



**VILLAGE OF BARTLETT
BIKE AND RUN PLAN ADVISORY COMMITTEE
(HYBRID MEETING)
AGENDA**

**BARTLETT MUNICIPAL CENTER
228 S. MAIN STREET
March 25, 2021
3:00 P.M.**

This meeting will be held in person and virtually through “Zoom.” You may join the meeting online via <https://zoom.us/j/94335861096> or call (312) 626-6799 using **Webinar ID: 943 3586 1096**

Public comments will be accepted during the meeting or may be emailed in advance to planningdivision@vbartlett.org

1. Roll Call
2. Approval of January 7, 2021 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. Bicycle Project Discussion
5. Adjournment - Next meeting June 24, 2021



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CALL TO ORDER

Chairman Reinke called the regular meeting of the Bike and Run Committee to order at 3:00 p.m.

ROLL CALL

PRESENT: Chairman A. Reinke, B. Krall, D. Palmer, B. Hendricks, and J. Goetz,

ABSENT: None

ALSO PRESENT: K. Stone, D. Kamperschroer, D. Dinges, T. Isham, K. Dasbach, and J. Ortega, M. Decker

APPROVAL OF MINUTES

A motion was made to approve the minutes of the September 26, 2019 meeting.

Motioned by: J. Goetz

Seconded by: B. Krall

ROLL CALL

Ayes: B. Krall, B. Hendricks, and J. Goetz

Nays: None

Abstain: D. Palmer, A Reinke

Motion carried.

A. Reinke I am very excited to be here. Obviously, 2020 was a difficult year for everybody for so many different reasons. It was particularly a difficult year for the Committee. As soon as I found out that Mayor Wallace was going to appoint me as a Chair, I started talking to members, the Village Staff, and elected officials about the Committee and where we were headed and what we needed to do. I am sorry that I have not had a chance to talk to each of you. I want to make sure that we all connect. I will be calling or emailing you or you can call me at any time, whatever works best for you. I have learned a lot about what has been working and what has not been working. I think clearly, we need to make some changes. Obviously, it is very easy to say that, but it is very hard to do it, especially in the context of government, but I am confident that we can do it. Before we get too down about the things that do not work, I want to underscore the fact that we do need to celebrate that Bartlett as a community really has made a great deal of progress to become more bike and pedestrian friendly. When I was first elected in 2013, paths were not a priority. This was not something we were talking about. We would have never had a committee like this. When you would talk about bike paths, it was pawned off as a Park District issue, and people would snicker and even roll their eyes. Fast forward a few years, here we are looking at the agenda today and we see tangible progress. Developers have built paths. IDOT has built a path. There is not as much as we would like and certainly not as much as I want, but it is progress nonetheless. Today, when a development project comes before the Village Board, one of our Village Trustees will invariably ask about bike paths and pedestrian paths, and how we are incorporating that into the development.



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It is a subtle, but very powerful message. I do a lot of zoning work. I am in other communities and you do not necessarily see that in other communities. I think it is a tremendous change. It is not a joke in Bartlett anymore and you have all been part of this change. I think we need to celebrate that. Moving forward, there is a lot to be excited about. I am excited about all of the things on the agenda. I think the digital bike path map that we are going to hear more about is fantastic. I think it is a way for us going forward to focus on maintenance and filling in the gaps. I think that it is probably as challenging to fill in a small gap as it is to build 100 miles of paths on undeveloped land. Case in point is the Ridings East gap that I am sure you have heard about from Schick Road to Gulfstream on Route 59, the Zoey's Petition, as it is sometimes referred to. It has tremendous support. The Mayor and the Board are on board. If we could build it today, we would. The problem is, the vast majority of that path is outside the Village so we do not have the legal authority to build it. It sounds like a government copout and reason why we cannot do something, but once we identify these barriers, we can start to devise ways to work around them. We can reach out to IDOT and DuPage County. Each of us has contacts and skills that we are bringing. I think we can each use a productive voice and make some progress. I know that we can be successful. We need to figure out how to prioritize projects, identify the specific issues, and then develop a plan to resolve them. We can do this as a Committee. Certainly, the Staff is invaluable in this. If we think a project is doable, let's start drilling down. I want to avoid pointing a finger and saying we need to build a bike path there. That is not going to magically grow a path. This is a process and we need to figure out how to make progress. It frustrates the public. It frustrates us. It frustrates everyone because when you do that there is so much undone and so much that is not possible that we are not focusing on the things that we really can do and that we have done. It is my hope that in the coming months and years that we are going to work together and move forward. Looking at the packet, there are some great opportunities for 2021 and beyond. I look forward to working with all of you.

