



**VILLAGE OF BARTLETT  
BIKE AND RUN PLAN ADVISORY COMMITTEE  
(ZOOM MEETING)  
AGENDA  
January 7, 2021  
3:00 P.M.**

This meeting will be held virtually through "Zoom." You may join the meeting online via <https://zoom.us/j/92120305967> or call (312) 626-6799 using **Webinar ID: 921 2030 5967**

Public comments will be accepted during the meeting or may be emailed in advance to [planningdivision@vbartlett.org](mailto:planningdivision@vbartlett.org)

1. Roll Call
2. Approval of September 26, 2019 meeting minutes
3. Public Comment
4. Old Business / New Business
  - a. Status report on Bike Path Maintenance
  - b. DuPage Forest Preserve District Update
  - c. Park District Update
  - d. Grant Updates
  - e. Discussion of Bike Crossing Signs
  - f. Development Project Updates
  - g. Digital Bike Path Map
5. Adjournment - Next meeting March 25, 2021



Village of Bartlett  
Bike and Run Committee Minutes  
September 26, 2019

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**CALL TO ORDER**

Chairman Camerer called the regular meeting of the Bike and Run Committee to order at 3:00 PM in the Bartlett Municipal Center Council Chambers.

**ROLL CALL**

**PRESENT:** Chairman M. Camerer, B. Krall, J. Goetz,

**ABSENT:** B. Hendricks, and D. Palmer

**ALSO PRESENT:** K. Stone, T. Isham, M. Decker, and K. O'Brien

**APPROVAL OF MINUTES**

**M. Camerer** asked if there were any additions or anything they would like to take off the June 27, 2019 minutes. **J. Goetz** stated that he highlighted three take-aways from the last meeting and asked what the protocol is for follow up for items that were not listed in the agenda. **K. Stone** asked what specifically. **J. Goetz** stated two things. First, is there any word on putting street lights in on S. Bartlett Road near the horse farm. **K. Stone** stated we have sent emails to DuPage County. Typically, we will go through those, but a lot of the issues are not things that we have control over. I sent our GIS layer to Google Maps for the bike path and it is really in their hands at that point when they are going to update it. **J. Goetz** said that really, we do not know if there is an action. **K. Stone** answered, correct, because a lot of things you direct us to do we take it up to that point and if we hear something back we let you know. **J. Goetz** asked about the new trail by Lakewood Mills and about doing a curb cut where it terminates on the east end at Ariana Drive. **J. Goetz** asked if that is going to happen. **M. Camerer** said that people have been walking over it, but it is not intended for that. We are not going to promote that because a curb cut to there would be a curb cut to nowhere. We want to promote people to use the sidewalk. When the contractor comes in to finish the landscaping that will be sodded. **J. Goetz** asked about the Google Map updates for the paths. **K. Stone** stated that she sent the layer to Google and that they do not typically get back to you and say, yes, we have added it. They do not give feedback. You only get a stock response stating "thank you for sending us your update." **J. Goetz** stated that was okay. He just did not know what the protocol was for closing items out. **K. Stone** stated that we could add that to Old Business/New Business for those specific items.

