



Village of Bartlett  
Bike and Run Committee Minutes  
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 3:05 p.m.

ROLL CALL

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

ABSENT: D. Palmer, B. Hendricks

ALSO PRESENT: K. Stone, D. Kamperschroer, T. Isham, K. Dasbach, K. O'Brien and M. Decker

APPROVAL OF MINUTES

A motion was made to approve the minutes of the June 24, 2021 meeting.

Motioned by: J. Goetz

Seconded by: B. Krall

ROLL CALL

Ayes: B. Krall, J. Goetz, and A. Reinke

Nays: None

Abstain: None

Motion carried.



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**PUBLIC COMMENT:**

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

There were no comments from the public.

**NORTHWEST MUNICIPAL CONFERENCE MULTI-MODAL PLAN PRESENTATION**

**Kendra Johnson** we are excited to be here to talk about our multi-modal transportation plan. The plan was approved by our board in March 2020. We did not get a chance until this summer to showcase it to our member municipalities because of the pandemic. We received a Local Technical Assistance grant from the Chicago Metropolitan Agency for Planning. Per the plan, our team lead by Sam Schwartz, Trans Systems did the data collection, and the Lakota Group handled the public engagement. We were also guided by a steering committee that was made up of our municipal members and agency partners including transit agencies, forest preserves, county departments of transportation, and IDOT. There were a lot of different perspectives represented with good guidance from them. The Northwest Municipal Conference is made up of 43 member communities. One of those is a township and 42 of them are municipalities. We represent over 1.2 million people, over 8,000 jobs and over 350,000 square miles in our service territory. We are geographically diverse with a lot of different interests to incorporate into the plan when we are thinking about a regional plan like this. The plan starts with an existing condition summary. That analysis starts with real examples from across the region for facilities for biking and walking, and accessing transit. The analysis also talks about how people access transit including CTA, Metra and Pace for each mode; walking, biking, getting dropped off or driving. We have listed the top 5 stations for each of those modes. Once we have the existing conditions established, the plan then goes into possible solutions to issues within the existing conditions. The street design tool box contains different tools for different goals of the plan. If the goal is traffic calming there are tools for that and they are delineated by cost, timeline, and the location where they are best implemented depending on whether they are arterial or a minor street. The costs are per lane mile where applicable otherwise it is cost-per-instance. We wanted to give our members different types of solutions to implement in their communities. In addition to the more tailored solutions for localized issues. We also included programs and policies which address some of the big picture and overreaching issues that people want to address in their communities including Vision Zero and Complete Streets Policies. This also includes additional resources. Our 2010 bicycle plan for the Northwest Municipal Conference included a set of priority corridors where we really wanted to focus on improving and those were updated according to the existing conditions analysis that was done. A couple of the priority corridors were dropped from the 2010 version and a couple of new ones were added. There are 19 priority corridors that form the backbone of our bicycle portion of the multi-modal plan. These are mostly focused on east-west. That is what we gathered from our feedback and through our public engagement. A couple of routes that get close to Bartlett include the Fox River/Busse Woods Bikeway. It does not actually go through the Village, but is on the northern edge along Irving Park Road and connects to the Fox River Trail, which I know Bartlett has a couple of connections to as well. The priority corridors were evaluated based on a number of different criteria. The corridors are ranked based on connectivity to destinations, trail networks, transit, how direct the route is and any major barriers such as expressways and train crossings as well as safety along the corridors, and looks at crashes where there were serious injuries or death. The Barrington Road bikeway borders the Village's eastern edge on Barrington Road and ends at the northwest tip of the Village and goes up to Dundee Road. That is close to the Village and some connections to the Village's bike facilities. In addition to developing the priority corridors, the team also came up with



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cost estimates to complete the entire network. The costs are divided into 2 categories. There are basic costs like striping, signage, and paving costs that are a little bit easier to calculate and the other category is barrier costs including expressway crossings, railway crossings, and intersection improvements. Those are the big-ticket items that can drive up costs for a project. The total for that actually ends up being more than the bike facility. The bike facility is a little over 33 million dollars total for the entire network. The barrier costs are over 38 million dollars. The team also looked at the sidewalk network in the communities. Trans Systems did a lot of the data collection. They went out to each member community and assessed the sidewalk networks. They noted where there were sidewalks on both sides of the street, on one side of the street, and where it was missing completely. Where sidewalks were missing completely they created a prioritization system. The criteria included proximity to schools, proximity to transit, whether it is within a job center or commercial area and the type of street that the gap exists along. The gaps were all assigned different tiers. The goal was to create a roadmap for municipal planners to look at and our online maps to do show the network map showing where Trans System focused on the half-mile radius around the Metra stations. They also surveyed federally eligible routes. It is great to have a plan and good ideas about where we want to put our money, but getting the money is a different story. An important part of the Multi Modal Plan is the section of funding options. These include federal funding, county funding, state funding and private sourcing and grants. The goal is for us to help facilitate these projects and help our communities apply for these grants whether it is writing letters of support or helping with the application itself and shepherding the project through the federal process once those funds are secured. We are excited to role this out and we hope that it will tide well with local plans like the plan that is currently being undertaken with Streamwood. I think you will see a lot of similarities between our plan and what your final product ends up being. Our website also shows the corridor updates. The maps include options for people to make comments and suggestions. We take comments from the public and our members to keep the website updated. You can also add photos. It is a good way to get feedback in one place. As we have been out more this summer we have gotten a lot of new comments. We are getting a lot of good information.