PUBLIC COMMENT:

A. Reinke asked if there were any comments from the public.

T. Witt came forward and stated that if the minutes from this meeting and future meeting minutes could be posted provisionally on the website at least until they are approved that would give people a chance to review and stay up-to-date. I would like to congratulate and thank Tyler for his great bike path maintenance recap. Redoing the path along Stearns Road was a really good one to incorporate as part of the water project. It used to be a lumpy path and now it is really nice. It goes from Lake Street to Munger Road now. I think the CMAP grant for a bike plan is critical and probably the most important thing we can do in 2021. I look forward to that one. Bike rack parking; everybody likes to have their bike where they left it when they go into a store and come out again. Bike rack parking is great for security. Devin did a nice job on his bikeway maps update. The two warehouses that were built on W. Stearns Road that bike route now is a little bit closer to being finished, which is going to be a real nice one. Route 59; my two granddaughters that live in Woodland Hills want to thank IDOT for putting that in so that they can meet with their friends at Starbucks. That is a good one. West Bartlett Road is a good one too. Recently, I sent a request to the Northwest Suburban Municipal Conference to include W. Bartlett Road as part of the Evanston to Elgin Corridor. By becoming part of that corridor and in that plan, it adds to our ability to get grant funds for different bike projects because the more recognized that our plans are, the easier it is to get grants and grant money is freeing up, which is good. Eastfield Subdivision by the high school; I know that Wayne Township has been working with Bartlett for a long time and wanted to build a side path on Klein Road that would connect all the way to the Illinois Prairie Path and that would get us a little bit closer. I just want to say,



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good job and thanks. It makes riding a bicycle a lot of fun. Also, I was reading about the traffic calming in the paper that the Village Board talked about and that is really a good idea. I would suggest that the power line crossing on S. Bartlett Road by the stables would be a good place to do traffic calming measures. I think everybody that drives down that road has frequently seen kids standing there waiting for the cars to pass and one of these days, one of those kids is going to think that they can run faster than a car can drive. If we can calm that traffic that would be a good thing. Finally, kudos to the police for their holiday campaigns. They have been very effective. **A. Reinke** thank you for your comments.

OLD BUSINESS/NEW BUSINESS

Status Report on Bike Path Maintenance

A. Reinke asked for a status update on the bike path maintenance. **T. Isham** we did repave the Wallace Court path from the end of cul-de-sac to the school. We are still working with MWRD on the path on W. Bartlett Road in front of the Village Church. That went out for bids yesterday. The bid opening for that is February 3, 2021. When the weather improves, we are looking into patching and repaving Bartlett Trail on the ComEd easement. That is the plan for this year. **A. Reinke** do you have an idea of when the Village Church path will break ground? **T. Isham** the hope would be to break ground in May and it should take approximately six weeks to complete. **A. Reinke** that's great. **J. Goetz** is that being funded by the Village of Bartlett or was there a grant for that? **T. Isham** we are funding it upfront and one third of it is being reimbursed by MWRD through their Green Infrastructure Funding. **J. Goetz** what is the anticipated total cost of that? Is that over the \$40,000 budget that the Village has? **T. Isham** yes, this is separate. **J. Goetz** is there a plan for the \$40,000 annually that the Village has beyond the Village Church? **D. Dinges** it is the ComEd right-of-way path that we are going to start working on. **J. Goetz** was that ComEd right-of-way just done last year? **D. Dinges** that was actually the pipeline. We did not complete the ComEd right-of-way yet. We are going to start that.

DuPage Forest Preserve District Update

J. Ortega introduced **Mark Decker** to update the schedule. **M. Decker** stated that they had a preapplication meeting with DuPage County for the storm water permit for the Munger Road path project. We are anticipating going out for the IDOT letting September 17, 2021. We are working with our consultant to prepare the final plans. We are looking to start construction at the end of this year. This is the same alignment that we presented at previous meetings from Forest Preserve Drive down to the connection of the Illinois Prairie Path. We did meet with DuPage DOT and we revised the connection to the Prairie Path just north of Smith Road in the Village of Wayne. We decided to reduce the impact to the Prairie Path and also maintain the Prairie Path as the dominant trail. We are going to connect north of Smith Road instead of making it a T-intersection and modify the crossing of Smith Road. IDOT will put the project out to get bids from contractors. IDOT is handling the bidding for this contract because we have federal funds involved. **A. Reinke** are you going to break ground this year? **M. Decker** we will probably do some of the advanced work as far as clearing and tree removal, and getting the silt fence set up. We will probably get started with the bulk of the work in the spring. We anticipate it being completed by the end of 2022. **J. Goetz** thank you for the Dunham Woods Trail through Wayne that connects the Technology Corridor. That is a fantastic addition. **B. Hendricks** where Hawk Hollow Trail transitions from Struckman to County Farm Road has no parking. People park in the street there and that is a hazard. It would be easy to put a gravel parking area there for the



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people that utilize that path. That would be a wonderful improvement for that trail. **J. Ortega** we did just approve a district-wide master plan at the end of 2019 and a big effort that we are going to see coming out of that is redoing master plans for all of our preserves. That would be a great time to look at suggestions and see what the different impacts might be. We will definitely keep that in mind as we move forward with that process. Thank you for that comment.

