrians
- Difficult to exit the parking lot going northbound
- Students use the sidewalk to ride bikes to school



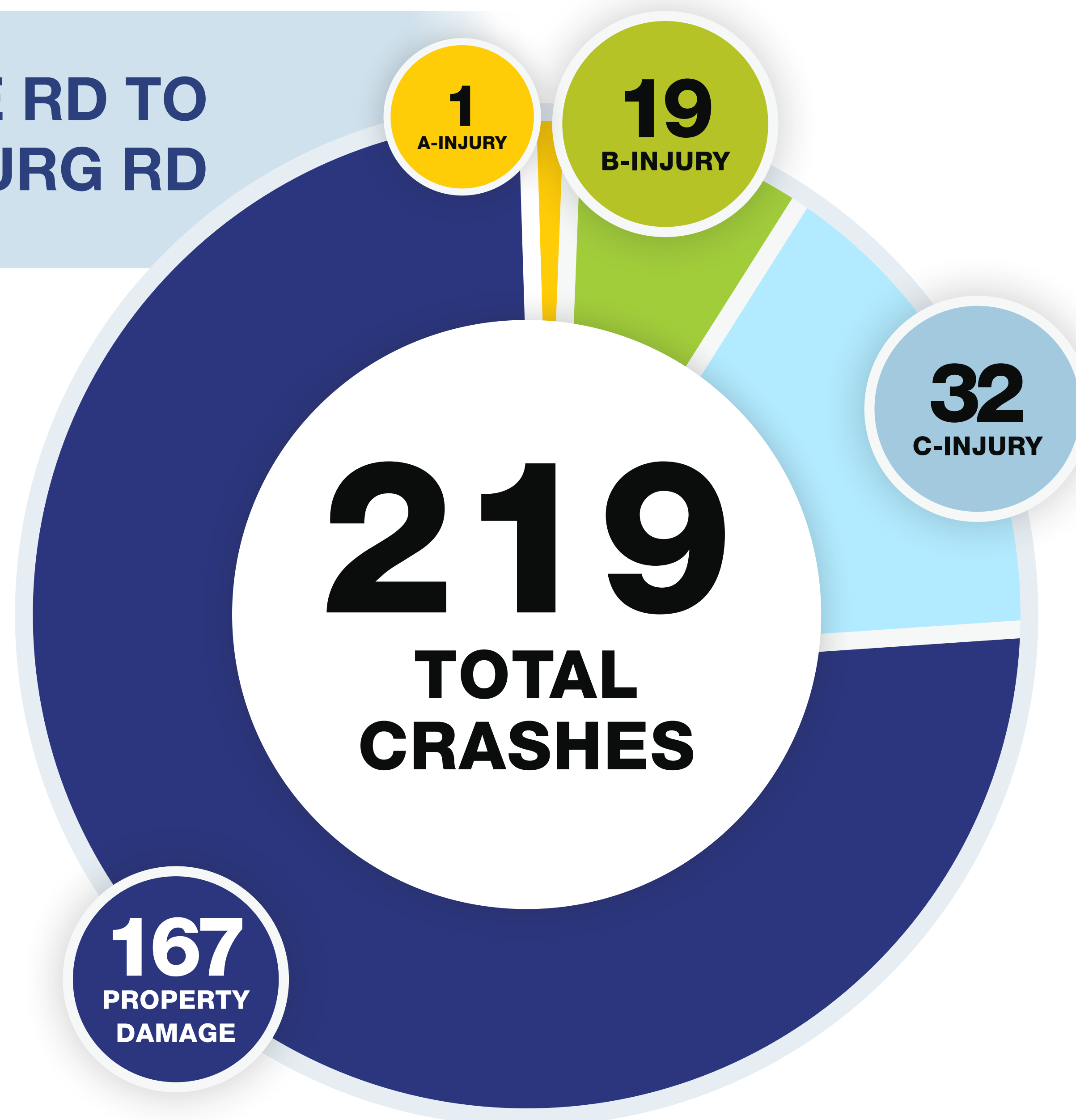


# CRASH SUMMARY

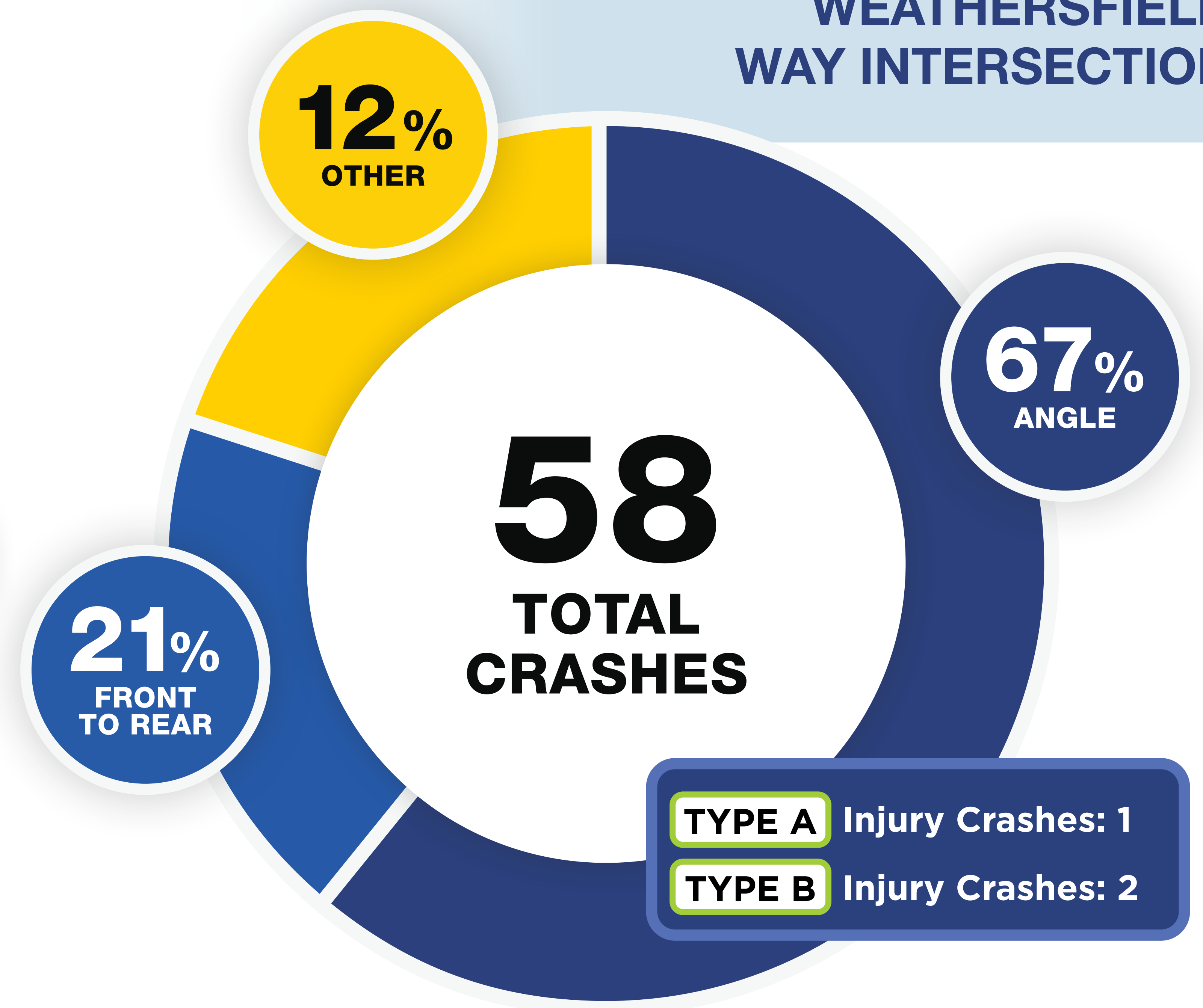


Crash Data was analyzed for the years 2019 through 2024.

