



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

**BARTLETT MUNICIPAL CENTER
228 S. MAIN STREET
June 23, 2022
3:00 P.M.**

1. Roll Call
2. Approval of January 6, 2022 meeting minutes
3. Public Comment (may be emailed in advance to planningdivision@bartlett.il.gov)
4. Bicycle & Pedestrian Plan Update
5. Old Business / New Business
 - a. DuPage Forest Preserve District Update
 - b. Park District Update
 - c. Grant Updates
 - d. Bike Path Projects Update
 - e. Council of Government Update
6. Adjournment - Next meeting September 22, 2022



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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, J. Goetz, D. Palmer, B. Hendricks

Absent: None

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 September 23, 2021 meeting.

Motioned by: B. Hendricks

Seconded by: B. Krall

ROLL CALL

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

Martin McManamon came forward and stated that Route 59 between Schick Road and Stearns Road is in need of a bike trail. It has been discussed among this committee, at the Village of Bartlett Board meetings, with our local and state representative and state senators and local officials as well as over 2000 local residents signed a petition. State Senator Seth Lewis told us at one meeting that the state just passed a new law to fund these types of projects in our state right of ways and I am hoping that this much-needed project has not been put on the back burner by this committee. Is there something that can be done to get this project moving? **A. Reinke** I think we are all in favor of that happening. I think where we left it was that we were waiting for road improvements and we were going to ask the state at that time. **K. Stone** correct. If IDOT does a project in that area they will work on it. The Village does not have authority to work on a project if it is on private property because that would be outside of the Village's corporate limits. Staff had previously come up with an alternative where it would go through the park in Ridings East and then connect to the roadway near Carriage Way and I believe Martin at that time was not in favor of having the path on the street in that neighborhood. **A. Reinke** we are definitely on board with that. If there is ever an opportunity that any of us sees, we will make it happen. **B. Krall** would that path be on the east side or west side of Route 59? **K. Stone** it would be on the east side of Route 59. **J. Goetz** Martin, you said there was talk about legislation helping with this. **M. McManamon** yes, Seth Lewis made it clear that a new law had just been passed that if Bartlett took on the project the state would pay for it because it is on their right-of-way. I think that is something that needs to be investigated. It is not like what you just said that if IDOT decides to do a project there that they would do it and that has always been the law, but the new law that has just been passed and is in the state right of way, the state will pay for it. I think now is the time to pursue that. **A. Reinke** we will follow-up with the representative's office and find out exactly what has happened. I do remember Seth Lewis talking about this. I was in many of those meetings too and I remember Seth Lewis talking about new legislation. I just do not recall enough of it and I do not know if it is going to get us there, but we will take a look. Who knows what they did in Springfield. Maybe for once they have done something helpful for the Village of Bartlett. That would be wonderful. **J. Goetz** even though it is in the Bartlett right of way, if they need Bartlett to manage the project, but it would funded elsewhere, are we capable of doing that? **K. Stone** my understanding was that the Village cannot be the lead agency for something that is not going to be within our boundaries. If the development to the east were to come into the Village, at that point, we have the developer construct the bike path at their expense unless something changed with how IDOT does the funding and who can be the lead agency, the Village would not be able to lead that up. **J. Goetz** there is no developer there between Schick Road and Stearns Road. **K. Stone** this is from Gulfstream south of Schick Road. **J. Goetz** Marty is talking about going all the way north to Stearns Road. **A. Reinke** there are actually 2 issues. There is the extra territorial jurisdiction of the Village of Bartlett, which is going to be applicable to the area south of Gulfstream. There other issue is us doing work in the right of way because there is not enough land outside of the right of way for us to do it that way. **K. Stone** correct. **A. Reinke** we will look at this again. I think it is important for us to check that legislation. I have discussed this at the Village Board level. We passed a resolution to IDOT stating if IDOT does a project we really want this to happen, which is what IDOT and the state legislators have told us is our very first step. I feel like we are in a good position.

D. Palmer has there been any interest shown whatsoever by anybody who owns land south of that subdivision about developing it? **K. Stone** I spoke to someone within the past 6 months that is looking



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at marketing that property for residential development. I have let them know if that does happen a bike path connection would be required. **D. Palmer** that is good news with all of the need for housing that I keep reading about and hearing about. **A. Reinke** it is a good opportunity.