Park District Update

K. Dasbach stated that there was no update from the Park District. **A. Reinke** stated that at the Village Board meeting on Tuesday, January 5, 2021, a trustee asked about plowing the snow from the paths. There was a discussion that we maintain some of the paths and the Park District maintains some of the paths. You may get a call or email about that particular issue. **K. Dasbach** was there a particular area or just more in general? **A. Reinke** just in general. **K. Dasbach** okay, thank you.

Grant Updates

T. Isham I have an update on the CMAP grant. I heard back from our grant liaison today and they actually have selected a consultant, are securing a contract currently, and meeting with their procurement team tomorrow. Hopefully, I will get more of an update. It looks like things are actually going to start rolling on that, which would be a huge help. It would be a grant with Streamwood. It would be an overall match paying for both municipalities. **J. Goetz** at one, point, there was talk of establishing a committee of elected officials and planning between Streamwood and Bartlett, and also bringing in members of the public. Is there still talk about doing that because I volunteered? **K. Stone** that is part of the plan. It is not just a consultant coming in and telling us what they think we should do. It involves public input with a lot of civic engagement from everybody.

T. Isham from the Build Capital Bill there was \$115,000 to improve all of the curb cuts downtown to make them ADA compliant and to put in a few midblock crossings that were recommended in the TOD plan and to add the ability crosswalk markings. Other than initial hearings there has been no word. I am not overly confident that we will hear about that one anytime soon, but it is out there.

D. Palmer I am trying to understand in general, the Illinois grant and how these are going to apply and if they are going to remain real. I heard the Governor was going to sweep a lot of these things such as park district grants and I did not know you could do that or if the article I read was mistaken. How do dedicated grants work and specifically, have you heard anything as far as what the grant situation looks like. Is it federal or state money?

T. Isham this was state money I believe. **D. Palmer** would they be able to sweep that money given the financial crunch?

T. Isham they can. Similar to what happened a few years ago when they put a moratorium on all grants, they can do the same thing if need be. It was allocated and then COVID happened. **D. Palmer** if we had started construction would that change any of that? **T. Isham** that would be at your own risk. I have been told before with other ones that you can try, but there is no guarantee. **A. Reinke** there is no one in particular that we can lean on other than the Governor? **T. Isham** we can talk to our lobbyists and see if there are any updates, but so far, I have not heard anything. **B. Krall** 2020 was a very difficult and interesting year. Has your communication with the State of Illinois on



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these grant issues been slower than normal or routine? Have you noticed any difference in their actions? **T. Isham** I would definitely say it has been slower across the board. As mentioned, they are covering one third of the cost of the Green Infrastructure Grant with projects hopefully starting in May as long as MWRD approves everything and once bids come in. Hopefully, we get a good price on that. I am looking forward to getting that project completed. Initially, we had design work paid for through the Invest in Cook Grant, which I have applied for every year since because they initially said they like to fund projects all the way through but they have never funded it since. The majority of their funding goes to Chicago. The DuPage Mayors & Managers bike rack grant is a multijurisdictional grant. Elmhurst is the lead on it and currently, it just went through state bidding and for us, it will be one bike shelter and 11 bike racks that will be installed. Most of them will be in the downtown area and a few going to Koehler Field and Ruzicka Park. Costs were not ideal, but I think the funding gap was covered. Once I am definitive on that I will send an update.

B. Hendricks I have an item on the bike racks. I am down here in Pensacola and they have these colorful bike racks that are really interesting looking. The old gray/green granite bike racks that you see at the school yard, are those the ones that we are getting? It seems like we could get something that has a little life to it with different colors. **T. Isham** we do not have ones like that. They are not overly fancy, but they are a little more decorative than average.

Discussion of Bike Crossing Signs

D. Dinges I have been working with the Police Department on the bike crossing signs. There were 37 suggested locations. The intent would not be to put up a bike crossing sign at every intersection, but we are going to look at freshening up stop bar and crosswalk paint markings. The Police Department thought that there were a couple of crosswalks that warrant additional signage. We will look at each location and try to address that within the next year. **A. Reinke** are there any particular locations that we really need to hit? **D. Dinges** yes, the crosswalk on S. Bartlett Road & Struckman Boulevard and Devon Ave & W. Bartlett Road. Those are the two that have some issues, but as far as hitting every single bike crossing that is a lot of signage and if you start to overload, people do not pay attention to it. **A. Reinke** Are you talking about the standard diamond shape with a picture of a bicycle? **D. Dinges** yes.

Development Project Updates

D. Kamperschroer 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: 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, 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, 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, and 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.

A. Reinke that dovetails into my previous mention the Gulf Stream and Schick Road path. Do we know why IDOT did not continue with the path further north?