**A motion was made to approve the minutes of the June 27, 2019 meeting.**

**Motioned by: J. Goetz**

**Seconded by: M. Camerer**

**ROLL CALL**

**Ayes: J. Goetz and M. Camerer**

**Nays: None**

**Abstain: B. Krall**

**Motion carried.**



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**PUBLIC COMMENT:**

**Terry Witt**, a former committee member, of 471 S. Western Avenue stated that he is a bicycle rider and would like to say that we missed a golden opportunity this summer to show people that Bartlett is a bicycle friendly community. DuPage County has done a very nice job of resurfacing Devon Avenue, S. Bartlett, and Stearns. It is smooth asphalt and now we can cruise along at 15 to 20 miles an hour on our bikes, but cars can also cruise along at 35 to 40 miles an hour on that resurfaced. DuPage County, the State of Illinois, and Bartlett have Complete Streets policies. Our policy incorporates the needs of all users including pavement resurfacing and restriping if the safety and convenience of users can be improved within the scope of the work. After the repaving, DuPage County restriped all of those streets exactly as they were before. Missing a golden opportunity on S. Bartlett Road, which as in our transportation-oriented district shows that on street bike lanes would be a good addition to Main Street, which is S. Bartlett Road from W. Bartlett Road to Stearns Road we have the same striping. The three lanes that are about 10 to 11 feet wide could have been made into two 5-foot bike lanes with two car lanes in the center. If they were there, as a bicycle rider, it would be nice, but I think it is for other people to see that we are promoting bicycle friendliness and the effect of bringing those three lanes down to two for cars also has an effect of slowing the cars down because they are going 40 miles an hour. It is the visual thing and it was an opportunity that we missed. There is going to be Complete Streets Webinar on Tuesday, October 1 that anybody can go to from their home, "Putting People First". I can send a copy to the Village who can then forward it to the Committee members. The other thing I have is bike sharing. About three to four years ago, staff brought up the idea of bike sharing in Bartlett. Even I thought someday, maybe, someday is coming. It is coming to the suburbs. The I&M Canal is going to be fitted with bike sharing. It is something that is coming. CMAP has been very involved, but they are passing off their work to Kane County who has developed/created the Chicagoland Bike Sharing Forum and their first meeting is going to be Monday, October 21 at the Government Center in Geneva. If anybody on the Committee would like to go, it is a chance. I can see Metra stations all over getting bike share up and down the Fox River Trail. **K. Stone** the last KCOM meeting she went to they were focusing on doing bike sharing along the Fox River. **T. Witt** stated that it makes sense for somebody to come from Chicago to Aurora, bicycle up to Crystal Lake, turn in their bike share, jump on the train, and head back to Chicago. We could have bike share at Metra for people who work at Brewster Creek and a bike share in Brewster Creek to go back-and-forth. If people in Brewster Creek want to go to lunch, they can go to Dog Father or Sonic. There are lots of different opportunities for growth in that region and it is a good subject for a future meeting.

**M. Camerer** asked if there were any other updates from the Forest Preserve or the Park District.

**M. Decker**, landscape architect with Forest Preserve District gave an update on the North Central DuPage Regional Trail through Pratts Wayne. They did get Phase 1 Engineering approval from IDOT and will be proceeding with Phase 2 as soon as they approve the Local Agency Agreement. We are still targeting construction in 2021. That will depend on IDOTs approval process and getting our license from ComEd to cross their property at the intersection with the Prairie Path. They will not review that until they get the final engineering plans. The second item was discussed at the last meeting; the trail along Bartlett Road by Wayne Grove Forest Preserve. I spoke with Kevin Stough, Manager of Land Preservation. That was a 20 year license that was granted in 1985 that expired in 2005. We do not currently have an agreement for the trail through the Forest Preserve. The Preserve property extends to the center line of Bartlett Road. We would like to continue those discussions to



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have an easement approved instead of a license between the Village of Bartlett and Bartlett Park District. The most recent draft agreement was sent last October to Kelly O'Brien and Dan Dinges. We have not heard back. The discussions regarding resurfacing that trail or adding lights would not be able to proceed on our property without having an agreement in place. **M. Camerer** asked Staff to make a note to D. Dinges to get in contact about what is going on. **M. Decker** stated that is all of the updates he has. **J. Goetz** asked if that was the trail between the farm and the library. **M. Decker** stated that there is about 330 feet of property that is in the Forest Preserve and we own to the center line of the road. **J. Goetz** assuming they renew the agreement, is there a plan to rebuild it or light it? **M. Decker** stated that is to maintain it. Any resurfacing or adding lighting would have to be discussed with the new agreement. **J. Goetz** thank you for the connector trail in Hawk Hollow. There are about 300 homes that now have access to the North Central DuPage Regional trail.

**M. Camerer** asked if there were any updates from the Park District. **K. O'Brien** answered that there are no updates from the Park District.