WISE RD TO  
SCHAUMBURG RD



WEATHERSFIELD  
WAY INTERSECTION





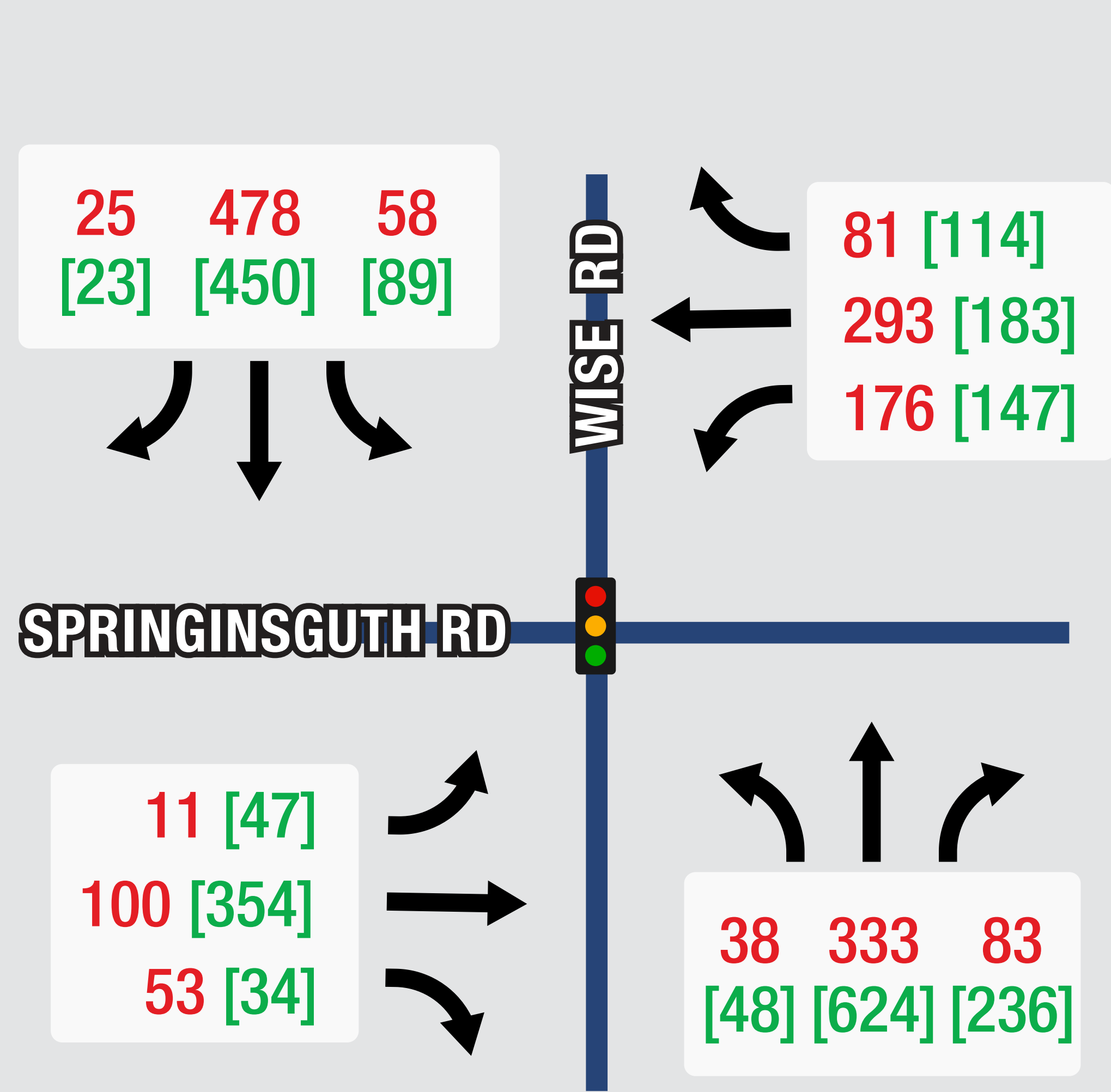
# TRAFFIC VOLUMES

Year - 2024

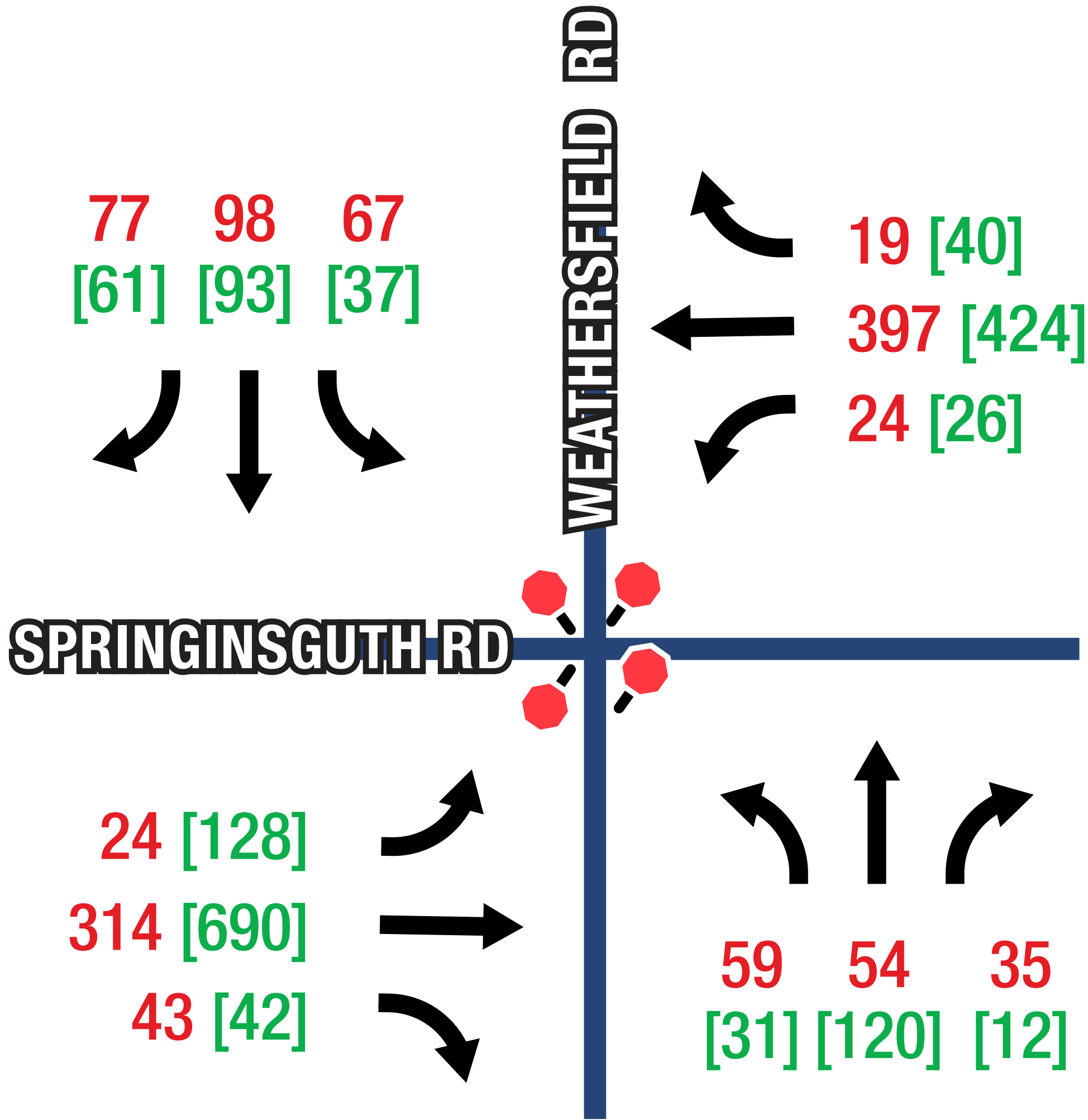
LEGEND:  
**AM:** Traffic in Morning Peak Hour (7:15am-8:15am)  
**PM:** Traffic in Afternoon Peak Hour (4:30pm-5:30pm)