A. Reinke asked, is there any further comment from the public? No one came forward. **K. Stone** we did receive an email today from a resident that I will read into the record "I would like to bring to your attention the need for a relatively simple multiuse path connection located at the southwest quadrant of W. Bartlett Road at Naperville Road/Munger Road. As you can see from the attachment, there is an existing multiuse path located at this quadrant that does not connect to a crosswalk across the south leg of the intersection. At this location, pedestrian push buttons and countdown pedestrian signal heads hardware already exist. The only thing missing is a short section of new path from the curb to the existing path, a curb cut and crosswalk striping all within the existing right of way. These improvements could possibly even be made by the Village's maintenance staff. This is somewhat of a safety concern since there are pedestrian push buttons and pedestrian countdown signals, but no painted crosswalk or curb cut. Bike riders must traverse this leg of the intersection without a painted crosswalk and must dismount their bikes in order to go over the concrete barrier curb. A year or 2 ago, Village staff sent this request to Cook County, but no improvements have occurred to date. Since Cook County likely will not make these improvements, if you have not already, please consider adding this simple, but important connection to the Village's 2022 construction program. Thank you. Steve Coffinbargar, 805 Foster Avenue." We have reminded Cook County about this project. They are going to be doing resurfacing in this area and we have sent an email reminding them to do the crosswalk and put in pedestrian timing signalization. We have also reached out to Elmhurst Chicago Stone who have agreed to do the bike path connection from the curb to the existing path. We have communicated with the necessary agencies in response to this email. The timing is always an issue when dealing with different jurisdictions and developers. **J. Goetz** what is the connection that is missing? **K. Stone** there is no crosswalk on the south leg. There are pedestrian signals and the bike path on the west side does not go all the way to the curb line. It stops short of the intersection. **J. Goetz** that path always stops going north about half way to the railroad tracks. **K. Stone** correct. Grasslands has come in for final subdivision. We are hoping to get that approved this spring and then the rest of that path would connect up to the railroad tracks as part of the construction of that subdivision. **J. Goetz** that is the path that is going to go under Route 59. **K. Stone** correct. That is proposed and is dependent on getting grant funding. **A. Reinke** have we connected Mr. Coffinbargar with Cook County? **K. Stone** we did let Mr. Coffinbargar know that we have contacted Cook County. **A. Reinke** I think anytime we connect people with the right person that is beneficial. Then Cook County is not just hearing it from us, they are hearing it from a resident. **K. Stone** I can do that as well. **A. Reinke** hopefully, Cook County will be just as responsive as the Village is.



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OLD BUSINESS/NEW BUSINESS

DUPAGE FOREST PRESERVE DISTRICT UPDATE

J. Ortega the connection on the west side of Munger Road connecting Forest Preserve Drive to the Prairie Path is officially on the January 21, 2022 letting. Construction will likely start around May 1. The alignment has already been staked and mowed to keep the vegetation down. We are expecting substantial completion in late fall or winter 2022 and then we will come back and do restoration work of the vegetation in the spring of 2023.

J. Goetz that will make a big impact in that area. **A. Reinke** has there been any progress on the limestone path near the camp grounds in Pratts Wayne? **J. Ortega** we were notified about the grant. There was an issue with the funds being released. I will check to see if those funds were released. We were notified that it was pending. I will follow-up on that.

PARK DISTRICT UPDATE

K. Obrien we do not have any updates on behalf of the Park District at this time.

GRANT UPDATES

K. Stone stated that **T. Isham** is not here today, but did submit his memo and I will do my best to answer any questions you have. **B. Hendricks** are the new bike racks done? **K. Stone** according to **T. Isham**, the bike shelter has been installed as well as 6 bike racks. The rest are going to Koehler Field and Ruzicka. **B. Hendricks** are there security cameras at the train station? **K. Stone** I do not know. **B. Hendricks** if there are cameras, it would be nice if they could cover the bike rack area.

BICYCLE PROJECT UPDATES

A. Reinke it looks like things are coming along well. **J. Goetz** what is the South Bartlett Trail project? **K. Stone** that is the trail on S. Bartlett Road north of the library near the horse farm. They just put up a new sign late last year for that. **J. Goetz** are these all of the projects that would be funded with the annual Village of Bartlett budget? **K. Stone** it is part of our capital improvement project budget. It is included in the 5-year plan that we update every year.