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D. Dinges that improvement was done with the Army Trail Road intersection improvement. Their limit stopped at Schick Road and that is why they did not continue north. **A. Reinke** is there a particular point person at IDOT that we could talk to about starting an extension there? **D. Dinges** that could be discussed with the district engineer. They are doing a road project that we could add that to. We can bring it up. **A. Reinke** the reason I ask is because I spent a lot of time talking with Marty McManaman. I have not talked to anybody at DuPage County yet, but it seems that even if IDOT was not going to do the actual construction there is enough of a coalition between everybody else that we might be able to make it happen, but I do not know if IDOT is going to let us do that. I do not know if IDOT would insist on doing the work. There are so many unknowns at this point, but we have to start somewhere. **D. Dinges** we can talk to them and find out. They like to do it when they are doing the road, but as you suggested, if we were to get the Village and Wayne Township to join in and do a bike path project then it would be permitted through IDOT and would likely be in their right-of-way since we would not have jurisdiction for a portion of it and we would work with them. **A. Reinke** I would like to see how we could pursue that. I was getting emails from the director of Ride Illinois and we started talking about contacting IDOT, but there was not an individual identified. I do not mind asking the questions, but I would like to know if there is someone who I should ask the questions to.

D. Dinges I recently heard that the district engineer is either retired or is retiring so that might be changing as well. I can find out who we can direct those questions to. **A. Reinke** that would be great. Please send me an email. **A. Reinke** are there any other questions about bikeway updates? **J. Goetz** I have a question about W. Bartlett Road and Route 25. It is my understanding that the developer is going to build a path from where it terminates now at Southwind Boulevard and then go west towards Route 25. Is there going to be a crosswalk there or a lighted sign with buttons? Also, on the west side of that there is about 20 feet that they need to complete that is basically terminated where the subdivision is in South Elgin. Are there any plans or goals to sync that up because that crosswalk and those little stub connections are really what is needed to make that complete? **D. Dinges** I agree, that is one of the pieces of the puzzle that again, IDOT is involved with so it has to be coordinated with them and the developer, and the costs would be broken-out from there. I agree, there needs to be a pedestrian crossing there. **J. Goetz** that is a dangerous intersection. It is really considered a county road. There are no sidewalks there and to put a sidewalk there I think we are asking for trouble there. Can we talk to IDOT as well about that while we are talking with IDOT about Route 59? This would be a much shorter piece, but obviously, the crosswalk would be expensive. **D. Dinges** they had approved resurfacing Route 25 on the books, but with COVID and budget cuts, they ended up doing the portion up north in Elgin and cut our portion out for now. We were trying to get them to make that improvement. They never committed anything. It was just a resurfacing project, but we thought that would be the time to put in the crossing and signals so it got more involved than what their project was, so it is on hold at this point.

J. Goetz I understand that, but now they know that we are extending that path. **D. Dinges** That is what we told them before when they were doing the resurfacing project and there was nothing there. We did not have the gas station approved yet, but we told them that we have developers that are going to build at Route 25 and we need to complete that connection. We started that and we will continue to work with them. **A. Reinke** let me know if I can help. I am happy to do that.



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Discussion of Digital Bike Maps

K. Stone on the Village website there is a Maps page that has a number of interactive maps that anyone can access. Obviously, the one that we are going to focus on today is Bartlett Bikeways. *K. Stone gave a demonstration on the interactive map.* We are going to update the maps based on the conversations we have had today to include the reasons why the segments have not been completed. **A. Reinke** that is why I mentioned that there are reasons why we have not filled in these gaps and that is great information. As soon as we start looking at that we will be able to better evaluate it as a committee and start thinking about how we do this and not just tell Dan or Kristy to call somebody, but we can all get on the phone and call IDOT. **K. Stone** for example one of the maps says, the Village has had bike paths installed on private property and easements during the subdivision process. The remaining segment is unincorporated. The construction of the path would be a condition and an annexation agreement and subdivision approval. IDOT will construct the path in the right-of-way if a road construction project occurs in this location, as they did along Route 59 from Schick to Army Trail Road. I think this is very beneficial because it helps explain why we have the gaps. We would like to be able to fill all of these in immediately. The village has a great existing bicycle path network, but we do have gaps and we do need to address them. A lot of the proposed paths that you see on the map are not necessarily off-street paths, we are going to call them bikeways, because they could also be on-street routes or a bike lane. These were proposed as part of the Wayne Township Bike Ways Plan. It only addresses the DuPage County portion of the Village. We want to make sure that we have a plan and a methodology for determining which roads should have a signed bike route and which ones could have a bike lane. We want to be consistent through the Village. We are hoping to incorporate all of those types of bikeways in the CMAP bike plan. We want public input and we want to address the entire Village not just a portion of it. I recommend that you look at the maps and see what the reasons are for the gaps. Some people are surprised that the segment of W. Bartlett Road between Spitzer Road and Lakewood Mill subdivision is the City of Elgin.