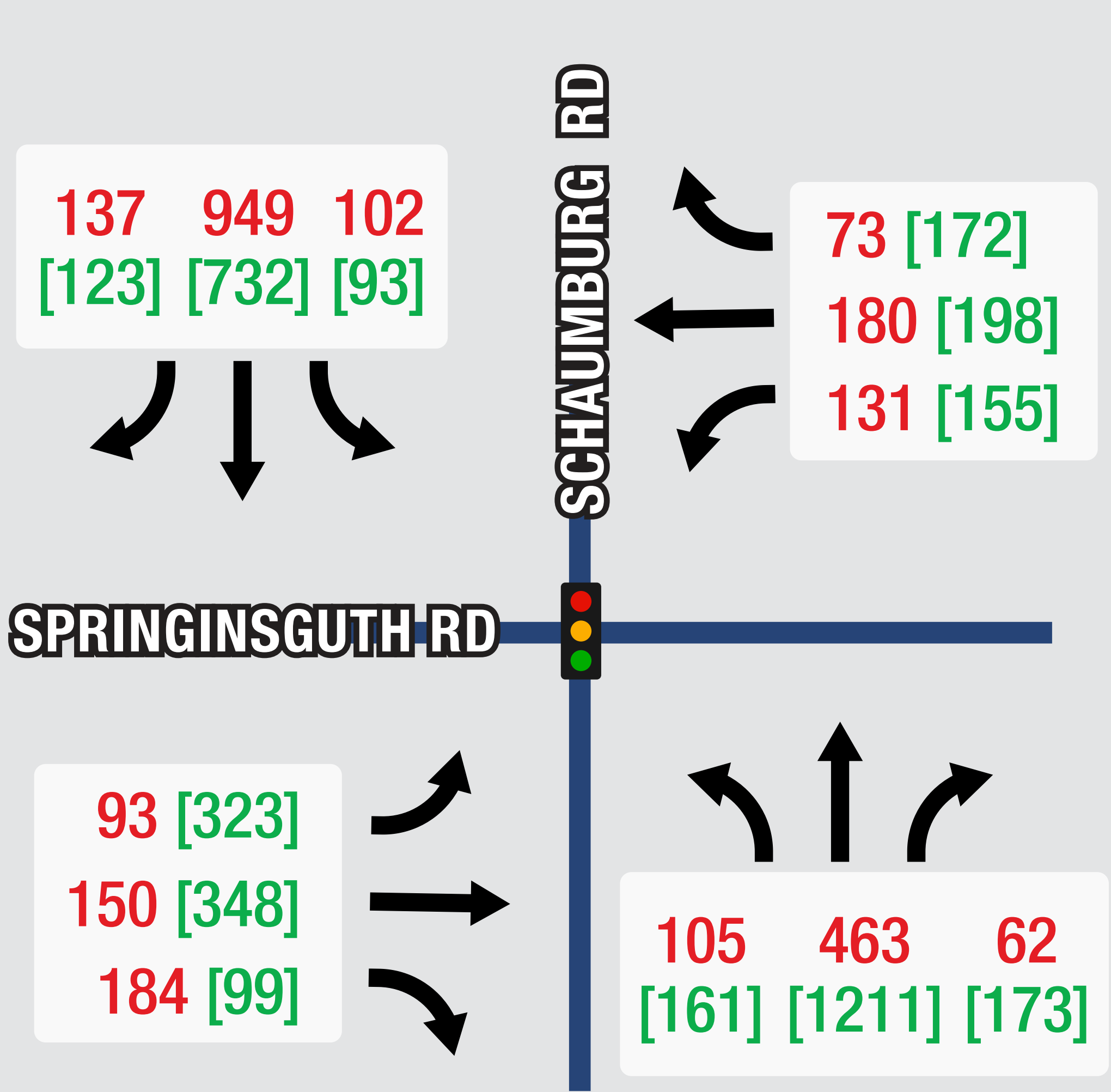
## WISE RD SIGNAL CONTROLLED



## WEATHERSFIELD RD FOUR-WAY STOP



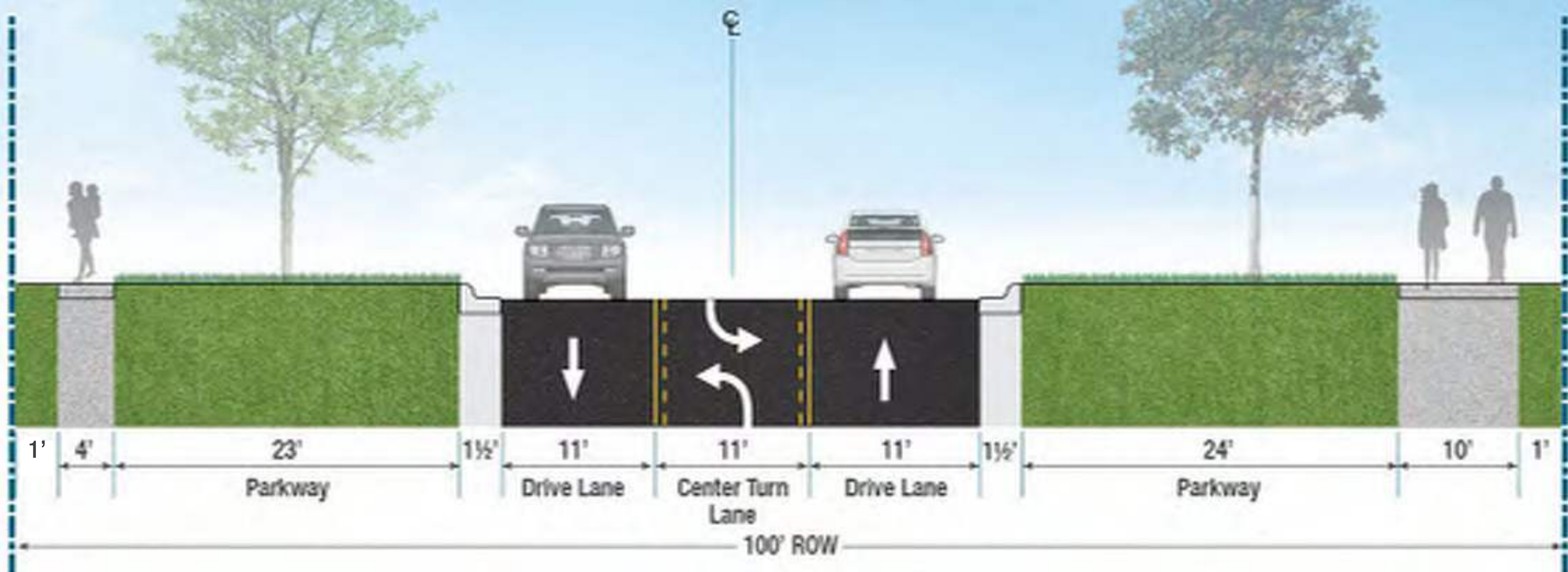
## SCHAUMBURG RD SIGNAL CONTROLLED



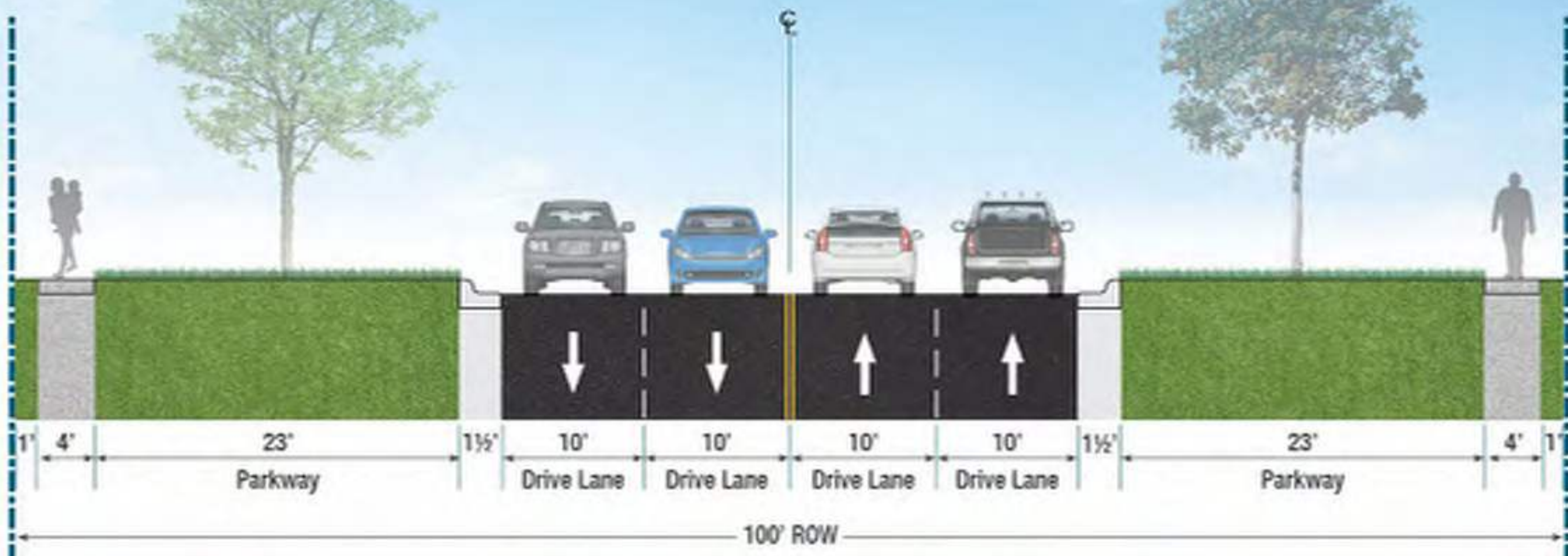


# EXISTING TYPICAL SECTIONS

NORTH OF SCHAUMBURG RD  
LOOKING NORTH



WITHIN PROJECT LIMITS  
LOOKING NORTH

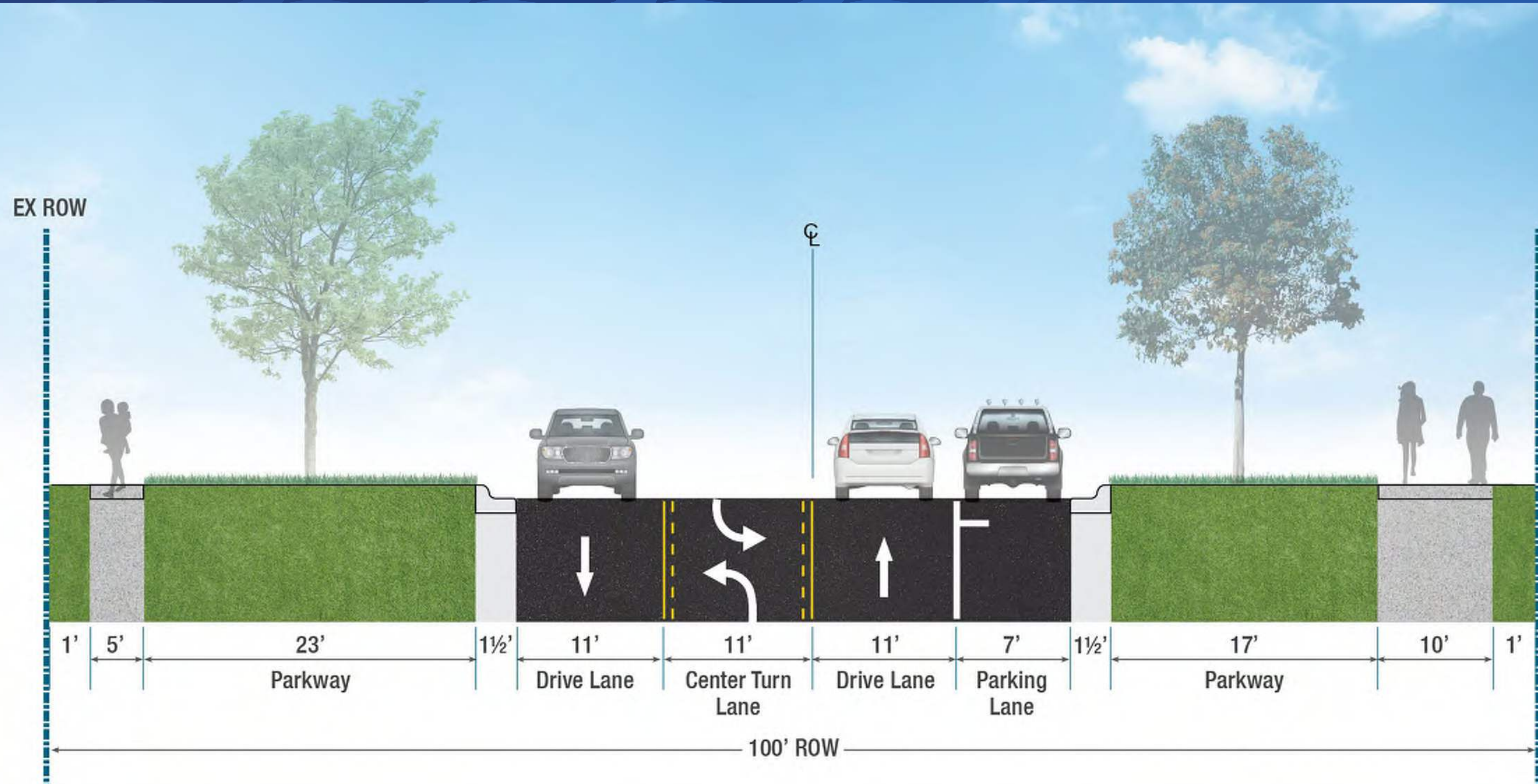


SOUTH OF WISE RD  
SPRING SOUTH RD  
LOOKING NORTH





# PREFERRED ROADWAY IMPROVEMENTS

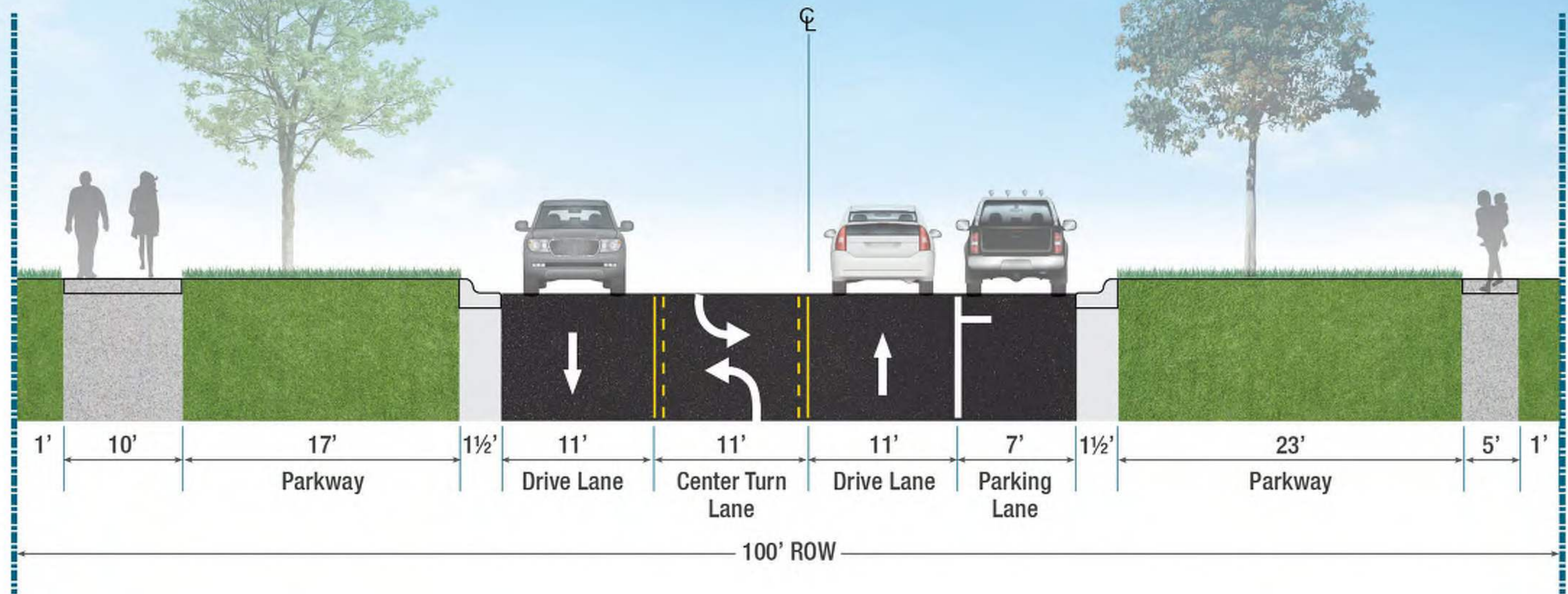


THREE-LANE WITH PARKING  
NORTH OF WEATHERSFIELD WAY





# PREFERRED ROADWAY IMPROVEMENTS



## THREE-LANE WITH PARKING SOUTH OF WEATHERSFIELD WAY





# INTERSECTION ALTERNATIVE 1



## STOP CONTROLLED *EXISTING CONDITION*

### PROS

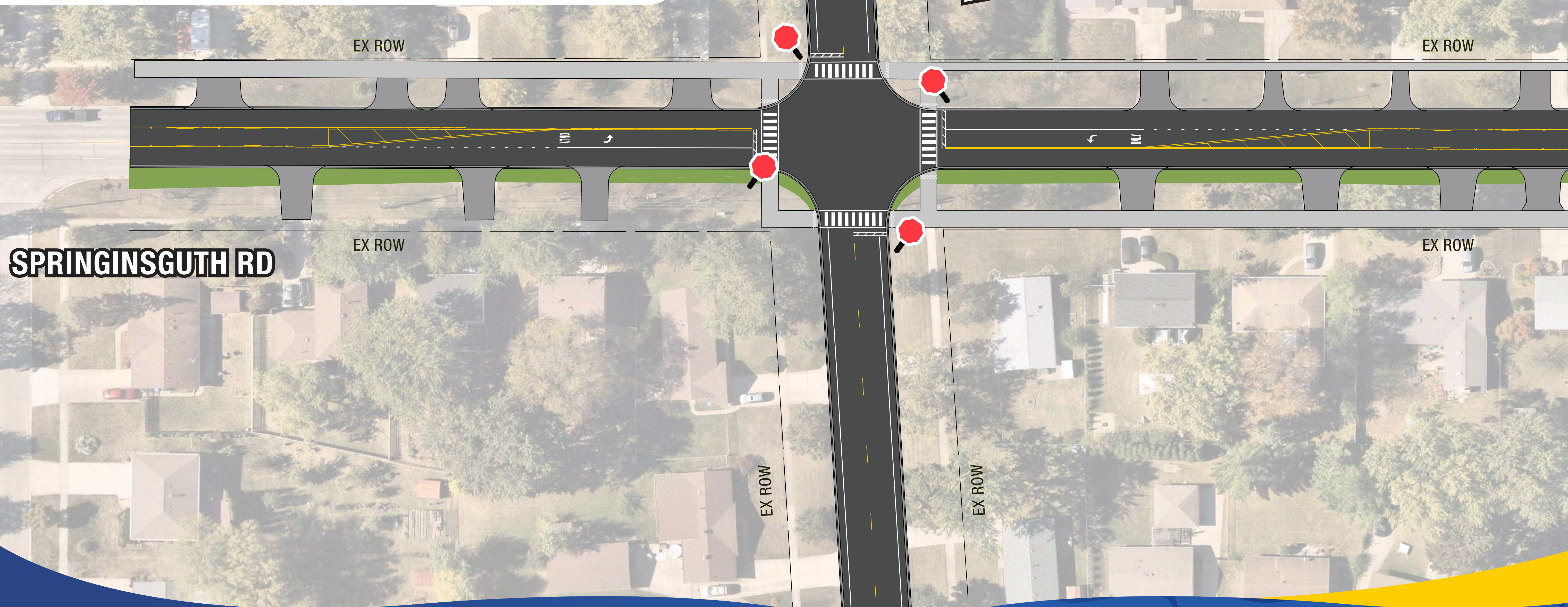
