



**VILLAGE OF BARTLETT
BIKE AND RUN PLAN ADVISORY COMMITTEE
AGENDA**

**BARTLETT MUNICIPAL CENTER
228 S. MAIN STREET
June 24, 2021
3:00 P.M.**

1. Roll Call
2. Approval of March 25, 2021 meeting minutes
3. Public Comment (may be emailed in advance to planningdivision@vbartlett.org)
4. Old Business / New Business
 - a. DuPage Forest Preserve District Update
 - b. Park District Update
 - c. Grant Updates
 - i. Bartlett & Streamwood Bicycle & Pedestrian Plan
 - ii. W. Bartlett Road bike path
 - iii. Bike shelter/racks
 - d. Bicycle Project Update
 - e. Development Updates
 - f. Council of Government Update
5. Adjournment - Next meeting September 23, 2021



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CALL TO ORDER

Chairman A. 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, K. O'Brien J. Ortega, and M. Decker

APPROVAL OF MINUTES

A motion was made to approve the minutes of the January 7, 2021 meeting.

Motioned by: B. Krall

Seconded by: J. Goetz

ROLL CALL

Ayes: B. Krall, B. Hendricks, D. Palmer, J. Goetz, A Reinke,

Nays: None

Abstain: None

Motion carried.

PUBLIC COMMENT:

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

T. Witt stated that he would like the commission to consider Woodland Hills and is looking forward to riding over to Culver's. Quincy Bridge Road can get busy, so I am hoping that the commission can figure out some mechanism to make it safer for kids to ride to Culver's so they can meet their friends. I am curious if during this discussion that you will talk about Zoey's Trail along Route 59 and I have a question on Spitzer Road as part of the Cook County development. That is a great street to cut through between W. Bartlett Road and Army Trail Road, but I do not see a side path there. It is great that there was a side path built on Stearns Road when the warehouses were built and it would be helpful to have a side path on Spitzer Road. I am curious if the CMAP bike plan has moved forward and if somebody has been selected to run the show and who that is. Also, just an observation, on the Stearns Road shoulder, which I see is an agenda item, I would like to say that I will ride on that 2 to 3 times a month during the season and I notice the road riders always ride with traffic on the right side, going north towards the state park and on the south side coming toward Bartlett. There are also a lot of casual riders that ride on the north side. They do not like to cross over so they just ride on the north side. I think you should recommend to the DuPage Department of Transportation putting in a crosswalk with signs between the Nature Center and air field. If somebody approaches Munger Road from the state park, when they get to Munger Road, if they cross over to the northside, they are on the new 2-way side path and that is good, but if they are eastbound riders and they do not want to



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cross over, they run out of shoulder when they get to Lynnfield Lane. I am curious if we are going to recommend signage to make suggestions to bicycle riders as they approach that intersection. Finally, the stones on the shoulder really get bad, especially on the CM tracks on both sides primarily because there are driveways. ComEd has a driveway on the north side of the road just west of the tracks and in the summer, trucks are going in and out of there all the time and dragging the stones out and create huge potholes. I would recommend a concrete apron in that area to make it more bicycle friendly. There is a petition out there to make a path on Stearns Road and there have been over 700 people that have signed that petition. There is a lot of interest in that.

B. Hendricks what do you mean by make Quincy Bridge Road safe? What exactly did you have in mind that was rather general. **T. Witt** it could be an off-street side path that goes parallel to the road so that bike riders and cars do not have to inner mix. Also, we could add striping. One of the road projects is showing a road diet. Maybe Quincy Bridge Road could be narrowed with a road diet and paint with signs to tell drivers to watch for bicycle riders and to give them 3 feet like what is up on Munger Road. There should be some recognition so that drivers are aware. There is a lot of traffic going in and out and drivers are not even thinking that there could be a bicycle rider. You have a good program going and I think Quincy Bridge Road should also get some benefits. **A. Reinke** we will take a look at that. Thank you for your comments. **A. Reinke** asked if there were any other public comments? No one came forward.

OLD BUSINESS/NEW BUSINESS

Status Report on Bike Path Maintenance

T. Isham I submitted a memo with the committee packet that lays out the current plans for projects regarding bike paths and if anyone has any questions on that I am here to answer them. **A. Reinke** we increased our budget to \$30,000. Is any part of the \$30,000 being used for the bike path by the Village Church? **T. Isham** no, that is separate. **J. Goetz** do we have a plan on where we are going to spend the \$30,000 plus the \$10,000 from the park district. Is there any talk on what is the most urgent need? **T. Isham** we are looking at doing seal coating on some of the paths that are already repaired. We have talked with the park district about partnering up to get those done. That should help those look nicer and last a lot longer. We are also looking at doing patch work on the ComEd easement. That would be done in-house. **J. Goetz** do we have a running list of what we would like to tackle. I think near the Culver's there are a lot of people would benefit from that. From a bike maintenance perspective, the path right in front of Bartlett High School along Schick Road has potholes and cracks. It is in really bad shape. Is that the high school's jurisdiction or Bartlett's? I could see that being bumped up on the list. **K. Stone** the path along Schick Road is in Bartlett's jurisdiction. **J. Goetz** could we add that to the list? **G. Goetz** I agree, that path is beginning to deteriorate. **K. Stone** Quincy Bridge Road is only public from Schick Road to Quincy Bridge Court. The rest is private and each property owner is responsible for maintaining their portion. We would have to contact each of the property owners to see if they are willing to install that. When that subdivision was approved the developer at the time did not feel the need to put in sidewalks and it is not a public street so we did not require sidewalks as part of that. Now we have a Complete Streets Policy and things would be handled differently if this development were to come in today. **J. Goetz** what are the options? Can we contact the owners of the car wash, Chesterbrook and Culver's? **K. Stone** we would have to contact each of them and see if they are willing to install or grant easements for sidewalks on private property. I know they have in the past. They do not enjoy maintaining the access road. **A. Reinke** I think it is worth a



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conversation, particularly with the Culver's folks. They are very community oriented and I think they would see value in a pedestrian path to their front door. It is also good to hear that we would do things differently today because of the Complete Streets Policy. **J. Goetz** there is a list for maintenance for spring and summer. When will those projects be started? Have you ordered the signs? **T. Isham** as far as signs, we typically build those in-house. It all depends on how quickly we can get them out and get them installed. **J. Goetz** do you think by June, a good portion of those quick and easy things will be completed for the bikers to use? **T. Isham** probably most of those projects will be done by June. **K. Stone** we would like this commission to recommend that the projects in the packet be presented to the Village Board and then we can hopefully move forward in getting the signs installed. We are hoping to get the first 2 proposals on the list done this summer.