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**OLD BUSINESS/NEW BUSINESS**

**M. Camerer** asked Staff for a status report on the bike path maintenance. **T. Isham** stated that they brought an updated version of the maintenance plan. There are a couple things of note. The ones that are colored gray were completed. When we did the new water main, the bike paths on Stearns were replaced and are all brand new. A portion of the pipeline was recently completed. Public Works is contacting contractors for the path off Wallace Court because we actually own all the way to the Centennial School parking lot. It is a little bit more than what we originally thought and with the tightness of the path and difficulty, we do not think our staff could actually do, but the one on the ComEd path, our staff could do patching. We are hoping to get that in this year for resurfacing and patching, depending on what is needed. Wallace Court would need to be completely resurfaced by a contractor. **J. Goetz** asked if that is going to be done. There is a budget of about \$40,000 a year for bike path maintenance and that is for \$30,000. **T. Isham** stated that once they obtain all of the quotes, depending on how it works out, we might have to reach out to the Park District for their portion as well for maintenance if they still have that available. Otherwise, we will do what we can with what we have left. **J. Goetz** asked if that would be this fall. **T. Isham** that is the hope. **K. Stone** stated that it depends on what the bids come in at to see how much we can get done and what the best use of the money is. **M. Camerer** asked if we have gone out to bid on it yet. **T. Isham** answered that right now, we are just calling out for quotes. **J. Goetz** asked what the ones in yellow were. **T. Isham** answered that those are the ones we are planning on having staff do this year. **J. Goetz** asked if those are \$19,300 per area. **T. Isham** answered, yes, but when this was originally done, that was assuming contractors would do all of it. The cost significantly decreases if staff does it. Then you are just paying material. **M. Camerer** stated that part of what we were able to do with the Village by decreasing brush pick-up was to allow Public Works to have a paver and do some of the bike path paving themselves. There is \$60,000 right there so we have \$90,000, but we only have a budget of \$40,000-\$50,000. The approximately \$60,000 is not accurate. **T. Isham** stated that would be assuming if a contractor would have done all of it because when this was originally made up, we were still doing brush pick-up so our crews did not have time to do any bike path maintenance. **M. Camerer** I would hope that the cost of this would be a fraction of what we were talking about. **T. Isham** stated that these are conservative estimates. **M. Camerer** it would have been higher for a contractor than in-house, approximately a third of that. **T. Isham** answered, probably. **M. Camerer** stated that makes better sense when trying to stay on budget. **K. Stone** stated that once we start doing more things in-house, we will add a column to show what the actual cost was to see what the benefit savings are for the projects when we do things in-house.

**M. Camerer** asked if there are grant updates. **K. Stone** stated that for the bike path connections at Kohler Field and Lakewood Mill, IDNR staff came out and did a final inspection. There are still a couple of items that need to be installed like safety bollards at the trail heads. We are waiting for a final invoice and for final finishing touches to be completed. Then we should be able to get the money reimbursed. That is a 2014 grant that I will be glad to finally say we did it. **J. Goetz** stated that it is great. He has been on it a couple of times and it is phenomenal that it opens up to all of the homes back there.

The grant from the DCEO that is also funded that project got the final agreements and once we get the final invoice we can send it to them too. In theory, we should not have to put any money towards that or we will be reimbursed for it.



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**M. Camerer** We got grants for the engineering studies in front of the Village Church. Is there any other news on that? We will get more money to finish that and have a new path in front of that once they do. **T. Isham** stated that he wished he had better news for that one. The only other update for grants is a notification from Cook County that we did not get the grant. Chicago got about 1/3 of the money and the rest went to the more inner-ring suburbs. I apply for it every year. **J. Goetz** asked who applies from the Village of Bartlett for the grants? **T. Isham** I do. **K. Stone** for the Local Technical Assistant grant that we receive from CMAP is finally moving forward. They awarded it to us a few months ago. They are hoping to start with us for the meetings in 2 months. That is the grant to do a bike path plan in conjunction with Streamwood. They anticipate it will take 18 to 24 months to complete. We will definitely keep you updated on that progress. **T. Isham** said they might send us a draft scope of work in October. **K. Stone** we will share that with you to see if there is anything that you think is lacking or needs to be added to that.