- No property impacts
- Lowest cost

### CONS

- Poor traffic operations
- Does not address safety concerns

### LEGEND:

 - Landscaping





# INTERSECTION ALTERNATIVE 2



## TRAFFIC SIGNAL

### PROS

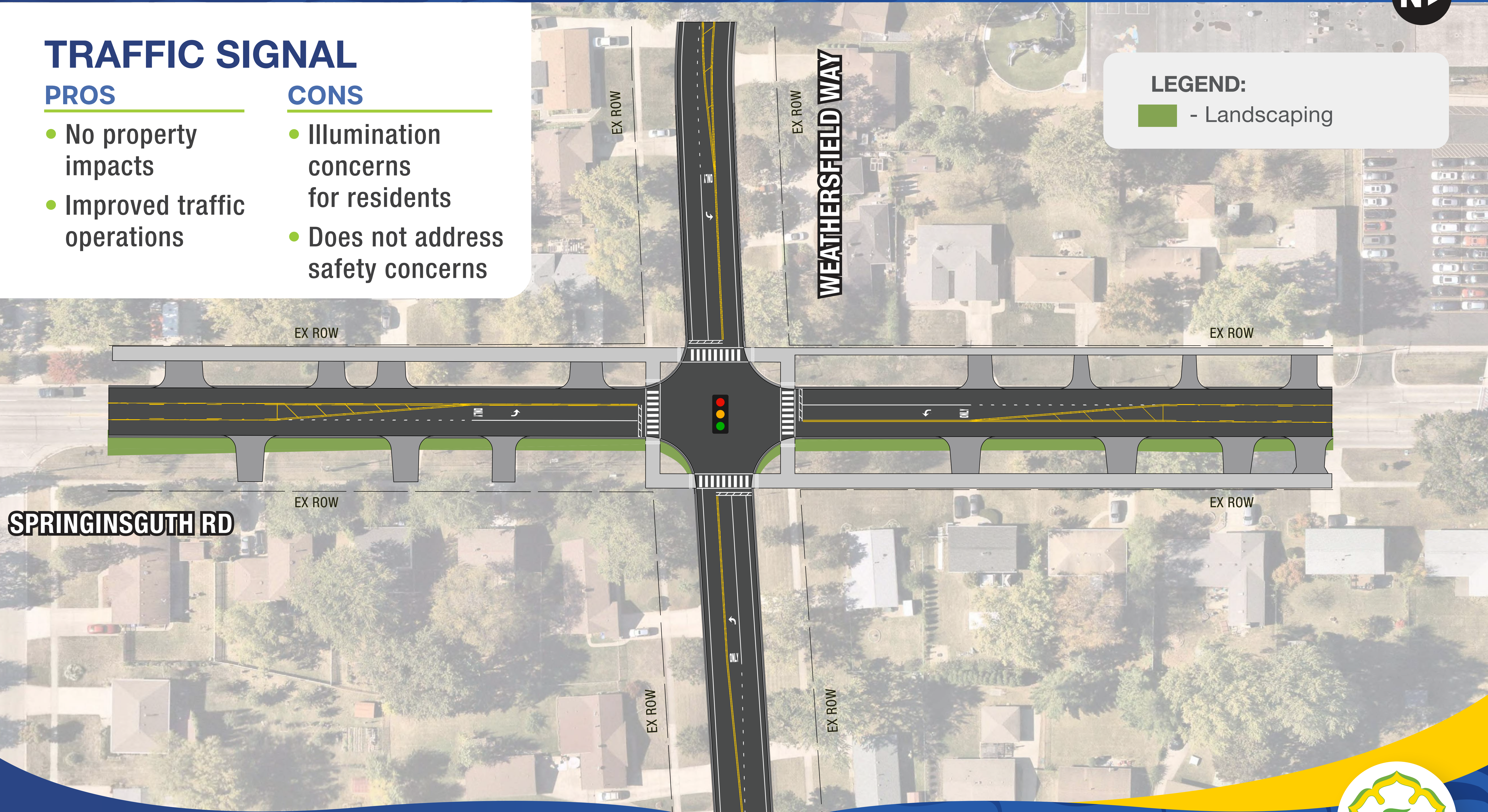
- No property impacts
- Improved traffic operations

### CONS

- Illumination concerns for residents
- Does not address safety concerns

### LEGEND:

 - Landscaping





# PREFERRED INTERSECTION ALTERNATIVE



## ROUNABOUT

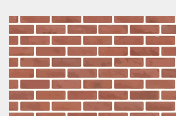
### PROS

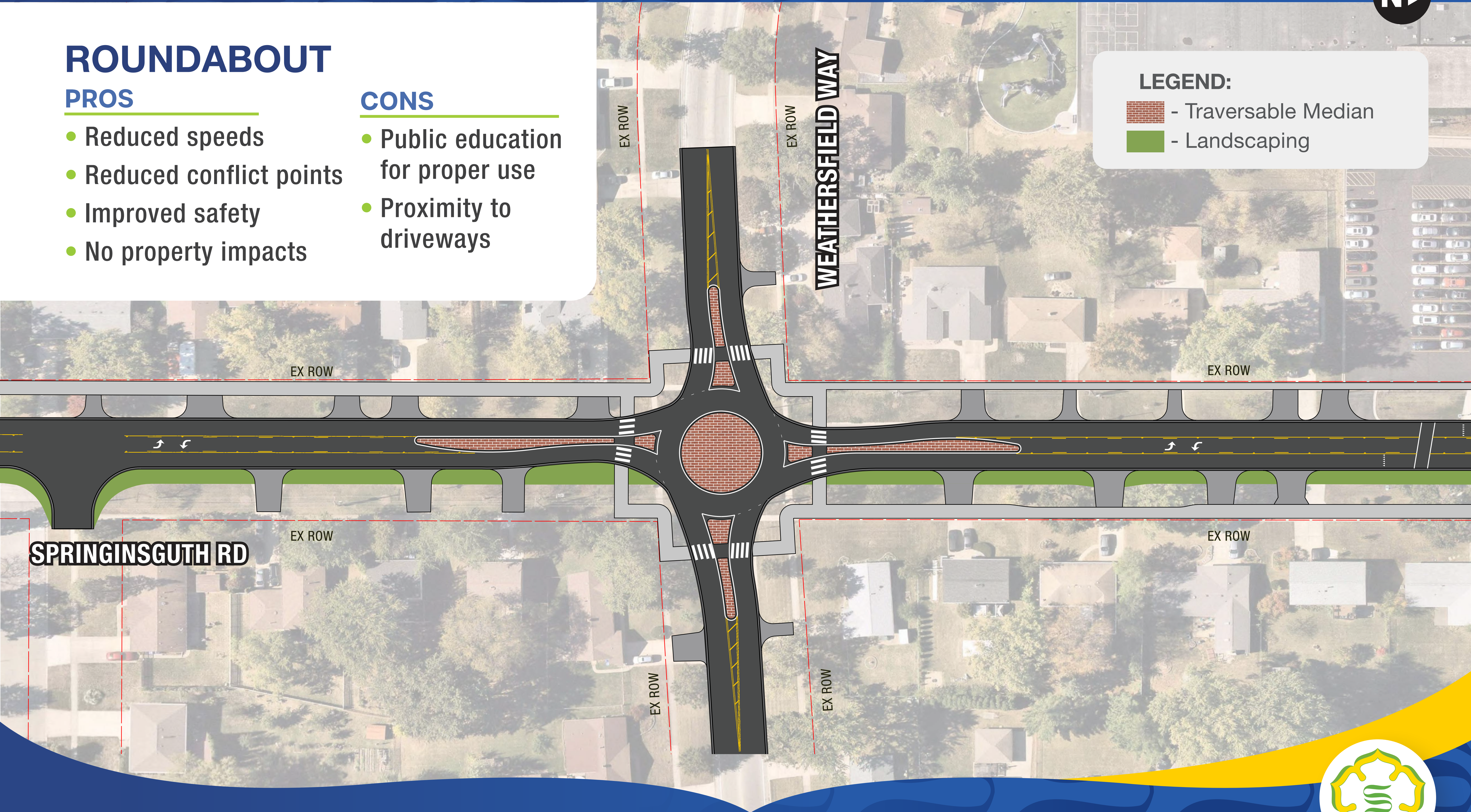
- Reduced speeds
- Reduced conflict points
- Improved safety
- No property impacts

