



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

**BARTLETT MUNICIPAL CENTER
228 S. MAIN STREET
September 22, 2022
3:00 P.M.**

1. Roll Call
2. Approval of June 23, 2022 meeting minutes
3. Public Comment (may be emailed in advance to planningdivision@bartlett.il.gov)
4. Old Business / New Business
 - a. DuPage Forest Preserve District Update
 - b. Park District Update
 - c. Bike Path Projects Update
5. Adjournment - Next meeting December 29, 2022



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CALL TO ORDER

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

ROLL CALL

Present: B. Krall, J. Goetz, D. Palmer
Absent: Chairman A. Reinke, B. Hendricks

ALSO PRESENT: K. Stone, N. Talarico, D. Kamperschroer, and J. Ortega

APPROVAL OF MINUTES

A motion was made to approve the minutes of the January 6, 2022 meeting.

Motioned by: J. Goetz
Seconded by: B. Krall

ROLL CALL

Ayes: B. Krall, J. Goetz, D. Palmer
Nays: None
Abstain: None

Motion carried.



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PUBLIC COMMENT:

Acting Chairman D. Palmer asked if there were any comments from the public. No one came forward.

BICYCLE AND PEDESTRIAN PLAN UPDATE

Alex Hanson of Sam Schwartz Consulting stated, we have been supporting the Village, CMAP and working with the team to develop the plan. We are getting close to the finish line with the bike and pedestrian plan. I will be talking about what the final plan document will look like, what the structure is, what is included in it, go over the key recommendations and talk about the final steps in the next month or so. We have been working on the plan for a little over a year. We started last spring with the first phase of getting to know the communities and that involved a lot of community engagement, hearing directly from the residents about challenges and opportunities they experience biking and walking in both Villages, and a did a lot of data collection and analysis to verify what we heard from the community and to look at other key challenges. In the fall and winter, we took that information and started to think about what types of improvements could be made and what the vision for the future might look like in terms of a future bike network and key pedestrian improvements. In the spring, we took that information and analyses to put into the plan document, that we are very excited about, and we hope that will equip you to hit the ground running on finding funding for these improvements and bring the plan to fruition. The final document has 6 key sections. There is an upfront overview that talks about the both of the Village's and their context, goes into demographics and that kind of information and highlights key opportunities and challenges that we learned about form the community and have really focused on finding ways to address those throughout the plan. We have recommendations at a glance and talk about the plan process; the 3 phases, the timeline and a detailed overview of the community engagement, all of the different actives that we have done and what we have learned from them, and that has been the foundation of the recommendations we have developed. The key recommendations section goes over biking, walking, intersections and crossings and includes a street design toolbox of a wide variety of tools to make walking and biking safer and more comfortable at intersections and crossings and ways to enhance those. We also have a section that looks at key projects. We worked with Village staff to identify a subset of really important projects that overlap the biking improvements as well as pedestrian improvements so that multiple needs can be addressed through one project. For those, we have project information sheets that we hope are a good starting point for staff to use to apply for grants. There is a section on policy and programs for the more infrastructure-focused recommendations and how to support and encourage more walking and biking through education and programming. Lastly, the Funding and Implementation looks at cost estimates, legislative updates from the state that are important and provide additional opportunities to hopefully implement these recommendations and key grant sources to track and pursue. The future bike network has proposed new routes, proposed enhancements to existing routes and the existing bike network. Right now, there is about 65 miles of bike facilities within the Village. We have identified 4 miles where there could be additional enhancement, which might be expanding a sidewalk to become a shared-use path or implementing additional traffic calming on a signed bike route to make that more comfortable and safer for people. There are 31 miles of new bikeways that cover a lot of major streets and shared-use paths to really provide a connected network across the Village that connects to key destinations and local routes that provide more small-scale connectivity within a neighborhood that also reaches key destinations. With the future bike network, the vast majority of the Village, about 85% of the area would be within ¼ mile of the network. Based on national best practices as well as specific community engagement