**M. Camerer** asked if there was any other new business. **J. Goetz** asked if he submits a Go Request for pavement striping. He stated that he has identified a couple of cross walks that are missing along S. Bartlett behind the Jewel at Villas of Hawk Hollow. There are no cross walks at the intersections on the individual streets; Partridge, Orchards Pass, and Foster. **K. Stone** recommended submitting a Go Request to be able track it. It helps from a staffing point to make sure things are being completed. **J. Goetz** added that a double yellow line on Munger just north of Army Trail where there is a hill, in the past three months since the last meeting, there have been two incidents where cars have tried to pass bikes going up that hill with oncoming cars as well. In one case, the bikes hit the shoulder and in one case, the car hit the shoulder, and there is not really a shoulder there. From safety perspective, there are double yellow lines at the railroad tracks north of Forest Preserve Dr, but south of there, between there and Army Trail, those hills do not have No Passing double yellow lines and that is a safety hazard. The Forest Preserve Wayne Grove has a trail that is completely overgrown. It looks like it was cleared out to about a width of 8 feet, but all of the small ground foliage has grown so much. Is there any chance we can get that re-cut? This is the path behind the Community Center. It is on Google Maps. **M. Camerer** I recall that part of that trail is a horse trail. I think it is not going to be bike path. **J. Goetz** There are three incomplete trails. The Artis Senior Center path does not go anywhere or start anywhere. It needs about 30 feet on the north side to get into the retail development there in agreement with the Lutheran Church to get to all the way to the next road. Also, behind the Starbucks on Army Trail there is a nice wide path that is about 50 feet short of connecting to the Starbucks parking lot. There is a new residential development by the ski hill called Bartlett Ridge, at the very end of Highpoint Ct on the eastern end, there is a path that goes toward the southwest that looks like it is going to connect to Peregrine Park, but it stops. Is there any way that when we do these developments that we can have the paths completed instead of just on the property that they own? **K. Stone** stated that the issue is the funds. For Route 59 and Army Trail Rd there is a plan for the bike paths to go to the intersections. Whenever a development occurs we try to get the developer to put in their portion because that is the chance we have to get it at no cost to the Village. The developer was in talks with the Park District for Peregrine Park at Bartlett Ridge. There are discussions going on regarding that one. They are supposed to go to the property line. Does Artis go to the property line? **J. Goetz** yes, but it needs such a small portion on the north end. It would need a larger portion on the southern end to make it whole, but it would open up all of the homes back there to be able to ride to Dog Father and Oberweis and right now they cannot. You cannot ride on 59 with children. **K. Stone** even IDOT requires as part of the Complete Streets, as development occurs, a bike path, which we are all in



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favor of, but we cannot financially put in the rest just when one segment is completed. **M. Camerer** we could potentially add it to the list. **K. Stone** having some segments in helps us get grants. There is a reason why we when it is a path that goes nowhere and we are trying to get connectivity. **J. Goetz** is there any way to have the developer complete the path? Maybe call it goodwill? **K. Stone** stated that typically recapture fees are where the next user gets the significant benefit like water that is going through another property, obviously that is saving the next person. The bike path does not have that same sort of benefit in the developer's eyes. **J. Goetz** asked if a TIF could be used for the adjoining properties? **K. Stone** stated that it could be, but we only have a handful of TIF districts. **M. Camerer** stated that we can at least put these on the list. **K. Stone** stated that as we get the segments in we add them to the map and that makes it very obvious. **M. Camerer** asked if instead of putting in the Go Request, can this be directly asked by staff to do that now? **K. Stone** yes.