### CONS

- Public education for proper use
- Proximity to driveways

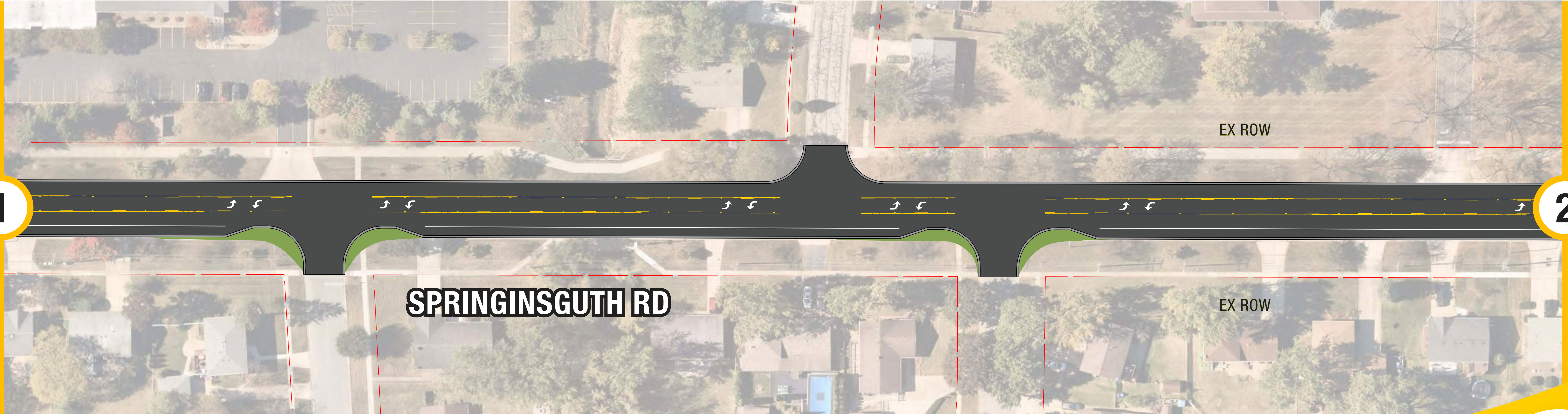
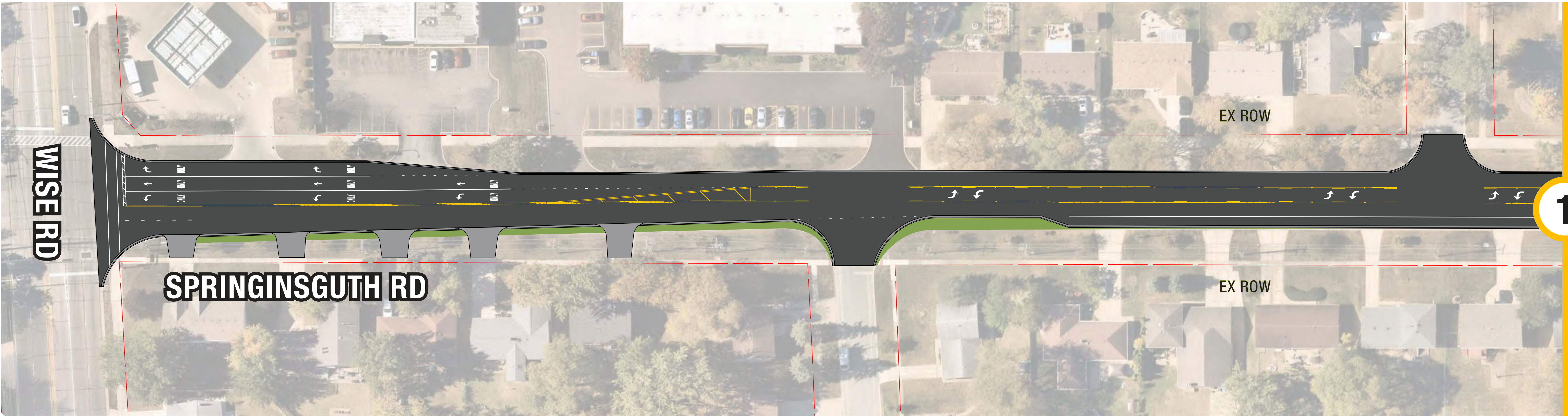
### LEGEND:

-  - Traversable Median
-  - Landscaping





# PLANS



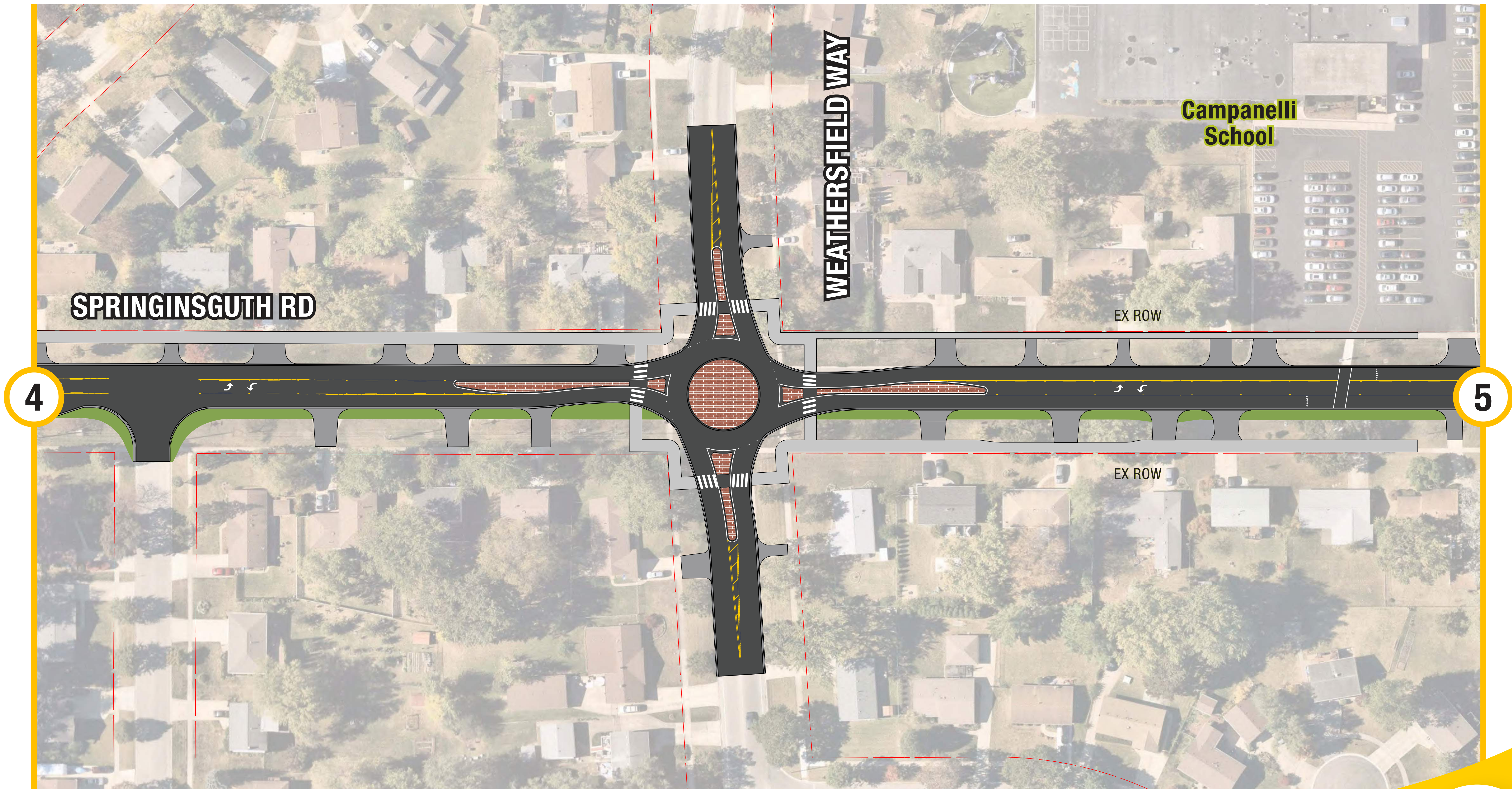


# PLANS



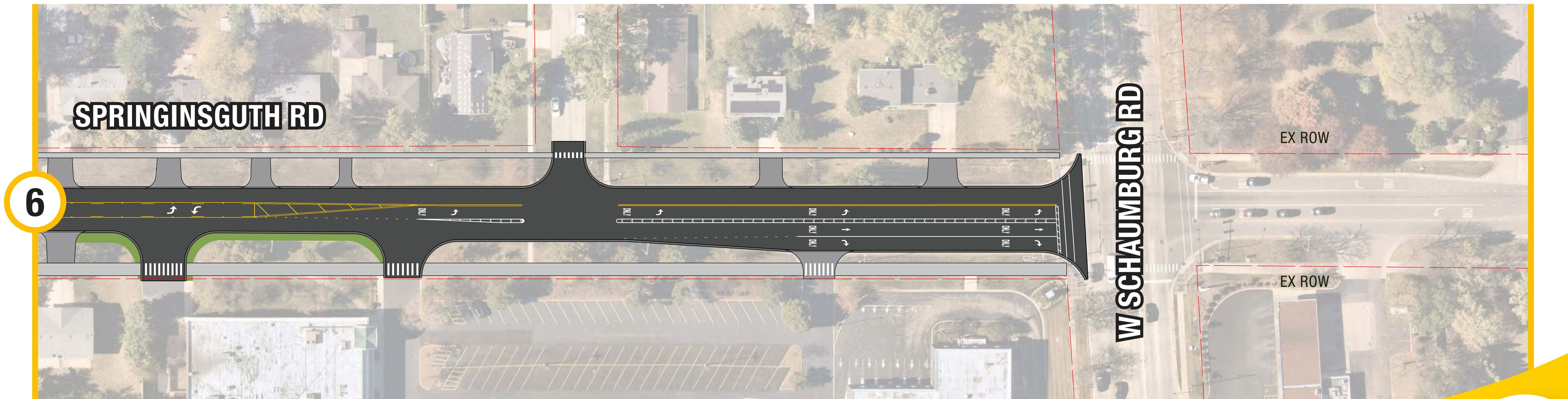
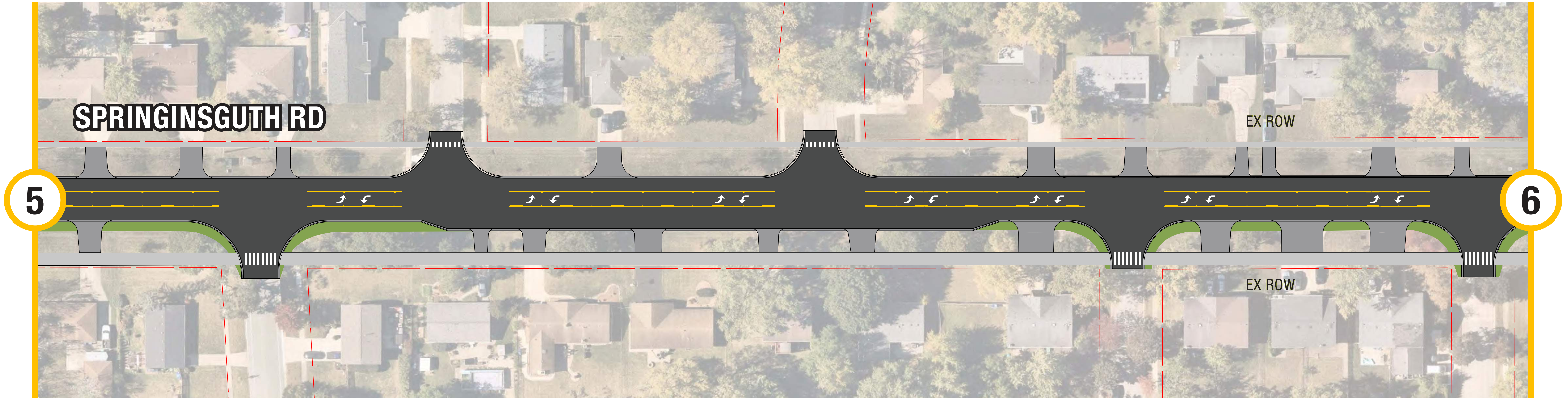


# PLANS





# PLANS





# BENEFITS OF ROUNDABOUT INTERSECTIONS

## ROUNDABOUTS INCREASE SAFETY

- 75% fewer conflict points than four-way intersections
- 75% reduction in injury crashes
- Up to 90% reduction in fatalities
- 40% reduction in pedestrian crashes