COUNCIL OF GOVERNMENT UPDATE

D. Kamperschroer at the November 16, 2021 Northwest Municipal Conference Bike & Pedestrian meeting Jessica Hyink presented on the Evanston Shared Street Pilot Program. The program was intended to create streets that can safely be shared by pedestrians, cyclists, and drivers by placing barricades indicating that the street was intended for local use only. Based on surveys throughout the course of that program the program did not create a significant increase in walking or biking on the barricaded street nor did the barricades deter or slow traffic. A survey to the public showed that while the barricades were unpopular, a majority of residents still would like to see more protected bike lanes.



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BARTLETT & STREAMWOOD BICYCLE AND PEDESTRIAN PLAN UPDATE

Alex Hanson we have been progressing on schedule and getting a lot of good feedback from the public and getting into the exciting phases starting to develop preliminary recommendations. We are focused on first evaluating the existing and planned bicycle and pedestrian facilities in both Bartlett and Streamwood and getting a sense of how everything is functioning today and what is already in the pipeline so that we can build upon that to create a more active network in the future, which is really our second main goal of taking the existing trails and paths and building a truly connected network over the years for residents to get to key destinations safely and conveniently by bike. Also, we are focused on looking at key pedestrian improvements and different strategies and tools to increase pedestrian safety and convenience throughout the villages. We have divided the project into 3 major phases. We are focused on getting to know the communities through a variety of engagement activities and hearing directly from residents and stakeholders, and analyzing a lot of data to understand the conditions on the ground today. We are now working on thinking more towards a vision for the future and preliminary recommendations and later, we will be moving into the planned development and approval. We are moving towards the end of the second phase and then we will transition at the end of winter/beginning of spring into starting to put all of the comments and ideas we have gathered together into an actual plan that you all can implement over the years. Community engagement is a big focus of ours. I have seen and talked to many of you at our other public meetings and you all know that we have the project website set up, which is a great repository for information on the project in general as well as a number of activities on the website with surveys and maps where people can provide input about solutions and ideas as they stand today. Residents can also look at project documents. We published the Existing Conditions Report this summer as well. The website is a great place for residents to keep tabs on how the plan is progressing and can give us feedback. When you do have residents with questions or ideas about walking and biking, please direct them to the website so that we can keep them engaged throughout the process. Over the summer, we had a community travel survey, which we got a great response to. We got a real sense of how people are traveling today and ideas about what would make walking and biking better for people in the future with more paths and trails, crosswalks and sidewalks and better connections to existing paths. All of these things have broad support from a very robust group of respondents. We also had a preliminary map over the summer just to get feedback where people experienced challenges, which has been a key input for us as we start to flesh out what a connected bike network could look like. In the fall, we made a big effort to engage with students more about the importance of walking and biking to school and making improvements. We have been working with School District U-46. We met with principals and student councils for both Bartlett High School and Streamwood High School and set up specific activities on the website for students and families. We have gotten great response to those as well. We learned about how students are getting to school today and more importantly, how we can make improvements. We have an interactive map on the website and have found through data analysis and feedback sketching out what a connected bike network could look like. We have gotten good feedback and we are making adjustments based on the feedback. We also identified sidewalk gaps throughout Bartlett and Streamwood to prioritize addressing those and where it is most important to fill in those gaps to create networks. Residents are indicating the importance of schools along major streets having connected and safe sidewalks and around transit. We have also been gathering feedback on different types of infrastructure in terms of intersections and different types of streets such as neighborhood streets that might have a moderate speed and major streets that have a lot of cars and higher speeds to get a sense of what types of facilities and infrastructure improvements are needed depending on the characteristics of a street. This is going to