**J. Goetz** does this overall plan include Bartlett and Streamwood? **K. Stone** it includes Bartlett and Streamwood, but very broadly. We can focus our plan and make specific recommendations. **J. Goetz** the website is great. I am looking forward to reading the report in more detail.

### OLD BUSINESS/NEW BUSINESS

#### DUPAGE FOREST PRESERVE DISTRICT UPDATE

**J. Ortega** the last segment of the North Central DuPage Regional Trail target letting date is now November 5, 2021. We expect construction to begin next spring with the final restoration and punch list completion in the spring of 2023. **J. Goetz** was that pushed back? I thought it was going to be sooner. **J. Ortega** it was. We were working through a few agreements, but now everything is in place and I cannot see anything that would keep us from hitting the November 5, 2021 letting. **J. Goetz** will it be about a year for construction? **J. Ortega** yes. **J. Goetz** is there going to be a groundbreaking. **J. Ortega** I can let you know if that gets planned.



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#### PARK DISTRICT UPDATE

**K. O'Brien** I do not have any updates on behalf of the Park District at this time.

#### GRANT UPDATES

**T. Isham** the updates are included in the memo. **J. Goetz** are the bike racks and shelter going in? **T. Isham** yes. The shelter did not come with instructions, so we are looking into getting a contractor to build the bike shelter. **J. Goetz** there are 2 items. There is the shelter and 6 racks. Are all the materials on site? **T. Isham** yes, all but 2 bike racks. **B. Krall** will that be done before winter? **T. Isham** yes.

#### BICYCLE PROJECT UPDATES

**T. Isham** the striping was approved and we have the materials. That will be done in a couple of weeks.

#### COUNCIL OF GOVERNMENT UPDATE

**D. Kamperschroer** this week I attended the Northwest Municipal Conference Bike and Ped Committee as well as KKCOM Bike and Ped Committee meeting. There was a discussion about bike repair stations. Other municipalities discussed the pros and cons, and their experiences with that expenditure. We also discussed the Multi-Modal Plan comments tool that was just discussed here. We also discussed the Fox Valley Bike Share and possibly renewing the bike share in Kendall County. We also discussed that ridership was up in 2021 and that the Kane County Forest Preserve is looking at updating their speed limit and looking at enforcement of e-bikes. They are looking at increasing the speed to 20 miles per hour.

**J. Goetz** one of the projects was the southeast corner of Route 25 and W. Bartlett Road. Is that Bartlett's jurisdiction? **K. Stone** originally, several years ago, IDOT was supposed to do intersection improvements on Route 25. Unfortunately, they took the intersection improvements out of the project. The Lennar Development path ends at the right-of-way line and the True North path ends at the right-of-way line. There is a gap. The developer said they would contribute towards the intersection improvements when IDOT is ready to move forward. It is in place, but unfortunately, IDOT took that out of their funding and did not notify the Village, so we have a gap there. **J. Goetz** is the path in at the True North property? **K. Stone** it is in, but it is not open to the public due to the ongoing construction. They still have to put in the ADA ramps where there is cross access between the lots, but the path itself is in. **J. Goetz** on the west side there is a path from that subdivision that ends about 20 feet short. **K. Stone** typically, we want the developer to go all the way. IDOT said not to have the developer do it and that they were going to do the improvements. **J. Goetz** this is a potentially dangerous situation. People are going to use the path without the crosswalk or a signal. **K. Stone** we have put signs up that say "path ends" to tell people not to go forward. We can have the developer look into that.

#### LOW SPEED ELECTRIC BICYCLES

**B. Krall** I did research this and I can send that out to all of the members. Now that we have our sign machine, we can make our own signs. **A. Reinke** I did not get the sense that **D. Palmer** wanted to prohibit e-bikes. I got that sense that he wanted to permit e-bikes. **K. Stone** I think he wanted to make



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sure they were allowed. Oftentimes when things like this happen, police departments, who would be the ones to enforce it do not necessarily know when there is a change to the vehicle code. We can let the police department know that according to our municipal code and the Illinois Vehicle Code low speed electric bicycles are permitted on bike paths. It is an education process for the police officers as well. **A. Reinke** unless there is any strong feeling that the Village should look at prohibiting this I think it makes sense to leave it as it is. **J. Goetz** I think we should be accommodating to e-bikes. Right now, given the relative newness of e-bikes they are all at a maxed-out speed, but if they started getting beyond that I think that is when we need to be concerned. We do not want the e-bikes blazing down bike paths. **A. Reinke** I would like police input. **K. Stone** I asked Officer Roger, our traffic enforcement officer and he said he read everything over and agreed that we do not prohibit e-bikes as things stand now.

**J. Goetz** is the subdivision on W. Bartlett Road and Route 59 moving forward? **K. Stone** it is. The original home builder pulled out, but the developer is still moving forward. The developer gave us very specific deadlines on a timeframe that they want. I told them we need to have plans submitted by October 4, 2021. I am hoping that will be moving forward. **J. Goetz** are there any updates from the Bartlett/Streamwood meeting? **K. Stone** yesterday, we got an email from CMAP. They have updated the existing conditions report as well as an existing conditions story map on their website. We are going to start blasting that out on our social media so people can see what the findings are. We are going to move forward with creating our vision for the Village. It is nice to see the final project and how we can be specific about what Bartlett needs. **T. Isham** the next public open house is in November. There will be a blast out for that too.

**A. Reinke** asked for a motion to adjourn.

**Motioned by: J. Goetz**

**Seconded by: B. Krall**

**Motion passed by unanimous voice vote.**

**The meeting adjourned at 3:42 p.m.**