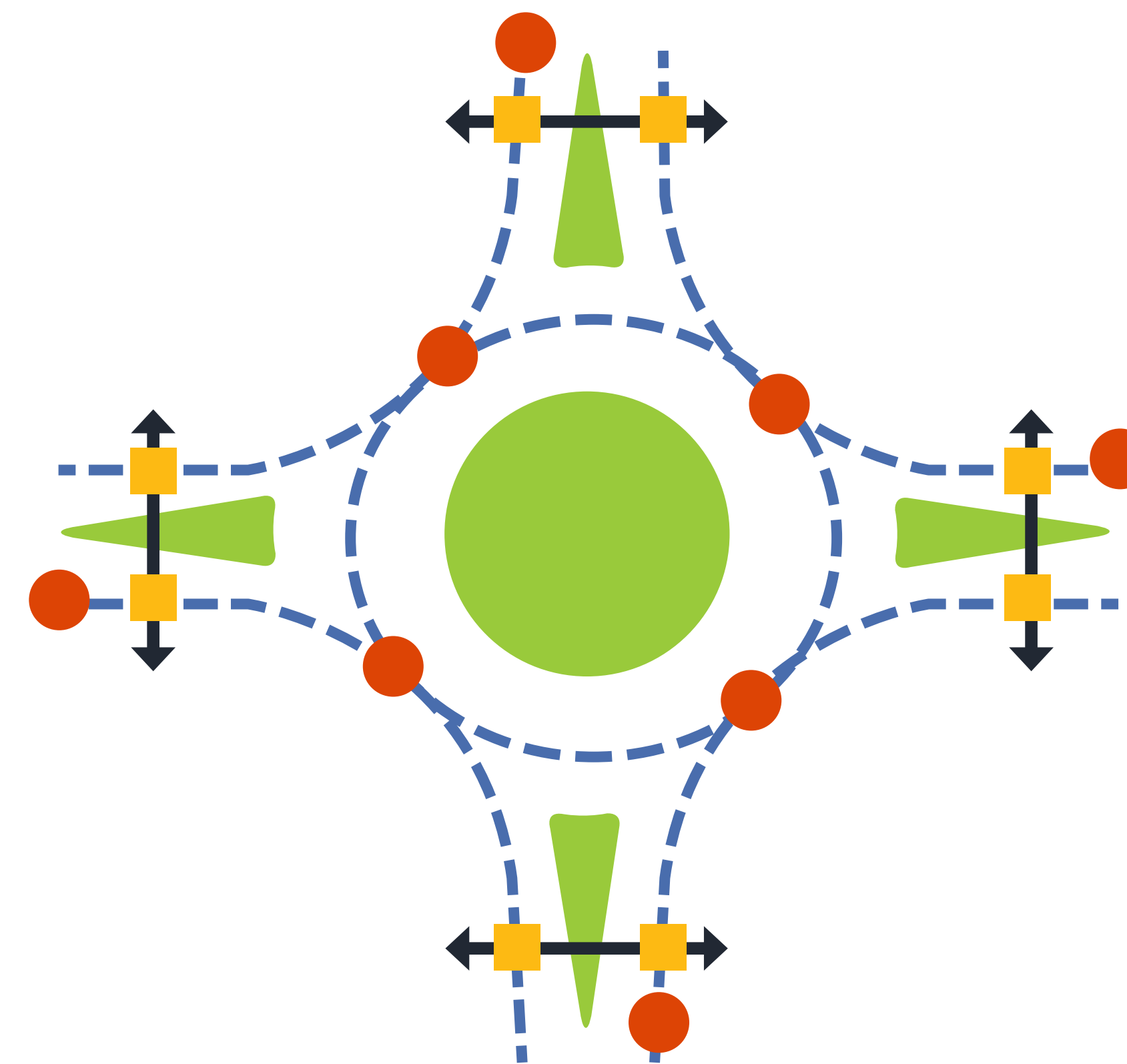
## ROUNDABOUTS INCREASE INTERSECTION EFFICIENCY

- 30-50% increase in traffic capacity

## ROUNDABOUTS ARE COMMUNITY FRIENDLY

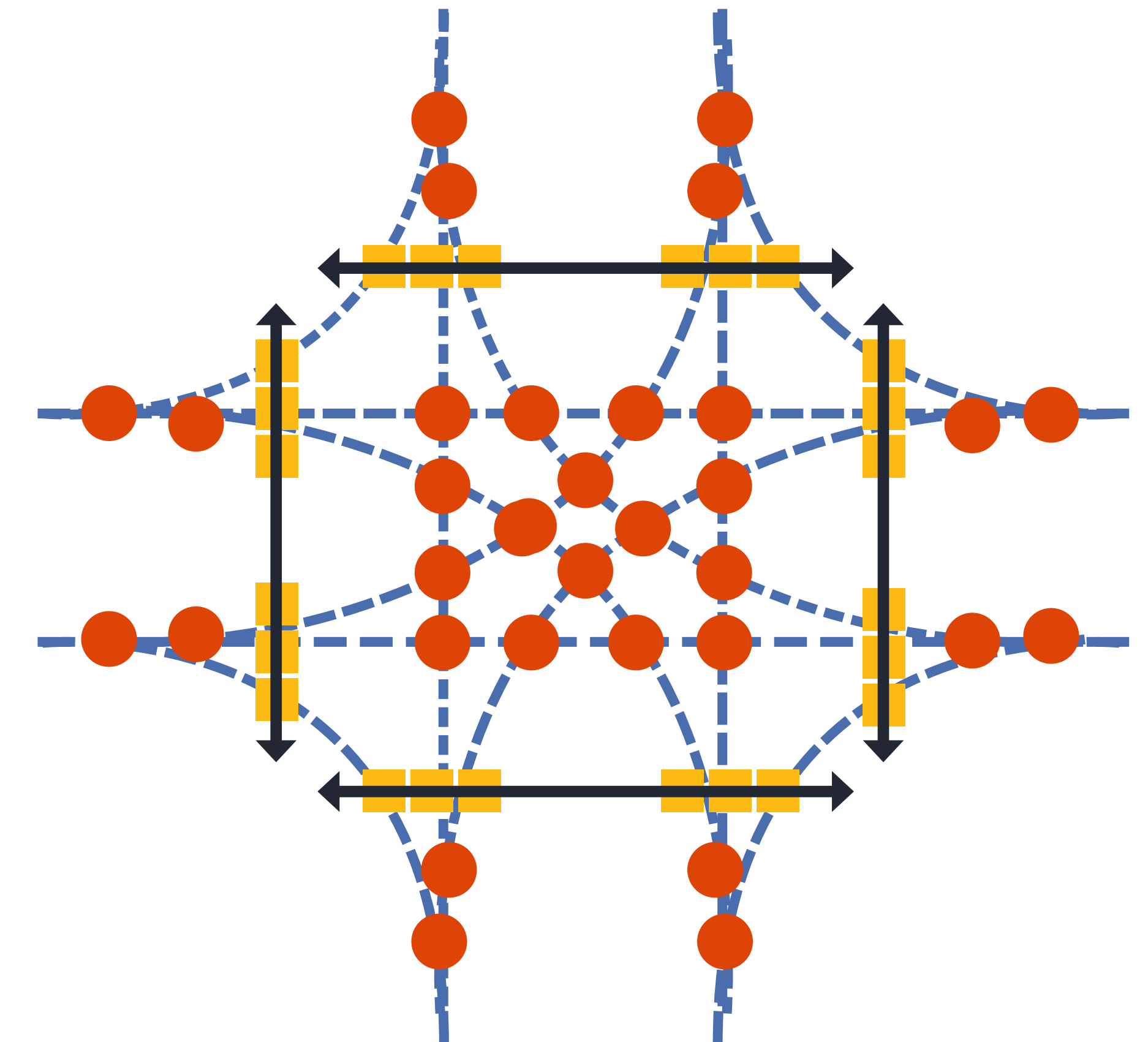
- Reduce pollution and fuel caused by congestion
- Lessen need for long term storage lanes
- Calm traffic
- Aesthetic landscaping

ROUNDABOUT



● **8** Vehicle Conflicts  
■ **8** Pedestrian Conflicts

TYPICAL 4-WAY INTERSECTION



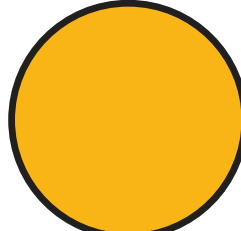
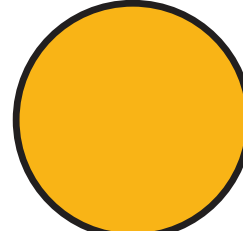
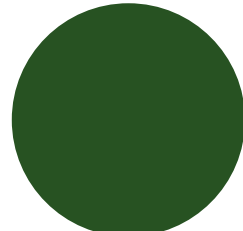
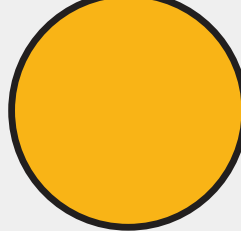
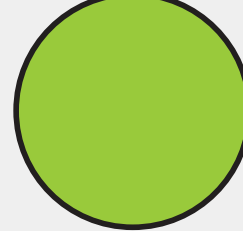
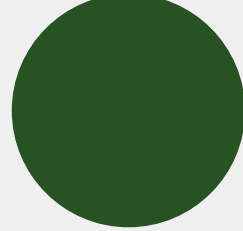
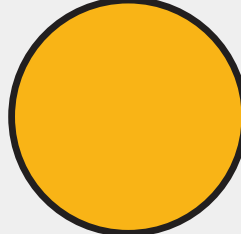
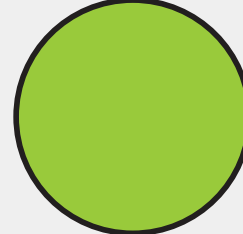
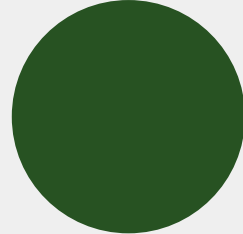
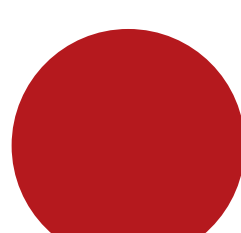
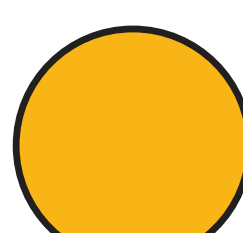
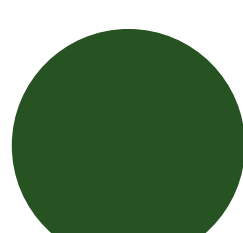
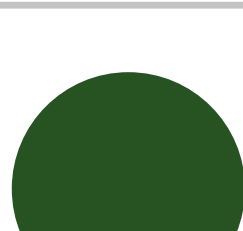
● **32** Vehicle Conflicts  
■ **24** Pedestrian Conflicts

*Source: Federal Highway Administration (FHWA), February 2025*





# INTERSECTION ALTERNATIVES COMPARISON

| ALTERNATIVE CRITERIA          | STOP CONTROL                                                                          | TRAFFIC SIGNAL                                                                        | ROUNDBOUT                                                                             |
|-------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
| SPEED REDUCTION               |    |    |    |
| PEDESTRIAN AND BICYCLE SAFETY |    |    |    |
| INTERSECTION OPERATION        |    |    |    |
| CRASH REDUCTION               |   |   |   |
| CONFLICT POINTS               |  |  |  |
| PARCELS IMPACTED              | 0                                                                                     | 0                                                                                     | 0                                                                                     |