**J. Goetz** new development at the West Bartlett Road trail going west of the Westridge Subdivision, there is a new subdivision in Kane County where the path stops a block or 2 before Route 25. Are there plans to extend that? On the flip side of that, there is a new development on the South Elgin side of Route 25 where the road is closed. Are we going to get that trail extended to the Prairie Path? **K. Stone** the bike path on the South Elgin portion is shown on their plan. That will be installed at least where the development is occurring. I do not believe the extent of their development goes all the way to Route 25. They are putting in the segment where the development is occurring. The developer that owns the lot that you are speaking of in Bartlett at the Southeast corner of Route 25 and West Bartlett. He has come before the Board on several occasions and said they will be putting that in. The date that he said that was going to happen has passed, but that is still something that Staff is pursuing to have installed sooner rather than later. **J. Goetz** that would be a fantastic addition to the Bartlett trail system even though part of it is South Elgin. Letting all of the Westridge residents get to the Prairie Path would be phenomenal. **K. Stone** South Elgin did not anticipate that development occurring as soon as it did because their segment from Route 25 to the Prairie Path was in the long range, within the next 30 years. It will happen much quicker than that to get the rest of those segments filled in. **M. Camerer** is there some way we can get Staff to talk to the South Elgin planning and find out if there is an update. **K. Stone** I can contact their planner. **J. Goetz** last item is trail signage. How are we looking with the North Central DuPage Regional signage through Hawk Hollow and all of the trail crossing signs where the path cuts between a stop sign and a cross street. **K. Stone** T. Isham and I went out and looked at where we wanted all of the signage. **J. Goetz** stated that he had a list. **K. Stone** asked if he had heard from the sign shop. **T. Isham** stated that they actually recently had gotten complaints about the Bike Route signs being installed in certain neighborhoods from residents. They do not want to promote a bike route. We are trying to figure out a happy medium. **J. Goetz** stated that the signs that he is asking for are for safety. It is a safety issue and more about when there is a stop sign and cars do not stop, they roll through it, and there is a path there. It is to inform those vehicles that it is a path. **M. Camerer** asked if he has given his list to staff. **J. Goetz** said, no, but he will. **K. Stone** asked for copy so that she and T. Isham could take pictures of some of them. **T. Isham** if there is a stop sign there before the path, in theory, they should stop there. **J. Goetz** yes, exactly. I think the triangle sign with bike or pedestrian would help enforce stopping at that line. I have seen on numerous occasions where a car would fly up to it and get as close to the cross street as possible not paying attention. A lot of them are blind with trees that have grown over and you cannot even see the path or if there is anybody on it. That is a safety concern. It is just a matter of time before there is an injury. **K. Stone** again stated send a list and they can take pictures. **J. Goetz** stated that he will do that. **M. Camerer** said that he did not think striping would be that expensive. If it is something that is a safety issue, he would be on board to push that a little bit with Public Works to get that done and he will take these suggestions from J. Goetz and push them forward. He appreciates the effort.



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**M. Camerer** asked if there were any other comments or questions for Staff or the Committee. No one came forward.

**M. Camerer** asked for a motion to adjourn.

**Motioned by: J. Goetz**

**Seconded by: B. Krall**

**All in favor.**

**Motion carried.**

**The meeting adjourned at 3:45**

**Next meeting: March 26, 2020**



# Memo

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**To:** Bike and Run Committee Chairman and Members  
**From:** Tyler Isham, Assistant Director of Public Works  
**Subject:** **Bike Path Maintenance 20/21 Recap**  
**Date:** December 28, 2020

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The Village's bike path repair funds were all utilized this year even with the challenges brought on by COVID-19. In the past, the Village had allocated \$10,000 to bike path maintenance with an additional \$10,000 coming from the Park District, but with recommendation from the Bike and Run Committee, that amount has increased to \$30,000 from the Village, with the \$10,000 still coming from the Park District.

## 2020 Bike Path Repairs

The Public Works Department utilized the additional funding allocated to the bike path maintenance for fiscal year 20/21 to repave the bike path that travels from Wallace Court to Centennial School. This path posed many challenges as it was along a drainage area and creek.

The Village utilized in-house Staff to perform the removal and the restoration of the path, allowing the Village to stay within the budget for bike path restoration.

The Village continued to work throughout 2020 with the Metropolitan Water Reclamation District of Greater Chicago (MWRD) with the Green Infrastructure Funding program to assist in the replacement of the path on West Bartlett Road adjacent to the Village Church of Bartlett.

## 2021 Planned Repairs

Village Staff will continue to work with MWRD on the path in front of the Village Church of Bartlett. With design approved in late November by MWRD, the project will be going out to bid and expected construction should begin in Spring of 2021 and complete later that year.