A. Reinke is there a list of the paths or do you just have to highlight it? **K. Stone** you click on each segment. If you want to change the base maps, you can change to imagery, which is an aerial. The base map does not have the street names, but we have no control over that on the base maps. It does show the gap on Route 59 north between Granger Road and Struckman Boulevard. We have had discussions the entire 18 years that I have been at the Village with the Forest Preserve about different route options, but this is a very difficult location due to the soils and due to the railroad crossing. It is part of the DuPage County Bikeways Plan as well. I think moving forward, once we have a plan in place this map will change. I think that is exciting because we have to determine what is practical and come up with a set of criteria for how we want to plan bikeways moving forward. **A. Reinke** When the Village of Wayne recommends an on-street path what is the barrier there? Is it just a matter of striping a bike lane in and putting signs up or is there more to it than that? Wayne Township came up with the plan, but it is on a Village of Bartlett road. Does that mean that the Village of Bartlett has to stripe the bike lane? **K. Stone** yes, Wayne Township came up with a plan for the entire township. It is the first time that I am aware of a township coming up with a plan. Oftentimes, you will see something from the county level. This is a little unusual. They worked with CMAP to get it done, so it is a very similar process to what we are going to be going through, but again, it is only for a portion of the Village. They made recommendations, but we do not know what their reasoning was. **A. Reinke** did you include the Lake Street Corridor? I know that Route 20 has a separate corridor in and of itself that is being planned by Cook County? **K. Stone** yes. It is part of IDOT's plans for the future as they make improvements. We have adopted a Complete Streets Policy as has IDOT. Because of those



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Complete Streets Policies, we have the bike paths that run along the east side of Route 59 by Lake Street and Army Trail Road. The 7-Eleven that will be at the corner of N. Bartlett Road and Lake Street is required to put in sidewalks. IDOT did not want to do a bike path segment at this time; when IDOT updates the entire intersection, they will put in the bike path. The Complete Streets Policy made that possible

A. Reinke Good job. It looks great. I look forward to playing around with it.

K. Stone we also have a ready-to-print map. We have a new Bartlett bikeways map that is 11" x 17" that people could print out or come into the Village and get a copy. We had not updated this probably in about four years. Our GIS division has been great at updating the village's maps, you are going to start seeing more and more interactive maps going forward. **A. Reinke** This is a great map. It is very interactive. Excellent job. What is the plan to market this to people in Bartlett so that they can see this and give input, which is critical. **K. Stone** for when we do the bike plan or just getting the word out that we have the map available? **A. Reinke** both. **K. Stone** typically, when we add something to the map hub we post that on Facebook and on some of the email blasts to get the word out. We can put it in the *Bartletter*. I actually just received an email today for a webinar on how a bikeway plan in North Carolina successfully obtained public engagement online. It is very timely that I received the invite for that today. I am going to be attending that on Thursday, January 21. I am hoping that gives me some really good ideas on how we can get people engaged for our upcoming plan. We want to be making plans for the people that are going to be using the bicycle network. Getting public input is vital to the plan being successful. **A. Reinke** great, thanks. It looks good and I look forward to its further development. **K. Stone** I will send links to these maps as well so that you have a direct link. **A. Reinke** who on the Staff level worked on this? **K. Stone** I worked on it as well as Steven Spradling and Ricci Lucas. **A. Reinke** are you able to add a layer for the tax parcels. If I have an issue in Kane County or DuPage County I can pull up the GIS and see the tax parcels. Sometimes that is helpful to me if I know who owns what land. Is that something we have access to or would I have to go external for that? **K. Stone** on our hub we have links to each of the Counties' viewers. One of the problems that we have is being in three different counties that sometimes makes it difficult getting all of the data merged. **A. Reinke** agreed. You see where I am going with this. Again, when we are talking about pointing fingers and drawing lines one of the threshold inquiries is who owns that land. There is a jurisdiction issue. This is fantastic information. Good work to everybody. **K. Stone** I will pass that along to them. Thank you.

A. Reinke our next meeting is scheduled for March 25, 2021 at 3:00 p.m. I am looking forward to it. I think we will have more to talk about. **K. Stone** I am hoping we will have an update on the CMAP grant. **A. Reinke** great. **J. Goetz** welcome to the committee Aaron. One of the things I would like to see going forward is maybe at the Village Board meetings a recap of these meetings to make the bike committee more visible. **A. Reinke** I think that is a great comment. I was technically approved and appointed on Tuesday and stated that we are meeting on Thursday and I have ideas. I told them they would be hearing from me in terms of follow-up and I will share the things that we have done with the Board to raise awareness. I think people are much more receptive and much more interested in Bike and Run. I can see a day when things have really changed. **B. Hendricks** that map is outstanding. I think we are all excited about it. It is a wonderful improvement on the website. We missed the Kickstand Classic because we could not afford it. I do not know why Bartlett cannot structure that and make it a yearly event. **A. Reinke** that was not a Village decision. It was a sponsoring organization that simply was not making enough money. We did try, but it just did not work



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for them. Without the sponsor's involvement unless we were going to hire them and pay them, it would not work. I would certainly be open to another event like that and hopefully, there will be one day.