**LEGEND**



Maintains existing deficiency



Does not achieve goal



Somewhat achieves goal



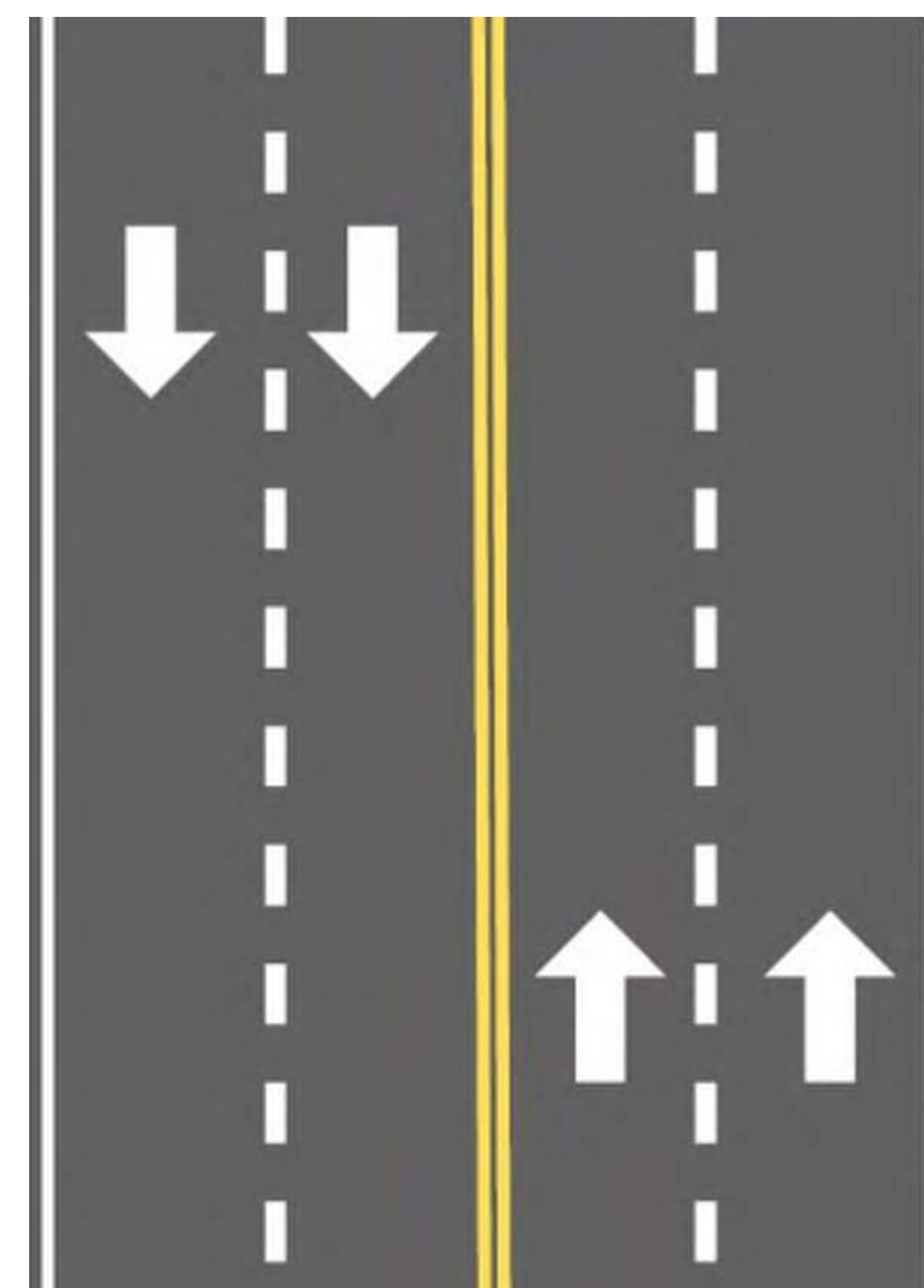
Achieves goal



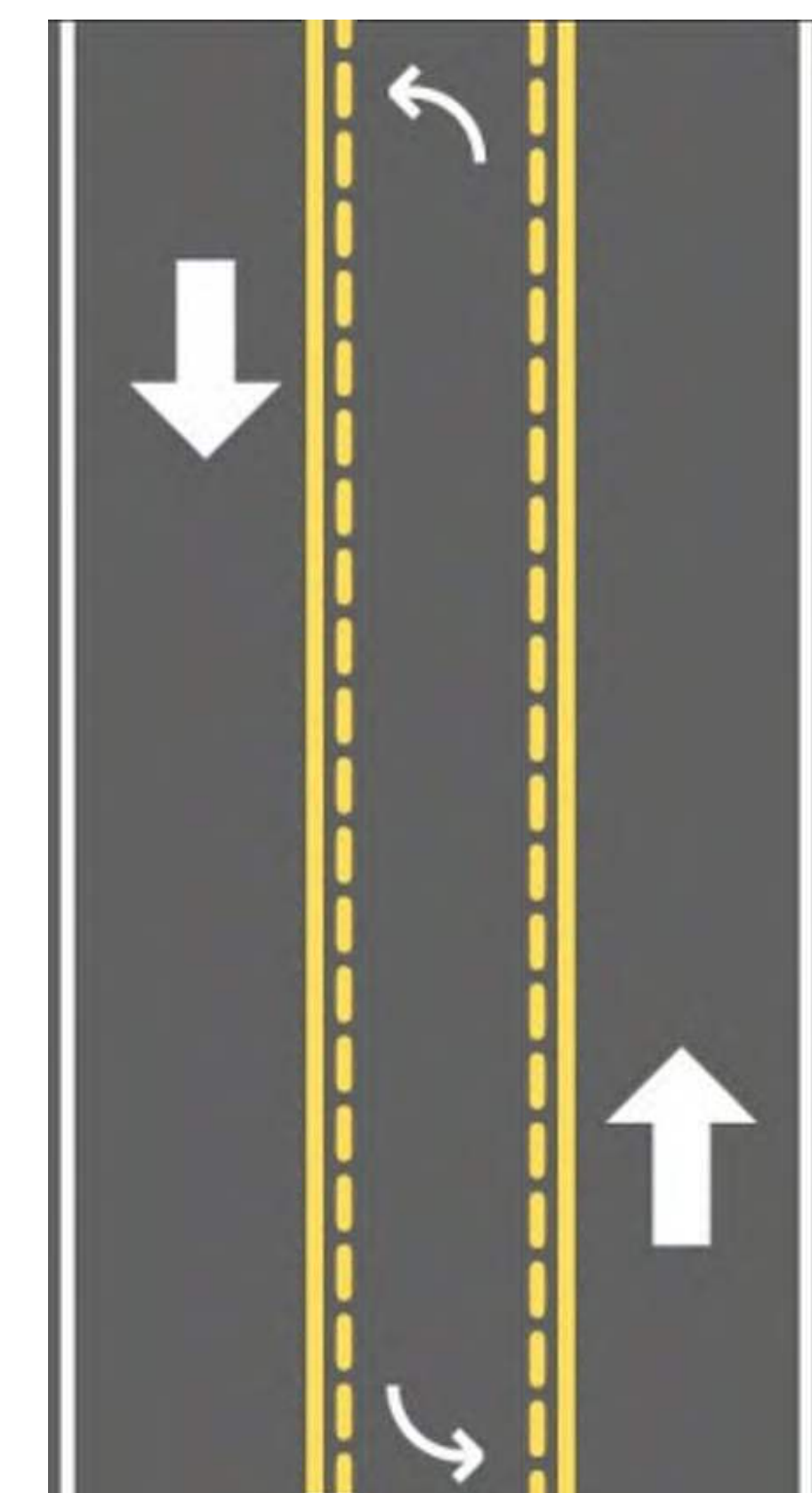


# **BENEFITS** *of Proposed Road Diet*

- **Overall crash reduction of 19 to 47 percent**
  - Reduction in Fatal and Injury Crashes
  - Reduction in Rear-End and Left Turn Crashes
- **Dedicated bicycle facilities**
- **Dedicated lane for left turns**
- **Lower speeds**



**BEFORE**



**AFTER**





# COMMENTS



COMMENTS DUE BY  
JULY 4, 2025



COMMENT  
FORM



WEBSITE

FOLLOW THE PROJECT AT  
ENGAGE SCHAUMBURG





# SPRINGINSGUTH ROAD IMPROVEMENTS

## Wise Road to Schaumburg Road

### MEETING SUMMARY

#### Public Meeting 2

The second public meeting for the Springinsguth Road improvements from Wise Road to Schaumburg Road was held on June 18, 2025. The meeting was held in-person at Jane Addams Junior High from 5:30 pm to 7:00 pm and included a recorded video presentation, presentation boards, discussion, and comment submissions.

#### ATTENDEES

In addition to the study team, the meeting had forty-one (41) residents attend. The public meeting invitation was sent to 295 property owners in the surrounding area of the project corridor and intersection. Fourteen (14) written comments were received at the in-person meeting.

#### PRESENTATION TOPICS

The presentation materials included the study location, project development and phase 1 processes, project purpose and need, crash analysis, traffic volumes, existing conditions and proposed corridor improvements, and intersection alternatives at Springinsguth Road and Weathersfield Way. The attendees were asked to provide feedback and comments via forms provided at the meeting, the website, or mail. The presented preferred intersection alternative for Springinsguth Road and Weathersfield Way was a roundabout intersection, road-diet along Springinsguth Road, and shared use path.

During the meeting, attendees were encouraged to participate in an open discussion. The discussion was orderly, and attendees were respectful of the process. The attendees identified the following issues and concerns:

##### Issues and Concerns

The attendees expressed the following concerns:

- Mountable curbs may lead to individuals driving over the center island
- Fear of traffic backup due to road-diet
- Pulling in/out of driveways with road-diet
- Proper signing through roundabout, specifically yielding to pedestrians and cars
- Ensuring the roundabout is designed to slow travel speed through the intersection
- Pedestrian safety crossing intersection
- Need additional midblock crossings throughout the corridor
- Issues with E-bikes potentially riding on shared use path
- General public's confusion around roundabout
- Concerns regarding trash pickup along Springinsguth Road
- Funding

In summary, the attendees agreed that the safety concerns at the intersection should be addressed to make the intersection safer.





# SPRINGINSGUTH ROAD IMPROVEMENTS

## Wise Road to Schaumburg Road

### PREFERRED DESIGN

The improvements will include reconfiguration of the current typical section to include three eleven-foot lanes, one in each direction and a two-way left turn lane, with strategic bump outs to allow parking on the east portion of the roadway. A shared use path will be constructed on the west portion of the roadway from Norwell Lane to Weathersfield Way and will continue north of the intersection on the east side of the roadway to Schaumburg Road. The preferred alternative at the intersection of Springinsguth Road at Weathersfield Way is a single lane compact roundabout.

The attendees had the following comments regarding the design:

- Many individuals were in favor of the Roundabout
- Enjoyed the idea of moving bicycle traffic off the roadway
- Agreed that speed and safety are major concerns through the corridor
- Some were in favor of the on-street parking, requested parking on the east side
- Residents were thrilled to hear the project would not require widening/ROW
- Liked the idea of the pedestrian refuge created by the roundabout
- Increased landscape was positively received

Most attendees referred to the high travel speeds and view the travel speeds as an issue on Springinsguth Road. They also talked about how the intersection at Weathersfield Way is dangerous and agreed something needed to be done. Attendees' main concern revolves around the public's confusion regarding roundabouts. The attendees welcomed the opportunity to provide comments, and the meeting had a positive response. The attendees agreed with the need for the project and improvements to address the safety concerns.

### NEXT STEPS

The project team will review the input provided by the public meeting attendees. The preferred alternative will continue to be evaluated in detail.