DuPage Forest Preserve District Update

J. Ortega things are still on track south along Munger Road and are still looking for the IDOT letting, which is in the bidding process. We would be looking forward to construction starting in the beginning of 2021. **J. Goetz** I know there was talk about an extension in Pratts Wayne Woods along the lake to make the figure-8 complete. **J. Ortega** that was a grant that we applied for and I do not think we have heard if that has been awarded yet. I did hear that money was getting awarded around the state. I have not heard if that particular project was selected or not. I do not know if anyone on the Bartlett staff has heard about other grants being awarded or might have more information than me. We would be looking for grant funding to fund that before we start anything in that regard. **A. Reinke** is there an estimate on how much that would cost? **J. Ortega** I can find out for you. **J. Goetz** it just seems like that is another small stretch that would benefit a lot of people.

Park District Update

K. Obrien I do not have any updates on behalf of the Park District at this time to share with the commission.

Grant Updates

T. Isham the only update is CMAP has selected a consultant, Sam Schwartz Engineering and they are looking to select stakeholders. **A. Reinke** who is going to be the Bartlett representative to the CMAP LTA Grant Plan? **T. Isham** I believe that decision will be up to you. They are looking for one representative per agency to sit on the stakeholder committee. **A. Reinke** I think we probably need to know more before anybody would want to make a commitment. **K. Stone** we can send information on the stakeholder's group. They would like to have a representative from each of the agencies including park districts, PACE, METRA, and each village. We are trying to get representatives from all of the different stakeholders that would actually be the ones that are applying for grants would have jurisdiction over the paths. I want you all to be aware that even if you are not a stakeholder, there is going to be a lot of public input opportunities going forward. No one will be left out of the process. **A. Reinke** do we know yet if there is going to be an event in Bartlett? I imagine they will be all over the place geographically. **K. Stone** correct. Both Streamwood and Bartlett were vocal about saying we want both communities to be represented. There will be meetings in Bartlett and in Streamwood. **J. Goetz** is there a timeline? **T. Isham** the next internal meeting is April 5, 2021. I am hoping they will touch on that more. We just had the introductory meeting, so a lot is still up in the air. It is a very thorough process. **A. Reinke** it sounds like Sam Schwartz Engineering does great work. **K. Stone** yes,



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they have a lot of experience doing this. We can send samples of projects that they have worked on. **A. Reinke** that would be good to see. I like that we are going to be able to report this back to the Village Board and get the Village Board to vote on this and get moving on this.

Bicycle Project Discussion

K. Stone the village staff has decided, based on the direction of this commission to see if we can get connections completed in the short-term. We were all very hopeful when this commission started that the Bicycle Plan would have already been in place by now, but obviously, due to the delays, we have held off on making some of these connections. We would really like this commission to have some projects moving forward. The first one is we are looking at is prompted because IDOT completed a bike path along Route 59 that currently dead ends at Baytree Drive. We want to bring people to the downtown as part of our Downtown TOD Plan. We came up with possibly doing a signed bike route along the route directing people to the downtown and letting people know how to get to Route 59, which also brings them to Target and does connect Walnut Hills Subdivision to the rest of the village. That is the first one that we thought was very simple and low-cost way to complete a link in our network. The second project we came up is along Mayflower Lane and Struckman Boulevard. It achieves a few goals. We are looking at doing a bike route on the street as well as adding striped parking lanes, which gives us a place for bicyclists to be on the road. Also, when there are cars parked there, it does create a traffic calming effect. This was done in the Village of Hoffman Estates on some of their streets and it is incredibly effective. It does not require any change to the roadway width, it is simply adding striping. Right now, both of these roads are 36' wide. Mayflower Lane has two 18' wide travel lanes. We are proposing to go to two 7' wide parking lanes and two 11' wide travel lanes. Our third project is a much longer-term project, which is adding a designated bike lane on the Stearns Road shoulder. This is something that we will have to approach DuPage County to get their support and see if we can get an agreement to get this project moving forward. We are looking to see if it is something we can talk about doing striping and signage. This is very early in the process. We want to see if this committee supports these 3 projects. If you do, we can bring this recommendation to the Village Board. If we get support from the Village Board we can start approaching DuPage County to see if we can get this project moving forward. We wanted to have a couple fairly simple projects that we can do on our own, but also look at long-term connections as well. **J. Goetz** I truly believe when you have a nicely laid out program like number 1 and 2 that seem to be fairly easy to accomplish, my big question would be are the resources available to do these things and do them in a fairly quick fashion? **K. Stone** public works is aware of these projects. Dan Dinges, the public works director was involved and thinks that these 2 projects will be able to get done this spring or summer. These are fairly low-cost connections. **A. Reinke** in fact as part of the budget process, public works has requested a rather expensive sign printing machine and when we were reviewing the public works budget, I made it a point that this machine is going to be fantastic to put print up all of the new bicycle signs. Everybody seemed to be on board with that and knew this was coming. This machine can also print banners. **T. Isham** yes, it can do both and once it is here and approved, it should go pretty quickly. **A. Reinke** great. We like projects 1 and 2, are there any comments about projects 1 or 2? **J. Goetz** that seems like a slam dunk and makes perfect sense to guide people with signs. Can you explain how it works when cars are parked? Do the bikes ride in the roadway? **K. Stone** they do. I grew up in Hoffman Estates in the neighborhood where they did this and I would say 90% of the time there are not vehicles parked there. It is very rare that there are actually cars there. Bicyclists do then have to have to go around parked cars. **J. Goetz** I am all for the striping on the road. There is a park there that has soccer practice usually in the evenings on the eastern end of Struckman Boulevard and that gets busy between around 4:00 pm and 6:00 pm. Also, the trail head for Hawk Hollow on the