J. Goetz maybe in a post COVID world Bartlett could organize something on their own without the Active Transportation. Maybe something similar to the Orchard 5K Run. We would not make money on it. We just need to get the community together. That could be a post COVID discussion. **B. Hendrick** added, **T. Witt** has tried for years to organize groups and would have some insight with regard to making that happen. **A. Reinke** at the Board level we have talked about all different kinds of community events whether it is an active event with biking and running or food and alcohol, but it is challenging, because the Village in and of itself cannot do it. It has to be a partnership. Somebody else has to be involved; the restaurants or the Bartlett Lion's Club, which is a great organization. Even if the Park District were to get involved. We need that third party with the connection and that network. It does not mean it cannot or will not happen. I think at some point, it will happen, but there are definitely challenges. We have talked about countless events. We have talked about a blues and barbecue event for years. We cannot get the critical mass. If we have that type of event it has to go well the first time around. If anybody happens upon an organization that they think could partner up with us, lets try to make it work. **B. Hendrick** I agree. We have to get some help on that. **A. Reinke** it was great seeing everybody. Happy New Year.

Motioned by: D. Palmer

Seconded by: B. Hendricks

Motion carried.

The meeting adjourned at 4:10 p.m.

Next meeting: March 25, 2021

Memo

To: Bike and Run Committee Chairman and Members
From: Tyler Isham, Assistant Director of Public Works
Subject: **Bike Path Maintenance 20/21 Recap**
Date: March 19, 2021

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.

2021 Planned Projects

The Village has awarded Tracy & Ed Construction, Inc. for the construction of the bike path and bioswale off West Bartlett Road adjacent to the Village Church of Bartlett for \$227,169.93; well below the \$350,000 estimate. MWRD is providing one-third of the funding for this project. Construction is estimated to begin in May and be complete in mid-July.

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

To: Bike and Run Committee Chairman and Members
From: Tyler Isham, Assistant Director of Public Works
Subject: Grant Update
Date: March 19, 2021

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:

CMAP has selected a consultant. The consultant is currently working through selecting stakeholders. They would like one representative from each agency to sit on the stakeholder committee.

MWRD GI Grant:

A contractor has been selected and will construction will start in May, and be completed in mid-July. MWRD is providing one-third of the funding for the project.

DMMC Bike Rack Grant:

A 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 will be installed at Glen Koehler Fields, Ruzicka Park and various areas downtown. The expected delivery is May/June.

Invest in Cook Grant:

The Village has applied for this grant every year since its inception, and was awarded the inaugural year for the design of the path and swale for the path being constructed on West Bartlett with the funding above. This year, the Village has applied for the renovation and rehabilitation of the sidewalks around the Metra Station to improve walkability and safety for commuters and visitors of the Downtown. Expected award announcements are in August.

#1 - SIGNED BIKE ROUTE FROM ROUTE 59 PATH TO DOWNTOWN BARTLETT (Spring/Summer 2021)

- IDOT's bikepath installed as part of the 59/20 improvements dead ends at Baytree Drive
- Install Bike Route Signs with arrows when route makes turns
- Bike Route Sign located at 59 and Baytree (1.5 miles to Downtown)
- Bike Route Sign located at Hickory/Onieda (1.5 miles to Route 59)
- Route is 59/Baytree-Timber Ridge-Ford-Patricia-Jessica-Hickory/Oneida
- Achieves TOD goal #6 - improve bike and pedestrian connections from surrounding residential neighborhoods to Downtown
- Achieves Strategic Goal #13 Improve Village bike and pedestrian pathways and route AND #24 Further implementation of TOD Plan (see above)
- Will become incorporated into the Village's overall Wayfinding Signage Plan that primarily will aid in directing truck traffic to designated truck routes, but must also include other destinations and points of interest.



#2 SIGNED BIKE ROUTE ON MAYFLOWER AND STRIPED PARKING LANES ON MAYFLOWER & E STRUCKMAN (Summer 2021)

- Add parking lane striping to Mayflower Ln. and E. Struckman Blvd. (may calm traffic by narrowing traffic lanes)
- Encourages on-street parking (calms traffic when parked cars are present)
- Parking lanes provide a place for bicyclists to ride outside of the travel lane
- Provides on-street parking on Struckman for riders of the North Central Regional Trail (Bike & Run Committee requested the Forest Preserve District install a parking lot at the trail head in Hawk Hollow Forest Preserve)
- Sign Mayflower Lane as a bike route
 - Connects to existing paths on Struckman Blvd, S. Bartlett Rd, North Central Regional Trail, sidewalk on Schick Road (Hanover Park shows a future bike path along Schick to Mallard Forest Preserve)
- Bike Route sign located at Mayflower & Schick (1.3 miles to North Central Regional Trail)
- Bike Route signs with arrow at Mayflower and Struckman
- Achieves Strategic Goal #13 Improve Village bike and pedestrian pathways
- Phase 2 may include narrowing of the roadway with bumpouts to protect parking at the crosswalk to the bike path in Hawk Hollow