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activities, we developed criteria based on what improvements or bike facilities might be needed on a given street depending on its context specifically looking at speed limits and traffic volume as key determinants of what type of facility is needed to make it safe and comfortable and to encourage a wide variety of people to use the paths. When speeds are low and traffic volumes are low, most people are comfortable sharing the road with a vehicle. We might have pavement markings, signage, or traffic calming to go along with that, but not necessarily a separate dedicated facility. As speeds increase or traffic volumes increase above 25 miles an hour or more than 3000 vehicles per day that might need a straight bike lane with paint and might require a little more separation and protection to make people feel safe and comfortable. When speeds are 30 to 35 miles an hour there might be a separated bike lane and on major streets where speeds are higher, we are recommending shared-use paths to make those approachable and comfortable routes. We took these criteria and applied it to the future bike network. The on-street shared facilities might be assigned routes or more of a neighborhood bike route. The vast majority of the network is either shared-use paths or off-street trails where we have heard from residents are the most comfortable for biking. We thought it was very important to prioritize where those improvements would have the most impact. We looked at 6 different criteria to prioritize the future bike network and the proposed routes. We considered equity and looked at data from CMAP to see where the high equity needs are, destinations, and connectivity in terms of whether the newly proposed route connects to existing routes and fills gaps within the network safely, looking at crash data and safety incidents in the past that would make a route more of a priority and to provide solutions to those as well as community input with a number of mapping activities throughout the process. Lastly, we looked at barriers, whether that is a major street or a railroad. When we went through this prioritization exercise we put these into tiers. Tier 1 are the highest priorities, which includes a segment of W. Bartlett Road, Stearns Road, Munger Road around the business park, Naperville Road, Spaulding Road and the potential Grasslands Trail. Right now, Route 59 is a bit of a barrier currently, but has a lot of access to destinations. We heard a lot about the need for people to be able to walk and bike there safely. We also have a number of improvements in downtown to create a connected network through the downtown and the surrounding area. We have also identified pedestrian-focused areas, which are areas that either have levels of pedestrian activity today or potential for more walking in the future based on the land use and future development. These are areas where we think we need to apply traffic calming techniques, policy action and additional improvements for walking within the Village. We also looked at sidewalk gaps where there are missing links within the sidewalk network and prioritized those based on what we heard from the community. The highest priorities are the areas that are missing links closest to schools and transit and tier 2 is around libraries, community centers, parks, and forest preserves, and gaps along major streets within the pedestrian areas. Within Bartlett, the sidewalk gaps in tier 1 include about 7 miles, tier 2 has about 26 miles, and the tier 3 has about 19 miles of sidewalk gaps. We have also heard a lot about the importance of addressing intersections and crossings as key points that might take a comfortable route and make it more stressful or a pinch point for people who are biking or walking. We have mapped out high priority locations based on crash analysis, key barriers and community input, and what improvements might be needed to make those safer and more comfortable. We have identified the signalized intersections and non-signalized intersections as well as potential need for grade-separated crossings. The street design tool box has information about the rough costs as well as the time line broken down into intersections and the tools that can be applied. We have identified 6 key projects within Bartlett; Munger Road between Stearns Road and Sayer Road, W. Bartlett Road from Bennington to Westridge Blvd., Naperville Road from W. Bartlett Road to Timberline Drive, Spaulding Road from Naperville Road to Lambert and Stearns Road from Munger Road to the State Park, a segment on Route 50 to the south between Schick Road and Gulf Stream.



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The list of next steps is dwindling as we get further along. We are working to finalize the entire plan and document, which we anticipate will be available for public comment in early July on the website and then we will go through public hearings and meeting with the Village Board for formal adoption in July.

B. Krall the Village purchased a sign machine last year. Have we received that machine and is it in operation? **N. Talarico** yes, we have received that machine and it is in operation. **B. Krall** Route 59 and W. Bartlett Road are going under a huge renovation shortly. Will the bike path be part of that plan? **K. Stone** there will be improvements to the existing crossing at Route 59 and W. Bartlett Road and Grasslands Subdivision is going forward with their plans. The developer or the owner will be submitting engineering plans to do the crossing under Route 59 at the railroad tracks. Once we receive the engineering plans for that they will apply for the permits and will start construction of that.