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western end, a lot of cars park there when they are hiking or biking Hawk Hollow. I do see a lot more cars there. I think striping the lanes with the bike logo would be great benefit to the residents in those neighborhoods. **B. Hendricks** the trail head at Hawk Hollow has plenty of land to develop parking off the street. I do not know why the forest preserve is fighting us about moving just a gravel parking area there. It is a wonderful recreational area for Bartlett. I do not know why we cannot make something happen there. **K. Stone** I think by striping this and making it very clear that people can park on the street that may help the situation. **A. Reinke** the stretch of Struckman Boulevard near Sunrise Park and Sunset Park traffic calming project has been approved. We are going to have a bump out on both sides that is going to narrow the roadway and hopefully serve to slow people down as you come into that area as you would otherwise park for soccer practice and on the north side where there is Frisbee golf. I think it makes perfect sense to have the parking area and the striping right there too. People drive like maniacs on Struckman Boulevard. They think it's Route 59. **J. Goetz** it looks like in Kristy's map that the striping is only going from the north central trail east to Mayflower, to Schick Road. Is it going to go west to Route 59? **K. Stone** at this point, we are only going east of S. Bartlett Road. This is our first time doing this so we are testing this out. The example that I showed from Hoffman Estates where they have the striping is very similar. They have baseball fields and a football field. You can see how the roadway narrows at the intersection. This is similar to what we are doing on the other side of Struckman Boulevard. **J. Goetz** I think this is the right time to address this with bump outs. What happens to the bike lane? It looks like the bike lane is going to end for a 50 to 100 ft stretch. **K. Stone** this is just for the intersection. Typically, a bicyclist is supposed to follow the same rules of the road as a car. The bicyclist is supposed to be stopping at the intersection at the stop bar, looking for traffic, and then going through the intersection. **J. Goetz** at Sunrise and Sunset Parks where those bump outs are going to be, will there be stop signs there? **A. Reinke** there is no stop sign on Struckman Boulevard, but the feeder has a stop sign. It would naturally narrow there without a stop sign. I think that would be ok because it is not sudden and abrupt. It is an open area. If you are riding your bike on Struckman Boulevard whether you are headed east or west, you are going to be able to see that the road is narrowing, but just slightly. It is not going to be dramatic. **J. Goetz** there is a bike trail right there. **K. Stone** correct, there is a bike trail on the W. Struckman Boulevard. Along Mayflower, there is not a bike trail. **A. Reinke** so we do not need lane striping there because we have a trail. **K. Stone** correct. **A. Reinke** does it go all the way to Route 59? **K. Stone** it turns into sidewalk at one point so there is sidewalk all the way to Route 59. **A. Reinke** okay, that makes me feel better that we are not putting a stripe lane there because there is already path. **K. Stone** we are using the sidewalk as an unofficial bike path from Sunset Park to Route 59. **A. Reinke** as it goes further east on the south side of Struckman Boulevard you have a nice wide typical asphalt bike path that works very well. Any more comments on items 1 and 2? It sounds like item 3 is very preliminary. If we are going to move forward with this we need to start contacting DuPage County to get them in line. **K. Stone** correct. It is a bikeway that they have on their bikeways plan since at least 2007. We are not coming up with anything they have not seen before. **A. Reinke** I would also think that with that new building at Munger Road and Stearns Road is now completed and it would be a perfect time to really get this in place. **K. Stone** the owner of one of the buildings actually called me and asked if there were nearby bike paths or walking paths for his employees because he takes that very seriously. I told him that Philip State Park has a great network, but we cannot quite get there from their location. He was excited to hear that there are future plans for something along Stearns Road. That is one of the reasons that he bought that building because there was a bike path. **A. Reinke** that is good to hear. **J. Goetz** I agree that there needs to be something there. I am a little concerned about the on-road pathways and Terry brought up some great points about the directional and that we need a crossing. I believe the speed limit there is 45 miles per hour, but people do 60 miles per hour. I am a little concerned about it being on-road. I will



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take striping and a bike lane any day over nothing, but especially near the industrial park directly to Munger Road up to the railroad tracks. There is plenty of right-of-way there off the road to make a path at least to the railroad tracks. I get that crossing the railroad tracks is financial burden to cross with a path. I do not know how interested DuPage County would be to make it off the road. If there is any interest in funding a project to make it off the pavement and keep the east and west on the same side of the road, off the roadway and not have to cross over. **A. Reinke** the speed limit is 45 miles per hour and trying to get onto that roadway for a short period of time is dangerous and I think it is really a matter of putting this in front on DuPage County again and making them aware. The building owner might also be an asset. **T. Isham** we did look at potentially off road and the reason we suggested striping with on road in the shoulder was because off road there is wetland and grade change there and it would take property acquisition and working with the railroad. It would be very complicated. **J. Goetz** I understand the costs. We have to weigh that with safety. That is the challenge. **A. Reinke** we need to start having this conversation with DuPage County. If there is a way that we can explore funding for a side path, that would be ideal especially from a safety point of view. Also, I think that would help lower the maintenance cost because we are not going to have to pay a sweeper to go out to Stearns Road. If we cannot make that happen, I would hate to see that stop the project. **J. Goetz** I am in complete agreement. I understand the funding aspect. Maybe we could work with the railroad to get some funding there. That would be a great off the street path because that road is so dangerous. **B. Hendricks** we could sanction the police department to give speeding citations of which there is plenty of opportunity and use that money to build anything we want. **J. Goetz** with our new sign making device we could make signs to make the drivers aware to slow down. **A. Reinke** I think the striping is going to help with that. The more I have read about that and seen samples, it seems like that would probably help. I would expect a great deal of input from the board on this too. There is enough here to recommend this to the board and have a robust discussion and see what we can do. **K. Stone** we want to get the conversation started with DuPage County.