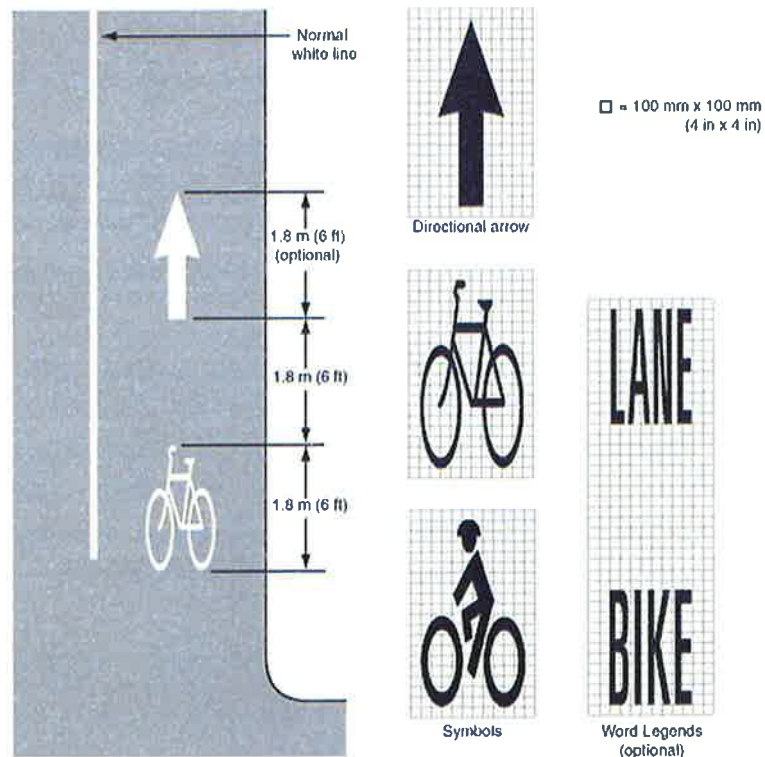
Current 36' wide
(2- 18' travel lanes)



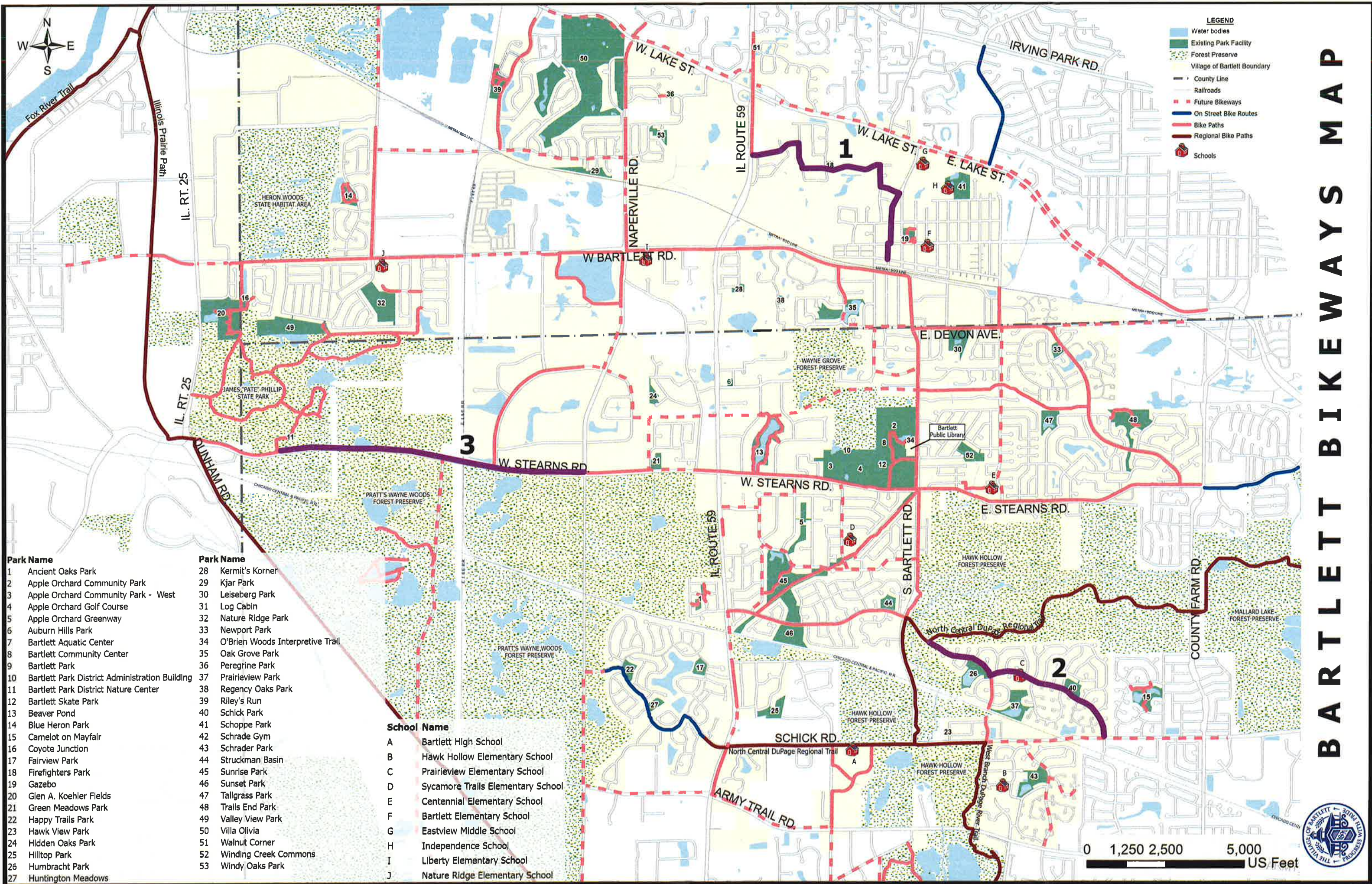
Proposed 36' wide NO CHANGE TO WIDTH
(2- 7' parking lanes & 2- 11' travel lanes)