The Village will continue to assess bike path conditions and utilize in-house staff whenever possible to allow the Village's repair dollars to go further. The Bike and Run Committee's input on path conditions will be incorporated into repair and remediation decisions.

# Memo

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**To:** Bike and Run Committee Chairman and Members  
**From:** Tyler Isham, Assistant Director of Public Works  
**Subject:** Grant Update  
**Date:** December 28, 2020

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Village Staff continuously search for potential funding opportunities whenever they arise. The Village currently has 4 grants awarded related to biking and pedestrians. The list below details each of the awarded grants.

**CMAP's LTA Grant for a Bike/Pedestrian Plan:**

Chicago Metropolitan Agency for Planning (CMAP), awarded the Village of Bartlett and Village of Streamwood Local Technical Assistance (LTA) for a multijurisdictional bike and pedestrian plan. This was awarded back in April, 2019, but due to COVID restrictions and a few changes over at CMAP, the project is anticipated to be underway in 2021. CMAP recently went out to bid for a planning consultant to assist on the project with proposals due December 22<sup>nd</sup>. Once vetted and approved by CMAP, they will reach out to both Villages to begin on the Bike/Ped Plan.

**Illinois BUILD Grant:**

In the large BUILD Capital Bill passed by the State, the Village was appropriated \$115,000 for improving all curb cuts Downtown to be Americans with Disabilities Act (ADA) compliant and construct two new mid-block crossings along with high-visibility crosswalk markings. After hearing the initial appropriation, there has been no movement by the state on this funding.

**MWRD GI Grant:**

The Village was awarded funding in the Metropolitan Water Reclamation District of Greater Chicago's (MWRD's) Green Infrastructure Program funding for the replacement of the bike path at West Bartlett Road and Devon Avenue, along with the installation of a bioswale and additional storm sewer. MWRD will reimburse up to one-third of the cost of construction on the project. Currently the Village is anticipating this project to begin in May and take approximately 6-8 weeks to complete.

**DMMC Bike Rack Grant:**


This grant is a multijurisdictional grant through the DuPage Mayors and Managers Conference. Headed by Elmhurst, this grant assists in the cost of purchasing bike racks and bike shelters for the respective municipalities. Each municipality will be responsible for installation. The Bike Shelter is being installed on the south side of the Metra Station along with 6 bike racks, the remaining 11 racks requested by the Village shall be installed at Glen Koehler Fields, Ruzicka Park and various areas Downtown.