T. Witt the bike path in front of the church at Devon Avenue and W. Bartlett Road on the northwest corner of that intersection is waiting for a crash to happen. That corner has a lot of undergrowth on the tree line and you cannot see cars coming down the hill. The cars on Devon Avenue do not stop at the stop line. They pull up to the street across the bike path. Even though it is on private property, I am sure we have an ordinance that prevents people from blocking a line of site. I would ask public works to go over and cut the brush so people can see. **A. Reinke** that is an excellent point. I am assuming as part of the reconstruction there that public works is going to clear that up for us. **T. Isham** yes. **A. Reinke** I will follow up at the next Village Board meeting. Should I make a formal motion at the meeting to consider the 3 options? **K. Stone** I would like a formal motion. There is one thing that was brought to our attention yesterday, which was also seeing if the Bike and Run Committee would also like to recommend the village approaching IDOT about requesting a bike path along Route 59 that we talked about before from Schick Road going north.

A. Reinke made a motion to recommend that the Village Board approve the 3 bicycle projects outlined in the agenda packet.

Motioned by: A. Reinke

Seconded by: B. Hendricks

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

Nays: None



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Reinke I spoke with Seth Lewis and he had a meeting with IDOT and some other entities about Zoey's Path, the connection on Route 59 on the east side between Schick Road and Gulf Stream. Seth Lewis indicated to me that IDOT would not even consider putting in a path in the right-of-way unless the village asked for it. I wanted to run this by the committee and if we are making a recommendation to the Village Board we will push to have the board pass a resolution asking IDOT to put this connection in. We want to move north and south on Route 59 so that this connection goes somewhere significant. I think Zoey's path is significant, but it would be even more so if it connected north and south. Do we also want this resolution to push IDOT to do all the way up to Stearns Road or is that too aggressive? I want to push to get as much as we possibly can, but on the other hand, I do not want to ask for too much because that gives IDOT a way out to say it is too much and we will do that in 2050. I do not want IDOT to have an excuse. **B. Krall** I agree, sometimes these larger projects get hung up in limbo and never get accomplished. That is what I like about projects 1 and 2 on our plan. It is easy and should be done in a month. Now that we have other larger projects going on these are pretty simple. It is easier to get a little bit completed than to ask for more. **J. Goetz** I agree. The section going north would benefit so many people. We would not have to go all the way to Stearns road because there is a path that goes to Artis. We would only have to go to the railroad tracks, past Struckman Boulevard and past the Village Church, but that would be crossing railroad tracks and the dollars would quadruple. At a minimum lets request going from Gulf Stream south to Schick Road. I think that would connect more of Bartlett and connect multiple subdivisions together. **A. Reinke** yes, that makes sense. I understand there would be a local share. I think Bartlett would have to kick in and I think DuPage and/or the township for the unincorporated area, but that is step 3 or 4 and right now, we are on step one. I do not think there is time to get it on the agenda for the April 6, 2021 board meeting, but I would certainly hope by the end of April we would have something for IDOT. **K. Stone** I support going to IDOT. If we can get IDOT to put in a bike path that is great. There are 2 lots that are currently unincorporated. The property owner has contacted me within the past month about possibly annexing and subdividing. If he did that, the village would require him to install a bike path as part of that development. That may be another potential opportunity to get that done as well, but I do not want that to negate any requests that we want to make to IDOT, but there is that other potential opportunity. **A. Reinke** because that is private land would that land owner still have to go to IDOT? **K. Stone** the bike path would be on private property. It is not in the right-of-way. At the time these were developed IDOT did not want bike paths in the right-of-way. When the Plat of Subdivision was recorded there were bike path easements granted to the village so the village maintains the bike path; however, the developer installs it completely at their cost. When this lot came in they were originally going to subdivide it. We had plans drawn and it was approved by the Village Board, but never got recorded. If it had been recorded, this property owner would have also been putting in the bike path on private property. **J. Goetz** I like that solution better. The section between Gulf Stream has a row of trees and that is how a bike path should be. It should be separate from the road. **A. Reinke** Hopefully, they will want to move forward with the annexation. That would be nice because then we could bypass IDOT. **J. Goetz** do we approach IDOT now? When would this annexation potentially happen? Would it be years down the road, months, or weeks down the road? **K. Stone** that was the first time I had heard from the land owner in 5 or 6 months. They saw that the Eastfield Subdivision down by the high school was being developed. That peaked their interest. They know it is a good time in the real estate market for single family homes. They are interested. They have not drawn up any plans. I think we should still go forward with approaching IDOT, but we may have an alternate. The worse-case, we ask IDOT and IDOT says yes and then at some point we have to tell them never mind. I would much rather do that than never ask and delay this. **A. Reinke** even if they



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said yes tomorrow, I would not expect any movement soon. I like the approach of going after IDOT and then if the property owner wants to come in and annex that would be fantastic. **J. Goetz** that sounds like a great plan. I am on board with that. Do we need to vote on that or are we just going to reach out to IDOT? **A. Reinke** I am going to push for the board to pass that resolution. I do not anticipate any issues. I do not think we could technically vote because it is not specifically referenced, but I think we are in good shape. Our next meeting is June 24, 2021 at 3:00 pm.

A. Reinke asked for a motion to adjourn.

Motioned by: D. Palmer

Seconded by: B. Krall

Motion passed by unanimous voice vote.

The meeting adjourned at 4:09 p.m.

Memo

To: Bike and Run Committee Chairman and Members
From: Tyler Isham, Assistant Director of Public Works
Subject: **Bike/Ped Related Grant Updates**
Date: June 18, 2021

Village Staff continuously search for potential funding opportunities whenever they arise to allow our own dollars to stretch as far as possible. The list below details each of the awarded grants related to biking and walking.

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

CMAP's selected consultant, Schwartz Engineering, has continued to look at existing conditions in both Streamwood and Bartlett. The first virtual, public open house is June 24th at 6pm. The registration link, along with the link to the website for the plan, is on the Village's website, and will be posted to social media.

MWRD GI Grant:

MWRD is providing one-third of the funding for the project along West Bartlett Road adjacent to the Village Church of Bartlett. Construction is approximately 50% complete, and will consist of a new, wider path and a bioswale to eliminate the standing water on the path.

DMMC Bike Rack Grant:

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. The expected delivery is May/June, but there has been difficulty obtaining all of the communities' bike racks, and due to shipping delays, has been pushed back.

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.