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be important feedback for us as we take the preliminary work and start fleshing that out into what that line on the map actually means in terms of what type of facility we think would be the best to go there and what type of conditional improvements at intersections are needed to make that safe for people of all ages and abilities. On the website we have a space for people to share more general ideas and we have been tracking the types of things we hear and we are incorporating this into the planning process. We have had calls for more bike parking, particularly at retail destinations with a number of specific ideas for improvement that is all going into how we are developing the plan's recommendations. Towards the end of the summer, we created the Existing Conditions Report, which catalogs how things look on the ground today. On the website there is a pdf version that you can scroll through. The data analysis and community engagement early on focused on all the issues all of which have related opportunities as well. Those were particularly along major streets where biking and walking can feel uncomfortable and unsafe. We found with analysis crash data that people walking and biking are going to be seriously injured in traffic crashes. The opportunity is there to prioritize safety for the most vulnerable road users to help create a safer environment for everyone in Bartlett and in Streamwood. We also know that there are places that people would like to walk and bike to, but are unable to do that today due to lack of connections and gaps in both the sidewalk and bike network. That is our focus in developing the bike network now. We have also heard a lot about dangerous driving behaviors like speeding that adds to the sense of discomfort that people feel when they are walking and biking. Specifically, we have heard a lot about children and students walking and biking to school as a key need. There is a map of the preliminary bike network on the website that shows the proposed routes for the bike routes and existing routes. You can see that we are proposing a number of new routes and connections. Some that I would like to highlight are the complete path along Stearns Road heading west to James Pate Philip State Park as a key route, adding a path on Munger Road that connects to the project the Forest Preserve District was speaking about that would connect with Streamwood, completing the South Bartlett Road Trail further north through downtown and connecting to Streamwood, and continuing the Bartlett Trail directly along the utility right-of-way to connect further west to Brewster Creek Business Park and out to James Pate Philip as well. There are also a number of neighborhood paths that we are proposing. These are typically slightly shorter connections on smaller roads, but would be complemented with signage and traffic calming to make those of high quality for biking and walking for people of all ages. **B. Hendricks** you mentioned safety on the trails as part of your work and developing a plan to encourage safety. On some of these spurs and paths you are by yourself on a bicycle, walking, or running. Are there standard endorsements on how people should utilize these paths? For example; always be accompanied, wear a helmet, and do not ride at night. **A. Hanson** in terms of education, that would be another key component. In addition to the bike network, we have also been looking at pedestrian-focused areas. These are the areas with the highest pedestrian activity today or where we think there is a lot of potential for walking in the future with some improvement and investment. For these areas, we are going to be developing more specific locations with more specific infrastructure recommendations as well as potentially policy recommendations. There may be some things that are different in these areas from other areas. For instance, speed limits and other things. The Bartlett downtown area is one of the major pedestrian-focused areas. The other areas are based on key community destinations; retail, commercial, schools and parks. With this type of plan, we often focus on the infrastructure side. That is really important and a huge component, but we are also thinking about other nonphysical items that are important for encouraging and empowering people to be able to walk and bike more. These span from policy recommendations. These could be updating subdivision ordinances, changing certain standards or guidelines within those, adding a bike parking ordinance, and education. We are looking at different programs to focus on students, adults and all



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road users thinking about regular safe routes to schools' programs, maintenance procedures, as well as different events. These could be bike rides or walking events that get people more interested and familiar with walking and biking options in the Village. We are also focusing on reporting and coordination, being transparent about investments and the progress that is being made as well as working regularly with the partners that are critical in getting this done with surrounding villages and municipalities as well as forest preserves to take advantage of every opportunity there is to get these improvements made as cost effectively and quickly as possible. We are giving updates to the Village Board in the next month or so to let them know how things are progressing. We will also be developing a memo in the short term that summarizes all of the key recommendations before we go into creating the formal planned document. In the spring, we will be doing another round on community engagement both online and in person, and then start to put together the plan document that will hopefully be approved next summer. **B. Krall** was the response rate similar in amount to other similarly sized populations? **A. Hanson** yes, I think we have seen good response rates. We feel it has been in line with other municipalities in the region. We have been tracking the demographics of the respondents. We are making efforts to try to diversify who we are hearing from as well. **A. Reinke** thank you for the presentation. I would like you to come speak to the Village Board. I think that you will get a lot of interested trustees and I am interested to see how this turns out. **A. Hanson** I think we are heading in a good direction and the timing is fortuitous as far as opportunities are coming on line. **J. Goetz** it is interesting to see that your results so far are basically things that we know. We know that we need to make these connections and we know it is important. It is validating. I look forward to your expertise helping with the funding. Intergovernmental cooperation and funding seem to be the biggest challenges to getting this done. **A. Hanson** I think we have a really good sense of what needs to be done. We are going to be focusing on how to assist the Village.