# SPRINGINSGUTH ROAD IMPROVEMENTS

Wise Road to Schaumburg Road

## PUBLIC MEETING COMMENT SUMMARY

### Public Meeting 2

The second public meeting for the Springinsguth Road improvements from Wise Road to Schaumburg Road was held on June 18, 2025. The meeting was held in-person at Jane Addams Junior High from 5:30 pm to 7:00 pm and included a recorded video presentation, presentation boards, discussion, and comment submissions. The comment period for online submissions was open until July 4, 2025.

#### COMMENT SUMMARY (AS OF 7/7/2025)

- 64 Total comments received
  - 14 in person
  - 16 Online via Public Coordinate
  - 29 Online via Online Survey
  - 5 via email
- Attendees: 41 (based on sign-in sheets)

#### SPRINGINSGUTH RD AND WEATHERSFIELD WAY INTERSECTION

1. Roundabout
  - a. Of the 64 total comments, 40 mentioned a roundabout
    - i. 18 in favor
    - ii. 17 against
    - iii. 5 indifferent
  - b. Main issues:
    - i. Pedestrian safety
      1. Concern about continuous movement of vehicles and safe child crossing
      2. Questions on bike movements through the intersection
      3. Distance to Campanelli
    - ii. Some residents feared the roundabout will force traffic to side roads
    - iii. Several comments on potential conflicts with driveways
    - iv. Concerns with speed through the intersection
    - v. Concerns with impatient/distracted drivers
  - c. In-Support:
    - i. Comments support the increased safety measures
    - ii. Comments mentioned faster travel times/lower delays
    - iii. Supported the lower speeds forced by the geometry
  - d. Design Considerations/Recommendations
    - i. Several comments mentioned adding visible obstruction in the center island
    - ii. Comments suggested having additional signage to combat impatient/distracted drivers





# SPRINGINGGUTH ROAD IMPROVEMENTS

## Wise Road to Schaumburg Road

### SPRINGINGGUTH RD CORRIDOR

1. Road Diet – 3 Lane Configuration
  - a. Main Issues
    - i. Concerns of congestion by reducing 2 lanes to 1 lane in each direction
    - ii. Concerns with driveway access – pulling out onto a through lane
    - iii. Some felt more measures to slow down traffic were necessary
      1. More stop signs, speed bumps were a few of the suggestions
  - b. In-Support:
    - i. Comments mentioned easier left turn movements
    - ii. Several were in favor of how speed issues were being addressed
    - iii. Many felt the design would lead to a safer corridor
2. Parking
  - a. Main Issue
    - i. Fear of extended parking will be used as a “fast” passing lane
    - ii. May cause congestion/delays with people pulling into/out of the parking lane
    - iii. Conflict concerns for parked vehicles and driveways
  - b. In-Support:
    - i. Many liked the idea of additional parking throughout the corridor
    - ii. Many were in favor of this space being used by service/delivery vehicles
    - iii. Several comments mention adding parking to the west side as well
3. Dartmouth Crosswalk/Stop Sign
  - a. Main Issue
    - i. Several comments mention rolling stops being an existing issue
    - ii. Comments mention that the existing stop sign creates congestion
    - iii. Many believe the reconfiguration of the crosswalk will need active reinforcement
    - iv. Concerns with disrupted access to Atcher Island
  - b. In-Support:
    - i. Comments mention the refuge island allows for safer pedestrian crossing
    - ii. Comments mention the intersection helps control speed along the corridor
4. Other
  - a. Consideration of Mid-block Crossings along the corridor





Queue - Alternative Comparison

|    |       | EXISTING AWSC |      |      |    |
|----|-------|---------------|------|------|----|
|    |       | NB            | SB   | WB   | EB |
| AM | QUEUE | 50            | 62.5 | 32.5 | 65 |
|    | LOS   | B             | B    | B    | C  |
| PM | QUEUE | 575           | 90   | 45   | 55 |
|    | LOS   | F             | C    | C    | C  |

|    |       | PROPOSED AWSC |     |      |      |
|----|-------|---------------|-----|------|------|
|    |       | NB            | SB  | WB   | EB   |
| AM | QUEUE | 210           | 360 | 37.5 | 77.5 |
|    | LOS   | D             | E   | B    | C    |
| PM | QUEUE | 3820          | 710 | 47.5 | 60   |
|    | LOS   | F             | F   | C    | C    |

|    |       | SIGNAL |       |       |       |
|----|-------|--------|-------|-------|-------|
|    |       | NB     | SB    | WB    | EB    |
| AM | QUEUE | 311    | 264.3 | 85.3  | 176.6 |
|    | LOS   | C      | C     | C     | C     |
| PM | QUEUE | 527.2  | 332.1 | 144.4 | 181.2 |
|    | LOS   | C      | C     | D     | D     |

|    |       | ROUNDBOUT |       |      |      |
|----|-------|-----------|-------|------|------|
|    |       | NB        | SB    | WB   | EB   |
| AM | QUEUE | 53.8      | 63.4  | 20.3 | 38.9 |
|    | LOS   | A         | A     | A    | A    |
| PM | QUEUE | 541.9     | 103.1 | 37   | 29.2 |
|    | LOS   | C         | B     | B    | B    |

VEHICLE LENGTH

25

|   |
|---|
| A |
| B |
| C |
| D |
| E |
| F |



# SPRINGINGUTH ROAD IMPROVEMENTS

Wise Road to Schaumburg Road

## POTENTIAL TREE CONFLICTS

### SPRINGINGUTH RD AND WEATHERSFIELD WAY INTERSECTION

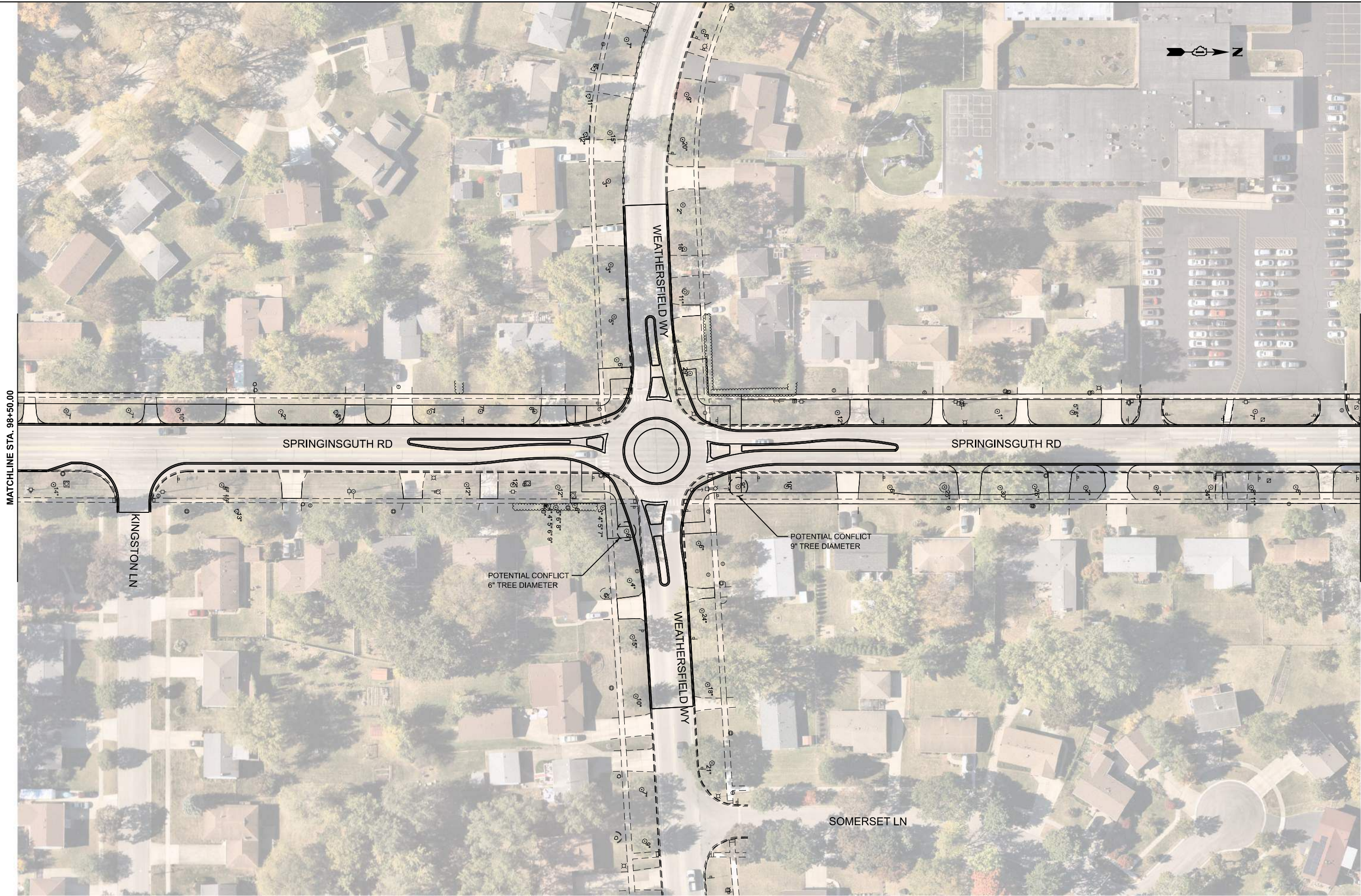
It was identified that the roundabout intersection design conflicts with the existing location of two trees. Specifically, these trees, which measure 6 inches and 9 inches in diameter, are situated in the southeast and northeast quadrants of the roundabout and interfere with the proposed shared use path ramps. The exact location of the 6-inch tree is Sta 103+92.94, 77.11' RT, the exact location of the 9-inch tree is 104+92.62, 37.29' RT.

Please see the attached exhibit for the exact location of these potential conflicts.





MODEL: Sheet 3  
FILE NAME: c:\pwwork1\05891141\68544004\_Plan.dgn



|            |                     |          |         |      |         |      |      |
|------------|---------------------|----------|---------|------|---------|------|------|
| USER NAME  | = Ervey,Quezada     | DESIGNED | -       | ____ | REVISED | -    | ____ |
| DRAWN      | -                   | ____     | REVISED | -    | ____    | ____ | ____ |
| PLOT SCALE | = 0.16666633' / in. | CHECKED  | -       | ____ | REVISED | -    | ____ |
| PLOT DATE  | = 7/22/2025         | DATE     | -       | ____ | REVISED | -    | ____ |

VILLAGE OF SCHAUMBURG  
DEPARTMENT OF TRANSPORTATION

POTENTIAL TREE CONFLICTS

SCALE: 1"=40'      SHEET \_\_\_\_ OF 12 SHEETS      STA. 98+50.00      TO STA. 122+50.00

|                           |         |        |                 |              |
|---------------------------|---------|--------|-----------------|--------------|
| F.A.P<br>RTE.             | SECTION | COUNTY | TOTAL<br>SHEETS | SHEET<br>NO. |
| ---                       | ---     | ---    | ---             | 11           |
| CONTRACT NO. _____        |         |        |                 | 101          |
| ILLINOIS FED. AID PROJECT |         |        |                 |              |





**Road Construction Updates (Verbal Report)**

**08/06/25**

**Transportation Committee**

Presenter:

Lead Department: General Government

*Executive Summary:*

*Recommended Action:*





August 12, 2025

08/06/25

Transportation Committee

Presenter:

Lead Department: General Government

*Executive Summary:*

*Recommended Action:*