Memo

To: Bike and Run Committee Chairman and Members
From: Tyler Isham, Assistant Director of Public Works
Subject: **Bike Path Projects**
Date: June 18, 2021

Each fiscal year, the Village allocated a grand total of \$40,000 to bike path repairs, maintenance and other projects; \$30,000 from the Village and \$10,000 from the Park District. Village staff, along with grant funding, are utilized whenever possible to push those dollars as far as possible. Staff utilizes past plans and the Bike and Run Committee (BARC) recommendations to plan for the fiscal year.

FY 2021 Planned Projects

- West Bartlett Rd/Devon Ave Path:
 - 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 underway and will be completed in July.
- Signed Bike Route from Rt. 59 Path to Downtown Bartlett: (BARC Recommendation)
 - Estimated Start: After the 4th of July Holiday and Festival (Mid-July)
 - Estimated Completion: August, 2021
- Striped Parking Lanes on Mayflower & E. Struckman: (BARC Recommendation)
 - Estimated Start: Late Summer, 2021
 - Estimated Completion: Early Fall, 2021
- Striped Path Along Stearns Road Shoulder: (BARC Recommendation)
 - Staff spoke with DuPage County regarding this proposed striping of the shoulder. DuPage County Staff denied the request, explaining that it is against the Federal Highway Administration's (FHWA) Manual on Uniform Traffic Control Devices (MUTCD) regarding minimum separation from traffic. DuPage offered to install "Share the Road" warning signage along the road to increase awareness for motorists of the presence of bicyclists and pedestrians.
- Patching of the Harmony Grove/Struckman Path:
 - Completed Late Spring 2021



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CROWN COMMUNITY
DEVELOPMENT
1751 A WEST DIEHL ROAD
NAPERVILLE, ILLINOIS 60563
CIVIL ENGINEER
ESM CIVIL SOLUTIONS, LLC.
4330 WINFIELD ROAD, #200
WARRENVILLE, ILLINOIS 60555

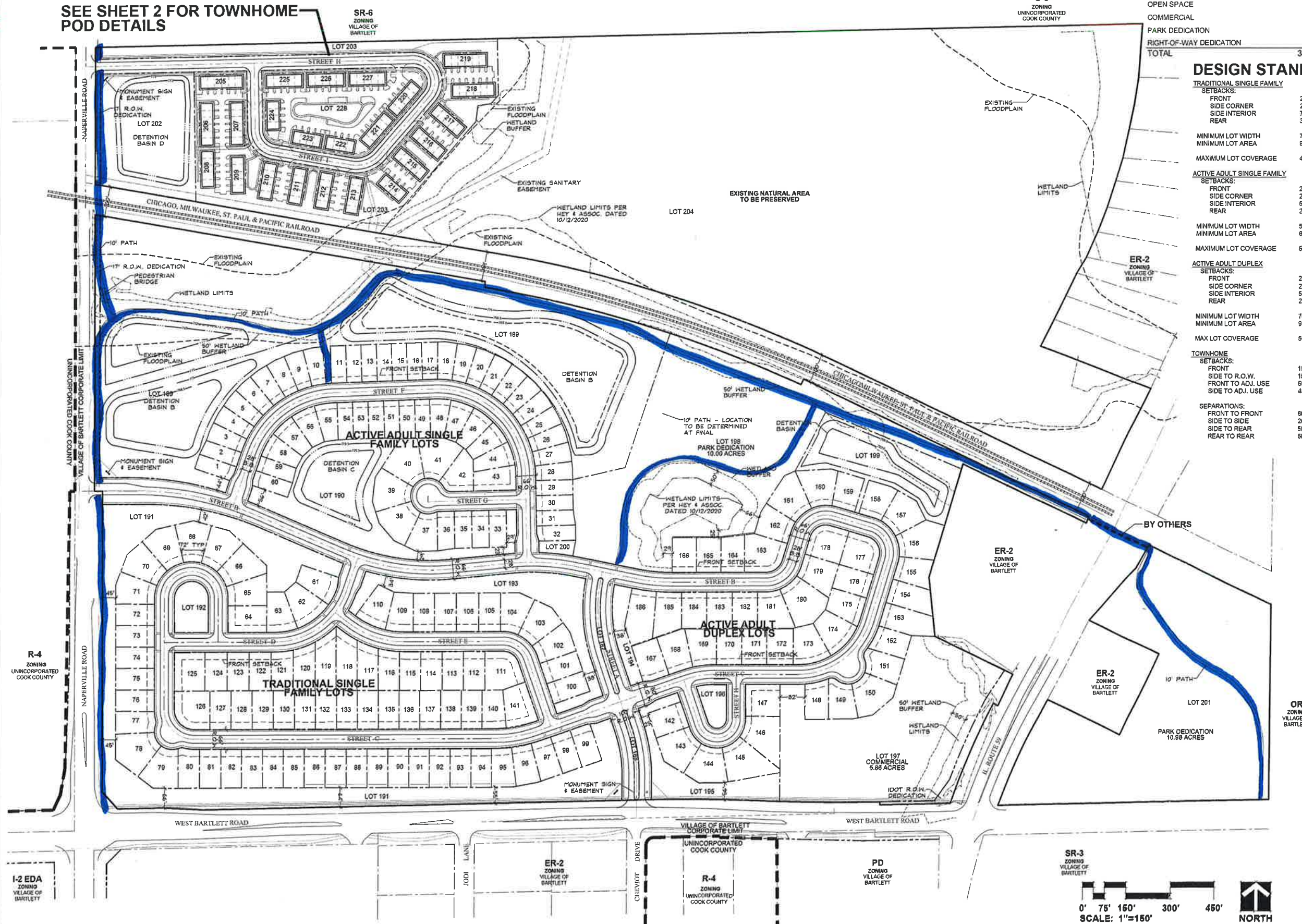
OVERALL SITE DATA

LAND USE	UNITS	ACRES	PERCENT
TRADITIONAL SINGLE FAMILY LOTS	81	19.13	9.90%
ACTIVE ADULT COTTAGE HOMES LOTS	60	10.62	5.53%
ACTIVE ADULT DUPLEX LOTS	90	12.65	6.58%
URBAN TOWNHOMES	116	10.32	5.37%
OPEN SPACE		91.11	47.44%
COMMERCIAL		5.86	3.05%
PARK DEDICATION		20.98	10.92%
RIGHT-OF-WAY DEDICATION		21.37	11.13%
TOTAL	347	192.04	100.00%