A. Reinke I had a request from the Village Trustees to give a report to the Village Board on what we have been doing. I will do that. I know that is important to everybody. I think it will be very helpful if each one of you sent me an email to come up with your own ideas, your top 1, 2 or 3 projects or things you would like to see the Village put on the plan to get done. We talked about the capital improvements programs and how that is a 5-year plan and generally projects that are very specific, but at the Strategic Planning Session, these are the big ideas and I would like to discern what the committee's sense is of the top few projects. I will push those for the Strategic Plan because I think improving the bike path system is already part of the strategic plan, but if we make it more specific we have a better chance of moving forward with those items. **J. Goetz** when you go to the Village Board meeting, would it make sense to have a few of us in attendance? **A. Reinke** you are always welcome to attend. **J. Goetz** I would like to be in attendance. **A. Reinke** I will get back to you about when a good time for that would be. **K. Stone** we should know by next Tuesday when it will be on the agenda. **D. Palmer** I filled out the survey for Route 20 and Shales Parkway on the State of Illinois website. When will we start seeing plans for that? There is no way to get pedestrian or bicycle access east or west there. You would have to go up to Irving Park Road, which would require going to Route 59 and doubling back up or you would need to go to W. Bartlett Road or cut through the industrial park. There is no way short of walking on the roadway and would not recommend that anybody do that. **K. Stone** IDOT has had plans for years that have shown pedestrian improvements along Lake Street. For example, in Elgin where the car wash is being built, they are making them put in a sidewalk. IDOT's plans change. They do not necessarily let us know. **D. Palmer** when it does happen, can you let us know? **K. Stone** yes. **J. Goetz** there might be a published plan for Route 20. Have you seen that? **K. Stone** yes, there is a plan and it shows people having to cross Lake Street about 4 times. They have the bike path on the north side and then on the south side. They have changed it. They allowed the



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car wash to put in a sidewalk as opposed to the bike path that the plan called for. It is not consistent and it has not been followed. One of the comments was that if there was going to be a crossing at Lambert Lane that they need to put in a pedestrian signal to connect the bike path that stops about 500 feet short of Lake Street. It dead ends in Elgin. We are trying to encourage IDOT to make connections and improve safety, but they have not necessarily followed their own long-range plans. **J. Goetz** that is frustrating.

A. Reinke asked if there were any further questions or comments. No one came forward.

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 3:42 p.m.

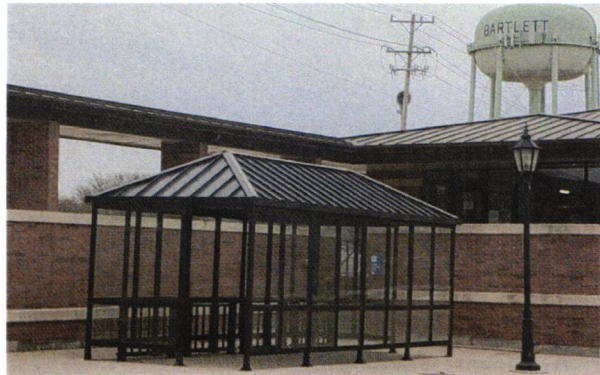
Memo

To: Bike and Run Committee Chairman and Members
From: Tyler Isham, Assistant Director of Public Works
Subject: **Bike/Ped Related Grant Updates**
Date: June 17, 2022

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.

DMMC Bike Rack Grant:

The bike shelter has been installed on the south side of the Metra Station along with 6 bike racks, the remaining racks requested by the Village shall be installed at Glen Koehler Fields, Ruzicka Park and various areas Downtown.



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. This project has been completed, and will continue with a three-year maintenance plan of the native plantings within the bioswale.

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

Schwartz Engineering, completed looking at existing conditions in both Streamwood and Bartlett and collecting data from that information to begin the next phase, and has sent a draft recommendations memo for review.

Surface Transportation Local Program (STP-L):

Every two (2) years, the different municipal caucuses send out a call for projects under the STP-L in the upcoming federal fiscal years (FFY) 2022-2027. These are federal funds that provide up to 80% of the funding for reconstruction or resurfacing of roadways. If awarded, complete streets aspects must be included. The Village is applying for the resurfacing of North Avenue from Oak Avenue to Lake Street in a partnership with Streamwood, and also we have applied for Oak Avenue from North Avenue to Lake Street.