**PLANNING & DEVELOPMENT SERVICES DEPARTMENT MEMORANDUM**

**20-195**

DATE: December 29, 2020

TO: The Chairman and Members of the Bike and Run Plan Advisory Committee

FROM: Devin Kamperschroer, Associate Planner 

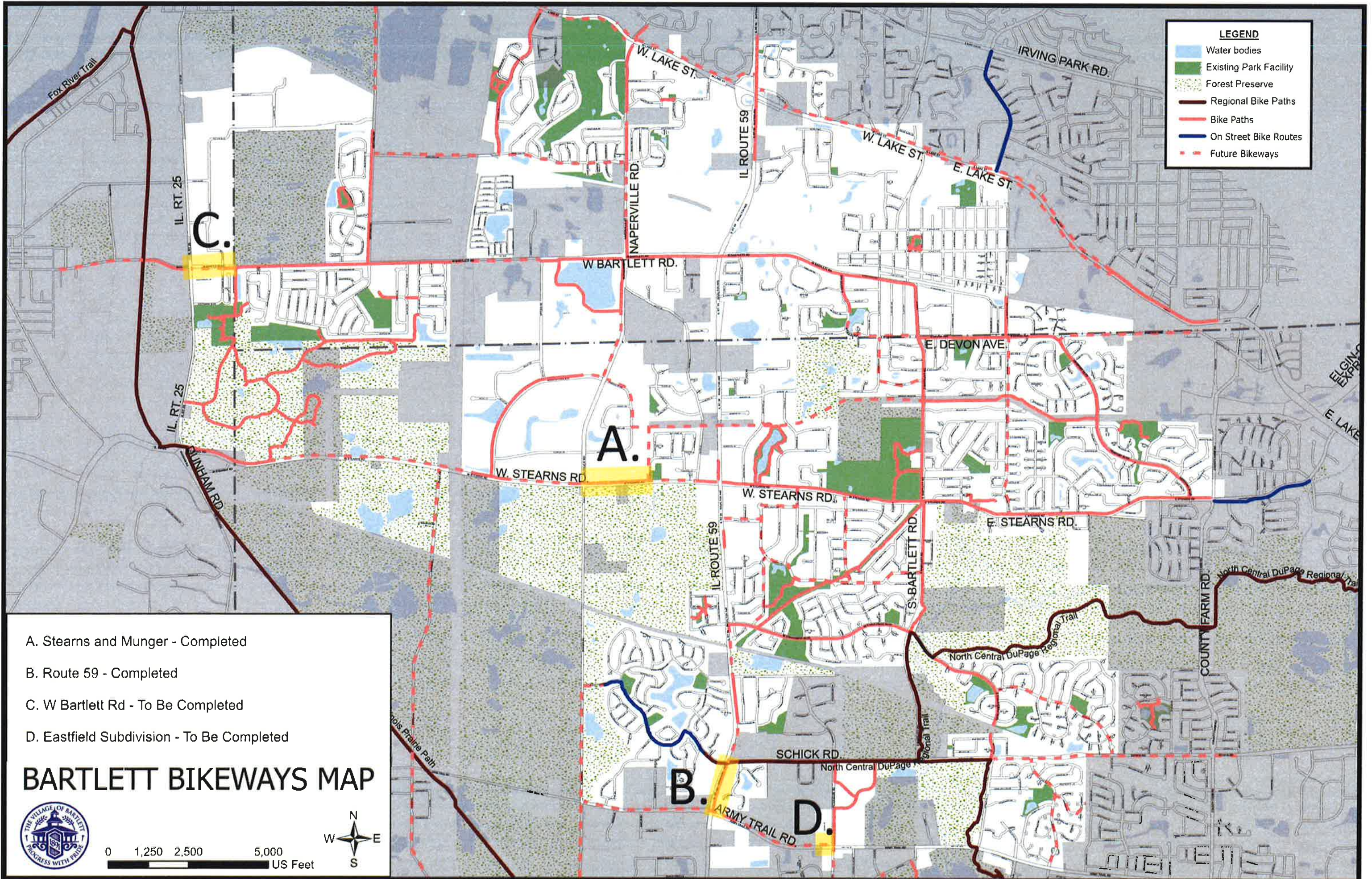
**RE: Bartlett Bikeways Map – Updates**

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Since the last meeting of the Bike and Run Committee, the following bike paths have been constructed and/or approved and have been added to the Village of Bartlett Bikeways Map.

- A. **W. Stearns Road** - 0.5 miles of bike path were completed along the north side of W. Stearns Road between Lynnfield Lane and Munger Road by the **developer** of the Stearns and Munger Subdivision.
- B. **Route 59** - 0.3 miles of bike path were completed along the east side of Illinois Route 59 between Army Trail Road and Schick Road by the **Illinois Department of Transportation**.
- C. **W. Bartlett Road** - A 0.2-mile bike path segment is to be completed along the south side of W. Bartlett Road between Southwind Boulevard and Illinois Route 25 by the **developer** of the Southwind Business Park Subdivision.
- D. **Eastfield Subdivision** - A 0.1-mile bike path segment north of Army Trail Road west of Petersdorf Road is to be completed by the **developer** of the Eastfield Subdivision.





**LEGEND**

- Water bodies
- Existing Park Facility
- Forest Preserve
- Regional Bike Paths
- Bike Paths
- On Street Bike Routes
- Future Bikeways

- A. Stearns and Munger - Completed
- B. Route 59 - Completed
- C. W Bartlett Rd - To Be Completed
- D. Eastfield Subdivision - To Be Completed

# BARTLETT BIKEWAYS MAP



0 1,250 2,500 5,000  
US Feet