DESIGN STANDARDS

TRADITIONAL SINGLE FAMILY	
SETBACKS:	
FRONT	25'
SIDE CORNER	25'
SIDE INTERIOR	7.5'
REAR	35'
MINIMUM LOT WIDTH	70'
MINIMUM LOT AREA	9,100 S.F.
MAXIMUM LOT COVERAGE	40%
ACTIVE ADULT SINGLE FAMILY	
SETBACKS:	
FRONT	20'
SIDE CORNER	20'
SIDE INTERIOR	5'
REAR	25'
MINIMUM LOT WIDTH	51'
MINIMUM LOT AREA	6,375 S.F.
MAXIMUM LOT COVERAGE	53%
ACTIVE ADULT DUPLEX	
SETBACKS:	
FRONT	20'
SIDE CORNER	20'
SIDE INTERIOR	5'
REAR	25'
MINIMUM LOT WIDTH	70'
MINIMUM LOT AREA	9,500 S.F.
MAX LOT COVERAGE	56%
TOWNHOME	
SETBACKS:	
FRONT	15'
SIDE TO R.O.W.	15'
FRONT TO ADJ. USE	50'
SIDE TO ADJ. USE	45'
SEPARATIONS:	
FRONT TO FRONT	60'
SIDE TO SIDE	20'
SIDE TO REAR	50'
REAR TO REAR	60'

SEE SHEET 2 FOR TOWNHOME
POD DETAILS



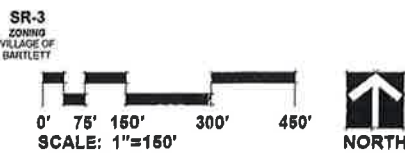
THE GRASSLANDS

BARTLETT, ILLINOIS

PRELIMINARY PUD PLAN

REVISIONS	DATE
2	5.07.2021
1	3.29.2021

DATE 1.28.2021
PROJECT NO. CRN2001
DRAWN GFB
CHECKED MGM
SHEET NO.




PLANNING & DEVELOPMENT SERVICES DEPARTMENT MEMORANDUM

21-64

DATE: June 17, 2021

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

FROM: Devin Kamperschroer, Associate Planner 

RE: **Council of Government Update**

- A. **Kane Kendall Council of Mayors Bicycle & Pedestrian Committee**
- a. **Tuesday, February 18, 2021** – Members of the committee discussed updates to plans and efforts across the KKCOM region.
- B. **Northwest Municipal Council Bike and Pedestrian Committee**
- a. **Tuesday March 16, 2021** – Members of the NWMC Bike and Pedestrian Committee and Mary Fedorowski of Overbite Studios ran a panel discussion on public art as a means of traffic calming and pedestrian and cyclist safety as well as some warnings about challenges communities have faced when installing public murals.
 - b. **Tuesday April 20, 2021** – Benet Haller, Transit Manager at the Cook County Department of Transportation and Highways presented on the development of the Cook County Bike Plan. The plan process was kicked off in early February and is currently in the "Interest Group Meetings" phase. The plan is focused on creating a network of paths to enhance equity and increase the frequency of bike commuting and other purposeful bike trips. Co-Chair of the NWMC Bike and Pedestrian Committee Nellie Beckner and Benet Haller discussed the possibility for collaboration between the Cook County Bike Plan and the NWMC Multimodal Transportation Plan. A summary of the virtual open house sessions has been attached to this memo. Additional information on the Cook County Bike Plan can be found at <https://cookcountybikeplan.mysocialpinpoint.com/>.
 - c. **Tuesday May 18, 2021** – Dave Simmons, Executive Director of Ride Illinois presented on their "Cycling Without Age" program. Kendra Johnson of NWMC staff discussed the plan to "relaunch" the NWMC Multimodal Transportation plan due to delays. A press release describing the plan has been attached to this memo.



Virtual Open House Sessions Summary

Presentation

The Cook County Department of Transportation and Highways (CCDOH) launched its first-ever bike plan in February 2021 to refine the County priorities for bicycle infrastructure, expand partnerships to build and maintain bicycle facilities, and establish long-term goals for bicycling. As part of the public launch, two Open House sessions were recently held virtually via Teams to build awareness, momentum, and understanding of the project.

- Open House Session #1 was held on Thursday, February 4, 2021 at 3:00PM
- Open House Session #2 was held on Friday, February 5, 2021 at 10:00AM

The sessions attracted over 110 participants from a variety of organizations, including municipal staff, bicycling and active transportation advocates, interested community members, and local and regional agencies.

Both meetings provided an overview of the project history and purpose, planned public outreach and engagement efforts, and opportunities for questions and discussion. Please see the project webpage: <https://cookcountybikeplan.mysocialpinpoint.com/> for additional information on the project and the Overview View page for a recording of the presentation: <https://cookcountybikeplan.mysocialpinpoint.com/outreach/openhouse>.

Highlights from the Presentation

The Bike Plan builds on the foundation set by *Connecting Cook County*, the Department's first long range transportation plan in 70 years, resulting in an increase in the investment of County resources for facilities that improve the comfort and safety of bicyclists and pedestrians. *Invest in Cook* has further solidified the Department's status as one of the largest investors in bicycle infrastructure in the Chicago region by awarding grants to local agencies to improve their community's bicycle access and safety. This effort was developed to connect various local initiatives into a County-wide cohesive low-stress network of bicycle facilities.

The guiding principles of the project are to expand the existing system of off-street trails and other low-stress routes into a coherent County-wide network, ensure investments in bicycle infrastructure serve a greater number of County residents and are more equitably distributed, and enhance facilities to support bike commuting and other purposeful bike trips.

Create a County-wide Low Stress Network

Benet Haller, CCDOH, described how the Department will define a low stress network showing examples of the types of infrastructure that attract the most bicyclists and a comparison for how many residents of Cook County would be comfortable using the different types of infrastructure. The analysis showed that the majority of Cook County residents would be most comfortable on minor collector roads, residential streets, and trails.

The existing information on current conditions was then presented. It was highlighted that there are a few trail owners that own large portions of trails in the County, such as the Forest Preserve; however, there is no one majority owner. The location and opportunities of off-street and on-street infrastructure were also discussed, noting that the outer and inner rings of suburban areas currently have the most trails and greatest availability for off-street opportunities. On-street opportunities are found closer to the City of Chicago and more urban sections of the County and include the Boulevard and Greenway systems.