#3 DESIGNATED BIKE LANE ON W. STEARNS SHOULDER (Longer term due to DuPage Co jurisdiction)

- Public Works will contact DuPage County Highway to discuss marking the existing paved shoulders as a bike lane from Munger Road to the State Park
- Public Works will work with DuDOT for striping and sweeping the shoulder (Village has been notified that the shoulder often contains debris making bicycling hazardous in this location)
- Would fill a 1.7 mile gap in both the Village's and DuPage County's bicycle networks
- Provides a connection to the James Pate Philip State Park trails and the Illinois Prairie Path Elgin Branch
- The 2014 DuPage County Bicycle Map indicates that Stearns Road is a Proposed Regional Bikeway
- Achieves Strategic Goal #13 Improve Village bike and pedestrian pathways



As we work with CMAP and the Village of Streamwood on the adoption of a Bicycle Plan, additional bicycle projects will be discussed, prioritized and implemented.



- LEGEND**
- Water bodies
 - Existing Park Facility
 - Forest Preserve
 - Village of Bartlett Boundary
 - County Line
 - Railroads
 - Future Bikeways
 - On Street Bike Routes
 - Bike Paths
 - Regional Bike Paths
 - Schools

- | | |
|---|-------------------------------------|
| Park Name | Park Name |
| 1 Ancient Oaks Park | 28 Kermit's Korner |
| 2 Apple Orchard Community Park | 29 Kjar Park |
| 3 Apple Orchard Community Park - West | 30 Lelseberg Park |
| 4 Apple Orchard Golf Course | 31 Log Cabin |
| 5 Apple Orchard Greenway | 32 Nature Ridge Park |
| 6 Auburn Hills Park | 33 Newport Park |
| 7 Bartlett Aquatic Center | 34 O'Brien Woods Interpretive Trail |
| 8 Bartlett Community Center | 35 Oak Grove Park |
| 9 Bartlett Park | 36 Peregrine Park |
| 10 Bartlett Park District Administration Building | 37 Prairieview Park |
| 11 Bartlett Park District Nature Center | 38 Regency Oaks Park |
| 12 Bartlett Skate Park | 39 Riley's Run |
| 13 Beaver Pond | 40 Schick Park |
| 14 Blue Heron Park | 41 Schoppe Park |
| 15 Camelot on Mayfair | 42 Schrade Gym |
| 16 Coyote Junction | 43 Schrader Park |
| 17 Fairview Park | 44 Struckman Basin |
| 18 Firefighters Park | 45 Sunrise Park |
| 19 Gazebo | 46 Sunset Park |
| 20 Glen A. Koehler Fields | 47 Tallgrass Park |
| 21 Green Meadows Park | 48 Trails End Park |
| 22 Happy Trails Park | 49 Valley View Park |
| 23 Hawk View Park | 50 Villa Olivia |
| 24 Hidden Oaks Park | 51 Walnut Corner |
| 25 Hilltop Park | 52 Winding Creek Commons |
| 26 Humbracht Park | 53 Windy Oaks Park |
| 27 Huntington Meadows | |

- School Name**
- A Bartlett High School
 - B Hawk Hollow Elementary School
 - C Prairieview Elementary School
 - D Sycamore Trails Elementary School
 - E Centennial Elementary School
 - F Bartlett Elementary School
 - G Eastview Middle School
 - H Independence School
 - I Liberty Elementary School
 - J Nature Ridge Elementary School

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



BARTLETT BIKEWAYS MAP