J. Goetz will there be an opportunity to make amendments to this bicycle and pedestrian plan? Will there be a draft for public review and then adoption? **A. Hanson** yes. We are open to refinements and comments, and we will make adjustments quickly to meet the schedule. **J. Goetz** this is a great plan and we are excited about it. I would like to see what the costs and timeline are, but that is probably determined by a number of factors. **A. Hanson** we have planning level cost estimates for all of the key recommendations and I do think timing is always a factor, but we hope that the prioritization helps give a focused starting point to help get this started. **J. Goetz** does this plan specify for example, the Route 59 path being right on the pavement or set into the pavement because that is a critical factor. **A. Hanson** we did talk about shared-use paths and best practices for design and ideally trying to create a buffer between the street and the path being preferable but there are sometimes constraints that make that a challenge. **J. Goetz** I hope that the recommendation would always be to separate it. **K. Stone** I do want to add that on many of the maps there is one path that goes through the ComEd right-of-way that was highlighted as "needs further study." The reason for that is there are a lot of factors and obstacles for that occurring and it does mean that is where the path will go. Right now, the path ends at S. Bartlett Road so it would be going west towards the Westridge and Lakewood Mills subdivisions. It would cut through the middle of Route 59 parallel between the midpoint of W. Bartlett and Stearns Roads. There are wetlands, railroad crossings and Route 59, and environmental issues. There is no funding or time frame for that. There are a lot of agencies that would need to be involved and a lot of study needed. That is probably the longest term. I think there are other priorities to focus on.

OLD BUSINESS/NEW BUSINESS

DUPAGE FOREST PRESERVE DISTRICT UPDATE

J. Ortega the North Central DuPage Regional Trail that is connecting the Woodland Hills neighborhood along Munger Road to the Prairie Path is under construction and we are working through issues getting materials approved through IDOT, but we expect to have that resolved soon and construction to continue and be complete in early September of this year. There has also been interest in the past from this committee about trail improvements at Pratts-Wayne Woods. We did get a grant for that and we are working through the process of getting paperwork back from IDNR and getting federal funds released. We are waiting for a response from them to proceed. We will be working on plans this fall and hopefully, when the funding is released we will be working on that in the spring.



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PARK DISTRICT UPDATES

No one came forward from the Park District.

GRANT UPDATES

N. Talarico the grant updates are included in the memo.

BICYCLE PROJECT UPDATES

N. Talarico updates are included in the memo.

COUNCIL OF GOVERNMENT UPDATE

D. Kamperschroer I have provided a memo going over the topics that were covered at the meetings in the last 6 months. I would be happy to answer any questions. **D. Palmer** I did try several times to submit comments regarding the Route 20 and Shales Parkway renovations, but I am not sure if it went through given that their computer system seemed to be acting up. I see that there is another meeting scheduled for next Wednesday. I am not able to attend that meeting. Will there be a Village representative attend that meeting? **K. Stone** someone from the Village will be attending that meeting. A notification went out to all of the department heads regarding that. **J. Goetz** is the South Bartlett Trail going north of the Bartlett Library to the horse farm going to be built? **N. Talarico** that project is very preliminary right now. We just walked through that path with the Park District to make sure that everyone was on the same page for the tree removal that was going to be needed, but as far as engineering, that has not started yet. **J. Goetz** of the allocated \$40,000 per year, if that is not done this year, where is that \$40,000 going to be spent this year? We do not want lose that money. **K. Stone** the \$40,000 is mainly used for maintenance for existing paths. The capital improvement project for South Bartlett Trail is a different line item in the budget.

D. Palmer asked for a motion to adjourn.

Motioned by: D. Palmer

Seconded by: B. Krall

Motion passed by unanimous voice vote.

The meeting adjourned at 3:34 p.m.

Memo

To: Bike and Run Committee Chairman and Members
From: Tyler Isham, Assistant Director of Public Works
Subject: **Bike Path Projects Update**
Date: September 14, 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.