To develop a County-wide low stress network, the Department will document the existing trail network and near-term projects, provide recommendations to expand the trail network on Cook County rights-of-way, provide recommendations on how to fund or support new trail projects in other ways, and develop a Greenways strategy to extend the network where off-street options are not possible.

Ensuring Equitable Investments

Beth Davis, CCDOTH, presented the Department's research on access to trails and the current inequities in the network. It was presented that 58% of all Cook County residents have access to a trail within 1.5 miles; however, that access varies greatly by race and ethnicity. More than 72% of Asian residents and over 60% of White residents live within 1.5 miles of a trail. However, less than 50% of Black residents and less than 45% of LatinX residents live within 1.5 miles of a trail. It is also important to note that living near a trail and access to the trail are separate concerns and will be looked at throughout the Bike Plan. For additional information please see the presentation on the project website.

To ensure equitable investments in bike infrastructure, the Department will document bike and trail facility access by race and ethnicity, age, and income levels; support projects which most improve access for communities of color and low-income communities; and target underrepresented groups in the outreach strategy.

Support for Lifestyle Cycling

How the Bike Plan will support everyday and purposeful trips was also presented. It was noted that lifestyle cycling is a term that will be used in the plan and is the use of a bike for commuting or other everyday needs, such as the grocery store and any other trips that are made via bicycle. Beth presented the opportunity of the bike plan to redefine commuting movement in that vehicles travel very directly and diagonally throughout the County; however, with the Boulevard system there are opportunities to design a bicycle commuting network that reduces the conflicts between modes. Existing commuting options were presented noting that walking is a major commuting mode up to 2.5 miles and the majority of bike commutes are between 1.5 and 4 miles.

To support lifestyle cycling, the Department will address biking as part of a transit trip, develop a County-wide counting program, consider how to best direct County resources to support inclusive mobility and more active lifestyles beyond County Roads, and work with policy makers on creative ways to incent employees who bike.

Engagement and Outreach

A robust community and public engagement strategy is important to address the unique challenges of bicycle planning in Cook County and ensure that all residents are provided an opportunity to share their input and feedback throughout the development of the Bike Plan. The project will include scheduled engagement activities, such as the Open House and other stakeholder feedback opportunities that require the audience to engage at a specific day during a specific time window. Scheduled opportunities include a Technical Advisory Committee, Open Houses, Interest Group Meetings, and potential community pop-up events. Engagement will also include On-Demand opportunities through the project website, which enables participants to view

materials and provide feedback in a variety of different ways, such as on geographic concerns on an Interactive Map, a Seasonal Survey, and a Community Dialogue and Ideas Wall.

Highlights from the Discussion

After the presentation, participants were able to ask questions and provide feedback and comments to the project team. The following highlights the main themes during the discussions.

Integration with Existing Studies

The project team will work closely with all existing or planned studies to ensure that previous work is used as a resource in the development of the Bike Plan as well as to update, where necessary, these studies to incorporate a County-wide network perspective. The intent is to ensure local projects meet the needs of their communities as well as feed into a regional network. The project team also asked for anyone with an existing or planned study to reach out via the project email: BikePlan@CookCountyil.gov to discuss individual projects further.

It was also pointed out, during the discussions, that many participants and community members are unsure of who owns which roads, which makes local projects more challenging in attempting to collaborate with other agencies. The project team and participants pointed out an IDOT resource to identify [IL Road Jurisdiction](#) for future reference.

During the presentation activities to support lifestyle cycling by recommending policies to support inclusive mobility and incentivize bicycling were discussed. A discussion in the meetings and potential topic for consideration was to examine the current review process for local bicycle and pedestrian projects and assess any areas to make the process timelier.

Coordination with Other Modes

The project team will work inter-jurisdictionally to the greatest extent possible to ensure the Bike Plan coordinates with other modes, such as transit and freight. It is important to note that bikes are one mode on a roadway and the plan needs to incorporate the intersectionality of the connections as well as the hazards of the other modes, especially near higher-stress corridors. During the meeting, an example of a potential topic to consider was ensuring the safety of bicyclists near areas with freight traffic and acknowledging the more industrial areas in the County as challenges in the planning process due to the regular traffic of larger vehicles and potential hazards. The plan will emphasize ways to make the truck/bicycle separation better and safer. The Cook County Transit Plan was also briefly discussed to highlight the opportunities for transit connections and access.

The discussion also highlighted various concerns in conflicts between modes, such as at intersections. The project team will investigate how to reduce modal conflicts and provide recommendations within the plan.

Data Collection

The Bike Plan will utilize a few different methods for data collection throughout this project. During the presentation CCDOTH outlined the limitations in existing data collection, such as a reliance on inconsistent or skewed sources. It was pointed out that Strava currently provides a heat map to municipalities and advocates to help in planning; however, the user inputted data itself is skewed toward a rider that 1) is able to subscribe to that application and 2) decides to log their trip, which may be inconsistent and only provide data on a specific type of rider or trip. The project team has utilized Divvy data to summarize gender trends in biking; however, Divvy stopped providing gender statistics in their public monthly ridership reports as of early 2020. Replica data has also been used to look at distances commuted by bicycles and pedestrians. Census data (both

the American Community, 2020 Census, and previous Census data) and the National Household Travel Survey has and will be used for commuting information.

During the presentation, to support lifestyle cycling one project activity mentioned the development of more data for the Department via a County-wide counting program. There were questions on this effort during the meeting and the project team will update stakeholders as that effort progresses. The effort is intended to provide a global understanding of where, when, and who is biking. The project team will continue to utilize outside data sources for trends and provide more objective metrics for the Bike Plan and the Department's processes, such as quantifying access to trails by where residents live.

Network Maintenance

During the presentation ownership of trails was highlighted, describing that about one third of trails are owned by the Forest Preserve, one third of trails owned by local municipalities and park districts, and one third owned by utilities, the Mid-West Water Reclamation District of Greater Chicago (WMRD), and the Chicago Park District. It was noted in discussions that the maintenance of trails should be focus of the Bike Plan. The project team described the existing maintenance efforts of advocacy groups and noted that a County-wide approach to maintenance is important in this plan and the Department's efforts.