Memo

To: Bike and Run Committee Chairman and Members
From: Tyler Isham, Assistant Director of Public Works
Subject: **Bike Path Projects Update**
Date: June 17, 2022

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 2022/23 Major Projects

- South Bartlett Trail: (Capital Project)
 - Project is currently in the Capital Improvement Program and will be a partnership with the Park District to rehabilitate the path along South Bartlett
 - This will most likely be a multi-year project, depending on scope.
 - Recently walked the path with the Park District to determine what we could fit in there, and how many (if any) trees had to be removed.
 - Proposing an eight-foot (8') wide path at this time. The current path is between 5 and 6 feet (5'-6') wide.
- Metra Sidewalk & Landscape Restoration: (Capital Project)
 - Project enhancing the streetscape near the Metra Station. This project includes new landscaping, removing some excess concrete and improving and expanding the existing sidewalk connectivity around the Metra Station.
 - Landscape architect is designing landscape areas currently, and the sidewalk work shall begin in FY 2022/23
 - Metra is providing \$150,000 in funding for this project.
- Will be continuing to do asphalt reclamation on resurfaced paths
- Continue utilizing Public Works crews to do in-house paving and patching of existing paths
 - Continuing on Newport and Struckman paths
- Striping contractor coming in upcoming weeks and will be striping crosswalks and pavement areas around 59. (Stearns and 59 Intersection recently re-striped)

Memo

To: Bike and Run Committee Chairman and Members
From: Tyler Isham, Assistant Director of Public Works
Subject: **Traffic Study Findings on Mayflower**
Date: June 17, 2022

With the Village completing the striping on Mayflower to create a parking area and unofficial bike route, staff requested the police department to perform a speed study of that area. The police department deployed two (2) traffic counters, one on Struckman Blvd near Blackhawk Ln and one on Mayflower Ln near Mohawk Ct on April 22nd. The traffic counters were up until May 2nd, and collected the following information:

Intersection	Speed Limit	Approaching Speed	Receding Speed
Mayflower & Mohawk	30 MPH	31 MPH	28 MPH
Struckman & Blackhawk	35 MPH	30 MPH	29 MPH

The police department looked back on past studies done in this area to compare and assess the traffic calming measures effectiveness. A study at Mayflower and Marlboro Ct was performed from April 3, 2013 to April 10, 2013. Another study was performed on Mayflower near Struckman Park from April 18, 2012 and April 23, 2012. Below are some of the findings:

Intersection	Speed Limit	Average Speed	85 th Percentile
Mayflower & Marlboro	30 MPH	32 MPH	38 MPH
Mayflower & Struckman	30 MPH	33 MPH	38 MPH


Although not a drastic difference between the different studies in terms of average speed, the studies seem to suggest that the striping, which begins east of Mohawk Ct, appears to be slowing traffic slightly down.

PLANNING & DEVELOPMENT SERVICES DEPARTMENT MEMORANDUM

22-52

DATE: June 17, 2022

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 17, 2022** – Members of the committee discussed updates to plans and efforts across the KKCOM region including an update on the Kane County Bike Plan.

- B. **Northwest Municipal Council Bike and Pedestrian Committee**
 - a. **Tuesday, February 15, 2022** – Former Des Plaines Civil Engineer and Bicycle and Pedestrian Committee Co-Chair Derek Peebles shared his experiences living overseas from a planning perspective.
 - b. **Tuesday, March 15, 2022** – Northwest Municipal Conference staff presented a summary of the results received from the annual Multimodal Transportation Plan. Results of the annual survey will be made available via the NWMC website interactive GIS Tools found here, <https://www.nwmc-cog.org/transportation/bike-and-pedestrian-planning/nwmc-multimodal-transportation-plan>.
 - c. **Tuesday, April 19, 2022** – Yochai Eisenberg, Assistant Professor at the University of Illinois at Chicago presented on Project Sidewalk, a multi-year project to map, analyze, and visualize accessibility data of sidewalks in the Chicago region.
 - d. **Tuesday, May 24, 2022** – Members of the committee including staff from Bartlett and Streamwood shared updates on plans in progress and discussed the benefits of a multimodal transportation plan.