Impact of COVID-19 on Bike Riding

Meeting attendees participated in a few polling questions to discuss how the COVID-19 pandemic has impacted bike riding and how attendees plan to bike in 2021. It was noted that for some attendees they biked more because they felt safer with less vehicles on the road and others, who may have previously used biking to commute, have biked less due to the lack of need for commuting. The project team is currently conducting a Seasonal Survey on how the pandemic has impacted how much Cook County residents bike, if you are interested in participating please see the [project website](#) for the survey.

Individual Trail Sites and Network Gaps

The discussions also featured various conversations about specific intersections, corridors, and areas of interest. The project team will continuously collaborate with the Forest Preserve, CCDOTH staff, local municipalities, local park districts, WMRD, and all trail owners to address safety and mobility concerns throughout the development of the Bike Plan.

Next Steps

The project team has launched a year-long public engagement effort to ensure the Bike Plan incorporates feedback from existing and future cyclists that represent the diversity of Cook County and meets the needs of all Cook County residents who wish to bike -regardless of age, ability, race, gender, ethnicity, or income.

Please see the project website for additional information and to share additional feedback on the Bike Plan:

<https://cookcountybikeplan.mysocialpinpoint.com/>



FOR IMMEDIATE RELEASE
Monday, May 24, 2021

FOR MORE INFORMATION
Kendra Johnson 847-347-6622
Matt Pasquini 630-347-4966

Northwest Municipal Conference Rolls Out Multimodal Transportation Plan

Des Plaines, IL – A fresh focus on improving mobility and the regional network used by bicyclists, pedestrians and transit users across the northwest suburbs are among the hallmarks of a new multimodal plan being rolled out by the Northwest Municipal Conference (NWMC). As one of the first such comprehensive efforts in the region, the NWMC Multimodal Transportation Plan will help create a more connected, equitable and healthy region.

“The Northwest Municipal Conference serves 1.2 million residents and hosts 800,000 jobs in our 43 member communities,” said NWMC President and Highland Park Mayor Nancy Rotering. “The Multimodal Plan will play a key role in identifying projects to improve the regional network.”

The NWMC Multimodal Transportation Plan furthers collaboration across municipal boundaries by providing shared data and tools to support project implementation. The Plan builds upon the organization’s previous bicycle plans and expands the focus to include pedestrians and those who walk or bike to access transit. In addition to analyzing conditions throughout the region, the NWMC Multimodal Transportation Plan includes a toolbox of design and policy strategies to improve the experience of people walking, biking and accessing transit and guidance on how to implement more projects throughout the region.

“At the time the Plan was being put together, our surveys showed that 60% of NWMC residents rode a bike at least once a week for exercise” said NWMC Bicycle and Pedestrian Committee Co-Chair and Northbrook Civil and Special Projects Engineer Jim Baxa. “We know that changing habits during the pandemic have likely only increased that number. The Multimodal Plan gives our communities the tools to keep up with emerging trends by making targeted investments in bicycle and pedestrian infrastructure.”

Development of the Plan relied heavily on community engagement and feedback from residents and regional stakeholders. This process yielded a wealth of information on the habits and preferences of residents that proved critical to determining the goals of the Plan. One survey received over 550 responses from more than 50 communities, and the results indicated that over 30 percent of residents either walk, bike or take transit to get to work. Responses showed that some of the main barriers to doing so were a lack of safe spaces to ride on and off road, safe street crossings and frequency of transit options. The NWMC Multimodal Transportation Plan incorporated this feedback and created tools communities can use to implement comprehensive solutions.

Through a combination of detailed data collection and analysis, in-depth interviews and focus groups with transportation staff throughout the region and in-person and multimedia community engagement, the NWMC Multimodal Transportation Plan:

- Identifies priority bicycle corridors to better connect the region's existing system of trails and creates a comprehensive bicycle network that is safe and comfortable for people of all ages and abilities.
- Evaluates sidewalks along major roads and surrounding transit stops and identifies key gaps.
- Analyzes the issues that make it difficult for people to walk and bike to Metra, Pace and CTA stops and identifies scalable solutions that can be used throughout the region.

“Good planning doesn’t happen in silos” said NWMC Bicycle and Pedestrian Committee Co-Chair and Mount Prospect Assistant Village Manager Nellie Beckner. “It is essential for municipal planners and engineers to have access to these kinds of shared resources to provide better travel options for our residents and sustain vibrant communities.”

An emerging system of bicycle and pedestrian facilities—some connected and others isolated—can be found throughout the NWMC service territory. The backbone of the Multimodal Transportation Plan is a network of 19 Priority Corridors, spanning 584 existing and potential route miles. Additionally, sidewalks in each NWMC community were assessed and mapped to show the existing network as well as areas where sidewalks are absent or barriers impede a continuous network. These priority networks are tracked and displayed on NWMC’s website via Geographic Information System (GIS) mapping applications that staff can update in real time and allow regional planners to visualize gaps and target projects that have the greatest impact. To that end, the Plan also identifies toolboxes, resources, implementation strategies and funding opportunities to implement projects and improve overall safety.

Originally approved in March, 2020, the Plan roll out was curtailed by the COVID-19 global pandemic. “The Plan was adopted by our Board of Directors just before the state went into lockdown due to the pandemic. Since then, the need for safe ways to get around the region without a car has become even more apparent” said NWMC Executive Director Mark Fowler. “We look forward to rolling out the Plan over the coming months and engaging elected officials, agencies, stakeholders, project sponsors and funders to continue work on this important and comprehensive plan.”

About the NWMC Multimodal Transportation Plan

To download the full plan and for more information about its development, please visit the [NWMC Multimodal Plan](#) website.

About the NWMC

Founded in 1958, the Northwest Municipal Conference (NWMC) has worked to strengthen communities and enhance intergovernmental relationships in the north and northwest suburbs of Chicago. As one of the premier regional councils of government, the Northwest Municipal Conference represents over 1.2 million citizens residing in our 42 municipalities and 1 township. Our membership area covers over 350 square miles in Cook, DuPage, Kane, Lake and McHenry counties.

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